Fig. 3.
Querschnitt.

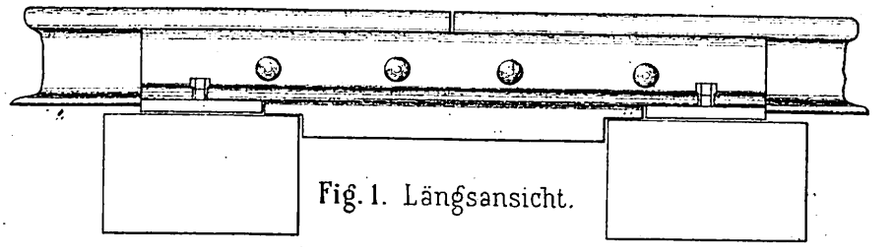


Fig. 1. Längsansicht.

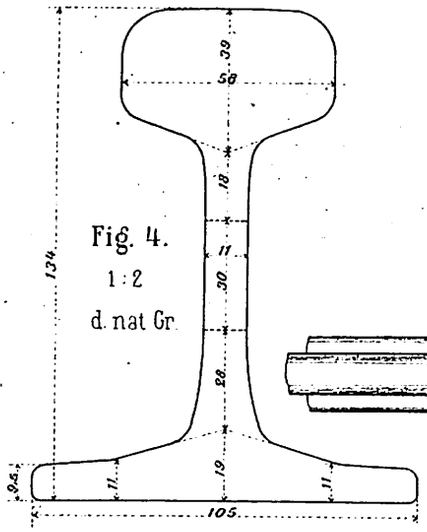


Fig. 4.
1:2
d. nat. Gr.

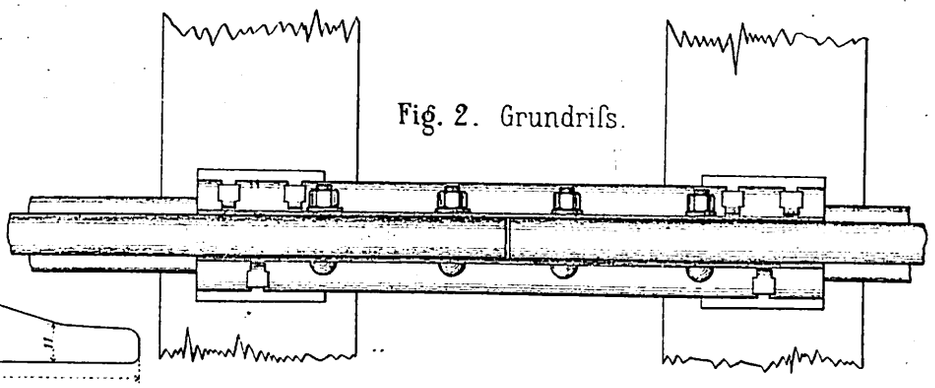


Fig. 2. Grundriss.

Fig. 1-4.
Zur Verbesserung der Schienen-Stofsverbindung.
Mafsstab zu Fig. 1-3
1:10 d. nat. Gr.

Fig. 5.
Führungskasten mit Hebel für einfache Normalweichen.
1:9
Grundriss.

Fig. 5. Grundriss.

