

Black Forest Journeys

User Manual

Add-on for

Train Simulator

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Introduction and historical Background

This add-on to Train Simulator lets you experience some of most beautiful railroad routes of Germany. The "Schwarzwaldbahn", the "Hoellentalbahn" and the "Dreiseenbahn" conquer the mountainous Black Forest in bold routing through magnificent landscapes.

Shortly after the completion of the first railroad route between Nuremberg and Fuerth in 1835, all German states planned to introduce the new means of transportation.

The Schwarzwaldbahn

So, in 1840, the Grand Duchy of Baden started the construction of the route following the Rhine valley from Mannheim to Basel. Basel had been reached in 1855. At that time the idea came up to make the Black Forest accessible by means of a connection between Offenburg and Konstanz. Because the objective was not to cross the Wuerttemberg territory, the planners were confronted with major challenges.

Topography and geology seemed to be insurmountable obstacles considering the technical means of that time. In order to bridge the linear distance of 48 kilometers between Offenburg and Sommerau the route had to ascend 740 meters in altitude! The most favorable route between Gutach and Sommerau would have required a gradient of 40 per mil! This was out of reach for the steam engines of that time. Various concepts for the route were considered, but none of the variants allowed a continuous operation without reversing hairpin turns or a penetration of Wuerttemberg territory.

Only when the engineer **Robert Gerwig** (1820-1885) introduced his innovative concept of the double reversing loop,

the breakthrough had been accomplished. Because now the maximum gradient did not exceed 20 per mil it could be handled by the locomotives.

Gerwig's concept was pointing the way for the construction of mountain routes and therefore he became the leading planner and manager of the Gotthard route construction in the years 1872-1875. The Schwarzwaldbahn route was realized from 1865 to 1873. The first trains could drive non-stop on a single track from Offenburg to Konstanz in 1873. Double track extension was completed in 1888. Electrification was introduced in 1975.

One viaduct, four reversing loops and 38 tunnels (37 still in existence today) made the conquest of the highlands possible and set the stage for the legendary reputation of the Schwarzwaldbahn.

The Hoellentalbahn

Concurrently with the construction of the Schwarzwaldbahn the desire existed to connect Freiburg with the locations in the Schwarzwald highlands to Neustadt and on to Donaueschingen. Several planning variants were dismissed in favor of a single track route along the old postal course from Freiburg to Vienna through the "Hoellental". Financially, this was deemed to be the only viable solution.

Again, it was Robert Gerwig who proposed to implement reversing loops to conquer the gradients. Due to limited finances his plan was discarded in favor of a cogwheel route from Hirschsprung to Hinterzarten. Gerwig revised the plan once more and in 1884 construction began.

Seven tunnels were drilled and the famous Ravenna viaduct had been erected in order to reach Hinterzarten at 893 Meters above sea level.

The route from Freiburg to Wiehre was relocated before 1934 and the complete route was electrified in 1936.

The "Hintere Hoellentalbahn"

Shortly after the inauguration of the Hoellentalbahn the idea emerged to extend the route beyond Neustadt to Donaueschingen and thus to achieve the connection to the Schwarzwaldbahn.

Following the planning phase beginning in 1896, construction started in 1899. The routing was laid in loops to also access the "Baar" communities Roetenbach, Unadingen and Hausen vor Wald. In consequence, the route now was 10 km longer than actually necessary.

The route required the construction of five tunnels and four larger viaducts. The route was opened in summer of 1901 and thus the direct operation between Freiburg and Donaueschingen became possible. Unfortunately, the route is not electrified yet and has only low significance for long-distance traffic.

The "Dreiseenbahn"

In fall of 1911, the communities of the Schwarzwald highlands filed a petition demanding the construction of a railroad line from Titisee via Schluchsee to Sankt Blasien. In 1912 this was approved and exploratory work began.

Due to World War I and the following economic crisis, the first section Titisee-Schluchsee-Seebrugg was opened not until 1926. The continuation on to Sankt Blasien was abandoned, however. Remarkable on this route is the highest elevation station in Germany - Feldberg-Baerental - at 967 meters above sea level (m.a.s.l.).

Route Description of the Schwarzwaldbahn

Hausach in the Kinzig river valley (241 m.a.s.l.) is the starting point of our route originating in Offenburg. Hausach is located at the confluence of the Gutach and Kinzig rivers. Above the village the castle ruin "Husen" is a prominent landmark to the south west of the station. The existing track system originates from the time of steam engines which had been stationed here for double traction service on the mountain route.

