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RBe4/4 Railcar Livery

After a good deal of experimentation, the external appearance of the RBe4/4 railcars has officially been settled. The new livery will be applied as they undergo general overhaul and is as follows:

Passenger section side walls	Blue above, white below
Drivers cabs side walls	Blue
Side edges of roof	White

Entry doors	Yellow
Ends and leading roof edges	Red
Drivers window surrounds	Black
Serial numbers on front doors	Black
Technical details on cab side walls	White

The RBe4/4 units already overhauled are at variance with the above scheme and are summarised in the table below.

Recorded liveries of RBe4/4 railcars

Number	Date	Compartment side walls	Dvrs.cab side walls	Ends	Cab window surround	Number	Headlight	
1401-6	19.8.89	Green	Green	Red	-	Yellow	-	1
1431	23.5.90	Green	Green	Red	-	Yellow	-	2
1477	5.10.90	Green	Green	Red	-	Yellow	-	
1412	14.12.90	Green	Green	Red	-	Yellow	-	
1433	22.2.91	Blue/white	Blue/white	Red	-	Yellow	-	
1424	20.3.91	Green	Green	Red	-	Yellow	-	
1440	18.4.91	Blue/white	Blue/white	Red	-	Yellow	-	
1452	19.6.91	Blue/white	Blue	Red	Black	White	-	3,4
1415	6.8.91	Blue/white	Blue/white	Red	-	Black	Yes	
1408	6.9.91	Blue/white	Blue/white	Red	-	Yellow	Yes	3
1414	11.10.91	Blue/white	Blue	Red	-	Black	Yes	
<i>As an example of the final scheme:</i>								
1427	6.11.91	Blue/white	Blue	Red	Black		Black	Yes

1 Front of drivers cab II with yellow ('dayglo') warning stripes.

2 Compartment next to cab II still designated 'Raucher'.

3 Top of cut-out cover below ventilation grille (partly in the white area) all blue.

4 Top flap of front doors completely red, and surround very thin..

The Talgo Solution

The Talgo system of moveable wheelsets is already successfully handling the break of gauge problems at the Spanish border where standard gauge gives place to broad. Now Swiss railways are discussing with Talgo the possibility of using the system to cope with a change from standard to metre gauge. There is a possibility that a number of 10 car sets may be ordered. This would eliminate the proposed

costly mixing of gauge between Interlaken and Zweisimmen and provide a through Luzern - Interlaken - Gstaad - Montreux - Lausanne - Geneve service.

Other possible combined standard/metre gauge routes being considered are Zurich - Davos, Zurich - St.Moritz, Lausanne - Morges - Blere and Delemont - Gloveller - Saignelegler.