

## Dampflokomotiven BR 43

Man schrieb das Jahr 1927, die deutschen Lokomotivfabriken Henschel und Schwartzkopff bauten die ersten zehn Dampflokomotiven der Baureihe 43, einer schweren Einheits-Güterzuglokomotive mit einem Zweizylinder-Triebwerk. Die zehn Vorserien-Lokomotiven konnten alle Erwartungen erfüllen. Als bald wurden daher weitere Lokomotiven der BR 43 beschafft und schon 1928 befanden sich 35 Lokomotiven im Einsatz. Gegenüber den Vorserien-Lokomotiven wiesen die Serienmaschinen so gut wie keine Unterschiede auf. Deutlich sichtbar wurden jedoch die Steuerungsträger der Lokomotive verändert, woran die Serien- von den Vorserienlokomotiven sofort zu unterscheiden waren.

Gleichfalls wie die Vorserienlokomotiven lieferte man die neuen Lokomotiven mit Langtendern der Bauart 2'2 T32 aus. Nicht alle dieser Tender verblieben jedoch an den Lokomotiven der Baureihe 43. Die Langtender wurden fortan an den schweren Schnellzuglokomotiven der BR 01 benötigt, die ihre bis dahin gekuppelten Kurzten der Typs 2'2 T30 verloren. Im Zuge des Tendertausches fanden die freigewordenen Kurzten fortan an der schweren Güterzuglokomotive der BR43 ein neues Einsatzgebiet. Die kurze Bauform der Tender 2'2 T30 passte zudem sehr gut zu der bullig wirkenden BR43.

Noch in den dreißiger Jahren rüstete man mehrere Lokomotiven der Baureihe 43 mit Windleitblechen der Bauart Wagner aus, welche der Lokomotive ein gänzlich verändertes Aussehen gaben. Nach 1945 verblieben alle 35 Lokomotiven bei der Deutschen Reichsbahn der DDR. Dort entfernte man die Wagnerbleche. Mehrere Lokomotiven erhielten daraufhin Windleitbleche der Bauart Witte, was diese Lokomotiven fortan optisch prägte.

Die 170,4 t schwere Baureihe 43 bewährte sich über all die Jahre sehr gut und erfüllte problemlos ihre Transportaufgaben. Erst im Jahre 1967 konnte man auf die Dienste der inzwischen betagten Baureihe 43 verzichten. Als letzte Vertreter wurden in Cottbus die drei Maschinen 43001, 008 und 012 abgestellt.

Für die gute Konstruktion der Baureihe 43 spricht, dass an den Lokomotiven so gut wie keine Umbauten und Änderungen erfolgten. Die bulligen Lokomotiven stellen charakteristische Güterzuglokomotiven dar.

## Steam Locomotives BR 43

It is recorded that 1927 was the year in which the German locomotive works Henschel and Schwartzkopff built the first ten of the Class 43 steam locomotive, a standard heavy goods locomotive with a two-cylinder engine. The ten prototype locomotives fulfilled all expectations. Further Class BR 43 locomotives were therefore ordered forthwith and by 1928 35 were already in service. The production engines differed hardly at all from the pilot models. However there were clearly visible changes to the control gear, which immediately distinguished the production from the pre-production locomotives

Like the pre-production locomotives the new ones were supplied with long type 2-2 T32 tenders. Not all these tenders however remained with the locomotives of the 43 Class. The long tenders were soon needed for the heavy express locomotives of the BR 01 class, so they lost the type 2-2 T30 short tenders to which they had previously been coupled. Following the exchange of tenders, the short tenders that became available from that time on would operate with the BR 43 heavy goods locomotives. The short form of the tender 2-2-T30 was also very suitable for the beefy BR 43.

In the thirties a number of Class 43 locomotives were equipped with Wagner type smoke deflectors which totally altered their appearance. After 1945 all 35 locomotives remained with the East German Reichsbahn. There the Wagner smoke deflectors were removed. Many locomotives then received Witte type smoke deflectors, which gave them their striking appearance.

The 170.4 tonne heavy 43 Class locomotives proved themselves very well over the years and easily carried out their transport duties. It was not until 1967 that it was possible to dispense with the services of the 43 Class, which had in the meantime become obsolete. The last representatives of the class, engines 43 001, 008 and 012, were retired from service in Cottbus.

The good design of the 43 Class is confirmed by the fact that hardly any modifications or upgrades were made to it. These beefy engines are typical of goods locomotives.

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## A

## schwarz, seidenmatt 302

black, silky-matt  
 noir, satiné mat  
 zwart, zijdemat  
 negro, mate seda  
 preto, fosco sedoso  
 nero, opaco seta  
 svart, sidenmatt  
 musta, silkinhimmeä  
 sort, silkematt  
 sort, silkematt  
 черный, шелковисто-матовый  
 czarny, jedwabisto-matowy  
 μαύρο, μεταξωτό ματ  
 siyah, ipek mat  
 černá, hedvábně matná  
 fekete, selyemmatt  
 črna, svila mat

## B

## feuerrot, seidenmatt 330

fiery red, silky-matt  
 rouge feu, satiné mat  
 rood helder, zijdemat  
 rojo fuego, mate seda  
 vermelho vivo, fosco sedoso  
 rosso fuoco, opaco seta  
 idrød, sidenmatt  
 tulipunainen, silkinhimmeä  
 idrød, silkematt  
 idrød, silkematt  
 огненно-красный, шелк.-матовый  
 czerwony ognisty, jedwabisto-mat.  
 κόκκινο φωτιάς, μεταξωτό ματ  
 ateş kırmızısı, ipek mat  
 ohnivě červená, hedvábně matná  
 tuzpir os, selyemmatt  
 ogenj rdeča, svila mat

## C

## eisen, metallic 91

steel, metallic  
 coloris fer, métalique  
 ijzerkleurig, metallic  
 ferroso, metalizado  
 ferro, metálico  
 ferro, metalico  
 järnfärg, metallic  
 teräksenvärinen, metallikiito  
 jern, metallak  
 jern, metallic  
 стальной, металл  
 żelazo, metaliczny  
 σιδηρού, μεταλλικό  
 demir, metalik  
 železná, metaliza  
 vas, metáll  
 železna, metalik

## D

## kupfer, metallic 93

copper, metallic  
 cuivre, métalique  
 koper, metallic  
 cobre, metalizado  
 cobre, metálico  
 rame, metalico  
 koppar, metallic  
 kupari, metallikiito  
 kobber, metallak  
 kobber, metallic  
 медный, металл  
 miedź, metaliczny  
 хάλκινο, μεταλλικό  
 bakır, metalik  
 měděná, metaliza  
 vörösréz, metáll  
 baker, metalik

## E

## aluminium, metallic 99

aluminium, metallic  
 aluminium, métalique  
 aluminium, metallic  
 aluminio, metalizado  
 alumínio, metálico  
 aluminium, metalico  
 aluminium, metallic  
 alumiini, metallikiito  
 aluminium, metallak  
 aluminium, metallic  
 алюминевый, металл  
 aluminium, metaliczny  
 αλουμινίου, μεταλλικό  
 alüminyum, metalik  
 hliníková, metaliza  
 aluminium, metáll  
 aluminijum, metalik

## F

## erdfarbe, matt 87

earth brown, matt  
 couleur terre, mat  
 aardkleur, mat  
 tierra colorante, mate  
 côr de terra, fosco  
 marrone terra, opaco  
 jordfärg, matt  
 maanvärinen, himmeä  
 jordfarve, mat  
 jordfarge, matt  
 землистый, матовый  
 ziemisty, matowy  
 χρώμα γης, ματ  
 toprak rengi, mat  
 žlutavá, matná  
 földszín, matt  
 barva zemlje, mat

## G

## weiß, seidenmatt 301

white, silky-matt  
 blanc, satiné mat  
 wit, zijdemat  
 blanco, mate seda  
 branco, fosco sedoso  
 bianco, opaco seta  
 vit, sidenmatt  
 valkoinen, silkinhimmeä  
 hvid, silkematt  
 hvit, silkematt  
 белый, шелковисто-матовый  
 biały, jedwabisto-matowy  
 λευκό, μεταξωτό ματ  
 beyaz, ipek mat  
 bílá, hedvábně matná  
 fehér, selyemmatt  
 bela, svila mat

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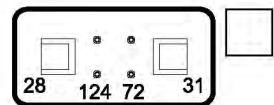
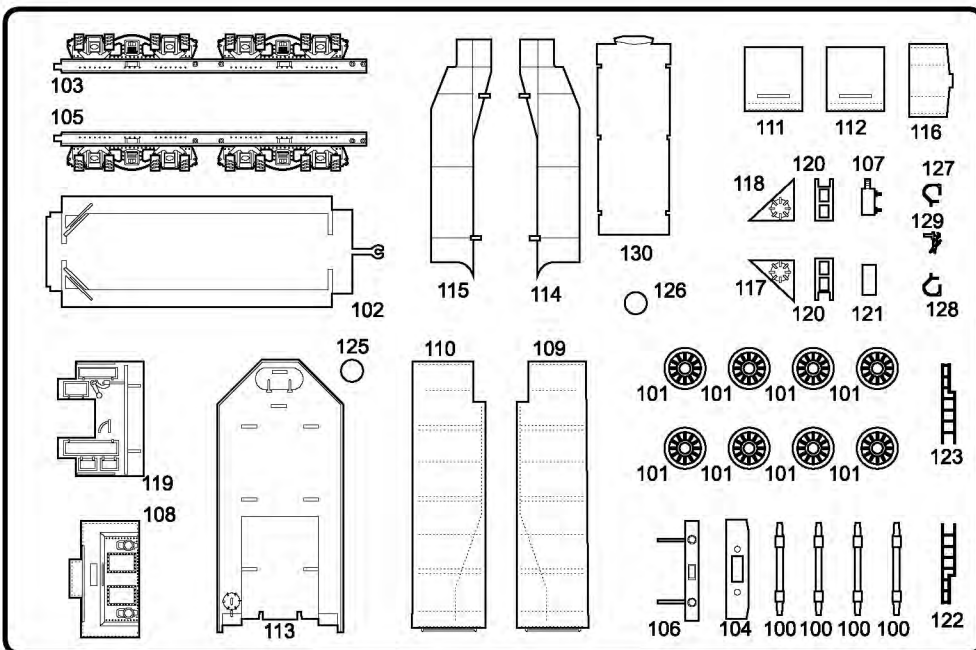
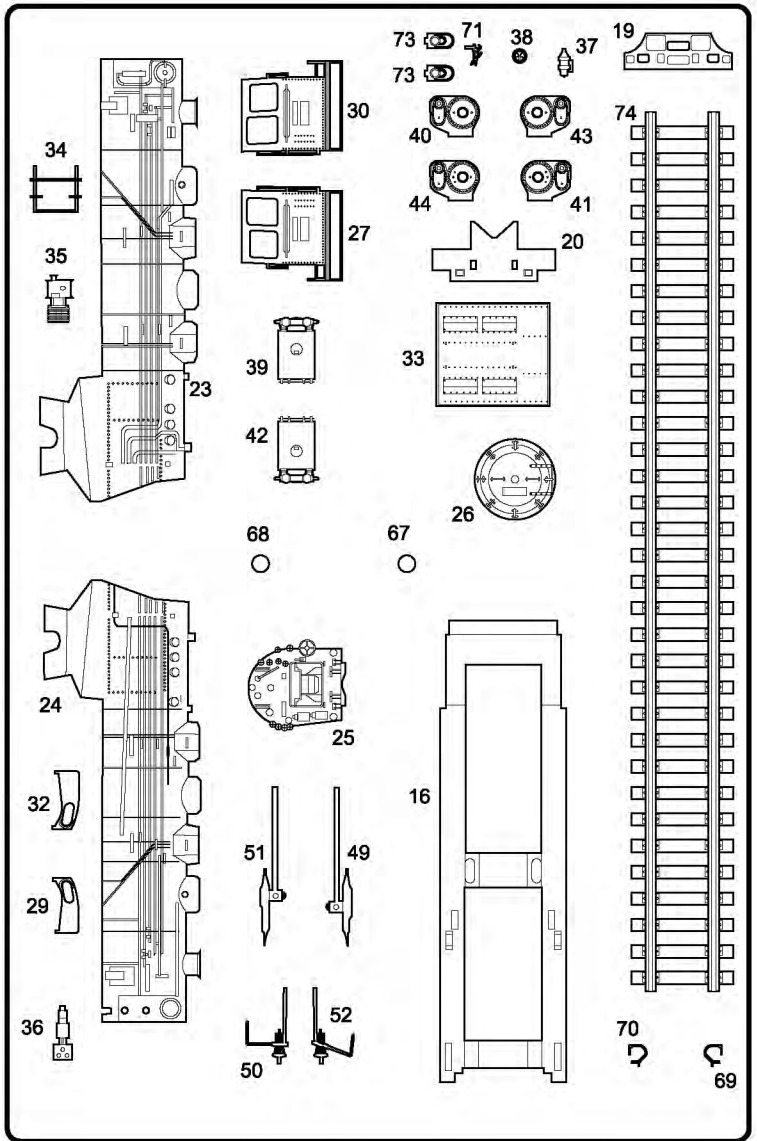
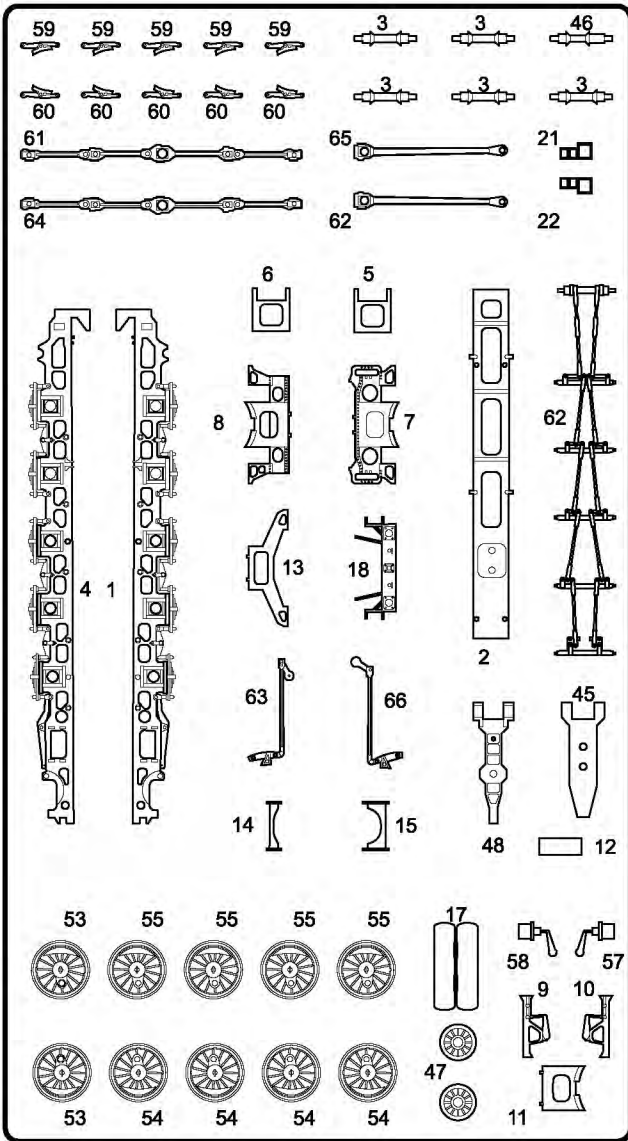
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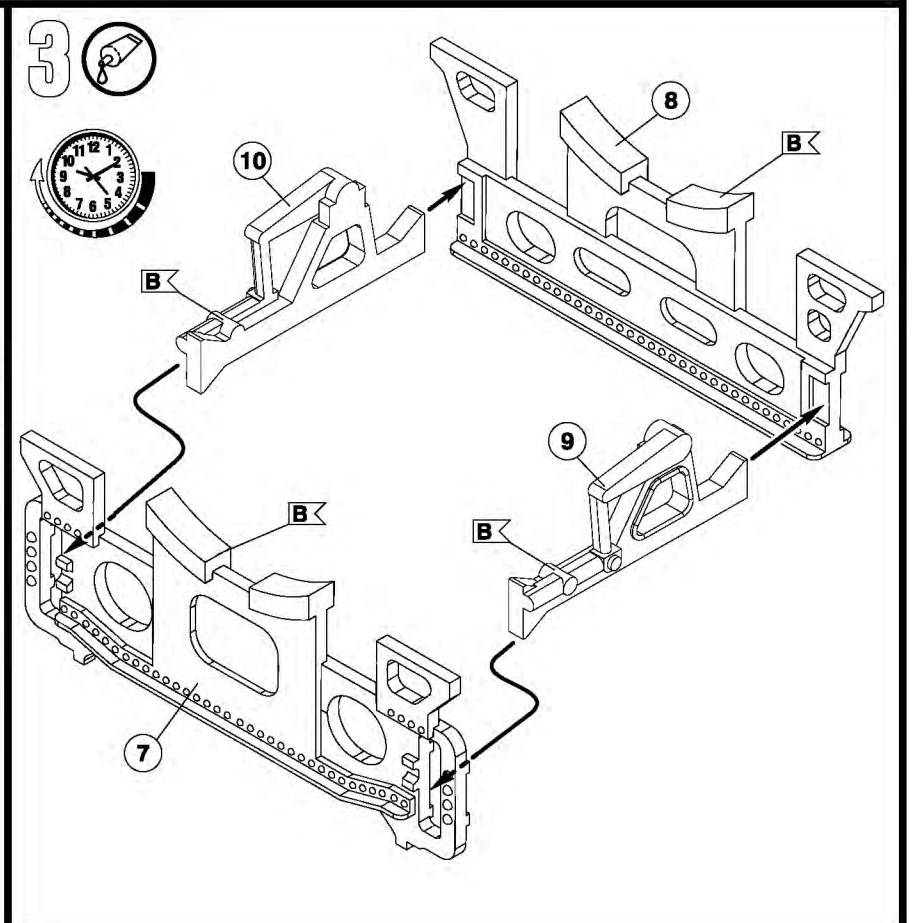
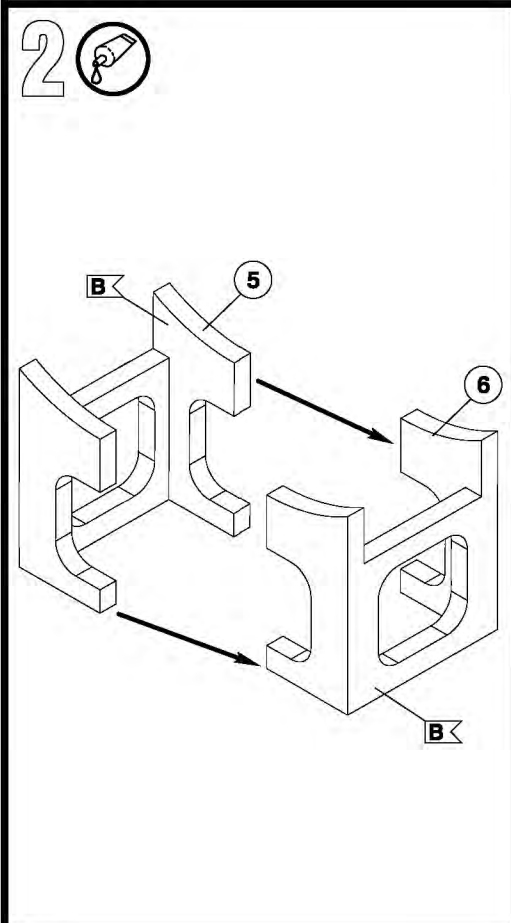
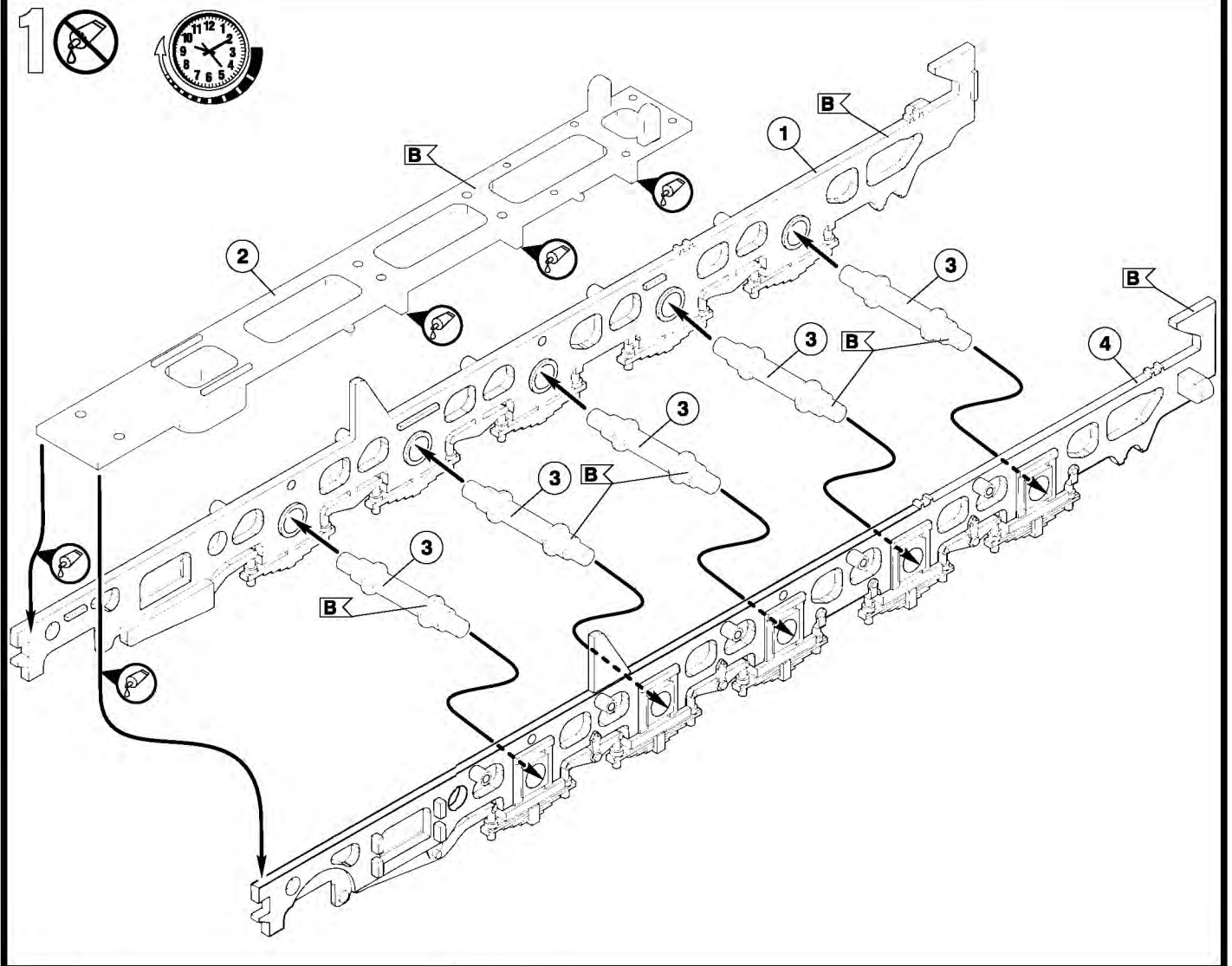
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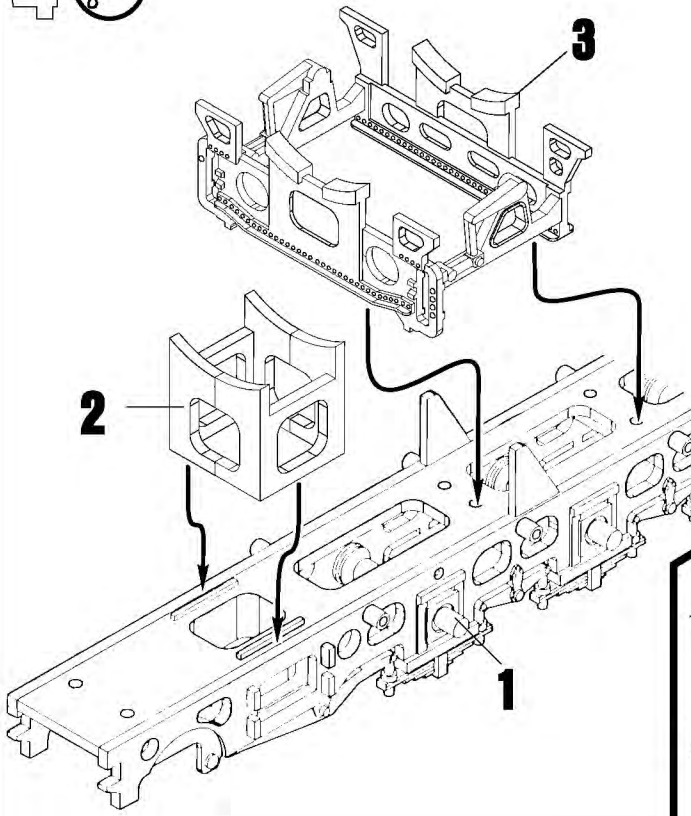
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# BR 43 & Tender 2'2 T32

