



MODELLEISENBAHN HAMBURG e. V.

in Hamburg Museum

Hamburg railway history

- mediated in the Hamburg Museum -

with the help of the railway model Hamburg-Harburg





Hamburg railway history - mediated in the Hamburg Museum -

Beginnings at the Museum of Hamburg History (MHG)

As early as **1944**, the chairman of our association, Prof. Dr. Walter Hävernick, founded in 1931, had the vision of establishing a railway transport museum in Hamburg. Due to the war events, however, all further planning had to be discontinued.

In **1947**, Walter Hävernick, now director of the MHG, had the opportunity to build the model railway layout, now known far beyond Hamburg, here with the support of the members of the association and DB offices. It represents the stations Hamburg-Harburg, Hamburg Hauptgüterbahnhof and Hamburg Kai rechts in scale 1 : 32 and is regularly operated, maintained and supplemented by our members. The first trains rolled in 1949. The planned railway transport museum for Hamburg was unfortunately not realized. Only the model part could be realized. We try to show the visitors with our operational demonstration model in the Hamburg Museum living Hamburg railway history.

Within the planned new conception of the museum, the thematic area also includes

- Hamburg traffic history and urban development -
the railway department and
the Port and Shipping Department.

The following remarks are intended to give a brief overview of the development and importance of the railways for Hamburg.

Hamburg railway history viewed from the Harburg perspective

A chronology, compiled by Gerhard Rocco

Photos: Mehev

Route network

Beginning of the railway age in Hamburg

Seven years after the opening of the first German railway line between Nürnberg and Fürth, the first line between Hamburg and Bergedorf was ceremoniously opened on **7 May 1842**. The first station building in Bergedorf is still preserved today. Unfortunately, the opening ceremony was cancelled because the first trains had to bring refugees from Hamburg to Bergedorf and firefighters in the opposite direction to Hamburg with their equipment, days before the outbreak of the "Great Hamburg Fire".

Continuation in Altona

After the opening of the Altona - Kieler Bahn in **1844**, the port of Altona was connected via the Hafensbahn in **1845**; until 1849 horse riding, until 1876 ropeway. Then locomotive operation through the 395 m long tunnel. 1895 Extension of the harbour railway tunnel "Shellfish tunnel" on 961 m, at that time longest tunnel of North Germany.

The emergence of further private railways

1846 Opening of the Berlin - Hamburger Bahn with extension of the former "Bergedorfer" railway station to the Berliner Bahnhof, railhead station on Amsinckstr. (renamed Högerdamm in 1957). Travel time Hamburg - Berlin in passenger train 8 hours!

1847 Opening of the line (Hannover -) Celle - Harburg with end (head) station at Schellerdamm (formerly Bahnhofsstr.) by the Königlich Hannöversche Staatseisenbahn. In **1849** the connection to the harbour Harburg was established, long before the harbour connection in Hamburg.

In **1865** the line Lübeck - Hamburg was put into operation by the "Lübeck-Büchener Eisenbahn" (LBE) with a terminal station at Spaldingstr. At that time there was a connecting track from the Lübeck railway via Rothenburgsort to the Berlin railway. This progressive private railway was only taken over by the state railway in 1938. A double-decker train of the LBE with streamlined locomotive runs on our layout.

1866 Opening of the "connecting railway" from Hamburg to Altona, starting from the Bf Klostertor. After the cities of Altona and Harburg, in 1866 the port in Hamburg also got its railway connection at Sandthorquai with a connection to the Berlin railway station.

In **1866** the Kingdom of Prussia annexed the Kingdom of Hannover.

Hamburg and Harburg try to get closer

Until **1872**, the cities of Hamburg and Harburg were separated from each other by the North and South Elbe rivers, as well as by the less developed Elbe island of Wilhelmsburg with its lowlands. There were ferry connections via the North and South Elbe as well as a direct "steamboat trip" between Hamburg, Altona and Harburg. In their timetable of **1853** the connecting trains from/to Hanover as well as Kiel and Berlin were listed.

