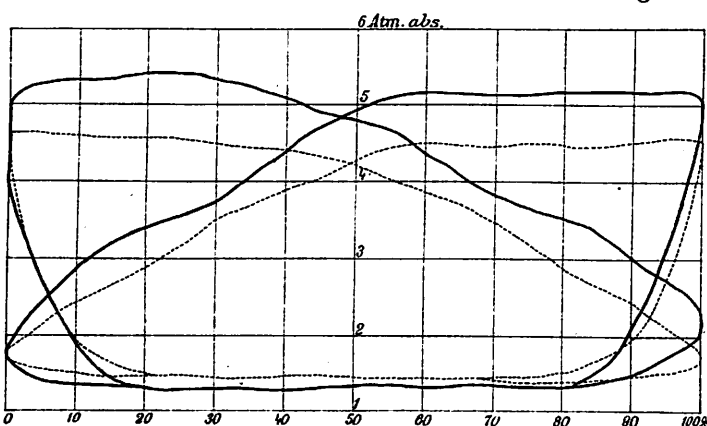
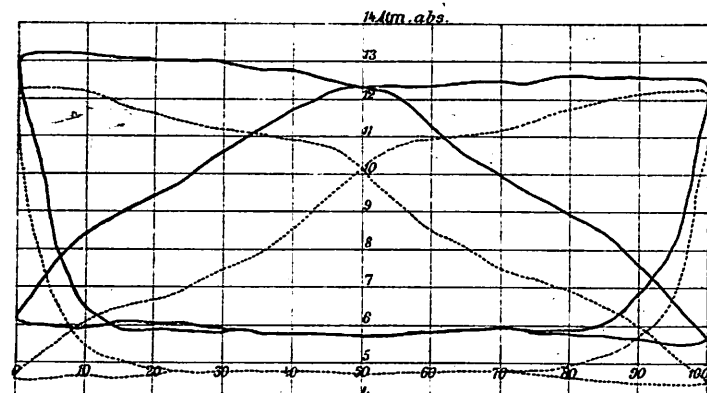


Fig. 6. V. und VII (punktirt).



Masstab zu Fig. 1. 1:60.

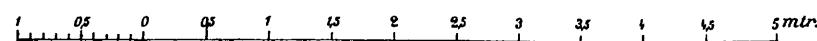


Fig. 2. I.

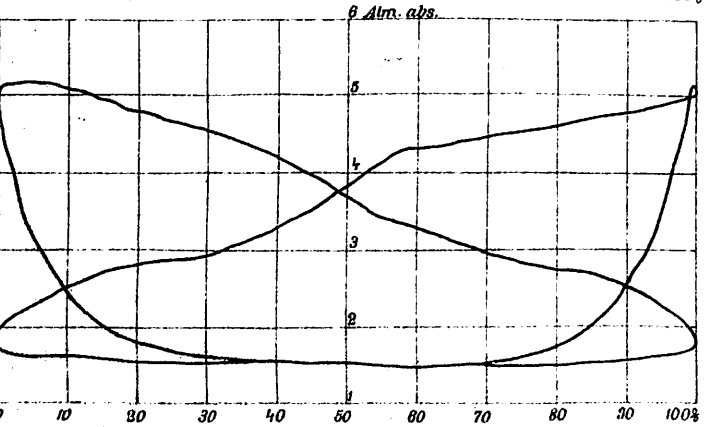
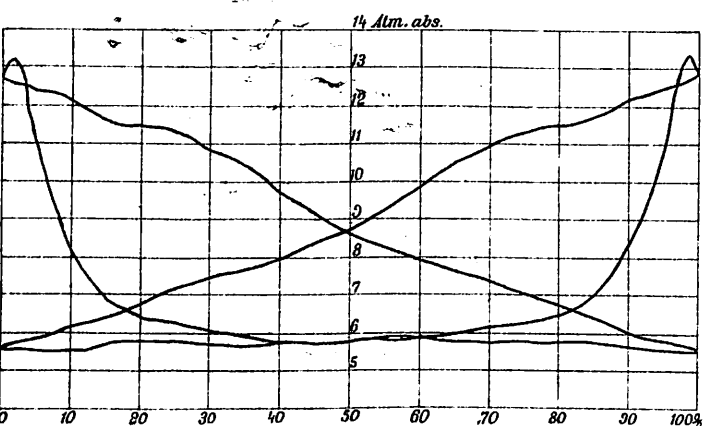


Fig. 1. Gesamtansicht von Locomotive und Tender.

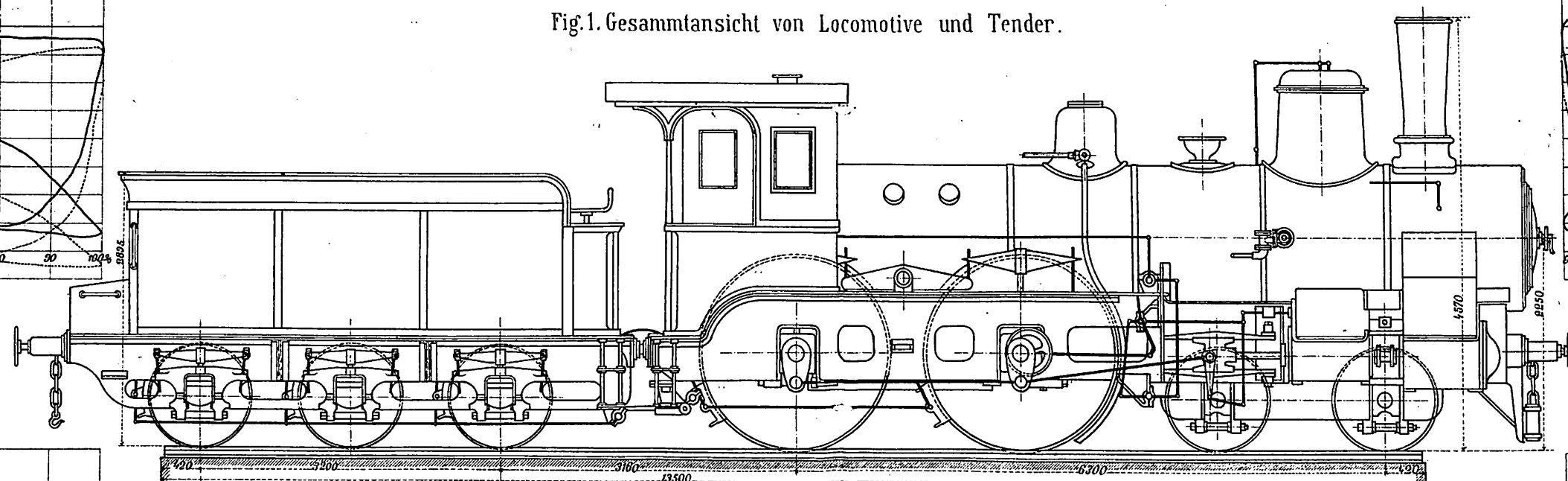


Fig. 2 bis 7.
Indicator - Schaulinien
genommen im December 1890
auf der Linie Budapest - Ruttka
der kgl. ungarischen
Staatsbahnen.

Fig. 8. Vergleich der Schaulinien VI Fig. 7, mit der Rankine'schen Formel.

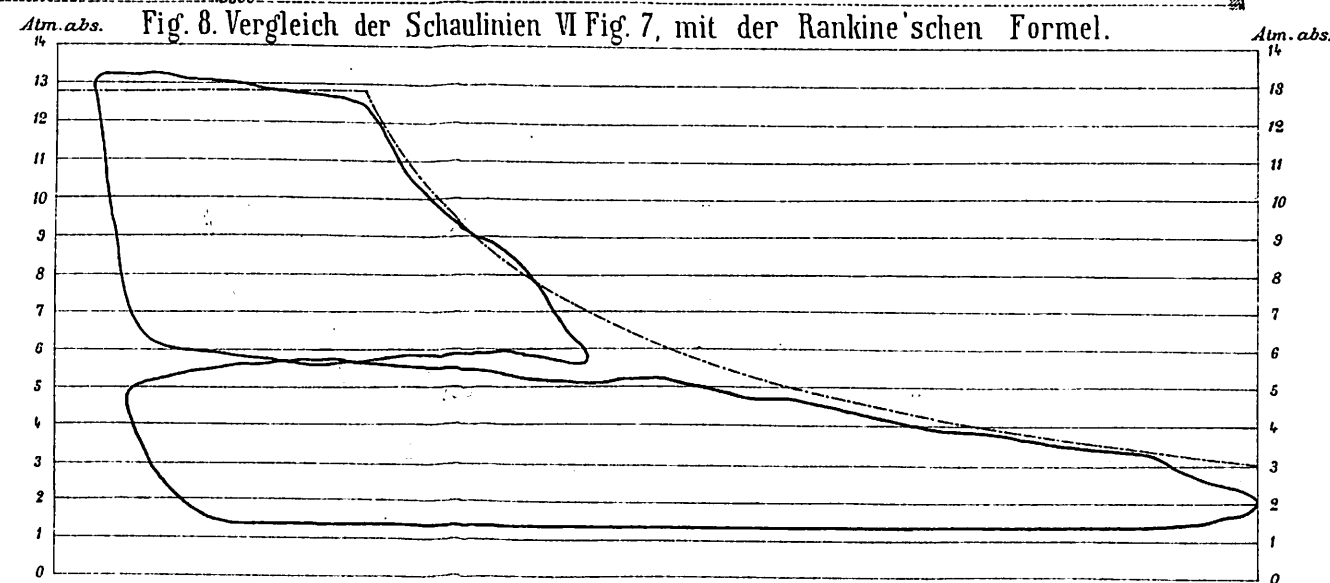


Fig. 7. VI. und VIII (punktirt).

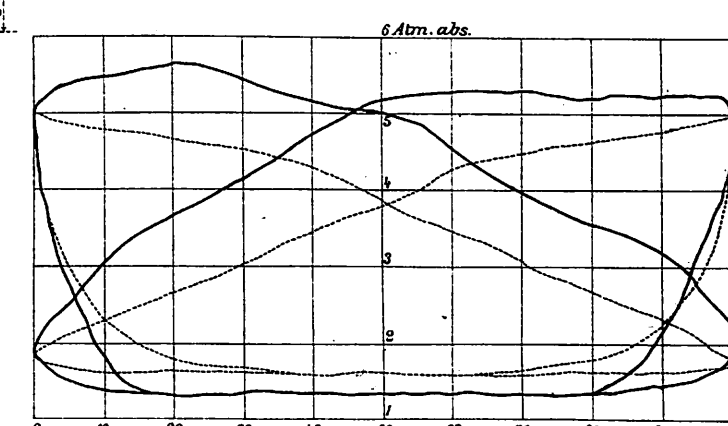
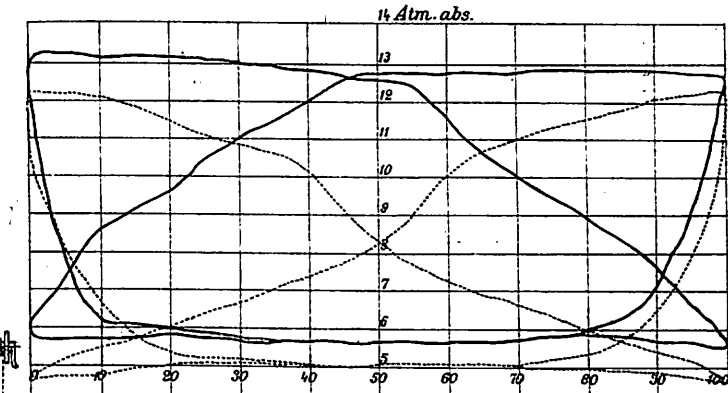


Fig. 3. II.

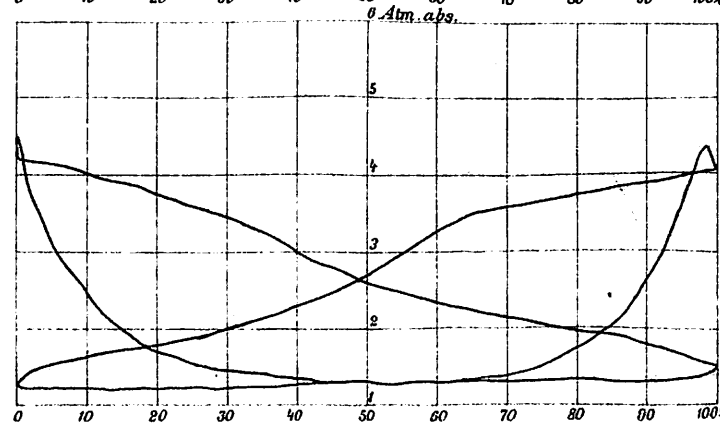
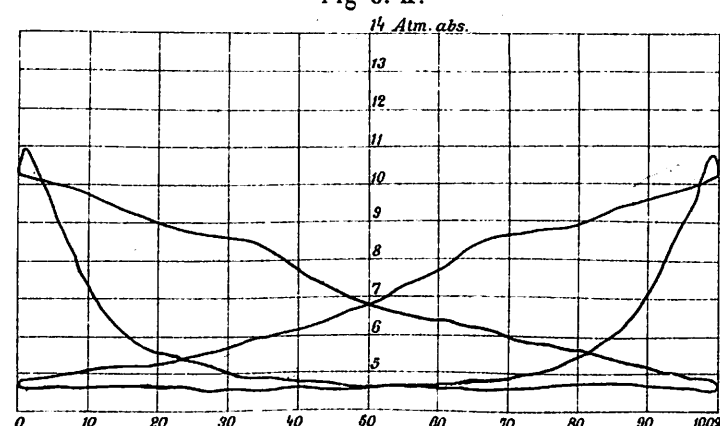


Fig. 4. III.

