

Fig. 1. Ansicht der Landebrücke.

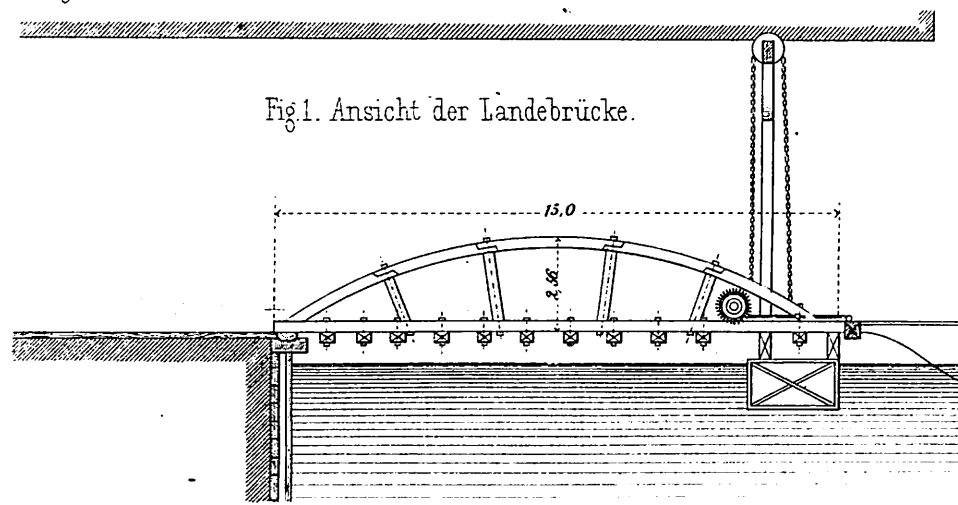
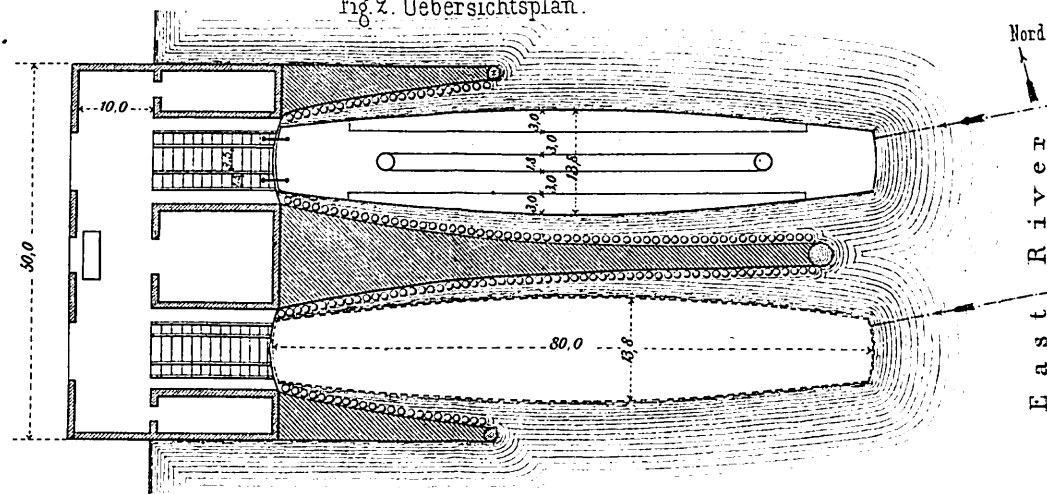


Fig. 2. Uebersichtsplan.



Maxwell's selbstthätiger Sicherheitsverschluss für Eisenbahnwagen.

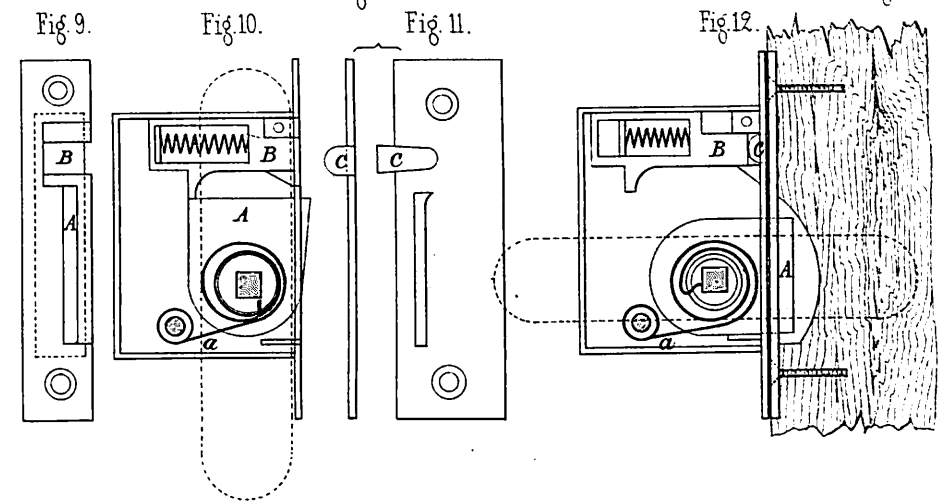


Fig. 3.

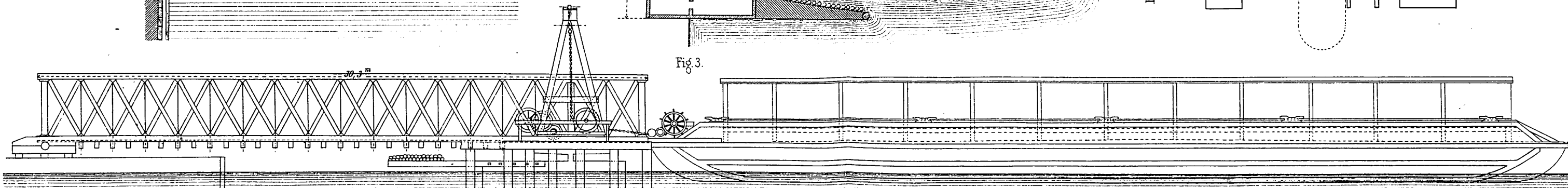


Fig. 5.

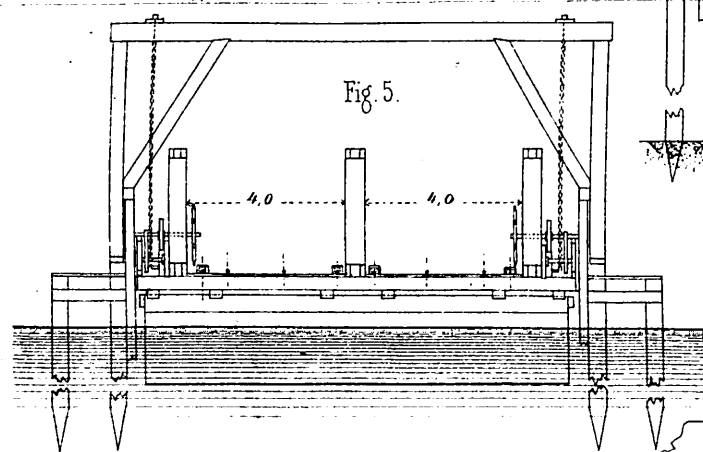
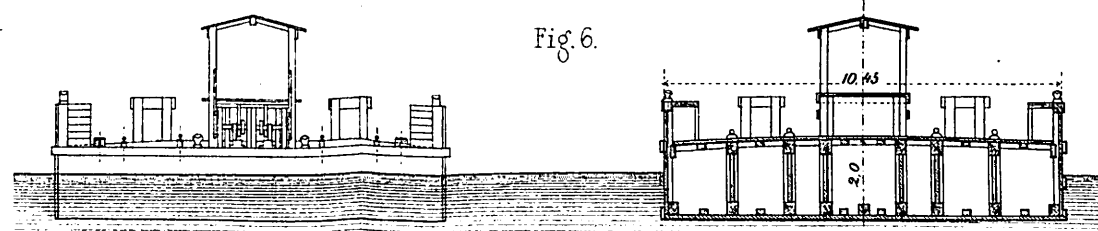
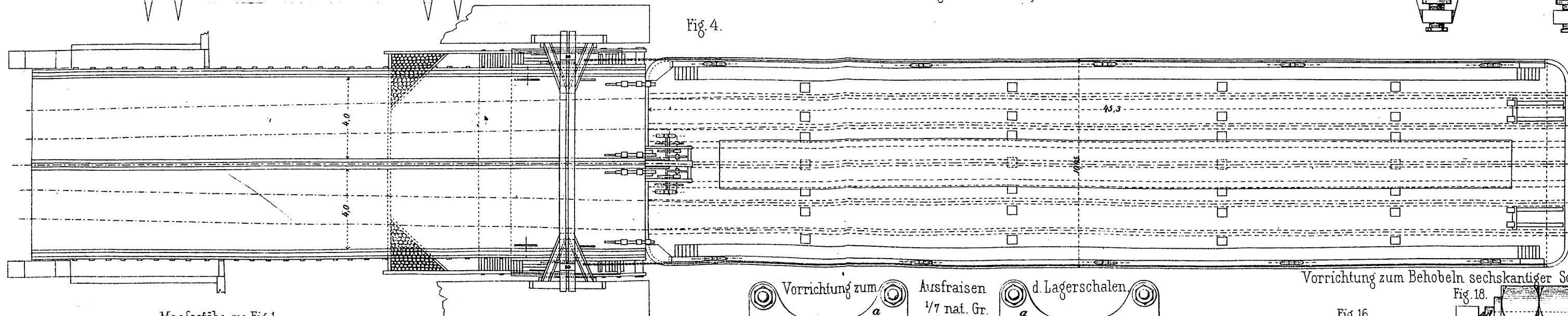


Fig. 6.



Transportschiffe für Güterwagen der Pennsylvanischen Eisenbahn.

Fig. 4.



Vorrichtung zum Erweitern eiserner Siederöhren.

1/10 nat. Gr.

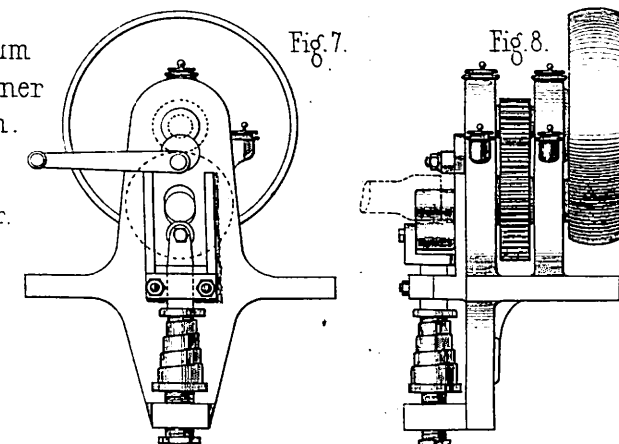
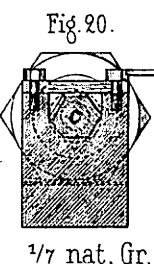


Fig. 20.



1/7 nat. Gr.

Maafsstäbe zu Fig. 1.

1:200

zu Fig. 2.

1:1000

zu Fig. 3-6.

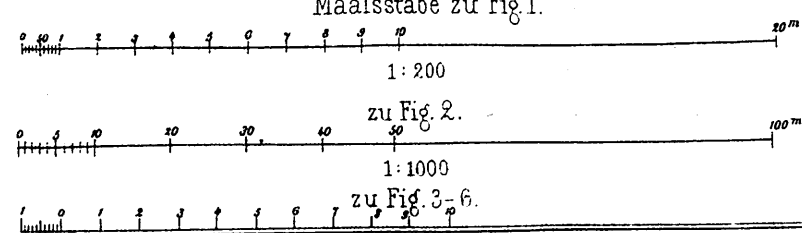
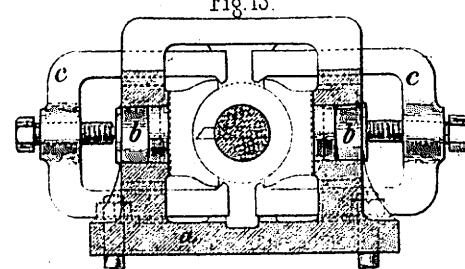


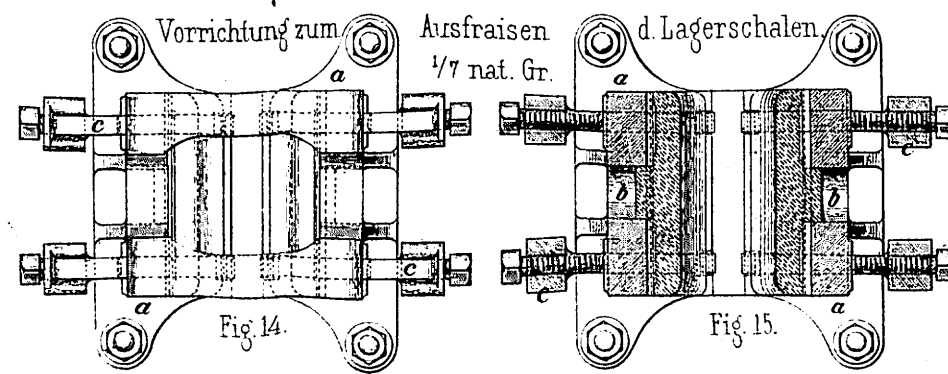
Fig. 13.



Vorrichtung zum

Ausfräisen
1/7 nat. Gr.

d. Lagerschalen.



Vorrichtung zum Behobeln sechskantiger Schraubenmütern.

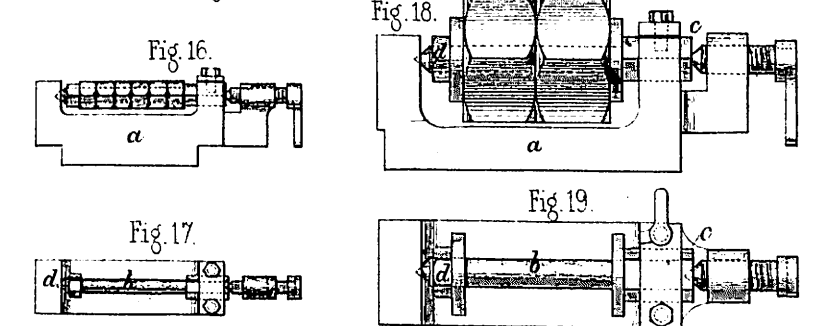


Fig. 3.

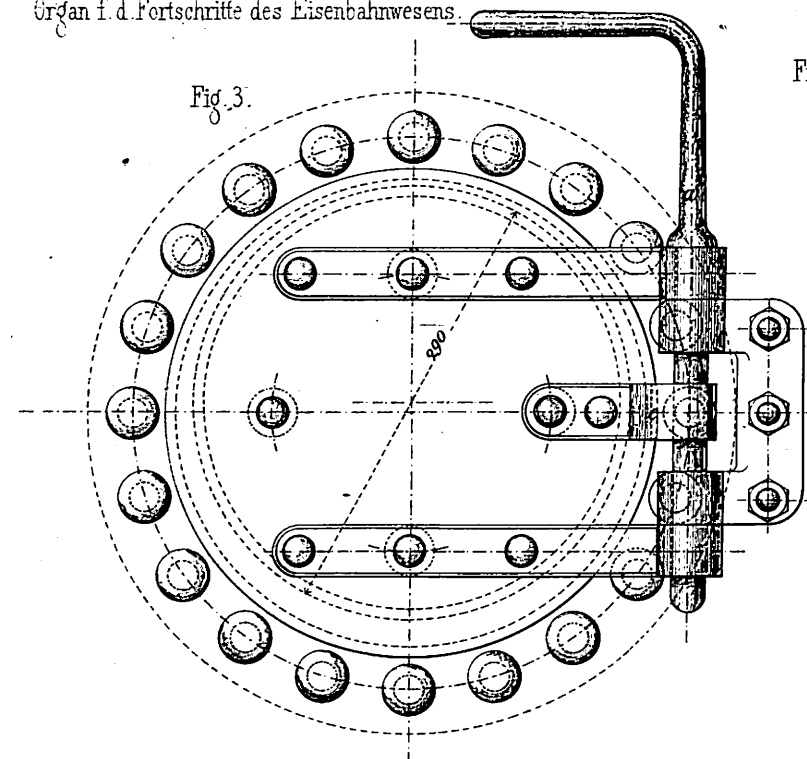
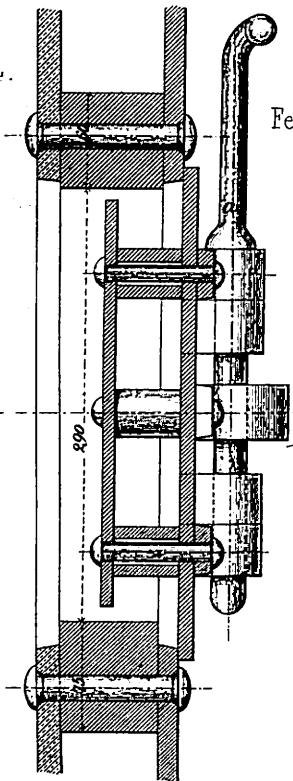


Fig. 4.

