

Das Heizhaus

Strasshof an der Nordbahn

Boyd Misstear – Metro-North NMRA

November 16th , 2024





The regions of Austria are actually federal states and are called Länder



Railways

Austrian Railways - Brief History

- 1495 - Story begins with Hohensalzburg Castle
 - Funicular – believed oldest operating
 - Originally winched by man or animal, now motorized
- Fast forward to 19th Century ...



Austrian Railways - Brief History





KAIS. FERD.-NORD

Emperor Ferdinand Northern Railway

- German: *Kaiser Ferdinands-Nordbahn*;
- Czech: *Severní dráha císaře Ferdinanda*;
- Polish: *Kolej Północna Cesarza Ferdynanda*

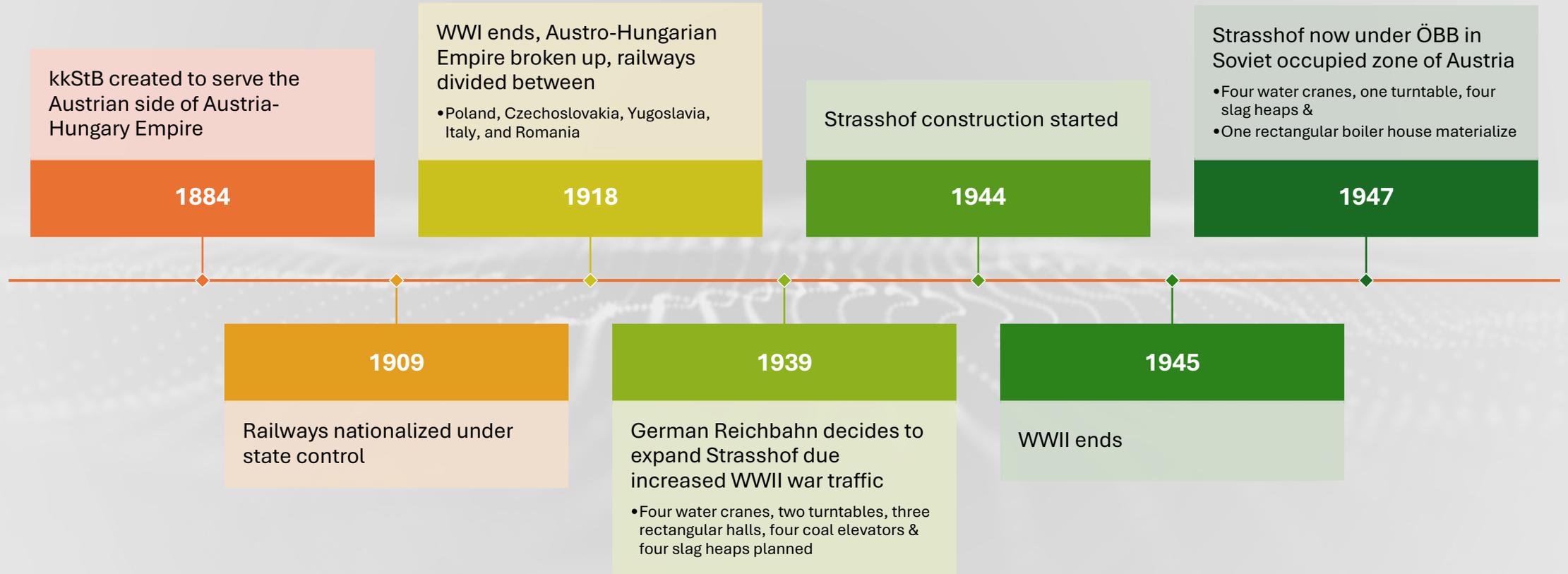
Eisenbahn Karte VON DEUTSCHLAND und NACHBÄRLÄNDERN. 1849.



Eisenbahnen.
Die Eisenbahnen sind in der Karte durch schwarze Linien dargestellt. Die Linien sind in der Karte durch schwarze Linien dargestellt. Die Linien sind in der Karte durch schwarze Linien dargestellt.

Die Eisenbahnen sind in der Karte durch schwarze Linien dargestellt. Die Linien sind in der Karte durch schwarze Linien dargestellt. Die Linien sind in der Karte durch schwarze Linien dargestellt.

Austrian Rail Events in Time!



The nationalized railway companies included

- [Bohemian Commercial Railways](#) (BCB)
- [Bohemian Northern Railway](#) (BNB)
- [Bohemian Western Railway](#) (BWB)
- [Bozen-Merano Railway](#) (BMB)
- [Bukovina Local Railways](#) (BLB)
- [Dniester Railway](#) (DB)
- [Dux-Bodenbach Railway](#) (DBE)
- [Pilsen-Priesen-Komotau Railway](#) (EPPK)
- [Erzherzog Albrecht-Bahn](#) (EAB)
- [Galician Carl Ludwig Railway](#) (CLB)
- [Kaiser Ferdinands-Nordbahn](#) (KFNB)
- [Kaiser Franz Joseph Orient Railway](#) (KFJOB)
- [Kaiser Franz Joseph Railway](#) (KFJB)
- [Kaiserin Elisabeth-Bahn](#) (KEB)
- [Kronprinz Rudolf-Bahn](#) (KRB)
- [Kremstalbahn](#) (KTB)
- [Moravian-Silesian Central Railway](#) (MSCB)
- [Moravian Border Railway](#) (MGB)
- [Mühlkreisbahn](#)
- [Lower Austrian Southwestern Railways](#) (NÖSWB)
- [Austrian Local Railway Company](#) (ÖLEG)
- [Austrian Northwestern Railway](#) (ÖNWB)
- [Prague-Dux Railway](#) (PDE)
- [State Railway Company](#) (StEG)
- [Vorarlberger Bahn](#) (VB)

Strasshof Evolution after 1947!

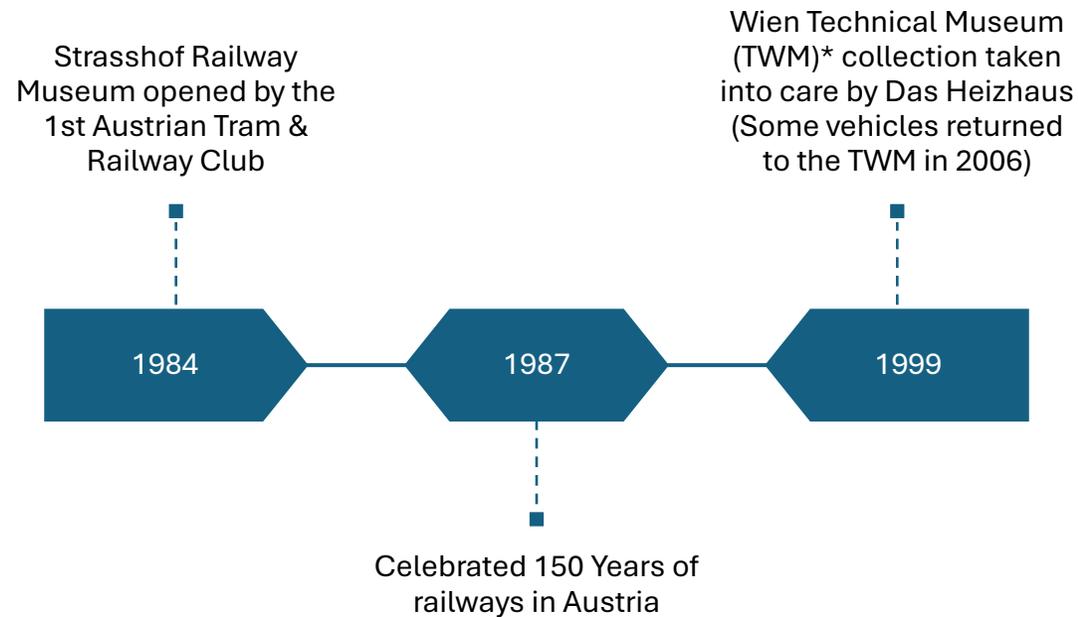
- Soon requirements changed - Strasshof viewed as oversized
- Used to park outdated and damaged locomotives prior to scrapping
- 1972 - **1.öSEK** (The first Austrian tram and railway club) founded at a time when the end of the steam locomotive era was within reach
- 1976 - Last mainline steam operated in Austria on December 31
- 1978 – facility closed

History of the 1.öSEK

On the 1st In June 1983, the lease agreement with ÖBB was finally signed by the 1.öSEK



History of the 1.öSEK



- * On the occasion of the 60th anniversary of the accession of Emperor Franz Joseph I in 1908, it was decided to build a *Technical Museum for Industry and Commerce* in Vienna

Südliche Staatsbahn Steinbrück, Technisches Museum Wien (2022)

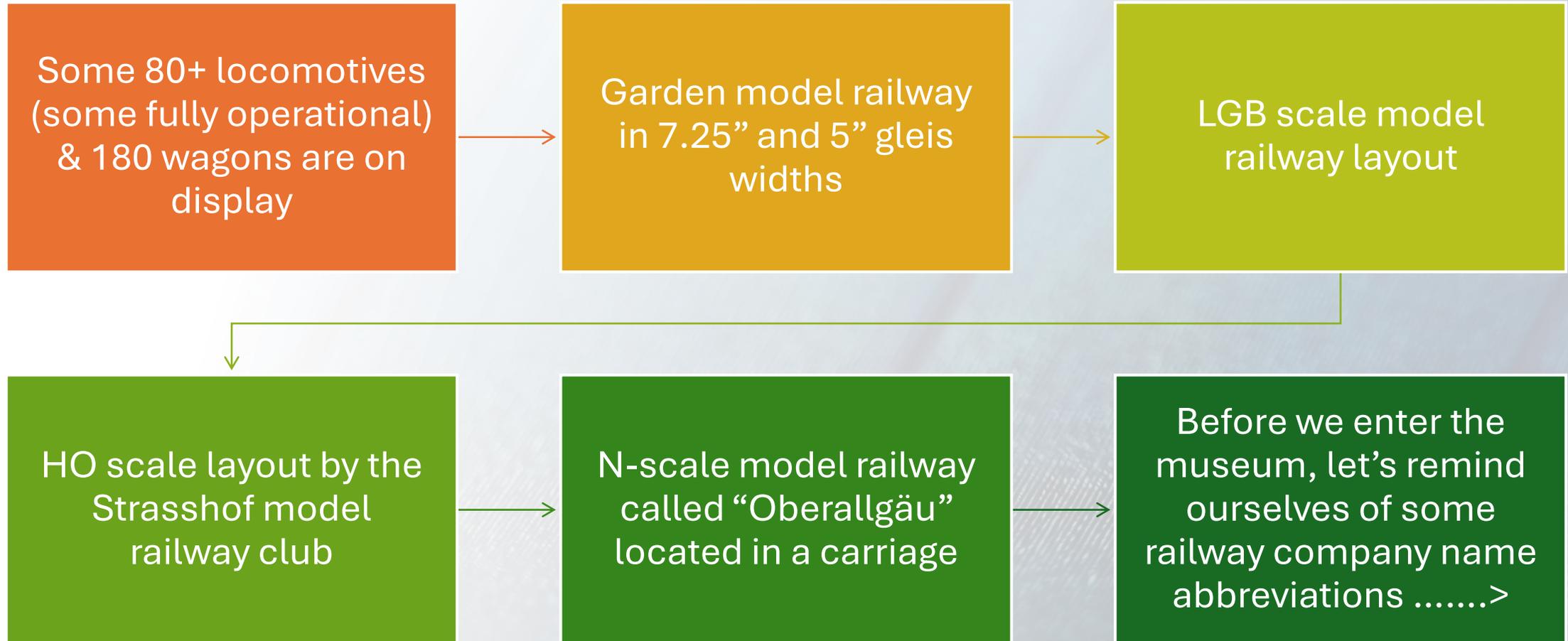
Photo: Thaler Tamas



History of the 1.öSEK

- 2000 - 1.öSEK restored the world-famous locomotive 180.01 (more later)
- 2005 - oldest existing express train locomotive, the 17c 372, was restored to operational condition (more later)
- 2006 - TMW prematurely terminated its cooperation agreement with the 1.öSEK
- 2007 - cooperation agreement signed between the ÖBB Holding and the 1.öSEK, ensuring exhibits looked after by the 1.öSEK
- 2013 - museum site purchased from the ÖBB
- Floor space increased to 150,000m²

