



E LIGNE DE CHEMIN DE FER
GOLDENPASS
LUZERN - INTERLAKEN - MONTREUX
BELLE-EPOQUE
M.O.B.

MOB

COMPAGNIE DU CHEMIN DE FER
MONTREUX OBERLAND BERNOIS

A 120-year journey

FOREWORD

Emotions all along the line

The mission of the Montreux Oberland Bernois Railway Company (MOB) is not simply to move clients from one place to another. It is to help them travel, dream and discover some of the most beautiful panoramas in the country. It is to arouse their emotions all along the line.

A key player in public transport and tourism and an internationally renowned company, MOB aims, with hard work and professionalism, to offer high-quality services to its customers. The pioneering spirit that characterised MOB in its early days is still alive and well. Its flagship project, a train line with a direct link between Montreux and Interlaken thanks to a revolutionary variable gauge bogie, is part of this daily quest for innovation and excellence.



The five pillars of MOB

1

WELCOME

Our commitment ensures that MOB customers benefit from a very high quality service at all times, wherever they are.

2

SUSTAINABILITY

We are responsible for and respectful of our environment.

3

INTEGRATED BUSINESS

We work together and form a unique network of expertise.

4

QUALITY

We guarantee a reliable service and ready network at all times.

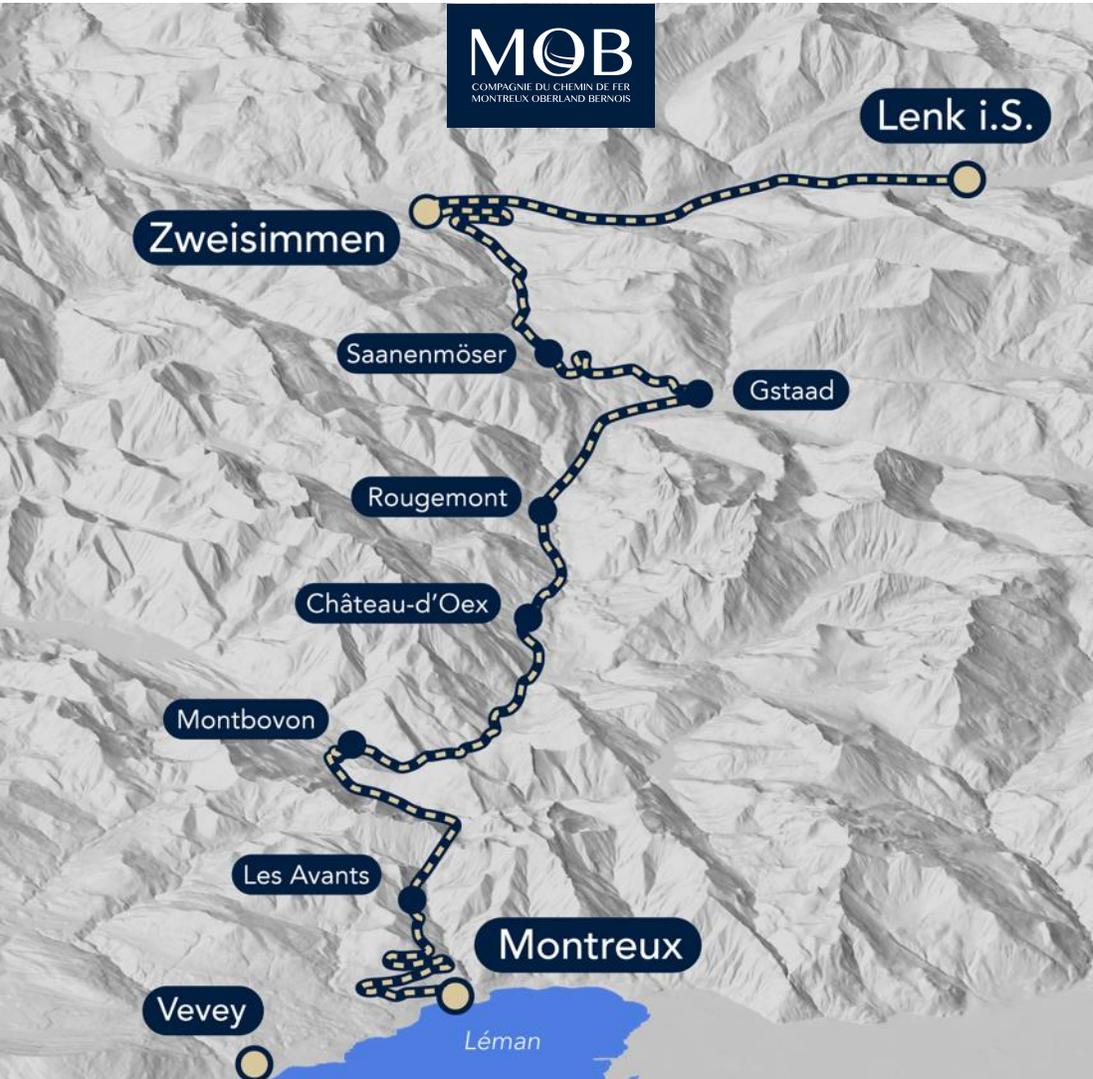
5

SAFETY

We earn the trust of our customers through our aim of zero accidents.

THE RAILWAY NETWORK

More than 100 kilometres of railways



MOB - 75.3 km

Montreux - Zweisimmen / 62.4 km
Zweisimmen - Lenk / 12.9 km

Highest point 1,275 m
(Saanenmöser)

Lowest point: 395 m
(Montreux)

MVR - 26.6 km

Montreux - Rochers-de-Naye / 10.4 km
Vevey - Les Pléiades / 10.5 km

Funicular railways

Territet - Glion / 0.6 km
Vevey - Mont-Pèlerin / 1.6 km
Les Avants - Sonloup / 0.5 km

Service track

Blonay - Chamby / 3 km
This line is also used as the Museum Railway.

Total: 101.9 km

Highest point 1,973 m
(Rochers-de-Naye station). The peak is at 2,042 m.

