

Explore Russia

Part 1

From Moscow by Trans Siberian Railway to Beijing (7691 km)

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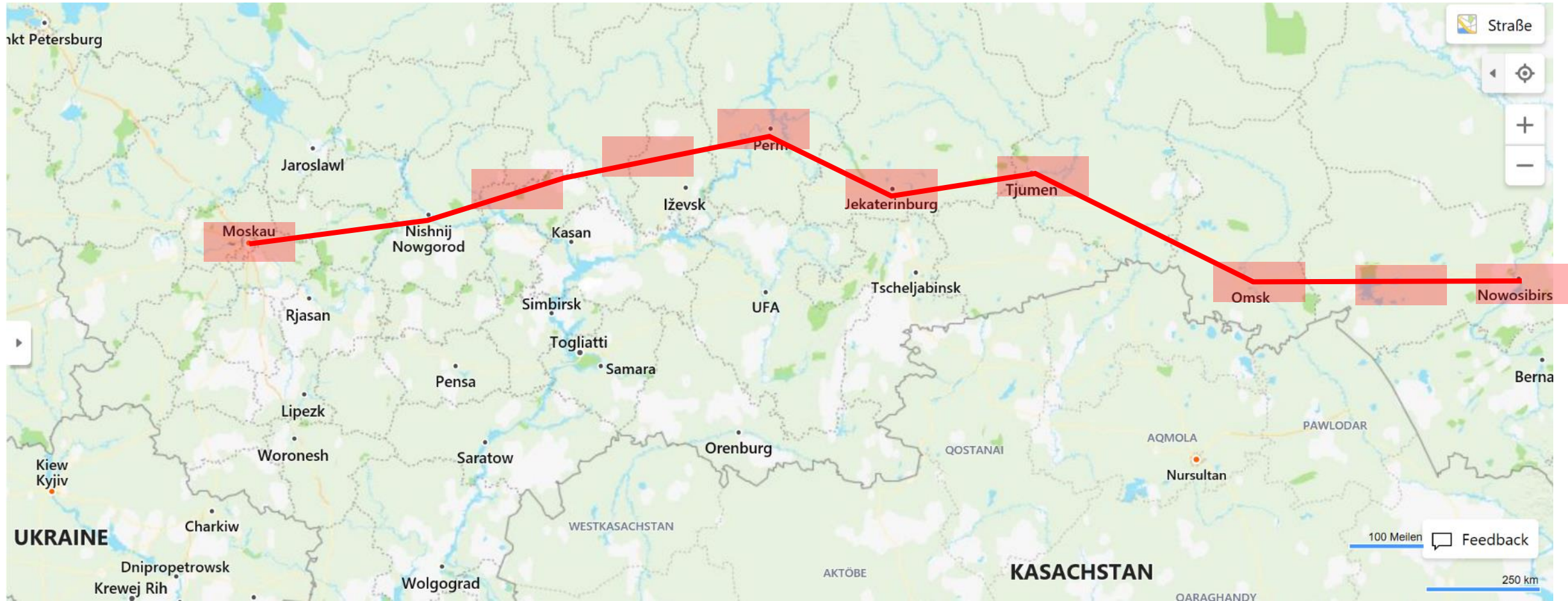
In its history the trans-siberian railway changed its route several times.

Officially the Trans-Sib always is operating between Moscow and Vladivostok.

Some years ago, Chinese Railways was allowed to operate own trains between Beijing and Moscow via Ulan Bator in Mongolia. Versus vice Russian Rail is now allowed to continue from Vladivostok via Harbin also to Beijing.

In the following presentation, you will see the 5 ½ days train tour from Moscow to Beijing via Mongolia.

From Moscow by Trans Siberian Railway to Beijing (7691 km)



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Chinese Train



Russian Train



2 bed compartment in Chinese train



2 bed compartment in
Russian train

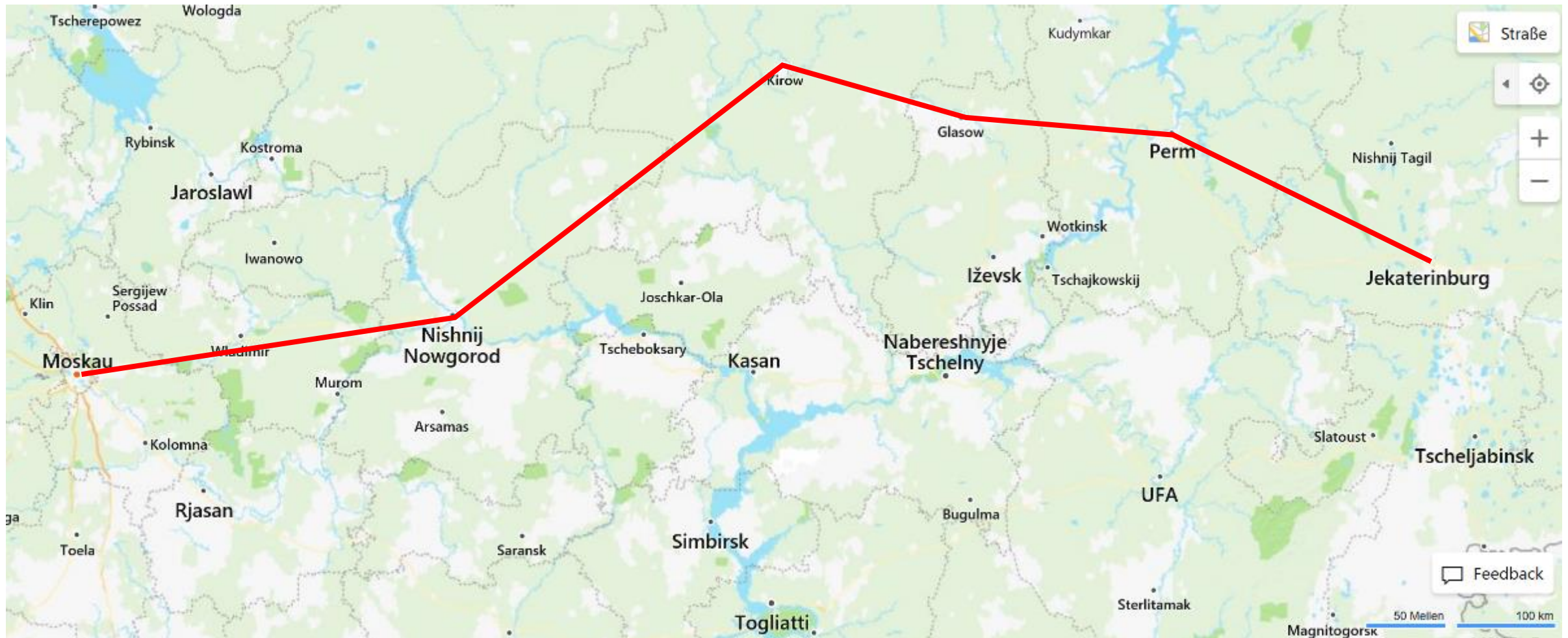


4 bed compartment in
Russian train



multi bed compart-
ment in Russian train

Day 1 from Moscow via Kirov to Yekaterinburg (1778 km)



Day 1 from Moscow via Kirov to Yekaterinburg (1778 km)

