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Müller History Facts

## Newsletter-Archive

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Dear Madam and Sir

Our previous period was burdened with very interesting publisher's work and our own historical researches, both with fine results:

- Up to now we were privileged to publish four titles for external authors in German or/and English. We'd like to thank those authors for their reliance! This year we published Nibelungenwerk in German and "Vorwaerts immer - Rueckwaerts nimmer!" in English - the corresponding other language's editions will follow next year.
- With our own historical research on the Panzerkampfwagen IV we were able to finish an important step: The production numbers of the three manufacturers are now available for our further work!

We are pleased to present you another newsletter now!

- New releases / our projects
- Panzerkampfwagen IV - approach of our analysis
- A wish

Best regards from Switzerland

*Peter Mueller*

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### New releases / our projects

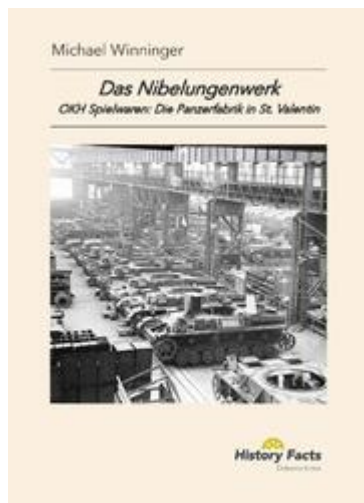
The following books are available with immediate effect:

**Knipper, Michael**  
: **Nibelungenwerk . OKH Spielwaren: Die Panzerfabrik in St. Valentin**

This comprehensive study is currently being printed in German and will be available beginning November 2011.  
The English translation is completed - publication under its final English title "OKH Toy Factory . The Nibelungenwerk: Tank Production in St. Valentin" is scheduled for the spring 2012.

20\*28 cm, 376 pages, 320 photographs and illustrations, hardcover

For detailed information and reading samples in German.



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**Anderson, Thomas**

**Vorwärts immer - Rückwärts immer! . An Illustrated Guide to the History and Fate of the German Assault Artillery in WW II, Volume I**

Available in English. Work on the German equivalent in in progress.

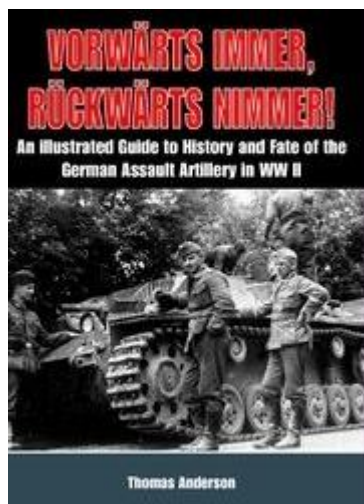
20\*28 cm, 209 pages, 250 photographs, 40 colour illustrations, Hardcover

ISBN: 978-3-9522968-9-9

Price:

CHF 59.90

EUR 44.90



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**Panzerkampfwagen IV - aproach of our analysis**

As earmaked in the beginning, we closed the research in the production- and acceptance numbers of the German zerkampfwagen IV and its derivates.

y is that so important? Two reasons:

- Assumed that a Tank Division was equipped with 50 vehicles of that type, it seems being obvious that having hundred more or less was important for the course of war - here we speach of historical relevant data.

- It is important for researching the appearance of vehicles to know when a layout was replaced by its successor (and this relies directly on production orders and speed of manufacture). How else could the moment be fixed, when a feature was established? Documents alone are not sufficient, unfortunately - a deep understanding of the production process and its changes is beneficial. Here of historical relevance is the moment when upgunning measures were available to the troop.

As far it can be told now and here: In miscellaneous point we come to other conclusions, even others as the most renowned authors, and we are inclined to stand by our results! How can we dare? We are the first authors that systematically follow a vehicle's path from development / planning then production / acceptance to the final delivery to the troops.

