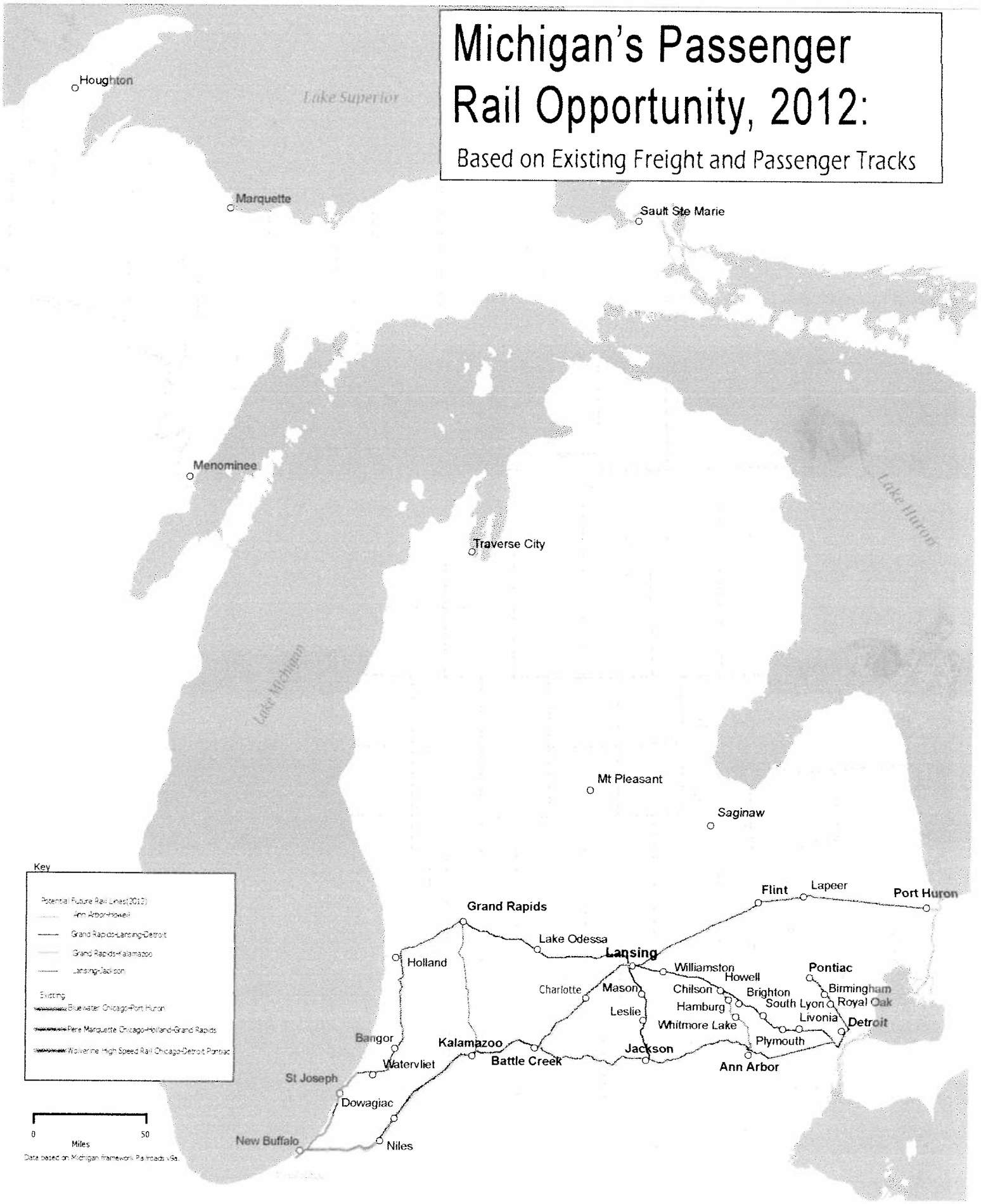
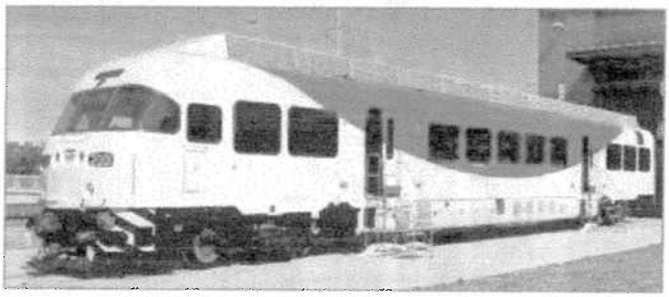
Michigan's Passenger Rail Opportunity, 2012:

