

Operation in the 1950s

# Hamburg Dammtor

*As promised in the first part deals now in the middle of the era III - and there are in Dammtor Station more or less the complete loading plug to see Otto Humbach tells us.*

Let's start our meal with a view of the large-Bw Hamburg-Altona, the fabrics for many of the Dammtor was passing trains responsible. The abundance and species richness the gathered there in the 1950s, Locomotives is unimaginable by today's standards, especially to the locomotives stationed there still the cars of several other depots were added. For this machine Altona presented the turning-Bw. The car park Bw Altona included in those years the



**Dammtor in the 70s. Good to recognize how long-distance and mass transit sweeping tracks meander through the hall. Photo: Archive Michael Meinhold**

**In its last year of operation of the AC motor coach is ET 99 1604 on May 28, 1954 at the S-Bahn-Perron from Dammtor. Photo: DB / Hollnagel ECR Neumann.**





steam locomotive series 03 (28) 10.3 (6) 74.4 (19), and 78 (14). To turn came 05 from Hamm, 01 in Hannover, 1.10 of Osnabrück from Os and Bebra, even the two "Black Swans" series 10 from Bebra drove some services up to Altona.

1956 appeared the first diesel locomotives the V 200 series, the soon almost all services F-train traffic took over and thus 03:10 repressed. Came one year later the V 60 that once the BR 74.4 finished off made. In 1960 Altona the first prototype of the V 160, the other eight copies of this series followed until 1962. Until 1964 joined yet all 15 copies of 65 V to.

Bw was known as home the main DMUs. The large-Bw Hamburg Altona with its special double hub and the huge Roundhouse with 57 stalls. *Photo Coll Neumann* attracted the "eggheads" the VT series 08.5 in Altona. Shortly thereafter came also the sister units of class VT 12.5 it. The exotic "Night Train (Members???) VT 10 551 was well located (his day counterpart VT came from 10 501 Frankfurt for turning) as the legendary



**This scene could have taken place on the same day as in the photo above: Both ET 171 as well VT 08.5 (as F 77/78 "Helvetia", an exception at the same platform) were in 1954 in Dammtor go.**





**G** 21./22. bis 23./24. XII., 26./27. XII. bis 3./4. I., 28./29. III. bis 4./5. IV., 26./27. IV. bis 9./10. V. und 17./18. bis 23./24. V. **K** 20./21. bis 23./24. XII., 26./27. XII. bis 2./3. I., 23./24. III. bis 3./4. IV., 26./27. IV. bis 8./9. V. und ab 17. V. **H** 8.14 ab 20. XII., am 25. XII., 4. I. bis 26. III., 5. bis 25. IV., 8. bis 15. V. und ab 24. V. Göttingen umsteigen (16.13 16.23)  
**d** Fulda umsteigen (an 9.43/d 85 ab 9.57) **e** Würzburg an 9.58 **f** Hannover ab 14.22 **g** Hannover ab 16.04 **h** Hannover ab 18.04 **k** Würzburg an 16.23 **n** Hannover ab 20.51  
**p** Frankfurt (M) umsteigen (an 19.00/ab 19.16) **q** Hannover ab 0.14 **v** Kassel umsteigen (an 23.28/ab 0.16) **x** Würzburg an 19.48 **z** Hannover ab 3.08

