



 **GOLDENPASS**
EXPRESS

Direct connection Montreux - Gstaad - Interlaken

THE OFFER

From Montreux to Interlaken, a fascinating journey

- From 11th December 2022, it is possible to connect Montreux, Gstaad and Interlaken without changing trains.
- In 3 hours and 15 minutes, the traveler crosses some of the most beautiful landscapes in Switzerland, from the lake to the mountains, from the city to the countryside, from the palm trees to the snowy peaks.
- Expected for more than 100 years, the GoldenPass Express became one of Switzerland's legendary trains.



THE OFFER

The Prestige compartments, a must

- The GoldenPass Express offers three classes : a 2nd, a 1st and an exclusive Prestige.
- The 18 seats in Prestige can be swiveled so that you can enjoy the view at its fullest and always be in the direction of travel. The space being raised by 40 cm, the passenger is totally immersed in the landscape.
- For optimum comfort, the seats in these compartments are customisable and can be heated.



THE OFFER

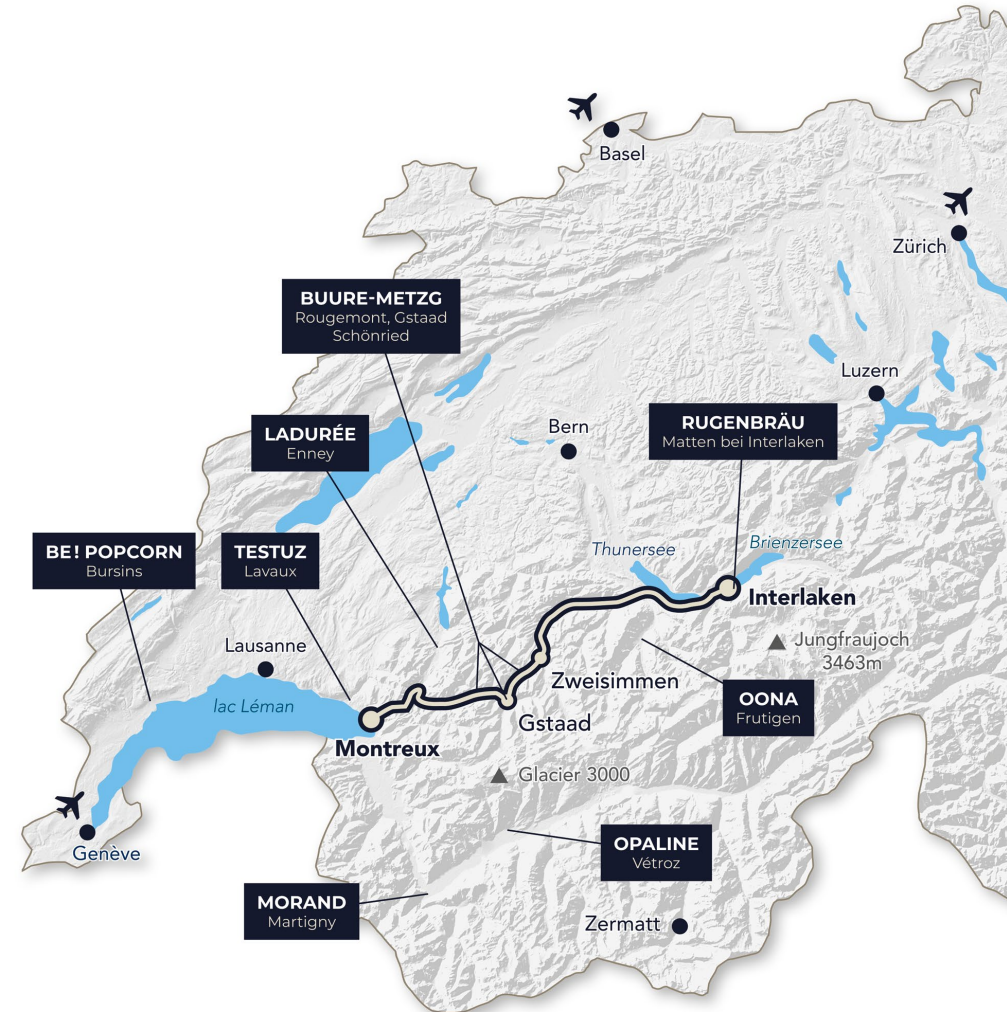
Pleasure for the eyes, delight for the palate