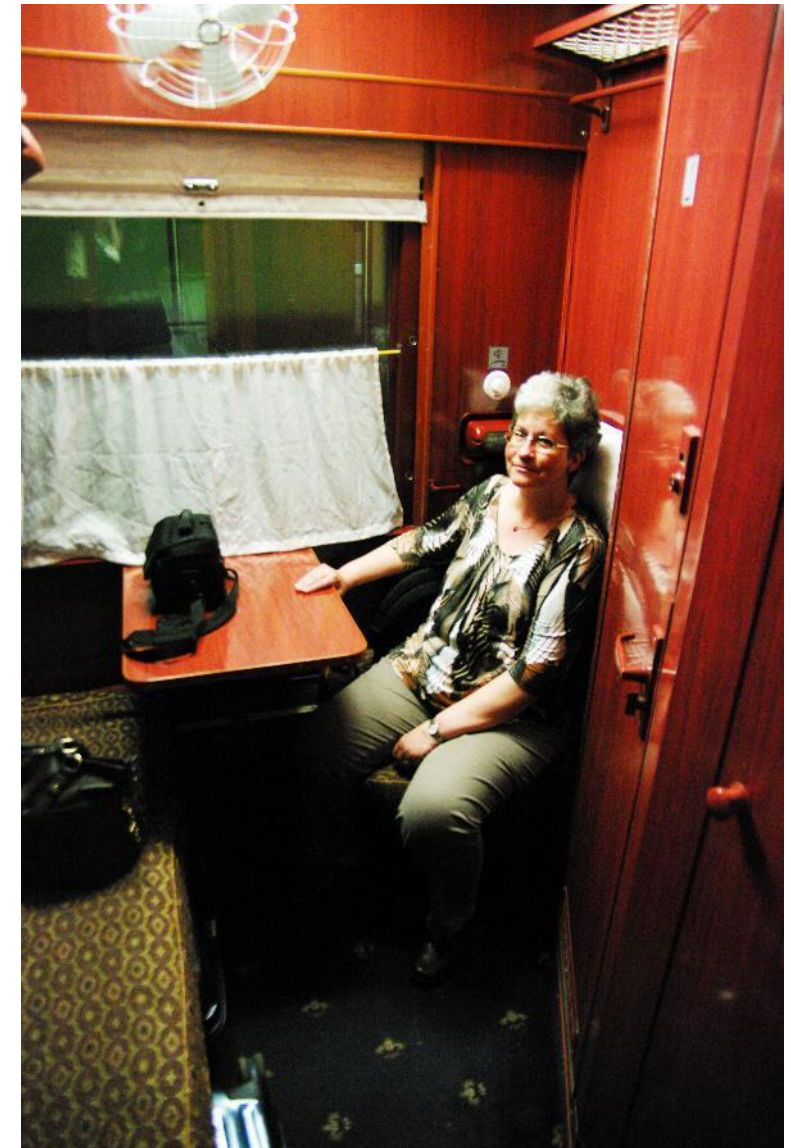


Leaving from Jaroslavsky Vokzal in **Moscow** at midnight



4199	Taiga	0:41	2	0:43
4388	Novosibirsk	21:15	21	21:36
4691	Balabinsk	17:33	30	18:03
5015	Omsk	13:49	18	14:07
	Ishim	10:22	12	10:34
5587	Tumen	6:12	20	6:32
5913	Yekaterinburg	1:37	28	2:05
6294	Permi II	20:01	20	20:21
6500	Balezino	15:43	23	16:06
	Glazov	15:13	2	15:15
6741	Kirov	12:17	15	12:32
7251	Nizhni Novgorod	5:48	12	6:00
7501	Vladimir	2:39	23	3:02
7691	Moscow	—		23:55

Day 1 from Moscow via Kirov to Yekaterinburg (1778 km)

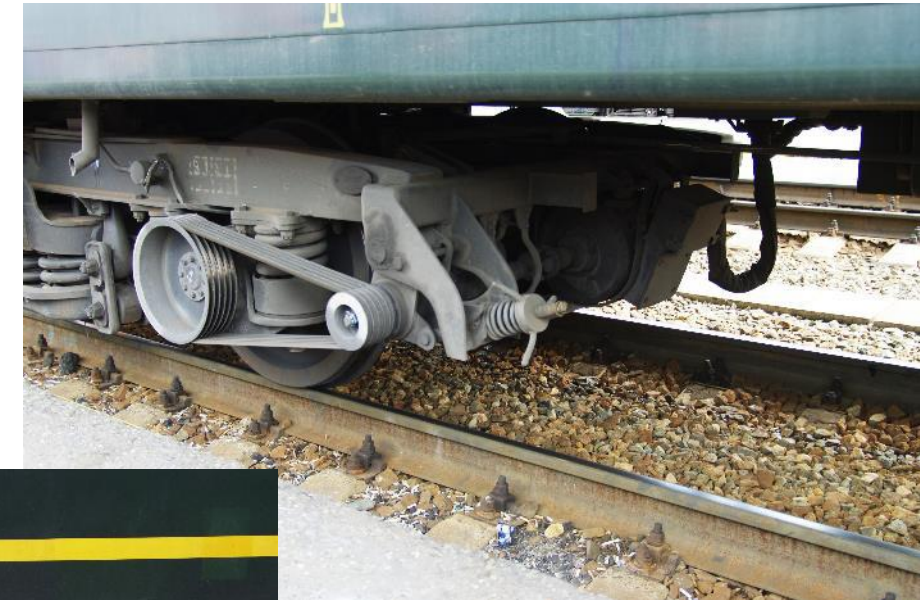


Day 1 from Moscow via Kirov to Yekaterinburg (1778 km)

Our technical equipment in the coach



The coach we used was manufactured long time ago in the German Democratic Republic. I was equipped with a generator and a battery pack. So in case we will loose the power supply from the locomotive or we will be moved by a locomotive without central electricity supply for the coaches, we are independent for some time



Day 1 from Moscow via Kirov to Yekaterinburg (1778 km)

Our technical equipment in the coach

Furthermore we had a coal fired heating system and a coal bunker located left and right to the coach entrance, which also can produced hot water for the coffee or tea in between



Day 1 from Moscow via Kirov to Yekaterinburg (1778 km)



Landscape between Nishi Novgorod and Kirov



Russian Dining Car in the train



Day 1 from Moscow via Kirov to Yekaterinburg (1778 km)



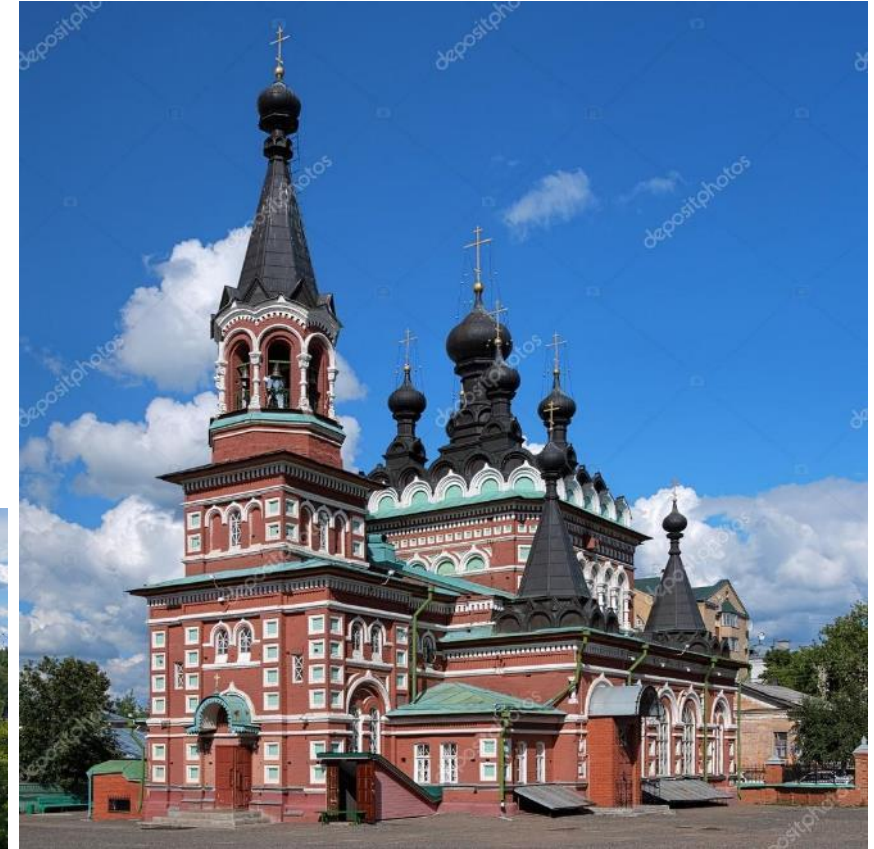
Reaching Kirov station for a 20 min stop, time to stretch the legs and have some fresh air and sunshine



Day 1 from Moscow via Kirov to Yekaterinburg (1778 km)



Because we decided to go Moscow – Beijing nonstop, you will find some impressions from Kirov with its 470.000 inhabitants taken from Wikipedia



If you plan a stop over in Kirov, please note that the Trans-Siberian Railway will be not operated every day per week. So it might be necessary to stay more than one day.