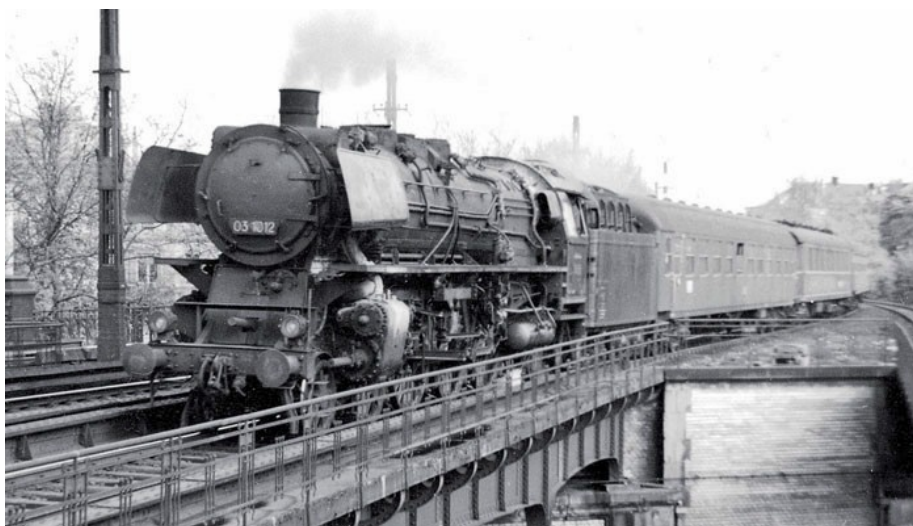
**B** verk nur 22. bis 24. XII., 27. XII. bis 3. I., 28. III. bis 4. IV. und 17. bis 23. V. # a Münster (Westf) umsteigen (an **7.48/ab 7.54**) b Münster (Westf) umsteigen (an **10.32/ab 10.39**)  
c über Hannover d Dortmund umsteigen (an **0.40/ab 1.08**) e Hagen umsteigen (an **0.05/ab 0.35**) f Münster (Westf) an **13.23/ab 13.36** g Dortmund umsteigen (an **15.52/ab 16.09**) h Hamm an **18.44** k Dortmund umsteigen (**18.47/15.14**)



"Flying Hamburger" VT 04000 and 501, the still until 1957 for failures held or gains of the VT 08.5 were. The absolute star of this species was undoubtedly the VT 11.5, which held in the summer of 1957 and catchment TEA as a new shine on the tracks of DB brought. When the epoch as an epoch III the great upheaval looks, one finds man - as has been the view of the deployments shown at Bw Altona. Mid-1950s the epicentre of this change. The blue F-train, so far steam hauled, are now out of V 200 taken. Your recent blue old style carts are rapidly transformed into 1953 published 26.4 m long 1st class new car replaced. Even urges in the other areas Reisezug new rolling stock. Form from 1952 the new "express train-center entrance car" and in 1954 the 2nd class counterpart the 26.4-m-express train passenger cars. First primarily the newly LS Trains. But they also gradually replacing old rolling stock in the other D and express trains. In TMA can be found from 1954 the "Umbauwagen" the YG series. In 1958 Then the "pieces of silver". Then there is The "Class Reform "from 1956, in which the old 03 Class removed.

As interesting as this diversity is, they However, the model is oriented model railroaders a problem: A purebred Epoch IIIa-operation?

<b>F 53</b> 2. ** 150t 117%	(5 <sup>34</sup> ) Passau–Nürnberg–Würzburg–Bebra–Hannover (–Langenhagen)– Hamburg–Altona (17 <sup>00</sup> ) ↯ Regensburg–Nürnberg 1 BR4ü   54   Passau–Hamburg–Altona   54   1000 1 B4ü*   "   "   "   "   "	Gbl Süd  * Schreibabt ab Nür
<b>F 54</b> 2. ** 150t 117%	(13 <sup>06</sup> ) Hamburg–Altona (–Langenhagen)–Hannover–Fulda–Würzburg– Nürnberg–Passau (0 <sup>33</sup> ) ↯ Nürnberg–Regensburg 1 B4ü*   53   Hamburg–Altona–Passau   53   1000 1 BR4ü   "   "   "   "   "	Gbl Süd  * Schreibabt bis Nür



**On May 16, 1956 attracted 03 1012 from the Bw Hamburg-Altona with F 53 already a four-Wagengar- nitur including new cars on the overpass of Dammtor.**

**The new car of the F 53 "Domspatz" of 1955/56 can be personalized with the steely blue Roco models using group "A4ümg-53" readjust. Also of Roco comes aptly stationed in Hamburg Altona 03 1011. The 3:10 DB there from Roco meanwhile rule with new boiler. This model even has a functional replica of goiter axle**





There is regarding painting and lettering significant gaps in the provision of Model train manufacturer. So there Era IIIb? Then you would have on so many Steam use without. The solution? They can confidently the prototype looking, for here took place the change not in a day.

