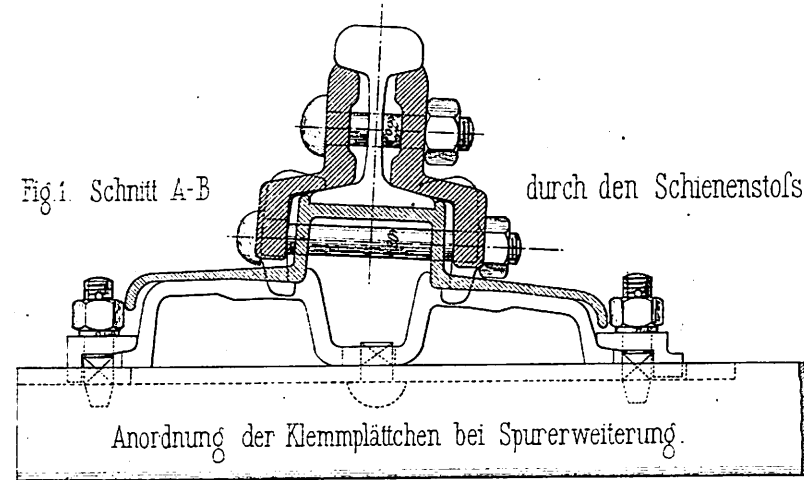


Fig. 1. Schnitt A-B

durch den Schienenstofs.



Querverbindung 1:10.

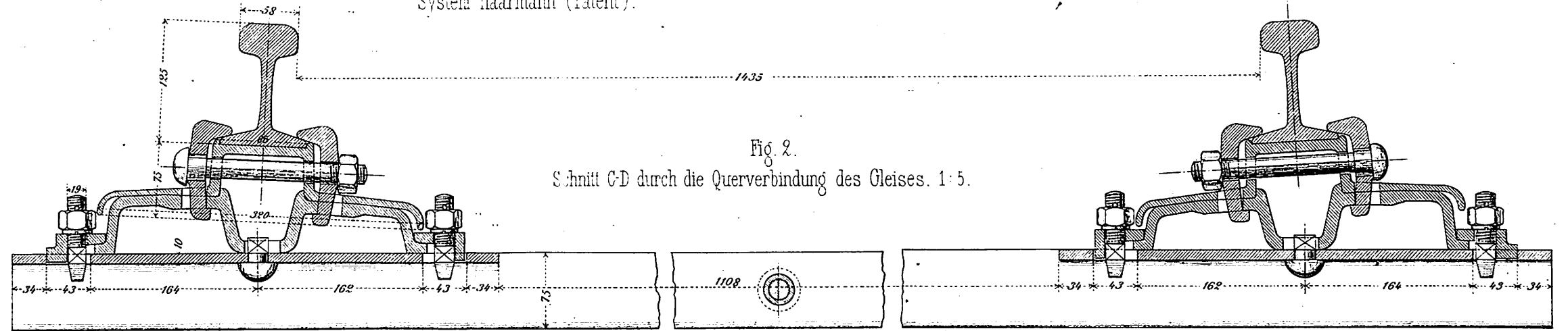
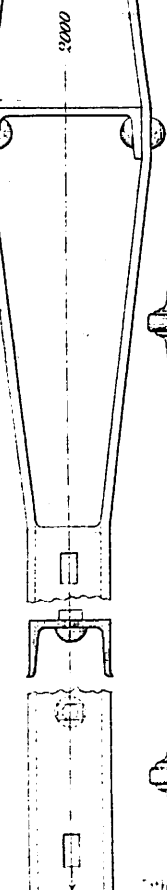
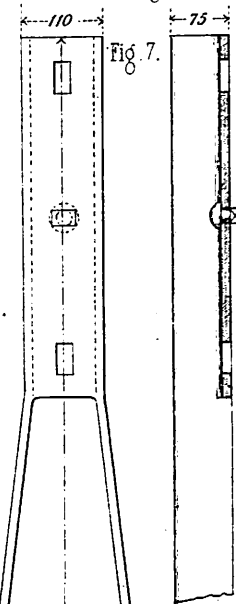


Fig. 2.

Schnitt C-D durch die Querverbindung des Gleises. 1:5.

Fig. 3.
1:10. Schienenstofs. Schwellenstofs.

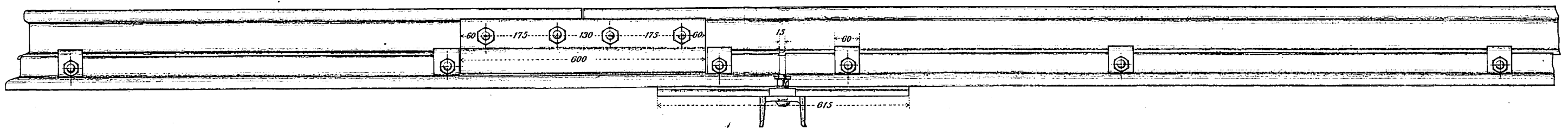


Fig. 4.

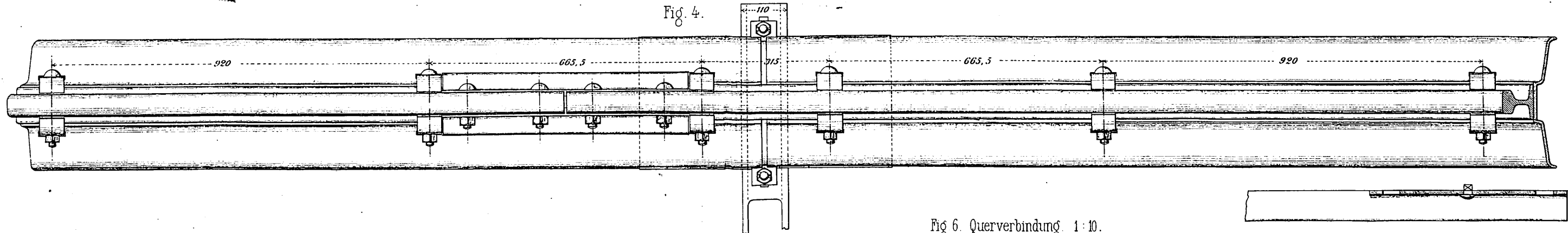
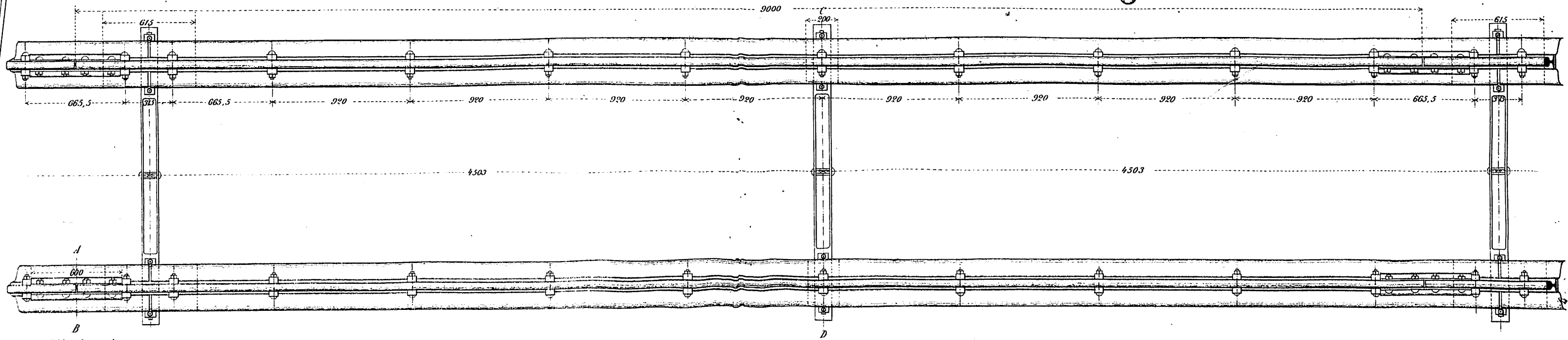
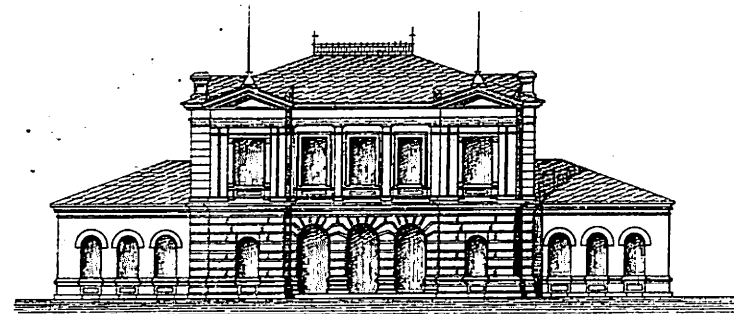


Fig. 5.
Anordnung des Gleises. 1:25.

Fig. 6. Querverbindung 1:10.

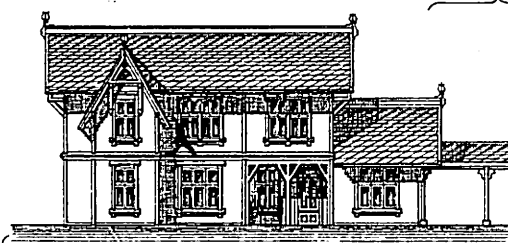
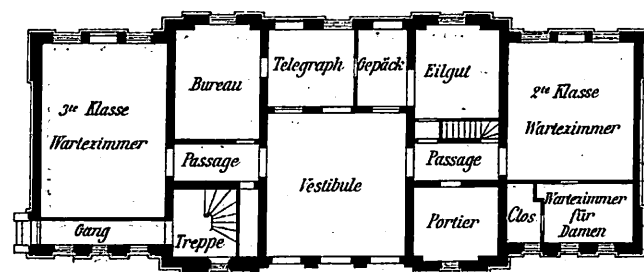




Ansicht von der StraÙe.



Fig. 1. Station-Laurvig. 359,28 ^{qm}.



Ansicht von der Bahn.

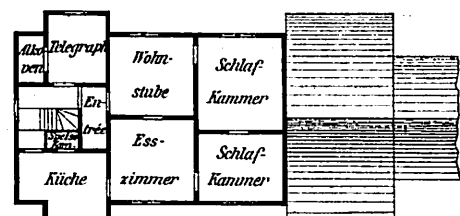
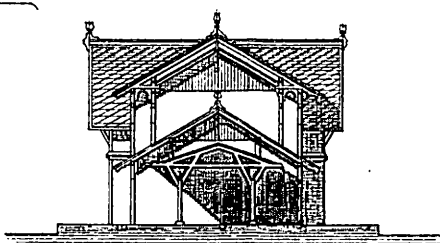
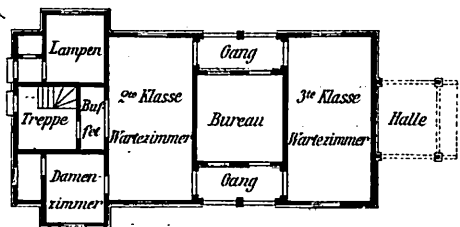


Fig. 3. Station Skopum. 146 ^{qm}.



Giebelansicht.

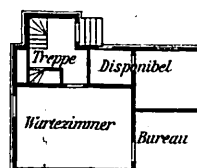
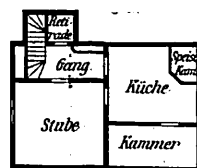
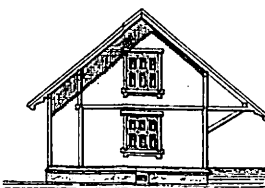
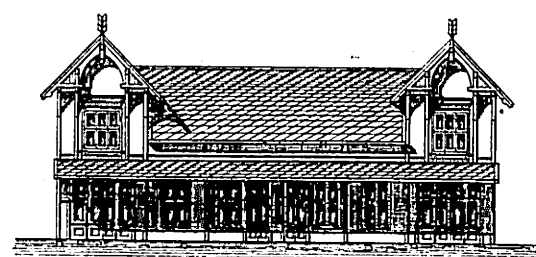


Fig. 8. Zwischen-Station 4^{te} Klasse. 63,25 ^{qm}.



Ansicht von der Bahn.

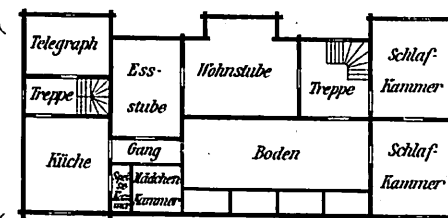
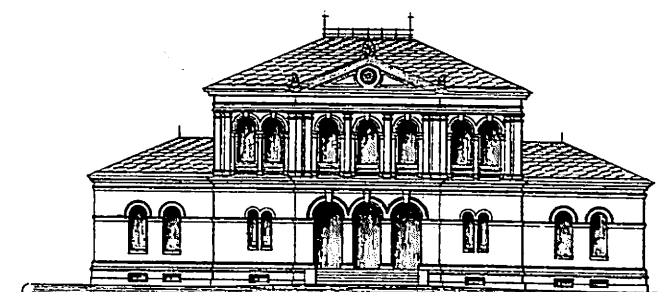
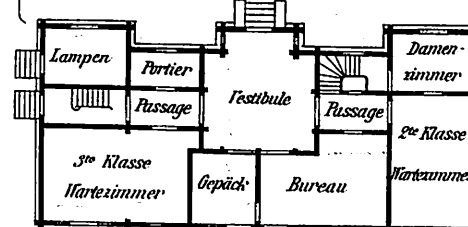


Fig. 4. Station Holmestrand, Sandehjord und Porsgrund. 210,5 ^{qm}.