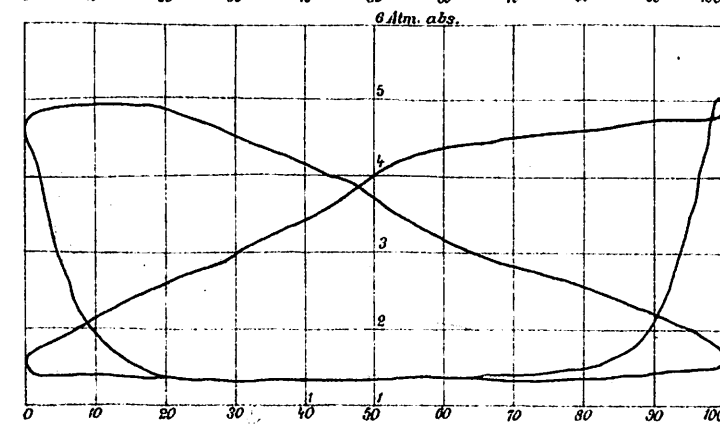
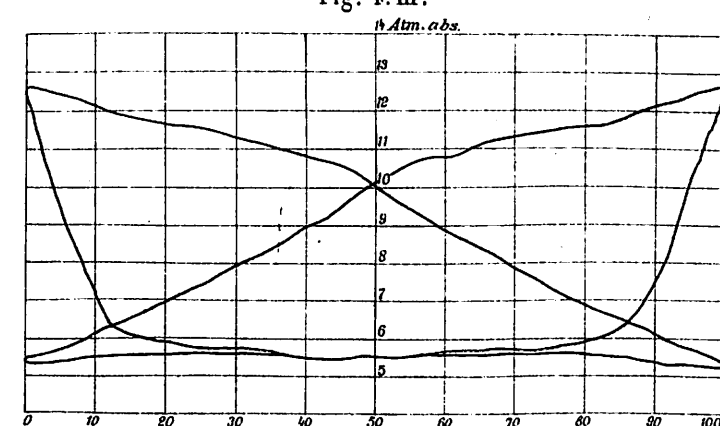
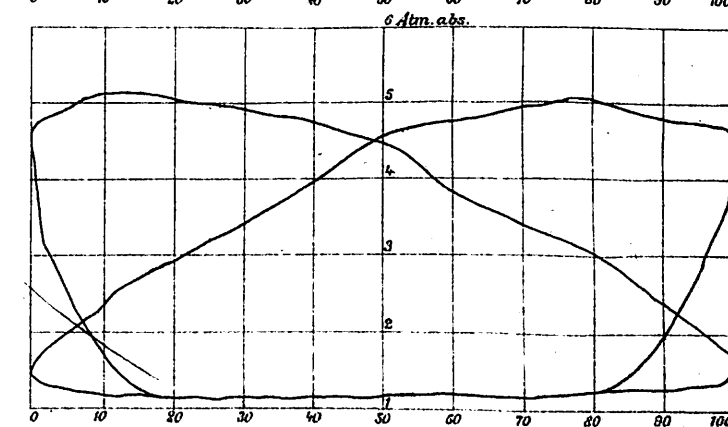
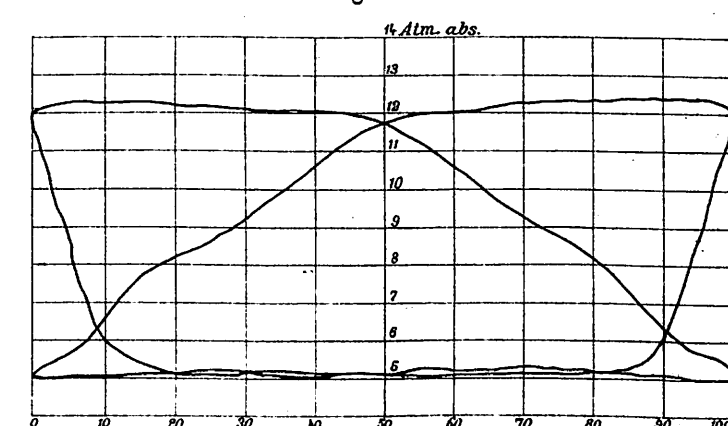


Fig. 5. IV.



Kleiner Schneepflug für Locomotiven.

Masstab zu Fig. 1 u. 2. 1:20.

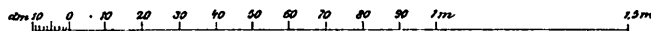


Fig. 7.

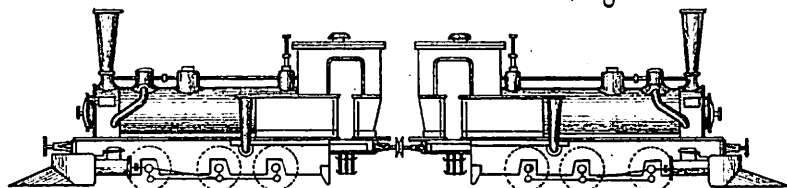


Fig. 1.

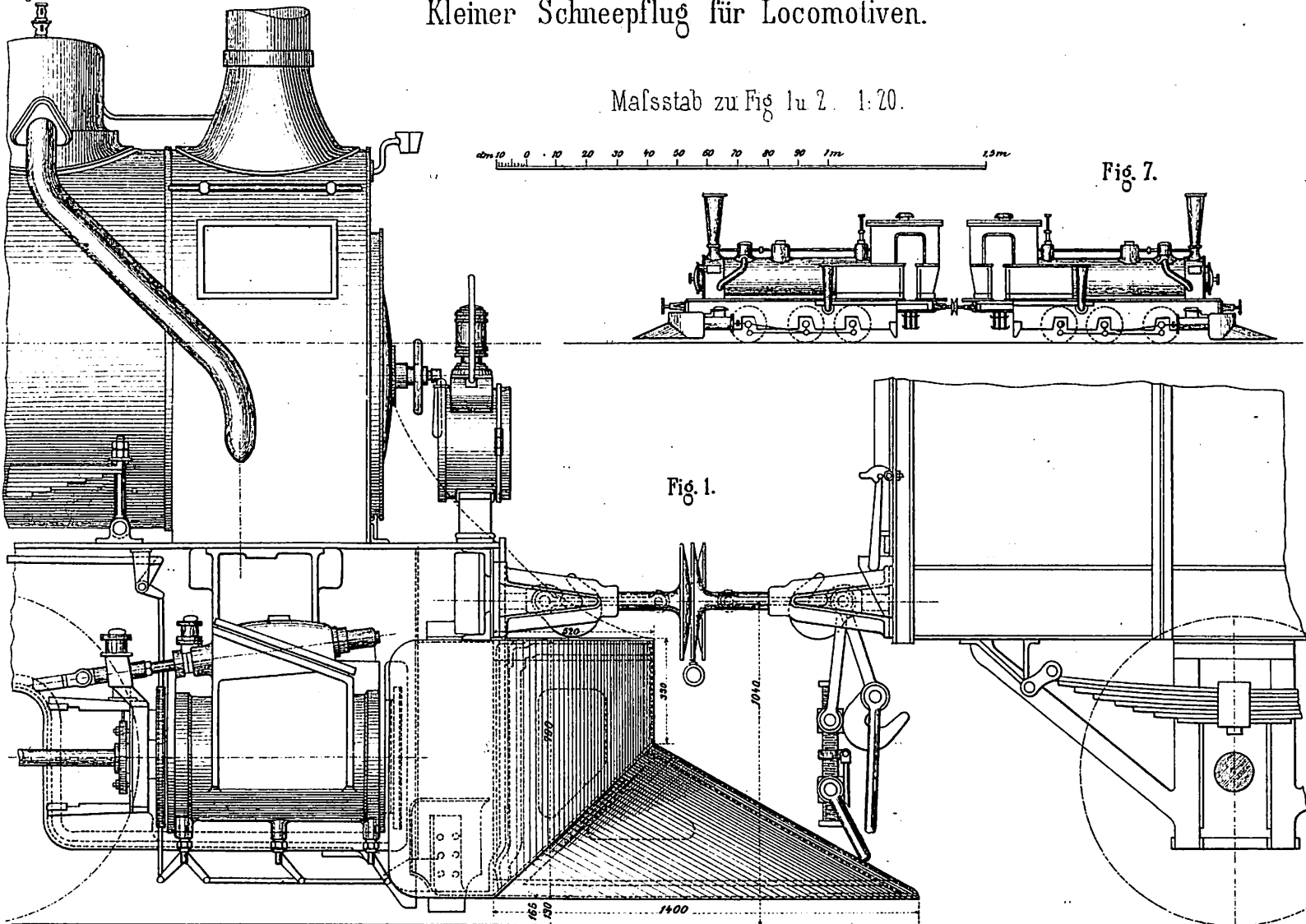
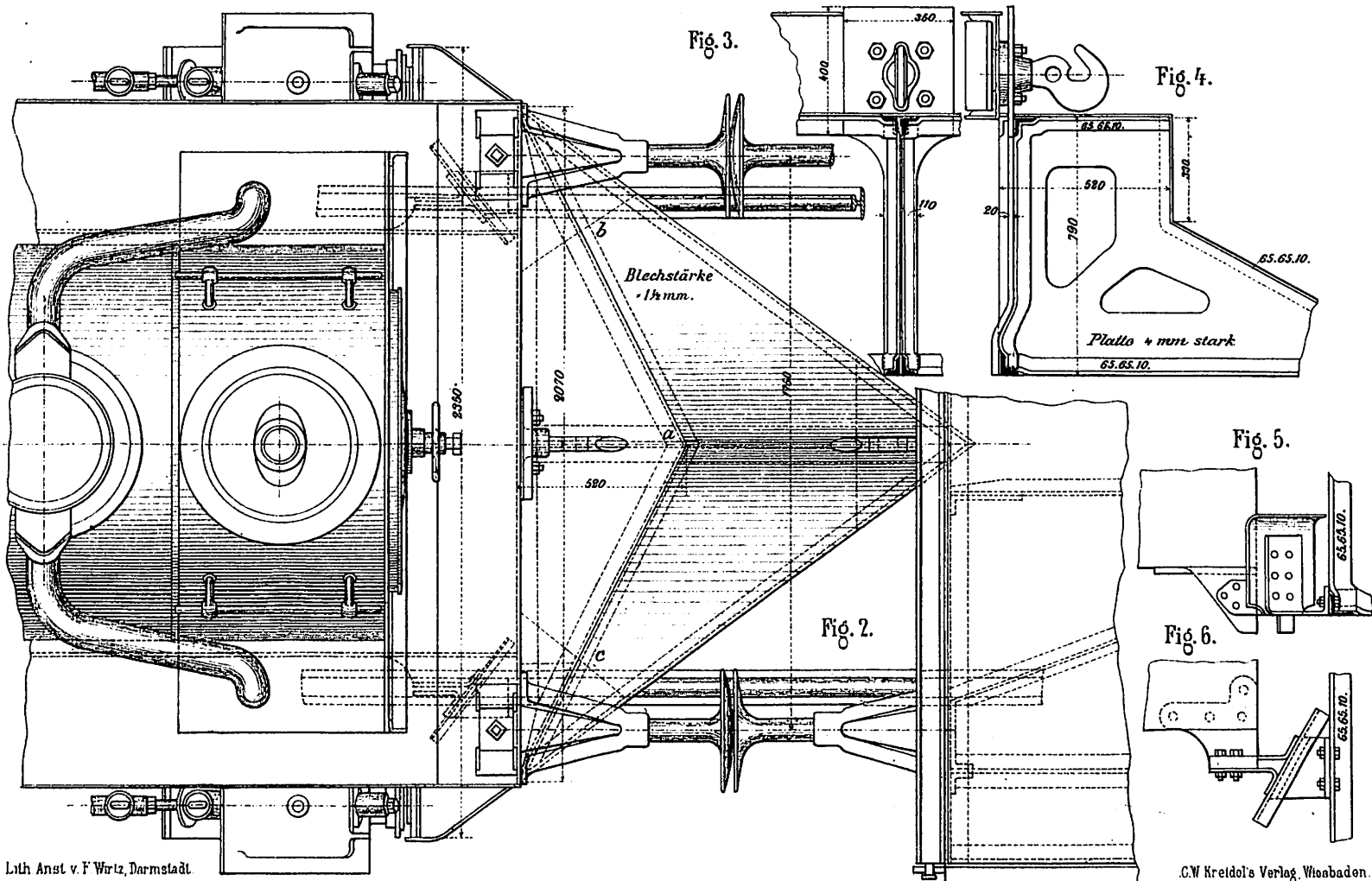
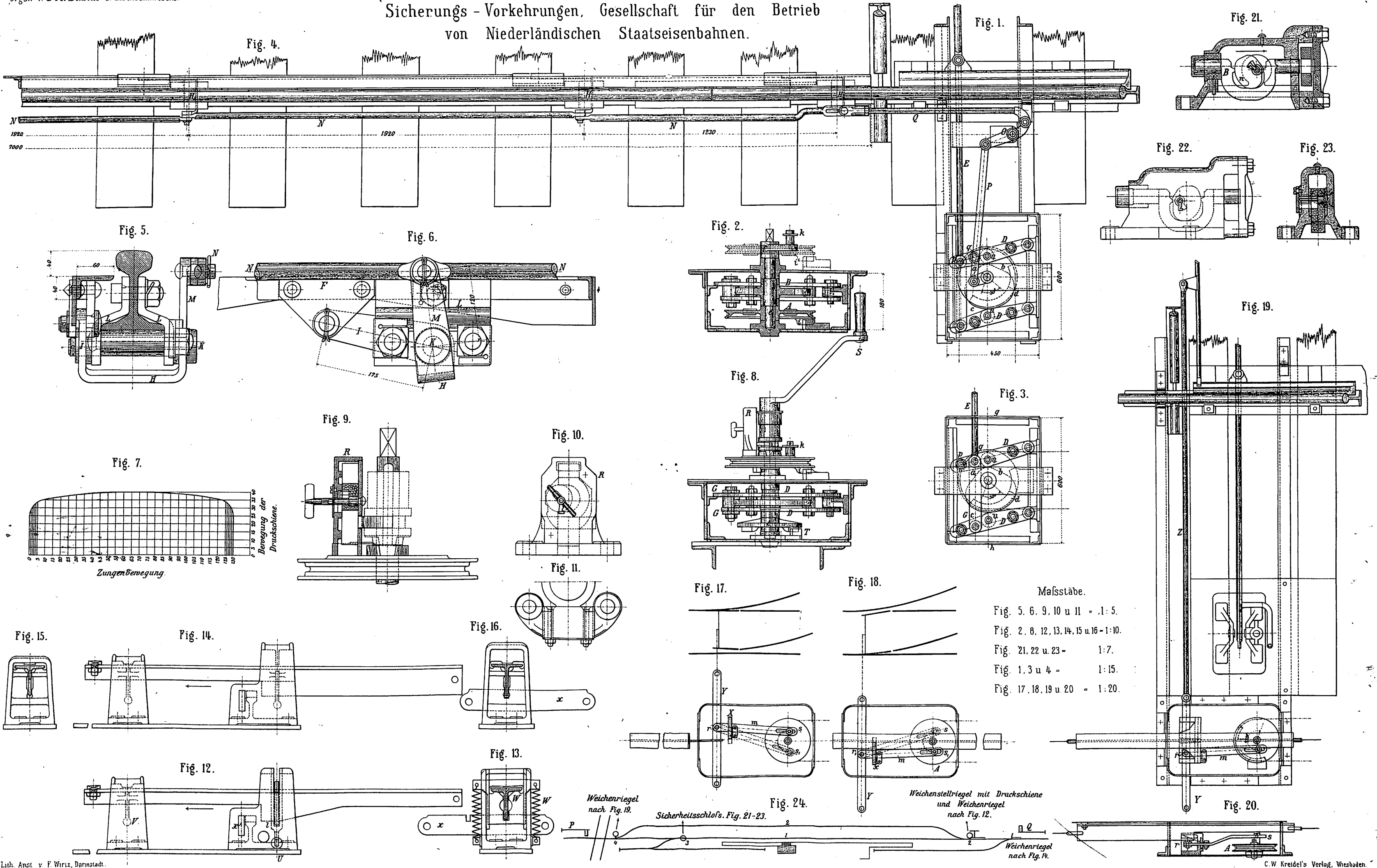


