

Fig. 5. Längenschnitt.

$\frac{1}{3}$ d. nat. Gr.

Fig. 7. Querschnitt.

264

195 144 100 95

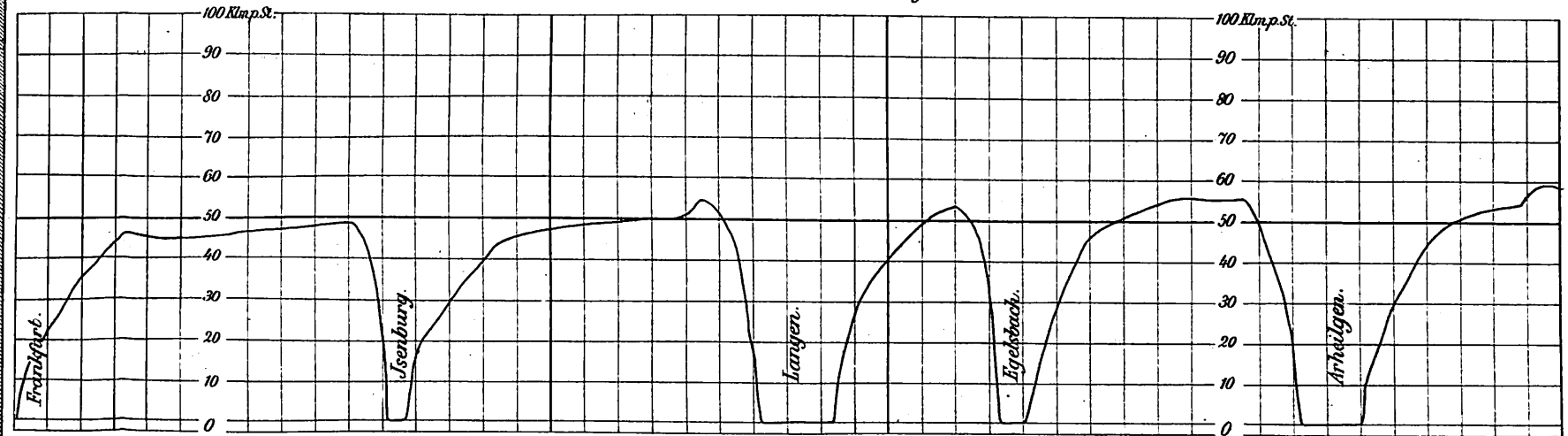


Fig. 3. Aeussere Ansicht.
 $\frac{1}{8}$ d. nat. Gr.

Transmission für die Luftpumpe.
 $\frac{1}{10}$ d. nat. Gr.

Fig. 4.

Luftpumpe.

Fig. 2.

$\frac{1}{2}$ d. nat. Gr.

Fig. 8.
Luftentweichungs-Ventil.
Doppelte nat. Gr.

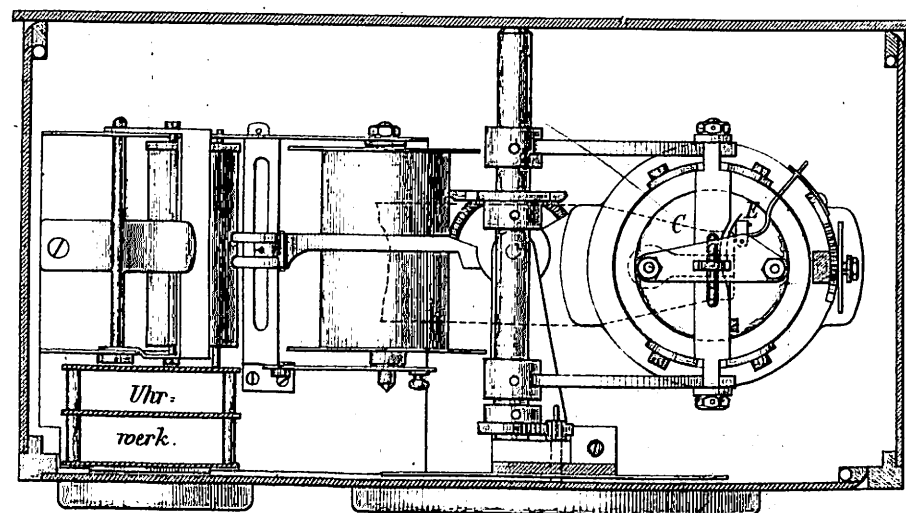
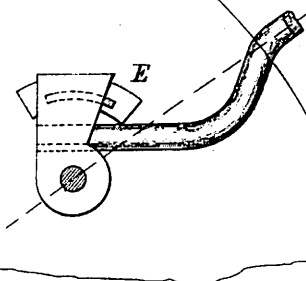
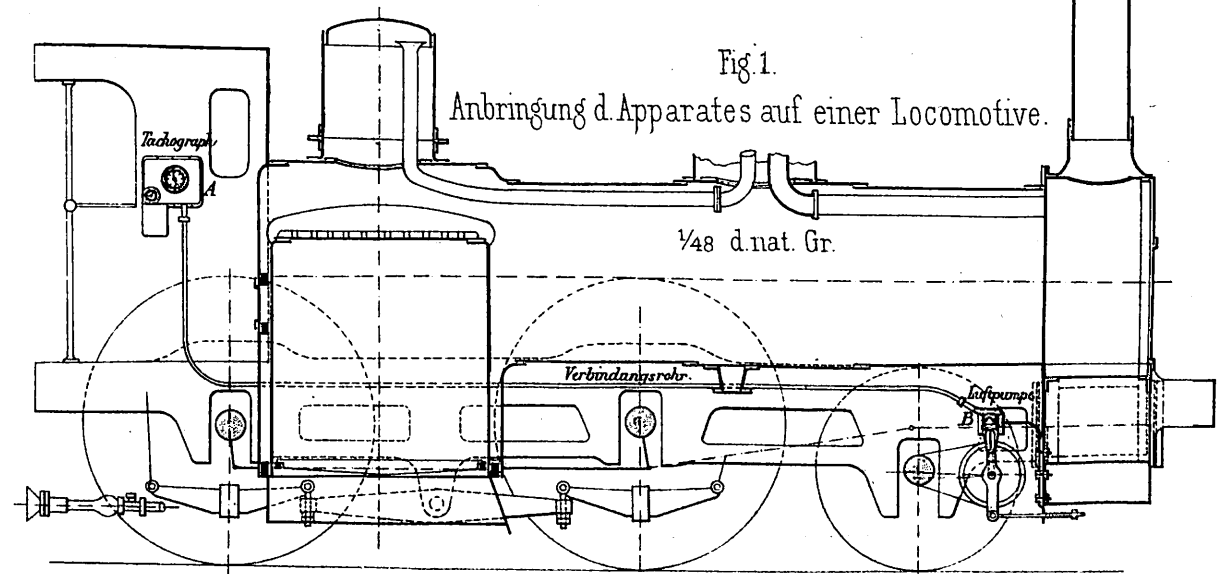


Fig. 6.

Grundriss.

$\frac{1}{3}$ d. nat. Gr.



$\frac{1}{48}$ d. nat. Gr.

Fig. 9.

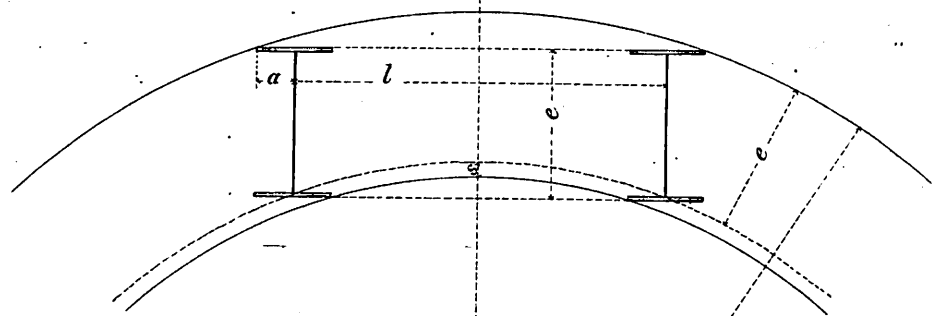


Fig. 8.

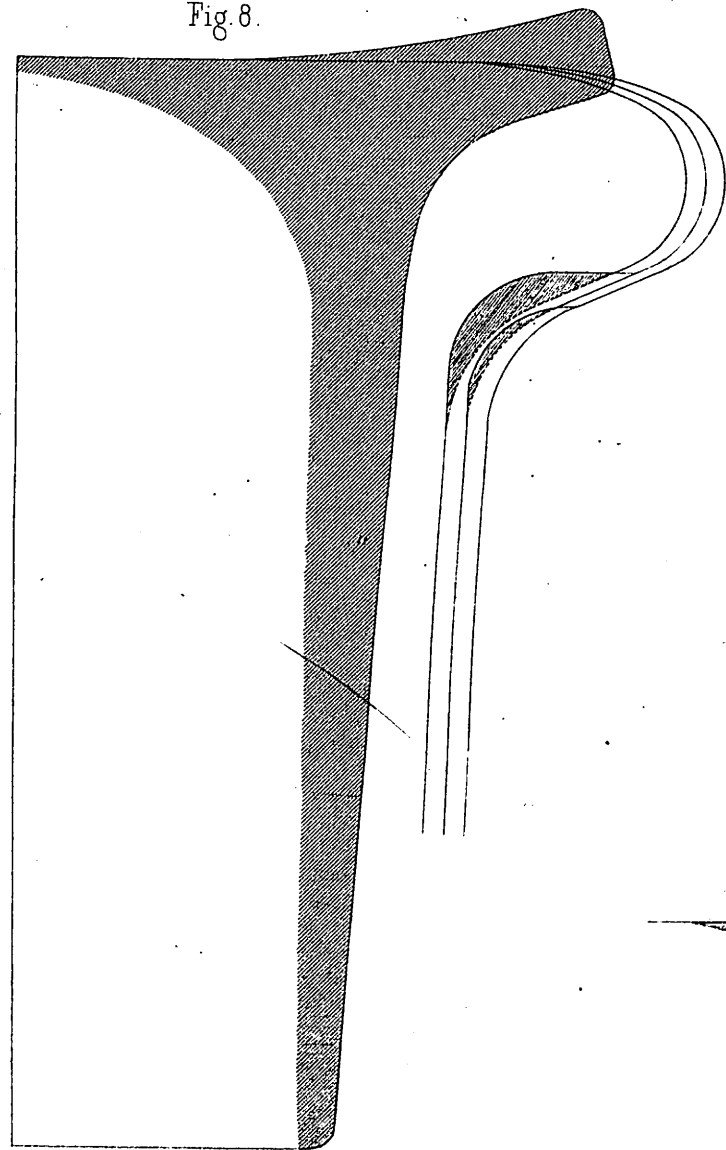


Fig. 4.

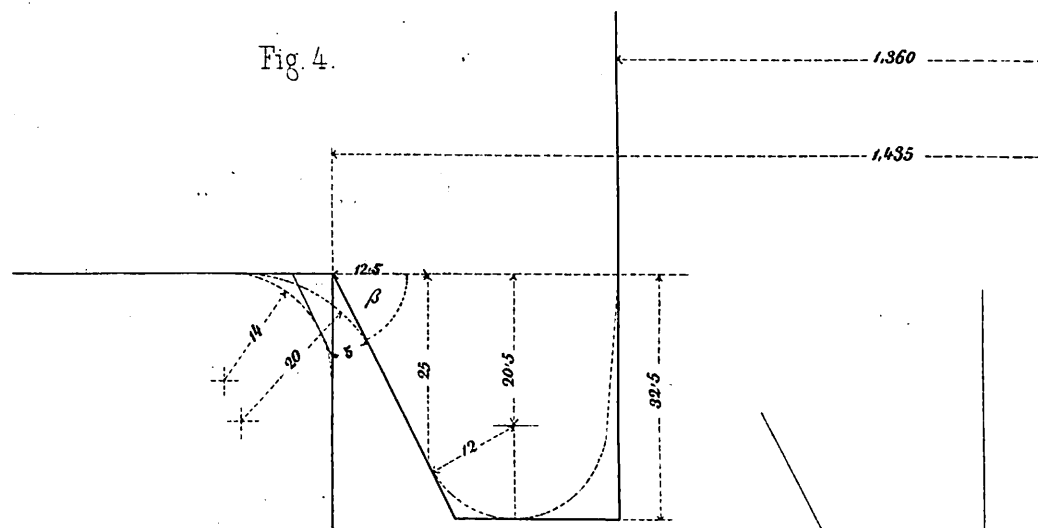
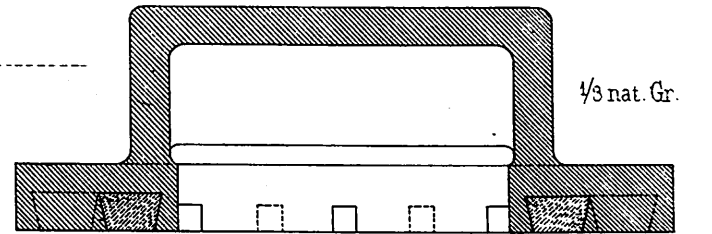
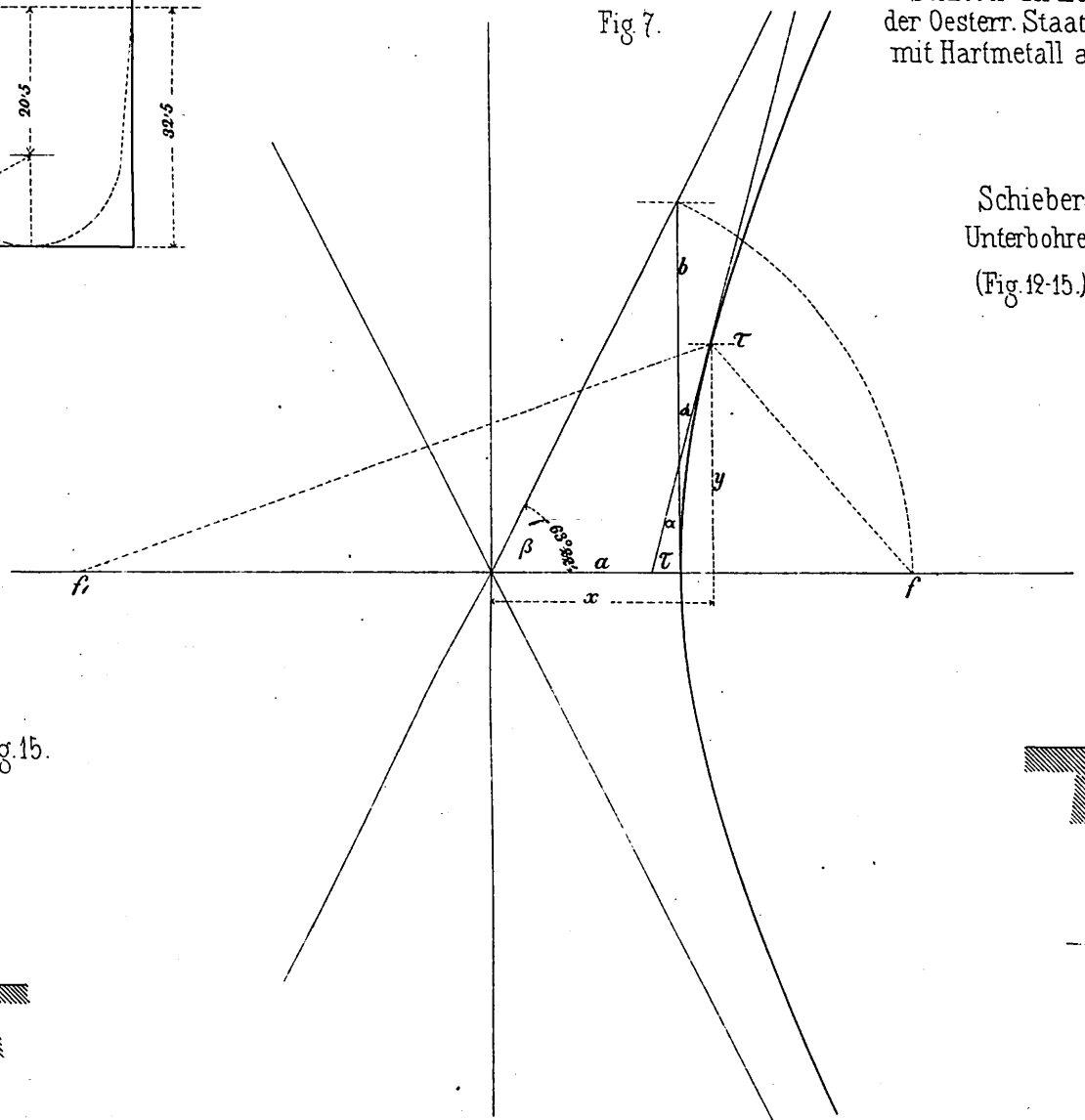


Fig. 11.



Schieber der Locomotiven
der Oesterr. Staatsb. Gesellsch.
mit Hartmetall ausgegossen.

Fig. 7.



Schieber-
Unterbohrer
(Fig. 12-15.)

Fig. 12.

1/2 nat.
Größe.

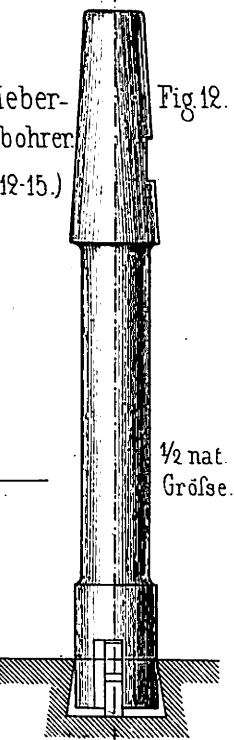


Fig. 13.

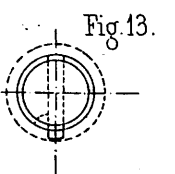


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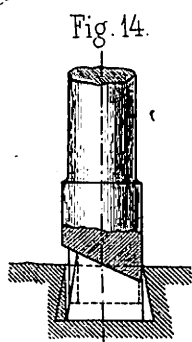


Fig. 15.

