

ROB DIKKEN

ZEUKE & WEGWERTH TT Catalogue

First Edition
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PREFACE

Why a ZEUK & WEGWERTH TT catalogue? Simply because there isn't one as complete and detailed available yet. ZEUK & WEGWERTH, referred to as Zeuke, published several catalogues but never one with an overview of all locomotives and wagons they had produced. Another reason for this catalogue is that I admire what Werner Zeuke created with the limited possibilities in the GDR during the fifties, sixties and seventies. The models he created are rich in detail and have a certain charm.

In this catalogue I will be giving you an overview of the different locomotives and wagons. Train sets and Start models are excluded.

This book would not have been possible without the help of TT fans. I particularly want to thank Heiko Wange, Heiko Rathke, Uwe Berger and Kai Schulte for all the wonderful models and information they helped me gather. I want to thank Dieter Kuhnert and Bernardine Douwes for editing, translating and checking the text of this catalogue.

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HISTORY

In 1940 the 1:120 gauge with a track width of 12mm was invented by Harold L. Joyce who was looking for a smaller gauge than H0. As the train sets in this gauge fitted well on tables, the gauge is also called "TT" which stands for "Table Top". In 1946 he founded the company Harold Precision Products Inc, a year later the first models were produced. The company was sold in 1969.

Rokal was the first to introduce this gauge in Europe, Germany, in 1947. Rokal produced in this gauge until 1972. Unfortunately Rokal went bankrupt due to the competition of N-gauge models. Lines Bros operated in the UK with the Tri-ang line consisting of typical English models, between 1957 and 1967. These models, like Rokals', were not quite TT-gauge but slightly larger.

In the GDR the company "ZEUKE & WEGWERTH KG" announced their TT models on the fair of Leipzig in 1957. They came out with a complete set consisting of one diesel and two steam trains with freight cars, coach wagons and rail track in 1958.

TT gauge became quite popular in the GDR because of its lower priced models and its smaller size which fitted better in most houses at that time.

In June/July 1972 Zeuke was transformed into a state owned company called "Berliner TT Bahnen" (BTTB). After Werner Zeuke left the company, BTTB was not as creative and quality minded as ZEUKE & WEGWERTH was. BTTB's focus shifted to producing large quantities and they sold their products mainly within Eastern Europe. It became with 800 employees one of the largest toy manufacturers in Europe. Following the German reunification in 1989 state owned companies were given back to their founders and rightful owners. Werner Zeuke was asked to lead the company again and he tried to improve the quality of the models and to win back the market with more modern locomotives. After one year he retired and Parisel took over. In 1993 the company went bankrupt and BTTB was bought by Tillig GmbH, a company still active on today's market.

Tillig, a German company in Sebnitz with 200 FTE's, has a large part of the TT market and exports its products not only to Europe, but also to the USA. Other producers on the TT market are Roco, Beckmann, Kühn and the newcomer MTB, a Czech producer.

Until today TT gauge is not well known in West European countries like The Netherlands. Hopefully this will change one day.

DEVELOPMENT OF THE MODELS

ZEUKE & WEGWERTH started producing TT products in 1957/58. They had produced 110-115 different models by the time the company became the state owned BTTB.

Most of the development on the models took place from the beginning until March 1972. In the beginning they used plastics in less realistic colours and the printing possibilities were limited. Zeuke offered its customers the choice between two ranges of products i.e. more expensive products with more detail and cheaper, less detailed models.

We can roughly distinguish three periods:

'1958 - 1965'

A period ending with more realistically coloured wagons and grey brake system on freight cars and the 2-axle coach wagons.

'1965 - 1968'

A period in which the soldered coupling of the wagons was changed into an exchangeable one and the grey brake system was changed into a black one, more integrated in the bottom.

'1969 - 1972'

During this period more realistic new four-axle freight cars and passenger coaches were introduced, the brake system became an integrated part of the closed bottom and also the locomotives got an exchangeable coupling. This last third period ends with the transfer to BTTB in March 1972. At the same time the new article numbers were introduced for all models.

More information on the development of the models can be found in the different Sales catalogues Zeuke created. Only a limited number of catalogues was released: the catalogues of 1959/60, 1961/62, 1963/64, 1966/67, 1967/68, 1969/70 and 1972/73, the latter was prepared in 1971 and as such should not be seen as a BTTB catalogue. All the trains and vans in the 1972/73 catalogue have the new article number. During 1971 Zeuke changed the article number structure and sold its products in boxes labelled with both the new and the old article number.