Day 1 from Moscow via Kirov to Yekaterinburg (1778 km)



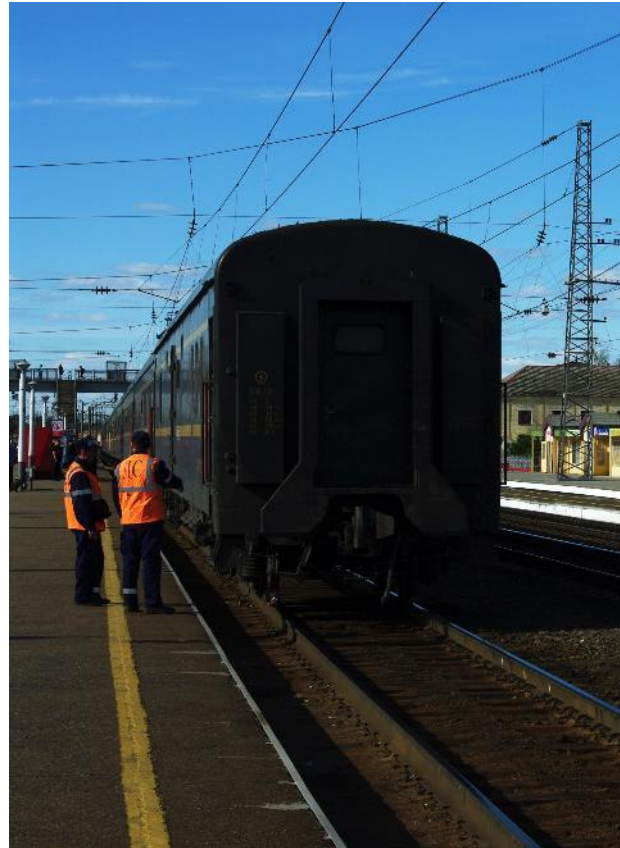
Between Kirov and Balenzino



Day 1 from Moscow via Kirov to Yekaterinburg (1778 km)



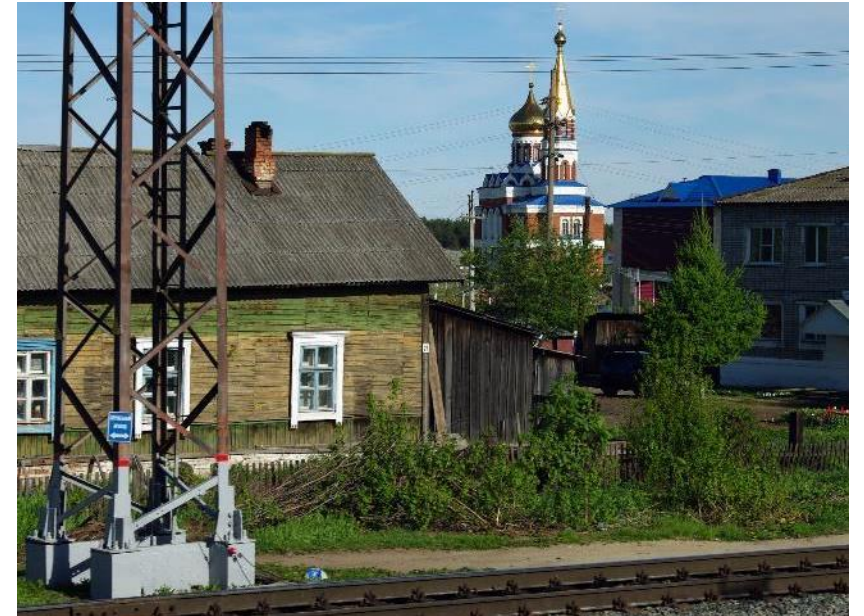
Balenzino with its 16.000 inhabitants is a quite small city but from the railway point of view an important station. Here the 25 kV, 50 Hz traction system coming from the west will end and will be replaced by 3 kV DC going east. So time to change locomotives and buy some food on the platform.



Day 1 from Moscow via Kirov to Yekaterinburg (1778 km)



Between Balenzino and Prem



Day 1 from Moscow via Kirov to Yekaterinburg (1778 km)



Reaching Perm railway station at the end of the 1st day.....

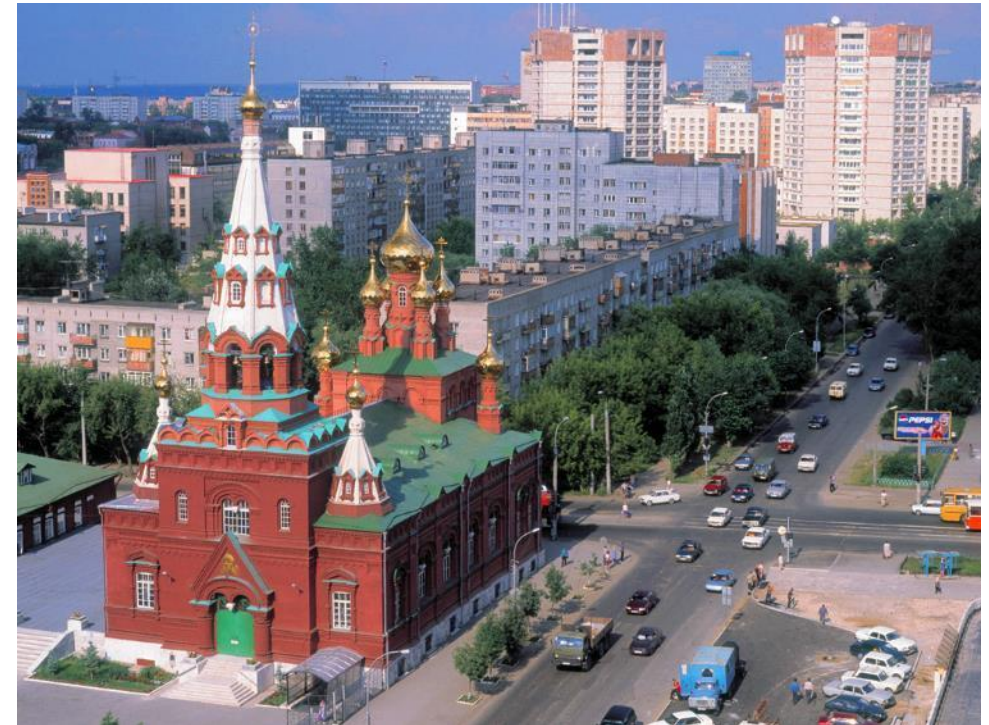


..... and going ahead towards Yekaterinburg, which will be reached after midnight.



Day 1 from Moscow via Kirov to Yekaterinburg (1778 km)

Because we decided to go Moscow – Beijing nonstop, you will find some impressions from Perm with its 1.0 Mio inhabitants taken from Wikipedia



If you plan a stop over in Perm, please note that the Trans-Siberian Railway will be not operated every day per week. So it might be necessary to stay more than one day.

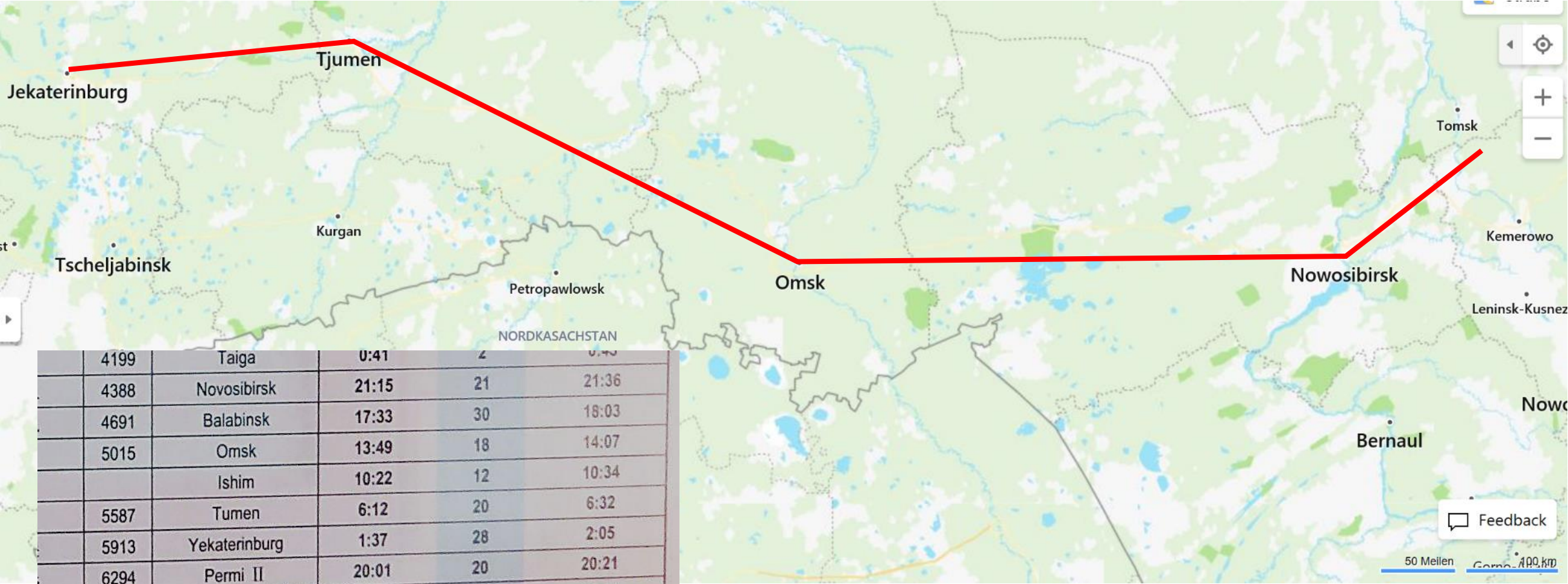
Day 1 from Moscow via Kirov to Yekaterinburg (1778 km)

Because we decided to go Moscow – Beijing nonstop, you will find some impressions from Yekaterinburg with its 1.4 Mio inhabitants taken from Wikipedia



If you plan a stop over in Yekaterinburg, please note that the Trans-Siberian Railway will be not operated every day per week. So it might be necessary to stay more than one day.