In **1872** the two railway bridges over the Elbe were opened (the road bridges followed only in 1899!). At the same time in 1872 the interim railway station (until 1897) at the Grubestr. (today northern Hannöversche Str. direction Süderelbe) had been completed in Harburg to handle the trains of the relations Hannover / Bremen - Harburg - Hamburg. Thus, in **1872**, the railway was free to extend the route from Hanover via Harburg to

Venloer Bahnhof, also known as the Pariser Bahnhof, which was renamed Hamburg Hannoverscher Bahnhof in 1892.

There was a line connection for transfer journeys to the Klostertor railway station and further to the connecting railway. The facility at Lohseplatz was designed as a terminus station with a large station hall and tracks for goods handling. (Shown on our layout)

1874 followed the opening of the line Bremen - Harburg (called Venloer Bahn, built and operated by the Köln - Mindener Bahn) with transition to the existing line Harburg - Hamburg - Venloer Bahnhof.

Now the "Gate to Hamburg" had been opened. However, Harburg merchants, forwarders, carriers, ferry companies and innkeepers rightly feared a decline in their business.

In **1881** the line Cuxhaven - Harburg of the Unterelbische Eisenbahn with its own terminal station Unterelbe in Harburg was opened. There was a connecting track between the station Harburg Unterelbe and the tracks in the station Harburg. In **1889**, the first HAPAG special train from Hamburg to Cuxhaven with passengers for the North American service was operated.

Restructuring of the Harburg railway facilities

Only after the nationalisation of the Venlo Railway, the Köln – Mindener Bahn and the Unterelbischen Eisenbahn did Harburg receive a new community railway station, which united the railway lines from Hanover, Bremen and Cuxhaven as well as from Hamburg. The Harburg station was opened in **1897** in its present form and location and was given the name Harburg Hauptbahnhof. This striking station building with the track systems for passenger traffic is still in operation today and is shown in a model on our layout. In **1907** the seaport station connected to the station Unterelbe was put into operation. Now seagoing vessels could reach Harburg directly, passing Altona and Hamburg.



Restructuring of the Hamburg railway facilities

At the turn of the century, traffic on Hamburg's roads became increasingly sluggish because carts, trams and trains interfered with each other. At the turn of the century, the railway tracks were at street level, and train traffic had to be secured by posts, chains or barriers. Train schedules could no longer be kept. Switching between the four terminal stations was intolerable.

After long negotiations between Hamburg, Lübeck and Prussia, the way was clear for the construction of the Hamburg main station in its present location and the introduction of level access routes from Altona, Harburg, Lübeck and Berlin. The four terminal stations Hannoverscher, Klostertor, Lübecker and Berliner Bahnhof could be shut down.

Hamburg Central Station was opened in **1906**. This put the routes and stations for passenger traffic on a solid footing. However, one had not reckoned with an extraordinarily strong excursion traffic: Over 100 special trains had to be driven in the summer months on Sundays among other things into the heath. Since the facilities of the main station could not cope with this onslaught, the platform tracks of the Hanover railway station were put into operation again in 1914 for the handling of special trains. This made it possible to handle up to 27 special trains daily between Hamburg and Cuxhaven for emigration and repatriation to America.

Area reform in Harburg

In **1927**, the municipalities of Harburg and Wilhelmsburg were united to form a new town "Harburg-Wilhelmsburg", the Harburg railway station was renamed "Harburg-Wilhelmsburg Hauptbahnhof" and the stop Wilhelmsburg was renamed "Harburg-Wilhelmsburg Nord".

Area reform in Hamburg

In **1938**, the three Prussian cities of Altona, Harburg-Wilhelmsburg and Wandsbek were incorporated into the Free and Hanseatic City of Hamburg in accordance with the Greater Hamburg Law of 1st April 1937.

Challenge for DB

1962 Storm surge in northern Germany. The four-track line and all road connections between Harburg and Hamburg were interrupted. The connection could only be maintained for days with restrictions and only by rail via the stations Hamburg Hohe Schaar and Hamburg Süd in the port of Hamburg. Long-distance trains were diverted via Lüneburg - Büchen.

