

Apparat
zur Erprobung von Schmiermaterialien
construirt von Professor Dr. E. Willigk in Prag.

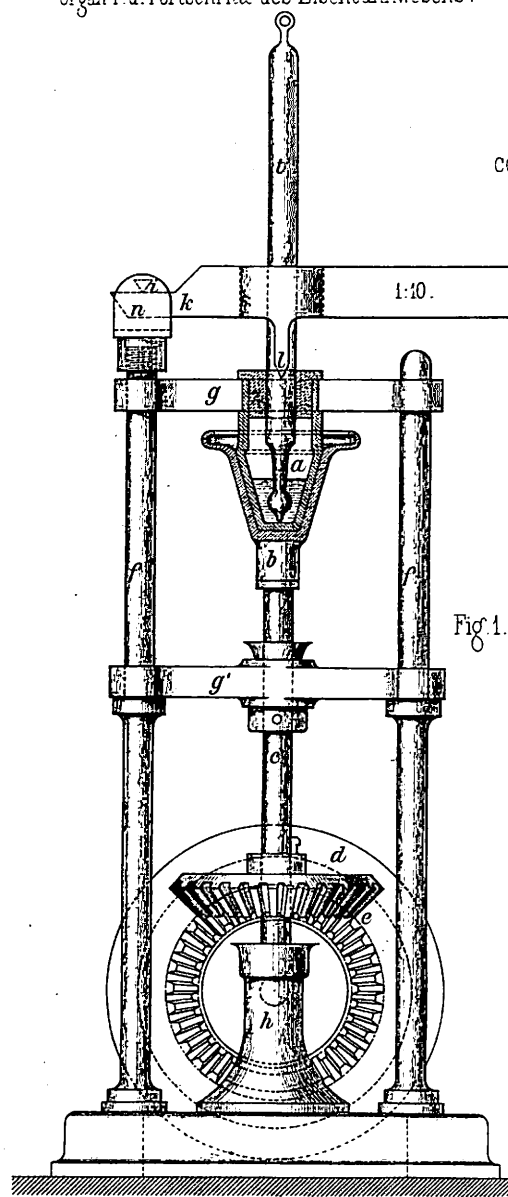
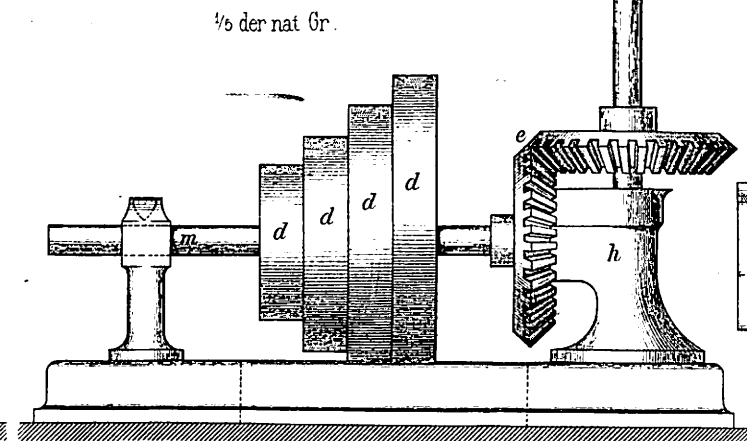


Fig. 1.



Seitenansicht.

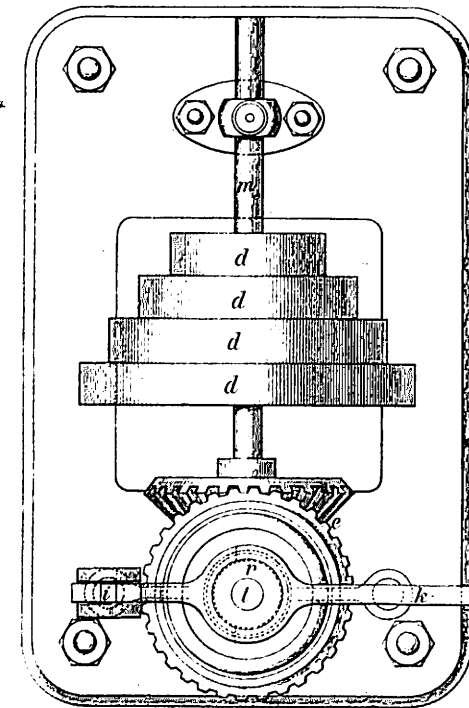


Fig. 3 Draufsicht.

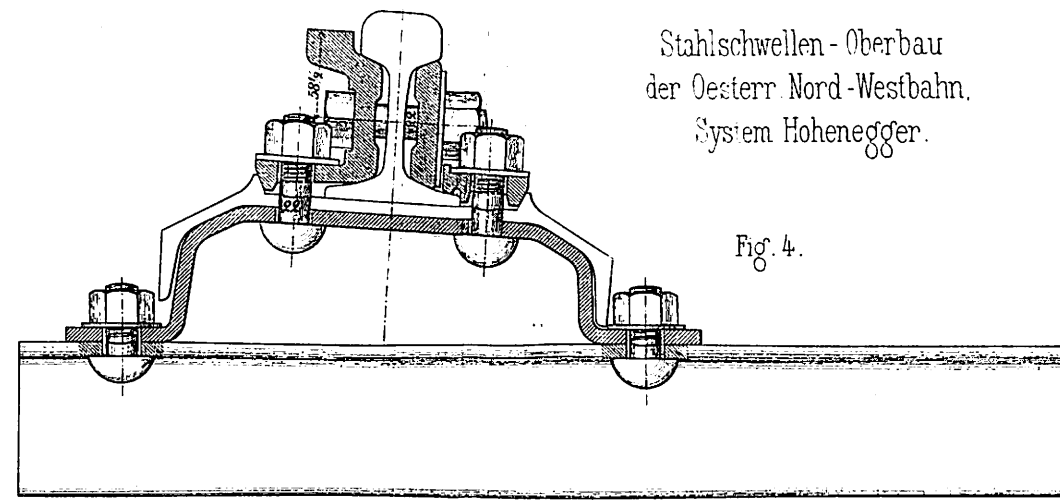


Fig. 4.

Stahlschwellen - Oberbau
der Oesterr. Nord-Westbahn.
System Hohenegger.

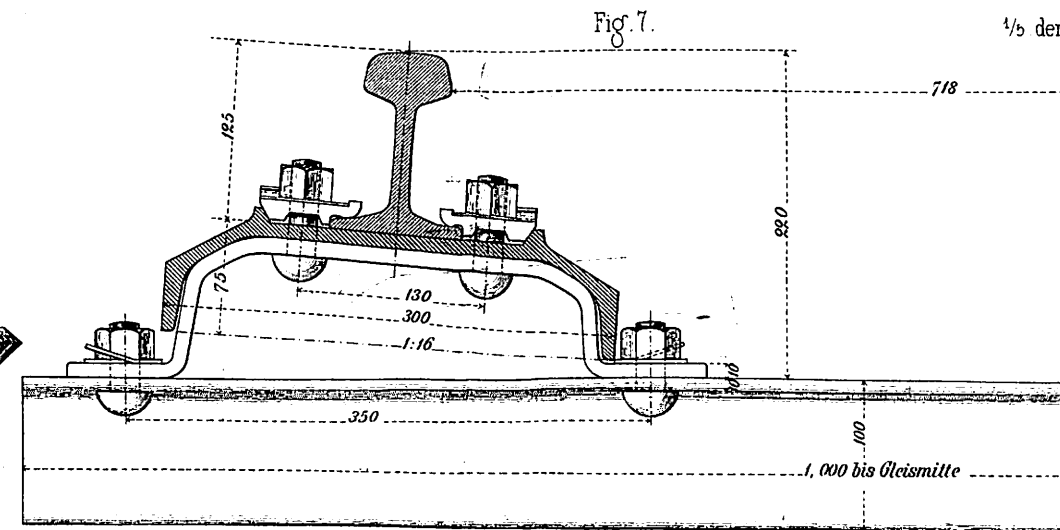


Fig. 7.

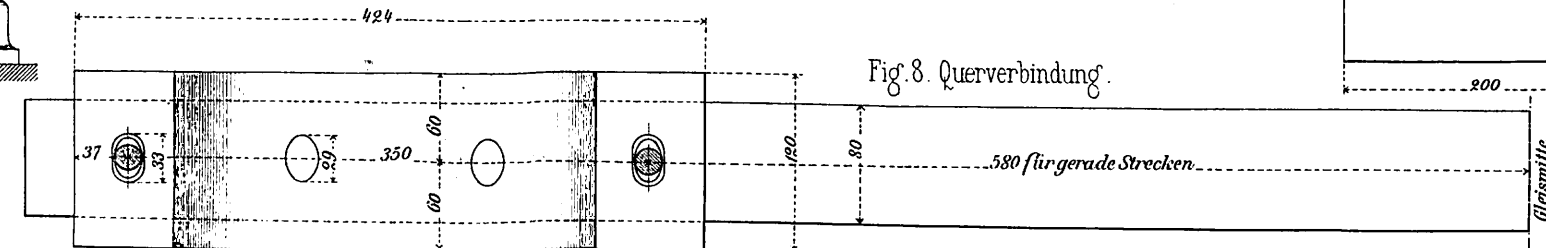


Fig. 8. Querverbindung.

1/5 der nat. Gr.

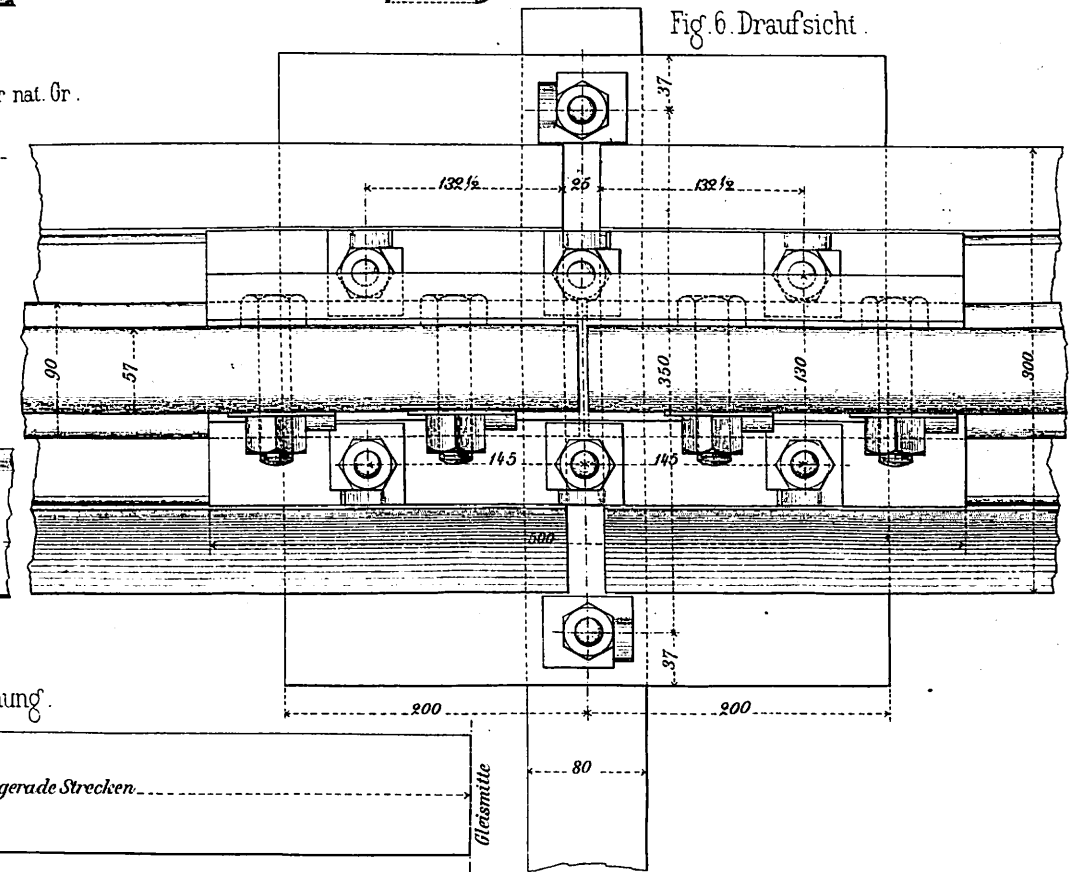


Fig. 6. Draufsicht.

Fig. 5. Schienen und Schwellenstoss.

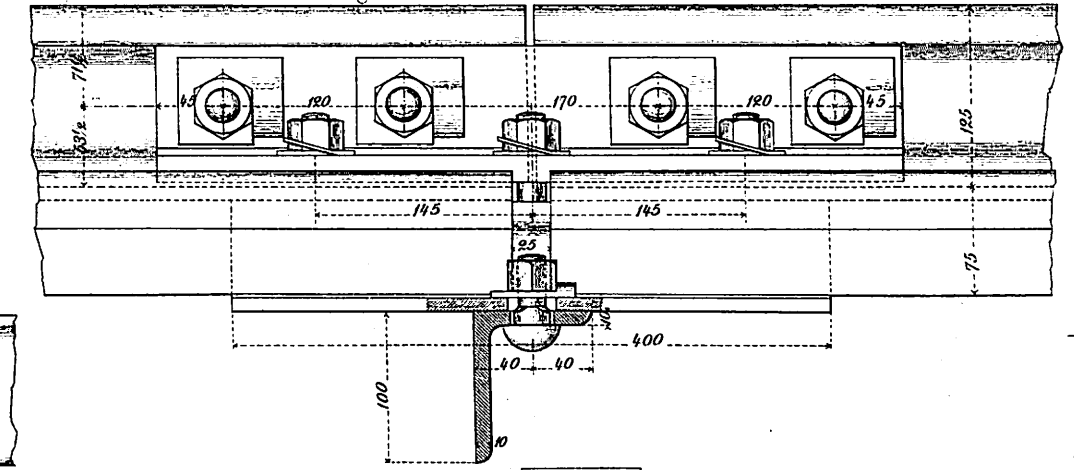


Fig. 9. Gleisanlage, 1/5 der nat. Grösse.

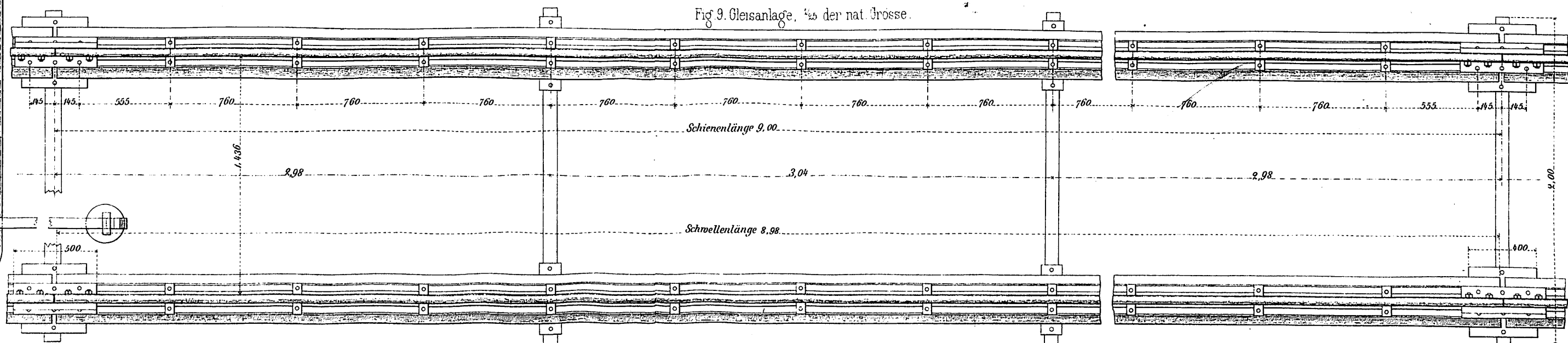


Fig. 1. Seitenansicht.

