

Zeitschrift: Swiss express : the Swiss Railways Society journal
Herausgeber: Swiss Railways Society
Band: 2 (1988-1990)
Heft: 3

Artikel: SBB two-way radio for trains
Autor: Rigby, P.
DOI: <https://doi.org/10.5169/seals-855293>

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: 24.01.2026

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

BVZ. HGe4/4 locomotive No. 16 has been fitted with remote control equipment for operation from the coach type Bt Nos. 2241/2 to be used in a Pendelzug formation on the Täsche to Zermatt service.

BT. Crests are to be fitted to the 16 modern vehicles in the fleet.

R.B.S. The loco type Be4/4 will be overhauled and preserved, but it is quite likely that the triebwagen BDe4/4 No. 35 and driving trailers Bt 231-233 and 237 will be scrapped. Coaches Nos. 331-336 are also likely to be scrapped.

S.G.A. A new idea was put into operation on this line on the 12th March, as coach ABi No. 53 was returned to service as a mobile library.

SBB TWO-WAY RADIO FOR TRAINS

By P. Rigby

This year sees the start of the first trial section of a new two-way voice communication system enabling train drivers to keep in constant touch with their traffic control centres.

It is part of a new nation-wide control plan being implemented to cope with future traffic requirements. The system will be based on 5 operational control centres in Zürich, Lucerne, Lausanne, Biel and Bellinzona, with about 40 remote control centres at major railway junctions.

It is hoped to complete the full east-west axis St. Gallen - Geneva during 1989, with the entire SBB network covered by 1993.

The initial plan is to provide constant voice communications for train drivers. However, the system will also handle digitally encoded data and eventually serve the coming public railway communications service.

It will operate on the internationally agreed radio band of 457 to 458 MHz. This will enable SBB locomotives to be reached outside the country and foreign locos when they are inside Switzerland.

The radio system will involve some 400 radio base stations spaced at 5 to 8km intervals along 2117km of track. Tunnels present a special problem since they shield the train from radio signals. This will be overcome by fifty special tunnel antenna systems, ensuring no break in communications. Each radio base station is linked via a cable system to the control centres.

The system is being supplied by Brown Boveri, with the mobile radio sets from Autophone AG.



Hotel-Restaurant Alfa-Soleil
CH-3718 Kandersteg

Propr.: Fam. P. Seiler-Schwiter
Telefon 033/75 1717 or 75 1718
Telex: 922165

Agnes and Peter Seiler welcome members of the Swiss Railway Society to the Hotel Alfa Soleil. Well known to many members for its economical tariffs and good food. Some rooms with railway view. Only 5 minutes walk from the railway station. Amenities include: indoor swimming pool, garden and gourmet restaurant and bar.

Open summer and winter.
