

Fig. 1. — LOCOMOTIVE A GRANDE VITESSE C-61

Diagramme

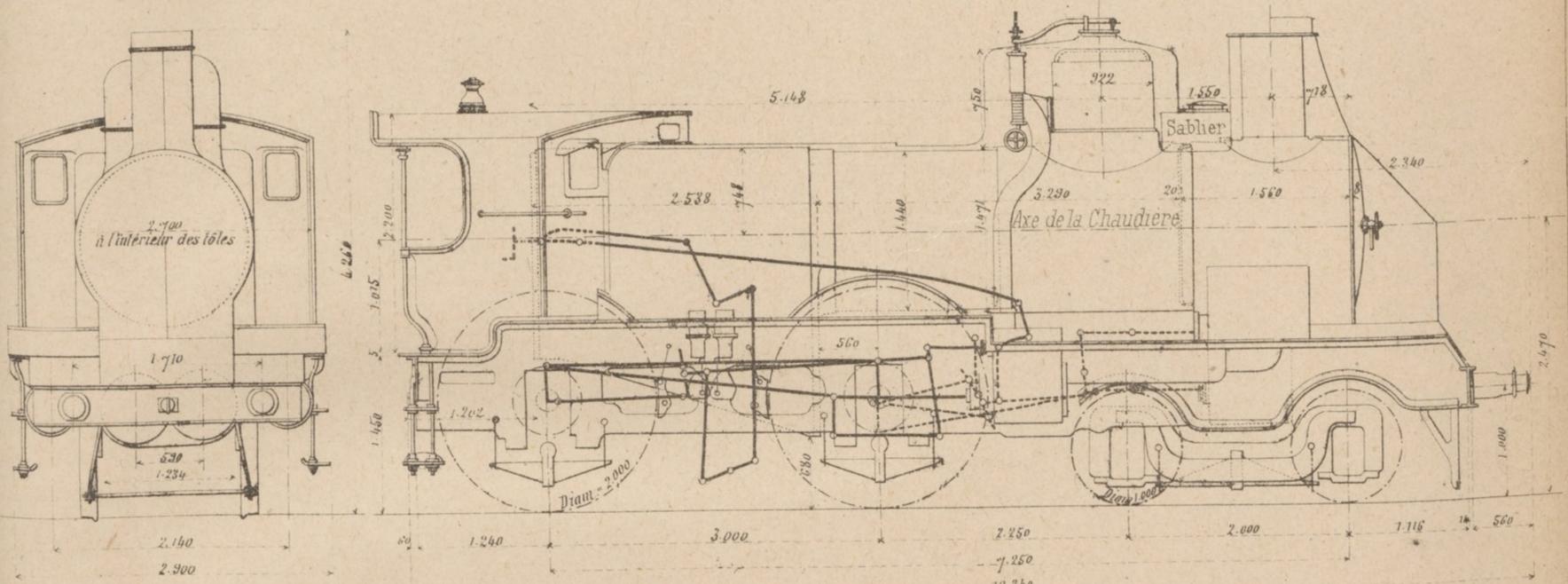
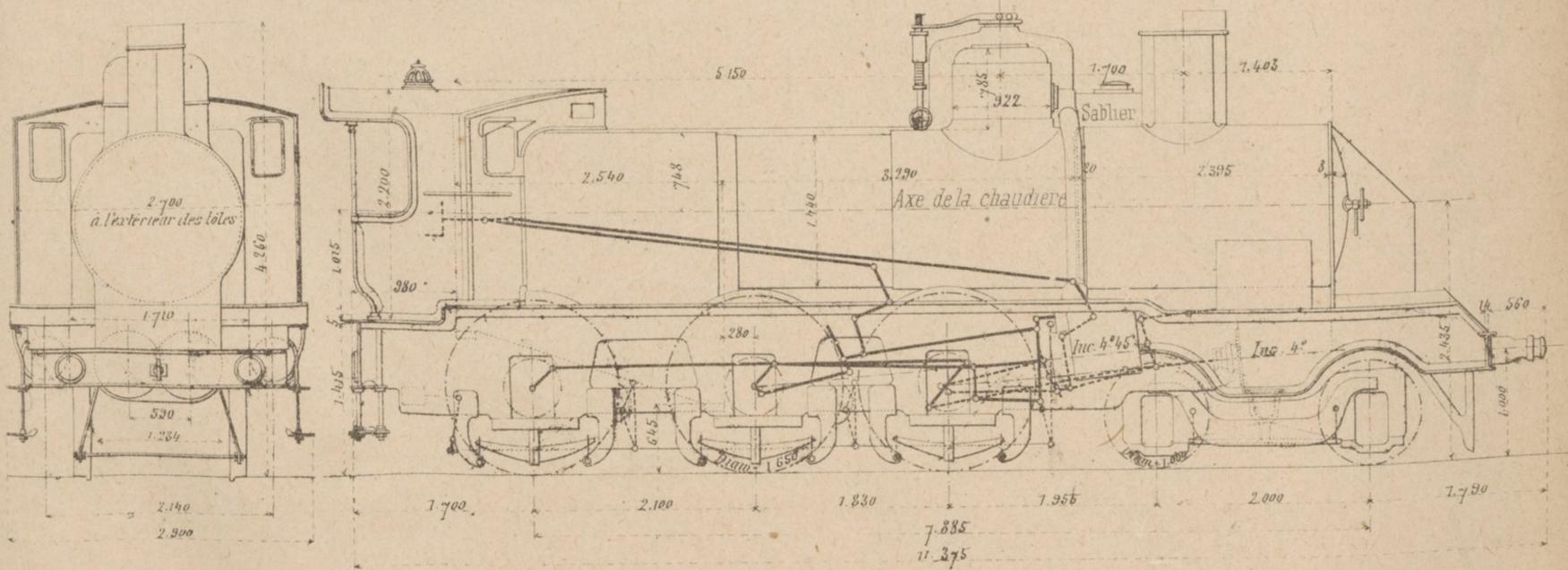


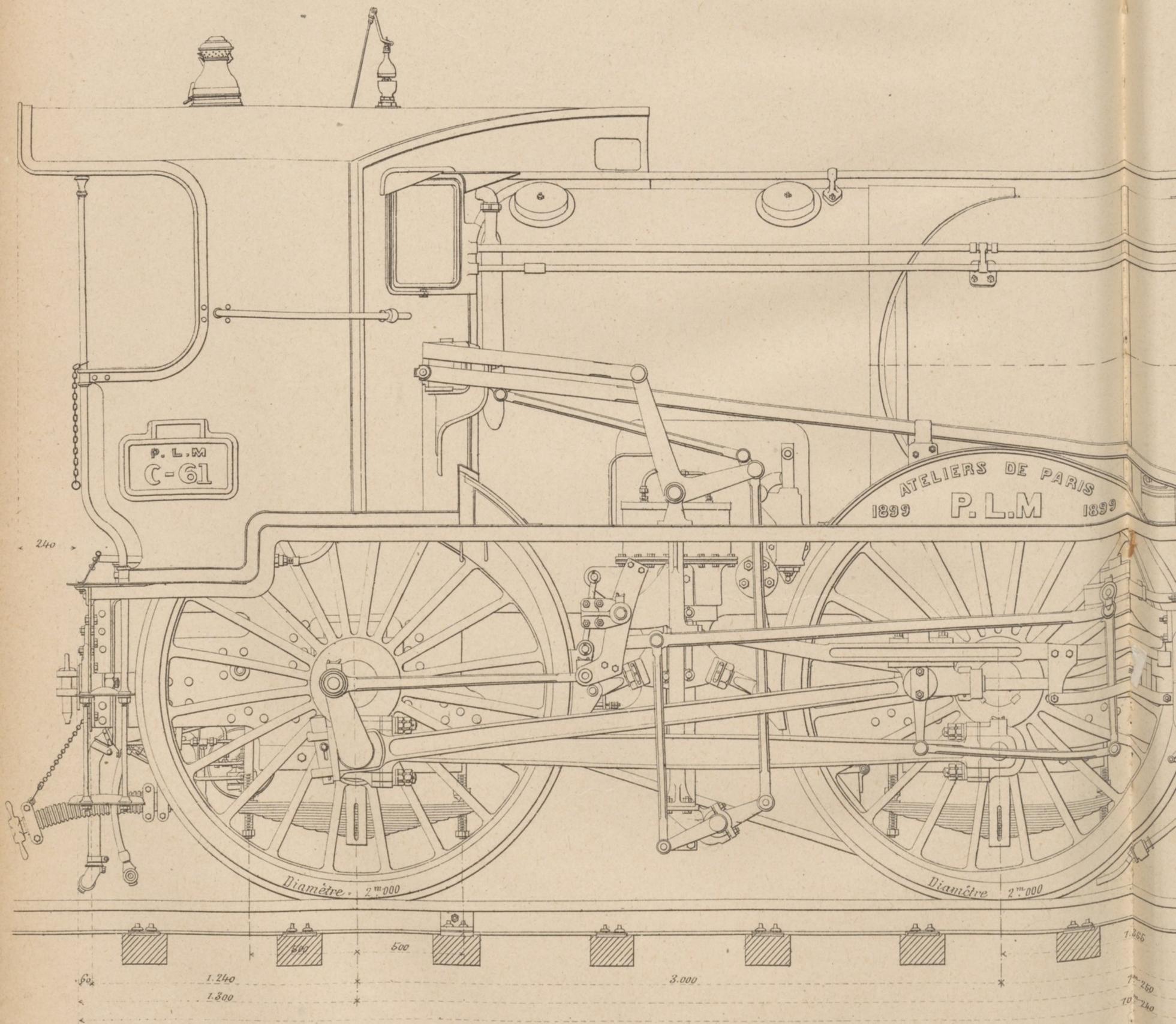
Fig. 2. — LOCOMOTIVE MIXTE A VOYAGEURS ET A MARCHANDISES N° 3401

