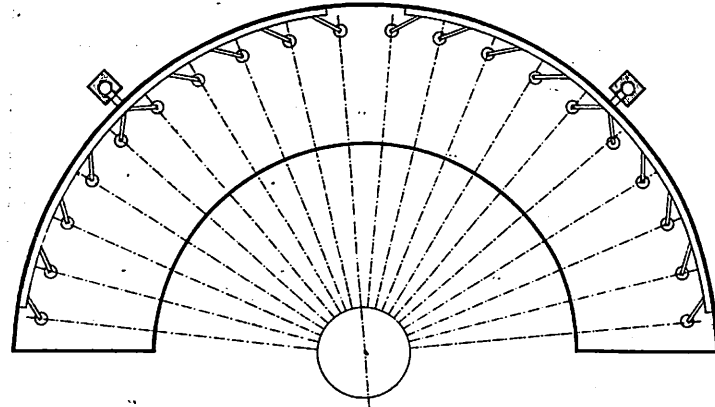


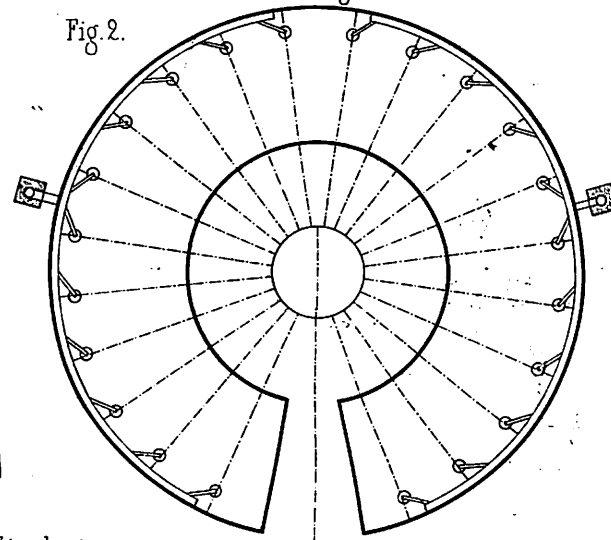
Dresden-Altstadt.
2 Häuser je 20 Stände.
Rauchfänge u. Zuführungsrohre von Gufseisen.
Wandkanal gemauert.

Fig. 1.



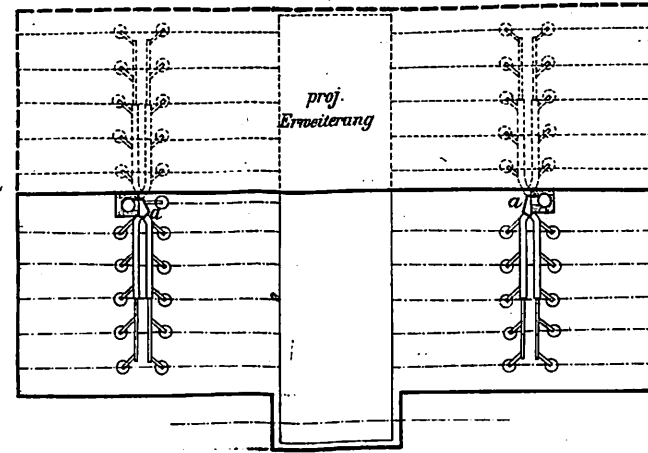
Dresden-Neustadt.
22 Stände
Rauchfänge und Zuführungsrohre von Gufseisen.
Wandkanal gemauert.

Fig. 2.



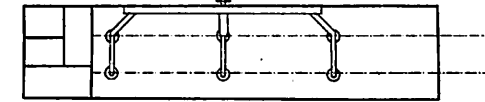
Chemnitz.
22 Stände (später 41 Stände)
Rauchfänge von Gufseisen.
Leitung und Thonröhren.
Rauchkammer a. von Blech.

Fig. 3.



Adorf.
6 Stände.
Rauchfänge und Zuführungsrohre von
Gufseisen. Wandkanal gemauert.

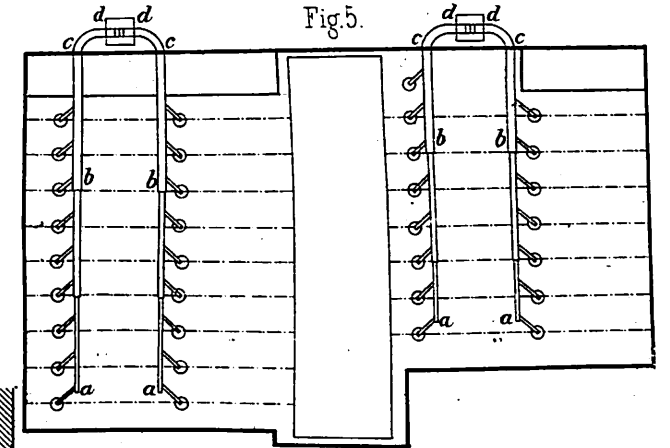
Fig. 4.



Centrale Rauch-
abführungen in
Locomotiv-Heizhäusern
1:100. d. nat. Gröfse.

Leipzig. (Dresdner-Bahnhof)
33 Stände.
Rauchfänge, Zuführungsrohre u. Leitungen a b u. c d v. Gufseisen.
b c. Blechröhre.

Fig. 5.



Ziegler's
Radreifen-Befestigung.

Fig. 13.

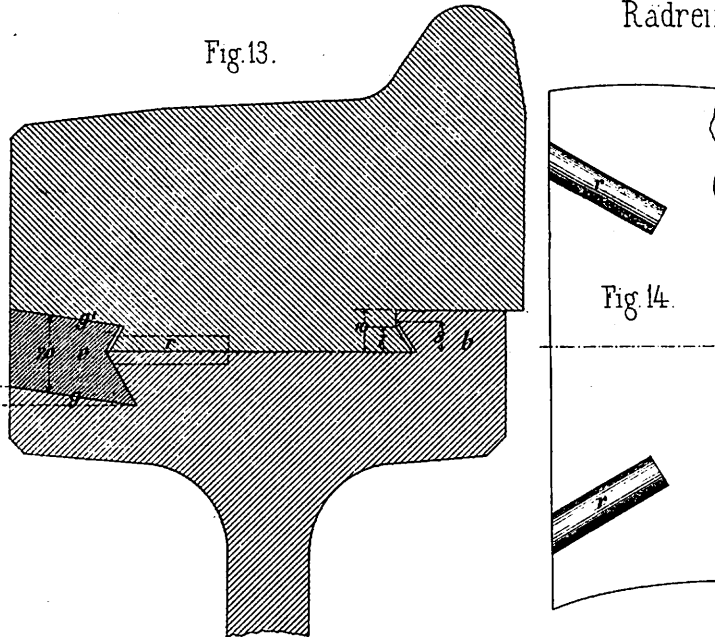


Fig. 15.

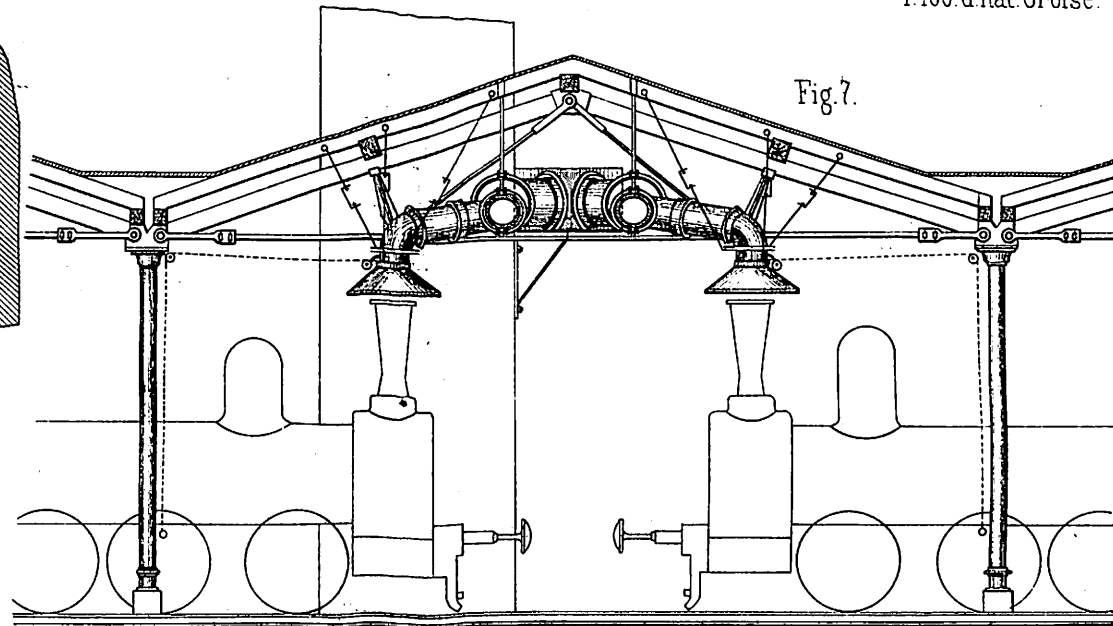
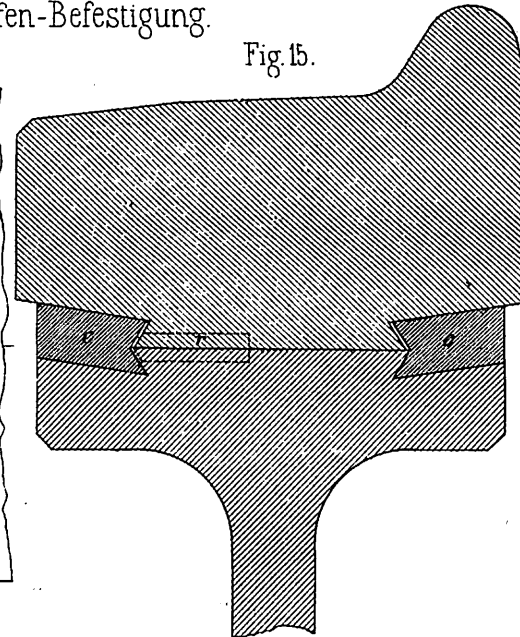


Fig. 7.

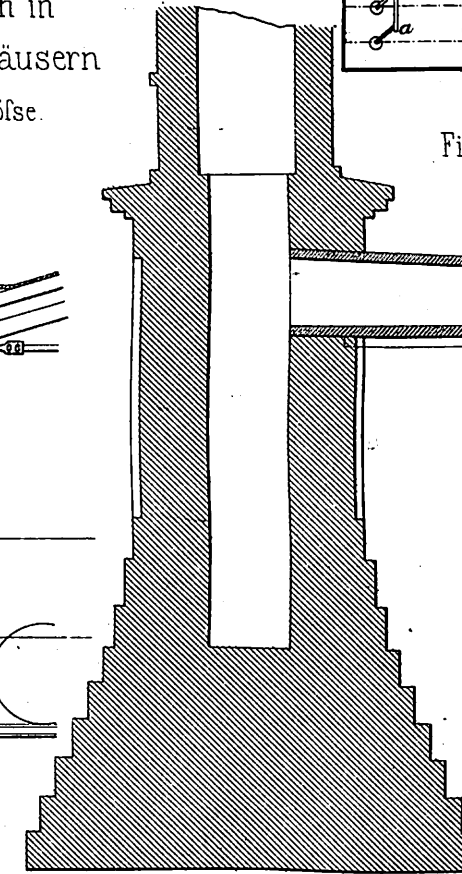
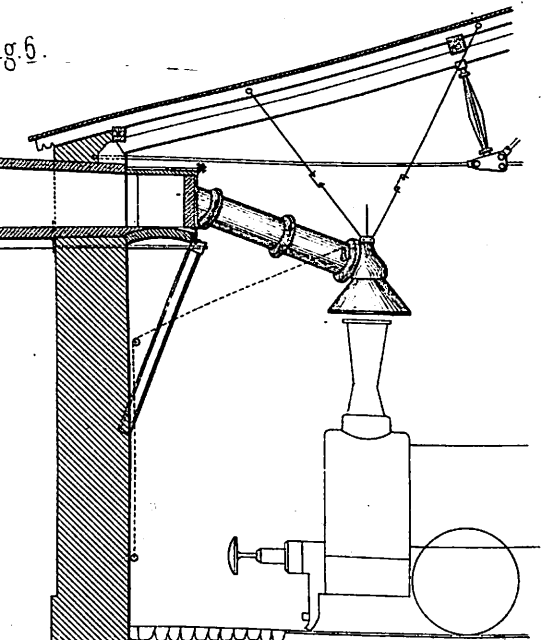


Fig. 6.



Die Stahlschienenprofile
bei den preussischen
Staatsbahnen.

Fig. 12.

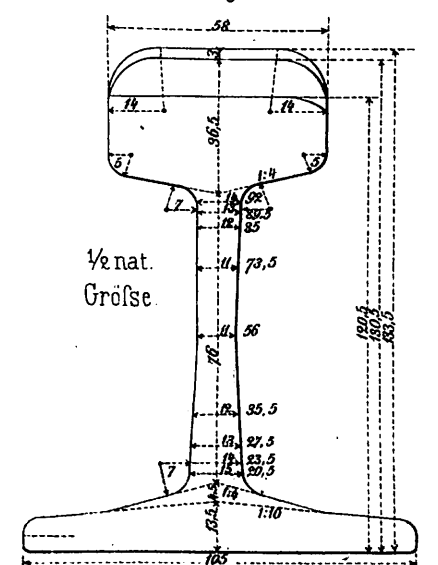
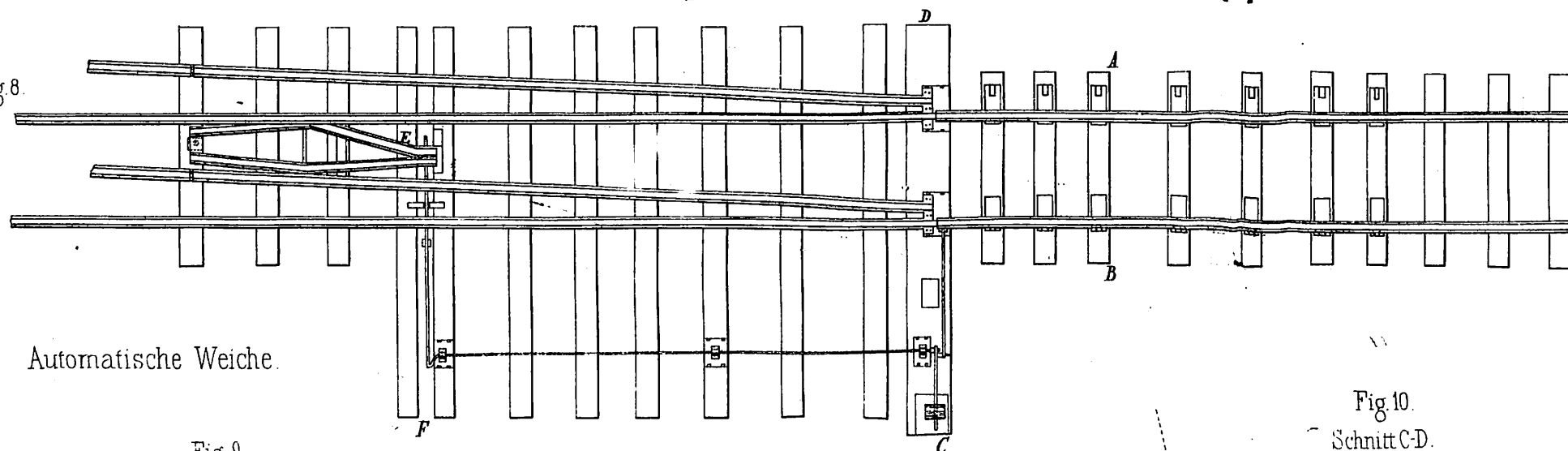


Fig. 8.



Automatische Weiche.

Fig. 9.

Schnitt E-F.

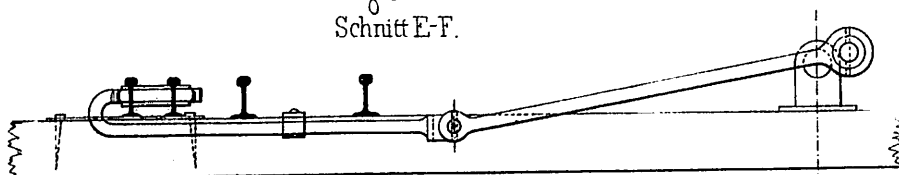
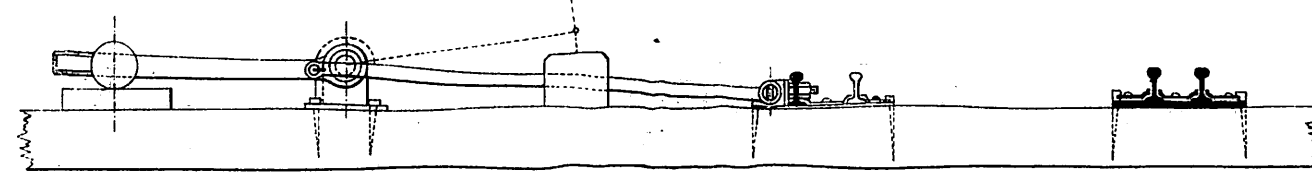


Fig. 10.

