GRAPHISCHE DARSTELLUNG

der

Auswechselung von Schwellen auf den deutschen Eisenbahnen.

Nicht imprägnirte Schwellen

Tannen ..... Buchen _____

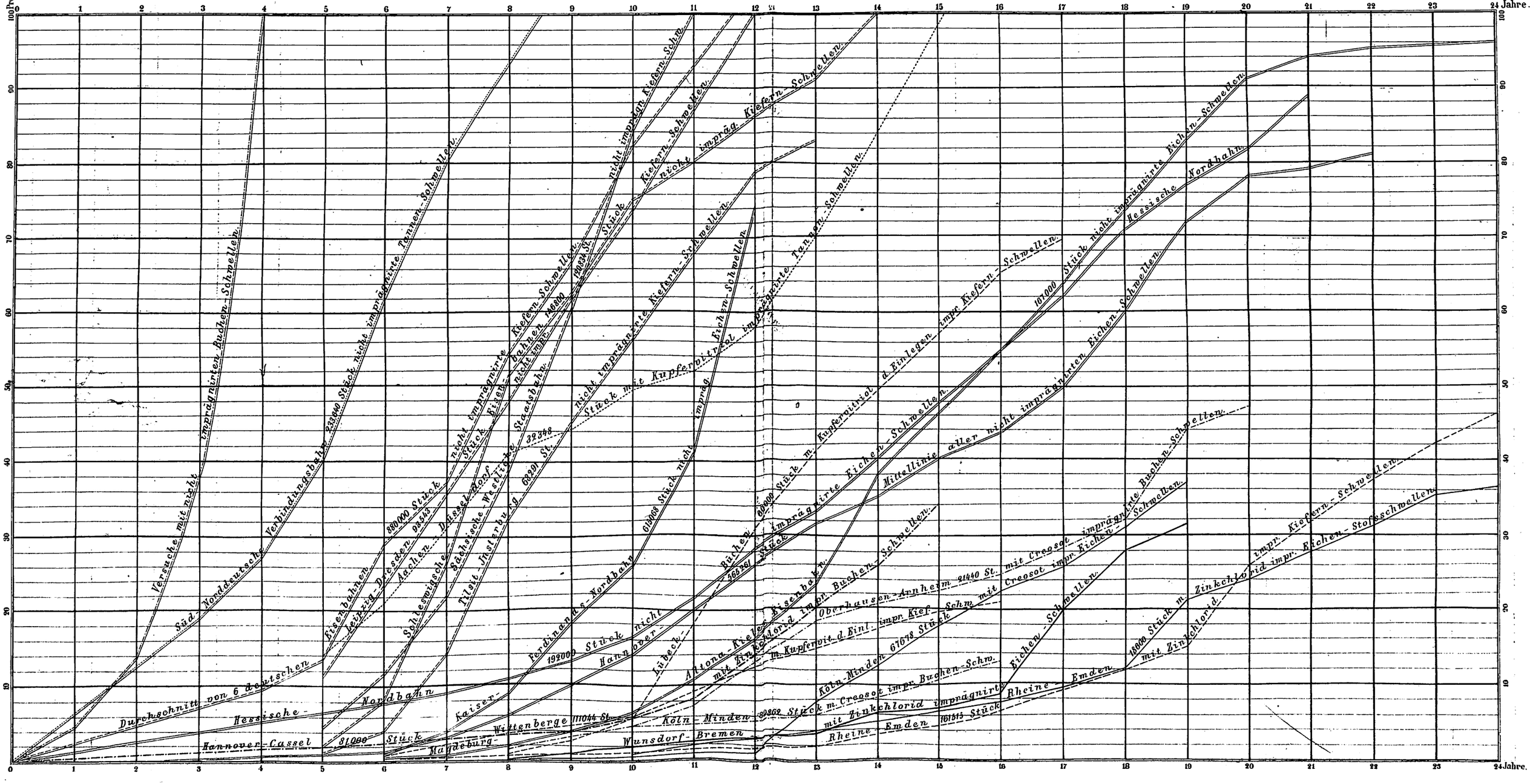
Kiefern _____ Eichen _____

Nach Procenten des ursprünglichen Bestandes.

Imprägnirte Schwellen

Tannen ..... Buchen _____

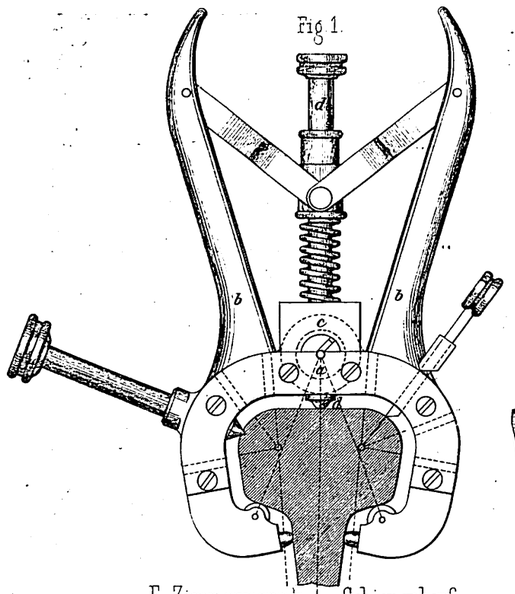
Kiefern _____ Eichen _____



Lith. Anst. v. F. Wirtz, Darmstadt.

C. W. Kreidel's Verlag, Wiesbaden.

Fig. 1.



E. Zimmermann's Schienenkopf Mess-Instrument.

Fig. 2.

½ nat. Gr.

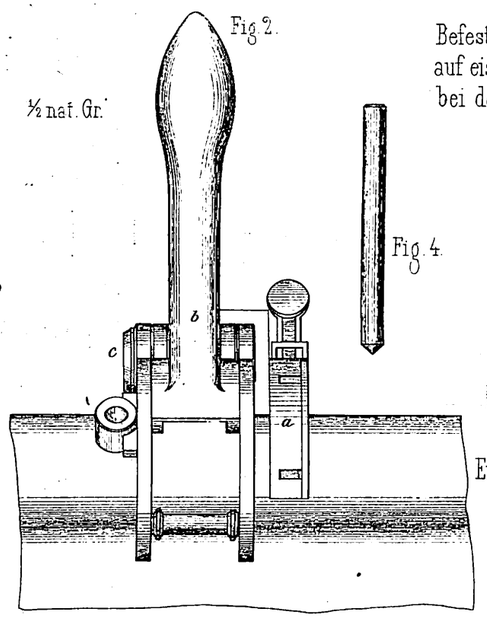
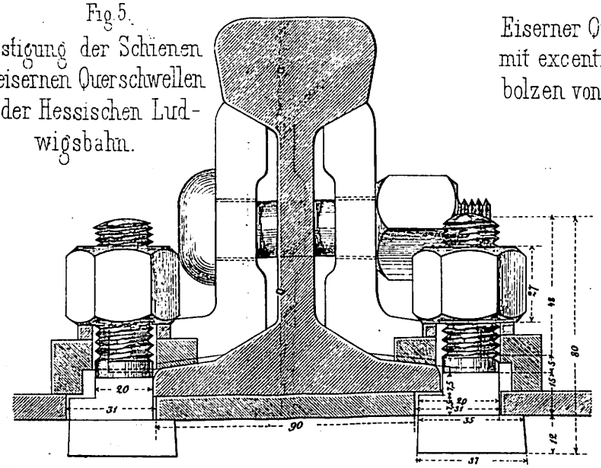


Fig. 4.

Fig. 5.
Befestigung der Schienen auf eisernen Querschwellen bei der Hessischen Ludwigsbahn.



Excentrischer Befestigungsbolzen.

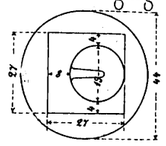


Fig. 7.

Klemmplatte. ½ nat. Gr.

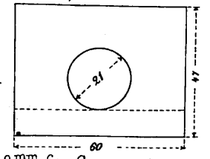


Fig. 8.

Fig. 6.
Eiserner Querschwellen-Oberbau mit excentrischen Befestigungsbolzen von Behrend & Kluge.

½ nat. Gr.

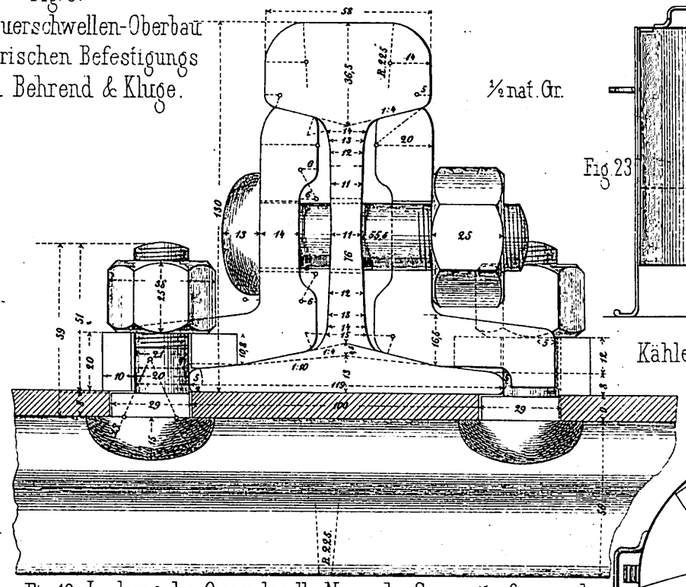


Fig. 10. Lochung der Querschwelle. Normale Spurweite für gerade Strecken und Curven bis 1050 m Rad. ⅙ nat. Gr.

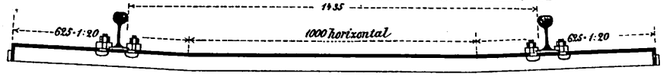
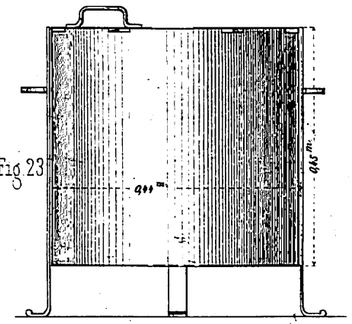
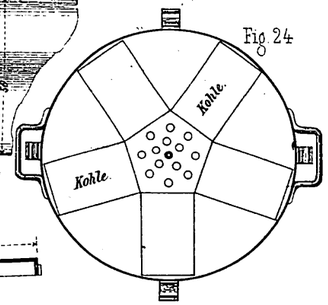


Fig. 23



Kähler's Ofen zum Anzünden der Presskohle.

Fig. 24



Maassstab 1:10.

Fig. 11. Spurerweiterung 4 mm. für Curven von 1050 bis 540 m Rad.

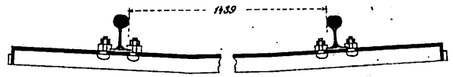


Fig. 12. Spurerweiterung 8 mm. für Curven von 540 bis 360 m Rad.

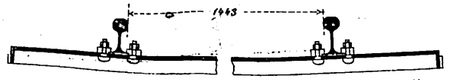


Fig. 13. Spurerweiterung 12 mm für Curven von 360 bis 300 m Rad.

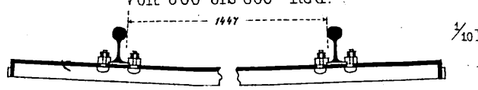
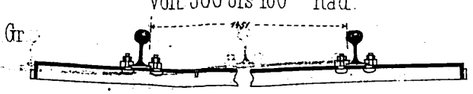


Fig. 14. Spurerweiterung 16 mm für Curven von 300 bis 180 m. Rad.



