

Railway crane puts to sea

In May of this year a railway crane built by Kirow Leipzig AG was shipped from Bremerhaven to Casablanca in Morocco. With a weight of 140 tonnes, an overall length of 19 metres and two counterweights of 18 tonnes each, the revolving railway crane had to be loaded onto a heavy cargo ship of SAL Lines, Steinkirchen, using the ship's own cargo handling gear – capable of lifting up to 275 tonnes – as no special equipment was available to unload the crane at the port of destination. The crane was transferred on rail as far as the fruit terminal in Bremerhaven.



The crane is carefully lifted off the track at the Bremerhaven fruit terminal ...

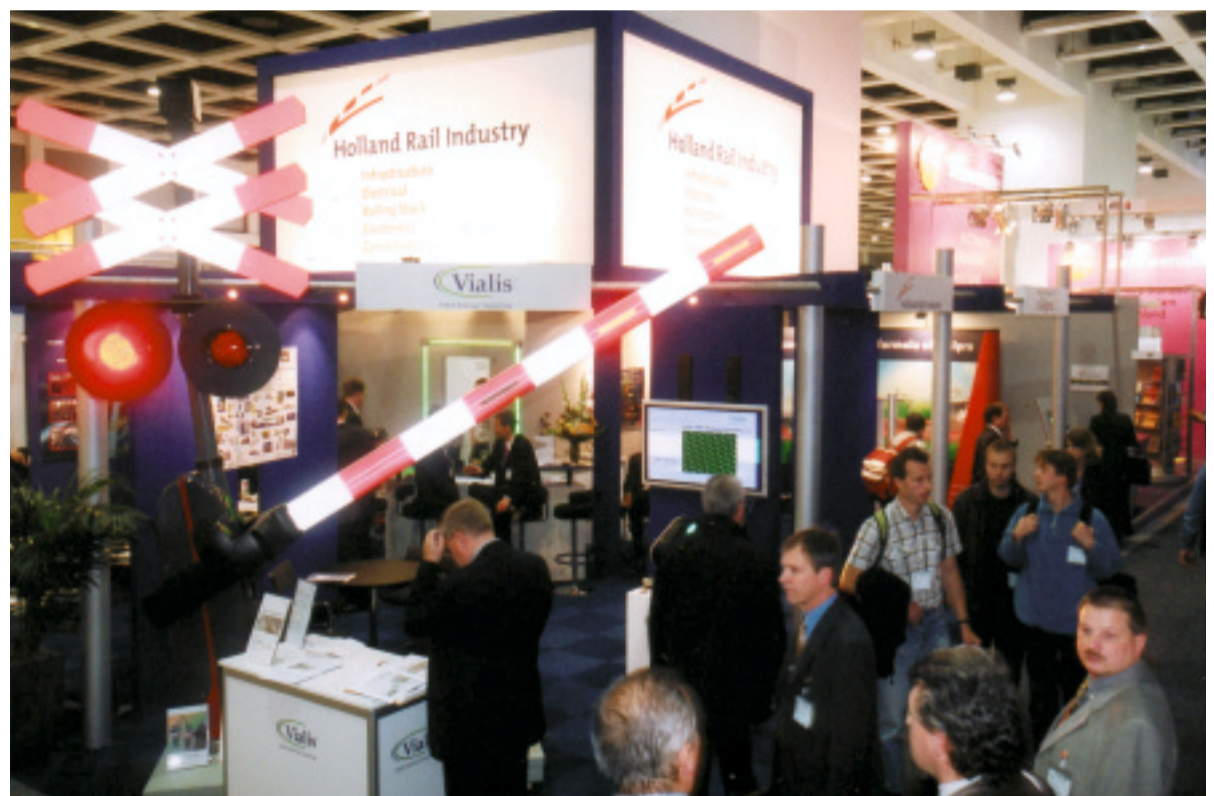
The crane was destined for the Moroccan railway company ONCF, which took delivery on the crane's arrival in Casablanca in June. Kirow Leipzig AG is one of the leading manufacturers of railway cranes. To date, the company has supplied over 5,000 railway cranes to customers around the globe. To transport the crane, Kirow turned to the logistics firm Exel in Leipzig and the heavy cargo transport specialists Translast in Bremen.



