

Probefahrten mit dem Drehgestellwagen, Bauart Stous-Sloot.

Fig. 1. Ansicht und Grundrifs des Drehgestelles. 1:50.

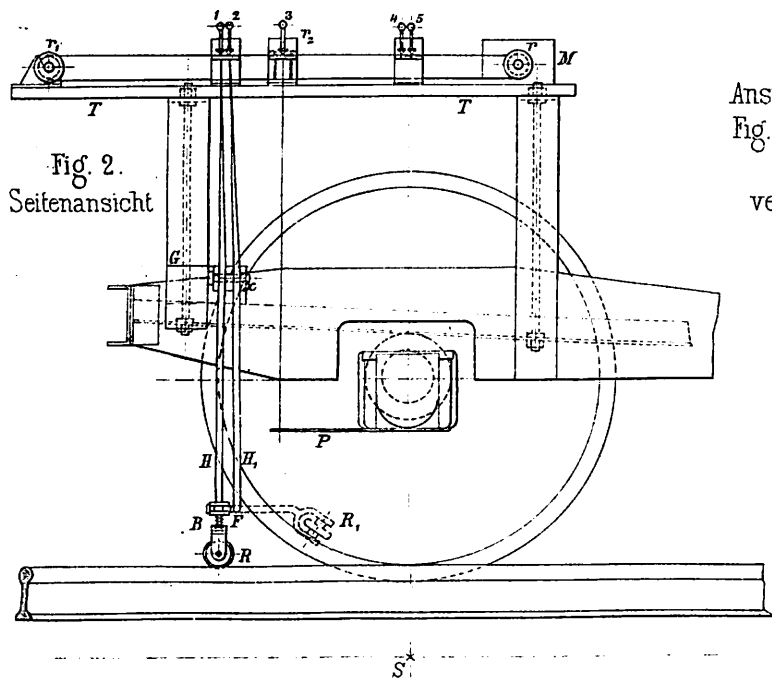
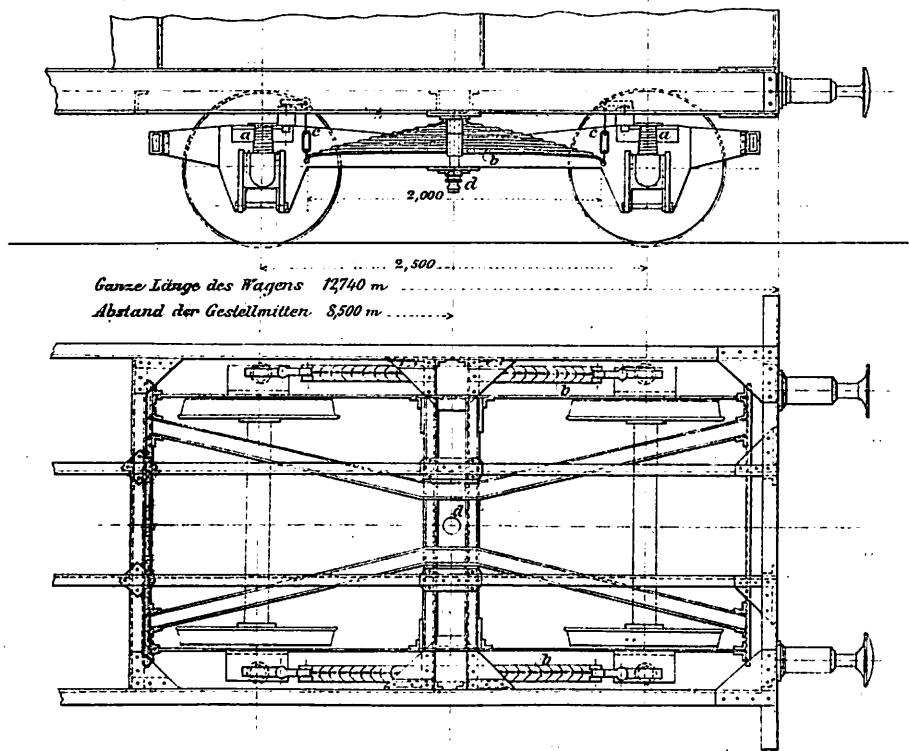
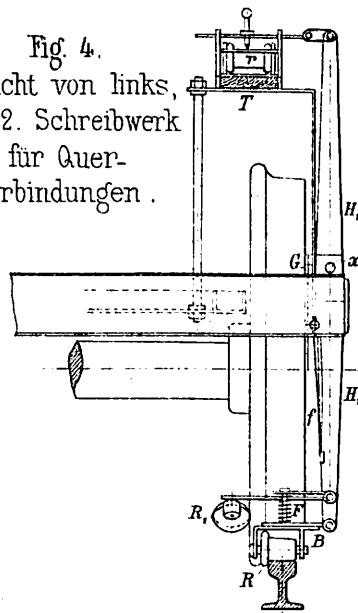
Fig. 4.
Ansicht von links,
Fig. 2. Schreibwerk
für Quer-
verbindungen.Fig. 2 bis 5.
Fünffaches Schreibwerk. 1:20.

Fig. 3. Grundrifs.

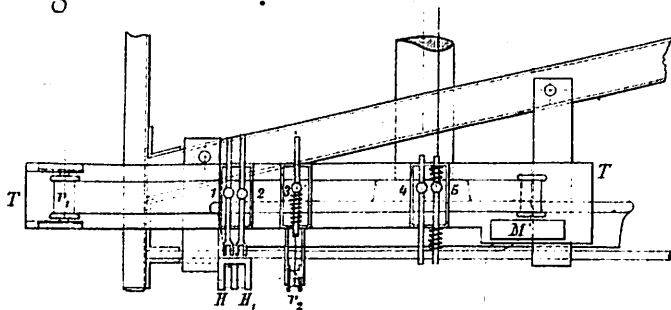
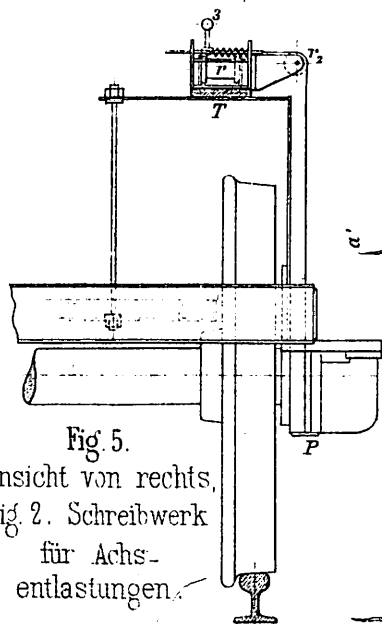
Fig. 5.
Ansicht von rechts,
Fig. 2. Schreibwerk
für Achs-
entlastungen.

Fig. 6. Muster der fünf Schaulinien. nat. Gröfse.

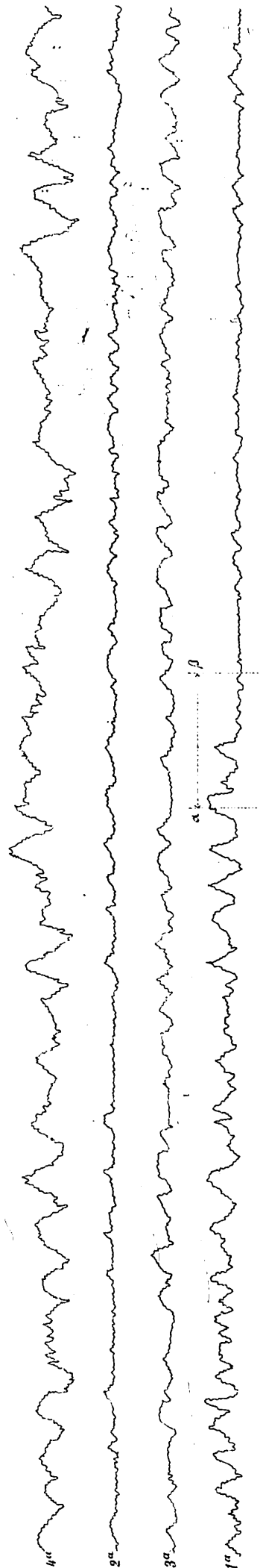


Fig. 1.

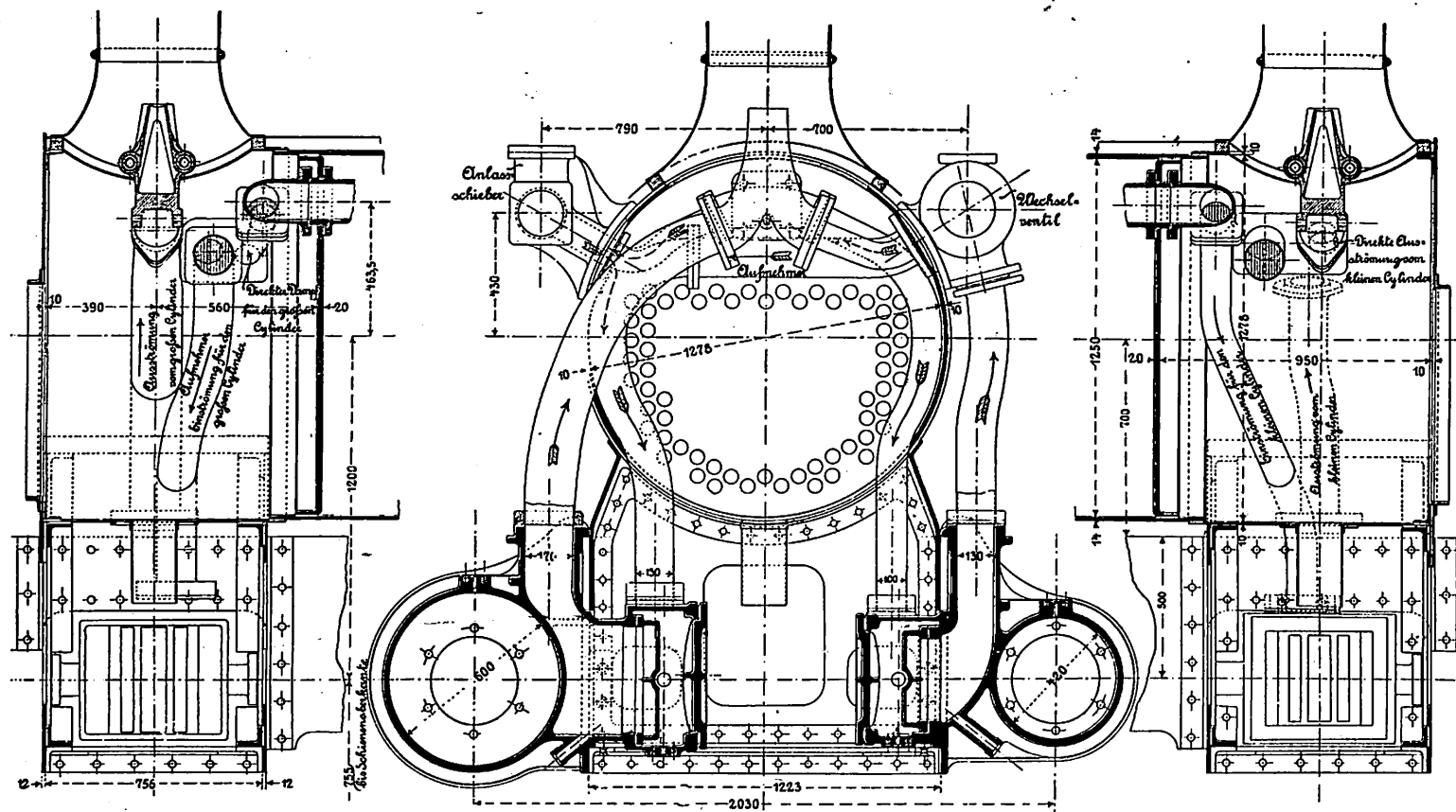
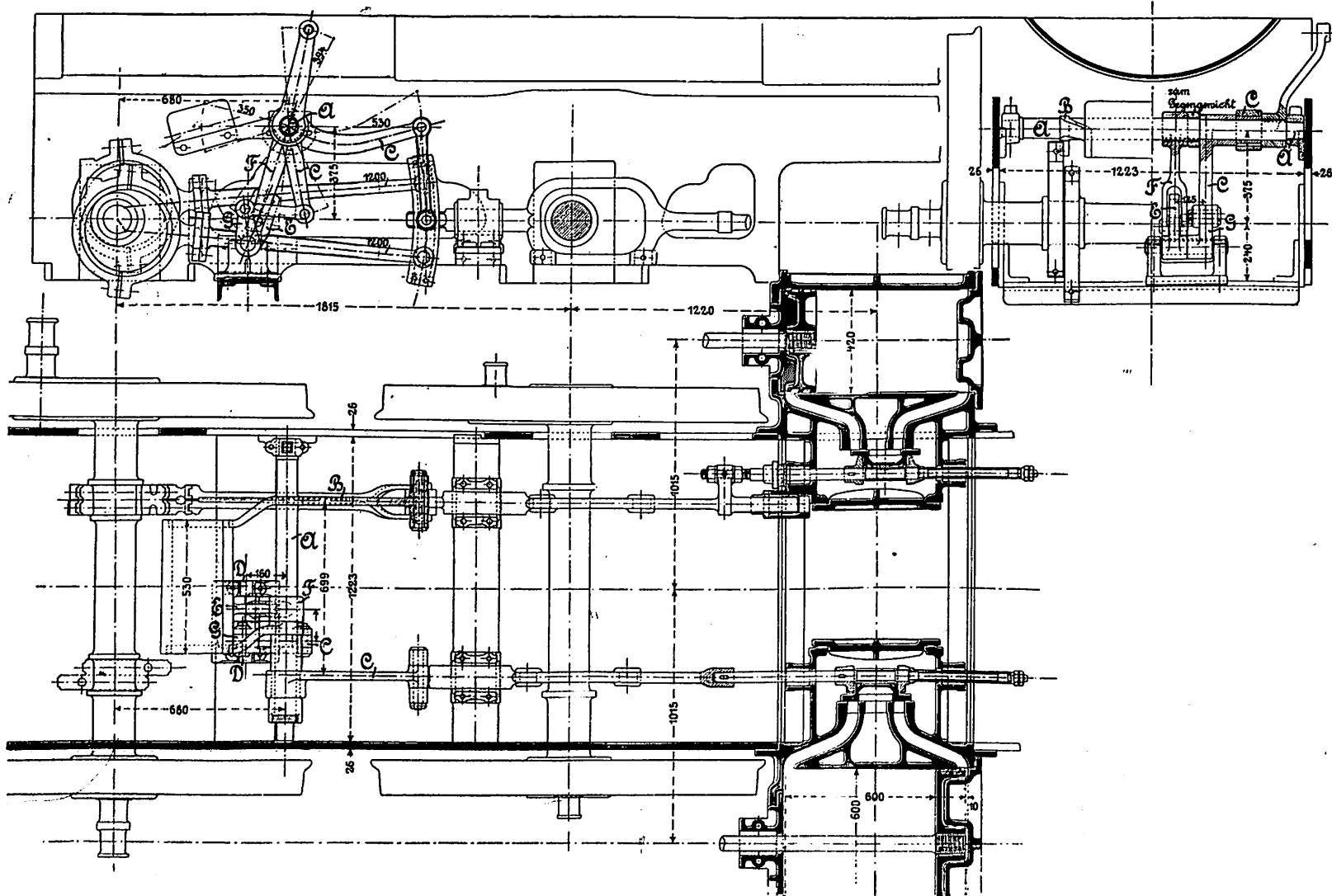


Fig. 2.



Ansicht des Schieberkastens von unten

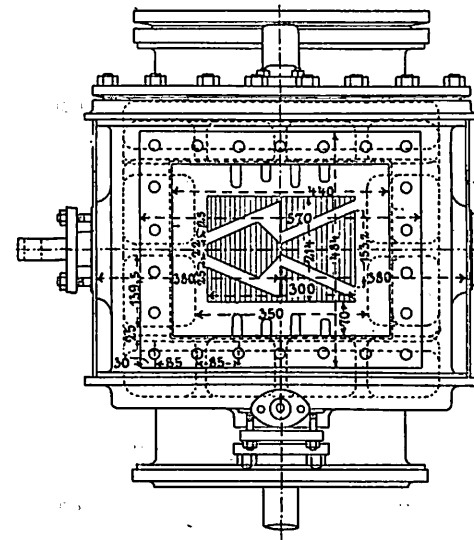
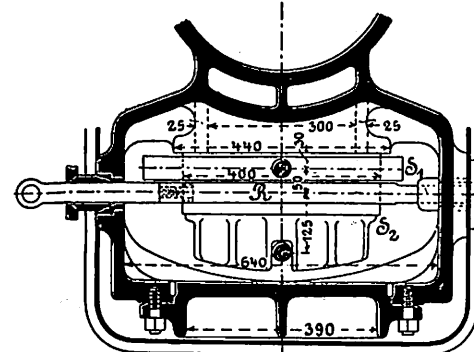
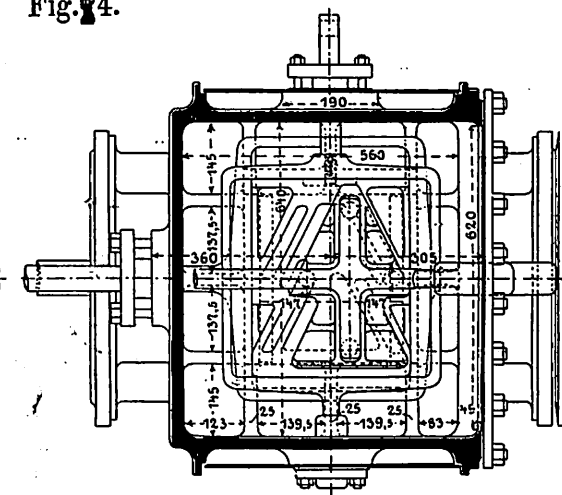


Fig. 4.

Schnitt a-b-c-d-e.



