

# HEAD SOUTH FOR SUNSHINE



A PHOTOGRAPHIC TRIP TO SOUTHERN GERMANY

13 - 27 SEPTEMBER 2013

REPORT BY DUNCAN COTTERILL



A  
RAILOGRAPHY  
PRODUCTION



# CONTENTS

2	Contents
3	Introduction
4	KBS740 Stuttgart - Singen (The Gäubahn)
10	KBS855 Weiden - Marktredwitz
13	KBS751 Ulm - Friedrichshafen (The Südbahn)
17	KBS750 Stuttgart - Ulm
21	Other Lines
22	Comments & Conclusions

## *cover photos*

*upper :* 120.146 neared the top of the climb out of Neckartal and approached Eutingen im Gäu with IC280, the 11:05 from Zürich to Stuttgart, on 21 September 2013.

*lower :* 218.464 & 218.434 led IC119, the 07:27 from Münster (Westf) to Innsbruck, through Wattenweiler, east of Bad Schussenried, on 23 September 2013.

© Copyright Duncan Cotterill 2013. All rights reserved.

No part of this publication may be reproduced or transmitted in any form or by any means without the written permission of the author.

*The sun is setting on the class 110 era after almost 60 years but the old motors can still be seen on international expresses if you know where to look. 113.267 raced south near Gäufelden with IC283, the 17:57 from Stuttgart Hbf to Zürich HB, just before sunset on 22 September, spooking a kestrel that had been perched on the overhead.*



## INTRODUCTION

Sometimes the destinations of a photographic trip are decided for you and that was the case here. Despite having a thoroughly worked out plan, the weather played a very large part in determining where I actually went and when.

The trip started with a few days in France (covered in a separate report) before moving on to the Stuttgart - Singen route, where classes 115, 120 and 181 can be seen on InterCity trains. This was followed by a visit to the Weiden

- Marktredwitz line, which was hosting diverted 232 hauled freights for a few months. After a return visit to Stuttgart - Singen, a few days were spent on the Ulm - Friedrichshafen line, with its 218 hauled passengers. Then came a short visit to the Stuttgart - Ulm main line before heading back to France via Stuttgart - Singen.

Travel was by car, using the Channel Tunnel in both directions. Accommodation was booked using booking.com as I went round.





*181.204 led a very short IC183, the 09:56 from Stuttgart Hbf to Zürich HB, through Grünholz loop, south of Sulz am Neckar, on Friday 13 September. IC trains on the line are usually five coaches long and formed of SBB stock.*

## KBS740 STUTTGART - SINGEN (THE GÄUBAHN)

My initial plan was to spend just four days on this line, from Friday 13 to Monday 16 September, but two return visits were made, from Saturday 21 to Monday 23 and Thursday 26 to Friday 27 September as well.

### The Line

The Stuttgart – Singen line, also known as the Gäubahn, runs through a variety of landscapes with the best scenery in the Neckar and Donau

Valleys, between Horb and Rottweil and around Tuttlingen, respectively. Most of the line was built in the 1860s and 1870s but the final section linking Tuttlingen with Hattingen, on the Schwarzwaldbahn, wasn't completed until 1934, eliminating a reversal at Immendingen. The present day Gäubahn is single track between Horb and Hattingen but most of it was double track in the past. Stuttgart to Böblingen was electrified in 1963. The wires reached Horb in 1974 and Hattingen in 1977.



## Passenger Trains

The most interesting trains are the two-hourly Stuttgart - Zürich InterCity workings, loco hauled and generally formed of five-coach rakes of SBB stock. No less than four classes of electric loco are booked to work these trains between Stuttgart and Singen, with DB's standard class 101s diagrammed on most trains from Tuesday

to Thursday each week. From Friday through to Monday things get much more interesting, with locos of classes 115, 120 and 181 working many services alongside the 101s. Observations on this trip and by others indicate that the more exotic classes actually work a greater proportion of trains than the diagrams would suggest. The tables below summarise what was actually seen on each of the days I was on the line.