⅒ nat Gr.

Fig. 15. (1:50 nat Gr.) Schwellenvertheilung der 7 m. langen Schiene.

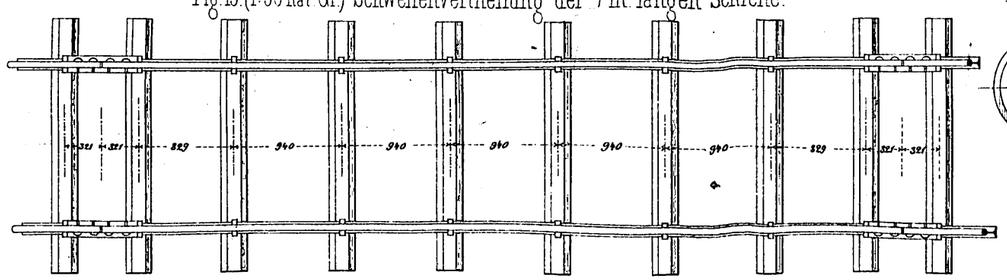


Fig. 9. Querschwelle. ½ nat Gr.

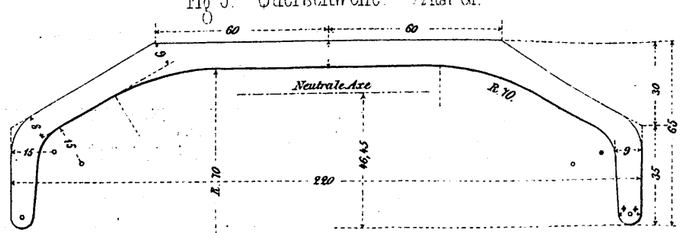
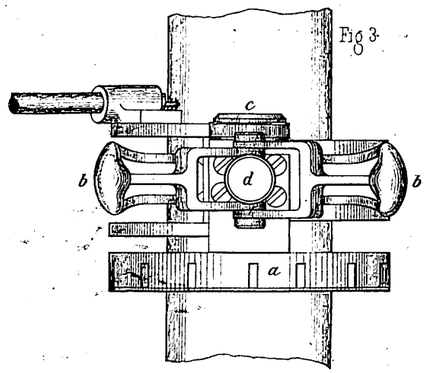


Fig. 3.



Zeigerwaage f. Eisenbahn-Passagiergut von Alois Müller.

Fig. 18.

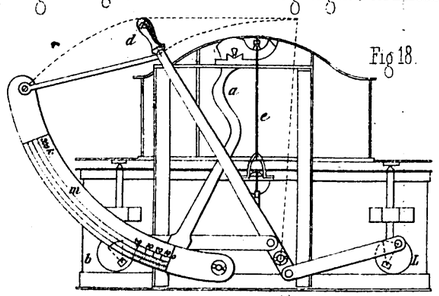


Fig. 19

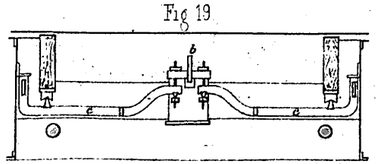
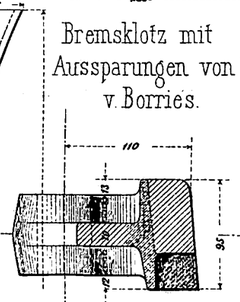


Fig. 22.



Bremsklotz mit Aussparungen von v. Borries.

Fig. 20.

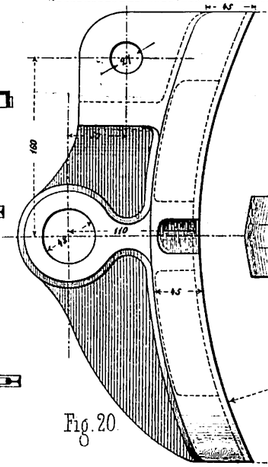


Fig. 21.

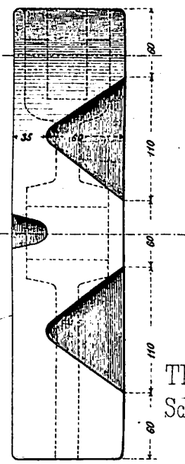


Fig. 17a
Querschnitt a-b

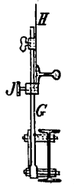
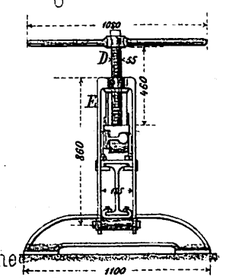
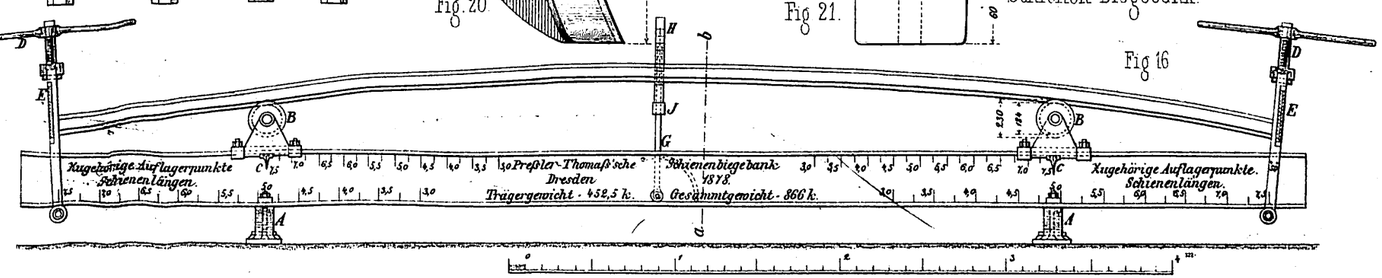


Fig. 17. Seitenansicht



Prefsler-Thomafs'sche Schienen-Biegebank.

Fig. 16



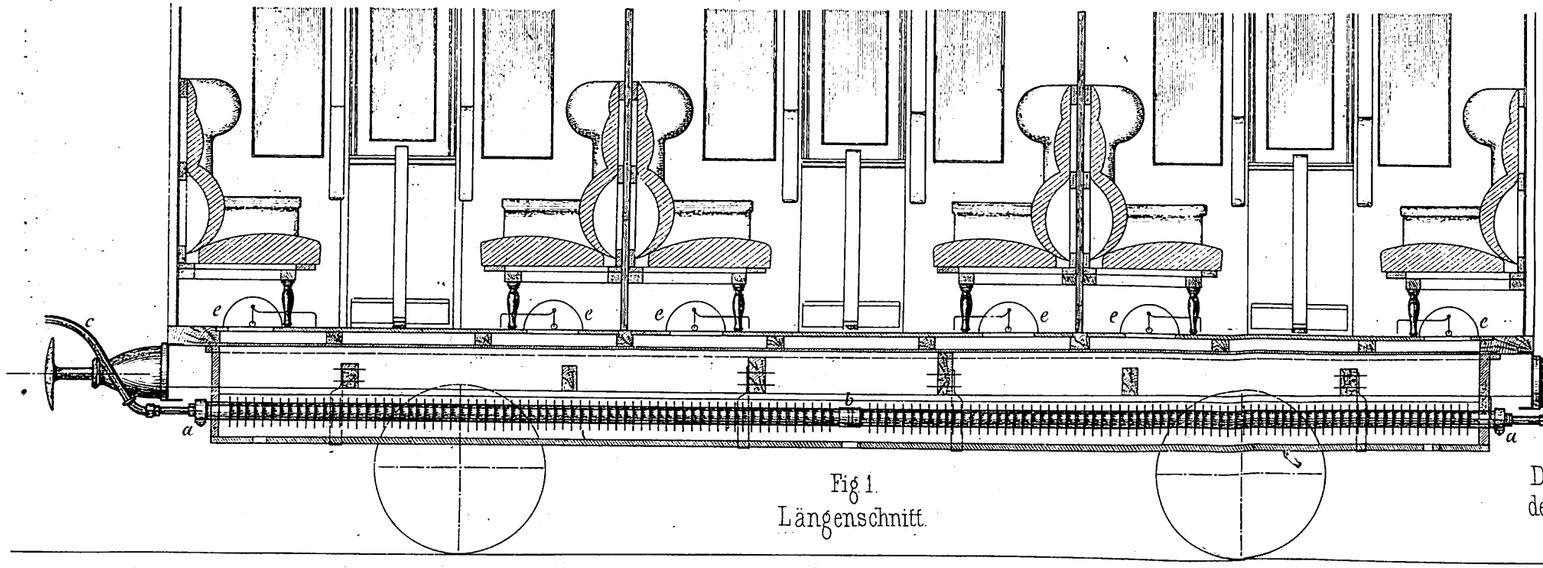
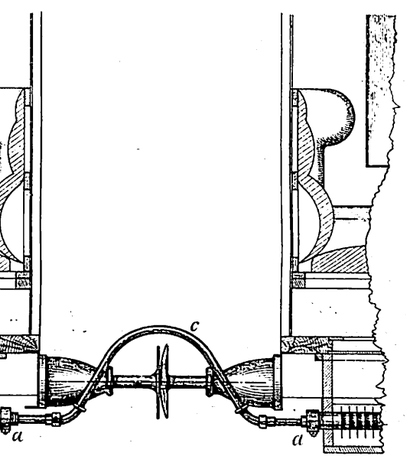


Fig 1.
Längenschnitt.



Dampfheiz-Apparat bei Personenwagen der Schwedischen Staatsbahnen nach System Lilliehoök.

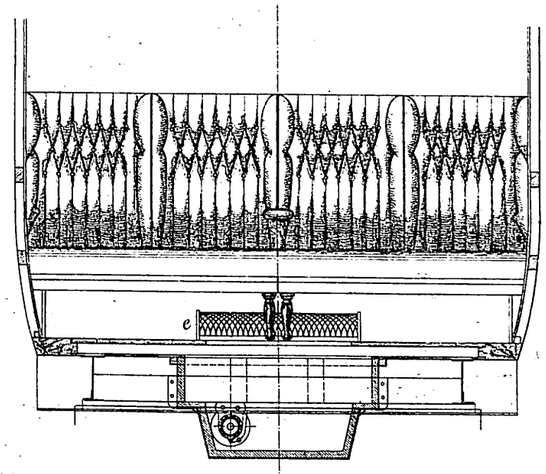


Fig. 3.
Querschnitt.

