

Fig. 1. Anordnung mit ungleichen Stoß- und Mittelschwellen.

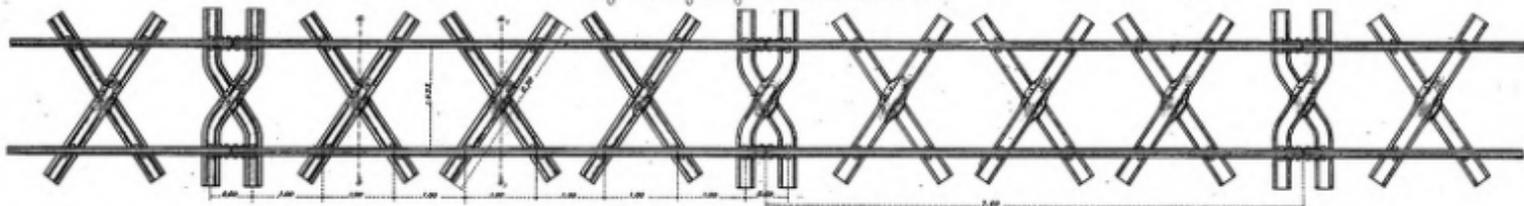
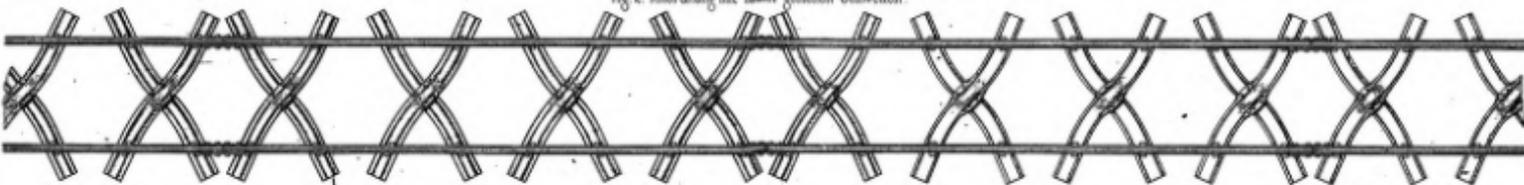


Fig. 2. Anordnung mit laster gleichen Schwellen.



Längenschnitt einer Schwelle gerade.



Längenschnitt einer Schwelle mit aufgebogenen Enden.



Fig. 8.

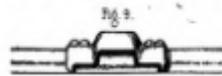


Fig. 9.



Fig. 18.



Fig. 19.

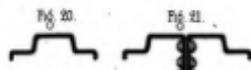
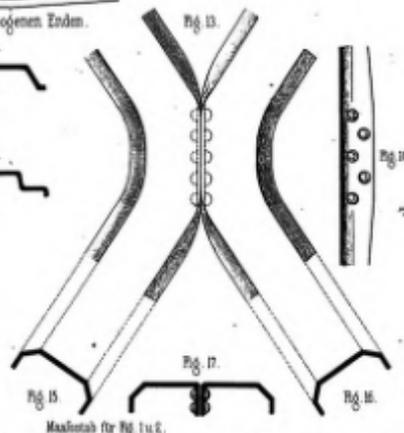
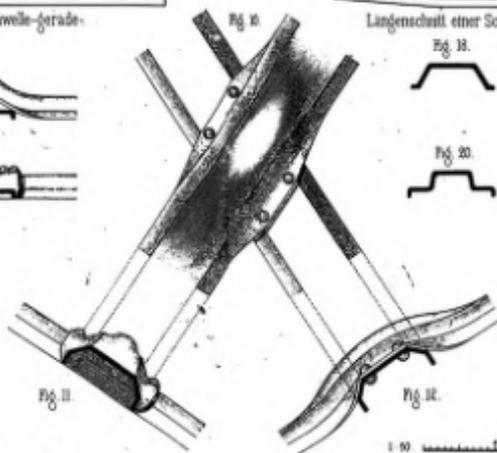
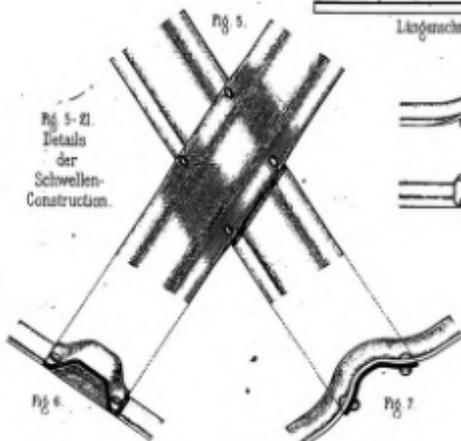


