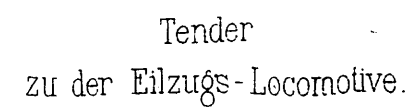
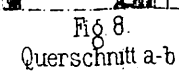
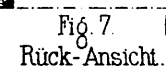
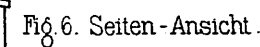
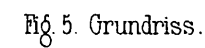
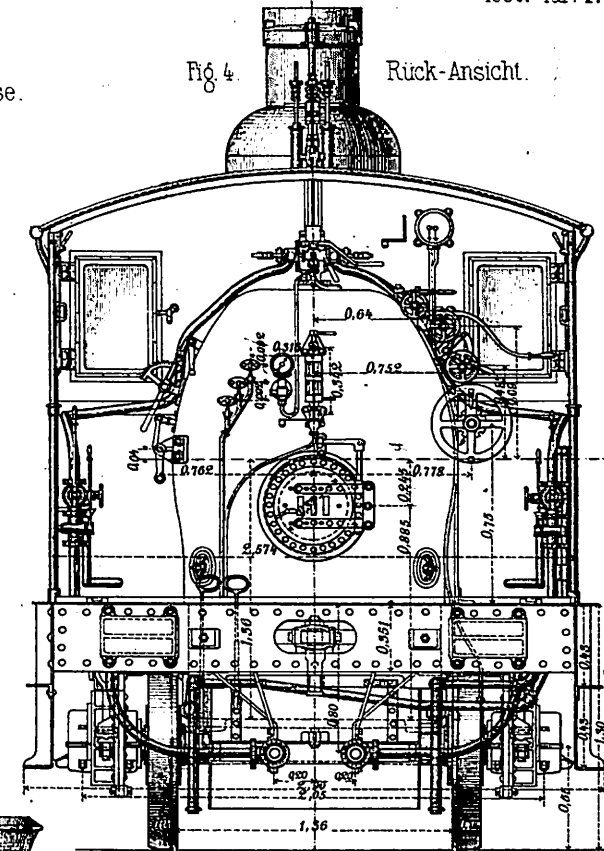


Fig.1. Längen-Ansicht.



Maafsstab 1 : 40.



Tramway- Locomotive  
und Maschinenfabrik in Winterthur.

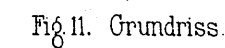
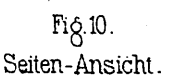
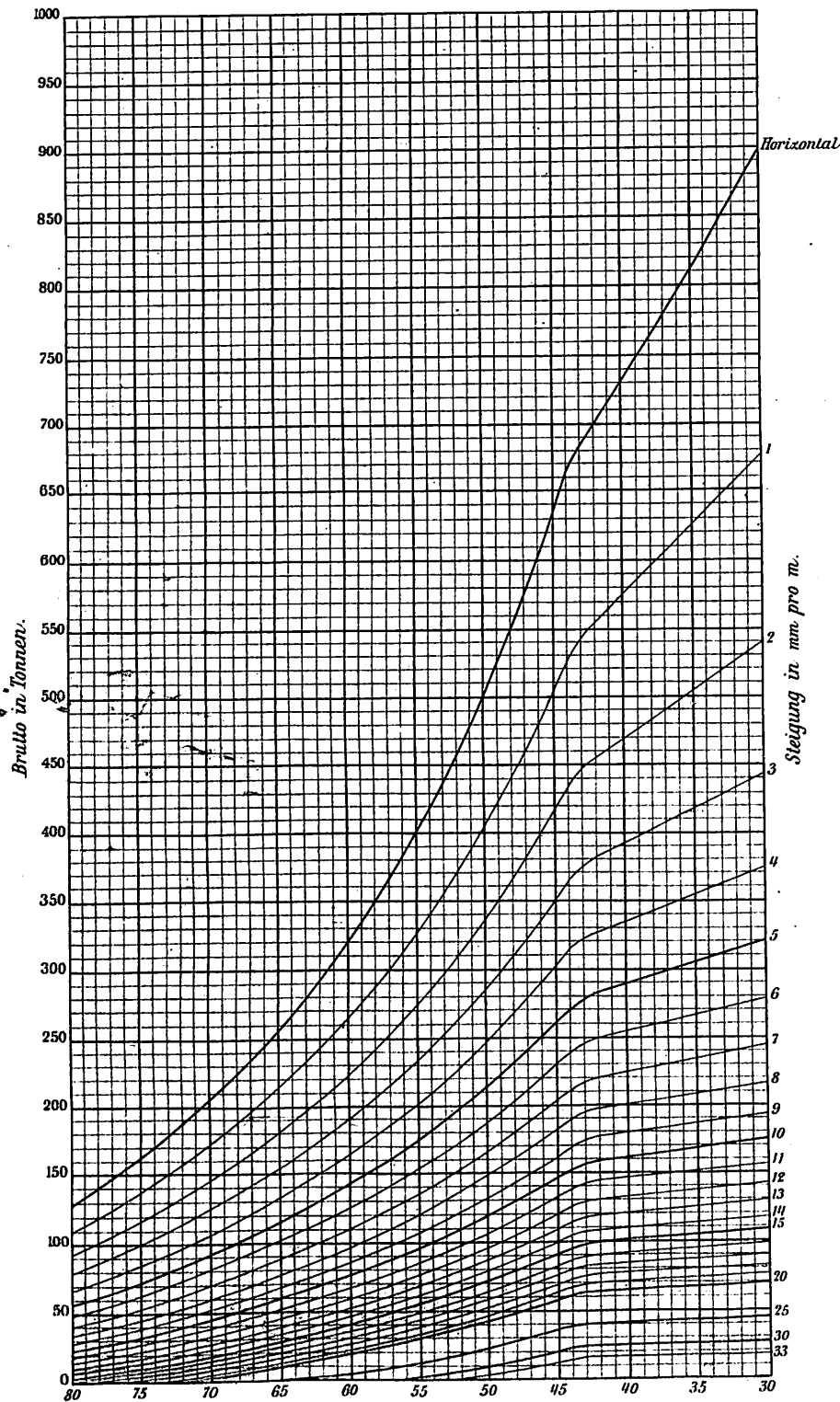


Fig. 1.  
Graphische Darstellung  
der Leistung von Locomotiven.  
Cat. I.

(Voraussetzung: 1 Km-t. Leistung pro 1m<sup>2</sup> Heizfläche u. cc. 50% Cylinderfüllung.)



Geschwindigkeit in km pro Stunde.

Lith. Anst. v. F. Wirtz, Darmstadt.

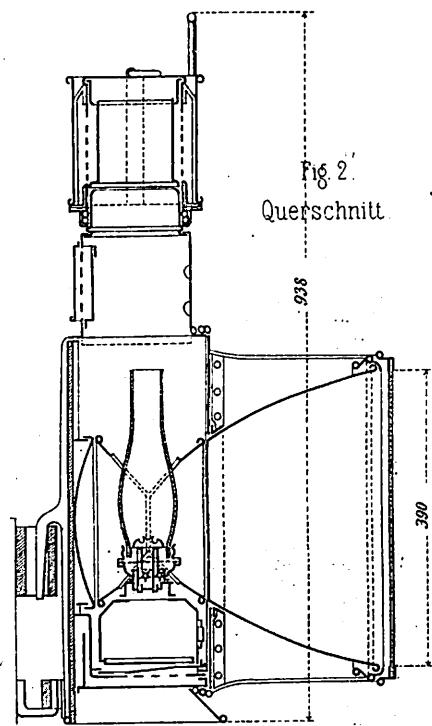
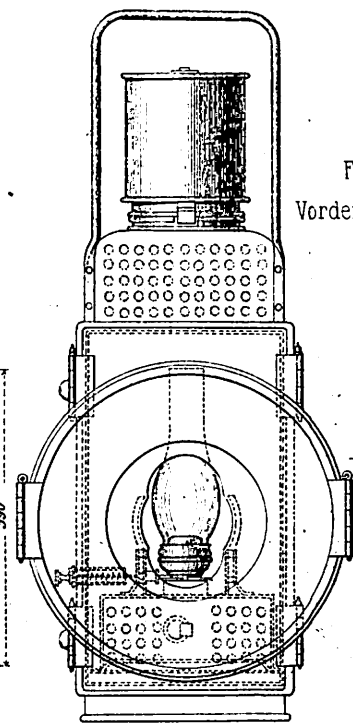


Fig. 2.  
Querschnitt.



Locomotiv-Laterne für  
Secundärbahnen  
1/10 d. nat. Gr.

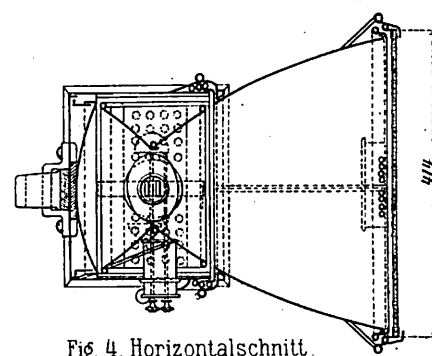


Fig. 4. Horizontalschnitt.

Personenwagen I u. II Classe mit Seitengang  
d. österr. ungar. Staatsbahn-Gesellschaft.  
1/50 d. nat. Gr.

Fig. 5. Wagen aller Classen: (Stirnansicht)

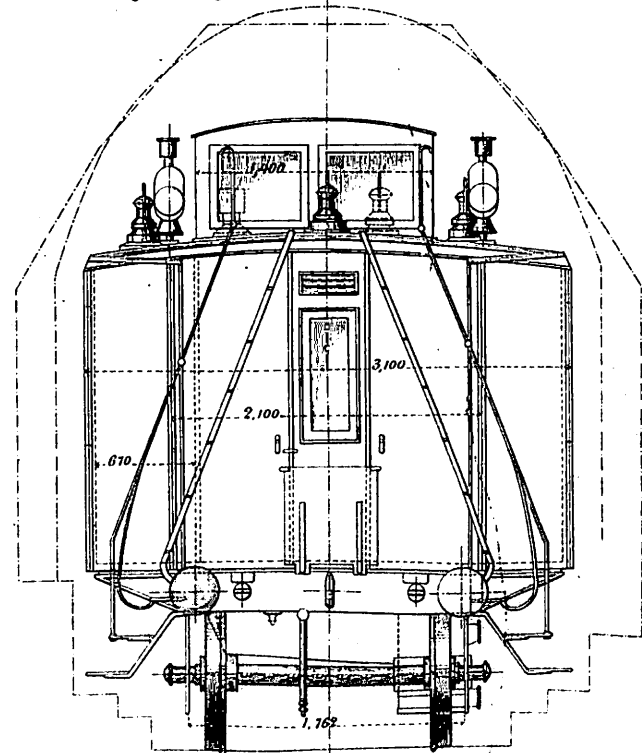
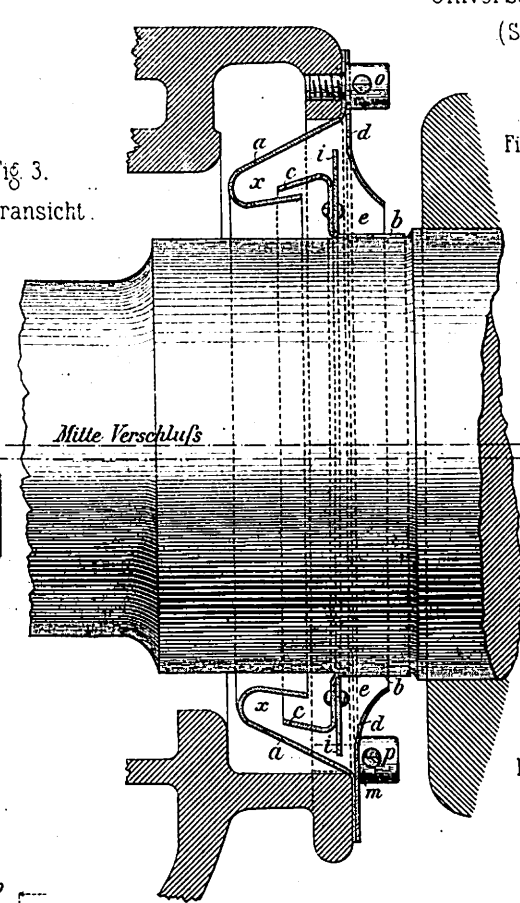


Fig. 3.  
Vorderansicht.



Universal-Staubverschluss für Achslager  
(System Romberg) 1/2 nat. Gr.

Fig. 8. Anordnung  
bei alten  
Achslagern.

