

**MEDIA RELEASE**

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**Success for Stadler in the rack-and-pinion business**

Stadler Rail has won an order, worth around CHF 25 million, for four articulated multiple-unit trains for the rack railway on the Puy-de-Dôme in France's Massif Central. This is the fourth order Stadler Rail has won for rack-and-pinion rail vehicles this year. The orders, worth a total of around CHF 200 million, are from France, Austria and Switzerland. The Zentralbahn (ZB) has ordered new InterRegio trains for the Brünig line that runs between Lucerne and Interlaken. Stadler Rail will deliver four 7-carriage and six 3-carriage commuter trains. Transports de Martigny et Régions will soon be the proud owner of two 3-carriage panorama multiple-unit trains for the cross-border Martigny–Chamonix–Saint-Gervais route. And the Schneebergbahn in Lower Austria, the Matterhorn Gotthard Bahn and the Zentralbahn have ordered a total of four rack-and-pinion locomotives.

**New railway on the Puy-de-Dôme**

SNC-Lavalin is building a new electrified rack railway, which will climb some 600 vertical metres in around 4 km, along the route of the existing road on the Puy-de-Dôme in the Massif Central in France. The vehicles are based on the Stadler multiple-unit trains on the Montserrat railway near Barcelona which have been operating successfully for five years. Their interiors will be customised to meet the needs of tourists, and they will have very large windows giving an uninterrupted view on the magnificent landscape. The future operator SNC-Lavalin has placed with Stadler an order worth around CHF 25 million for four articulated multiple-unit trains (including spare parts).

**Panorama trains for the Brünig line**

The ZB is spending CHF 141 million on modernising its fleet, which will be completed by 2013. It is replacing the InterRegio trains that currently ply the route over the Brünig pass, which are now 40 years old. An order has been placed with Stadler Rail for four 7-carriage and six 3-carriage commuter trains. The 7-carriage trains have a total of 301 seats, 80 of which are in first class. The 3-carriage trains will be used as relief trains both over the Brünig pass and in the valley. They have 143 seats, 18 of which are in first class.

Josef Langenegger, director of the ZB, is delighted. "The modern rail vehicles, with panorama carriages, customer information systems and platform-level entry, are sure to please our customers." In addition, a modern bistro offering both hot and cold meals will be integrated into all InterRegio trains.

### **Stadler trains from Martigny to the foot of Mont Blanc**

Transports de Martigny et Régions has placed an order with Stadler Rail, worth a total of around CHF 18.5 million, for two 3-carriage panorama trains and spare parts for the Martigny–Le Châtelard–Frontière–Chamonix–Saint-Gervais route. The trains will be based on the six rail vehicles ordered by the French state railway SNCF in the last five years for its Le Châtelard–Frontière–Vallorcine–Chamonix–Saint-Gervais section. However, this route does not have rack-and-pinion traction. It is for this reason that there are only a few trains crossing the border. Passengers usually need to change trains at the border. Thanks to the new vehicles there will be more trains crossing the border between Martigny and Chamonix at the foot of Mont Blanc.

### **Rack-and-pinion locomotives are workhorses**

The ZB and the Matterhorn Gotthard Bahn have each ordered one rack-and-pinion locomotive from Stadler Rail, whilst the Schneebergbahn in Lower Austria has placed an order for two. The total order volume is worth around CHF 12 million, which also includes individual conversions of existing rail vehicles and spare parts. These locomotives are similar to the one that has proven successful in operation with the ZB since 2005. However, they also have a radio remote control. The power of these locomotives is 550 kW. The drive is diesel-electric with the latest three-phase drive concept that is required for restricted-speed running for infrastructure work. Valley journeys can be made without the diesel engine running, hence saving energy. The simultaneous purchase of four locomotives by these three railways enables substantial synergies to be utilised so that all three customers can benefit from a lower purchase price.

### **Largest rack-and-pinion order of all time**

Urs Wieser, Head of Sales for rack-and-pinion rail vehicles at Stadler, is delighted with these orders: “Stadler Rail has again proven its position as the world’s leading manufacturer of rack-and-pinion rail vehicles. The order for InterRegio trains for the Brünig line is also the world’s largest ever rack-and-pinion order.” Over the last few years, new rail vehicles have been built for the Jungfraubahn, the Zugspitzbahn in Bavaria, the FGC in Catalunya and for the Matterhorn Gotthard Bahn and Gornergratbahn in Zermatt among others.

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) and in Algeria (Algiers). The Group has a workforce of over 2,400 people around the world. The best-known vehicle series from the Stadler Rail Group are the articulated multiple-unit trains GTW (495 trains sold), the Regio Shuttle RS1 (402 trains sold), the FLIRT (547 trains sold), the double-decker DOSTO (57 trains sold) in the railway segment, and the Variobahn (264 trains sold) and the newly-developed Tango (90

trains sold) in the tram segment. Furthermore Stadler manufactures passenger carriages and two-axle locomotives and is the world's leading manufacturer of rack-and-pinion rail vehicles.

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