

Our first ride:

The new Alpen-Sylt Night Express of RDC Deutschland

This past Sunday, 5 July 2020, the first Alpen-Sylt Night Express arrived in Salzburg, after covering a route of more than 1,000 kilometers. About 120 travelers witnessed its first trip connecting Germany's northern coast with the Alps in the south. Railcolor News brings you an exclusive report while being on board on this new European night train service.

Text and pictures by Henk Zwoferink. Edited by Konstantin Planinski and Simon Wijnakker.



2020 marks a particularly high demand for (inland) destinations in Germany such as the coast of Schleswig-Holstein or the Alpine region. With the Alpen-Sylt Night Express, RDC Deutschland wants to tap into this market with a completely new train that will be running four times a week, until (at least) November 2020. Thursdays and Saturdays can be traveled from Westerland to the south, while Fridays and Sundays the connections go from Salzburg to the north.

Markus Hunkel, Geschäftsführer RDC Deutschland: "We believe in the successful renaissance of the night train in Europe. With

this offer we want to fulfill the desire of both holiday travelers and business customers to travel sustainably – from the consumer's point of view an attractive alternative to air or car travel."

With the Alpen-Sylt Night Express, many touristic destinations are being connected such as the North Sea, Wattenmeer national park, the Tegernsee, the Chiemsee, and the Bavarian Alps.

Westerland (Sylt) – Hamburg

On 4 July 2020 the first Alpen-Sylt Night Express departed from Westerland on the island of Sylt. Let's start with some shots of the train's interior:



The first section of the journey is not electrified. RDC has two DE 2700 diesel locomotives available for tractive power to Hamburg; 2700-02 and 2700-03, the one with children's drawings. However, for this first trip, Hector Rail's 861.002 "Hulk" gave *acte de presence*, as 2700-03 was out for maintenance.



In the north, boarding is possible in Westerland, Niebüll, Husum, Hamburg Altona, and Hamburg Hauptbahnhof.

The train itself consists of 10 coaches: eight *Bvcmz* couchette coaches, one *Bvcmbz* which features the compartment for people with reduced mobility, and a *Bomdz* coach, which is used for the transport of bicycles. All coaches have air conditioning, wifi and power sockets are available.

Hamburg – Salzburg



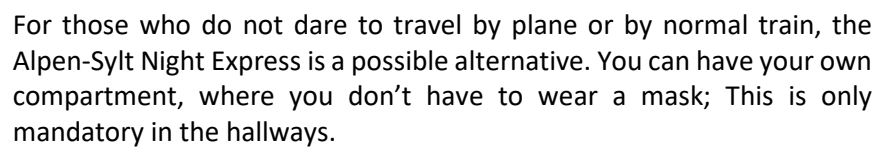
From Hamburg Altona to Salzburg electric traction is available in the form of Railpool's Vectron 193 813, which is set to receive a special livery for this purpose. The locomotive previously had the Flixtrain design.

The Flixtrain livery of the couches remained but was adjusted by adding many promotional stickers.

After Hamburg the trip continued to Frankfurt a/M Sudbahnhof. The next places where the train called were Aschaffenburg, Würzburg, Nürnberg, Donauwörth, Augsburg, München-Pasing, and Rosenheim.



Covid-19



About RDC Deutschland