

Fig. 1.

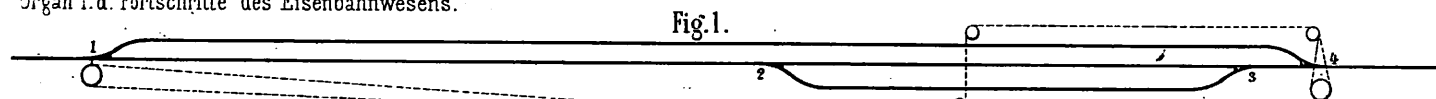


Fig. 4.

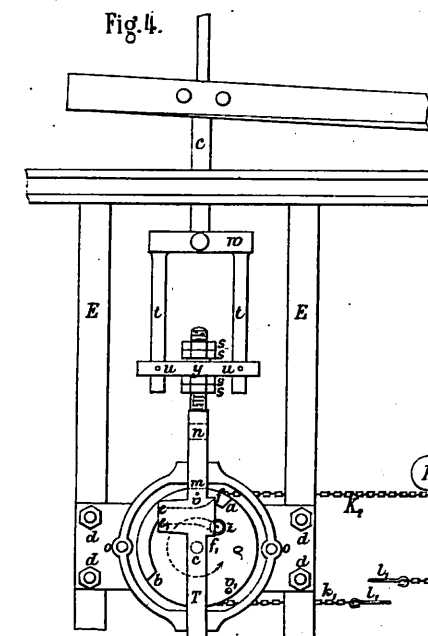


Fig. 5.

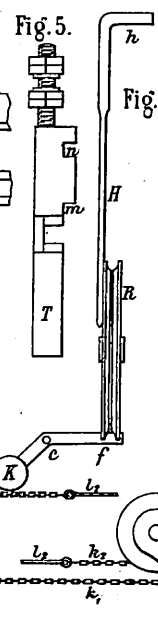


Fig. 3.

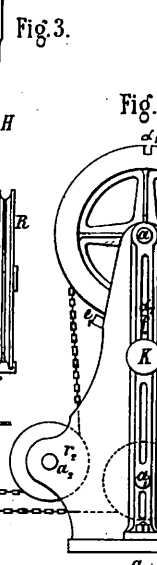


Fig. 2.

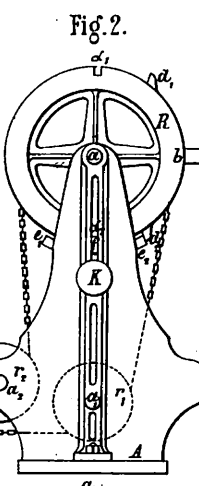


Fig. 10.

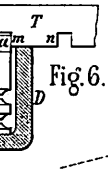
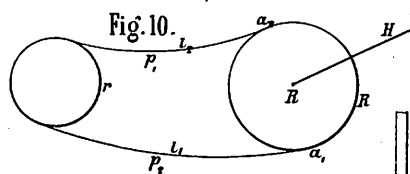


Fig. 8.

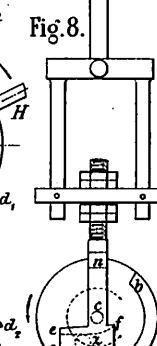


Fig. 2a.

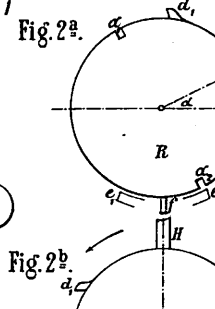


Fig. 2b.

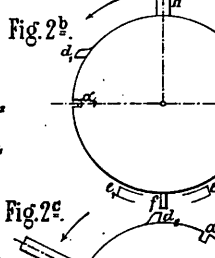


Fig. 2c.

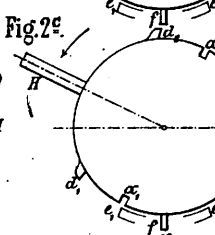


Fig. 2d.

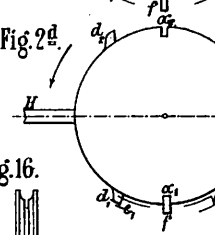


Fig. 21. Ansicht des Stosses. Masstab 1:8.

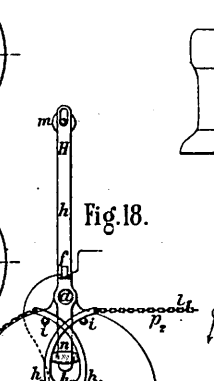


Fig. 18.

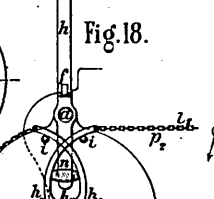


Fig. 17.

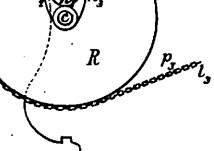


Fig. 16.

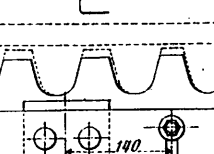


Fig. 15.

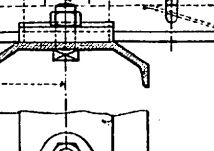


Fig. 14.

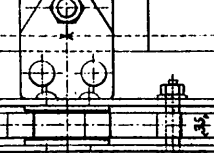


Fig. 13.

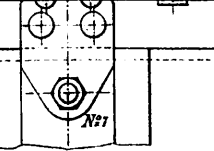


Fig. 12.



Fig. 11.

Fig. 10.

Fig. 9.

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Fig. 93.

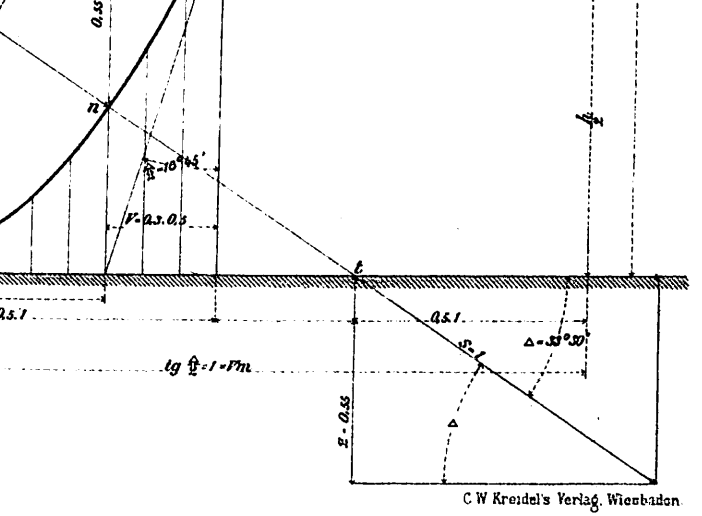
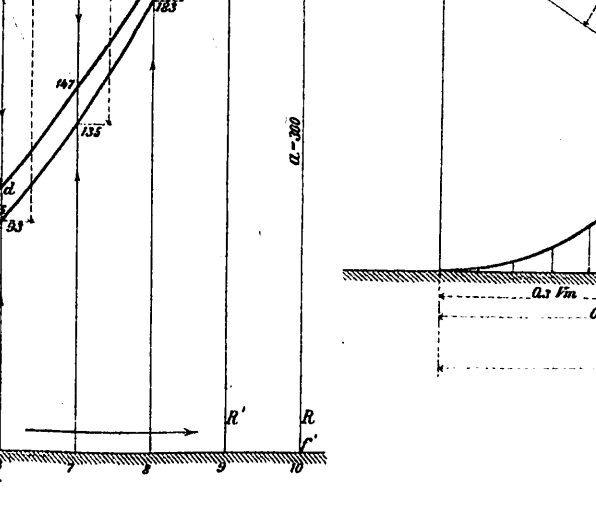
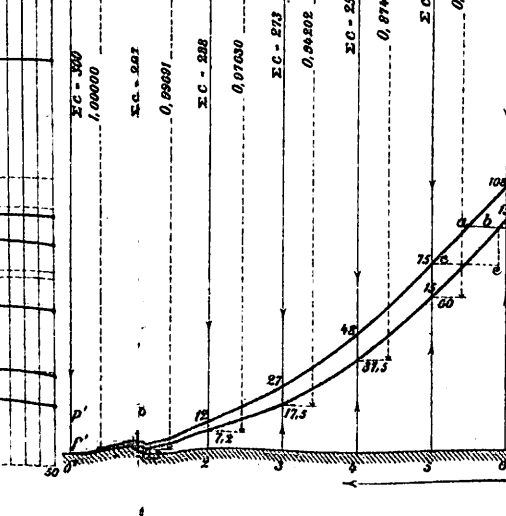
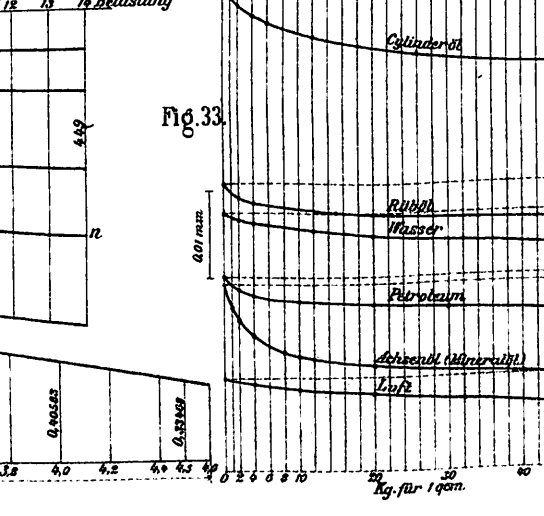
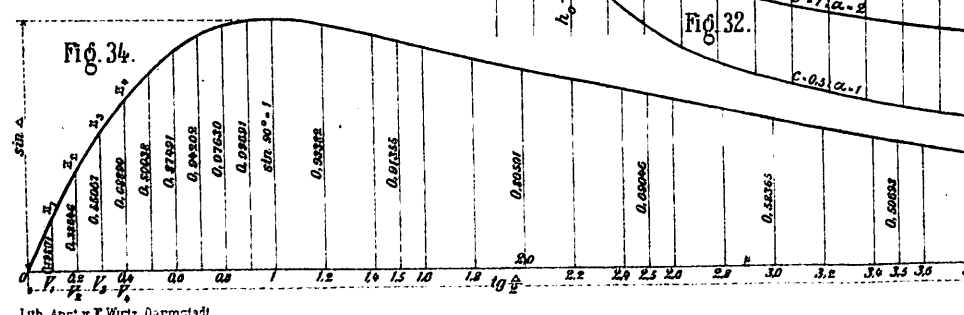
Fig. 94.

