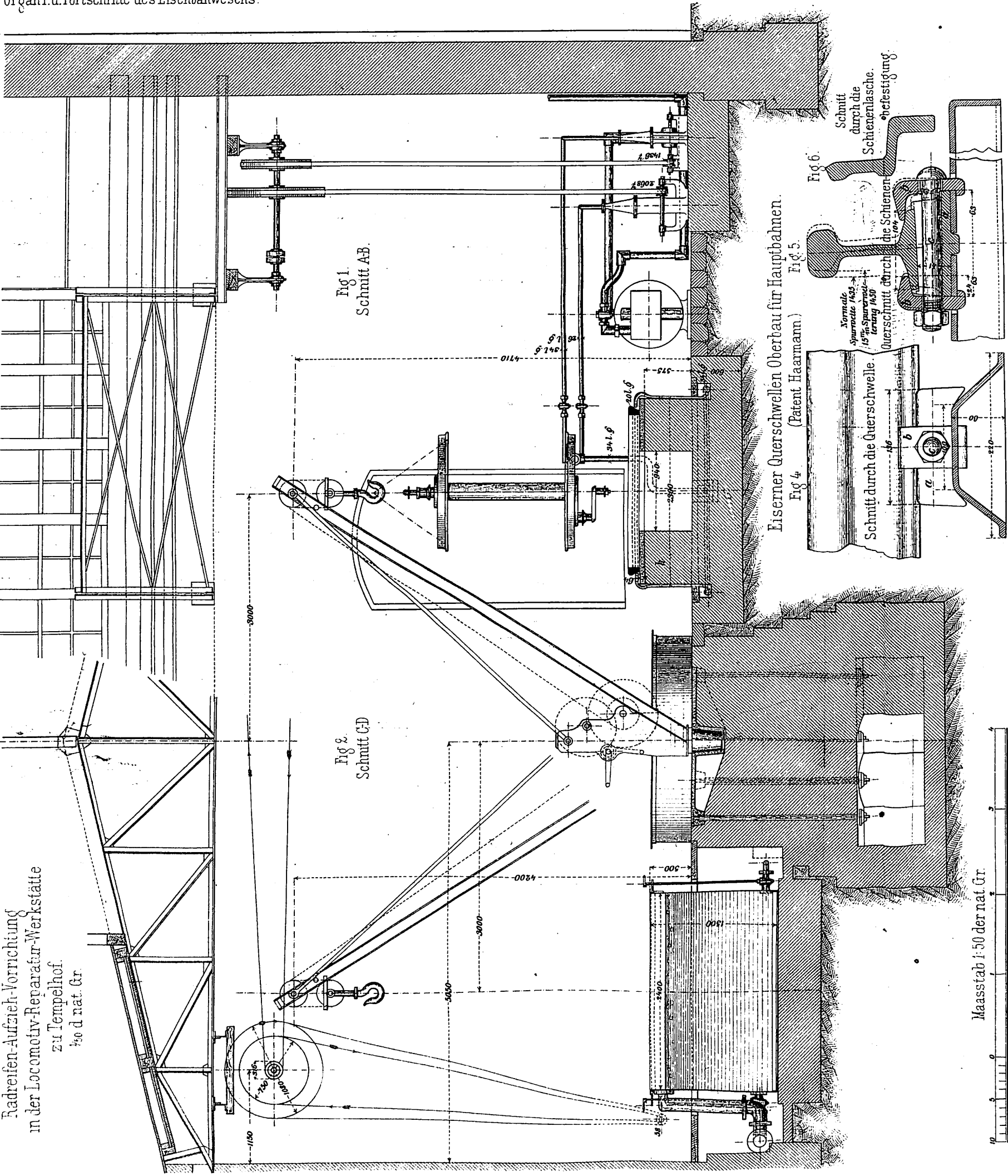
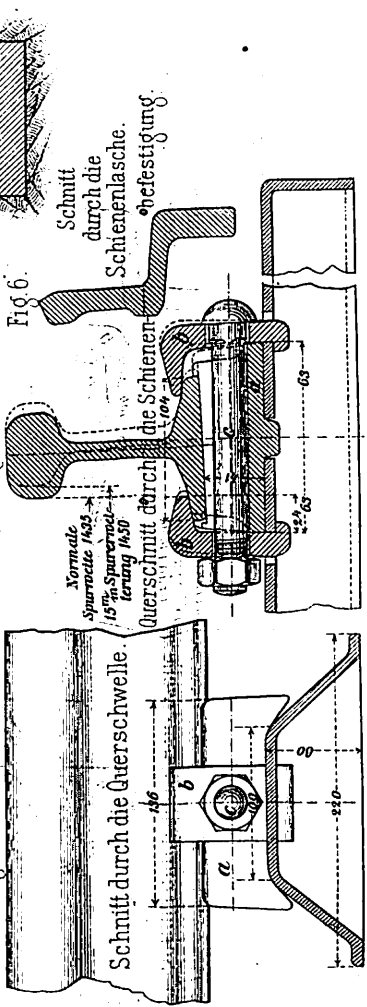




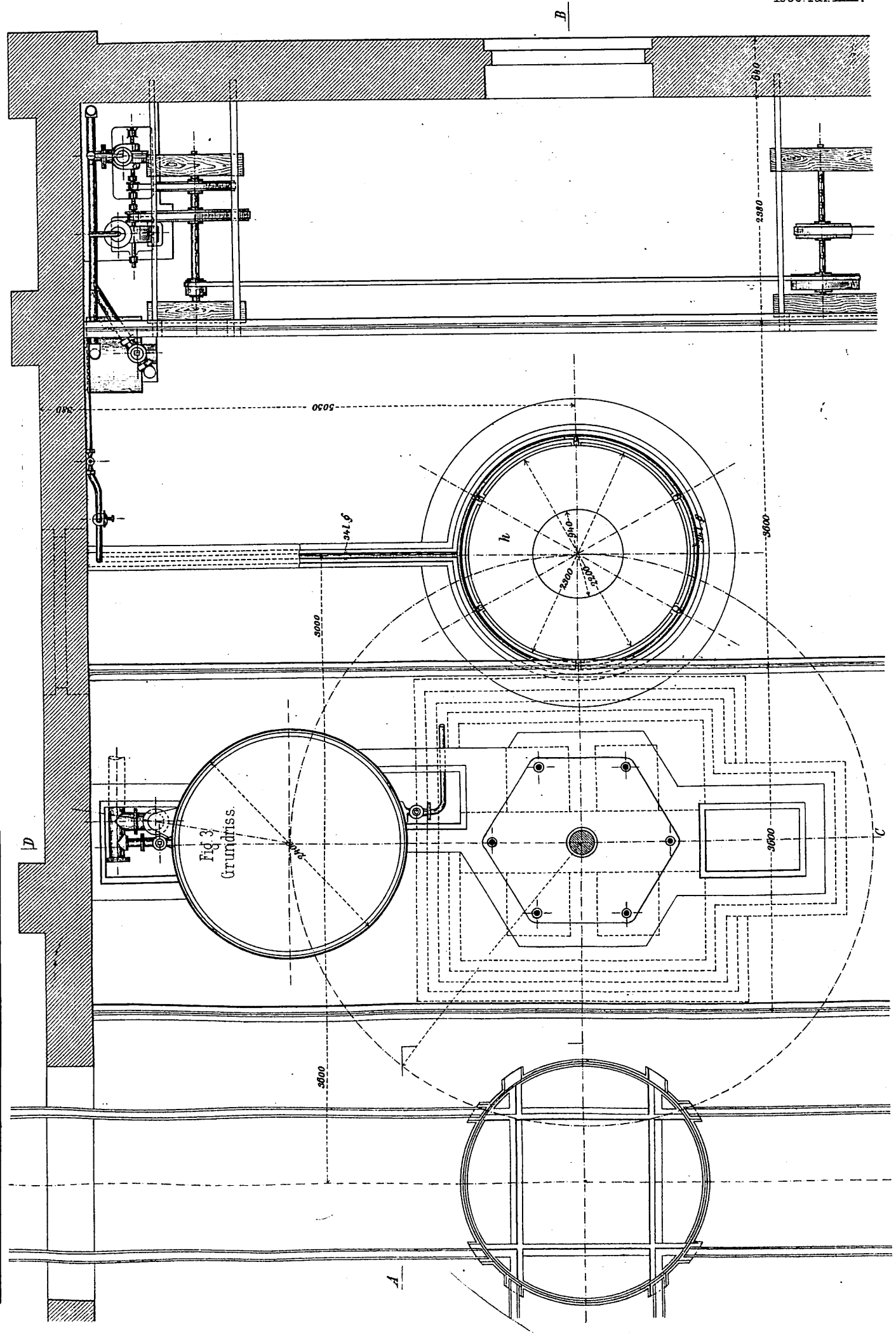
Radreifen-Aufzieh-Vorrichtung
in der Locomotiv-Reparatur-Werkstätte
zu Tempelhof.
1/50 d. nat. Gr.