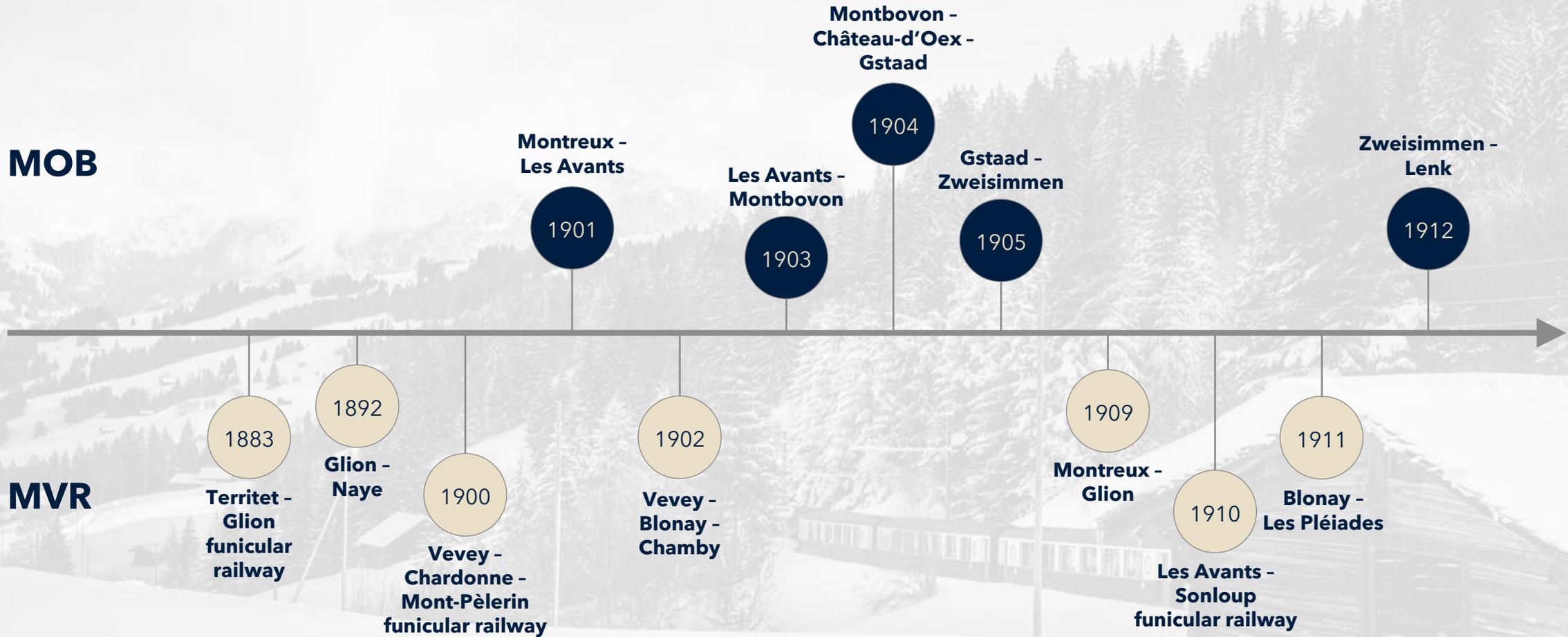


OUR HISTORY

When did our lines open?

MOB

MVR



OUR HISTORY

A tourism company from the very beginning 1/4

- 1883** - Opening of the first section of our lines, Territet – Glion (funicular railway), which today is part of the MVR family.
- 1899** - Establishment, on 26 June, of the Montreux Oberland Bernois Railway Company. It is the project of the Dufour brothers, hoteliers at Les Avants, which is retained: the train will leave from Montreux and not from Vevey as has been discussed. And the track will be metric, as this was more suited to the numerous bends of the line.
- 1901** - Commissioning of the Montreux – Les Avants track, the first section of the MOB railway.
- 1905** - With its 62.4 km of track, the MOB line (Montreux – Zweisimmen) was the first in the country to be entirely electric. That year, it transported 348,000 travellers... and 5,700 animals too.
- 1906** - MOB was one of the first companies to provide a dining carriage.
- 1916** - During the First World War, 700 wounded or sick British soldiers landed in Pays-d'Enhaut. This was just the beginning of MOB's success with English nationals.