The pricelists attached to these catalogues help us to determine models. In the attachments you will find copies of the 1959 and 1971 pricelists. The Modellbahnpraxis magazines which were released twice per year are another source of information. In these magazines you can find information regarding the release of new models.

As mentioned before there is a gradual change from simple, less realistic, labour intensive models to more realistic, efficient to produce models. The evolution was slow and by small steps. It was not unusual to reuse old materials on stock. The lack of documentation in combination with the gradual changes makes it harder for us to determine how old a model is.

Versions and variations

A version was introduced because the model became more realistic, a functionality was improved, a change was made for higher production efficiency etc.

A variation is mostly colour related. For example the “Tnfhs” Freight Cars with Insulation produced between 1969 and 1972, the colour of the roof varies from cream to beige to grey. I consider these as variations.

In this catalogue I intend to limit myself to versions. If interesting enough though, I will be showing variations.

ABOUT THE DATA IN THIS CATALOGUE

Which models are presented in this catalogue? Every model found in the Zeuke catalogues published in the period from 1958 until 1972 or that is mentioned in the "Modellbahnpraxis" magazines published until 1972. In almost every magazine new models were announced e.g. the container wagon 4910, announced as a new product for 1971/72, was mentioned in the first magazine of 1972.

This catalogue is not fully comprehensive. In this first edition Sets and Start Models are not included. Furthermore rare versions will always be turning up for sale on eBay or will be mentioned on the TT Board. In January 2013 a V200 027 diesel locomotive was sold on eBay, this model, according to the owner, was the first 1958 version with a mechanical light switch synchronized with the driving direction. Until that moment I had not been aware that a V200 with such a mechanical switch existed.

As certain characteristics are commonly seen on locomotives and wagons, I will be using the following abbreviations to describe them.

Couplings

bhc	blank metal hook coupling
bshc	blank soldered hook coupling
bbhc	brown/black hook coupling
ehc	exchangeable hook coupling

Brake system

rbs	red/brown brake system
gbs	grey brake system
bbs	black brake system
bbsi	black brake system integrated

Text

rt	relief printed text
nt	normal text

Metal Buffers

bmb	blank metal buffers
bbmb	black/brown metal buffers

Axle system

pwp	plastic wheels with pointed axle
pwc	plastic wheels with cylindrical axle
mwp	metal wheels with pointed axle
mwc	metal wheels with cylindrical axle

One of the differences between BTTB and Zeuke is the way the wheel axles are connected to the frame of freight cars and coaches.

Zeuke used cylindrically tipped axles on the 2-axle freight cars and coaches as the connection was much better without causing erosion of the frame. See picture hereunder.



Wheels with cylindrically tipped axle.



Wheels with pointed axle.

Zeuke used pointed axles in a metal axle holder on the 4-axle freight cars or coaches. The period IV coaches produced from 1970 onwards had metal wheels with a cylindrically tipped axle.

Periods

I	1835 until 1920
II	1920 until 1945
III	1946 until ca. 1970
IV	ca. 1970 until 1990

Railroad Companies

CCCP	State railroad of Russia
CSD	State railroad of Czechoslovakia
DRG	German national railroad company, 1920 - 1945
DR	National railroad of East Germany, 1949 - 1994
DB	National railroad of West Germany, 1949 - 1994
DSB	State railroad of Denmark
KPEV	Prussian railroad
MAV	State railroad of Hungary
ÖBB	State railroad of Austria
SJ	State railroad of Sweden
SNCF	State railroad of France
SNCB	State railroad of Belgium

Examples:

BR81, V2, 1958-60

159/51, train no. 81 013, III, DR, bmb, bhc, rt. Metal frame, blank motor, brown bottom plate.

Article number, train number, period III, DR railway, blank metal buffers, blank metal hook coupling, relief printed text, etc.

Minol 2-axle tank wagon, V1, 1958-62

159/60, car no. 52-31-24, III, DR, bshc, rt, rbs, pwc, pwc.

Article number, wagon number, period III, DR railway, blank soldered hook coupling, relief printed text, red/brown brake system and plastic wheel with cylindrical axle.