Schnitt C-D.

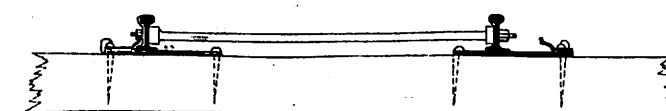


Maafsstab zu Fig. 8.



Fig. 11.

Schnitt A-B.

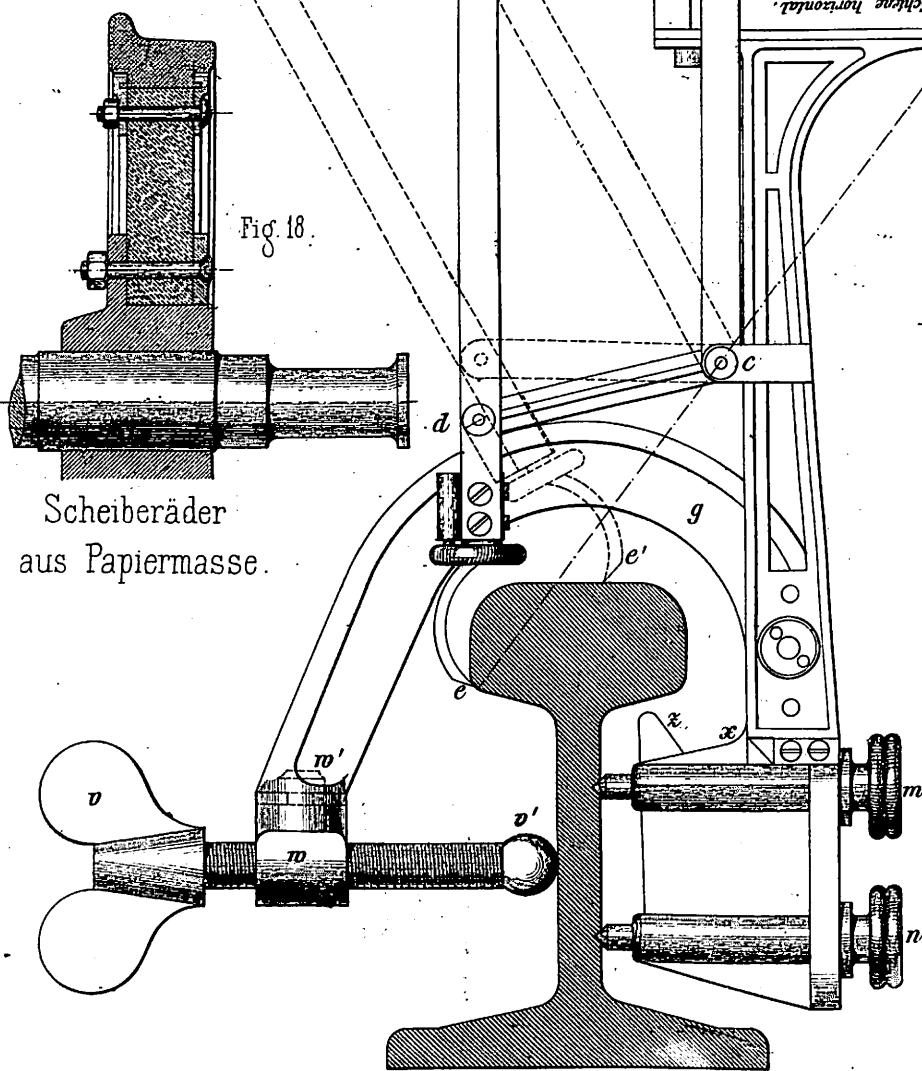


Maafsstab zu Fig. 9-11.



Profilograph
für Eisenbahnschienen.

Fig. 1
½ natürl. Grösse.



Scheiberäder
aus Papiermasse.

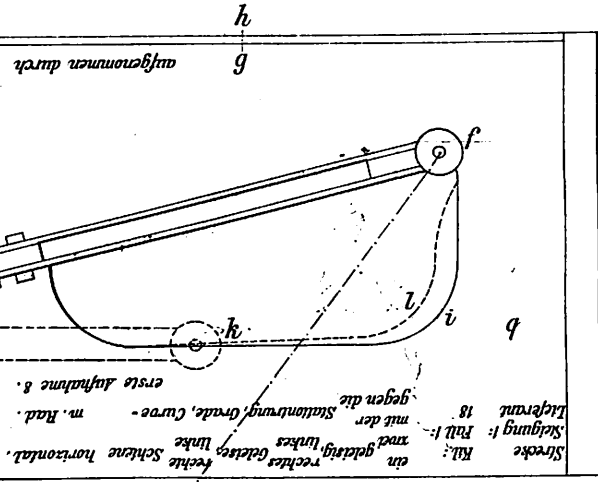
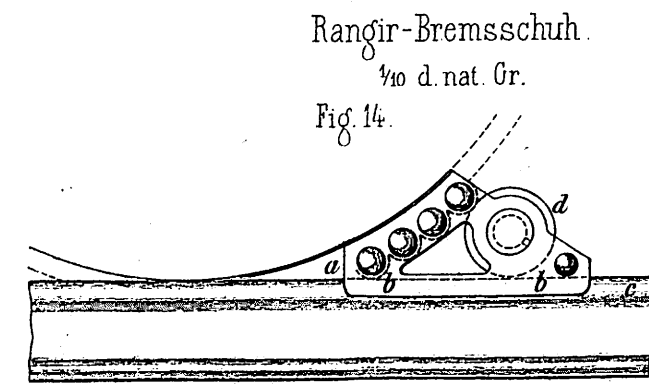
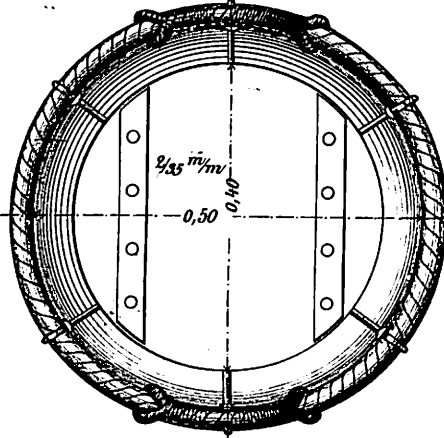
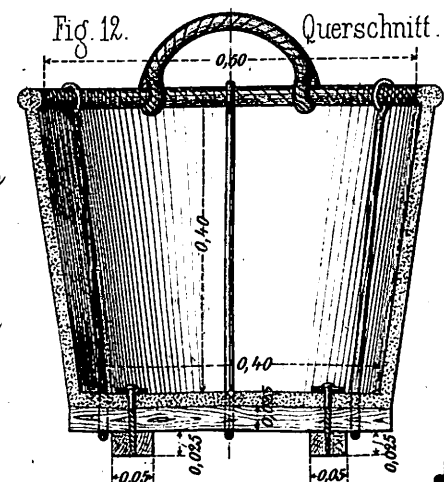


Fig. 11. Aufsicht.



Kohlenkorb.



Untere Ansicht des Bodens.

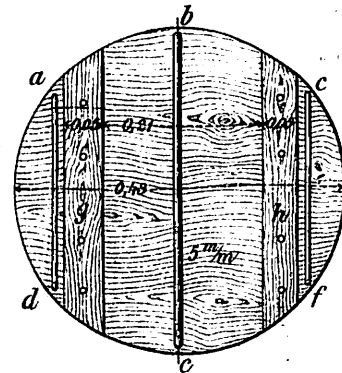


Fig. 13.



Fig. 16.

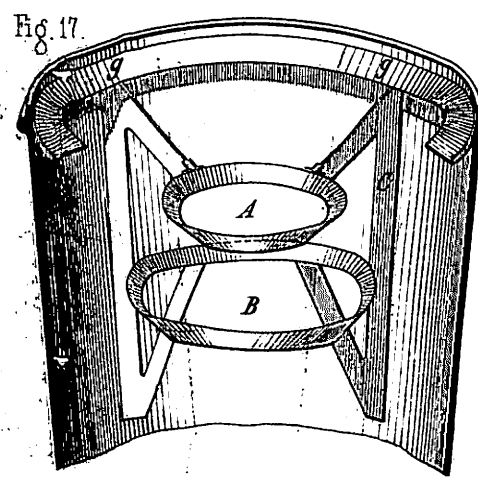


Fig. 17.

B. Curant's Locomotiv-Funkenfänger.

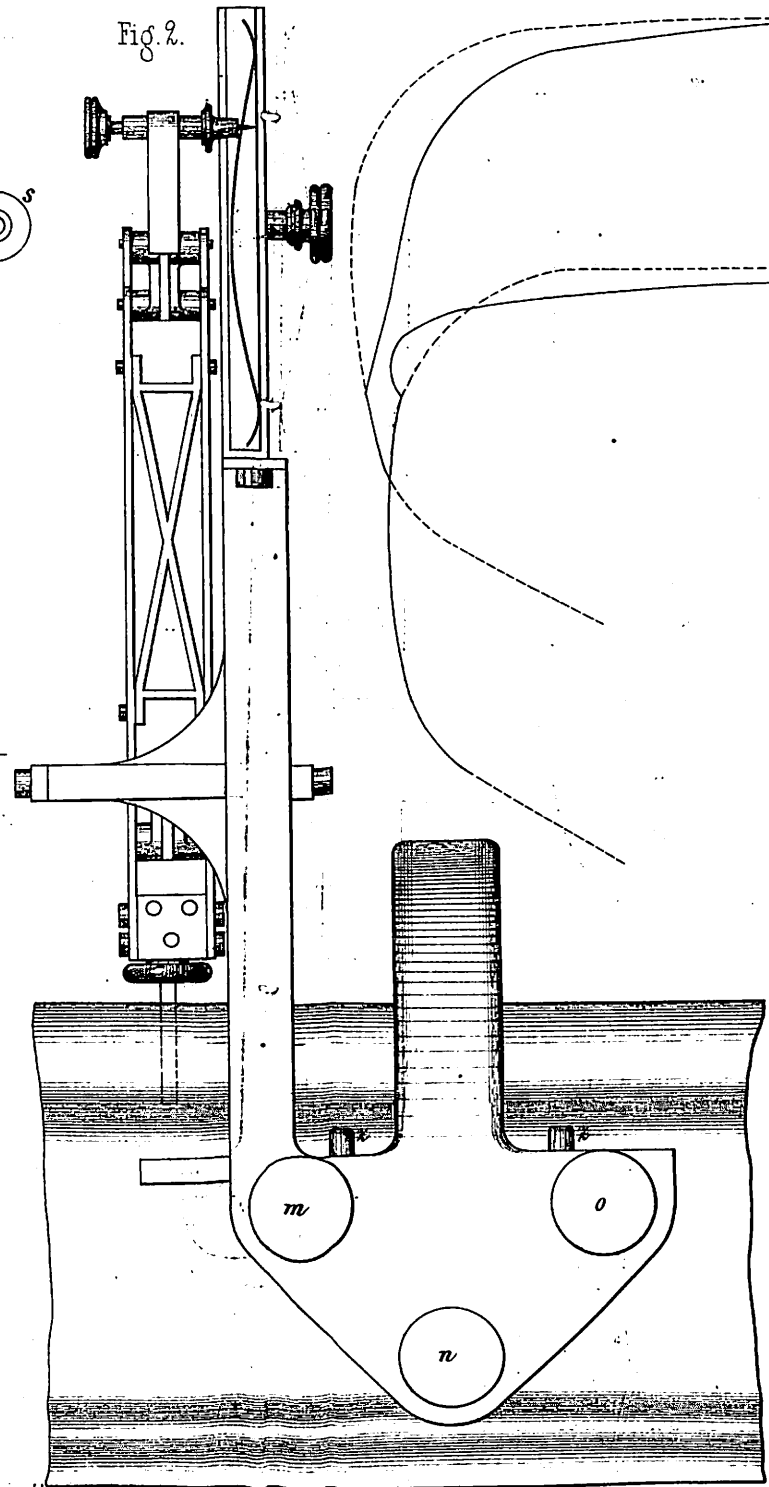


Fig. 2.

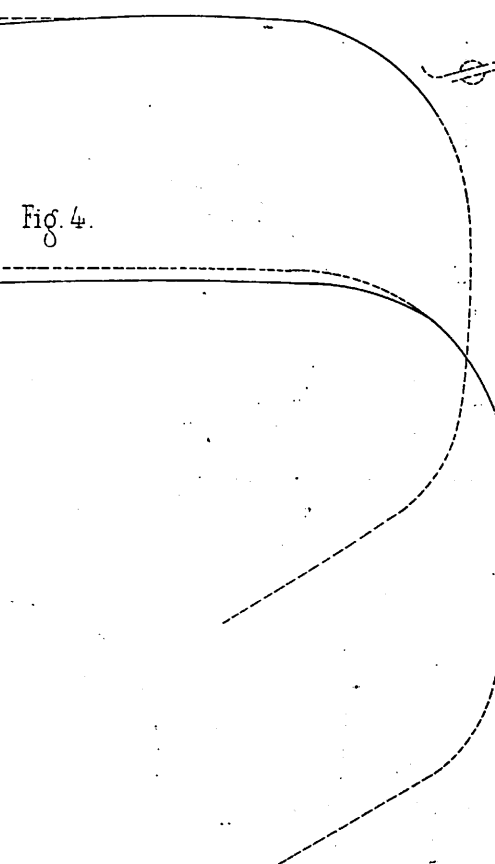


Fig. 3.

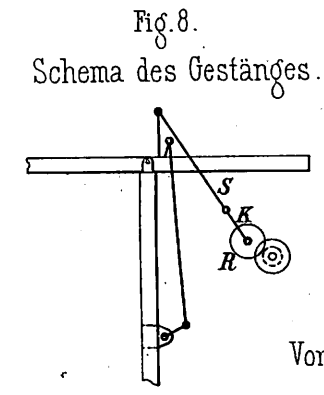
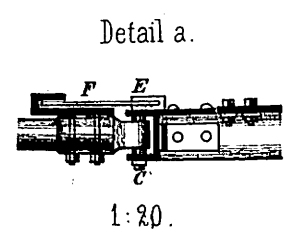


Fig. 8.
Schema des Gestanges.



Detail a.

1:20.



Detail b.

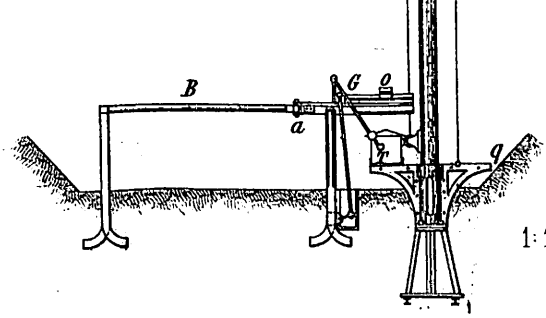


Fig. 5.
Vorder-Ansicht.

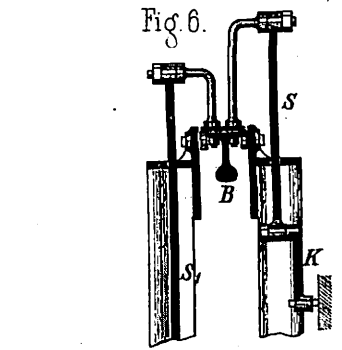
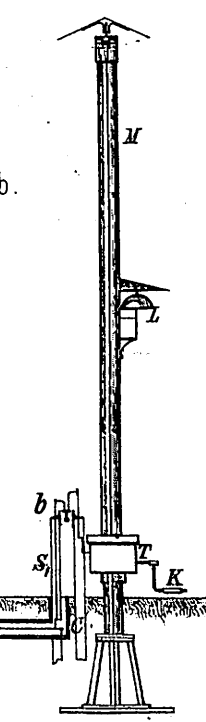


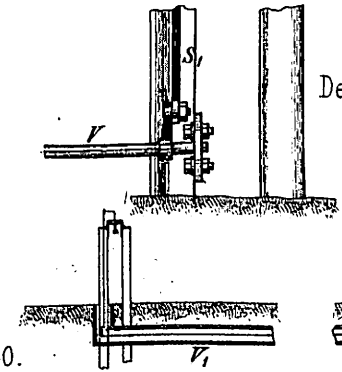
Fig. 6.

Detail c.

Fig. 7.
Seiten-Ansicht.



1:100.



Barrière mit electrischem Betriebe.

