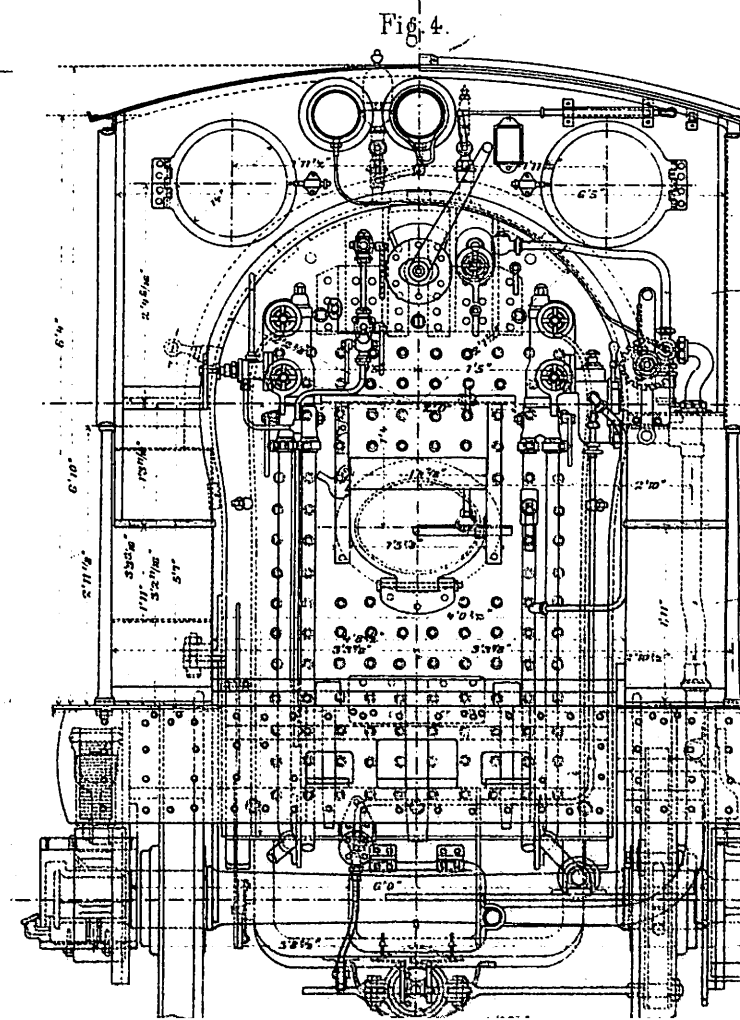
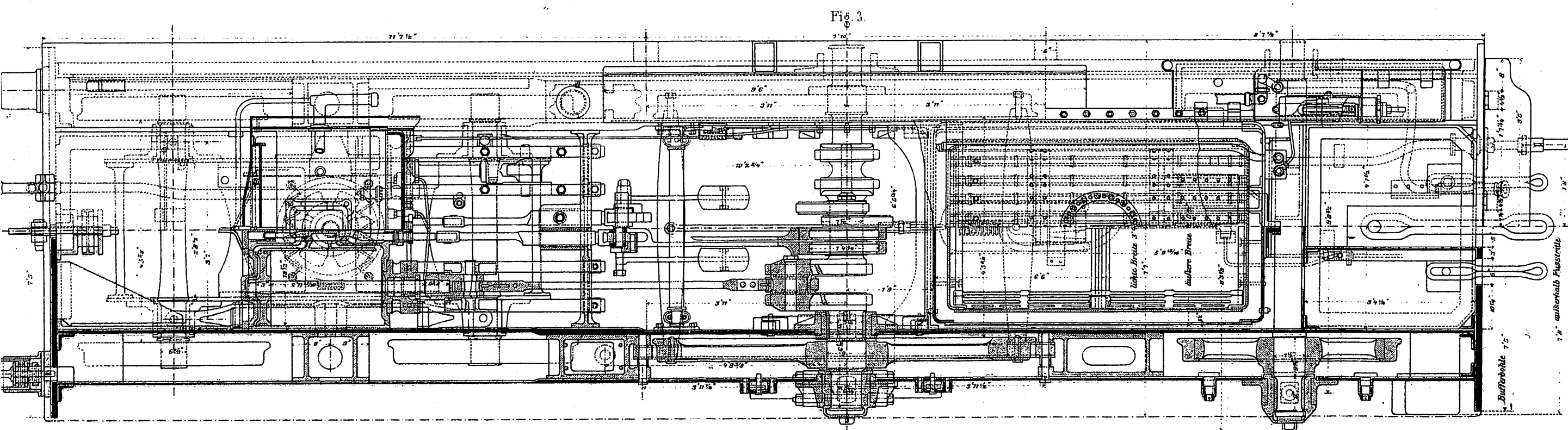
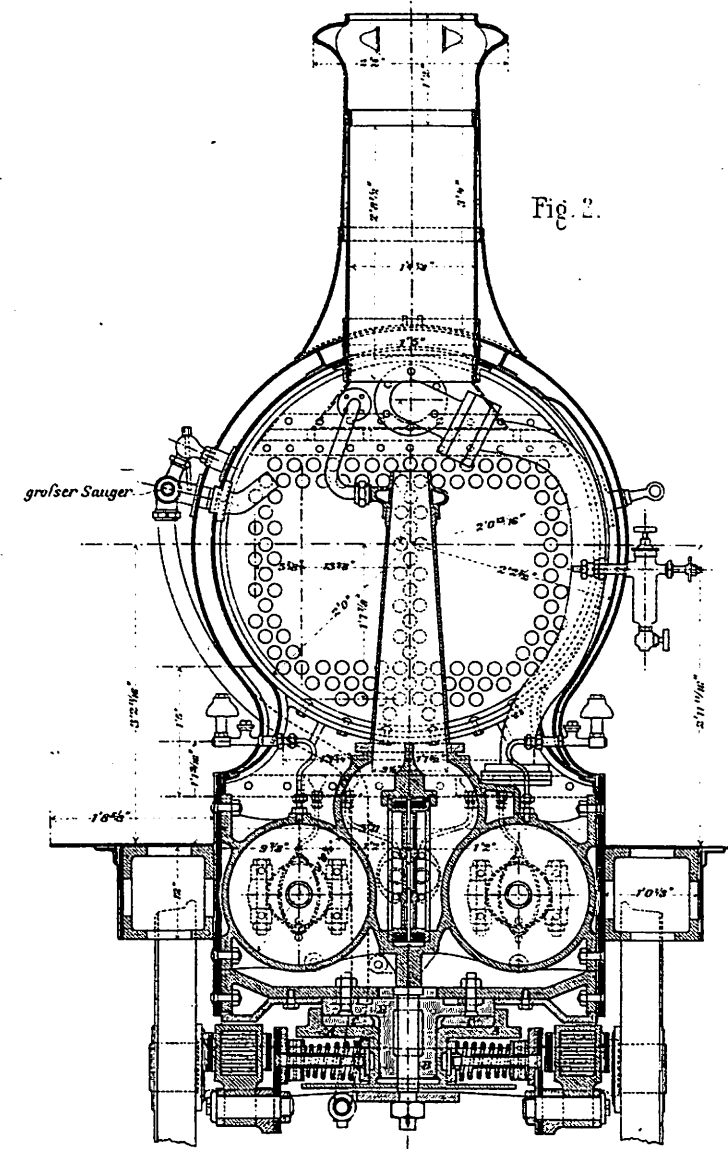
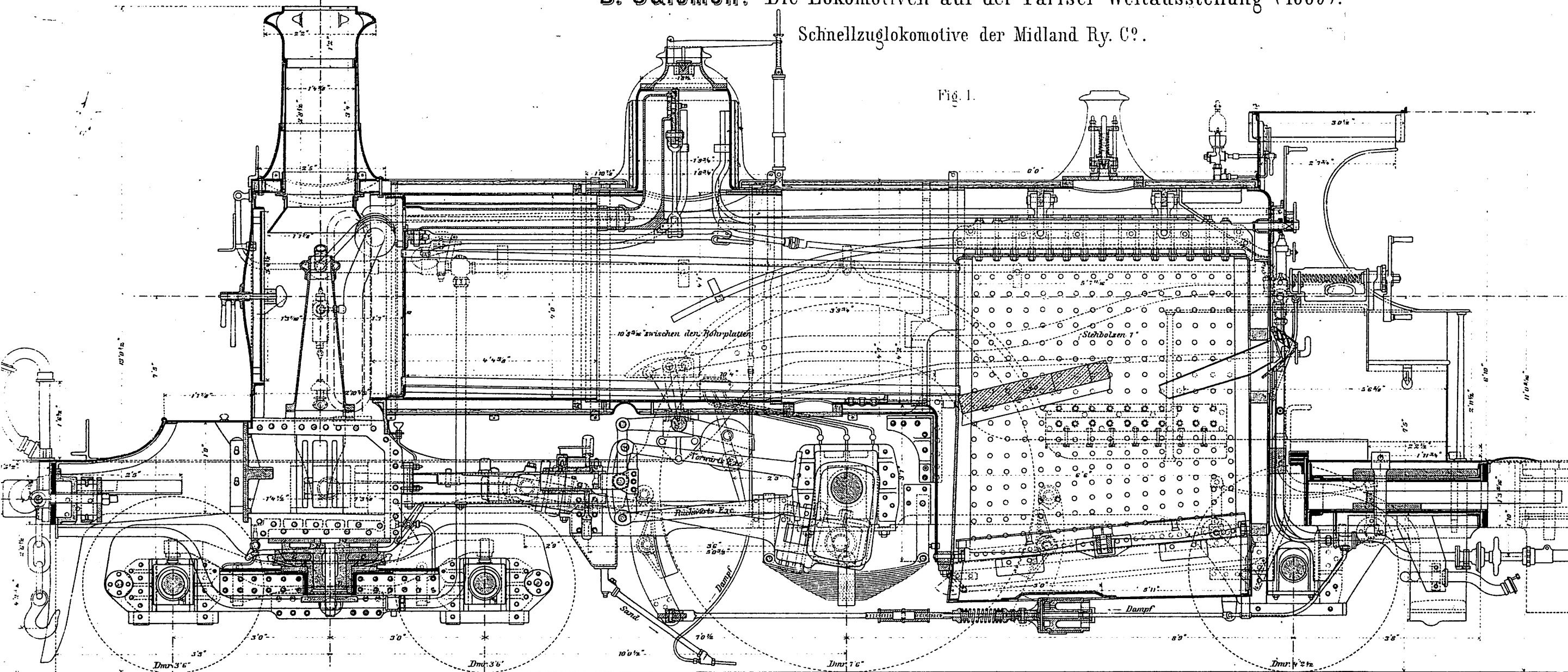
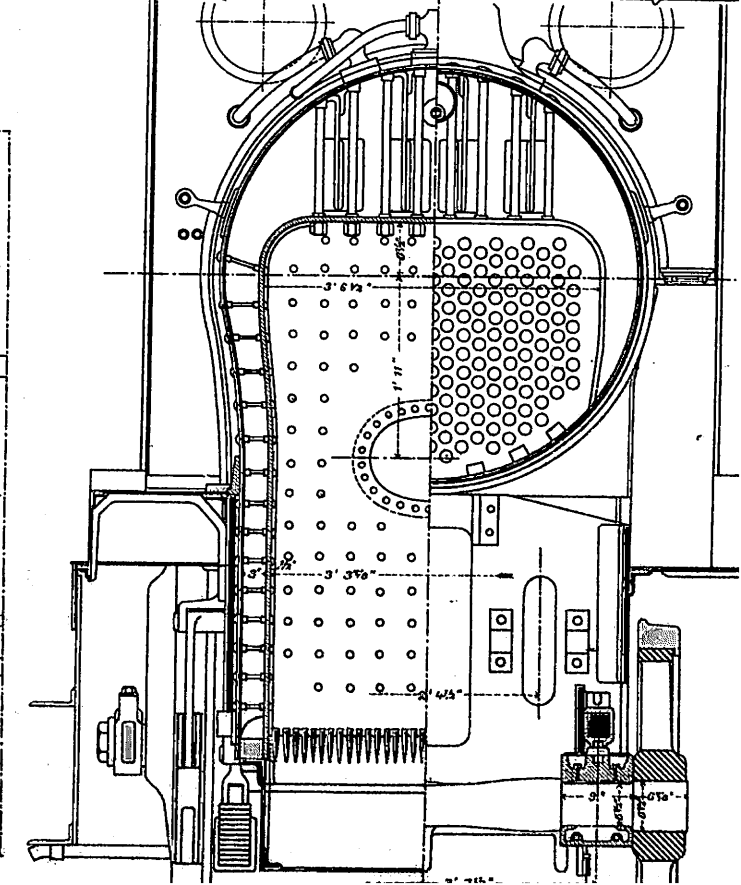
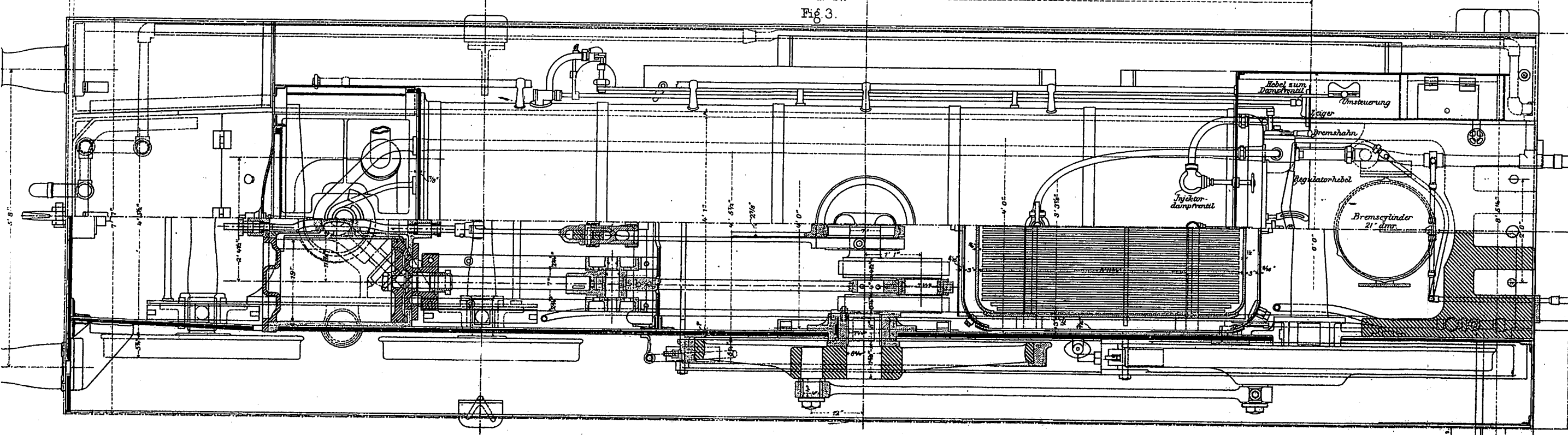
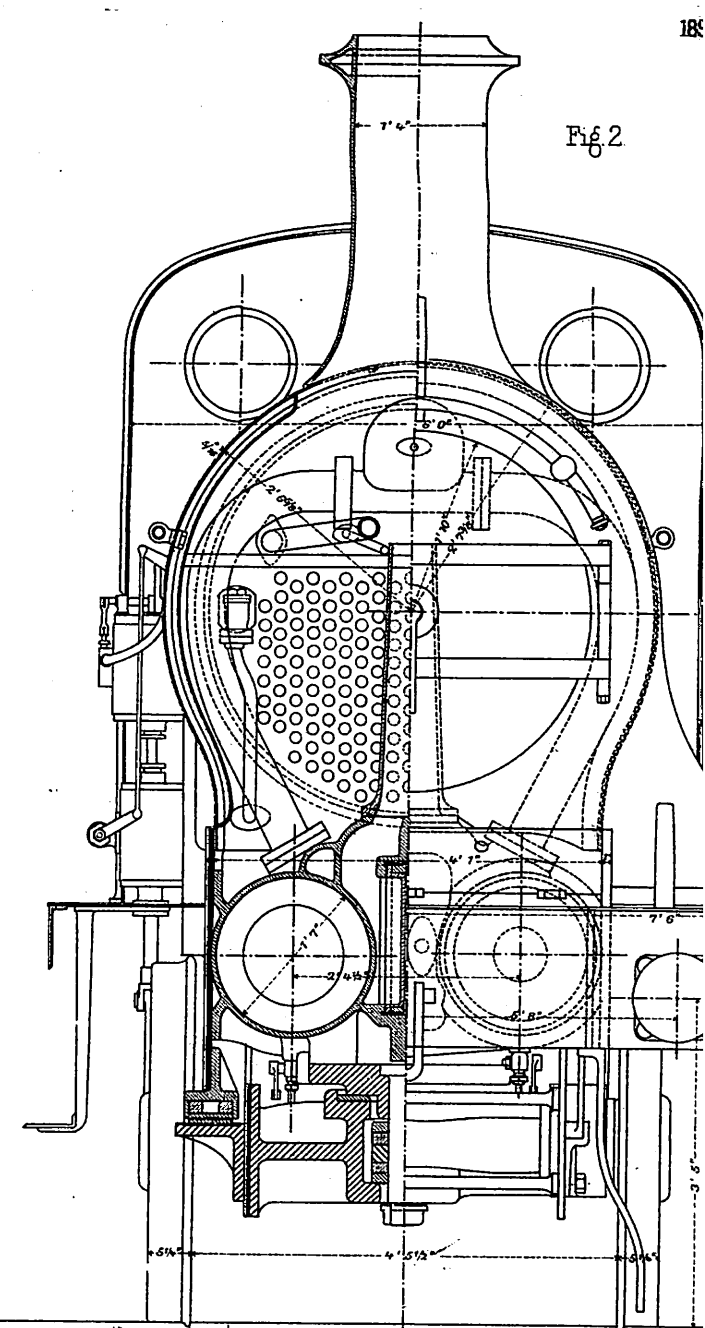
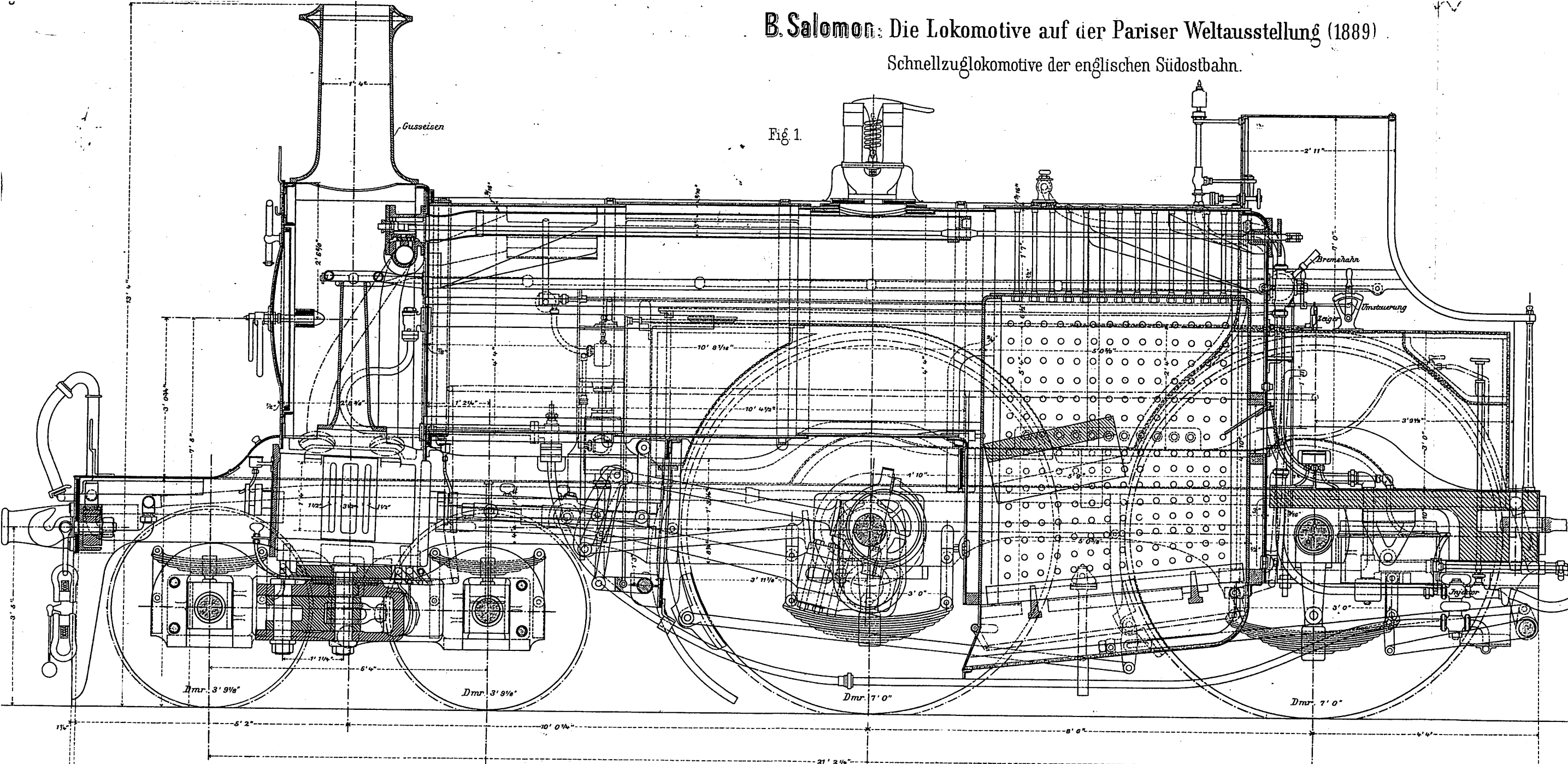