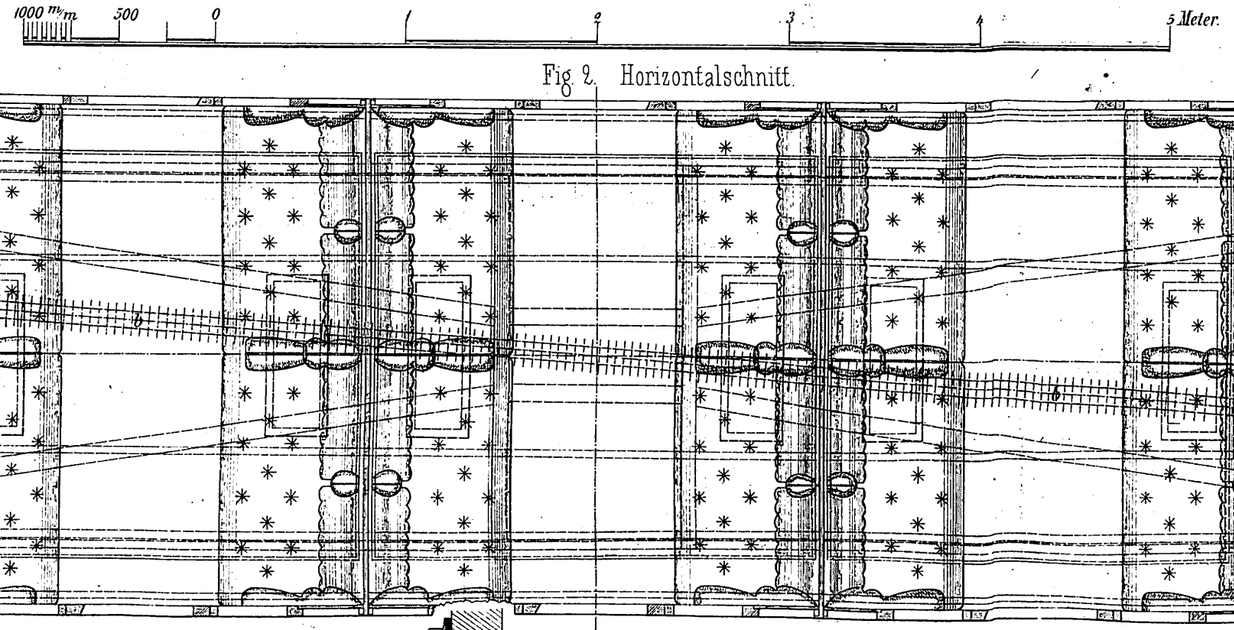


Fig 2. Horizontalschnitt.

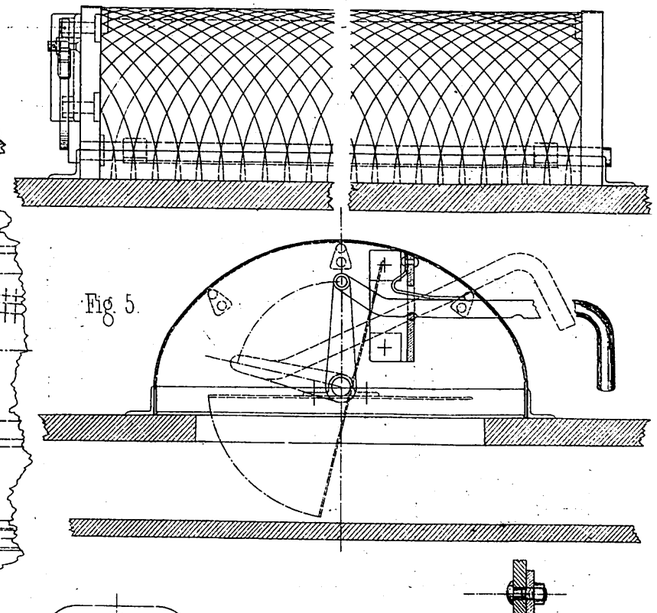


Fig. 5.

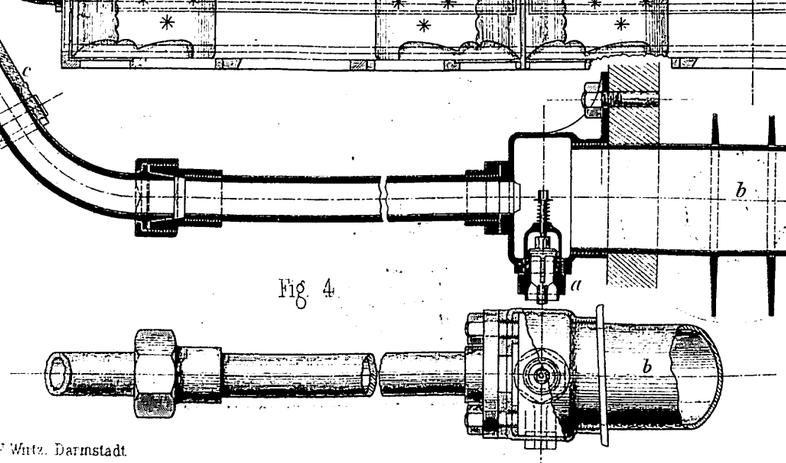


Fig. 4.

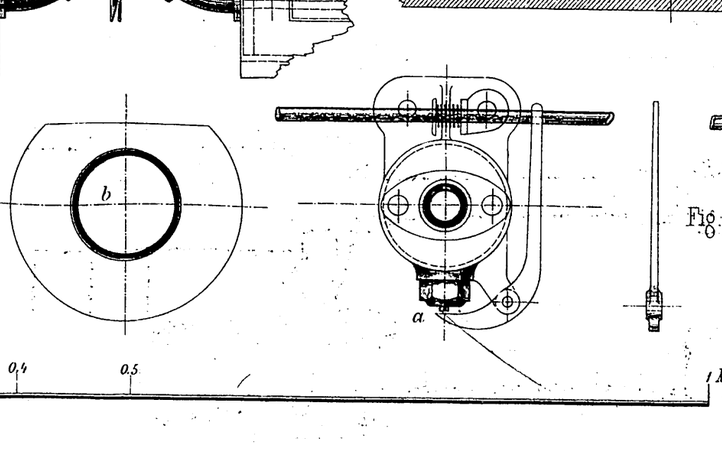


Fig. 6.

Lith. Anst. v. F. Wirtz, Darmstadt.

C. W. Kreidels Verlag, Wiesbaden.

Schnell-Tender-Locomotive der belgischen Staatsbahn

ausgeführt von der Compagnie Belge und augestellt in Paris 1878.

Fig. 1. Seitenansicht.

Maassstab 1:50.

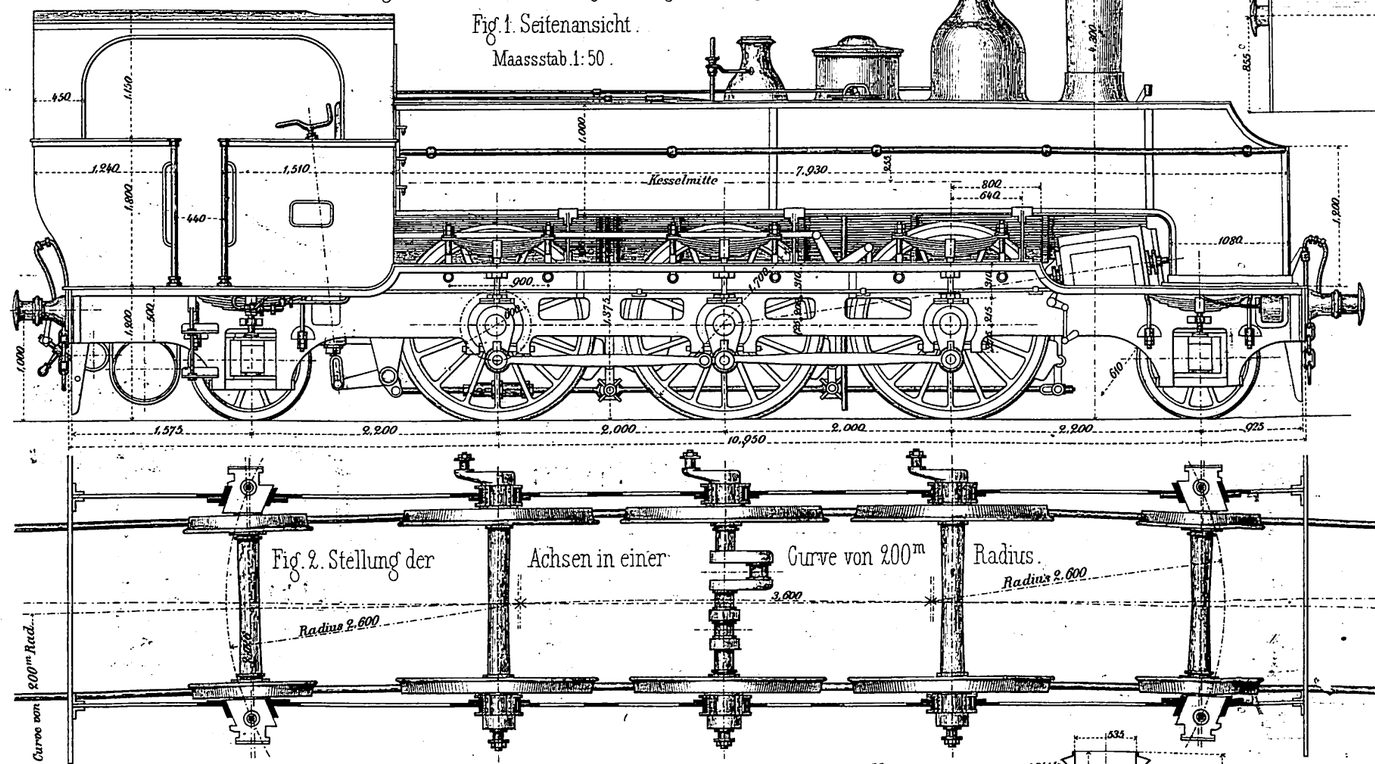
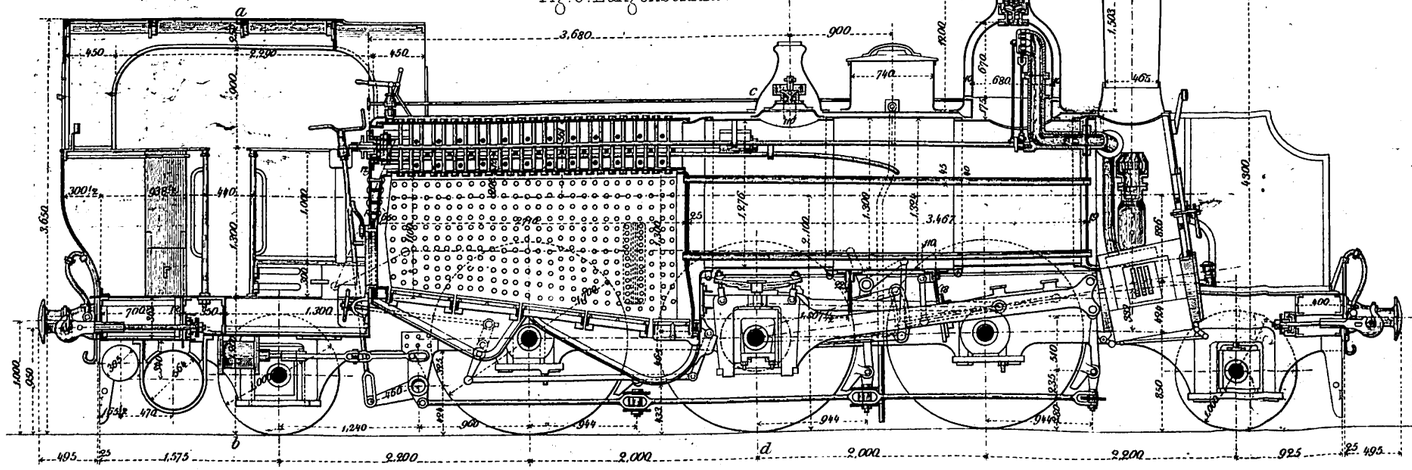


Fig. 2. Stellung der Achsen in einer Curve von 200m Radius.

