

Zeitschrift: Swiss express : the Swiss Railways Society journal
Band: 4 (1994-1996)
Heft: 7

Artikel: MOB - update
Autor: [s.n.]
DOI: <https://doi.org/10.5169/seals-855050>

Nutzungsbedingungen

Die ETH-Bibliothek ist die Anbieterin der digitalisierten Zeitschriften. Sie besitzt keine Urheberrechte an den Zeitschriften und ist nicht verantwortlich für deren Inhalte. Die Rechte liegen in der Regel bei den Herausgebern beziehungsweise den externen Rechteinhabern. [Siehe Rechtliche Hinweise.](#)

Conditions d'utilisation

L'ETH Library est le fournisseur des revues numérisées. Elle ne détient aucun droit d'auteur sur les revues et n'est pas responsable de leur contenu. En règle générale, les droits sont détenus par les éditeurs ou les détenteurs de droits externes. [Voir Informations légales.](#)

Terms of use

The ETH Library is the provider of the digitised journals. It does not own any copyrights to the journals and is not responsible for their content. The rights usually lie with the publishers or the external rights holders. [See Legal notice.](#)

Download PDF: 17.11.2024

ETH-Bibliothek Zürich, E-Periodica, <https://www.e-periodica.ch>

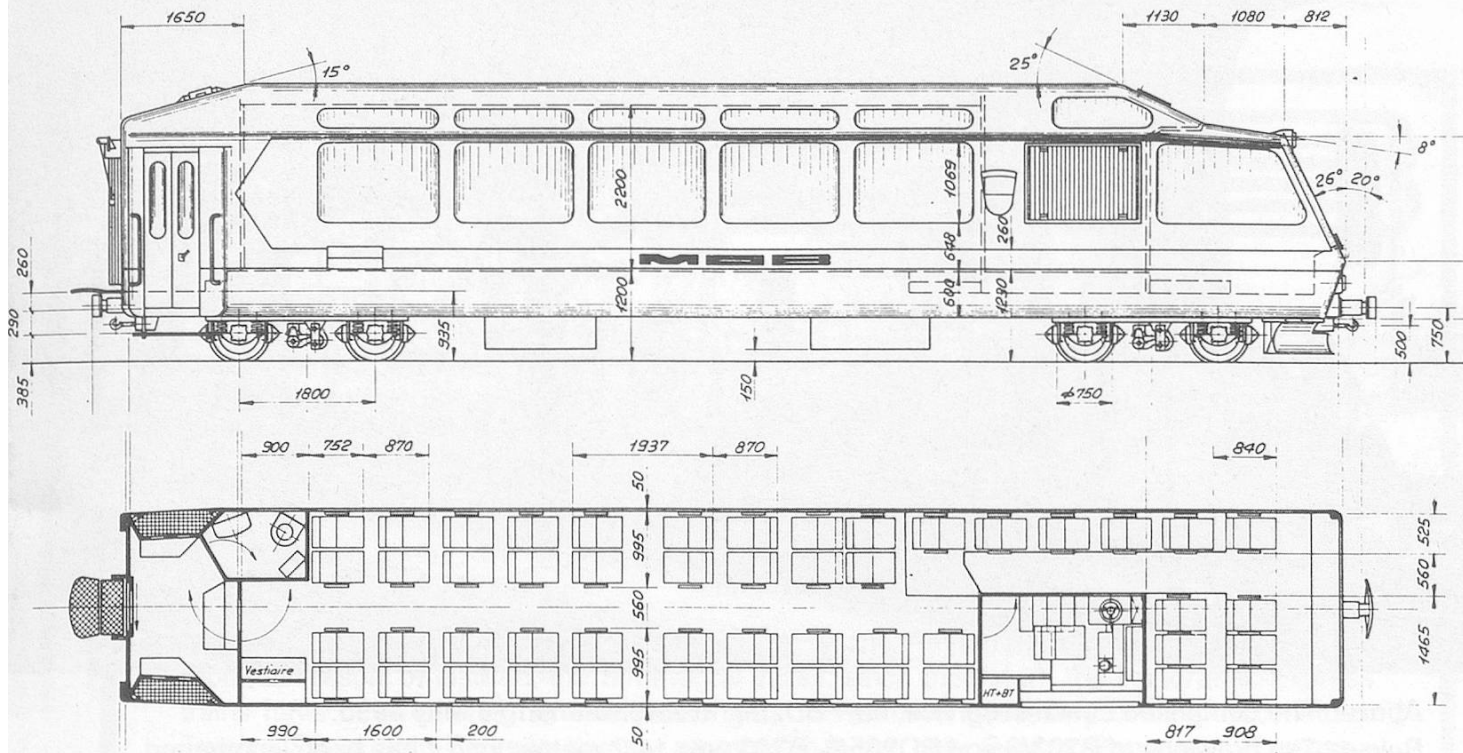


MOB - Update

Above: Ge4/4 8003 with BDe 3005 & 3006 at Zweisimmen, during test runs. Photo: P. Bowen

Below: The Driving trailer in the Chernerx works undergoing a complete refurbish, notice the raised driving position.





