

Dampfheizungsanlage in der Hauptwerkstätte der Gr. Badischen Staatsbahn zu Karlsruhe.

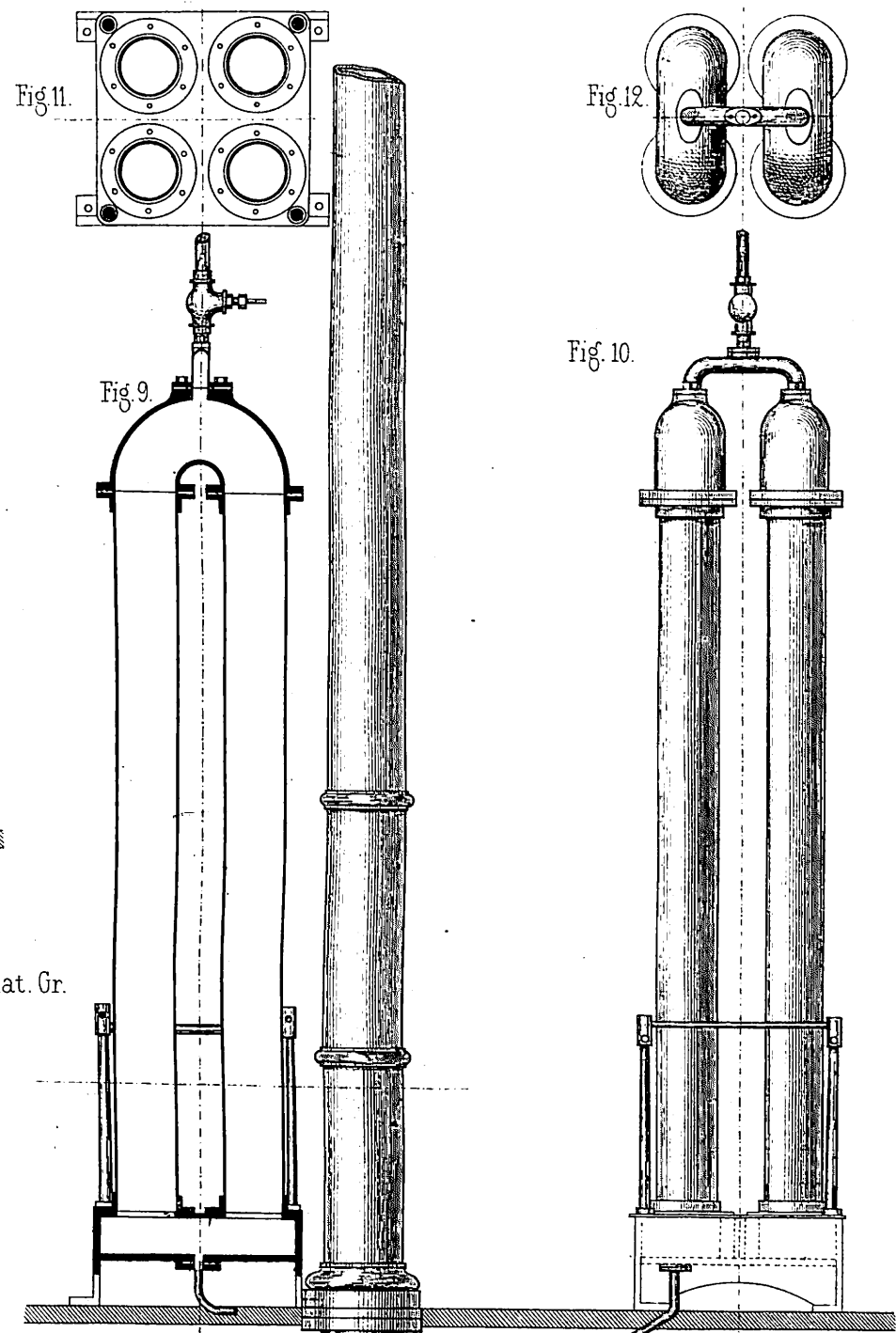
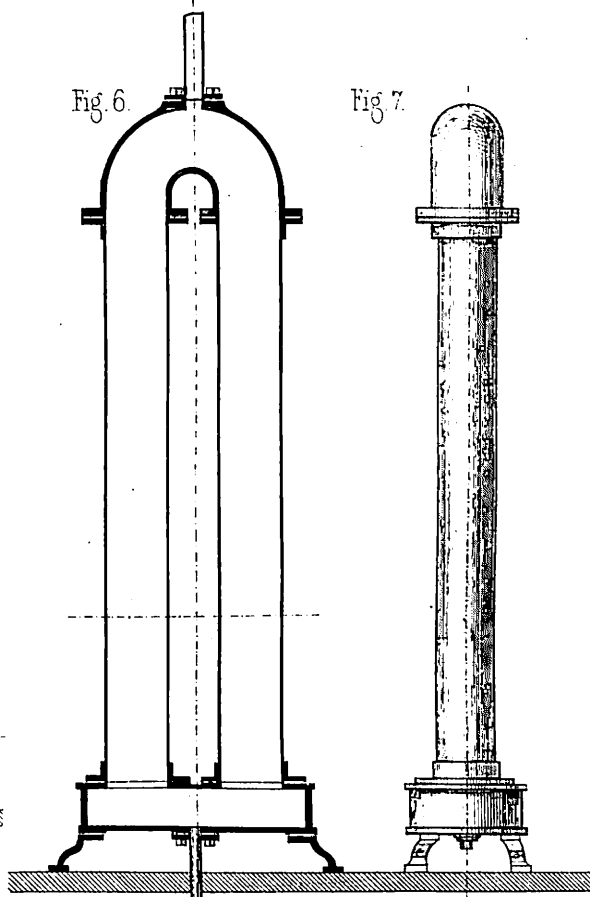
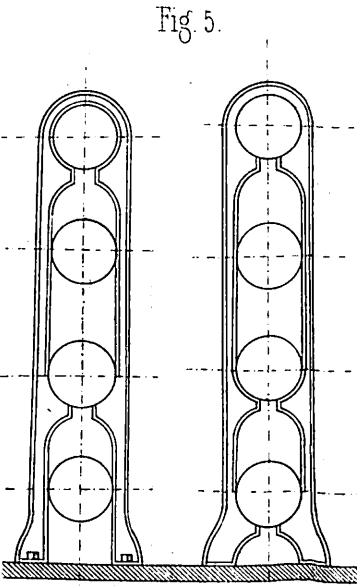
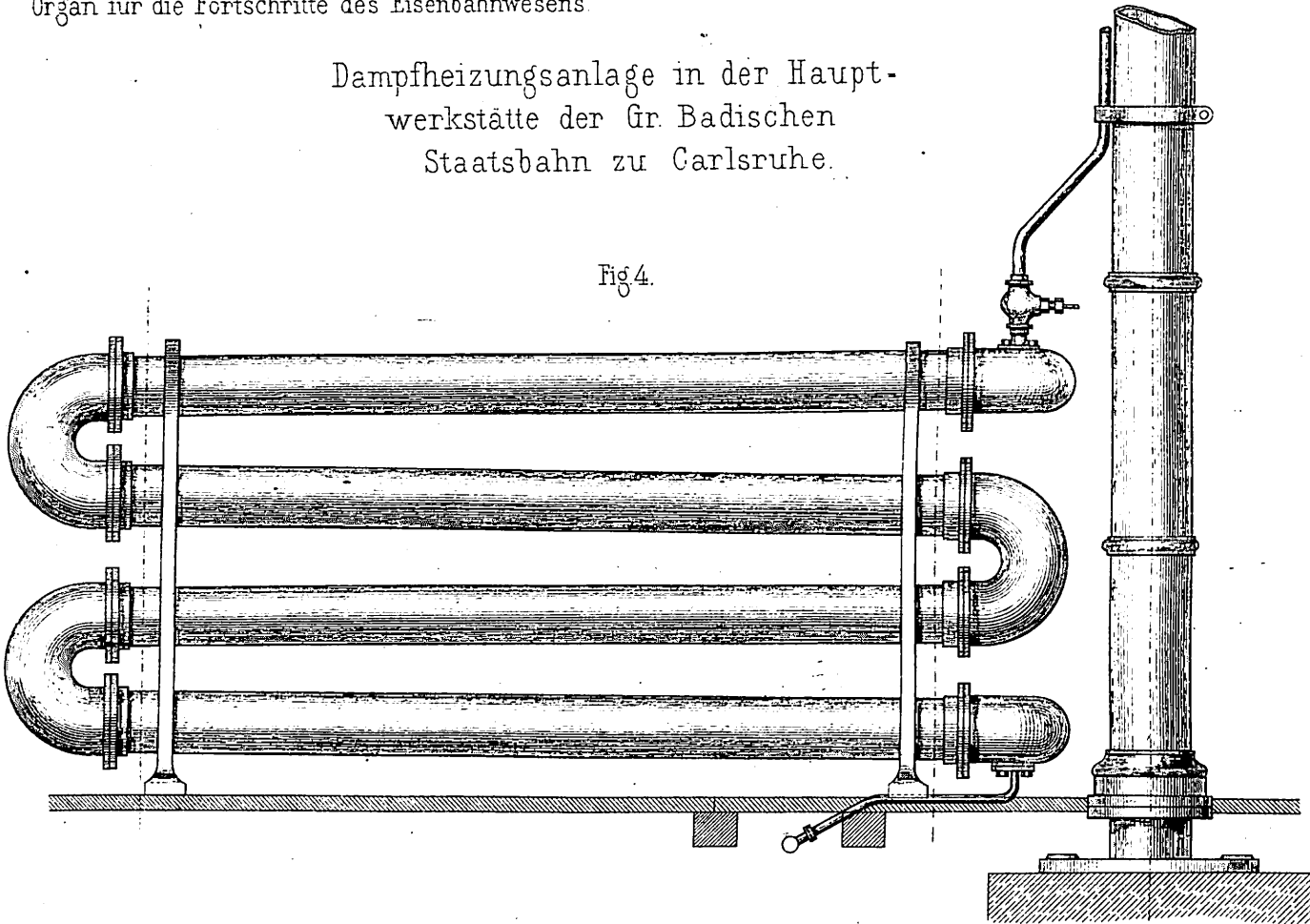


Fig. 1. Plan der Blocklinie: Kopenhagen-Klampenborg. System Siemens & Halske.

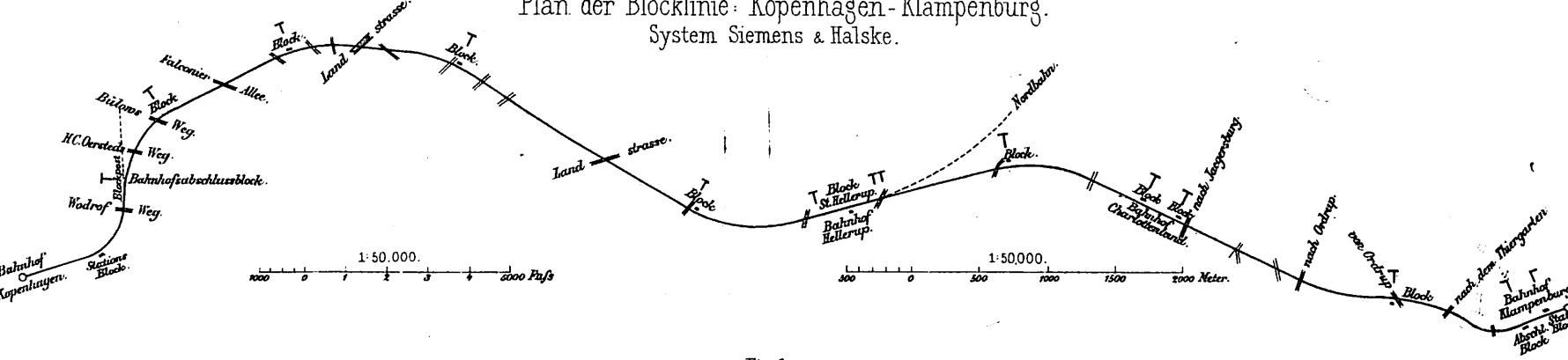


Fig. 2. Bahnhof Hellerup (mit Centralweichensicherung). 1:2000.

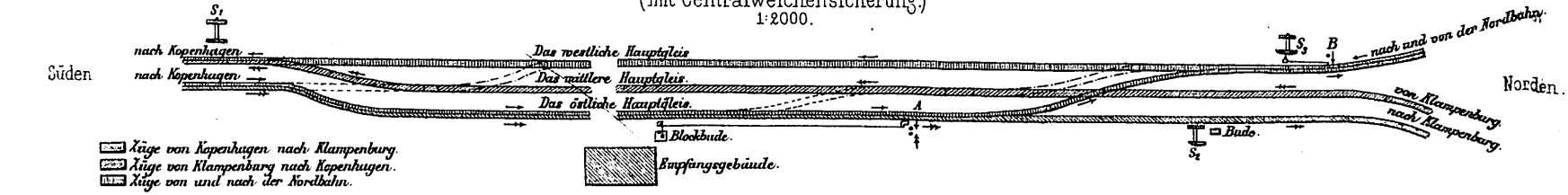
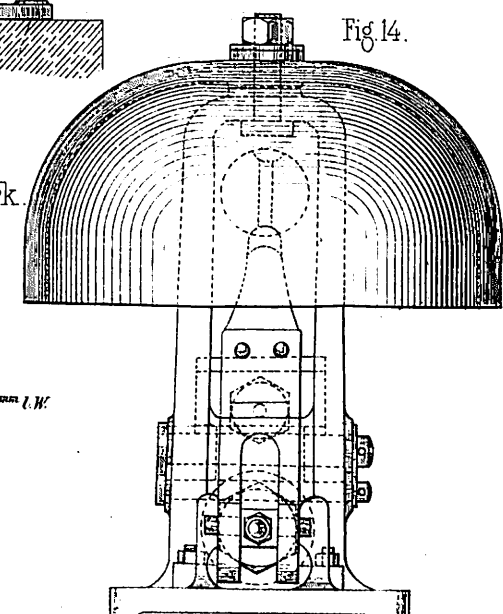
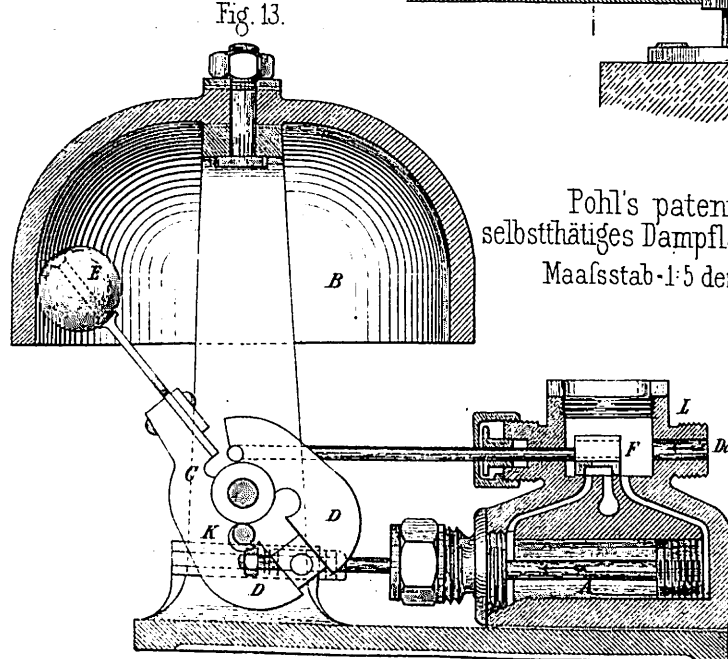
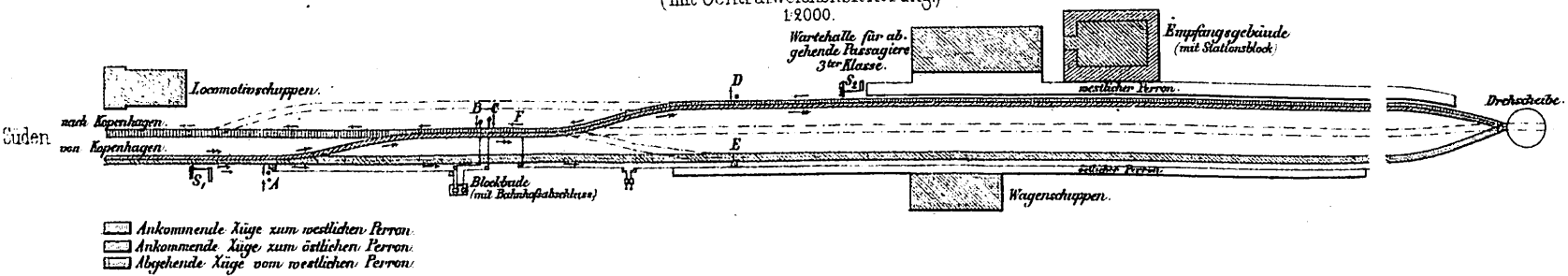
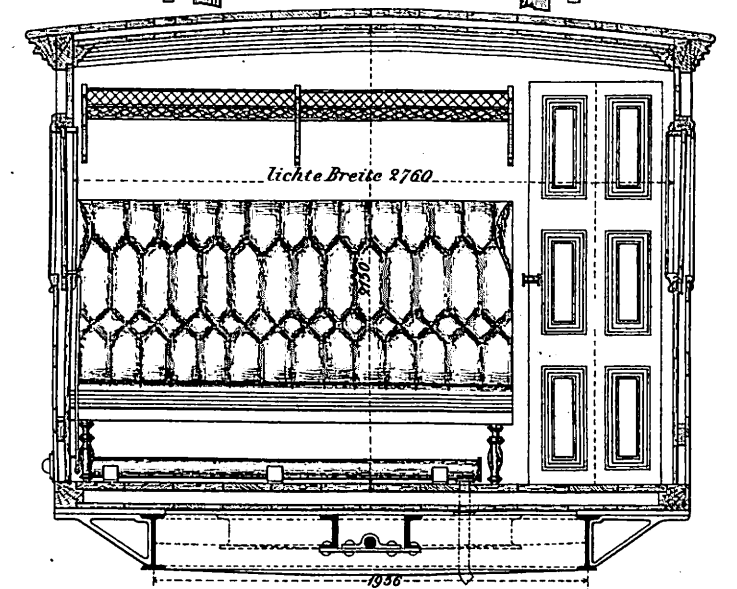


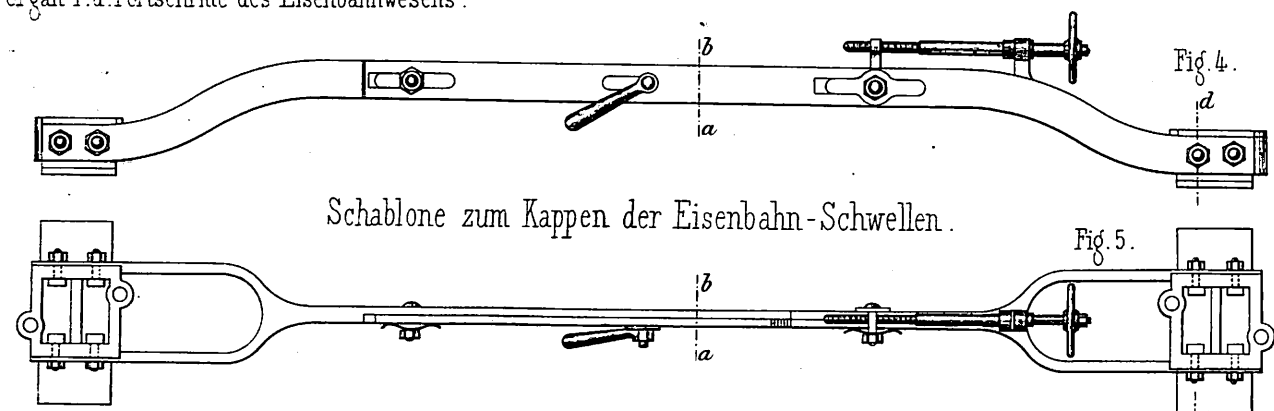
Fig. 3. Bahnhof Klampenborg (mit Centralweichensicherung). 1:2000.