Fig. 3. Längenschnitt.



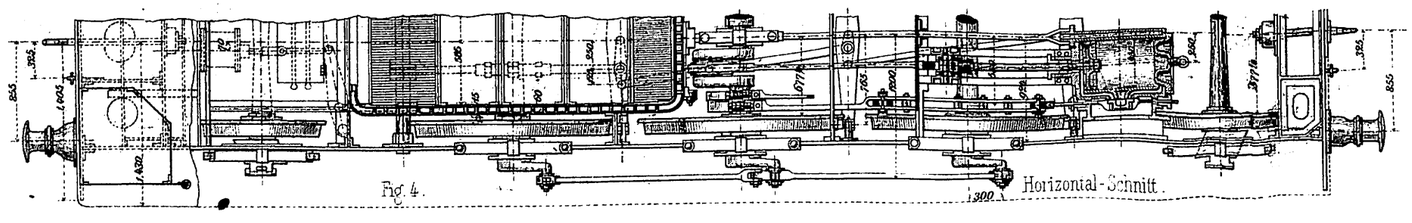


Fig. 4. Horizontal-Schnitt.

Fig. 5. Ansicht von oben.

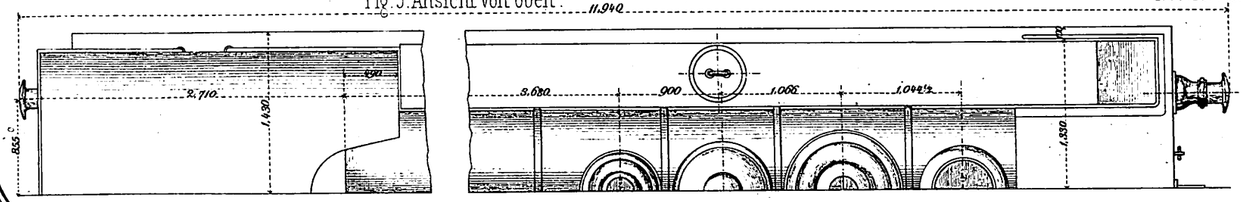


Fig. 6.

Querschnitt nach a-b.

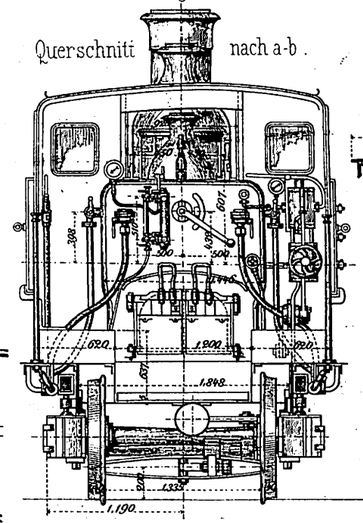
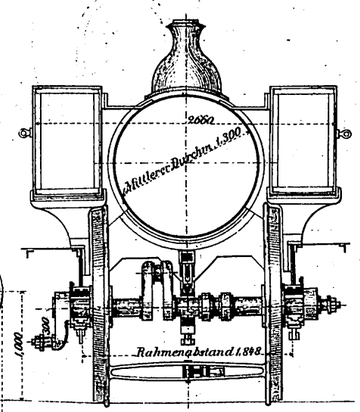


Fig. 7.

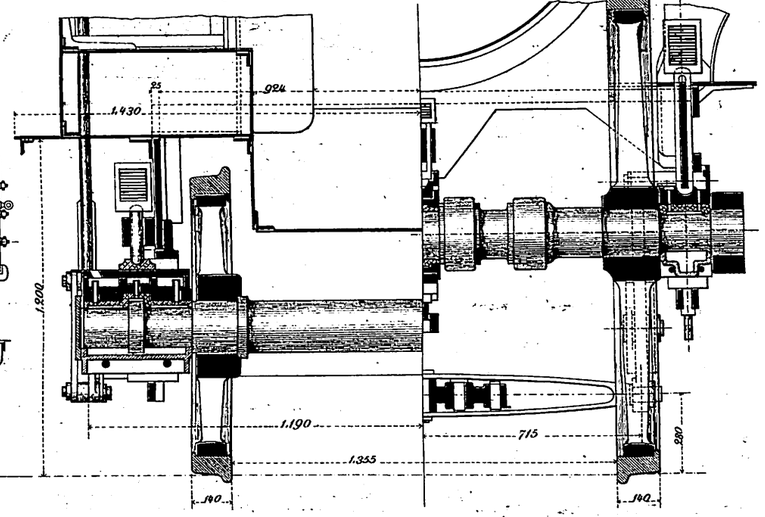
Querschnitt nach c-d.



Maassstab 1:50.

Querschnitt durch die Laufachse. Fig. 8. Querschnitt durch die Triebachse. Fig. 9.

Maassstab 1:20.



Lager der drehbaren Laufachsen.

Fig. 10. Querschnitt durch den Zapfen.

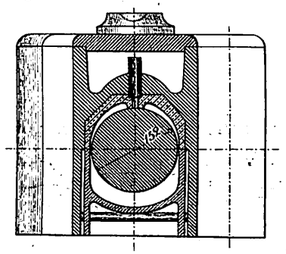
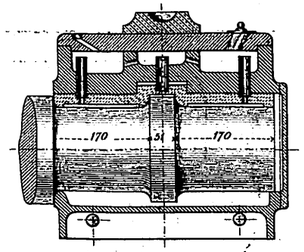


Fig. 12. Längenschnitt.



Maassstab 1:10.

Fig. 11. Horizontal-Schnitt.

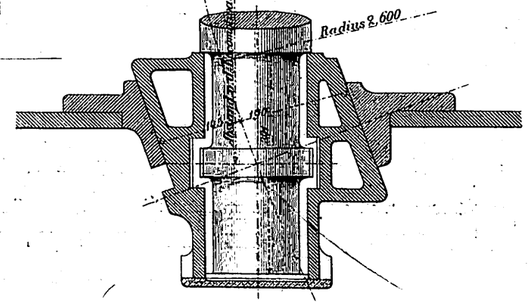
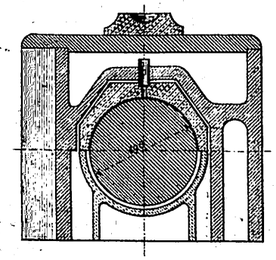


Fig. 13. Querschnitt durch die Lagermitte.



Lith. Anst. v. F. Wirtz Darmstadt

C. W. Kreidel's Verlag, Wiesbaden.

Gekuppelte Tenderlocomotive für Local-Personenverkehr auf Voll- und Secundärbahnen. System „Hohenzollern".

Fig. 1. Seitenansicht.

1/50 nat. Gr.

Fig. 2. Vorder- Ansicht.

Fig. 6. Querschnitt.

Fig. 3 Horizontalschnitt.

Fig. 4. Obere Ansicht.

Dampfcylinder und Schieberkasten der Schnell-Tender-Locomotiven der Belgischen Staatsbahnen.

Maafsst. 1:10.

Fig. 5. Horizontal-schnitt.

Hewitt's verbesserte Metallstopfbüchse.

Fig. 21.

Fig. 22. Fig. 23.

Fig. 7.

Fig. 10.

Maafsst. 1:20.

Fig. 24.

Fig. 25.

Fig. 13.

Einspannvorrichtung für Locomotivdampfkolben.

Fig. 26.

Ed. Pohl's. Sicherheits-Radreifen.

Fig. 11.

Fig. 12.

Fig. 9.

Fig. 8.

Anordnung des Schieber-Schmier-gefässes für Locomotiven mit Aussen Steuerung.

Fig. 20.

Fig. 14.

Ansicht des Schieber-Spiegels.

Fig. 17.

v. Ludes Dampfschieber mit selbstthätiger Einölung der ganzen Sch. Fläche.

Fig. 15.

Fig. 16.

Schiebergleitfläche.

Fig. 18.

Fig. 19.

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Fig. 1.
Querschnitt.

Compensation für Weichengestänge
von H. Büssing

Maafsstab
= 1:10.

Fig. 2
Ansicht.

Fig. 9.

Hebelapparat für centrale
Weichen- u. Signalstellung mit
electrischem Verschluss der
der Signalhebel von
H. Büssing.

Fig. 3

Fig. 4.

Fig. 5

Drahtzug-
Barrière

Fig. 6.

System
Zimmermann

Fig. 7

Fig. 8.

Maafsstab
= 1:20

Lith. Anstalt von F. Wirtz, Darmstadt.

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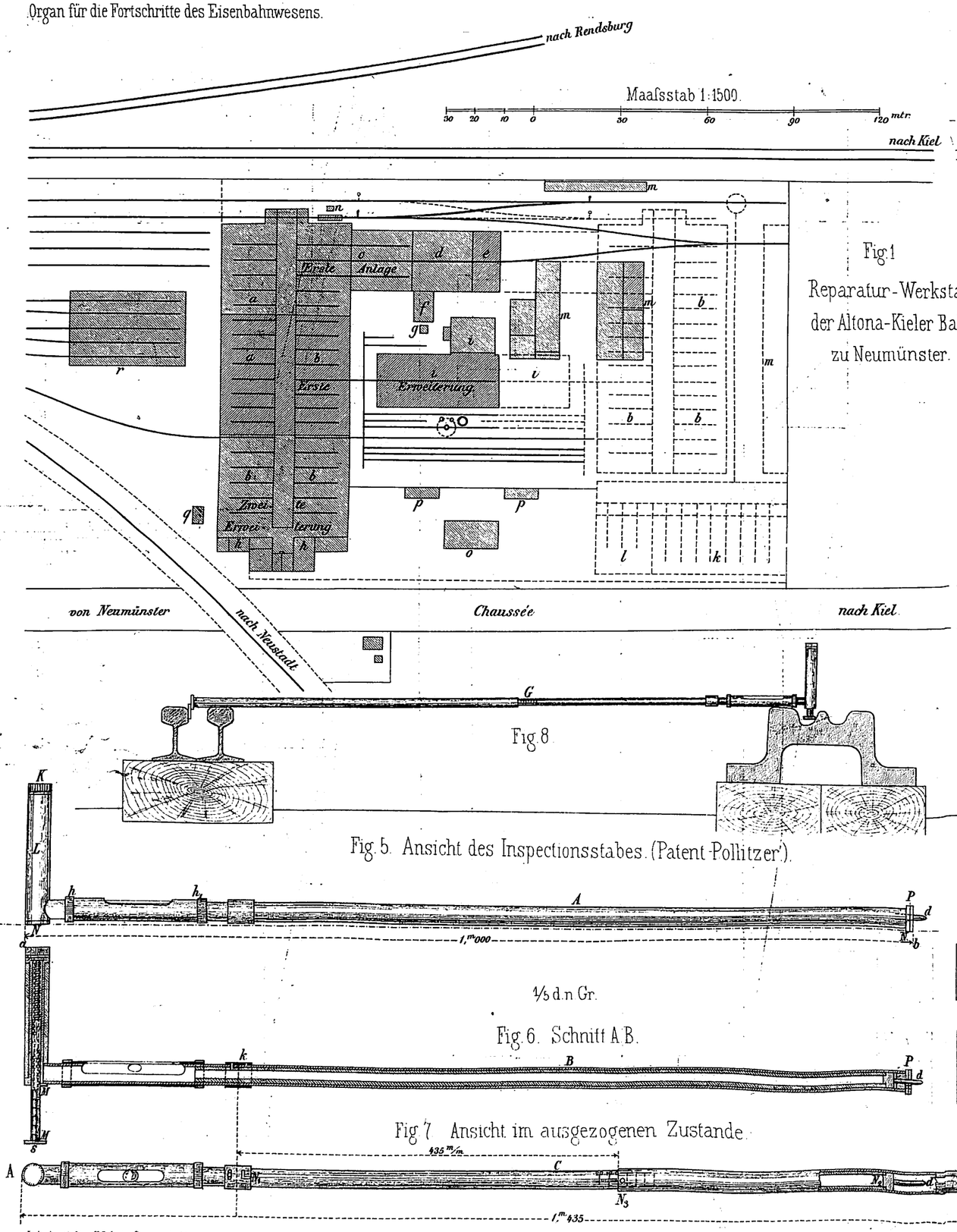


Fig. 1
Reparatur-Werkstatt der Altona-Kieler Bahn zu Neumünster.

