

Press release

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Ensuring smooth journeys on the Rocher-de-Naye line: MVR AG orders two rack-and-pinion locomotives from Stadler for infrastructure maintenance

Transports Montreux–Vevey–Riviera (MVR AG) has placed an order to Stadler for two new hybrid rack-and-pinion locomotives. Stadler is developing the vehicles specifically for the maintenance of the steep line between Montreux and Rochers-de-Naye. They will enter service from 2029. The order is a further step in the comprehensive modernisation of this historic mountain railway: Stadler is already manufacturing eight new panoramic rack-and-pinion railcars and equipping the line with the modern NOVA Pro CBTC signalling system.

Transports Montreux–Vevey–Riviera (MVR AG), a subsidiary of the Montreux-Berner Oberland Railway (MOB), and Stadler have signed a contract for the supply of two Hem 4/4 cogwheel locomotives. These locomotives will gradually replace the rolling stock currently used for maintenance of the railway infrastructure between Montreux and Les Rochers-de-Naye. The locomotives, built in Bussnang (TG), will enter service in 2029, at the same time as the eight new panoramic railcars ordered by MVR AG in May 2025.

Powerful and versatile

Stadler will develop the two new four-axle rack-and-pinion locomotives specifically for the demanding conditions on the mountain line. With a maximum power output of 1,320 kW and a maximum starting tractive effort of 220 kN, they have the necessary performance for operations on the steep rack-and-pinion line.

The 13.5-metre-long vehicles are designed for a track gauge of 800 millimetres. The maximum speed is 25 km/h. Thanks to their hybrid propulsion system, the locomotives can operate both under the catenary and on diesel power. This ensures maximum operational flexibility.

The new locomotives are designed with functionality in mind. Large front and side windows improve visibility for the locomotive crew. At the same time, the design places great emphasis on ergonomics and a functional workplace.

Rolling stock and signalling technology from a single source

The two new locomotives form part of a comprehensive modernisation of the rail service on the Rochers-de-Naye line, with its breathtaking views of the Alps and Lake Geneva. Back in May 2025, MVR AG placed an order with Stadler for eight completely newly developed panoramic rack-and-pinion railcars. The trains, which are around 40 metres long, can accommodate 216 passengers. Stadler has developed these passenger trains specifically for tourist use on this spectacular route. These vehicles will also be built in Bussnang (TG) and are due to enter service from 2029.

In addition, Stadler is modernising the signalling systems and equipping the entire approximately eleven-kilometre-long route between Montreux and Rochers-de-Naye with the NOVA Pro CBTC signalling system. The system handles train control, traffic management and automation functions and will be installed in both the new passenger trains and the service locomotives. This will ensure that the rolling stock and signalling technology are optimally coordinated.

An exceptional project

“With these two new locomotives, we are reaching an important milestone in the comprehensive modernisation of our Rochers-de-Naye line. Not only are we renewing our passenger trains, but at the same time we are laying the foundations for reliable and efficient infrastructure maintenance. Together with the new signalling technology and the renewal of the railway infrastructure, this creates an integrated system that will equip us for the coming decades,” says **Yves Marclay**, Managing Director of the Montreux-Berner Oberland Railway (MOB AG) and MVR AG.

“The Rochers-de-Naye Railway is an exceptional project. Together with MVR AG, we are not only realising new panoramic cogwheel railcars designed by Pininfarina, but are also supplying the signalling technology and now the new locomotives for maintaining the line. This combination beautifully illustrates how we develop rolling stock and signalling technology to meet the specific requirements of a railway. We are delighted to be supporting MVR AG as a partner in this comprehensive modernisation project,” says **Frédéric Evequoz**, Head of Sales for the Tailormade product segment at Stadler.

Comprehensive modernisation by 2029

Alongside the procurement of the new rolling stock and the introduction of the new signalling technology, MVR AG is making extensive investments in the line's infrastructure. This includes, amongst other things, the renewal of the catenary and power supply, as well as work on points and other railway installations. The work will be carried out in phases until early 2029.

By renewing its rolling stock, infrastructure and signalling technology, MVR AG is laying the foundations for the long-term safe, reliable and efficient operation of this iconic rack railway. The aim is also to continue offering passengers a unique experience on one of Switzerland's most spectacular mountain railways.

Technical data

Track gauge	800 mm
Vehicle length over coupler	13.5 m
Vehicle width	2.234 m
Vehicle height	3.6 m
Maximum speed	25 km/h
Wheel diameter	686 mm
Bogie pivot centre distance	2,640 mm
Maximum starting tractive effort	220 kN
Maximum power at the wheel	1,320 kW
Supply voltage / rated voltage	1,500 V DC

*Caption: Contract signing (from left to right): **Frédéric Evequoz**, Head of Sales, Product Segment; **Yves Pittet**, Head of Infrastructure, MOB/MVR; **Yves Marclay**, Managing Director, Montreux Berner Oberland Railway (MOB/MVR); **Marc Canellas**, Tailormade Sales, Stadler.*

About Stadler

Stadler has been building trains for over 80 years. The provider of mobility solutions in rail vehicle manufacturing, service and signalling technology is headquartered in Bussnang, in eastern Switzerland. Around 18,000 employees work across 8 production and 6 engineering sites, as well as at over 95 service locations, of whom around 6,000 are based in Switzerland. Stadler is the world's leading manufacturer of vehicles with alternative drive systems (hydrogen and battery) as well as rack-and-pinion railway vehicles. The company is mindful of its social responsibility for sustainable mobility and therefore stands for innovative, sustainable and durable quality products.

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About MVR

Transports Montreux–Vevey–Riviera (MVR SA) has been connecting the shores of Lake Geneva with the peaks of the Vaud Riviera for over a century. The company was formed in 2001 through the merger of four railway companies and operates the two railway lines Montreux–Glion–Rochers-de-Naye and Vevey–Blonay–Les Pléiades, as well as the three funicular railways Territet–Glion, Vevey–Chardonne–Mont-Pèlerin and Les Avants–Sonloup. Administration and operations are managed by the Montreux-Berner Oberland Railway (MOB). The Les Rochers-de-Naye rack railway, which has been in operation since 1892, carries more than 110,000 passengers every year to an altitude of over 2,000 metres, offering views of the Alps and Lake Geneva. Through a comprehensive modernisation programme running until 2029, MVR SA is safeguarding the future of this historic railway heritage whilst offering a unique travel experience.

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