

European Branch to North East Austria 11th to 15th September 2003

Birmingham airport was the rendezvous point for the members of this, our first real trip into Austria. So, at 05:00 Metal Mickey, the exiled Brummie and myself, the branch official, were joined by Julian Wooldridge, the exiled Brummies brother. Check in was painless and we all boarded the 06:30 Duo flight bound for Stuttgart, the flight was not full, departed on time, did not experience any difficulties and landed on time, so I suppose you would call it a good flight.

As usual, Europecar had us away in under 20mins and we began our long drive to Linz. We stopped off at Passau, for lunch and an hour on the station. Our first Austrian loco of the tour, 1044064 was stabled in the station, being among the 16 numbers identified in the stop over. Break over we headed on into Austria. Our first call was to be the depot at Attnang Puchheim, here we experienced a phenomenon we would encounter many times on this trip. The depot engineer was in the mess room, along with all the depot staff, eating pickled sausage and cold mashed potato. It was kind of embarrassing to ask for a visit, but we did and were granted one. Twenty-one numbers later the visit was completed, 1041001 was present, outside the half roundhouse and allowed it's self to be photographed. New diesel 2016009 was also there, our first member of this class.

Next stop was to be the depot at Wels, however when passing Lambach we noticed privately owned 20111, while getting a photo of this 1142609 passed us with a freight train. Locating the depot at Wels was a problem, visiting the station found 10 numbers but no sign of the depot. A 15min hunt eventually located the entrance, just by the large Ikea, if anyone would like to know. The pickled sausage situation arose again, but once again a visit was granted. This depot is one of the last outposts for the class 2048 diesel locos and six, 2048002/003/004/005/017/026 were on the depot. Inside the running shed we found 2070001 and a large barbeque with fish on it! We said our thanks and moved on. The nearby FLT contained just two shunters allowing us to arrive at our first hotel, the Ibis at Linz station at 18:30. After a much needed de-louse we headed for the bar and then the restaurant. Once stuffed we did the compulsory late night station visit, via the tram terminus, where Julian acquired his European nickname, Toby (after Toby the Tram engine from Thomas the tank engine). A 45mins stint on the HBF produced 36 numbers, including more than a dozen passing freights.

Passau HBF (13:00 – 14:00) 101023 111179 140543/646 143253 151017 363665 365198 401069/569 628593 928593 OBB 1044064 1116114/154 1142595. **Attnang Puchheim Depot (15:20)** 1016011 1041001/013/017/024 1042045 1044016/246 1045009/012 1063026 1116065 1142598/602/608/611 1163003 2016009 2062026 5047061/062. **Lambach Station (16:20)** 20111 1142609 **Wels Station (16:45)** 1044125 1142005 2067037 2070006/019 5047065/076 X260096 DB 151017 708016. **Wels Depot (17:00)** 1016008 1042014 1044118 1047503 1116060/067/110 2043028 2043037 2048002/003/004/005/017/026 2062003/005 2067028/033 2070001/016/020 2070021/080 5047060/067/068/080 X260087/098 X552107 DB 140378/625 151160. **Wels FLT (17:45)** 2070008/013 **Linz HBF (21:00 – 21:45)** 1016011/027 1044021 1044023/052/073/125 1047503 1063012/027/031 1116040/071/084/085/143 1142546 1142576/590/610/618/635/673/689/690 2070004 5047060 DB 101021 140005/737 150401/403 Dispolok ES 64 02 022.