The overhead line reaches Hamburg

In **1965**, electrical operation began on the Hanover - Hamburg route. The start of electrical operation on the Bremen - Hamburg and Hamburg-Harburg - Stade lines followed in 1968. Our model lines were also equipped with overhead lines at the same time. The start of electrical operation on our layout took place on 5.4.1965 in the presence of the President of the Federal Railway Directorate Hamburg, Mr. Artur Petzold - one day before the festive opening of the electric operation by DB. Since 1903 there has been a special feature in Harburg with the commissioning of the tram line from Hamburg to Harburg: the crossing of the double-track lower Elbe railway to Cuxhaven on the Schlossmühlendamm level crossing. With the beginning of the electrification of the DB line in 1967, the overhead line area also had to be prepared as a contact wire crossing (mechanical and electrical), i.e. switchable from long-distance operation with 15,000 volts ~ to tram operation (roller current collectors!) with 600 volts =. After the tram between Wilhelmsburg and Harburg was shut down in 1971, this curiosity was also a thing of the past.

End of an era

In **1972** the steam operation of the DB in the north finally ended with the last trip of the class 012 102 from Westerland to Hamburg-Altona. A similar type of express locomotive, the class 01 1100, regularly transports the D train from Hamburg to Cologne with a stop in Hamburg-Harburg. Especially the steam locomotives with the matching passenger and freight wagons are of course still very strongly represented on our layout.



High speed operation and infrastructure

After several years of conversion and testing, high-speed operation at 200 km/h was started in **1976** on the Hamburg - Bremen route and demonstrated to visitors in special trains between the Exhibition Station Hamburg Sternschanze and Bremen at the 1979 International Transport Exhibition in Hamburg. In 1987 the line Hamburg - Hannover followed and in 2004 the line Hamburg - Berlin, this even with 230 km/h. The trains used on these lines (IR, IC, ICE) also run on our model lines.

In **1983** the **DC S-Bahn** reached the district of Hamburg-Harburg and was extended to Hamburg-Neugraben in **1984**. We show the underground S-Bahn station Harburg with two S-Bahn trains as a partial view in our model.



Foto: Uwe Lacina

Development of equipment for freight transport

Just as passengers board, disembark and change trains in Hamburg, freight wagons must also be treated accordingly. This is done at the shunting yards. The arriving freight trains are disbanded and the wagons are reassembled in the immediate vicinity depending on the destination stations. Once they have arrived there, they have to be discarded again and delivered to the consignees.

There were five such shunting yards (shunting yard) in Hamburg: Rothenburgsort, the shunting yard of the Berlin-Hamburger Eisenbahn (since 1847), Wilhelmsburg (1890), Harburg (1897), Eidelstedt (1922) and Billwerder (1939).

The Hanover Railway Station, Hamburg Hauptgüterbahnhof since 1964, was of outstanding importance for the immediate provision of cars in urgent need to the local consignees and the accelerated forwarding of such cars. (For supplementary information, see below)

Hamburg harbour railway

The railway connection in the Port of Hamburg is provided by the Hamburger harbour railway with an extensive track network, started in 1866 with the connection to Sandtorkai. The harbour railway network belongs to the city of Hamburg and today covers approx. 300 km. This does not include the many private railway sidings of the transshipment companies and industrial enterprises. They have to build their own railway tracks at their own expense.

Approximately 200 trains run daily between the DB network and the port stations. 70% of containers are transported by rail. The large electrified port railway stations such as Hamburg Süd, Hohe Schaar and Waltersdorf, as well as individual large transshipment companies, are served directly from the DB network by so-called block trains.

The major change in freight transport

Since the five Hamburg shunting yards mentioned above were becoming increasingly uneconomical, the entire system had to be renewed. In 1977, the first section of the shunting yard Maschen was put into operation in the north/south system. After completion of the entire system in 1980, the five shunting yards were gradually decommissioned.

Traffic Historical Model Railway in the Hamburg Museum

Preliminary remark

The layout reflects the state of the model in the period from the beginning of the 20th century to approx. 1990.

