

Media release

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Stadler delivers two more metre-gauge locomotives to MBC

Stadler is building two metre-gauge locomotives for Transports de la région Morges–Bière–Cossonay (MBC). The hybrid vehicles will be used for freight transport between Morges and Bière from the end of 2028. They will help to achieve the cantonal modal shift targets.

Transports de la région Morges–Bière–Cossonay (MBC) has commissioned Stadler to build two more hybrid locomotives. These are powered by overhead lines on the rail network and by diesel engines in the gravel pits. MBC will use the metre-gauge locomotives for freight transport on the Bière – Apples – Morges line.

"The new locomotives are an important step towards climate-friendly freight transport in the canton of Vaud. We are delighted to be building a total of three vehicles for MBC. The order underlines our expertise in the field of tailor-made vehicles. I would like to thank MBC for their trust and excellent cooperation," says Frédéric Evequoz, Tailormade Sales Manager at Stadler.

Tailor-made for metre gauge

The 64-tonne, 17-metre-long locomotives reach a top speed of 80 kilometres per hour. With a starting tractive effort of 220 kilonewtons and a maximum power output of 3 megawatts, they are ideally designed for freight transport on metre gauge tracks. They are also suitable for so-called roll-on-roll-off operation, in which standard gauge wagons can be transported on special rollers over the metre gauge. Delivery will take place at the end of 2028.

shift to rail

MBC had already ordered one vehicle at the end of 2024. The new locomotives will replace older vehicles and are part of the cantonal strategy to transport more goods by rail in an environmentally friendly manner.

"The shift from road to rail freight transport is a significant step forward for the environment and will reduce traffic on the roads in the Morges district by some 20,000 lorries per year," emphasises Pierre-Alain Perren, Managing Director of MBC.

A concept for several Swiss railways

The locomotives for MBC are based on a common locomotive family developed by Stadler in collaboration with several Swiss narrow-gauge railways. In addition to MBC, the Montreux–Bernern Oberland-Bahn (MOB), the Rhaetian Railway (RhB) and the Matterhorn Gotthard Bahn (MGBahn) have also ordered vehicles of this type. Thanks to the coordinated approach, the railways benefit from synergies in development, production and maintenance. At the same time, specific requirements can be implemented on a customer-specific basis.

About Stadler

Stadler has been building trains for over 80 years. The provider of mobility solutions in rail vehicle construction, service and signalling technology has its headquarters in Bussnang in eastern Switzerland. Around 16,600 employees work at 8 production and 6 engineering sites and over 80 service locations, including over 5,600 employees in Switzerland.

The company is aware of its social responsibility for sustainable mobility and therefore stands for innovative, sustainable and durable quality products. Its product range in the field of mainline and urban transport includes high-speed trains, intercity trains, regional and suburban trains, underground trains, tram-trains and trams. Stadler also manufactures mainline locomotives, shunting locomotives and passenger coaches. Stadler is the world's leading manufacturer of rack railway vehicles.

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