Anordnung des Inductors
u. des Controlringelwerkes am Wächterhaus.

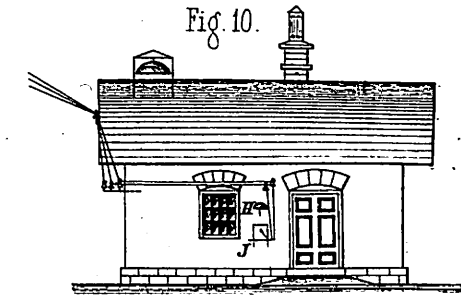


Fig. 9.

Triebwerk 1:6

Uebersetzung
der Räder.

$R : R_1 - 1:1$
 $R : R_2 - 2:1$
 $R : R_3 - 10:1$
 $R : R_4 - 8:1$

Fig. 1.

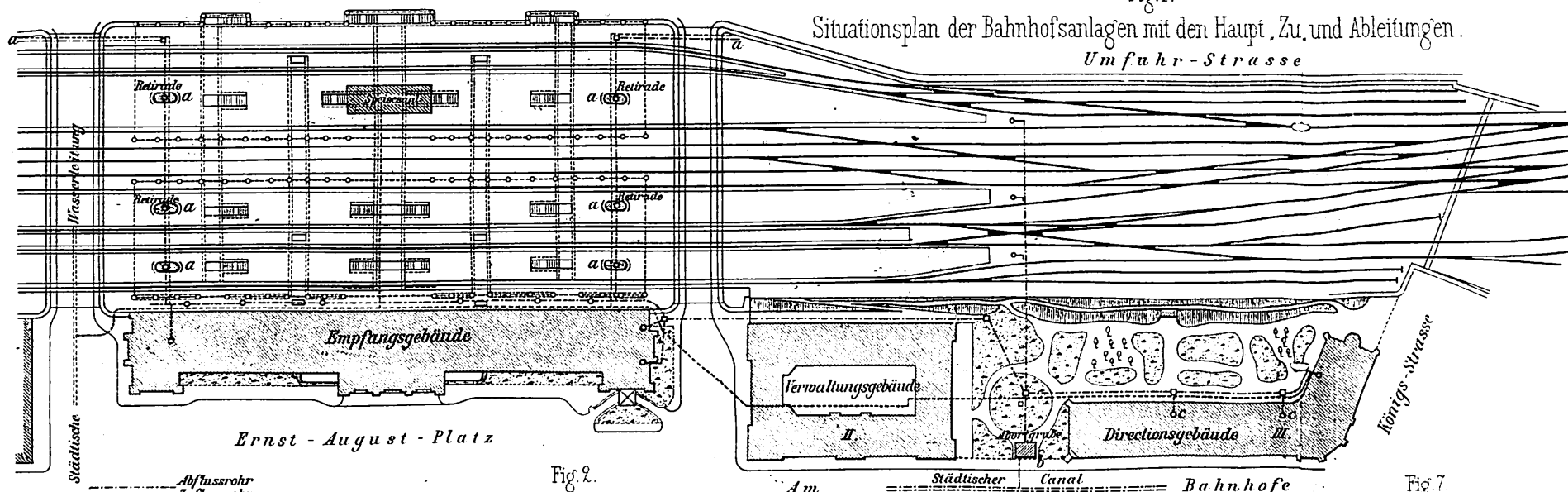
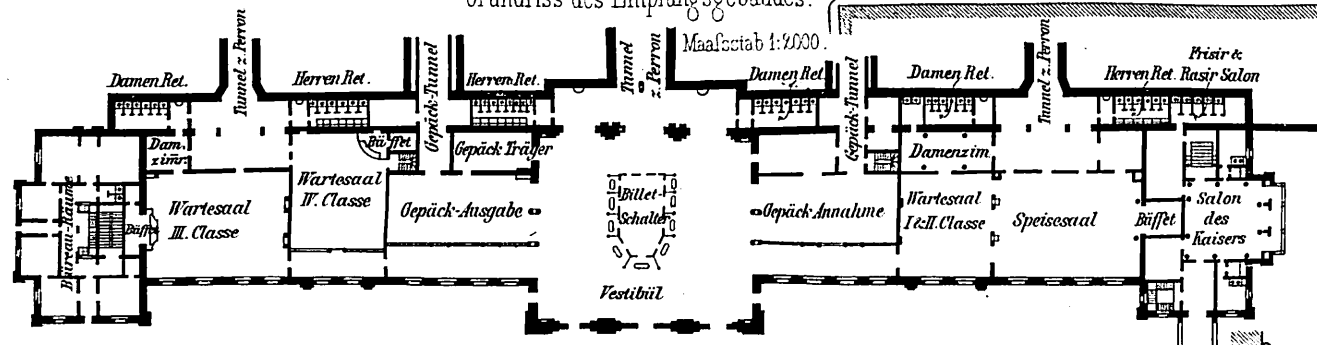
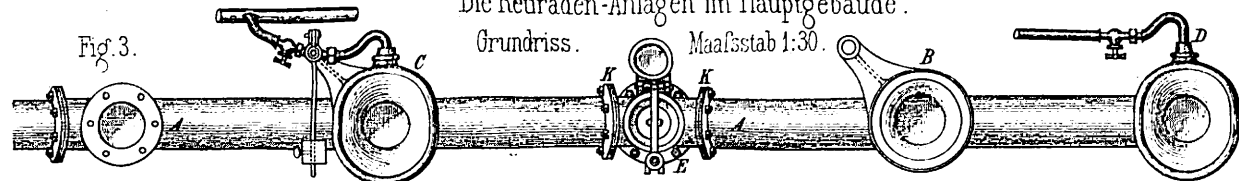


Fig. 2.



Grundriss.



Längen-  Schnitt
durch die Retiraden.

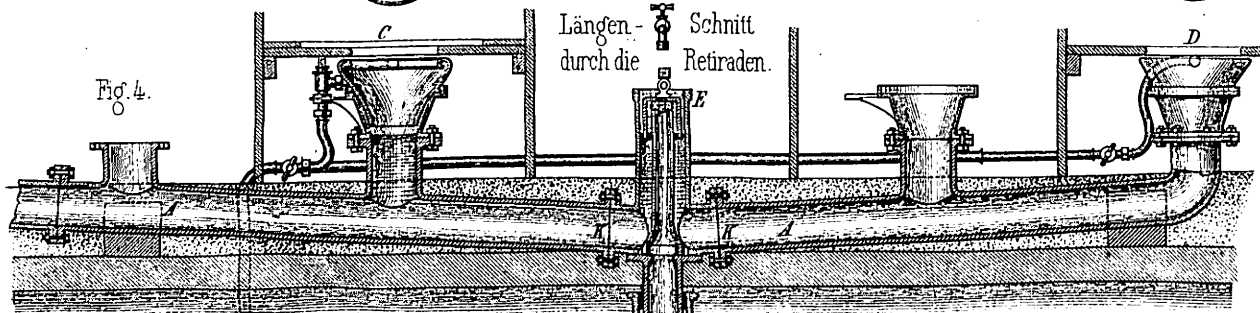
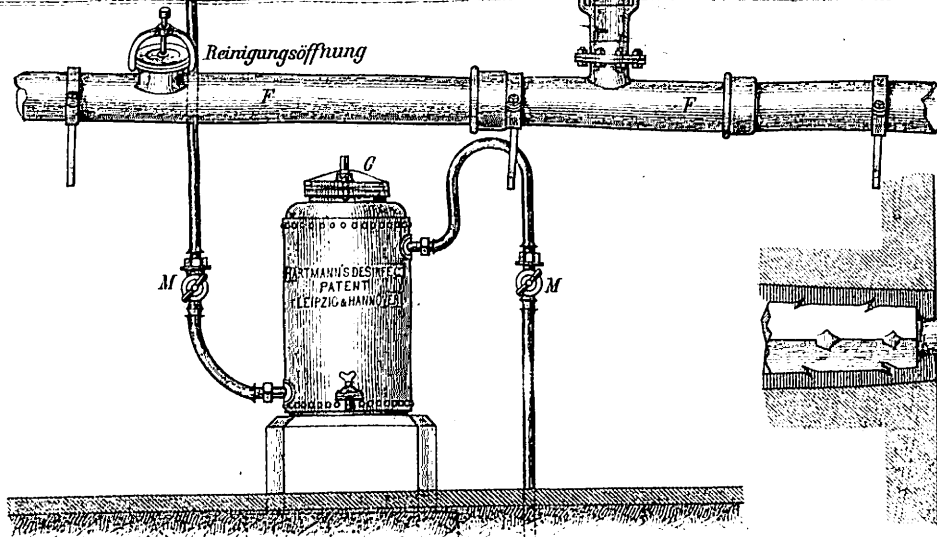
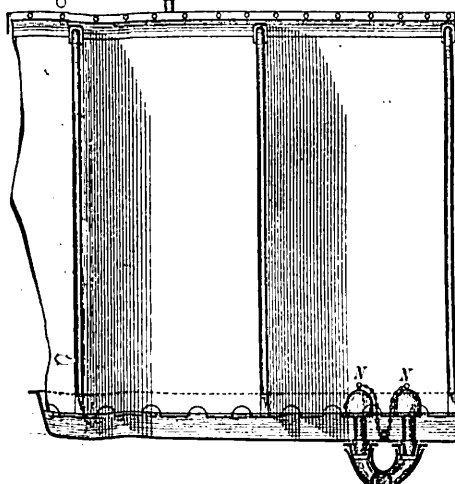


Fig. 7a



Ansicht der Pissoirstände und
Längenschnitt durch die Pissoirrinne



Querschnitt durch die Retiraden.

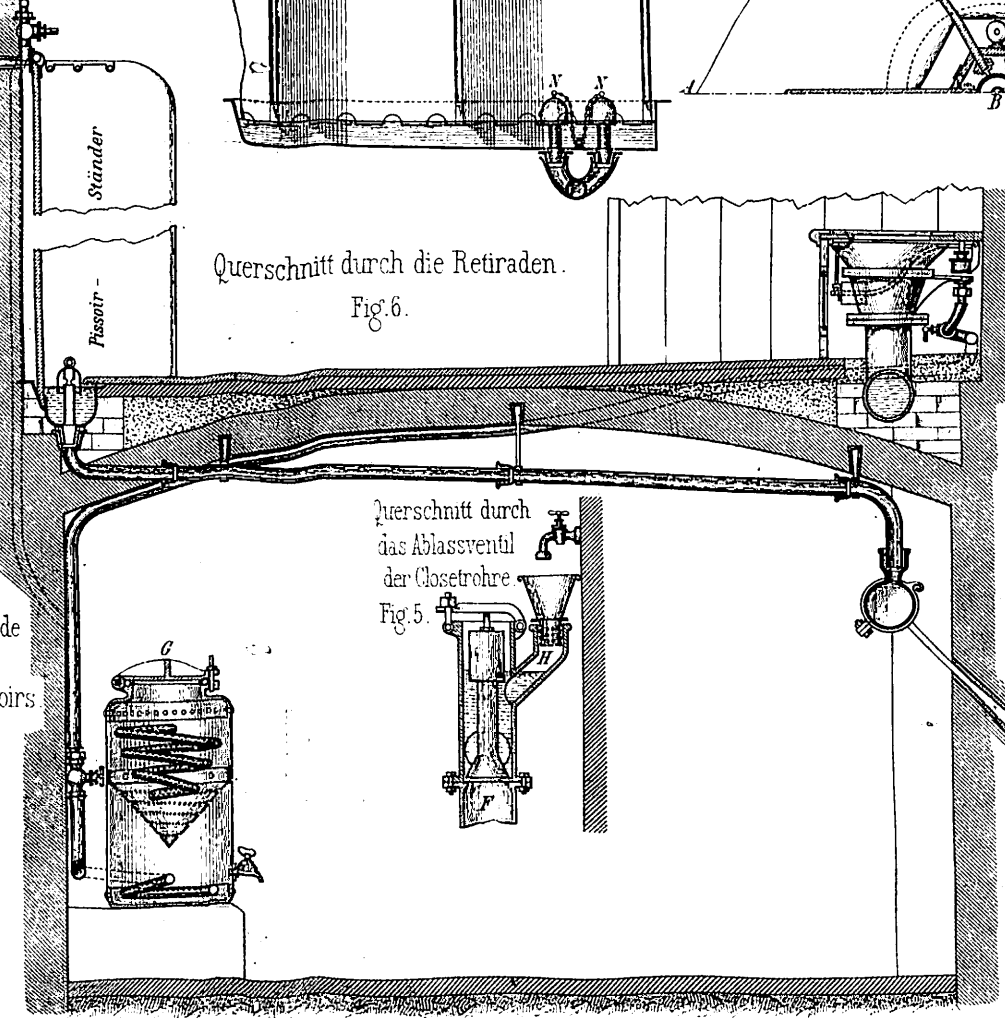


Fig.8.Ansicht.

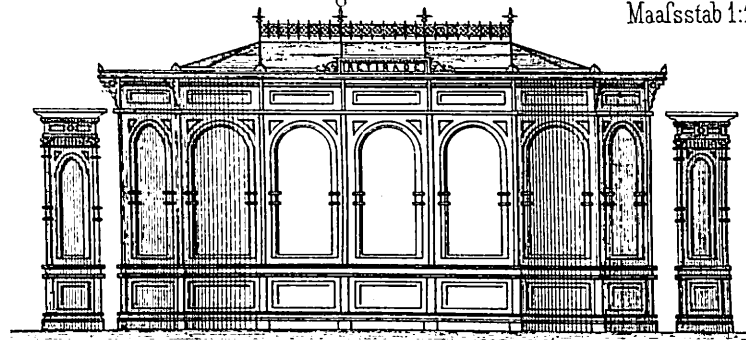


Fig.10.Grundriss.

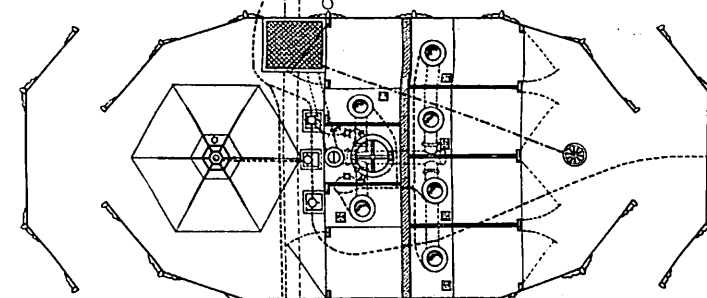
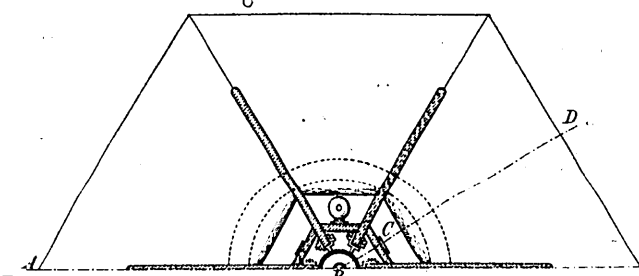


Fig. 12. Grundriss.



Perron - Retiraden.
Maafsstab 1:100.