Fig. 3.

Fig. 4.



Sicherungs - Vorkehrungen, Gesellschaft für den Betrieb von Niederländischen Staatseisenbahnen.



Maßstäbe.

Fig. 5. 6. 9. 10 u 11	= 1:5.
Fig. 2. 8. 12, 13, 14, 15 u 16	= 1:10.
Fig. 21, 22 u 23	= 1:7.
Fig. 1. 3 u 4	= 1:15.
Fig. 17, 18, 19 u 20	= 1:20.

Fig. 1-7. Personenwagen III. Cl. mit Schlafeinrichtung. Bauart B. Ginzburg.

Fig. 1. Wagerechter Schnitt.

Maßstab zu Fig. 1-3. $\frac{1}{4}$ d. n. Gr.

Fig. 3. Querschnitt E, F, G, H. (Fig. 1.)

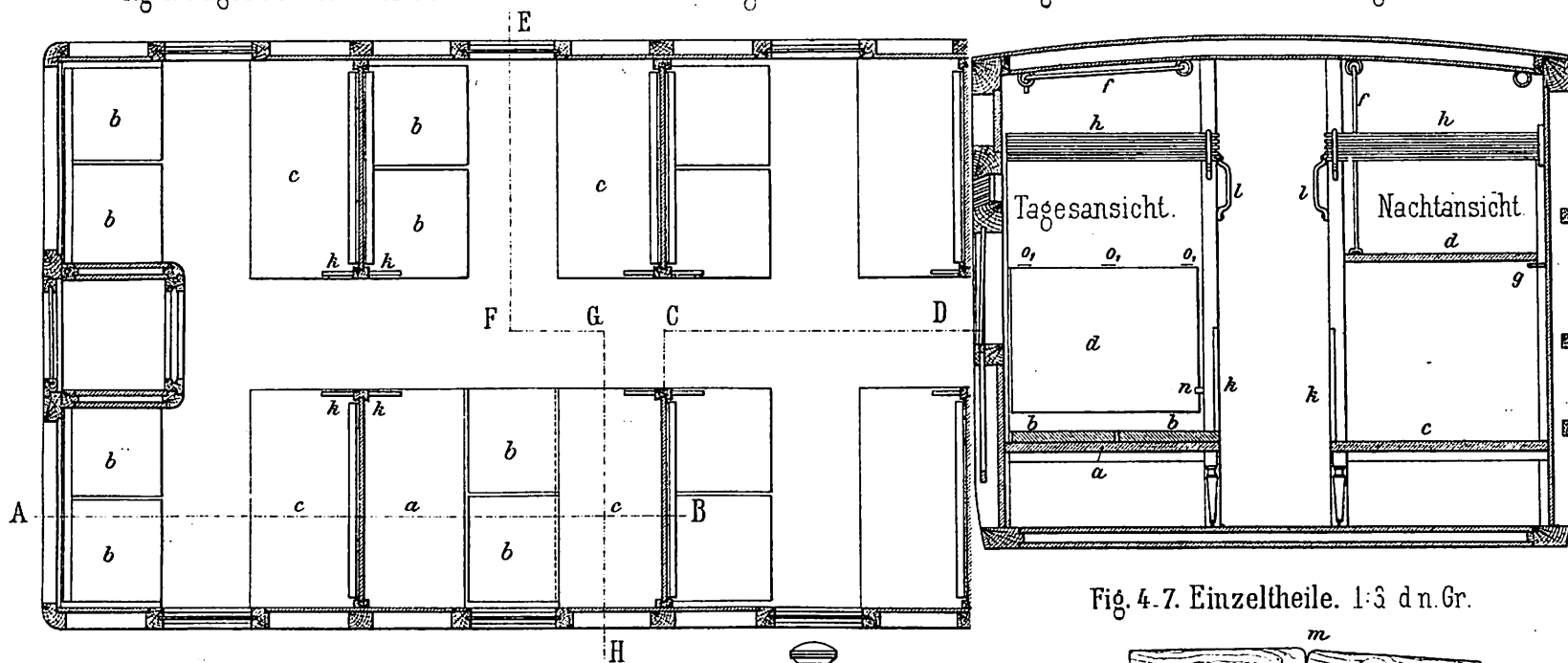


Fig. 4-7. Einzeltheile. 1:5 d. n. Gr.

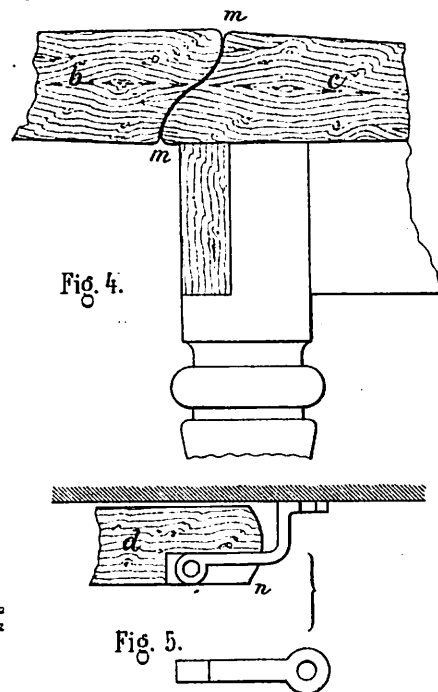


Fig. 2. Längenschnitt A, B, C, D. (Fig. 1.)

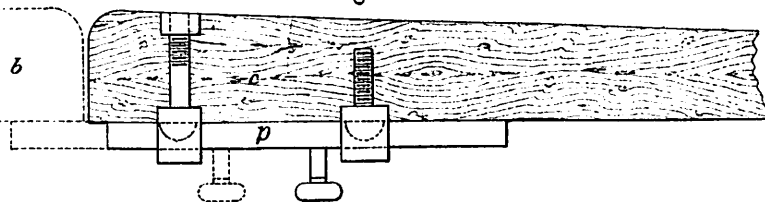
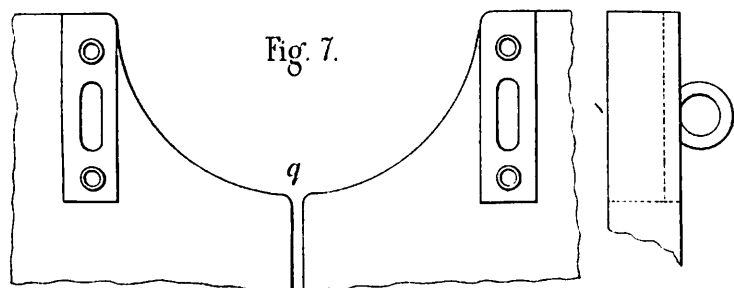
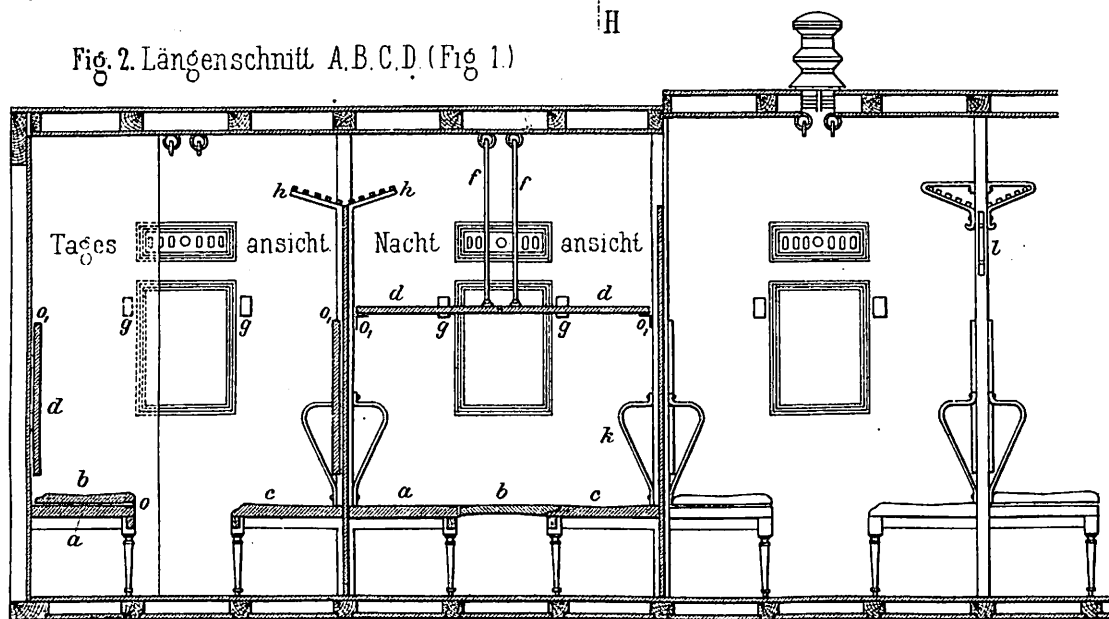


Fig. 8. Gleisplan

Längen 12500.
Breiten 10000.

Pr. Str. Produktenstraße
G. Str. Güterstraße
G. S. Güterschuppen
E. G. Empfangsgebäude
St. Steuer
E. Empfang, V. Versand

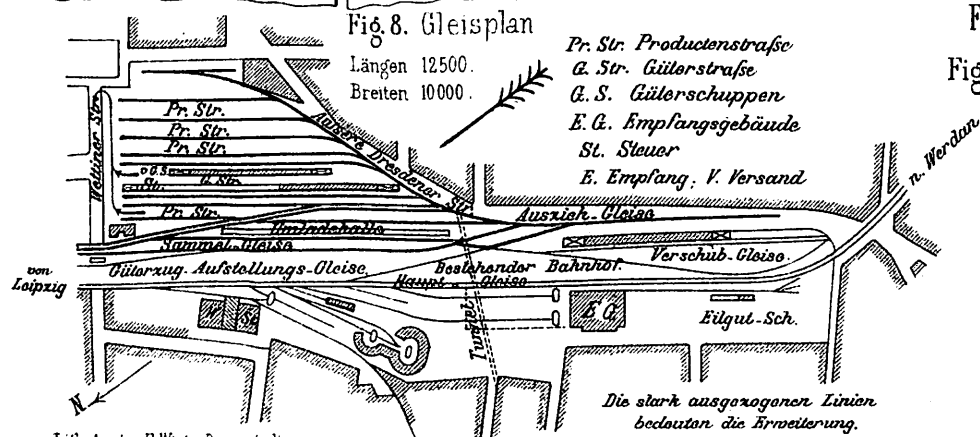


Fig. 8 u. 9. Erweiterung des Bahnhofes Chemnitz.

