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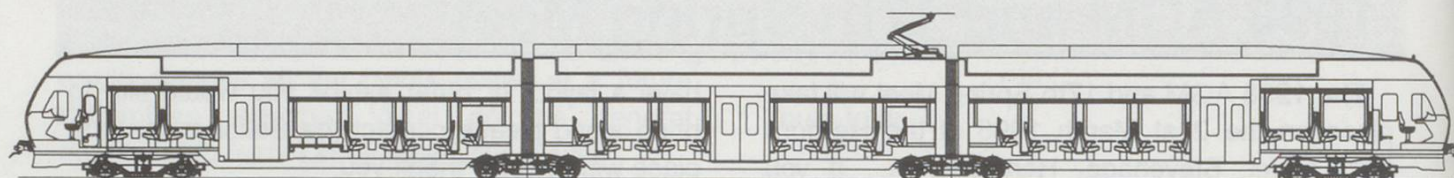
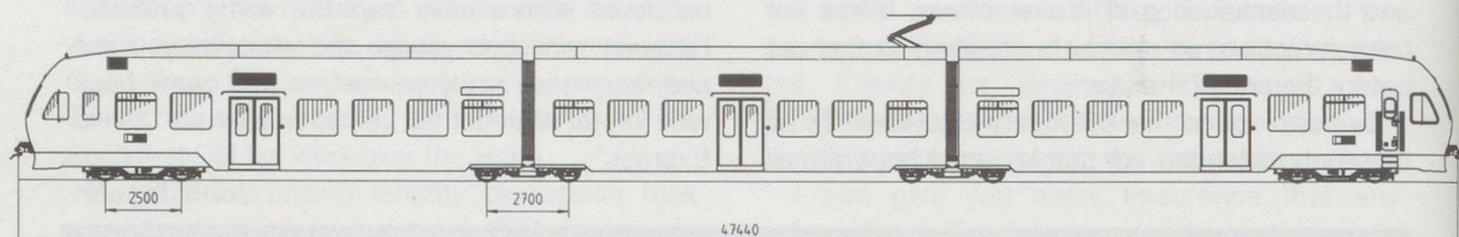
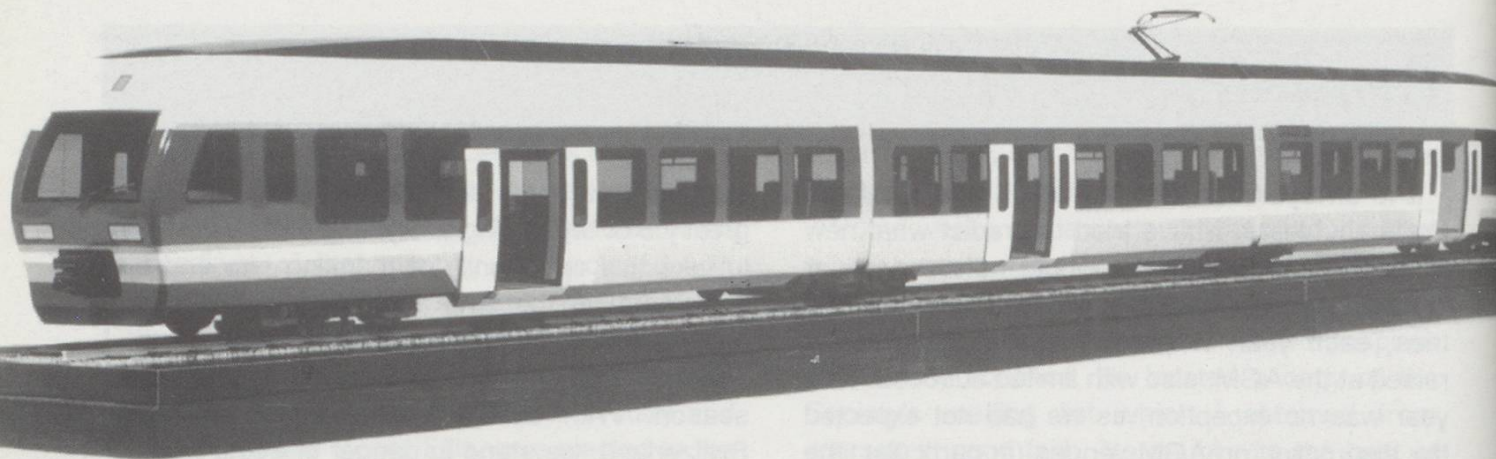
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NINA-BLS EMU for Bern by Peter Marriott

During 1998/9 new NINA electric multiple units are intended to be introduced by the BLS for Bern's commuters. Whilst the specific routes and final technical detail of the units are still to be decided these notes cover the main aspects of the rolling stock project but are liable to change.

The NINA units will be standard gauge EMUs built by a consortium comprising Vevey technologies, Bombardier Talbot and Holec Ridderkerk. The units will be designated RABe 525 units with running numbers 001 - 008. Their maximum speed will be 140 kph.

Initial drawings of the sets show three car units, which can be coupled in multiple, with just four bogies per set and one central door on each carriage. Seating is intended to be a mixture of 3 + 2 and 2 + 2 in first class which will provide about 160 second class seated passengers and 32 in first class. Most of the seats are facing but over the bogies (where the floor is raised) there

are intended to be some side facing seats. One wheelchair place and room for several bicycles is envisaged with some fold down seats supplementing the fixed seats.

A scale model of the units is on display in the window of the BLS marketing offices and this features a livery of grey, blue and white bands. The cab fronts show a large central windscreen with one wiper. One centrally high mounted headlight and two double pods of light below the windscreen carry warning and tail lights. The coupling protrudes through the front bodypanel.

For those who wonder where the name NINA is derived from; Normalspurige Niederflur-Nahverkehrs-Pendelzüge für die Agglomeration Bern.

My thanks go to Peter Senn and Hansueli Kunz of BLS Marketing for supplying an extract of the Schweizer Eisenbahn-Revue 1/2 1996 magazine containing an article about the project.