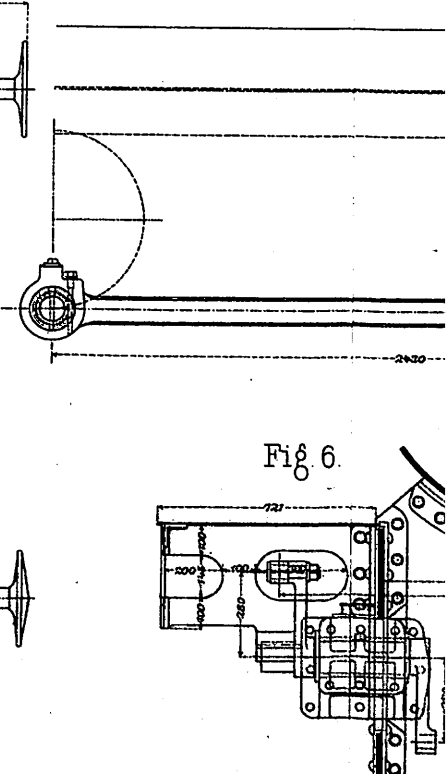
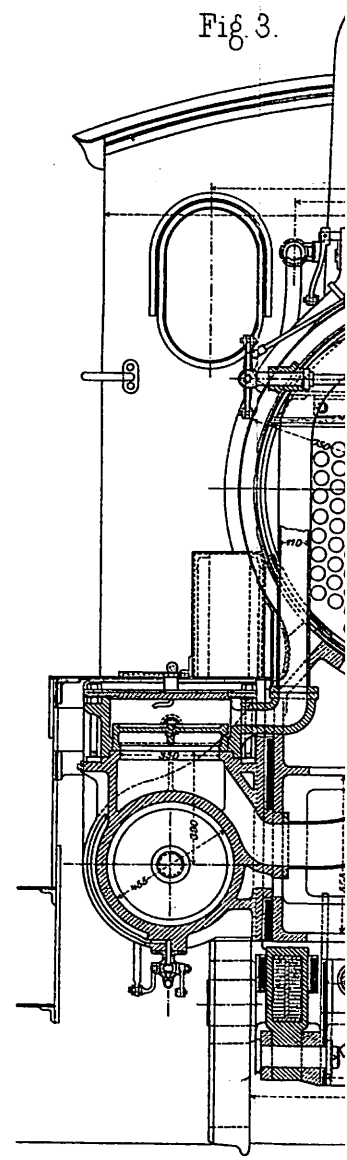
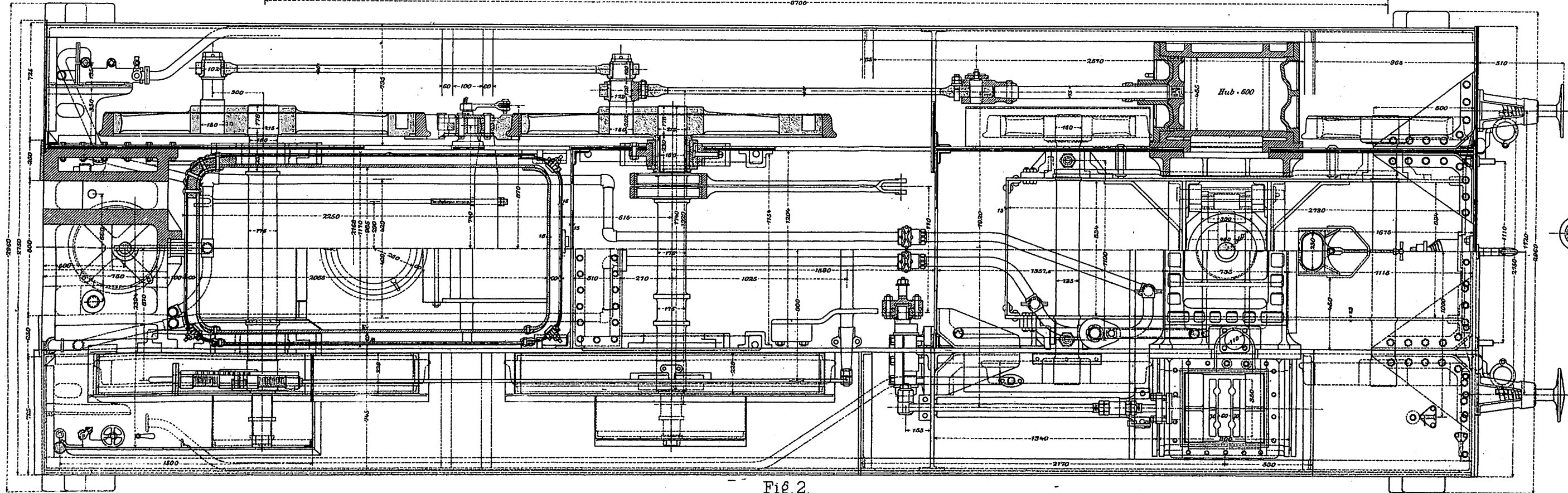
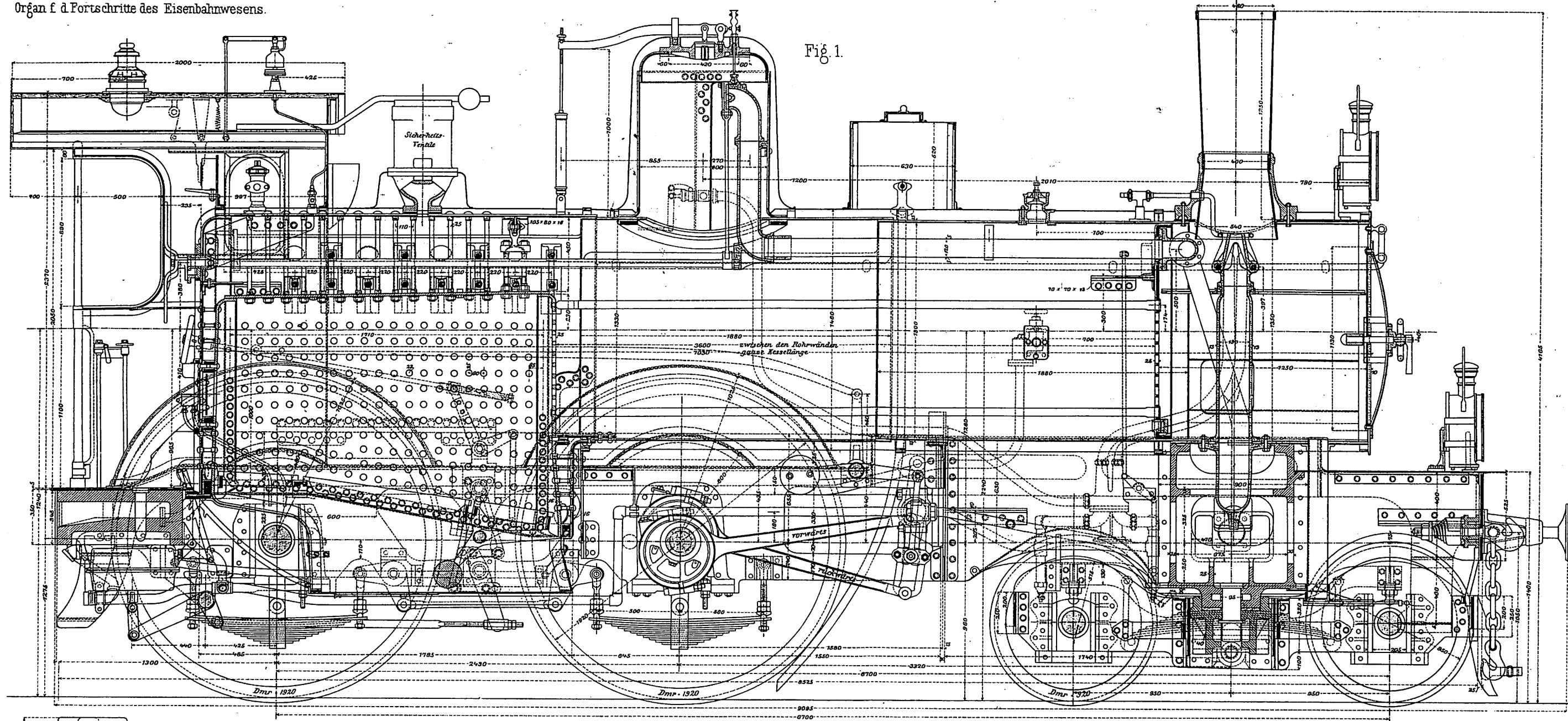
Schnellzuglokomotive der Midland Ry. Co.

