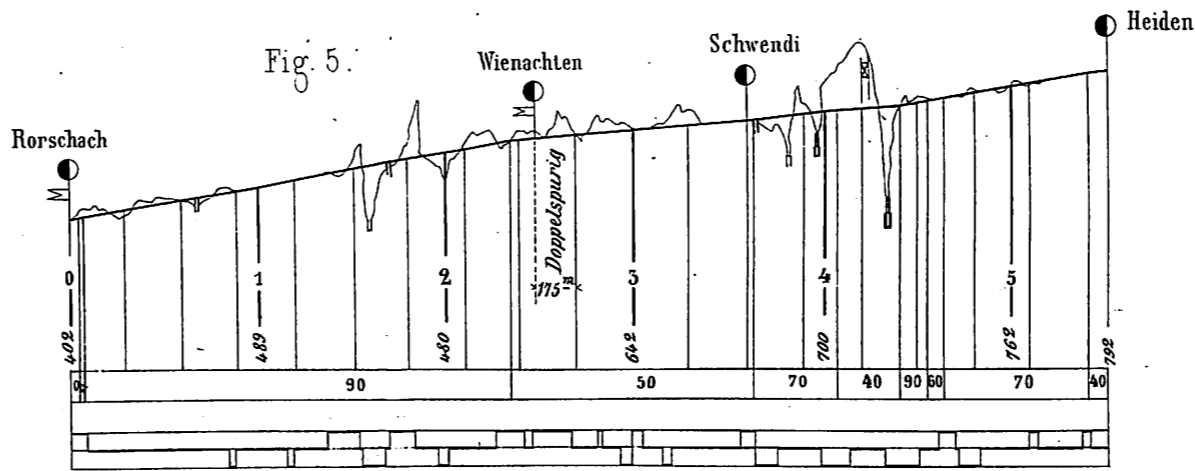


Maasstab der Längen 1:40000
" " Höhen 1:20000
" " Auf-u. Abträge 1:20000

Fig. 5.



Längenprofile.

Fig. 6.

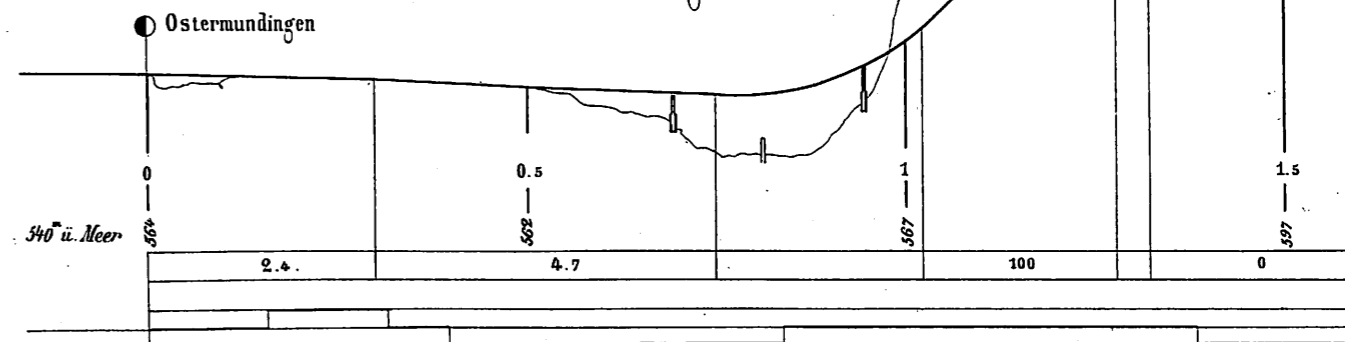


Fig. 4.

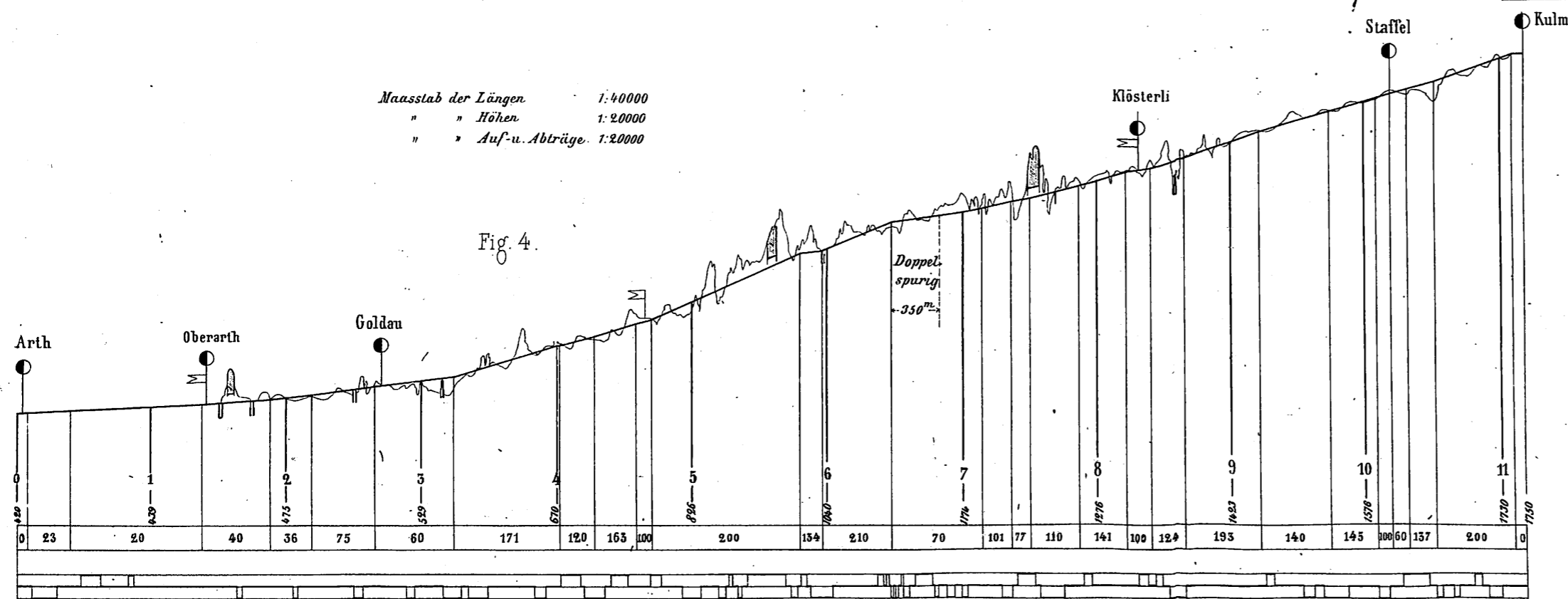
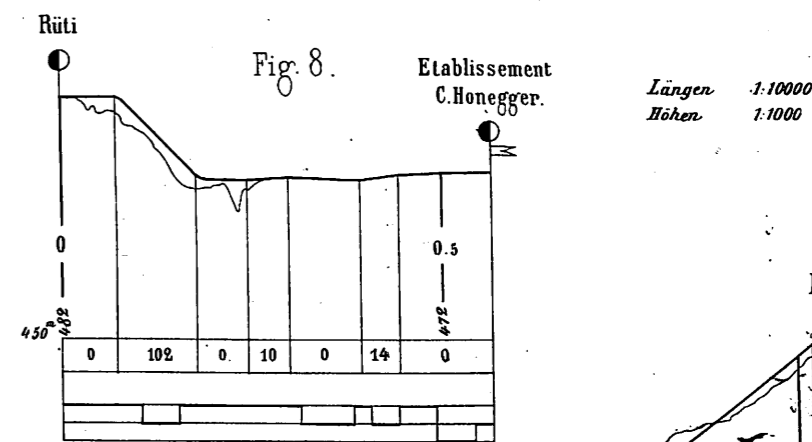


Fig. 8.



Wasseralfingen.

Fig. 7.