The **station Hamburg-Harburg** was chosen as a model, because there several long-distance lines meet in a passenger station and in a shunting yard and can be represented in a correspondingly large room in the scale 1 : 32. In addition, there is the possibility to show the additional facilities necessary for the railway operation at that time. In addition to the platforms, this includes the many order tracks of the shunting yard, the hump connected with it, and between them the railway depot with engine shed, turntable, coaling plant and other facilities important for locomotive service. We present the local goods facility with the loading tracks on which the freight wagons are provided for loading and unloading. The reception and front buildings from 1897 are still almost unchanged in their original condition. The shunting yard and the other additional facilities mentioned were dismantled in the great model due to the structural change. On the vacated site, the tracks to Hanover and Bremen were given a new location. In fact, we still offer you history to "experience". The four-track line between Hamburg-Harburg and Hamburg Hauptbahnhof is reproduced on the layout (with the exception of the Elbe island of Wilhelmsburg).

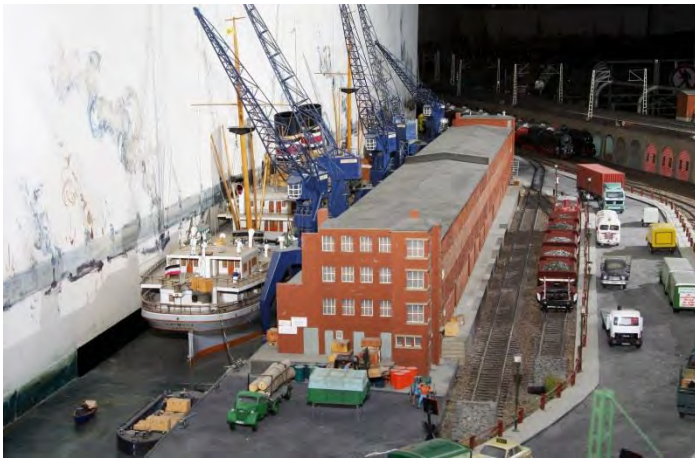
On the opposite, the Hamburg side of our layout we have built the Hamburg Hauptgüterbahnhof, the pillar railway and the freeport Hamburg-Kai rechts.

On the station Hamburg Hauptgüterbahnhof, cars in urgent need, e.g. with fruit, vegetables, live fish, groupage etc. were delivered to the consignees within the shortest time after receipt or were forwarded to the receiving stations in the immediate vicinity after being shunted with priority trains.

Among the local consignees in the Hauptgüterbahnhof, the shed of the groupage freight forwarders, the loading lanes for fruit and vegetable consignments arriving from abroad, the quay facilities for handling coal rail / ship, the wholesale market and the goods shed for incoming, outgoing and transshipment of general cargo consignments, the largest facility in Germany, deserve special mention.

As with the great model of the time, the passenger train tracks between Hamburg and Harburg in the main freight station still run on a viaduct, the historic pillar track with the former Elbbrücke and Oberhafen stops.

Behind the pillar railway you can see the station Hamburg Kai rechts in front of the harbour scenery designed by a painter. At the quay shed 25 visitors can see the transshipment between train and ship by crane. This station was created by separating it from the Hanover railway station when the free port was established in 1888.



Station Kai rechts

The layout of the main freight station and the station Hamburg Kai rechts have also fallen victim to structural change. The next construction phase of the harbour city will soon be underway there, which will be connected to the U4 underground line currently under construction. The pillar track has been replaced by a ramp.

This area of our layout is already history. Welcome to the past!

And yet the most modern DB trains run on the lines of the 1950s.

Railway Vehicle history (selection)

The **locomotive "Adler"** started in **1835** between Nürnberg and Fürth. The comparison of the size of our model with the trains currently in use shows the enormous development.

Also our "museum train" with the three passenger cars, pulled by the old three-axle steam locomotive T3, recognizable by the high chimney, shows "railway romanticism" of the late 19th century.



As early as **1936**, the Lübeck-Büchener Eisenbahn (LBE) used double-decker trains for express services between Hamburg and Lübeck-Travemünde. These required 46 minutes for the journey from Hamburg main station to Lübeck main station (without stop in Bad Oldesloe). They operated as reversing trains with a streamlined steam locomotive, which always remained at the same end of the train in both directions. We show such a unit in operation.



