



## English Summary for Interested Guests



### Welcome!

"Höllentalbahn" means translated "hell valley railway". The name of the valley refers to its often rainy and stormy weather. Due to its picturesque setting, Reichenau/Rax and the hell valley became a summer resort to the Habsburgs and the Viennese nobility in the 19<sup>th</sup> century. In this vivid period, several magnificent castles and villas were built and numerous artists were regular guests in the region. Arthur Schnitzler for example wrote his famous novella "Lieutenant Gustl" at the Grand Hotel "Thalhof" in Reichenau.

In the 20<sup>th</sup> century the region became a popular recreation and sports region in summer as well as in winter. The hell valley is also source area of the First Vienna Mountain Spring Pipeline supplying high-quality spring water to the austrian capital 80km away.

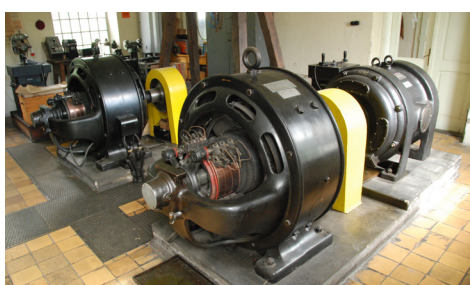
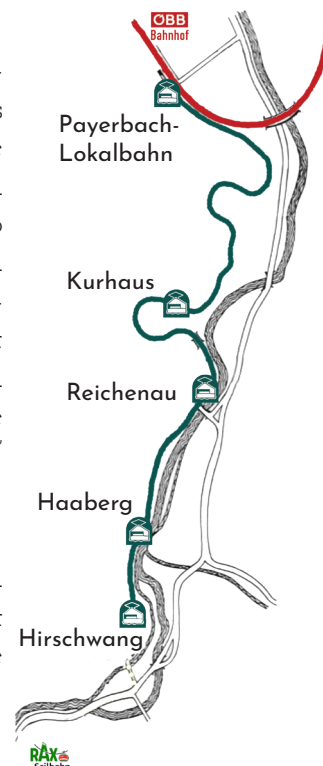
### About the Line

The Höllentalbahn was built in 1918 as an industrial freight railway connecting the "Semmering"-railway with various factories in Hirschwang. Between 1922 and 1926 the line was upgraded and extended, offering light rail passenger services between the Semmering-railway and the Rax cable car. Although passenger traffic already ceased in 1963, freight traffic remained in operation until 1982. In 1979 our association started offering a regular touristic passenger service during the summer months. Since 1982 the association is also responsible for the maintenance of the line, its buildings and rolling stock. Year after year our members voluntarily put hundreds of hours into keeping the railway running.

The line is about 5km (about 3 mi) long and has a gauge of 760mm (2 ft 5<sup>15</sup>/<sub>16</sub> in), the so-called "Bosnian gauge", because it has been introduced at the famous Bosnian narrow gauge railways for the first time. The maximum gradient is 2,5% and the maximal curve radius is 60m (197 ft). The line is equipped with a catenary for 550V DC. During the journey the trains pass 5 stations, cross two bridges and offer a scenic landscape and breath-taking views on the Rax and Schneeberg mountains.

### The Technology - Old an Original

Beside the trainride you can take a glimpse behind the scenes and explore the amazing heritage light rail technology. In Reichenau you can experience the almost 100 year-old rotary converter in motion. It is used to convert the three-phase AC current from the powerstation to the DC traction current. In the depot in Hirschwang all of our rolling stock and machinery needed for maintaining trains and tracks are stored and during a guided tour you can also see our fully functional belt-driven transmission in motion.





## The Rolling Stock

Our museum railway is home to various locos and wagons, spanning the range from the original electric railcar TW 1, which was reconstructed between 2000 and 2005 and the electric loco E1, a former mine loco built in 1903 to Austrian industrial railway diesel locomotives and several historic freight and maintenance cars. Some of the railcars are on this line since it's very beginning, other were brought here and adopted by our association, e.g. a tower wagon for overhead maintenance built in our own workshop.

Unfortunately, some other freight cars are still waiting for overhaul to come.



## About us

The Austrian Light-Railway Association was founded in 1977 as a non-profit organisation to preserve narrow-gauge railway vehicles and important historical railway lines. Today the Association operates two working light-railway museums on the Höllentalbahn and the Ybbstalbahn as well.



We are a small group of people, interested in technics and railways, of each age, education and profession. We work in our free time without earning any money for keeping our museum railway alive. The success of our line and the pleasure of our visitors are our reward and motivation.

Keeping a unique historical tourism attraction in motion means cultural responsibility and transmission of know-how to further generations. Most of our time is dedicated to the maintenance and restoring of the line and the fleet.

## Support us

There are many ways you can support us, you may like to offer a donation, become a supporting member or work with us to keep the line afloat. Your membership subscription of 30 Euros is an important element to our voluntary work. You will get informed every two months in our E-Mail-newsletter "Lokalbahn-Aktuell" about the current activities on both lines. The membership application can be obtained directly at our museum railways or on our homepage. Don't hesitate to contact us for any further questions.



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