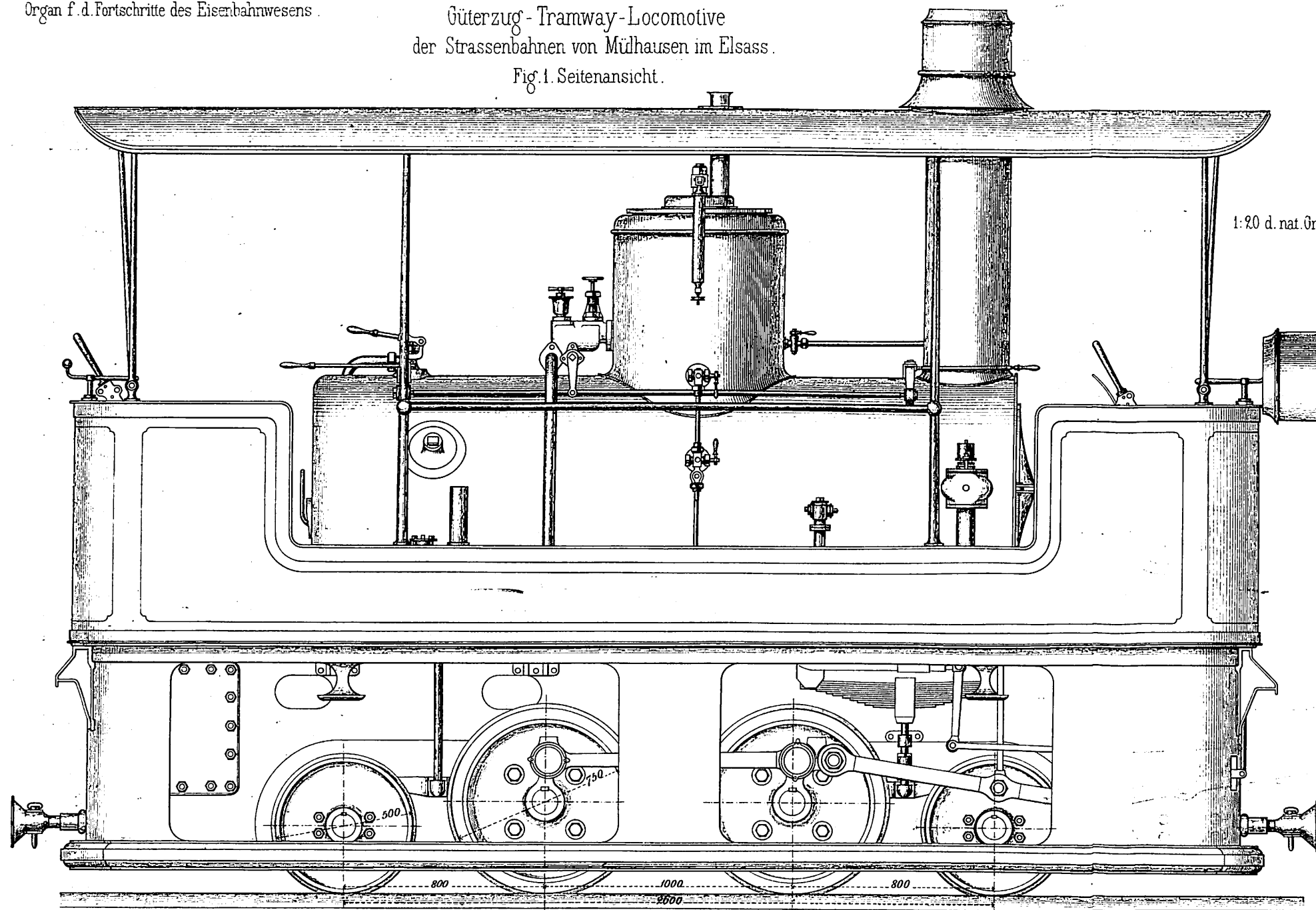


Fig. 2. Grundriss.

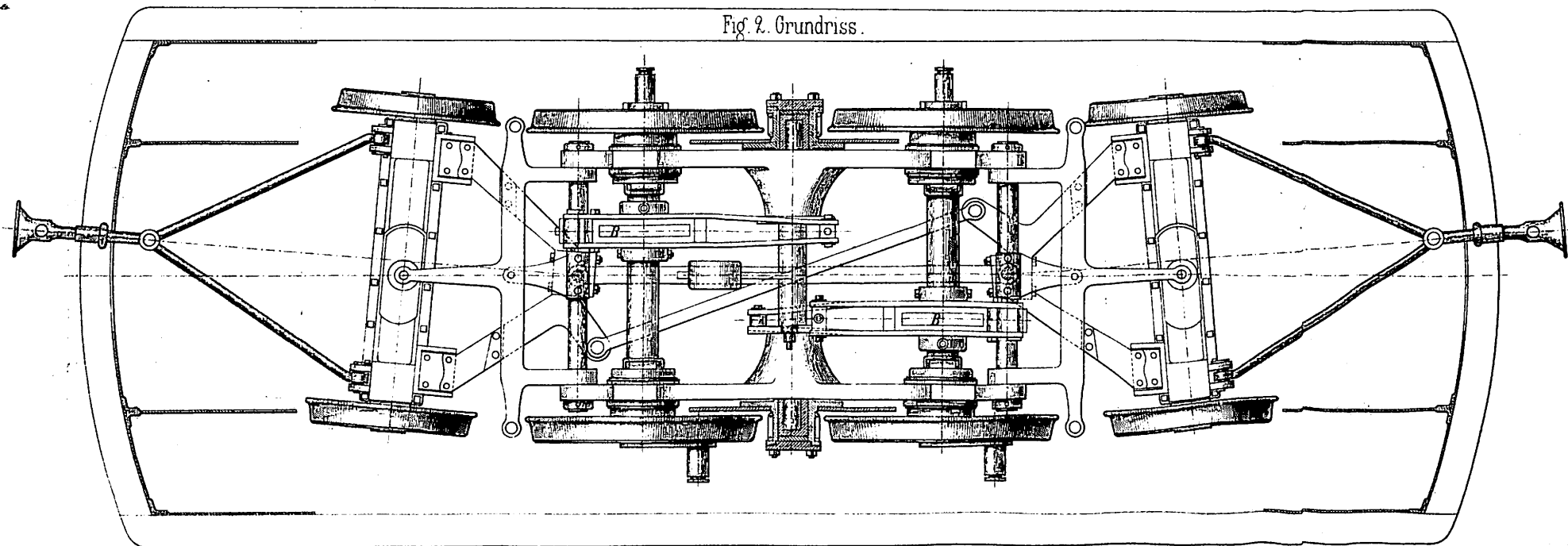
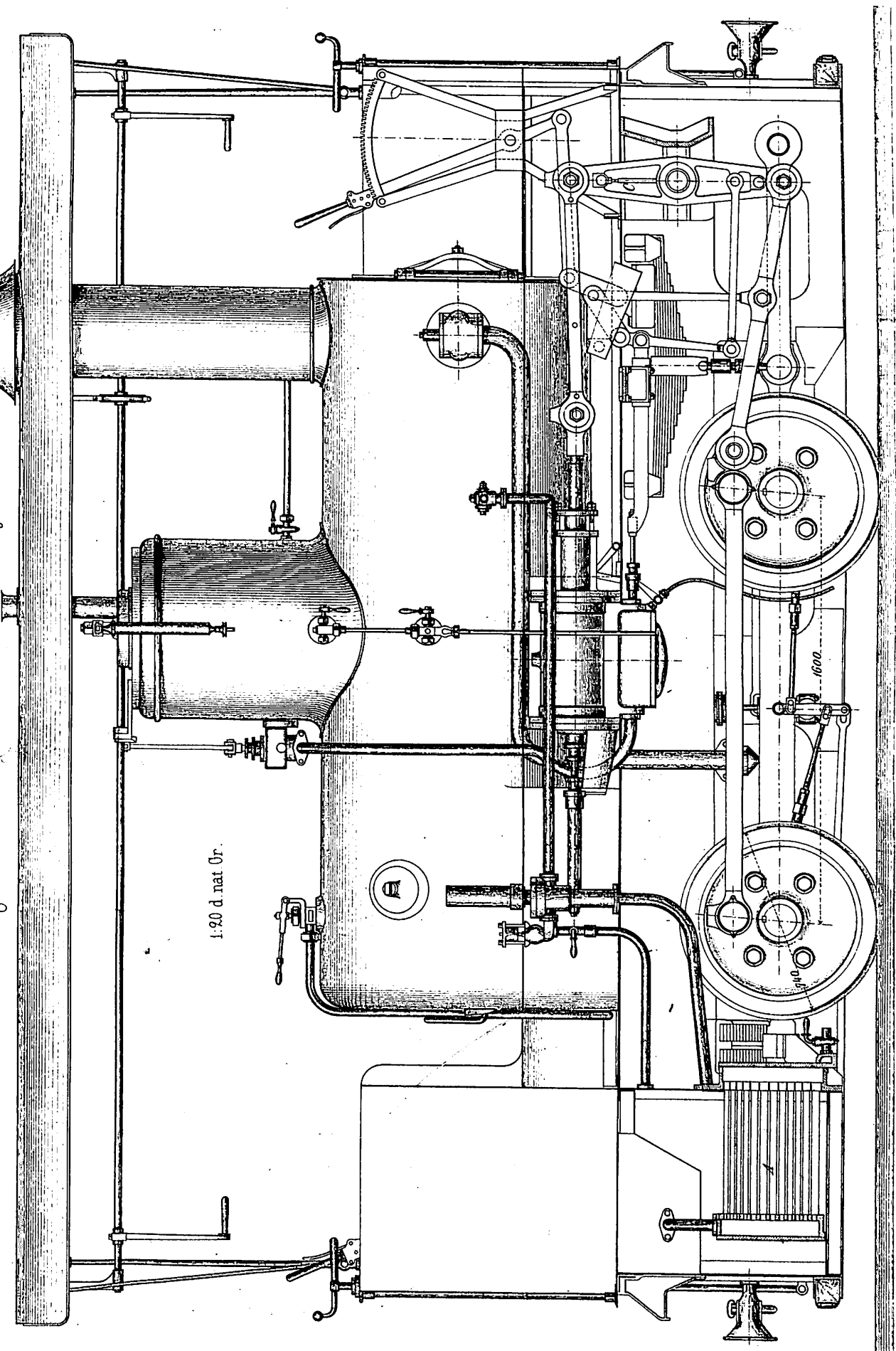


Fig. 3. Locomotive für die St. Etienne - Tramway.



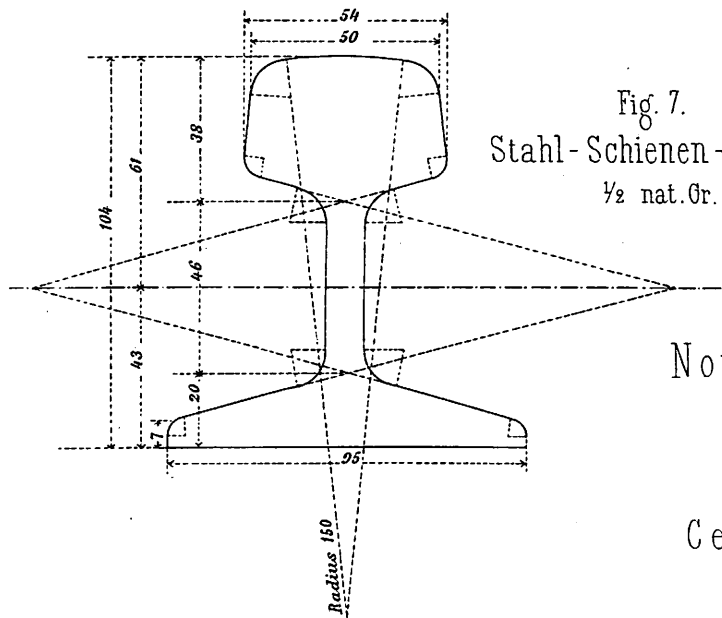


Fig. 7.
Stahl-Schienen-Profil
1/2 nat. Gr.

Normal-Querprofile
der
Mexikanischen
Central-Eisenbahn.

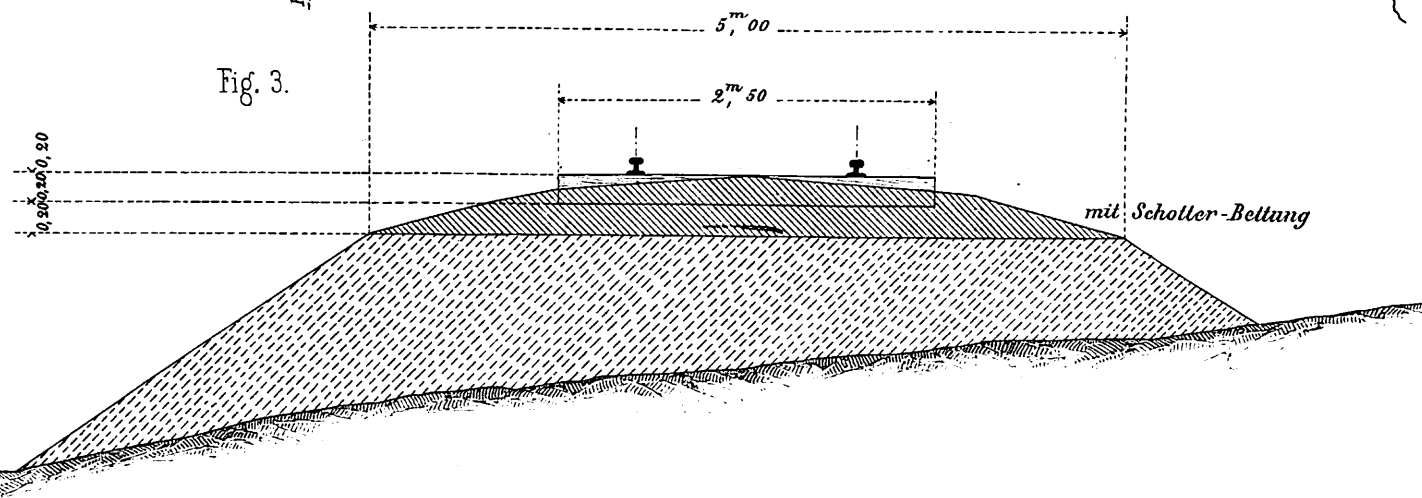


Fig. 3.