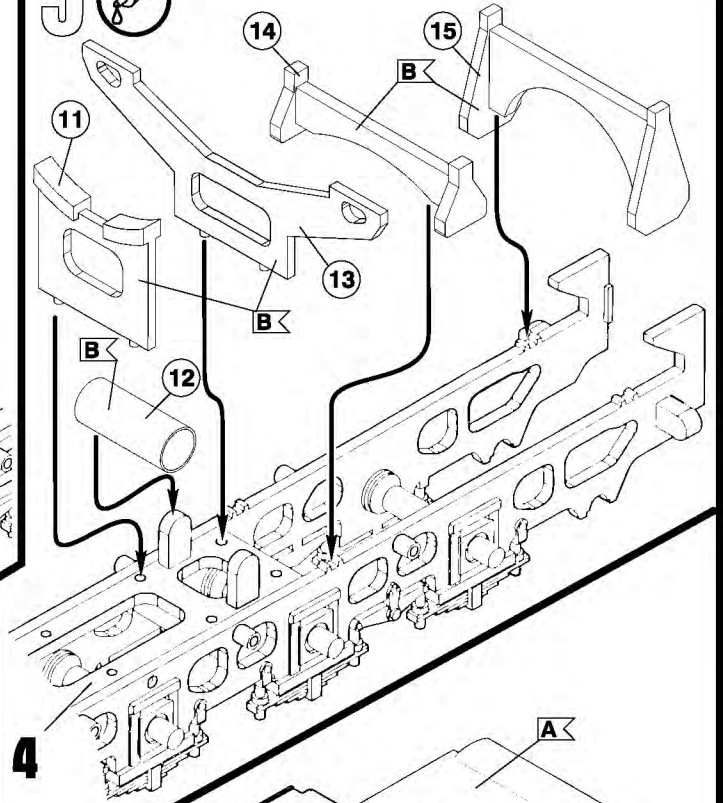




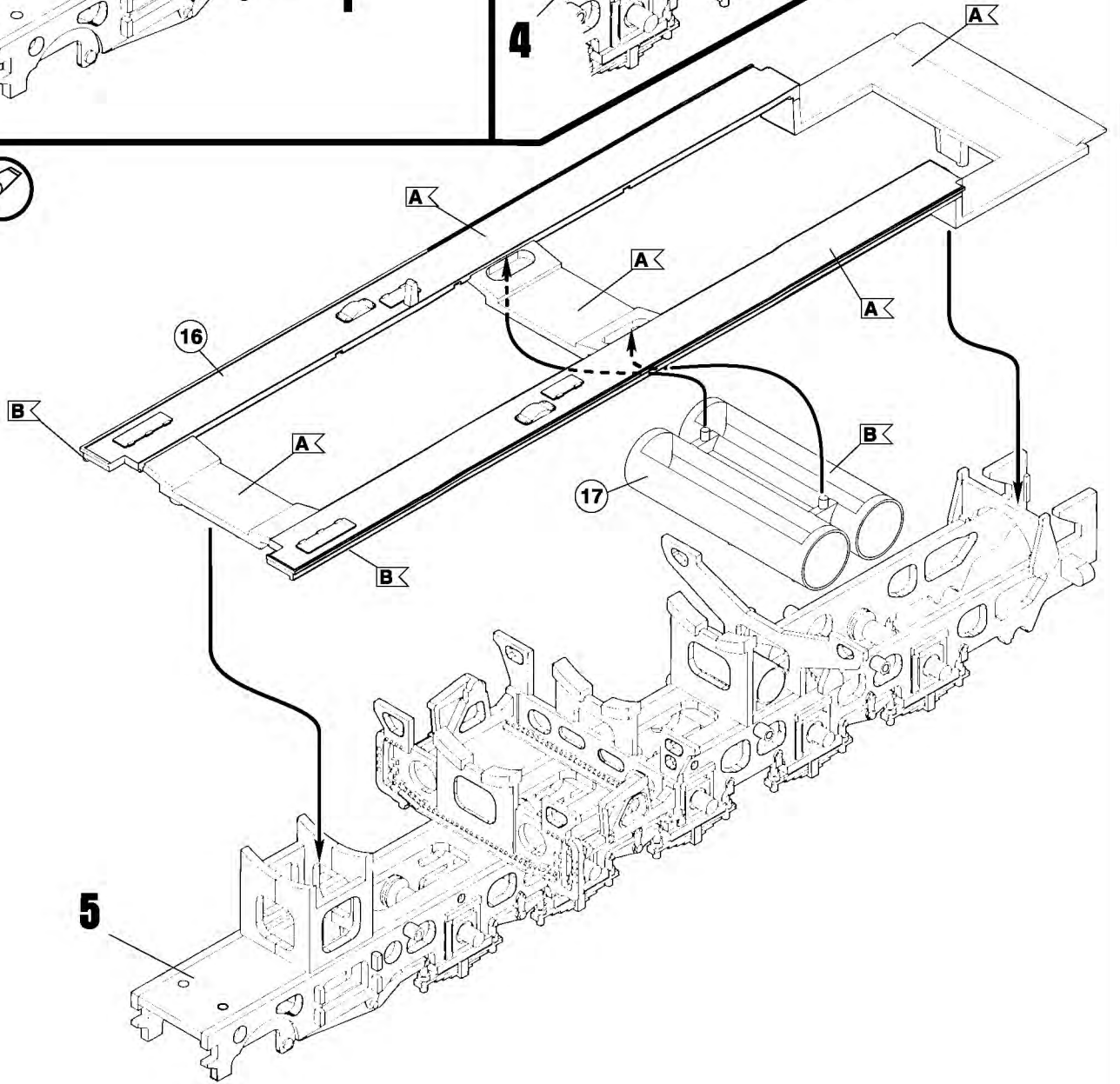
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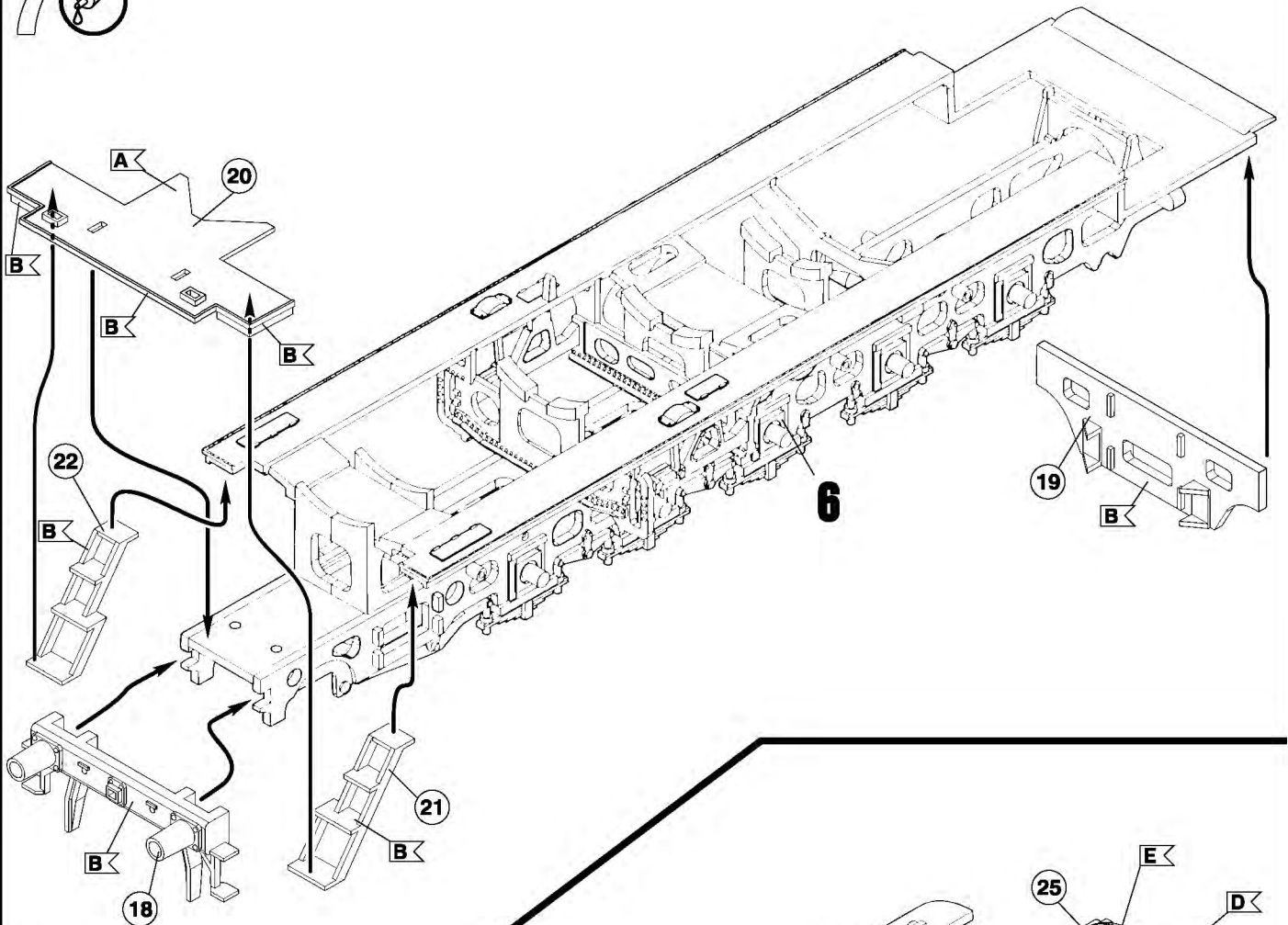
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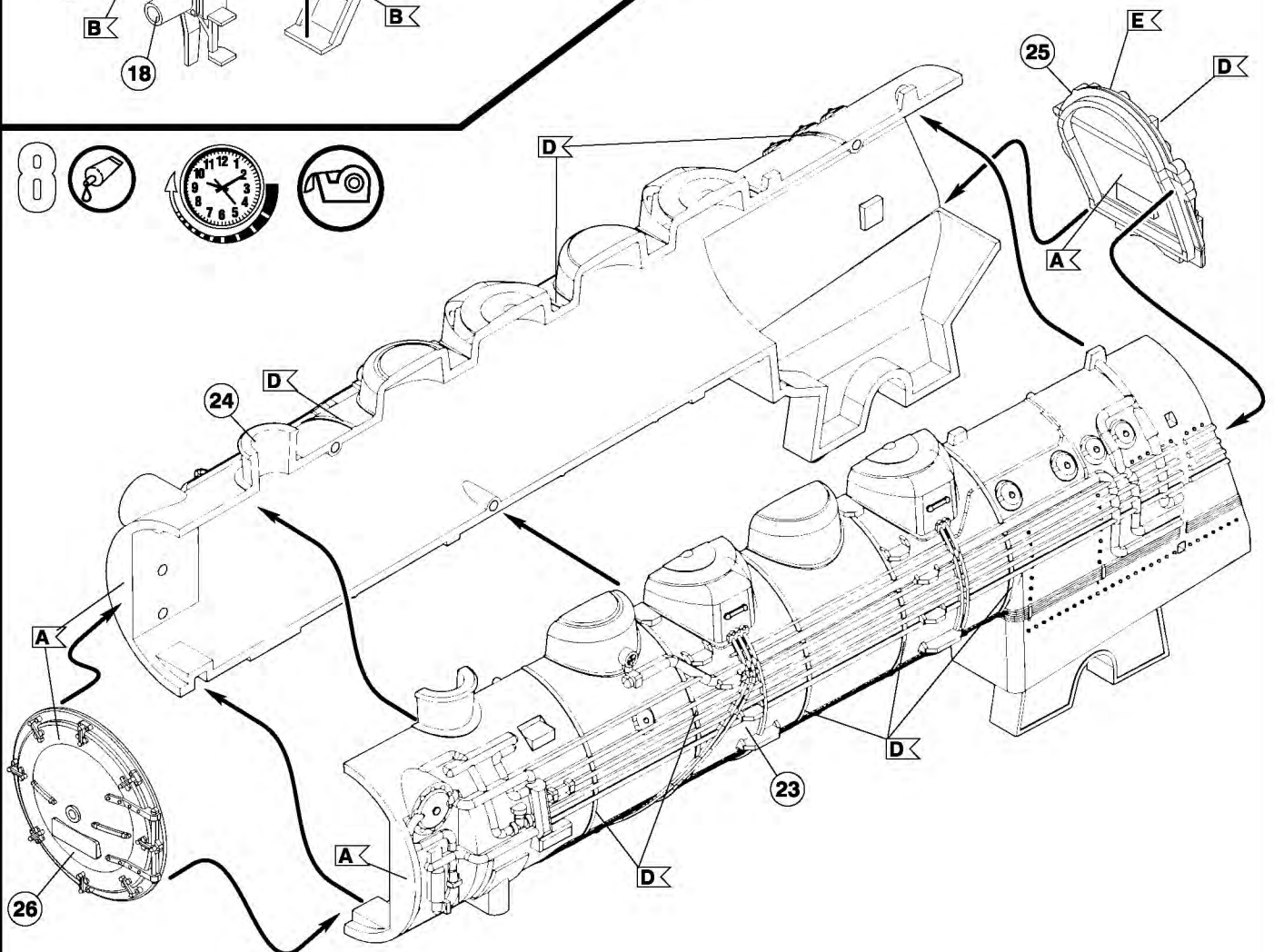
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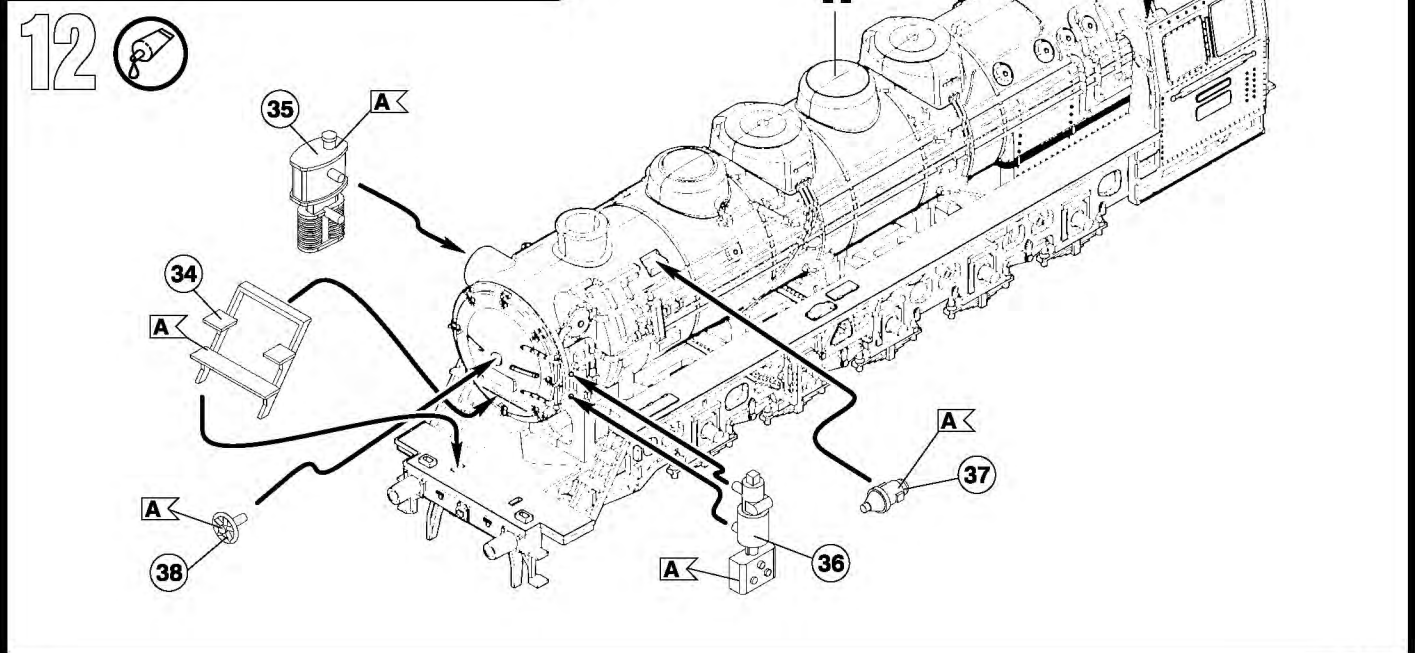
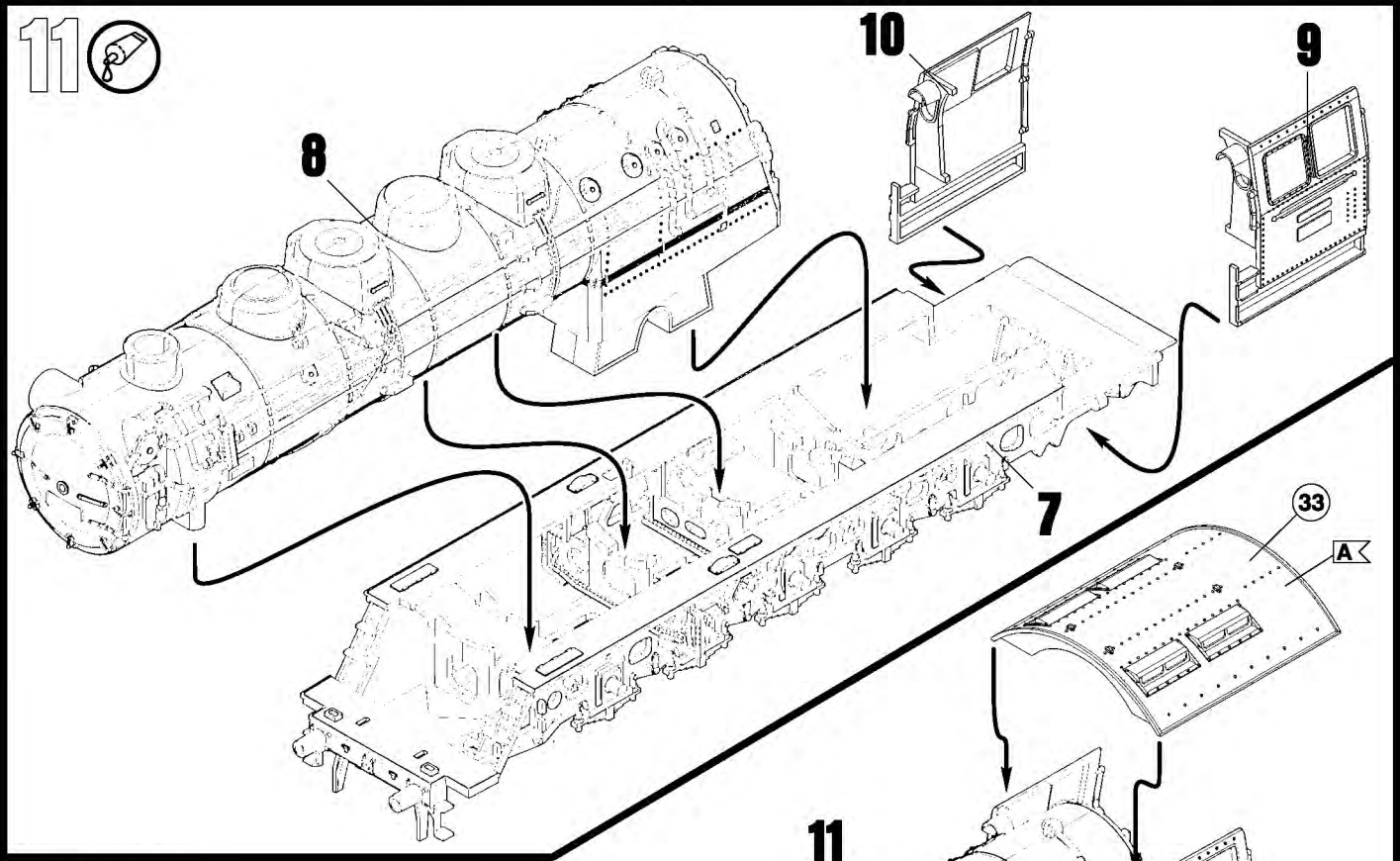
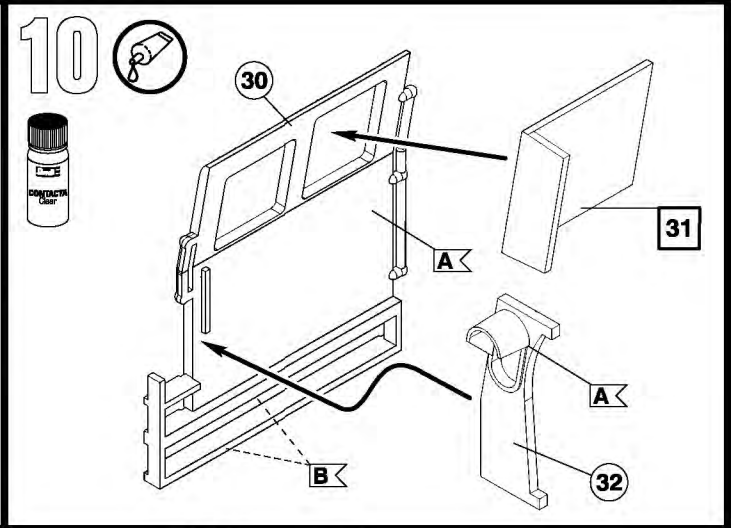
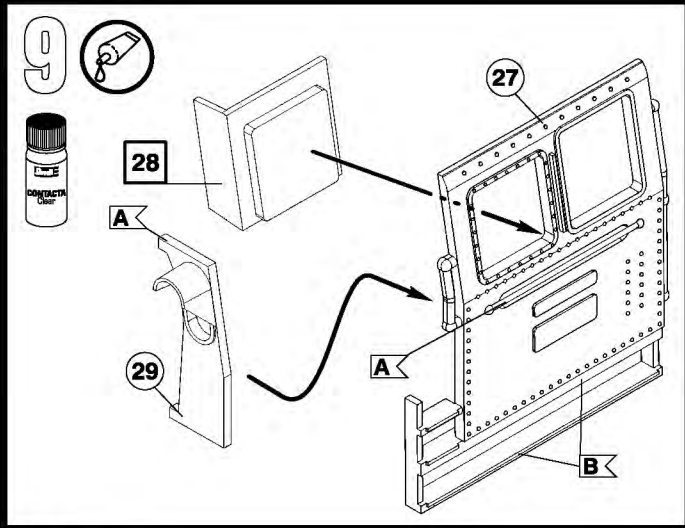
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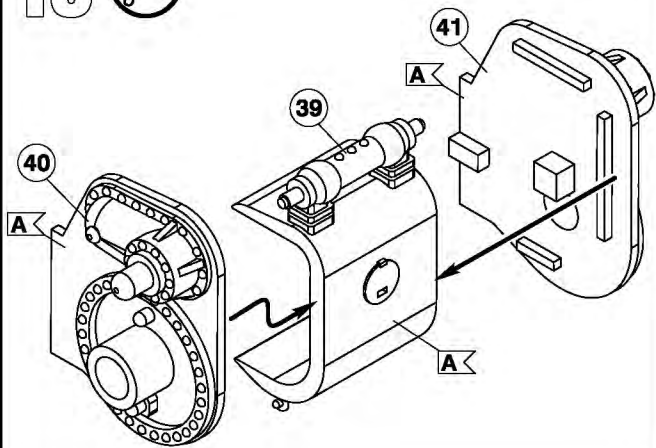
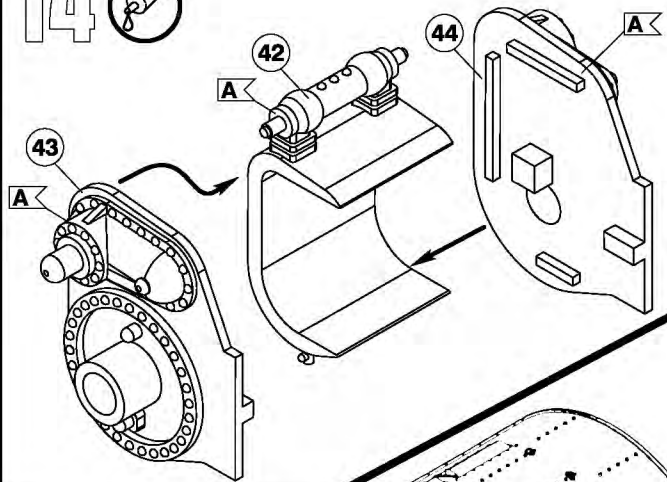
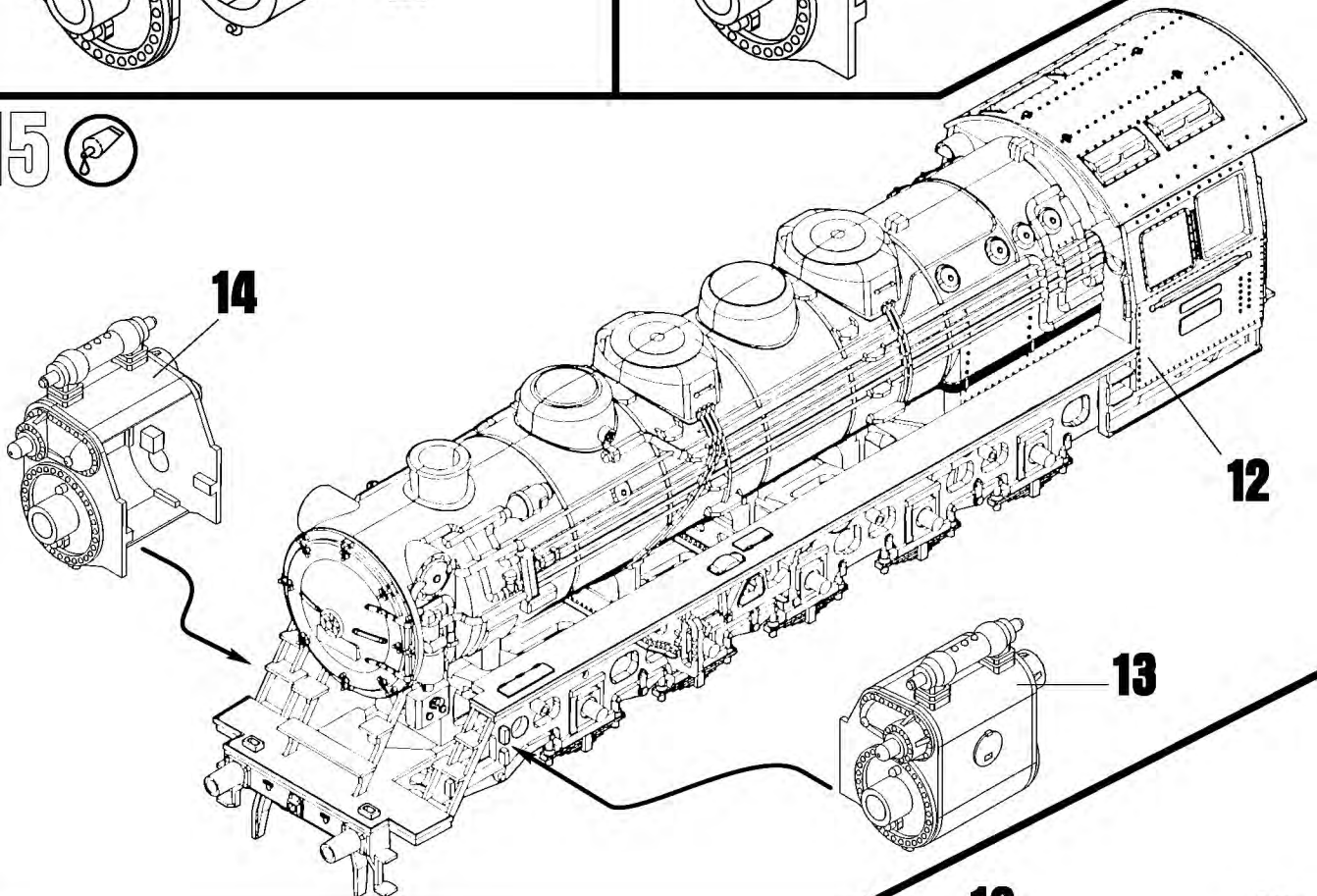
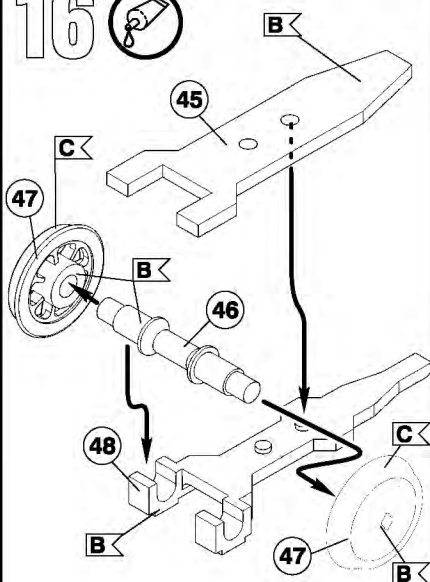
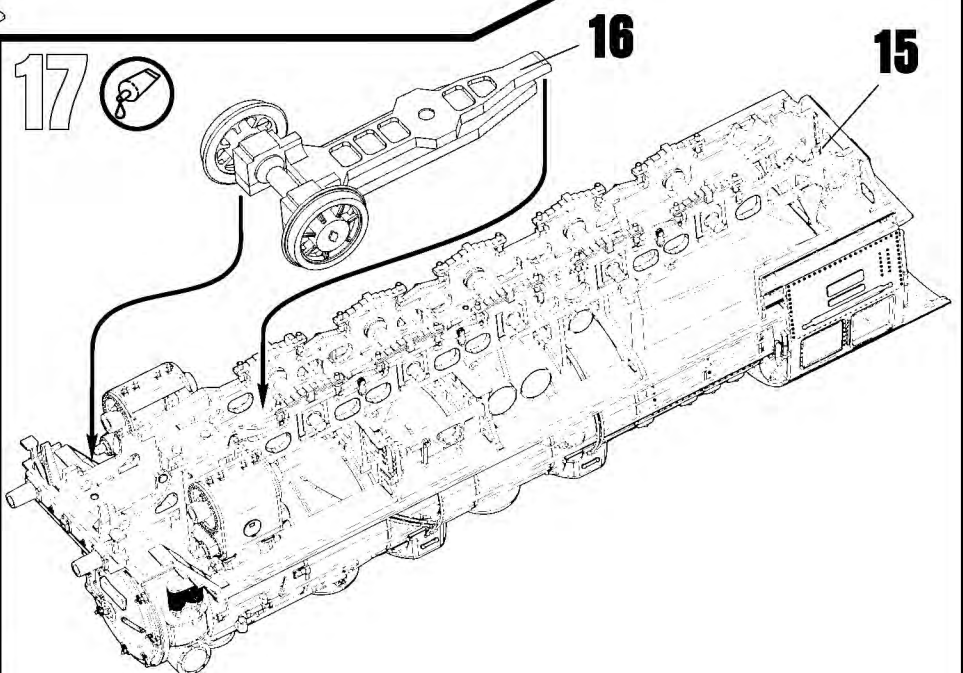