- A catering service upon prior reservation with local products is available in all the classes. Snacks and drinks are also served on board.
- A selection of regional specialties from the Bernese Oberland, such as cheese and dried meat, Swiss caviar from Frutigen and breakfast baskets from local producers are offered.
- To complete the gastronomic experience, wine from Lavaux and beers from Interlaken are also served.



THE OFFER

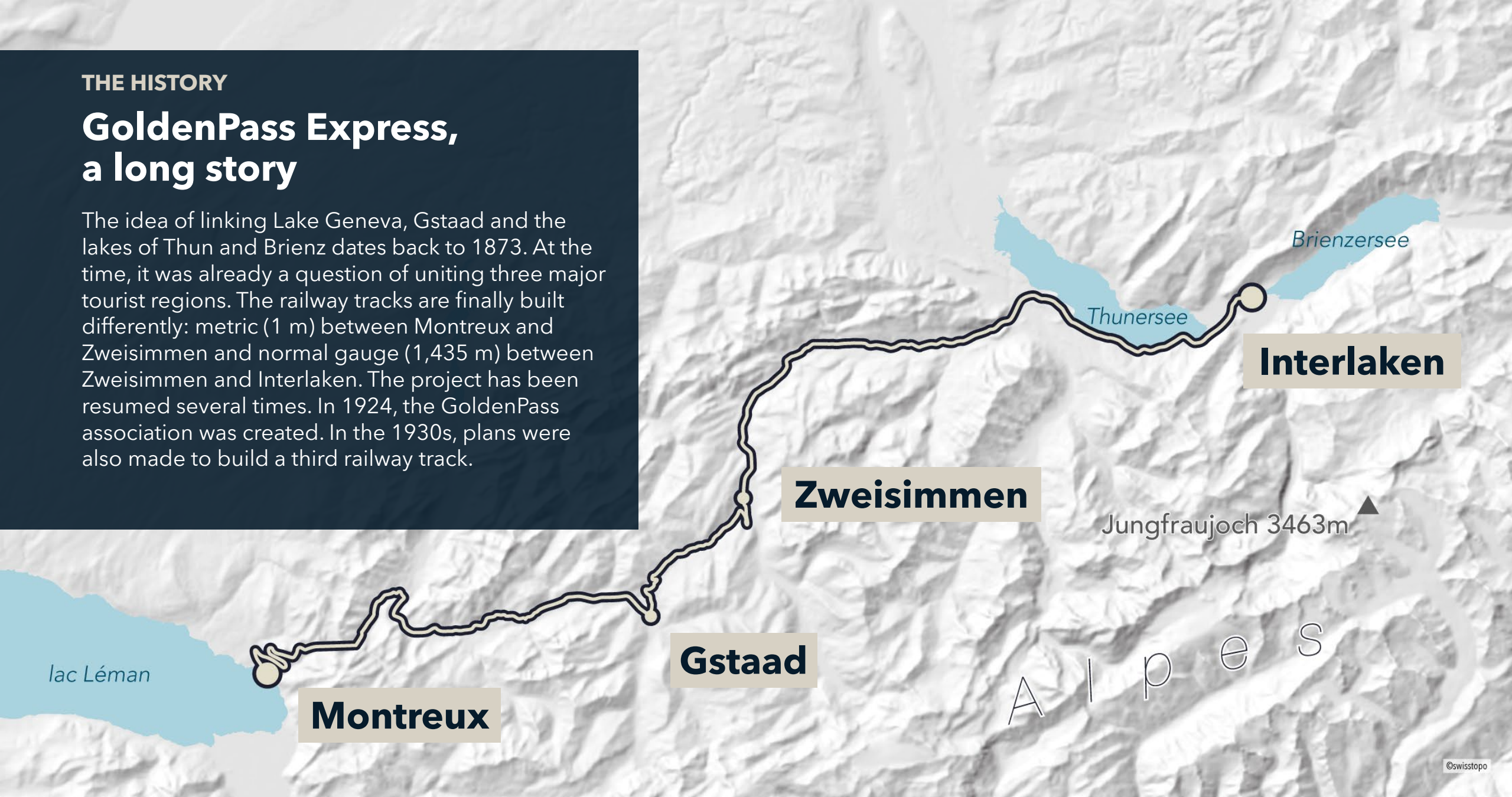
Local products in the spotlight



THE HISTORY

GoldenPass Express, a long story

The idea of linking Lake Geneva, Gstaad and the lakes of Thun and Brienz dates back to 1873. At the time, it was already a question of uniting three major tourist regions. The railway tracks are finally built differently: metric (1 m) between Montreux and Zweisimmen and normal gauge (1,435 m) between Zweisimmen and Interlaken. The project has been resumed several times. In 1924, the GoldenPass association was created. In the 1930s, plans were also made to build a third railway track.