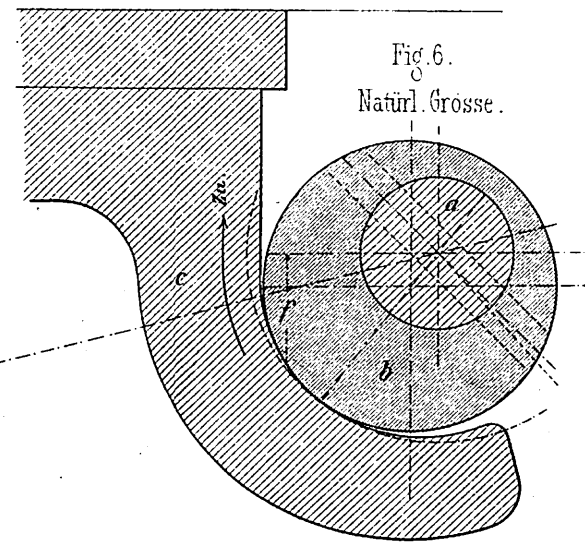


Feuerthüre mit Excenterverschluss.
1/2 der nat. Gr.

Handhebel - Mitte

Fig. 6.

Natürl. Grösse.



Verbesserte Federwaage von
Könecke und Geyer.
1/2 natürl. Grösse.

Fig. 7.

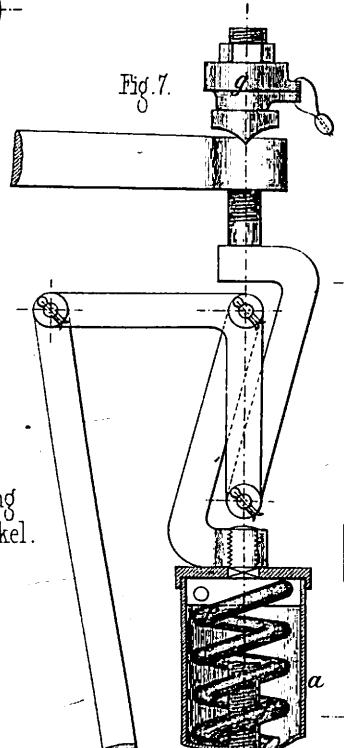


Fig. 9.

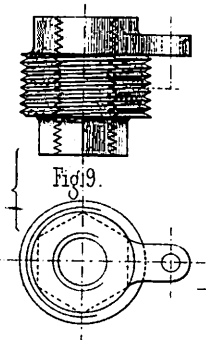


Fig. 8.

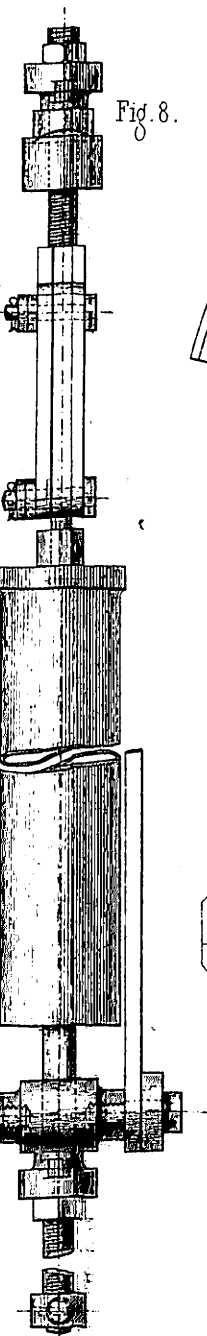


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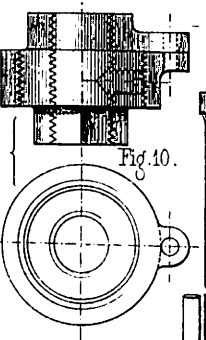


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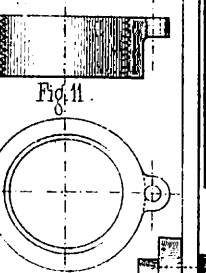


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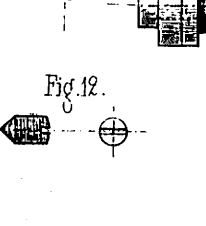


Fig. 1.

Messapparat für Schienenabnutzung.
Natürl. Grösse.

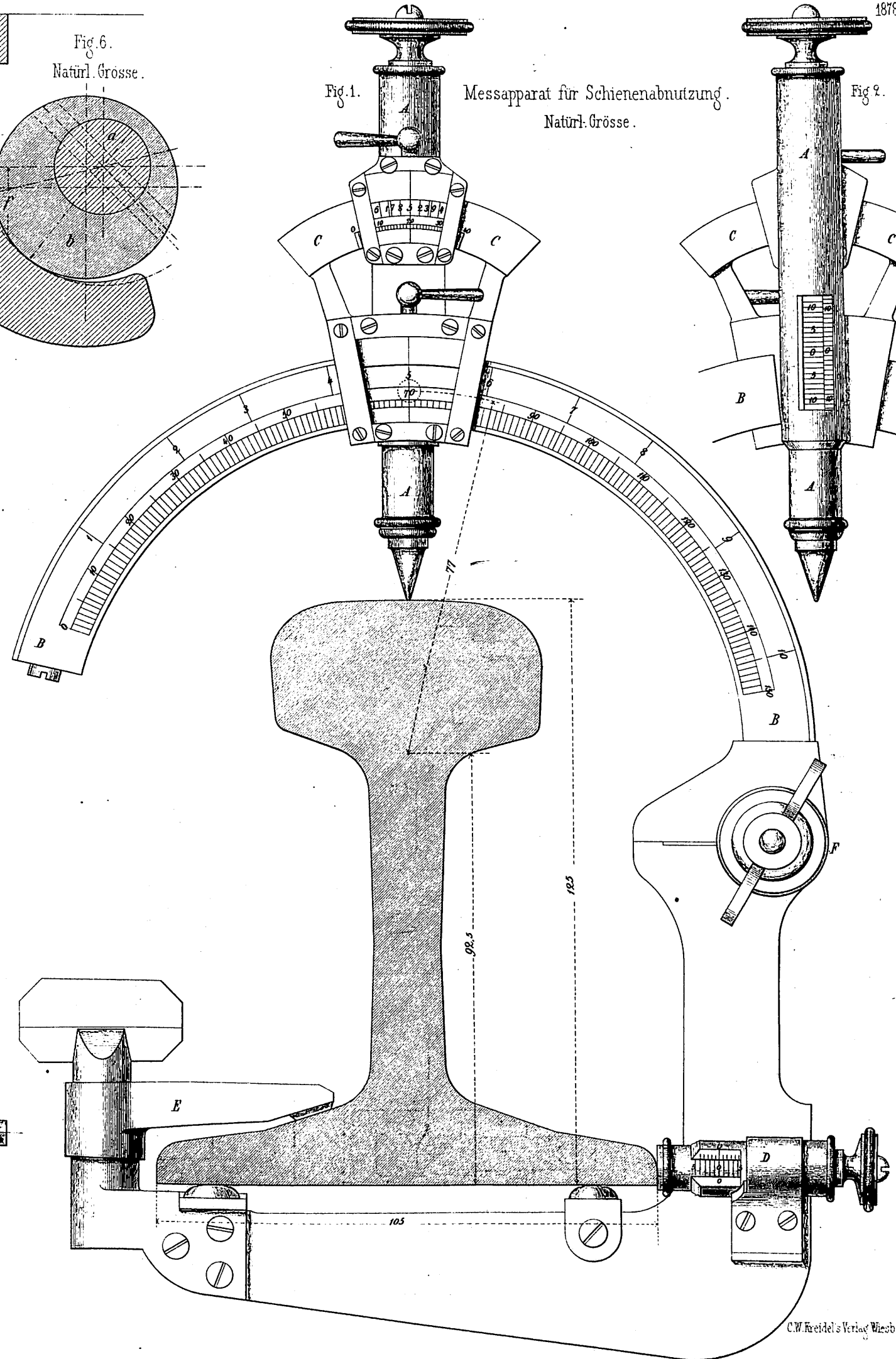
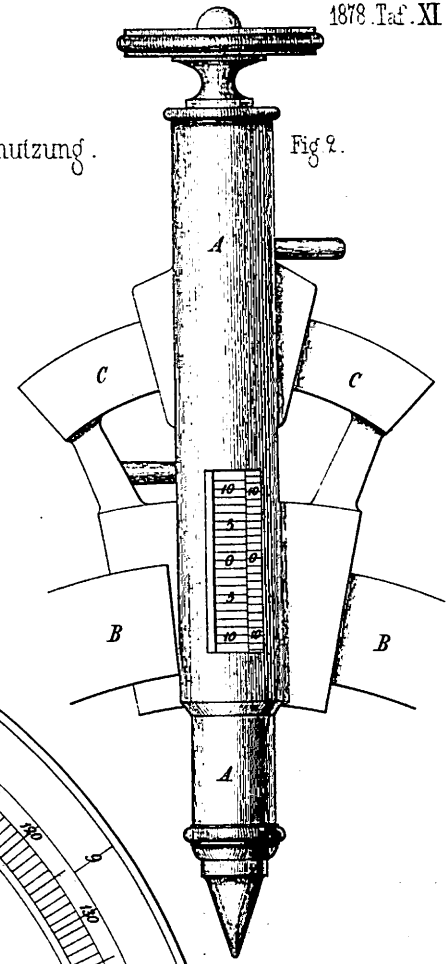


Fig. 2.



Fr. Reuschlein's Sicherheitsschloss
für Eisenbahnwagen.

Fig. 15.

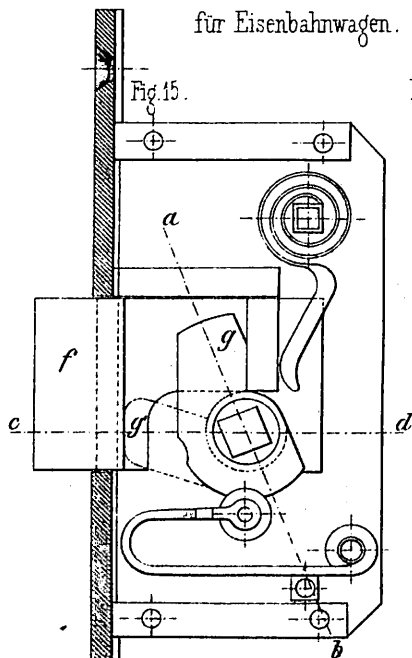
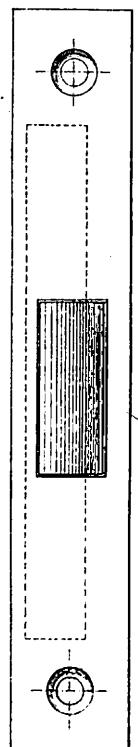


Fig. 16.



1/2 natürl. Gr.

Fig. 17.

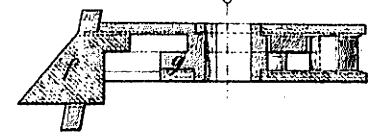


Fig. 13.
J. Watzka's
1/4 nat. Gr.

Fraisvorrichtung
für Lagerdeckel.

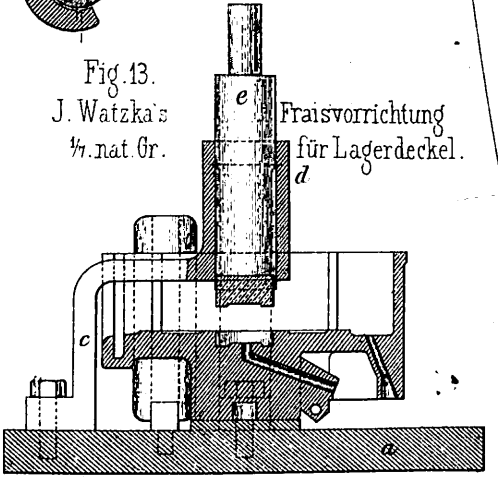
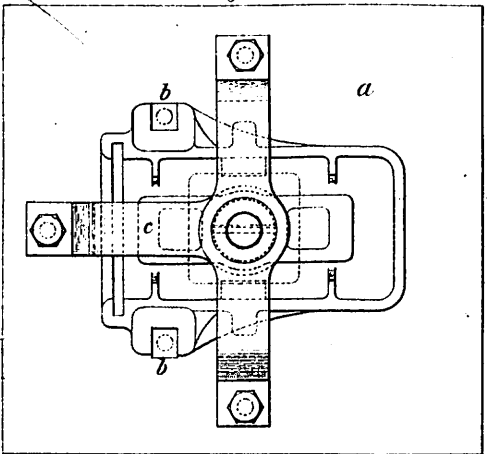


Fig. 14.



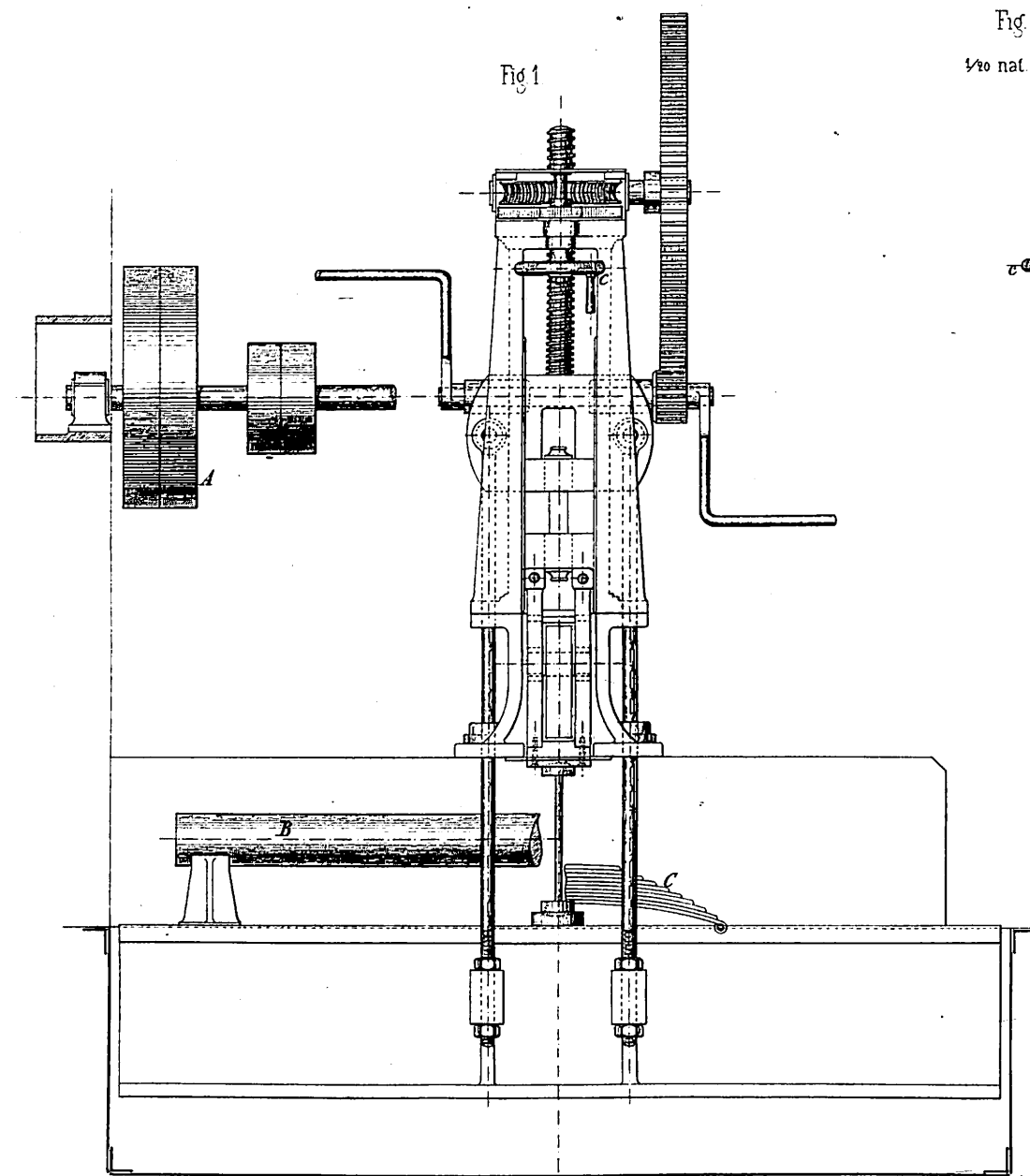
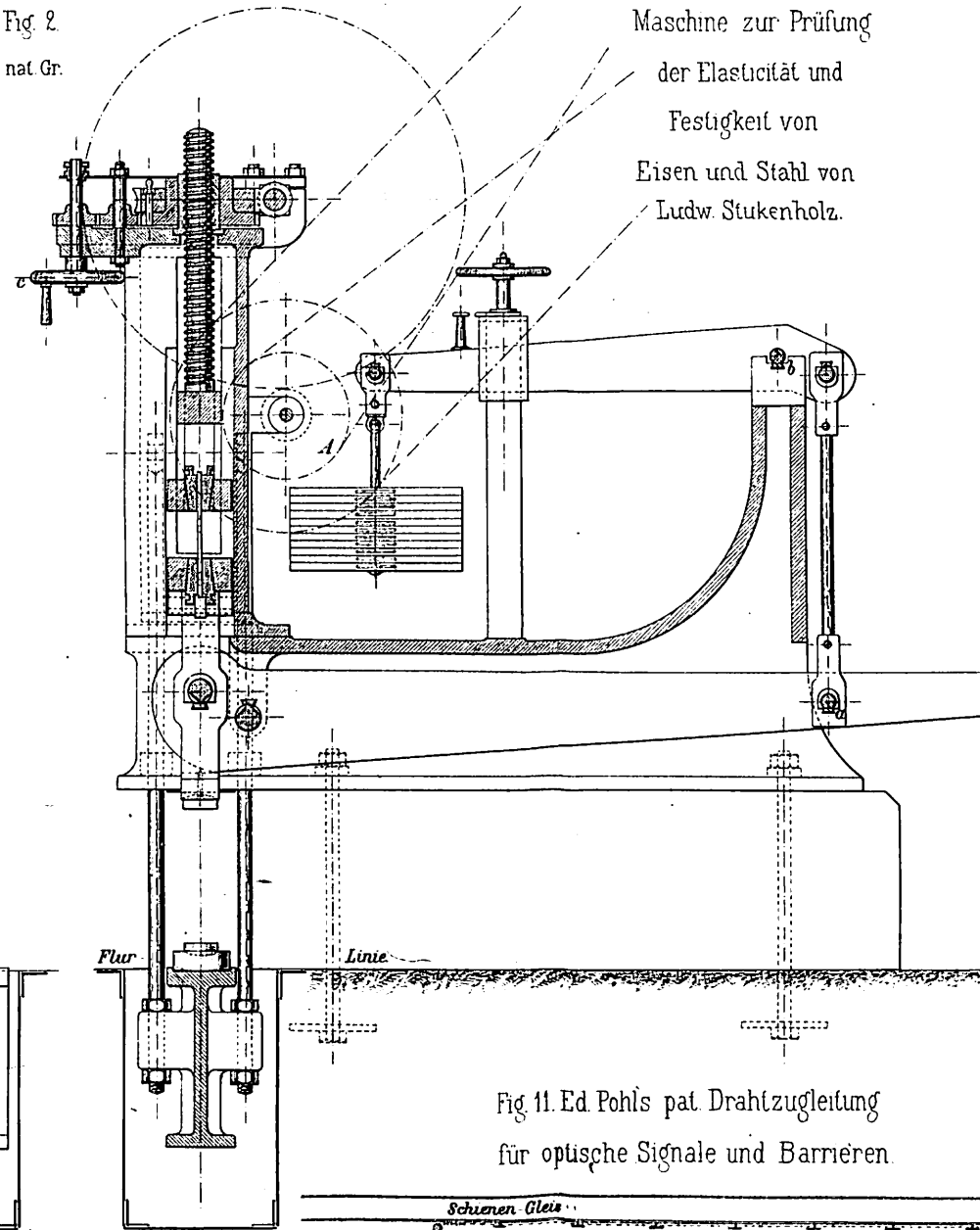