... and lowered equally carefully into the hold of the heavy cargo ship.

From 21st to 24th September 2004 in Berlin

InnoTrans 2004 with even more international flair



InnoTrans Berlin is well on the way towards further consolidating its reputation as the world's leading marketing platform for railway technology. From 21st to 24th September next year, the fair will present an even more international image to its attendees from around the globe. To date, companies from 22 different countries have signed up, including a number of firms exhibiting for the first time. There has been a notable increase in exhibitors from North America and Asia. Countries posting exceptional rates of increase include Austria, Finland, the USA and Korea. The ROTEM company, Korea's market leader in the railway technology field, will be marking its premiere at InnoTrans, while the Berlin fair will also be welcoming exhibitors from India and Israel for the first time ever.

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With 12 months to go before the start of InnoTrans 2004, Messe Berlin can boast a record level of registrations: the amount of exhibition space booked has already reached the order of magnitude of InnoTrans 2002 – a clear vote for InnoTrans as the leading international railway technology fair!

The BahnBau section of the fair is expanding particularly rapidly, with more space already having been booked than for InnoTrans 2002. Thus the infrastructure/track technology segment is continuing to grow and will fill an additional hall. In the BahnBau section too, exhibitors range across a considerably broader international spectrum than at the previous event. For InnoTrans 2002 the fair was divided up into various exhibition segments,

each with an allotted area at the exhibition grounds.

Restructuring retained

This arrangement found the approval of exhibitors and attendees alike, and is therefore being retained for InnoTrans 2004 with the groupings Railway Technology, Public Transport, BahnBau (Infrastructure and Track Technology), Transport IT and Services.

One of the major bonuses of InnoTrans Berlin is the fully functioning track system right alongside the exhibition halls. In previous years, the railborne exhibits on the tracks of "InnoTrans Station" were always among the highlights of the fair both for specialist visitors and on the open days. For 2004, there is once again a huge demand

for space in the static display area. One of the major factors behind the success of the Berlin InnoTrans is the idea of effectively combining the specialist fair with a supporting programme and on-track display.

New South Entrance makes fair even more attractive

This approach has been given the final touch with the opening of the new South Entrance of the Berlin trade fair ground. The new entrance means the facilities of the southern exhibition halls can be used more effectively, and access to the capital's public transport system is easier. With its high degree of functionality and modern architecture, the new South Entrance is an unmistakable landmark that will help make InnoTrans Berlin even more attractive for exhibitors and visitors alike.



ASSOCIATIONS

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VDV – Association of German Transport Operators

VDV plans to set up company for nationwide issue of bus and rail chipcard

The Association of German Transport Operators (VDV) aims to found a company to issue an electronic chipcard that can be used for all transport operators that work with electronic fare management systems. As VDV Chief Executive Prof. Dr.-Ing. Adolf Müller-Hellmann explained late in May, the VDV Board had taken a decision to draft the articles of incorporation and had invited VDV member enterprises to subscribe shares in the company. Müller-Hellmann said he was convinced that this nationwide interoperable solution would help overcome obstacles to public transport access and thus maintain and even expand the market share of the buses and railways through attractive marketing.

The chipcard would be designed to allow for cashless payment at ticket machines, for direct storage of tickets in the chip, or for use in fare collection systems. Müller-Hellmann cited the successful test installation of checkin / checkout systems in Berlin and with the Rhine-Main Joint Transport Authority, whereby travellers use the interoperable chipcard to check in on the platform or in the vehicle at the start of the journey and check out at their destination, with the correct fare being booked automatically. Having



Will ticket machines soon be obsolete? A new system from the VDV aims at making ticketing easier in future.

