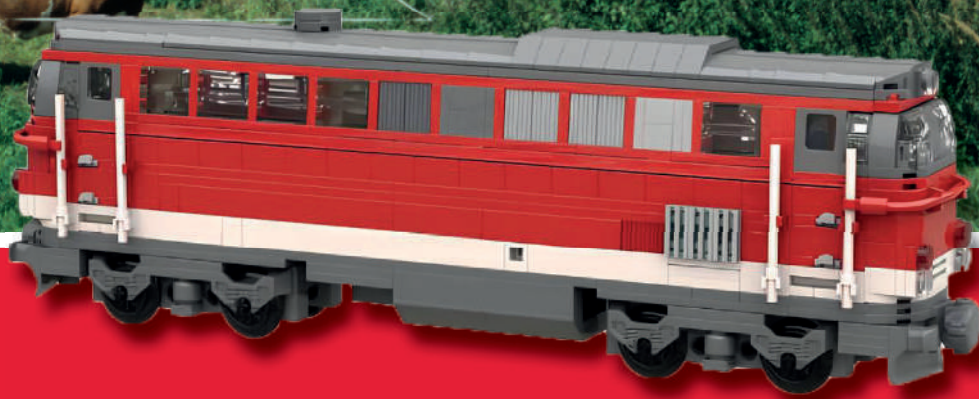




GAILTALBAHN



© Helmut Stattmann



18+ | 750 Teile | Gailtalbahn BR 2043

Die Reihe 2043 der ÖBB



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	2043.01-04	2043.05-34	2043.35-77
Anzahl	4	30	43
Hersteller	Jenbacher Werke		
Baujahr	1964-65	1966-70	1970-77
Ausmusterung	2022		
Bauart	B'B'		
Dienstmasse	68,0 t	67,0 t	68,0 t
Länge über Puffer	14.760 mm	15.760 mm	
Drehzapfenabstand	7.000 mm	8.000 mm	
Achsstand im Drehgestell	2.500 mm		
Höchstgeschwindigkeit	100 km/h	110 km/h	
Motor	12 Zylinder-Diesel 1000/min		
Leistung in kW	1104		
Krafübertragung	hydraulisch		
Treibraddurchmesser	950 mm		
Spurweite	Normalspur		

Die Reihe 2043 der ÖBB

Für die Ablöse der Dampflokreihen 52, 77 und 93 benötigten die ÖBB eine leistungsstarke Diesellokomotive, die zugleich leicht genug war, um einen Einsatz auch auf dem schwachen Oberbau des Gleiskörpers von Nebenbahnen zu ermöglichen.

In dem im Juli 1963 veröffentlichten Lastenheft für die neue Diesellok entschied sich die ÖBB Generaldirektion gegen den bewährten dieselektrischen Antrieb der Vorgängerbaureihen 2045 und 2050 und forderte einen dieselhydraulischen Antrieb. Weiters waren 1100 kW Motorleistung zu erreichen, 16,8 Tonnen Achslast jedoch nicht zu überschreiten. Zwei Endführerstände und ein eigenes dieselektrisches Zugheizaggregat wurden gefordert. Die zu erreichende Höchstgeschwindigkeit war mit 100 km/h festgelegt. Man ging von einem Fahrzeugbedarf von etwa 150 Stück aus, zu beschaffen über einen Lieferzeitraum von etwa 10 Jahren. Aus arbeitspolitischen Gründen stand von vornherein fest, dass der Auftrag an die Firmen Jenbacher Werke und Simmering Graz Pauker (SGP) erteilt werden würde. Die Jenbacher Werke wurden mit der Fertigung der Reihe 2043 beauftragt, während die von SGP hergestellten Lokomotiven die Reihenbezeichnung 2143 erhielten.

Obwohl einige Komponenten baugleich waren, unterschieden sich die beiden Loktypen sowohl optisch als auch technisch erheblich. Die Jenbacher Werke fertigten zunächst die vier Vorserien-Lokomotiven 2043.01 – 04. Diese waren aus Gewichtsgründen einen Meter kürzer als die Reihe 2143 – um auszugleichen, dass ihr Zweitakt-Motor schwerer war als der 4-Takt Zwölfzylinder von SGP. Als sich in der Praxis jedoch herausstellte, dass die Gewichtsobergrenze unterschritten wurde, hat man die Rahmenlänge an die Reihe 2143 angepasst und damit die Zugänglichkeit der Komponenten verbessert.

Die Reihe 2043 ist mit dem Zweitakt-Dieselmotor LM 1500 als Traktionsmotor ausgestattet. Mit einem Hubraum von 135,7 Liter ist er der größtvolumigste Lokomotivmotor der ÖBB, mit 11,8

Tonnen auch einer der schwersten. Bei einer maximalen Drehzahl von 1000 U/min leistet der Motor 1104 kW. Beheizt wurde der Zug mit einem verbauten Zweitakt-Motor der Type JW 400, der, fest verbunden mit einem Einphasen-Drehstrom-generator, die Zugheizsammelschiene versorgte. Dieser Motor ist grundsätzlich baugleich mit dem Fahrdieselmotor der ÖBB Verschieblokomotiven der Reihe 2062. Der dritte Motor in einer 2043 dient der Druckluftversorgung. Hierbei handelt es sich um den zweistufigen Zweizylinder-Dieselmotor JW 442 K in kombinierter Bauweise.

Die ersten vierzehn Lokomotiven erhielten ein Dreiwandlergetriebe, ab der Version 2043.15 kam das günstigere Zweiwandlergetriebe zum Einbau. Eine Neuberechnung der mechanischen Kraftübertragung ergab, dass die Reihe 2043 auch für eine Höchstgeschwindigkeit von 110 km/h geeignet ist, welche nach behördlichen Zulassungsfahrten als neue Höchstgeschwindigkeit festgelegt wurde.

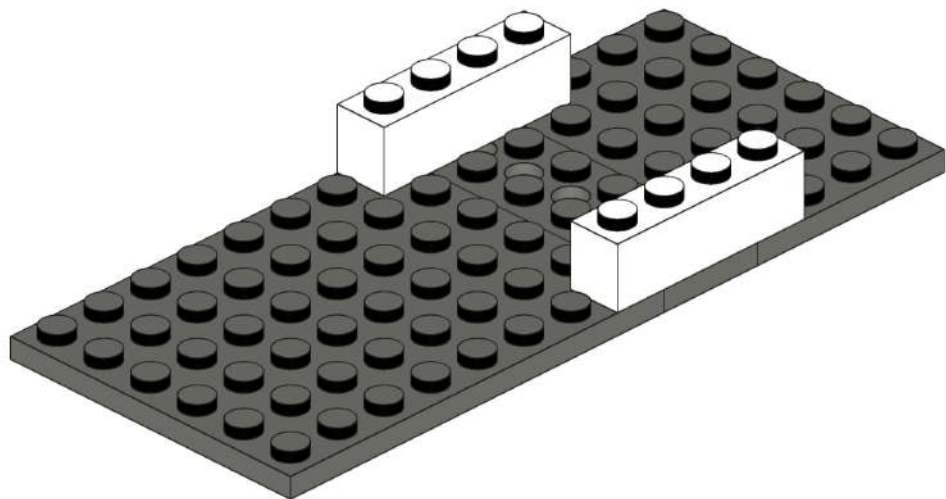
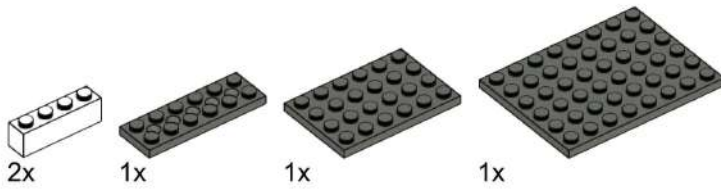
Im Gegensatz zu Schwesterlokomotiven der Reihe 2143 kamen die Reihe 2043 in ganz Österreich zum Einsatz, hauptsächlich jedoch in Kärnten, Steiermark und Oberösterreich. Diese Lokomotiven wurden vor so gut wie allen Zuggattungen eingesetzt – vom hochwertigen Schnellzug bis zum Arbeitszug reichte das Spektrum. Herausragende Planeinsätze ins Ausland waren u. a. ab Sommer 1971 am Schnellzug „Venezia“ zwischen Tarvis und Venedig, zwischen 1970 und 2006 im Korridorverkehr zwischen Innsbruck und Linz sowie der im Güterverkehr zwischen Innsbruck und dem Außerfern über das deutsche Garmisch-Partenkirchen.

Mit der Lieferung der Reihe 2016 ab dem Jahr 2002 wurde die Reihe 2043 sukzessive entbehrlich. Der letzte Einsatz der Reihe 2043 bei den ÖBB erfolgte schlussendlich am 30. Jänner 2020 mit der Fahrt der 2043.005 und den geschleppten Schwesterlokomotiven 2043.062 und 2043.010 von Linz zur Abstellung nach Wels.