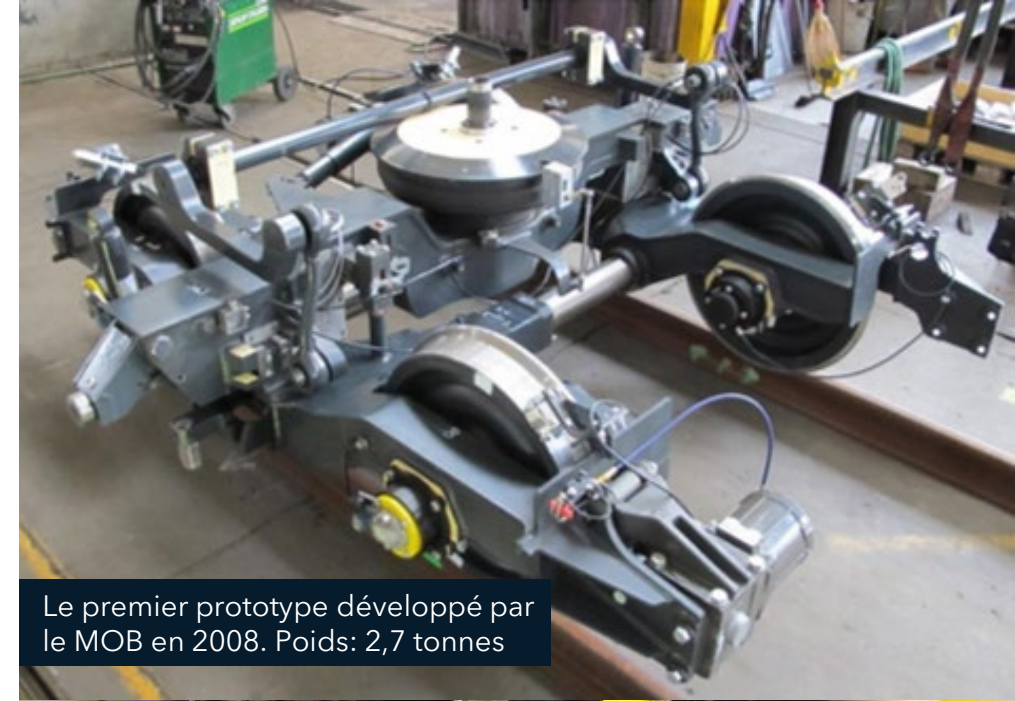
THE HISTORY

MOB relaunches the project

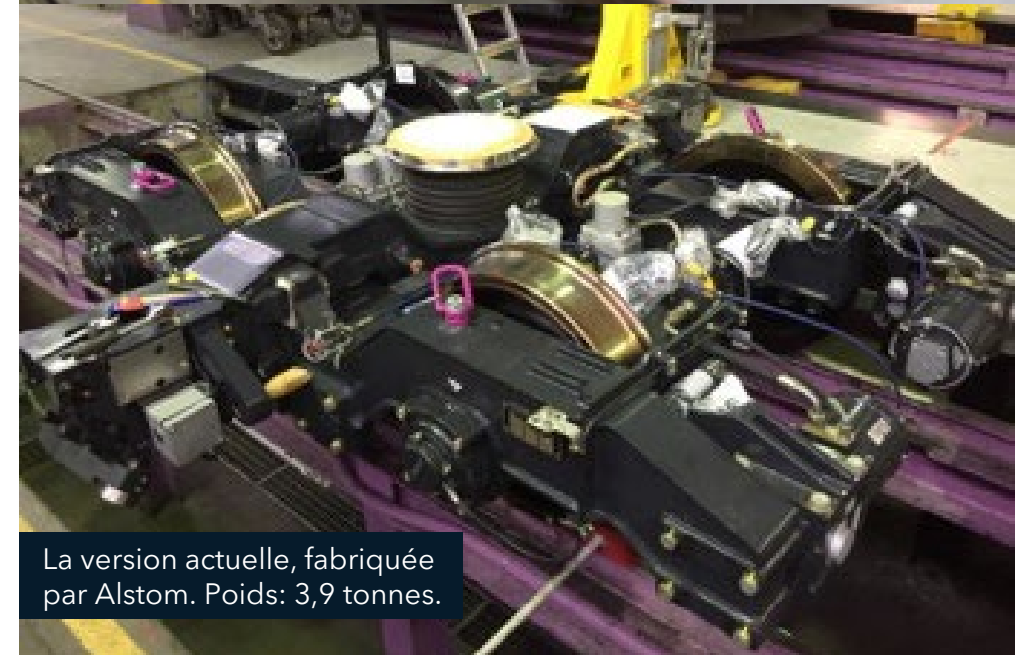
In 2008, MOB created a totally different concept: rather than changing the tracks, the bogies - the removable carriages that support the coach - were modified instead. With a **variable gauge bogie** and a spreading ramp, the train will be able to move from one track to another. The principle is as simple in theory as it is difficult to achieve in practice.

MOB searched for an industrial partner to realize this concept and the Alstom company was chosen. As of January 2019, four prototypes have been delivered and successfully tested. In Zweisimmen, two spreading ramps are planned. This switching from the metric gauge to the normal gauge is a world first.

Only passenger carriages are equipped with these famous bogies. This implies that a MOB locomotive will tow the train between Montreux and Zweisimmen and another, from the BLS, between Zweisimmen and Interlaken.