1901 Montreux Station

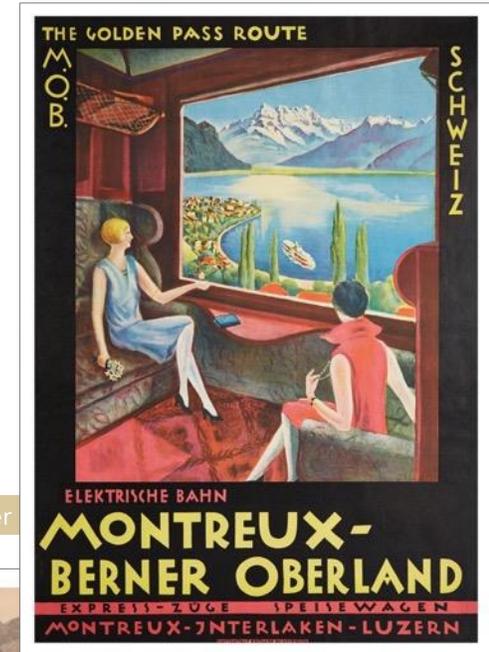


Dining carriage

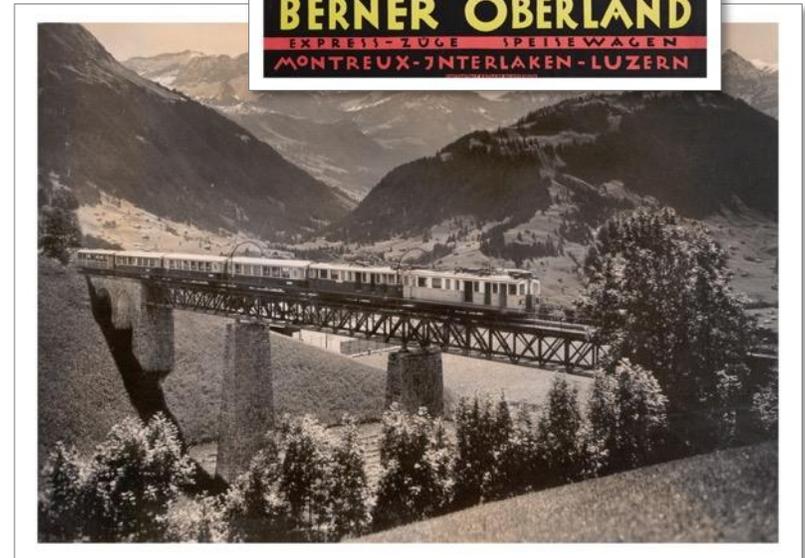
OUR HISTORY

A tourism company from the very beginning 2/4

- 1928** - The idea of directly connecting the Riviera to the region of the Lakes Thun and Brienz, which has been around since the 19th century, was raised once more. Since 1916, the Lucerne - Interlaken - Zweisimmen - Montreux route, the GoldenPass Line, could be taken by train, but the track gauges were different (1.435 m and 1 m). We considered building a third rail between Zweisimmen and Interlaken.
- 1929** - In the 1920s, the MOB experienced a lack of customers due to the expansion of the automobile, to the point that a bus and trucking service was launched. In 1929, the Canton of Berne recognised the need to improve operating conditions.
- 1930** - A revealing fact: the earnings of Gstaad railway station exceeded those of Montreux for the first time.
- 1931** - The arrival of four Pullman carriages. These joined the two existing Belle Époque saloon carriages. Due to the financial crisis, they were withdrawn from the fleet some months later and sold to the Rhaetian Railway.
- 1939** - While there were no tourists, MOB received significant support from the Confederation, the Army and the Cantons to clean up its facilities and renew its rolling stock. The line was essential to the Swiss defensive plan to contain a potential German invasion.



1922 Poster



1931 Gstaad Viaduct - Golden-Mountain-Pullman-Express

OUR HISTORY

A tourism company from the very beginning 3/4

- 1966** - Last train between Blonay and Chamby. This line is now the Blonay-Chamby Museum Railway.
- 1969** - Closure of the St-Légier - Châtel-St-Denis track.
- 1976** - The pioneering spirit was still alive and well. Focusing on tourism, the company equipped itself with a panoramic carriage, as suggested by designer Sergio Pininfarina during a stay at Gstaad, A world first on a metric network.
- 1980** - Romy Schneider, Michèle Morgan... MOB welcomed stars and heads of state. In 1980, the Queen of England travelled on the Panoramic Express.
- 1986** - Spurred on by then-director Edgar Styger, the idea of a third rail between Zweisimmen and Interlaken was revived, but the project was abandoned due to a lack of resources.
- 1993** - Launch of the famous Crystal Panoramic Express, designed by Pininfarina atelier near Turin.
- 2001** - Establishment of Montreux - Vevey - Riviera Transport (MVR), through the fusion of several transport companies. MVR brought together two railway lines (Montreux - Rochers-de-Naye and Vevey - Les Pléiades) and three funicular railways. MVR is managed by MOB.

Panoramic carriages



1980 The Queen in Zweisimmen

OUR HISTORY

A tourism company from the very beginning 4/4

- 2005** - MOB added four carriages in Belle Époque style to its fleet, which were entirely remade in the technical workshops in Chermex.
- 2008** - Since it would not be possible to adapt the rail infrastructure by installing a third rail, the rolling stock would have to be adapted. Richard Kummrow, the new director at MOB, announced that a variable gauge bogie was in development, a prototype of which was built for MOB in the Chermex workshops.
- 2017** - MOB concluded its twinning with Japanese railway company Nankai.
- 2018** - The new bogie required major developments. Under the leadership of Georges Oberson, director since 2011, this task was entrusted to Prose and Alstom. Stadler would build the train, designed by Pininfarina.
- 2020** - Manufactured by Stadler, the first Goldenpass Express carriages were delivered in July.
- 2022** - The GoldenPass Express will be inaugurated on 11 December.

2005 Belle Époque carriages



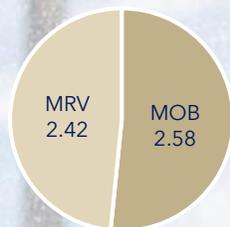
2022 GoldenPass Express

KEY FIGURES

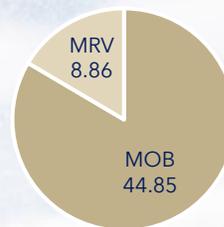
5 million passengers

2019

**5 million
passengers**



**53.71 million
passenger-kilometres**



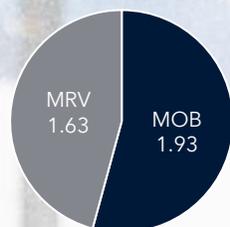
**115.3 million
in turnover**



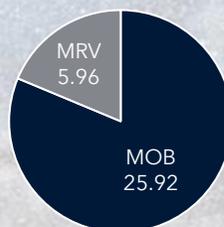
2020

Passenger numbers were heavily impacted by the Covid-19 pandemic.

**3.56 million
passengers**



**31.88 million
passenger-kilometres**



**104.7 million
in turnover**



KEY FIGURES

More than 200 engineering structures



RAILWAY ASSETS

- 70** stations and stops
- 31** tunnels (6,656 m)
- 20** galleries (1,357 m)
- 126** bridges (2,010 m)

Funicular railways

- 11** stations
- 1** tunnel
- 8** bridges



REAL ESTATE ASSETS

- 165** buildings, of which
- 45** buildings with areas leased to third parties
- 5** restaurants



ELECTRICITY

- 900 V** direct-current nominal supply voltage

THE GROUP

The MOB universe

Compagnie du Chemin de fer
Montreux Oberland Bernois (MOB)

The MOB logo features the letters 'MOB' in a bold, dark blue serif font. The letter 'O' is stylized with a white swoosh that curves from the top left to the bottom right, passing through the center of the letter.

