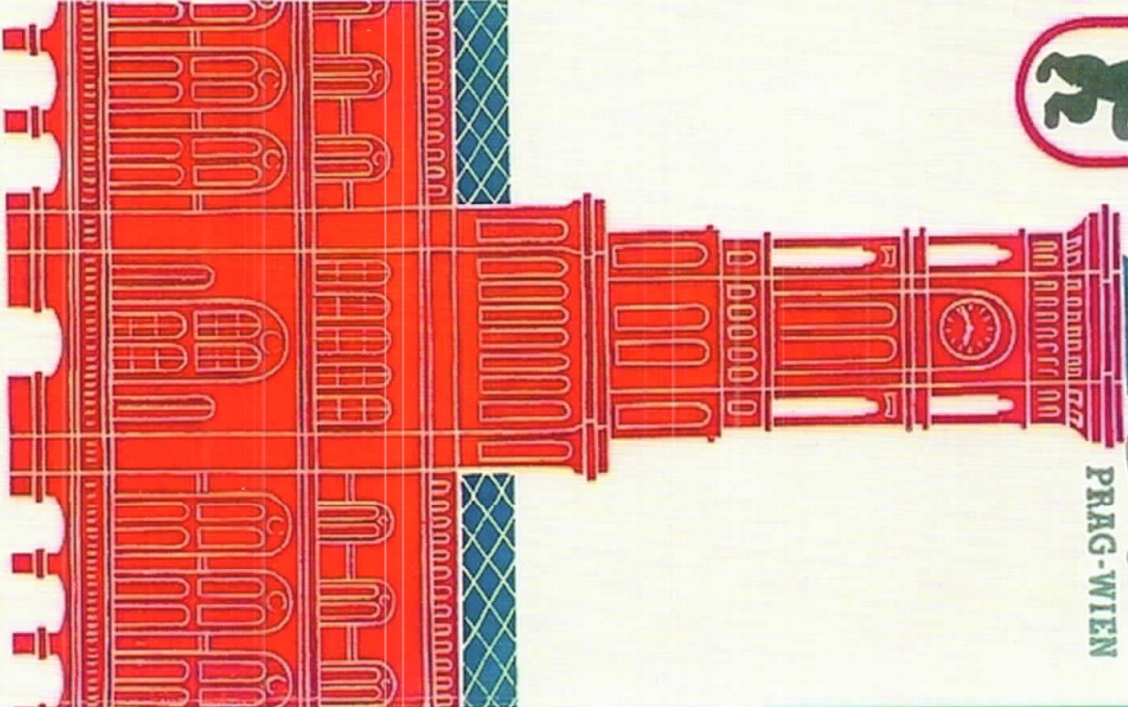
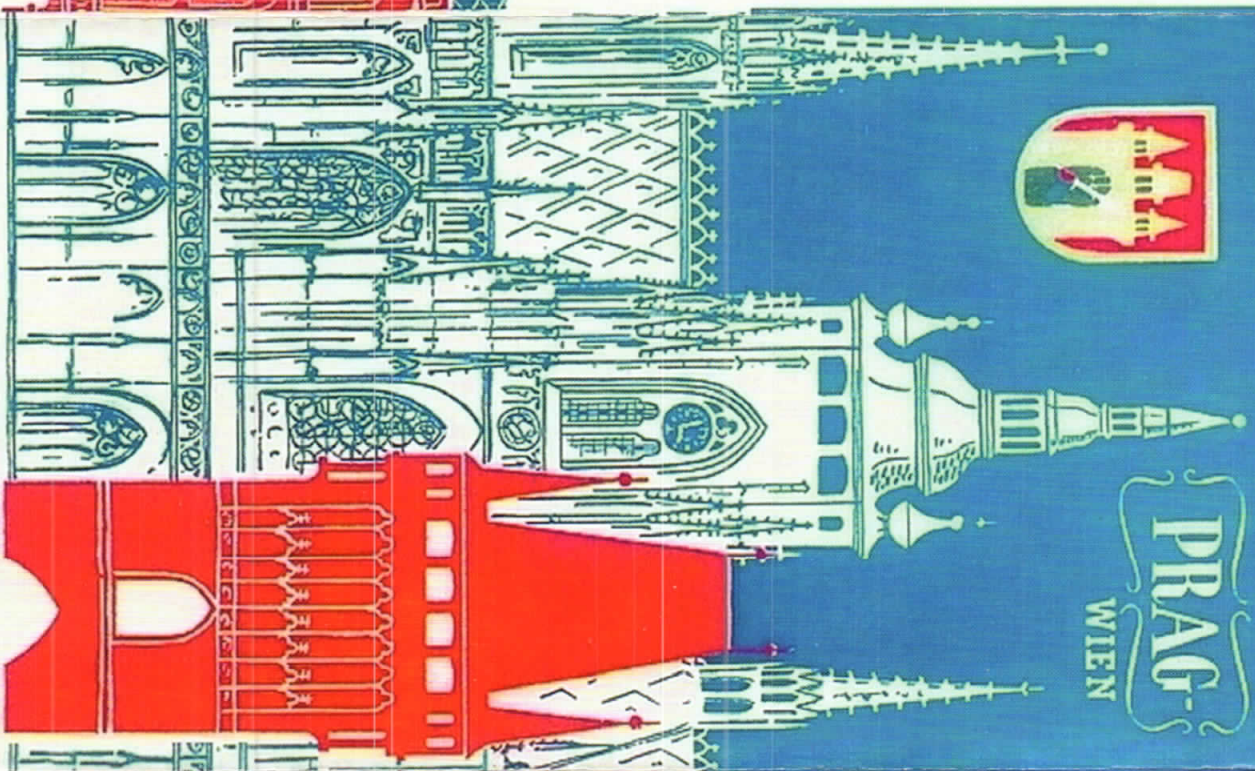