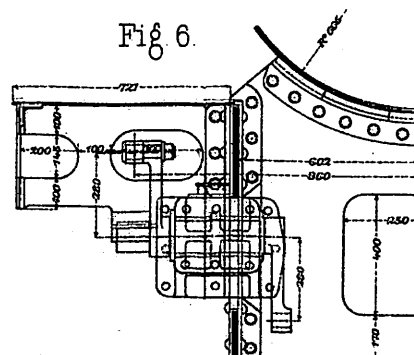
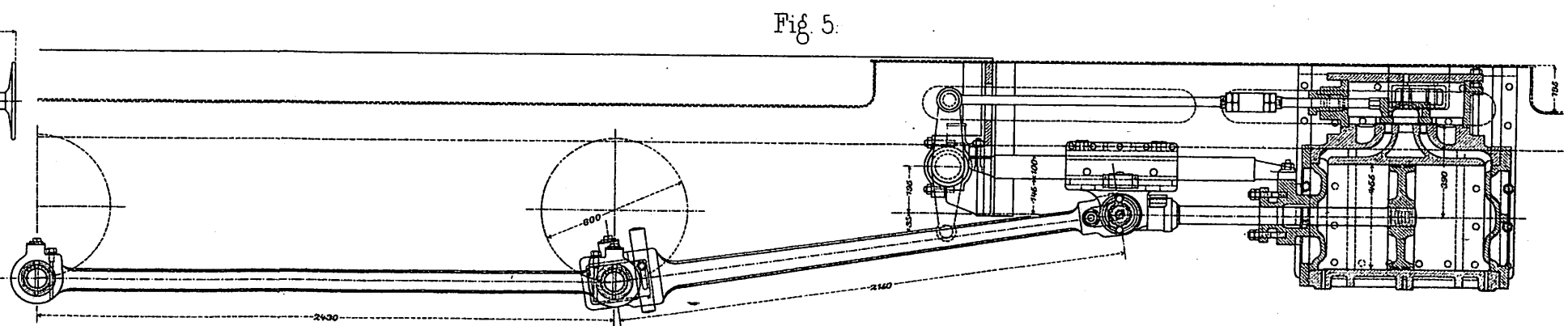
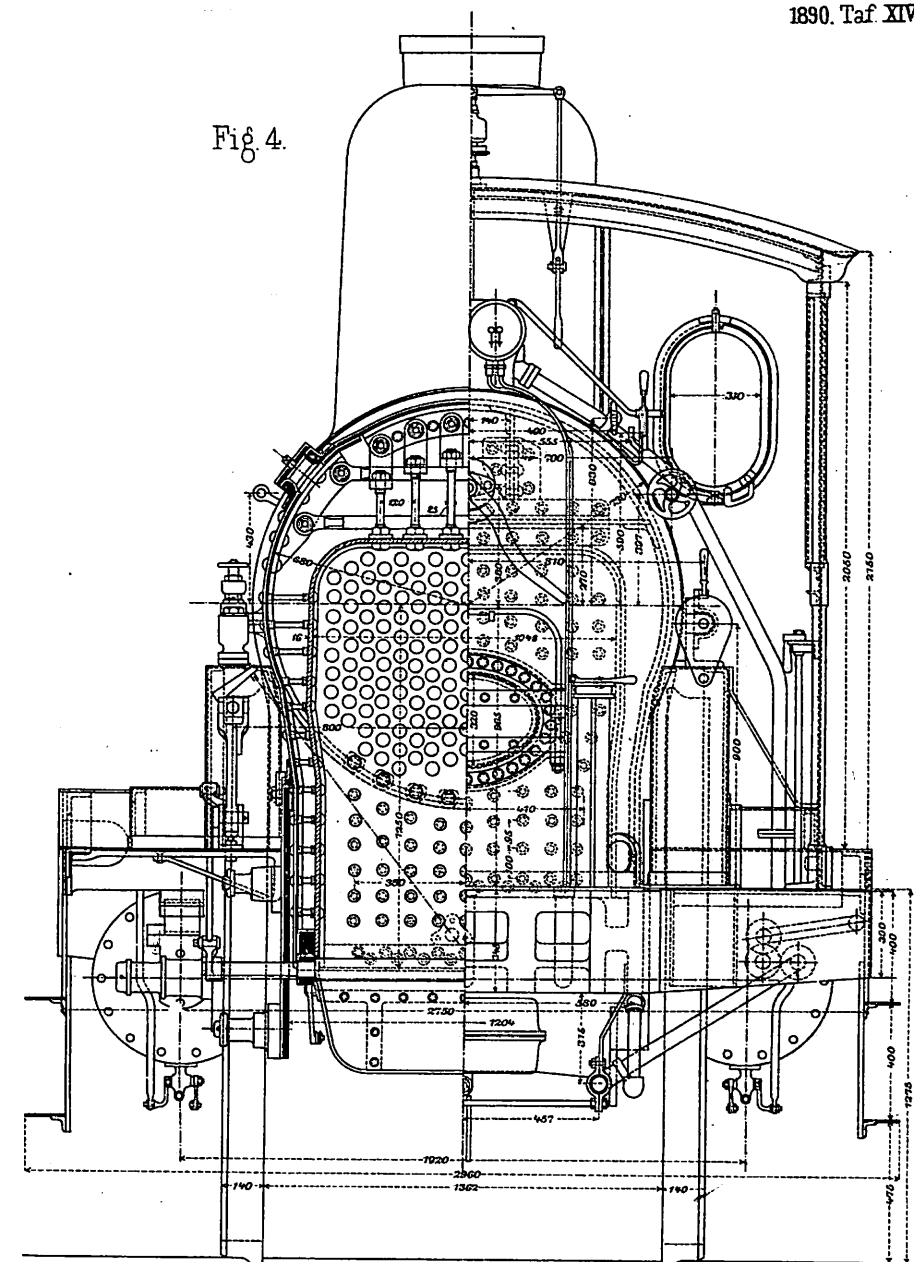
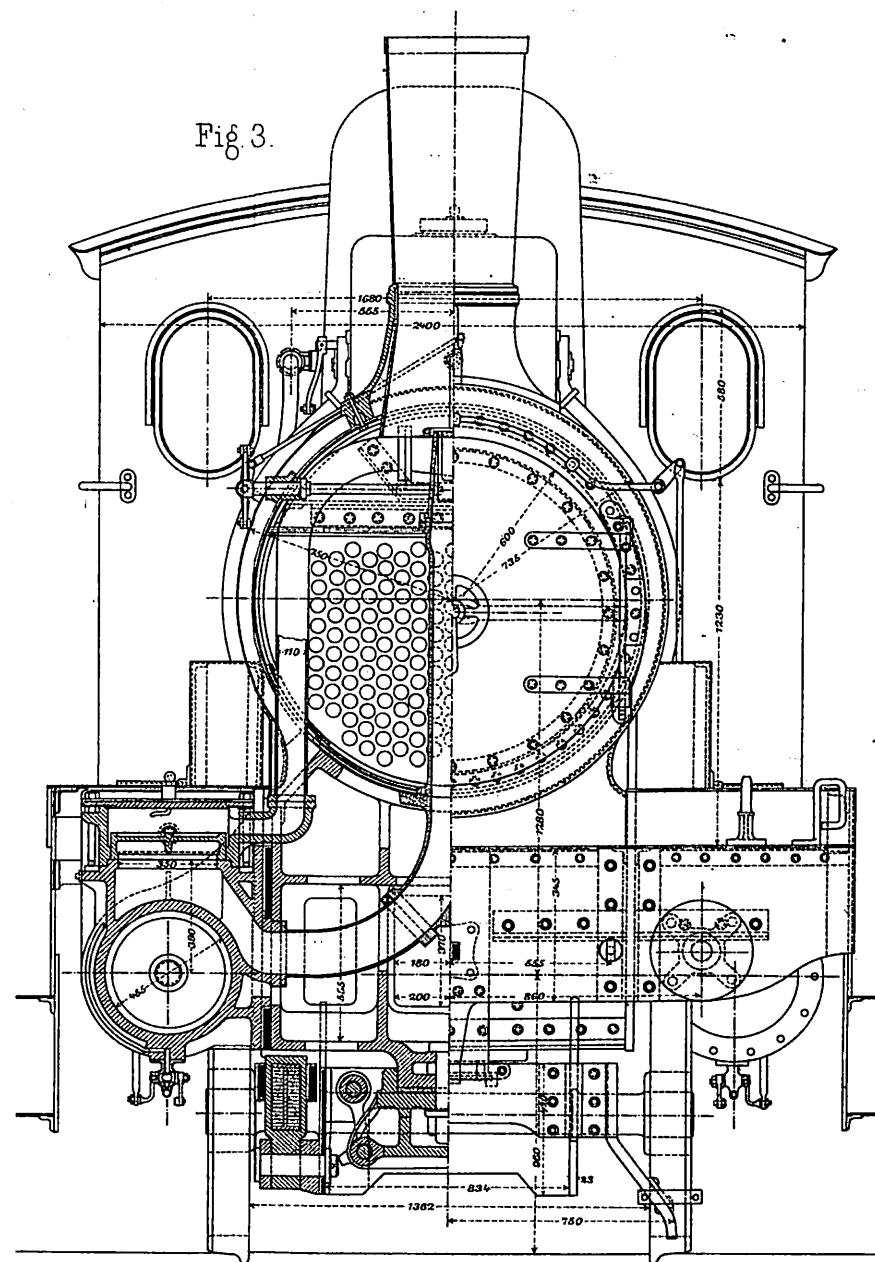
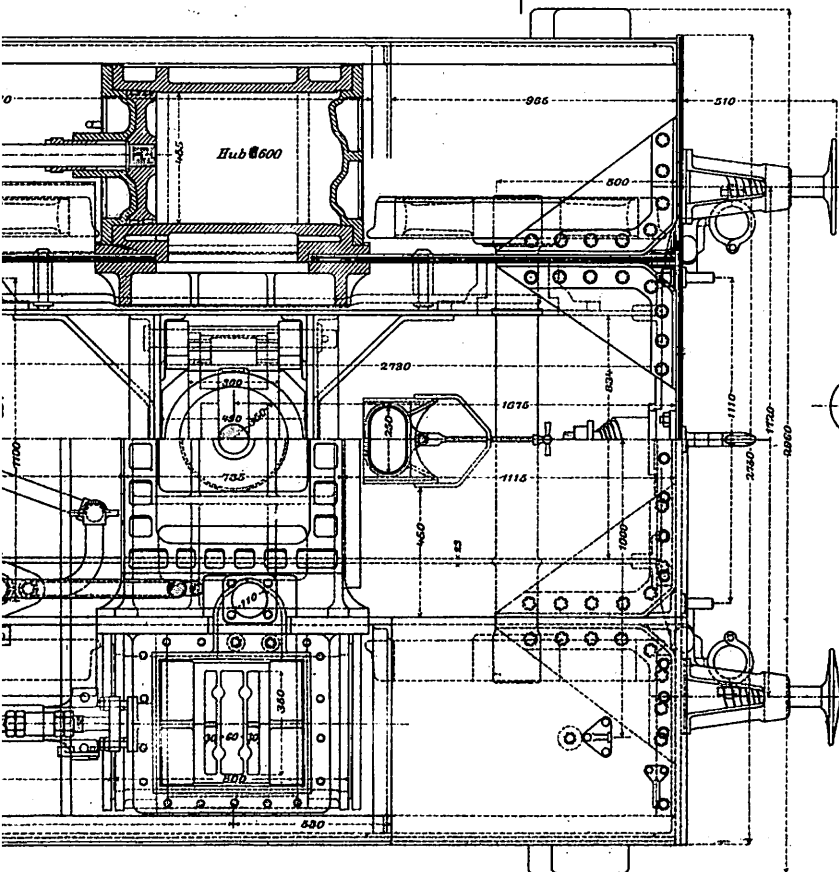
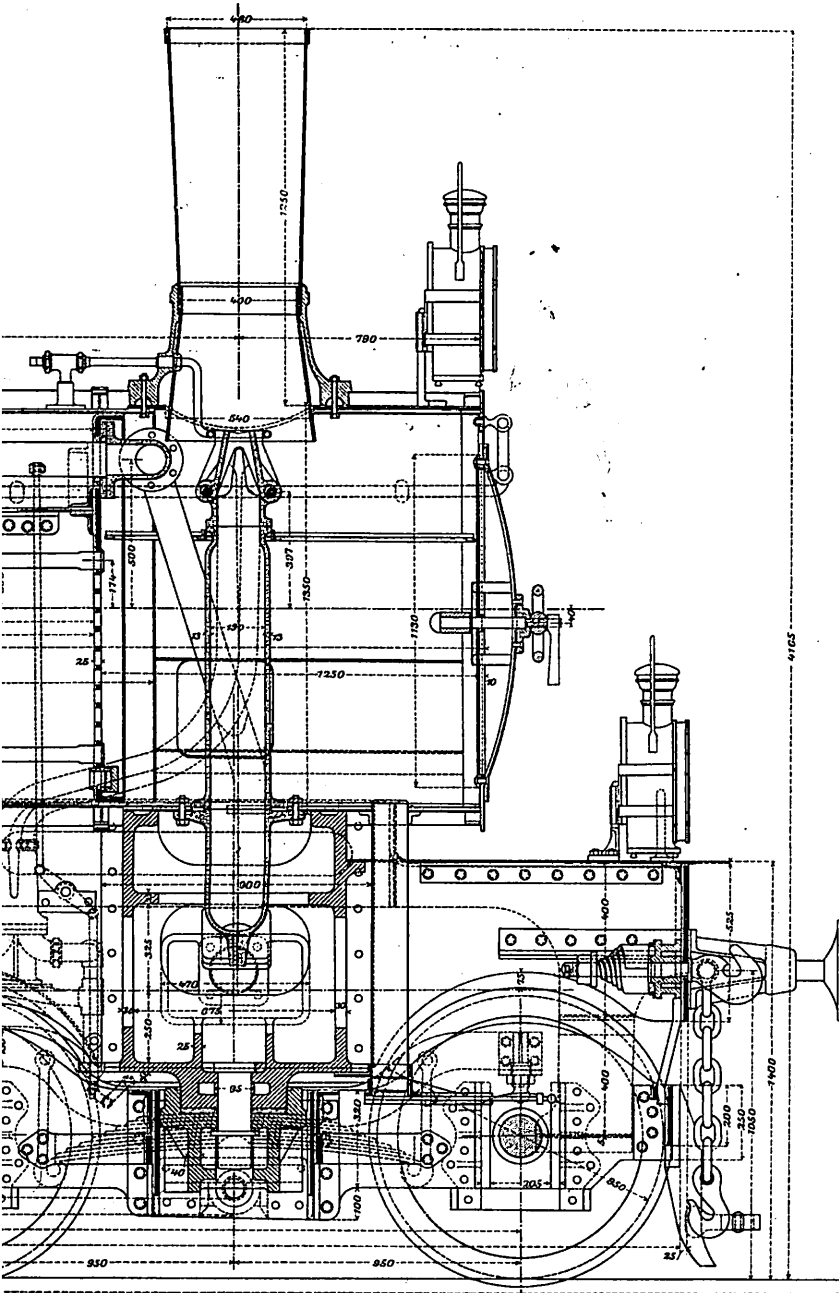