In Hausach a single track route branches out for the destination Freudenstadt. Our double track route heads south into the Gutach valley in a right curve. In parallel the busy B33 highway follows the Gutach valley. Soon we pass the open air museum "Vogtsbauernhof" with its typical Black Forest farmhouses of the past. The Gutach valley is the home of the "Bollenhut", a traditional hat with many ball shaped clusters of wool on top. Married women wear them in black and single women in red.

Still on the valley floor, after crossing the B 33 and the Gutach river, we reach Gutach village with two parish churches. The Gutach train station does not exist any more. Following the left valley slope, our route now starts to climb at a constant gradient of 20 per mil till we reach Sommerau (except in stations, of course). Again and again we pass the typical farm houses of the Black Forest.

Shortly thereafter we drive through the first tunnel of the route, the Rebberg tunnel (54 m), before reaching Hornberg station. Directly behind the tunnel the village of Hornberg lies nestled in the valley and is crowned by the castle ruin by the same name. In the background one can hear the thunder of the famous "Hornberger Schiessen" cannons, an annual performance on an open-air stage in commemoration of an historical event. Crossing the impressive Reichenbach viaduct we arrive at Hornberg station.

Beyond Hornberg, the Gutach valley narrows and we pass the village Niederwasser located at the valley bottom.

Shortly thereafter the string of tunnels begins with 1st Glastraeger tunnel (23 m) and 2nd Glastraeger tunnel (43 m). We cross the B 33 on the Glastraeger bridge and the Gutach river. The names refer to the "glass carriers", who distributed the glass products of the Black Forest to the outside world in former times. After the 3rd Glastraeger tunnel (14 m) we enter the Niederwasser reverse loop tunnel (558 m) and, when leaving, we drive back into a northerly direction.

The route now steadily climbs along the westerly slope of the valley through the tunnels 4. Bauer (314 m), Hohenacker (41 m), 3. Bauer (89 m) and Letschenberg (130 m). With the latter tunnel the next loop begins, bringing us back into a southerly direction through the romantic Niedergießbach valley. Via the tunnels Roellerwald (162 m), Eisenberg (791 m) and Spaerle (80 m) we arrive in the Obergiess glen. Here we pass the former stopping point Niederwasser (515 m.a.s.l.) situated to our left and at the entrance of the Obergiess tunnel (175 m).

Driving through the tunnels Hippensbach (256 m) and Kurzenberg (323 m) we get back into the Gutach valley, now 80 meters below us. The tunnels Muehlhalde (64 m), Losbach (185 m), Forellen (64 m) and Grosshalde (326 m) follow and we arrive at the station Triberg.

The new station building (619 m.a.s.l) has been erected in the 1980ies Imperceptibly since Hausach our train has climbed 378 meters! At this point it is time to commemorate the ingenious planner and constructor of this route, Robert Gerwig. Upon leaving the station, we find a memorial in honor of Gerwig on the left. Above Triberg village, the cascades of Germany's highest water falls rush down.

Leaving the station Triberg, a tight left curve (60 km/h!) marks the beginning of the third reversing loop with the reversing loop tunnels Kleiner Triberger (91 m) and Grosser Triberger (835 m). Now, we again head into a northerly direction. The tunnels Gummambs (339 m), 1. Seelenwald (48 m) and 2. Seelenwald (68 m) follow. We are now 122 meters above the bottom of the Gutach valley.

With the 3. Seelenwald tunnel (195 m) the route turns to the Gremmelsbach valley and heads into a south-easterly direction, now beginning the fourth loop. Via the tunnels Gremmelsbach (911 m), Gaisloch (54 m) and Hohnen (328 m) we are back in Triberg, but this time 152 meters above Triberg township. Since Hausach our train has now conquered 486 meters in altitude!

With the Grundwald tunnel (381 m) our route turns towards the east in parallel to the Nussbach valley. Below us the village of Nussbach and the B33 to St. Georgen. Before entering the Kraehenloch tunnel (223 m) we pass the former station Nussbach. The tunnels Sommerberg (52 m), Farrenhalde (313 m), Steinbis (63 m), Tannenwald (167 m), Tannenbuehl (25 m) and Schieferhalde (93 m) follow in rapid sequence. To the right, the B 33 highway is accompanying our route for a short distance.

