

Let's Tango

Since December 2008 the word on the streets of Basel, Switzerland has been Tango. It's not a dance craze, but the name of Basel's new light rail. The Swiss manufacturer chose stainless steel grade EN 1.4589 for the body of the Tango. Grade EN 1.4589, with its 15% chromium, 2% nickel and 1% each of molybdenum and titanium, is an ideal solution for Basel's demanding rail network.

"We made a very conscious choice for this material, because it is very well established within rail vehicle construction. The Basel track conditions, with their great gradients and extremely narrow curves, place the highest demands on construction and material. Streetcars which function well here function well everywhere in the world," states Jürgen Ruess of Stadler Quality Management, the company that will build a total of 60 new Tango vehicles in the coming years for the Basel Transit Authority and Baseland Transport AG.

"Every Tango gets a posh paint job, which reflects the colours of the respective transit company," explains Ruess. "It is important that the material of the vehicle body offers a good paint adhesion." To satisfy this



*Fabrication of Tango light rail carriages in the workshop
(Photo: ThyssenKrupp Nirosta)*

requirement, the entire body is sandblasted prior to painting.

During summer 2009 the test phase of the project was finalised as the first four railcars took to the tracks. "Up to now everything has gone smoothly, both with the use of the material as well as with the completed Tango cars," says Ruess. "Once the tests are complete we expect that additional clients will then, in the most literal sense of the word, hop on the train."



Tango light rail (Photo: ThyssenKrupp Nirosta)