

## **Protocol of the 29th “International Feldbahntreffen” at the Schortefeldbahn in Ilmenau / Thuringia from October 7th to 13th 2019**

### **Monday, October 7th, 2019**

The event team received participants from Germany, France, Great Britain, the Netherlands, Austria, Romania, Switzerland, the Czech Republic and Poland at the train station in Ilmenau. A coach was available for the numerous participants in the preliminary program. The first goal was the Oberweißbacher Bergbahn. The approx. 1,400-meter-long funicular from Obstfelderschmiede to Lichtenhain overcomes 323 meters of altitude and has been in operation since 1921. The funicular is still used today to transport standard-gauge railway carriages and the railcars of the Lichtenhain - Cursdorf flat section. The morning mist dissolved, and bright sunshine showed the Thuringian Forest in its most beautiful autumn colors.

We took the mountain railway to the Lichtenhain mountain station. There we visited the colleagues of the Feldbahnsammlung Lichtenhainer Waldbahn. Unfortunately, the operation is currently stopped, so that we could concentrate on visiting the field railway facilities and vehicles. Afterwards there was still time for a trip with the old two-axle electric railcars on the standard gauge electrified flat line from Lichtenhain via Oberweißbach to Cursdorf and back.

The lunch together was served in the Landhotel Zur Bergbahn. After lunch we took the Oberweißbacher Bergbahn down to Obstfelderschmiede back to the bus, which took us to the Blankenberg Museum Field Railway in the afternoon. On the rest of the former Blankenberg paper mill works, a group runs a field railway museum under the umbrella of the support association of the Syratal Plauen park railway. The approx. 2km long 600mm route leads very attractively directly on the banks of the Saale, the former border river between East and West Germany. At the time of the GDR, there was a border fence between the line and the Saale, of which a few remnants can still be seen today. Some historic buildings have been preserved on the site of the former paper mill. Including the unloading hall of the former works railway, which is now used by the Feldbahnverein as a workshop. Some exhibition rooms have been set up in recent years and show the interesting history of the paper mill and the factory railway. The biggest exhibit is the machine to produce paper, built in 1909. The huge machine was in operation until 1993 and was completely preserved after being parked - very

impressive. Especially for this meeting, the O&K diesel locomotive type RL 2 (12038/1929) and two light-weight Model 18 locomotives were transported from Ilmenau to Blankenberg to recreate a historical advertising motif from the O&K catalog from 1927. The members of the association were very open-minded and provided us with coffee and homemade cakes.

### **Tuesday October 8th, 2019**

The early risers took the opportunity to track and photograph the loading of Daniel Bär's 20PS O&K steam locomotive 7697/1920 on a flat car of the Rennsteigbahn (normal gauge railway). The loaded flat car and 3 compartment cars were pulled from the steam locomotive 94 1538 through the Thuringian Forest up to the Rennsteig.

In the former goods shed of the Rennsteig station there was a greeting and an introduction to the history of the Rennsteigbahn to this day as a private train. Lunch was also taken here. The route down to Themar was blocked by a gust of wind, so that the planned visit to the Veßra monastery had to be canceled. Instead, after lunch, a ride back to the Stützerbach train station was offered, where a water crane was also used to hold water. On the subsequent ascent to Rennsteig station, there were photo stops despite rainy weather. Before returning to Ilmenau, tea, coffee and cake were offered to warm up in the Rennsteig goods shed.

### **Wednesday October 9th, 2019**

Today we had to get up very early because we went on a day trip to the Harz and visited 2 field railways, a tunnel and a museum. The meeting point and departure point of the bus was again the train station in Ilmenau. But as soon as we arrived on the A71, there was a full closure, which we luckily avoided. Nevertheless, we arrived at our first destination, the Eichenberger Waldbahn, an hour late. For those who had not had breakfast so early, there was coffee and sandwiches. Driving operations also took place, of course; i.e. drove a Diema DS14 (2684/1964) and an LKM NS2f (248787/1956). In addition to 2 passenger trains, a tipper train and a freight train loaded with firewood also ran on the approximately one kilometer route.