Photo: DB AG / Jazbec

the VDV core application as standard, he said, ensured that this arrangement would function across all fare management systems, from cashless payment to fare collection systems.

Müller-Hellmann emphasised: "We can only achieve these results with the help of the industry, the transport operators and joint transport authorities, and the Federal Research Ministry, which is funding half of the development costs." The corresponding Public Transport Core Application Project has been running for 15 months, with the "detailed application specification" phase scheduled for completion this year. After that, all transport operators would be able to utilise this documentation as a basis for invitations to ten-

der for their own projects. The core project, the VDV Chief Executive explained, would go on to develop test and security components, and he underscored that "we will have the devices and chipcards certified to ensure security and interoperability, and we will be setting up a company to organise this".

Transport operators will continue to set own fares

An important point for transport operators, Müller-Hellmann stressed, was that each enterprise would continue to decide on fares and sales channels autonomously, even while standardised procedures would be established for customers: "Each individual operator will be free to determine when they wish to introduce each stage of the electronic fare management system. But all the major joint operators have confirmed that they will be adopting the common solution." This standardisation was also the main reason why Deutsche Bahn AG was signing up to the VDV core application, the VDV Chief Executive explained, saying that "we need heavyweight partners so as to also send a signal to the industry that we are making a real start on nationwide electronic fare management."



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Towards borderless operation of fast high-speed trains

Premiere for new European Train Control System

With a first test run in July of this year, Deutsche Bahn AG and its two industry partners Siemens Verkehrstechnik and Alcatel inaugurated production trials with the new European Train Control System ETCS: for the first time in Europe, a locomotive-hauled, ETCS-controlled train ran at a speed of 200 km/h on the line between Jüterbog and Bitterfeld.



of system duplication on the track and in vehicles. Realistically, Deutsche Bahn is anticipating costs of several hundred million euros just to equip the high-speed lines, while the migration is expected to extend over a period of 15 to 20 years.



Data from the cab of the locomotive – seen here running at exactly 200 km/h – were relayed to the coaches via monitors.

“Orderly change-over is important”, says Deutsche Bahn CEO Mehdorn

“We are one of Europe’s most efficient railways, with a high technical standard,” said Deutsche Bahn CEO Hartmut Mehdorn on the occasion of the test run.

“We shall continue to make rational use of new technologies if they contribute to profitability and help shift traffic off the

roads and onto the railways.” What is important, according to Mr Mehdorn, is that there is an orderly changeover from the current technology to ETCS.

This migration is seen as the major challenge for the years and decades to come. However, Mr Mehdorn noted, few other countries in Europe matched Germany in terms of already possessing systems on a par with ETCS.

He continued: “The changeover is thus primarily a contribution to the harmonisation of technical systems, which is also why the focus is on the costs and their funding.”

During the test run between Jüterbog and Bitterfeld, technicians monitored the data flows in the ETCS train control system

Photos: DB AG/Busse



Over the coming years, Deutsche Bahn and its cross-border counterparts aim to install a new, highly advanced train control system designed in the first instance to enable problem-free borderless operation of fast high-speed passenger trains. At a later stage, goods trains will also be able to run across Europe quickly and safely along suitably equipped rail corridors, without the need for costly and time-consuming changes of locomotive at national borders. The plan is to replace the numerous existing and often completely different train control systems with ETCS as standard.

For technical reasons, converting from the existing systems to ETCS on the approximately 3,300 km of line network earmarked for high-speed operation will entail a transitional period during which the old and new systems will run alongside each other. Consequently, investment will be needed to ensure that many kilometres of track and several thousand vehicles are equipped with both systems. As yet, it is not possible to quantify the final cost of the migration phase and



Smiles all round after the successful test run: Deutsche Bahn CEO Hartmut Mehdorn (on the right) with Parliamentary State Secretary Angelika Mertens, for whom the fact that a major line in the New German Laender was chosen as the test route is a “sign that things are moving forward”.