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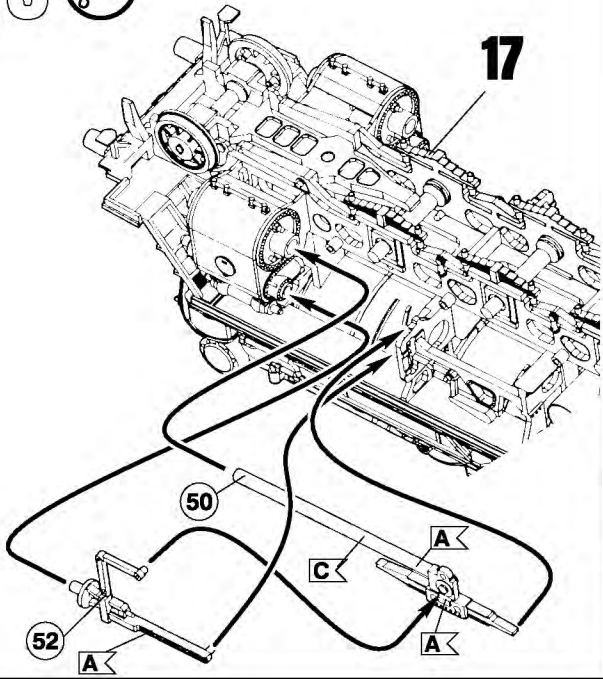




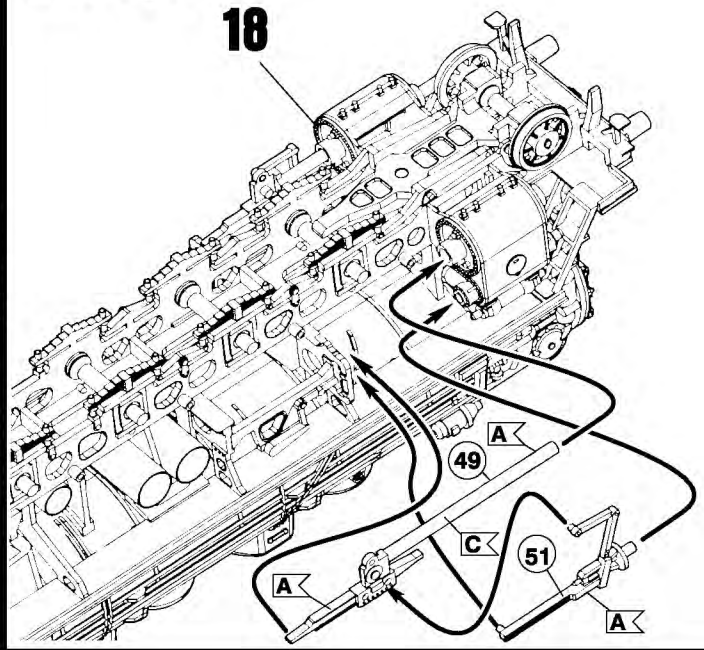


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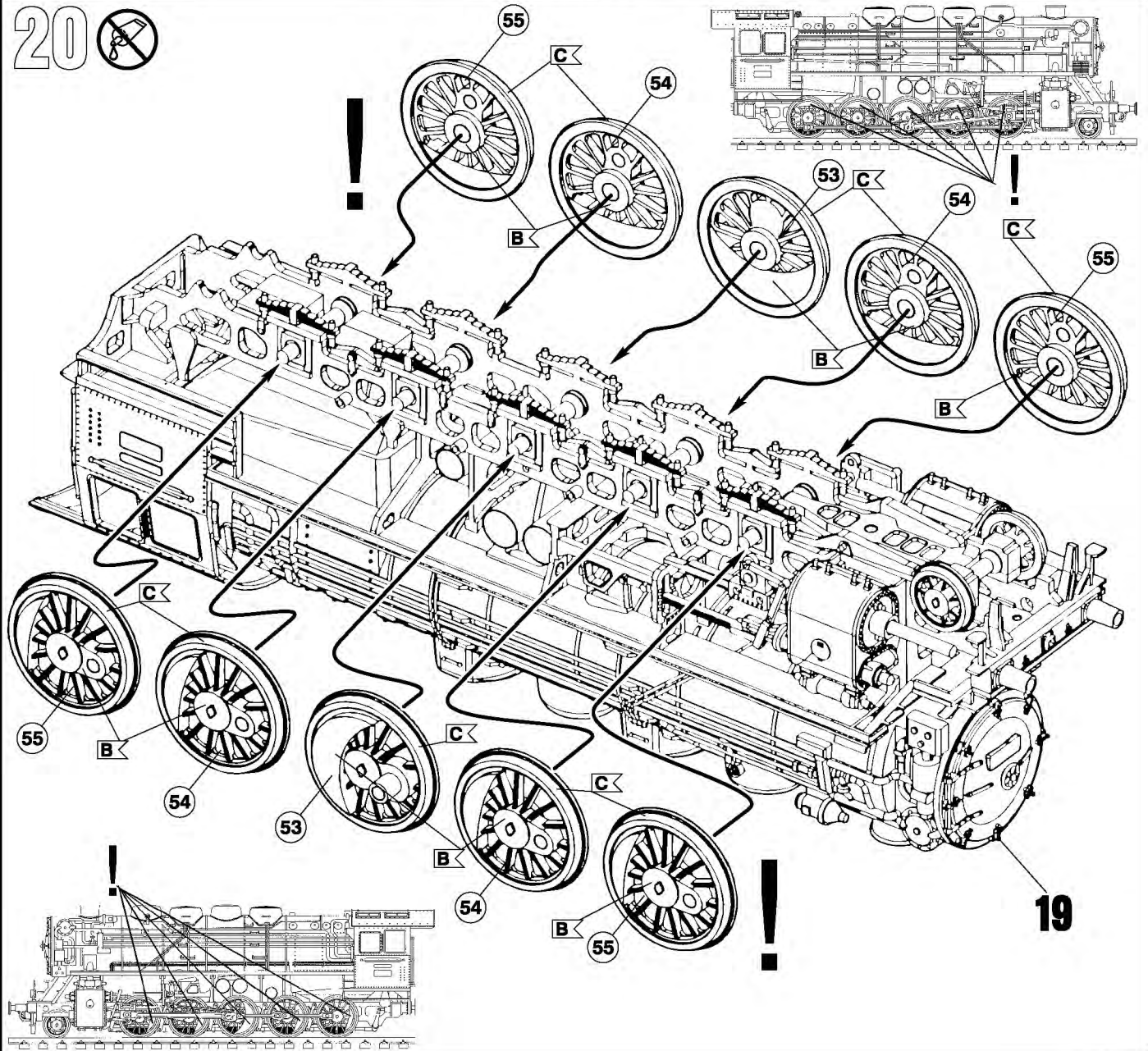
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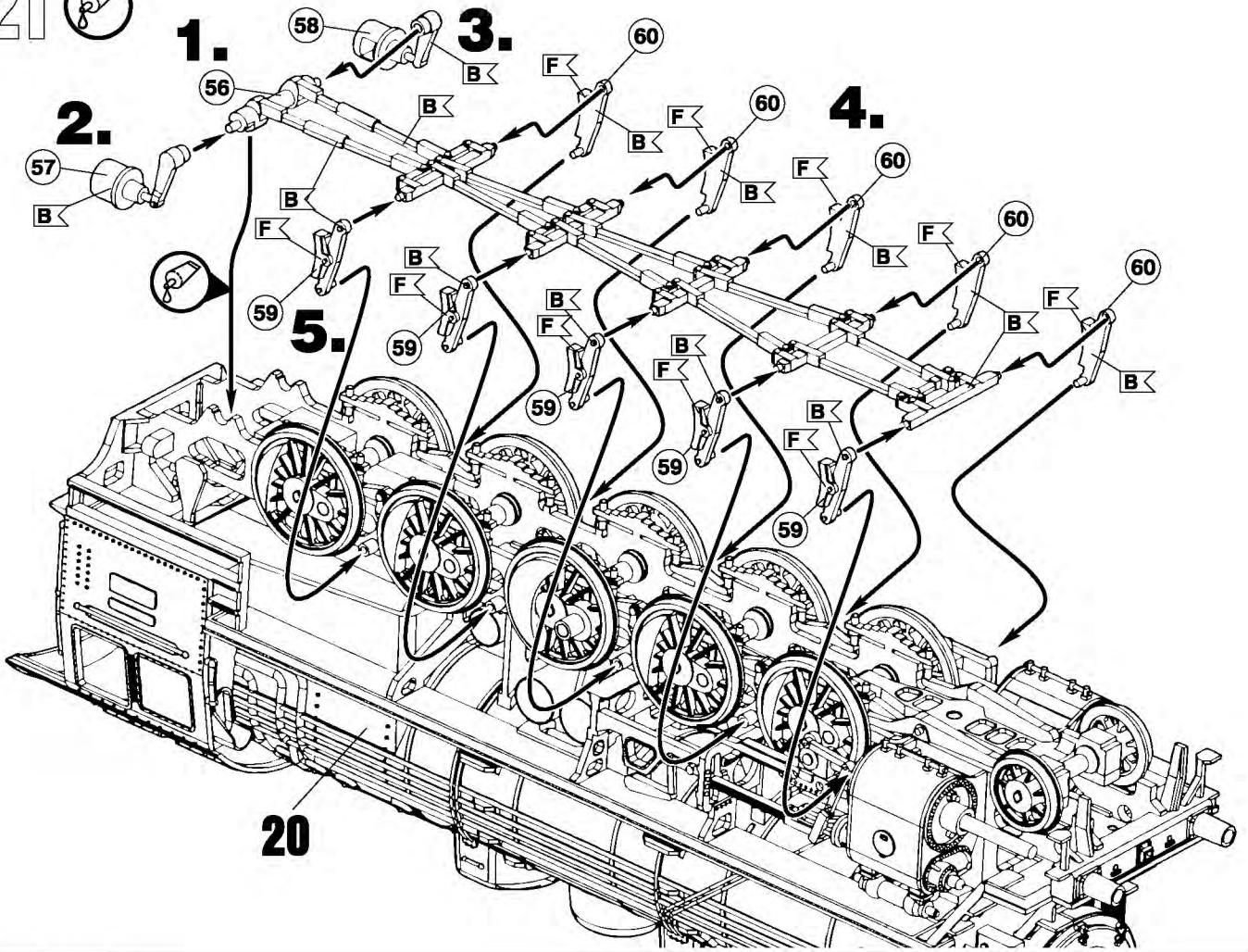
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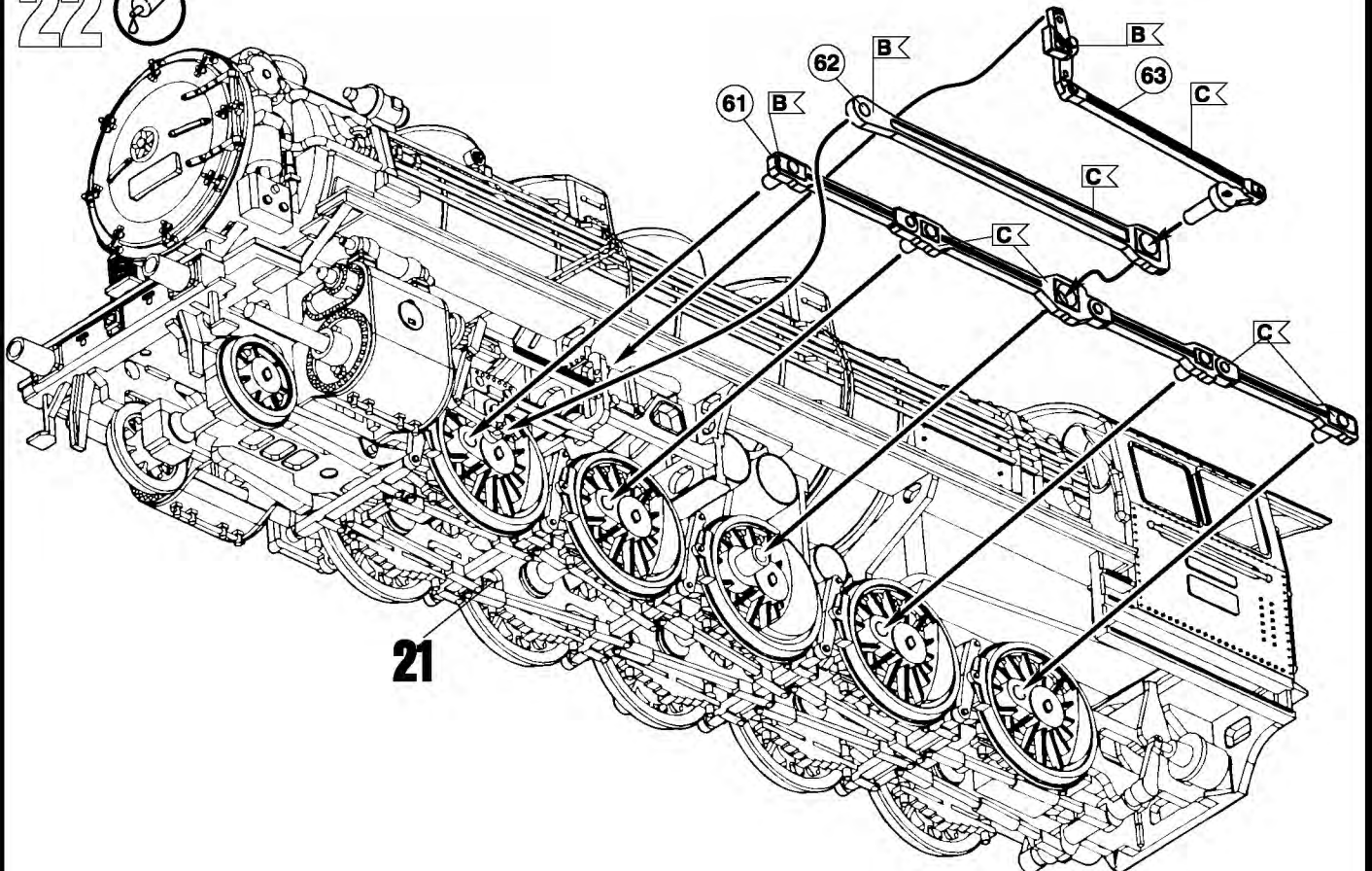
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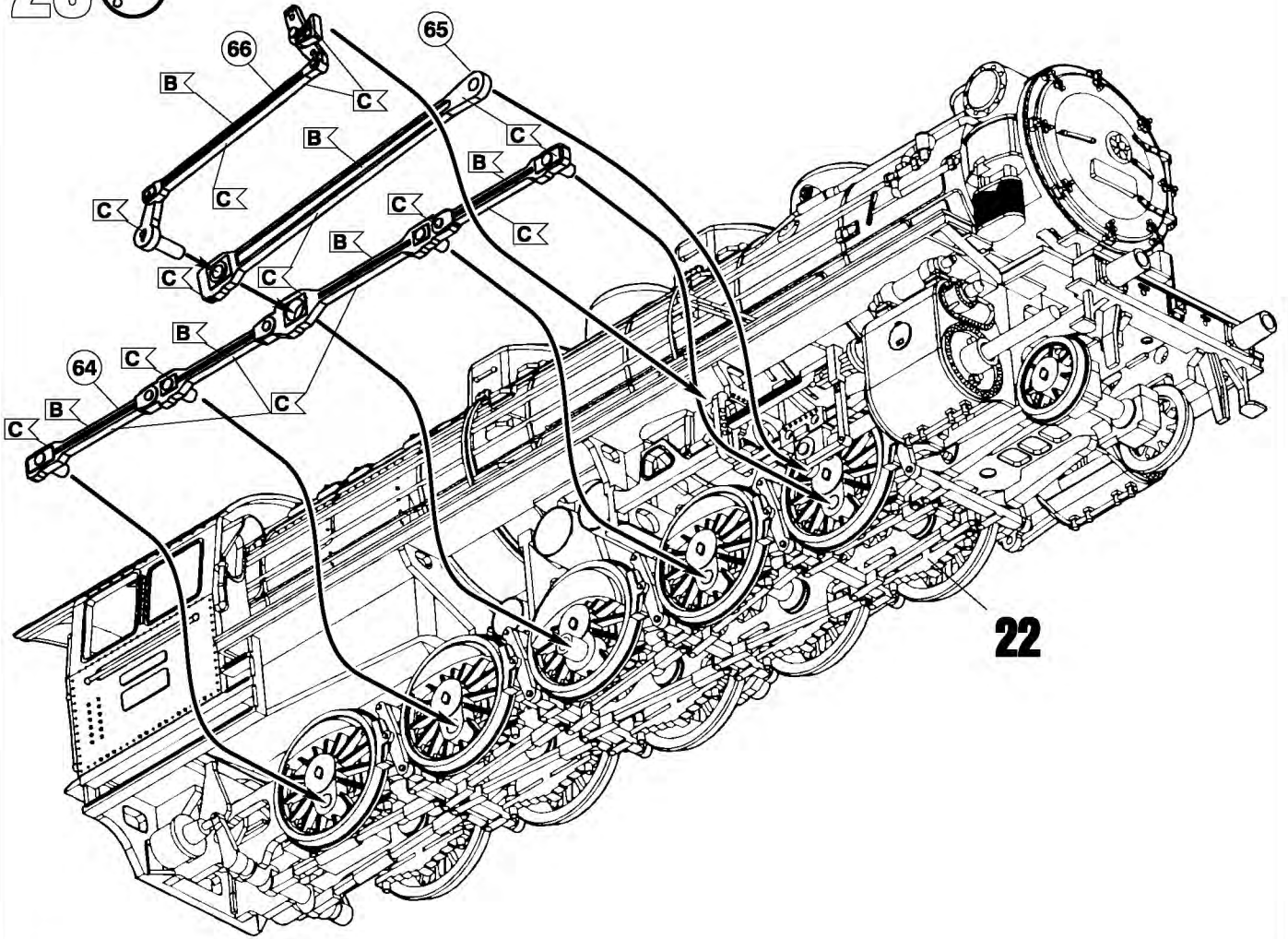
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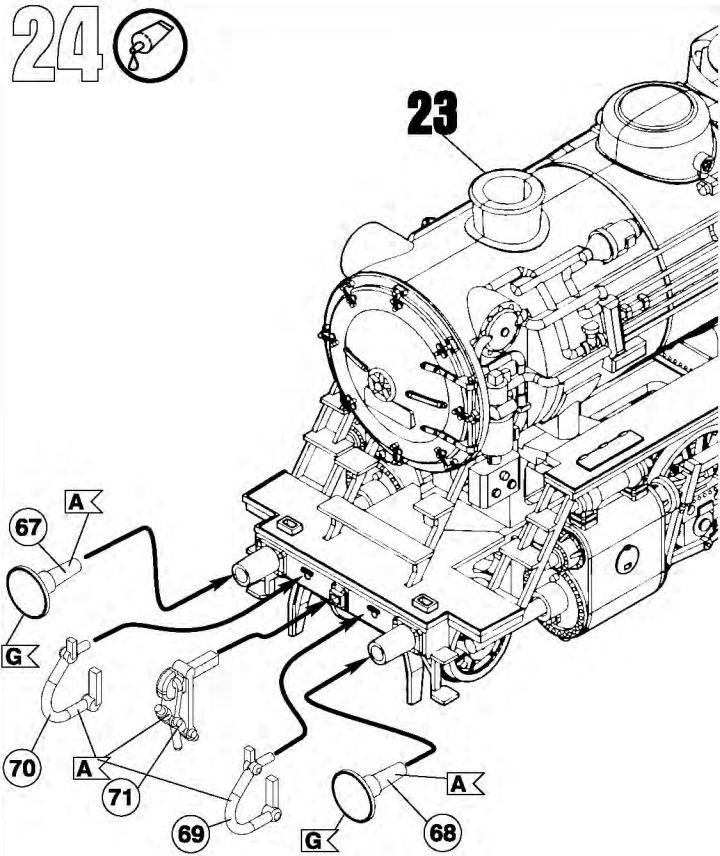
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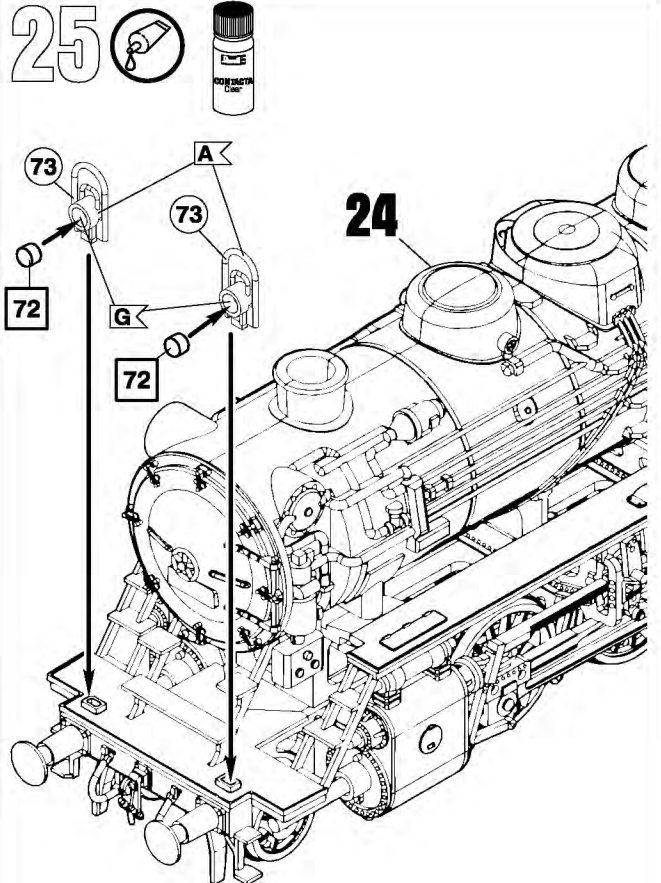
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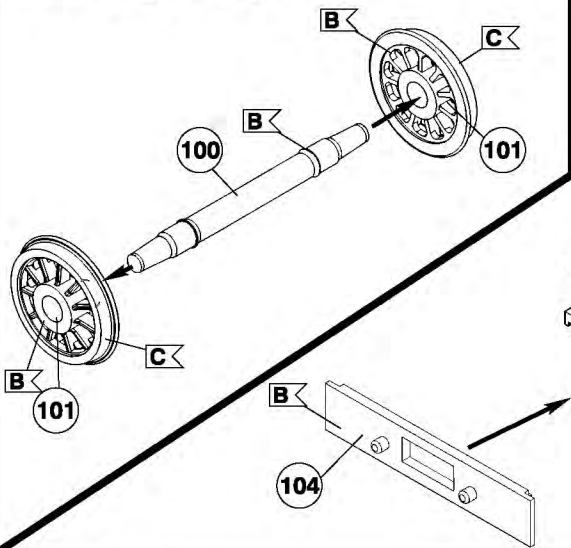
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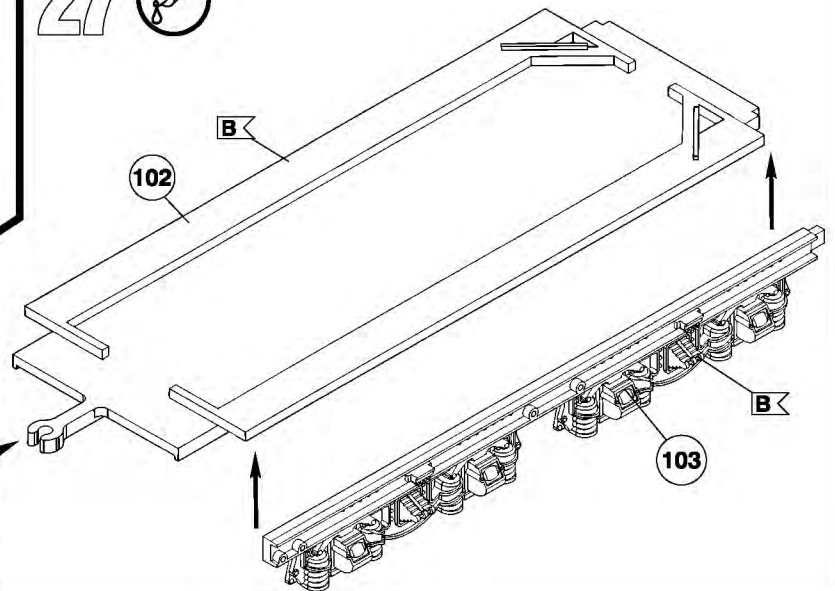
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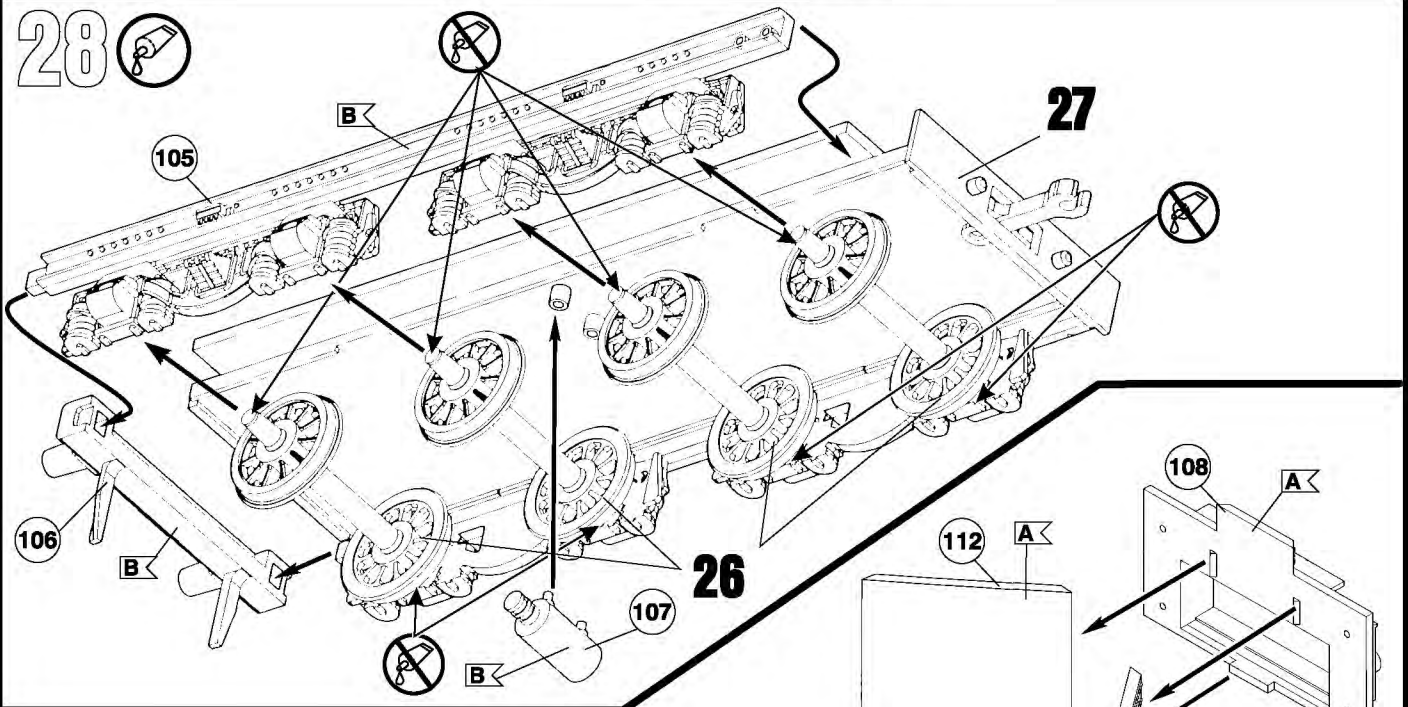
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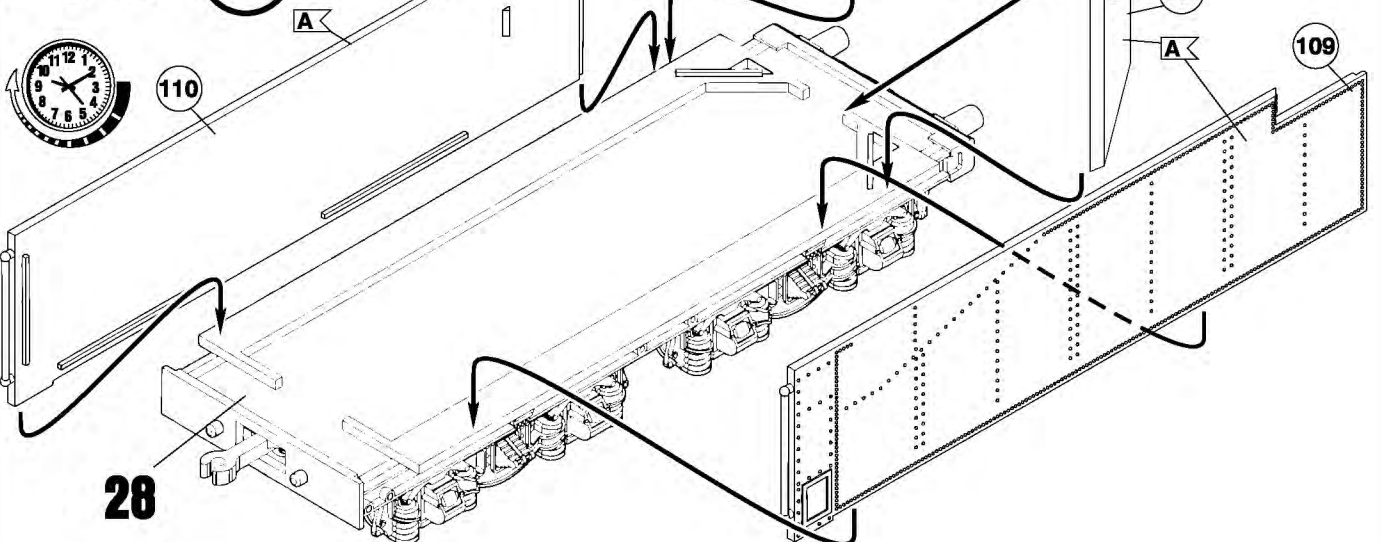
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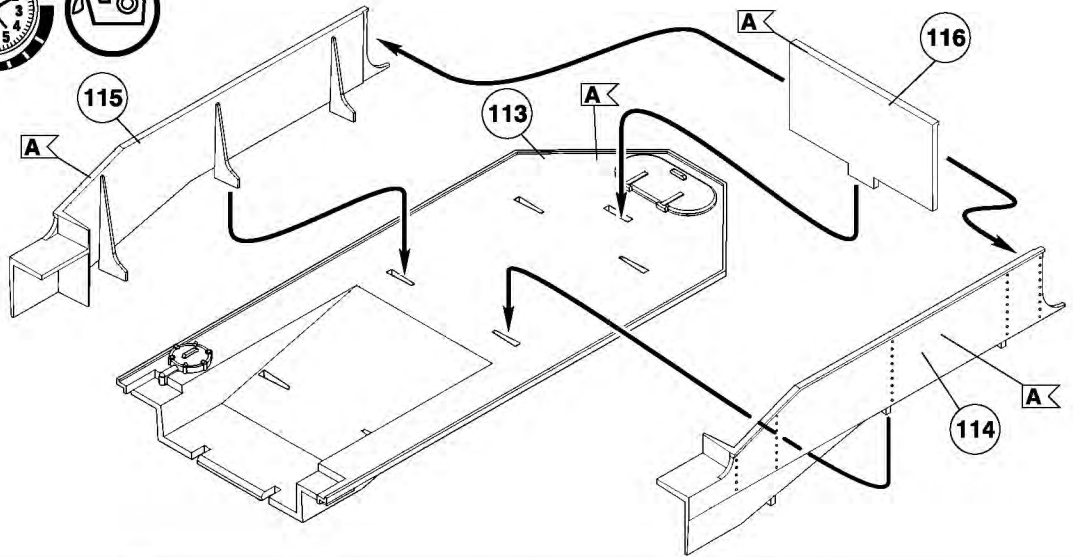
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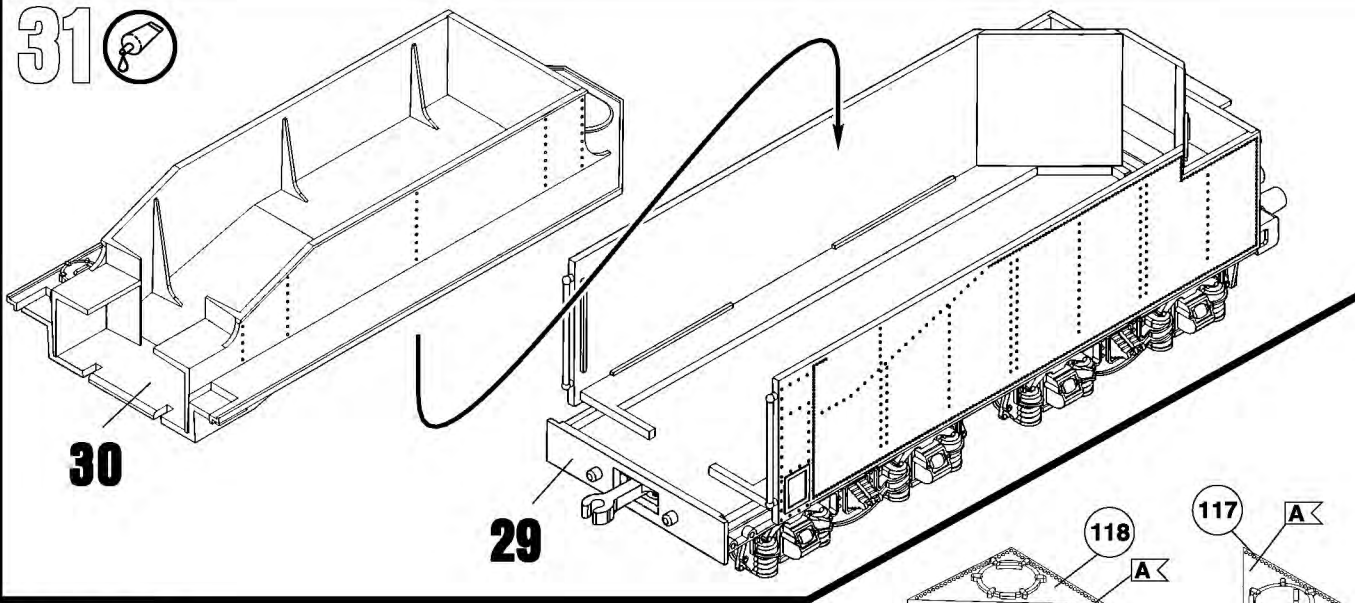
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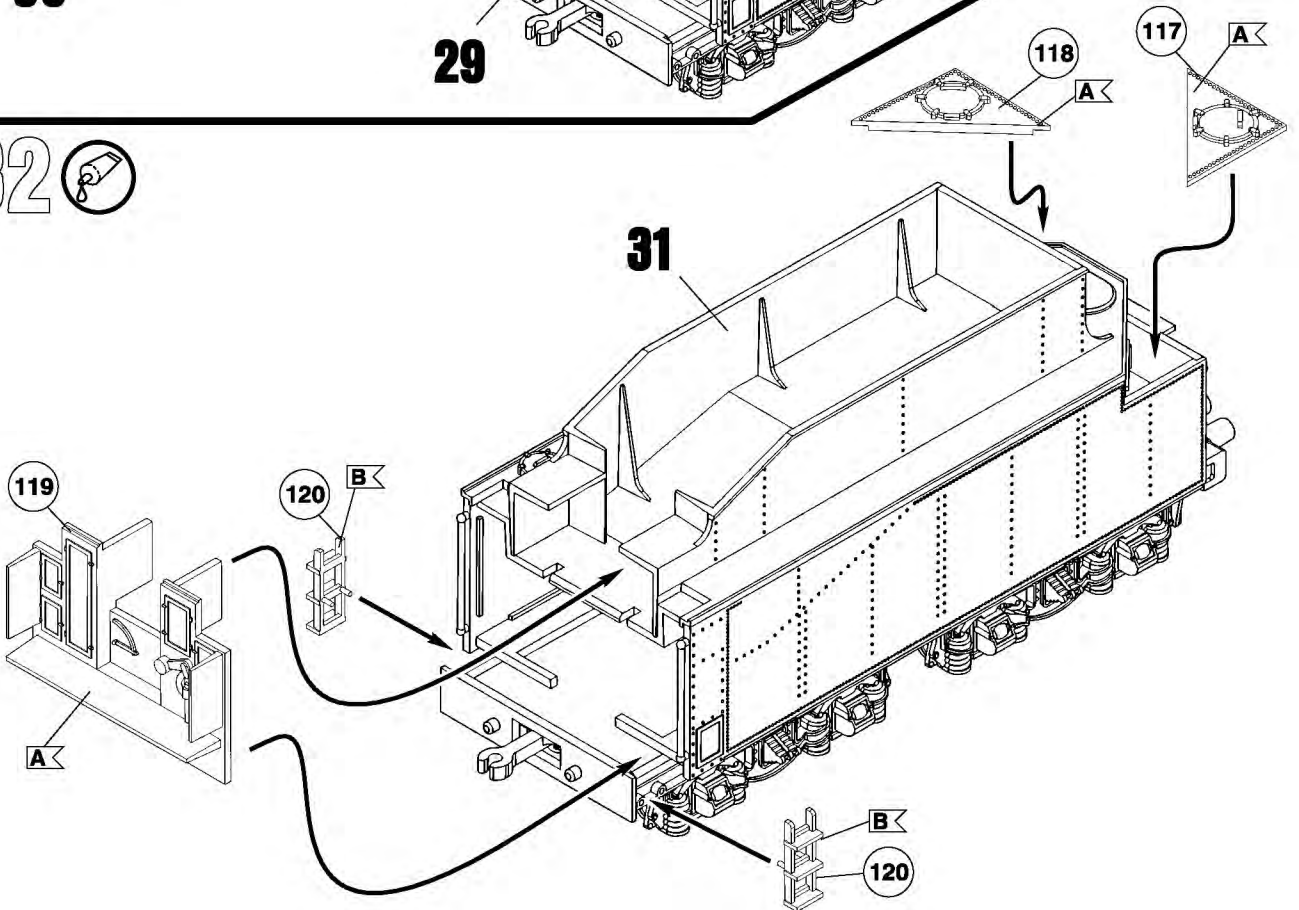
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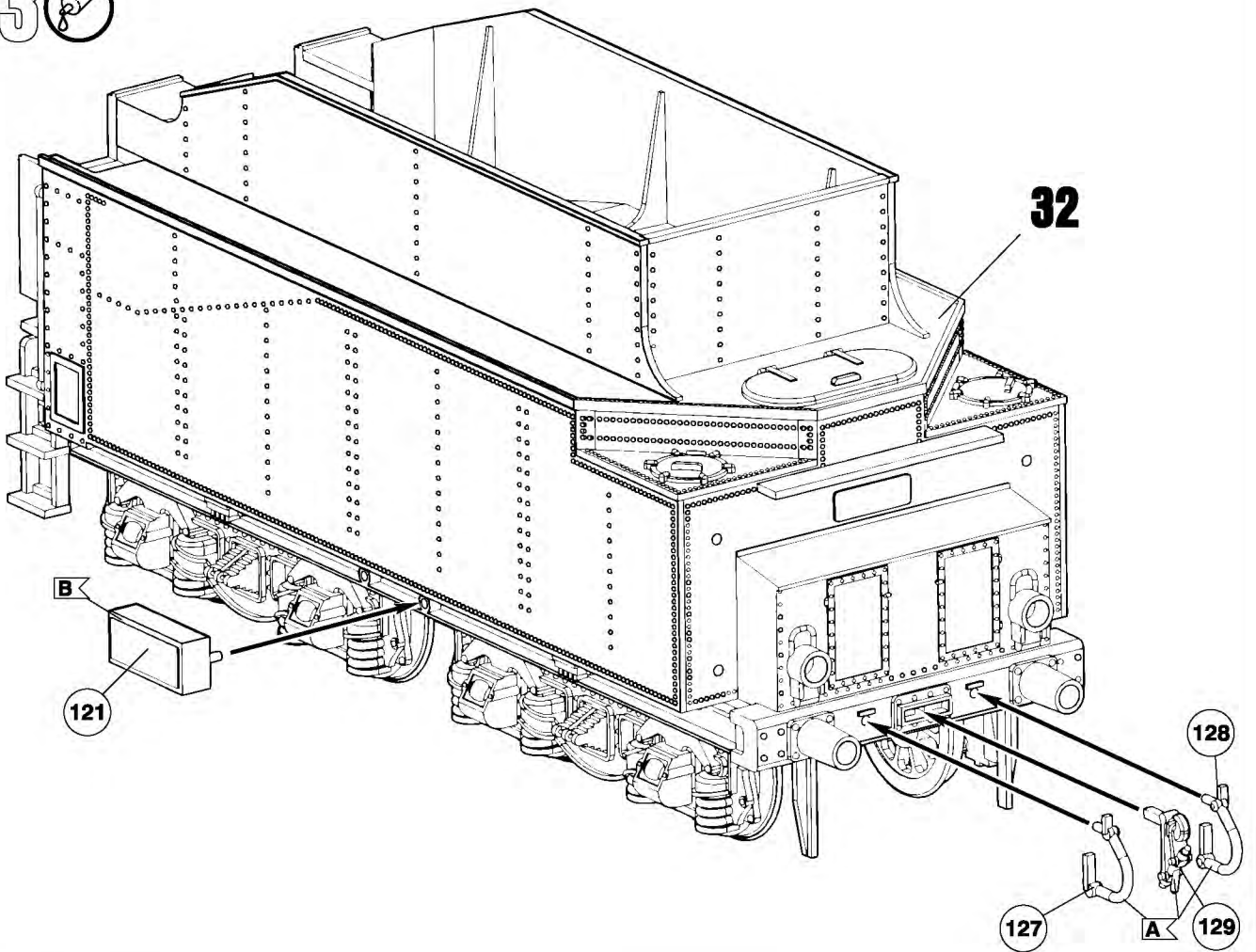
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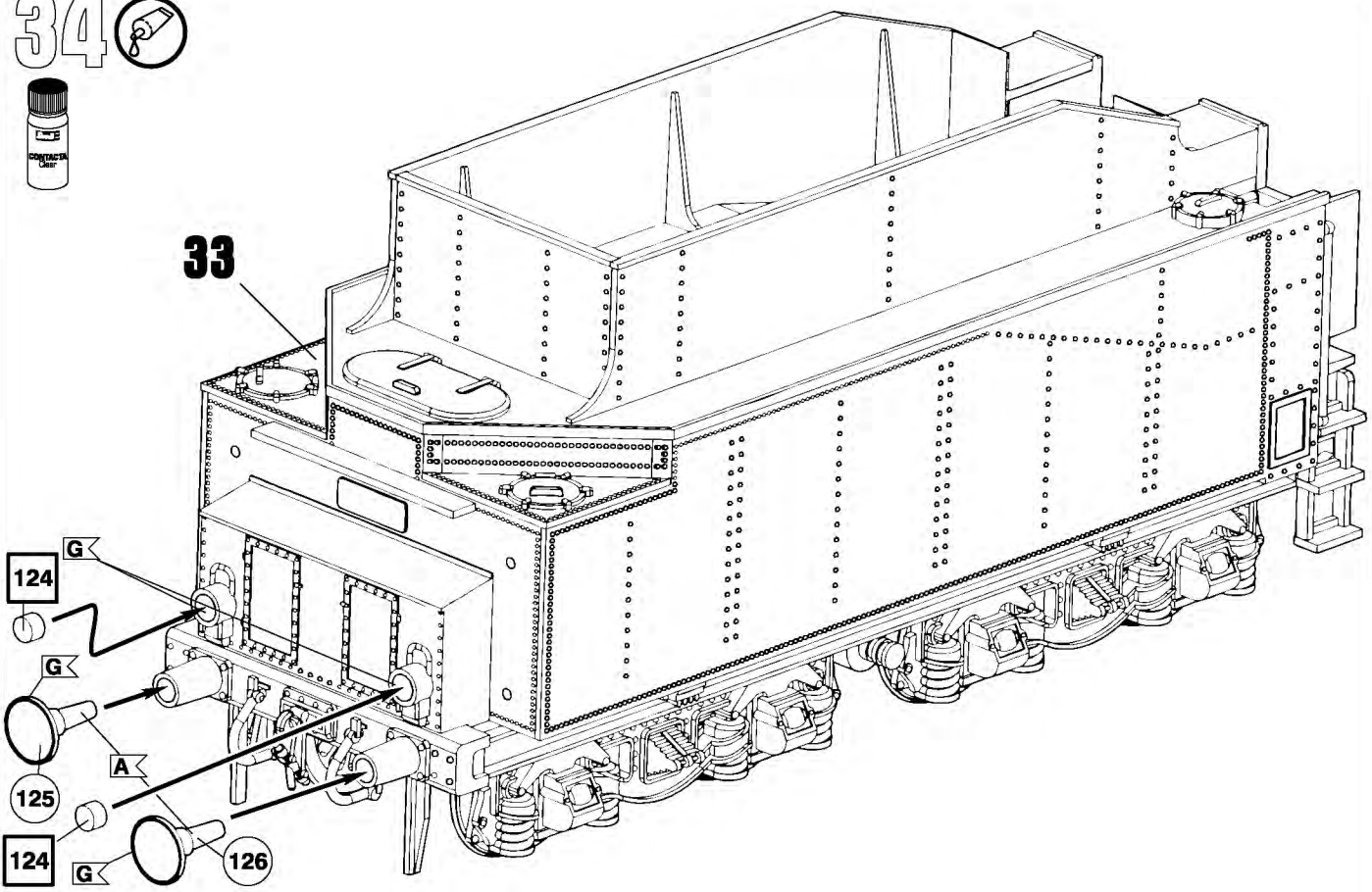
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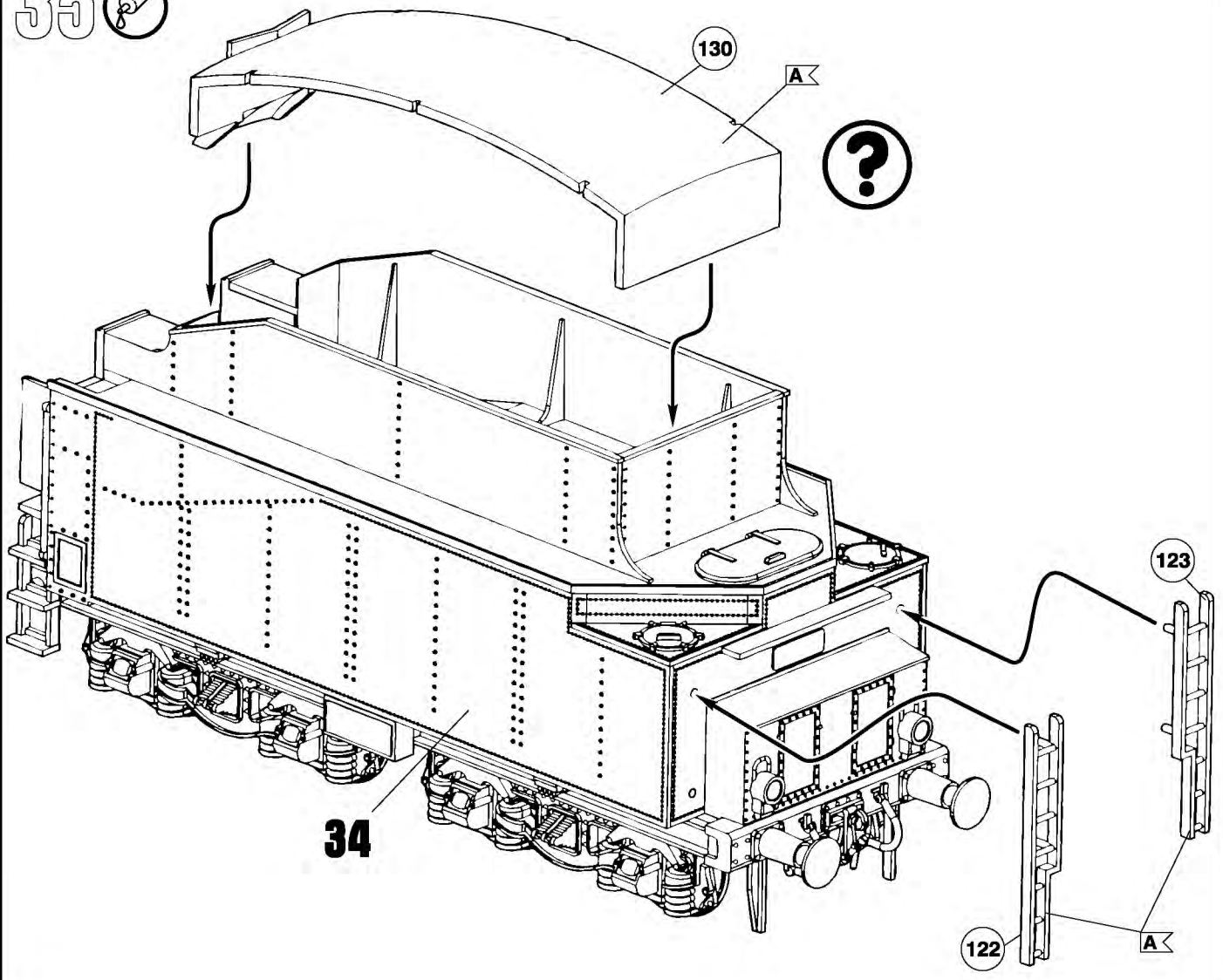