Tests to improve the performance of railway vehicles

In **1931** Krukenberg's "Schienenzeppelin" - powered by a propeller - reached 230 km/h on the Berlin route during test runs. We show a model on our layout in motion.

The first express railcar, the legendary two-part "Flying Hamburger", started its scheduled operation between Hamburg and Berlin in **1933** at 160 km/h.



Another test vehicle was used from 1941 in scheduled traffic: The streamlined steam locomotive 19 1001 with steam engines - V-shaped on the four driving axles - after test runs at 175 km/h on the Berlin route. The model of this locomotive is used by us in front of the "North Express" from Copenhagen to Paris.



A new beginning after the Second World War

After the war damage had been repaired, the DB set up the long-distance express train network in 1951: Made up of a few comfortable first-class blue cars, naturally with dining cars and pulled by fast (steam) locomotives, the F trains travelled at speeds of up to 140 km/h, stopping only at a few connecting stations. Such an F train travels with us as "Gambrinus" from Munich to Hamburg-Altona.



In 1957 a new railway era began with the introduction of the Trans-Europ-Express (TEE): between seven European countries these comfortable diesel railcars - only with the 1st class - were used. We show the TEE "Helvetia" on its journey from Zurich to Hamburg.



Foto: Uwe Lacina

In **1968**, the fundamental reorganisation of freight transport via seaports began: all suitable freight is loaded into standardised large containers and remains in them from consignor to consignee. This procedure facilitates and accelerates the handling of road / rail / ship enormously. On our layout, such a container train travels through Harburg station on its way from the transshipment station in the port of Hamburg to the inland.



In **1971** the Intercity network started with new coaches, still only with the 1st class, but every two hours. In **1979** the timetable was again compressed with considerably shorter travel times, and 1st and 2nd class cars were carried along according to the motto "Intercity 79 - every hour every class". Such an IC operates with us as "Arcona" from Stralsund to Karlsruhe.



After the merger of the Deutsche Bundesbahn (DB) with the Deutsche Reichsbahn (DR) to form the Deutsche Bahn AG in **1994**, many DR locomotives came to Hamburg. We show a model of a class 232 diesel locomotive, a six-axle heavy diesel locomotive that pulls a fast freight train.



1991 Start of the ICE era. Simultaneous commissioning of the ICE depot in Hamburg-Eidelstedt. In the meantime, ICE trains of the 4th generation are already running at 300 km/h.



Other locomotives and train sets, which each characterize their epoch, are e.g. the "Girl for Everything", the "German Crocodile", the V 200, the "Ant Eater", the "Saviour of the Secondary Rails", the "Glass Train". More than 40 trains are on our tracks.

A hint on our own behalf

Interested visitors who enjoy operating the computer-assisted model railway or workshop work are welcome to join our circle of members: Tel. 040 314435 or more information under www.mehev.de.