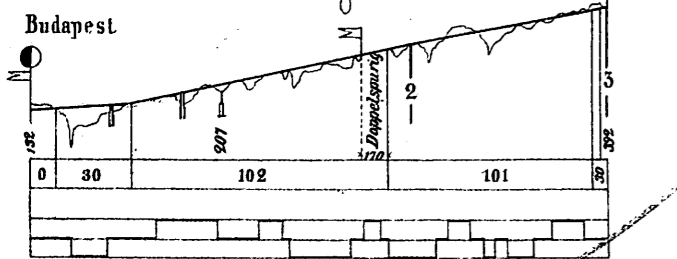
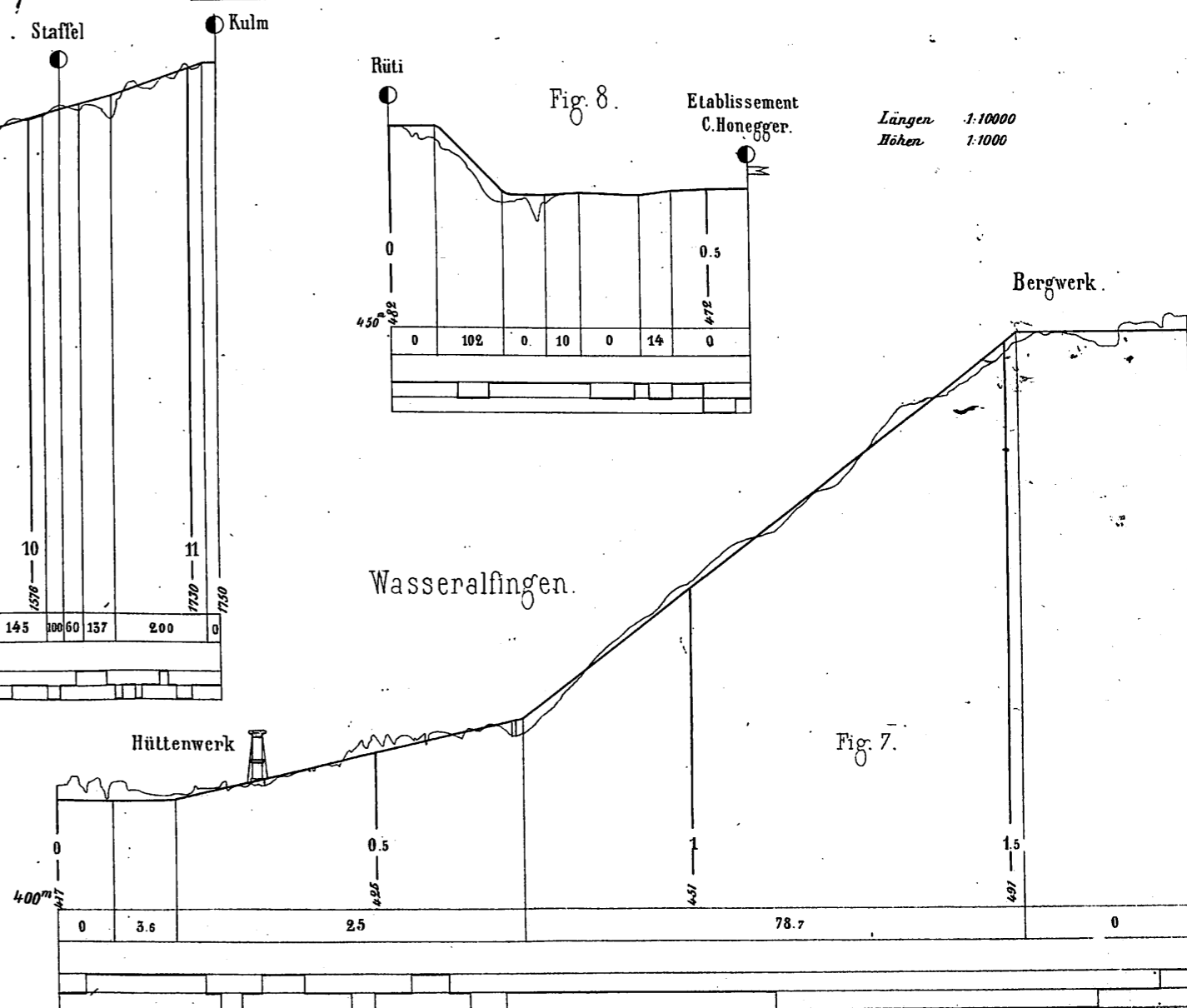
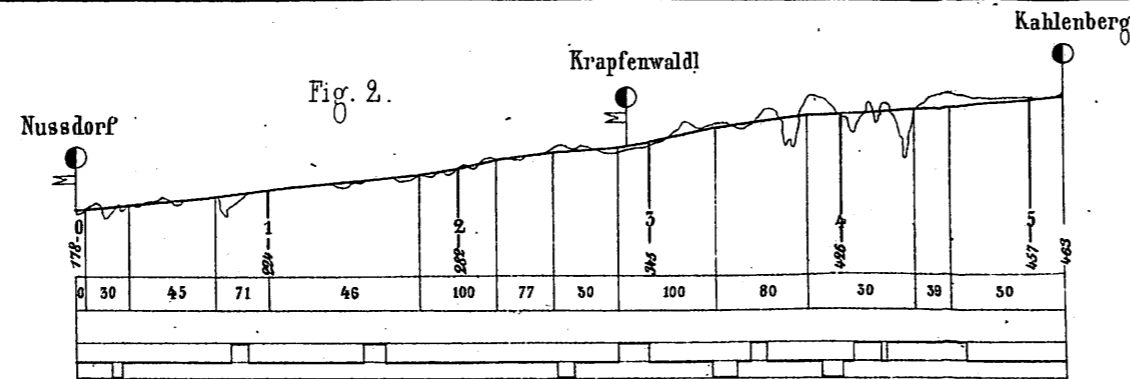
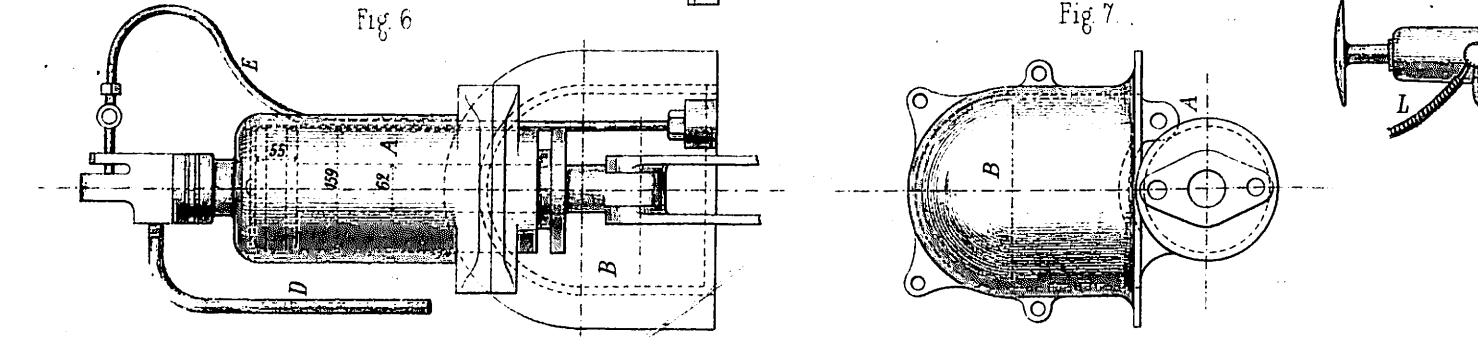
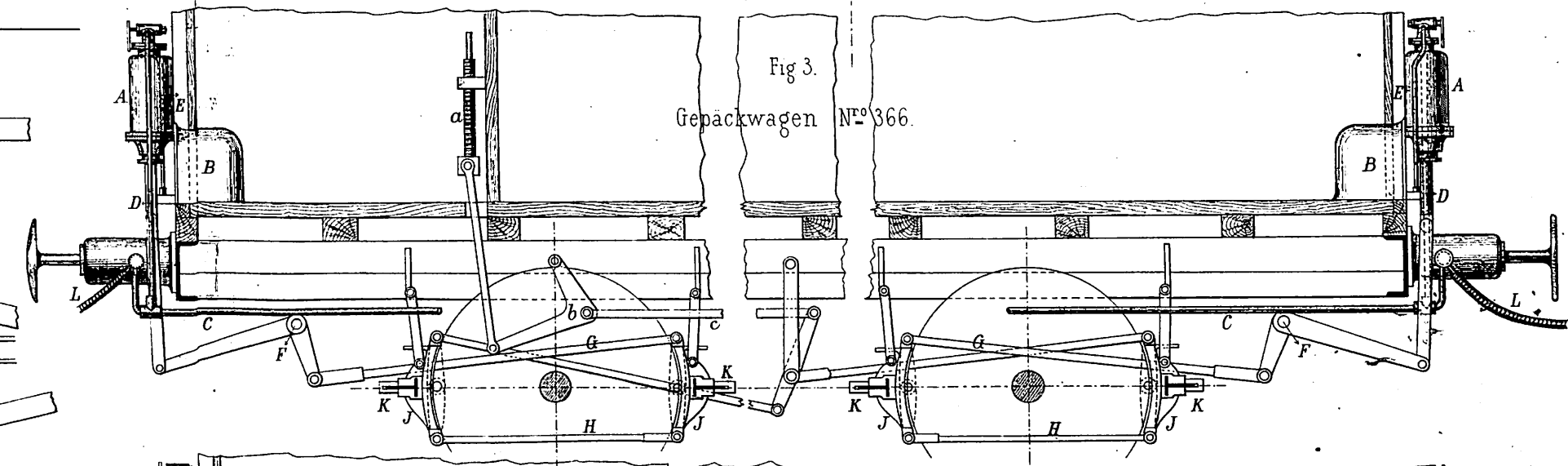
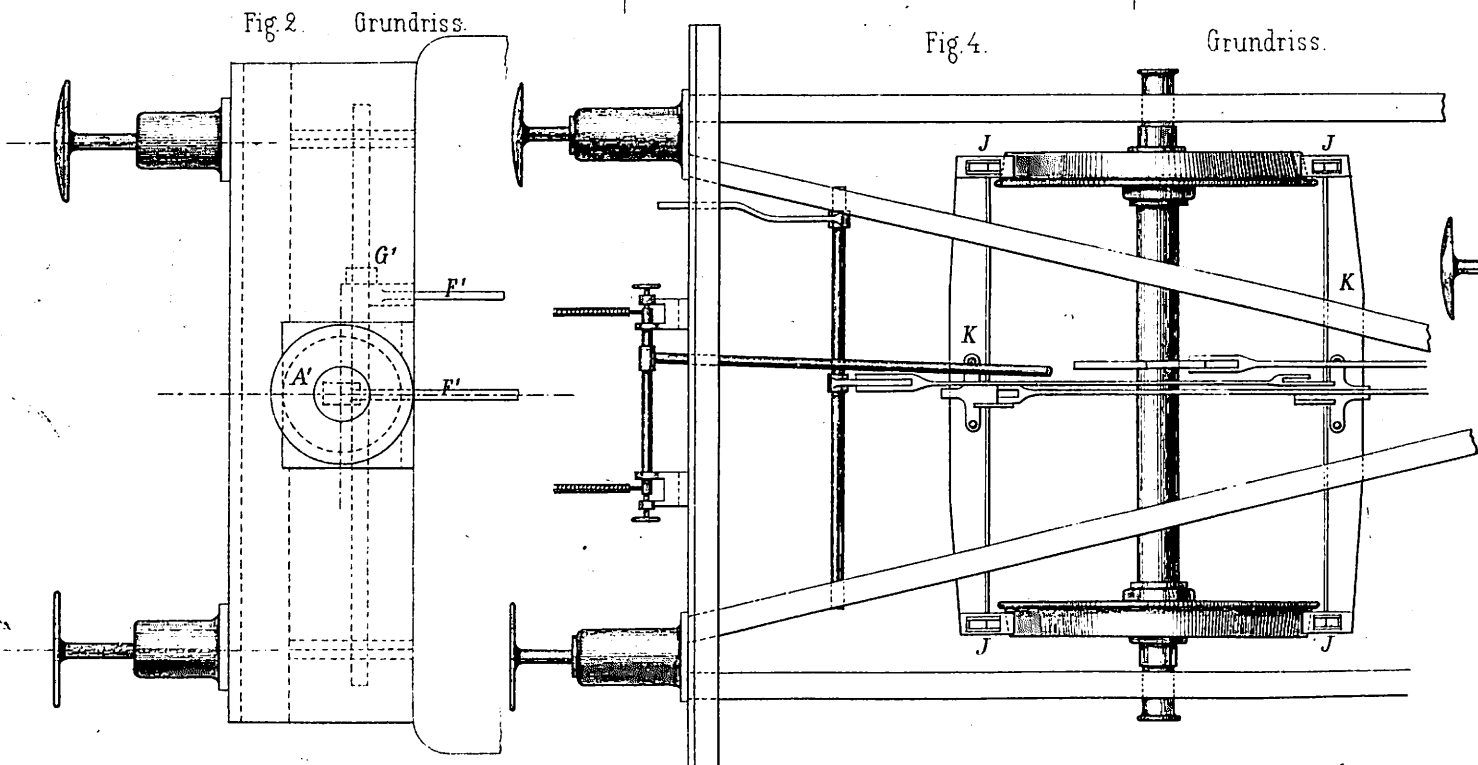
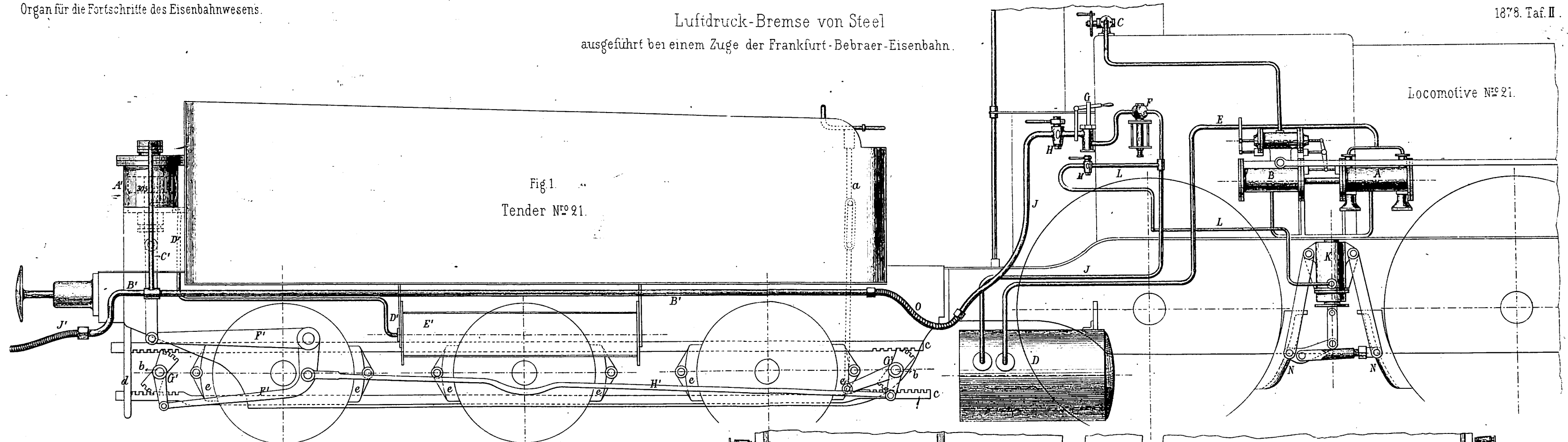
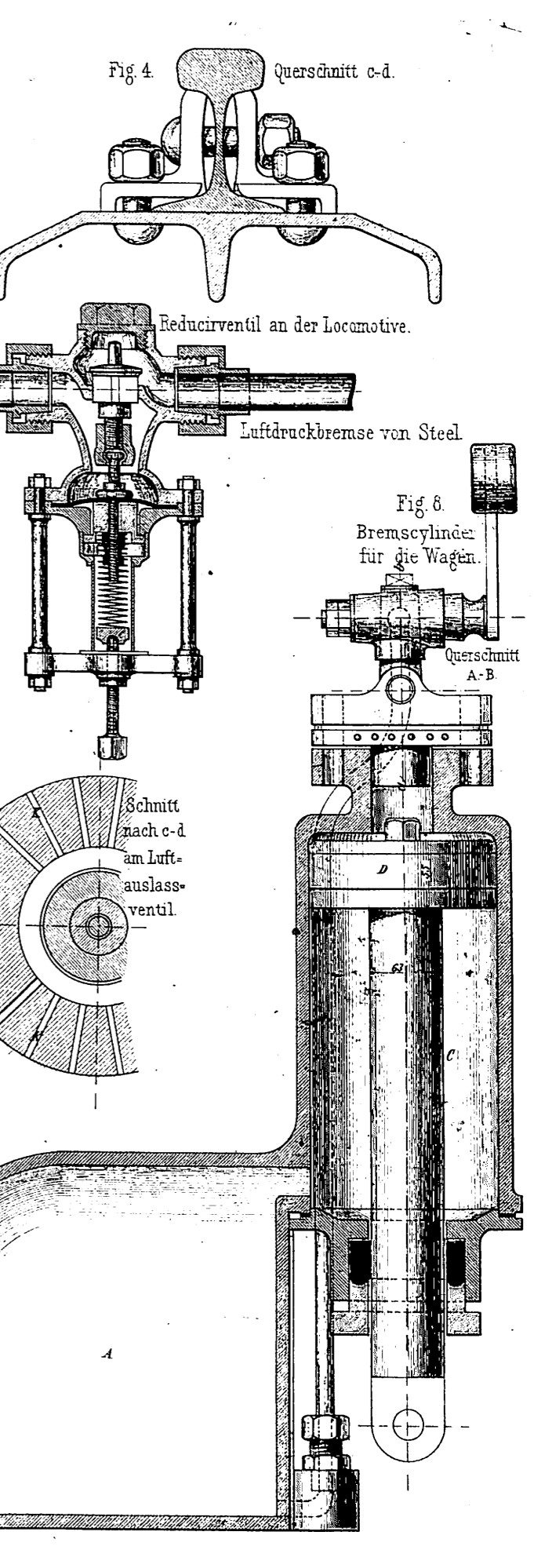
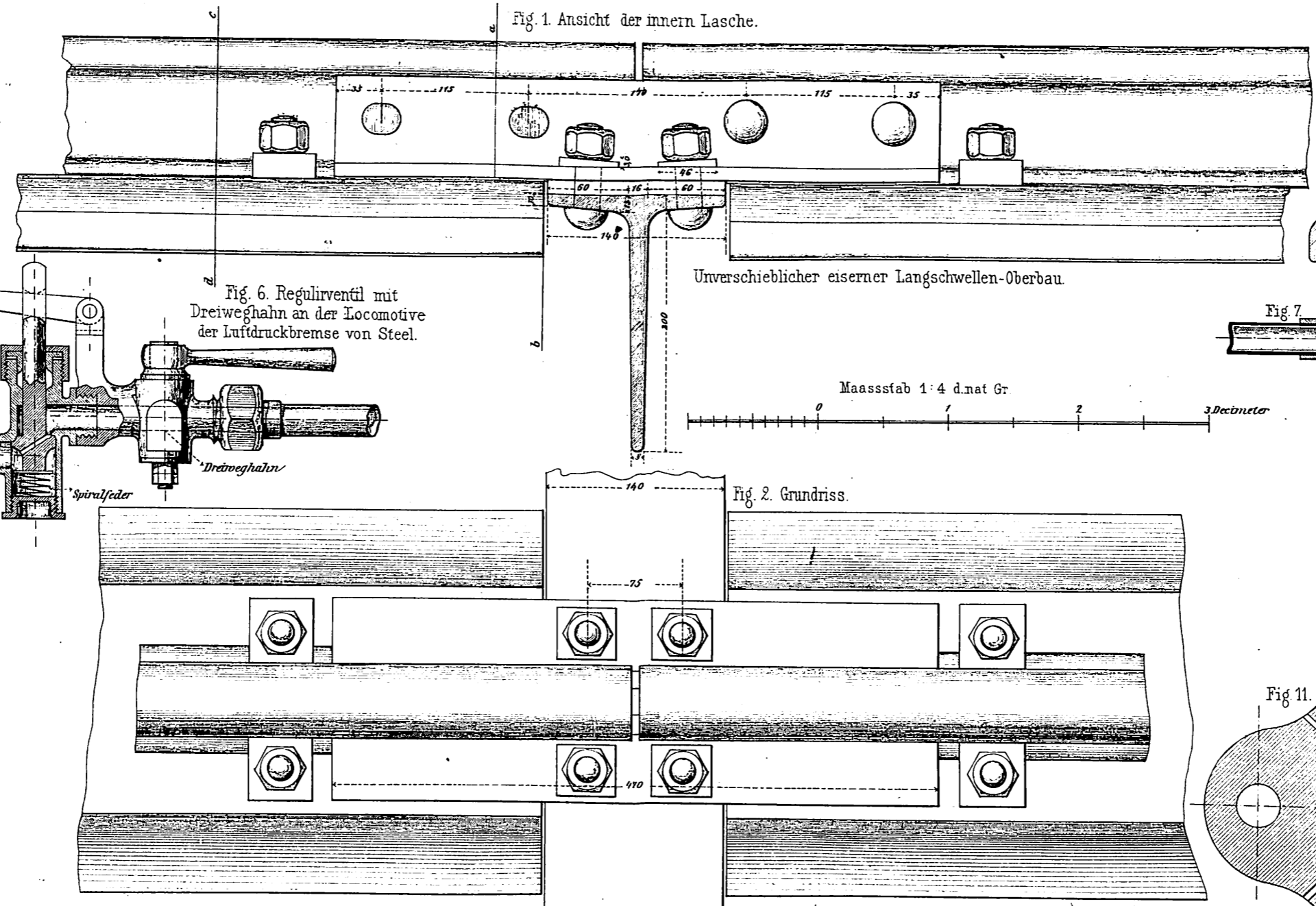
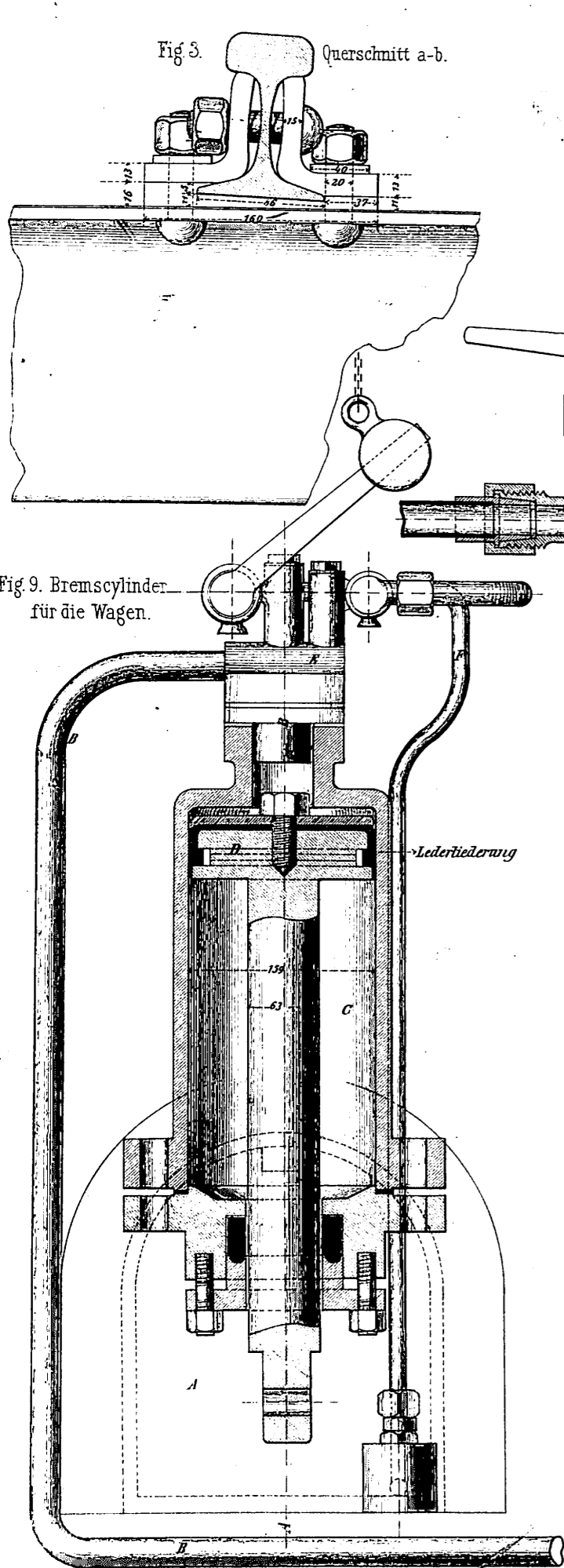