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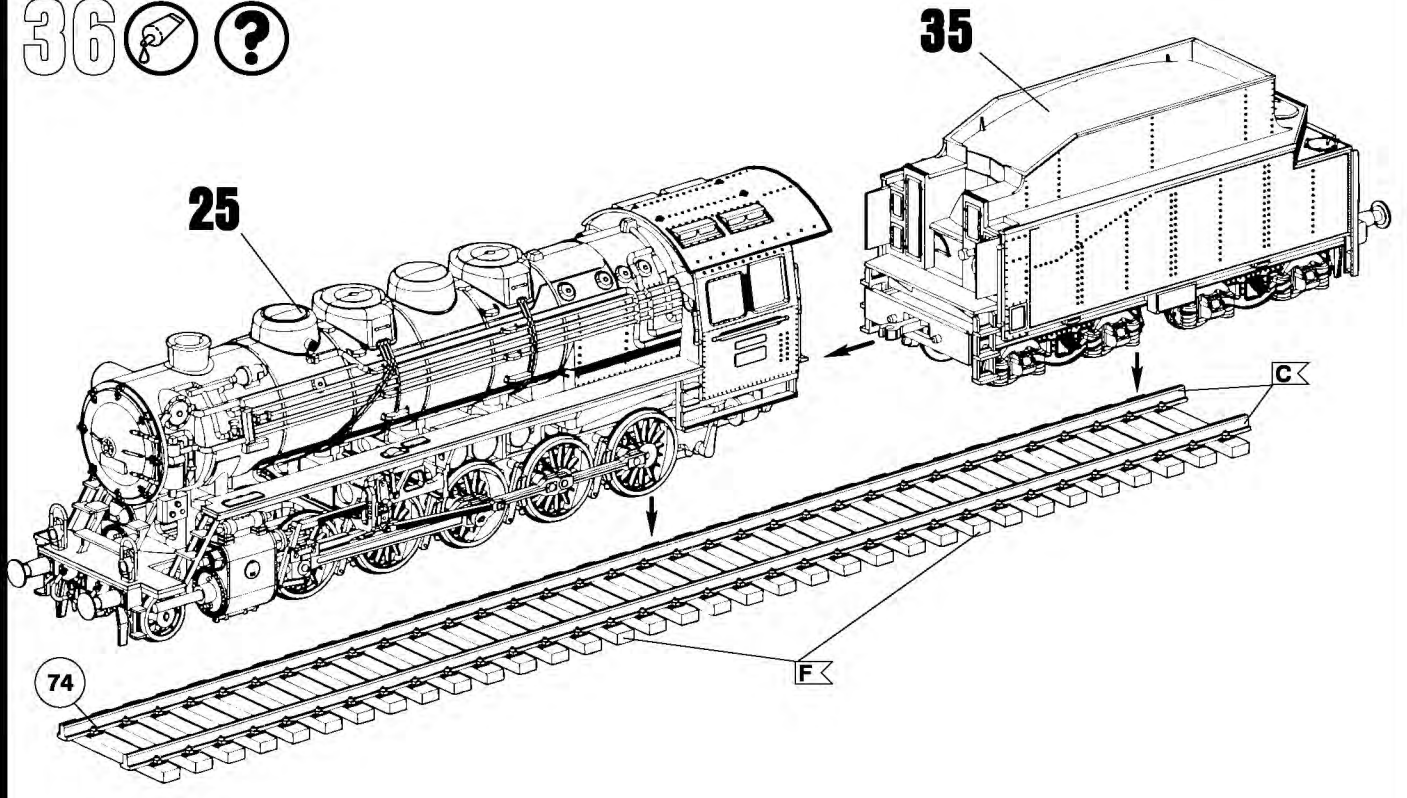




