

## The train

A lot of important rail transit routes from Scandinavia to southern Europe led through the GDR. The need for international passenger trains and the need for western currencies in the GDR led to the early implementation of such trains on a wider scale.

The GDR started these with older pre-war high speed trains, however due to their age, rising demand and comfort standards they had to be replaced.

This led to the development of a new DMU intended for high quality international high speed service, which took inspiration from Franz Kruckenberg's latest design. It was important to use as much existing parts as possible, so that maintenance could be easier and cheaper.



The first train was presented at the Leipziger Frühjahrmesse in 1963. Since test runs were just starting it took another two years before the train entered regular revenue service. The Deutsche Reichsbahn ordered a total of 8 trainsets including the prototype, as well as two engine cars and six middle cars.

## Partner





We invite everyone who is interested in our project to help us restore this train to working order.



SVT Görlitz gGmbH

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## A train for central Germany

The rebirth of a railroad legend



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## What we want to do

The DMU class VT18.16, later known as class 175/675, was for many years the halo train of the Deutsche Reichsbahn. They were an international success. It was always something special for the people of the GDR when they travelled with these trains, especially after the train was free to use between the GDR and CSSR.

After leaving regular service, only a small number of trains have been preserved, and sadly it never really succeeded to run one of these trains as a historic unit for a longer period of time.

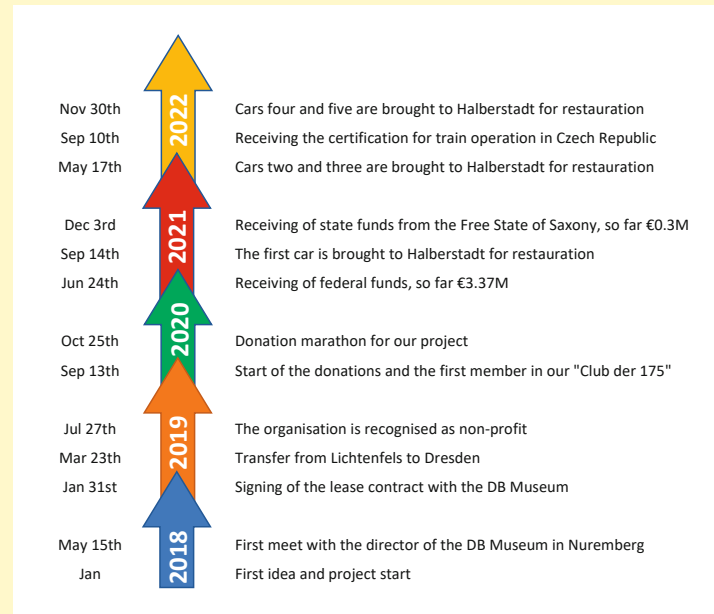
Our project wants to achieve just this, restoring one train of this class back to working order and using it on special runs.

The slogan „A train for central Germany“ is a statement for the importance of the central regions of Germany, namely the states of Thuringia, Saxony and Saxony-Anhalt as well as parts of Brandenburg and Berlin. It is these parts of Germany where the trains were manufactured and mainly used for public transport, while also being home to our partners who help us restore this train. In international service, the train will be an ambassador in Europe.

## The path

At the beginning was a study of feasibility. We soon realised that the DB Museum had a 6 car train with pretty good substance, while also being interested in keeping their trains in running condition. This gave us the option to use this particular train as basis to start on.

After careful calculations we realised that this project would be too big for a club but also not doable as a full profit company.



This led to the creation of a non-profit organisation with the aim to restore the train to working order and running it on special services which will cover all maintenance costs. The train is still the property of the DB Museum and rented to our non-profit organisation.

Since then a lot of small and big donations for the restoration could be gathered, as well as €3.37 million from the federal government and €0.3 million from the state of Saxony.

Volunteers are used for the restoration and later the maintenance of the train, whose numbers are steadily growing. But even then a lot of the work has to be given to specialist companies due to safety regulations.

Thanks to all the donations so far the first car could be transferred for restoration in autumn of 2021, 4 more cars followed until November 2022.

The maiden voyage of the newly restored train is planned for the year 2023 in a 5 car configuration. With a top speed of 140 km/h it can be used rather freely on central European rails. The personnel working on the excursion runs will mostly consist of volunteers.

