

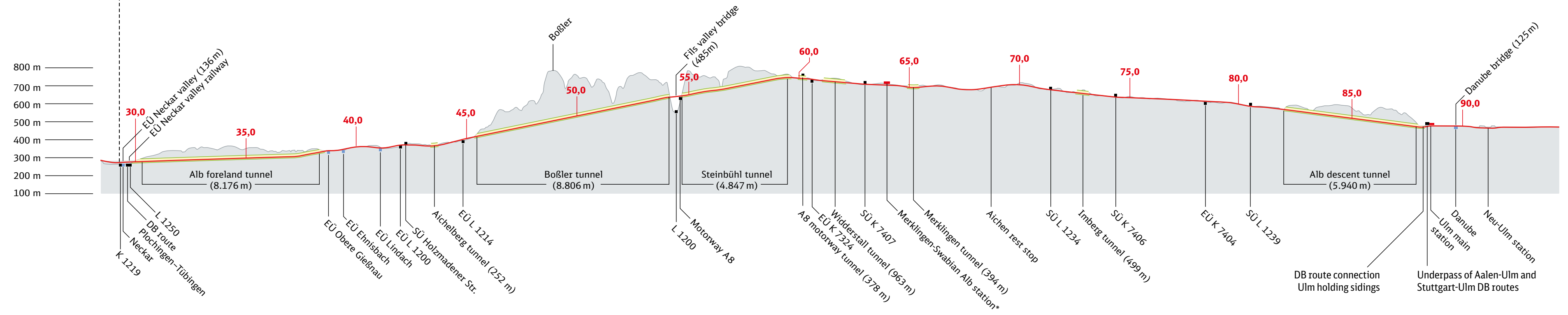
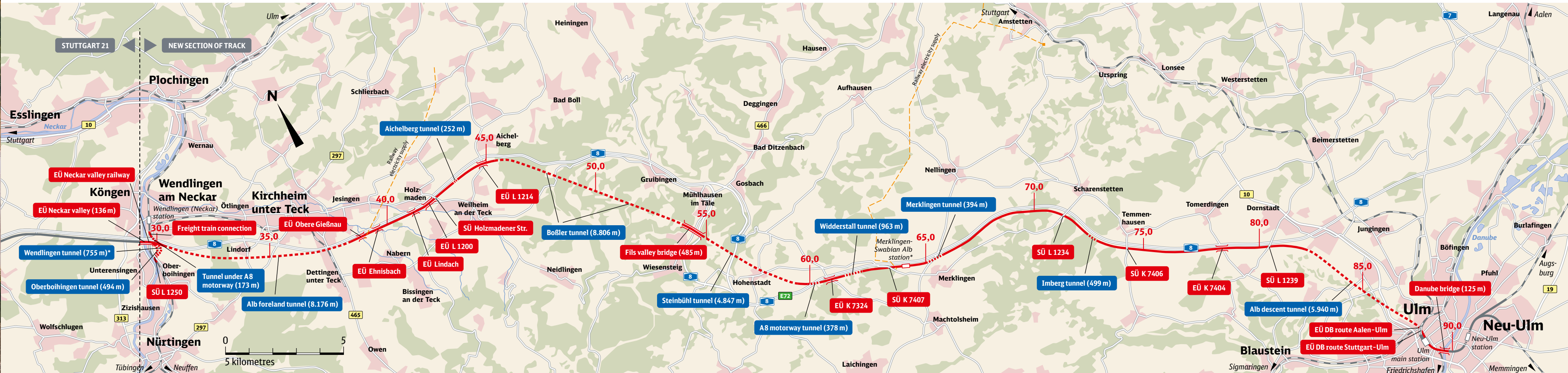


New Wendlingen-Ulm section

Route map



Initial operation
11 December 2022



Legend:

- New section of track, open course
- New section of track, tunnel
- Railway station, existing
- Railway station, new
- EÜ = Eisenbahnüberführung (railway viaduct)
- SÜ = Straßenüberführung (road viaduct)

* The Wendlingen tunnel and the station "Merklings-Swabian Alb" are not part of the project and have been planned and financed afterwards.

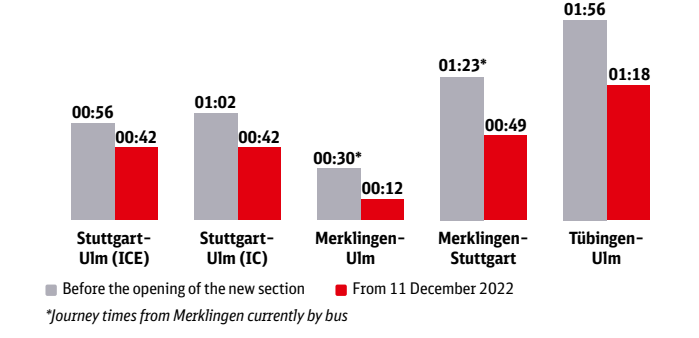
Crossings over agricultural roads and smaller bodies of water, etc. are not shown.

Covering a distance of roughly 60 kilometres, the new Wendlingen-Ulm section belongs to Deutsche Bahn's high-speed network and is part of the Stuttgart-Ulm Rail Project.

The new infrastructure will play a crucial role in making train travel even more attractive. The new high-speed section will shorten journey times between Stuttgart and Ulm on long-distance services by around 15 minutes. Passengers travelling between North Rhine-Westphalia and Bavaria are just one example of those who will also benefit. At the same time, the number of daily long-distance services between state capitals Stuttgart and Munich will increase by around 20 to a total of 90 journeys.

The high-speed section will also allow many new, attractive regional services to be added in the area. For example, the new station in Merklings will open up rail travel to an entire region. Commuters in Stuttgart, Ulm, the Swabian Jura, Tübingen and Reutlingen will also have new opportunities to travel by train.

Shorter journey times - better connections



The four longest tunnels on the new section are the Alb foreland tunnel (8,176 metres) between Wendlingen am Neckar and Kirchheim unter Teck, the Boßler tunnel (8,806 metres) and the Steinbühl tunnel (4,847 metres) on the Alb ascent, and the Alb descent tunnel (5,940 metres) between Dornstadt and Ulm.

At 485 metres long and 85 metres high, the Fils valley bridge is the third-highest railway bridge in Germany. It consists of two bridge structures built directly alongside one another between Boßler tunnel and Steinbühl tunnel. The bridge crosses both the Fils valley and the A8 motorway.

To protect the landscape, many parts of the new section run parallel to the A8 motorway. At 271 metres above sea level, the new section's lowest point can be found in the vicinity of the Neckar Bridge in Wendlingen. Shortly before exiting the Steinbühl tunnel on the Alb plateau, the new section reaches its highest point of 746 metres above sea level.

For the new section to be connected to Ulm main station, the station's track field had to be thoroughly overhauled and equipped with a new signal box.

The new section is listed as an "urgent priority" in the German government's rail requirements plan, which is the highest classification. It has been co-financed by the state of Baden-Württemberg and the European Union.



Legal notice

Publisher:
Bahnprojekt Stuttgart-Ulm e. V.
Am Schlossgarten 26/1
70173 Stuttgart
phone: 0711 184 217-10
mail: presse@its-projekt.de
www.its-projekt.de

DB Projekt Stuttgart-Ulm GmbH
Räpplensstraße 17
70191 Stuttgart
phone: 0711 93319-111
mail: presse.bsu@deutschebahn.com
www.bahnprojekt-stuttgart-ulm.de/en/

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Fils valley bridge
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Subject to changes
All details subject to change
without notice
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