

Bussnang, 22.12.2003

Stadler Double-railcars on Germany's highest mountain

The Bavarian Zugspitzbahn (BZB) is commissioning Stadler Bussnang AG for 4 double-railcars. Departing Garmisch and passing through Grainau, the route makes its way to the terminus on the Zugspitzplatte (2600 m). With its summit at 2964 m, the Zugspitze is the highest mountain in Germany. Including spare-parts, the order amounts to approximately 23 million euros. The new Stadler vehicles will replace those from the years 1930 and 1955 and will be in operation as of June 2006.

Shortly before Christmas the contract signing took place for the construction of four double-railcars with a combined adhesion and rack-and-pinion operation. The value of the contract amounts to approximately 23 million euros. The double-railcars will be built in Bussnang. The 18.7 km route from Garmisch, which has a maximum gradient of 250 ‰, was opened in 1930 after a construction time of only 2 years and run to the Zugspitze via Eibsee. The Zugspitze is a favourite excursion destination in Germany. Over 400,000 visitors enjoy the wonderful 360° panorama each year. The view spans the Austrian Alps from the Ortler to the Bernina in the south and the plains all the way to Munich in the north.

The vehicles set a milestone in the construction of rack-rail and adhesion vehicles. For the first time, an all-axle-driven vehicle will be constructed for this use. The performance of the double-railcar allows for the operating with a leading car making it possible for supply goods to be transported up Germany's favourite mountain by rail. These new vehicles offer the passengers a high level of comfort and security. The construction will be based on the newest security standards as regards fire protection. A comprehensive information-system with a monitor and acoustical display enables precise orientation in the 4,500 m long tunnel.

The Stadler company is an assembly plant and a niche supplier in the traditional sense and puts the needs and desires of the client first. With the 1998 acquisition of Adtranz (Daimler Chrysler) of the former SLM and BBC/ABB companies, Stadler took over the mechanical and electrical rack-railway know-how which has continued to expand significantly since then. Since the acquisition of SLM, Stadler has already filled 16 domestic and international rack-railway orders. Half of these orders are now fully completed to the clients' utter satisfaction. Stadler is the global leader in the field of rack-railways. It is a matter of ideally complementing the fields of commuter and urban rail traffic.

Should you have any further questions, please contact
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