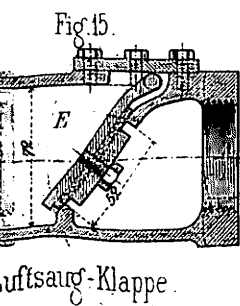
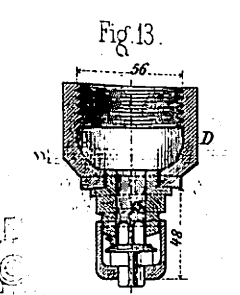
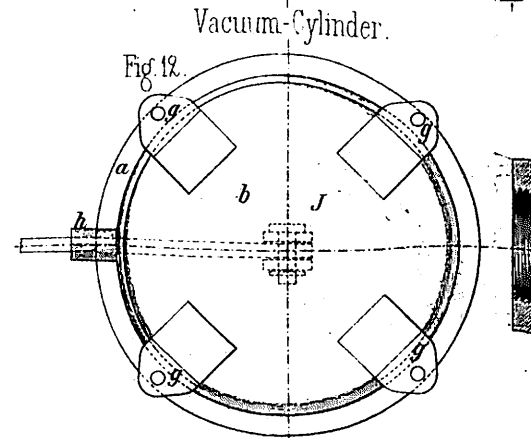
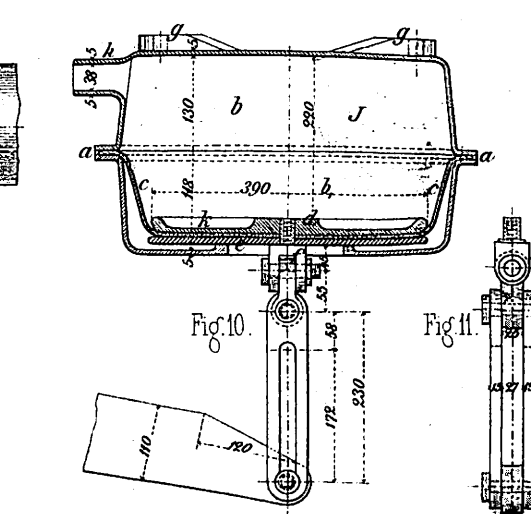
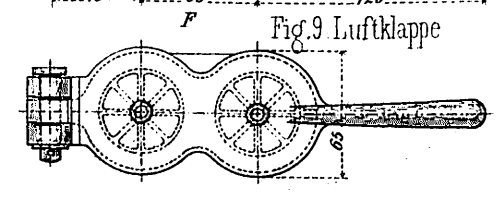
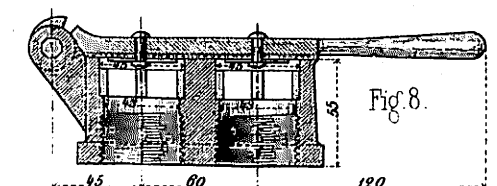
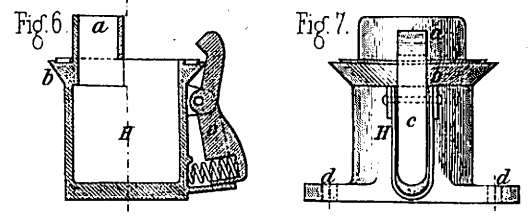
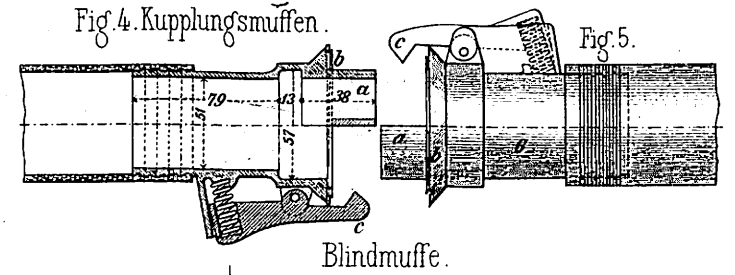
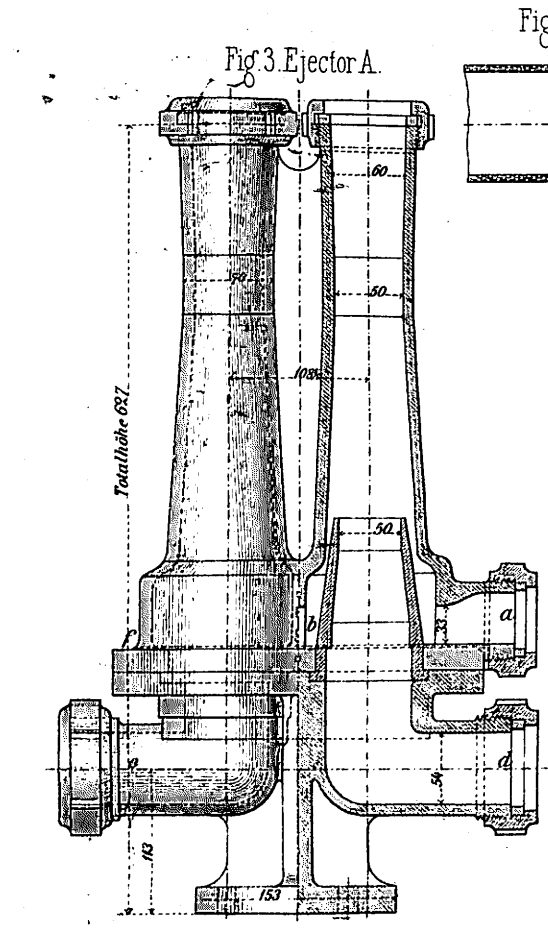
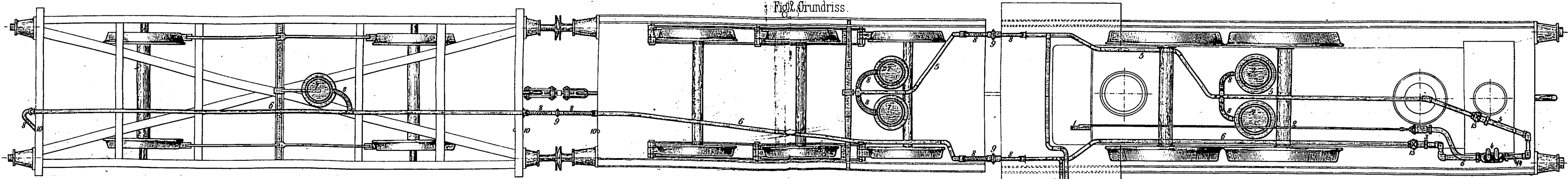
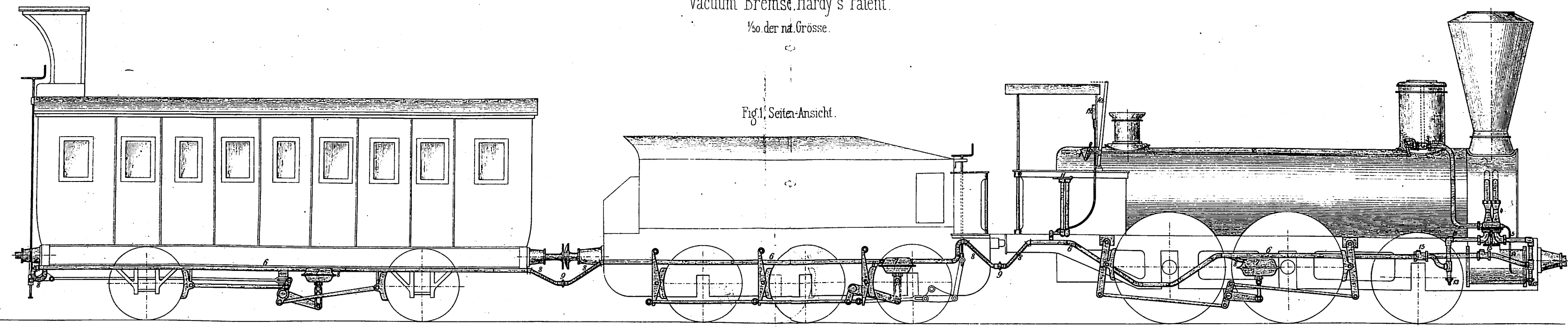
Eiserner Querschwellen Oberbau für Hauptbahnen.
Fig. 4 (Patent Haarmann)



Maasstab 1:50 der nat. Gr.



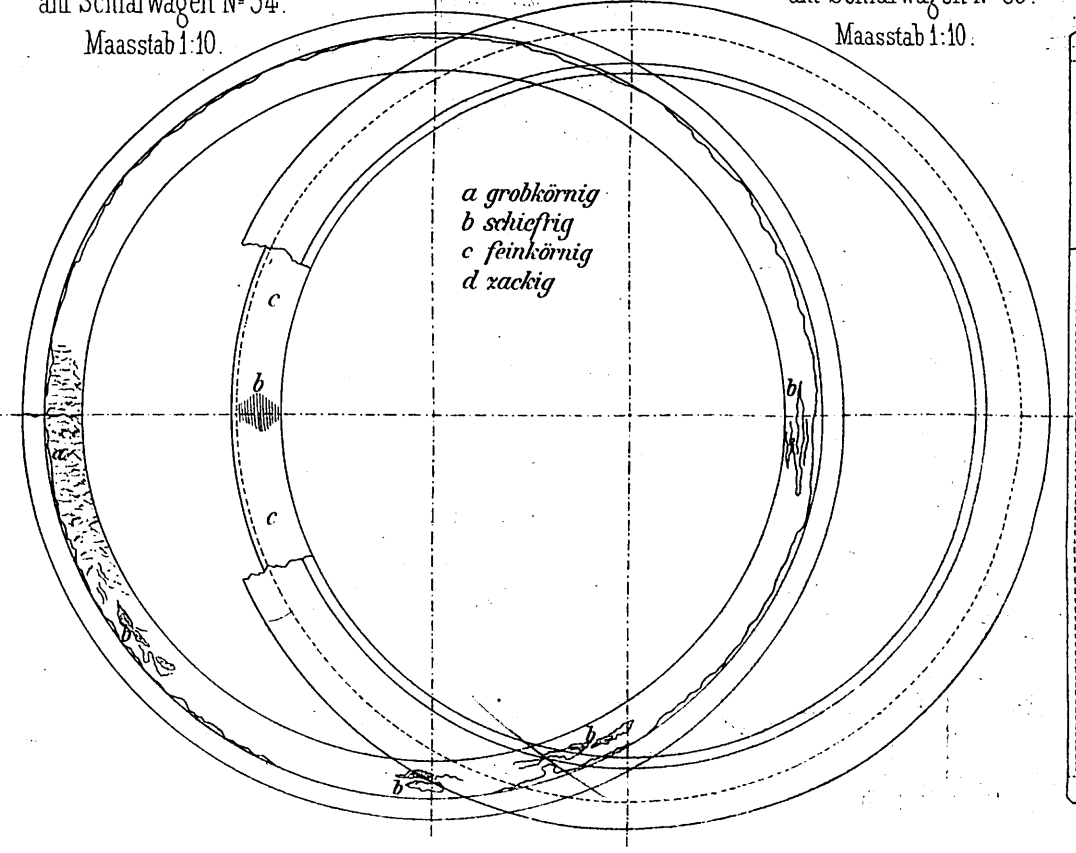
Vacuum Bremse Hardy's Patent.
1/50 der nat. Grösse.



Reifenbruch der Achse N°6
am Schlafwagen N°34.
Maasstab 1:10.

Fig. 16.
Ansicht A-B.

Reifenbruch der Achse N°8
am Schlafwagen N°35.
Maasstab 1:10.



a grobkörnig
b schiefzig
c feinkörnig
d zackig

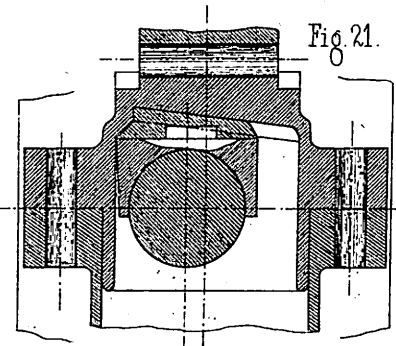


Fig. 21.

Fig. 2.

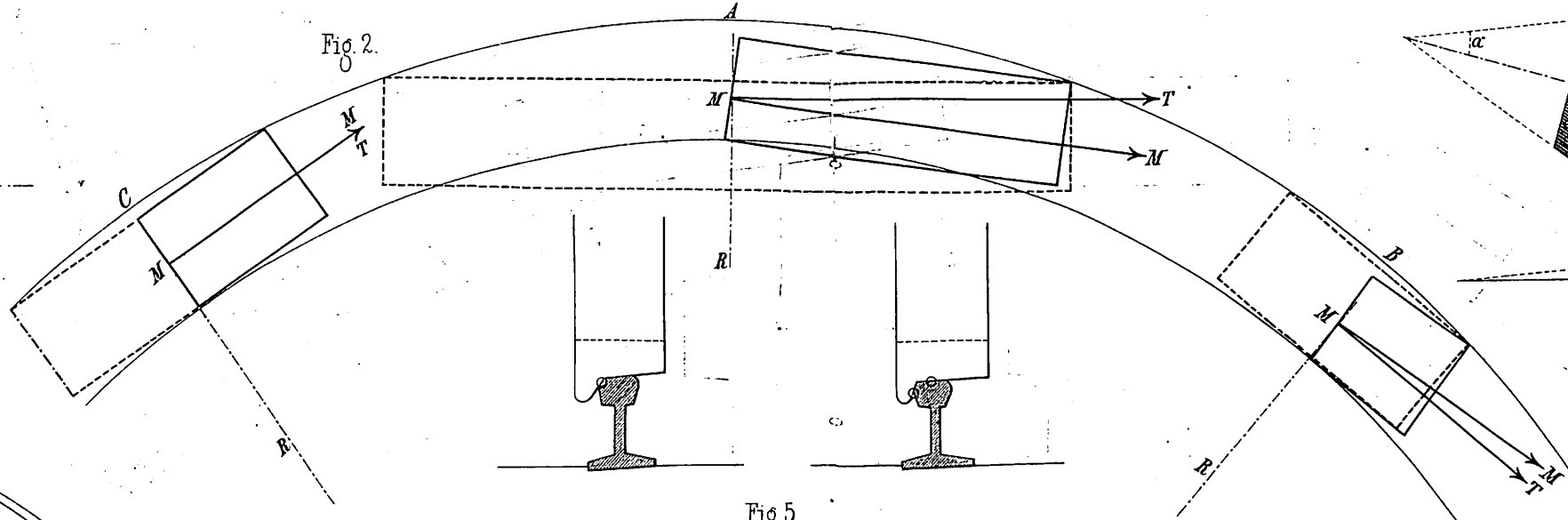


Fig. 5.

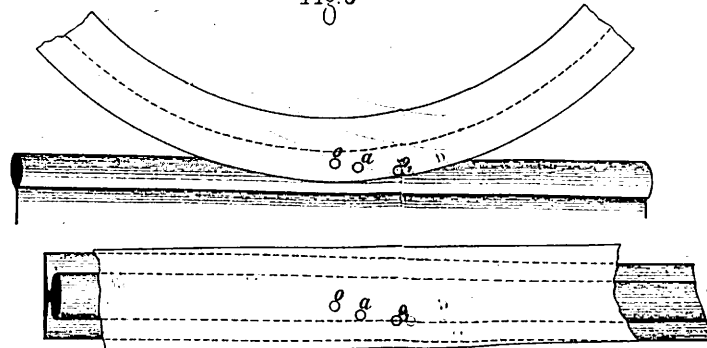


Fig. 9.

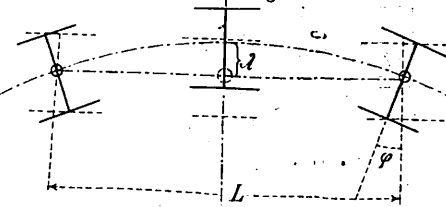


Fig. 12.

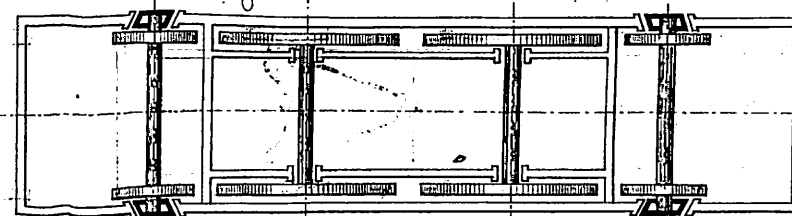


Fig. 13.