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Specialist conference, workshop and company presentations on railway infrastructure **BahnBau 2004: on the way to Europe**



Flashback: Impressions from BahnBau on the occasion of InnoTrans 2002

Safe track and modern traffic management systems are among the prerequisites for effective railway operations, and it is to these two components of the infrastructure that BahnBau 2004 is devoted; the event will be held – for the fourth time next year – as part of the InnoTrans rail technology fair. Organised by the Association of German Railway Engineers (VDEI), the event comprises an international specialist conference and workshop, accompanied by company presentations as part of InnoTrans 2004.

On the occasion of the last InnoTrans fair, 155 exhibitors from 15 different countries took part in BahnBau. The event marked several world premieres; as Wilfried Lorenz, Deputy National Chairman of the VDEI, pointed out, they all had a single intention: "The aim is to create a European railway system. The International Union of Railways (UIC) has adopted an interoperability directive for high-speed services, and is working on a directive for conventional services. The objective is to align the technical systems on European railways. Together with the competitive conditions, this is creating new requirements: planning, construction and maintenance need to be done more quickly and more effectively. At the same time, we need to ensure higher availability – i.e. lower fault rates – of track installations. The overarching objective is to ensure that travellers

are not affected by internal processes and are conveyed to their destinations safely, quickly and punctually." The same obviously applies, he added, to freight transport.

Centralisation of train control

Control and signalling systems are also being revolutionised. Train control is being centralised, with stationary signals being virtually completely superseded by in-cab signalling. Studies are also being carried out on automatic driverless operation. It will fall to the research establishments and the industry to come up with the requisite technology, systems and equipment. For practitioners, BahnBau is an ideal opportunity to acquire the necessary know-how for their future work and to exchange experiences with researchers and suppliers. The large numbers of attendees

signing up last year – not least from abroad – testify to the fact that they look to the Berlin event to provide the appropriate forum.

BahnBau attendees were able to gain an impression of what engineering bureaus, infrastructure materials manufacturers and construction firms have to offer. They also had an opportunity to discuss with consultant engineers; with representatives of industry, trade, the railways and the authorities; and with researchers and academics as well as the much sought-after engineering graduates. The conference programme included topics such as "Innovations in the permanent way", "System dynamics of the railways", "Construction engineering", "Civil engineering" and "Innovations in vehicle technology". An international workshop was held on the management of safety during work on the track. The VDEI accordingly succeeded in attracting overseas as well as European railways to the conference and workshop, with attendance by representatives from Queensland Rail, the Australian Rail Track Corporation and the Long Island Railroad Company.



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Environmentally friendly engines for 398 diesel shunters

Europe's cleanest diesel locomotive for DB Cargo

Being refitted with the latest diesel technology: the series 290

A major engine replacement programme is seeing DB Cargo invest around half a billion euros in the refitting of shunting locos to reduce emissions and increase performance. By 2009 as many as 398 heavy diesel shunters of the 290 series will be fitted with new four-stroke diesel engines that offer not only higher power and improved fuel consumption but also much cleaner exhaust emissions.

"Under its new vehicle strategy, DB Cargo will be gradually renewing its fleet of vehicles over the long run. Economic calculations have shown that replacing the engines of existing locomotives is still a cost-efficient and environmentally friendly alternative to buying new vehicles", explained Dr. Sigrid Hegels, Head of the Vehicles Division of DB Cargo. With this modernisation project, she continued, DB Cargo is aiming not just at increased performance but also at considerably greater availability.

The 8 V 4000 R 41 four-stroke diesel engine, manufactured by MTU (Motoren- und Turbinenunion Friedrichshafen), is claimed to be one of



the cleanest diesels on European railways. Tests have shown that nitrogen oxide emissions are over 30 per cent lower than those of the old power units.

