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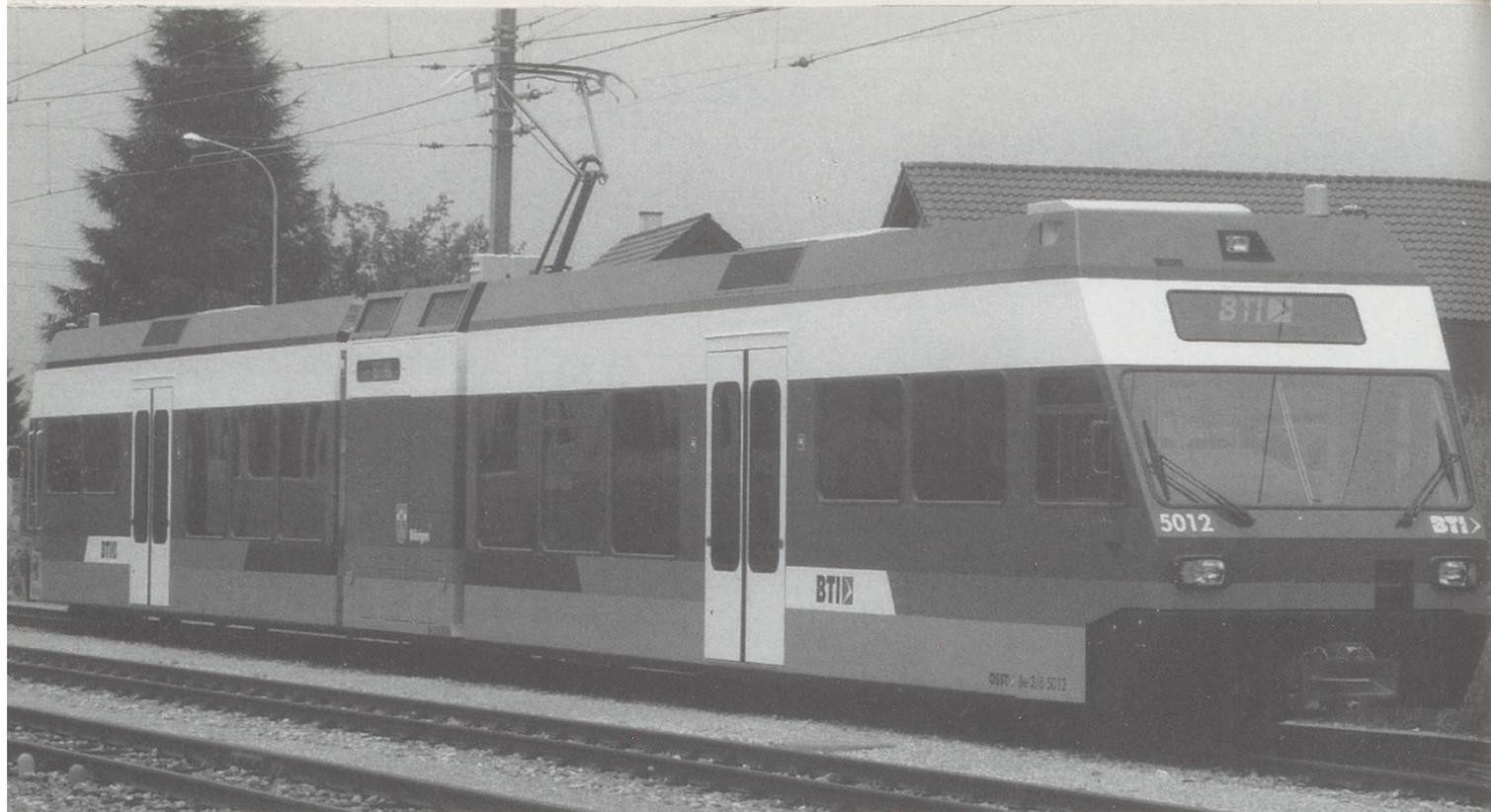
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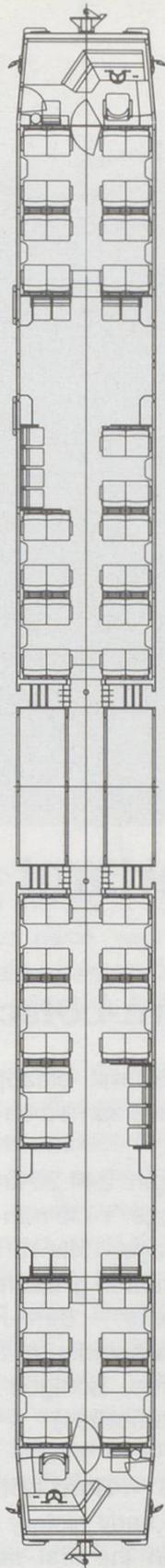
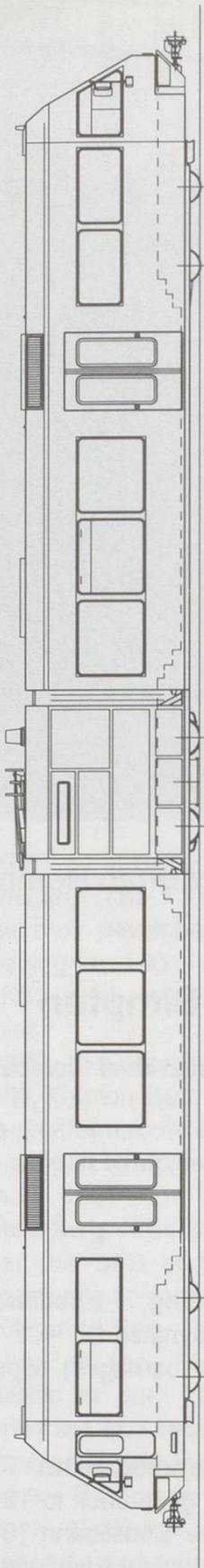