Fig 1

Fig 2
1/10 nat. Gr.



Maschine zur Prüfung
der Elasticität und
Festigkeit von
Eisen und Stahl von
Ludw. Stukenholz.

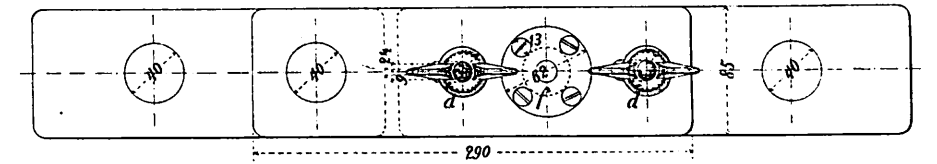


Fig 3. Vorrichtung zur Prüfung
der Abscheerungsfestigkeit.

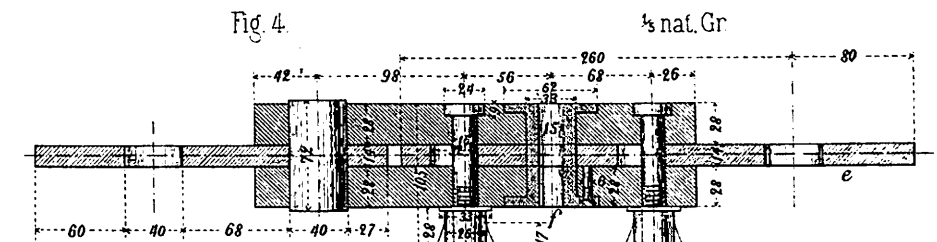


Fig 4.

1/2 nat. Gr.

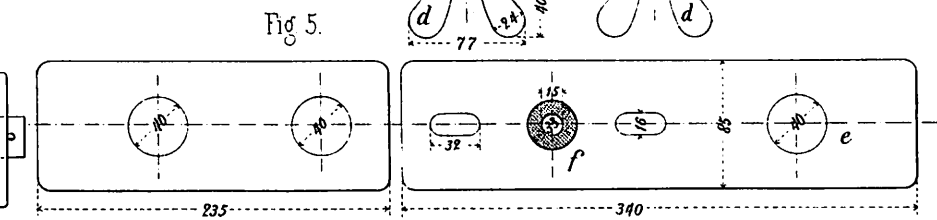


Fig 5.

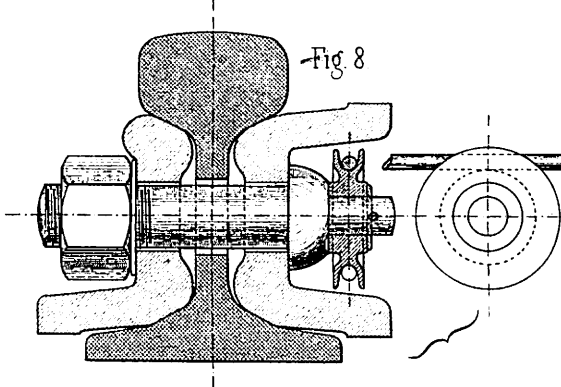


Fig 8

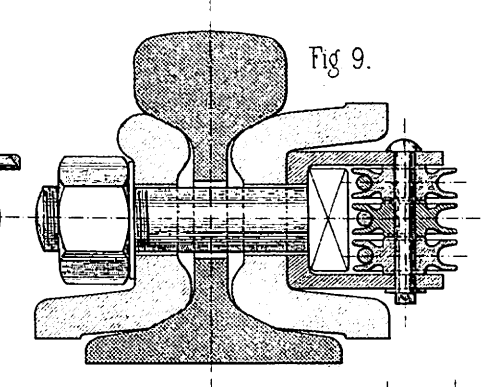


Fig 9.

Fig 11. Ed. Pohls pat. Drahtzugleitung
für optische Signale und Barrieren.

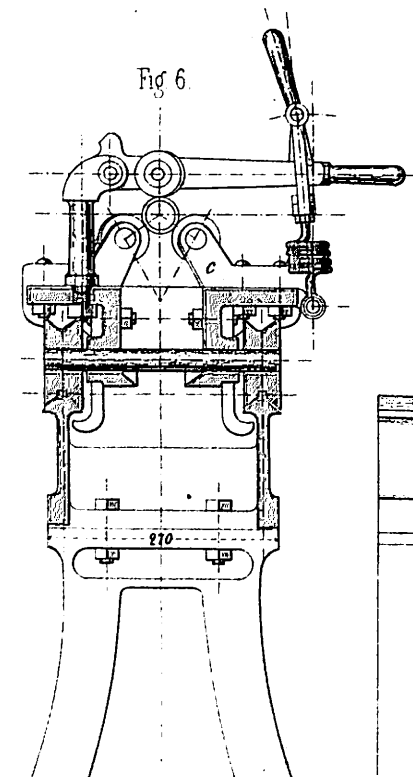
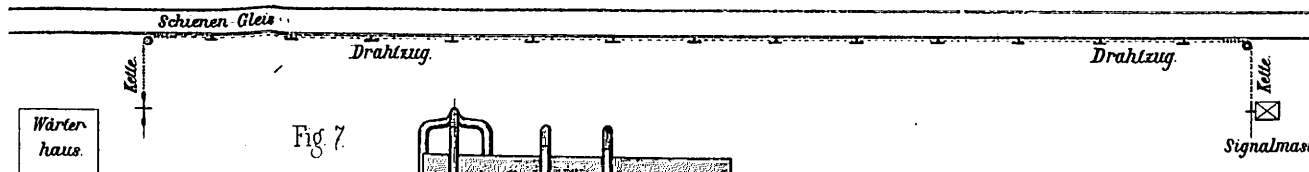


Fig 6.

Siederrohr-Putz- und
Frais-Maschine.
(System Elbel)

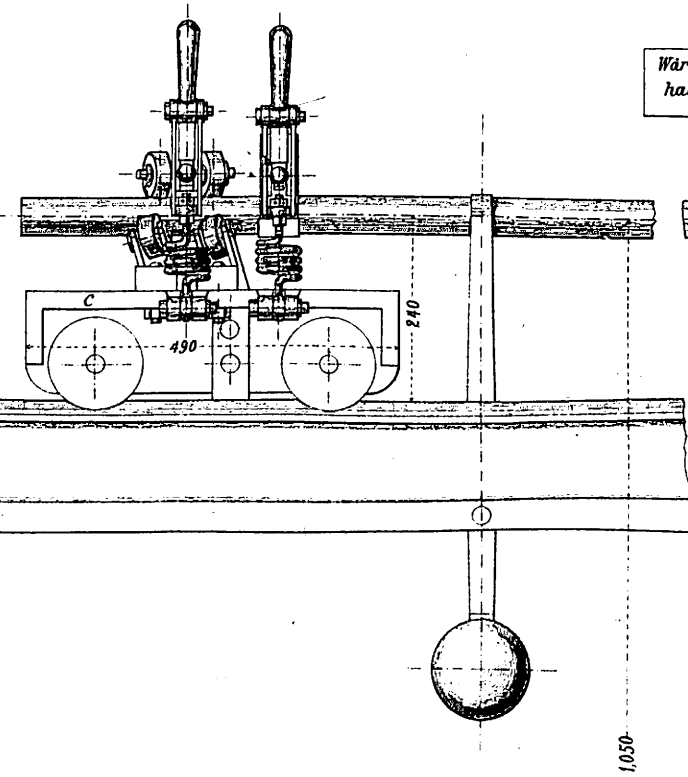


Fig 7.

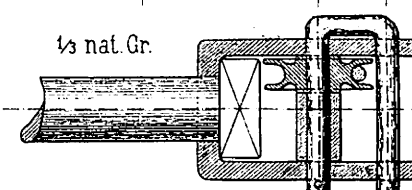
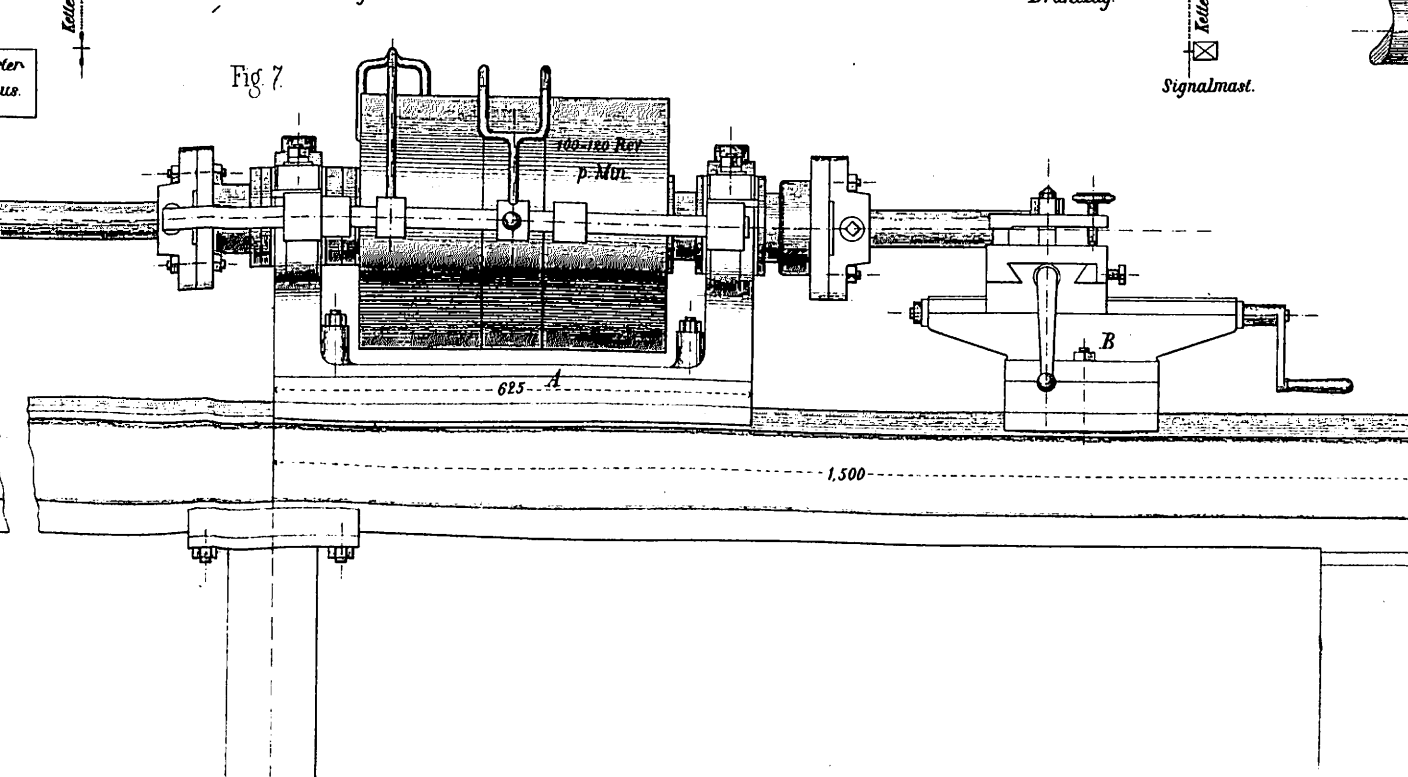


Fig 10.