Schnitt f-g-h-i.

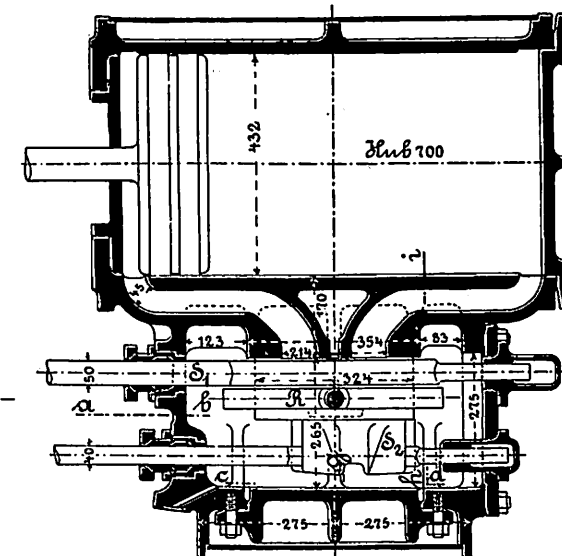


Fig. 5.

Feder: 2,5mm = 1 kg/qcm.

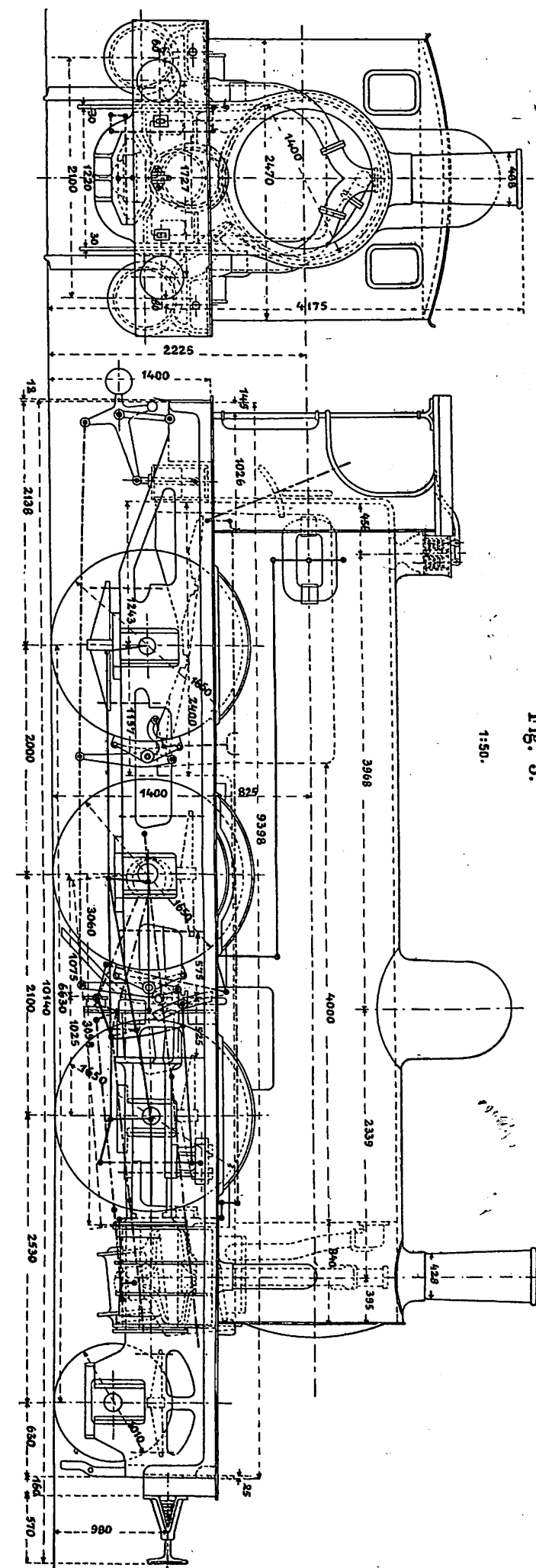
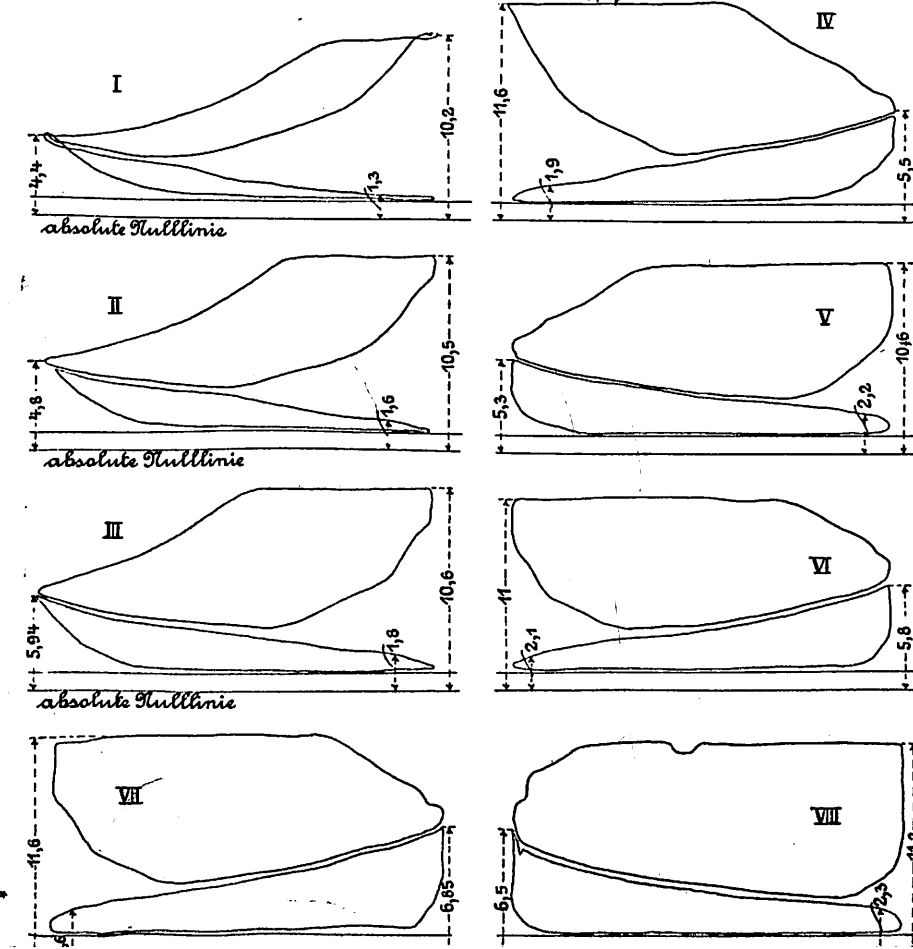


Fig. 3.

von J. Neher Söhne in München .

Fig. 1:

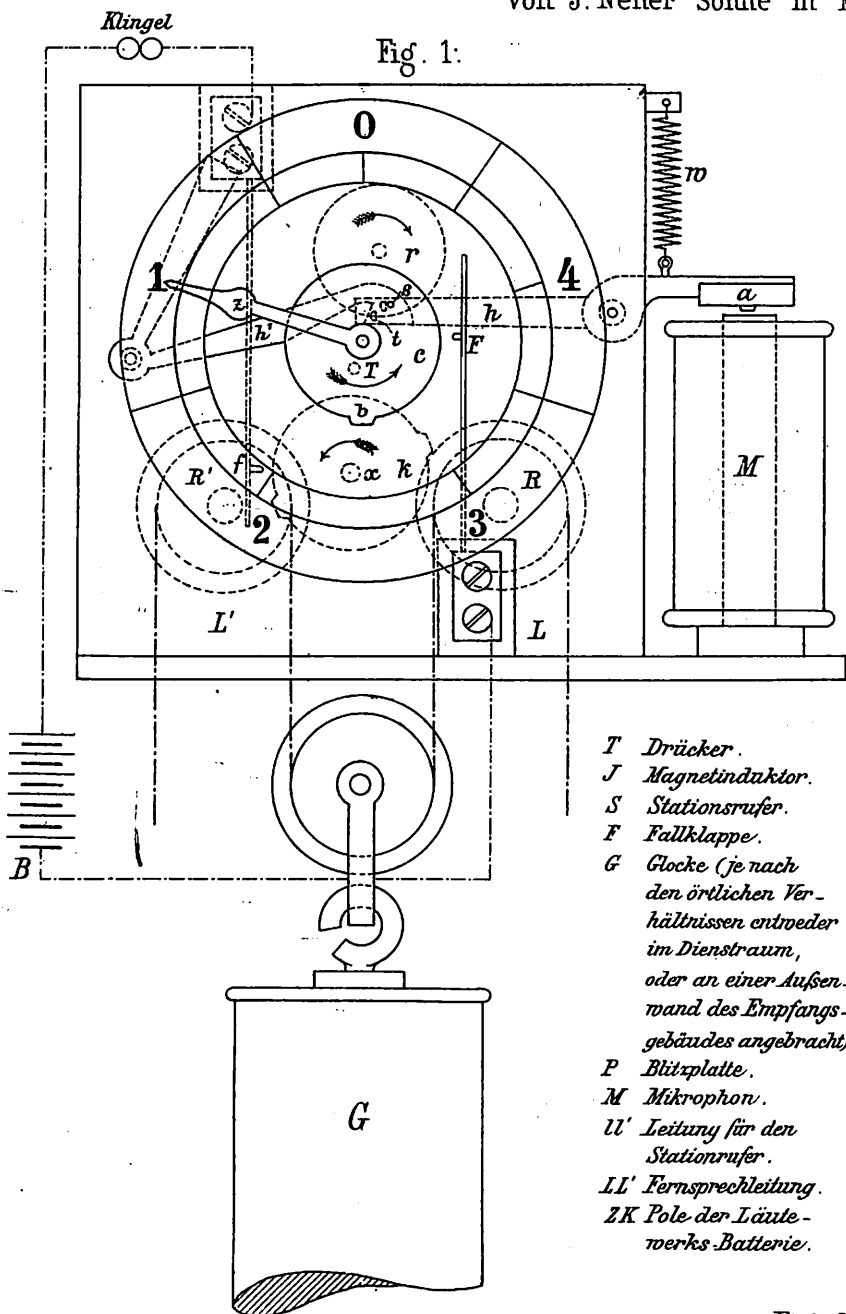


Fig. 2.

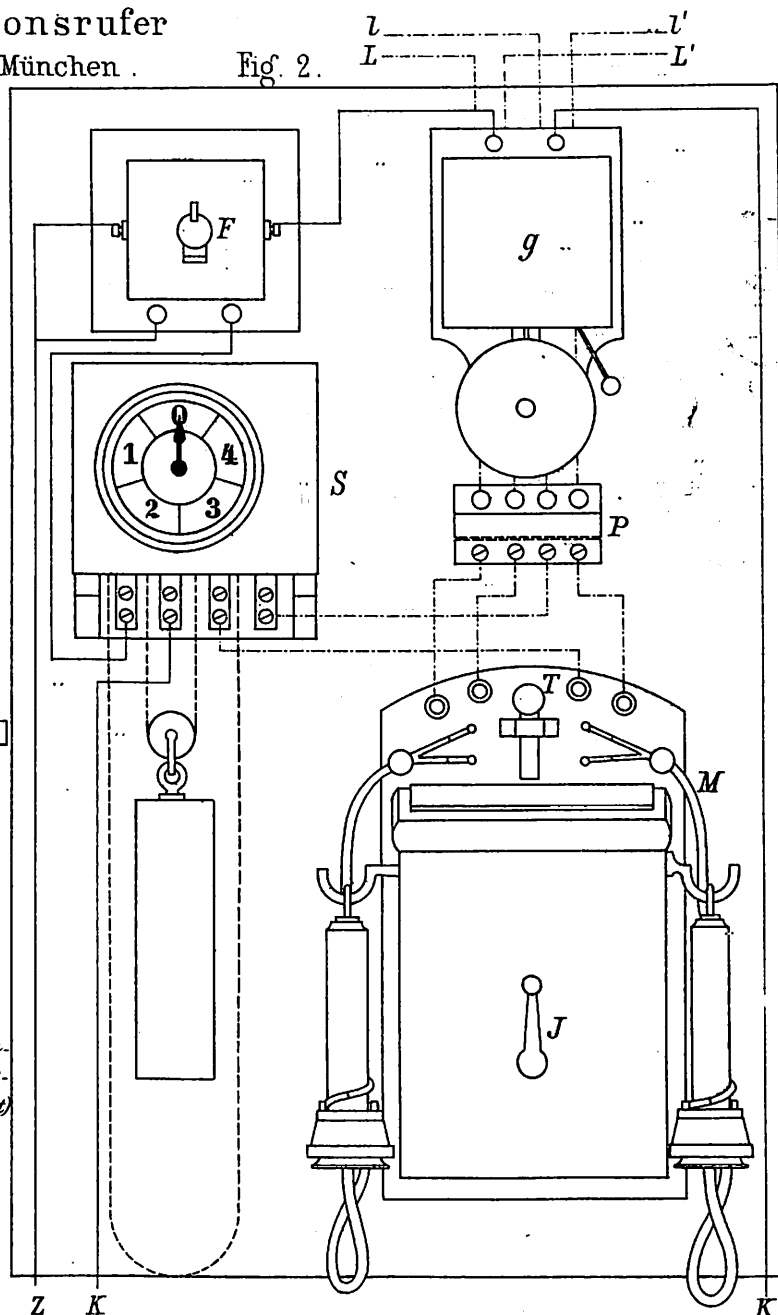


Fig. 3.

Station 1.

Station 2 (und 3).

Station 4.

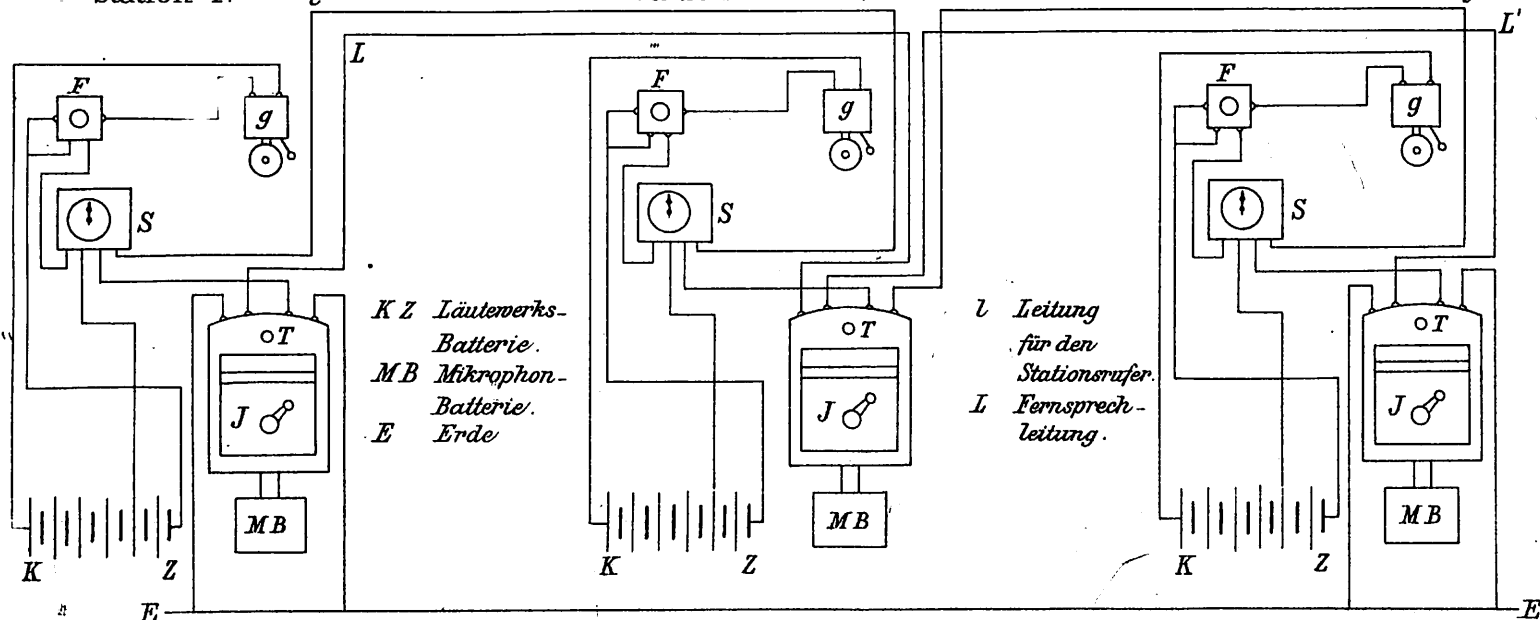


Fig.1u.2. Bahnunterhaltung durch Hauptuntersuchungen.

Fig.1. Übersichtskarte der Bahnerhaltungs-Mannschaften der I.Abtheilung der französischen Ostbahn 1892.