Present day at Das Heizhaus



Austrian Railway Company Names

- BBÖ - National company Bundesbahnen Österreich founded 1923 after dissolution of the empire*
- DR - Following the Anschluss** of Austria to National-socialist Germany in 1938, the BBÖ was taken over by the Deutsche Reichsbahn
- GKB - Graz-Köflacher Bahn
- KEB – k.k. privilegierte Kaiserin Elizabeth-Bahn (Imperial & Royal privileged Express Elizabeth Railway) (Western Railway) 1858
 - 1858 Wien – Linz, 1860 Salzburg & Munich
- * 1918 the Austrian rail network was brought under state control, going through several name changes: 1918 - *Deutschösterreichisch Staatsbahn* (DÖStB),
 - 1919 *Österreichisch Staatsbahn* (ÖStB), and in 1923 *Bundesbahn Österreich* (BBÖ)
- ** Annexation of the Federal State of Austria into the German Reich on 13 March 1938

Austrian Railway Company Names

- kkStB - Imperial Royal Austrian State Railways Kaiserlich-königliche österreichische Staatsbahnen
 - created in 1884 – served the Austrian side of Austria-Hungary
- ÖBB - Österreichische Bundesbahn re-installed 1945
- StEG - Imperial Royal Privileged Austrian State Railway Company
 - Created 1884
 - Despite name was private until 1909!
- Südbahn - Österreichische Südbahn (remained private until 1918)

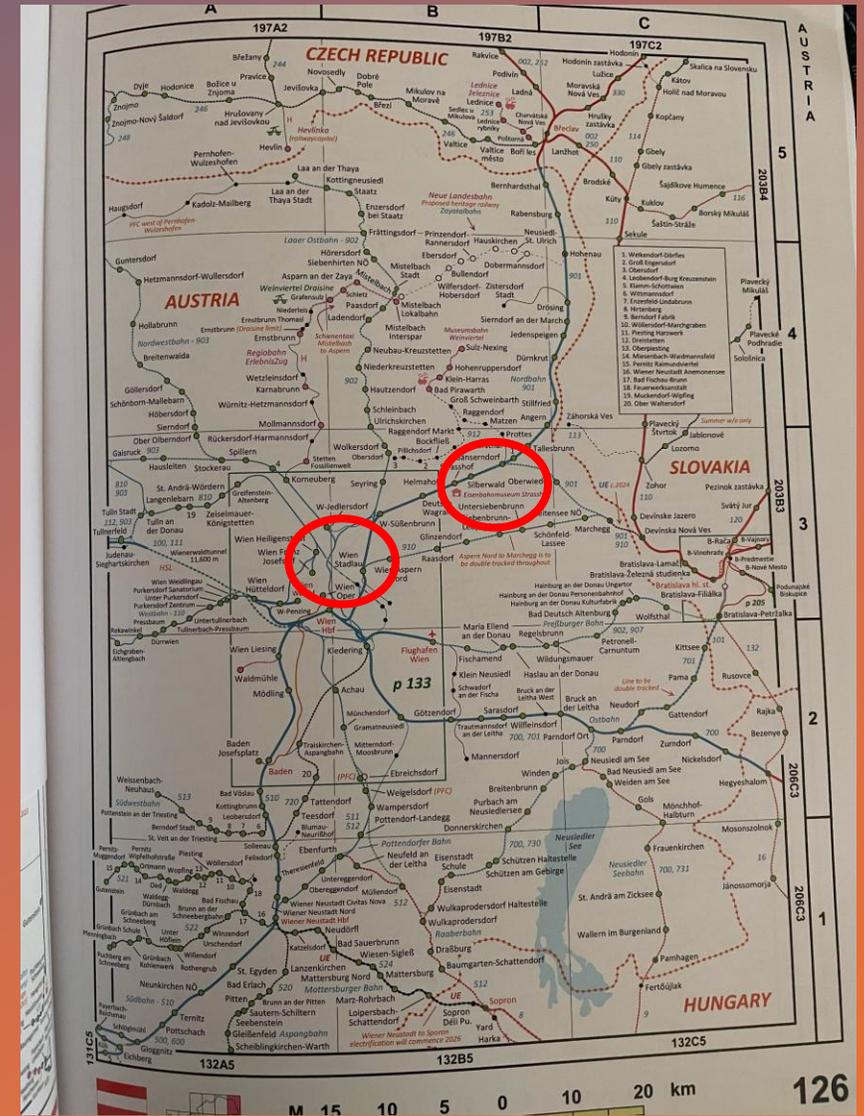
Let's
proceed
to Das
Heizhaus

Where exactly is
Das Heizhaus?



European Rail Atlas – Regional Series: Book 2

Page 126 explains



Access from Wien by train (however else)! 😊

The screenshot displays a Google Maps interface with a search for a route from Wien Hbf to Silberwald-Strasse, 2231 Strasshof an der Nordbahn. The route is highlighted in red and takes 1 hour 10 minutes. The interface includes a sidebar with navigation options, a search bar, and a map view of Vienna and surrounding areas.

Search Results:

- Best: 32 min
- 1h 9m
- 7 hr
- 1h 58m

Route Details:

- 9:44 PM—10:54 PM
- 10:00 PM from Silberwald Bahnhst
- 21 min every 30 min

Explore Wien Hbf:

- Restaurants
- Hotels
- Bars
- Coffee
- More

Map Labels: Silberwald-Strasse, 2231 Strasshof an der Nordbahn, Silberwald Bahnhst, Deutsch-Wagram, Gerasdorf, Donauturm, Vienna, Wien Hbf, Schloß Belvedere, Nationalpark Donau-Auen, Leopoldsdorf im Marchfelde, Strasshof an der Nordbahn, Eisenbahnmuseum, Strasshof „Das Heizhaus“.



Silberwald – nearest station to alight

- Saved
- Recents



L3025
Strasshof an der Nordbahn, Lower Austria
Google Street View
Mar 2023 See more dates



Silberwald Bahnst

3.9 ★★★★★ (16)
Train station · [📍](#)

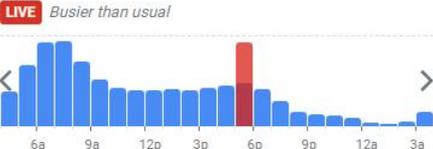
- Overview
- Reviews
- About

- Directions
- Save
- Nearby
- Send to phone
- Share

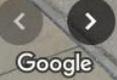
- 2241 Strasshof an der Nordbahn, Austria
- 8MHH+7C Strasshof an der Nordbahn, Austria

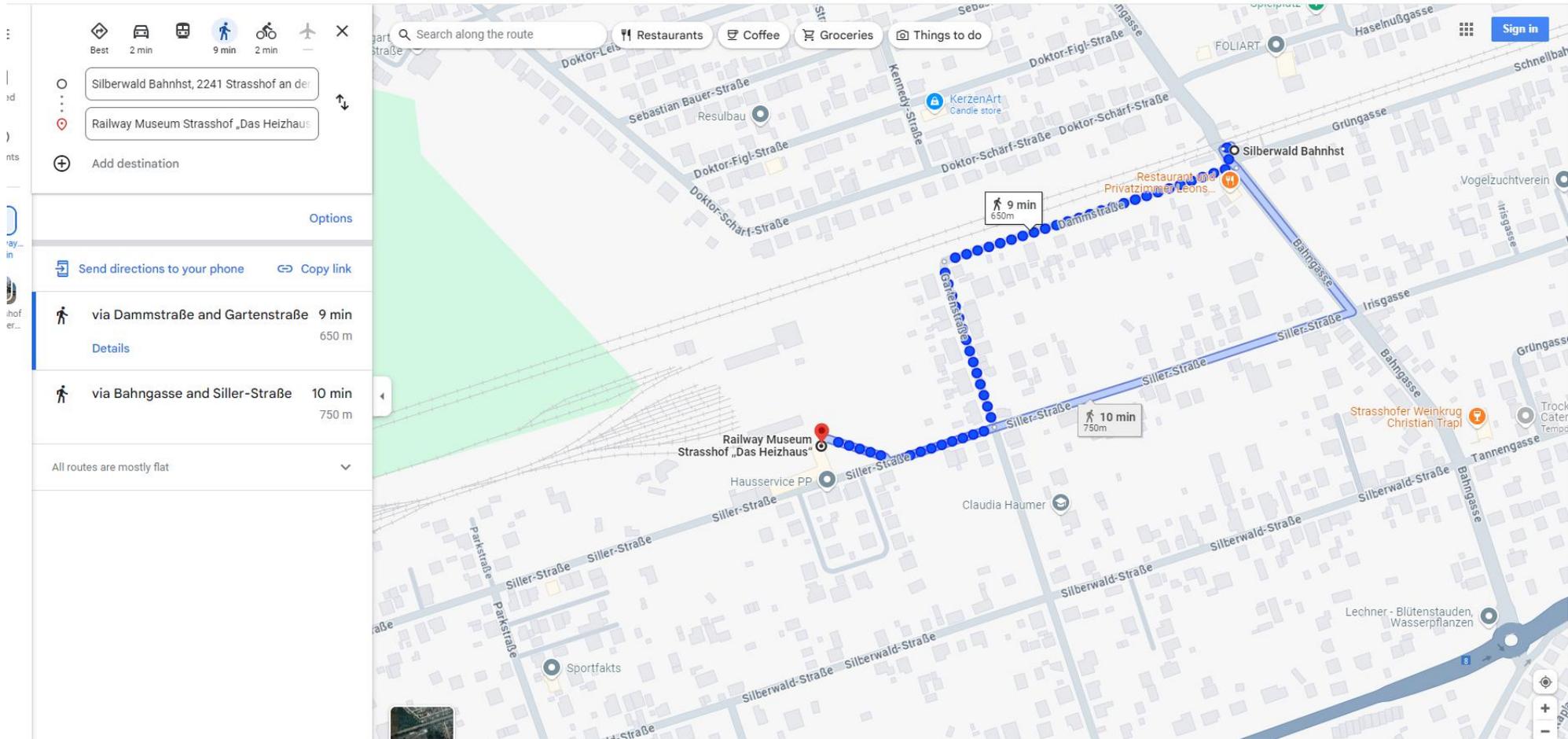
[Suggest an edit](#)