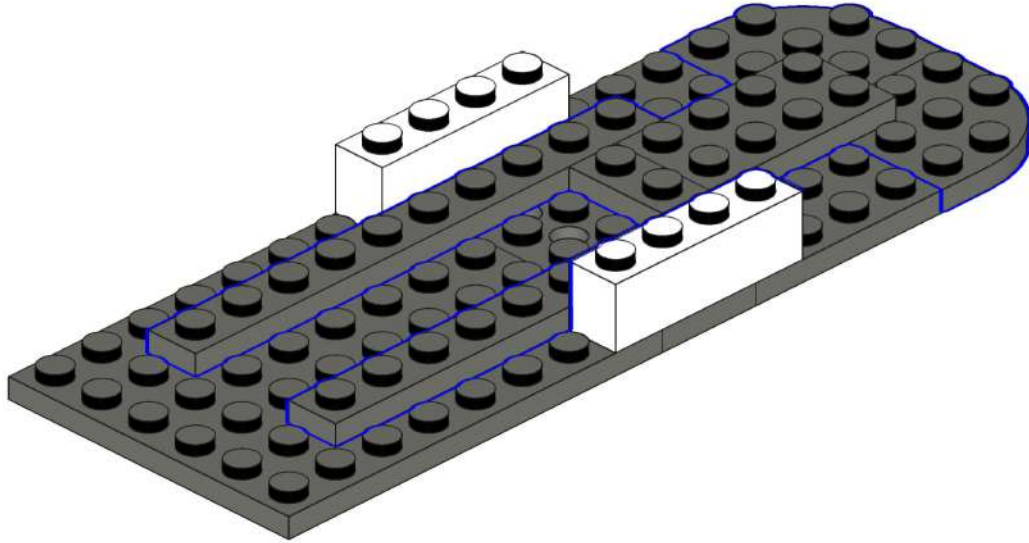
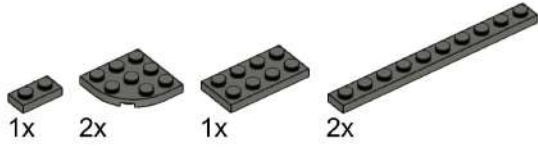
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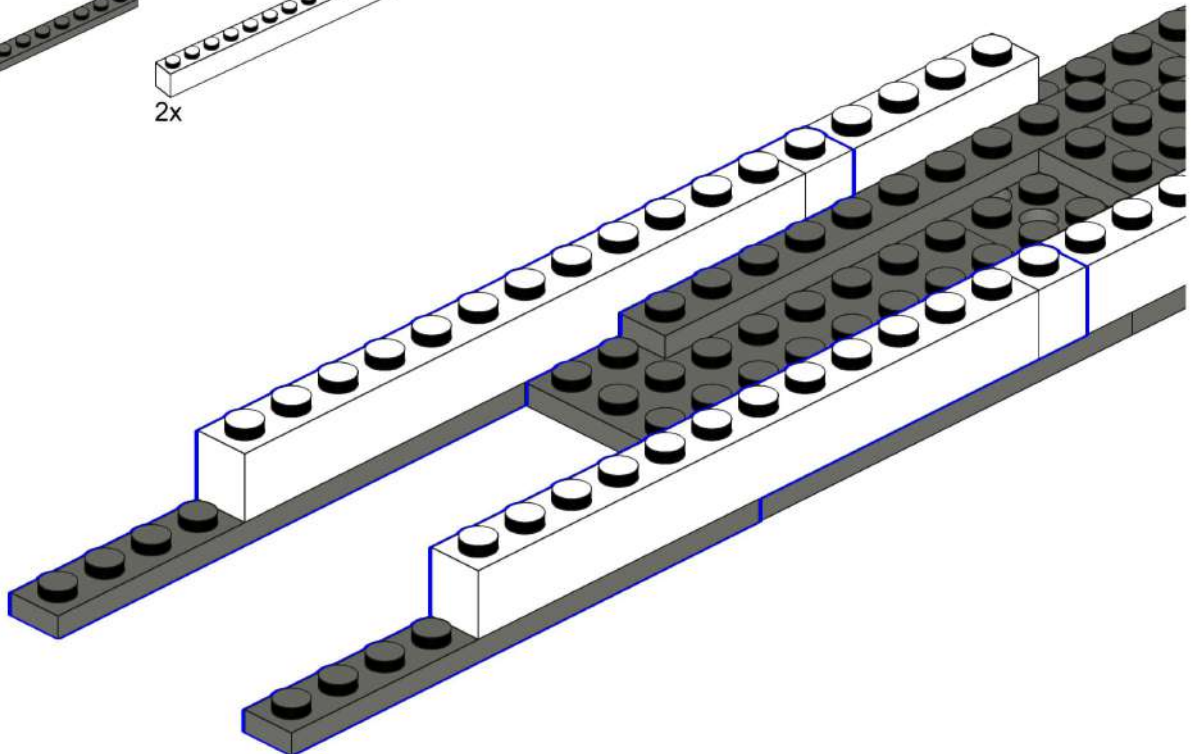
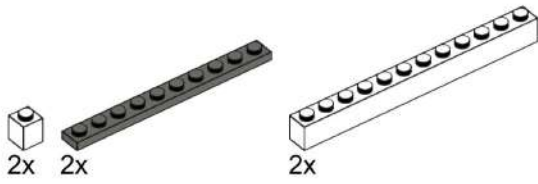
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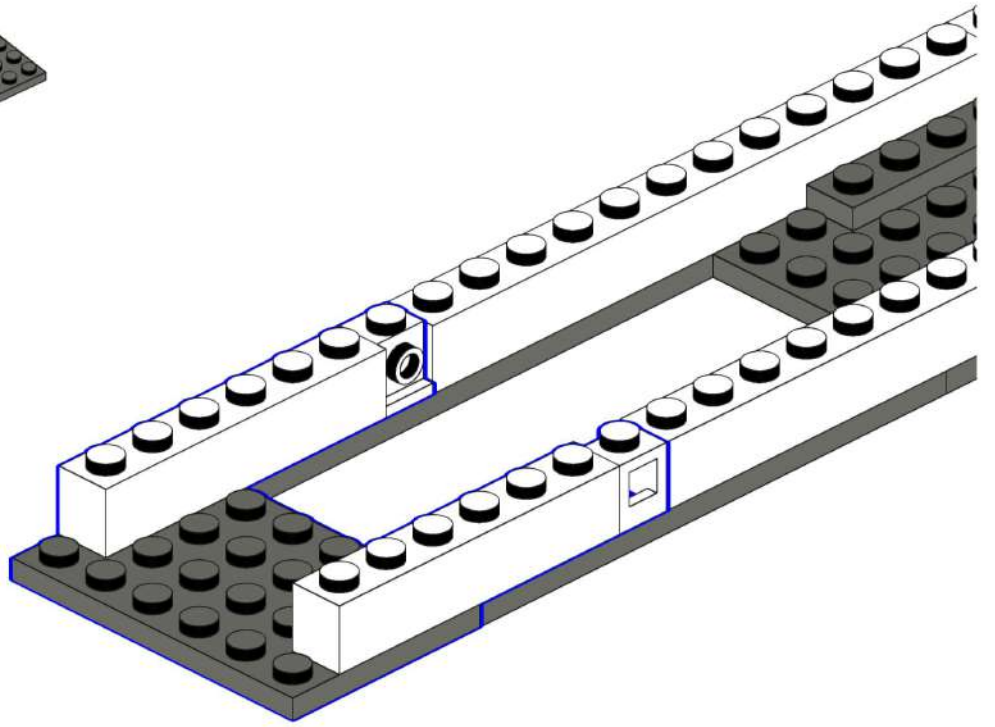
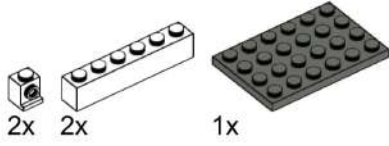
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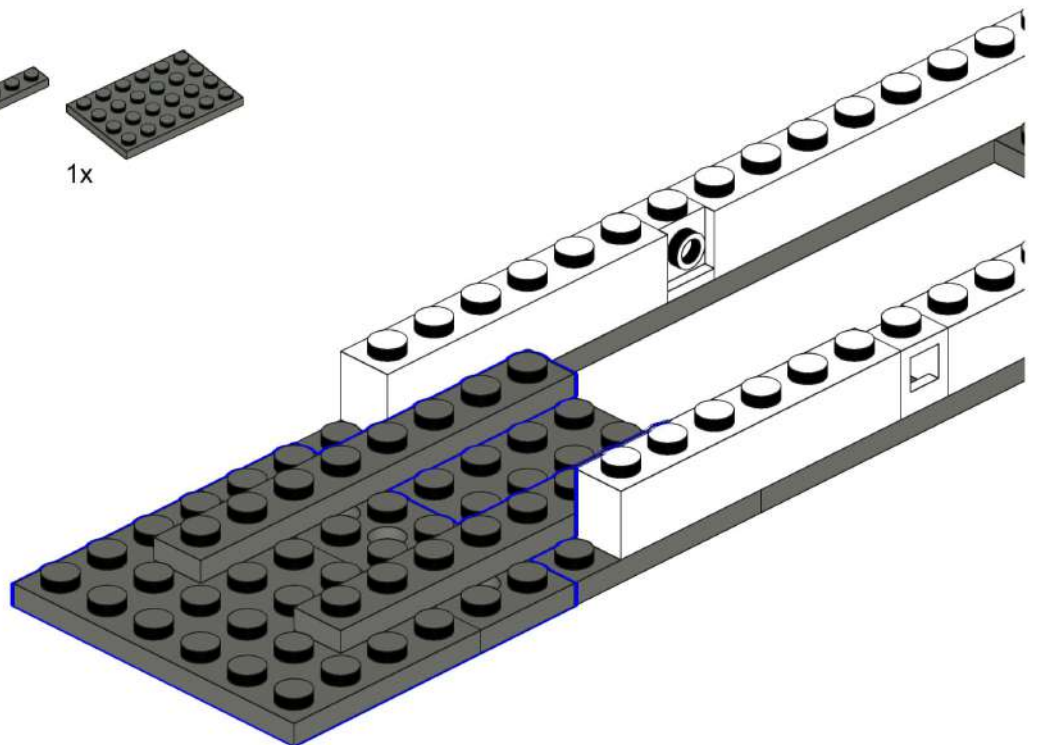
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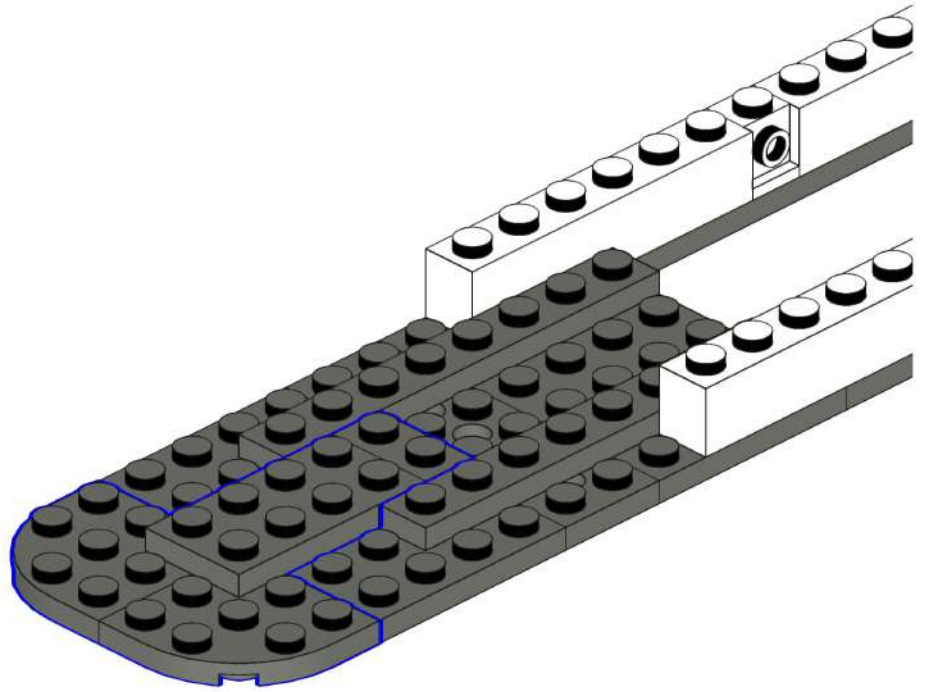
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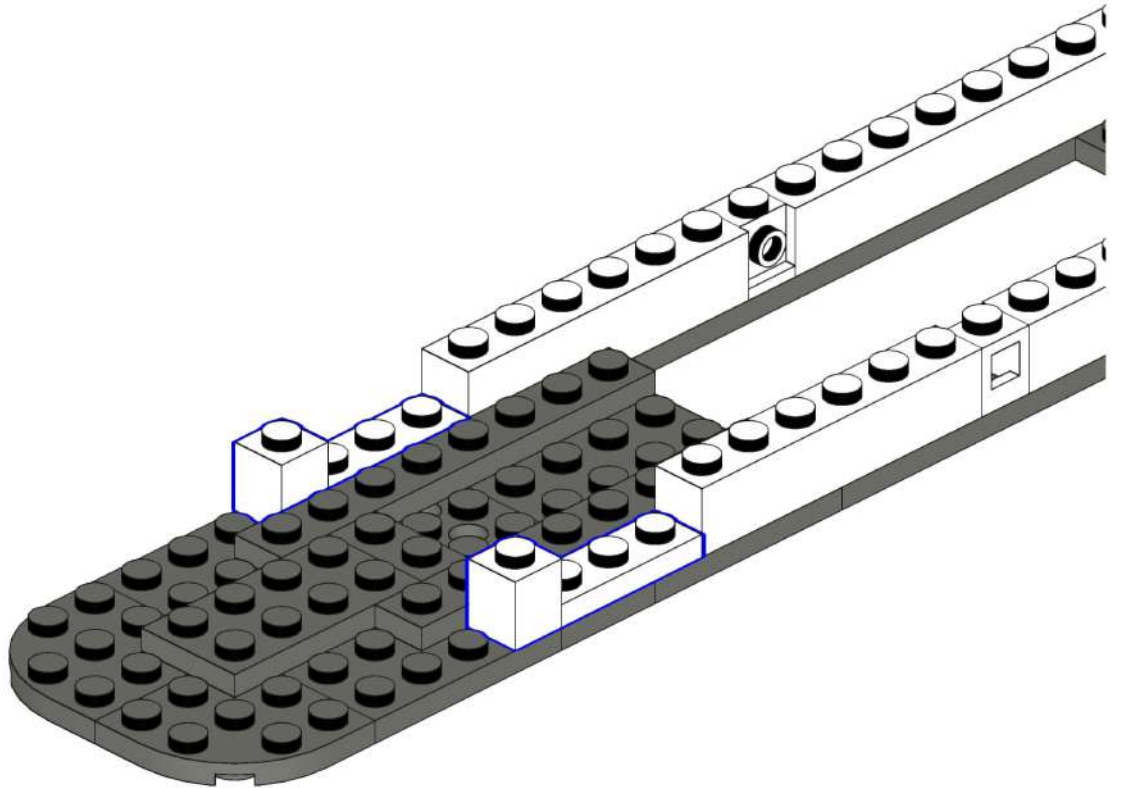
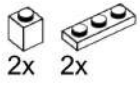
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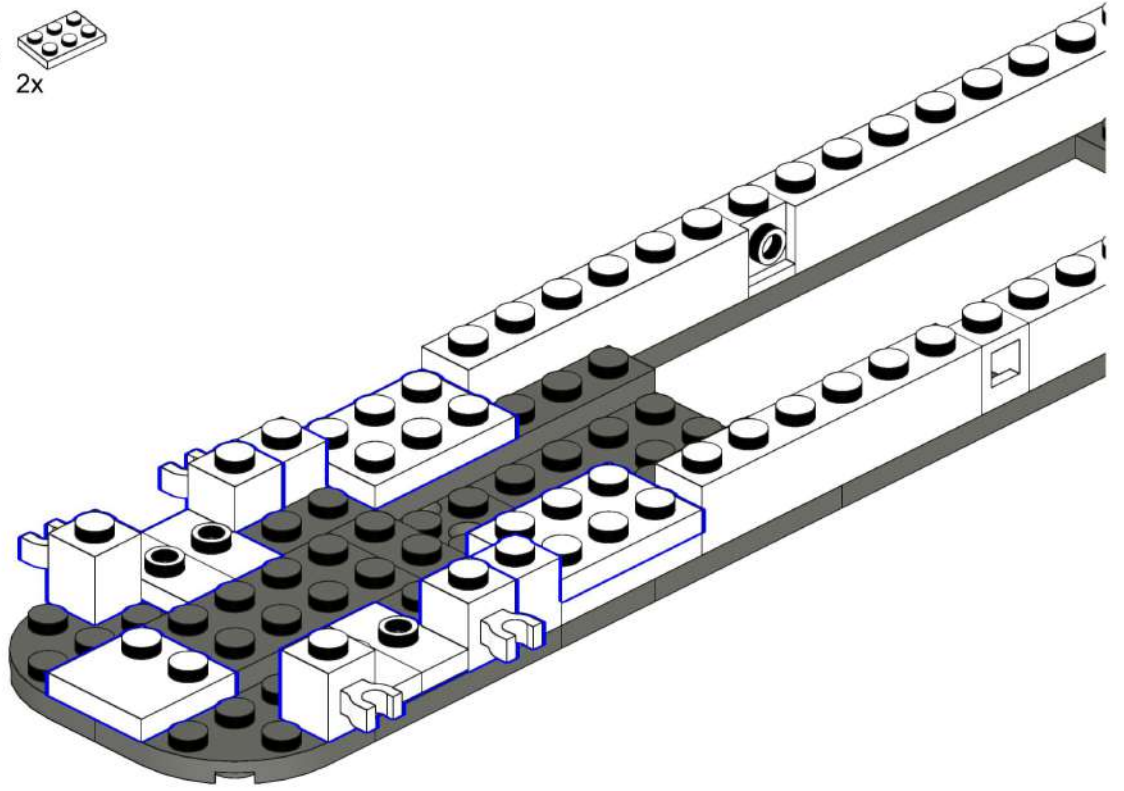
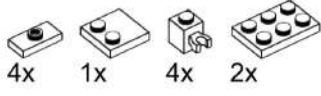
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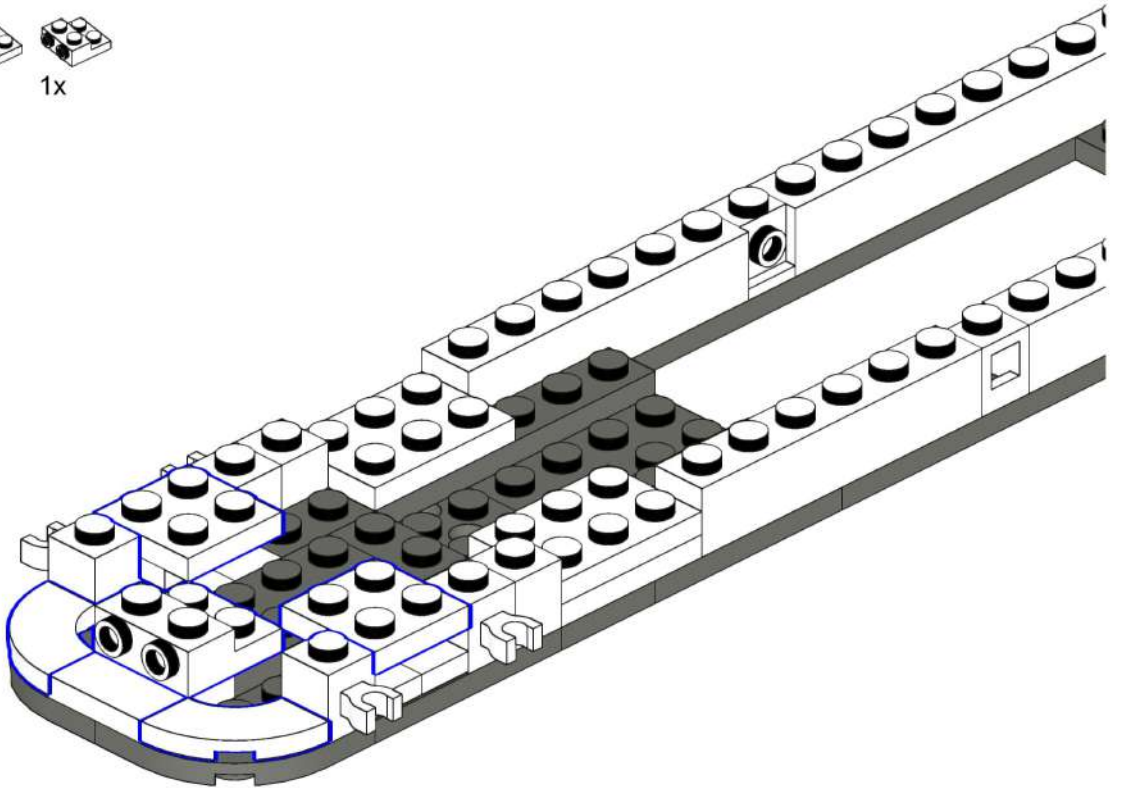
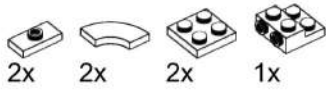
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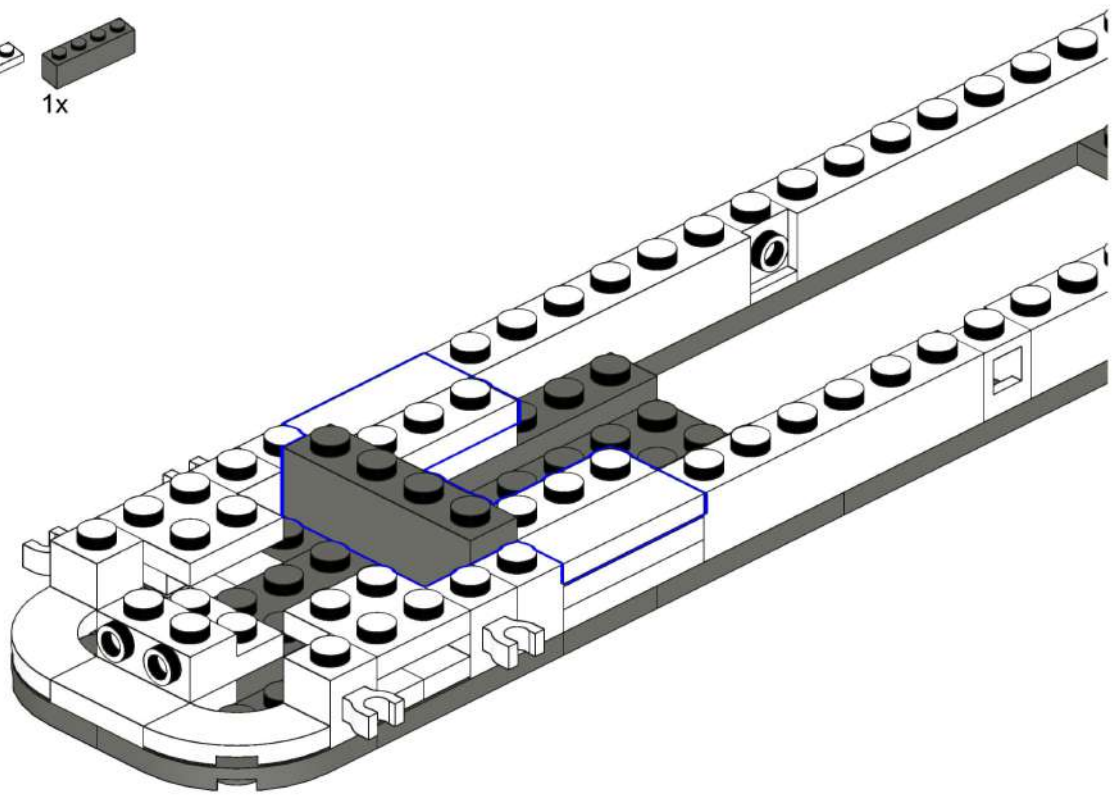
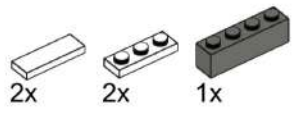
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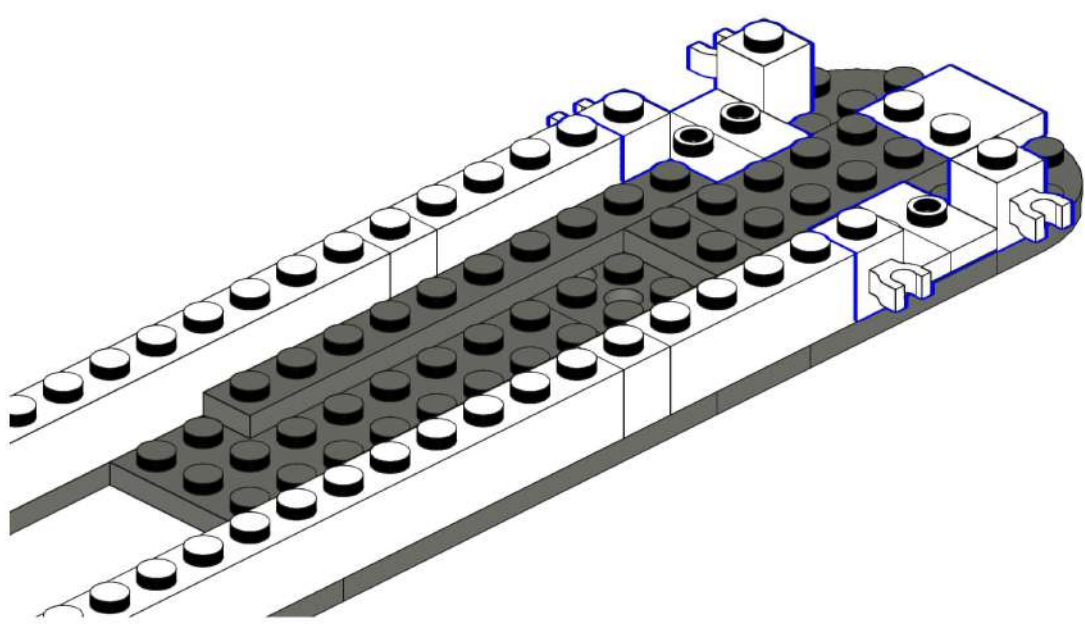
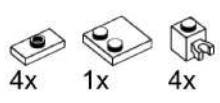
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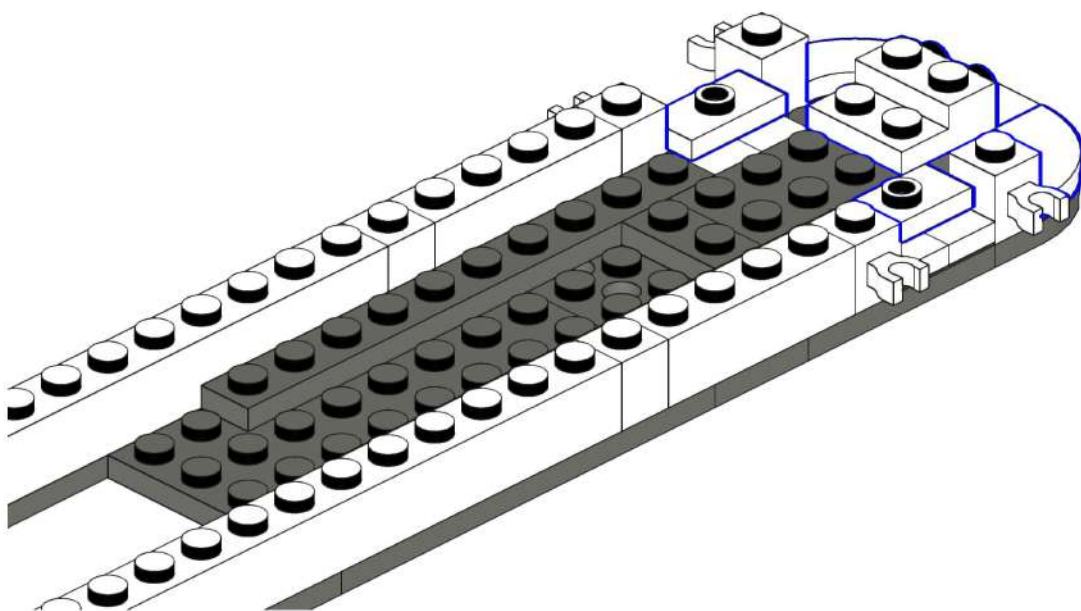
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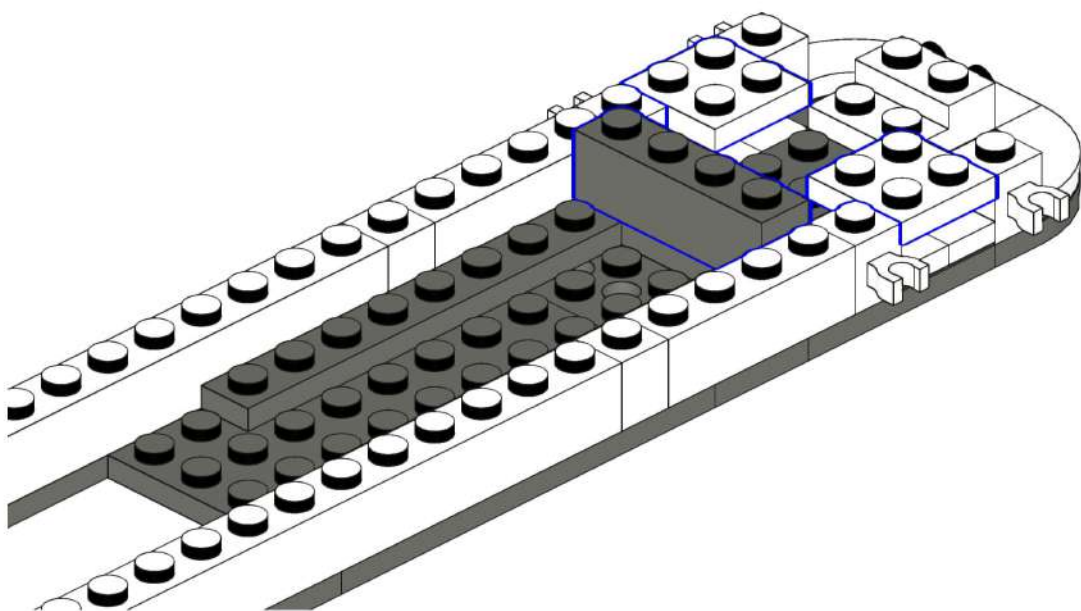
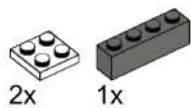
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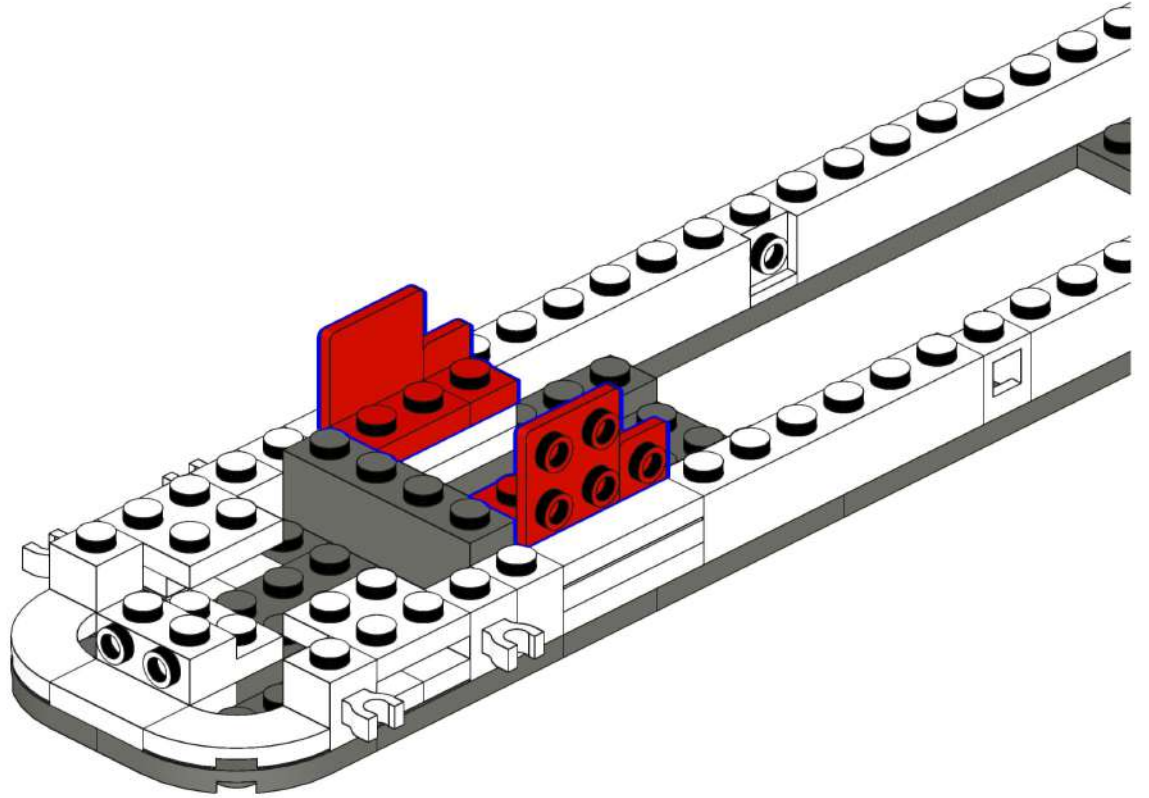
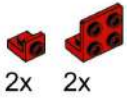
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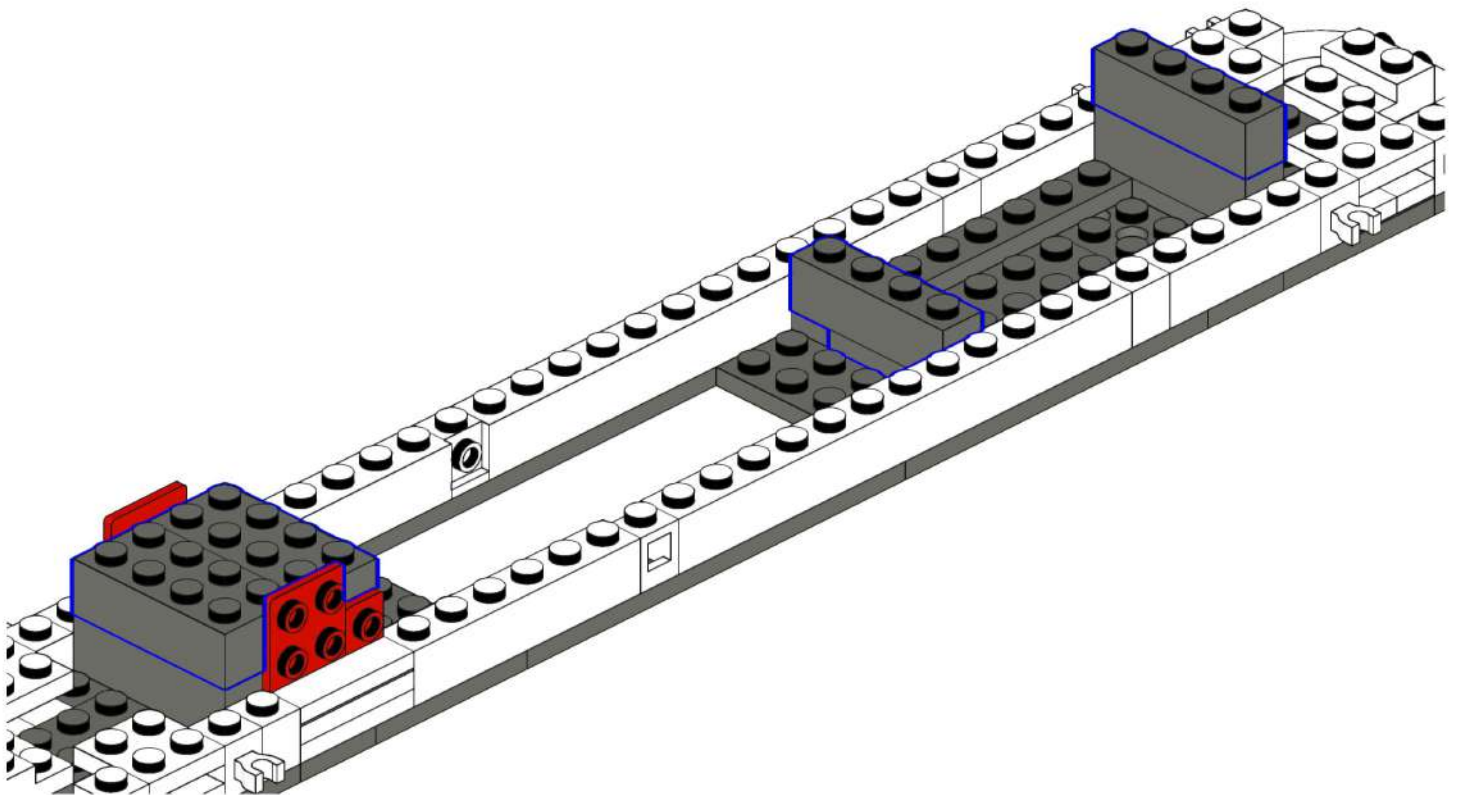
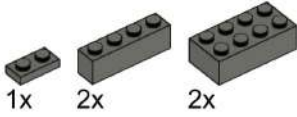
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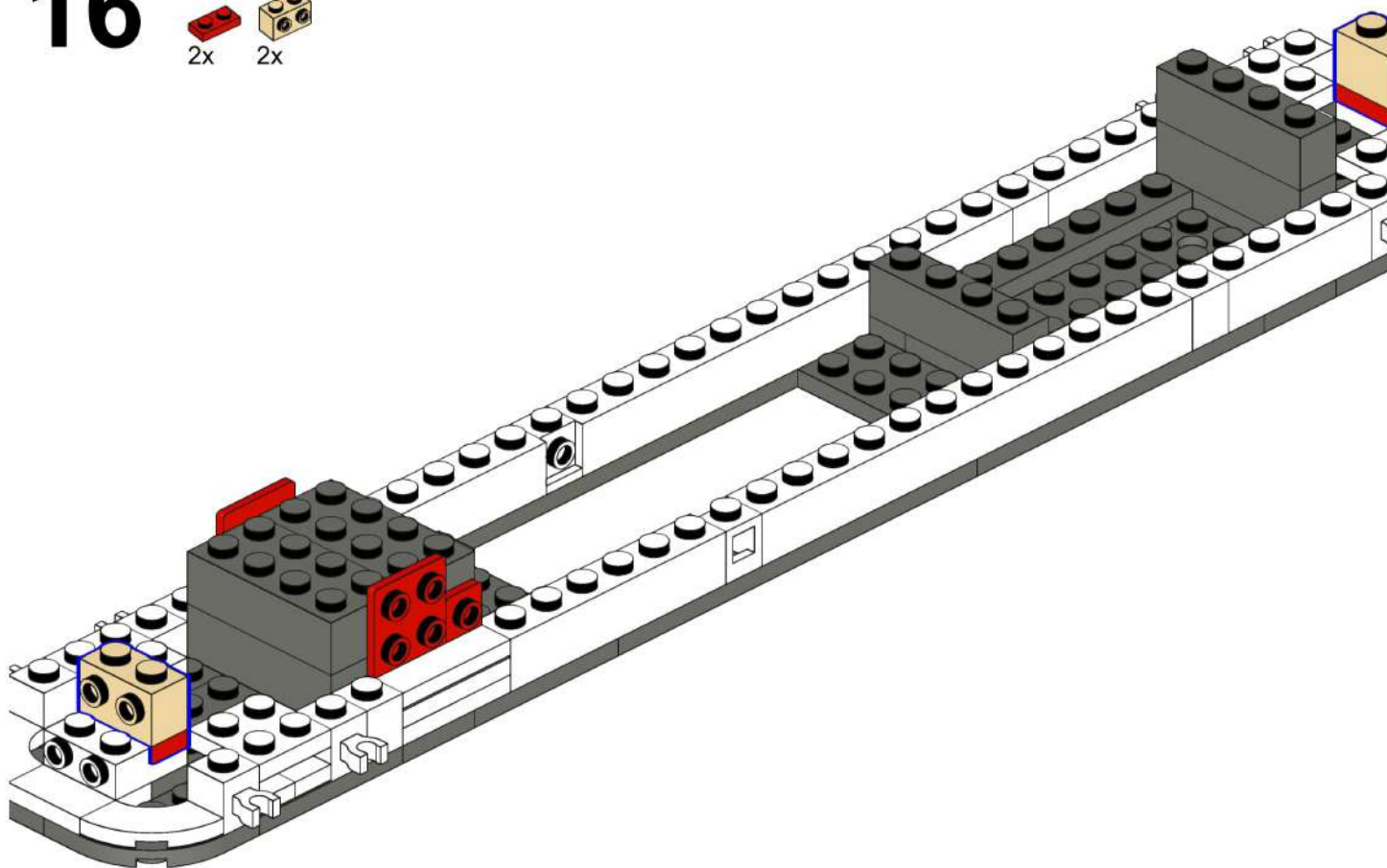
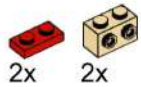
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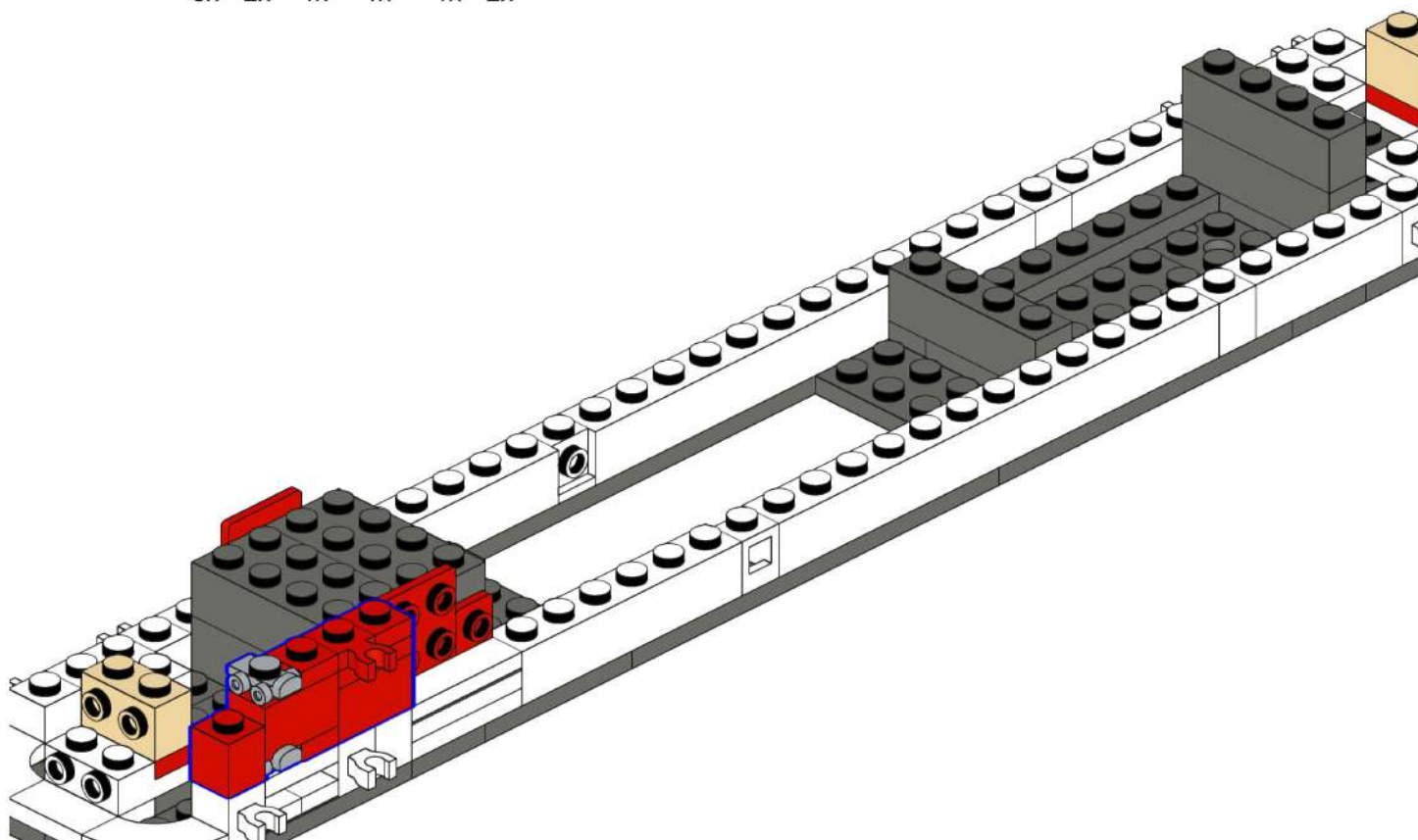
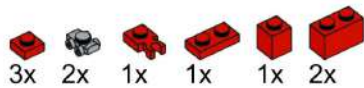
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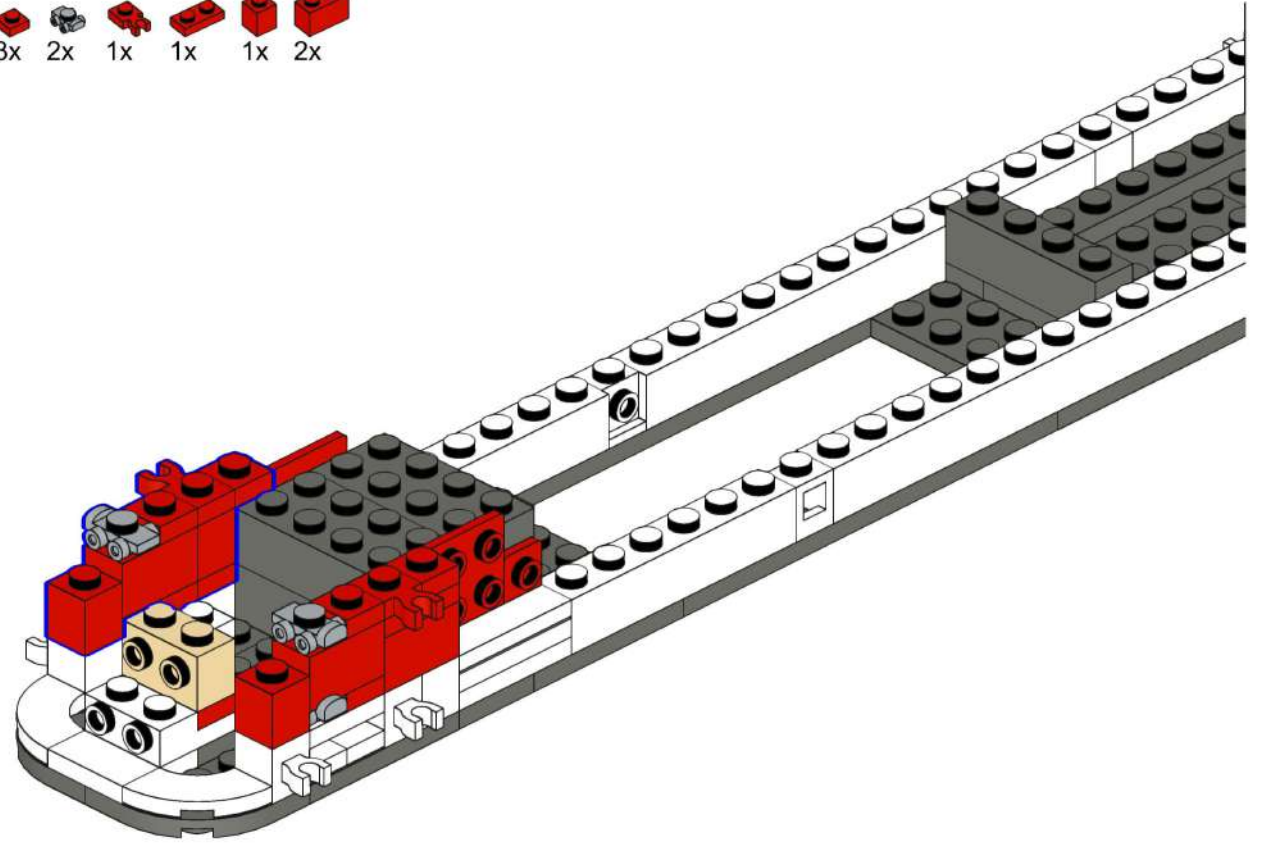