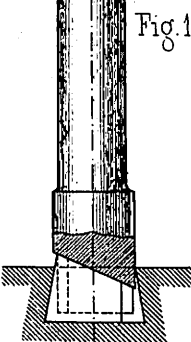


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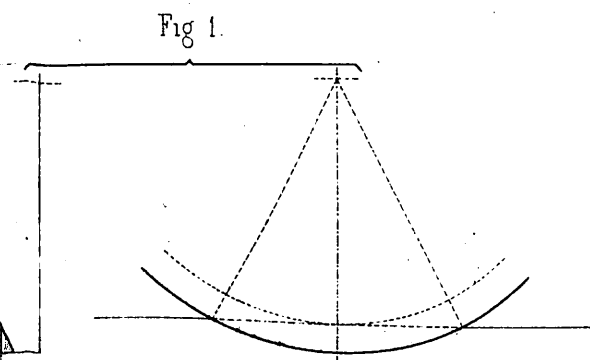


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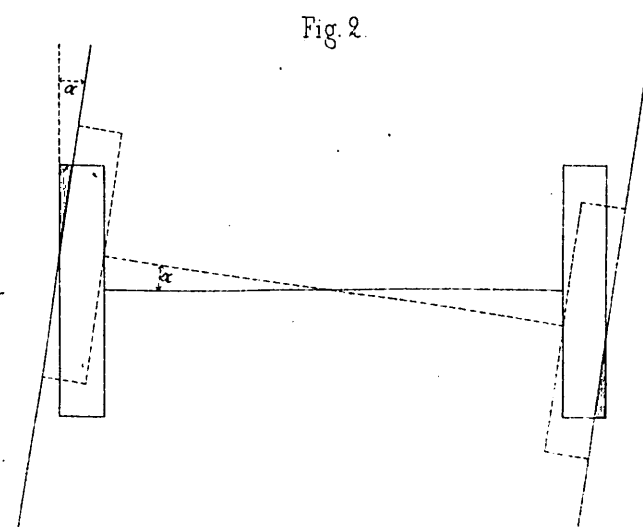


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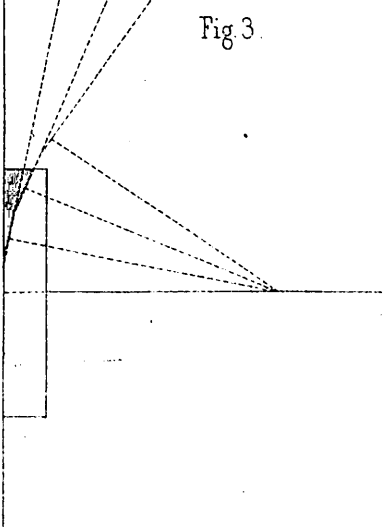


Fig. 5.

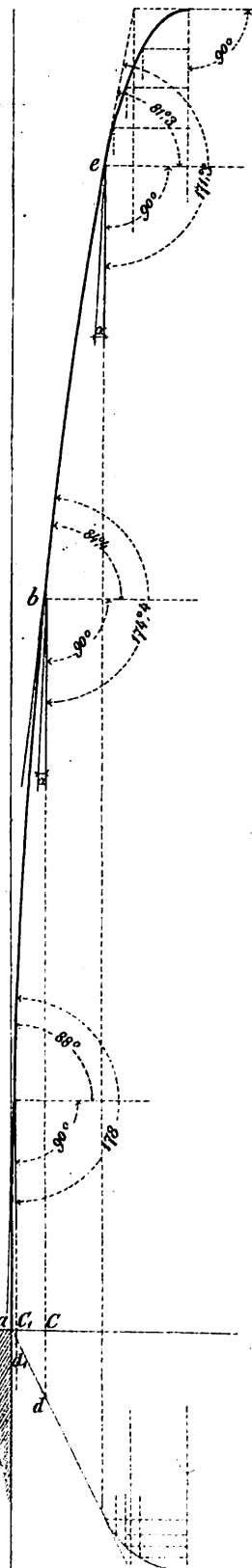
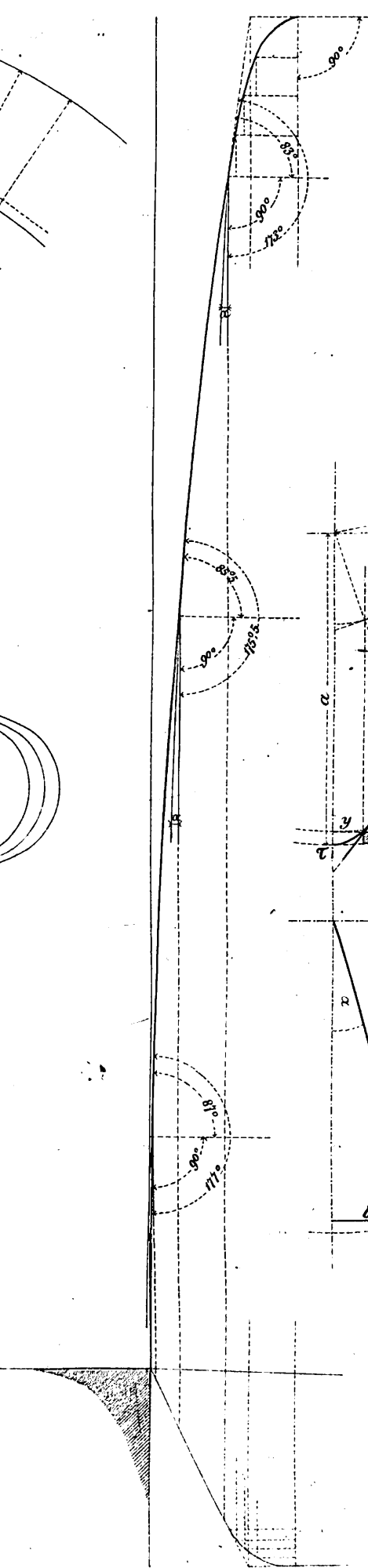
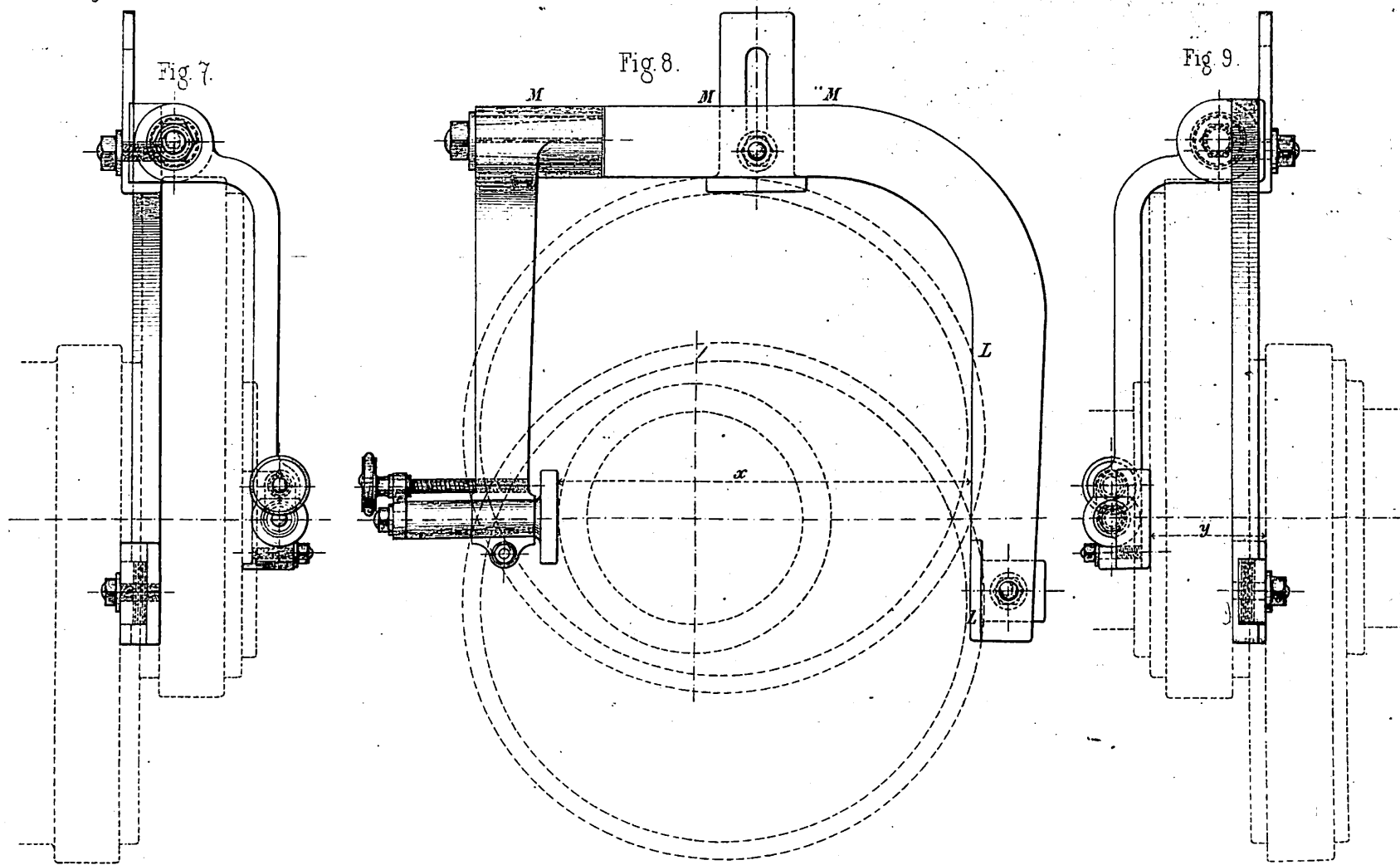


Fig. 6.





Maafsstab 1:5.

Locomotiv-
Excenter-
Stellapparat.

