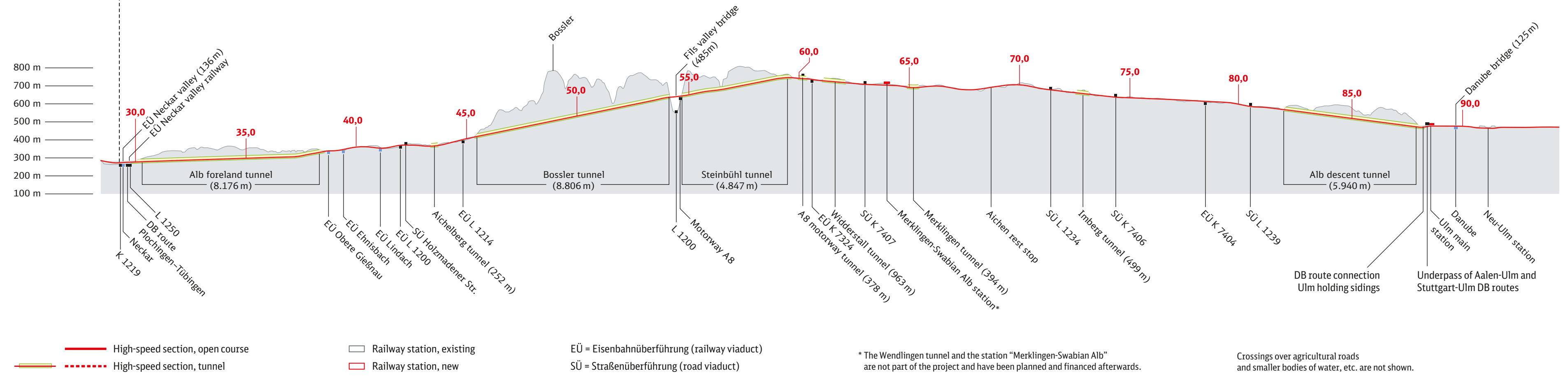
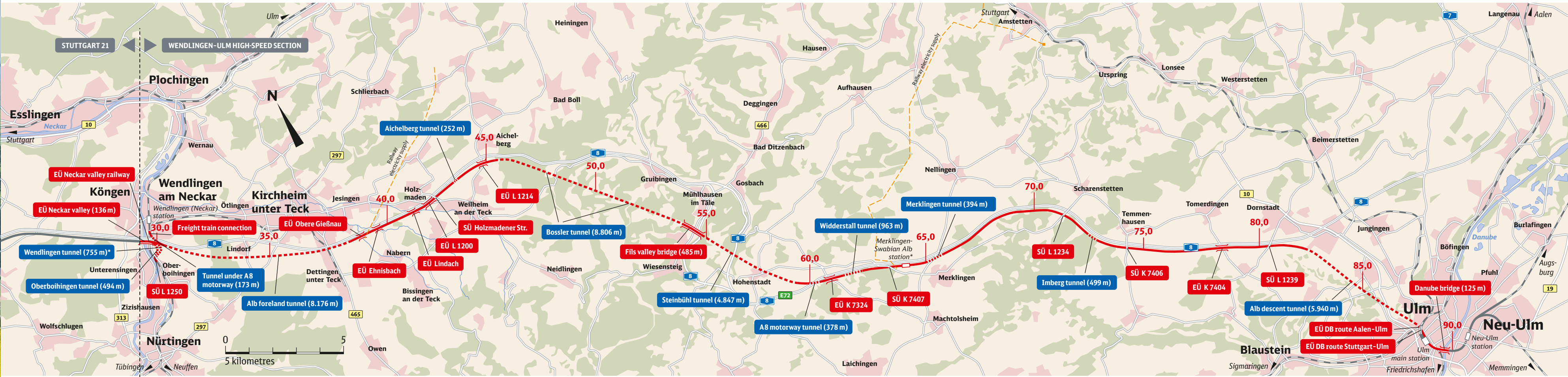




The Wendlingen-Ulm high-speed section

Route map

In operation since 11 December 2022



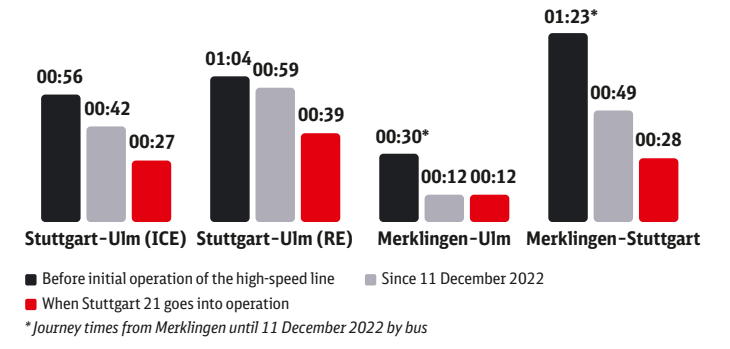
— High-speed section, open course
- - - High-speed section, tunnel
 Railway station, existing
 Railway station, new
 EÜ = Eisenbahnüberführung (railway viaduct)
 SÜ = Straßenüberführung (road viaduct)
 * The Wendlingen tunnel and the station "Merklingen-Swabian Alb" are not part of the project and have 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 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 high-speed section shortens 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 also benefit. At the same time, the number of daily long-distance services between state capitals Stuttgart and Munich increases by around 20 to a total of 90 journeys.

The high-speed section also allows many new, attractive regional services to be added in the area. For example, the station in Merklingen opens up rail travel to an entire region. Commuters in Stuttgart, Ulm, the Swabian Jura, Tübingen and Reutlingen also have new opportunities to travel by train. The high-speed section will realise its full potential when Stuttgart 21 goes into operation.

Shorter journey times - better connections



The four longest tunnels on the high-speed 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 high-speed section run parallel to the A8 motorway. At 271 metres above sea level, the 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 section reaches its highest point of 746 metres above sea level.

For the high-speed 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.



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
 Rappienstraße 17
 70191 Stuttgart
 phone: 0711 93319-111
 mail: presse.bsu@deutschebahn.com
 www.bahnprojekt-stuttgart-ulm.de/en/

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 High-speed section
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Subject to changes
 All details subject to change
 without notice
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