SB	Fri 13/9	Sat 14/9	Sun 15/9	Mon 16/9	Sat 21/9	Sun 22/9	Mon 23/9	Thu 26/9	Fri 27/9
IC181	181	120		120			120		181
IC183	181	181		101		113			181
IC185	120	115	101		113	101		101	
IC187	120	101			101	120		181	
IC281	181	101	181		101	181		181	
IC283						113			

NB	Fri 13/9	Sat 14/9	Sun 15/9	Mon 16/9	Sat 21/9	Sun 22/9	Mon 23/9	Thu 26/9	Fri 27/9
IC284	101	115		101					101
IC282	120	101		115		101	113		101
IC280	181	120	101		120			181	
IC186	181	181			181	113		120	
IC184	120	115			113	101		101	

*120.114 accelerated IC187, the 13:56 from Stuttgart Hbf to Zürich HB away from Rottweil on 22 September.*







*above : 113.267 crossed the Neckar at Horb with IC185, the 11:56 from Stuttgart Hbf to Zürich HB, on Saturday 21 September 2013. After seven days of poor light, this shot was exactly what I needed.*

*right : In glorious late afternoon light, an immaculate 181.209 raced away from Rottweil with IC281, the 15:56 from Stuttgart to Zürich, on Sunday 22 September 2013.*





*The morning fog was clearing nicely as 146.219 propelled RE19035, the 08:18 Stuttgart - Singen semi-fast, up the 1934 built link from Tuttlingen to Hattingen on 22 September.*



Away from the Stuttgart suburban area, the regional passenger service consists of two-hourly, 146 worked, Stuttgart - Singen REs alternating with two-hourly Stuttgart - Rottweil REs, worked by class 425 EMUs. There is no local service north of Rottweil but between Rottweil and Tuttlingen there are locals worked by HzL class 650 railbuses. There are also more trains at the far southern end of the route, after the junction with the Schwarzwaldbahn at Hattingen. All the regional services operated as expected with the anticipated motive power.

A couple of steam specials, worked by Rottweil based Kriegslok 52.7596, operated on Saturday 14 September to celebrate 10 years of the "3er Ringzug", the local service between Rottweil, Villingen, Tuttlingen and back to Rottweil, operated by the HzL on behalf of the three local Verkehrsverbunde. The specials followed the same route, going round once in the morning, then again in the afternoon. On the following day 52.7596 worked another special north from Rottweil to Tübingen.



## Freight Traffic

There's some regular freight traffic over the Gäubahn, most of it international, including container trains, block loads of oil tanks or vans and mixed freights. Noted for the first time on this trip were block trains of sugar beet, heading from organic growers in southern Germany to the Frauenfeld factory in northern Switzerland.

As expected, every train was worked by DB class 185 electrics, usually a single loco but occasionally a pair. Other classes, mainly 152s have been known to appear but are uncommon. A typical weekday would produce around four or

five freights but I was there mostly at weekends and saw less.

On two occasions, class 232 diesels were seen on trains of military vehicles, a northbound passed Rottweil-Neufra on the afternoon of Friday 13 September and a southbound was seen leaving Tuttlingen on the unelectrified Immendingen line on Monday 23 September, perhaps explaining the use of a diesel.

Not strictly freight but 213.336 and 218.261, both belonging to DB Bahnbaugruppe, were stabled at Rottweil on civil engineering trains on Sunday 15 September.

*This location at Aistaig, north of Oberndorf, is a favourite, so it was especially pleasing to get a double headed container train there in perfect light. 185.392 & 185.238 headed north at midday on 13 September.*







*113.267 worked northbound IC184 past Rottweil-Neufra on 21 September, overtaking an ancient tractor.*

## Photography

The Gäubahn has been a firm favourite since my first visit in 2010, shortly after the replacement of tilting ICEs on Zürich services by conventional loco hauled trains. The influx of class 101s in recent years took the shine off things, so it was good to see so many trains being worked by classes 115, 120 and 181 on this trip. Although the motive power was more than acceptable, getting good pictures was another matter.