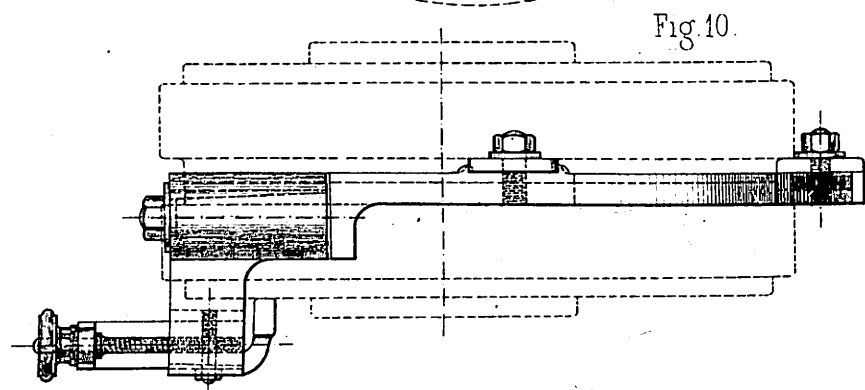
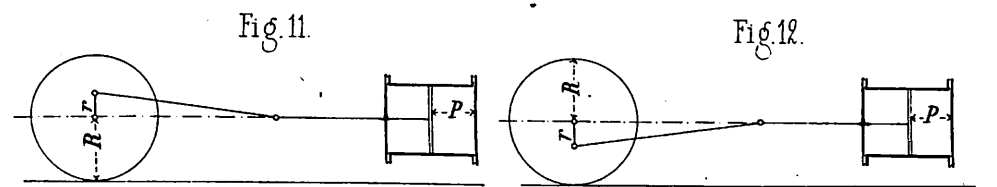
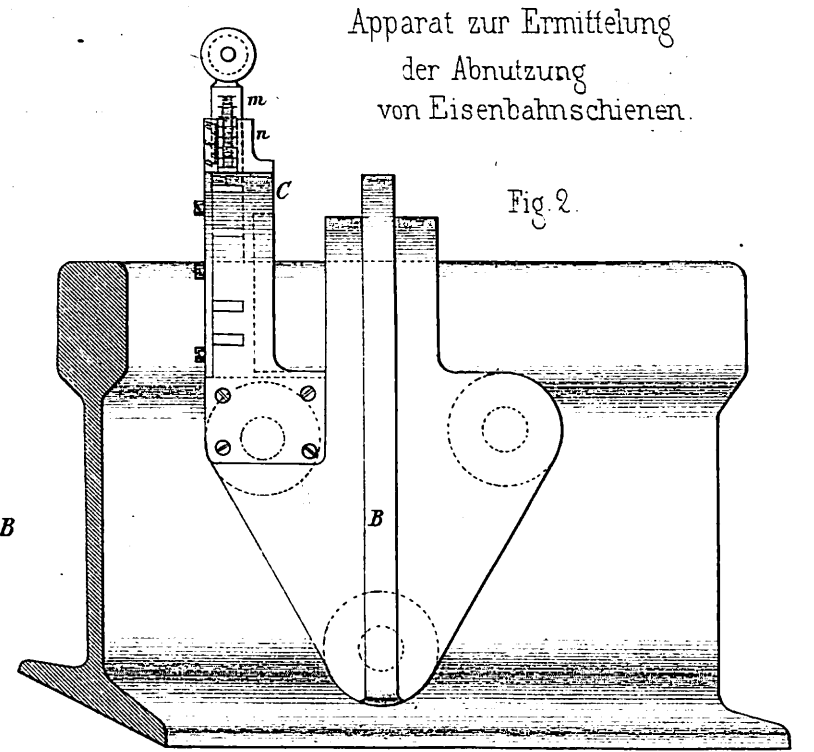
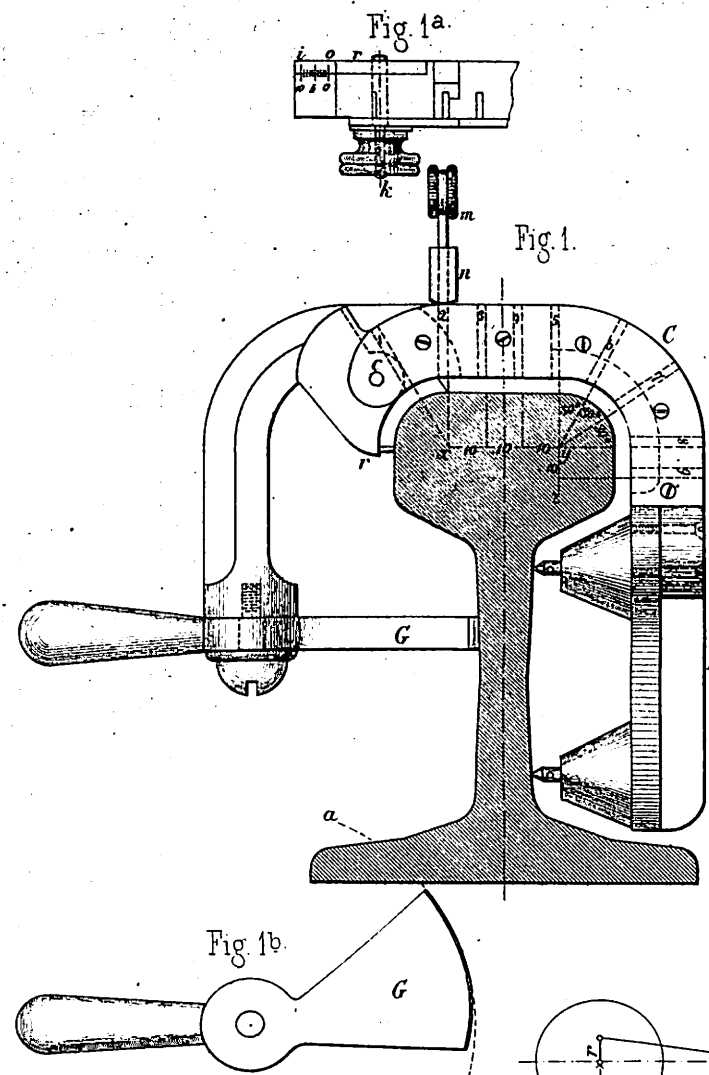
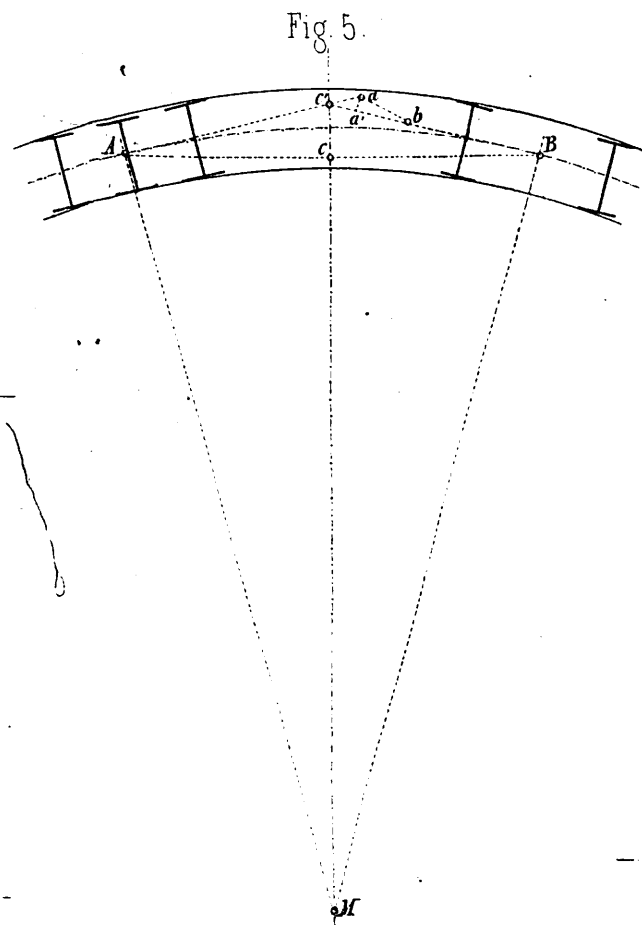
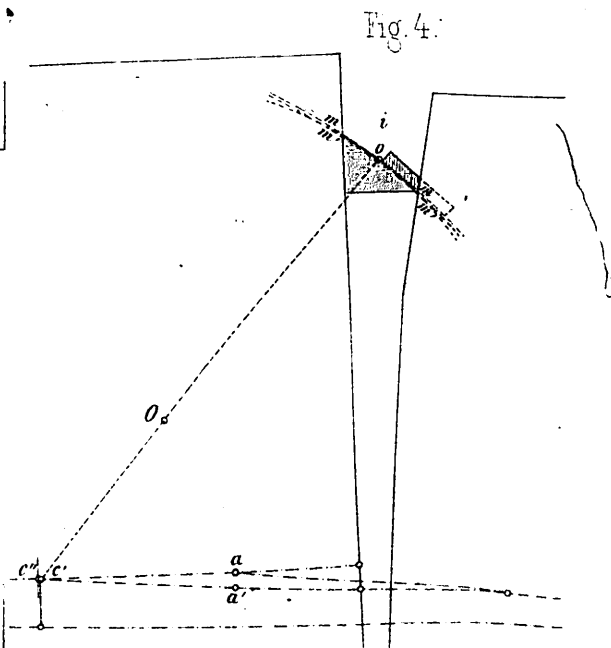
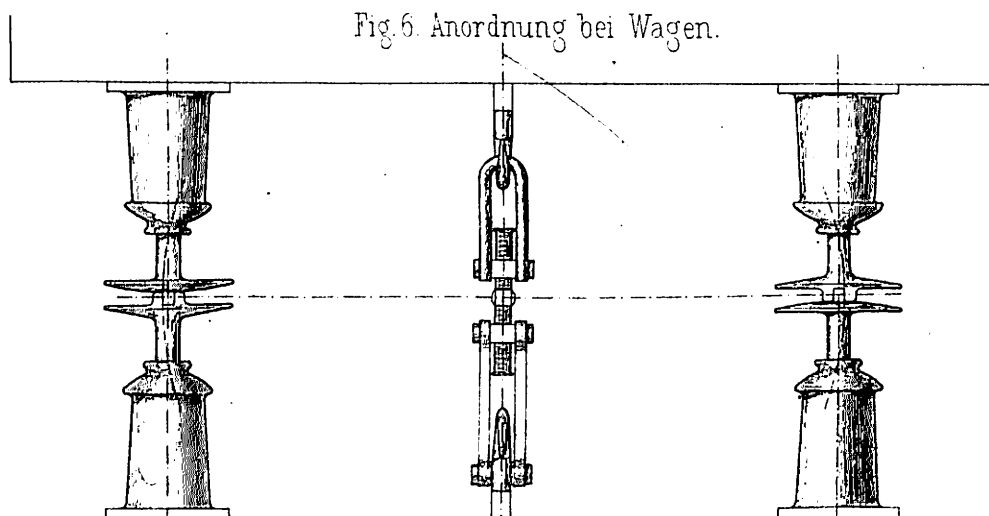
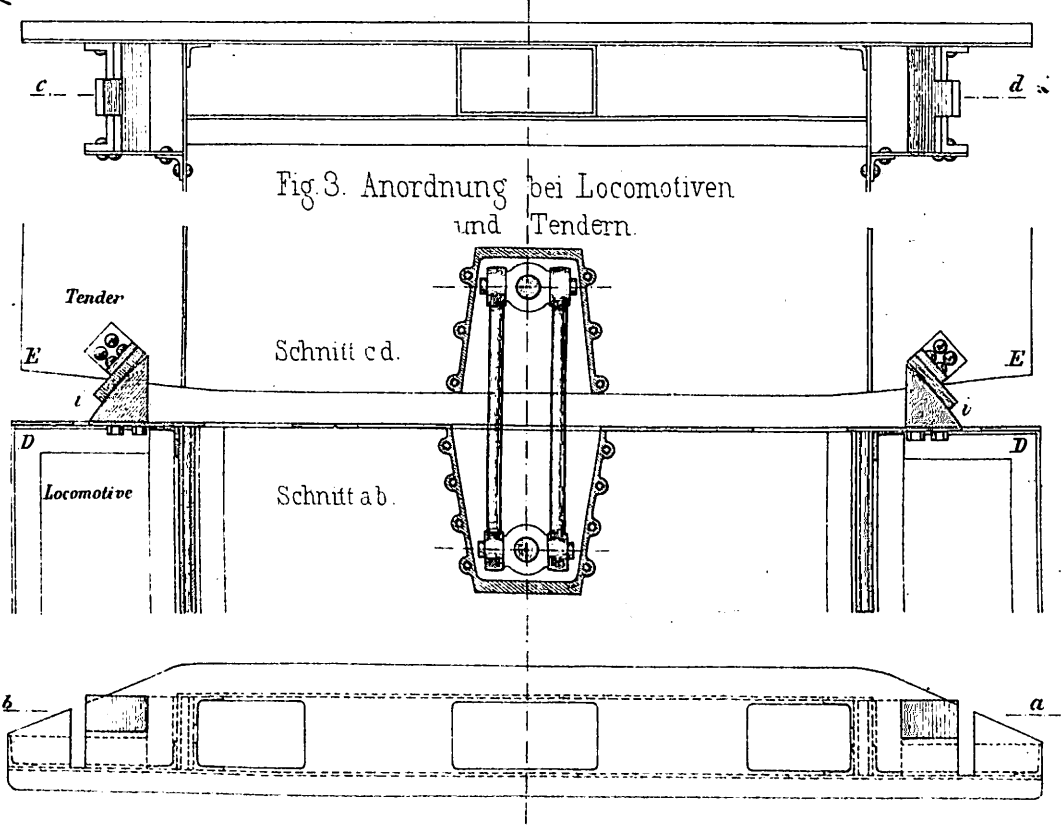
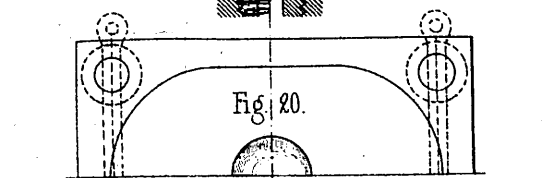
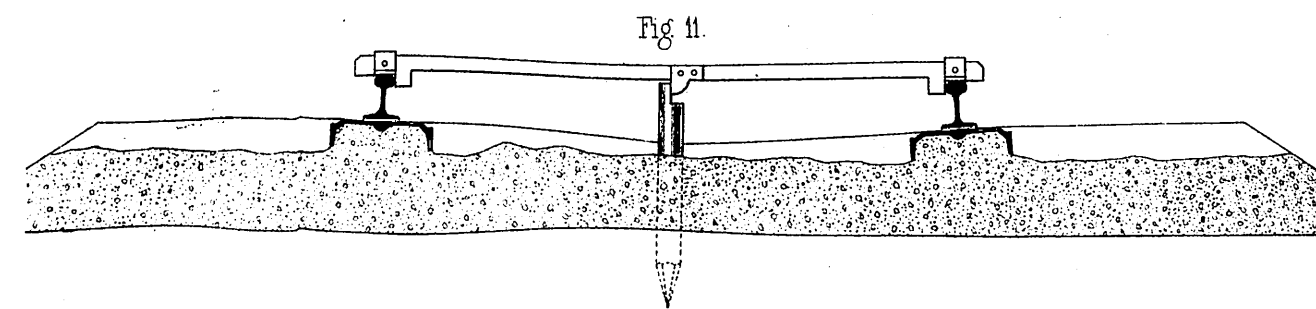
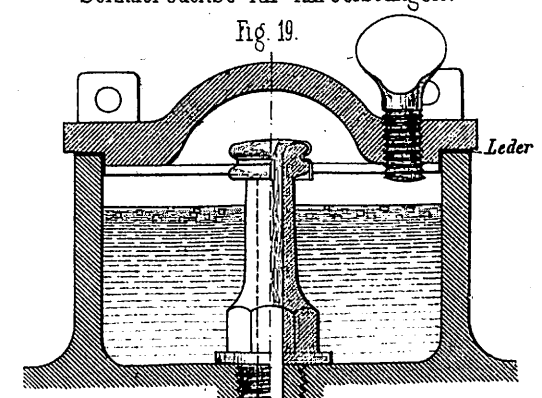
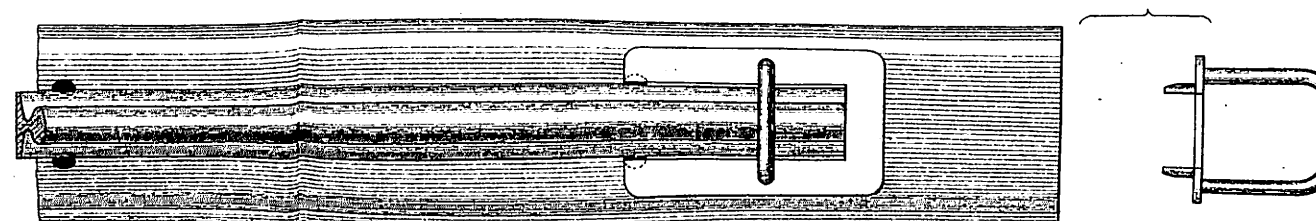
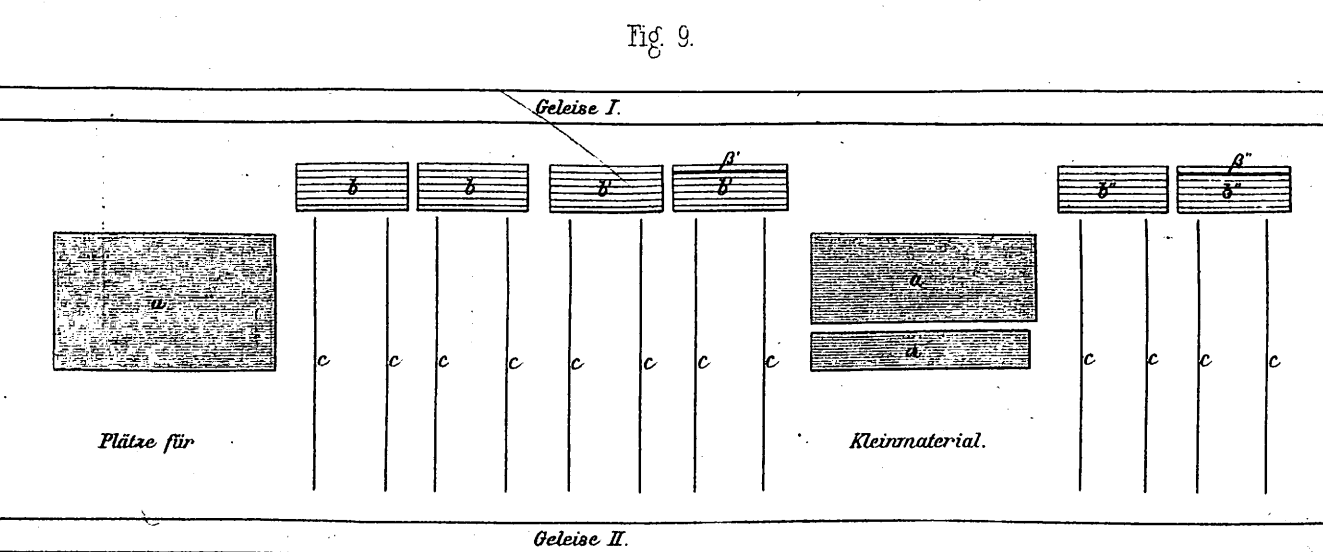
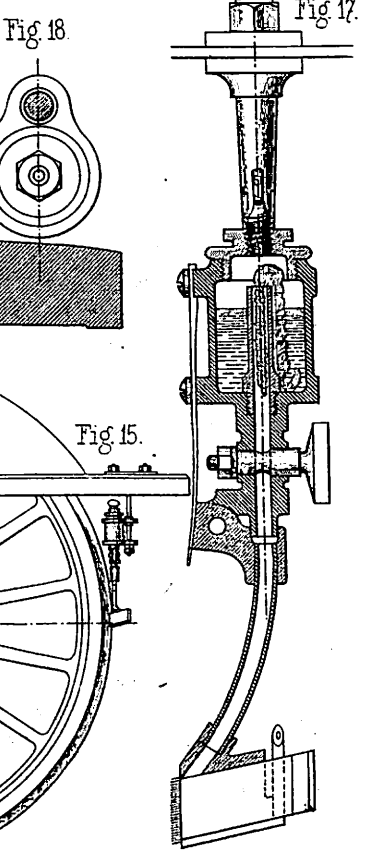
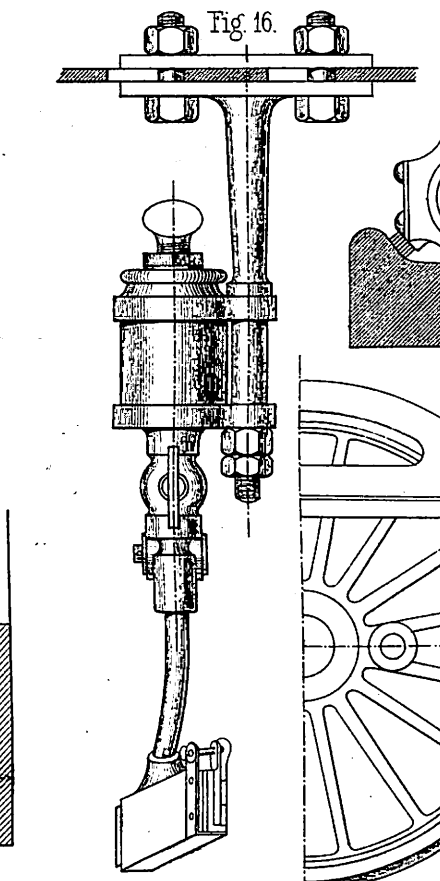
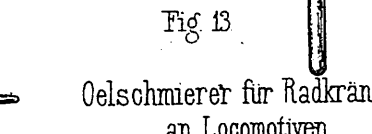
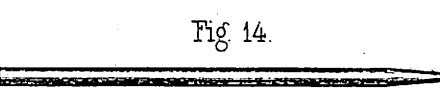
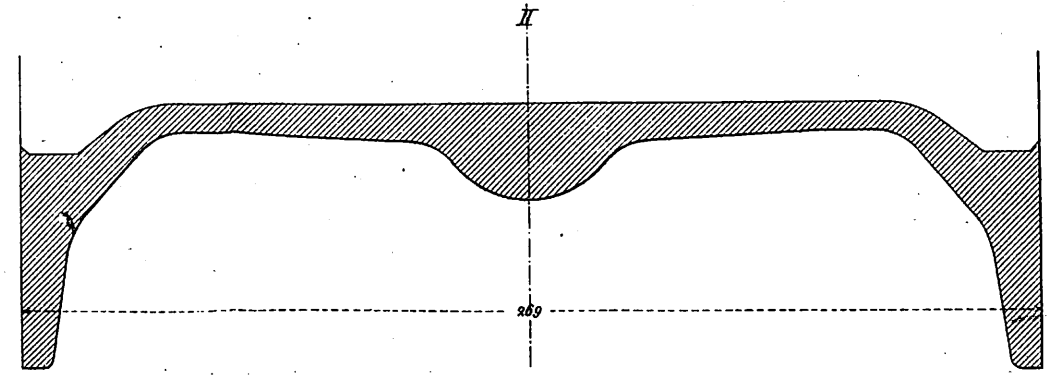
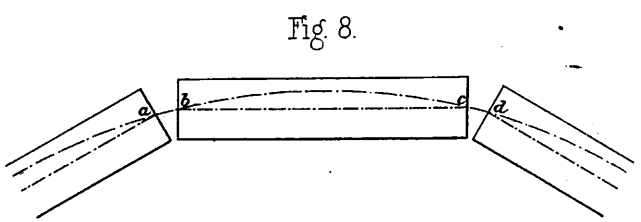
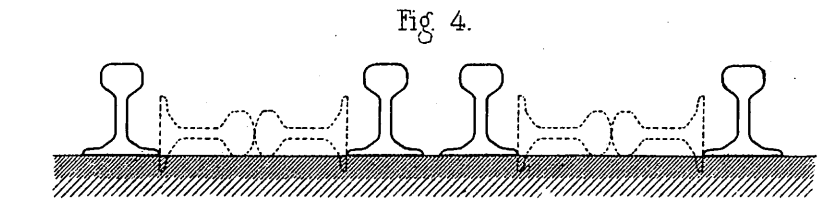
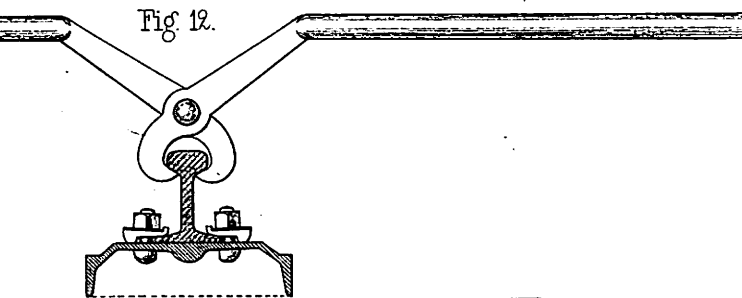
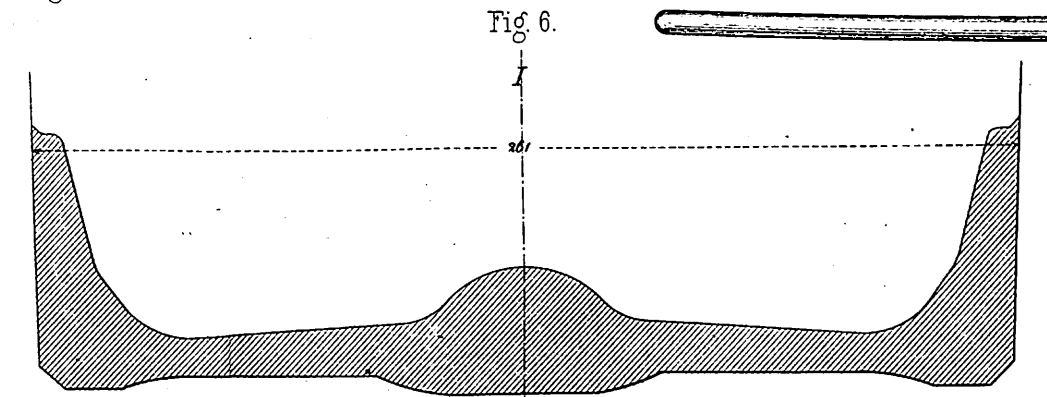
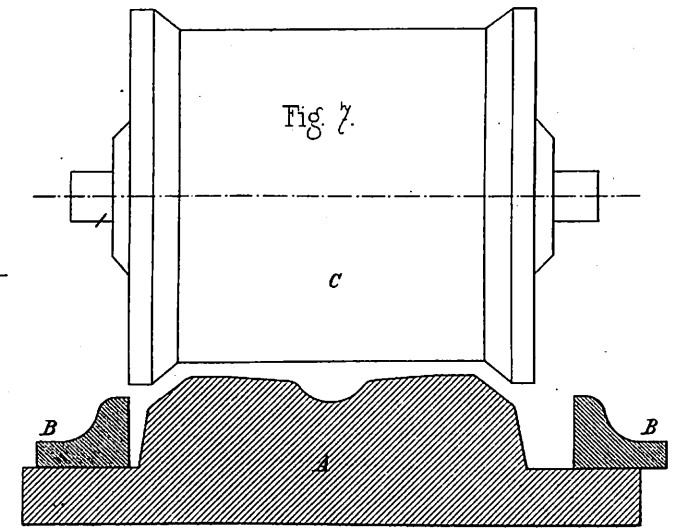
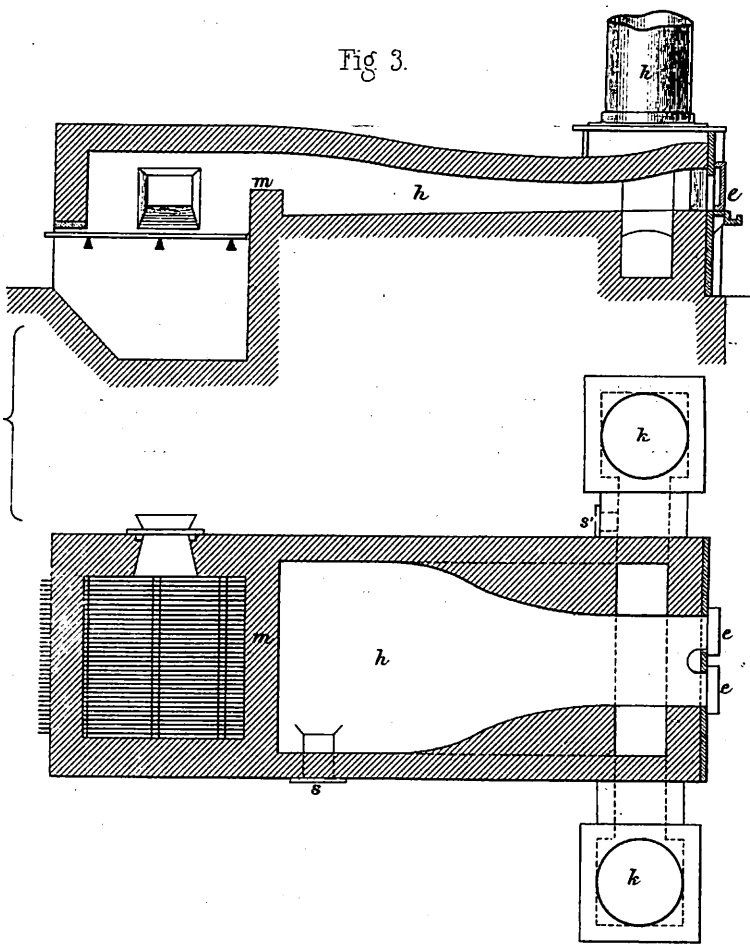
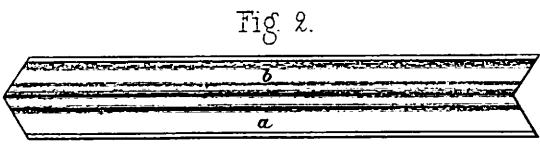
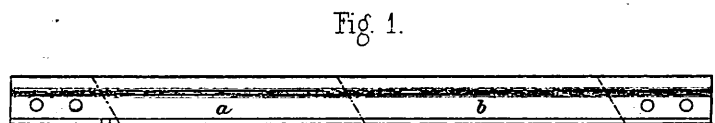