COMPAGNIE DU CHEMIN DE FER
MONTREUX OBERLAND BERNOIS

Transports Montreux-Vevey-Riviera (MVR) is managed by MOB. This company has its own fleet but no staff. MVR operates Montreux-Glion- Rochers-de-Naye and Territet-Glion (MGTN), Vevey Electric Railways (CEV), Les Avants-Sonloup (LAS), and Vevey-Chardonne-Mont Pèlerin (VCP).

The MVR logo features the letters 'MVR' in a bold, dark blue serif font. The letter 'V' is stylized with a white swoosh that curves from the top left to the bottom right, passing through the center of the letter. Below the letters, the text 'TRANSPORTS MONTREUX-VEVEY-RIVIERA' is written in a smaller, dark blue sans-serif font.

TRANSPORTS
MONTREUX-VEVEY-RIVIERA

Significant holdings in the following companies:

The logo for Montreux Voyages features the words 'MONTREUX' and 'VOYAGES' stacked vertically in a bold, dark blue sans-serif font.

Voyages et Services
Automobiles MOB
VSA - Two travel
agencies (Montreux
and Monthey).

The logo for Parking Gare Montreux features a stylized 'P' in blue and green, followed by the text 'PARKING GARE' in bold dark blue, 'MONTREUX' in bold dark blue below it, and '413 CFF' in small red text to the right.

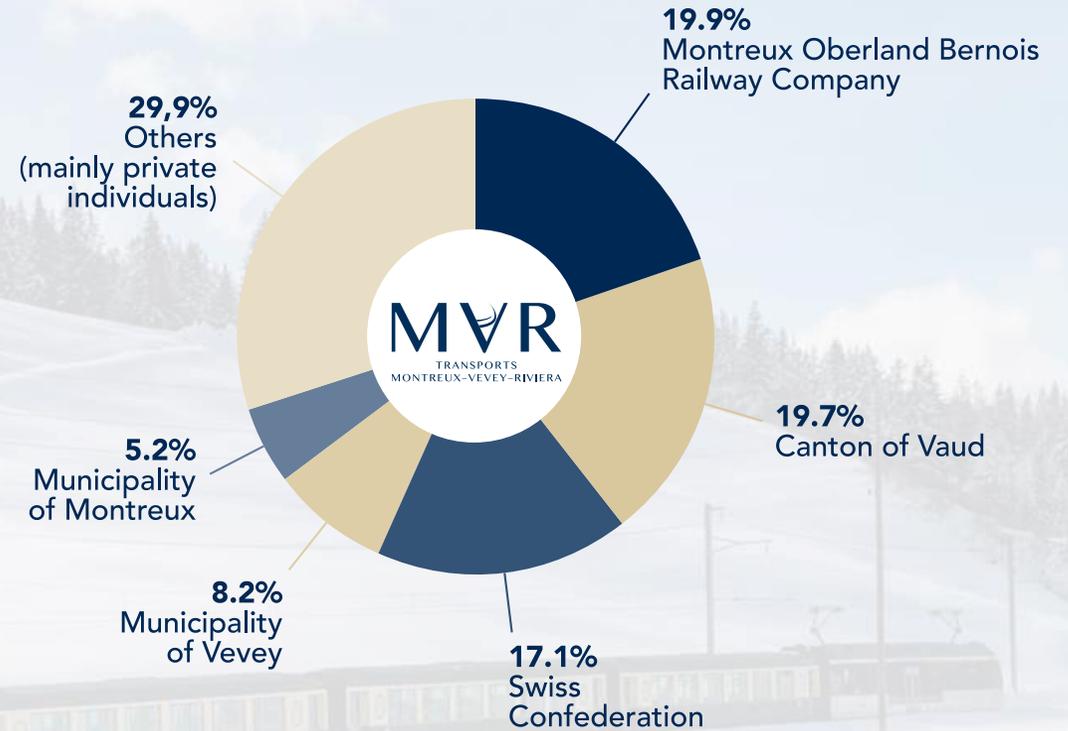
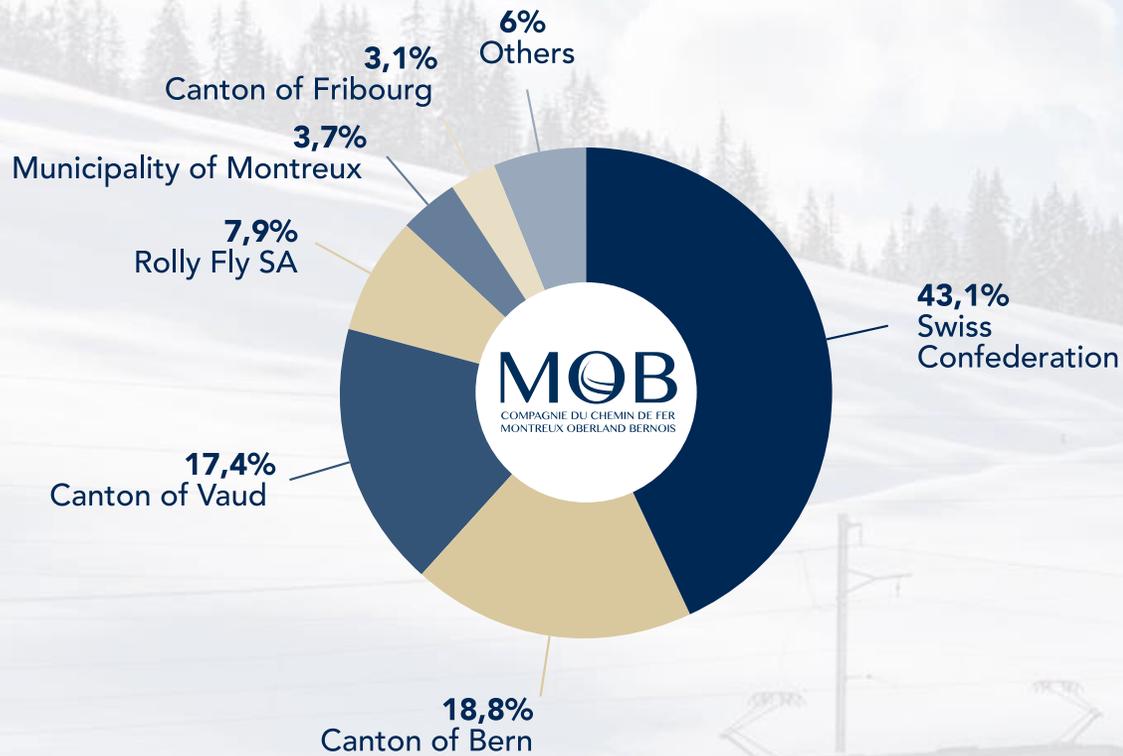
Garage Parc Montreux
Gare (GPMG).