The following Sommerau tunnel (1700 m) crosses the European main watershed between Rhine and Danube (904 m.a.s.l.). At the exit of the tunnel the route reaches the summit of the Schwarzwaldbahn at 832 m.a.s.l. and the train has climbed 591 meters since Hausach!

On the left, a power substation comes up, supplying the Schwarzwaldbahn with the necessary electrical power and the train passes the village of Sommerau. Before heading into Sankt Georgen station, our route enters the Brigach river valley. The Brigach is one of the headwaters of the Danube.

Accompanied by industrial parks we arrive at Sankt Georgen station. Sankt Georgen township is known for its phono- and clock industries.

Shortly behind St. Georgen the route turns southward and runs along the Brigach river. At km-post 75 we pass the station building of the former stopping point Peterzell-Koenigsfeld. After the abandoned stopping point Kirnach-Villingen (kilometer 81,8) we soon arrive at the city of Villingen. The extended trackage of Villingen station still is evidence of the former central steam engine hub serving the Schwarzwaldbahn. Here, a secondary route branches off to the east, connecting Villingen to Schwenningen and Rottweil.

The city of Villingen to the right has nice historical buildings, a two-towered church and is ringed by a wall with five watchtowers.

South of Villingen our route enters the "Baar", an elevated plateau at the foothills of the Black Forest. Continuing on, we pass the abandoned station building of Marbach, in our days merely a stopping point of the suburban rail system "3-er Ringzug". Further stopping points are Brigachtal-Kirchdorf, Brigachtal-Klengen, Donaueschingen Grüningen, Donaueschingen Aufen and Donaueschingen Mitte/Siedlung. Finally our route reaches Donaueschingen Main Station and 677 m.a.s.l.. Here, the "Hintere Hoellentalbahn" branches off to the right and the main line heads southbound towards Konstanz.

Donaueschingen was the residence of the Princes of Fuerstenberg with the princely palace. Exhibiting Bohemian Baroque, the twin-towered parish church next to the residence is a significant landmark. In the park behind the palace, the source of the Danube is situated. Its waters join the Brigach which in turn joins the Breg river and forming the Danube east of the city.

Route Description of the Hoellentalbahn

The Hoellentalbahn originates in Freiburg in the Breisgau area. The main station of Freiburg is situated at the Rhine valley railroad route from Mannheim to Basel and undergoes heavy traffic by long distance-, suburban-, and the Hoellental trains.

The historic center of Freiburg with beautiful buildings is dominated by its Gothic cathedral and the magnificent church tower. A tour with the city tram will be described later.

Today's station buildings have been erected in the style of functionalism in 2000. On eight tracks, the travel traffic is being handled. At the southern end of the platforms the City Tram- and the Stuehlinger (blue) bridge traverse the exit tracks. In the axis of the Stuehlinger bridge to the west, the Herz-Jesu church is a prominent landmark.

Generally, the trains heading for the Hoellental leave at tracks 6, 7, or 8.

South of the station the depot of the DB Regio Suedbaden is situated with its extended trackage. To its east the main line to Basel continues in a southerly direction. To the west the Hoellental route begins. This route only exists since 1934. Earlier, the route had to negotiate the densely populated suburb of Wiehre. Immediately, upon leaving the main station, the double track route ascends and crosses the B 31, the Dreisam river and, in a left curve, the route to Basel. Soon thereafter the Loretto tunnel (514 m) is reached. Inside, the tracks cross the geological divide between the Upper Rhine rift and the Black Forest.

After passing the Sternwald tunnel (302 m) we arrive in the Freiburg-Wiehre station dating from 1934. Here the double track route ends.

Upon exiting Wiehre station our route runs in parallel to the partially tunneled B 31 highway. Righthand, the "Moesle" stadium comes into sight, a training ground for the SC Freiburg soccer club.

Next to the campus of the "Pedagogical Academy Freiburg" we reach Littenweiler station. Its architecture is typical for the region and the Hoellental route. On the horizon, the Schwarzwald mountain range comes in to view. At kilometer post 10, we recognize the pink colored historical "Talvogtei" (valley bailiwick) building of Kirchzarten and, behind it, the church tower of St. Gallus. Soon thereafter we reach Kirchzarten station (391 m.a.s.l.) with trackage allowing train crossings.

Behind Kirchzarten the route crosses the B31 in a wide right turn and enters the Hoellental valley with the "Hoellenbach" (hell's creek), sometimes also called "Rotbach". The following station Himmelreich (455 m.a.s.l.) is an important crossing point for the trains arriving every 30 minutes.