Diagramme



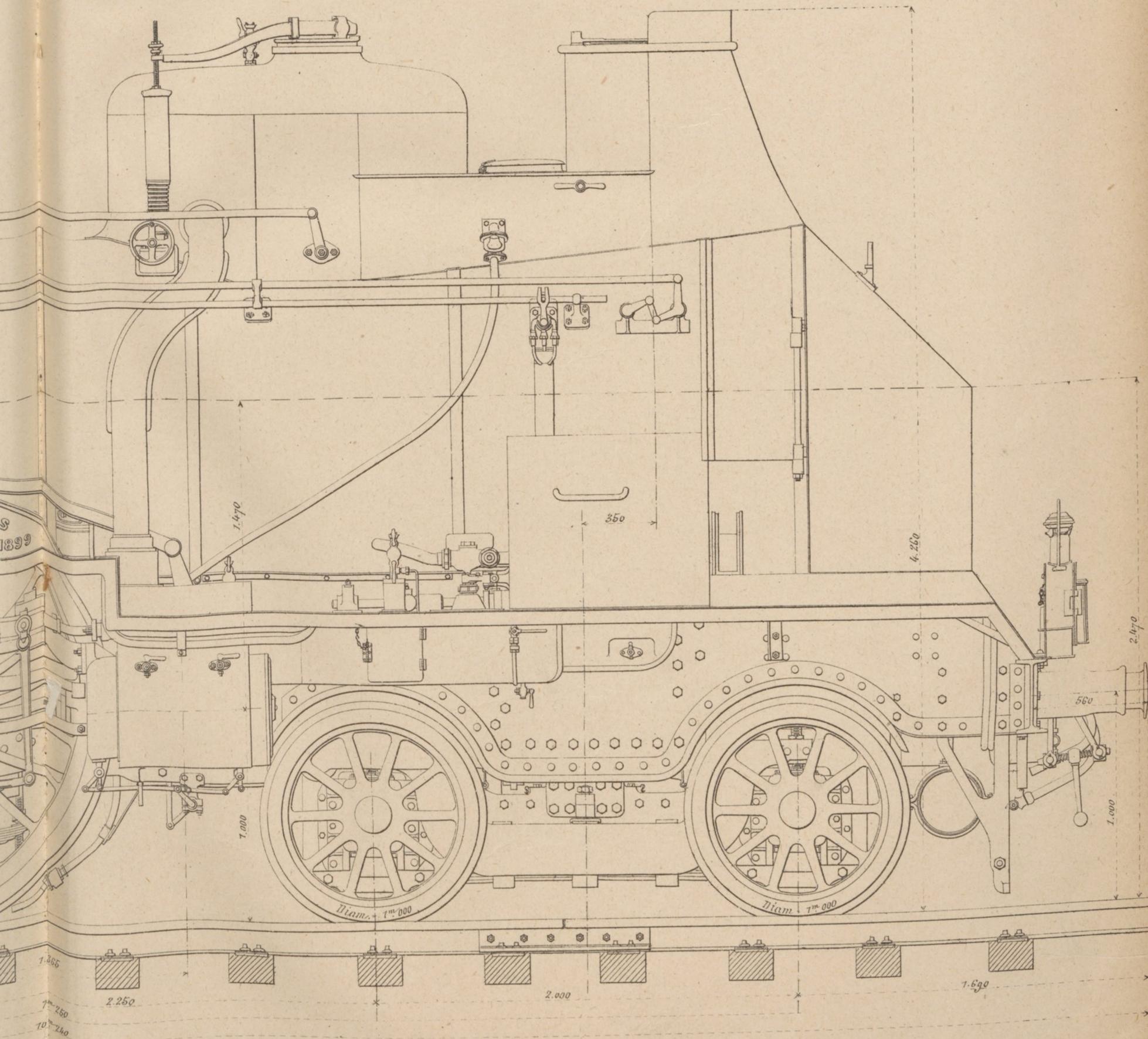
LOCOMOTIVE A GRANDE

Vue longitudinale ex



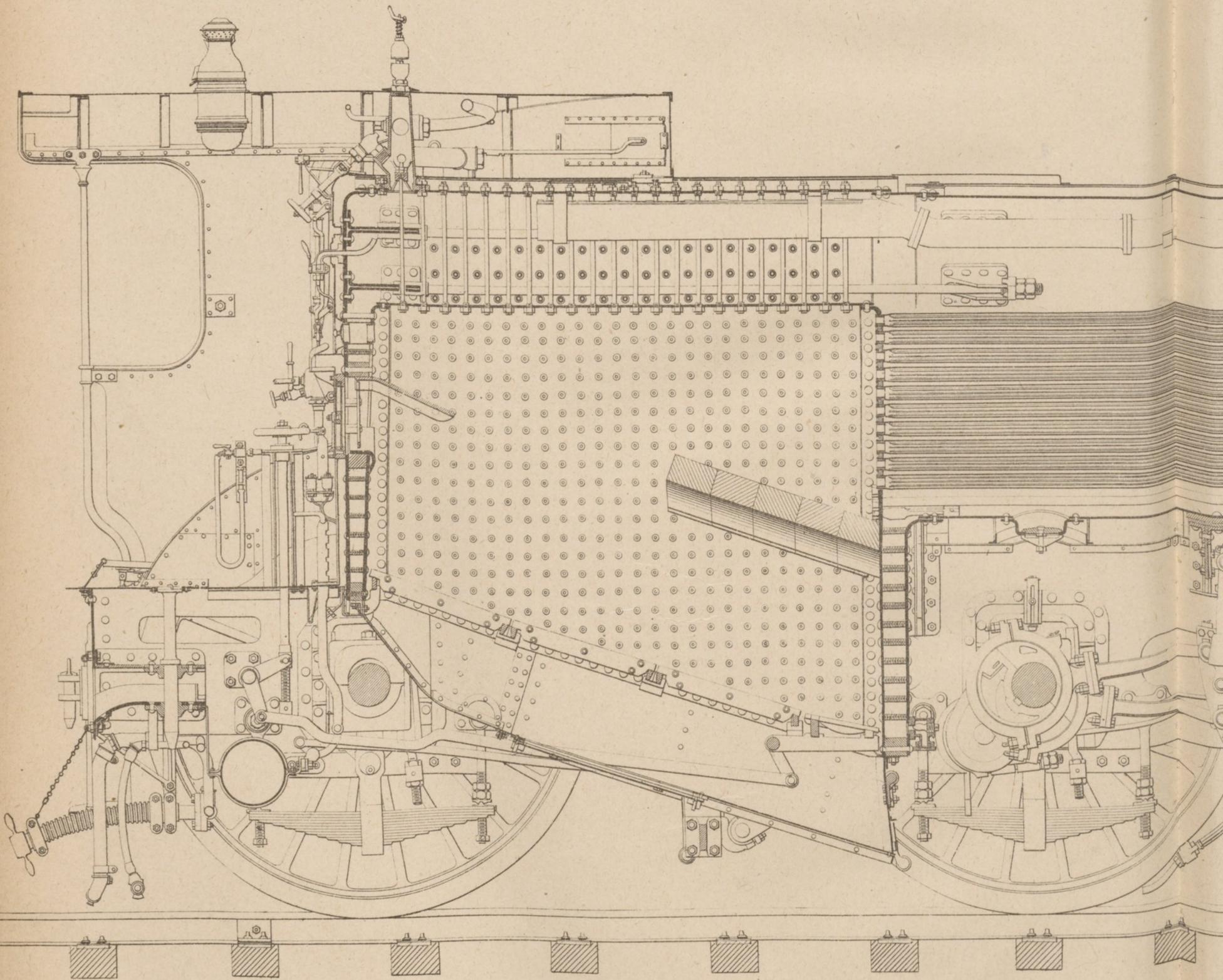
GRANDE VITESSE C-61

itudinale extérieure



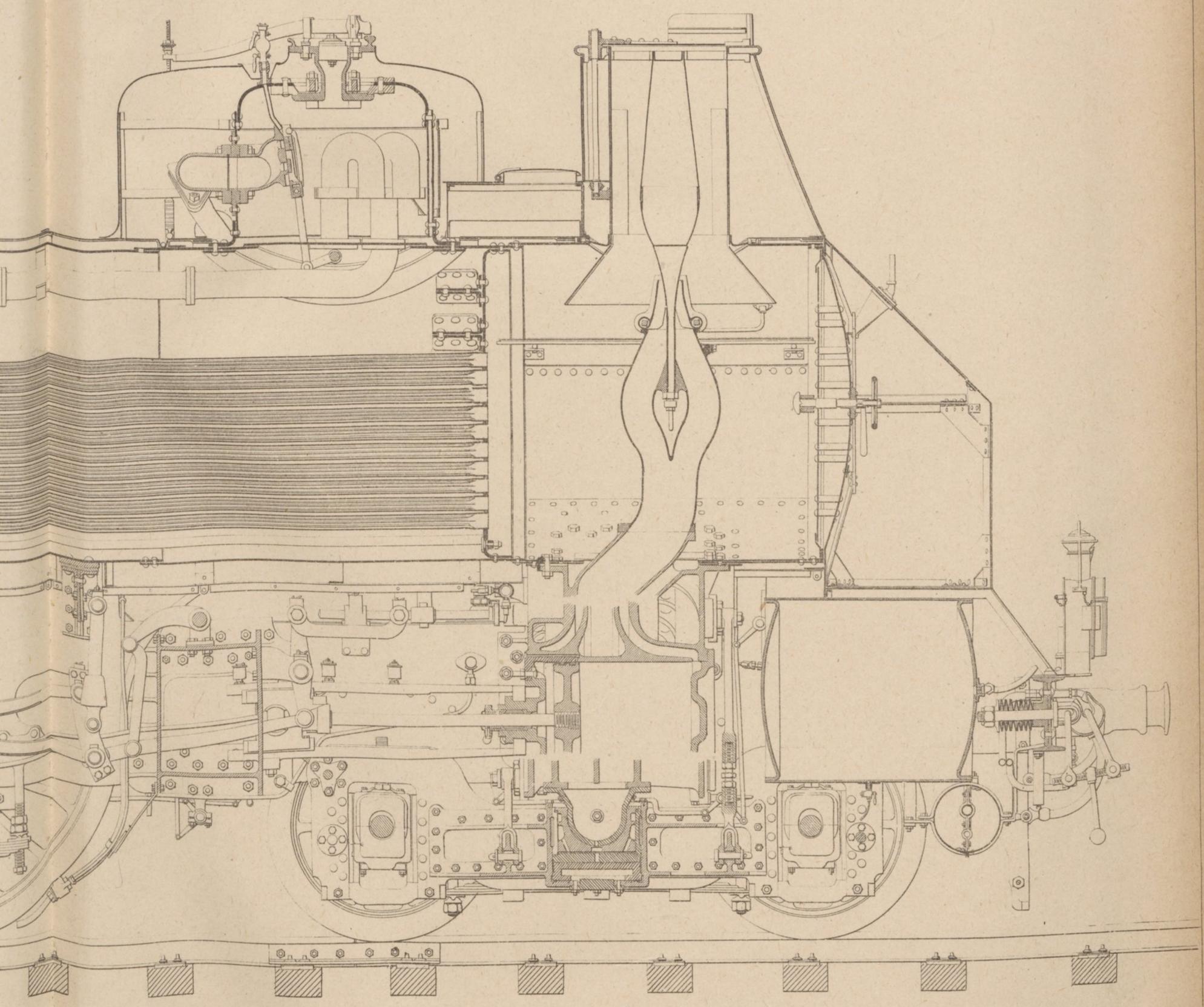
LOCOMOTIVE A GRANDE

Coupe longitudinale



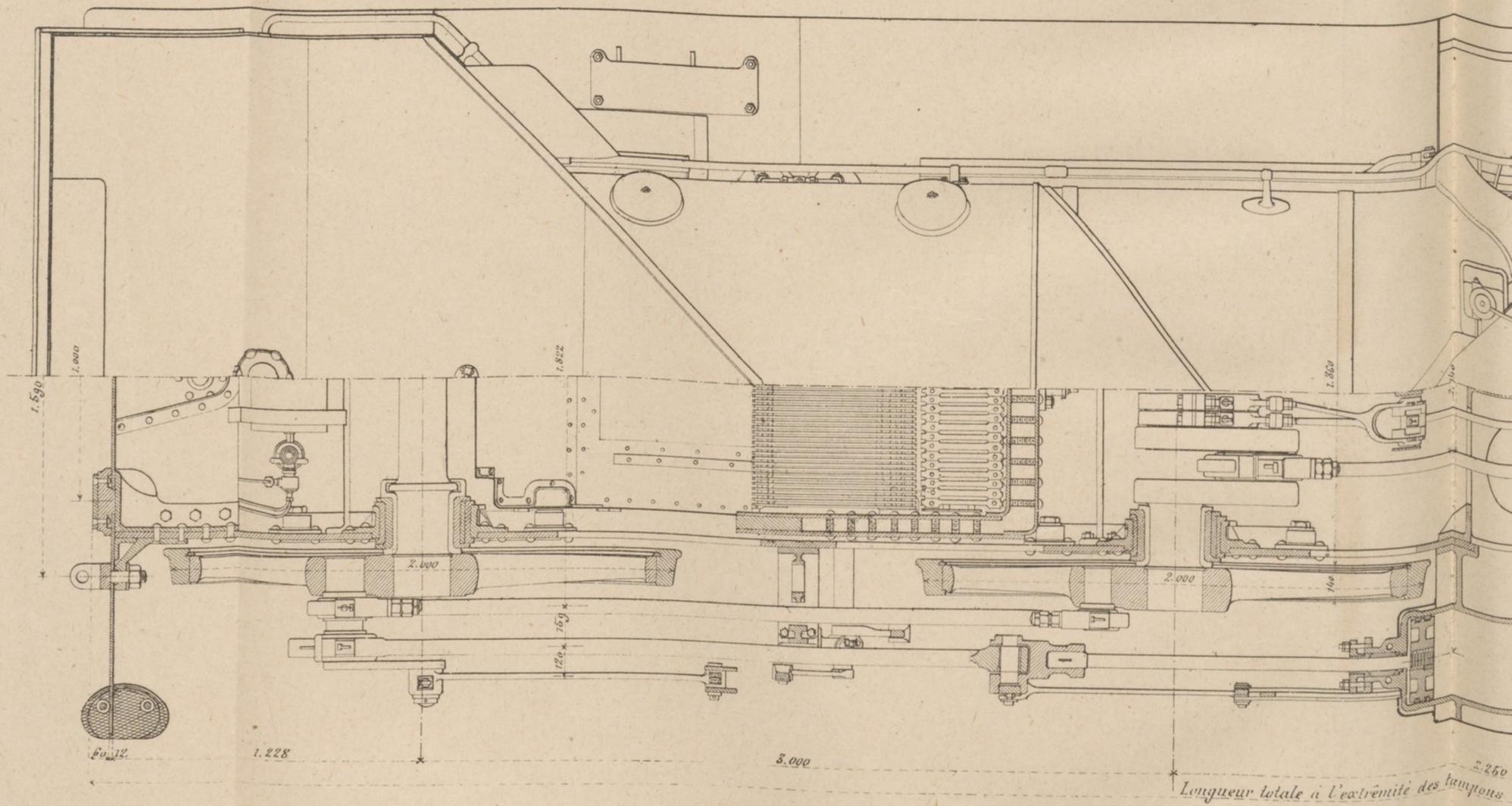
GRANDE VITESSE C-61

longitudinale



LOCOMOTIVE A GRANDE VITESSE

Demi-vue en plan et demi-coupe longitudinale par



DE VITESSE C-61

udinale par l'axe des cylindres

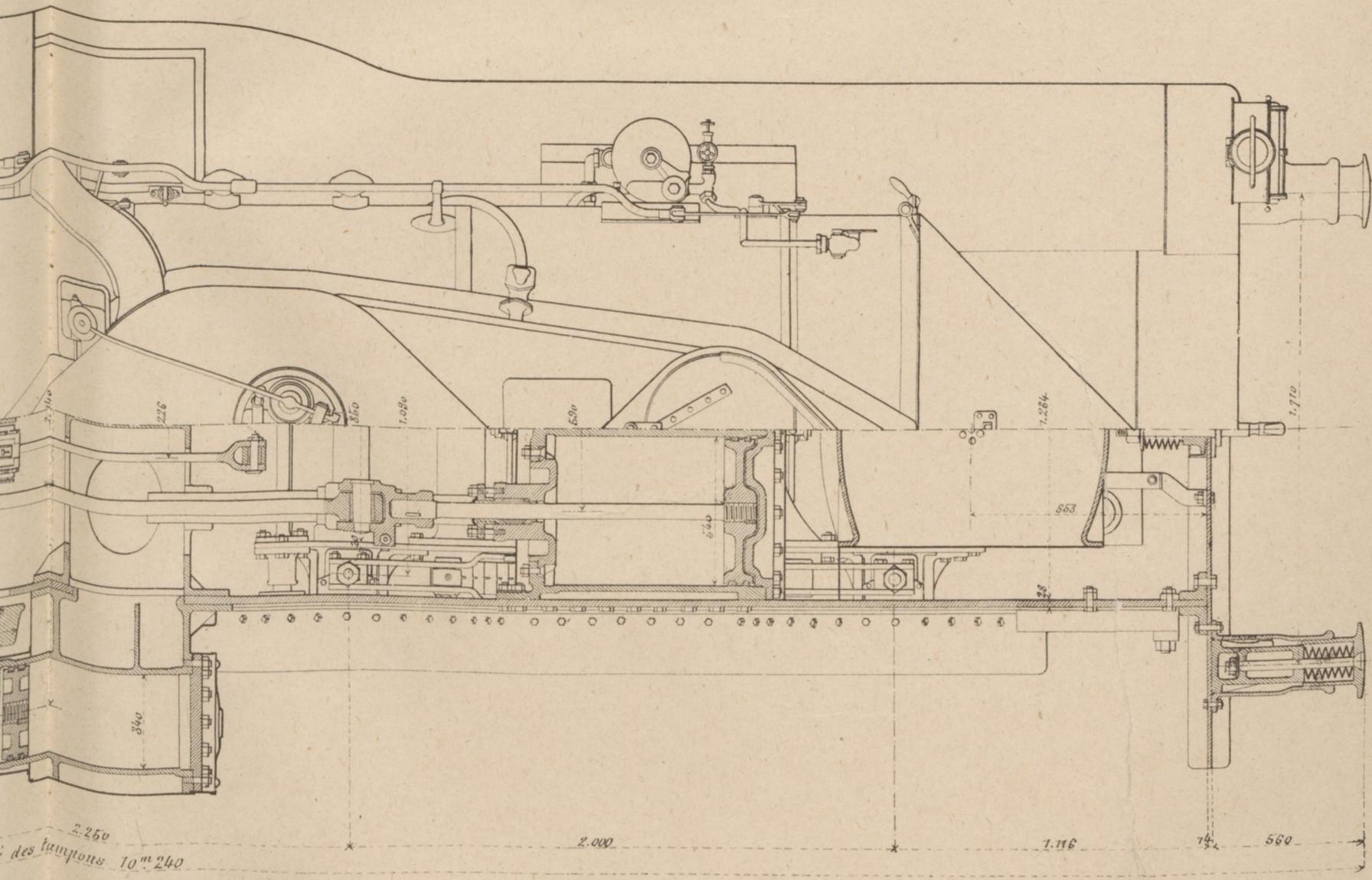


Fig. 1. — Vue par bout (arrière)

