

The Schwarzbach Railway The Schwarzbach Railway

Narrow-Gauge Railway
Goßdorf-Kohlmühle - Hohnstein

Narrow-Gauge Railway
Goßdorf-Kohlmühle - Hohnstein

Although big hopes had been put in the new railway...

...an economically viable operation was never established. The main things to be transported were coal and agricultural products. At the gauge-change station in Goßdorf-Kohlmühle at the railway line between Bad Schandau and Bautzen in the Sebnitz Valley, all goods had to be transhipped by hand from the standard-gauge wagons to the narrow-gauge wagons. Due to low passenger numbers, slow trains were often combined with goods wagons.

Right after discontinuing the railway service at the end of May 1951, the track installations were completely removed. This work was already completed in October of the same year. The ballast and the engineering structures remained because for the moment, people didn't yet want to rule out a future reconstruction. Later, parts of the railway embankment near Hohnstein were ploughed under. On occasion of the World Festival of Youth and Students in August 1951, the removed rails were taken to Berlin where they served as temporary auxiliary rails during the construction of the Berlin Southern Ring.



99 541 in Hohnstein in June 1933

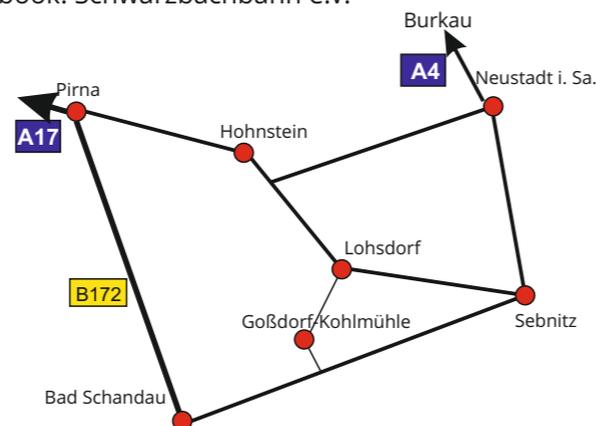
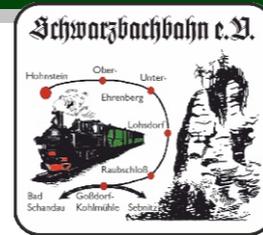
Postal address:
Schwarzbachbahn e.V.
Am Kohlichtgraben 16
01848 Hohnstein / OT Kohlmühle
Germany

Lohsdorf Station
Niederdorfstraße 1
01848 Hohnstein / OT Lohsdorf
Germany

(Donation) Account
IBAN: DE13 8505 0300 3000 2534 23
BIC: OSDDDE81XXX

Register of Societies District Court Dresden VR 20571
German Tax Number: 210/140/09359

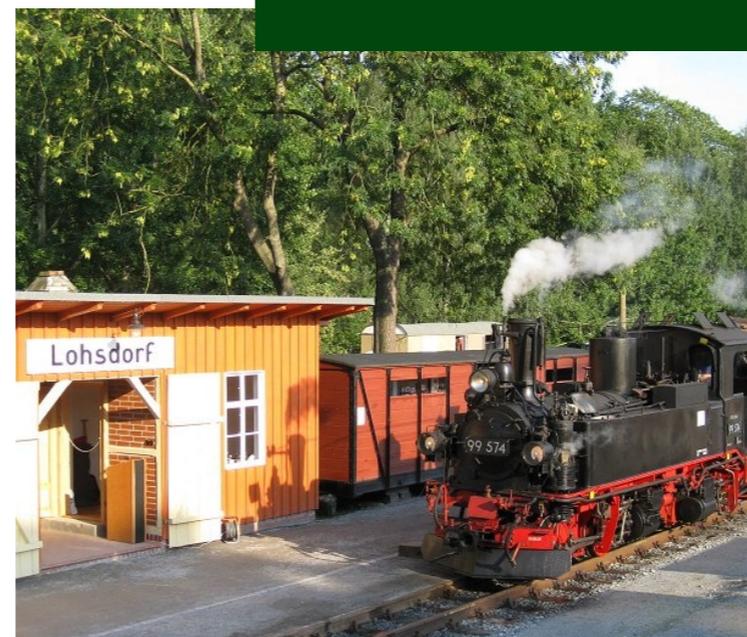
Please visit us on the Internet:
Web: www.schwarzbachbahn.de
E-mail: verein@schwarzbachbahn.de
Facebook: Schwarzbachbahn e.V.



Translation: Dipl.-Übers. (FH) Julia Märtn
www.julia-maertn.de



Welcome to
the **Schwarzbach Railway**—
the **750 mm Museum Railway**
in Saxon Switzerland



From May 1897 to May 1951, the railway from Goßdorf-Kohlmühle to Hohnstein...