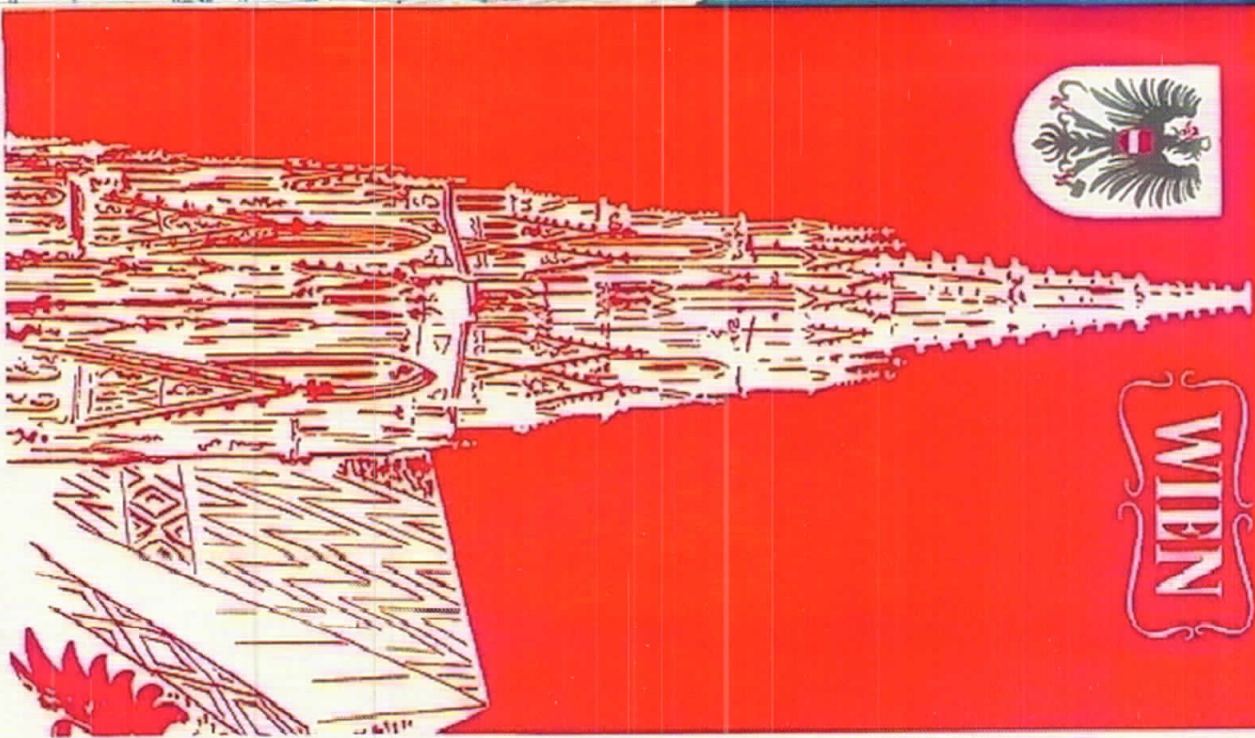
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Railcar SVT 137 155, type Kruckenberg

The railcar 137 155, known as the *Kruckenberg Express Railcar* or *Flying Silverling*, was a 3-car multiple-unit of the Deutsche Reichsbahn, built in 1938, based on designs by Franz Kruckenberg for experimental purposes. As a test vehicle, it was notable for its progressive concept and design. The special features were lightweight construction, air suspension and the groundbreaking power transmission with hydrodynamic gears that used water as the transmission medium.

The three-car unit consisted of two power cars and one intermediate car, articulated with Jacobs bogies. On June 23, 1939, SVT 137 155 reached a speed of 215 km/h during a test drive on the Hamburg–Berlin route. In a subsequent test, the driving wheelset shafts broke and – due to the outbreak of war – there were no further tests.