Maßstab 1:25

0 100 200 300 400 500 600 700 800 900 1000

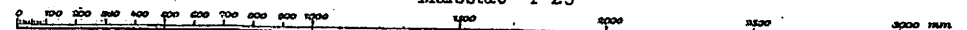






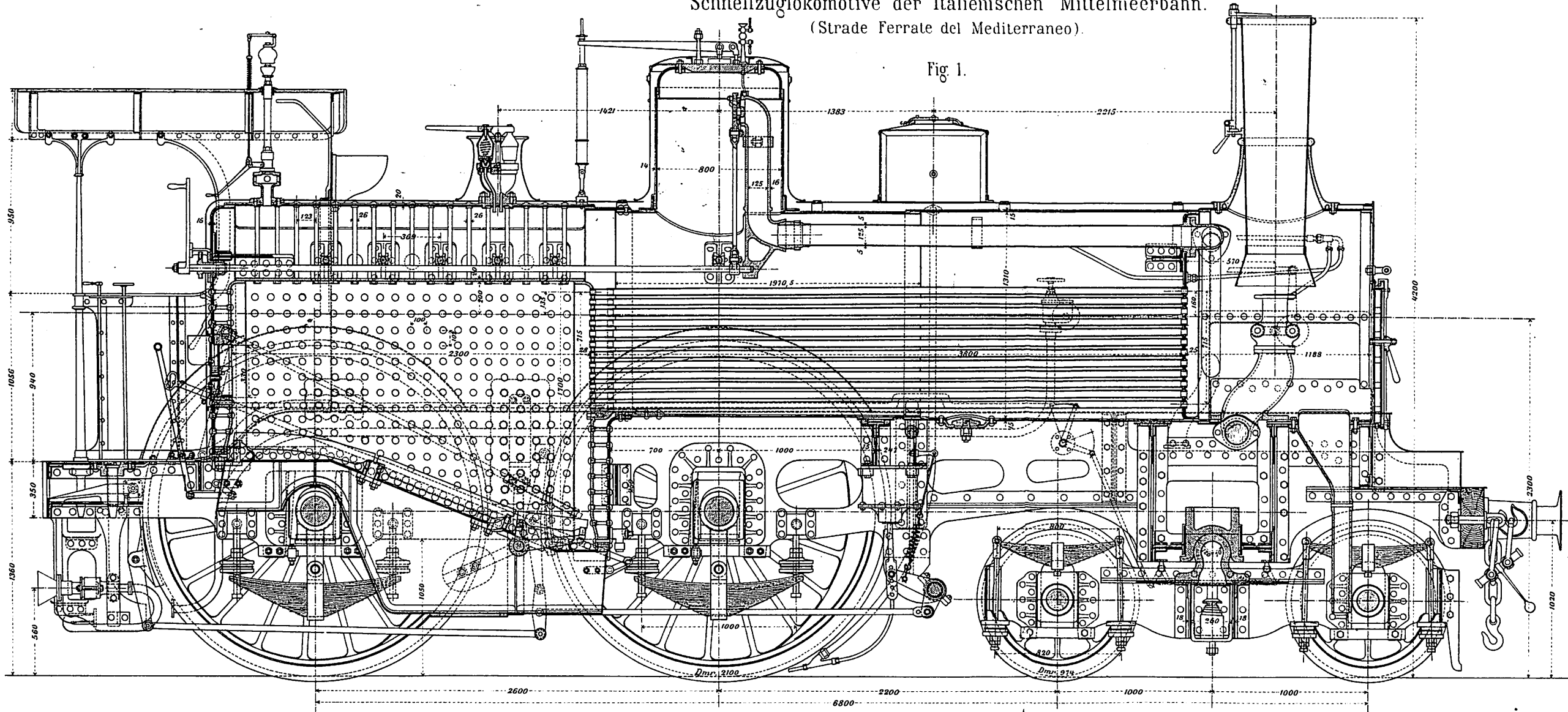
B. Salomon: Die Lokomotive auf der Pariser Weltausstellung (1889)
Schnellzuglokomotive der Italienischen Südbahnen.
(Strade Ferrate Meridionali.)

Mafsstab - 1:25



Schnellzuglokomotive der Italienischen Mittelmeerbahn.
(Strade Ferrate del Mediterraneo).

Fig. 1.



Maßstab = 1:30.

Fig. 2.

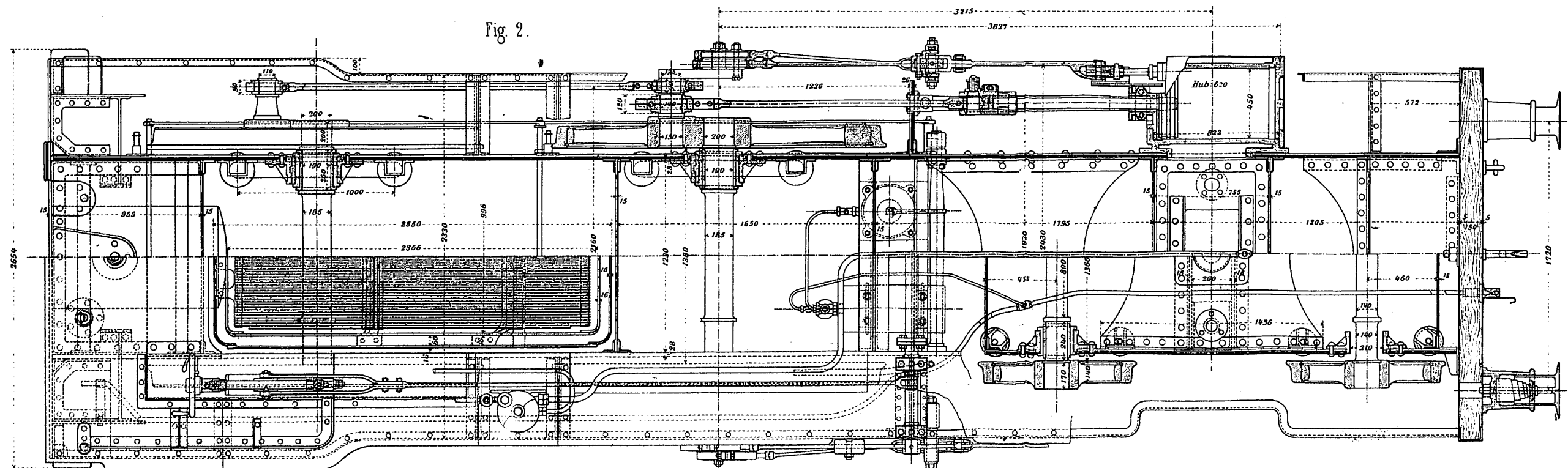


Fig. 3.

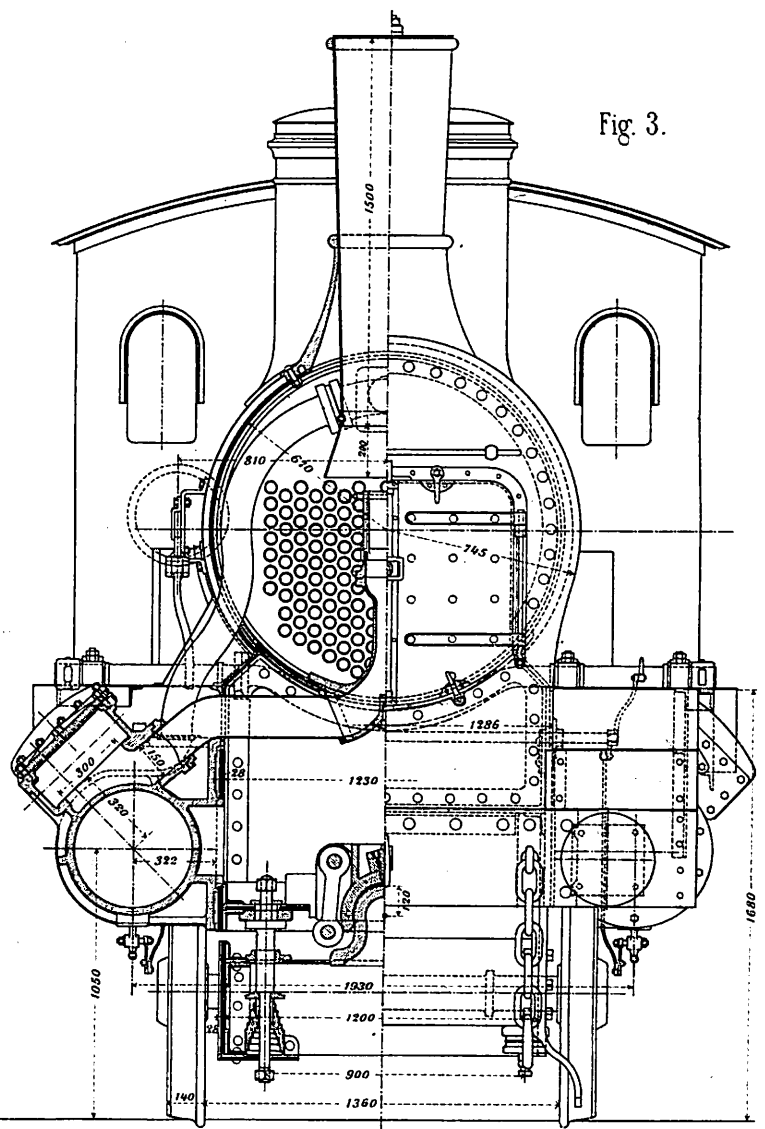
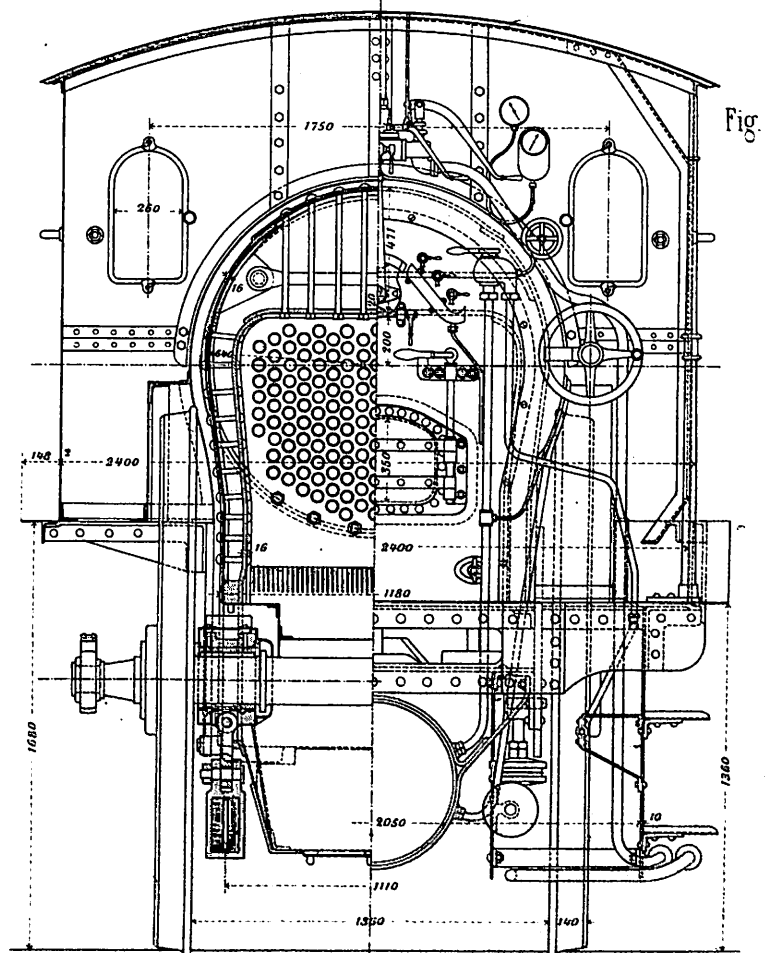


Fig. 4.



Personenzuglokomotive der Italienischen Mittelmeerbahn.
(Strade Ferrate del Mediterraneo).

Fig. 1.

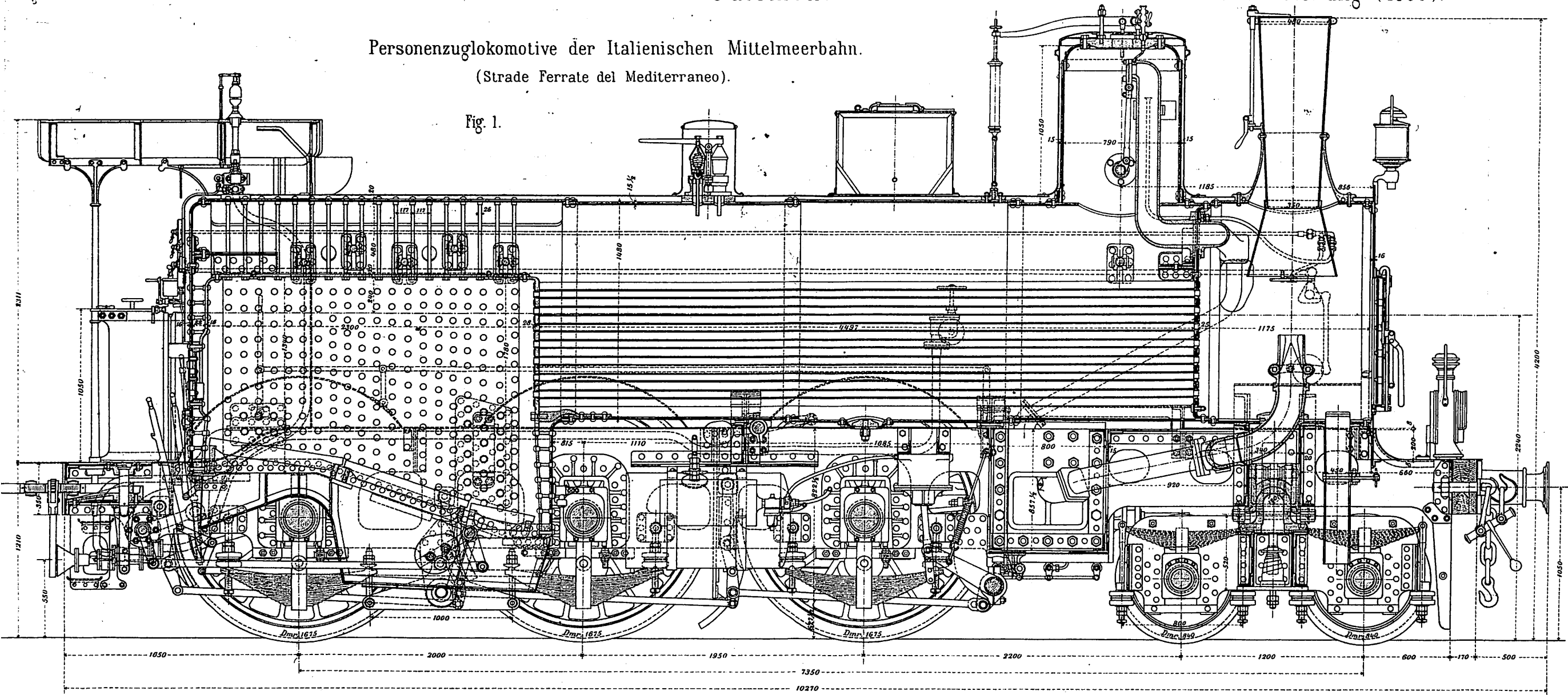


Fig. 2.

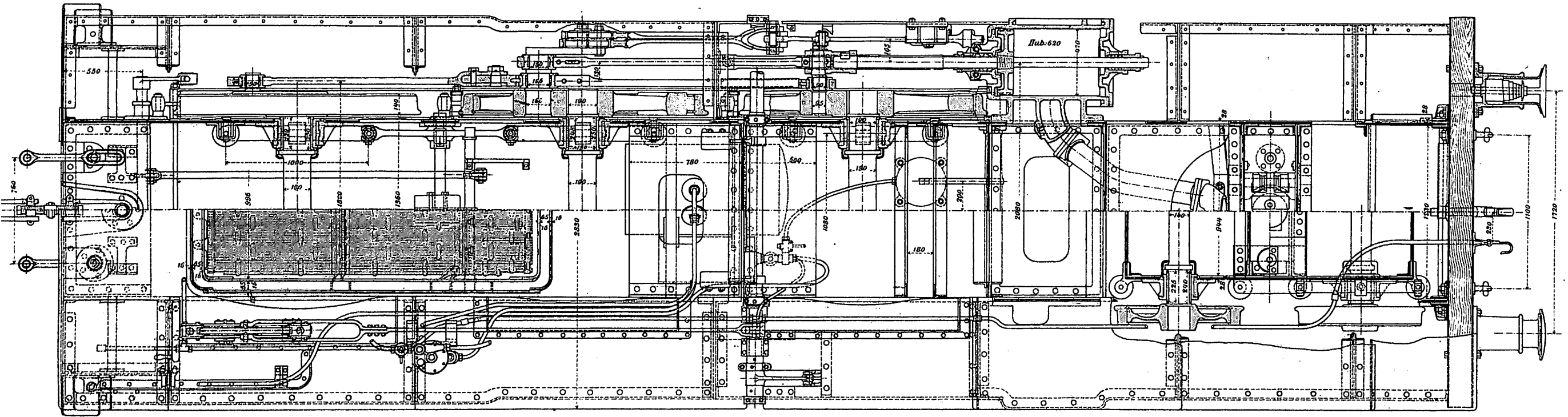


Fig. 3.