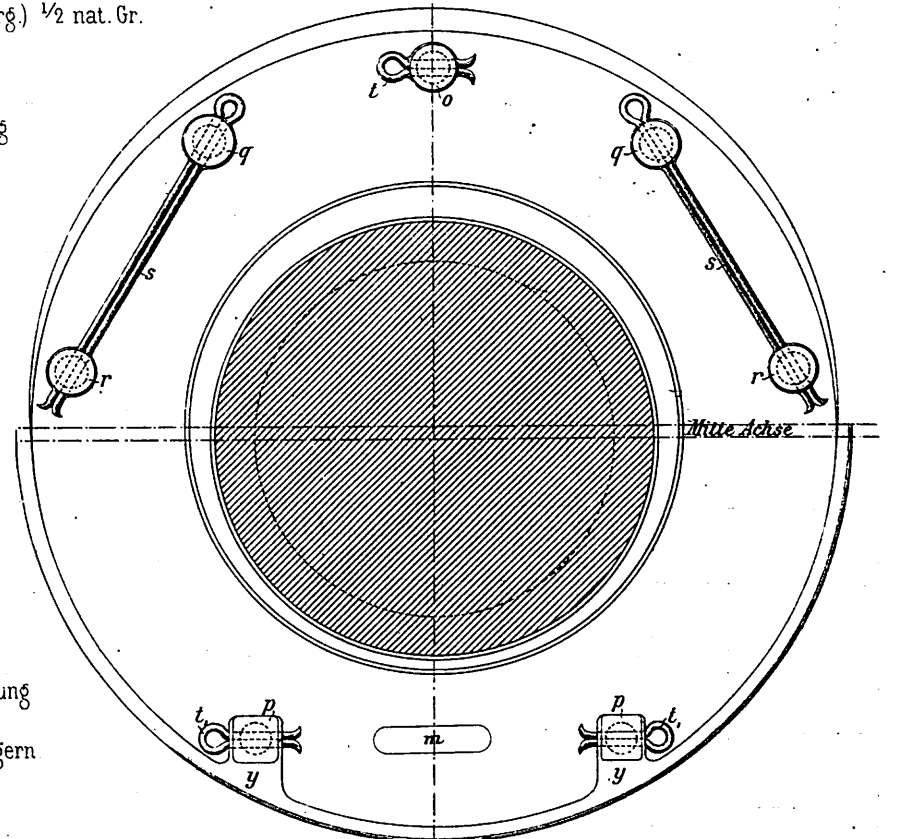


Fig. 9. Anordnung  
bei neuen  
Normal-Achslagern

Fig. 7. Grundriss.

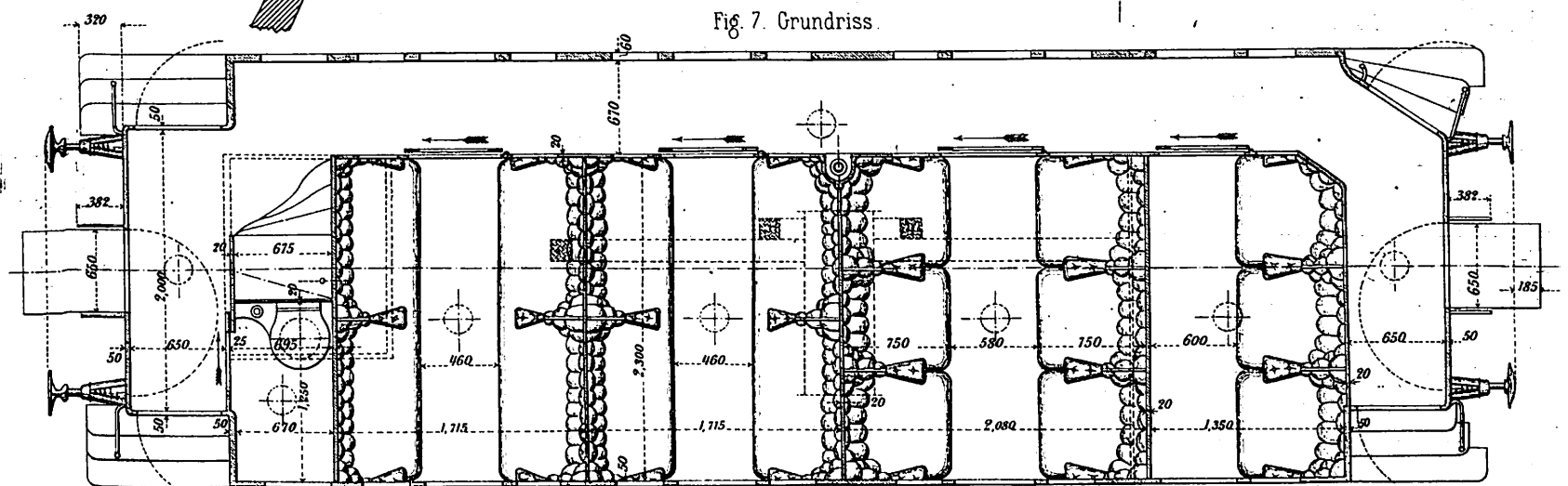
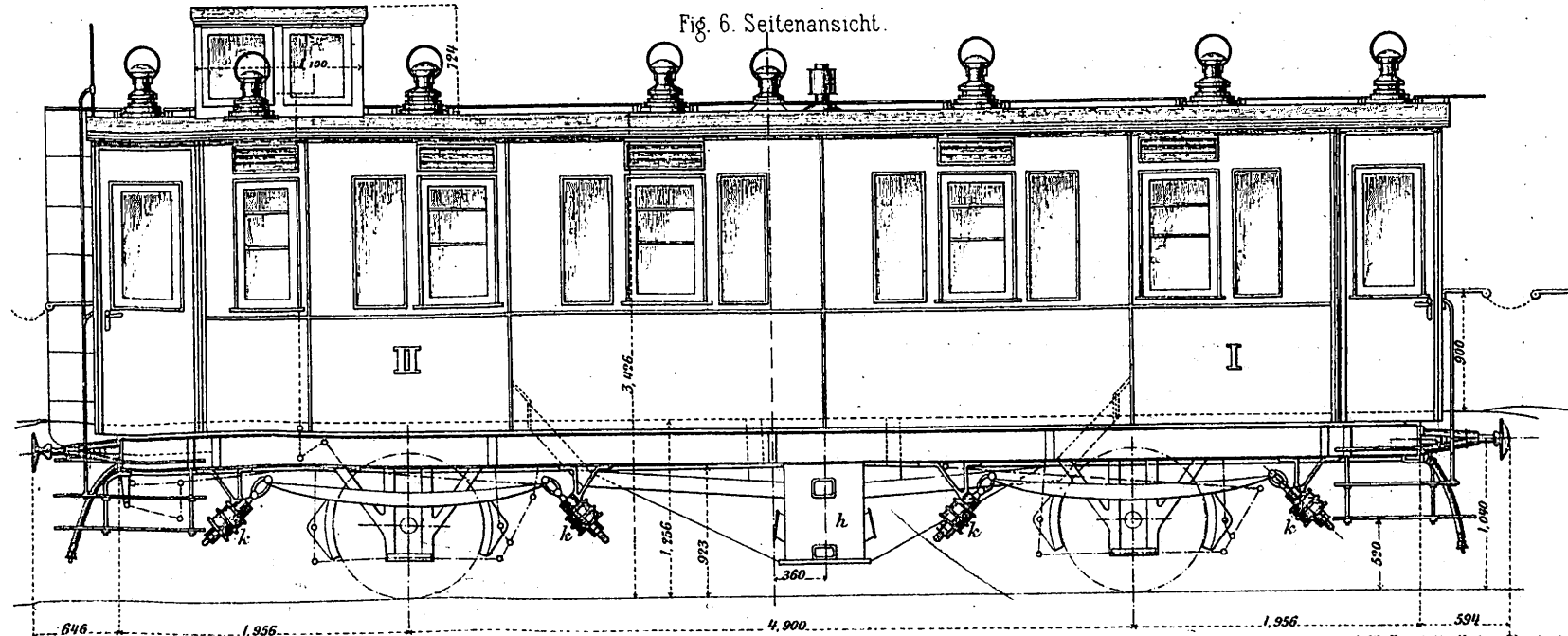


Fig. 6. Seitenansicht.



C. W. Kreidel's Verlag, Wiesbaden.

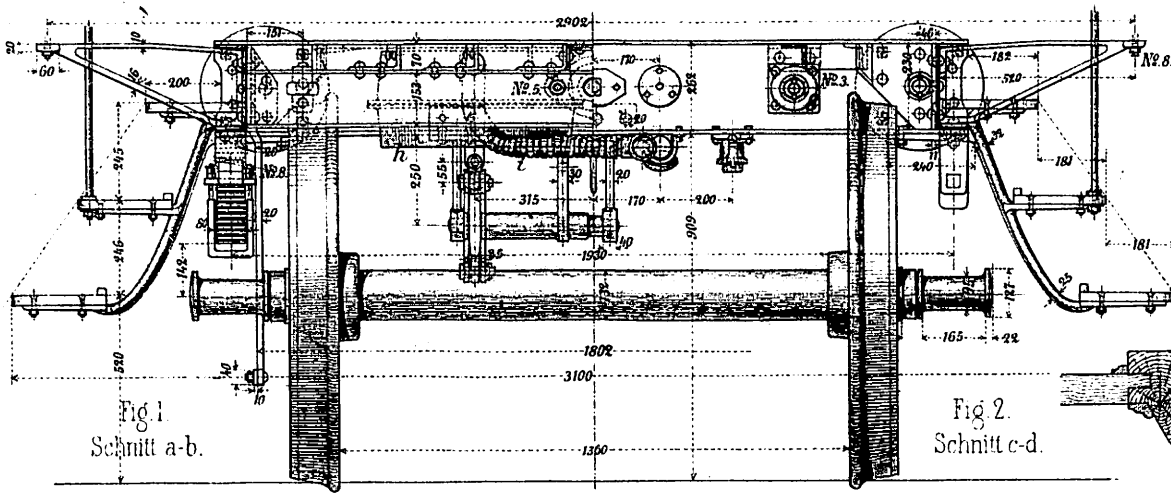
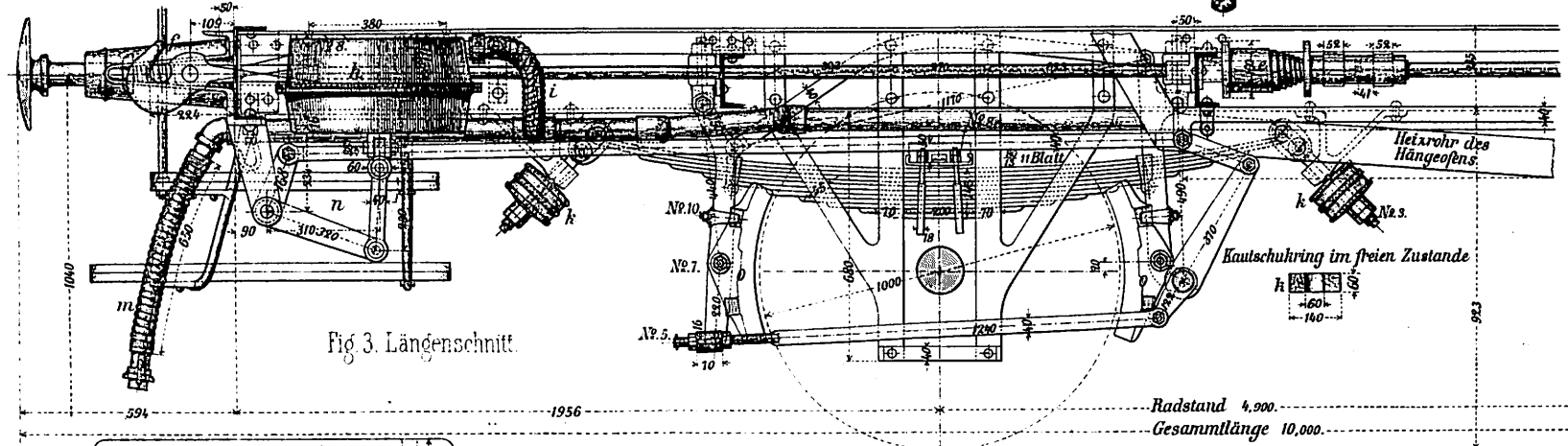
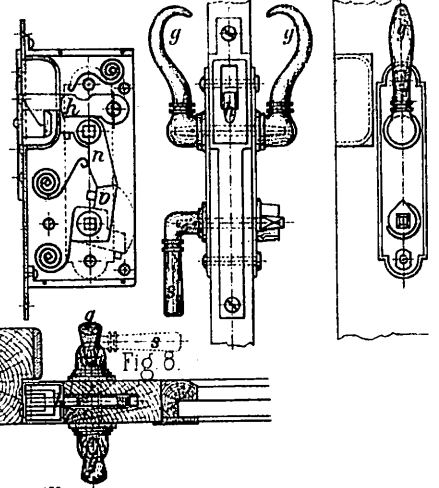