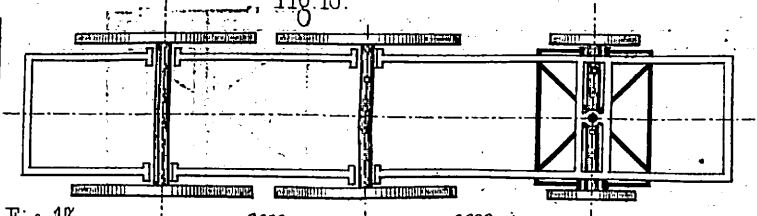


Fig. 17.

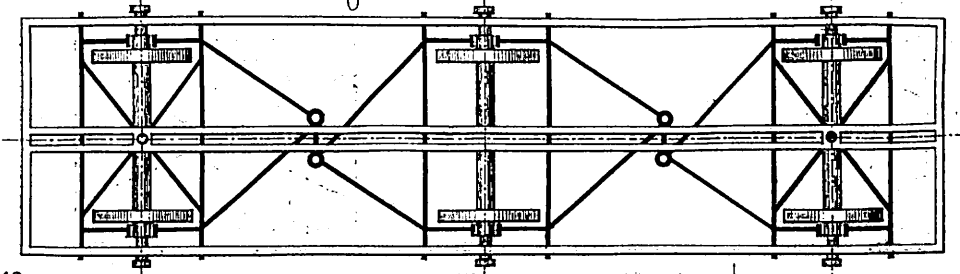


Fig. 19.

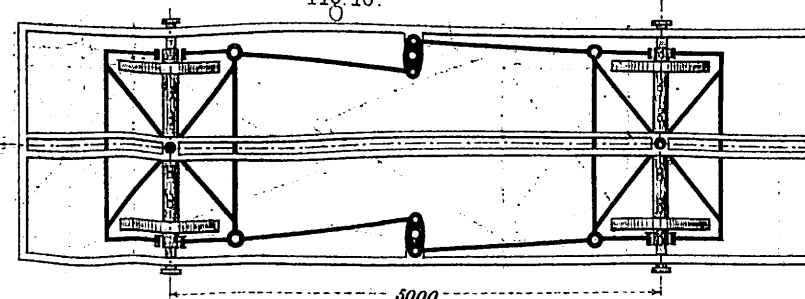


Fig. 20.

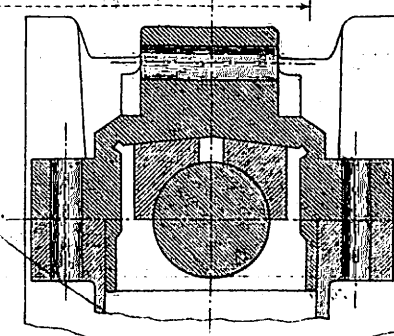


Fig. 22.

Fig. 3.

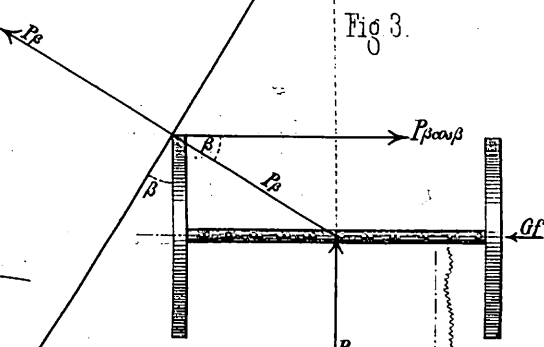


Fig. 7.

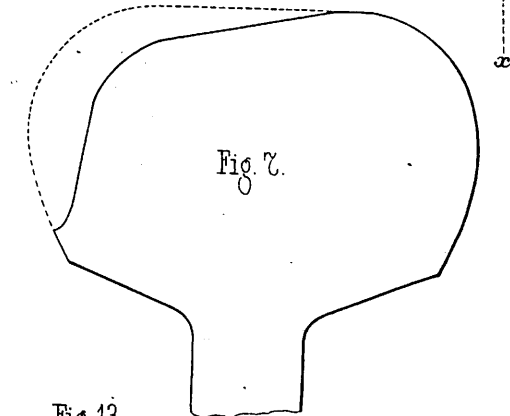


Fig. 8.

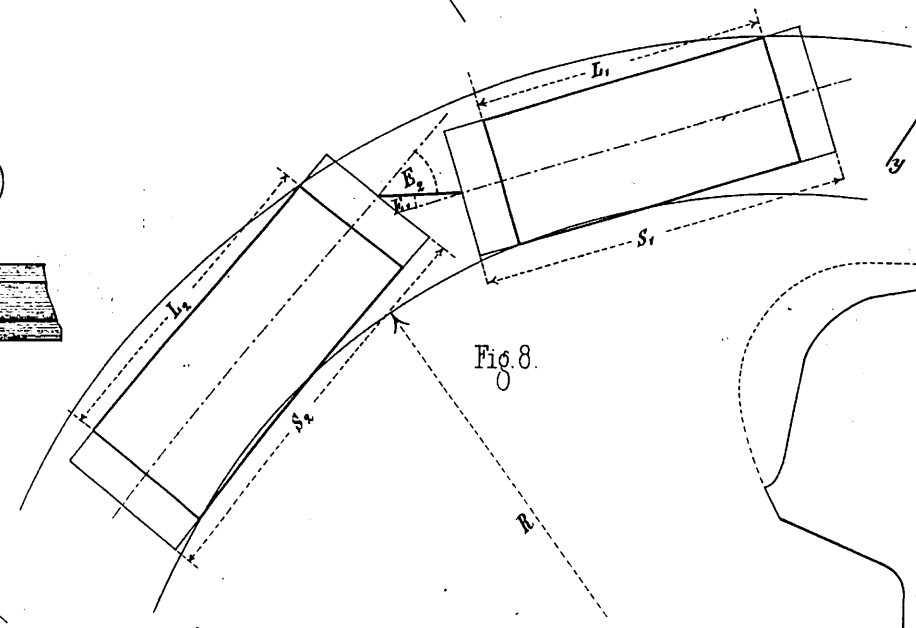


Fig. 6.

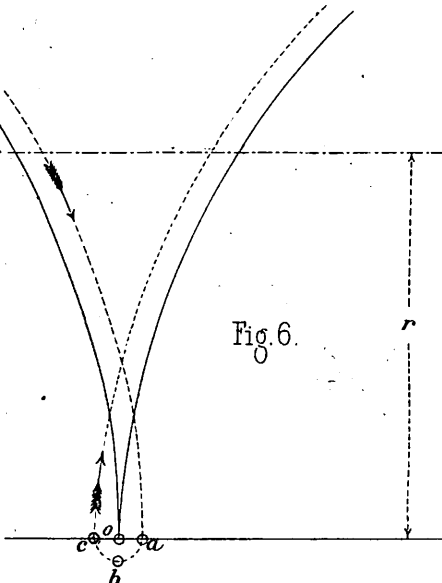


Fig. 11.

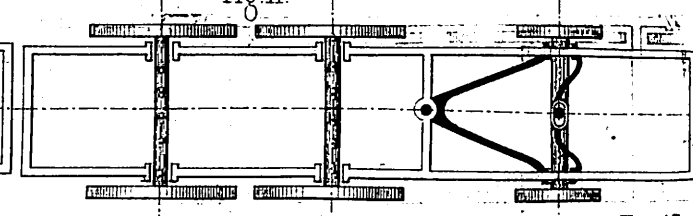


Fig. 15.

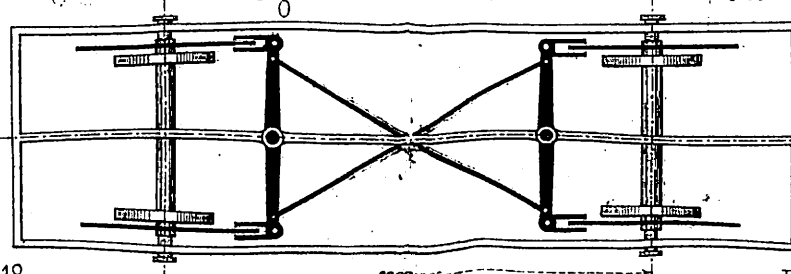


Fig. 18.

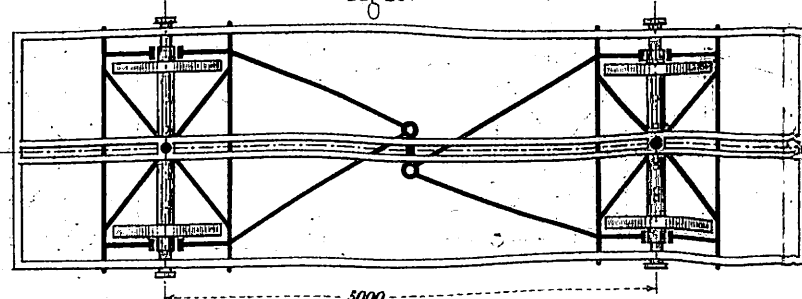


Fig. 14.

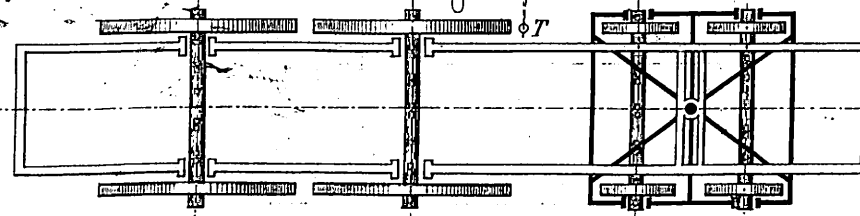


Fig. 10.

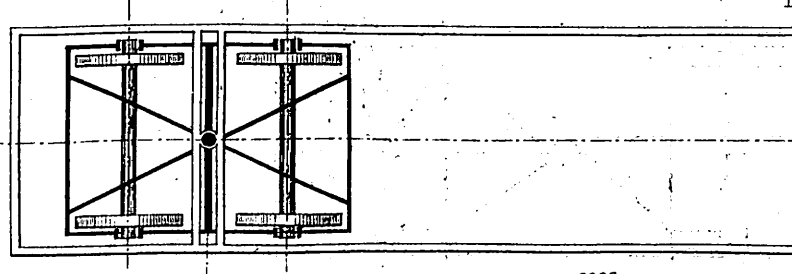
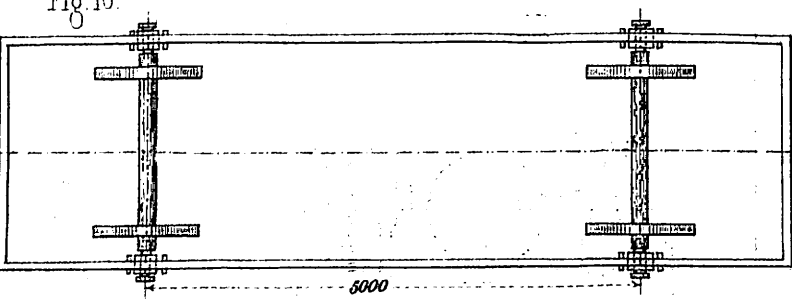


Fig. 16.



Intercommunications Nothsignal der Kaiser-Franz-Josef Bahn.

Fig. 1. $\frac{1}{40}$ nat. Gröfse.

