

Zeitschrift: Swiss express : the Swiss Railways Society journal
Herausgeber: Swiss Railways Society
Band: 6 (2000-2002)
Heft: 6

Artikel: All change on the BT & SOB : Bodensee-Toggenburg and Südostbahn to merge
Autor: Stevenson, David
DOI: <https://doi.org/10.5169/seals-854918>

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>

BODENSEE-TOGGENBURG AND SÜDOSTBAHN TO MERGE

On the 26th March 2001 the boards of directors of the BT and SOB announced their intention to seek shareholder (primarily local cantons) approval to merge. The SOB's holding in Lokoop would be included in the merged company.

The thinking behind the move is the need to compete in an ever-changing market with a combined strength greater than the railways would have had individually. The Swiss railway scene is altering and a broader competitive front is required. The HQ of the new compa-

opportunities for women. The Unions would be fully involved during negotiations although at the date of the announcement that had not actually given their formal approval.

The boards and management intended to prepare for the merger subject to formal shareholder approval since they considered it important to immediately strengthen the business base and development potential.

A subsequent announcement was made on the 14th May 2001 that general approval had been given to the merger. The new company is to



Admit it. You all thought "Oh no he's found yet another excuse to print a BT picture", well you were wrong. The SOB have recently taken over half of the Zug-Erstfeld regional service, SBB operating the other half. 05/05/2001 Arth Goldau. Photo: Editor

ny is to be in St Gallen and both Samstagern and Herisau works will be retained. The core business is seen as regional services and these together with the Voralpen are to be maintained intact. Greater marketing strength would be brought to the latter in particular.

No job losses are envisaged other than through natural wastage. The railways believe that they will be able to offer more jobs in the future through a better competitive position. Some workplace flexibility would be required and encouraged and the new joint enterprise would be placing considerable emphasis on

use the well known name of the 'Schweizerische Südostbahn' and using the current acronym 'SOB' This was intended to reflect the nature of the network in spanning the country between the Bodensee and Lake Luzern.

The head of the new company is to be Dr Guido Schoch, currently head of the BT. The Chair and Vice-Chair are to be members of the Canton Schwyz and Canton St Gallen legislatures respectively.

Those of you who, like me, love the BT's superb green and cream livery have only until the end of the year to guarantee pictures.