



However, much earlier, Krauss & Co. had recognized the shortcomings of its design. In 1908, the company unveiled an improved locomotive, which proved to be a great success. This new locomotive, nicknamed "Glaskasten" (glass box), featured two outer cylinders with a blind center axle between the drive wheels. The cab completely enclosed the boiler and had three windows on each side. The coal bunker was located above the rear of the cab, and fuel was supplied to the firebox by gravity. Between 1908 and 1914, Krauss & Maffei manufactured a total of 42 Glasskasten locomotives, 13 of which lacked blind axles. These locomotives were operated not only in Germany but also in Austria, Switzerland, and Norway.

In 1923, the German Federal Railways was established, and all German-made locomotives were classified by Baureihe (abbreviated Br) or type number (01-99). Numbers 01-98 were reserved for standard gauge rolling stock. Under this system, the Glasskasten was known as Br983 and operated faithfully for many years. Its simple yet elegant design is beloved by locomotive enthusiasts worldwide. This particular model represents the Austrian Imperial Railway and Prussian Imperial Railway appearances.

## Specifications

**Scale/Gauge:** 1/30. 45 mm

**Weight:** 1.92 kg

**Length O.B:** 241 mm

**Width:** 101 mm

**Height:** 142 mm

**Wheel Arrangement:** 0-4-0T with Jackshaft (blind center axle)

**Driving Wheels:** Dia. 33.5 mm, Spoked Type.

**Cylinders:** 2 Cylinders, Bore 10 mm x Stroke 13 mm

**Valve Gears:** Walschaert

**Boiler Type:** Saddle Type with Cross Tubes

**Boiler Pressure:** 3 kg/cm (Normal Working Level)

**Boiler Capacity:** 110 cc of Water at 80% full

**Boiler Fittings:** Safety Valve, Regulator Valve, Blower, Check Valve, pressure Gauge, and Water Gauge

**Lubricator:** Roscoe Displacement Type

**Fuel Tank:** Capacity 40 cc at 80% full

**Fuel:** Methylated Alcohol

**Burner:** 3 Wick Tube Burner

**Minimum Radius:** 1 m

**Coupler:** European Standard Hook Coupler (Height 33 mm)