

Steam locomotive class 78.0-5, DRG



Epoch:

Art. No.: 707502

Steam locomotive class 78.0-5 of the Deutsche Reichsbahngesellschaft (DRG). Epoch II.

Metal die-cast chassis. Drive on three axles. Traction tyres. Automatic coupling. Dual headlights.

Model with barrel roof and brass coloured lettering of the Epoch II.

The Prussian T 18 was the last tender locomotive developed for the Prussian state railways. The locomotive was originally conceived for services on the island of Rügen as a replacement for the T 12 and the T 10. The locomotive emerged when, in 1912, a certain class of locomotive was conceived that was to handle express and passenger trains in border areas or in commuter services on short distances. The design of a tender locomotive with symmetrical chassis was envisaged because, unlike a tow-tender-locomotive, it was able to run equally fast forwards and backwards and also could be operated on return journeys without having to be turned on a turntable. Its power and top speed were to be the same as those of the P 8. Robert Garbe designed this 2'C2' tender locomotive to reach a top speed of 100 km/h with a 17-ton axle load and contracted the Vulkan Werke in Stettin to build it. It was given the designation T 18.

Specifications:

General data

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| Coupling | In-house produced coupling |
| Number of axles with traction tyres | 1 |
| Number of driven axles | 3 |
| Traction tyres | 2 |

Electrical

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| Head light | Both sides of the vehicle are equipped with direction independent dual headlights |
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Measurements

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| Length over buffer | 93 mm |
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