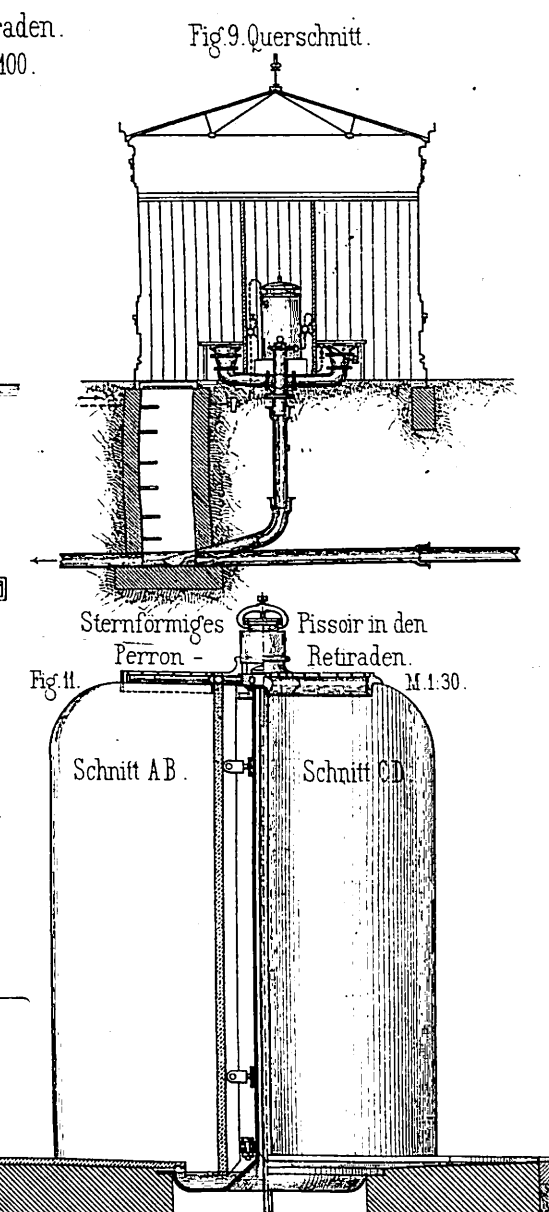


Fig. 1

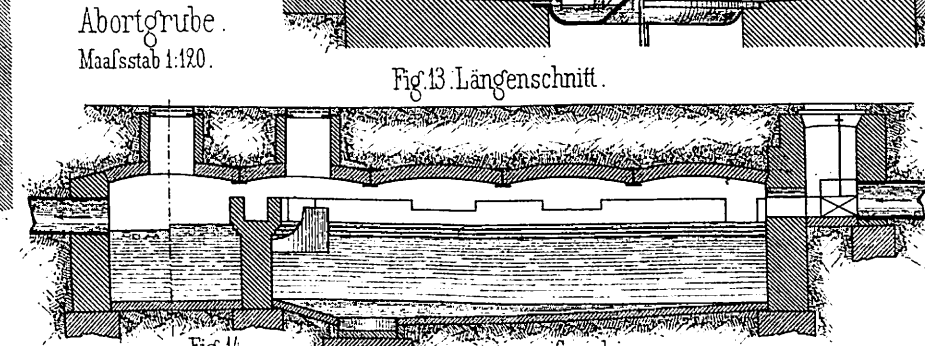
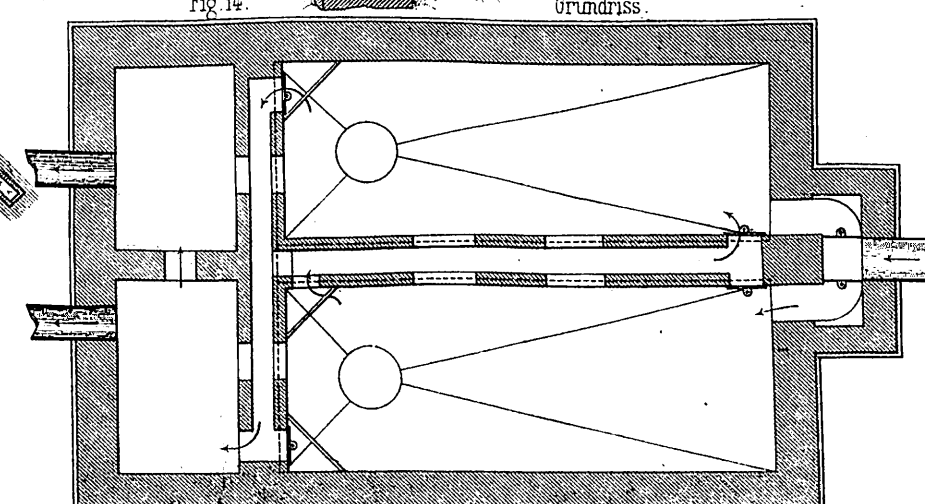
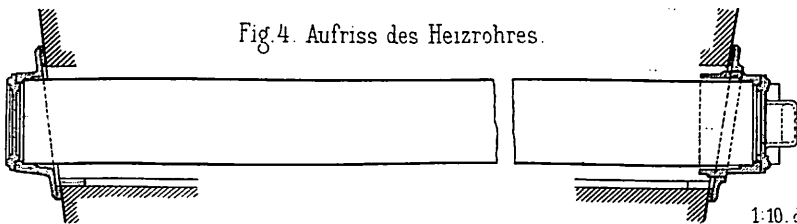
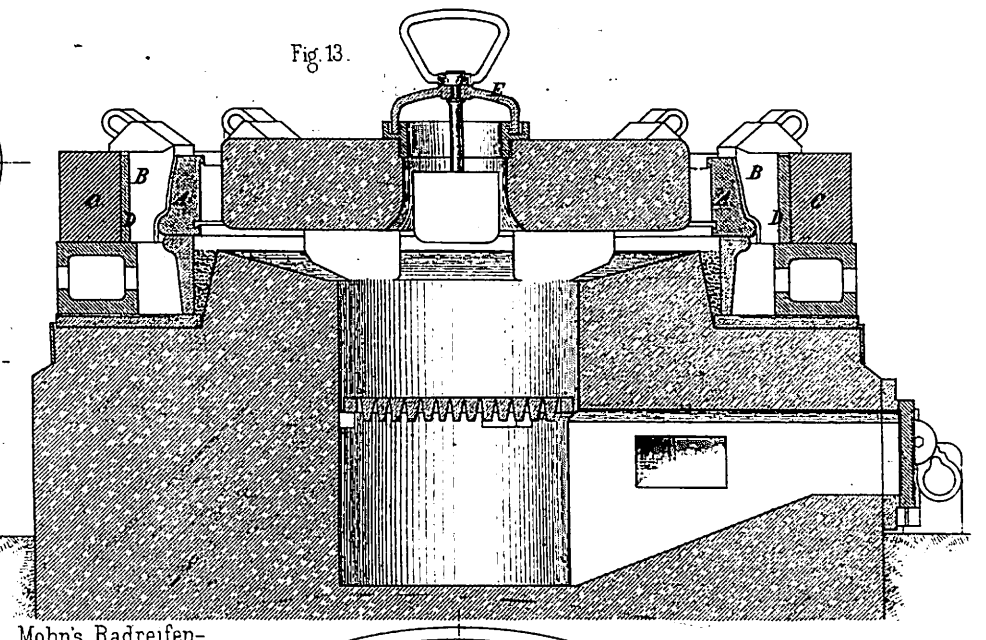
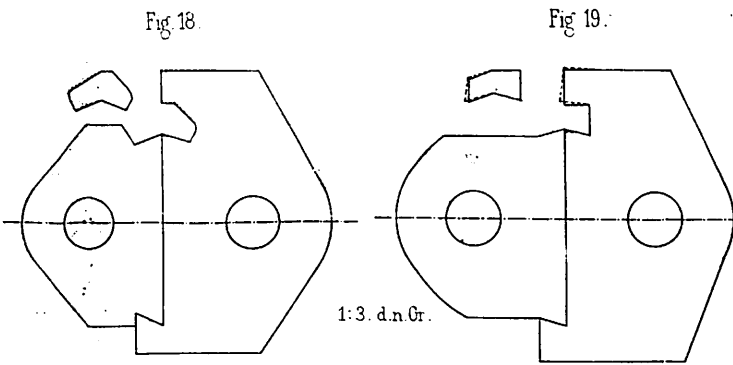
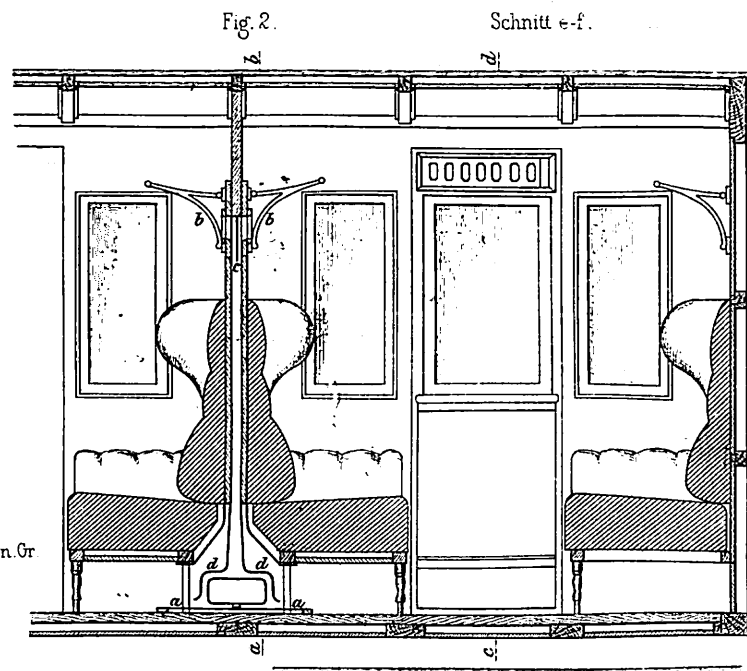
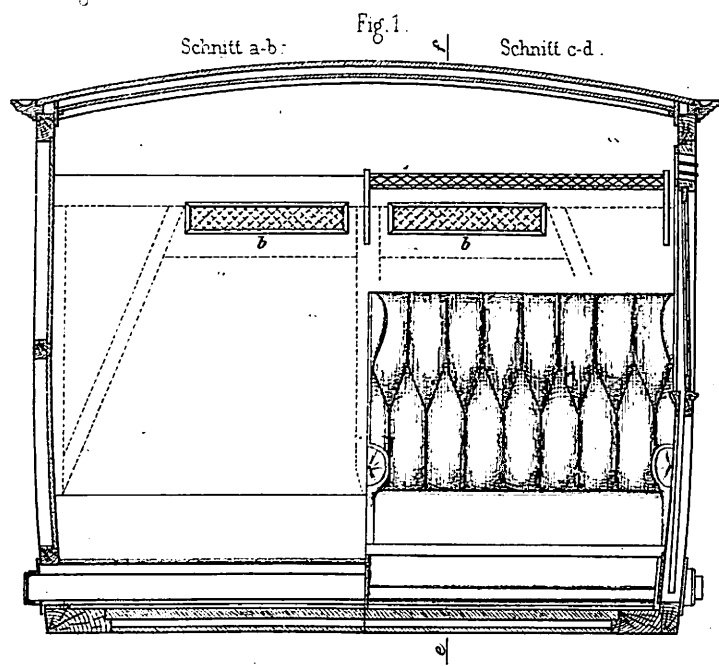
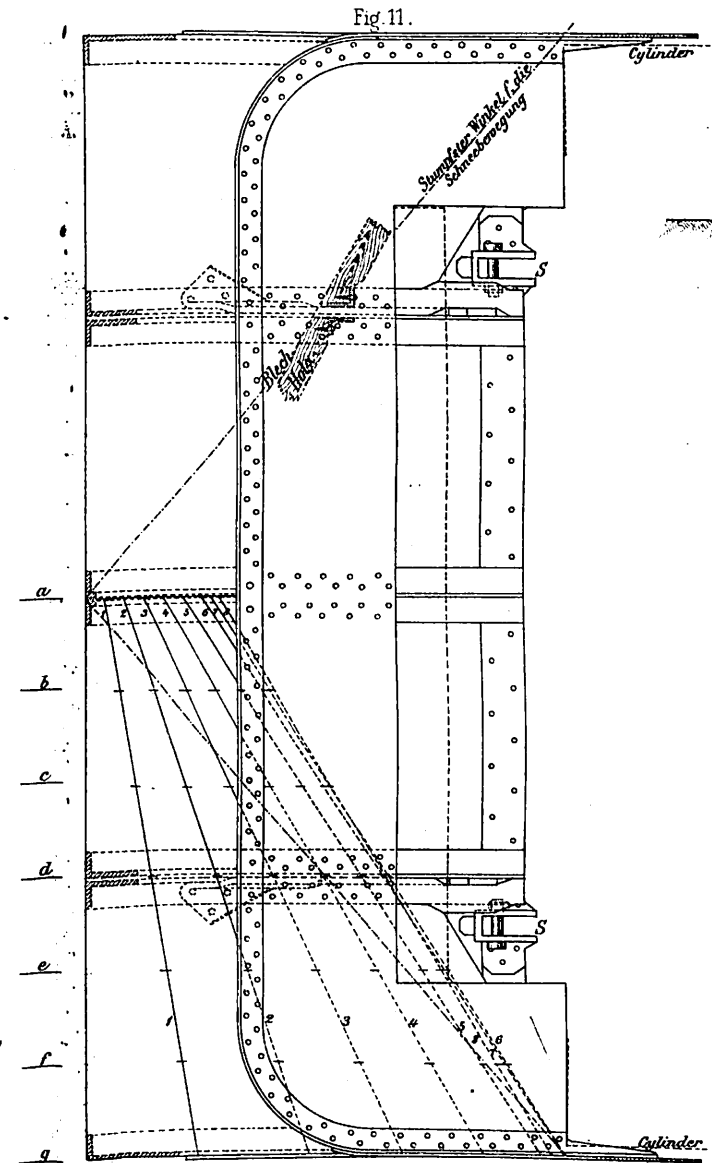
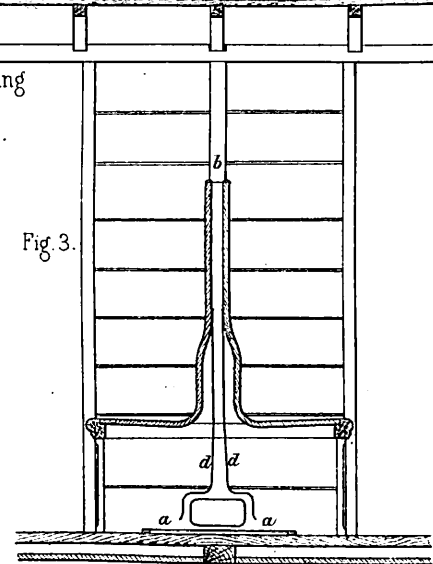
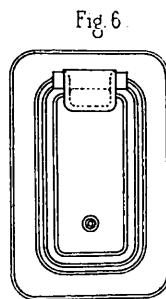
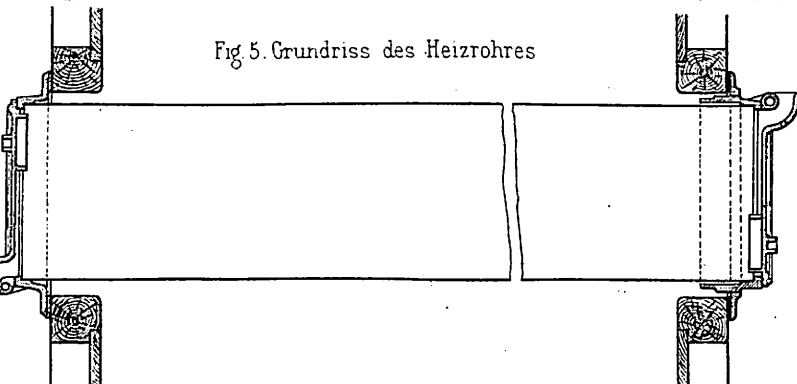


Fig. 14

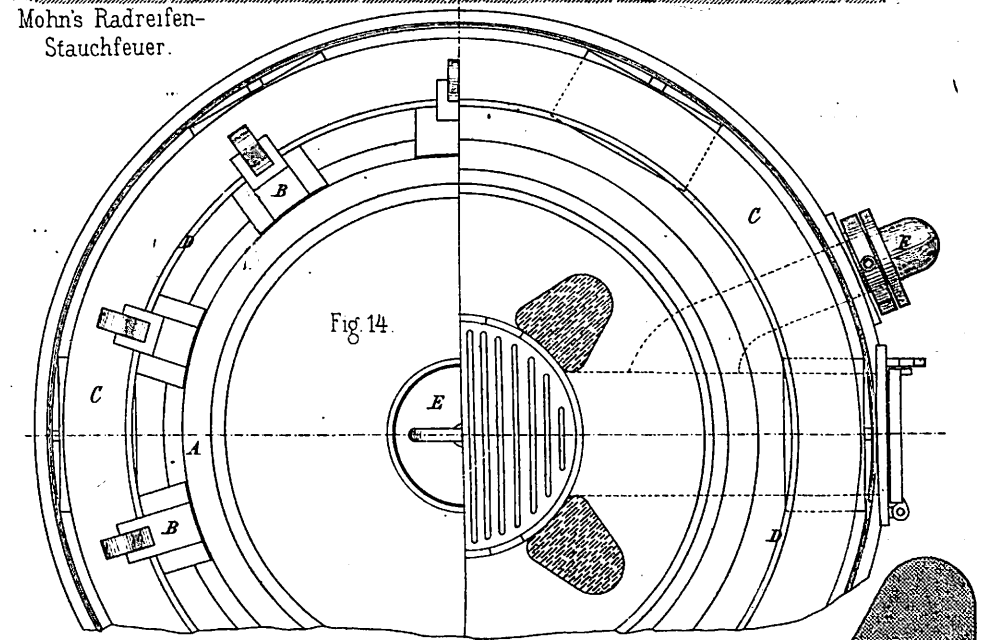




Ranauer's Heizvorrichtung mit Luftzirkulation für Eisenbahnwagen.



Mohn's Radreifen-Stauchfeuer.



Schneepflugs-Armatur für Lokomotiven von E. Slávy.

