

Germany & Austria, July 2007

At around 2am Peter Gouldsbro, our latest European recruit arrived at Blyth and loaded the Exiled Brummie, Metal Mickey and myself, the ex-branch official, into his spacious car for the drive to Stanstead airport and the start of our latest European adventure. We had an easy drive, somewhere along the route we passed Augustus Winthrope and Pocketbook before we all gathered at the check in desk for Air Berlin's flight to Nurnburg. We were joined here by Mario Ranna, a friend of Augustus and a Captain in the Italian army, who had flown in from Italy, to join us on the first part of this trip. Passing through the security took less time than we expected and we were all able to enjoy a large bacon & egg sandwich before being called to the gate. We departed bang on time at 08:00 with Boeing 737-800 DAB AF doing the honours. The flight was excellent, with further sandwiches being provided, free of charge, once we were in the air. Even the controlled crash that pass as landing these days was smooth(ish) and we were through customs extremely quickly. Europecar know the score and within 20mins we were on our way.

The 15min drive to Fürth (Bay) Hbf did not stretch the GPS (Clara von co-pilot), it did however tax Pete who according to the people in the back of the bus was snoring before we left the airport approach road, thus gaining his European nickname, Horizontal Harry. After deciphering the no parking zone, we did two and a half hours on the platforms. Almost 80 trains passed in this time, LW's 203001 (ex DB 202390) did a spot of shunting in the yard, over a dozen freight trains passed with just about every example of DB electric powering them and Augustus, who makes a cocktail stick look fat, was told off be being to wide on the platform. Mario's fluent German provided coffee all round, before it started to rain, driving us all under the station canopy for the final 30mins, before it was time to head back to the bus and on to NN2 depot, the main freight depot in the Nurnburg area. We had pre-arranged a visit here and were expected, or guide actually coming outside to meet us, unfortunately Metal Mickey had just gone inside to find him resulting in 10mins of comedy as they both went in an out of the depot a number of times before finally finding each other. Our guide for the depot tour was also called Peter, he spoke excellent English and understood the purpose of our visit from the off, despite it being 14:30 on Thursday there were well over 100 numbers 'on shed'. Our camera's found work on the two class 323 diesel shunters that were still intact (just) on the shed and the many new(er) electric loks that now work off here. Our guide was 'spot on' he even moved 151157 so we could get better photos of green liveried 151049, the last in it's class carrying this livery. It is off to Dessau Works next year and the staff at NN2 are unsure as to what livery it will return. Our visit over we moved on to Ragensburg, here an ask got a positive response from the depot engineer, who then showed us round (just like Toton eh!). The engineer was in quite a sombre mood, explaining that when he came to Ragensburg, 10 years ago, it had an allocation of over 150 loks and a fully working repair shed, the shed now does carriage maintenance and the allocation of loks now stands at just 13. The run down will be completed next year when the depot closes its doors and the loks are transferred away. Including the loks stabled on stock in the carriage sidings, 15 numbers were available to us today. We said our goodbyes and headed to the hotel, the Ibis at Ragensburg, then on to the Hbf where a session of just over an hour proved vastly entertaining with freights passing at regular intervals powered by a wide range of electrics from DB, OBB and private operators. Eventually we got too hungry to linger on the platforms and headed back to the hotel for a good feed and a beer before heading off to bed, knackered!!