Day two started with the usual Ibis breakfast. We had arranged a visit to the nearby locomotive works for 09:00, so, in true European branch fashion, did an hour on the station first. This produced 41 numbers, including diesel 2043023 on a local passenger working. At the appointed time we made our way to the entrance in the station underpass and our guide for the tour, Hans, met us. He spoke excellent English and welcomed us to the OBB works at Linz. Once he had understood the purpose of our visit he entered into the spirit of the occasion showing us absolutely everywhere, first on the nearby Depot and then the Works. It was great to see locos being built on the site as well as those undergoing heavy repair work. He even showed us the two ex train heating units 1020005 and 1020014 which are now in derelict condition. He was able to tell us various snippets of information about the different locos on both the depot and works complexes, pointing out the first Austrian Electric to reach 200 km/h and allowing the Exiled Brummie to photograph a preserved coach! Now that was taking it a little too far. Hans works in the Technical support section and he is immensely proud of the work he does. Once the visit was concluded, he guided us to the only place we had not been, the canteen where we shared a drink, before wishing us well and seeing us on our way. I know that you will be reading this Hans so, excuse my German, Ich möchte Ihnen für das Dauern der Zeit danken, uns um Ihren Arbeitsplatz zu zeigen. Er war faszinierend, die Arbeit zu sehen Sie und Ihre Kollegen sich aufzunehmen. Ich hoffe, daß Sie und Ihre Familie in der gutgesundheit sind und freue, Sie wieder zu sehen bald.

Around about this time it started to rain, quite lightly, for the rest of the Austrian part of the trip it never stopped and as you will see, became an integral part of this tour. Not knowing where any of the depots we were proposing to visit actually were we headed off towards Amstetten. Once on the station we could see the depot and on the way to it found the Oost Yard, this contained diesel shunter 2070030 and two electric locos. The Depot is a small, but perfectly formed half roundhouse, a visit was secured but only 5 locos were at home. Next call was the narrow gauge depot at Waidhofen an Ybbs, once again the depot staff were pleased to welcome us and allowed our visit, they would have given us a guide but nobody wanted to go out in the rain! It did not bother us and our full visit netted 5 narrow gauge diesel locos and 2 narrow gauge DMU's. The main station contained 4 further standard gauge numbers. After saying our goodbyes we headed back to Linz. We knew that there were some withdrawn locos near the old depot, so after visiting the complex at Stahlwerk, where we found various pieces of stock, we headed there. Alas it was empty. A bit disappointed we were heading towards the diesel station at Urfahr when I spotted them. They are now stored at Linz Fraghtenbahnhof (you don't have to be a genius to work that name out) and there were 8 in all including 1010014. Once we had taken our photos we headed off to Linz Urfahr, Hans had told us that DMU's stabled here, he was right and the complex of sidings lead us to believe that there would be more than the 4 we found here, at the weekend, but we never got the chance to prove that theory. The two stints on the HBF were either side of a large steak, eaten in a nearby restaurant, and a beer of two, from anywhere we could find!

Linz HBF (07:55 – 09:00) 1016047/050 1042007/012 1044003/007/035/043/061/078
1044209/265 1063024 1110023 1116020/057/112/142 1142537/569/591/630/658/682
1142696 2043023/052 2067029 2070017 5047066 DB 139260/554 140774/861
151096/111/141 401064/564 **Linz Depot (09:05)** 1010002 1014006 1018005
1020005/014 1041015 1042003/004/043/045/505 1044008/016/023/025/061/208/501
1110023 1116012/036/112/156/158 1141003 1142537/540/579/583/584/585/596/603