In addition, the engine already meets the approval standards for hydrocarbon, carbon monoxide and particulate emissions set by the International Union of Railways (UIC) that only become effective as of 2008.

Fuel consumption reduced too

At the same time, the locomotives – weighing up to 80 tonnes and in some

cases almost 30 years old – can be operated much more economically, as they consume up to 10 per cent less fuel than with the engines originally fitted. Longer oil replacement intervals make for less waste oil and thus offer further environmental benefits.

Emissions data

Current limit under UIC 2 (= ERRI 2003)	Figures for MTU 8 V 4000 R 41 traction unit	
Nitrogen oxide (NOx)	9.5	7.0
Carbon monoxide (CO)	3.0	0.46
Hydrocarbons (HC)	0.8	0.39
Particulates	0.25	0.086

Bombardier / Hupac / SBB

New intermodal low-loader wagons relieve transalpine freight traffic

Bombardier Transportation is building 60 newly developed low-loader wagons for transporting complete truck/semitrailer units ordered by the Swiss transport operator Hupac Intermodal. Costing around EUR 10 million, the wagons are to be delivered between February and July 2004. Developed jointly with Hupac and Swiss Federal Railways (SBB), the wagons will for the first time enable trucks up to 4 metres high to be carried for example through the tunnels on the Gotthard route, thanks to a lower loading platform. Previously, the low height of the Gotthard tunnels meant that trucks carried on the Rolling Highway could not be taller than 3.80 metres. But as some 80 per cent of trucks are 4 metres high, the new low-loaders represent the first opportunity to switch from road to rail. The intermodal low-loader wagons are destined for the transalpine routes Basel-Lugano, Freiburg-Lugano and Singen-Milan, providing potential reductions in traffic on the parallel motorway routes of up to 30,000 trucks a year.



Scheduled for delivery by 2004, the new intermodal low-loader wagons now enable 4 metre high trucks to be carried



Up to 800 cars a day in four full train loads from Sindelfingen: Mercedes cars arriving at Bremerhaven

DB Cargo / Automotive MaXX

Cars run on rails

Deutsche Bahn's freight subsidiary, DB Cargo, is doing good business with the automobile industry, working with several German vehicle manufacturers and constantly involved in new developments aimed at improving transport logistics. In May, DB Cargo showed for the first time the "Automotive MaXX", a huge new goods wagon, several hundred of which are running inter-works services for Volkswagen. Designed to carry automotive components, the "Automotive MaXX" maximises usable load space, with a volume of 230 cubic metres, a 75 square metre load area and a load height of 3.05 metres.

The internal structure of the wagons makes for high transport safety. The transport containers are specially designed to meet the requirements of the automotive industry, with lockable partitions and reinforced side-

walls, making for easy handling and safe conveyance of the freight. Permanently installed GPS (Global Positioning System) units enable the wagons to be located and the payload identified via satellite.

Since the beginning of this year, DaimlerChrysler AG has been operating the new "Tube" car transporter developed jointly by DB Cargo and its subsidiary ATG. With its closed construction, the 54 metre long "Tube" protects the vehicles against dirt and weather, and rules out theft or vandalism. The electro-hydraulic drive makes for simple loading and unloading, with full preparation for loading/unloading taking a maximum of two minutes.

So far, half of the wagons ordered by the car manufacturer have already been delivered and are in regular operation on the Sindelfingen-Bremerhaven route. By the end of this year, the whole "Tube" fleet will have been delivered and will carry the entire DaimlerChrysler traffic on this route.



The Tube wagons are designated as series "Hceerrs 330"



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Alstom's "eTransformer" makes trains lighter and frees up space

Electronic power supply system reduces operating costs

Alstom's "eTransformer" is designed to make trains lighter and free up space for passengers: the railway technology company has developed a power supply system for electric trainsets that is up to 50 per cent lighter and smaller than conventional systems. This new technology offers considerable energy and cost savings and is seen as having a major impact on the design of future train generations.