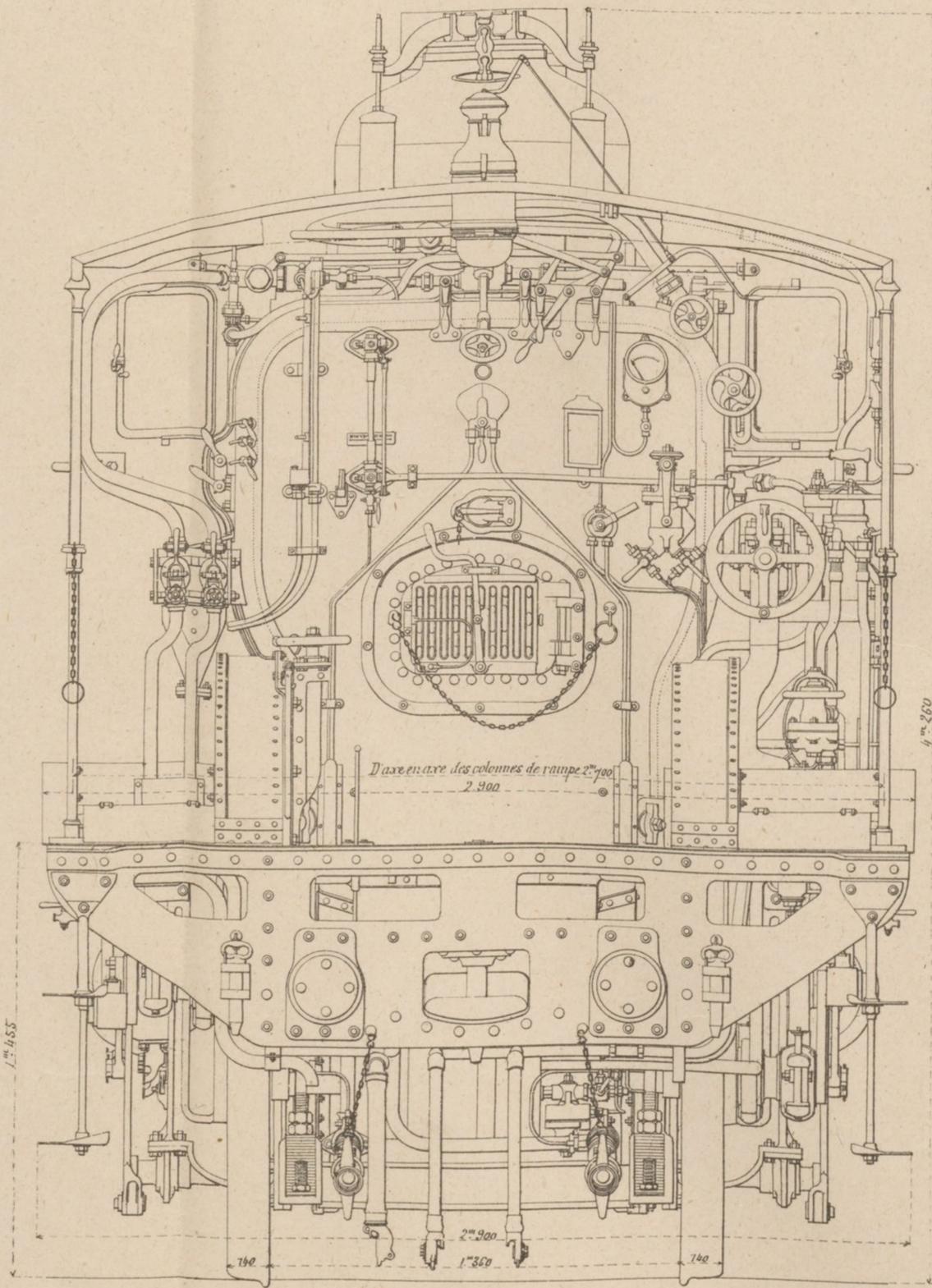
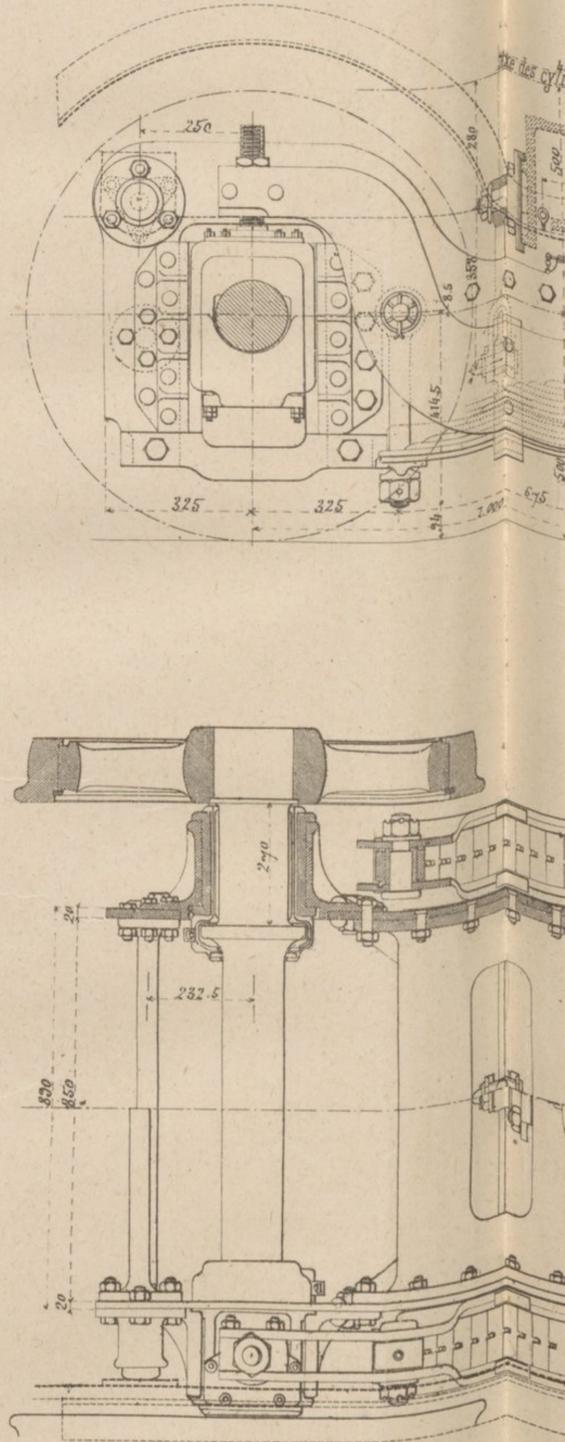


Fig. 2.



DE VITESSE C-61

Fig. 2. — Ensemble du bogie

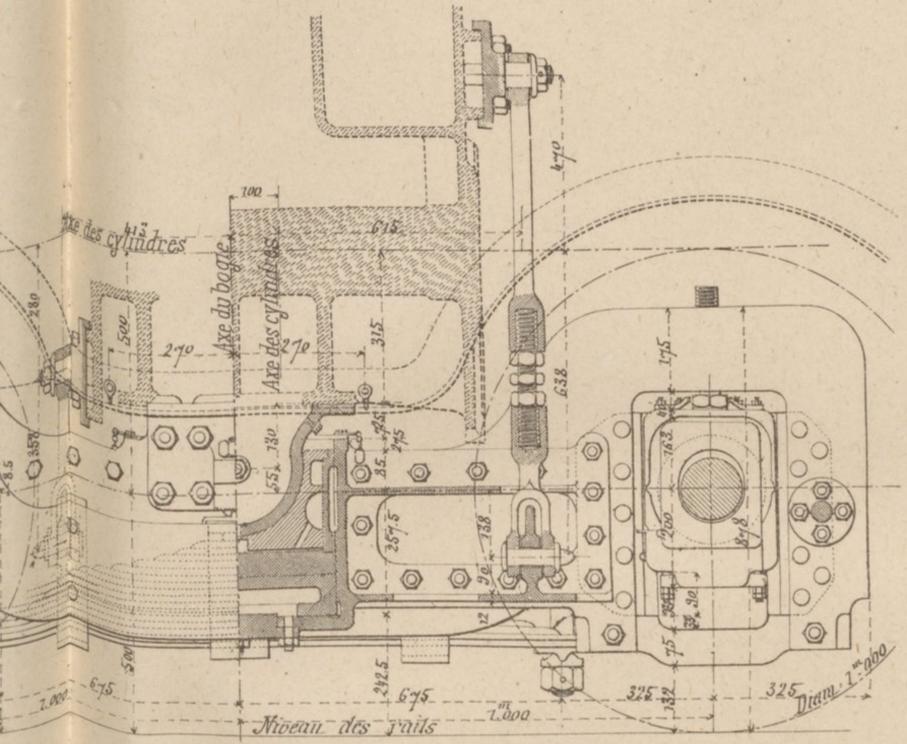


Fig. 3.

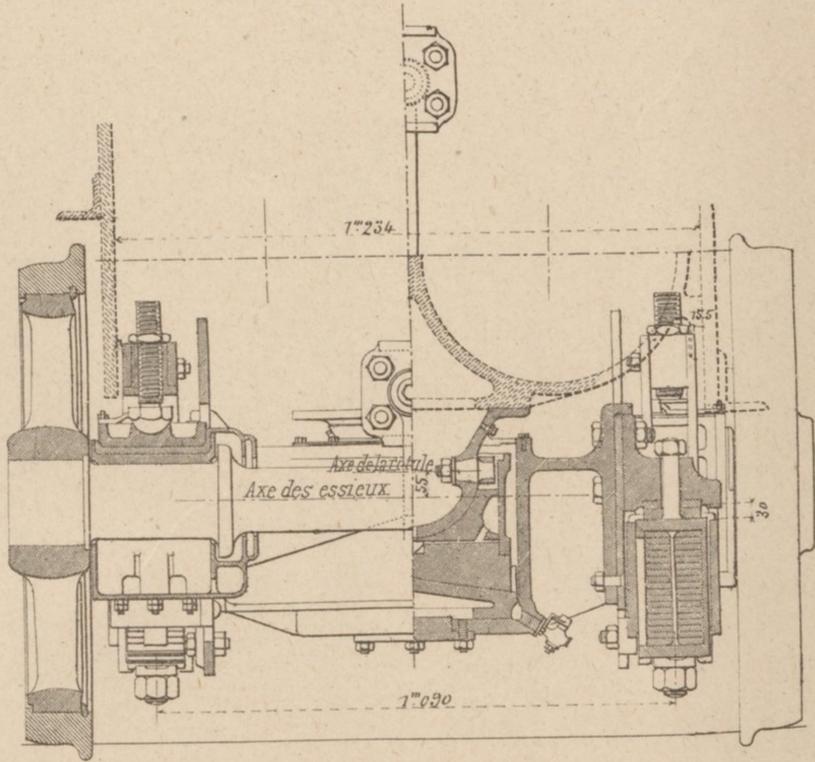
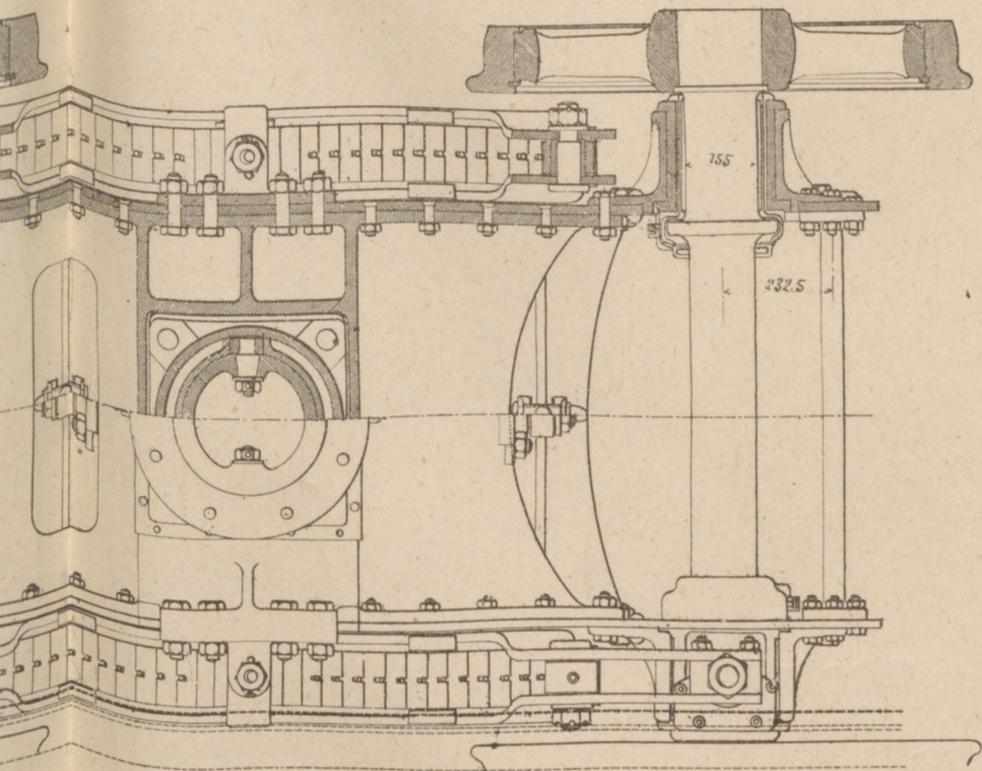


Fig. 4.