1142604/607/633/640/641/658/678/690/696 1144278 2016017 2043040/045 2060013
 2067067 DB 140774/861 151035/096/111/145 **Linz Works (10:00)** 1014016
 1044041/058/085/087/202/212/239 1063021/024/025/046 1064003 1099011 1116065
 1116124/157/159/160/161/162/163/165/166/167/168/169/170/171/172 and three
 further frames which would be “rivet counting” if we claimed their numbers! 1142586
 1142595/628/642/656/690/705 1822004 2043046 2060051 2067030/032/055
 dispoloks 182503/520/581. **Amstetten Station (12:10)** 1044049 1142598/632
 6030237 X628009 **Amstetten Oost Yard (12:25)** 1044008 1063009 2070030
Amstetten Depot (12:40) 1142535 2043039 2060079 2070033/069 **Waidhofen an
 Ybbs Depot (13:25)** 2095005/007/008/009/010 4030235/237 **Waidhofen an Ybbs
 Station (13:50)** 1063008 5090011/012/013 **Krenstetten (14:07)** DB 140543 passing
Linz Stahlwerk (14:45) 1504.02/03 501.016 656.224 ES 64 02-016 (1116716)
 2043041 2060024 2070018/023/036 651-8063 6581014/056/067 **Linz
 Fraghtenbahnhof (16:12)** 1010014 1041007 1042511 1110011 1141006/027
 1142561/660 with 1063005/031 2043005 and 2967054 passing. **Linz Urfahr Station
 (16:45)** 5047063/071/080 6581051 **Linz HBF (17:25 – 18:45)** 1016016 1042043/505
 1042512 1044006/016/028/033/036/092/095/203/209 1063005/021/024/027/031
 1110023 1116033/040/063/071/085/112/118 1141003 1142534/579/596/607/640/643
 1142647/657/661/675/678/689 2043005/040/041/045 2060013 2067038/050/054/067
 2070028 DB 101098/103 140543 151017/035/097/121 **Linz HBF (20:30 – 21:30)**
 1016016/019/044 1044017/070/091/095 1063021 1116025/076/121 1142534/581/638
 1142640/647/673 2043005 2070016.

Breakfast was just as good today as yesterday, checkout was totally painless and we were underway by 08:00. The steady heavy rain of yesterday had given way to the torrential downpour that we experienced all the way through today. This made the early driving quite hard and it's a tribute to the exiled Brummie that we arrived at St Pölten Alpenbahnhof in one piece. Here is the depot for the narrow gauge line based in the area, after standing under the bike shed for a few mins we decided that despite the torrential rain we would attempt a visit so permission was sort. The depot engineer had no problems with our visit and as if by magic the rain stopped, we were off. A full visit found 20 numbers “on shed” 10 narrow gauge electrics, including 1099002 in original livery, and 4 narrow gauge diesels, one of which, 2095002, was strapped to a standard gauge wagon, being among them. Metal Mickey was accosted by a fitter who insisted on taking a photograph of him, with his own camera, inside the depot (the camera never worked the same again after this) and the rain decided we had taken too long and restarted with vengeance.

We called next at the Hauptbahnhof, attracted by a line of DMU's. The large quantity of people on the platforms made us suspect the imminent arrival of a train or two, we were not wrong. First came Hungarian lok 1047004 with a train for Linz, closely followed by German lok 101016 heading for Vienna, hot on it's heels came narrow gauge 1099008 and in the opposite direction 1044066 passed with a freight! Out in the distance we spotted a further DMU, we headed off in the direction of it and found a depot. We had no idea that this depot was here but decided to visit it anyway. The depot foreman was in the mess room, with twenty or so members of staff enjoying pickled sausage and cold mashed potato, we got a bollocking because our universal shed permit had DB written on it, but were allowed a visit anyway. Spending as much time as possible inside the buildings we identified all 26 numbers on the depot, venturing outside for photos was not recommended. We returned to the mess room and began to thank the foreman, half way through we realised that the original twenty

staff had been replaced by another twenty (still eating pickled sausage and cold mashed potato) who had absolutely no idea why piss wet through Englishmen were thanking them for a depot visit! We beat a hasty retreat.