Fig. 9. Tunnel-Oberlicht, Querschnitt. 1:50 d. n. Gr.

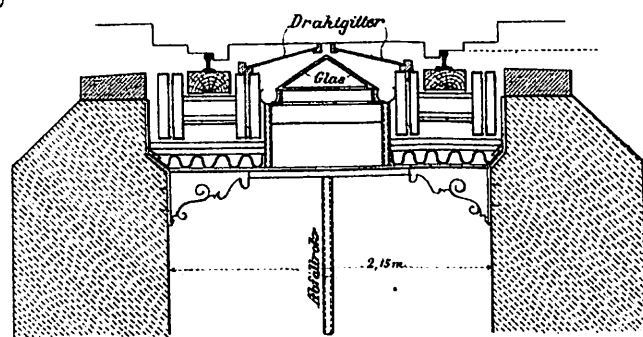


Fig 2-5. Barnes' Wasserreiniger.

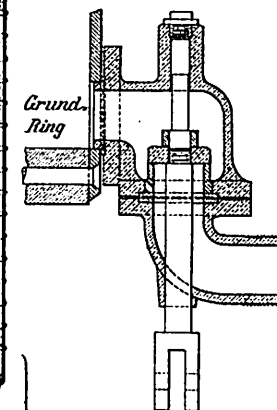
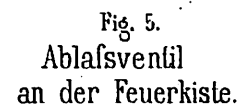


Fig.3. Querschnitt.

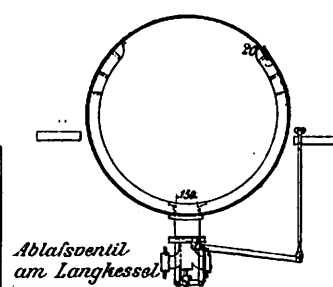


Fig. 8.

Zur Erdmassenberechnung.

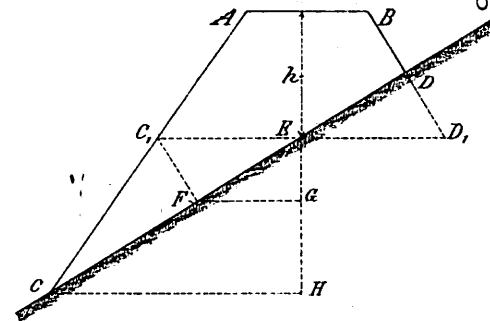
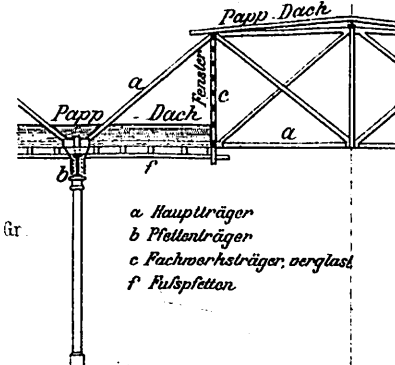


Fig.10. Bedachung der
Eisenbahn-Werksäle Karthaus.



1 200 d.n Gr

C. W. Kreidel's Verlag, Wiesbaden.

Fig. 2. Längsschnitt

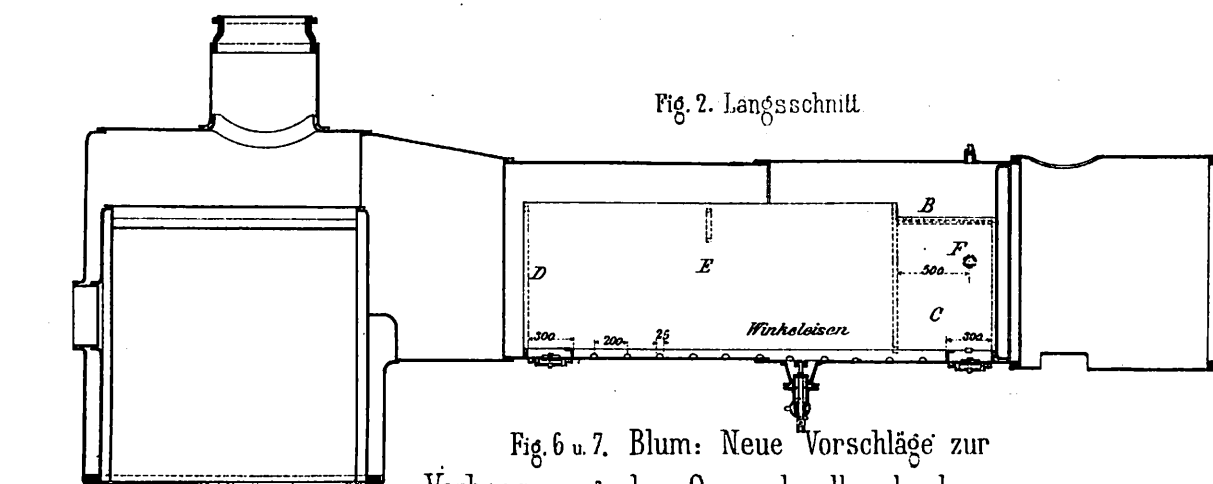


Fig. 6 u. 7. Blum: Neue Vorschläge zur Verbesserung des Querschwellenoberbaues.

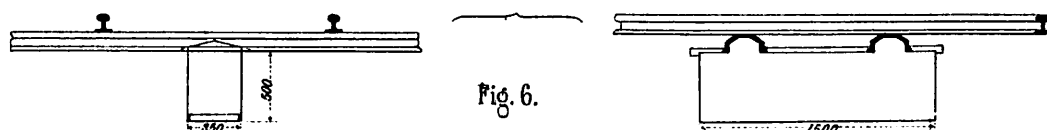


Fig. 6.

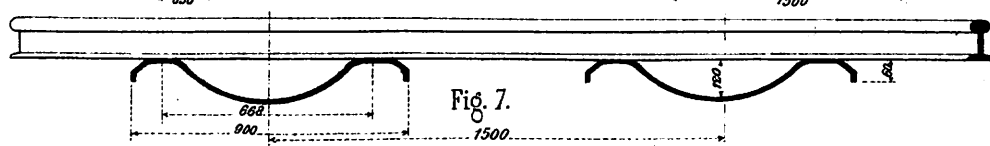
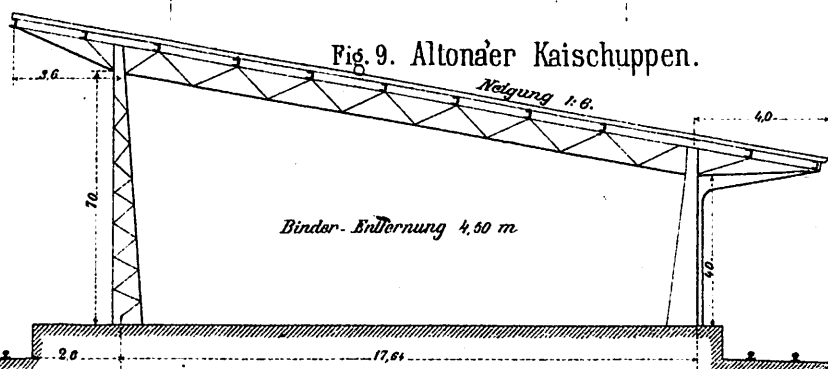


Fig. 7.

Fig. 9. Altona'er Kaischuppen.



Binder-Entfernung 4,50 m

Fig. 1. Lage- und Höhenplan.

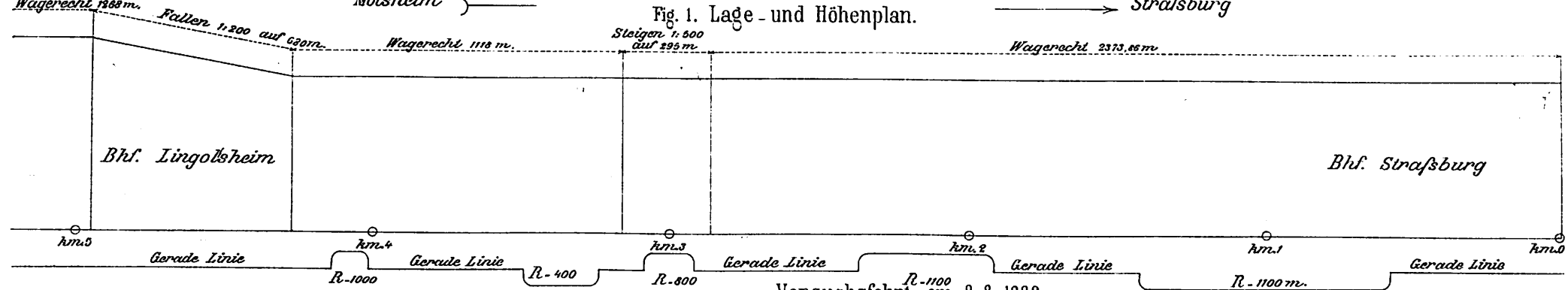


Fig. 12. Gepäckwagen № 1015. Radstand 6,400 m.

Versuchsfahrt am 8. 8. 1888.

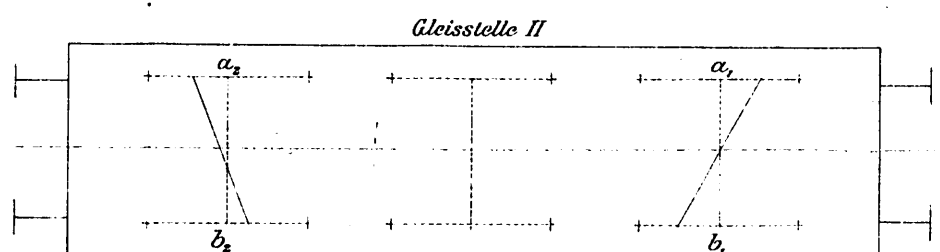
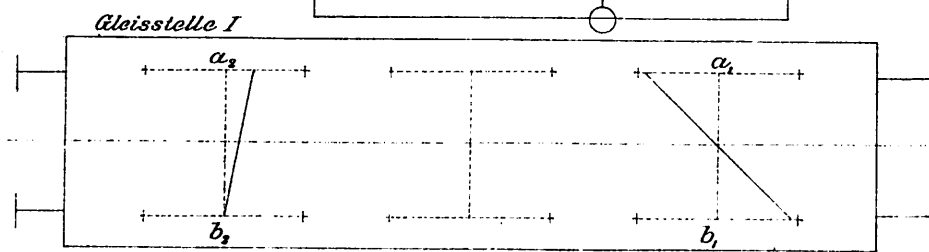
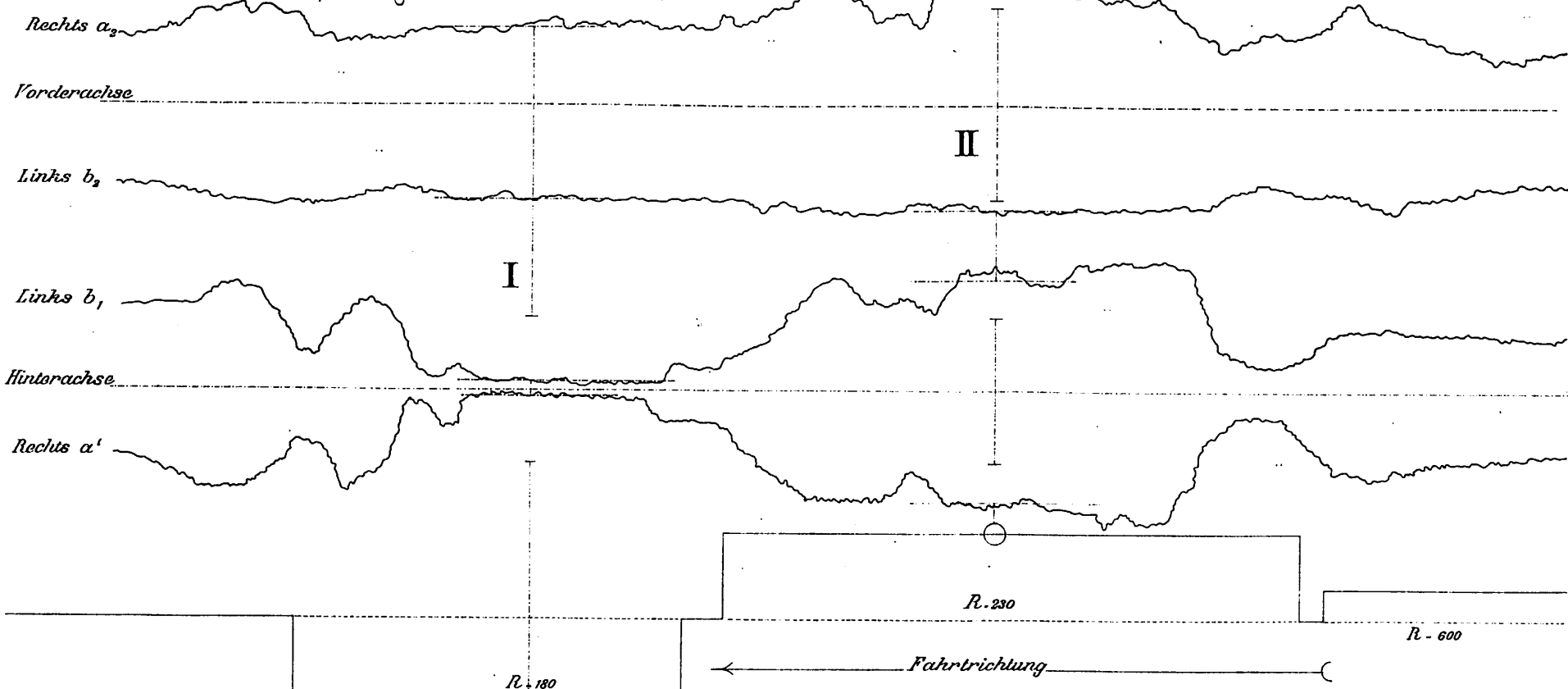


Fig. 9.
Ansicht.