Y-Wagon, Abme, V1, 1969 - 72

545/80 or 3610, car no. 515038-13019-3, DR, IV, bbhc, nt, -, mwc, green house

Article number, wagon number, period IV, DR railway, black brown hook coupling, normal text, - and metal wheel with cylindrical axle.

BOXES

Not only did the models change during the years, also the boxes changed. This and the fact that some boxes have a date stamp helps to determine the age of a model. Of course assuming that box and model were kept together, which in practice was not always the case. If they are together, the value is higher than of a model without its corresponding box.

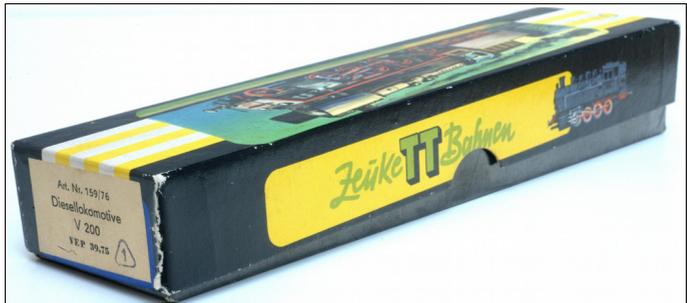
Below you will find a guideline on the periods in which certain boxes were used.

Locomotives:

Box 1, 1958 - 1960



Box 2, 1960 - 1963



Box 3, 1964 - 1972,
sometimes with date stamp



Box 4, 1963 - 1972,
sometimes with date stamp



Box 5, 1971 - 1972,
the box should have had the
"Zeuke TT Bahnen"
logo/brand



Freight Cars (FW) and Coach Wagons (CW):

Box 1, FW, 1958 - 1961



Box 2, CW, 1958 - 1961



Box 3, FW, 1961 - 1962,
sometimes with date stamp



Box 4, CW, 1961 - 1962,
sometimes with date stamp



Box 5, FW, 1963 - 1966,
sometimes with date stamp



Box 6, CW, 1963 - 1966,
sometimes with date stamp



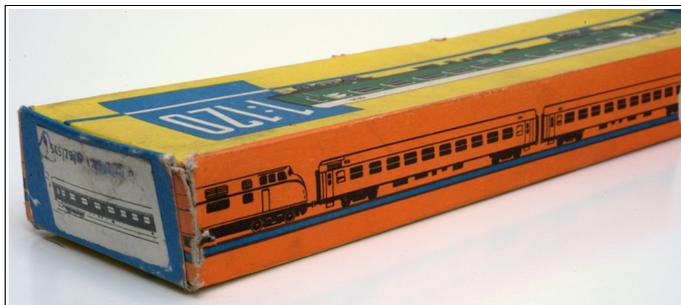
Box 7, FW, 1966 - 1972,
sometimes with date stamp



Box 8, FW, 1966 - 1970,
sometimes with date stamp



Box 9, CW, 1966 - 1970
sometimes with date stamp



Box 10, FW + CW,
1971 - 1972,
sometimes with date stamp



Box 11, FW + CW,
1971 - 1972,
sometimes with date stamp



Box 12, FW, 1971 - 1972
This box is rare and I have
only seen it with the
Altona cattle car.



ARE ZEUKER TT MODELS COLLECTIBLE?

I started buying Zeuke TT models at the end of 2005. I bought five 2-axle freight cars on eBay for €3,50 per piece. By 2013 the prices had tripled and the number of models offered on eBay decreased making it hard to get rare models in a reasonable state. An indication, in March 2013 eBay facilitated auctions for 389,000 toy trains, mainly H0, 4% of which were TT models and 0.2% Zeuke TT. Interesting though, is that some high value models are being copied, so there definitely is a market.

Which models are rare and much sought after? Generally the first versions and versions that appeared on the market in small batches.