At least we knew that there was a depot at Krems, and this was to be our next stop. Once again a full visit was allowed and this produced 26 further numbers, including long time withdrawn 2045002. Our next port of call was somewhat of a chance visit. It was by luck that Metal Mickey had noticed a letter mentioning a steam locomotive seen outside a depot at Sigmundsherberg. We could find no reference to a depot being located here in any railway publication, but decided to take a chance, it paid off. The small depot here is at the end of the station and as well as containing active locomotives, it is somewhat of a preservation centre. Among the numbers here were 1040009, a further class 2045, this time 017 and preserved steam locos 52855 and 931335. Although well off the beaten track this depot is well worth the effort of a visit, at the time of our visit a small open day was taking place and we were invited to join the communal lunch, I'll let you guess what they were eating! Mistelbach depot came next and despite doing an impression of a long abandoned goods shed it contained 5 numbers. A brief visit to the station followed then we were off to Vienna. The first depot we called at was Florisdorf, this was all locked up and we could find no way in, a view of the yard netted very little so we moved on. Despite heading in the wrong direction, hence looking on the wrong side of the road, we located the entrance to the depot at Wein Nord. A full visit here found 22 numbers at home including many items of preserved stock, most of which was inside the depot, a fact we were all quite glad about considering the rain. The rain did not affect us at all with our next visit. Wein Franz Joseph Depot is totally underground, built under the university it is hard to tell where the station stops and the depot starts, either way a visit was secured and 22 further numbers identified.

For some reason we used the Inter-City hotel at Wein West, maybe because it was 7.3cm closer to the station than the Ibis. We ate in the Hotel, we had too the rain had become a monsoon and even crossing the road found you dripping wet! Toby was not at all bothered, he just sat, drinking beer and noting the passing trams, if anyone owns a Vienna tram stock list I know someone who would be interested. Eventually we had to do the compulsory late night station visit, where a 15mins stay produced 9 numbers and after wringing out our undies we hit the sack.

St Pölten Alpenbahnhof (09:20) 1099002/003/004/005/006/007/008/009/012/013
2068014 2095002/011/013/015 5047012/023 5090004/005 steam loco 33132 **St
Pölten Hauptbahnhof (10:00)** 1016018 1044066 1099008 1116069 1142582 2070034
4030224 5047001/007/021/024/083 5147003/004 6030230 DB 101016 MAV
1047004 **St Pölten Depot (10:40)** 1016019 1142696 1163019 2016043/062 2043017
2043050 2062033 2067087 2070037/061/062/064/068/070 2143046 4020096/227
5047001/005/018/021/067/083 6020096 DB 139260 **Krems Depot (11:30)**
1142536/662/679 1163015 2043016/034/035/044/071 2045002 2060089
2143027/033/043/055/058/063/075/077 5047003/005/013/019/060 5147009/010
Sigmundsherberg Depot (13:05) 1040009 1042020/036 2043068 2045017 2050004
2060011 2143023 X15005 steam locos 52855 931335 **Mistelbach Depot (14:45)**
2143070/072/073/074 5047048 **Mistelbach HBF (15:05)** 5047058 **Florisdorf Depot
Yard [view] (16:00)** 4020023 4030203 6020054 6030244 **Wein Nord Depot (16:40)**
1020047 1042005/006/010/021/022 1046001/006/007/012/022 1072001 2050008/016
2062051 2067091/098 2070048 2143012 4020307 4061013 1670.25 **Wein Franz
Joseph Depot (17:30)** 1042012 1044274 1046005/008/016/019/024 1142558/566

1142677/679 1163016 2070043/065 4020092/093/099/100/228 6010004 6030223
Wein West HBF (21:50 – 22:05) 1016004/032/037 1044125/203 1116017/019
2067101 2070045.

Breakfast at the Inter – City was shared with the entire squad and coaching staff of the national under 21 football team, so it was quite “entertaining”. Underway at 07:40 we did the short drive to Wien West Depot. Once we had emerged from the underground car park it became apparent, to all but Toby, that it had stopped raining, Toby being too busy noting tram numbers to see the advance. The depot foreman at West was very happy to allow our visit and early on this Sunday morning the depot contained 28 locos, including Hungarian lok 1047008. After saying our goodbyes we made our way to Wien Ost Depot, the entrance to which was somewhat hidden by our inability to find it! Having made our way through the container terminal, crossing the boarded crossing, encountering the over sixties naked leapfrog association (if that produces strange images in your mind, they are not half as bad as the ones I have when I close my eyes!) and walking the entire length of the depot, we found the foreman. It’s a good job that he agreed to our visit as we had seen everything anyway. Among the 63 numbers on shed were “preserved” 1145009, looking like it had just worked a Leeds United football special and original liveried 2050002. After retracing our steps we followed the directions to Wien Sud Depot, finding a depot entrance sign we followed the road right to the foreman’s office, unfortunately the same foreman we had just left! We now know where the entrance to Wien Ost is.