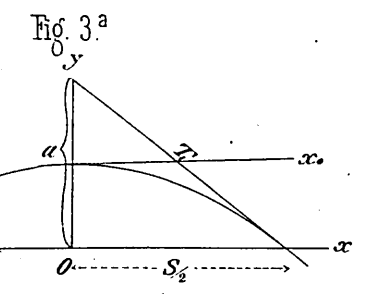
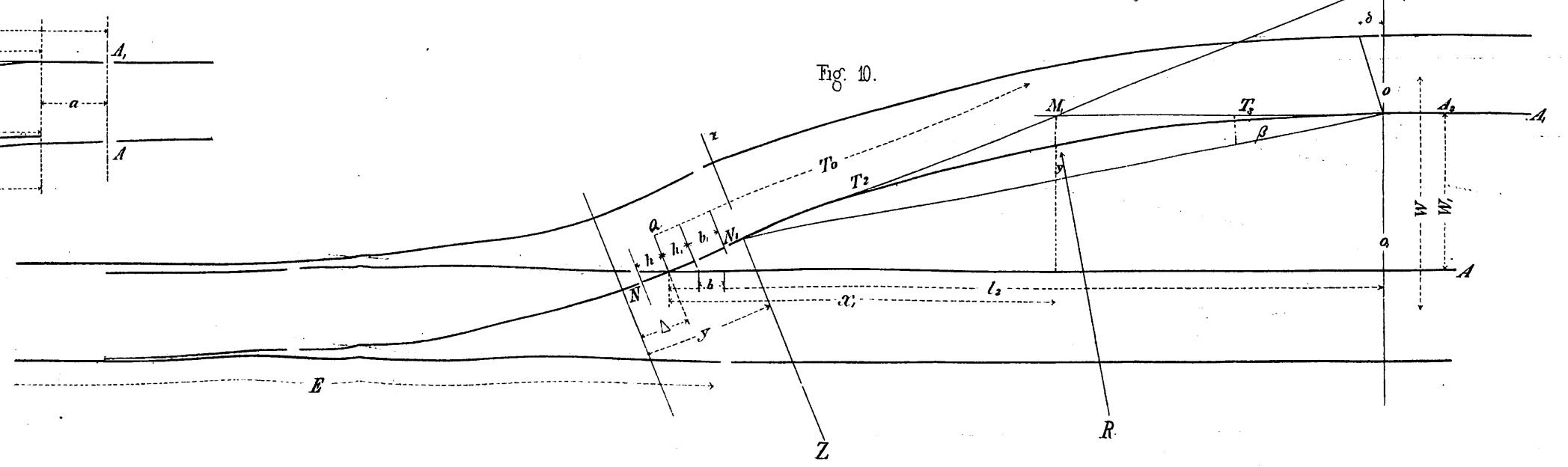
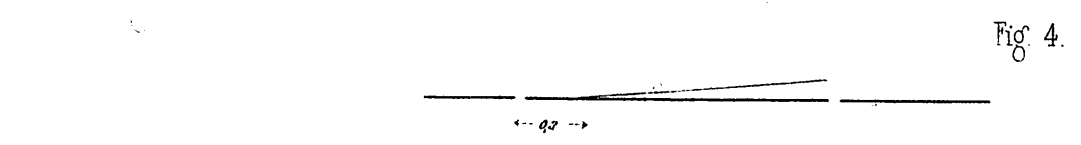
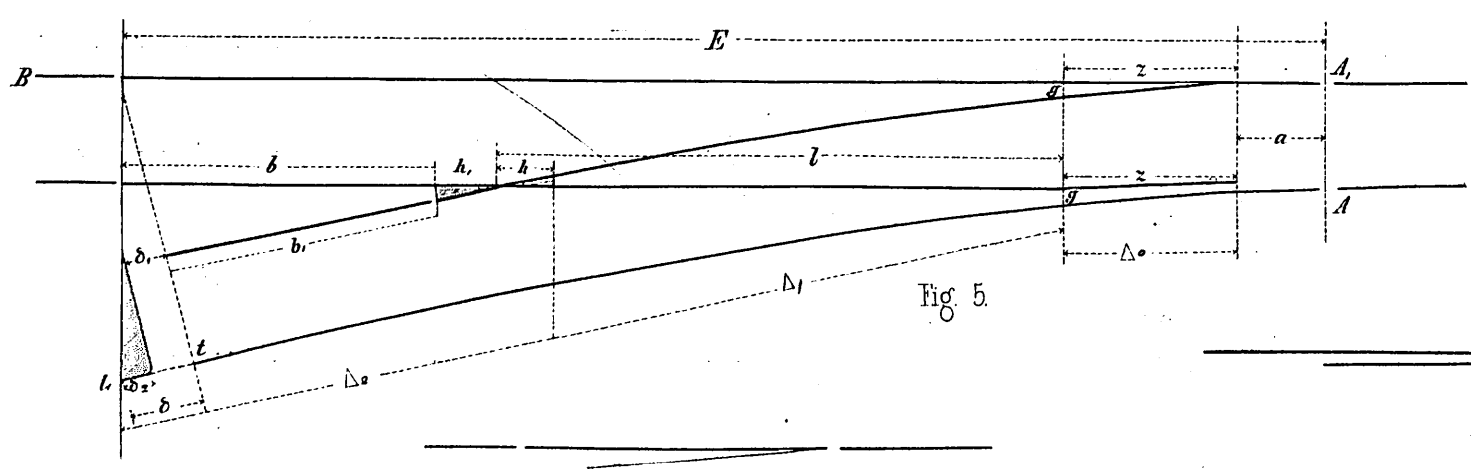
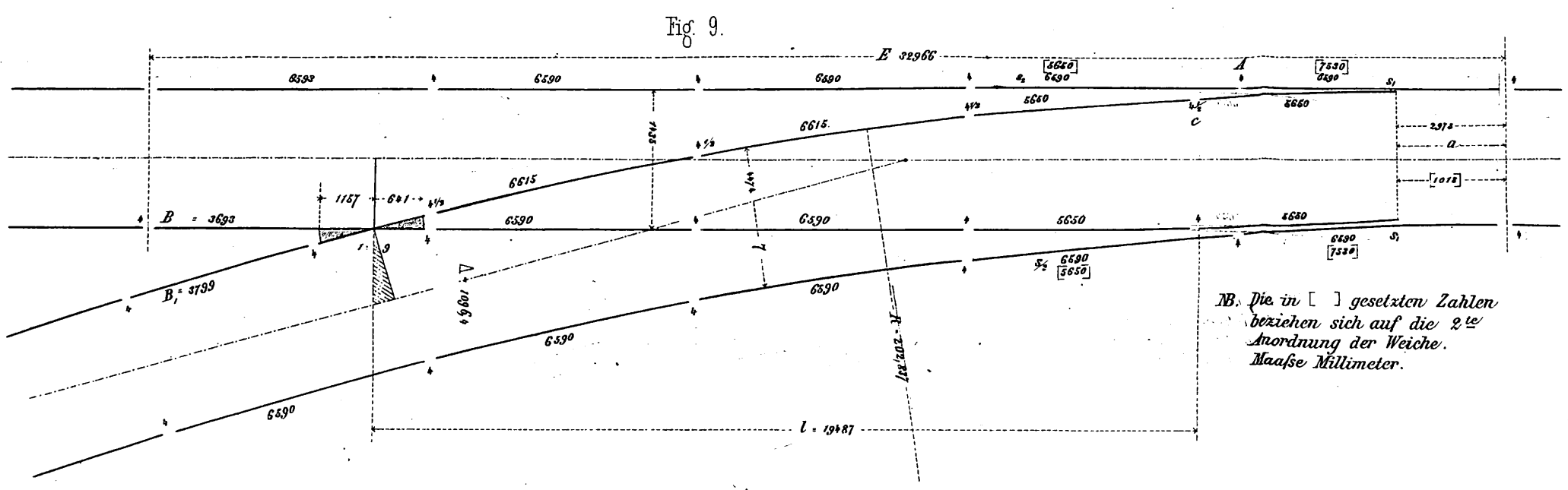
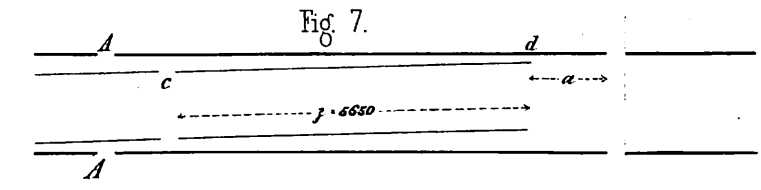
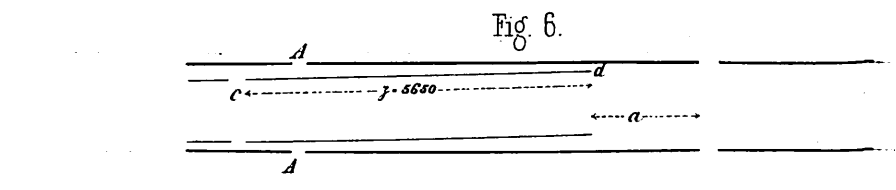
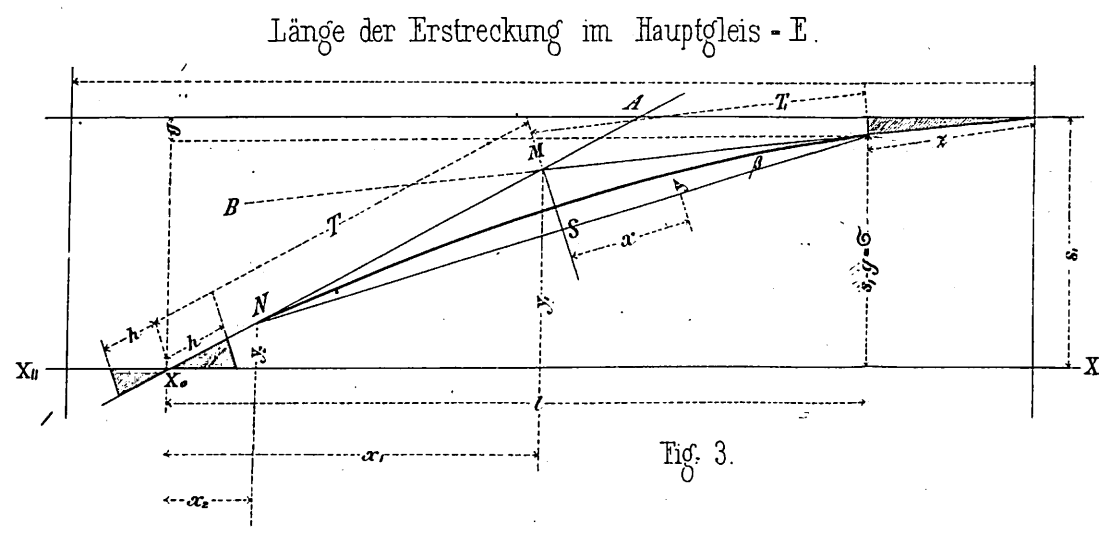
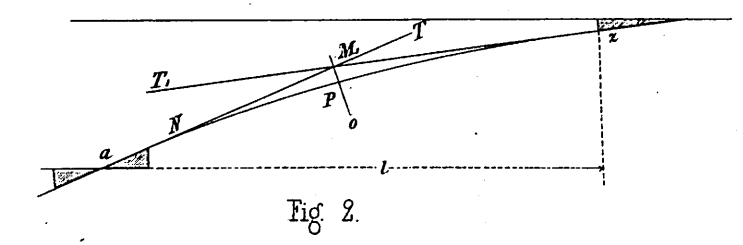
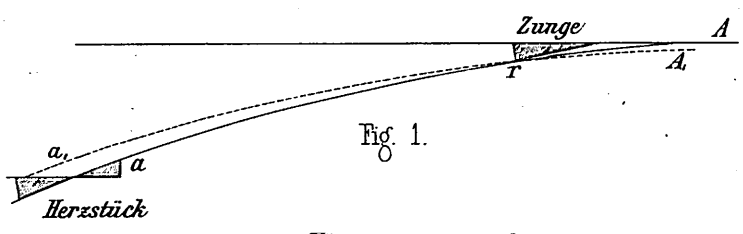
Fig. 6. Anordnung bei Wagen.



Vorrichtung gegen die Schlingerbewegung
der Eisenbahnfahrzeuge.







Geometrische Construction
der Weichen - Anlagen von
Kopka.

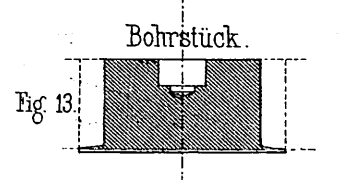
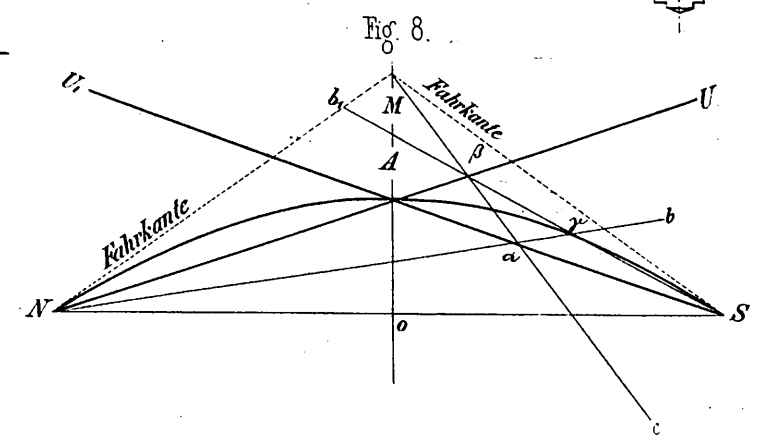
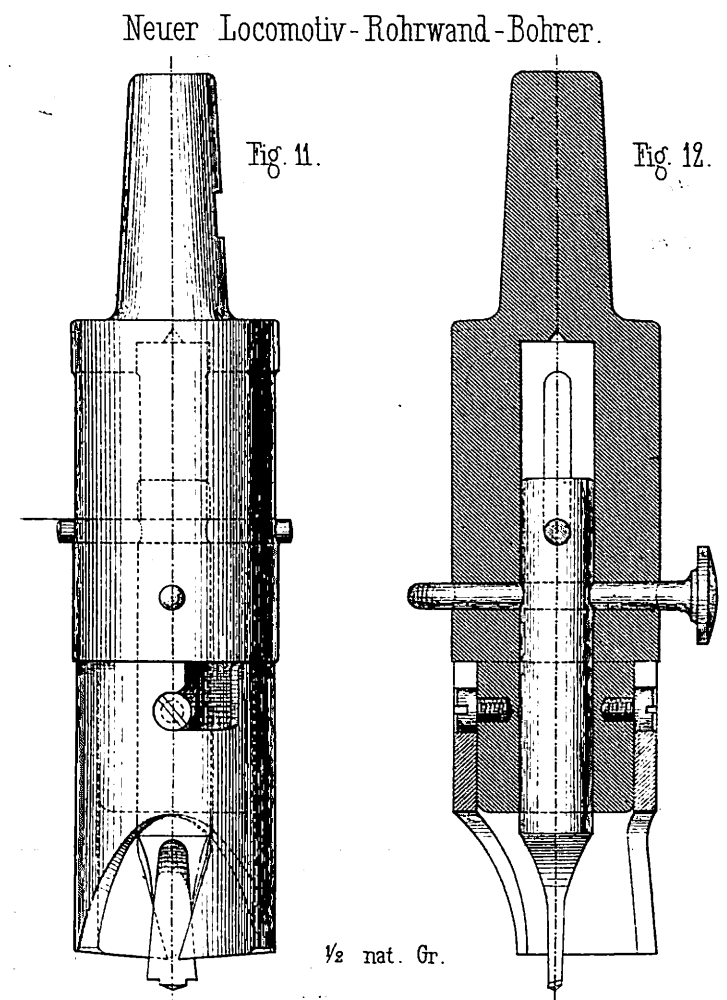


Fig. 1. Längenschnitt.

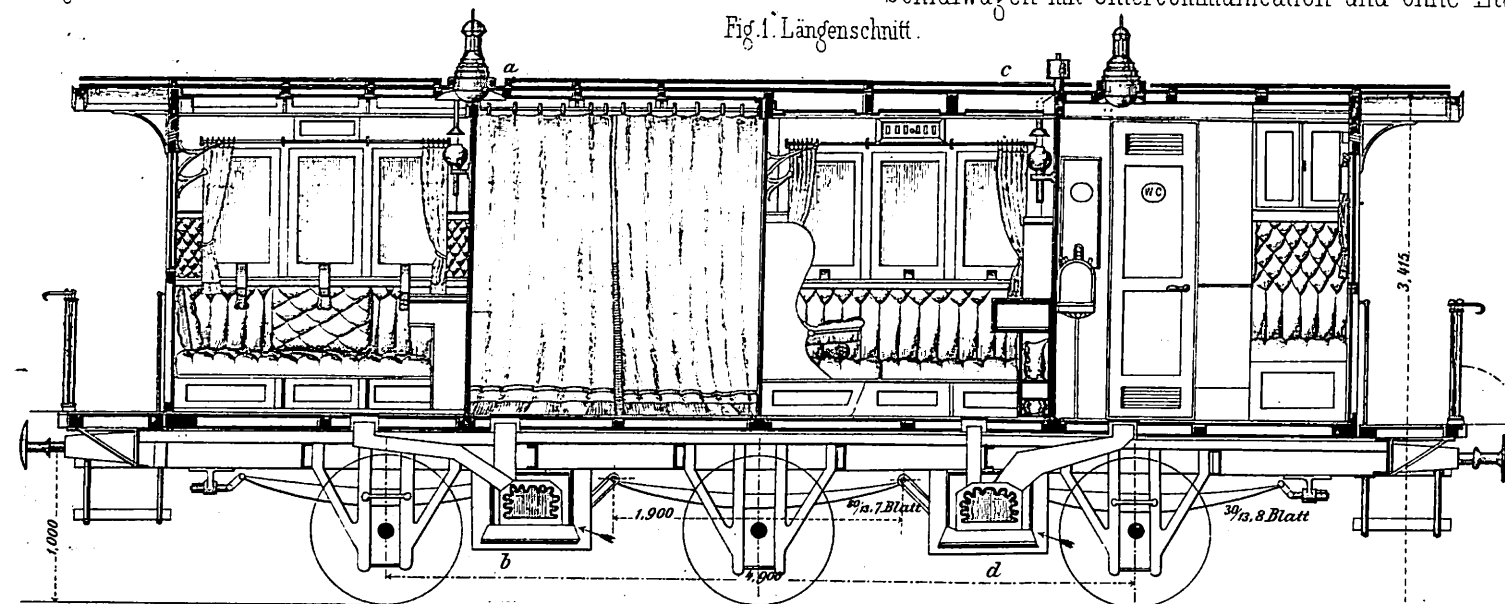


Fig. 2. Schnitt a b.