Popular times Wednesdays

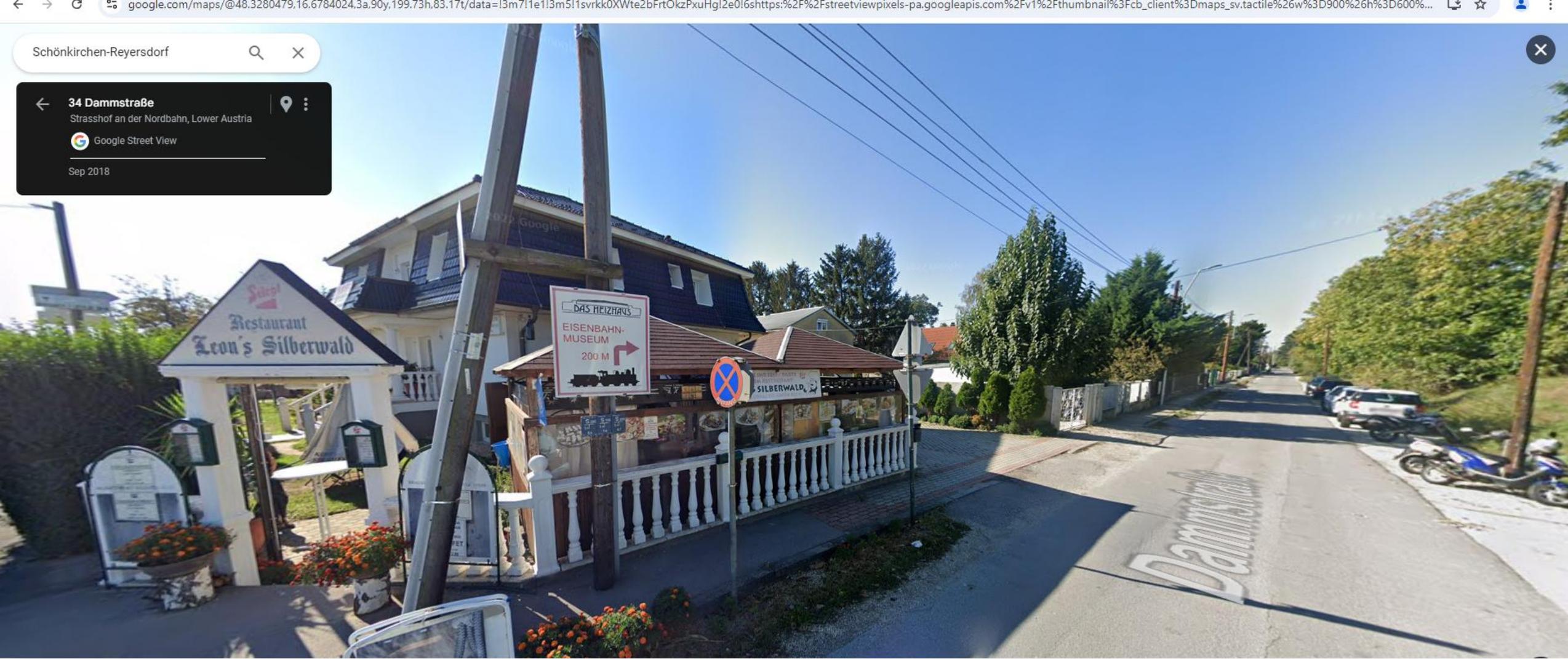


- Trains
- R 1
 - S 1





9 Minutes walk to Museum



Street approach

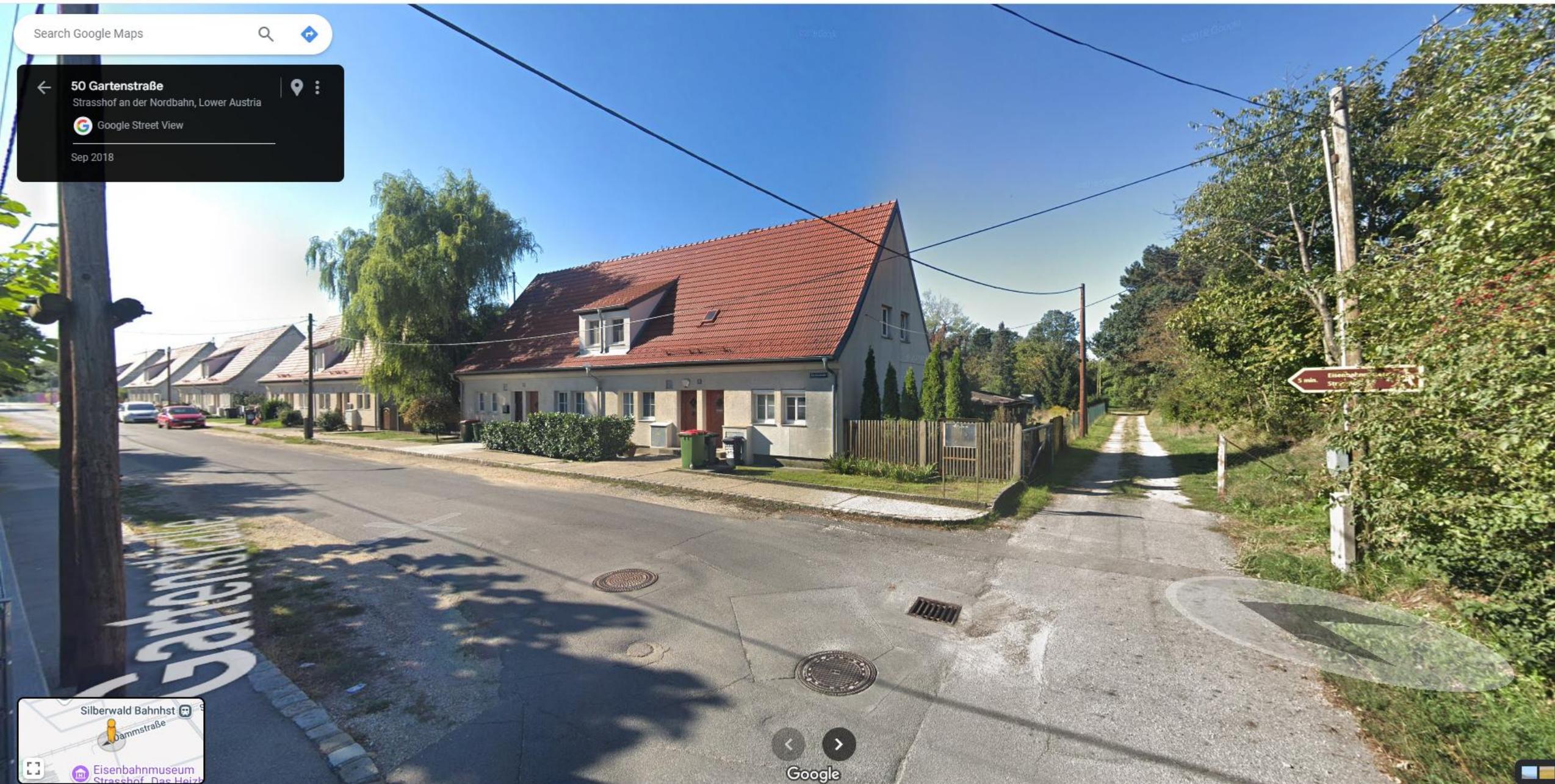
Search Google Maps

← **50 Gartenstraße**  

Strasshof an der Nordbahn, Lower Austria

 Google Street View

Sep 2018



Silberwald Bahnst

Dammstraße

 Eisenbahnmuseum
Strasshof, Das Hei

← →

Google



Das Heizhaus Entrance

Das Heizhaus



Geschichte

Eröffnet wurde das Museum 1984 im Ansd der ehemaligen Laufferrwerkstatt Strasshof, welche bis 31. Dezember 1978 in Betrieb war. Betreiber und Betreuer dieses Museums ist der Österreichische Straßenbahn- und Eisenbahnklub (ÖASEK).

Sammelgebiete

- Fahrzeugverleiher
- Fahrzeugtechnik
- Betriebsregeln Besondere und Einrichtungen
- Bahnhofsgebäude
- Fachliteratur
- Archiv
- Buffetwagen
- Sommerwagen

Hier wird eine der bestechendsten Eisenbahn-Führungsleistungen Europas gezeigt. Im Eisenbahnmuseum Heizhaus Strasshof dokumentieren rund 350 Exponate die Entwicklung von fahrtauglichen österreichischer Eisenbahnen von 1855 bis zur Gegenwart.

Fahrer:

- Dampflok
- Diesellok & Elektrolokomotoren
- Diesellok & Elektrolokomotoren
- Personenzüge
- Gepäck- oder Postwagen
- Güterwagen
- Bahnhofsgebäude
- Sommerwagen & Sonder

Besuchersaison

- Spiel-Museum
- Halle
- Ausstellung
- Gelände

An Fahrtauglichkeiten zusätzlich:

- Führerstandsfahrten
- Führungen
- N-Modellbahn
- HO-Modellbahn
- LGB-Gartenbahn
- Gartenbahn
- Buffetwagen
- Sommerwagen

An Dampftriebkraften zusätzlich:

- Dampflok-Führerstandsfahrten
- Modellbahnen

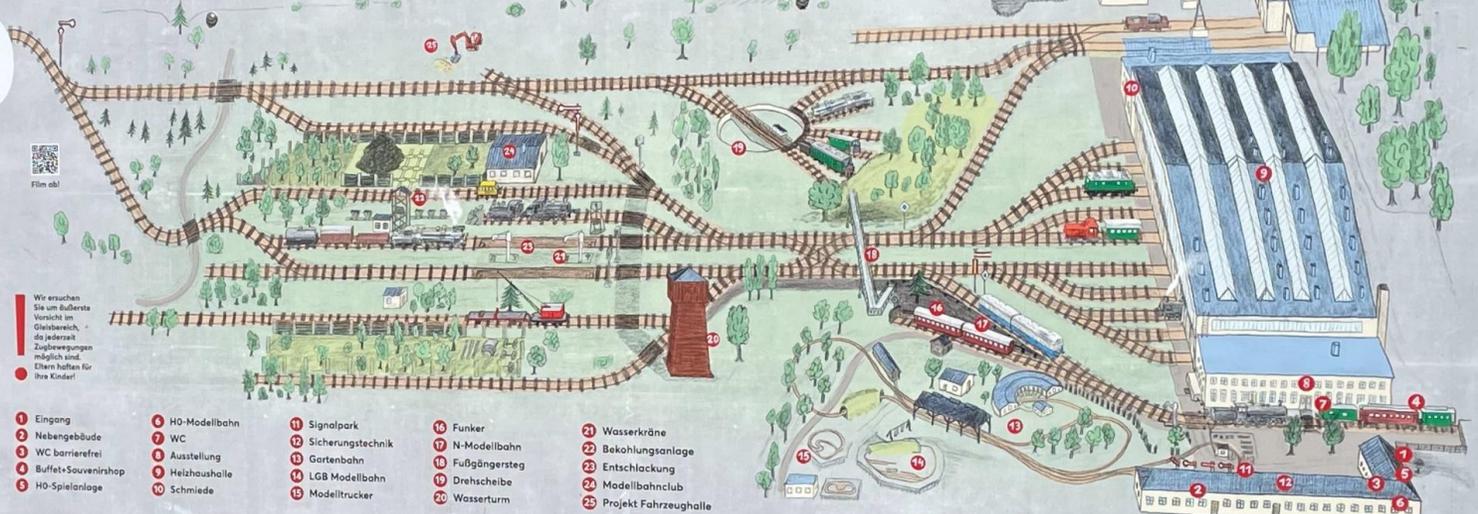
Kontakt

Eisenbahnmuseum Heizhaus Strasshof
 Strasshof 123
 2331 Strasshof an der Nordbahn
 Tel: +43 2337 / 3027
 office@eisenbahnmuseum-heizhaus.com
 www.eisenbahnmuseum-heizhaus.com

Partner



Abgefahren!
 Schaut's euch das an!