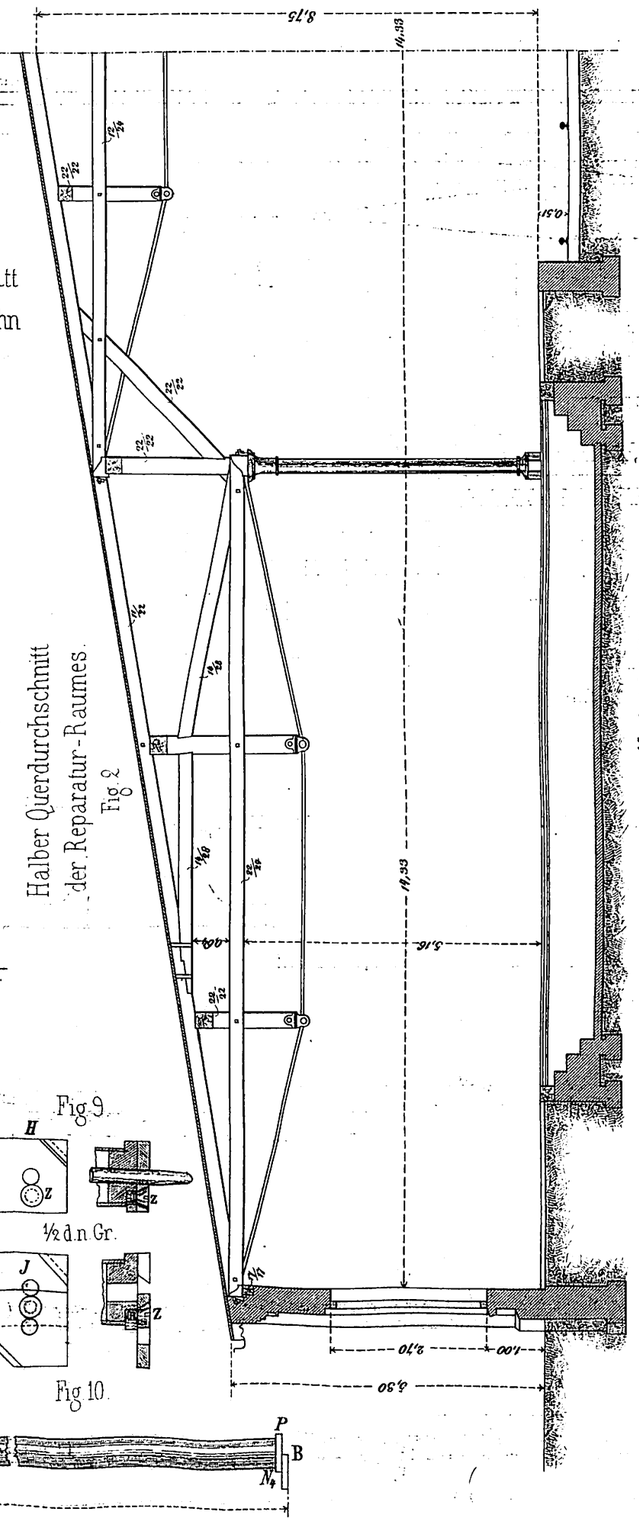
Fig. 8

Fig. 5. Ansicht des Inspectionsstabes. (Patent-Pollitzer).

1/5 d.n.Gr.

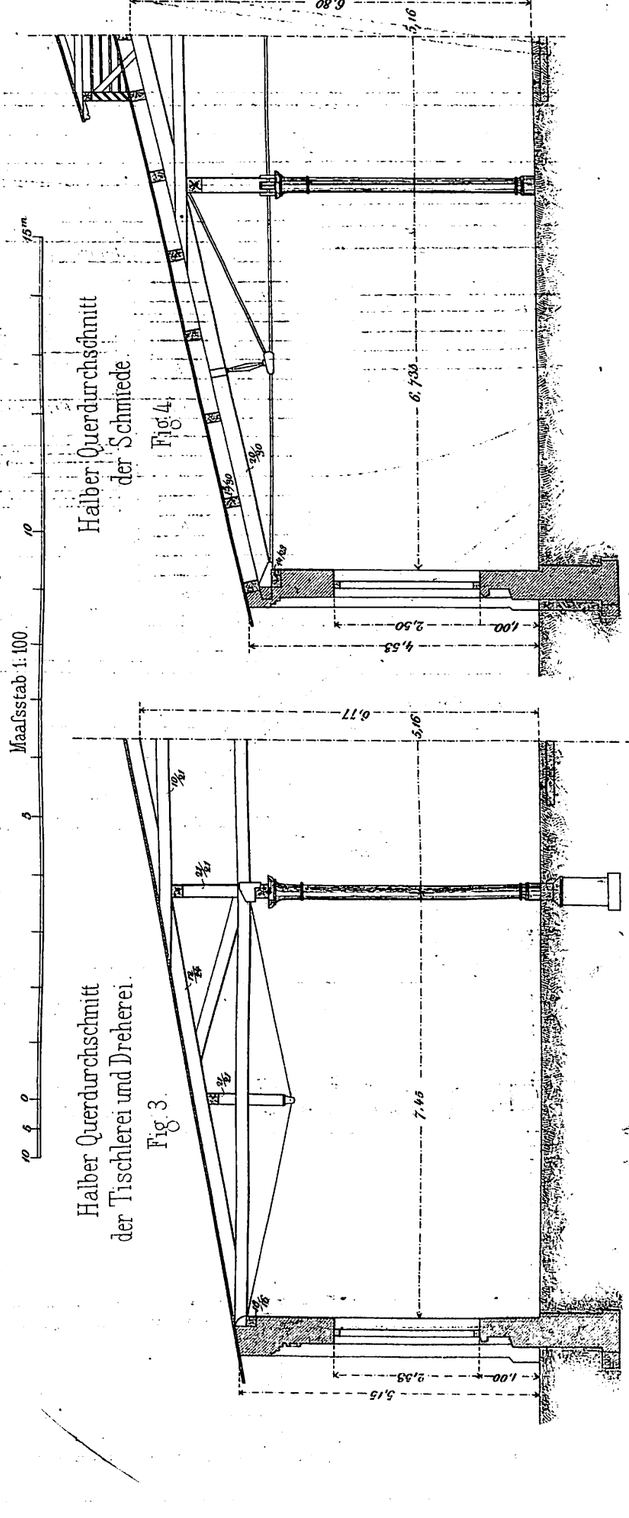
Fig. 6. Schnitt A.B.

Fig. 7 Ansicht im ausgezogenen Zustande.



Halber Querdurchschnitt der Reparatur-Raumes.
Fig. 2

Fig. 9.
½ d.n.Gr.
Fig. 10.



Halber Querdurchschnitt der Schmiede.
Fig. 4

Halber Querdurchschnitt der Tischlerei und Dreherei.
Fig. 3

Lith Anstalt v. F. Wirtz, Darmstadt

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Bohrmaschine zum Bohren der Radreifen von der Innenseite.

Fig 10. Längenschnitt.

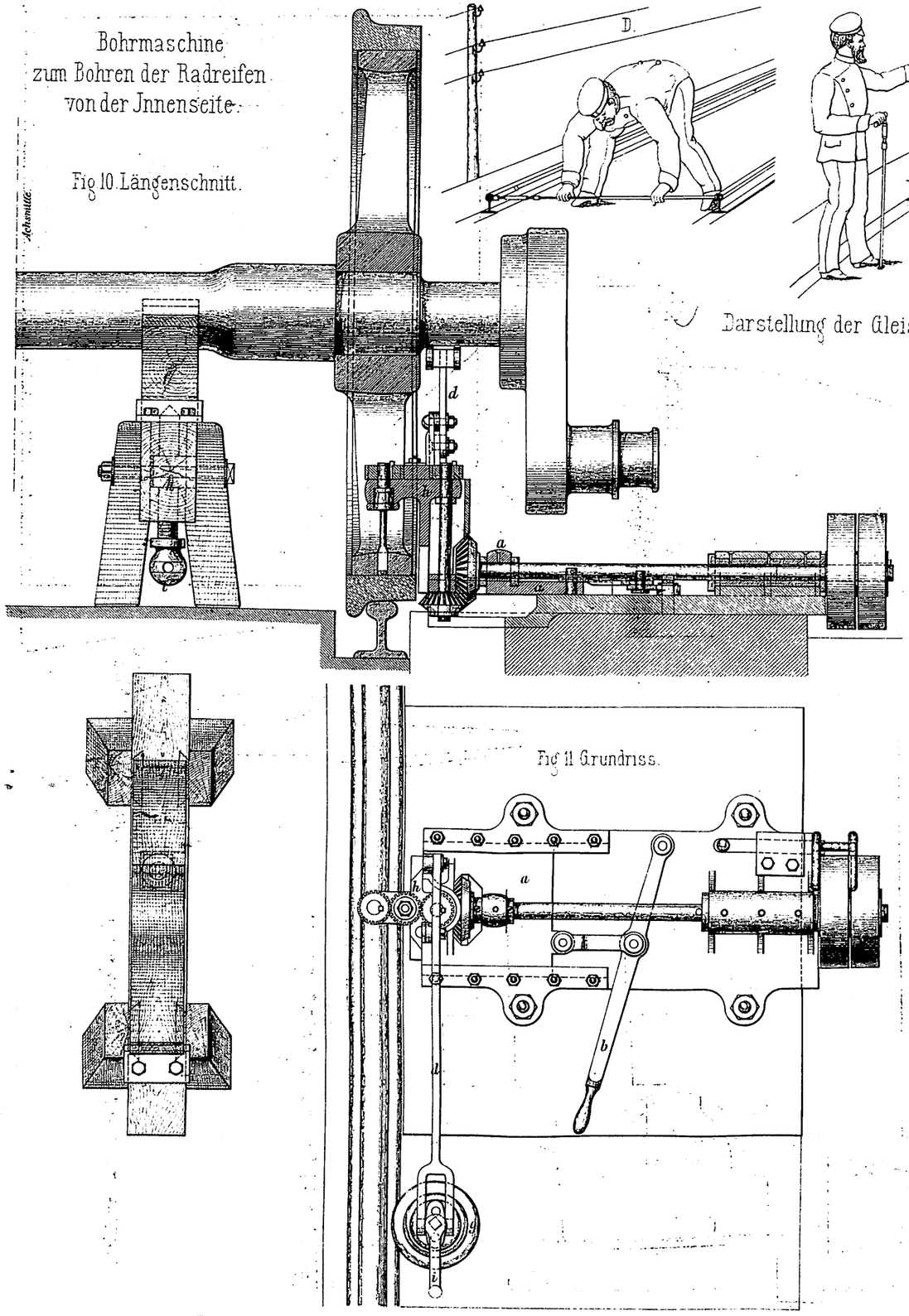


Fig 11 Grundriss.