Confusion over we arrived at Wien Sud, I’ll let you guess where the depot engineer was and what he was eating, suffice to say a full visit was granted. This depot is split into two levels, the lower level contains the maintenance sheds, one diesel one electric, and the upper level contains the running shed and depot yard, it all makes for an interesting visit. A total of 93 numbers were here this morning, the majority of which were in the depot yard, it’s a good job the rain had stopped. We were now heading for the large yard at Kledering, despite being told that we would not get near it, we located a road that runs along side it. The locos stable in two distinct areas, firstly by the drivers booking on point, this is easily visible from the road I have just mentioned, secondly by the wagon repair facilities, these are much harder to see and permission was granted before we ventured into this area. In all 31 locs were identified, 11 of which belonged to DB. On the way back into Germany a brief visit to the station at Hetzendorf produced 7 numbers and a spot of lunch, before we moved on to the depot at Passau.

This depot is now a preservation centre, with DB locs stabling alongside it, either way a full visit was allowed, single car DMU’s 798706/776 998034/840 were inside, with steam loco 86501 and 10 serviceable electrics outside. After identifying the yard shunters we did the drive to Platting. The depot here is closed but the yard is still open, shunting lok 364881, in blue livery, being one of 11 numbers identified. Although it was now quite late (for a Sunday) we decided to try for a visit at Ragensburg Depot, the locked up offices were not a good start and we feared we would have to return in the morning when I spotted a movement in one of the locos. Thinking it was a driver we decided to ask him, it was not a driver but the foreman, giving, shall we say “driving lessons” to a young blond lady. Being caught with his pants down (literally) he was in no position to refuse our visit, 23 numbers being at home, which included “love pad” 139287. After a scrub down and the traditional last night dinner in the nearby Ibis, we did a late night hour on the main station which

netted us a further 24 numbers, before collapsing into our beds for some much needed shut eye.

Wien West Depot (08:00) 1016019/044 1042043/048/052 1044039/125/203/283
1116001/006/007/017/019/036/049/103 1142565/569/582/694 1144290 2060090/091
2067044/107 MAV 1047008 Private owner 1047505 **Wien Ost Depot (09:00)**
1014018 1020047 1044098 1145009 2016002/003/044/050/053/059
2050002/003/005/009/015/017 2060086 2067081/089/102/103/105/108/109/110
2068003/005/053 2070052/054/055/057/058/059/060/061 2143008/017/020/022/029
2143031/034/035/036/038/049/056/071/072/073 4020012 5047049/053/056 5145014
6020080/083 6581064 8081001/015 steam locos 31023 524984 **Wein Sud Depot**
(10:00) 1014003/004/005/009/011/012/017/018 1016001/022/029/046 1042034/041
1042055/502/503/509 1044008/034/040/044/075/091 1062007 1064005/007/009
1116030/038/042/043/056/057/060/073/075/097/143/144/152 1142531/544/556/557
1142568/600/622/630/645/655/665/680/681/692/697/698/704 1145002 1163018/020
2067057/074/079/095/101/111 2068004/053/054 2070043/049/050/056 2143020/021
2143030/069/072 4010003/007/010/020 4020013/285 6010003/015/025 7010110/126
X262056 **Kledering Yard (11:10)** 1014001 1044006/017/070 1063033/034
1064006/010 1116004/010/109/114/133/134/135 1163015 2067104/106 2068006
2070045 DB 139260 140186/225/504 151002/023/032/055/070 182010/014
Hetzendorf Station (12:25) 1042008/029/513 1044021 1142671 4020062 6020307
Passau Depot / Yard (15:25) 111020/202/220 139133 140437/717/790/841 151013
363665 365198 798706/776 998034/840 Steam 86501 V40-7 OBB 1044123 **Plattling**
Yard (16:40) 111200/201/220 143824 152096 290198 294210 364881 KEG0603
VT16/21 **Regensburg Depot (18:05)** 110189/395 111199 139287/555 140058/213
140272/646 143252 152115 218188/309/359 232528 294299 335063/154 364422
701031 702138 703102/108 **Regensburg HBF (20:40 – 21:30)** 101127 110187
111041/170/176/184/206/222 140061/437 143077 151153 152162 182511/597
218275 363179 365129 610002/003/502/503 VT18/22.