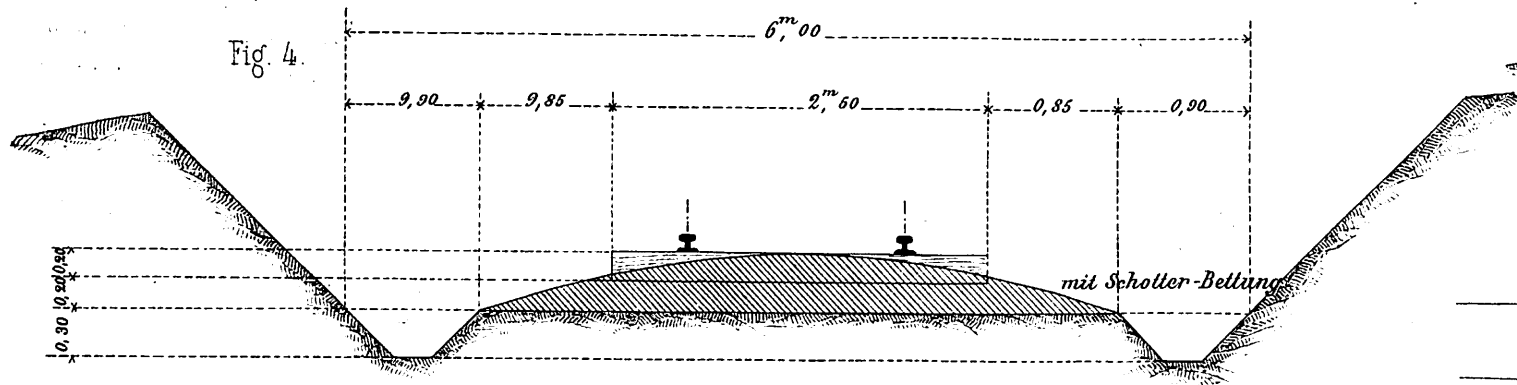
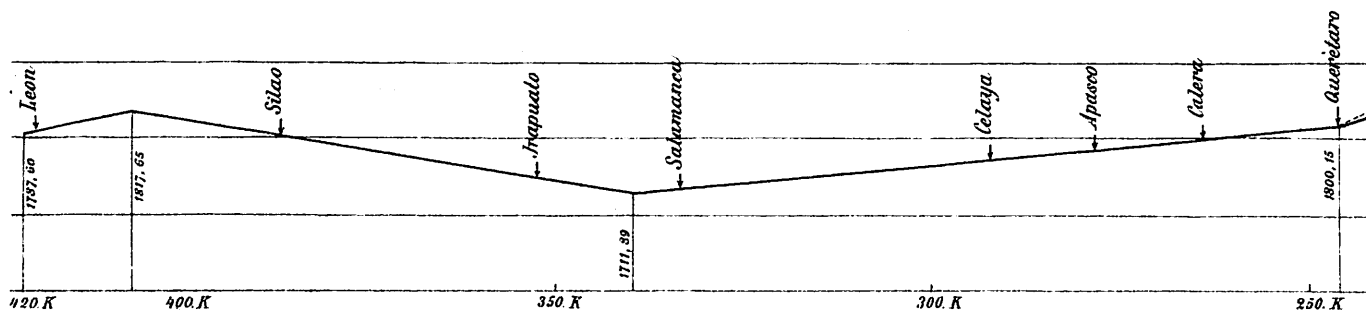


Fig. 4.

Längen-Maßstab 1:1.000.000
Höhen - " - 1:10.000.



Neigungs-Verhältnisse:
Von Mexico bis San Juan del Rio 15 per 1000
" San Juan del Rio bis Leon 7.5 " } mit Uebergangs-
Curven
Radius der schärfsten Curven = 200 m

Neigungs-Verhältnisse der alten Linie:
Von Mexico bis San Juan del Rio 25 per 1000
" San Juan del Rio bis Queretaro 15 " } ohne Uebergangs-
Curven
Radius der schärfsten Curven = 200 m

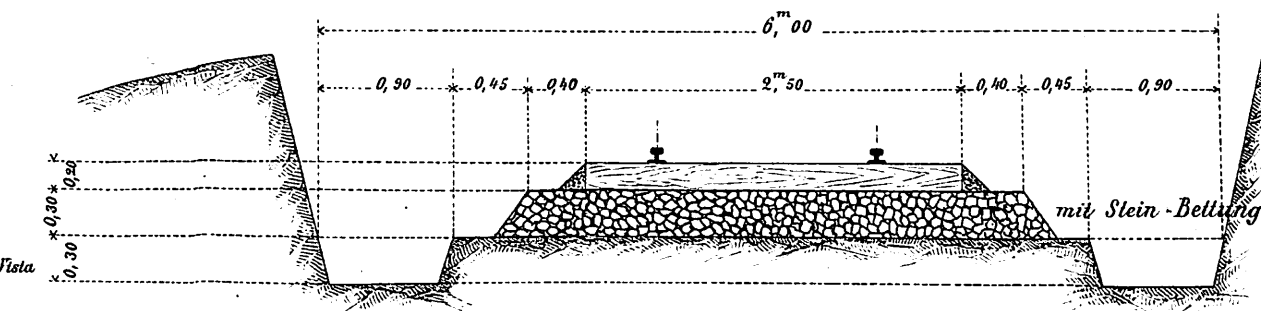


Fig. 6.

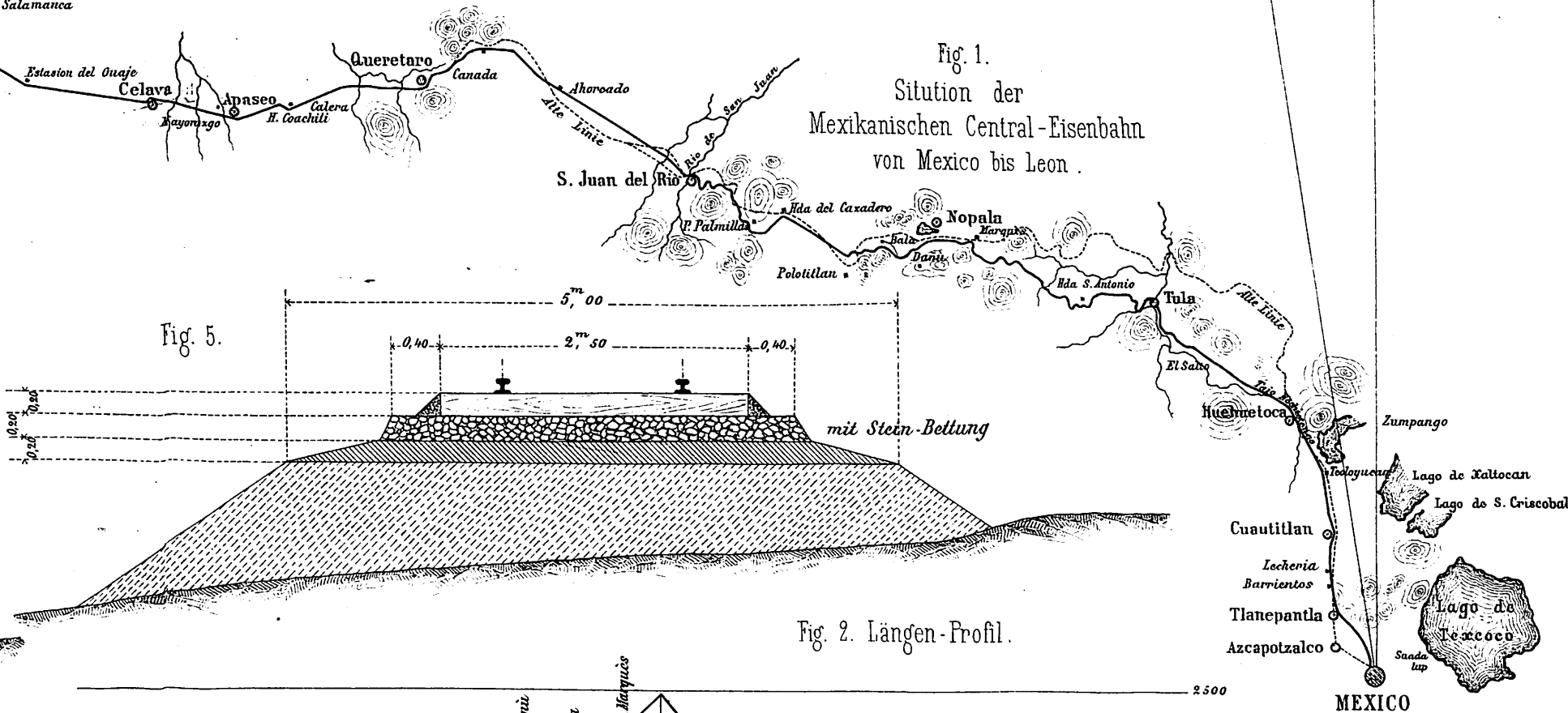


Fig. 2. Längen-Profil.

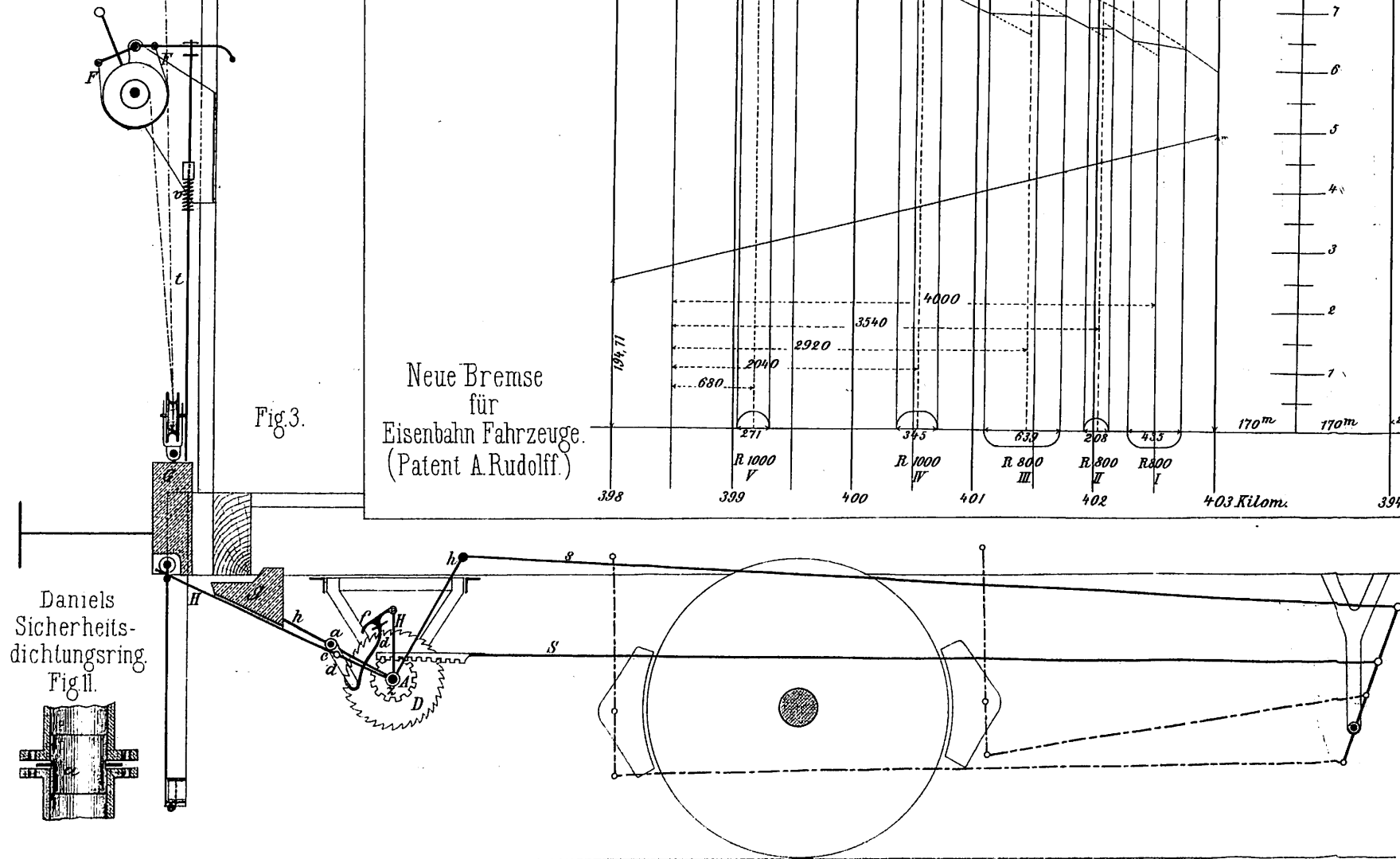
Schnell-Bremse
Differential-
für Eisenbahnfahrzeuge mit
Schraube. (Patent Weickum.)

Fig. 4-10.

Fig. 5.

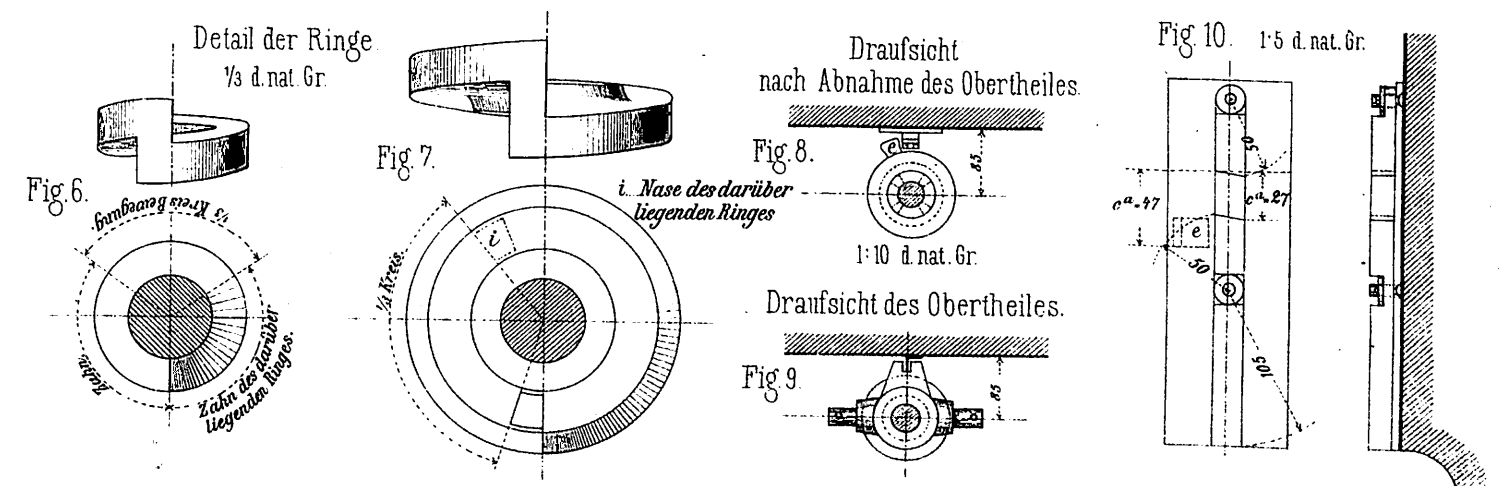
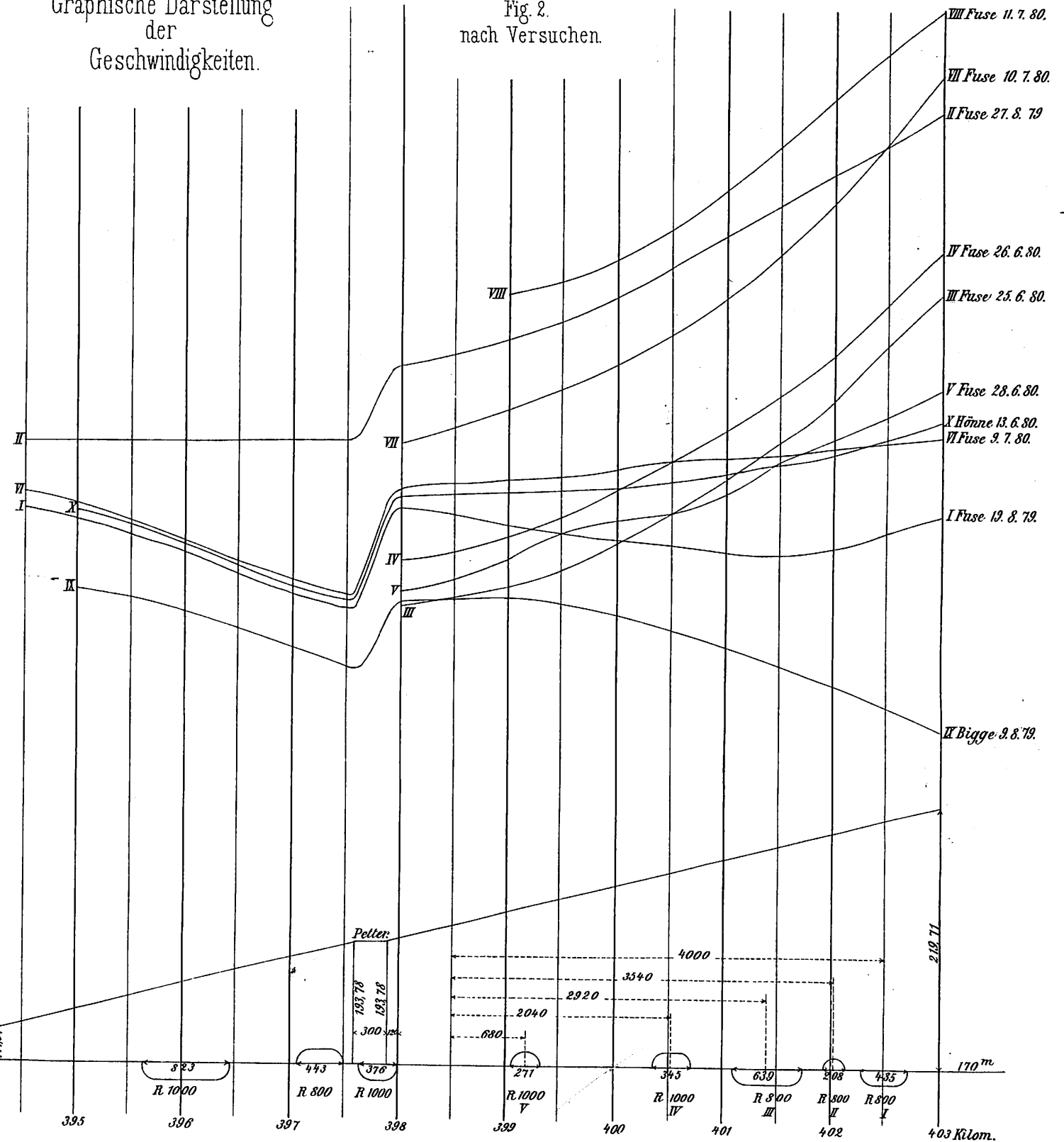
Fig. 4.

