



**FELDBAHN  
MUSEUM  
OEKOVEN**

**Info Bulletin  
2017 / 2018**

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## Feldbahnmuseum Oekoven

The Feldbahnmuseum Oekoven (Industrial Light Railway Museum) was founded 1976 by a group of railway enthusiasts. The Museum is situated on the former station "Oekoven" of the lignite railway "Gewerkschaft Neurath". You can see a collection of narrow gauge (600mm) locos and wagons or enjoy a trip on the steam train on our short demonstration line.

The museum is opened to the public on the first Sunday of each month from Mai to October. Open from 10:00 to 18:00, first train departs at 10:30, last at 17:30.



## Amgueddfa Feldbahn Oekoven

Cafodd y Feldbahnmuseum Oekoven (Amgueddfa Rheilffordd Ysgafn Diwydiannol) Sefydlwyd 1976 gan grŵp o selogion rheilffyrdd. Mae'r Amgueddfa wedi'i lleoli ar hen orsaf "Oekoven" y rheilffordd lignit "Gewerkschaft Neurath". Gallwch weld casgliad o gul (600mm) Locos a wagenni neu fwynhau taith ar y trê'n stêm ar ein llinell arddangosiad byr.

Mae'r amgueddfa yn cael ei agor i'r cyhoedd ar y dydd Sul cyntaf bob mis o fis Mai i fis Hydref. Ar agor 10:00-18:00, trê'n cyntaf yn gadael am 10:30, ddiwethaf am 17:30.



## Het industrieel smalspoormuseum Oekoven

Het industrieel smalspoormuseum Oekoven werd in 1976 opgericht door een groep liefhebbers met een gezamenlijke passie voor dit stukje industrieel erfgoed. Het museum is gehuisvest op het terrein van station Oekoven aan de vroegere, voor het bruinkoolvervoer aangelegde, spoorlijn van het "Gewerkschaft Neurath". In het museum vindt u een grote collectie locomotieven en wagens met een spoorbreedte van 600mm en zijn afkomstig uit vele takken van de industrie. Tijdens de rijdagen kunt u onze rijvaardige stoomlocomotief regelmatig aan het werk zien op onze lijn.

Ons museum is iedere eerste zondag van de maand voor het publiek geopend van 10.00 tot 18.00 uur. De eerste trein vertrekt om 10.30 en de laatste trein van de dag vertrekt op 17.30 uur.



## Музей узкоколейной дороги Ойковен

был основан группой любителей железных дорог в 1976 году. Музей находится на территории бывшей станции Ойковен на железной дороге шахты по добыче бурого угля "Профсоюзы Нойрат". В музее имеется большое количество узкоколейных (600 мм) локомотивов и вагонов, а по узкоколейной железной дороге, принадлежащей музею, совершает регулярные поездки поезд с паровозом.

Музей открыт каждое первое воскресенье месяца с мая по октябрь с 10 до 18 часов. Первый поезд отправляется в 10.30, последний - в 17.30.



## Le „Feldbahnmuseum Oekoven“

Fut fondé en 1976 par un groupe d'amateurs de chemin de fer. Le musée se trouve sur le terrain de l'ancienne gare d'Oekoven du chemin de fer de l'exploitation de lignite «Gewerkschaft Neurath». Le musée présente un grand nombre de locomotives et wagons à voie étroite (600 mm), un train à vapeur circule régulièrement sur la ligne du musée.

Le musée est ouvert chaque premier dimanche des mois de mai à octobre de 10 h à 18 h. Le premier train part à 10h 30, le dernier à 17h 30.



## Feldbahnmuseet i Oekoven

Feldbahnmuseet i Oekoven ble grunnlagt i 1976 av en gruppe tog-entusiaster. Museet ligger ved den nedlagte stasjonen "Oekoven" på brunnkull banen "Gewerkschaft Neurath" og kan blart annet by på en kolleksjon smalspor lokomotiver og vogne. Du kan også tan en tur med damploket på den korte demonstrasjonsbanen vær.