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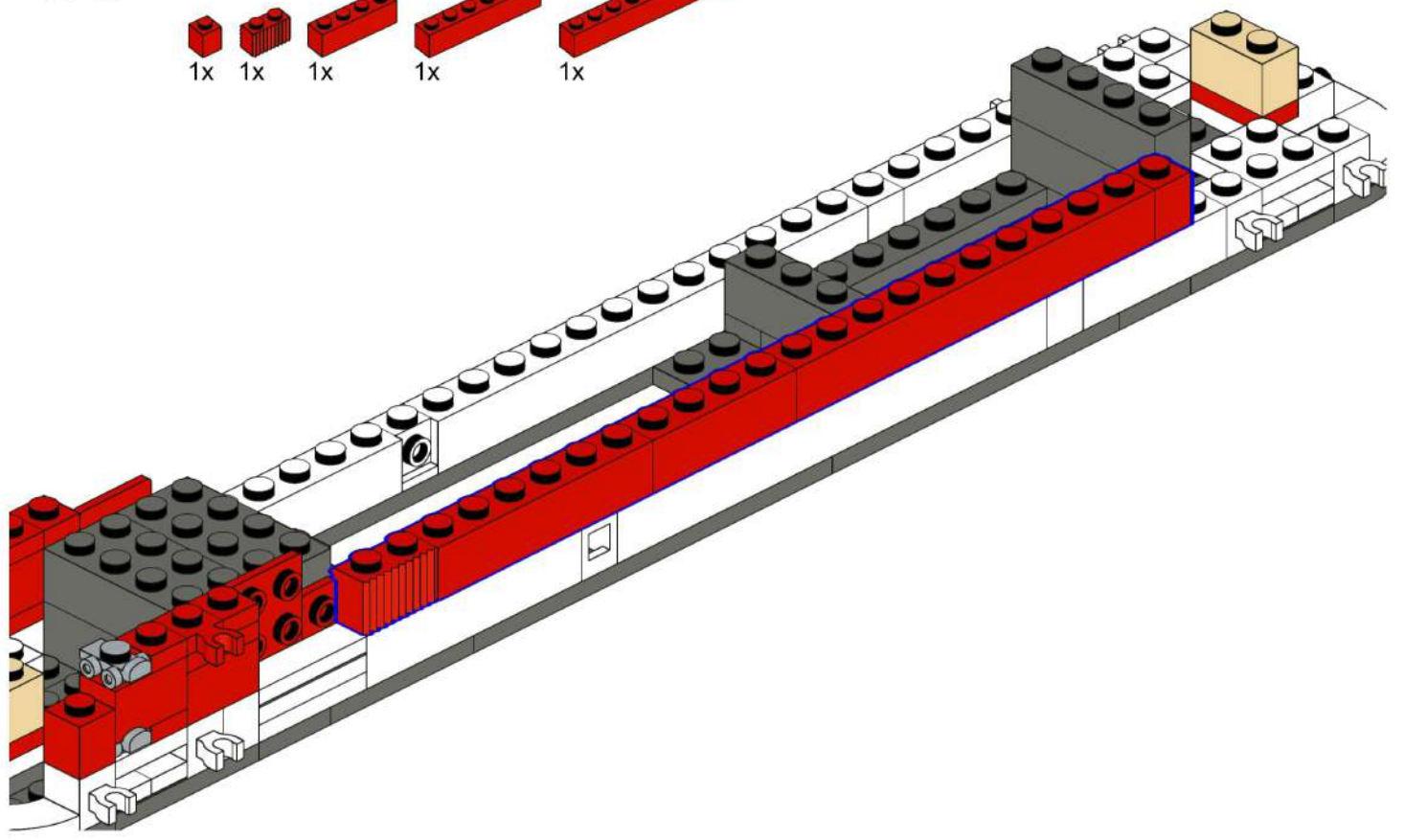
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- 3x 
- 2x 
- 1x 
- 1x 
- 1x 
- 2x 

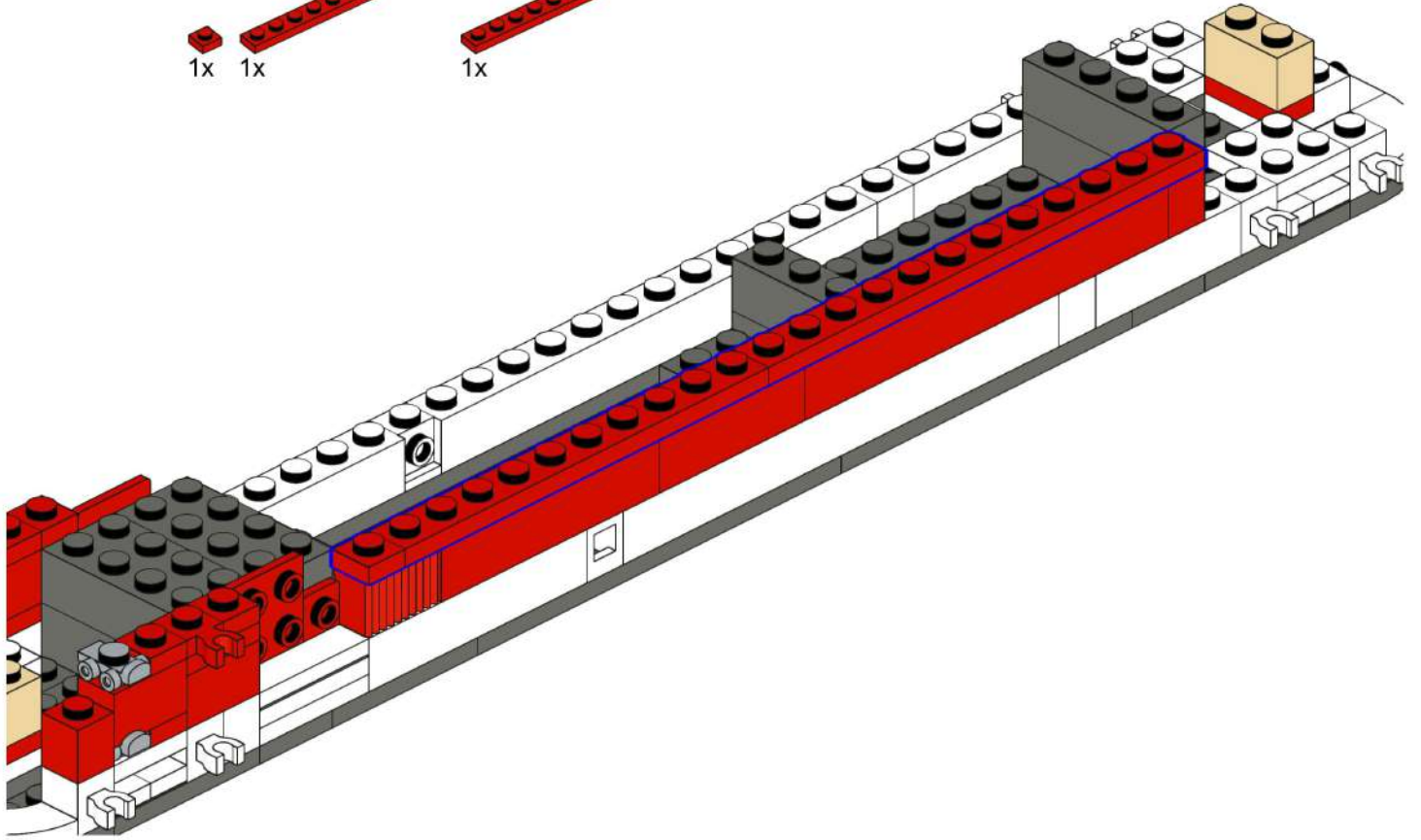
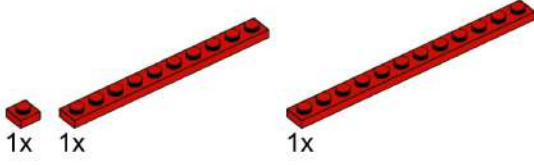