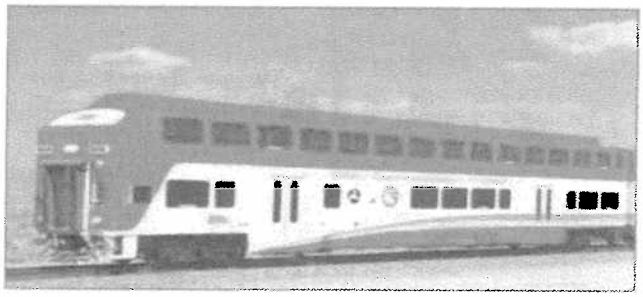
Based on Existing Freight and Passenger Tracks



US Railcar Company, LLC

A new modern Passenger Train...





US Railcar Company proudly introduces its new DMU... Formerly manufactured by Colorado Railcar, this new modern self-propelled passenger train is fully FRA compliant and ready for immediate revenue service on all regional and intercity rail lines across North America. Its sleek modern design will attract new riders, improve regional mobility and save millions of dollars in operating & maintenance costs over its lifetime. Its modern energy efficient drive train uses less fuel, is greener, and available in both single- and bi-level platforms that are fully ADA compliant.

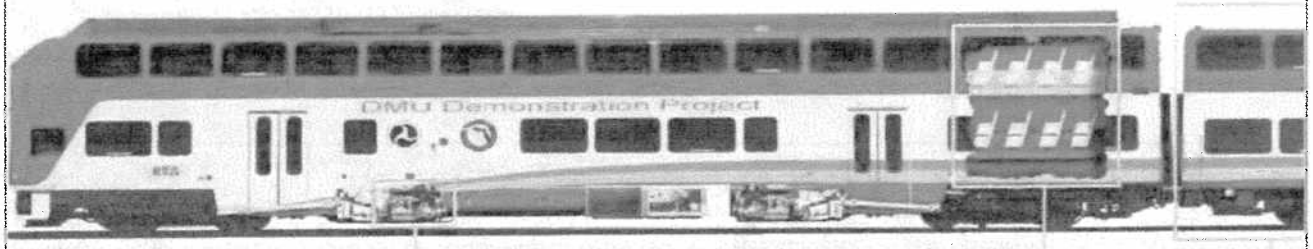
Diesel Multiple Unit

What is a DMU?

A Self-Propelled Passenger Railcar for Commuter Rail or Intercity Rail Service

DMU = Diesel Multiple Unit

- A diesel self-propelled railcar, which can be run in multiple combinations of unpowered coaches and powered cars



The DMU contains propulsion engines and passenger seating in one railcar , unlike a locomotive hauling coaches

A single US Railcar DMU can also pull un-powered coaches...