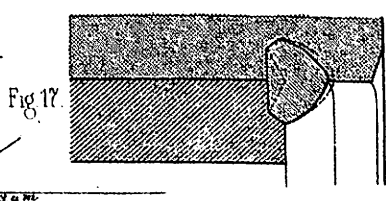
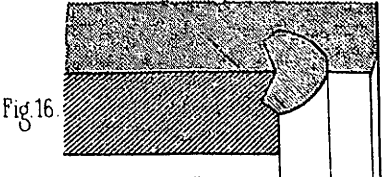
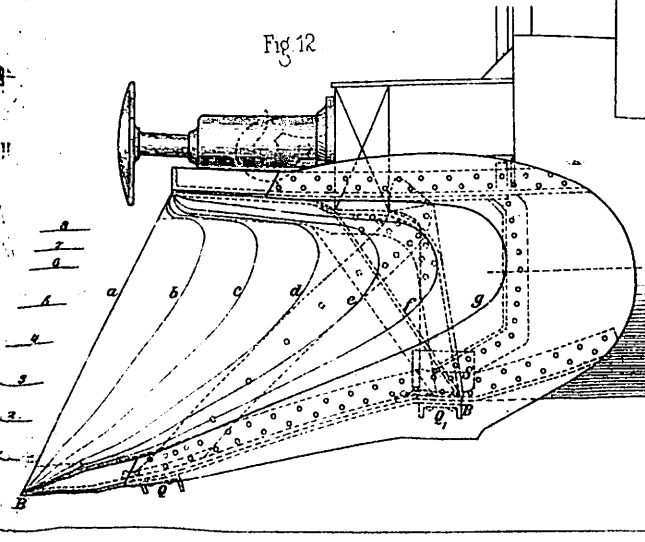
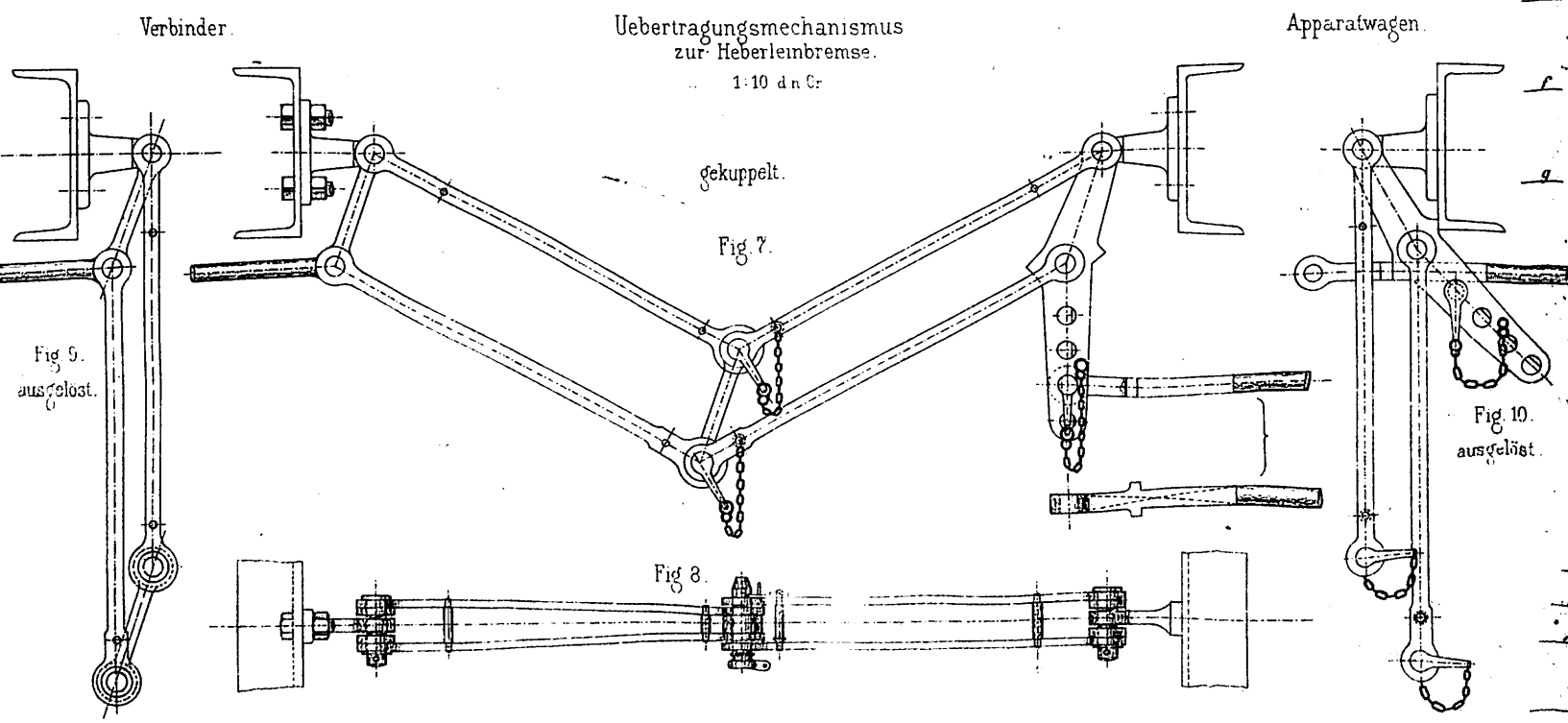
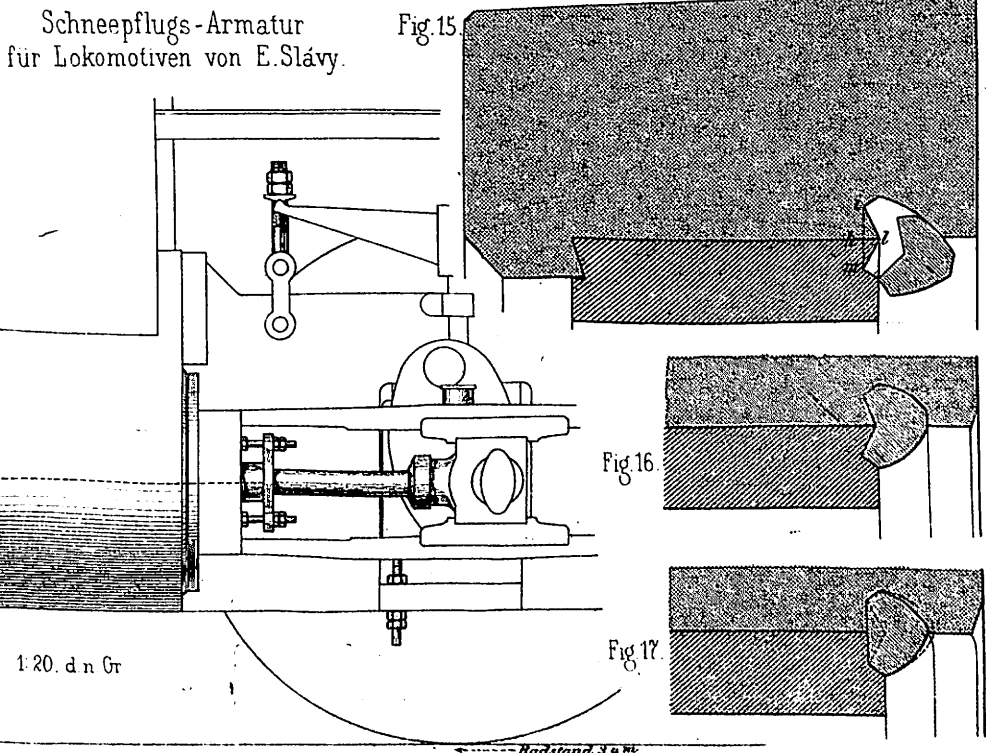


Fig. 1.

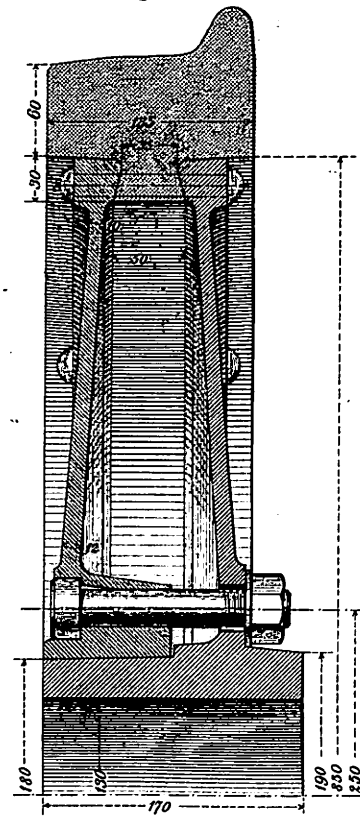


Fig. 2.

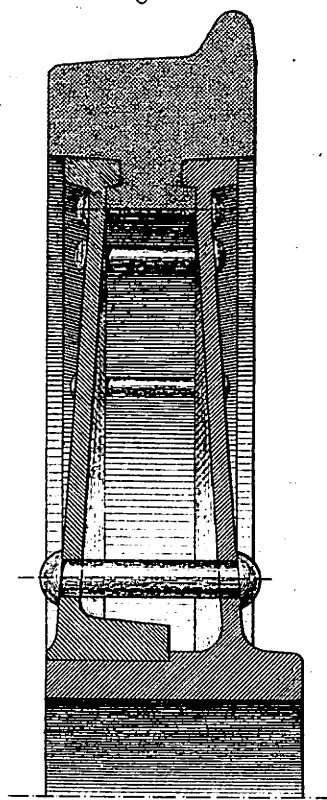
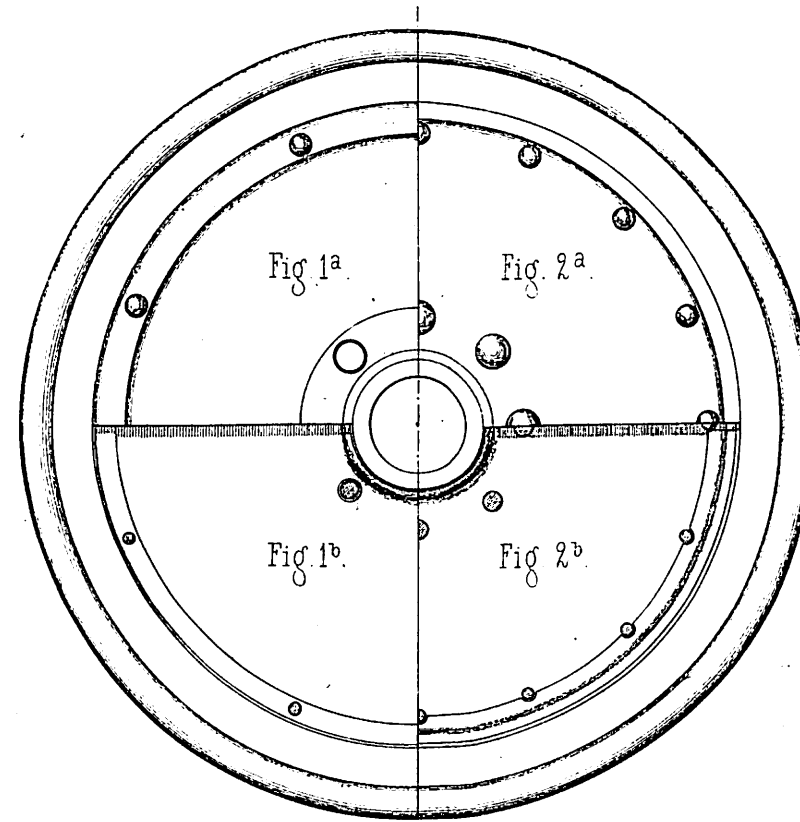
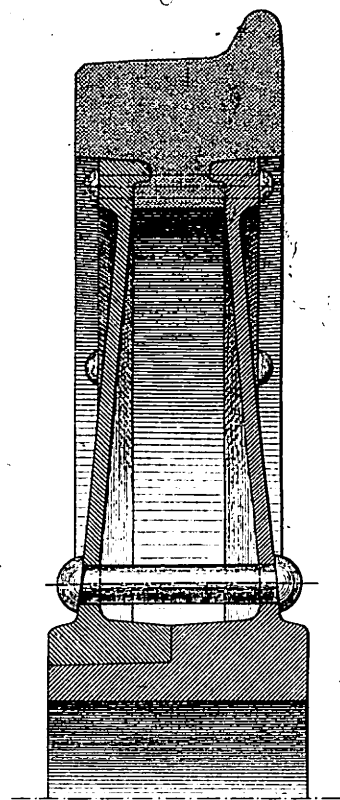


Fig. 3.



1:10 d. nat. Gr.

Fig. 4.

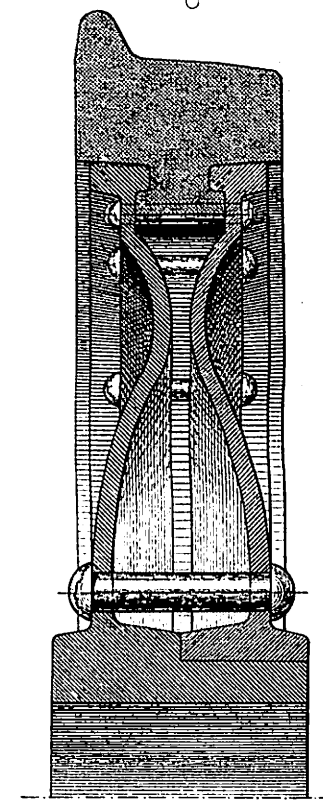


Fig. 5.

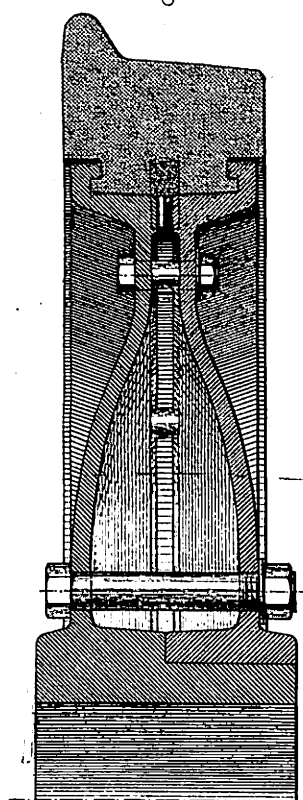


Fig. 6.

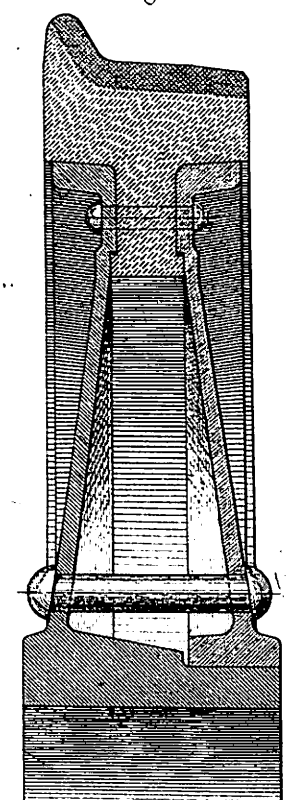


Fig. 7.

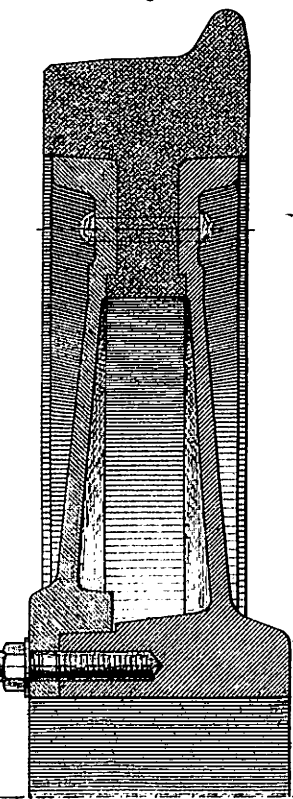


Fig. 8.

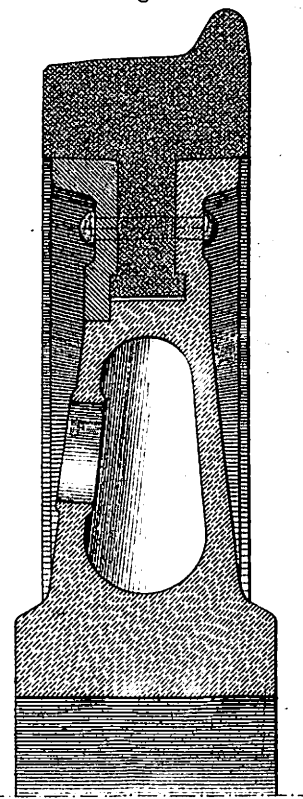


Fig. 9.