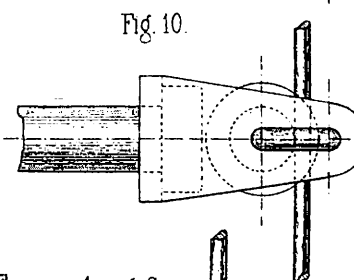
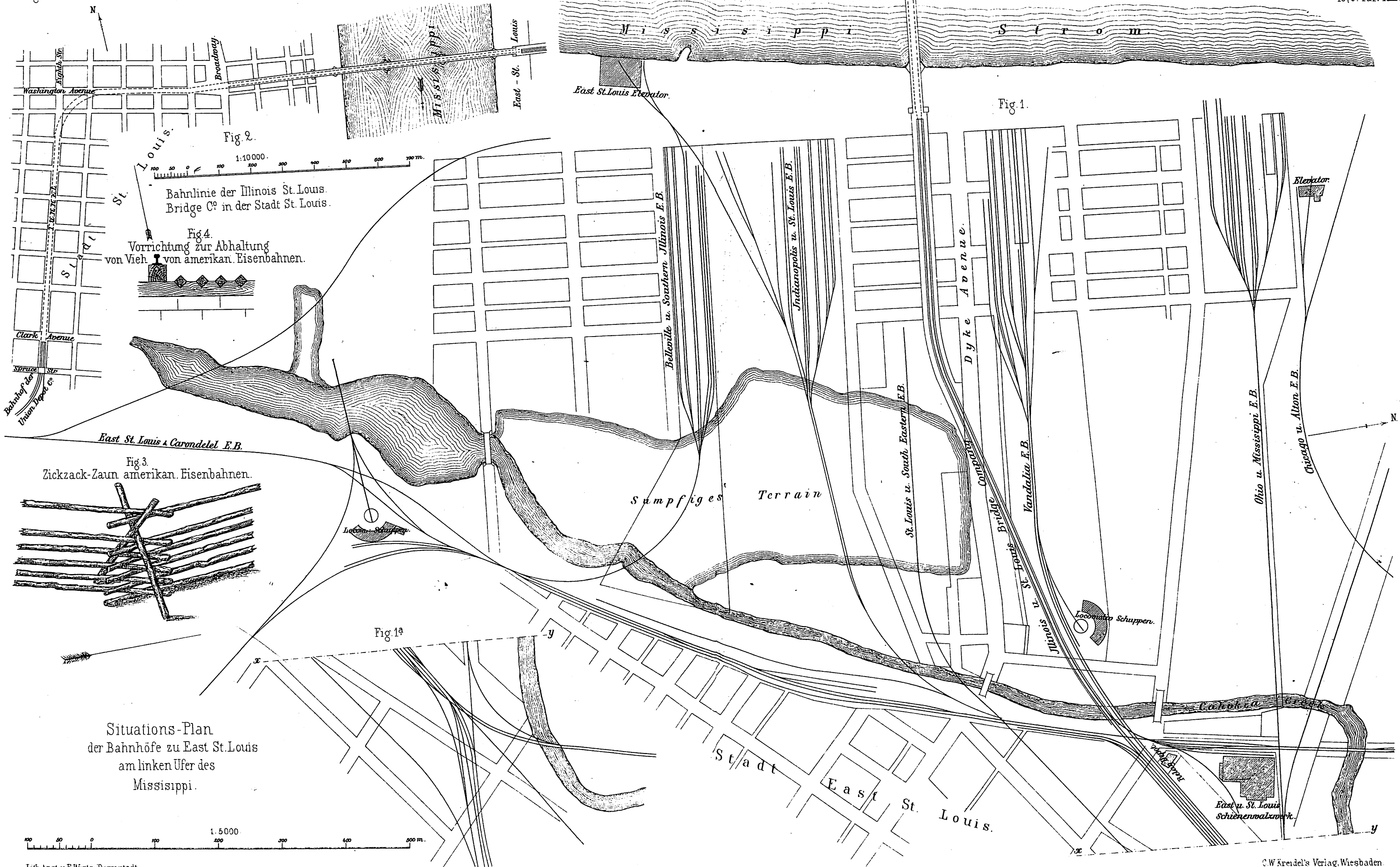
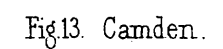
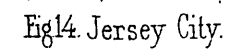
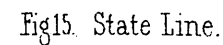
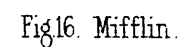
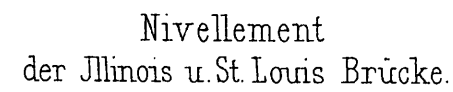
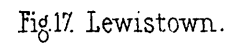
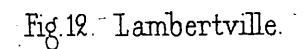
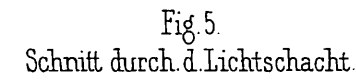
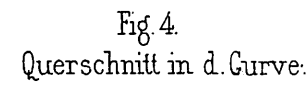
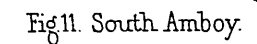
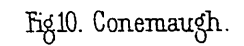
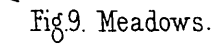
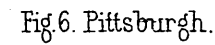
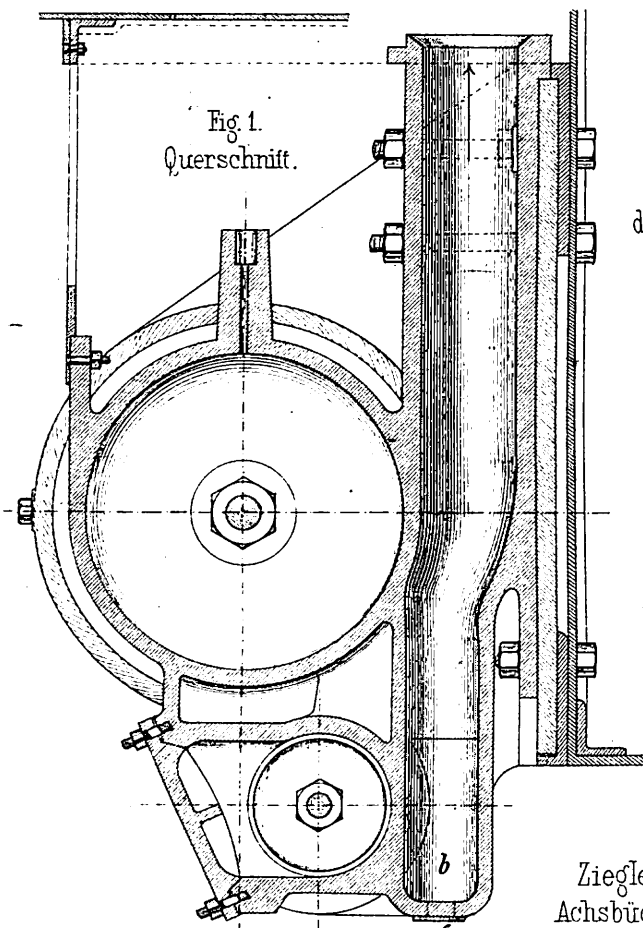


Fig 9a







Locomotive
für gemischte Züge mit
Kolbenschiebern
aus der Maschinenfabrik
der Kgl. ungar. Staatsbahnen
in Budapest.

Fig. 2. Längenschnitt.

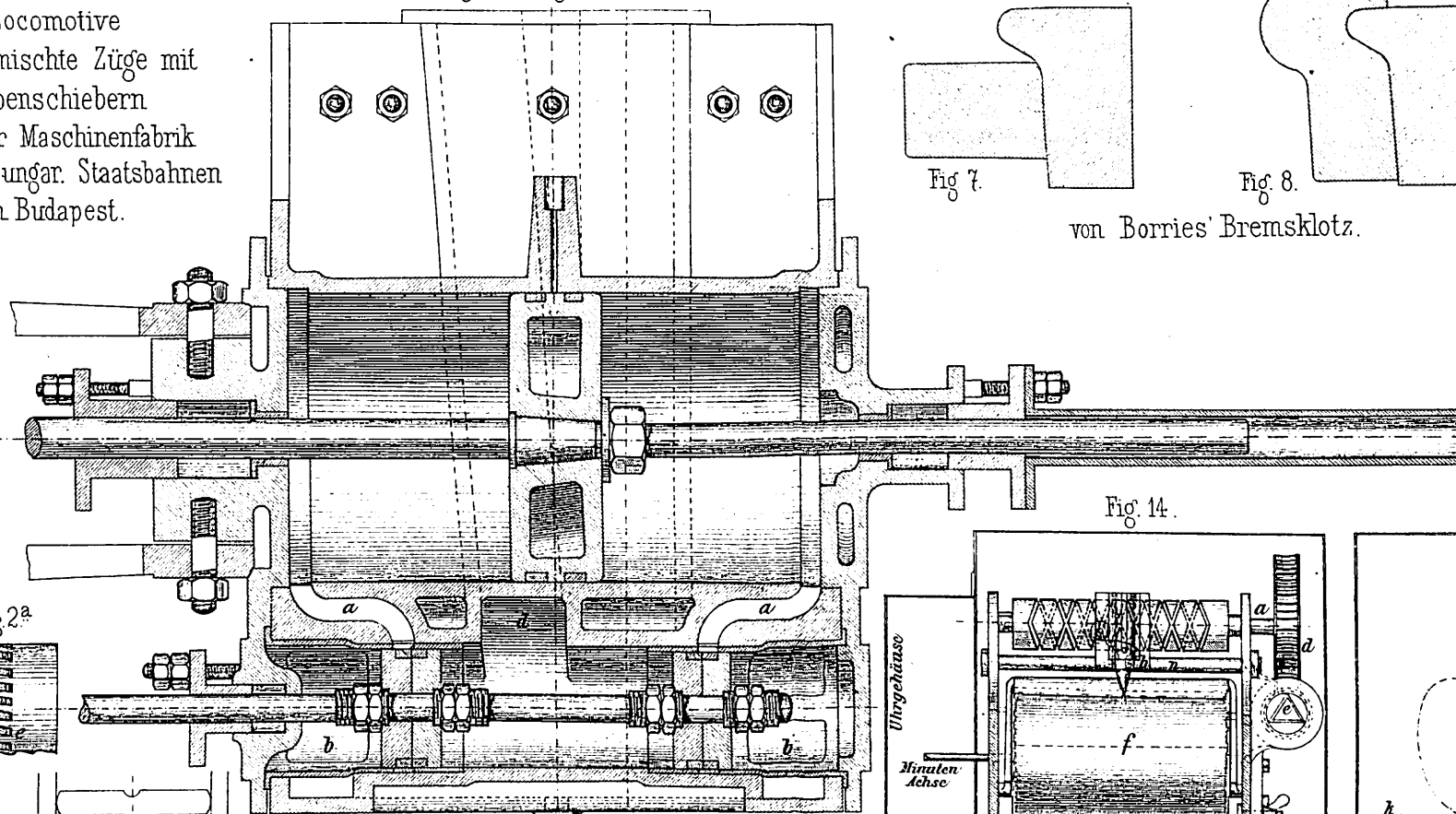


Fig. 2^a

Ziegler's
Achsbüchse
für Eisenb. Wagen.

Fig. 4.

1/4 nat. Gr.

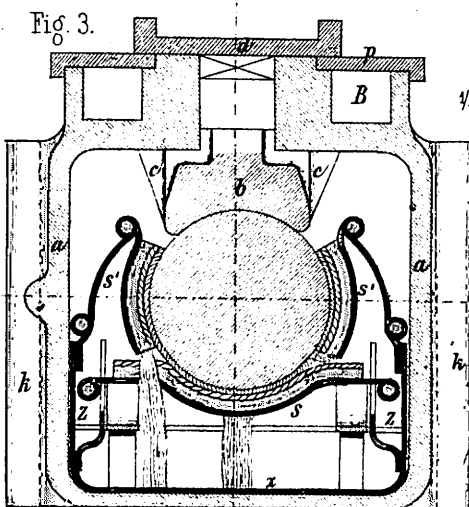


Fig. 3.

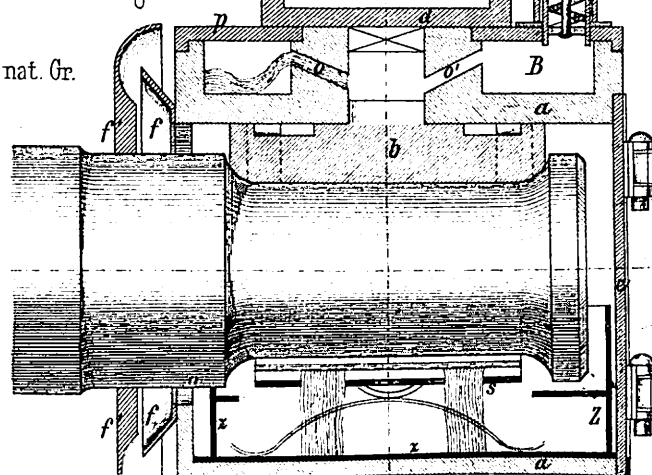


Fig. 6.

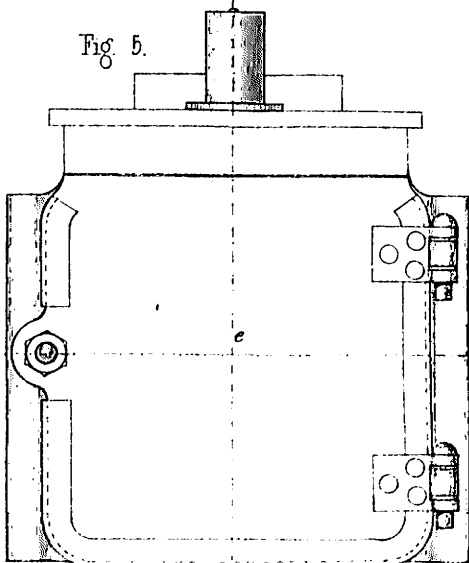


Fig. 5.

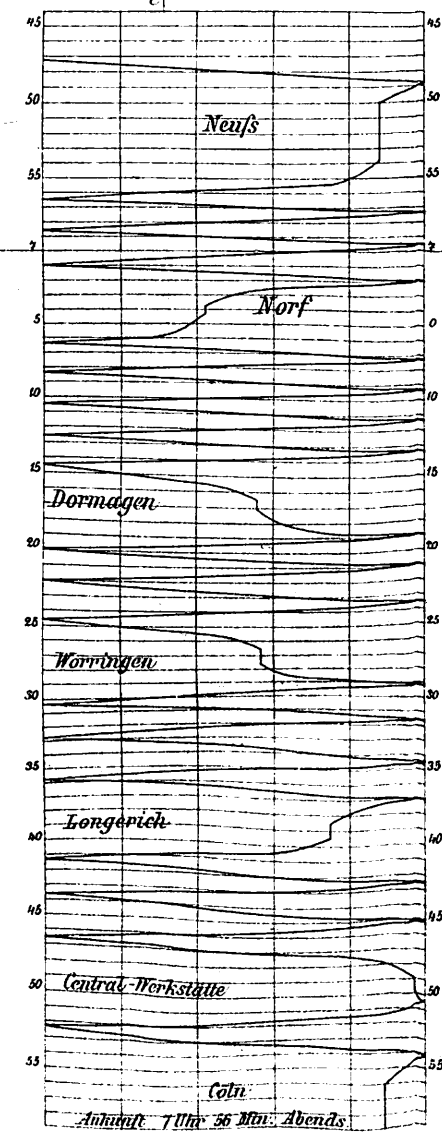
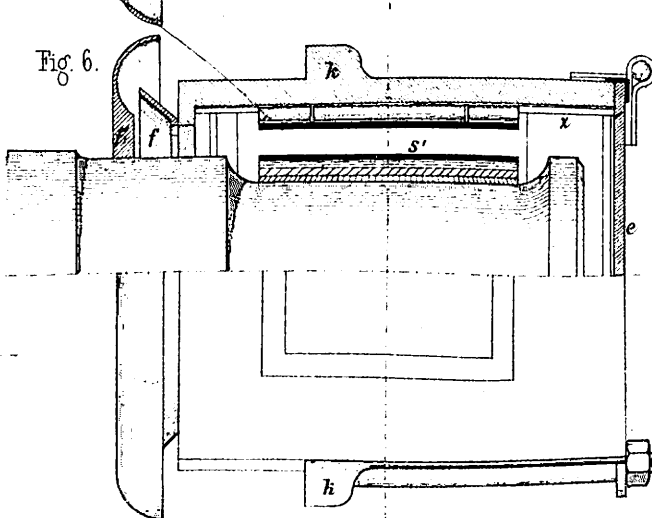
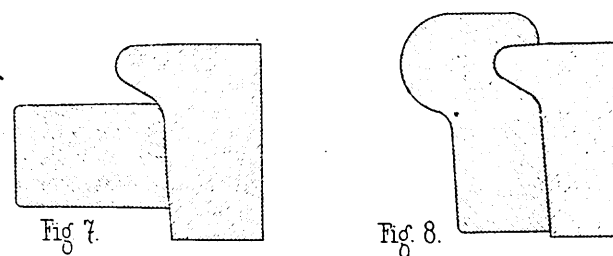


Fig. 23.



von Borries' Bremsklotz.

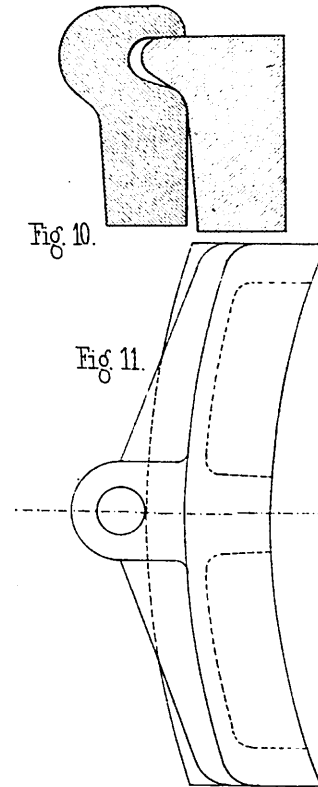
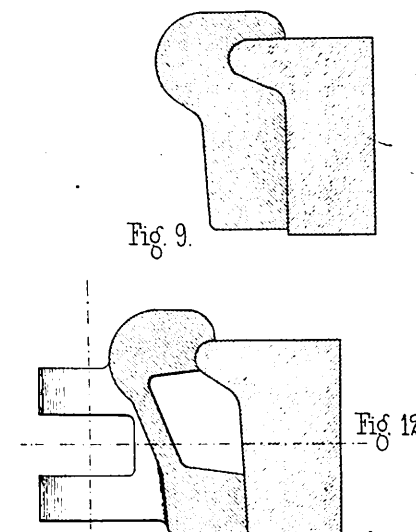


Fig. 13.

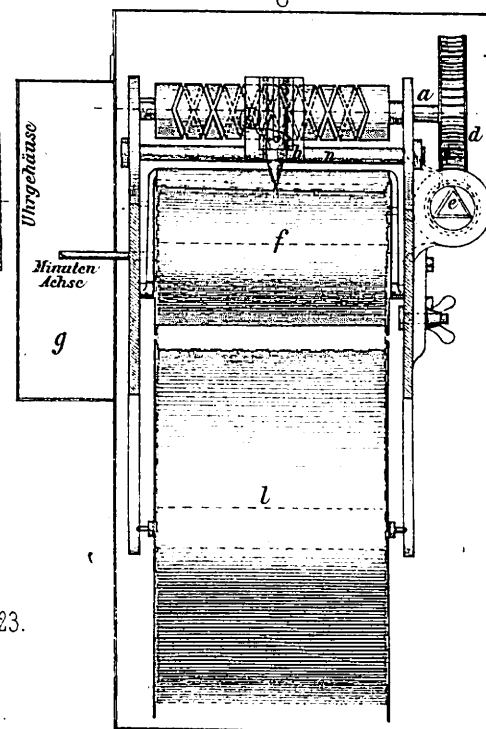


Fig. 14.