Museet er åpend vor publikum den første Søndagen hver måned fra mai til oktober. Åpningstider fra 10:00 til 18:00  
Det første toget kjører klokken 10:30, det siste klokken 17:30.



## El „Feldbahnmuseum Oekoven“

El „Feldbahnmuseum Oekoven“ fue fundada en 1976 de un grupo de entusiastas del ferrocarril. El Museo está situado en la

estación antigua "Oekoven" del ferrocarril de lignito "Gewerkschaft Neurath". Pueden ver una colección de locomotoras y vagones de ferrocarril de vía estrecha (600mm) o disfrutan de un viaje en el tren de vapor en nuestra vía de demostración.

El Museo está abierto al público el primer domingo de cada mes de mayo a octubre. Abierto de 10:00 a 18:00, primer tren sale a las 10:30, último en 17:30.



## Feldbahnmuseum Oekoven

(狭い幅の産業用機関車博物館)は、1976年に熱狂的な鉄道ファンがグループにより設立されました。

博物館は、亜炭・褐炭の機関車"Gewerkschaft Neurath"のOEKOVEN駅の跡地にあります  
狭い幅(600mm)の機関車や貨車をご覧戴けますし、実際に蒸気機関車にご乗車の上、ちょっとした旅行気分を味わって戴けます

博物館の一般公開は、5月から10月迄の毎月第一日曜日の10:00~18:00です。

ご乗車時間 始発 10:30 / 終電 17:30





## Feldbahnmüzesi "Oekoven"

Feldbahnmüzesi "Oekoven" 1976 senesinde bir ekip demiryolu sevenlerden kurulmuştur.

Bu müze linyitten "Gewerkschaft Neurath"ın eski tren istasyonu "Oekoven"ın arsasında bulunmaktadır. Burada darhat (600 mm) lokomotif ve vagon koleksiyonunu görebilirsiniz veya buharlı lokomotif ile dekovil hattında bir geziye çıkabilirsiniz.

Müze mayıs ile ekim arasında izleyicileri için her ayın ilk pazarında saat 10:00 ile 18:00 arasında açıktır. İlk tren 10:30`da son tren ise 17:30`da yolla çıkar.



## 田地路博物 Oekoven

田地铁路博物馆在欧各分是被一些因为喜欢铁路和铁道而相会在一起的挚友们在1976年创立的。

此博物馆位在以前的欧各分褐煤劳工总会“诺伊拉特”的火车站。您可以体验到很多窄轨的（600mm）火车头及车厢，或者您可以享受一下在田地里坐我们的蒸汽式火车的旅程。

本博物馆在五到十月份每月的第一个星期天对观光客开放。第一辆火车从10:30开车，最后一班列车17:30，每天10:00 到 18:00。



## Feldbahnmuseum Oekoven

Feldbahnen sind schmalspurige Bahnen, die ab 1880 in der Industrie, im Bergbau, in der Landwirtschaft und beim Militär verwendet wurden. Nach Ende des zweiten Weltkrieges wurden sie durch Lkw, Transportbänder und Gabelstapler ersetzt. Heute sind sie fast ausgestorben.

Das Feldbahnmuseum Oekoven wurde von einer Gruppe von Eisenbahnfreunde Jahre 1976 gegründet. Das Museum befindet sich auf dem ehemaligen Bahnhof "Oekoven" der Braunkohlenbahn "Gewerkschaft Neurath". Sie können eine Sammlung von Schmalspur (600 mm) Loks und Waggonen sehen, oder genießen Sie eine Fahrt mit der Dampfeisenbahn auf unserer Feldbahn-Strecke.

Das Museum ist für das Publikum von Mai bis Oktober am ersten Sonntag im Monat von 10:00 bis 18:00 Uhr geöffnet. Der erste Zug fährt um 10:30 Uhr, letzte um 17:30 Uhr.