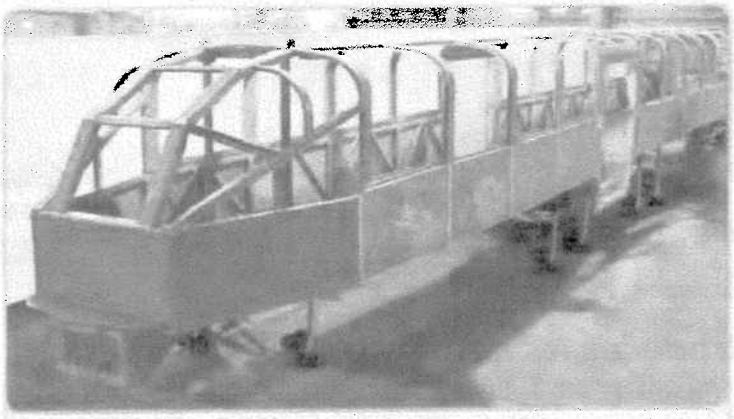
FRA Tier 1 Compliant

World's Only 49 CFR Part 238 Compliant DMU

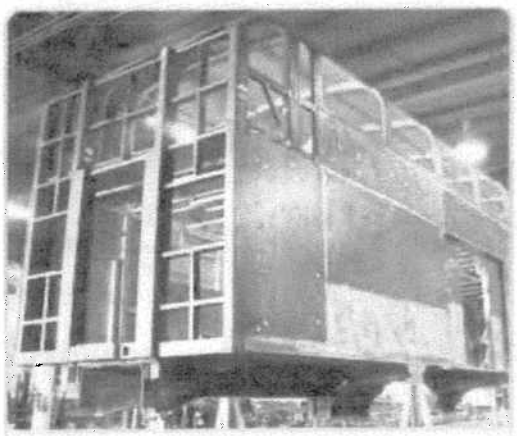
No Waivers and No Time Separation Needed

Meets or exceeds new FRA and APTA structural safety specifications for:

- 800,000 Pound Compressive End Load Strength
- 300,000 Pound Cab Corner Post Strength
- 500,000 Pound Cab Collision Post Strength
- 100,000 Pound Cab Anti-Climbing Mechanism
- Side Structure Impact Strength
- Roof Structure Rollover Strength

