

WIRELESS

ELECTRICS ON AND OFF GRID IN
SOUTH-EASTERN BAVARIA

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RAILOGRAPHY

PRODUCTION

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This report is designed to be viewed at 1024x768 resolution. Picture quality may be degraded at higher resolutions

cover photo : *Diverted EuroCity EC112, the 10:27 from Klagenfurt to Frankfurt, was photographed north of Laufen, on the Mühldorf - Freilassing line, on Saturday 26 October 2013 with 218.402 and 218.426 dragging the whole train, including ÖBB electric 1016.016.*

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INTRODUCTION



Not the great train race! 1116.147, hauling OIC863, passed 111.165, propelling RE79020, at Jahn, east of Traunstein, on Friday 25 October.

This trip was originally conceived to cover the München – Mittenwald and München – Salzburg lines, both of which had been dropped from the September trip due to bad weather. Loco hauled regional services on both lines are threatened by the arrival of new EMUs when the timetable changes in December.

Then, a few days before departure, news broke of the weekend closure of the Traunstein – Freilassing section of the München – Salzburg line and the diversion of most services via other routes. While this meant fewer opportunities to photograph one of the lines

I'd aimed to visit, the chance of photographing diverted diesel-hauled ECs on the scenic Mühldorf – Freilassing line was one not to be missed.

TRAVEL ARRANGEMENTS

I flew with easyJet from Gatwick to München and then used a hire car to get around. Hotels in Garmisch-Partenkirchen and Rosenheim were arranged via booking.com.

KBS 960 MÜNCHEN - GARMISCH-PARTENKIRCHEN - MITTENWALD

111.204 led RB59521 away from Klais, bound for Mittenwald, on Thursday 24 October.

The line runs south from München through increasingly mountainous country to Mittenwald, just north of the Austrian border. It is sometimes referred to as the Mittenwaldbahn or, more confusingly, as the Karwendelbahn, a name also used by a cable car operation from Mittenwald. The line continues across the border onto Austrian territory and down to Innsbruck.

Construction started in late 1853 with first 28km from München to Starnberg opened in late 1854. Southward extensions reached Weilheim (53km) in 1866, Murnau (75km) in 1879 and Partenkirchen, now Garmisch-Partenkirchen (101km) in 1889. The 18km section between Partenkirchen and Mittenwald was completed in 1912 as part of a 56km cross-border link to Innsbruck in Austria.

The Innsbruck – Partenkirchen line was built as an electric railway, although steam traction was used for the first few months. The section north to München was converted to electric operation in 1924 and 1925. The line is single track south of Tutzing, apart from a short double track section south of Murnau.

I spent the afternoon of Wednesday 23, and all day Thursday 24 October on the line.



111.005 approached Klais with RB59499, the 10:32 from München to Mittenwald, on Thursday 24 October.

PASSENGER SERVICES

DB runs an hourly service from München to Mittenwald throughout the day, with a few extra trains between München and Garmisch-Partenkirchen in the peak periods. All trains seen were formed of push-pull equipment with a class 111

electric loco at the south end. Some trains were formed entirely of single deck stock while others had a single deck driving trailer and one or two single deck trailers sandwiching two or three double deckers. The 111s used to run through to Innsbruck but were unable to comply with Austrian safety regulations and now only go as far as Mittenwald, where they connect with ÖBB

EMUs. Unfortunately the 111s are due for replacement by new EMUs from the December 2013 timetable change. One of the new class 442s was seen stabled at Garmisch while another was working Oberammergau shuttles from Murnau.

On Saturdays there are a few long distance services on the line, all worked by ICE sets, and serving destinations as far afield as Dortmund and Berlin. None of these workings were seen.

FREIGHT TRAFFIC

I hadn't expected to see any freight and was surprised by ÖBB classes 1016 and 2016 double-heading a southbound mixed freight on the Thursday afternoon. It appears that this is a regular Mondays to Fridays working from Reutte in Tirol to Hall in Tirol. A trip over the line on the Wednesday afternoon also encountered a couple of freights in the München suburbs, both hauled by Augsburger Localbahn V100s.

PHOTOGRAPHY

This was the first time I'd attempted to photograph the line and I wasn't entirely sure what to expect. Scouring the net for ideas produced relatively few locations of interest but it wasn't clear why until I got there. Unlike most lines in southern Germany, the trackside turned out to be heavily overgrown along most of its length, leaving very few clear spots. The area around Klais, between Garmisch and Mittenwald looked the clearest and was also very scenic, so that's where I spent most of my time. The section between Ohlstadt and Eschenlohe also looked to have some potential but wasn't quite as good as expected. It's worth mentioning the autumn colours, which looked amazing on the first day. Unfortunately the wind and rain that night took their toll, leaving much less colour by the time the sun came out late the following morning.

