

SPECIFICATIONS

Scale	1/20 (G gauge) (45 mm)
Weight	1.5kg
Length	624.2mm(engine/400+tender/232mm)
Width	110.3mm
Hights	168 mm(Max) /tender100mm
Wheel agmt	1-3-0 (Mogul)
Main driver	dia 42 mm(CNC made with Trivalent black plated)
Pilot track	30mm/35mm stainless
Tender track	36mm stainless
Axle pump	Bore / Stroke 5 x 5 mm
Cylinder	2 D slide valve (bore 10mm ×stroke 19mm)
Vlave gear	Stephenson valve gear (parts are CNC made)
Boiler	Center Flue (smoke tubeΦ19mm)
Water capacity	128cc(80% full)
Fittings	2 x safety valves, water gauge, pressure gauge, throttle valves, by-pass valve, blow-down valve
Lubricator	Rocore displacment type
Tender	Water 300ml ·wih habnd pumo (BORE 11 mm × STROKE 12 mm)
Fuel	34.4cc(Butane gas only)
Miinmum radius	2.0m (dia4 m)

-subject to change without notice-

History of the BR80

The Class 80 tank locomotive was the German standard locomotive (Einheits steam locomotive) since the days of the former German Imperial Railway (Deutsche Reichsbahn). Its purpose was to replace the aging national railway locomotives that were used for shunting operations at large stations.

Before World War II, these locomotives were mainly used in the Leipzig region of East Germany (including for shunting mail cars) and in Cologne. After 1945, 22 were assigned to the German Federal Railways (DR) in East Germany, and 17 to the German Federal Railways (DB). The East German locomotives remained in service with the DR until 1968.

BR 80 031 is a three-axle tank steam locomotive of the German National Railway (NIR), belonging to the Class 80, which was developed in the early 1930s as a standard shunting locomotive. The purpose of this class was to provide a compact, powerful, and reliable steam locomotive suitable for shunting operations and light work on light branch lines.

The Class 80 is characterized by its short overall length, robust design, and excellent all-around visibility. Therefore, it is considered a typical example of standard German steam locomotive design. For this reason,

it is particularly suitable for use in stations, depots, and industrial facilities. Designed for frequent starts and stops, it exhibits high traction even at low speeds. The integrated water tank and coal bunker eliminate the need for a separate tender, further improving maneuverability.

The locomotives from the west were retired in 1965, however, a few survived until 1977 as industrial locomotives for Ruhrkeh AG in the Ruhr region.⁰⁸

Product Specifications

scale	1/32 scale, Gauge 1 (45mm)
gross weight	2.8kg
full length	303.8mm
Overall width	98mm
Overall height	130.5mm
Wheel arrangement	0-3-0
Driving wheel diameter	35mm
Leading wheel diameter	-
tender wheel diameter	-
Automatic water supply pump	mounted
cylinder	2 Cylinders (10x13)
Valve device	Walschaert (Heusinger)
Boiler type	Center Flu
Can water capacity	136cc (80% full)
Boiler equipped	2 x safety valves, water gauge, pressure gauge, throttle valve, by-pass valve, blow-down valve, Whistle valve
Fueling device	Roscoe type

tender

60cc (This refers to the volume of the water tank with the new small hand pump on the left, not the tender.)

fuel capacity

500cc (100% full) 250cc x 2 tanks

Minimum turning radius

1m