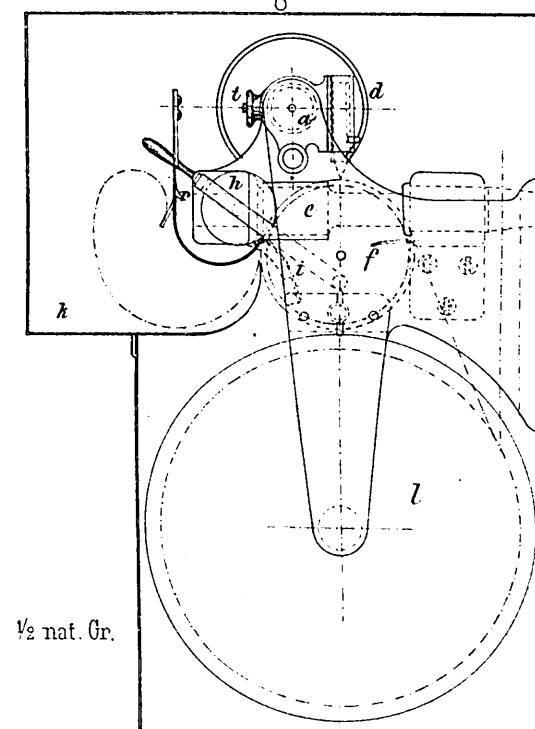


Fig. 15.

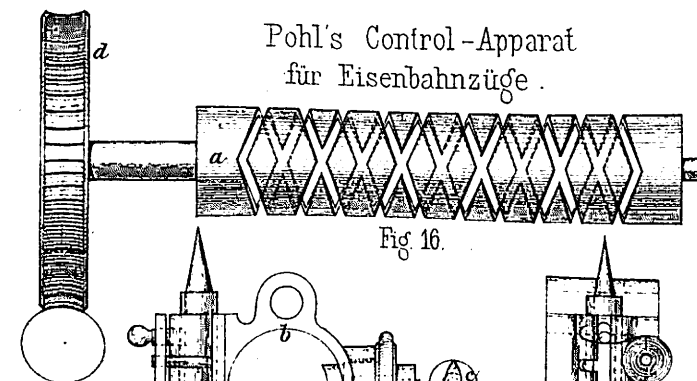


Fig. 16.

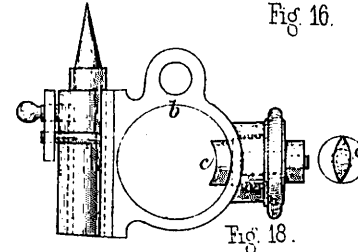


Fig. 18.

Fig. 19.

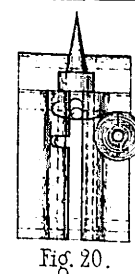


Fig. 20.

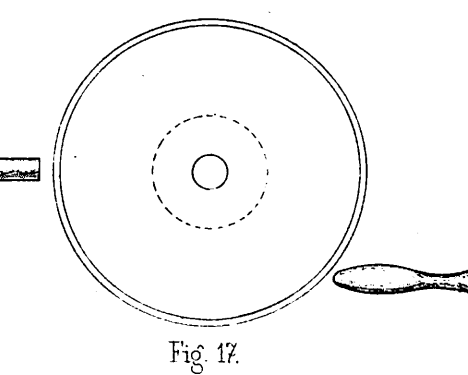


Fig. 17.

Nat. Grösse.

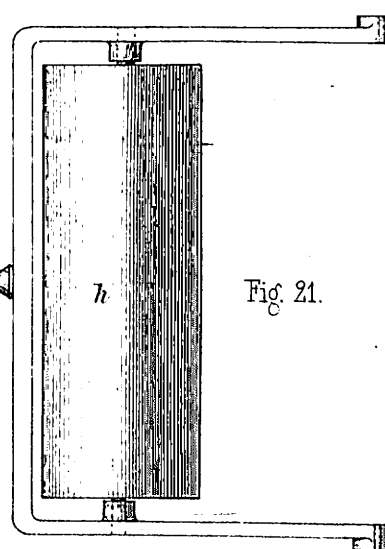


Fig. 21.

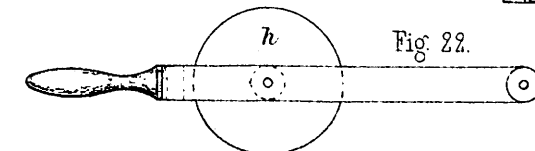
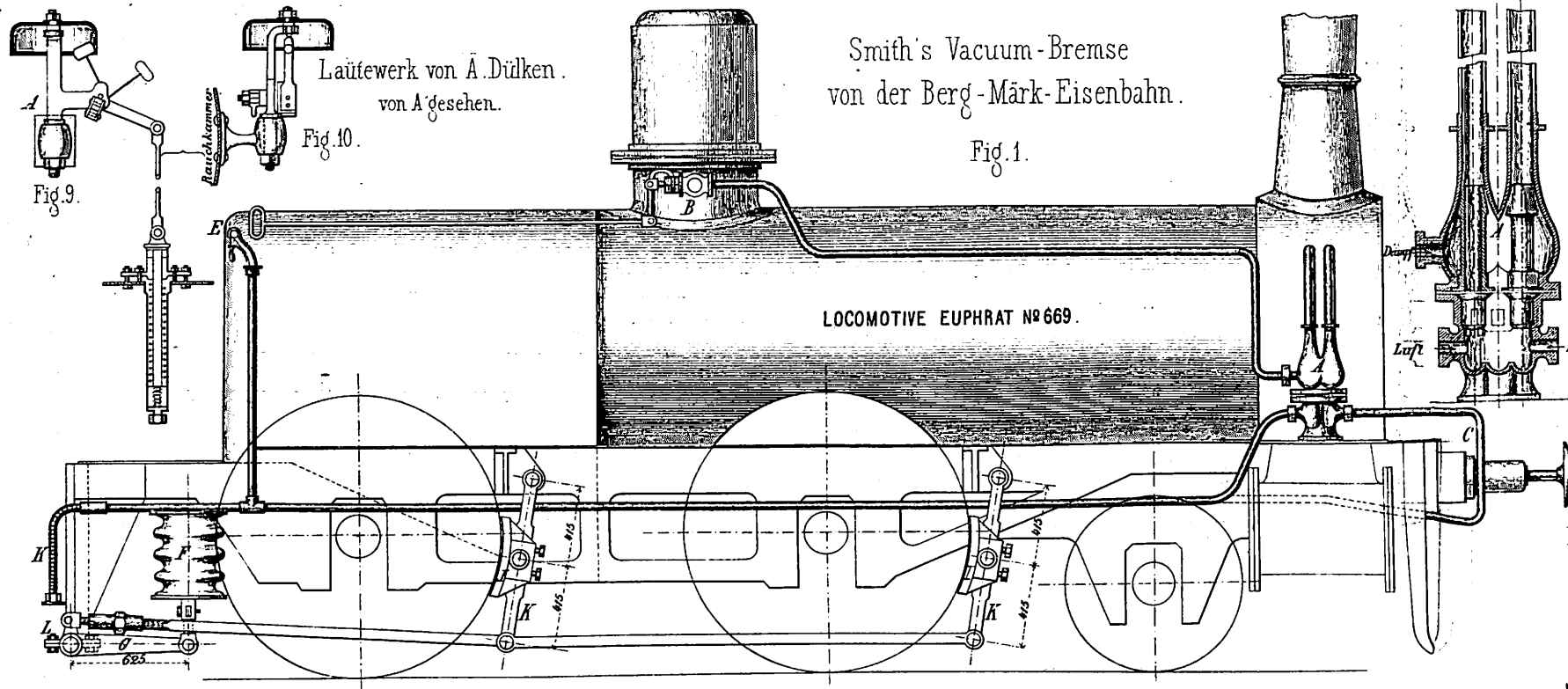


Fig. 22.



Smith's Vacuum-Bremse
von der Berg-Märk-Eisenbahn.

Fig. 1.

Morse's Translation
für constanten Strom mit
Walzenwechsel für fünf Linien.

Fig. 12.
1:20.

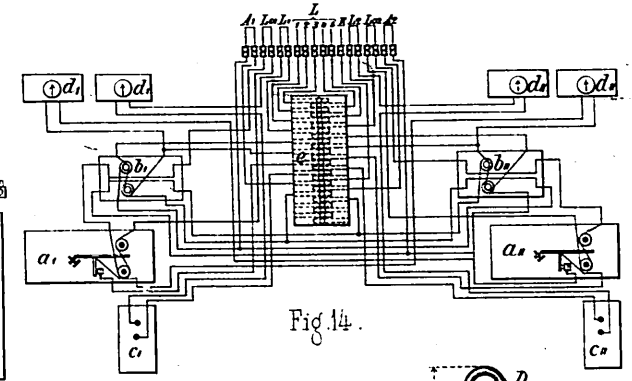
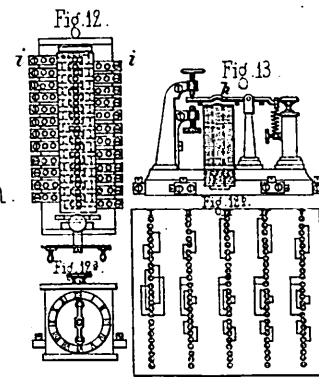
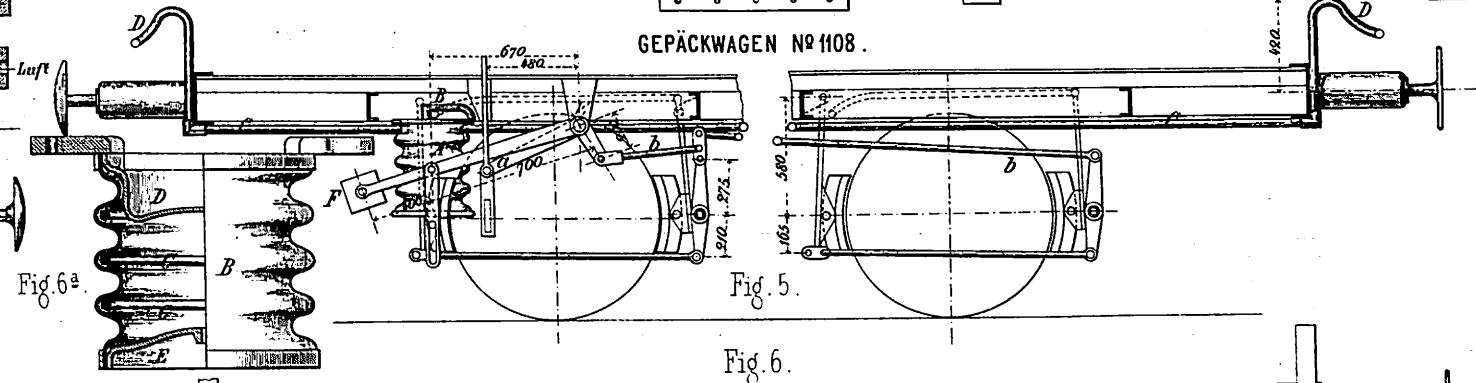


Fig. 14.



GEPÄCKWAGEN № 1108.

PERSONENWAGEN № 508, 535 u. 619.

Weatherburn's Schmierbüchse

Fig. 11.

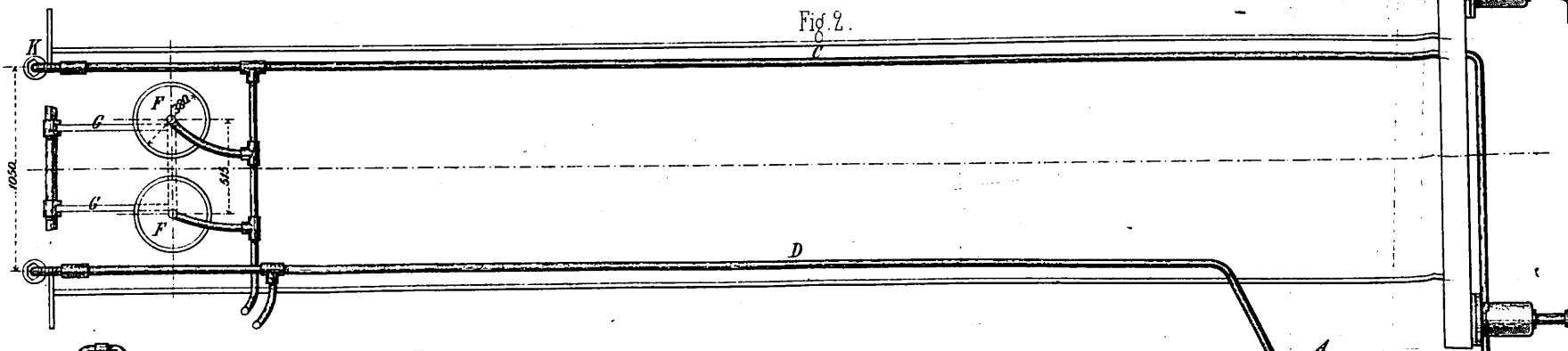
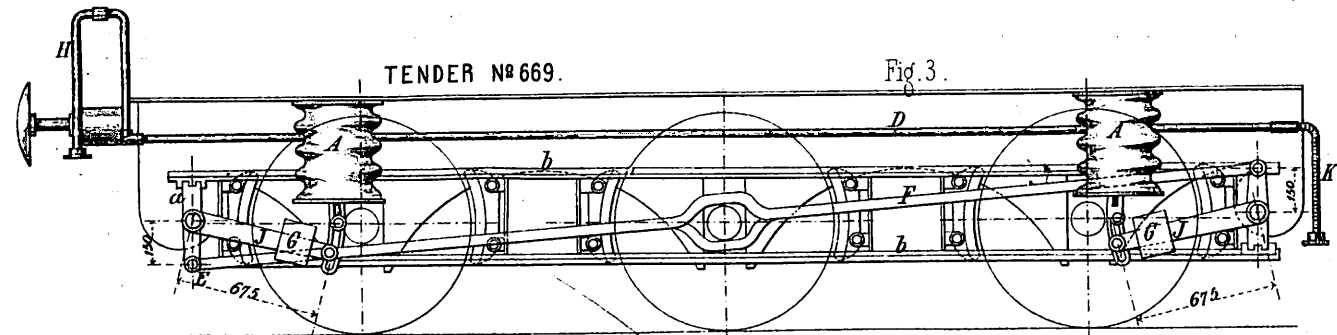


Fig. 2.



TENDER № 669.

Fig. 3.

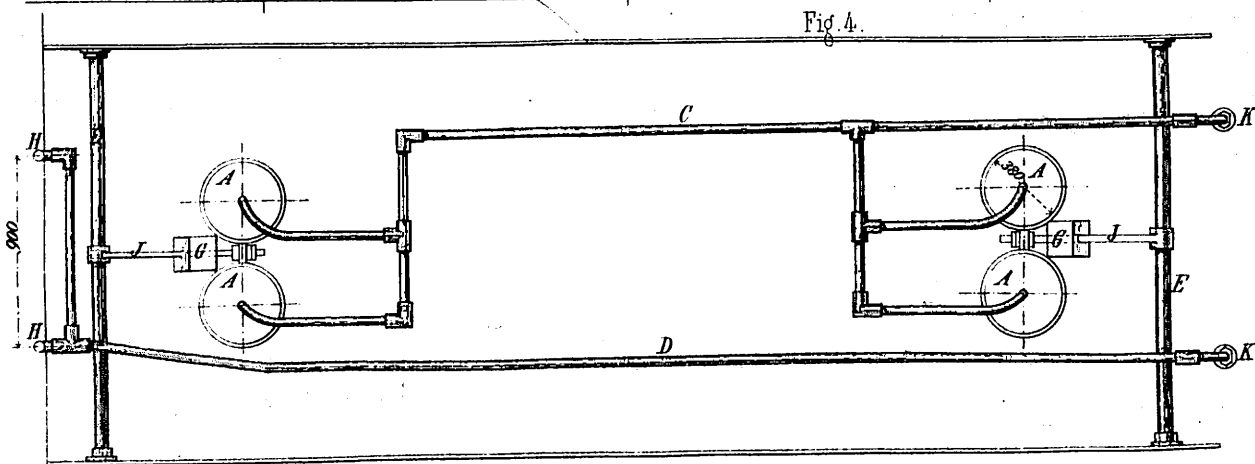


Fig. 4.

