

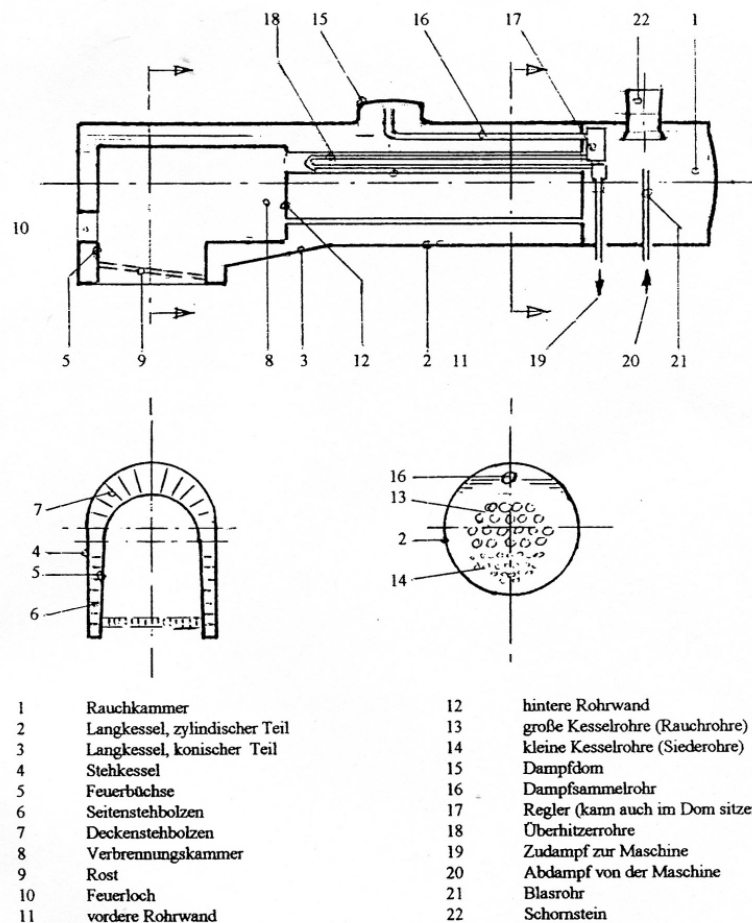


Abb. 3 - 1 Kessel (JH)

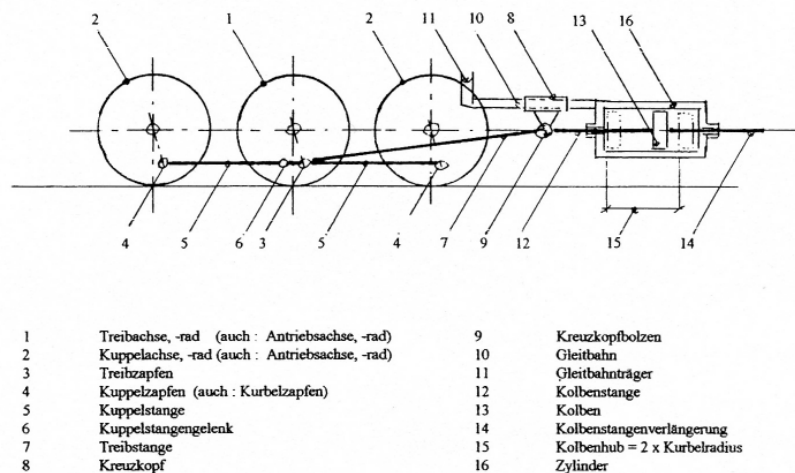
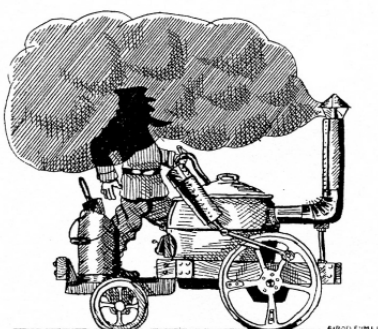
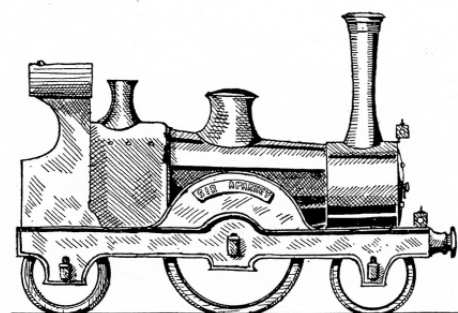