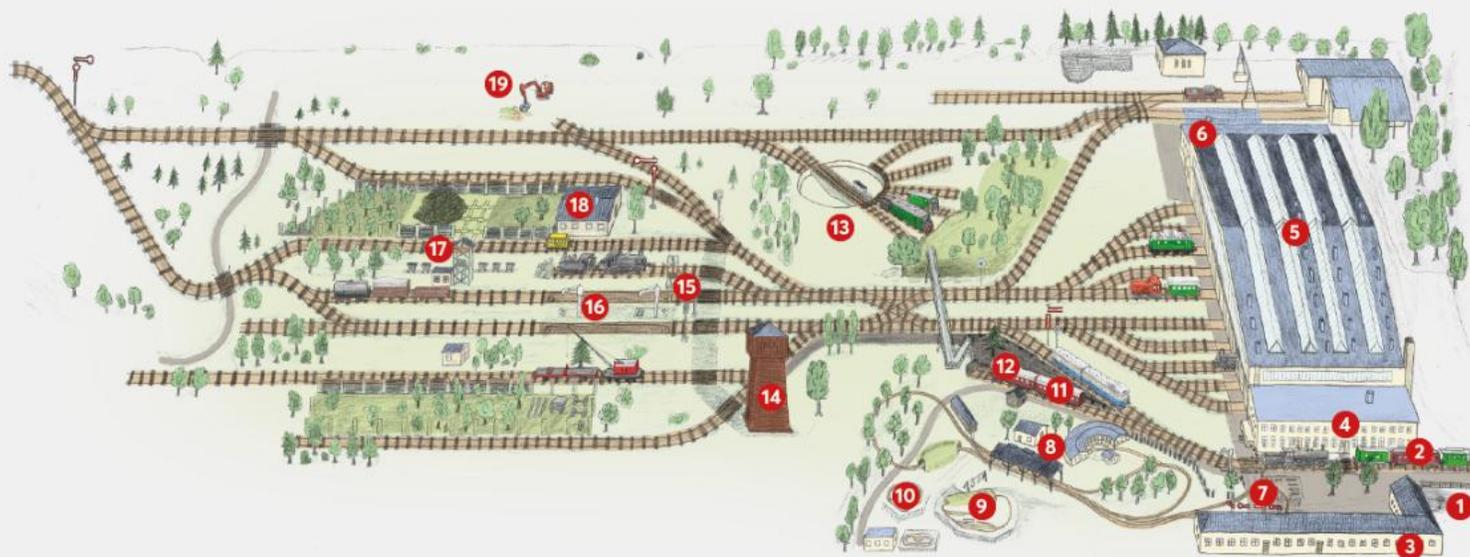
Wir eruchen Sie um äußerste Vorsicht im Gleisbereich, da jederzeit Zugbewegungen möglich sind. Eltern haften für ihre Kinder!

- 1 Eingang
- 2 Nebengebäude
- 3 WC barrierefrei
- 4 Buffets-Souvenirshop
- 5 HO-Spielanlage
- 6 HO-Modellbahn
- 7 WC
- 8 Ausstellung
- 9 Heizhausehalle
- 10 Schmiede
- 11 Signalpark
- 12 Sicherheitstechnik
- 13 Gartenbahn
- 14 LGB Modellbahn
- 15 Modelltrucker
- 16 Funker
- 17 N-Modellbahn
- 18 Fußgängersteg
- 19 Drehscheibe
- 20 Wasserturm
- 21 Wasserkranne
- 22 Bekohlungsanlage
- 23 Entschlackung
- 24 Modellbahnclub
- 25 Projekt Fahrzeughalle



Das Heizhaus parklike layout

The Museum at a Glance



- 1** Entrance
- 2** buffet and souvenir shop
- 3** H0 model railway
- 4** Exhibition
- 5** Heizhaus Halle
- 6** Wrought
- 7** Signal Park
- 8** garden railway
- 9** LGB model railway
- 10** trucks model truckers
- 11** radio operator
- 12** N-scale model railway
- 13** turntable
- 14** water tower
- 15** slag elevator
- 16** water cranes
- 17** coal cranes
- 18** model railway club
- 19** vehicle hall project

Das Heizhaus Aerial view

Photo: Wikipedia Von
C.Stadler/Bwag - Eigenes Werk



Das Heizhaus - “The Boiler House” !

Photo: Wikipedia Von
Theslu - Eigenes Werk,



In front of the boiler house

Photo: Wikipedia





Into “The Boiler House” we go!

UIC classification of locomotive axle arrangements

Sometimes known as the German classification or German system

Describes the wheel arrangement of locomotives, multiple units and trams

Used in much of the world

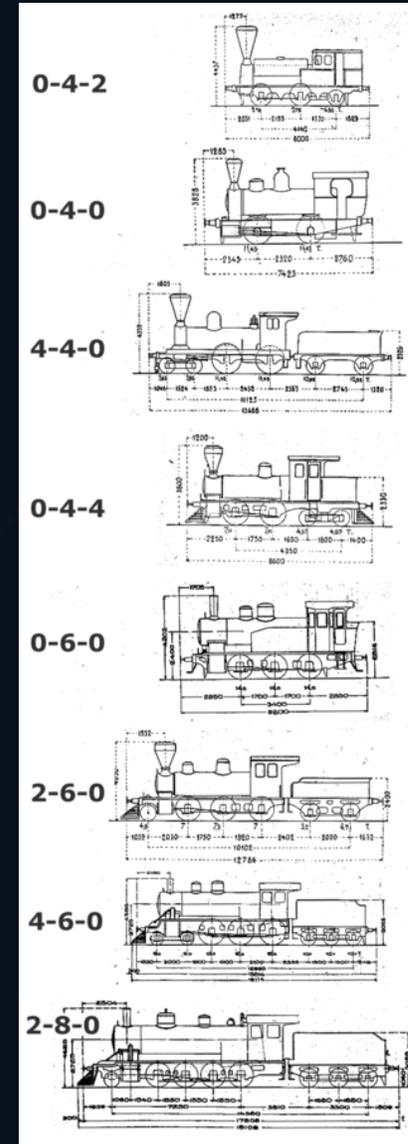
Notable exceptions being the United Kingdom and North America

Managed by the International Union of Railways (UIC)

https://en.wikipedia.org/wiki/International_Union_of_Railways

UIC classification of locomotive axle arrangements

- In United Kingdom and North America, the Whyte* notation is used for steam locomotives (and small diesel shunters in the UK)
- United Kingdom otherwise uses its own slightly simplified form of UIC
- North America uses the AAR wheel arrangement, essentially another simplification of the UIC system
- * **Frederick Methvan Whyte** (1865 – 1941) mechanical engineer of Dutch background worked for NYC RR developed wheel notation in 1900



UIC classification of locomotive axle arrangement - examples

- **2'D1'h3S**

- two front leading axles grouped in a bogie
- four driving axles
- one trailing axle in a bogie
- simple steam expansion, superheated steam
- three-cylinders
- for fast trains
- Whyte notation 4-8-2

- **1'E1'h2Gt**

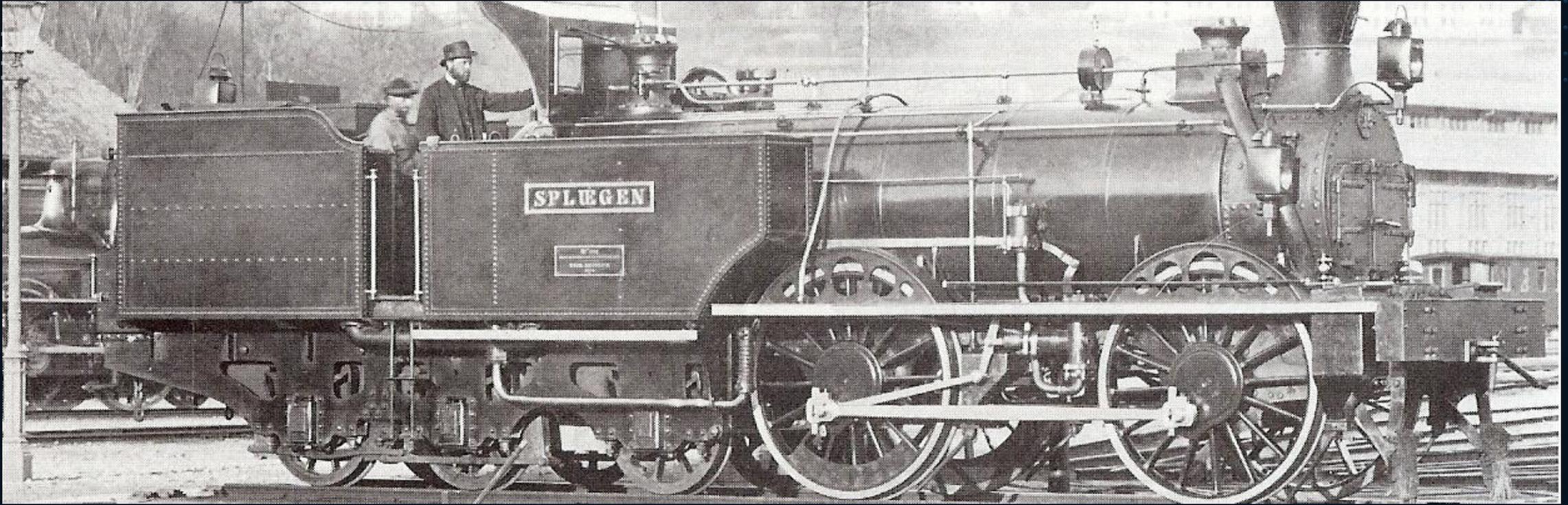
- one front leading axle in a bogie
- five driving axles
- one rear trailing axle
- simple steam expansion, superheated steam
- two-cylinders
- for freight trains
- tank engine
- Whyte notation: 2-10-2T

UIC classification of locomotive axle arrangements

Other suffixes

- h: superheated steam (German: *Heißdampf*, lit. 'hot steam')
- n: saturated steam (German: *Nassdampf*, lit. 'wet steam')
- v: compound (German: *Verbund*)
- Turb: turbine
- number: number of cylinders
- t: tank locomotive
- tr: tram (urban) locomotive
- E: Engerth-type locomotive (articulated steam lok)
- G: freight (German: *Güterzug*, lit. 'goods train'). Also used to indicate shunting locomotives
- P: passenger (German: *Personenzug*, lit. 'passenger train')
- S: fast passenger (German: *Schnellzug*, lit. 'express train')

The most common wheel arrangements in modern locomotives are Bo'Bo' and Co'Co'



Engerth locomotive

- Early articulated steam locomotive
- Designed by Wilhelm Freiherr von Engerth for use on the Semmering Railway
- Distinctive feature an articulated tender as part of the main locomotive frame
- Weight of the tender therefore rested on the driving wheels, improving adhesion, while articulation allowed the locomotive to navigate the narrow curves of mountain railways

Swiss locomotive and railcar classification

- Unlike the Whyte notation and AAR systems used to classify wheel arrangements and the UIC classification of locomotive axle arrangements, the Swiss system (original 1902 and updated forms) reflects variables, including
 - track gauge
 - motive power type; and
 - maximum speed
- The Swiss system is less precise in the way it deals with axles, it refers only to numbers, rather than to arrangements of powered axles and axles as a whole
- The Swiss system is a method of classifying locomotive and railcar *types and series* than classifying wheel or axle arrangements

Locomotives [edit]

	Locomotive class	Traction type	Number: drive axles	Number: total axles	Series or sub-class	
Classification type	Capital letter	Lower case letter	1st number	2nd number	Roman numeral superscript	
Possible values	{A;B;C;D;E;G;H;R}	absent or {a;e;m}	Natural number	Natural number	Ongoing according to build type	Letters can be combined
Example	R	e	4	4	II	Re 4/4II
Explanatory example	Locomotive with higher cornering speed	Electric	4 Drive axles	4 Axles	2nd Series of the Re 4/4	Electric loco with higher cornering speed, all four axles are drive axles (Bo'Bo'), 2nd series

Traction type [edit]

Traction type	Meaning
a	Battery (" <i>Accumulator</i> ")
e	Electric
f	Radio control (unofficial extension)
h	Rack rail drive (for railcars and tractors)
m	Fuel (Diesel, Gas turbine)
(absent)	Steam

Locomotive class [edit]

Locomotive class	Meaning
A	Standard gauge locomotive with v_{max} over 80 km/h
B	Standard gauge locomotive with v_{max} from 70 to 80 km/h
C	Standard gauge locomotive with v_{max} from 60 and 65 km/h
D	Standard gauge locomotive v_{max} from 45 to 55 km/h
E	Shunting locomotive , Steam tank locomotive
F	Electric locomotive (only to 1920)
G	Narrow gauge locomotive for adhesion operation
H	Locomotive with rack rail operation
R	Locomotive with higher cornering speed compared with A and v_{max} at least 110 km/h
T	Tractor

Swiss locomotive and railcar classification

- Example: HGe 4/4 ii = Lok with rack rail operation, narrow gauge, electric, Bo-Bo arrangement, all axels powered, 2nd generation
- For more information visit https://en.wikipedia.org/wiki/Swiss_locomotive_and_railcar_classification

kkStB 180



Why was this locomotive so important to ÖSEK?