Ansicht von der StraÙe.

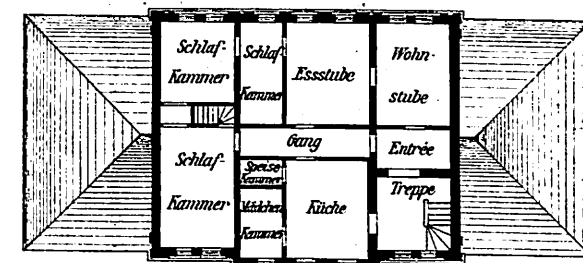
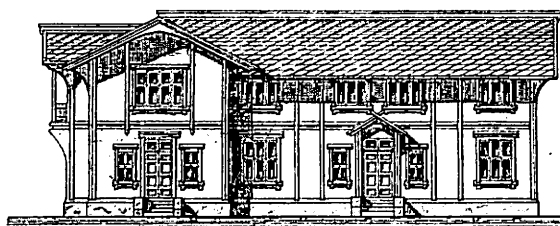
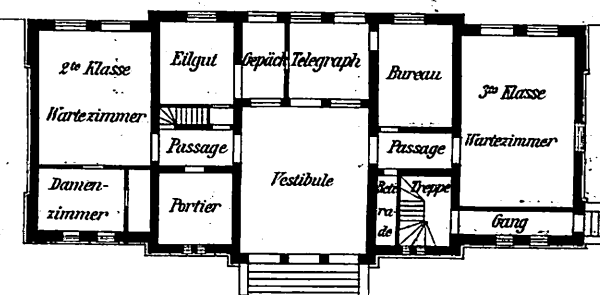


Fig. 5. Station Tonsberg. 315,75 ^{qm}.



Ansicht von der StraÙe.

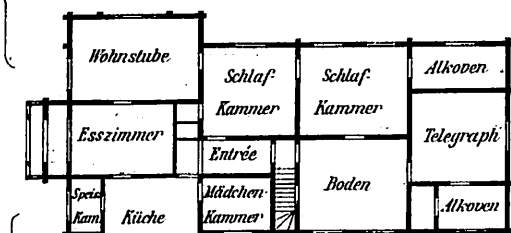
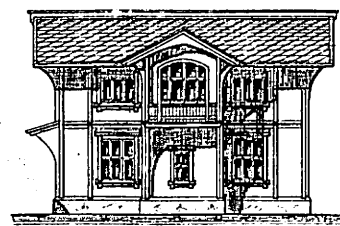
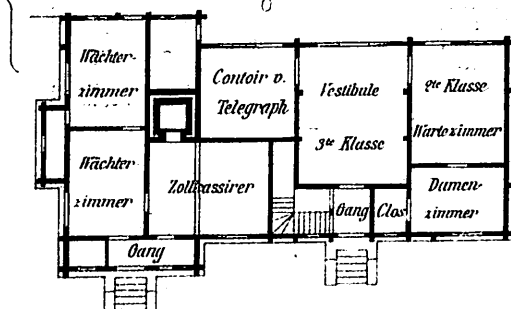


Fig. 2. Station Horten. 227,5 ^{qm}.



Giebelansicht.

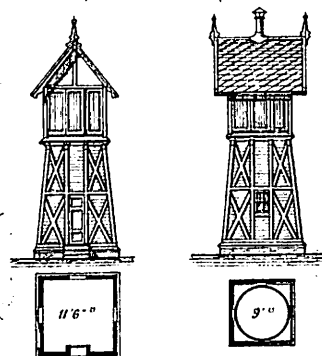
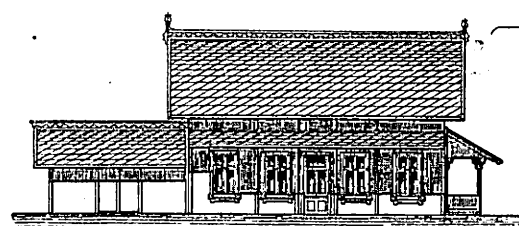


Fig. 11. Wasserstation.



Ansicht von der Bahn.

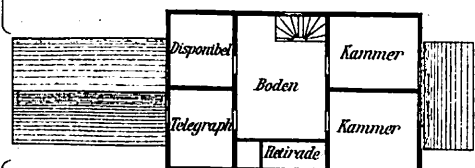
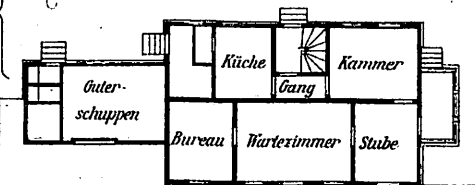


Fig. 7. Zwischen-Station 3^{te} Klasse. 133 ^{qm}.



Giebelansicht.

1879-1882
Stationen und Hochbauten
der Grevskabsbahn
in Norwegen.



Ansicht von dem Hof.

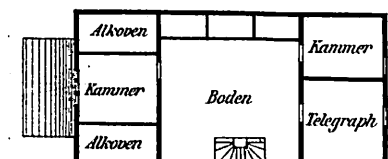
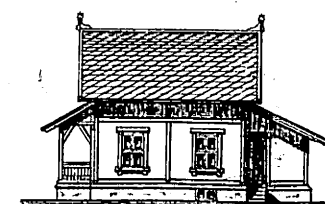
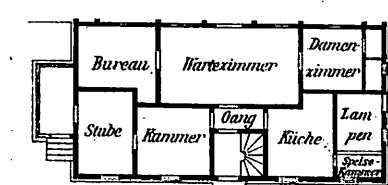


Fig. 6. Zwischen-Station 2^{te} Klasse 129,5 ^{qm}.



Ansicht von dem Hof.

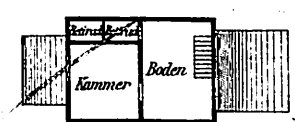
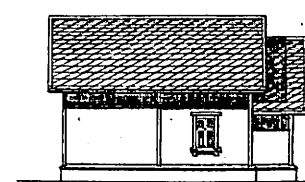
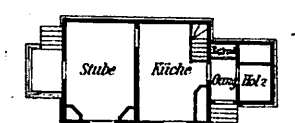


Fig. 10. Wrterhaus. Normal B. 53,5 ^{qm}.



Ansicht von dem Hof.

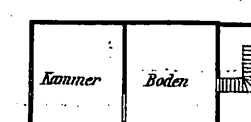
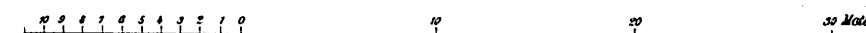
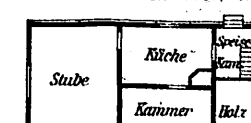


Fig. 9. Wrterhaus Normal Z. 67,32 ^{qm}.



N. Henzel's Patent-Brückenwaage für Eisenbahn Fahrzeuge
ohne Gleisunterbrechung mit einer Fahrbahn von 4,5^m Länge und für 20 Tonnen Last.

Fig. 1. Längenschnitt nach A-B.

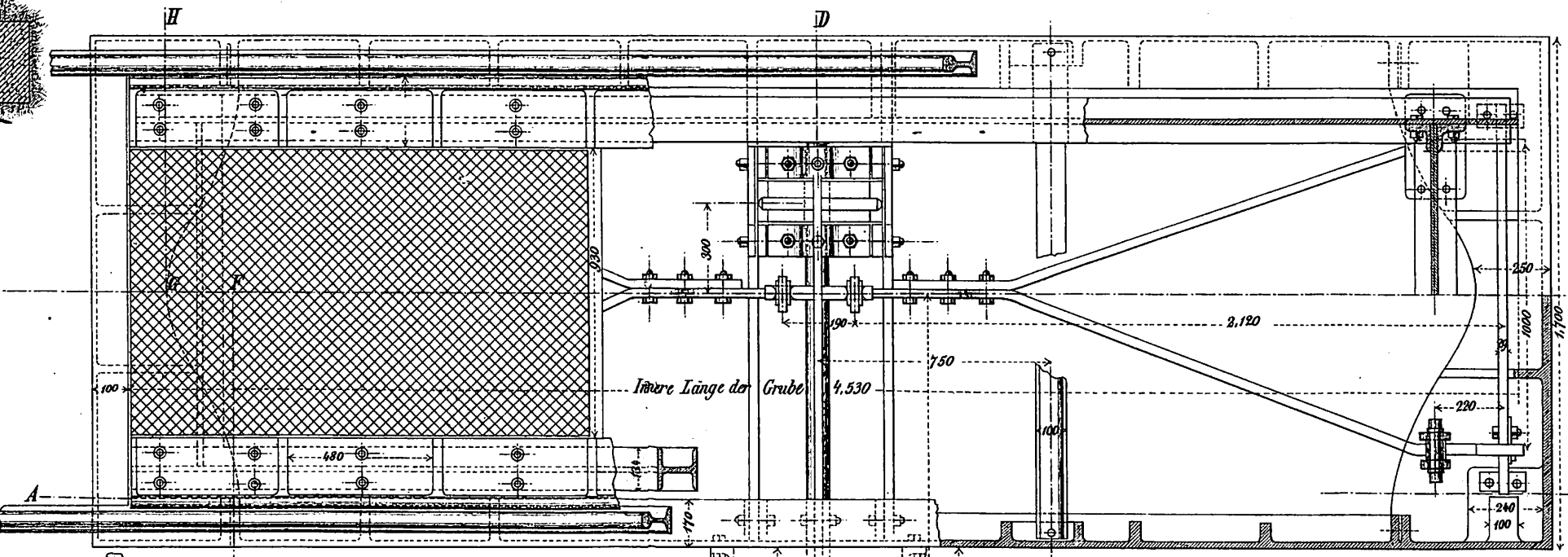
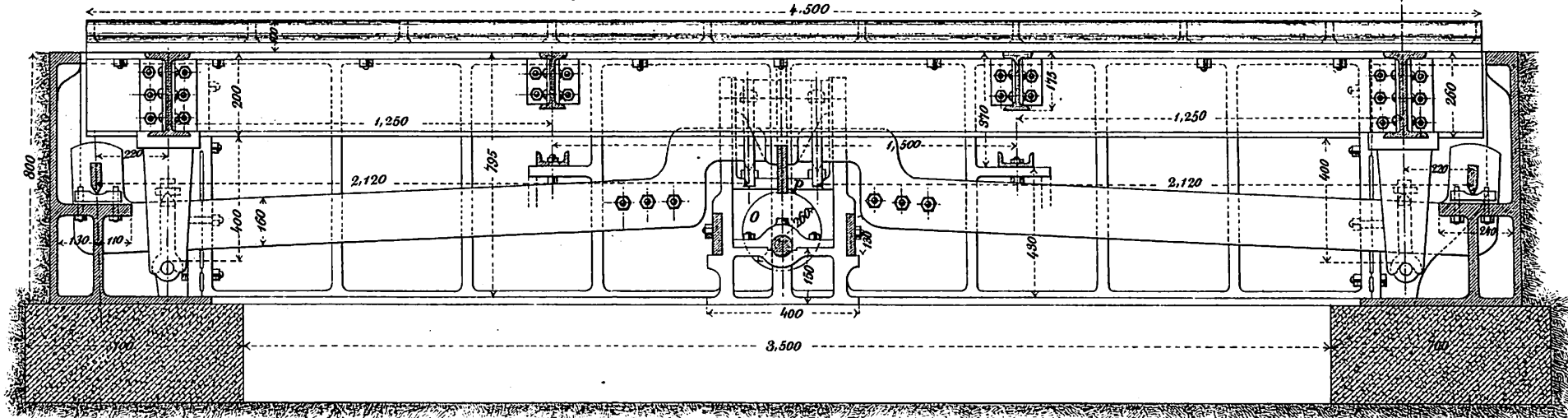


Fig. 2. Grundriss.

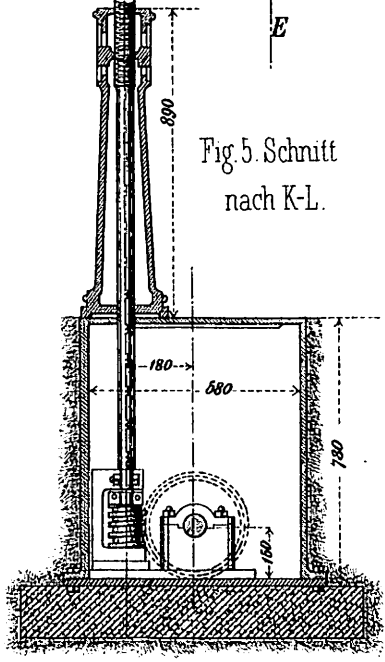


Fig. 5. Schnitt nach K-L.