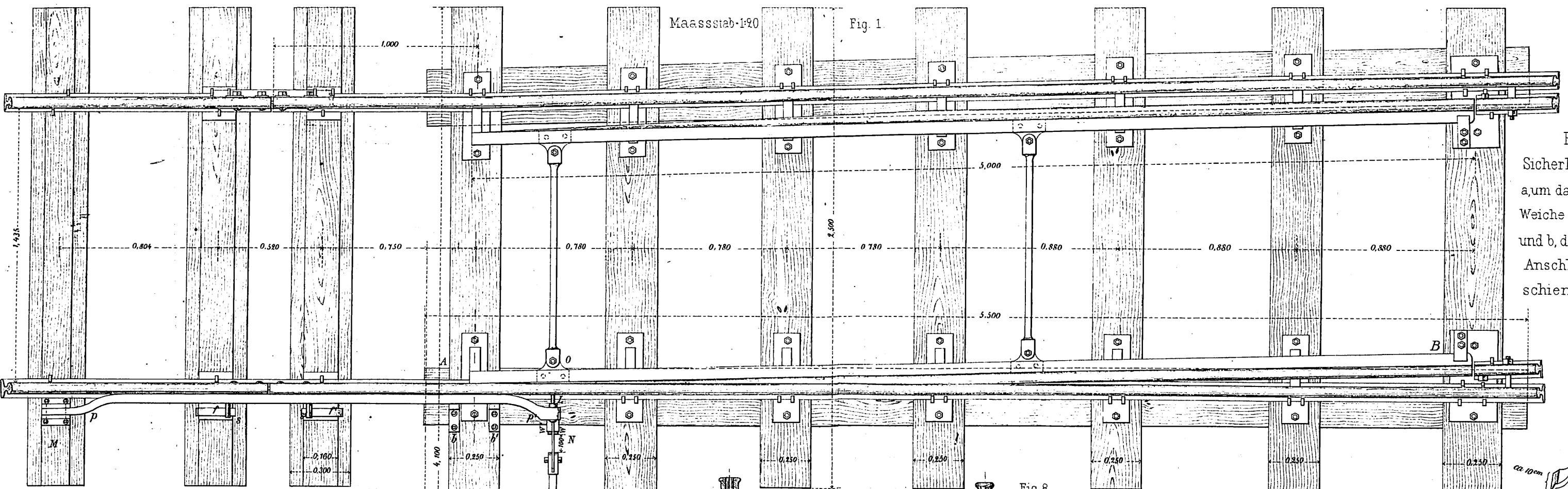
Fig. 2.



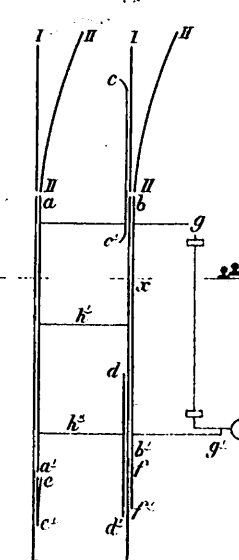
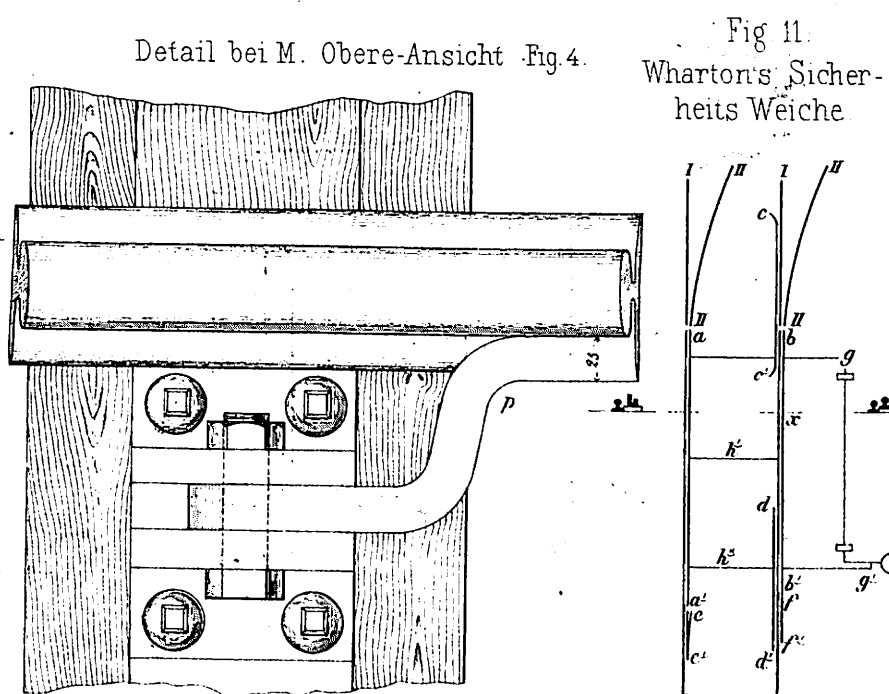
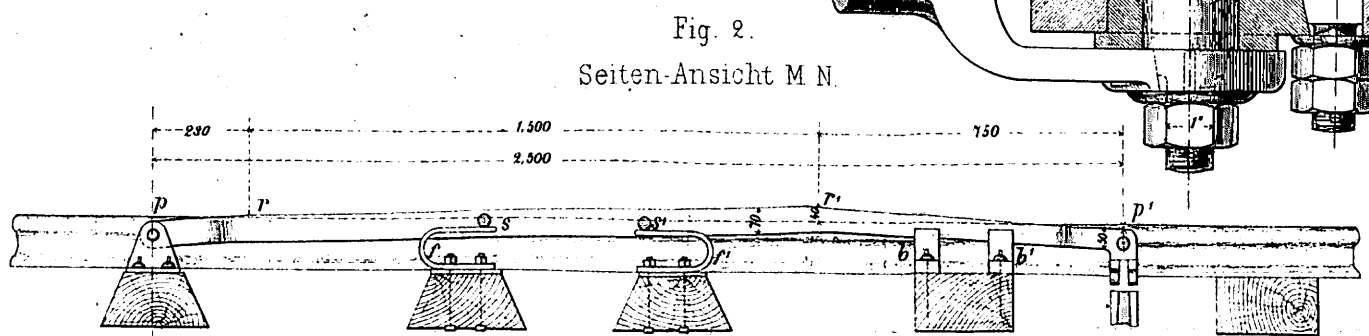
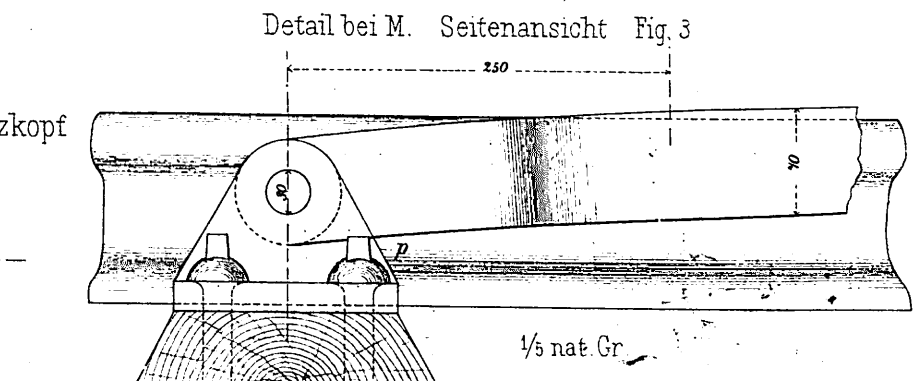
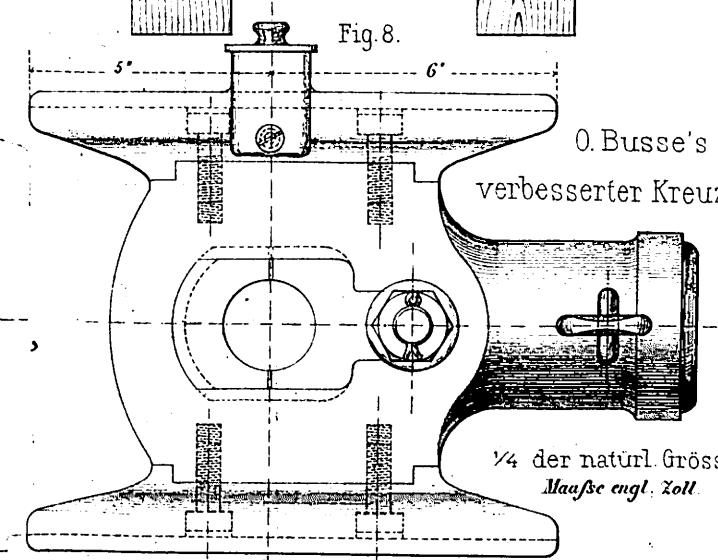
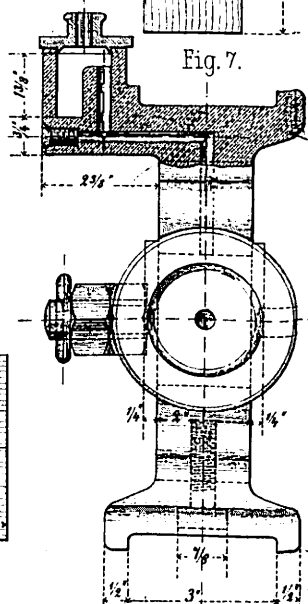
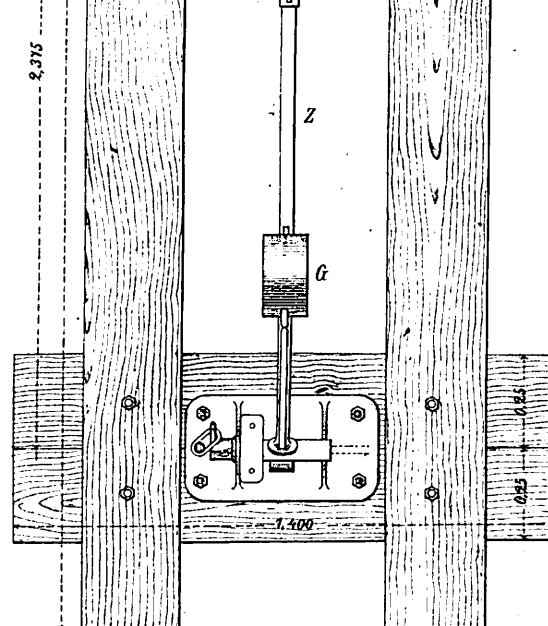
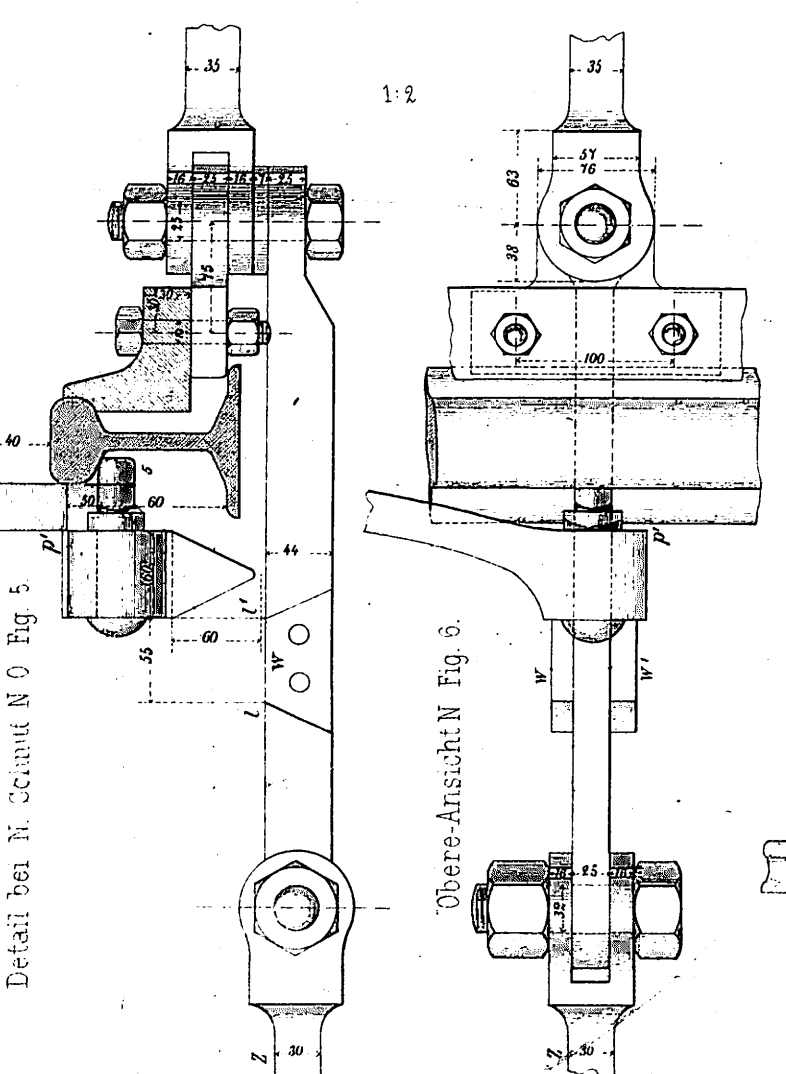
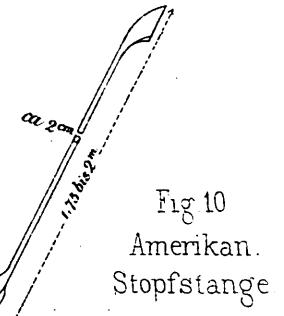
Luftdruck-Bremse von Steel
ausgeführt bei einem Zuge der Frankfurt-Bebraer-Eisenbahn.







