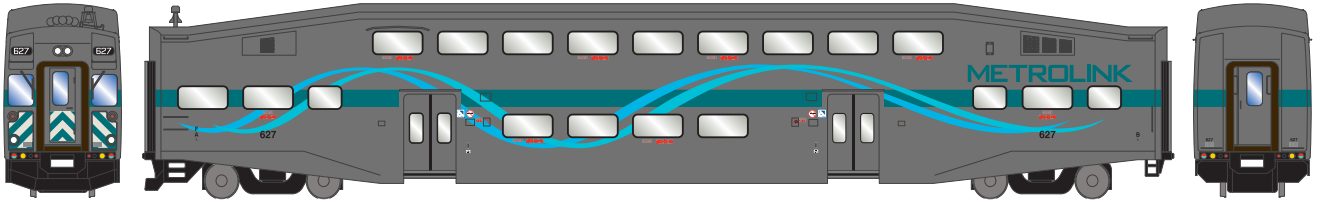
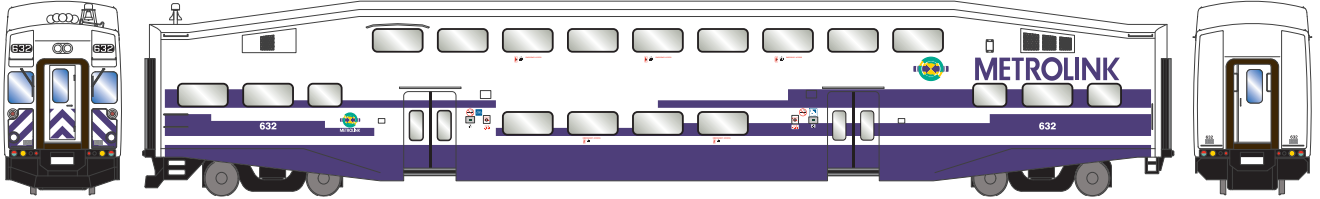


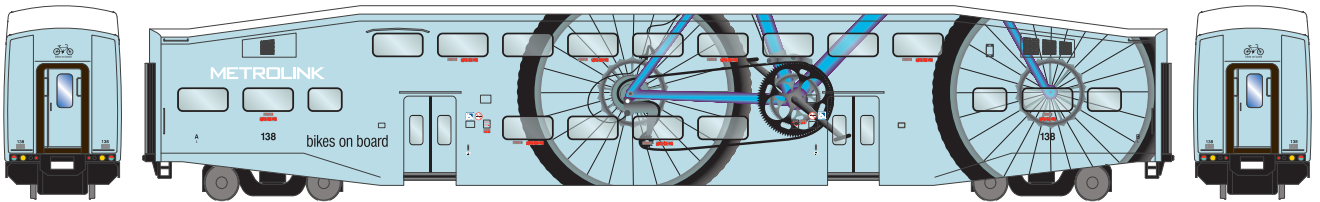
Metrolink



Era: 2016+



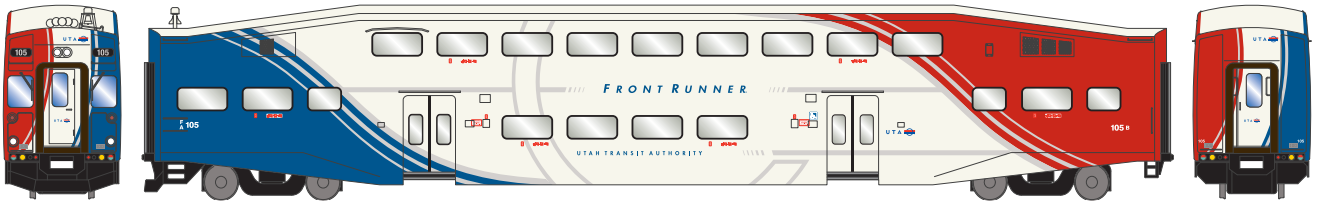
Era: 2006+



Era: 2006+

Control Car	ATH29700	Refurbished - SCAX #627
Coach Cars	ATH29701	Refurbished - SCAX #110/122/161
Coach Car	ATH29702	Special Bikes - SCAX #138
Control Car	ATH29703	As Delivered - SCAX #632
Coach Car	ATH29704	As Delivered - SCAX #183
Coach Car	ATH29705	As Delivered - SCAX #190
Coach Cars	ATH29706	As Delivered - SCAX #199/205/210