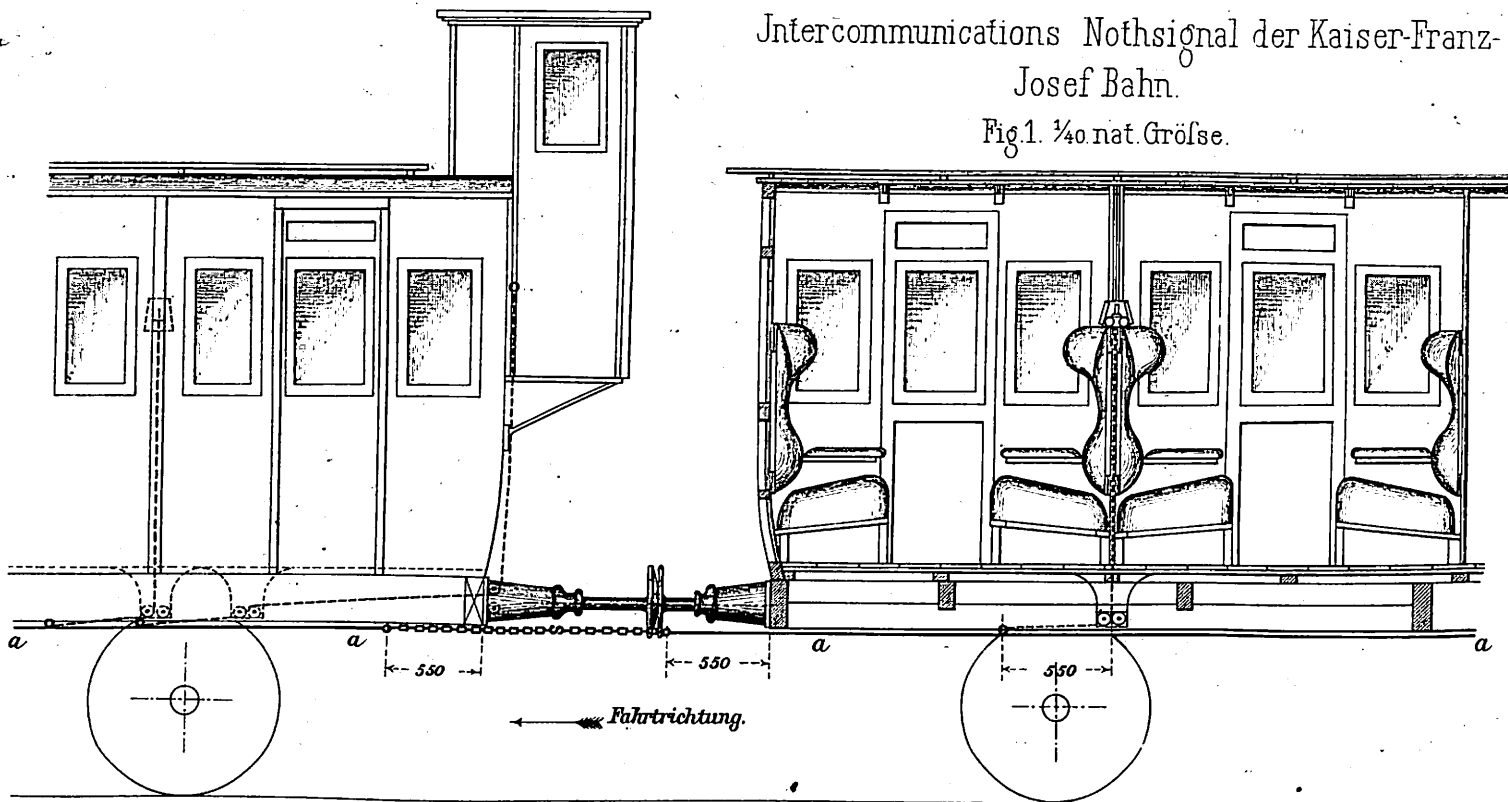
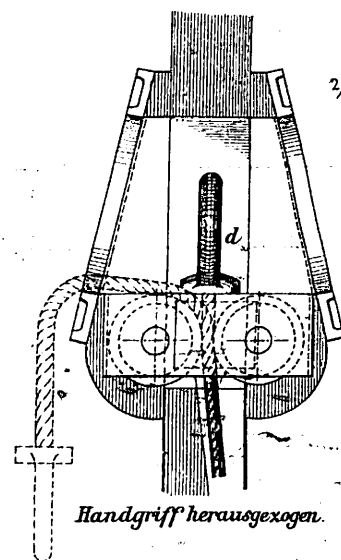


Fig. 4. $\frac{2}{3}$ nat. Gr.



Handgriff liegt fest an.

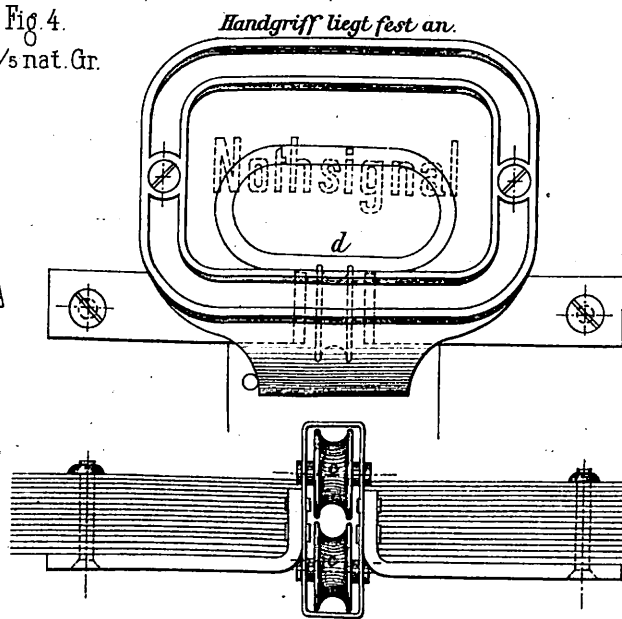


Fig. 3. $\frac{2}{3}$ nat. Gr.

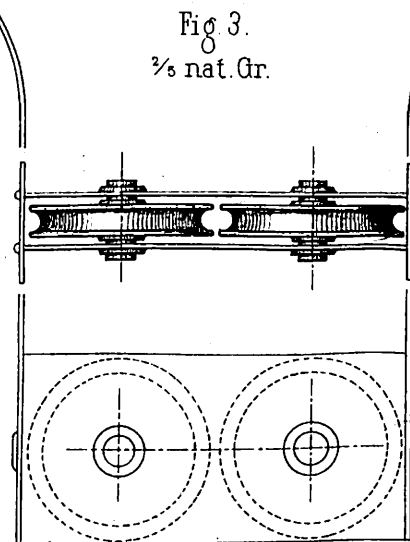
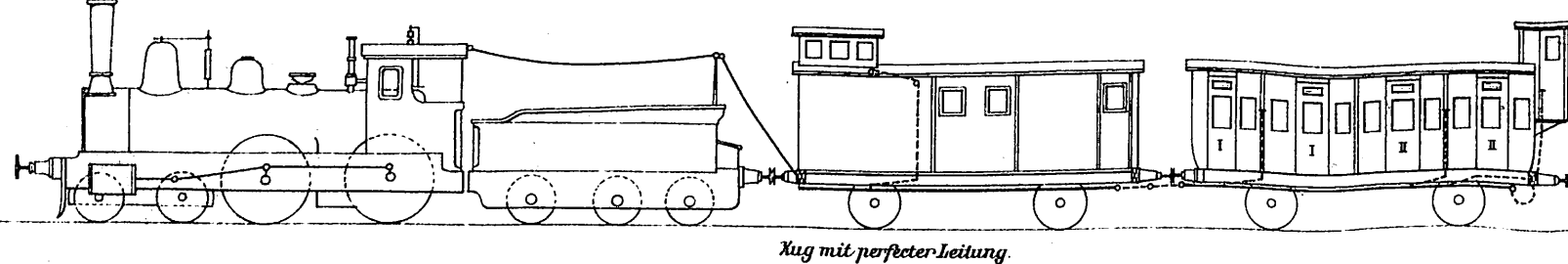


Fig. 2. $\frac{2}{3}$ nat. Gr.



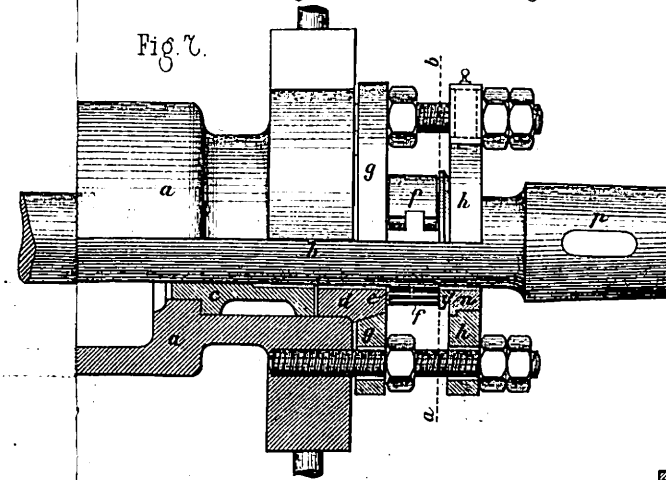
Fig. 5. $\frac{1}{10}$ nat. Gr.



Zug mit perfekter Leitung.

Metallichtung für Kolbenstangen.

Fig. 7.



Schnitt a b.

Fig. 8.

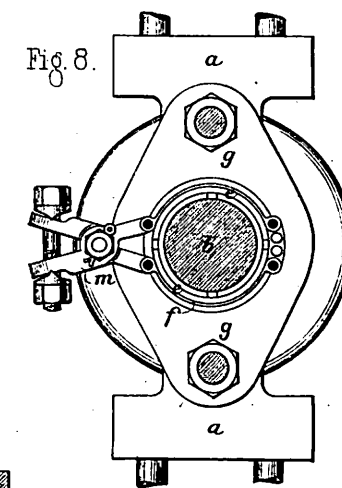


Fig. 11.

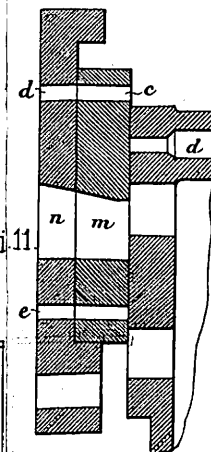


Fig. 9.

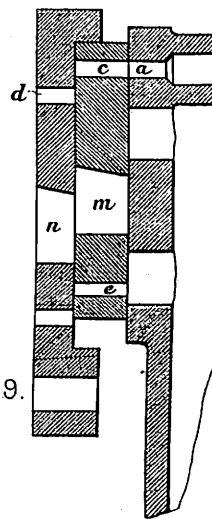
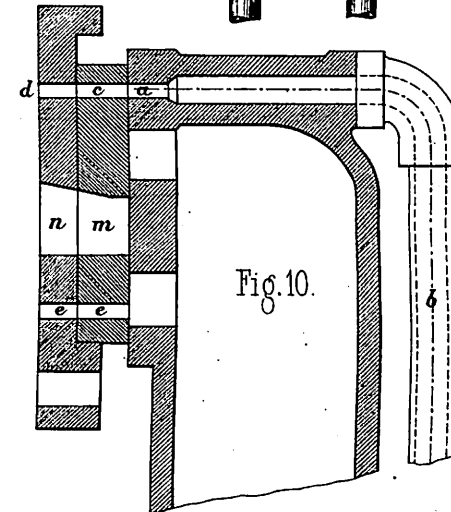


Fig. 10.



Neues Compound-System für Locomotiven.

Fig. 13.

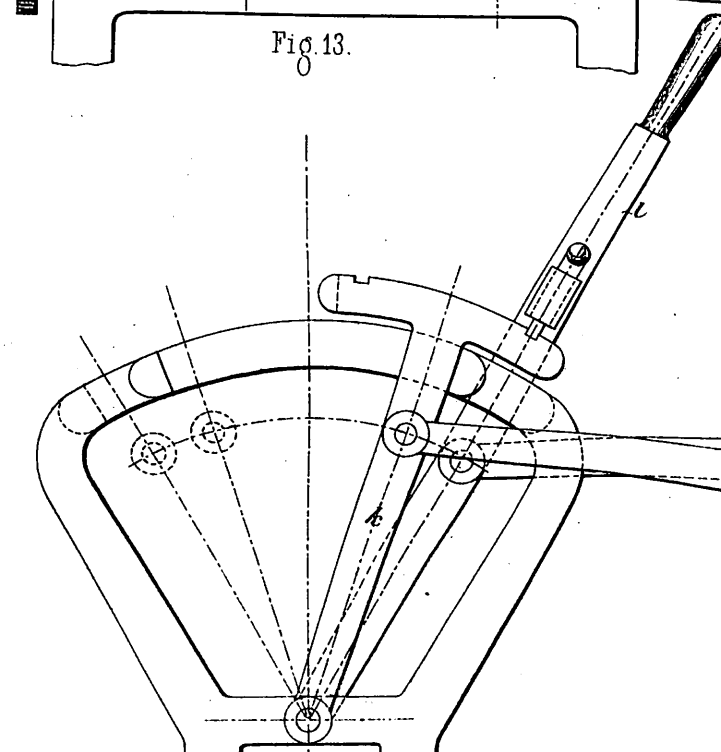


Fig. 12.