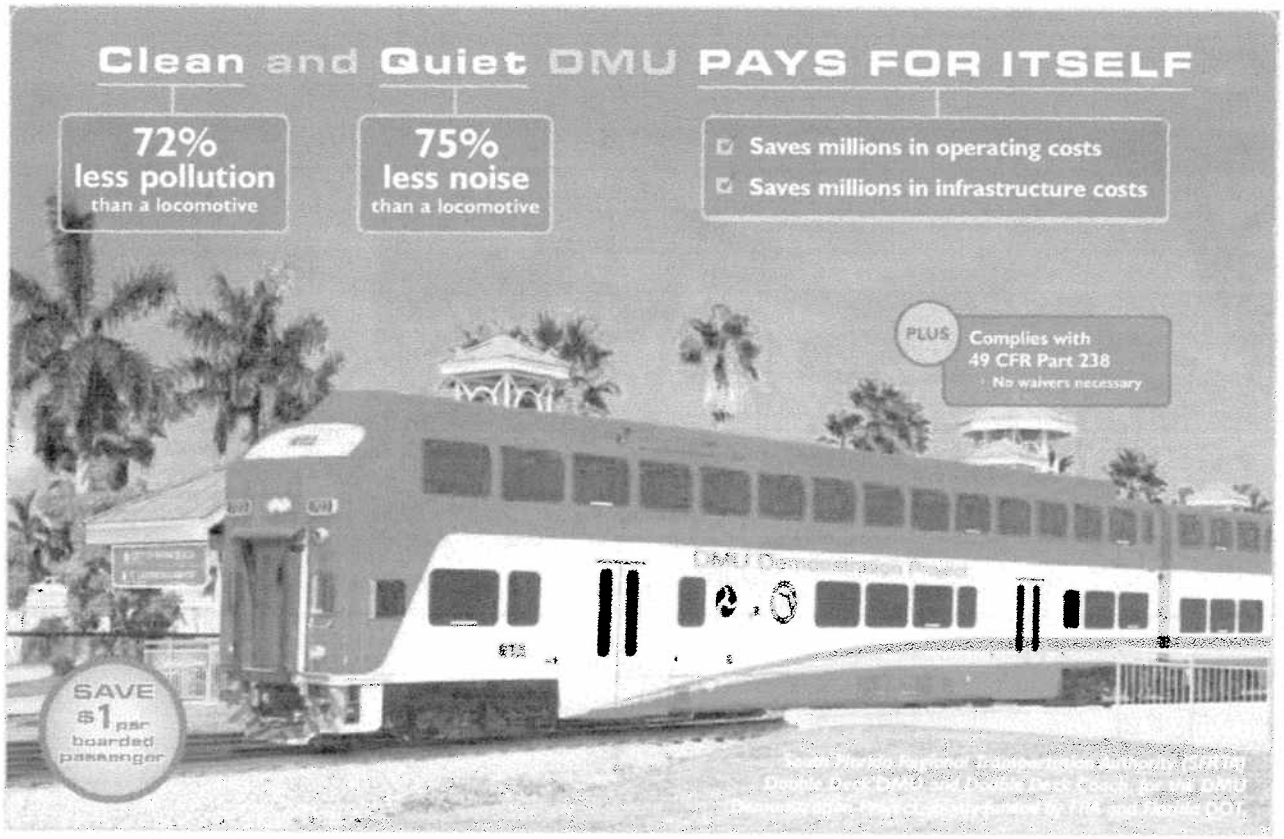


On February 26, 2002, the single level DMU was tested and shown to be the only self-propelled commuter railcar to meet the FRA's newest 49 CFR Part 238 structural requirement.

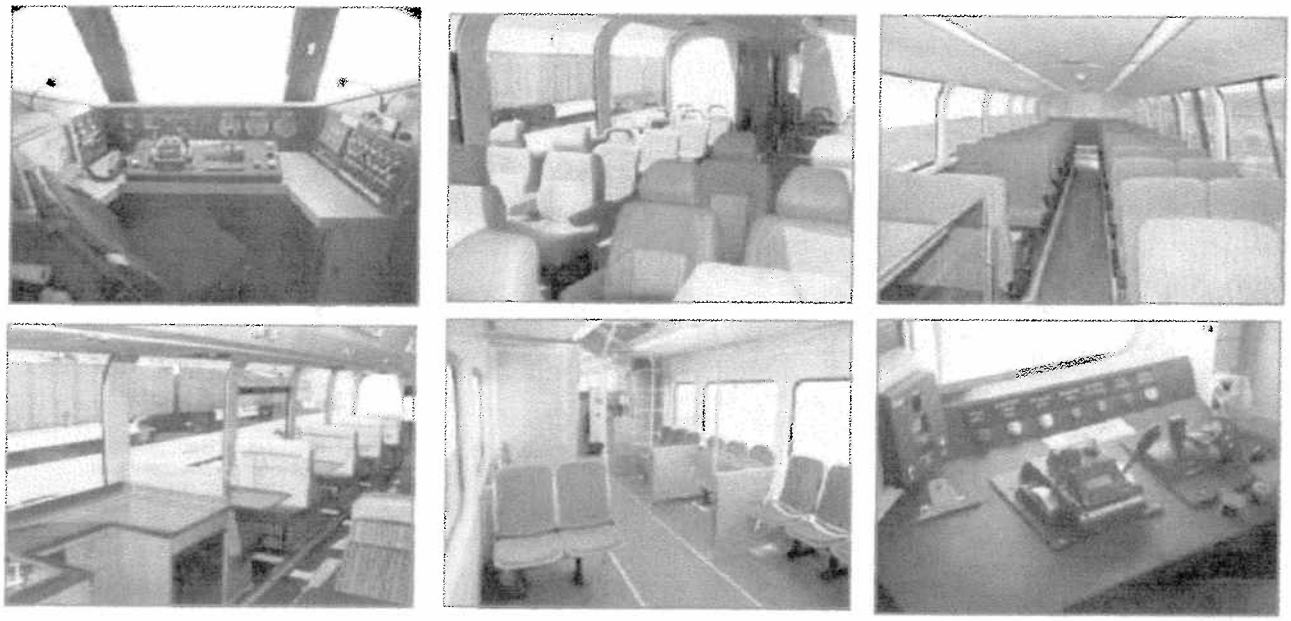


The double deck DMU structure also meets the FRA's newest 49 CFR Part 238 structural requirements.

Energy Efficient, Clean & Green...



