

HJ2616



HJ2617



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New SNCF "Picasso" diesel railcars

The X 3800 "Picasso" railcars were part of one of the most significant series of unified railcars developed by the SNCF. They were designed by the "Division d'études des autorails de la traction thermique de la SNCF" (DEA) in 1947. The X 3800, also known as the unified 300hp railcar and nicknamed the "Picasso" railcar, was a series of diesel railcars operated by the SNCF from 1950 to 1981. They were easily recognizable by their raised lateral driving cab and were built in 251 units by three different manufacturers: Régie Nationale des Usines Renault (RNUR), De Dietrich, and Ateliers de construction du Nord de la France (ANF).

These railcars typically had second-class seating for 62 passengers, could operate in multiple units, and could tow trailers. They were powered with Renault engines of either type 517 G (initially 300 hp, later upgraded to 340 hp) or type 575 (360 hp), or Saurer type BZDS (320 hp), the latter being manufactured under license by the Société des Forges et Ateliers du Creusot (SFAC).

They earned the nickname "Picasso" due to their eccentric driving cab, which was not in harmony with the rest of the body, reminiscent of Pablo Picasso's paintings where facial features were often distorted. The X 3800 "Picasso" series was eventually replaced by the family of Double Self-Propelled Units (EAD).

Some railcars, like the X 3828, had their roofs painted red towards the end of their service life. Their reliability, robustness, and distinctive design, with the driving cab in the raised kiosk, led to several units being preserved and operated by heritage railways.

SNCF, X 3800 "Picasso" diesel railcar, dark red and grey livery, ep. IIIb

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Pre-order now

SNCF, X 3800 "Picasso" diesel railcar, red and beige livery, ep. III

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Pre-order now

SNCF, X 93953 "Picasso" diesel railcar, blue and beige livery, ep. IV

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