Furth (Bay) Hbf (11:30 – 14:00) 101018/100 111200/208 112172/174/181

143094/153/165/240/281/362

143876/939 146241/244/246 151083 152137 155256 182025 185051/066/194/235/264 189063/072
294760 401016/061/516 402045 403010/012/055 406002 411017/025/026/031/063/072/506/565/569
614017/018/035/036/041/042/043/044/071/072 914004/009/021/022/032 Private owner DH 701 EWB
15011 HGK 760 2005 LW 203001(202390) MEG 601/03 MWVB 2103 Press 346003

Nürnberg NN2 Depot (14:30) 139316 140501/612/640/648/772/847

151019/022/049/061/069/099/118/136/140/156/157

151166 152023/073/075/095/107/124/139/158 155212/256 182007/009/012/018/024

185044/048/066/087

185154/221/226/231/244/247/264/266

189003/004/031/037/039/049/050/051/062/063/064/081/088/094

189097 218203 225111 232022/195/334/384/410/448/457/461/544/632/635/663/675/703
233043/232/281/562/625/643 290511 294148/660/716/721/762/836 323416/764 333570/662
362385/564/887 363123 364912 365822 OBB 1116156/229 1144268 Dispolok ES64F4028
ES64U2099 Private Owner 1116912
Ragensburg Depot (17:10) 101081 111019/172 140627/824 182006 185295 218192/276/359
233622 294101 363711 364786 708327
Ragensburg Hbf (18:10 – 19:15) 101027/029 110292/327 111006/033/068/170/180/187/212
143172/866 151139 152063/132 185044/054/066 218141/276 335154 363190 364882 610002/502
612056/058/156/556/558/656 701165 OBB 1116229 Dispolok ES64U2063/098 R4C 185543

Day two arrived far too early, as is it's habit on these trips. Augustus and Pocketbook had beaten Metal Mickey and the Exiled Brummie down to breakfast, a feat they managed throughout the entire trip and we all enjoyed the usual Ibis breakfast. It was raining as we departed, heading for Passau, Pocketbook, the part time weatherman, predicting rain all day. Clara got us onto the autobahn and we all settled in for the 90min drive, Horizontal Harry nodded off and sadly so did Clara! We had to make an emergency stop at a rest hof where deeper investigation found that the fuse that powered the cigarette lighter that Clara was plugged into had blown. A bit of inventive thinking saw us take the fuse out of the radio to provide power for Clara, thus returning normality to proceedings. Slightly delayed we arrived at Passau where a good look round the old depot area and the Hbf produced 10 numbers, ex OBB 2143005 was there, now wearing RTS colours, and OBB 1042018 was also stabled in the area, which is the first time I have seen examples of both these classes here. A cross country drive to Müldorf followed, Horizontal Harry passed out again, and with no radio I had to treat everyone to the music stored on my phone, leading to many cries of 'more, more' from the back, Augustus being the exception to this by asking for a 'grateful dead' track, the sun came out (don't give up the day job Pocketbook) making the last part of our drive quite uncomfortable until Metal Mickey worked out the air conditioning. With the aid of Mario's faultless German we secured a visit to the depot, DB's oldest regular working diesel lok (according to our guide), 217003, was in residence as was blue and cream liveried 217014 in a total of 40 numbers.

We made inquiries about the recently withdrawn class 213 diesels and were told these were now at Cottbus, but our guide gave us directions to a nearby scrapyards where, he said, were two class 212 diesels, he was right, with 212063 & 212376 both being there.