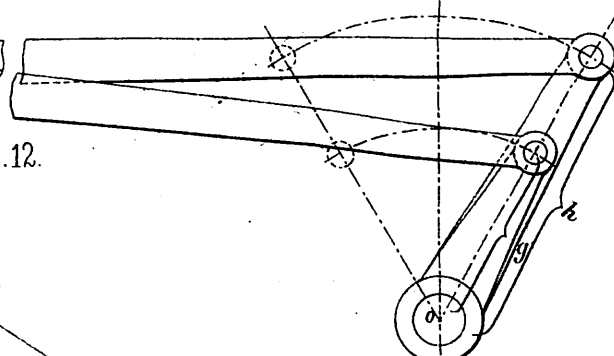
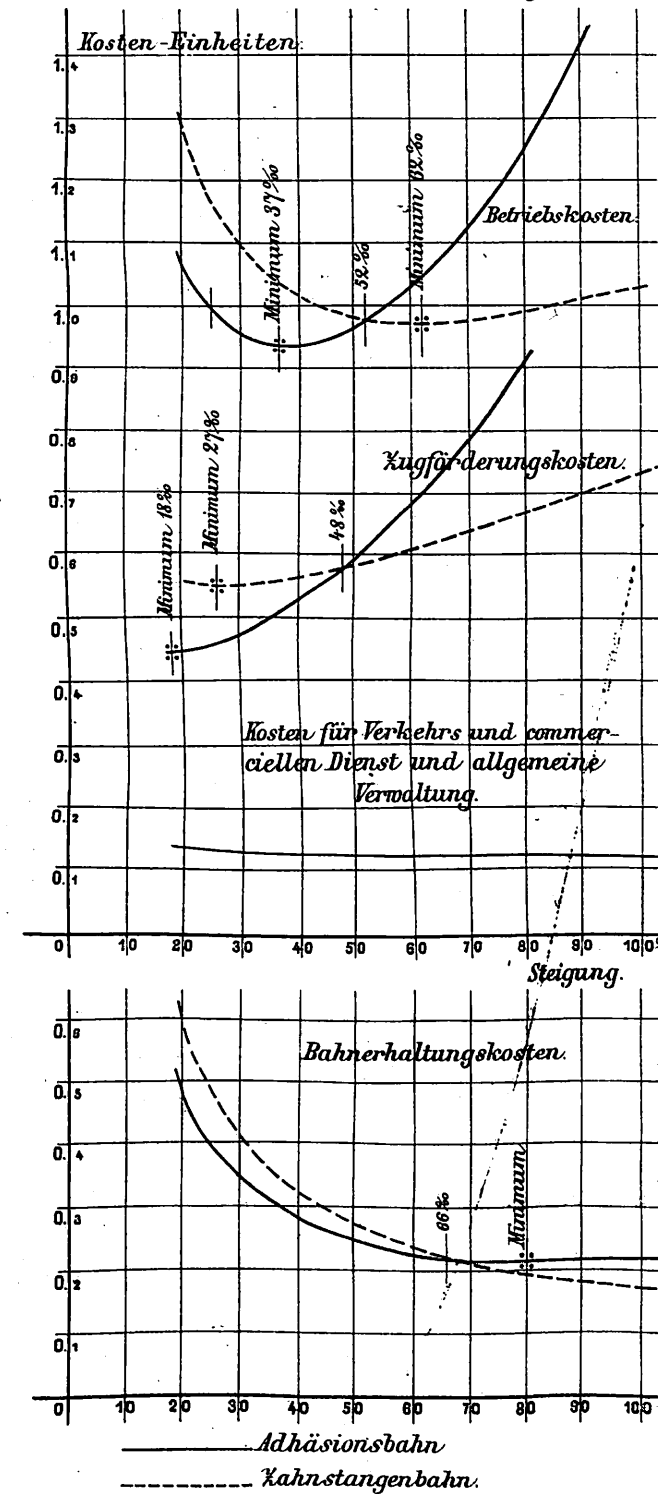


Fig. 6. Graphische Darstellung der Betriebskosten für die Bewegung einer Tonne Brutto-Nutzlast auf 100^m in Höhenrichtung.



Hobelmaschine für Eisenbahnschwellen.

Maasst 1:20 d.n. Gr.

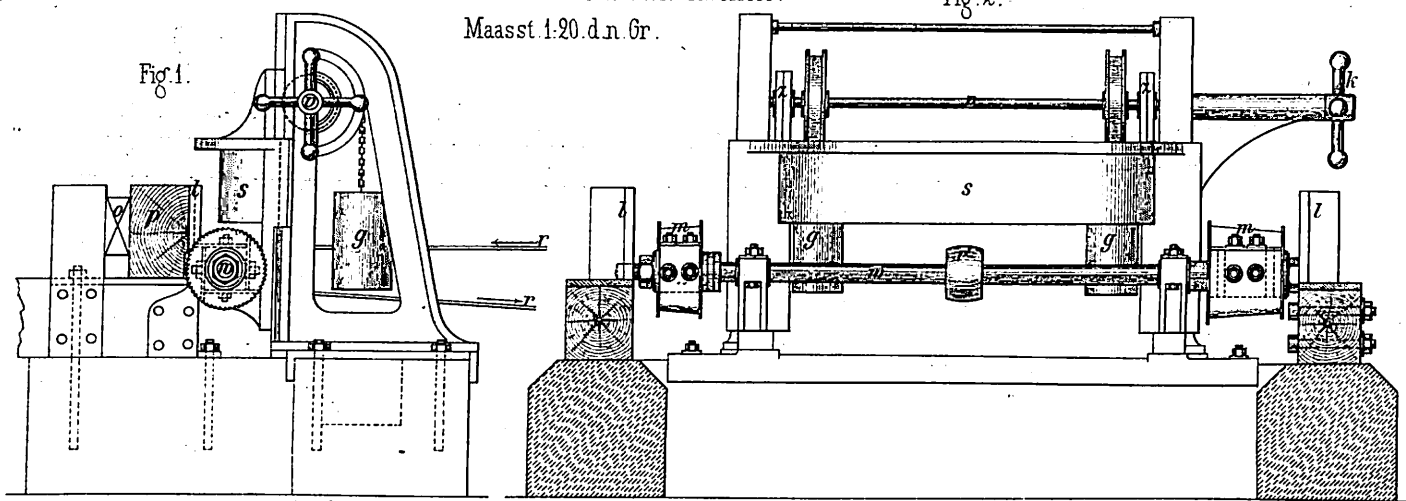
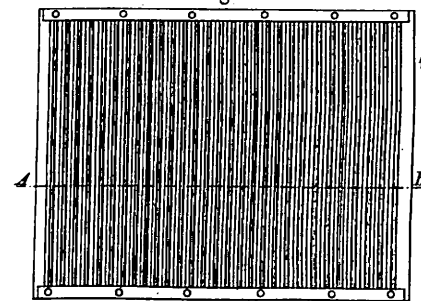


Fig. 2.

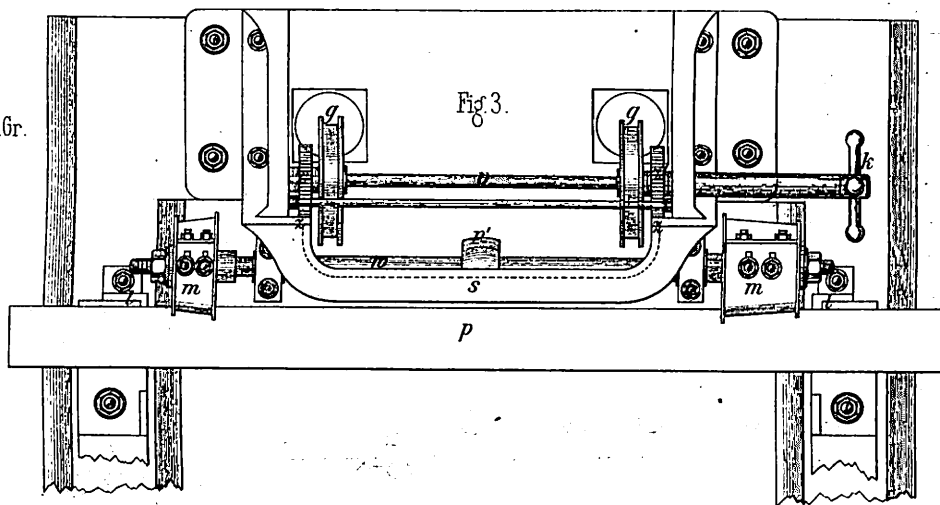
Fig. 10.

1/20 n. Gr.



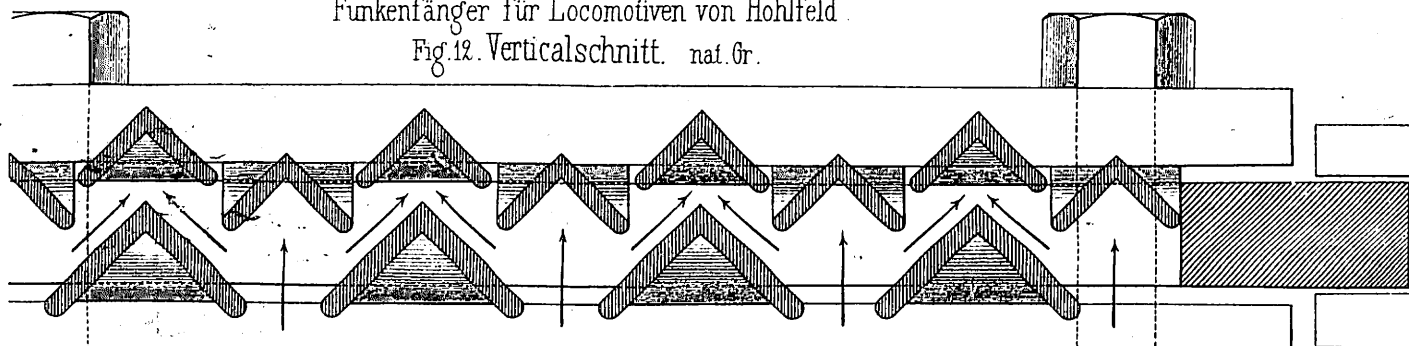
Schnitt AB

Fig. 3.



Funkenfänger für Locomotiven von Hohlfeld.

Fig. 12. Verticalschnitt. nat. Gr.



Schnitt durch den Rahmen.

Fig. 13.

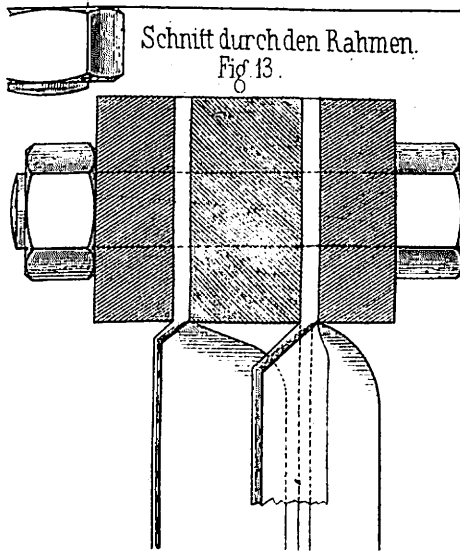
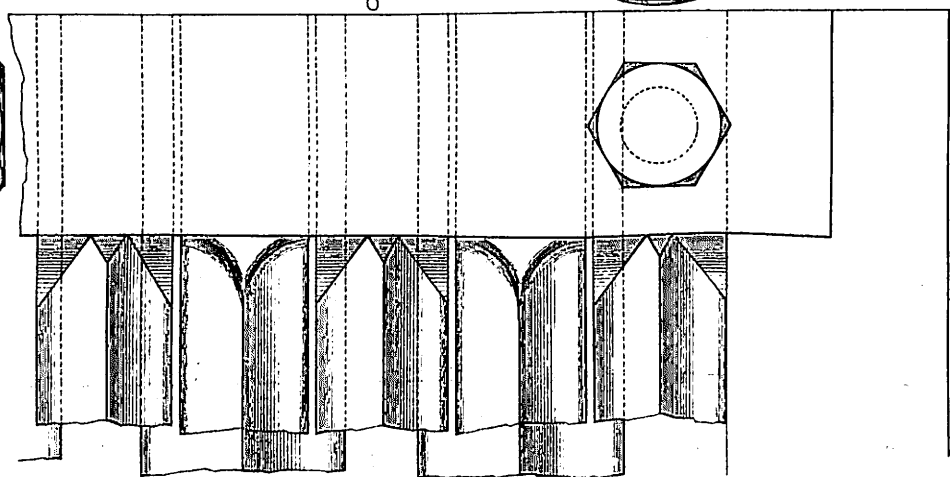


Fig. 14. Obere Ansicht



Schienenbefestigung auf eisernen Querschwellen. System Kecker.

Maast 1:10 d.n. Gr.

Fig. 4.

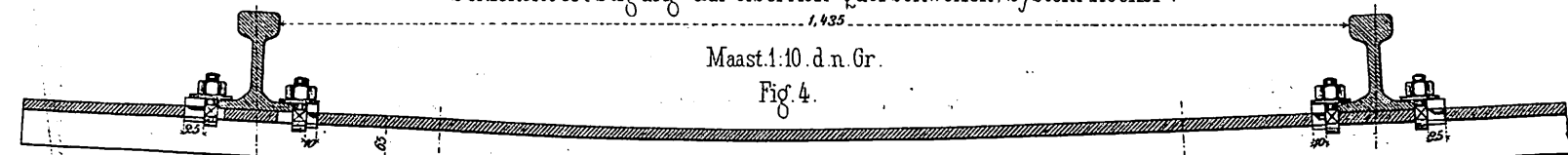
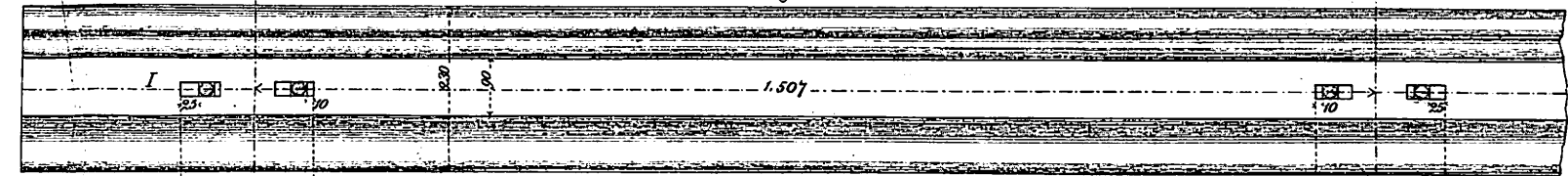


Fig. 5.