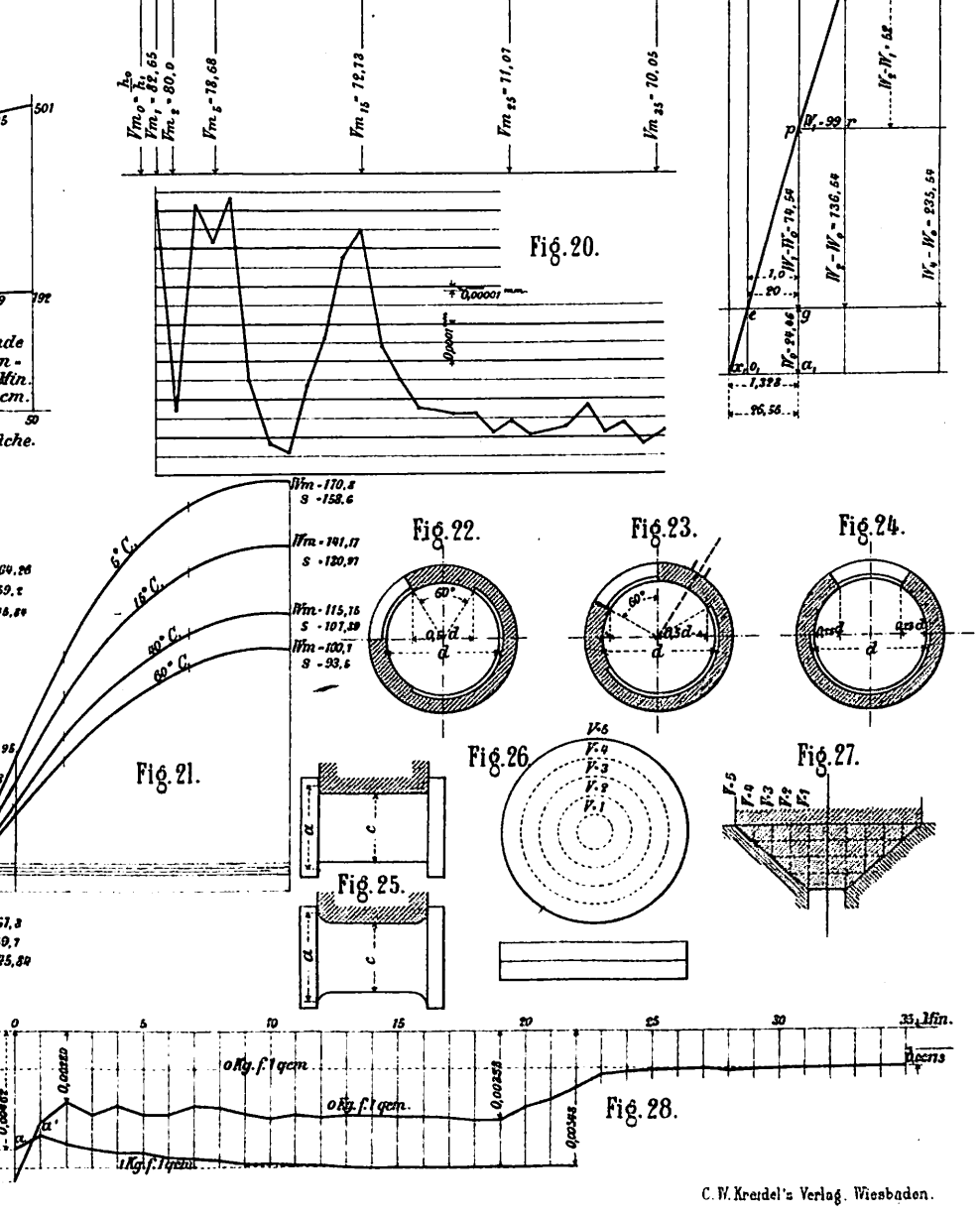
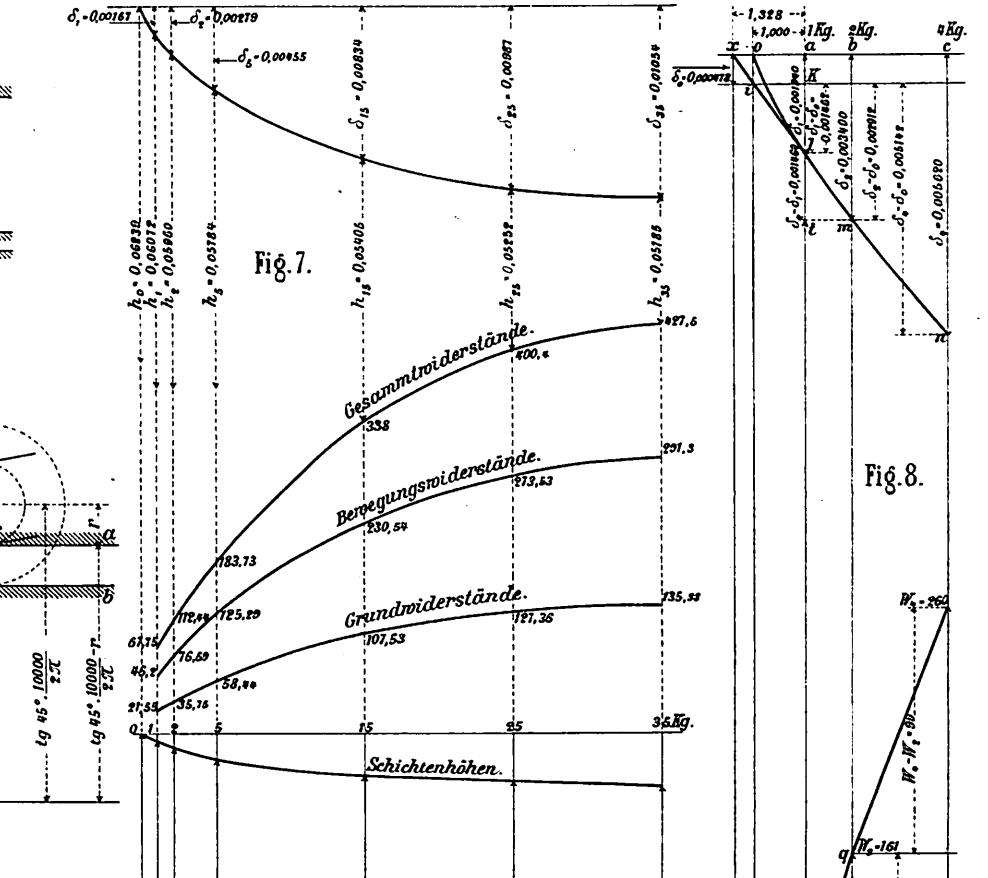
Fig. 95.

Fig. 96.

Fig. 97.

Fig. 98.