Fig. 20.



Fig. 21.

Fig. 5-21. Details der Schwellen-Construction.



Maßstab für Fig. 5-21.

Maßstab für Fig. 10-21.

Maßstab für Fig. 13-4.

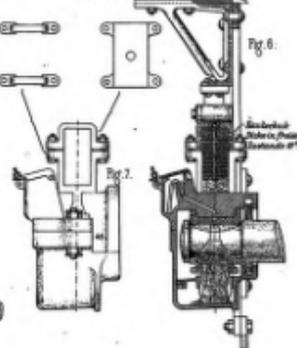
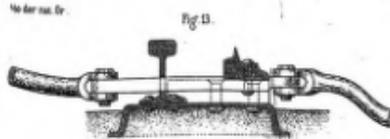
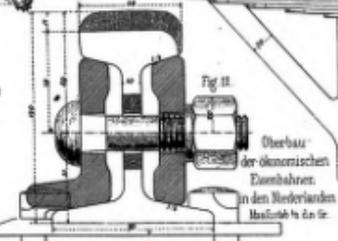
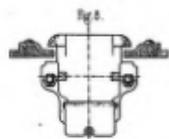
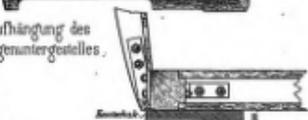
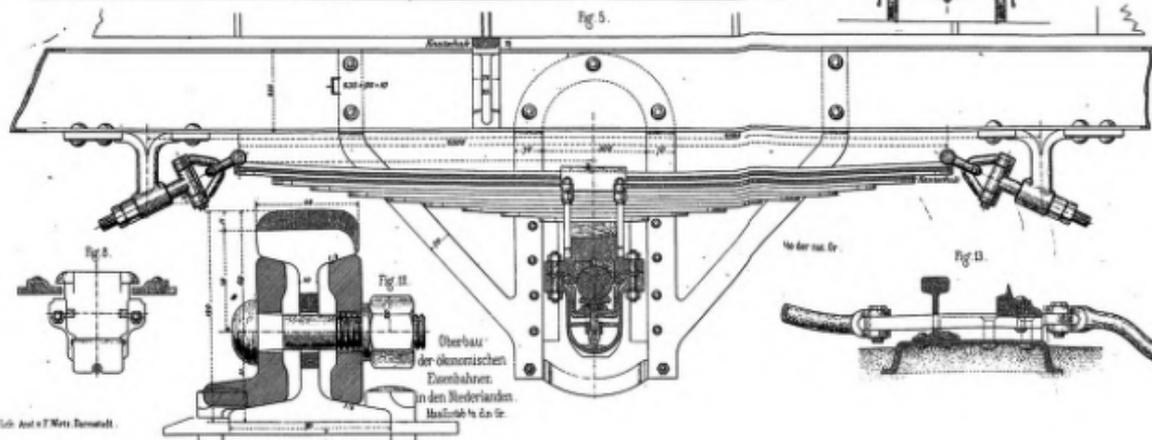
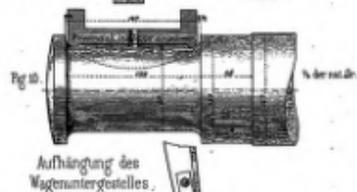
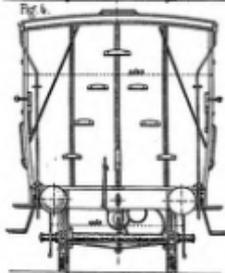
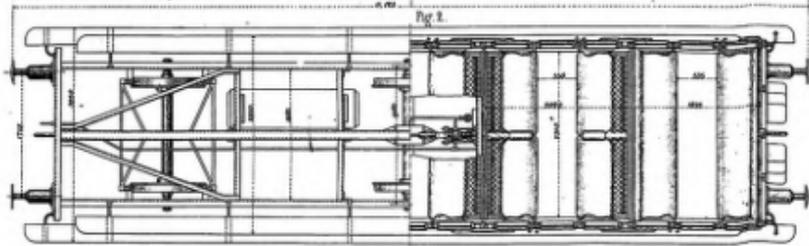
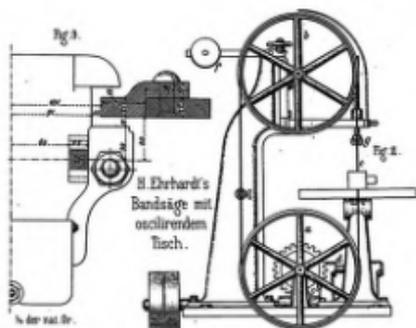
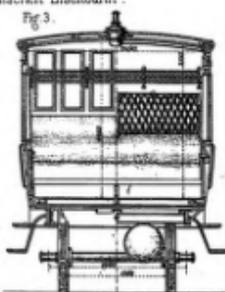
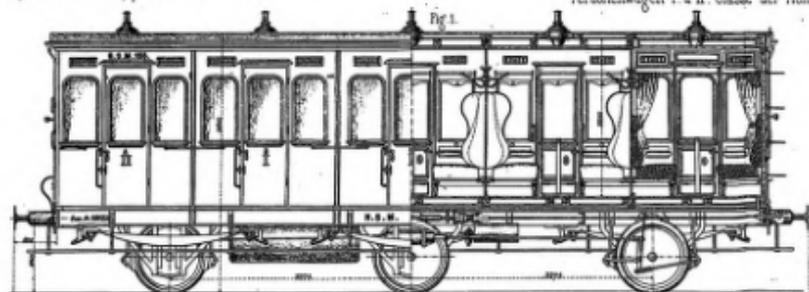