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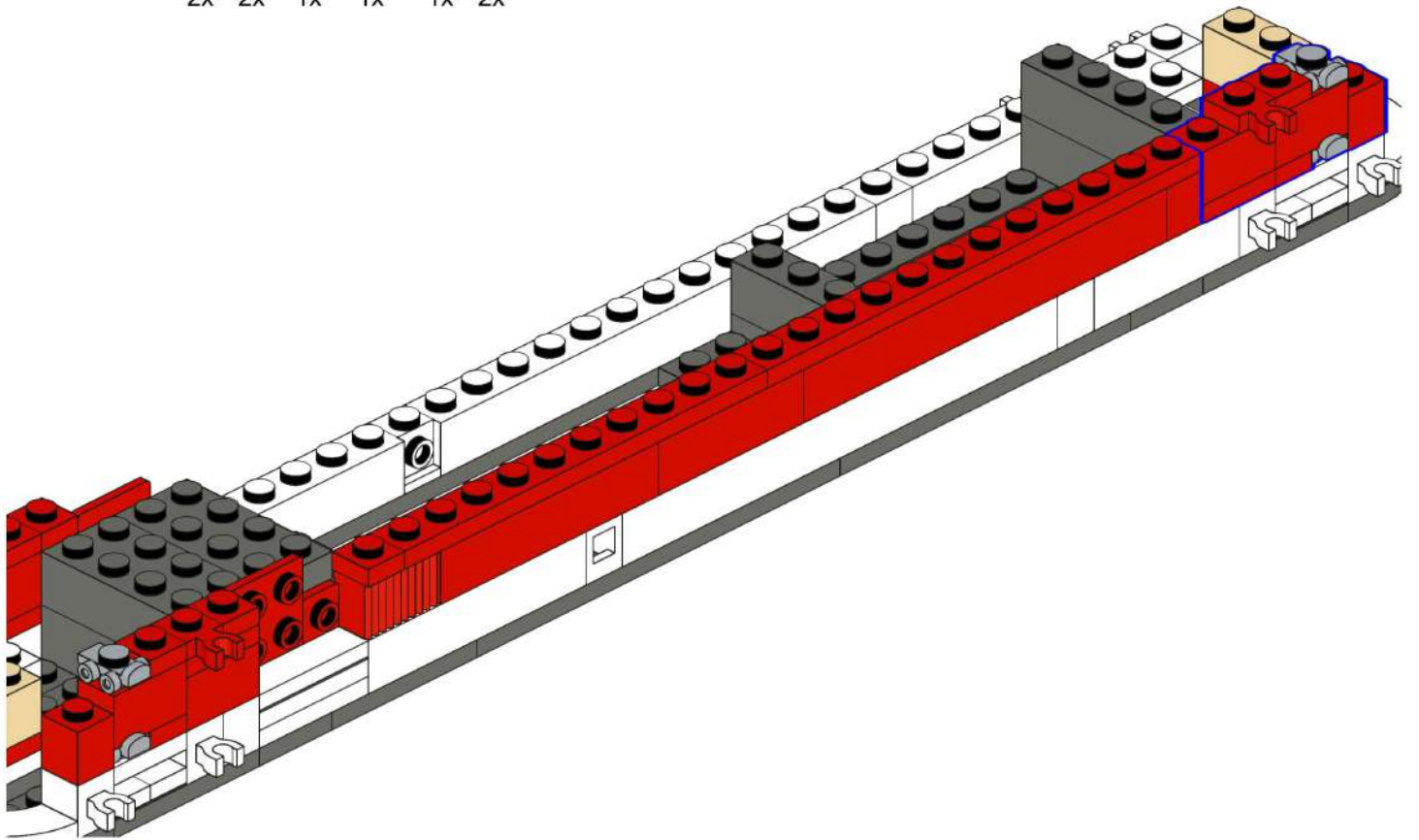
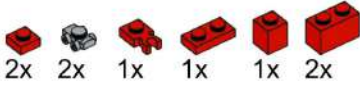
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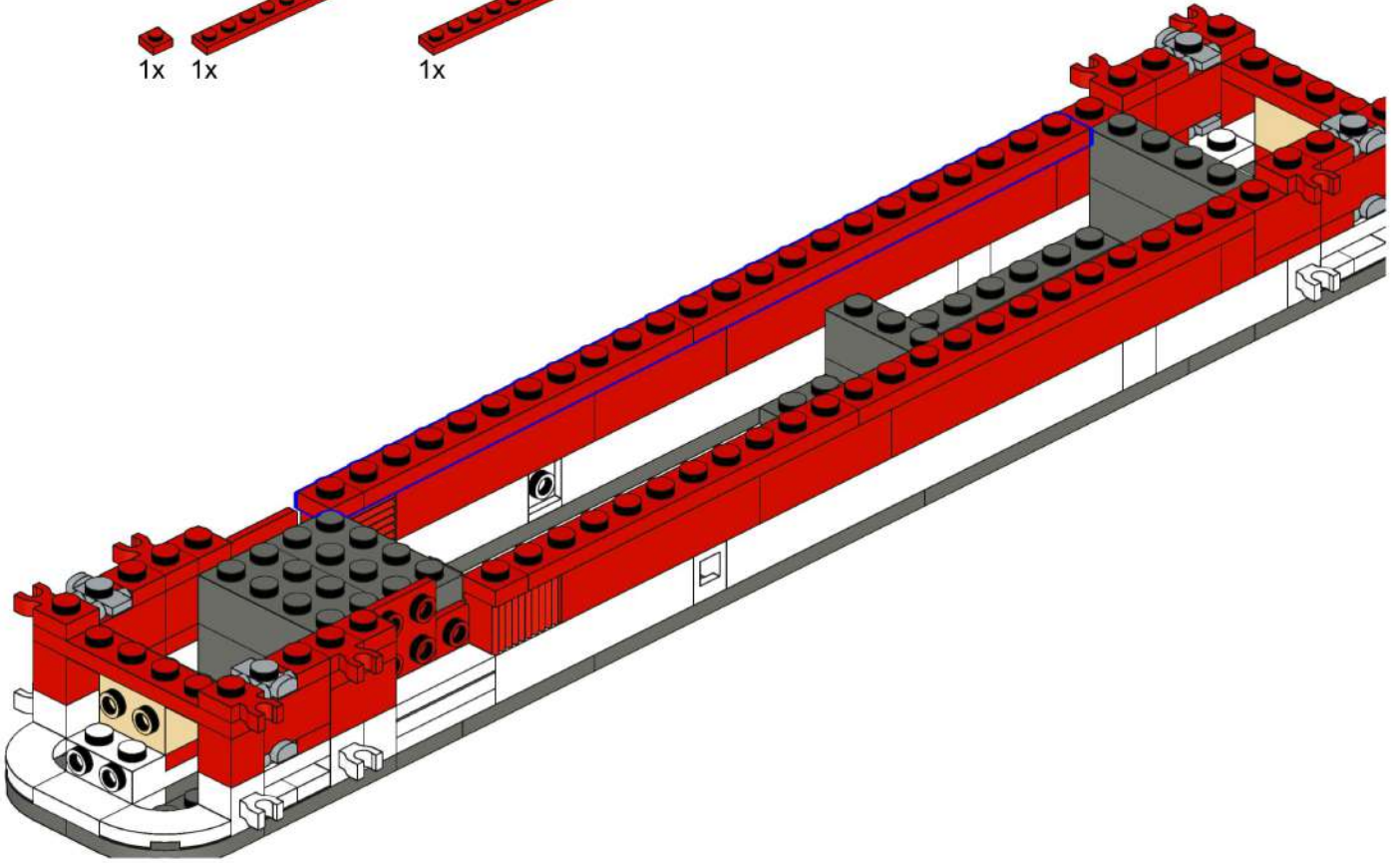
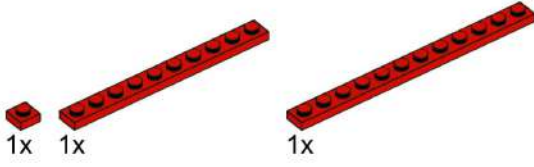
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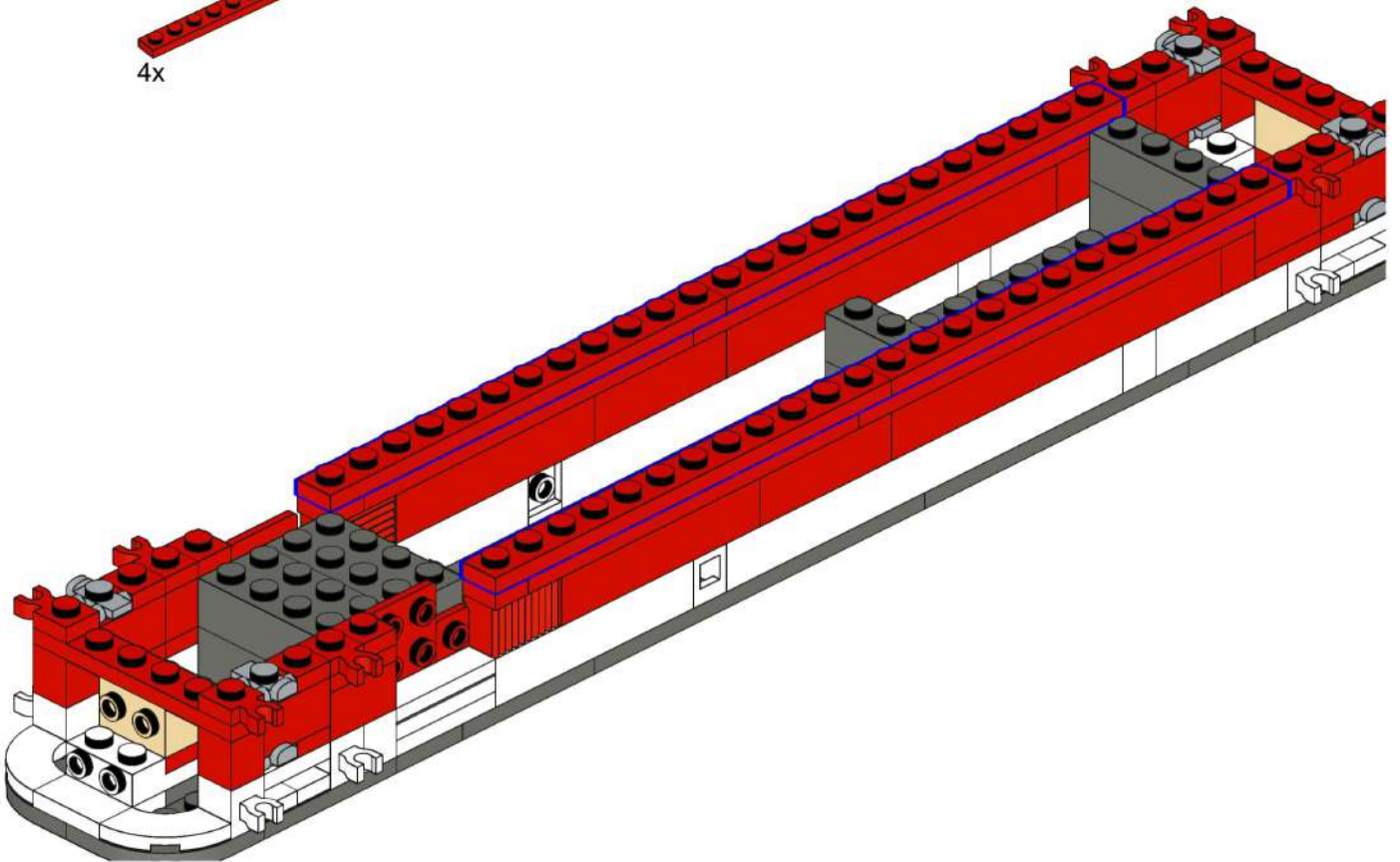
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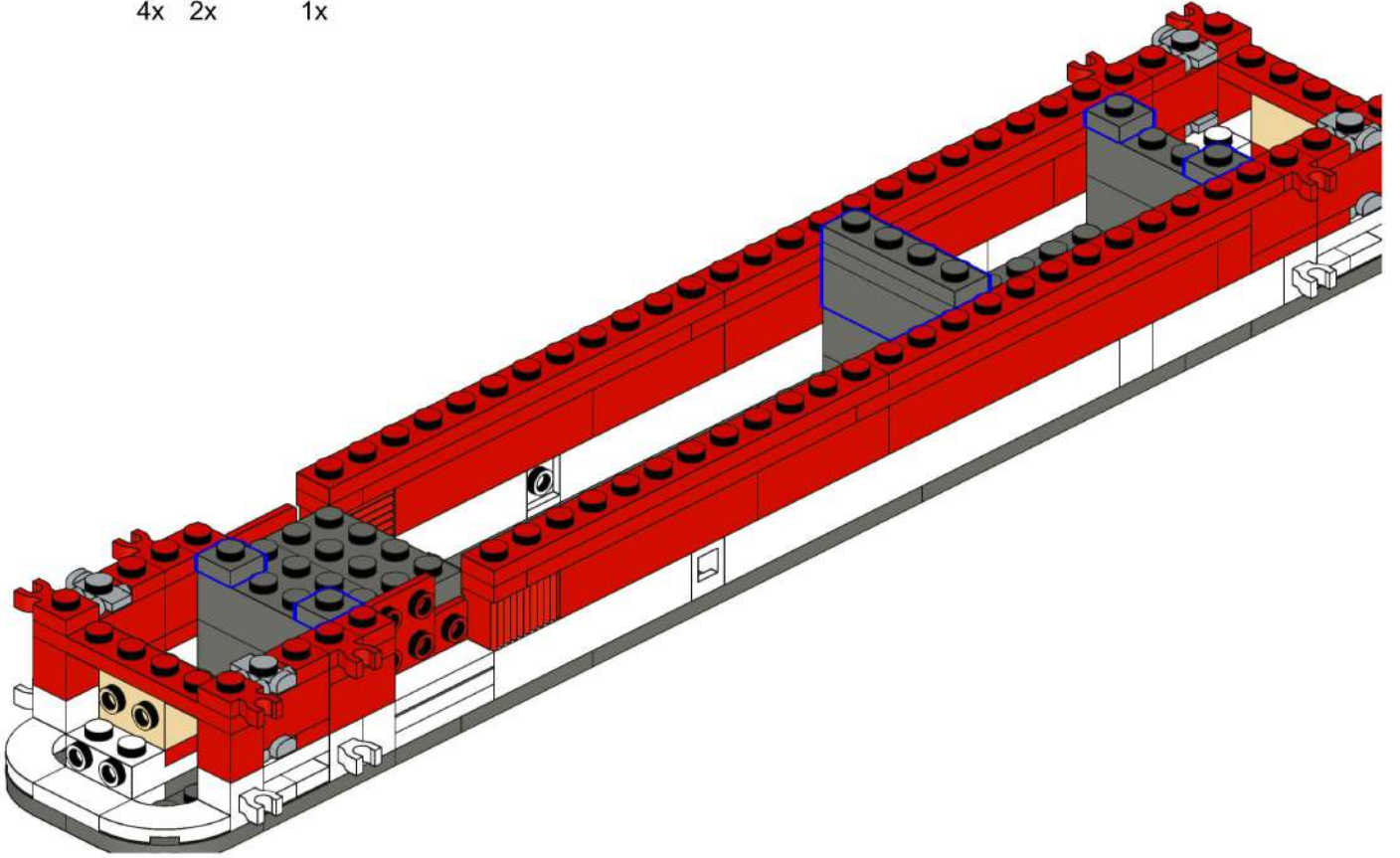
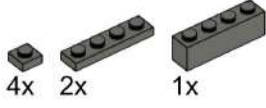
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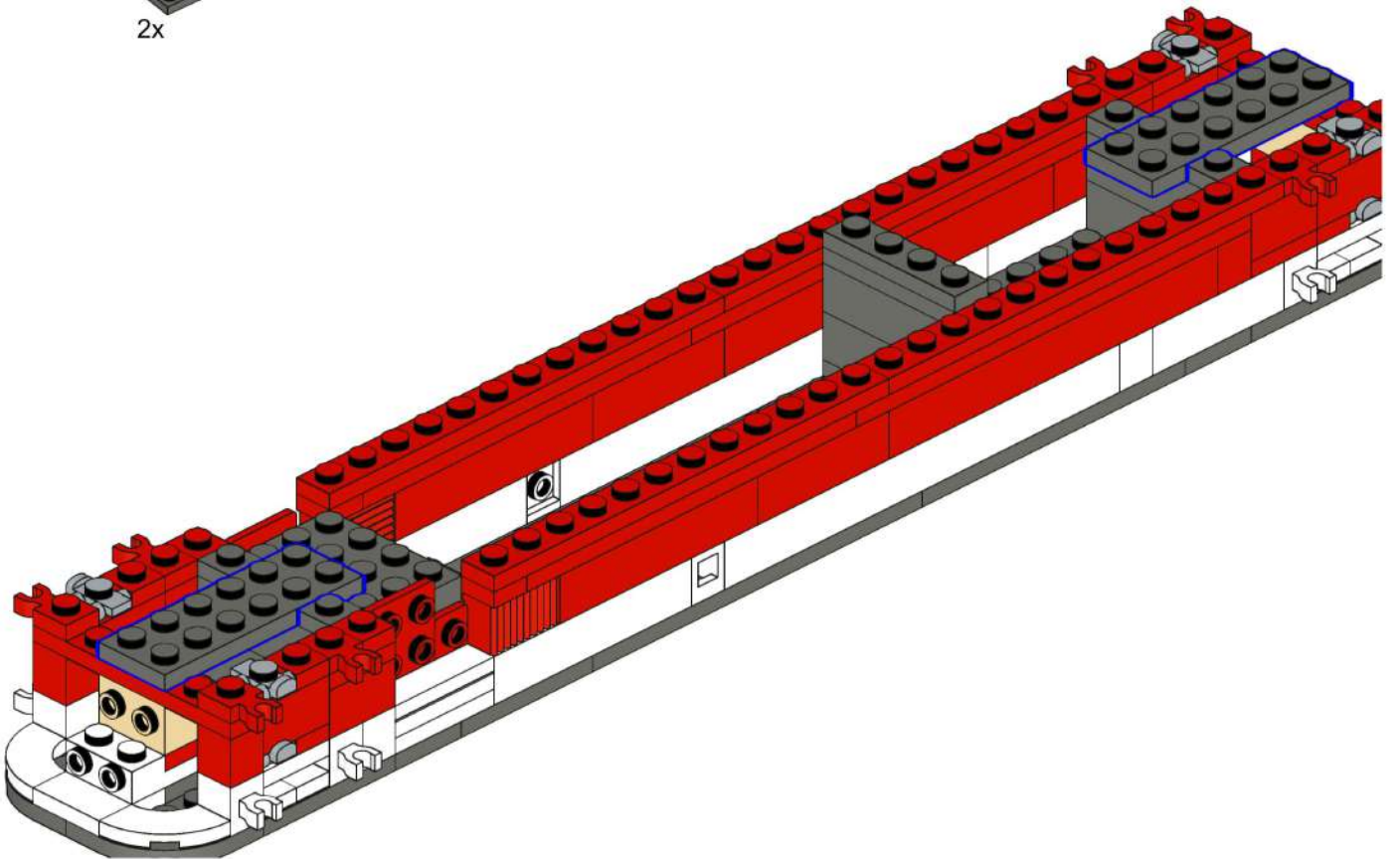
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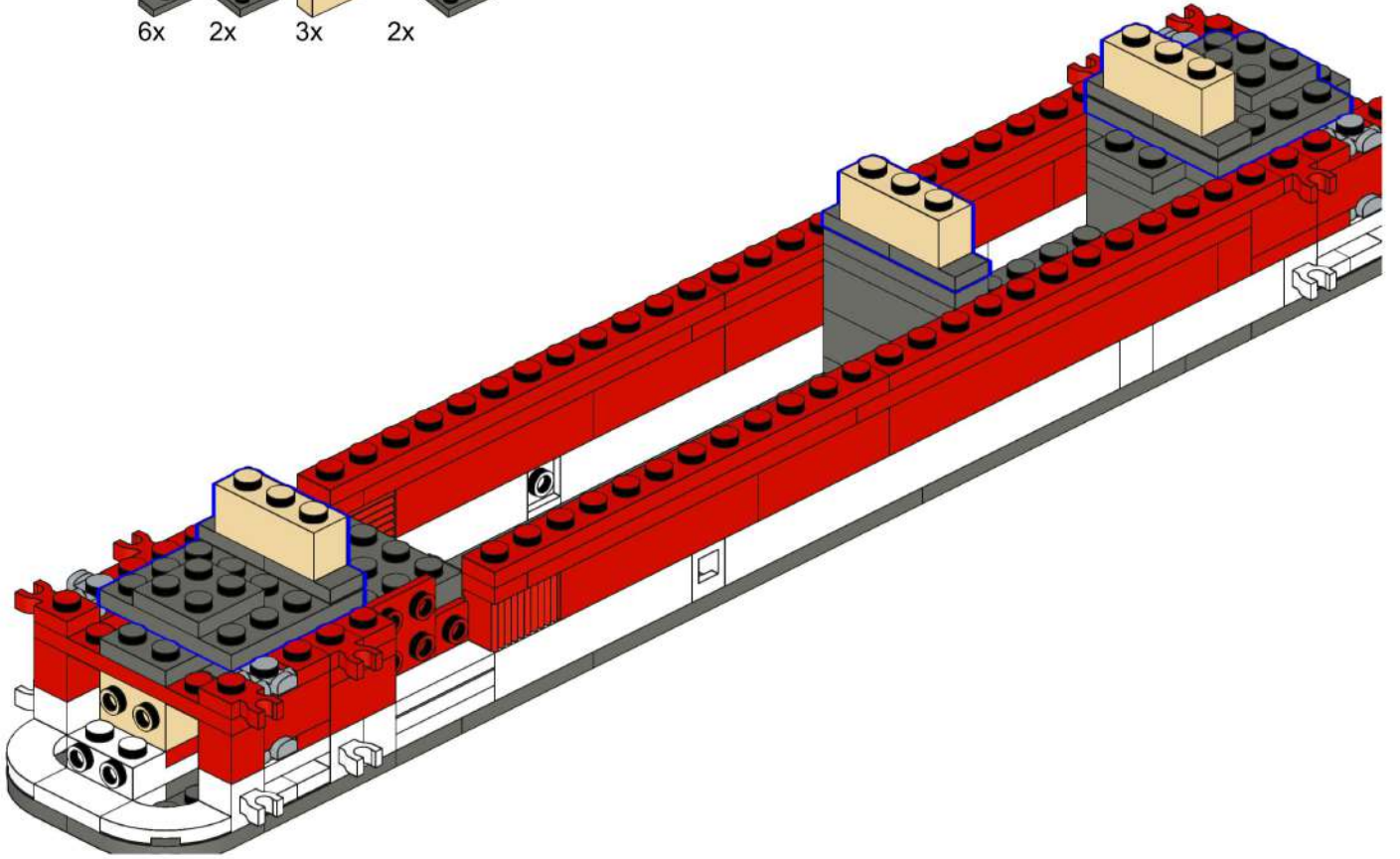
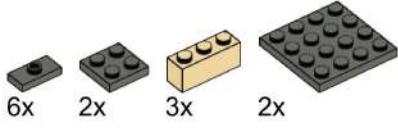
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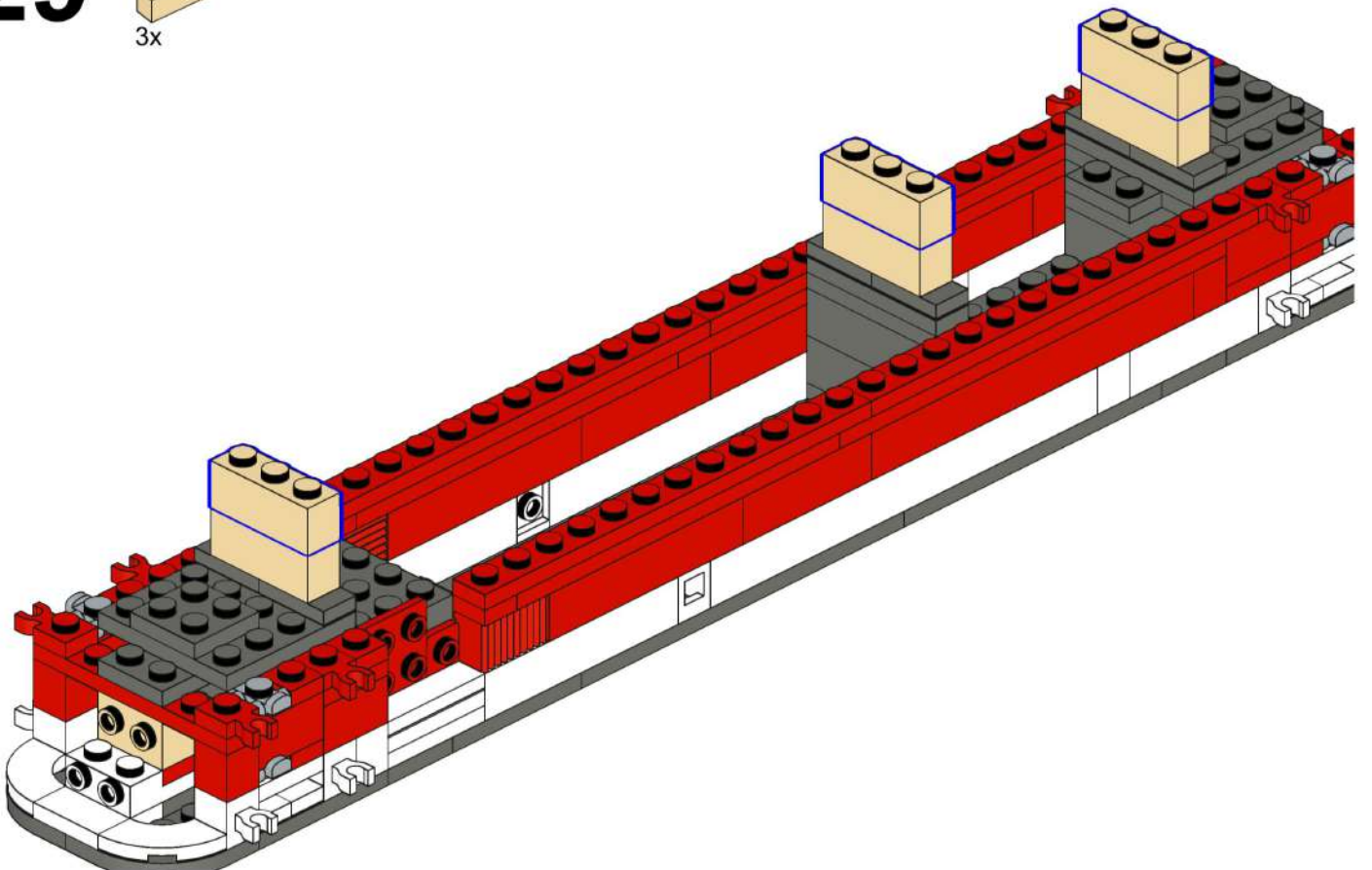
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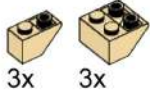
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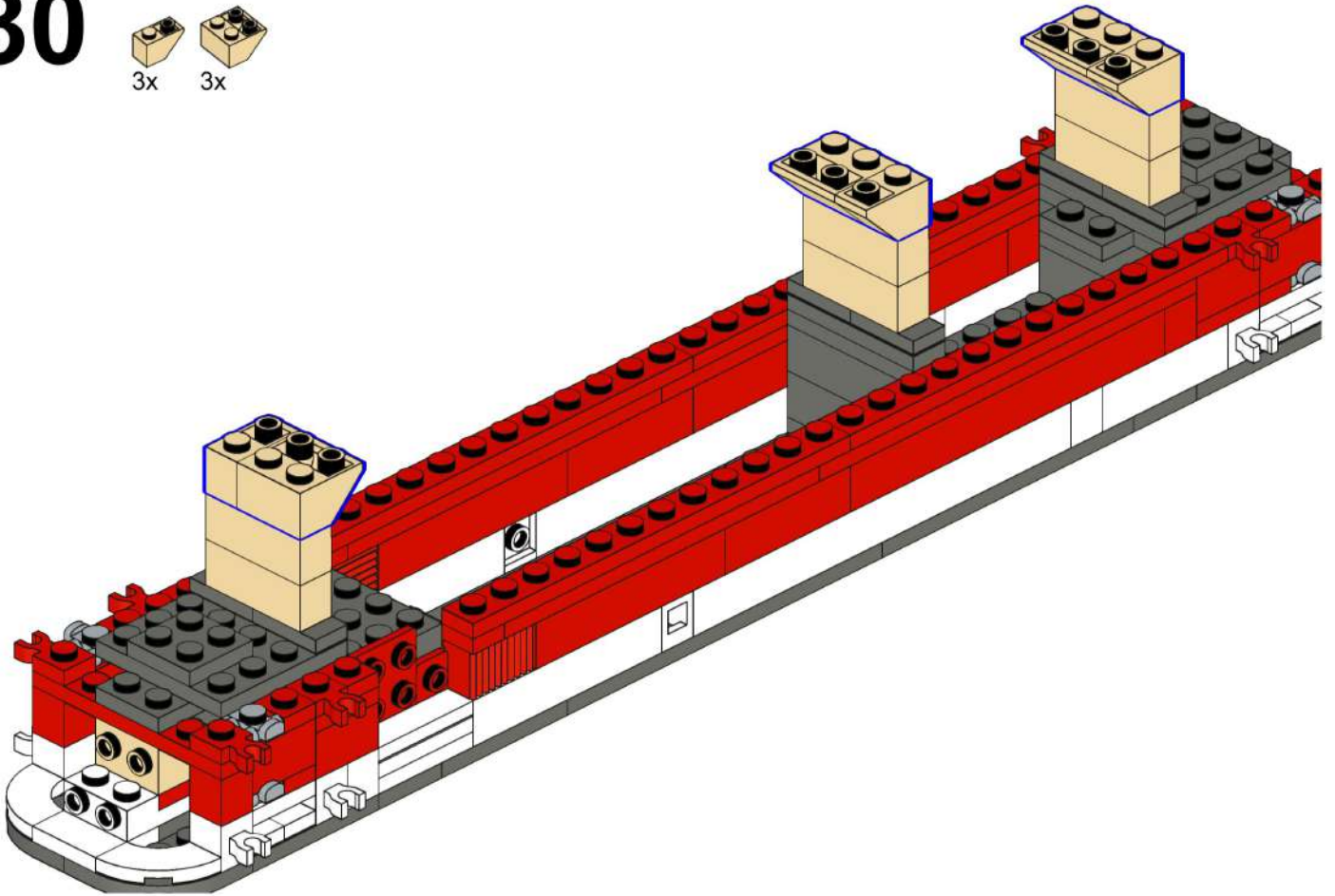
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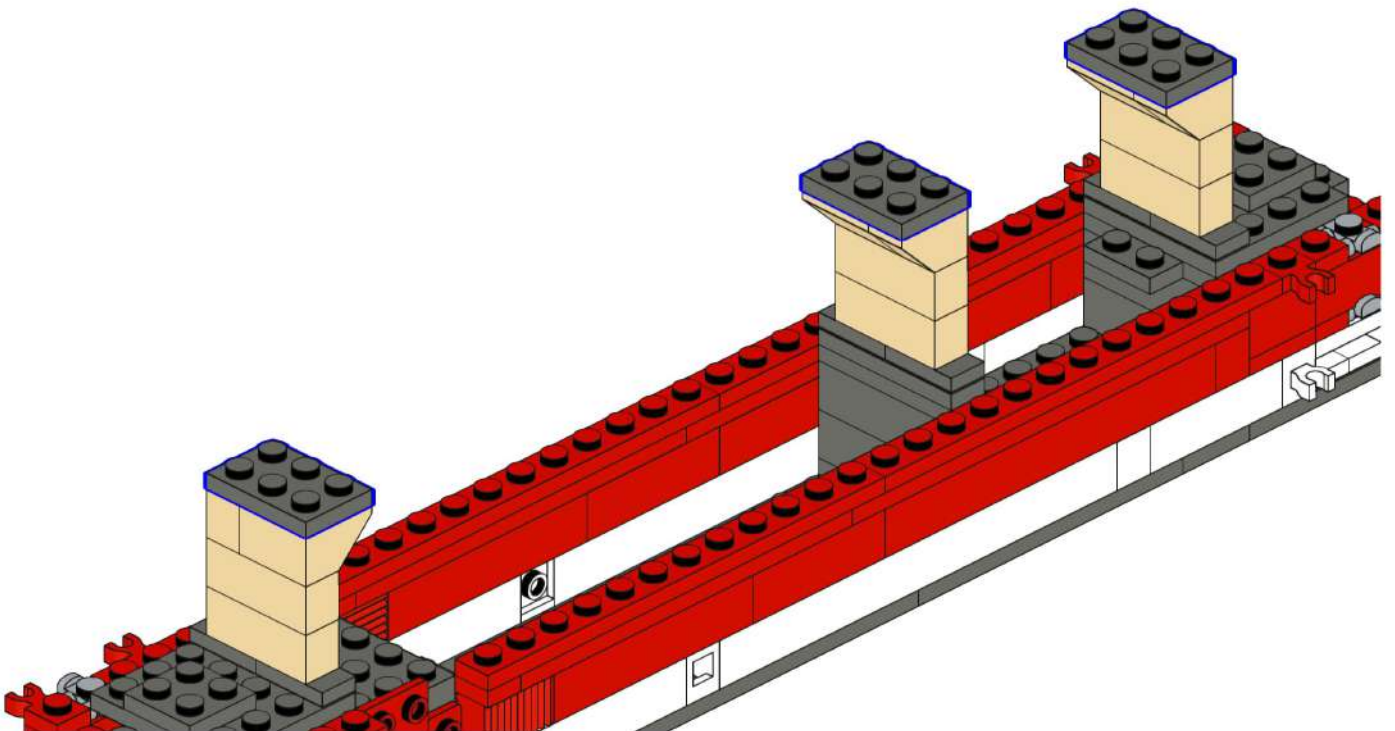
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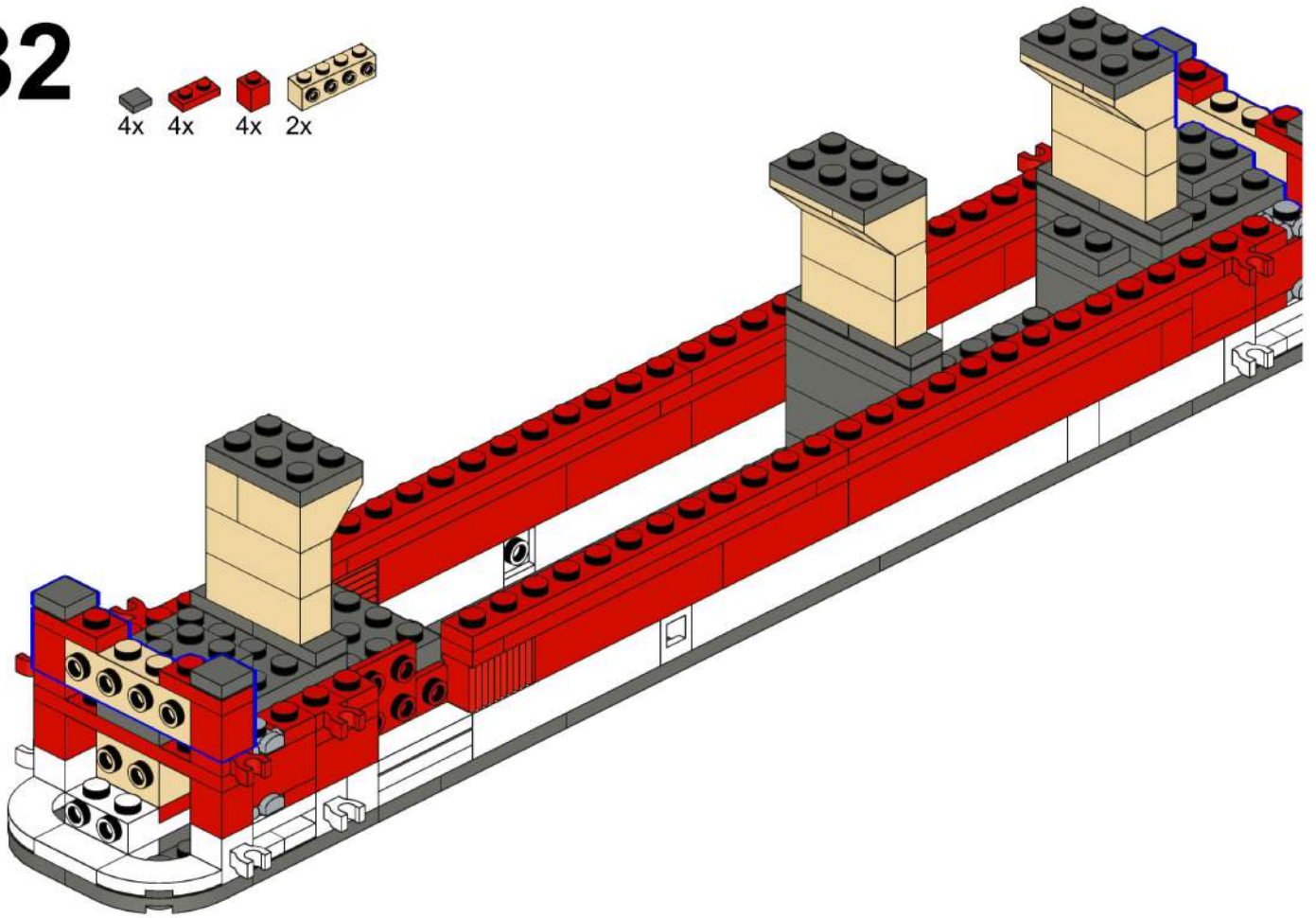
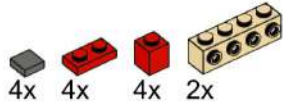
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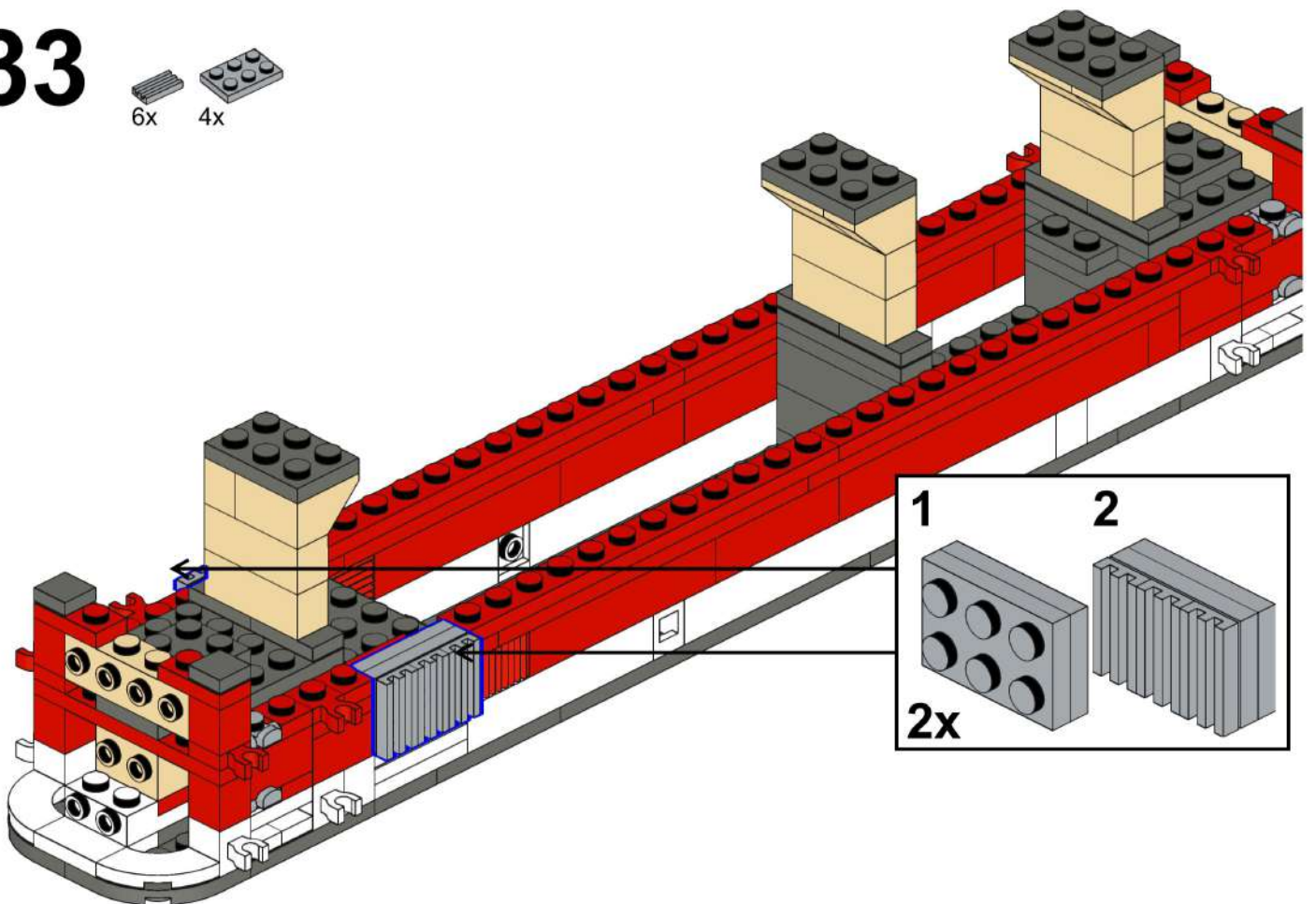
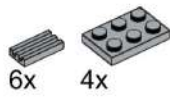
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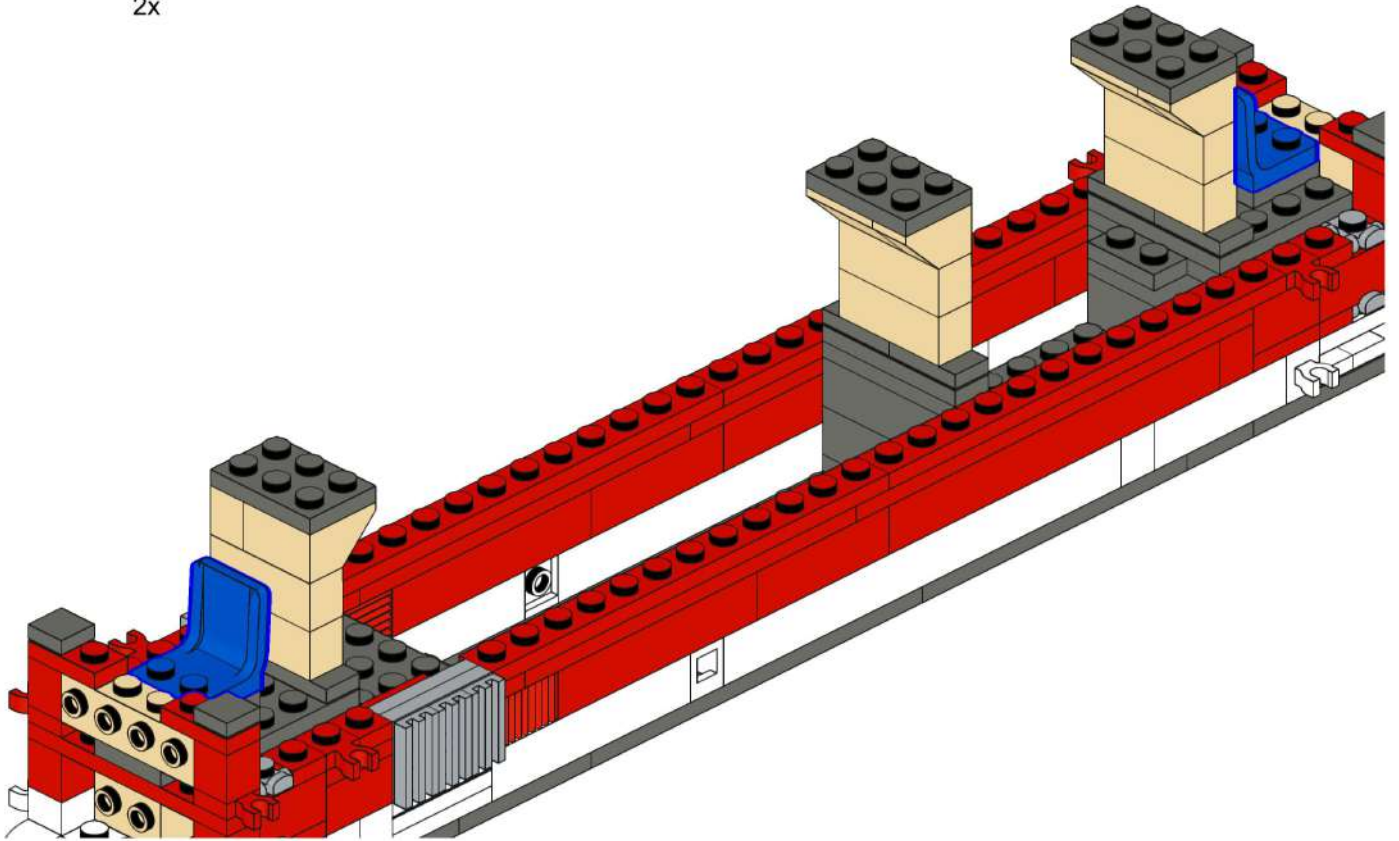
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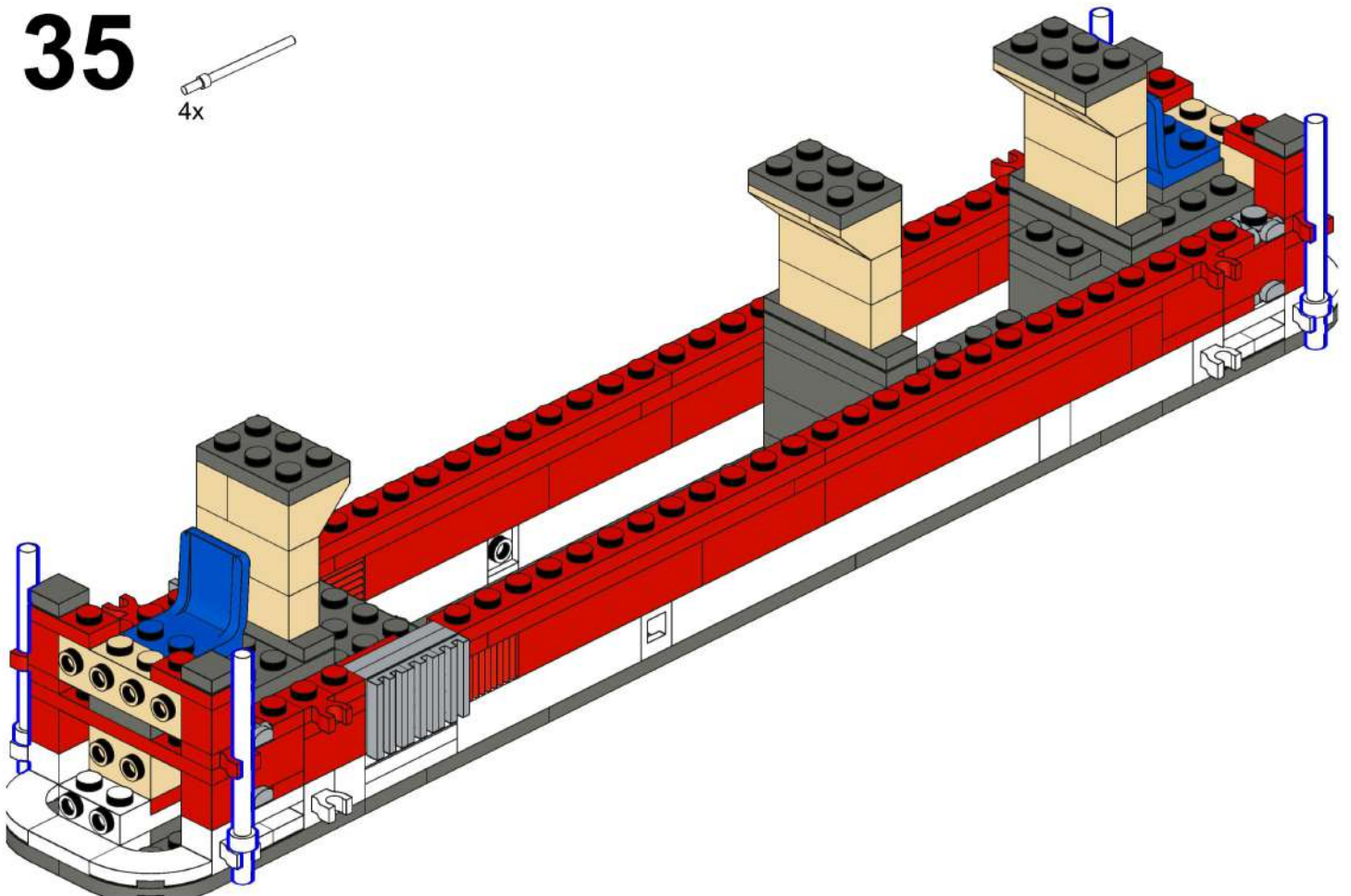
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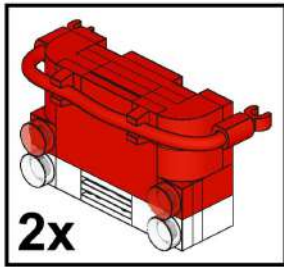
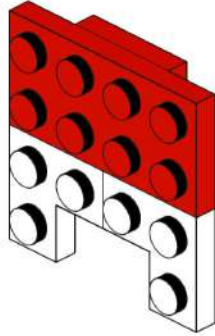
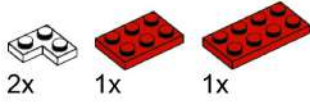
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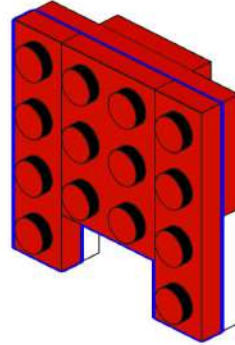
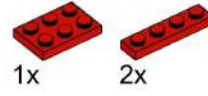
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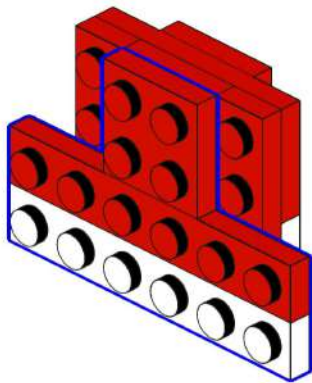
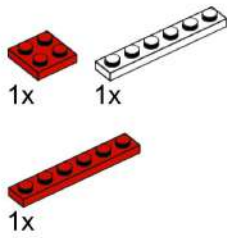
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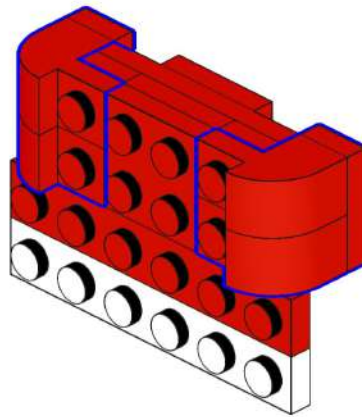
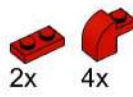
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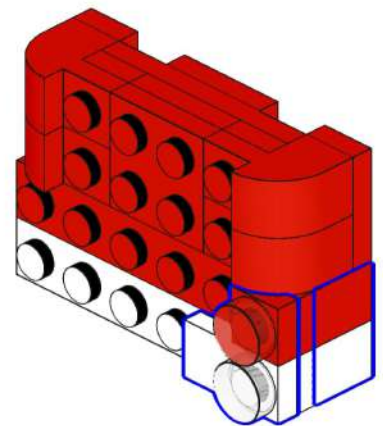
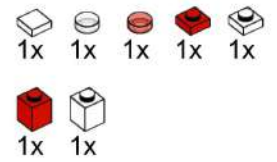
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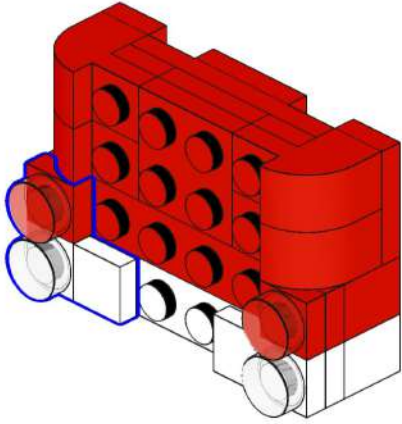
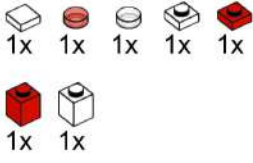
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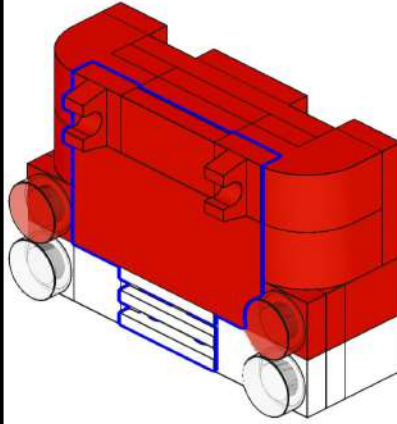
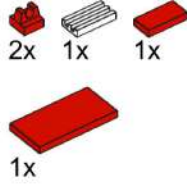
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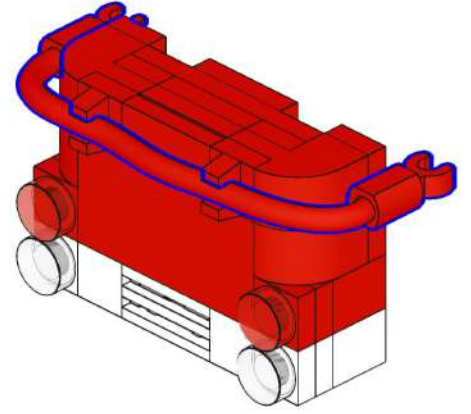
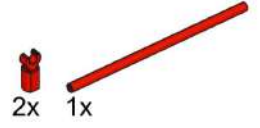
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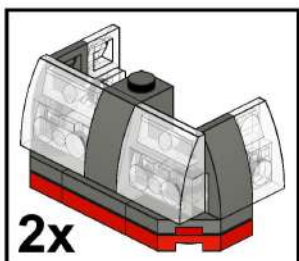
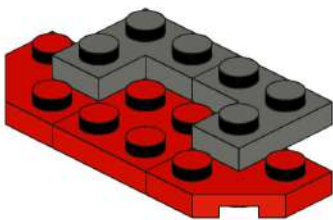
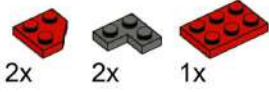
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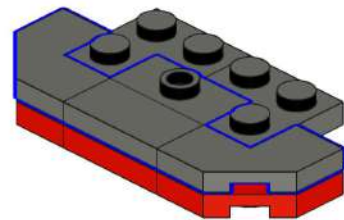
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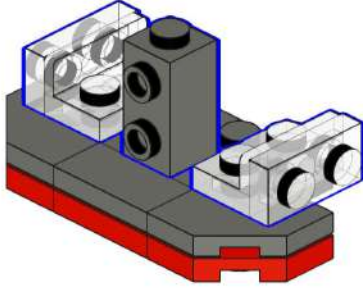
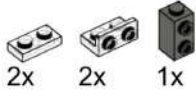