Fig. 5

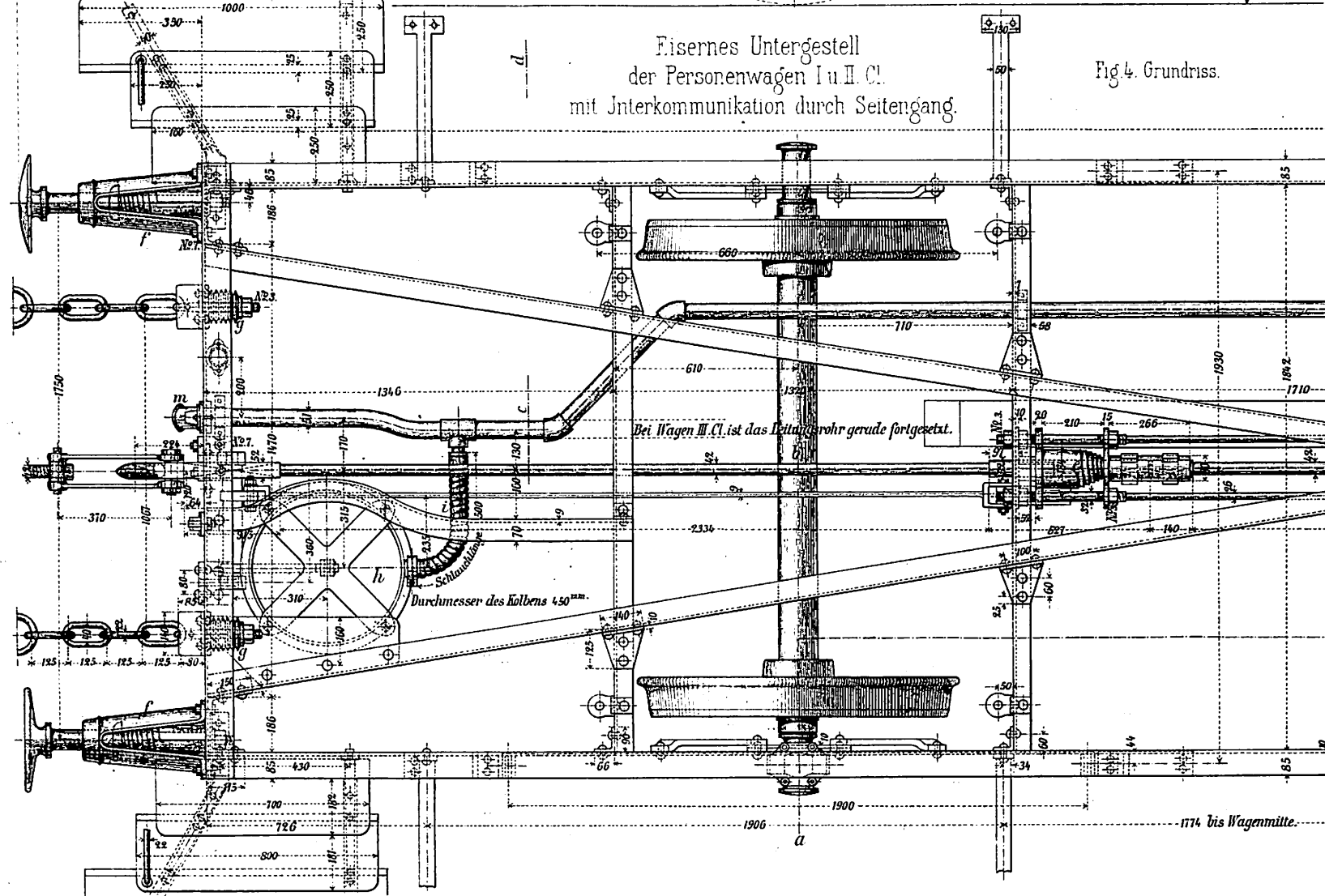
Fig. 6

Fig. 7



Eisernes Untergerüst  
der Personenwagen I u. II. Cl.  
mit Interkommunikation durch Seitengang.

Fig. 4. Grundriss.



Manometer-Probir-Vorrichtung  
der österr. ungar.  
Staatsbahn-Gesellschaft.  
 $\frac{1}{10}$  d. nat. Gr.

Details  $\frac{1}{2}$  nat. Gr.

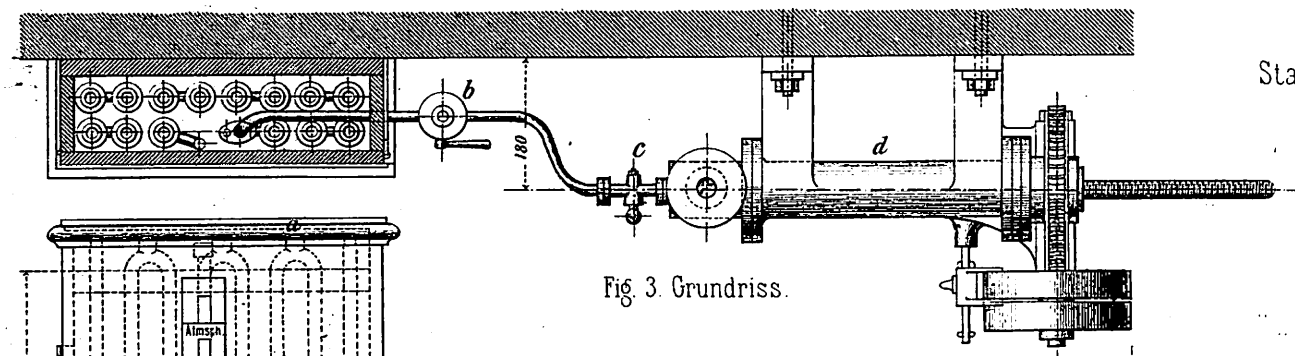


Fig. 3. Grundriss.

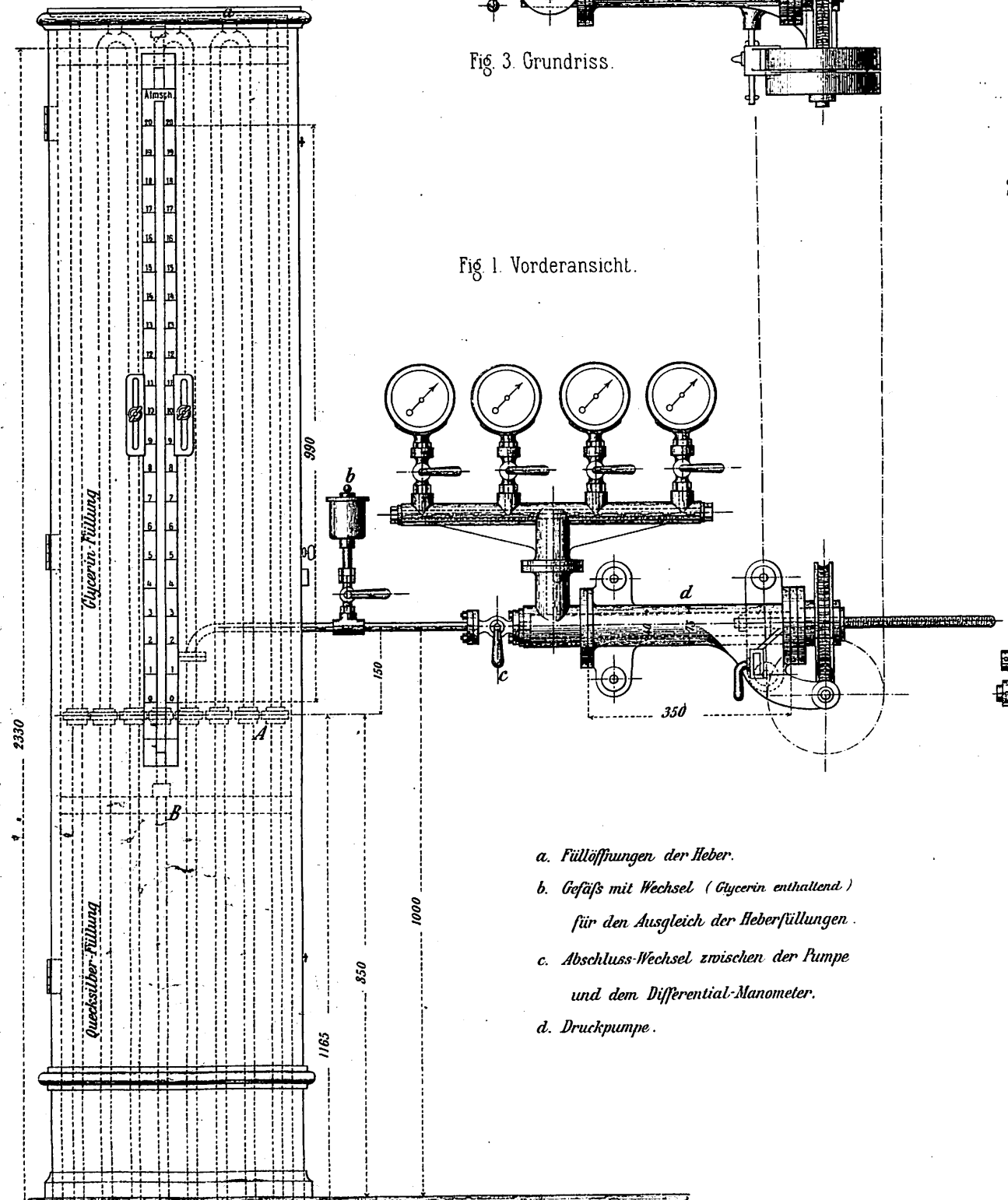


Fig. 1. Vorderansicht.

- a. Füllöffnungen der Heber.
- b. Gefäß mit Wechsel (Glycerin enthaltend)  
für den Ausgleich der Heberfüllungen.
- c. Abschluss-Wechsel zwischen der Pumpe  
und dem Differential-Manometer.
- d. Druckpumpe.

Fig. 2.  
Seitenansicht.

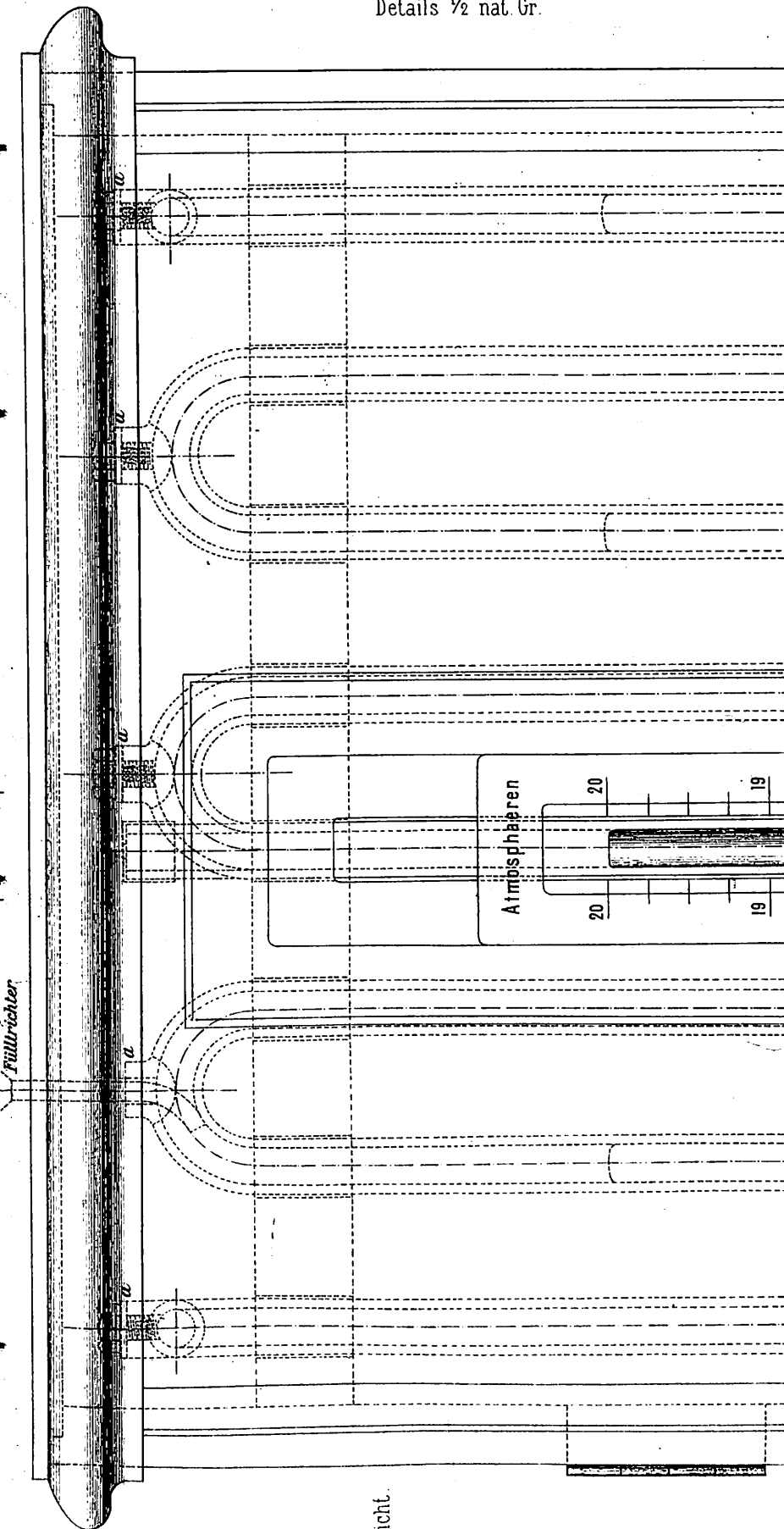
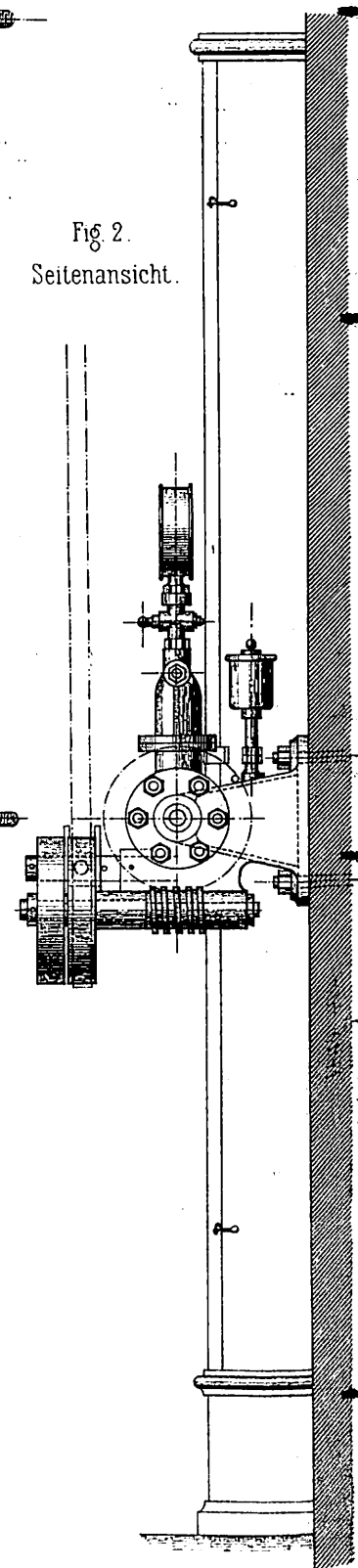