Karl Gölsdorf - 1861 – 1916 Austrian engineer and locomotive designer

Created the first five-coupled locomotive series with axles rigidly mounted in the frame

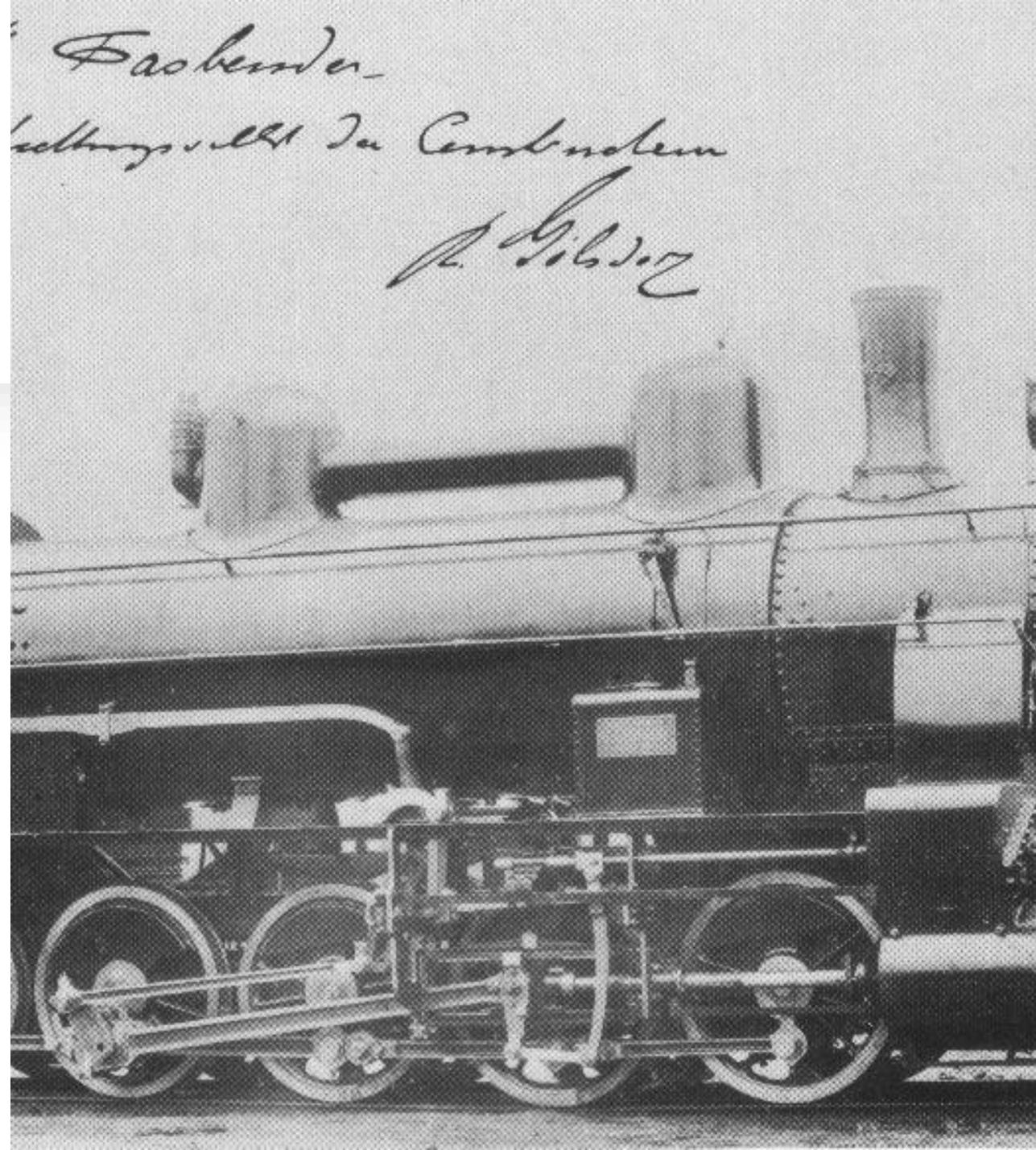
TMW / Loan to Southern Railway Museum Mürzzuschlag

kkStB 180 - Background

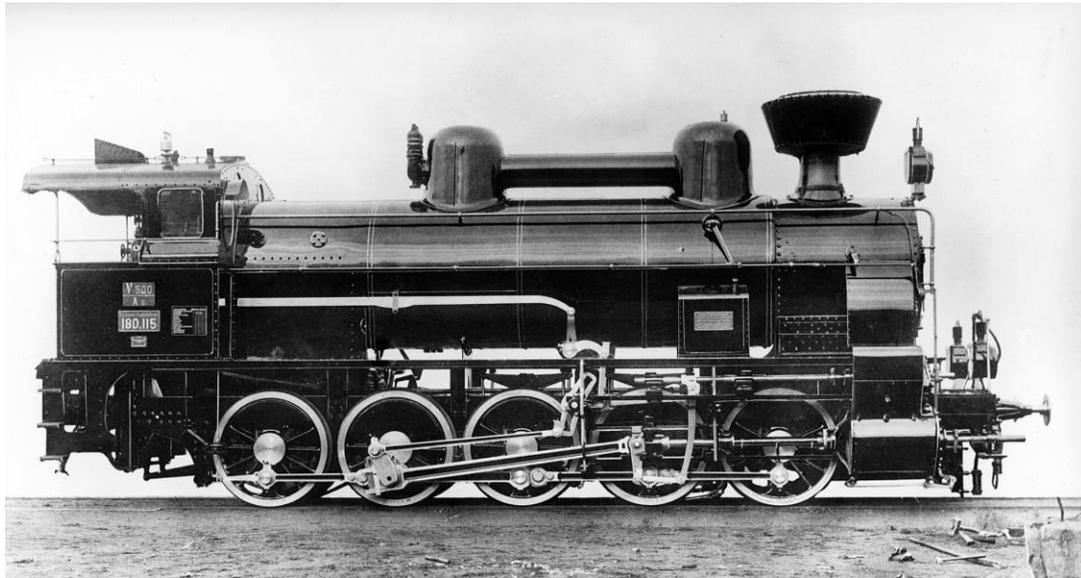
- As the demands on the weight of freight trains increased, locomotives were given more and more axles in order to avoid excessive strain on the rails
- Axle loads were often limited, initially to 16 tonnes, occasionally to 18 tonnes and later mostly to 20 tonnes
- A five-axle locomotive could therefore weigh 100 tonnes, plus the tonnage that could be carried by means of sprung leading and trailing axles
- The heavier a locomotive is and the more surface pressure it puts on the wheels, the more powerful it is

kkStB 180

- Previously, the designer had only achieved the ability to negotiate curves by weakening the wheel flanges, in some cases even with a middle wheel set without flanges



kkStB 180



The compound machines were given a double dome with a connecting tube

Offered better curve running by laterally movable axles, already proven in the 170 series

Based on the ideas of Richard von Helmholtz

The application of this design principle to five-couplers is known as the Gölsdorf axle

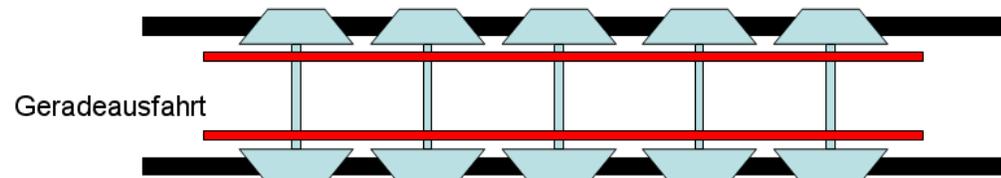
kkStB 180

- **Gölsdorf axle arrangement** is a combination of frame-mounted locomotive axles and laterally adjustable axles to enable low-wear and low-noise cornering with a rigid, one-piece frame

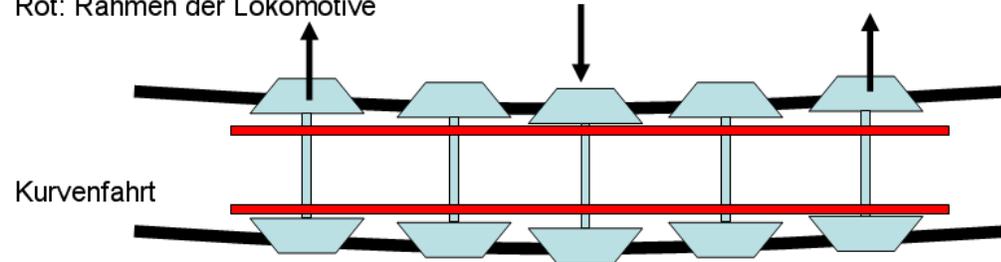


Gölsdorf axle arrangement

Prinzip der Gölsdorf-Achse bei einer Fünfkuppler-Lokomotive



Rot: Rahmen der Lokomotive



Achsen 2 und 4 behalten ihre Position

Achse 1 und 5 verschieben sich einwärts,

Achse 3 verschiebt sich auswärts

Two of the five axles cannot change their lateral position in the frame, they are mounted in fixed bearings

The movable axles require not only the movable bearings of the individual axles but also the ability to move the coupling rods on the drive pins of the movable axles



kkStB 310.23

kkStB 310.23

Technical data

Traction type: steam locomotives
Year of construction: 1911
Inv.No.: 20
Fab.No.: 3791
Manufacturer: State Railway Company

Type: 1C2 h4v
Top speed: 100 km/h
Performance: 1592 PSi
Service weight: 138 t
Length over buffers: 21,400 mm

history of the series

Designer: Karl Gölsdorf
Years of construction: 1911 - 1916
Duration of use: until 1957
Number of units: 90 pieces
Operating routes: Nordbahn / FJB / Westbahn





ÖSEK 52 100



ÖSEK 52 100

- Originally, the locomotive was to be designated ÜK 50 3144 by the Deutsche Reichsbahn. After 1945, the machine remained in Yugoslavia as 33-044 and was used in Serbia and Bosnia until 1974.
- In 1991, the 1st Austrian Special Forces were able to purchase the locomotive and transfer it to Strasshof along with five other machines.
- In 1994, it was restored to working order in Budapest. It was given back its original number 52 100 and a grey paint job reminiscent of the prototype locomotive (52 001).

