

Zeitschrift: Swiss express : the Swiss Railways Society journal
Herausgeber: Swiss Railways Society
Band: 3 (1991-1993)
Heft: 7

Artikel: The Talgo solution
Autor: [s.n.]
DOI: <https://doi.org/10.5169/seals-855222>

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: 15.03.2025

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

RBe4/4 Railcar Livery

After a good deal of experimentation, the external appearance of the RBe4/4 railcars has officially been settled. The new livery will be applied as they undergo general overhaul and is as follows:

Passenger section side walls	Blue above, white below
Drivers cabs side walls	Blue
Side edges of roof	White

Entry doors	Yellow
Ends and leading roof edges	Red
Drivers window surrounds	Black
Serial numbers on front doors	Black
Technical details on cab side walls	White

The RBe4/4 units already overhauled are at variance with the above scheme and are summarised in the table below.

Recorded liveries of RBe4/4 railcars

Number	Date	Compartment side walls	Dvrs.cab side walls	Ends	Cab window surround	Number	Headlight	
1401-6	19.8.89	Green	Green	Red	-	Yellow	-	1
1431	23.5.90	Green	Green	Red	-	Yellow	-	2
1477	5.10.90	Green	Green	Red	-	Yellow	-	
1412	14.12.90	Green	Green	Red	-	Yellow	-	
1433	22.2.91	Blue/white	Blue/white	Red	-	Yellow	-	
1424	20.3.91	Green	Green	Red	-	Yellow	-	
1440	18.4.91	Blue/white	Blue/white	Red	-	Yellow	-	
1452	19.6.91	Blue/white	Blue	Red	Black	White	-	3,4
1415	6.8.91	Blue/white	Blue/white	Red	-	Black	Yes	
1408	6.9.91	Blue/white	Blue/white	Red	-	Yellow	Yes	3
1414	11.10.91	Blue/white	Blue	Red	-	Black	Yes	
<i>As an example of the final scheme:</i>								
1427	6.11.91	Blue/white	Blue	Red	Black		Black	Yes

1 Front of drivers cab II with yellow ('dayglo') warning stripes.

2 Compartment next to cab II still designated 'Raucher'.

3 Top of cut-out cover below ventilation grille (partly in the white area) all blue.

4 Top flap of front doors completely red, and surround very thin..

The Talgo Solution

The Talgo system of moveable wheelsets is already successfully handling the break of gauge problems at the Spanish border where standard gauge gives place to broad. Now Swiss railways are discussing with Talgo the possibility of using the system to cope with a change from standard to metre gauge. There is a possibility that a number of 10 car sets may be ordered. This would eliminate the proposed

costly mixing of gauge between Interlaken and Zweisimmen and provide a through Luzern - Interlaken - Gstaad - Montreux - Lausanne - Geneve service.

Other possible combined standard/metre gauge routes being considered are Zurich - Davos, Zurich - St.Moritz, Lausanne - Morges - Blere and Delemont - Gloveller - Saignelegler.