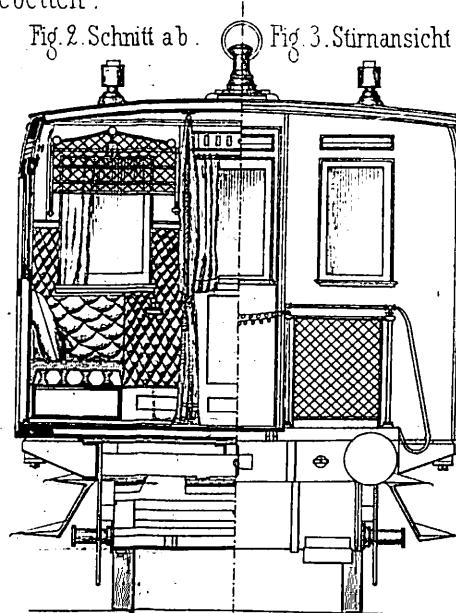


Fig. 3. Stirnansicht.

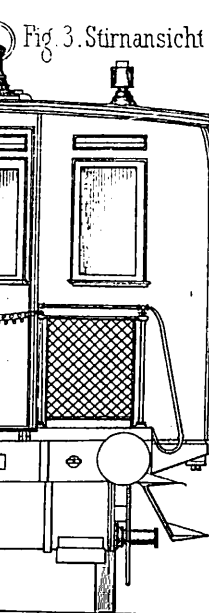
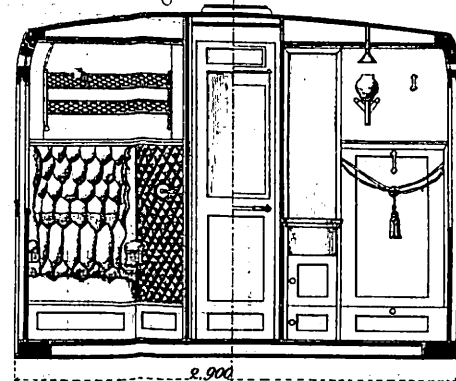
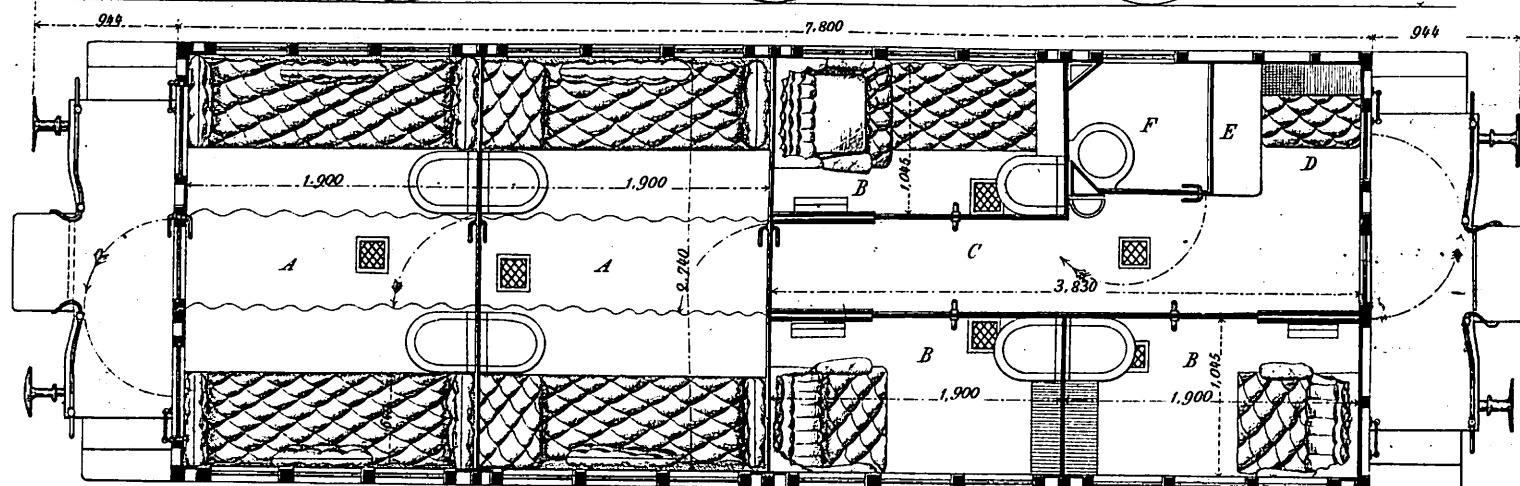


Fig. 4. Schnitt c d.



Maassst. 1:50.

Fig. 5. Grundriss.



Patentirte Doppelhaken - Kuppelung von Adolph Agthe.

Fig. 6. Seitenansicht.

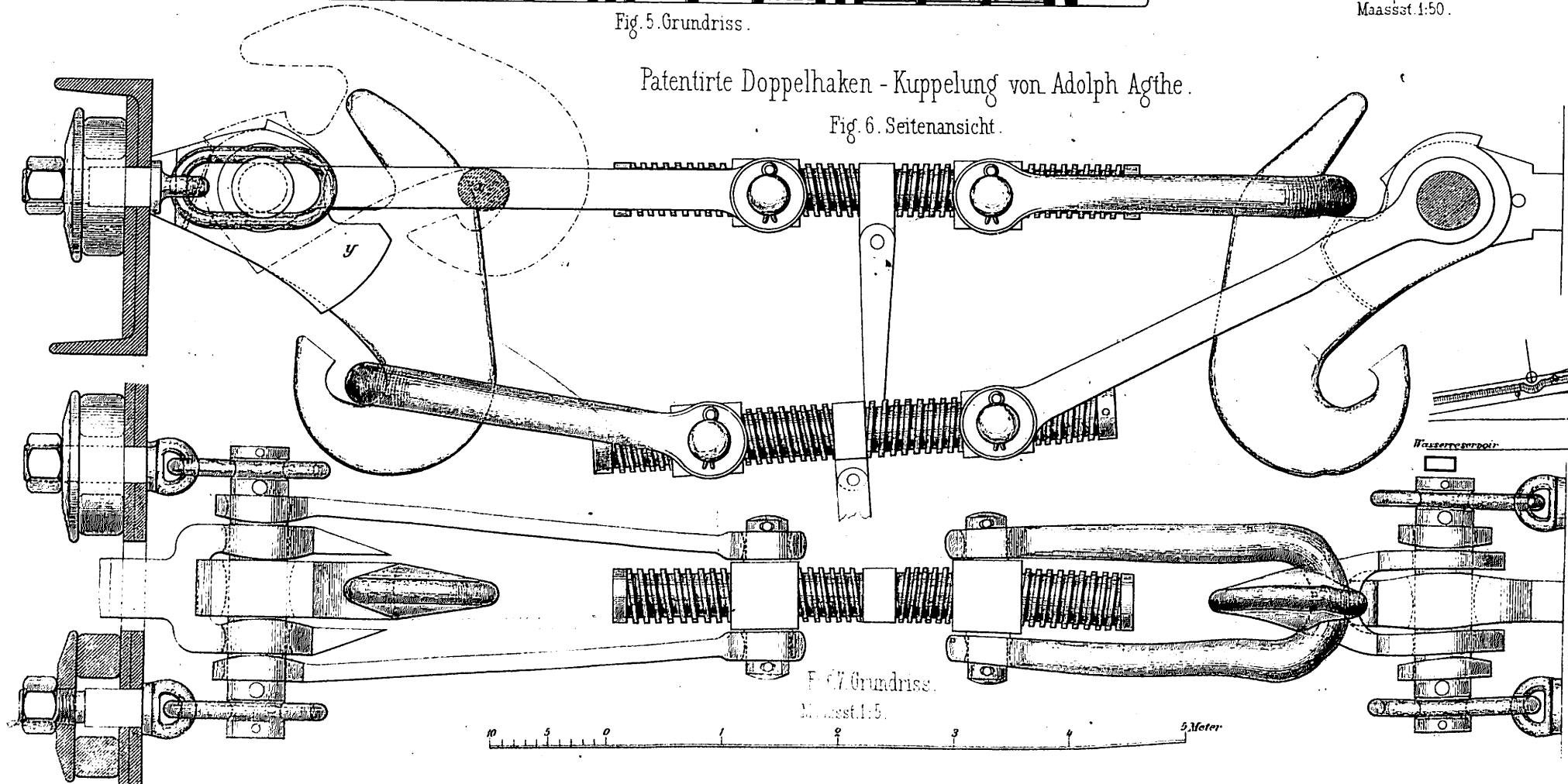


Fig. 7. Grundriss.
Maassst. 1:5.

Fig. 10.

Längenschnitt.
Bierwagen der Eisenb. Bedarfsfabrik, Saxonien.

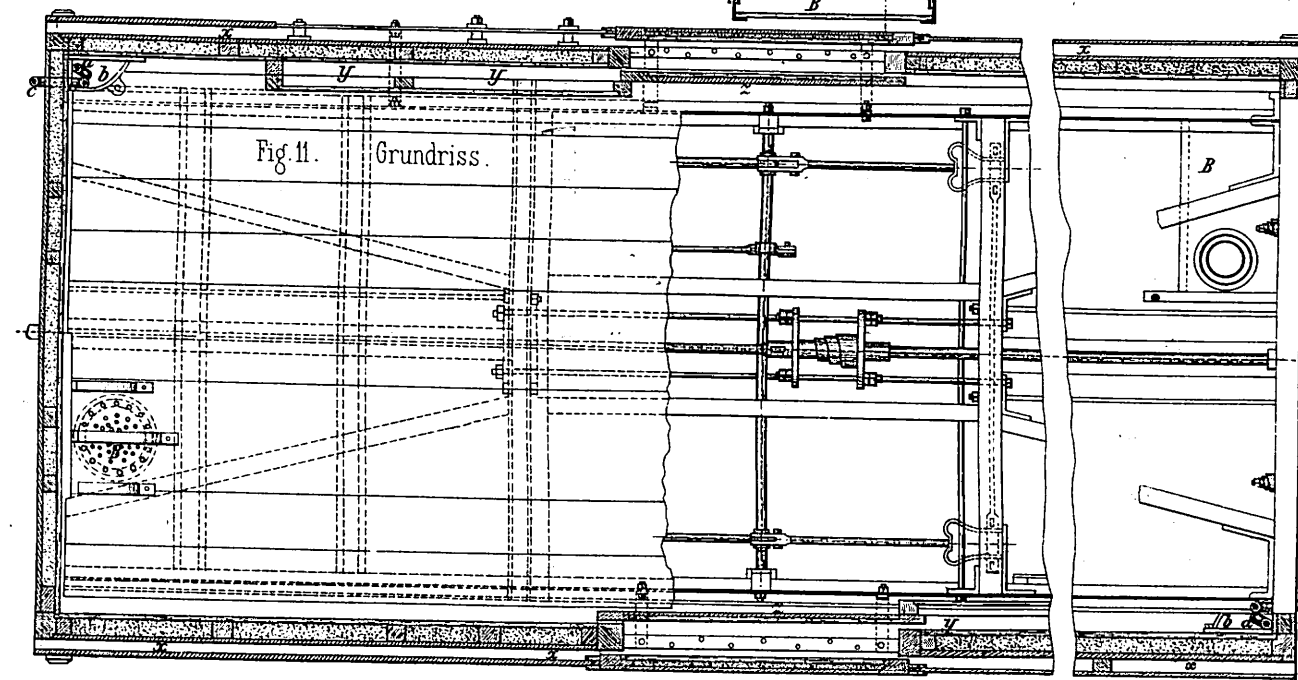
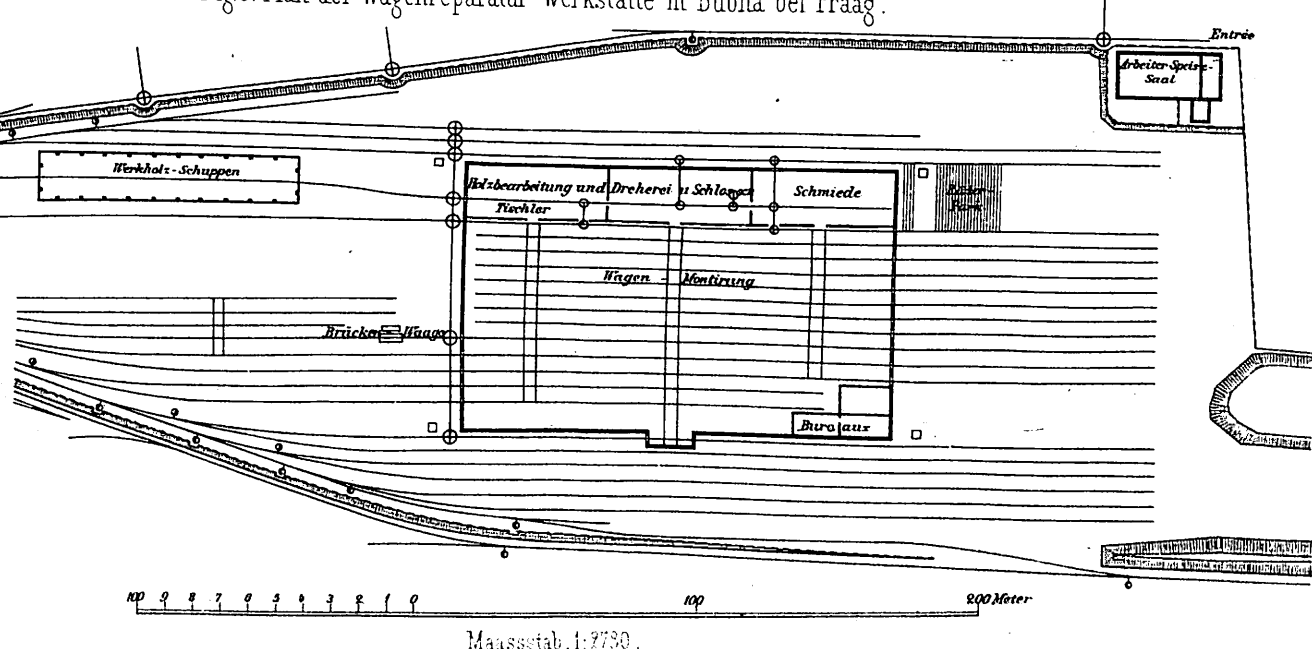


Fig. 8. Plan der Wagenreparatur-Werkstätte in Bubna bei Praag.



Maassstab. 1:750.

Fig 1 Seitenansicht mit durchschnittenen Theilen.

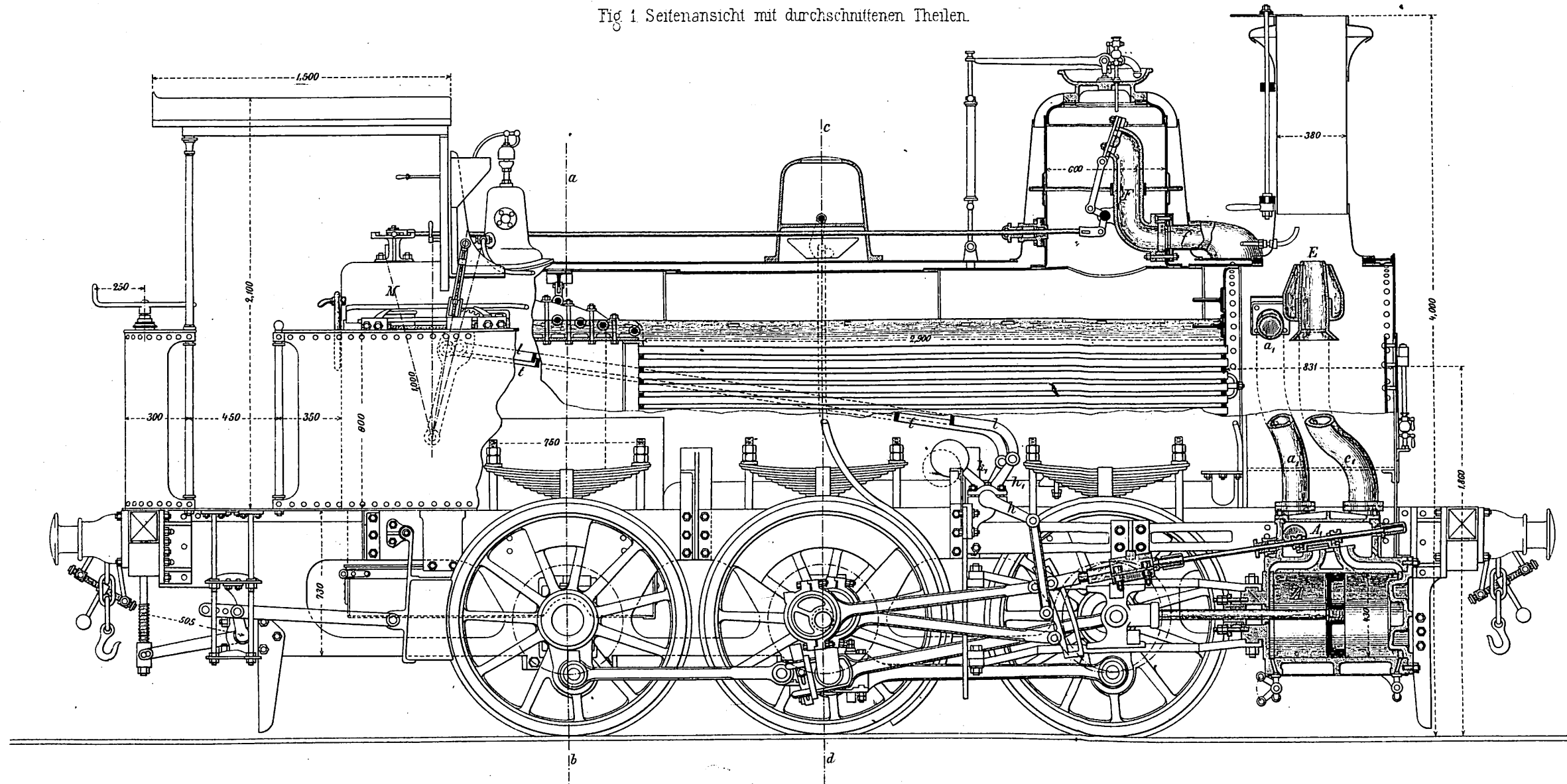
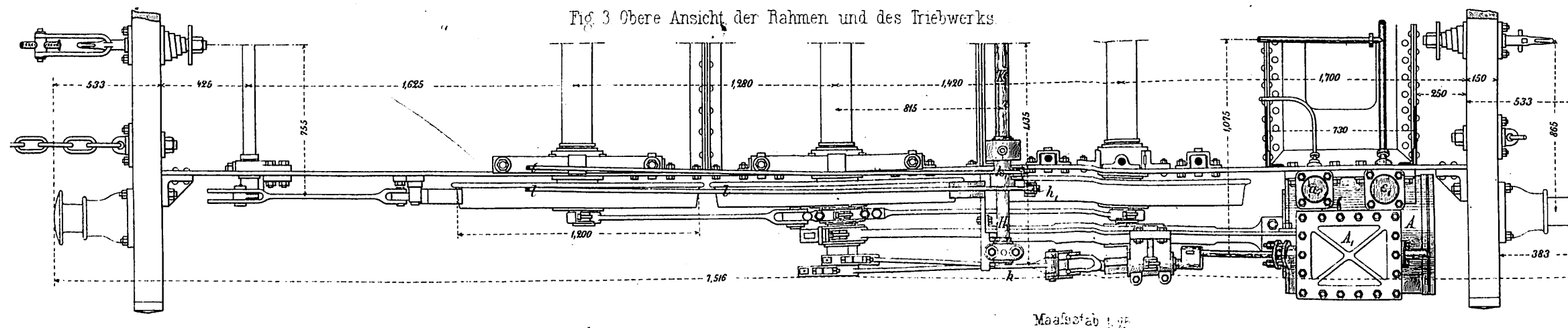


Fig 3 Obere Ansicht der Rahmen und des Triebwerks.