ÖSEK 52 100

Technical data

Traction type: steam locomotives
Year of construction: 1943
Inv.No.: 53
Fab.No.: 16411
Manufacturer: Krauss-Maffei AG

Type: 1'E h2
Top speed: 80 km/h
Performance: 1,621 PSi
Service weight: 102.7 t
boiler pressure: 16 kg/cm²
Length over buffers: 22,975 mm

history of the series

Designer: Borsig
Years of construction: 1942 - 1952
Duration of use: until 1976 (in Austria)
Number of units: 6244
Operating routes: Europe and the former Soviet Union





ÖSEK 52 100 & kkStB 310.23



BBÖ 1080.01

BBÖ 1080.01

Technical data

Traction type:	electric locomotives & electric multiple units
Year of construction:	1924
Inv.No.:	1512
Fab.No.:	1301
Manufacturer:	Lokomotivfabrik Krauss-Linz / Siemens
Type:	E
Top speed:	50 km/h
Performance:	1,020 kW / 1,390 hp
Service weight:	77 t
Length over buffers:	12,850 mm

history of the series

Years of construction:	1924 - 1925
Duration of use:	until 1993
Number of units:	20 pieces
Operating routes:	Brenner and Arlberg Railway, Pressburger Railway, Salzkammergut Railway





ÖBB 1041.15

ÖBB 1041 015

Technical data

Traction type: electric locomotives & electric multiple units
Year of construction: 1952
Inv.No.: 1704
Fab.No.: 52733
Manufacturer: SGP-Graz / AEG

Type: Bo'Bo'
Top speed: 90 km/h
Performance: 2360 kW / 3,200 hp
Service weight: 83 t
Length over buffers: 15 320 mm

history of the series

Years of construction: 1952 - 1954
Number of units: 25 pieces





HEIZHAUS
MUSEUM STRASSHOF

DT1.07

1976 als 3071.07 in Sigmundsherberg

Bezeichnung des Dampftriebwagen

Hersteller: Lokomotivfabrik Wien-Floridsdorf

Baujahr: 1935 **Fab.Nr.:**

Museums-geschichte:

1968 wurde der DT1.07 dem Österreichischen Eisenbahnmuseum übergeben. Jahrelang in Sigmundsherberg im Freien abgestellt, wurde der DT 1.07 1978 nur noch als Rosthaufen ins Eisenbahnmuseum Wien gebracht. Zwischen 1988 und 1993 wurde er durch den 1.öSEK einer gründlichen Restaurierung unterzogen und konnte anschließend wieder in den Dienst genommen werden.

Technische Daten:

Bauart: 1B1 h2
Höchstgeschwindigkeit: 100 km/h
Leistung: 340 kW
Dienstgewicht: 43 t
Kesseldruck: 16 bar

Reihe der Baureihe: Konstrukteur: Alexander Lehner
 Baujahre: 1935 - 1937 **Bauanzahl:** 20 Stück
 Einsatzdauer: bis 1968 **Einsatzstrecken:** Süd- und Ost-Österreich

Österreich

BBÖ DT1.07 (ÖBB 3071.07)
 “Railcar”



BBÖ DT1.07 (ÖBB 3071.07)

Photo: [Herbert Ortner](#)

BBÖ DT1.07
(ÖBB
3071.07)



BBÖ DT1.07 (ÖBB 3071.07)

<https://eisenbahnmuseum-heizhaus.com/de/sammlung/bboe-dt1-07>

The DT1.07's first place of work was in Villach until 1937. In 1939, it was given the new designation 71 507 by the Deutsche Reichsbahn and was assigned to the Vienna directorate. In 1943, it was transferred to the Munich depot and later to Innsbruck. At the ÖBB, the railcar was given the number 3071.07 and was based in Wörgl, Linz, Krems and Vienna Northwest. In 1968, it was decommissioned and handed over to the state vehicle collection.

Between 1988 and 1993 it was thoroughly restored by the 1st Austrian Special Forces and was then put back into operation.

Technical data

Traction type:	steam locomotives
Year of construction:	1935
Inv.No.:	42
Fab.No.:	3081
Manufacturer:	Lokomotivfabrik Wien-Floridsdorf

Type:	1B1 h2t
Top speed:	100
Performance:	343 PSi
Service weight:	45 t
boiler pressure:	16 kg/cm ²
Length over buffers:	11,200 mm

history of the series

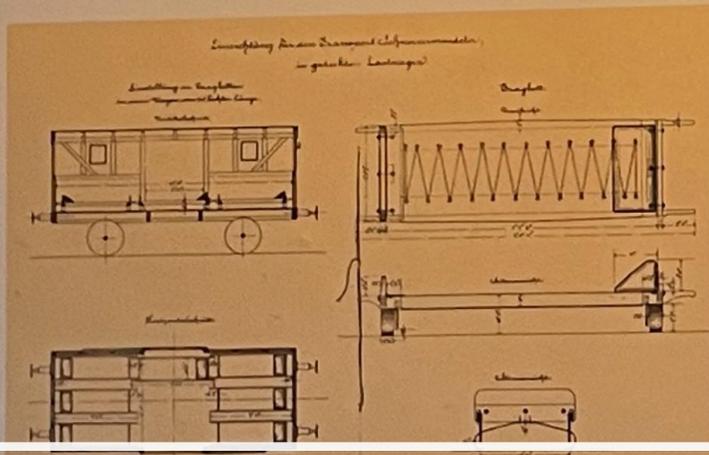
Designer:	Alexander Lehner
Years of construction:	1935 - 1937
Duration of use:	until 1968
Number of units:	20 pieces
Operating routes:	Southern Austria / Eastern Austria

Eisenbahn und Militär

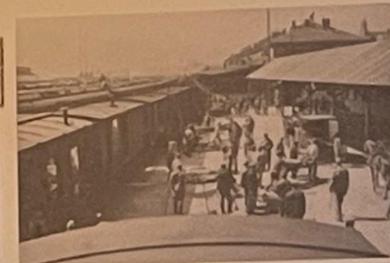
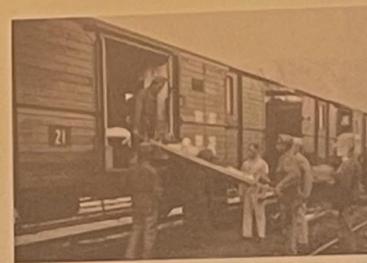
Als 1837 die erste dampfbetriebene Eisenbahn Österreichs (Wien – Deutsch-Wagram) in Betrieb genommen wurde, erkannte die militärische Führung die Bedeutung dieses neuen Verkehrsmittels für die Verteidigung des Reichs nicht.

Am 1. August 1841 erfolgte versuchsweise der erste Bahntransport von k.k. Truppen. Man verlegte das 12. Jäger-Bataillon von Ungarisch-Hradisch nach Brünn. In einem eigenen Zug mit 22 Waggons wurden 735 Mann, vier Pferde und die Bataillonsausrüstung befördert. Für die Wegstrecke von 129 km wurde ein Zeitgewinn von vier Tagen erreicht.

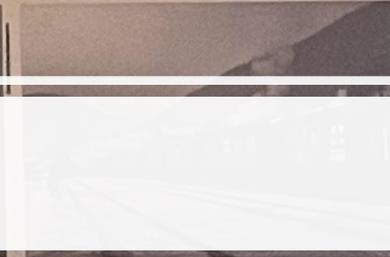
Die Ereignisse der Revolutionsjahre 1848/49, die Mobilisierung 1850 und 1854 sowie der Feldzug 1859 sollten die militärische Bedeutung der Eisenbahn beweisen. Am 24. Juni 1859 verloren in der Schlacht von Solferino die österreichischen Truppen (mit 133.000 Soldaten) gegen jene von Piemont-Sardinien und Frankreich (mit 151.000 Soldaten). Damit begann die Vormachtstellung Österreichs in Europa zu sinken. Im Nachhinein zeigte sich, dass die um vieles bessere Transportleistung Frankreichs maßgeblich kriegsentscheidend war.



Vor Beginn des 1. Weltkriegs standen alleine der Südbahngesellschaft für ihr Streckennetz im Mobilisierungsfall 1332 gedeckte Güterwagen für den Transport von verwundeten Soldaten zur Verfügung. Um Tragbahnen leichter ins Wageninnere zu bekommen, waren die Plattformen und Türen größer ausgebildet als bei normalen Güterwagen. Die technische Umrüstung zu Lazarettwagen erfolgte in kürzester Zeit in den Bahnwerkstätten, für die Sanitätsbelange sorgten die Garnisonsspitäler.



Die Südbahn sollte mit ihren 52 Lazarettzügen 10.478 Mann transportieren können. Dazu hatte sie 122 Bahnhöfe als Krankenhaltstationen geplant, in denen 11.284 Frischverletzte erstversorgt werden konnten.



Eisenbahn und Militär

Nun setzte bei den österreichischen Militärs ein Umdenken ein. 1862 wurde die „Vorschrift für den Militär-Transport auf österreichischen Eisenbahnen“ vom Kriegsministerium erlassen. Streckenausbauten und die Entwicklung der Fahrbetriebsmittel erfolgten nun auch nach militärischen Gesichtspunkten. Jedoch konnte der Rückstand des Eisenbahnnetzes im Vergleich zu den anderen europäischen Großmächten nicht mehr aufgeholt werden. Ein Umstand, der sich auch im 1. Weltkrieg für Österreich sehr nachteilig auswirkte.

Als „Erfinder“ der Lazarettzüge gilt der in Berlin wohnhafte jüdische Urologe James Israel, geboren am 2. Februar 1848 in Wien. Ein Lazarettzug, in dem auch während der Fahrt operiert werden konnte,

Doch schon nach den ersten Kriegstagen stellte sich heraus, dass der Bedarf an Lazarettzügen wesentlich höher war als geplant. So wurden zusätzliche Garnituren, meist gebildet aus zweiachsigen Personenwagen aber auch vierachsigen Schnellzugwagen, zusammengestellt. Zwar hatten diese Wagen eine ausreichende Heizung und eine bessere Federung, jedoch erfolgte die Verladung der Tragbahnen mit den Schwerverletzten „sehr abenteuerlich“ durch die Fenster.



Eisenbahn und Militär



SB Gsd 20 426

- In 1918, the Southern Railway Company purchased 32 freight cars of the Gsd series. The cars were to be used as temporary baggage cars in peacetime and to be quickly adapted as hospital cars in the event of war. In this use, a capacity of up to 46 people was planned.
- In 1923, the car was awarded to the BBÖ. The car was last used by the ÖBB as caravan 977 152.
- By a lucky coincidence, the car - overgrown with wild vines - was forgotten and thus escaped being scrapped. In 2001, the car was discovered and given to the 1.öSEK, which was able to reconstruct it in 2006/07.

Heading outside The Boiler House





ÖSEK 986 107

ÖSEK 986 107

Technical data

Traction type:	railway service cars
Year of construction:	1942
Inv.No.:	9231
Fab.No.:	26692
Manufacturer:	Henschel & Sohn, Kassel

Type:	snow blower
Top speed:	60 km/h
Axles:	10

history of the series

Number of units:	8 pieces in Austria
Operating routes:	All of Austria



ÖBB 58.744!