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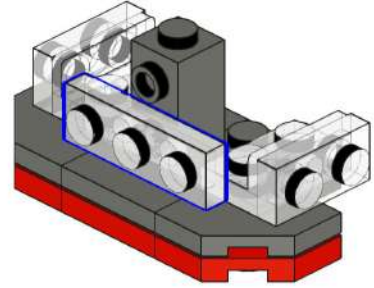
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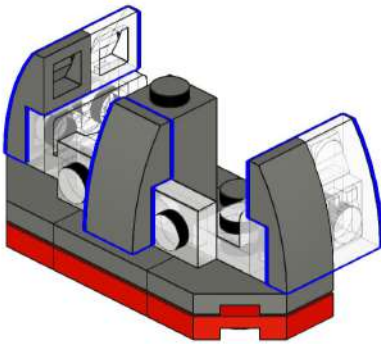
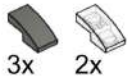
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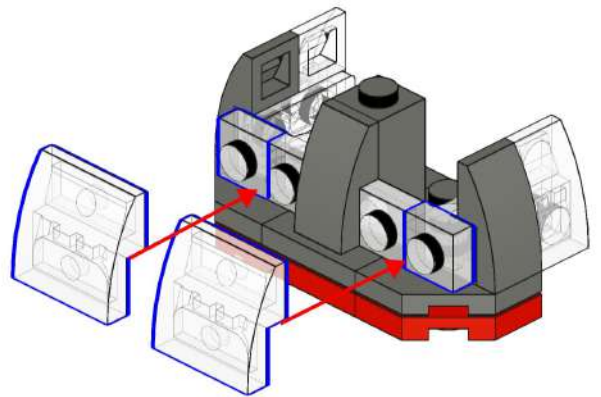
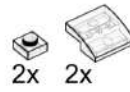
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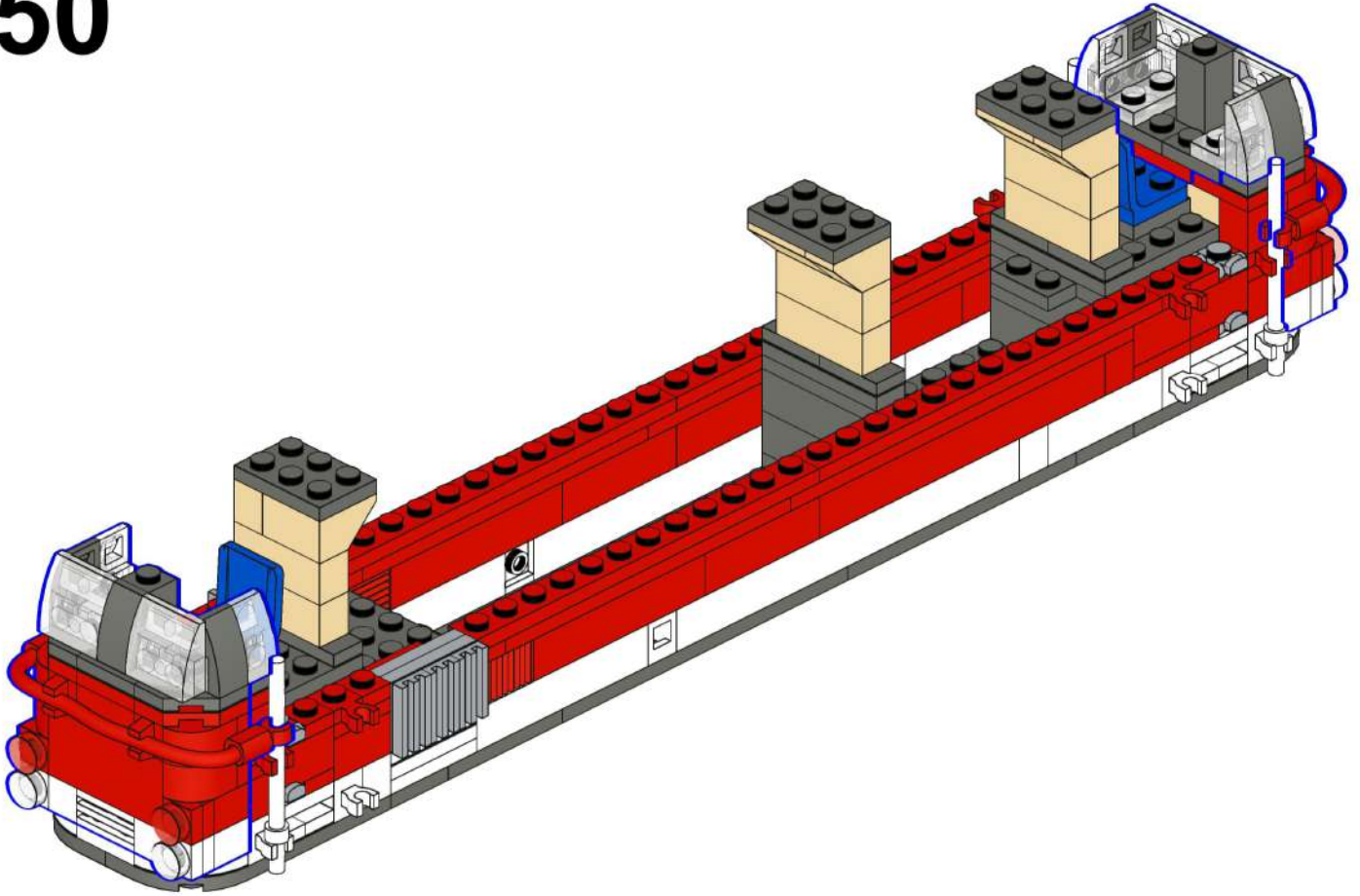
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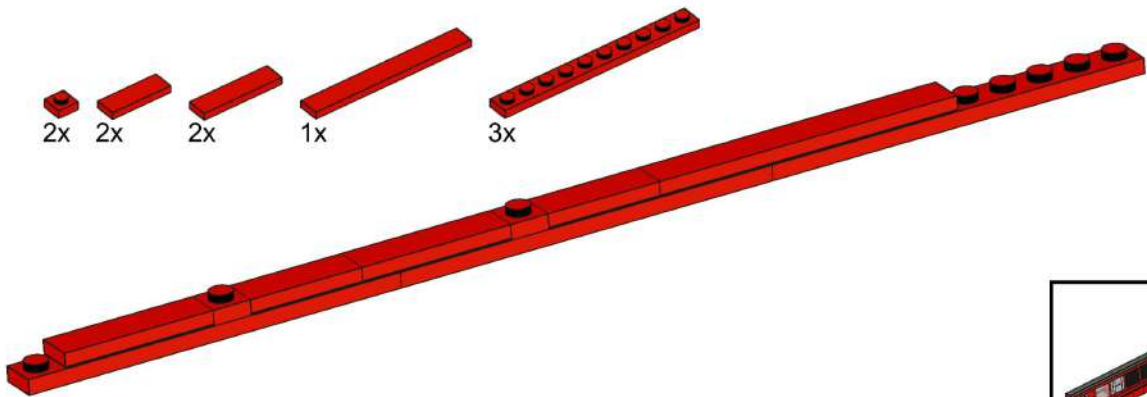
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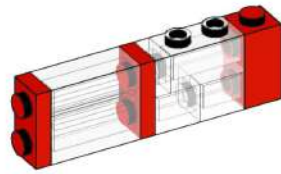
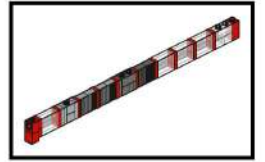
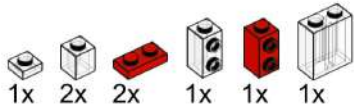
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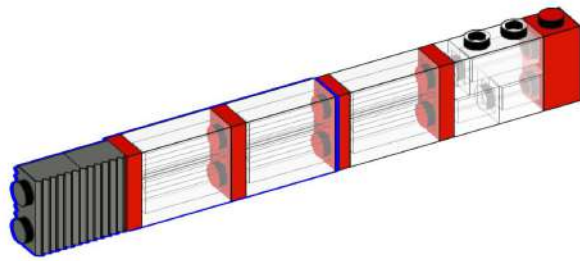
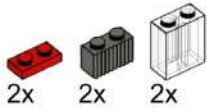
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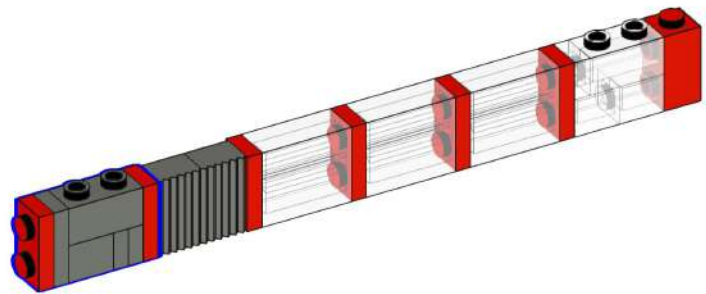
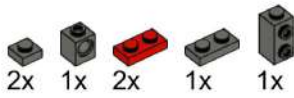
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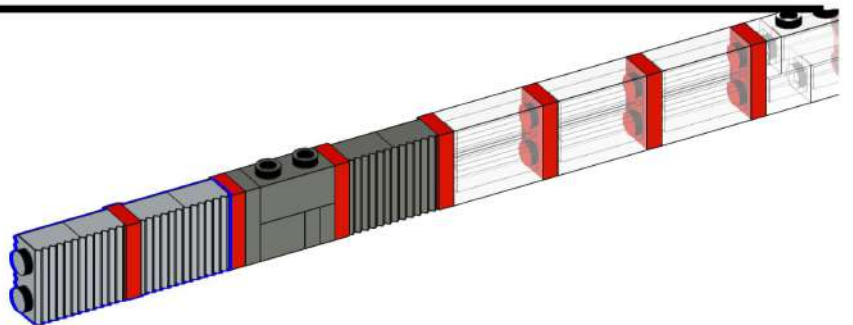
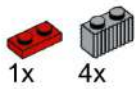
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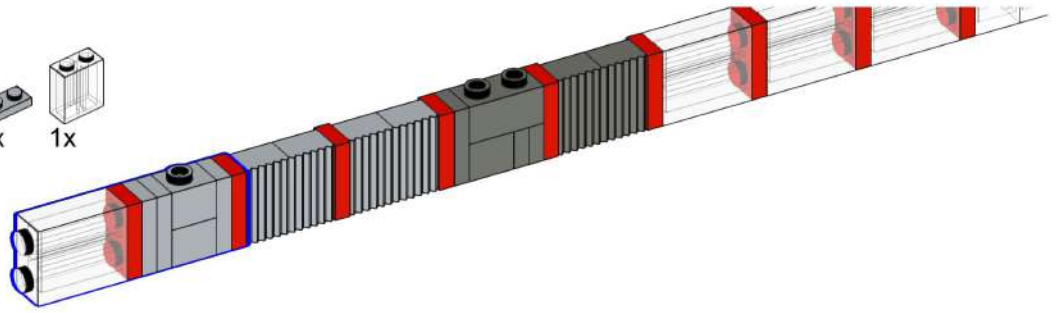
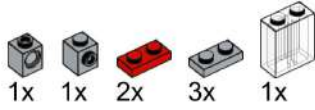
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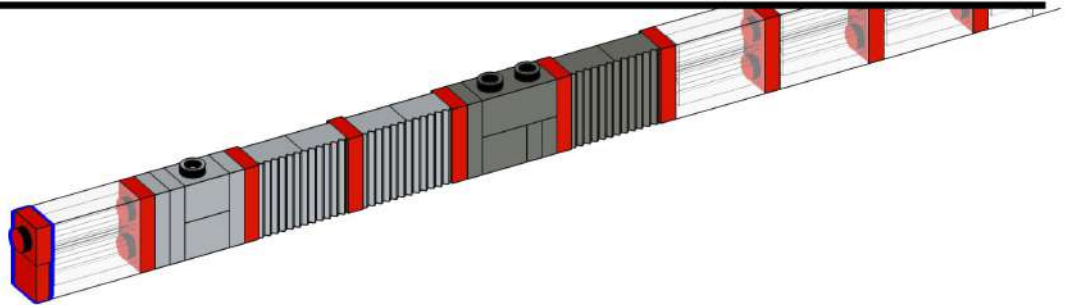
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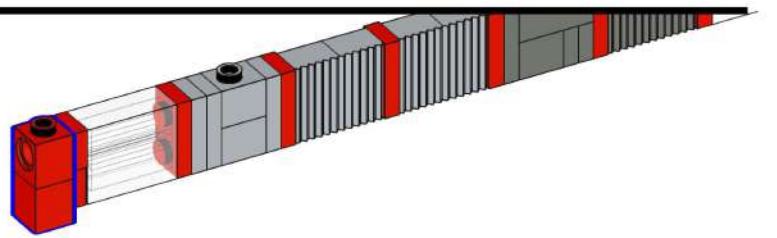
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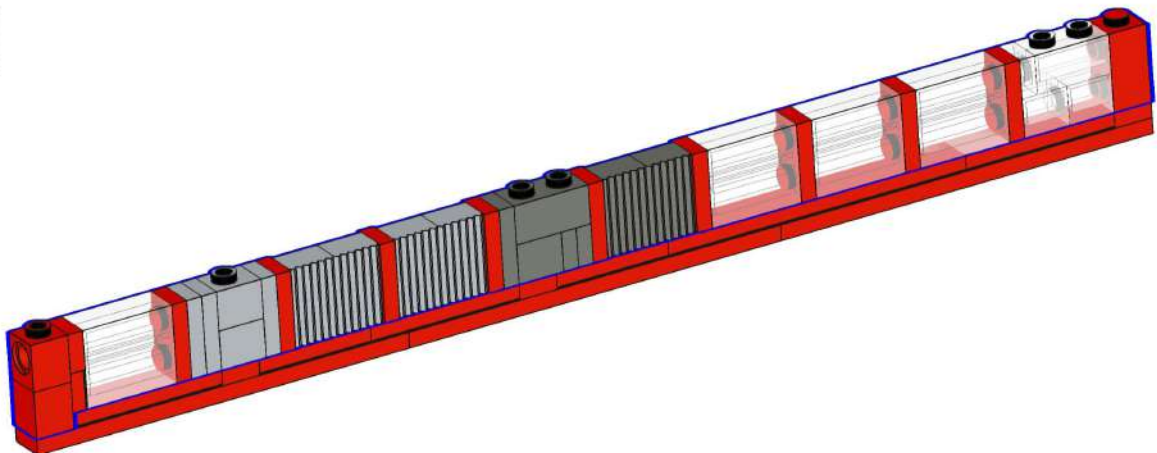
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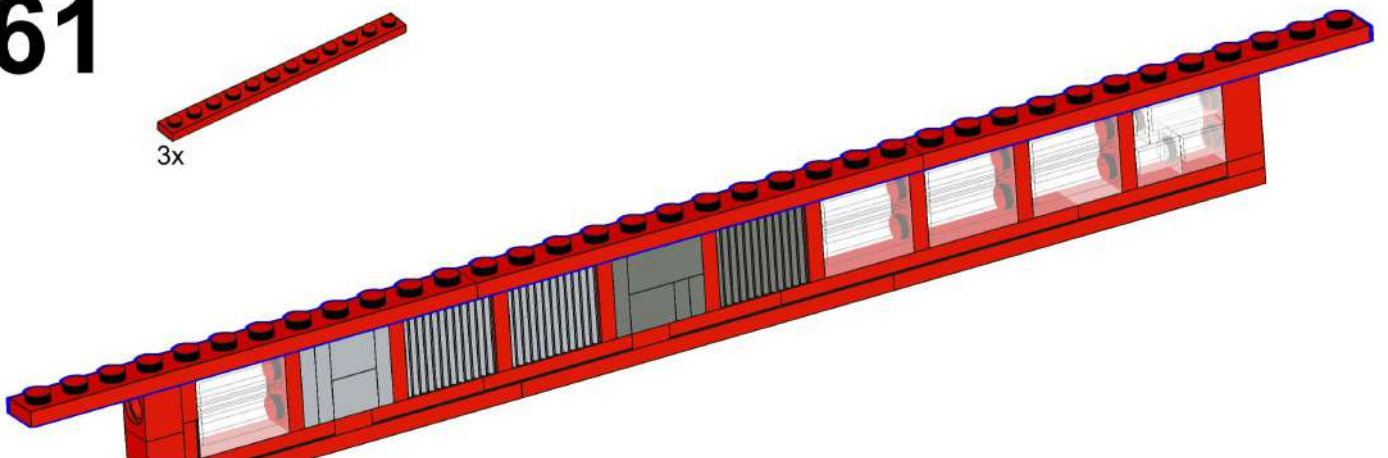
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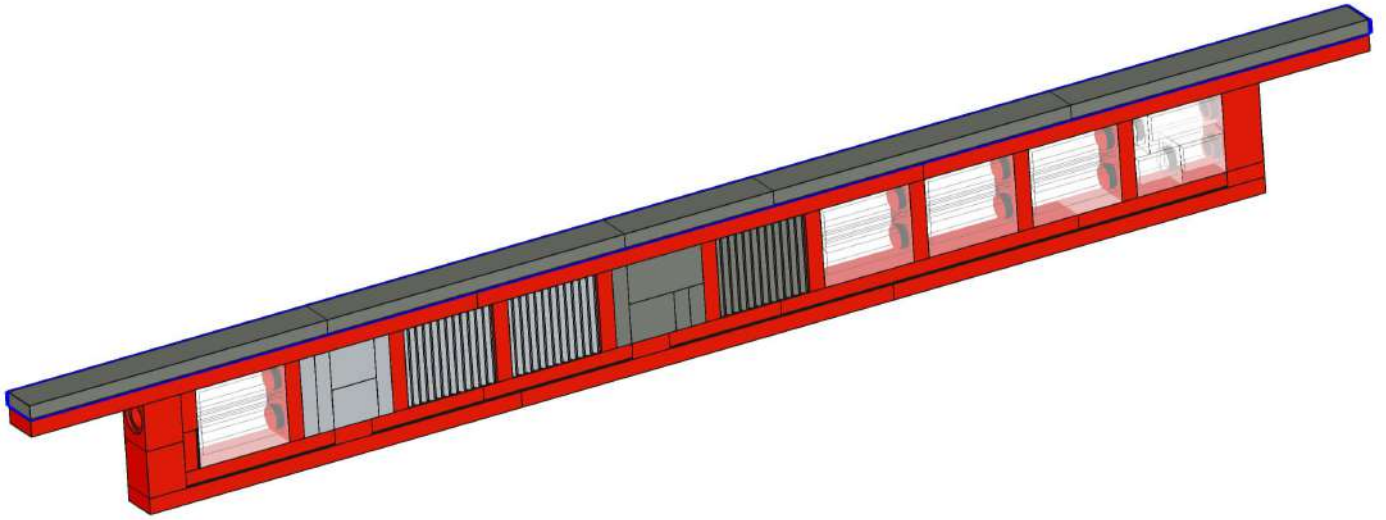
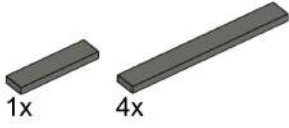
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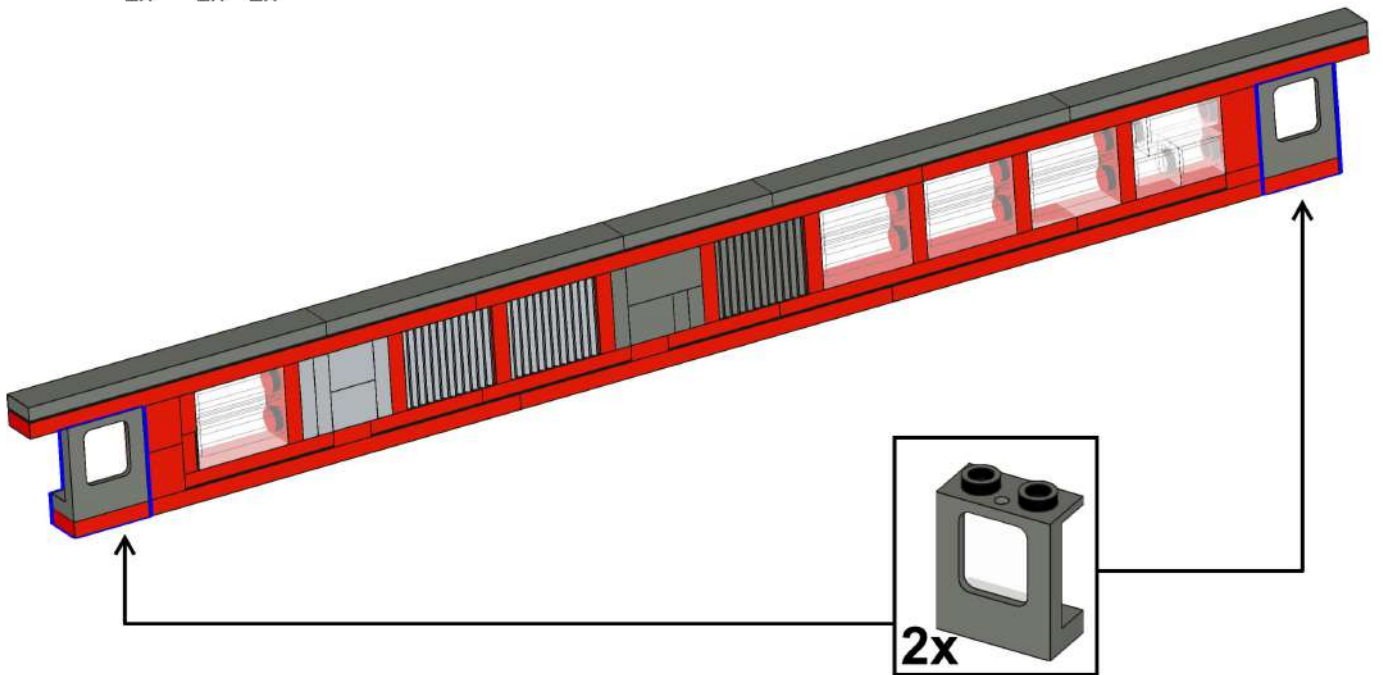
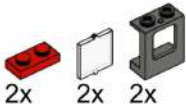
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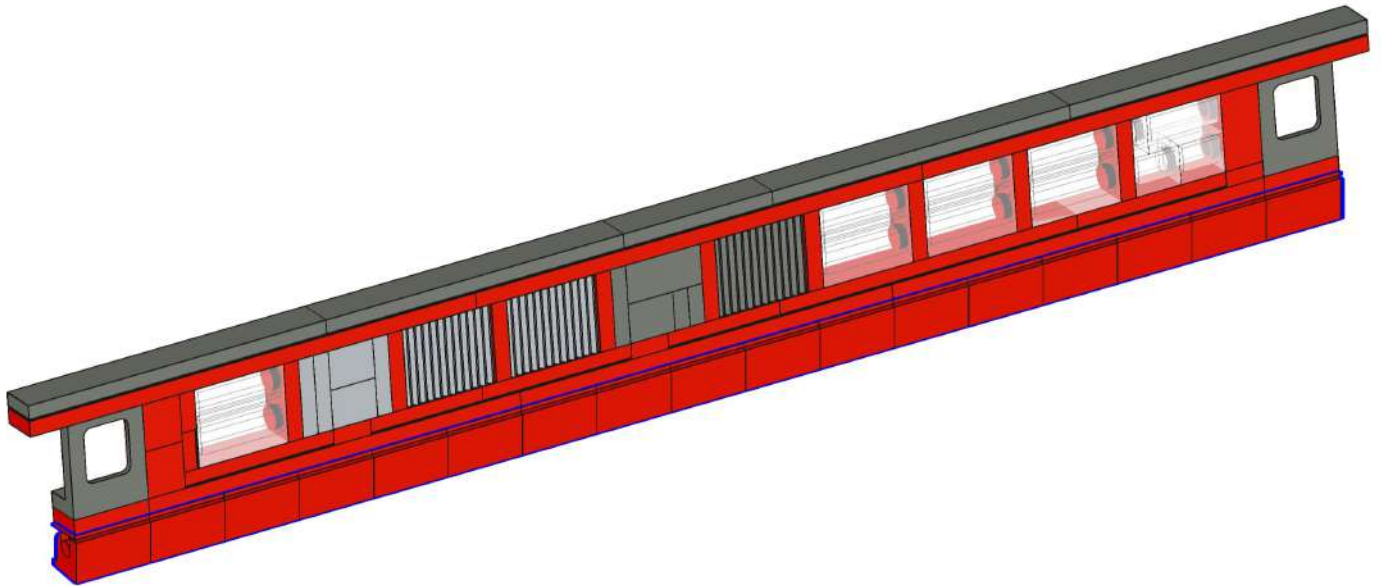
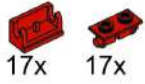
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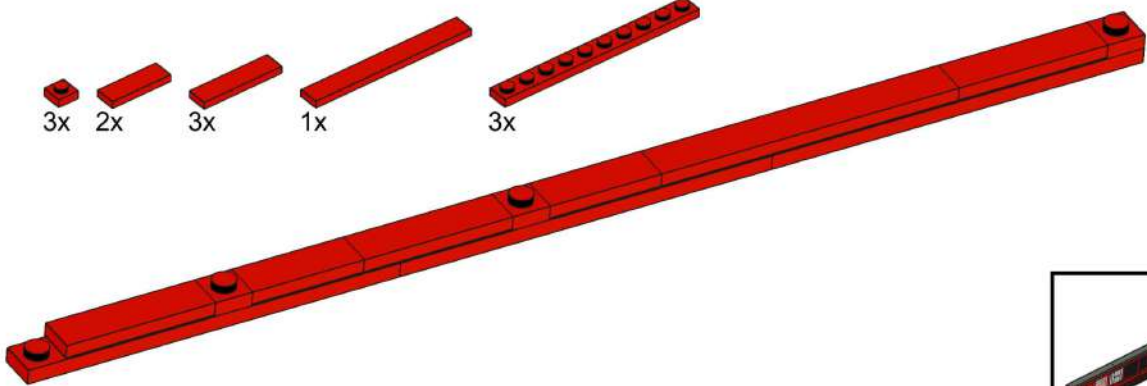
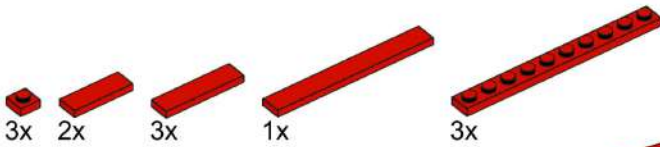
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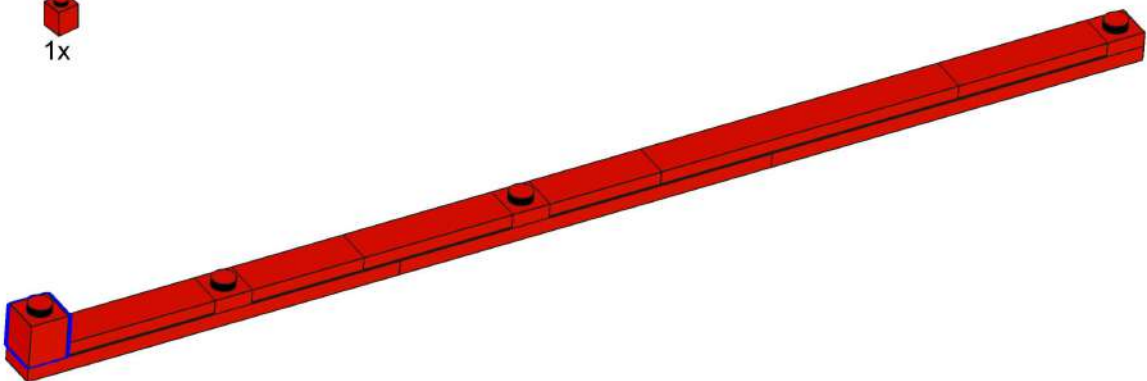
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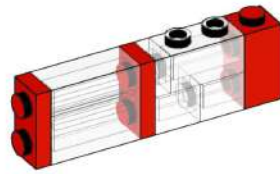
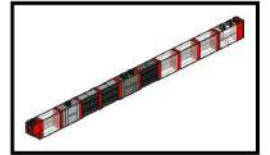
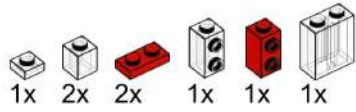
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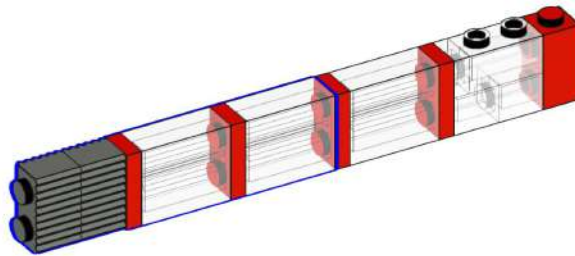
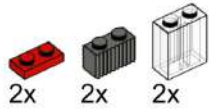
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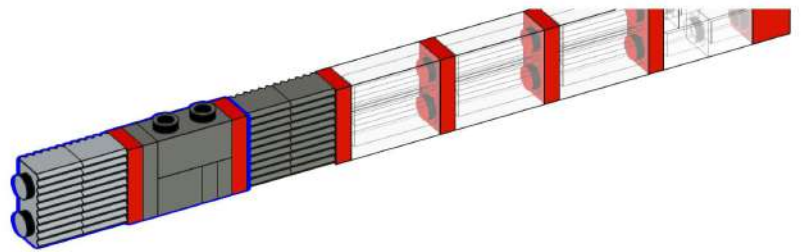
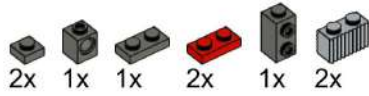
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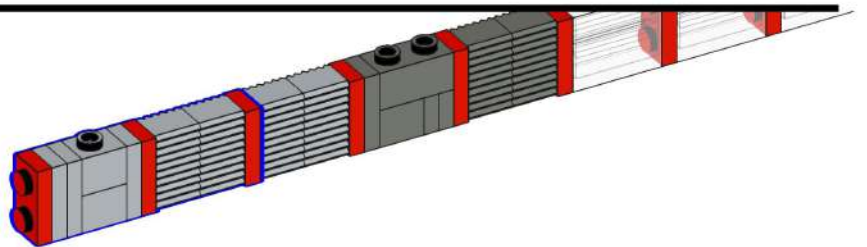
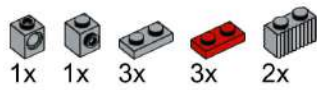
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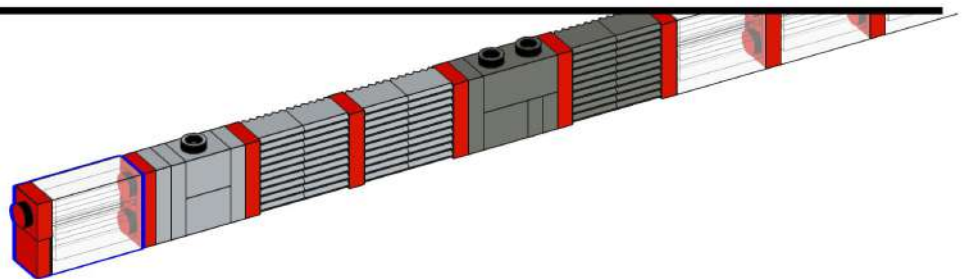
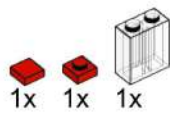
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70