Upon exiting Himmelreich station we enter the mountainous section of the Hoellentalbahn with a 25 per mil gradient. Soon thereafter, the speed limit is set to 50 km/h. The route now follows the left valley slope above B 31 highway. Increasingly the valley becomes narrower and the mountains grow higher. We pass signalman's house Falkensteig and a little bit further up, Falkensteig village, nestled down in the valley. The route winds alongside the slopes and we reach Falkensteig tunnel (72 m).

When leaving the tunnel, we catch a glimpse of the so called "Paulcke Tower", a rock named after a Freiburg alpinist. Here we are at the tightest spot of the Hoellental where railroad track, highway and river barely find room in the gorge.

Immediately following the Falkenstein tunnel we pass through Unterer Hirschsprung tunnel (128 m). Looking back when leaving the tunnel, we can detect the monument of a deer high up on a rock on the opposite side of the gorge. According to an old myth, a deer, when chased during a hunt, did cross the gorge with a giant leap to escape its pursuers.

Behind Oberer Hirschsprung tunnel (69 m) we enter the former station Hirschsprung (571 m.a.s.l.). Here, the cogwheel track to Hinterzarten started. The cogwheel engines stationed in Hirschsprung aided in pulling the trains up the 55 per mil incline. Nowadays regular trains do not stop in Hirschsprung station anymore.

Exiting Hirschsprung, the route now turns into a southerly direction. A 90 degree left turn inside the following Kehre tunnel (202 m) brings us back into an easterly direction. At Kilometer post 20,6 we pass the former Posthalde station (657 m.a.s.l.) and auxiliary buildings. Down in the valley grounds the old stage coach station Posthalde, the Adler inn and a chapel are located. It was the last opportunity to change horses prior to the steep ascent to Hinterzarten.

Steadily climbing we pass former station Hoellsteig (741 m.a.s.l.). Deep down in the valley we find the age old chapel St. Oswald, and further to the east the farm estate "Hofgut Sternen" with the Goethe mansion, a hotel, a glass blowers shop, a building with a huge cuckoo clock in front and an old toll station. Above, the famous Ravenna viaduct rises and bridges the Ravenna gorge with its cascades. At the end of the viaduct, the route enters the Ravenna tunnel (47 m) and crosses the B31 highway, which winds it way up in wide serpentines towards Hinterzarten.

Via the tunnels Finsterrank (248 m) and Loeffeltal (82 m) our route has entered the Loeffeltal valley, named after the "spoon forgers" who had their workshops in this gorge.

Soon, the route reaches Hinterzarten (885 m.a.s.l.) and the end of the steep incline. Nowadays, the station is, as Himmelreich station, an important train crossing point. Hinterzarten became widely known by its sportsmen like Olympic ski jumper Georg Thoma. The "Adler" (Eagle) ski jump south of the village reminds us of grand times past. Below, the parish church "Maria in der Zarten" is situated.

After leaving Hinterzarten station the route crosses the Hinterzarten moor and reaches the summit of the Hoellentaltal with 893 meters above sea level at km 26,4. Two more kilometers, and we can see the church tower of "Christkoenigkirche" in Titisee. Behind it, the Hochfirst mountain (1190 m.a.s.l.) rises with its radio and observation tower.

Titisee station (858 m.a.s.l.) has four tracks and is an important branch point. Here, the Dreiseenbahn to Seebriegg branches off to the south, whereas the main line continues on to Neustadt (Schwarzw) in an easterly direction.

Titisee village is situated at the lake of the same name. The lake is a remnant of the last ice age and the Feldberg glacier. Many hotels are located at the northern banks of the lake.

To the northeast of the station the newly built "Badeparadies Schwarzwald" with its in- and outdoor pools offers fun and recreation in a spa-like setting for young and old.

Leaving the station, the route crosses the B 31 highway and the Gutach river, originating in lake Titisee. Our train now follows the Gutach valley for the next 12 kilometers.

Accompanied by industrial parks the train now approaches "Neustadt im Schwarzwald" township. Neustadt station (805 m.a.s.l.) is the terminus of the "Vordere Hoellentalbahn" route Freiburg-Neustadt. Here the electrified route ends. In continuation the "Hintere Hoellentalbahn" route leads to Donaueschingen and is serviced by Diesel engines. Changing trains or engines therefore is required for in Neustadt.