Fig. 1.
Construirt
für eine Beharrungsgeschwindigkeit
c=10 Meter.



Graphische Darstellung
der
Geschwindigkeiten.

Fig. 2.
nach Versuchen.



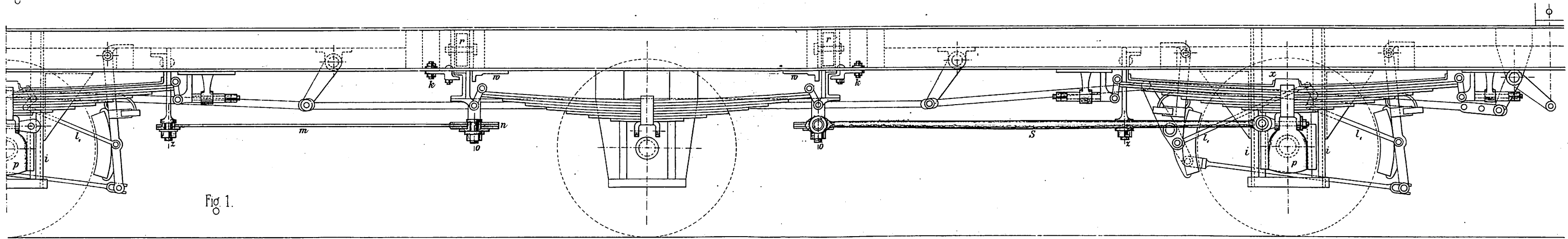


Fig 1.

Sechsrädriger Lenkachsenwagen System der königl. Sächsischen Staats-Eisenbahnen.

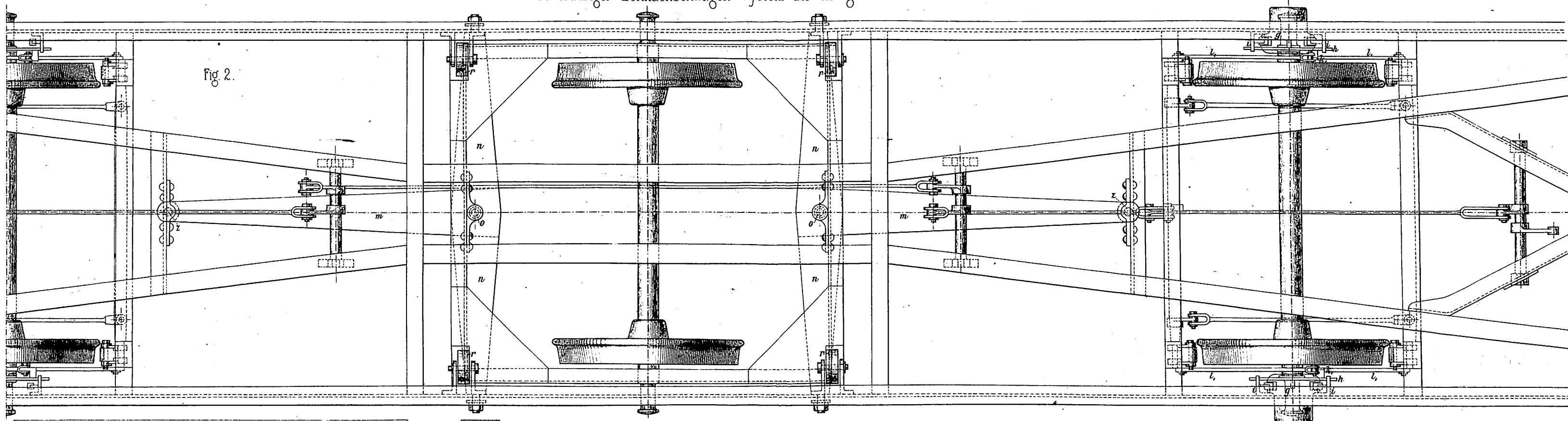


Fig 2.

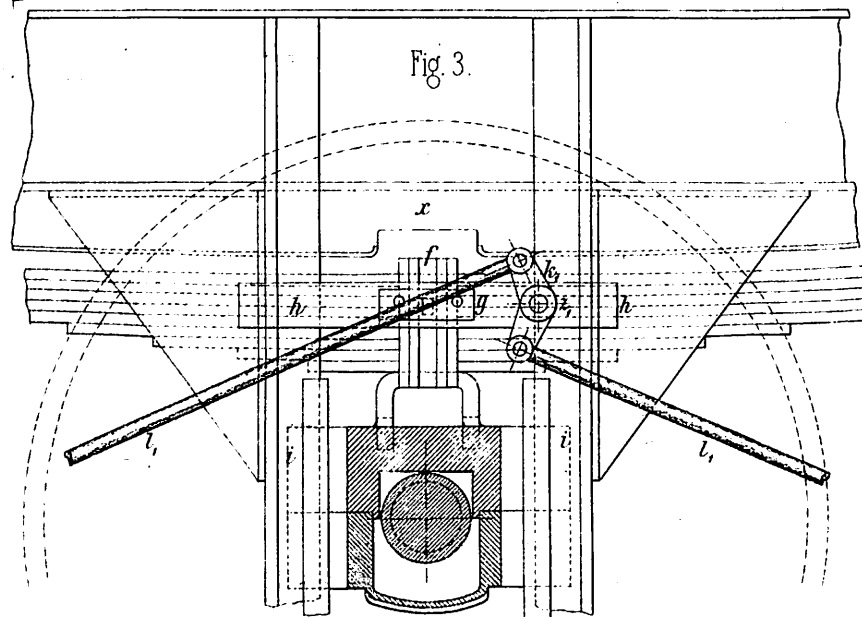


Fig 3.

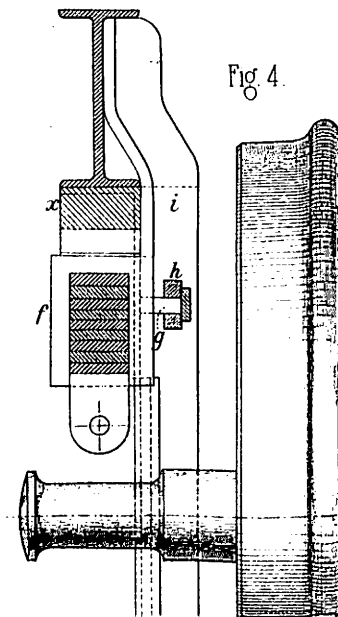


Fig 4.

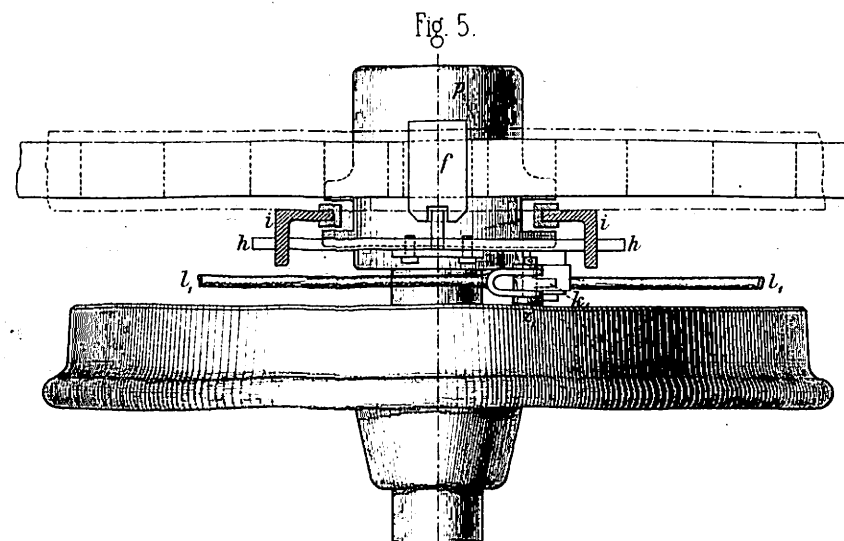


Fig 5.

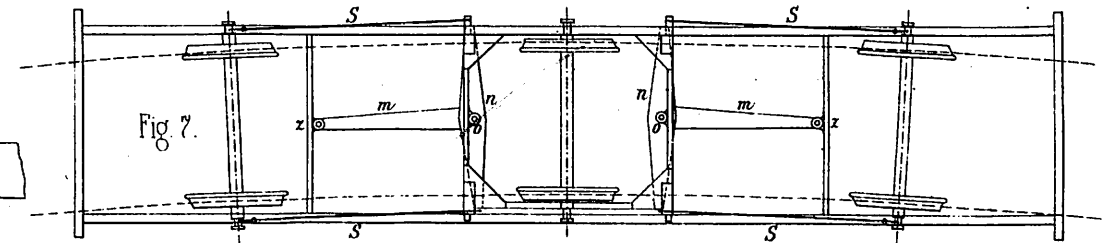
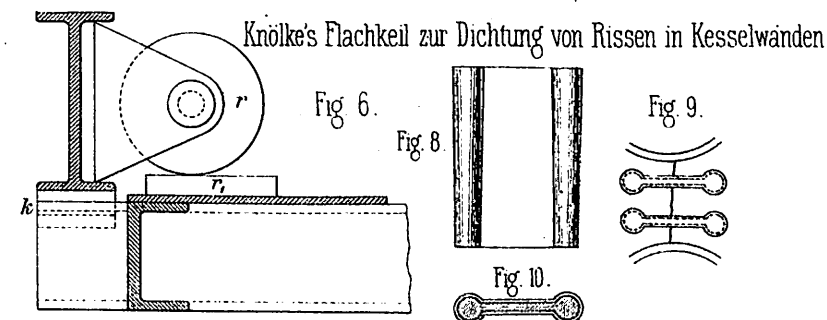


Fig 7.



Knölke's Flachkeil zur Dichtung von Rissen in Kesselwänden.

Fig 6.

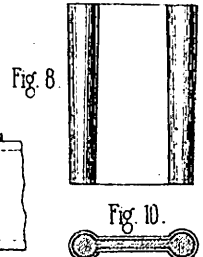


Fig 8.

Fig 9.

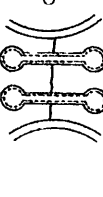


Fig 10.

Bush's ineinandergreifende Schienenbolzen.

1:3 d. nat. Gr.

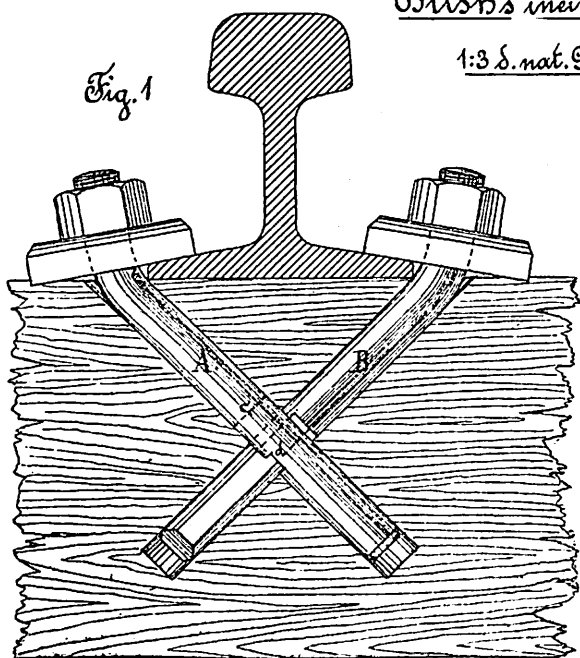


Fig. 1



Fig. 2



Fig. 3



Fig. 4



Fig. 5

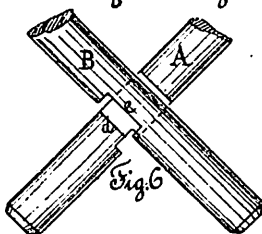


Fig. 6

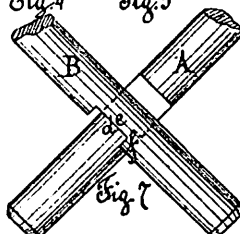
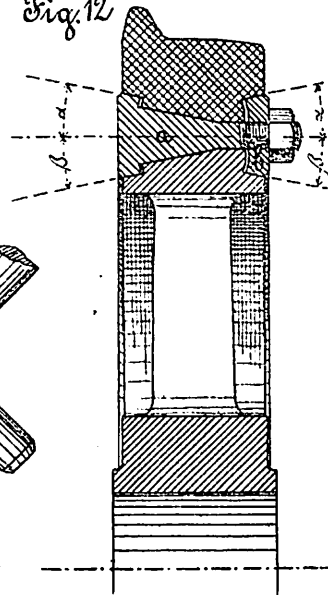


Fig. 7

Cristand's
Radreifenbefestigung.

Fig. 12



Festigkeitsversuche
mit Bush's Schienenbolzen.

