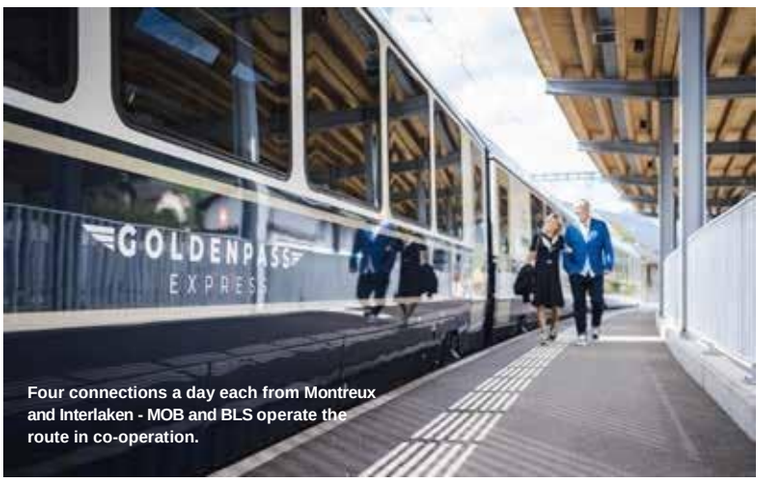
GoldenPass Express relies on Rex-Royal:

# Coffee enjoyment on rails

Since December 2022, the GoldenPass Express has been making railway history: as the first train connection in Switzerland, it enables a continuous journey from Montreux to Interlaken thanks to automatic track changing - without changing trains, but with exquisite catering. The MOB has also collected the finest specialities along the route - tangy cheese from the Pays-d'Enhaut, fine wines from Lavaux and even the coffee comes from a fully automatic machine "Made in Switzerland".

Text: Sabine Born| Images: Aniela Lea Schafroth and zVg.

**The GoldenPass Express takes travellers from elegant Montreux via sophisticated Gstaad to idyllic Interlaken without changing trains.**



Four connections a day each from Montreux and Interlaken - MOB and BLS operate the route in co-operation.

The Golden Pass Express leaves Montreux station at 9.33 a.m. on the dot, making its blue-and-white way through the postcard-perfect scenery landscape, past crystal-clear lakes, forests and mountains, covered in deep snow in winter and lush green in summer. The train first travels high above Lake Geneva before descending into the valley after a few elegant curves, winding its way through the Gruyère region and passing through the picturesque Pays-d'Enhaut. It could hardly be more beautiful, as Roger Federer and Trevor Noah found when they ended up on what they thought was the wrong train without tickets or money... (see video clip below).

"The GoldenPass Express is the fulfilment of an old dream," says Frédéric Delachaux, member of the MOB Executive Board. "The train connects three of the most important hotspots - Montreux, Gstaad and Interlaken. In other words, the palm trees of Montreux will be even closer to the glaciers of the Jungfrau. Without changing trains, the route will be much more comfortable, which will benefit not only, but above all, group travellers."

This is made possible by a technical masterpiece developed by the MOB in collaboration with Alstom. In Zweisimmen, the bogies of the wagons change from the metre gauge of the MOB (1000 mm) to the standard gauge of BLS (1435 mm). "The MOB invested a total of 89 million francs in the project," explains Frédéric Delachaux. An interesting side note: as the locomotives are not track-capable, a locomotive change takes place in Zweisimmen. "The train driver and train attendant change at the same time and BLS takes over,


"The GoldenPass Express is the fulfilment of an old dream."

Frédéric Delachaux, Member of the Executive Board of MOB.

## THE HISTORY OF THE MOB IN THE TIME LAPSE

### 1901-1905

### APPROACHES WITH A FAR READY LOOK

**The first train steamed from Montreux to Les Avants as early as 1901, and by 1905 the entire line was electrified. Metre gauge instead of standard gauge - a clever move that made the line ideal for the Alpine landscape.**

### 1906-1931

### EARLY LUXURY AND BRITISH FANS (1906-1931)

**With the first restaurant car in 1906 and the elegant Pullman carriages from 1931, the MOB brought not only passengers but also style to the mountains. English guests, including soldiers from the First World War, raved about the railway - the Alps were their new insider tip.**

### 1929-1969

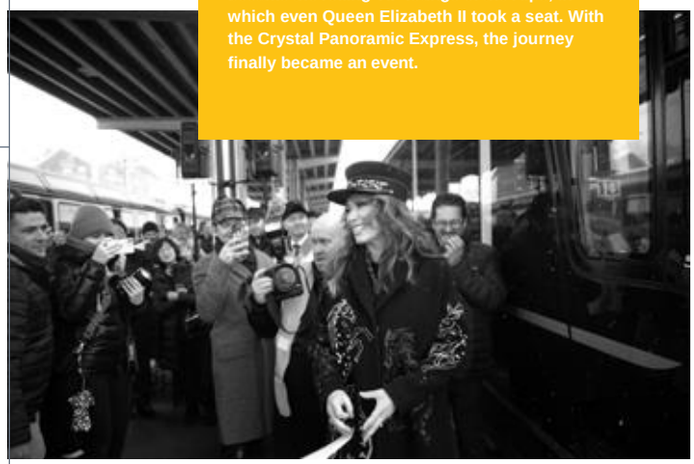
### BETWEEN CRISIS AND INVENTORY

**The global economic crisis and the increasing number of cars increasingly slowed down the MOB. It responded with diversification: buses, lorries and state aid kept it running. Some lines survived as museum railways - nostalgia instead of closure.**

### 1976-1993

### PANORAMA AND PROMINENCE

**When the MOB introduced the first panoramic carriage on narrow-gauge tracks in 1976, it became the rolling VIP lounge of the Alps, in which even Queen Elizabeth II took a seat. With the Crystal Panoramic Express, the journey finally became an event.**



### 2001-2022

### TECHNOLOGY MEETS VISION

**What to do if two lanes are not closed fit together? The MOB invented the viable bogie and bridged the gap between metre and standard gauge. Stadler built the trains and the GoldenPass Express with Shania Twain and Mike von Grünigen celebrated its premiere in 2022.**

**A panoramic train with three classes (Prestige, 1st and 2nd class) - the former offers extra comfort with swivelling seats, large windows and plenty of space.**

as the route from Zweisimmen is under their control. Only our catering team accompanies the guests on the entire journey," explains Enrico D'Herin, Head of Catering at MOB.