The RailTech logo features a stylized 'R' icon in teal, followed by the word 'RailTech' in a dark blue sans-serif font.

RailTech, bogie maintenance
centre in Villeneuve.
Established in 2020, this
company is the property of all
railway companies from
Canton Vaud as well as TPF
from Canton Fribourg.

SHAREHOLDERS

Who owns MOB and MVR?



THE ORGANS OF THE COMPANY

Two separate Boards of Directors

MOB
COMPAGNIE DU CHEMIN DE FER
MONTREUX OBERLAND BERNOIS

Status as of 1 September 2021



Pierre Rochat
President



Marianne Messerli
Vice-president



Fabienne Despot



Nicolas Grandjean



André Magnin



Rolf Marchand



François Margot



Charles-André Ramseier

MVR
TRANSPORTS
MONTREUX-VEVEY-RIVIERA

Status as of 1 September 2021



François Margot
President



Alexandre Gauthier-Jaques
Vice-president



Vincent Krayenbühl



Florian Chiadaria



Jean-Marc Zimmerli



Yvan Luccarini

OPERATION

A company with 420 collaborators

- **MOB employs 420 collaborators** (354 full-time) across ten sites: Montreux, Vevey, Blonay, Chernex, Château-d'Oex, Gstaad, Zweisimmen, Glion and Lenk.
- **MOB is an integrated company.** It keeps as much expertise in-house as possible. MOB is formed of five departments: Infrastructure, Rolling Stock, Passengers, Finance and Human Resources. MOB has had a general secretariat since early 2021.



OPERATION

Management



Charles Runge
Rolling Stock Manager

Rachel Schneck
Human Resources Manager

Patrick Vianin
Infrastructure Manager

Georges Oberson
CEO

Alain Jeanmonod
Secretary General

Vincent Brodard
Passengers Manager

Nicolas Rérat
CFO

OPERATION

CEO

The CEO ensures the smooth running of the company, is responsible for overall operations and budgets and is the point of contact for the Boards of Directors and the political authorities.

He is the direct superior of the manager of each department (Infrastructure, Passenger, Rolling Stock, Finance and Human Resources). They can rely on the General Secretary who is also the CEO's deputy.

The Managing Director, General Secretary and Managers of each department form the Management team.

Several departments report directly to the CEO :

- The QSE competence centre (quality, safety and environment)
- Communication
- Marketing

15 collaborators



Georges Oberson



Infrastructure



This department manages all MOB and MVR facilities. Its mission is to provide partners with facilities that remain safe, reliable and economical throughout their life cycle and which respond to the changing needs of the passengers. As such, the Infrastructure Manager is in charge of the maintenance and development of the 101.9 km of railway line (including three funicular railways), as well as engineering structures (tunnels, bridges, galleries), safety installations, traction power equipment and passenger reception areas.

Infrastructure also manages and regulates rail and funicular traffic through its operating centres in Montreux and Zweisimmen. The numerous buildings that belong to MOB also fall under their responsibility.

110 collaborators

Infrastructure Manager
Patrick Vianin



OPERATION

Rolling Stock Manager

Often abbreviated to RS, the main tasks of this department are the acquisition, maintenance and modernisation of the MOB and MVR fleet of vehicles, which includes trains and funiculars. RS guarantees the exemplary safety, reliability and availability of railway vehicles.

The MOB and MVR vehicle fleet comprises more than 30 different vehicle types, including 185 carriages (125 for passengers and 60 for Infrastructure).

91 collaborators



Rolling Stock Manager
Charles Runge



OPERATION

Finance



The Finance department is responsible for the financial management of the company. It provides the Management with steering tools to facilitate good governance. This department also includes IT and Purchasing & Logistics. All Finance departments are cross-functional.

29 people



Finance Manager
Nicolas Rérat

OPERATION

Human Resources

The HR department is responsible for the administrative and social management of MOB collaborators. It handles recruitment, salaries, insurance, pensions, terms of departure, etc. The cornerstone of HR is the Collective Labour Agreement (CLA).

7 collaborators



HR Manager
Rachel Schneck



OPERATION

Passengers



The Passengers department, the most staffed, plans transport offers in close collaboration with our partners (cantons and Confederation) and ensures that production complies with the quality standards for regional passenger and tourist traffic in terms of driving and accompanying the trains. The Passenger team markets products which are tailored to our customers' expectations. They ensure that all customers can acquire a ticket on the Swiss and international pricing landscape. The customer is the central focus of this department.

167 collaborators

Passenger Manager
Vincent Brodard



OPERATION

A company which provides training

Seventeen young people (of which three via Login) are currently completing apprenticeships within our company. These trainings are across interesting and varied fields.

MOB has always made it a point of honour to pass on its knowledge and ensure continuity.