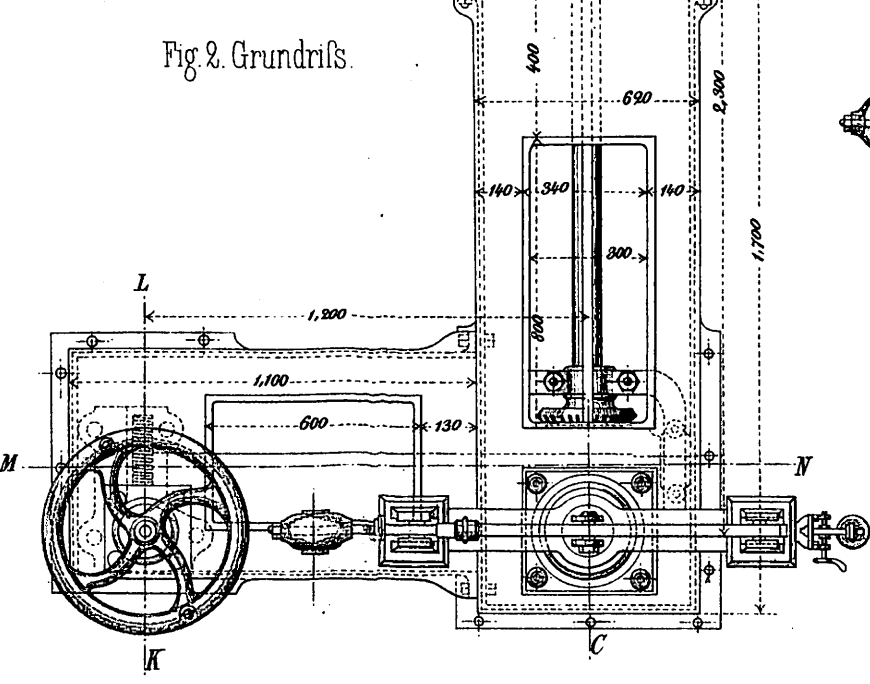


Fig. 7. Seitenansicht des Indicator mit doppeltem Laufgewicht.

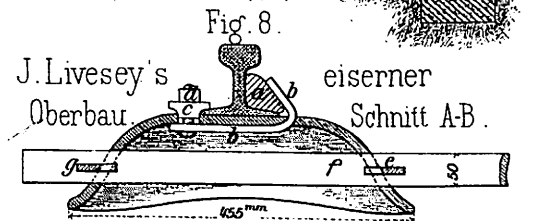
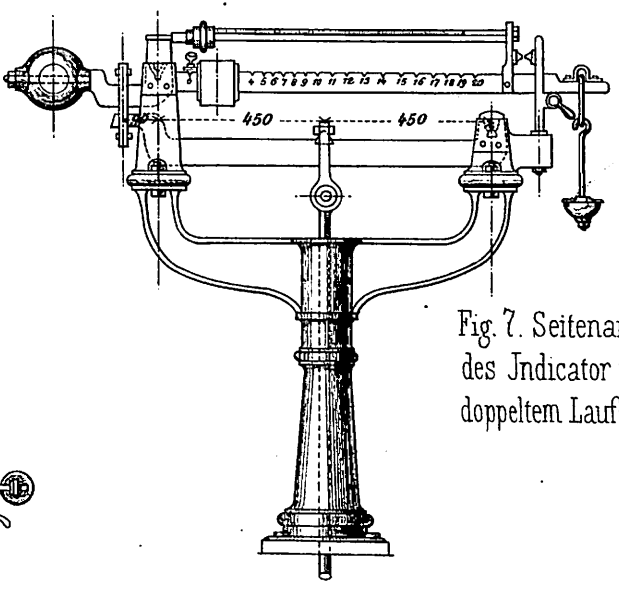


Fig. 9. Grundriss.

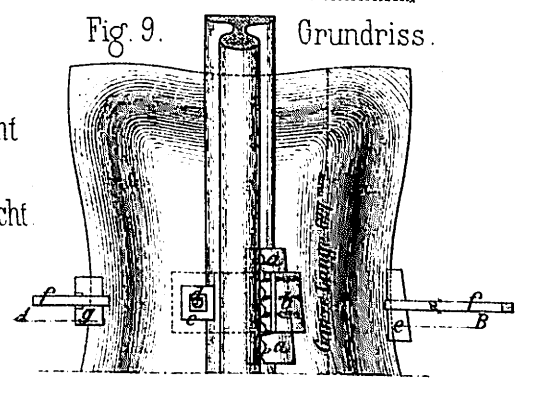


Fig. 10.

Fig. 4. Querschnitt nach E-F-G-H.

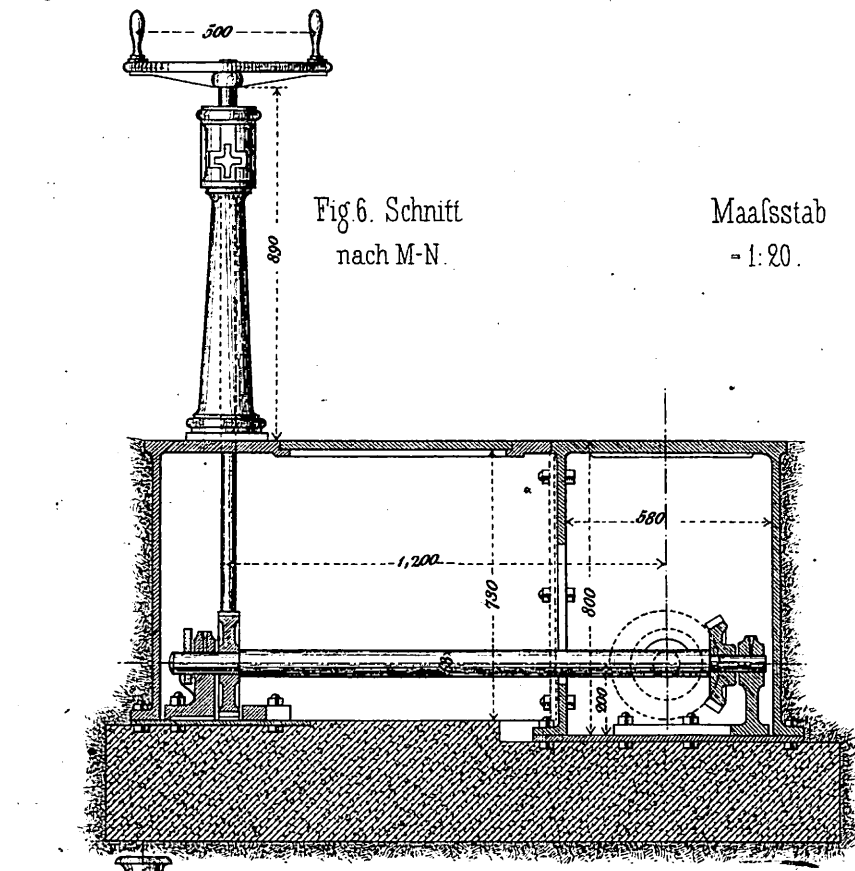
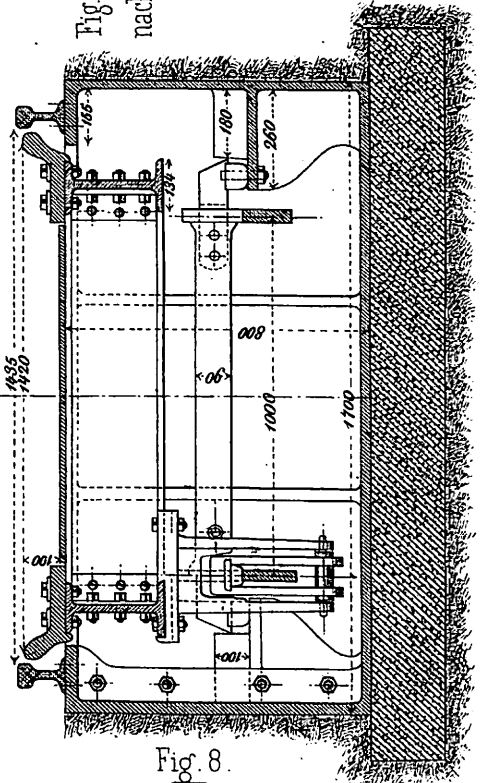


Fig. 6. Schnitt nach M-N.

Maafsstab = 1:20.

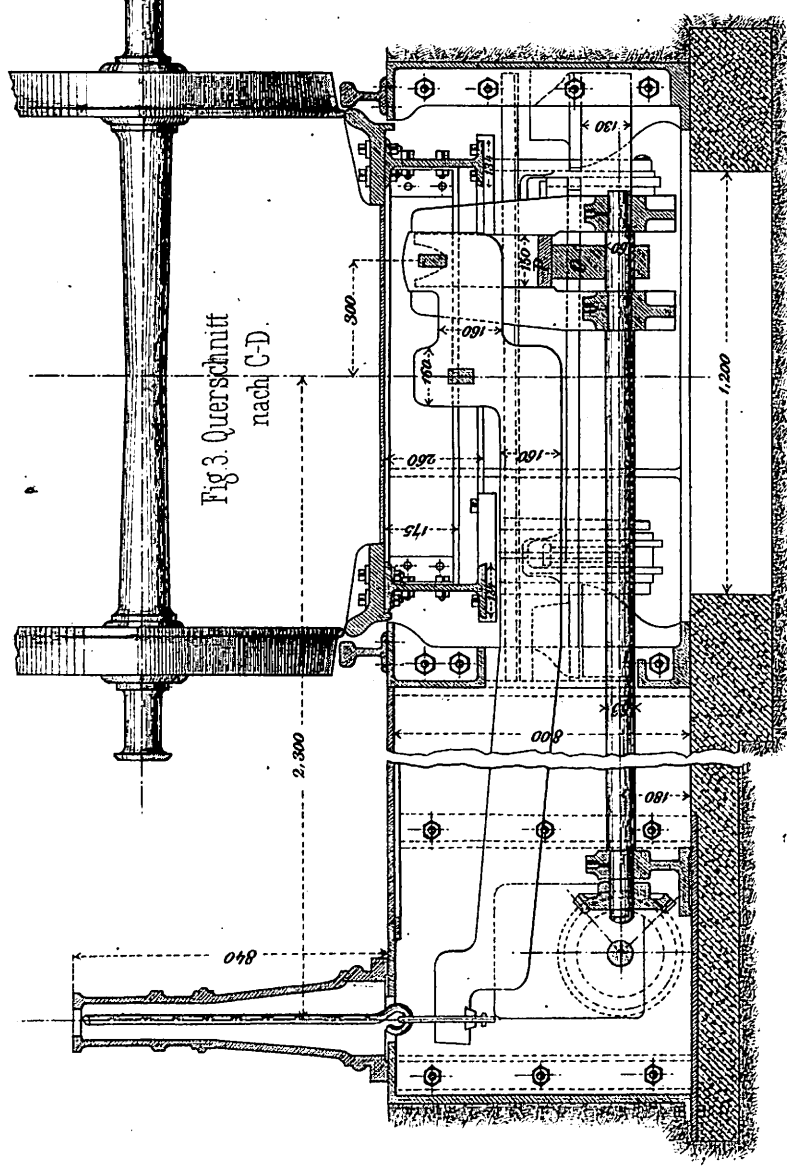
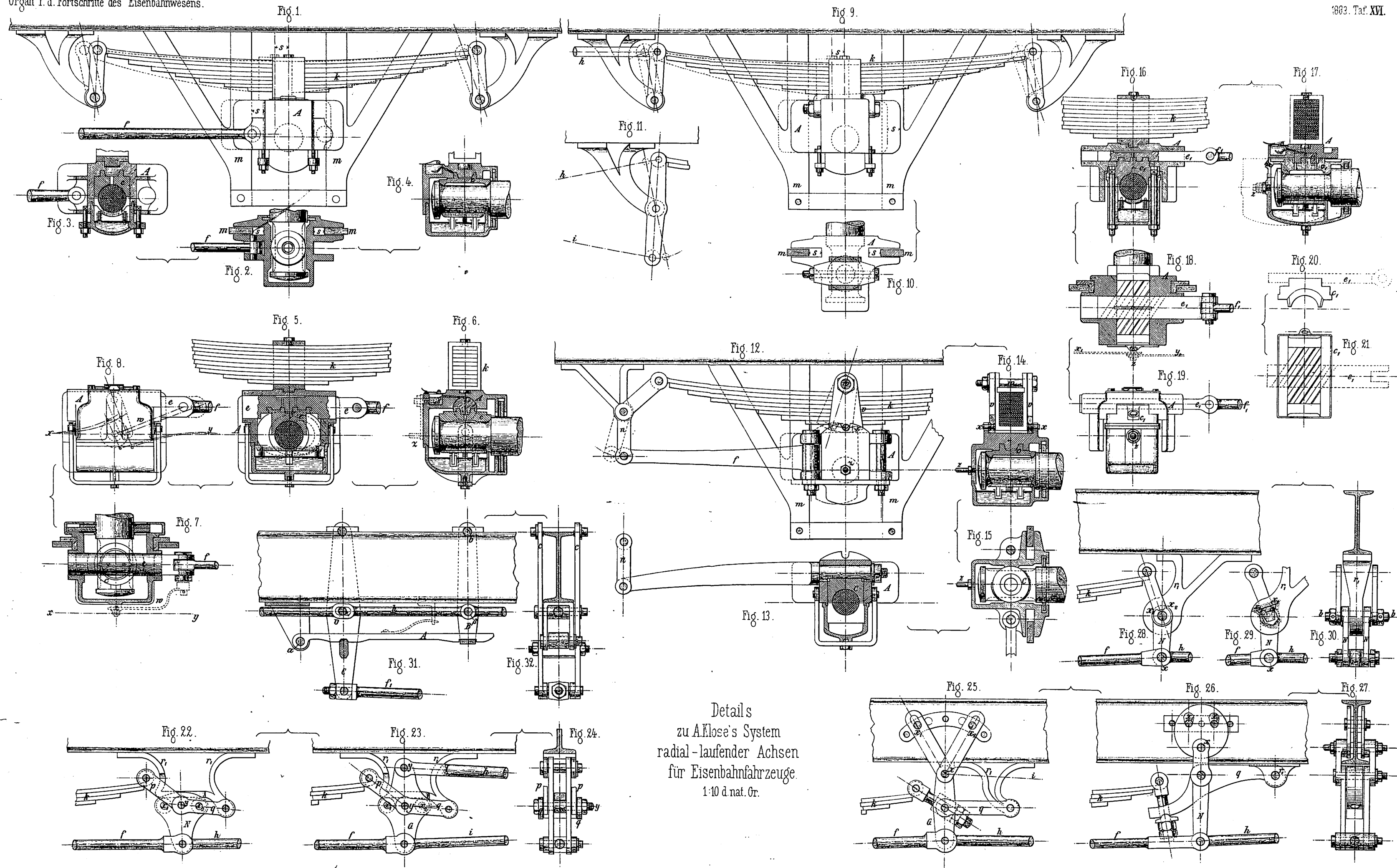


Fig. 3. Querschnitt nach C-D.