LOCOMOTIVE A GRANDE VITESSE C-61

Ensemble du changement de marche

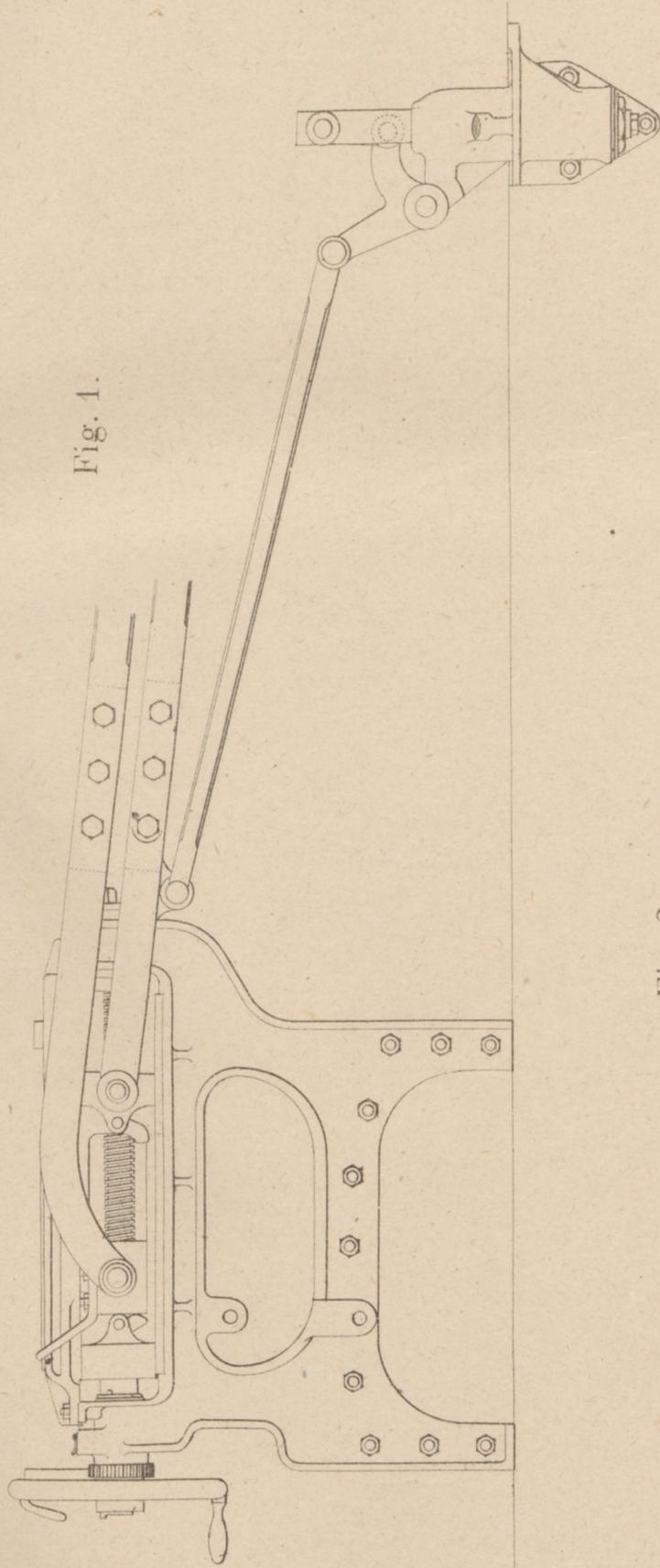


Fig. 1.

Fig. 2.

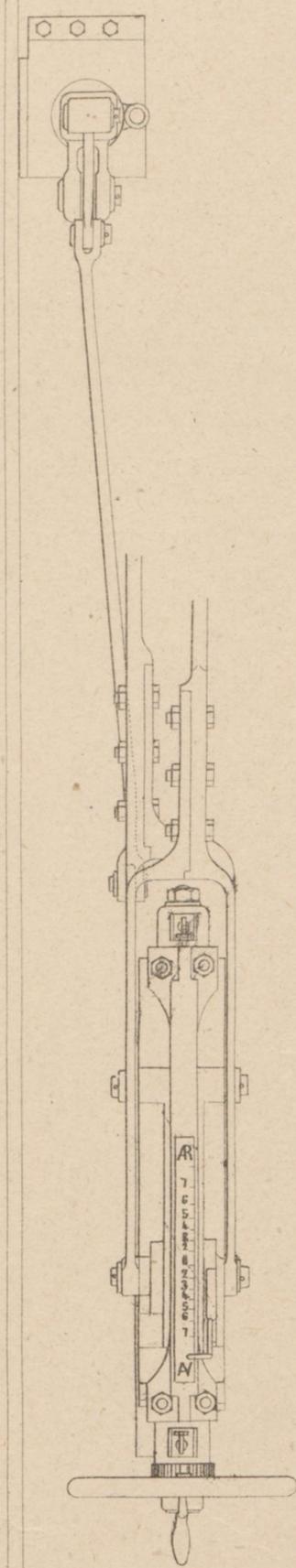
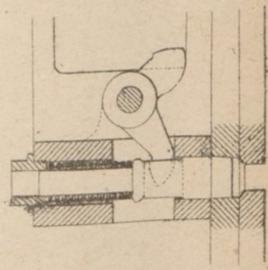
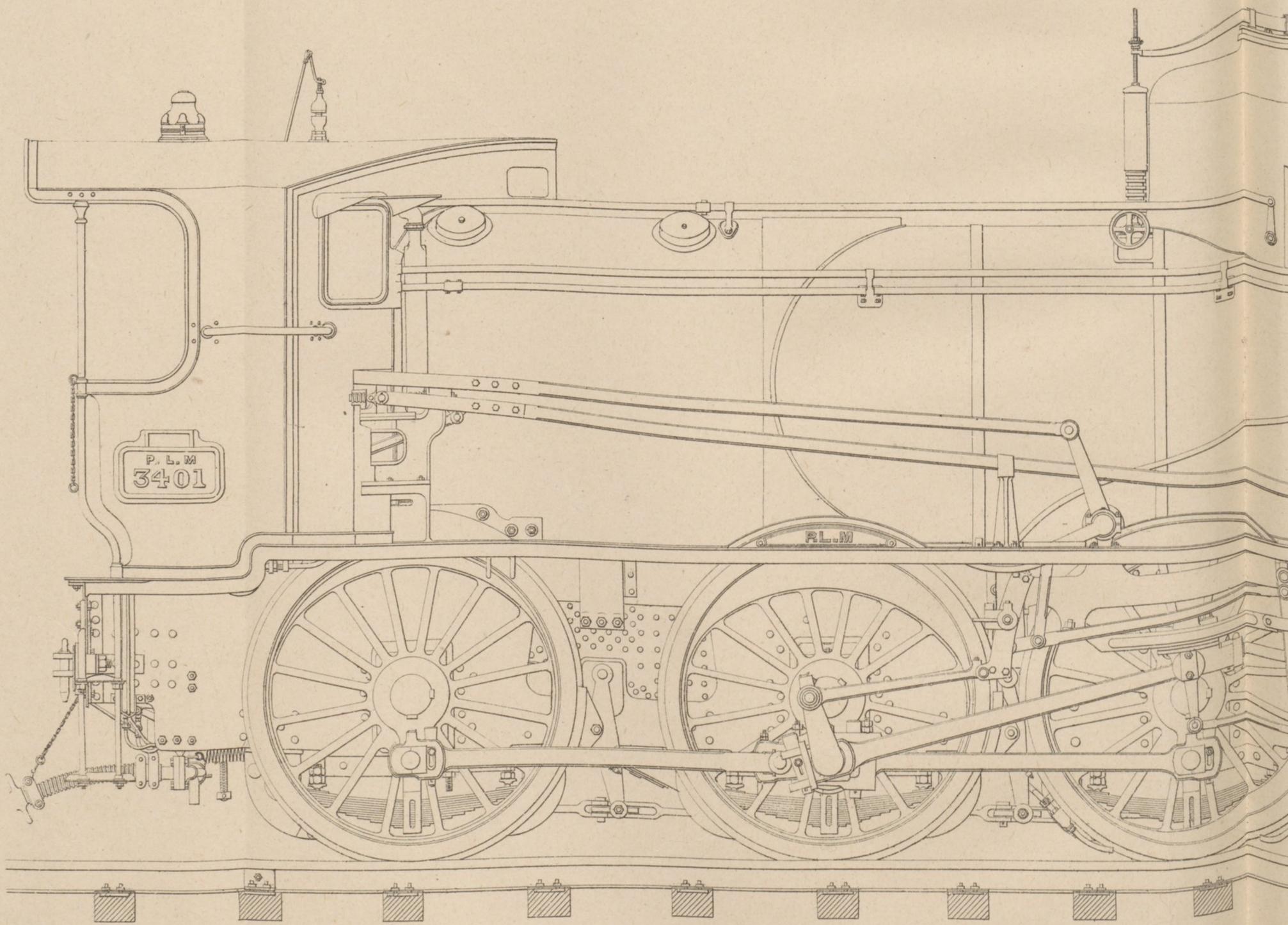


Fig. 3.



