



A NEW POWER-PACKED PRODUCT
WITH ACCURATE DETAILS



G_{4/5}H

K. Bay. Sts. E.B. STEAM LOCOMOTIVE G 4/5 H AND DRG STEAM LOCOMOTIVE BR 56.8



In 1894, the Bavarian National Railway Company switched over from freight locomotives with triple couplings to locomotives with four couplings and front axles. E1 class locomotives were produced in different designs according to this construction principle, followed by the G 4/5 N class after 1905 and, from 1915 onwards, Maffei started manufacturing G 4/5 H class locomotives. This final version of the Bavarian 4/5 coupling locomotives was the largest, most powerful and most modern German locomotive with this wheel arrangement.

The G 4/5 H corresponded to the Maffei construction principles. It had a slanting four-cylinder engine combined with a filigree underframe. The boiler, which operated on the basis of the relatively new superheated steam process that was developed by Schmitt, was extremely efficient. Thanks to the balanced four-cylinder engine, a maximum speed of 60 km/h could easily be attained despite the compact 1,270 mm size of the driver wheels. The locomotive had considerable tractive power and was able to pull 1,000 tonnes on an 11 % incline at 18 km/h.

The 35 first series locomotives that were ordered in spring 1914 were urgently needed in the first world war, and further locomotives followed. At the end of the war, 61 locomotives went to the allied powers and 169 went as 56 801 to 56 1125 (with gaps) to the Deutsche Reichsbahn until they were taken out of service in 1933. In 1939, 5 locomotives were still in existence. Only 2 of them survived the second world war, and they were taken out of service in 1947.

K. Bay. Sts. E.B. STEAM LOCOMOTIVE G 4/5 H

Road no. 5506

										
			Order no. 40100 ¹						Order no. 40101 ¹	
			Order no. 40102 ²						Order no. 40103 ²	

DRG STEAM LOCOMOTIVE BR 56.8

Road no. BR 56 915

										
			Order no. 40104 ¹						Order no. 40105 ¹	
			Order no. 40106 ²						Order no. 40107 ²	

¹ The locomotive is equipped for the installation of a smoke generator and locomotive sound

² The locomotive has a smoke generator and locomotive sound

Mechanics: engine in the boiler, 5-pole; skew-wound; with fine-balanced flywheel, die-cast zinc wheels, two traction tyres; suitable for a minimum radius of 360 mm

Electrics: 21-pole interface in the tender; sound + smoke generator built-in or retrofittable; loudspeakers built-in or retrofittable

Details: chassis, boiler, tender box and rigging in die-cast zinc; precise and true-to-original paintwork; epoch-typical signals; multi-part lamps; accurate replica of the back boiler plate; driver and stoker in the cab; driver's cab light; doors that open and close; fully functioning drive train; epoch-typical fittings and attachments; true-to-scale length over buffers; spring buffers on the locomotive and tender; close coupler between locomotive and tender; real coal in the tender

SUBJECT TO TECHNICAL MODIFICATION

Delivery Date: June 2006

Preferential price valid until 07.02.2006.

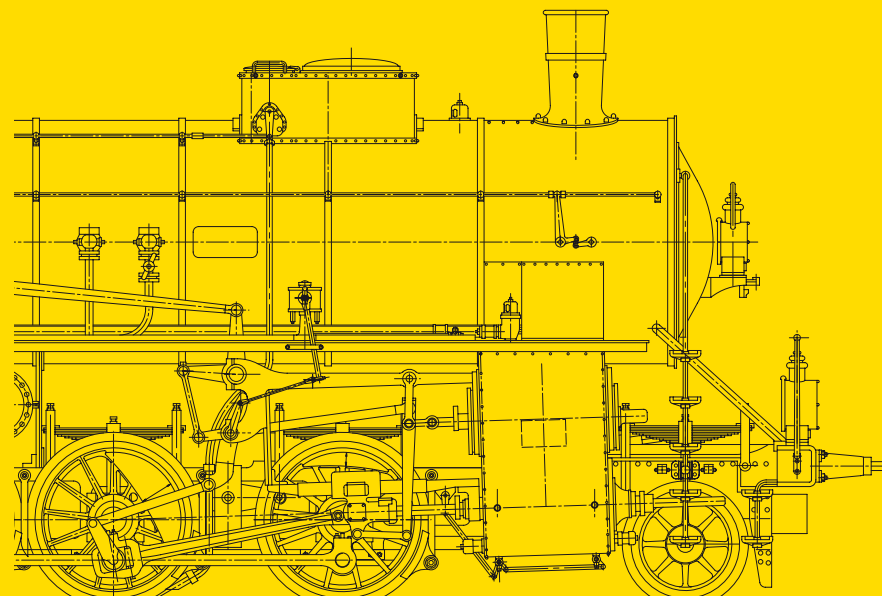
Please contact your retailer for further information.



A NEW POWER-PACKED PRODUCT
WITH ACCURATE DETAILS.

A NEW H0 PRODUCT FOR 2006. ORDER IN ADVANCE
AND TAKE ADVANTAGE OF THE PREFERENTIAL PRICE!

