

14. H0e Treffen in Haag/NÖ 27.3.-31.3.2026  
Höllenfahrt 2026

## ***Operating concept***

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## **THEME: A journey through five countries, hills, and valleys...**

The operation is set in Era III to V (approximately 1965–1995). Every effort will be made to replicate the prototype of the line as closely as possible on all narrow-gauge branches.

Stationmasters and train conductors will be assigned via a job list and will be made available before the timetable begins. Similarly, locomotive drivers for local freight trains with shunting duties will be assigned. Freight trains without wagon handling and passenger trains will be operated using crew callers (timetables for individual train journeys will be provided).

Lectures may be held in the evenings, and those who haven't had enough of driving can operate freely on the entire layout from around 7 p.m. Please remember to put your own vehicles away after operating them freely, or return vehicles prepared for the next timetable to their starting positions! -> Thank you

## Operations at Hölle26

Standard Gauge:

The line runs from Linden to Lancken, followed by the small loading point Holzworm, then Beroun, and ends in Bily Potok. A branch line to Emshafen connects via a dual-gauge track.

Standard Gauge Operating Locations:

Linden is the central train station for the entire layout and the terminus for red (East), brown (fuel, chemical products), and black (coal, iron, steel) waybills. Linden also serves as an empty standard gauge wagon depot.

Lancken: Interchange and transshipment station for the narrow gauge line and connection to Emshafen. Roll-on/roll-off wagon service extends to Krimml.

Holzworm: Small loading point for a carpentry workshop.

Beroun: The station serves as an interchange and transshipment station for the Czech narrow gauge line.

Bily Potok: Terminus of the standard gauge line.

Emshafen: Terminus for blue (import, export goods, fish) waybills.

Personnel Requirements – Standard Gauge:

1 x Train Dispatcher in Linden including train formation

1 x Train Dispatcher in Lancken including shunting for loading and unloading, freight transshipment to H0e

1 x Train Dispatcher in Beroun (shunting and freight transshipment to H0e)

1 x Train Dispatcher in Emshafen

All train dispatchers can be supported by a shunter/shunter if sufficient personnel are available.

Trains – Standard Gauge:

Branch line passenger and freight trains, no express trains. Passenger trains with locomotive and class, railcars or diesel locomotives, no overhead line operation/no electric locomotives.

Special Trains:

Coal train Emshafen – Bily Potok

Beer train Linden – Bily Potok

## **Narrow-gauge railway operations:**

The Pinzgau Railway begins in Steinbach-Bad Grosspertholz, runs via Walchen, Uttendorf, and Lengdorf to Krimml. There is a roll-on/roll-off service on this line.

The Murtal Railway also begins in Steinbach-Bad Grosspertholz, runs via Poggenburg, and from the Ramingstein Tunnel follows its exemplary route: Ramingstein-Thomatal, the Madling siding, a loading point, Tamsweg, Mariapfarr, a stop, and Mauterndorf. There is no roll-on/roll-off service on this line.

These two railway lines are connected to Wendeburg Mitte from Steinbach-Bad Grosspertholz via Brand, Steinakirchen, and Alt Weitra.

The Hungarian narrow-gauge railway runs from Wendeburg Mitte and the mine to Lörinchegy, Bükkmirse, and Annamajor. There is no roll-on/roll-off service on this line.

The Steyrtal Railway begins in Illsee, continues to Steyr Lokalbahn, Agonitz, Leonstein, and ends in Heidenreichstein. No roll-on/roll-off wagon traffic, exclusively steam operation.

All local freight traffic on these lines begins and ends at Wendeburg Mitte. While it is a basic operational station, lacking any scenic features, it is considered a fully functional station within this arrangement, and all shunting operations are carried out by locomotives. Wendeburg Mitte is the central freight train assembly point, the terminus for yellow (mineral resources), green (agricultural products), and orange (general cargo) waybills.

There is no empty wagon depot for narrow-gauge freight cars. Empty cars are procured by the local freight train crew as needed, either from those already available on their own section of track or via the freight manager at Wendeburg Mitte.

The main narrow-gauge line continues via Illsee, Falkenstein (with its brickworks), and Opponitz to Lanken. Transit freight trains operate on this section, transporting freight from Lanken to Wendeburg for further distribution on the various branch lines (or, conversely, returning wagons collected there). The formation of wagon blocks (pre-ordering by route) in Lanken is desirable.