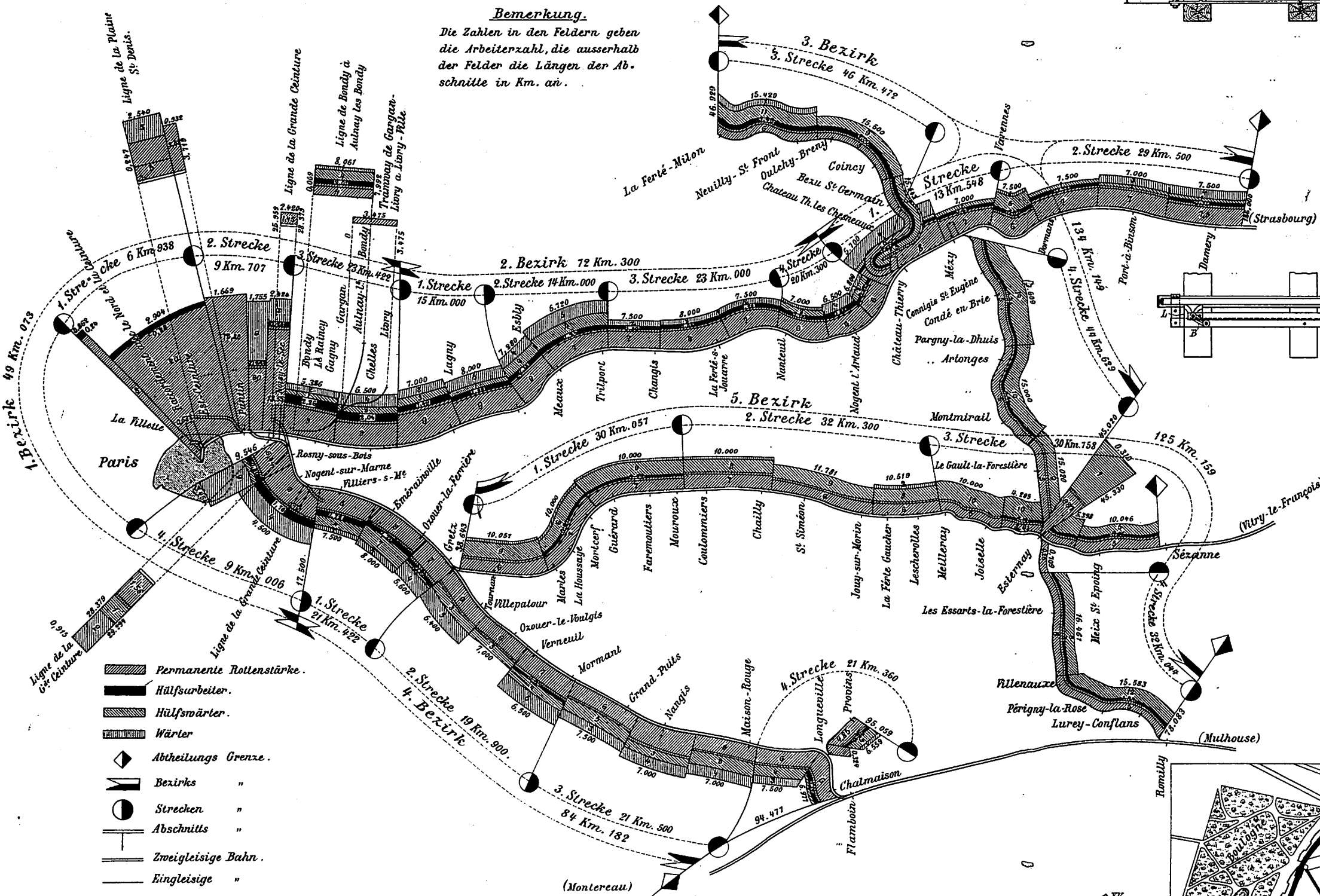


Fig.2. Bahnhof von Longueville.

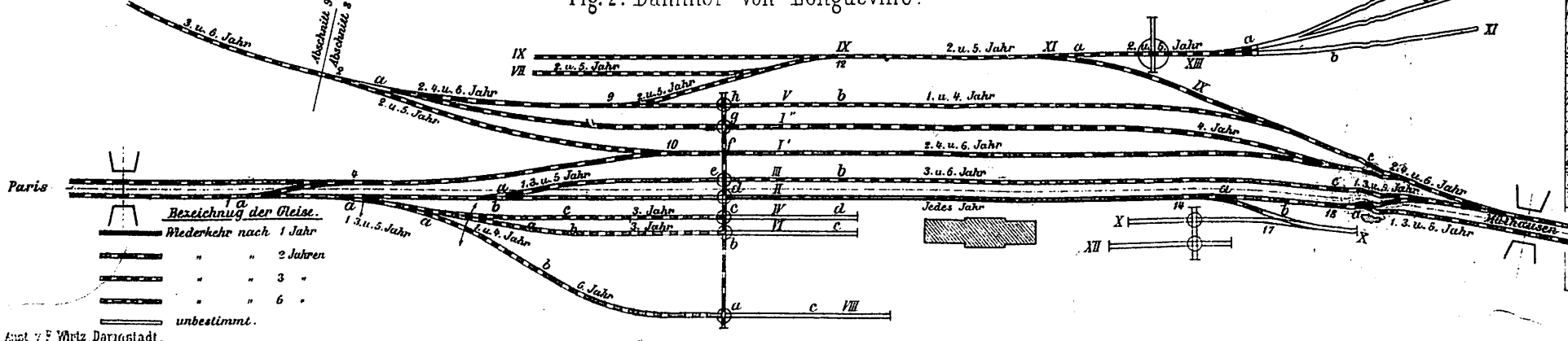


Fig.3.

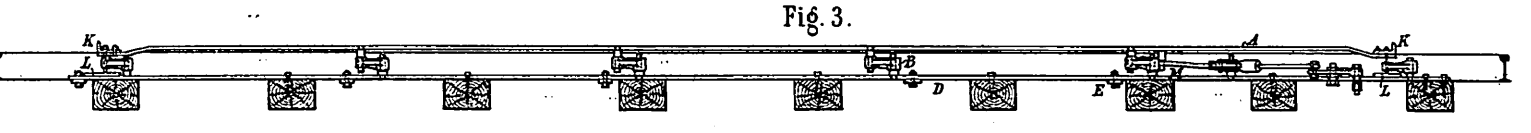


Fig.3-8.

Weichensperrschiene von H. Büssing.

Fig.4.

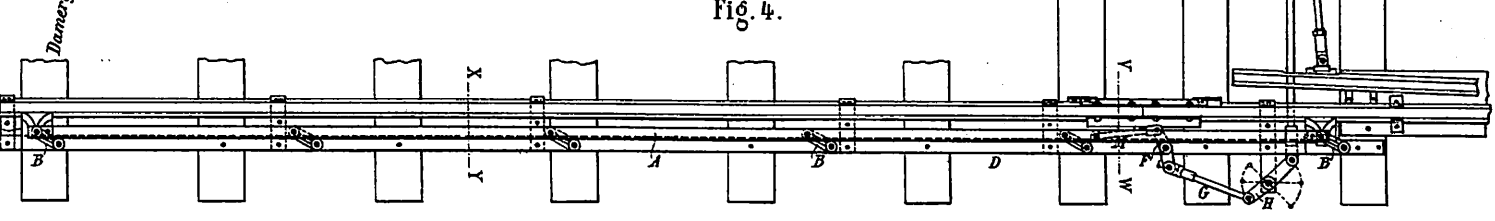


Fig.7.

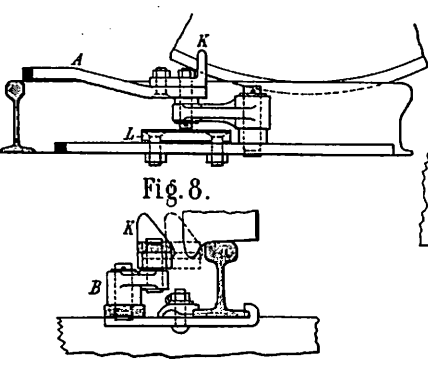


Fig.6.

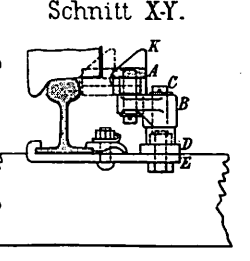


Fig.5.

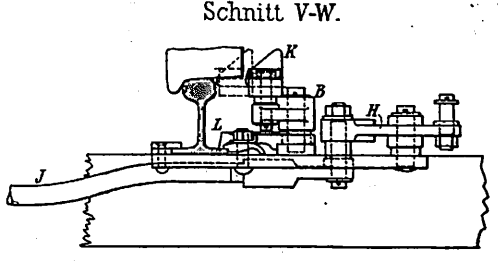


Fig.9. Electricische Untergrundbahn für Paris, Entwurf Berlier.

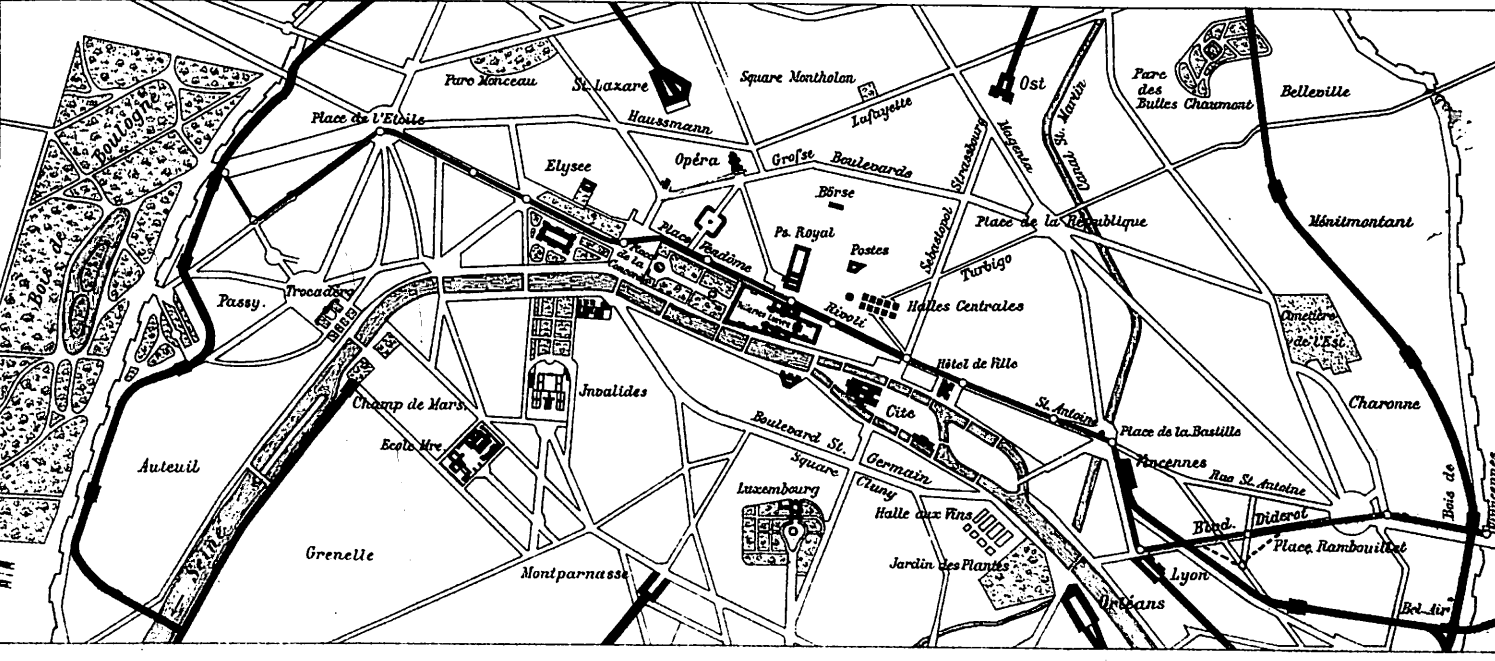
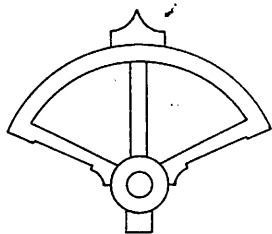
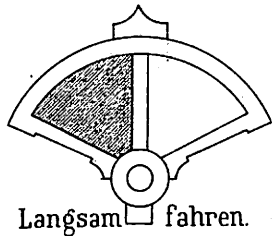


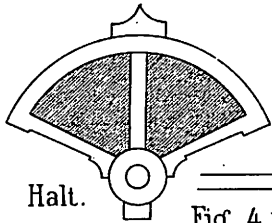
Fig. 1-3. Der „Discophor“ von Courval.



Freie Fahrt.



Langsam fahren.



Halt.

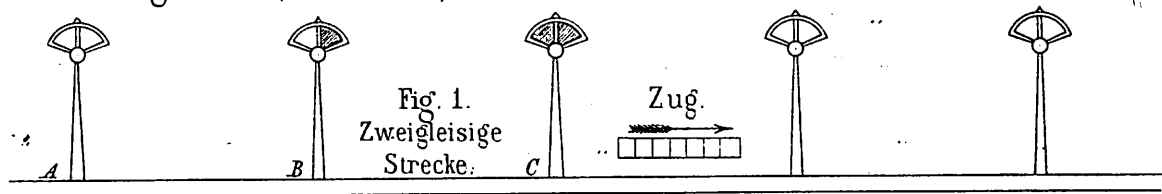


Fig. 1.
Zweigleisige
Strecke.

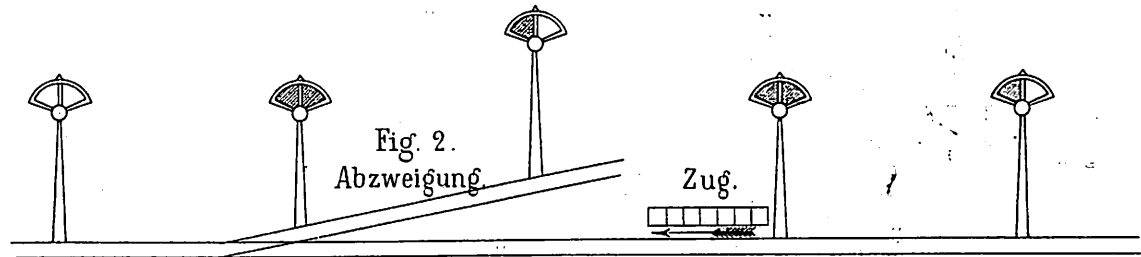


Fig. 2.
Abzweigung.

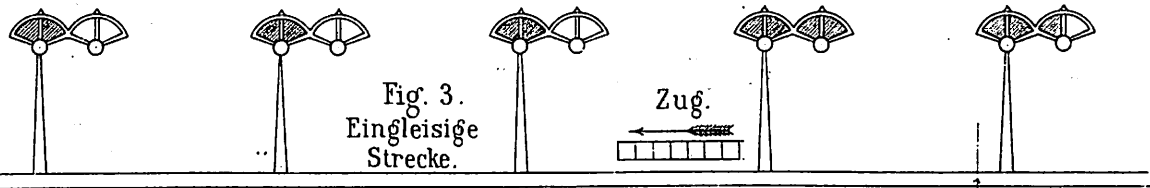


Fig. 3.
Einleisige
Strecke.

Fig. 4 u. 5. Güterwagen-Drehgestell aus gepresstem Stahlblech.

Fig. 4. Längsansicht.

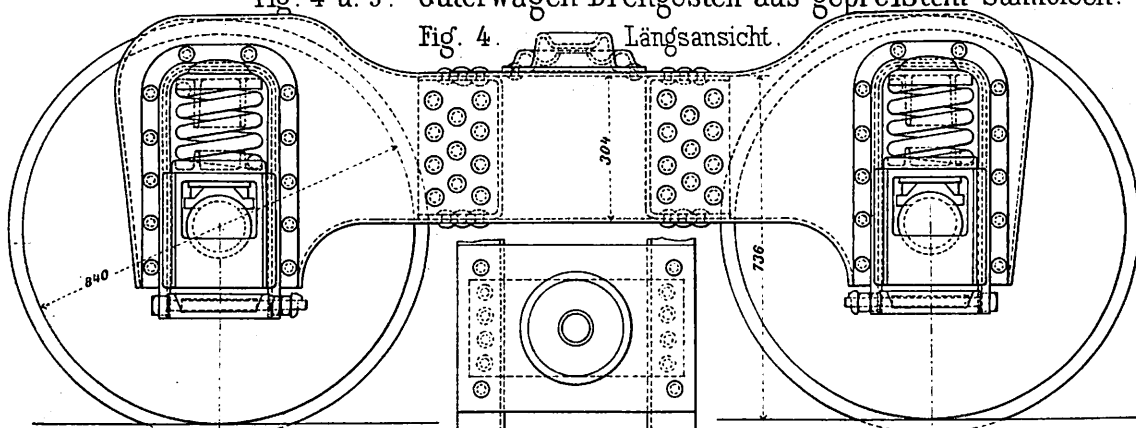


Fig. 5.

Grundriss.

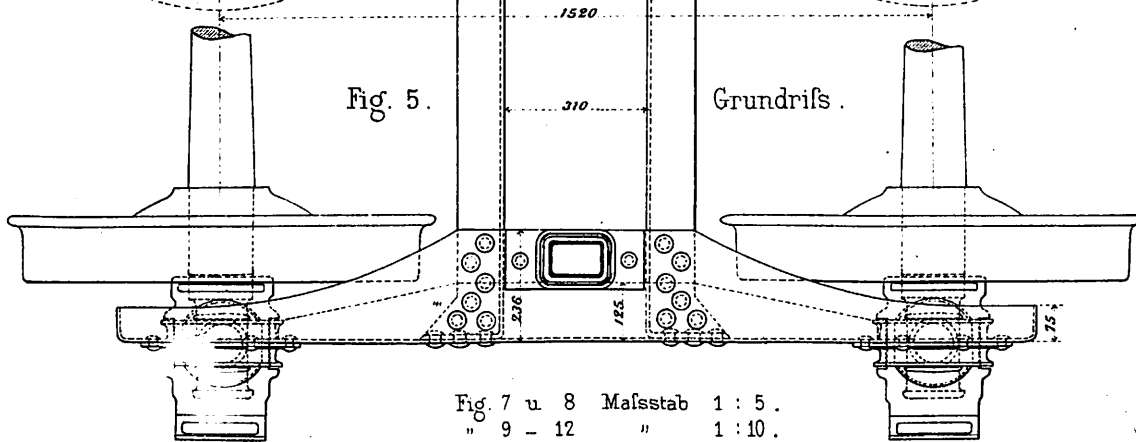


Fig. 7 u. 8 Maßstab 1 : 5.
" 9 - 12 " 1 : 10.

Fig. 6-12. Unterlage- und Aufsatzstücke für die Vornahme von Schlagversuchen mit Schienen, Achsen und Radreifen.

Fig. 7.