Day 2 from Yekaterinburg to Taiga (1714 km)



4199	Taiga	0:41	2	0:43
4388	Novosibirsk	21:15	21	21:36
4691	Balabinsk	17:33	30	18:03
5015	Omsk	13:49	18	14:07
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Pictures taken by Harald Schwarz, maps are taken from BING

Day 2 from Yekaterinburg to Taiga (1714 km)

Landscape between Tumen and Ishim



Pictures taken by Harald Schwarz, maps are taken from BING

Day 2 from Yekaterinburg to Taiga (1714 km)

Stop over in Ishim with some first short maintenance on the coaches



Day 2 from Yekaterinburg to Taiga (1714 km)



Landscape between Ishim and Omsk
with huge over-flooded regions



Day 2 from Yekaterinburg to Taiga (1714 km)



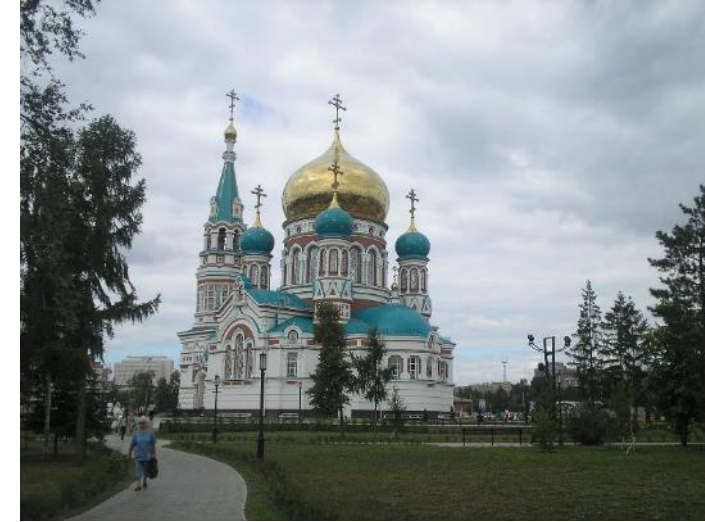
Reaching Omsk railway station



Day 2 from Yekaterinburg to Taiga (1714 km)



Because we decided to go Moscow – Beijing nonstop, you will find some impressions from **Omsk** with its 1.1 Mio inhabitants taken from Wikipedia



If you plan a stop over in Omsk, please note that the Trans-Siberian Railway will be not operated every day per week. So it might be necessary to stay more than one day.

Day 2 from Yekaterinburg to Taiga (1714 km)



Landscape between Omsk and Novosibirsk now changed from Taiga (forest areas) into Tundra (grassland area). Cities like **Tatask** with its 24.000 people mainly works in oil and gas industry



Day 2 from Yekaterinburg to Taiga (1714 km)



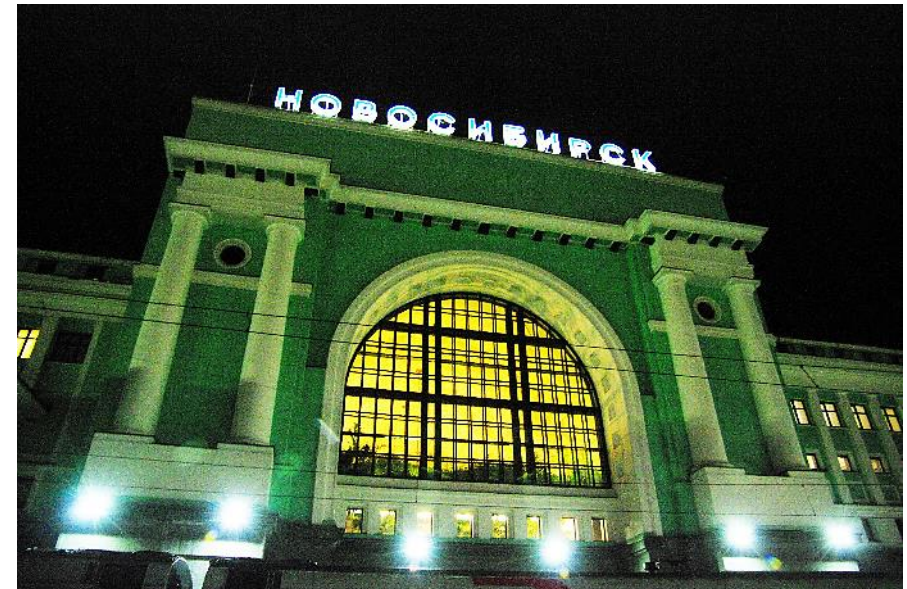
Between Omsk and Novosibirsk with short stop over and final shopping in **Barabinsk** station before sunset will appear.



Day 2 from Yekaterinburg to Taiga (1714 km)



Reaching Novosibirsk
railway station at the end
of day 2



Day 2 from Yekaterinburg to Taiga (1714 km)

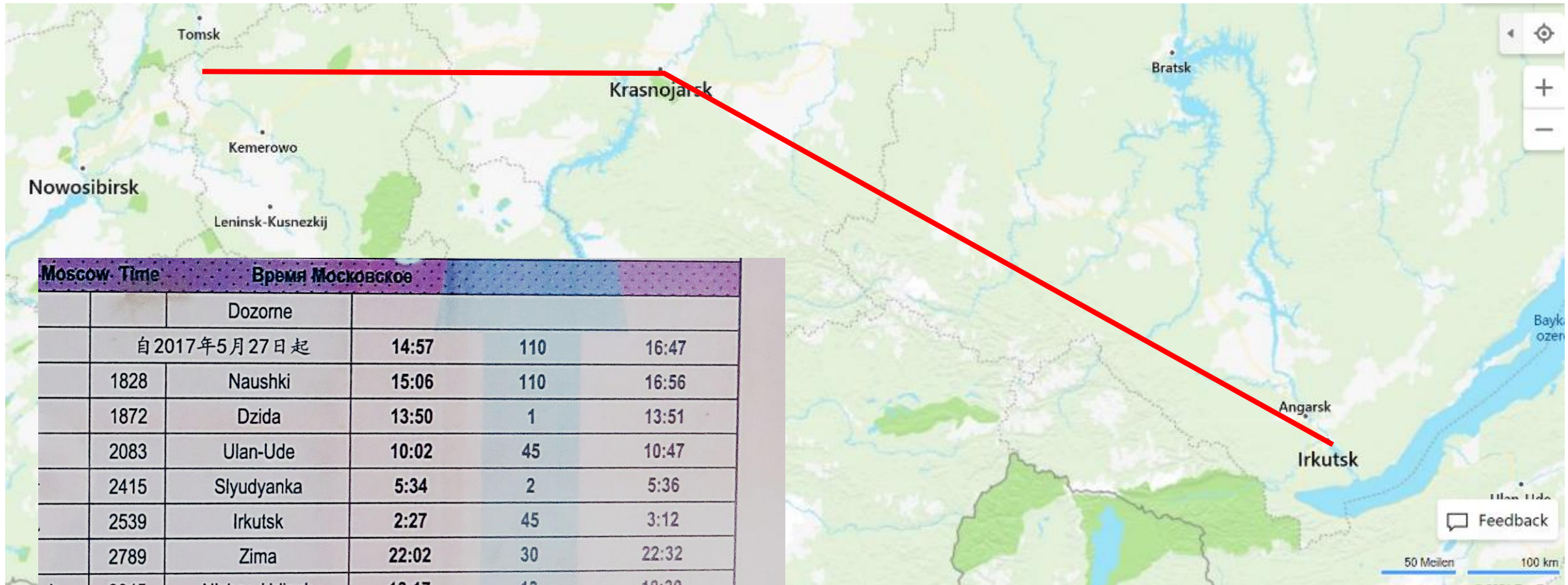


Because we decided to go Moscow – Beijing nonstop, you will find some impressions from **Novosibirsk** with its 1.6 Mio inhabitants taken from Wikipedia



If you plan a stop over in Novosibirsk, please note that the Trans-Siberian Railway will be not operated every day per week. So it might be necessary to stay more than one day.