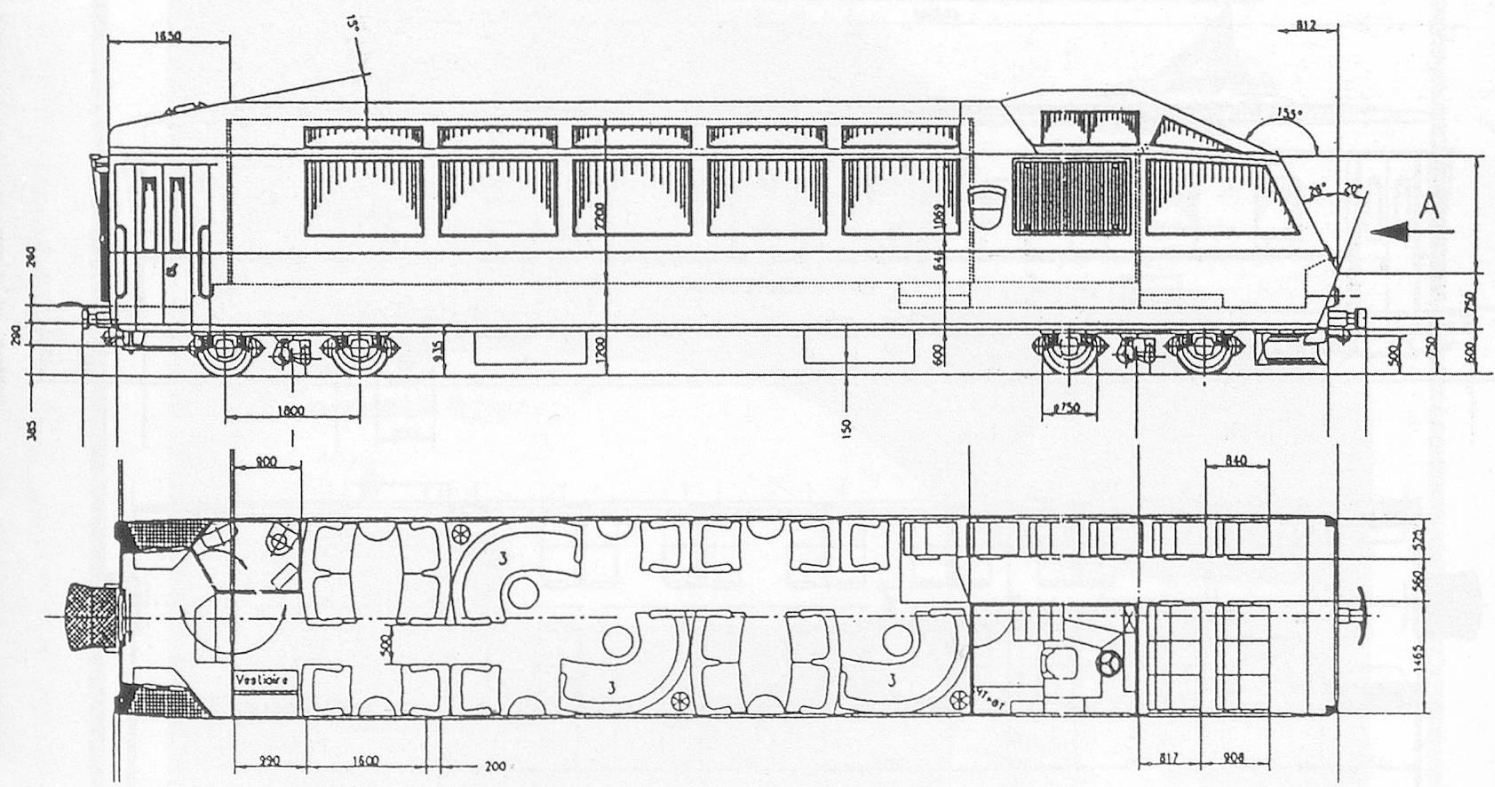
Super Panoramic to Golden Panoramic

The most notable alteration to the driving trailers is the roof section over the driver, this gives better forward vision, on the original design the nearest point directly visible to the driver was 26metres in front of the train, there are three cameras, one in the nose for forward