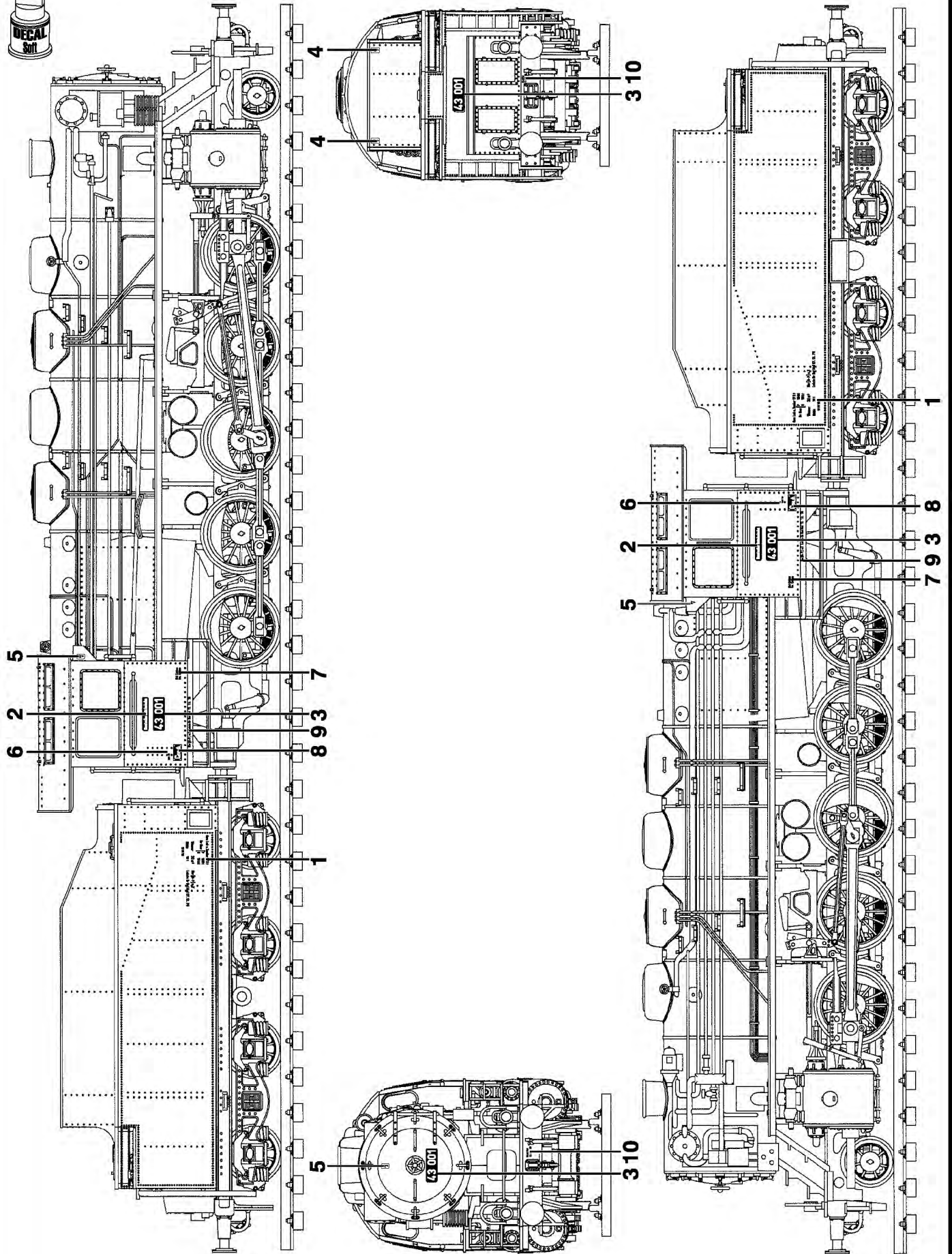
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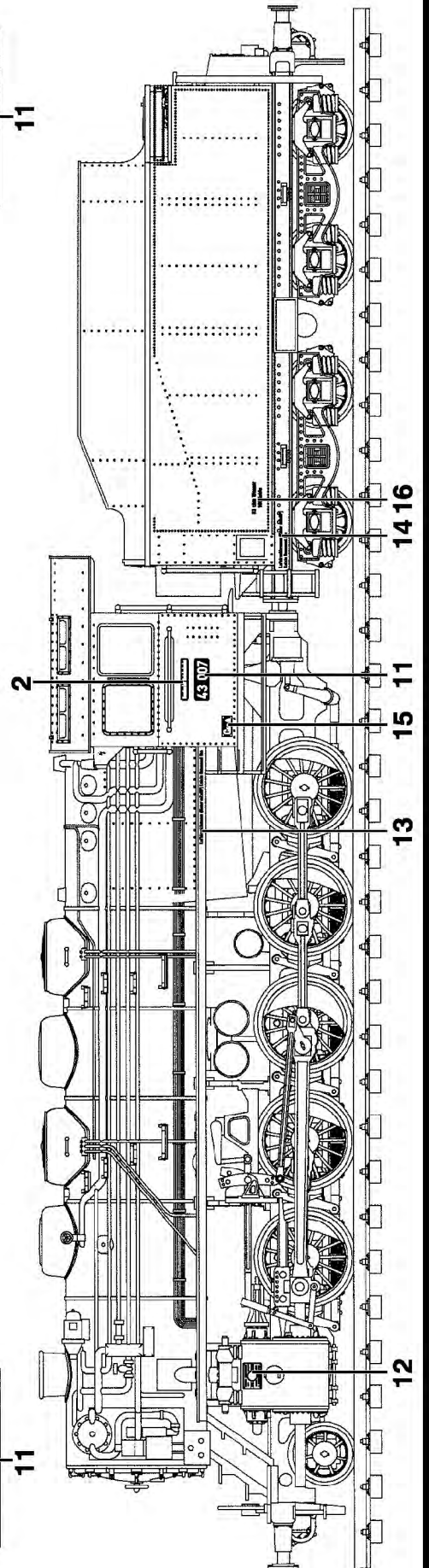
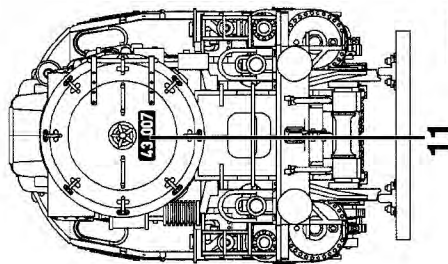
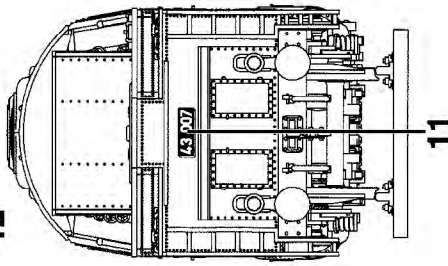
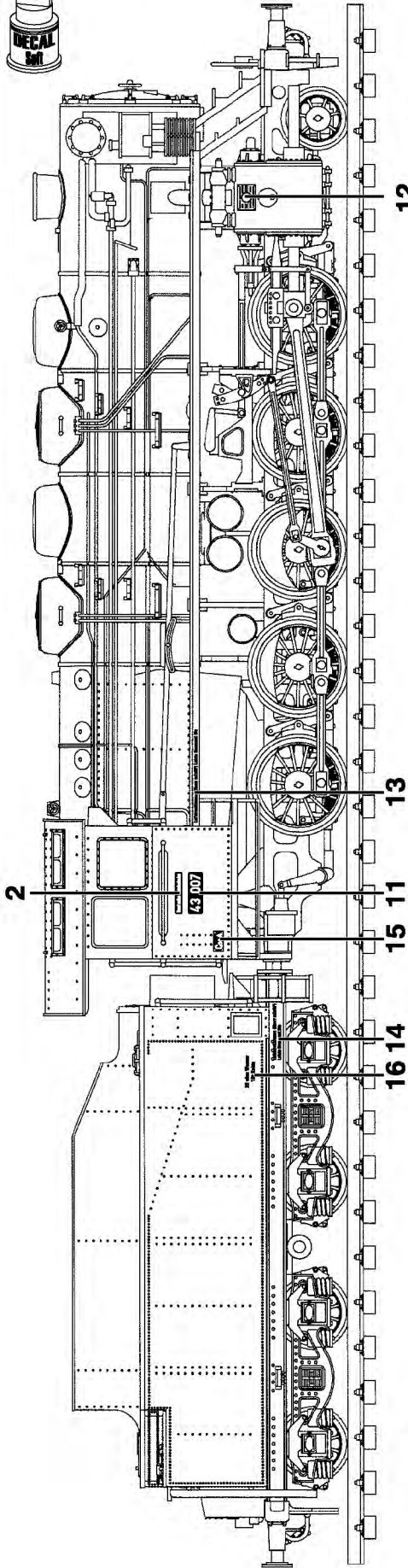
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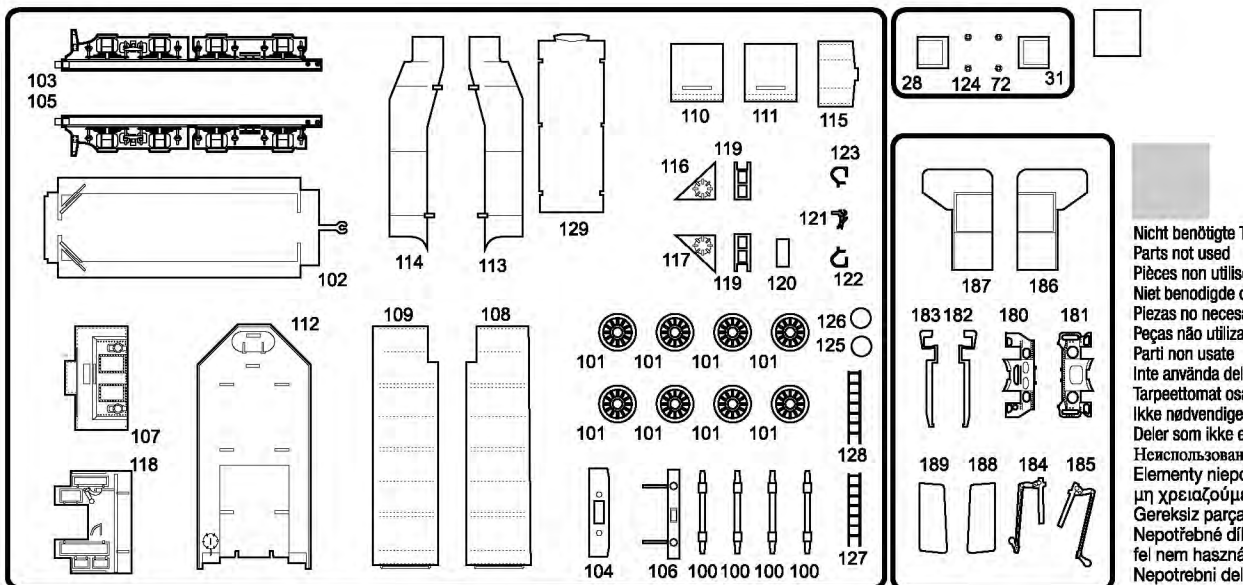
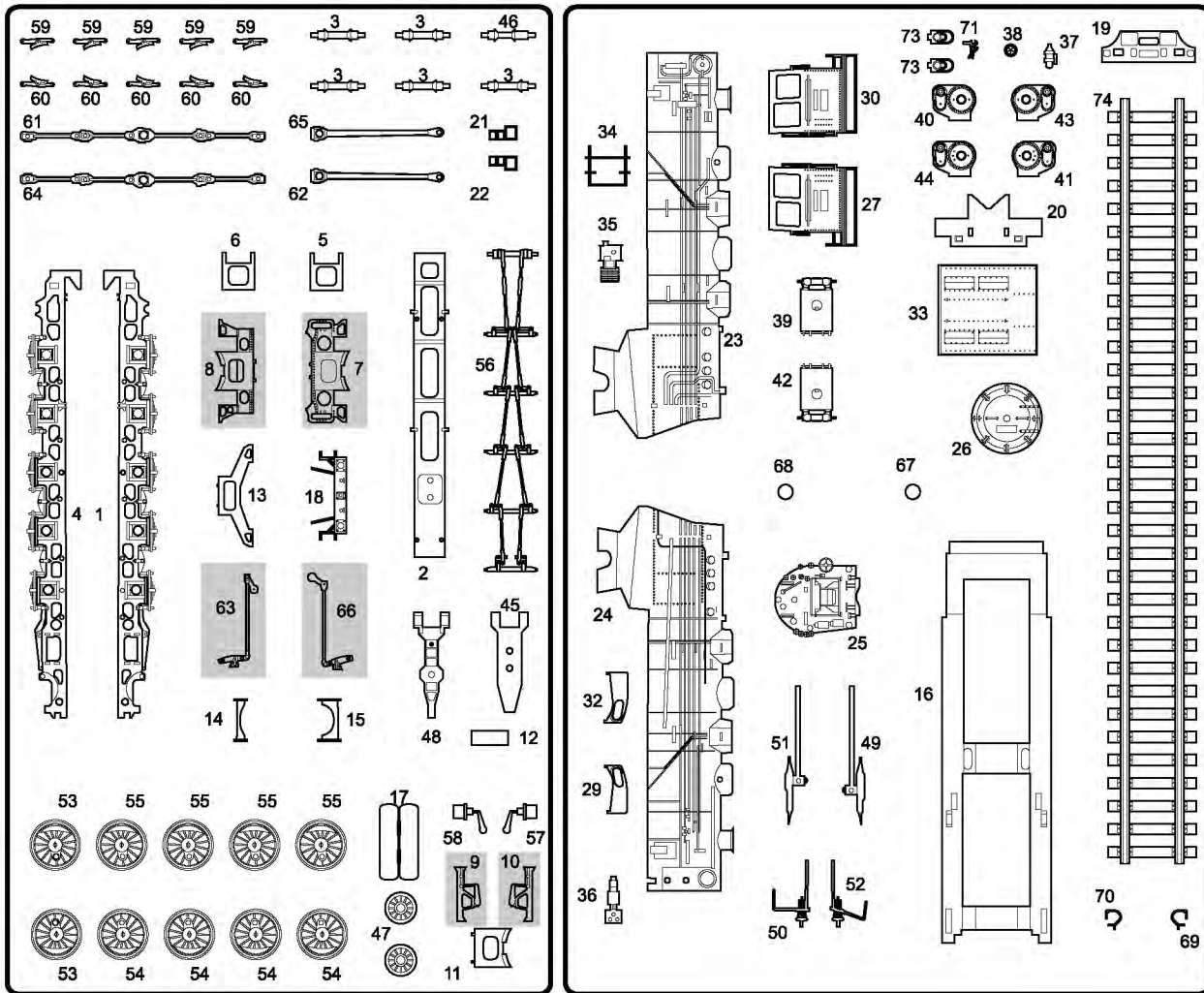
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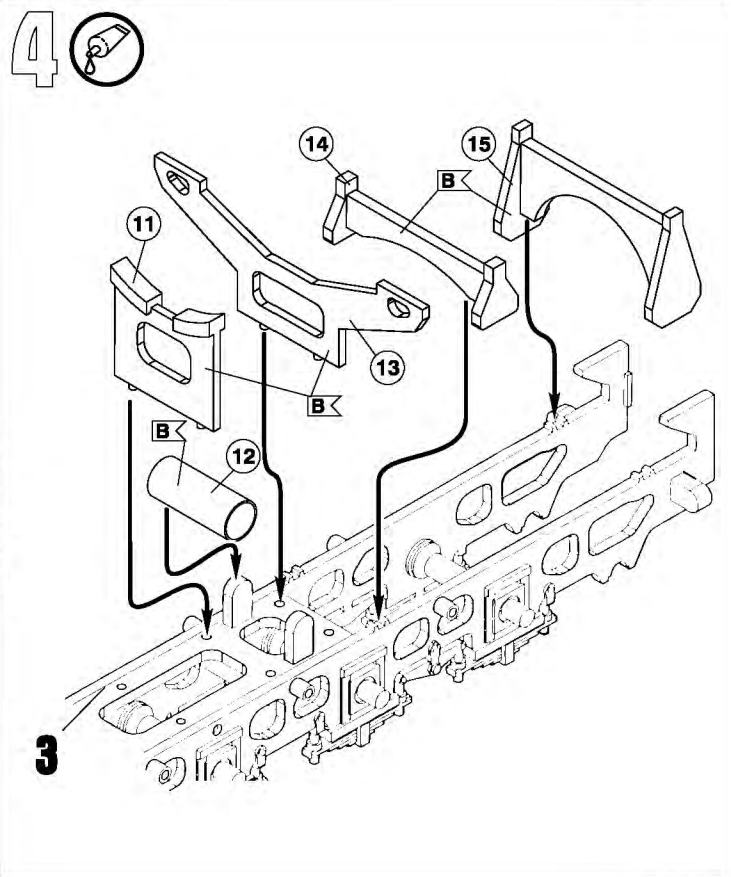
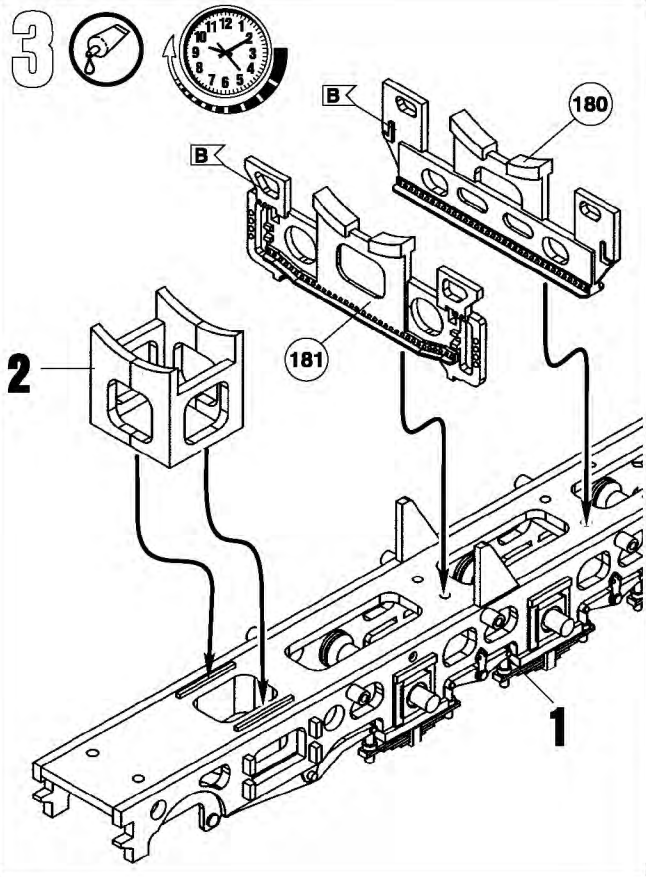
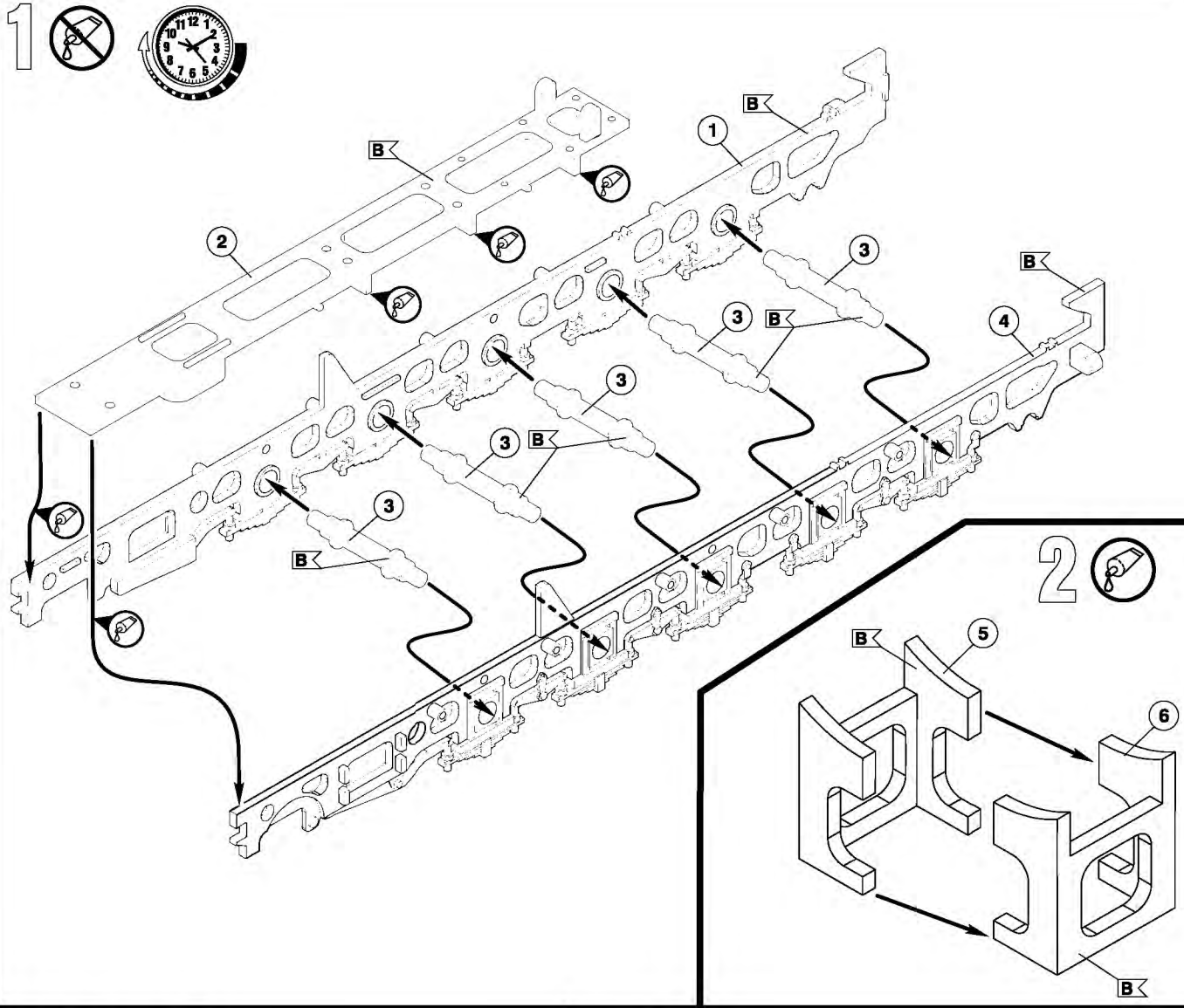


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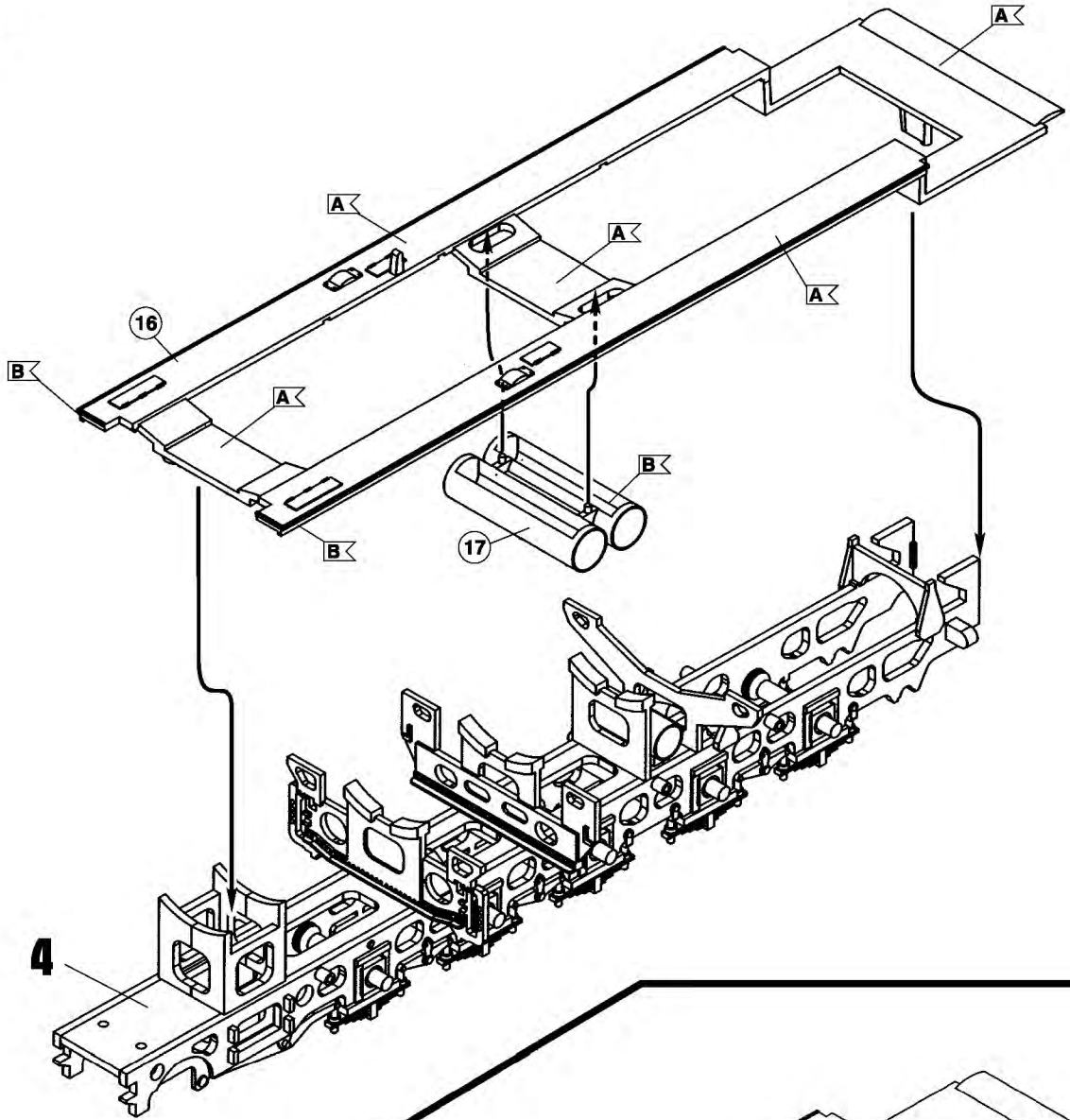



