

THE OLD RAILWAY STATION MUSEUM

The railway tracks of the Moselle Valley Railway from Bullay to Trier have been dismantled long ago. But many stations along the former line still remind us of the former train. From 1903 until its gradual closure in the 1960s, the Moselle Valley Railway connected villages and towns along the right bank of the Moselle. Before roads were developed, and before cars, buses and lorries became the main means of transport, it fulfilled a large variety of needs.

Every day, girls and boys had to go to school. As this was often far away they became commuter students.

For grown-ups, the train replaced the bicycle or even long walking hours to the place of work.

Trier, the capital of the region, became closer for trips to the authorities and for shopping.

It was much easier and, of course, quicker to send barrels and bottles by train from the wineries in the many small towns along the Moselle to the customers, than sending them by boat.

And last but not least, there were the excursionists – or tourists. The longer the journey took, the more fun it was to sit in the dining tram, part of the train, because clients could order local wine, which then was handed onto the train at its next station. Needless to say, the amusement often ended with a lot of alcohol. This is how the train's nickname „Saufbähnchen“ („drunkards' train“) came about. The Moselle Valley Railway has really earned this name.

All of this can be revisited in the small Moselle Railway Museum in Pünderich. Where once in time, goods used to pile up and luggage waited to be loaded, you can now see the manifold history of the Moselle Railway.

THERE IS MUCH TO SEE ...

Right at the entrance, a map lists the more than 40 railway stations along the winding course of the river. During the more than four-hour journey from Bullay to Trier, the train stopped at each of them.

The approval document for the construction, a map of the Pünderich station and an original rail of the Moselle railway can be seen in the first glass cabinet on the right side (seen from the entrance).

The second glass cabinet to your right is about all those who once travelled on the Moselle railway, whether going to work, to school or even during their holidays. In this glass cabinet you can also see a remarkable menu from the saloon car. A portion of sardines in oil with bread and butter once cost 60 pfennigs. Eating this first certainly provided the necessary base to consume a bottle of wine or two, which the train restaurant offered from 1 Mark 20. The ultimate perfection available was a bottle of sparkling wine. But you had to pay 6 to 8 marks for that.



The museum also explains how everything worked technically. To your right, the glass cabinets three and four provide information about the equipment and tools used by the railway workers. Here you will also find a letter notifying a worker at the Moselle railway depot in Anandel of his instant dismissal because he had taken part in a strike for Moselle railway employees in August 1956.

Not to forget: mail was transported by train. Old photos and objects remind us of this.

A lot of photos trigger the railway and the people - many a visitor will recognise places and perhaps even acquaintances.

Pünderich is not just any place. No: it is here where the wooden boxes used to transport the region's main product, wine, originated from.

The box factory was located very close to the railway station. The museum shows one of the old boxes. Here you can see how packaging worked in those times.

Consignment on the wall show how the Reichbahn and later the Bundesbahn cooperated with the Moselbahn (Moselle railway)

in terms of freight transport. One of the consignment bills is written in French, because it was issued during the French occupation 1918 – 1930, after the First World War – or Great War.



... BUT ALSO TO READ AND LISTEN TO

Anyone who wants to leaf through written testimonies of the Moselle railway history or who wants to look at photos of the mail distribution via the Moselle railway can take a seat on an original Moselle railway compartment bench and pick up one of the newspaper sticks and have a look through the pages.



You can also read the Moselle railway song that was sung in May 1903 to mark the opening of the railway.

Or you can sit down at the audio device opposite. Here you can hear what men and women from Pünderich remember when they think back on the Moselle railway.



LIFE (OF THE RAILWAY) GOES ON

History is never over. Not only does a timetable at the end of the exhibition list the departure times of the Moselbahn's successor, a bus on four wheels. Mosel residents also keep coming to the station and enriching the museum with their keepsakes. In this way, the museum will continue to grow. For this, our very special thanks.

Admission to the museum is free. When the museum door is open, all visitors are welcome, in winter...



... as in summer.



Gert Eisenbürger and Gaby Küppers, who now live in the station and have completed this Railway Museum in their home, are happy to welcome anyone who wants to learn about the history of the Moselle railway. No doubt, it helped shape the fortunes of the central Moselle region for more than half a century.

Translation: Gaby Küppers and Deborah Burger



Moselle Railway Museum

Private museum
in the Old Railway
Station of Pünderich

Open:

In summer:

Whenever the door is open

In winter:

by appointment

Admission free

Enter at your own risk

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