Details
zu A. Klose's System
radial-laufender Achsen
für Eisenbahnfahrzeuge.
1:10 d. nat. Gr.

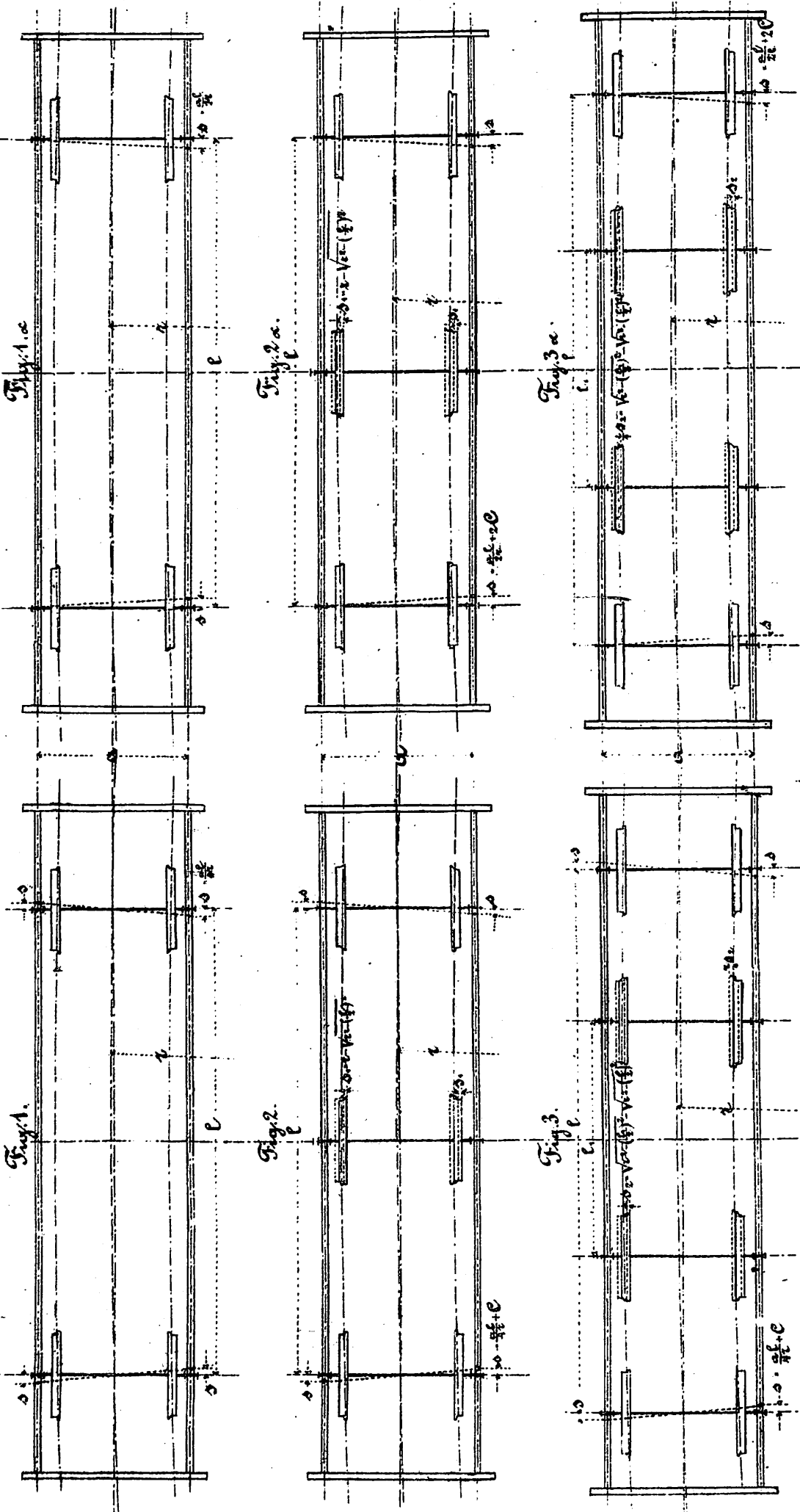


Fig. 4.

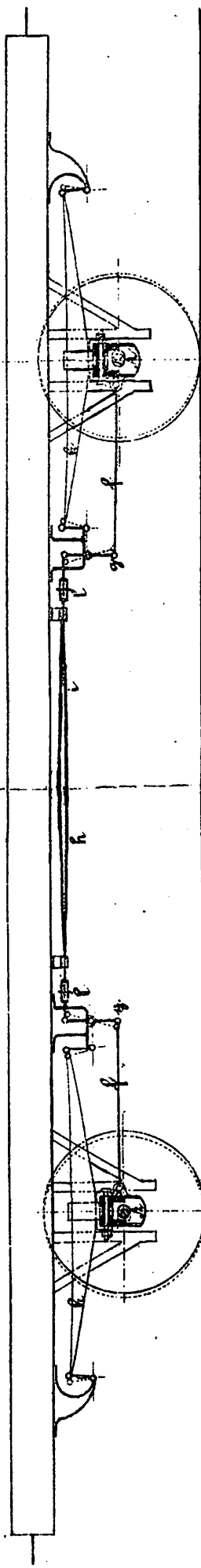


Fig. 6.

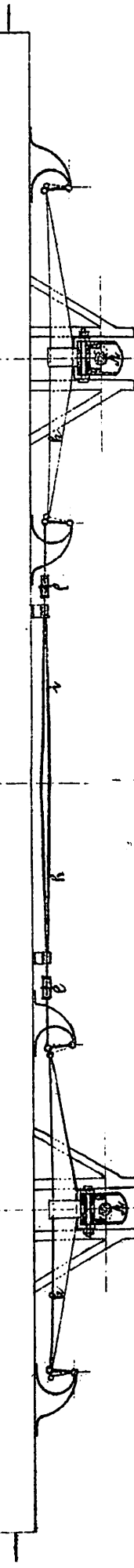


Fig. 5.

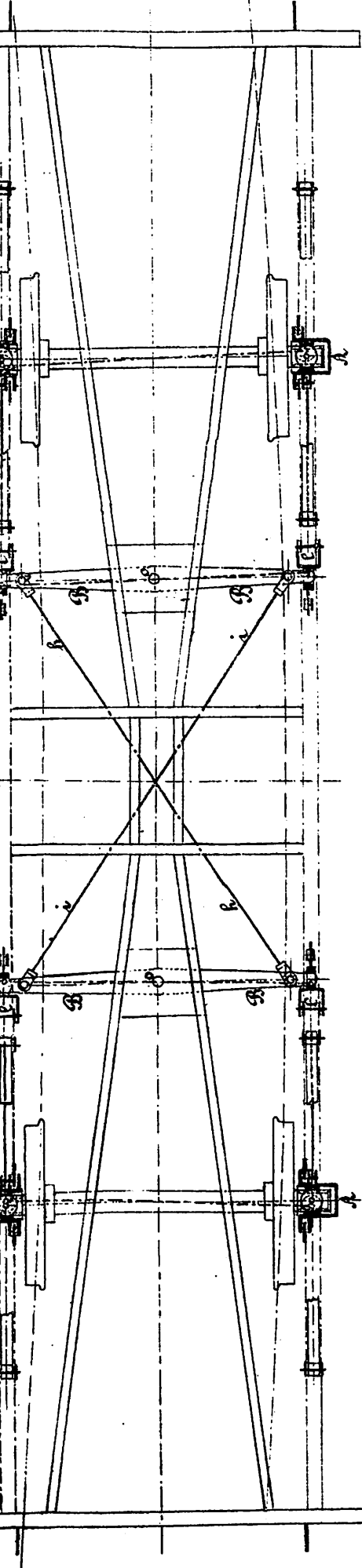


Fig. 4. a

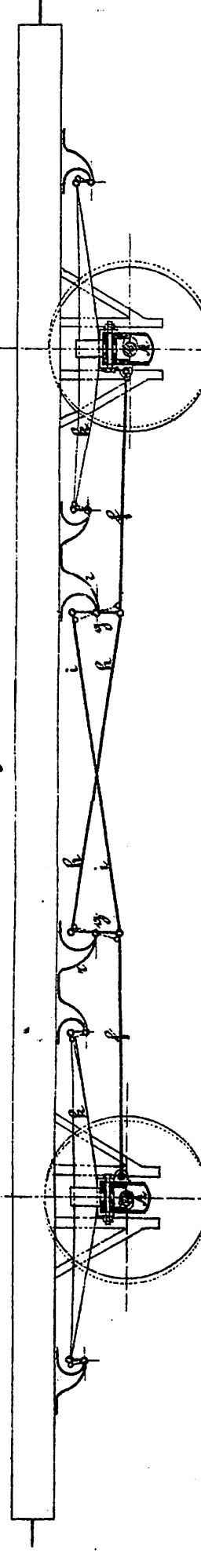


Fig. 6. a

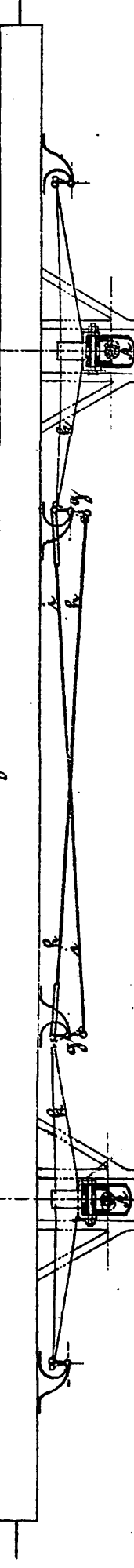
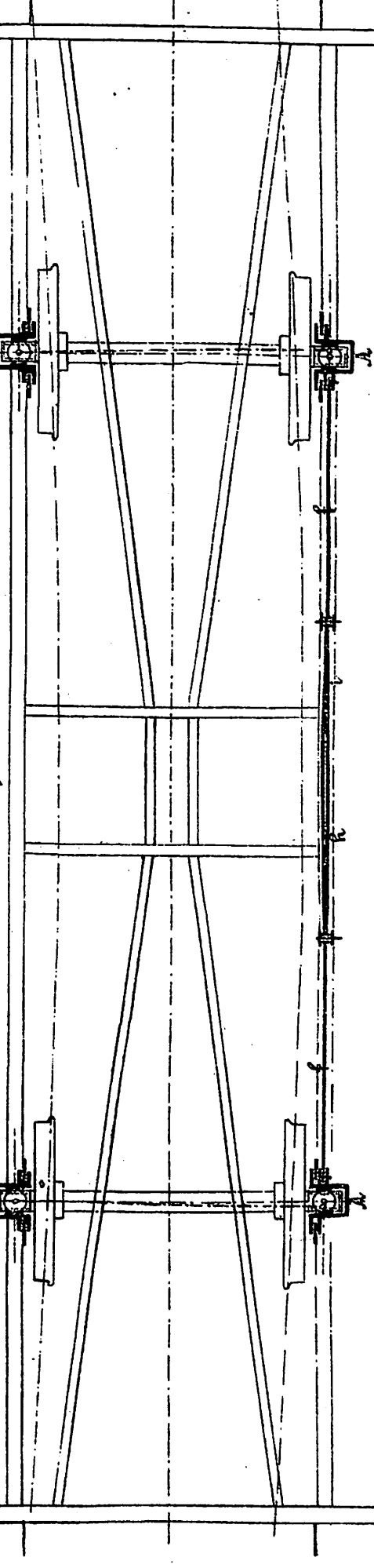


