

**MBCR having success operating ultra-low emissions switcher locomotive from National Railway Equipment Co.**

Mt. Vernon, IL, October 9, 2007 – National Railway Equipment Co. (NREC) today announced that an N-ViroMotive™ GenSet locomotive operating at The Massachusetts Bay Commuter Railroad Company (MBCR) in the Boston area is operating with dramatic emissions reduction, fuel savings and reduced maintenance. MBCR is the provider of commuter rail for the Massachusetts Bay Transportation Authority. The GenSet locomotive is an EPA certified and CARB recognized three-engine 2100 HP (3GS-14B) Ultra-Low Emitting GenSet locomotive.

Richard Davey, MBCR deputy general manager, said, “Our field operators are impressed with the cab features, particularly the extraordinarily low internal and external noise levels, ultra low emissions and exceptional fuel efficiency. In fact, we just fueled the N-ViroMotive unit a couple weeks ago for the first time since May when we received it from NREC. For us that translates to significant cost savings for our railroad.”

Jim Wurtz, NREC’s vice president marketing and sales, said, “GenSet locomotives are meeting and exceeding the expectations of class I, short line, industrial and transit customers. The translation of the N-ViroMotive’s mechanical and electrical features into ultra low emissions, exceptional fuel savings, enhanced tractive effort and substantially reduced interior and exterior noise levels drives comparative locomotive operational costs significantly lower for our end-users.”

“Another important savings for the MBCR is the significant reduction in maintenance costs. Because the N-ViroMotive electronically controls the Gen Sets operational load sharing and the N-Limit idle limiting system, actual engine operating hours are reduced to an absolute minimum. Actual field tests and operating hours from railroad accounts in the Northeast, Midwest, South Central and Pacific Coast regions of the United States and in Canada indicate that maintenance intervals for the N-ViroMotive can be extended by a minimum factor of two and as much as a factor of four; i.e., turning the normal 92 day inspection and engine maintenance to a semi-annual or annual event for the prime movers.”

Wurtz added.

NREC summarized out the many advantages of N-ViroMotive ultra low emitting locomotives, which operate with:

- 80%+ reduction in nitrous oxide (NOx) and particulate matter (PM) emissions
- 50% to 65%+ improved in tractive effort adhesion efficiency
- 35% to 50% average fuel savings capability in switching duty cycle services
- State of the art microprocessor-based electronic controls and modularized mechanical platforms which significantly decrease maintenance requirements
- Easily achieve the most stringent regulatory noise level requirements for off-road capital equipment

The Massachusetts Bay Commuter Railroad Company, LLC is a partnership of Veolia Transportation, one of Europe's largest passenger transportation companies; Bombardier Transportation, the world's leader in the manufacture and maintenance of passenger rail vehicles; and Alternate Concepts, a Boston-based transportation operations and consulting firm with expertise in the design, operation and maintenance of rail transit systems. MBCR operates and maintains the fifth largest commuter rail network in the United States under a contract with the Massachusetts Bay Transportation Authority. MBCR provides service to 40 million passengers a year in nearly 80 cities and towns in Massachusetts, as well as Providence, RI.

National Railway Equipment Co., headquartered in Mt. Vernon, IL, is a leading locomotive designer, developer and manufacturer of the industry's first Ultra Low Emitting GenSet Locomotives. NREC has locomotive, diesel engine and related parts manufacturing facilities in fourteen locations throughout the United States and Canada.

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