Neustadt has approximately 8000 inhabitants and forms a twin community with Titisee. A prominent landmark is the parish church Sankt Jakobus in Neo-Gothic style.

The Hintere Hoellentalbahn

Soon after leaving Neustadt station, the catenary ends and so does electrical traction. At this point a side line branches off to the paper mill Technocell on the left. Behind the plant premises, the huge B 31 highway bridge crosses the Gutach valley at 97 Meters above ground. Our route continues on the right slope of the solitary and romantic Gutach valley.

At Kilometer 39 we pass the former station Kappel-Gutachbruecke (788 m.a.s.l.). Here a side route branched off to Lenzkirch and Bonndorf until 1977. After passing the old station building, our train crosses the Gutach valley on the largest masonry bridge in Germany with an arch spanning 64 meters.

Later, we pass the Schwendeholzdobelbruecke of similar design at km 40.8. 52 meters below, the Gutach river rushes on. Soon we reach Finsterbuehl tunnel (166 m). Downstream, the river Haslach joins the Gutach. From here on, the Gutach is called Wutach (the furious) and forms a magnificent gorge before reaching the Upper Rhine after having descended 400 meters.

When leaving the Hoernle tunnel (227 m) our route leaves the Wutach valley and continues into a northerly direction following the Rot creek. Still in a solitary forest setting we drive through Setzen (104 m) and Kapf (203 m) tunnels.

At Kilometer 45 the route exits the woods and enters the "Baar" plateau, thus leaving the Black Forest. Soon our train reaches the stopping point Roetenbach (831 m.a.s.l.).

Behind Roetenbach the B 31 highway again meets our route on the left. After a railroad crossing, the pilgrimage chapel "Witterschnee" from 1901 comes into sight on our left. Its name is presumed to be of Celtic origin. Shortly after passing the chapel our train enters Loeffingen station, an important train crossing location on our route.

Loeffingen township has impressive historical buildings in its center and makes a visit worthwhile. In Loeffingen, the route turns to the south east. Leaving Bachheim stopping point (754 m.a.s.l.) the route points again to the north.

After passing Unadingen stopping point (748 m.a.s.l.) the route crosses the B 31 highway and, in a wide right turn, crosses the Mauchach gorge by means of a viaduct similar to the Ravenna viaduct. Shortly afterwards, the Gauchach gorge is spanned by an arched iron bridge and our train continues on eastwards.

Just before reaching Doeggingen village, our train crosses the European continental divide between Rhine and Danube inside the Doeggingen tunnel (535 m). Again, Doeggingen station is an important train crossing point of our route to Donaueschingen. After the former station Hausen vor Wald (716 m.a.s.l.) we head back to the north. Once more crossing the B 31 we finally approach the Breg valley and cross the Breg river, a headstream of the Danube.

Getting closer to Huefingen township a side route from Braeunlingen joins our track.

The station building of Huefingen (683 m.a.s.l.) no longer is in service and has been replaced by a stopping point platform. One more stopping point is Allmendshofen before our train reaches Donaueschingen station (677 m.a.s.l.). The station is the terminus of the Hoellentalbahn and the Schwarzwaldbahn route has been reached. Since Freiburg, our train has covered 79 Kilometers.

Route Description of the Dreiseenbahn

The Dreiseenbahn branches off the Hoellentalbahn in Titisee. After passing the dispatchers building east of the station, the track turns southward in a right curve. At the foot of Hochfirst mountain the route now climbs steadily along the banks of lake Titisee and on the left valley slope. Our route is accompanied by the B 317 highway. The views of the lake and the Feldberg region are remarkable.

After 7,5 kilometers the route reaches the station Feldberg-Baerental at 967 meters above sea level. It is the highest elevation train station in Germany. In reality the semaphores in this station and on this route were replaced by radio dispatching controlled from Titisee.

Feldberg-Baerental is a scheduled train crossing point. After exiting the station, the route turns into a southeasterly direction and descends steadily. At Kilometer 9,6 we reach the stopping point Altglashuetten-Falkau (857 m.a.s.l.). Shortly thereafter our train approaches a small lake, the Windgfaellweiher. This is the second lake of the Dreiseenbahn. At the station Aha (940 m.a.s.l.) lake Schluchsee comes into view. The two tracks in Aha allow a last crossing before reaching the Seebrugg terminus.

Closely following the shore line of 6,6 km long Schluchsee our route leads us to Schluchsee village. A bridge, crossing a side arm of the lake, brings us into the stopping point.