Fig 13
D.

Fig 14
E.

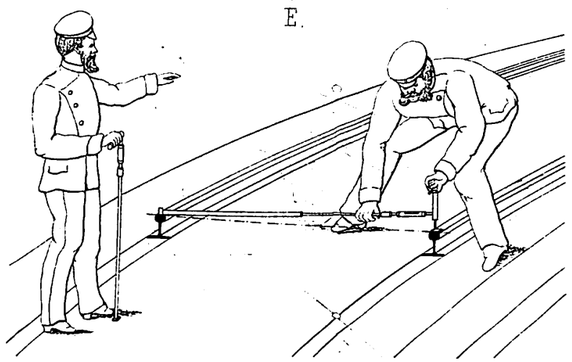
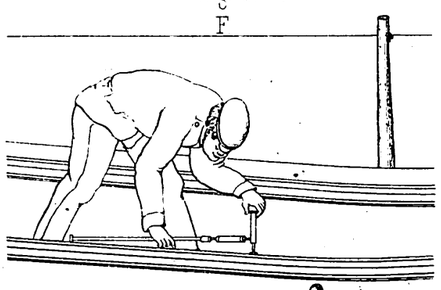


Fig 15
F



Darstellung der Gleismessungen mit dem Inspectionsstab (Patent Pollitzer)

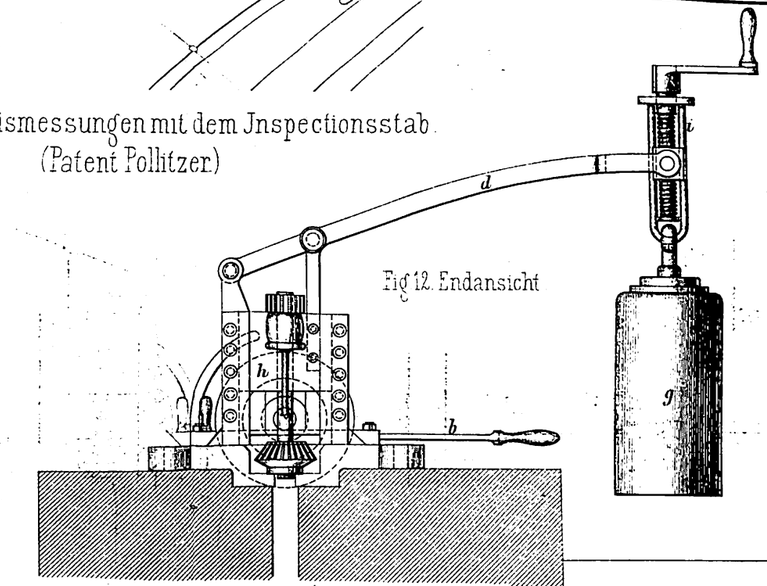


Fig 12. Endansicht

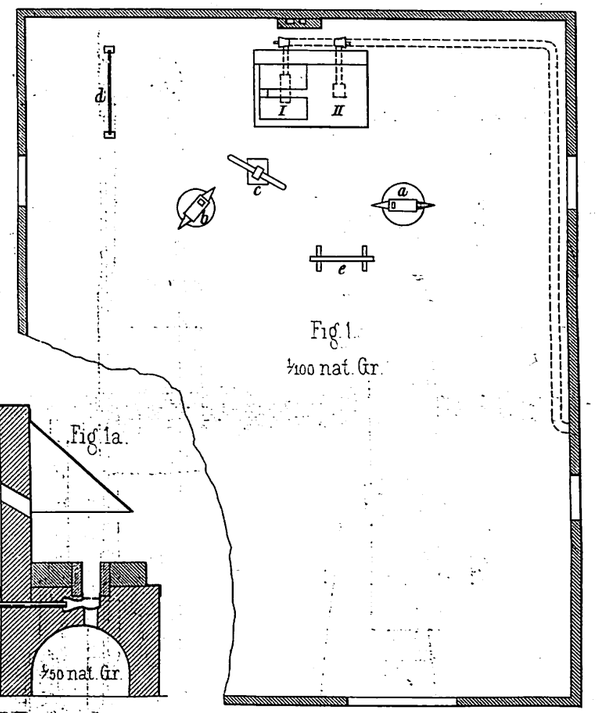


Fig 1.
1/100 nat. Gr.

Fig 1a.

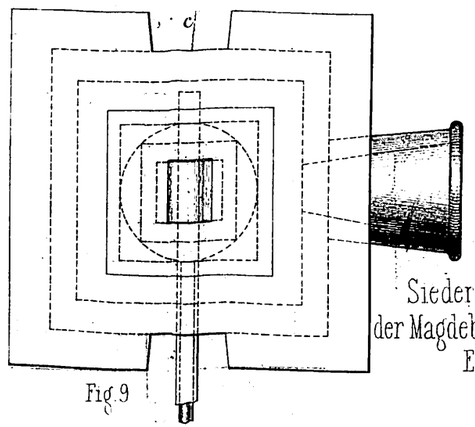


Fig 9

Siederohr Werkstatt der Magdeburg Halberstadter Eisenbahn.

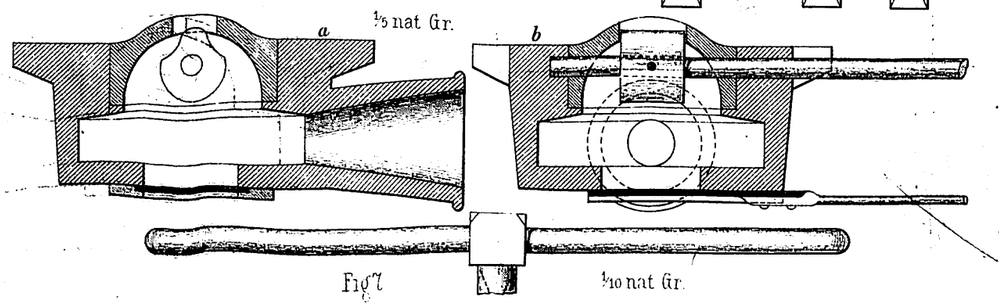
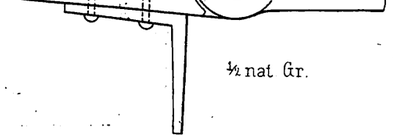


Fig 7 1/10 nat Gr.

Fig 8.



1/2 nat Gr.

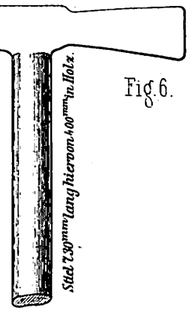


Fig 6.

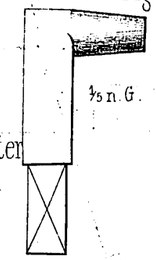


Fig 3.

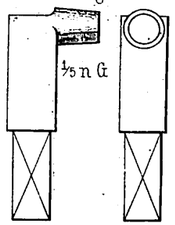


Fig 2.

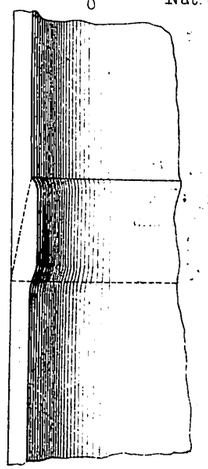


Fig 5. Nat. Gr.

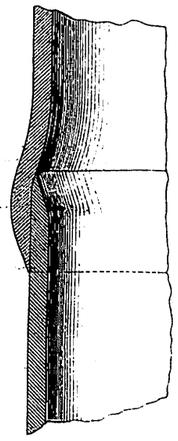
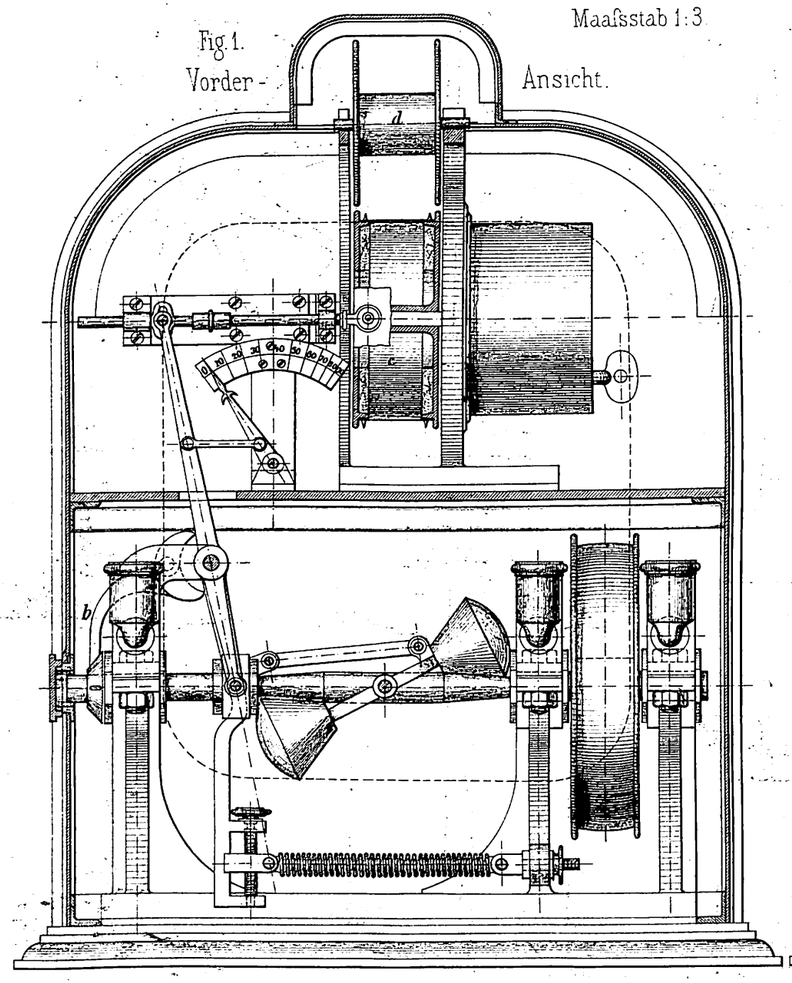


Fig 4.

Verbess. Geschwindigkeitsmesser für Eisenbahnzüge von Finckbein und Schäfer.

Maafsstab 1:3

Fig. 1. Vorder-Ansicht.