Fig 1 Vorder-Ansicht.

Fig 1 Seiten-Ansicht.

„Erntes Bremsklotz mit 3 Hebungsfächen.  
Patent. Jos. Schrot.“

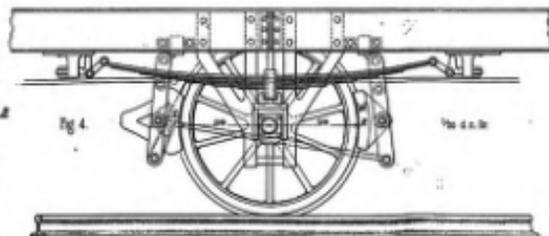
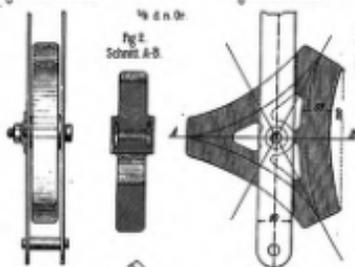


Fig 7.

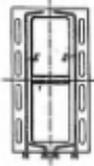


Fig 8.



Manometer-Prober-Vorrichtung  
von Dreyer, Rosenkrantz u. Droop.

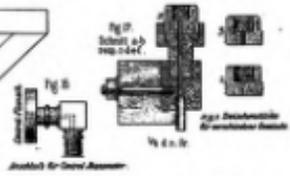