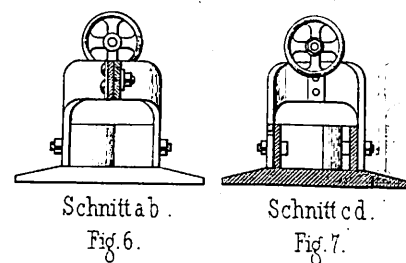
Pohl's patentirtes selbstthätiges Dampfplautwerk. Maafsstab 1:5 der nat. Gr.



Aussichtswagen
der Rhein-Nahe-Eisenbahn
Maassstab-1:35.

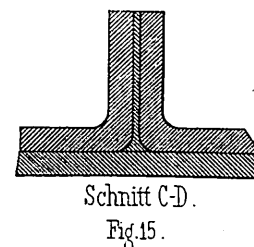


Schablone zum Kappen der Eisenbahn-Schwellen.



Schnitt a b.
Fig. 6.

Schnitt c d.
Fig. 7.



Schnitt C-D.
Fig. 15.

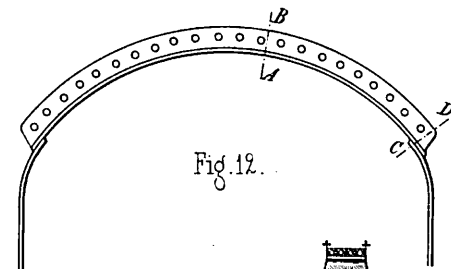
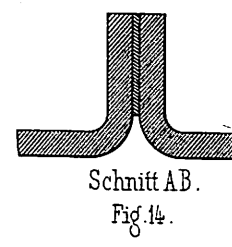


Fig. 12.



Schnitt A B.
Fig. 14.

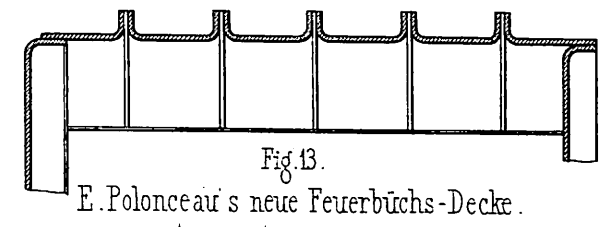


Fig. 13.

E. Polonceau's neue Feuerbüchsen-Decke.

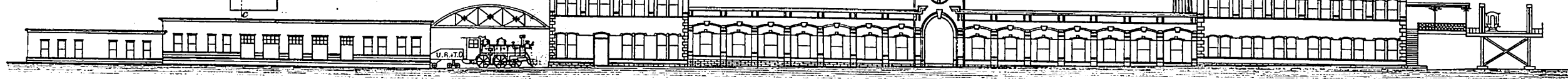


Fig. 1. Ansicht des Empfangsgebäudes.

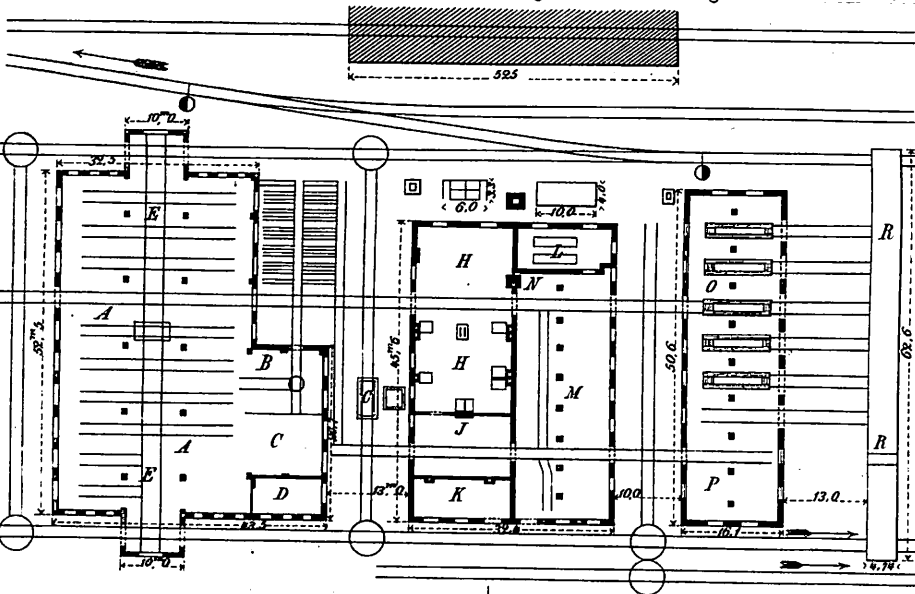
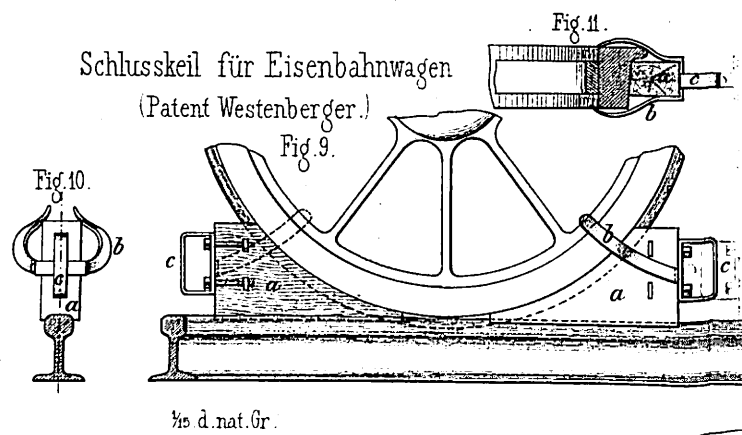
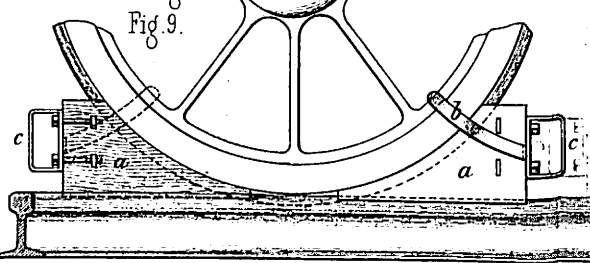
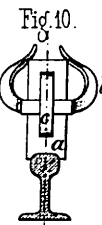


Fig. 8. Die Werkstätten-Anlage in Salzburg.



Schlusskeil für Eisenbahnwagen
(Patent Westenberger.)

Fig. 9.



1/2 d. nat. Gr.

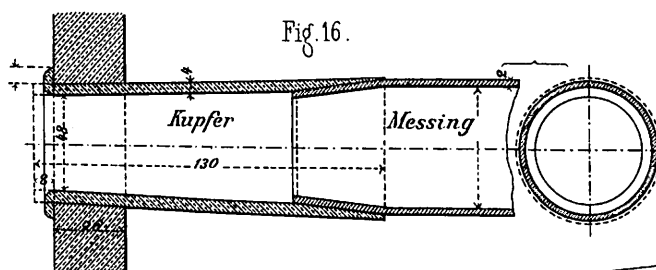


Fig. 16.

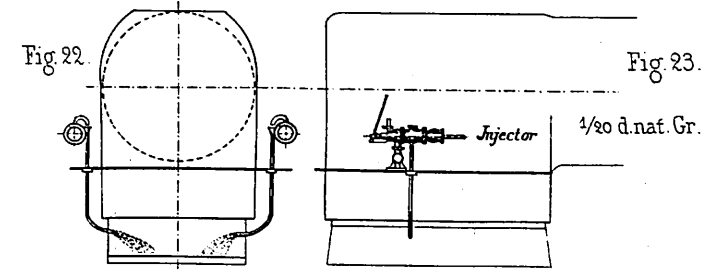


Fig. 22.

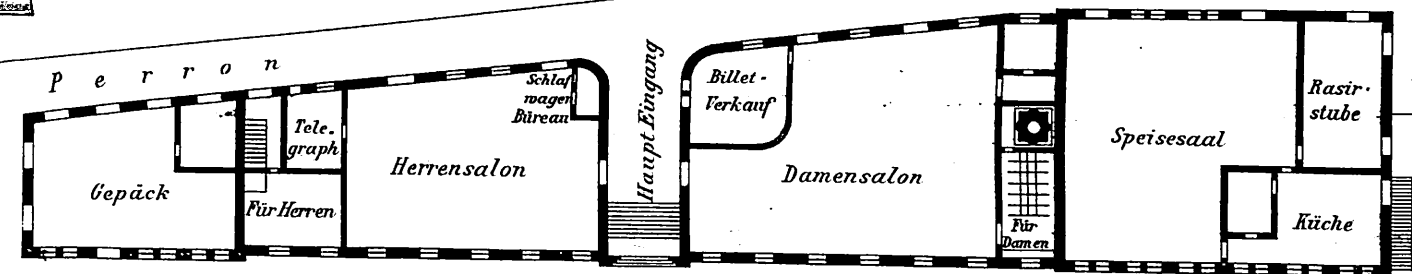
Fig. 23.

1/20 d. nat. Gr.

Fig. 2. Grundriss.



Fig. 17.



Poplar-Street
10 20 30 40 50 Meter 1:600

Central-Bahnhof
der Union Depot Company zu St. Louis.
(Missouri.)

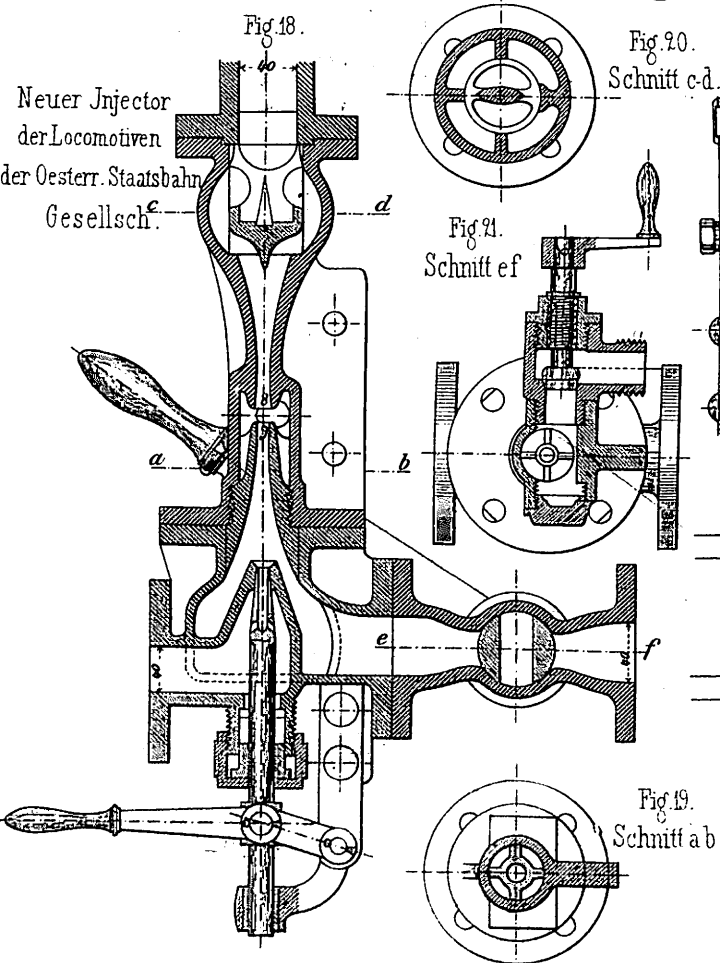


Fig. 18.

Fig. 20.

Schnitt c d.

Fig. 21.

Schnitt e f

Fig. 19.

Schnitt a b.

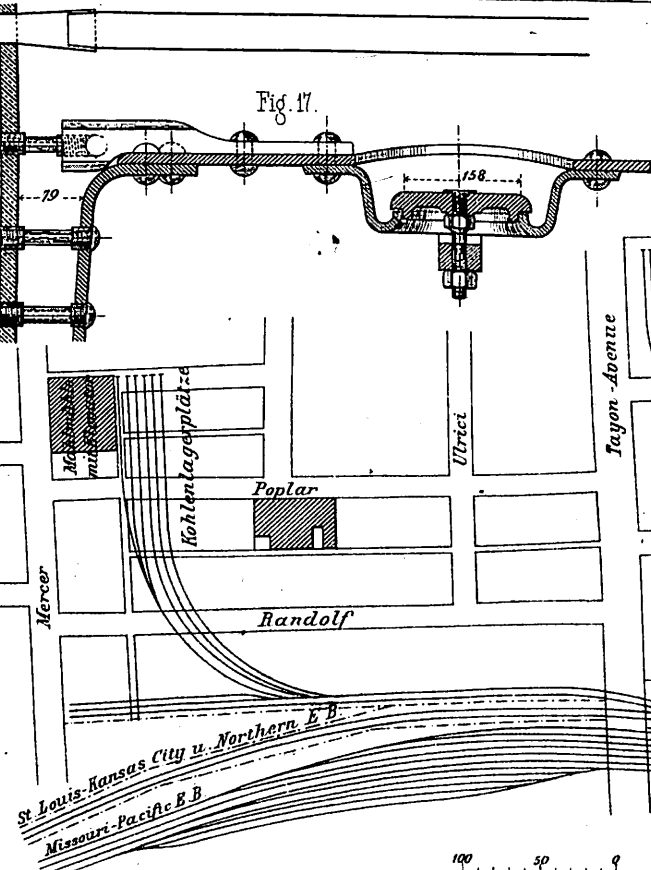
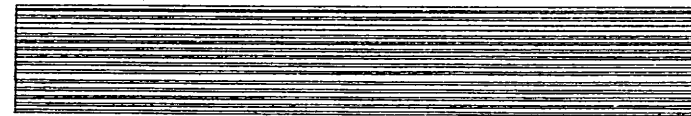


Fig. 3.

Maßstab 1:5000

Schienenlager.



Langschwellenlager.



Schienenlager.



Langschwellenlager.



Querschwellenlager.



Alfred u. Spielmanns Tramway-Schienen.

Fig. 7.

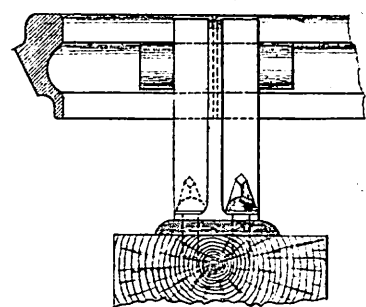


Fig. 8.