Pollitzer's Sicherheitsvorrichtung, a, um das Umstellen der Weiche beim Befahren und b, den fehlerhaften Anschluss der Zungenschiene zu verhüten.



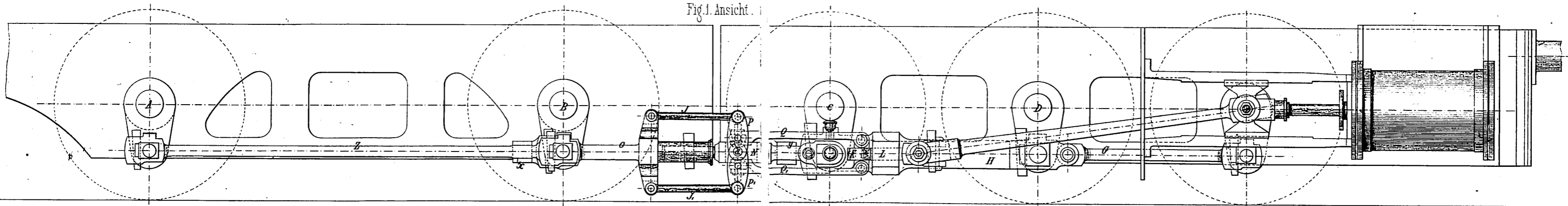
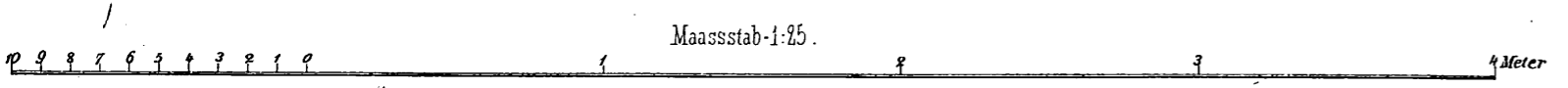
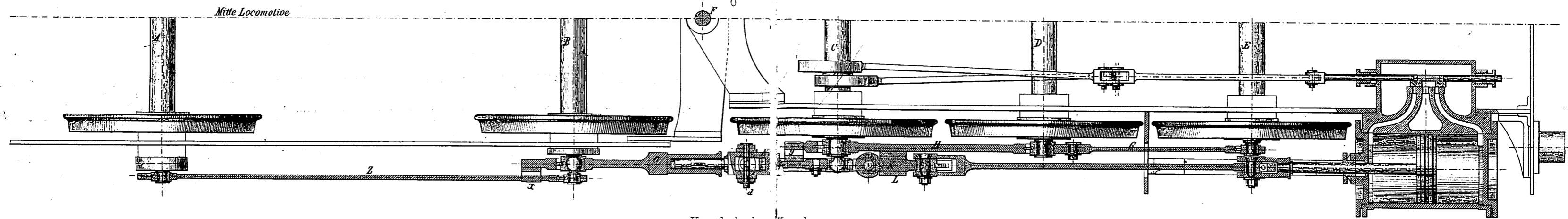


Fig. 1. Ansicht.

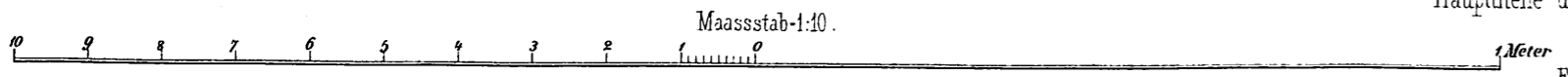


Maassstab-1:25.

Fig. 2. Grundriss.



Mitte Locomotive



Maassstab-1:10.

Haupttheile der Kuppelung.

Fig. 4. Ansicht.

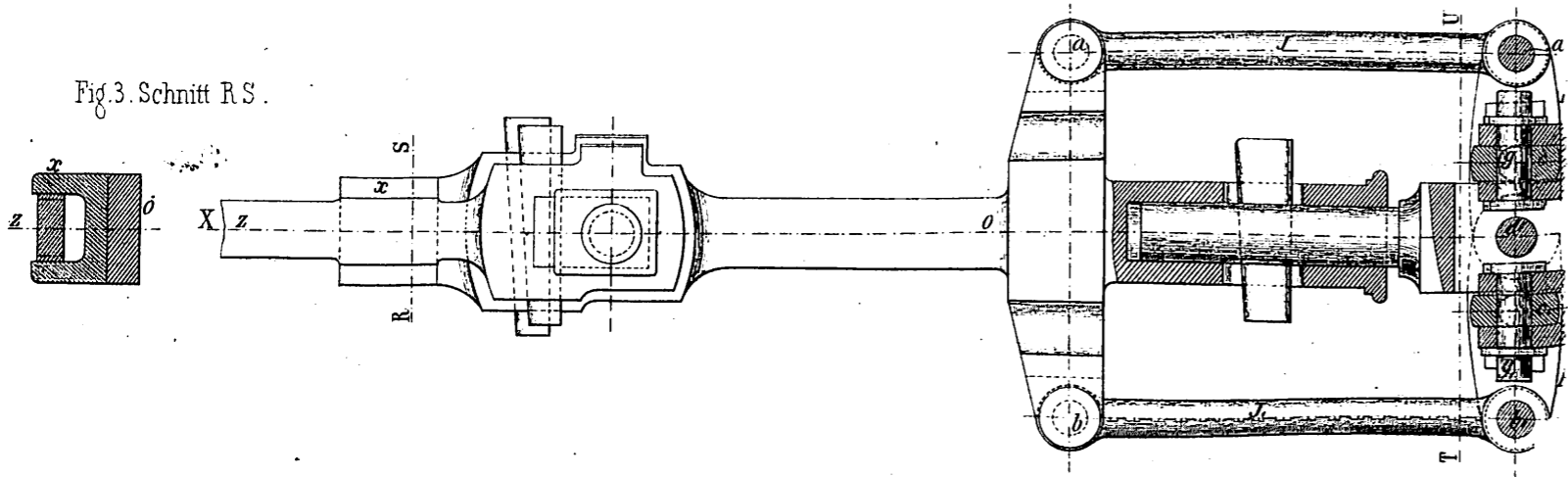
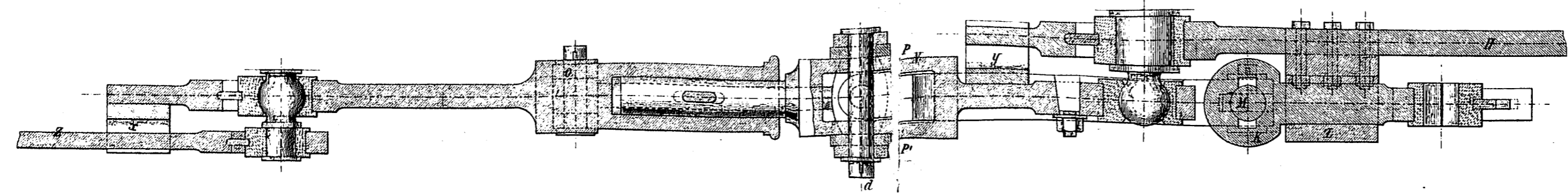
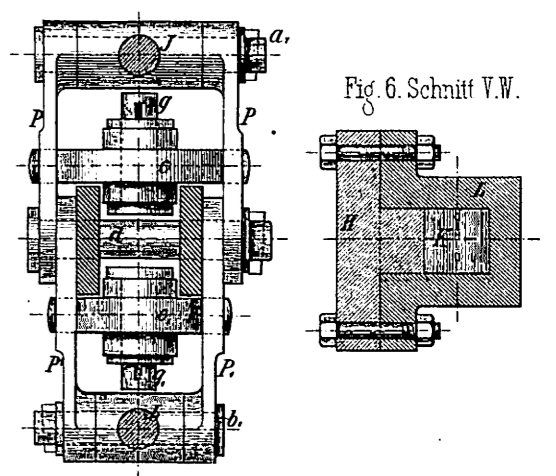


Fig. 3. Schnitt R.S.

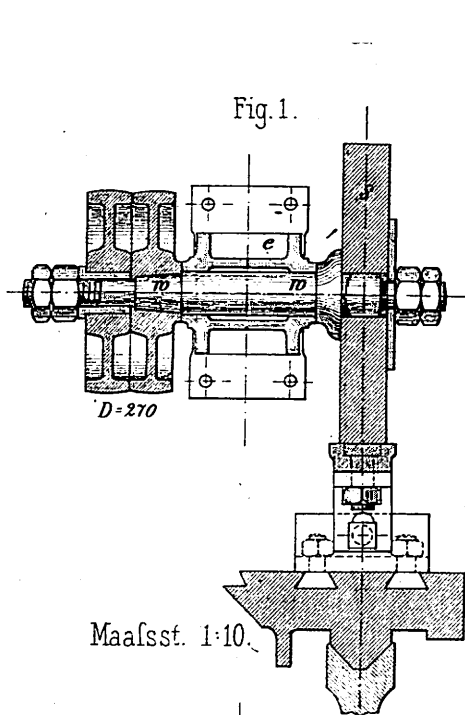
Fig. 7. Schnitt XY.

Fig. 5. Schnitt T U.

Fig. 6. Schnitt V.W.

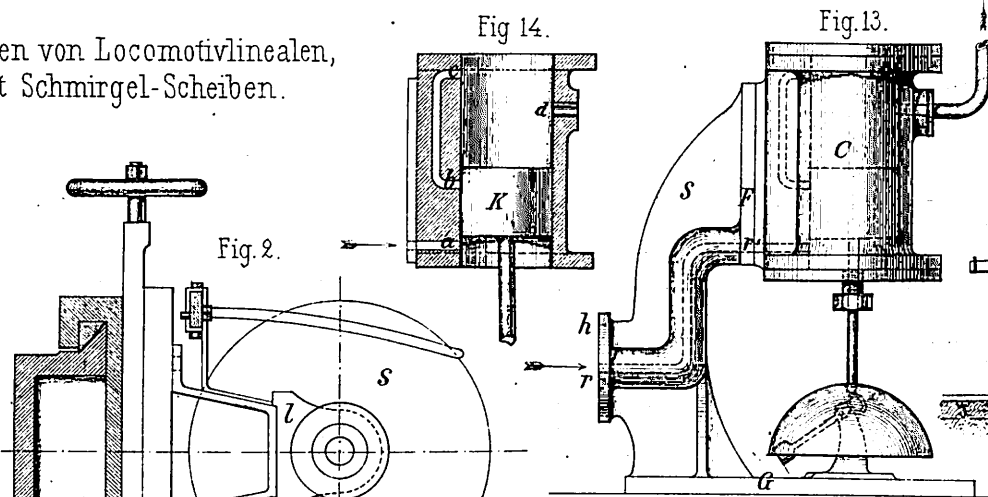


Vorrichtung zum Schleifen von Locomotivlinealen, Hängtaschen, mittelst Schmirgel-Scheiben.

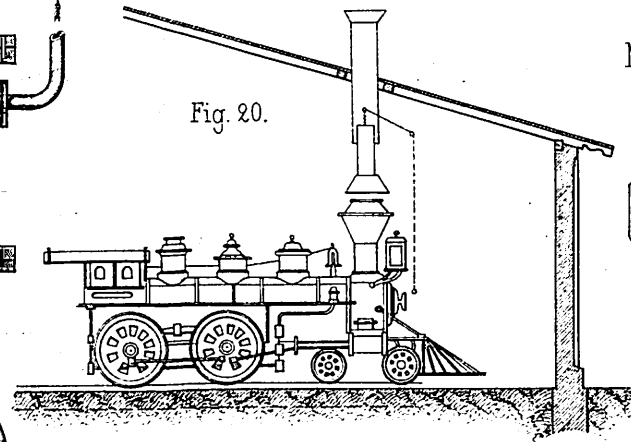


Maafsst. 1:10.

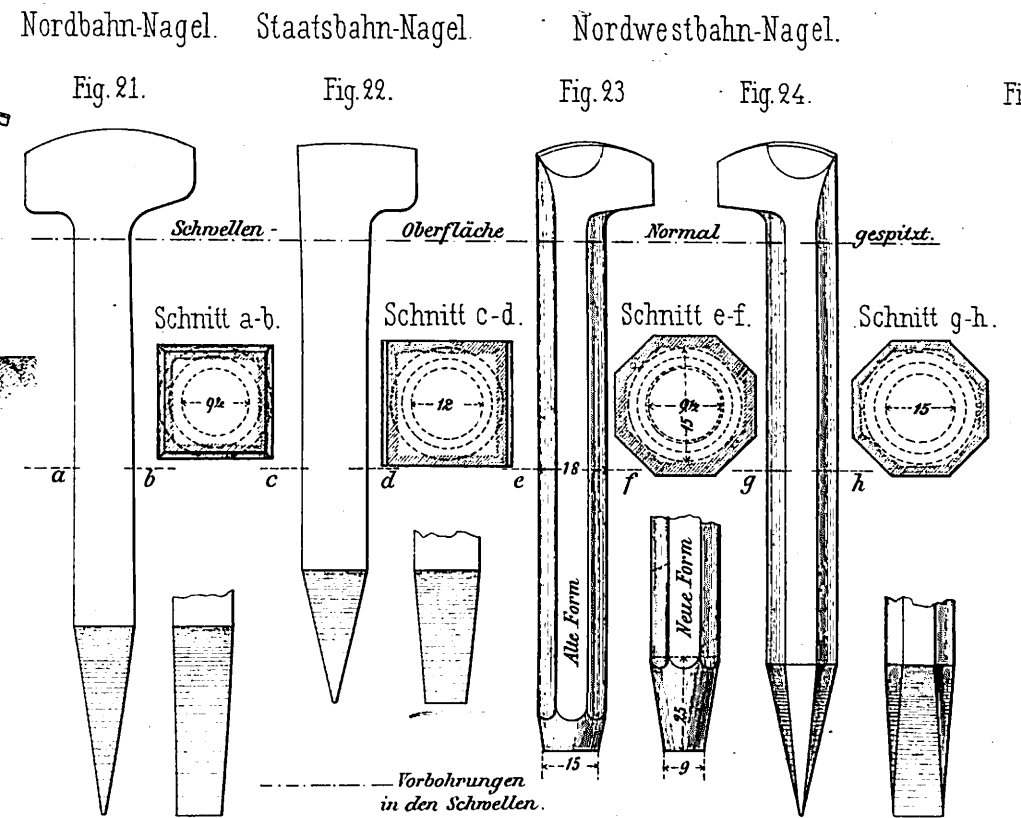
Schaefer's selbstthätiges Läutwerk für Rangir-Locomotiven.



