

Fig. 4.
(Fig. 1. Stellung des Mitnehmerbocks
während des Abdrehens.)

90 Drehungen per Minute

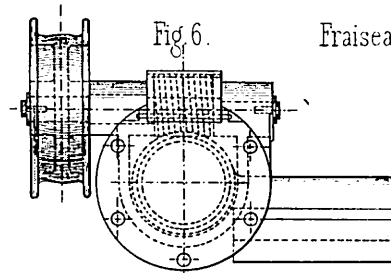


Fig. 6.
Fraiseapparat.

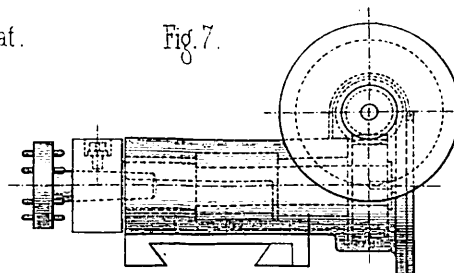


Fig. 7.

(Fig. 2. Stellung des Mitnehmerbocks
bei dem Auf- und Abspannen der
Achse.)

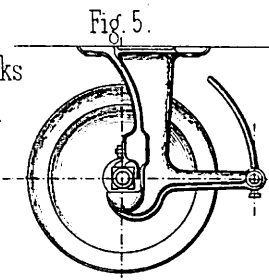


Fig. 5.

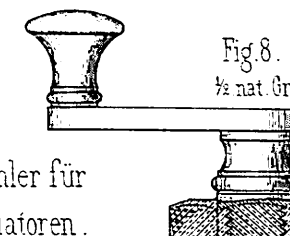


Fig. 8.
1/2 nat. Gr.

Gebauer's Sparoehler für
Locomotiv-Regulatoren.

Achsendrehbank der Elsässischen Maschinenbau-Gesellschaft in Grafenstaden.

(Spitzenhöhe - 300 mm)

Maassstab 1:20.

2m 800 maximum.

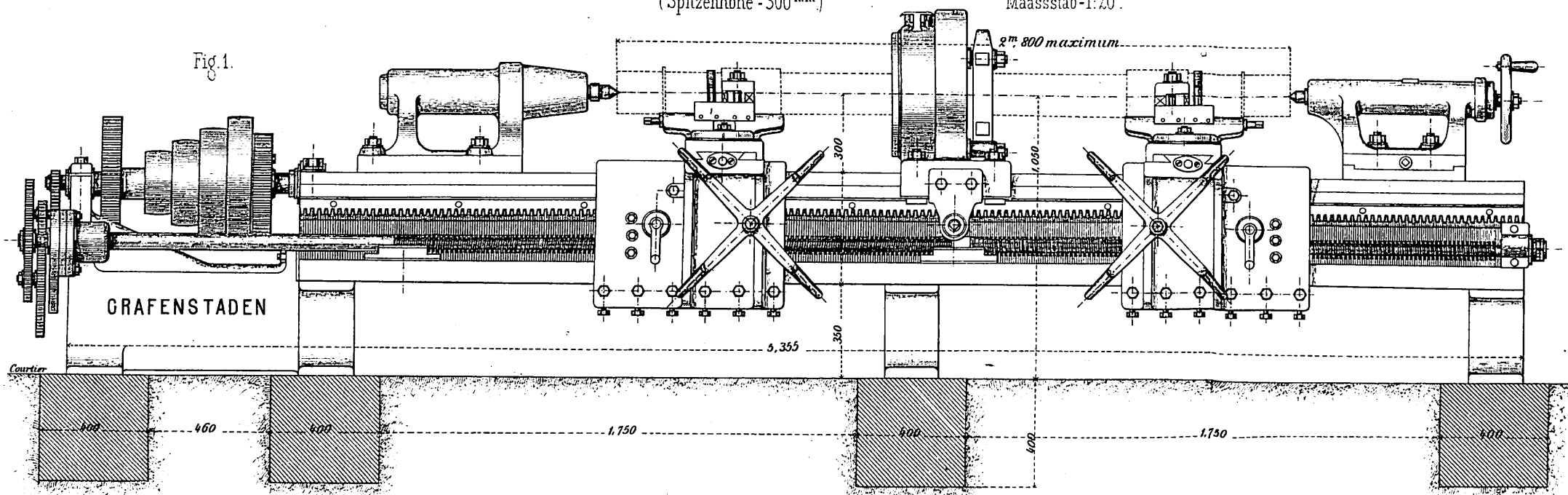


Fig. 1.

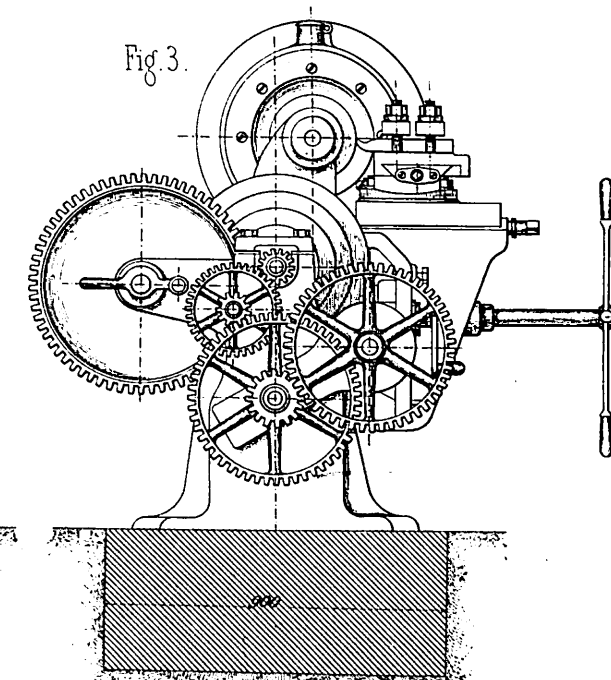


Fig. 3.

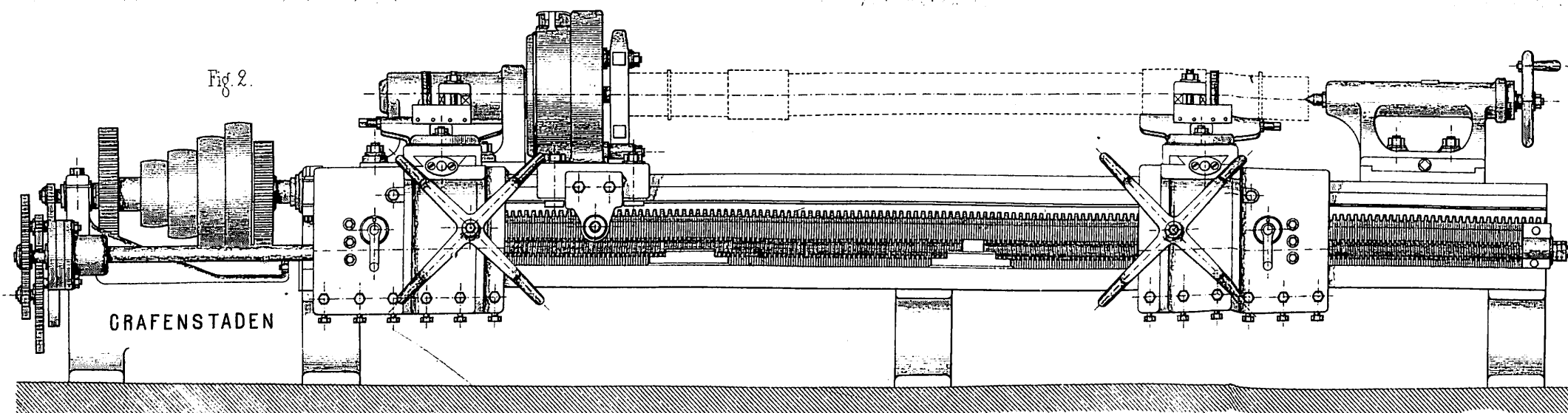


Fig. 2.

Böttcher's patent eiserner Oberbau
für Strassenbahnen.

Fig. 14.

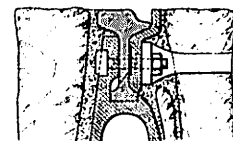


Fig. 15.

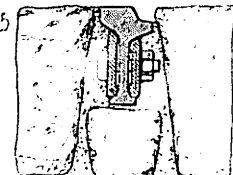


Fig. 13.

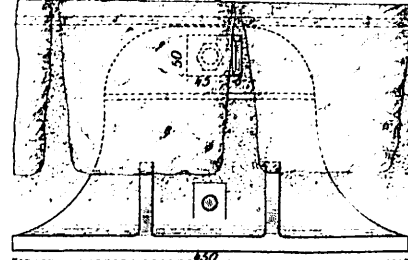


Fig. 12.

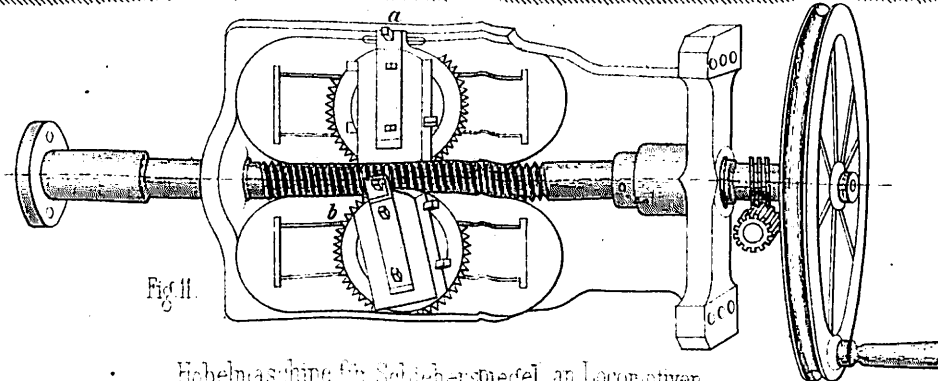
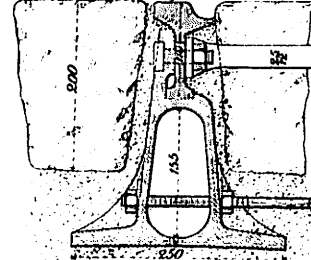


Fig. 11.

Hobelmaschine für Schieb-spiegel an Locomotiven.

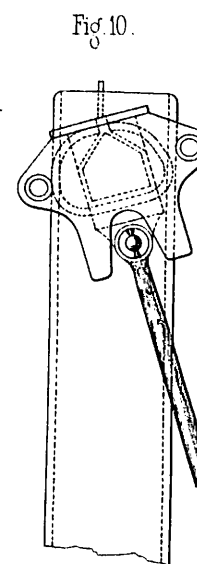


Fig. 10.

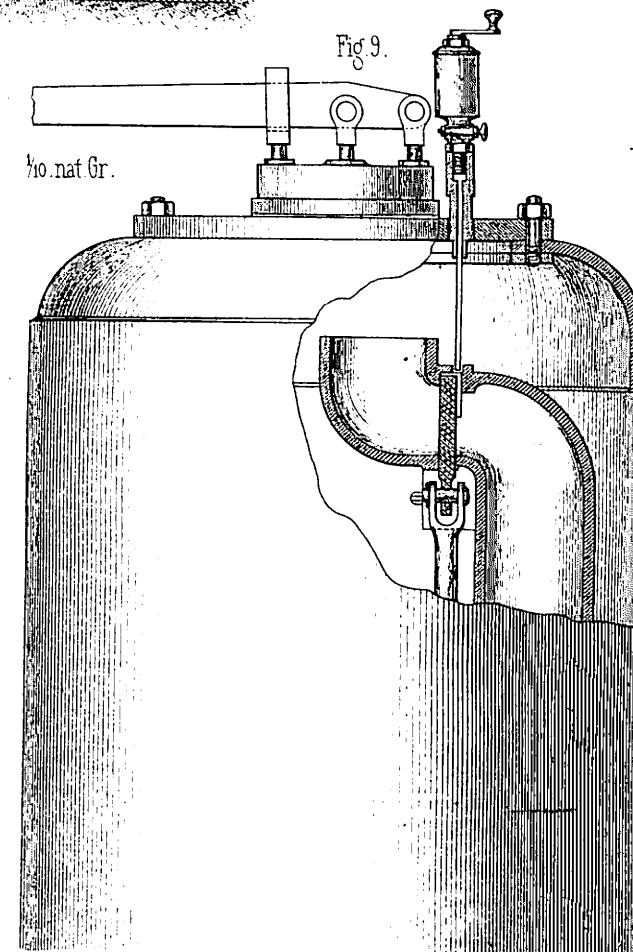
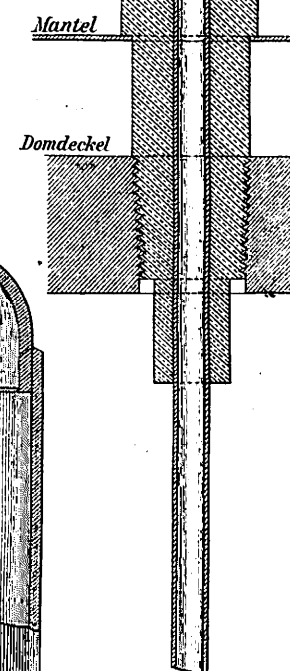


Fig. 9.

1/10 nat. Gr.