Fig. 8

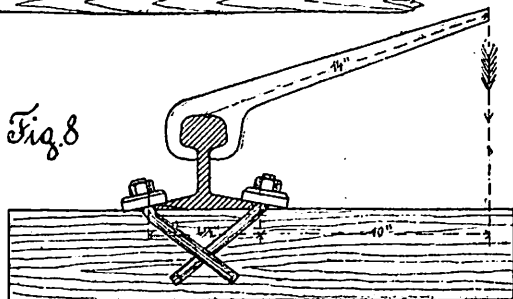
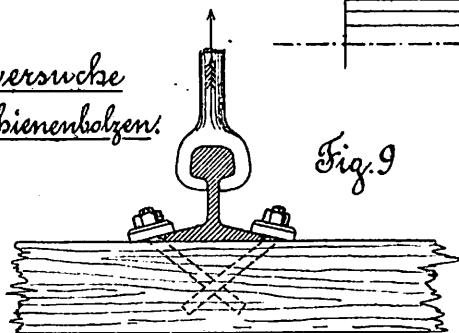


Fig. 9



Apparat zum Bohren
der Löcher für
Bush's ineinandergreifende
Schienenbolzen.

Fig. 11

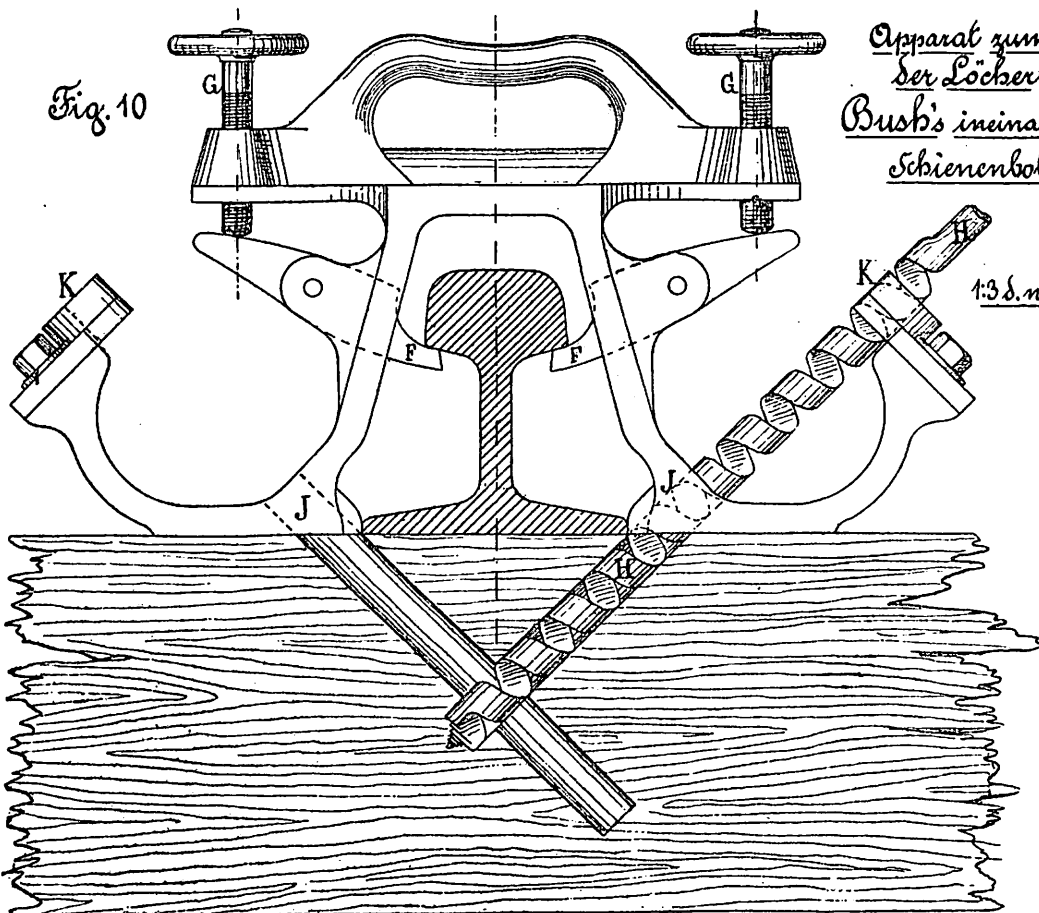
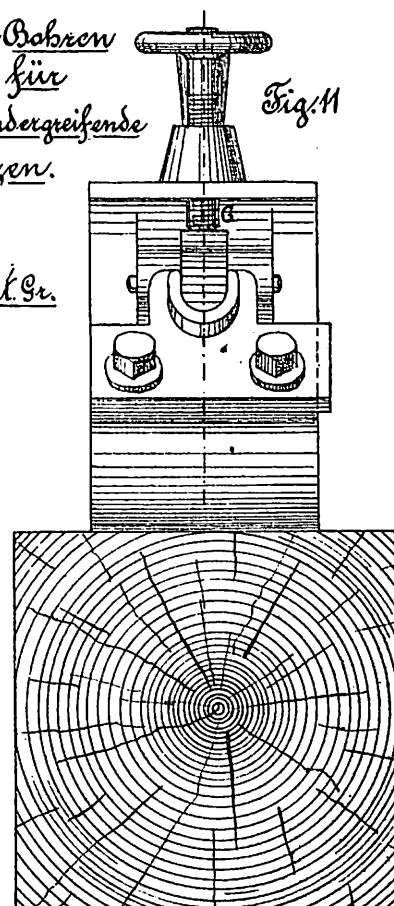


Fig. 10



Sechsrädriger Lenkachsenwagen, System der königlich Sachsische Staats-Eisenbahnen.

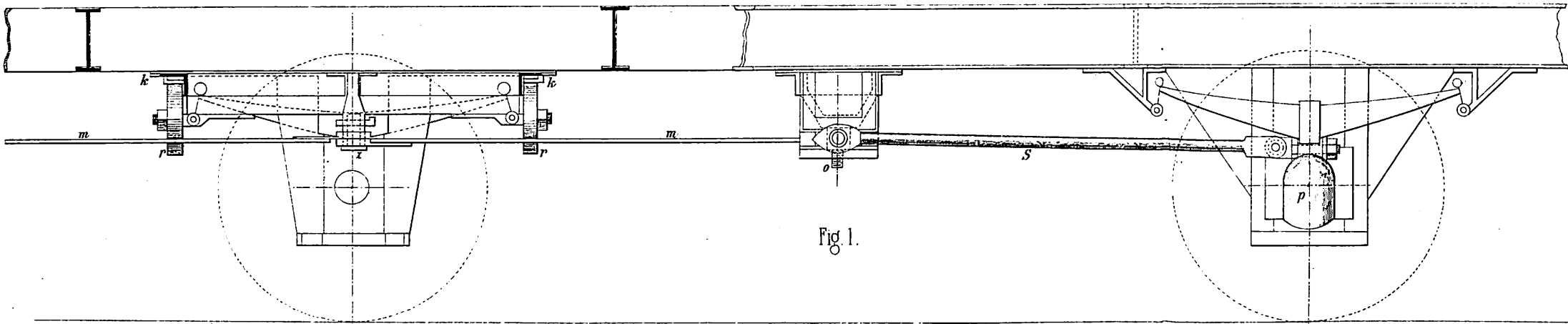


Fig. 1.

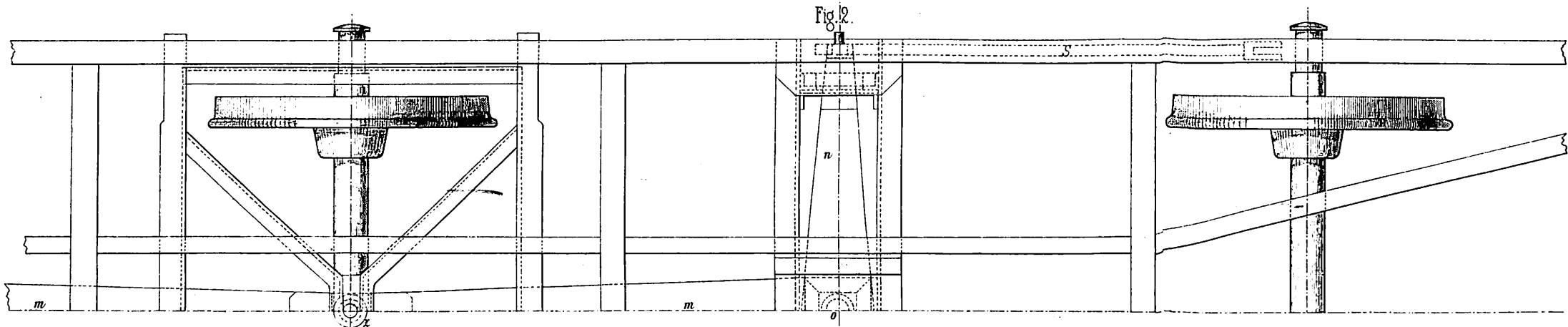


Fig. 2.

Achsenstellungs-Diagramm des sechsrädrigen Lenkachsenwagens № 9999, aufgenommen auf der curvenreichen Linie Flöha-Annaberg am 24/IX 80. Die Ausschläge der Endachsen zeigt das Diagramm in ganzer, die der Mittelachse in halber Naturgröße.

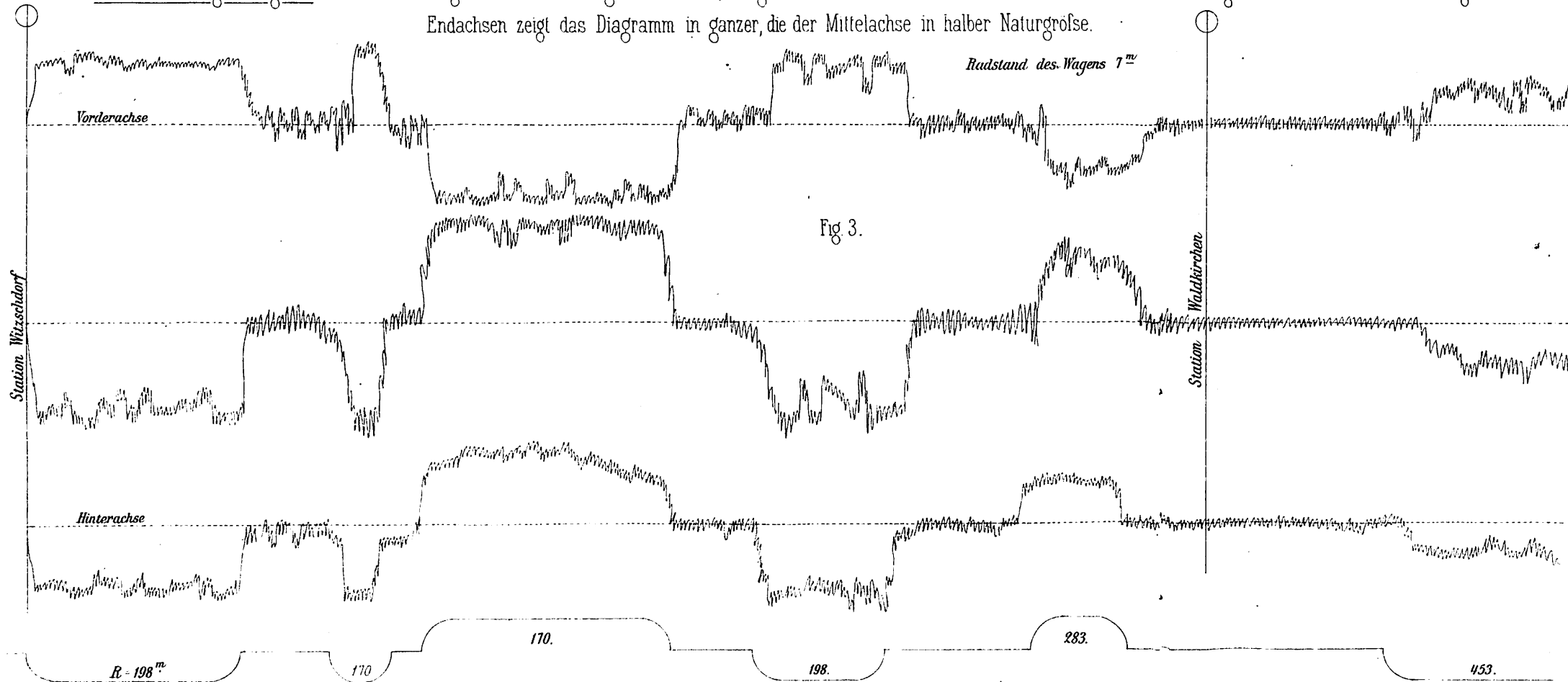


Fig. 3.

Schlinger-Diagramm des sechsrädr. Lenkachsenwagens № 9999, aufgenommen auf der geradlinigen Strecke Leipzig-Dresden am 24/III 81. Die Ausschläge des Diagrammes sind die Schlingerbewegungen des Wagens in natürl. Größe. Der Wagen lief langgekuppelt allein am Tender.

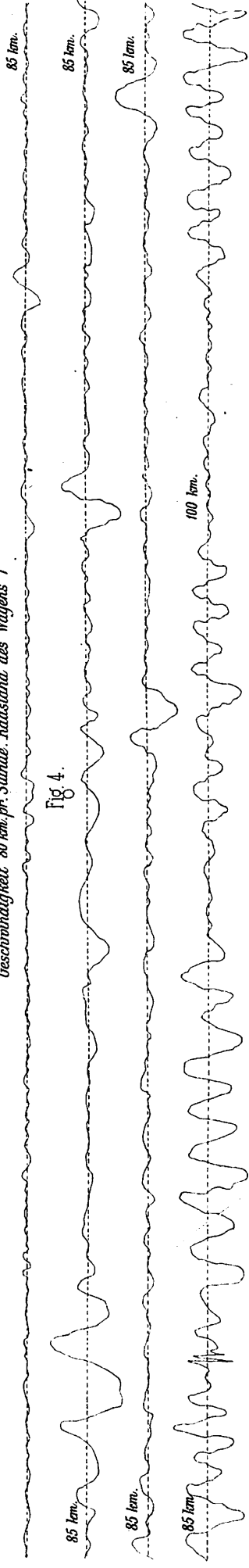


Fig. 4.

Schlinger-Diagramm des zweiachsigen Lenkachsenwagens № 426, aufgenommen auf d. geradlinigen Strecke Leipzig-Dresden am 24/III 82. Die Ausschläge des Diagrammes sind die Schlingerbewegungen des Wagens in Naturgröße. Der Wagen lief langgekuppelt als letzter im Zug.