Spurweiten.

II	25	10	1,438	13	25
III	22	13	1,441	13	25
IV	22	13	1,444	13	25
V	19	16	1,447	16	25
VI	19	16	1,450	16	25
VII	16	19	1,453	19	25
VIII	16	19	1,456	19	25
IX	13	22	1,459	22	25
X	13	22	1,462	22	25
XI	10	25	1,465	25	25

Anordnung der Schloßstücke.

Fig. 6.



Fig. 8.

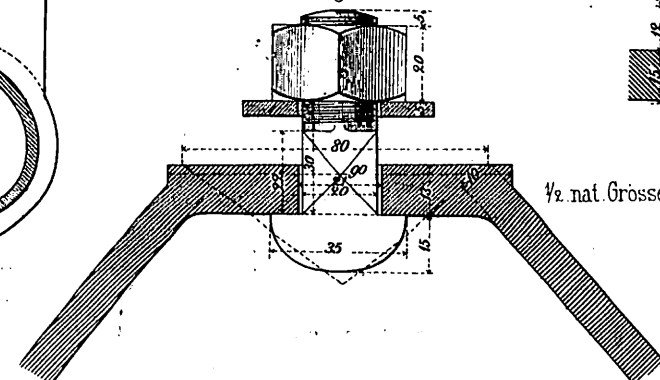
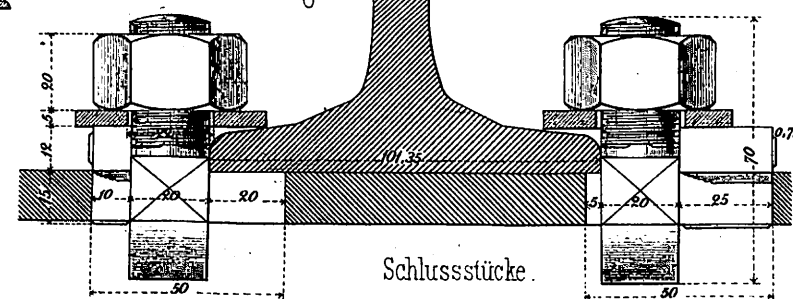


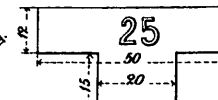
Fig. 7.



Schlussstücke.

Fig. 9.

Vorderansicht.



Seitenansicht.



Längenprofil der Werra-Eisenbahn.

Fig. 15.

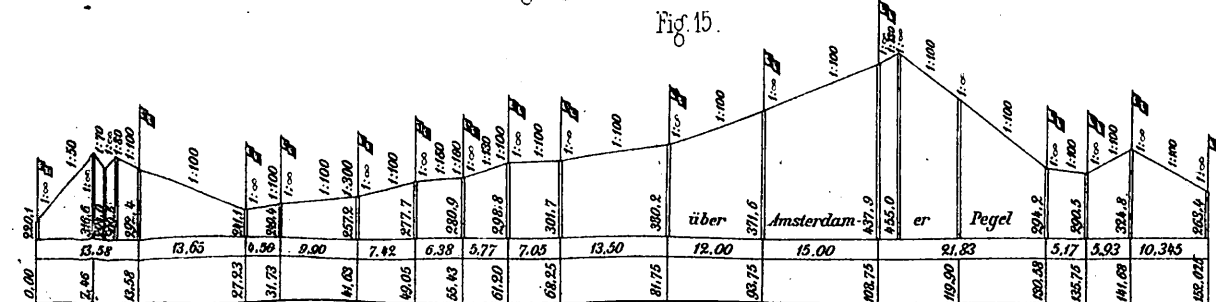
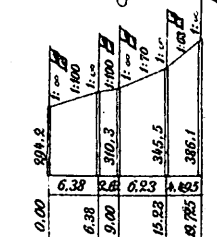


Fig. 16.



Essig und Carmine's
combin. Schrauben-
und Hebelsteuerung
für Locomotiven.

Fig. 1. Ansicht.

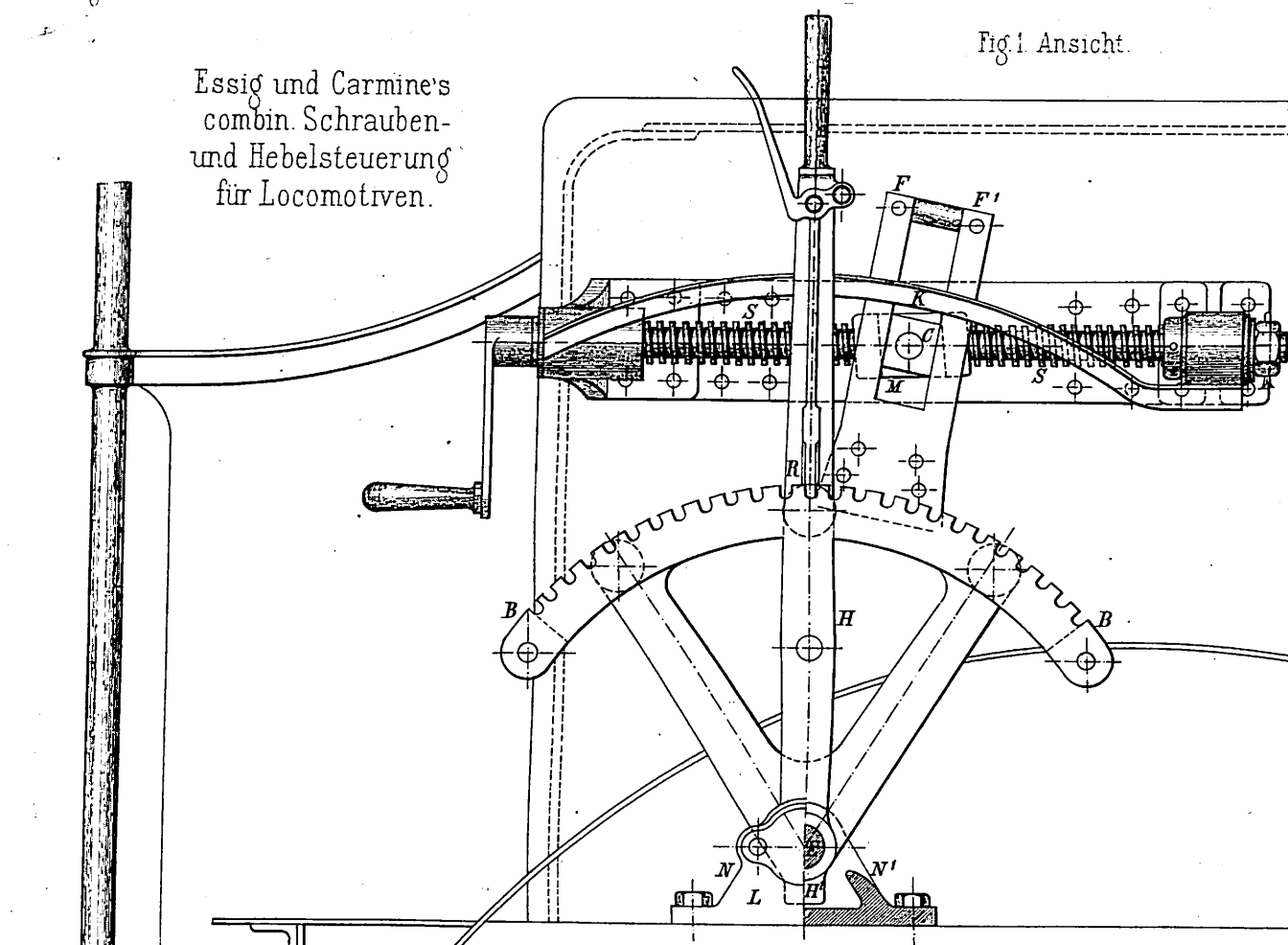


Fig. 2. Seiten-Ansicht.

$\frac{1}{10}$ der nat. Gr.

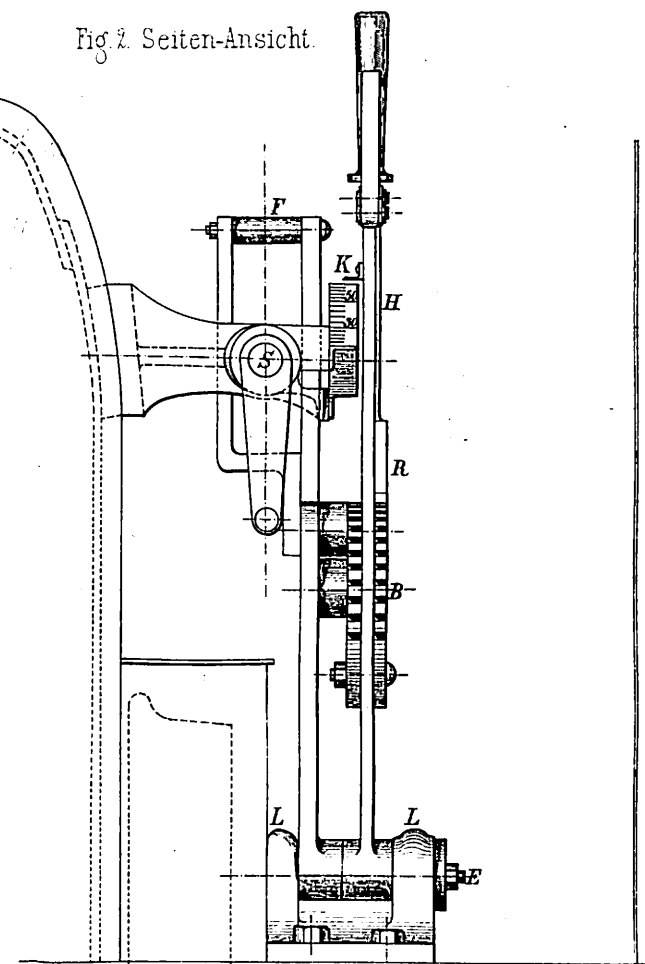


Fig. 4.
Schraubenmutter M.

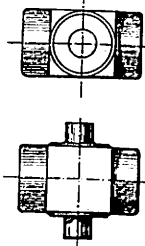


Fig. 5.

Gleitbacken C.

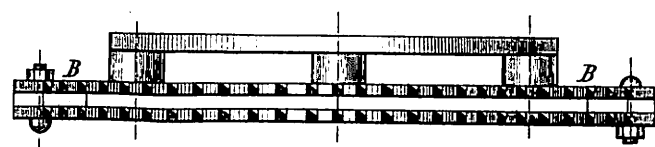


Fig. 6. Führungskopf FF.

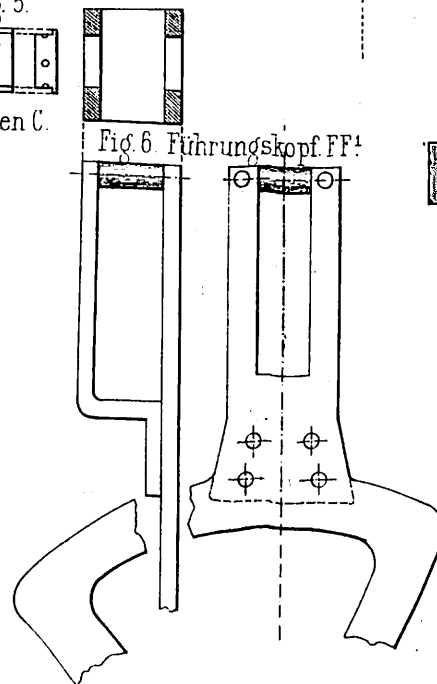
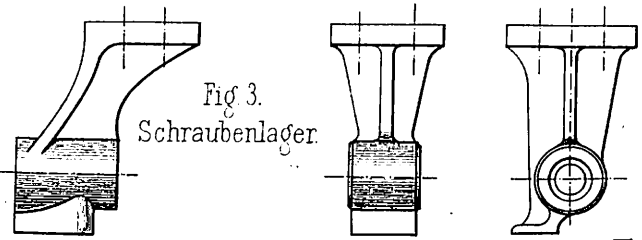


Fig. 3.
Schraubenlager.