Abb. 3 - 2 Triebwerk (JH)



Wie der Franzose die englische Lokomotive sieht



Wie der Engländer die französische Lokomotive sieht

Abb. 3 - 3 Sichtweisen
(Metzeltin 1935)

Zum Stand der Dampflokomotivtechnik am Ende ihrer Entwicklung

Abb. 3-4 LEICHTE SCHNELLZUGLOK M 1:200

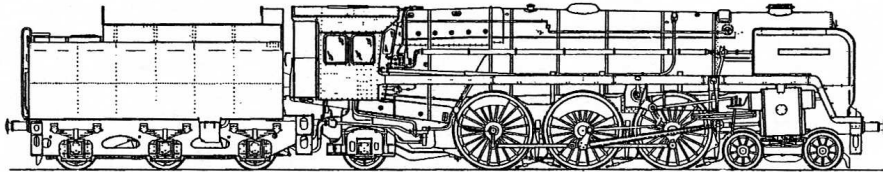


Abb. Tab. 2-1, Nr. 1

BR 70

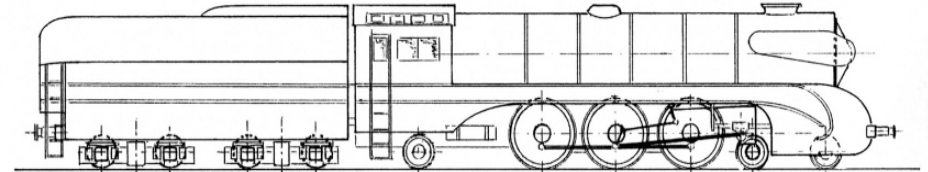


Abb. Tab. 2-1, Nr. 18

DB 10

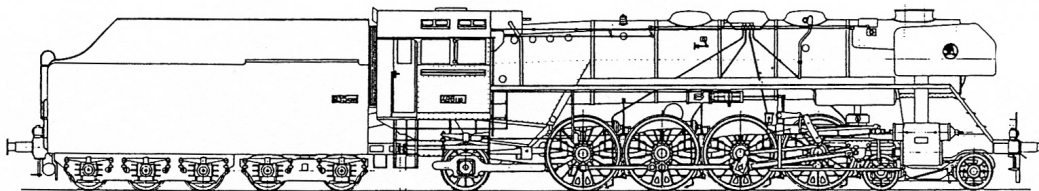


Abb. Tab. 2-1, Nr. 14

CSD 498.1

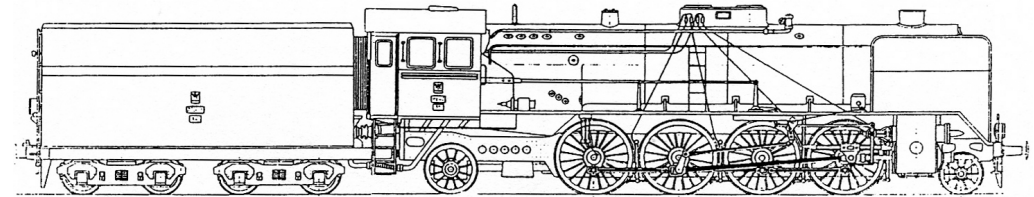


Abb. Tab. 2-1, Nr. 28

PKP Pt 47

Quellen:
BR 70: Beattie (1981)
DB 10: JH
CSD 498 Griebel (1969)
PKP Pt 47: Pokropinski (1987)
NYC J-3a: Sampson (1951)