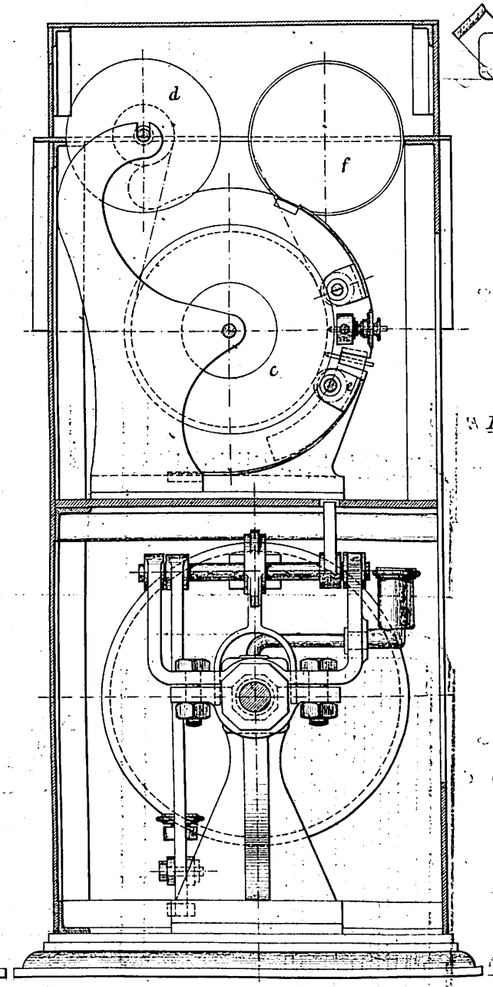
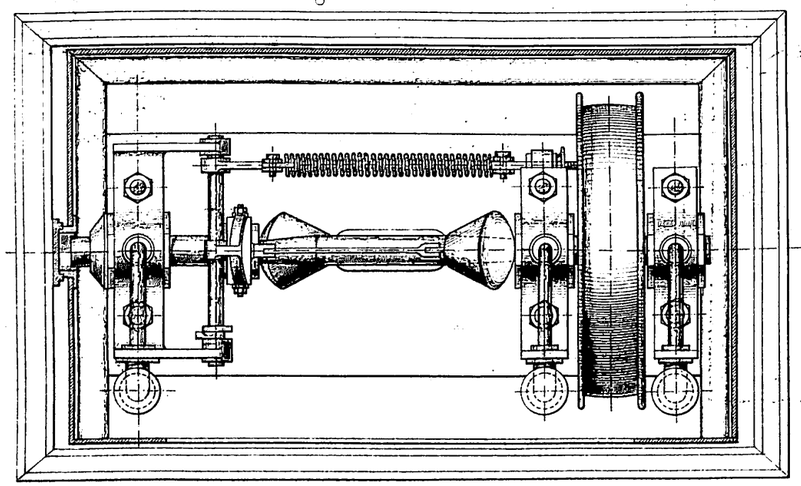


Fig. 2 Seiten-Ansicht.

Fig. 3 Grundrifs.



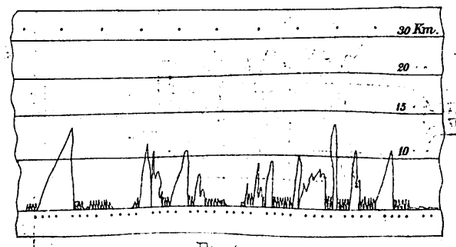


Fig. 4

Combinirter Regulator und Vertheilungs-Schieber einer symetrischen Compound-Locomotive.

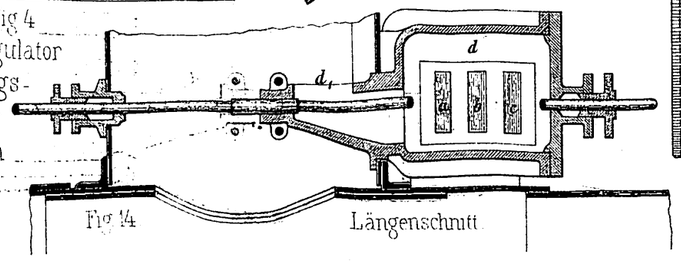


Fig. 14 Längenschnitt

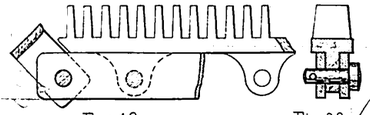


Fig. 19. Fig. 20.

Roststabträger 1:10.

Locomotiv-Rost aus Flacheisen.

Maafsstab 1:20.

Schnitt C-D.

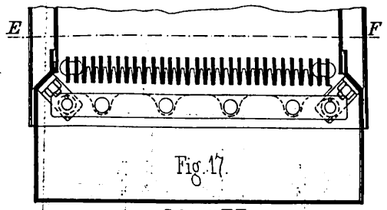


Fig. 17.

Schnitt A-B.

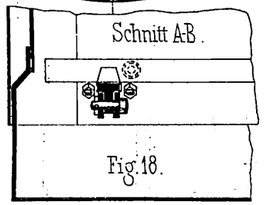


Fig. 18.

Schnitt E-F.

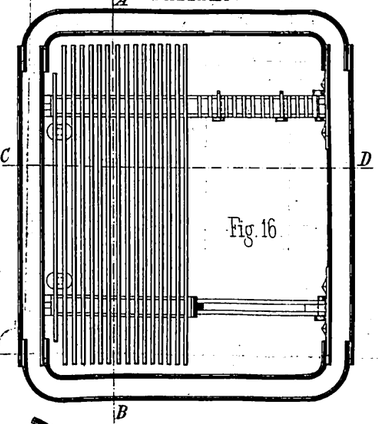


Fig. 16.

Fig. 15. Horizontalschnitt

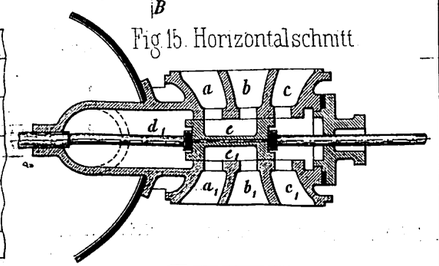


Fig. 8

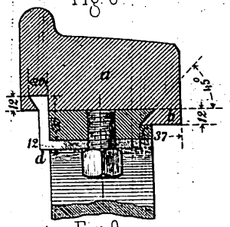
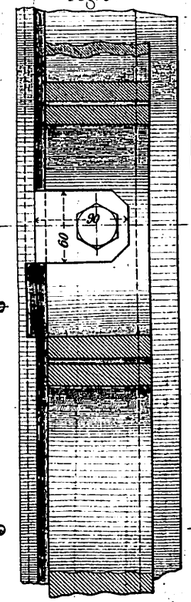


Fig. 9



Maafsstab 1:5.

Maafsstab 1:15.

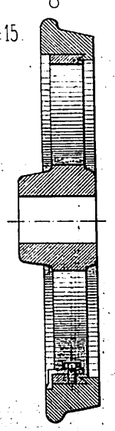


Fig. 5.

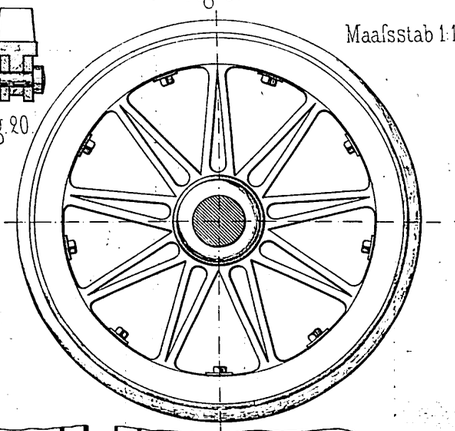
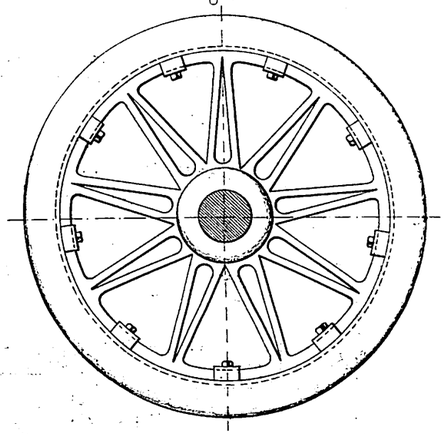


Fig. 6.

Fig. 7.



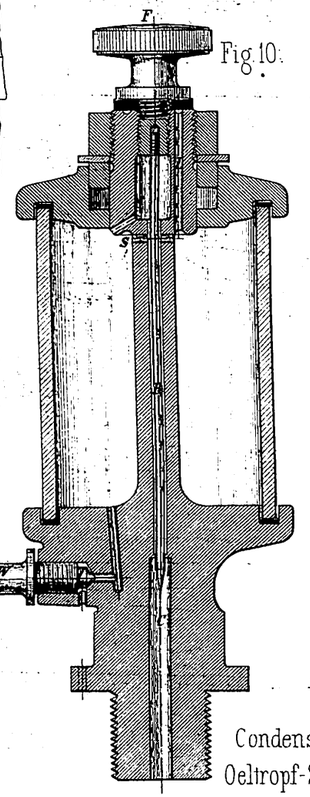


Fig. 10.

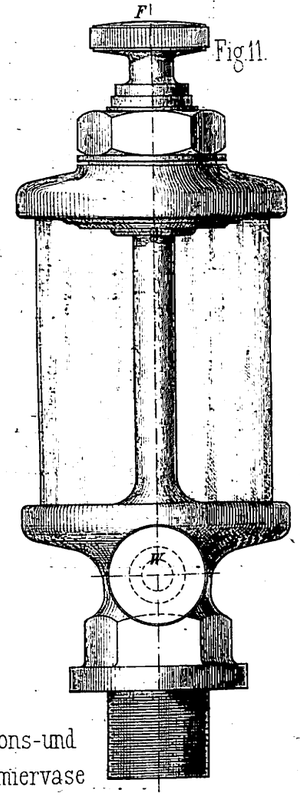


Fig. 11.

Condensations- und Oeltropf-Schmiervase mit Glasumhüllung.

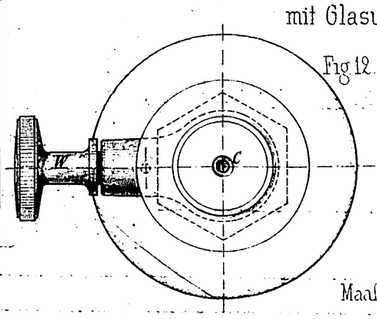


Fig. 12.

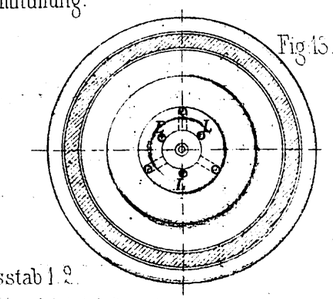


Fig. 13.

Maafsstab 1:2.