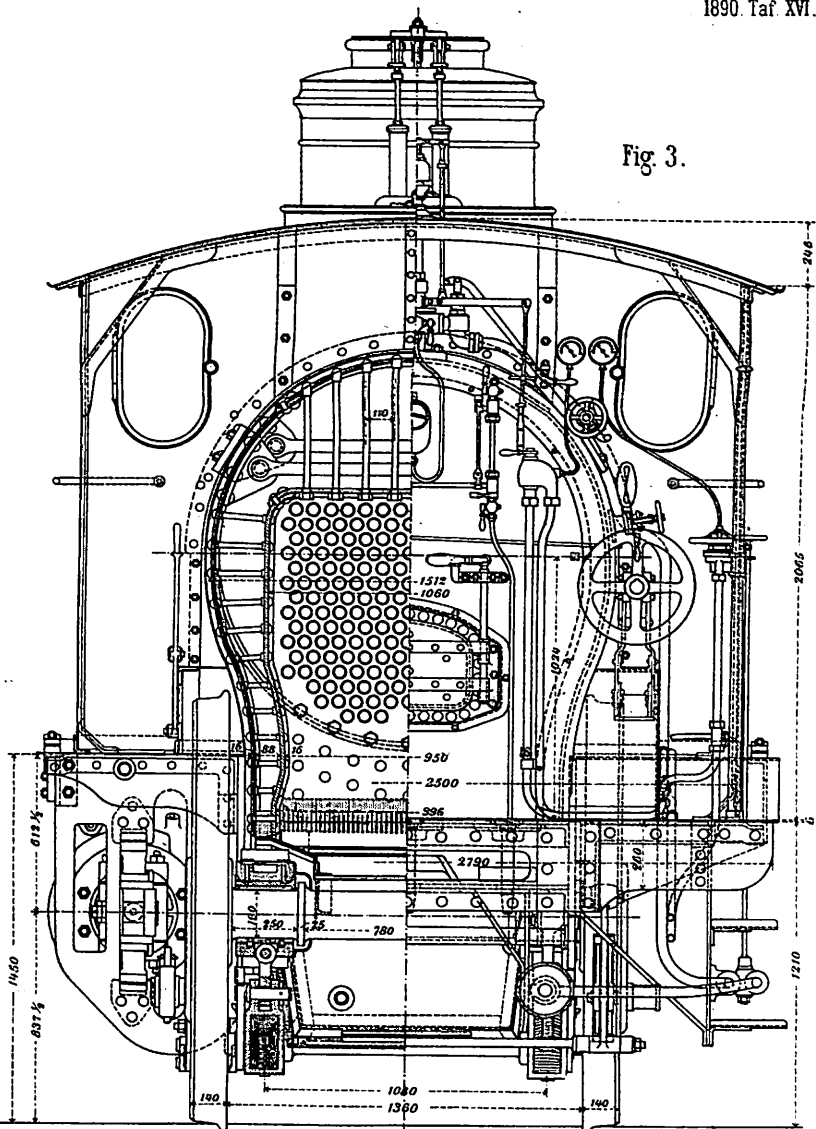
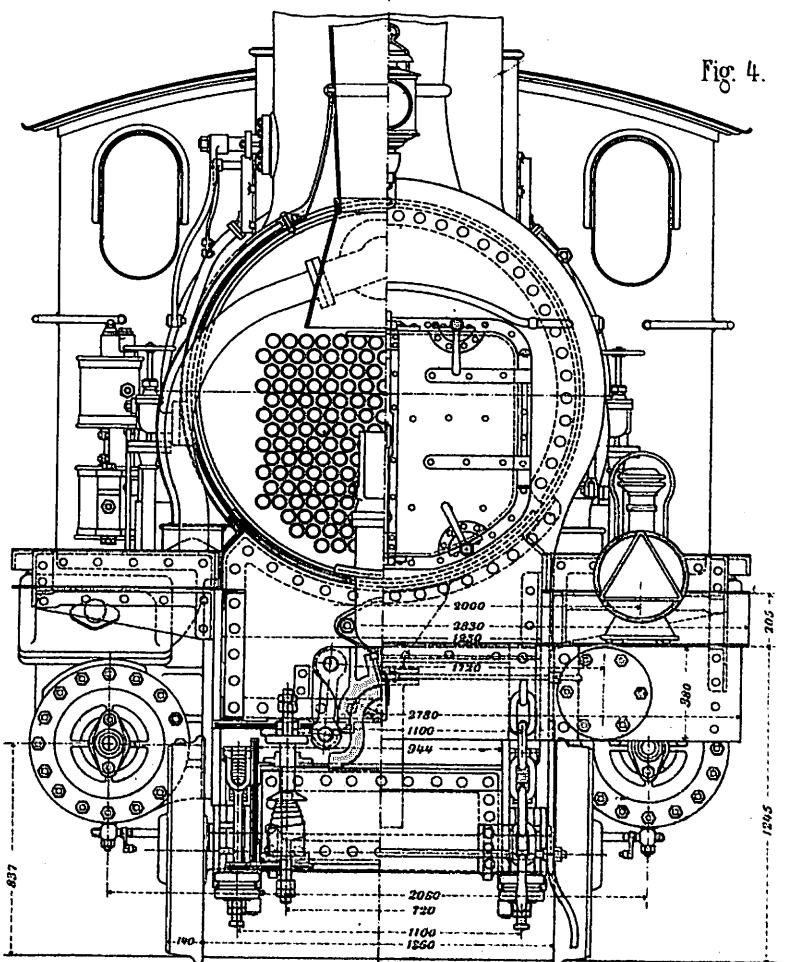


Fig. 4.



Ditzel's Lehre für Eisenbahn-Achsen.

D. R. P. № 51013.

Fig. 1 u. 2. Lehre für innenliegende Schenkel.

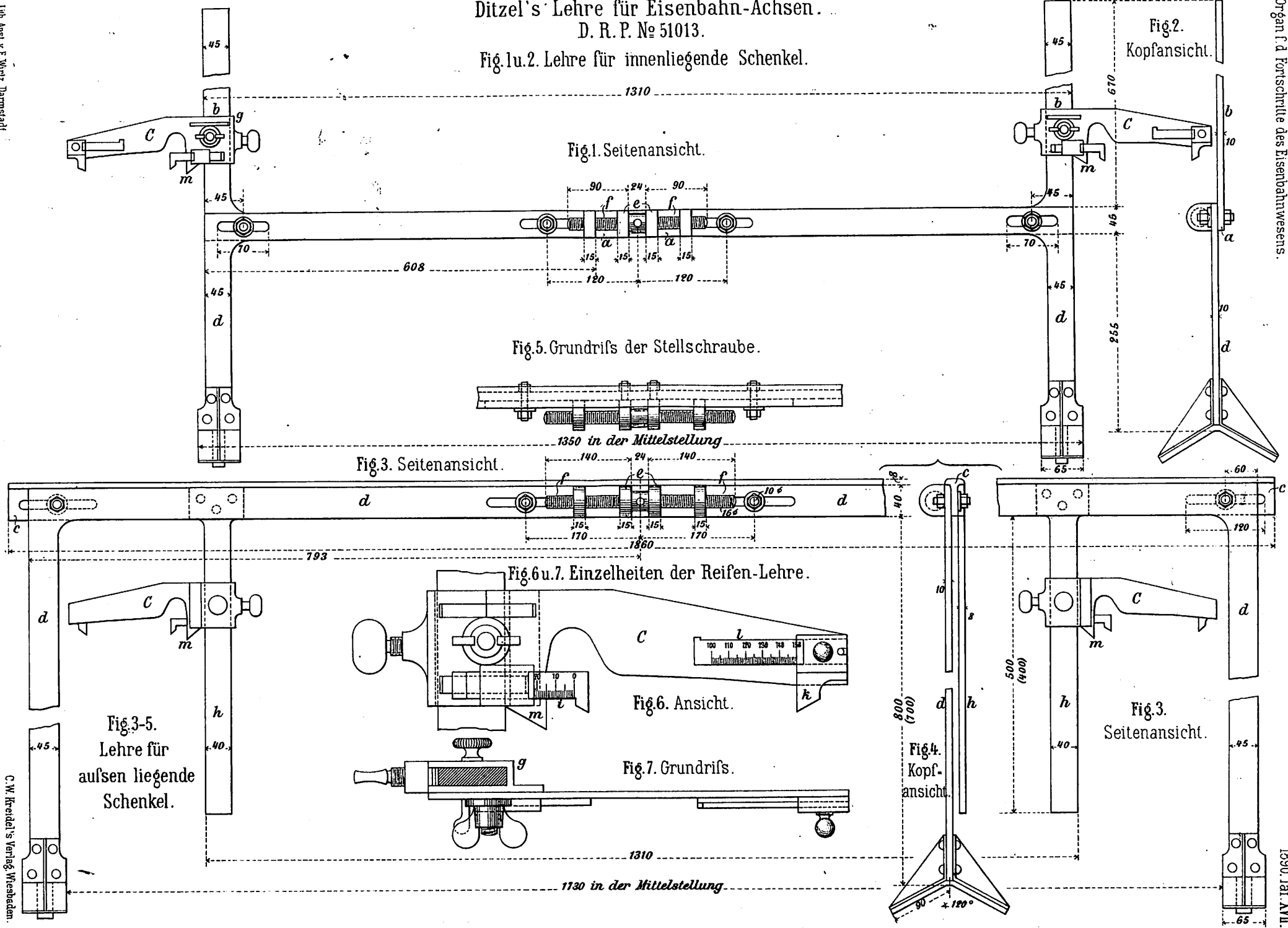


Fig. 1-3. Einrichtung eines Personenwagens I. II. Klasse zum Arztwagen.

Fig. 1. Längenschnitt.

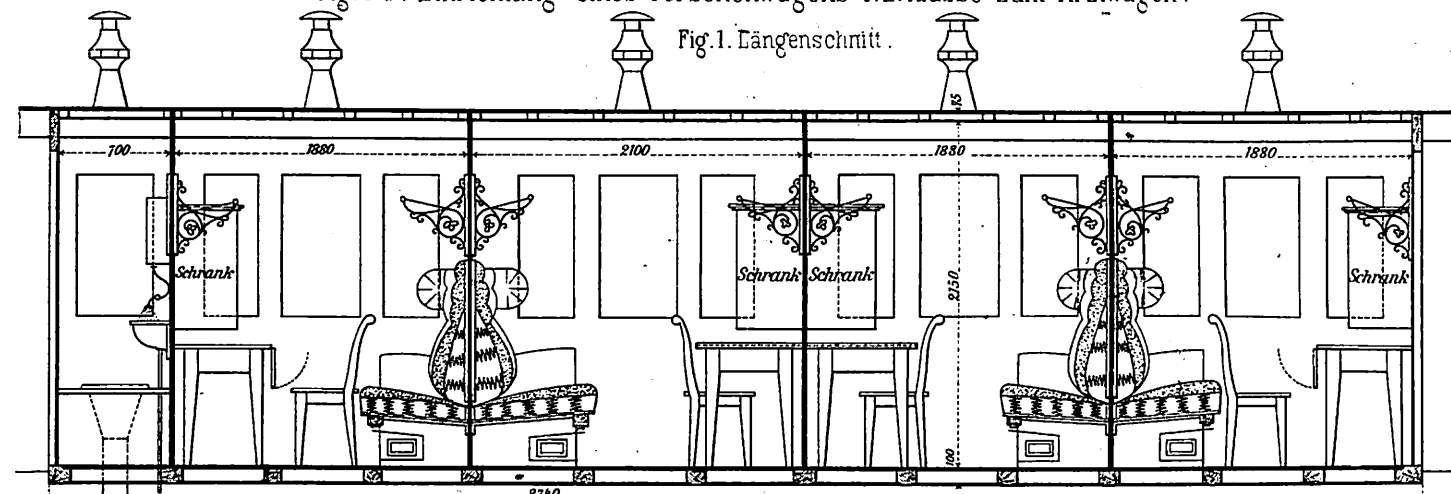


Fig. 3. Grundriss.

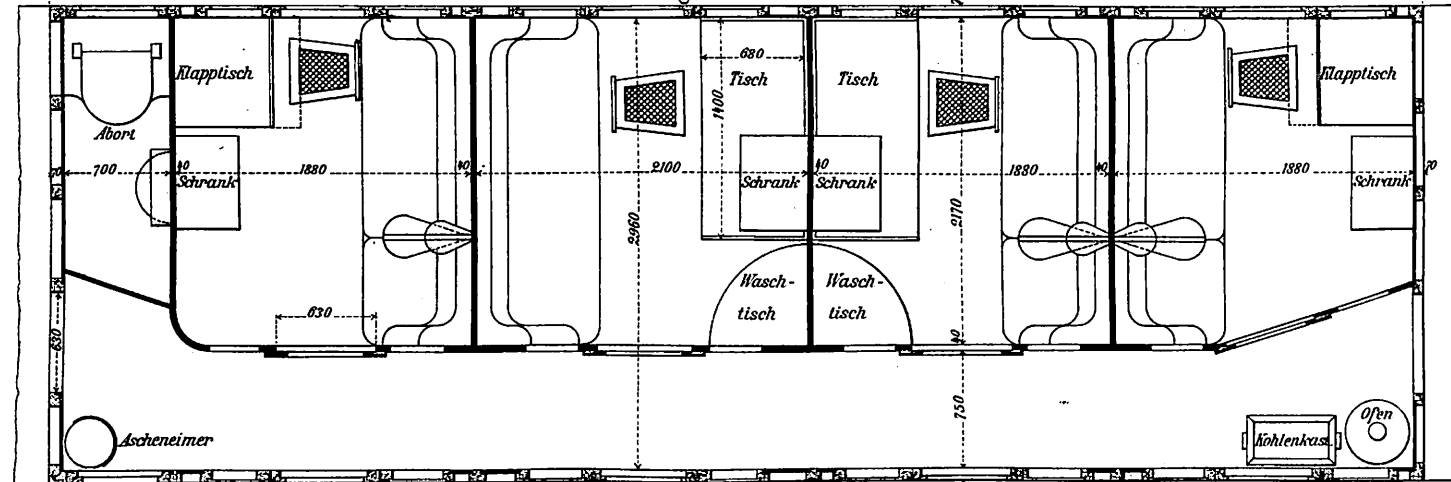


Fig. 2. Querschnitt.

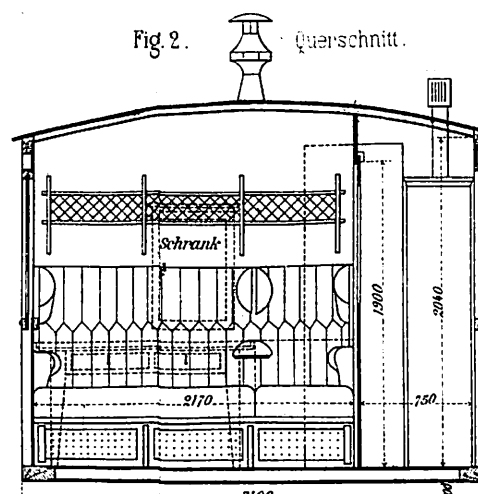


Fig. 5. Querschnitt.