	<i>The collection includes</i>
	<i>Mae'r casgliad yn cynnwys</i>
	<i>De collectie bestaat uit</i>
	<i>Коллекция включает</i>
	<i>La collection rassemble</i>
	<i>Kolleksjonen inneholder</i>
	<i>La colección incluye</i>
	<i>実際の展示品</i>
	<i>Tasit koleksiyonunda</i>
	<i>本博物馆的火车总汇</i>
	<i>Die Sammlung umfasst</i>
<b>5</b>	steam locos
	Locos stêm
	Stoomlocomotieven
	паровозов
	locomotives à vapeur
	damplokomotiver
	locomotoras de vapor
蒸気機関車	
buharli lokomotif	
蒸汽式火车头	
Dampfloks	
<b>34</b>	diesel locos
	Locos disel
	motorlocomotieven
	тепловоза
	locotracteurs
	diesellokomotiver
	locomotoras de diésel
	ディーゼル機関車
	dizel lokomotiv
	柴油机火车头
Dieselloks	

<b>1</b>	wood gas producing loco
	pren loco cynhyrchu nwy
	houtgaslocomotief
	газовый ЛОКОМОТИВ
	locotracteur à gazogène
	bengseldreved lokomotiv
	locomot. de gas de madera
木ガス機関車	
tahtagaz lokomotif	
柴燃气火车头	
Holzgaslok	
<b>5</b>	electrical locos
	Locos trydanol
	elektrische locomotieven
	электровозов
	locomotives électriques
	elektriske lokomotiver
	locomotoras eléctricas
電気機関車	
elektrikli lokomotif	
电动火车头	
elektriske Loks	
<b>1</b>	battery loco
	Loco batri
	acculoocomotief
	аккумулятор. ЛОКОМОТИВ
	locomotive à accus
	batteriedrevet lokomotiv
	locomotora de batería
	電池機関車
	akülü lokomotif
电池动力火车头	
Batterie-Lok	
<b>130</b>	wagons
	wagenni
	wagens
	вагонов
	wagons
	vogner
	vagones
	貨車
	araç bulunmaktadır
	车厢
Wagen	

# One century of Feldbahn

Since the early days of mankind, the transport of large masses of earth and stone was a major problem. Although the wheel was known to man for about 6,000 years, its use for this purpose was limited. It requires a smooth, firm ground and low inclinations in order to convey loads with human- or animal-powered carts. Thus, for centuries the transport of excavated earth and mining products was performed by wearing baskets, or at best by pushing wheelbarrows on wooden planks.

Therefore, transporting large volumes required huge crowds, yet the transport capacity remained small. Due to extremely low labor costs, this transport strategy is still being used today in some developing countries.

In the Middle Ages the first rail-guided transport systems originated in mines. A car rolled over wooden planks, and was held on this path by a guiding system.

Such systems also existed in England and Wales, some of them even extended to the countryside (Tram Roads). There, the first steam locomotive was built in 1802 by Richard Trevithick. The age of machine-powered transport had begun.

Only 20 years later, George Stevenson began the construction of the first public railway for both passenger and freight transport. Since then, railways have spread world-wide as a means of fast transport for large loads and distances.

The problem of the movement of loads in a smaller scale, however, remained. In agriculture for example, the beet harvest was an annual challenge. A large yield had to be transported in a short period. Additionally, the paths were often muddy in fall, and transport had to be finished quickly before winter.

In 1875, the French farmer Paul Decauville solved the problem by constructing easily transportable rails of flat iron and matching cars. The narrow gauge light railway was born. This system of "Transportable Railways" was so successful that Decauville gave up his farm and founded a factory for the production of his railways. His idea has been copied around the world and dominated internal transport for decades. Every European mine, most slightly larger factories, sand pits, stone quarries, etc. had a light railway by no later than 1900. In World War I it was used for transportation in the hinterland of the front. Large construction sites were inconceivable without light railways. After World War II it was used for the transport of debris in the bombed cities.