An indication, prices are based on eBay:

Locomotives

BR 81 and BR 92, first version	€60 - 80
BR 80	€80 -100
BR 23, first version	€60 - 80
V200, first version	€100 -150
V200, SJ	€150 -200
E70	€80 -100
E94, first version	€70 - 90

Rail Cars

Transitus	€70 -100
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Freight Cars

Cars with red/brown brake system	€20 - 25
G wagon, CFL	€25 - 30

Coach Wagons

Cars with red/brown brake system	€20 - 25
Ci30, Blue/Yellow	€50 - 70
Ci30, Brown, SJ	€60 - 90
AB4, Brown, SJ	€50 - 70

Are Zeuke TT models collectible? Yes, the models represent a period, perhaps even a political system that does not exist anymore and they are becoming rare, at least on eBay. I am not so sure whether collecting is a good investment though, it is a niche market and when you want to sell, finding the right buyer can prove to be a challenge.

LOCOMOTIVES

The following locomotives are shown in different versions:

Steam Locomotives

BR81
BR92
BR23 / 35

Diesel Locomotives

T334
V36
T435
V75
NOHAB
V180
V200
BR 221

Electric Locomotives

E70
E499
E42
E11
E94

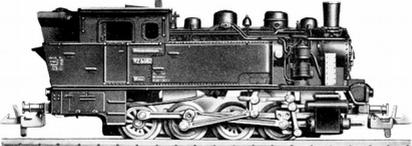
Rail Cars

VT.2.09

BR92
+
T334

Zwei Modelle aus dem hervorragenden Zeuke-TT-Sortiment 1:120. Zeuke-Modelle sind Präzisionsarbeit — im Detail äußerst getreu und exakt, in der Funktion zuverlässig und sicher. TT-Bahnen bedeuten: Geringerer Platzbedarf, große Ausbaumöglichkeiten und hohe Leistung mit Zeuke-Modellen.

Nr. 04/494
Tenderlok Baureihe 92, Heusinger-Steuerung. Plastik-Gehäuse, mattschwarz lackiert, mit exakter Nachbildung der Kesselarmaturen und Nietungen. Länge über Puffer 93 mm, Gewicht 108 g.





Nr. 04/50
Diesellok T 334, CSSR-Modell, Plastikgehäuse, blauremfarbig abgesetzt. Länge über Puffer 80 mm, Gewicht 90 g.

Demusa G.m.b.H. - Berlin W 8 - Abt. D 22/119
Zur Leipziger Messe vom 1. bis 10. März 1964: Messehaus Petershof
Vertrieb und Bezugsquellennachweis für die Bundesrepublik:
R. Schreiber, Fürth/Bayern, Amalienstraße 60



An advertisement in a journal from February/March 1964.

Around 1970 Zeuke was confronted with a change in locomotive numbers e.g. the E94 065 became the 254 065-7, the E11 became the 211, the V180 became 118, etc.

Although not mentioned in the 1972 catalogue, I consider the BR171 as produced by Zeuke. Based on Zeuke's announcement in the "Modellbahn Praxis" of March 1971, one might expect that also the electric locomotive E42 could be found in the 242 version. Until now I have not found such a version, maybe by the time the next edition is published.

STEAM

Steam Shunting Locomotive, BR81, length 93mm.

Steam shunting locomotive used in East Germany between the 20's and 60's.
Maximum speed ca. 45 km/h.

- | | |
|-------------|--|
| V1, 1958-60 | 159/78, bmb, bhc, without any text nor a Heusinger motion system. |
| V2, 1958-59 | 159/51, train no. 81 013, III, DR, bmb, bhc, rt. Metal frame, blank motor, brown bottom plate. |
| V3, 1959-60 | 159/51, train no. 81 013, III, DR, bmb, bhc, rt. Metal frame, brown bottom plate. |
| V4, 1961-63 | 159/51, train no. 81 013, III, DR, bmb, bhc, nt. Metal frame, brown bottom plate. |
| V5, 1964-65 | 159/73, bbmb, bhc. rare simplified set model with only three axes, sometimes with text. Metal frame, plastic bottom plate. |
| V6, 1964-66 | 159/51 and 545/51, train no. 81 001, III, DR, bbmb, bhc, nt. Black metal frame, plastic bottom plate. |
| V7, 1967-70 | 545/51, train no. 81 001, III, DR, bbmb, bbhc, nt. Blackmetal frame, plastic bottom plate and plastic windows. |
| V8, 1971-72 | 545/51 and 2210, train no. 81 001, III, DR, bbmb, ehc, nt. Black plastic frame, plastic bottom plate and plastic windows. |



V2, with blank motor. The locomotive number 81013 is relief printed.