Friday the 13th wasn't a brilliant day but there was some sun and a few shots were bagged in good light, including a 181 on an IC and a double headed class 185 on a freight, both of which I was very pleased with. It was the Saturday, Sunday and Monday that were the

problem. Only getting a single sunny shot in three days, and that of a 101, didn't impress.

The lack of photos in good light was the reason for returning for the second weekend. It turned out to be a good decision with lots of sunshine from Saturday midday to Monday morning when I left. The star performer for me was 113.267, which was out on all three days, but the 120s and 181s also produced several good shots, some of them at new locations. I left well satisfied with the results.

The final visit was mainly due to the line being a convenient place to stop on the journey back to the UK but it did produce a good shot of a 181 in a new location.





*223.068 approached Pechbrunn with ALX84115, the 13:40 ALEX service from Hof Hbf to München Hbf on Tuesday 17 September.*

## KBS855 WEIDEN - MARKTREDWITZ

The Weiden - Marktredwitz line is part of the route from Regensburg to Hof and is double track throughout but not electrified. It used to be part of an important main line, linking München with Leipzig, Dresden and Berlin but lost much of its purpose when Germany was partitioned after WWII. Some through services continued through the Iron Curtain era and survived until after reunification. There was a brief revival in the

1990s but through passengers and most freights have stopped running since, leaving the line as a bit of a backwater.

I spent four days on the line from Tuesday 17 to Friday 20 September, finding out in the process how Regensburg got its name.



## Passenger Services

ALEX provide the principal passenger service on the line, running from München to Hof on a two-hourly basis with some gaps and a few extras. Trains are generally around four coaches long with a double-decker somewhere in the consist, which looks a bit strange. Class 223 (Siemens ER20) diesels haul the trains north of Regensburg with class 183 electrics being used south to München. Gaps in the two-hourly schedule are filled by RE services operated by DB using class 610 tilting DMUs.

There is also an hourly stopping service worked by class 642 articulated DMUs belonging to

Vogtlandbahn, part of Netinera, the same company that runs the ALEX services.

## Freight Traffic

There isn't normally a lot of freight over the line. DB operate a pick-up goods from Marktrechwitz to Wiesau with a class 294 once or twice a day during the week and there are occasional extras operated by DB using class 232s or other operators using their own locos. An HVLE class 246 was seen on southbound oil tanks on Tuesday 17 September and 213.339, belonging to the Rennsteigbahn, went north with timber loads on Thursday 19 September and returned

*294.599 rounded the curve at Oberteich with train 56960, the 16:42 trip from Marktrechwitz to Wiesau, running well over an hour early when it was photographed on Thursday 19 September.*





with empties on Friday 20 September. There was also a southbound container train on the afternoon of Wednesday 18 September. I didn't see the loco clearly but it could have been an IntEgro class 223, one of which was seen light engine on the Friday.

DB's long distance freight traffic is worked by class 232 diesels and normally runs over the direct line from Marktredwitz to Hersbruck via Kirchenlaibach. A major bridge and trackwork project imposed capacity restrictions at the south end of the line for several months this summer, requiring all the regular freight traffic to be diverted from Marktredwitz via Weiden and Neukirchen to free up paths for passenger trains.

From Tuesday to Friday there are five mixed freights scheduled in daylight, two from Nürnberg to Cheb, two from Cheb to Nürnberg and one from Zwickau to Nürnberg. Actual flows varied slightly from day to day with most, but usually not all, of the scheduled trains running on the days I was there. Traffic levels should have been much lower on Mondays and Saturdays and virtually non-existent on Sundays but I wasn't there to confirm this.

Block trains of new cars are scheduled to run several times a week from the PSA plant at Kolin, in the Czech Republic, to destinations in France and Belgium but only one of these workings was seen. In April the same trains failed to show at all during a visit of several days although they ran regularly in previous years.