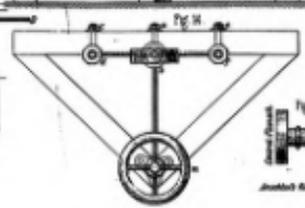
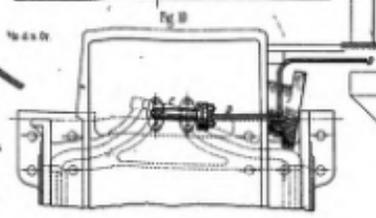
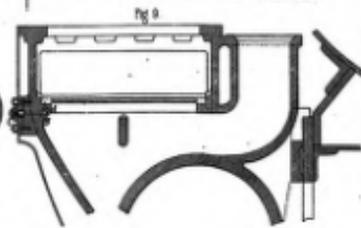
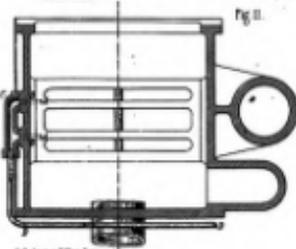
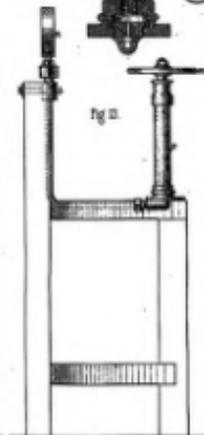
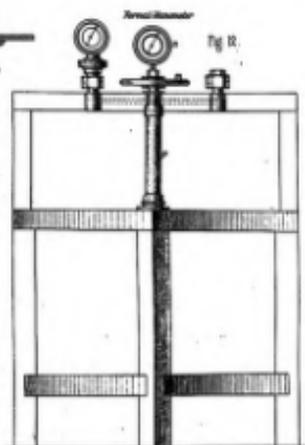
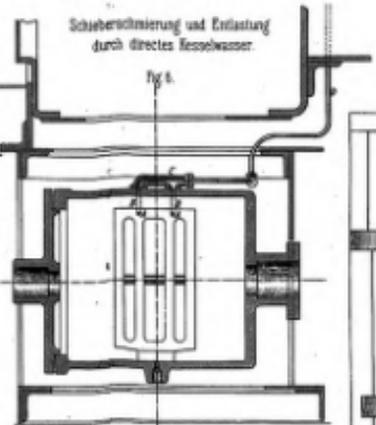
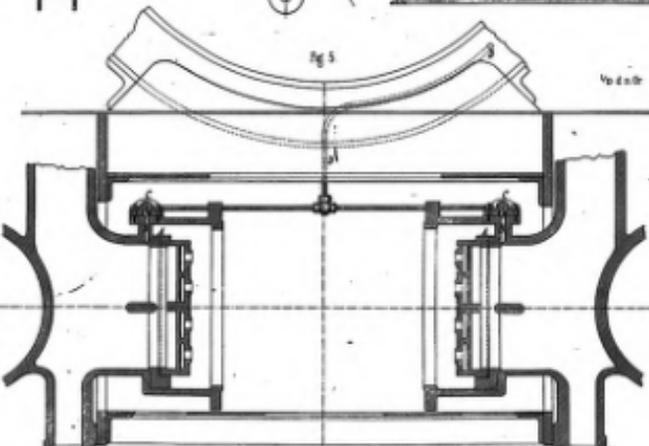
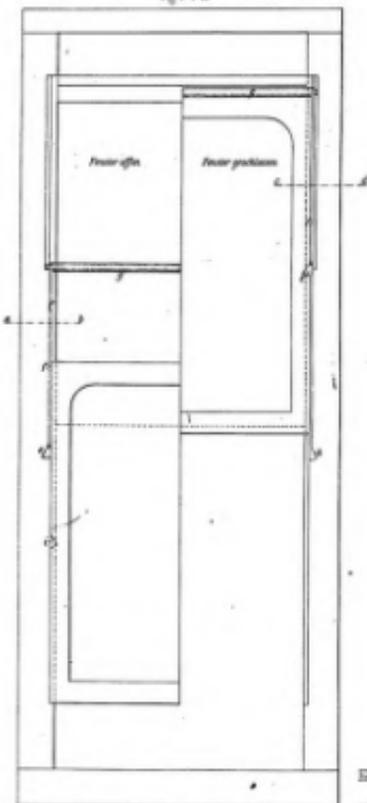