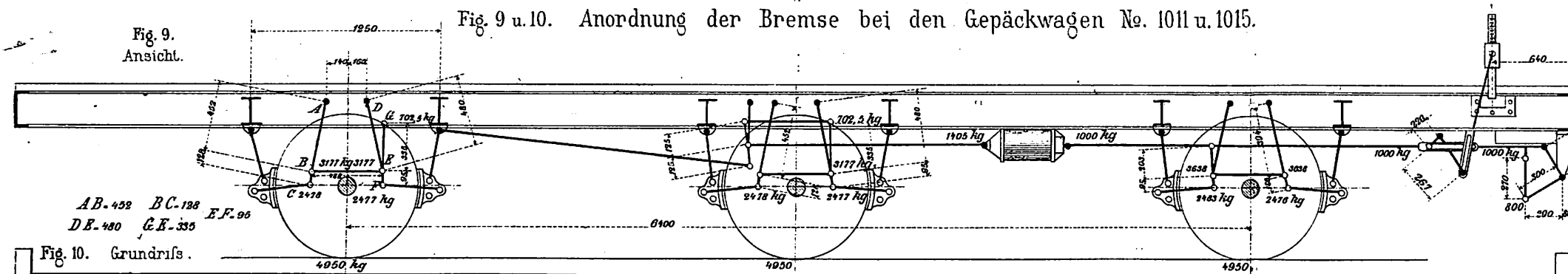


Fig. 10. Grundriss.

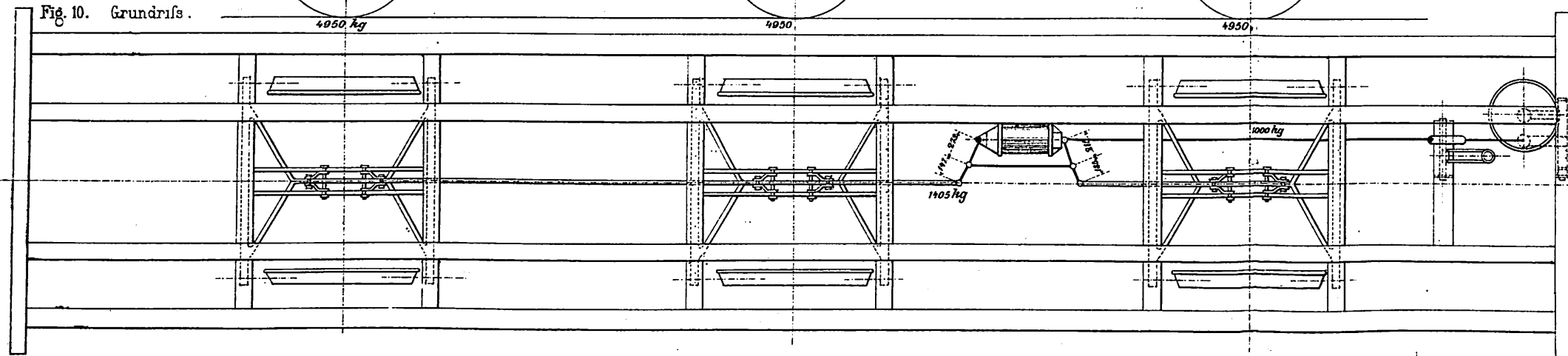


Fig. 11. Querschnitt
der Radreifen der Gepäck-
wagen No. 1011 u. 1015.

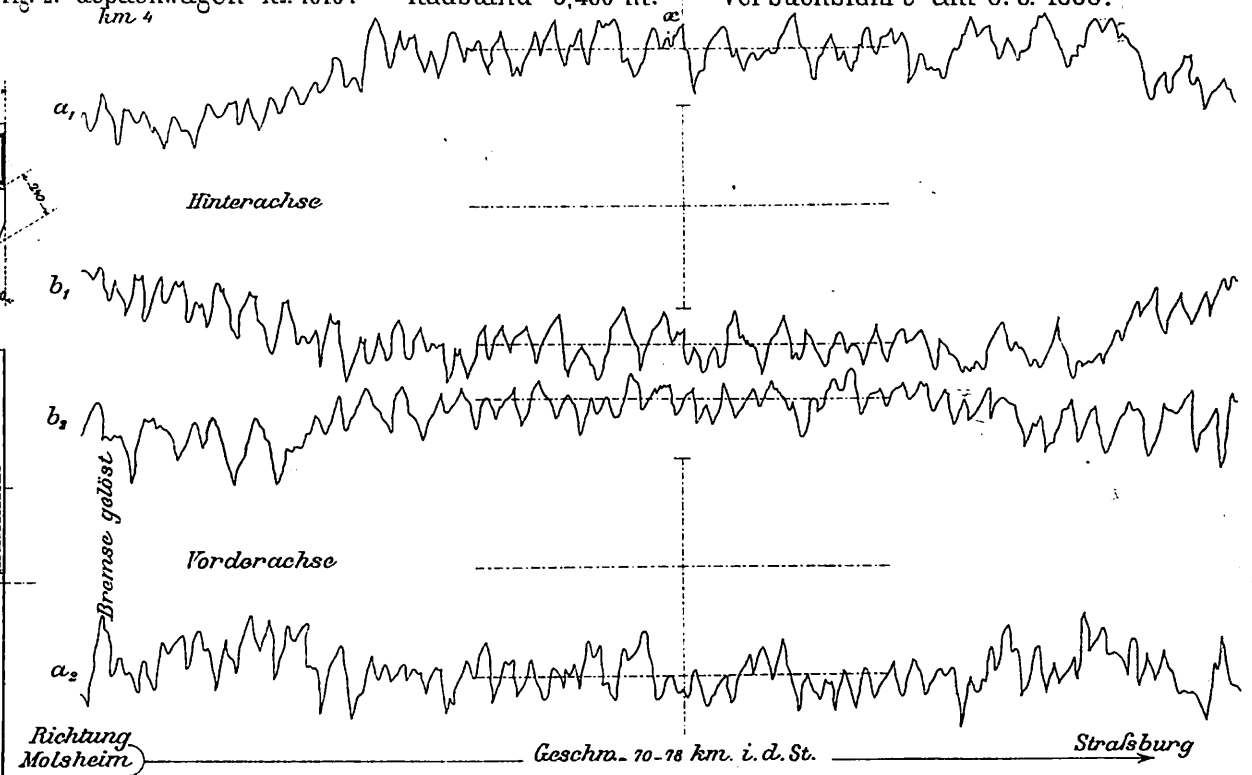
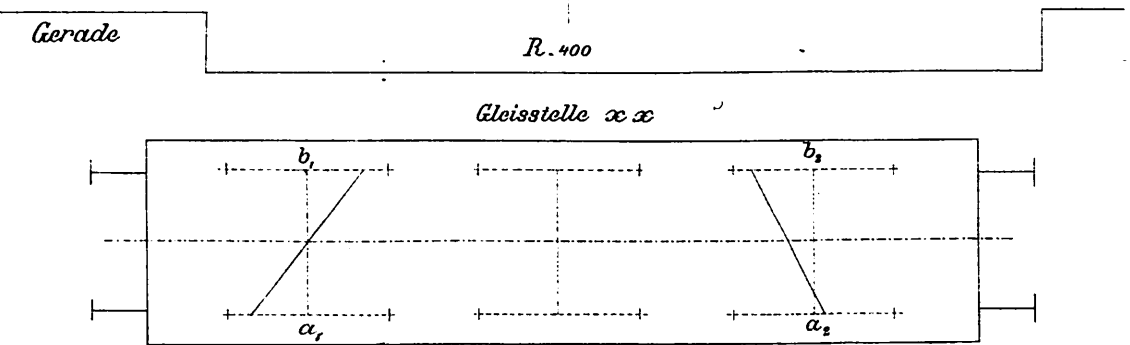
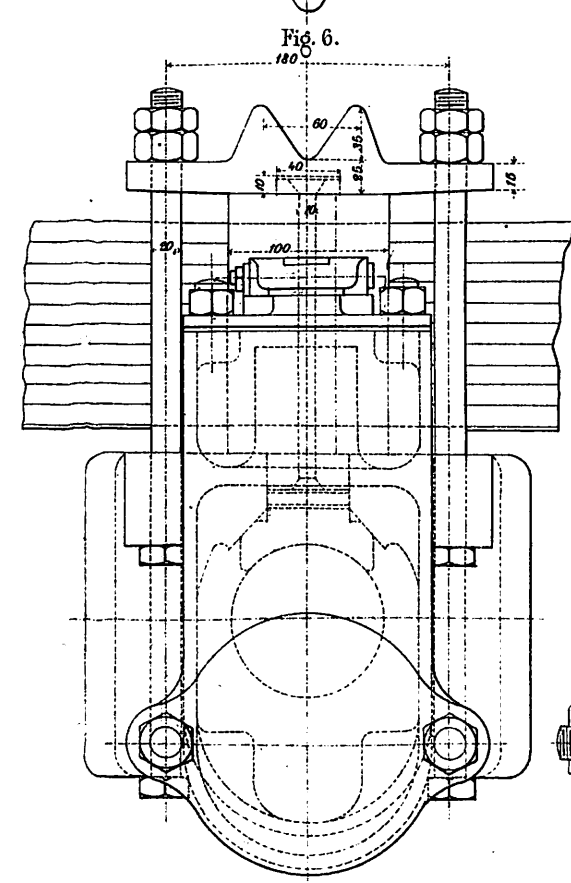
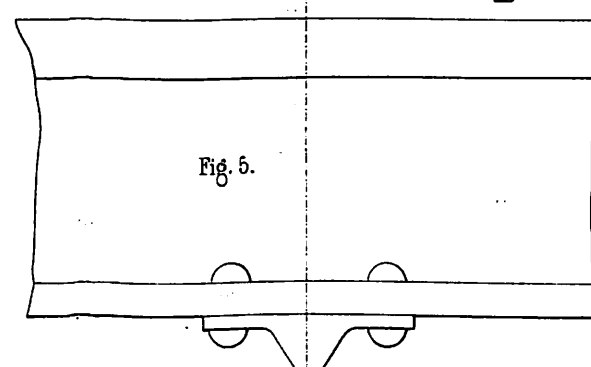
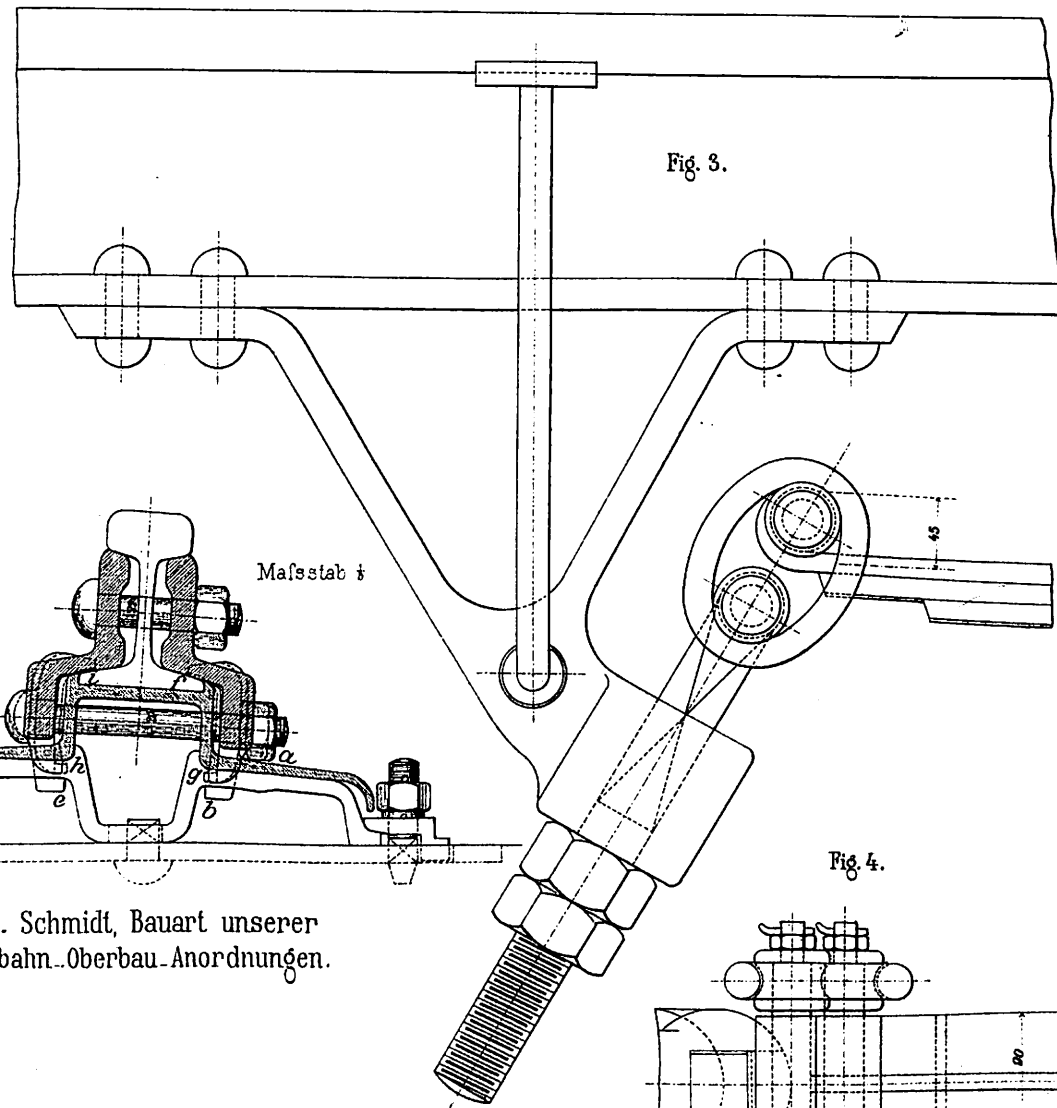
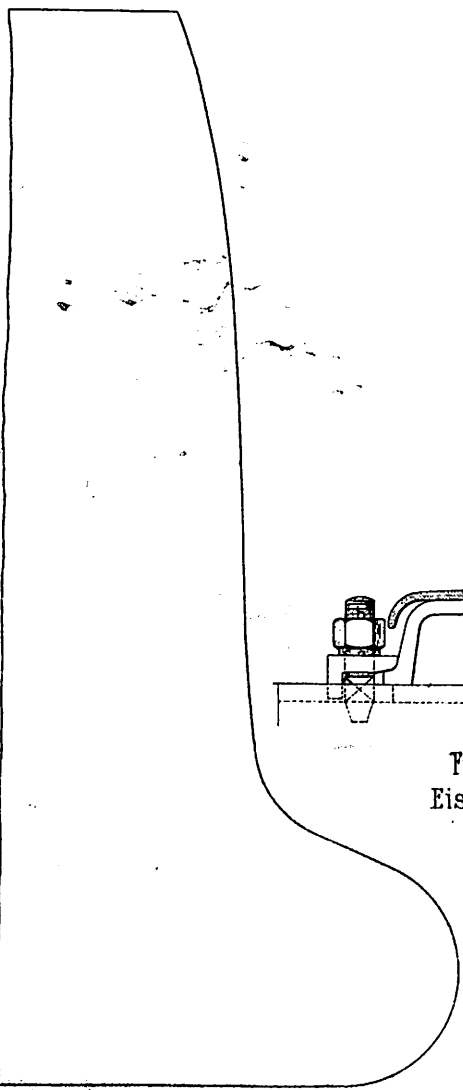