Track builder

Retail manager

Computer specialist

Logistics coordinator

Public transport agent

Vocational training

Manufacturer of industrial devices

Designer-builder

Electronics engineer

Automation technician

Polymechnic



PRODUCTS

Both tourist and regional traffic

MOB and MVR provide two types of service:

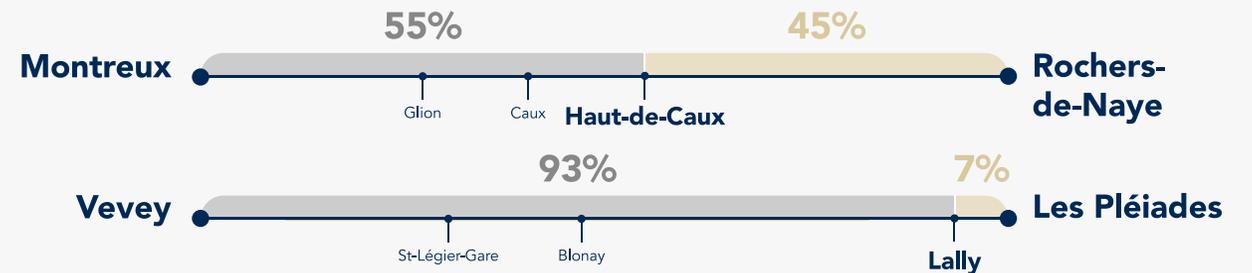
1. Firstly, **regional passenger traffic (RPT)**, which provides public transport for the region. This service intended for commuters is commissioned and subsidised by the Confederation and the cantons.
2. Secondly, **tourist traffic**, which provides travel for pleasure. With destinations such as Les Rochers-de-Naye (2,042 m) or Les Pléiades (1348 m), MVR offers exceptional panoramas over the Lake Geneva region. These segments are subsidised by the Canton de Vaud.

However, being subjected to regional public transportation rules (TRV), the MOB line derives most of its income from tourist traffic with destinations such as Montreux, Les Avants, Château-d'Oex, Gstaad, Saanenmöser, Lenk or Zweisimmen.

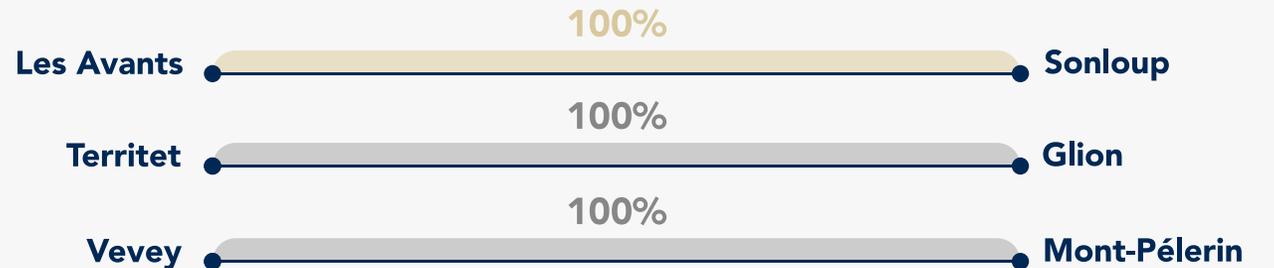
MOB



MVR



Funicular railways

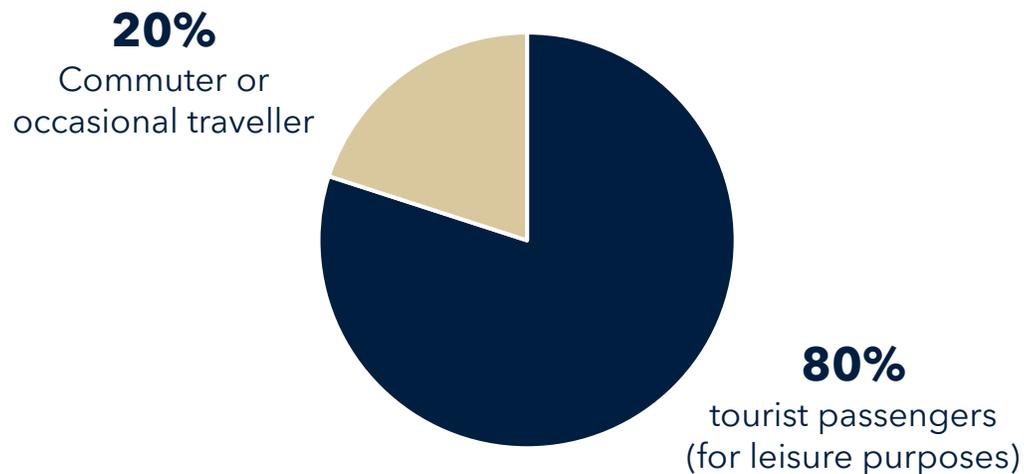


CUSTOMERS

A large majority of tourists

Close to 5 million passengers use our trains every year (MOB and MVR). With the exception of 2020 and 2021, which were both hit hard by the Covid-19 pandemic.

According to our analysis, our clientele can be broken down as follows:



CUSTOMERS

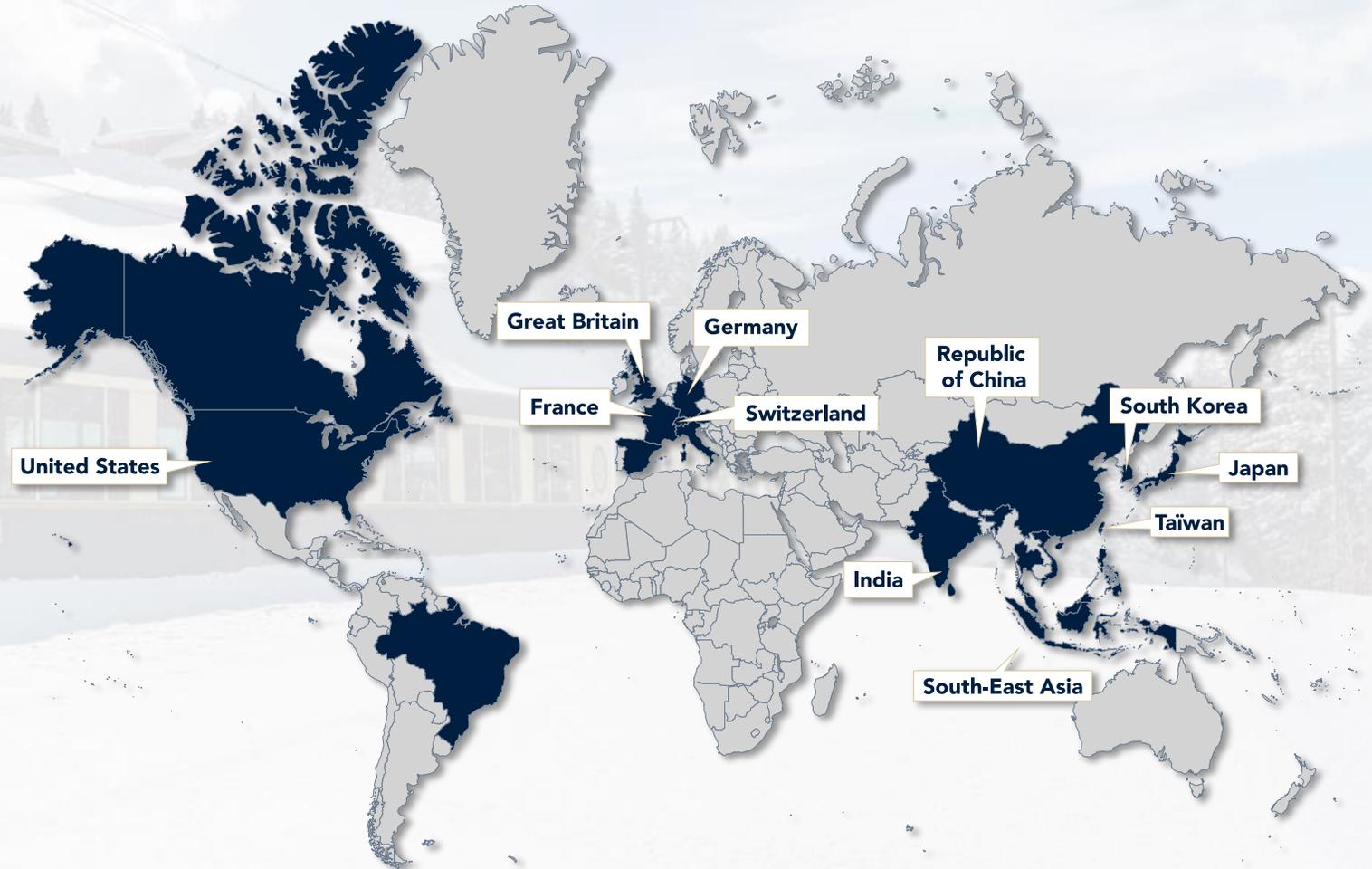
Where do MOB passengers come from?

Swiss nationals represent approximately 60% of our passengers.

Neighbouring countries, primarily France and Germany, are our most important international markets. This customer segment typically travels alone.

Groups of customers mostly come from Asia (China, India, South Korea and Taiwan in particular). They represent a significant number of passengers.

We have also seen an increase in the North-American market in recent years.



TRAINS LIKE NO OTHER

Our charming Belle Époque carriages



Outstanding carriages: nostalgia, the luxury of a past heritage and attention to detail. For more than a century, MOB has offered its customers the chance to travel between Montreux and Zweisimmen in these extraordinary carriages.

In 1913, MOB ordered three saloon-carriages and in 1930, the interiors were renovated to provide further comfort. The carriages fully adopted the Pullman style, the same as the prestigious Orient-Express. One century later, these carriages (nicknamed 101 and 102) still exist.

In 1931, the *Compagnie Internationale des Wagons-Lits* built four Pullman carriages at its own expense to circulate on the MOB line. With the global crisis, the four carriages were withdrawn from the fleet a few months after their introduction and sold to the Rhaetian Railway. They too are still in circulation.

In the early 2000s, MOB decided to transform four carriages into Belle Époque style. These carriages run as a regular train (two round trips per day). All you need is a standard ticket, at no extra charge, to take the Belle Époque train.

TRAINS LIKE NO OTHER

Panoramic windows to make the most of the landscape

Some of Switzerland's most beautiful landscape unfolds between Montreux and Zweisimmen. The train makes its way between lakes and mountains, through forests and valleys.

In the 1960s, MOB purchased carriages with panoramic windows to make the most of this landscape. It was a world first on the metric network!

Like the Belle Époque carriages, the GoldenPass Panoramic carriages circulate as a regular train at no extra cost.

Some First Class carriages are even equipped with VIP seats, as if the passengers were driving the train.