Utah FrontRunner



Era: 2006+

Control Car	ATH29707	UTAX #105
Control Car	ATH29708	UTAX #108
Coach Cars	ATH29709	UTAX #205/209/210

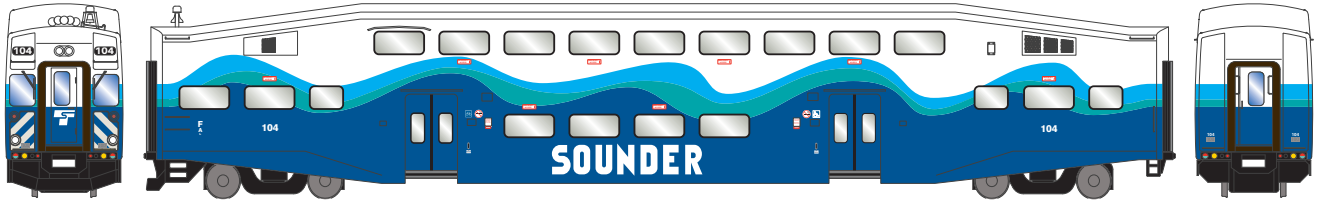
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ETA: SEPTEMBER 2024



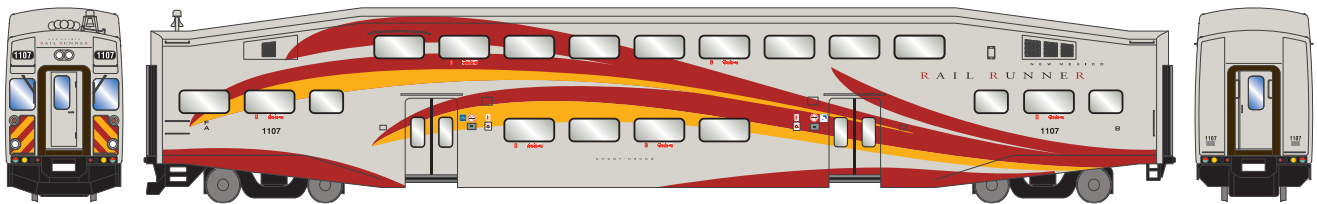
Sounder



Era: 2016+

Control Car	ATH29710	SDRX #104
Coach Cars	ATH29711	SDRX #210/214/223

New Mexico Railrunner



Era: 2006+

Control Car	ATH29712	NMRX #1107
Coach Car	ATH29713	NMRX #1001
Coach Cars	ATH29714	NMRX #1003/1004/1013

MODEL FEATURES:

- Cab cars also include horn and bell
- Detailed interior
- Separately-applied grab irons
- Bombardier trucks with outside brakes
- Tinted windows
- Weathered grills
- Decorated diaphragms
- Minimum radius: 18" — Recommended radius: 22"

PROTOTYPE AND BACKGROUND INFO:

The BiLevel coaches were designed by Toronto's regional commuter rail service, GO Transit and Hawker Siddeley Canada in the mid-1970s as a more efficient replacement for GO's original single-deck coaches and cab cars. Later coaches were manufactured by Urban Transportation Development Corporation/Can-Car and, most recently, Bombardier. Alstom purchased Bombardier in 2021 and now owns the designs and manufacturing facility. There are more than 1,500 BiLevel coaches in service today, all of which have been built in Thunder Bay, Ontario.

The coaches have gone over numerous design changes over the years, originally featuring more shorter windows and larger intermediate levels featuring the washroom on the aforementioned level, and 162 seats in the original series'. Now featuring fewer taller windows, smaller intermediate levels, 136 seats, and a fully accessible washroom on the lower level. The exterior was also changed from being riveted fiberglass sides to being welded steel panels featuring a cleaner look.

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