Fig. 6.  
Vorderansicht.

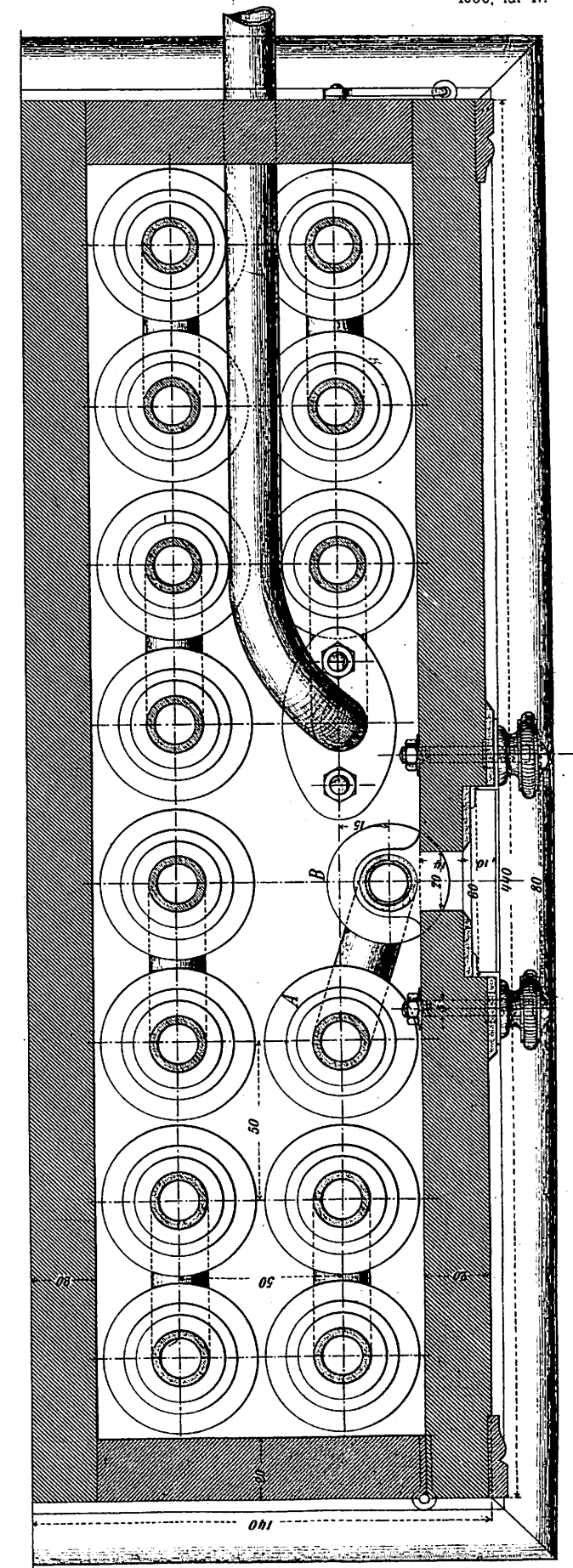
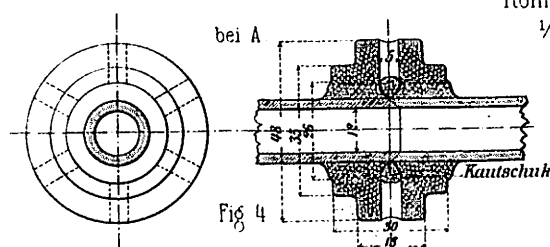


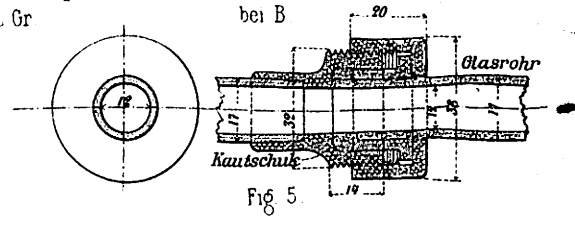
Fig. 7.  
Grundriss.



bei A

Fig. 4

Rohrverbindung  
 $\frac{1}{2}$  nat. Gr



bei B

Fig. 5

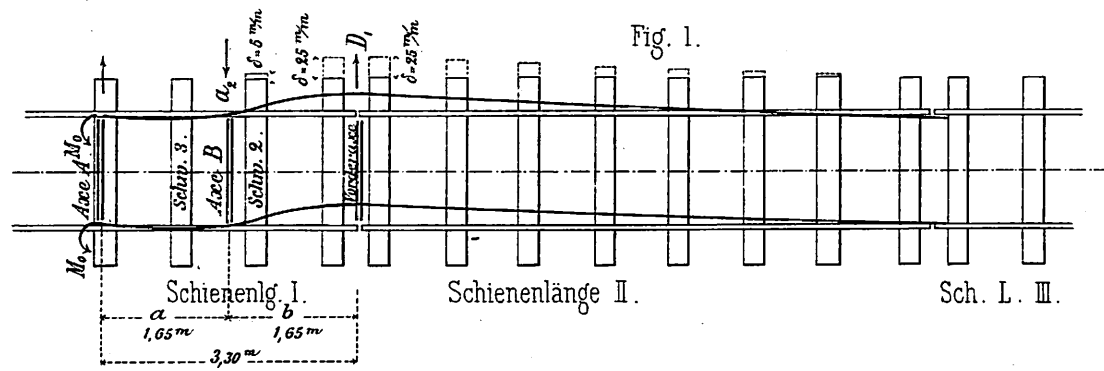
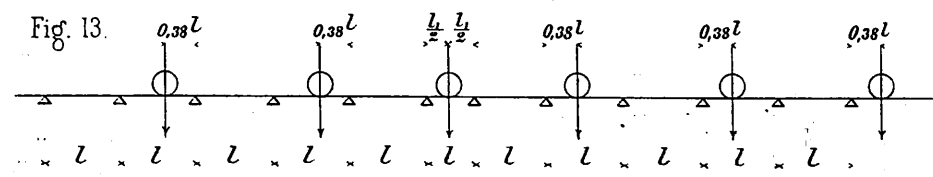
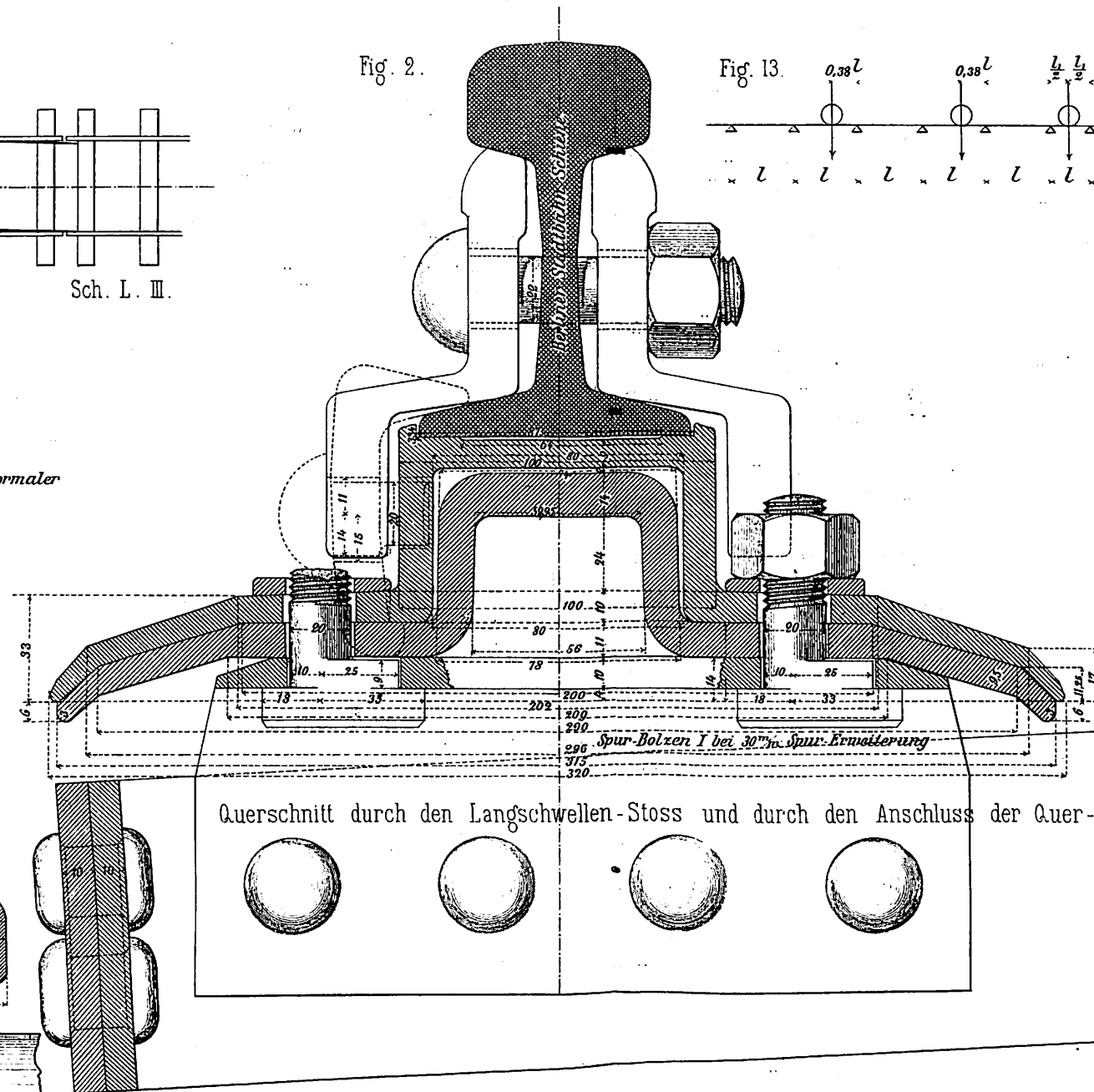
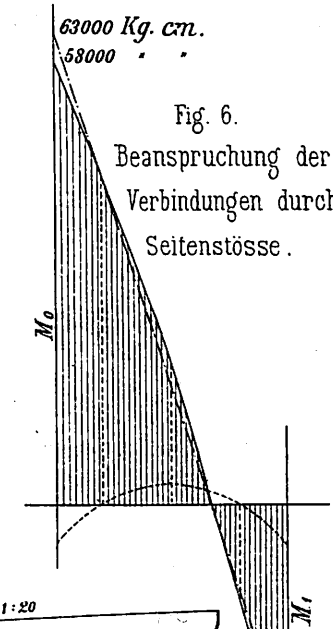


Fig. 2.