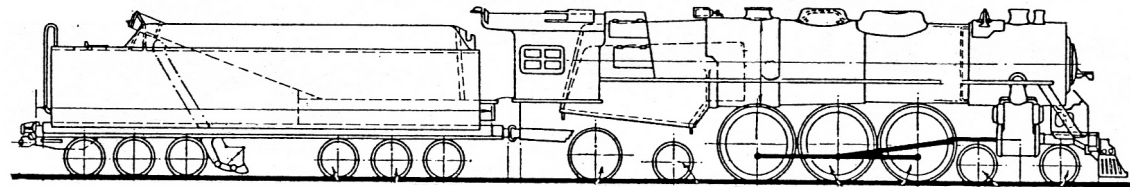


Abb. Tab. 2-4, Nr. 5

NYC J-3a

Zum Stand der Dampflokomotivtechnik am Ende ihrer Entwicklung

Abb. 3 - 5 SCHWERE SCHNELLZUG- UND SCHNELLGÜTERZUGLOK, DUPLEXLOK M 1:200

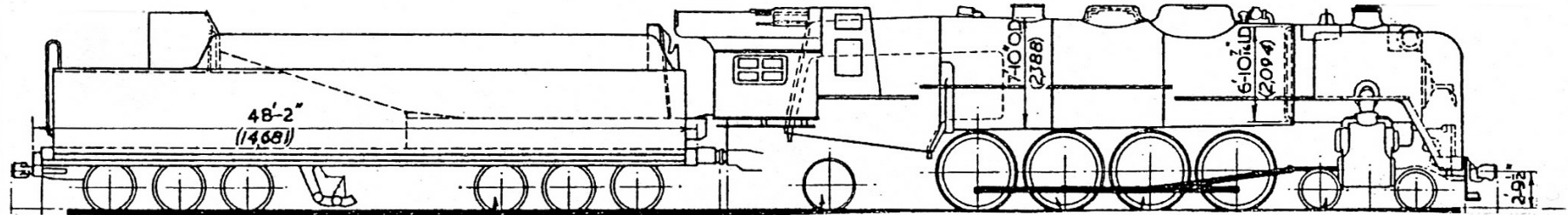


Abb. Tab. 2 - 4, Nr. 47

NYC L - 4

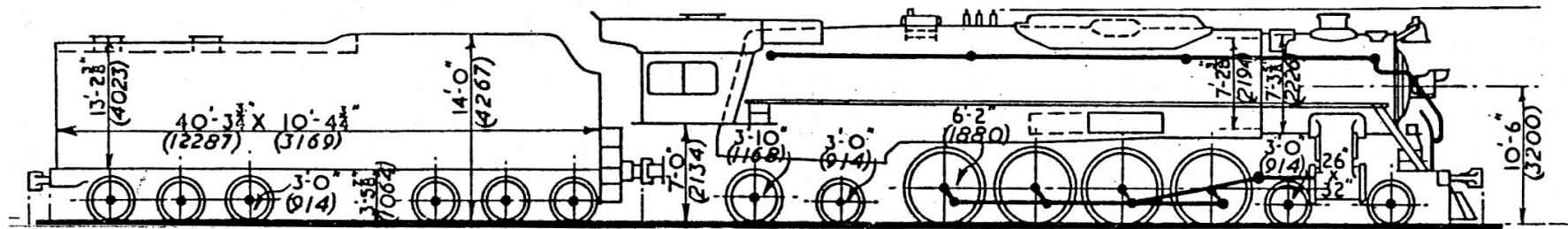


Abb. Tab. 2 - 4, Nr. 50

CRI & P R67

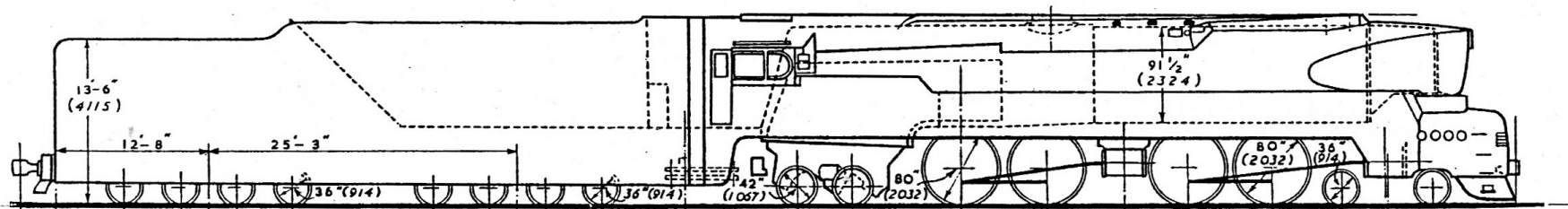


Abb. Tab. 2 - 4, Nr. 75