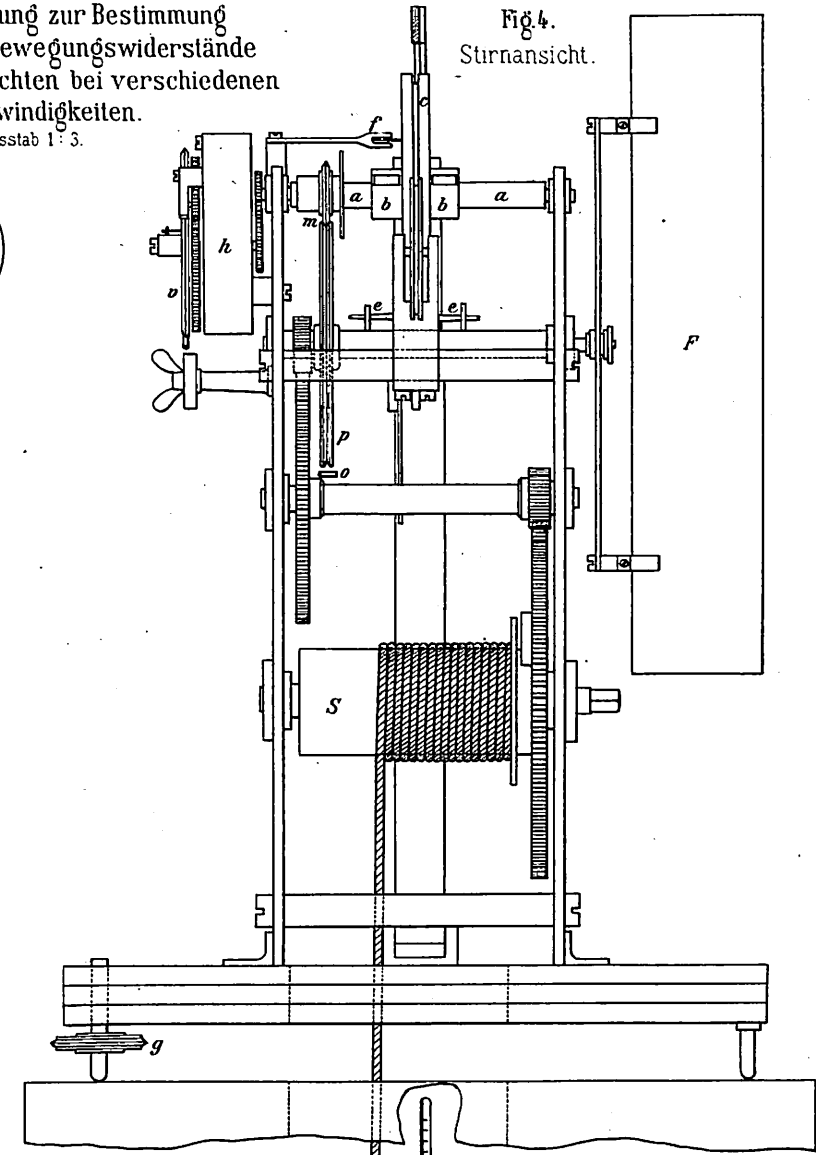
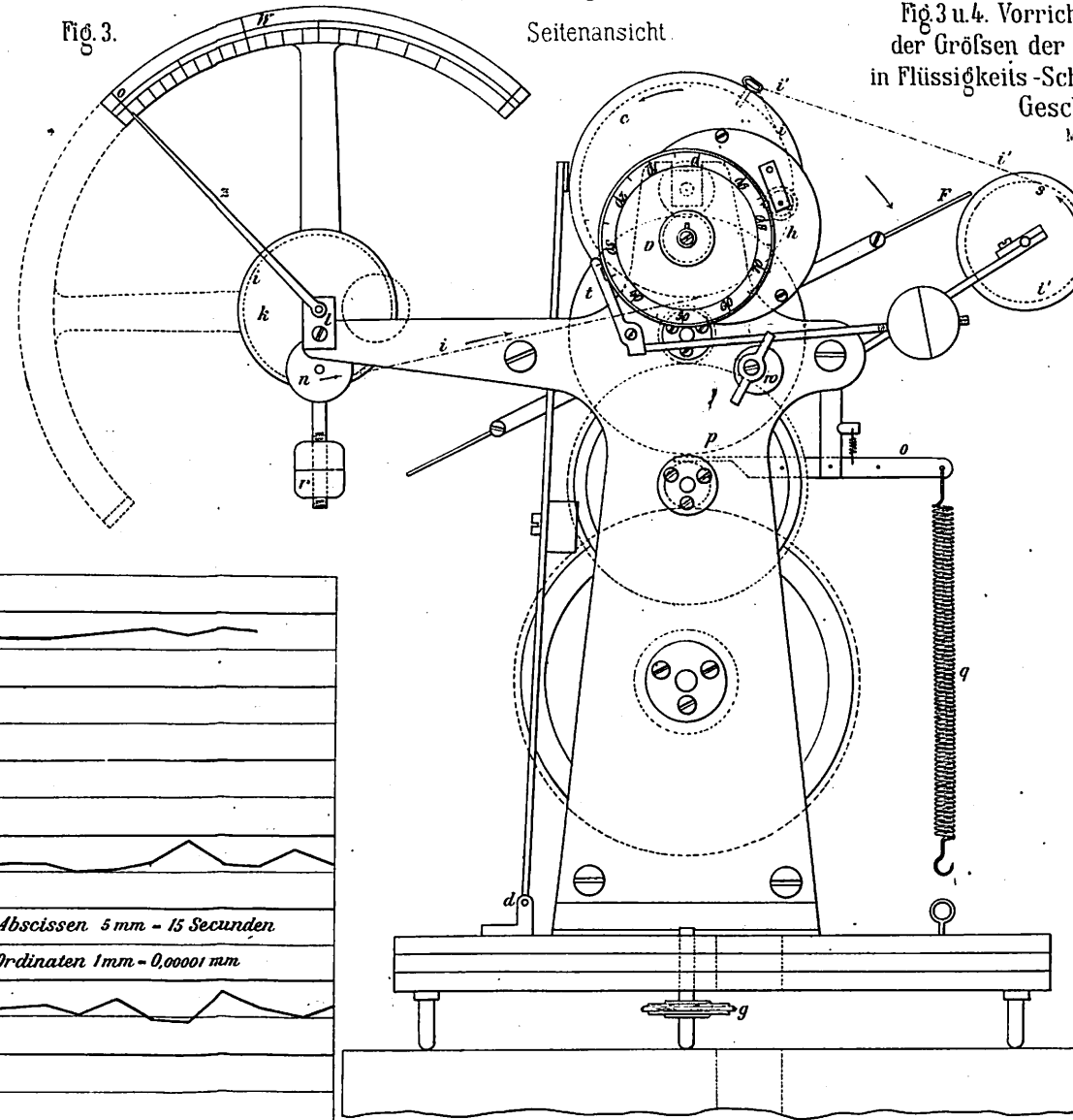
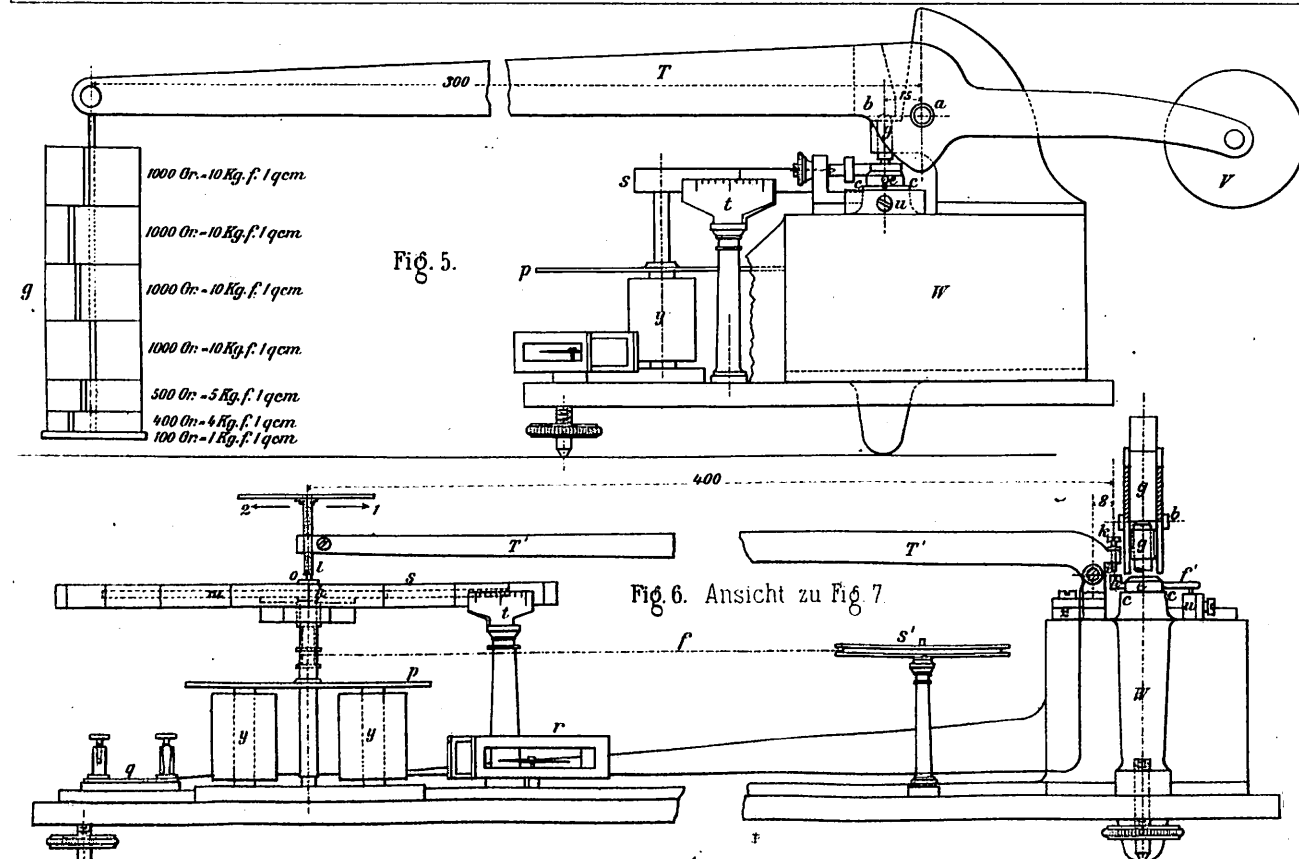
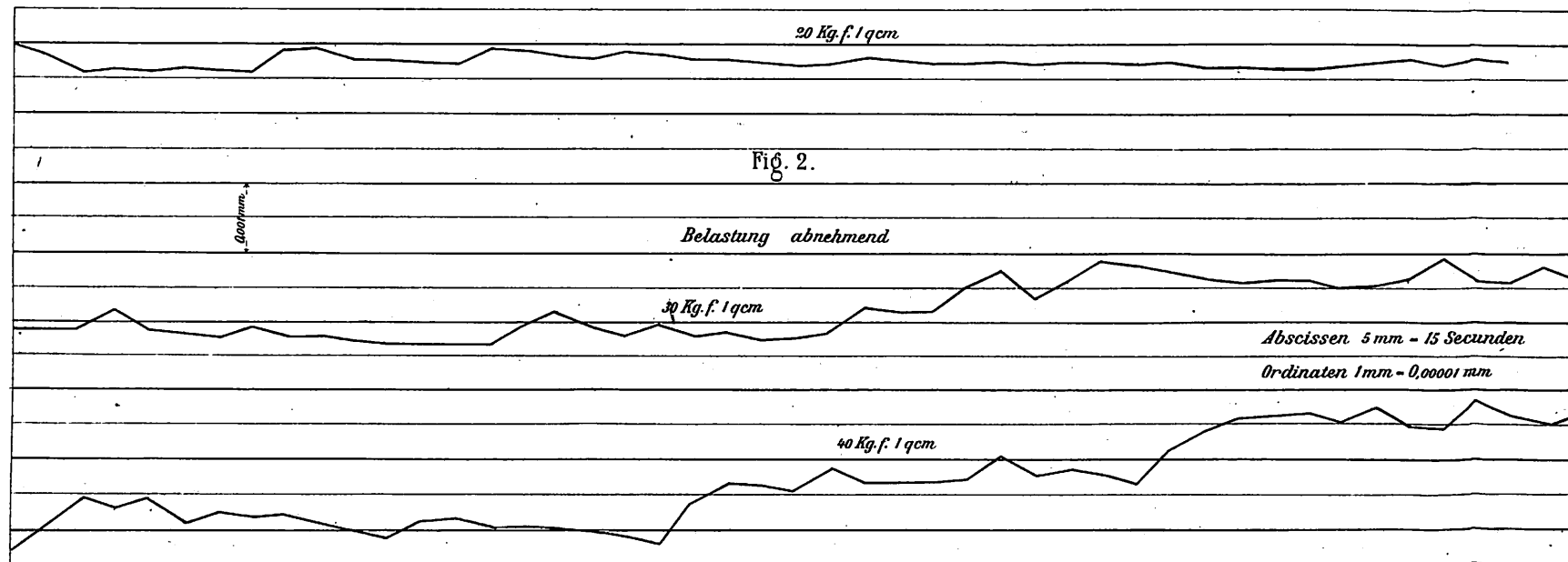
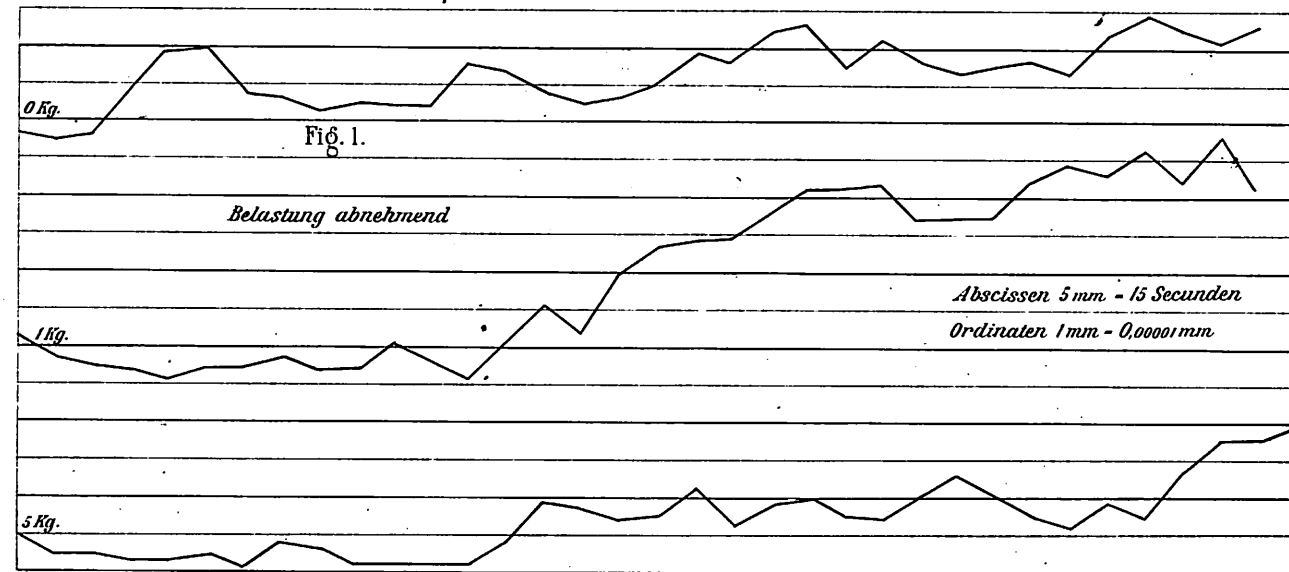
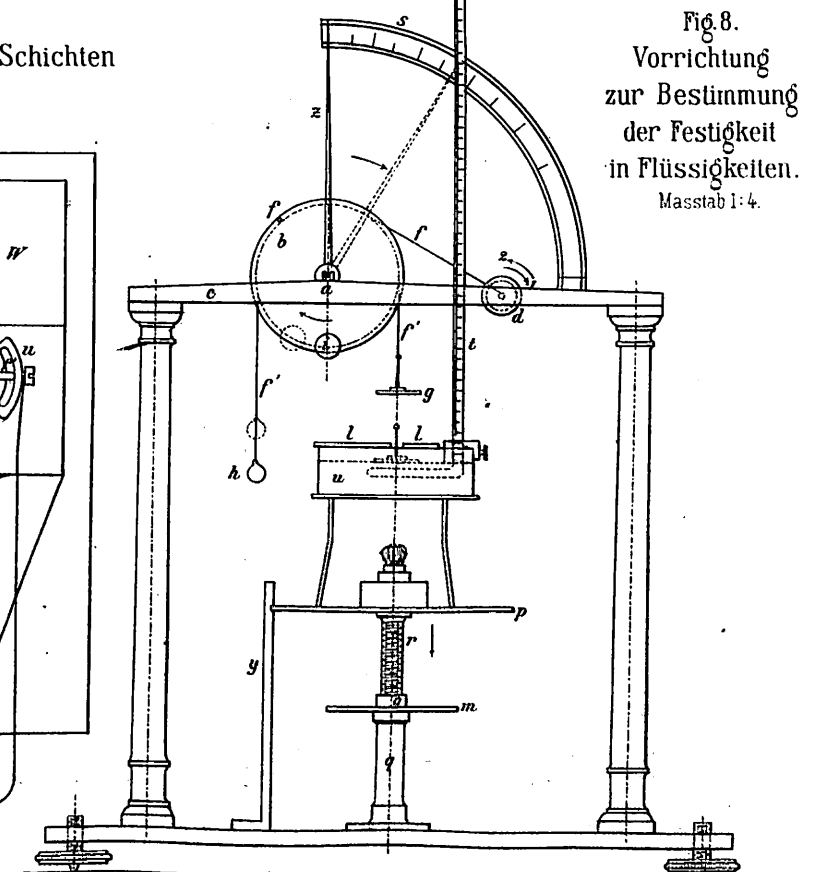
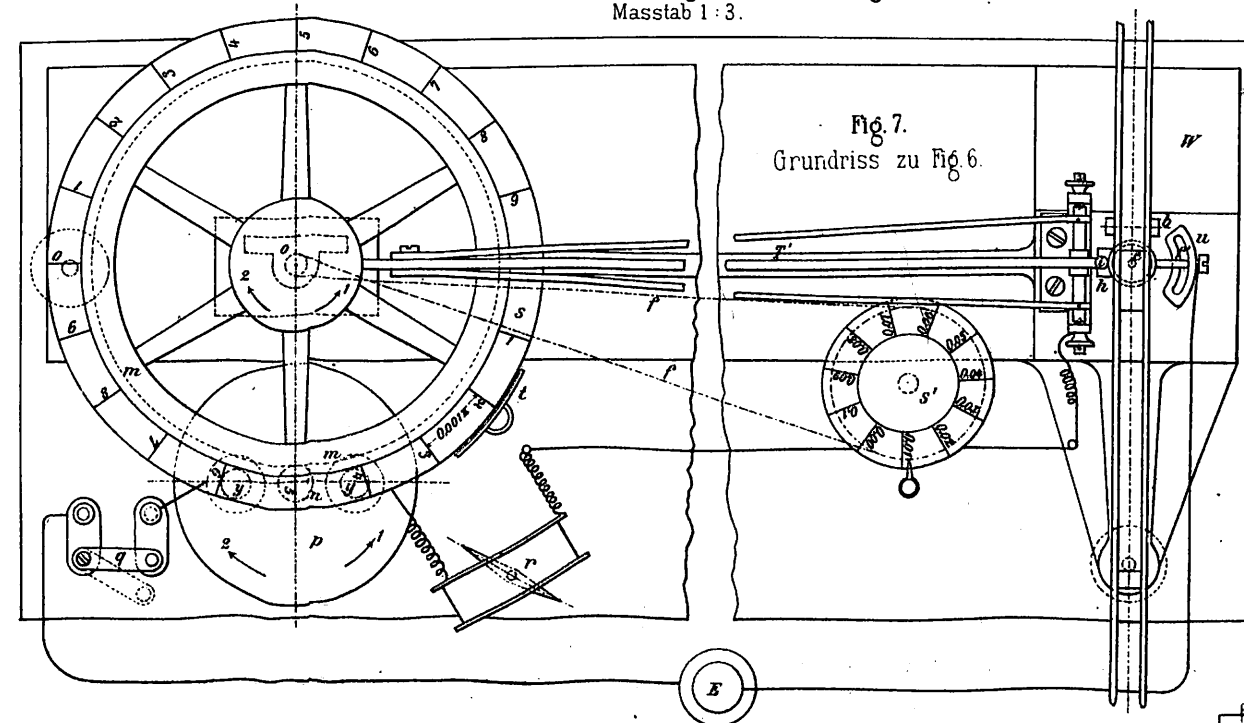