Because of its small size, the light railway was also suitable for the testing of innovations for other railways. The first electric and diesel locomotives were constructed for light railways.

The end of World War II marked the beginning of a technological development that should render the light railways dispensable. Increasingly powerful diesel engines as well as hydraulic drives made the construction of off-road duty vehicles and construction machinery possible. After a brief blossoming in the 1950s and 1960s, the light railways disappeared from factories. A century after their invention they play no further role in the industry.

In the following period of time, light railway vehicles were discovered as collectors' items and are now on display in museums.

# The „Kipplore“

The "Kipplore" (tipper) is the vehicle most determinant for the image of the light railway. Tippers were manufactured in an industrial scale. They were also one of the first civilian metal products that were manufactured in mass production. Although there were standards for tippers - they were called dumpers - a vast variety of types existed.

Tippers meant a revolution in larger soil-engineering projects. Those workers previously occupied with removing the excavated soil were no longer needed.



Transporting soil with tippers was by no means a relief for the individual worker. On the contrary, loading a tipper using only shovels is hard work that physically strains the body. It formed a typical occupational disease of the navy: Demolition fractures to the spine. Especially malnourished people were susceptible to this.

The work was hard. In 1930, a work requirement of 1.75 cubic meters (about 4

tons) was determined hourly. For example, 24 navvys were used for filling a 12-car train. In one hour, two trains were to be loaded. If one tipper was not completely filled, the wage for this tipper was cut by the foreman. If the workers could not keep up with the workload it was their misfortune.

In the 1920s, several job creation programs were launched. Major projects have been carried out in order to reduce unemployment. People out of work were employed in large numbers as navvys. In Nazi Germany, state highways and bunkers (eg the "Western Wall") were built in this way. In order to organize these projects, the "Reichsarbeitsdienst" (RAD) was founded. It carried out or participated in the projects. Pictures from that time often glorify the workers loading the tippers.

The complete opposite of this is the use of tippers as an aid in "extermination through labor" in the German concentration camps. Here, the hard work, associated by inadequate nutrition and catastrophic living conditions, has been systematically used to drive the prisoners to death.

After the World War II, the tipper gained a new symbolic value. In conjunction with the image of "rubble women", it stands for the first years after the war. These were characterized by the removal of rubble from cities and marked the beginning of reconstruction. Since many men had fallen, or were still in captivity, this work was performed by women.

Today, tippers are a rare and valued collector's item among railway enthusiasts.

# 40<sup>th</sup> Anniversary of the Feldbahnmuseum

The Feldbahnmuseum Oekoven was founded as a private initiative in 1976. At that time, many abandoned light railway vehicles were found on the premises of factories where they were no longer needed in the production process.



*Construction of the museums engine shed in 1979*

In addition, some vehicles, especially smaller steam locomotives, had been placed on playgrounds for children to play with.

Those vehicles were often objects of significant historic value. The established Technology Museums did not recognize the demise of the light railways. The preservation of these witnesses of the history of technology was one of the intentions that lead to the foundation of this museum in 1976.

In addition, light railways have quite some play value. Even that was motivation for us to engage in them.

Today, the Feldbahnmuseum Oekoven on the one hand represents a collection of some significance regarding the history of technology. On the other hand, it offers the visitors an insight into a transportation system of a bygone era in real operational use.

The construction of the buildings of the museum was mostly accomplished by using the light railway as a transportation and work equipment.

From 1976 until today, extensive work was performed and the museum's collection now includes 47 locomotives and 135 cars. The members of the museum also laid 2 km of track and built a workshop and other halls. Currently, an exhibition hall is under construction.

All work is carried out at the Museum by the honorary members of the association. All of this is financed by revenue from our visiting days, membership fees and donations. The museum is supported by the municipality Rommerskirchen, the district Neuss and the NRW-Foundation. Additionally, some companies support us.