PRR T - 1

Zum Stand der Dampflokomotivtechnik am Ende ihrer Entwicklung

Abb. 3 - 6 PERSONENZUG LOK M 1:200

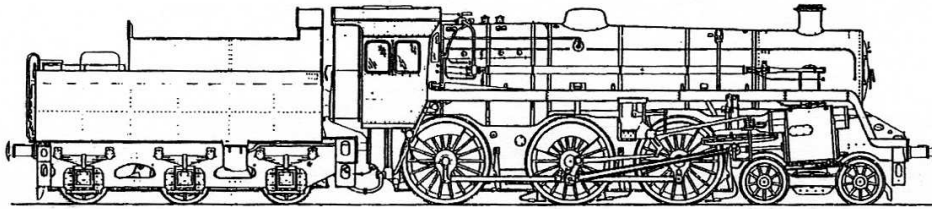


Abb. Tab. 2 - 1 Nr. 5

BR 75

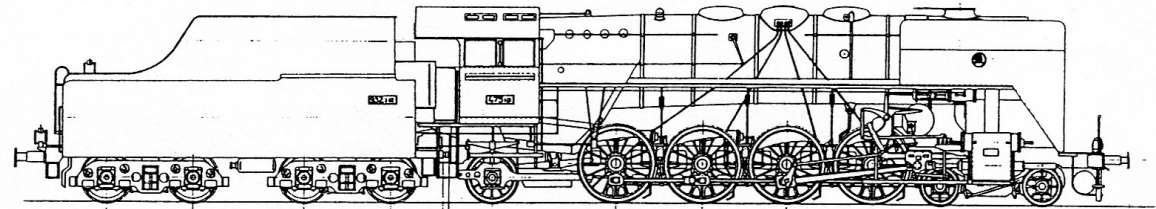


Abb. Tab. 2 - 1 Nr. 13

CSD 475.1

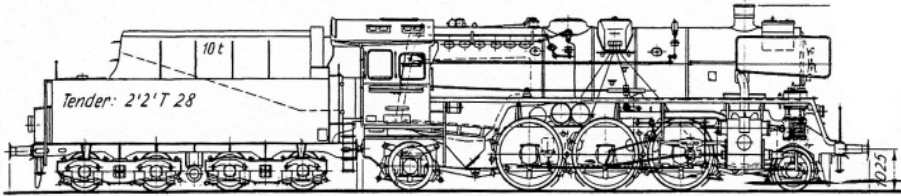


Abb. Tab. 2 - 1 Nr. 19

DB 23

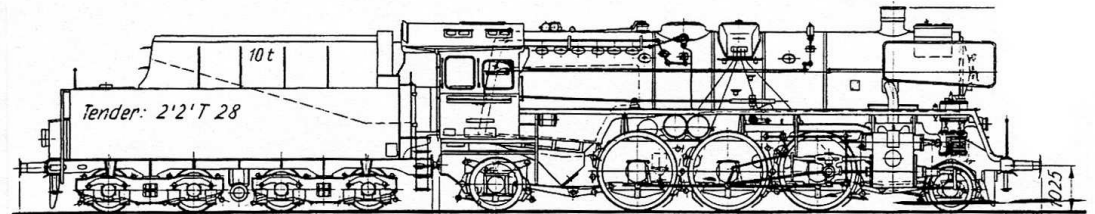


Abb. Tab. 2 - 1 Nr. 23

DR 23.10

Quellen:

BR 75	Beattie (1981)
CSD 475	Griebel (1969)
DB 23	Niederstraßer (1979)
DR 23.10	Merkbuch (1962)
PKP 0149	Pokropinski (1987)

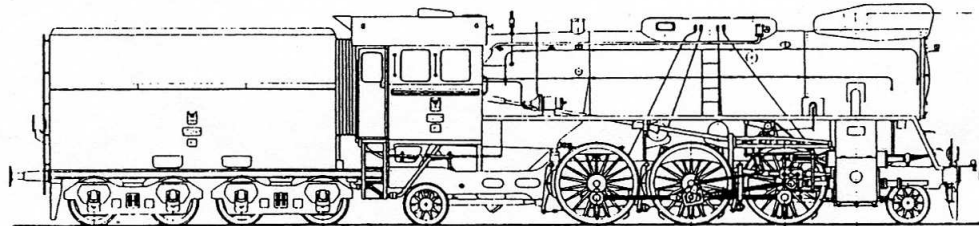


Abb. Tab. 2 - 1 Nr. 29

PKP OL 49

Zum Stand der Dampflokomotivtechnik am Ende ihrer Entwicklung

Abb. 3 - 7 PERSONENZUG-TENDERLOK M 1:200

Beattie (1981)

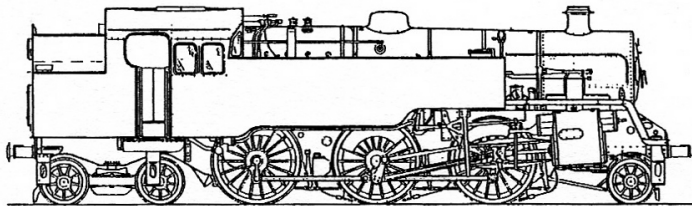


Abb. Tab. 2 - 1 Nr. 9

BR 80

Abb. 3 - 10 KLEINERE LOK M 1:200

Beattie (1981)

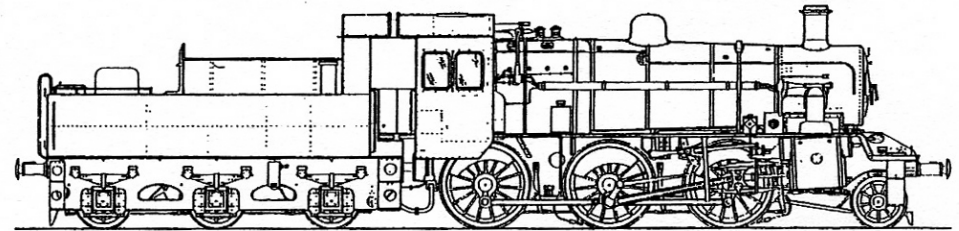


Abb. Tab. 2 - 1 Nr. 8

BR 78

Griebel (1969)

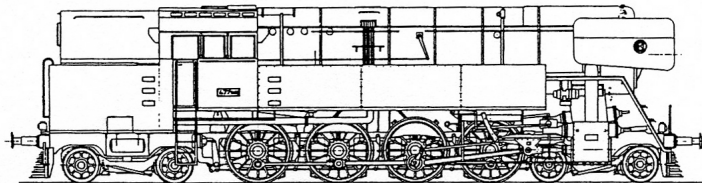


Abb. Tab. 2 - 1 Nr. 15

CSD 477.0

Beattie (1981)

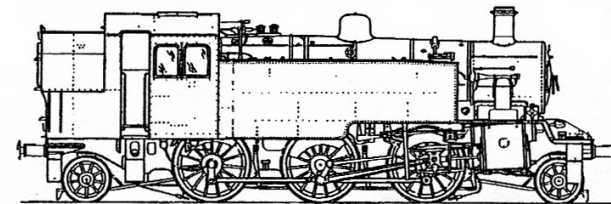


Abb. Tab. 2 - 1 Nr. 11

BR 84

Niedersträßer (1979)