# BR 43 & Tender 2'2 T30

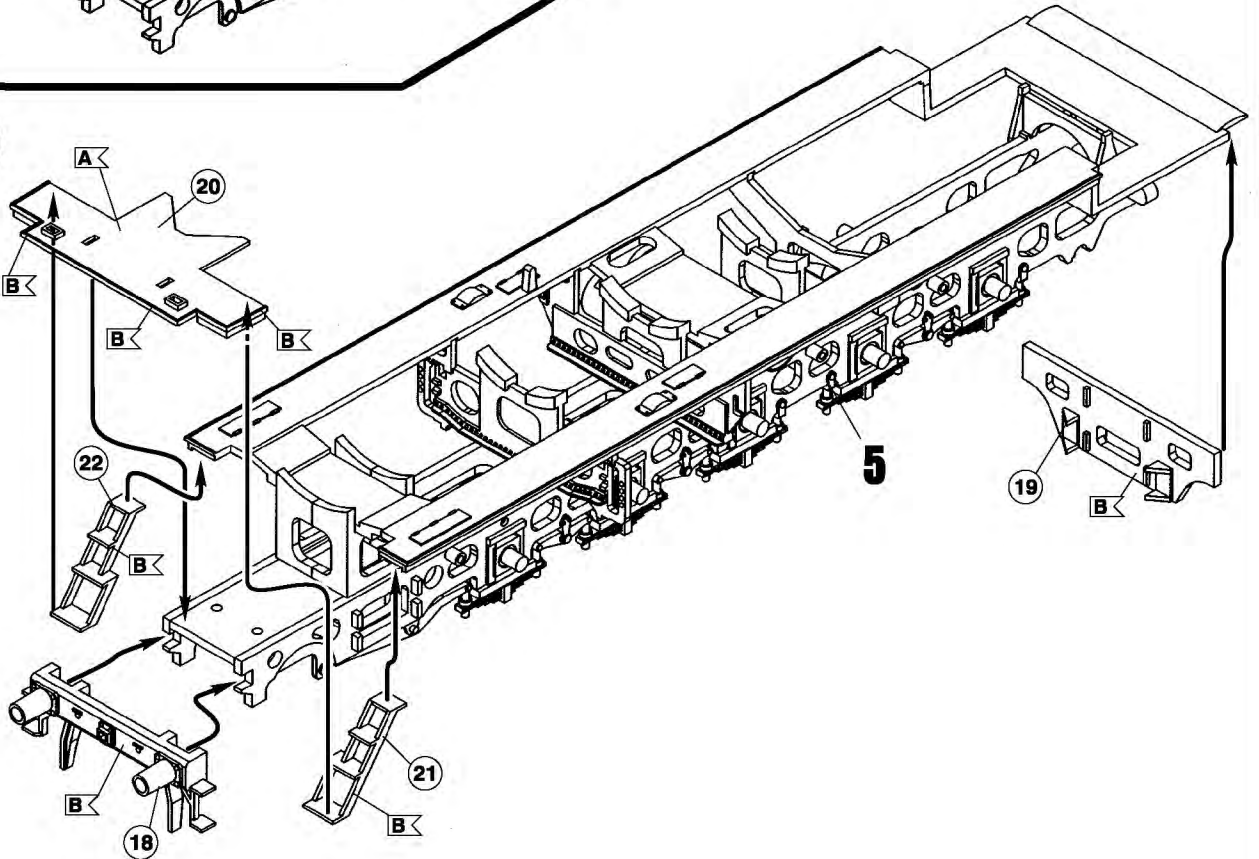




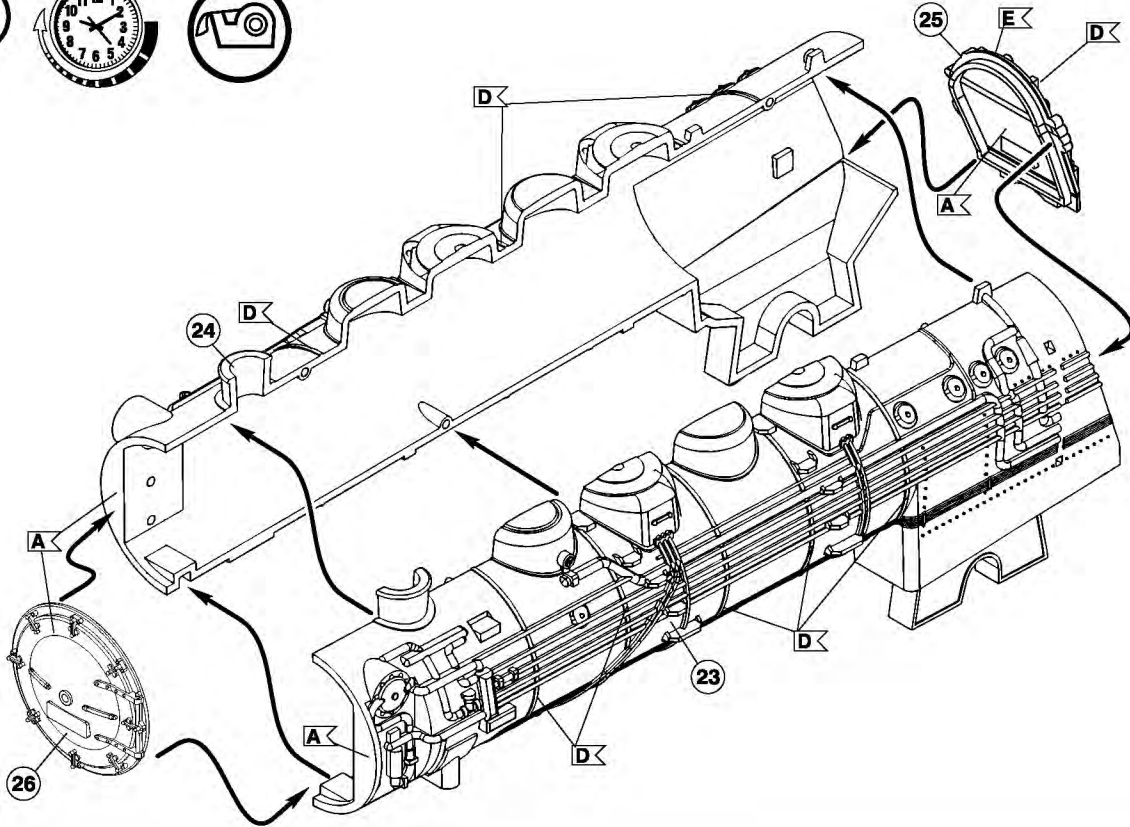
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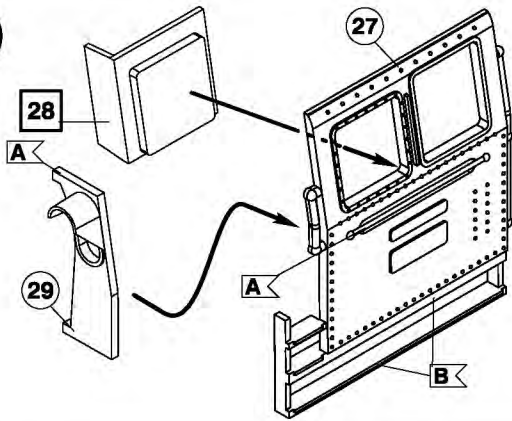
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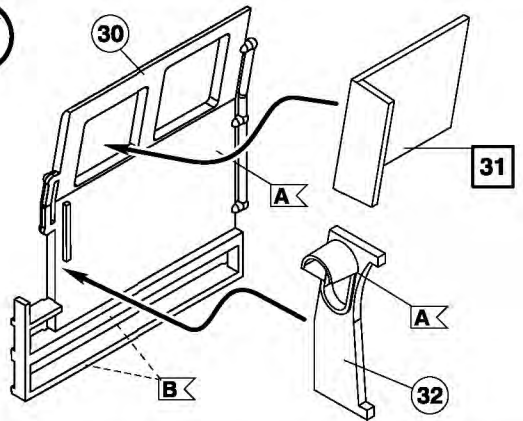
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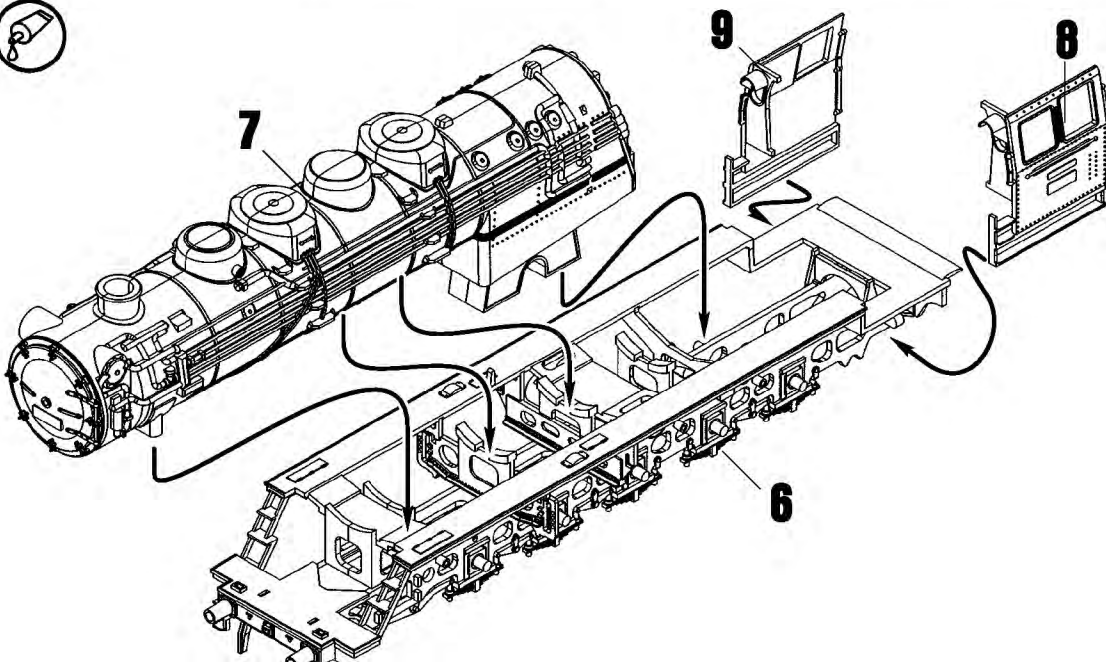
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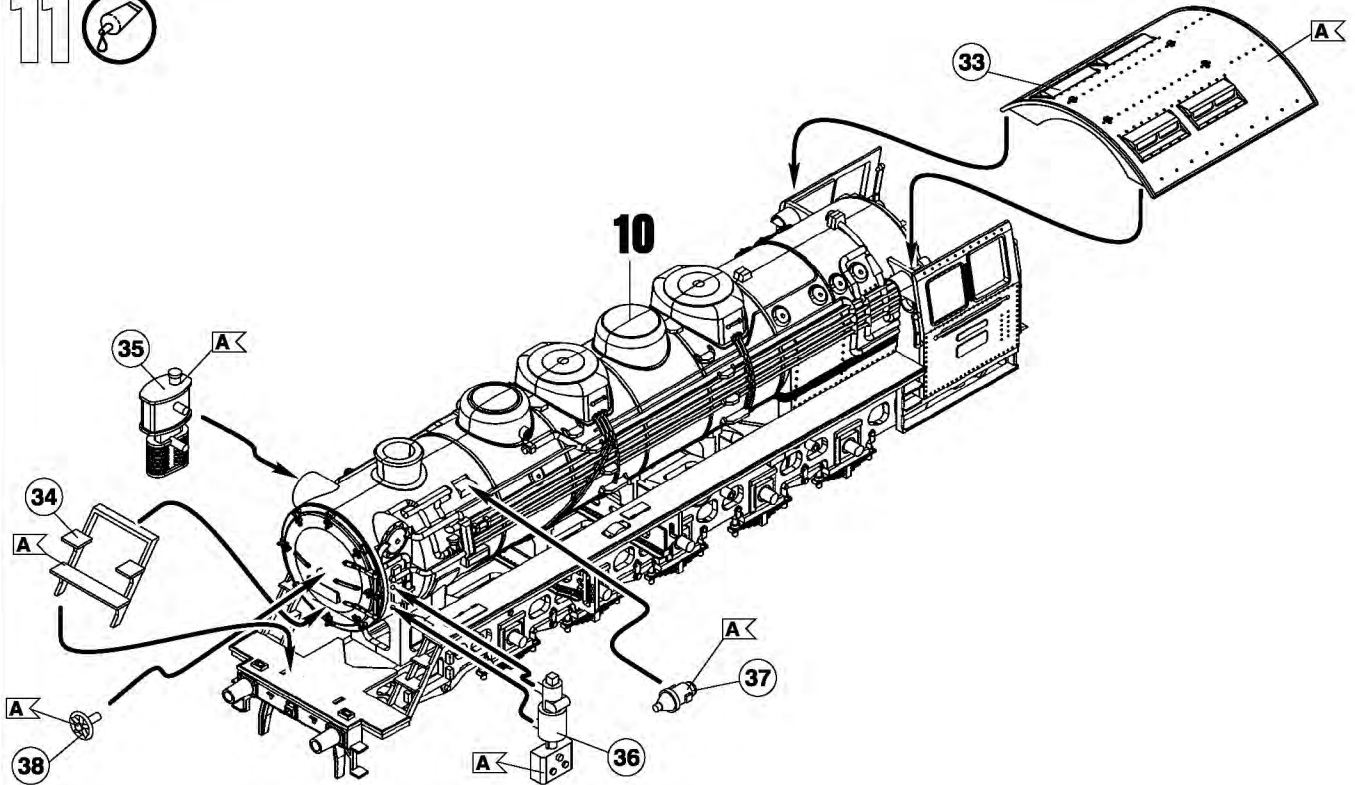
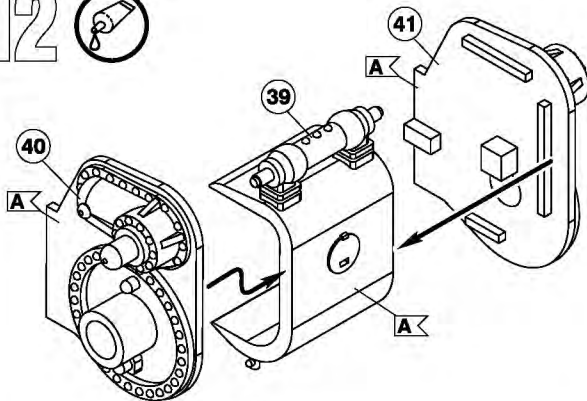
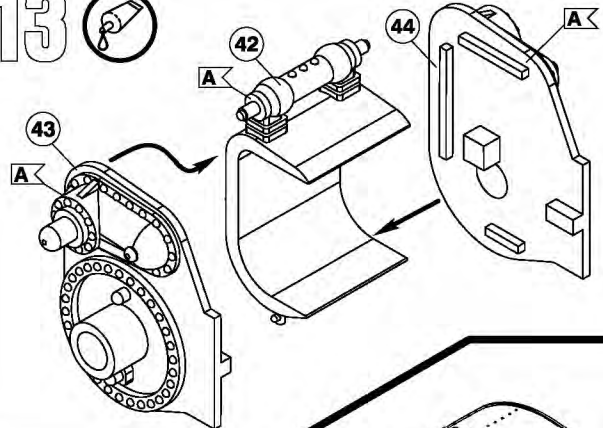
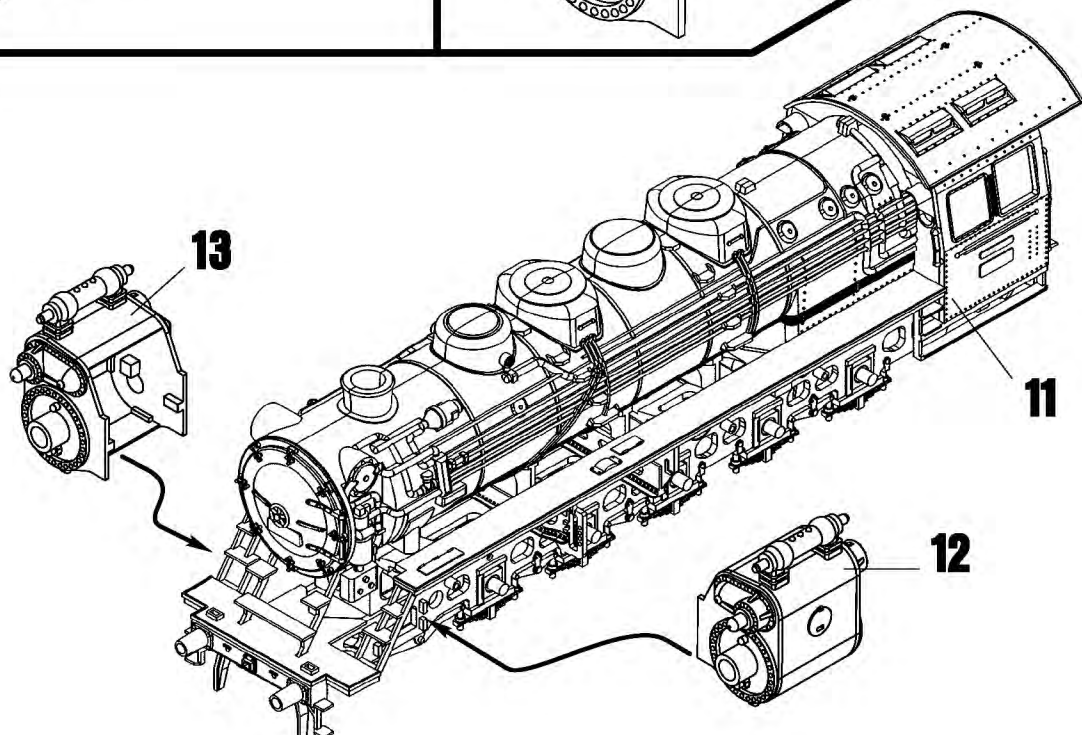


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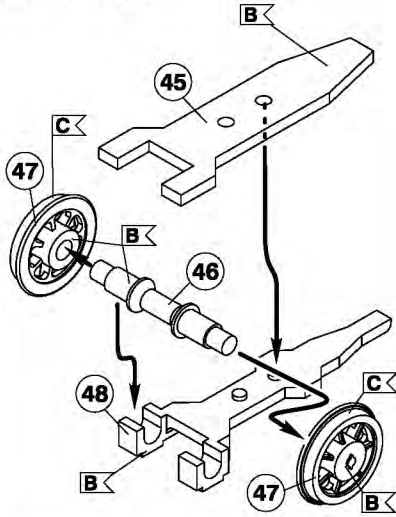
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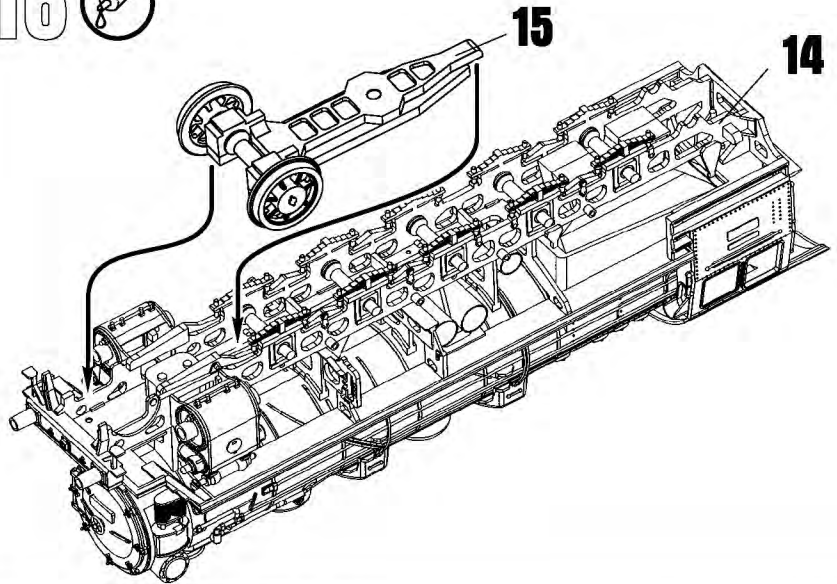
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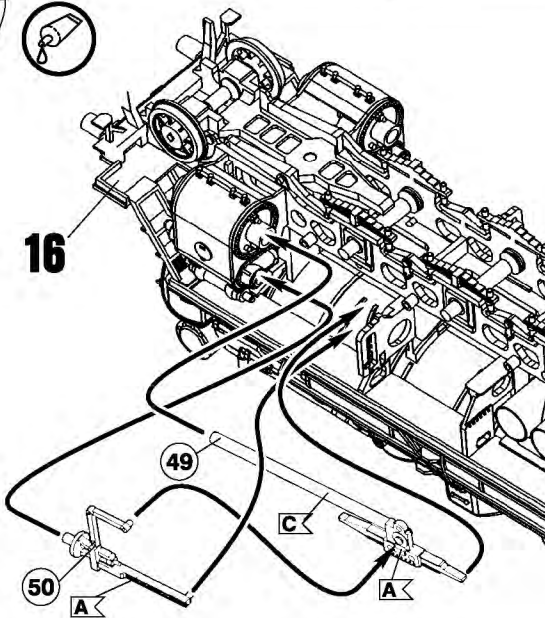
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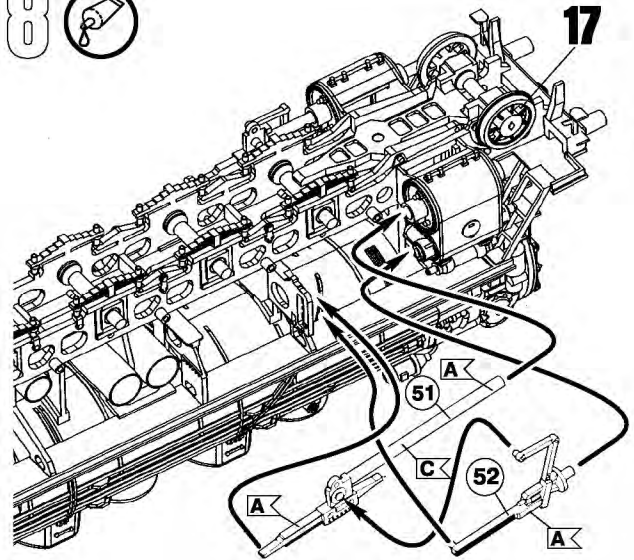
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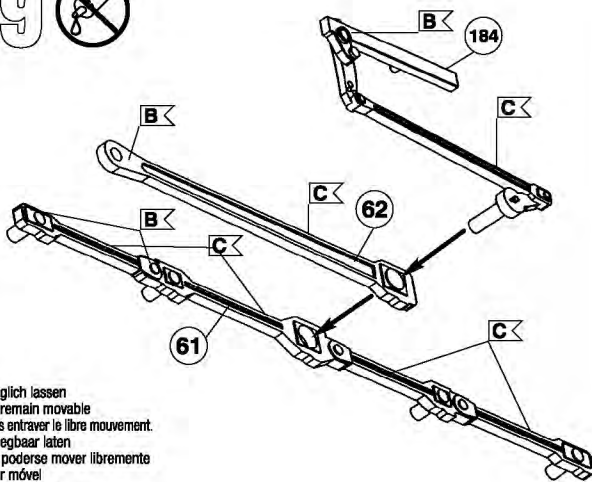
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18

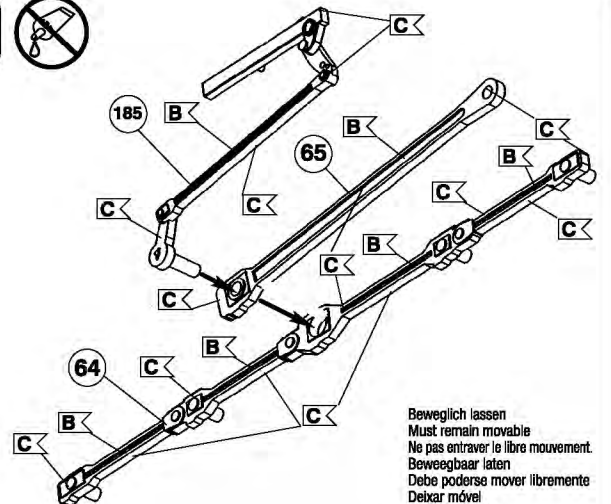


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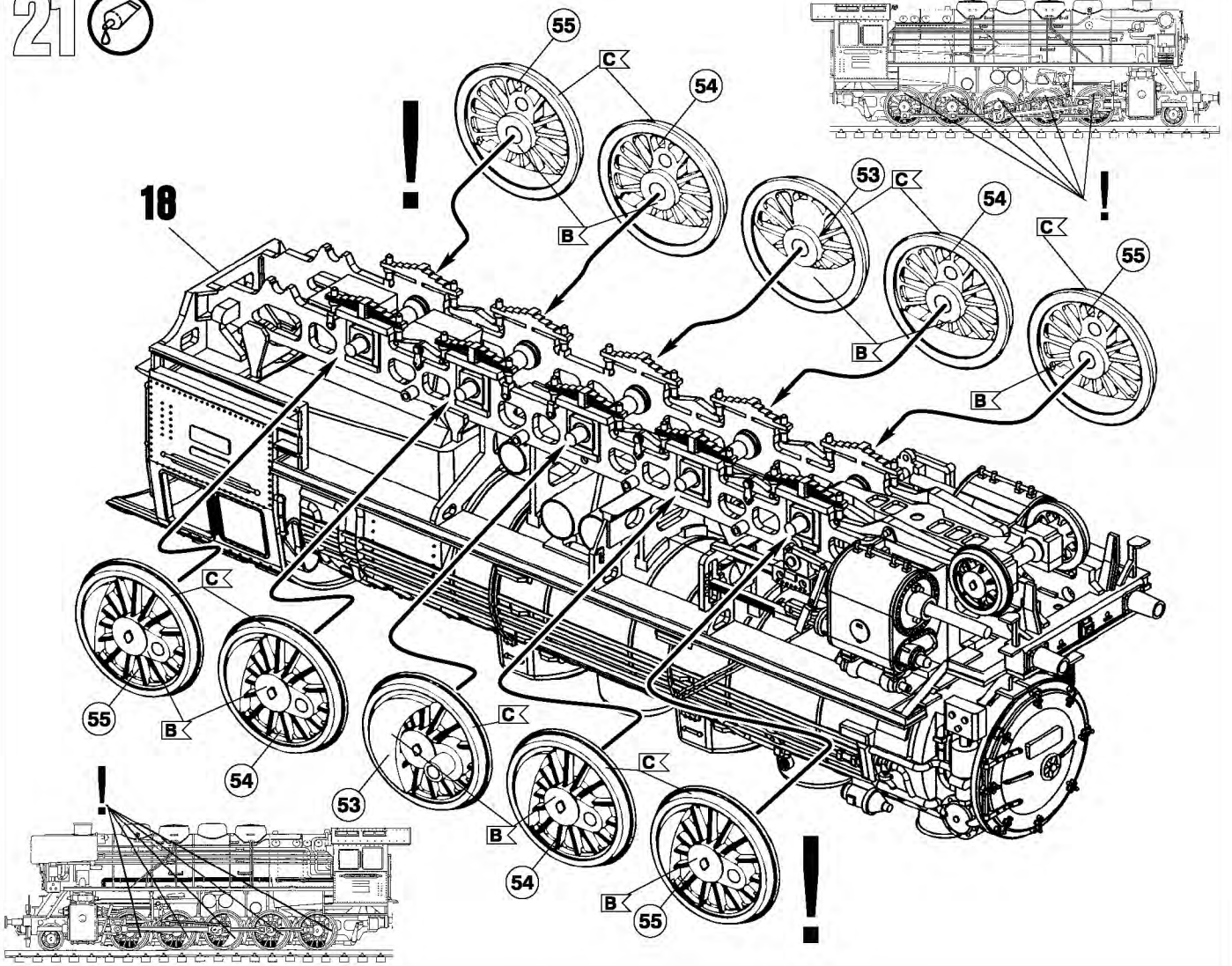
Beweglich lassen  
Must remain movable  
Ne pas entraver le libre mouvement.  
Beweegbaar laten  
Debe poderse mover libremente  
Delxar móvel  
Lasciare mobile  
Kan röras fritt  
Jätta liikkuvaksi  
Lad den være bevægelig  
La det være bevægelig  
Оставить подвижно  
Pozostawić ruchome  
Αφήστε το να κινείται  
Haraketi olarak birakin  
Nechat pohyblivé  
Mozgékonyrak hagyni  
Ostaviti pokretno

20

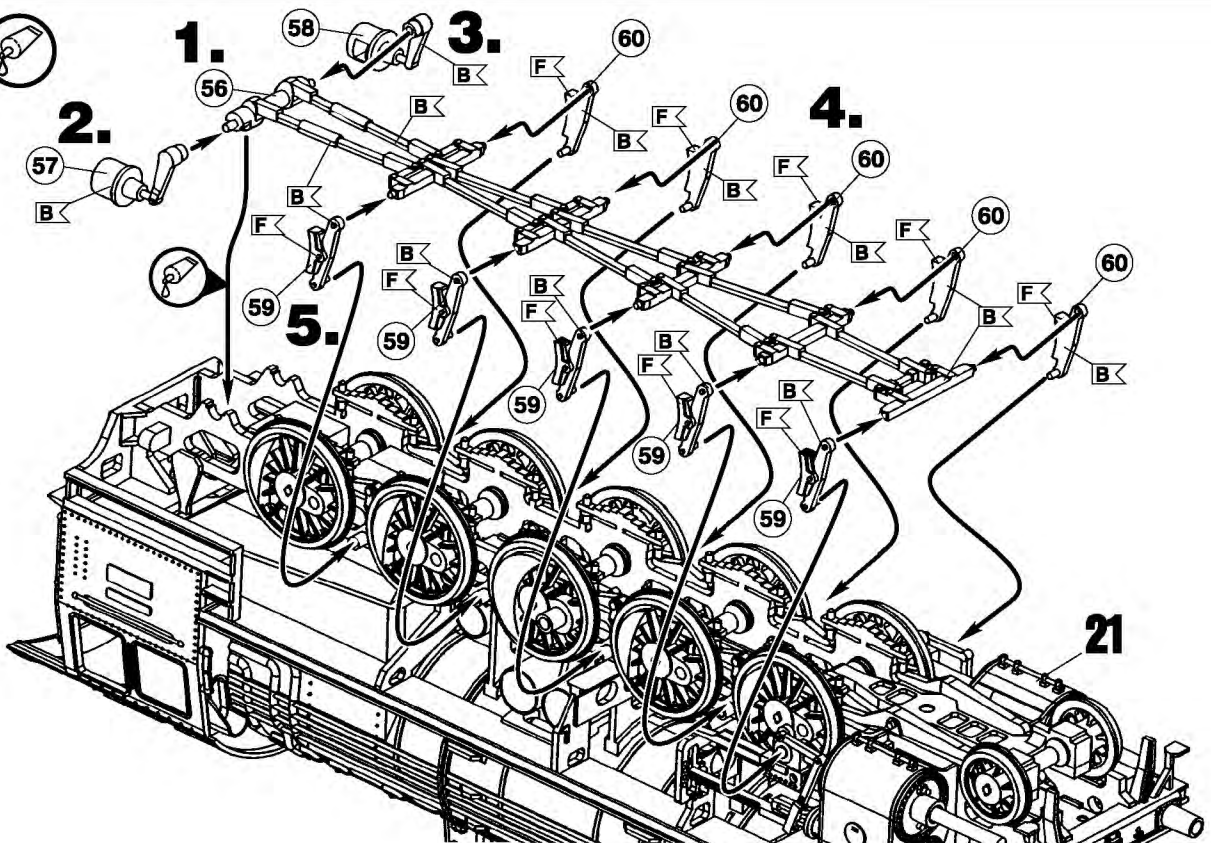


Beweglich lassen  
Must remain movable  
Ne pas entraver le libre mouvement.  
Beweegbaar laten  
Debe poderse mover libremente  
Delxar móvel  
Lasciare mobile  
Kan röras fritt  
Jätta liikkuvaksi  
Lad den være bevægelig  
La det være bevægelig  
Оставить подвижно  
Pozostawić ruchome  
Αφήστε το να κινείται  
Haraketi olarak birakin  
Nechat pohyblivé  
Mozgékonyrak hagyni  
Ostaviti pokretno