It may sound trivial setting store by the statement, that it is not likely getting more vehicles to the troop than were sent from the armament depot - not likely getting more vehicles delivered to the armament depots than being accepted - not likely having more vehicles accepted than produced? Dare to recalculate at other publications... Fact is, that the documents of the armament depots, of the armament office, of the armament commandos and inspections are available relatively complete, while the documents of the manufacturers have some gaps in their alignments. If one understands the process shown above as a continuum, it is possible to fill the gaps in the documents' chains. As a historian you are bound to not only quote documents but to rate and interpret them! And this we are doing - not fancy but with diligence. And if finally all available documents don't contradict anymore, the production numbers of all involved manufacturers add up smoothly, the needed interpolations were more than likely. To that an example (taken from a draft introduction to our publication under progress):

### The lost pilot-run series

There are several signs that indicate a pilot-run series existing, that is being hushed up in literature up to now.

- It is not common with German armored vehicles, that the first series (Ausführung A) is starting with a chassis number 80101 – though the chassis number batch 80001 – 80100 is missing in documents. There is one document mentioning chassis number 80000 [sic.].
- Krupp-Gruson is known to have produced 13 tanks in 1937, the Ausf A in contrast starts with three in November to December 1937.
- Documents show that Krupp-Gruson produced up to the end of its business year 30th September 1939 a total of 227 Panzerkampfwagen IV since the beginning. If summing up Ausf A (35 pc.), Ausf B (42 pc.), and Ausf C (140 pc., including chassis for bridge layer tanks), the result is a total of 217 vehicles, six of them accepted in October. Ausf D started in October 1939, this also is documented – ten are missing.
- The troop held 211 Vehicles at the outbreak of WWII; 197 at the Front troops, eleven at training and replacement units and three with the armament depot. There are to be added the six not included chassis for bridge layer tanks that were held by WaPruef - totalizing at 217 vehicles per 1.9.1939. If we'd add the six Ausf C accepted in October we arrive at 223 vehicles - From that point of view too it is not sufficient to add Ausf A bis C only to come at the documented 227 vehicles.
- There are troop reports that indicate the number of vehicles held by the troop at time. It is an interesting fact, that the totalized production / acceptance numbers seem to be lower than the troop held vehicles. Ausf A bis C are not enough to give reason for the troops' holdings:

Report date	period production / acceptance to the end of the prior month	Total	Troop held number	Difference
1.1.1938	3	3	3	+0
1.4.1938	21	24	30	-3
1.7.1938	19	43	46	-3
1.10.1938	27	70	76	-6
1.3.1939	71	141	137	+4
1.9.1939	70	211	211	+0

These five evidences lead to our conclusion, that a pre-series run of ten vehicles must have taken place, chassis number batch 80001 – 80100, most likely with chassis numbers 80001 – 80010. Missing the pilot-run series in relevant documents alone is not sufficient to abnegate its existence, if - on the other hand - combining all known documents strongly suggest its presence.

Using new methodic approaches, taking new paths only might lead to new knowledge - that's our persuasion and that's what we do consequently to the benefit of our readers. By nature it is not our aim to getting other results as other authors - in the majority of cases our findings are the same as published in current literature - but our ambition is to come as near to truth as possible nowadays. Where our deep researches bring up justified differences, we shall present them to our readers for further discussion.

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## A wish

Closing that newsletter, we would like to inform you about a concern of us:

Historyfacts is working hard in assembling information and writing books - a most serious research is always our aim. For that we need documents, photographs, plans, maps, magazines, company's newspapers and so on.

You are interested in our topics and some of you do collect historical materials, photographs and documents of the World War I and II era.

If you happen to be a collector yourself or you'd know somebody as described, we would ask you to arrange a contact. Of particular interest are currently information on the Panzerkampfwagen IV and its derivatives.

Our heartfelt thanks for thinking about us!



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Newsletter 10-10e Newsletter 04-09e

## Müller History Facts

Birkenweg 8

8450 Andelfingen

**Phone:** +41(0) 52 301 28 45

**E-Mail:** [info@historyfacts.biz](mailto:info@historyfacts.biz)

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