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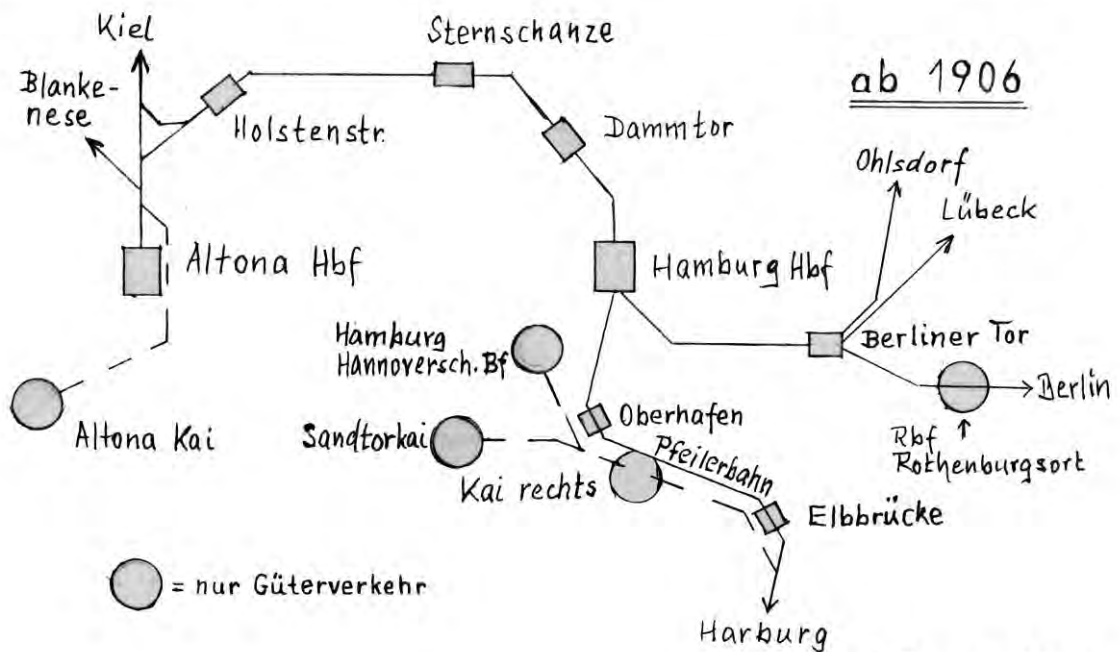
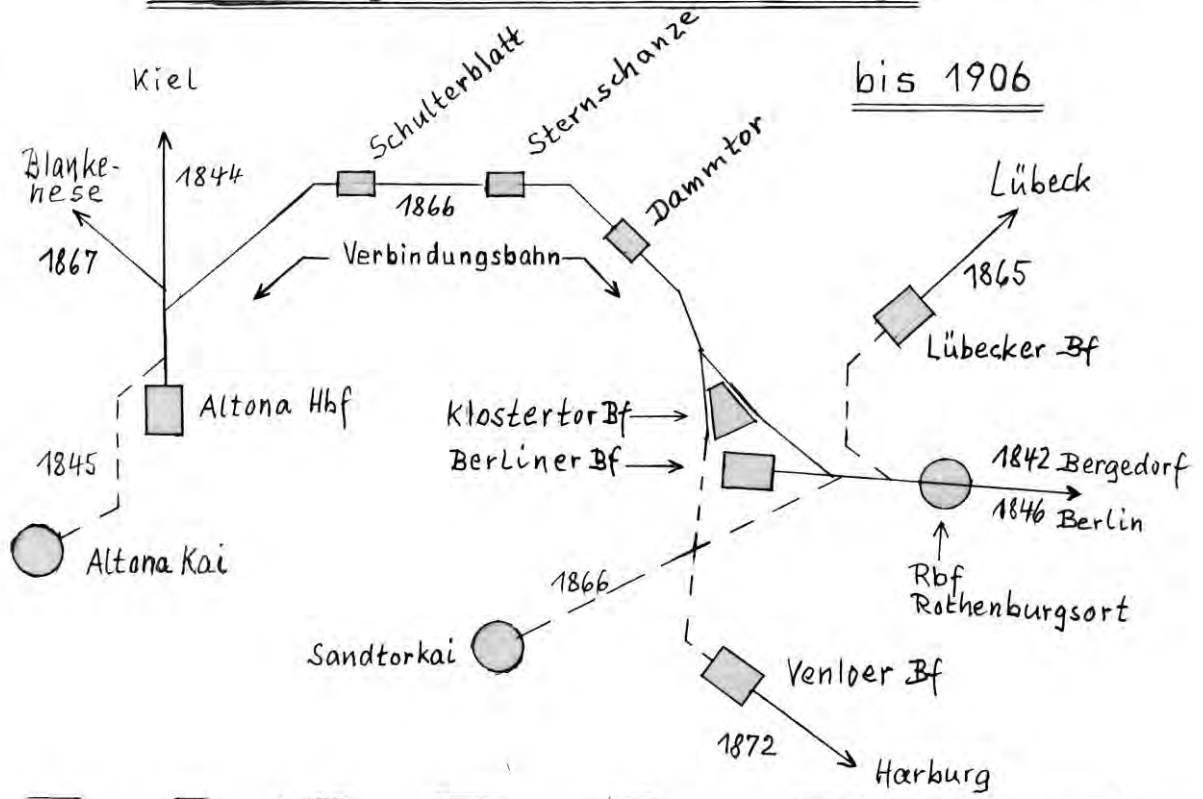
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