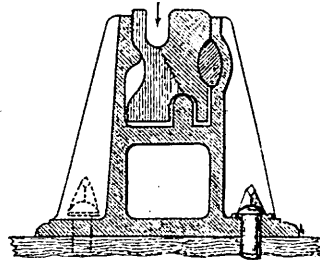
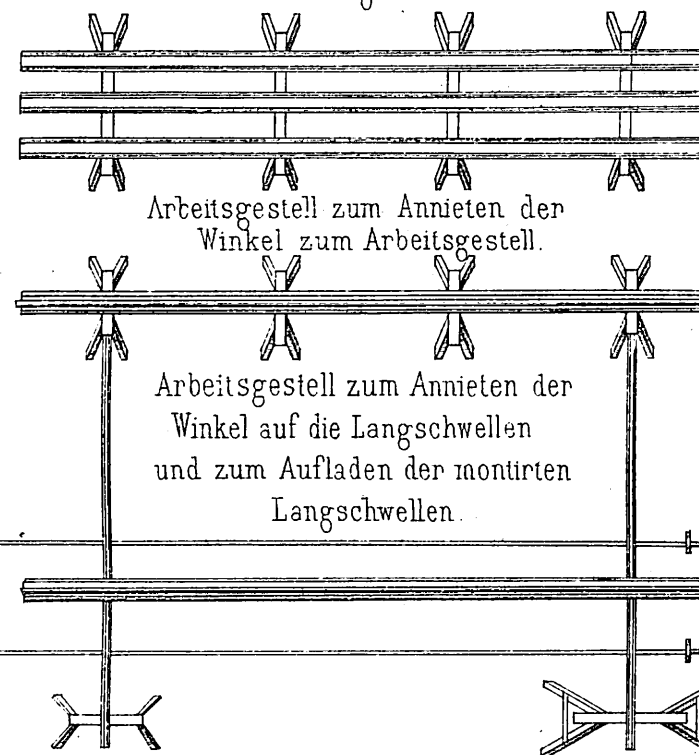


Fig. 3.



Arbeitsgestell zum Anieten der Winkel zum Arbeitsgestell.

Arbeitsgestell zum Anieten der Winkel auf die Langschwellen und zum Aufladen der montirten Langschwellen.

Fig. 1.

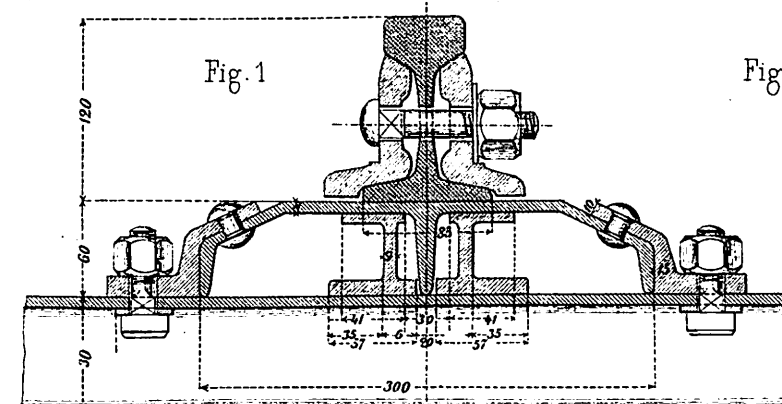
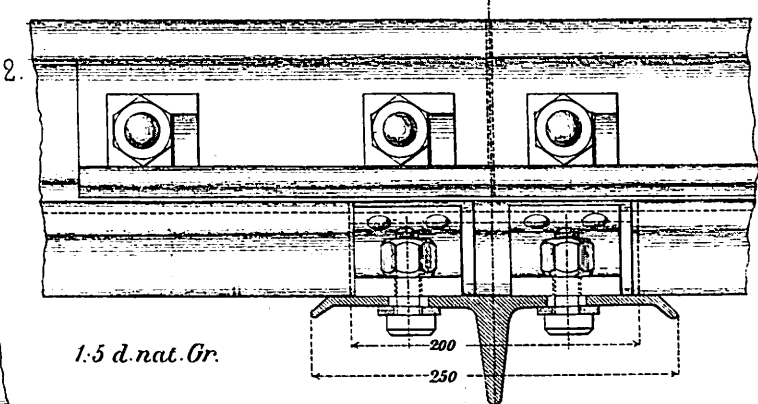


Fig. 2.



1:5 d. nat. Gr.

Fig. 9.

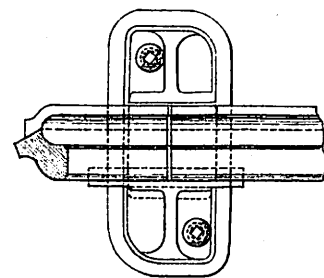


Fig. 5. Schnitt A.B.

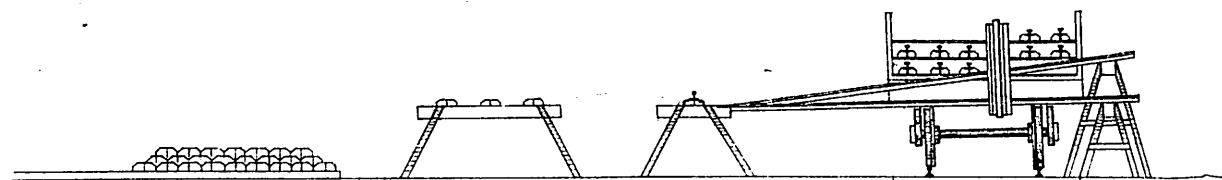
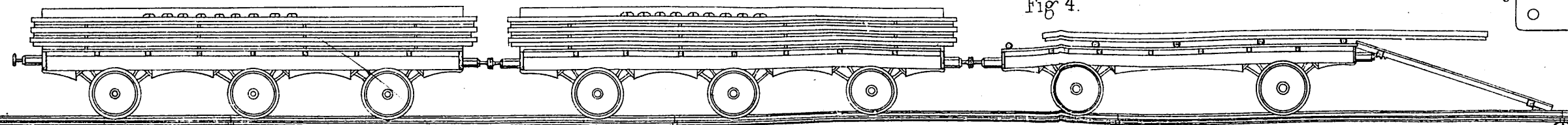


Fig. 4.



Lorrij mit Langschwellen beladen.

regulirte Strecke.

Lorrij für Kleisenzeug

nicht regulirte Strecke.

Kernaul's Befestigung der Cylinderdeckel bei Locomotiven.

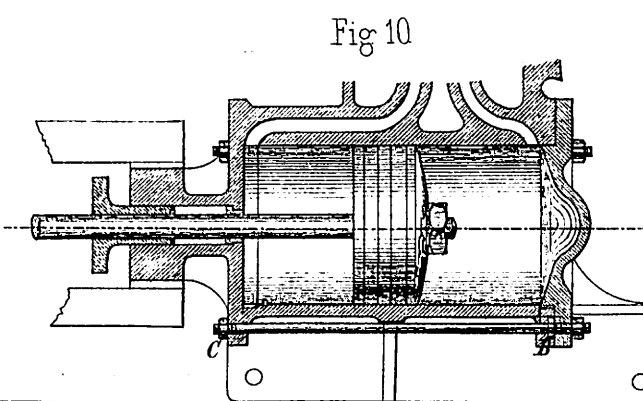


Fig. 11.

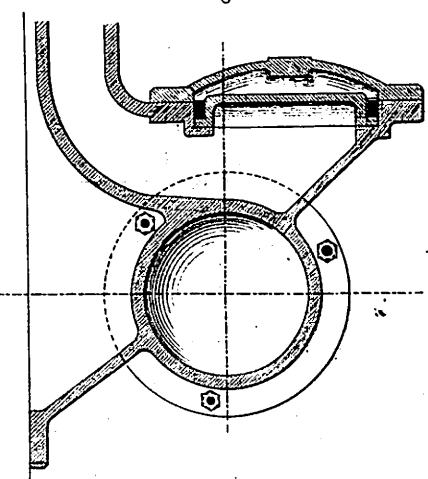


Fig. 6. Kreuzungsstation Gross-Köris.

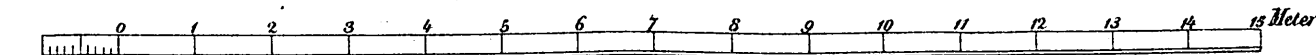
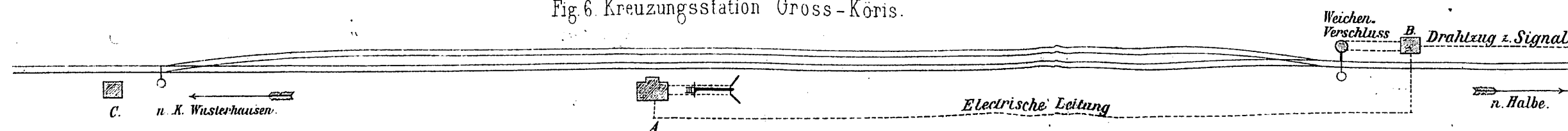


Fig. 1-6. Distanz - Wendescheibe von Flamand.

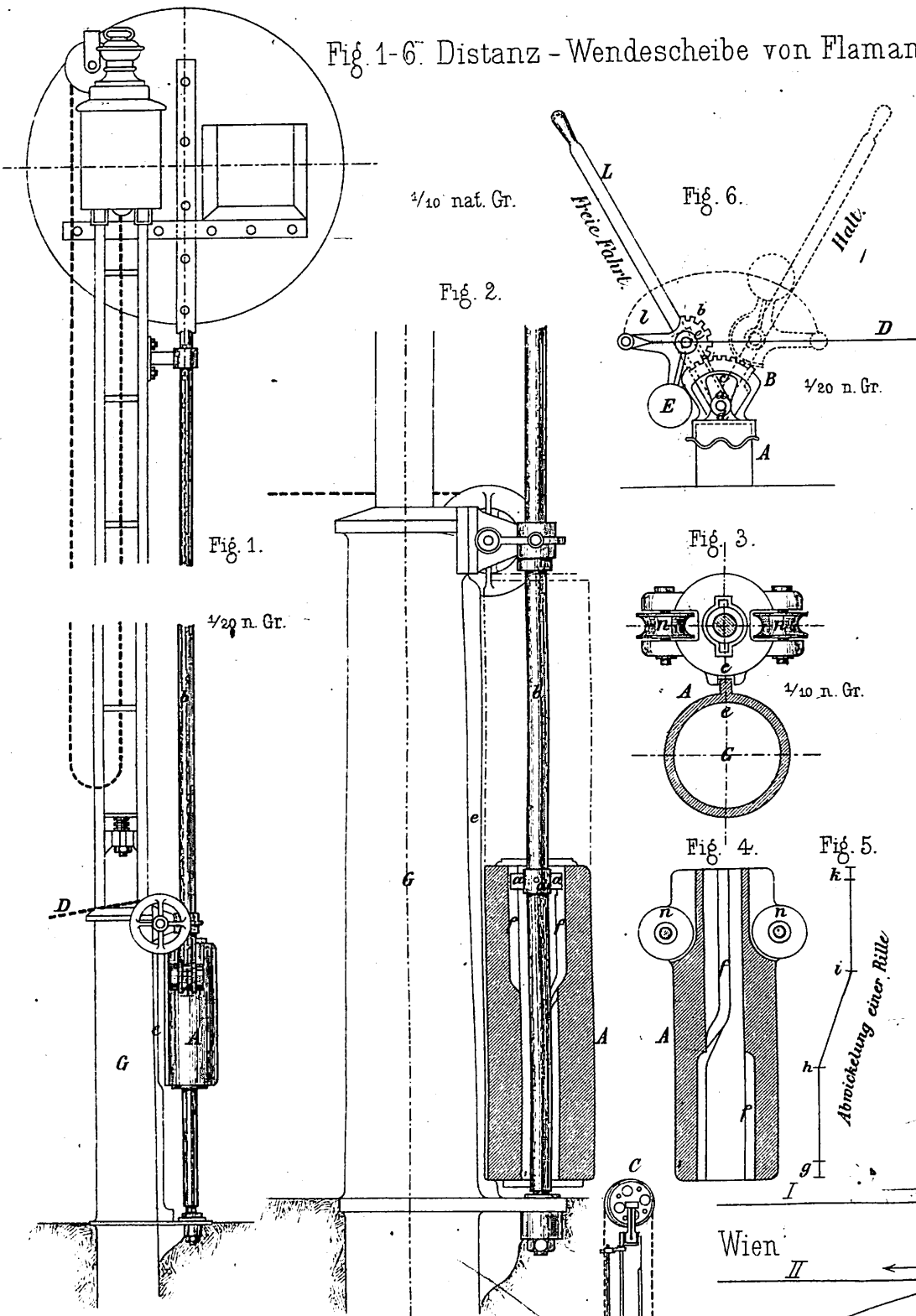


Fig. 7. Selbstthätige Signalvorrichtung
von Pignel.

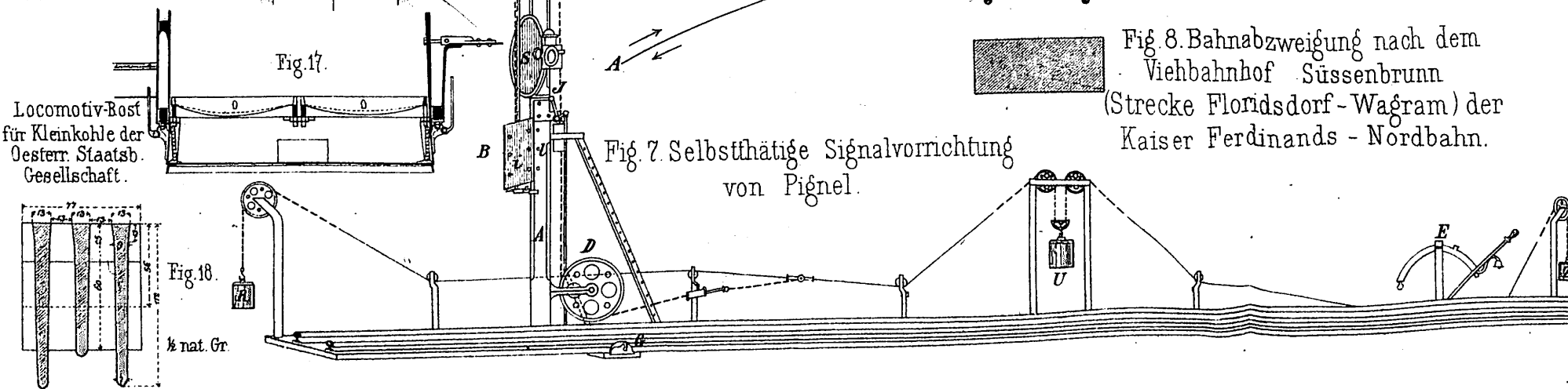


Fig. 9.

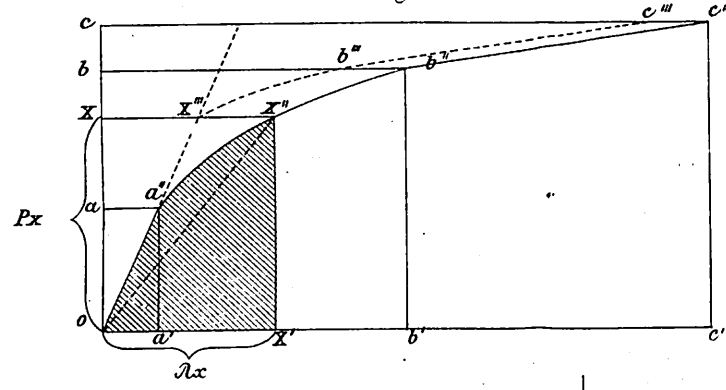


Fig. 10.

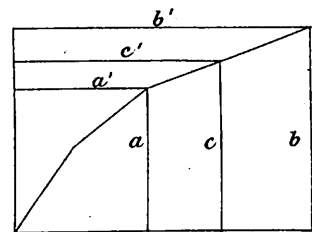


Fig. 11.

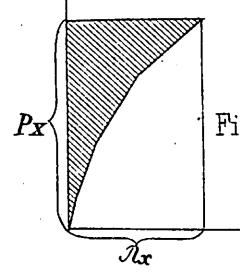


Fig. 12.

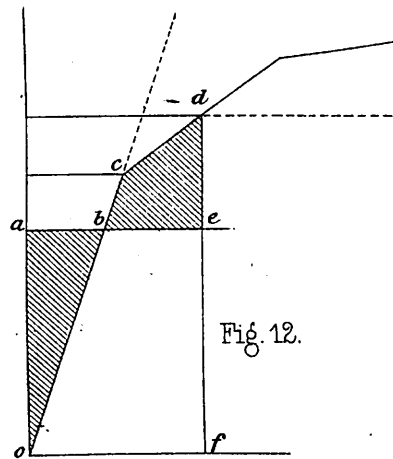


Fig. 13.

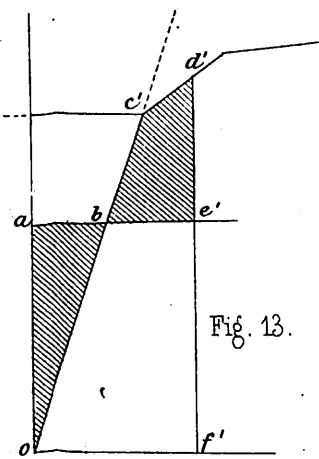


Fig. 8. Bahnabzweigung nach dem Viehhof Süssenbrunn (Strecke Floridsdorf - Wagram) der Kaiser Ferdinands - Nordbahn.

Excenterwinkelmesser.