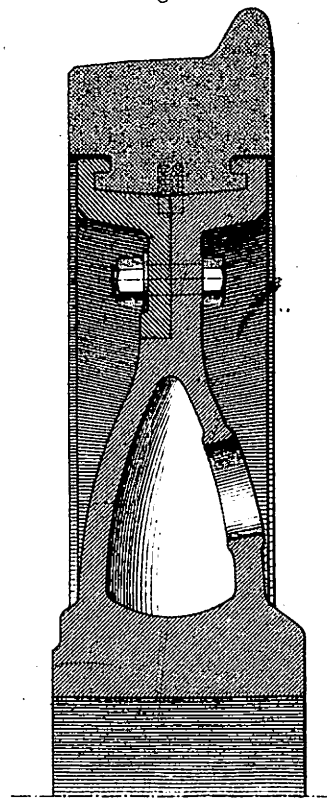


Fig. 10.

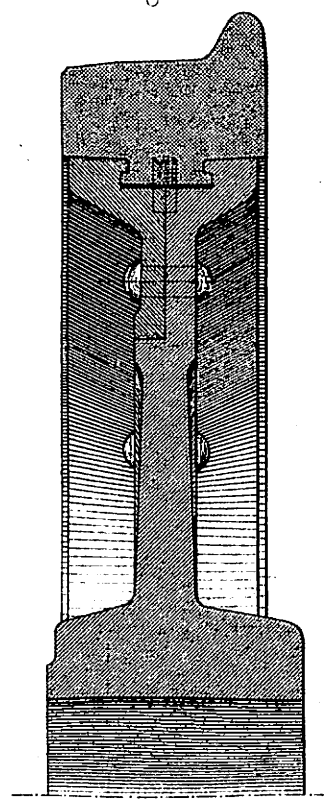


Fig. 11.

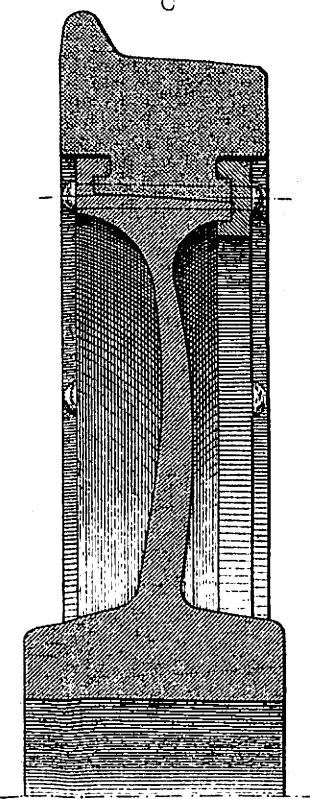


Fig. 12.

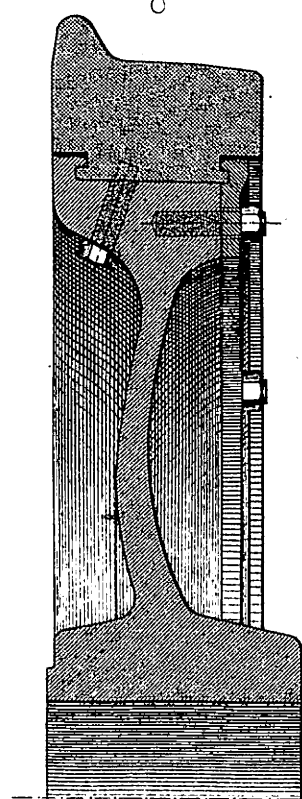


Fig. 13.

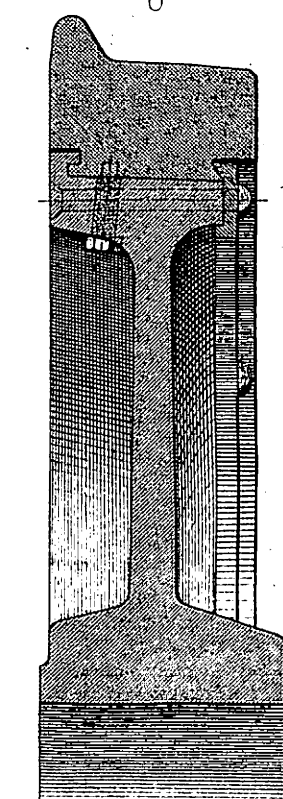
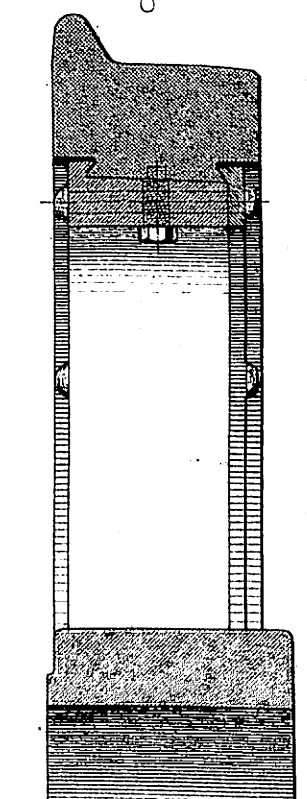


Fig. 14.



1:5 d. nat. Gr.

Tenderlocomotive von der
Compagnie Belge (Charles Evrard)
für die belgischen Staatsbahnen
gebaut und 1880
in Brüssel ausgestellt.

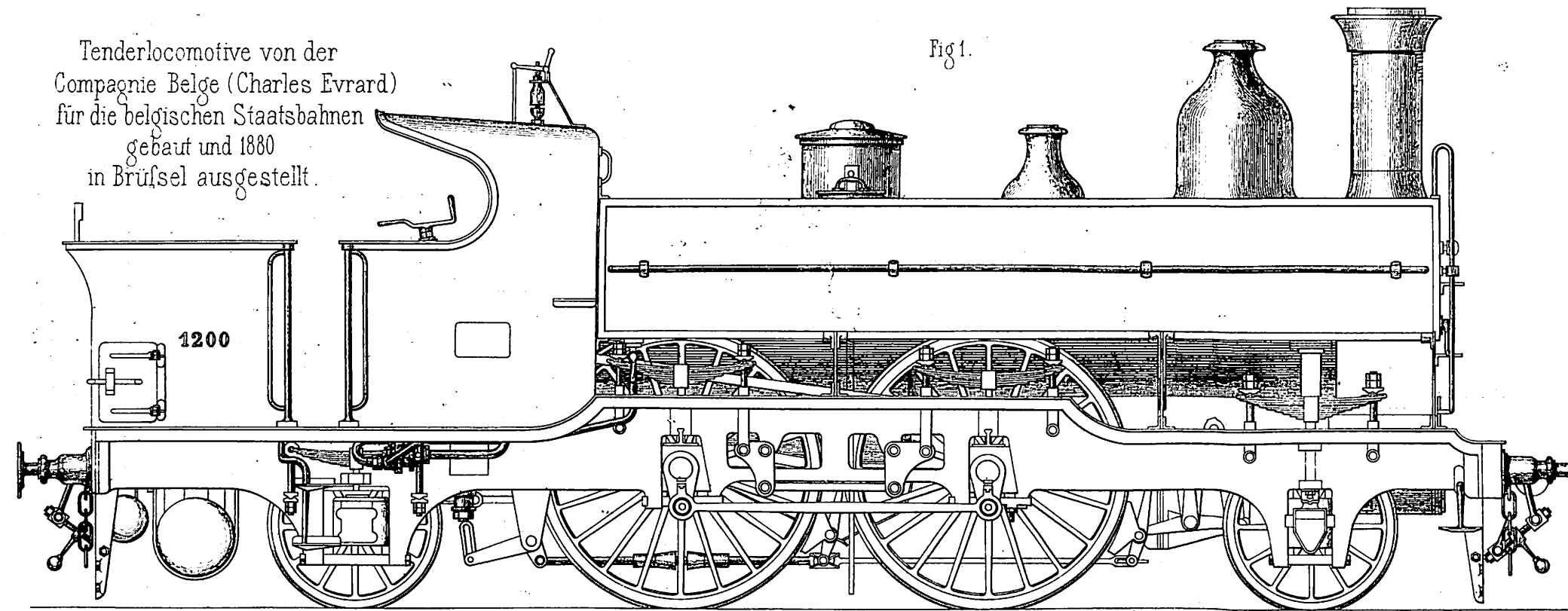


Fig. 1.

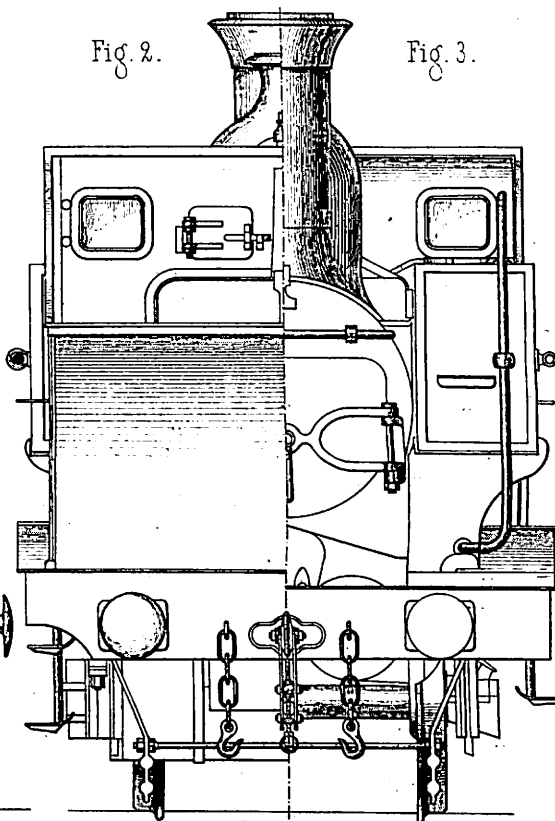


Fig. 2.

Fig. 3.
Querschnitt durch
die tiefste Stelle
des Feuerkastens.

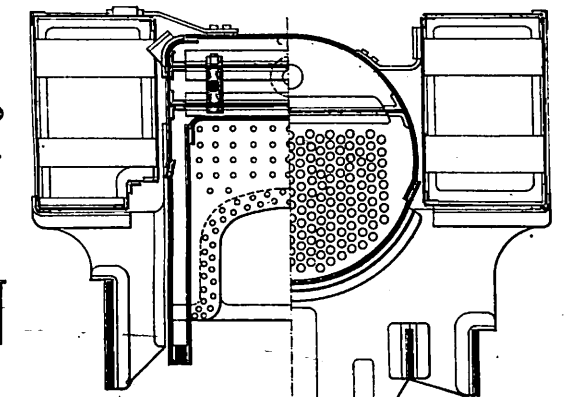
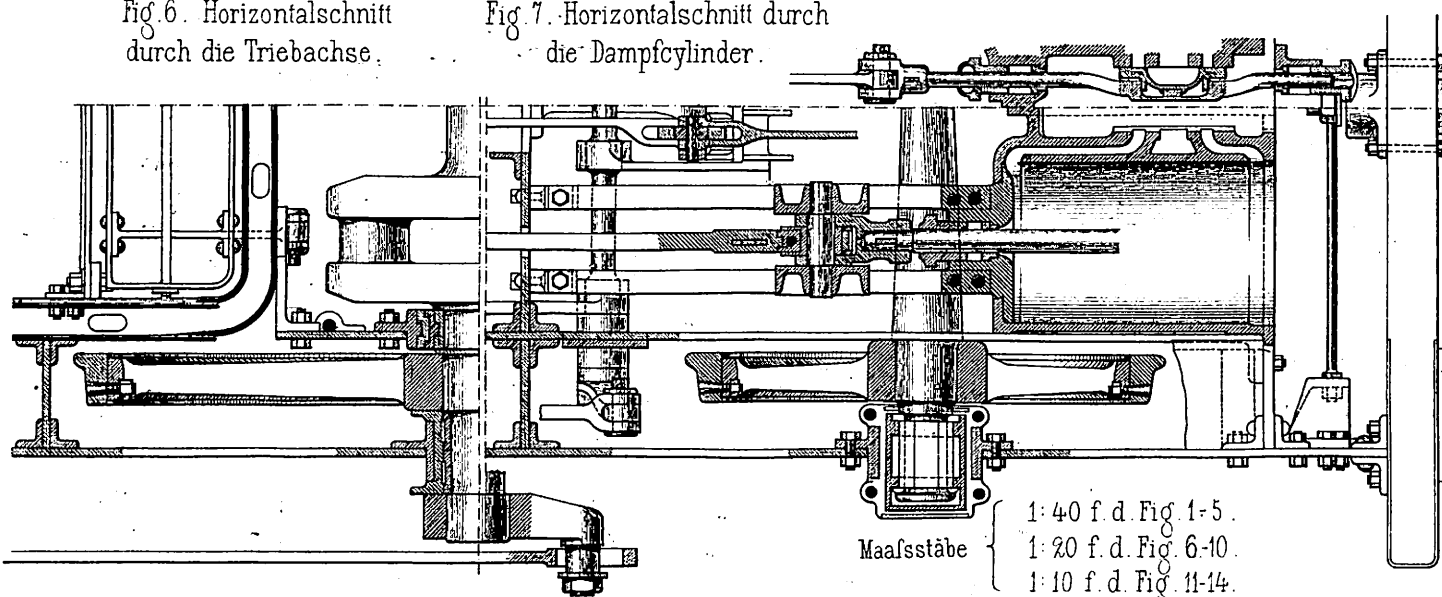


Fig. 5.
Querschnitt
durch die Mitte
des Langkessels.

Fig. 6. Horizontalschnitt
durch die Triebachse.

Fig. 7. Horizontalschnitt durch
die Dampfzylinder.



Maassstäbe
1:40 f. d. Fig. 1-5.
1:20 f. d. Fig. 6-10.
1:10 f. d. Fig. 11-14.

Fig. 8.

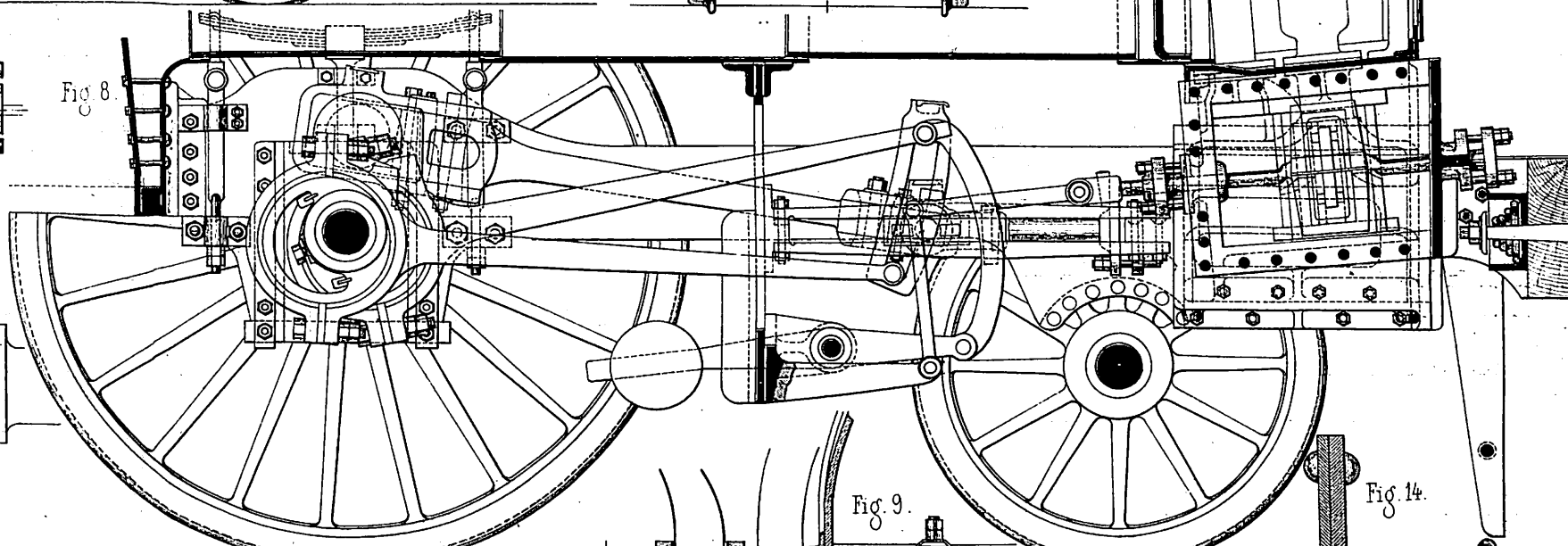


Fig. 9.

Fig. 10.

Fig. 14.