The weather was dull and wet on the Wednesday afternoon, providing a good excuse to ride the line to check out potential locations. Thursday dawned dull but by midday the sky was pretty clear and a few good shots were bagged before sundown.

111.005 was photographed south of Ohlstadt on southbound RB59523, seconds before the sun dropped behind the hills on the afternoon of Thursday 24 October.



KBS951 ROSENHEIM - SALZBURG



ÖBB's 1116.099 rounded the big curve at Axdorf, west of Traunstein, with Korridorzug OIC864, the 11:56 from Wien Westbf to Bregenz, on Friday 25 October.



111.174 passed Burkhardsöd, west of Teisendorf, with a dosto push-pull set while working RE79015, the 10:48 from München to Salzburg, on Friday 25 October.

This is the eastern section of the München - Salzburg line, an important double-track, electrified, international route linking southern Germany to much of Austria and beyond. A railway from München to Salzburg was first proposed as early as 1828 but it was 1860 before a line via Holzkirchen and Rosenheim was finally

completed. The present route to Rosenheim via Grafing didn't open until 1871.

The Rosenheim – Salzburg section is largely rural, running through very pleasant countryside just north of the Alps. The line also serves as a corridor route through German territory for internal Austrian services between Salzburg with Innsbruck.

I spent all of Friday 25 and a couple of hours on the morning of Saturday 26 October on the line.

PASSENGER SERVICES

Passenger trains over the section of line visited, east of Rosenheim, fall into a number of different categories. There are RailJet services approximately once an hour each way. With a few exceptions, trains from Wien to München run every two hours and alternate with trains from Wien to Innsbruck, other destinations in western Austria or Zürich. Some of the Zürich and München trains serve Budapest as well as Wien. All RailJet services seen were formed of RailJet liveried push-pull sets with the loco at the western end. Every train but one was worked by a Railjet liveried loco. The exception was a train to München and back, worked by a 1116.042 in the standard ÖBB red livery.

EuroCity trains run every two hours each way, usually linking either Graz or Klagenfurt with various destinations in Germany, such as Frankfurt, Saarbrücken or Münster. These trains can be formed of DB class 101s on DB push-pull sets or ÖBB classes 1016 or

1116 on conventional ÖBB stock. The 101s can be at either end of the push-pull formations.

Internal Austrian InterCity services also run every two hours, alternating with the ECs. ÖBB class 1016 or 1116 are the usual power for these trains, which are formed of conventional hauled stock.

Lastly there are the DB class 111 worked push-pull sets on hourly RegioExpresses between München and Salzburg. Every working seen had the loco at the Salzburg end. Some trains were formed of double deck stock while others were single deckers.

FREIGHT TRAFFIC

The line west of Rosenheim is much busier for freight but seven hours by the lineside east of Rosenheim still produced a creditable fourteen freights. The most common classes were ÖBB 1016s or 1116s with the ubiquitous DB class 185s taking second place for a change. DB also produced a class 151 and a 139 on freights. The independent sector was represented by a pair of 189s, one each from Dispolok and Lokomotion, on an Ekol intermodal, and,