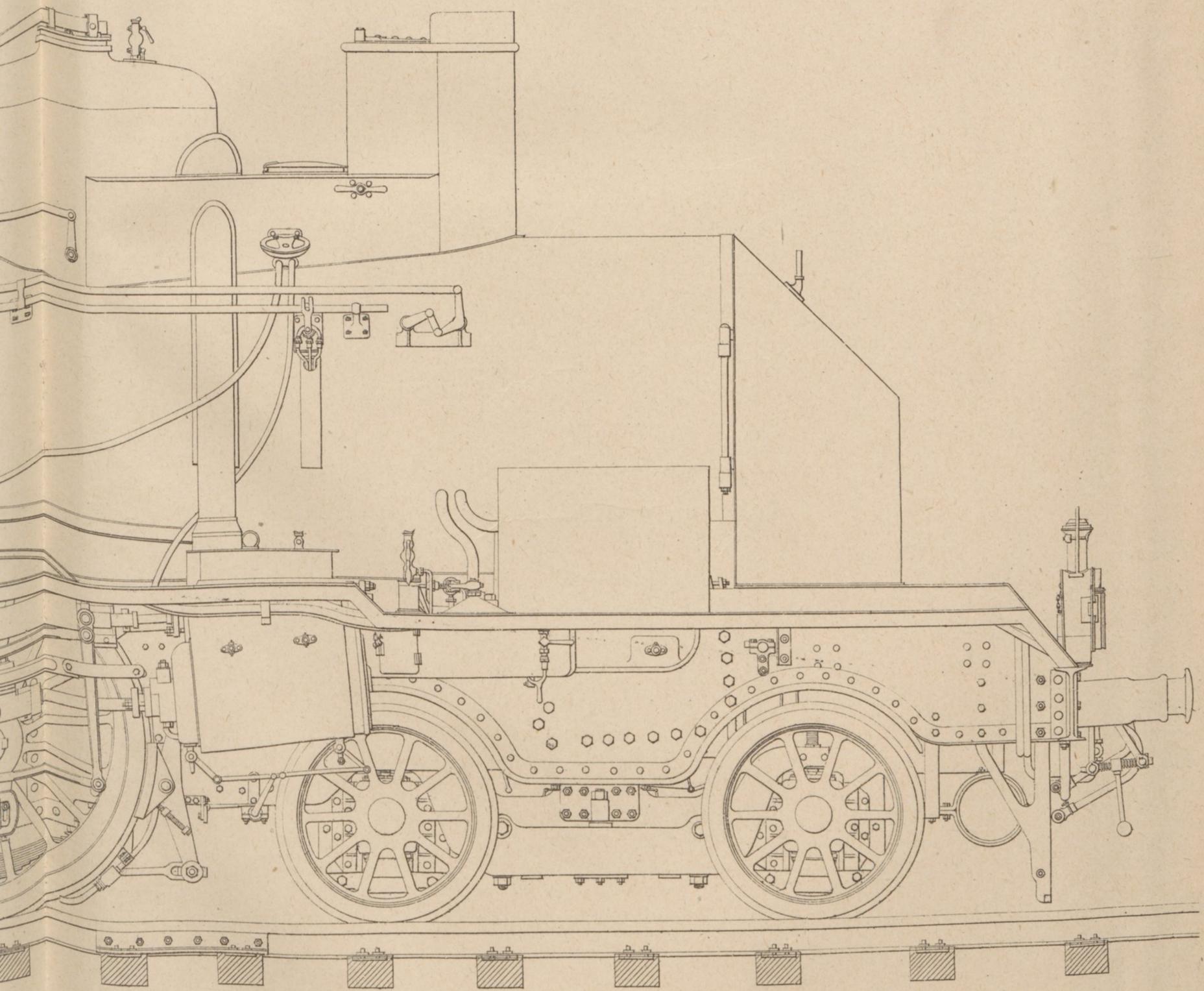
LOCOMOTIVE MIXTE A VOYAGEURS ET A M

Vue longitudinale extérieu



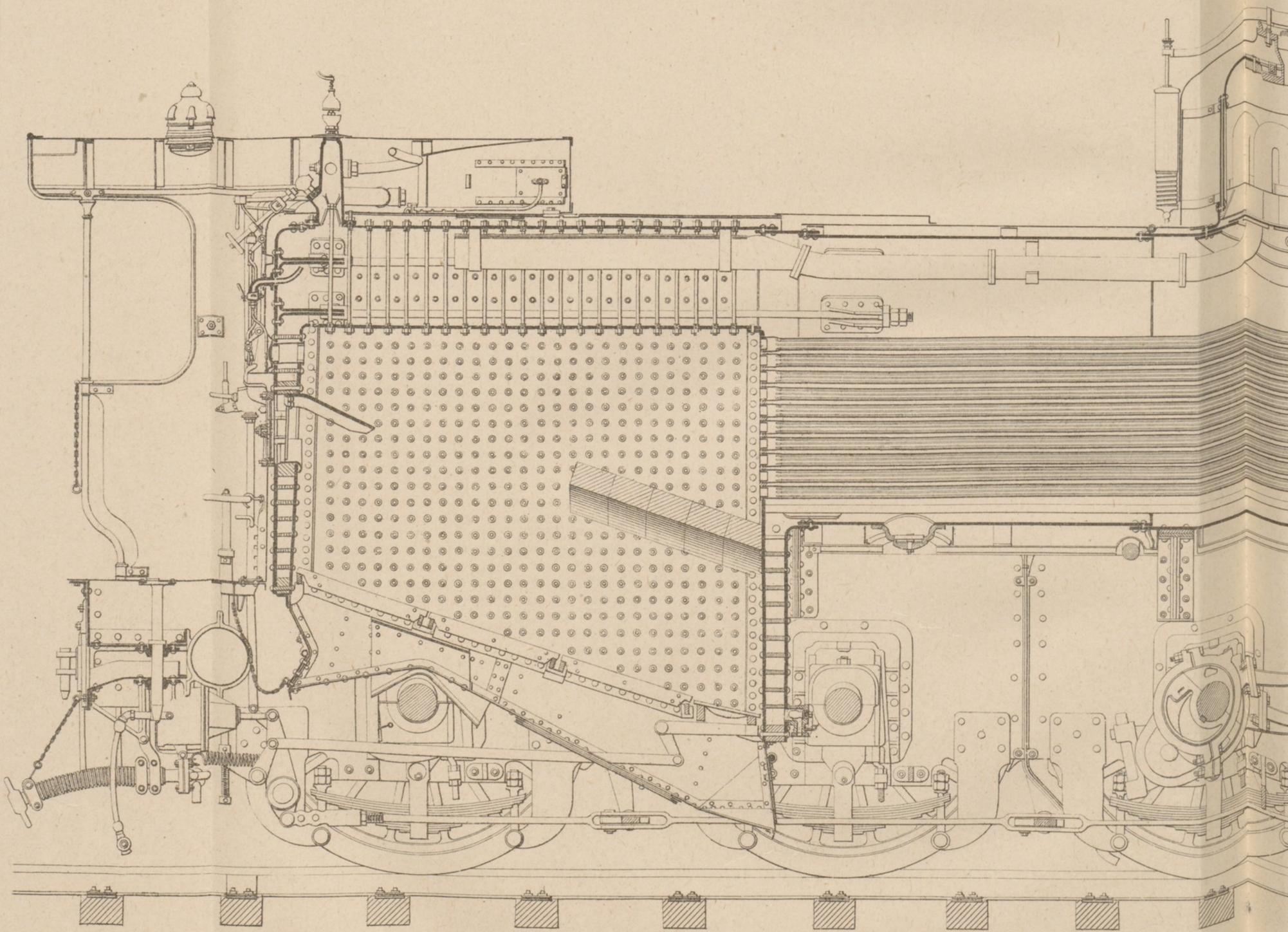
ET A MARCHANDISES N° 3401

e extérieure



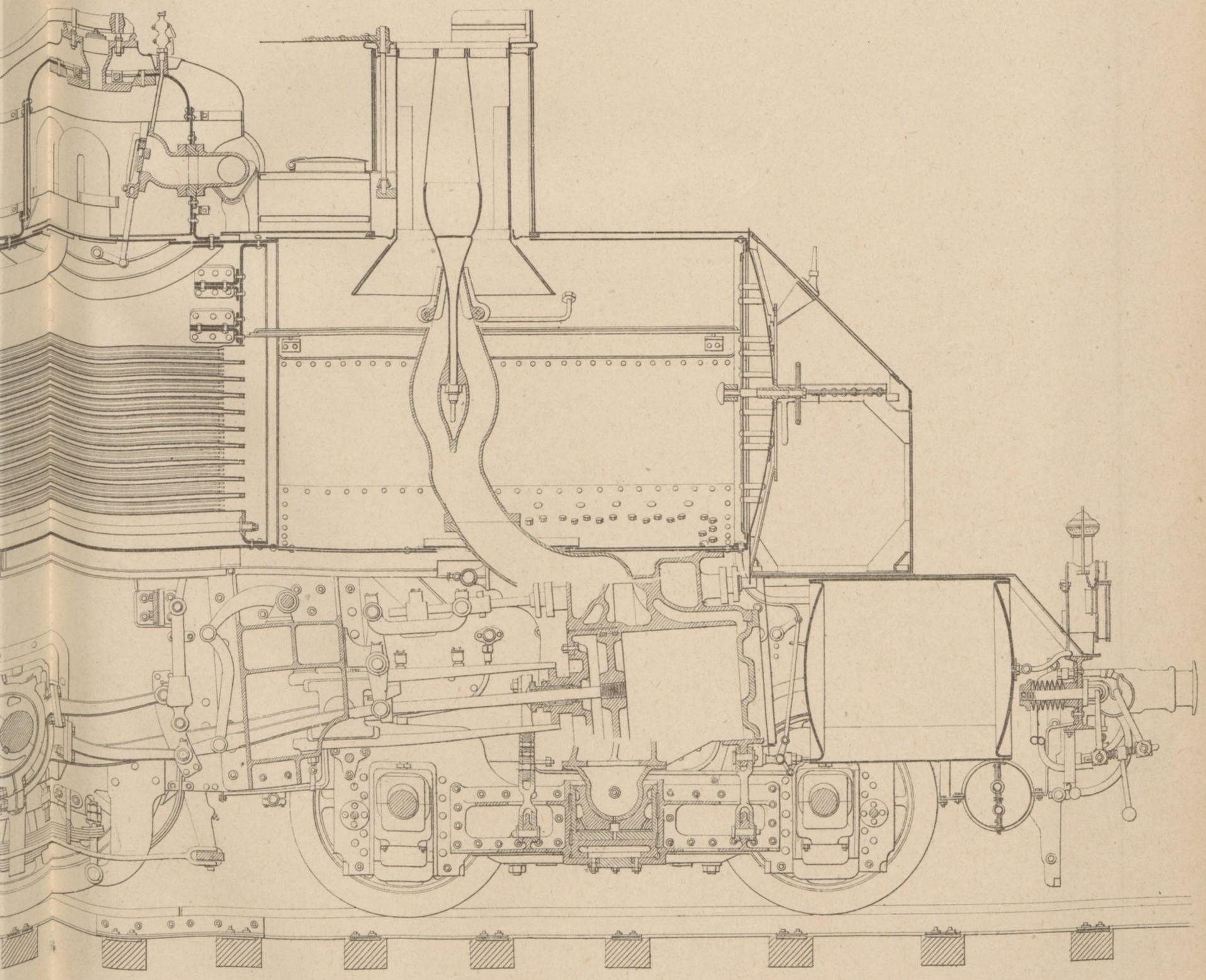
LOCOMOTIVE MIXTE A VOYAGEURS ET A

Coupe longitudinale



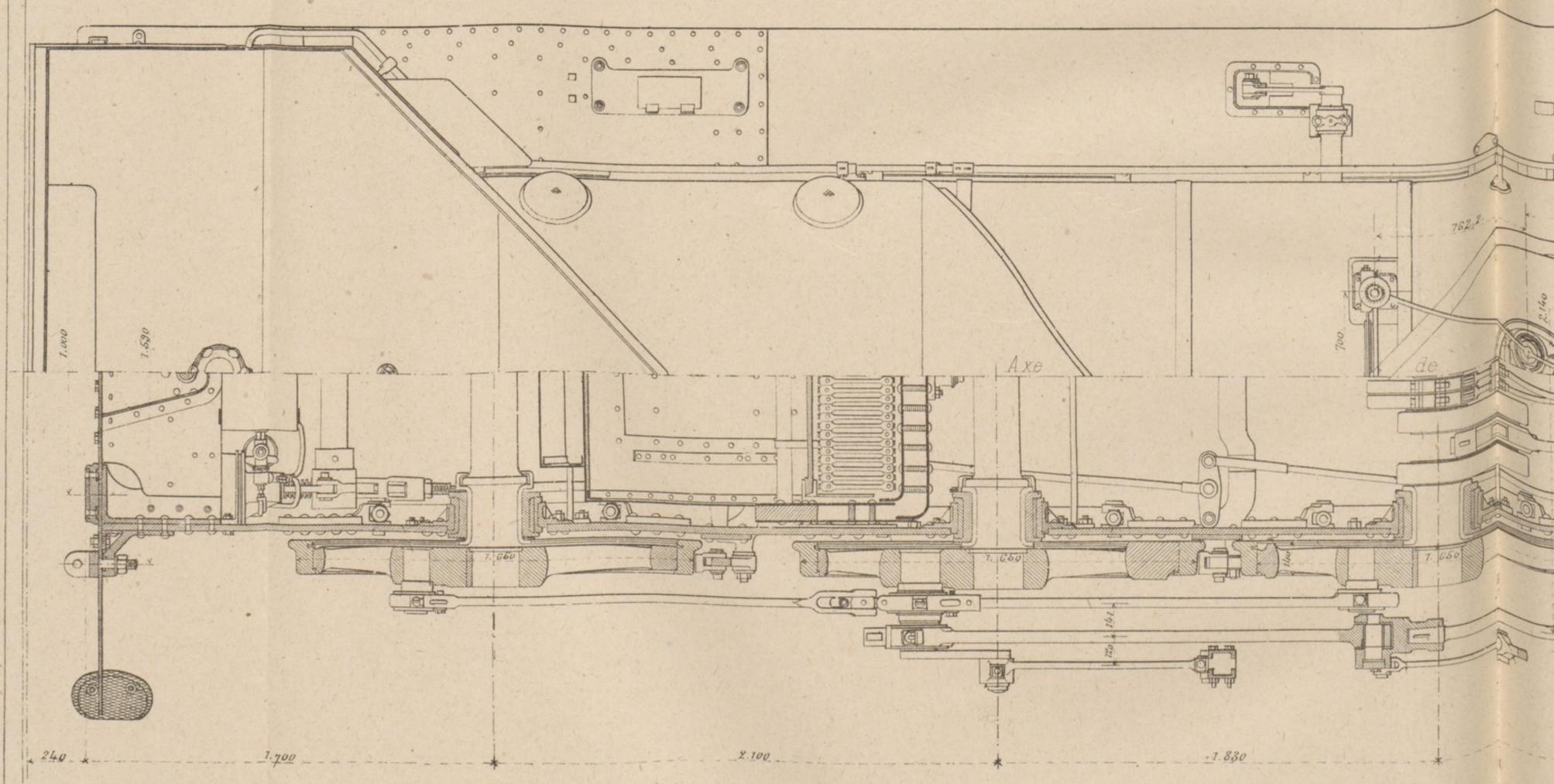
URS ET A MARCHANDISES N° 3401

ngitudinale

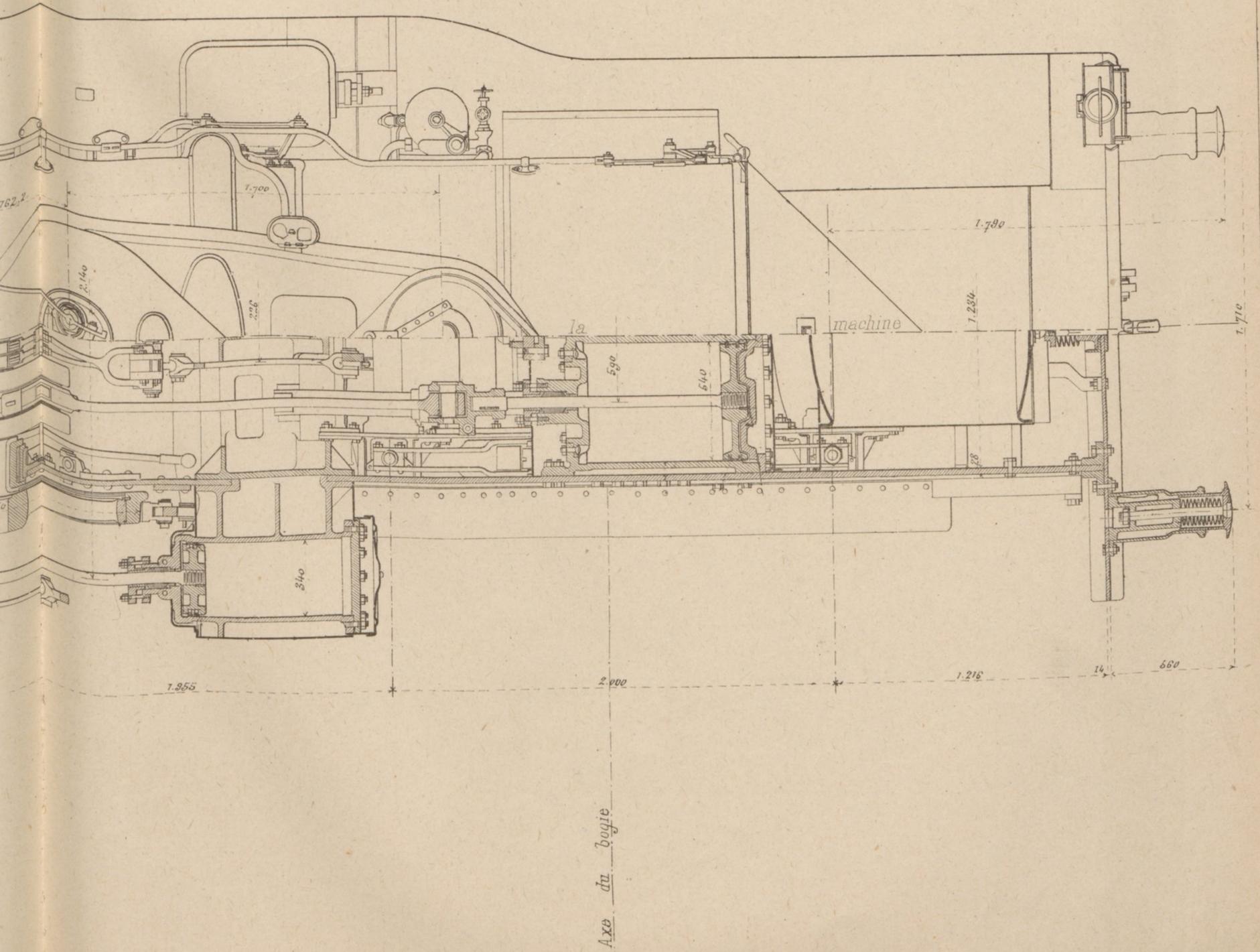


LOCOMOTIVE MIXTE A VOYAGEURS ET A M