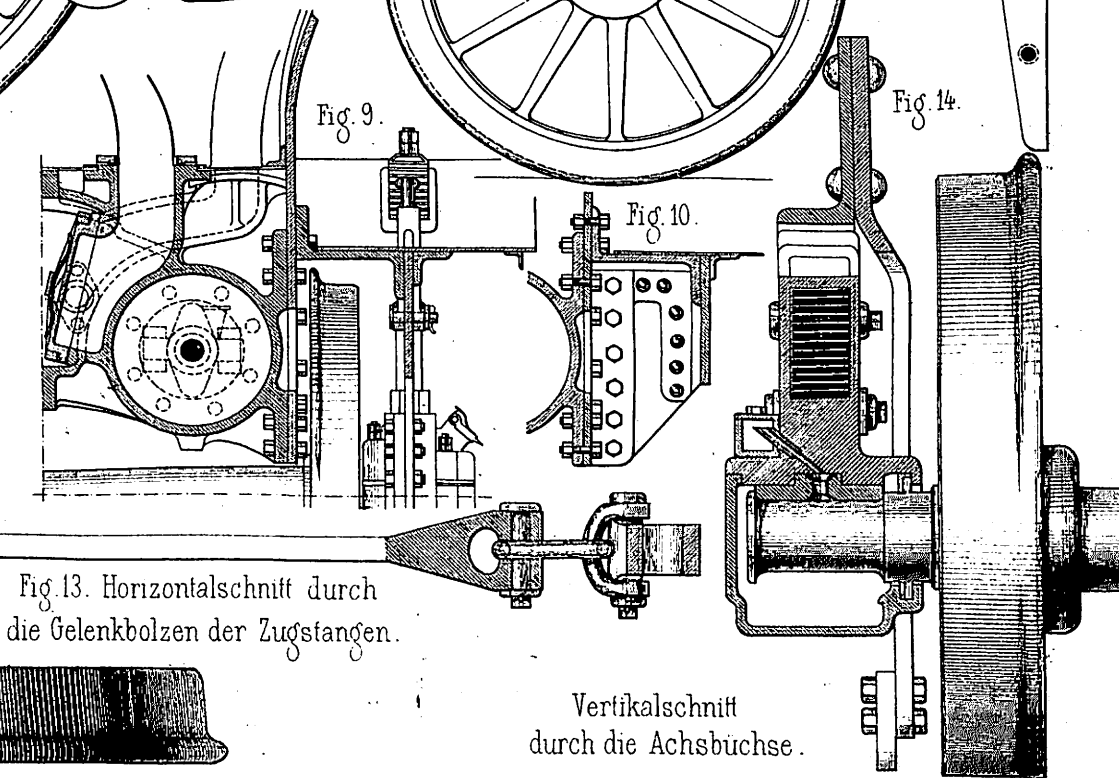


Fig. 11.

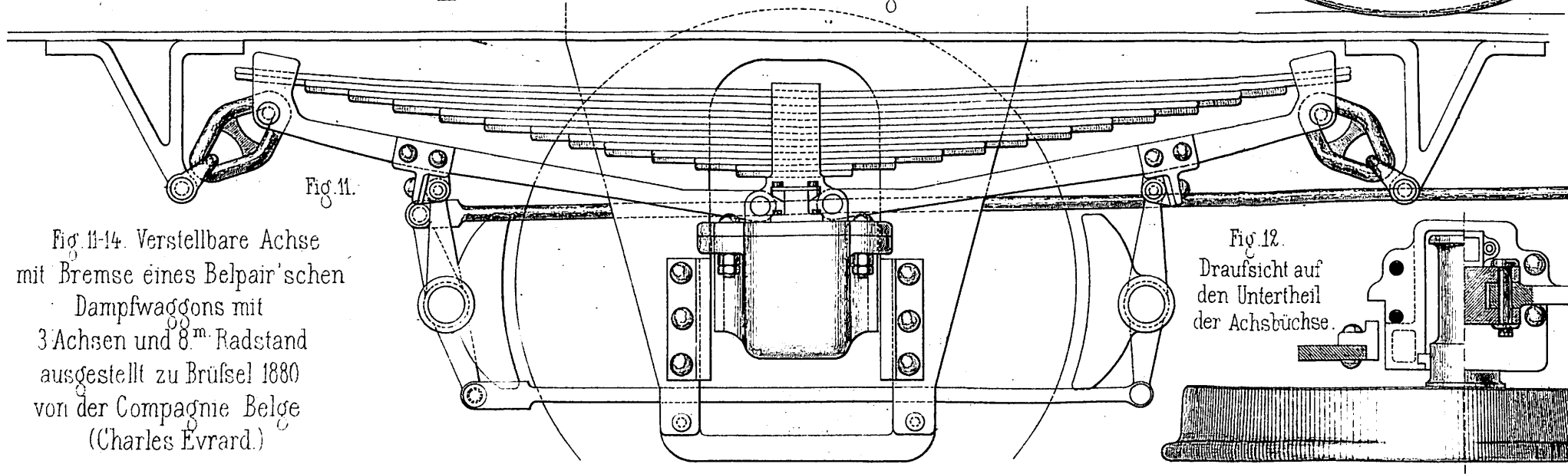


Fig. 12.
Draufsicht auf
den Untertheil
der Achsbüchse.

Fig. 13. Horizontalschnitt durch
die Gelenkbolzen der Zugstangen.

Vertikalschnitt
durch die Achsbüchse.

Fig. 11-14. Verstellbare Achse
mit Bremse eines Belpair'schen
Dampfwaggon mit
3 Achsen und 8^m Radstand
ausgestellt zu Brüssel 1880
von der Compagnie Belge
(Charles Evrard.)

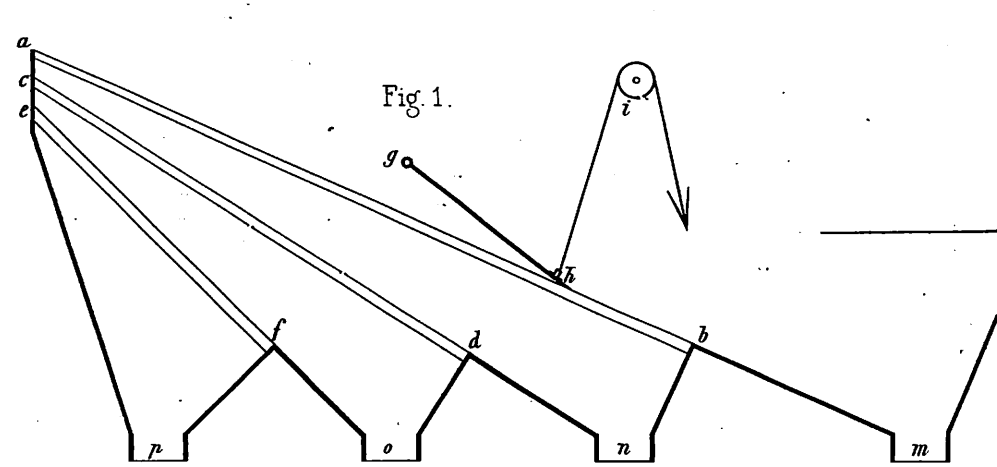


Fig. 1.

Fig. 6.
Neue Przemska-Grube.

Gleisanlagen 1:2000.

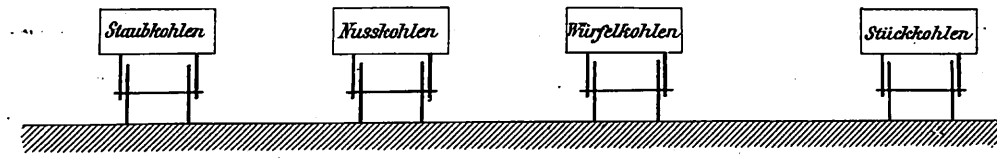


Fig. 2.

Gassebner's
deutscher Universal-
Schraubenschlüssel.

Fig. 11.

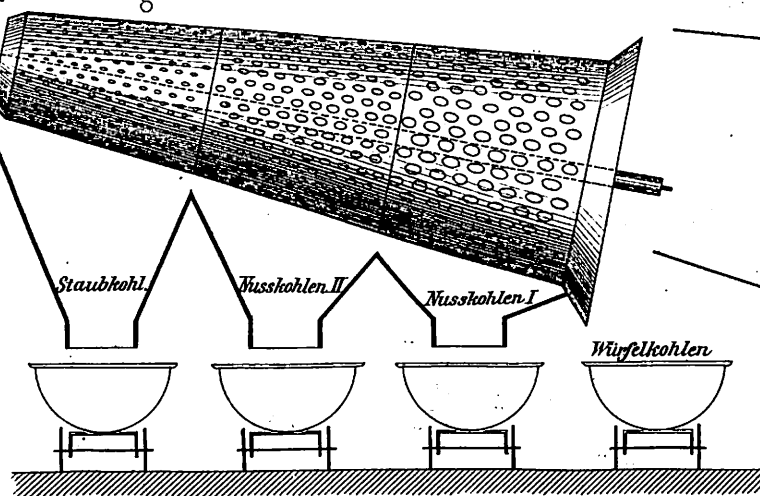
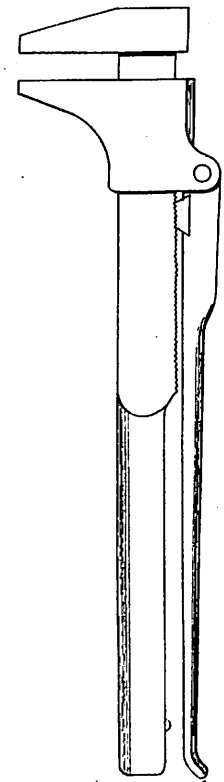
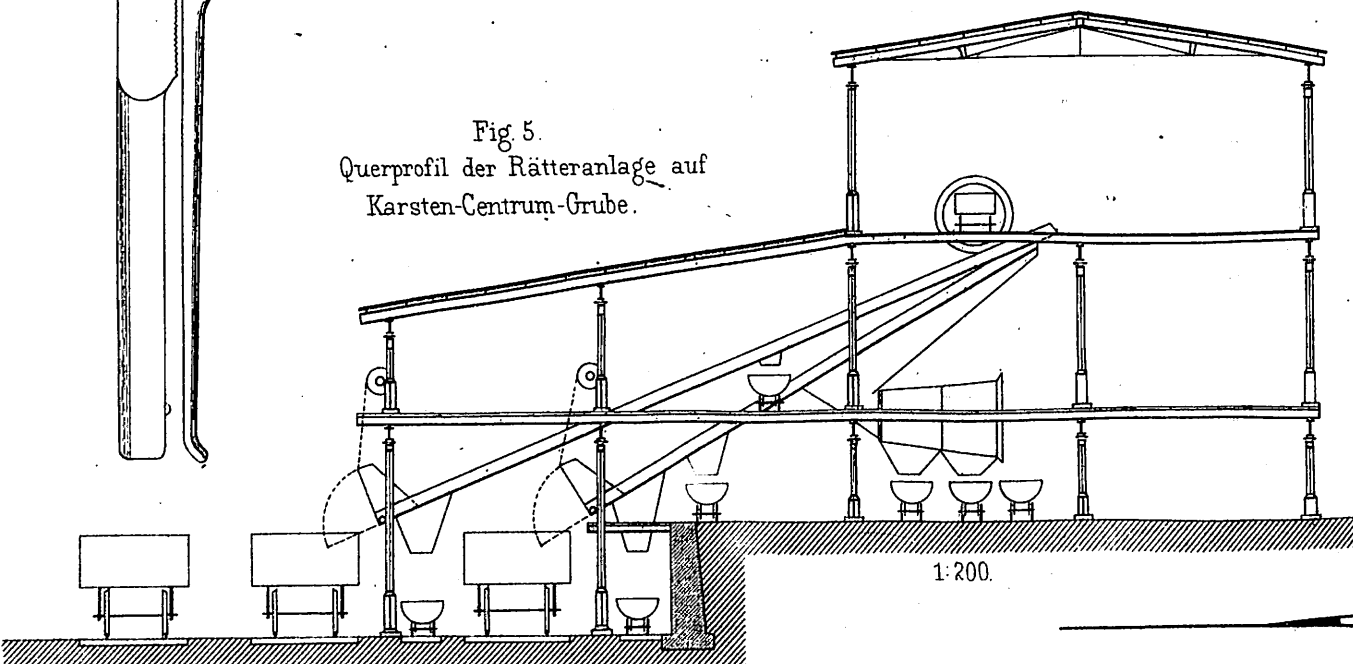


Fig. 5.
Querprofil der Rätteranlage auf
Karsten-Centrum-Grube.



1:200.

Fig. 8.
Bahnschacht der Königsgrube.

Fig. 7.
Heinitz-Grube.

Fig. 10.
Königin-Louisen-
Grube.

Fig. 9.
Deutschland-Grube.

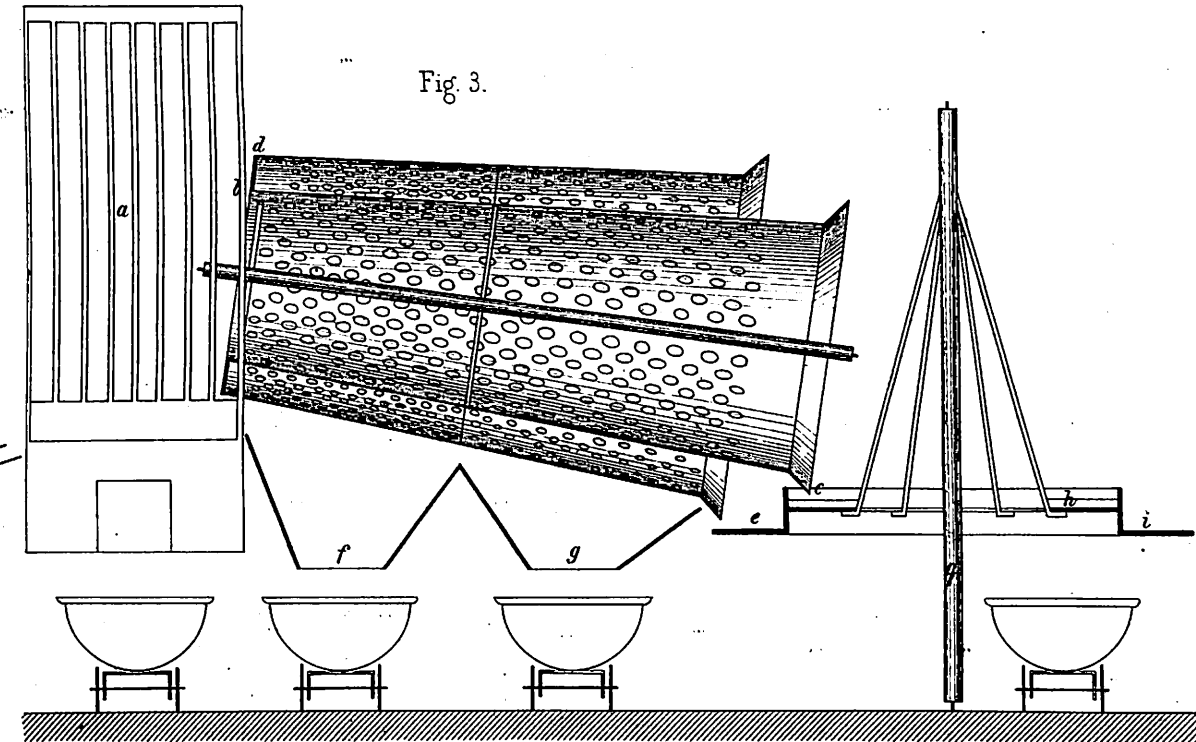


Fig. 3.