After 1945, the vehicle was stored, awaiting repair by the Deutsche Reichsbahn (DR), but was decommissioned in 1958 and scrapped in 1967 at RAW Wittenberge.

A power bogie with the original hydrodynamic transmission was saved from scrapping by the Dresden Transport Museum. It can now be viewed together with an original Maybach GO 6 engine in the Dresden Transport Museum.

Opening hours of the Transport Museum: Tue to Sun, 10 a.m. to 6 p.m.

www.verkehrsmuseum-dresden.de

Technical data of the express railcar SVT 137 155, Type KRUCKENBERG	
Year of construction:	1938
Manufacturer	Westwaggon in Köln-Deutz
Top speed	160 km/h
Record drive	215 km/h on June 23, 1939
Drive	Two 12-cylinder Maybach GO 6 diesel engines, with BBC-Büchi design exhaust turbocharger. 2 x 600 hp (2 x 443 kW)
Service mass	115,3 t
Power transmission	diesel-hydraulic
Length over coupling	70.08 m
Seats	100 seats 2nd class
Kitchen	A small kitchen, catering on site
Luggage transport	Mail and luggage room.

The Association for the Promotion of Diesel Express Railcars e.V.

When the end of the last remaining "Flying Trains" was announced in 2000, numerous like-minded people from East and West founded the *Förderverein Diesel-Schnelltriebwagen e.V.* to preserve and operate two of the last surviving units. The association currently consists of around 50 members and just as many supporters from business, industry and culture.

By 2014, the SVT Cologne 137 856 (built in 1938) was completely refurbished inside and out, and the Association is now overhauling the last surviving diesel-electric SVT Leipzig 137 234 (built in 1935). The main components of the Maybach 12-cylinder diesel engine, the generators and the electric traction motors are currently being overhauled and reinstalled. The aim is to get the railcar in working condition, including the up-to-date safety equipment, so that it can be used on its former main routes in the long term.

Would you like to take part in this project? No matter what age, no matter what profession, whether active as a helping hand or passive as a sponsor, you can join in!

Help us to be able to experience this unique early express unit "in action" again by becoming a member. Feel free to contact us! We look forward to hearing from you!

Editor:

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Information on the Internet at: www.svt-koeln.de and www.svt-leipzig.de

Front page: The original cover picture from the leaflet published by the Deutsche Reichsbahn of the GDR to mark the start of the *Vindobona* in 1957, using the pre-war SVT express diesel units.



Photos: SVT 137 234 (Leipzig type) exhibited by the Förderverein Diesel-Schnelltriebwagen e. V. at the railway festival in Falkenberg/EiSTER on 8th October 2016.

Photos: Ulli Brück/Archive SVT-Verein

Technical data of the express railcar SVT 137 234, Type »LEIPZIG«

Year of construction:	1935
Manufacturer	Linke-Hofmann in Breslau
Top speed	160 km/h
Record drive	205 km/h on February 17, 1936
Drive	Two 12-cylinder Maybach GO 6 diesel engines, with BBC-Büchi design exhaust turbocharger. 2 x 600 hp (2 x 443 kW)
Service mass	133 t
Power transmission	diesel-electric
Length over coupling	60.15 m
Seats	30 seats 2nd class, 109 places 3rd class

Power transmission

Length over coupling

Seats

Kitchen

Luggage transport

A small kitchen, catering on site
Mail and luggage room with its own
double-leaf loading area door.

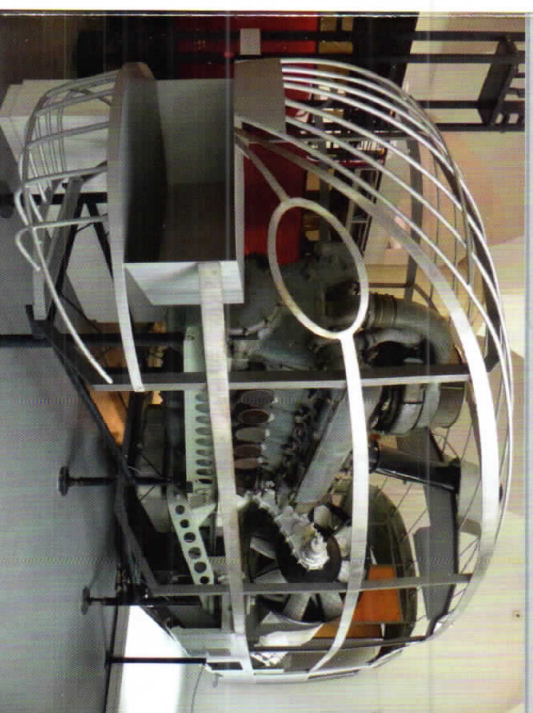


Photo: Contour of the vehicle head of the SVT 137 155 (Kruckenberg type) with the original engine, hydrodynamic transmission and bogie in the exhibition of the Dresden Transport Museum.