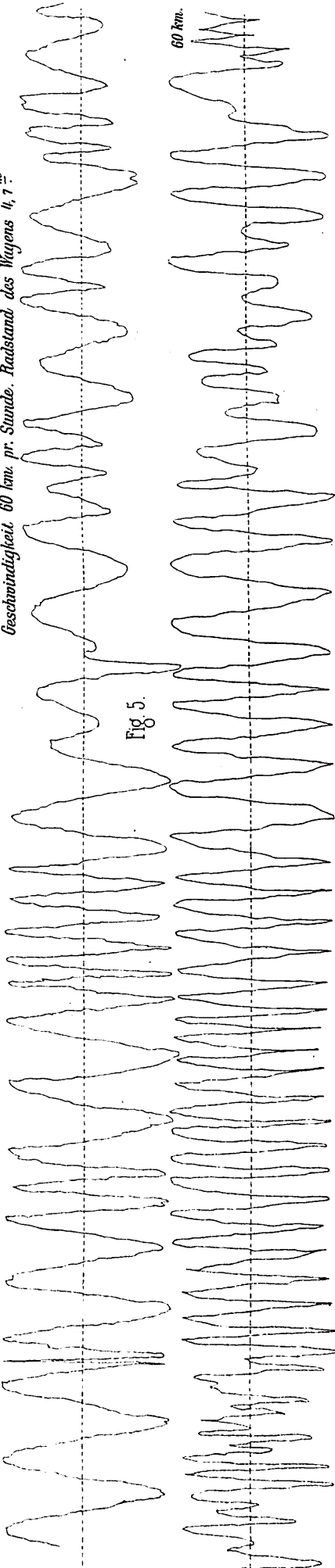
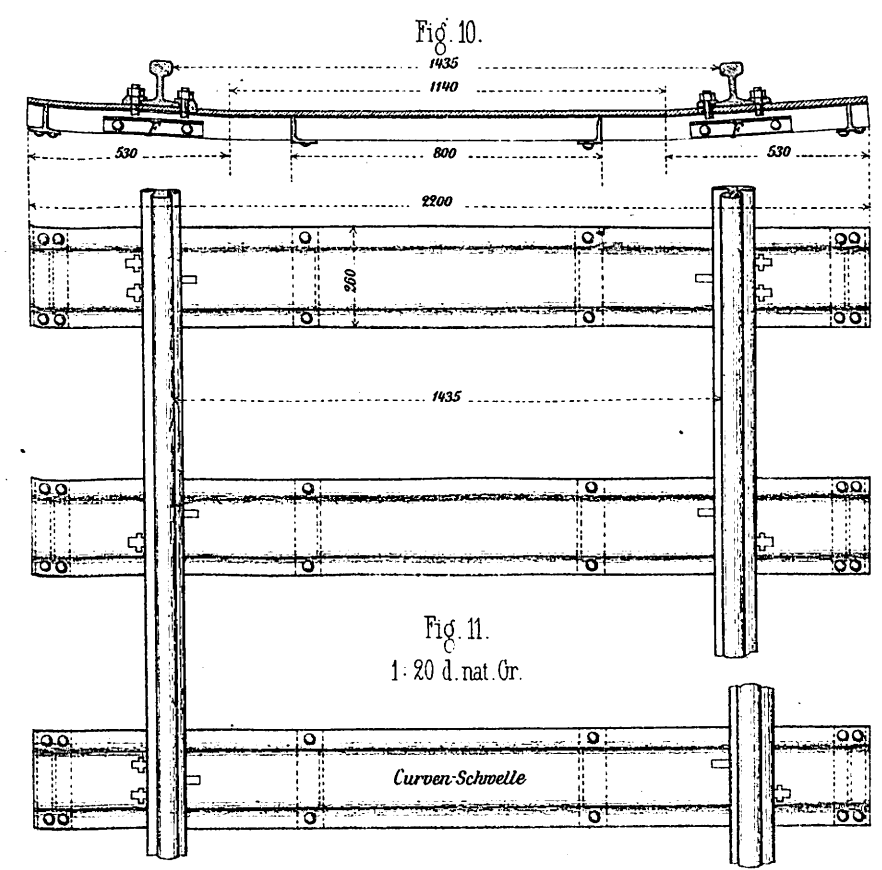
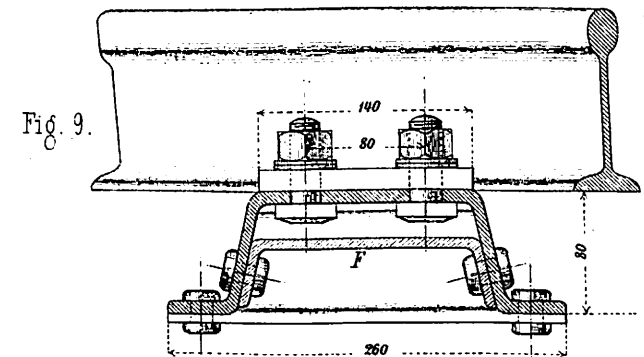
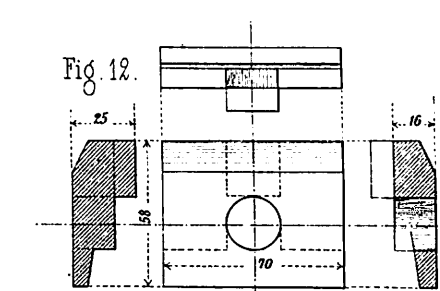
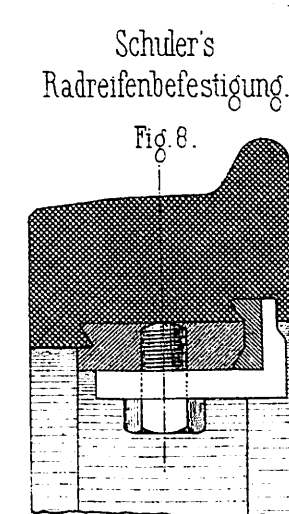
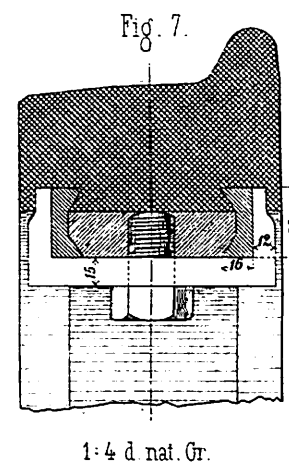
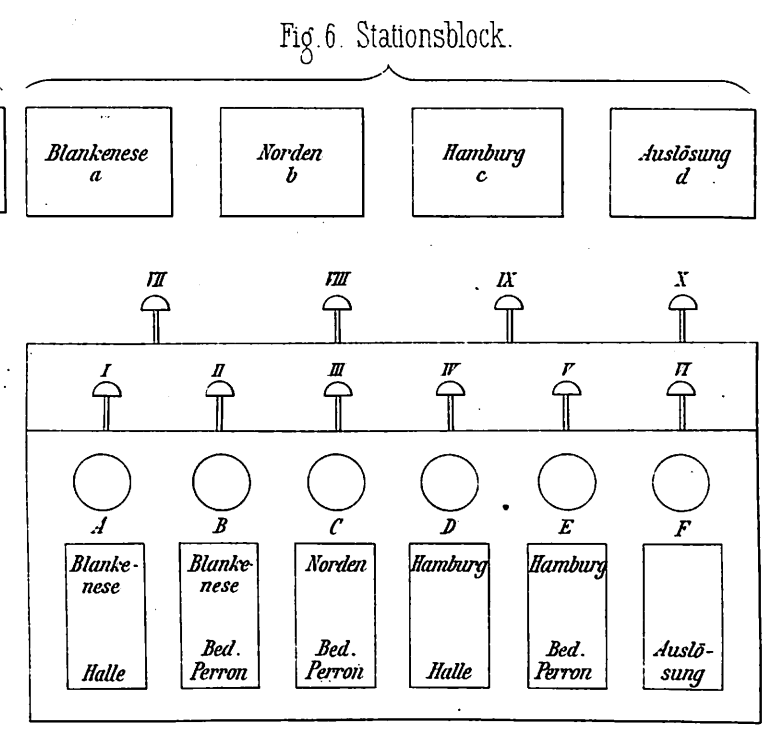
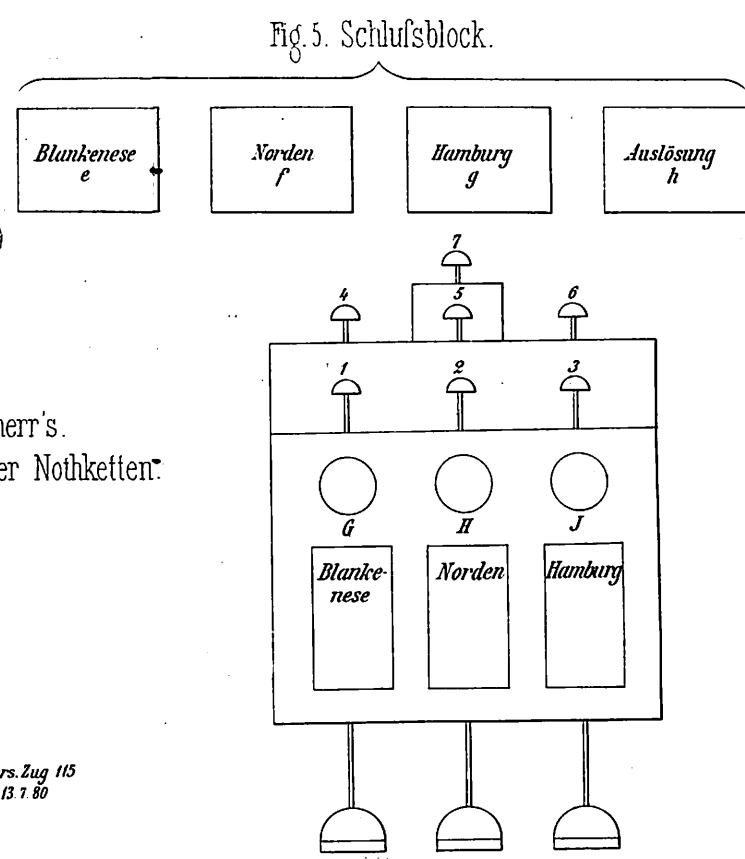
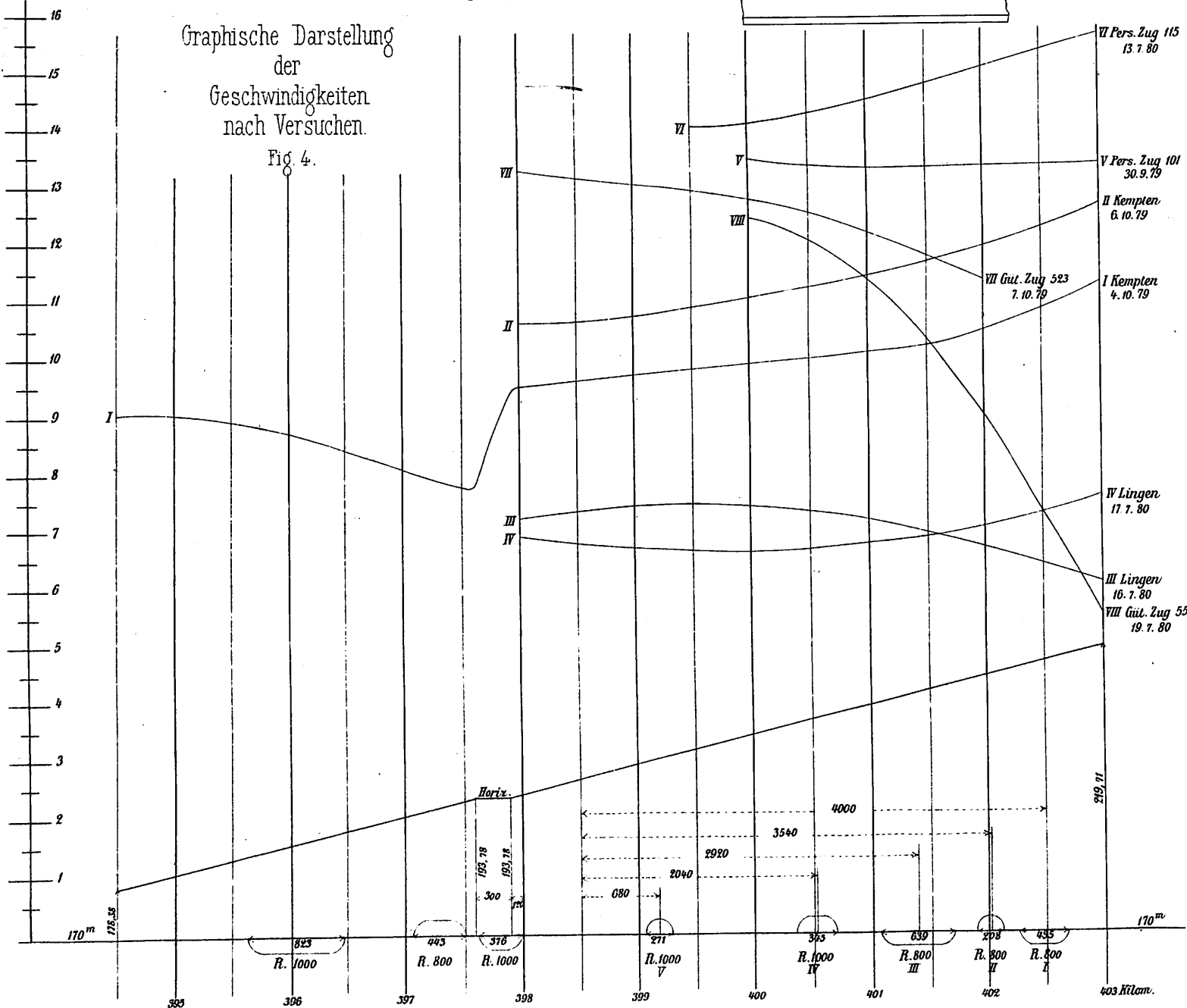
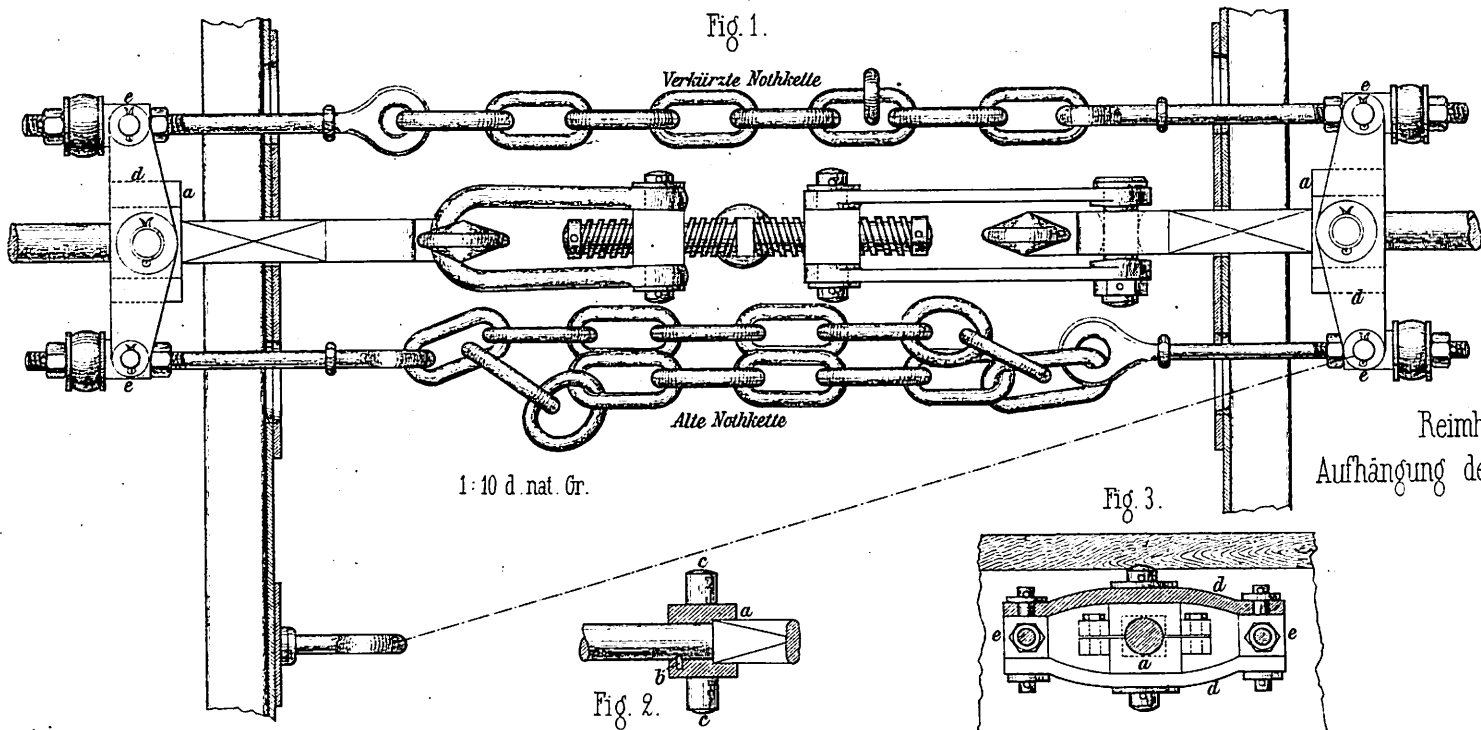
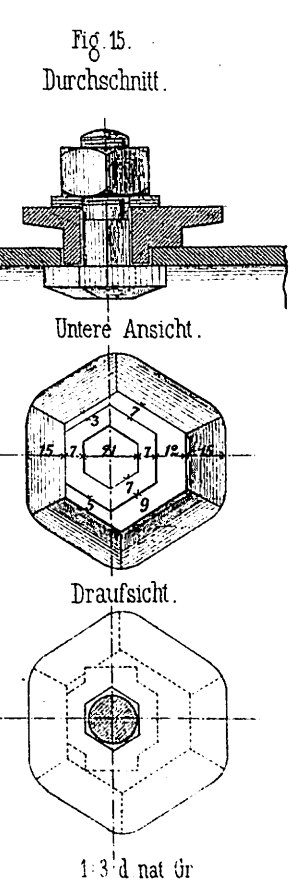
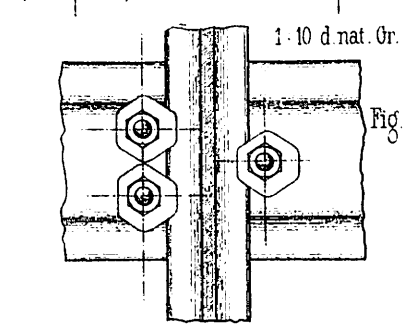
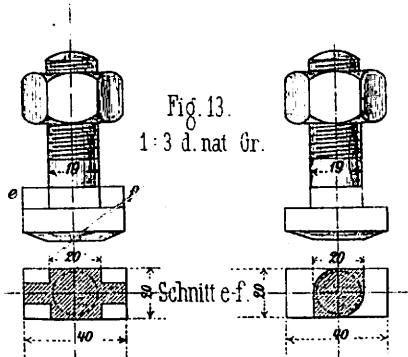
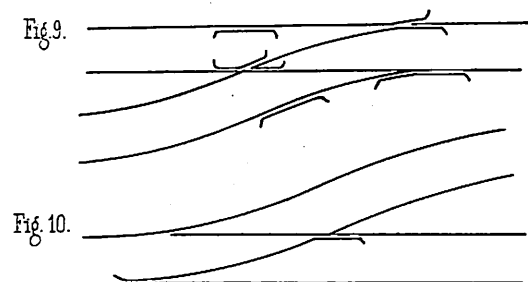