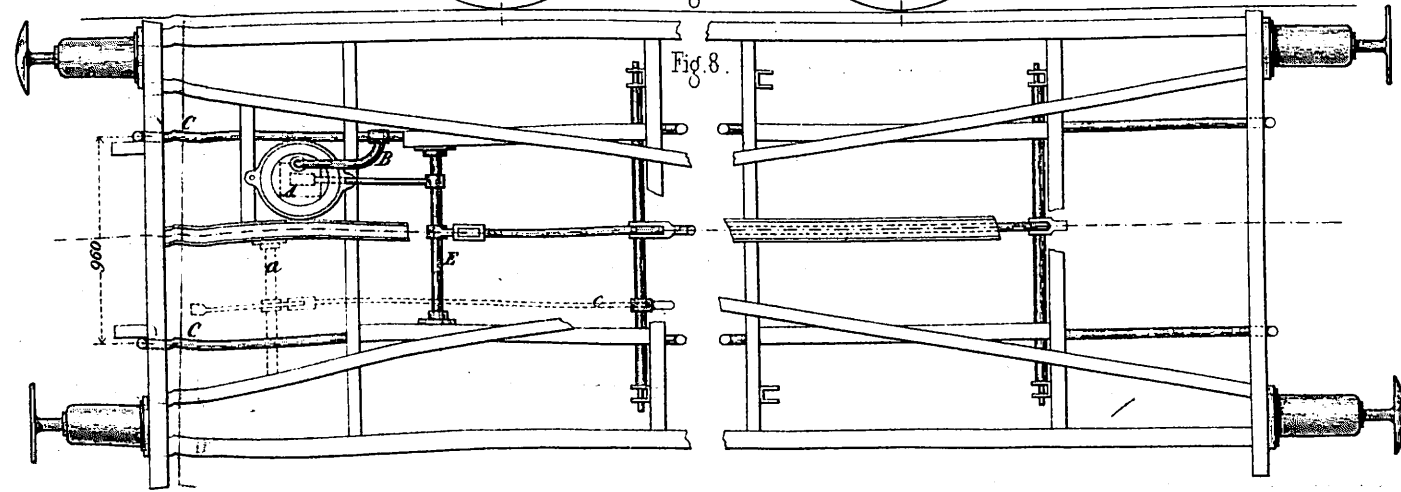


Fig. 7.

Fig. 8.

Gepäckkarren der Breslau-Schweidnitz-Freiburger E. B.

1/15 natürl. Grösse. Maasse: Millimeter.

Fig. 1. Längenschnitt.

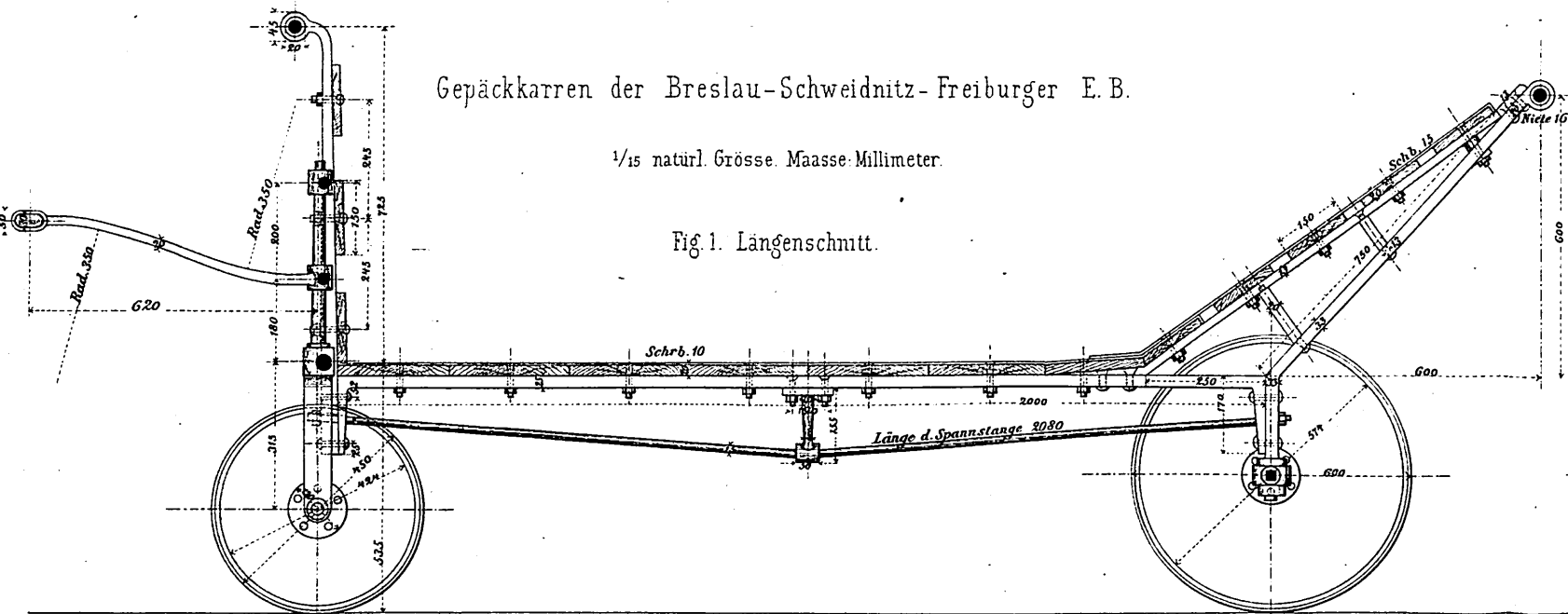


Fig. 2. Grundriss.

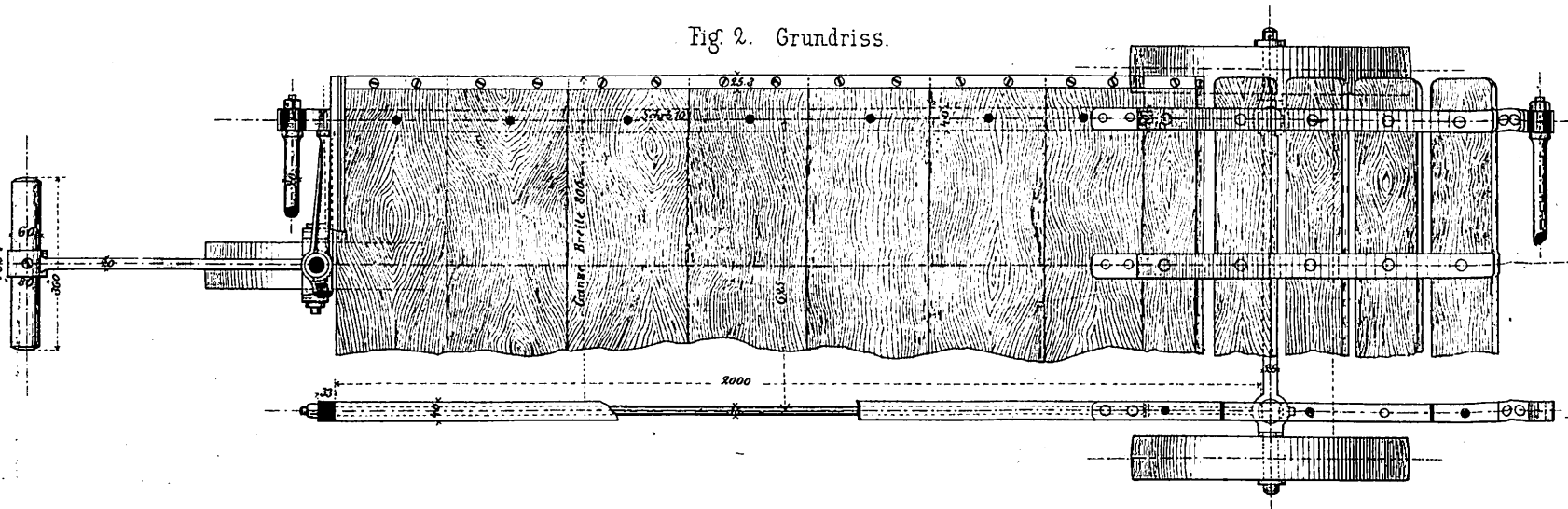
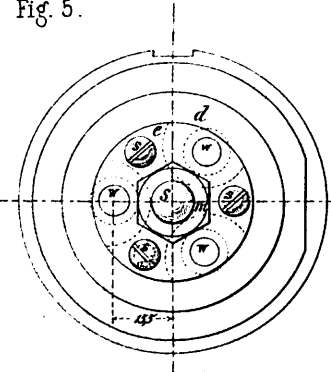


Fig. 5.



Walzen zum Aufreiben der Siederohre auf den äusseren Durchmesser von

Fig. 8.

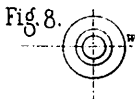


Fig. 9.

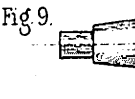


Fig. 10.

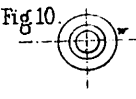


Fig. 11.

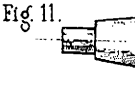
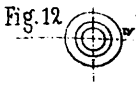


Fig. 12.



Dorn zur Erweiterung der Siederohrenden. 1/2 nat. Grösse.



Fig. 3. Hintere Ansicht.

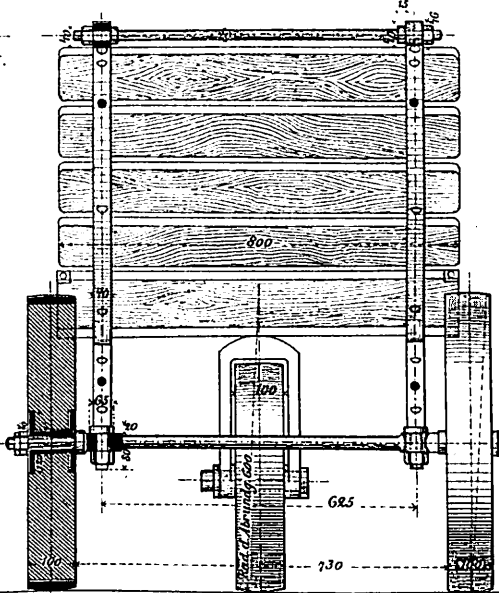
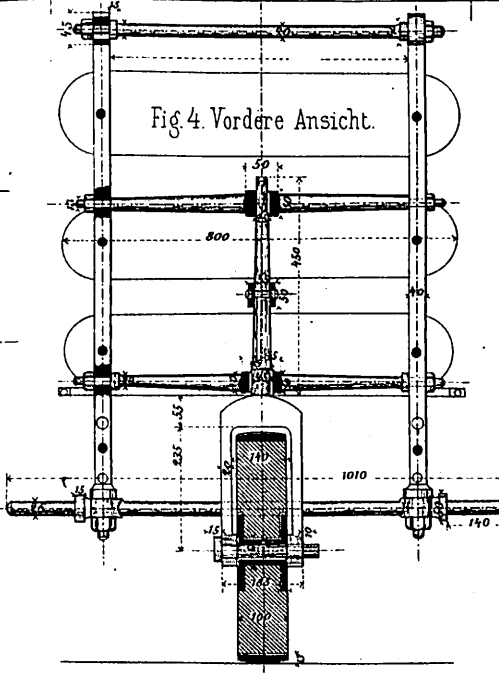


Fig. 4. Vordere Ansicht.



Electrischer Weichenstands-Indicator. System Pollitzer.

Fig. 18. Leitungs-Schema.

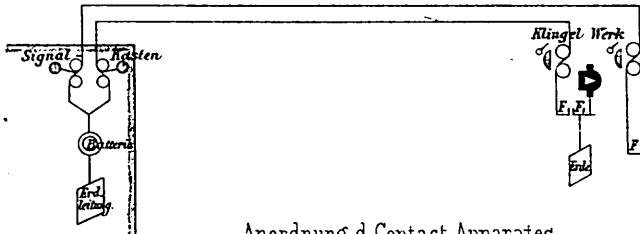
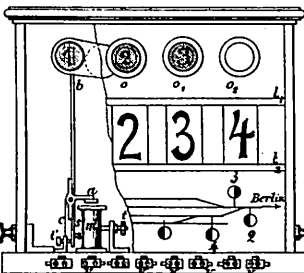


Fig. 13. Signal-Kasten 1:10



Anordnung d. Contact-Apparates am Weichenstand.

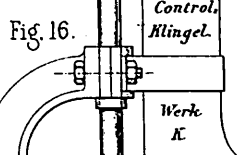
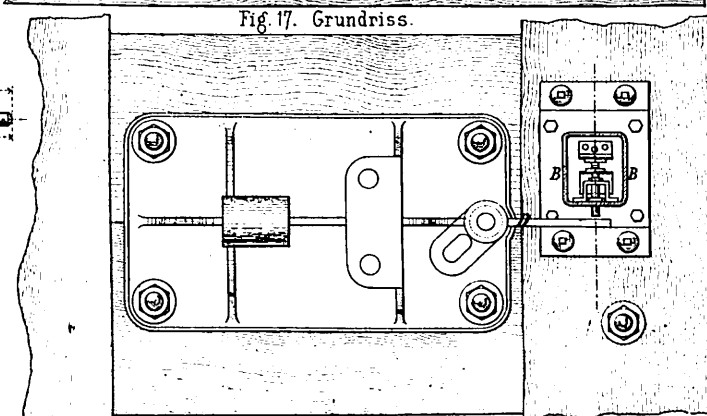


Fig. 17. Grundriss.



Contact-Apparat. 1/2 nat. Grösse.

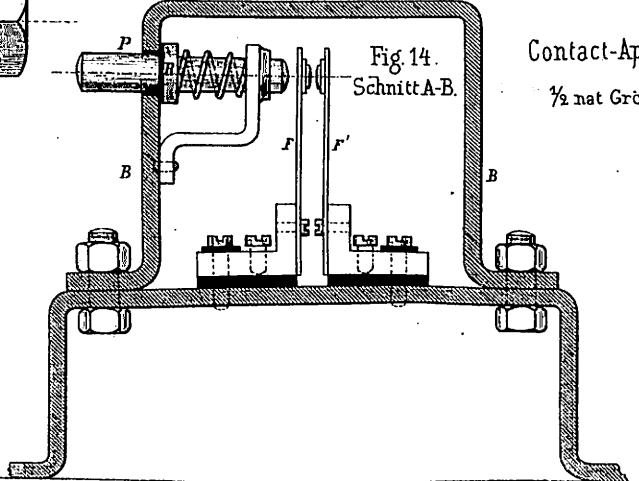
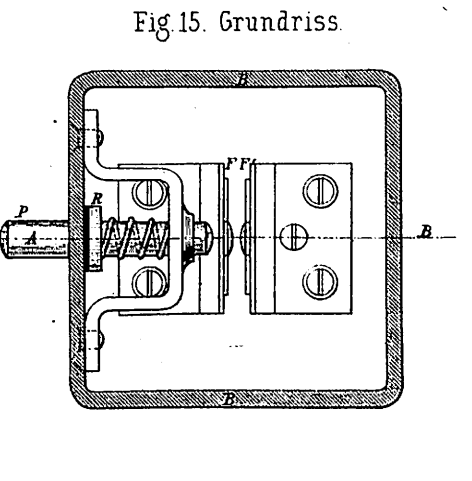


Fig. 15. Grundriss.



Cylindrische Wasserreservoir der Breslau-Schweidnitz-Freiburger Eisenb.

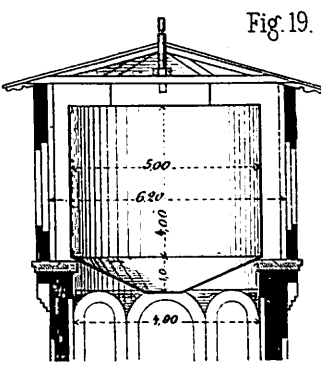
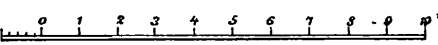
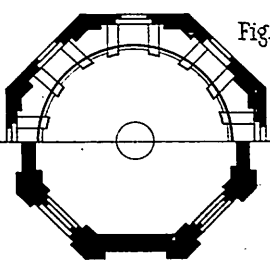
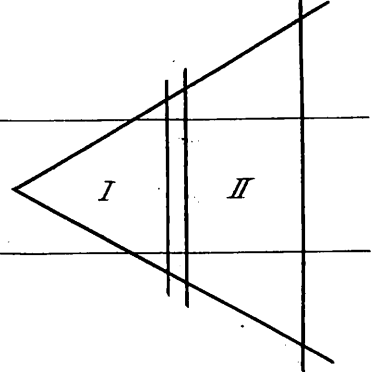


Fig. 20.



Pferde Schmeißflüg in Oesterr. Südbahn.

Fig. 19.



Dampfwaggons der Belgischen Staatsbahnen.

