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intercom stations in each entrance area.km/h and for axle loads of approx. 13.5 tons. The bogie frame consists of high-strength, lowalloy steel. Each axle of the bogie is

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First Class Bogies Siemens Make room for your business expansion plans: Eight cars with two bogies each offer maximum seating capacity over a length of 200 m. Up to 510 seats are possible

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with classic 1+2 seating in first class, 2+2 seating in second class and a first-class component of approximately 20%.  
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Since 2000, Siemens got different orders for Desiro UK Class 350, Class 360, Class 444 and Class 450, and the development of the SF5000 UK bogie started. After a very intensive phase of development and production, the first Class 360s for First Great Eastern started their service during the summer of 2003, directly followed by the Class 450s for South West Trains.

## **The bogies for Desiro DMU UK Class 185 - Global Railway Review**

The single car concept and the modular equipment system offer a high degree of flexibility. The Viaggio Classic is equipped with neatly arranged, standardized interfaces that allow train

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capacity to be scaled quickly and easily to accommodation requirements and line planning. Das Einzelwagenkonzept und ein modulares Einrichtungssystem bieten ein hohes Maß an Flexibilität.

### **Passenger Coaches Viaggio | Rolling Stock | Global**

The bogies are versions of Siemens' SF5000 bogie. The design has an axle distance of 2.600 m (8 ft 6.4 in), with radial arm primary suspension utilising steel coil springs with rubber elements; the secondary suspension is an air spring design supporting a bolster.

### **British Rail Class 185 - Wikipedia**

The bogies come from the SIEMENS World Competence Centre for Bogies Graz, which is strengthened due to this. The total order value of the showcase project amounts to about Euro 115 million. 132 metres (approx. 3.28 feet) of comfort – at up to 200 kph (approx. 124.27 mph)!



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## **CZECH HIGH-SPEED TRAINS ARE ROLLING ON BOGIES MADE BY THE**

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The British Rail Class 700 Desiro City is an electric multiple-unit passenger train built between 2014 and 2018 for Thameslink as part of the Thameslink Programme in the United Kingdom.. A fleet of 60 eight-car and 55 twelve-car trains entered service between Spring 2016 and 2018. Maintenance depots have been built at Hornsey and Three Bridges. The first train was delivered in late July 2015.

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