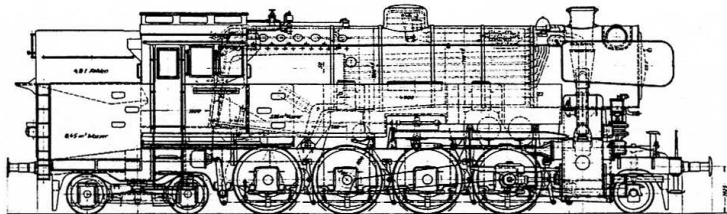


Abb. Tab. 2 - 1 Nr. 20

DB 65

Niedersträßer (1979)

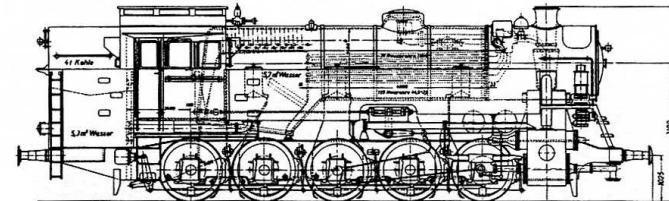


Abb. Tab. 2 - 1 Nr. 22

DB 82

Merkbuch (1962)

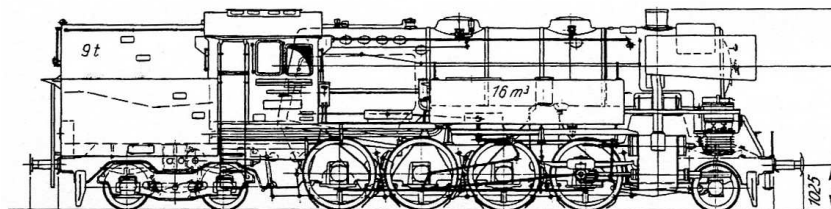


Abb. Tab. 2 - 1 Nr. 26

DR 65.10

Pokropinski (1987)