Mantel

Domdeckel

Güterzug-Locomotive der
Paris-Lyon-Mittelmeer-Bahn

1/40 der nat Gr

Fig 1 Seiten Ansicht

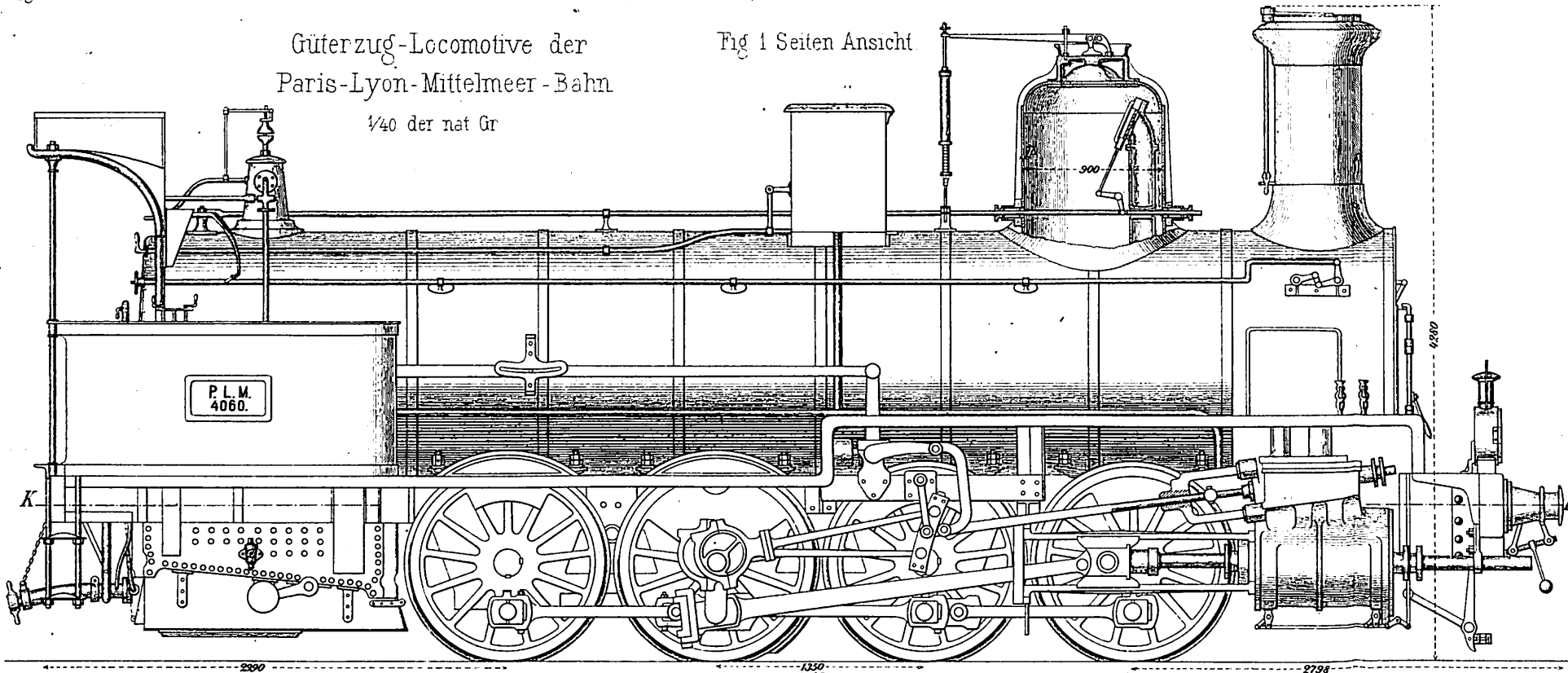


Fig 4 Hintere Ansicht

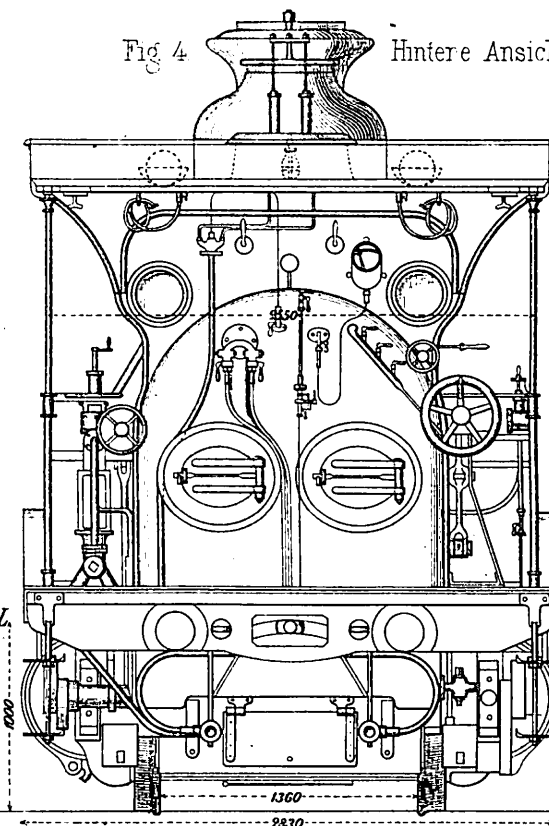


Fig 14

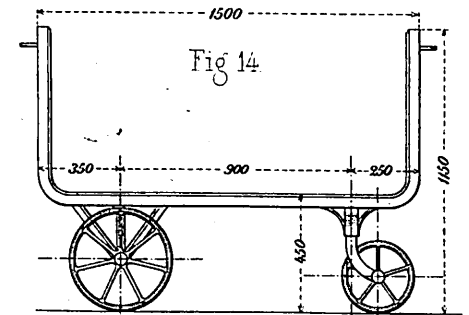


Fig 15

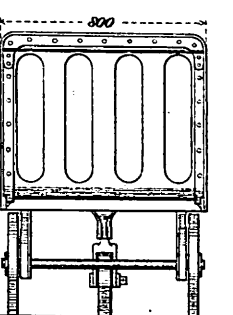


Fig 16

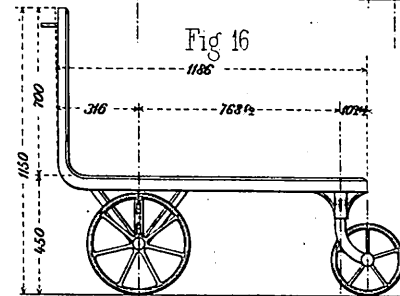
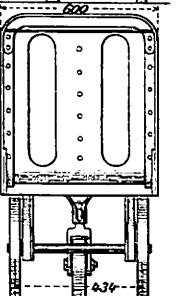


Fig 17



Perron-Gepäck-
Karren der
Paris-Lyon-u
Mittelmeerbahn

Fig 2 Grundriss

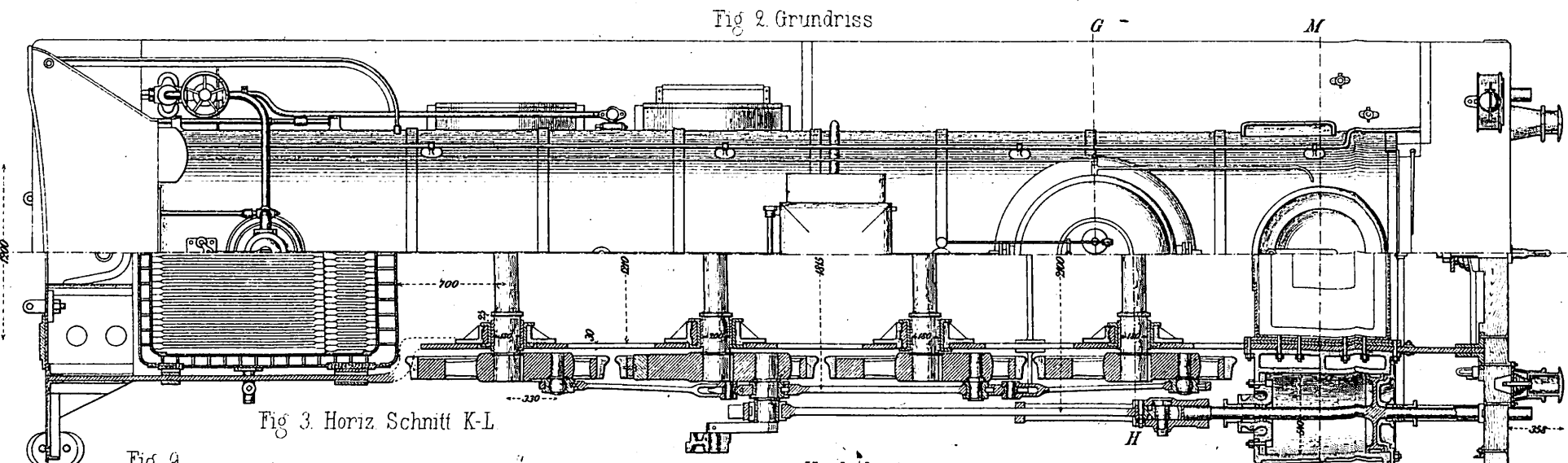


Fig 5
Schnitt
G-H.

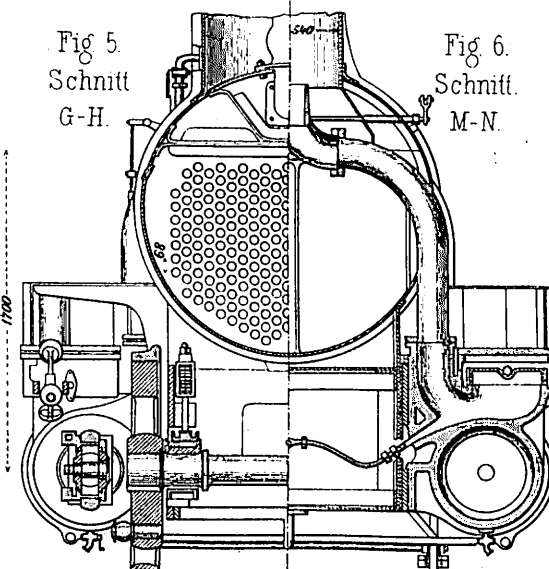
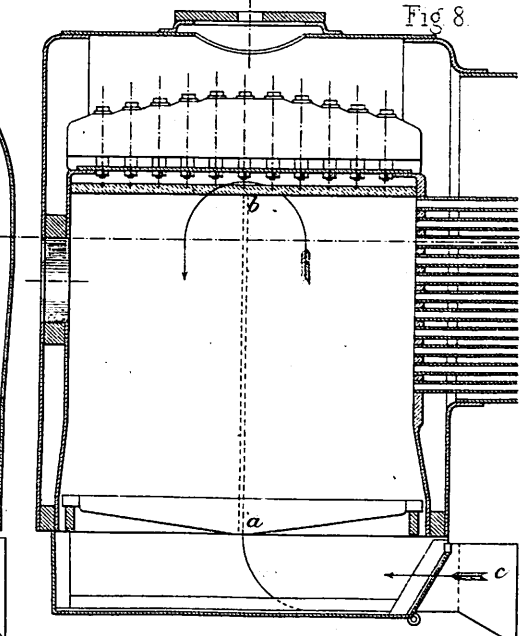
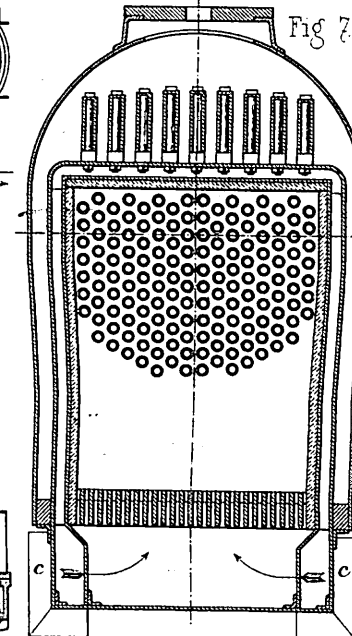


Fig 6.
Schnitt.
M-N.



130 der nat. Gr

Fig 3. Horiz. Schnitt K-L



Fig 9.

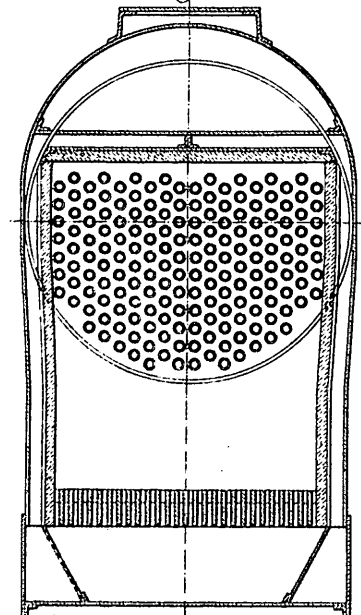
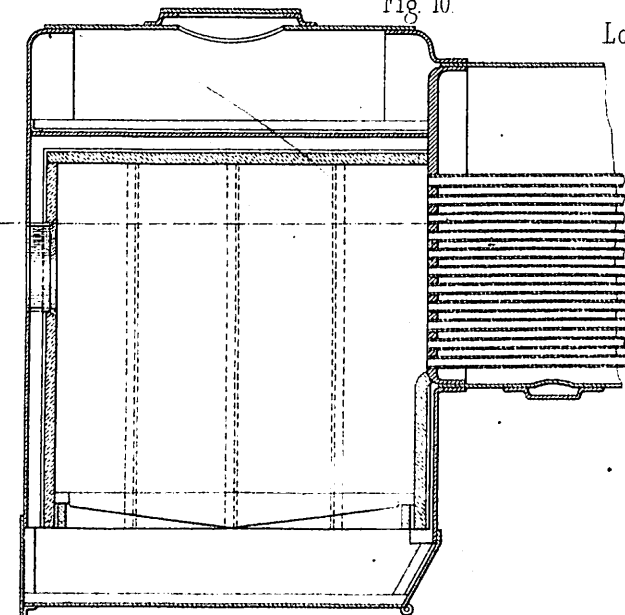


Fig 10.