If we look, for example, the theme "Dammtor in the years of decide upheaval ", is a colourful and easy to be filled traction nothing in the way (except presumably something to small capacity the fiddle yards). The F train "Domspatz" we show a old car set and 3:10, "Merkur" and "Hanseat" with a 3:10 or V 200 or 05 mixed-carriage set and the "Gambrinus" we let V 200 and a complete new car set on the tracks.

Of course exception is always the dining car. There were new buildings until 1964. Rounding out this noble train class by the "Blue Enzian "with the so-called "Henschel Wegmann-train" (actually only nor a "Wegmann-train") and diesel railcars VT 08.5 (possibly supplemented with VT 04), VT 10.5 ("Senator") and VT 11.5 (TEE "Helvetia" and "Parsifal"). Typical, from new passenger cars BLS formed trains were eg the D 84/85 and D 94/95/96. stocked with old car express train itself provides the pair D 193/194 on. Even an international train, you can with the D 167/168 "Riviera-Express" in the Include Parade. interesting Eilzüge were the "tail flash" E 575/576 ("Westerland"), the double-deck coaches Mileage E 743/744 or with VT 12.5 Occupied E 841/842.

Passenger trains are to your heart loss of Länderbahn-, State Railroad mixed and conversion types, drawn from domiciled Steam locomotives in Altona series 78 and 74.4, or 93, 38.10 and 50 from the neighbouring Depots. These same coverings are also suitable for freight trains plus the V 60. The Bw Hamburg-Wilhelmsburg based

	1955	1957
F 1 "Hanseat"	BR 05 Bw Hamm	V 200 Bw Hamm
F 2 "Hanseat"	BR 05 Bw Hamm	V 200 Bw Hamm
F 3 "Merkur"	03.10 Bw Dortmund Bbf	V 200 Bw Hamm
F 4 "Merkur"	03.10 Bw Dortmund Bbf	V 200 Bw Hamm
F 33 "Gambrinus"	03.10 Bw Altona	V 200 Bw Hamm
F 34 "Gambrinus"	V 200 Bw Ffm Griesheim	V 200 Bw Ffm Griesheim
Ft 41 "Senator"	VT 10,501 Bw Ffm Griesheim	V 200 Bw Ffm Griesheim
Ft 42 "Senator"	VT 10,501 Bw Ffm Griesheim	V 200 Bw Ffm Griesheim
Ft 49 "Comet"	VT 10,551 Bw Altona	VT 10,551 Bw Altona
Ft 50 "Comet"	VT 10,551 Bw Altona	VT 10,551 Bw Altona
F 53 "Domspatz"	03.10 Bw Altona	V 200 Bw Altona
F 54 "Domspatz"	BR 03 Bw Hannover	V 200 Bw Altona
F 55 "Blauer Enzian"	03.10 Bw Altona	V 200 Bw Altona
F 56 "Blauer Enzian"	03.10 Bw Altona	V 200 Bw Altona
FT / TEA 77 "Helvetia (Express)"	VT 08.5 Bw Altona	VT 08.5 Bw Altona
FT / TEA 78 "Helvetia (Express)"	VT 08.5 Bw Altona	VT 08.5 Bw Altona
D 84 "LS"	BR 01 Bw Hannover	BR 01 Bw Hannover
D 85 "LS"	BR 01 Bw Hannover	D 87
BR 1:10 / BR 10 Bw Bebra	D 88	BR 01 Bw Hannover
BR 1:10 / BR 10 Bw Bebra	D 94 "LS"	BR 03 Bw Osnabrück
BR 1:10 Bw Osnabrück	D 95 "LS"	BR 03 Bw Osnabrück
BR 01.10 Bw Osnabrück	D 96 "LS"	BR 03 Bw Osnabrück
BR 1:10 Bw Osnabrück	D 167 "Riviera-Express"	V 200 Bw Altona
D 168 "Riviera-Express"	V 200 Bw Altona	D 193
BR 03 Bw Altona	BR 1:10 Bw Osnabrück	D 194
BR 03 Bw Altona	BR 1:10 Bw Osnabrück	E 575 "Westerland"
BR 03 Bw Altona	V 200 Bw Altona	E 576 "Westerland"
BR 03 Bw Altona	V 200 Bw Altona	E 743 bi-level cars
BR 03 Bw Altona	E 744 bi-level cars	BR 03 Bw Altona
E 841	VT 12.5 Bw Altona	VT 12.5 Bw Altona
E 842	VT 12.5 Bw Altona	VT 12.5 Bw Altona
F 1 "Hanseat"	BR 05 Bw Hamm	V 200 Bw Hamm
F 2 "Hanseat"	BR 05 Bw Hamm	V 200 Bw Hamm
F 3 "Merkur"	03.10 Bw Dortmund Bbf	V 200 Bw Hamm