Technical data

Traction type: steam locomotives
Year of construction: 1923
Inv.No.: 62
Fab.No.: 5754
Manufacturer: Lokomotivfabrik Wiener Neustadt

Type: 1E h2
Top speed: 55 km/h
Performance: 1,440 PSi
Service weight: 124 t
boiler pressure: 15 kg/cm²
Length over buffers: 18,085 mm

history of the series

Designer: Johann Rihosek
Years of construction: 1920 - 1923
Duration of use: until 1959
Number of units: 72 pieces
Operating routes: mountain routes

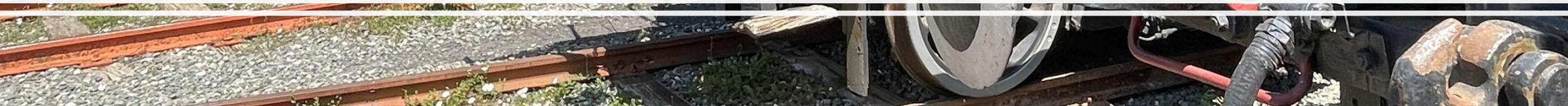


ÖBB 58.744 (ex BBÖ 81.44)

- With the use of 20-ton freight wagons, 1,600-ton coal trains could be formed from the Moravian - Silesian coal mining areas
- Johann Rihosek, Karl Gölsdorf's successor, designed a 1'E h2 twin locomotive in 1916
- The 81.01, which was not delivered by the Wiener Neustädter Lokomotivfabrik until 1920 because of the First World War
- Initial deliveries had a Kobel chimney
- The series locomotives received a "normal" chimney, higher domes to create a larger steam space, and a feedwater preheater, with several variants being tried
- Used in freight train service on the Western Railway, on the Gesäuse line (Styria) and on the Alpine routes
- In 1938, all 73 units of the BBÖ came to the Deutsche Reichsbahn, which classified them as 58 701–769 and 58 771-774



Around the turntable



The "Fusch" (KEB IV 106)



Works number 652, built in 1868 by the locomotive factory Wiener Neustadt

Only surviving locomotive of the Empress Elisabeth Railway (Western Railway)

Oldest locomotive in the museum's collection

Total weight with tender was around 70 tons and reached a top speed of 50 km/h

Served the kkStB, the BBÖ, the Deutsche Reichsbahn, among others

Decommissioned as ÖBB 53.7101 at the end of 1958

ÖBB 97.208

Technical data

Traction type:	steam locomotives
Year of construction:	1892
Inv.No.:	77
Fab.No.:	820
Manufacturer:	Lokomotivfabrik Wien-Floridsdorf

Type:	C1 n4zzt
Top speed:	30/15 km/h
Performance:	670 PSi
Service weight:	65 t
boiler pressure:	11 kg/cm ²
Length over buffers:	10,587 mm

history of the series

Years of construction:	1890 - 1908
Duration of use:	until 1978
Number of units:	18 pcs
Operating routes:	Erbergbahn



SB 17c 372

Technical data

Traction type:	steam locomotives
Year of construction:	1891
Inv.No.:	1
Fab.No.:	768
Manufacturer:	Lokomotivfabrik Wien-Floridsdorf

Type:	2B n2
Top speed:	85 km/h
Performance:	620 PSi
Service weight:	80 t
boiler pressure:	12.5 kg/cm ²
Length over buffers:	11,900 mm

history of the series

Designer:	Louis Adolph Gölsdorf
Years of construction:	1885 - 1901
Duration of use:	until 1932 / 1969
Number of units:	62 pieces
Operating routes:	Südbahn/GKB



SB 17c 372



The 17c 372 was initially based in Graz, later in Vienna, Marburg and Bolzano, and drove express and passenger trains on the southern railway lines there. In 1924, the locomotive was sold to the GKB, where it found its new job primarily in passenger transport from Graz to Wies-Eibiswald. As the last locomotive in its series, it was decommissioned in 1968 and handed over to the Austrian Railway Museum. In 1973, the 17c 372 came to Strasshof as the first museum exhibit and is now the oldest express train locomotive in Austria.

Photo: Von Herbert
Ortner

kkStB 310.23



kkStB 310.23

<https://eisenbahnmuseum-heizhaus.com/de/sammlung/kkstb-310-23>

Technical data

Traction type:	steam locomotives
Year of construction:	1911
Inv.No.:	20
Fab.No.:	3791
Manufacturer:	State Railway Company

Type:	1C2 h4v
Top speed:	100 km/h
Performance:	1592 PSi
Service weight:	138 t
Length over buffers:	21,400 mm

history of the series

Designer:	Karl Gölsdorf
Years of construction:	1911 - 1916
Duration of use:	until 1957
Number of units:	90 pieces
Operating routes:	Nordbahn / FJB / Westbahn

The 310.23 was initially used between Vienna and Krakow and from 1914 on the Kaiser Franz Josef Railway to Prague. After the end of the First World War, it lost its suitable routes and was decommissioned in 1935. However, the German Reichsbahn used the locomotive again with the designation 16 008. From 1956 onwards, it was only used as preheating system 01015 before it was decommissioned in 1960.

In 1974 it was erected as a monument next to the TMW. For the 150th anniversary of the railway in Austria in 1987, the 310.23 was restored to working order. Since then it has operated numerous nostalgic trains at home and abroad. Since 1999 it has been housed in the Strasshof Railway Museum.



ÖSEK 5145.01 – “Blue Flash”



ÖSEK 5145.01 – “Blue Flash”

Technical data

Traction type:	diesel locomotives & diesel railcars
Year of construction:	1954
Inv.No.:	5556
Fab.No.:	73,803
Manufacturer:	SGP-Simmering

Type:	B'2' dh
Top speed:	115 km/h
Performance:	397 kW / 540 hp
Service weight:	52.68 t
Seating:	56
Length over buffers:	21,853 mm
empty weight:	47 t

history of the series

Years of construction:	1952 - 1956
Duration of use:	until 1997
Number of units:	12 + 4 pieces
Operating routes:	international express train services, express train services, regional trains

The diesel railcar head was built in 1954 by SGP-Simmering for the ÖBB. They designated the power car as 5045.11, coupled it with the necessary control car 6545.11 and based the two-part set in Linz. From there it was used in the express city service between Graz and Salzburg. From 1955 it even reached Munich as the "Styria Express". In 1959 the 5045.11 was stationed at Vienna South station and used in express train service on the Southern Railway. In 1961 the power car was rebuilt to its current appearance and designated 5145.11. It then became part of international express trains as the "Venezia" and "Miramare". From 1970 it was mostly used in two parts. In 1973 it was based in Vienna East to operate regional services in eastern Austria. Finally, in 1992, it was decommissioned and incorporated into the ÖBB's nostalgic vehicle fleet.

It was then able to carry out a number of special trips for the ÖBB adventure railway before it had to be retired in 2011. In 2012 it was acquired for the Strasshof Railway Museum. After its arrival, work was carried out on its commissioning in cooperation with the "Club Blauer Blitz". Since 2016, the 5145.11 has been available again for nostalgic trips.

“Poetry” in
motion
...ÖBB
97.208



ÖBB 97.208



The locomotive, originally designated 69.08 by the kkStB, was based in Vordernberg all its life. It performed the demanding and heavy service on the rack section of the Erzbergbahn. The ÖBB gave it the number 97.208 and equipped it with a Giesl ejector in 1956. At the beginning of 1978 it received a major overhaul and was thus the last standard gauge steam locomotive to undergo this extensive work for scheduled use. It was the last locomotive in its series to be decommissioned in 1978.

In 1979, the 97.208 came to the Strasshof Railway Museum, where it is maintained in operational condition.

Technical data

Traction type:	steam locomotives
Year of construction:	1892
Inv.No.:	77
Fab.No.:	820
Manufacturer:	Lokomotivfabrik Wien-Floridsdorf

Type:	C1 n4zzt
Top speed:	30/15 km/h
Performance:	670 PSi
Service weight:	65 t
boiler pressure:	11 kg/cm ²
Length over buffers:	10,587 mm

history of the series

Years of construction:	1890 - 1908
Duration of use:	until 1978
Number of units:	18 pcs
Operating routes:	Erbergbahn



ÖBB 97.208

- Photo: Von
w:de:Benutzer:The slu



Views from the carriage



Views from the carriage



Views from the carriage



Views from the carriage

Exhibits captured by
photographers on earlier
nostalgic outings



109.13 (most recently ÖBB) and 109.109 (most recently MÁV)

Photo: Nostalgia train near Müzzschlag, Styria 11th June 2006 - [Wolfgang Glock](#)

629.01 of the Austrian Southern Railway or 77.66 of the ÖBB

Photo: Von Herbert Ortner,



197.301, a rack railway locomotive of the Erzbergbahn

Photo Von Herbert Ortner



“Licaon”, shunting
lok built in 1851



Photo: Herbert Ortner

KFNB VII kkStB 289 BBÖ 289 (Licaon)

1851 - "LICAON" built by the locomotive factory of the Vienna-Raab Railway* (StEG) under the direction of John Haswell

1923 - factory locomotive to the Stieglbrauerei in Salzburg

1958 - erected as a technical monument in front of the main railway station in Linz

1987 - refurbished for 150th anniversary celebrations of the railways in Austria and housed in the Strasshof Railway Museum

Considered one of the oldest operational locomotives in the world during this time

Not been heated since 2004 and no longer operational

Stored in a warehouse of the Technical Museum in Haringsee, Lower Austria



* First locomotive factory in the Austrian Empire and created many influential locomotives