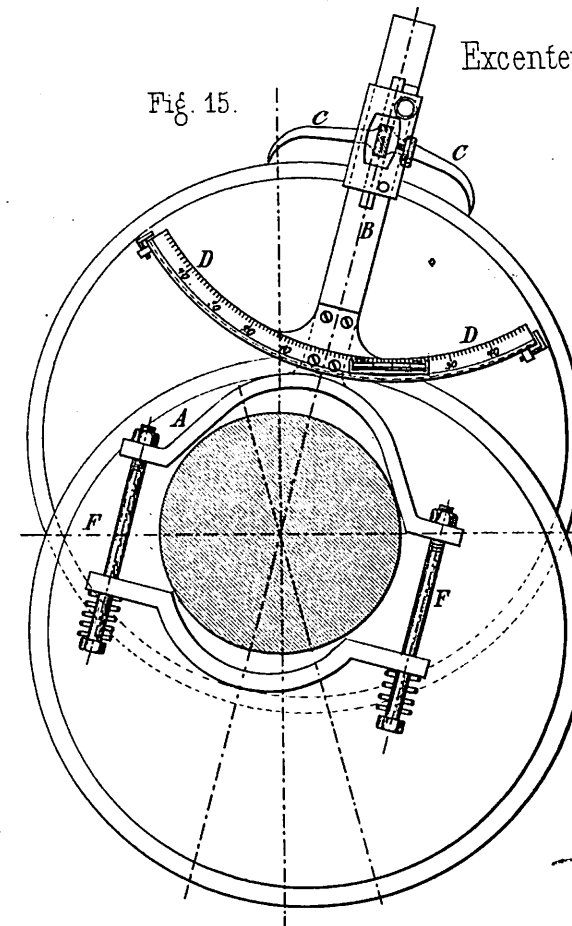
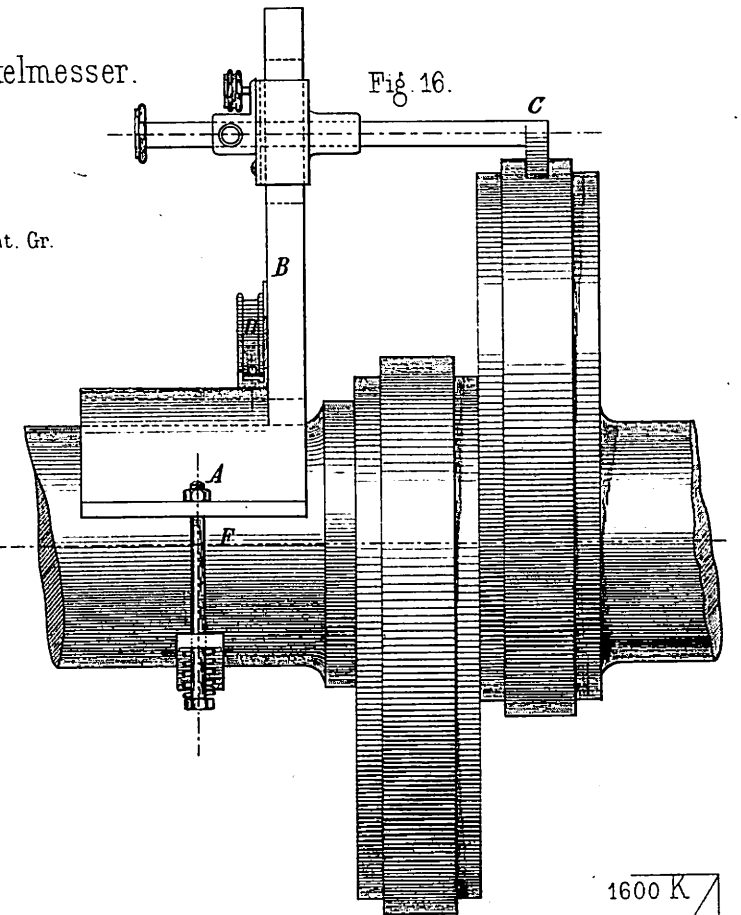
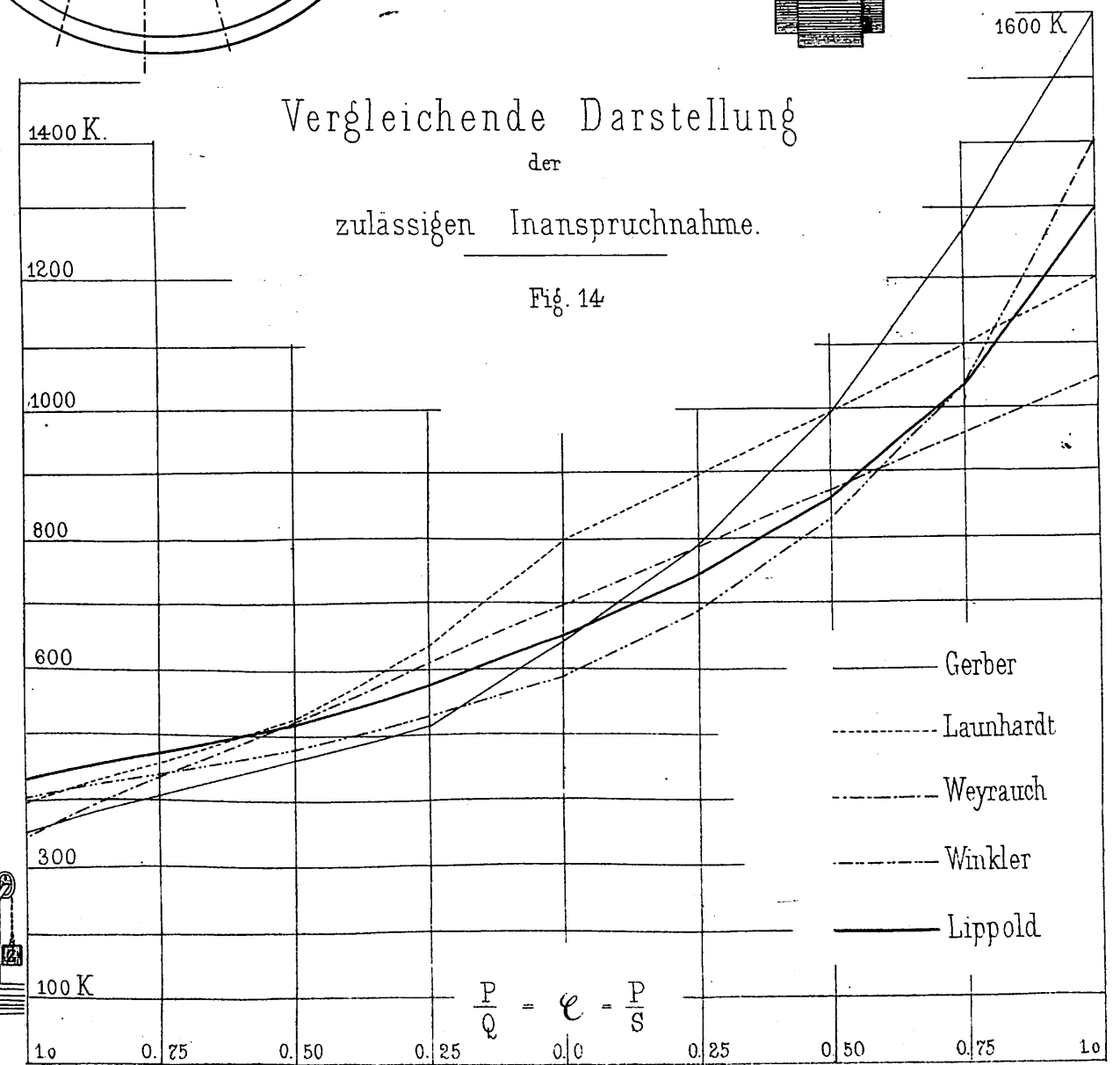


Fig. 16.



Vergleichende Darstellung
der
zulässigen Inanspruchnahme.

Fig. 14



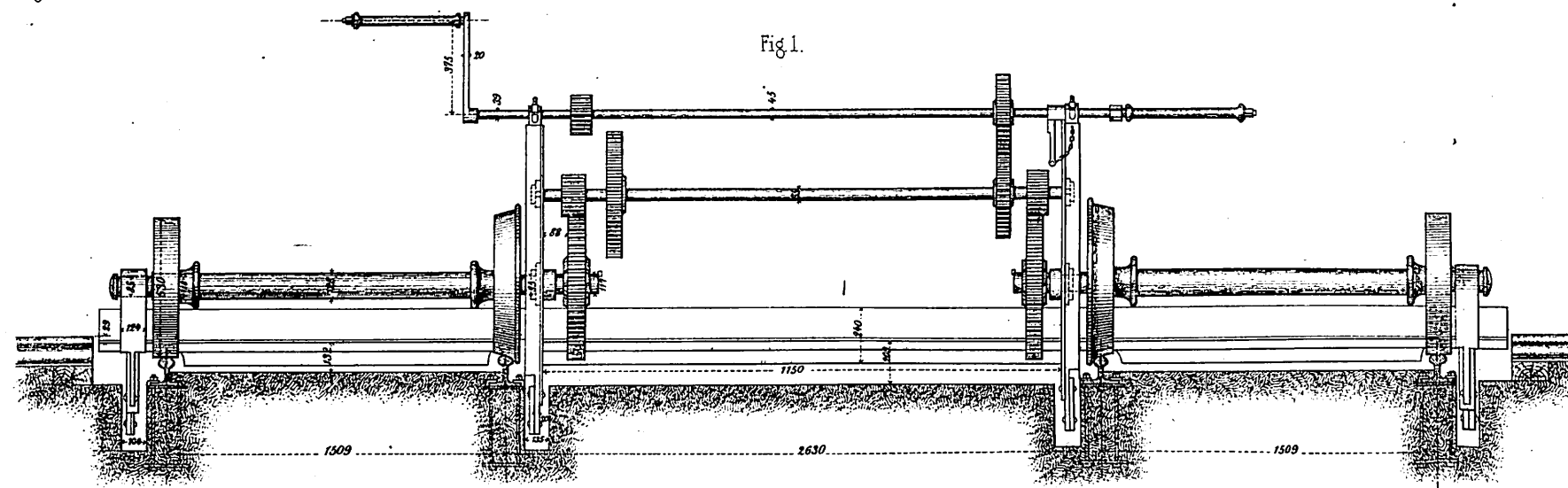


Fig. 1.

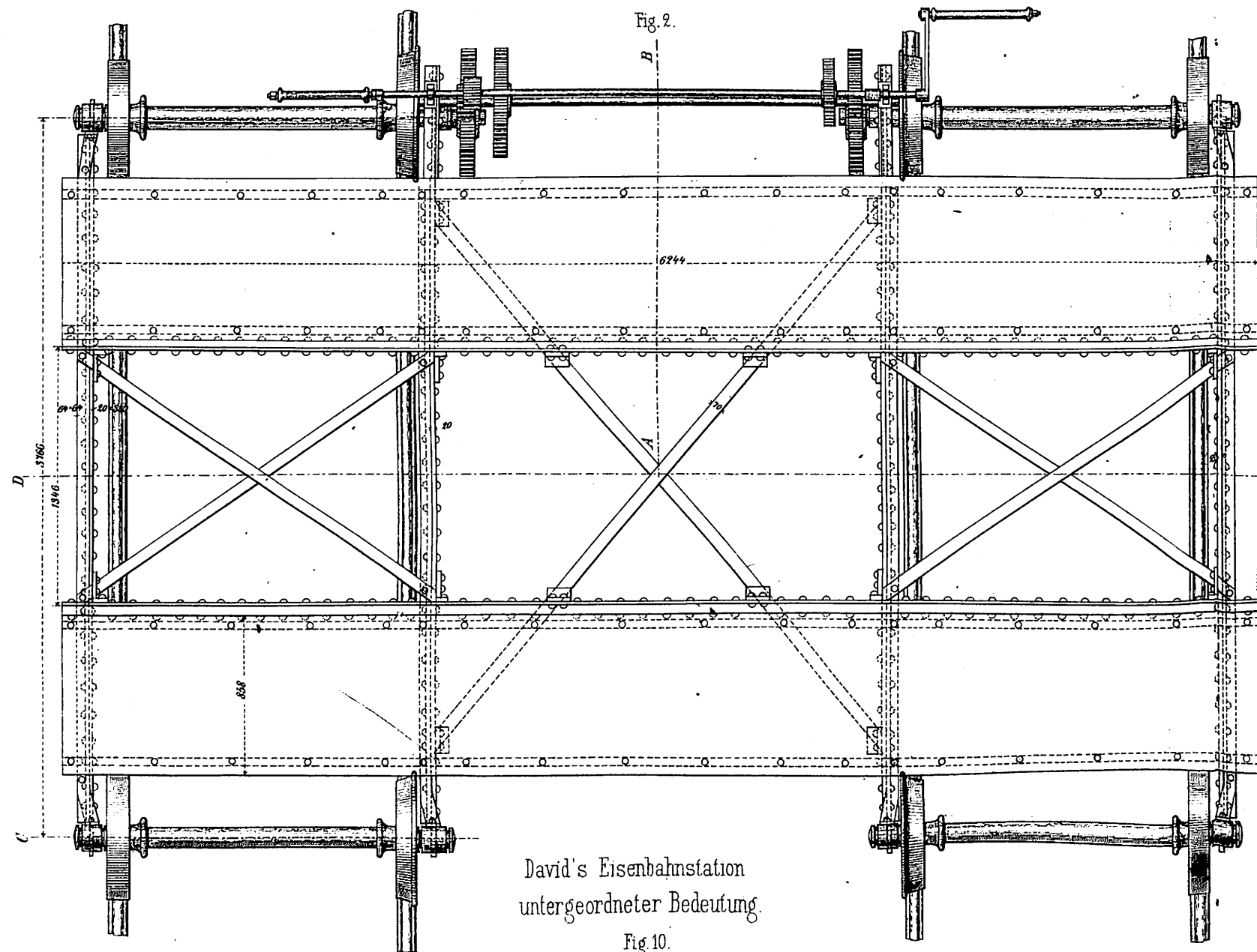
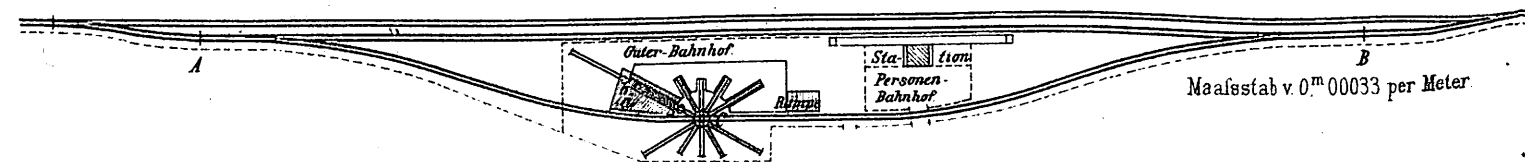


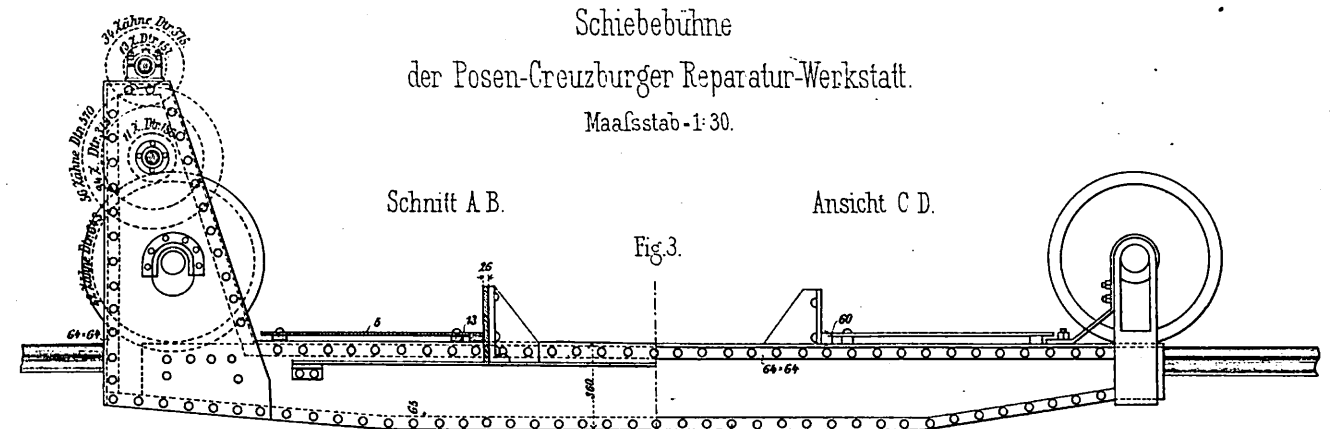
Fig. 2.

David's Eisenbahnstation
untergeordneter Bedeutung.

Fig. 10.



Maassstab v. 0.00033 per Meter



Schiebebühne
der Posen-Creuzburger Reparatur-Werkstatt.
Maassstab 1:30.

Schnitt A B.

Ansicht C D.

Fig. 3.

