

## European Branch to Austria 4<sup>th</sup> – 8<sup>th</sup> May 2006

Why we do this I don't know, but we do! We should be taking it easy at our age, well we should be! 01:00 was the start of this latest escapade as we loaded the bus for the drive to Stanstead Airport, Standback, at the wheel, Metal Micky in the navigation chair, the exiled Brummie, on the back seat and me - mainly asleep on the floor - made up the party on this occasion. Austria was our destination and Ryanair our carrier, who, once again, had provided us with a return fare of under £50. We reached the airport in plenty of time, made a smooth, easy passage to the departure lounge and managed a window seat on the 06:50 departure to Salzburg. Once again the plane was not full and once again the flight was smooth, allowing me to get further sleep so, once the controlled crash had been performed I was like a spring chicken bounding down the steps from the plane (then I woke up).

Austrian customs were as efficient as ever and the well known German car hire firm, Hertz Van Rental, had us on the road before 10.30. We should have been heading for Zell-am-See but due to a spelling failure, were actually heading for Selzthal. 'Luckily' we were only 40mins into the drive when this mistake was discovered, just in time to turn round, miss Zell out completely and head for Bischofshofen Depot. To say the depot foreman was surprised to see us was an understatement, 'we have no loks here' was his answer when we asked, he was almost right we found 4 numbers at home. Heading for Villach we passed a plinthed 1161017 on the outskirts of Bischofshofen before settling in for the long drive. I spent most of it studying the inside of my eyelids, tunnels came and went, snow topped hills appeared and we had to crank up the air conditioning but we eventually arrived. An ask got a positive response, however most of the turntable had been dug up for renewal and the half roundhouse was therefore completely empty. There were still over 30 locos 'on shed' 1042513 was nice to see the 7 class 2043 diesels kept our cameras employed. After saying our goodbyes, we made friends with the local allotment holder (what we will do for better photos) then moved off towards Klagenfurt. For the first time ever we managed to find the depot engineer, he gave us the nod, actually he walked round with us; well he did until he got a better offer. As usual there was not much at home, just 6 numbers today. We scoured the yard but failed to add to the total, so headed for Graz.

We were ahead of our planned time (I wonder why that was?) so we visited the depot. Getting permission was a long drawn out process but we managed it. The light was excellent, 1042002 were at home and both class 2143 diesels on shed, 2143011/045, were amazingly photographic. After filling our boots we made it to the Ibis, which was our base for the night. A rapid scrub down followed before we headed into the town centre and dined on large steaks washed down with the local brew. We all 'waddled' back to the station and did the usual last 30mins before a welcoming bed called us for the night.

**Bischofshofen Depot (12:20)** 1141019 2043020 2067051 heating lok 011-33 **Bischofshofen Town Limits (12:35)** plinthed electric 1161017 **Villach Depot (14:30)** 1042513 1044003/007/021/028/055/064/078/124 1064007 1116066/077/113/182/219 1144267/280 2016051 2043021/039/050/069/070/074/075 2062008/021/047 2067003/008/010 2068037 5047040 DB loco 110203 dispelok 189909/913 **Klagenfurt Depot (18:20)** 2016046/080 2067009 2068017 X626103/181 **Graz Depot (18:20)** 1016020 1042002/503 1044014/052 1116061/257 1142534/554/579/601/619 2016016/054/055/090 2067011/018/079/092 2068013/023/043/051/053/059 2143011/045 4010029 4024041 5022007/010 X552022 X626176 **Graz Hbf (22:10 – 22:40)** 1042055 1116136 1144285 5022007/019 GKB600-2.

We started day two with a leisurely Ibis breakfast taken in the restaurant overlooking a bustling Graz which was busy, even at 07:30. A painless checkout had us away by 07:50 and a steady drive found us at Knittelfeld depot by 08:45. As usual a full visit was granted and the sun shone as we took a steady walk round. Pete chatted to the cleaning ladies, Warwick totally lost his sense of direction and in total 32 numbers entered our books, these were scattered around the

depot site and plenty of walking was required to identify them all. We could not find anyone to say goodbye too, so we just moved on. Our next depot was a new one for us, Bruck-am-de-Mur. We found it easy enough and the entrance to it is located off the footbridge. After a short negotiation with the depot foreman (he was so shocked to see us) a guide was provided to take us round. Although mainly used as a wagon repair facility the old roundhouse contained 7 locomotives but photos were almost impossible as they were all well inside. We said thanks and headed off to Selzthal (not spelt Zell).

