

A Selection Of Stadler News

On 13 June 2016 Stadler held its annual press conference in Bussnang. After the record-breaking number of orders received in 2014, during 2015 Stadler felt the after-effects of the decision to remove the Swiss Franc's exchange rate cap with the Euro.

In 2015 2.1 billion CHF worth of orders was received, this being lower than either in 2013 (2.6 billion CHF) or 2014 (2.9 billion CHF). The main reason was that several orders were originally intended for completion during 2015, but had to be postponed to 2016. Nevertheless, the figure obtained for orders in 2015 is regarded as sound, although lower than the 2.8 billion CHF which had been budgeted.

The delayed effects of the removal of the exchange rate cap have been far more serious, resulting in a massive collapse of the margins. The company estimates that this second „Frankenschock“ has resulted in losses of more than 100 million CHF. At the press conference Stadler's CEO and owner, Peter Spuhler, explained that: „These are funds that we will not be able to use for investments, for innovation or as a buffer in leaner times.“

For the most part, the utilisation levels at Stadler's various works are holding up well. The only one where there is under-utilisation is the factory in Minsk, on account of the Russian economic crisis, and those affecting the country's oil and natural gas industries. Looking to the future, Stadler will have to take on more projects to ensure that its factories continue active at full capacity in 2017.

The contract with Stockholm-based rolling stock company **AB Transitio** announced in 2015 (see R 3/15, p. 62) is now legally binding, with Bombardier's appeal against the decision being turned down by a Stockholm court in June 2016. This means that Stadler can now go ahead with the construction of 33 four-car DOSTO (DoppelSTOCK) EMUs, with an option for no fewer than 110 more. The contract between Stadler and Transitio (the acquirer, financier and administrator for the Swedish Public Transport Authorities, PTAs) and train

lessor is worth around 3.5 billion SEK (379 million EUR).

The first of these 200 km/h EMUs is to be delivered 32 months (in February 2019) after the signing of the contract, for use on lines to the west of Stockholm, in the vicinity of Lake Mälaren. The trains will be leased out from Transitio to Mälab, which is an operating company jointly owned by the PTAs around Lake Mälaren. This order is the first option to be taken up in the 2014 framework agreement with Transitio. The framework contract options will have a seven-year validity.

The bodyshells of the trains will be modified for the Swedish loading gauge, which is higher and wider than that in Switzerland and most of continental Europe. Notably Stadler was the only one of the three bidders which signed the framework agreement offering two different types of EMU, the single deck FLIRT and the double deck DOSTO, which are compatible, allowing to operate mixed trains.

Stadler's „Tailor-Made“ sector has also received a substantial number of orders, these including new trains for the 3.8 km, 1,000 mm gauge Rigenbach rack line known as the Trem do Corcovado between Cosme Velho and Corcovado in Rio de Janeiro, and a batch of new carriages for the prestigious Rocky Mountaineer group of tourist services (see p. 36).

As a result of the Swiss currency situation, but also on account of the Russian financial crisis and its effects on CIS countries, Stadler has adjusted its strategy during 2015/16 and will continue on this course. One aspect of this is the entry into the high speed train market, represented by the 29 Giruno (EC250) EMUs on order for SBB. Another is the construction of metro trains, with orders being realised for Berlin and Glasgow. A third is main line



Stadler's major 2016 milestone has been the start of production of SBB's Giruno EMUs. The first vehicles are now at the final assembly stage, and the shortened five-car train will be presented by both Stadler and SBB at InnoTrans 2016. The first complete Giruno is scheduled to appear in spring 2017, in readiness for start of commercial operations in 2019. **The upper photo shows one of the intermediate cars, with the two entrance doors at different heights, 550 and 750 mm above rail top, reflecting platform height differences on the routes these trains will serve.**

The lower photo shows a Giruno restaurant car taking shape. The aluminium structures visible in the foreground of this photo are used inside the bodyshells to assist in fitting out during the final assembly stage.



The first of eight GTW 2/6 DMUs ordered in April 2014 by San Francisco Bay Area Rapid Transit District (eBART, see R 2/14, p. 13). These are based on the design of the GTW 2/6s delivered by Stadler to urban networks in Austin and Dallas (Texas) and New Jersey over the past few years. The 1,435 mm gauge eBART DMUs have a maximum service speed of 120 km/h and a power rating of 600 kW. They have seats for 104 passengers, and space for up to 96 standees.

An artist's impression showing one of the four-car Mälab double deck EMUs.

Picture: Stadler

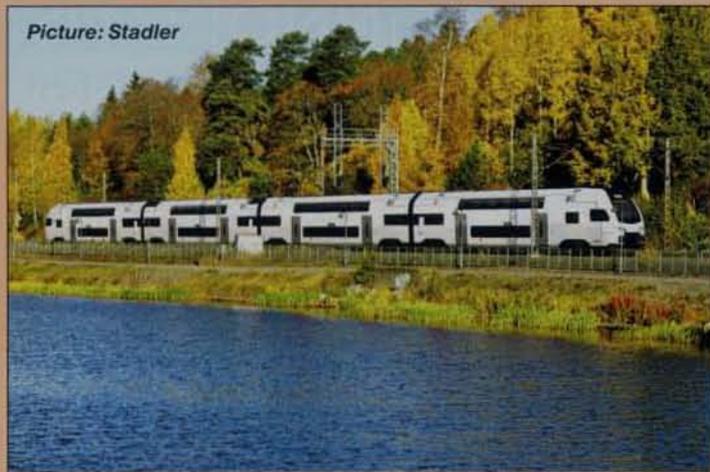


Photo: Sergey Badyonkin



locomotive construction, one of the activities realised at the works formerly owned by Vossloh España in València, now part of the Stadler Group.

