



ID 350

Length 2,4 km Travel Speed 28 km/h

Passenger flow Not available

Inauguration 1847, 1957 (R), 2015 (RP)

Closure 1945, 2015 (P)

Importance ...

... border region High

... countries concerned Medium

... TEN-T network Low

Status of operation operational Classification 2017 exploited with shortcomings services

TEN-T corridor Core Network

Missing infrastructure -

Administrative obstacles Polish trains to Görlitz without PZB have to be staffed by two persons

INTEROPERABILITY ISSUES

Railway gauge 1435 mm

Number of tracks 2

Electrification -

Train control system [DE]: PZB, [PL]: SHP

OPERATIONAL ISSUES

Type of service Passenger services Touristic/seasonal services Freight servicesPassenger services in 2017 regional/long distance/TEN-T/seasonal 168 / 0 / 0 / -
Number of trains per week (number of operating weeks in brackets)

Infrastructure manager DB Netz AG [DE]; PKP PLK [PL]

Language of operation [DE]: German, [PL]: Polish

Competent authorities for PSO passenger services ZVON [DE]; Województwo Dolnoslaskie [PL]

Railway undertaking(s) Die Länderbahn-GmbH DLB [DE]; Koleje Dolnoslaskie [PL]

Ministry of transport BMVI [DE]; Ministerstwo Infrastruktury i Budownictwa [PL]

ADDITIONAL INFORMATION

Electrified with 15kV/16 2/3 Hz from 1922 to 1945. Border bridge demolished in 1945 and reopened in 1957. No passenger traffic between March and December 2015 due to unresolved funding issues. Since December 2017, one more pair of border-crossing regional passenger trains. (Re)electrification on the Polish side up to Zgorzelec (or even Görlitz) is planned to be realised in 2019. There are also plans for electrification on the German side for Dresden-Görlitz, but no decision taken yet.