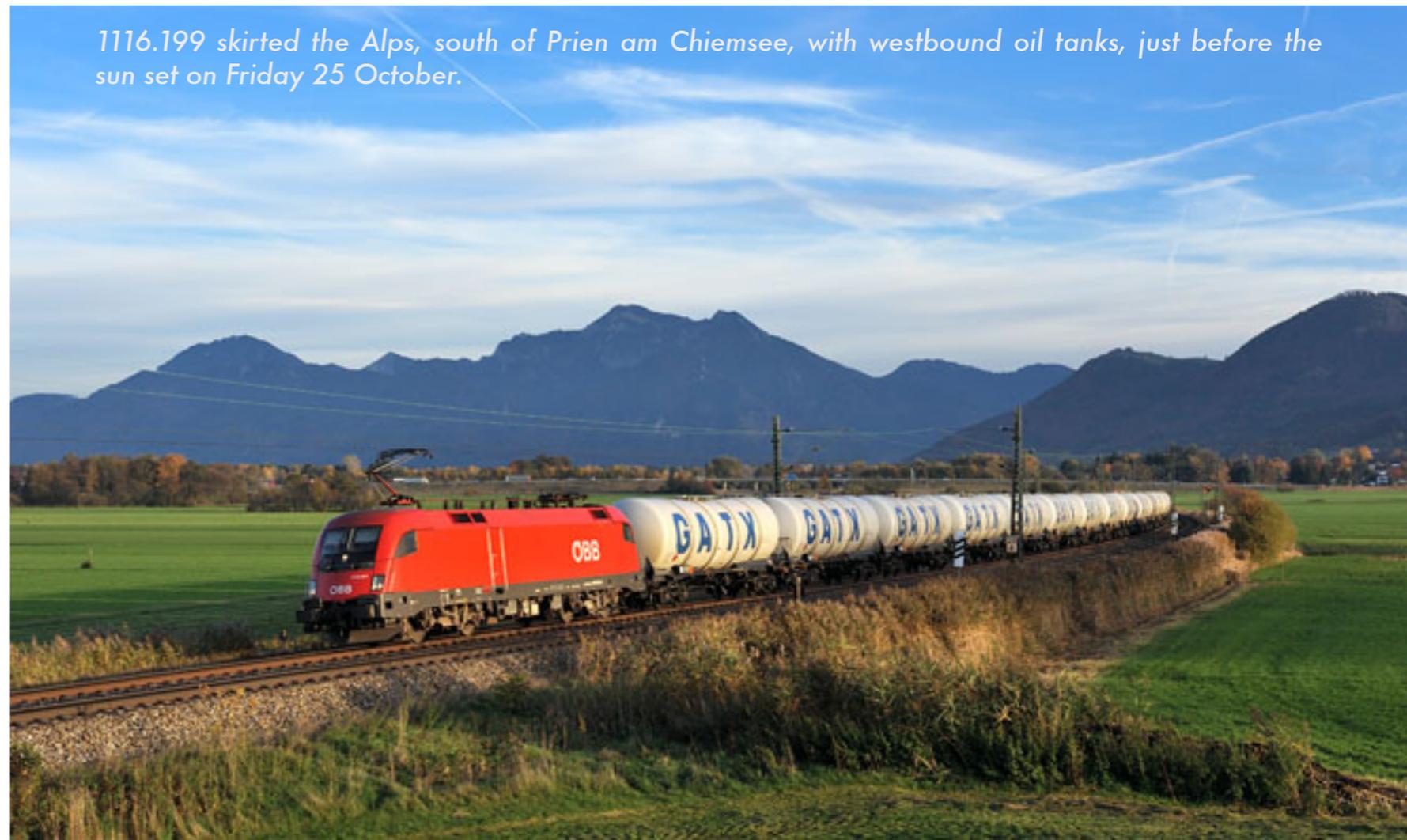
winner of the prize for the most unusual traction, RailAdventure's 139.558 in a strange silver and green livery.

PHOTOGRAPHY

I'd visited the line once before, spending a day east of Traunstein in April 2010. My aim this time was to get some shots of the 111 hauled locals before they're replaced by sterile plastic EMUs at the end of the year. While the weather was actually quite good this time, the 111s always seemed to catch

the clouds and the first day only produced one good shot of a 111 hauled train. I got quite a few photos of 1016s and 1116s in sun but that wasn't what I was there for. The second morning was better with two 111 hauled trains photographed, both in full sun.

There are plenty of good photo positions on the line and another visit is almost inevitable but it won't be the same when the 111s, part of the Bayern scene since the 1970s, have been replaced by plastic EMUs.



1116.199 skirted the Alps, south of Prien am Chiemsee, with westbound oil tanks, just before the sun set on Friday 25 October.

KBS945 MÜHLDORF - FREILASSING



232.240 dragged 101.020 and EC115, the 05:39 from Münster(Westf) to Klagenfurt, past Salling, north of Tittmoning-Weismühl, on Saturday 26 October.