Demi-vue en plan et demi-coupe hor

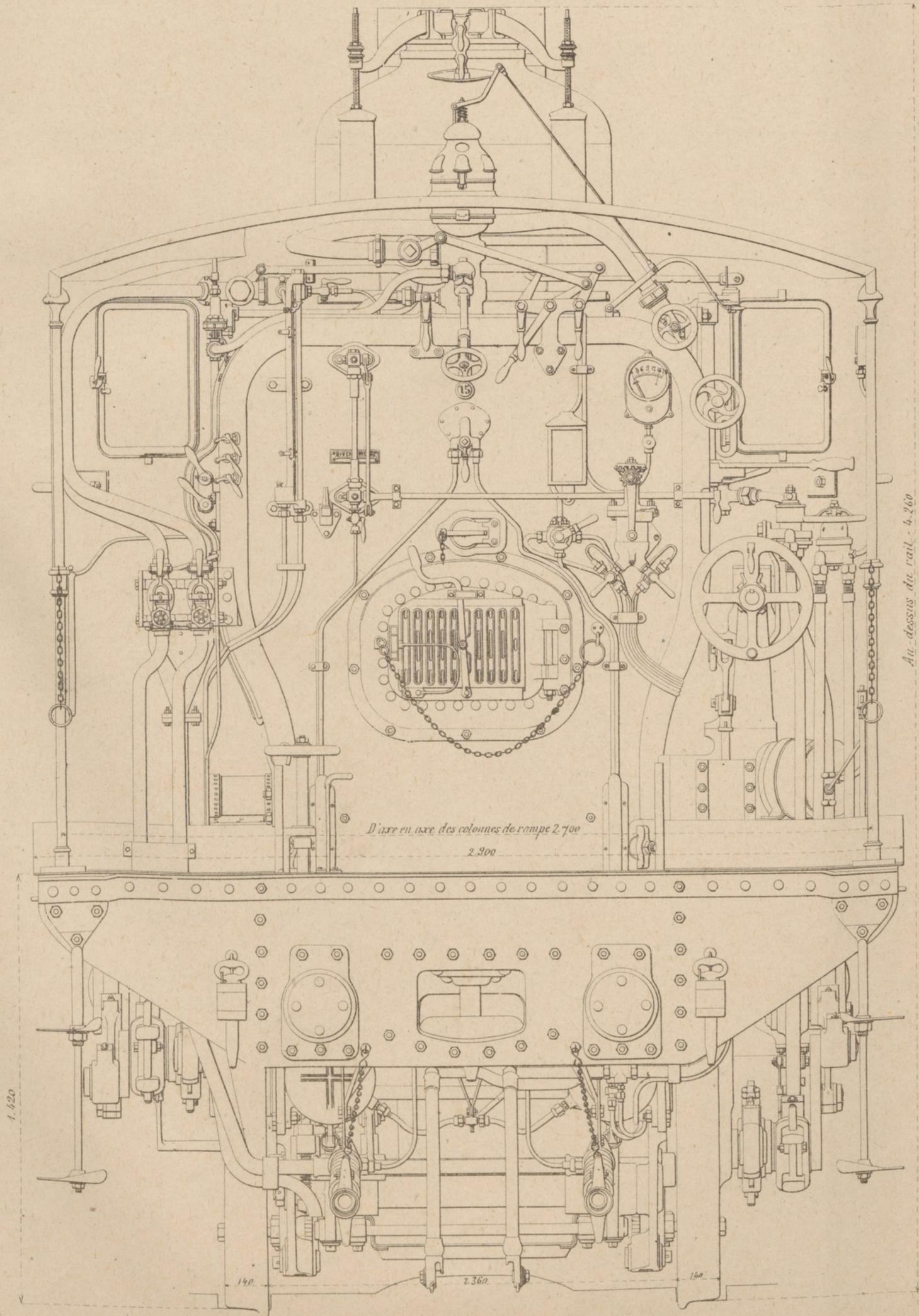


i-coupe horizontale.



LOCOMOTIVE MIXTE A VOYAGEURS ET A MARCHANDISES N° 3401

Vue par bout (arrière)



Au dessus du rail - 4,200

TENDER A 2 ESSIEUX AVEC CAISSE A EAU DE 10^m3250 N° 3520

Diagramme

Fig. 1.

Fig. 2.

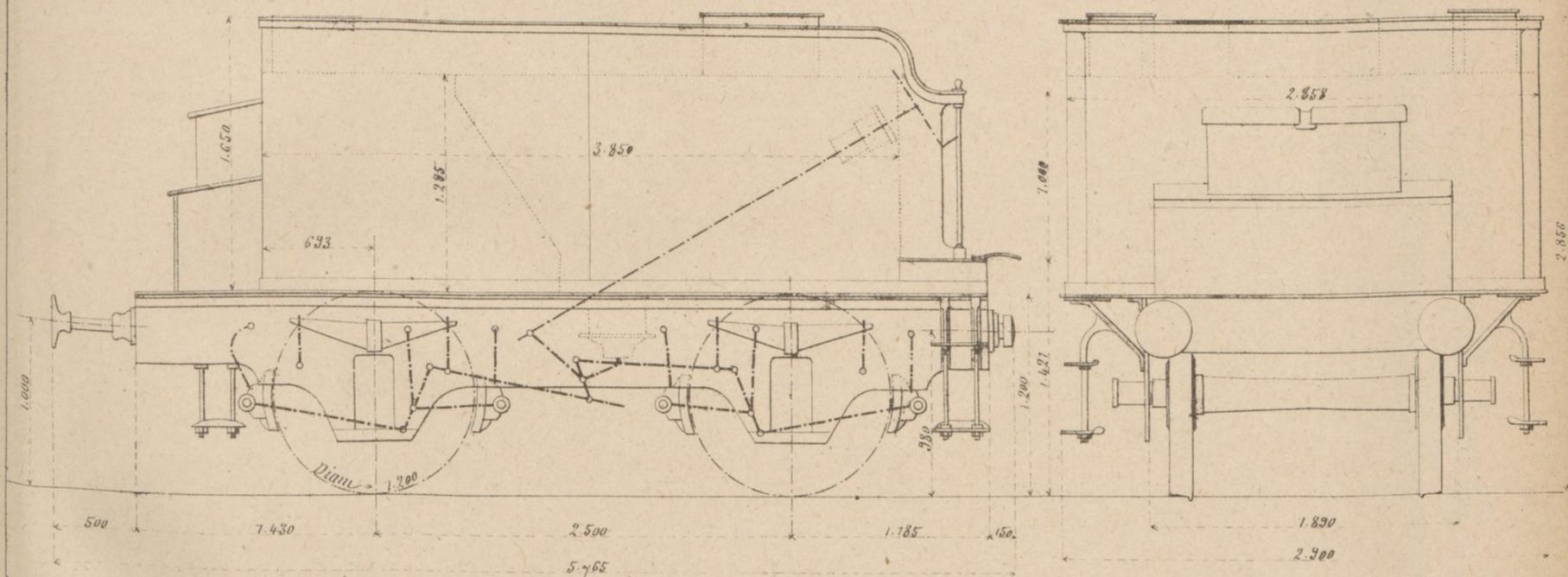
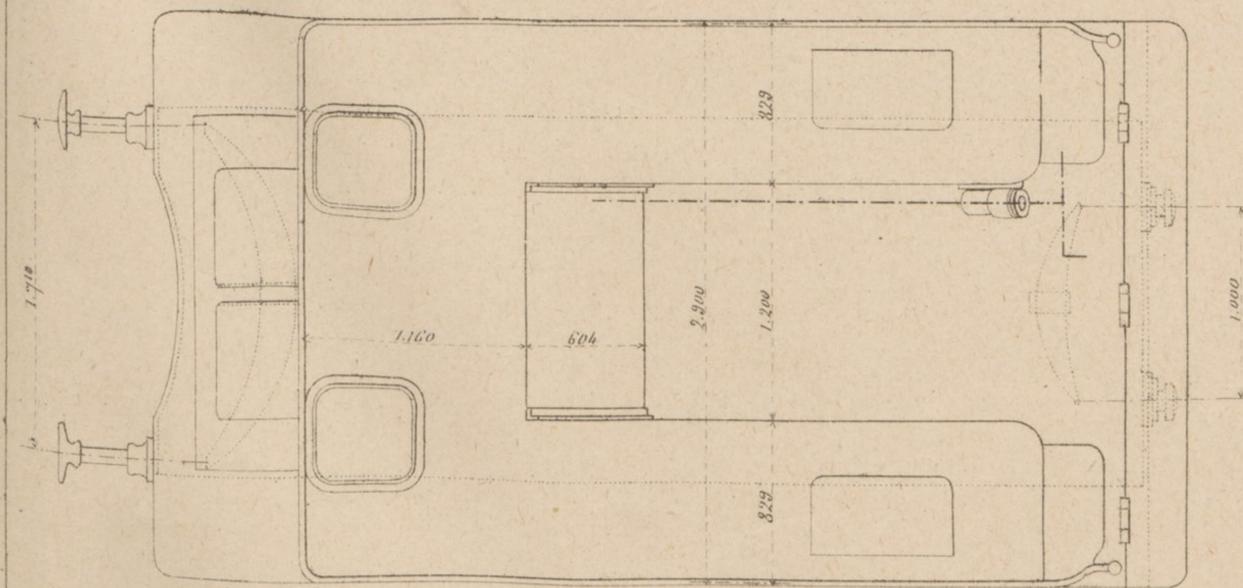
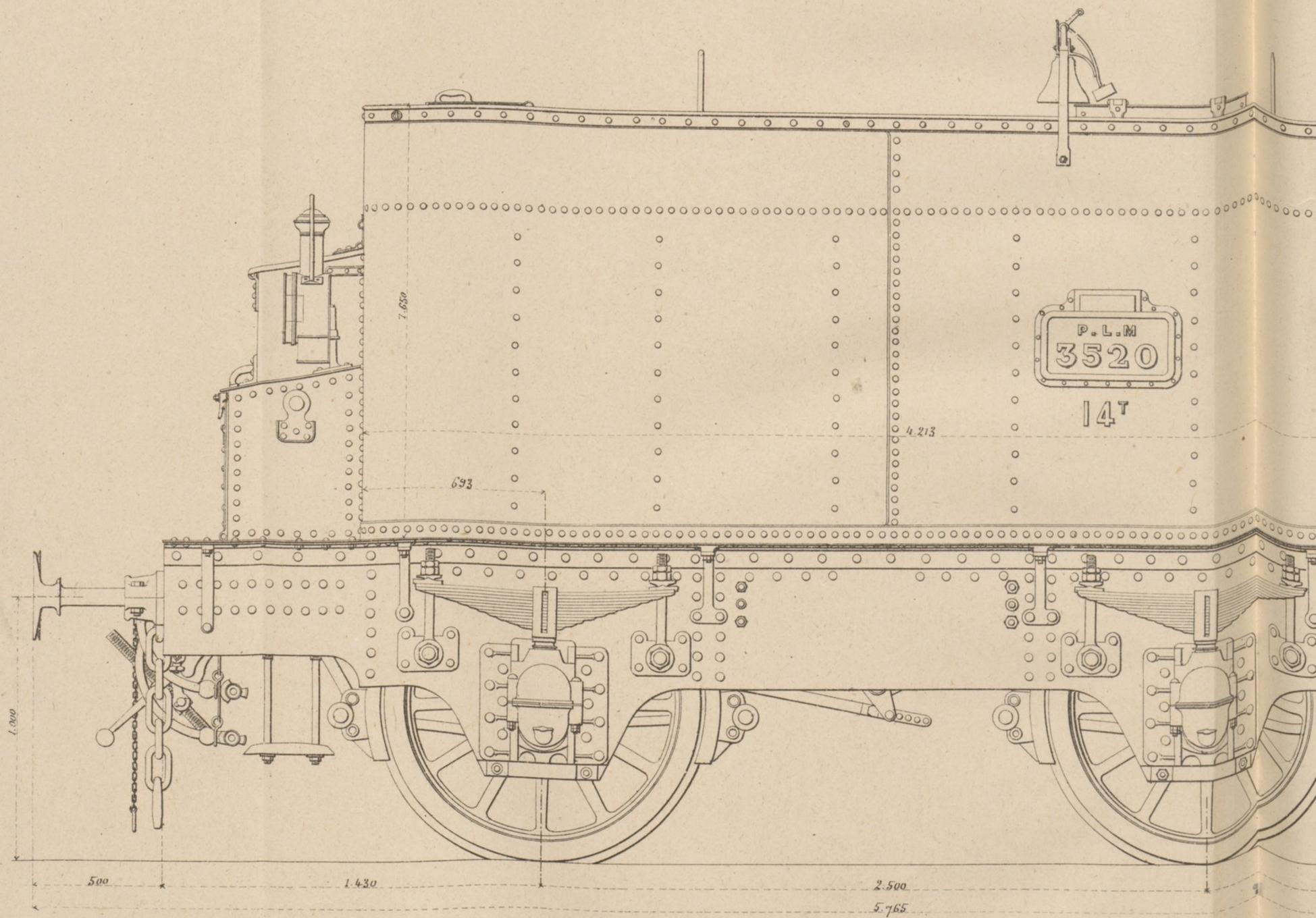


Fig. 3.