Fig. 1. Schmidt, Bauart unserer
Eisenbahn-Oberbau-Anordnungen.

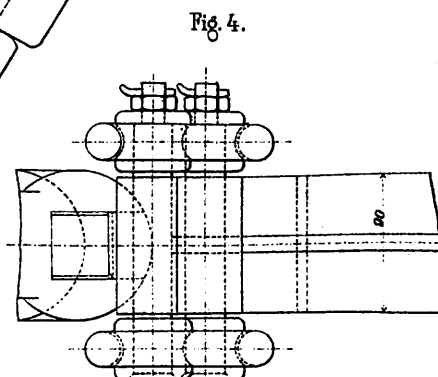


Fig. 8.

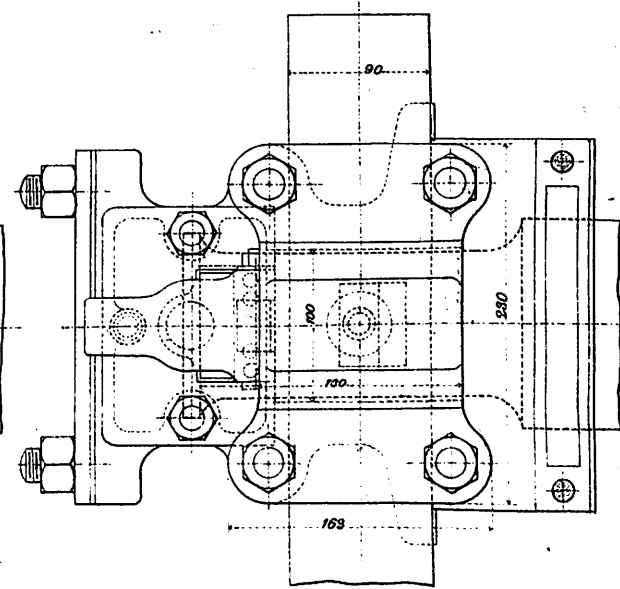


Fig. 13. Gepäckwagen №. 1011. Radstand 6,400 m. Versuchsfahrt am 19. 10. 1888.

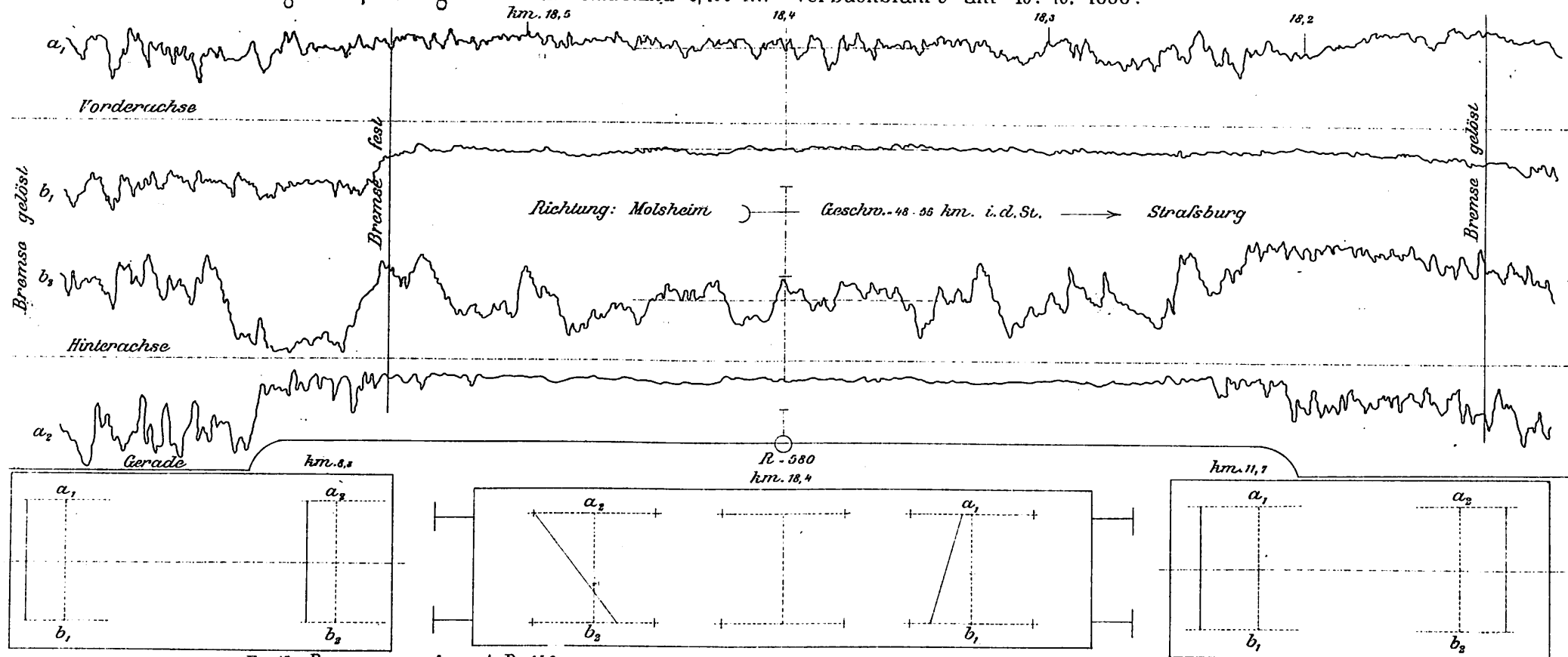


Fig. 14. Personenwagen A. B. 140. Radstand 4,700 m. Versuchsfahrt am 12. 3. 1889.

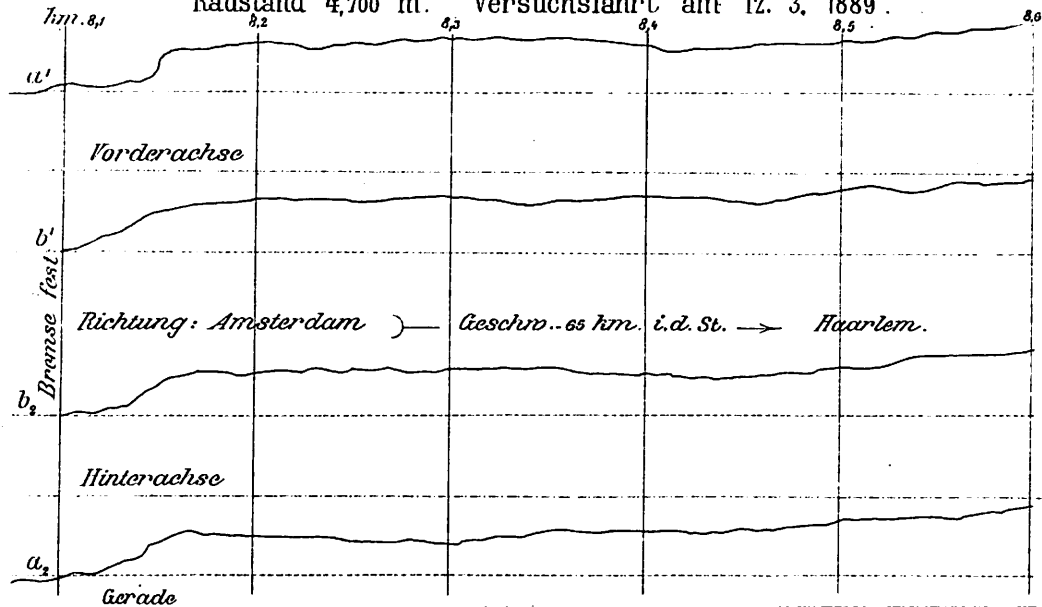


Fig. 15. Personenwagen A. B. 136. Radstand 3,000 m. Versuchsfahrt am 15. 2. 1889.

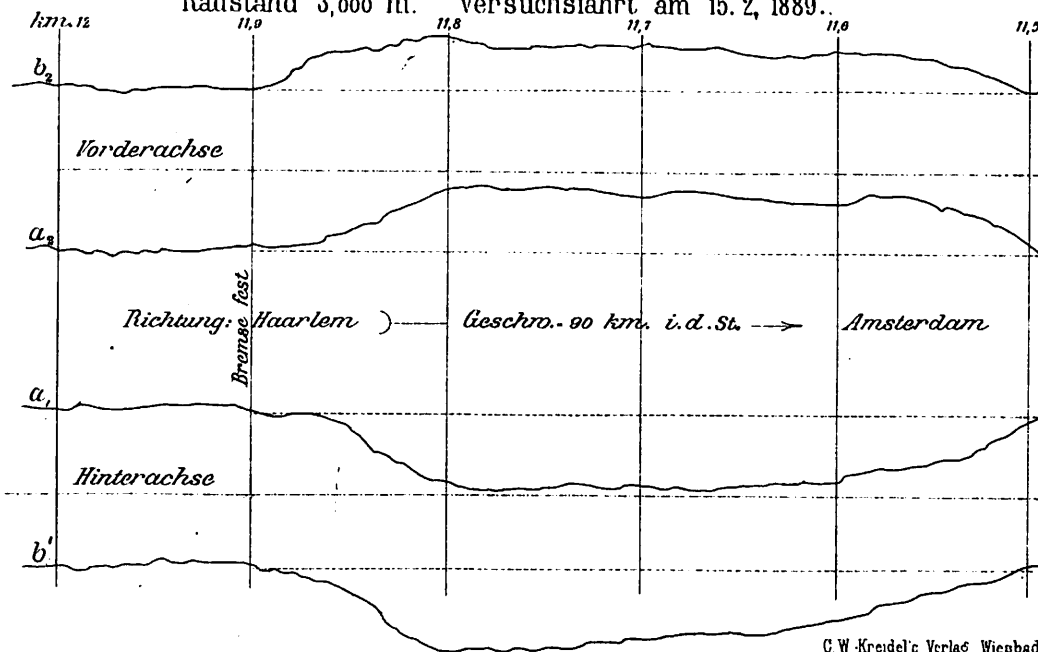


Fig. 16. Personenwagen A B 218. Radstand 6,750 m.

Versuchsfahrt am 8. 2. 1889.

