

# Steam Locomotive with Tender.



H0 - Article-No. 37050 Gauge: H0 Era: II

**Prototype:** German State Railroad Company (DRG) class 05 express locomotive. Version with full streamlined fairing.

**Model:** Locomotive comes with a digital decoder, controlled propulsion, and a sound effects generator. High-efficiency motor with bell-shaped armature, in the firebox. 3 axles powered. 2 traction tires. Closed side streamlined fairing without additional cutouts. This locomotive can negotiate curves with a minimum radius of 360 mm / 14-3/16". Headlights are maintenance-free LED's. Headlights will work in conventional operation and can be controlled digitally. Locomotive can be retrofitted with the 7226 smoke generator. Smoke generator contact, steam locomotive sound effects synchronized with the driving wheels, locomotive whistle as well as the acceleration and braking delay can be controlled digitally with the 6021 Control Unit. Tender is made of metal. Permanent close coupling between the locomotive and tender. The decoder is accessible under the hatches on the tender that can be opened. Length over the buffers 30.7 cm / 12-1/16".

## Highlights:

- Completely new tooling.
- Metal boiler, streamlined fairing, and tender body.
- Tender cover can be opened.
- Steam locomotive sound effects and whistle.

**The 37050 locomotive is being produced in a one-time series only for Insider members.**

*The World Record Steam Locomotive. The DRG covered only a small, exclusive market segment for long distance passenger service with the express passenger service provided by the diesel powered rail car trains. Locomotive-hauled trains continued to form the backbone of passenger service. They offered far more capacity, more room, comfort, and service, for example: dining and sleeping cars. And yet more speed was required for these trains too. The locomotive builders developed suggestions for a steam locomotive that was intended have a speed of 175 km/h or 109 mph. The DRG decided on a three-cylinder locomotive with a 4-6-4 wheel arrangement and with coal firing. Its dimensions were immense: The driving wheels had a diameter of 2.30 meters or 90-9/16 inches, the boiler tubes were 7 meters or 275-9/16 inches long, and the power output reached 2,360 pounds per square inch. Between Hamburg and Berlin the 05 002 surpassed the world speed record for steam locomotives with 200.4 km/h or 125.25 mph in a test run on May 11, 1936, record that still stands today. The fact that this value was never surpassed proves the limits of this technology. The immense moving masses of cylinders, drive rods and side rods did not permit higher speeds. The fireman was hard pressed to keep the boiler steamed up. The two units built in 1935 have a very futuristic look with their red streamlining. As a status symbol of the DRG, they were used in express passenger service and bore for a while the Olympic rings.*



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