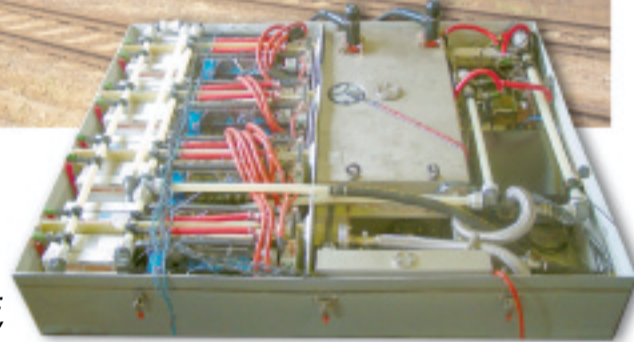
In future, it will be possible to mount the electric power supply and drive components on the coach roof instead of below the body. Alstom estimates that this will enable passenger space to be increased by up to 10 per cent and allow a low coach floor throughout without impediments. The newly developed system utilises modern lightweight electronics in place of heavy iron and copper. Instead of a conventional transformer, there are powerful electronic chips mounted on heat sinks. These chips can switch up to 6,500 volts and 600 amps 5,000 times a second. As an example, the weight of the power supply system of a four-coach regional trainset, consisting of two transformers, can be reduced from a total of 12 to 6 tonnes, while the space requirements and power losses are halved.

New technology can be used on all railway vehicles

Up to now, the power supply system has been the largest and heaviest component of an electric trainset, and has generally been mounted under the coach body. The result has been a raised floor and steps inside the coach, restricting passenger comfort. Its heavy weight and relatively high loss have been major contributors to



The "eTransformer" is being premiered in the innovative LIREX train



Chips instead of heavy iron and copper: the new "eTransformer"

power consumption during operation. Alstom's new "eTransformer" technology can be used on all railway vehicles, from commuter rail systems through regional and double-decker trainsets to high-speed trains such as the TGV. Currently under development is a dual-system version for cross-border high-speed operations that is also suitable for the French contact line voltage.

Premiere planned for June 2004 in the LIREX

Alstom is deploying the "eTransformer" system for the first time in its innovative LIREX Experimental (Lightweight Innovative Regional Express) train. From June 2004, the LIREX will be on trials as Germany's first hybrid train in passenger service with DB Regio in the State of Saxony-Anhalt. The conversion involves replacing one of the four diesel engines on the roof

with the "eTransformer". This will enable the train to continue running under emission-free electric power when the train enters an electrified section. The pantograph can be raised to reach the contact wire in just a few seconds. The "eTransformer" technology was developed under the auspices of Alstom Salzgitter (Lower Saxony), assisted by Alstom operations in the UK, Belgium and France, as well as SMA-Regelsysteme GmbH in Niestetal near Kassel.

Technical data of the "eTransformer" for the LIREX Experimental

Input voltage	15,000 volts / 16.7 hertz
Output voltage	1,650 volts DC
Continuous rating:	1,500 kW
Peak rating	2,250 kW
Transmission frequency	5,000 hertz
Dimensions	2,120 x 2,620 x 580 mm
Weight	approx. 3 tonnes

Deutsche Bahn Improved mobile phone connections

To improve mobile phone connections along railway lines, Vodafone D2 has concluded a framework agreement with Deutsche Bahn's subsidiary DB Telematik regarding nationwide utilisation of base station locations on railway-owned property. The first commission for DB Telematik from Vodafone D2 was to plan, manage and implement a project for a suitable transceiver station in the vicinity of Frankfurt Main Station. By using railway-owned property, Vodafone D2 can focus even more closely on optimising mobile phone reception for its customers travel-



ling by rail, both as regards network coverage along the railway lines and in the heavily used station areas.