THE H0 STEAM LOCOMOTIVE G 4/5 H
IN TWO VERSIONS

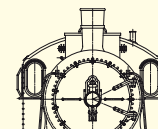


G⁴/₅H

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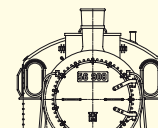
MIGHTY MODELS – THE K. Bay. Sts. E.B. G 4/5 H STEAM LOCOMOTIVE AND THE DRG BR 56.8

It was the largest, most powerful and most modern German locomotive with this wheel arrangement. The last ones were taken out of service in 1947. Now the G 4/5 H is making its comeback as a Brawa H0 gauge model in two versions with fascinating details. High quality: chassis, wheels and rigging in die-cast zinc. Affectionate: details such as a fully functioning drive train, true-to-original back boiler plate, driver and stoker in the cab, driver's cab light, doors that open and close, real coal for the tender. Audible and visible extras: sound and smoke generator, either built-in or as a retrofit option. Another powerful argument: you can order the locomotive in advance at a preferential price. Contact your retailer for further details!



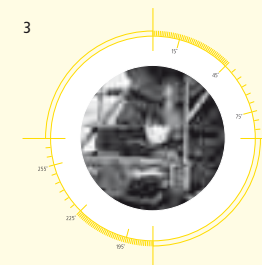
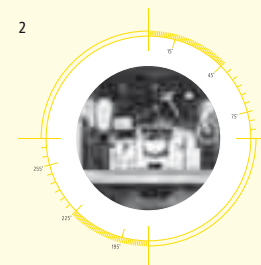
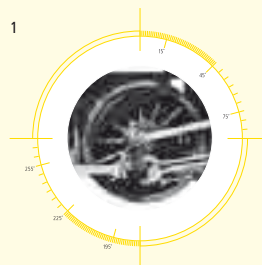
K. Bay. Sts. E.B. STEAM LOCOMOTIVE G 4/5 H

The G 4/5 H is a convincing model with true-to-original details such as fittings and attachments, lights, paintwork and lettering. It's the details that make the difference. The Bavarian model has 3 rim lights, number plates on the side of the boiler and one rear light on the tender. Boiler, driver's cab and tender painted in green, the wheels in red.

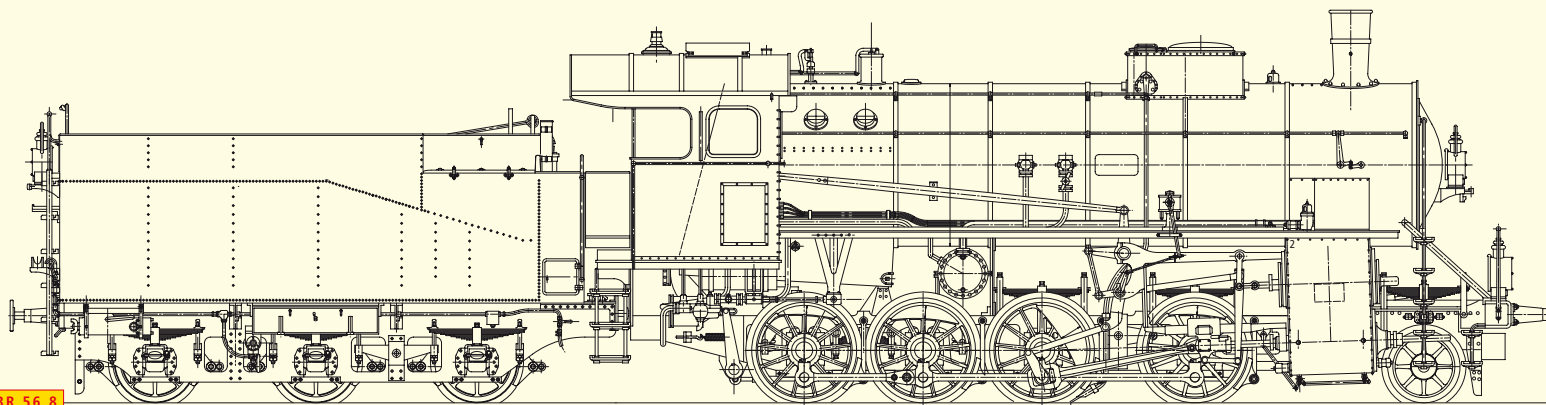


DRG STEAM LOCOMOTIVE BR 56.8

Unlike the G 4/5 H, the DRG model has 2 rim lights and 4 number plates – on the smoke box door, on the back of the tender and on the side of the driver's cab. The locomotive has an additional running board alongside the second axle, and there are 2 little guard plates underneath the top springs of the trailing wheel set. Rear lighting is provided by 2 lamps on the tender. Boiler, driver's cab and tender painted in black, the wheels in red.



- 1_ Second driver axle. Concealed: fully functioning drive train
- 2_ Accurate replica of the back boiler plate
- 3_ Epoch-typical light, multipart lamp housing



G 4/5 H BR 56.8

I	II
NEM	NEM