63000 Kg. cm.  
53000

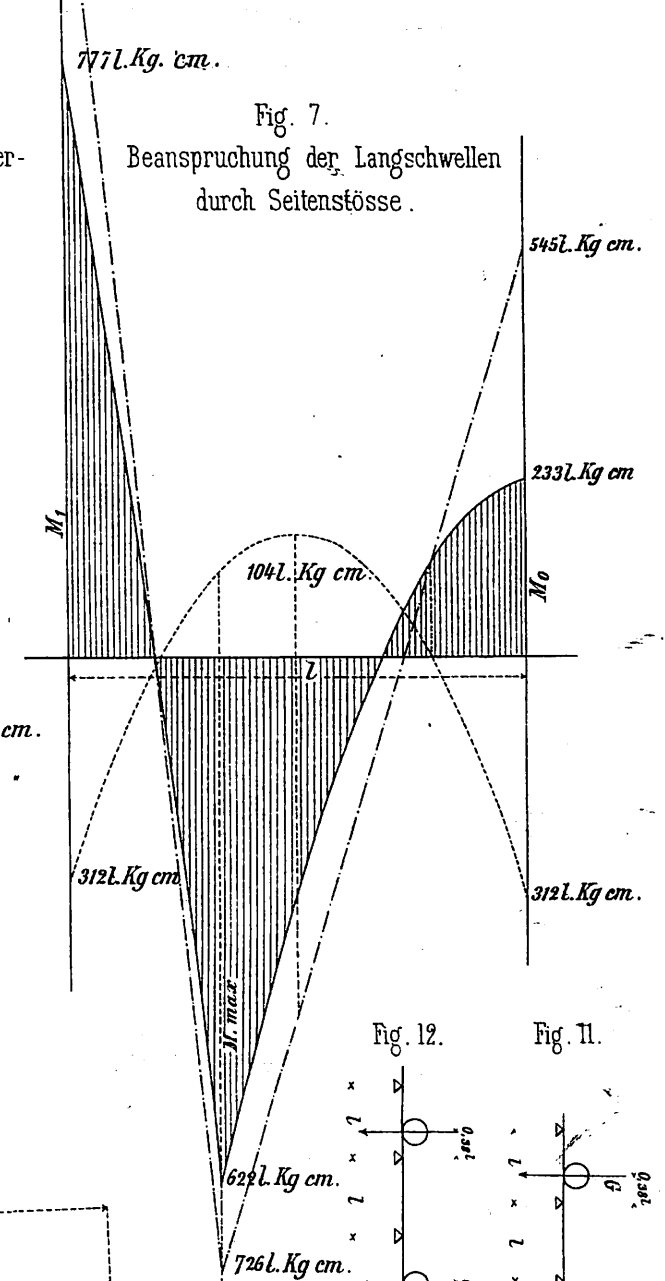
Fig. 6.  
Beanspruchung der Quer-  
Verbindungen durch  
Seitenstöße.



10891. Kg. cm.

771. Kg. cm.

Fig. 7.  
Beanspruchung der Langschwellen  
durch Seitenstöße.



545. Kg. cm.

233. Kg. cm.

104. Kg. cm.

312. Kg. cm.

312. Kg. cm.

Querschnitt durch den Langschwellen-Stoss und durch den Anschluss der Quer-Verbindung.

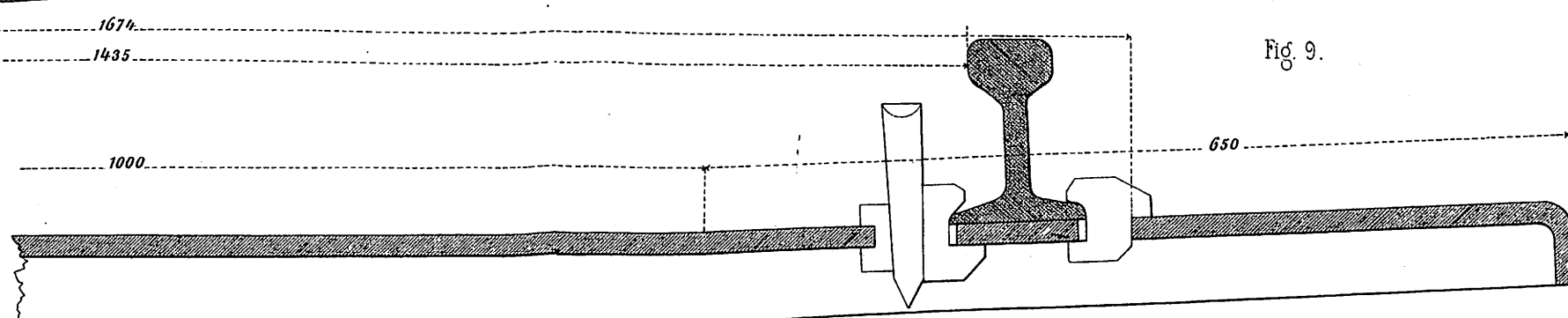
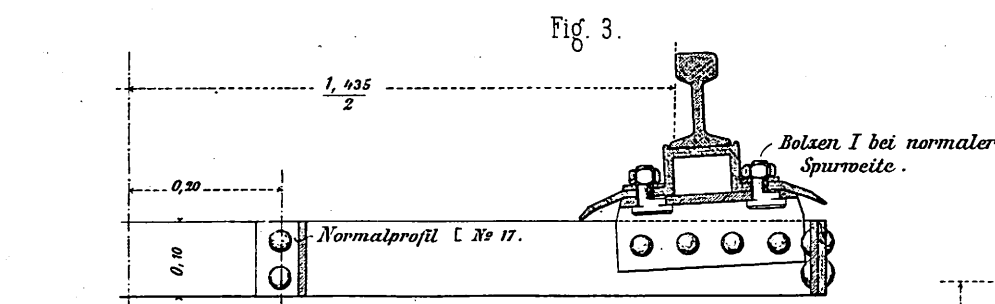


Fig. 9.



Anschluss einer Mittel - Quer - Verbindung an die  
Langschwelle bei normaler Spurweite.

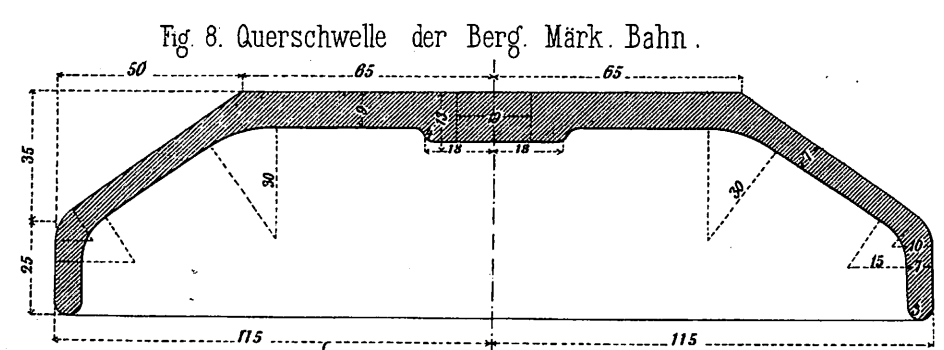


Fig. 8. Querschwellen der Berg. Märk. Bahn.

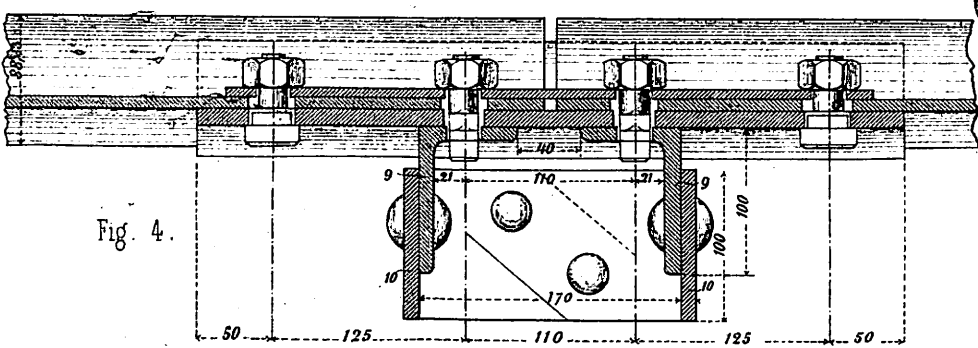


Fig. 4.

Längs-Schnitt d. d. Langschw. Stoss u. d. d. Anschluss der Quer-  
Verbindung bei abgenommener Schiene.

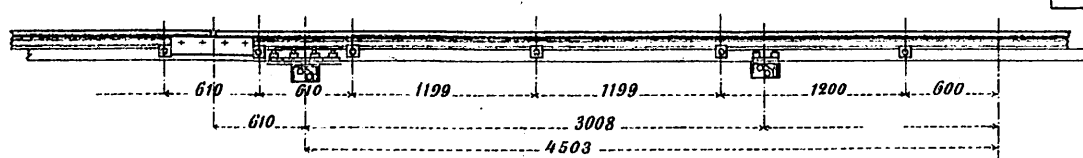


Fig. 5.

Längs-Schnitt u. Grundriss - Anordnung des Langschwellen Systems.

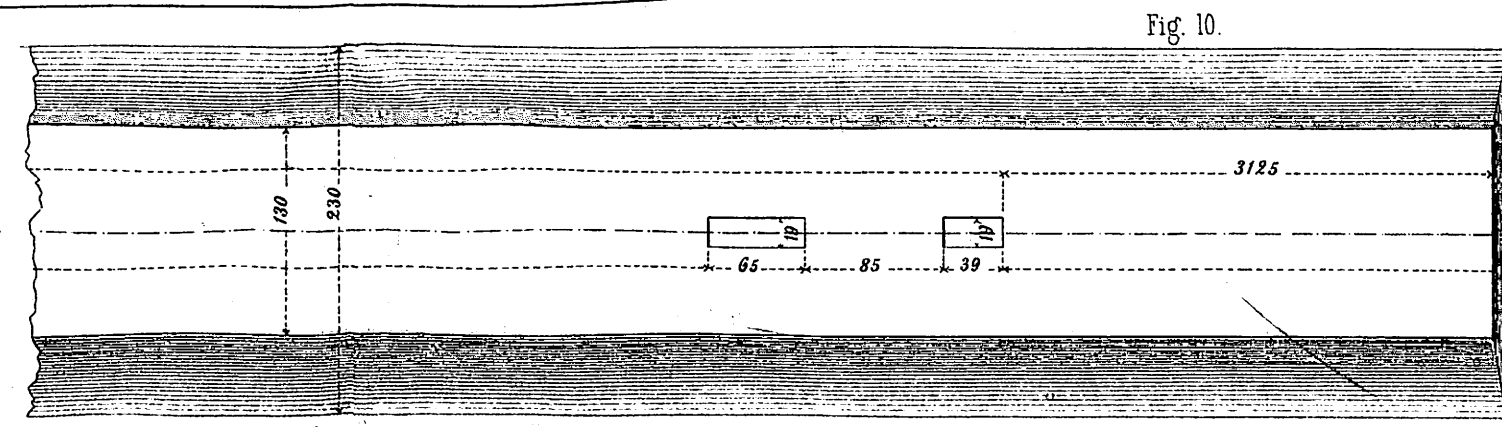
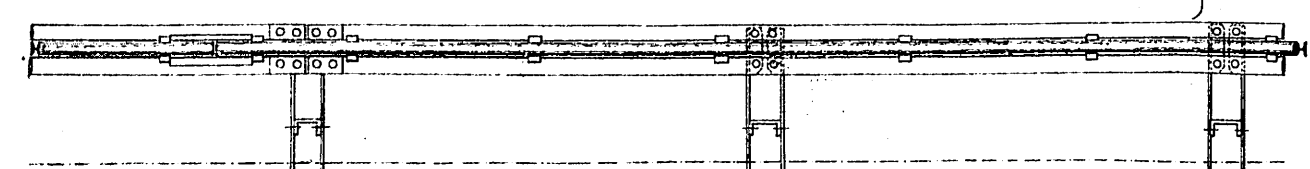
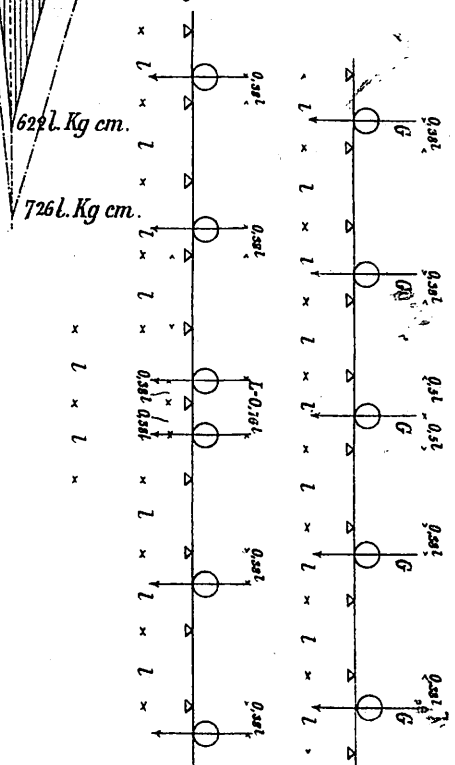


Fig. 10.

Fig. 12.

Fig. 11.