Maßstab 1:25

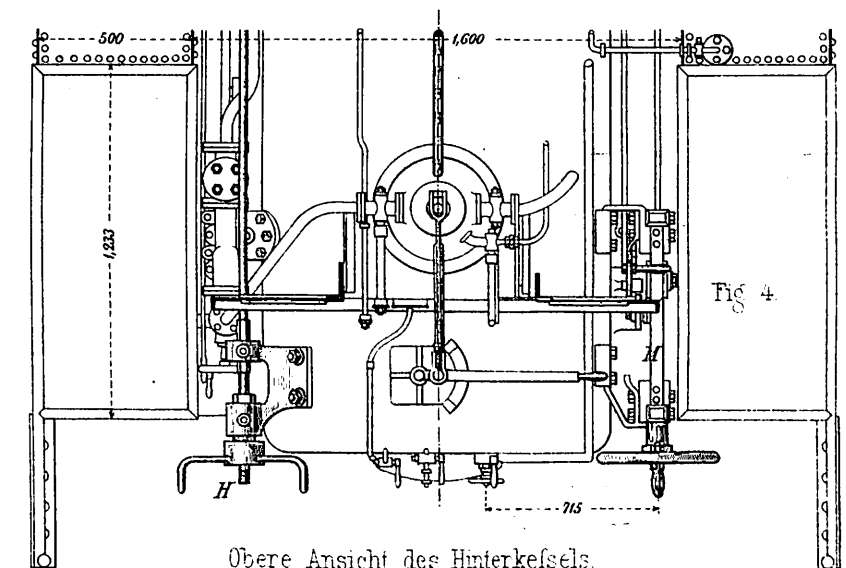
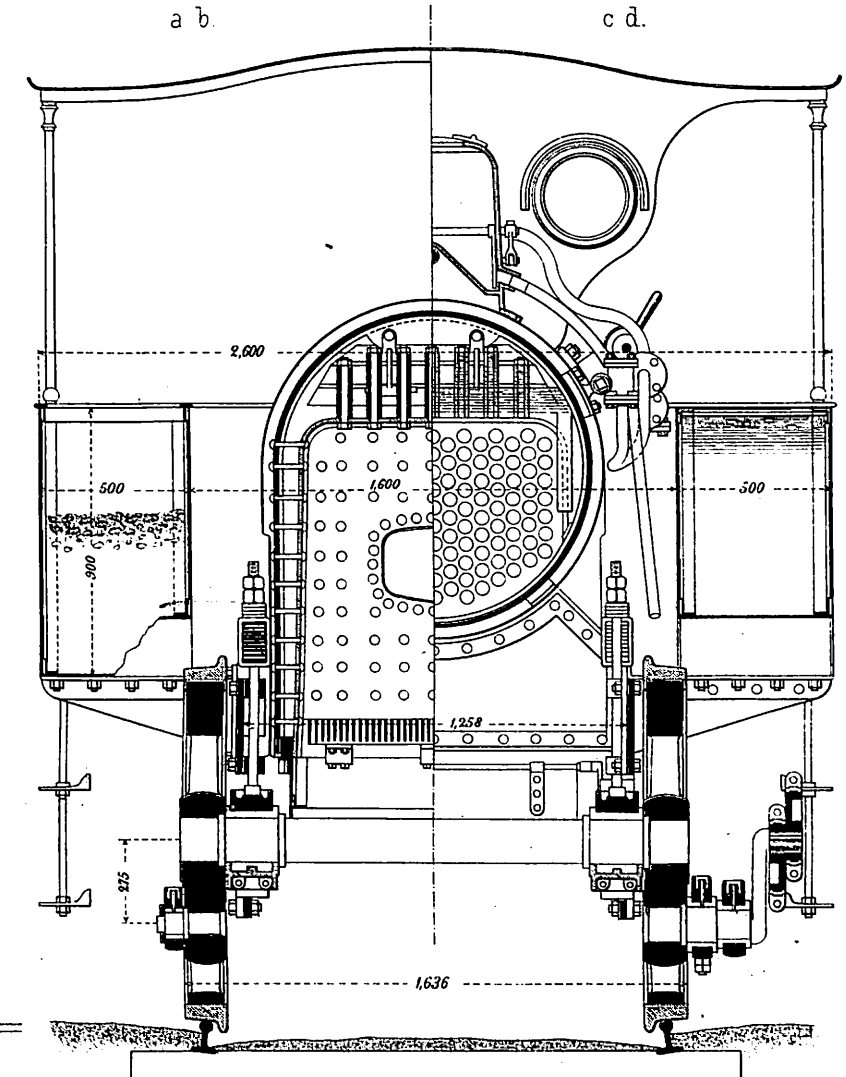
Fig 2.

Querschnitt

a b.

Querschnitt

c d.



Obere Ansicht des Hinterkessels.

Locomotive-Compound System Mallet.

Fig. 1. Querschnitt durch die Rauchkammer und die Cylinder.

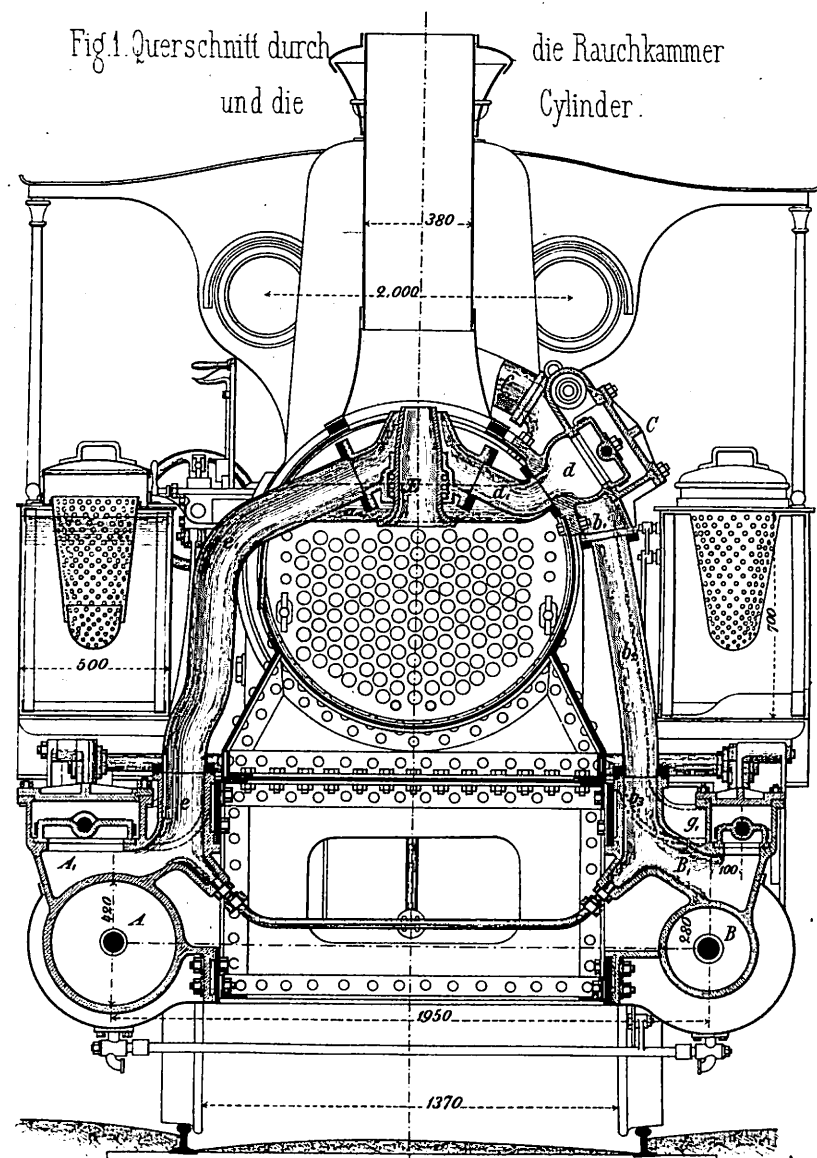
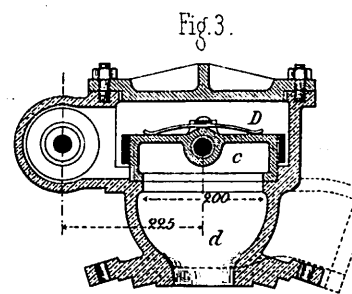
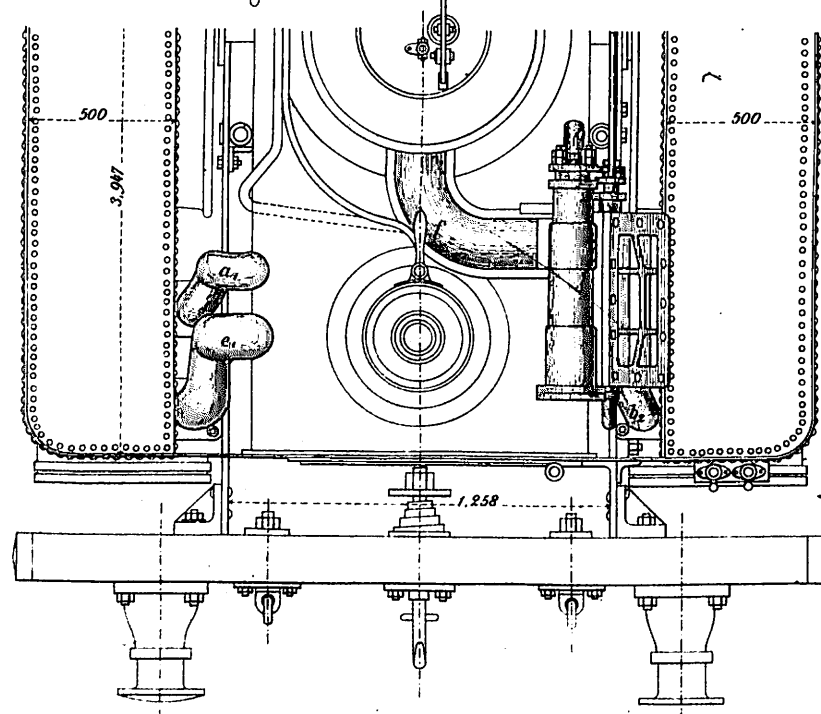


Fig. 2. Obere Ansicht des Vordertheiles.



Vertheilungsschieber mit Abspanner.
(Fig. 3-7.)

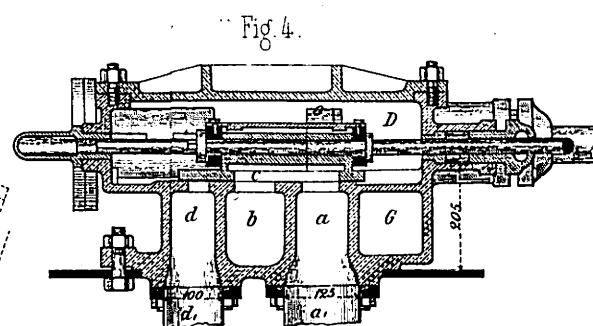


Fig. 4.

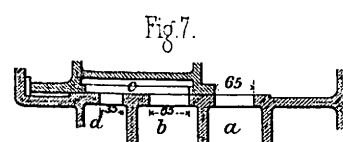


Fig. 7.

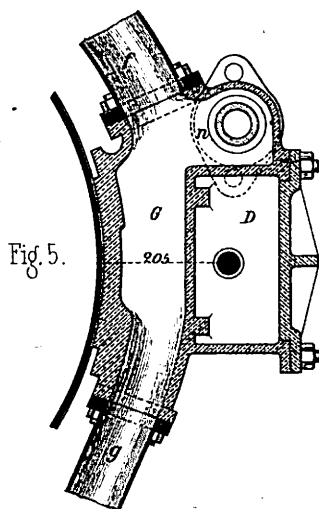


Fig. 5.

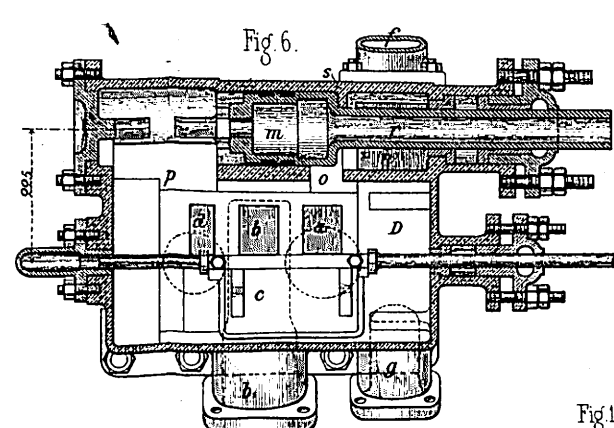


Fig. 6.

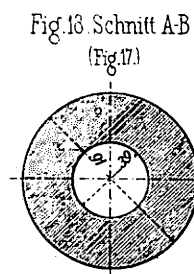


Fig. 13. Schnitt A-B.
(Fig. 17.)

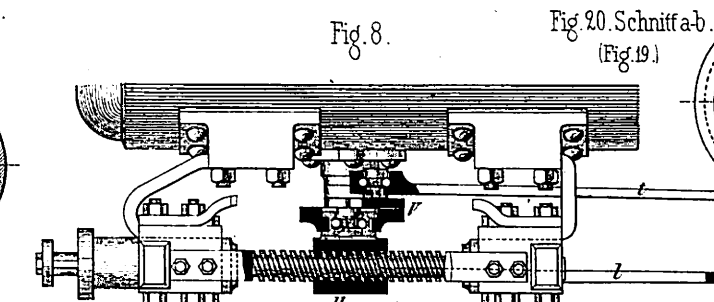


Fig. 8.

Fig. 20. Schnitt a-b.
(Fig. 19.)

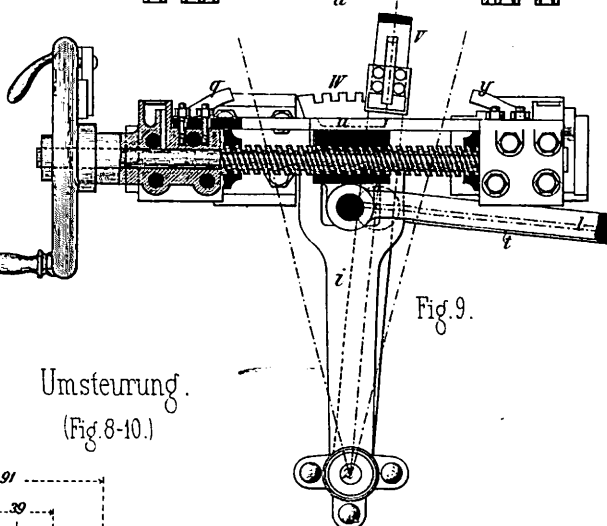
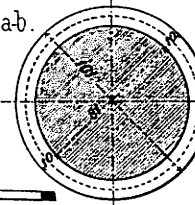


Fig. 9.

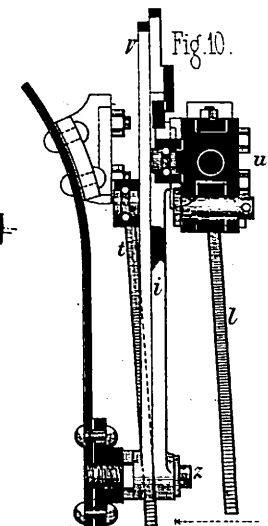


Fig. 10.

Umsteuerung.
(Fig. 8-10.)

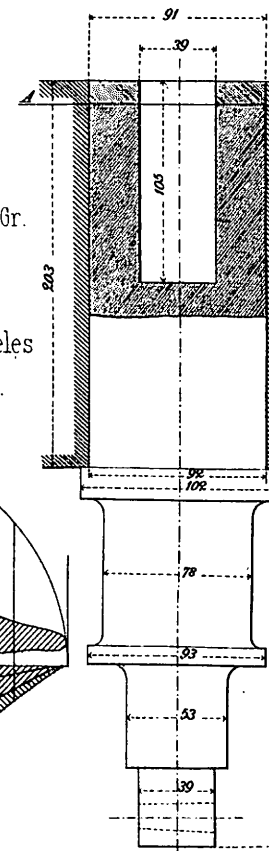


Fig. 17.
1/4 der nat. Gr.

Maassstab 1:25. zu Fig. 1 u. 2.
2:25. zu Fig. 3 bis 10.

Woytt's Befestigung
der Kurbelzapfen.
Fig. 19.

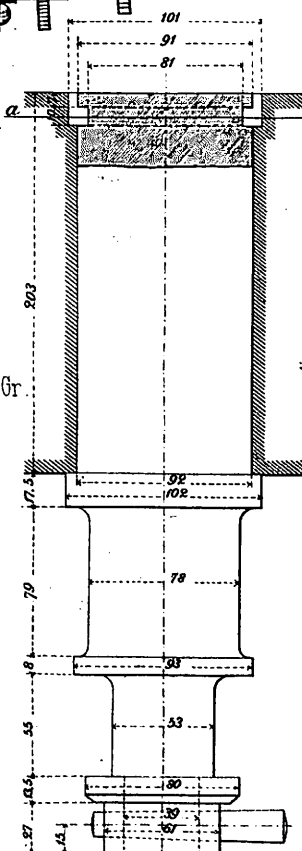


Fig. 11. Indikator Diagramm einer englischen
Locomotive für 78,85 Km. Geschwindigkeit
die Stunde.

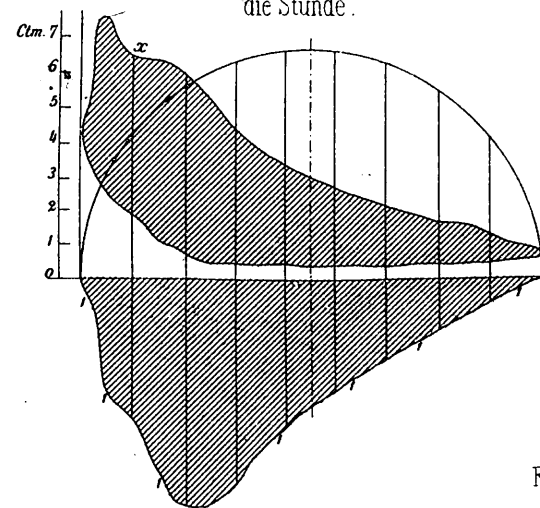


Fig. 12. Dasselbe Diagramm in ein ideales
Receiver-Compound verwandelt.