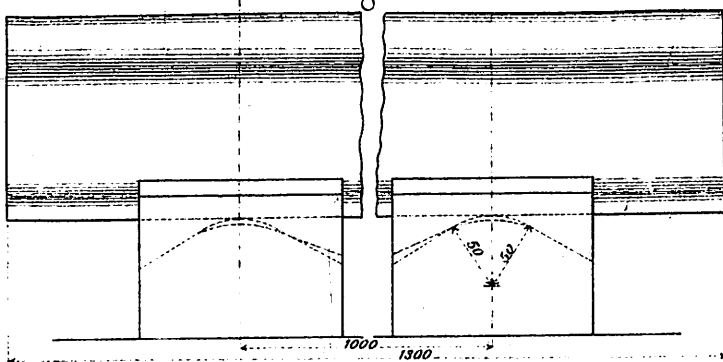


Fig. 8.

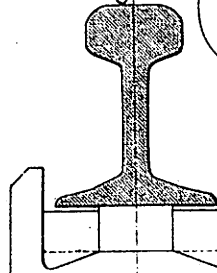


Fig. 6.

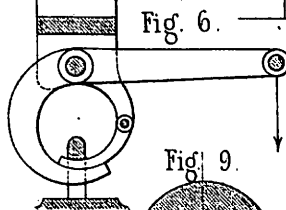


Fig. 9.

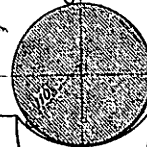


Fig. 10.

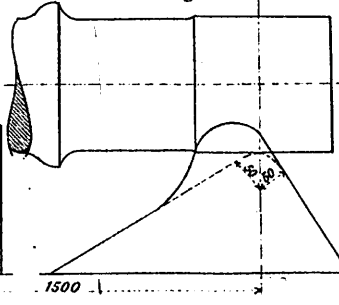


Fig. 11.

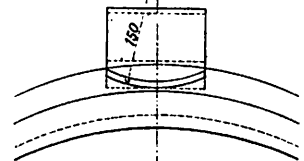


Fig. 12.

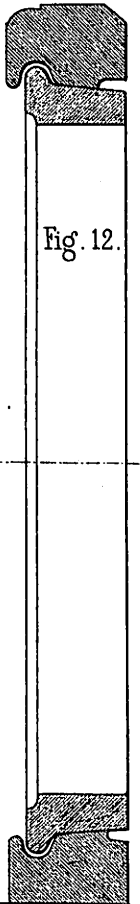


Fig. 1. Älteres Ventil der New-York-Air-Brake-Comp.

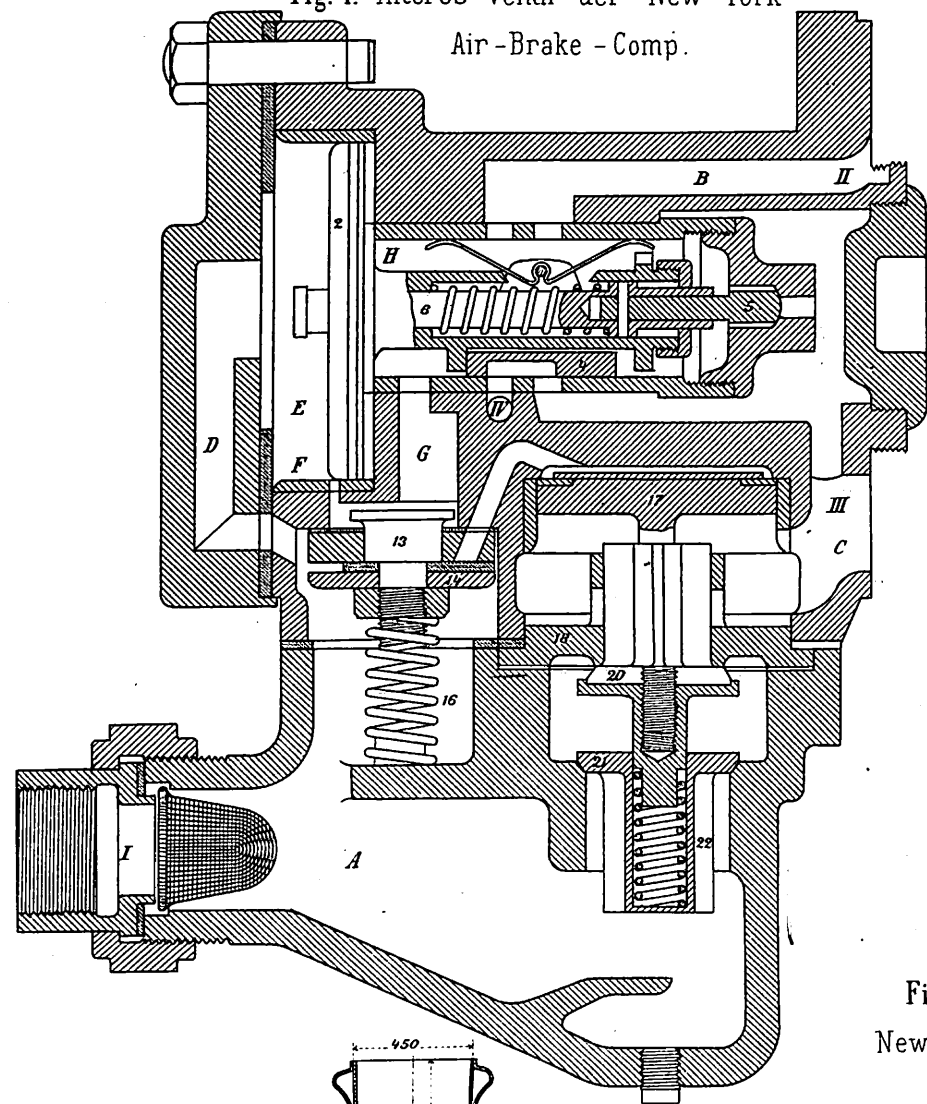


Fig. 1-3. Anstellventile für Luftdruck-Schnellbremsen.

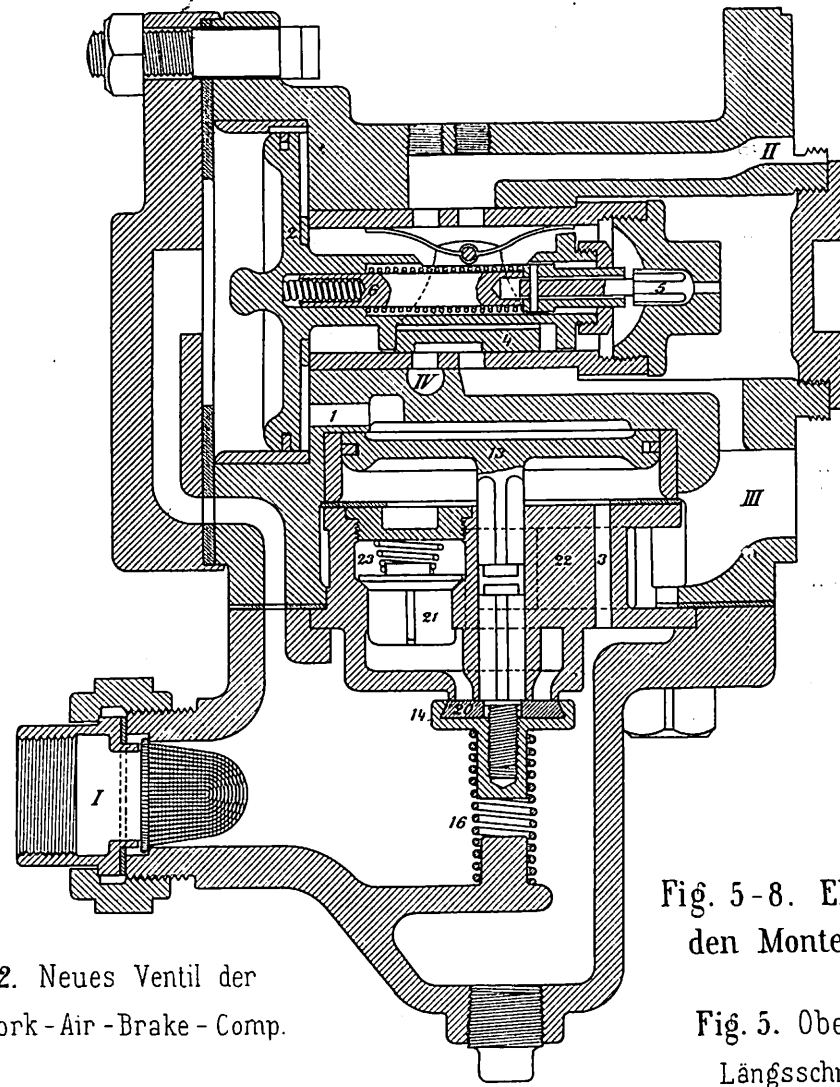


Fig. 2. Neues Ventil der New-York-Air-Brake-Comp.

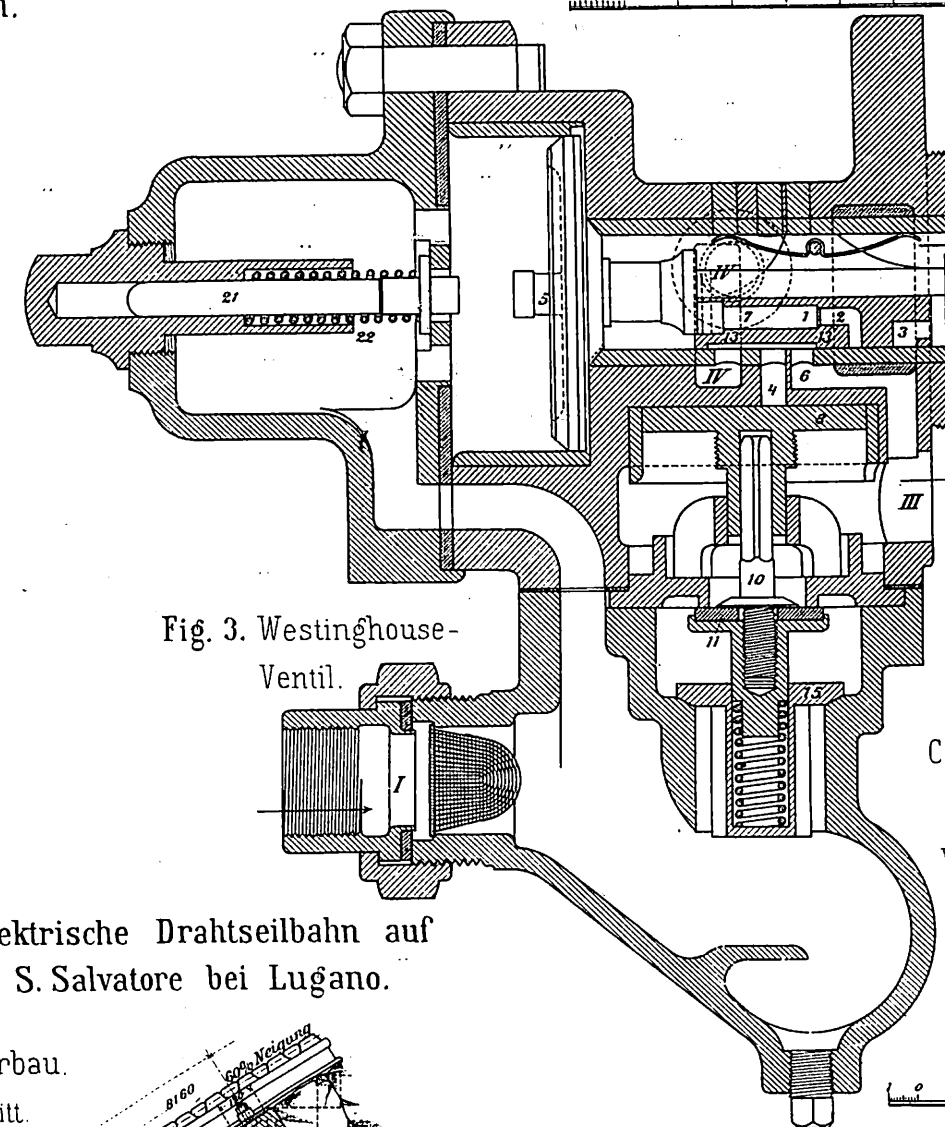
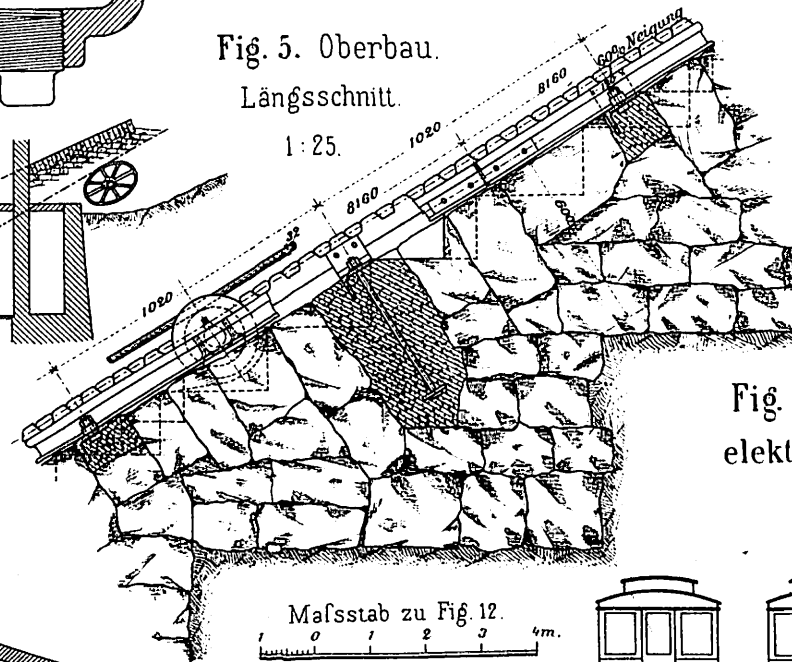


Fig. 3. Westinghouse-Ventil.

Fig. 5-8. Elektrische Drahtseilbahn auf den Monte S. Salvatore bei Lugano.

Fig. 5. Oberbau. Längsschnitt.



Maßstab zu Fig. 12.

Fig. 7. Umsteigestelle in der Mitte. Längsschnitt.

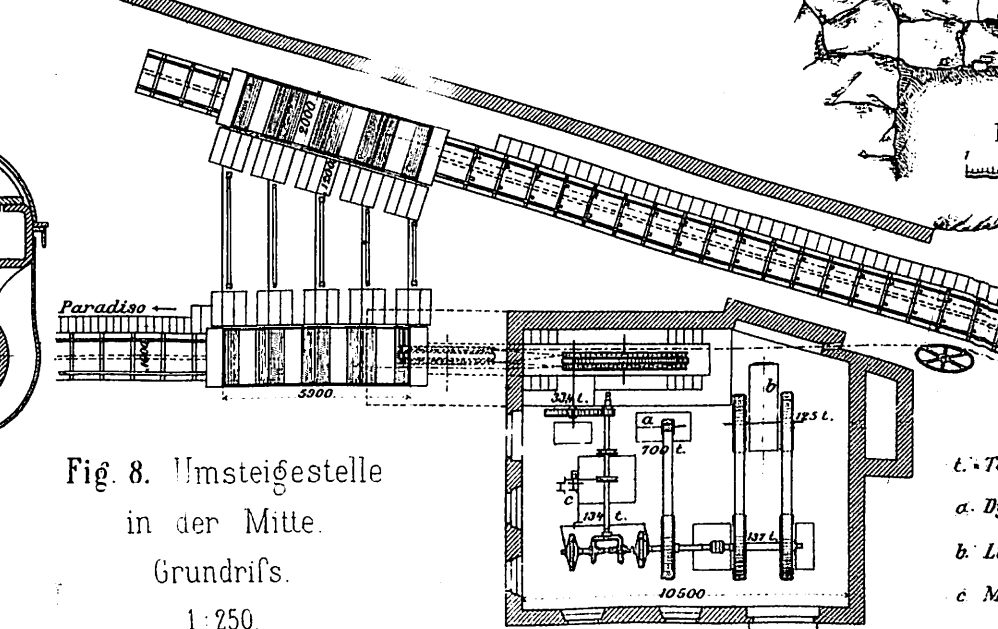
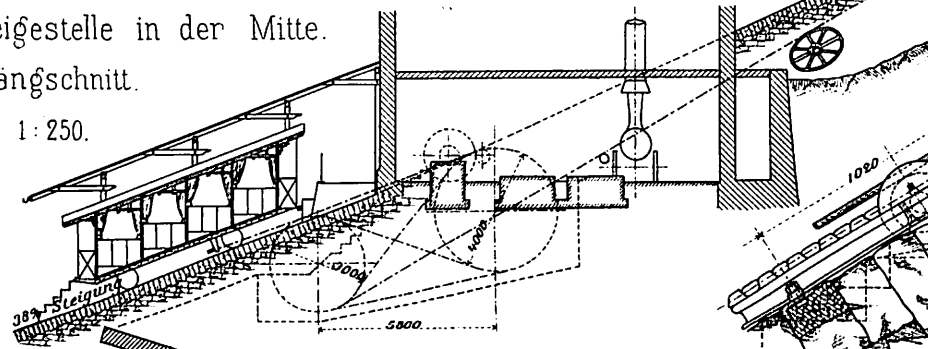


Fig. 8. Umsteigestelle in der Mitte. Grundriss.

Fig. 4. Lokomotive mit dreifacher Dampfdehnung. Bauart J. Rickie.

Maßstab: 1:30.