Verderber's
Locomotivkessel
mit Vor-
feuer
aus
feuer-
festem
Material.

Fig 11

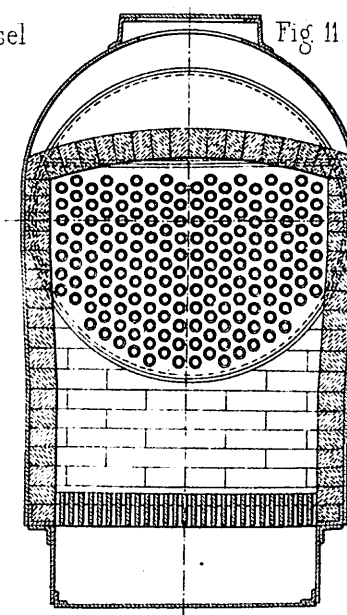


Fig 12.

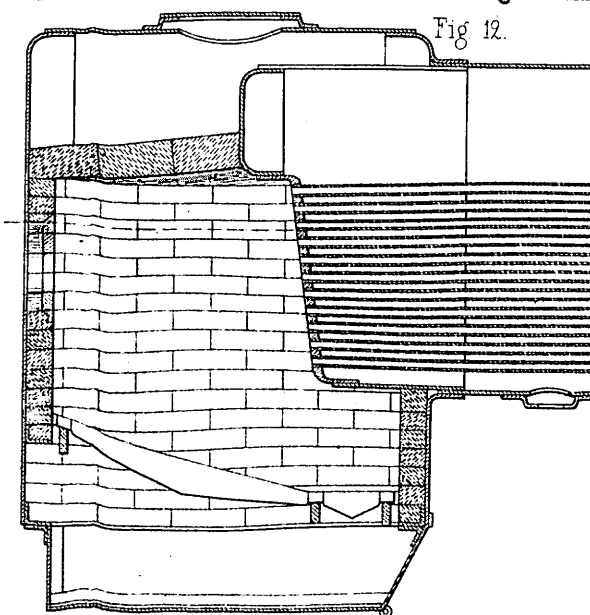
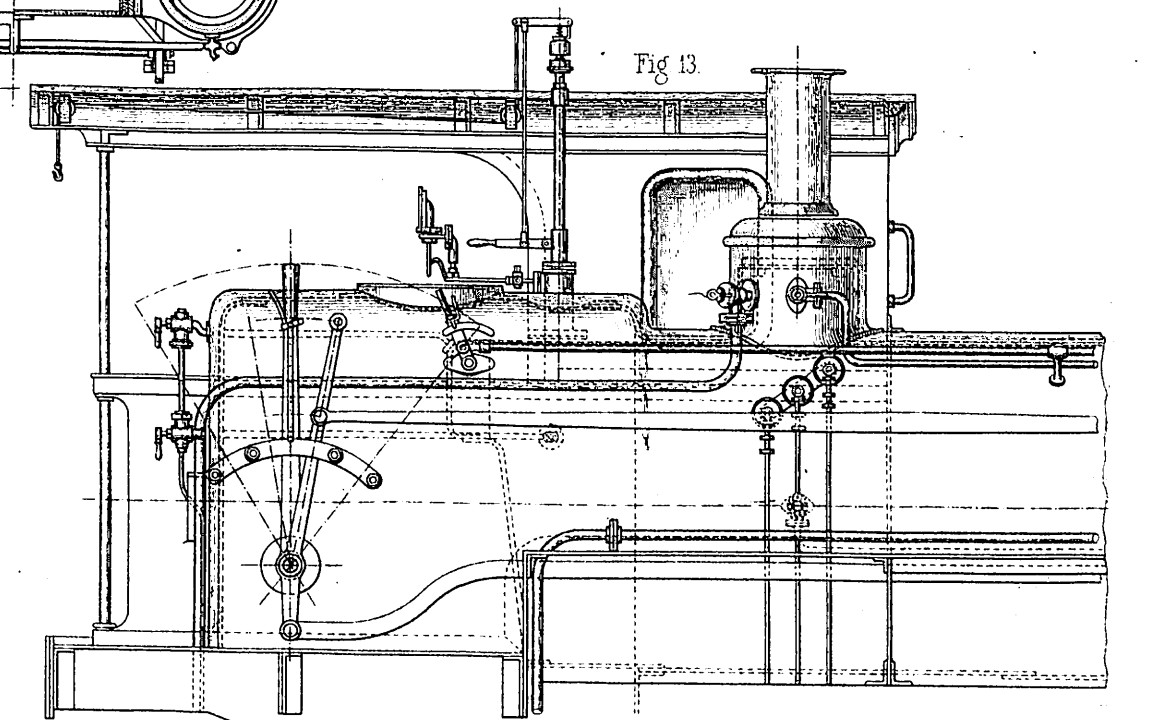
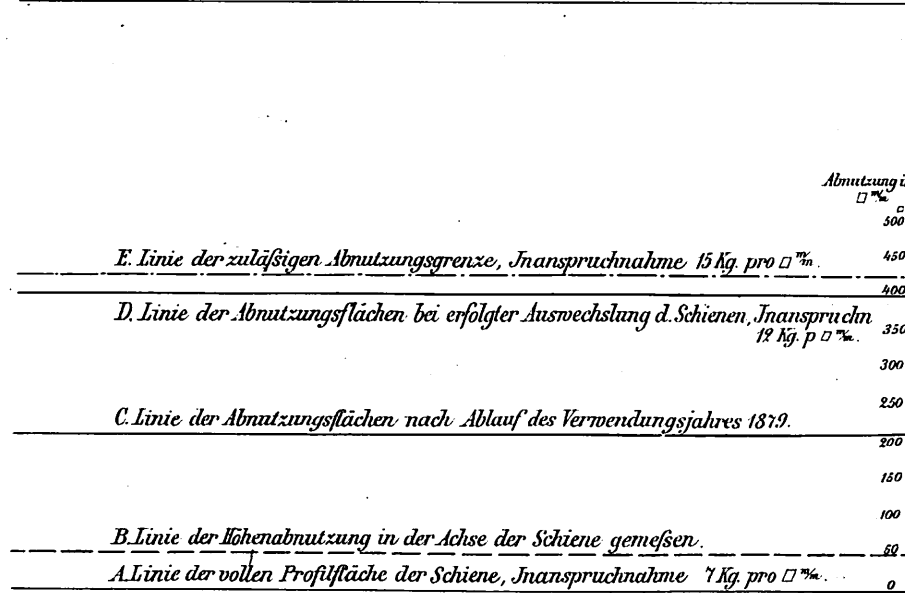


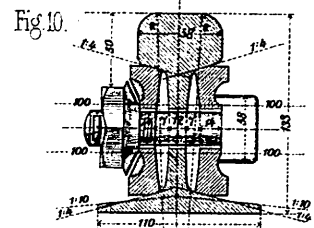
Fig 13.



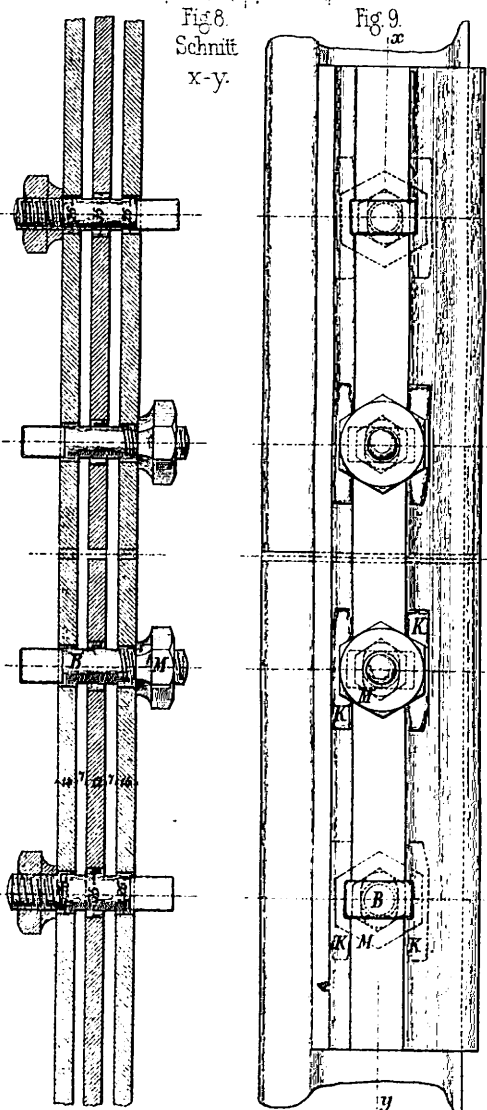
F. Linie der Fläche des normalen Profils.



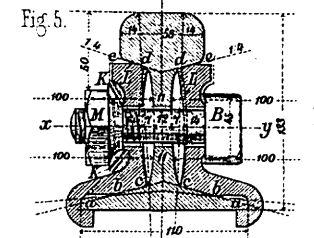
Laschenverbindung für unterstützten Stofs mit Sicherheitsbolzen, Federkeilen und entsprechend gewalzten Laschen (Patent Buch)



Graphische Darstellung der über jede Bahnstrecke bewegten Bruttolasten.



Laschenverbindung für schwebenden Stofs mit Sicherheitsbolzen, Federkeilen und elastischen Laschen (Patent Buch)



Durchschnittliche Geschwindigkeit

Durchschnittliche Radbelastung

Schienen

Schwellen

Bettungsmaterial

Kilometer

Bezeichnung der Stelle d. Abmessung

Neigungsverhältnisse

steigt fällt lang

Radius

Länge d. Bögen

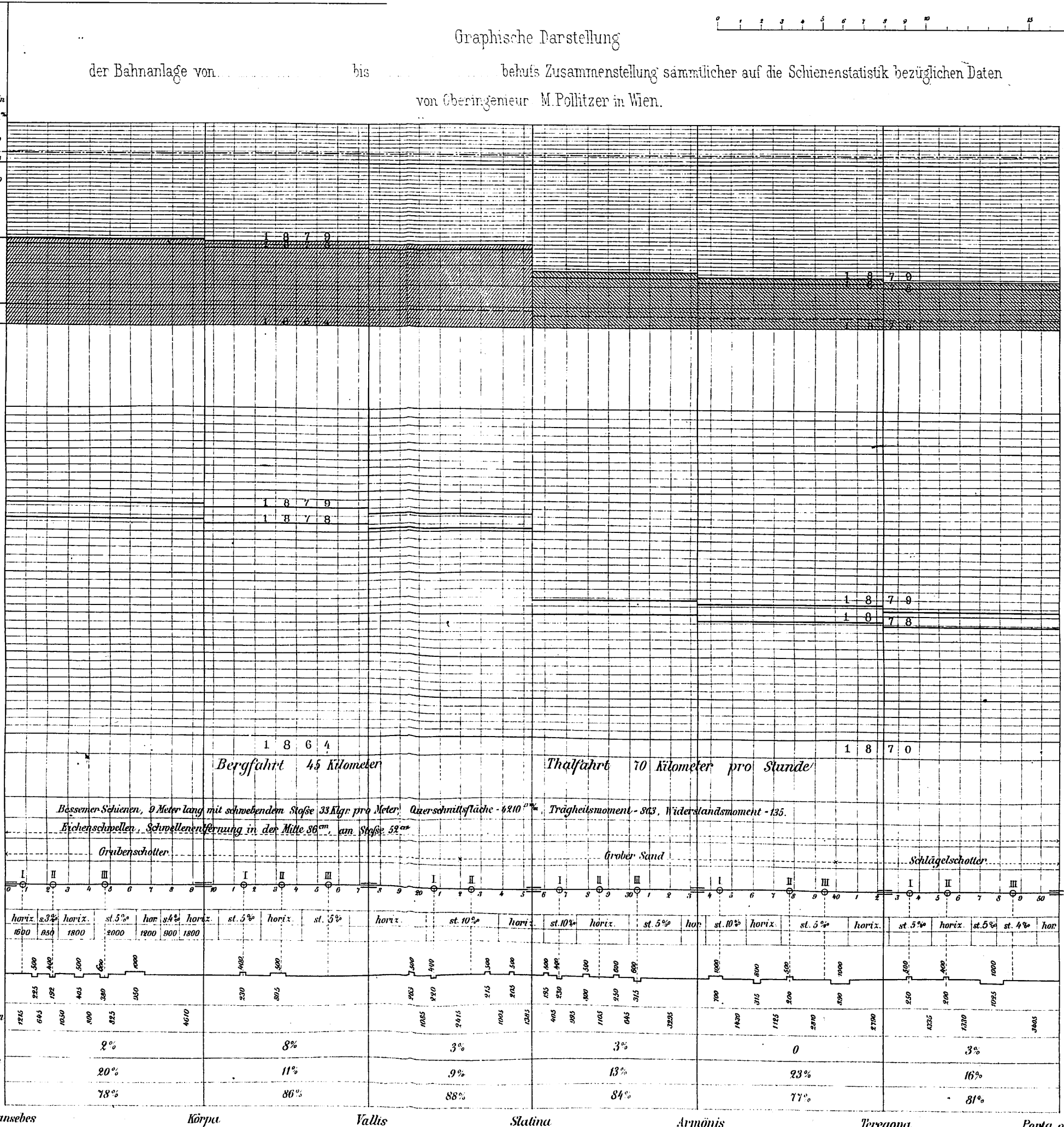
Länge d. Geraden

Verhältniß der Bögen R-200-400

Verhältniß der Bögen R-400-1000

Verhältniß der Geraden

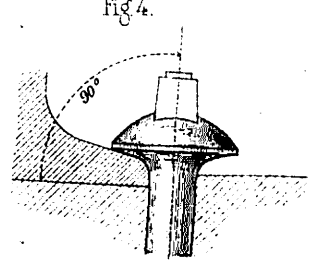
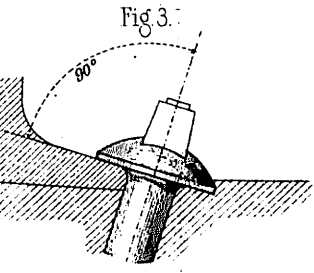
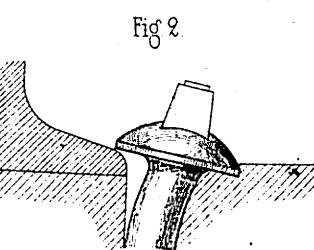
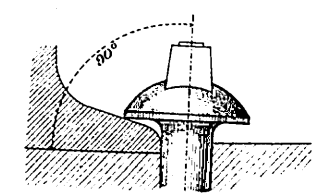
Namen der Stationen