New base station locations are set to improve mobile phone reception on the railway
Photo: DB AG / Jazbec

New base station near Frankfurt Main Station
Photo: DB AG / Bedeschinski





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"Jumbo" prototype successful in commuter rail trials: a 39 metre long articulated centre car with low-level vestibules

BLS Lötschbergbahn adds value through conversions



The prototype was a success: 18 new "Jumbos" are being delivered from summer 2003 onwards

Photos: BLS Lötschbergbahn AG

Boarding the new "Jumbo": the swing-plug doors are those used on the existing NINA type

The Swiss railway operator BLS Lötschbergbahn AG is modernising its commuter rail (S-Bahn) fleet, supplementing 22 existing RBDe 565 shuttle trains with an attractive articulated centre car with low-level vestibules. A prototype of the new vehicle – to date the only one in existence – has already seen several days' trial operation in the Bernese Oberland. Delivery of a further 18 low-floor regional trains has been ongoing since the summer of this year.

The demands made on commuter rail vehicles are constantly evolving. With a view to taking over additional services for the Bernese S-Bahn, BLS Lötschbergbahn AG is therefore adapting its fleet. It currently has 14 three-car NINA trainsets, and is raising the total to 32: these trainsets, specially designed for the Bernese S-Bahn, are scheduled for delivery between the summer of 2003 and end 2004.

In addition, BLS is standardising equipment across all its other S-Bahn trainsets, with bright, open passenger areas, more seats, easy low-floor boarding, controlled-emission vacuum toilets and an optical/acoustic information system.

The 22 tried and tested RBDe 565 shuttle trains, dating from 1982 to 1992 and still in the traditional blue-and-cream livery, are technically still in good condition, but they no longer meet passengers' expectations of a modern S-Bahn vehicle.

Articulated centre cars enhance existing trainsets

For these trainsets, Bombardier's Villeneuve factory and the BLS workshop in Bönigen have jointly developed an articulated centre car that meets the specifications of the Bernese S-Bahn and considerably enhances the existing units.

The 39.35 metre long double car is an impressive sight: its working name of "Jumbo" has stuck, even though in terms of weight per seat it is much lighter than comparable centre cars. The car features a large interior without partitions; all doors and 70 per cent of the passenger area are low-floor, and the large boarding platforms can be used to stow luggage and strollers as well as for standees during peak traffic hours.

In addition, the cars will have a passenger information system and a vacuum toilet – currently missing from

the prototype. To save costs, the vehicle is manufactured by converting an existing Type 1 standard car – thereby extending the latter's service life – and incorporating two new centre sections.

Major components from the NINA product range

Major components are shared with the NINA range, such as the air-sprung centre bogie, the double gangway bellows, the swing-plug doors, the toilet, the ventilation system, the 2 + 2 seating layout, and the optical/acoustic passenger information system. This sharing brings benefits in terms of maintenance and spares stockage.

The two end bogies are retained but modified to reduce noise. Inside, the new cars look very similar to the NINA type cars. The new cars offer space for 131 seated passengers and 90 standees.

From the outside, the "Jumbo" prototype reflects the new BLS livery, with the basic colours aluminium white and ultramarine, plus luminous green front and doors. Before it gained Federal Transport Office approval, the new car underwent thorough technical tests.



SERVICE

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And lastly ...

The reputation of the railways in the USA ...

... could be better, it seems. Even if the "railroad" helped open up the country, rail has long since been eclipsed – especially for passenger traffic – by air travel. And over the next few years, huge investment will be needed in both the infrastructure and rolling stock.

As we know, the Americans have always been quick to come up with nicknames, including for their major railway companies.

Here is a small selection, we found in the internet:

Great Western Railway Go When Ready
God's Wonderful Railway
Gone With Regret
Great Way Round

New York Central No You Can't

New York Ontario and Western Now Young, Out and Working

Northern Pacific Northern Potatoes
Nothing Personal
Nothing Specific

Pacific Great Eastern Pretty Girls Express
Pretty Good Effort
Past God's Endurance
Please Go Easy

Penn-Central Penniless Central
Penn Centless
Perfect Chaos
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