

DB CLASS 2-10-2 #45010

1:32 SCALE • 45 mm GAUGE



AL97-045 DB BR 45

German Class 45 steam locomotives were standard locomotives designed by the Deutsche Reichsbahn for freight service. The Class 45 engines were the most powerful steam locomotives ever operated in Germany. They were built between 1936 and 1937 by the firm of Henschel. After the first two engines entered service, additional 26 units were delivered in 1940. However, the third order for another 103 locomotives were cancelled in 1941, due to the outbreak of the Second World War in favor of the construction of simpler wartime locomotives, the Kriegslocomotiven. The Class 45s were given the operating numbers 45 001 - 45 028.

After the war, boiler damage appeared very quickly that made a reduction of the boiler pressure to 16 bar. From 1950 therefore several Deutsche Bundesbahn locomotives were equipped with an outer firebox with a combustion chamber and a mechanical underfeed stoker. The engines with operating numbers 45 010, 45 016, 45 019, 45 021 and 45 023 were provided with welded boilers and underfeed stoker equipment.

The engine rebuilt by the Deutsche Reichsbahn in East Germany into high pressure variant with operating number 45 024 (called the H 45 024) was a failure and was retired in 1959. Parts of this locomotive (outside cylinders, trailing wheels and the rear section of the locomotive frame) were used in building engine no. 18 201.

In 1968 the Deutsche Bundesbahn only had three examples left, which were used as braking and experimental engines by the Bundesbahn Central Office in Munich and Minden. They were no. 45 023 which was stabled in Munich, and nos. 45 010 and 45 019, which were stationed at Minden. On the evening of 17 October 2005 a fire destroyed the locomotive shed of the Nuremberg Transport Museum in Nuremberg, as a result of which the last preserved example of this class, the 45 010, was badly damaged. It is planned for restoration.

This class was initially a faulty design, similar to the DRG Class

06, because of its poor boiler. Following replacement of the boiler and the introduction of mechanical stoking the true qualities of this locomotive became clear. As well as being used as braking locomotives for the Bundesbahn Central Office, in their final years numbers 45 019 and 45 010 used time and again for those heavy goods train duties that the Class 44 locomotives had difficulties with. The vehicles were coupled with 2'3 T 38 tenders. Those with underfeed stokers had 2'3 T 29 Stoker tenders.

Meanwhile the locomotive was re-rollable and optical worked up as a museum-exhibition vehicle in the Meiningen Steam Locomotive Works. Since October 2012 she is seen in the newly designed outdoor area of the Nürnberg Transportation Museum.

SPECIFICATIONS

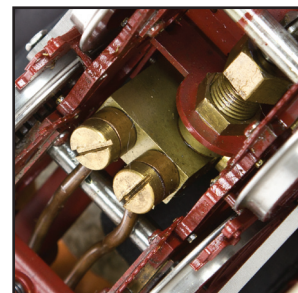
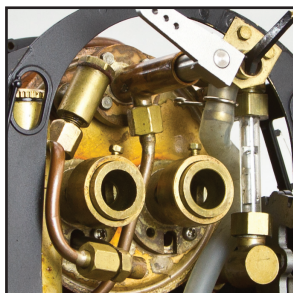
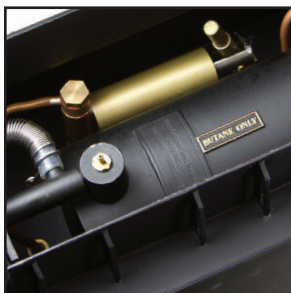
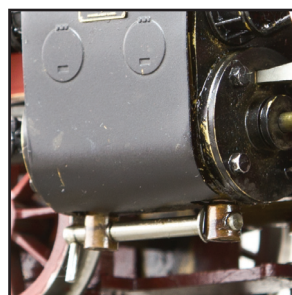
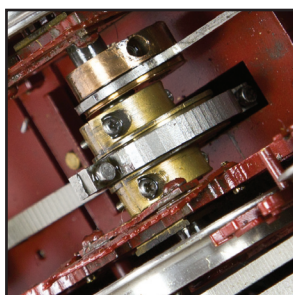
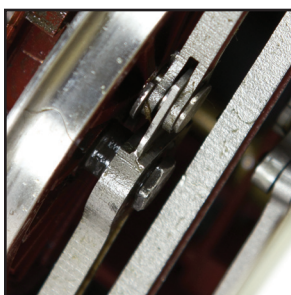
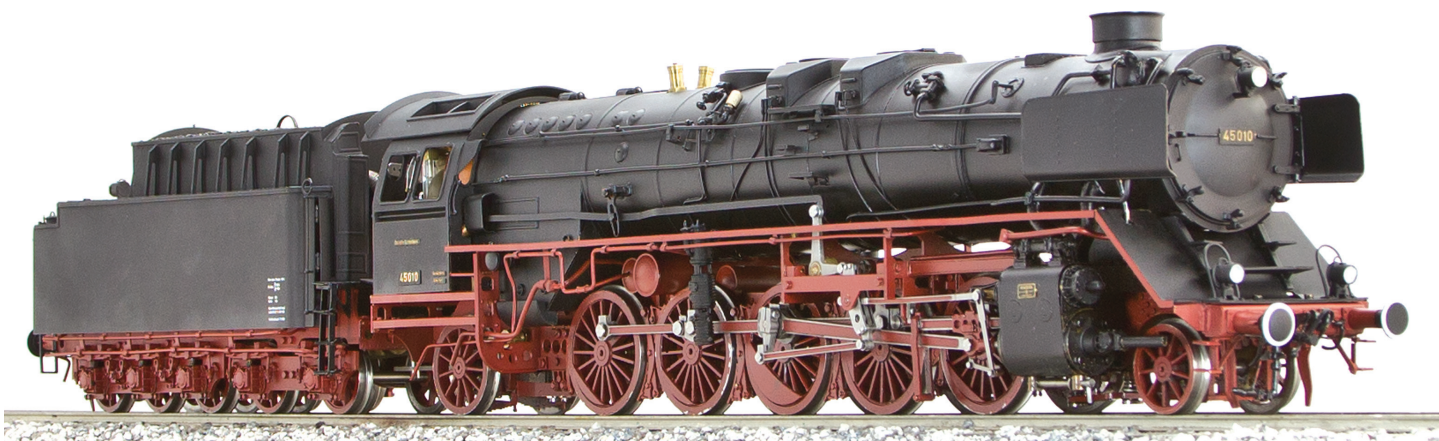
Scale/Gauge	1:32, 45 mm
Mini. radius	8 ft.
Dimensions	31.5 x 3.8 x 5.6 in.
Weight	19.5 lbs
Construction	Brass & stainless steel
Power	Live steam, butane fired
Valve	D-valve
Cylinder	2 Cylinders w/ drain valves
Working pressure	60 psi
Features	Two safety valves
	Pressure gauge
	Water level gauge
	Displacement lubricator
	Hand operated water pump in tank
	Axle water pump
	Gas tank in tender
Goodall valve	

ITEMS SUBJECT TO CHANGE IN PRICE, COLOR, SPECIFICATION, DESIGN AND AVAILABILITY WITHOUT NOTICE.

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ORDER INFORMATION

SKU	Description
AL97-045	DB BR 45 010 2-10-2, LIVE STEAM

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