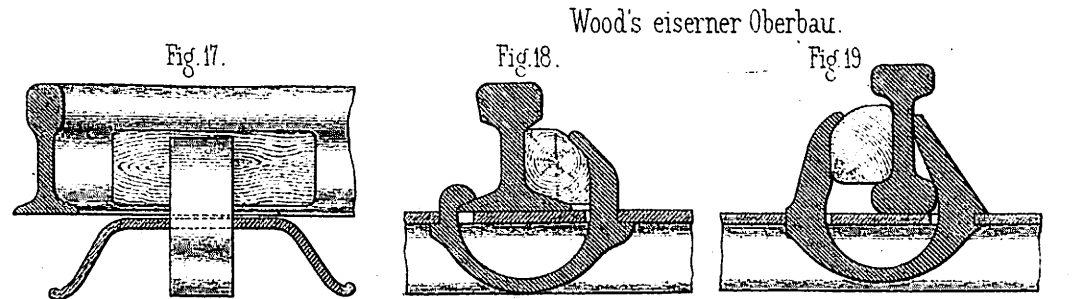
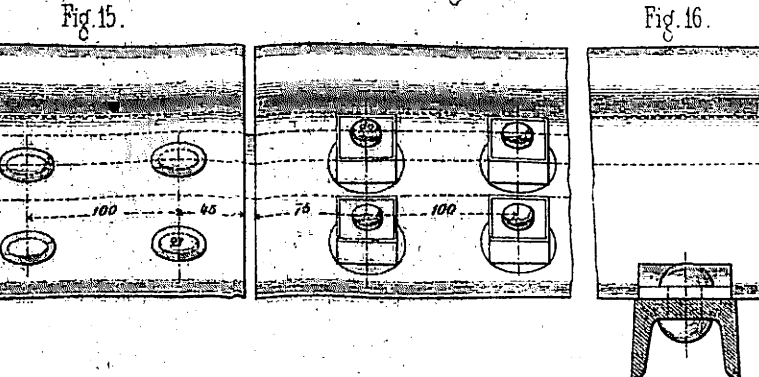
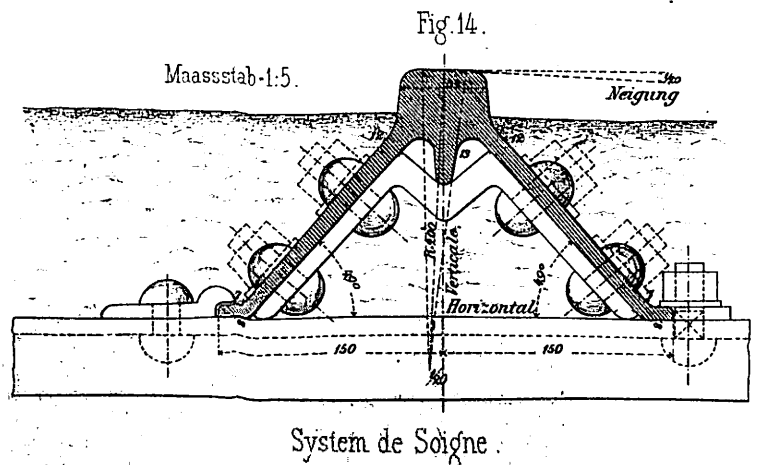
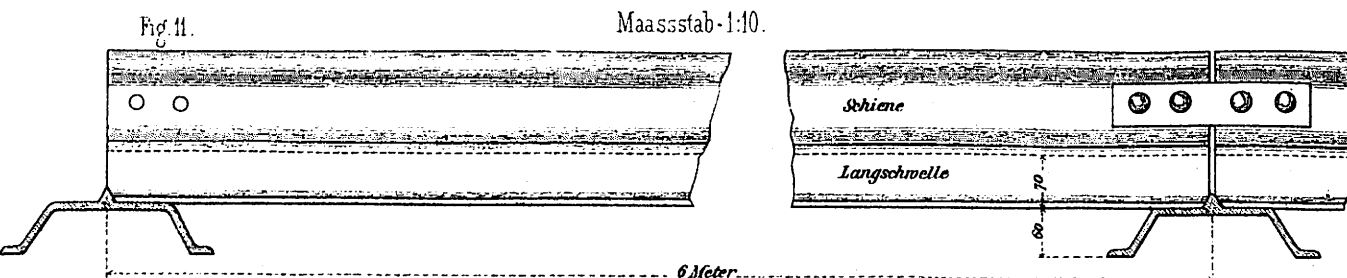
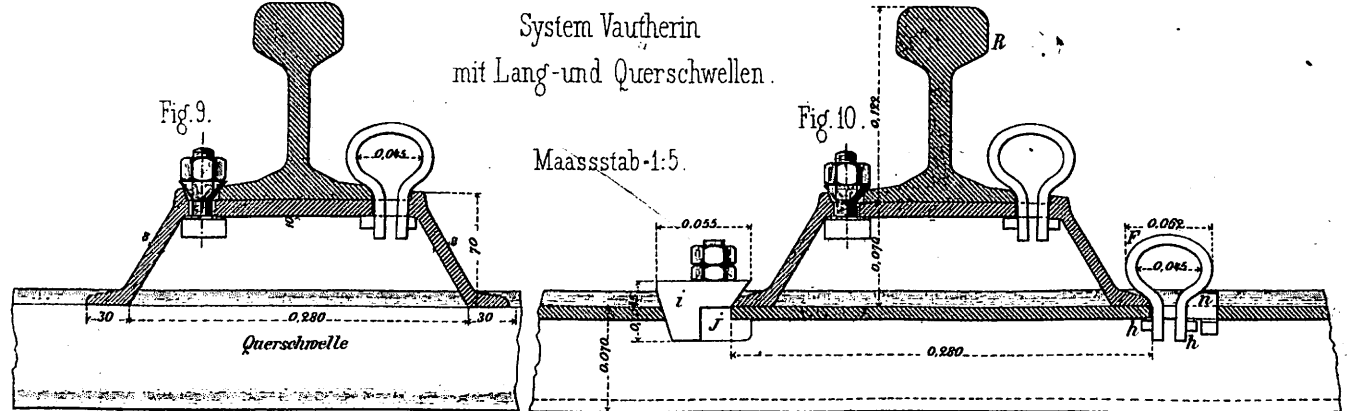
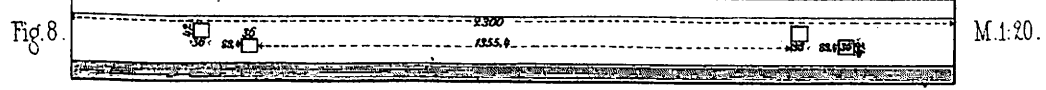
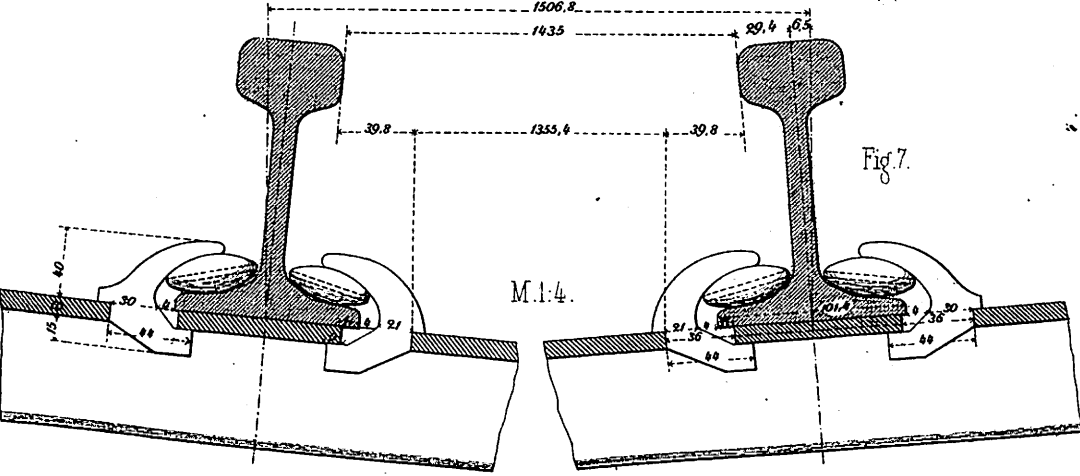
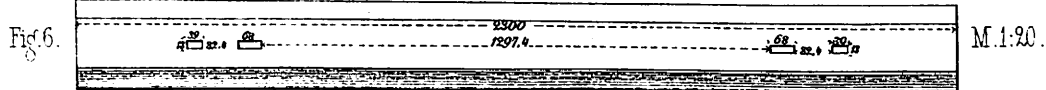
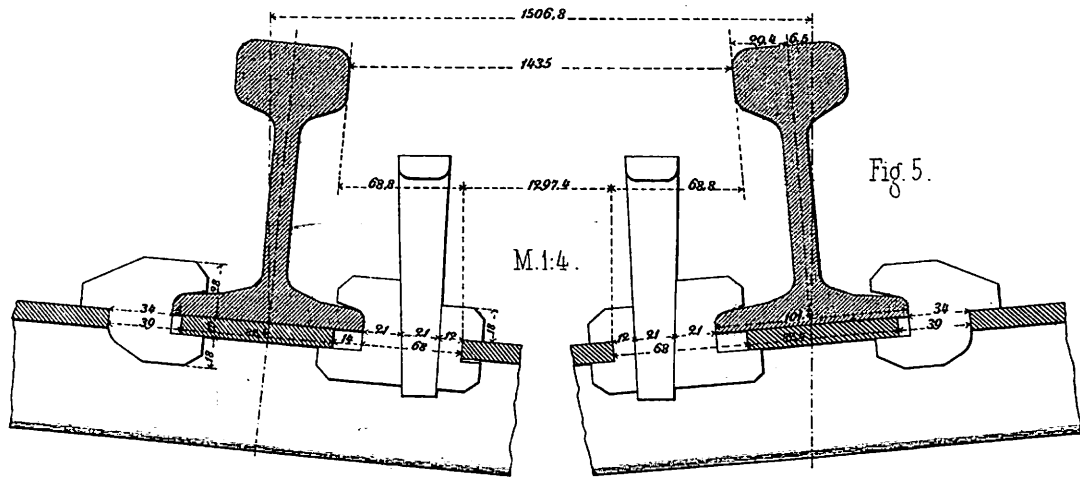
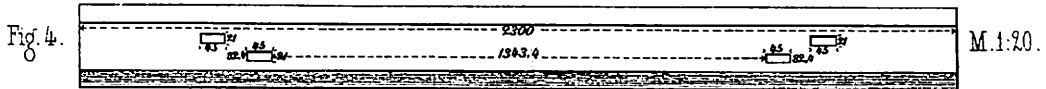
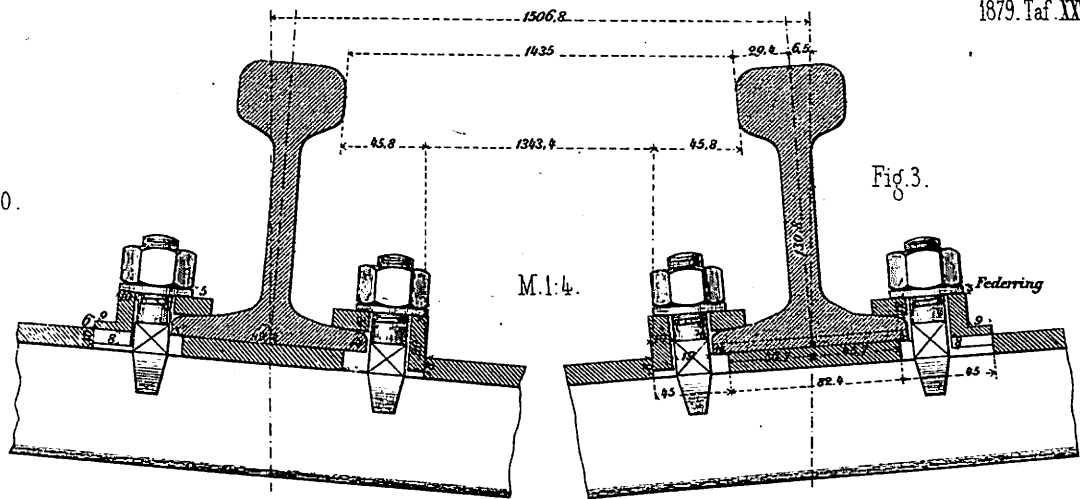
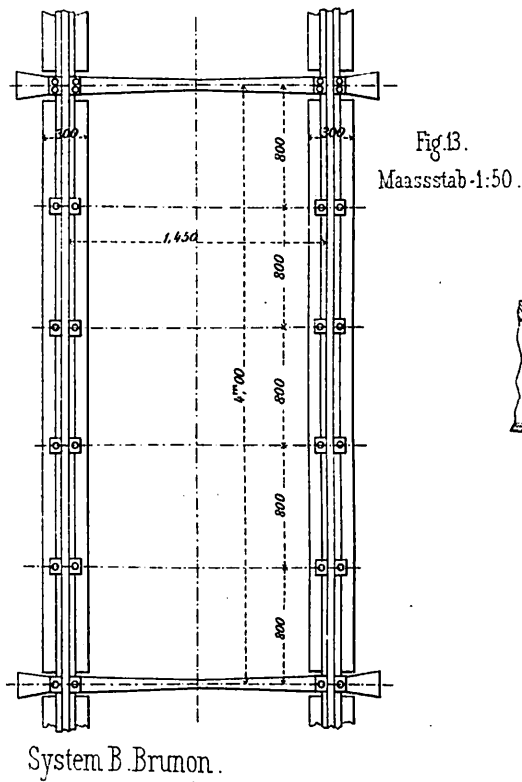
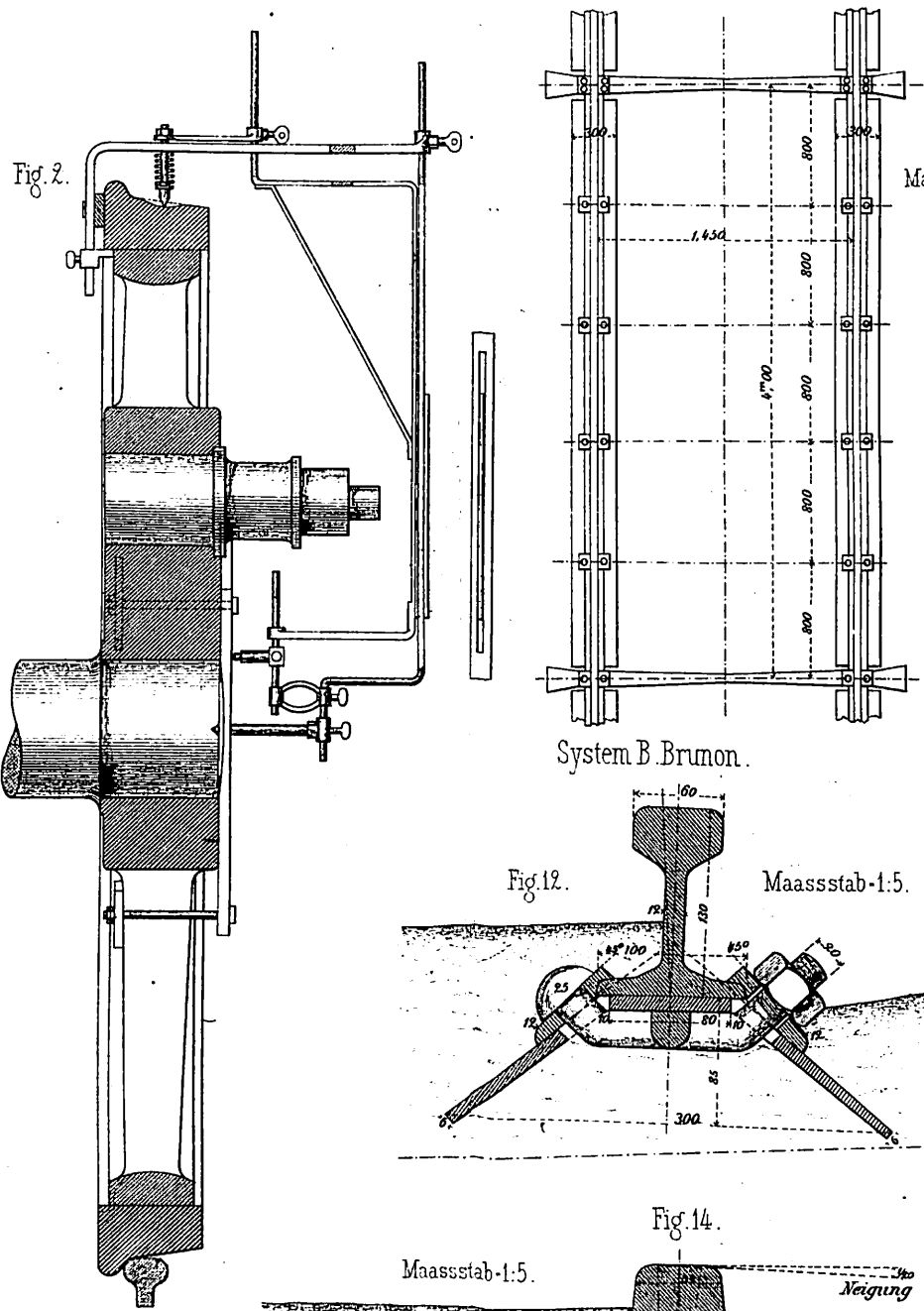
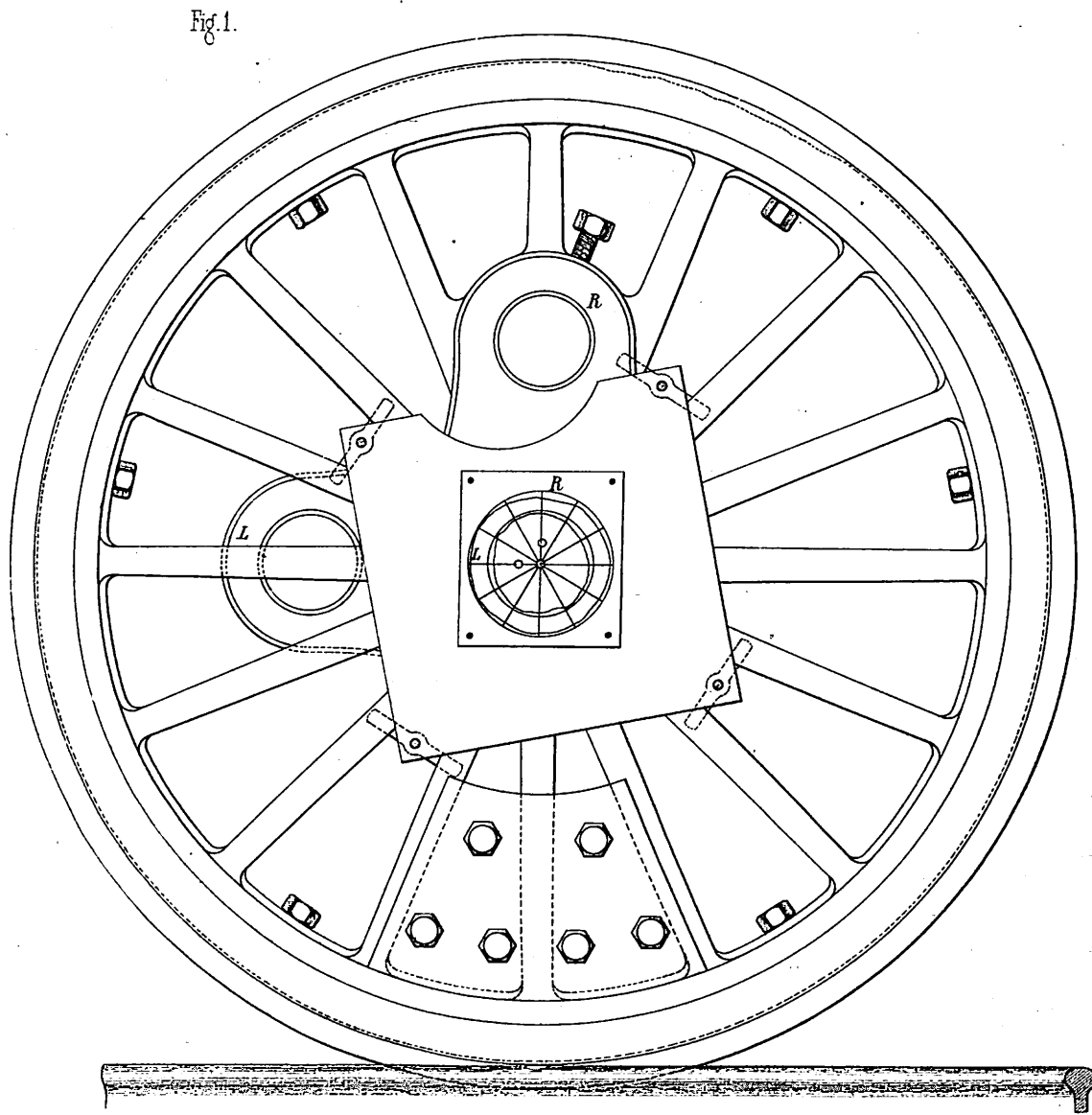
Die abgenutzten Flächen der Schienen werden durch die Höhe und die Maßen der Abnutzung durch die Flächen der Schraffurung dargestellt.