Continuing on, we pass the hunting lodge "Hubertus" on the right and finally arrive in Seebrugg station terminus (932 m). Here we also find the Schluchsee dam.

The Freiburg City Tram

As a bonus, you can make a short trip with the Freiburg City Tram from Freiburg main station into the historic part of town and back. Parts of the route are fictitious.

Starting at the City Tram bridge we pass the Freiburg Concert Hall and the Freiburg theater. The route enters Bertoldstrasse surrounded by university buildings. On the left, the baroque façade of the University Church dating from the 18. century comes into sight.

At the end of Bertoldstrasse the route turns right into Kaiser-Joseph-Strasse, busiest street in town. The tram drives through Martinstor (60 meters in height) and thereafter turns to the east into Wallstrasse (fictitious). Arriving at Greiffeneggring we meet the real track of the tram and we drive through the Schwabentor and (fictitious) the Herrenstrasse.

When the tower of the Freiburg Cathedral comes into sight, the track makes a left turn onto Muensterplatz and leads us around the Gothic cathedral with its 116 meter high tower.

The Muensterplatz with its buildings has been recreated almost perfectly. At the entrance of the square, to the left the "Haus zum Schoenen Eck", to the right "Kooperatur" and "Alte Wache". Next to it raises the mighty nave of the cathedral with the Renaissance loggia and the two choir towers.

Opposite to the cathedral the "Historische Kaufhaus" from 1532. Further to the west we can admire the baroque "Erzbischoefliche Palais" from 1756. At the northern end of the square we find the "Fischbrunnen" and the "Kornhaus" from 1498. Passing the City Library we get back to Herrenstrasse and finally, turning left, to Kaiser-Joseph-Strasse.

At the corner, we pass the "Basler Hof" dating from 1496, erected for Konrad Stuerzel, in his capacity chancellor to emperor Maximilian I.

Bertoldstrasse brings us back to the main station.

Scenarios

1. From Freiburg to Seebrugg following schedule

You drive the scheduled regional train RB 26937 with BR 143 on track 8, Freiburg (Breisgau) Hbf, to Seebrugg. Departure time is 12:10. You will receive HP2 (green-yellow) at around 12:09. En route stops are Freiburg-Wiehre, Freiburg-Littenweiler, Kirchzarten, Himmelreich, Hinterzarten, Titisee, Feldberg-Baerental, Altglashuetten-Falkau, Aha and Schluchsee. Arrival time in Seebrugg is 13:06.

There are train crossings in Himmelreich, Hinterzarten and Feldberg-Baerental. Keep the schedule and speeds precisely to avoid delays for the oncoming traffic and derailments due to the tight curvatures of the route.

Season: Summer

Weather: Clear

Total driving time: 1 hour 6 minutes

Mode: Standard Scenario

2. From Freiburg to Seebrugg in Winter

Like scenario 1, but now driving through the snow covered Schwarzwald highlands.

Season: Winter

Weather: Cloudy, light snow

Total driving time: 1 hour 6 minutes

Mode: Standard Scenario

3. From Seebrugg to Freiburg by Schedule

You drive the route of scenario 1 with RB 26940 and BR 143 in opposite direction. Departure in Seebrugg is at 12:39. Arrival in Freiburg Hbf is at 13:48. As in scenario 1 there are scheduled train crossings.

For the section from Hinterzarten to Himmelreich, prudent application of brakes is required in order to avoid runaway situations and derailments.

Season: Summer

Weather: Clear

Total driving time: 1 hour 9 minutes

Mode: Standard Scenario

4. Special Train to Donaueschingen

On track 6 in Freiburg Hbf a special train for Donaueschingen is ready. The train follows the schedule of RB 26941 (Freiburg-Neustadt) and RE 22306 (Neustadt-Donaueschingen). The V 200 Diesel engine allows continuous service without changing engines in Neustadt. Thus, you will experience "Vordere-" and "Hintere Hoellentalbahn" as non-stop trip. Departure in Freiburg 12:40, arrival in Donaueschingen 14:08. Please observe the 6 Minute waiting time in Neustadt.

Season: Summer

Weather: Clear

Total driving time: 1 hour 28 minutes

Mode: Standard Scenario

5. Hoellental- and Schwarzwaldbahn Magic

On track 6 in Freiburg Hbf the non-stop special train "Schwarzwaldzauber" with V 200 is ready to explore the most beautiful routes of Germany, the Hoellental- and Schwarzwaldbahn. Departure in Freiburg is 12:40. Arrival in Hausach is at 14:58. Attention in Hornberg: heavy cannon fire is common at that location.