The sun came out as we arrived, the foreman was happy to let us wander around and the 5 class 1042 electrics made it all worthwhile. This depot is surprisingly small for its allocation and the 31 numbers at home today almost filled it. The depot however, is the home to many 'nostalgic' electric locs and these are in fantastic condition; one day one or two of these will actually be outside when we call! Next call was the depot that started it all for us in Austria, Attnang-Puchheim. The entire depot building seemed devoid of human life, but a good search produced the depot engineer servicing his car. He agreed to our request for a visit and a full walk round produced a surprise in so far as parts of the depot are now used by Österreichischen Gesellschaft für Eisenbahngeschichte e. v. (ÖGEG) to repair and restore their preserved locomotives. A total of 23 numbers were 'on shed' today and we got some very good photos. Wels depot was our next call, again a visit was granted, all the class 2043 diesels were obviously withdrawn and the depot itself was quite empty with a total of just 32. Small shunting locomotive X260096 was located in the nearby yard before we found the Ibis in Linz and deposited our bags. A two hour session on the nearby Hbf followed and once again train followed train, we never got a clear view of the nearby depot as freight trains constantly blocked it. This station is still worth a visit, in the two hours we spent there only one train was a unit, all the rest were loco hauled.

We had dinner back at the Ibis then did a further session on the Hbf, freight was still flowing freely and although it was dark interest was maintained for 45mins until the call of the beer became too much and we just had to return to the hotel.

**Knittelfeld Depot (08:45)** 1067.03 8081.05 1044050/105/125 1110015 1116096/166 1141016  
1142658/679 1245525 2043011/062/064 2062016/017/018  
2067012/042/045/046/072/073/082/100 2068048 2143044/062/064 4024038 X112.07 **Bruck-am-de-Mur depot (10:15)** 1063002 1116151/271 1142601 2067044/080/085 **Selzthal Depot (12:00)**  
1040001/013 1041202/222 1042020/502/512/514/519 1044032/120 1063005 1080001/007  
1116026/031/233/272 1142628/639/647/674 1245004/005 2043022 2067014/017/033  
X260045/100 X626217 **Attnang-Puchheim Depot (14:30)** 1018002 1020012/024 1040015  
1061002 1062012 1063012/018 1067004 1080011 1116095 1161019 1163007 1180004  
1245002/518 2043012/042/060/067 5047063 X262005 X626202 **Wels Depot (15:50)** 8081.21  
1044025/041 1116098/122/237 2043026/030/041/054 2060079 2067032/037/039  
2070007/008/017/021/022/034/036 5047068/070/082 X260087/098 X262058 X627053 DB  
140434 151050 185045/052 **Wels Yard (16:20)** X260096 **Linz Hbf (17:20 – 19:20)**  
1016002/035/037 1042041/509 1044008/010/063/071/123 1063019/020  
1116004/008/033/072/078/087/136/195/258/263/270  
1142549/567/576/586/612/635/644/656/665/671/682 1144266/270/283 2016075 2043025  
2067028/054/055/088 2070010/012/013/018/019/026/045 5047066 DB 101113/120 140504  
151012/081/085/142 182005/006/023 185046 401068/568 **Linz Hbf (21:40 – 22:25)** 1016032  
1042052 1044021/030/066/124 1063003 1116042/050/092/095/128/184/194  
1142646/653/654/683 2070013 4020078/276 DB 101008/100/120 151130 182023 185040/055  
Private lok ES64U2021