Apparat zum Heben
der Eisenbahngleise.

Fig. 9.

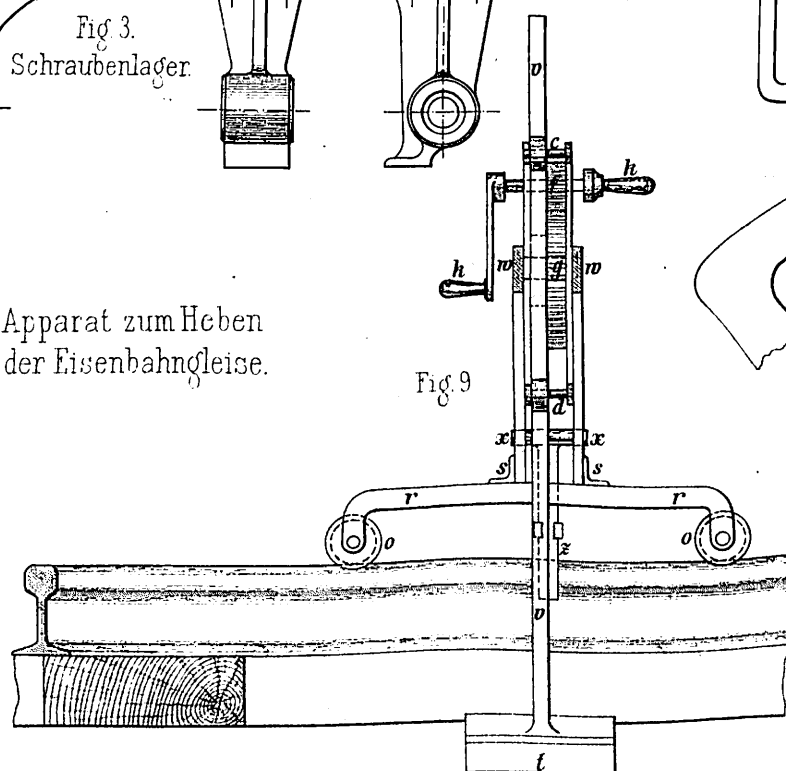


Fig. 7. Lagerplatte L.

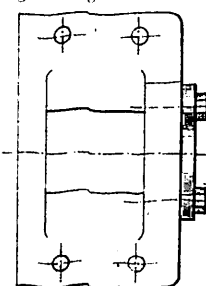


Fig. 13.

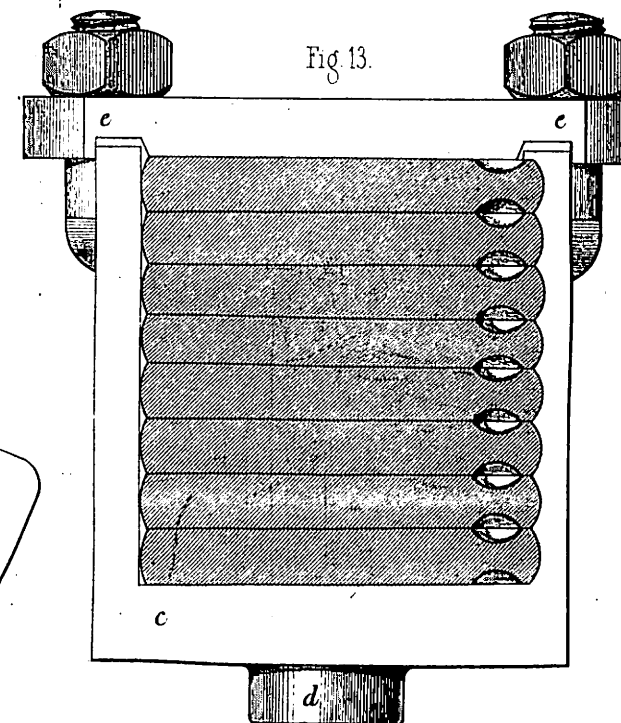
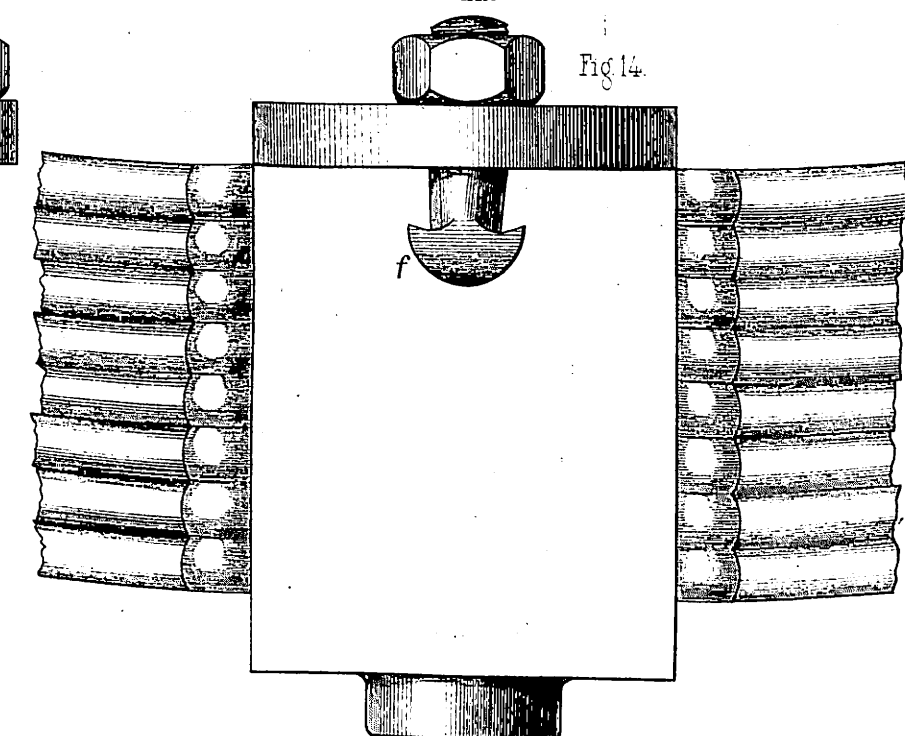


Fig. 14.



Neue Blattfedern-Befestigung.
System Correns.

Fig. 10.

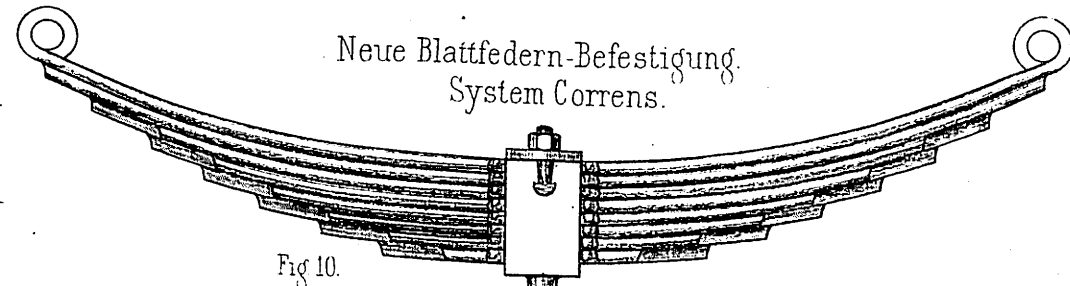


Fig. 11.

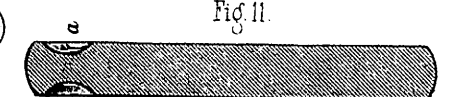
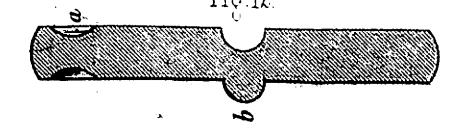


Fig. 12.



Eiserner Prellbock der französischen Südbahn Gesellschaft.

Fig. 16.

1:60 natürl. Gröfse.

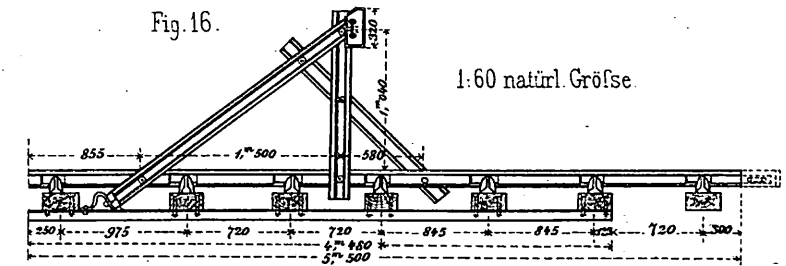
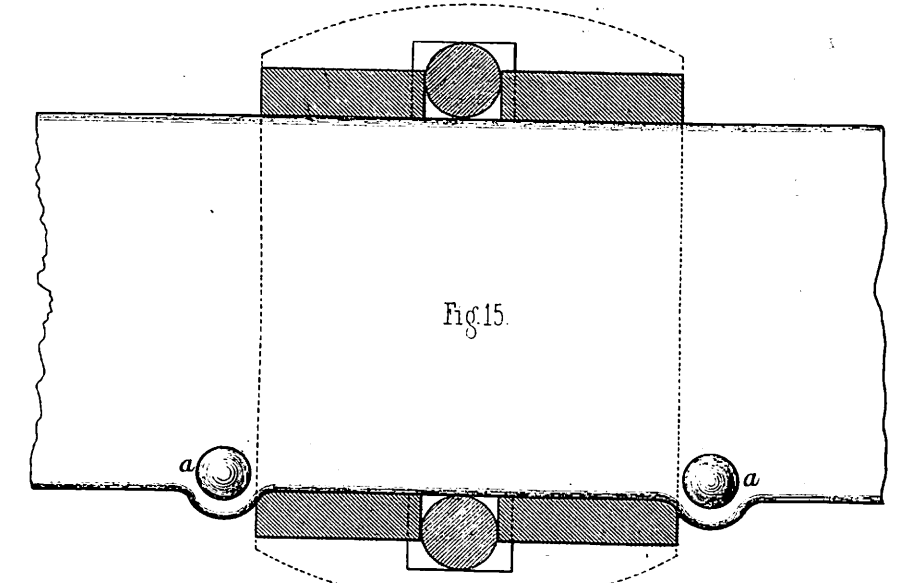
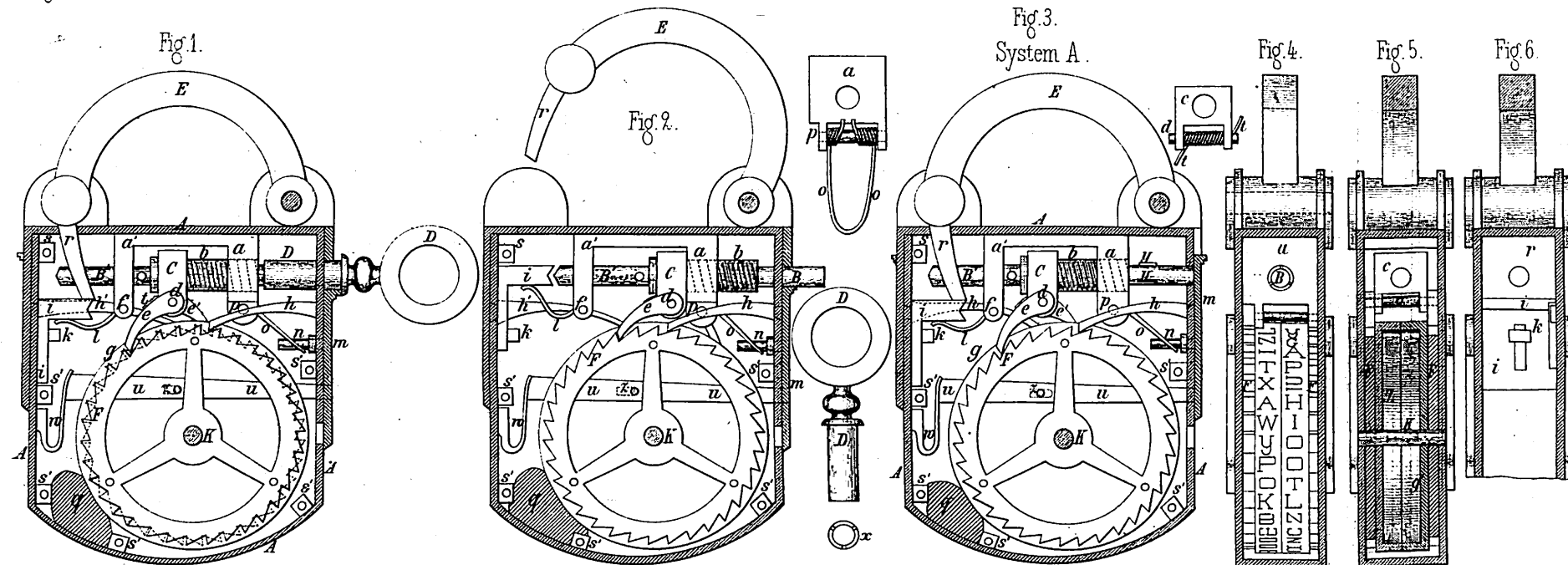
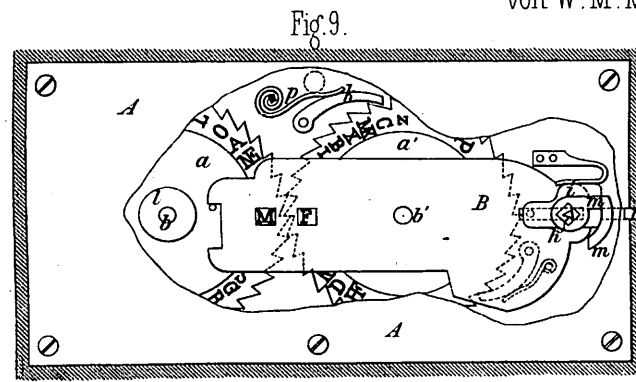
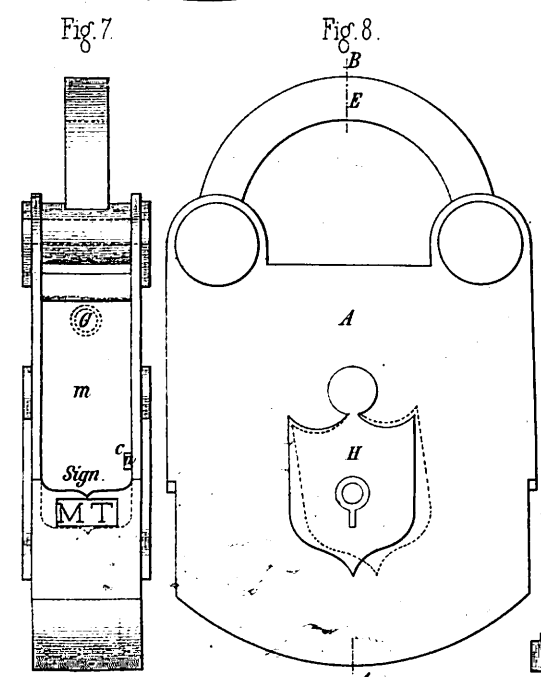