62. Kg. cm.

726. Kg. cm.

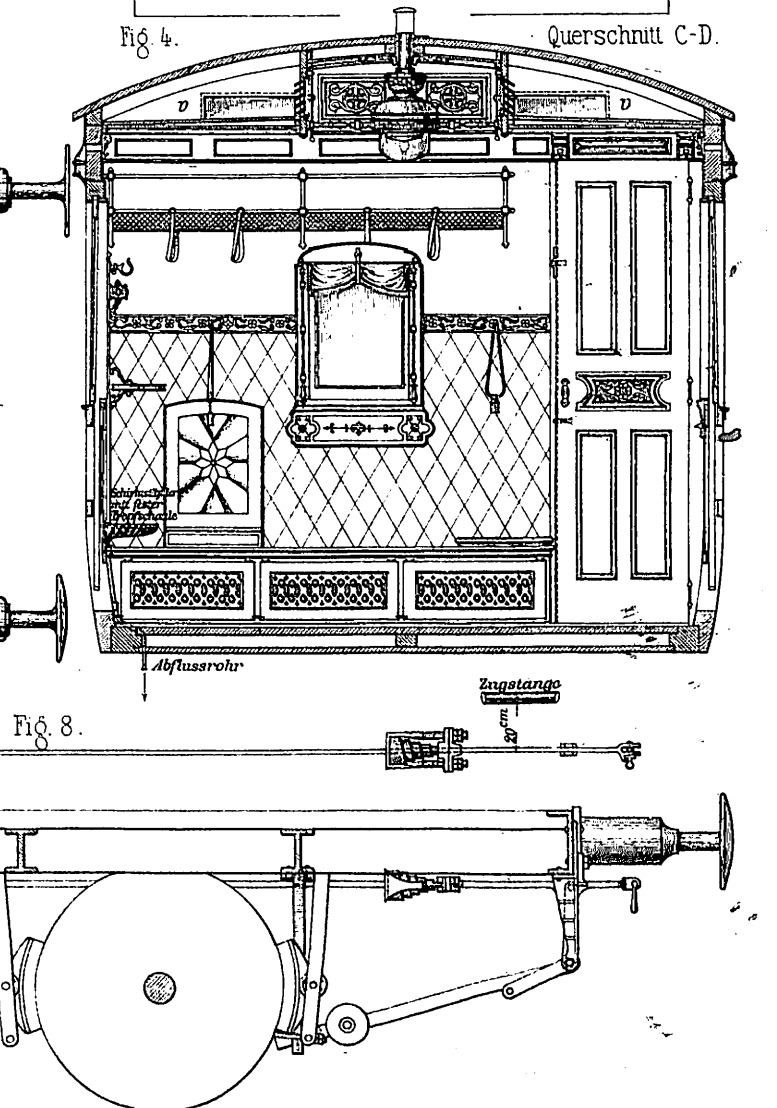
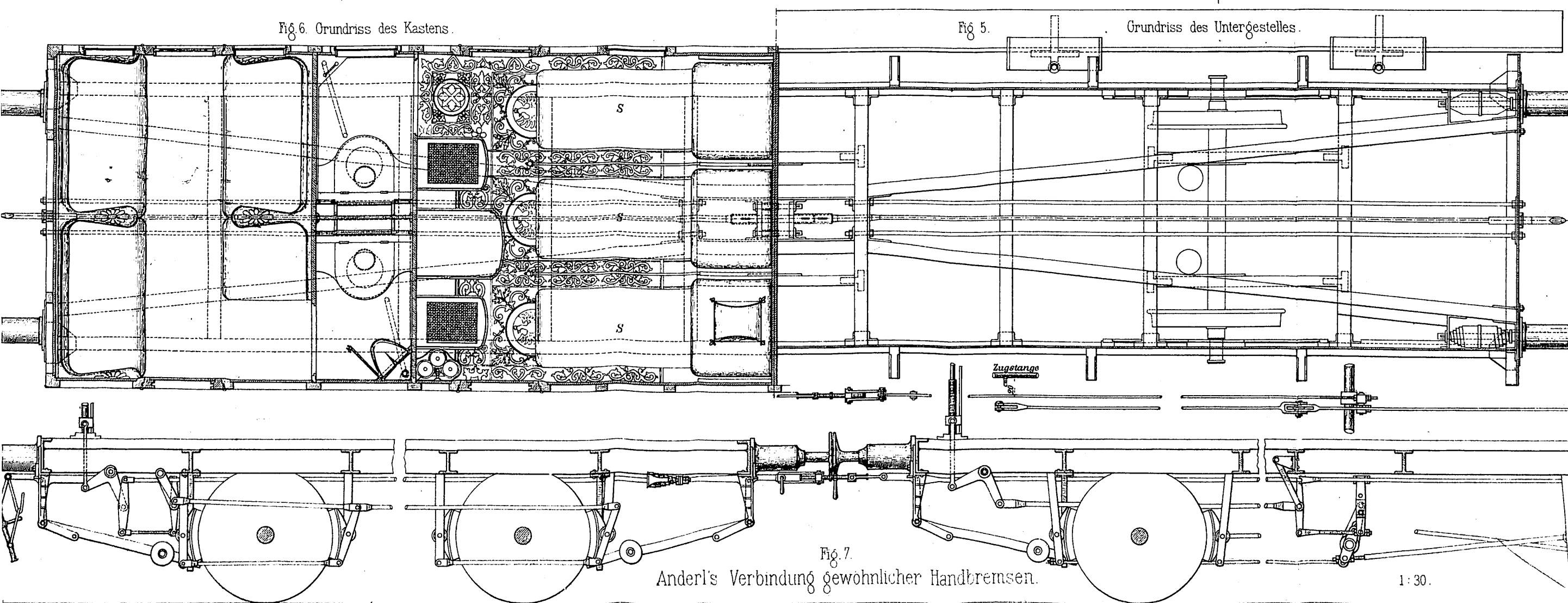
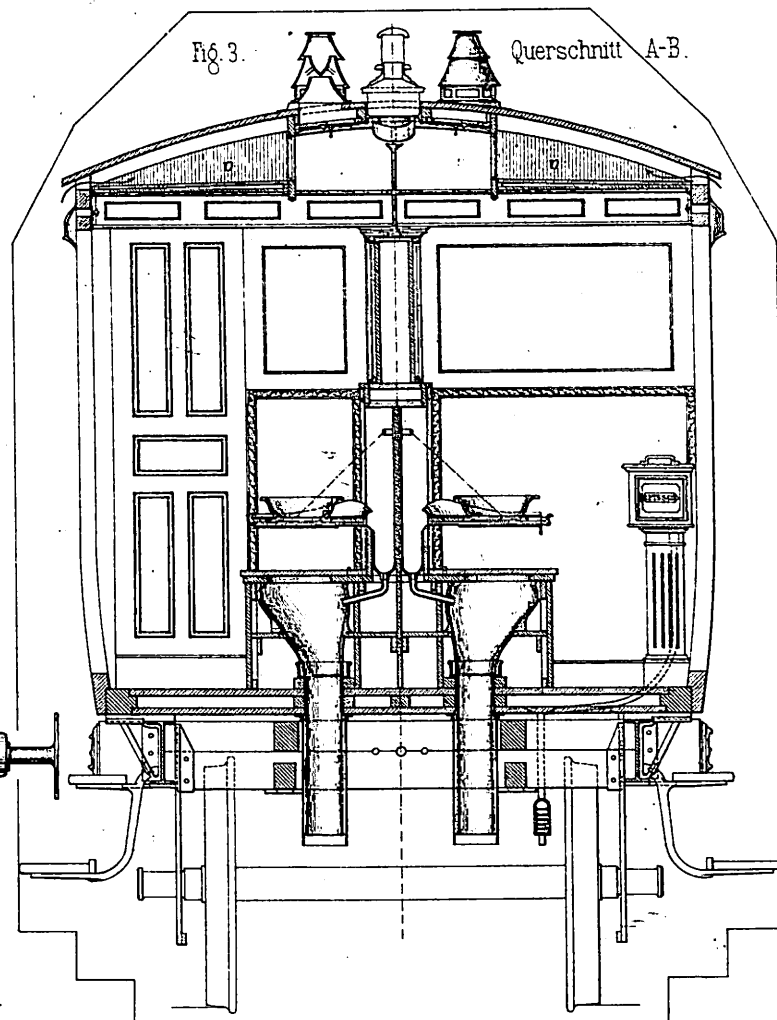
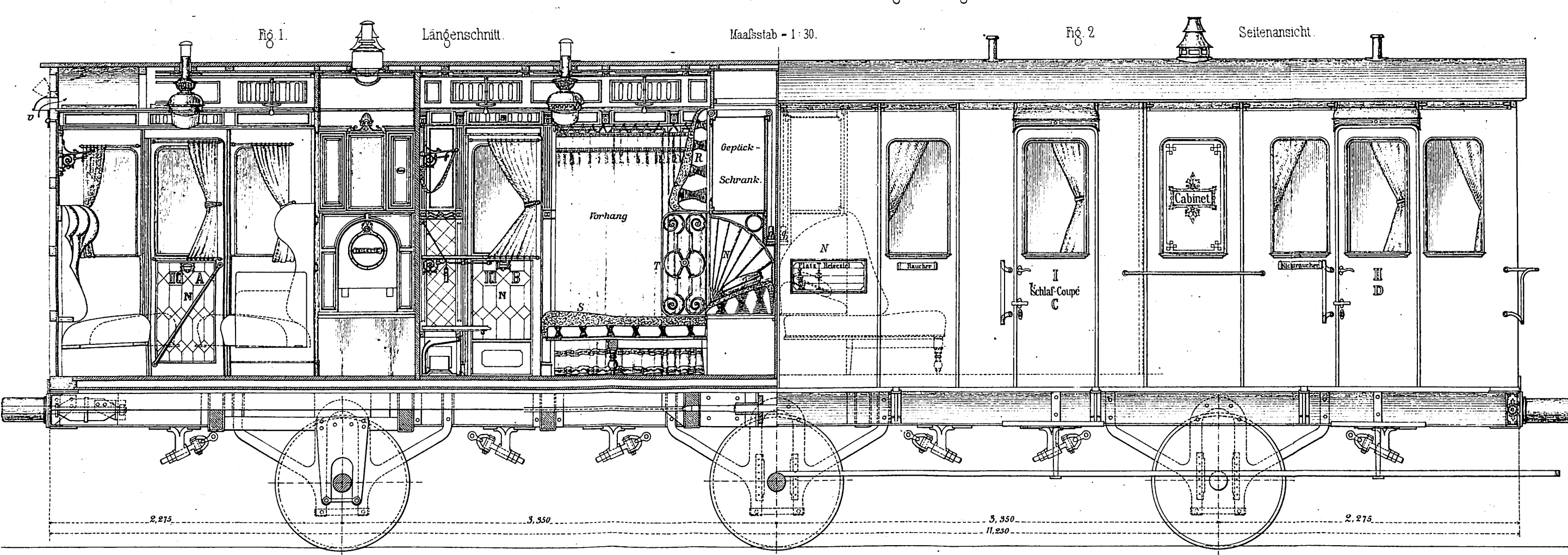


Fig. 1.

Längenschnitt. Coupé I Cl.

Maassstab 1:15.