The factory at Albuixech has a workforce of around 850, and its acquisition has swollen Stadler's workforce to around 7,000. For the first time ever, there are now more people working for Stadler outside Switzerland than within the manufacturer's native country.

Stadler's strategic repositioning policy continues through expansion of activities in the USA, and the establishment of a USA-based factory. The company has also taken its first steps into the British and Australian markets. Despite the fact that Stadler can now regard itself as a multinational enterprise, Peter Spuhler states that German will remain the company's official language.

Most Surplus Aeroexpress KISSes Sold

The contract for Aeroexpress's KISS EMUs has been affected considerably by the economic crisis in Russia and the sanctions imposed against the country (see R 1/16, p. 37). Stadler, working together with Swiss Export Risk Insurance (SERV) and the banks financing the new trains, proposed a revised agreement. The **initial order** was for 24 trains, with a „bonus“ of a 25th train. This bonus forfeited as the contract wasn't guilty anymore. The final readjustment of the order has resulted in Aeroexpress receiving only 11 trains: nine six-car, as initially envisaged, and two four-car instead of fifteen (or sixteen) ones.

All **deliveries** are to be completed prior to the 2018 World Cup, so as to be able to cater for the large number of football supporters likely to use rail services between Vnukovo and Domodedovo airports and central Moskva. Stadler agreed to the reduction in the number of KISSes, and the agreements

reached with SERV and Gazprombank ensured that the repayment period for the trains would be extended, with a grace period allowed for all payments.

So far Stadler has built 18 trains, and in 2015 managed to sell some of the surplus KISSes. Five four-car trains have been in Baku since 2015, being used by Azerbaijan state operator **ADY** on suburban services (see R 1/16, p. 37).

Then on 22 April 2016 Stadler and **Georgian Railways** signed an agreement under which the state operator would buy four four-car KISS EMUs for 40 million EUR. They are to be used on express services between Tbilisi and the Black Sea resorts of Batumi, Kobuleti and Ureki, without any other intermediate stops. The Georgian KISSes are ex-ESH2-011, 012, 013 and 014, and now carry the new designation GRS-011 to 014. **The upper photo shows GRS-013 in its new livery, running on the track between the Stadler Minsk works and Fanipol station on 23 June 2016.** The KISSes 013 and 014 were sent to Georgia on 29 June, while 011 and 012 are scheduled for delivery by spring 2017.

The acquisition is a notable one for Georgian Railways, since the 160 km/h KISSes will be the first state-of-the-art passenger trains, of west European design, in the operator's fleet. They are fully compliant with European safety standards, and will also be the very first double deck trains in Georgia. They will join the fleet of eight 120 km/h single deck Class 2M2T EMUs built by CSR in China in 2009/10 (three trains) and 2012 (five trains, see R 4/12, p. 7).

Jaromír Pernička
using Stadler sources

Photos, unless cited,
by **Jürg D. Lüthard**,
on 13 June 2016

Crowd-Sourcing For RBS EMU Design

For assistance in the design of its latest batch of EMUs Regionalverkehr Bern-Solothurn (RBS) resorted to a novel technique. The travelling public on Line **S7** from Bern to Worb were asked for their suggestions. The end result will be available for evaluation when the first of the new trains enter service in late 2018. **The 134 million CHF contract, for 14 new four-car partially low floor trains, including spare parts, was awarded to Stadler on 9 May 2016** following a public tender in which there was one other bidder. This is the largest new train contract ever awarded at once by RBS.

The S7 line through Worblental is currently operated by 14 three-car Class **Be 4/12** EMUs, known as Mandarinli (because of their orange livery), which were built between 1974 and 1978 by SIG/BBC. These EMUs, delivered as two-car trainsets, received during a subsequent rebuild in 2001 intermediate cars from Stadler with two low floor entrance vestibules and a low floor seating area between them. On weekdays an average of around 24,000 passengers use the line daily, making it the busiest on the whole S-Bahn Bern network.

The **new** metre gauge 100 km/h trains will operate off 1.25 kV DC. They will be 60 m long overall, with seats for 136 passengers (including folding seats) and room for up to 360 standees. Over 600 suggestions were received from passengers, and around 100 of these will be taken into consideration in the design of the new trains. Most of the suggestions concerned the design of the entrance vestibules and the number of entrance doors.

Large areas near the vestibules will be made available for standees, each car will have two pairs of double-leaf entrance doors, and a countdown system prior to doors closing will be provided. On account of the short end-to-end journey time and WC availability at all stations there will be no on-board WC cubicles.

This is not the first time that Stadler has built EMUs for RBS. The first trains were a batch of 14 Class **RABe 4/12** three-car partially low floor EMUs, branded NEXt (Niederflur-Express-Triebzug), delivered in 2009, 2010 and 2013 from the Altenrhein works. These 120 km/h trains are used on Line RE/S8 from Bern to Solothurn.

Mike Bent
Picture: RBS