We only just managed breakfast on Saturday! An early start was called for as we needed to make St Pölten Alpenbahnhof for the departure of train E6837 the 08:29 to Mariazell. We had promised ourselves a ride on this fascinating narrow gauge railway on our last visit and today were to be the day we did it. An easy drive from Linz saw us on the 'platform' (well worn down dirt track would be more precise) by 08:15, we quickly viewed the nearby depot before 1099011 arrived

with our train. We had picked this train because it was booked loco haulage, we did not realise it would be a wedge! There was very little to see (train wise) on the entire journey but the scenery is something else. The line weaves its way up to Mariazell in the long sweeping curves that are generally used to gain height, at times you feel you disappearing up your own backside. The whole trip was brightened up when 'supergran' tore the internal door of its hinges and the beer trolley arrived! Waiting at Mariazell was 1099016 with our train back down and we just had time to take photos and have a coffee before we boarded train R6832 and let the little engine do its work. The trip back down was far better; the carriages were far emptier and because we were going downhill, took 6min less.

After leaving our train at the Alpenbahnhof, we made our way to the nearby depot and secured a full visit. It contained 13 locos and 1 engineer's trolley but no units (which was a surprise). 1099001 were on accommodation bogies and 1099007 still looks to be in undercoat. Many of the locos here are obviously out of use and I wonder what the future holds for them? A quick view of the nearby works followed (we should have had a full visit, but OBB pulled the plug at the last moment) before we made it to the standard gauge depot at St Pölten. Once again a full visit was secured and despite looking empty the depot contained 26 numbers.

Next came the depot at Krems and it was bathed in sunshine when we got there. OBB Nostalgic allocated 2143024 in orange livery departed the nearby station during our visit, it was a pity it was the wrong side of the sun to photo, so we had to make do with 2143055 which was parked under the trees and 1042005 which was parked just in the right place! In all 15 numbers were at home, which was quite a disappointment. Our final depot of the day took us into Vienna, the traffic was better than we expected and the barrier that blocked our entry the last time we visited here was raised, so we accepted the invitation and entered. A request for a visit was agreed and in decreasing light, due to an impending thunderstorm, we did a quick walk round. It was well worth the effort, 33 locos were here in total, 5 of the rapidly decreasing class 1042 electric locos were 'on shed' along with DB's 101132 and private owner ES64U2064, an excellent end to the day. After a false start (wrong Ibis Pete!) we made it to our hotel, a quick de-louse followed then a 25 second walk to a nearby eating house. After delivering our order, large Pork steak with chips for Warwick, two racks of ribs and a bucket of chips for Malc, a 20inch Pork & Beef skewer with pan fried potatoes for me and a tuna salad for Pete (I know, please don't say anything), our waiter asked if we had come to run the marathon! We washed dinner down with the local brew and then hit the sack, even the bare naked ladies of German television were not enough to keep our eyes open.

**St Pölten Alpenbahnhof (08:00 – 08:30)** 1099007/010/011/012/014 2070049 2095006/013  
4090001 5047001/009 5090014/015 **Klangen (08:57)** 5090016 **Kirchberg a d Pielach (09:27)**  
1099013 train 6830 the 07:47 Mariazell to St Pölten **Mariazell (11:08)** 1099016 **Gösing (12:22)**  
4090002 train 6841 the 10:41 St Pölten to Mariazell **Kirchberg a d Pielach (09:27)** 2095006 train  
6807 the 12:24 St Pölten to Laubenbachmühle **Klangen (13:55)** 5090015 **Schwadorf (14:12)**  
5090014 **St Pölten Alpenbahnhof Depot (14:20)**  
1099001/003/004/005/006/007/008/009/011/012/013 2095011/013 X627951 **St Pölten Works**  
**[view] (14:50)** 2043052 2048004 2143066 5090006 **St Pölten Depot (15:10)** 1044034 1063031  
1116192/195 1144206 2016027/032/048 2043017 2062035 2067106/107  
2070037/039/048/050/051 2143027/028/039/048 5047008/009/016/022/025 with DB101067  
passing **Krems Depot (15:55)** 1042005 1063029 1142554/562 2045002 2143029/043/055  
5047002/017/024/026/028/039 X260089 with 2043024 passing **Vienna West Depot (17:20)**  
1042021/034/046/501/504 1063030 1116004/010/023/053/058/085