Fig. 5. a



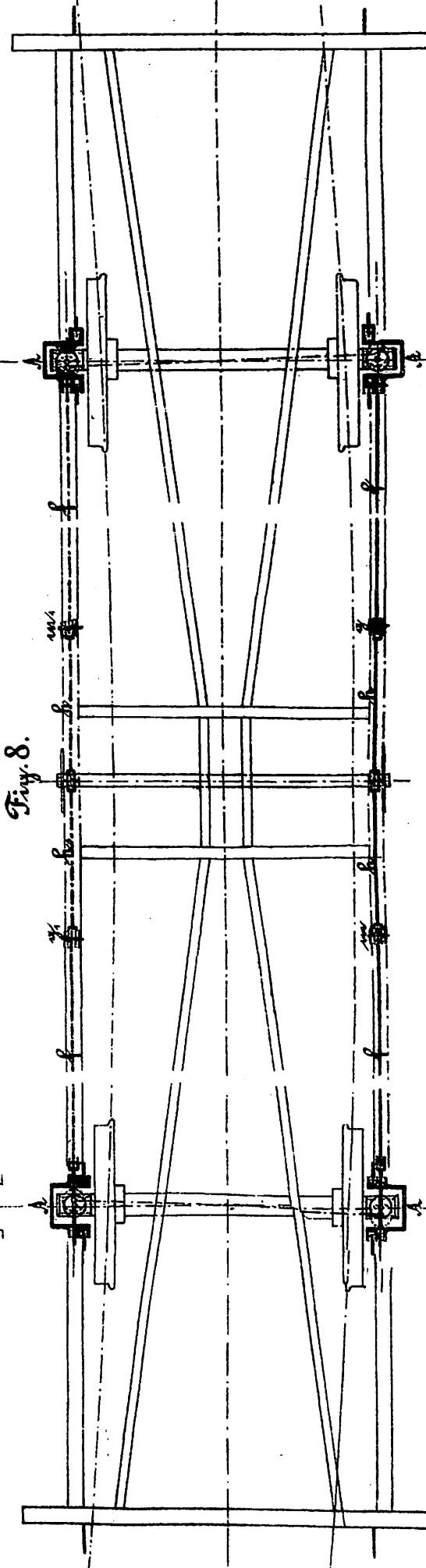
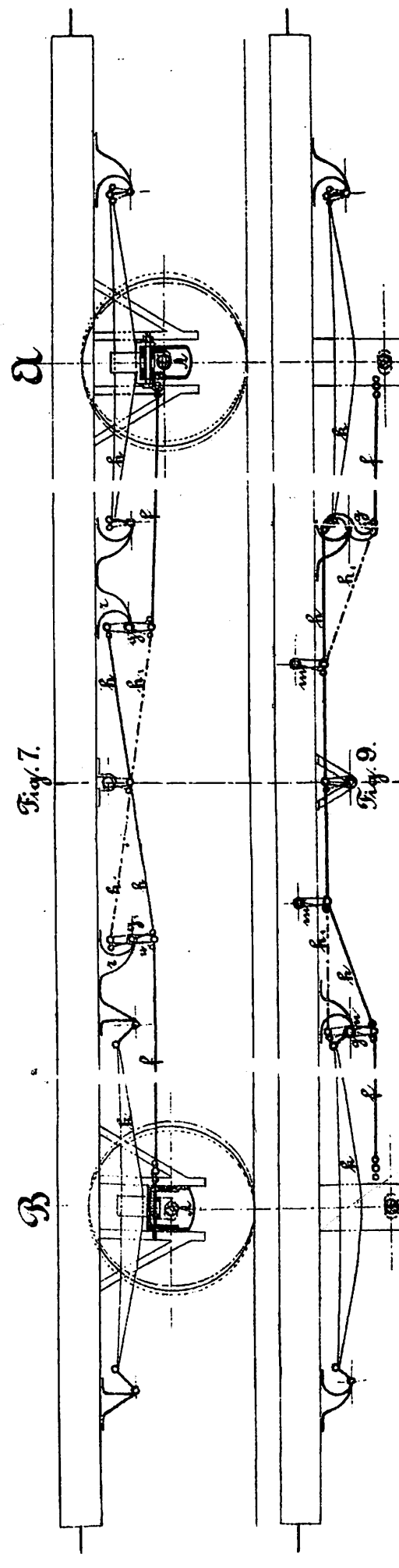
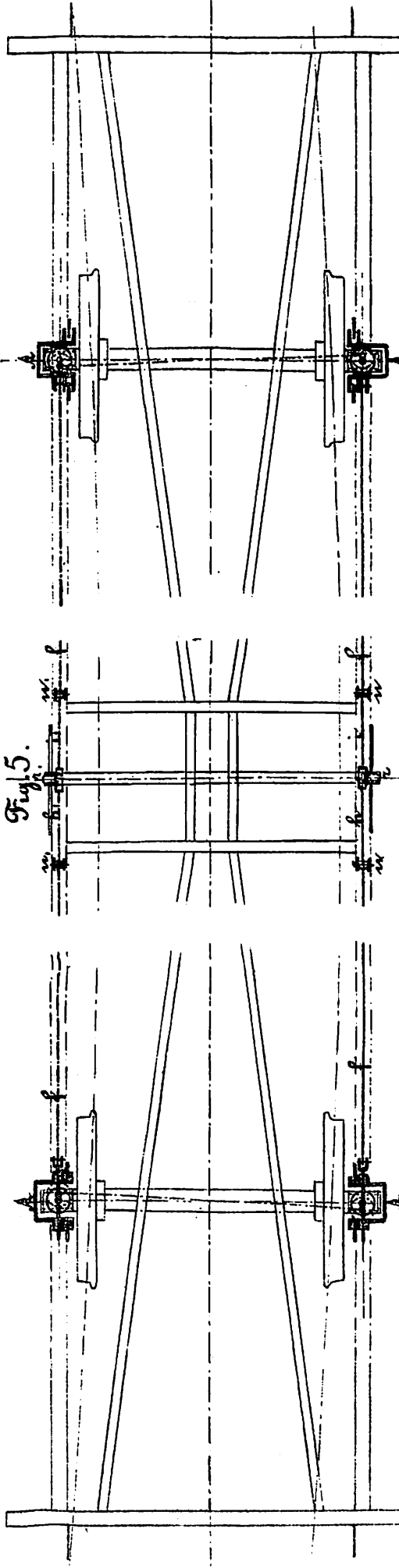
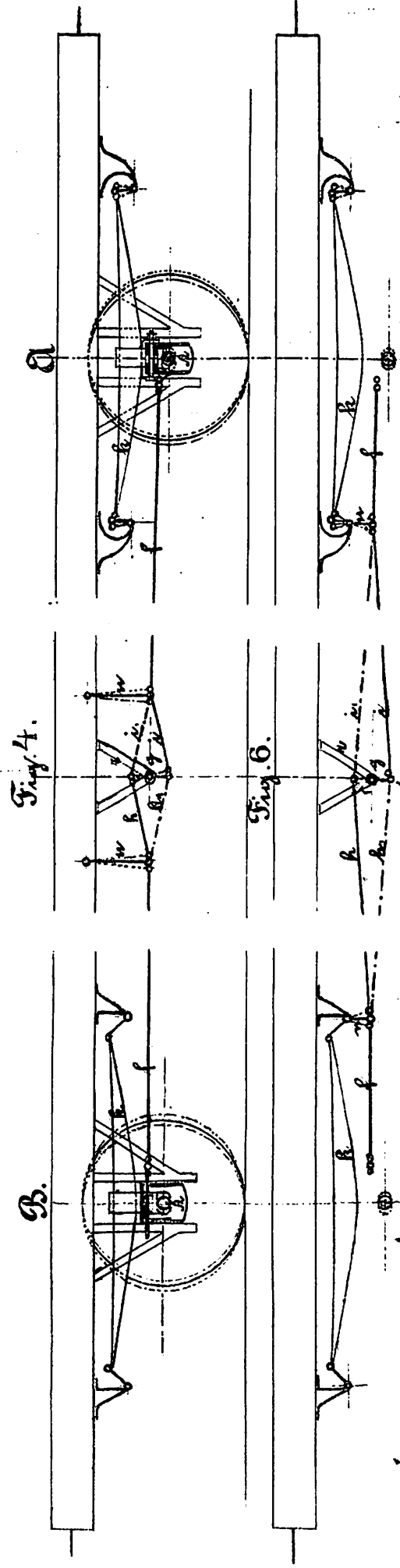
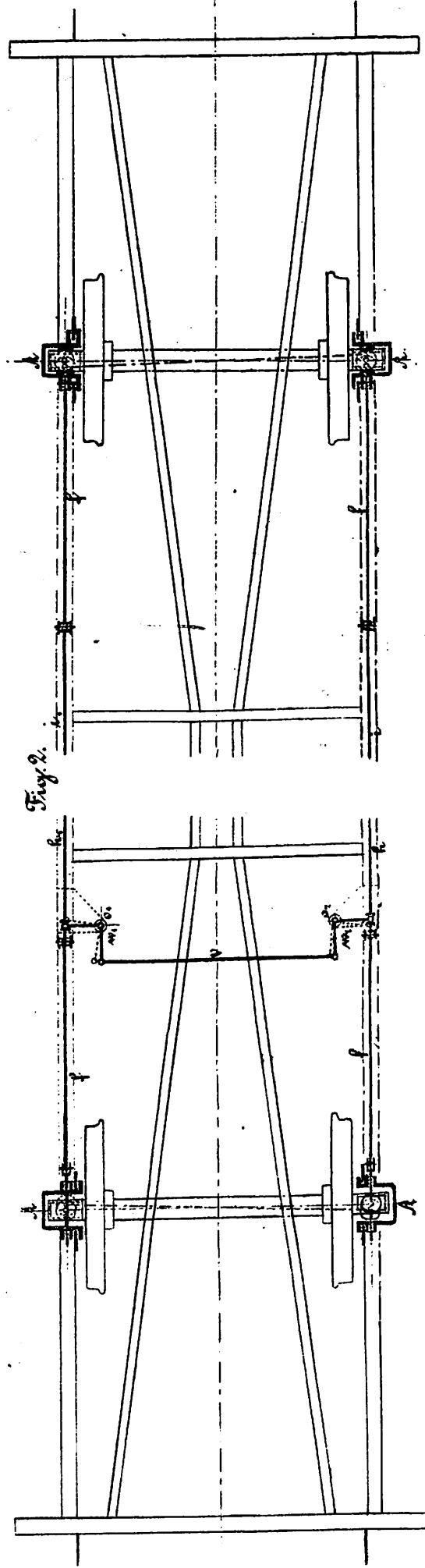
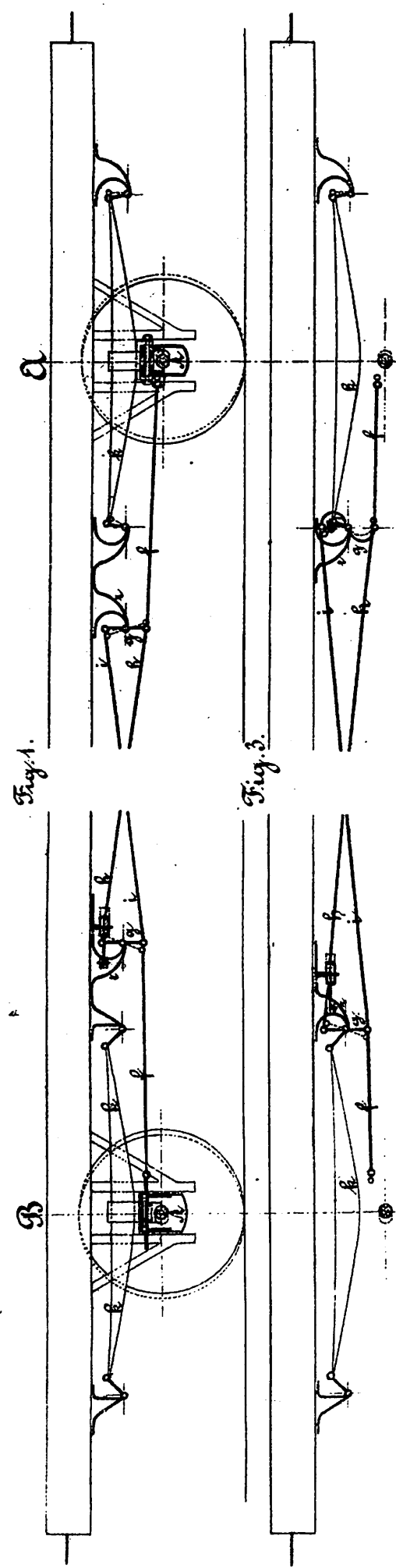


Fig. 1.

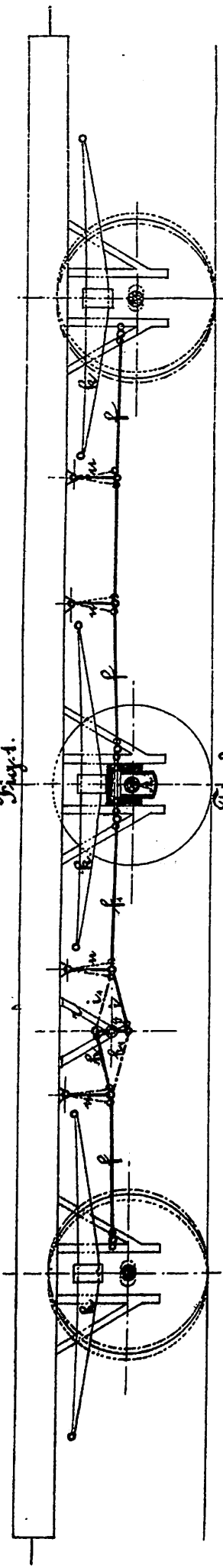


Fig. 3.