Schornstein-Construction bei Locomotiv-Schuppen der Pennsylvanischen-Bahn.



(Maafsstäbe für die Ansichten - 1/2 nat. Grösse. für die Schnitte - Naturgrösse.)



Siederohr-Dampfspritze.

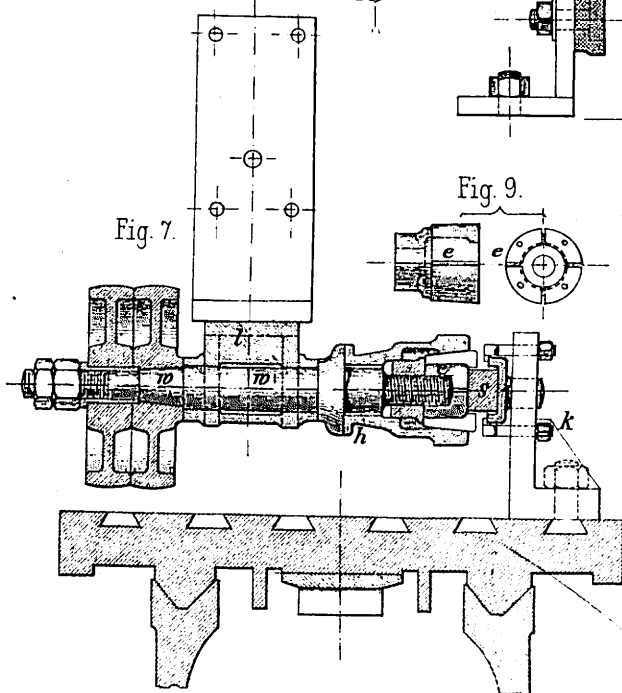
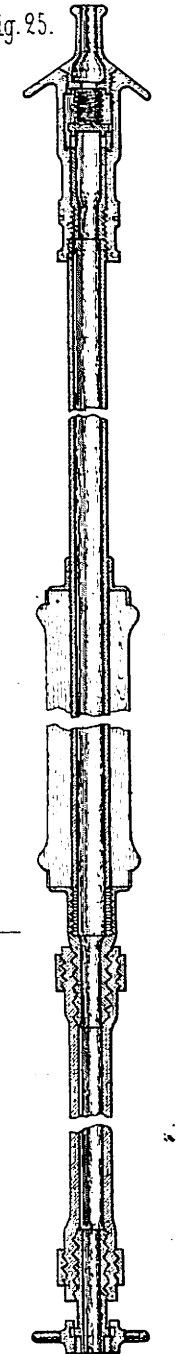


Fig. 7.

Fig. 9.

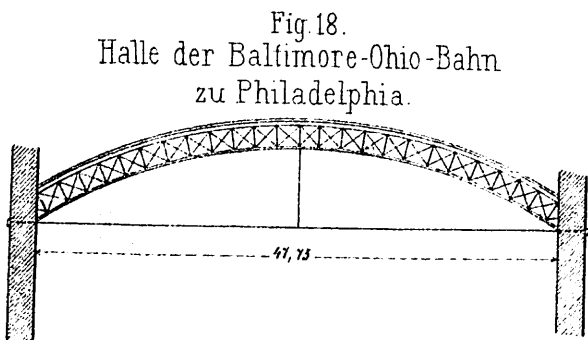


Fig. 18. Halle der Baltimore-Ohio-Bahn zu Philadelphia.

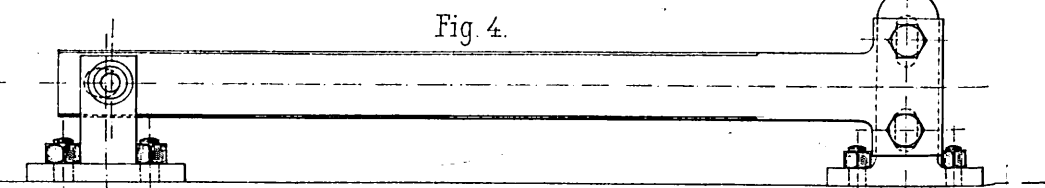


Fig. 5.

Fig. 4.

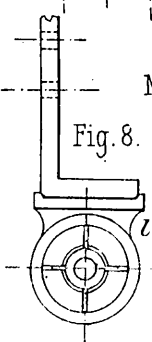


Fig. 8.

Maafsst.-1:10.

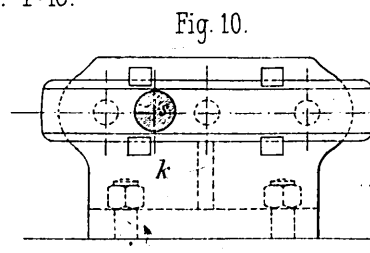


Fig. 10.

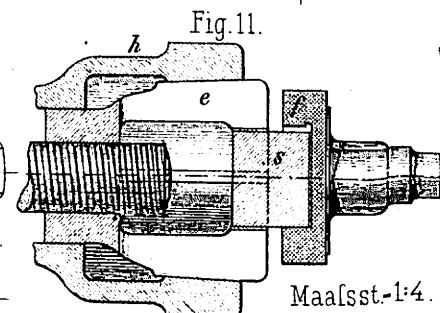


Fig. 11.

Maafsst.-1:4.

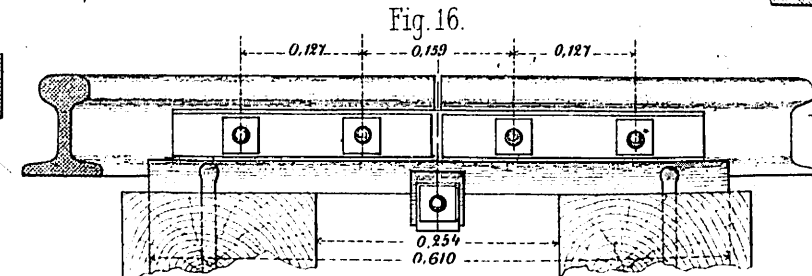


Fig. 16.

Oberbau der Atlantic und Great-Western-Railroad.

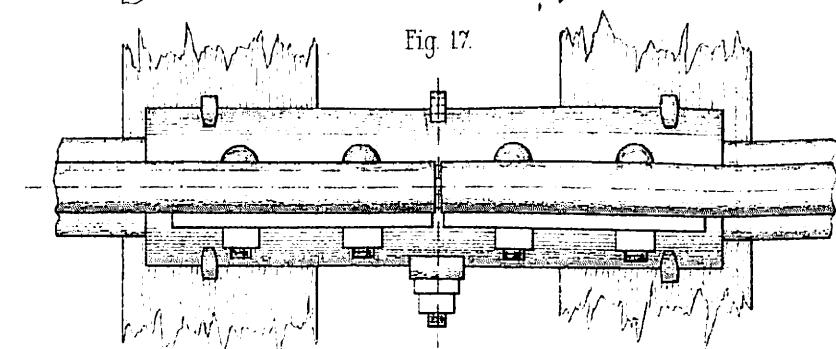


Fig. 17.

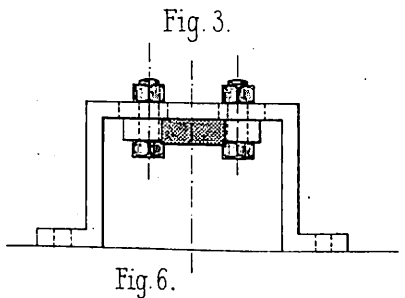


Fig. 3.

Fig. 6.

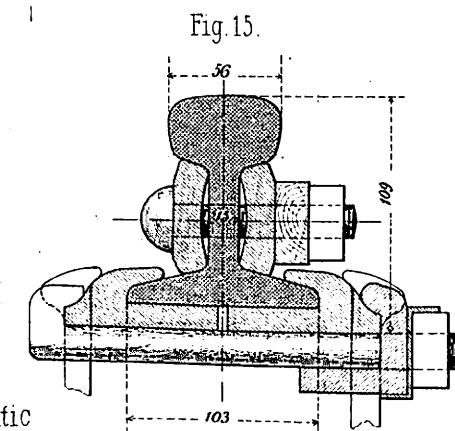
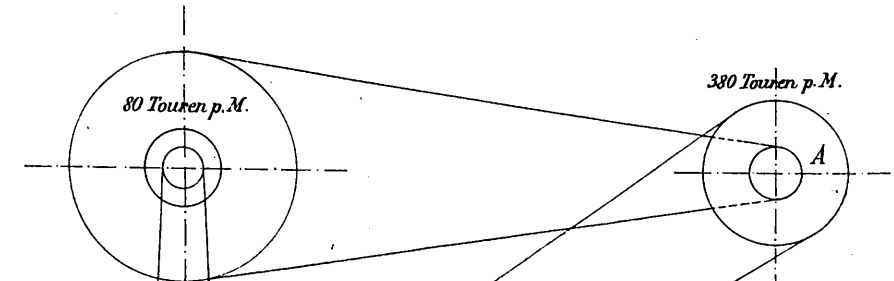


Fig. 15.



80 Touren p.M.

380 Touren p.M.

Fig. 12. Maafsstab-1:40.

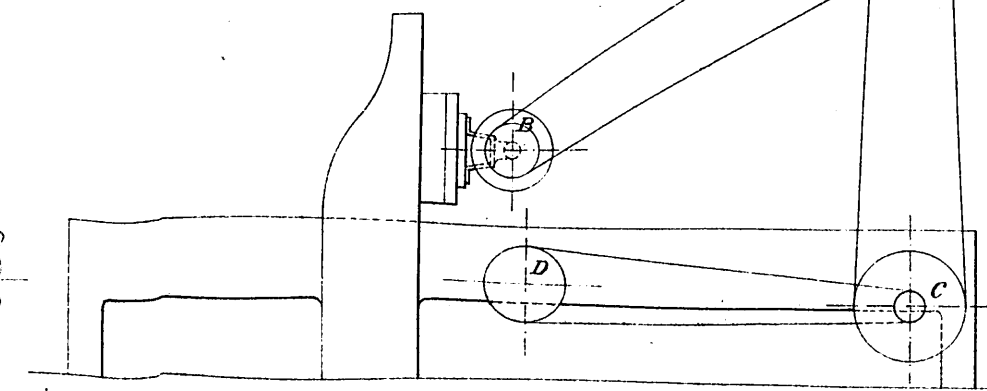


Fig. 19. Halle des Centraldepots zu New-York.

