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BLT buys Stadler's TINA trams



Tram and transit flooring enthusiasts alike have been talking about the sizeable contract that Baselland Transport ([BLT](#)) signed with Stadler for 25 TINA trams; the total integrated low-floor drive trams built at Stadler's [Bussnang](#) plant (Switzerland). The time frame? The first tram is scheduled for service in December 2023. The rest of the trams will follow in 2024 and 2025.



Brief overview: Stadler Rail began its success story in an engineering office that founder Ernst Stadler established in the year 1942. Within three years, the company had already begun manufacturing quality locomotives (both battery-electric and diesel). The relatively small family owned business focused on a niche marketplace: high-end custom rail vehicles. Today, the company sets a higher standard for rail vehicles. Learn about [Stadler Rail](#).

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This isn't the first Stadler tram that BLT has ordered and with good reason. BLT is quite familiar with Stadler's reputation for innovation, quality, safety and likely one of the reasons that BLT already operates 38 Stadler [TANGO trams](#). The 25 Tina trams that BLT recently ordered from Stadler are next generation. These new trams are multiple-unit and 100% low-floor with a modular design.



BLT is a pioneer as the first Swiss rail operator to use Stadler's next-generation TINA trams. Why are TINA trams special? The improved comfort and safety that these trams offer for the passengers in transit. What kind of comfort and safety? TINA trams are fully air-conditioned vehicles. Cool, right? Climate control can enhance passenger comfort during the summer months.

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TINA trains are equipped with important safety measures including the integrated passenger information system ([IPIS](#)), the convenient single system control that integrates audio and visual information for passengers on multiple displays over the entire station. The system routes data to the respective display boards, where it is easy to see and understand. Watch the [VIDEO](#).



The TINA trams are equipped with an integrated [collision warning system](#). This integrated collision warning system is not much unlike the one used for the [Waldenburg railway](#). The Waldenburg railway is the [narrow-gauge](#) light railway system. This system runs in the [canton](#) of [Basel-Landschaft](#). In Switzerland, the country is administratively divided into [26 cantons](#) not much unlike the way that The United States of America is divided into [50 States](#).

STADLER

Improved accessibility is just one of the many reasons why boarding is more convenient for passengers riding on Stadler's low floor trams. Stadler trams with double doors are equipped to allow for the installation of sliding steps.

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According to Andreas Büttiker, the Director of Baselland Transport (BLT), *“The TINA tram was designed from scratch. The spacious interior and large panoramic windows make the innovative vehicle particularly impressive. At the same time, the completely newly designed bogies guarantee the smooth running of the vehicle as well as low wear on wheels and rails. “For us, this is the ideal combination that will allow us to satisfy customer needs and economic efficiency in the best possible way.”* Stadler has sold 50 of its latest generation trams. The momentum is building.



The BLT contract follows on the heels of the [HEAG](#) mobile contract. HEAG? They are the [Darmstadt](#)-based tram operator that ordered 25 TINA trams. They bought 14 in January 2020 and another 11 in July 2021. What's next?

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