Fig. 5, 6 u. 7. Vorrichtung zur Bestimmung der Verminderung der Höhe der Flüssigkeits-Schichten durch die Wirkung der Belastung.
Masstab 1:3.



Jähns, Untersuchungen über die dynamischen Vorgänge in Flüssigkeits-Schichten.

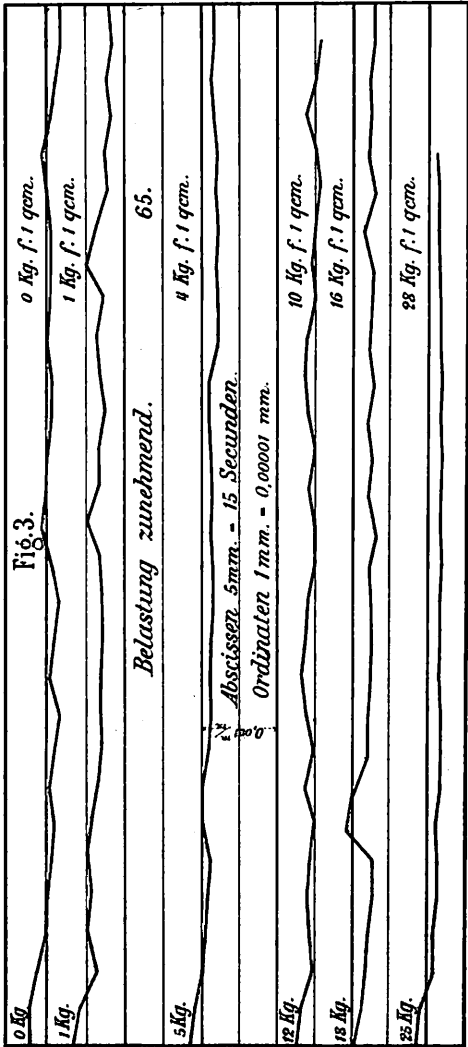
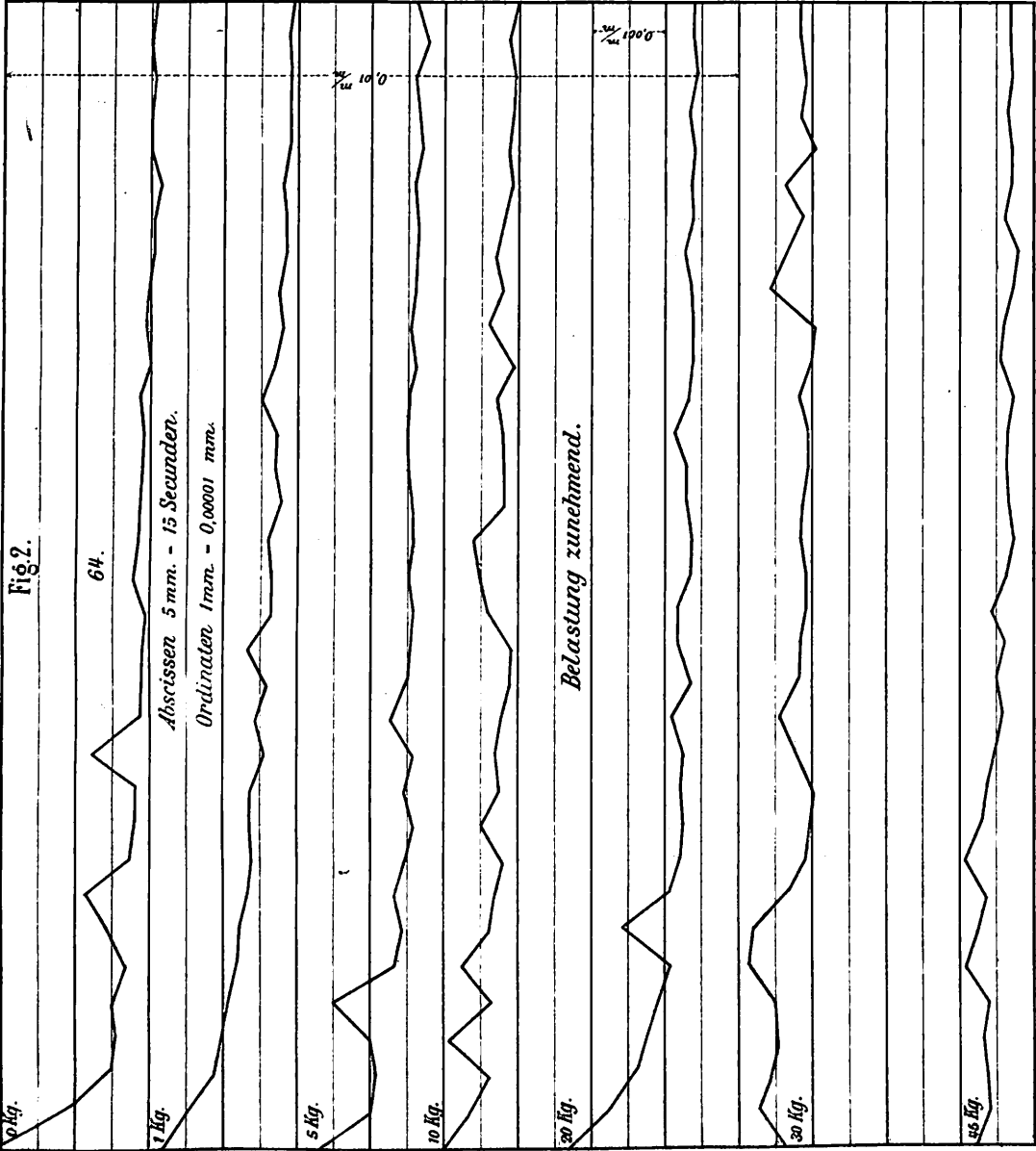
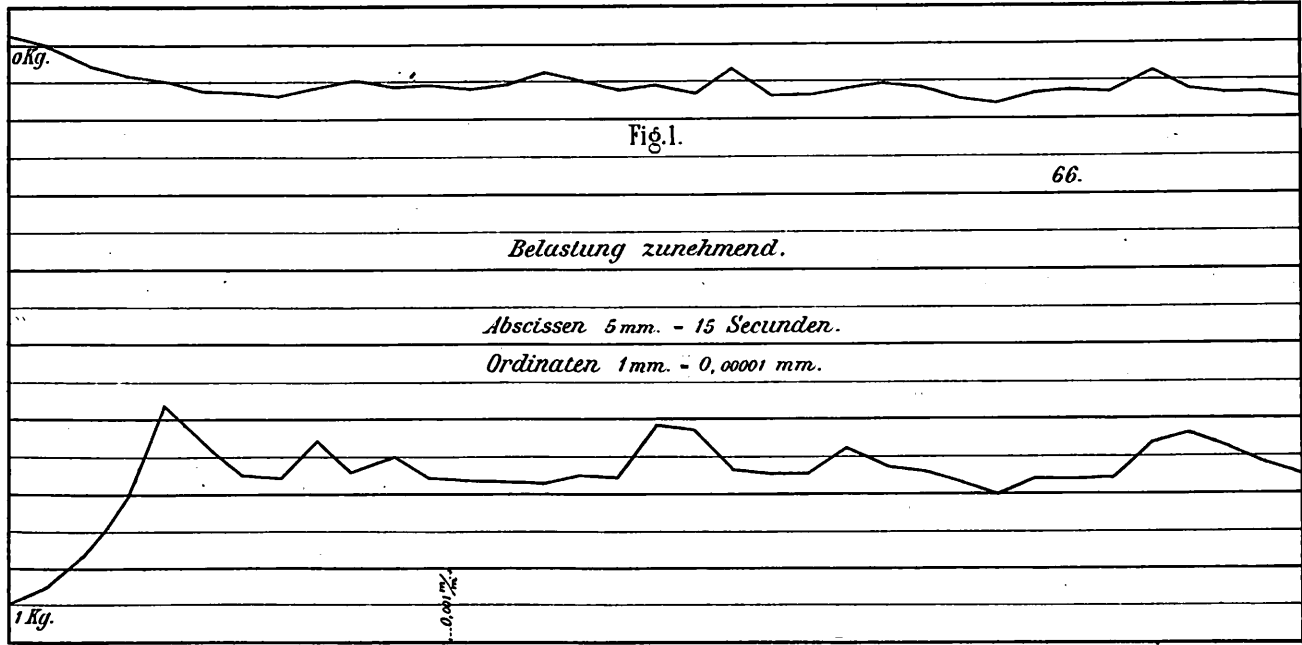


Fig. 1. Querschnitt.