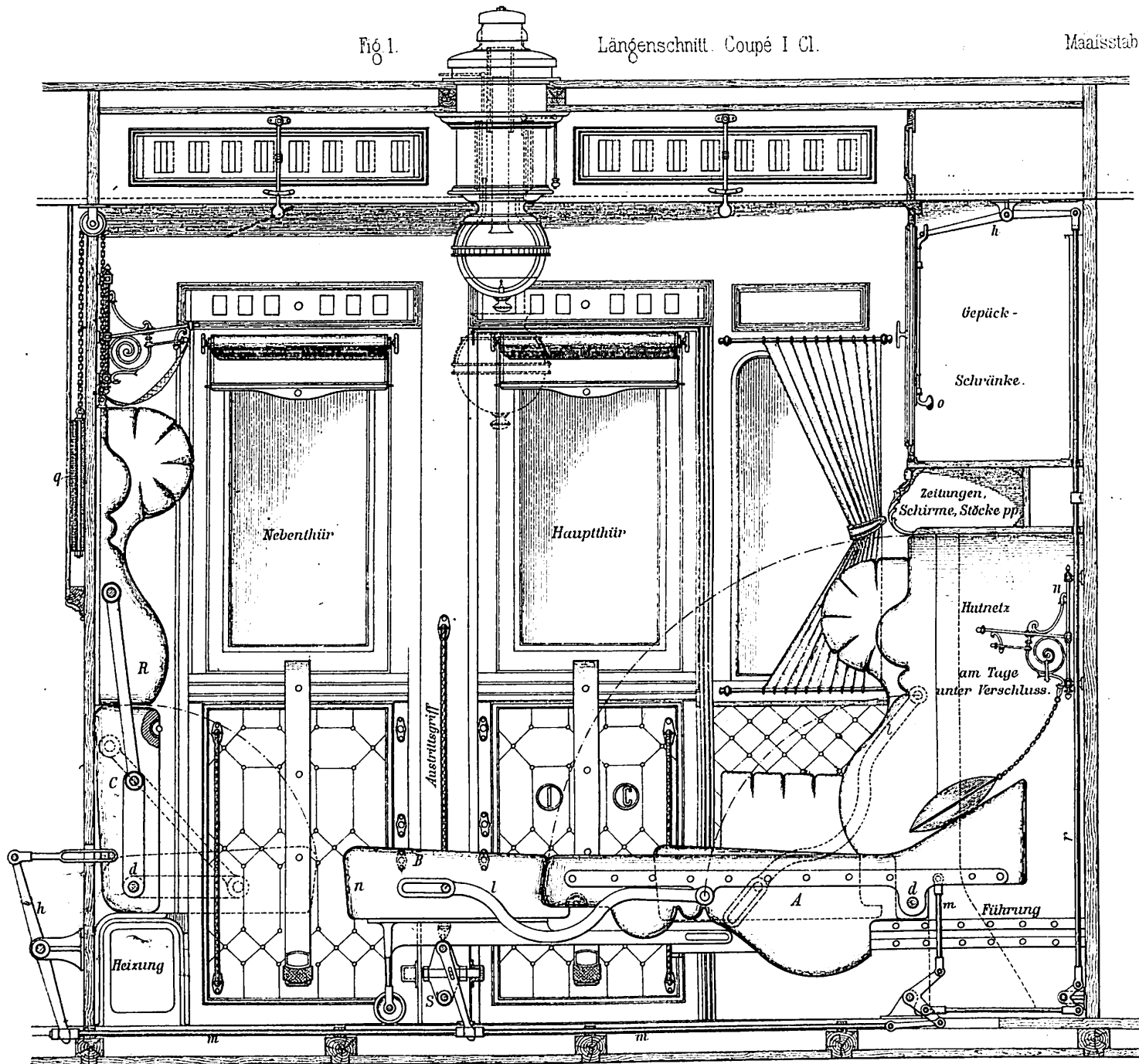


Fig. 2. Querschnitt.

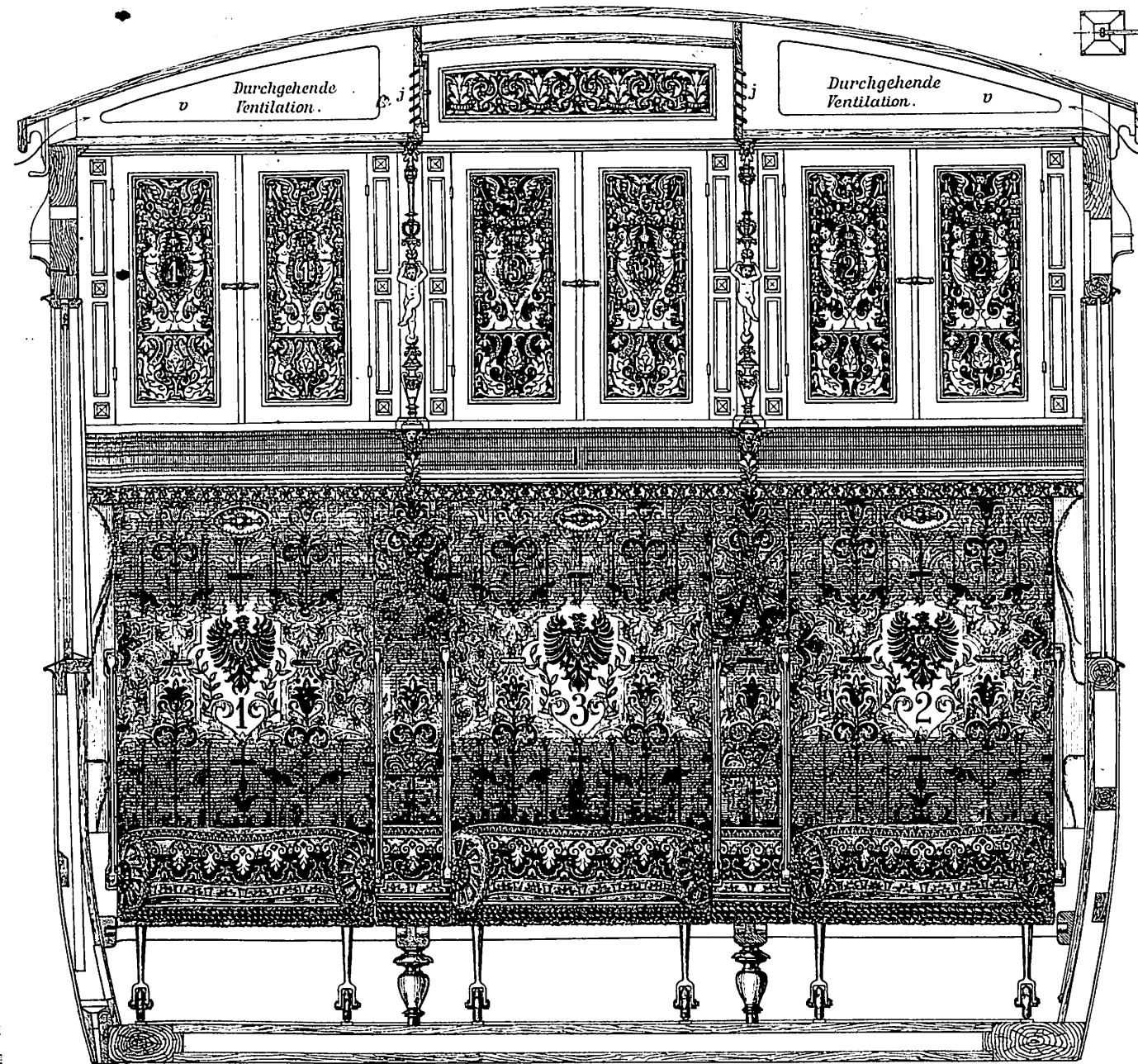


Fig. 4. Grundriss des Apparates zur Ermittlung des Traggewichtes jeder einzelnen Feder.

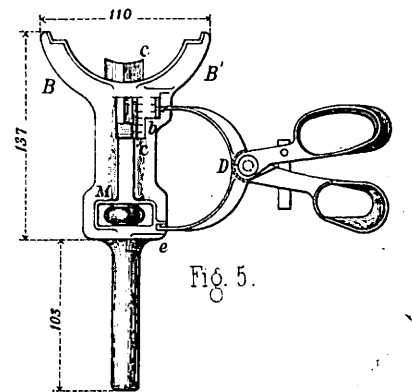
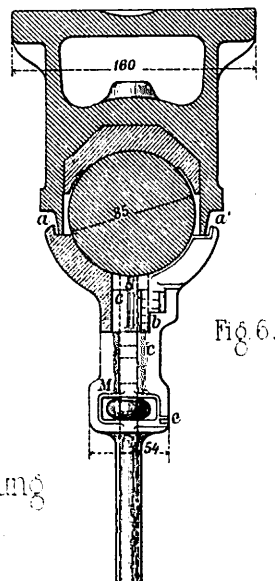
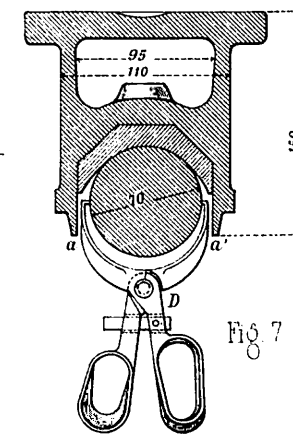
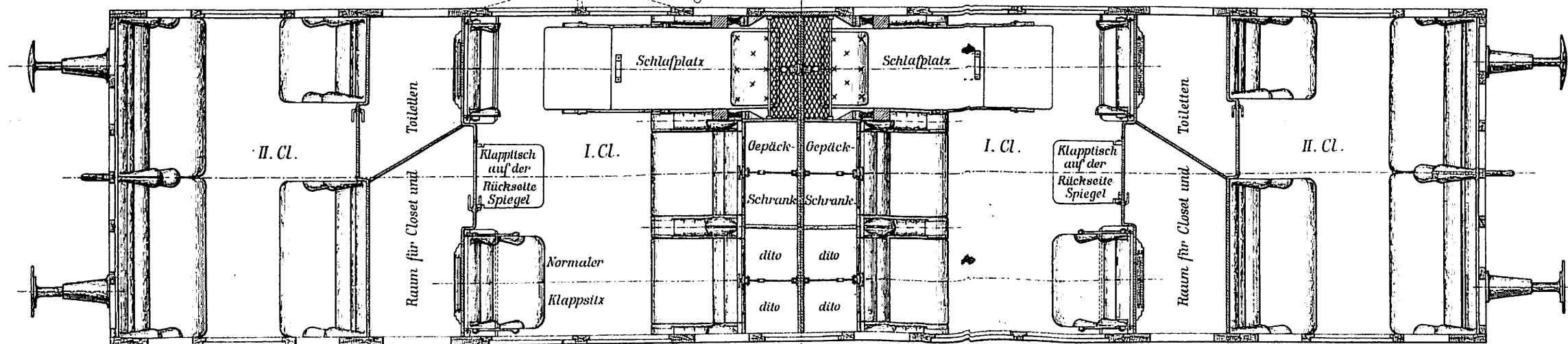


Fig. 3. Grundriss. Maassstab 1:40.



# Räder - Drehbank

System Ehrhardt. \*D.R.P. № 32542 u. 32625.

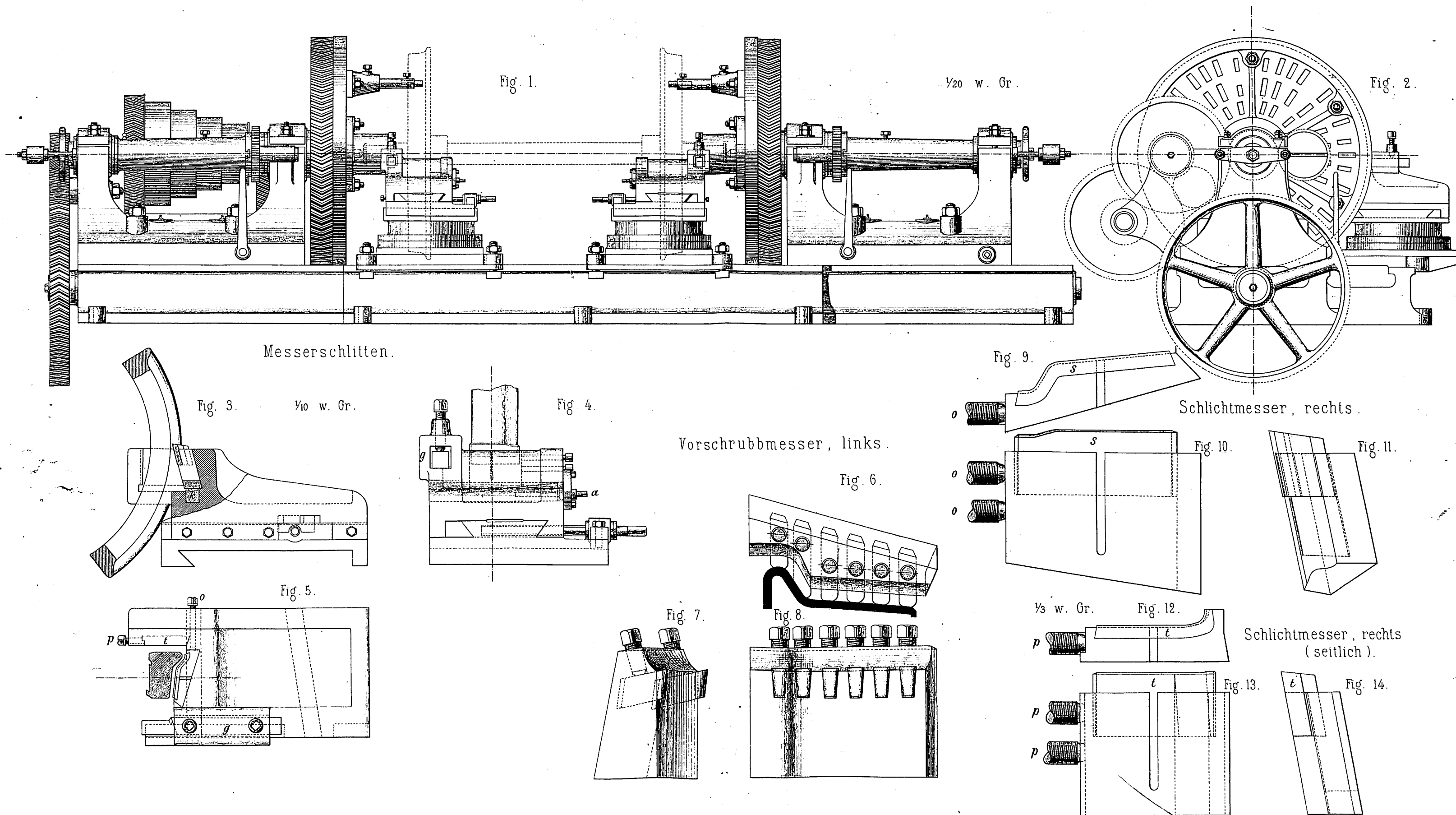


Fig. 5.