*610.009 & 610.003 on RE3696 north of Wiesau on 19 September.*

## Photography

Although freight traffic levels were always expected to be low, the combined total of diverted freights, pick-ups and loco hauled passengers provided a respectable number of trains to work with.

As usual, the main problem was the weather, which was cold, dull and wet most of the time. Two loco hauled trains were photographed in good light and a couple more in half sun but none of them were 232 hauled freights, which were the ones I really wanted. Nice though it was to get shots of a 294 worked pick-up and an ALEX passenger, they'll still be there next time, but there's not much chance of getting Ludmillas on long freights again.

I did consider returning later in the trip but the forecast for north-east Bayern never improved. No point in going back for more bad weather when there was lots of sunshine forecast further south.





*218.496 passed Wattenweiler, north of Bad Schussenried, with Lindau bound IRE4209 on 23 September.*

## KBS751 ULM - FRIEDRICHSHAFEN (THE SÜDBAHN)

The Ulm - Friedrichshafen line is 104km long and was built in the late 1840s as a single track route. It was doubled for strategic reasons in the run-up to the first world war. The line hasn't yet been electrified, although work is planned to start in 2015 with completion by the end of 2017.

The landscape is uninspiringly flat for much of the route but it improves south of Biberach with

some nice scenery either side of Aulendorf and north of Meckenbeuren. The Schussentobel, the deep wooded valley of the River Schussen between Aulendorf and Mochenwangen, is particularly photogenic.

I spent a couple of days in the Aulendorf area between midday on Monday 23 and mid-morning on Thursday 26 September.



## Passenger Services

The principal passenger services on the line are the hourly IRE trains linking Ulm with Friedrichshafen, many of which are through workings from Stuttgart to Lindau. These trains are formed of push-pull sets, mostly double-deckers, with a class 218 diesel at the Friedrichshafen end. Most of the through workings to/from Stuttgart change locos at Ulm, with a class 146.2 working under the wires, but a few continue with diesel power.

One pair of long distance services continues to operate over the line, IC119 from Salzburg to Münster(Westf) runs north at lunchtime and IC118 from Münster(Westf) to Innsbruck goes south in the early afternoon. Both workings replace IRE services in the regular interval pattern. These trains are formed of ÖBB stock and hauled by a pair of 218s between Ulm and Lindau, with the locos running round at Friedrichshafen.

A two hourly IRE service runs from Ulm to Basel via Friedrichshafen, Singen, Schaffhausen and

*The scenic highlight of the line is the Schussentobel, where the River Schussen cuts through the hills of the Altdorfer Wald, south of Aulendorf. 218.499 & 218.456 accelerated IC119, the 07:27 from Münster(Westf) Hbf to Innsbruck Hbf away from the sharp curve south of Durlesbach on 24 September.*





*A recently outshopped 218.439 led IRE4211, the 16:12 Ulm - Lindau semi-fast, away from Aulendorf on 24 September. Single deck stock is still used on a few services, mostly trains that start or terminate at Ulm.*



Waldshut but, at the time of my visit, trains were turning round at Schaffhausen due to electrification work on the line west to Erzingen. These services are worked by class 611 tilting DMUs, usually in pairs.

Local services north of Aulendorf are operated by DB, using class 611 DMUs on many services. Shorter distance services at the Ulm end of the line weren't seen so I can't report whether they used different units. The Bodensee Oberschwaben Bahn, owned by a consortium of local authorities, operates the hourly stopping service from Aulendorf to Friedrichshafen using pairs of class 650 railbuses in a dark blue livery.

## Freight Traffic

There aren't many daytime freights on the Ulm Friedrichshafen line. The only regular working I'm aware of is a 232 hauled stone train from Roßberg, on the Aulendorf - Kißlegg line, to Friedrichshafen. This runs on Mondays to Fridays passing Aulendorf around 10:45 and following IRE3354 all the way to Friedrichshafen. The northbound working passes Aulendorf around 07:00.

