

Media release

HOLD-BACK PERIOD None

DOCUMENT 3 pages

ENCLOSURES <https://goo.gl/h3wu1G>

Berlin, 19 September 2018

InnoTrans: with the Traverso, Stadler and the SOB are sending out a strong signal in favour of long-distance transport

Stadler and the Schweizerische Südostbahn AG (SOB) are today presenting the electric low-floor Traverso train at InnoTrans in Berlin. The long-distance trains for the SOB reflect the current development status of the FLIRT vehicle line (Fast Light Intercity- and Regional Train). The completely new motor bogies and other optimized carrying bogies represent the technical highlights of the model. The new fleet of the successful Voralpen-Express will be running along the St. Gallen – Lucerne line, which is also very popular among international tourists, to coincide with timetable changes in 2019. One year later the SOB will enter into a partnership with Swiss Federal Railways (SBB) in the area of long-distance transport. From this date, the new Traverso trains operated by the SOB will set off each hour from Zurich or Basel in turn and cross the Gotthard mountain route to Locarno in Ticino.

The new eight-car, low-floor articulated trains will allow passengers to experience a journey in a unique vehicle on the unique Voralpen-Express route. From the outside, the Traverso stands out for its clear lines and Intercity front design. The high-quality interior fittings have been specially tailored to the needs of the different user groups: commuters will find areas where they can work in peace and quiet. Tourists and people on weekend excursions can enjoy fabulous views from the panoramic windows, stow skis and bikes safely away, and buy food and drink in the two bistro areas. There is even a designated area available for families. The train meets the latest European legislation regarding equal access for disabled persons, and has an information system with between four and seven screens per car.

Technical development work on the FLIRT for the SOB focussed mainly on the introduction of the new motor bogie, optimization of the carrying bogies, and the successful integration of a latest-generation energy-efficient power converter. Innovative vehicle technology enables low-wear operation on winding sections of the network. In addition, the new, lightweight bogie can be replaced quickly during maintenance work. The Traverso has standardized components on the vehicle roof, where the majority of the drive train including the traction transformer, cooling system, pantograph and main circuit breaker is installed in addition to the HVAC system and equipment for the production and supply of compressed air. The new dry transformer developed jointly by Stadler and ABB has also been installed in the vehicle. This has already achieved energy savings of up to 7.5 percent on the FLIRT trains currently in operation.

Thanks to the utilization of the latest drive technology, train travel is becoming even more environmentally friendly. The multi-level power converter topology patented by ABB has been combined with dry transformer technology to allow a consistently lightweight design of the drive components and reduce energy losses in the drive train.

More details about the trains

The eight-car trains can seat over 359 passengers, including 68 in first class. Passengers can plug their devices into power outlets fitted next to every seat. The long-distance version of the FLIRT has been designed to reach a maximum speed of 200 km/h. The new Traverso has been configured for a maximum operating speed of 160 km/h for the intended route. The new Traverso also has the following characteristics which are typical of all the vehicles in the FLIRT family: stepless entrances, a spacious, clearly laid-out interior, and car bodies with a lightweight aluminium construction.

The SOB had received positive feedback on the cosy atmosphere and comfortable seats in the previous Voralpen-Express for many years. This input was taken into account by the designers. The seats in the new trains remain very comfortable, for instance, and the padding geometry was taken over from the previous seats.

The new, eight-car trains are copper in colour. As a semi-metal, copper symbolizes value and solidity on the one hand, and is closely linked to the history of human progress on the other. The copper colour reflects this progress for travellers, the SOB and Stadler.

A total of 22 new trains for the SOB

The SOB ordered six eight-car and five four-car electric low-floor multiple units from Stadler at the end of June 2016 in order to be able to replace its older compositions, some of which had been in operation for 40 years, when the timetable changes for 2019. The eight-car trains presented today will run on the Voralpen-Express route between St. Gallen and Lucerne, adding to the quality and comfort of the journey through the Pre-Alps. The four-car multiple units (RV2020) can carry 197 passengers, including 22 in first class, reinforcing the existing FLIRT fleet used in regional transport.

From 13 December 2020, the SOB will also operate the new Traverso in cooperation with the SBB on the long-distance line from Basel or Zurich over the Gotthard mountain route to Locarno. In December 2017, the SOB exercised an option to order 11 additional eight-car Traverso long-distance trains for the route.

Images of the vehicle presentation can be found via this link from 4 p.m.: <https://goo.gl/h3wu1G>

Follow Stadler on [LinkedIn](#) und Facebook **About Stadler**

International rail vehicle construction company, Stadler, is headquartered in Bussnang in Eastern Switzerland. Founded in 1942, it has a workforce of over 7,600 based in various production, service and engineering locations across Switzerland, Germany, Spain, Poland, Hungary, the Czech Republic, Belarus and the United States. Service locations are also being operated in countries including Algeria, Denmark, France, Italy, the Netherlands, Norway, Russia, Sweden and the UK. Stadler provides a comprehensive range of products in the heavy and urban transport segments: high-speed trains, intercity trains, regional and commuter heavy rail trains, underground trains, tram trains and trams. Stadler also manufactures main-line locomotives, shunting

locomotives and passenger carriages, including the most powerful diesel-electric locomotive in Europe. It is the world's leading manufacturer in the rack-and-pinion rail vehicle industry.

The best-selling FLIRT (Fast Light Intercity- and Regional Train) vehicle has already sold more than 1,600 units in a total of 18 countries. The KISS, an acronym of the German for Comfortable Innovative Speedy Suburban Train, is also very popular, with nearly 300 units sold in 11 countries. The most powerful diesel-electric locomotive in Europe is the EURO4000, which has sold 140 units in 7 countries. The Stadler Service division maintains vehicle fleets and comprises more than 680 vehicles, covering a combined annual distance of 120 million kilometres in 16 different countries.

About Schweizerische Südostbahn AG

Schweizerische Südostbahn AG (SOB) is an independent rail company based in Eastern and Central Switzerland which employs over 600 members of staff. It is a driver of know-how and innovation in the industry, as well as a technology and systems leader. The SOB actively supports the Confederation and the cantons in meeting their mobility targets by taking on the role of creative innovator and lateral thinker. The SOB's core business is passenger transport. It focuses on providing optimum passenger care, both in an advisory capacity in its rail travel centres and on journeys, with fast and punctual connections in modern rolling stock. In 2017 over 13.5 million passengers travelled with the SOB.

On 13 December 2020 the SOB will enter into a partnership with Swiss Federal Railways (SBB) in the area of long-distance transport. From this date, trains operated by the SOB will set off each hour from Zurich or Basel in turn, and cross the Gotthard mountain route to Locarno, considerably increasing its market area. Over the past few years the integrated rail company has optimized operational processes, expanded its range of services, and increased investments in infrastructure, rolling stock and security. The SOB rail network covers 123 kilometres full of tunnels, viaducts and bridges, including the highest rail bridge in Switzerland, the 99 metre high Sitter Viaduct near St. Gallen.

Follow the [SOB](#) on [Facebook](#) and [Twitter](#).

Media contact for Stadler Rail Group:

Marina Winder
Secretary General and Head of Communications & PR
Member of the Group Executive Board
Phone: +41 71 626 31 57
Mobile: +41 78 843 57 20

E-mail: marina.winder@stadlerrail.com
www.stadlerrail.com

Media contact for Schweizerische Südostbahn AG

Christopher Hug
Media spokesperson
Telephone: +41 58 580 74 10

E-mail: medienstelle@sob.ch
www.sob.ch