Fig. 5.



Schmidt's
eiserner Querschwellen-Oberbau





Details des Seilantriebes.

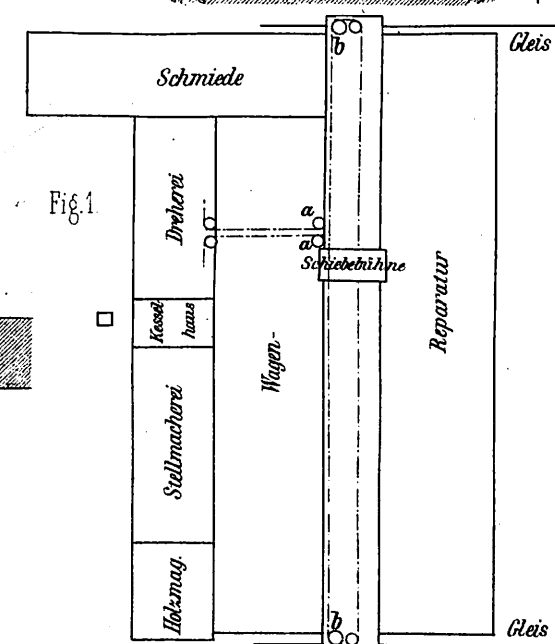
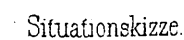
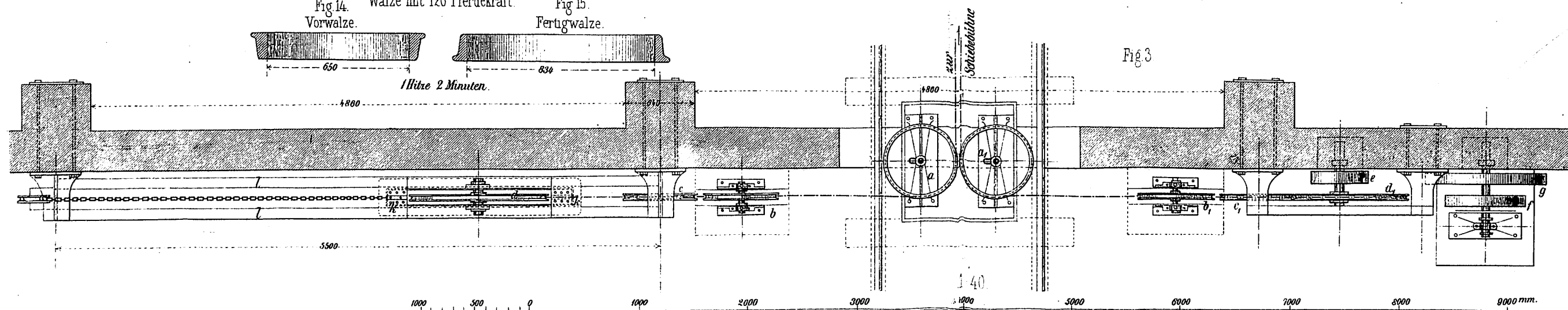
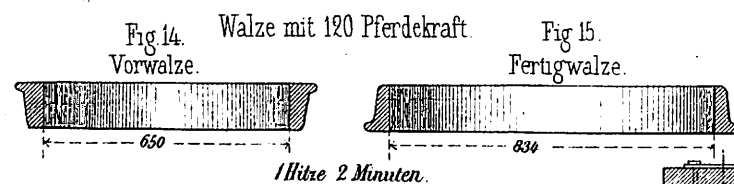
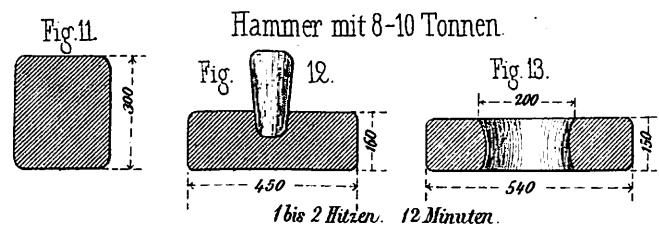
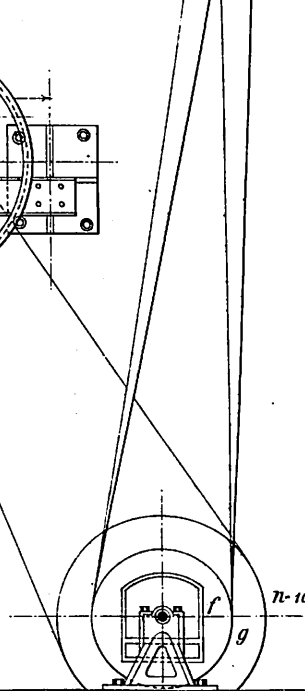
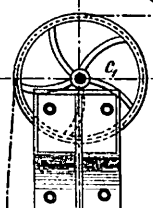
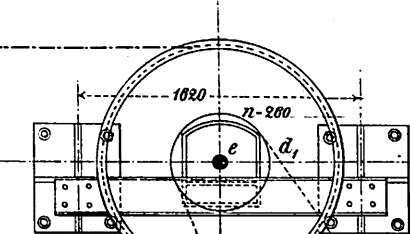
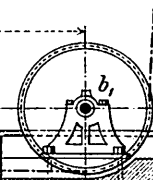
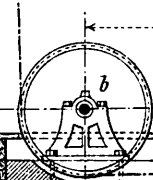
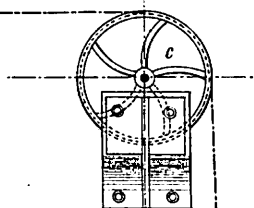
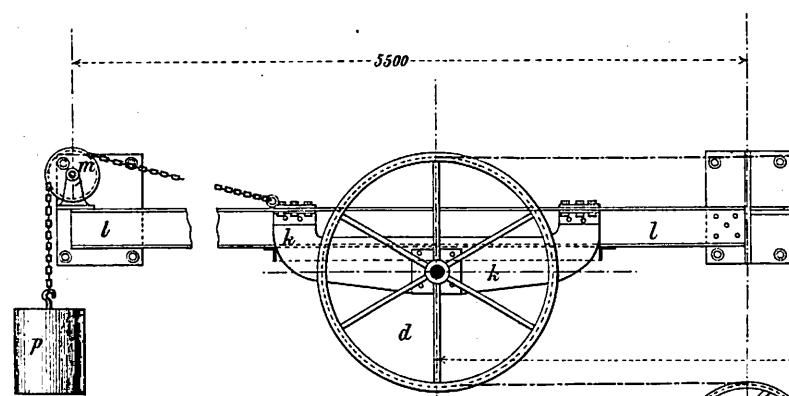
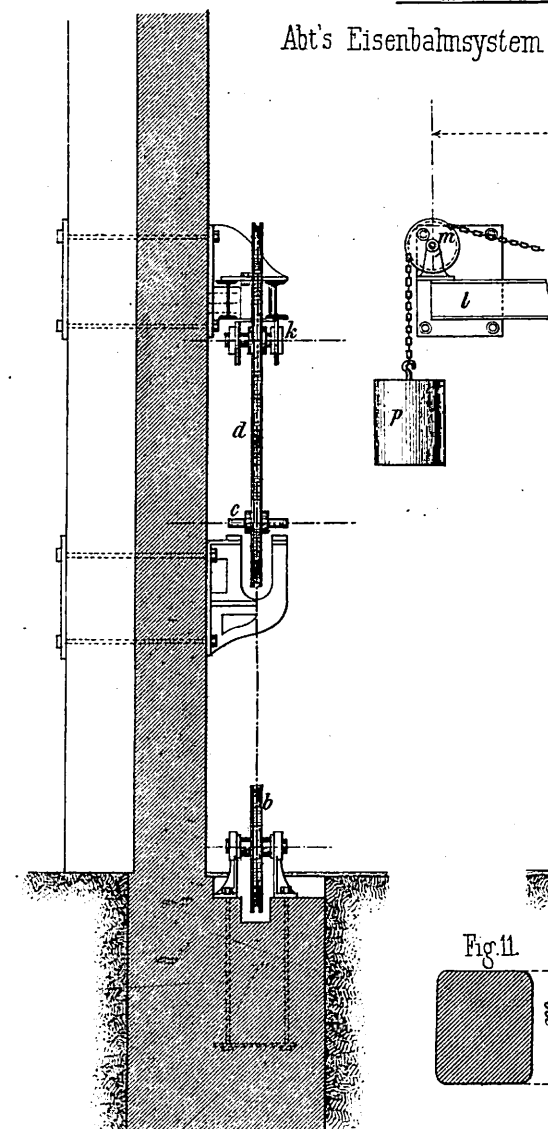
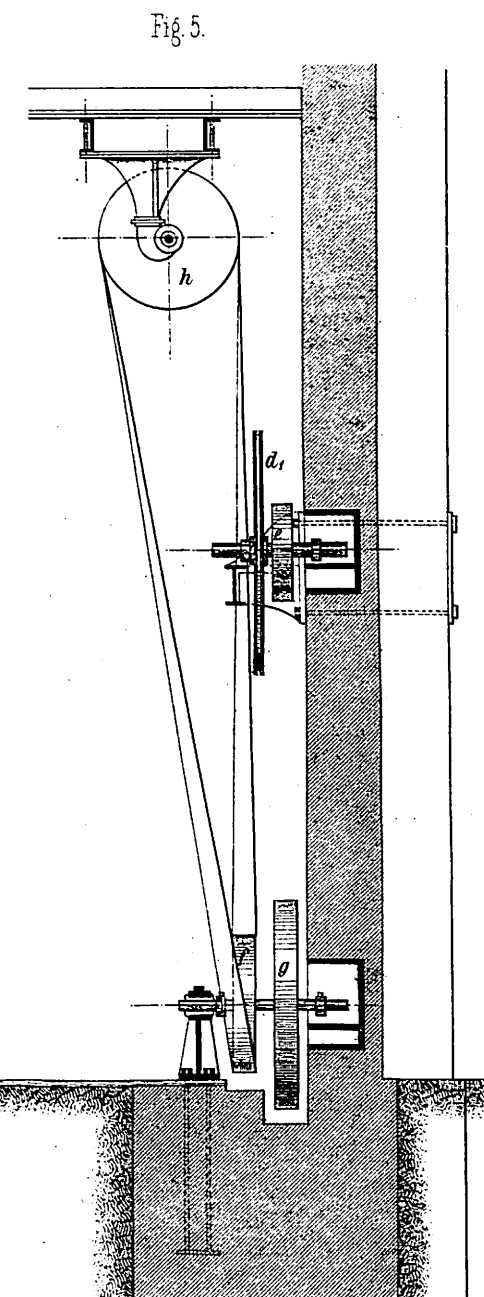
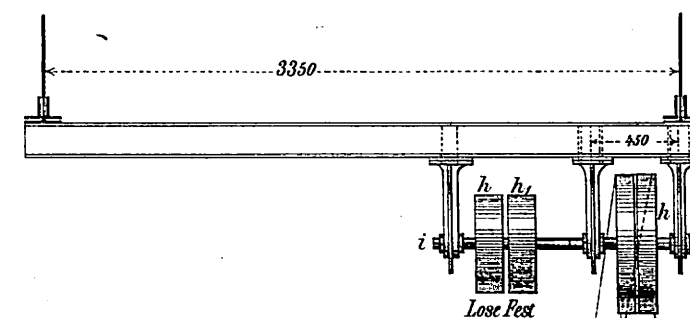


Fig. 1

Seil-Schiebebühne
in der
Wagen-Reparatur-Werkstatt
der
Berlin-Anhaltischen
Eisenbahn.
Detail-Constructionen.

Tau zum Heranziehen der Wagen

Fig. 3.

Fig. 4.

Fig. 5. Webb's neues Locomotivsystem.

Fig. 6.

Holzapfel's
Schmiervor-
richtung
für bewegte
Lager.