TENDER A 2 ESSIEUX AVEC CAISSE A EA
Ensemble

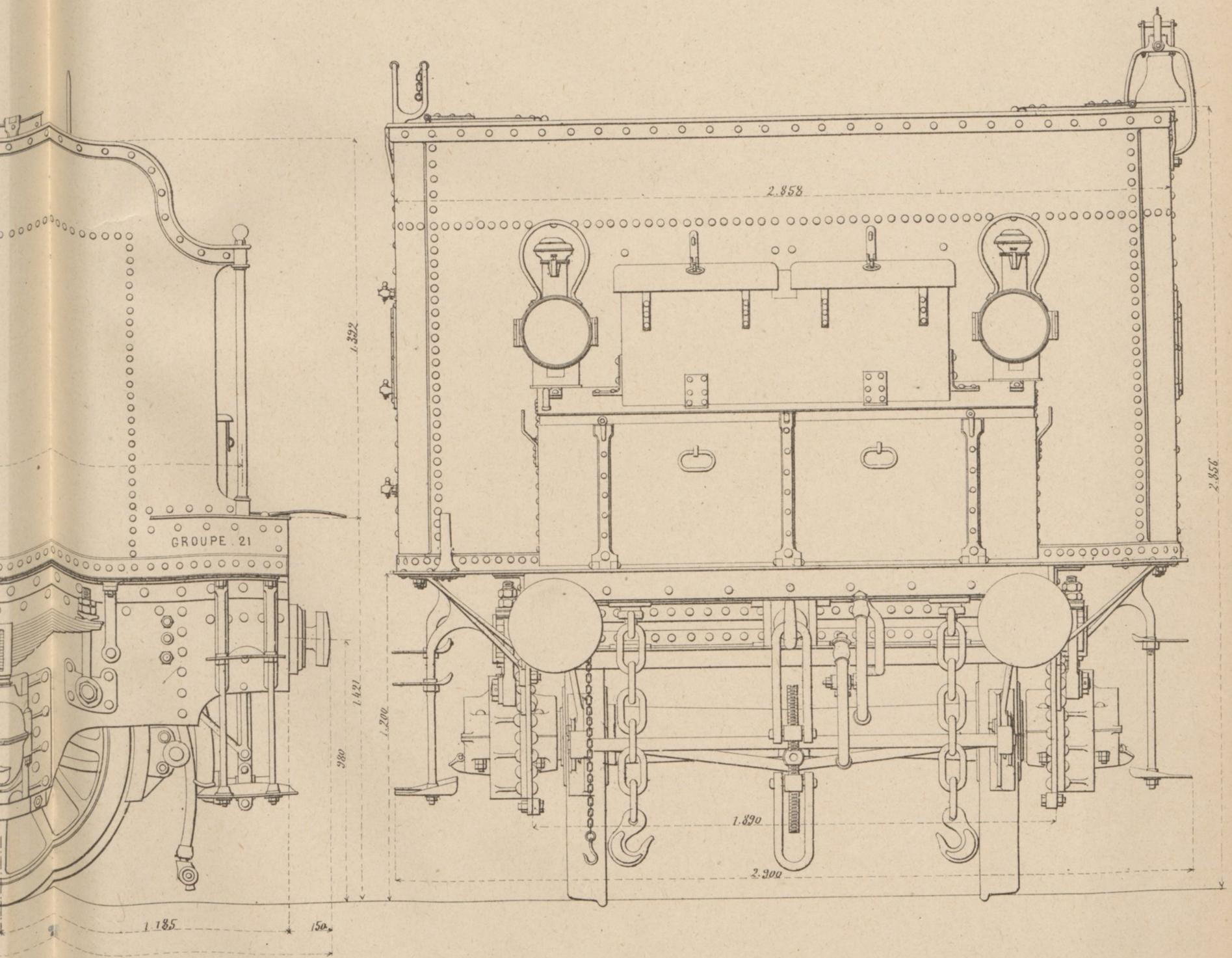
Fig. 1. — Vue extérieure



CAISSE A EAU DE 10^{m3}250 N° 3520

semble

Fig. 2. — Vue par bout



CHRONOTACHYMÈTRE P. L. M.

Montage du chronotachymètre sur une locomotive à grande vitesse

Échelle de 0m040 pour 1 mètre

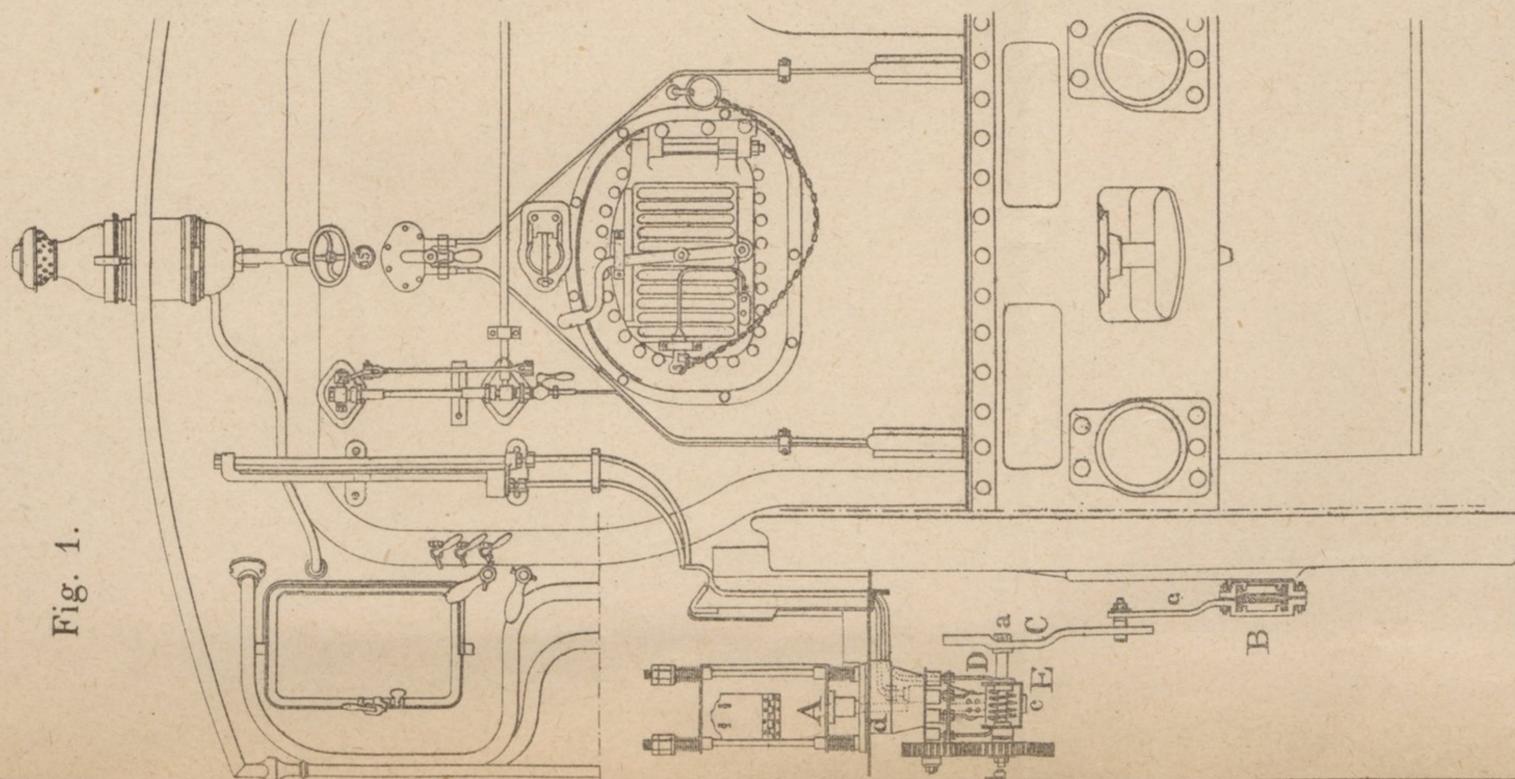


Fig. 1.

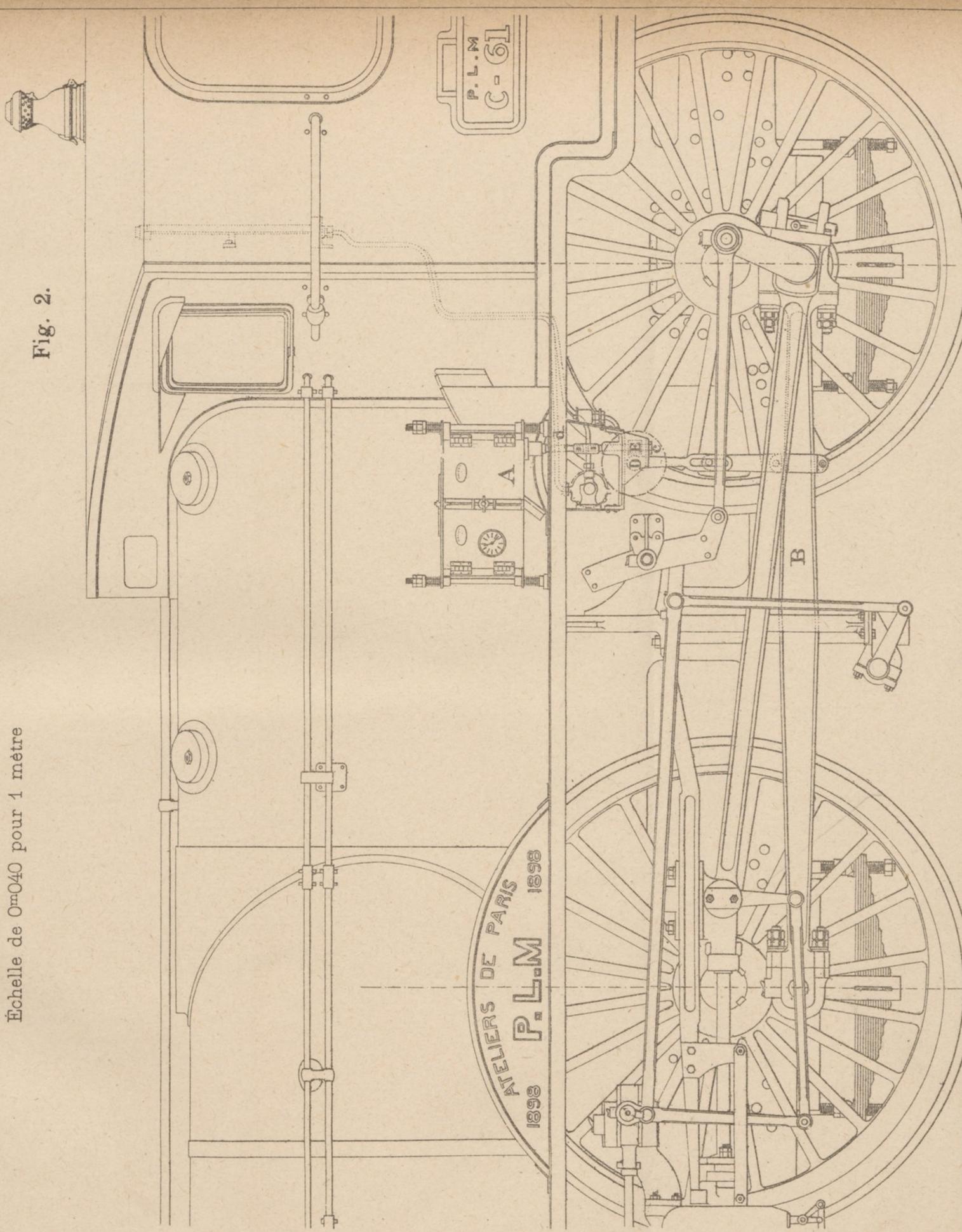


Fig. 2.

Fig. 1. — Coupe verticale suivant E F de la fig. 2.