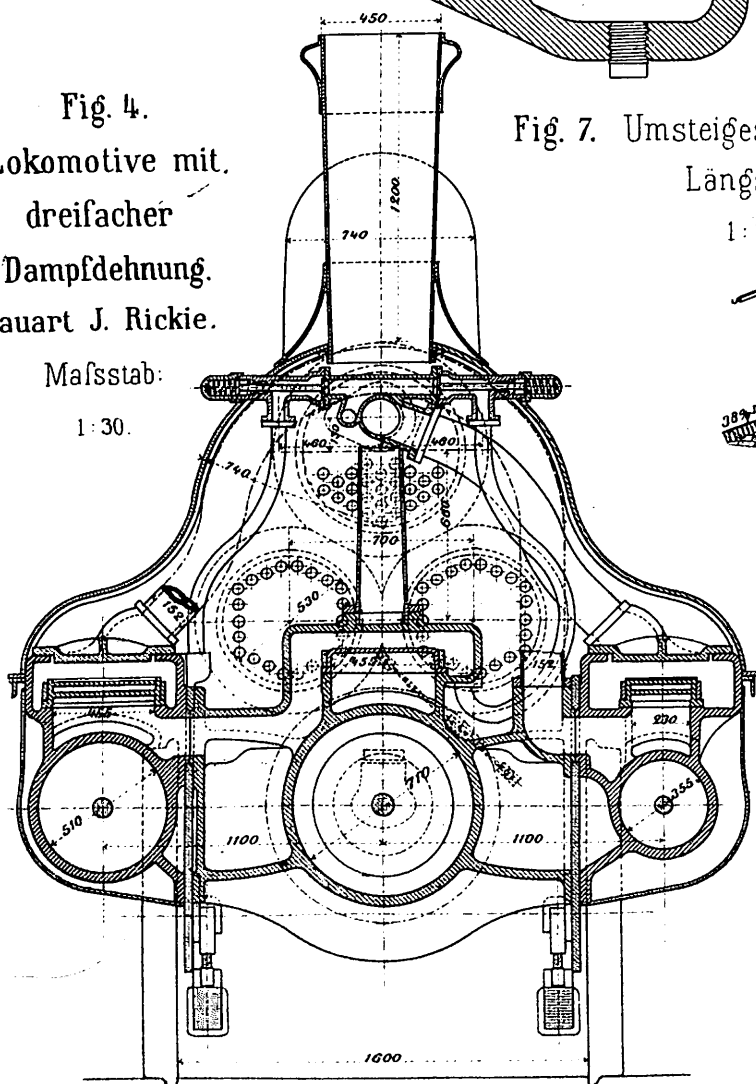


Fig. 6. Oberbau. Querschnitt.

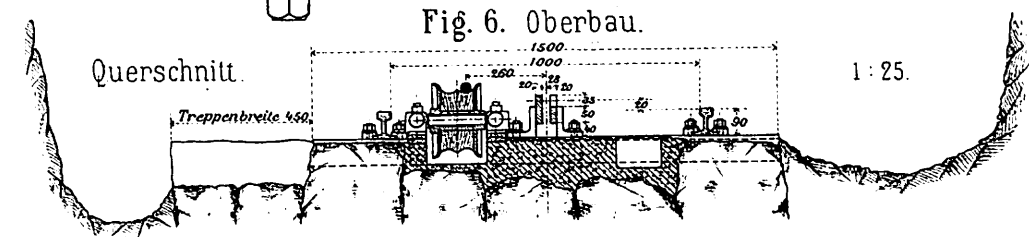


Fig. 9-12. Entwurf zu einem elektrischen Stadtbahnnetz für Berlin.

Fig. 9. Lageplan.

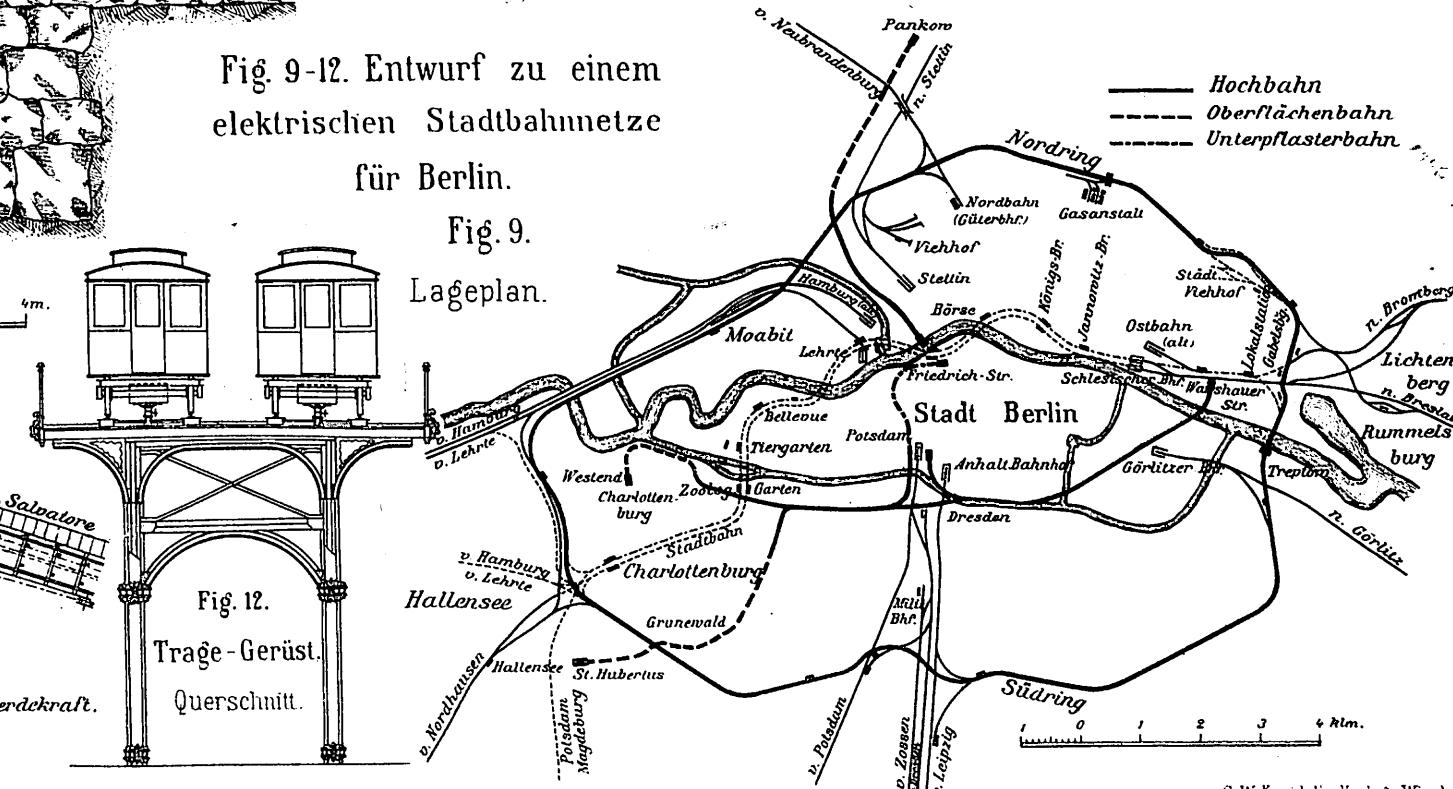


Fig. 12. Trage-Gerüst. Querschnitt.

a. Dynamo-Maschine.
b. Lokomobile von 50 Pferdekraft.
c. Maschinenwärter.

und Schnitt
durch die
Feuerkiste.

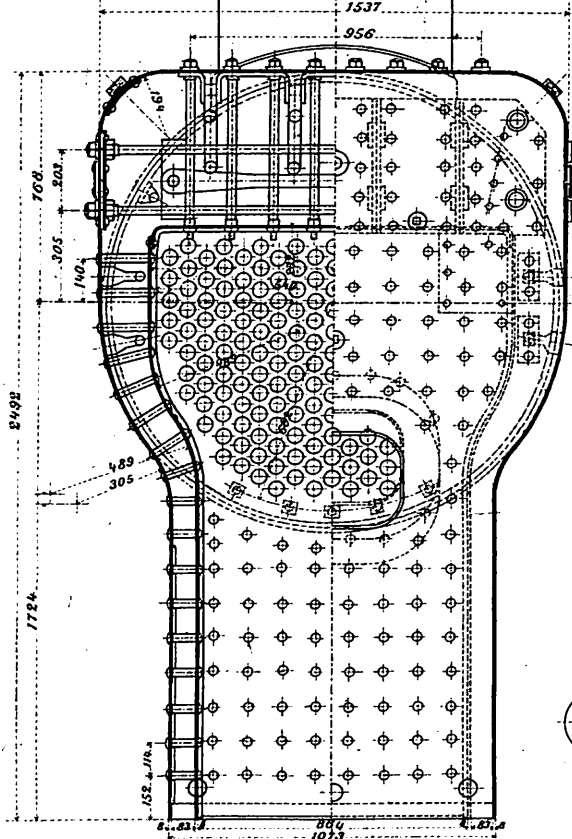


Fig. 4. Feuerkistenrahmen.

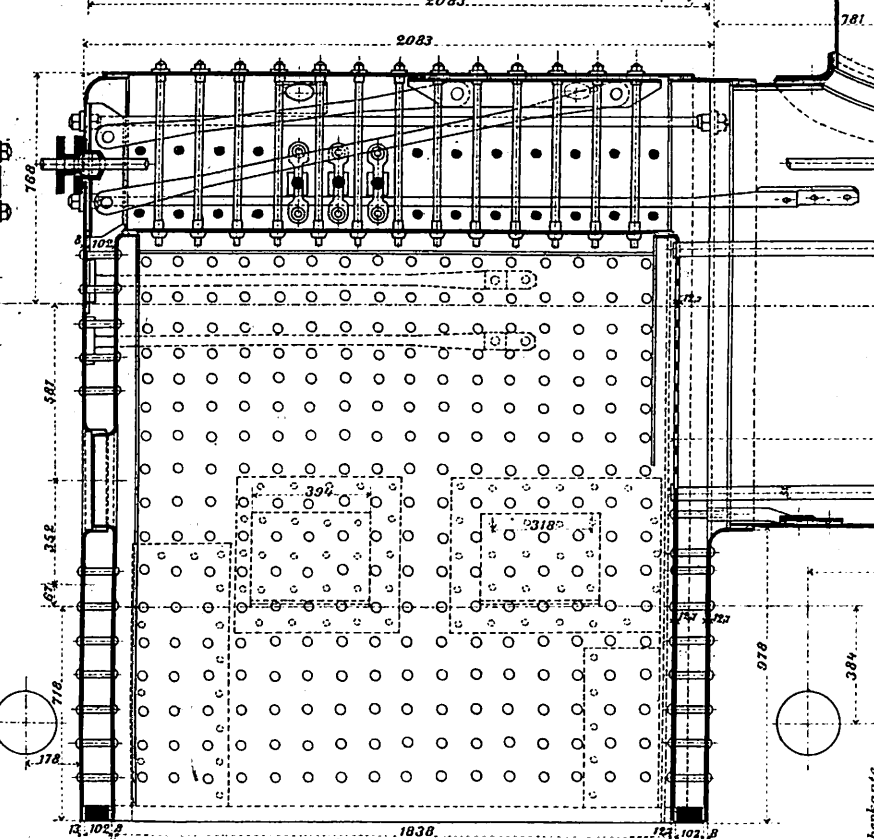


Fig. 1. Längsschnitt.

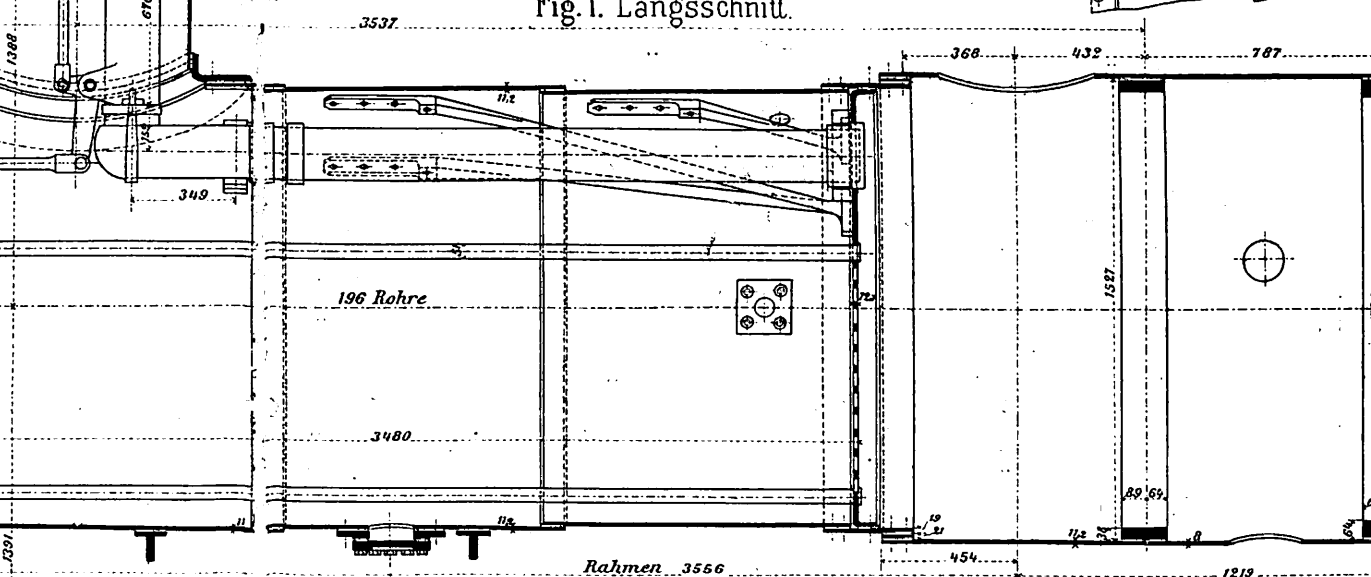


Fig. 3. Rauchkammerrohrwand.

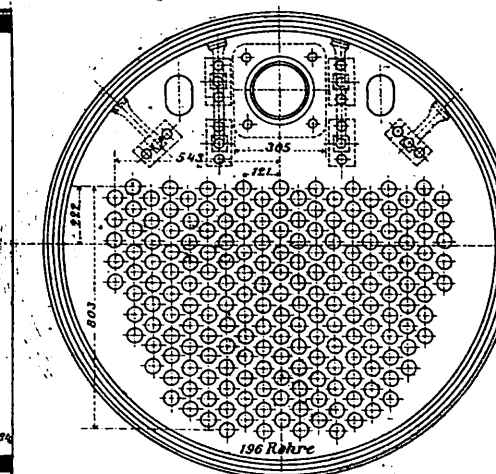
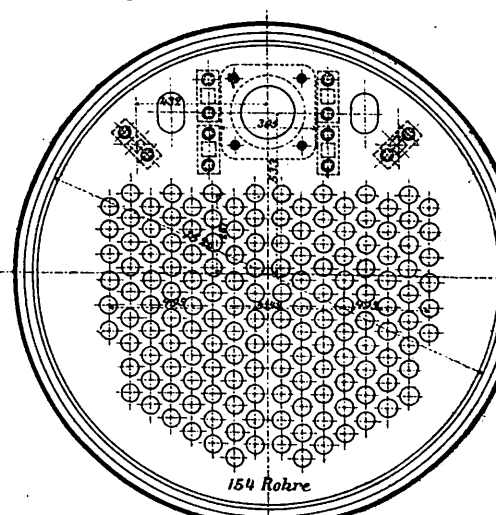


Fig. 11. Rauchkammerrohrwand.



1:25. d.n. Gr.

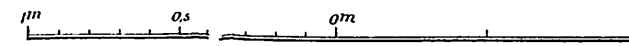


Fig. 7. Längsschnitt.

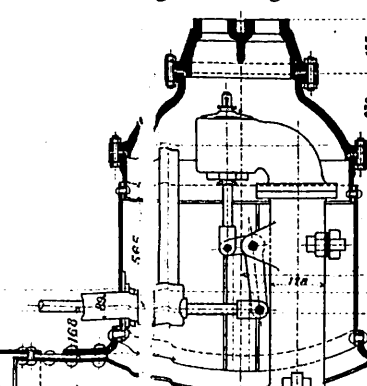


Fig.10.
Hinteransicht.

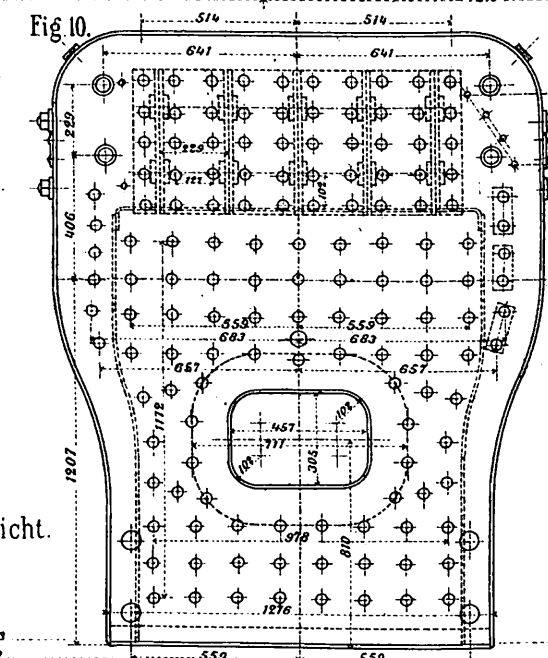


Fig. 8.

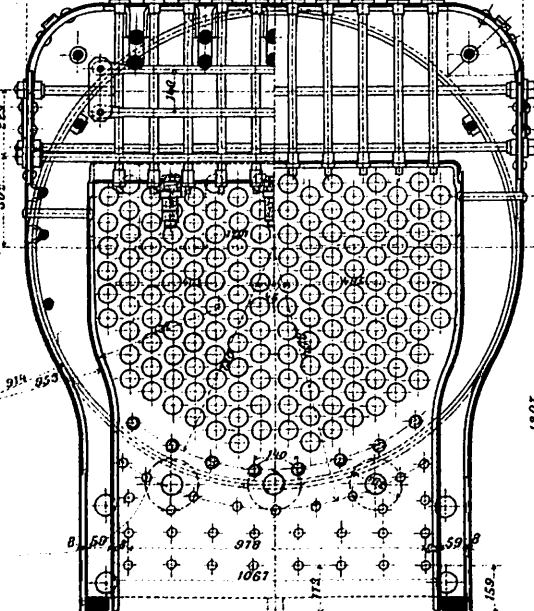


Fig. 8.
Schnitt
durch
die
Feuer-
kiste.