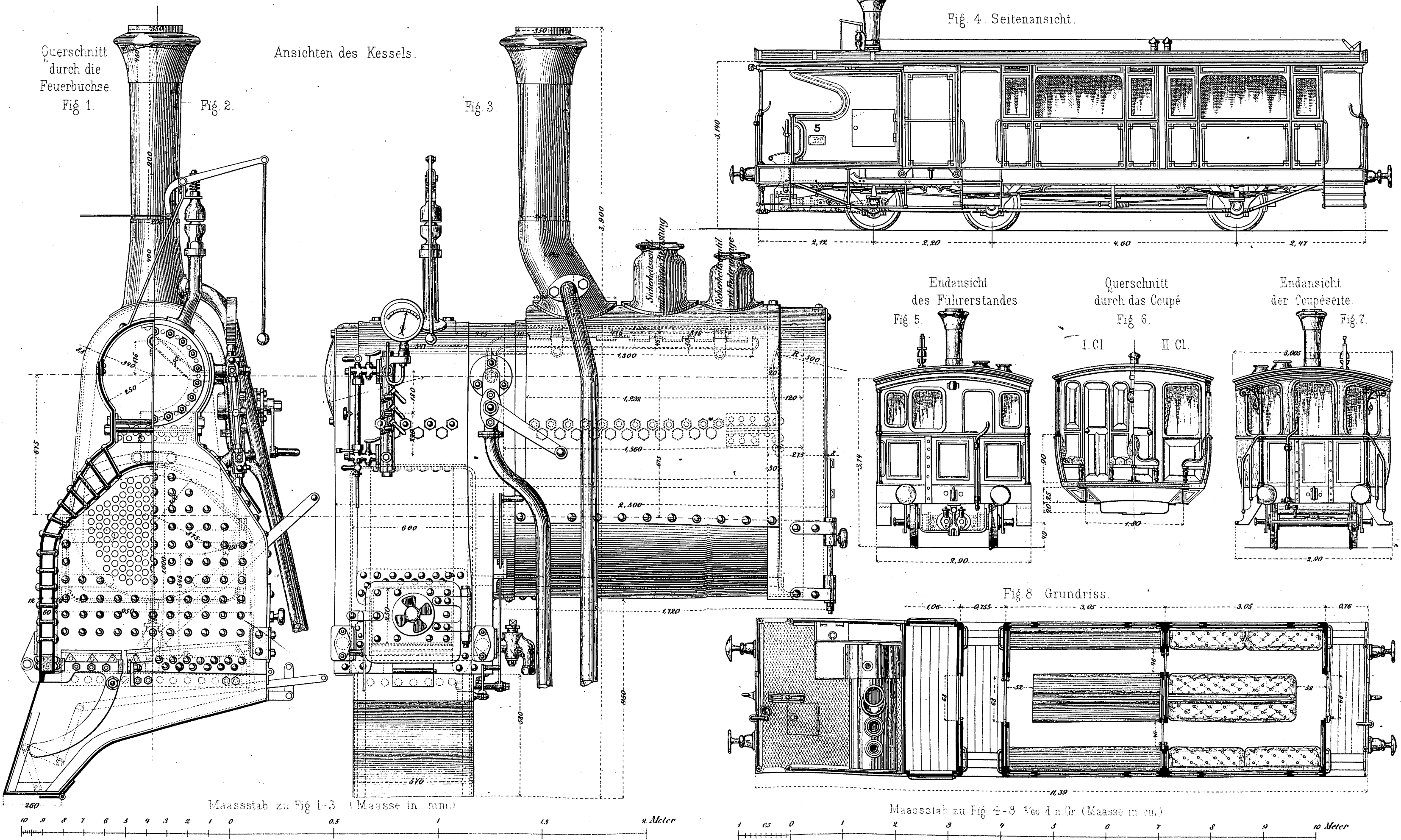


Fig. 1.
Anspannvorrichtung

S, Frictionsscheibe
R, Frictionsring
W, Frictionsscheibenwelle
b, Bremskette

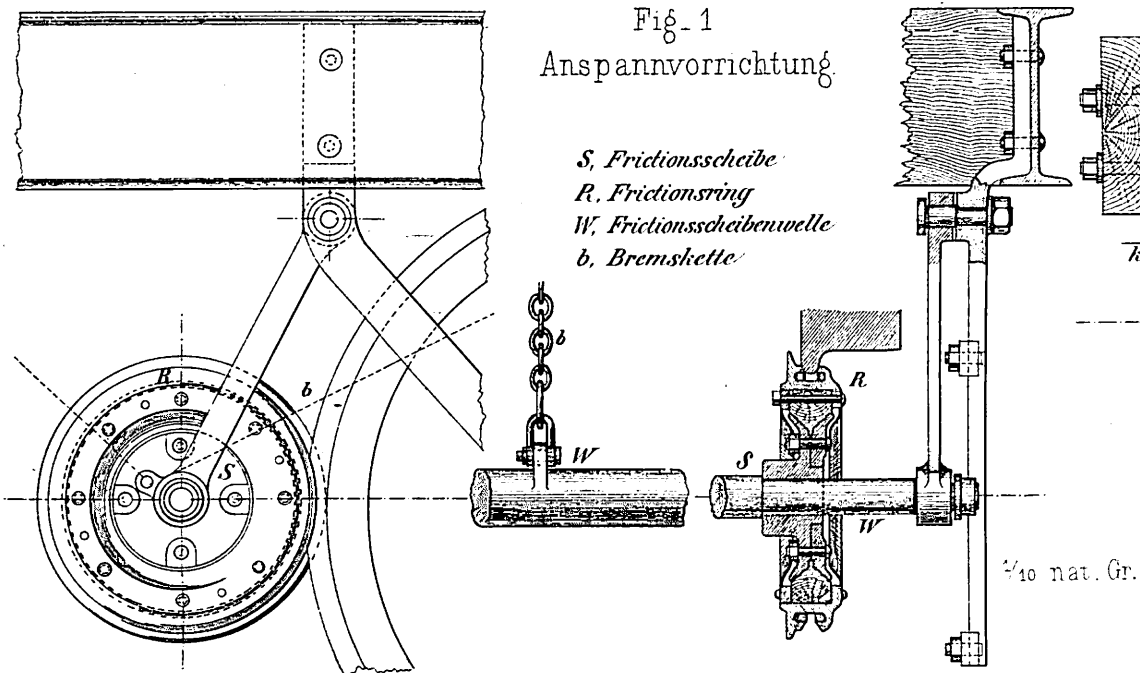


Fig. 2. Schaltvorrichtung

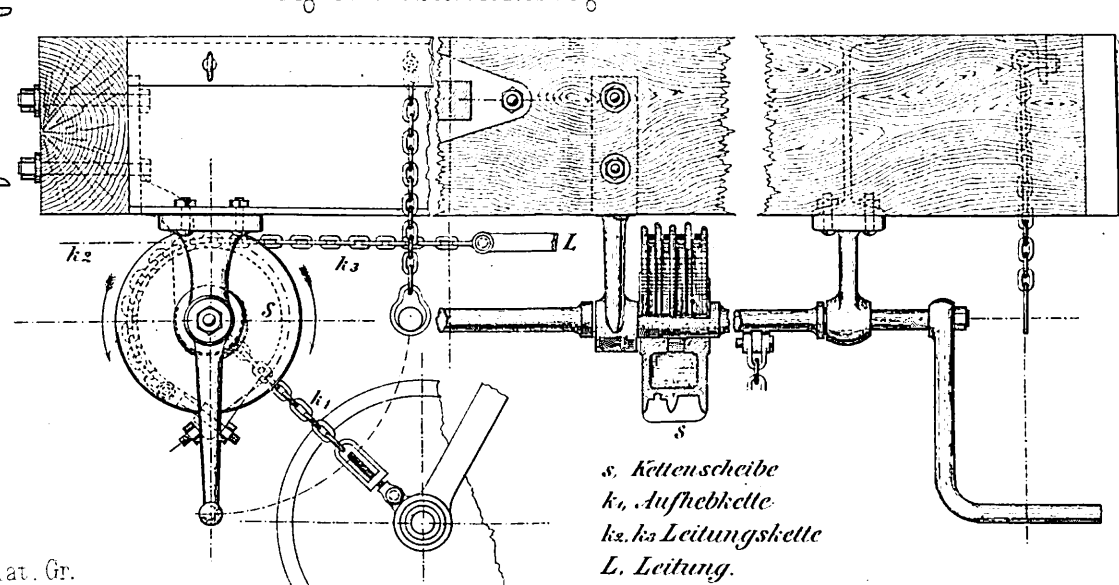
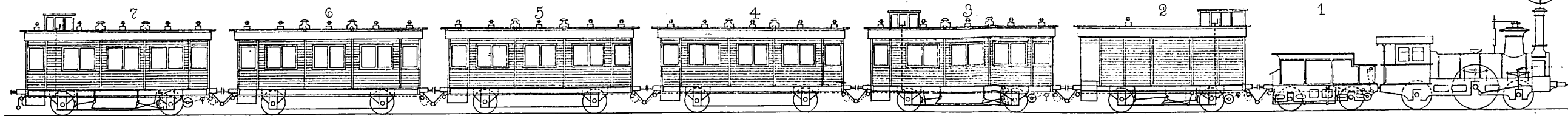
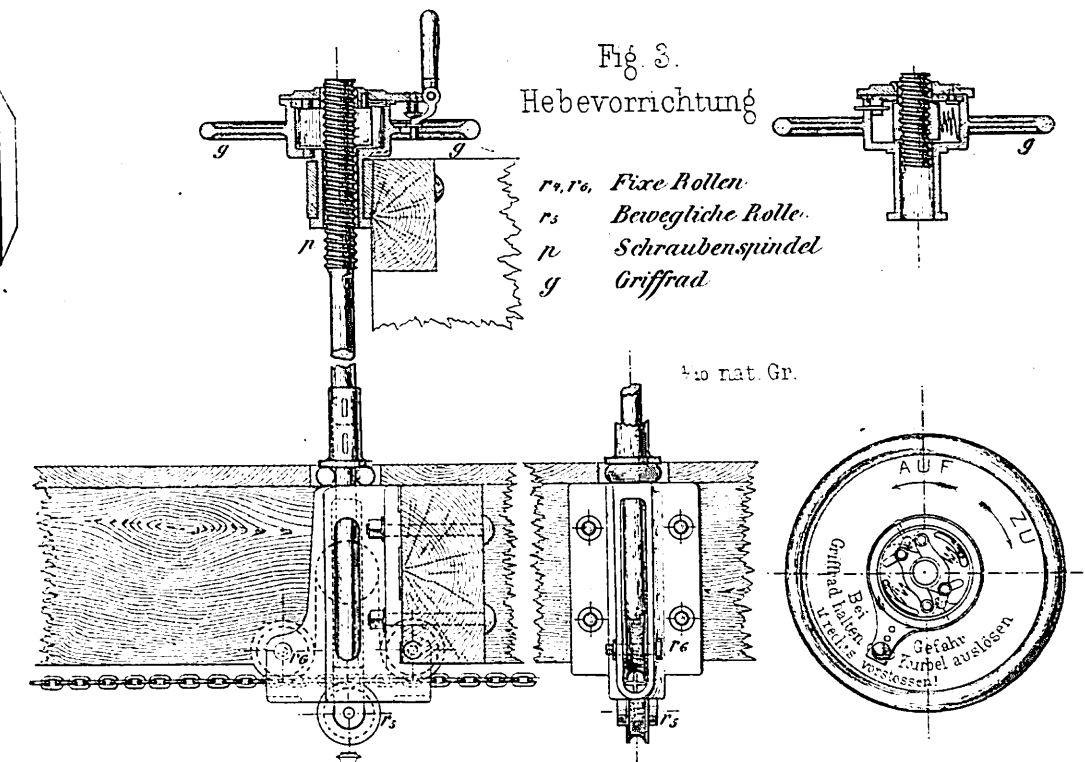


Fig. 3.
Hebevorrichtung

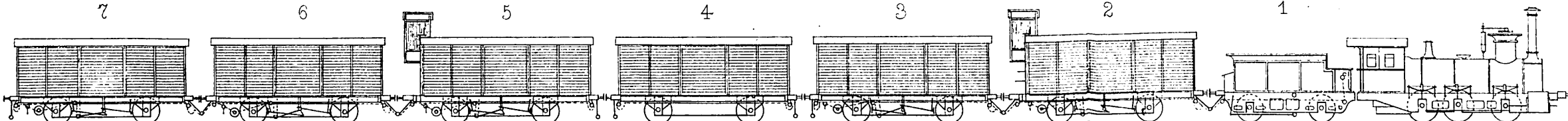
r, r₁, Fixe Rollen
r₂, Bewegliche Rolle
p, Schraubenspindel
g, Griffrad



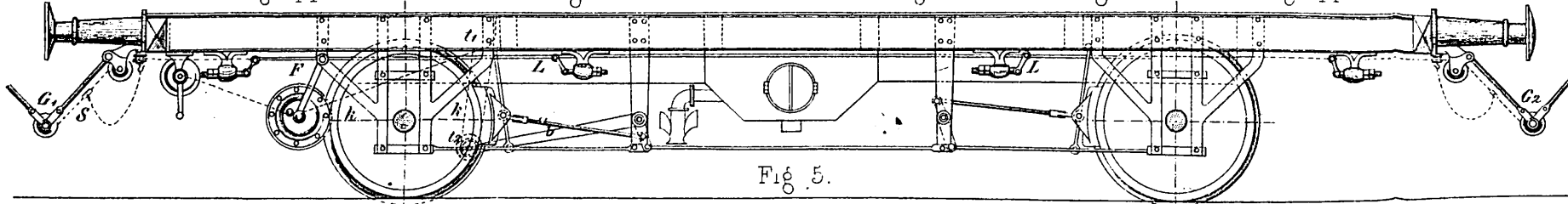
1 Tender mit Bremse und Hebevorrichtung.

2, 3 u. 7. Bremswagen.

4, 5 u. 6, Zwischenwagen mit Leitung.



1, 2 u. 3, Bremsgruppe mit Hebevorrichtung am Tender. 4, Zwischenwagen ohne Leitung 5, 6 u. 7, Bremsgruppe mit Hebevorrichtung am vorderen Wagen.

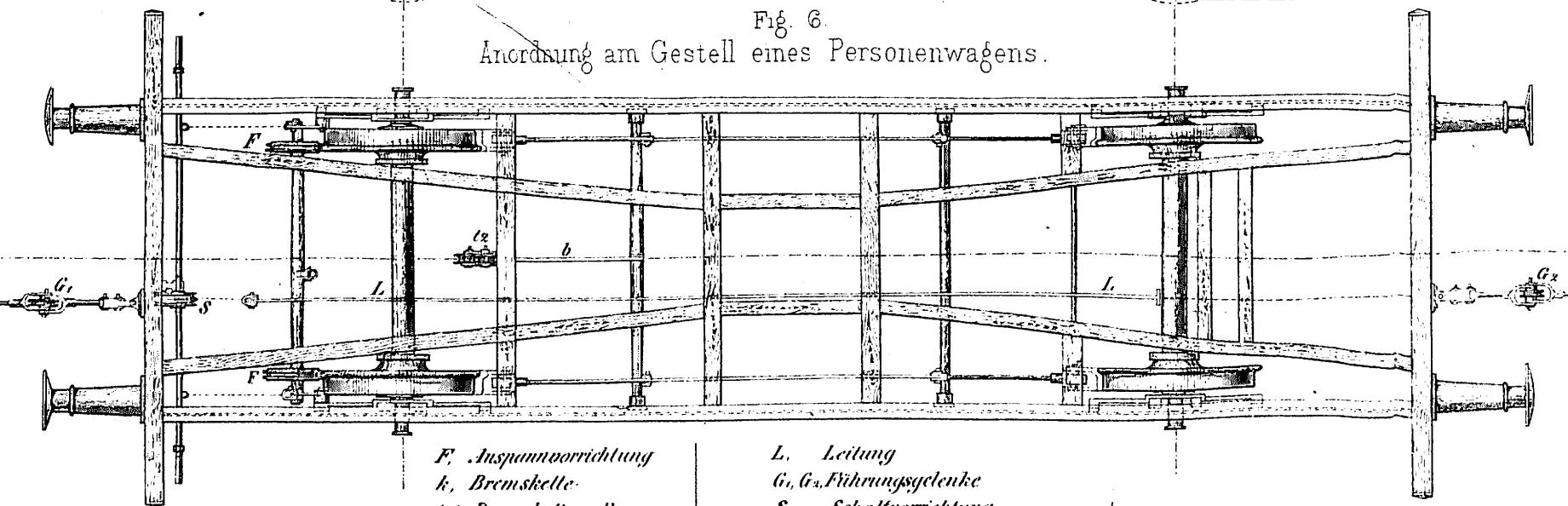


Maassstab 1:40

Fig. 7.

Fig. 5.

Fig. 6.
Anordnung am Gestell eines Personenwagens.