The sun got hotter, my shorts came out and the drive to Freilassing seemed longer than the 50mins it took. Metal Mickey and the Exiled Brummie had carried the Freilassing 'millstone' ever since we had flown over the depot on our way to Salzburg, so, after visiting the nearby DB yard we arrived at the old depot, which is now a preservation site. The 4 Euro entrance fee is well worth it, we got an explanation (in English) of the work carried out to restore the building and the passing freight trains made our visit even more interesting. I can recommend a visit here if you are in the area, it is only a stone throw from Salzburg and we threw the stone there next. As usual the engineer at Salzburg Works was happy to allow our visit and as usual there was very little actually there but it was a start. We did the short (mileage wise) trip round to the main depot where the depot engineer again welcomed our visit. Among the 28 numbers available was Italian electric E412014, making Mario feel at home, and OBB's 1216141, our first of this class. After saying our thanks we headed out of town, Horizontal Harry passing out before the city limits, and on to Attnang Puchheim. We picked up everything in the yard from the over bridge, then obtained permission for a visit from the depot engineer, Augustus lamented the emptiness of the depot, but 18 is a good haul for here. As our last visit, there is still a large amount of 'preserved' traction stored inside the depot, which, though unphotographical, provided plenty of interest. We had to nip round to the station in order for Augustus and Horizontal Harry to see plinthed electric 1045012 (Pocketbook having to prise Harry's eyes open long enough to see it (well he had been in the van a full 90 seconds). It had just started to cool down by the time we visited Wels depot. This provided a nice haul of locomotives with 9 class 2043 diesels (many stored) and MAV electric 1047002 becoming the main focus of our cameras. After a quick view of the nearby freight yard, 5 numbers, we headed to the hotel at Linz, which is opposite the main station. After depositing our bags we made our way on to the platforms, the exiled Brummie bought beers all round (one went missing, later to be found in Metal Mickey's camera bag) and we viewed the nearby depot / works. A total of 37 numbers were noted including 1012002 (in Hector Rail livery) and diesels 2043034/068 before we headed back to the hotel for feeding. A large mixed grill filled the gap, followed by equally large chocolate puddings, washed down with many a beer. We 'waddled' back to the platforms, mainly because we needed the walk, where, in the 10 numbers we noted,

1142566+1144212 headed the 22:25 to Liezen and 1116178 worked the 22:46 to Salzburg. Finally beaten by exhaustion we retired to bed.

Passau Depot / Hbf (09:00) 182009 185050/223 363155 OBB 1016010 1042018 RTS 2143005 (Ex OBB) Preserved 1020037(ex OBB) V40.7 steam 48.2042

Müldorf Depot (10:45) 217003/011/012/014/015/016/017/018/020/021/022

218348/350/401/404/422/423/466 225804 233176/510/586/594 294864 363180 364776

628250/560/572/578/581/585/612 928250/560/572/578/581/585/612

Müldorf Scrap Yard (11:45) 212063/376

Freilassing Yard (12:45) 363805

Freilassing Lokwelt (12:50) Ex DB diesel V140001 Ex DB Electric 103167 244051 steam 97.019

BIX1000 Z3(rack loco) unknown electrics 1607 LAG1 ex SBB 2/2 works No 1198 ex DB departmental

701096 702115 with DB 111039 151038 701065 OBB 1116110/171 dispolok ES64F4090 and

ES64U2065 all passing

Salzburg Works (14:30) 1016017 1044040/092 1116081/160 1163001/006/009 4023008/010

4024019 X260037 X552017 X626178/189

Salzburg Depot (15:15) 1016018 1044039/074 1063046 1116159/217

1142605/662/691/243/245/280 1163002/013 1216141 2016064 2043048 2067026/052/104 2068024

4023010 4024007 DB 151153 152157 185272 189013 FS E412014

Attnang-Punchheim Yard (16:15) 1063001 1063011 1116179

Attnang-Punchheim Depot (16:25) 1018002 1040015 1044124 1061002 1062012 1067004

1080004/011 1116045/224 1141021 1144288 1161019 1163005 1245518 2067032 5047068

X262058 with electric lok 1045012 plinthed at the station

Wels Depot (17:40) 1016046 1044003/009/089/124 1116088 2016066/073/075

2043026/030/032/037/041/042/054/060/067 2060079 2067039

2070004/010/011/024/025/036/042/044/059 5047062/065/070/081 X260087/098 X262005 Preserved

DUU 8081001/021 DB 151013/114 MAV 1047002

Wels Freight Yard (18:10) 2070009/023/027 X260096 X651004

Linz Hbf & Depot (view) (19:10 – 20:00) 1012002 (in Hector Rail livery)

1044041/064/070/084/095/116 1063002/010/033 1116002/074/078/121/156/185/212

1142549/574/596/617/638 1144208/275/288 1163015 2016065 2043034/068 2067033/037/050/054