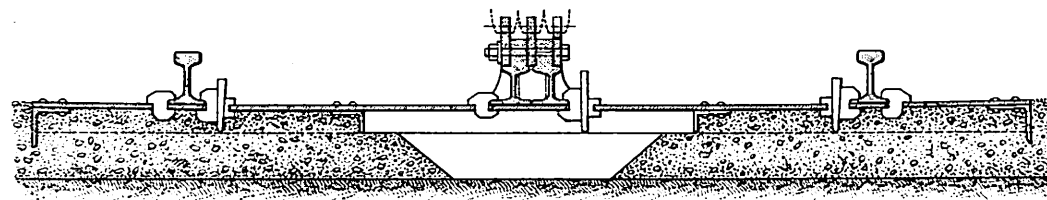


Fig. 2. Längsschnitt und Ansicht.

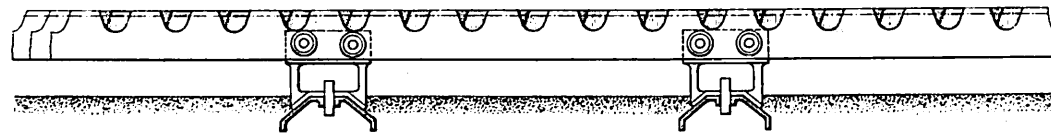


Fig. 3. Grundriss der Zahnstange.

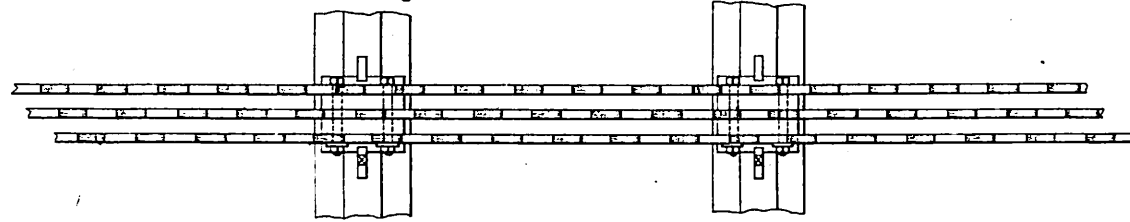


Fig. 7 u. 8. Zahnrad-Locomotive der Harzbahn Blankenburg-Tanne.

Fig. 7. Längsschnitt.

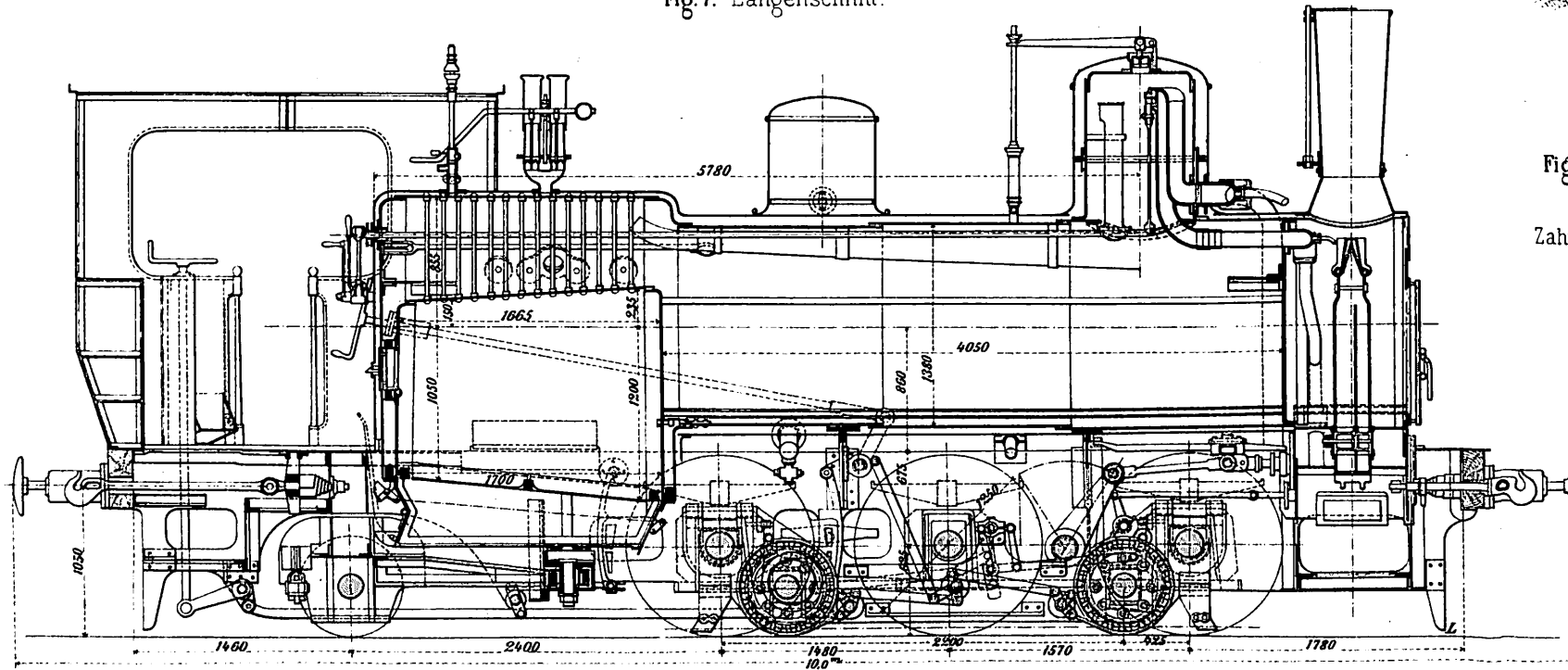


Fig. 8. Waagrechter Schnitt mit Zahnachsen-Gestell.

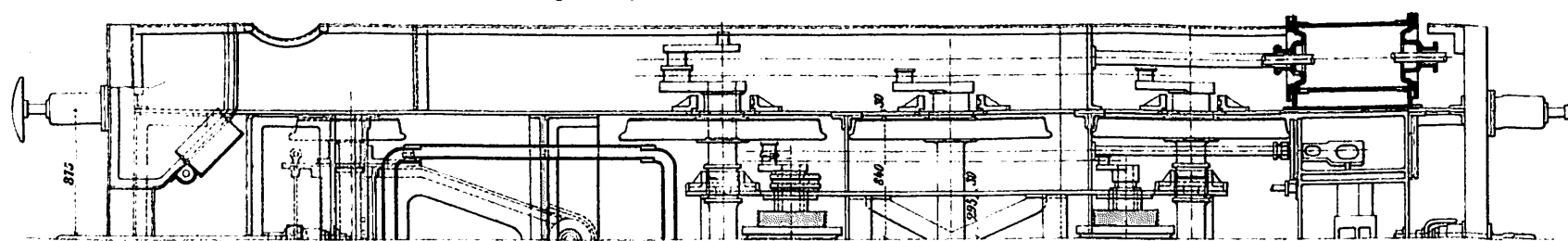


Fig. 4.

Eingriff bei zweitheiliger Zahnstange.

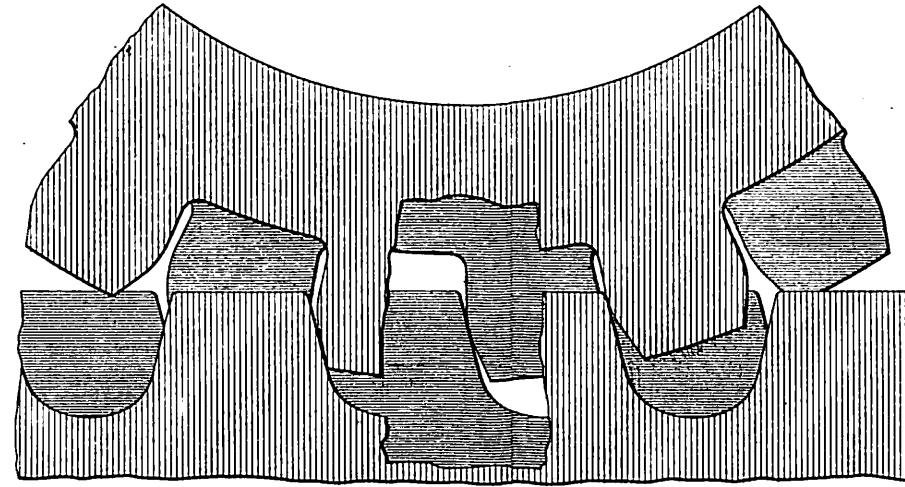


Fig. 6. Querschnitt der Zahnstangen-Einfahrt.

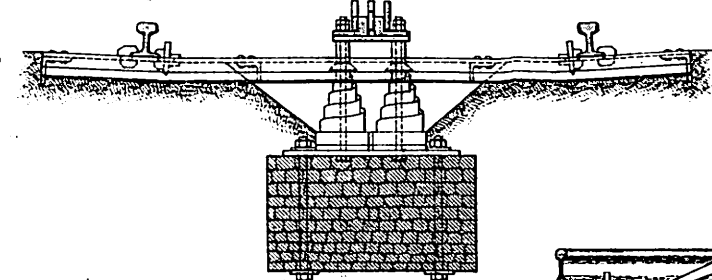


Fig. 5 u. 6. Einfahrt der dreitheiligen Zahnstange.

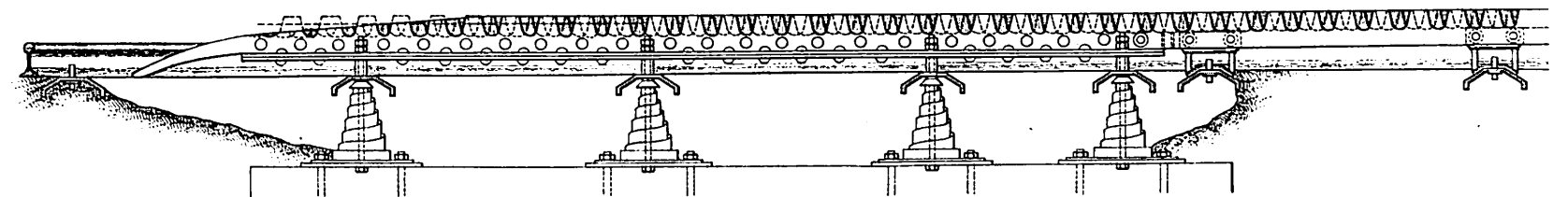


Fig. 9-12. Zweitheilige Zahnstange der Bahn Lehesten-Oertelsbruch.

Fig. 9. Querschnitt durch das Zahnstangen-Lager. 1:2.