After an hour's stay, we had to leave again. We continued to the Ottiliae shaft in Clausthal-Zellerfeld, where we were expected in style by Gunter Heider and Regina Steinfatt with their steam locomotive. A pit train pulled by a GZ30B also drove so that all participants could ride along. About 2 km went from the former Clausthal-Zellerfeld train station up to the steel

headframe from 1876. It is the oldest surviving headframe in Europe. There are also numerous mining locomotives and cars and two locomotive sheds. We were also served a warm soup. After an hour's stay, two trains took us back to the former Clausthal-Zellerfeld station.

We then drove to the Schroederstollen visitor mine near Salzgitter. Iron ore was mined in the Georg-Friedrich mine until 1968. The tunnel was partially uncovered until 2018, but left in its original condition, i.e. there is no lighting inside except for the miner's lamps. A few meters of track are rebuilt inside; there are also remnants of the overhead line suspension. Outside 200 meters of track have been built, where you can see a nice collection of mine locomotives and trucks.

We were also catered for here, so that nobody had to go hungry to our last day's destination, the IFA Museum in Nordhausen. In the dark around 7 p.m. we reached the IFA Museum in Nordhausen. After watching a film about the museum and the transport of three Montania locomotives from Switzerland back to Nordhausen, there was a wonderful meal buffet that left nothing to be desired. We were then fortified to look at the treasures of the museum for half an hour, among which the three O&K Montania standard gauge locomotives stood out. These are the vehicles L308 (make no. 1520 / year of construction 1920), H2 (no. 2385 / BJ 1927) and RL4 (no. 20162 / BJ 1931). Unfortunately, there was no time left to look at the rest of the exhibition with the tractors, engines, bicycles and consumer goods. If you come back to Nordhausen, a visit to the museum is mandatory. Around 9 p.m. we went back to Ilmenau.

### **Thursday October 10th, 2019**

The other four days were planned for the main program in Ilmenau. Peter Erk has built a very nice field railway in the Schortetal in recent years and has also built a new locomotive shed and two small accommodation houses for the IFT. The platform and the parking lot were also paved with natural stones. An event tent covering several hundred square meters was set up for lunch and dinner as well as the lectures.

In addition to free driving on the circuit of the Schortetalbahn, the program also included the opportunity to visit the "Volle Rose" show tunnel.

### **Friday October 11th, 2019**

A guided hike on the former Prinz-Carl-Bahn was postponed to Saturday due to poor weather conditions. Unfortunately, the mayor was also unable to stop by, so the evening program consisted only of food, music and a lecture on the IFA engine plant in Nordhausen, whose museum we visited on Wednesday.

### **Saturday October 12th, 2019**

Saturday was the first day of sunshine. The 3 km hike into the Schortetal was much more fun. The daily program was not very different from Friday. Historic wood shredding machines, such as a mechanical ax and several tractors, were added.

In the afternoon there will be an explanation of the 47 Montania locomotives on display from 1922 to 1966.

After dinner, in addition to some lectures, the program also selected the host for the 31st IFT in 2021. Pieter van der Ham presented the developments in the Stoomtrein Museum in Katwijk Leiden over the past 9 years and the very interesting program for the 30th IFT. Subsequently, Jean-Pierre Vanhaecke from the Musée de Transports Pithiviers reported on the development and new acquisitions since the IFT 2016 there. They also want to organize the IFT again, but only in about 4 to 5 years. At the end, Felix Fach gave an annual review of the driving days as well as new acquisitions and refurbishments in the FFM. The election for the 31st IFT host 2021 was unsuccessful because no candidate was found. Therefore, the organizers for 2021 and 2022 will be chosen for the 30th IFT next year.

### **Sunday October 13th, 2019**

On the last day of the 29th IFT, driving was again on the agenda in the Schortetal. A large number of diesel locomotives were in operation again. The two O&K steam locomotives (FFM locomotive 18, locomotive "Bär") were also in use and carried many visitors through the Schortetal. The woodworkers impressed again with the demonstration of old historical woodworking machines. Before and after the last lunch together, the focus was on charging the guest vehicles and saying goodbye to the participants in the 29th International Field Railway Meeting.

*Finally, a big thank you to the event team Peter Erk, Matthias Richter and Felix Grassel for the very nice days in Thuringia.*

*We are all looking forward to seeing you again next year in Valkenburg / Netherlands. Goodbye Schortefeldbahn in Ilmenau / Thuringia and see you again in 2020 at Stoomtrein Katwijk Leiden in Valkenburg / Netherlands!*

*Marcus Schwebel, Udo Przygoda  
Frankfurter Feldbahnmuseum e.V.*