### **Personnel Requirements – Narrow Gauge:**

1 x Train Dispatcher in Lanken, including shunting and freight transshipment to H0 scale

1 x Rolling and Unrolling in Lanken

1 x Train Dispatcher in Wendeburg Mitte

1 x Signaller in Wendeburg Mitte

1 x Car Inspector and Shunter in Wendeburg Mitte

1 x Train Conductor in Illsee/Gleisdreieck, for the main line to Lanzen and Steyrtal

1 x Train Conductor at the Wendeburg Junction, for Hungary and the branch line to Steinbach

1 x Train Conductor at the Steinbach Junction, for Pinzgau and Murtal

1 x Train Conductor in Beroun, for the Czech Republic

1 x Train Dispatcher in Beroun, including shunting and freight transshipment to H0 scale

1 x Train Dispatcher in Kamenice

All train dispatchers can be supported by a shunter/shunter if sufficient personnel are available.

### **Trains – Narrow Gauge:**

Narrow gauge passenger and freight trains, railcars, steam or diesel. This time, the timetable includes a star rating to indicate the level of difficulty.

1 Star: Railcar

2 Stars: Passenger train with mail, milk, or general cargo wagons and

Full freight train with wagon cards, but without shunting

3 Stars: Full freight train with roll-on/roll-off wagons, without shunting

4 Stars: Local freight train without roll-on/roll-off wagons

5 Stars: Local freight train with roll-on/roll-off wagons or service to Madling/Paper Mill

### **Special Trains:**

Freight train to Madling, service to the paper mill from the rail siding with a radio-controlled (Carson) truck.

Mail: Mail is transported in a service car, which remains with the train and is only fictitiously loaded and unloaded at the stations.

Milk: Milk cans are fictitiously transported from some narrow-gauge stations to the "dairy" in Krimml in a freight wagon; the transshipment is also fictitious.

The freight car remains with the train and is only parked in Wendeburg.

General Cargo: The empty milk cars are used as general cargo wagons, remain with the train, and are only parked in Wendeburg.

## **Starting Setup:**

Printouts listing the required locomotives and carriages are available at the stations.

All participants are requested to position the vehicles accordingly – this will be indicated in the basic setup for each station.

## **Operations Control**

Operations control is handled decentrally by four train dispatchers. Only Lancken and Wendburg Mitte stations, as well as Beroun and Kamenice, are staffed with train dispatchers. Locomotive drivers are instructed by the train dispatchers at staffed stations. At unstaffed stations, the most senior locomotive driver acts as train dispatcher under telephone instructions from the responsible operations manager.

## **Telephone System**

The stations are equipped with DECT telephones, which are operated:

- At staffed stations by the station manager.
- At unstaffed stations by the most senior locomotive driver at the station, who then acts as the station manager. Locomotive drivers do not carry telephones.
- Place mobile phones in the charging cradles during breaks and in the evening.
- For details on phone placement, see the document 'Haag2026 Operations'.

## **Setup**

Setup begins on Friday at 1 p.m.

Markings will be placed on the hall floor indicating the main stations at two corners to allow for early detection of any setup errors.

Once all the boxes have been carried into the hall, setup will begin at Lancken, the doorway, and Wendeburg.

For each section of track, designated individuals will be responsible for overseeing and monitoring the setup. This includes all transitions, the LocoNet, power supply, and boosters.

All designated individuals are listed in the "Who's Doing What" list.

Power Supply/LocoNet

## **Digital Setup**

3 control units (Z21): Standard gauge, narrow gauge in the Czech Republic, and narrow gauge from Lanken.

- LocoNet boxes will be installed along the pedestrian side of the tracks.
- Additionally, Wi-Fi (Z21) for mobile phones and Wi-Fi is available throughout the area.

230-Volt Power Supply

230-volt cables and transformers are laid under the modules on the floor. NO 230V cables allowed in the modules!!!

- Please bring your own 230V cables and power strips for operating your own stations/modules.
- Please also bring additional extension cables and cable covers/rubber mats for cable protection, if possible.

## **Operational Information:**

- Maximum train length on narrow gauge is 32 axles or the number of driven axles multiplied by 8 (e.g., a C-type steam locomotive has 24 axles). The maximum length on individual branches also depends on the station lengths, but does not have to be reached.
- On standard gauge, the maximum length depends on the station capacity; please do not exceed this limit.

## **Running Times**

The first running time will depend on the progress of the setup. If everything is not set up and working by Friday, it will be continued on Saturday morning and likely run in the afternoon with a 1:3 time setting, i.e., 4 real-time hours. This will allow us to assess the strengths and weaknesses of the timetable.

``` The schedules will then start each morning with a lunch break and continue into the afternoon, and should be completed by 6:00 PM. This means the morning schedule will start at 9:30 AM, with a lunch break at 12:30 PM, and then resume at approximately 1:30 PM. Dinner will be around 6:00 PM. On Tuesday, the morning schedule will start at 9:30 AM so that we can finish dismantling everything in time.