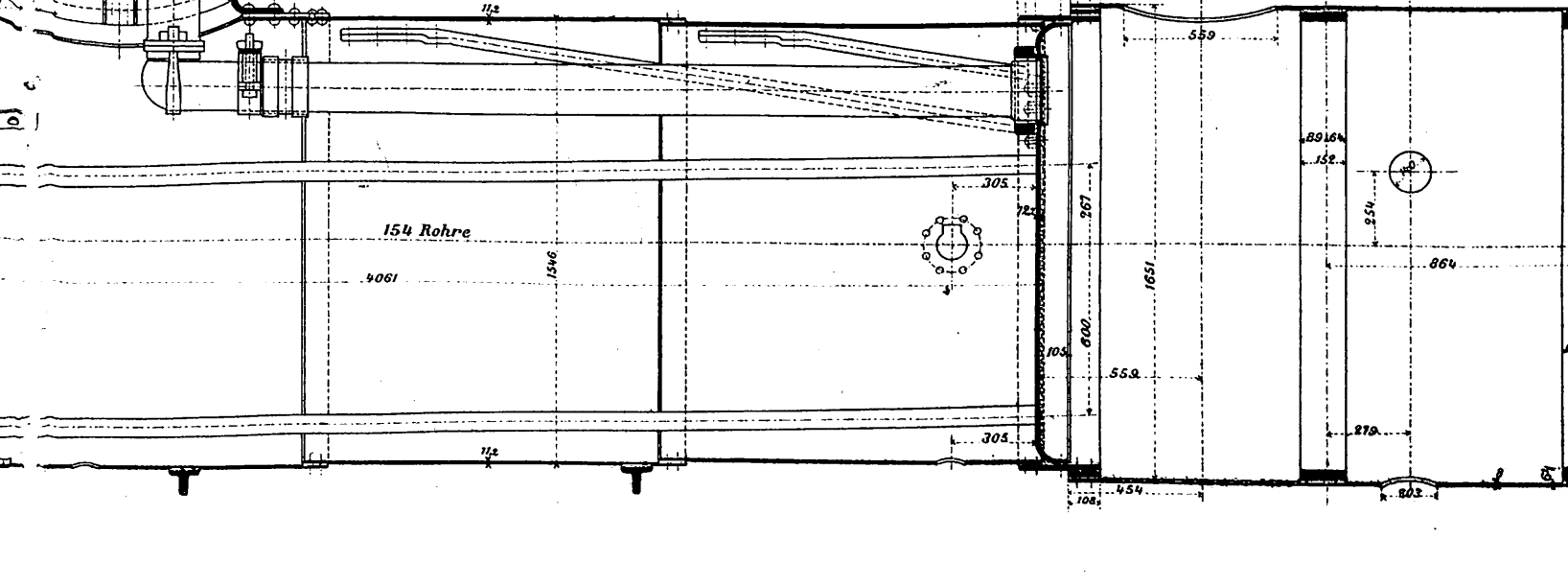
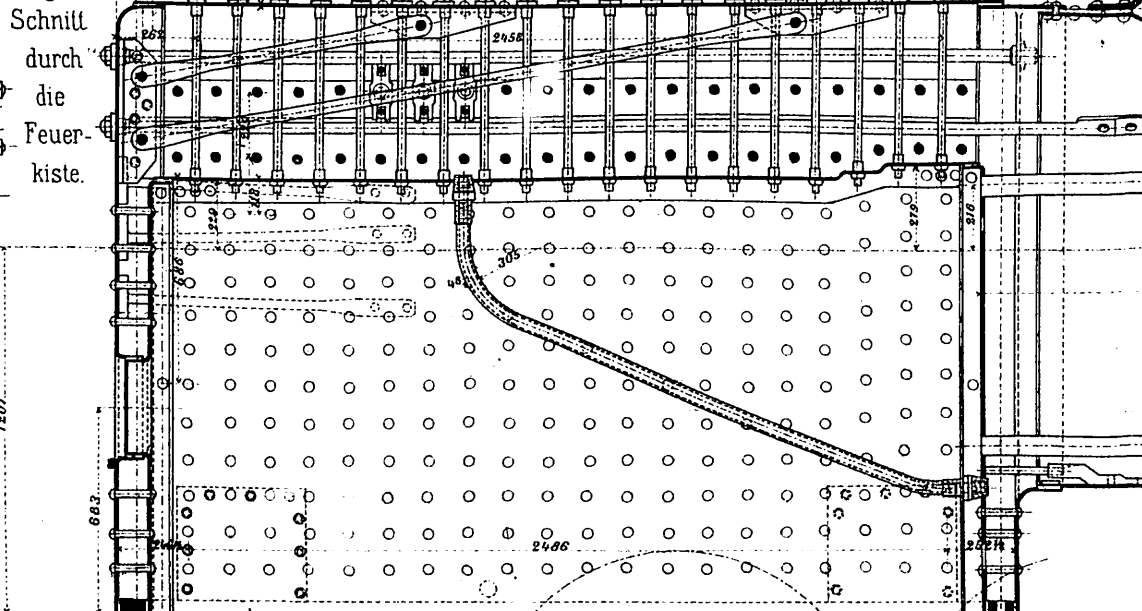


Fig. 1.

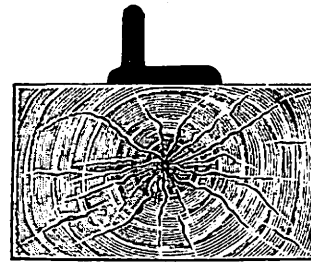


Fig. 2.

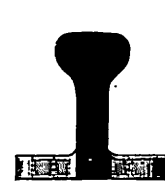


Fig. 3.

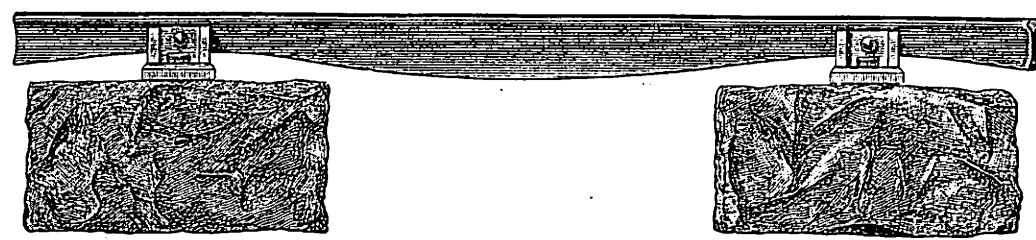


Fig. 4.



Fig. 5.



Fig. 6.



Fig. 7.



Fig. 8.



Fig. 9.



Fig. 10.



Fig. 11.

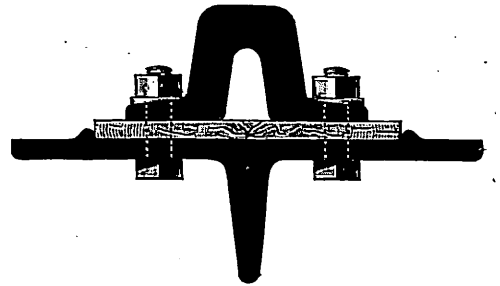


Fig. 12.

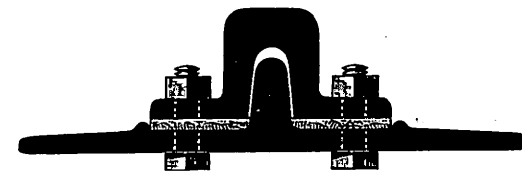


Fig. 13.

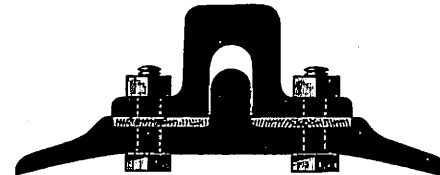


Fig. 14.

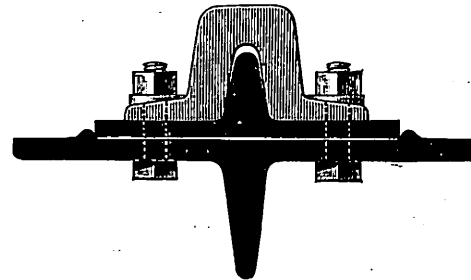


Fig. 15.

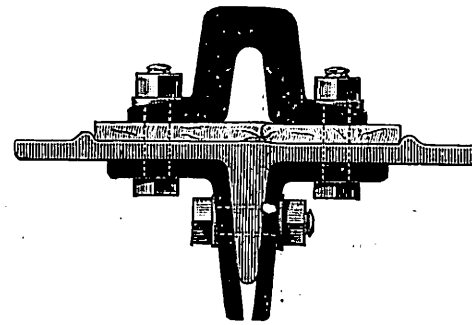


Fig. 16.

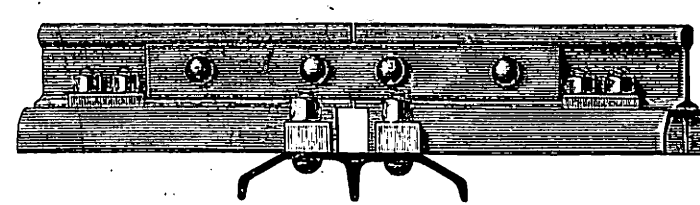


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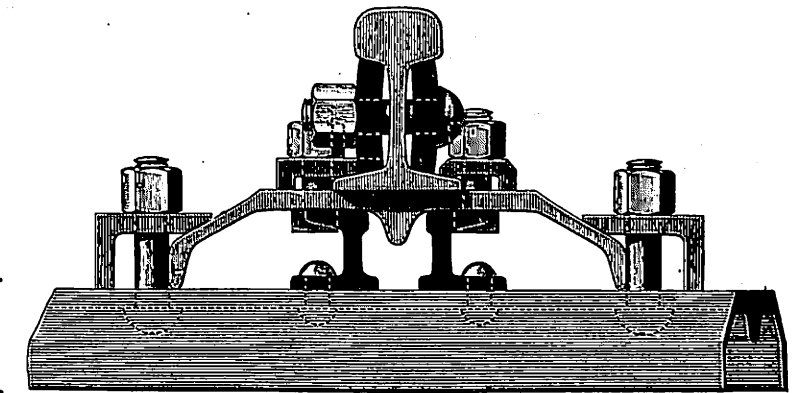


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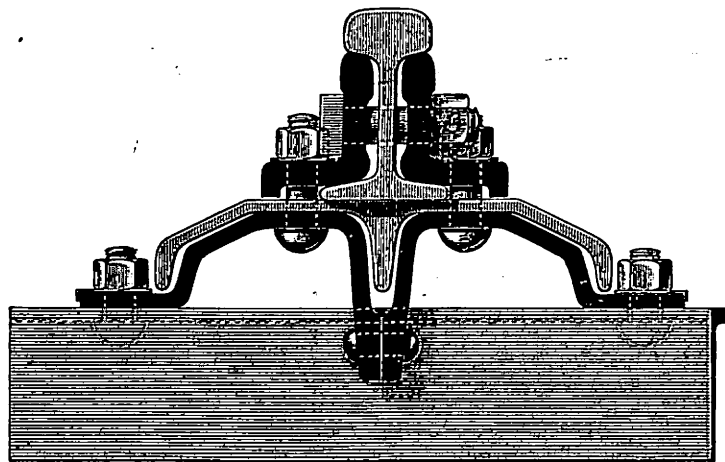


Fig. 19.

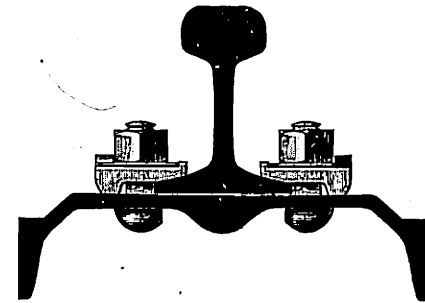


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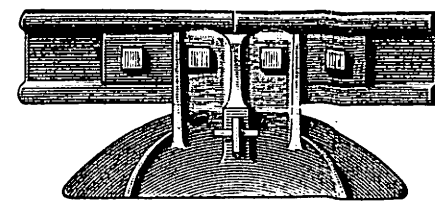


Fig. 20.

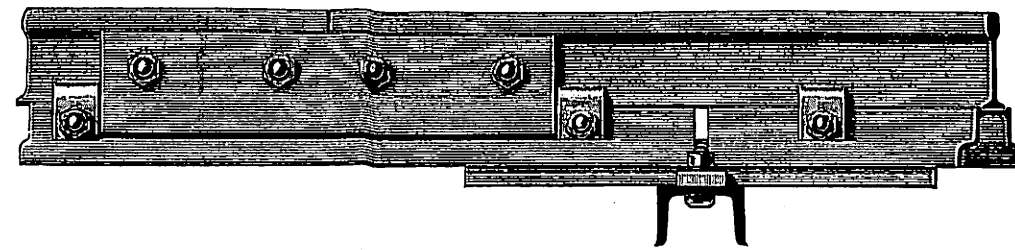


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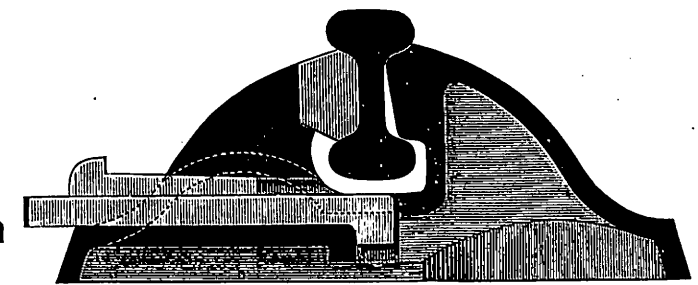


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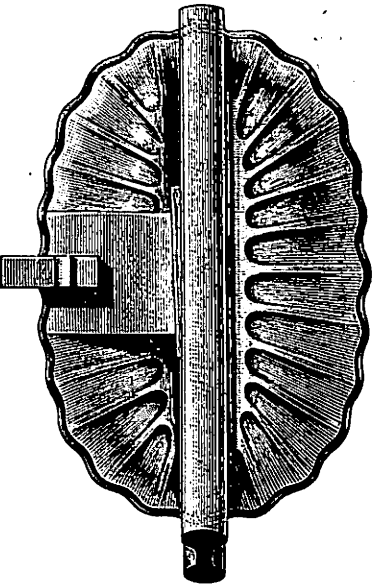


Fig. 24.

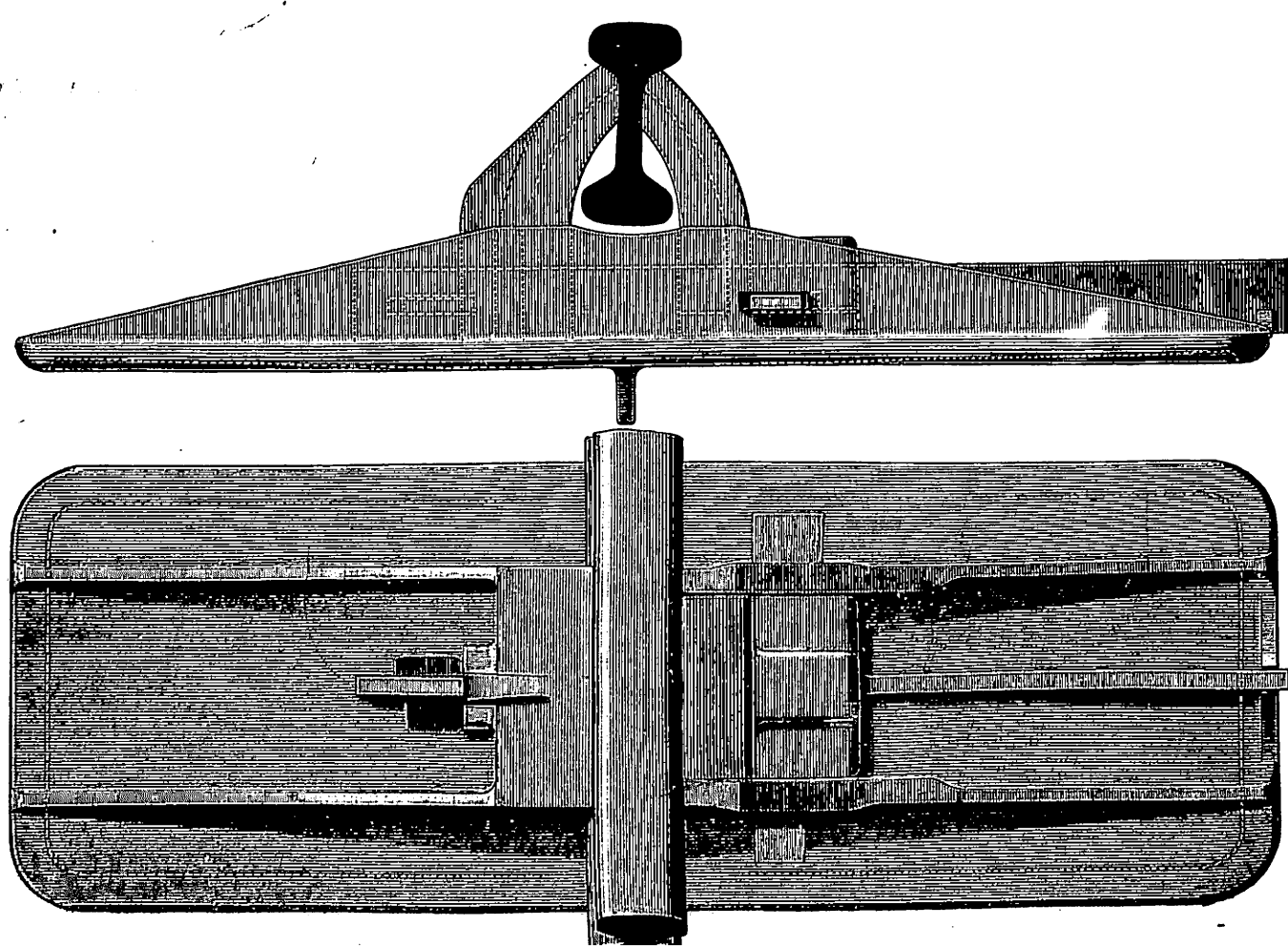


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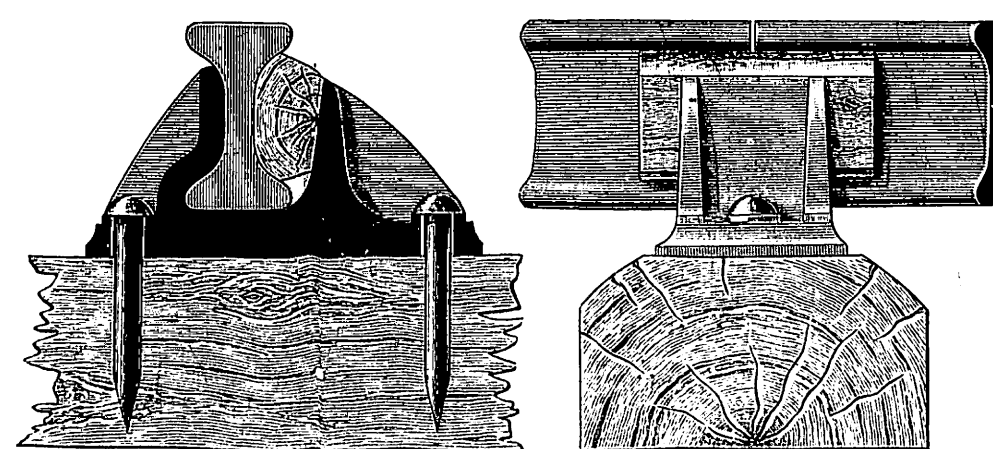


Fig. 25.