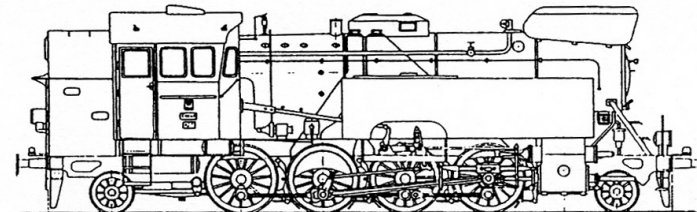


Abb. Tab. 2 - 1 Nr. 33

PKP Tkt 48

Zum Stand der Dampflokomotivtechnik am Ende ihrer Entwicklung

Abb. 3 - 8 GÜTERZUGLOK M 1:200

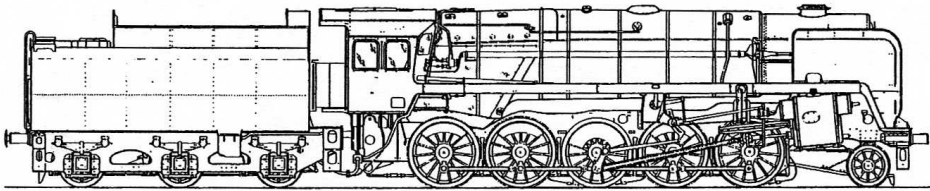


Abb. Tab. 2 - 1 Nr. 12

BR 92

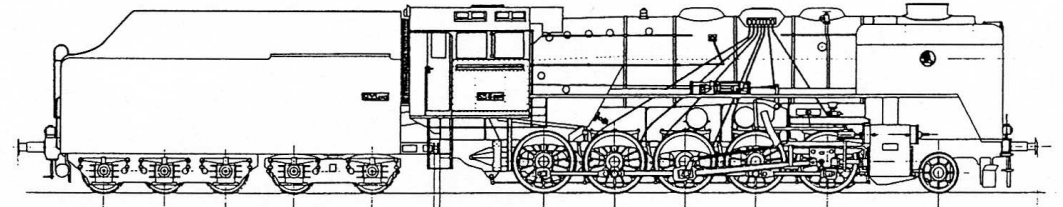


Abb. Tab. 2 - 1 Nr. 17

CSD 556

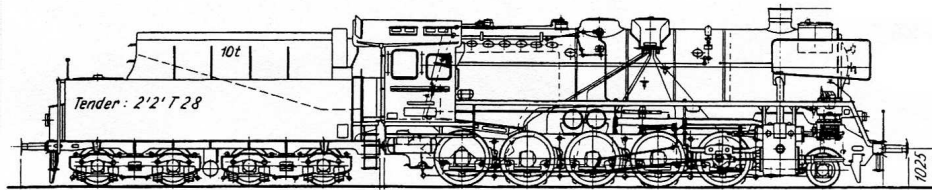


Abb. Tab. 2 - 1 Nr. 25

DR 50.40

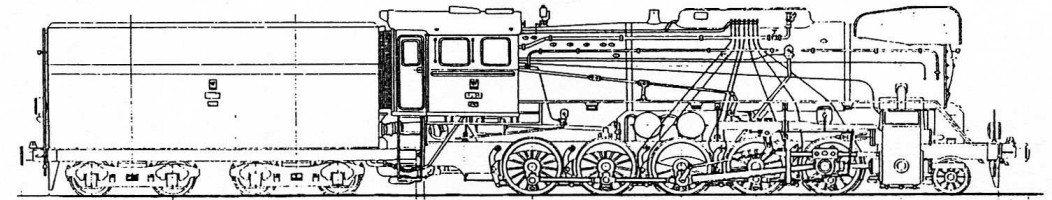


Abb. Tab. 2 - 1 Nr. 32

PKP Ty 51

Quellen:

BR 92: Beattie 1981
 CSD 556: Griebel 1969
 DR 50.40: Merkbuch (1962)
 PKP Ty 51: Pokropinski
 PRR J1-a: Sampson 1951 (?)