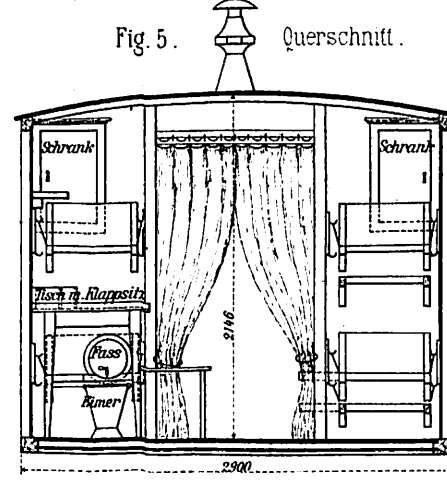


Fig. 4-6. Einrichtung eines Personenwagens IV. Klasse zum Krankenwagen.

Fig. 6. Grundriss.

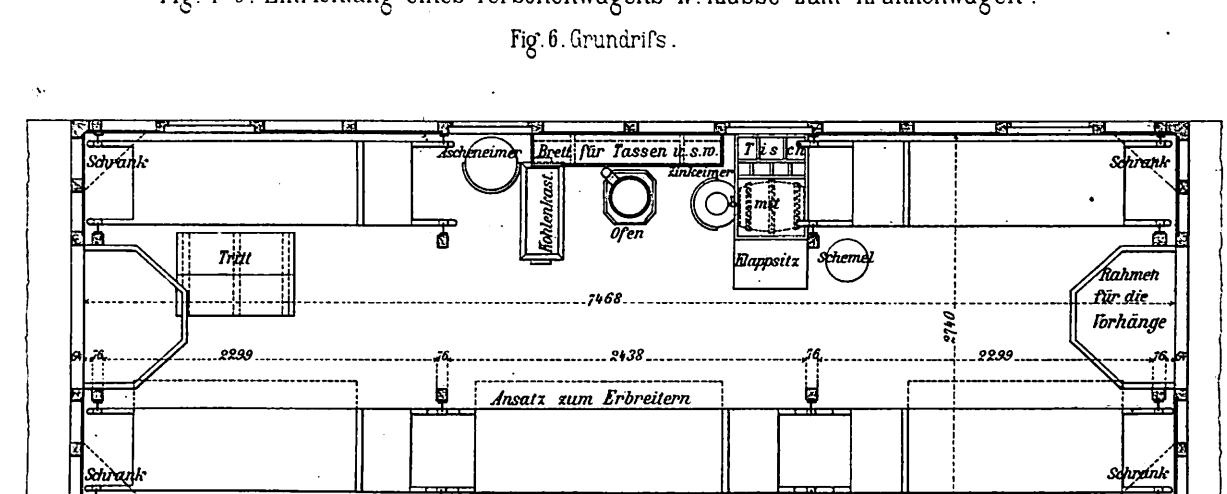


Fig. 4. Längenschnitt.

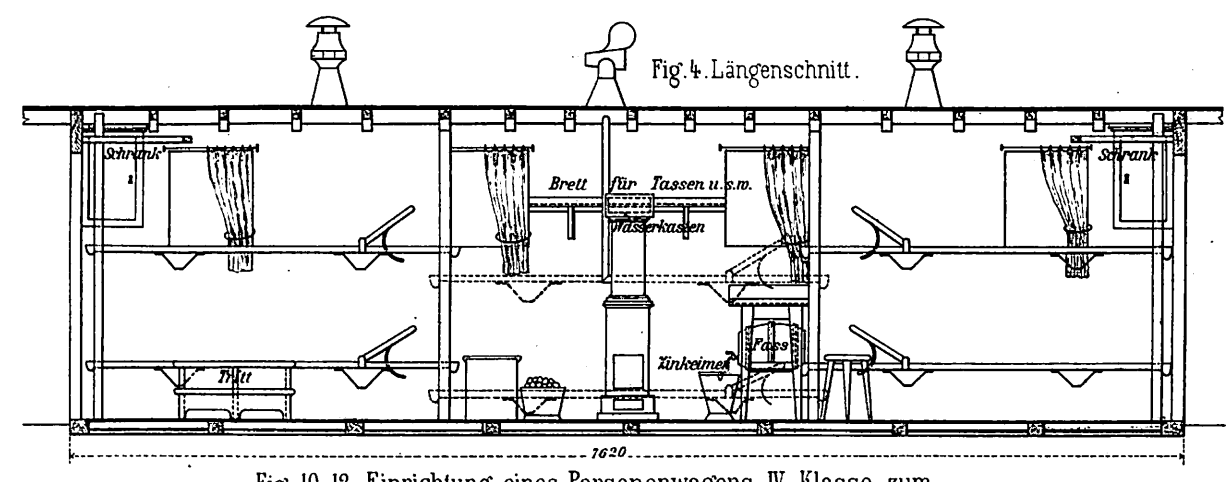


Fig. 10-12. Einrichtung eines Personenwagens IV. Klasse zum Verwaltungs- und Apothekenwagen.

Fig. 12. Grundriss.

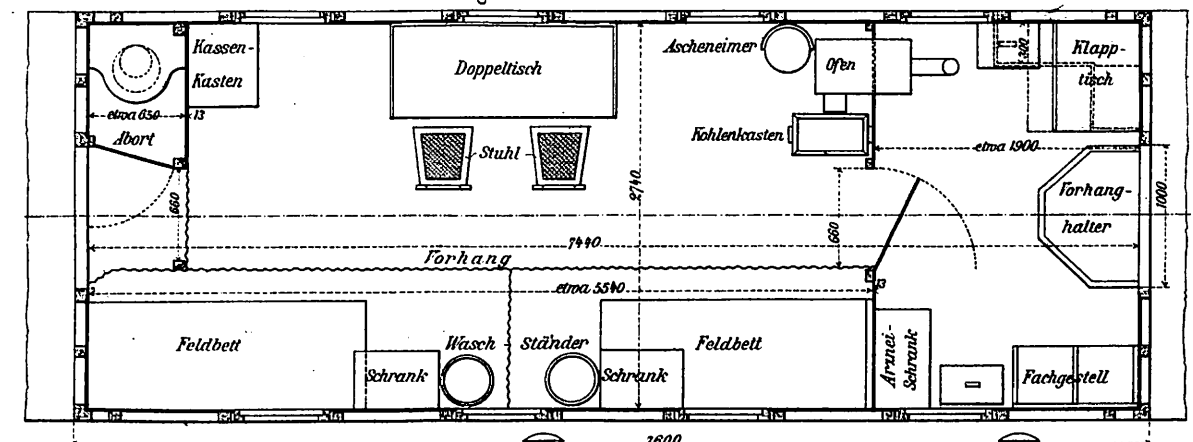


Fig. 10. Längenschnitt.

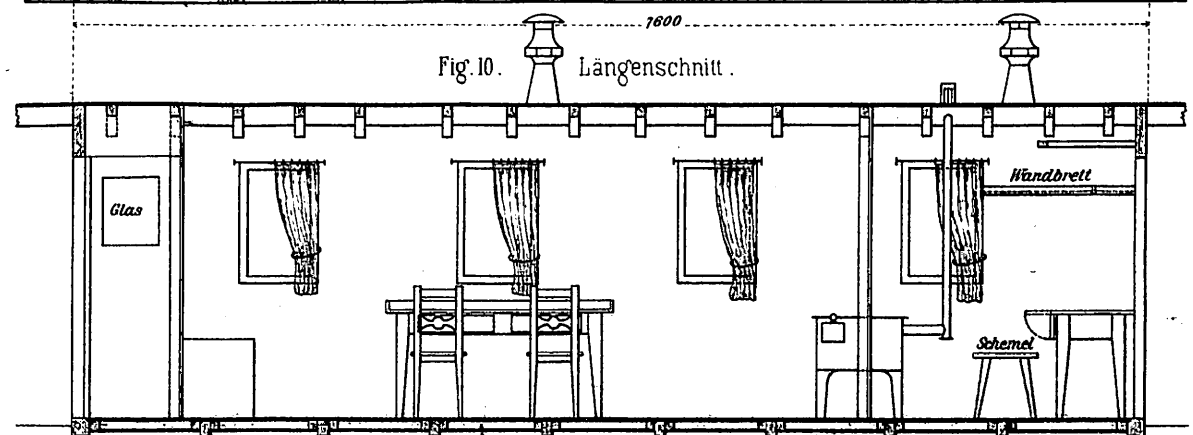


Fig. 7-9. Einrichtung eines Personenwagens IV. Klasse zum Lazarethgehilfen- und Krankenwärterwagen.

Fig. 7. Längenschnitt.

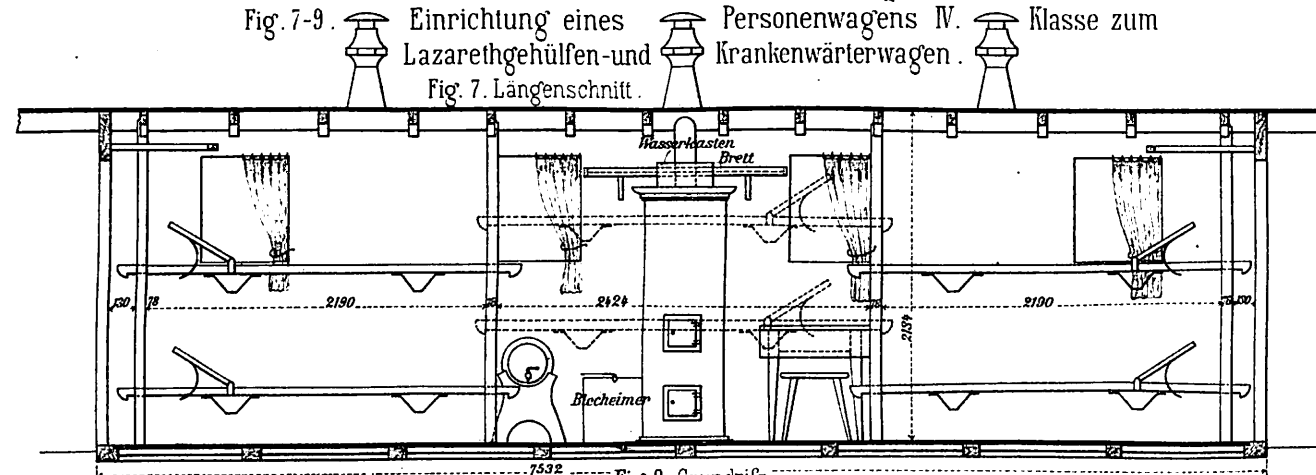


Fig. 9. Grundriss.

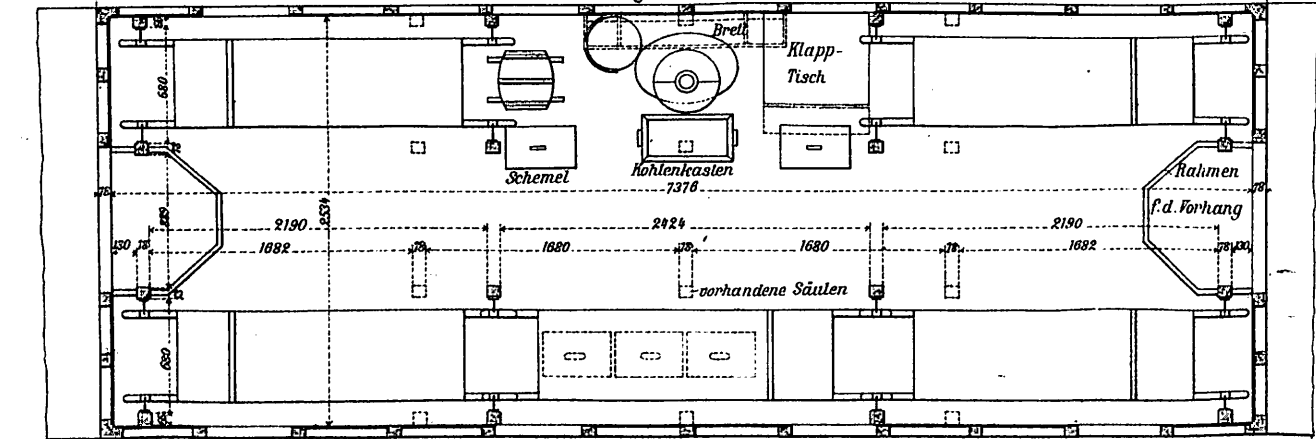


Fig. 8. Querschnitt.

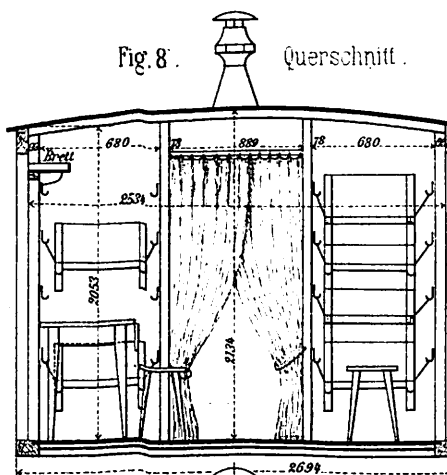


Fig. 11. Querschnitt.

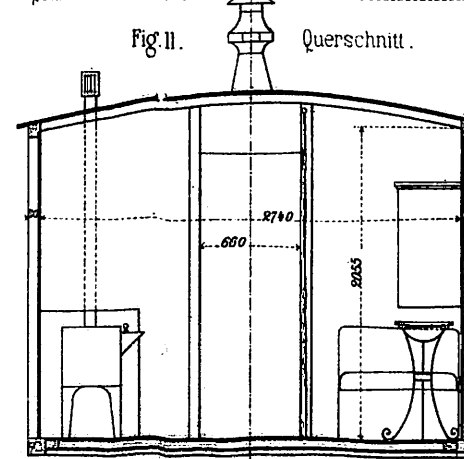


Fig 1-3. Einrichtung eines Personenwagens IV. Klasse zum Küchenwagen.

Fig. 1. Längenschnitt.

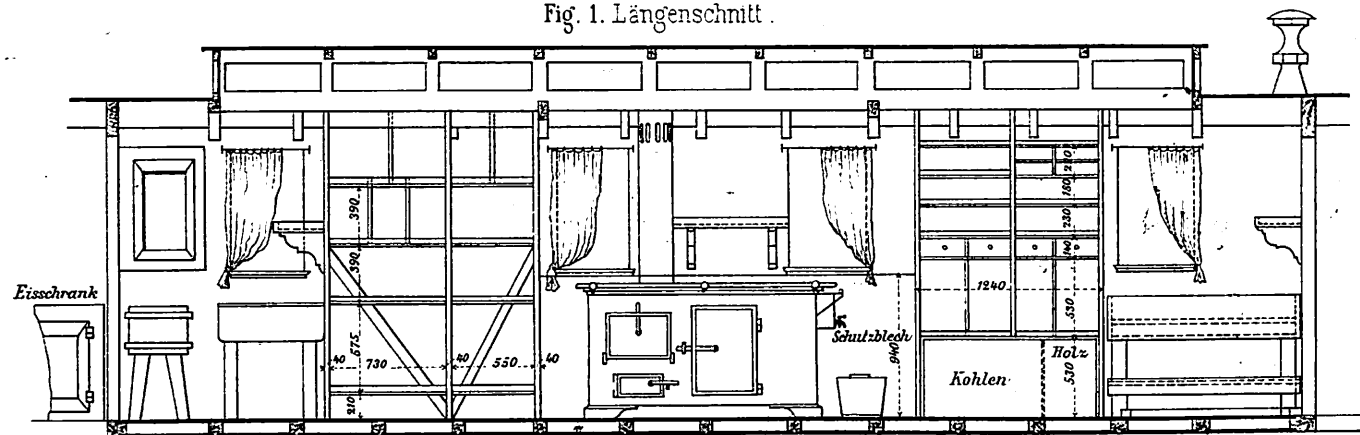


Fig. 2. Querschnitt.

