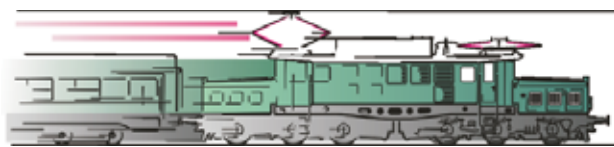


# RailTop-



# onLine 2009



# ÖBB Verschublok Baureihe 1063

H0 1:87



For the conception of the shunting loco class 1063 a three-phase locomotive of the German enterprise Ruhr-Kohle AG was analyzed and tested in 1979 in Austria on the Semmering line. These trial runs were so successful that the requirements specification for the future class 1063 in three-phase technology were just adapted to traction conditions in Austria.

- maximum speed 80 km/h
- maximum axle load 19 t
- dual-current system 16 kV / 16,7 Hz and 25kV / 50 Hz for the exchange traffic between ÖBB and CSD via Bre-

clav.

- maximum starting tractive effort 220 kN on the hump with a train load of up to 2000 t.

These specifications allowed the use of class 1063 locomotives on the whole network and also for main-line service.

In 1982 already the first of the five prototype locomotives was delivered. In 1983/84 two units were assigned to the traction center of Innsbruck, branch-office Wörgl, for testing their winter endurance and the consequen-



ces of heavy quicksnow on the section between Wörgl and Saalfelden. These trial runs under extreme conditions have led to significant improvements for the serial production. The delivery of the first series of twelve locomotives numbered 1063.006 to 017 started on October 1, 1985. They distinguish themselves from the prototypes by minor changes in the

dimensions, modified bogies and framework, cabin with extended roof and larger hoods. Moreover, the maximum speed could be raised to 100 km/h.

The first series was followed immediately by a second identical series of 20 locomotives delivered until the middle of 1988. A last series of



13 units (1063.038 to 050) was built from 1989 on and put into service until 1991. It shows some new features: new air conditioning unit on the roof, protective front beams consisting of two elements against derailments, and rectangular buffers.





# RailTop-Modelle H0 (1:87)



**12001 new** **03-2009**  
ÖBB Verschublok 1063.029-1. Universalmodell für DC/  
AC, 2- und 3-Leiter Betrieb. Epoche V.



**12002 new** **04-2009**  
ÖBB Verschublok 1063.016-8. Universalmodell für DC/  
AC, 2- und 3-Leiter Betrieb. Epoche V.



**12003 new** **05-2009**  
ÖBB Verschublok 1063.027-5. Universalmodell für DC/  
AC, 2- und 3-Leiter Betrieb. Epoche V.



**12004 new** **06-2009**  
ÖBB Verschublok 1063.041-6. Universalmodell für DC/  
AC, 2- und 3-Leiter Betrieb. Epoche V.

## Technical Data to H0 model of Austrian Shunter 1063:

- plastic body
- die-cast metal frame
- length over buffers l.o.b. = 180 mm
- minimum radius 358 mm
- 5-pole Mashima motor
- double drive shaft with 2 flywheels
- all axles driven, 2 traction tyres for each bogie
- factory supplied for analog system with automatic inversion DC – AC
- free 8-pole interface NEM 652 for digital decoder of

- user choice
- headlights: on both sides 3 LED warmlight white and 2 red
- directional lighting in analog mode: front and rear 3 white lights, can be changed into directional red/white light with wire-bridge
- directional lighting in digital mode: controlled by decoder, 8 different combinations, set by function buttons
- standard NEM couplers

**H0 1:87**



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