There are some local freights, hauled by class 294 diesels, but I haven't yet spotted a pattern in when they run. On Tuesday 24 September,



294.811 went south through Aulendorf on a train of vans at 09:19, returning north with more vans at 10:05. There are photos on the web of similar trains going to Baienfurt, at the end of a short industrial branch from Niederbeigen, north of Ravensburg.

Block trains of oil tanks can sometimes be seen north of Aulendorf.

These come off the Kißlegg line and are hauled by class 266 diesels. All those I'd seen in the past had locos belonging to HGK but the train seen on Monday 23 September was hauled by a green class 266 belonging to Ascendos, a rolling stock leasing company owned by Lloyds Bank! Like the local freights, I haven't yet managed to work out when these trains run.

## Photography

The Südbahn wasn't at the top of my list of lines for a return visit but poor weather almost everywhere else in Germany made it a good place to spend a few days.

My first visit to the Aulendorf area, earlier in the year, had suffered from bad weather and it had taken nine days to get a reasonable selection of pictures. However, virtually all of them were afternoon shots. This time I hoped to get some of the elusive morning shots but it was not to be. On the first morning the fog didn't lift until



*A pair of class 611 tilting DMUs, led by 611.036, worked IRE3356, the 12:05 from Ulm to Schaffhausen, through the Schussentobel on 24 September.*

midday. On the second morning somebody parked a tractor on a level crossing near Mochenwangen for IRE4226 to demolish, halting all trains for hours, and just as the fog cleared as well. By the third morning it was raining.

Fortunately the afternoons produced a lot of worthwhile shots, most of which were sufficiently different from those I'd got before. The light had been too high in the middle of the day in May but was perfect in September. The landscape was also quite different with the trees in full leaf and the first tints of autumn starting to appear.

In contrast to many of the lines I've visited, this is one that could be photographed successfully using public transport to get around, providing you're prepared to walk a few kilometres. Most of the good spots are within 3km of the nearest station and the hourly BOB trains would make travelling between spots relatively easy.





*Hardly typical of the trains seen on the Ulm - Stuttgart line but a good example of the variety on offer, ÖBB's 1116.100 led EC112, the 10:27 from Klagenfurt to Frankfurt, towards Westerstetten on 25 September.*

## KBS750 STUTTGART - ULM

The 94km Stuttgart - Ulm line is an important link in one of Germany's major trunk routes, feeding traffic from Stuttgart, Karlsruhe and the Ruhr and Rhein-Main conurbations towards München and beyond into Austria and Italy.

The line was built in the late 1840s and was notable for the Geislingen Steige, a very steep bank at the time, with gradients of 1 in 44. Originally single track, the line was doubled by 1862 and electrified in 1933.

Scenery along the line is very varied, from the sprawling Stuttgart suburbs along Filstal, up the precipitous, twisting grade of the Geislingen Steige to the rolling upland farmland and forests further east.

I spent the afternoon of Wednesday 25 September on the line, about halfway between Beimerstetten and Westerstetten, around 14km west of Ulm.



## Passenger Trains

This is a busy route with frequent passenger trains.

A typical hour would see an ICE in each direction with class 401s on München to Berlin via Frankfurt services alternating with class 403s on workings from München to Dortmund or Hamburg via Frankfurt Flughafen and the NBS.

Most hours also saw a loco hauled, or propelled, IC or EC service but there were gaps in some hours and extra trains in others. Origins and destinations were extremely varied with trains to or from Münster, Dortmund, Frankfurt, Karlsruhe, München, Oberstdorf, Salzburg, Innsbruck, Klagenfurt and Graz all being recorded.

Class 101s worked most IC or EC trains but ÖBB classes 1016 and 1116 top'n'tailed EC112 and IC2013 had a pair of 218s. Very few class 120s are booked to work east of Stuttgart. None were expected and none were seen. Most, but not all, westbounds were hauled while eastbounds were as likely to be propelled as hauled.

Most hours also saw three regional services. There was an IRE from Stuttgart to Ulm, often continuing to Lindau, and usually formed of a double-deck push-pull set with a class 146.2 on the Ulm end. IRE4247 had a 218 and IRE4230 and IRE4231 were double 611s. This was the day when the Ulm - Friedrichshafen line was closed for several hours so it probably wasn't typical.

