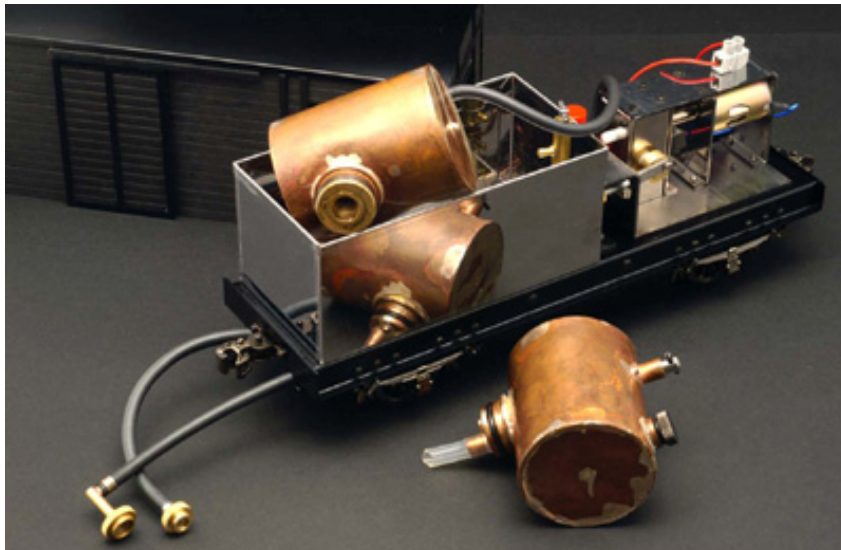


## Utility car(2<sup>nd</sup>)

The first Utility Car (UC) was designed as an auxiliary unit (a substitute for a tender) for tank locomotives. Therefore, the initial models were for the BR983 (Glaskasten) and T3, while the second version was redesigned as an auxiliary unit to extend the operating time of the gas-fired B20 locomotive. The gas tank (auxiliary tank) is reinforced, unlike those of other manufacturers, to allow for easy visual inspection of the fuel level. Designing the superstructure out of wood to reduce costs was a miscalculation; it was unsuitable for storage as a kit product part. Therefore, the superstructure had to be discarded within six months of sale. However, in the second specification, the front buffer beam can be easily replaced with either a European-style hook coupler and buffer combination, or a Japanese/American-style open-jaw knuckle coupler.



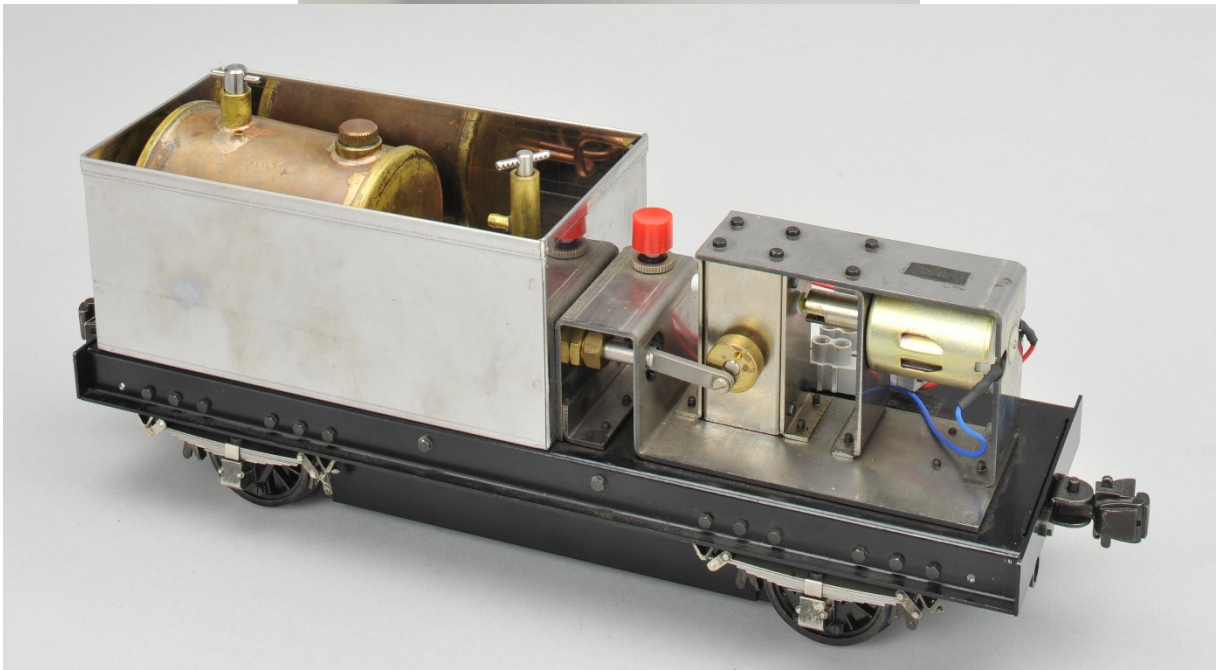
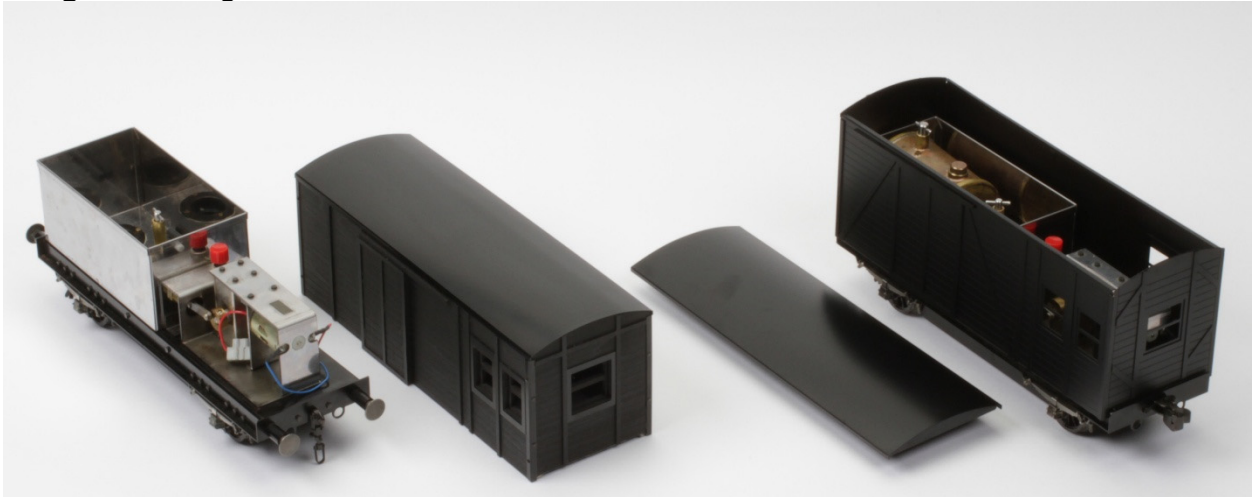
Not only were buffers included, but two types of fuel tanks were also standard equipment: one for gas and one for alcohol.



## SPECIFICATIONS

**Scale / Gauge:** 1/24 ~ 1/32 (45 mm)

**Weight:** 2.8 kg



We redesigned the product to allow for inexpensive replacement of parts that are not durable, using cheaper components for easy replacement.