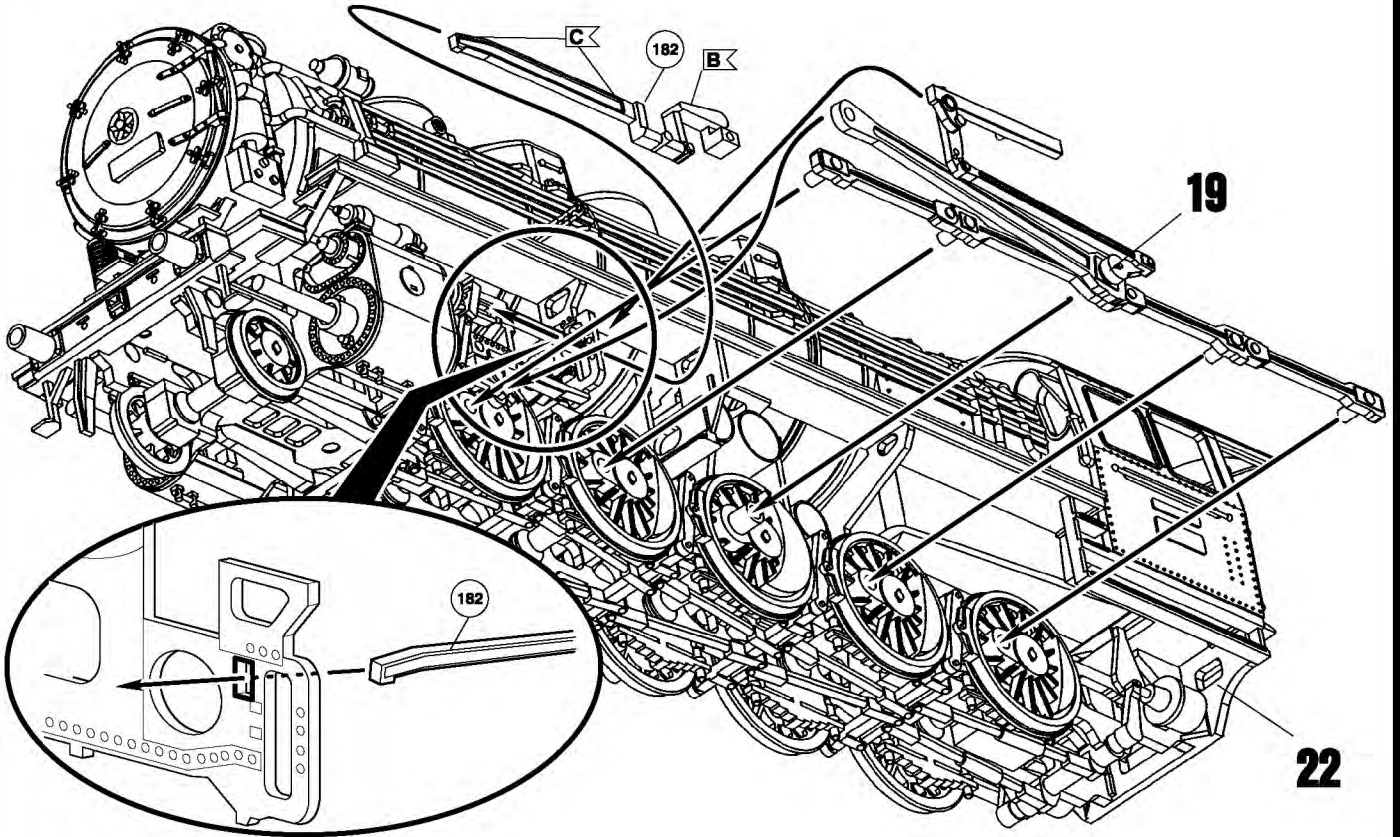
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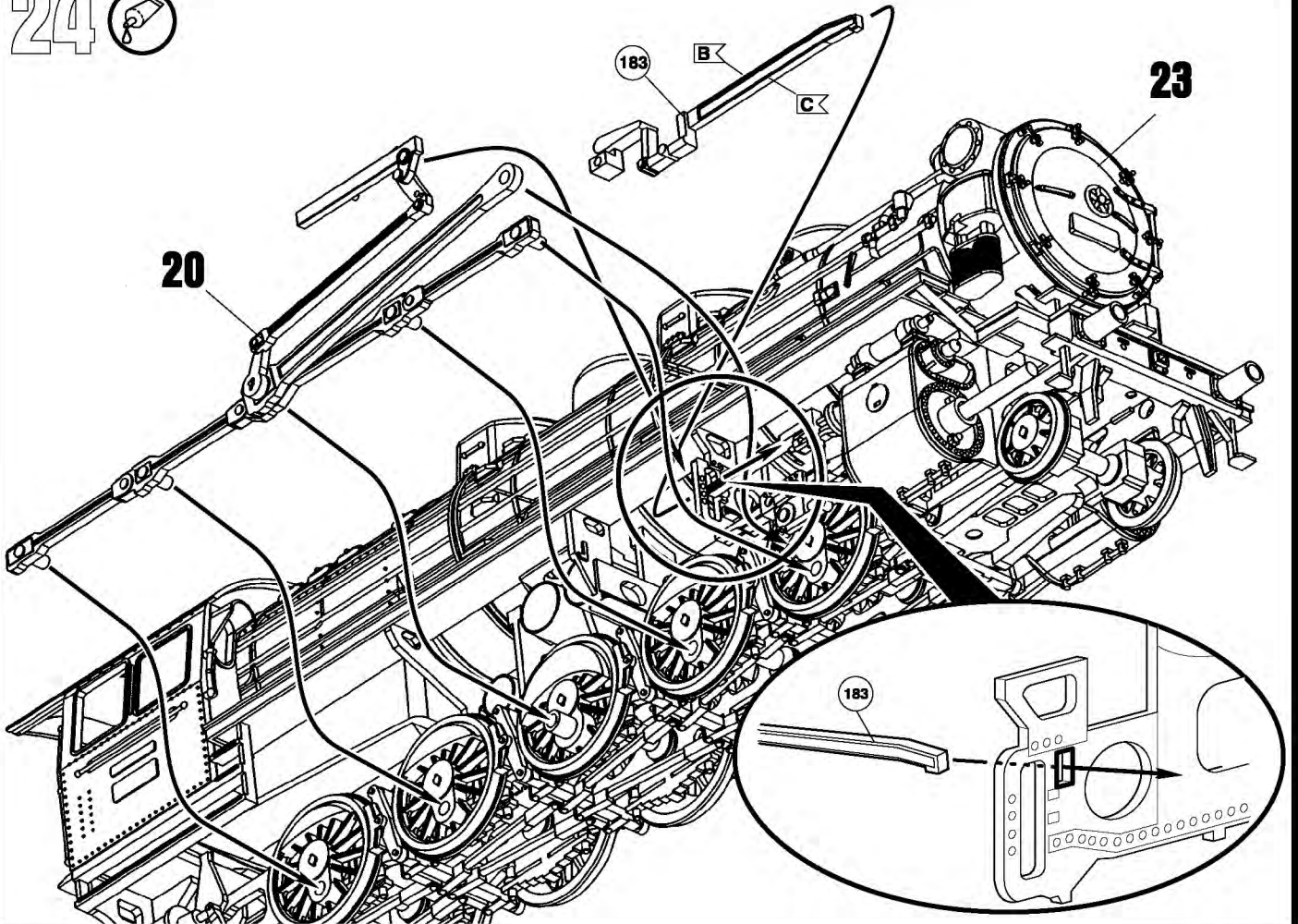
22 



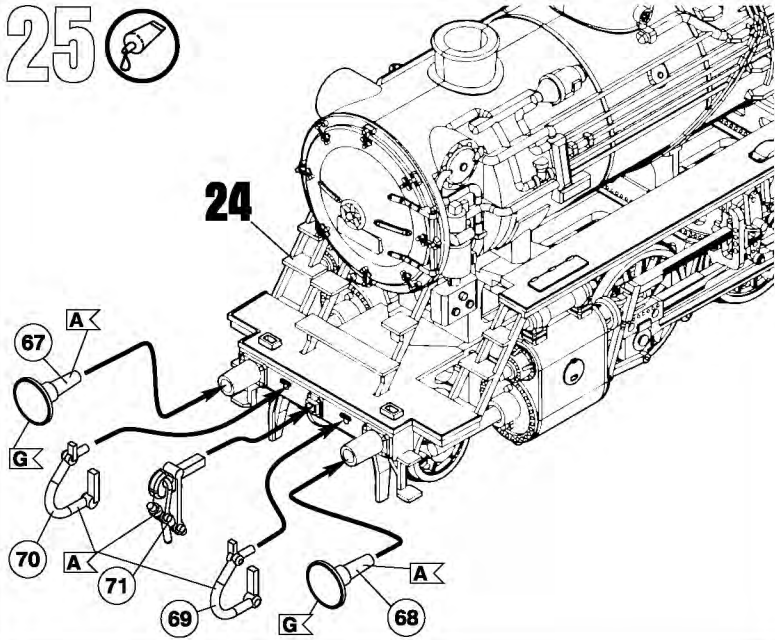
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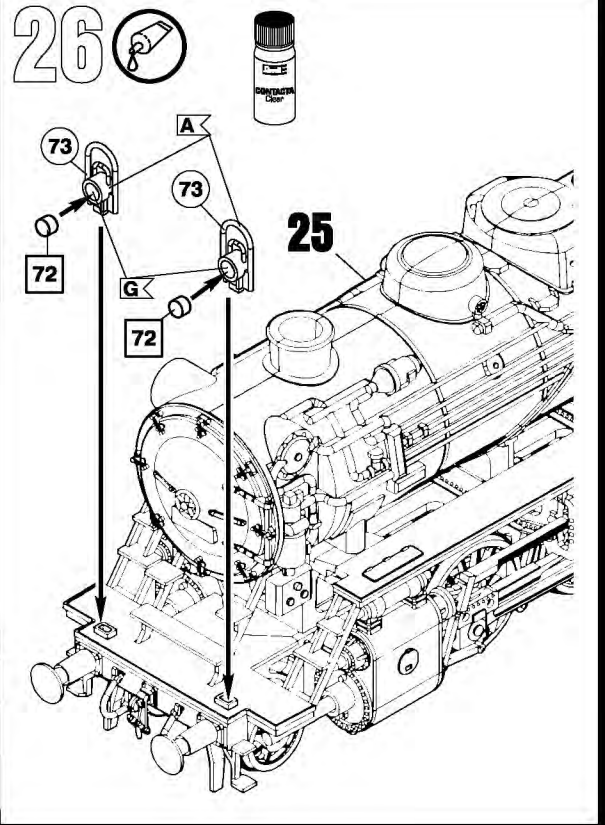
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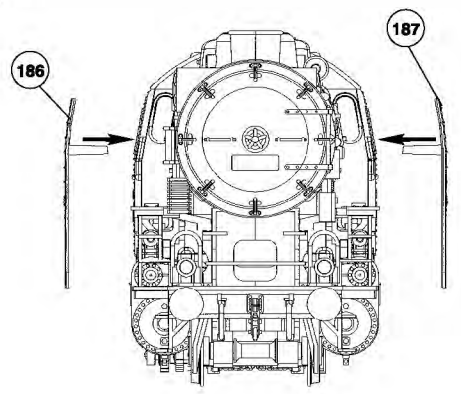
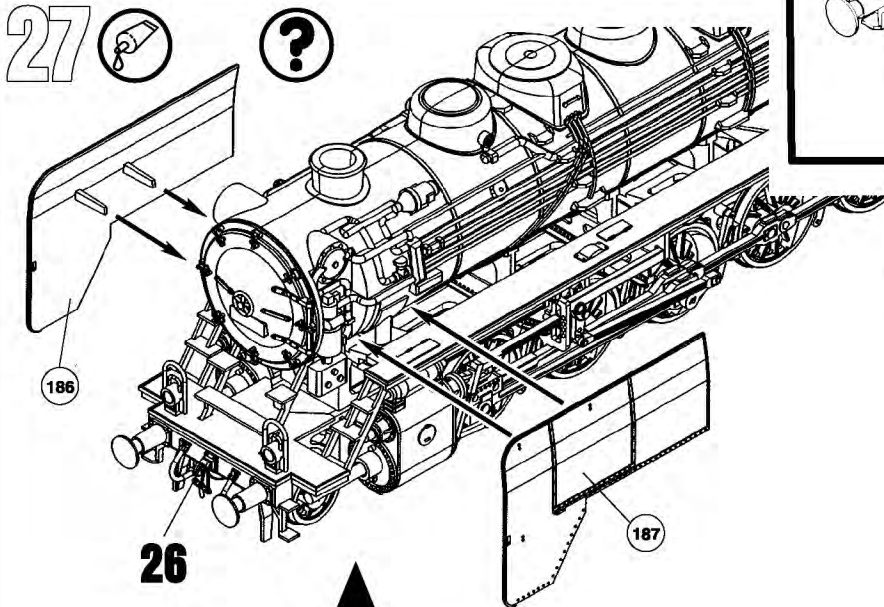
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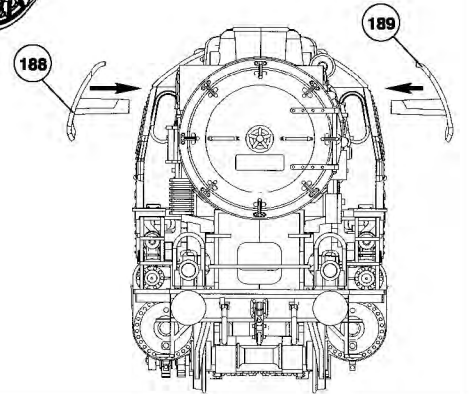
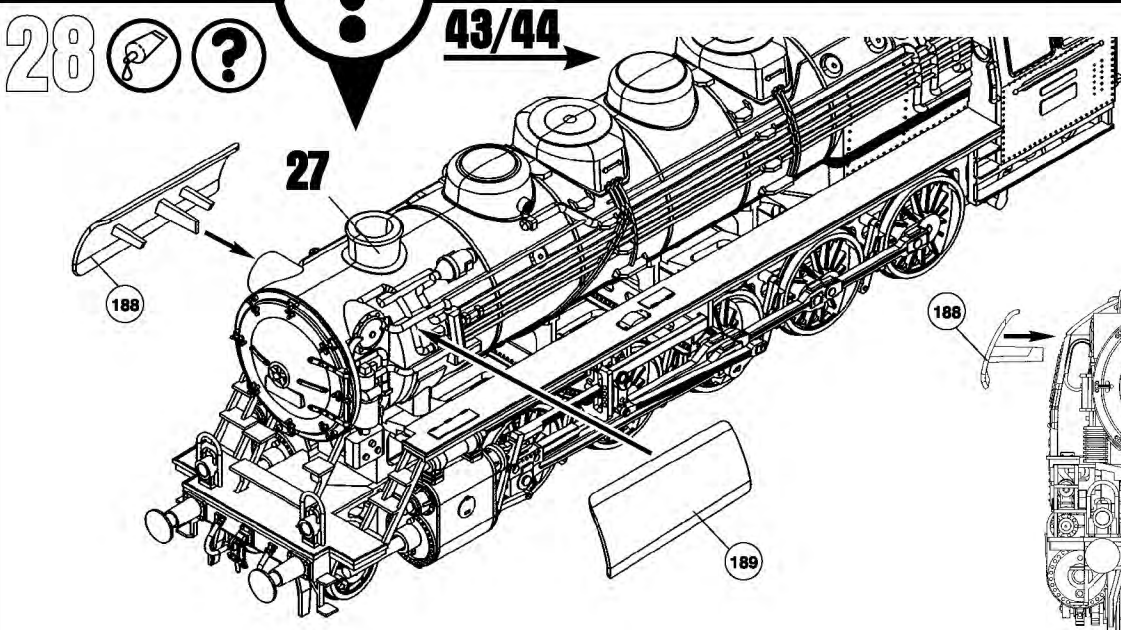
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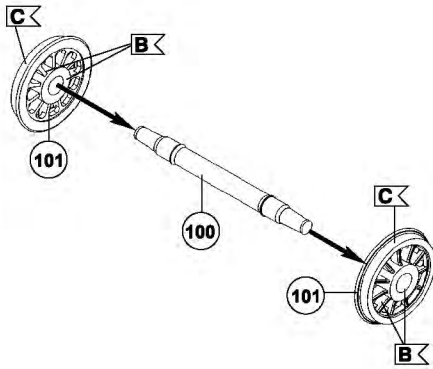
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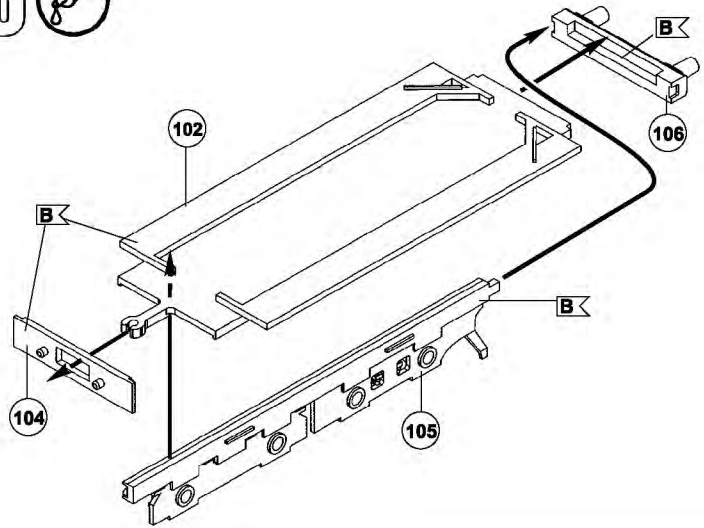
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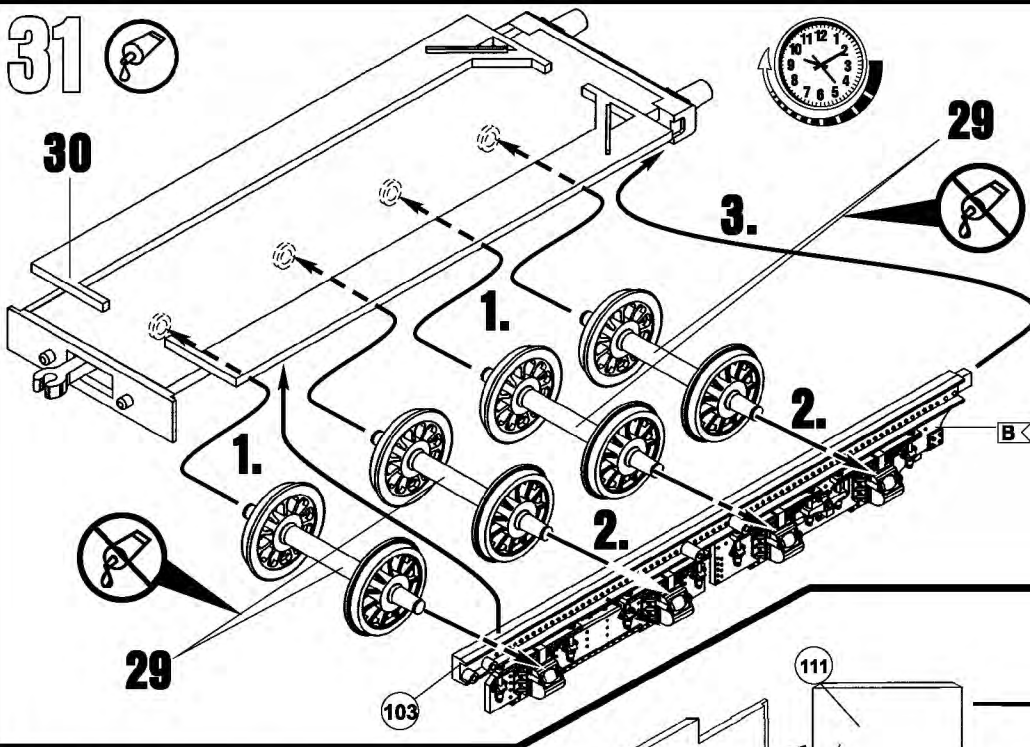
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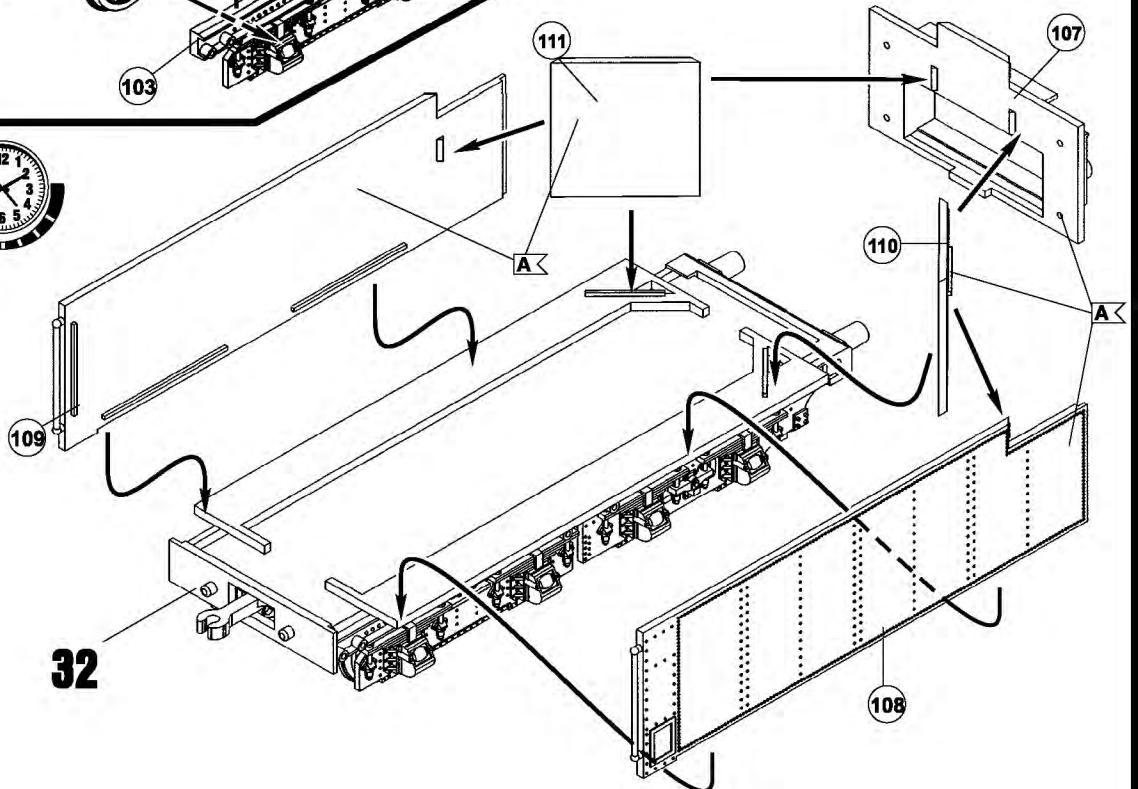
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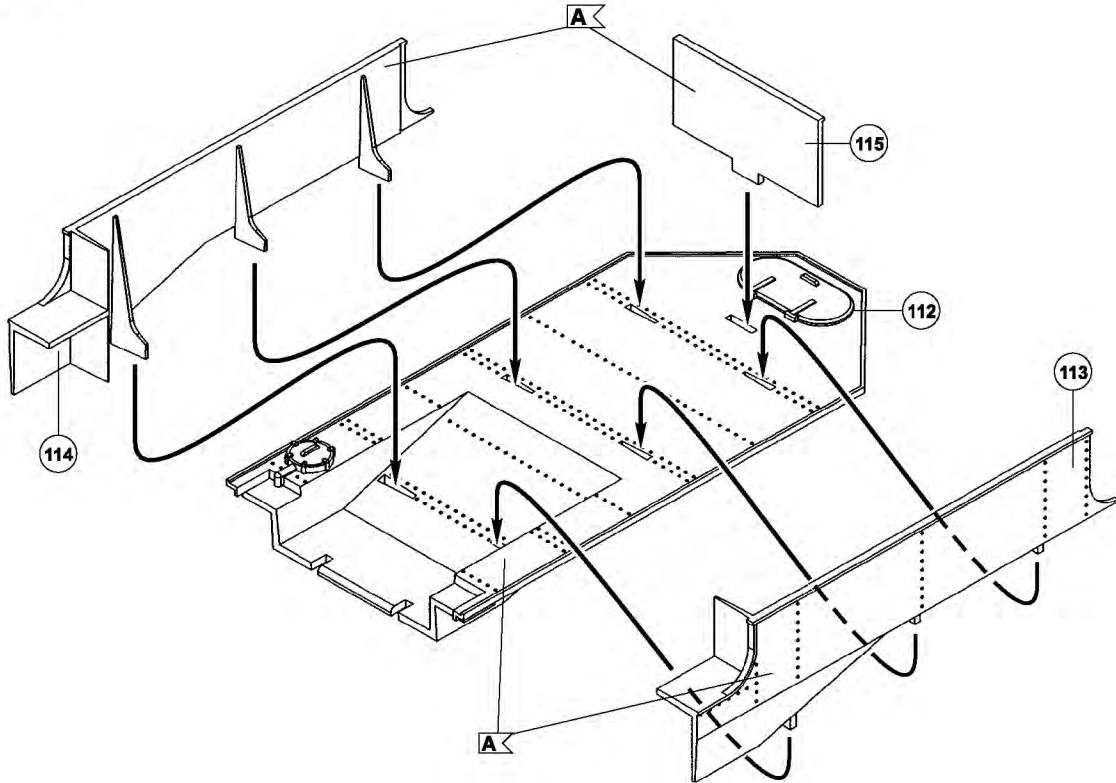
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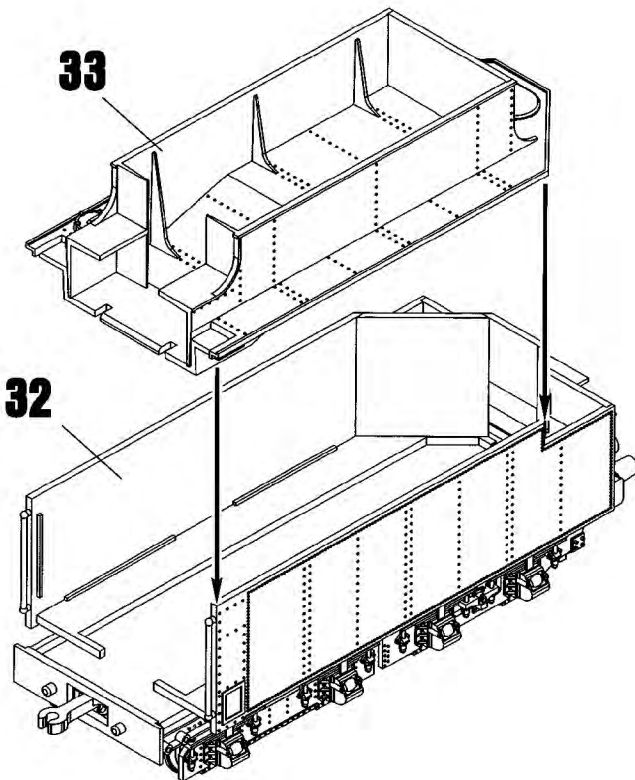
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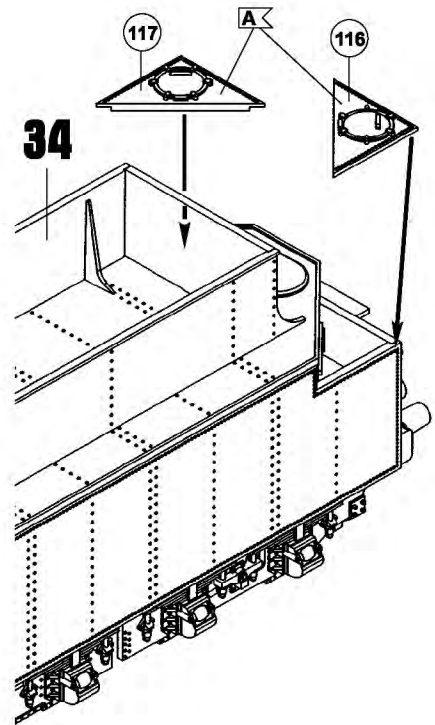
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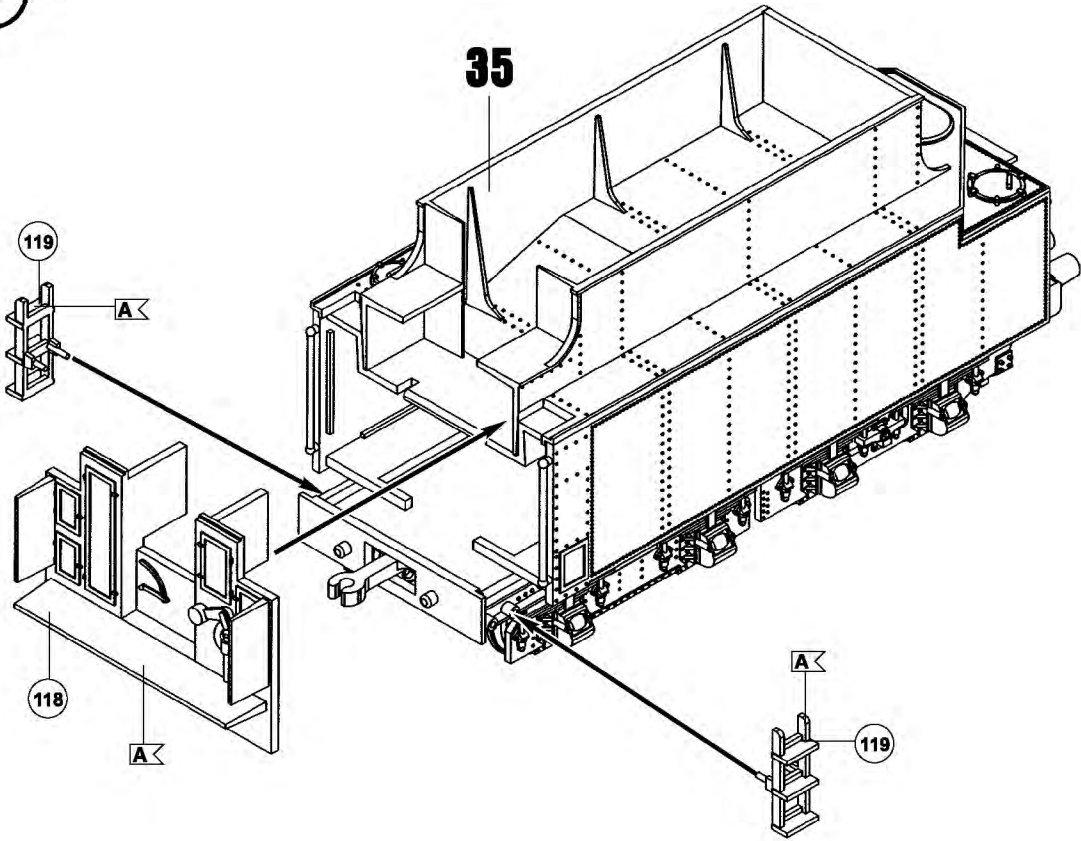
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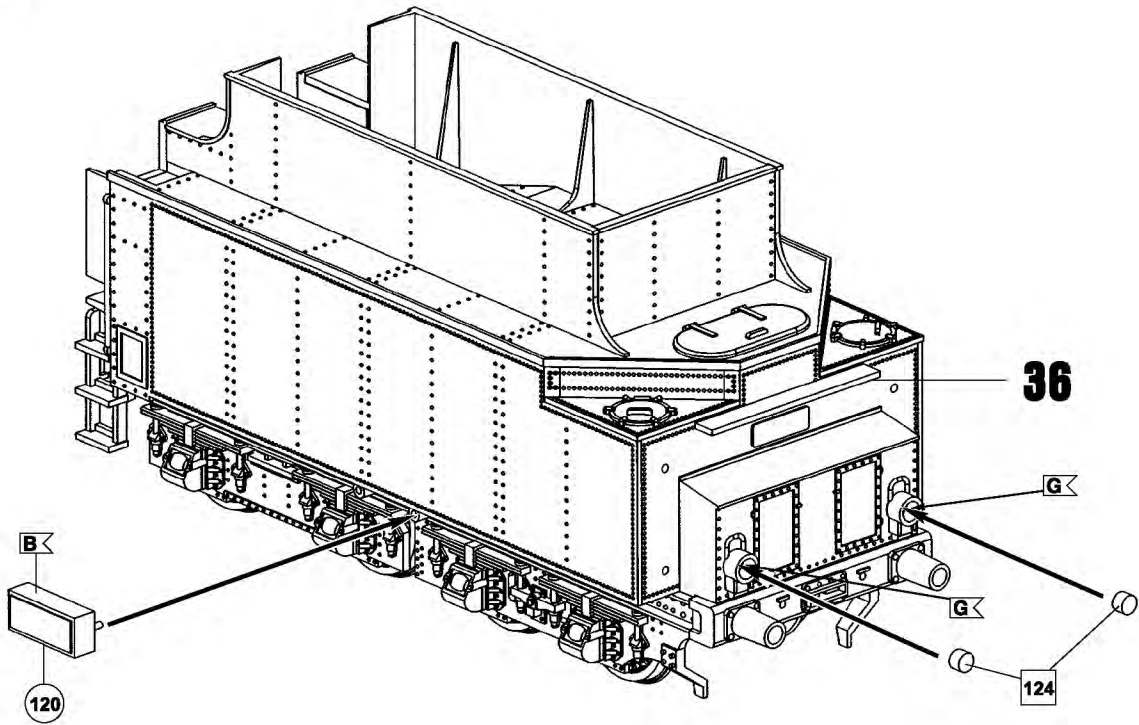
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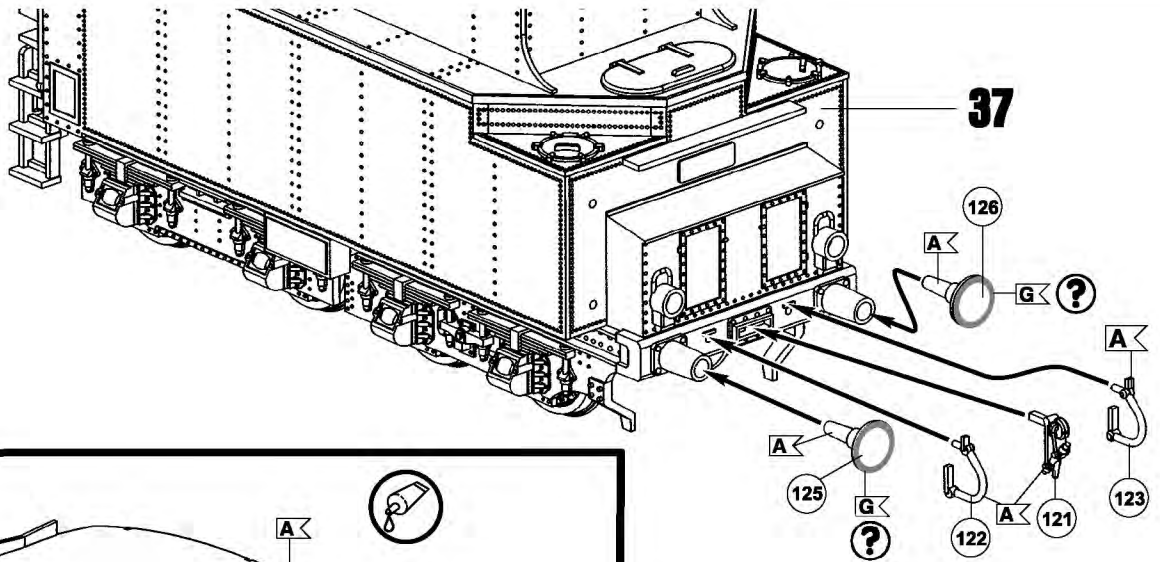
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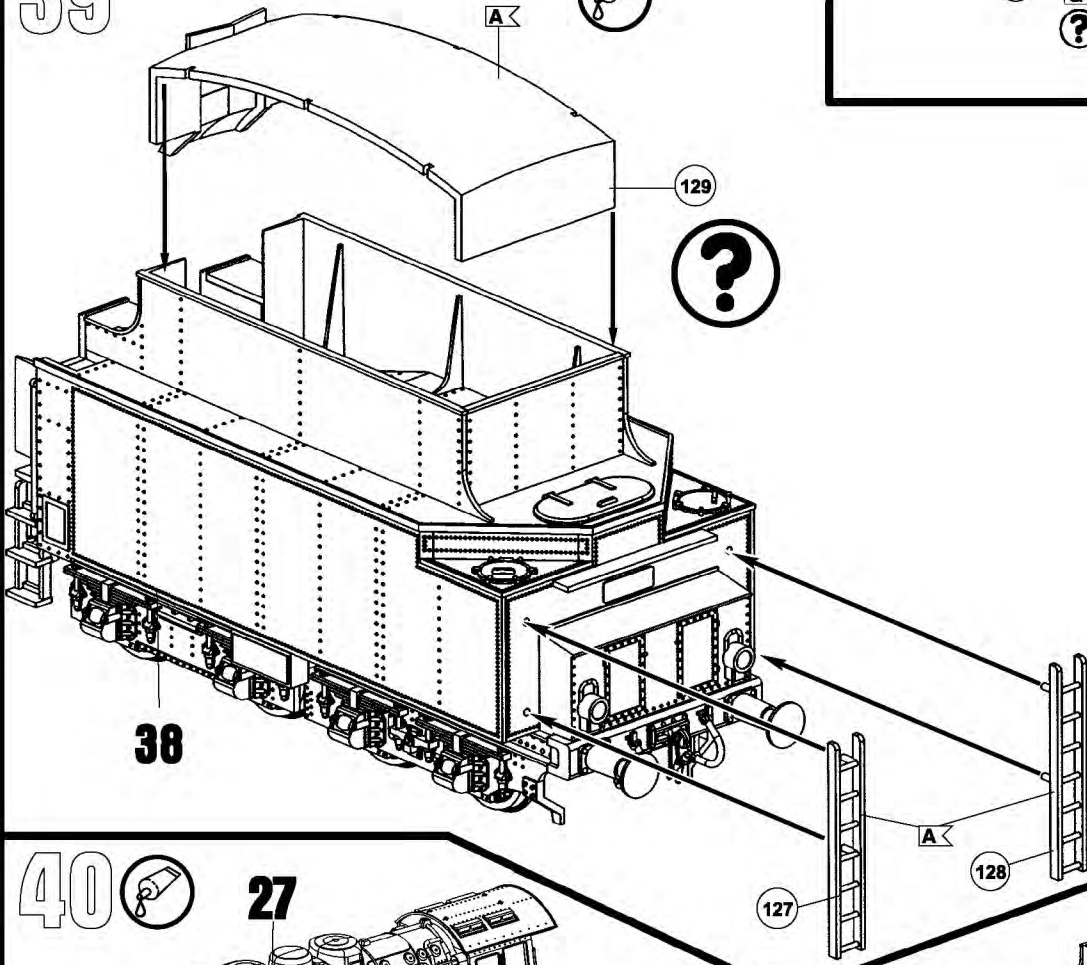
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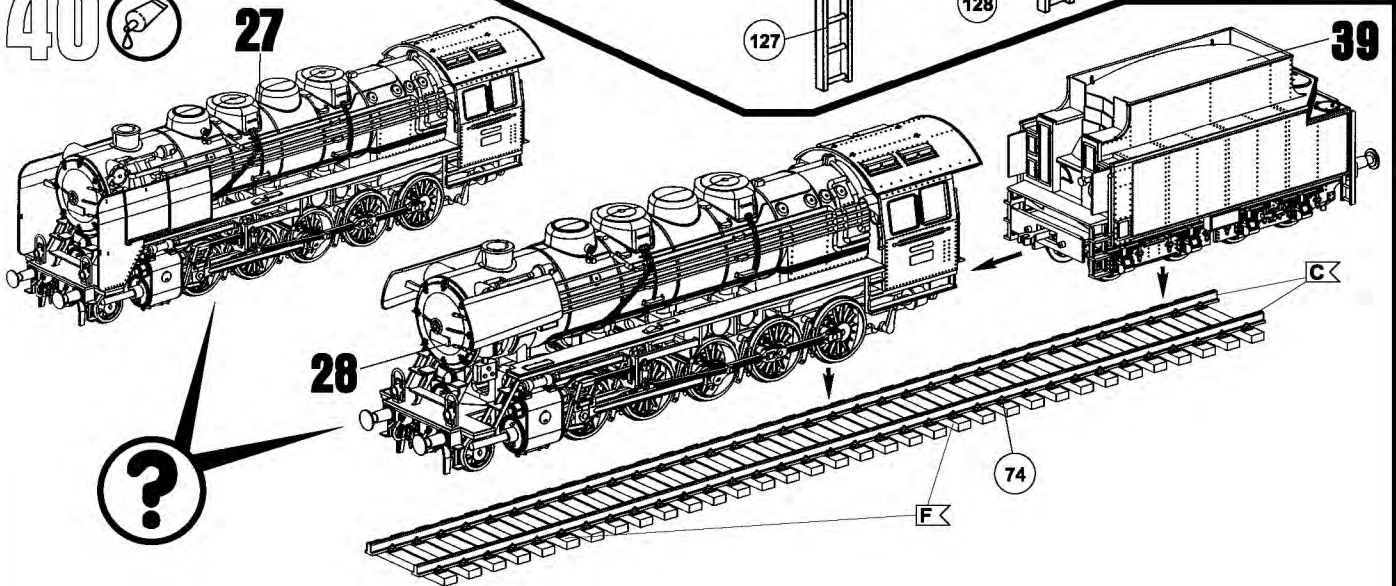
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39 

