

WESTbahn's Second Batch KISS EMUs

Within 18 months of the contract with Stadler being signed (see R 3/15, p. 62), the first of WESTbahn's second batch of ten KISS EMUs was ready to start testing. Whereas the operator's original batch of KISSes involved seven six-car trains, the second batch is rather more diverse, with one six-car train (**designated** 4010 008) and nine four-car trains (4110 009 to 017).

On 6 July 4010 008 was inspected by the management of Rail Holding (WESTbahn's parent concern) at Stadler's Altenrhein works. **On 13 August 2016 the first four-car KISS was completed, the accompanying photo, taken near Erlen, showing this train, 4110 009, being moved from its Altenrhein birthplace to the test and commissioning centre (IBS) at Erlen.**

It is planned to put the first of these new trains **into service** by summer 2017. They will be a welcome addition to the small fleet with which the operator currently maintains its services, and will facilitate service expansion. In December 2017 it is planned to introduce a new group of services from the new Wien Hbf. to Salzburg Hbf., these supplementing the existing service linking Wien Westbahnhof and Salzburg Hbf.

Experience gained with the first batch of KISSes is being incorporated in the design of the trains in the second batch. For instance, the single-leaf entrance **doors** have been redesigned to



ensure that the trains are pressure-tight, this avoiding the possibility of recurring problems of the type which appeared since December 2012 when the trains were put into service on the new high speed section of the Westbahn (see R 3/14, p. 40).

Compared with the first WESTbahn KISSes, the end cars have significantly smaller **windcreens** (compare it with photo in advertisement below), these being of a new design which can be exchanged more quickly in the event of breakages (such as can occur following bird strikes). A new bogie type will ensure a more comfortable ride. The new trains will also have more lively acceleration, enabling the Salzburg to Wien run to be accomplished in 2h10, while the current fastest time is 2h16.

The **WESTcafé** refreshment facility on the new trains will be equipped with tried-and-tested coffee machines and an automatic vending machine for cold drinks, though in addition to the facilities provided on the first batch Class 4010 EMUs, the vendors will also be able to dispense fresh snacks. WiFi reception has been improved. **WEST-**



bahn PLUS seating on the upper decks is changed to 2 + 1 (see right-hand photo).

In addition to its unsubsidised long distance routes, WESTbahn is also investigating the possibility of participation in tenders for public service obligation concessions.

Petr Kadeřávek

Altro Ltd. na InnoTransu

Firma AnviTrade srdečně zve všechny zájemce na stánek firmy Altro Transflor na veletrhu InnoTrans (hala 5.1, stánek číslo 122), kde bude pro zákazníky k dispozici také její český zástupce.