The museum has not yet been completed. Work on the new museum hall, the track access there, the creation of the new main entrance, the completion of additional canopies and the extension of track in the direction of Allrath are currently our most important goals. Unfortunately, the construction activities sometimes impair our visitors' stay at the museum.



*Gravel transport at the Feldbahnmuseum in 1982*

## Some highlights of the collection



- Army Field Railroad Brigadelok number 377, built in 1916, used in World War I to supply the front. After that, the locomotive was used above ground in the rhinish coal industry. Associated by Wasserwagen 577. (locomotive is in the depot; currently not issued)



- D6: Steam engine of a steel mill, built in 1956, last narrow-gauge steam engine built in Germany.



- Wood gas locomotive; war locomotive (Second World War) only known surviving light railway locomotive with wood gasification drive.



- Deutz benzene locomotive C XIV F, built in 1918. One of the last surviving examples of this World War I locomotive. The C XIV is the first engine powered locomotive being built in large numbers by Deutz, and thus the first large-scale use of internal combustion engines in railways.
- Deutz-Lok OME, converted to Junkers opposed-piston engine HK 65 (No image)

- “Trümmerbahn” locomotive from Cologne. Type O & K RL3, dating back to 1938, last specimen of this type.



Self-constructed locomotive, built about 1946 by a small company from old army material. An expedient solution from the post-war period. (No image)

- Catenary-powered electric locomotive BBC, 1928, only known surviving locomotive with repulsion motor. (No image)



- Lorry train from “Reichsautobahn”-construction, Faber & Schnepf, 1940 (12 pieces 1,75cbm tippers)

# About the Museum

A museum is a non-profit, permanent institution in the service of society and its development, open to the public, which acquires, conserves, researches, communicates and exhibits the tangible and intangible heritage of humanity and its environment for the purposes of education, study and enjoyment.

<http://www.icom.museum>

Definition by the International Council of Museums (ICOM). Therefore procurement, conservation, research, communication and exhibit are the tasks of our museum. We have met these tasks in varying degrees and much remains to be done.

## Procurement

*Our collection*



The collection of original vehicles is complete. There are still gaps in small exhibits of light railways being used in companies.

## Conservation

*Protecting the collection*



At this we are better than many other private technology museums, but still not good enough. Target: All exhibits, each tipper must be stored dry. Covered track-length must be extended. Unfortunately, the redevelopment of roofs erected in the 1980s seems necessary.

## Research

*Place the objects of the collection in their historical context*



The origin and the history of our exhibits is well researched. We want a better understanding of former light railway enterprises in our region.

## Communication

*Prepare and publish the results of research*



The communication and publication is conducted via the Internet. For each exhibit, there is a website that can be accessed via QR-code near the object. Here is an example of an electric locomotive; Inv. No. 82:

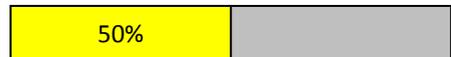


[http://gillbachbahn.de/wiki/index.php5?title=FWM\\_Lok\\_82](http://gillbachbahn.de/wiki/index.php5?title=FWM_Lok_82)

The data is maintained in a public wiki system:  
<http://www.feldbahnmuseum.org>

## Exhibit

*Making the collection and research results accessible for visitors*



We are about to open our exhibition hall that will house the permanent exhibition. (Scheduled spring 2015)

But even after that we will not have an exhibition that satisfies the demands of a museum. The configuration of the exhibition will occupy the following years. The following theme areas are planned:

- History of the light railway
- Railways in the Rhineland
- The Feldbahnmuseum Oekoven
- The tipper
- Childrens' corner
- Construction railways
- Debris railways
- Brickyard railways
- Army light railways
- Locomotive technology
- Rail-guiding

Compilations of exhibits will be presented in the form of 1:1 dioramas.