2070012/035 DB185042/052

Linz Hbf (22:05 – 22:45) 1044062 1116045/102/178/279 1142566 1144281 DB 101001 182001

185052

We left Captain Correlli (his European nickname, we thought about Captain Alberto Bertorelli, but I don't think Mario would know who he is) in bed today, he was never going to join us after today, his plan being to catch a train to Munich and then the overnight train back into Italy and so it was that our slightly smaller party enjoyed the usual Ibis breakfast then checked out. We were making our way to the narrow gauge depot at Waidhofen, but before we got there 1016008 made an appearance at Bruckbach. Upon arrival we had to wake Horizontal Harry (not for the last time) and the depot engineer was kind enough to allow a full visit. Shunting lok 2091009 was at home today, the first time we have seen it here along with 6 other numbers, the lack of things here actually helping us get some excellent photos. After saying our thanks we did the steady drive to Amstetten, the sun was getting warmed up now, bringing out our shorts and we were grateful when the depot engineer allowed our visit so we could take refuge in the shade provided by the roundhouse. There were 21 numbers to be had in all, many of which were preserved, but it was 1042007 that attracted most attention, Pocketbook taking at least seven shots of it! None of us enjoyed the next bit, the very long drive out to Gmünd. The air conditioning could hardly keep the temperature below 25 degrees, Horizontal Harry completely passed out (being pronounced dead 40mins into the journey) and my bag of Maltese's turned into honeycombed balls with chocolate sauce (there nothing worse than honeycombed balls, I can tell you). The exiled Brummie saved us by getting the ice creams in just before we reached our destination. You can not say the depot engineer was expecting us, but he knew what we had come for and was nodding to our request even before we had finished asking. It was a steam operating day and the sight of a smoking kettle had Augustus running around like a kid in a sweet shop. The depot held a mixture of both narrow gauge and standard gauge locomotives, which made some very interesting photos, and a total of 14 locos were here today. Diesel railcar 842012, owned by CD, was in the station, the first member of this class we have ever seen. Eventually we all got too hot, got back in the bus and set off for Krems. Harry dropped off again (just how much sleep can one man need) the Gmünd Fire brigade tried to get us to visit their open day and the temperature rose higher. The

journey was totally uneventful, not like the last time we did it, and the depot engineer was pleased to allow our visit. Only 17 numbers were at home today and the depot felt empty, even the ones that were there refused to be photographed, so we said thanks and moved on.

St Pölten Depot came next, when we eventually found our way through the roadworks, once again the depot engineer was pleased to allow our visit and once again most of the 30 numbers at home were scared of the sun, staying well inside the depot. After saying our goodbyes we did the short drive round to St Pölten Alpenbahnhof Depot, the narrow gauge depot for the area. Again a full visit was granted 11 electrics, 3 diesels and 1 DMU made up our total. The drive to Vienna was too much for Horizontal Harry, who had serious competition from both Augustus and Pocketbook in the loudest snore competition (all three being piped at the post by a late Metal Mickey entry). The road barrier to the West depot was open so we accepted the invitation to enter, the depot engineer joined in the fun by allowing our visit and, even so late in the day, the sun tried to burn our skin off as we walked round. It was worth the walk with 33 numbers 'on shed' including DB's 101034 and no fewer than 6 class 1042 electric locos. After saying our thanks we headed to the usual Ibis we use for a quick de-louse. Our evenings plans were altered when the restaurant we usually use was found to be closed resulting in a visit to a very nice Italian establishment (where's Mario when you need him) for a very nice meal and some excellent, not to mention welcome, cold beer. Sleep came easily when we managed to get back to our hotel.