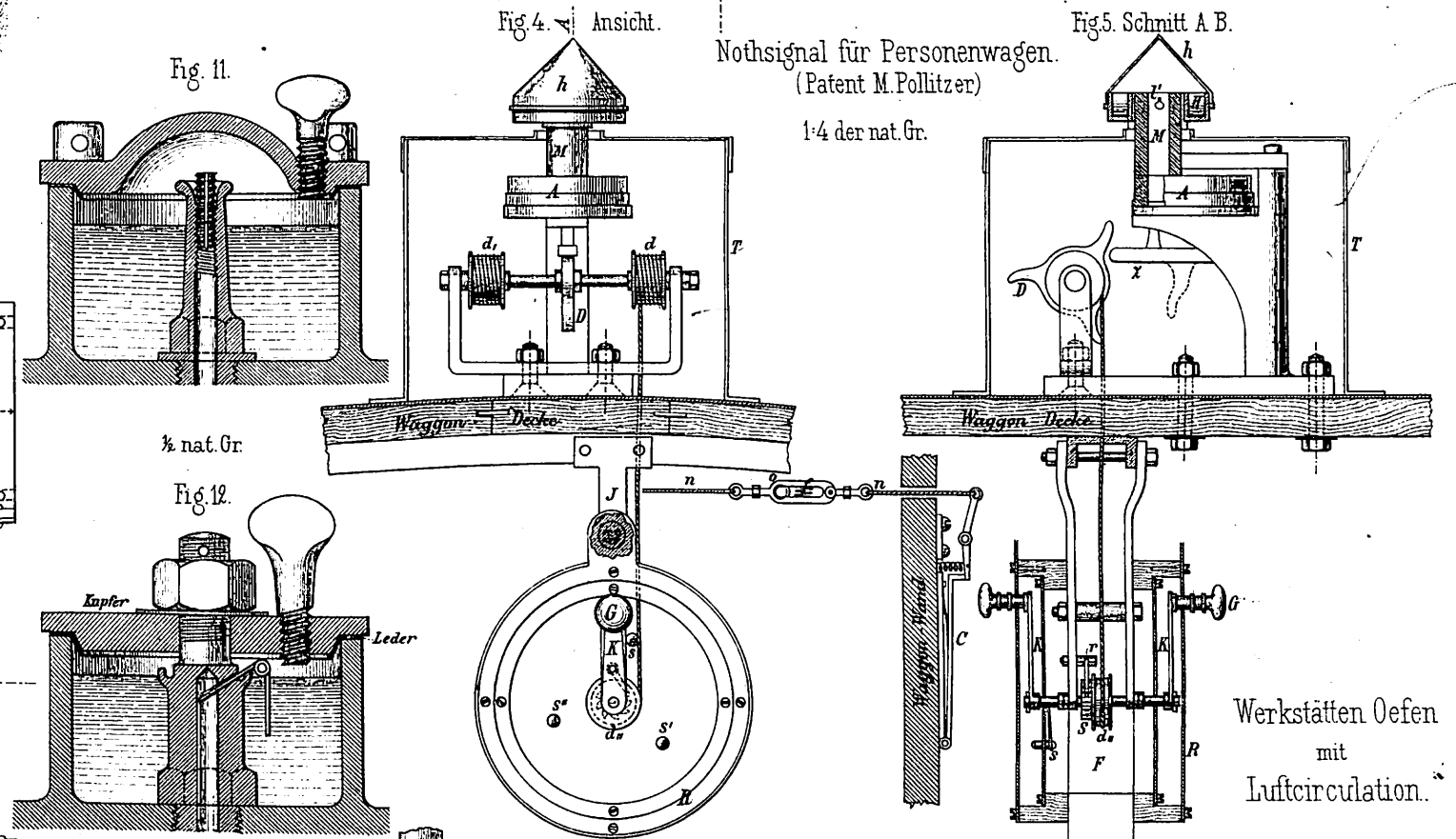


Fig. 11.

Fig. 4. Ansicht.

Nothsignal für Personenwagen.
(Patent M. Pollitzer)

1:4 der nat. Gr.

Fig. 5. Schnitt A B.

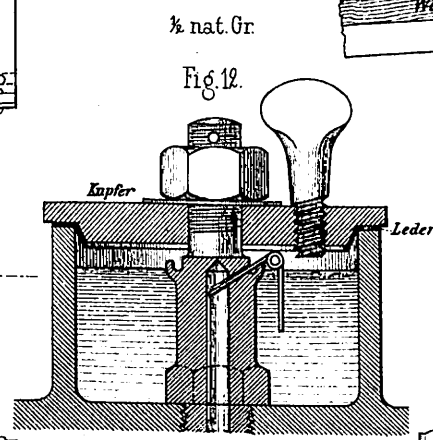


Fig. 12.

Schmierbüchsen
für Kurbel-
und Kuppelstangen.



Fig. 6.

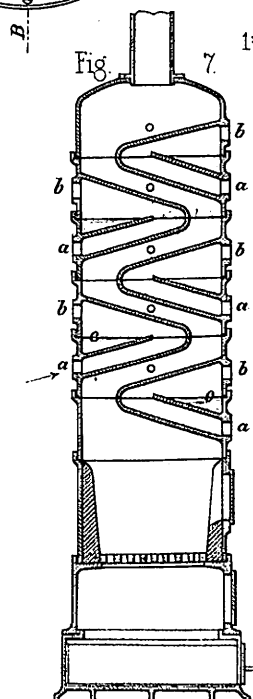


Fig. 7.

1:25 der nat. Gr.

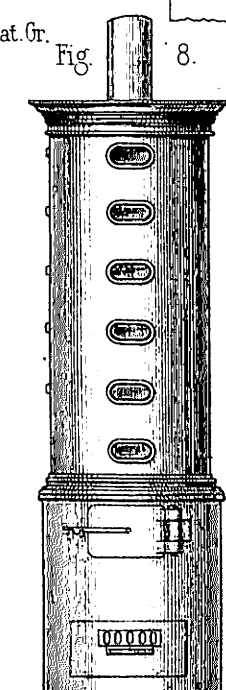


Fig. 8.

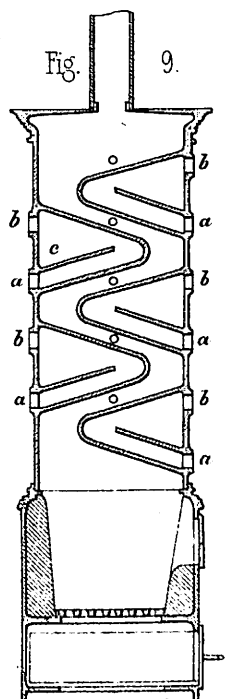
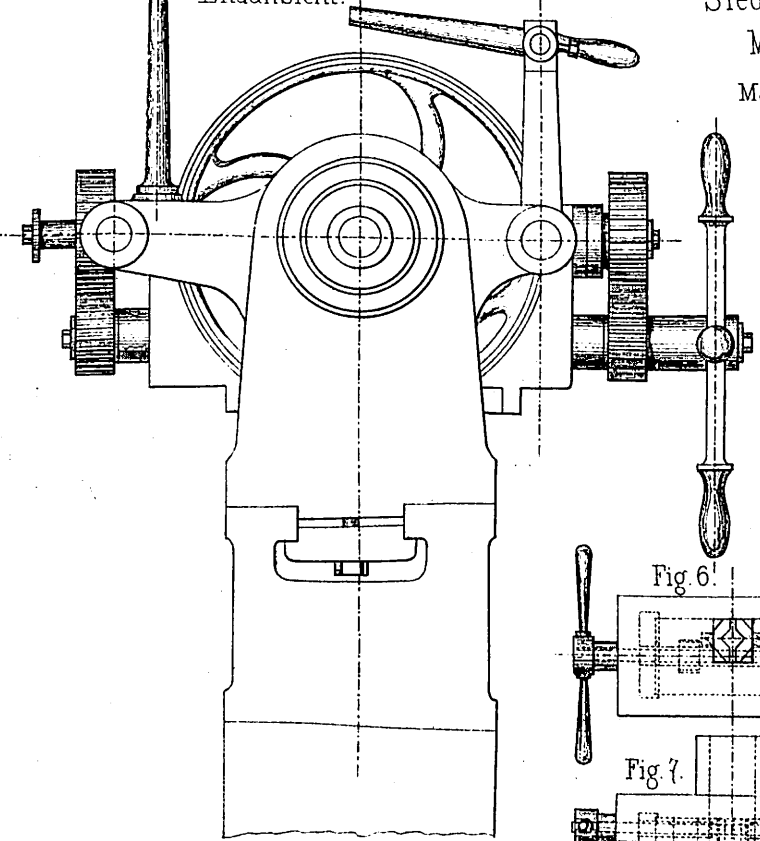
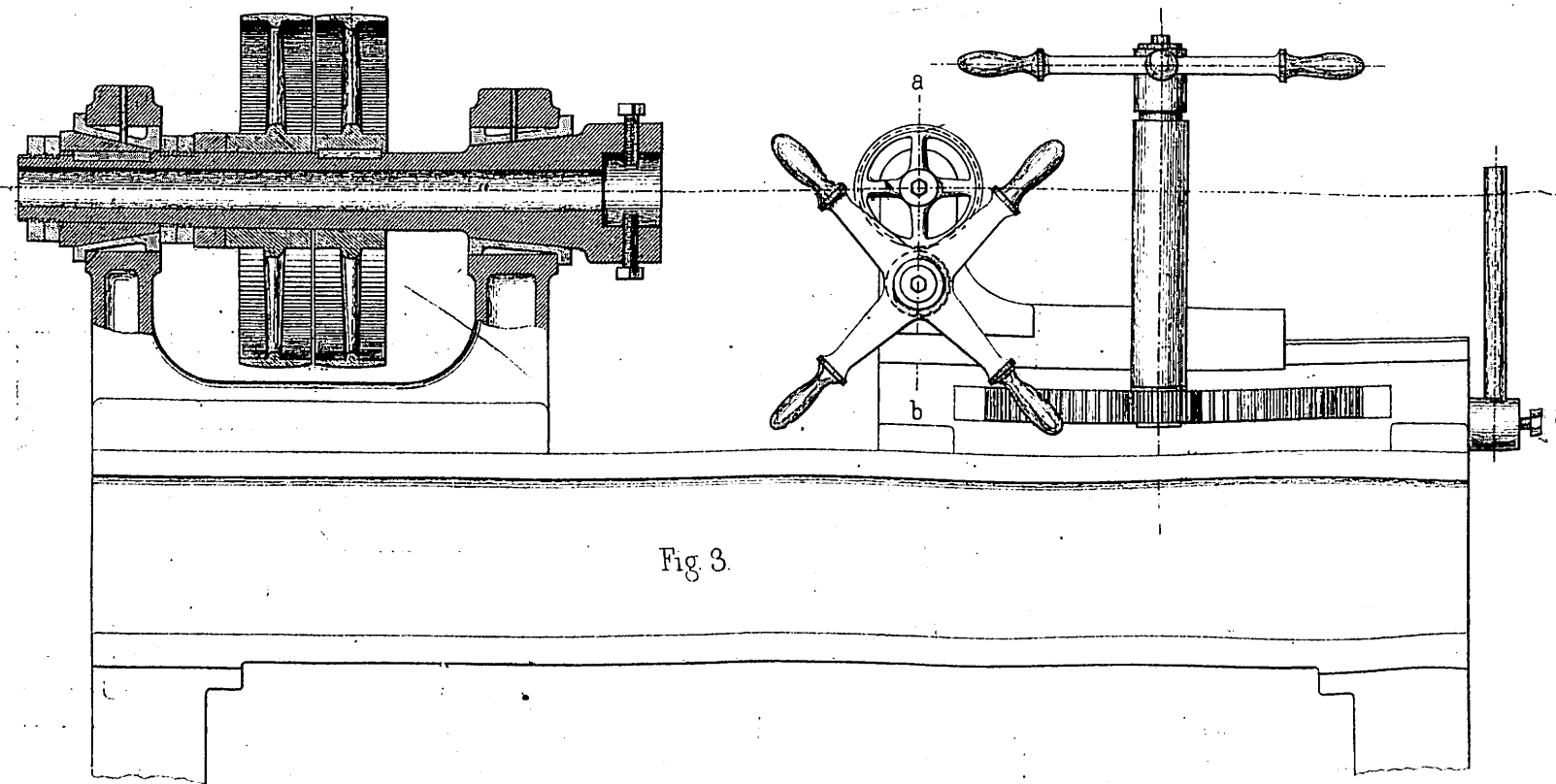
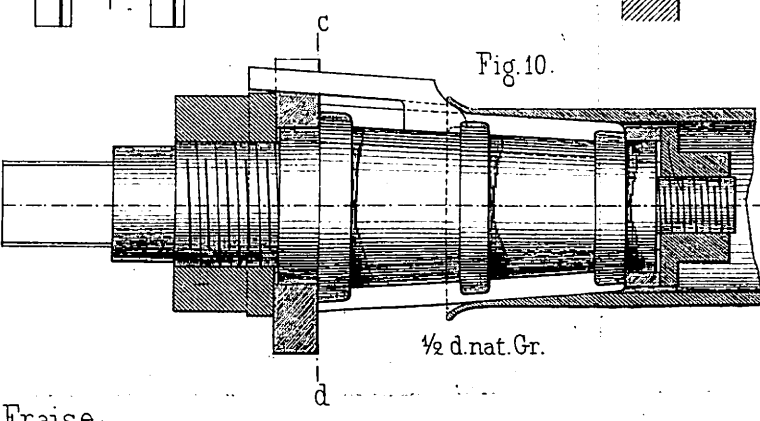
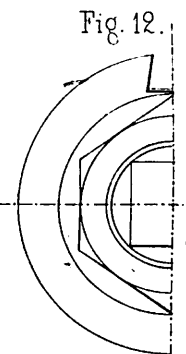
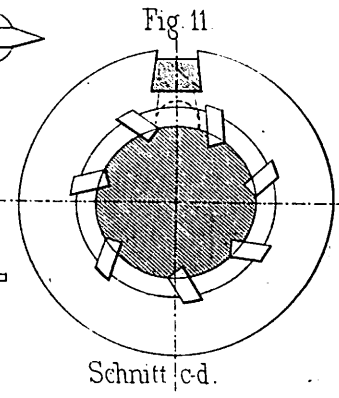
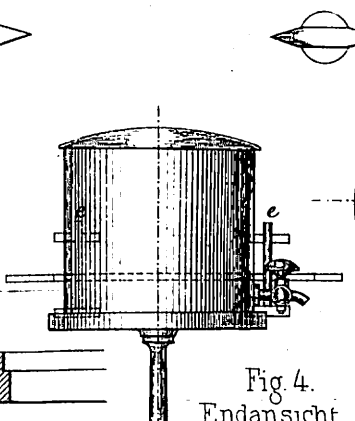
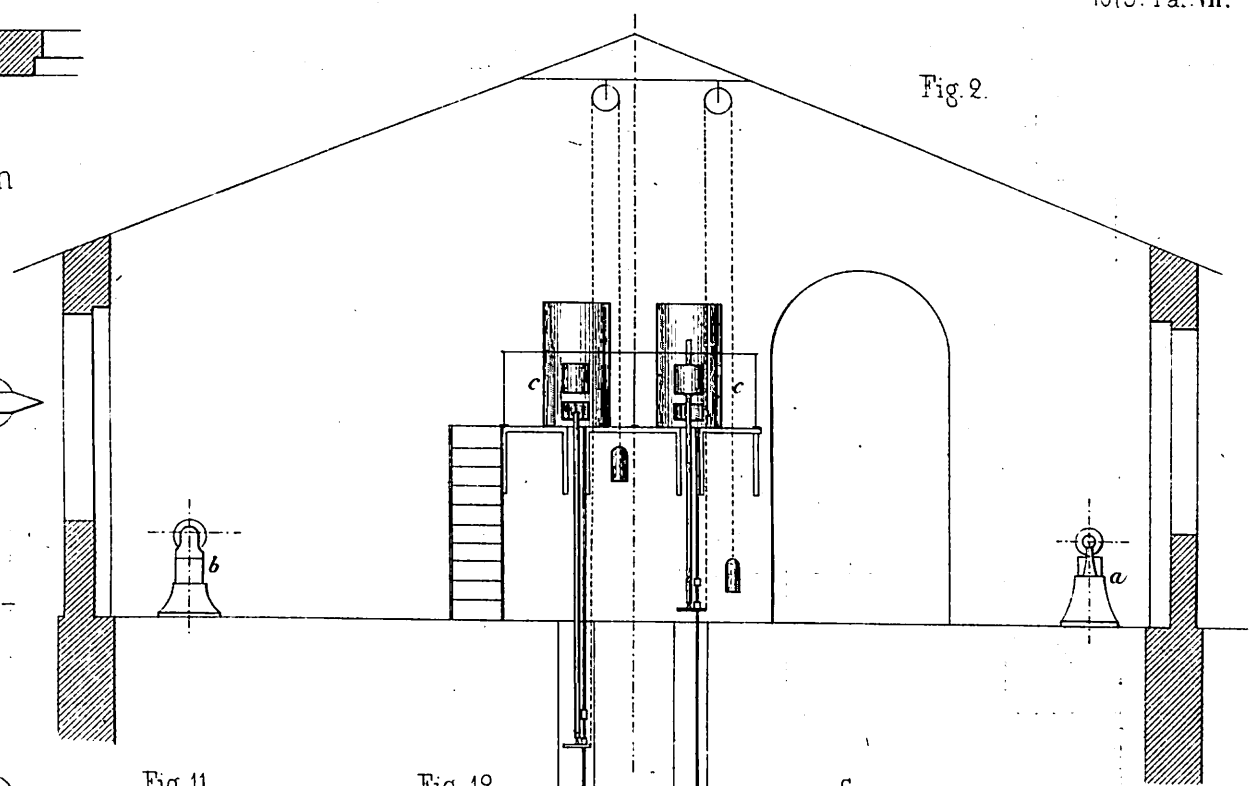
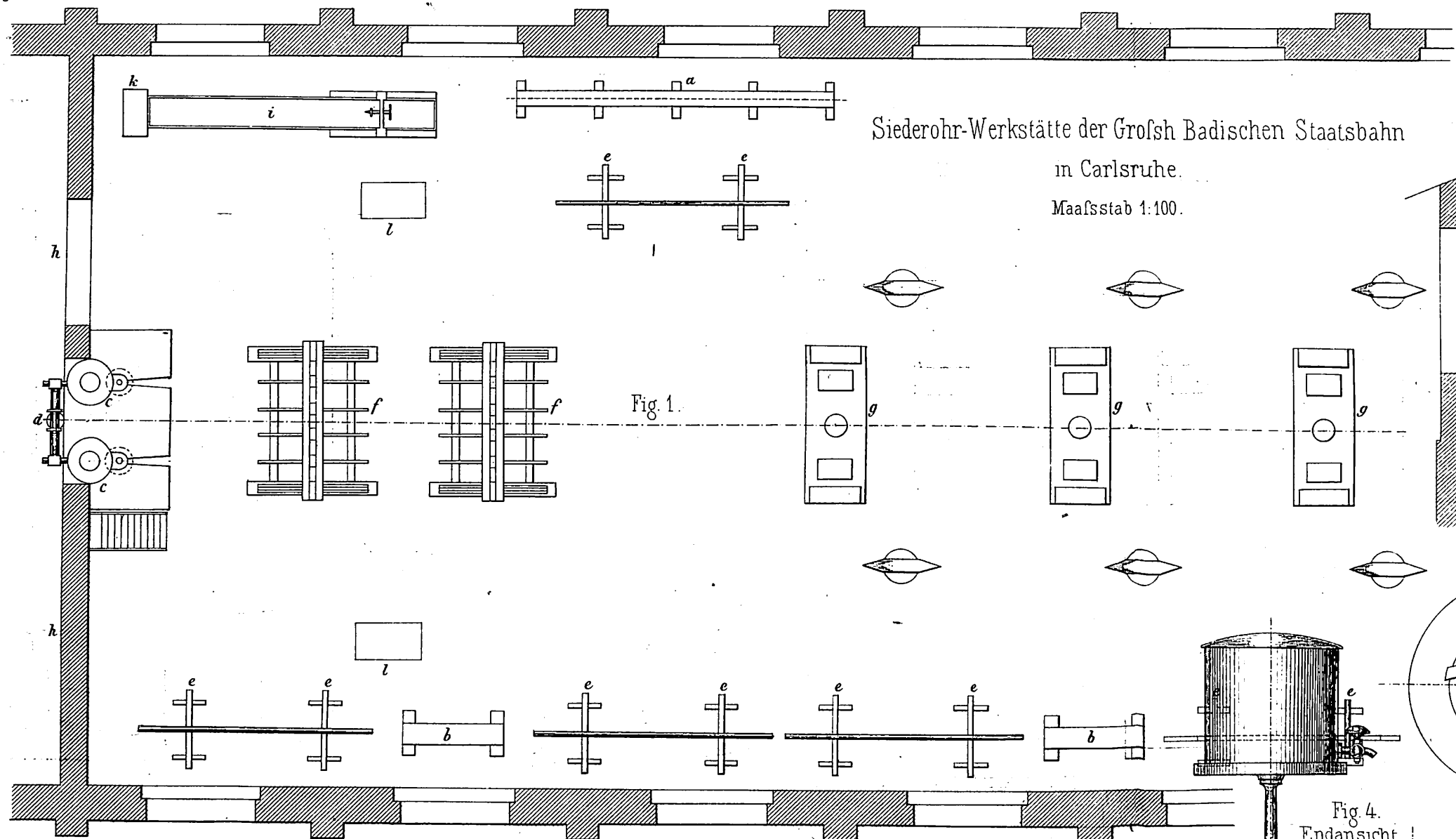
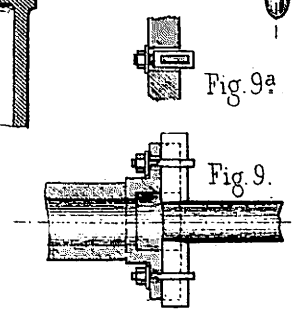
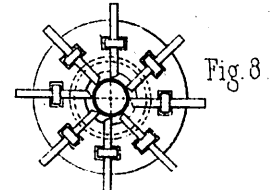
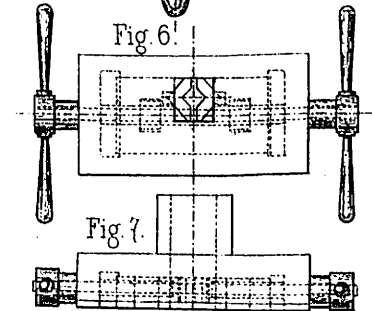
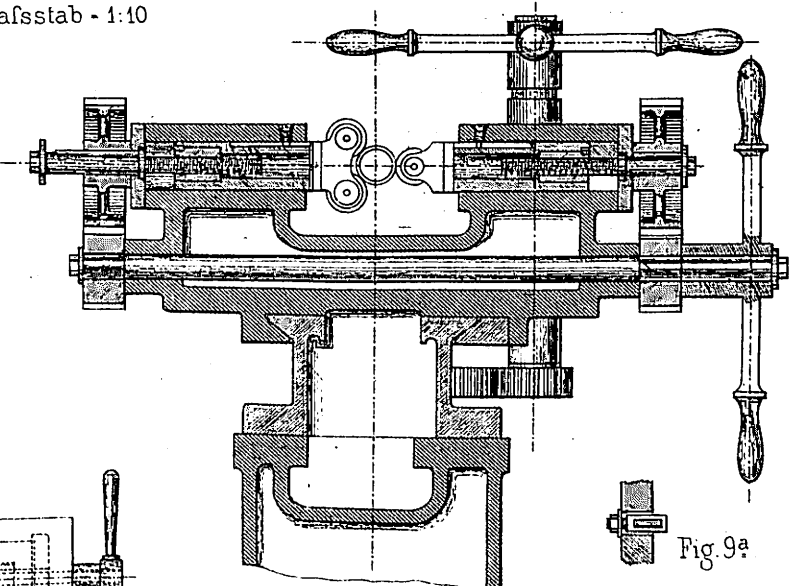


