

MEDIA RELEASE

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Stadler builds “mega-locomotive”

Stadler Rail is building the world’s biggest and most powerful ever rack-and-pinion locomotive for the Brazilian cargo company MRS Logística S.A.

MRS has ordered seven of these locomotives from Stadler, worth about CHF 60 million (including reserve materials), for the freight line from São Paulo to the docks in Santos. An option for three further locomotives has also been agreed. The vehicles will be built in Bussnang and delivered in 2012/2013. Once again, thanks to its high levels of innovation, Stadler Rail has been able to handle another order with 80% added value in Switzerland.

Global leader

Stadler Rail is the global leader in the manufacture of rack-and-pinion rail vehicles. Peter Jenelten, Executive Vice President Marketing & Sales at Stadler Rail Group, is delighted about the order for this unique locomotive: “This gives Stadler Rail the chance to demonstrate its innovation power yet again. Thanks to our experienced engineering team we are in a position to offer all of our customers tailor-made solutions.” In the last few years Stadler has built new rack-and-pinion vehicles for the Swiss Jungfraubahn and Matterhorn Gotthard Bahn, the Zugspitzbahn in Bavaria, the FGC in Catalunya and the Greek OSE, among others. In addition, last autumn Stadler received its biggest rack-and-pinion rail order for Zentralbahn’s InterRegio trains on the Swiss Brünig line.

The most powerful locomotive ever

The large Brazilian cargo company MRS Logística S.A. ordered the seven powerful rack-and-pinion freight locomotives from Stadler Rail mainly for use with heavy trains carrying iron ore. The freight line from São Paulo to the Santos docks is a 1,600-millimetre broad-gauge track with a 9-kilometre-long ramp, along which the rack runs. With a power of 5,000 kW, 700 kN tractive force at starting and a length of almost 18 metres per vehicle, they will be the largest and most powerful rack-and-pinion locomotives ever. Two of these locomotives in double traction will have a towing capacity of 750 tonnes on the 104‰ ramps, meaning they will be 50% more powerful than those currently in use.

The four-axle locomotives have two bogies, which in turn each have two pinion transmission systems engaging with the triple-lamella Abt rack. Support is provided by two separate adhesion transmission systems, which contribute about 25% of the traction as the train goes uphill. The

regenerative ability of modern traction equipment also enables massive energy savings to be made on the 3 kV DC line.

Stadler Rail Group

Stadler Rail Group, system supplier of customer-specific solutions for rail vehicle construction, has locations in Switzerland (Altenrhein, Bussnang and Winterthur), in Germany (Berlin-Pankow and Velten), in Poland (Siedlce), in Hungary (Budapest, Pusztaszabolcs and Szolnok), in the Czech Republic (Prague), in Italy (Merano) and in Algeria (Algiers). The Group has a workforce of over 3,000 people around the world. The best-known vehicle series from Stadler Rail Group are the articulated multiple-unit trains GTW (501 trains sold), the Regio-Shuttle RS1 (404 trains sold), the FLIRT (547 trains sold), the double-decker DOSTO (73 trains sold) in the railway segment, and the Variobahn (264 trains sold) and the newly-developed Tango (142 trains sold) in the tram segment. Furthermore Stadler Rail manufactures passenger carriages and locomotives and is the world's leading manufacturer of rack-and-pinion rail vehicles.

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