

## Electric locomotive 1044.01, ÖBB



ÖBB

Epoch: IV

14+

CAD Zeichnung/CAD drawing



Art. No.: 70434

€314,90

Electric locomotive 1044.01 of the Austrian Federal Railways.

Mold variant!

- Prototype design with authentic roof
- Authentic finely etched roof ventilator inserts and supressor grid tower
- Larger driver's cab side windows without wind deflectors
- In digital mode with switchable high beam and individually switchable headlights or tail lights
- With switchable driver's cab lighting
- With set of etched signs included

Steadily increasing performance requirements had prompted the Austrian locomotive industry to develop an entirely new high-performance electric traction unit with thyristor technology in the early 1970s. SGP, responsible for the mechanical part, and the companies BBC (today ABB), Elin and Siemens for the electrical equipment, delivered two prototype locomotives (1044.01 in December 1974 and 1044.02 in February 1975) to the ÖBB for testing on their account in the mid-1970s. The universally usable high-performance locomotives with an output of 5,280 kW and a maximum speed of 160 km/h were essentially convincing during their trials on the southern and western railway lines between Vienna and Salzburg. In April 1976, the ÖBB placed their order for the first series.

### Specifications:

#### General data

Coupling	NEM shaft 362 with close coupling mechanism
Minimum radius	358 mm
Number of axles with traction tyres	1
Number of driven axles	4
Flywheel	yes

#### Electrical

Interface	Electrical interface for traction units PluX22
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**Electrical**

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Head light	Digitally switchable triple front headlights
Interior lighting	Yes
Interior lighting	LED
Interior lighting	Digital switchable
Interior lighting	Driver's cab lighting
Digital decoder	PluX22
Decoder type	MX645P22
Sound	yes
LED head light	yes
Additional light function	yes
Buffer capacitor	yes

**Measurements**

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Length over buffer	185 mm
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