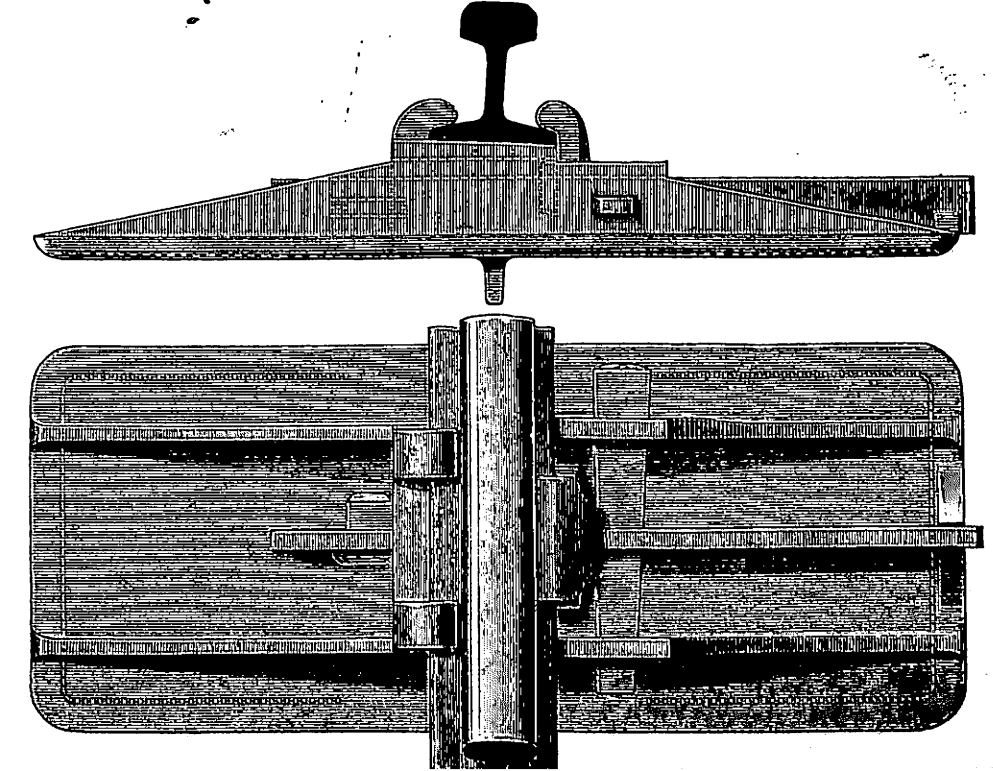


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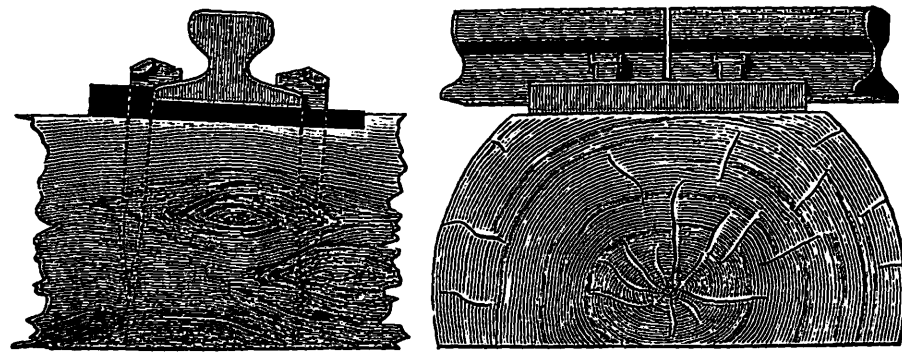


Fig. 28.

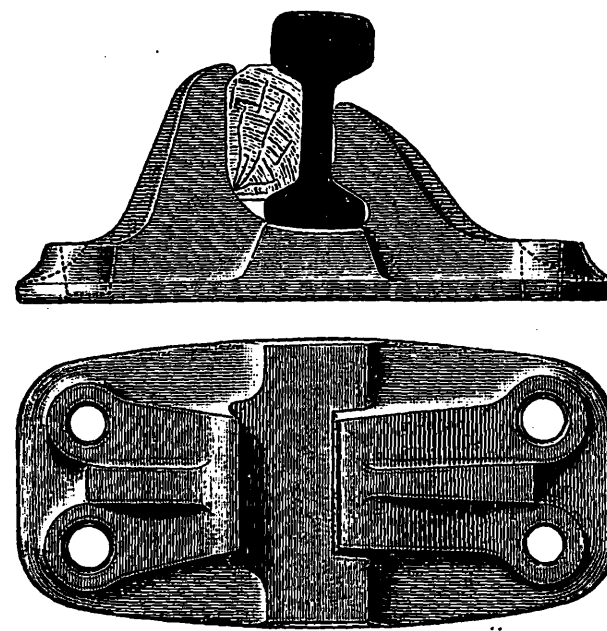


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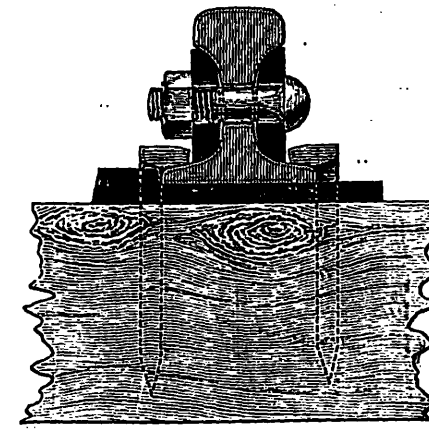


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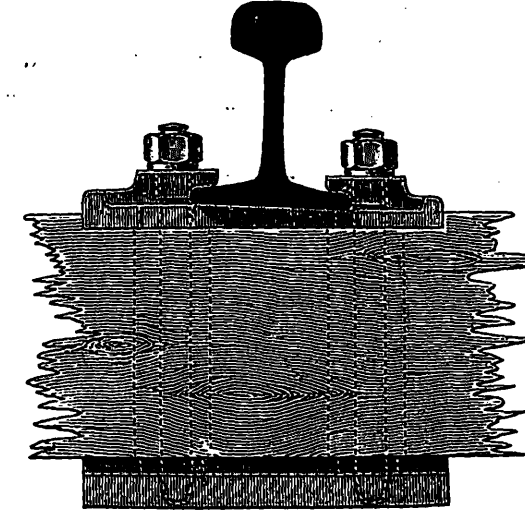


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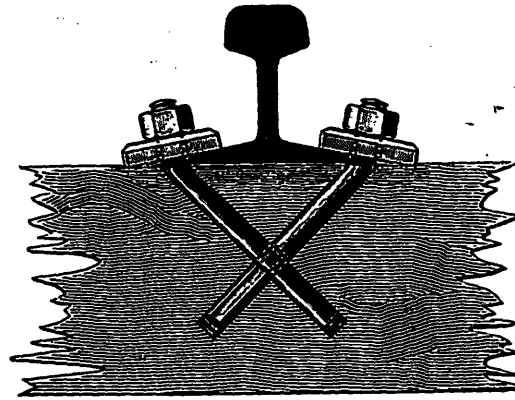


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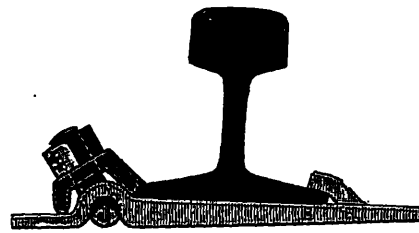


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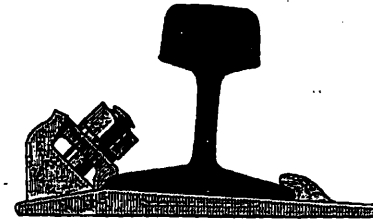


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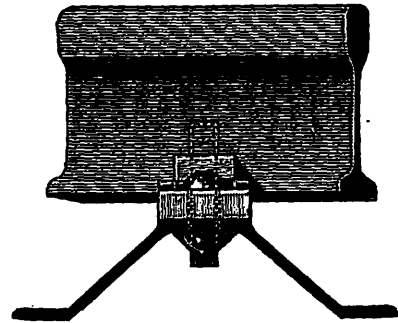


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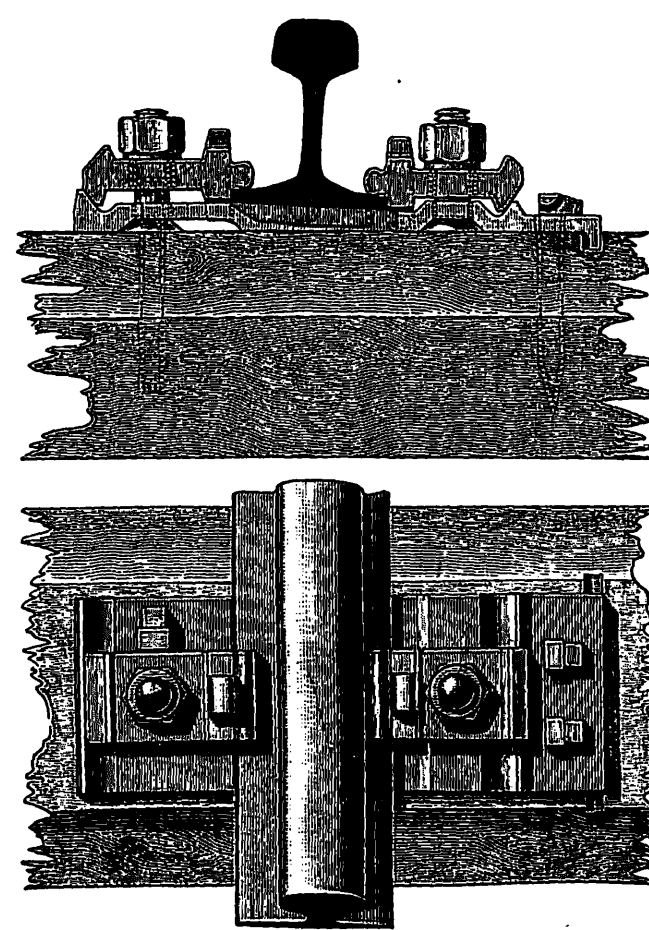


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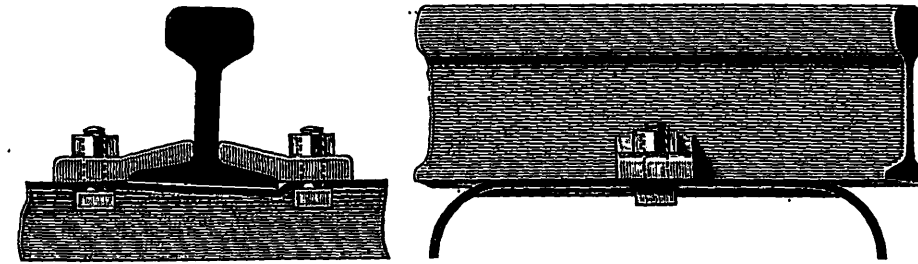


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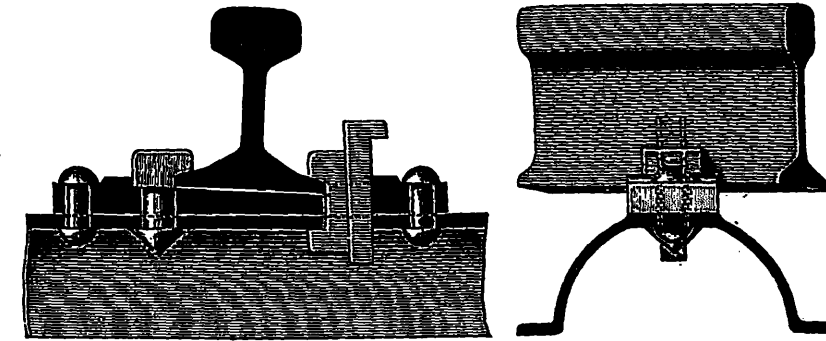


Fig. 44.



Fig. 45.



Fig. 38.



Fig. 39.

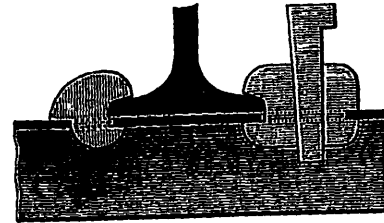


Fig. 40.



Fig. 46.

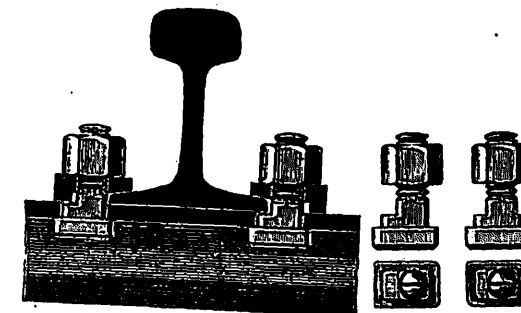


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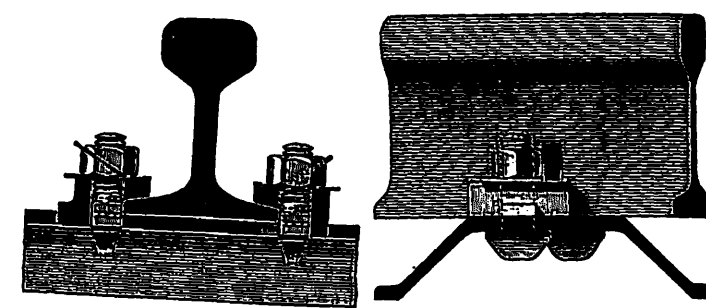


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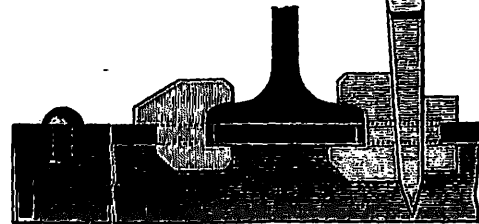


Fig. 42.



Fig. 43.



Fig. 47.