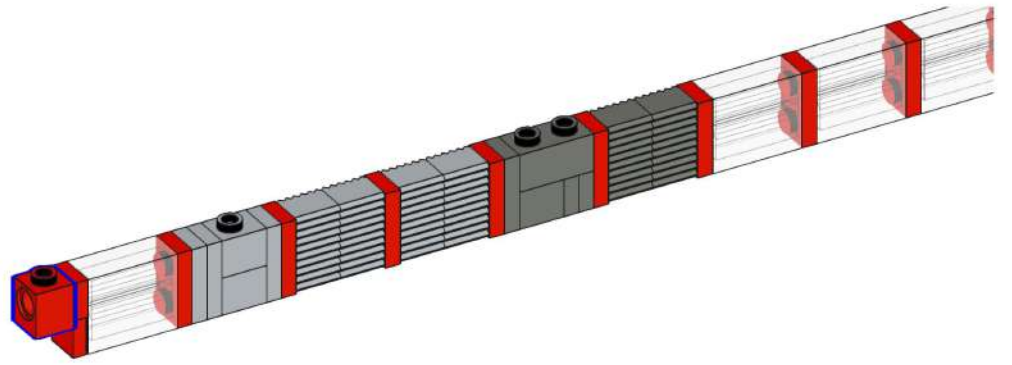


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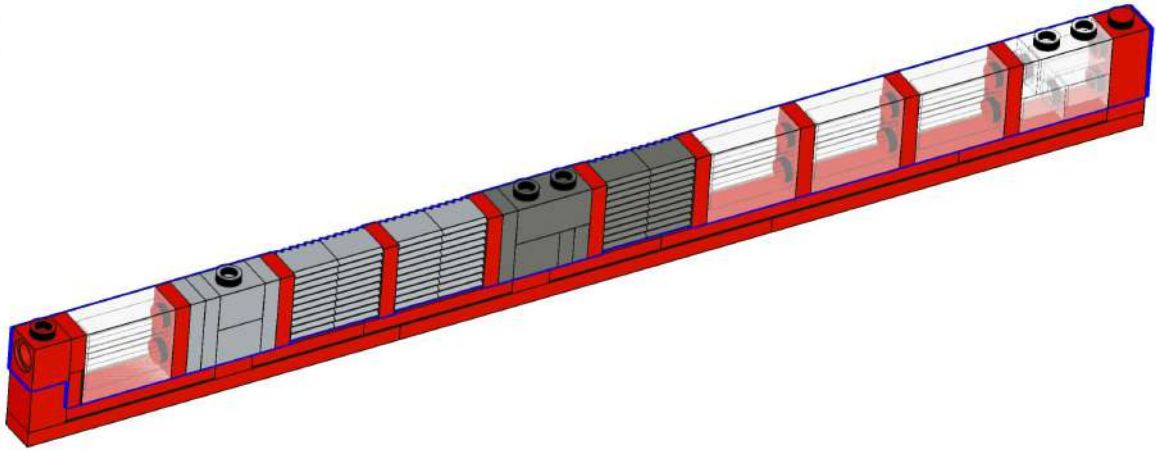