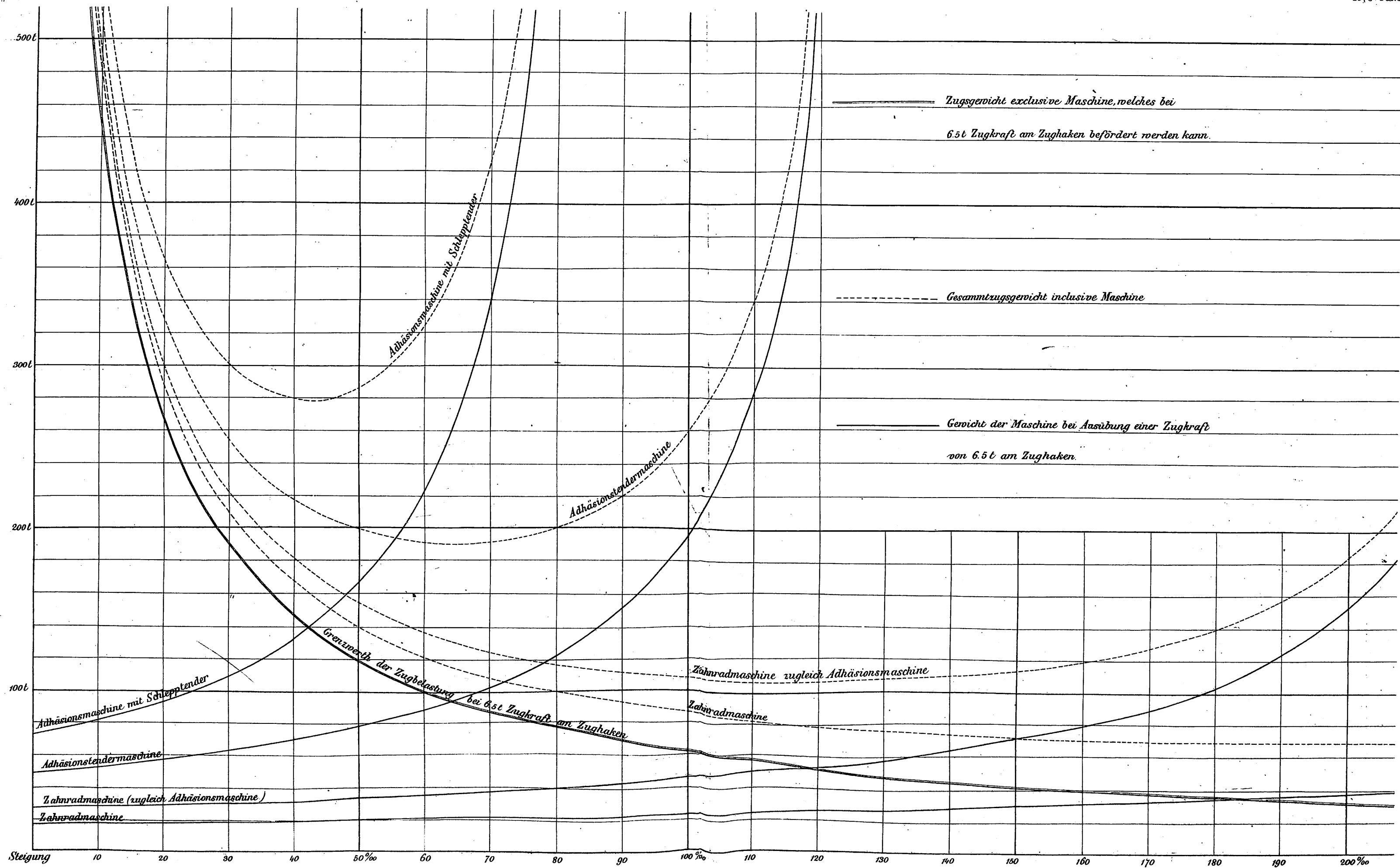
Es repräsentirt somit das schraffierte Quadrat a dessen Seite a 1000 cm^2 und dessen Seite b 50 cm^2 darstellt, die Masse der Abnutzung an Schienenmaterial von 50 cub. decimeter oder von 375 Kg.

Ueber Schienenschrauben von A. J. Susemihl



Apparat zur Aufnahme der Abnutzung von Radbandagen.