and one each side facing back for rear vision in stations etc.

The interior has been restyled similar to the 'Crystal Panoramic'. The 'Golden Panoramic Express' is now in service,

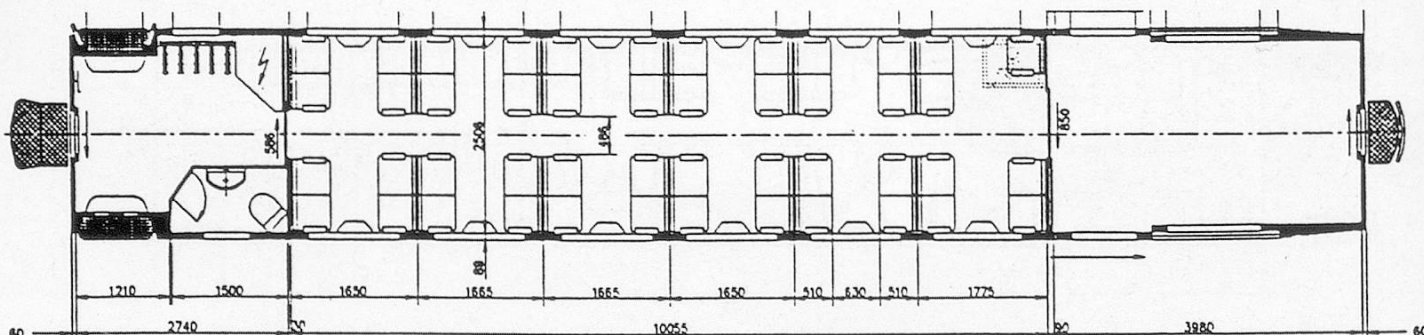
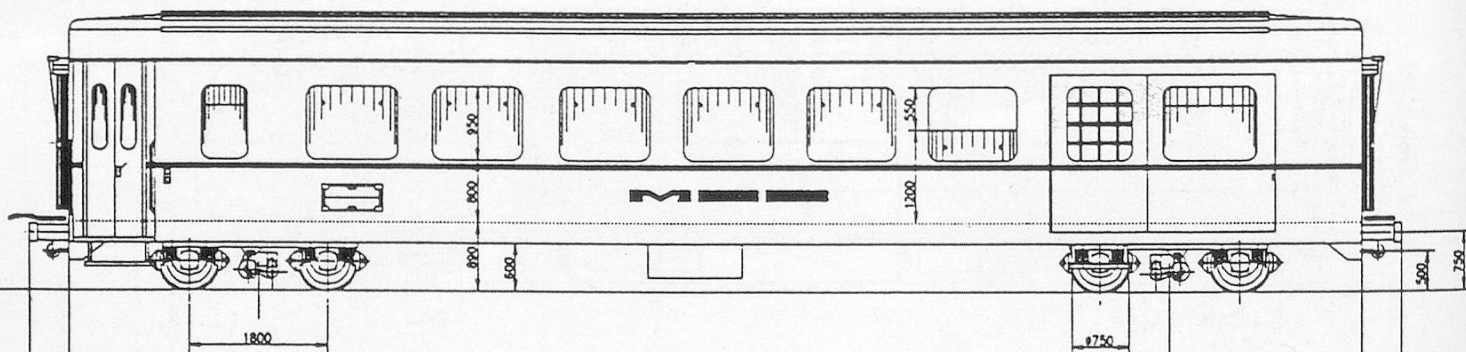
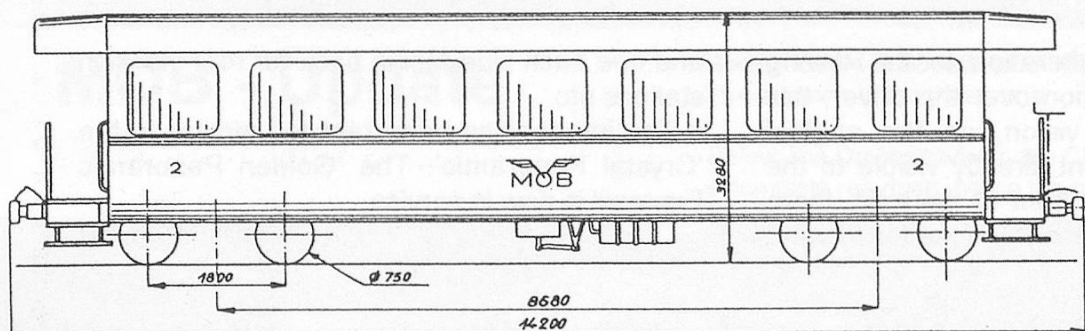
LSH