Season: Summer

Weather: Clear

Total driving time: 2 hours 18 minutes

Mode: Standard Scenario

6. Winter Extremes in the Black Forest

On track 6 in Freiburg Hbf the non-stop special train "Schwarzwaldzauber" with V 200 is ready to explore the most beautiful routes of Germany, the Hoellental- and Schwarzwaldbahn. Departure in Freiburg is 12:40. Arrival in Hausach is at 14:58. Attention in Hornberg: heavy cannon fire is common at that location.

Season: Winter

Weather: Overcast, snow storm

Total driving time: 2 hours 18 minutes

Mode: Standard Scenario

7. Black Forest Tunnel Carousel

Take over the scheduled IRE 5315 Offenburg-Konstanz as new locomotive driver in Hausach in the Kinzig valley. Drive the train to St. Georgen (Schwarzw) where your assignment ends. On this trip you will experience the unique routing of this part of the Schwarzwaldbahn. Departure in Hausach: 12:18. Stops are in Hornberg and Triberg.

Season: Summer

Weather: Clear

Total driving time: 36 minutes

Mode: Standard Scenario

8. Roller Coaster to Freiburg in Autumn

You will drive a diesel train with V 200 from Hausach to Freiburg. On this trip, you experience the ascent of the Schwarzwaldbahn from Hausach (241 m.a.s.l.) to Sommerau at 832 Meters above sea level, the descent to Donaueschingen at 677 meters and the second ascend to Hinterzarten at 893 meters. In Freiburg, we are back at 268 meters altitude. This time, we experience the autumnal Black Forest. Departure in Hausach is at 10:05

Season: Autumn

Weather: Cloudy

Total driving time: 2 hours 4 minutes

Mode: Standard Scenario

9. Roller Coaster to Freiburg in Winter

You will drive a diesel train with V 200 from Hausach to Freiburg. On this trip, you experience the ascent of the Schwarzwaldbahn from Hausach (241 m.a.s.l.) to Sommerau at 832 Meters above sea level, the descent to Donaueschingen at 677 meters and the second ascend to Hinterzarten at 893 meters. In Freiburg, we are back at 268 meters altitude. This time, we experience the wintery Black Forest. Departure in Hausach is at 10:05

Season: Winter

Weather: Cloudy, light snow

Total driving time: 2 hours 4 minutes

Mode: Standard Scenario

10. Winter Steam Double in the Black Forest

From time to time, a spectacular steam train event takes place on the Schwarzwaldbahn. Around January 6th, historic steam trains congregate in Hausach. Starting here, two trains drive in parallel on the double-track route with alternate passing action to St. Georgen. Stops in Hornberg and Triberg will allow the oncoming regular traffic to meet their schedules.

Two trains are ready in Hausach. You drive the train on the right track. After you get HP1 (green), you must observe the left train, which takes the leading role. You should start your train more or less simultaneously with the left train. The task is to drive alternately ahead or behind the train on the left track. At the intermediate stops in Hornberg and Triberg, the left train initiates the continuation of the trip as in Hausach. For best enjoyment it is recommended to select the external view by pressing keys 2 or 3. Arrival in St. Georgen concludes the task.

Season: Winter

Weather: Cloudy, light snow

Total driving time: 50 minutes

Mode: Standard Scenario

11. Swapping Engines in Neustadt

On track 2 in Kirchzarten a train with through coaches is ready for a trip to Loeffingen. The train has a BR 143 engine and therefore must receive Diesel traction in Neustadt.

Once you receive clearance, drive the train to Neustadt onto track 2. Uncouple the BR 143 and park it on track 3. When performing the shunting maneuver, pay attention to the end of the catenary east of Neustadt. The track switches have to be set by you.

A V200 is ready on track 4 for you to take over. Bring the V 200 to track 2 and couple it to the coaches. Drive on to Loeffingen. You will only get clearance after setting the proper switches in Neustadt (best done in 2D-view).

Season: Summer

Weather: Clear

Total driving time: 50...60 minutes

Mode: Free Roam Scenario

12. Steam Train through the Hoellental

A steam train trip through the Hoellental is planned. The Hoellentalbahn with its 55 per mil gradient constitutes a special challenge for steam engines. Your job is to master this challenge. All track switches have to be set by you. When passing of red is required, you have to obtain special clearance by the dispatcher.