72

1x



73



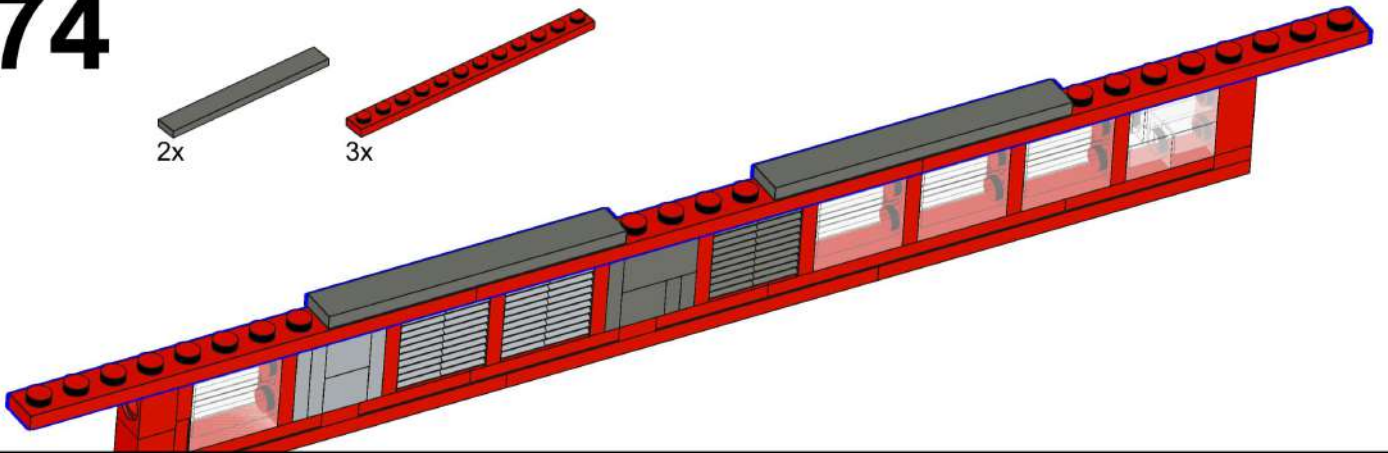
74



2x



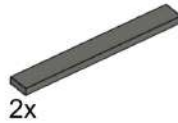
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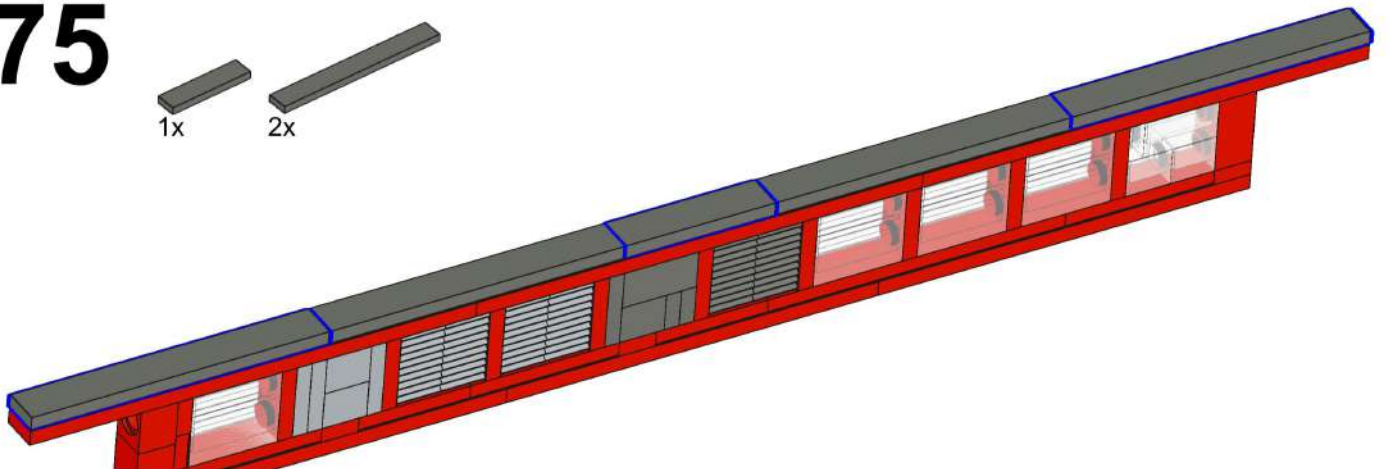
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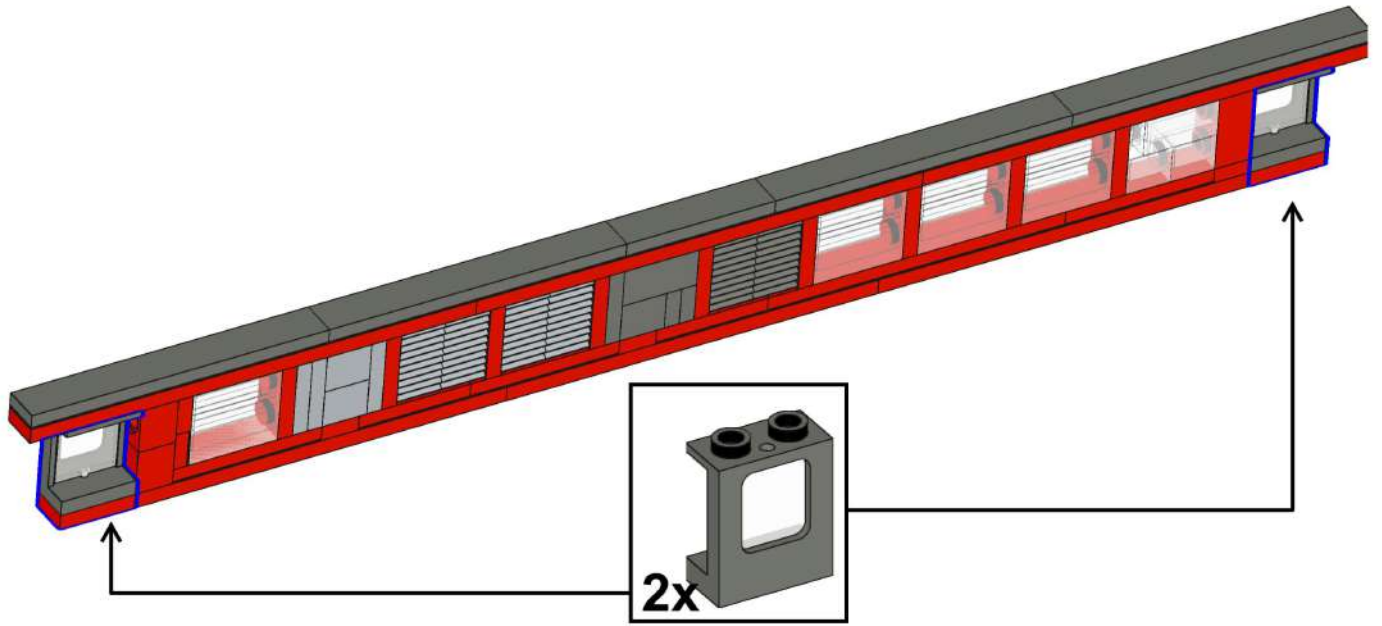
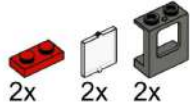
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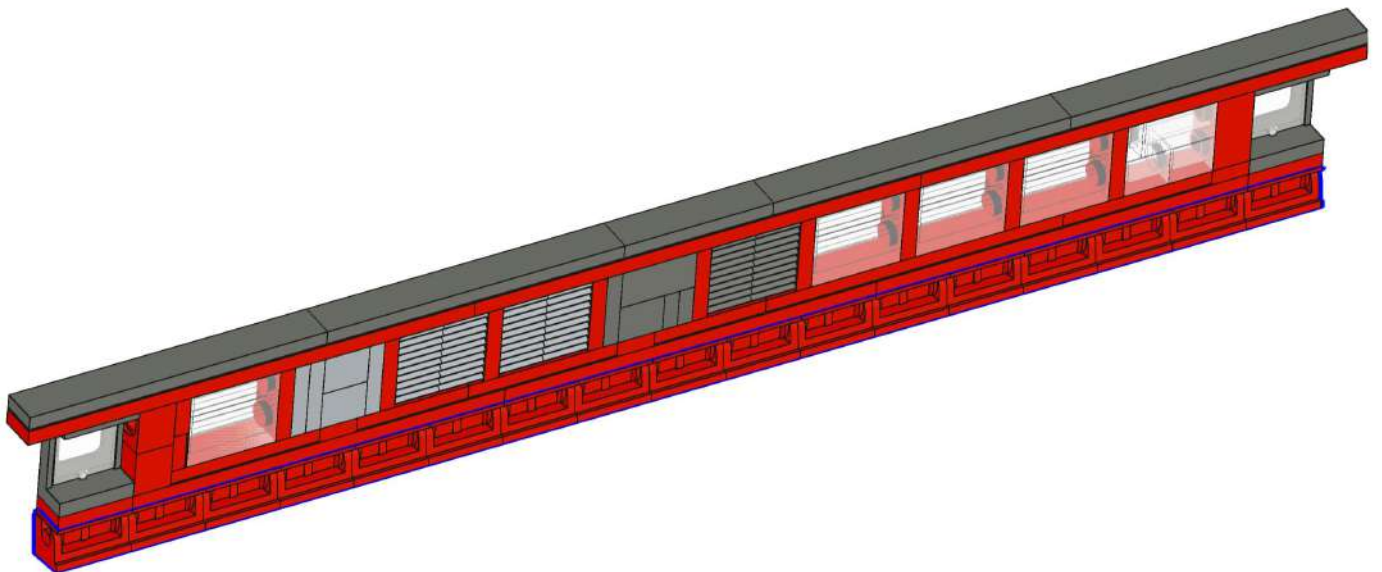
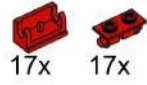
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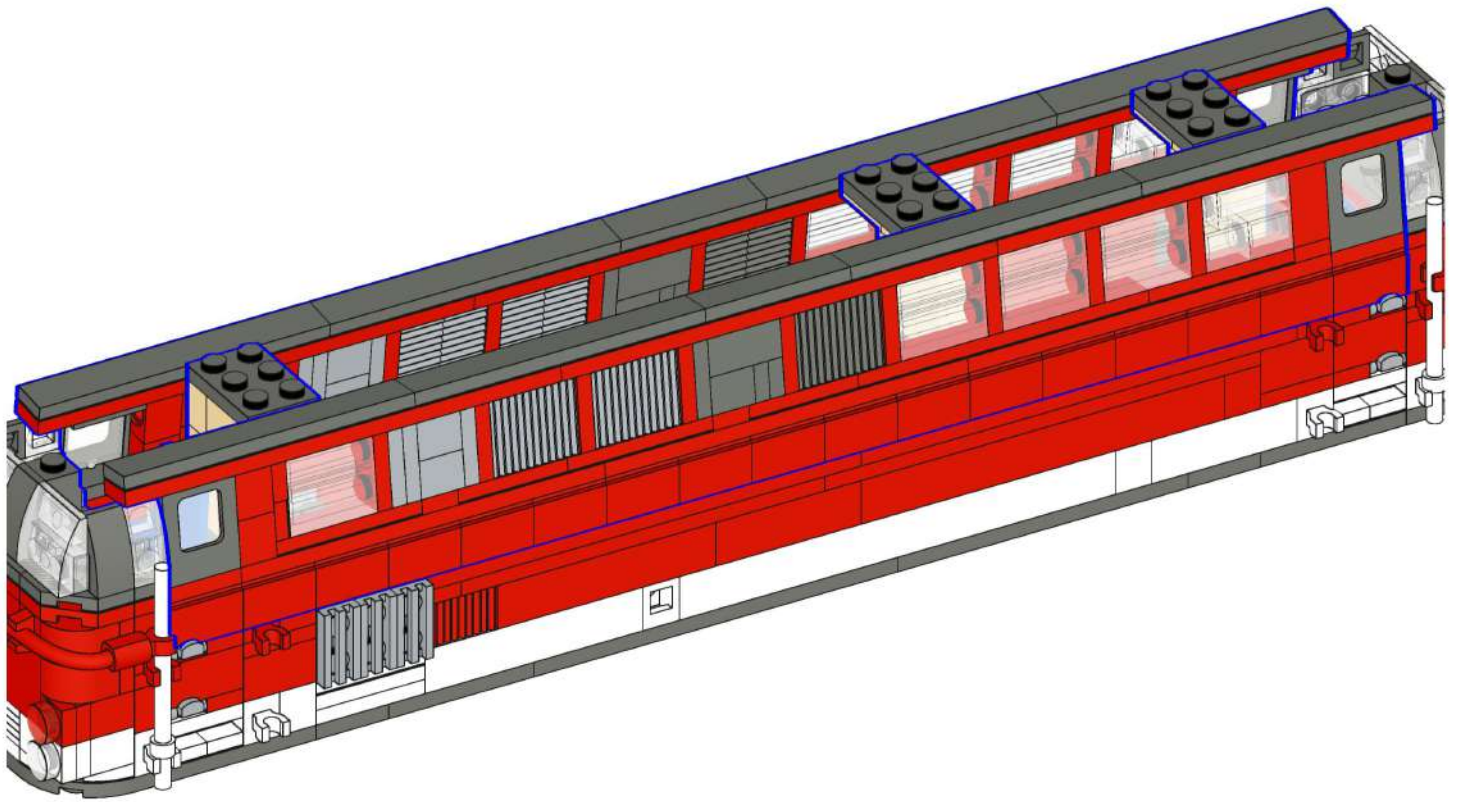
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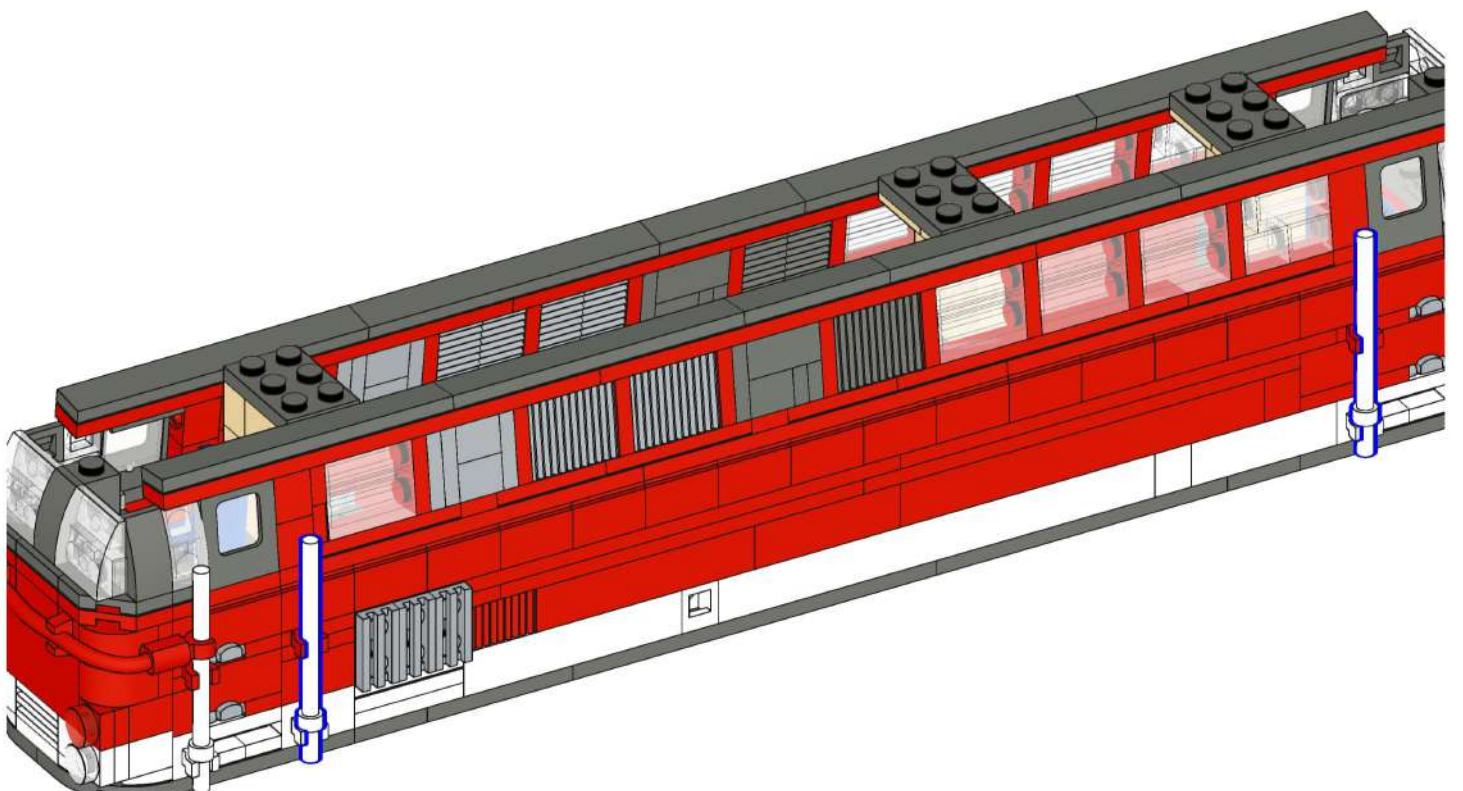
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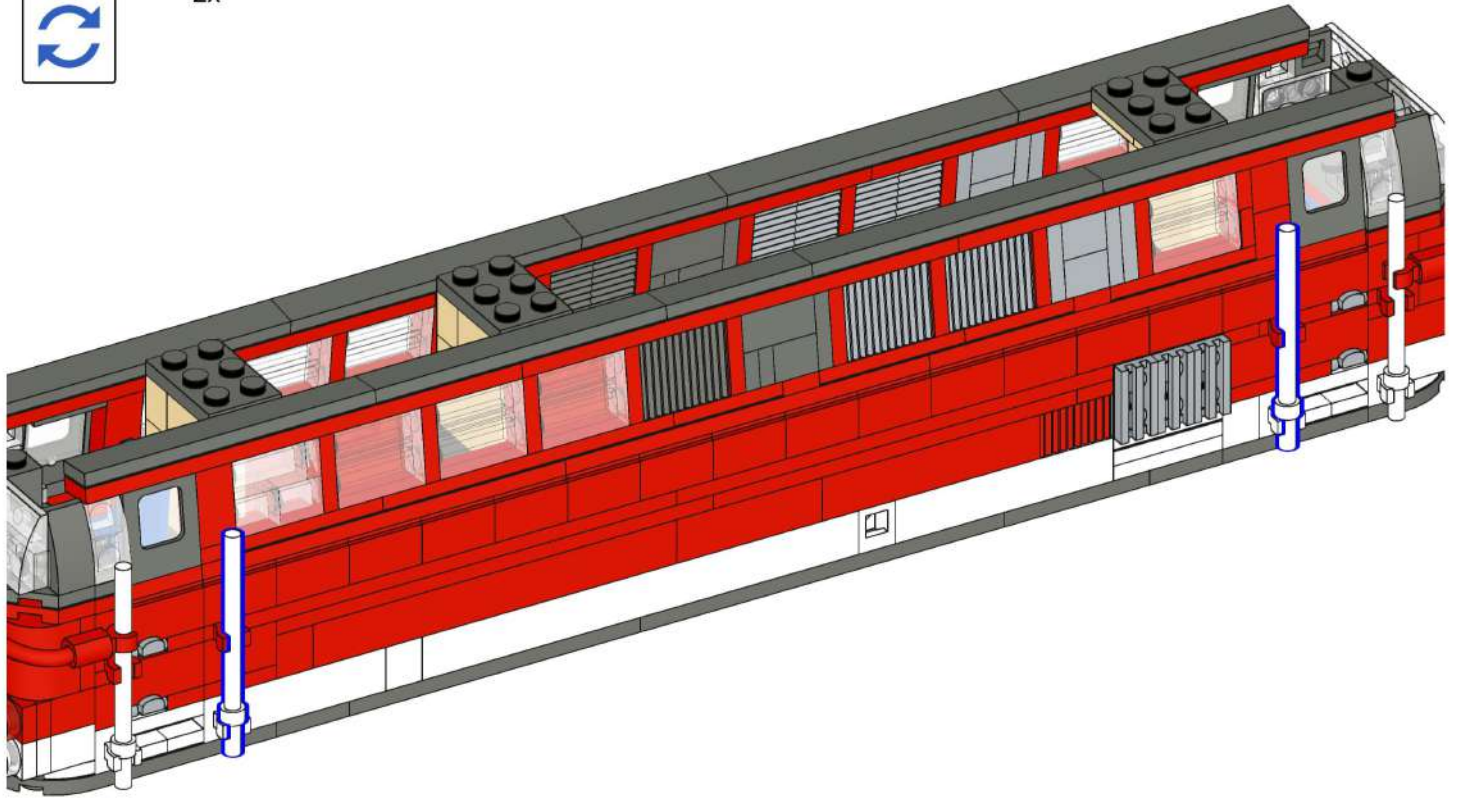
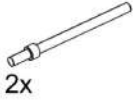
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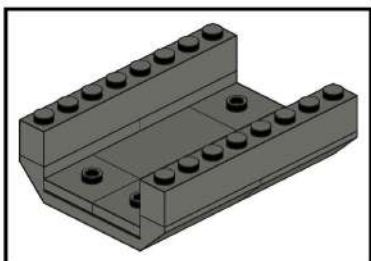
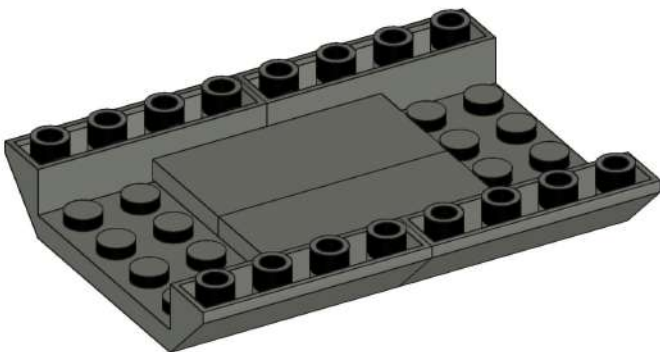
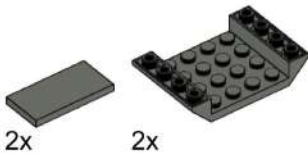
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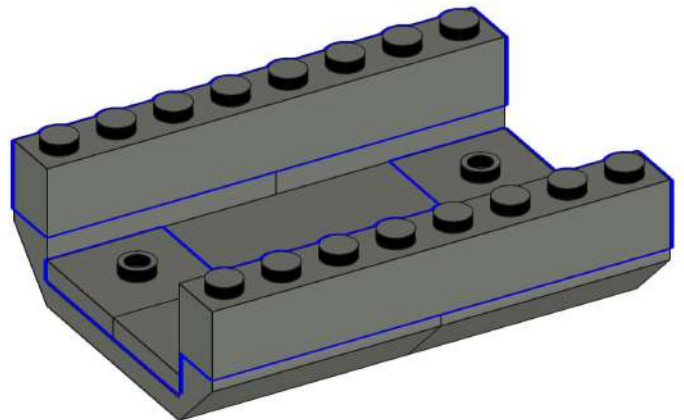
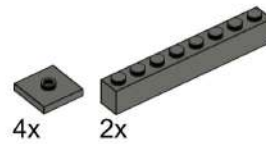
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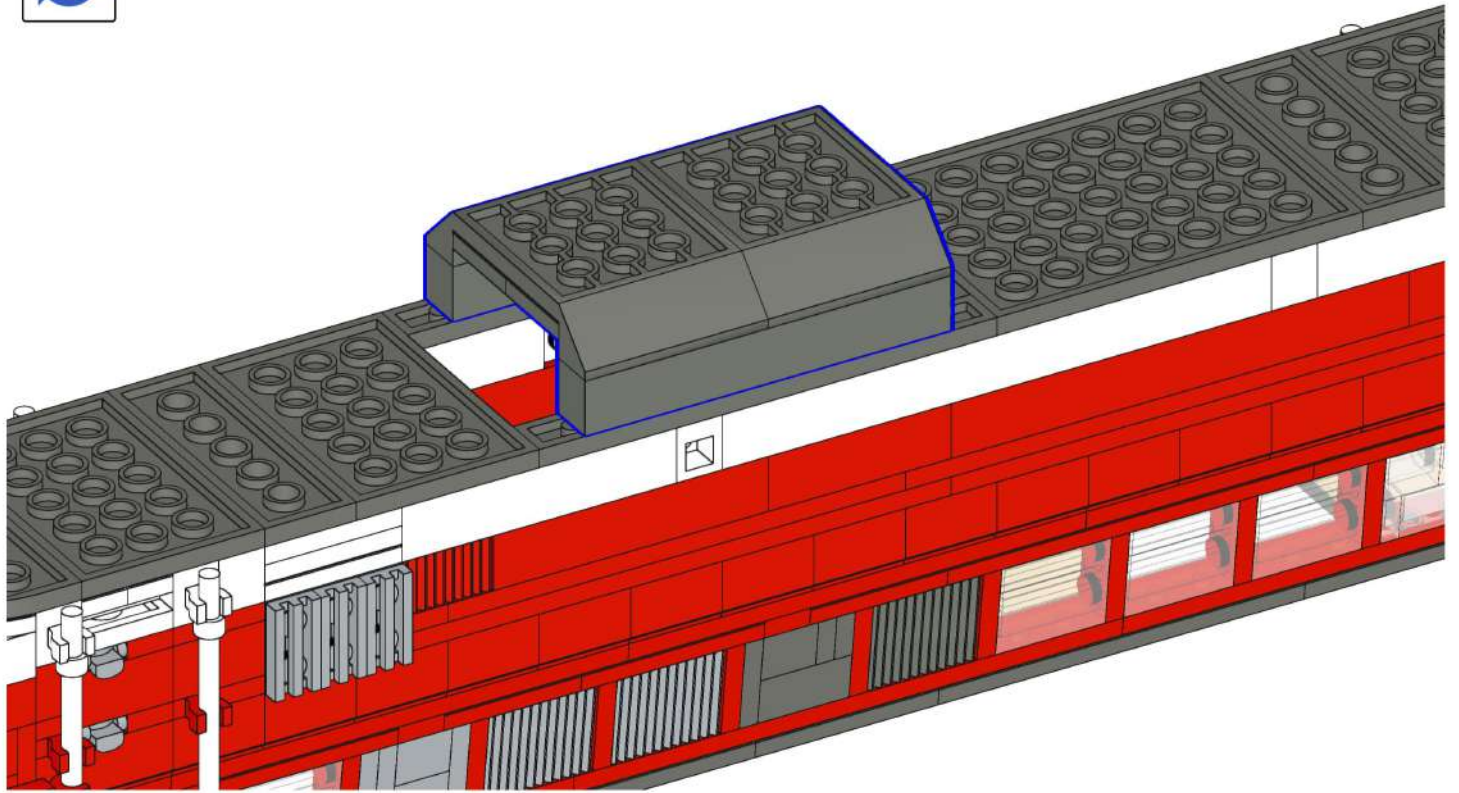
81



82



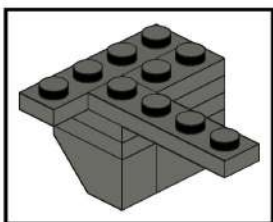
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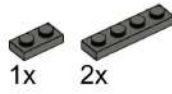
84



2x

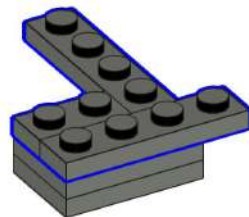


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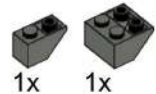


1x

2x

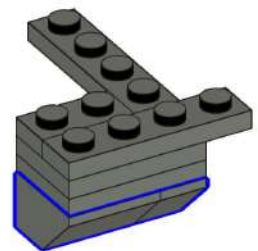


86



1x

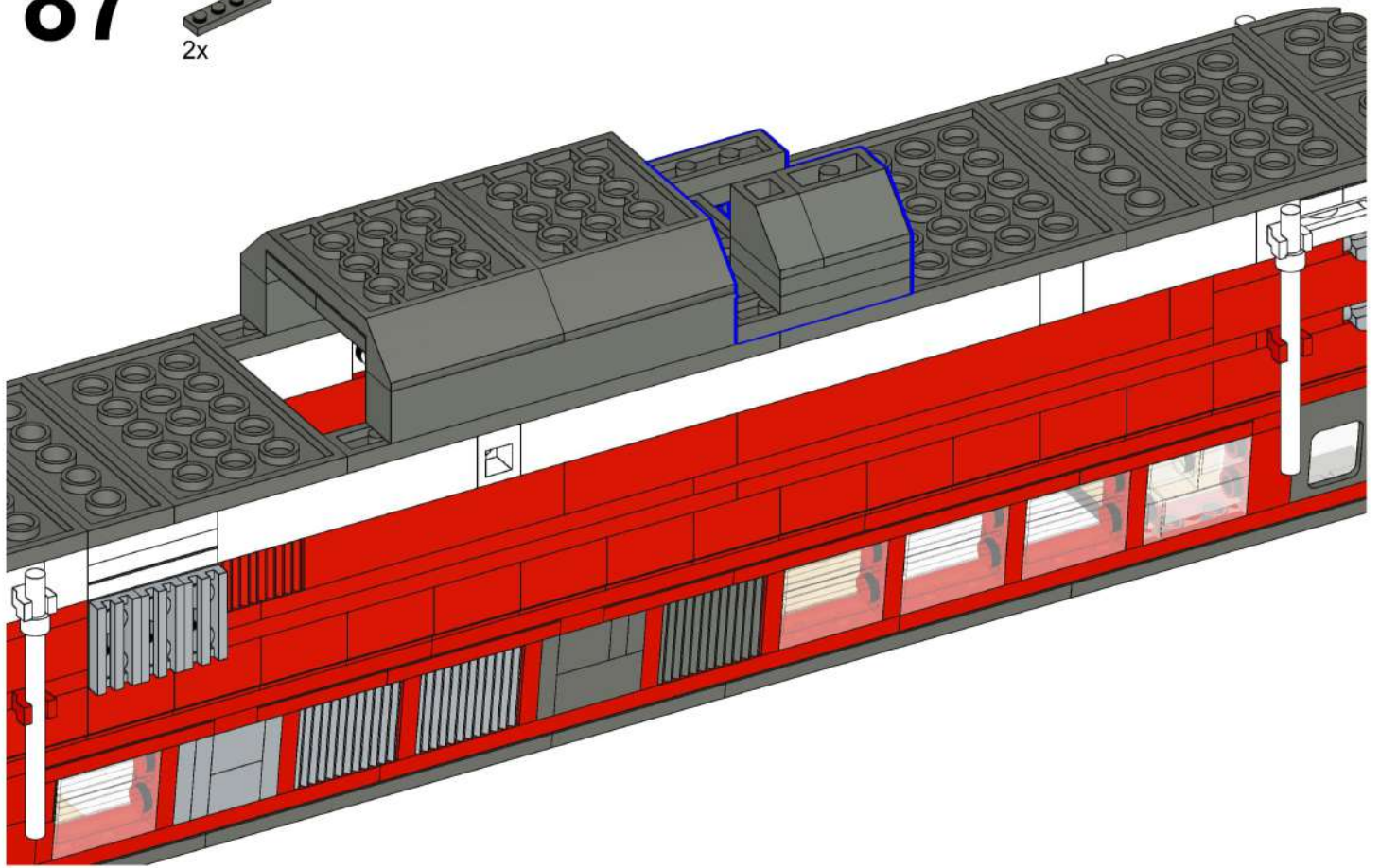
1x



87



2x



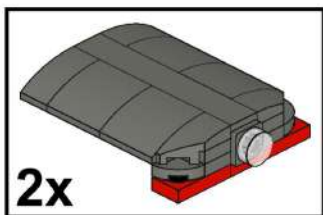
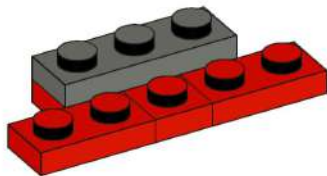
88



1x

2x

1x



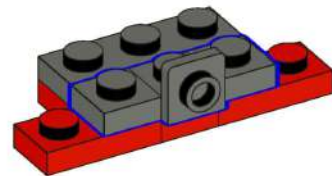
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89

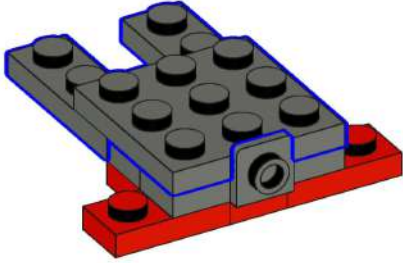
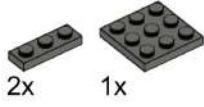