Bruckbach (08:36) 1016008

Waidhofen-an-der-Ybbs (08:55) 2091009 2095005/007/008/010 5090010/012

Amstetten Depot (09:55) 1010015 1016046 1042007 1044027 1044085 1044122 1063003/009/010 1116222 2043015 2062026 2070050/051 2143036 4023318 5046214/216 5146208 6546218/224 with steam lok 78.606 plinthed by the station

Gmünd Depot / Station (12:20) 1016010 1042015/060 1116167 1142648 2067071 2095012/014 2143039/048 Steam 399.01/02/04 699.103 CD 842012

Krems Depot (14:05) 1042034/059 1046016 1142632/705 1163034 2016023 2045002 2143054/055 5047003/005/006/012/025/059 X260089

St Pölten Depot (14:55) 1116069/088/090/111/113/151 1142627 1144284 2016016/022/025/030 2043017 2067087/106 2070037/040/047/048 2143028/043/058/072 5047001/008/014/018/020/021/027 with MAV 1047001 passing

St Pölten Alpenbahnhof Depot (15:30) 1099001/003/005/006/007/008/009/010/011/012/016 2095006/011/013 5090014

Vienna West Depot (16:45) 1016021 1042002/005/012/050/056/057 1044017/062/067 1116003/004/005/018/019/024/030/074/075/247/253 1142610/627/658/675/681/706 1144283 2060090 2070061/080 4024010 DB 101034

The usual Ibis breakfast was the start of day 4 and we followed this with a painless checkout to be on the road by 07:30. Despite me taking the wrong turn, there was no time for Horizontal Harry to drop off as we arrived at Vienna Sud depot by 07:40. The depot engineer had no problems allowing our visit and the sun was warm, even at this time, as we made steady progress round this depot. We have seen more on here but 62 numbers was a good start to the day. Sadly new build EMU's are getting a foothold and what once the mainstay of this depot, the class 2143 diesels were represented by just 7 examples this morning. Steam loco 52.4984 was at home again, this time in a photographic position, and shunting locomotive 2062057 is still rusted to the rail, in bits and not re-instated as X262057 as some publications seem to think. The even shorter drive to Vienna Ost depot came next, once again we have seen more locos 'on shed' but 71 numbers gave us a total of over 120 before we left town. Kledering yard is hardly miles away and there was no time to snooze before the next 20 numbers made their way into our books.

The drive to Weinner Neustadt seemed to go quick, the extensive roadworks round the depot are now complete and we even found some shade in the car park. The depot engineer was surprised to see us and showed us an email that states that visitors now need a permit, it was our turn to be surprised! Serious negotiations followed before he eventually provided us with a guide and allowed us round. We were glad he did with 53 further numbers spread around the depot, including green liveried 2143024, our guide, who spoke excellent English tried in vain to understand the purpose of our visit eventually calling us crazy, before waving us off from the car park. Müzzschlag Depot was our next call and the depot is now a preservation society, although still partly used by OBB, to which we were unable to gain entry. Servicable OBB locomotives now use just the sidings and 21 numbers were here

today, including historic electric 1010010 wearing it's dark green livery. Next came the major depot at Graz, we know the way and experienced no navigational problems. At this time on a Sunday finding the engineer was harder than obtaining permission to visit. Over 60 further numbers added themselves to our expanding total with 2143011 giving me a much needed 'cop' and decent photo. We were running ahead of time so slipped in the depot at Klagenfurt, it was locked up and we could not find anyone to ask, so had to make do with a walk round the outside looking through the windows. This produced 8 numbers (we suspect we missed just 1) which is more than we have ever seen here before! Still ahead of schedule we called at Villach Fürnitz Yard, we had to ask where the locomotives were stabled, a driver being happy to provide this information and in all 24 further locomotives were identified, including a further Italian electric in the shape of E412014. We have always been made welcome at Villach depot and today was no exception a further 55 numbers finding there way into our books after permission was given for a visit. Out hotel, the City Hotel, was right outside the Hbf, I would like to recommend it but despite advertising air conditioning, a restaurant and a bar it had none of these. A quick cool down in the shower was followed by a brief visit to the main station before we walked into the city centre to find an eating house. We found an excellent one, although we almost suffered from the culinary chaos principle (not understanding anything on the menu) with Metal Mickey almost ordering 'deep fried pigs ears on red cabbage' before being saved by the production of a menu written in English. Last night 'blow-out' followed, large steaks being the order of the day, washed down with more than enough, brewed on the premises, beer. How I kept my eyes open during our late night visit to the station I don't know, but I did, managing to see 1116200 in it's new livery before finally succumbing to sleep.