Fig. 2.

dem. 10 9 8 7 6 5 4 3 2 1 0

1:30

R. Latowski's
Dampf-
Lautwerk.

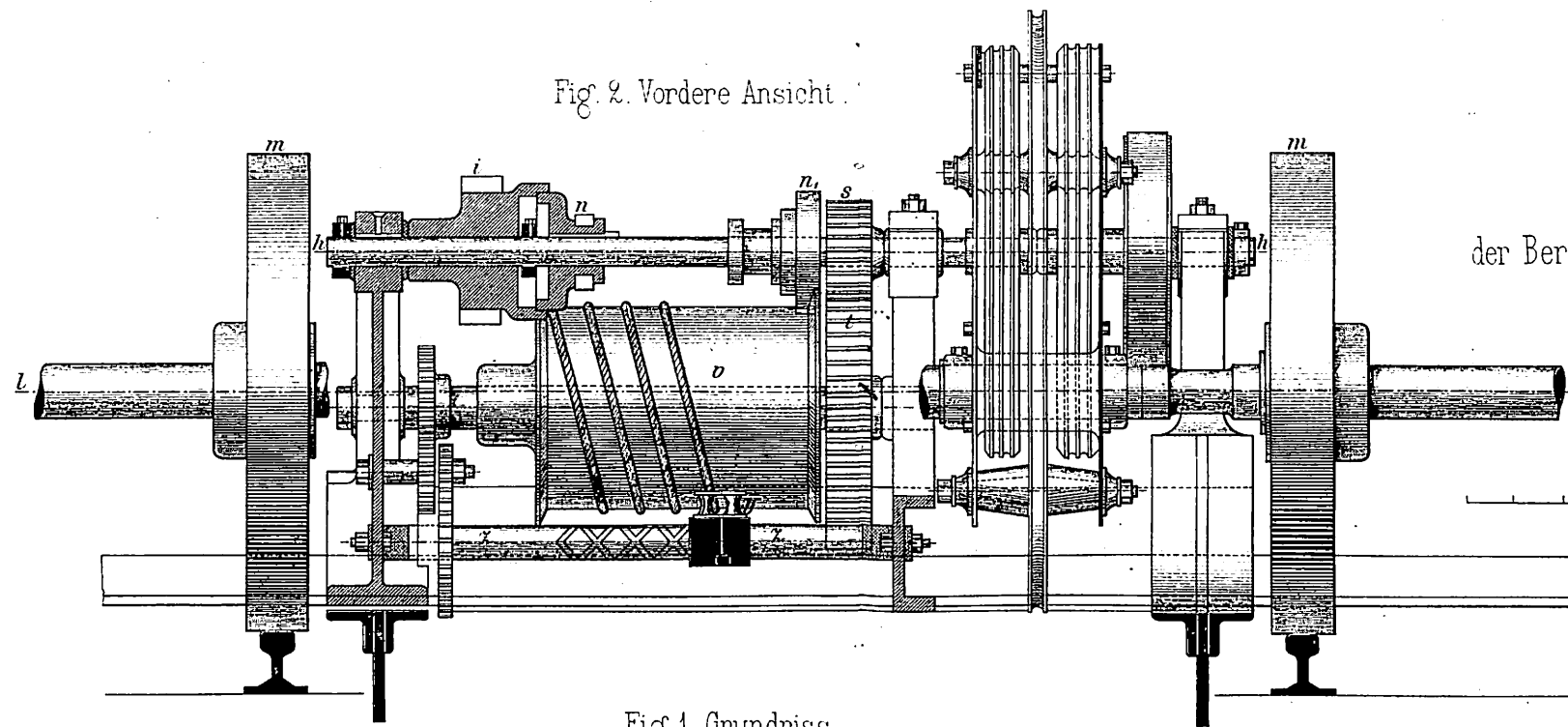
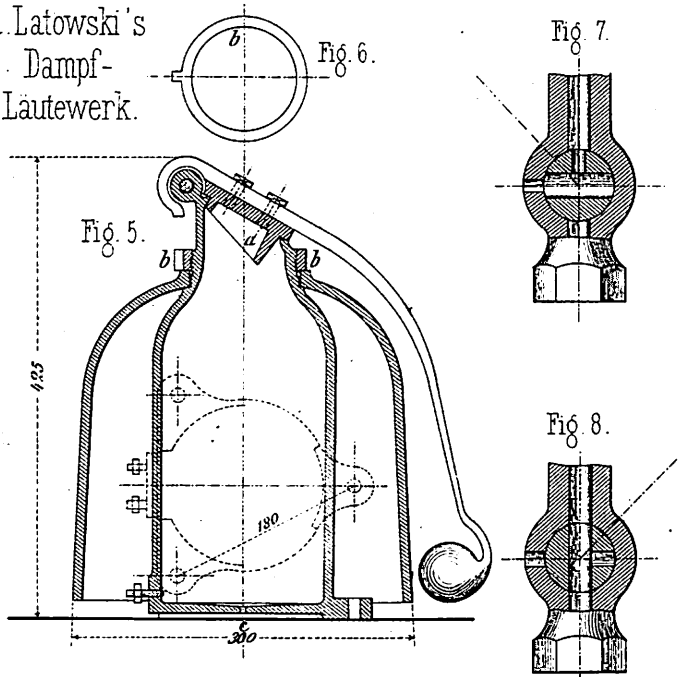


Fig. 1. Grundriss.

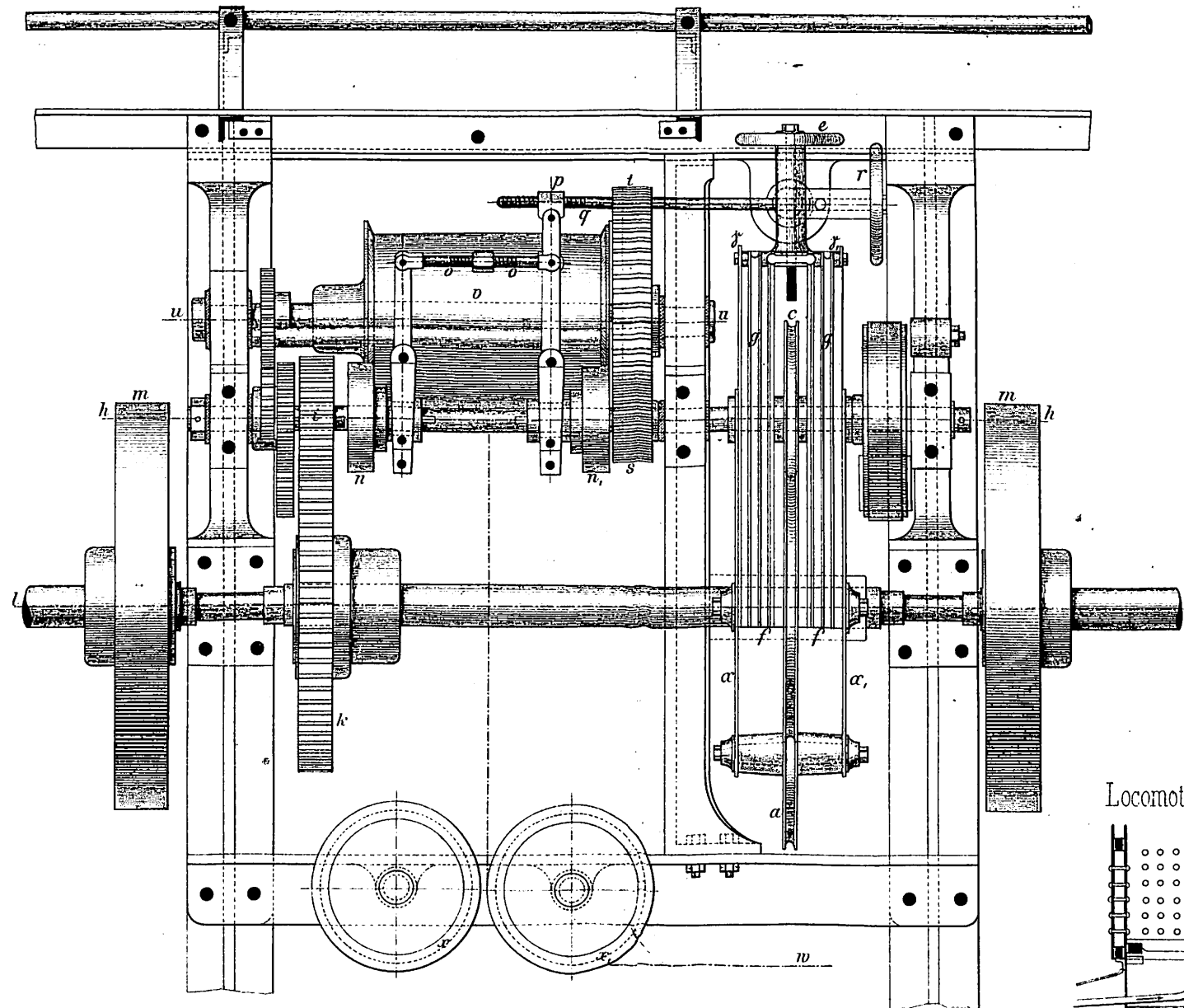
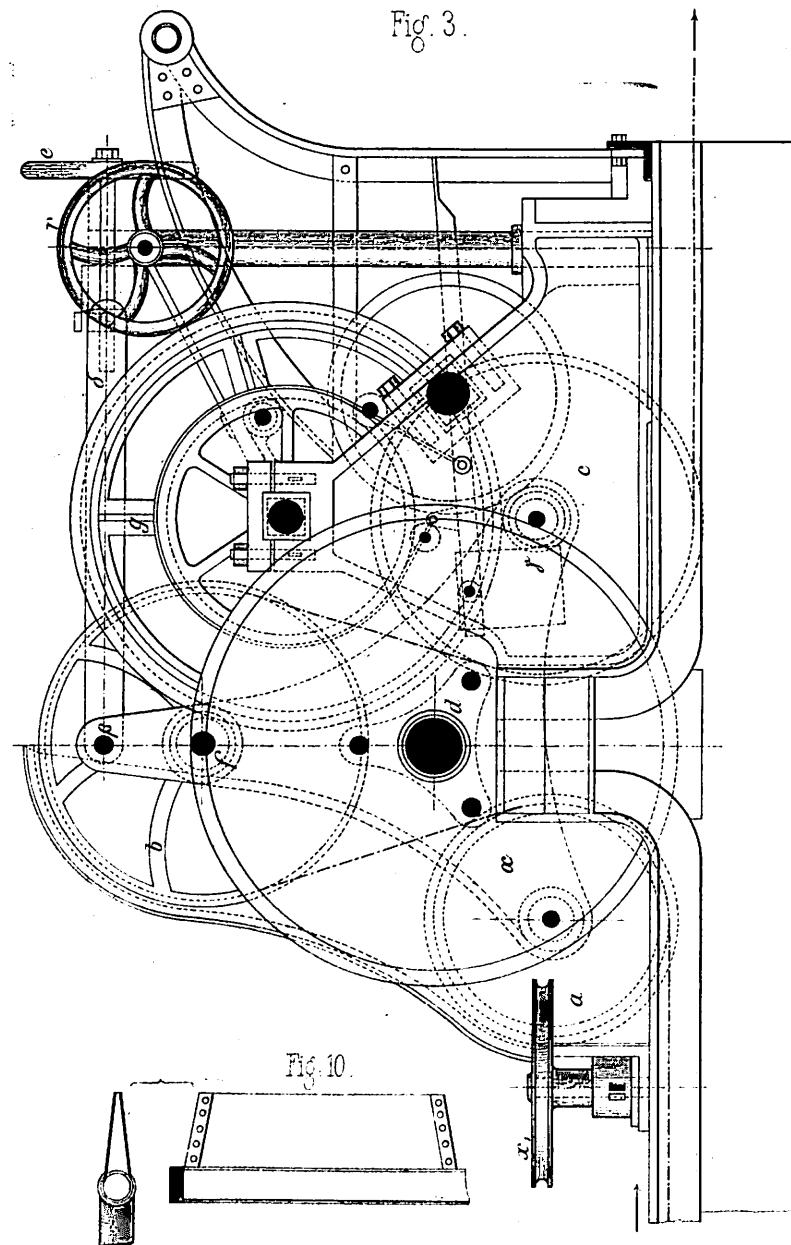
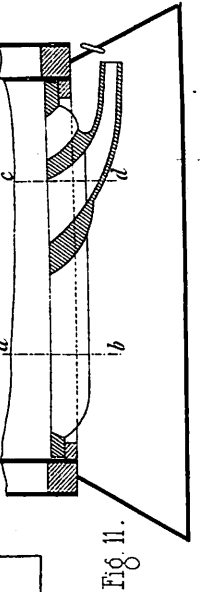
Fig. 2. Vordere Ansicht.

Seil - Schiebebühne
in der
Wagen-Reparatur-Werkstatt
der Berlin-Anhaltischen Eisenbahn zu Tempelhof bei Berlin.
M. 1:15.

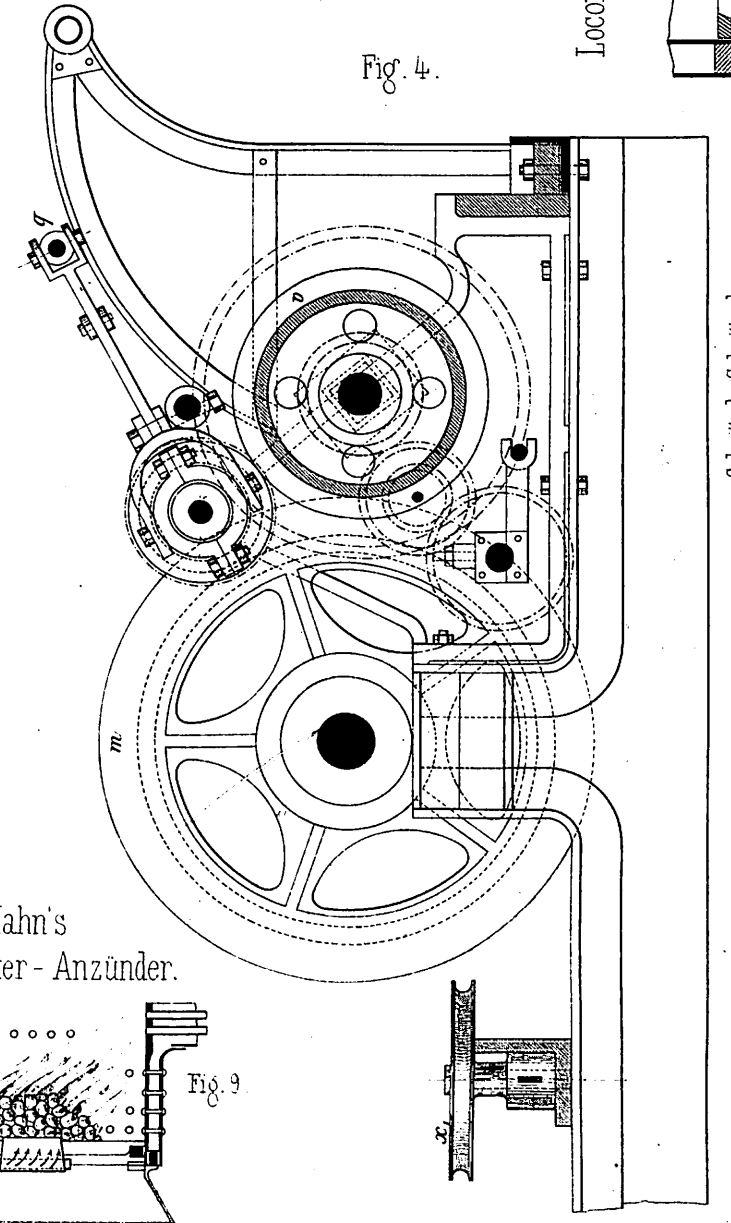
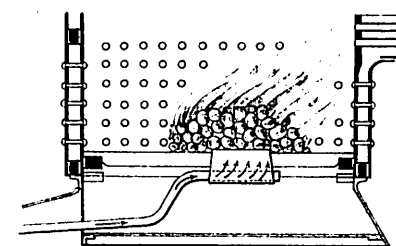
Detailconstruction
der Bewegungsvorrichtung.

■ Schmiede- u. Walzeisen
■ Gusseisen
■ Messing

Offenius
Locomotiv-Roststab
mit Düse.



J. Hahn's
Locomotivfeuer - Anzünder.



Schnitt a-b. Schnitt c-d.

Fig. 12.

Fig. 13.