



On 31 August 2008 SBB awarded Stadler Rail a contract to build 50 six-car double deck Class RABe 511 EMUs for Zürich S-Bahn services (see R 3/10, pp. 26 - 30), these also being referred to at the time as DOSTO EMUs. Subsequently Stadler developed a brand name for the new trains that should be just as memorable as that for its single deck EMUs. For, naturally, following on from the FLIRT, eventually comes the KISS. It stands for „Komfortabler Innovativer Spurtstarker S-Bahn Zug“ (Comfortable, Innovative, Fast Suburban Train). The KISS, like the FLIRT, is a highly adaptable train. FLIRTS can now be seen not only on suburban services, but, suitably fitted out, on longer distance operations as well. Similarly, the KISS is equally at home on busy, all-stations suburban services and on inter-city 200 km/h diagrams. Both train types are thus able to cover all aspects of the market where high capacity, comfortable and fast EMUs are required.

The first KISS, **511 001**, debuted on 4 June 2010 at Altenrhein works, and was presented to InnoTrans visitors on 21 September by Stadler's CEO and owner, Peter Spuhler, together with SBB's CEO, Andreas Meier. KISSes are

proving very popular already, and several export orders have already been received (see later). The KISSes are currently being built at both the Altenrhein works in Switzerland and at the Pankow works in Germany.

511 001 was slightly modified for its appearance at InnoTrans. One of the cabs was fitted with a portable driving simulator, developed by Berner Fachhochschule and Stadler. The windscreen is blocked off, and instead a video of a pre-recorded journey over the Winterthur - Zürich - Brugg route is shown. The simulator enables the use of practically all the on-board hardware and software, though the traction converter, spring-loaded parking brake and sanders and flange lubricators are isolated, to prevent movement and to prevent unwanted pollution of the location where the train is positioned. The only requirements necessary for instalment are a video screen, a place where the instructor and sit to guide trainee drivers, a PC and two monitor screens, and a connection between this computer and the train's control system.

The first order from abroad for the KISS came from the Austrian open access operator **WESTbahn**. Seven



six-car double deck 200 km/h EMUs will operate between Wien and Salzburg (see R 1/10, p. 20). These are being built at Altenrhein, where work on the first of the batch began in July 2010, with outshopping scheduled for early December 2010 (see photo below left, captured on 13 October). The train will first be sent to the IBS centre at Erlen for commissioning tests. It will also make test runs on the SBB network. It will be delivered to Westbahn in May 2011 for authorisation testing. The final WESTbahn KISS is scheduled for delivery by November 2011 and WESTbahn will launch the new services at the start of the 2012 timetable in December 2011. The trains will be designated Class 4010, or more exact 94 85 4010 001 to 007, where 94 characterises a power car and 85 stands for Switzerland. They will be maintained and serviced by Stadler at a purpose-built depot in Linz.

The second order from abroad came in late December 2009 from Ostdeutsche Eisenbahn - ODEG, for 16

four-car EMUs (see R 6/09, p. 6). Their assembly will start in February 2011.

The third request from abroad for Stadler KISSes came very recently, on 12 October 2010, when **CFL** placed an order worth 60 million EUR for eight three-car, 160 km/h trains, dual-voltage (15 and 25 kV AC) versions, intended for operation both within Luxembourg and on local services into Germany. The agreement includes an option clause for 31 more. The trains, which will be 80 m long, will comprise of two power cars with 1,000 kW continuous power each (1,500 kW at maximum power), and one intermediate trailer.

The trainset will have seats for 300 passengers, but with very generous leg-room, high quality first class accommodation, space for bikes, three wheelchair harness points, and a train manager's office. In addition to the German and Luxembourg ATP systems, the trains will also be equipped with ETCS. Deliveries are scheduled for completion in September 2013.



Photo: WESTbahn



Picture: Stadler