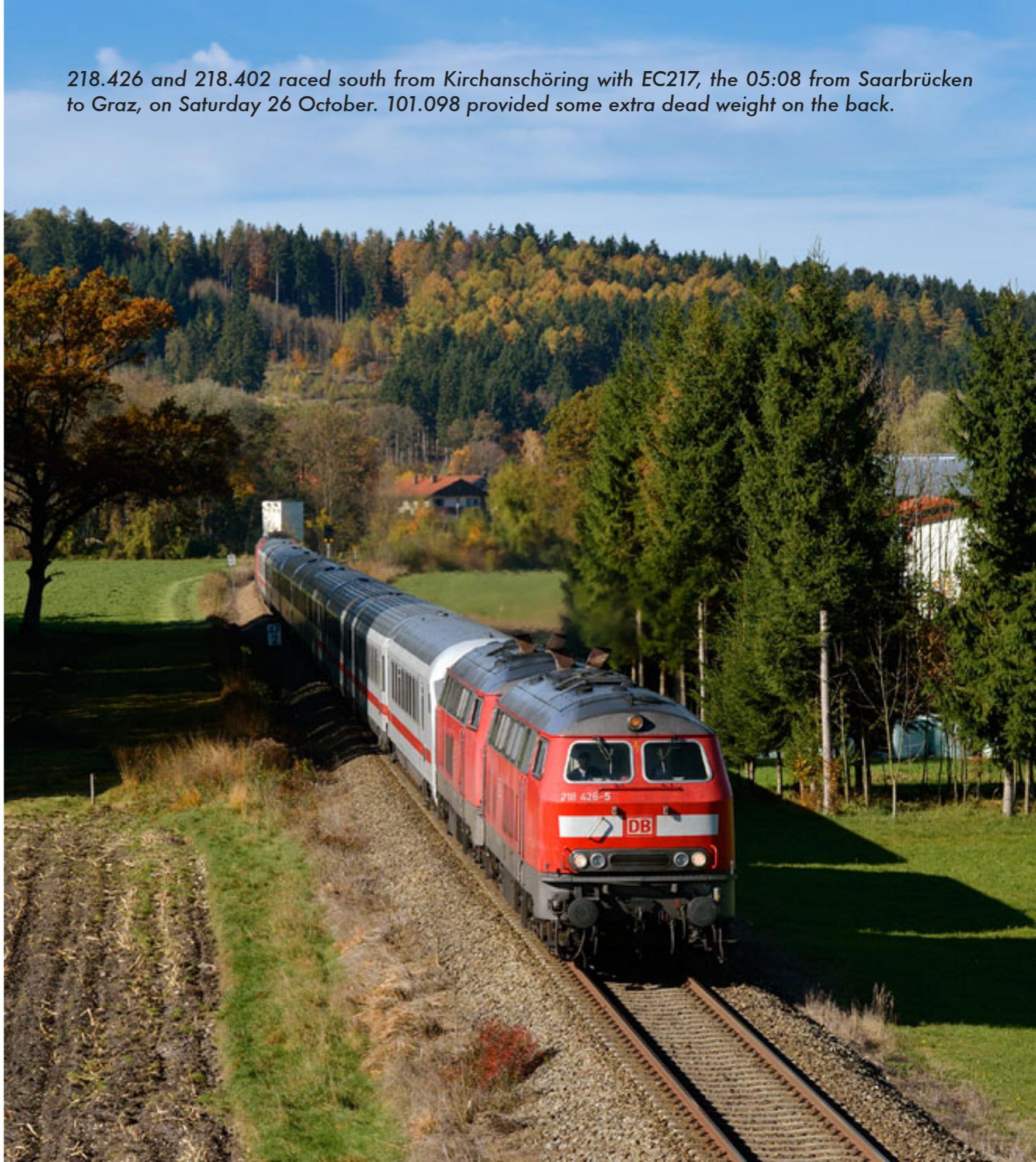
This single-track, unelectrified route was completed as late as 1908 by linking the existing Freilassing – Tittmoning branch to the Mühldorf – Burghausen line at Tüßling. Originally intended as part of a through route from München to Salzburg and the Tauern route, little through traffic ever materialised. Ambitions to develop the line into a trunk route continue with double tracking and electrification planned over the next few years. In the mean time, many stations still retain their semaphore signals. It's not a spectacular line but it does run through a very attractive rural landscape.

PASSENGER SERVICES

The line is usually a quiet backwater with a two-hourly local service operated by class 628 DMUs. A single working each way, on Mondays to Fridays only, is diagrammed for a class 218 diesel on a push-pull set.

For two weekends in October this year, bridge work between Traunstein and Freilassing resulted in the diversion of EuroCity services between München and Salzburg via Mühldorf to Freilassing. The second weekend coincided with my visit and was an opportunity not to be missed.

218.426 and 218.402 raced south from Kirchanschöring with EC217, the 05:08 from Saarbrücken to Graz, on Saturday 26 October. 101.098 provided some extra dead weight on the back.



628.629 and 628.630 worked north from Laufen with RB27088, the 13:20 Freilassing - Landshut on Saturday 26 October.



Timekeeping was generally poor with late running ECs delaying each other and the locals on a single track route with relatively few passing loops. Imagine how the passengers on RB27085 must have felt after arriving at Garching close to right time on the Sunday morning only to find themselves forced to wait 25 minutes for the delayed northbound local and then another 20 minutes for a northbound EC, before continuing their journey almost 50 minutes late.