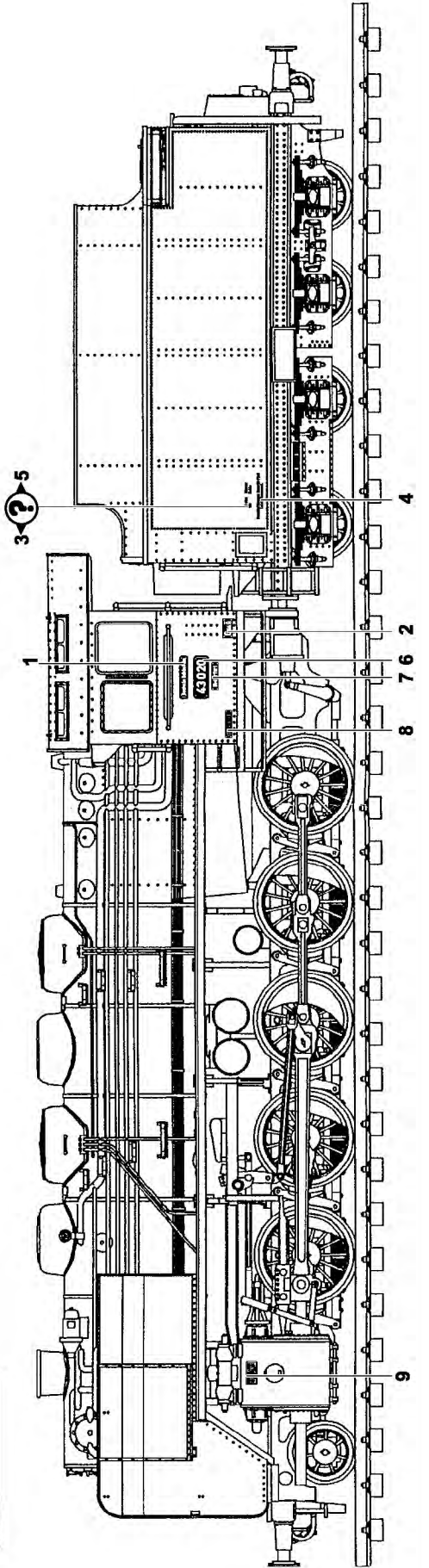
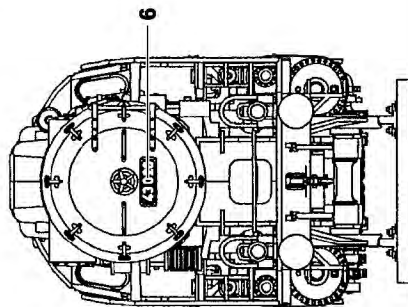
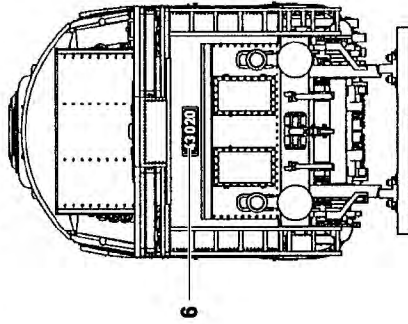
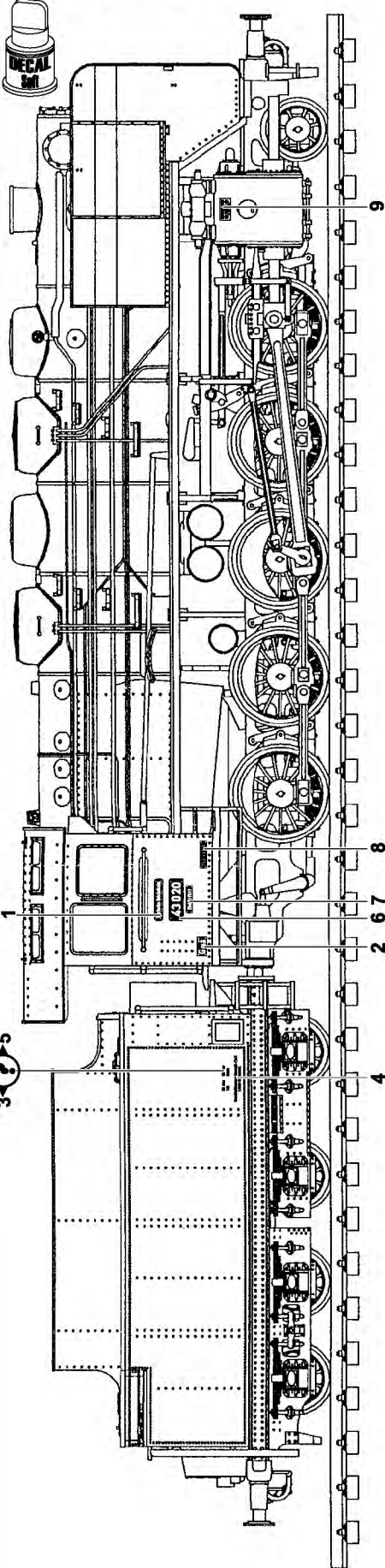


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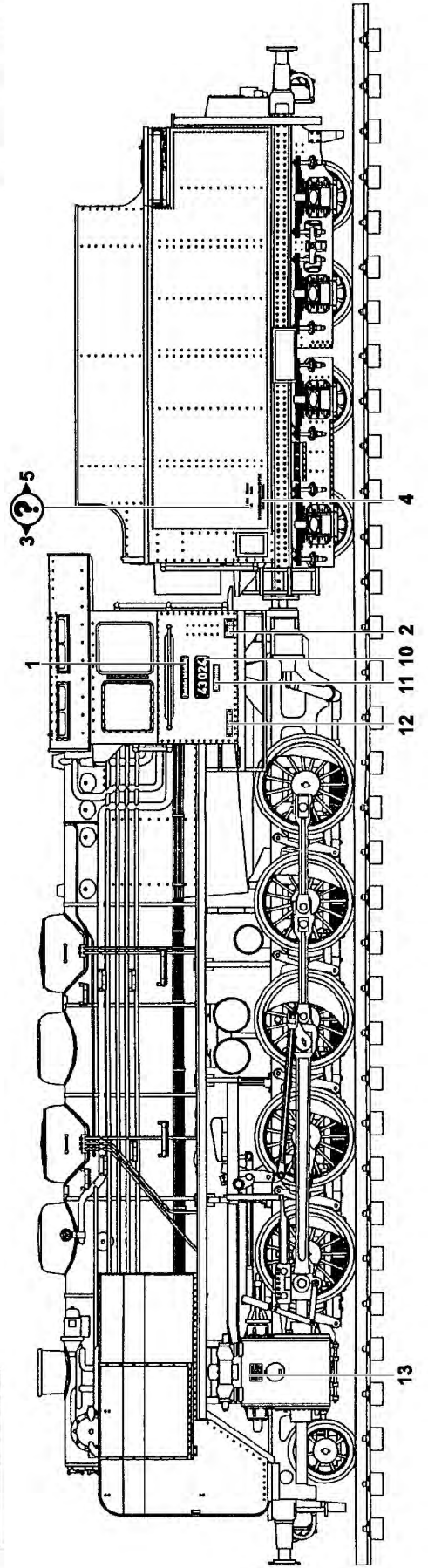
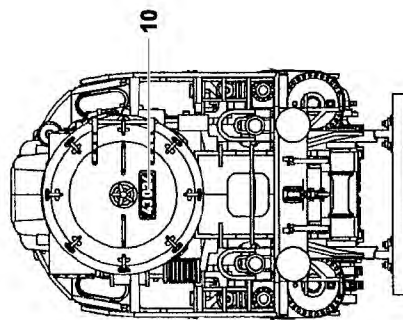
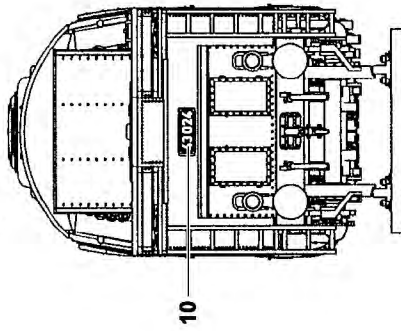
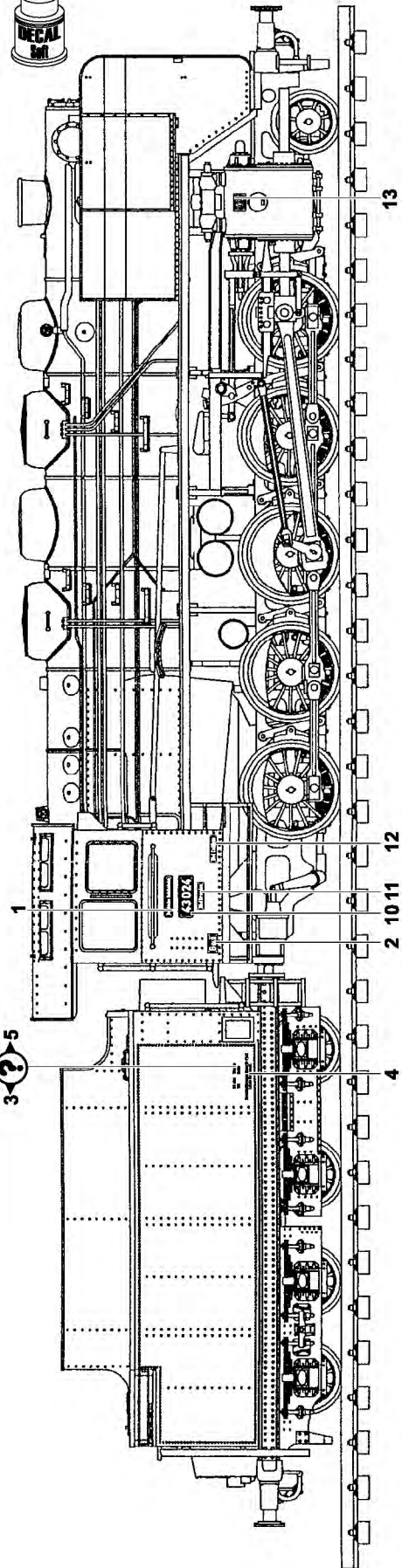




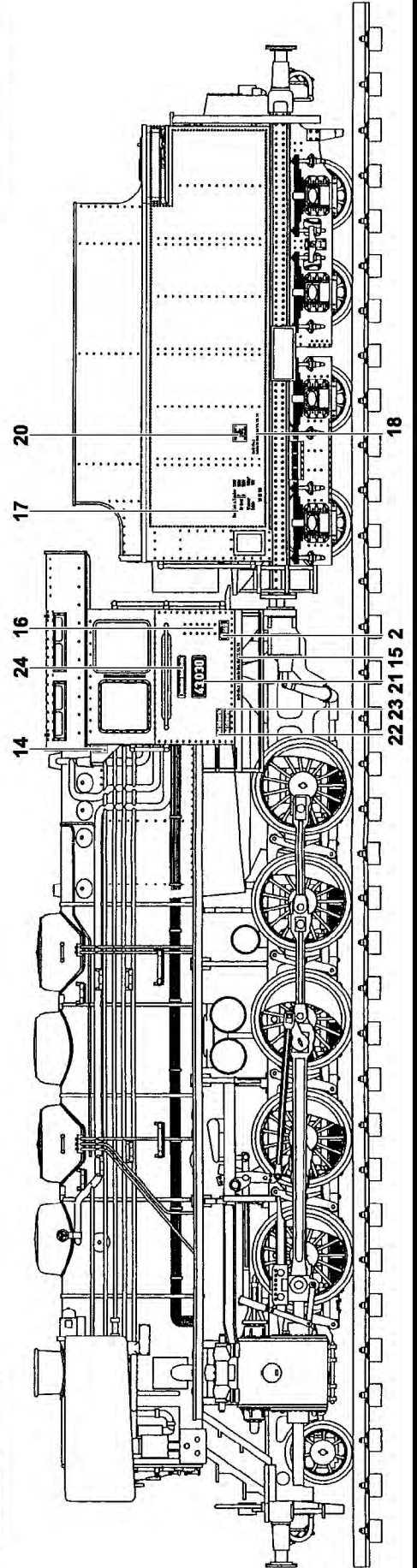
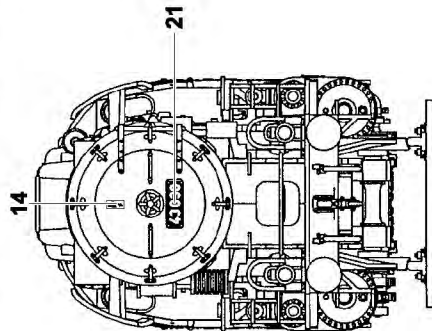
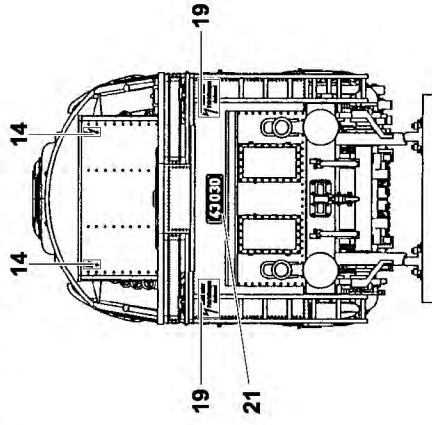
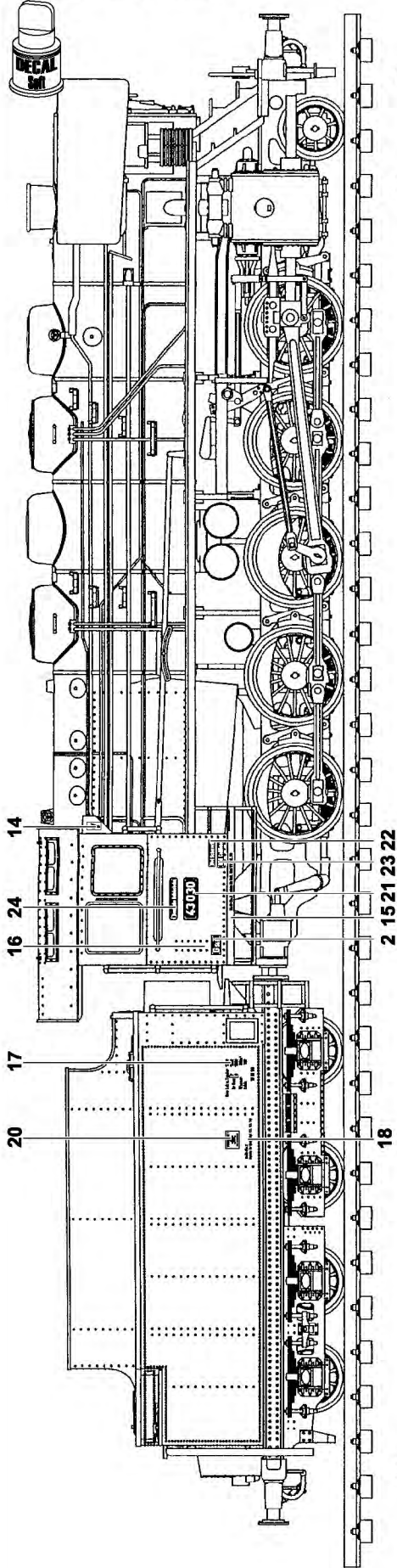
41



# 42



43



44