Fig 1 a



Schnitt a-b Fig 2 Schnitt c-d

Fig 3



Fig 4 a-b



Fig 5

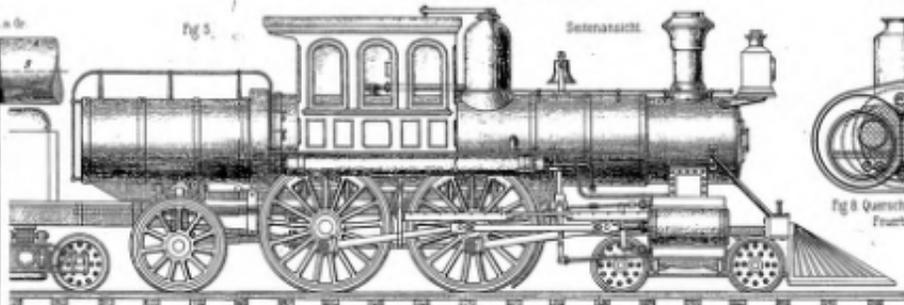


Fig 6 Querschnitt durch die Feuerbüchse.

Fig 6 Vertical-Schnitt des Kessels nach der Linie a-b-c-d e

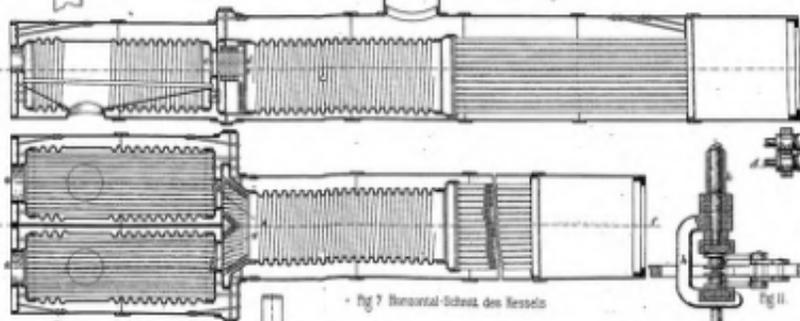


Fig 7 Horizontal-Schnitt des Kessels

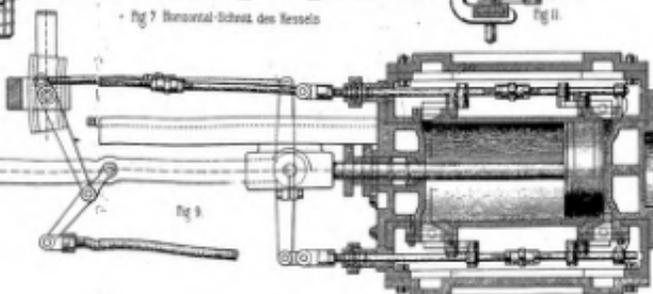


Fig 8



Fig 9

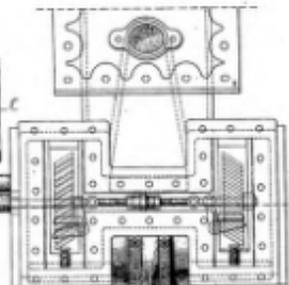


Fig 10

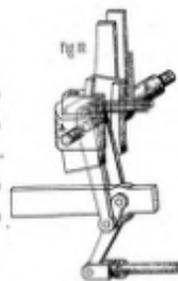


Fig 11