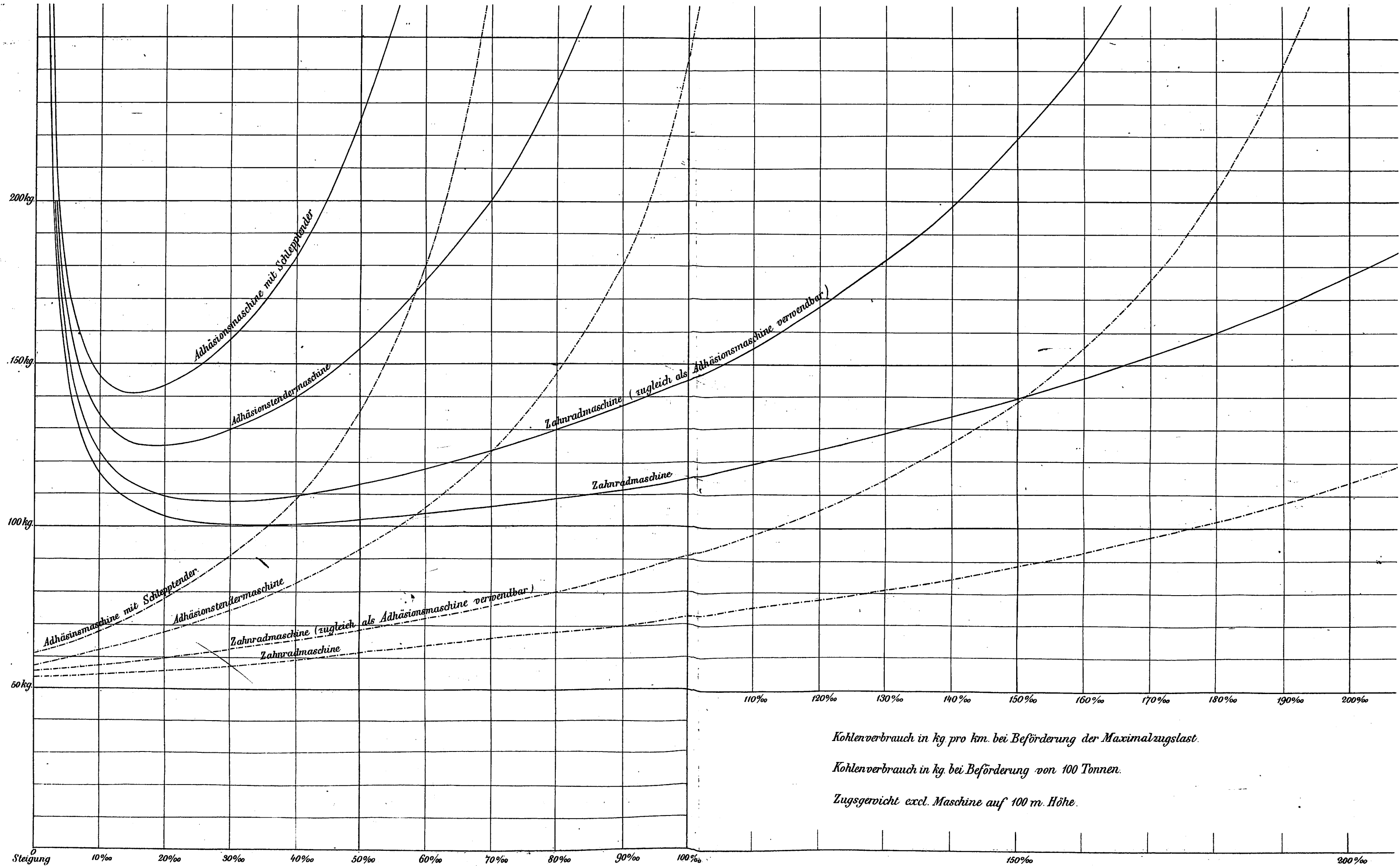


Fig. 7.

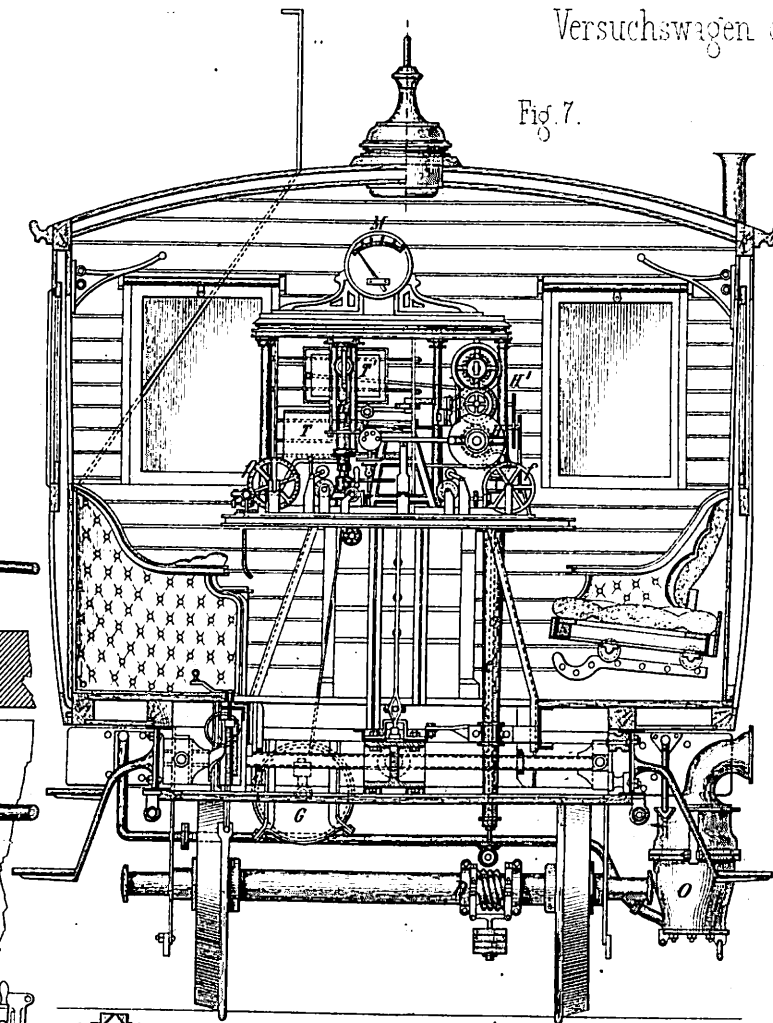


Fig. 2. Grundriss.

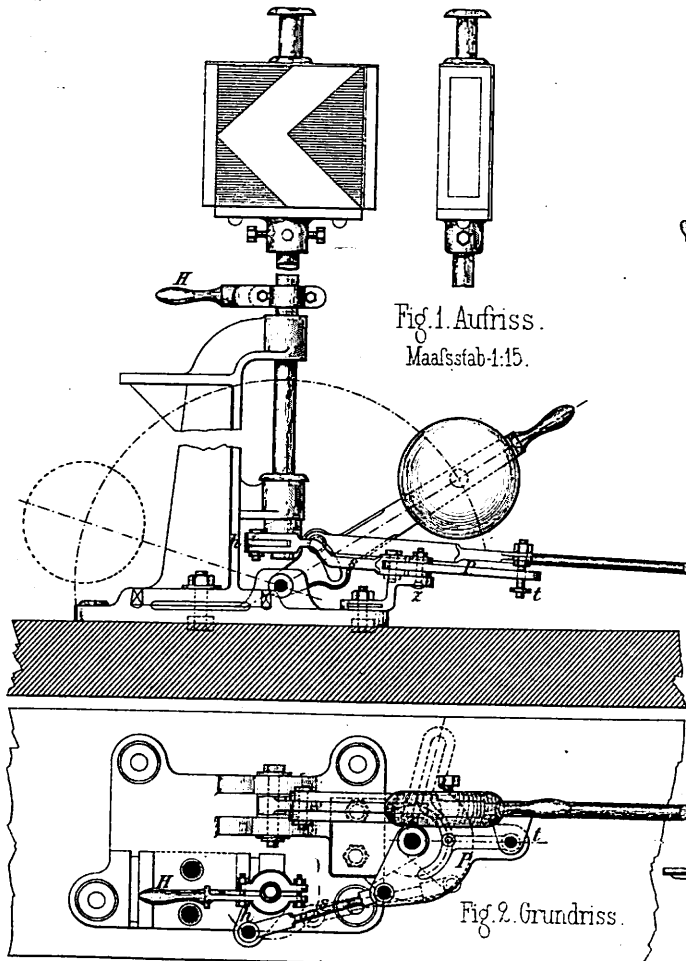


Fig.3. Weichensignal auf freier Fahrt
für das Nebengleise.

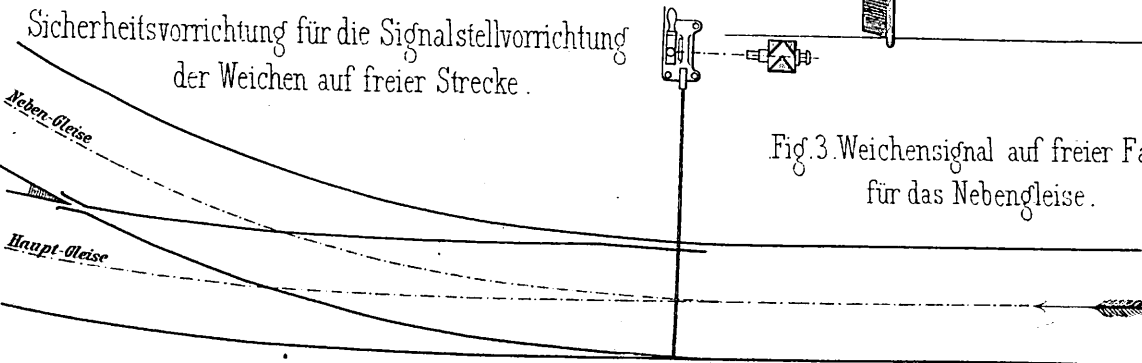


Fig.4. Weichensignal auf freier Fahrt
für das Hauptgleise .