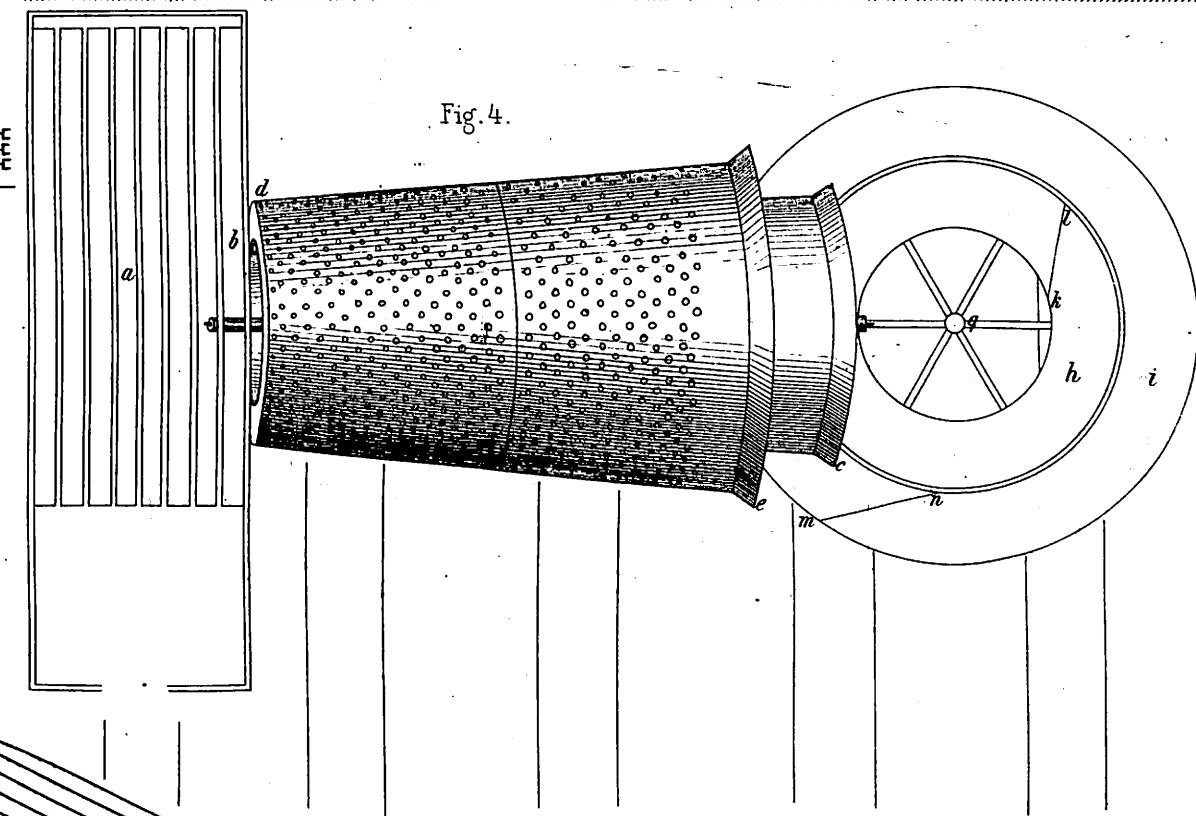
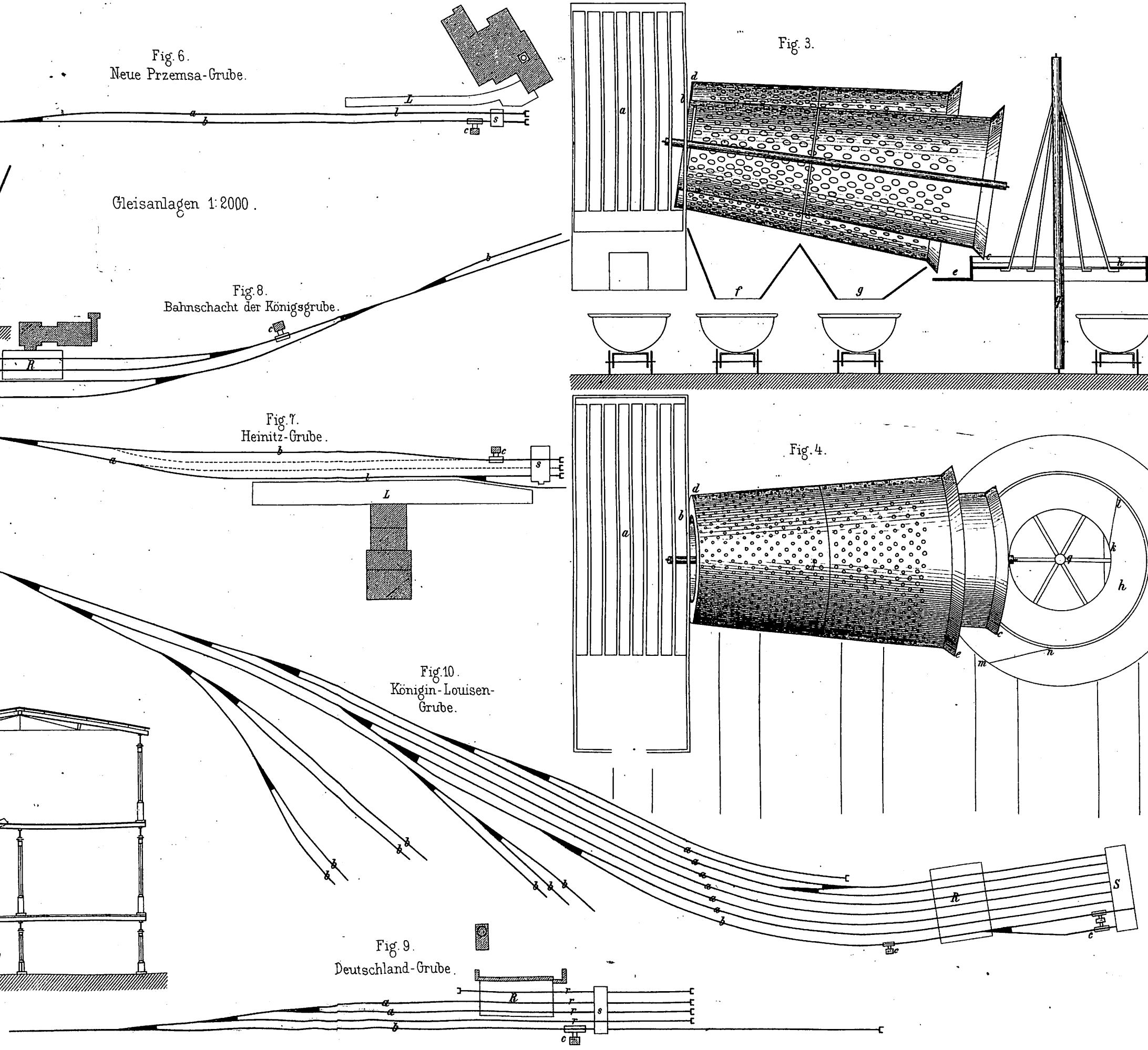
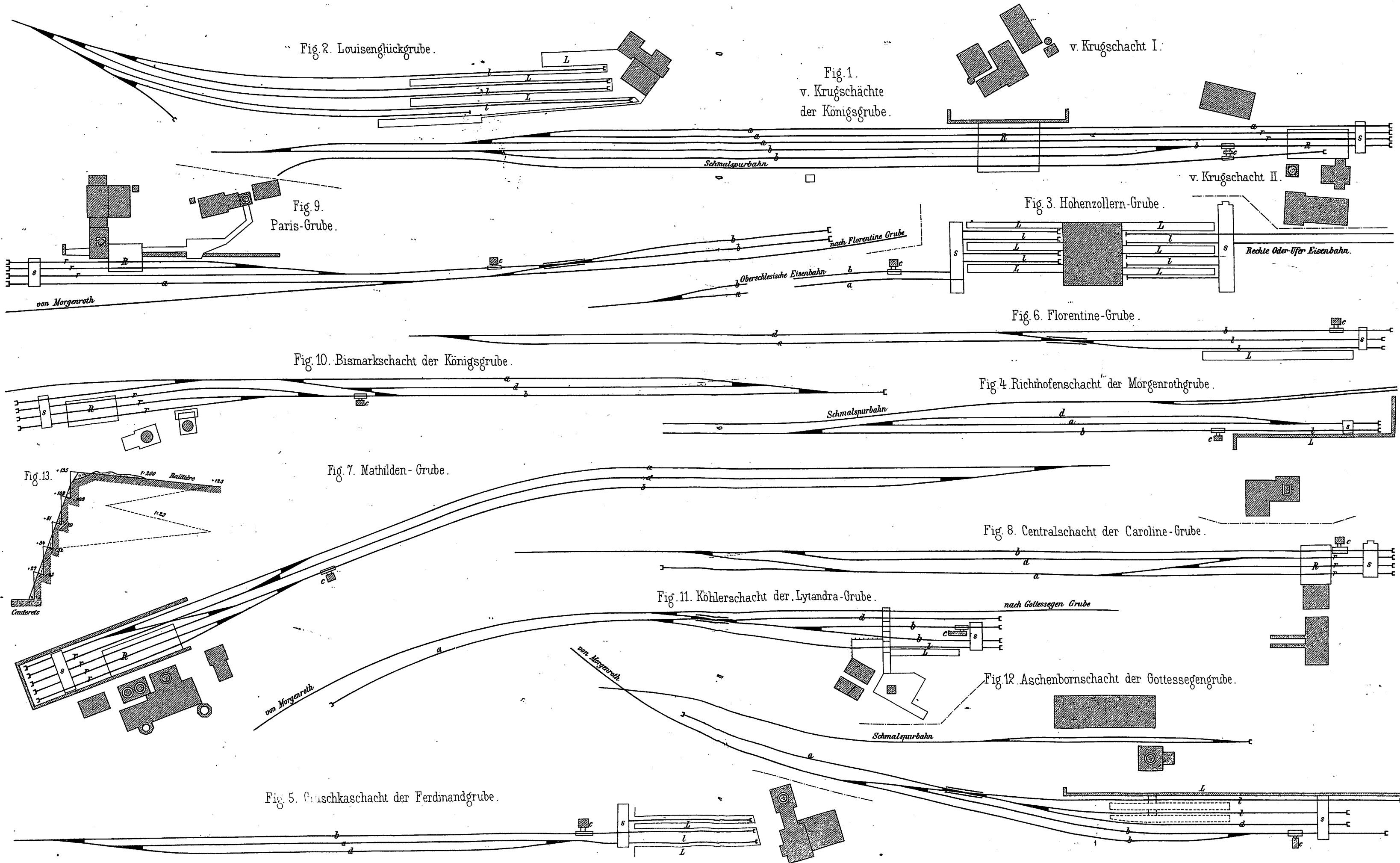


Fig. 4.





Locomotiven der Gotthard-Bahn.

Fig. 2.

Maafsstab 1:50.

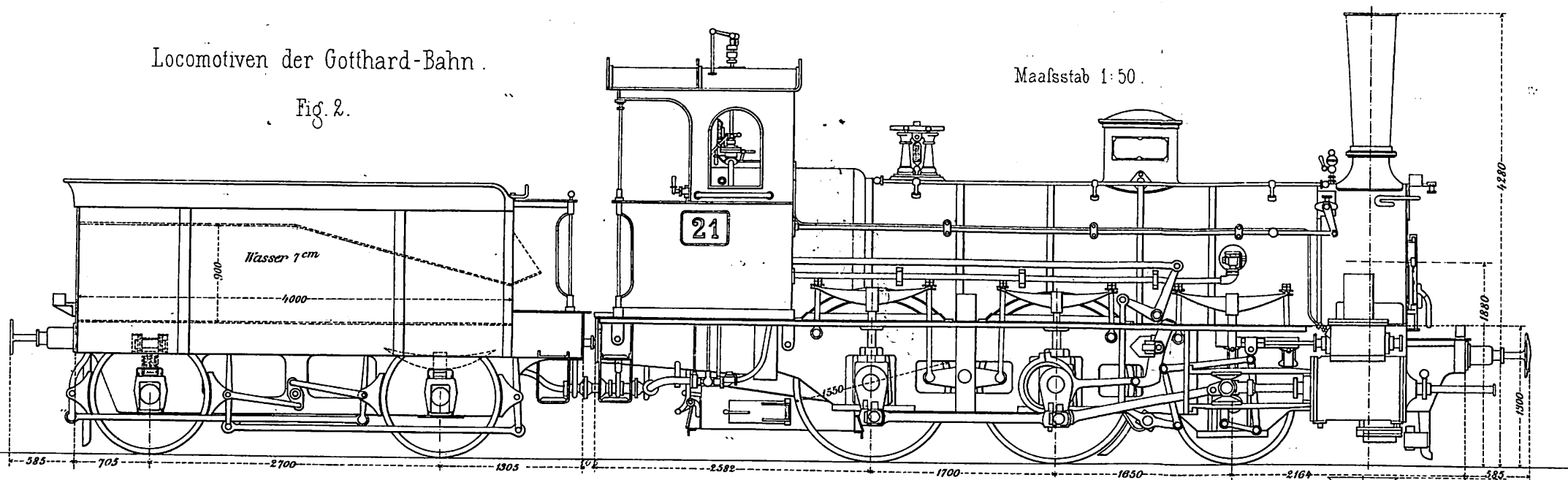


Fig. 3.

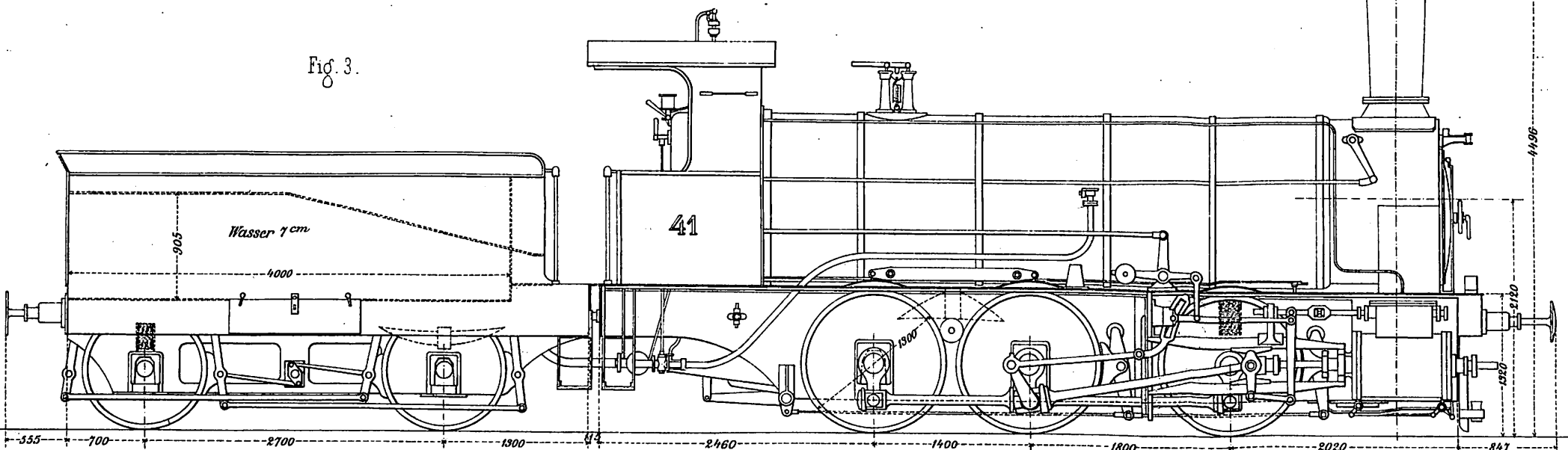
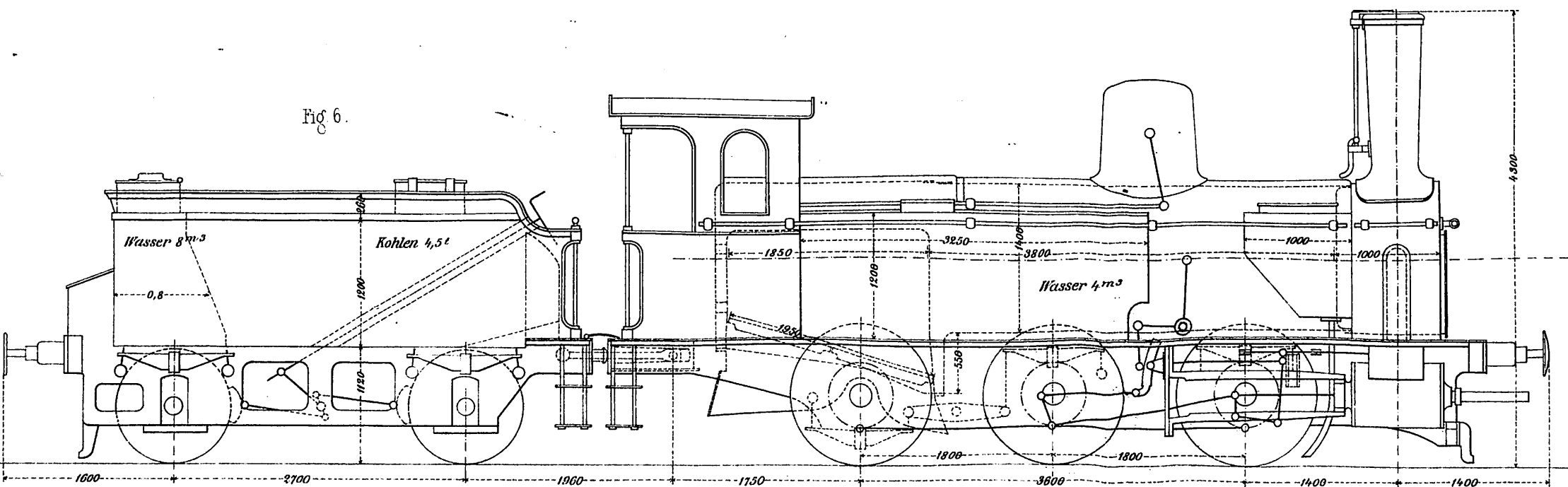


Fig. 6.



Maschinengewicht und Zugkraft.

- Tenderlocomotive
Grösstes Dienstgewicht 52 T
Grösstes Adhäsionsgewicht 42 T
- Schlepptendermaschine
Grösstes Dienstgewicht 65 T
Constantes Adhäsionsgewicht 42 T
Widerstand $5\frac{1}{4}\%$ pro T.
Steigung 27 ‰