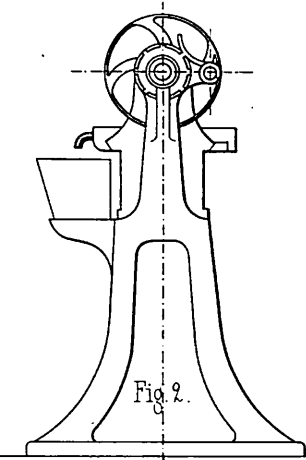
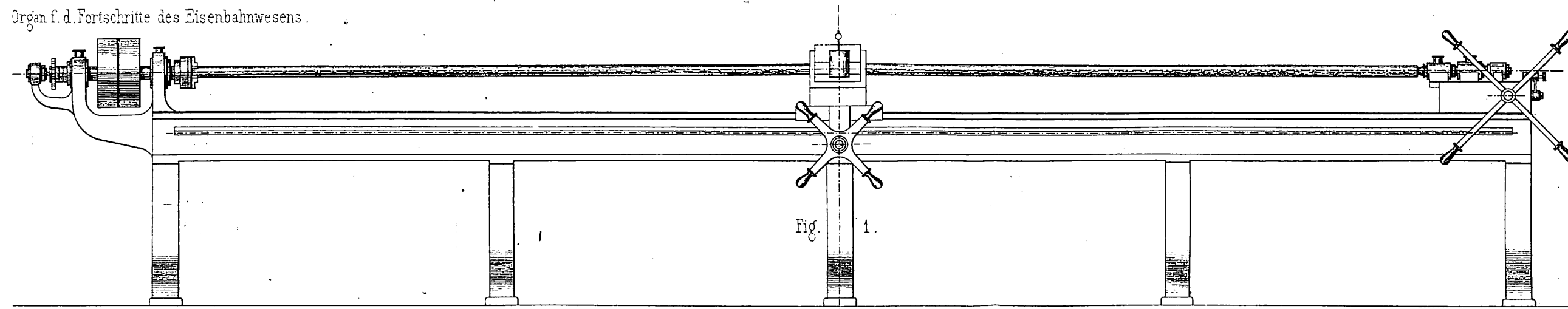
Fig. 9.

Werkstätten Oefen
mit
Luftcirculation.

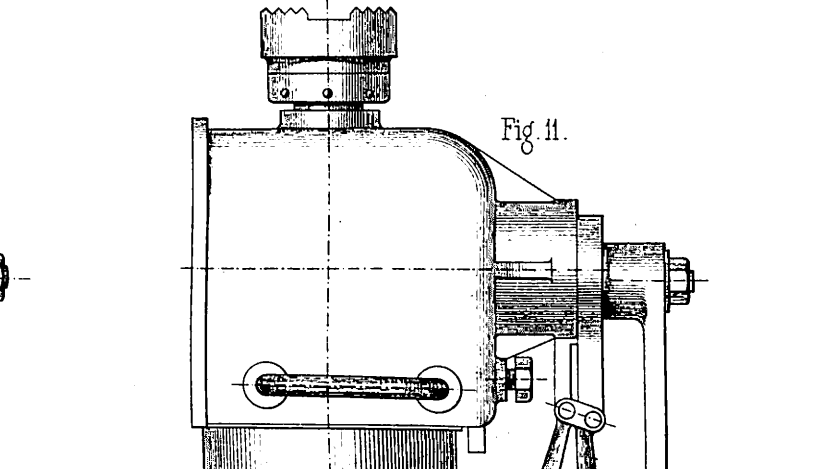
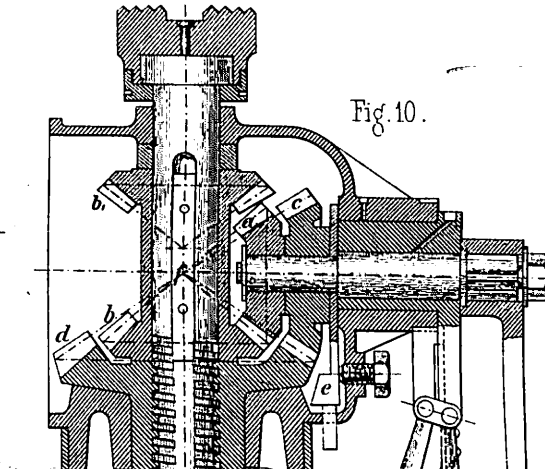
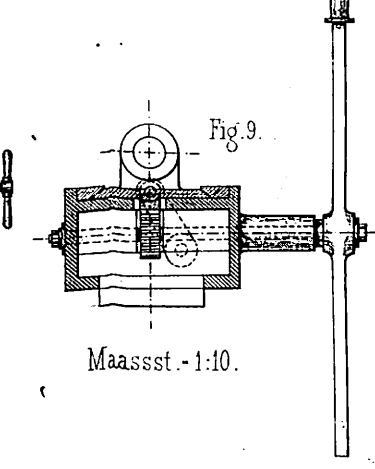
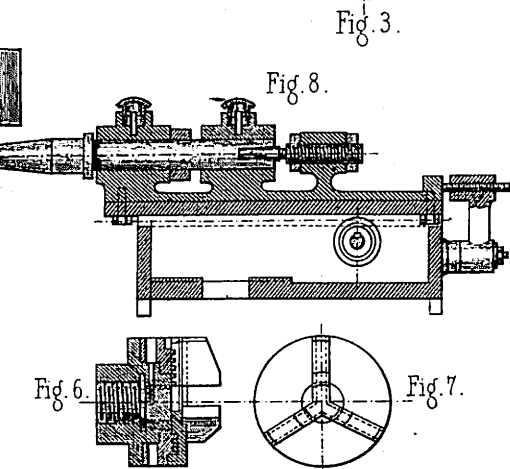
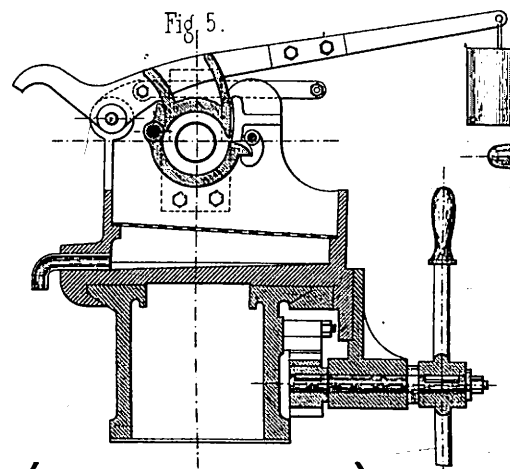
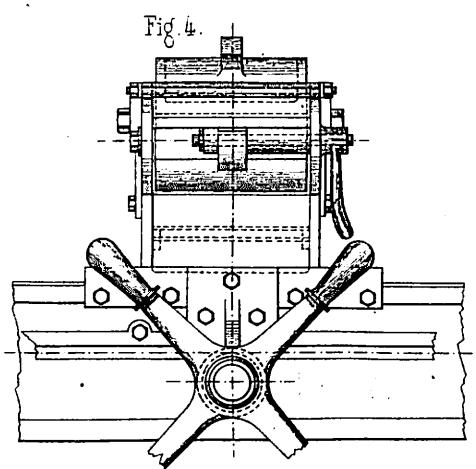
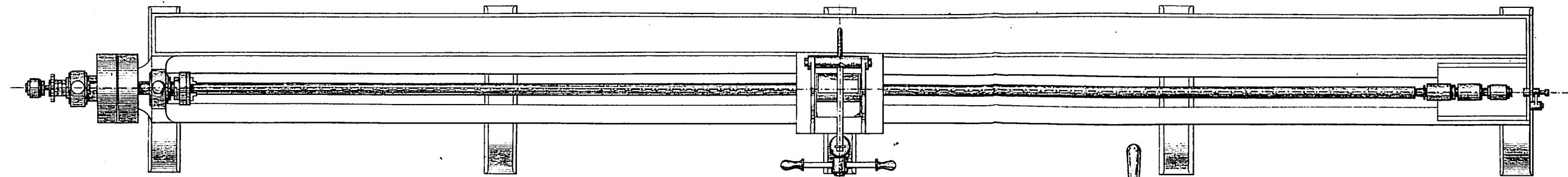


Siederohr-Fraise-Maschine. Maaßstab - 1:10

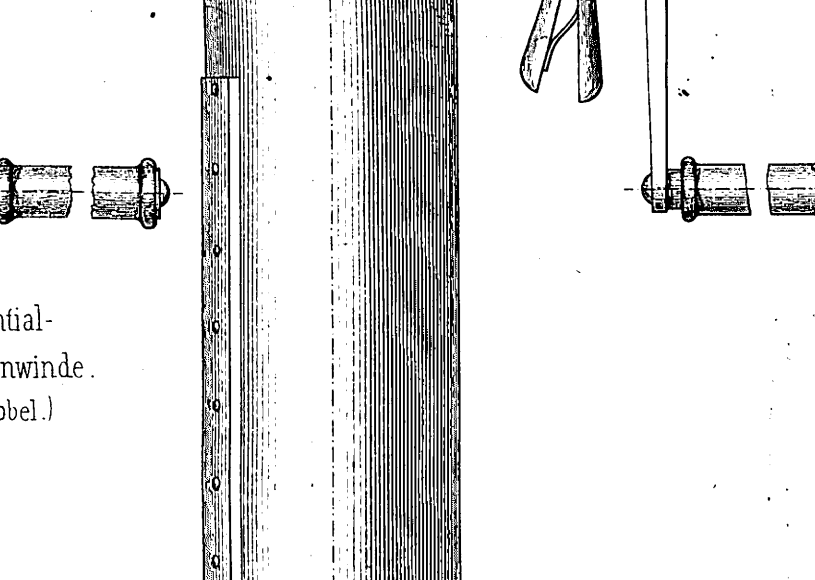
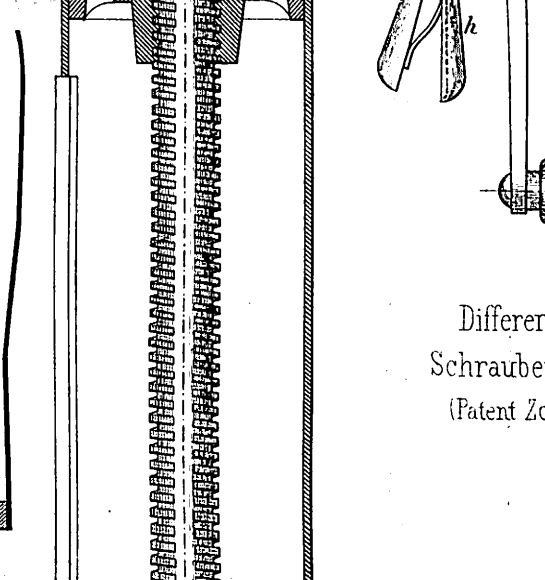
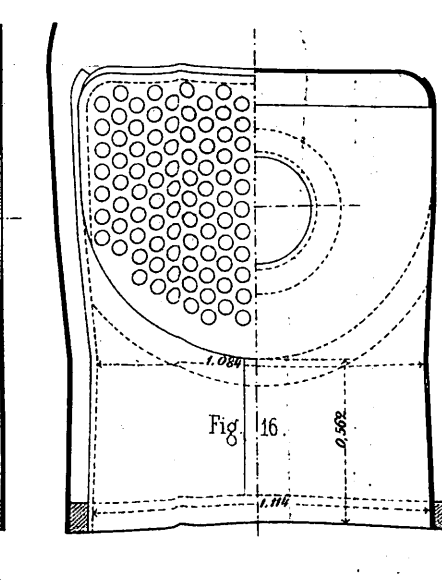
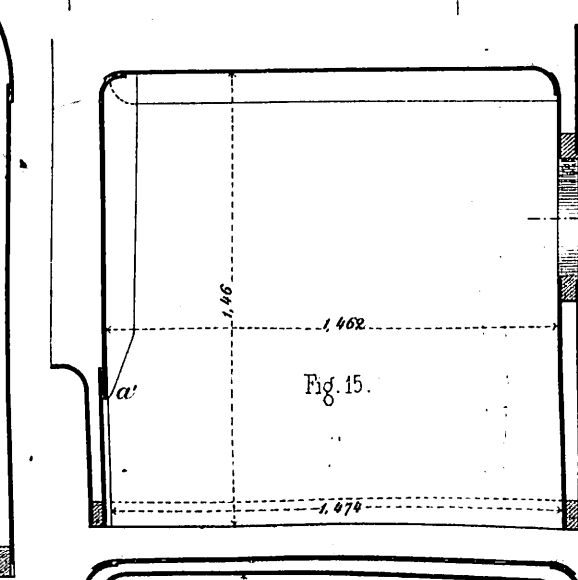
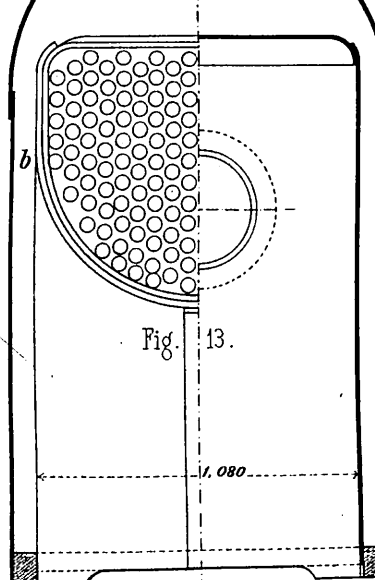
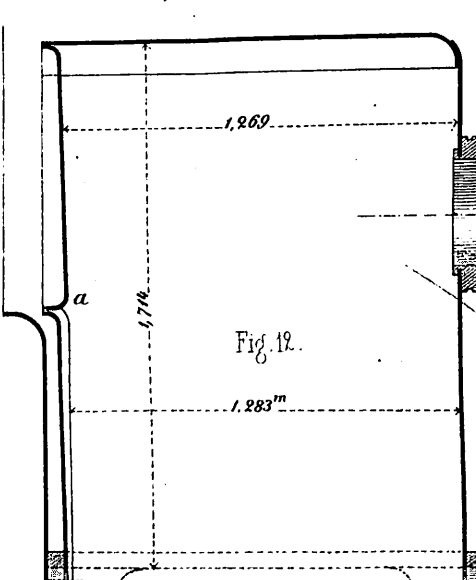




Siederohr-Reinigungs-Maschine.
Maassstab 1:20.