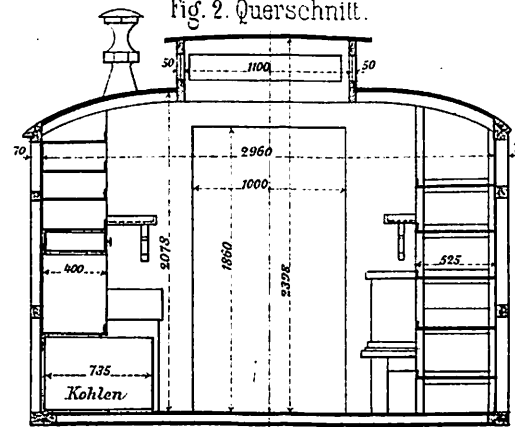


Fig. 3. Grundriss.

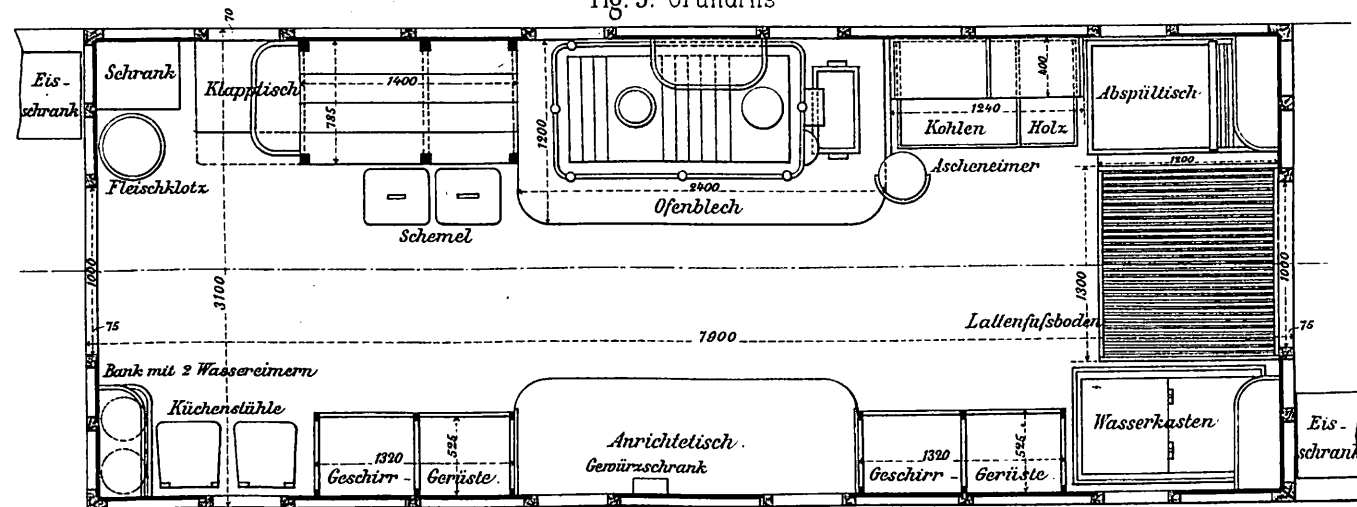


Fig. 5. Querschnitt.

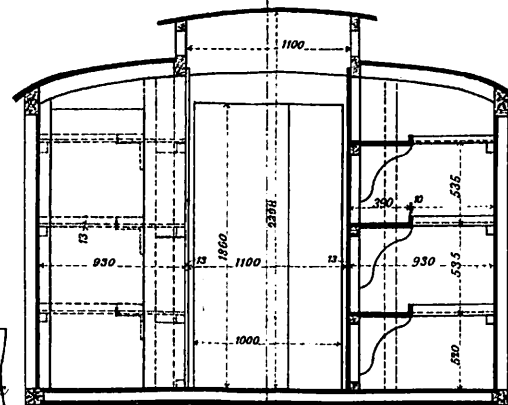


Fig 4-6. Einrichtung eines Personenwagens IV. Klasse zum Vorrathswagen.

Fig. 6. Grundriss.

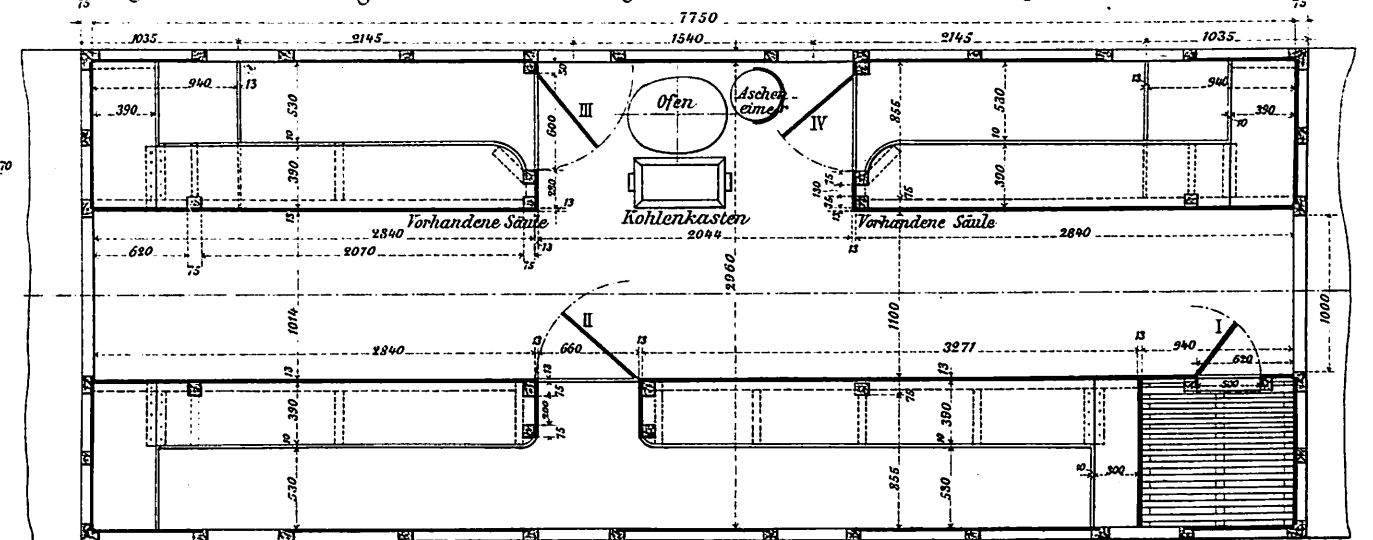


Fig. 4. Längenschnitt.

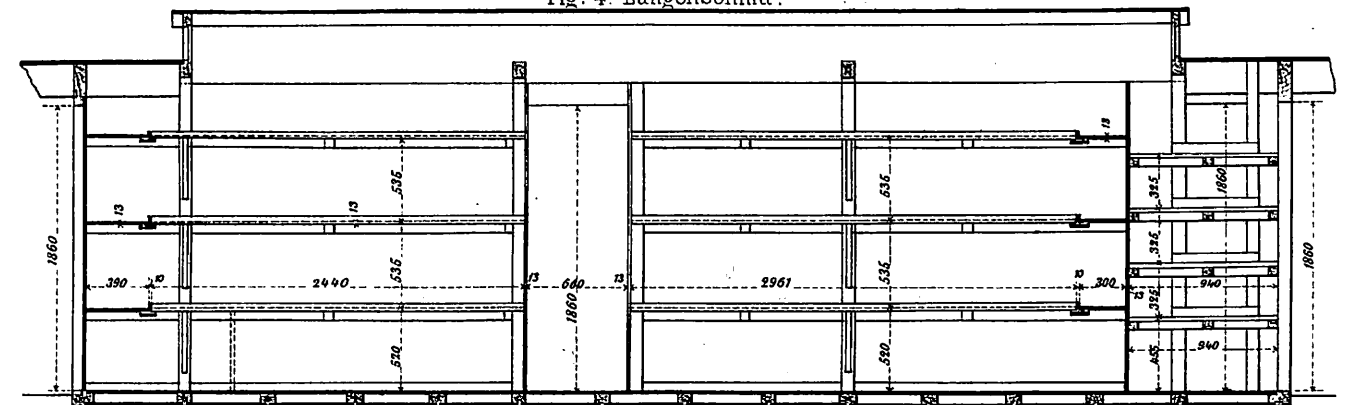


Fig. 7-9. Einrichtung eines Güterzug-Gepäckwagens zum Gepäckwagen.

Fig. 7. Längenschnitt.

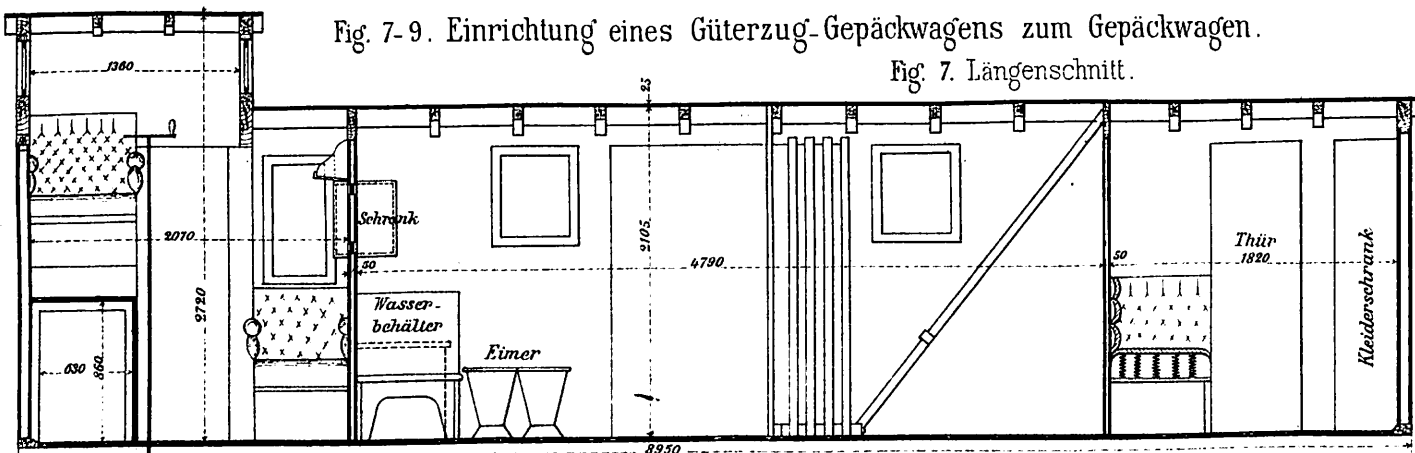


Fig. 9. Grundriss.

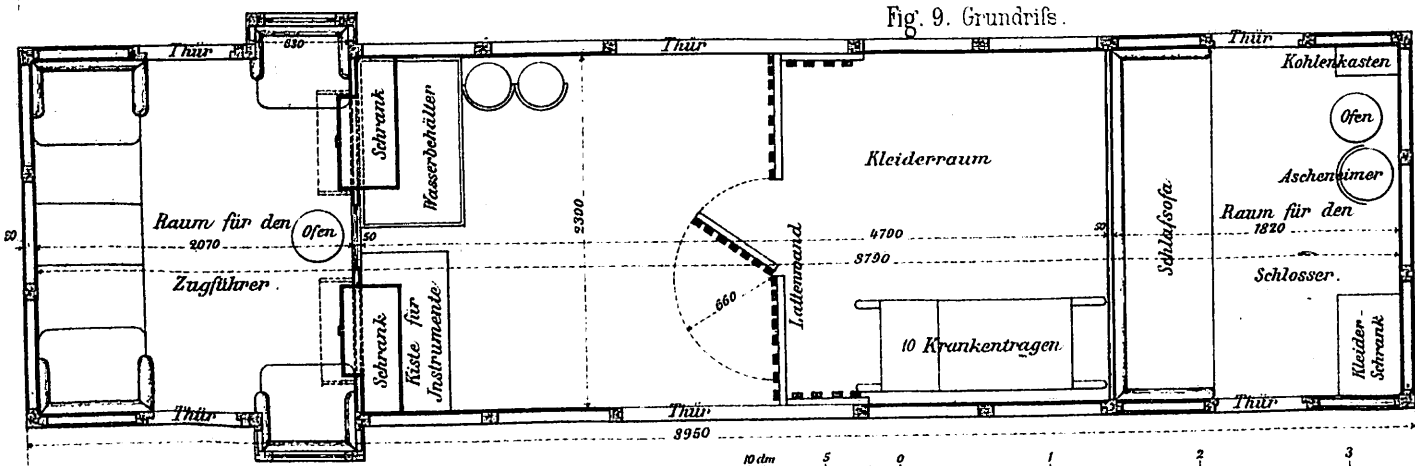


Fig. 8. Querschnitt.

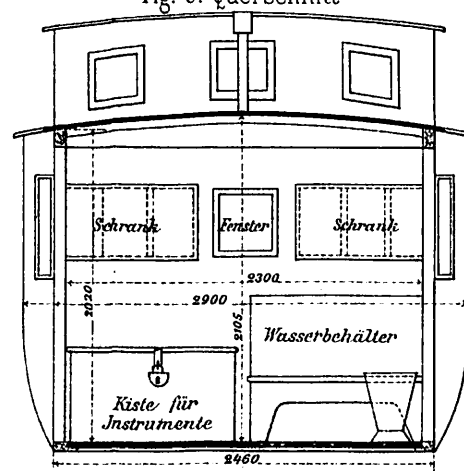


Fig. 10-12. Einrichtung eines bedeckten Güterwagens zum Magazinwagen.

Fig. 12. Grundriss.

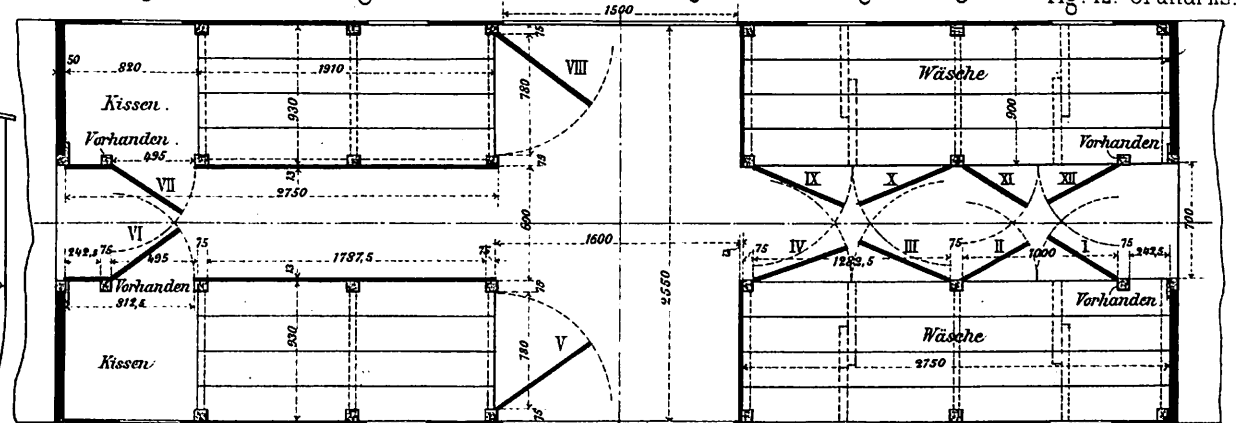


Fig. 10. Längenschnitt.