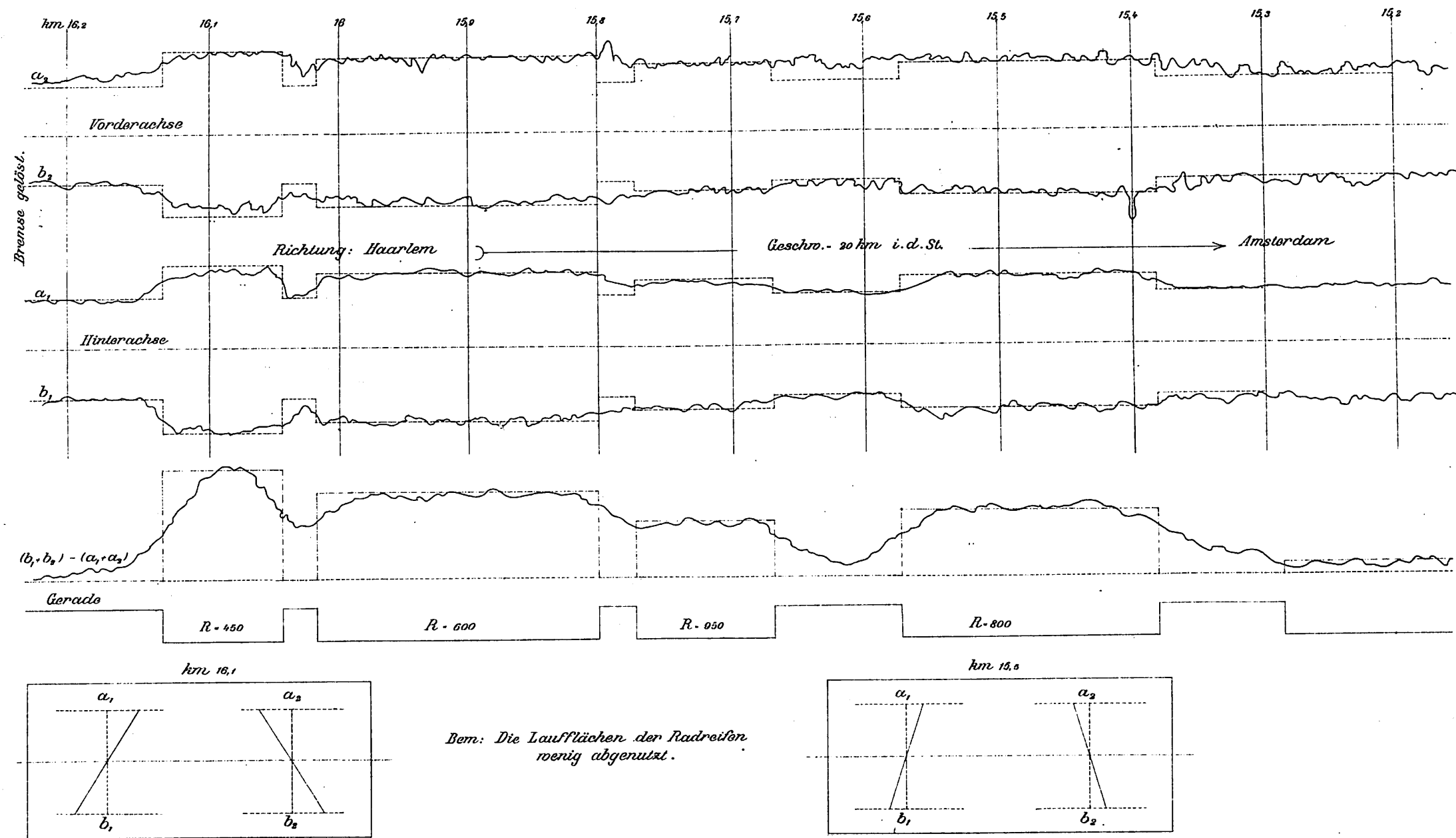


Fig. 17. Personenwagen A B 106. Radstand 5,800 m.

Versuchsfahrt am 7. 3. 1889.

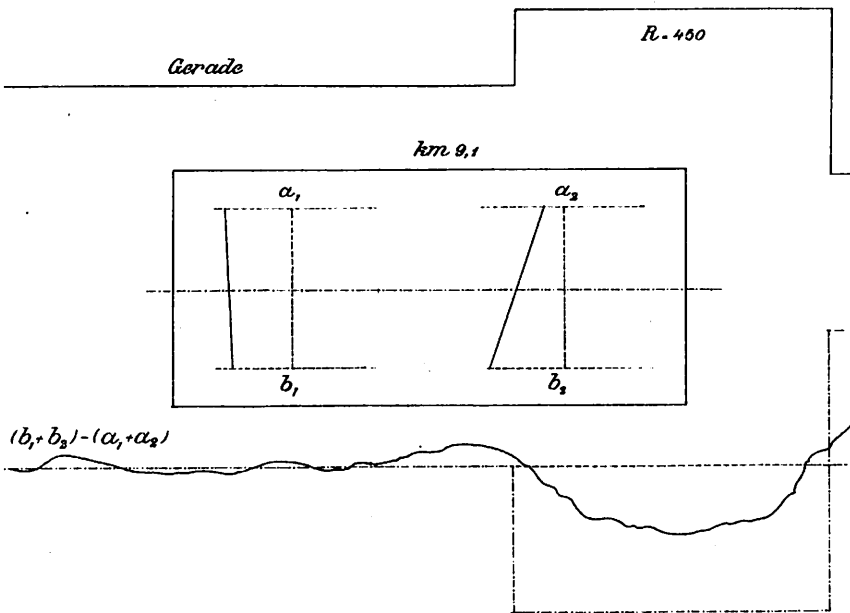
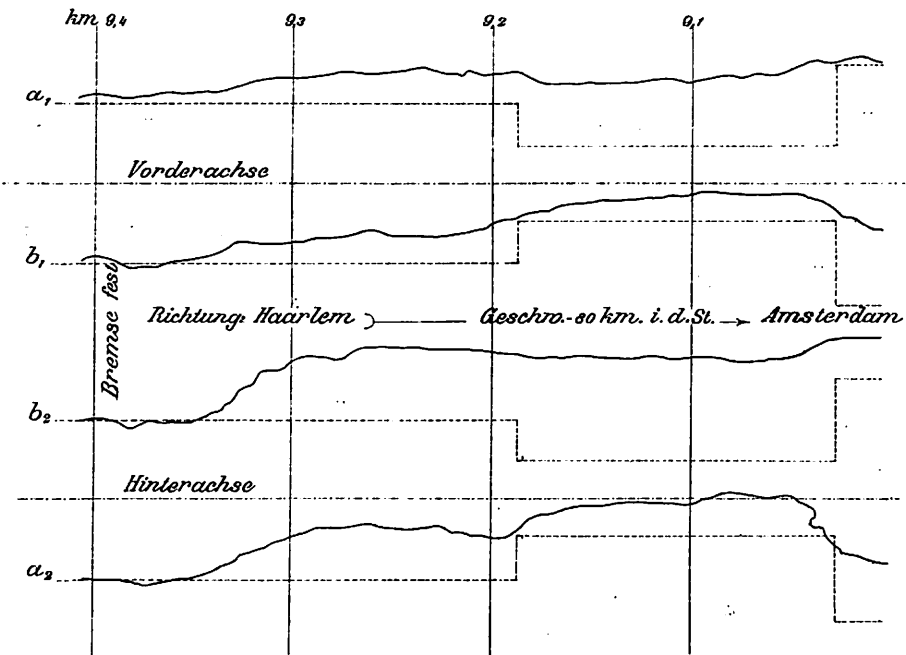
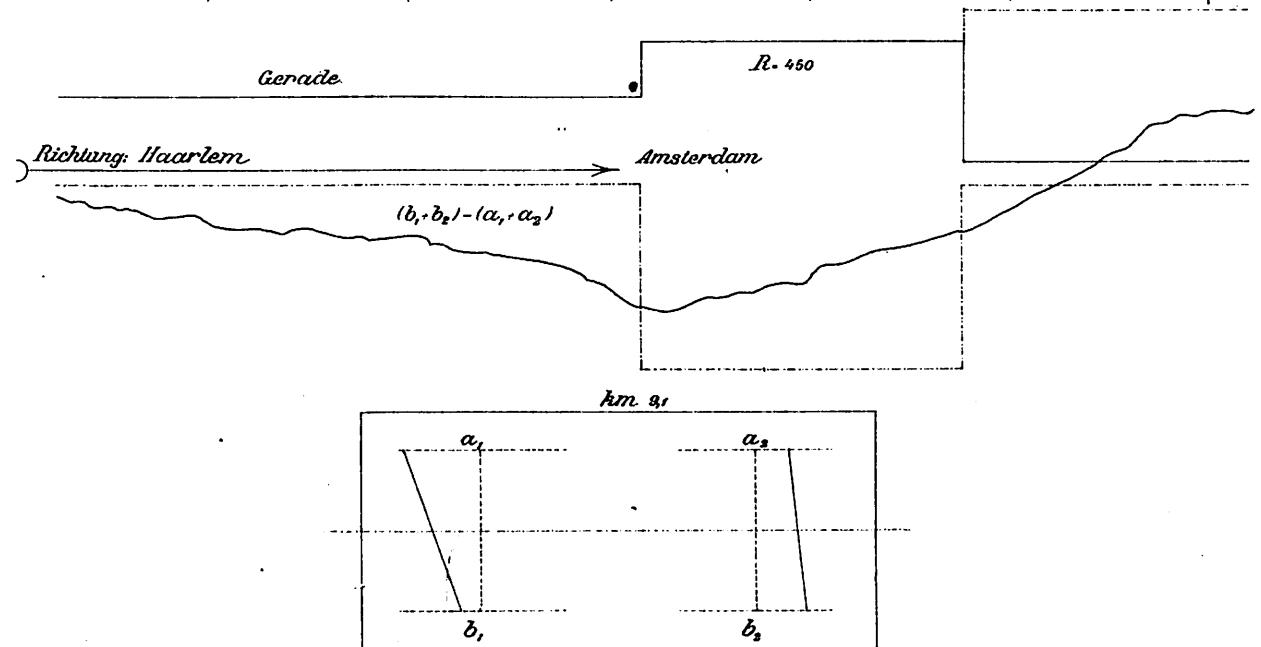
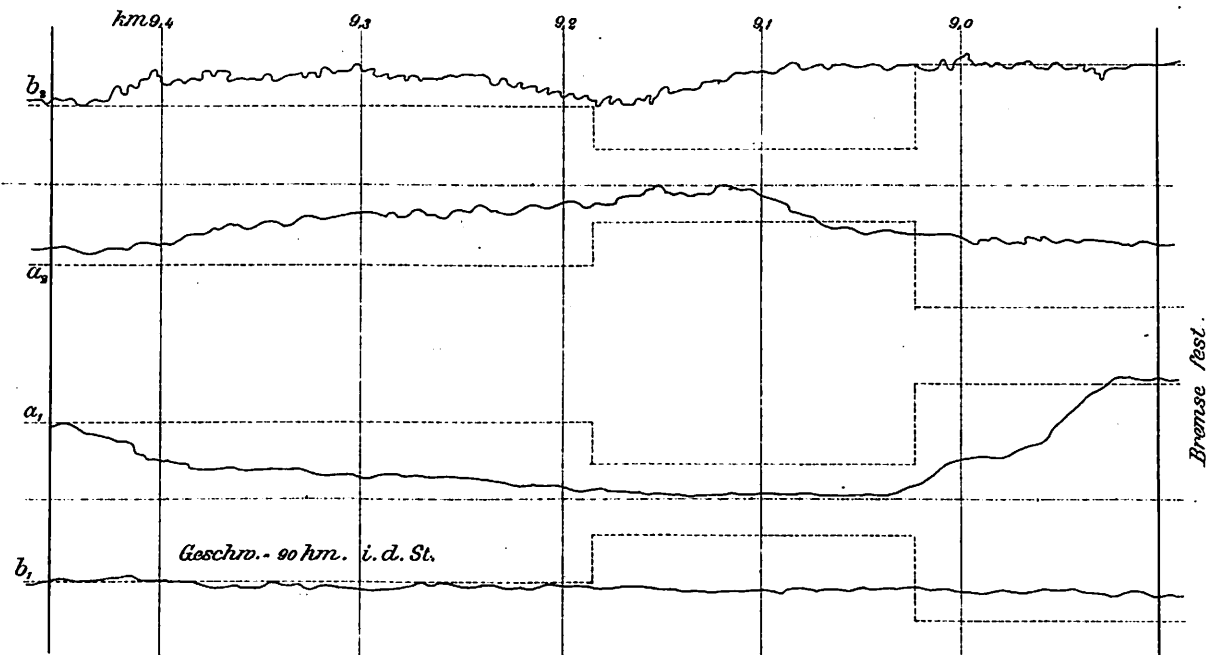


Fig. 18. Personenwagen A B 184. Radstand 7 m.

Versuchsfahrt am 12. 2. 1889.



Die Soulerin - Bremse.

Fig. 2 u. 3. Vertheiler N^o III.

Fig. 1. Vertheiler N^o I.

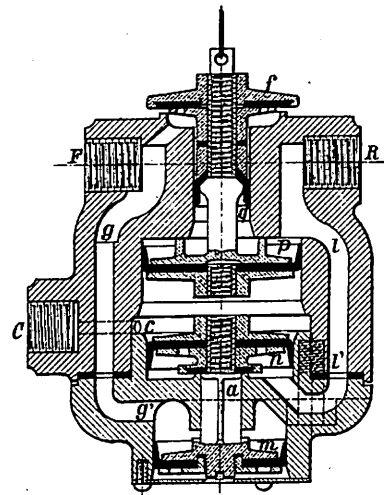


Fig. 2. Schnitt UV.

