

Zeitschrift: Swiss express : the Swiss Railways Society journal
Herausgeber: Swiss Railways Society
Band: 2 (1988-1990)
Heft: 2

Artikel: Control coaches for the EBT and VHB : coach type Bt 311 (EBT) and 341 (VHB)
Autor: Hubmann
DOI: <https://doi.org/10.5169/seals-855280>

Nutzungsbedingungen

Die ETH-Bibliothek ist die Anbieterin der digitalisierten Zeitschriften auf E-Periodica. 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. Das Veröffentlichen von Bildern in Print- und Online-Publikationen sowie auf Social Media-Kanälen oder Webseiten ist nur mit vorheriger Genehmigung der Rechteinhaber erlaubt. [Mehr erfahren](#)

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. La reproduction d'images dans des publications imprimées ou en ligne ainsi que sur des canaux de médias sociaux ou des sites web n'est autorisée qu'avec l'accord préalable des détenteurs des droits. [En savoir plus](#)

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. Publishing images in print and online publications, as well as on social media channels or websites, is only permitted with the prior consent of the rights holders. [Find out more](#)

Download PDF: 16.03.2026

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

CONTROL COACHES FOR THE EBT AND VHB

Coach Type Bt 311 (EBT) and 341 (VHB)

Both of the control coaches type Bt were for use within the EBT group. The rebuild was done by the EBT workshops at Oberburg, using two lightsteel coaches with central doors. These coaches were bought from the SBB and were numbered 39 090-9 and 33 008-7 respectively, both being made in 1955. Apart from the rebuild of the coaches they were subjected to a major overhaul of all parts.

The main aim of the rebuild was to construct the required coach with the minimum of alteration to the wagon chassis as a prolongation had to be avoided. In particular the parts for the drivers cab furnishings and controls were on hand, having been removed from a scrapped Triebwagen BDe2/4. The end result was an economical, functional and optically appealing unit.

Special attention was paid to the latest ruling on passenger safety by the Safety Committee, which governed the operation of the doors. As a result the doors were rebuilt to conform to this ruling. The specification of the equipment corresponds to that of the new Pendelzug RBDe 4/4.

Both of the coaches type Bt are capable of operating in a Pendelzug formation with the Gepäcktriebwagen type De4/4. The De4/4 Pendelzüge are mainly for service on the Ramsei – Sumiswald – Wasen line with a relatively low passenger volume. By operating the De4/4 Pendelzüge it is now possible to have more free capacity on the RBDe4/4 for the improved timetable which started on the 1st June 1987. The cost of the rebuild and overhaul amounted to SFr500,000 per coach.

Technical Data.	Length over Buffers:	22,700 mm.
	Coach wheelbase:	19,700 mm.
	Bogie distance:	17,000 mm.
	Bogie wheelbase:	2,700 mm.
	Seating capacity:	Smoking area: 40.
		Non smoking: 40.
		Total 80.
	Service weight:	28 Tonnes.
	Top service speed allowed:	80 Km/h.



Gepäcktriebwagen De4/4. No 235 of the EBT.

Information and photographs supplied by Herr Hubmann. EBT Group.