Maassst. 1:10.



Webb'sche Feuerbüchse.
Maassst. 1:24.

Geänderte
Webb'sche Feuerbüchse.

Differential-
Schraubenwinde.
(Patent Zobel.)

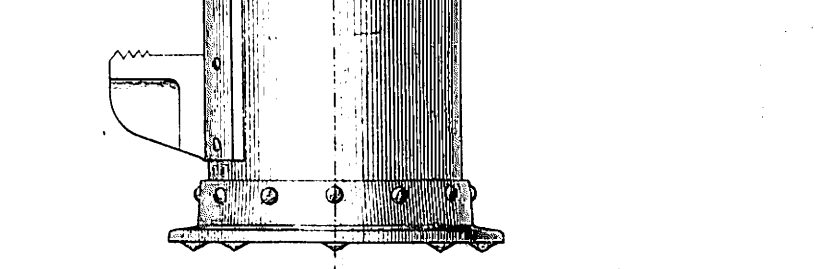
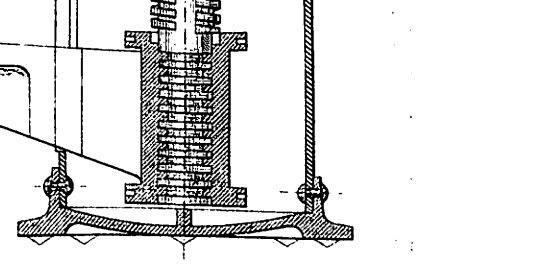
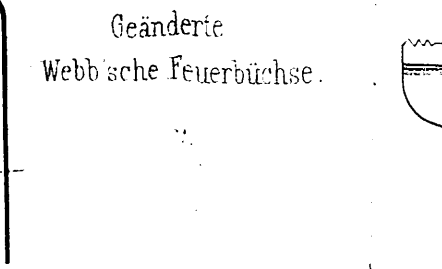
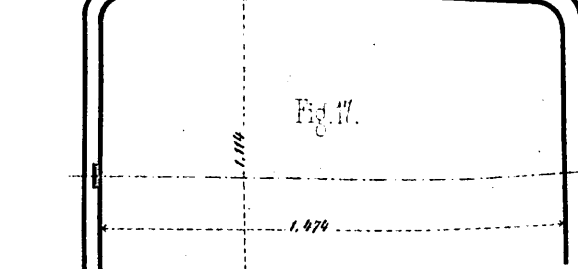
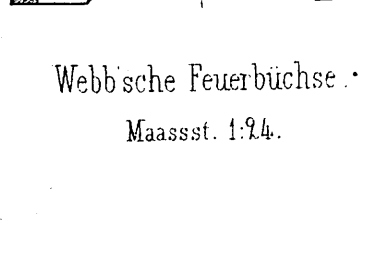
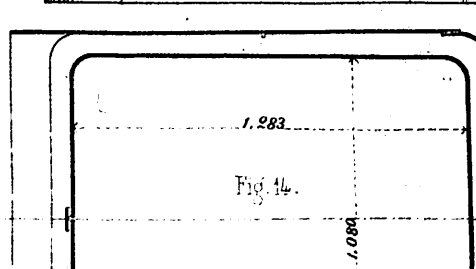


Fig. 4. Längenschnitt
und Ansicht F-G.

Fig. 2.

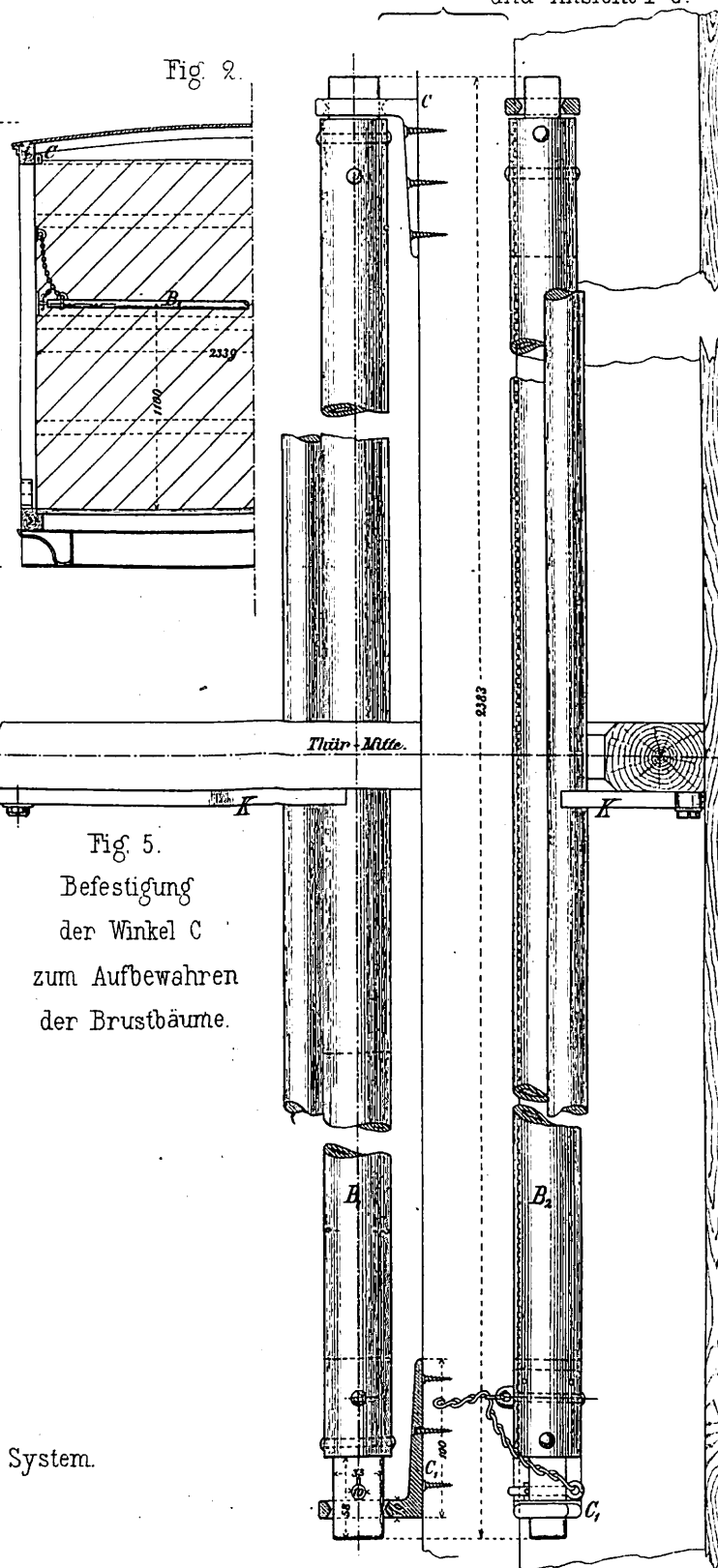
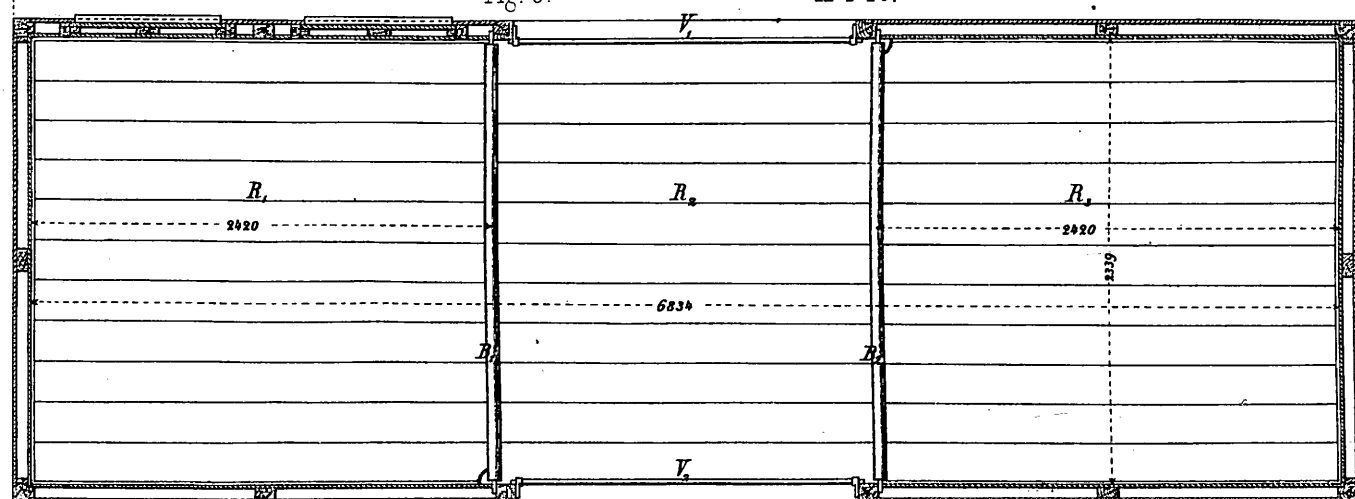

$$M=1:40.$$


Fig. 5.
Befestigung
der Winkel C
zum Aufbewahren
der Brustbäume.

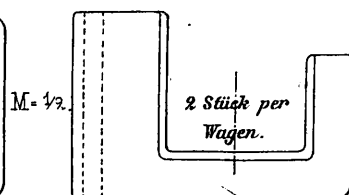


Fig. 7. Winkel
bei C_1 offen.

Einfacher Krahn zum
Verlegen des eisernen Oberbaues nach Hilf's System.

1/60 n. Gr.

Fig. 11.

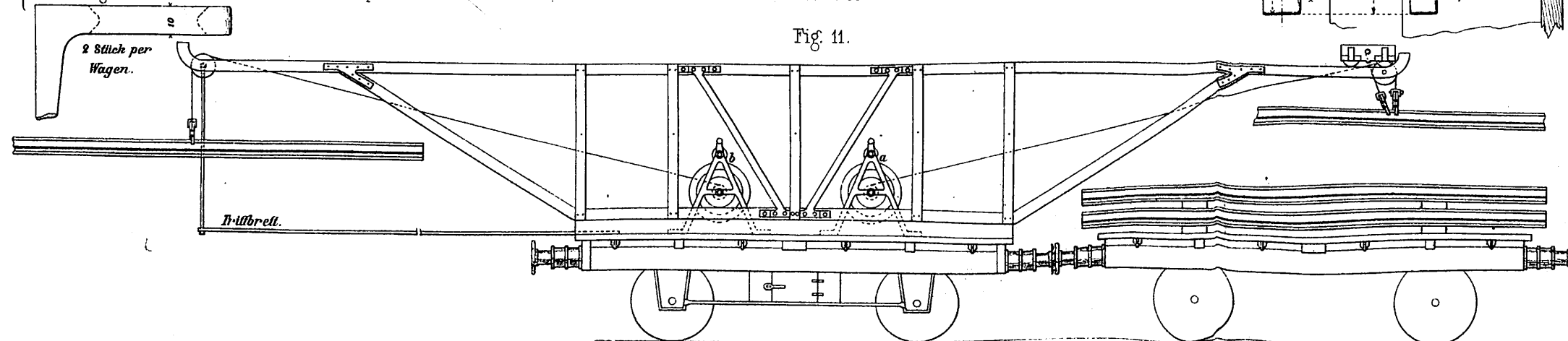
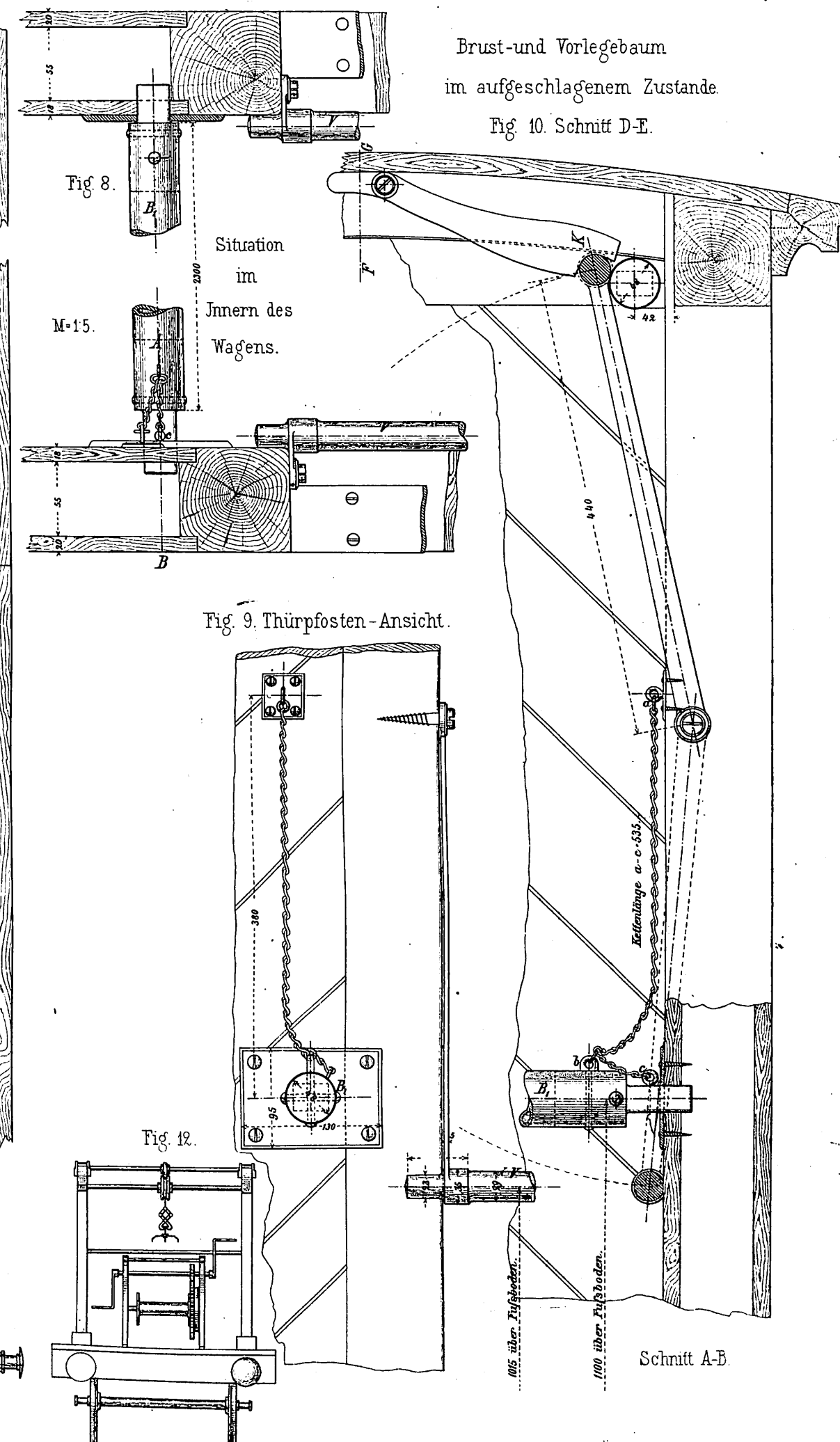


Fig. 9. Thürpfosten-Ansicht.