Above: The completed coach in service, now BD206, at Zweisimmen 10 May 1995.

Below: The drawings of B203/6 and BD205/6, B203 was 14.2 metres long it has been lengthened to 18 metres, the roof has been raised by 50 centimetres.



MOB

Montreux-Bernese Oberland - The MOB Railway Group

A CONTINUED FESTIVAL ON RAILS

Almost a century has elapsed since the day when the Montreux-Bernese Oberland Railway began to enrich Swiss tourism by its panoramic loops, leading from the blue expanse of Lake Geneva to the snowy peaks of the Bernese Alps.

As a precious link of the famous Golden Pass system, the long transverse railway line linking Montreux to Lucerne via Interlaken in the heart of the Alps, MOB embodies the finest traditions of railway pioneering.

Montreux, the Gruyère region, Chateau-d'Oex in the Pays-d'Enhaut upland, the famous mountain resort of Gstaad, the Simmental valley: since their start, the Panoramic-Express trains have been offering to their passengers the enthralling scenery of unspoiled nature. Twelve Panoramic-Express trains - among them the new Golden Panoramic-Express - circulate daily along the famous railway line. The Crystal Panoramic-Express, co-designed by Pininfarina, with its streamlined supersonic body already promises to add a truly futuristic trait to railway traffic.

Despite its decisive orientation towards the future, MOB further continues to uphold and preserve the railway's glorious past. With their dazzling original look, the "Belle-Epoque" carriages bring back to the delighted passengers (the atmosphere of the famous "Orient-Express" trains) all the splendours of Switzerland's railway tradition. This trend has also been fully upheld by the Rochers-de-Naye Railway, the showpiece of the MOB Group. On the occasion of the lines centenary, it put again into service a steam engine identical to those which opened it a century ago, combining thereby the ravishing geographic sights with a journey into the past.




*Crystal
Panoramic Express*
MOB
GOLDEN PASS 