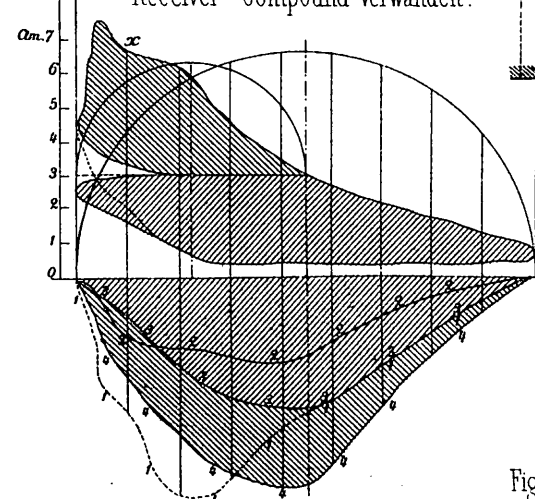
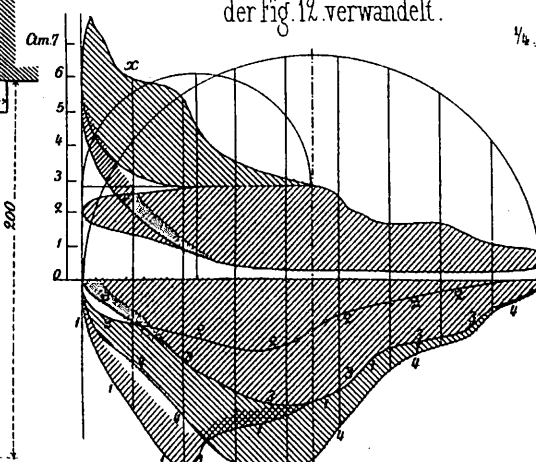


Fig. 13. Jnd. Diagramm desgleichen für 93,34 Km.
Geschwindigkeit die Stunde, entsprechend
der Fig. 12. verwandelt.



1/4 der nat. Gr.

Fig. 14.

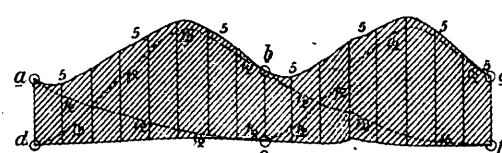


Fig. 15.

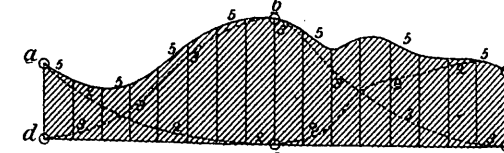
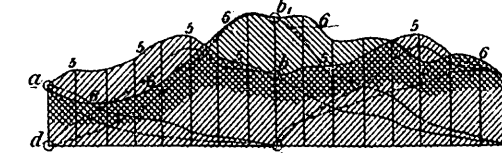
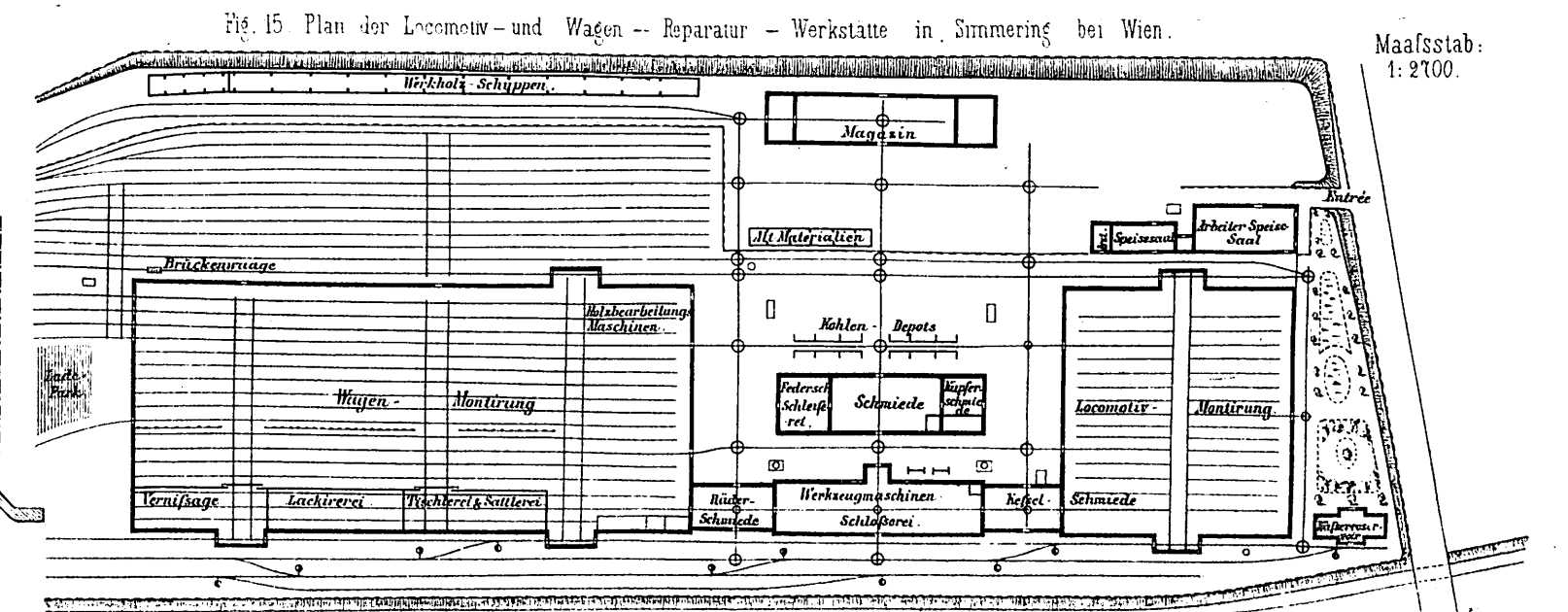
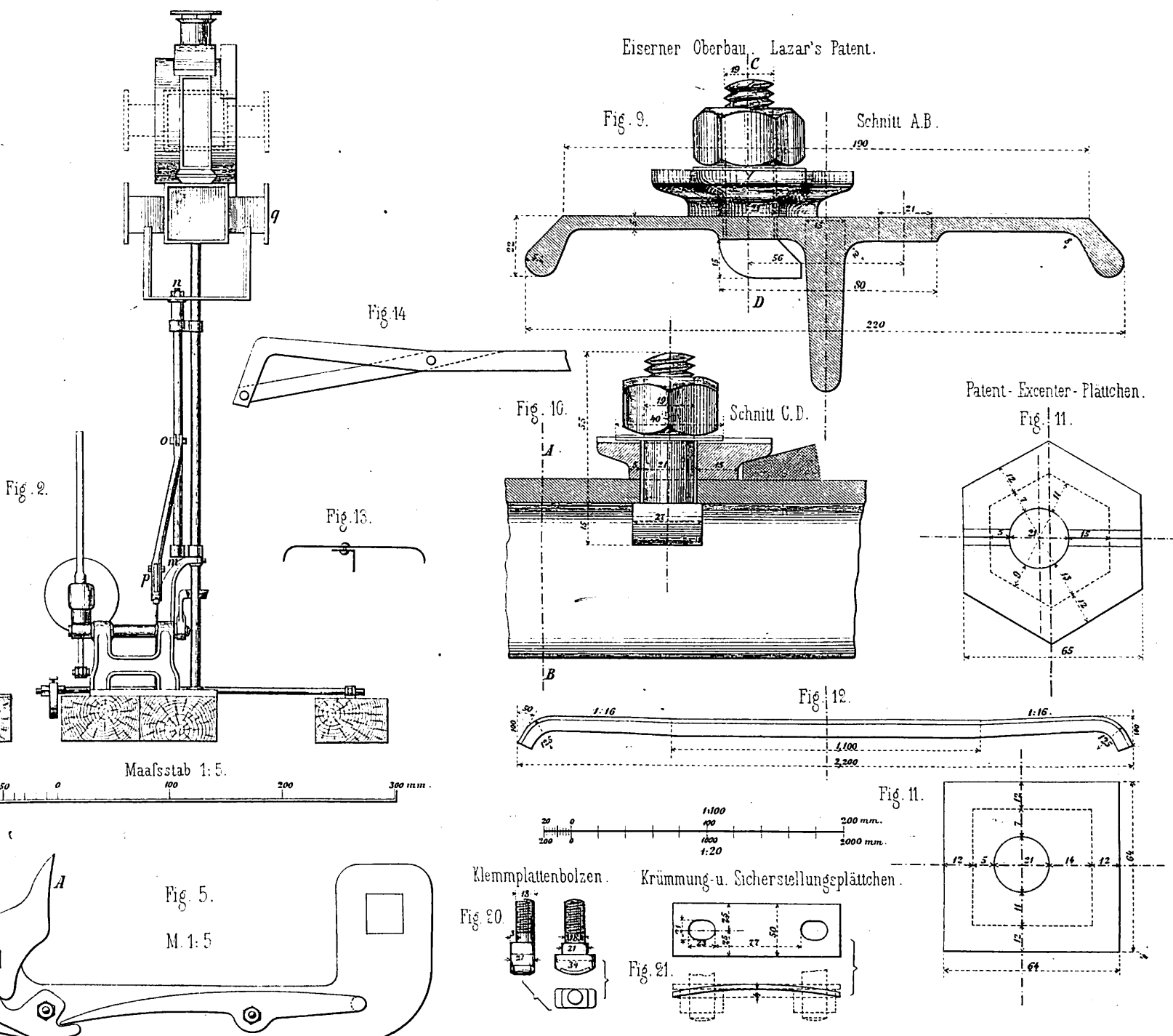
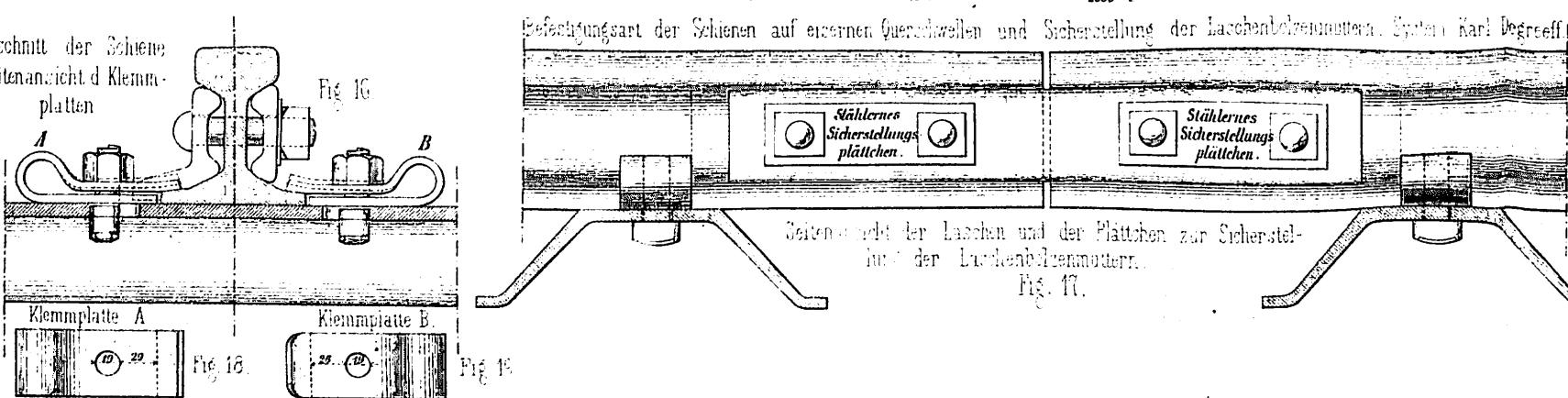
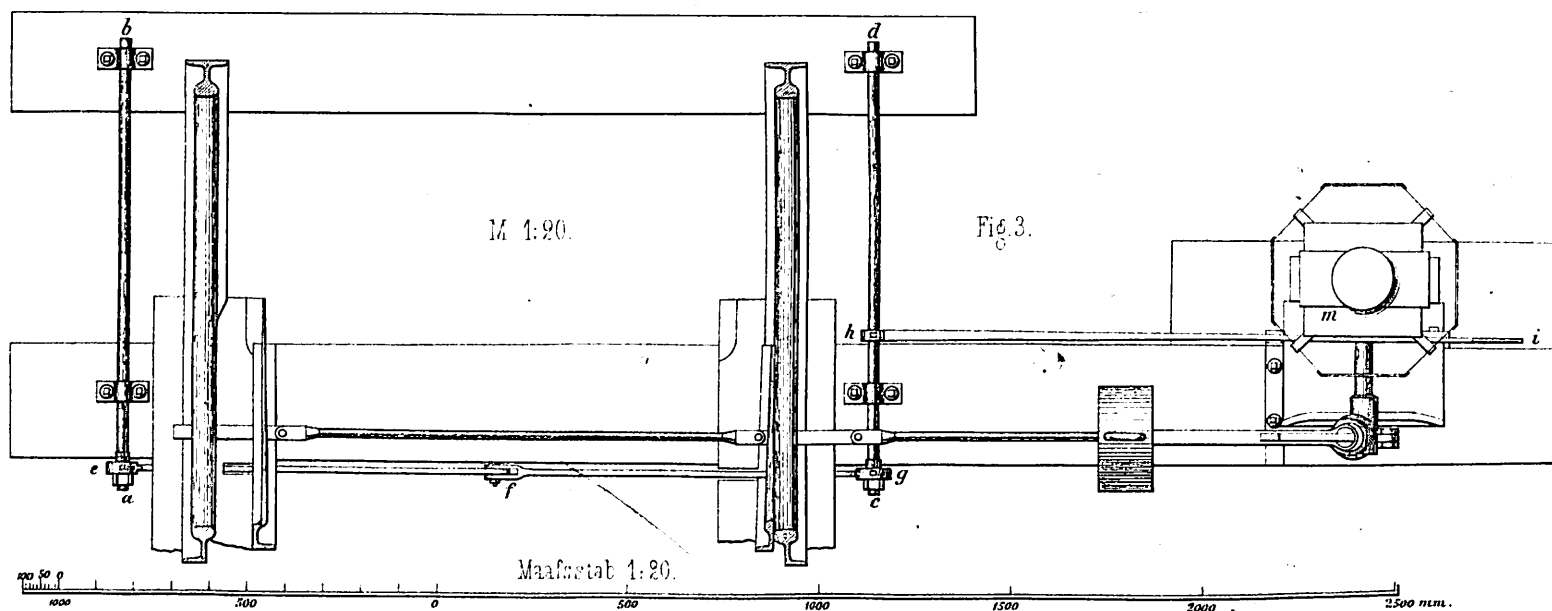
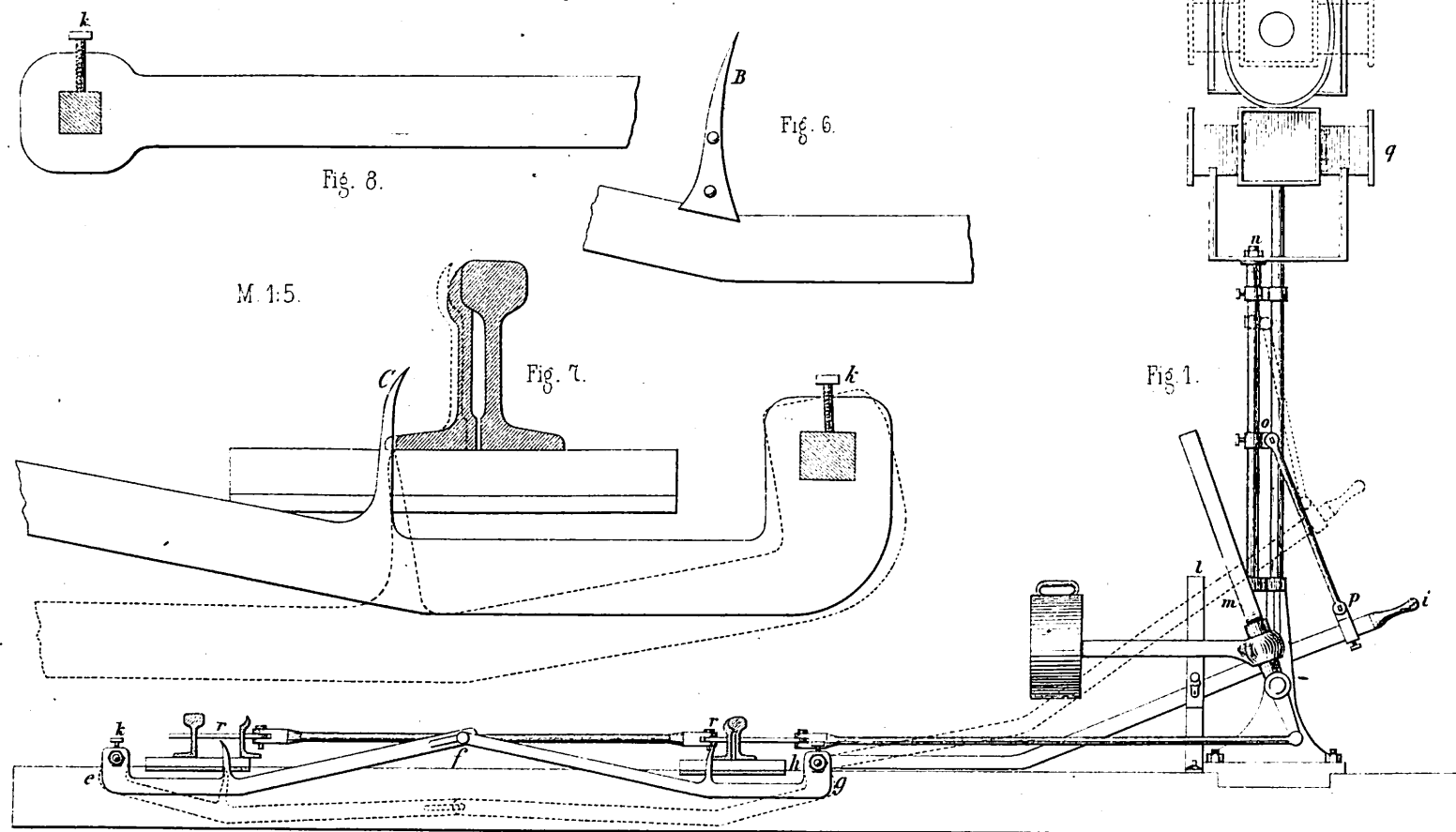


Fig. 16.



Weichenverschluss mit selbstthätigem Sicherheitssignal
zur Angabe ob die Weiche vollständig schließt oder nicht.
construirt von Hermann Dunaj.