Vienna Sud Depot (07:45) 1014010/015 1116027/077 1142606
 2016003/004/009/017/037/039/041/100 2050003/004/009 2060091 2062057 2067089/090/098/105
 2068001/004 2070053/055/058/068/069/076/081/084 2143009/042/067/069/070/071/073 4020229
 4024095/101 4124004/005/006/008/010 4134006 5047057 5145001/011/014 5147001/003/004/006
 6020213 6545012 6581064 6645002 7845003 steam 52.4984
Vienna Ost Depot (08:40) 1014002/003/004/008/009/012/016/018 1042032 1044008/066/096/107
 1063004/028 1064005 1116008/013/036/060/084/098/114/116/208/214/226/227/232/243/253/277
 1142533/587/595/614/616/684/685/688/701 1144259/264/265/271 2050002 2067097
 2070052/054/056/057/062/064/069/071/073/079/082/086 2143022/049 4010006 4020203
 4024047/062 4124001/006 5047055 6010010/023 X262056
Kledering Yard (09:35) 1044090 1063026/027/030/032 1064001/006/009/010 1116047/049/064
 2067081/103 2068005 DB 151024 182003/019 185046/051
Weinner Neustadt Depot (10:55) 1044063 1116136/152 1142572/655
 2016002/005/008/013/015/019/020/021/024/028/033/034/035/038/088/093/096/098 2067075/096/102
 2068006/019/020/021/029 2143013/024/040/051/052/057 5022022/023
 5047002/029/049/050/091/096/097/098/099 5147007/008/009/010 6020231
Mürzzuschlag Depot (12:15) 1010010 1042054 1044107 1046019
 1142536/586/608/619/640/644/667/677/683/688/694/704 1144273 2143066 4024099 X626137 Ex
 Loks now in departmental use as heating units 011.02 (1280.10) 011.21 (1670.06)
Graz Depot (13:55) 1042505 1044015/025/033/095/126 1063016/019/020/022
 1116041/079/082/095/109/169 1142549/562/575/586/593/618/630/633/638/639/642/650/676/690/698
 144276 1216238 2016007/011/014/029/031/080/081/083/084/085/087/090/092/095/099
 2067011/018/055/088 2068043/049/050/051/052/053/057/059 2143011/045 5022012 DB 185048
Klagenfurt Depot (16:00) 1116039 1142567/635 2016060 2043053 2068017/037/039
Villach Fürnitz Yard (17:20) 1042041 1044020/043/052/087/123 1064004/007/008
 1116067/074/076/097/145/182/191/218/220 1163016 1216142/145/147 2068035 FS E412014
Villach Depot (17:40) 1016048 1044010/034/045/048/060/121 1064002 1116014/133/158/215
 1142601/649/657 1144212 1163015/018/019/020 1216002/005/006/007/010/141/143/146
 2016048/051/054/056/062 2043038/040/050/069/074/075 2062008/021/047 2067003/004/007/009
 2068016 5022021/025 5047033/037/041 dispelok ES64F4008/017 ES64U2029
Villach Hbf (19:20) 1116102/162/207 1142601/649 Slovak Electric 541105
Villach Hbf (21:55 – 22:30) 1044056/057 1116200/217 1142601/625 2068033