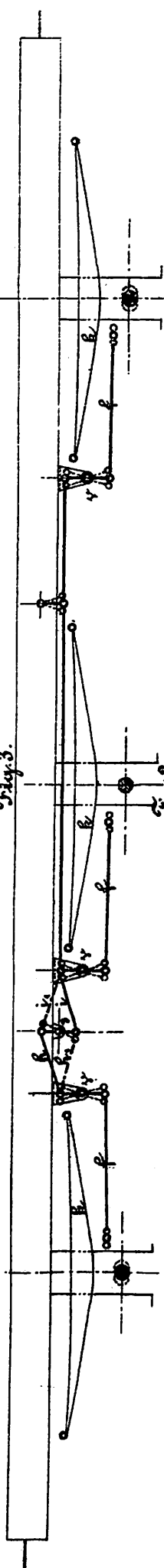


Fig. 2.

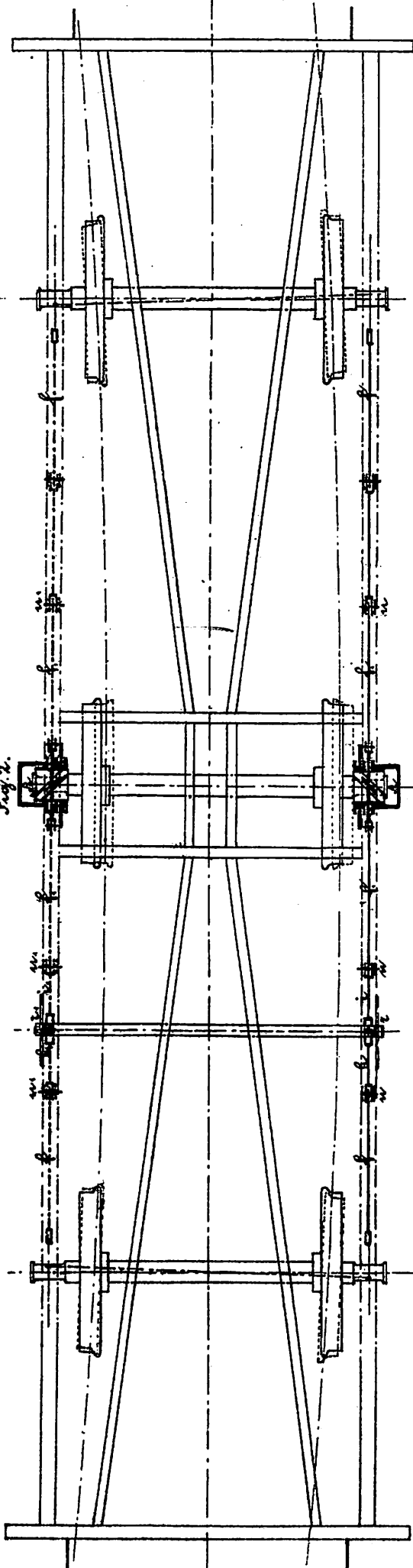


Fig. 4.

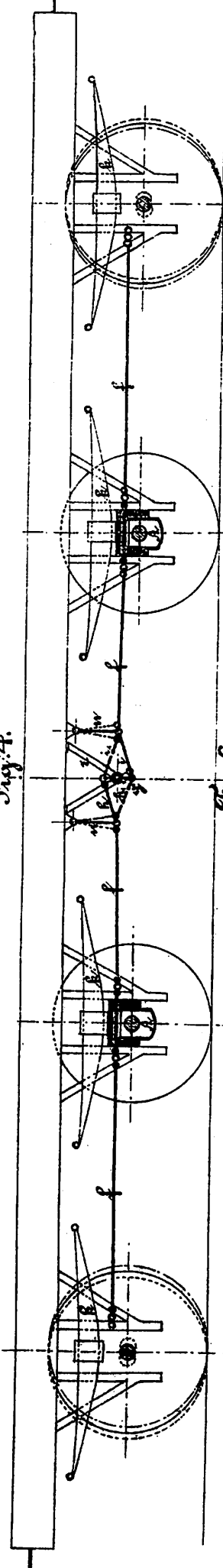


Fig. 6.

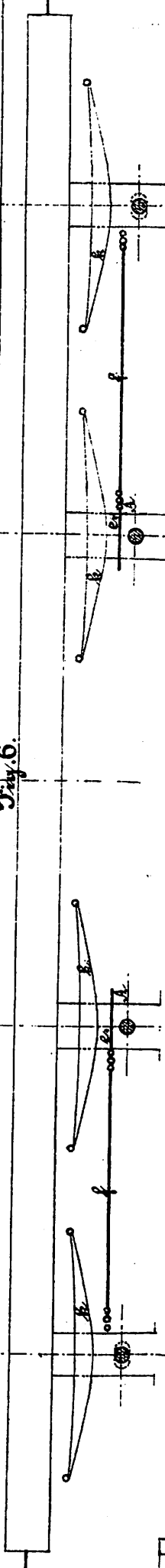


Fig. 5.

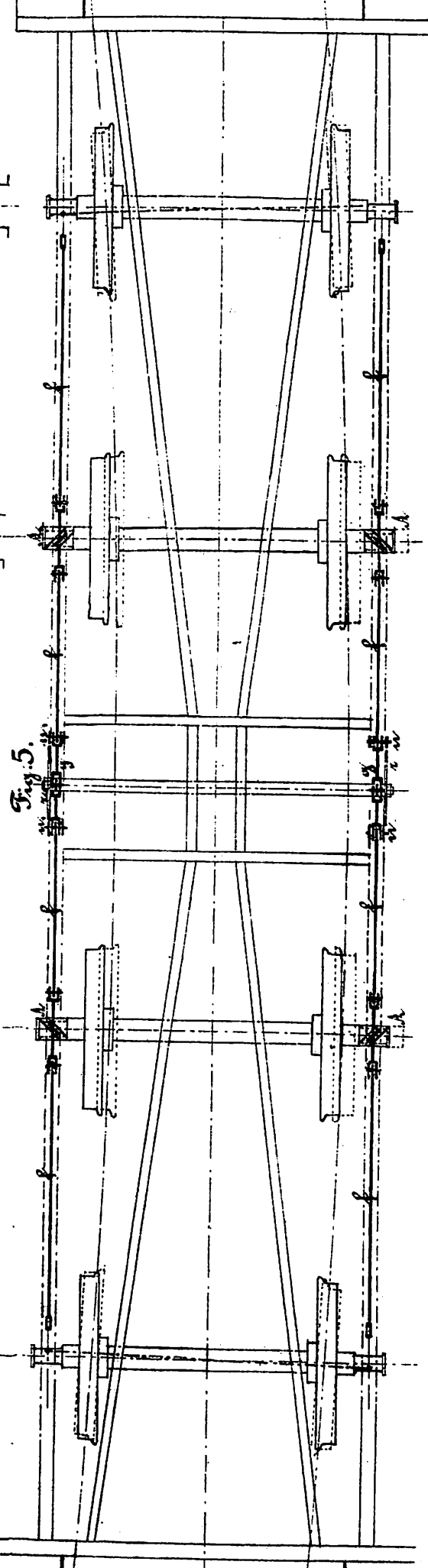


Fig. 4a.

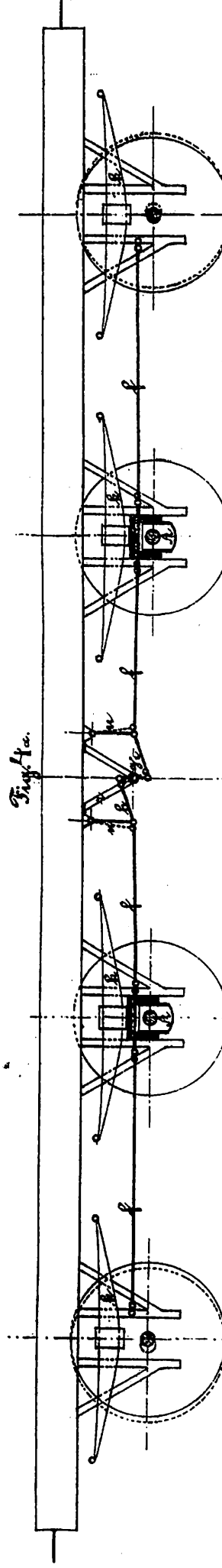


Fig. 6a.