1116161/232/268 1142206/550/557/558/566/648/659/707 1144278 2060090 2067081/094  
2070056/083 4010020 4024010 DB 101132 Private lok ES64U2064

The usual Ibis breakfast awaited us this morning and for once we did not have to check out! We have mastered the entrance to Vienna Oost depot now and this was our first call. As we expected

at 07:55 on a Sunday it was full. Once a visit had been secured the sun appeared making the walk round even more pleasant. CD diesel 754004 passed with a train and the 11 class 2143 diesels allowed us to fill a few holes in our photo lists. Visit over, we did the 45 second drive to Vienna Sud depot and secured our second full visit of the day. The running shed was heaving with locomotives but once again, 1042001 was in a totally un-photographical position. We were amazed at the number of class 1014 electrics 'on shed', until today these had proved rather elusive but 12 were here this morning, filling many gaps. I was surprised by the lack of main line diesels here, you normally get a handful but the amount of electrics made up for this. We tried to do the Nord depot next, tried is the right word as we got stuck in the marathon! With roads closed all around us we were in danger of being 'grounded' for a while when we abandoned the Nord idea and headed in the opposite direction, to the preservation centre at Strasshof.

From their web site we knew this was a steam operating day, 97.208 was in full steam and the running shed contained 3 or 4 others that were 'ticking over' (if that is the right term to use for steam locos) providing an excellent atmosphere. A walk round the entire site took a long time; the exiled Brummie disappeared into the brambles (watch that hill Warwick) and Metal Mickey got the wind. Rusting hulks were scattered all over and took time to identify, at times we did not managed it, then, after buying some postage stamps (with steam trains on, don't ask!) we departed. We passed plinthe steam lok 52.7593 on our way to Kledering Yard and a view here produced 23 stabled locomotives in two distinct areas. Electric loco 1014005 passed, as did the airport express liveried 1116141 & 1116142, before we moved on. Another 'new' depot came next and at first we thought the small shed at Bruck a d Leitha was empty. Closer examination found otherwise and we are glad that the shed door was left unlocked when the last employee had left.

There is still a big hole in the road by the entrance to Vienna Neustadt and Malc had a hard job piloting the car through it into the depot car park. The car park attendant was very interested in us and was only to happy to give us permission to visit, however we thought better of this and sort out the depot engineer, he gave his permission too. Over 50 numbers were here, in the main the older diesels have been replaced with the new class 2016, the final two of this class 2016099 & 2016100 both being here, but there were still 6 2143 to take photos of round the turntable (for perhaps the last time). We said our goodbyes and headed of to explore the Schneeberg bahn rack railway depot at Puchberg. Electric 1116148 crossed our path at St Egyden level crossing and diesel 2016059 was waiting at Puchberg with a passenger train, however the rack railway depot was closed and locked. Three of there four serviceable steam locos were visible through the shed windows and we thought that the service train running that day would have the other one at it's head, so we waited for it. We were wrong but still photographed DMU BB12+BB22+BB32 as it trundled down the hill into the station. With the Vienna marathon now over we headed back into the city and tried for the Nord depot, where, despite locating the tunnel that contained the entrance the last time we were here, we failed to find the entrance! (Does anyone know how you get into this depot now?). Foiled we headed to the depot at Franz Joseph banhof, we found this entrance and the engineer provided an English speaking guide, he should have provided us with a good torch. This place is Birmingham New Street with knobs on, the exiled Brummie thought he had returned to his spiritual home and was in raptures! We identified 21 numbers in varying degrees of darkness, our guide explained the technical difference between a class 1042 and 1142 and then told us that Saturday is the best day to visit because there are more locos on the depot that day.

After saying thanks we headed back to the Ibis, scrubbed the dirt off and wandered back to the same eating house as yesterday. The last night followed the usual last night routine, largest meals on the menu, largest beers in the house and largest puddings you have ever seen, before bloated we headed off to bed.