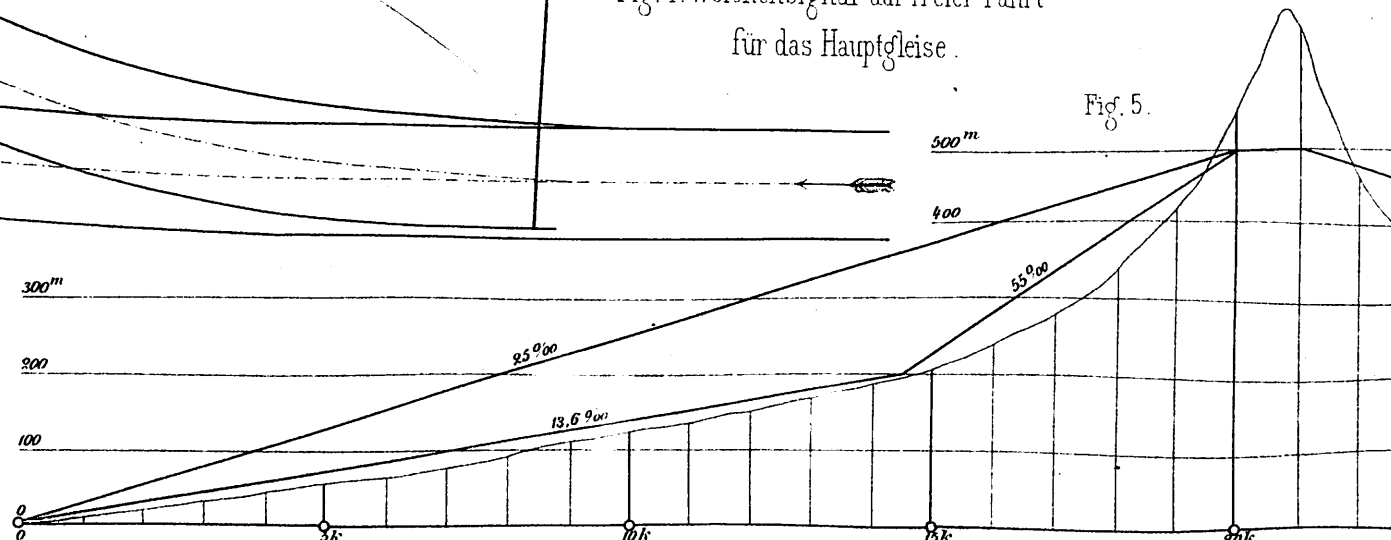
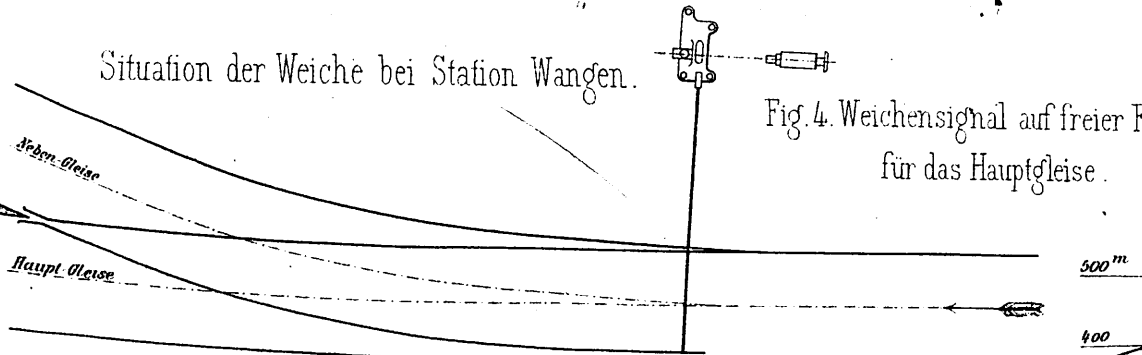
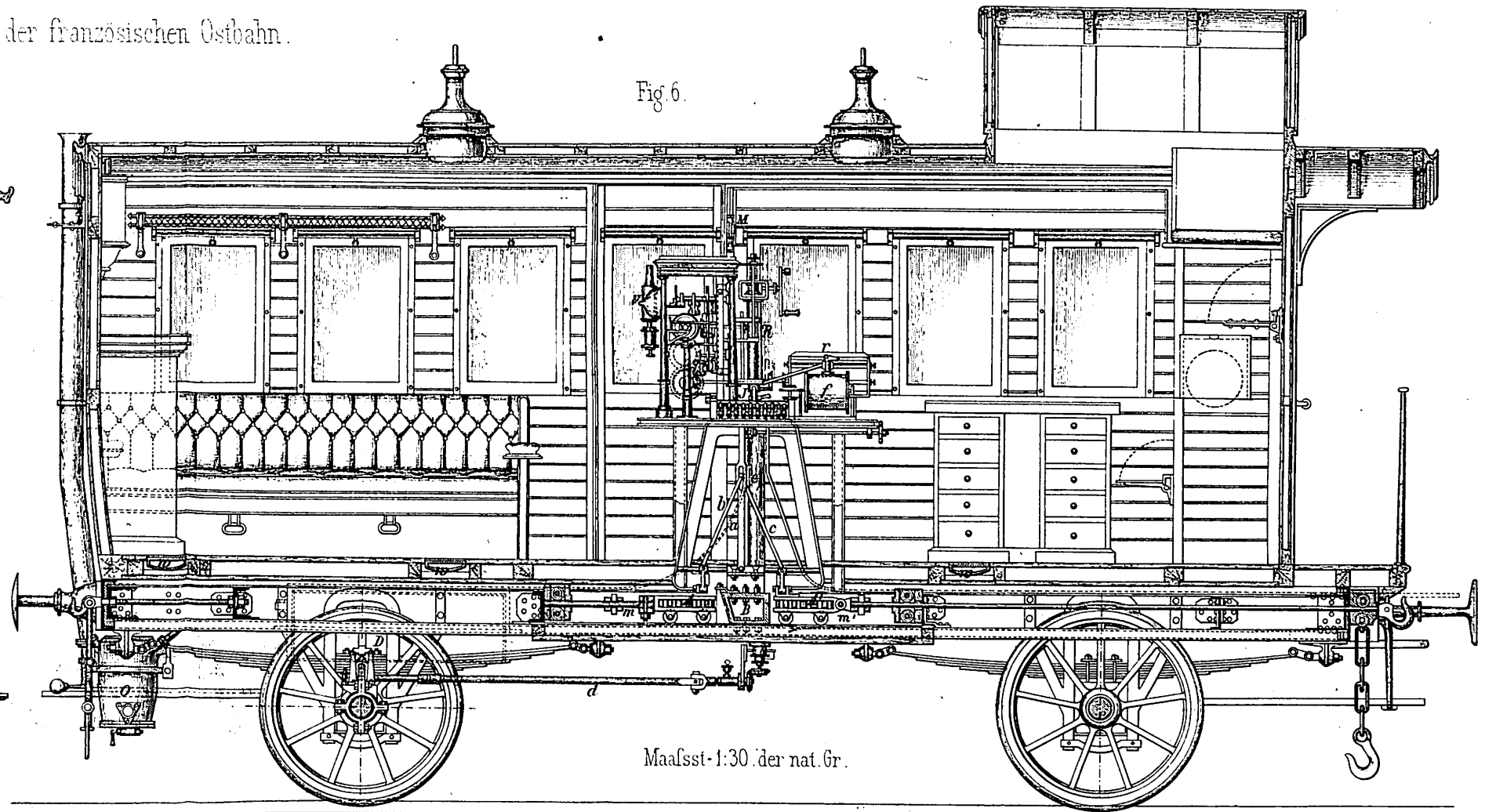


Fig. 5.



Maafsst-1:30 der nat. Gr.

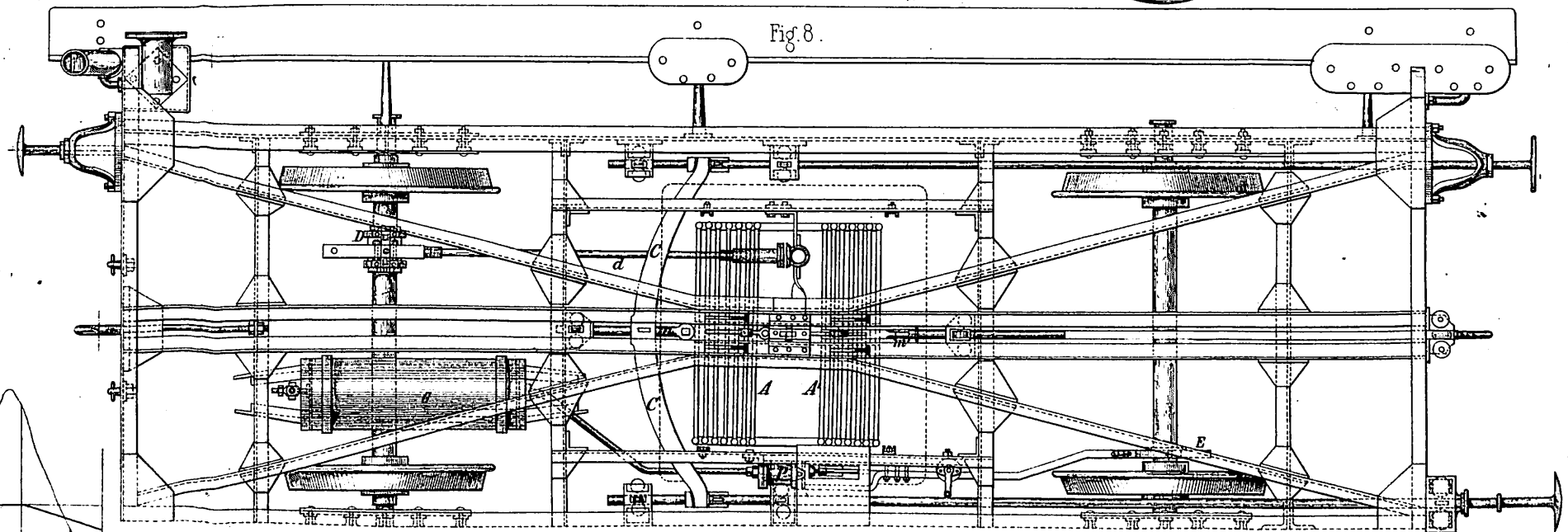


Fig. 8 .

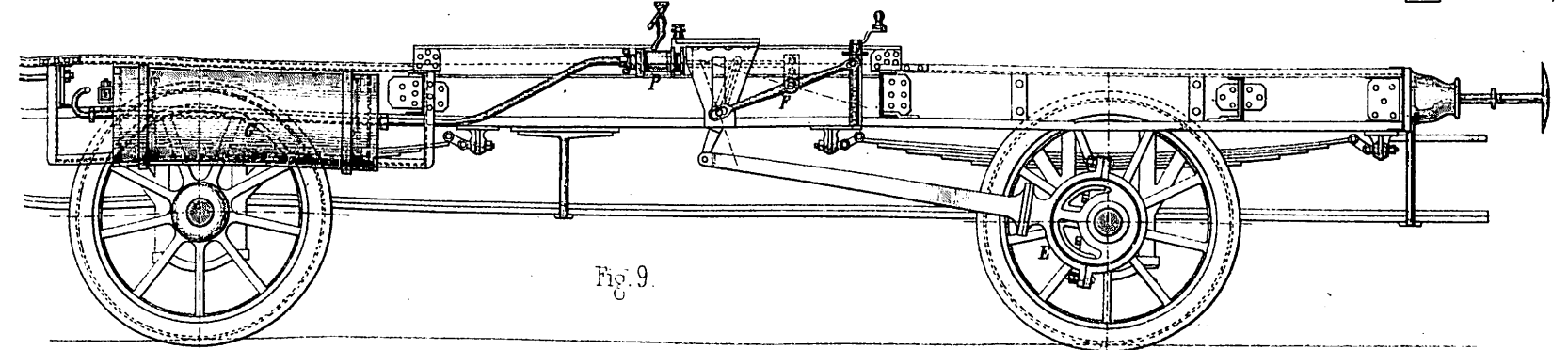
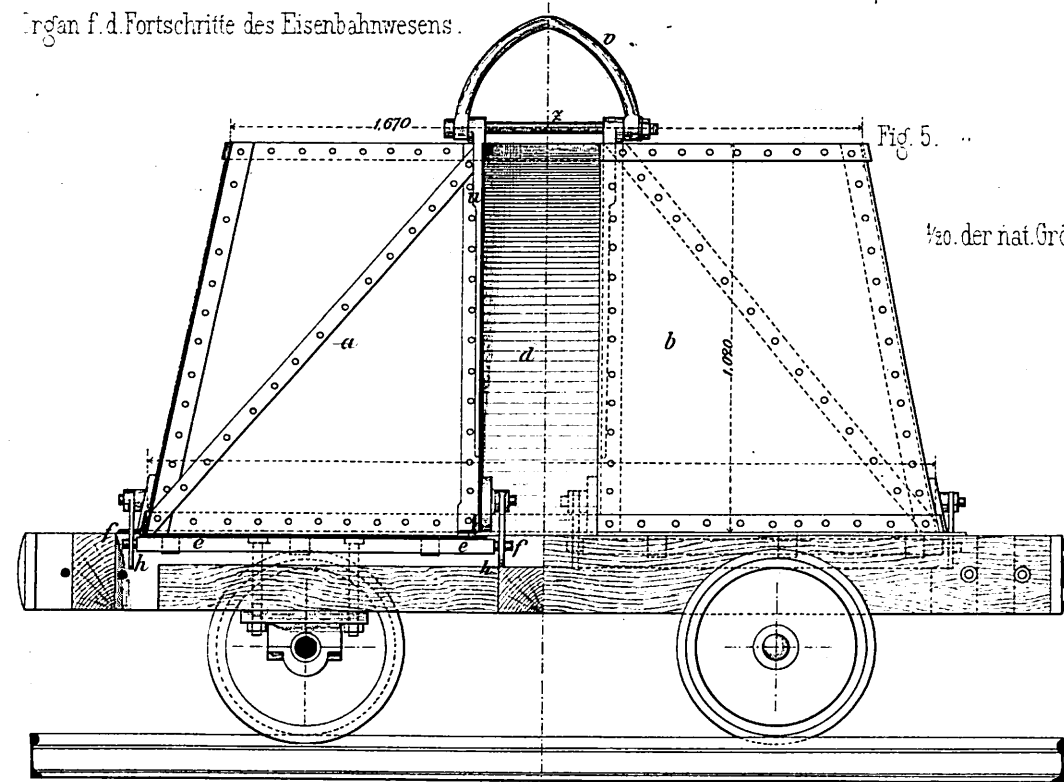


Fig. 9.



Kohlenkufe von 1.6 Cub. Met. Inhalt mit Transportwagen zum Kohlenverladungskrahn (Patent Wendt)

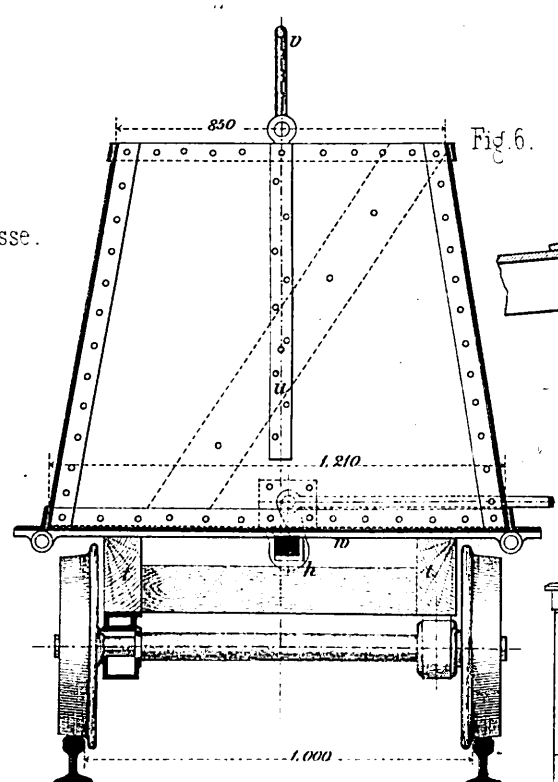


Fig. 11 Brunon's eiserne Querschwellen

Krahn von 40 Ctr. Tragkraft zum Kohlenverladen für Locomotiv-Tender (Patent Wendt) von Van der Zypen & Charlier in Deutz. 1/20. der nat. Gr.