Day 3 from Taiga to Irkutsk (1660 km)



Please note that the time is shown in Moscow time. So depending on the different time zone you have to add 1-4 hours to get the local time

Day 3 from Taiga to Irkutsk (1660 km)



Landscape between Taiga and Krasnoyarsk and as you can, no EMC-problems near ultra high voltage lines



Day 3 from Taiga to Irkutsk (1660 km)



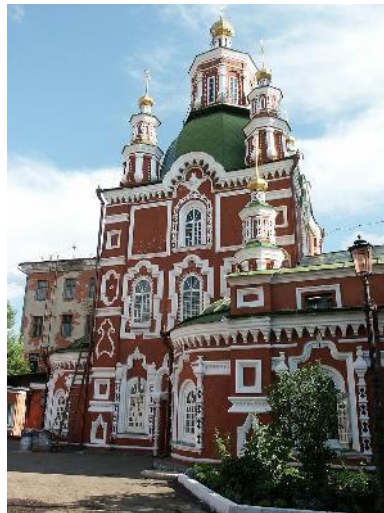
Reaching Krasnoyarsk railway station



Day 3 from Taiga to Irkutsk (1660 km)



Because we decided to go Moscow – Beijing nonstop, you will find some impressions from **Krasnoyarsk** with its 1.0 Mio inhabitants taken from Wikipedia



If you plan a stop over in Krasnoyarsk, please note that the Trans-Siberian Railway will be not operated every day per week. So it might be necessary to stay more than one day.

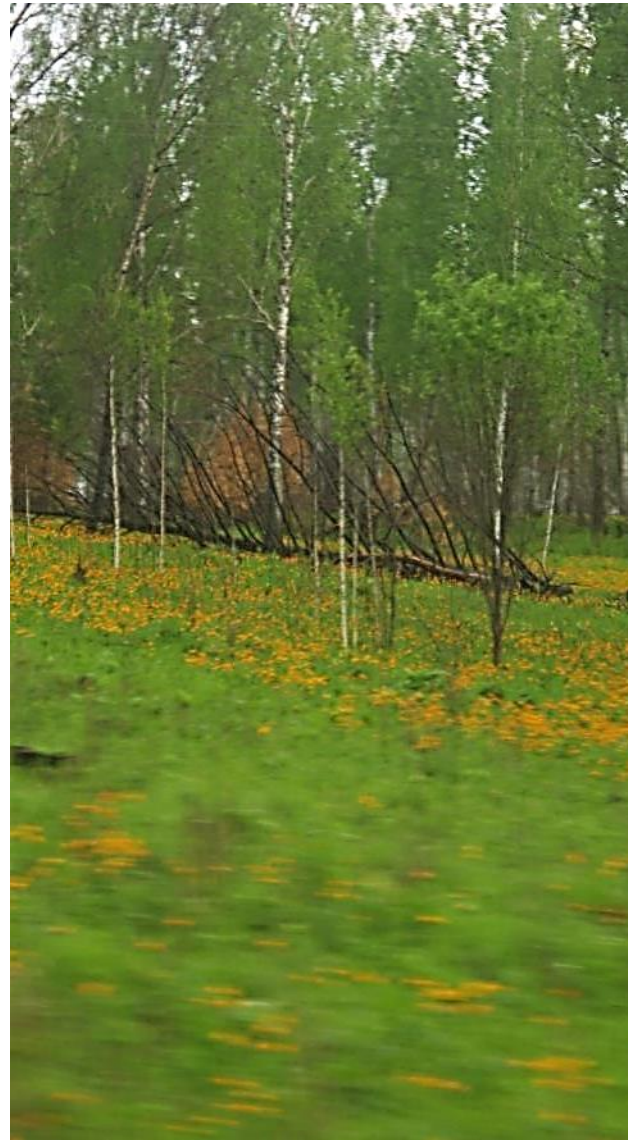
Day 3 from Taiga to Irkutsk (1660 km)



Going ahead from Krasnoyarsk toward Irkutsk



Day 3 from Taiga to Irkutsk (1660 km)



Day 3 from Taiga to Irkutsk (1660 km)

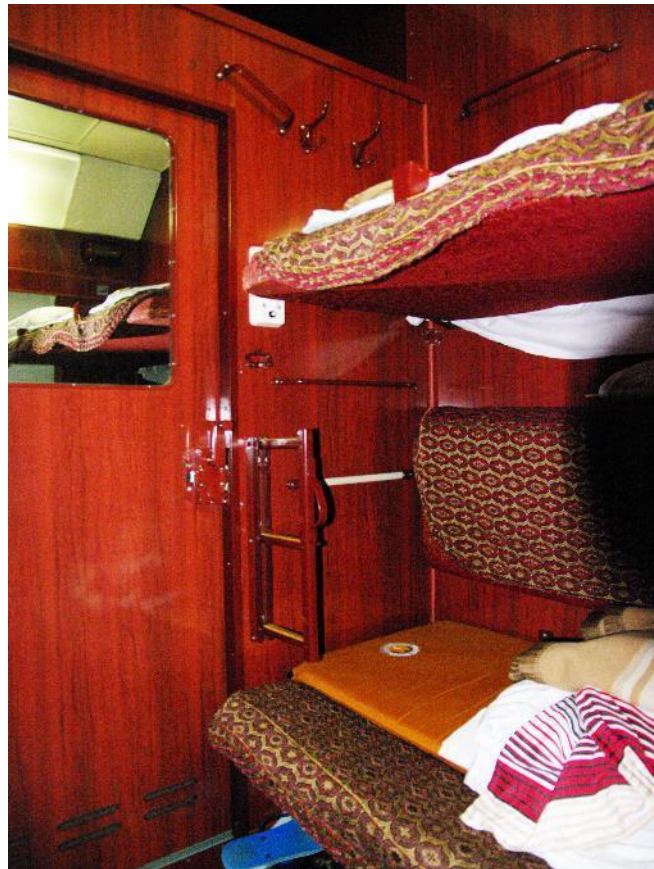
Short stop over in
Ilanskaya, a small city
with only 16.000 inhabitants



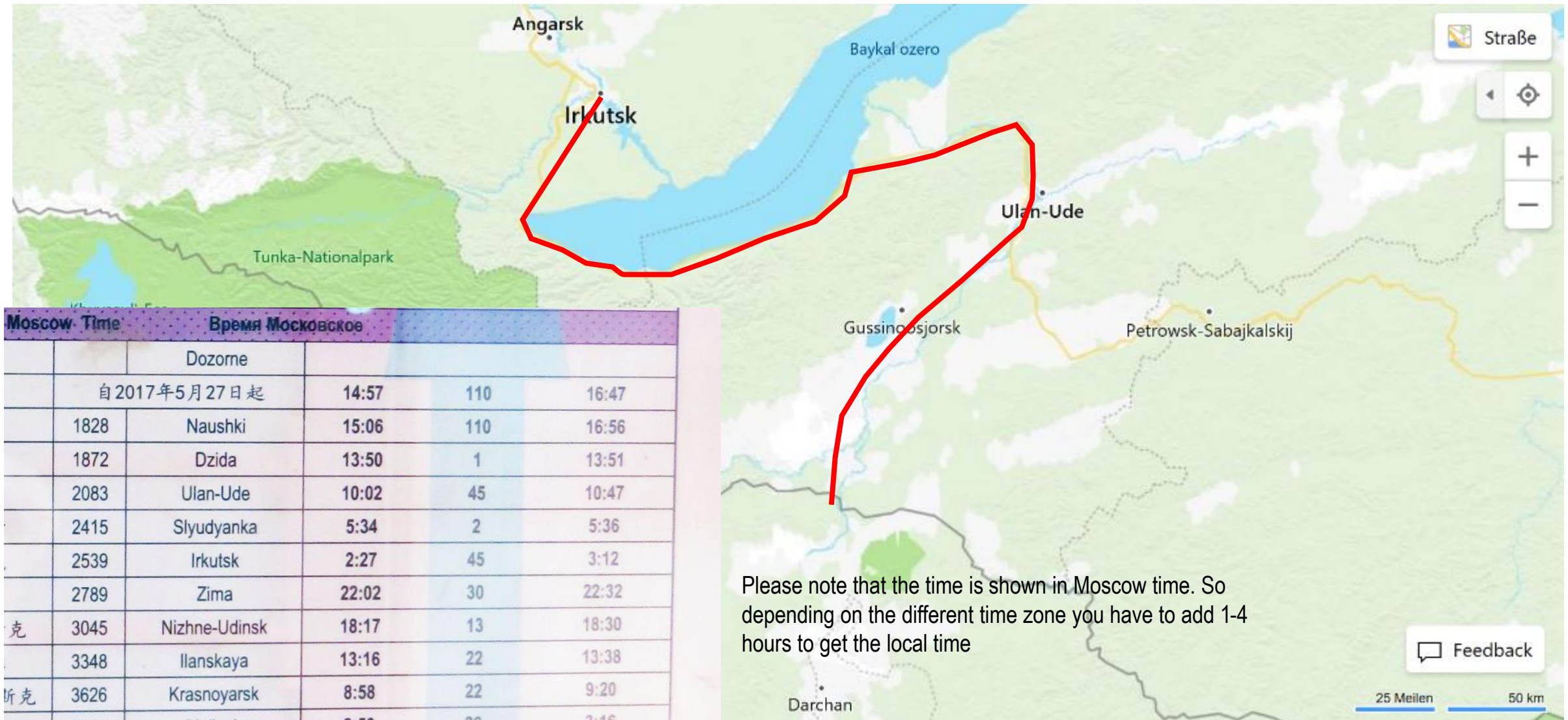
Day 3 from Taiga to Irkutsk (1660 km)