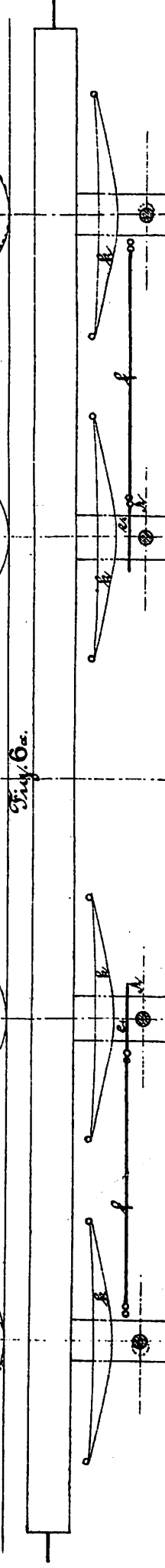
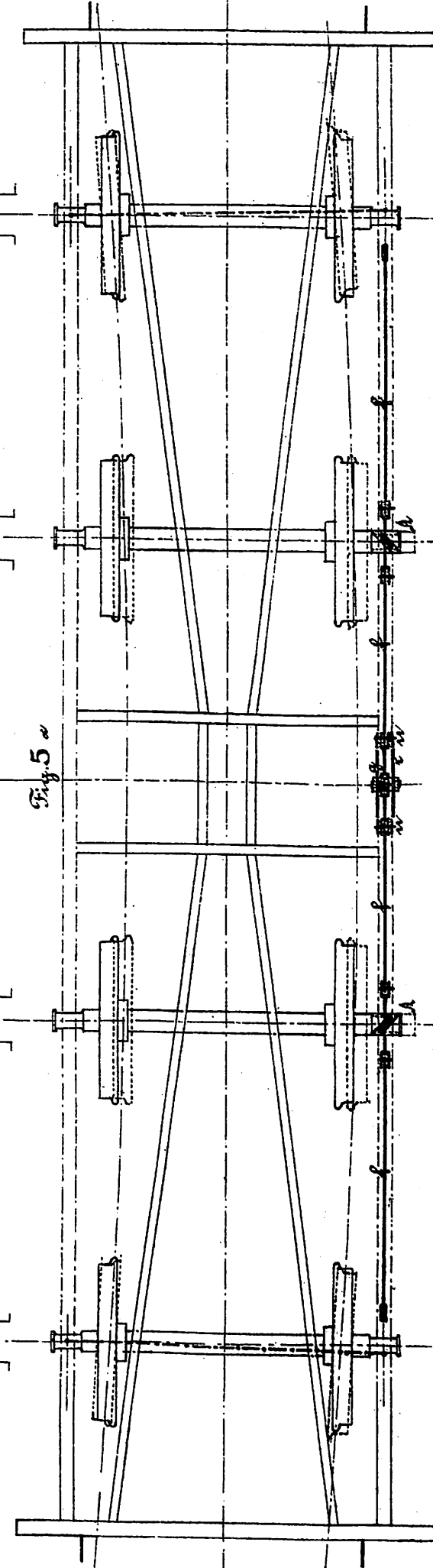
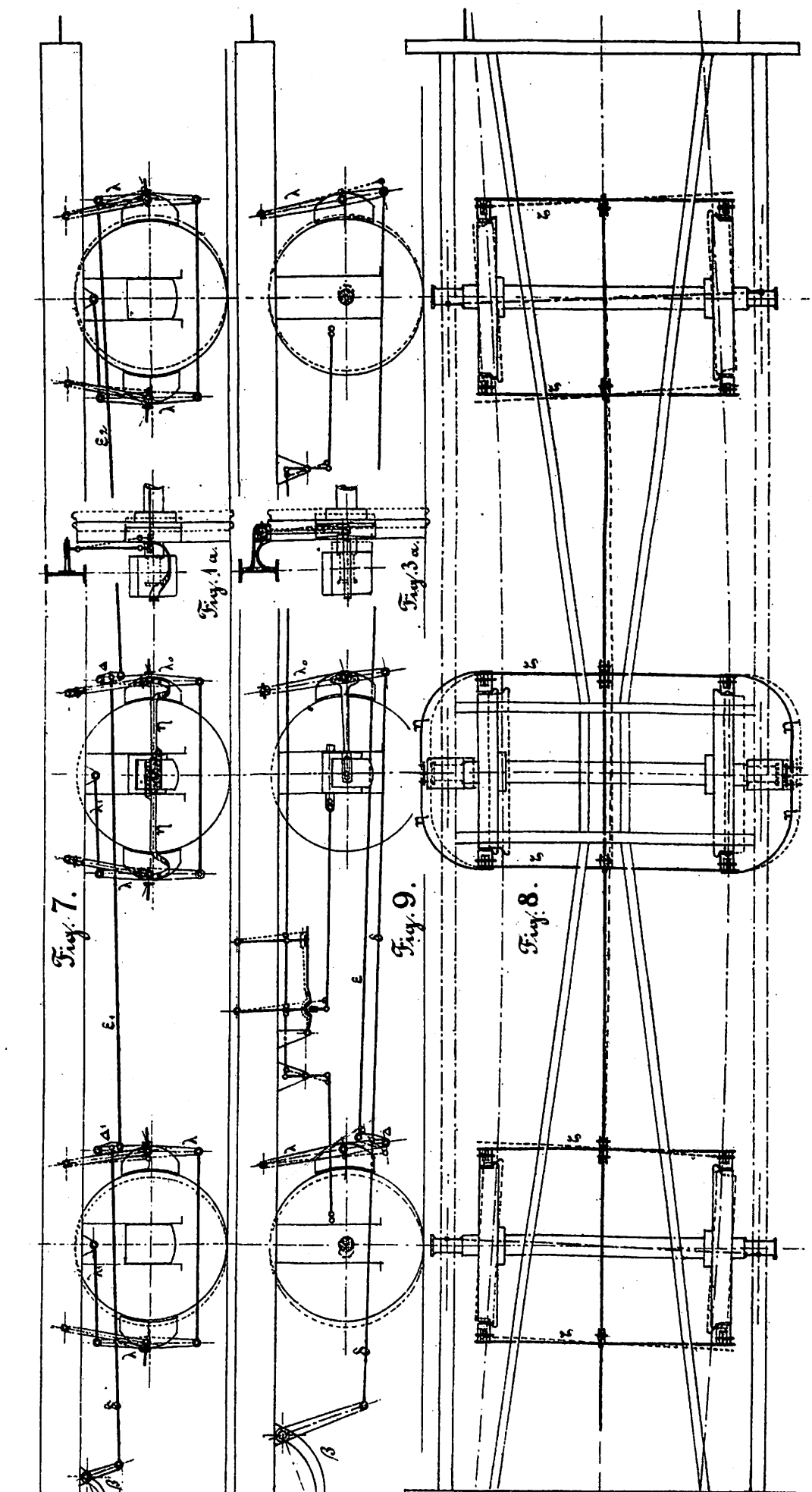
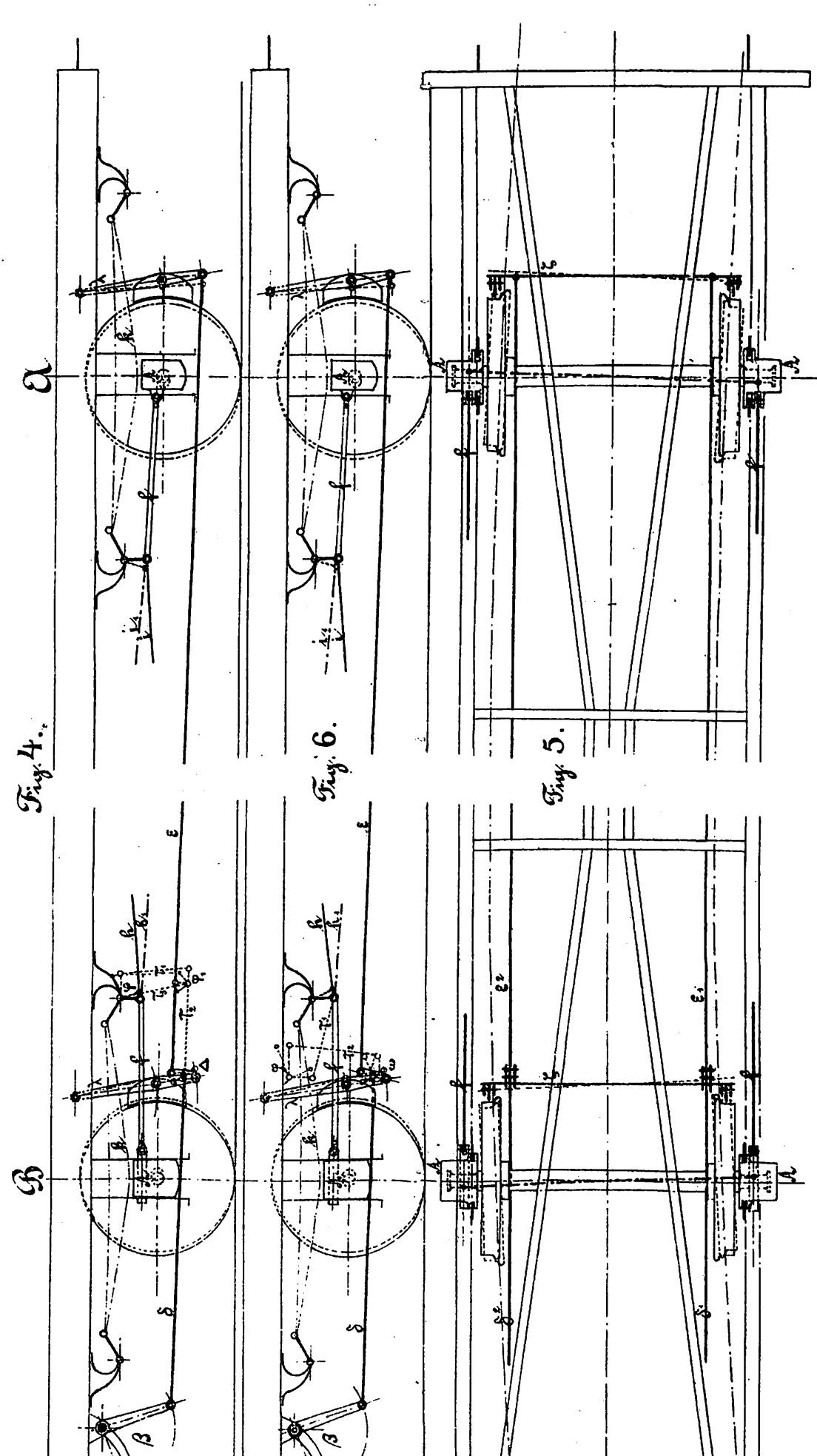
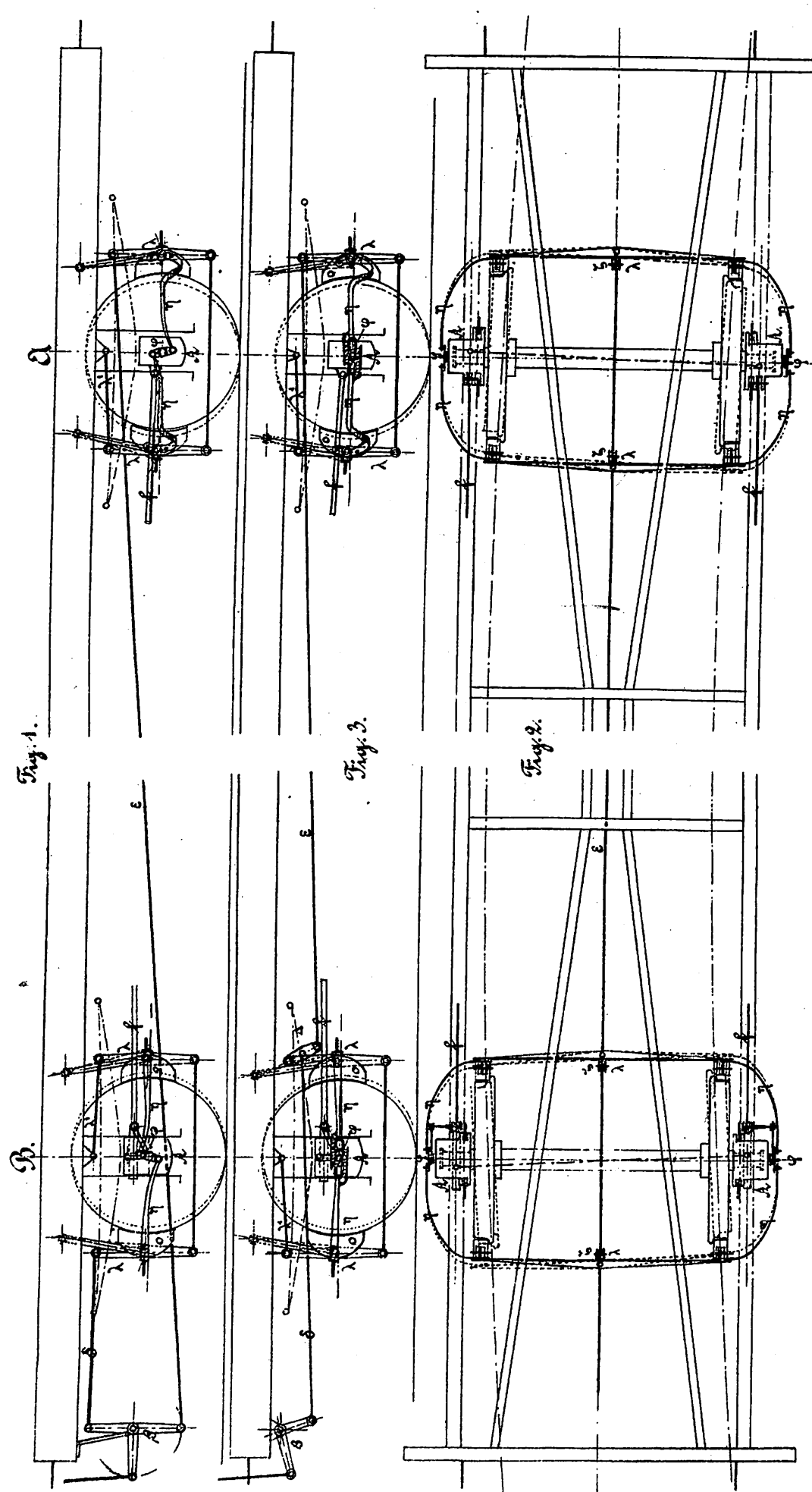


Fig. 5a.





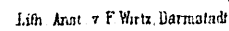


Fig 1.

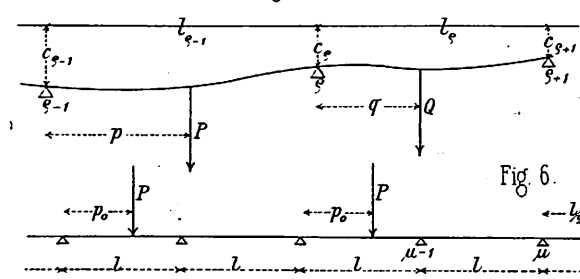


Fig 2.

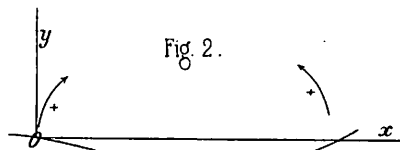


Fig 3.

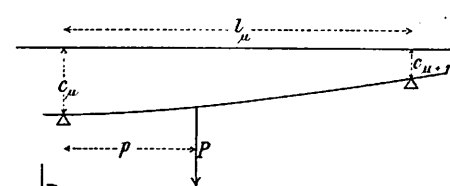


Fig 4.

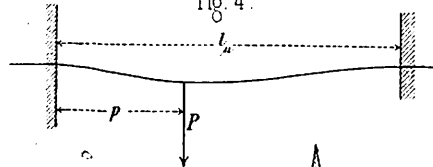


Fig 5.

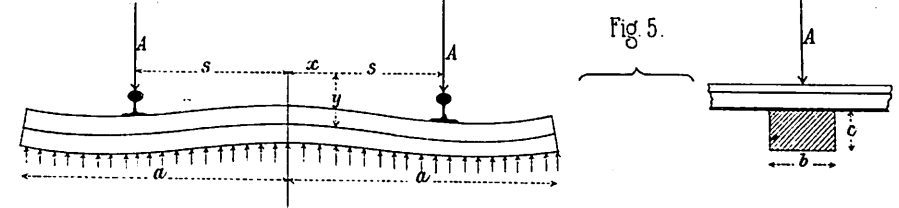


Fig 6.

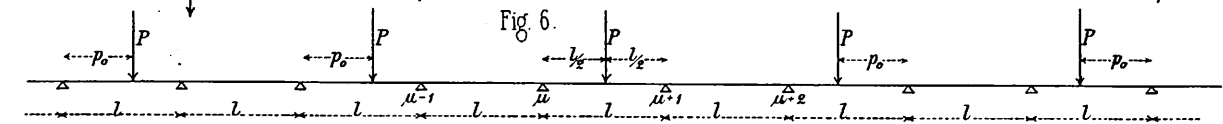


Fig 13.

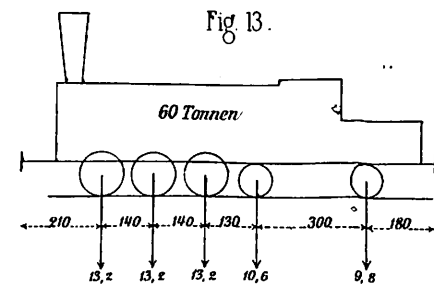


Fig 14.

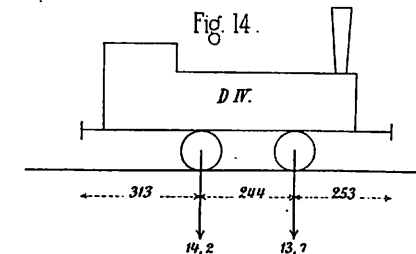


Fig 17.