**The stringing of all F-trains and some selected typical D and express trains from the "Menu" of Dammtor mid 1950s. Significantly changing the traction particularly the F-train segment 1955-1957.**



**Even locomotives of the DDR National Railroad came through Dammtor, as this case, 01 208 to the D 164 Leipzig-Hamburg-Altona on June 6, 1956.**





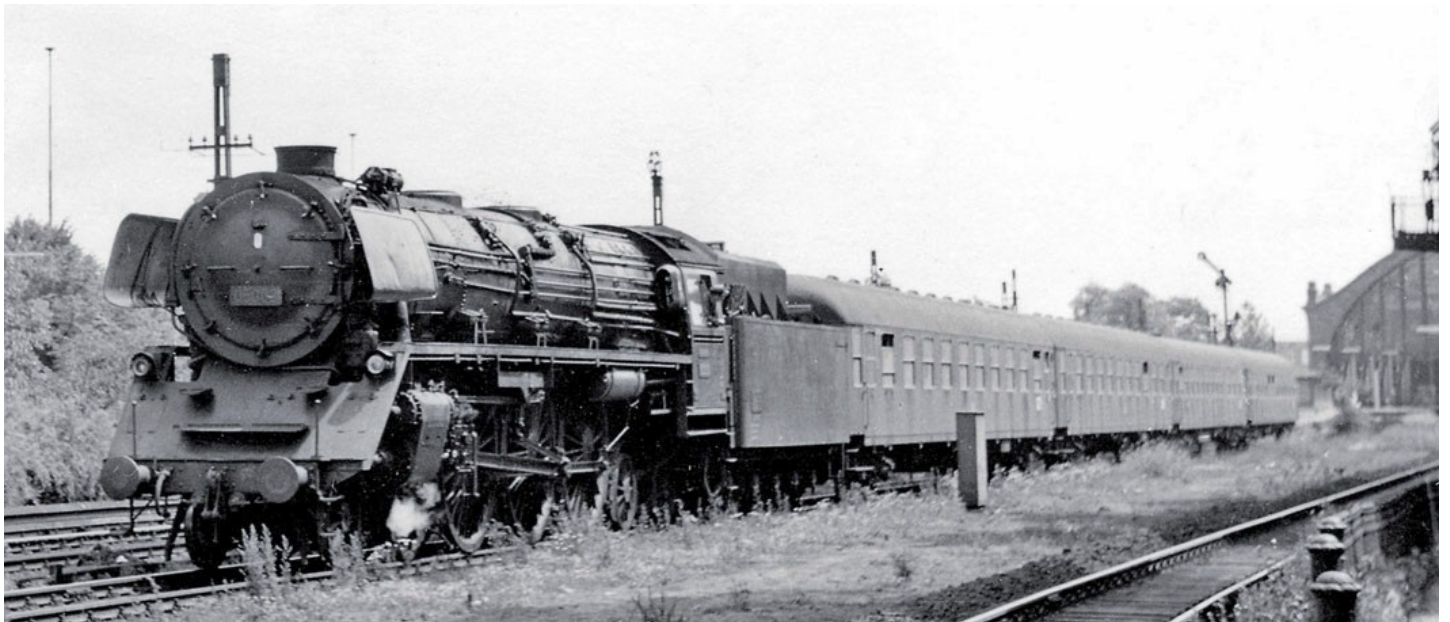
**F 33/34 "Gambrinus" was in 1955, when he was still drawn from the series 3:10, complete with the exception of the dining car New car gebildet. Ab the summer of this year took over the brand new V 200 pre-production machines between his promotion Altona and Frankfurt / M.**



**Most of the pictures show the "Blue Gentian" V 200. Until 1956, however, carried him from the 03:10 Bw Altona**



**One only needs a little creative imagination to be a blue 3:10 before "Mercur" imagine. Stationed in Dortmund Renner mastered the legendary 702-km cross-country skiing Hamburg Altona-Frankfurt / M at a time.**





**With the 05 another legendary locomotive has its appearance: 05 003 with F 1 "Hanseat" on July 12, 1956 Dammtor extends. This train is particularly modellbahn compatible, he can from the Liliput-05 and the now widely available car using Group 53 be emulated; the clothing should find space in tight shadow stations.**

Series 82 offers per se. Be Dg  
Preferably with the then Bw  
Eidelstedt stationed series 41  
or 56.20, 44 and 50 covered.