**Travelling with emotion**

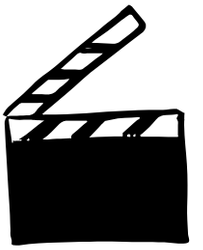
The GoldenPass Express runs four times a day with eight connections - four outward and four return journeys between Montreux and Interlaken. "Booking is recommended. Demand is high, especially among travellers from Asia and America," says Enrico D'Herin and Frédéric Delachaux adds: "The MOB is more than just a transport company: We don't just take people from A to B, we take them on a journey that awakens emotions, offers views and makes travelling itself an experience."

The entire train is served by a professional crew. Enrico D'Herin manages the catering team, here with service employee Filomena Pisoni.

The catering includes exquisite specialities, produced along the line.

This claim is also in the interior of the train: swivel seats in premium class, panorama windows that capture the landscape in moving images and catering that surprises. Small but exquisite - with delicacies that tell the story of the route itself. "Alpine caviar from sturgeons in warm mountain spring water, wines from the Unesco terraces of Lavaux and mountain platters with cheese and meat specialities along the route," says Enrico D'Herin, explaining the exclusive offer.

A culinary journey parallel to the landscape, which has also been setting new standards for coffee since the beginning of the year. Instead of the previous instant coffee, the menu now includes cappuccino, espresso and café latte in Barista quality, which prepared alongside punch, tea and hot chocolate using the S2 Railway CST from Rex-Royal. "J'adore la machine," enthuses Filomena Pisoni, stewardess on board. "I appreciate the ease of use, the beautiful design and of course the barista quality of the coffee."



## Film off

Roger Federer and Trevor Noah are travelling with the MOB.

**From standardisation to innovation**

"Rex-Royal is the only manufacturer of fully automatic coffee machines in the world that specially approved for use in trains," explains Christoph Staubli, who has been with Rex-Royal for 15 years and is an expert in the coffee business on rails. After the devastating fire disaster on the Kaprun glacier railway in 2000, the fire safety standards for trains were tightened considerably. This was a decisive turning point that led to a complete restart in the design of on-board coffee machines.

"Materials, technology and safety standards had to be rethought from scratch in order to meet the strict requirements on board," explains Christoph Staubli. The specifications require flame-retardant, toxicologically harmless plastic parts in accordance with the highest fire protection standard as well as shock and vibration-resistant

**Barista-quality coffee specialities from a Rex-Royal S2 Railway have been available since the beginning of the year.**

Slide-in platform for maximum stability - tested under extreme conditions. "This is development work that is never finished, as constant adjustments to stricter standards and regular recertifications are necessary."

**Technical details in mobile use**

In addition to the highest safety standards, the S2 Railway, which is designed and produced from scratch by Rex-Royal in Dällikon, also scores with clever solutions for railway operations. This ensures

**Ingenious: "The S2 Railway can be easily removed for maintenance purposes," explains Christoph Staubli. Enrico D'Herin was impressed by the overall package.**


## THE JOURNEY AS A DESTINATION

**In 3 hours and 15 minutes, the journey connects three cantons, two languages and two cultures.**

*"J'adore la machine."*

**Filomena Pisoni, member of the catering team.**

**Filomena Pisoni is delighted with the quality of the coffee and the ease of use of the S2 Railway CST.**

the integrated water self-supply ensures a constant line pressure - and thus effortlessly overcomes the challenge of limited water supply on board.
Maintenance is also a challenge in confined train kitchens. That's why Rex-Royal has developed a slide-in platform, a stainless steel slide system that separates the machine from the power, signal, fresh water and waste water with just two bolts.
"This means that maintenance can be carried out conveniently outside the train," says Christoph Staubli, pointing out another technical finesse - frost protection. "If there is a risk of frost, the system automatically pumps out all the water and protects the machine down to -40 °C. After frosty nights, a gentle defrosting process ensures that the cappuccino steams again."
Frédéric Delachaux confirms: "There are indeed many restrictions on a train, including the power supply - especially because we work with two different types of power between the MOB and BLS networks. After extensive testing with various suppliers, Rex-Royal was able to supply us with a machine that met all our requirements. Even after the first contacts, we were impressed by the professional approach. Rex-Royal is also a Swiss brand that fits in perfectly with our Swiss Made train."

And while the espresso is steaming in the GoldenPass Express, numerous international railway companies have been relying on Rex-Royal's Swiss coffee expertise for many years: for example, the "Le Grand Tour" from France, which is touring France in six days. Rex-Royal's mission: perfect coffee on rails - worldwide.


**A cooperation with a lot of mutual sympathy (from right): Christoph Staubli, Project Manager Railway, Enrico D'Herin, Catering Manager at MOB, and Marco Schwarzenbach, Marketing Manager at Rex-Royal AG.**

## More on the topic

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