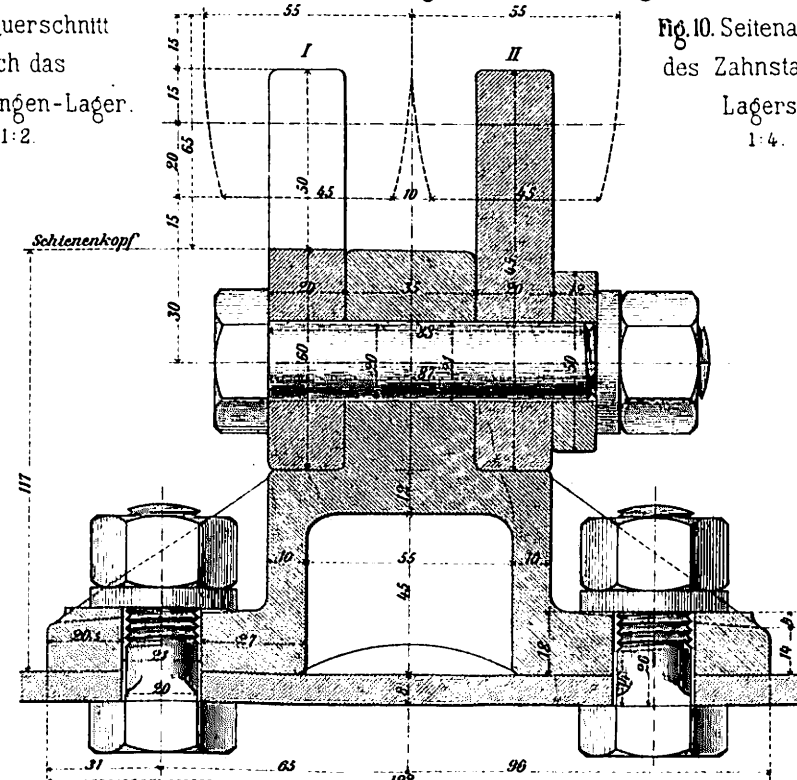


Fig. 10. Seitenansicht des Zahnstangen-Lagers. 1:4.

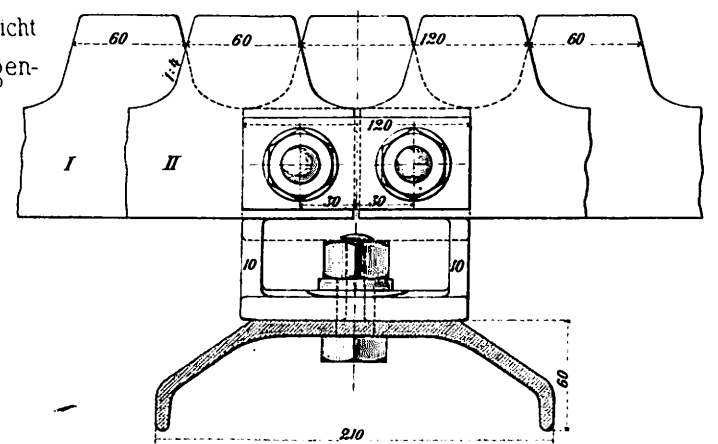


Fig. 11. Grundriss des Zahnstangen-Lagers. 1:4.

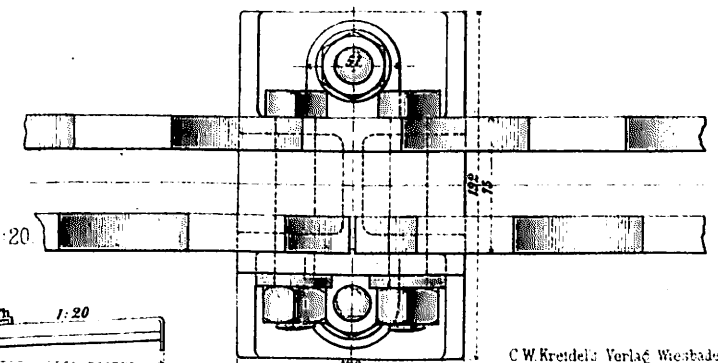


Fig. 12. Querschnitt durch das Gleis mit zweitheiliger Zahnstange. 1:20.

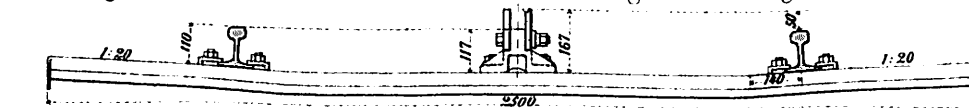


Fig. 13. Längenprofil der Harzbahn.

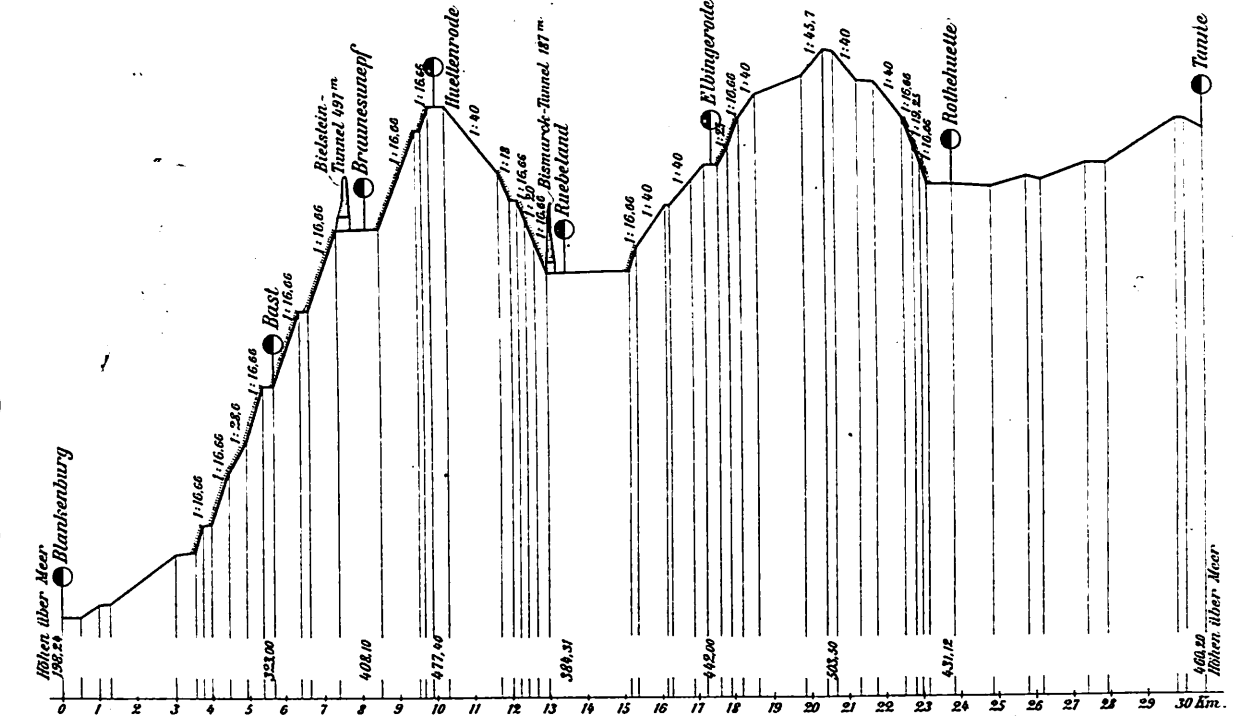


Fig. 5. Längsschnitt.

Abt's Zahnstange und Zahnradlocomotive.

Fig. 10. Locomotive der Eisenbahn von
Blankenburg nach Tanne.

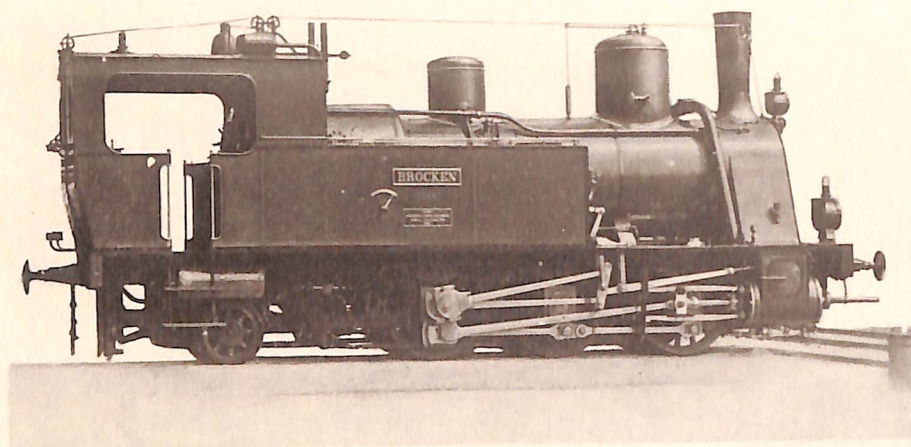


Fig. 7. Locomotive der indischen Staatsbahn
am Bolanpass.

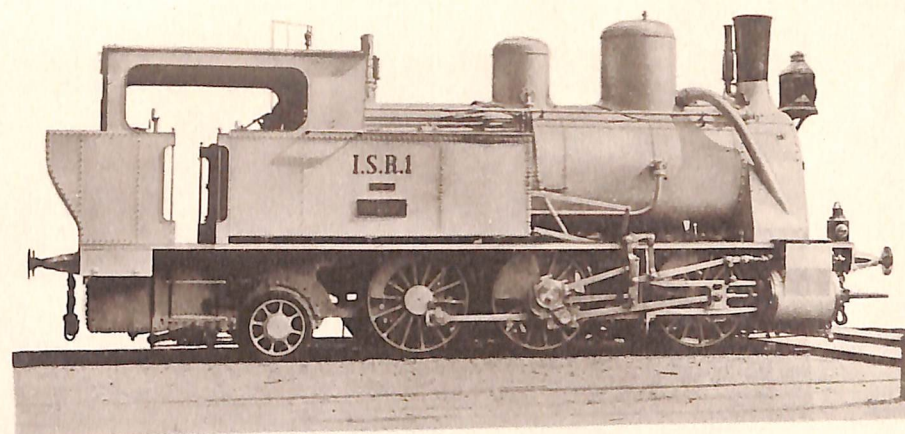


Fig. 11. Locomotive der Bahn von
Lehesten nach Oertelsbruch.

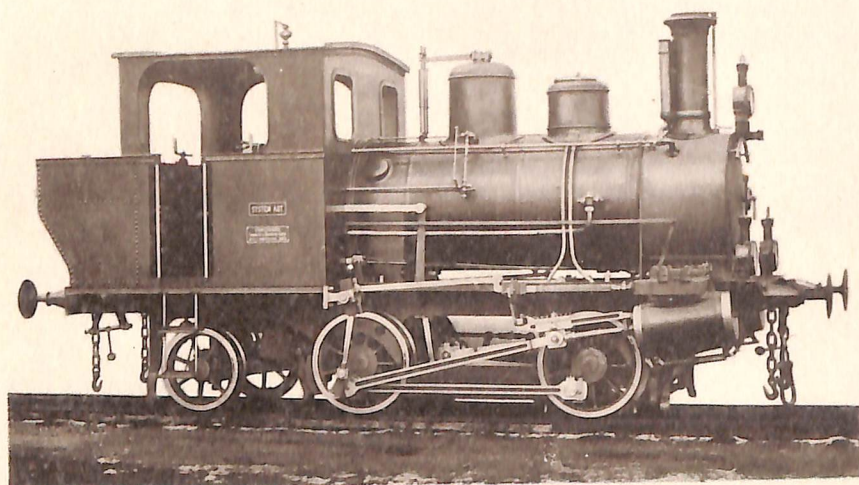


Fig. 12. Zahnradmechanismus.