**Vienna Oost Depot (07:55)** 6581.64 1014003/005/017 1016028 1046019

1116003/018/082/107/124/170

1116220 2016008/020/021/024/031/036/039 2050002/003 2062057 2067074/089/111

2068004/005 2070053/054/059/061/063/067/068/070/071/074/077/084/086/088  
2143021/040/042/046/049/052/056/067  
2143069/071/073 4020228/282/307 4024014/052/065 5047029/050/053 5081001 5147007  
Steam loco 52.4984 with CD diesel 754004 passing **Vienna Sud Depot (08:30)**  
1014001/002/004/007/008/009/010  
1014012/013/014/015/018 1016025/028/041 1042001/013/018 1044011/012/073/074  
1063027/035 1064001  
1116036/062/063/075/082/105/109/122/139/160/166/170/173/174/215/228/238/267/273/276/280  
1142553/578/675/681/686/687/690/692/697/701/704 1144267 2045020 2067105/108  
2070057/058/062

2070064/066/069/072/090 2143063 4010009/028 4020227/3014824001  
6010010/013/016/018/027 6020261 X262056 **Strasshof Preservation Centre (10:40)** diesel  
loks 1 2 3 4 2060004/074 2062033 electric loks 011-01 1010002/011 1020038 1040008 1041001  
1044501 1045014 1046005 1060001 1110023 1141028 118905 157001 steam loks 1 106 10913  
1210 1513 156.3423 1665 18001 1851 197.301 22.9222 25.7601/7605 30109 3033 31023  
33032/033/102 372 42.2708 52.100 52.7594 5414 55.708 57.223 58.003 58.744 93.1403 97  
97.208 98.6907 DT07 EMU 4030210 4041.01 DMU 5046001/201/204 6546217 ET10106 plus  
many other rusting hulks carrying no identifiable numbers! **Strasshof Town Limits (12:05)**  
plinthed steam 52.7593 **Kledering Yard (12:55)** 1016017 1044026/063 1063033  
1064003/004/006 1116033/063/080/087/110/119/260/282 2067101/102 2068001 X552010  
X627511/801 DB 140728 182001/008 with 1014005 1116141/142 and 4024072 passing **Bruck a  
d Leitha (14:15)** 1116009 2067110 2070085 2143014/070 4024009/052/069 5047093 with  
1116002 and 1144210 passing **Vienna Neustadt Depot (15:40)** 1116154/175/211  
1142590/627/684 2016009/011/013/022/025/026/028/029/033/035/037  
2016038/040/052/053/099/100 2067075/096/098 2068006/019/020/029  
2143012/013/022/024/075/076 4020246/294 5022011/013  
5047030/035/036/047/052/055/056/089/090/095/099 5147001/002/003/004 6020215/250 **St  
Egyden (16:24)** 1116148 passing **Puchberg (16:45)** 2016059 5047094 Schneeberg bahn rack  
railway DMU BB12/22/31/32 steam 92.220 99.902 99.903 and plinthed steam 999.101 **Vienna  
Nord Depot [view] (18:45)** 6020284 **Vienna Franz Joseph Depot (19:00)** 1016011 1042023  
1063028/034 1142563/618/676 2070073/076 4020115/283/296/300/308 4024049/056/063  
6020115/117/238/296

A further Ibis breakfast started this day, then, after a painless checkout we did the drive to Amstetten. The sun was out by the time we arrived at the depot, the engineer was in a good mood and granted us a full visit. Once again we found plenty of 'preserved' ÖGEG stock on the depot (we actually had to fetch the engineer to open an internal door for us to allow us to see everything) the 19 numbers here being the most I have ever seen in this depot. We departed past the plinthed 78.606 and made our way to Waidhofen a.d.Ybbs and the narrow gauge depot that is here. The depot engineer was surprised by our request, 'most people don't bother to ask' he said, but was happy to allow us to look round. The small depot contained just 8 numbers, 4 of which were class 2095 diesels.