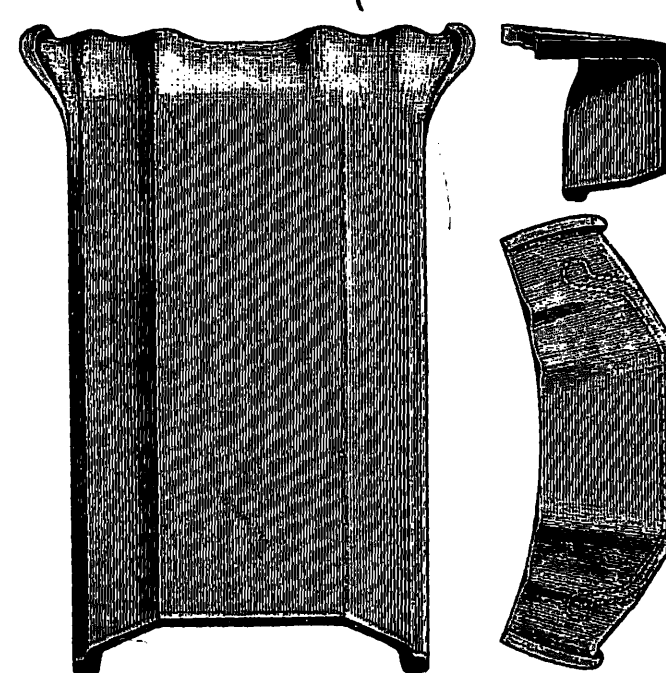


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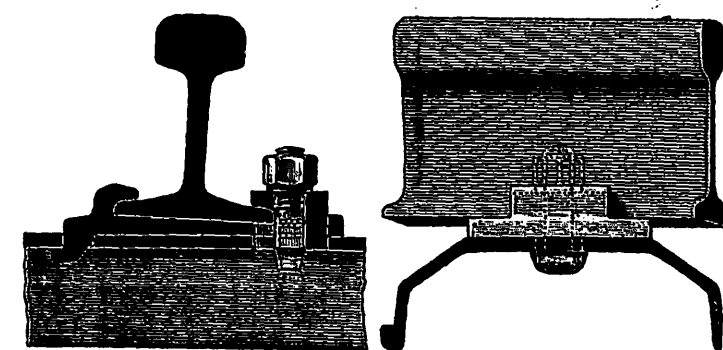


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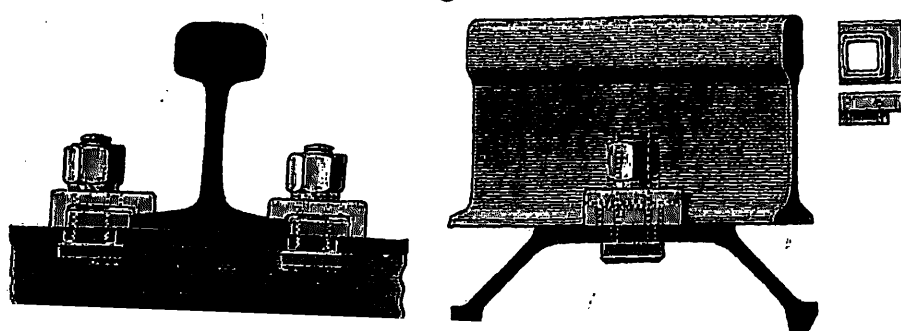


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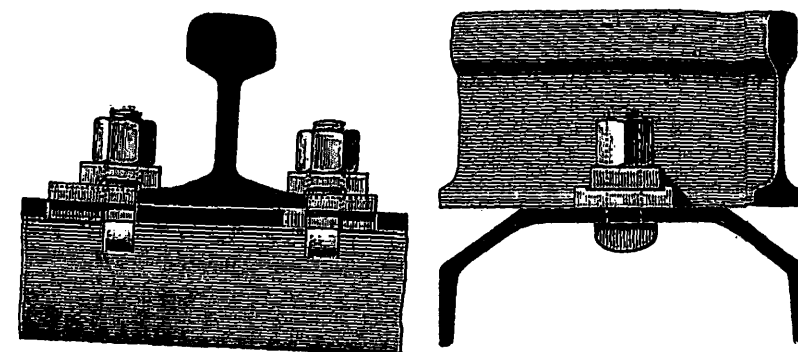


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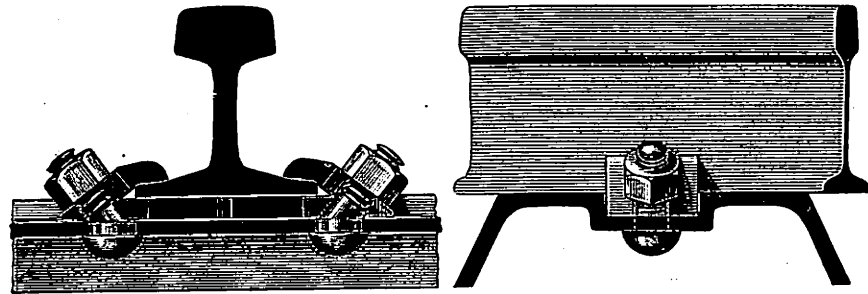


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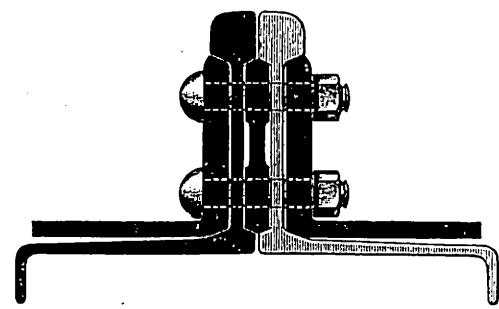


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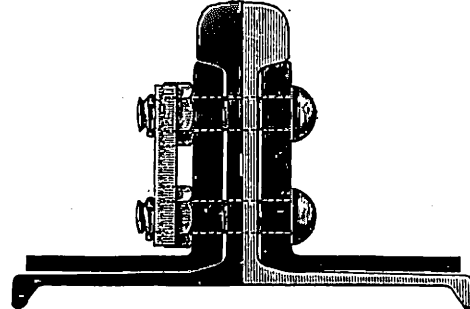


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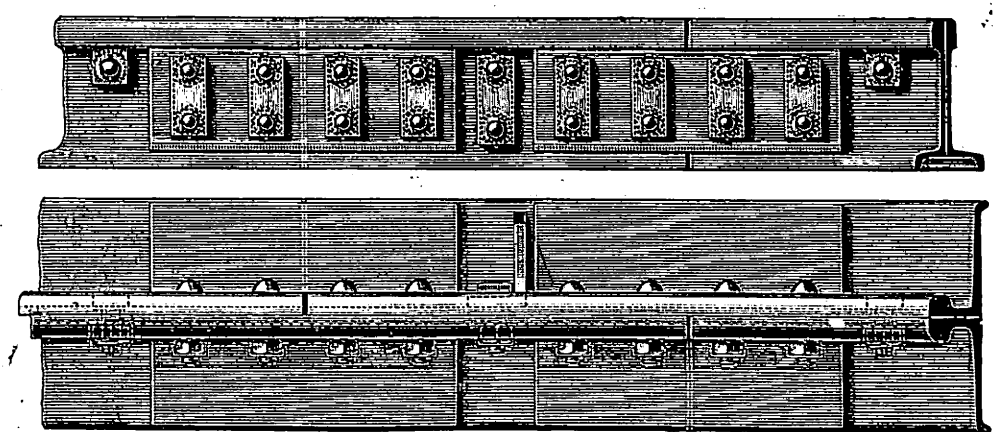


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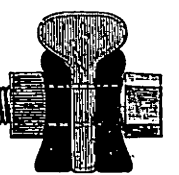


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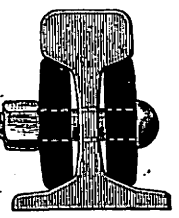


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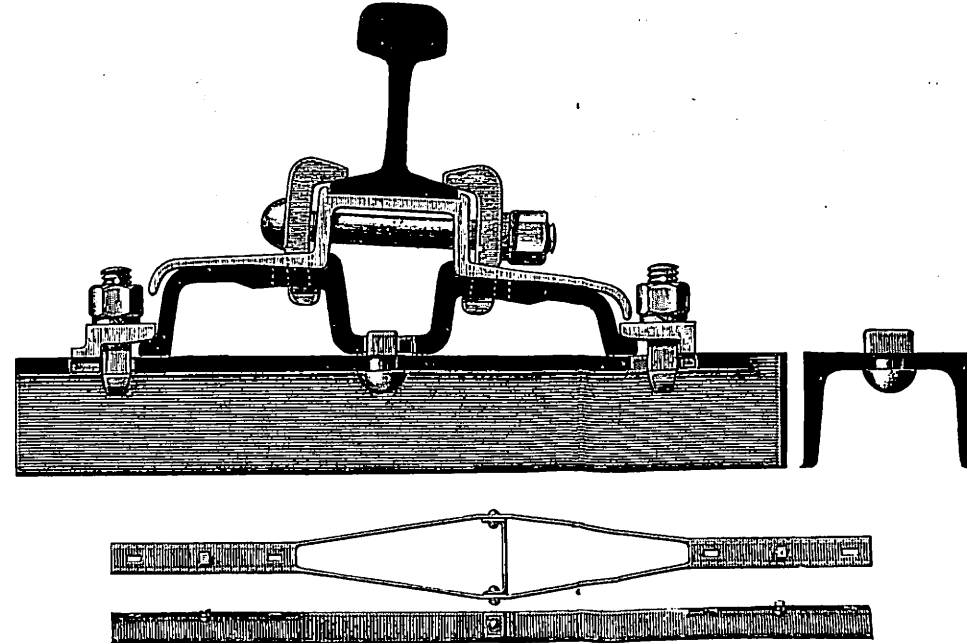


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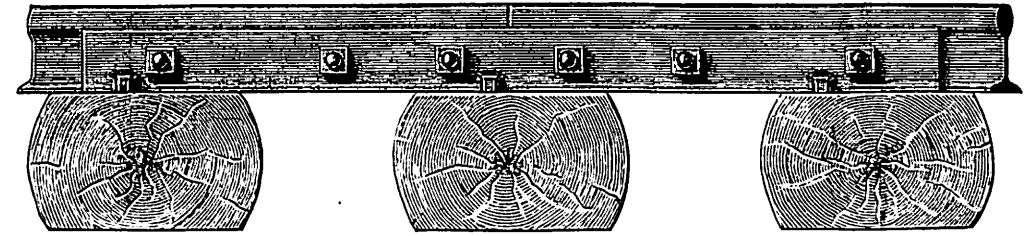


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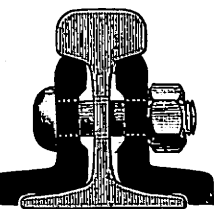


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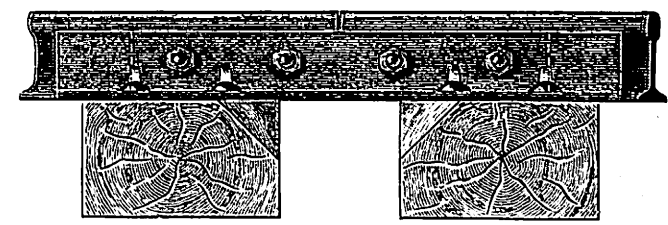


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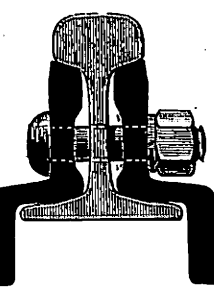


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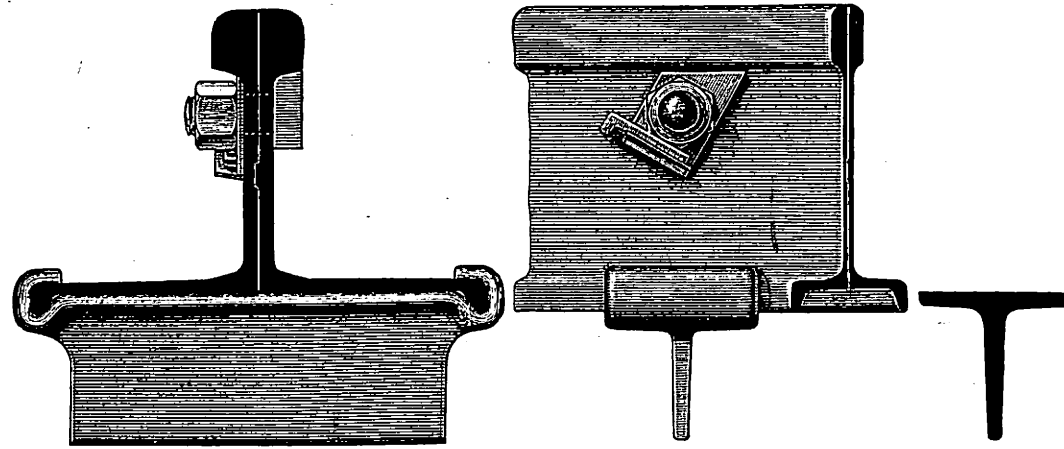


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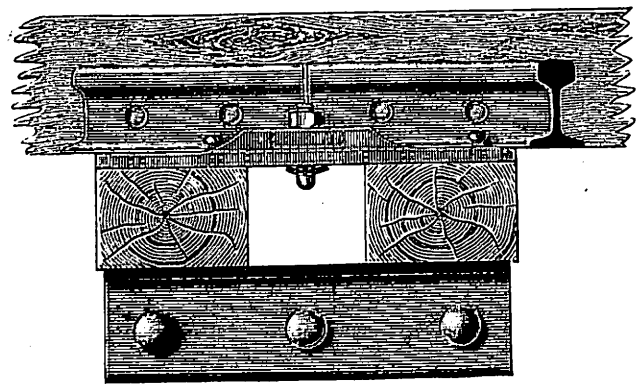


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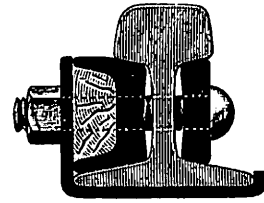


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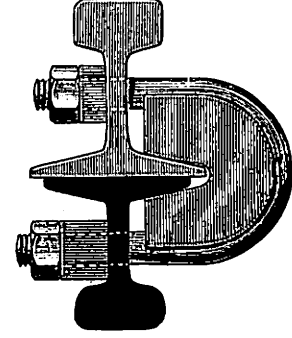


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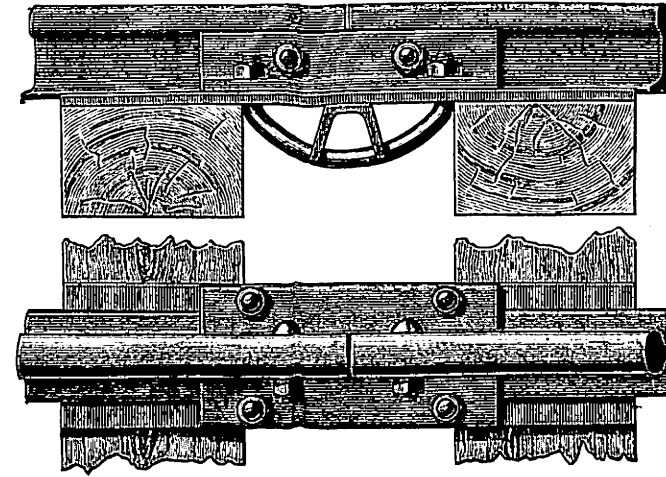


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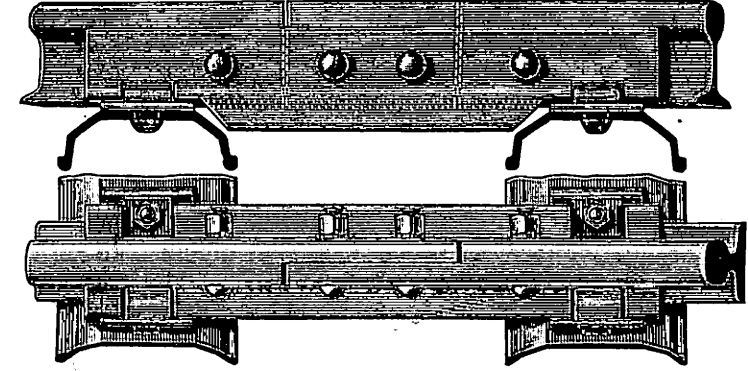


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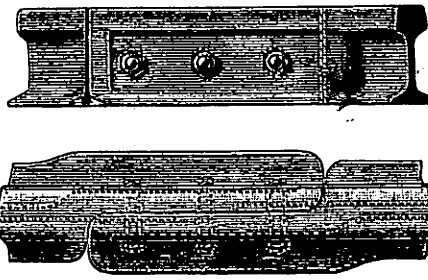


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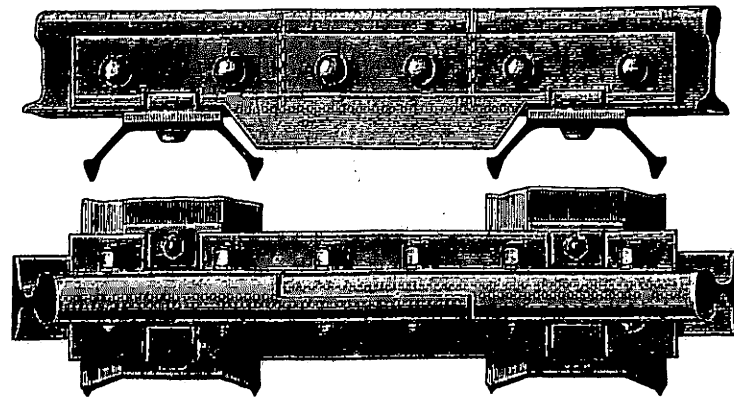


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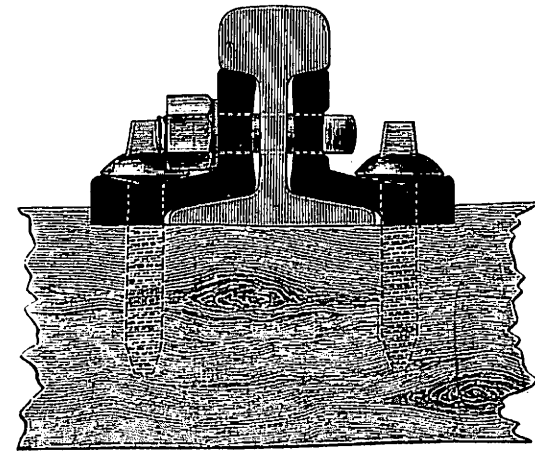


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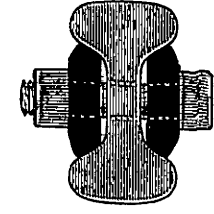


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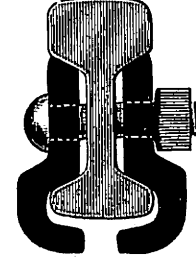


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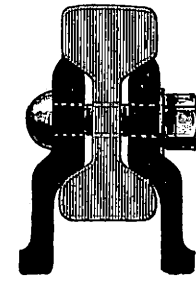


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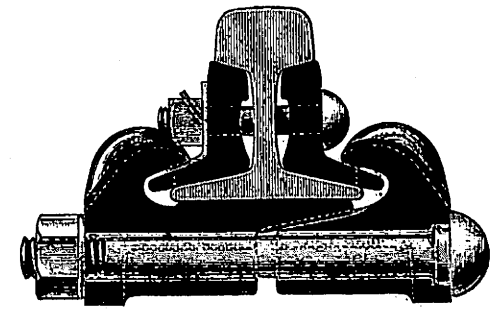


Fig. 76.