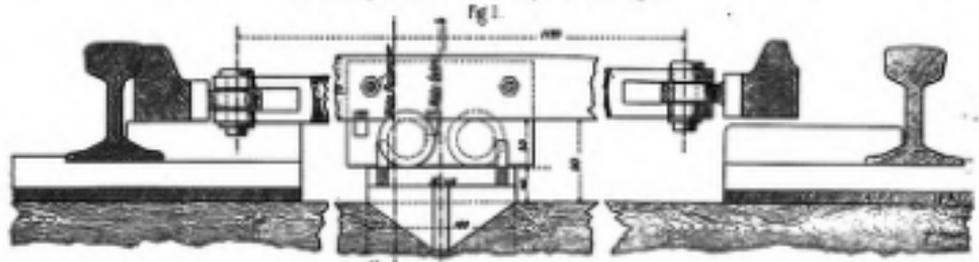


Fig 1

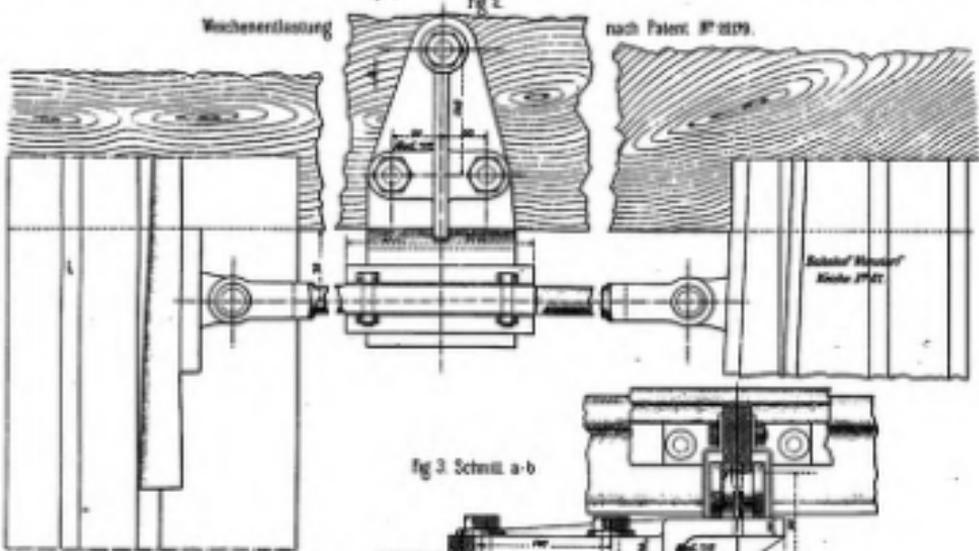
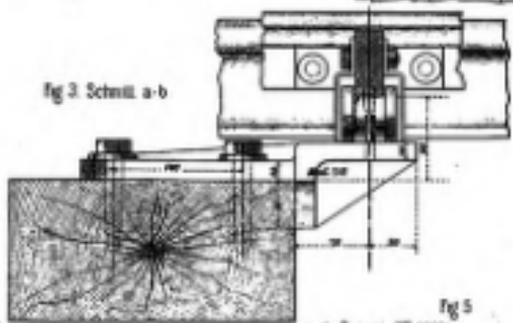


Fig 2

Weichenelastung

nach Patent N° 2179

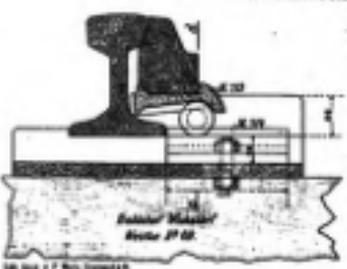
Fig 3 Schnitt a-b



K. L. S. & N. Dr.

Fig 4

Weichenelastung



Im Auftr. v. H. Bussing

Fig 5

nach Patent N° 2181

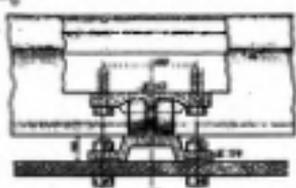
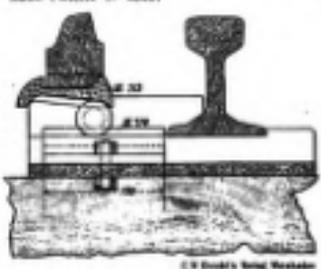


Fig 5 Schnitt c-d



H. Bussing's Patent N° 2181