A timetable of the train station Dammtor despite our extensive research not be found. For model workers who like to drive at scheduled times, therefore, we have an overview of the Long distance trains from the course book from Winter 1955/56 displayed. The station Dammtor immersed in this overview does not occur. It held that time but everyone (!) Reisezug incl. Tea in Dammtor. The approximate travel time between Altona and Dammtor was about 7 minutes.

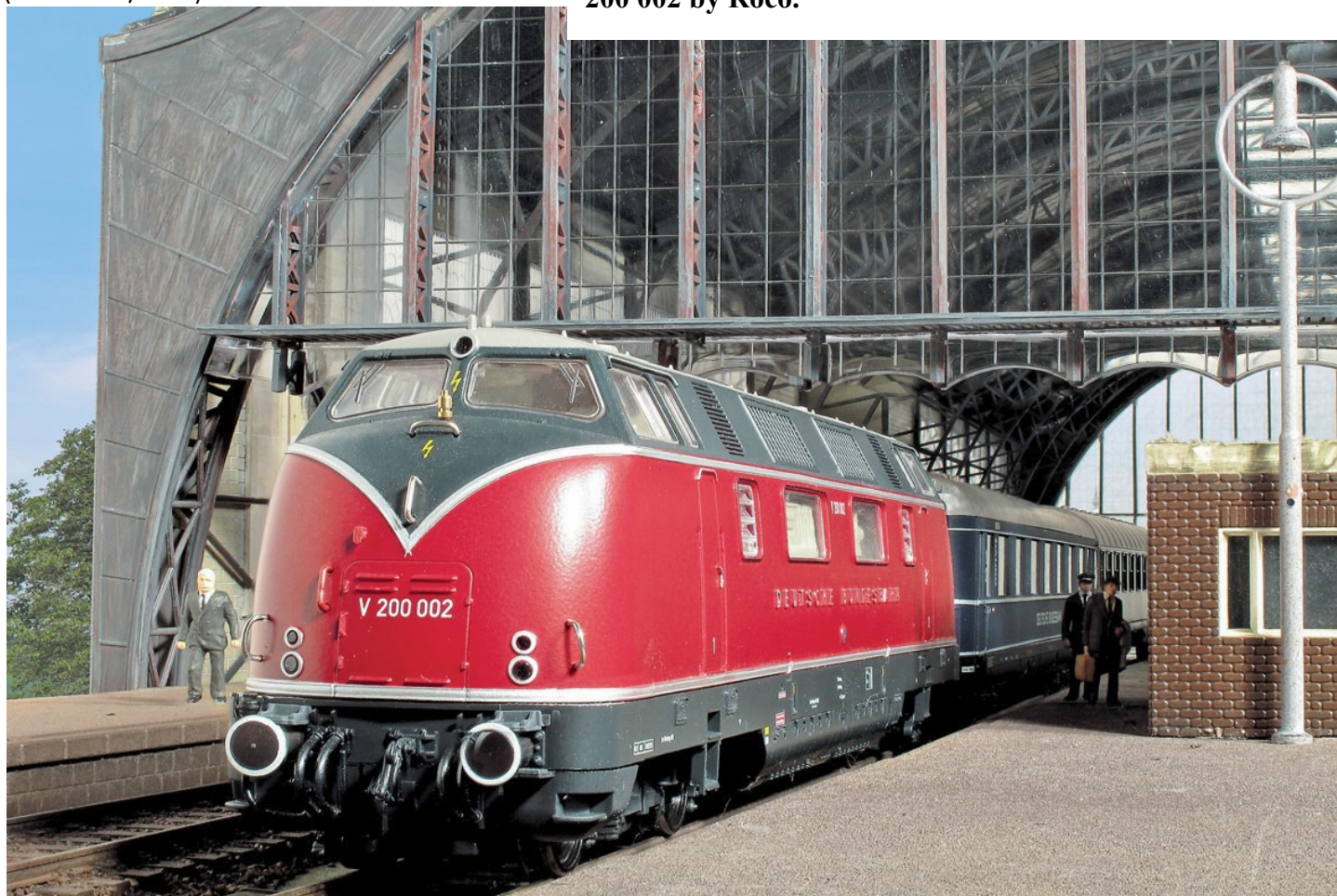
Local trains, after one  
Gusto weave who it precisely here  
takes, can not avoid is appropriate  
To get course books.