New BTI Railcar by George Hoekstra

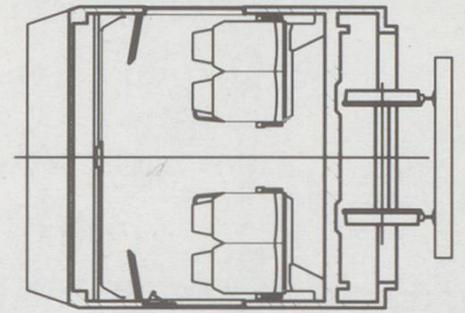
On the 4th July 1997, the Biel-Täuffelen-Ins Railway (BTI), presented its newest light railcar to the press at Täuffelen. The Be2/6 as it is known at the BTI is a new type of light rail vehicle developed by the firm Stadler in Bussnang (near Lake Konstanz) together with ADtranz and SLM. The 33 tonne vehicle has a maximum capacity for 180 passengers, of whom 88 can be seated. Its low-entry platforms are only 37cm above the rails - a big plus in Switzerland with its very low platforms.

The short centre unit is where it all happens, current capture (pantograph), transformation and control of the current for the motors as well as the complete drive on two axles are all contained in this unit, which is couples onto the two DTV's at each end. The DTV's only have a trailing bogie at the front end, the back end rests on the driving

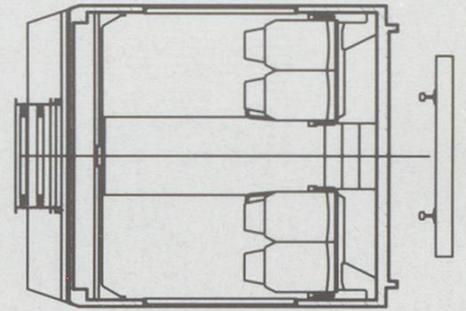




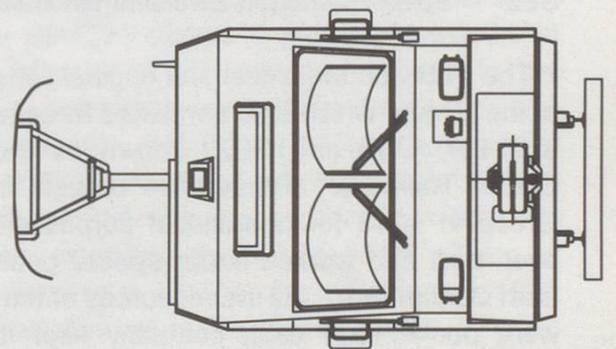
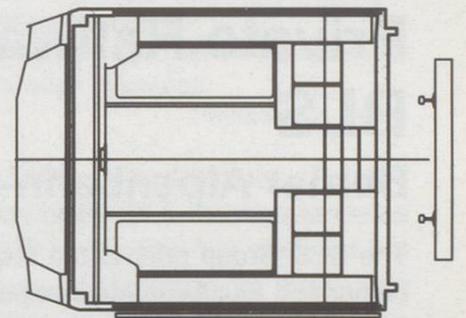
Hochflurbereich



Niederflurbereich



Türbereich



unit for more adhesion, hence Be 2/6! The driving unit can be uncoupled and exchanged in about an hour, and the train is back in service! The Modules are available for AC or DC in various voltages or with diesel traction, Standard, metre and most other gauges can be accommodated.

Be2/6 BTI version: Metre gauge, 1200V DC.
 Length over buffers: 30100mm
 Width: 2700mm Height: 3500mm
 180 passengers, 88 seated
 Weight: loaded 47 tonnes, empty 33.5 tonnes
 Cost: Less than 4 million Swiss Francs.