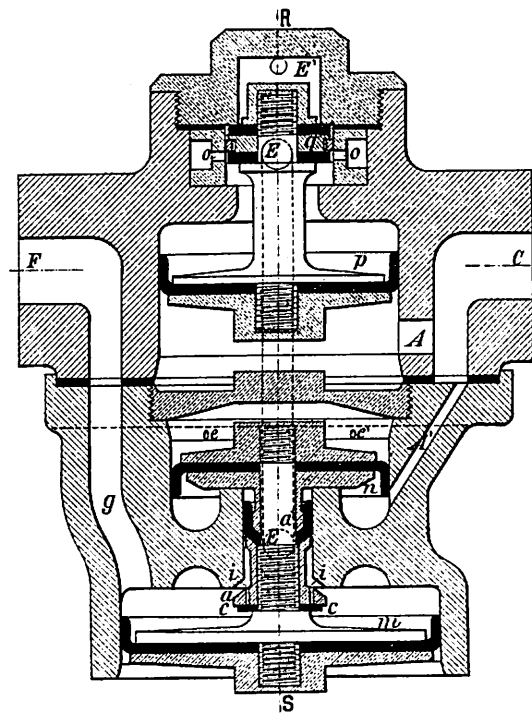


Fig. 3. Schnitt RS.

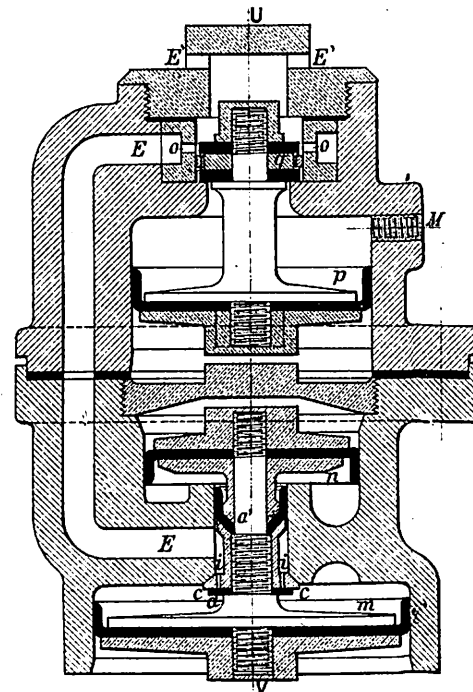


Fig. 4. Vertheiler N^o IV.

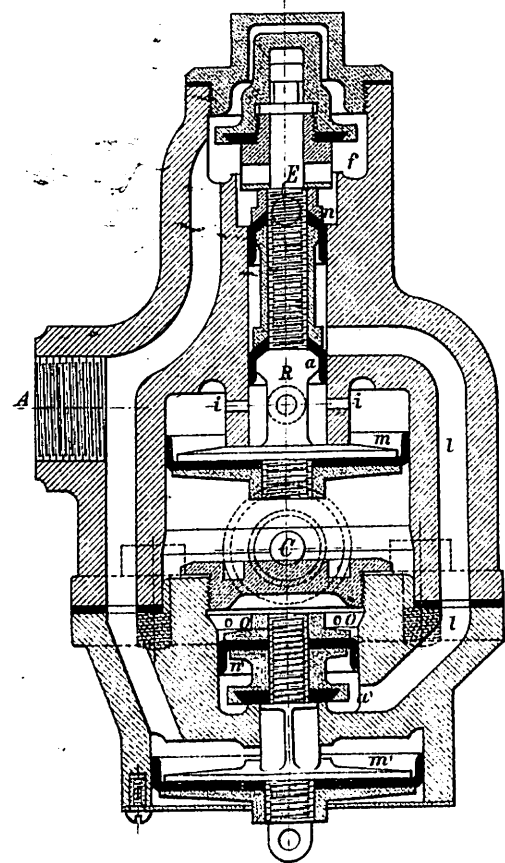


Fig. 6.

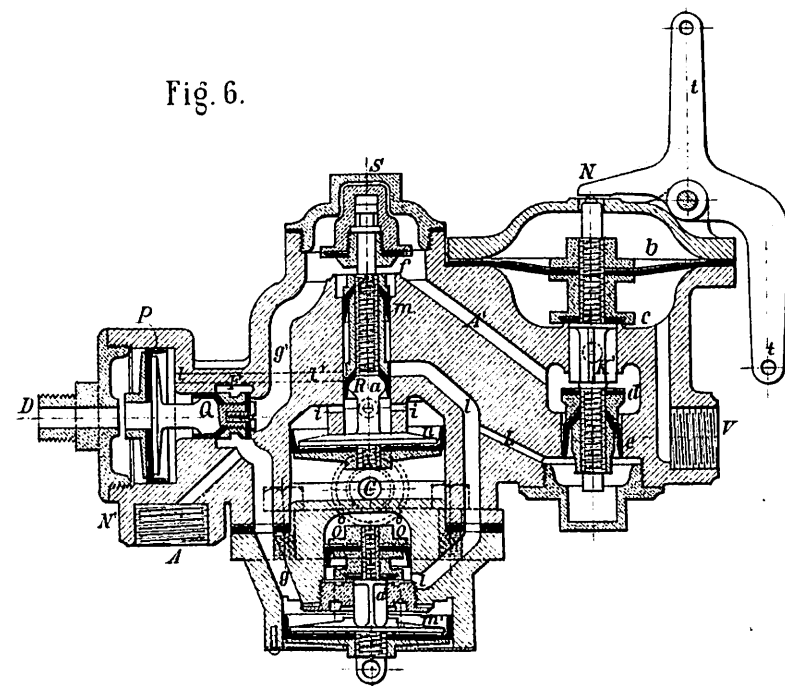


Fig. 5.

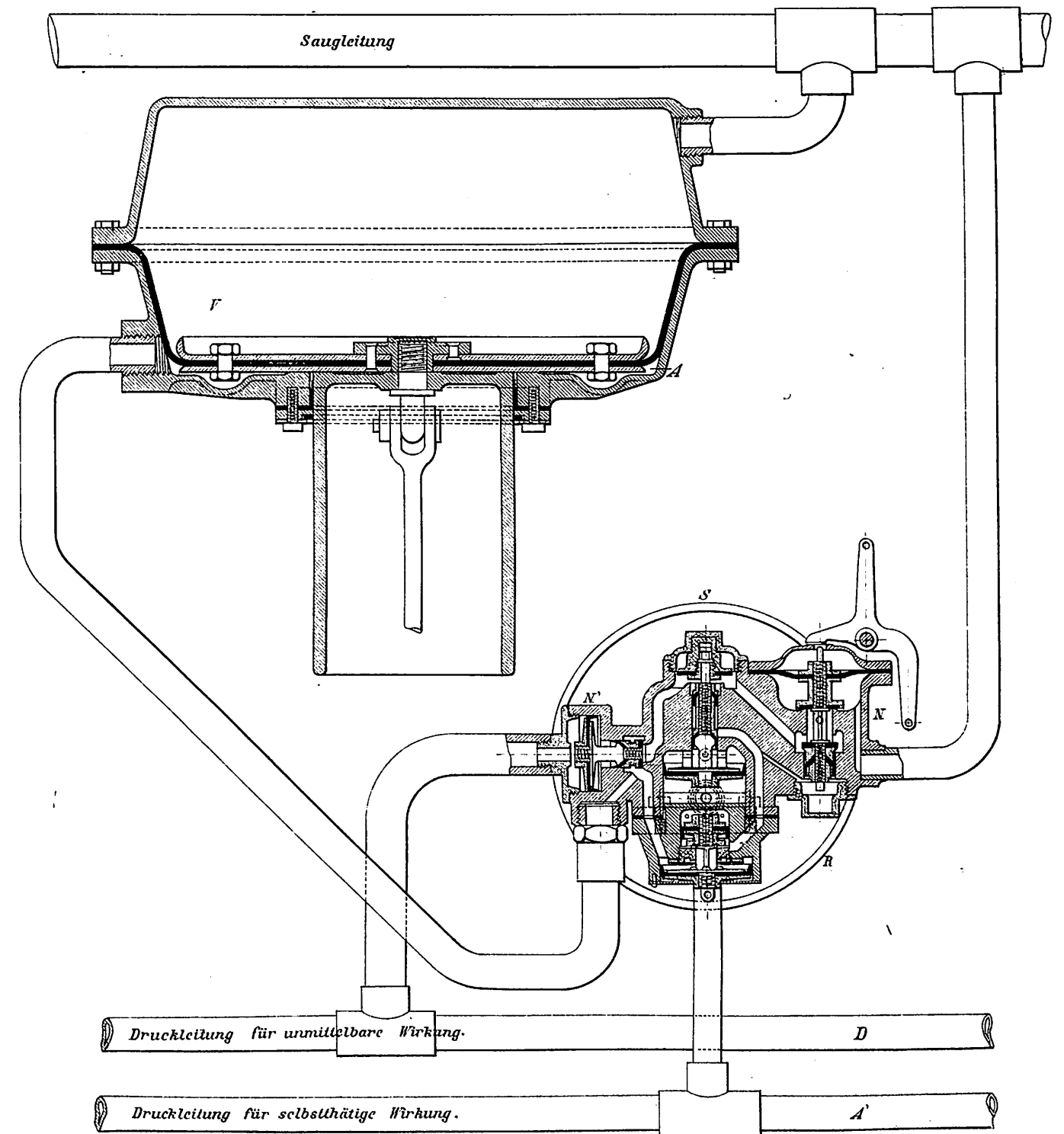


Fig. 1-5. Leitzmann: Luftgedruekbremse für Locomotiven.

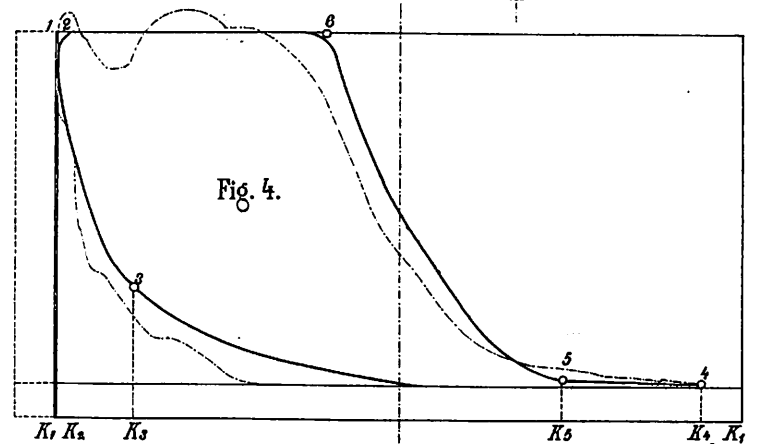
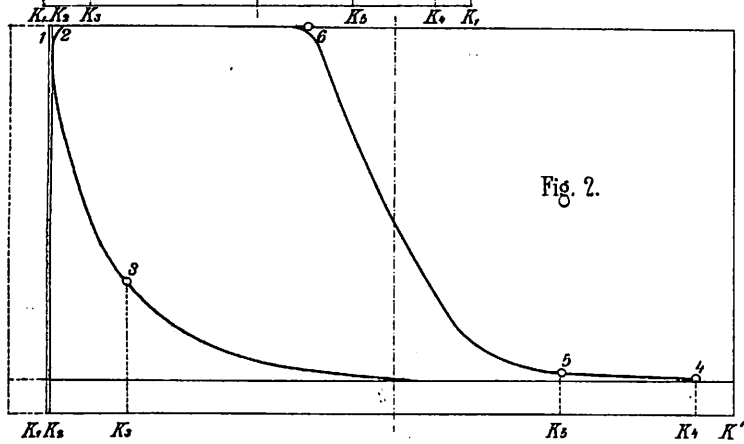
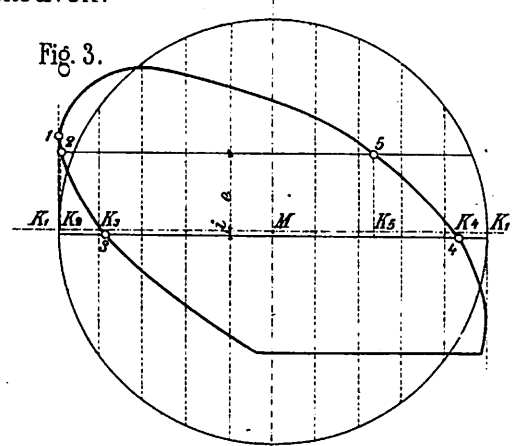
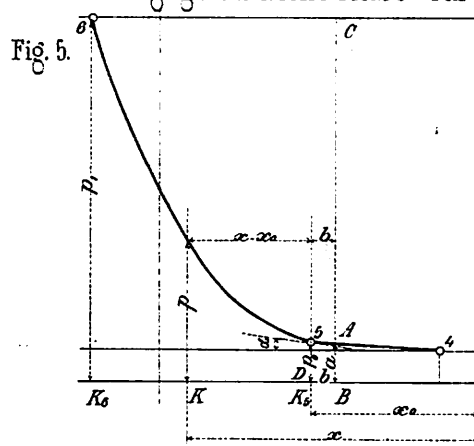
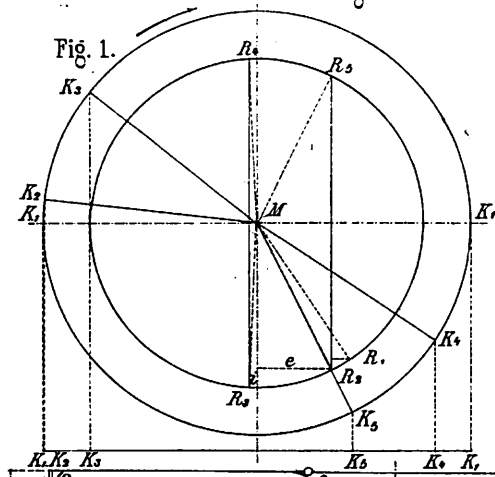


Fig. 6 u. 7. Petri: Steigerung der Wagenladung und Zugbelastung.