Fig. 15.

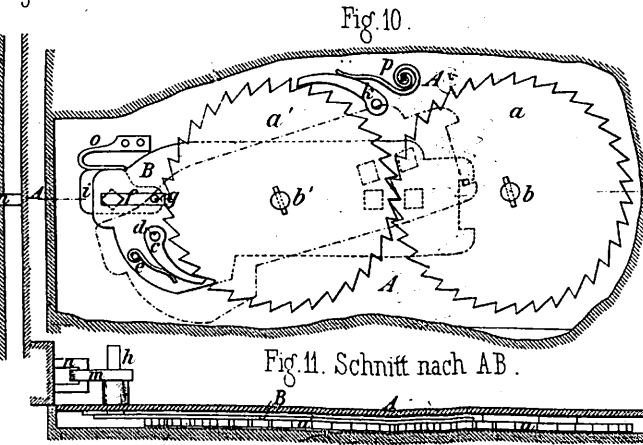




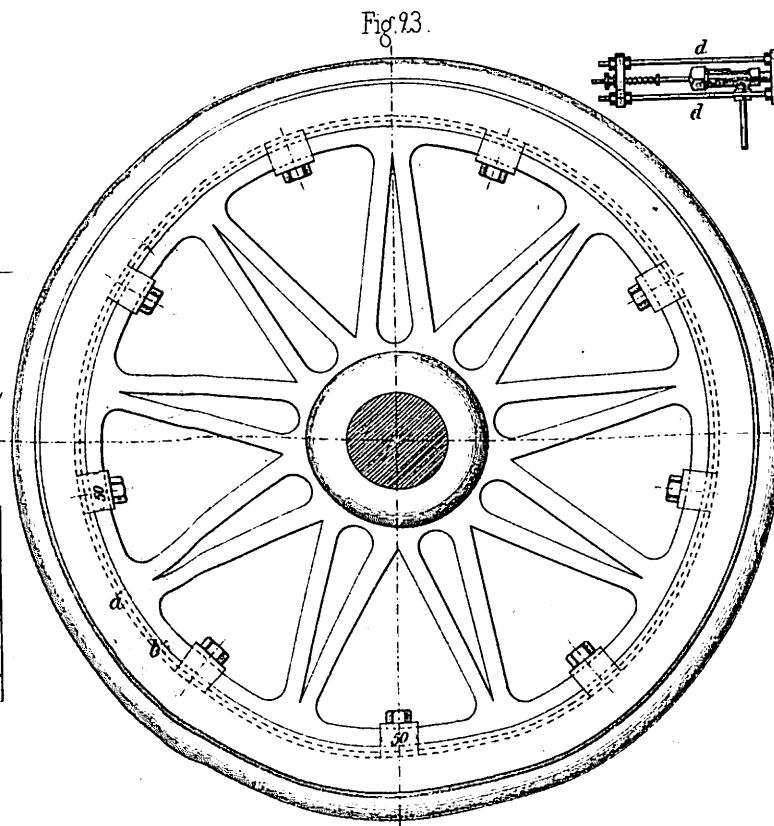
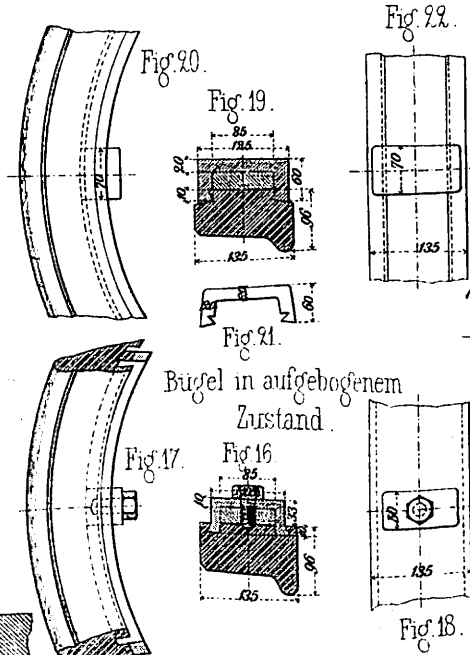
Controlschloss für Eisenbahn-Güterwagen
von W.M. Majorkiewicz.



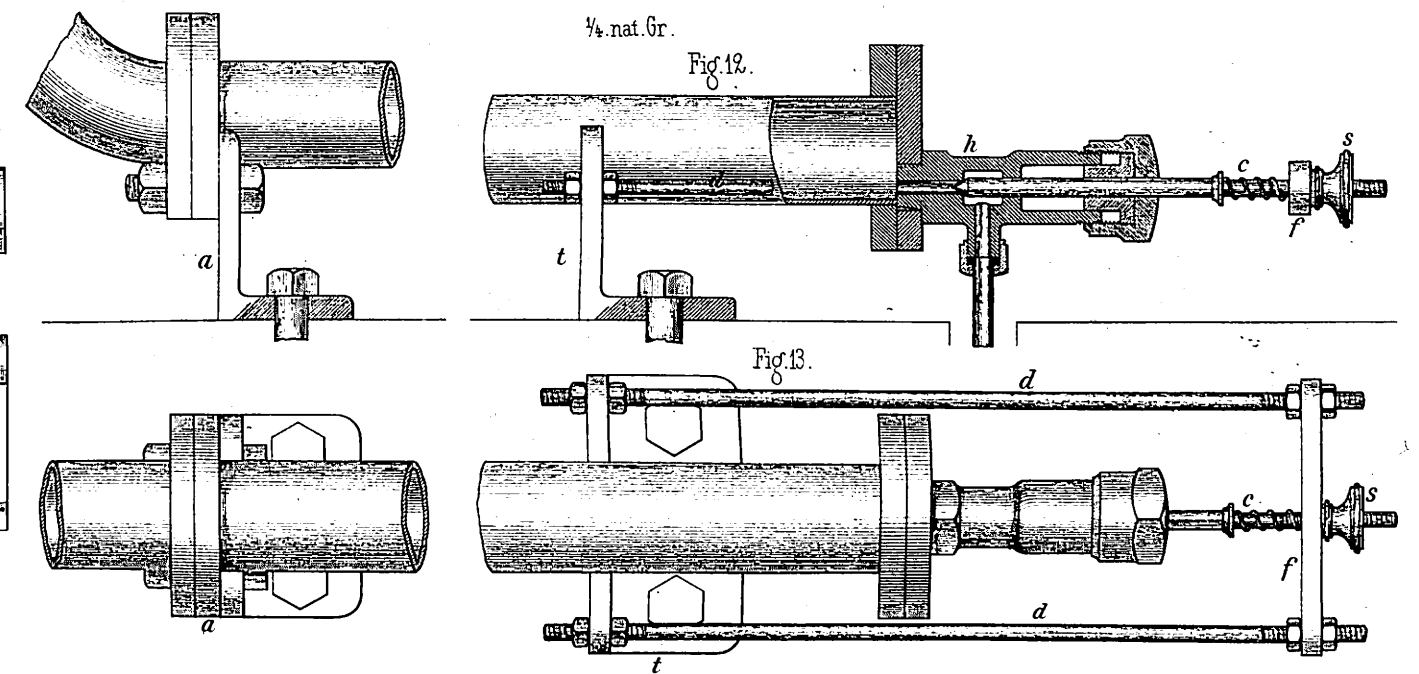
Schauwecker's verbesserter
selbstthätiger Oeltropfapparat.



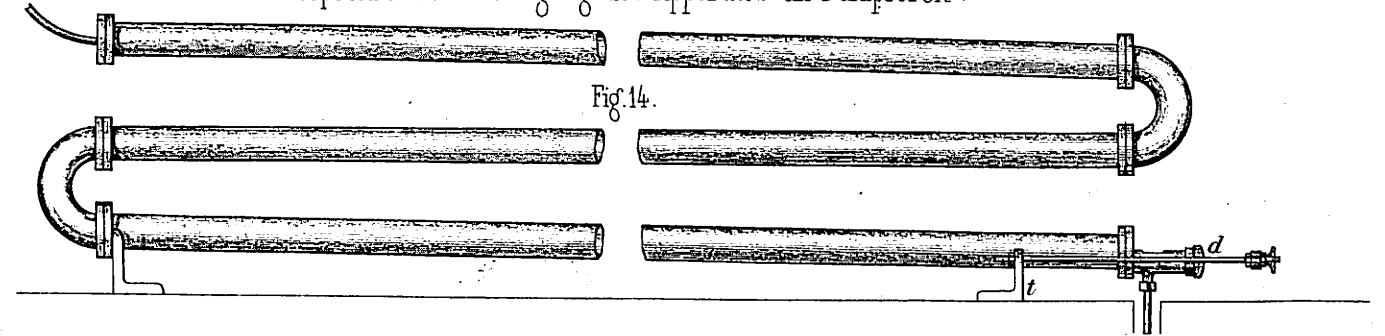
Radreifen-Befestigung
 $\frac{1}{10}$ nat. Grösse Maasse mm



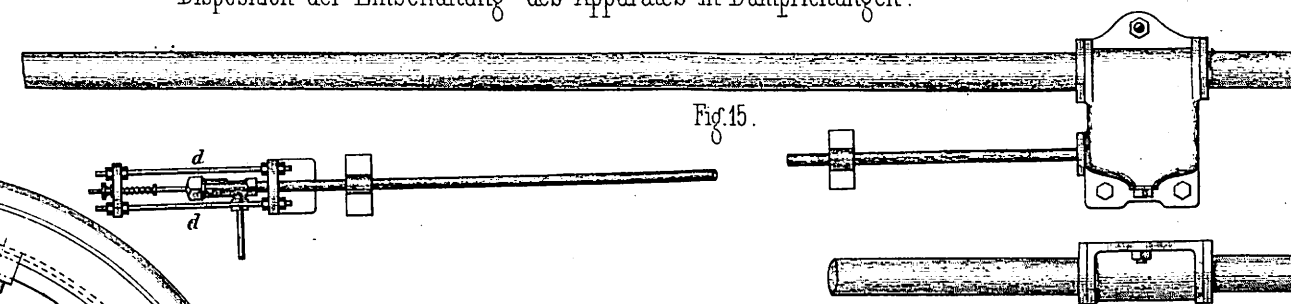
Schnitzlein's Condensationswasser-Ableiter.



Disposition der Anbringung des Apparates an Dampföfen.



Disposition der Einschaltung des Apparates in Dampfleitungen.



Stedings verbesserte Metallstopfbuchse.