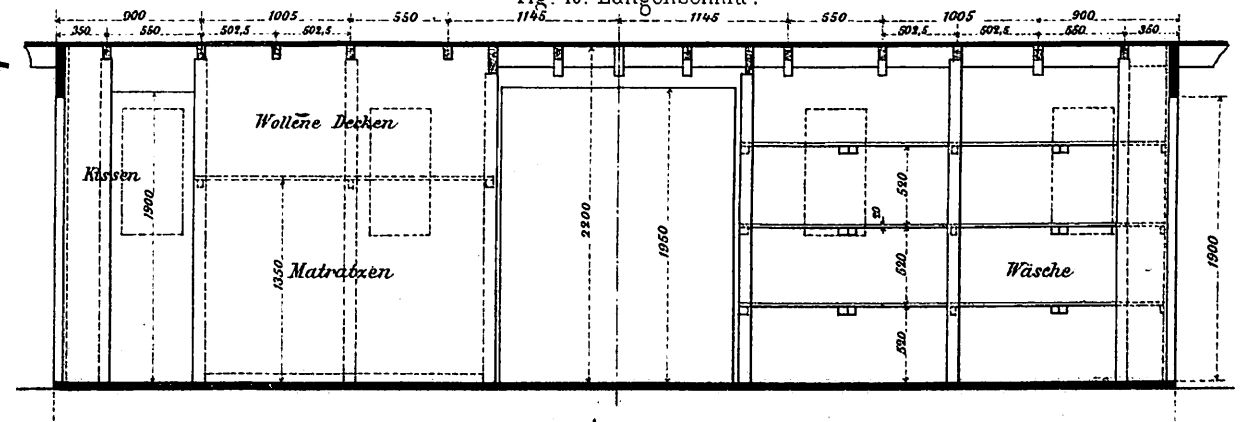
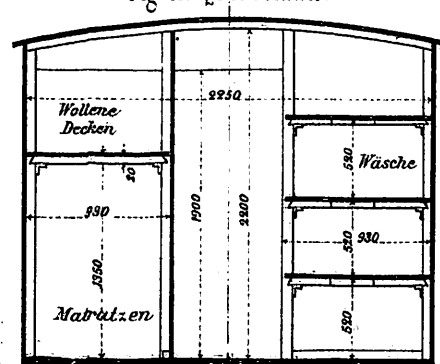


Fig. 11. Querschnitt.



Mafstab 1:50 d. n. Gr.

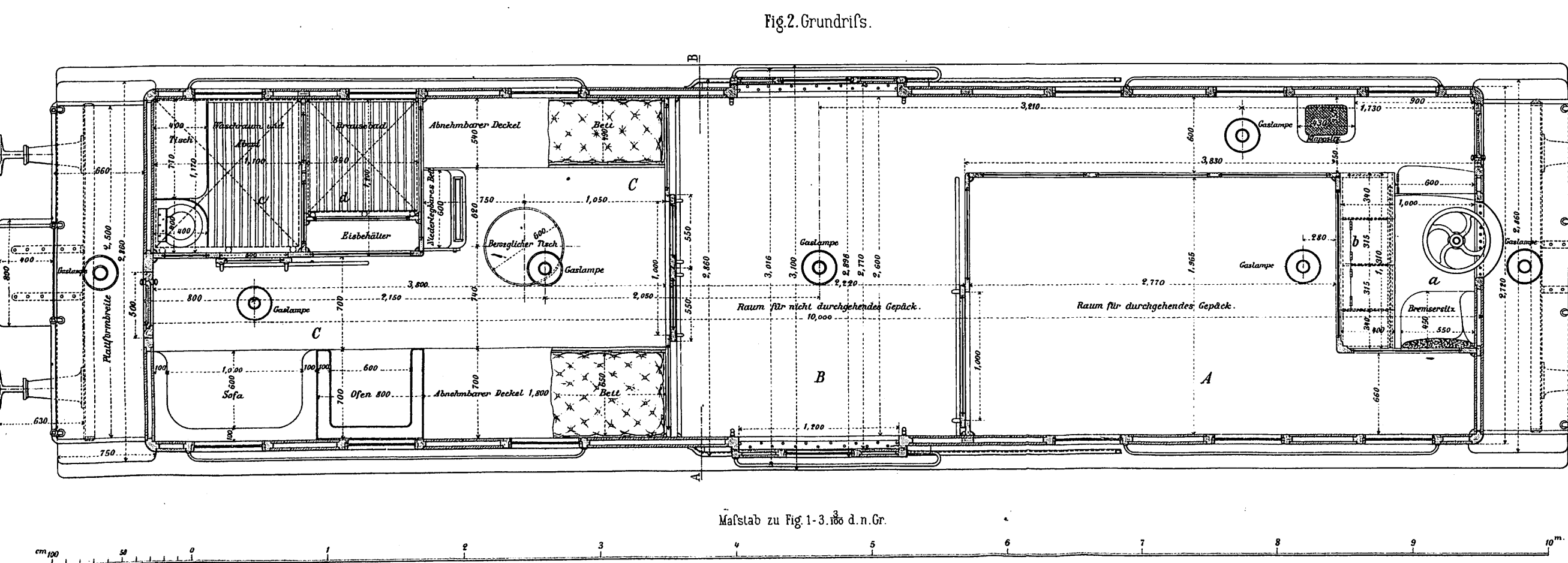
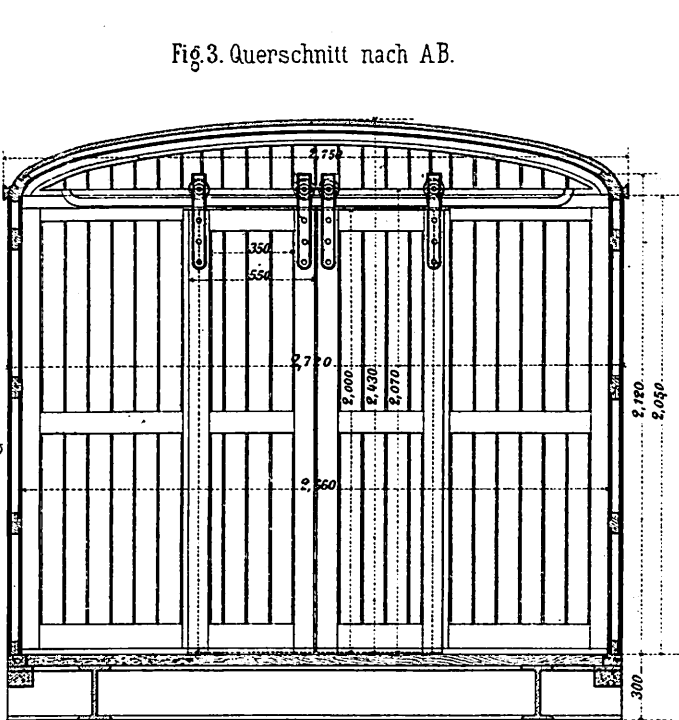
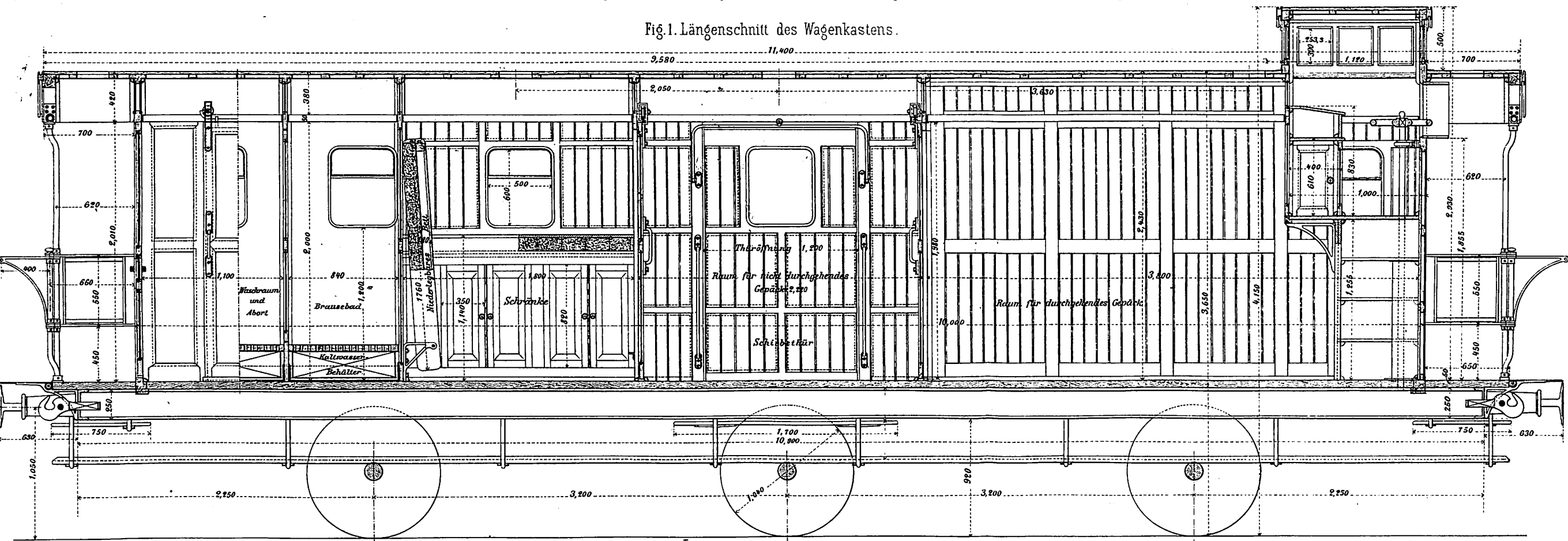
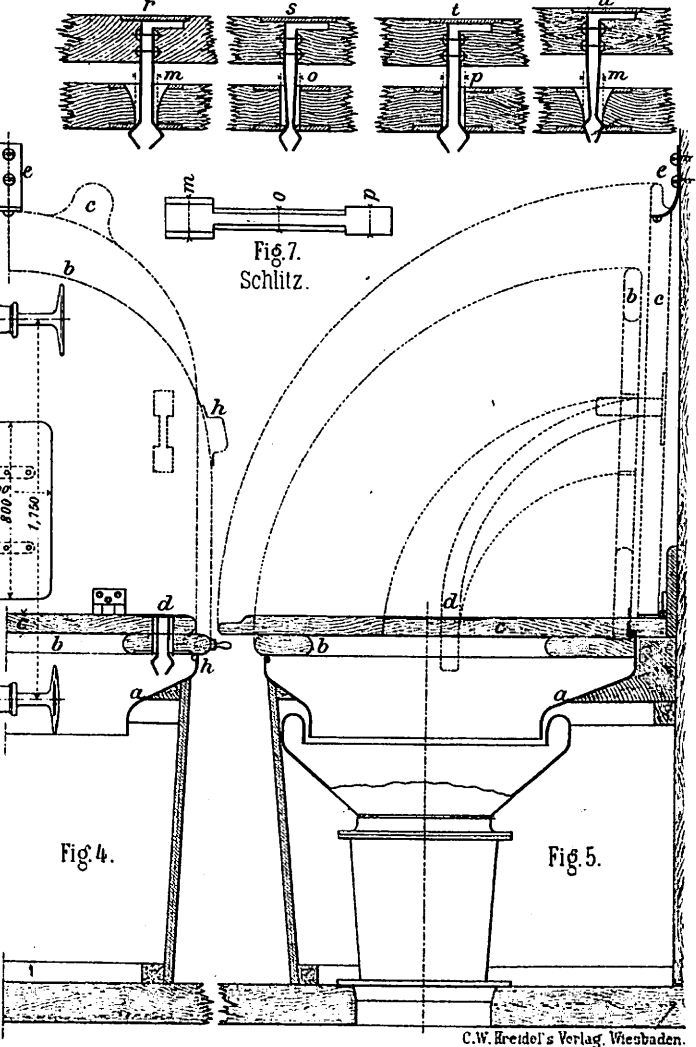
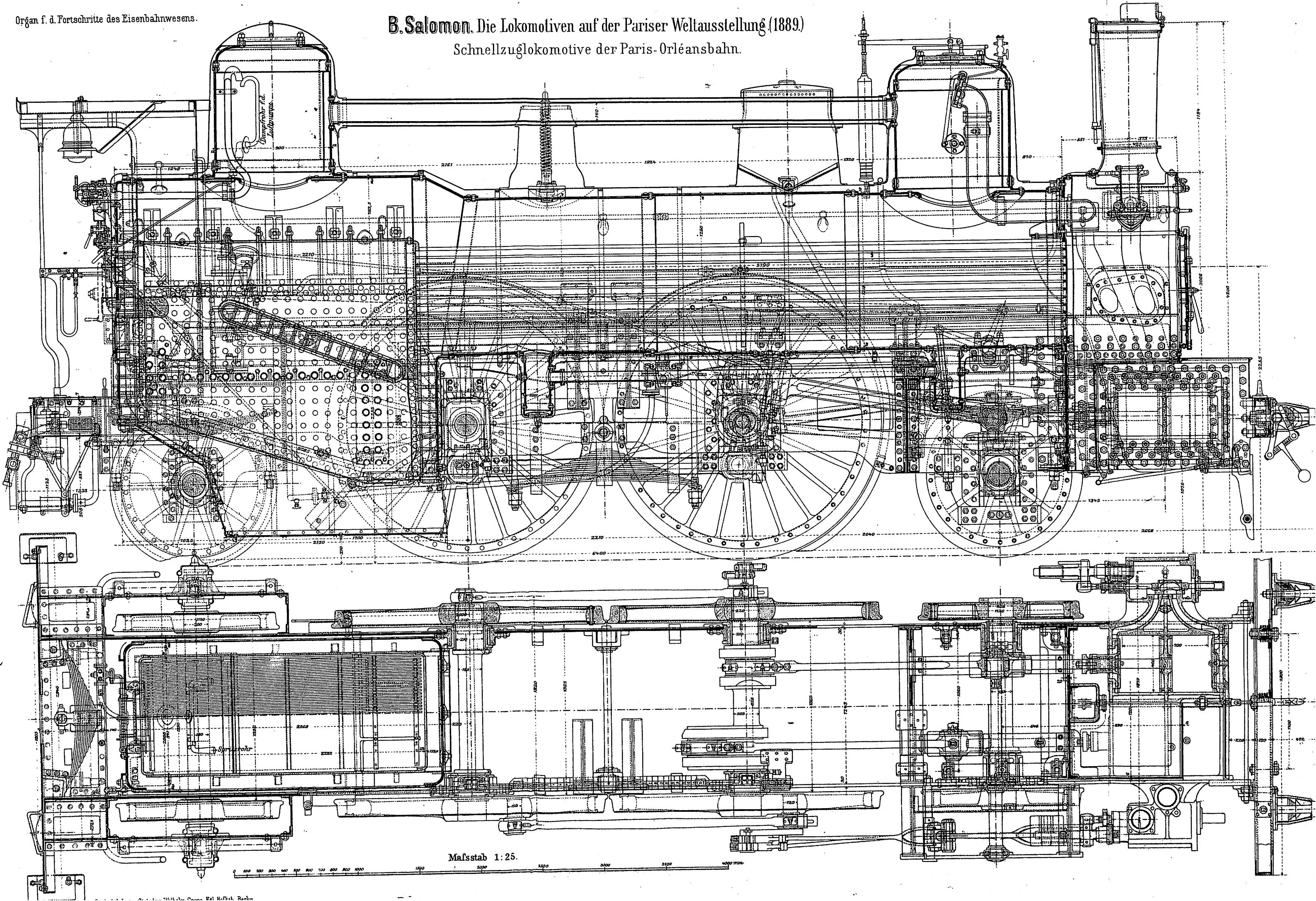


Fig.4-7. Aborteinrichtung der Personen- und Gepäckwagen der Oesterreichischen Nordwestbahn und Süd-Norddeutschen Verbindungsbahn.
Fig.6. Stellung der Feder d in dem Schlitz Fig.7.



B. Salomon. Die Lokomotiven auf der Pariser Weltausstellung (1889)

Schnellzuglokomotive der Paris-Orléansbahn.



Maßstab 1:25.

B. Salomon. Die Lokomotiven auf der Pariser Weltausstellung (1889).
 Schnellzuglokomotive der Paris-Orléansbahn.

