

**Zeitschrift:** Swiss express : the Swiss Railways Society journal  
**Herausgeber:** Swiss Railways Society  
**Band:** 4 (1994-1996)  
**Heft:** 6

**Artikel:** The Ge4/4 8000 series : technical specification from MOB  
**Autor:** [s.n.]  
**DOI:** <https://doi.org/10.5169/seals-855042>

#### **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:** 12.01.2026

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



## The Ge4/4 8000 series

### Technical specification from MOB

The new loco's will be numbered 8001-4. In outline they almost identical to the Ge4/4<sup>III</sup> recently placed in service by the RhB, and are painted in traditional MOB livery and style as applied to DGe4/4 6001/2. It is expected that all four will be in service by the end of the summer.

The locomotives, constructed by ABB and SLM, are equipped with the latest three phase asynchronous traction motors and GTO water cooled thyristors. Although at the present time 900 volt dc power will be used, all circuits are designed for operation with 15kv  $16\frac{2}{3}$ Hz AC in anticipation of eventual through running from Montreux to Meiringen.

Regenerative braking is fitted, whilst the bogies are of the steering type based on the same principal as outlined in the Swiss Express article on the SBB Class 460. The locomotive

Above Gde 4/4 6003, Ge 4/4 8002, 8001. - 6003 and 8002 are connected electrically with engineers carry out tests, 8001 is having lettering applied, note 6003 and 6004 in Crystal colours, at Chernex works.

May 10th 1995, photo Les Heath

controls are connected to the on board electronic control unit by optical fibres. Each locomotive is fitted for remote control operation by driving trailers or traction units and is totally compatible with the DGe4/4 class, Nos. 6001-4. The steel body shell is constructed so that the roof can accept an additional pantograph and supplementary electrical equipment when 15kv operation commences.

#### Ge4/4

|                             |             |
|-----------------------------|-------------|
| Weight                      | 64 tonnes   |
| Axle weight                 | 16 tonnes   |
| Length                      | 16.1 metres |
| Width                       | 2.8 metres  |
| Continuous tractive effort  | 2.0MW       |
| Maximum tractive effort     | 2.4MW       |
| Maximum speed               | 120 km/h    |
| Maximum load on 70% incline | 170 tonnes  |



Above: BLS Re465 003 seen at Spiez station on the 9th May 1995

Below: The re-painted BDeh2/4 25, seen here at Bex station 2nd October 1994





Above: ABDe4/4 1, of the ASD, called the "Trans Ormonan" Express, the second coach is a bar car, seen here at Aigle station in October 1994, the service runs at weekends and National holidays. The scene painting depicts the many activities that are available along the line.

## 150th Anniversary of Swiss Railways

The SBB chose the 48th General Assembly of the Schweizer Verband Eisenbahn Amateur in Biel on 22nd April 1995 to announce proposals for the celebrations to commemorate the event. Our representative was there so we are able to give some of the advance information. Much more information is available to us which will be published in the next editions and we shall be receiving updates. The SVEA is playing an important role in developing numerous activities countrywide. This is being managed by our member, Ruedi Steinmann. We wish him well in his challenging task.

Activities will start in April 1997 and will continue to mid-October. A selection of some of the most significant events are as follows:-

- (i) Famous vintage and replica locos will be visiting and, hopefully, running; 'Le Continent' from France; the 'Rocket' from the UK; 'Der Adler' and 'Saxon' (now in Dresden) from Germany.
- (ii) Special period trains will run in various parts of the country:-
  - 1847 Spanische Brötl Bahn
  - 1930 Representative Express train
  - 1939 The Ländli Lok, SBB Ae8/14 11852, with a representative train. This is subject to funds becoming available to restore the machine to working order. At the end of April, the loco was standing opposite the Luzern Museum.
  - 1945 Light Express train plus Bdt.
  - 1997 DOSTO - Double deck express coaches of the future with appropriate motive power. The coaches plus new sleeping cars are due to enter service on 1st July 1997.
- (iv) Special commemorative stamps to the value of SFrs. 20 and medals.
- (v) A 250 page, profusely illustrated, book in French, German, Italian - and English