

Press Release

Monday, 13 May 2024

Lauterbrunnen-Mürren mountain rail- and cableway:

New rolling stock is transported by road and rail

Another part of the new rolling stock for the Grütschalp-Mürren adhesion railway of the Lauterbrunnen-Mürren mountain rail- and cableway (BLM) was delivered on 13 and 14 May 2024. In summer, the new multiple-unit trains will run in mixed operation with the existing trains on the completely renovated line between Grütschalp and Mürren. Various tests are still necessary beforehand, as is usual with new rolling stock. The railway as well as the stations and stops are fulfilling the requirements of the Federal Disability Discrimination Act. In addition, the journey time will be shortened and the capacity increased, which will contribute to increasing the attractiveness of the car-free village of Mürren.

"We are delighted that we can offer locals and guests even more comfort and quality on this important and unique panoramic connection to the car-free village of Mürren," says Urs Kessler, Director of Jungfrau Railways. The new rolling stock marks the completion of the CHF 63 million, four-year construction project for the total renovation of the adhesion railway. The new multiple units with level access as well as the renovated and extended Grütschalp and Winteregg stations and Mürren station now fulfil the requirements of the Federal Disability Discrimination Act.

Faster with more comfort

"The travelling comfort on the trains is better and more passengers can be transported. The journey time has been shortened by increasing the maximum speed from 30 to 50 km/h, which allows a new operating concept with a double circuit," says Stefan Wittwer, head of the Lauterbrunnen-Mürren mountain rail- and cableway (BLM), explaining the advantages of the new rolling stock. On Tuesday, the second part of the multiple unit will be lifted onto the track at Winteregg, made roadworthy and then transferred to the Grütschalp workshop.

The first multiple unit had already been delivered in November 2023. Commissioning was carried out during the winter months. The findings from the winter tests could thus be channelled directly into the completion of the other two multiple units. The rolling stock has been delayed because several of Stadler's suppliers are struggling with supply bottlenecks as a result of the war in Ukraine and the pandemic, and testing and stabling facilities are restricted due to limited track capacity. The type tests at 1600 metres above sea level at night in very wintry conditions with lots of snow were also extremely challenging and therefore took a lot of time.

Modern and comfortable trains

"As a Swiss manufacturer, it is a particular pleasure for us at Stadler to make a contribution to the Swiss rail infrastructure with the new multiple units for the Grütschalp-Mürren adhesion railway," says Dennis Laubbacher, CEO of Stadler Bussnang AG. "The new multiple units not only offer maximum comfort with spacious panoramic windows and comfortable seats, but also a modern passenger information system," Laubbacher continues. All of this also testifies to the long-standing partnership between Jungfrau Railways and Stadler for quality and innovation.

All new and barrier-free

In addition to the new rolling stock, the renovation work, which also took place as part of the Federal Disability Discrimination Act, also included the now barrier-free toilet facilities on Grütschalp and the lift in the renovated Mürren station. Guests have been able to enjoy the view of Eiger, Moench and

Jungfrau from the new bistro on the roof terrace of Grütschalp station since summer 2023. The Winteregg crossing was also renovated, the Grütschalp workshop was modernised and the Winteregg station was not only renovated, but lifts and a passenger subway were also installed.

For the complete renewal of the BLM line between Grütschalp and Mürren, a total of several thousand tonnes of ballast, around 8000 new oak sleepers and around 9600 metres of track have been laid in several stages over the past few years. "The more than four-year construction phase was intensive and long. I am happy that we were able to carry out the work according to plan and that commissioning is now imminent," says Stefan Wittwer, Head of BLM.

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