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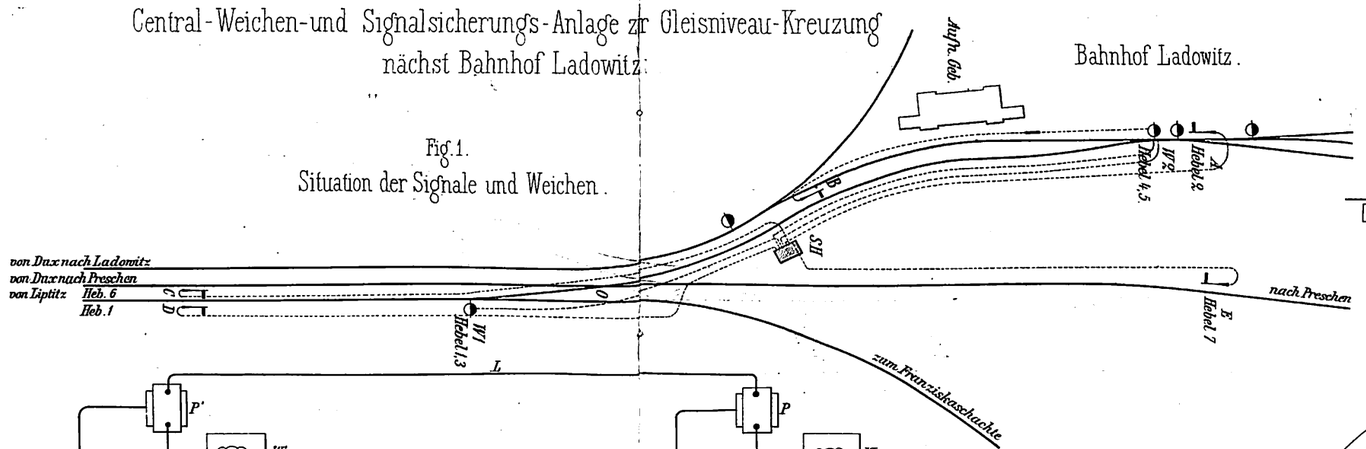
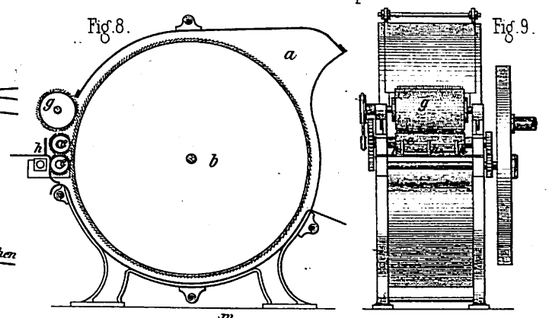
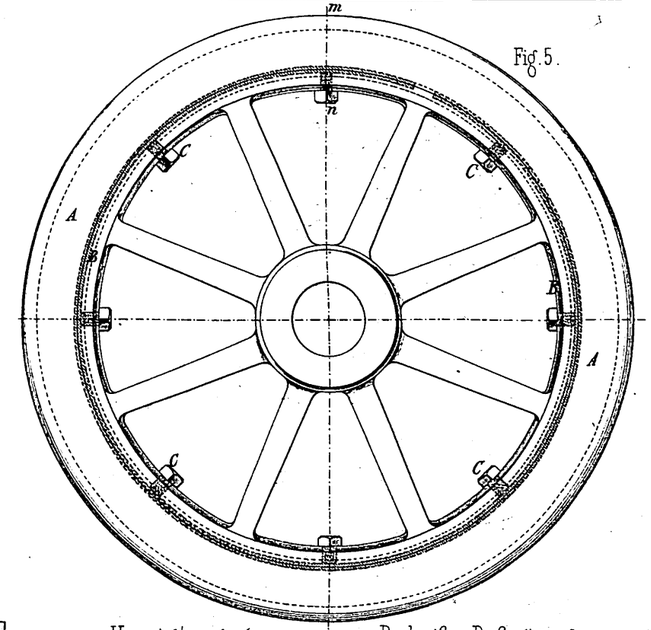
Central-Weichen-und Signalsicherungs-Anlage zr Gleisniveau-Kreuzung nächst Bahnhof Ladowitz.

Fig. 1.
Situation der Signale und Weichen.



Rödelheimer's Rosshaar-Zupfmaschine.





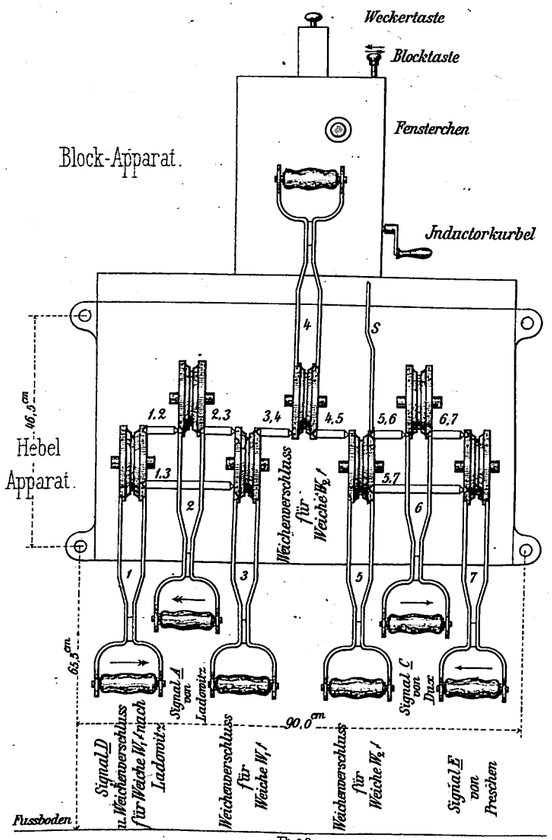
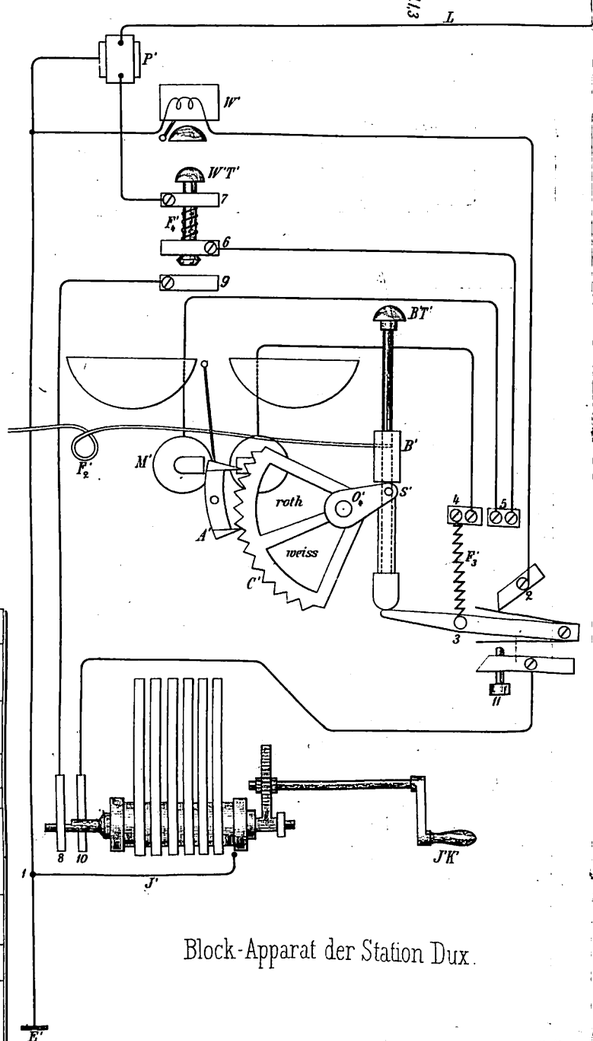


Fig. 2.

Uebersicht der Hebelstellungen.

Hebel N^to	1	2	3	4	5	6	7
verbunden mit	DW_1 →	A ←	W_1 norm.	W_2	W_2 norm.	C →	E ←
Ruhestellung							
umzustellen für einen Zug							
von Dux nach Preschen: → Hebel 6							
von Preschen nach Dux: ← Hebel 7							
von Liptitz nach Ladowitz: →→ Hebel 5, Weiche W_2, Hebel 4, 3, Weiche W_1, Hebel 1							
von Ladowitz nach Liptitz: ←← Hebel 5, Weiche W_2, Hebel 4, 3, Weiche W_1, Hebel 2							

Fig. 3.



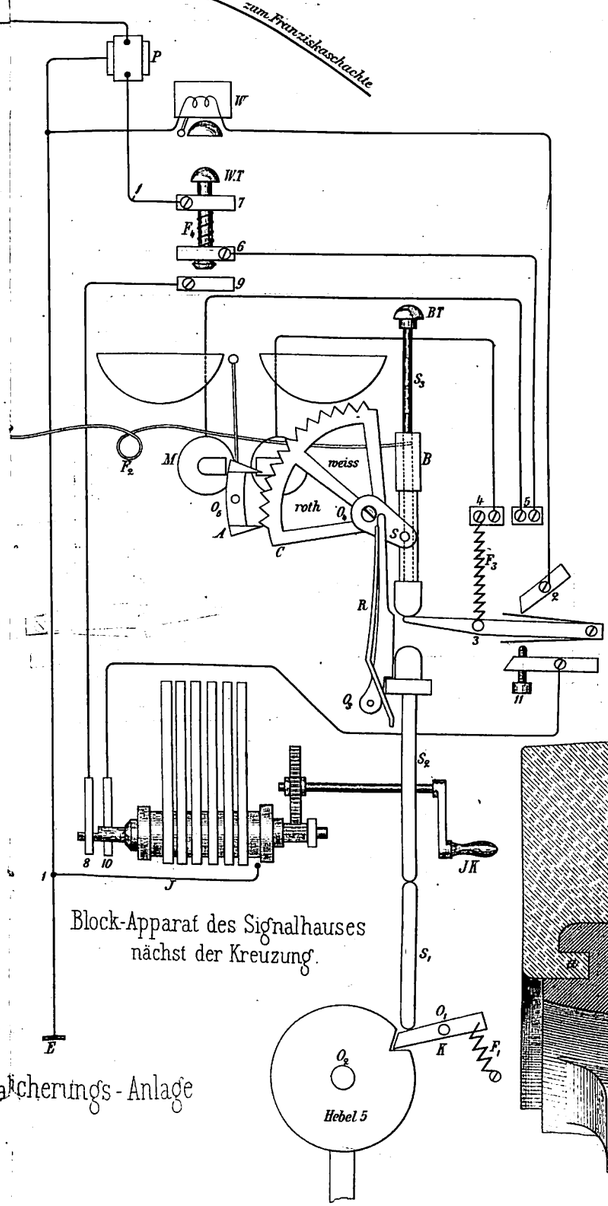
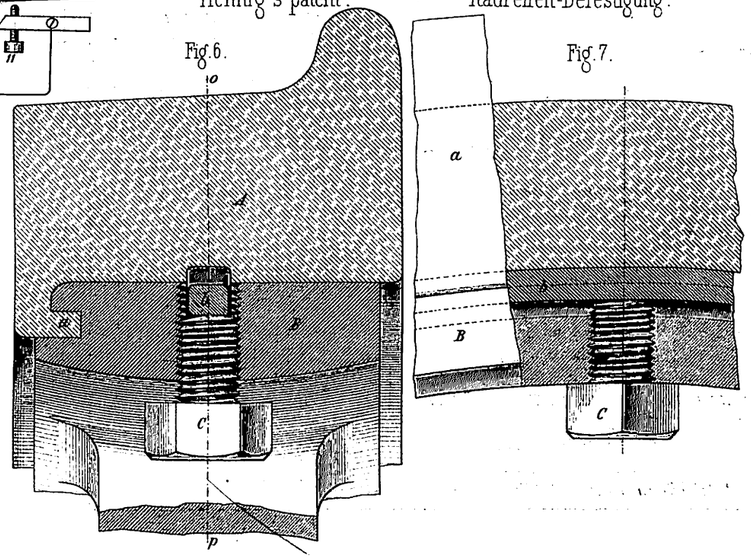


Fig. 4.
Stromschema zur Central-Weichen-und Signalsicherungs-Anlage nächst Bahnhof Ladowitz.



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