*146.213 climbed the bank towards Beimerstetten with IRE4229, the 14:02 from Stuttgart to Lindau, which the 146 would work to Ulm before handing over to a class 218 diesel.*







*143.880 shuttled back and forth with its 3-coach push-pull set all day. It's seen here working RB19284, the 15:37 from Ulm to Geislingen, westwards between Beimerstetten and Westerstetten on the afternoon of 25 September.*

Another class 146.2 worked an hourly RE service from Stuttgart to Ulm, again formed of a double-deck push-pull set but with the loco at the Stuttgart end.

The third service was an all stations Ulm - Geislingen RB, formed of a single deck, push-pull rake with a class 143 at the Stuttgart end.

The RB and RE trains mentioned above only run on Mondays to Fridays. At weekends there are through RBs to Stuttgart, running at different times with unknown traction.

## Freight Traffic

Fourteen freights were seen in five hours by the lineside with a wide variety of traction from a number of different operators. As usual, DB class 185s were the most common loco type seen but there were three trains hauled by DB class 151s, one with a 152 and one with a 232. A CFL class 4001, an HGK class 145, an Ascendos class 266 and a Voith class 264 completed the picture.

Types of traffic were about as varied as the motive power with four general freights and four intermodals, two trains of oil tanks, two steel



trains, a train of hoppers and one of sugar beet. There were significantly more trains heading towards Stuttgart than towards Ulm.

## Photography

There was hardly a quiet moment in the five hours I was beside the line with no less than 66 different movements noted. It was a struggle to keep my notes up to date and on several occasions I was still looking up one train when the next one appeared. After almost three hours with no trains on the Ulm - Friedrichshafen line that morning, it was a nice problem to have.

The sky was far from clear and most trains passed in poor light. A few of the sunny breaks

did coincide with trains and I ended up with around a dozen shots I was happy with, although four of them were of ICEs.

The location I visited was one of a number spotted from the train in April. There seemed to be quite a few promising locations in the 19km between Beimerstetten, and Geislingen but little of any interest further west.

This is another line where a car isn't essential to get around. Most of the stations are only a few km apart and there seemed to be plenty of footpaths and bike tracks to use.

With pleasant scenery, plenty of locations to explore and around 12 trains an hour to photograph, I'm sure I'll be going back before too long.

*Class 151s were DB's most modern freight locos when I first visited Germany but they're now in decline. 151.041 put its superior tractive effort to good use as it dragged a long intermodal up the bank towards Beimerstetten on 25 September.*





## OTHER LINES

### **KBS 755 Ulm - Neustadt(Schwarzw)**

I travelled over the line from Tuttlingen to Neustadt and back to Donaueschingen on Sunday 15 September. IRE3220, RE22304 and RE22311 were worked by an Ulm based 218 on a push-pull set as expected. Other IRE and RE trains on the route were class 611 DMUs, again as expected.

### **KBS742 Rottweil - Villingen**

RE22304 and RE22311 were 218 worked on 15 September, as noted above. RE22304 was seen with a 218 again the following Sunday. Other RE services on the line were seen on several occasions in the Rottweil area, always with the expected class 611s. Local services seen were all worked by HzL class 650 railbuses.

### **KBS720 Offenburg - Singen(Hohentw)**

I travelled from Villingen to Offenburg and back to Singen on Sunday 15 September. All the RE services seen were worked by class 146 electrics on the south end of double-deck push-pull sets. Only one 146.1 was seen with 146.2s working everything else. Local services between Singen and Engen were worked by SBB Flirts.

*218.427  
approached  
DeiBlingen with  
RE22304, the 11:33 from  
Neustadt (Schwarzw) to Rottweil  
on Sunday 22 September.*



### **KBS870 Nürnberg - Schwandorf/ Neustadt(Waldnaab)**

All passenger services seen during a two hour stint at Etzelwang on Monday 16 September and during trips over the line on Wednesday 18 September were worked by class 612 DMUs. 232 hauled freights seen on both days were running to the usual timings.