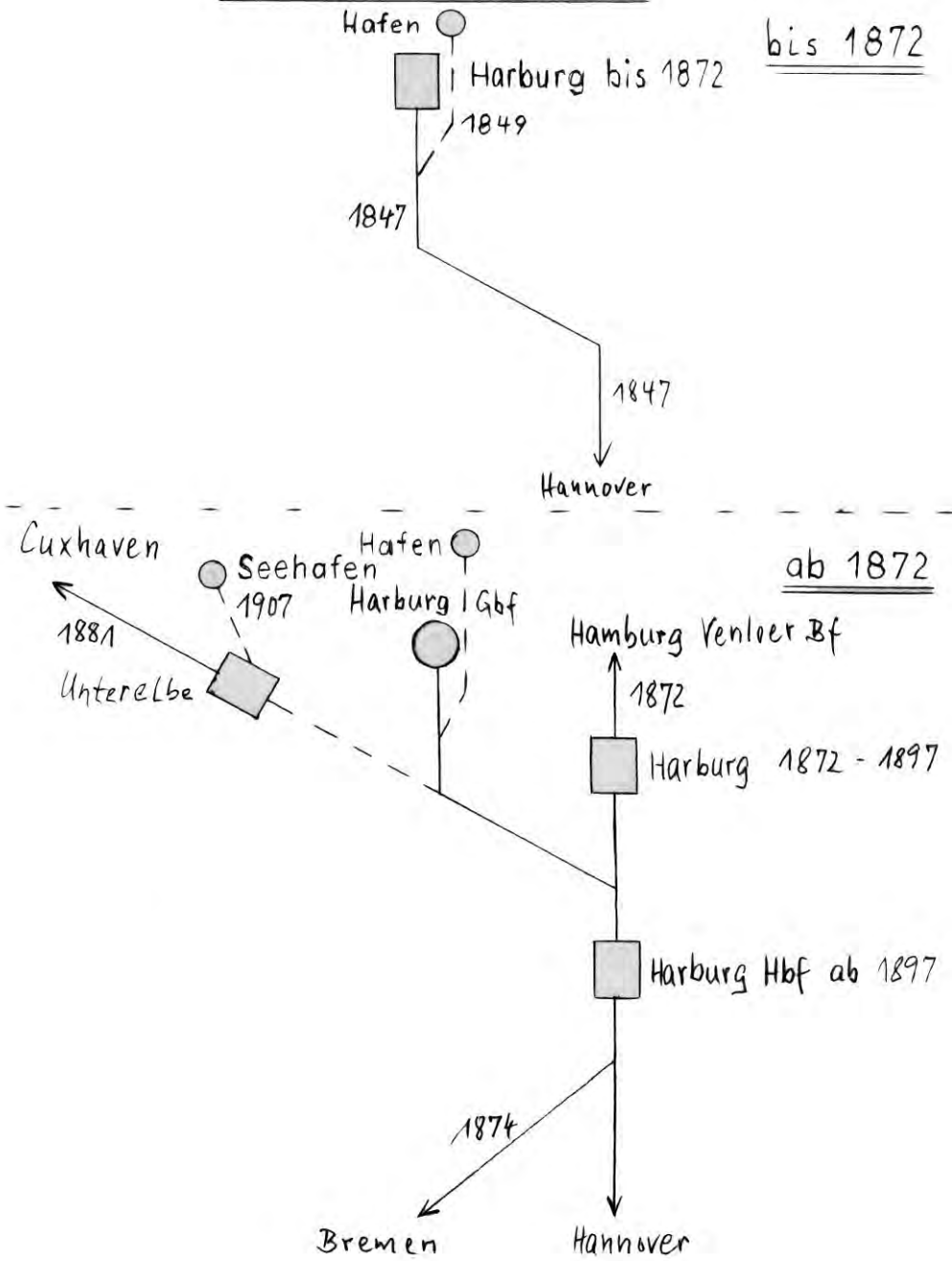
Bahnanlagen in Altona und Hamburg Anlage 1



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Harburger Bahnanlagen

Anlage 2



G, Roeco 12/2013