2x

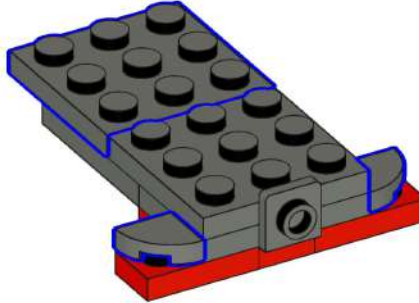
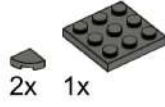
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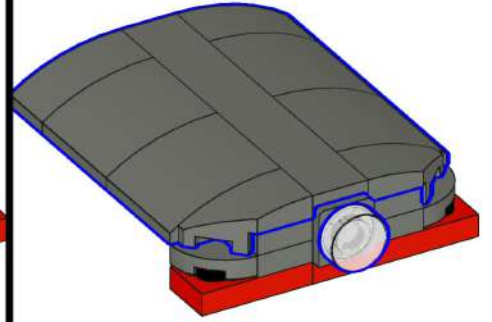
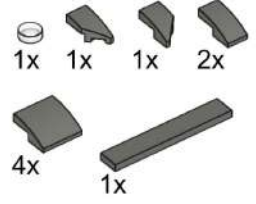
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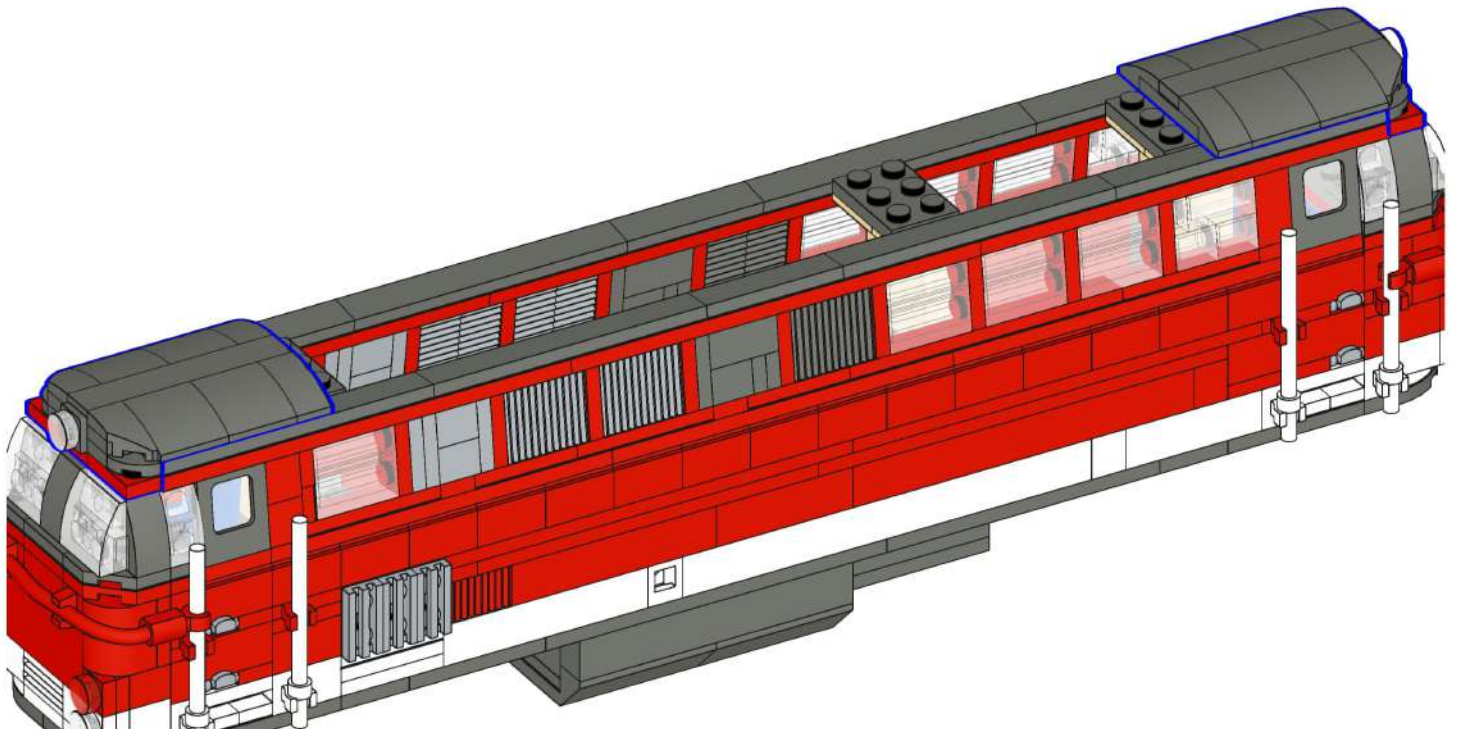
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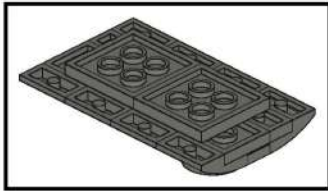
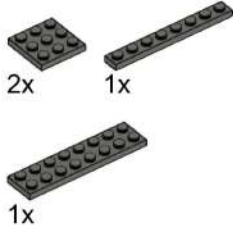
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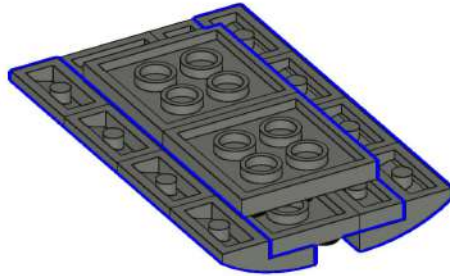
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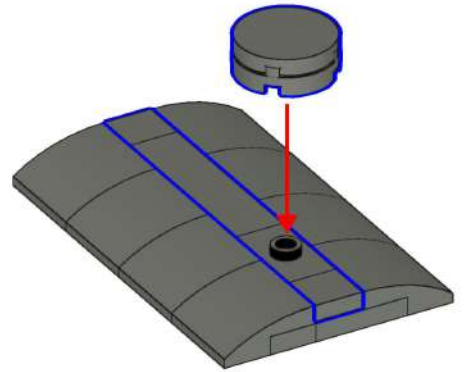
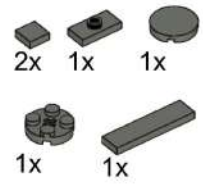
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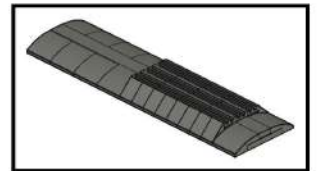
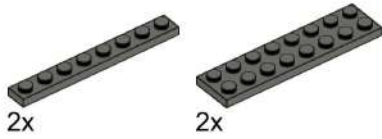
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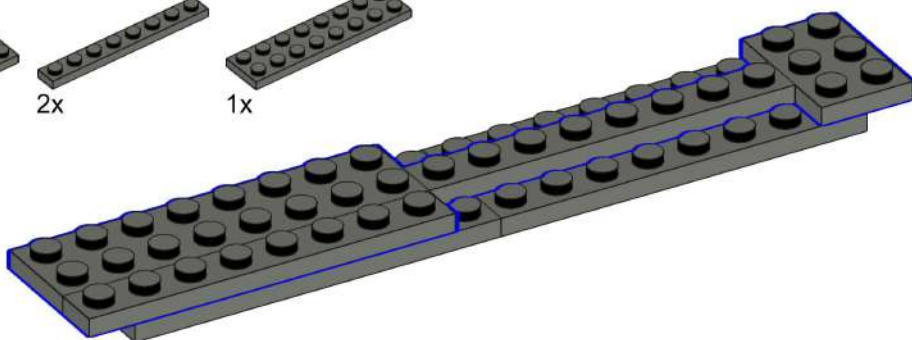
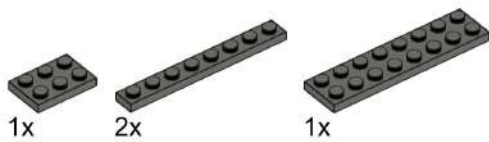
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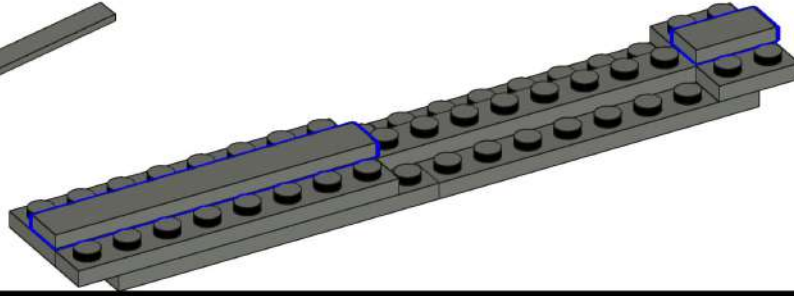
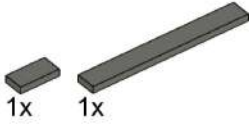
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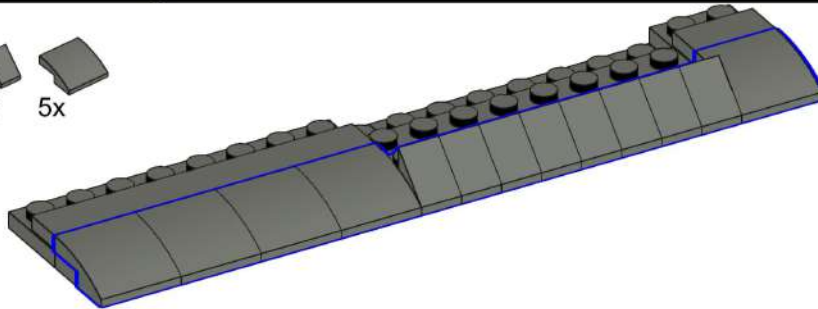
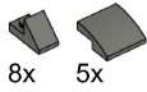
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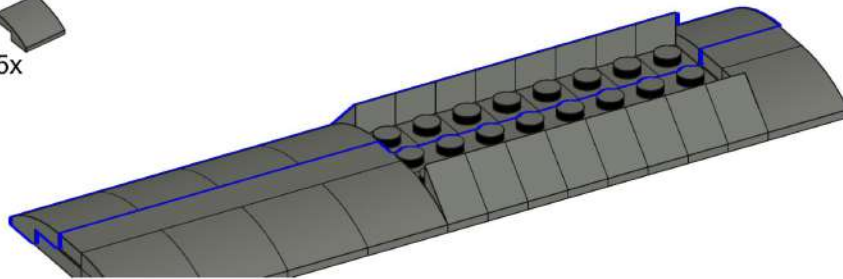
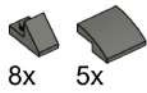
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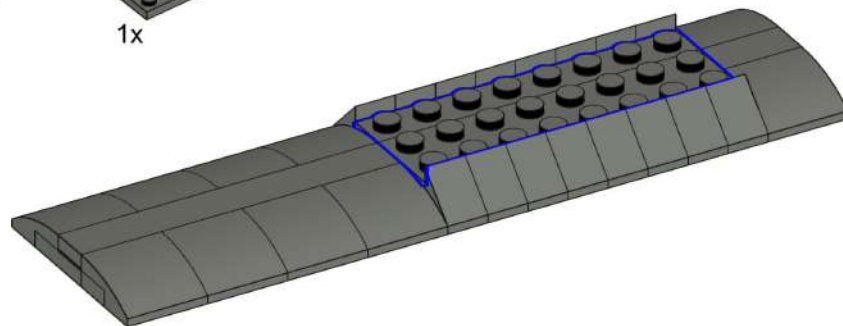
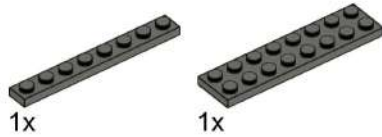
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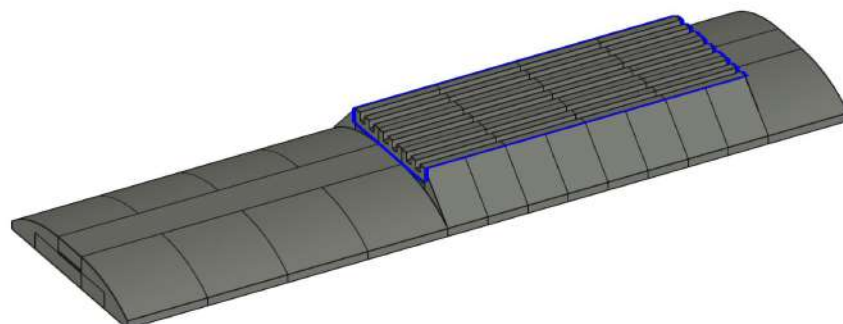
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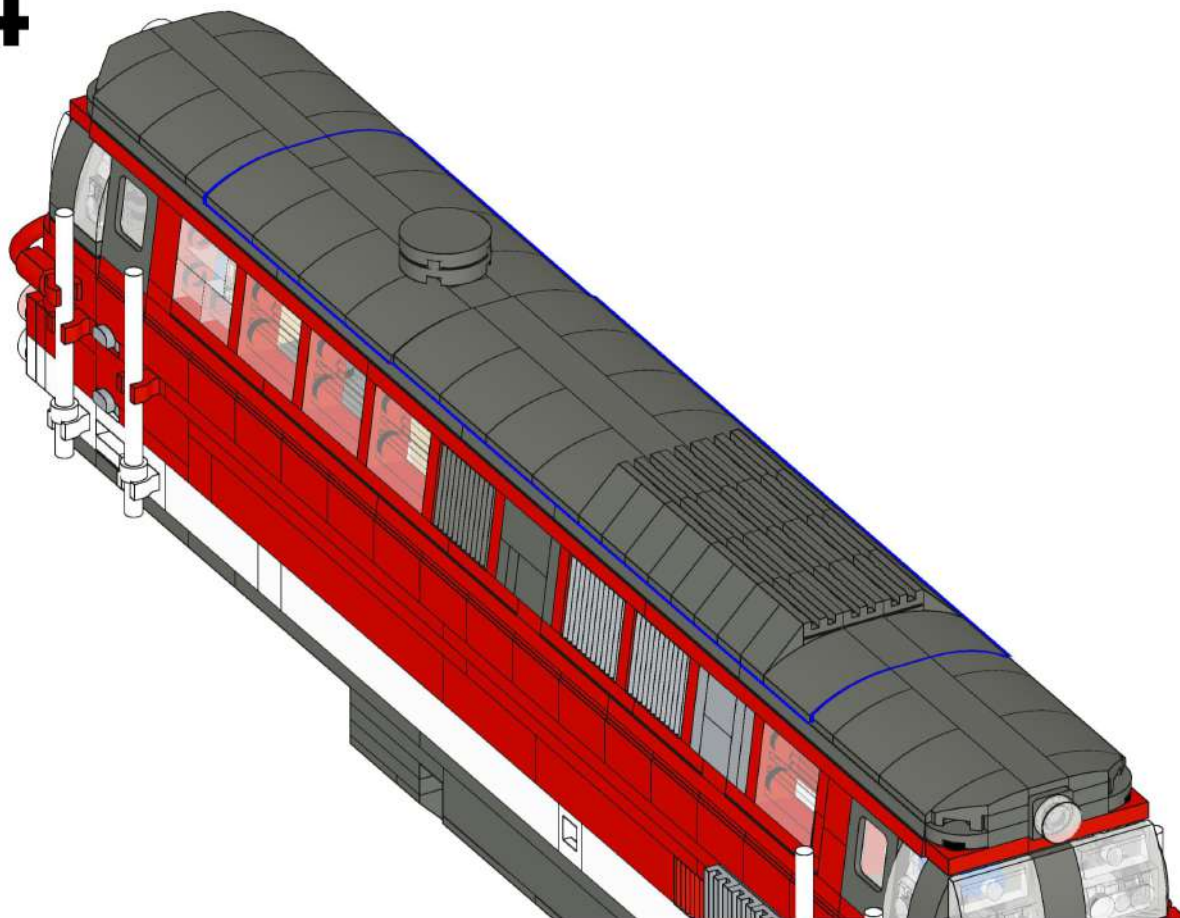
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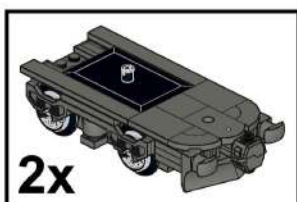
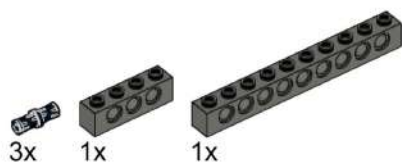
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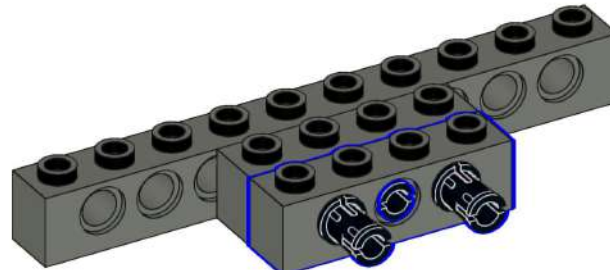
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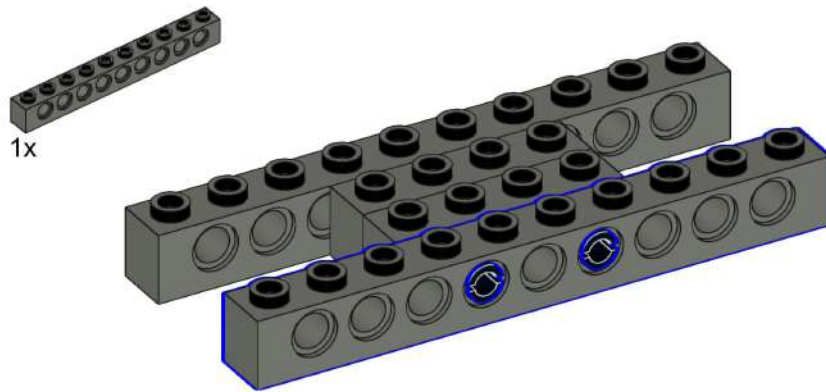
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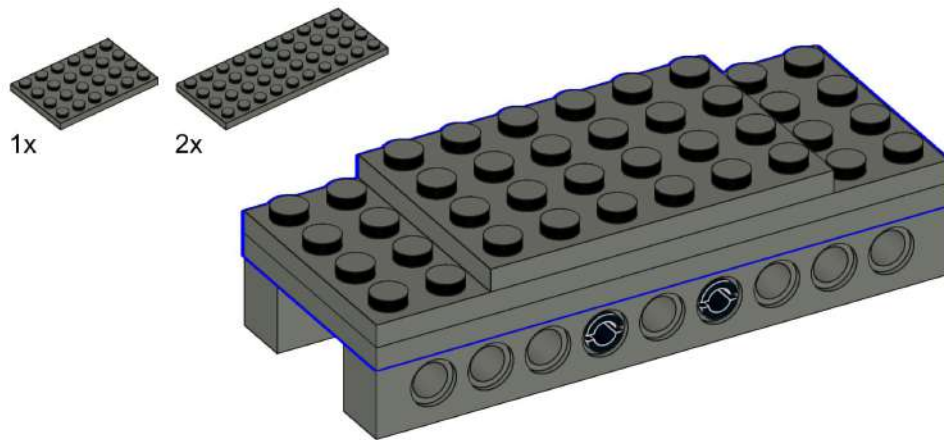
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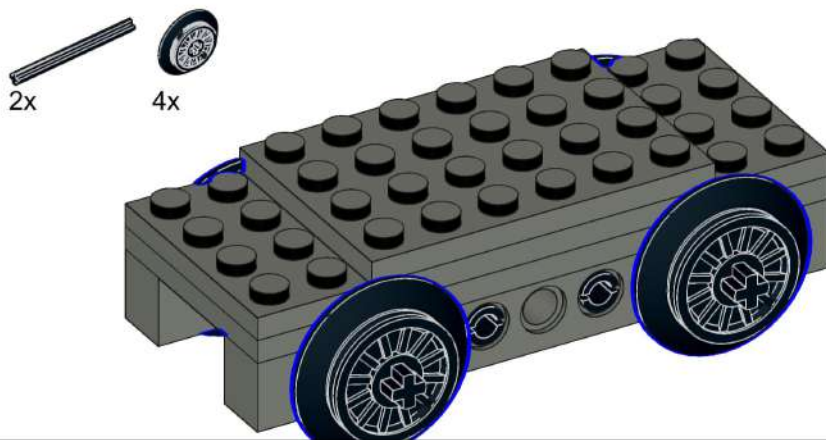
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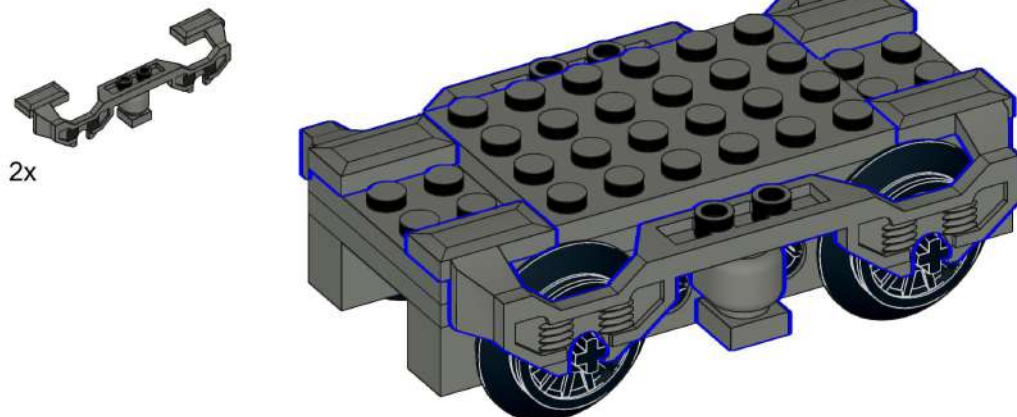
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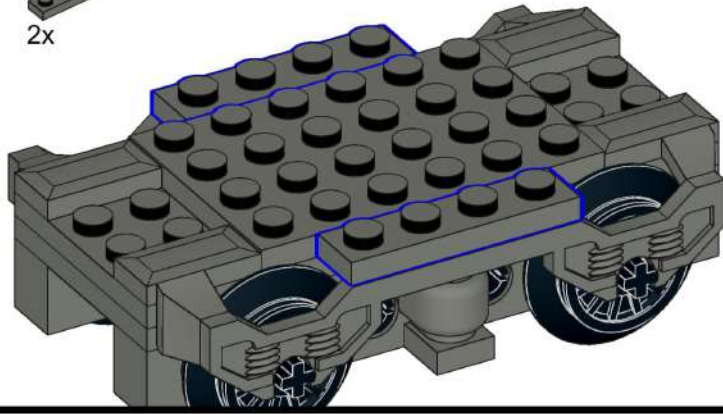
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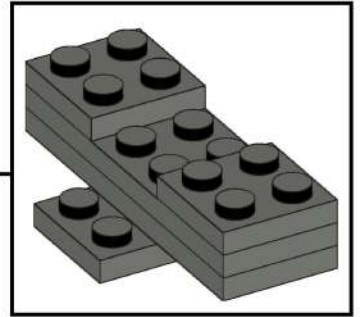
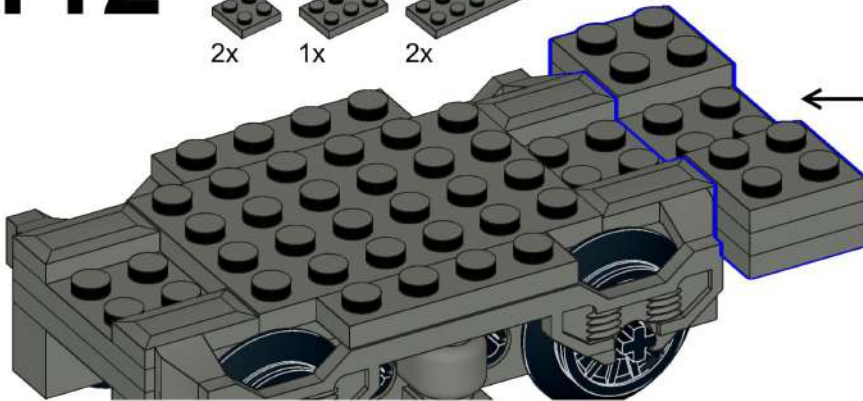
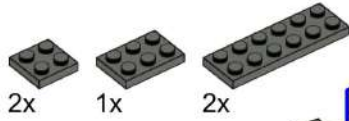
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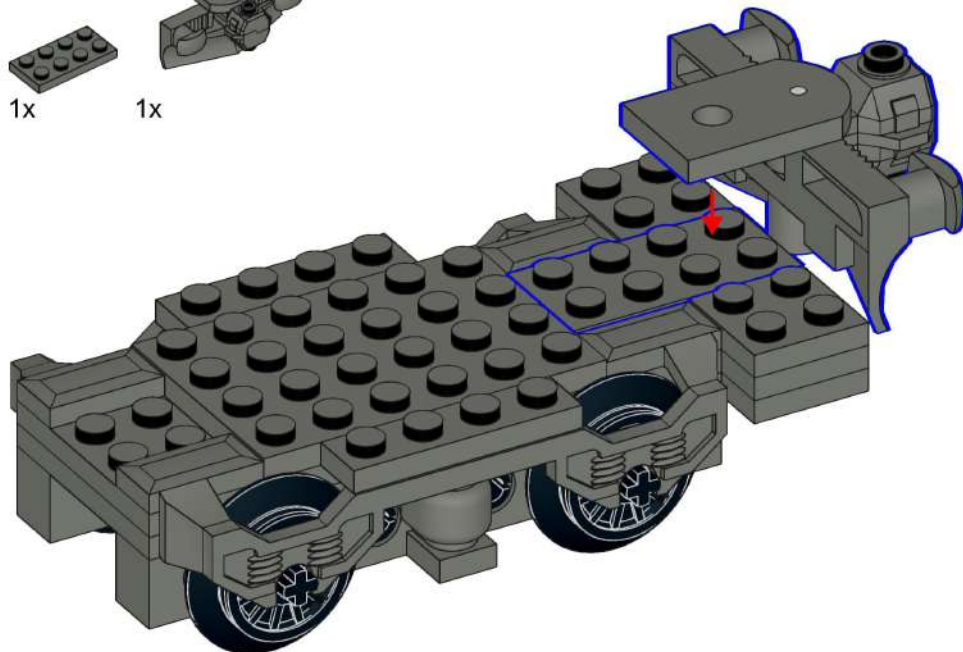
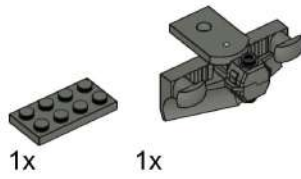
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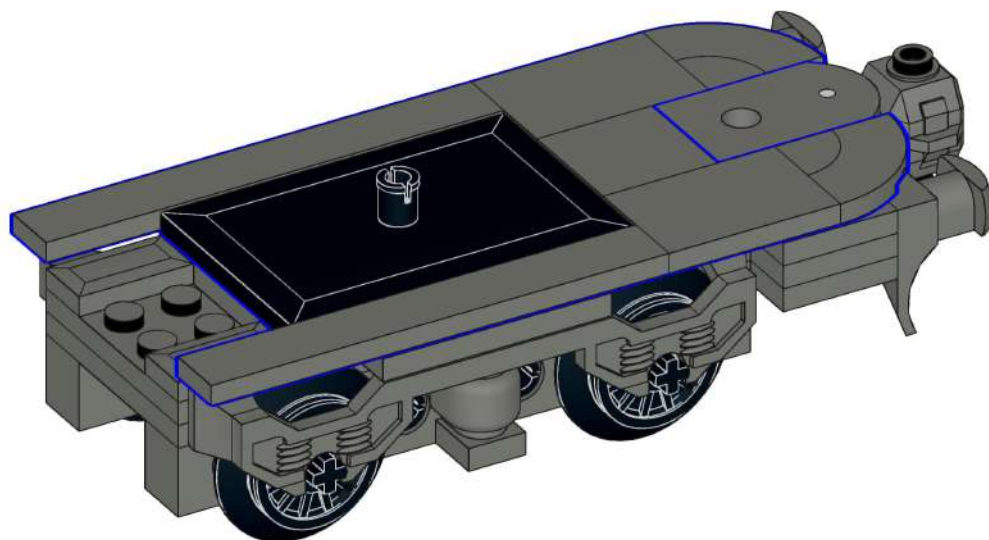
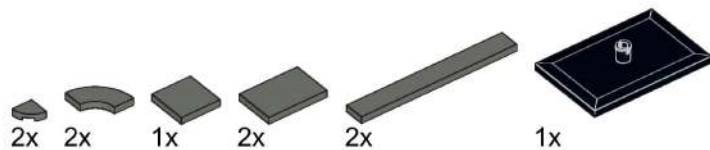
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113



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