Our final day started with a walk onto the station before breakfast where 1016034 was noted showing off it's new livery. Breakfast in the hotel I must say was excellent, one of the best we have ever had and we all indulged fully. Today was always going to be a lot of miles for very few numbers and it took over an hour to reach Lienz. The depot here is a preservation centre, but it was locked up with just 1020018 visible through the doors, the station held little more although 1216147 found it's self the

subject of a photo or two. Again a further hour's driving (or sleep in Horizontal Harry's case) followed before we arrived at Mittersill, plinthed steam loco 298.55 guards the station entrance and was the only thing that caused any interest among the group. Diesel 2095001 arrived as we left (typical) and a scenic drive to Zell-am-See followed and the depot engineer was pleased to show us his depot, which included 2096001 the new build of diesels that are being tested as replacements for the 2095's (you have been warned). We visited Saalfelden next, once again the depot is a preservation site, gaining entrance was no problem and 5 interesting electric locos joined the ranks of numbers in our books. Our final call in Austria was at Kufstein, where we did just under an hour in the blazing sun, Augustus threw his teddy out and very little happened.

After a quick drink we headed back into Germany and a pre-arranged visit to Munich West depot, our guide was waiting for us in the car park and took us first into the ICE depot. This was almost empty but the guide did his best to explain the maintenance procedures and allowed us to visit the cab of an ICE series 3. Next we headed into the main depot, I have never seen so many class 120 electrics in the same place before and we filled our boots with photographs. A noticeable lack of shunting locos were (not) in the yard, as DB heads into private hands these locos are required less and less and I suspect we will soon see the majority of these cut up. After saying thanks we drove out to Noord depot, the freight depot for the area, and secured a full visit there. A final 25 numbers entered our books, including white liveried 139133 and dispolok ES64F4027. A final packing session followed before we made the airport in plenty of time for our 21:35 flight, which actually departed at 22:45, thank you Easyjet!

To cap it all we arrived back at Stansted, not known as Standstill for nothing. We offloaded fast enough but the first three shuttle trains passed wedged to the roof. We squeezed ourselves onto the fourth but it made no difference, passport control was wedged, there were notices up explaining that 'due to the increased security, passport checks are now more stringent and will take more time.' They had really worked hard on the last bit, we spent 40mins waiting. In a queue that was so long that shuttle trains that arrived after us were unable to unload into the immigration area, standstill's best c**k up so far, but I guess they have more up their sleeves! Horizontal Harry did the drive back home and I am pleased to say he stayed awake all the way!

Our final trip this year is in October, so watch this space, then we will be planning the 2008 programme another reason to join us in the pub then Peter!

Villach Hbf (06:45 – 07:10) 1016034 1044098/123 1116074/149 1142625/649 1163014 2016048 5047037 X534068 Slovak Electric 541007

Lienz Depot (09:35) 1020018

Lienz Station (09:45) 1142625 1116052 1216147 X534083

Mittersill Station (10:55) 5090008 X629902 with steam loco 298.55 plinthed at the entrance and 2095001 arriving as we left

Zell-am-See Depot (11:40) 2092002 2095005/015 2096001 5090001/002/006/007 Steam 399.03 with 1016029 passing

Saalfelden Station (12:20) 1063042

Saalfelden Depot (12:30) 1016010 1020047 1044094 1245004/533 2066001

Kufstein (14:05 – 15:00) 1116055/131 1144238 4024076 X556101 X626122 dispoloks ES64F4004/014 ES64U2010/034 DB 151040 152025 SBB 482043

Munich West Depot (16:30) 101002/082/106/141 103132/245 110210/223/272/292/324/352 111004/017/020/021/037/042/053/066/172/203 113267 115154/459

120101/106/107/114/115/122/126/129/131/143/150/151/154/159 218356/401/404/418/825 290188 294119/201 335066/141 362805/883 363179/665 365214 403030 411512/519 415023 dispoloks

ES64F4007/009/019/033 ES64U2011/033

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