It was only the EC services that were diverted via Mühldorf. München - Salzburg locals ran as far as Traunstein for a bus connection to Freilassing. München - Wien RailJets were diverted via Passau and ÖBB Korridorzüge via Zell am See. Most locals between Mühldorf and Freilassing or Salzburg were strengthened to four coaches to cater for additional passengers trying to avoid the bus.

Complete trains, with the electric loco still attached to one end or the other, were dragged between München and Salzburg by 232s or pairs of 218s. Four sets of locos were required to do the dragging each day.

On the Saturday the work was shared equally by 232.209, 232.240,

218.402+218.426 and 218.404+218.418. The situation was more complicated on the Sunday with 232.240 being replaced by 218.403+218.440 after working the first EC in from Salzburg. The other locos in use were 232.209, 218.402+218.426 and 218.404+218.418.

FREIGHT TRAFFIC

There were a few freight diversions via Mühldorf with three trains seen on the Saturday and two on the Sunday.

The highlight was Saturday's northbound "Ekol", an intermodal train operated by Lokomotion for Ekol Logistics, worked from Freilassing to München by Lokomotion's 212.249 and BahnTouristikExpress's 217.002. A southbound mixed freight at last light on Saturday was hauled by a DB (ECR) class 266 with the train engine, an ÖBB class 1016, still attached. The third Saturday freight was a southbound afternoon intermodal but I didn't see the motive power.

Both the Sunday freights were Ekol intermodals. The southbound was found waiting at Garching at 10:00 with 217.002 and 212.249 on the front of the train and, very disappointingly, DB (ECR) 266.047 on the front of them. It appeared that the pair had been failed at Garching and the shed (the locals call them trash cans) had been summoned from Mühldorf to work the train forward. In the afternoon the 266 returned on its own with the northbound train.

PHOTOGRAPHY

I'd visited the Mühldorf area a few times before October 2010, when the white death wiped out the fleet of 217s, 225s, 232s and 233s that used to work freight traffic in the

area. Relatively little time was spent on the Salzburg line then but it was travelled on a dull day and quite a few promising locations were noted. All that was missing then were the loco hauled trains. Little did I realise how useful that research would eventually become.

The weather was very good on the Saturday until late afternoon, when some high cloud moved in. The Sunday was quite different

with a lot of cloud around and not much sun. Luckily there were two very short bursts of sun at Garching while the EKOL sat in the yard and a longer sunny spell in the afternoon when a diverted EC passed in good light. Soon afterwards it started raining and that was it photographically, another trip over.



266.047 spoiled a good shot of 217.002 and 212.249 as it prepared to leave Garching with the southbound Ekol on Sunday 27 October.

COMMENTS & CONCLUSIONS



212.249 and 217.002 made a splendid sight on the northbound Ekol, photographed emerging from the woods south of Kirchanschöring on Saturday 26 October.

This wasn't the trip I'd planned but it worked out quite well in the end. I didn't get all the shots of 111s that I wanted but the diesels dragging ECs made up for that to some extent.

The weather wasn't brilliant but it could have been a lot worse. At least there was some sun on each of the three lines visited and, overall, the trip just passed the 50% sun threshold so it can be officially classed as a good trip.

Despite the lack of light on the first day, it was useful to have the opportunity to travel the line, even if it didn't reveal many good locations. At least knowing where there aren't any spots helps you concentrate on those that are worth doing.

As can be seen from the pictures, the autumn colours were a real bonus, as was the lack of Nebel, the morning fog that regularly covers vast swathes of southern Germany at this time of year and often prevents worthwhile photography until lunchtime.

There are rumours that the new EMUs won't be ready in time to take over all München – Salzburg and München – Mittenwald local services in December so there may be a last

chance to get some pics early next year. The plan appears to be to use double-deck stock on some Mittenwald trains, so those services will have to be loco worked. There's no guarantee that 111s will be used or, in the case of the Salzburg line, that the replacements will even be locos - we'll have to wait and see.

It's disappointing that another two routes are about to lose their 111 worked trains in

favour of new EMUs and I wish I'd visited the Salzburg and Mittenwald lines earlier. However, the fact that I didn't is largely down to the great variety and number of worthwhile destinations in southern Germany competing for attention. There's still a lot of good stuff out there but it's steadily disappearing. Make the most of it while you still can.



A final burst of sunlight late on the afternoon of Saturday 26 October illuminated 266.044 dragging ÖBB 1016.009 and a Salzburg bound freight near Kirchweidach.