Brust-und Vorlegebaum
im aufgeschlagenem Zustande.

Fig. 10. Schnitt D-E.

Fig. 8.

2300 Situation
im
Innern des
Wagens.

Fig. 12.

Schnitt A-B.

F. Sürth's patentirte Bremse für Eisenbahnfahrzeuge.

Fig. 1. Seitenansicht.

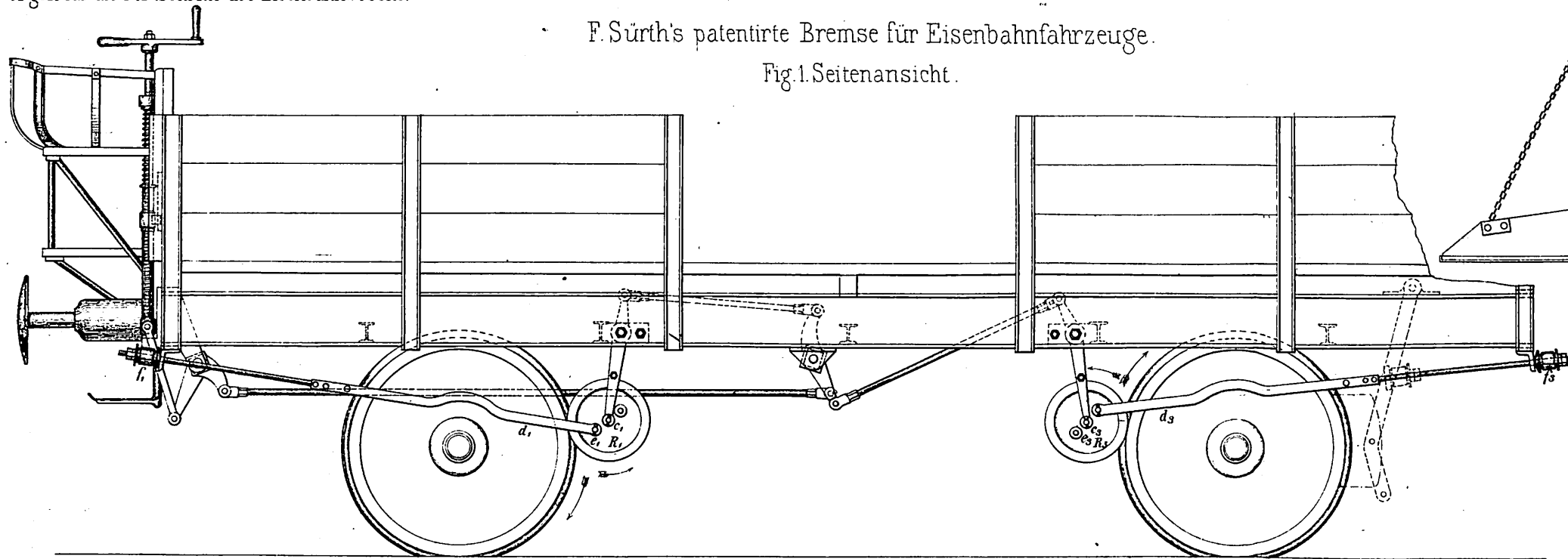


Fig. 2. Grundriss.

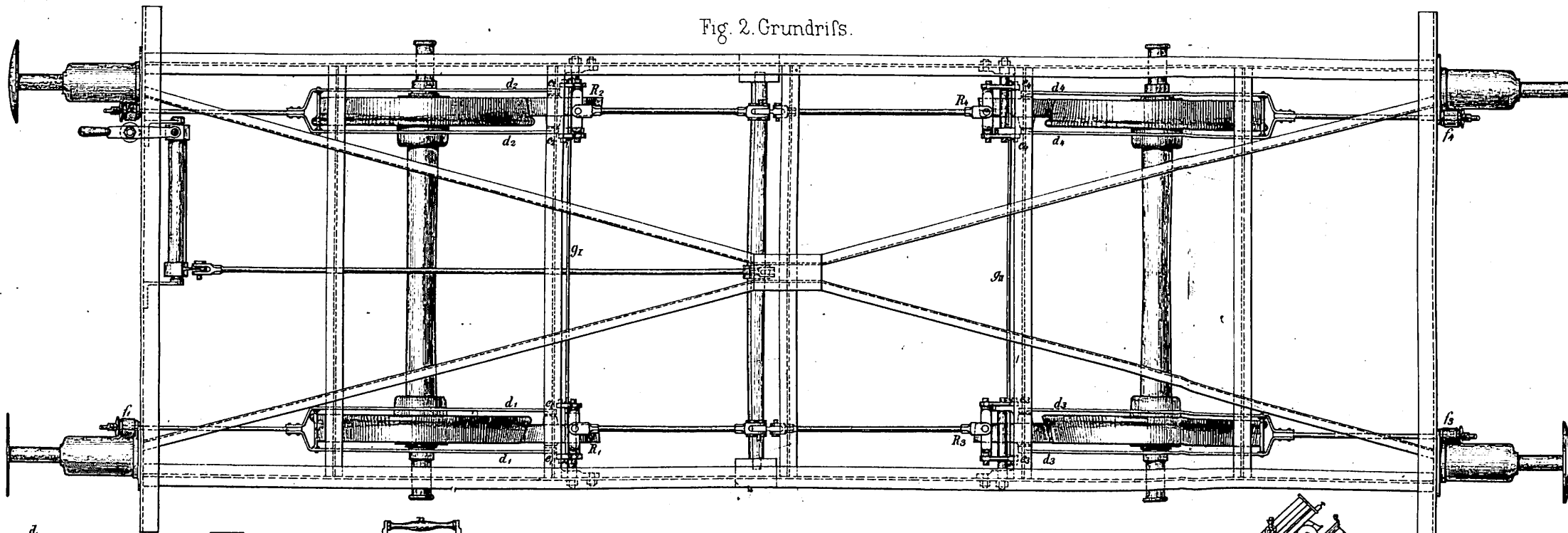


Fig. 3. Hintere Ansicht
Spur- und Ueberhöhungslehre
für Eisenbahnen.

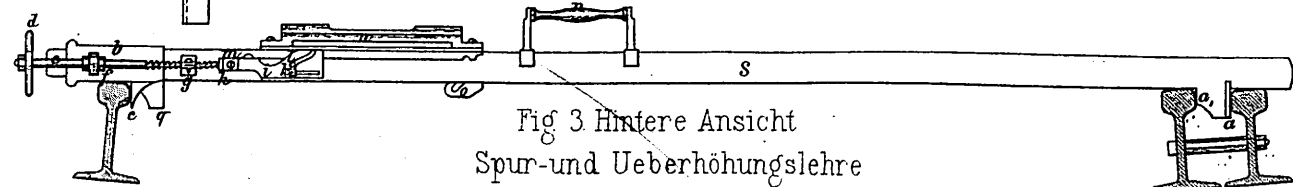


Fig. 4. Obere Ansicht.

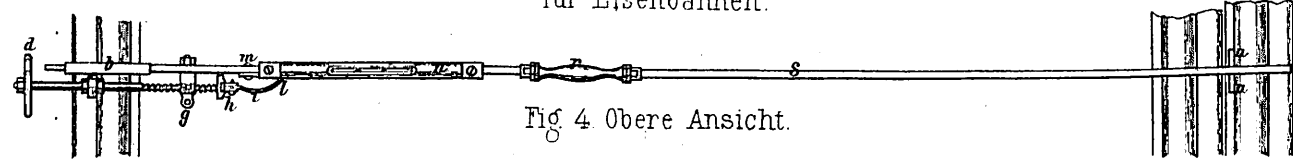
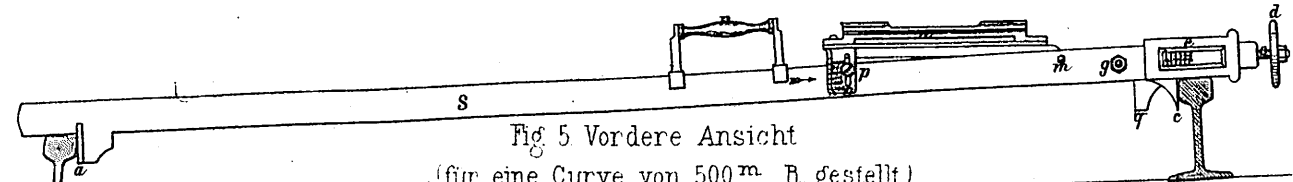


Fig. 5. Vordere Ansicht
(für eine Curve von 500 m. R. gestellt.)



Maassstab 1:10.

Fig. 6.
Kippvorrichtung
im Betriebe.

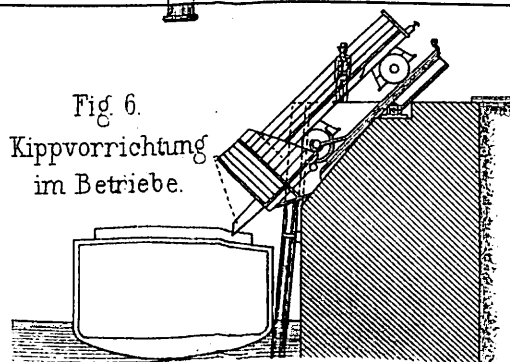
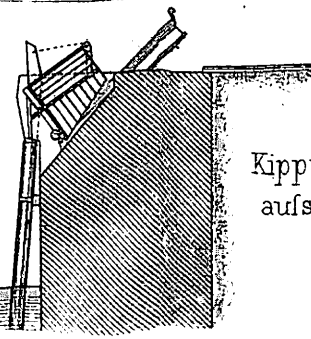


Fig. 7.
Kippvorrichtung
außer Betriebe.



Selbstthätige hydraulische Kippvorrichtung
zum Entladen von Eisenbahnwagen.

Patent: Rohde u. Schmitz.

Maassstab zu Figuren 3 u. 4.

Fig. 9. Schnitt g h (in Fig. 8)

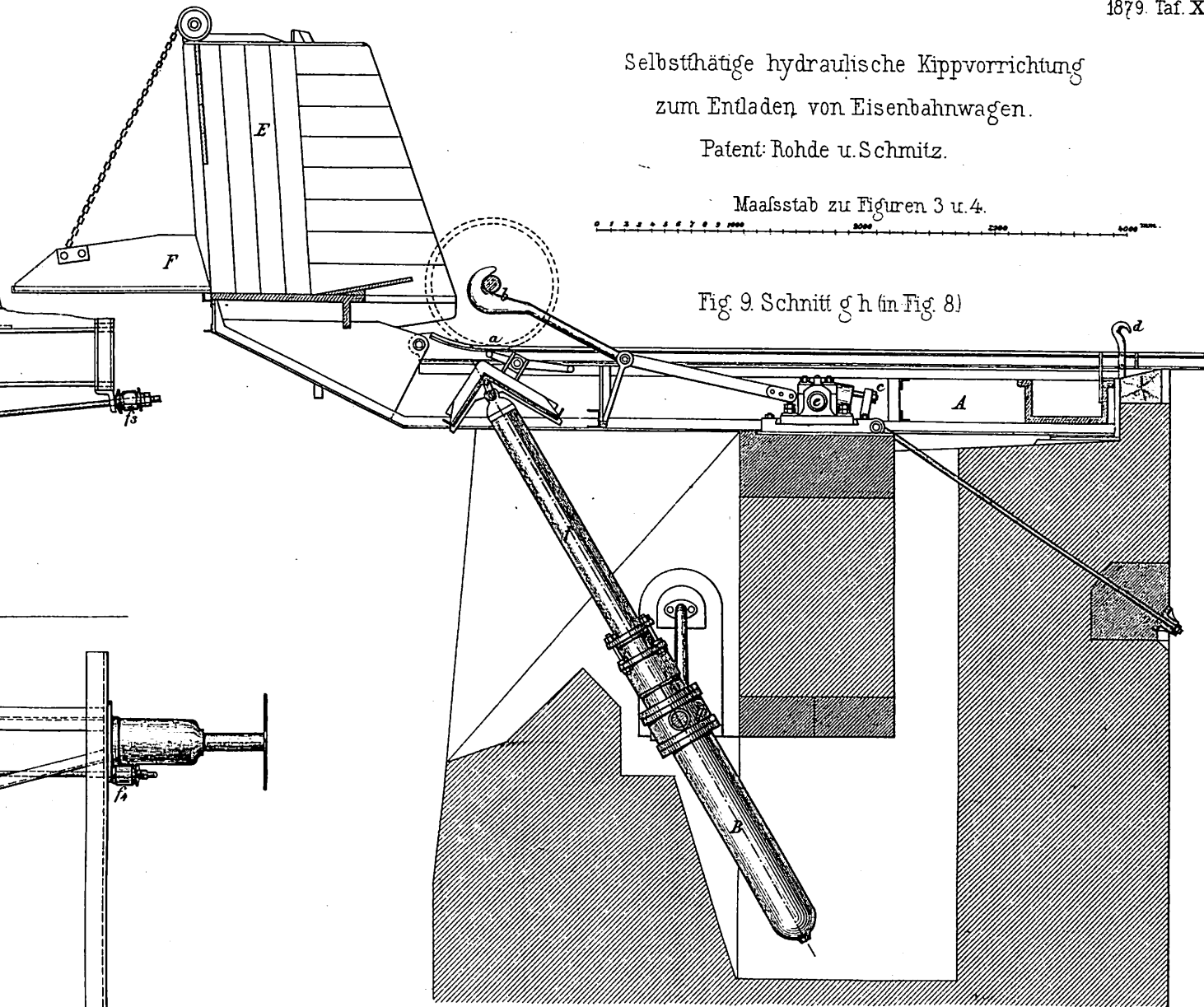
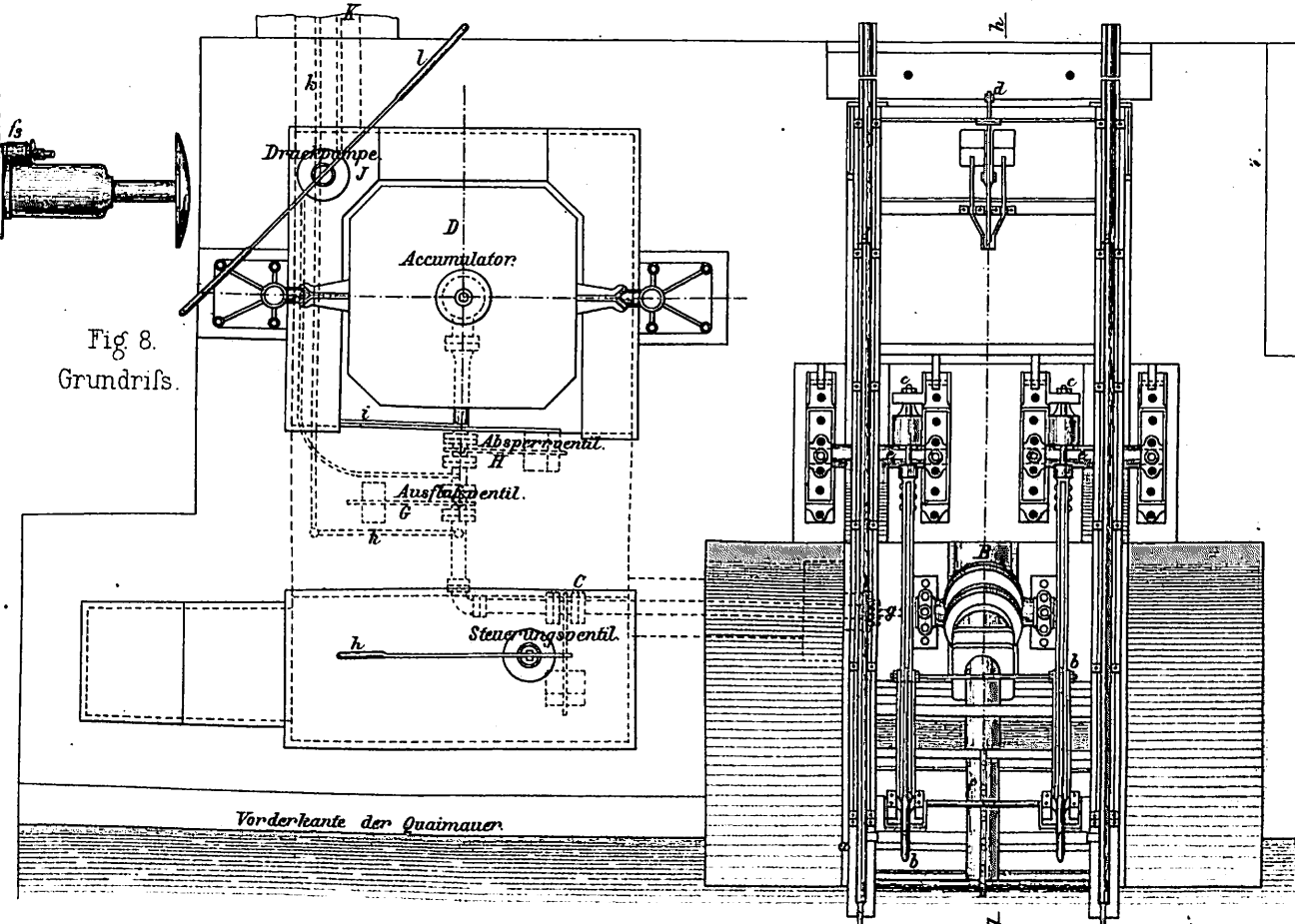


Fig. 8.
Grundriss.



Vorderkante der Quaimauer