Fig. 1. Vorderansicht. 1:5

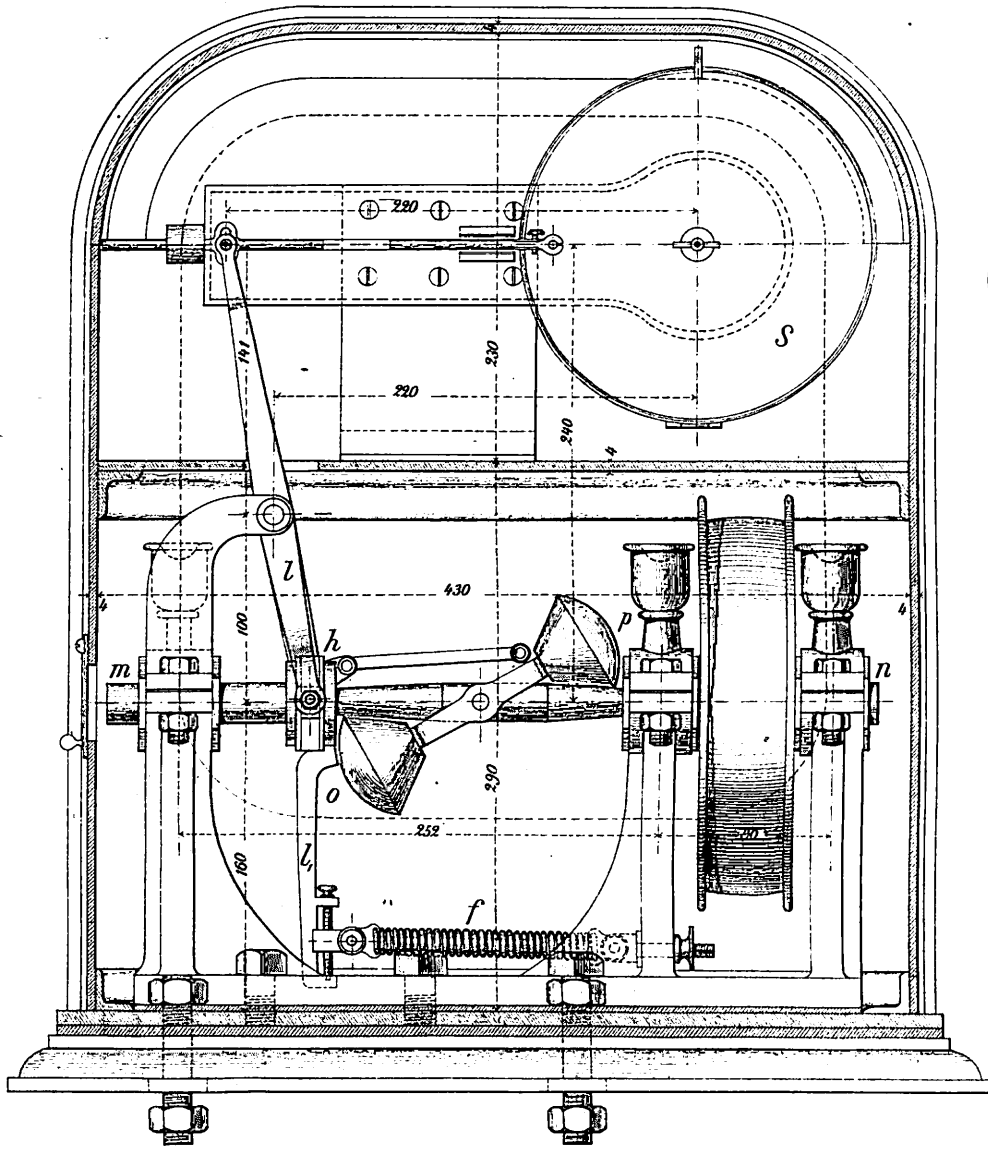


Fig. 3. Grundriss. 1:5

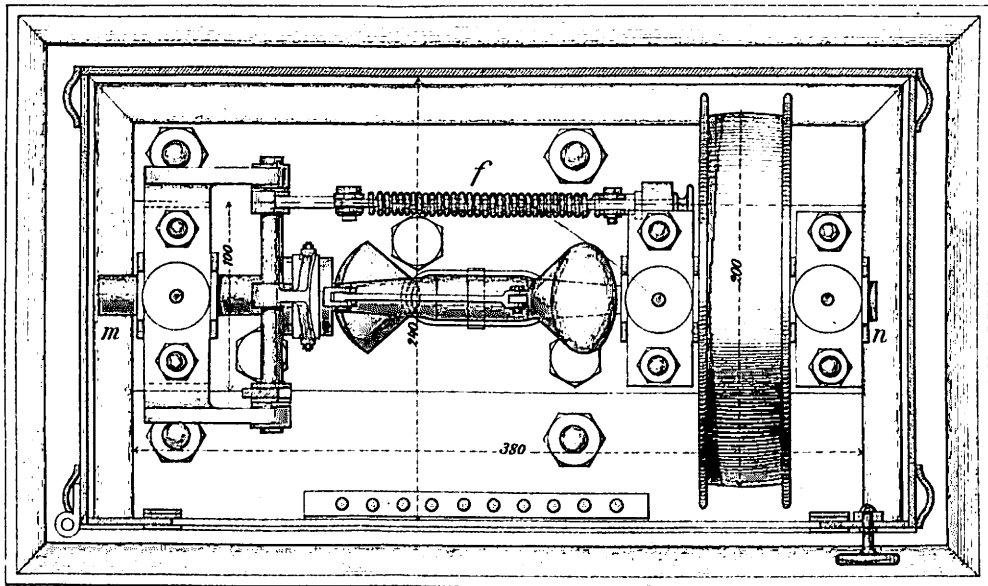


Fig. 2. Seitenansicht. 1:5

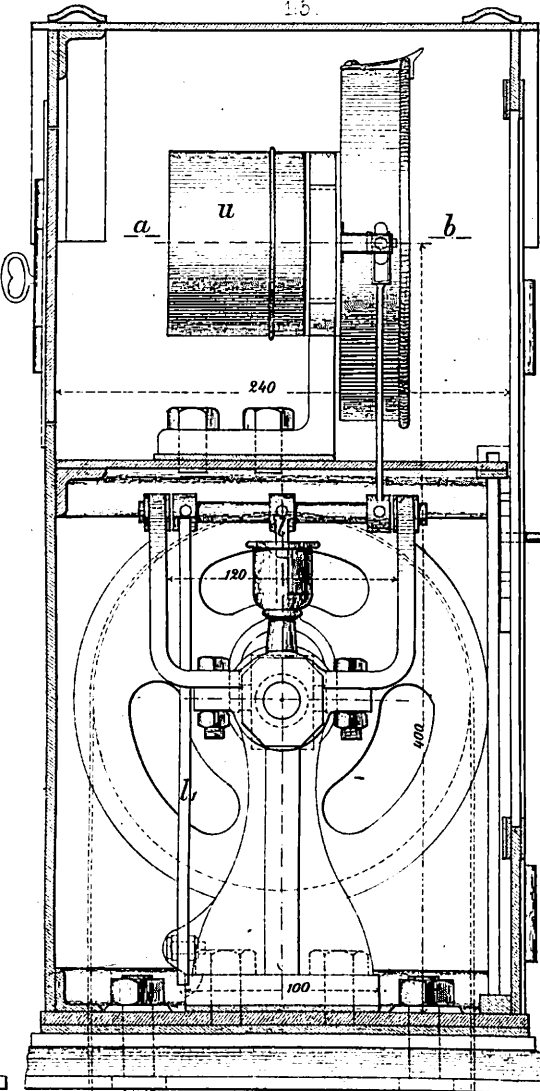
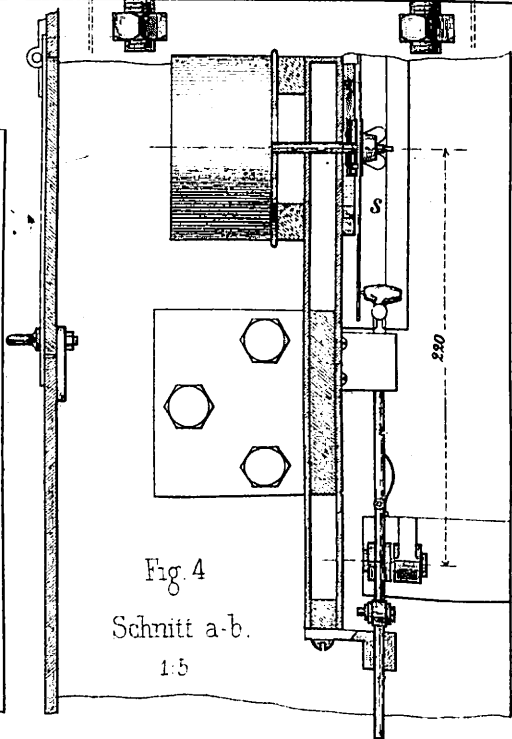


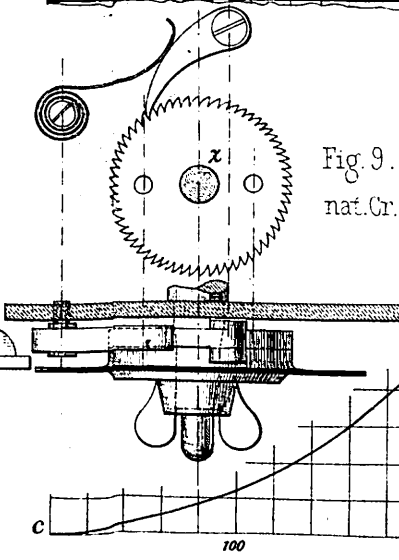
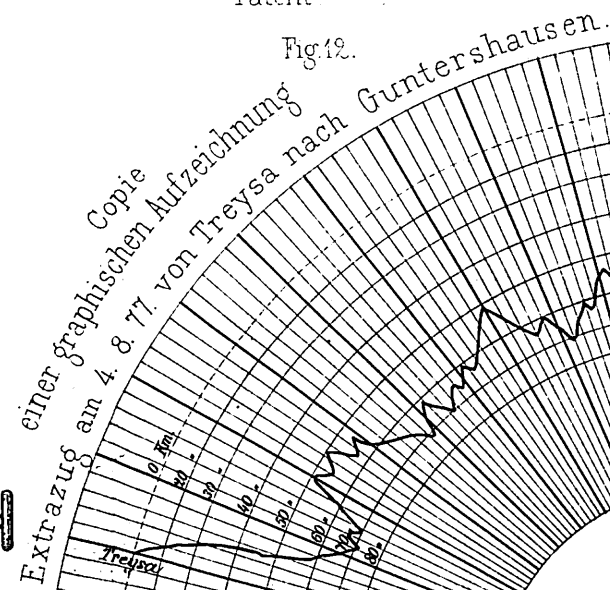
Fig. 4
Schnitt a-b.
1:5



Geschwindigkeitsmesser für Eisenbahnzüge von Finckbein und Schäfer.

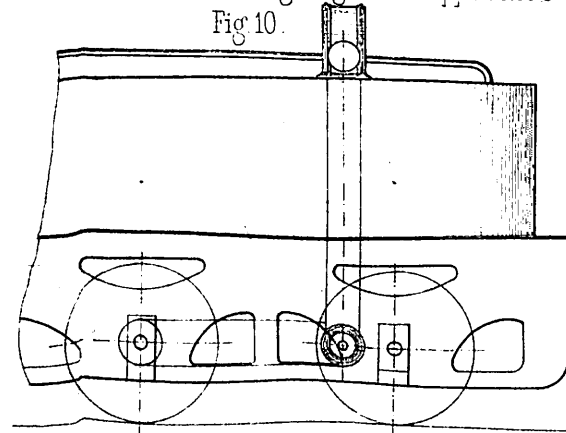
Patent

Fig. 12.



Anbringung des Apparates auf einem Tender.

Fig. 10.



Längenprofil der Strecke Guntershausen-Treysa.

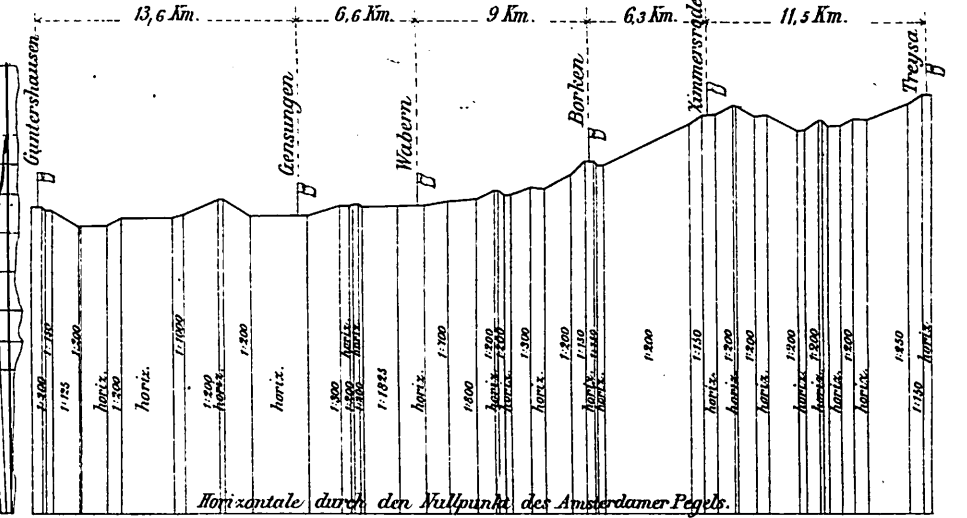


Fig. 14.

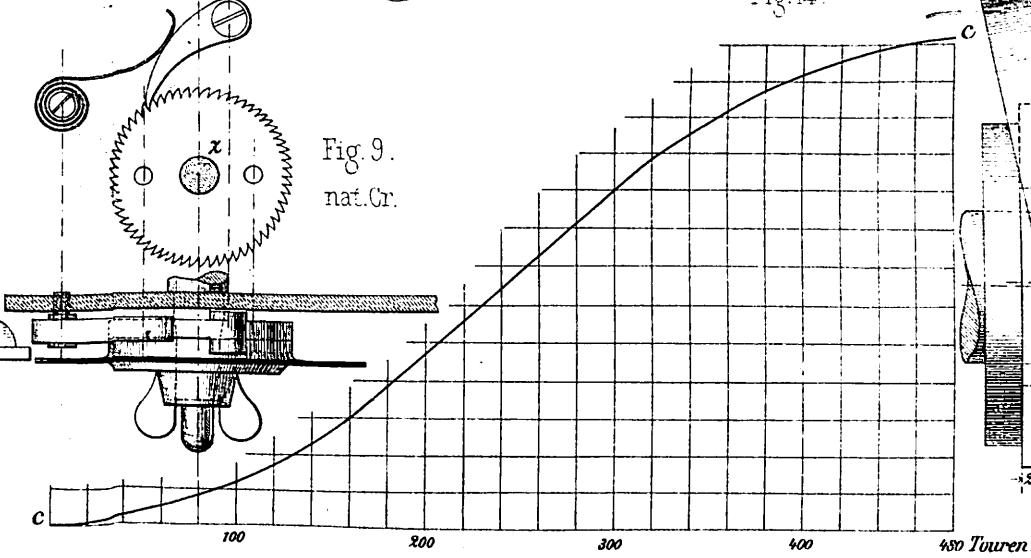


Fig. 7.

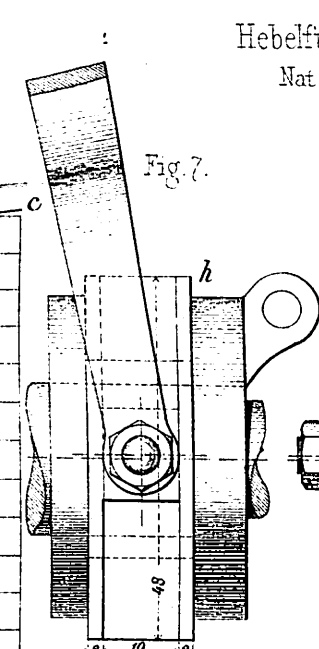
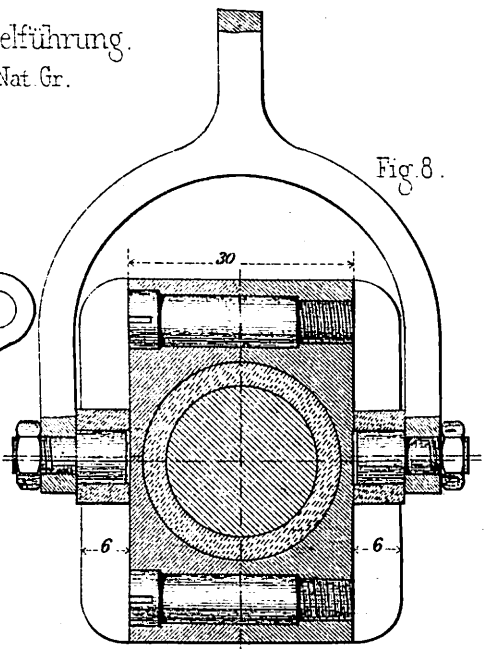


Fig. 8.



Schwungkörper aus Hartblei.

1/2 nat. Gr.

Fig. 5.

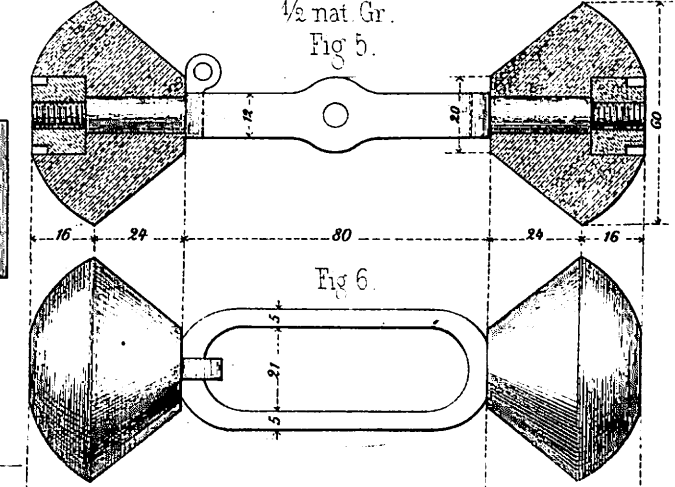


Fig. 6.

Portative Vorrichtung zum Messen der Zuggeschwindigkeit innerhalb bestimmter Strecken.

Natürl. Grösse.