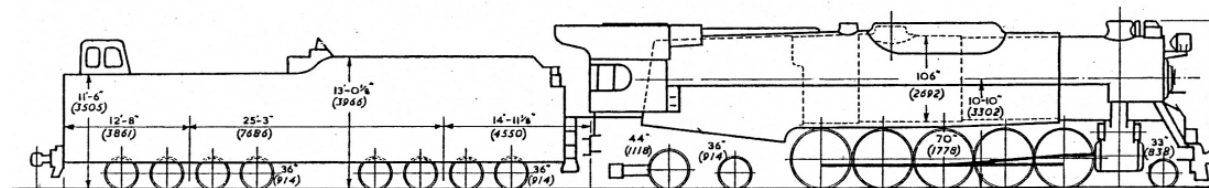


Abb. Tab. 2 - 1 Nr. 26

PRR J1-a

Zum Stand der Dampflokomotivtechnik am Ende ihrer Entwicklung

Abb. 3 - 9 GELENKLOCK M 1:200

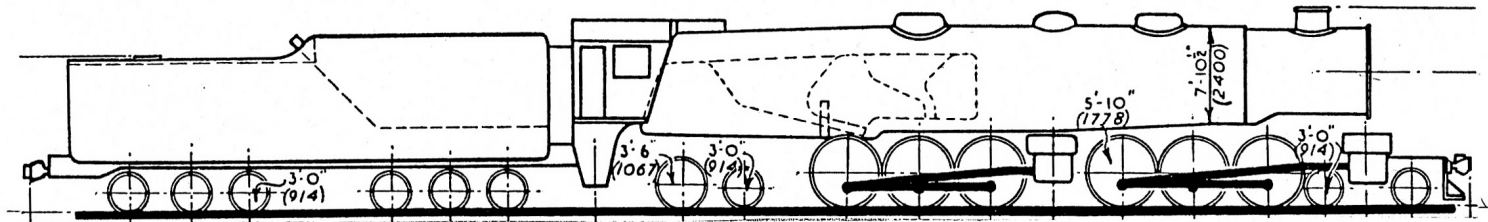


Abb. Tab. 2 - 4 Nr. 68

D&RG L-105

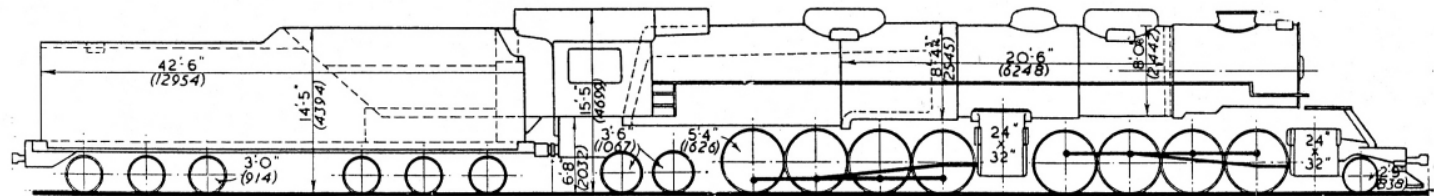


Abb. Tab. 2 - 4 Nr. 70

B&O EM

Quelle für alle:
Sampson (1951)

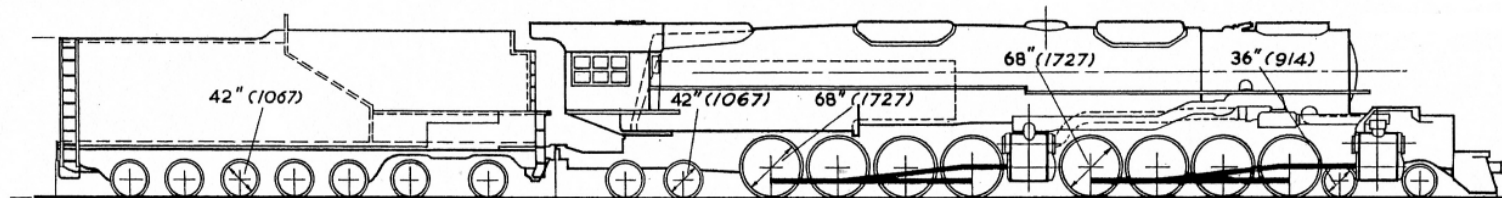


Abb. Tab. 2 - 4 Nr. 74

UP Big Boy

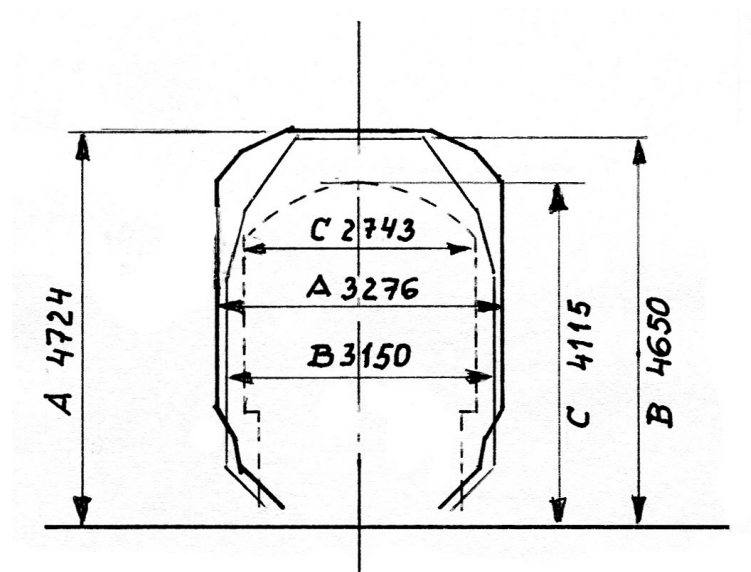


Abb. 3 - 11 Fahrzeugumgrenzungen (Regelspur)
Henschel (1960)

A Nordamerika	Vergleichsfläche	14,4 m ²
B Europa Kontinent	Vergleichsfläche	13,2 m ²
C Europa Gr. Brit.	Vergleichsfläche	09,8 m ²