In the Freiburg depot, a shunting engine BR 294 is ready for you to take over. Drive to the track in the depot occupied by four blue coaches Avmz. Drive these coaches to track 8 in the Freiburg main station and park them there. Drive back to the depot and park the BR 294 on the track west of the steam engine BR 52.

Take over the BR 52 and bring it to the old turn table of the former depot. Turn the engine 180 degrees and drive it to track 8 and couple it to the four blue coaches. You should depart with the train for Himmelreich and Titisee around 12:30 on track 8.

Drive to Himmelreich onto track 1 and wait. On the dead end track of track 2 another B 52 is waiting. Take over this engine and couple it to the other BR 52 for double traction. You now control the first engine.

In double traction you should now drive to Titisee onto track 4 and park the train there.

On your trip, you will notice, that, on the steep incline, the speed may drop down to under 25 km/h even with full open regulator. This is normal and to be expected. You will only make it, if you exploit, where ever possible, the maximum permissible speed limit!

Season: Summer

Weather: Clear

Total driving time: approximately 1 hour 20 minutes

Mode: Free Roam Scenario

13. City Tram Tour in Freiburg

It is Sunday morning and the City is deserted. It is a good opportunity to explore the beauty of the historic quarters of town.

You drive the City Tram waiting on the bridge across the Freiburg main station tracks. Don't exceed 25 km/h. Approaching Muenster square, you will hear the full holiday ringing of the cathedral bells. Savor the flair of the Muenster Square with its historical buildings. After circling the city you will get back to the City Tram bridge and the round trip ends.

Season: Summer

Weather: Clear

Total driving time: approximately 15 minutes

Mode: Standard Scenario

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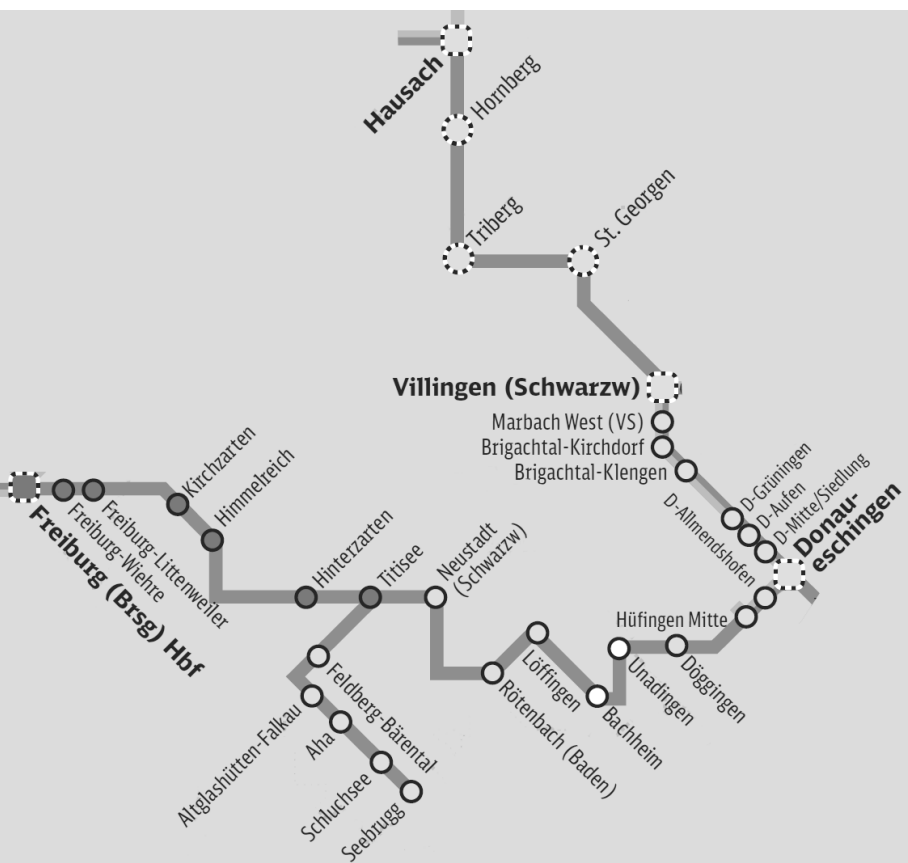
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DVD

Route Map



Schwarzwaldbahn Tunnel