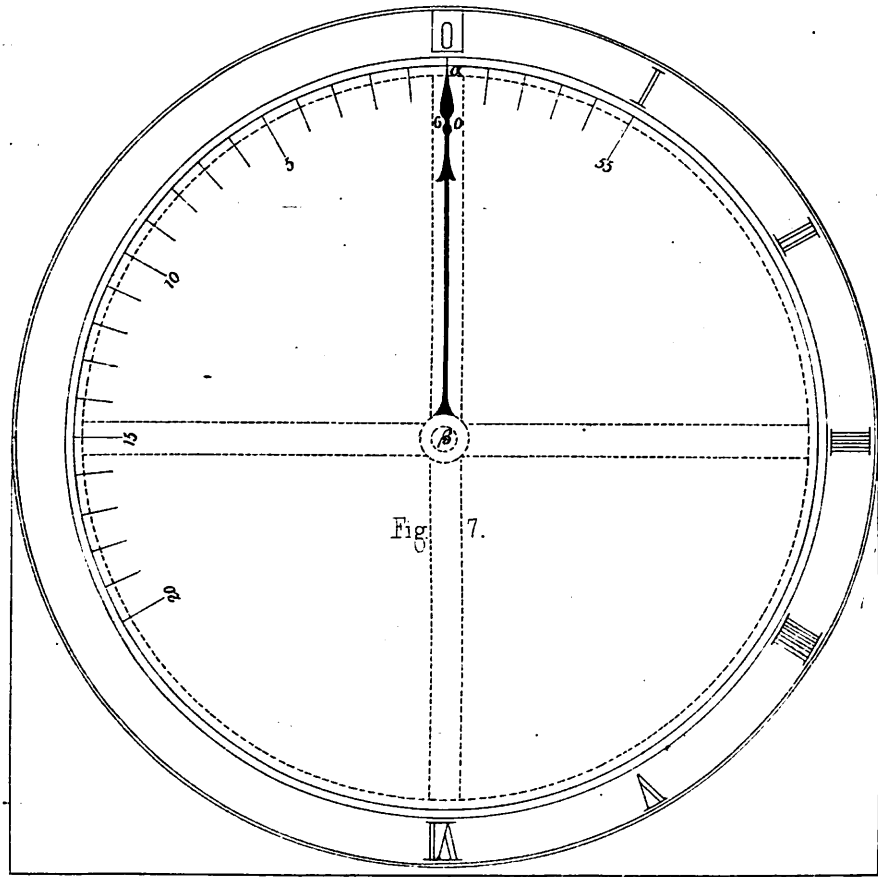


Fig. 7.

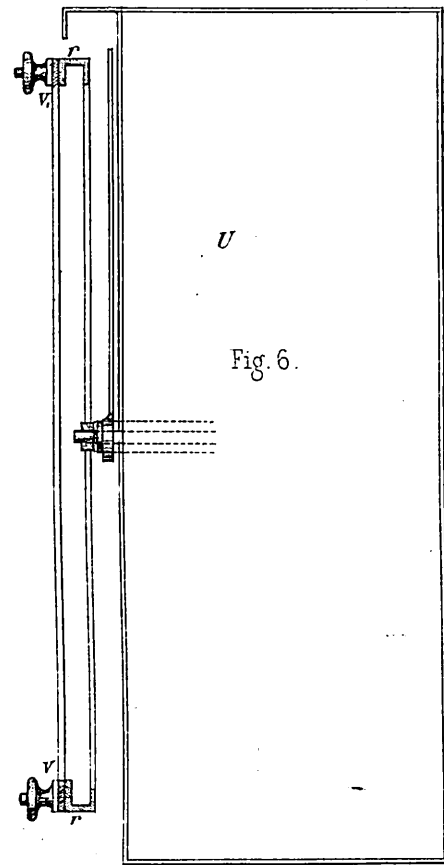


Fig. 6.

Fig. 8.

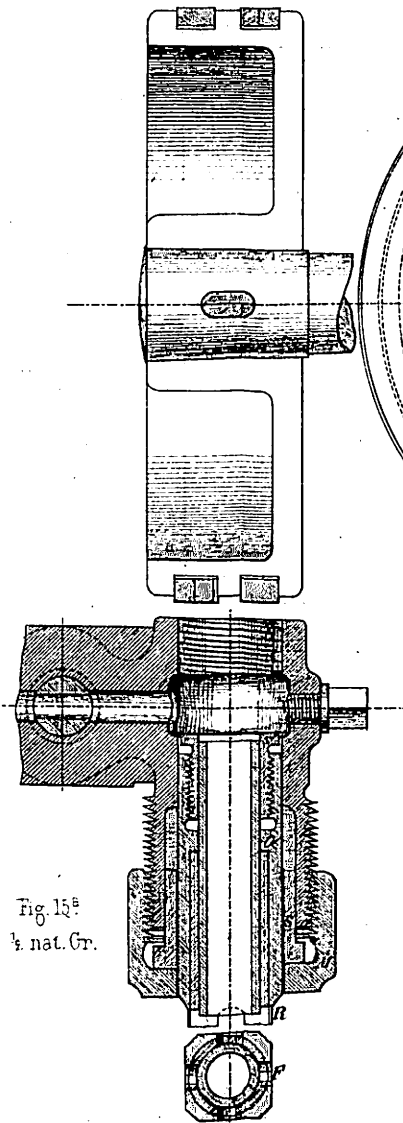
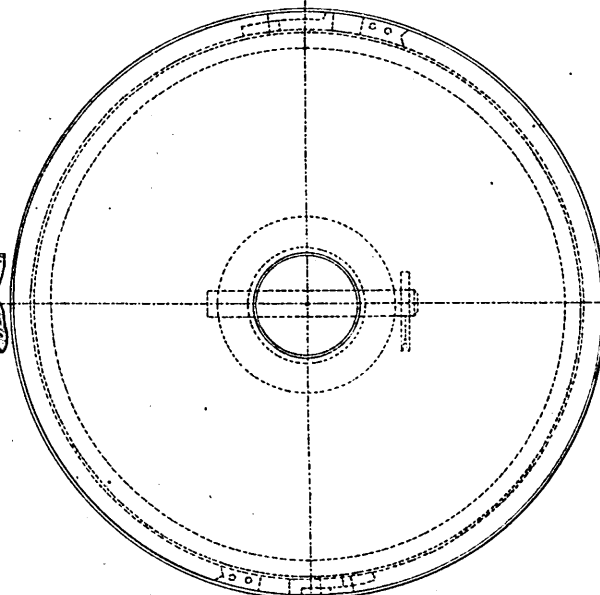


Fig. 8.
1/2 nat. Gr.

Fig. 9.



Knoepke's selbstthätige Kolbenringe
mit verbessertem Schluss.

Fig. 4. Markirvorrichtung Schnitt C.D.
2/3 der nat. Grösse.

Fig. 13.

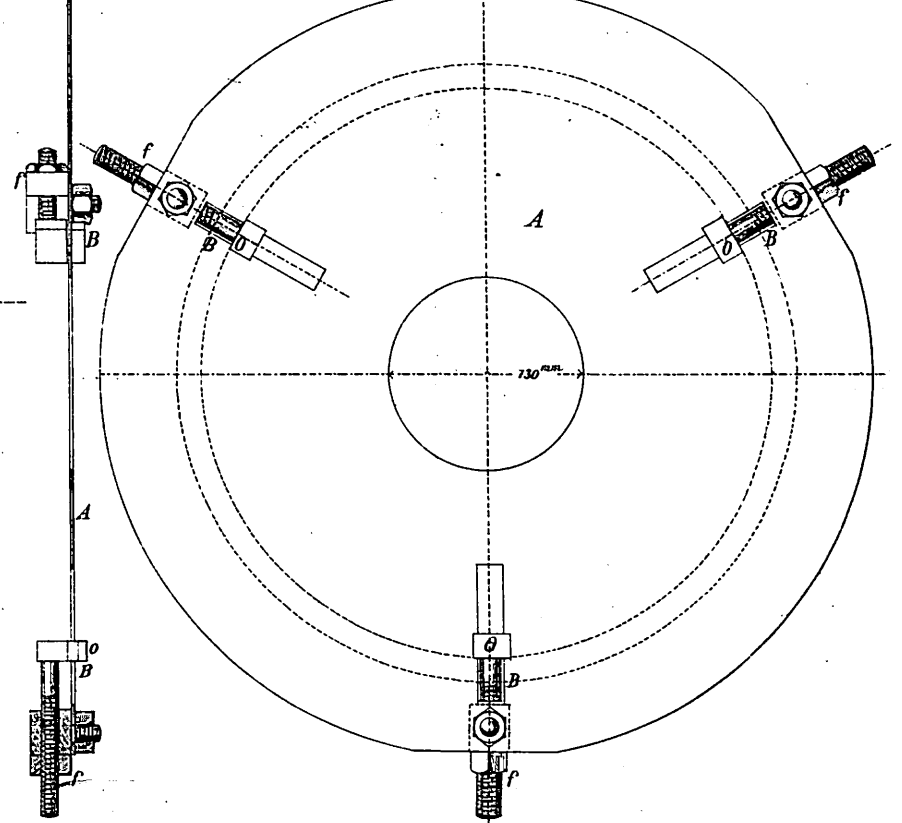


Fig. 12.

Verbesserte Wasserstandszeiger (Patent R. Koch und H. Müller)

Fig. 14.

Fig. 15.

Fig. 16.

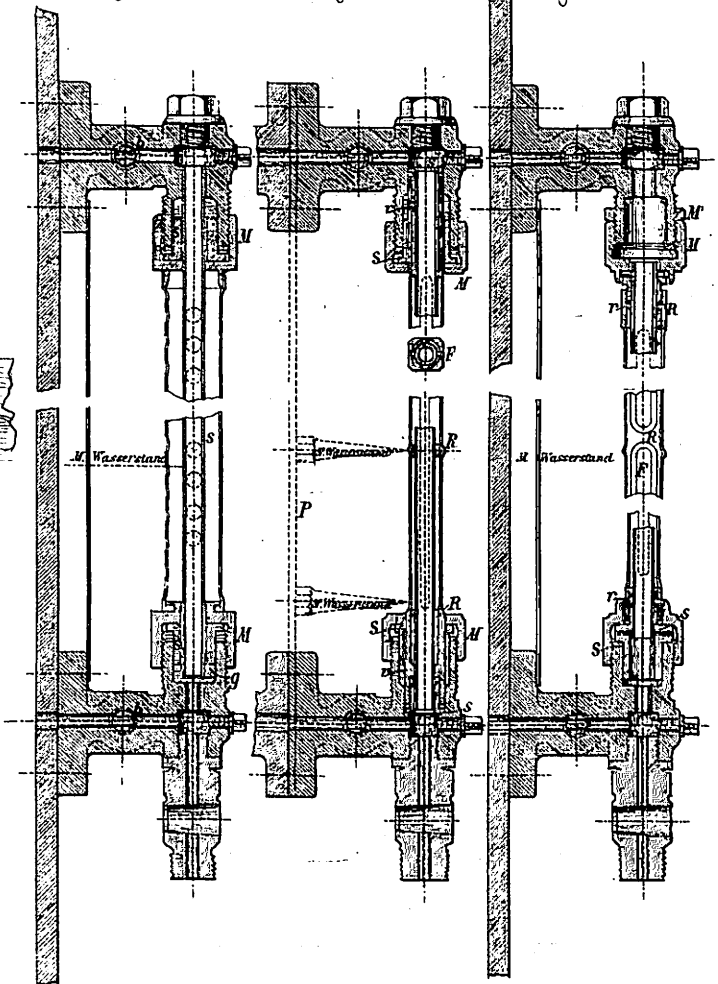


Fig. 2.
Drückschiene 1/3 der nat. Grösse.
Schnitt AB.

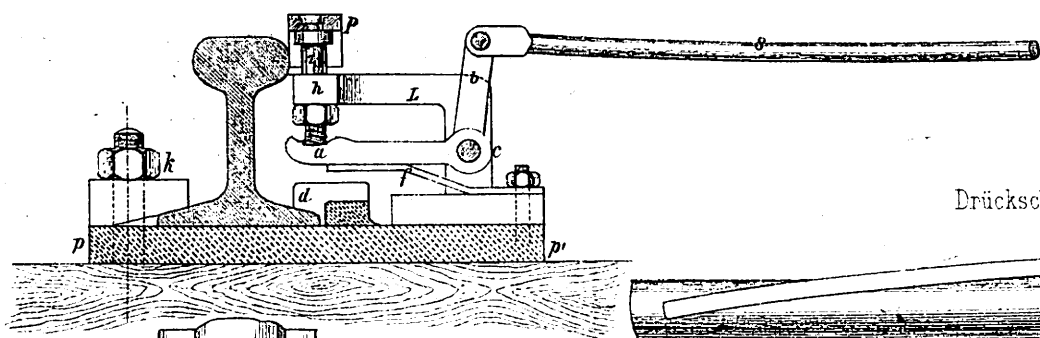


Fig. 1.
Drückschiene 1/3 der nat. Grösse

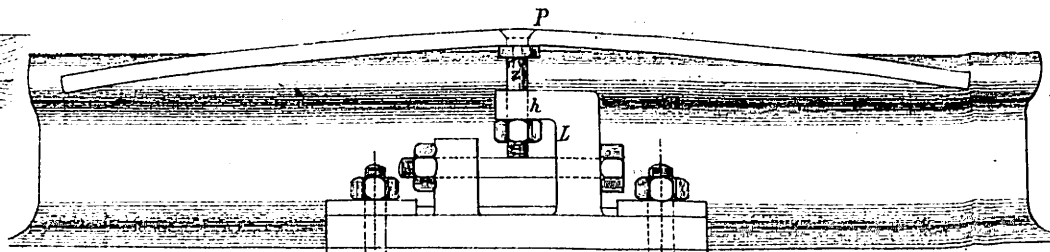


Fig. 3.

Obere Ansicht.

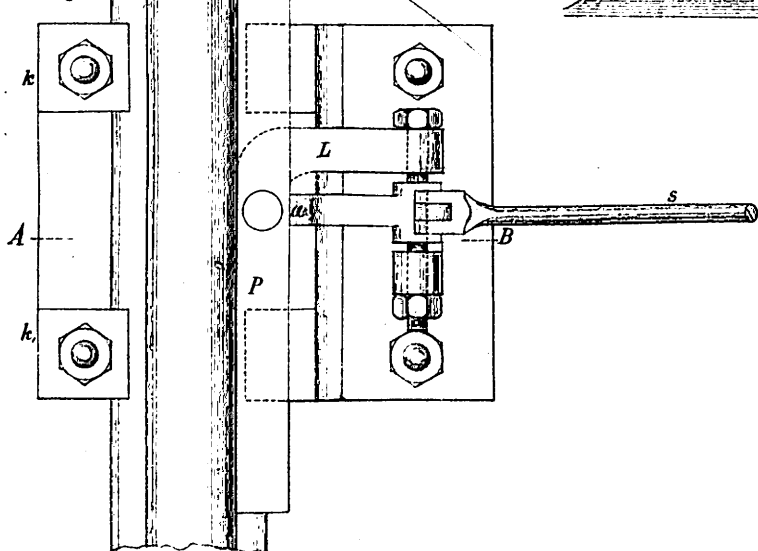


Fig. 1.