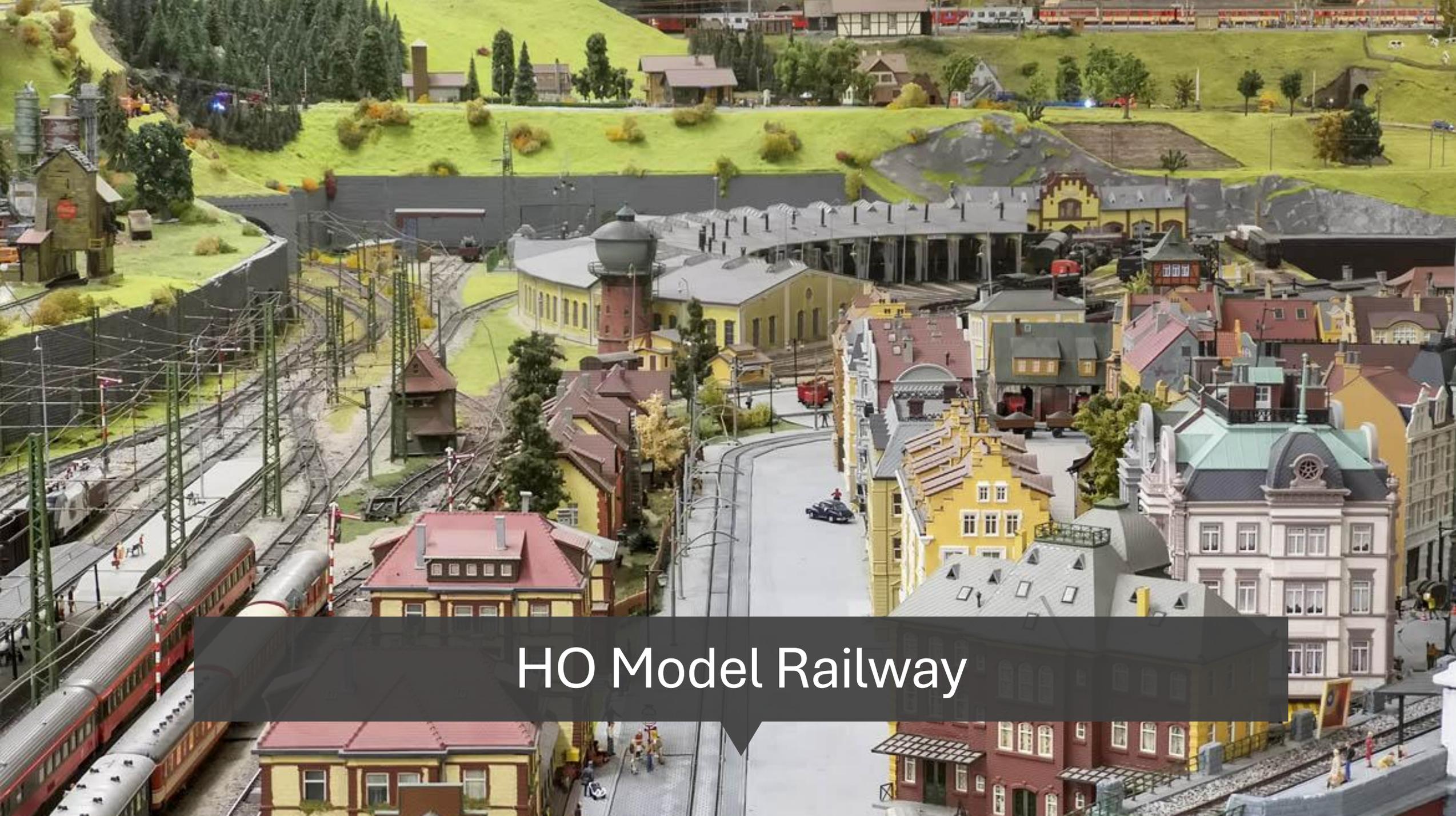
The Collection

<https://eisenbahnmuseum-heizhaus.com/de/sammlung>

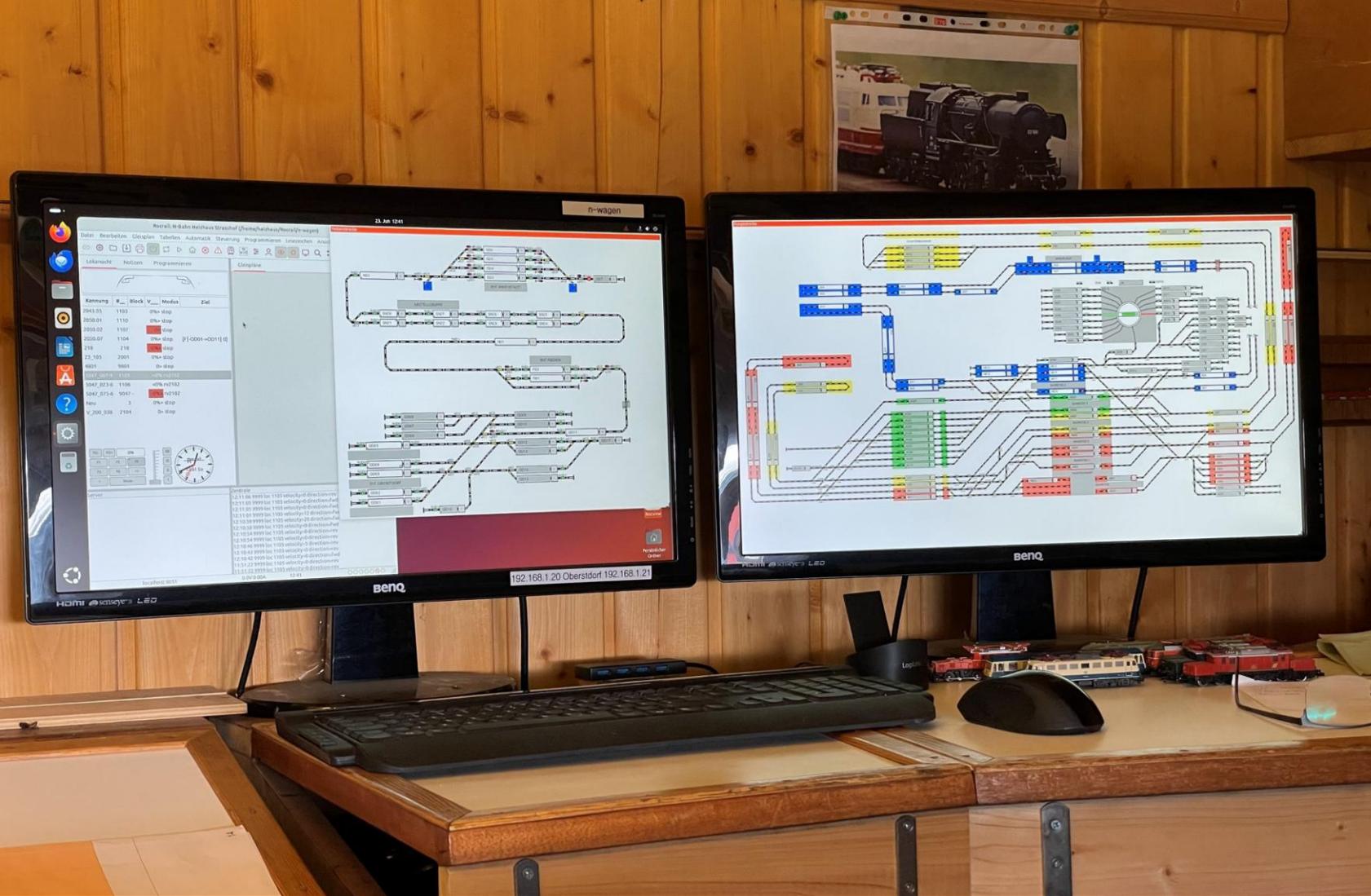
A screenshot of a web browser displaying the website 'Das Heizhaus Eisenbahnmuseum Strasshof'. The browser's address bar shows the URL 'eisenbahnmuseum-heizhaus.com/de/sammlung'. The website has a navigation menu with links: HOME PAGE, VISITORS, NOSTALGIC TRIPS, COLLECTION, THE UNION, SPONSORS, CONTACT, and SHOP. The main content area is titled 'collection' and features a grid of locomotive entries. Each entry includes a title (e.g., 'SB 17c 372'), technical details (Traction type, Manufacturer, Year of construction), and a 'Show details' link. To the right of the grid is a 'filter' section with dropdown menus for 'CATEGORY' and 'MANUFACTURER', a list of checkboxes for 'YEAR OF CONSTRUCTION' (Epoch I to VI), a 'SEARCH' input field, and a red 'RESET FILTER' button. The locomotive images are: a black steam locomotive (SB 17c 372), a grey steam locomotive (SB 29 852), a black steam locomotive (SB 32c 1665), and a partial view of a steam locomotive (SB 109.13).



Model trains – “Garden” 5” & 7.5” Gauge gleis

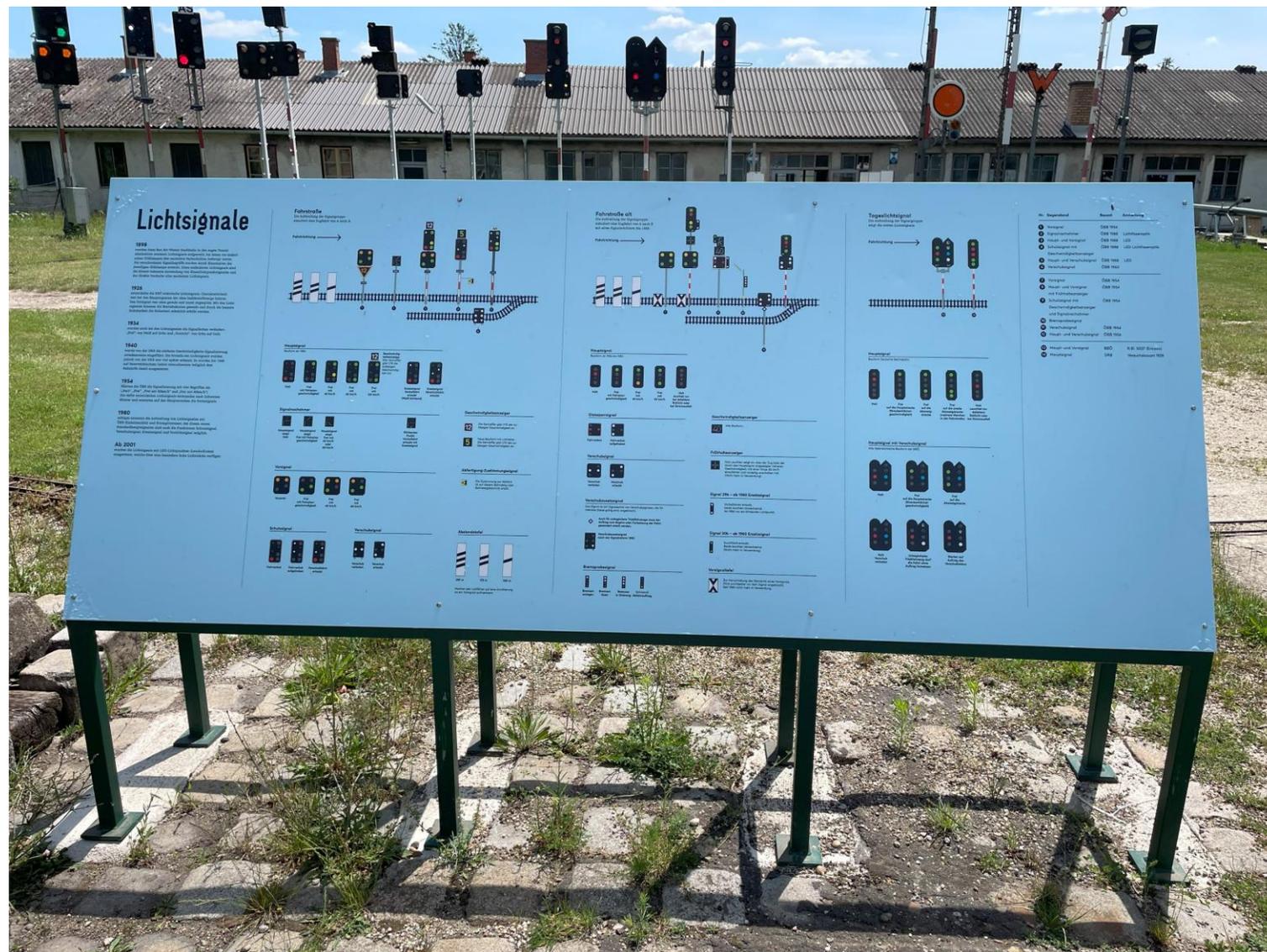


HO Model Railway



Model trains – N Gauge – Rocrail controlled
ETE “Colonials” Bill & Tim inspecting

Explanation of Light Signals





Soon it was time to walk back to Silberwald



And return to Wien Hbf for our next adventure!



Useful sources of information include

.....

- **The Austrian Railway group**
 - <http://www.austrianrailwaygroup.co.uk/>
- **European Railway Atlas – Mike Ball**
 - <https://europeanrailwayatlas.com/>
- **Eisenbahnatlas Österreich – Schweers + Wall**
 - <https://shop.oebb.at/en/eisenbahnatlas-oesterreich/>
- **Railway Guide to Europe – Brian Solomon**
 - Available from numerous book sources
- **eurail Railway Passes**
 - <https://www.eurail.com/en>
 - <https://www.raileurope.com/en-us>
- **The Man in Seat Sixty-One**
 - <https://www.seat61.com/>
- **List of steam locomotives in Austria**
 - https://de.wikipedia.org/wiki/Liste_in_%C3%96sterreich_vorhandener_Dampflokomotiven



ÖBB 100th Anniversary Parade – Sept 2023

- ETE Member Chris Richter, who now lives in Wein, when seeing the ETE notification for this presentation, sent the following movie link
- <https://youtu.be/x7A5qnYlS94>
- The video, approx. 40 minutes, is an edited parade of old through latest ÖBB equipment – not in chronological order

Strasshof an der Nordbahn



Metro-North NMRA

November 16th, 2024

Boyd Misstear

misstear@aol.com

<https://eisenbahnmuseum-heizhaus.com/de/>

www.ETE.org SIG

With thanks to the Eisenbahnmuseum-Heizhaus.com/de website & Wikipedia for detailed information