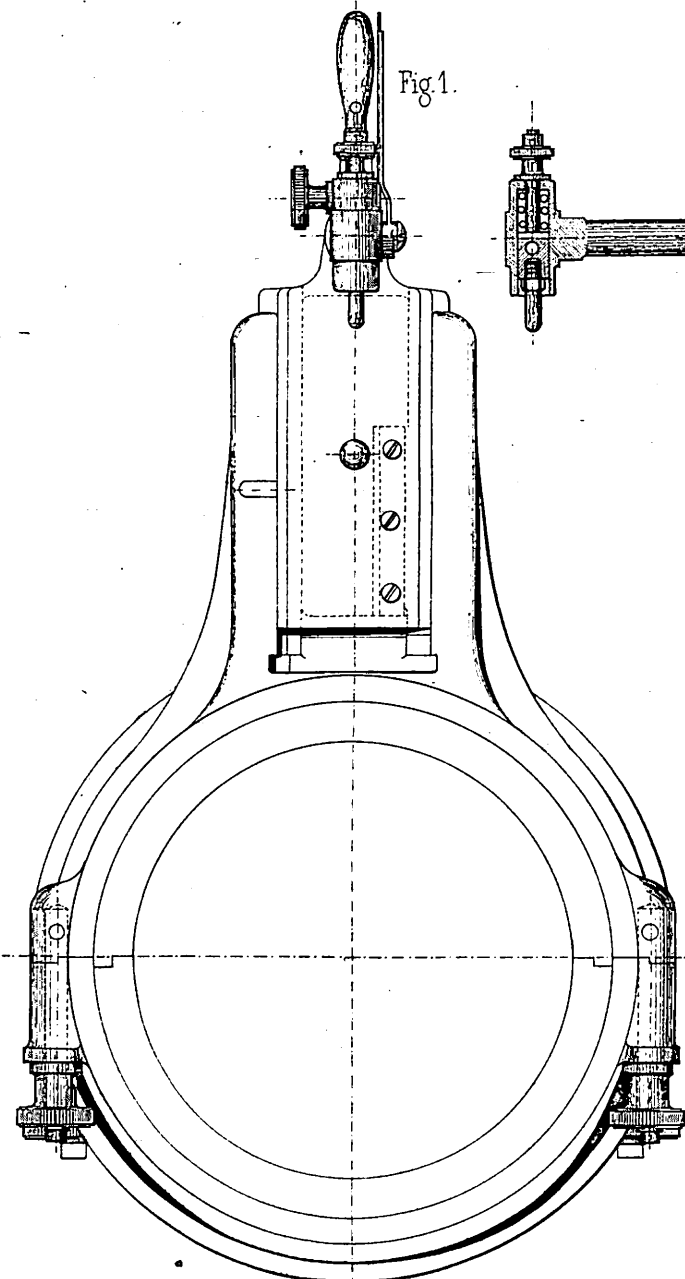


Fig. 1.

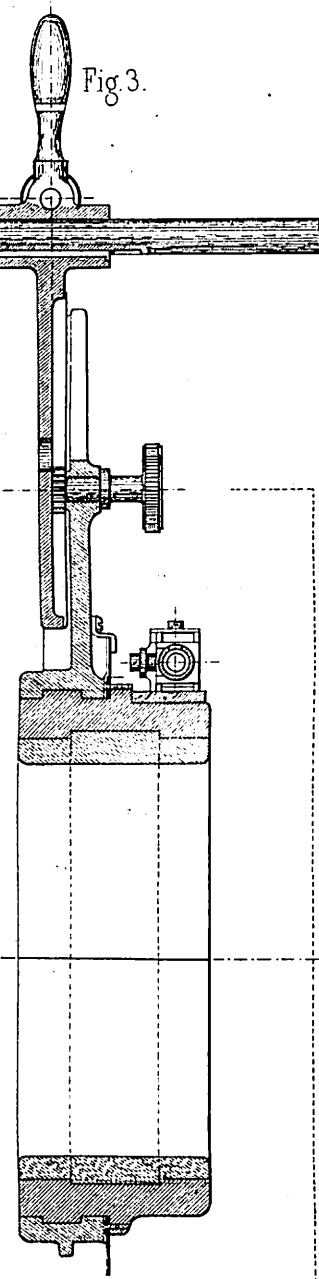


Fig. 3.

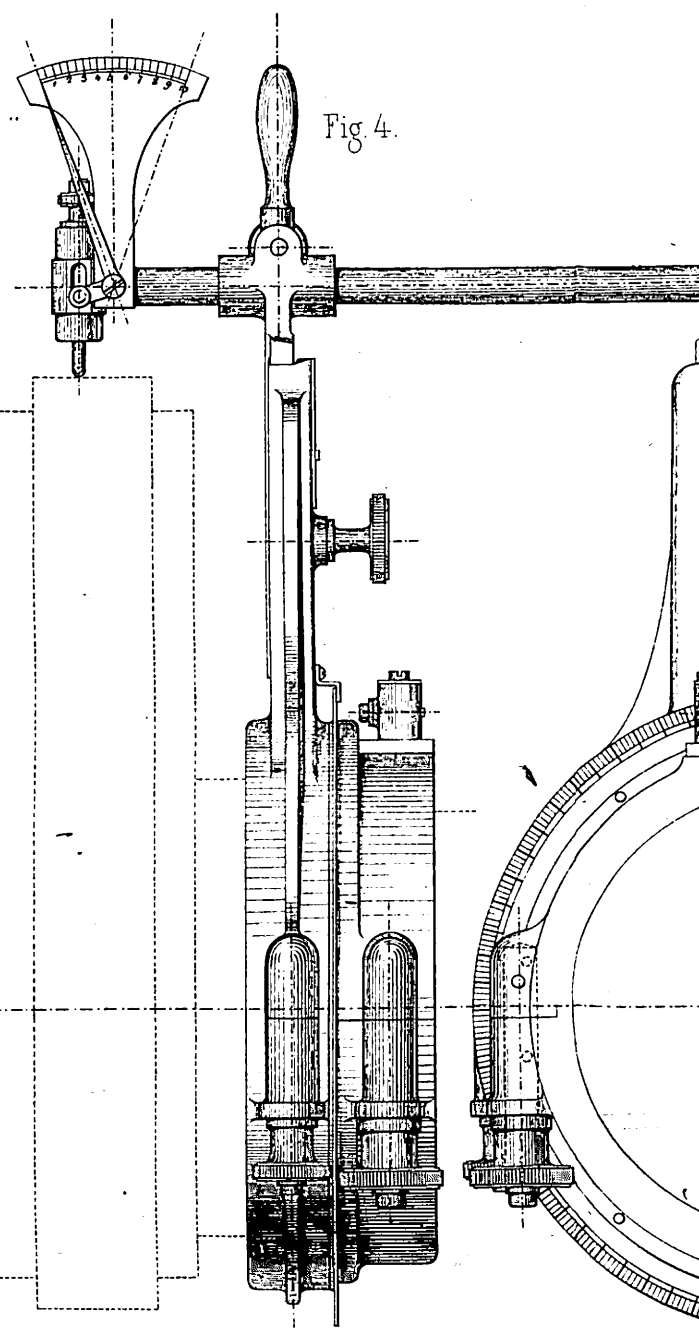


Fig. 4.

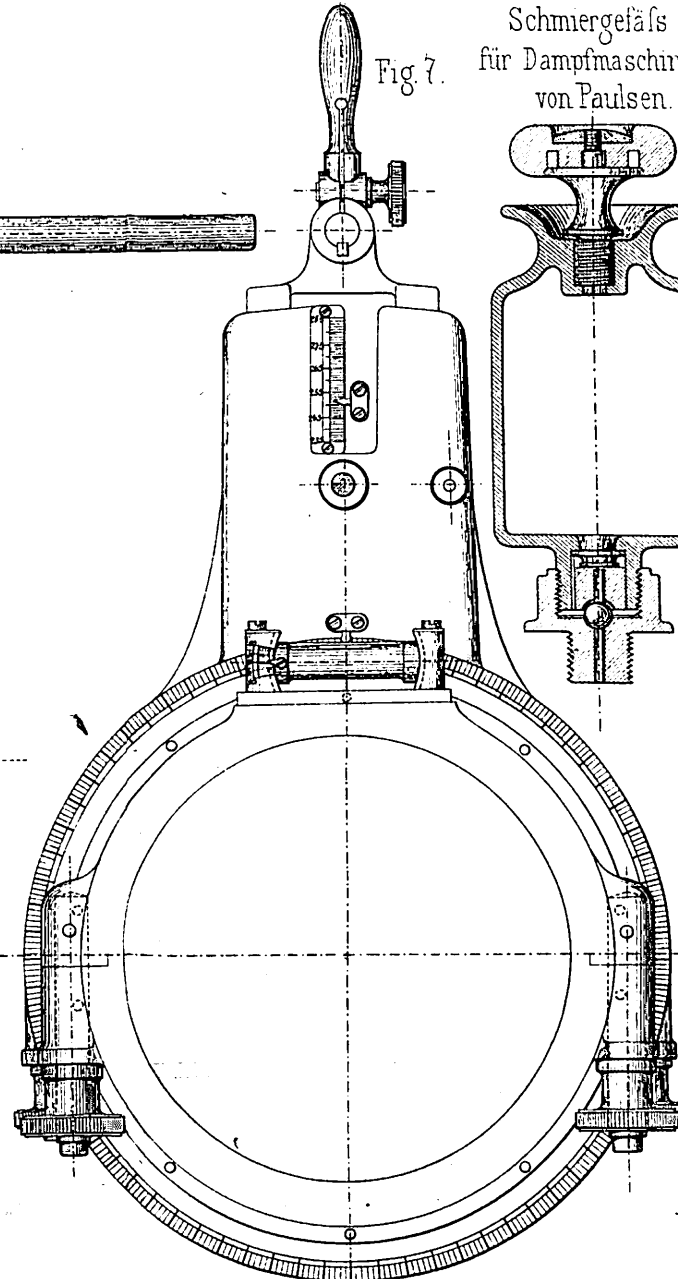


Fig. 7.

Schmiergefäß
für Dampfmaschinen
von Paulsen.

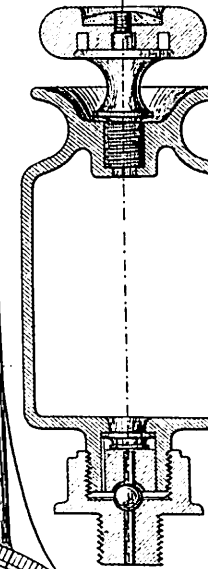


Fig. 10.

Universal-Achsbüchse mit directer Schmierung u. öldichtem Verschluss für Eisenbahnfahrzeuge.
Verticaler Längenschnitt durch die Lagermitte

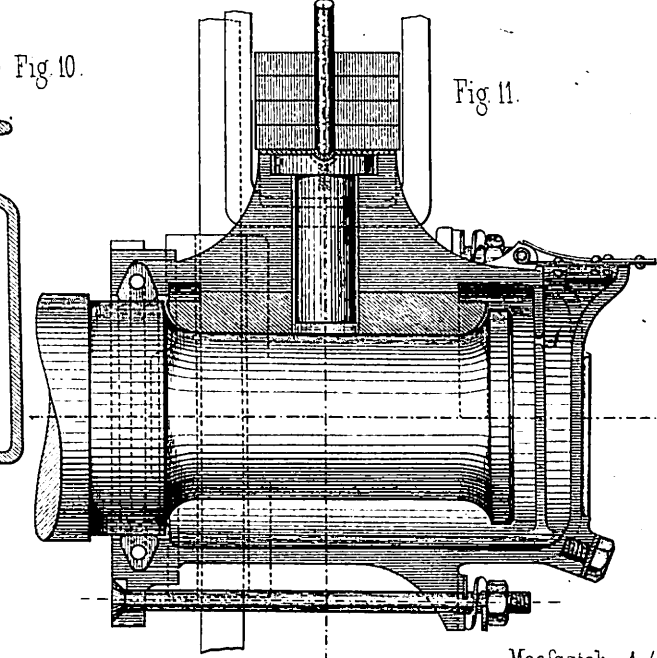


Fig. 11.

Maassstab - 1:4.

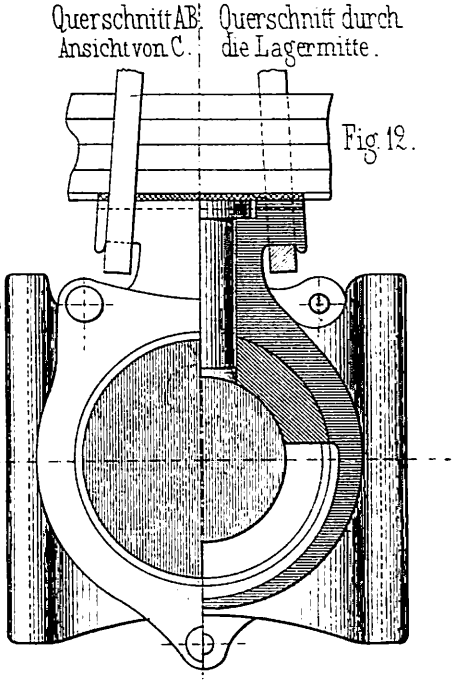


Fig. 12.

Querschnitt AB: Querschnitt durch die Lagermitte.
Ansicht von C.

Horizontalschnitt u. Ansicht von oben.

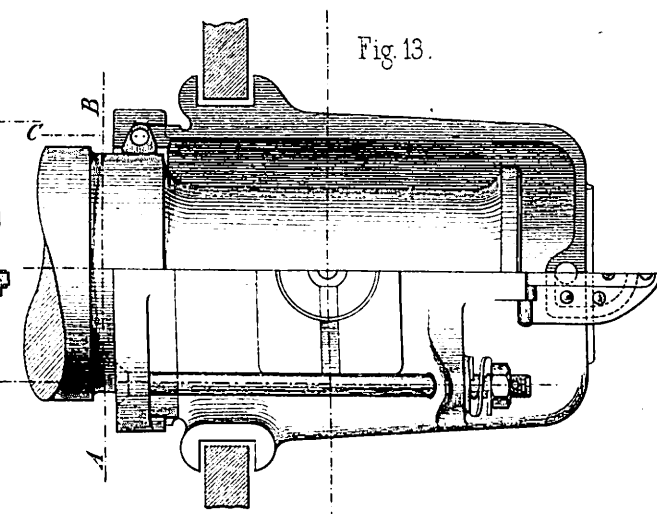


Fig. 13.

Ansicht von vorne

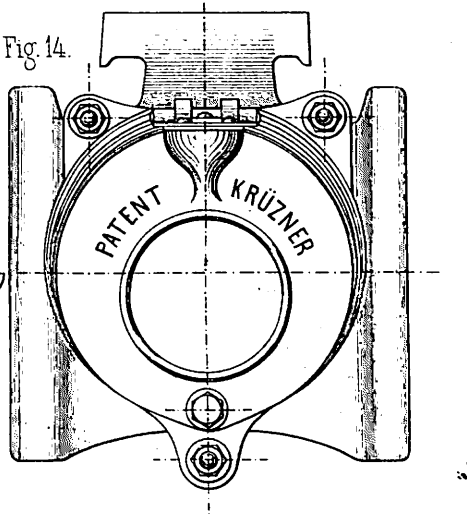


Fig. 14.

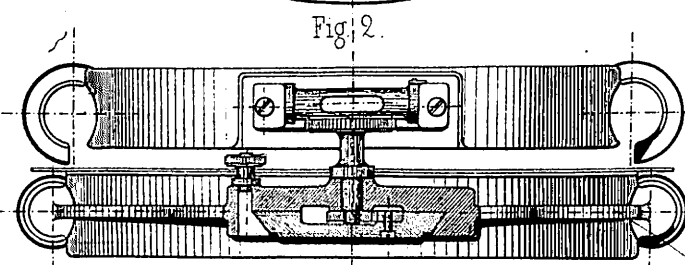


Fig. 2.

Apparat zum Messen
der Voreilwinkel und
Excentricitäten
bei Locomotive-Excentern.

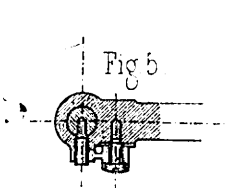
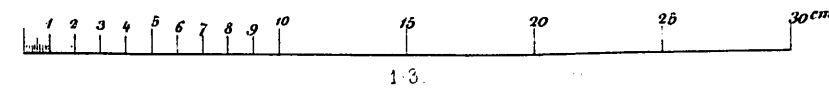


Fig. 5.



Pohl's Vorrichtung zur Gangbarhaltung der Kupplungen.
1/2 nat. Gröfse.

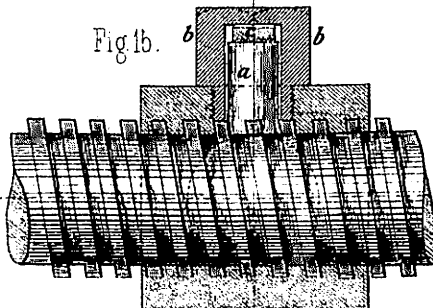


Fig. 15.

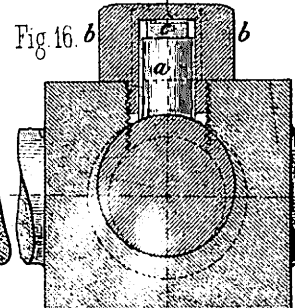


Fig. 16.

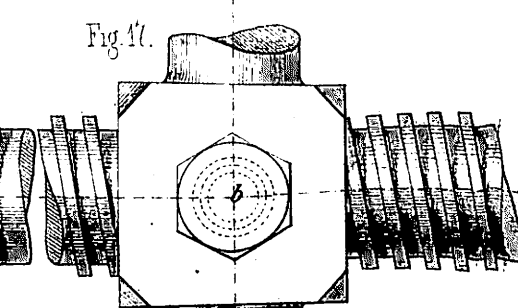


Fig. 17.

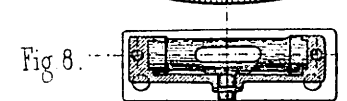


Fig. 8.

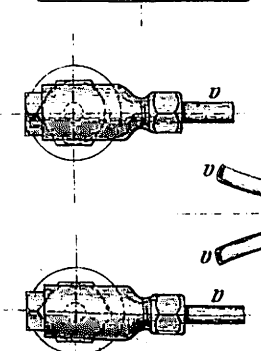


Fig. 20.

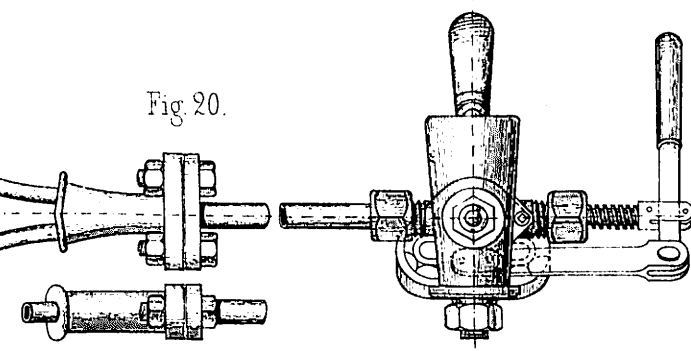


Fig. 19.

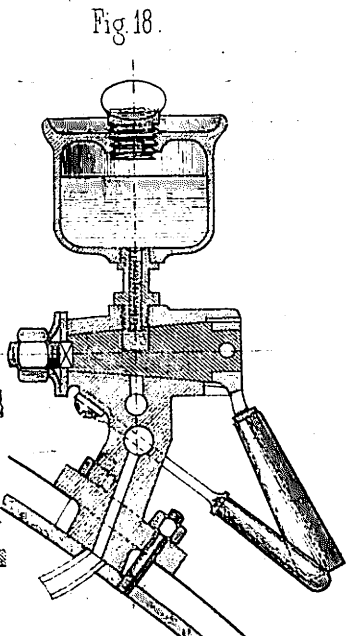


Fig. 18.

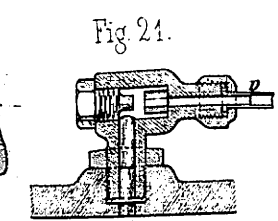
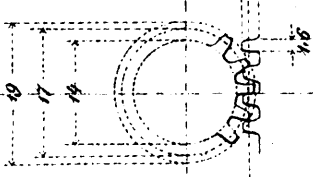


Fig. 21.

Oelspritzhahn zum Schmieren
der Locomotiv-Cylinder

Maassstab - 1:5.

Fig 9
Natürl. Gröfse



Theilk Diam. - 17 22-15
Theilg - 3.55 Breite - 8