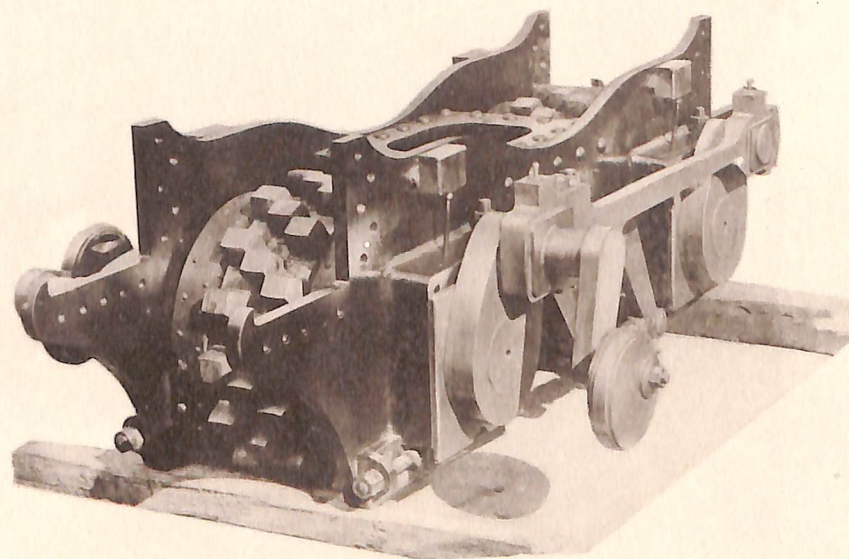


Fig. 1-3. Personenwagen II u. III Classe für Nebenbahnen der Königl. Preussischen Staatsbahnen.

Fig. 1. Längenschnitt. 1:40 d. nat. Gr.

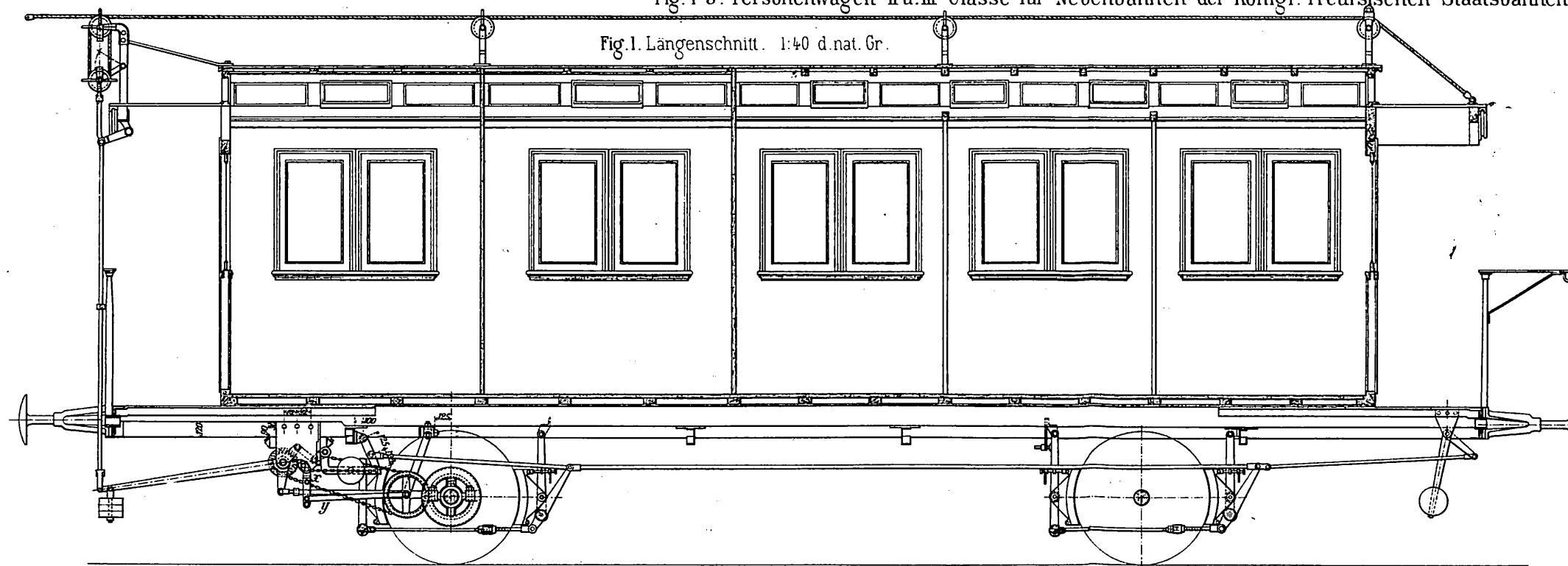


Fig. 2. Endansicht. 1:40 d. nat. Gr.

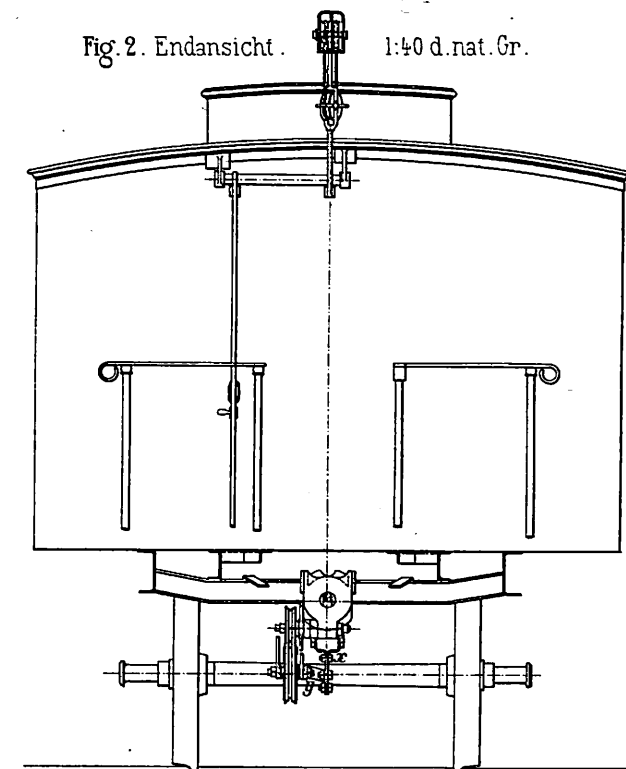
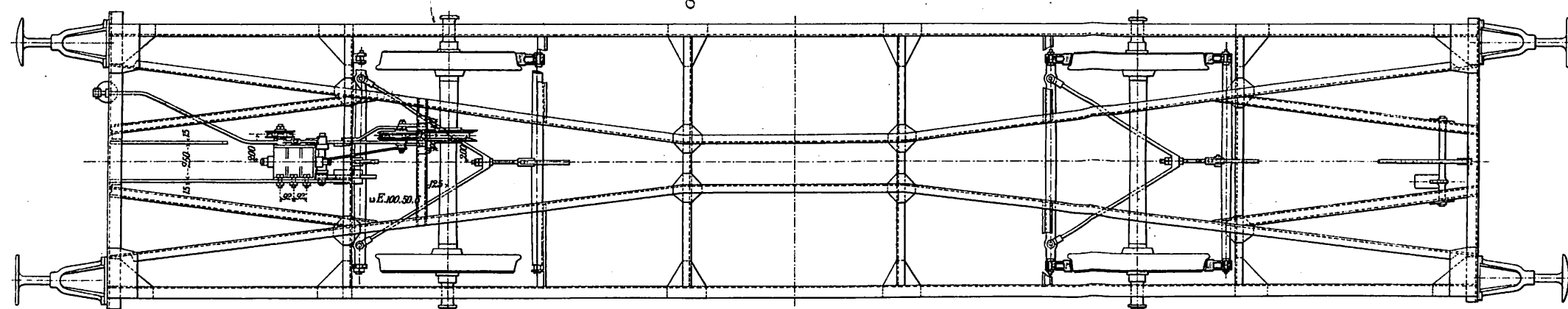


Fig. 3. Grundriss. 1:40 d. nat. Gr.



Durchlaufende Schraubenradbremse
mit Reibungs-Antrieb,
1888 preisgekrönt vom Vereine Deutscher
Eisenbahn-Verwaltungen,
von Wolfgang Schmid in München.

Fig. 4 u. 5. Einzeltheile der Antriebs-Vorrichtung an Wagen der Lokalbahnen der Königl. Bayerischen Staatsbahnen.

Fig. 4. Längenschnitt. 1:15 d. nat. Gr.

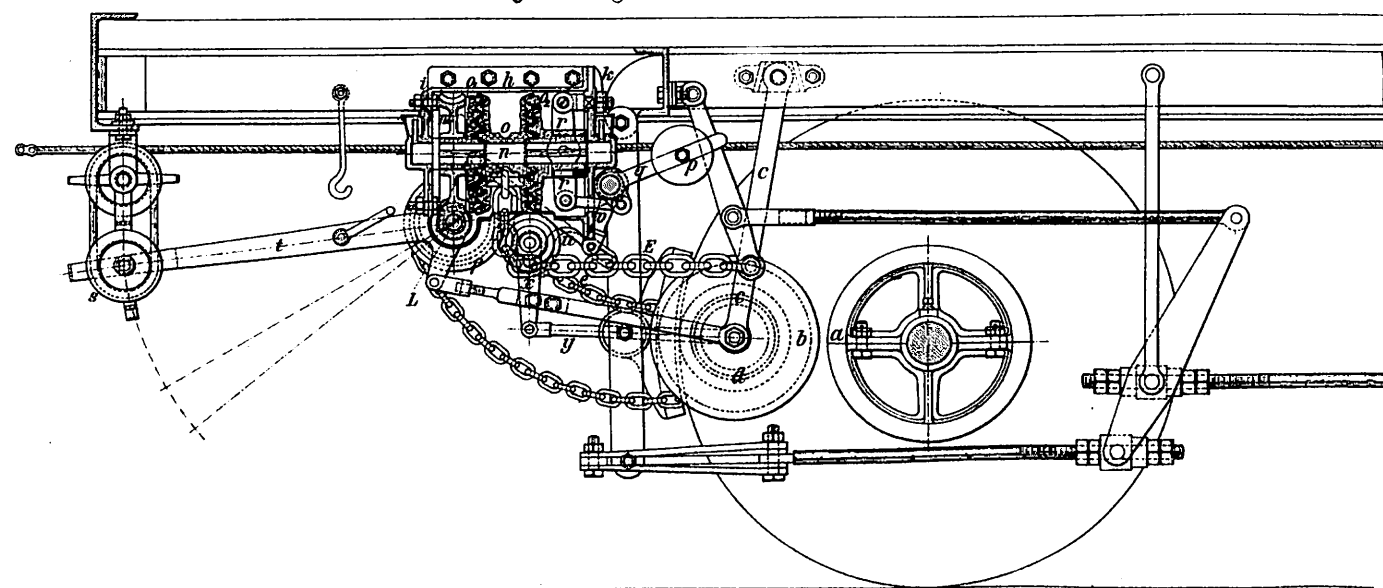
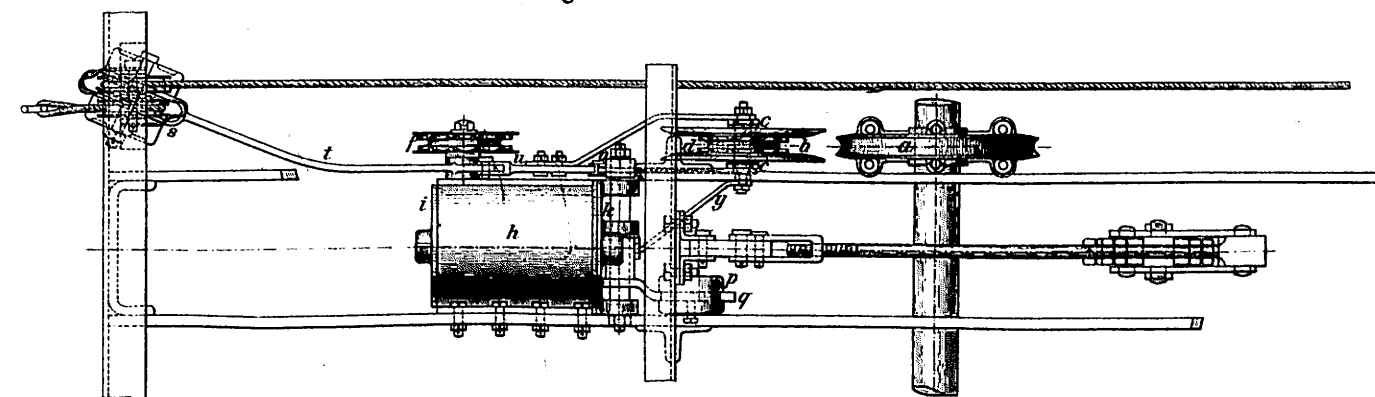


Fig. 5. Grundriss. 1:15 d. nat. Gr.