Le premier prototype développé par le MOB en 2008. Poids: 2,7 tonnes



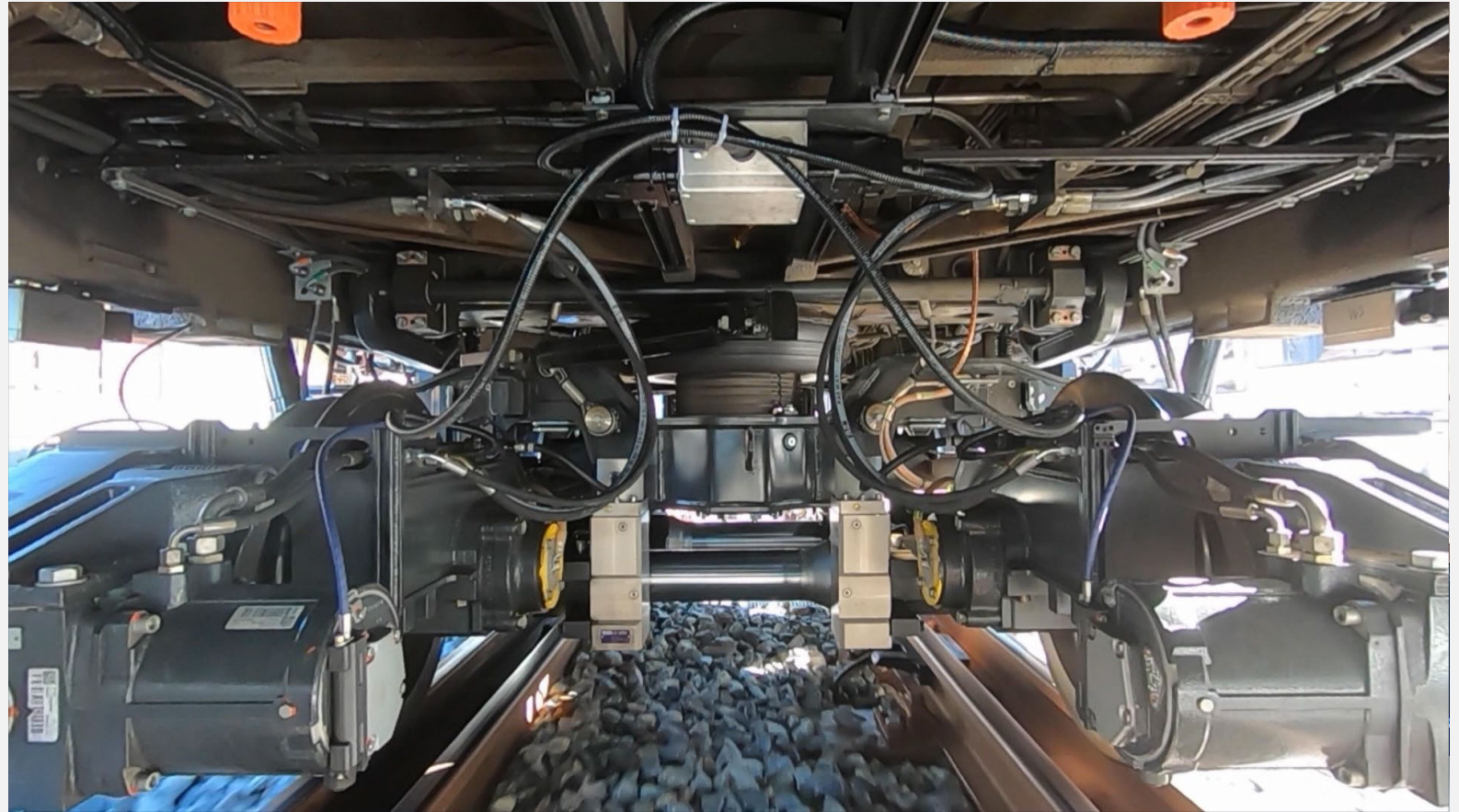
La version actuelle, fabriquée par Alstom. Poids: 3,9 tonnes.

THE FUNCTIONING

The bogie spreads, the carriage rises

Thanks to the spreading ramp in Zweisimmen, the bogie spreads, allowing the train to change from the metric track (1 m) to the normal track (1,435 m) and vice versa. The carriage also rises, adapting to the different platform heights (55 cm on the normal track, 35 cm on the metric track).

Video also available on
www.gpx.swiss



SOME NUMBERS

A project designed, developed and carried out in Switzerland

58 bogies were developed by Alstom and manufactured at the Villeneuve plant (Alstom / Bombardier).

23 cars were built by Stadler, four of which are accessible to people with disabilities.

CHF 89 million: the approximate cost of the operation. This amount is injected almost exclusively into the Swiss economy.

The MOB, which operates the GoldenPass Express together with the BLS, can count on several partners, starting with the Cantons of Vaud, Bern and Fribourg, as well as the Federal Office of Transport.





THE MANUFACTURING

Designed by Pininfarina, built by Stadler

The GoldenPass Express stands out for its aesthetics. MOB entrusts the exterior design to the prestigious Pininfarina workshops. It is in Bussnang (Thurgau), in the Stadler workshops, that the train is manufactured.

An outstanding project

For tourism: a direct train increases the attractiveness of Montreux, Gstaad and Interlaken. This brings Montreux closer to the Jungfrau Region and Lucerne.

For comfort: all GoldenPass Express coaches are panoramic and offer a breathtaking view of the landscape. A range of local gastronomic offers completes the traveler's pleasure.

For the technology: the change in width (+ 43%) and height (+ 20 cm) in a few seconds is totally unprecedented. A world first! It removes the barrier between the metric gauge system and the standard gauge, with promising prospects.






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DETAILED INFORMATION
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MOB COMPAGNIE DU CHEMIN DE FER
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