## Our Mission

Subject of museum work is the conservation material witnesses in the field of railway history and the transfer of knowledge regarding light railways. (Light railways are non-public, narrow-gauge railways, which serve internal transport purposes.)

The regional focus of our work is on the light railways in the Rhineland and its neighboring areas.

The technological and historical emphasis is on the period from about 1890 to about 1990. For these fields, a representative cross-section through the formerly existing forms of light railways should be given by collecting tangible material witnesses.

Among the objects of the museum are light railway vehicles, the track layout as well as typical representatives of adjacent conveyor system.

To preserve historical documents, the museum operates an archive.

The museum exhibits are, if possible, to be preserved only in traditional or proven states. Necessary restorations take this into account. The Feldbahnmuseum Oekoven applies the "Charter of Riga" of FEDECRAIL.

The historical and traditional operations of the light railways are shown in demonstrations. For this, the exhibits will be conserved or restored in an operational state as much as possible.

Through exhibitions, publications, lectures, guided tours and excursions, the results of our research regarding the history of light railways are made available to the public. The Feldbahnmuseum Oekoven applies the ethical guidelines of ICOM.

The Feldbahnmuseum Oekoven also provides its infrastructure (on divided space) for exhibitions not associated with theme of light railways.

The development of the museum will take place on the basis of the FWM-museum concept.

<http://gillbachbahn.de/wiki/index.php5?title=FWM-Museumskonzept> (german only)

## GILLBACHBAHN

Besides its role as a cultural institution, the Feldbahnmuseum should also be considered a tourist destination. Since the beginning of the construction of the museum, we offer trips with passenger trains on or light railway line. These trips are conducted under the name "Gillbachbahn" once a month from May to October.

At 6:00 clock, the heater starts to heat up our steam locomotive. When the museum opens its doors at 10:00 o'clock, the engine drivers, conductors, ticket vendors and all other busy helpers have already made the preparations for the day.



Starting from 10:20, an hourly passenger train leaves at the platform "Neuratherfeld". On some days, additional freight and tipper trains are operated. Thus, visitors can experience a diverse and interesting train operation. At 17:20, the last train in the direction of "An der Lohe" leaves the platform and at 18.00 o'clock the museum closes.



## Santa Claus specials

In December, Gillbachbahn offers Santa-Claus-themed trains.



The popular Santa Trains are an attraction for our young visitors during advent season. On the first two weeks in December, our historic train travels through wintery fields. Among the way, Santa Claus enters the train and makes our surprised little guests happy with a gift.

The Santa Claus trains begin and end at the station "Neuratherfeld", where the Bistro 600 is situated. Comfortably decorated, it offers visitors meals, drinks and the perfect opportunity for a "chat" with our active railroaders. A special train schedule applies for all Santa Trains.

We advise our visitors to book their Santa Train tickets in advance.

## Bistro 600

The "Bistro 600" was newly opened in 2014 to improve the quality of our gastronomic offerings. The Bistro can be rented for private events. In 2015, the bistro is planned to be extended by a Biergarten.



In future, Bistro 600 could enable us to open the Feldbahnmuseum more frequently.

## Garden Railway

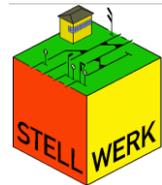
On each day of operation of museum, our garden railway (childrens train) with runs on our track layout including the track widths of 184 mm (7 ¼ inches) and 127mm (5 inches). Small cars invite children to ride the train. The trains will either be pulled by a small steam locomotive or by a battery-powered electric locomotive.



Do you own a locomotive in this size? As a guest driver, you can use our large track layout! (Reservation required!)

## Signal Box

In a separate building, an old DB signal box is currently being installed. Later, it should subsequently be supplemented by an exhibition about "railways in the Rhineland". The exhibits come from the collection of a friendly association, which has found a new home on the site of the Feldbahnmuseum.