### **KBS875 Schwandorf - Furth im Wald**

I travelled the line on Wednesday 18 September, as much to do the track as anything else. It isn't just Furth that's in the Wald, it's virtually the whole line from the outskirts of Schwandorf all the way to Furth. I've never seen so many trees. My trains were ALEX services from München to Praha and v.v. hauled by the usual class 223 diesels. Everything else was worked by Regentalbahn railbuses, mainly 650s, although an older class 626 unit was seen at Cham on a Waldmünchen service.



# COMMENTS & CONCLUSIONS

This wasn't the trip I'd planned to do. My intention was to cover a lot of new ground but, apart from four fruitless days on the Regensburg - Hof line, most of my time was spent on lines I'd done before. This was entirely down to the weather, which was forecast to be grim everywhere, all the time, except for a few days in the south west, pushing me in the direction of the Südbahn and the Gäubahn.

Sadly, there's unlikely to be another chance to photograph 232s on the Regensburg - Hof line, although I now know where to go for good shots of the ALEX 223s. Visits to the München - Salzburg/Kufstein lines and the Mittenwaldbahn and a more thorough exploration of the Stuttgart - Ulm line will have to wait for another time.

It was a difficult trip by any standards but only due to the weather. Overall, including the time I spent in France, the sunshine score ended up

*FAILURE : four days on the Regensburg - Hof line didn't produce a single shot of a diverted freight in good light.*

*In typically gloomy conditions, 232.535 emerged from the woods north of Wiesau with EZ51683, the 04:51 Zwickau - Nürnberg freight, on 19 September.*







***SUCCESS :** Getting shots of the more exotic traction on the Gäubahn in good light was the highlight of the trip, particularly as there were more workings than anticipated. 113.267 descended the ramp from Hattingen to Tuttlingen with IC282, the 09:05 from Zürich HB to Stuttgart Hbf, on 23 September.*

around 27%, well below my 50% threshold for a good trip but, thankfully, well above the 8-10% it lingered at for several days before the weather improved.

In contrast to the weather, the trains behaved very well. The main differences from what was expected were the additional workings for classes 115, 120 and 181 on the Gäubahn, the sort of substitutions I can live with. The only time a unit turned up on a train I'd expected to be loco hauled was in the aftermath of the level crossing accident on the Südbahn.

Germany still has plenty to offer the discerning railway photographer with a great variety of traction, particularly when all the independent operators are included. Twenty four different classes of loco were seen during the trip: 101, 113, 115, 120, 140, 143, 145, 146, 151, 152, 181, 185, 213, 218, 223, 232, 233, 246, 264, 266, 272, 294, 1016 and 1116, and that's not counting the preserved *Kriegslok*. There are a few more I can think of that weren't seen, such as 103, 111, 112, 114, 139, 155, 182 and 189, not to mention all the different flavours of ICEs, DMUs and EMUs.



There's volume as well as variety on many lines, witness the 66 trains in five hours on the Ulm - Stuttgart line. The landscape is also very attractive and accessible, with fences generally kept to a minimum and plenty of farm tracks and footpaths available. DB appears to be putting more effort into keeping the lineside vegetation under control than it used to but the stepladder was still invaluable.

If only the weather would behave itself...

Thanks to those who have posted details of workings, freight timetables, diagrams etc over the years. All that information helped ensure that

I could be in the right place at the right time when the sun did decide to shine.

Looking back on the trip, it wasn't the success I'd hoped for but that shouldn't detract from the few good days, which were very good indeed. In terms of pictures, it was more of a consolidation than the expansion of coverage intended. Still, that's a good excuse for another trip to get some of the shots that got away this time.

***GRIM REALITY : 403.029 & 403.056 slithered up the bank towards Beimerstetten with ICE515 on 25 September. Like it or not, the majority of passenger trains are now worked by multiple units of some description and it's only going to get worse. Get those pics while you can.***