...was the only 750 mm narrow-gauge railway line in the Saxon Switzerland area. It was put in service after the citizens of Hohnstein had fought for many years and cities had already been connected to the railway network leading to economic prosperity. The small town Hohnstein also demanded its fair share in this development.

After only two years of construction, the 12-km-long narrow-gauge railway was completed. During that time, 12 steel girder bridges, 12 concrete bridges, two tunnels, and two rammed concrete arch bridges as well as the stations in Lohsdorf, Unterehrenberg, and Oberehrenberg, each including run-round loops, had been built. There was an engine shed with two tracks in Hohnstein and another one with one track in Goßdorf-Kohlmühle where a transhipment shed including one standard-gauge track and one narrow-gauge track had also been erected.



Train around 1926 before passing the Schwarzberg Tunnel

***“Those, who want something, are looking for pathways.
Those, who don't want something, are looking for reasons against it.”***

Harald Kostial

Society **Schwarzbachbahn e.V.** since 1995

On 4 March 1995, 40 interested people followed the invitation to found a society...

...and assembled in the Silent Fritz Inn (Stiller Fritz) in Waltersdorf. Eventually, 29 of them became members and elected the initiator, Stephan Zedler, as chairman of the society. Already on that day, we decided to replace the old Saxon line indication “KH” by another name that is landscape-oriented and more promotionally effective. Finally, the proposal “Schwarzbach Railway” (Schwarzbachbahn) met with the approval of the members and has since proved to be well established.

One of the aims of the constitution of the society Schwarzbachbahn e.V. is to reconstruct a 4.5-km-long section of the line beginning in Lohsdorf and leading to Goßdorf-Kohlmühle. Due to extensive red tape resistance on the part of the nature conservation authorities, we haven't yet been able to further pursue the railway construction into the Schwarzbach Valley. Meanwhile we also strive for reconstructing the line to Unterehrenberg. The constructions of Lohsdorf Station, 1.000 metres of railway line, and a new bridge were successfully completed by 2019.

Today, our non-profit society has approx. 100 members all over Germany and about 30 of them can be regarded as being active. By now, we no longer work only on Saturdays, but on a regular basis also during the week. All of our members put in their efforts in a voluntary capacity during their free time.

Within the society, the tasks are manifold...

...and members do not necessarily have to be railwaymen or -women.

In addition to the activities of reconstructing the tracks, we also pay attention to the reconditioning of the train vehicles, the renovation of our society building Goßdorf-Kohlmühle Station, landscape conservation, the society catering service, and other things. Some members even built an H0e model railway layout of the whole narrow-gauge railway route. As it is very spacious, the over 40-m-long layout assembled of modular units can be shown only on special occasions. A train needs about 12 minutes to complete the whole line.

In 2018, the first museum railway season of the Schwarzbach Railway started...

...and it was possible to offer operation of the trains on a number of days during the summer season. On such occasions, the small diesel engine V10C 199 312, which is owned by two of our society members, and the load wagon 970 537, a permanent loan of the Lößnitzgrund Railway, are put into service.

Further, the wagon 970 241 from Zittau is a permanent loan. We are currently reconditioning that wagon and the two-axle carriage K1616 in Lohsdorf. Two other train vehicles will have to wait just a little bit longer. In this way, we want to reach our goal of an own “Schwarzbach Railway Train” in order to avoid expensive transports of other railways for our normal operation. Already reconditioned in Lohsdorf, the conductor wagon 1495k built in 1899 is currently on loan in Zittau where it is used in regular trains.

Further, in 2013, after a 20-year-long time of being stored, the diesel engine built in 1962 at Locomotive Manufacture Karl Marx (Lokomotivbau Karl Marx) in Babelsberg underwent a general inspection in Lohsdorf – back then still outdoors.

For our society, the Saxon-Upper Lusatian Railway Company (Sächsisch-Oberlausitzer Eisenbahngesellschaft) has become a reliable and potent cooperation partner. It runs the Zittau Narrow-Gauge Railway and cooperates with the Döllnitz Railway. In addition to that, we can also rely on the support of the Saxon Steam Railway Company (Sächsische Dampfeisenbahngesellschaft) and other railway societies.

Good networks are important; people in Saxony still “live” for steam railways...

...and that is one reason why we as a society became a member of the “Steam Railway Route Saxony” (Dampfbahnroute Sachsen) that considers itself a railway guide through the steam railway state of Saxony and also provides the opportunity for promotion all over Germany and beyond, especially for small societies.

We are a member of the regional network Railway Adventure Saxon Switzerland (Bahnerlebnis Sächsische Schweiz) that consolidates various societies and companies having a railway background.



The society members in front of the society building Kohlmühle Station



Diesel train in 2018 on the bridge in Lohsdorf



Luggage check-in at the conductor wagon



IK 54 in Lohsdorf in August 2015



IK train in 2017 at the new bridge in Lohsdorf