## Participate!

We are pleased about every new member, whether active or passive. If you want to bring your enthusiasm for trains and light railways in our museum, you are welcome here.

The possibilities of active participation exist in many areas. We are happy to see active participation on site in the fields of:

- restoration of the exhibits
- track construction
- other construction work etc.



Also, the work done on our operation days are clearly visible to visitors. Activities of our members include:

- Train drivers
- Conductors
- Cooking or service in the bistro
- Tour guides



Less visible, yet equally important is the work done by our colleagues in:

- planning, preparation or follow-up of operating days
- Maintenance of the green
- care of animals (The museum holds a dozen moorland sheep for grass maintenance)



But the museum would not work, if none of this was organized in the background. These are jobs that can be performed at home and outside of the museum. Such activities include:

- PR, Advertising
- Support of the website
- production of exhibition materials (text panels, models)
- Creation of print media

We are constantly looking for assistants who support us in the expansion of the museum!

# Feld- und Werksbahnmuseum Rommerskirchen-Oekoven e.V.

Zur Werksbahn 1. D - 41569 Rommerskirchen. GERMANY Tel.: 02183-8068 377 Fax.: 03212-8416693 [info@gillbachbahn.de](mailto:info@gillbachbahn.de)

Statutes and fee regulations can be found on the Internet at <http://www.gillbachbahn.de/infoindex.htm>

## Membership Application Form

**Yes, I want to be a member of the Association Feld- und Werksbahnmuseum e.V.**

Membership shall commence on.....

First name, surname: .....

Street, No.: .....

Postcode & City: .....

Phone: ..... Fax.: .....

Mobile phone: ..... eMail: .....

Date of Birth ..... Profession: .....

I want to be an individual member.

I want to apply for family membership; The following family members would like to join:: (\* only required for applications of family membership)

Spouse:

First name, surname, date of birth \*: .....

Child (under 18 years)

First name, surname, date of birth \*: .....

other children are listed on the back..

I hereby authorize the association to collect the overdue membership fees from my bank account.

Bank, IBAN, BIC: .....

I want to work on the operating days.

I want to collaborate in the construction of the museum.

I agree to be informed by phone about work assignments of the association.

I do not want to cooperate, but belong to the club as a passive member.

My favorite activities or interests are (please choose):