Our final day started with the usual Ibis breakfast followed by a swift checkout. First call for today was Ingolstadt Depot. We located this with no problems; the bus stop is still not there John! A full visit was secured and a steady walk round found 43 locs on shed, these included Kof diesel 322646 and two further OBB electric's 1116033/109. Once we had said our goodbyes we headed off to Nürnberg. The freight depot here was not on our original list but after a brief discussion we all decided we would try for a visit. This depot is big, even by German standards and despite it being 10:30 on a Monday morning a visit was allowed. A guide was provided and proceeded to show us every locomotive on the depot. He even managed to crack a joke, pointing and giggling madly at 182007 saying "James Bond lok" (that's as good as it gets folks). A total of 114 locomotives were present and as Toby put it, the only thing wrong with the visit is that they were not lined up in numerical order!

We were now heading back towards the Airport at Stuttgart, a brief call at Aalen Station found 8 numbers, including shunters 365110/115. The freight Depot at Stuttgart is called Kornwestheim and this was to be our next port of call. A full visit was secured here and, despite nearly being knocked over by a pushbike, 72 numbers were recorded. These included 5 class 212 diesels and a very sorry looking 365112. We spent the remaining time we had on Ludwigsburg Station, where a loco convoy containing 140845+140780+140846+140797 provided the entertainment, before it was time to return the car and let Duo do the rest!

A big thanks is, as always, due to Pete for the organisation and Warwick for the driving, I, for one, think that this will not be our last Austrian tour.

Ingolstadt Depot (08:50) 110184 111025/072/210 139165/172/213/264/283/552
140494/672/709/766/799/814/829/856 143806 150169 151005 152043/057/059/068
152081 182003 290183/326/657/705 294708/712 322646 335074/088/089
362803/806 365125/231 OBB 1116033/109 **Nürnberg NN2 Depot (10:30)** 120150
139131/222/250/262/314/553/560 140002/299/386/404/432/526/590/654/668/705
140835/843 150166 151024/027/035/073/087/142/156 152004/014/019/030/033/038
152048/050/082/144 155007/063/084/111/203/245 182004/007/008/017/020 185092
189001/004/013 212103/241/358 232068/182/358/368/401/411/457/461/482/499/521
232535/539/557/569/632/658/675 233176 234016/242/344/424 290048/062/178/798
294120/260/587/599/660/716/753 332067/148/157/207 333077/570 335037/064/069
335073/164 362502 363177 364505/891 365623/624/627 701043 702129 OBB
1044275 **Aalen Station (13:15)** 150125 151065 152124 365110/115 650013/019/110
Kornwestheim Depot (15:45) 140491/625/762/780/803/811/820/821/839/842/845
140846/858/878 150079/157/158/159/161/162/186 151044/056/067/163 152015/021
152051/122 182507 212043/055/084/274/376 225081/082/086 232424 234292
290132 294107/163/181 323549/729 360329/332/333/339/342/366/372/430 361222
362924 363689 364514/778/925/935 365103/112/119/196/681/692/828 701071
714004/006 private owner diesel V36002 preserved electric E94281 **Ludwigsburg
Station (16:45 – 17:15)** 140780/797/845/846 143655/965 151148 152154 294325
420363/378/389/404/410/412/413/434/435/442/483/907.