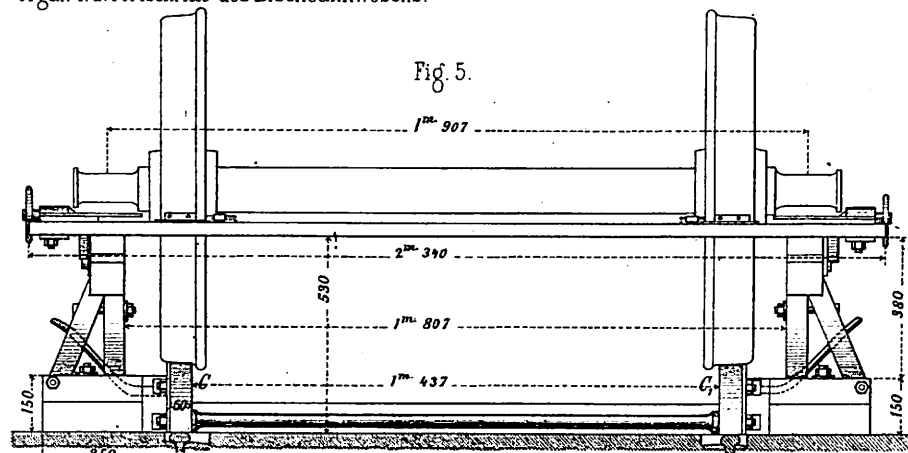


Fig. 6.

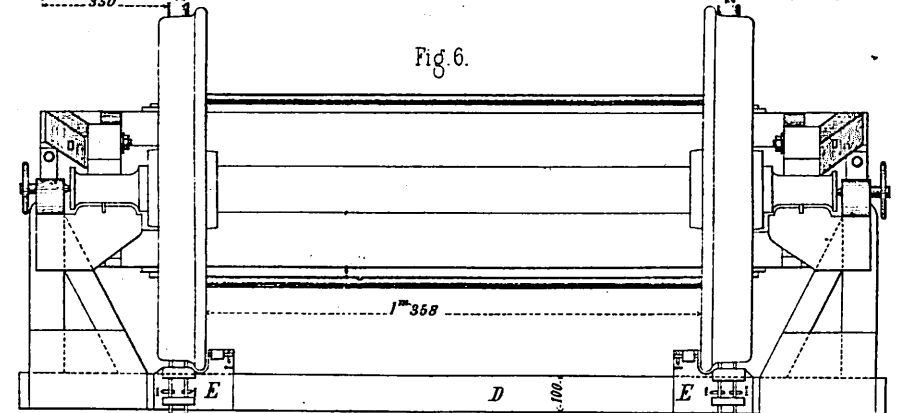


Fig. 11.

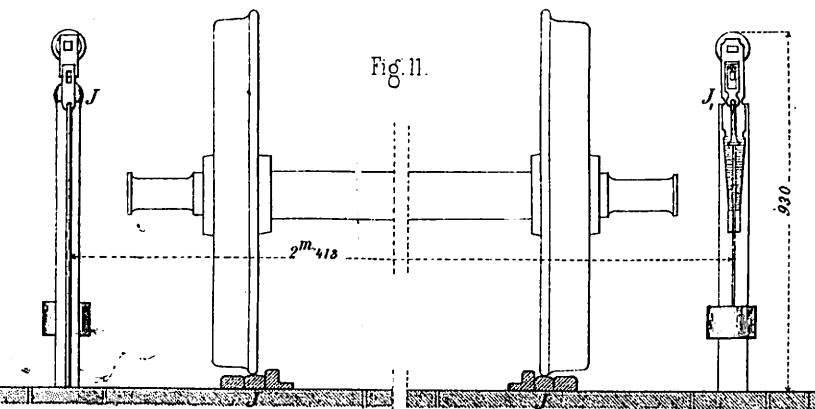
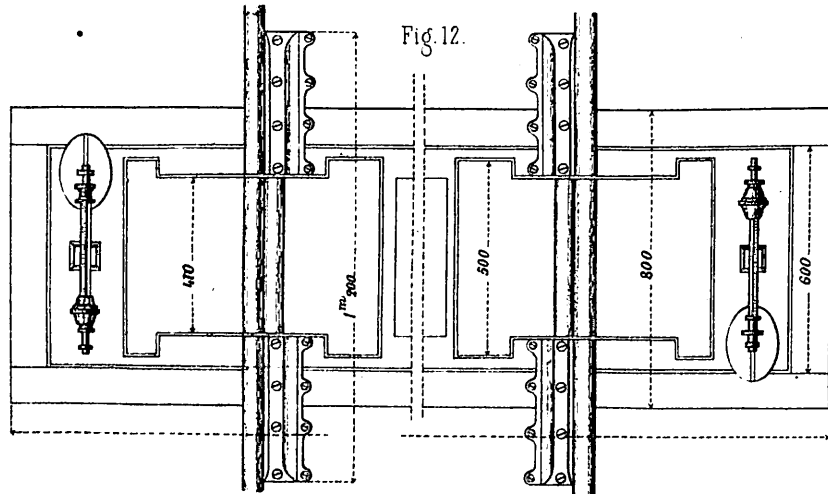
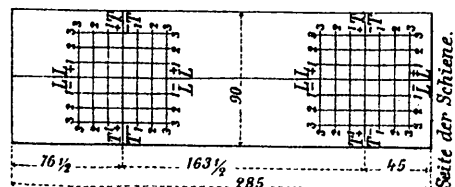


Fig. 12.



Eingetheilte Platte zur Prüfung der Stellung der Achse mit Läufen von 0,170 mm Länge

Fig. 21.



Lith. Anst. v. F. Wirtz, Darmstadt

Fig. 7.

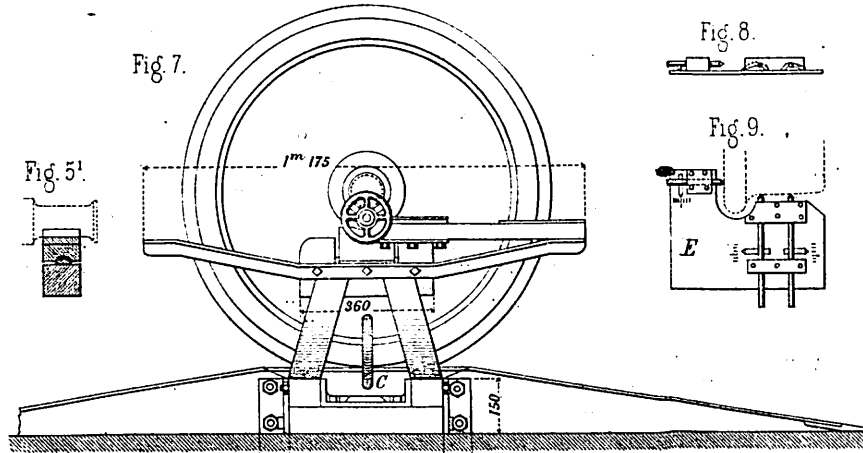


Fig. 8.

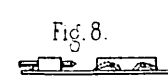


Fig. 9.

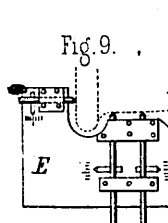


Fig. 10.

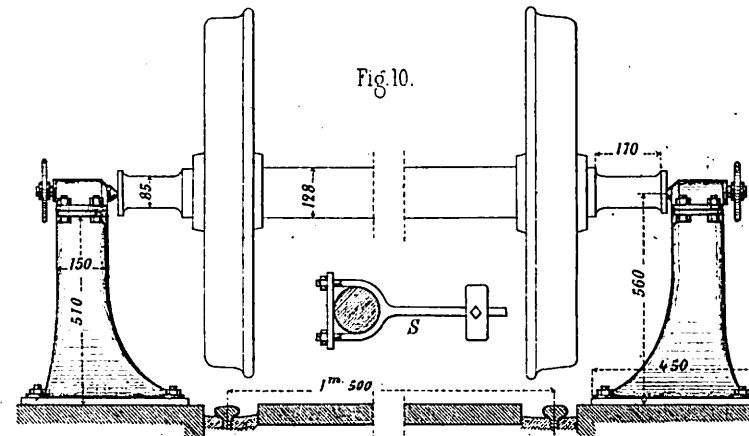


Fig. 17.

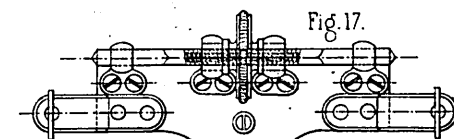


Fig. 18.

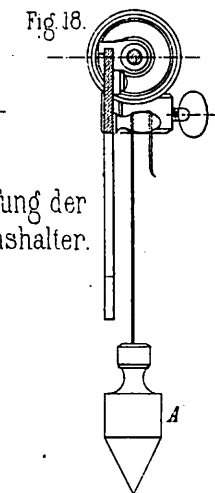


Fig. 13.

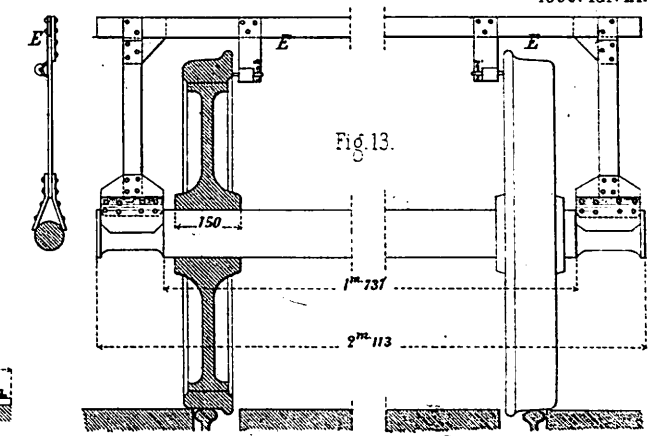


Fig. 1.

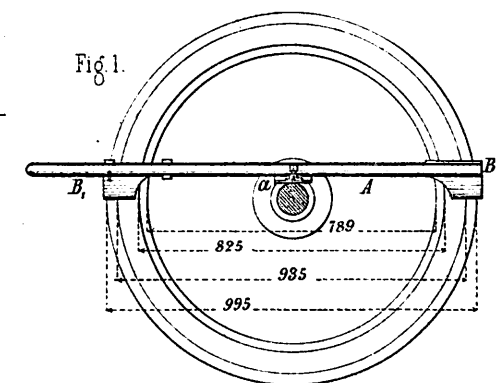


Fig. 2.

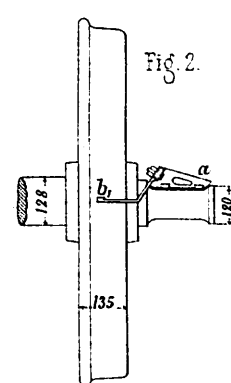


Fig. 3.

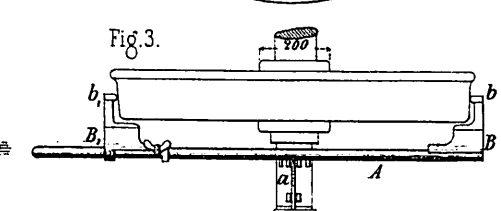
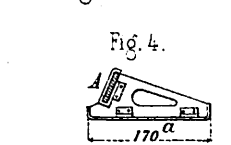


Fig. 4.



Eingetheilte Platte zur Prüfung der Stellung der Achsen mit Läufen von 0,200 mm Länge.

Fig. 22.

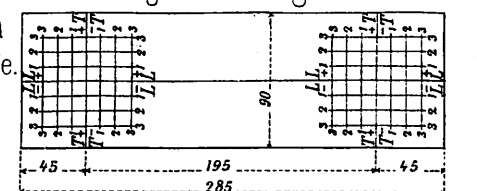
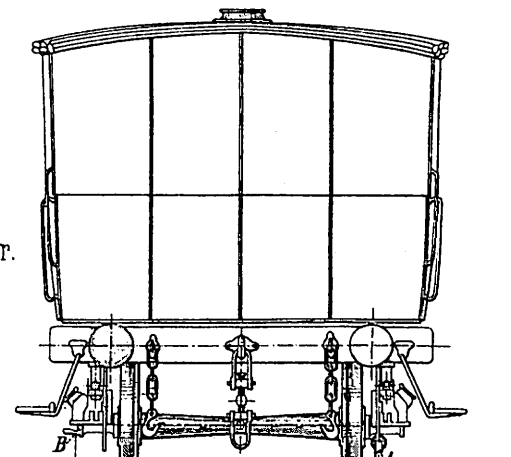


Fig. 16. Schnitt nach QR.



Arbeits-Kanal zur Prüfung des parallelen Standes der Achsen und Anbringung der Achshalter.

Fig. 15. Schnitt nach MNOP.