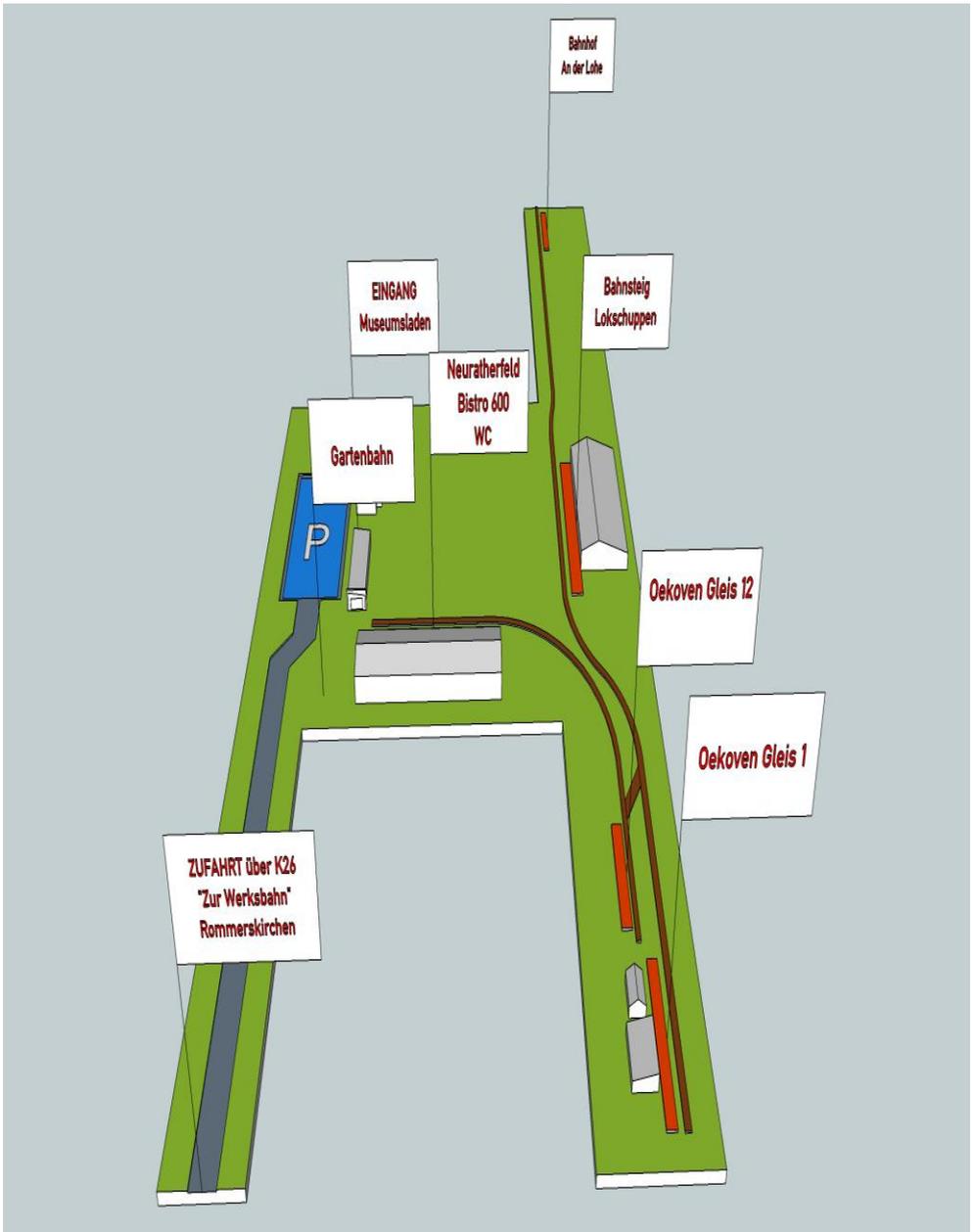
<input type="checkbox"/> loco driver	<input type="checkbox"/> restauration	<input type="checkbox"/> advertising
<input type="checkbox"/> train conductor	<input type="checkbox"/> track construction	<input type="checkbox"/> management of the museum
<input type="checkbox"/> sales	<input type="checkbox"/> event organisation	<input type="checkbox"/> garden railway
<input type="checkbox"/> gastronomy	<input type="checkbox"/> publikations	<input type="checkbox"/> Internet
<input type="checkbox"/> projekt "Signal box"	<input type="checkbox"/> visitor guide	<input type="checkbox"/> exhibitions

other: .....

Date:.....

Signature:.....

(In case of minors: guardians)



Site plan

## Open Days

Operation on the first Sunday in each month from May to October:

	May	June	July	Aug.	Spt.	Oct.	Dec.			
2017	7.	4.	2.	6.	3.	1.	2.	3.	9.	10
2018										

On these days, the museum is open from 10:00 to 18:00. The first train leaves at 10:23 at Neuratherfeld station (the main entrance). Other departures at least hourly.

Santa Claus train rides on Saturdays from 14:00 to 18:40 and on Sundays from 10:40 to 16:00. For the Santa trains, ticket reservations is strongly advised.

Reservations: +49 2183 8068 378 or nikolaus@gillbachbahn.de

Special trains and additional opening days by appointment.

## Admission and fares

	Adults	Child	Family
2017 train (free admission)	3,00 €	1,50 €	7,00 €
2018 admission and train	5,00 €	2,50 €	11,00 €

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Schedule changes and outages will be announced on short notice on our website [www.gillbachbahn.de](http://www.gillbachbahn.de).

## Contact and directions

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