Since the complete reproduction of the  
Succession plans discussed here Trains the  
scope of this article beyond, one can only on  
the Zugbildungs standard works Michael  
Meinholds in the MIBA Report series refer.  
The in MIBA Serie "Ottersberg"  
(MIBA 5-10/2011) trains described fit the theme



**With the appearance of the pre-series V 200 in 1955 the traction change began in travel zugverkehr. V 200 003 is in the summer of 1956 for departure in Dammtorbahnhof. The paint of brand new machine shines like rubbed with bacon rind!**

**Bottom: Soon it is also called "free exit" for the model V 200 002 by Roco.**







The "Senator" cannot be missing in Hamburg-Dammtor. At the top of his Original color dress from 1953 (model Märklin / Trix), left the color variation from 1955 (model Weinert) with the converted cockpit glazing.



Bottom left the due to its unreliability infamous model VT 10 501 in February 1955 ahead of Dammtor (Photo: John Jürgens, Coll. Neumann) .When was the articulated once again in the workshop, was the "Senator" with locomotive-hauled trains driven as below also in February 1955 of Vorserienlok V 200 005. In the background the dome of the university





The strung with 03 D 94 1956 on the eve of Hamburger Hauptbahnhofs. Als typical representative of the "LS" is to be -Zuggattung coaches wagenpark exclusively of new cars. *Photo: Carl Bellingrodt ECR Humbach.*



A locomotive of the BR 93 - presumably from Bw Altona - pulls her Passenger train on the main railway station between Dammtor and Hamburg lying Lombardsbrücke *Photo: DB / Hollnagel StG Neumann.*





**50 2593 has between Dammtor and Altona a worth seeing in June 1954 value mixed set of commuter cars in tow.  
Photo: DB / Hollnagel StG Neumann**

**Below: 93 in 1089 in June 1954 at the ancestral freight service at the exit from Dammtor photo: DB / Hollnagel StG Neumann.**



"Dammtor" because they almost all in Altona started or ended. The inter-Sante D 167/168 "Riviera-Express" is in the MIBA brochure "Rarities of Bundesbahn" exactly on pages 84 ff described.

All in all a dream? In this Completeness for most models Bahner probably already. But maybe there Yes there a club where the plan ge sums is, for example, the section from Dammtor to the attractive Lombard build bridges and to comply to bestü- relevant shadow stations bridges. For a private area with about 3 provides up to 4 meters of linear expansion a solution with a Two-Sided gene to track extension, fed two concealed Fiddleyards. Who Dammtor already in a very different Topics environment integrated into his



**Curved Triebkopf and curved gables hall: Somehow harmonizes the VT 11.5 particularly well with Hamburg Dammtor and thereby become a worthy conclusion to our Considerations Photo. Hollnagel / Archives Railway Foundation**



system has fun anyway likely to have it,  
one or the other authentic Train ride  
through the beautiful model to let. And  
who is the smallest Size Z has prescribed,  
can with the announced date of Märklin  
Kit Dammtor without space  
Problems realize. *Otto Humbach*

**The at that time ultramodern  
and yet timeless design the VT  
11.5 leads us to in the 1960s, in  
de-nen of pictured right  
Prospekt the TEE service  
applied. In Hamburg-Dammtor  
you could from the summer of  
1957 The TEE "Helvetia"  
(Hamburger g-Altona-Zurich  
main station) admire countries,  
slightly later, the "Parsifal"  
(Hamburg-Altona-Paris Gare  
du Nord).**