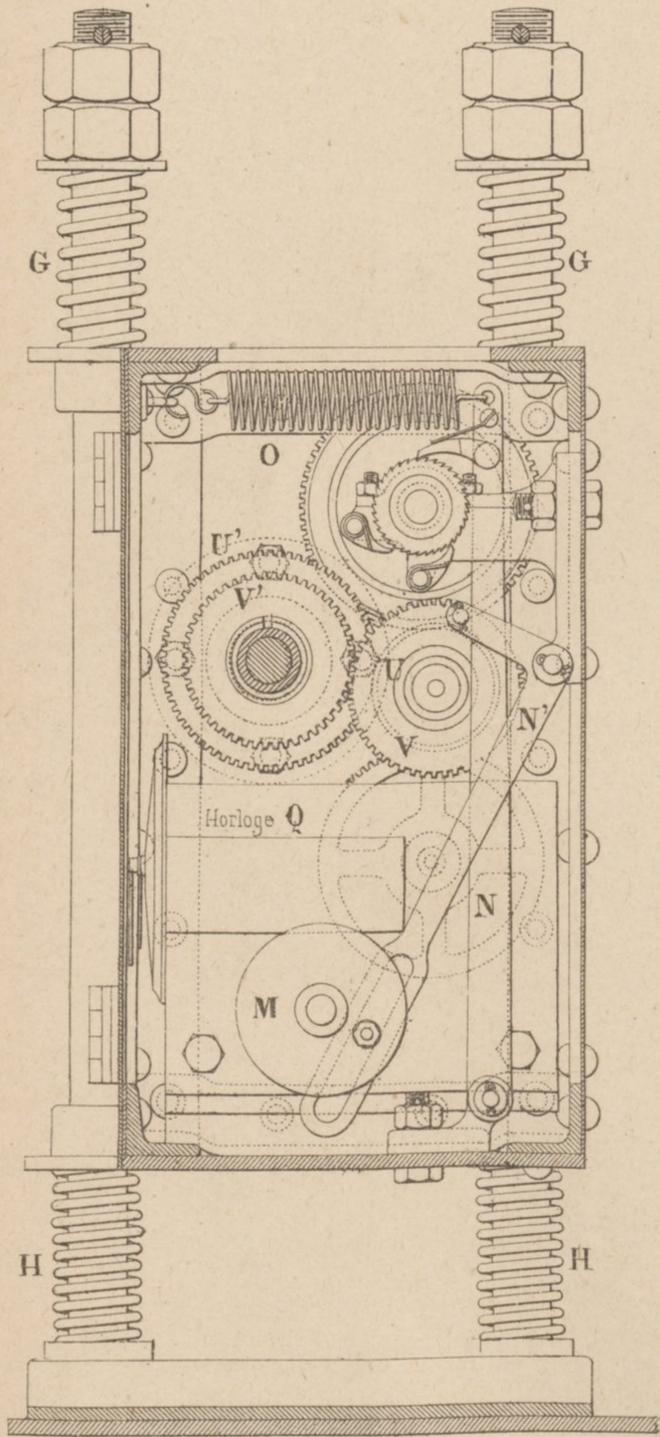


Fig. 2. — Coupe longitudinale

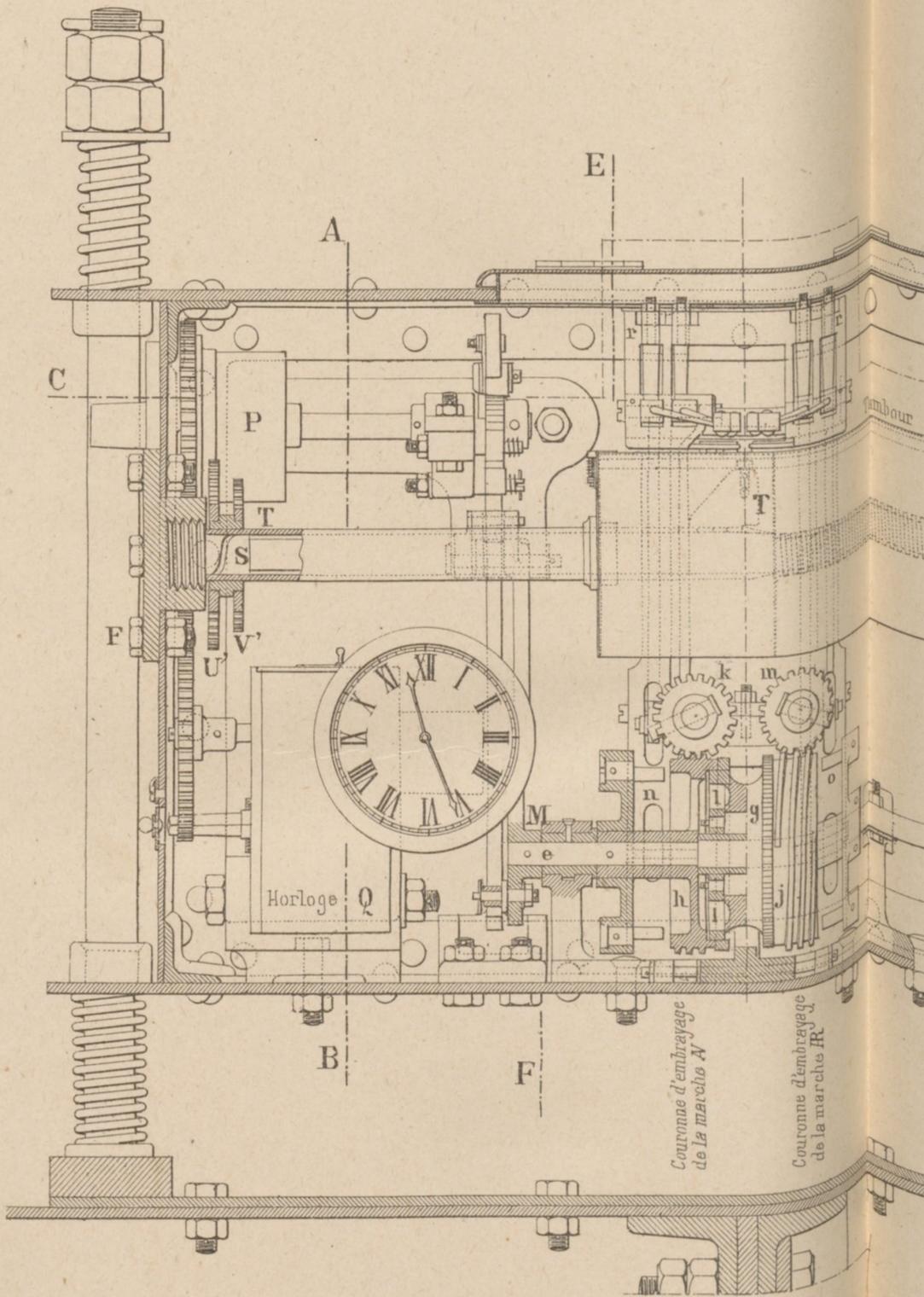
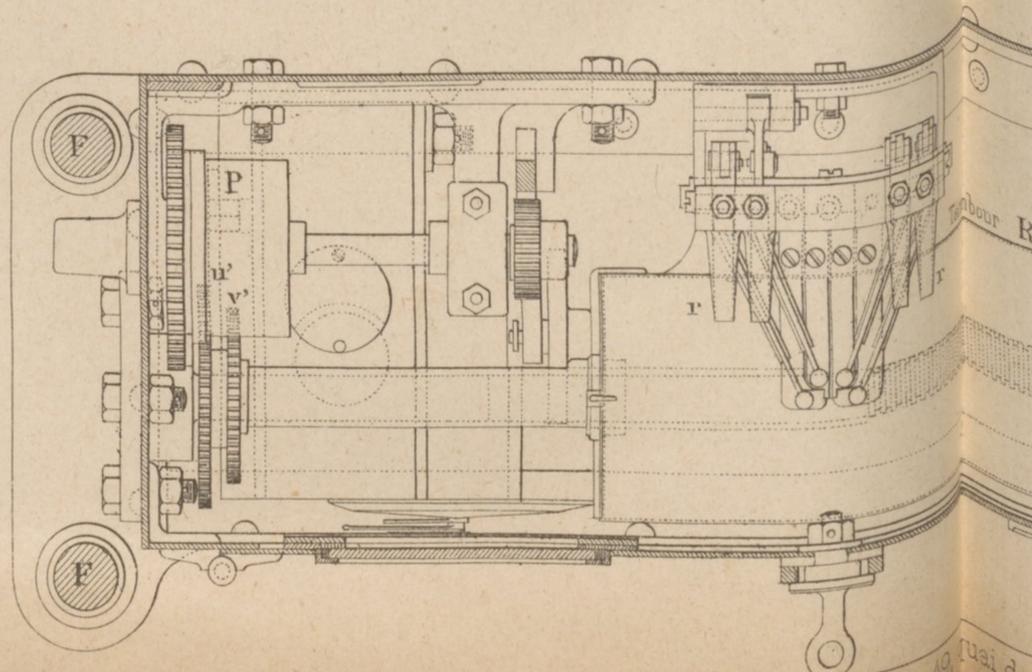


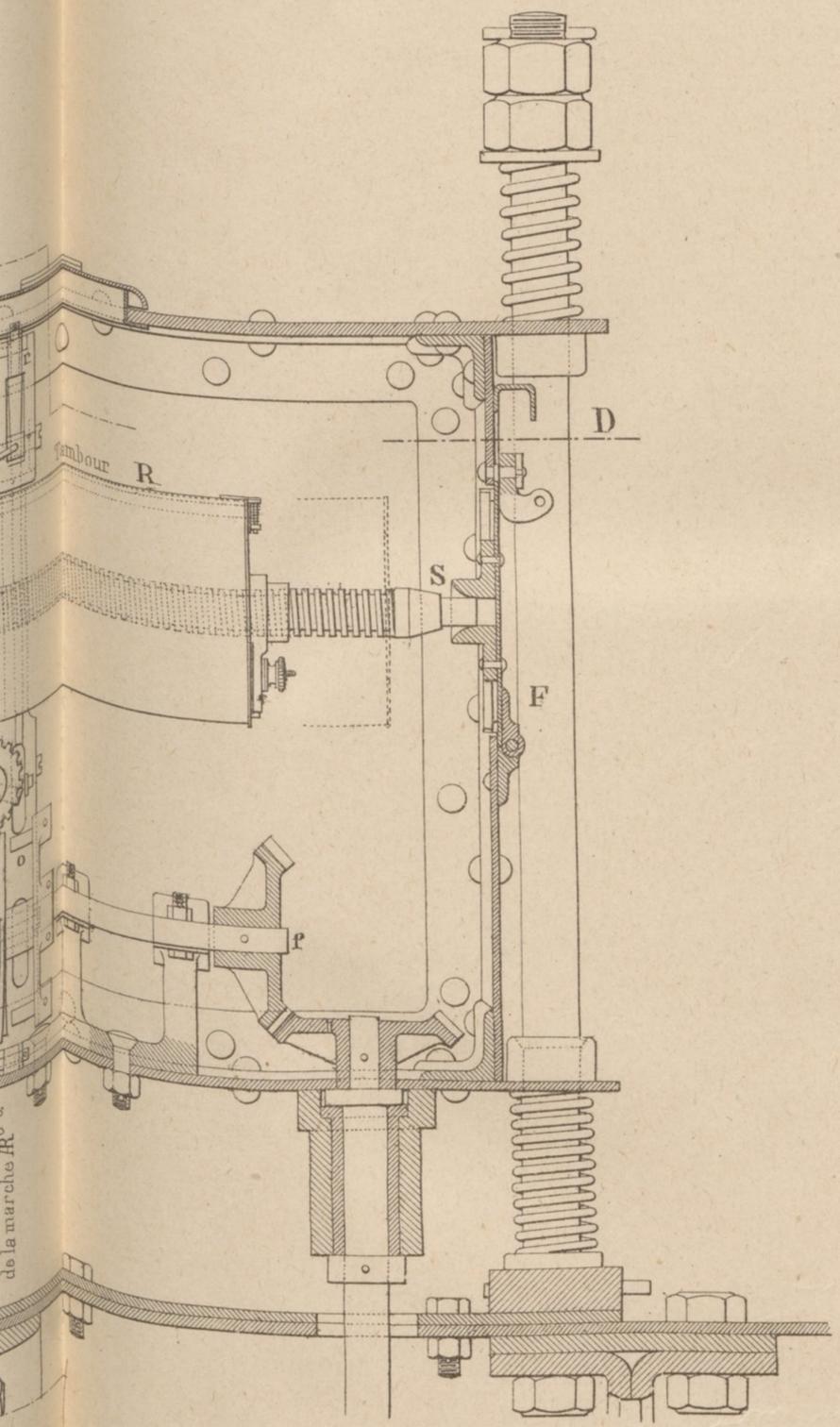
Fig. 4. — Coupe horizontale suivant C D d



RE P. L. M. — Ensemble

0m250 pour 1 mètre

gitudinale



ivant C D de la fig. 2.

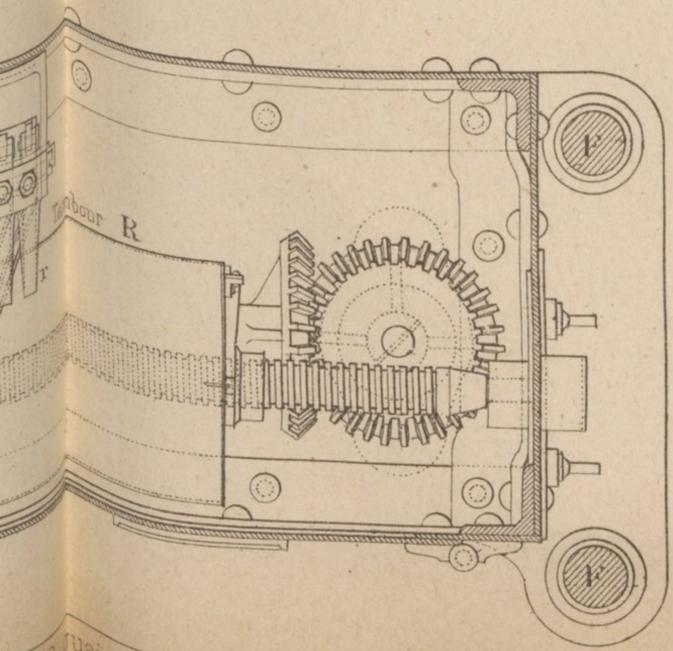
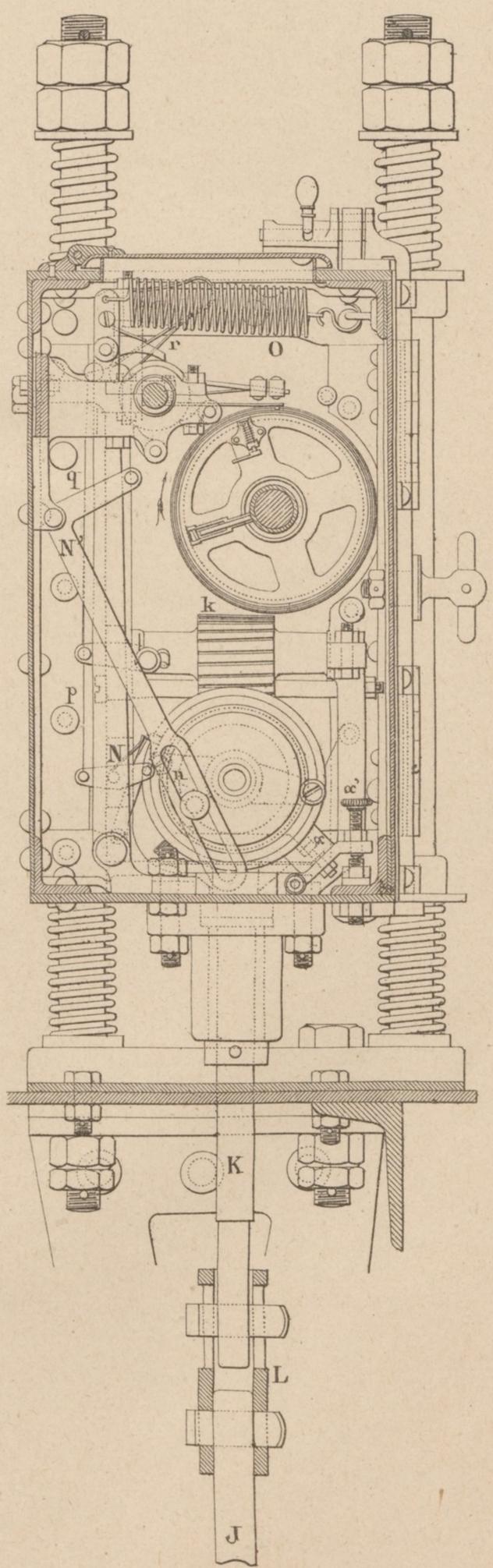


Fig. 3. — Coupe verticale suivant A B de la fig. 2, l'horloge enlevée



DÉPÔT de Laroche TRAIN N° 2 de Laroche à Paris
du 8 Avril 1900