Drückschiene 1/3 der nat. Grösse

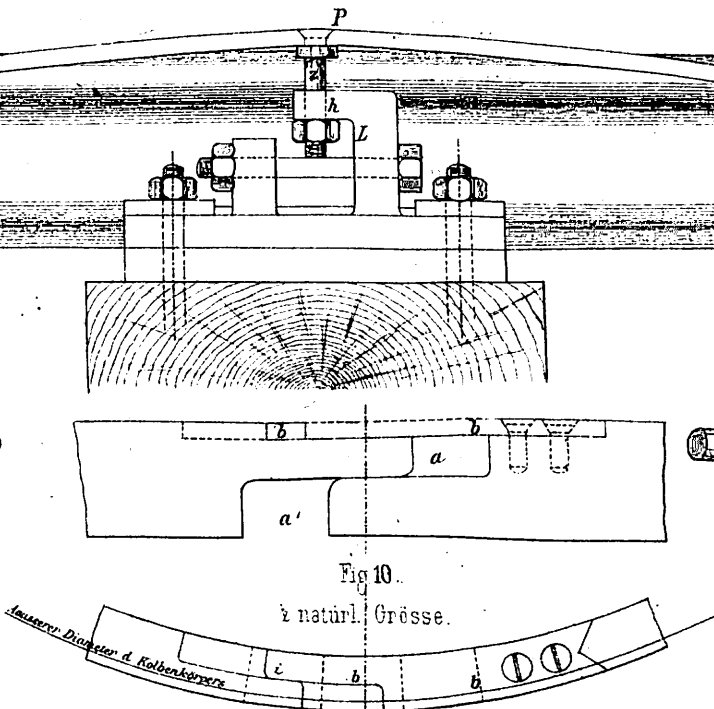


Fig. 10.
1/2 natürl. Grösse.

Fig. 11.

Knoepke's selbstthätige Kolbenringe mit verbeess. Schluss.

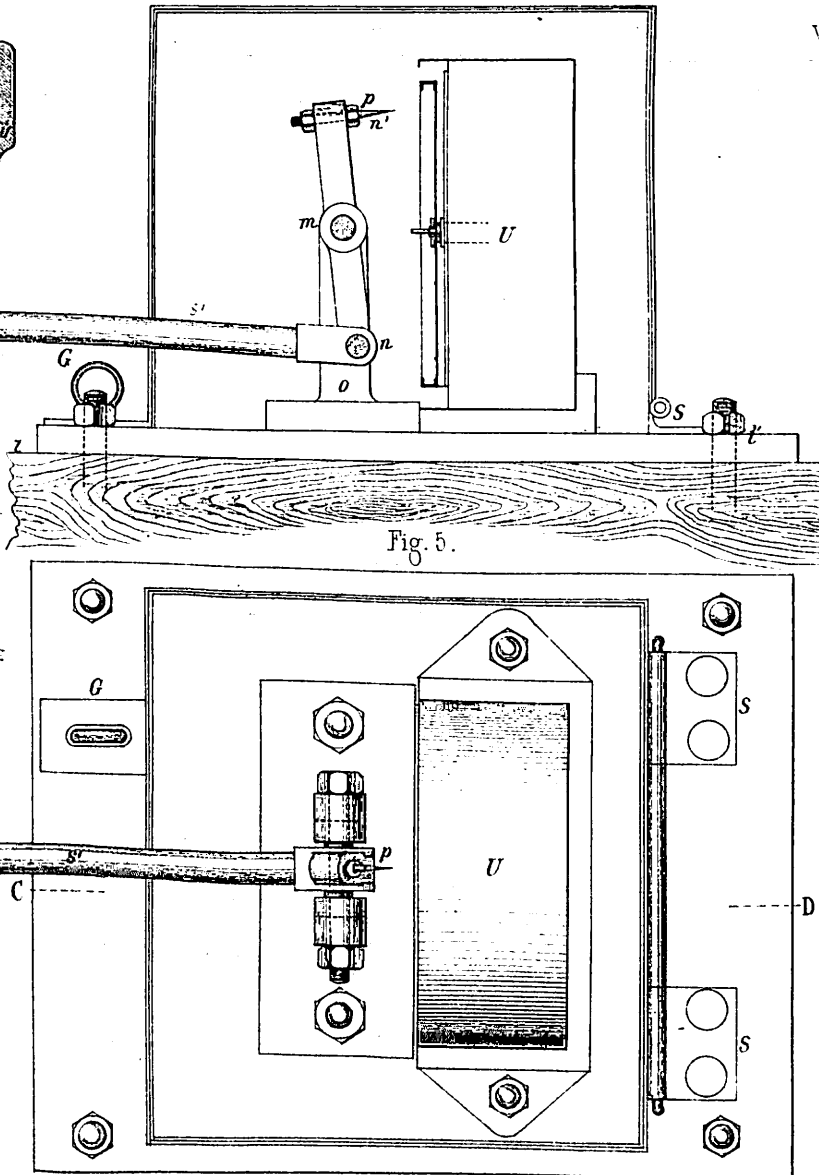
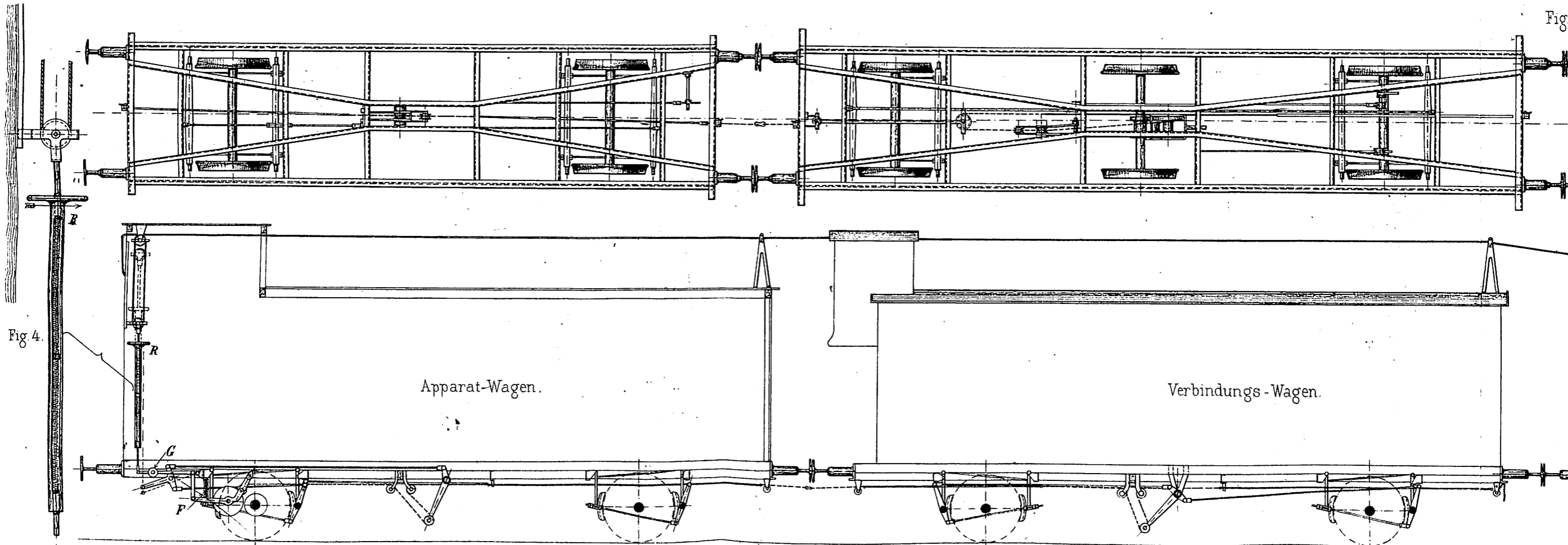
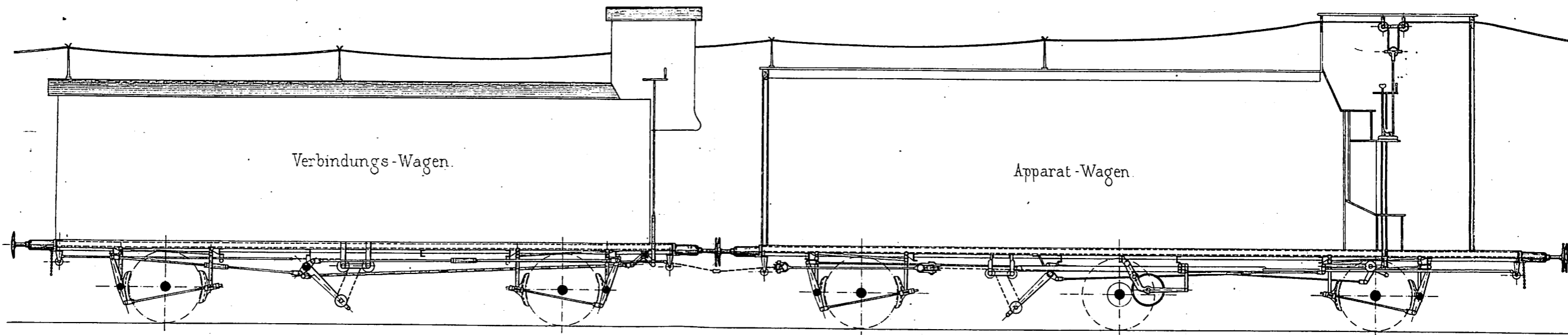
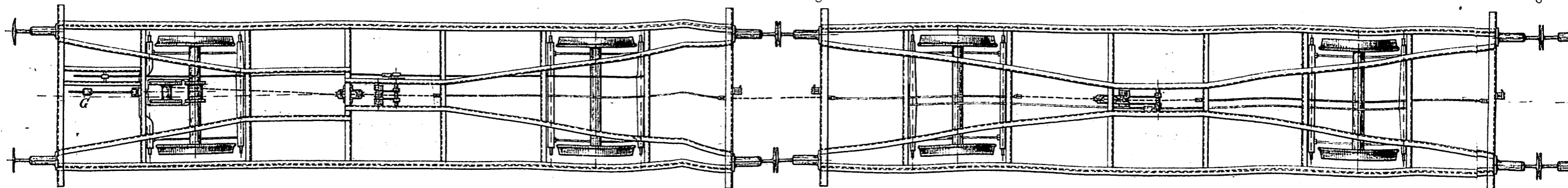


Fig. 5.



Bremsen außer Thätigkeit.



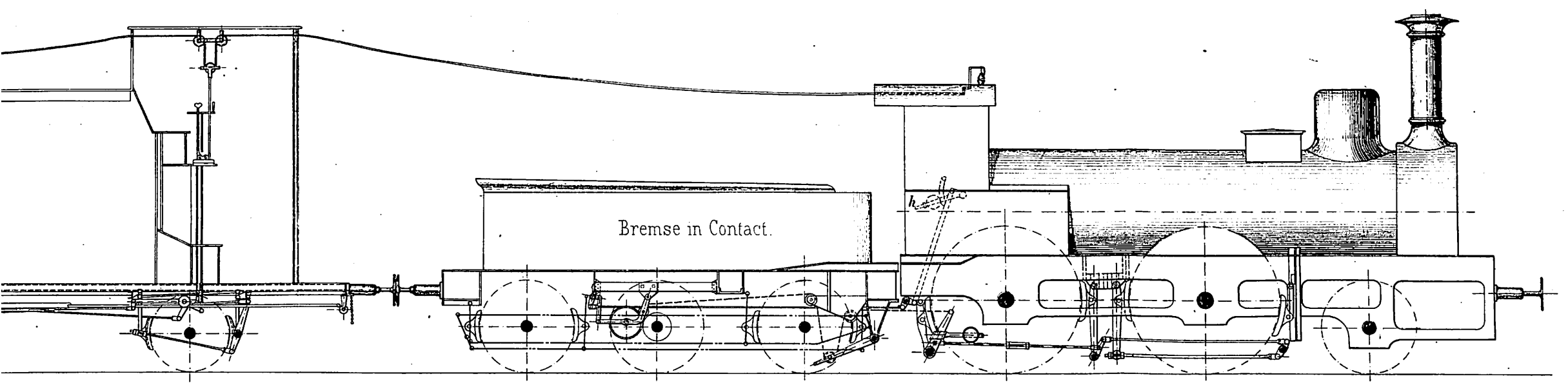


Fig. 1.

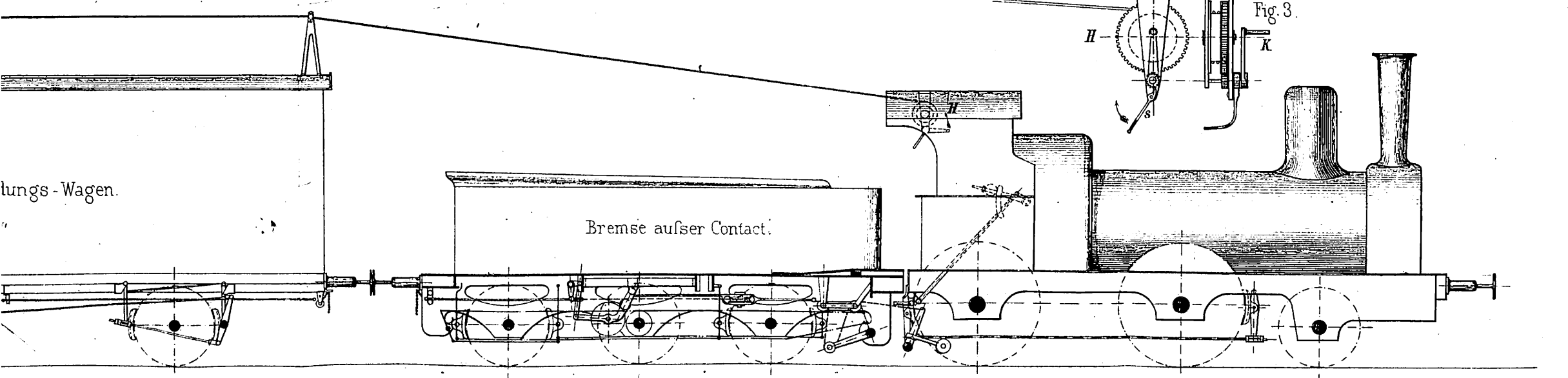
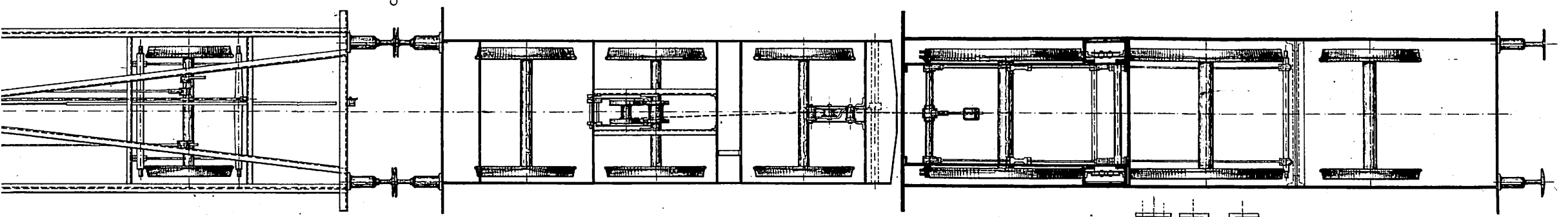


Fig. 2.