Masstab zu Fig. 1-3 1:40 d. nat. Gr.

Masstab zu Fig. 4 u. 5 1:15 d. nat. Gr.

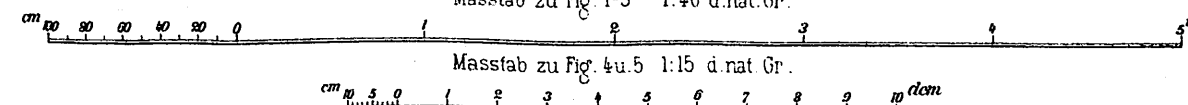


Fig. 1, 2 u. 3. Ermittlung der Gesamtlast bzw. Geschwindigkeit der Eisenbahnzüge von Büttner.

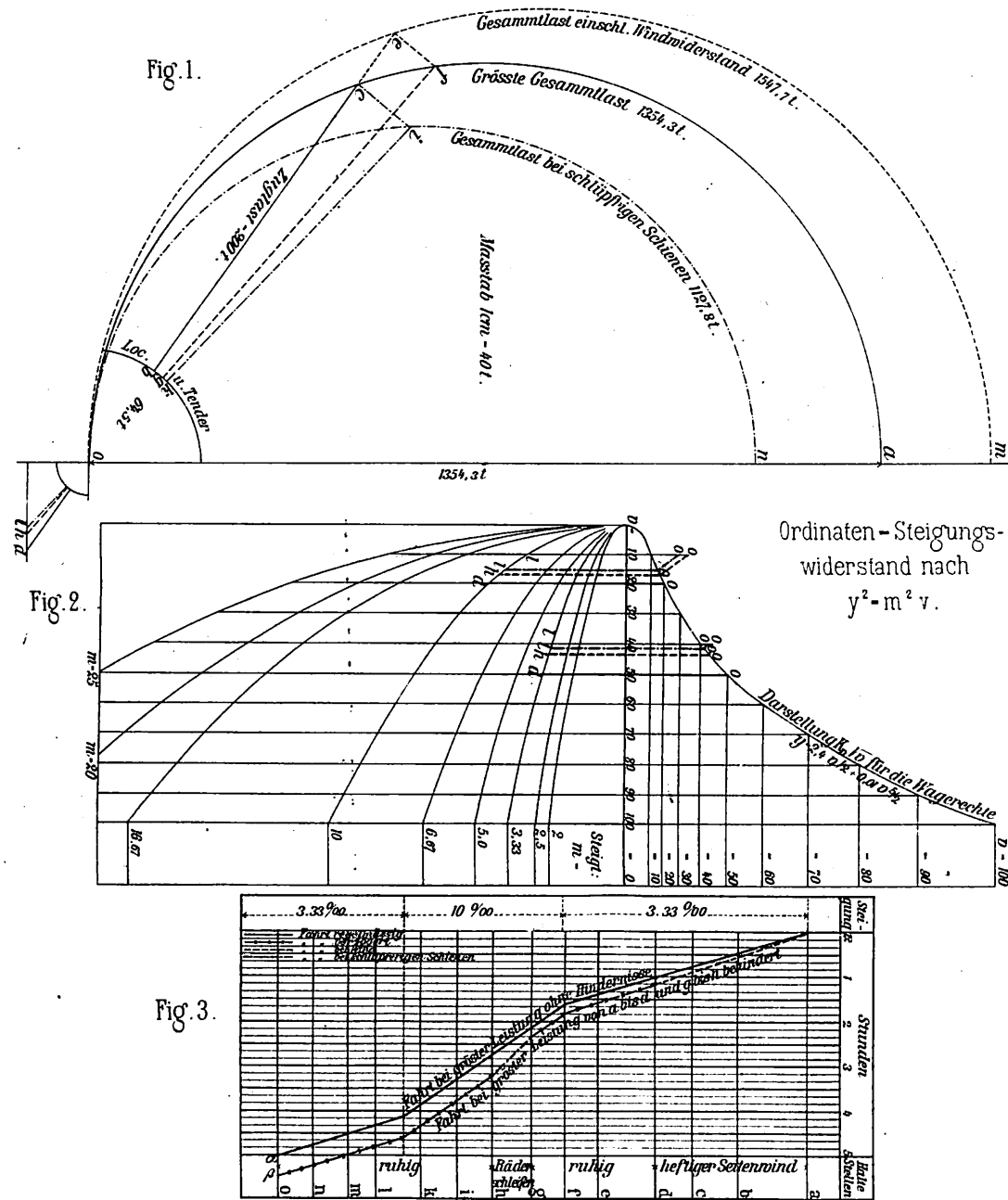


Fig. 4 bis 8. Brüggemann's Geschwindigkeitsmesser.

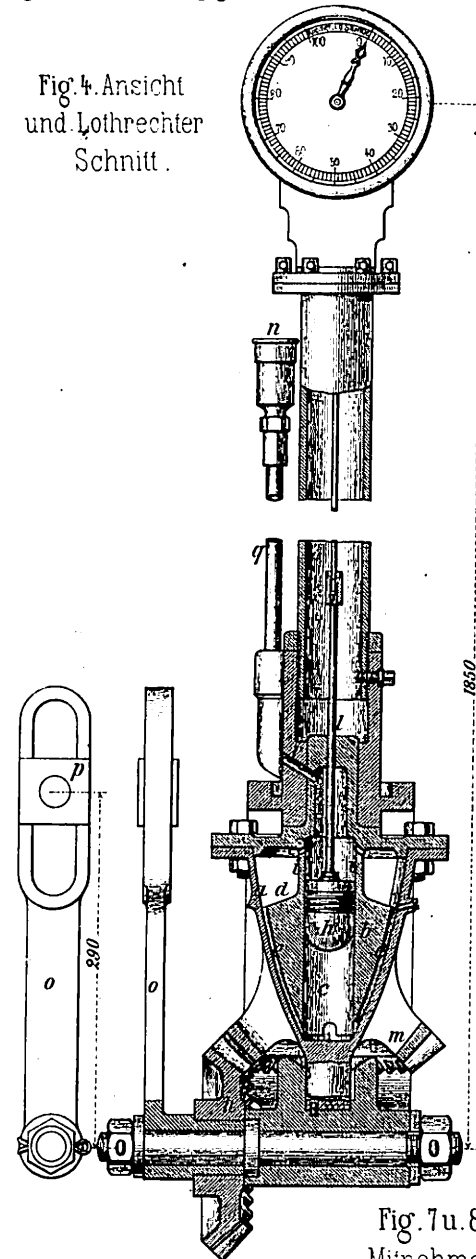


Fig. 9 bis 13. Lindner's Anfahreinrichtung für Verbund-Lokomotiven.

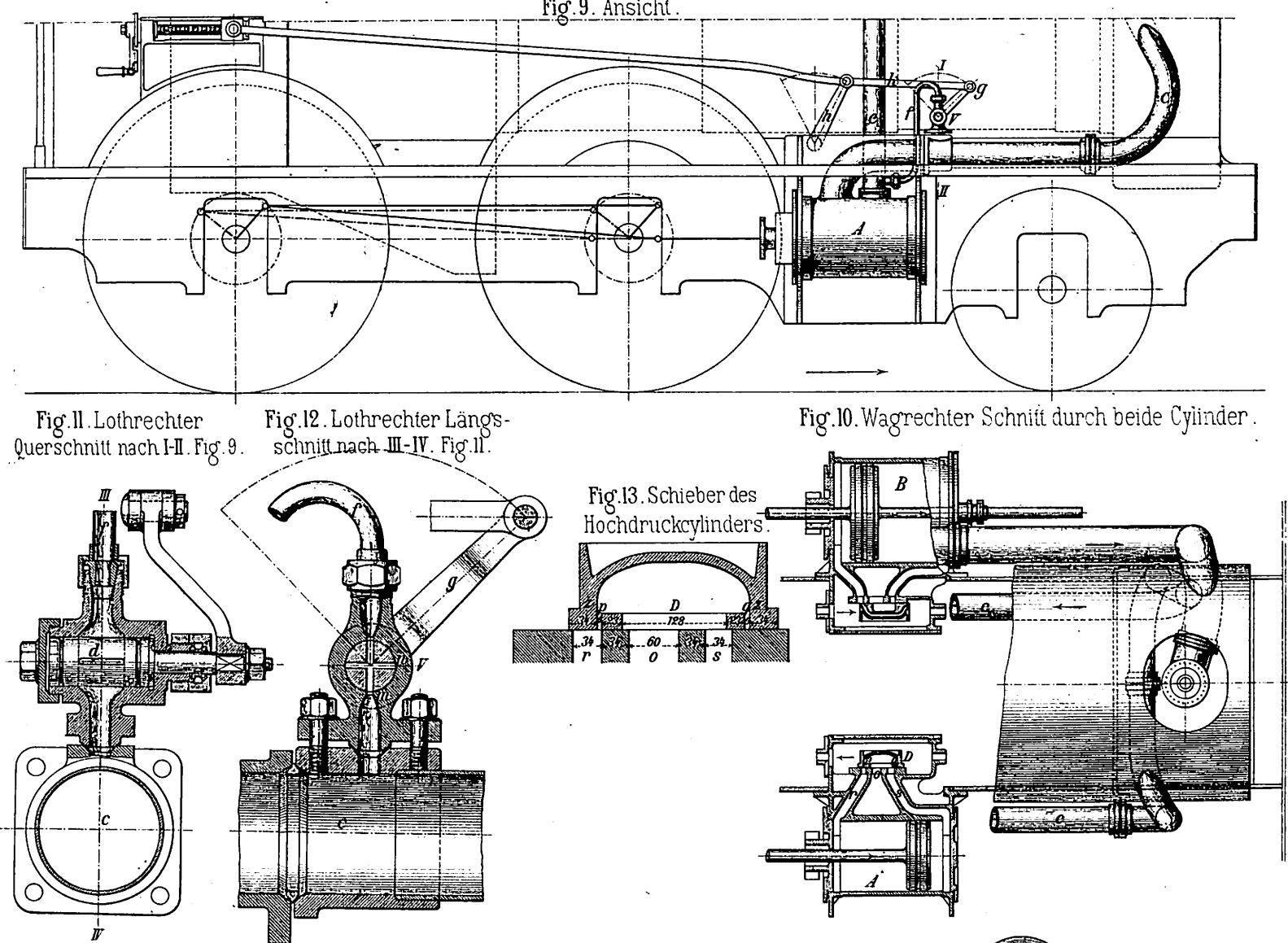


Fig. 14, 15 u. 16. Wildemann's Dampf-Oel-Schmier-Vorrichtung.