3rd day is coming to its end. We are about 500 km west of Irkutsk. Time for a short night to be awake, when we reach Irkutsk and the Lake Baikal



Day 4 from Irkutsk to the Mongolian Border (734 km)



Please note that the time is shown in Moscow time. So depending on the different time zone you have to add 1-4 hours to get the local time

Moscow Time		Время Московское		
		Dozorne		
		自2017年5月27日起	14:57	16:47
	1828	Naushki	15:06	16:56
	1872	Dzida	13:50	13:51
	2083	Ulan-Ude	10:02	10:47
	2415	Slyudyanka	5:34	5:36
	2539	Irkutsk	2:27	3:12
	2789	Zima	22:02	22:32
克	3045	Nizhne-Udinsk	18:17	18:30
	3348	Ilanskaya	13:16	13:38
斯克	3626	Krasnoyarsk	8:58	9:20
	4011	Malinsk	2:50	3:16
	4199	Taiga	0:41	0:43

Day 4 from Irkutsk to the Mongolian Border (734 km)



Time for an early coffee while we are approaching Irkutsk, a centre of Russian timber industry



Day 4 from Irkutsk to the Mongolian Border (734 km)

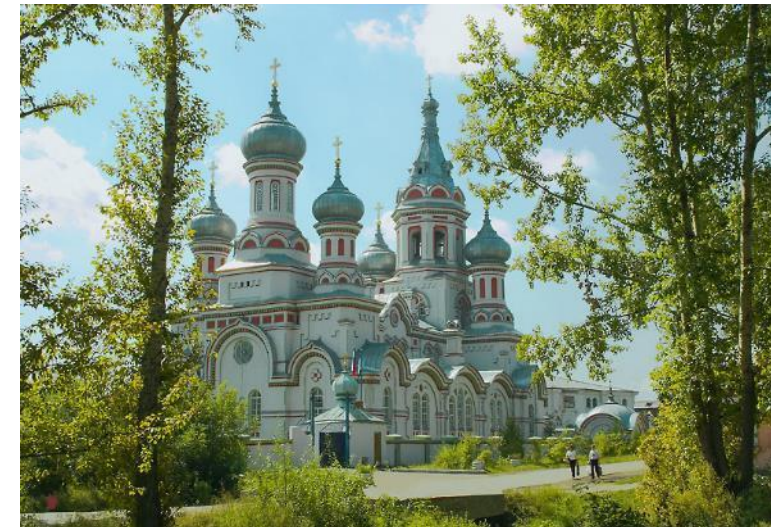
Irkutsk railway station



Day 4 from Irkutsk to the Mongolian Border (734 km)



Because we decided to go Moscow – Beijing nonstop, you will find some impressions from **Irkutsk** with its 600.000 inhabitants taken from Wikipedia



If you plan a stop over in Irkutsk, please note that the Trans-Siberian Railway will be not operated every day per week. So it might be necessary to stay more than one day.

Day 4 from Irkutsk to the Mongolian Border (734 km)



Because we decided to go Moscow – Beijing nonstop, you will find some impressions from Irkutsk with its 600.000 inhabitants taken from Wikipedia

With its length of 670 km and its depth of 1650 m Lake Baikal is the deepest most sweet water containing lake on earth. The today's museum ship Angara was operated in former times between the east and the west side of the lake to ensure railway transport at the very beginning before the rail connection surrounding the south part of the lake was ready.

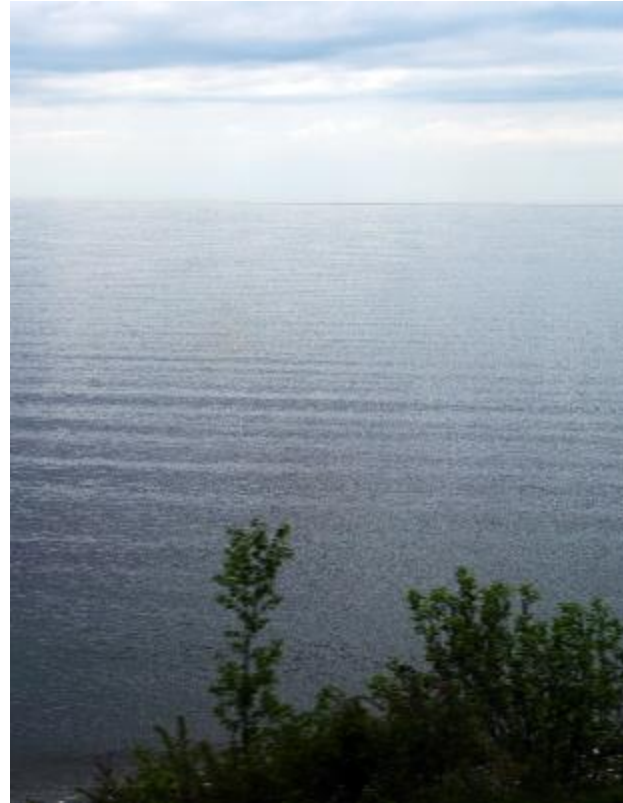


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Day 4 from Irkutsk to the Mongolian Border (734 km)



Surrounding the southern part of Lake Baikal and approaching into the mountains area towards the Russian – Mongolian border.



Day 4 from Irkutsk to the Mongolian Border (734 km)



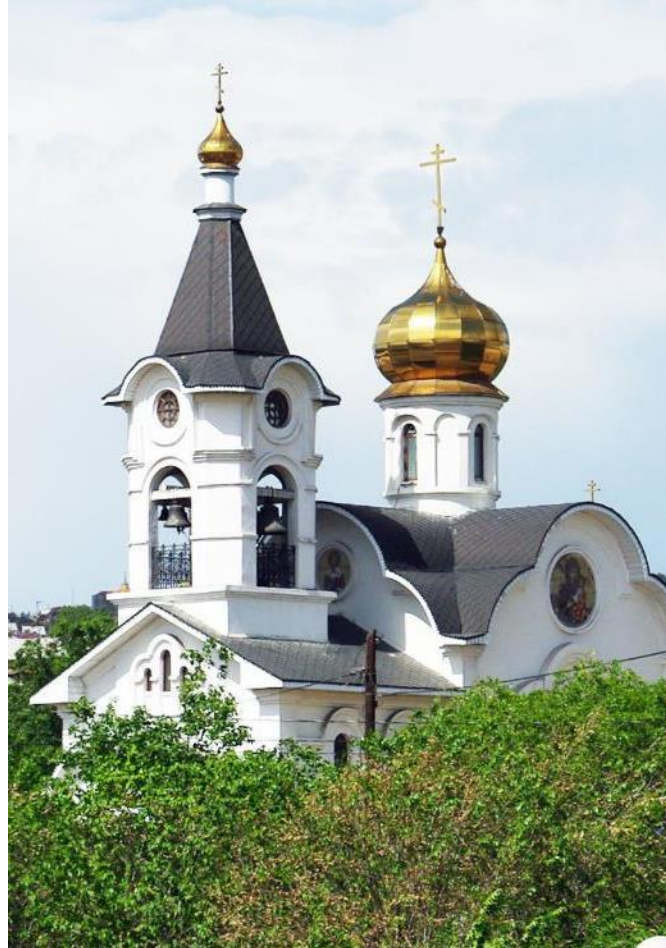
Climbing up to 600 m above sea level to reach Ulan Ude about 150 km south of Lake Baikal