Next came a session 'line siding' at Wels Hbf, once again we were rewarded with plenty of passing freight trains in among the passenger workings. Standback produced his video camera (which blinked when it came out of the bag) and the resident 'nutter' decided it would be fun to talk to us (come back Billy, all is forgiven), 1042050 passed double heading a freight, 2043022 worked in on a local 'pick up' and DB class 101 electrics were noted on internal Austrian workings. All this made for an interesting stop over, but we eventually had to drag ourselves away. It was time now to visit the preservation site at Ampflwang, which is the main base of ÖGEG we have been here before, two years ago and the progress is amazing to see. A large roundhouse has been built to house some of the many locomotives belonging to ÖGEG (as we have already seen, many are out based in various working OBB depots) and more work was going on during our visit. The entry fee was 5Euro and for a non-working day this was about right.

There were 32 static exhibits, steam, diesel and electric scattered about the site, access to all was easy and each one was clearly labelled in English as well as German, if you are in the area it's well worth a visit. We departed earlier than expected so visited the other end of the line at Timelkam, 5 ex OBB electric lok were still at this site and, again, don't miss it if you are in the area.

We were fast approaching our flight departure time now, so headed into Salzburg, passing 11630001 at Lenzing station, we headed first to the main depot. We have always received a warm welcome here and today was no exception. A walk round produced 35 numbers which included private lok ES64 F4 010, DB 139131 and a colorful 1116185, next came the local Bahn depot, it's only round the corner. This always proves to be interesting and it was again today, private lok 1116911 was inside and three ex OBB 2048 diesels were outside in the sun, the number of times we have visited here now you would think we would have cleared their stock, well, you can think that. The final 20mins was spent on Salzburg Hbf, not much actually happened while we were there but we did get a decent shot of DB 152049.

The flight home was totally un-eventful and for once the baggage handlers at Standstill Airport had our bags to us in under an hour. Malc did the drive home, which he must have done expertly because the first thing I remember is waking up at my door, another trip completed.

**B1 road, approaching Amstetten (08:55)** 1016011 **Amstetten Yard (09:01)** 2070047  
**Amstetten Depot (09:10)** 1010015 1016037 1044017 1116015/048 1142668 2043015/027  
2045009 2062003/026 2143036 5046214/216 5146208 6546218/225 X150.01 DB 185057  
**Amstetten Station (09:35)** plinthed steam 78.606 **Waidhofen a d Ybbs Depot (10:00)**  
2095007/008/009/010 5090009/010/011/012

**Wels Hbf (11:45 – 14:10)** 1016039 1042050 1044052/116/123/239  
1116011/012/019/073/097/100/166  
1116188/205/221/275 1142533/610/612/630/631/632/640/651/673/677 1144239/283  
2043022/042 2070027/034 5047066/072/100 X626162 DB 101065/088/121 139315 151006/157  
185044 401063/563 private lok ES64U2024 lambach EMU 25103 **Ampflwang Preservation  
Centre (15:20)** electric 1020003/022 1046007 1110009/025/526 diesel  
2050005/008/011/015/016/017 2060058 2062038 DMU 5146201 steam 01533 1214 230174  
298102 44661 503519 521198/3316/3517/8171/8186 5867 6381801 86501 931394/1455 95011  
**Timelkam (16:25)** preserved electric 1010004 1110018/522/529 1141007 with 1016013 and  
1142656 passing **Lenzing station (16:37)** 1163001 **Salzburg Depot (17:25)** 1016012  
1044065/066/111 1116090/094/120/125/185/207/218 1142653/656 1144287/288  
1163005/006/009 2067024/026/095 2068028/032/040/042 4010009 4023001/002/006  
4024015/018/074 DB 139131 152013 private lok ES64F4010 **Salzburg Local Bahn Depot  
(17:55)** SLB stock 7 61/2/3 83(NWB V1101) 84 (NWB V1102) 85(NWB V1103) 116 BCL162  
C109/158 E11 ET1 ET3 ET6 ET10 ET32/33 ET41/44/44/46 ET51/57 MWB stock 2048018(NWB  
V87) 1116911 **Salzburg Hbf (18:40 – 19:00)** 1044009 1116167/221 1142635 2067070  
4010004/013 4023004 6010009 Heating unit 011-39 DB 111042/071 152049