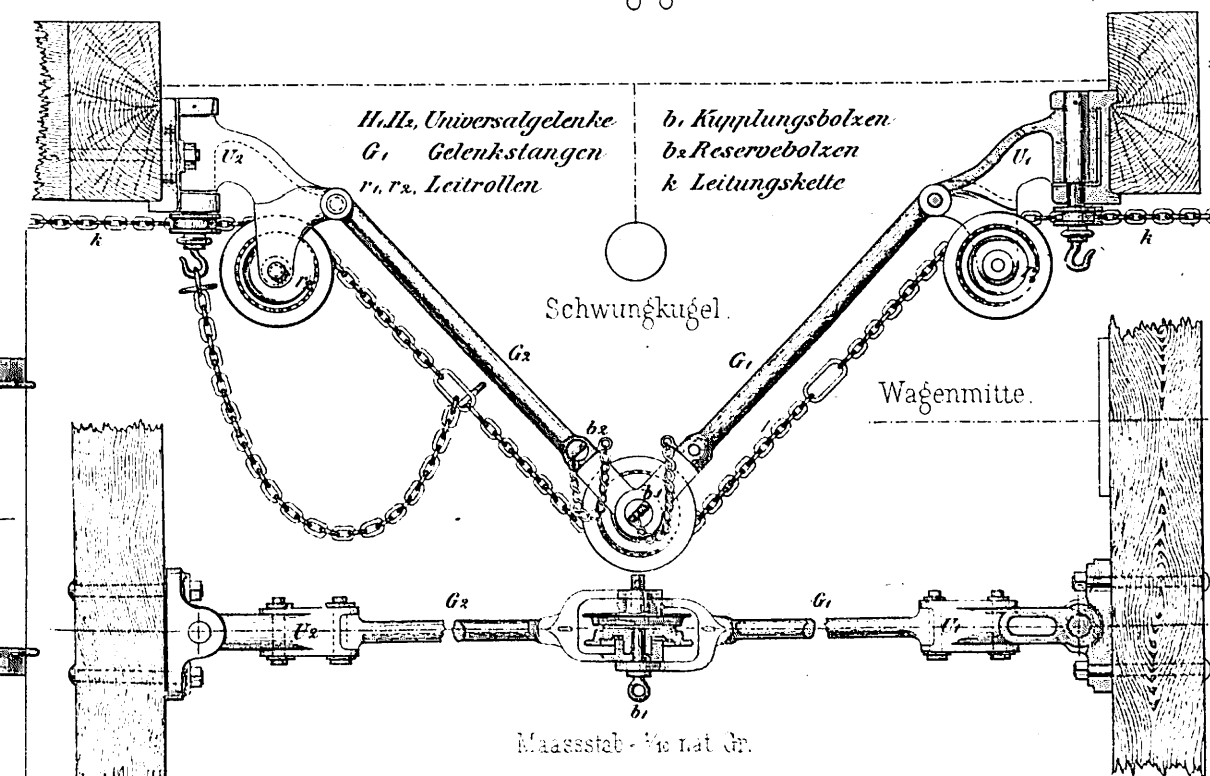


F, Anspannvorrichtung
k, Bremskette
t, Bremskettenrollen
b, Bremshebel.

L, Leitung
G₁, G₂, Führungsgelenke
S, Schaltvorrichtung

Fig. 9.
Anordnung als Gruppen-Bremse für Lastzüge.

Fig. 4.
Führungsgelenke.



H, H₁, Universalgelenke
G₁, Gelenkstangen
r₁, r₂, Leitrollen
b, Kuppelbolzen
b₁, Reservebolzen
k, Leitungskette

Schwungkugel.

Wagenmitte.

Maassstab 1/10 nat. Gr.

Zweiteiliger eiserner Langschwelen-Oberbau für Secundärbahnen
nach System Heusinger von Waldegg.

Zweiteiliger eiserner Langschwelen-Oberbau der Berlin-Nordhauser-Eisenbahn
mit Schienenbefestigung nach System Heusinger von Waldegg.

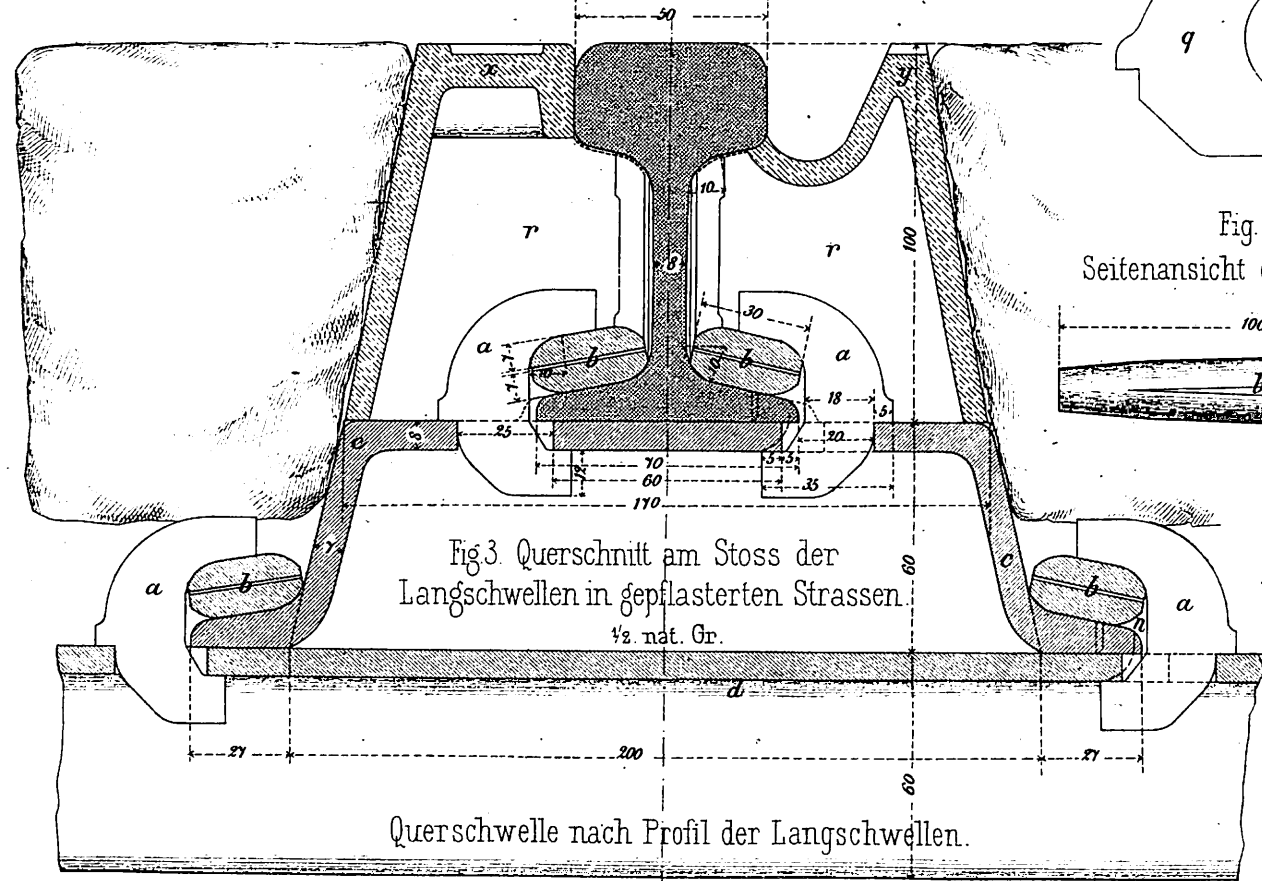


Fig. 3. Querschnitt am Stoss der
Langschwelen in gepflasterten Strassen.
1/2 nat. Gr.

Querschwelle nach Profil der Langschwelen.

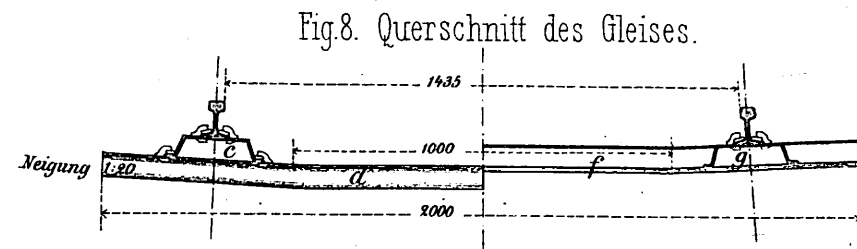


Fig. 8. Querschnitt des Gleises.

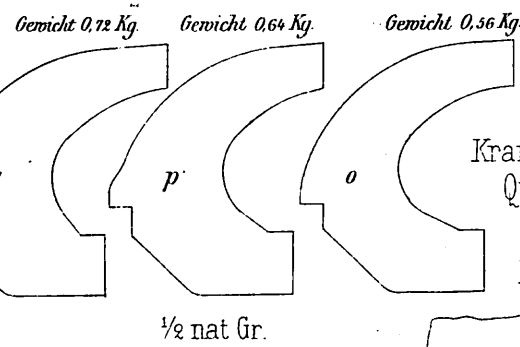


Fig. 14.
Krampen für eiserne
Querschwelen.

Fig. 4.
Seitenansicht des Federkeils.

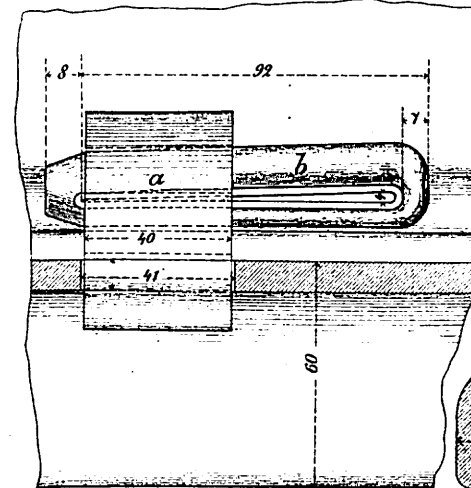
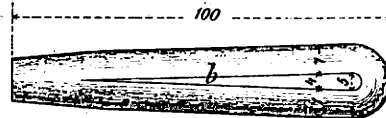


Fig. 5. Profil der Querschwelen
in der Mitte der Langschwelen.

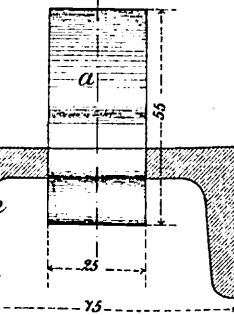


Fig. 9.

Normal-Schienen-Profile
für schmal-u. normalspurige
Secundärbahnen.

1/2 nat. Gr.

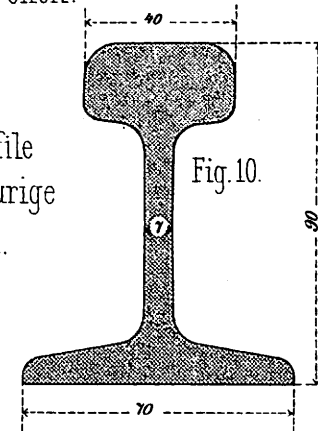


Fig. 10.

1/2 nat. Gr.

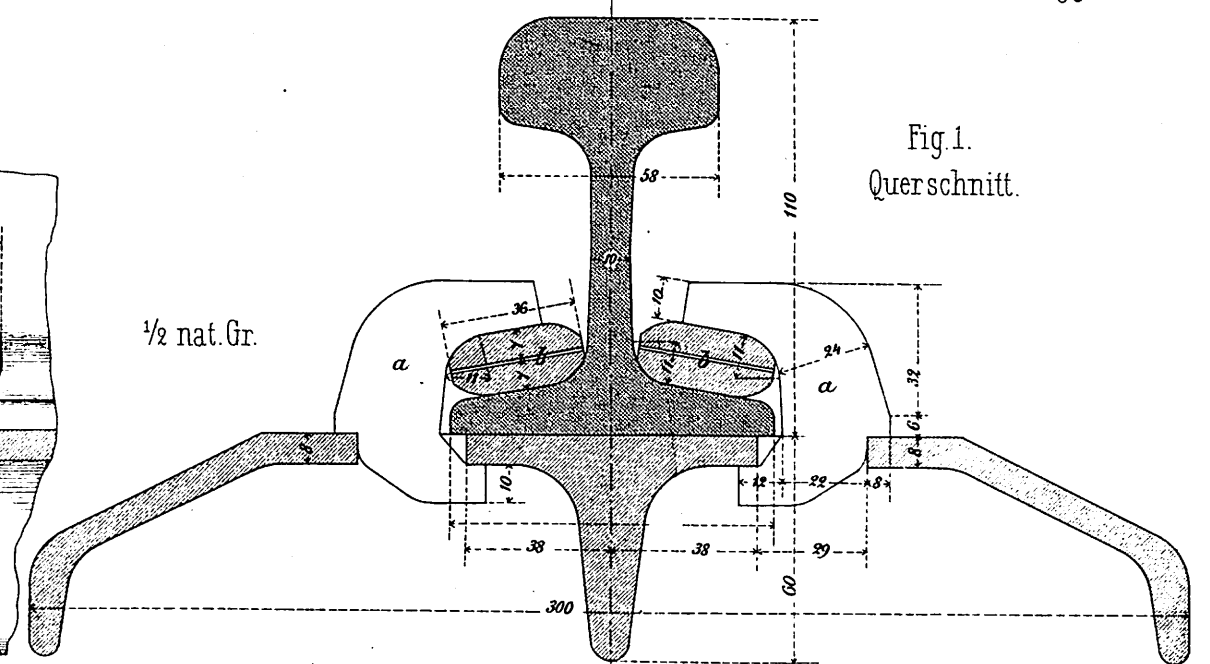


Fig. 1.
Querschnitt.

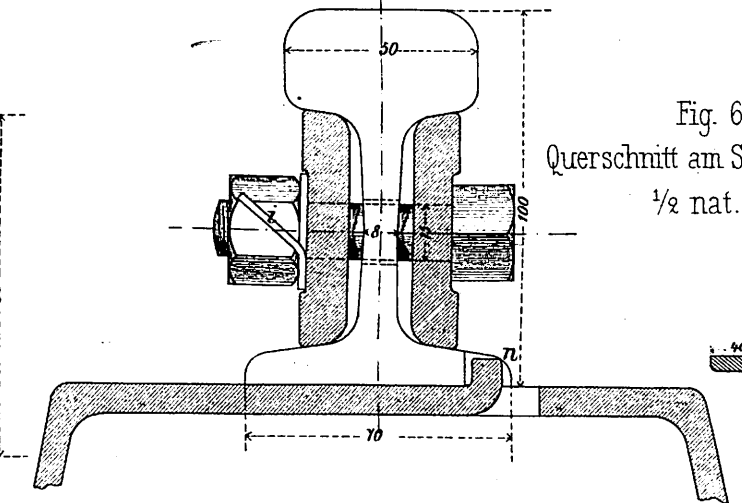


Fig. 6.
Querschnitt am Schienenstoss.
1/2 nat. Gr.

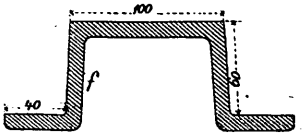


Fig. 13. Profil
der Querschwelen.
1/5 nat. Gr.

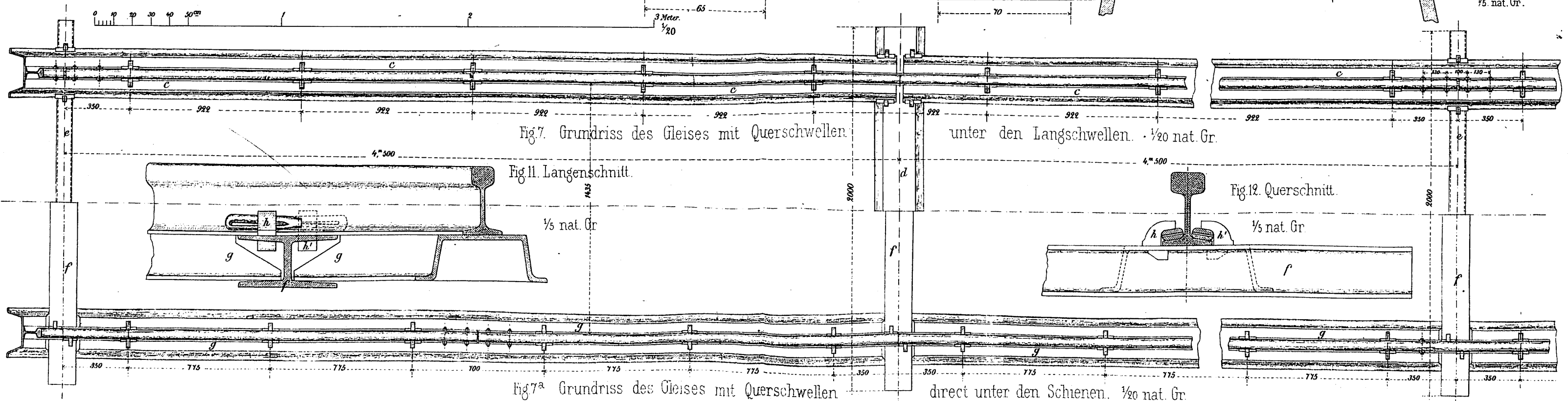


Fig. 7. Grundriss des Gleises mit Querschwelen.

Fig. 11. Längsschnitt.

1/5 nat. Gr.

Fig. 7a Grundriss des Gleises mit Querschwelen

unter den Langschwelen. 1/20 nat. Gr.

Fig. 12. Querschnitt.

1/5 nat. Gr.

direct unter den Schienen. 1/20 nat. Gr.