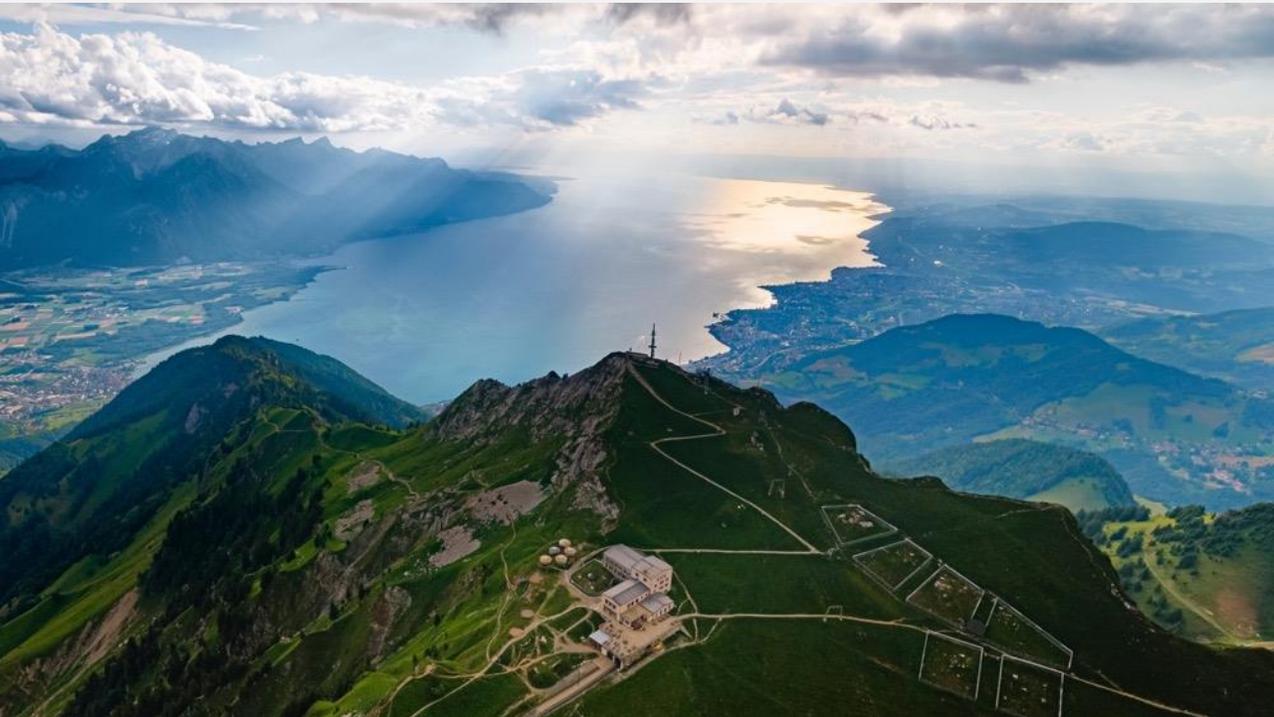
TRAINS LIKE NO OTHER

Storming Rochers-de-Naye

The view from the peak of Rochers-de-Naye, at 2,042 metres, is breathtaking. The world is at your feet. Calmly resting amidst the mountains, Lake Geneva stretches to infinity.

Tooth by tooth, the rack railway climbs these slopes of up to 22% gradient several times a day. The journey, which lasts about fifty minutes, is spectacular.

Don't leave without visiting the marmots, the mascots of the Alps, who have found refuge just in front of the restaurant. It is also said that this is where the real Santa Claus spends the winter.



TRAINS LIKE NO OTHER

Les Pléiades, the gentle mountain

The train slowly climbs up from Vevey, the departure point. A notable phenomenon: the further you get from Lake Geneva, the bigger it seems.

The convoy catches its breath in Blonay, and this is where things get serious. The rack railway can carry the train up to an altitude of 1,348 metres. The view from Les Pléiades is stunning: from Lake Neuchâtel to Lake Geneva. This is an opportunity to spend some relaxing time enjoying nature, having a drink, sharing a meal or taking advantage of one of the many available activities. We can guarantee there is something for everyone. With a little luck, May snow - as the daffodils are called - will have dusted the fields, which are easily accessible for people with reduced mobility.



FUNICULAR RAILWAYS

Three funicular railways to gain height



The MOB lines include three funicular railways
Each of these has its own peculiarities.

Territet - Glion

One of Switzerland's oldest funicular railways - it was put into service in 1883 - to take you back to the Belle Époque.

Vevey - Chardonne - Mont-Pèlerin

A magnificent opportunity to discover the terraced vineyards of Lavaux, listed as a UNESCO World Heritage Site, from inside.

Les Avants - Sonloup

A vehicle that dates back to 1910. It provides wonderful views in May, when the meadows are carpeted with daffodils. In winter, it serves as a ski lift for the sledge run.

ORIGINAL PRODUCTS

Discovering local produce

For some years now, MOB has offered day trips to discover local produce

The Chocolate Train

The journey begins by train, in Belle-Époque carriages, from Montreux to Montbovon. A luxury bus then takes over. First stop: Gruyères. A chance to discover the secrets of making the world-renowned cheese before setting out to conquer the medieval city. And in Broc, the famous chocolatier Cailler opens its doors for a fun visit. And to top it off, there is an irresistible tasting session.

The Cheese Train

The day begins with a journey in First Class carriage departing from Montreux or Zweisimmen. At Château-d'Oex, all the secrets of cheese making will be revealed. At the Le Chalet restaurant, the owner will produce his own creation: Le Chalet Bio. Having tried the fondue, it is time to discover the Pays-d'Enhaut Museum, a hotspot for Swiss art and craft traditions.



ORIGINAL PRODUCTS

Home of Santa Claus (the real one)

Every year in late November, Santa Claus (the real one) takes up residence in Rochers-de-Naye.

As it climbs, the train is the only spot of colour in a world that is white, white and even whiter. The magic happens when it reaches the top. The visitor rushes into a colourful tunnel that has no visible end. Finally, at the very end, Father Christmas is kindly awaiting the young children. A precious memory for both young and old (even though they might not admit it!).



FLAGSHIP PROJECT

With the Goldenpass Express, an old dream becomes reality 1/2

The dream of a direct connection between Montreux and Interlaken is almost 150 years old

It is on the verge of becoming a reality thanks to a revolutionary variable gauge bogie which makes it possible to switch from narrow gauge (1 m, between Montreux and Zweisimmen) to standard gauge (1.43 m, between Zweisimmen and Interlaken).

Launch: 11 December 2022

Montreux - Interlaken, route length: 115.6 km

FLAGSHIP PROJECT

With the Goldenpass Express, an old dream becomes reality 2/2

Designed by the prestigious Italian design atelier Pininfarina, this exceptionally comfortable train will offer First, Second and Prestige classes.

By connecting three important Swiss tourism spots (Montreux, Gstaad and Interlaken), it offers extraordinary prospects for tourism.



Over 100 years of history, legendary trains
and mythical lines.



MOB

COMPAGNIE DU CHEMIN DE FER
MONTREUX OBERLAND BERNOIS

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