Day 4 from Irkutsk to the Mongolian Border (734 km)



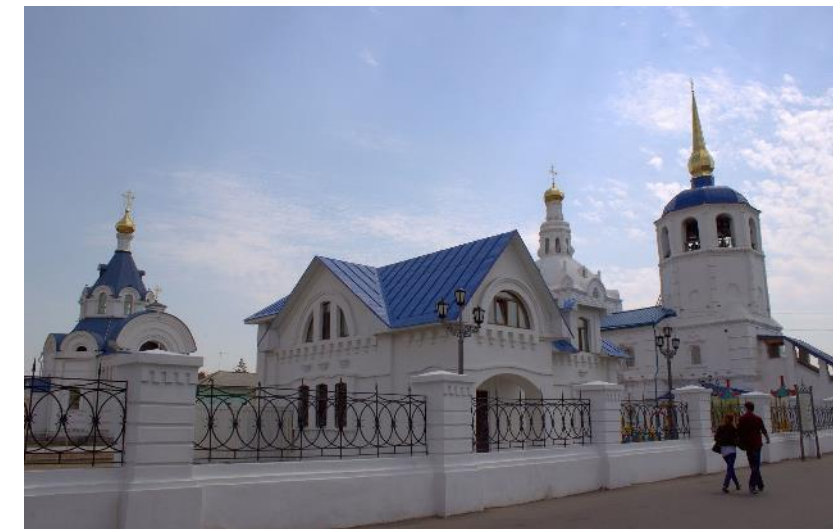
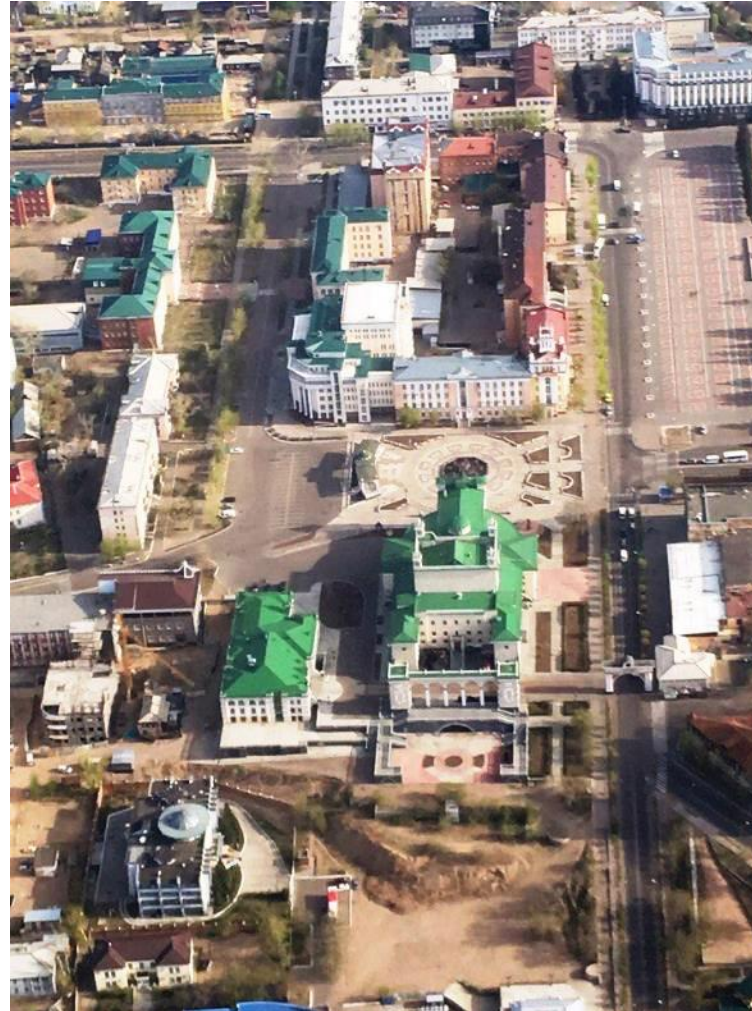
Reaching Ulan Ude with its 400.000 inhabitants



Day 4 from Irkutsk to the Mongolian Border (734 km)



Because we decided to go Moscow – Beijing nonstop, you will find some impressions from Ulan Ude taken from Wikipedia



If you plan a stop over in Ulan Ude, please note that the Trans-Siberian Railway will be not operated every day per week. So it might be necessary to stay more than one day.

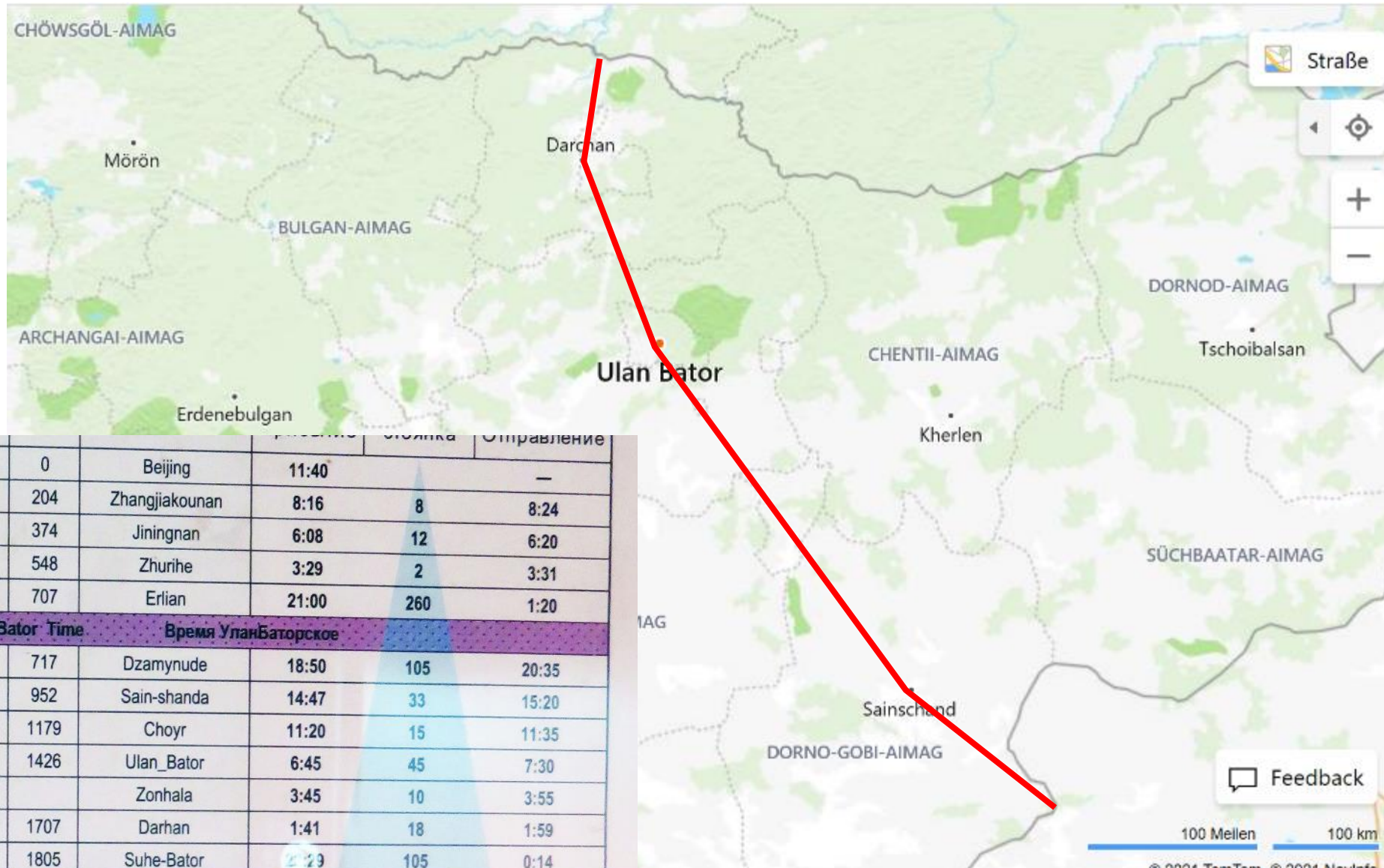
Day 4 from Irkutsk to the Mongolian Border (734 km)