Regional & Intercity Interior Design

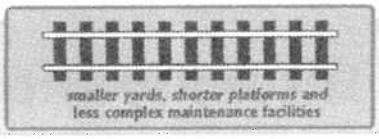


US Railcar

CLEAN AND QUIET DMU PAYS FOR ITSELF

- ✓ It saves millions of dollars in operating costs over its lifetime

- ✓ It saves millions in infrastructure costs

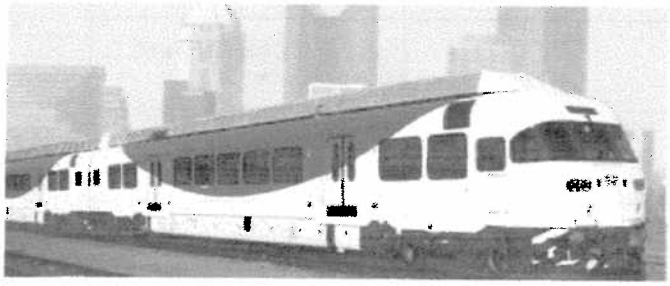


- ✓ ROI in 3 to 5 years

US RAILCAR DMU

Corporate Headquarters
919 Old Henderson Road
Columbus, OH 43220
Phone: 1 (614) 324-5959
Fax: 1 (614) 324-5950

www.usrailcar.com



US Railcar Company, LLC

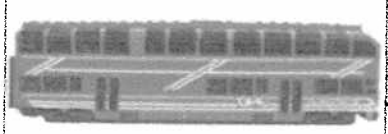
US RAILCAR DMU SPECS

US Railcar designs two types of railcars, self-propelled and non-powered commuter coaches, which are available in single or bi-level. The single level vehicles can carry up to 94 passengers, 188 for the bi-levels. The self propelled vehicles can pull two other coaches with their two 600 horsepower (450 kw) Detroit Diesel engines. The non-powered coaches have a high level of parts commonality with the DMU offerings.

Unlike European & Asian DMUs, the US Railcar DMU can operate in all mixed-mode freight corridors throughout the country without waivers and/or temporal separation agreements currently required for non-compliant foreign platforms.

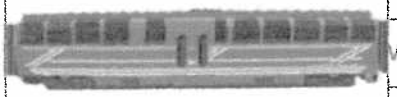
Available in both regional and intercity configurations, the US Railcar DMU is uniquely suited for incremental corridor development at speeds from 79-to-90 mph. Platform enhancements currently anticipated include a diesel-electric upgrade, increasing speeds to 125 mph, making this American-made DMU the ideal solution for both mature and emerging passenger rail agencies around the country.

Single Level DMU		
	Seats	94
	Length (over coupler pulling faces)	85' or 89'
	Width (over side sheets)	10'
	Total height (above top of rail)	14' 11"
	Floor height (above top of rail)	51" or 17"-25"
	Engine	Two Detroit Diesel Series 60, 600 hp (x2), Tier 3
	Transmission	Two Voith T212 BRE with KB190 retarder
	Final Drive	Two Voith KE553

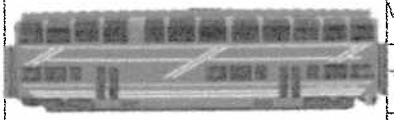
Double Level DMU		
	Seats	188
	Length (over coupler pulling faces)	89'
	Width (over side sheets)	10'
	Total height (above top of rail)	19' 10"

	Floor height (above top of rail)	51" or 17"-25"
	Engine	Two Detroit Diesel Series 60, 600 hp (x2), Tier 3
	Transmission	Two Voith T212 BRE with KB190 retarder
	Final Drive	Two Voith KE553

Single Level Trailer Car

	Seats	102
	Length (over coupler pulling faces)	85' or 89'
	Width (over side sheets)	10'
	Total height (above top of rail)	14' 11"
	Floor height (above top of rail)	25" or 51"

Double Deck Trailer Car

	Seats	218
	Length (over coupler pulling faces)	89'
	Width (over side sheets)	10'
	Total height (above top of rail)	19' 10"
	Floor height (above top of rail)	25" or 51"
	Control cabs	Available for push-pull operations

US Railcar Company, LLC, 919 Old Henderson Rd, Columbus, OH 43220, (614) 246-9466
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