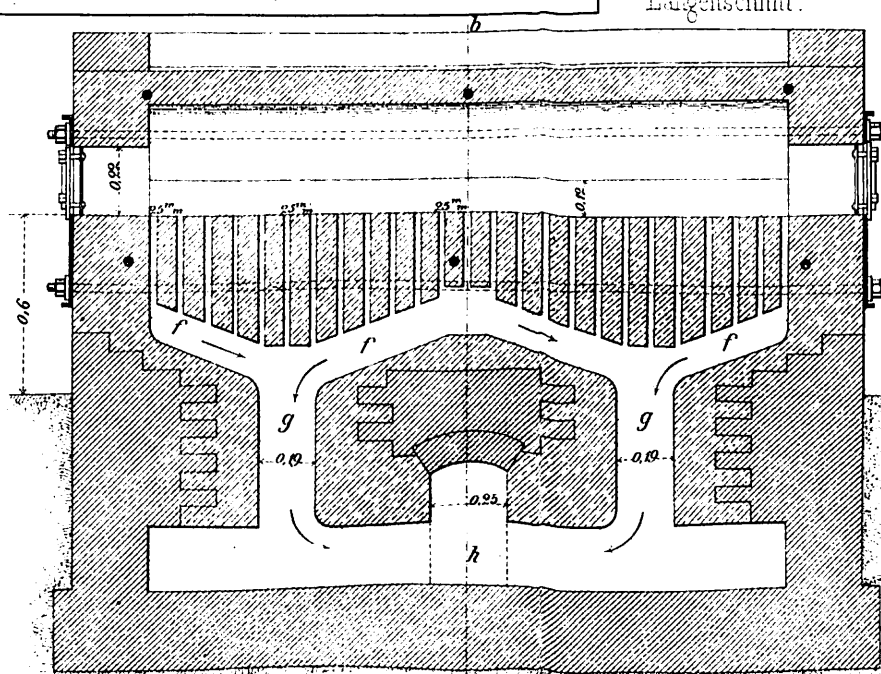
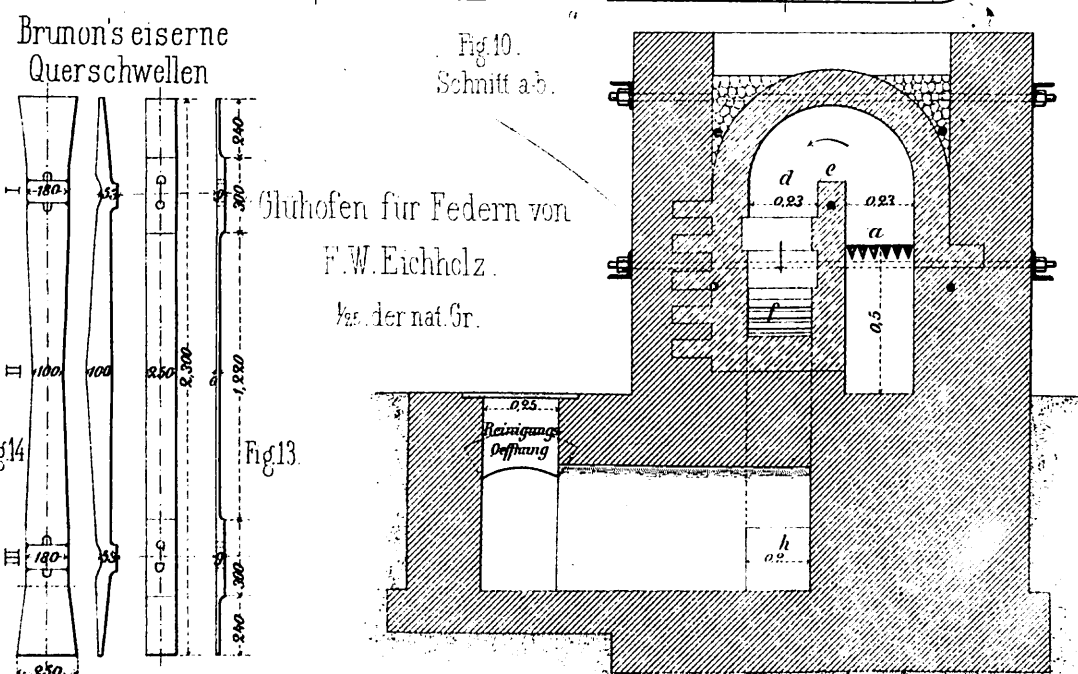
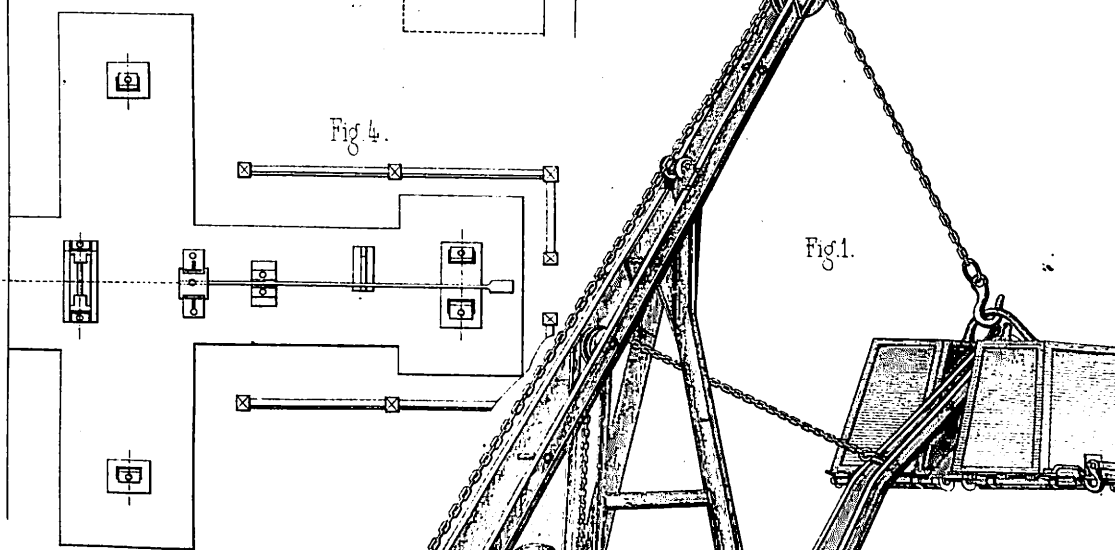
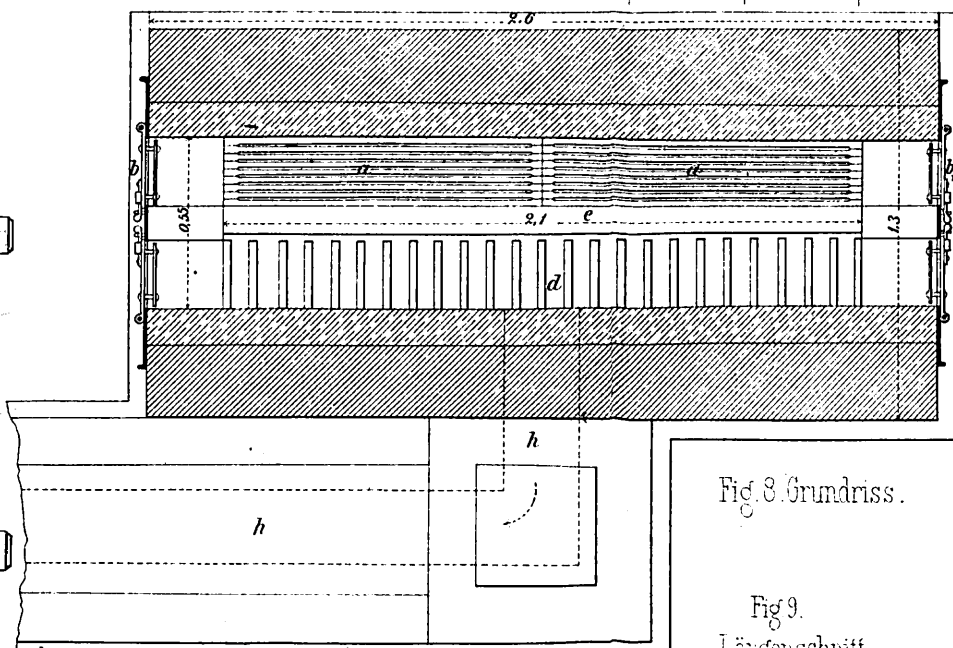
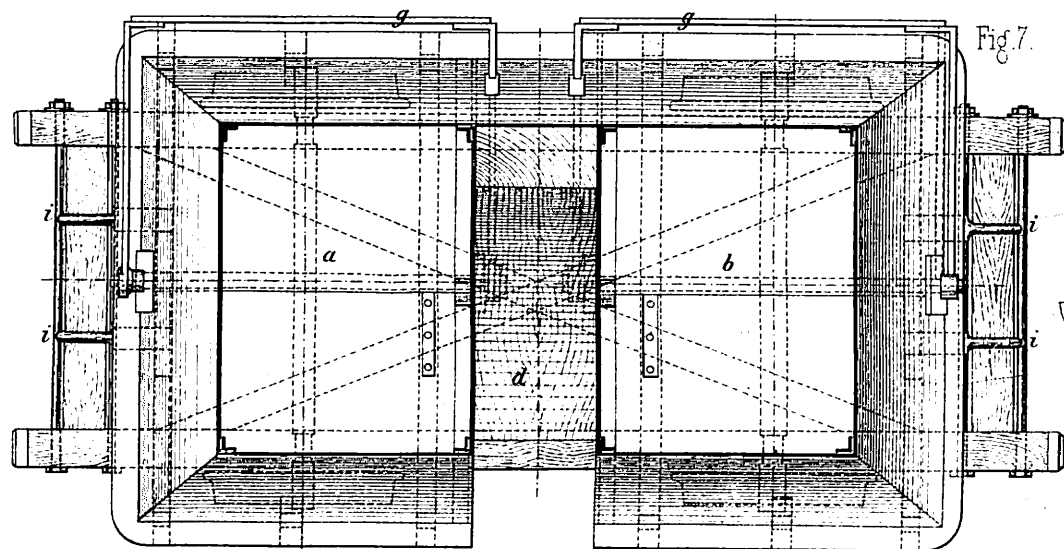
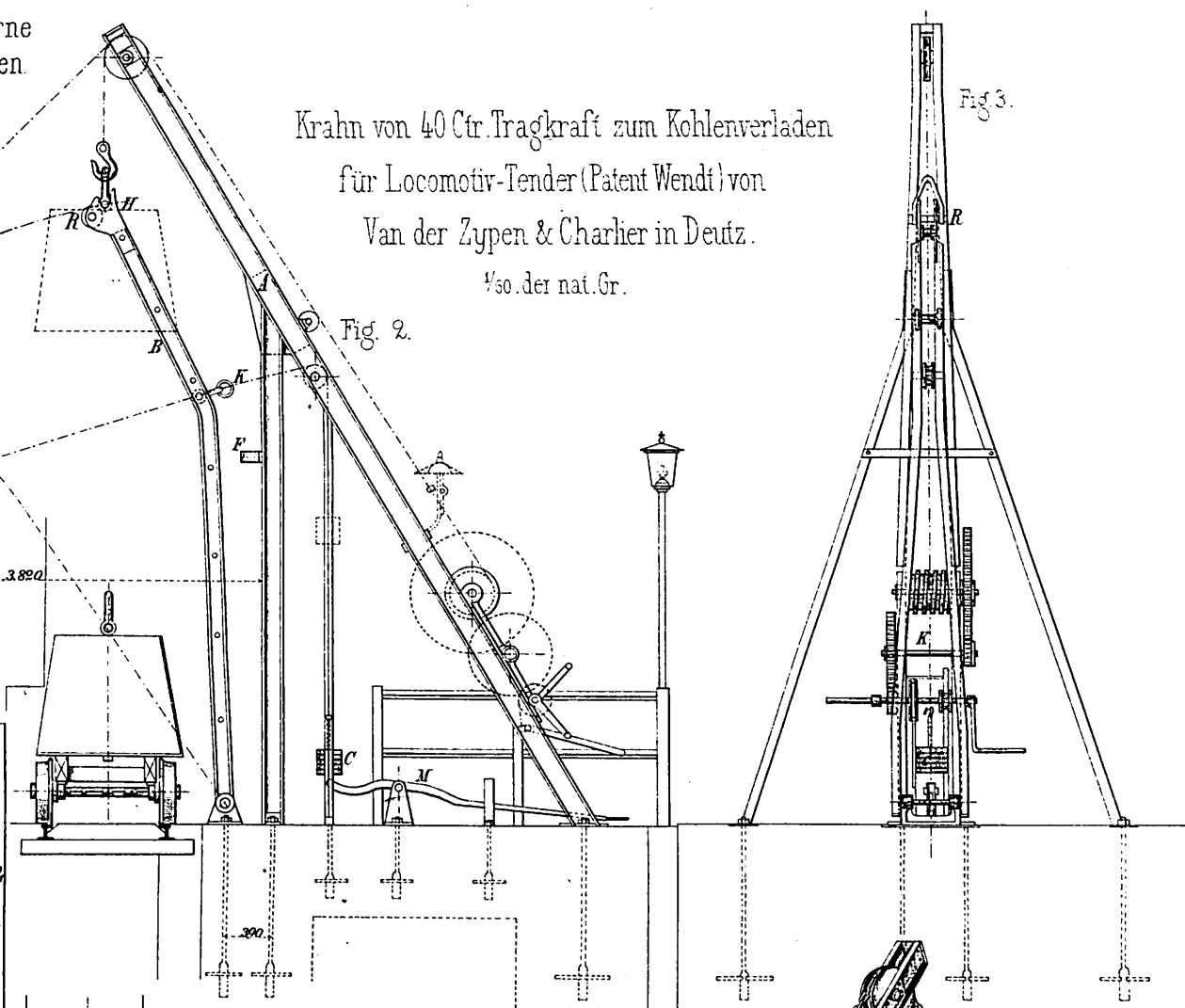


Fig. 12 Schnitt I Schnitt II Schnitt III