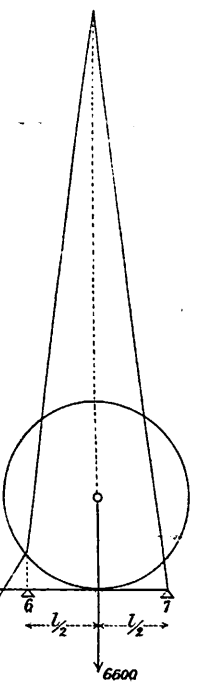


Fig 11.

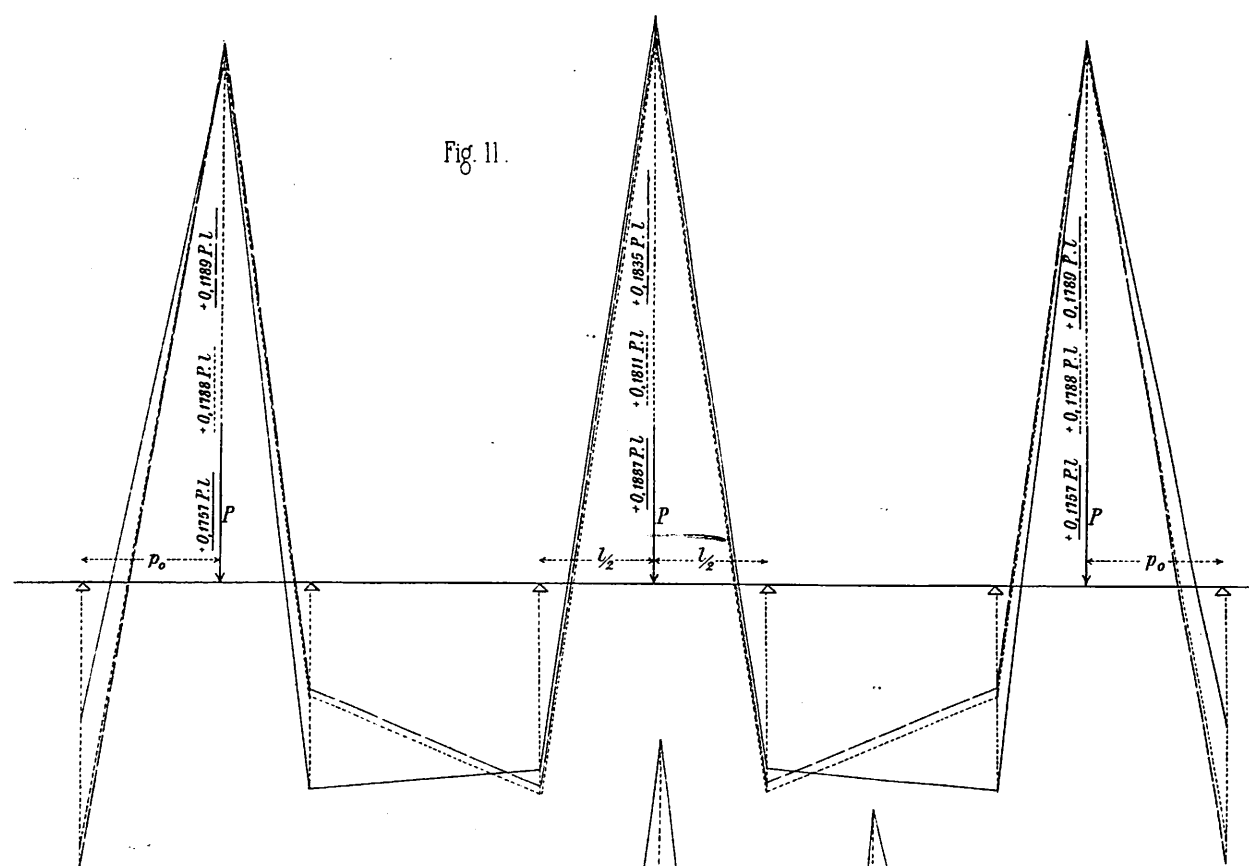


Fig 12.

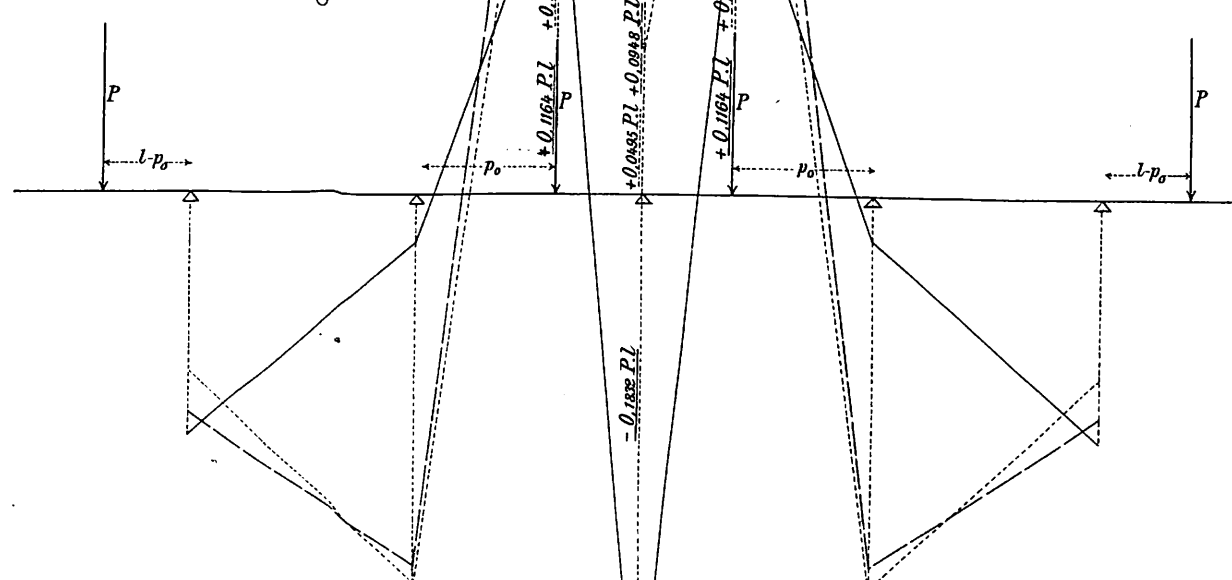


Fig 15.

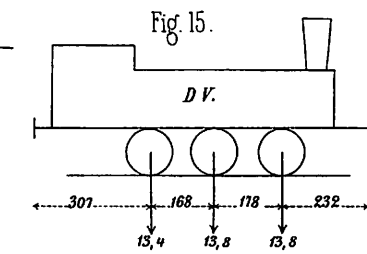


Fig 18.

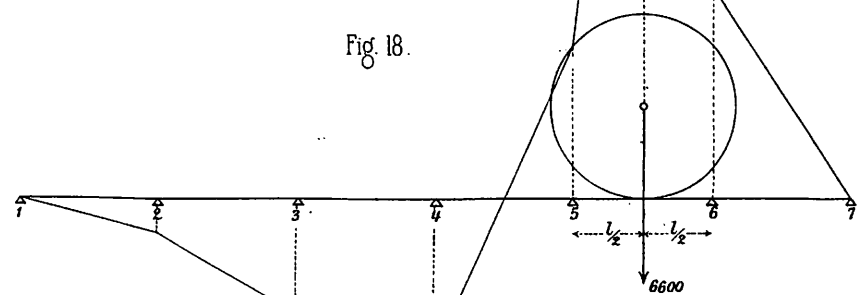


Fig 19.

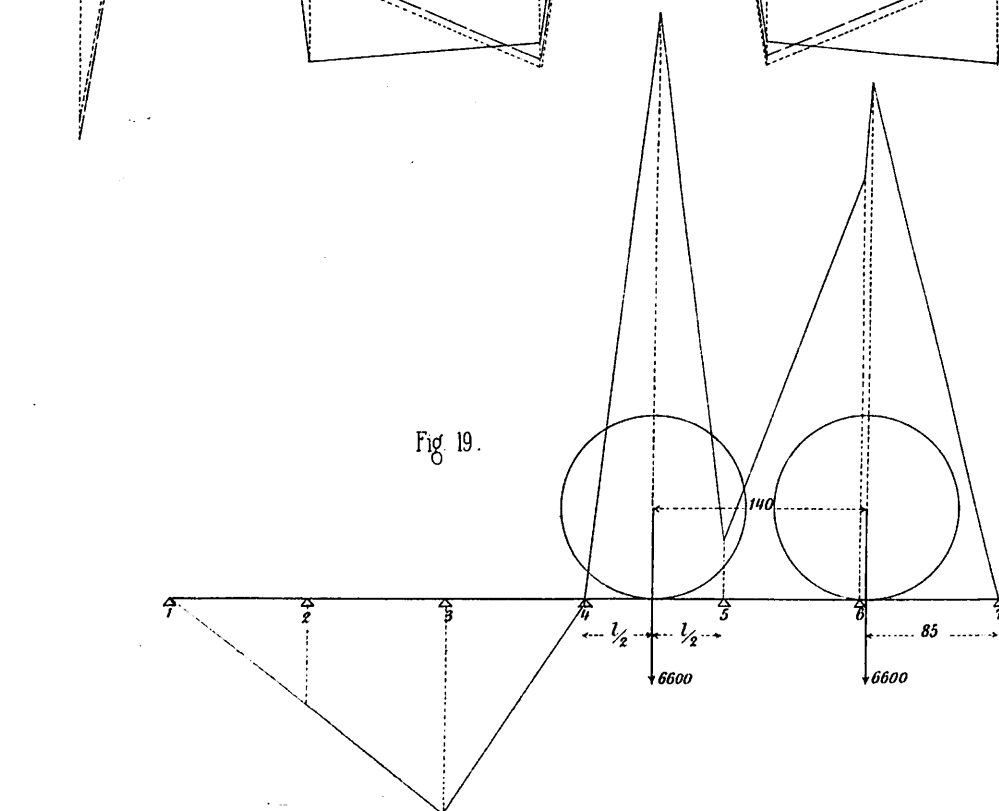


Fig 16.

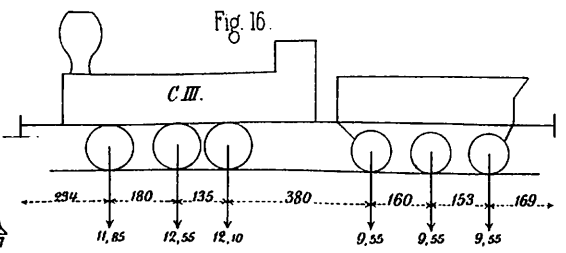


Fig 20.

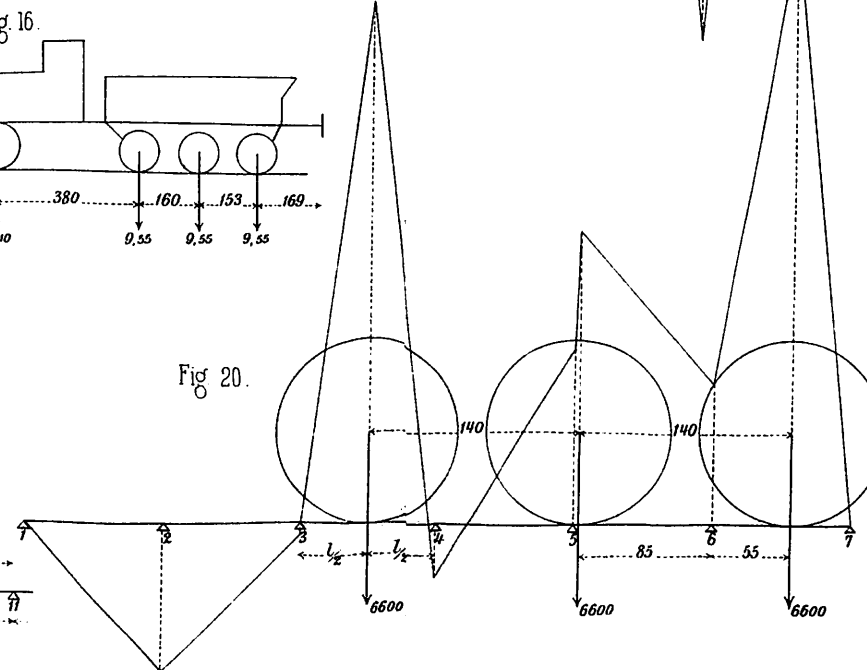


Fig 7.

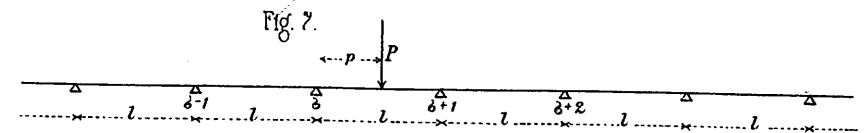


Fig 8.

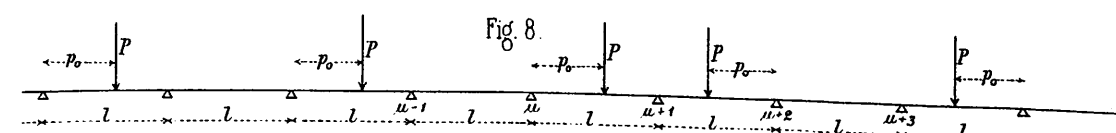


Fig 9.