Coming closer to Mongolian steppe



Day 5 from the Mongolian Border via Ulan Bator to the Chinese Border (1088 km)



	0	Beijing	11:40		Отправление
南	204	Zhangjiakounan	8:16	8	8:24
	374	Jiningnan	6:08	12	6:20
	548	Zhurihe	3:29	2	3:31
	707	Erlian	21:00	260	1:20
Ulan-Bator Time Время УланБаторское					
德	717	Dzamynude	18:50	105	20:35
达	952	Sain-shanda	14:47	33	15:20
	1179	Choyr	11:20	15	11:35
托	1426	Ulan_Bator	6:45	45	7:30
		Zonhala	3:45	10	3:55
	1707	Darhan	1:41	18	1:59
托	1805	Suhe-Bator	2:29	105	0:14
Moscow Time Время Московское					

Pictures taken by Harald Schwarz, maps are taken from BING

Day 5 from the Mongolian Border via Ulan Bator to the Chinese Border (1088 km)



Passing through the Mongolian steppe coming closer to Ulan Bator, the Mongolian capital



Day 5 from the Mongolian Border via Ulan Bator to the Chinese Border (1088 km)



Arrival at Ulan Bator railway station. The platform was overcrowded with Chinese people going back to China after a shopping tour in Ulan Bator



Day 5 from the Mongolian Border via Ulan Bator to the Chinese Border (1088 km)

Because we decided to go Moscow – Beijing nonstop, you will find some impressions from Ulan Bator with its 1.4 million inhabitants taken from Wikipedia



If you plan a stop over in Ulan Bator, please note that the Trans-Siberian Railway will be not operated every day per week. So it might be necessary to stay more than one day.

Day 5 from the Mongolian Border via Ulan Bator to the Chinese Border (1088 km)



Because dining coaches always will stay inside the country, we got a new restaurant for passing through Mongolia. So a nice combination of eating, drinking and watching to the Mongolian landscape



Day 5 from the Mongolian Border via Ulan Bator to the Chinese Border (1088 km)



The route is clear, so let's go ahead to Saynshand



Day 5 from the Mongolian Border via Ulan Bator to the Chinese Border (1088 km)



The route is clear from Saynshand to Dsamyn-Ude on the Mongolian-Chinese border



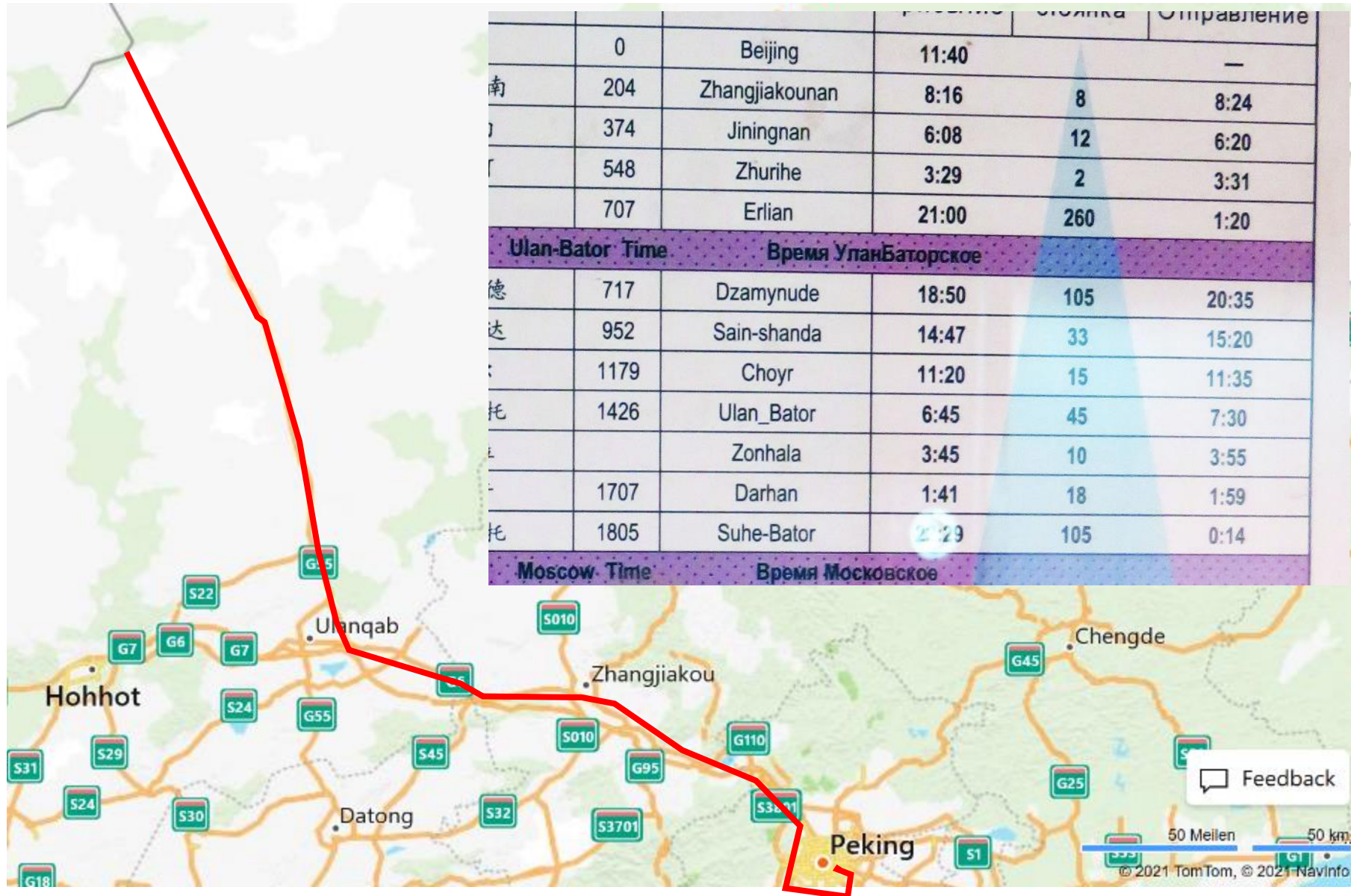
Day 5 from the Mongolian Border via Ulan Bator to the Chinese Border (1088 km)



Beside border clearance in Dsamyn-Ude also the bogies of the coaches were changed directly behind the border in Erlian from 1520 mm used in the Russian and Mongolian system into 1435 mm used in the Chinese or European system

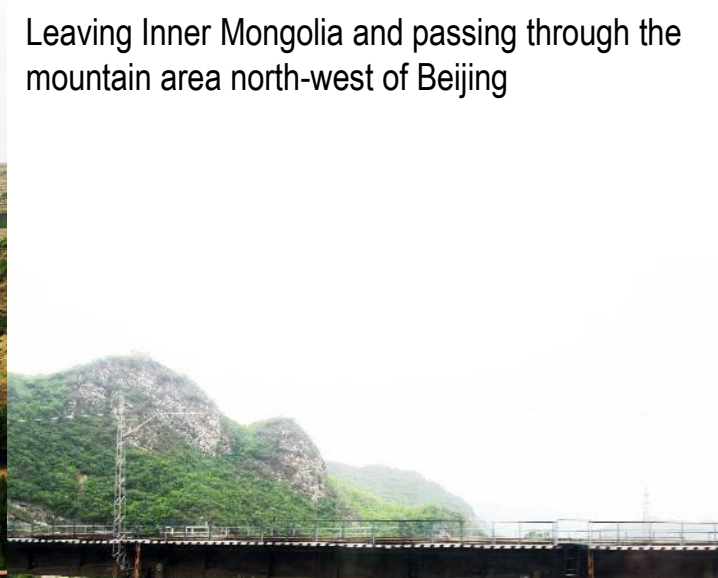


Day 6 from the Chinese Border to Beijing (717 km)



Day 6 from the Chinese Border to Beijing (717 km)

Leaving Inner Mongolia and passing through the mountain area north-west of Beijing



Day 6 from the Chinese Border to Beijing (717 km)

Reaching the western and southern part of **Beijing** and passing through Beijing Nan Station going ahead to Beijing Station



Day 6 from the Chinese Border to Beijing (717 km)



After 5 ½ days and 7691 km we are on the platform in Beijing station with only 2 min delay