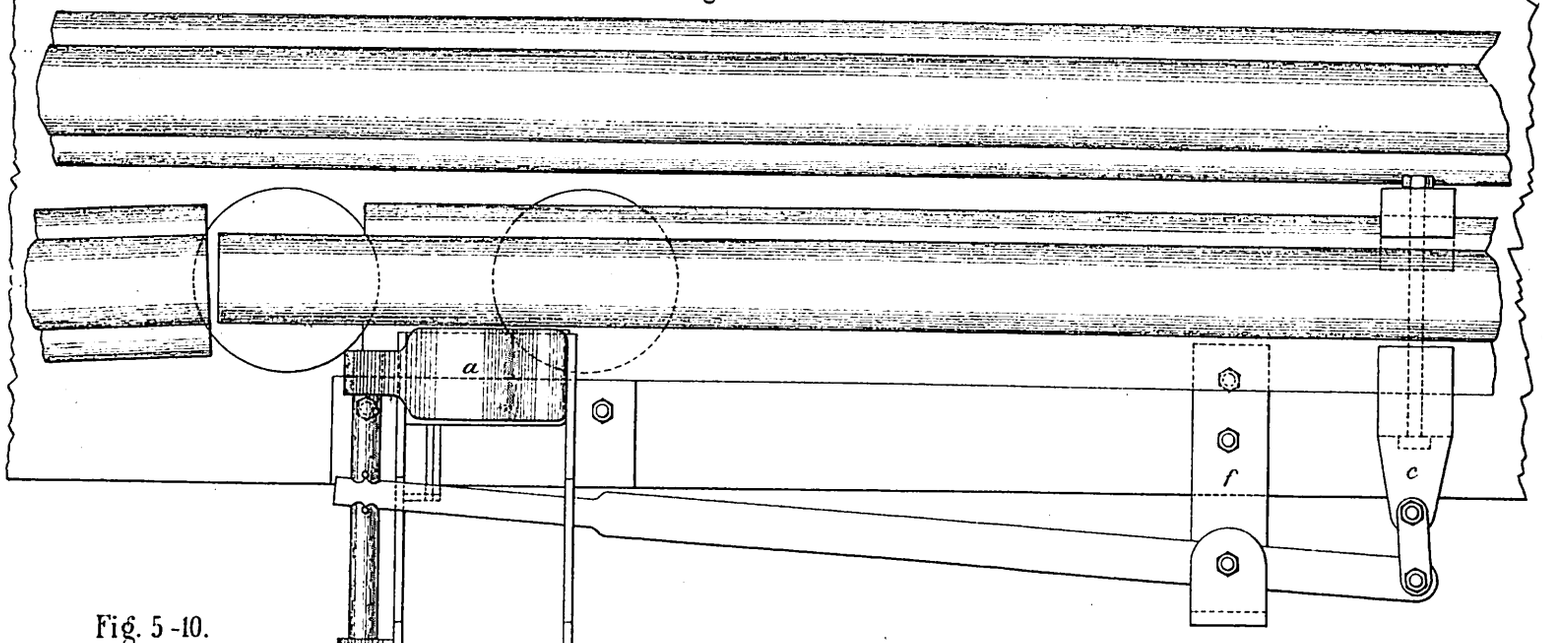


Fig. 5-10.
Knallsignalwerk für aufgeschnittene Weichen.
D.R.P. № 62691.

Fig. 6. Längsschnitt durch die Führungskasten.

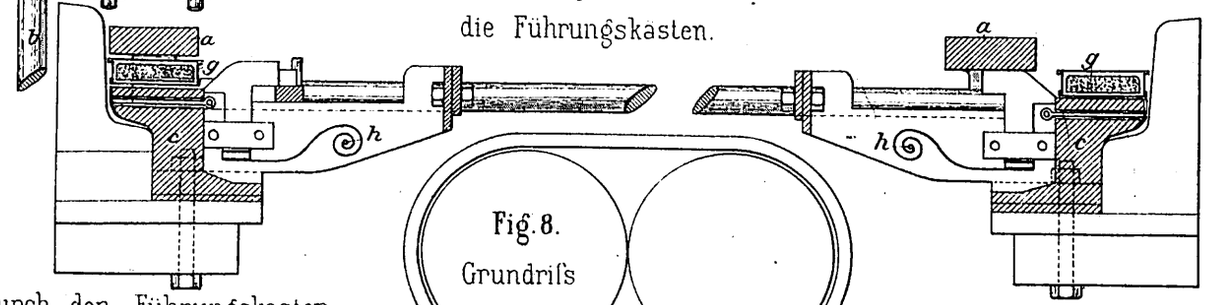


Fig. 7. Querschnitt durch den Führungskasten.

Fig. 8.
Grundriss

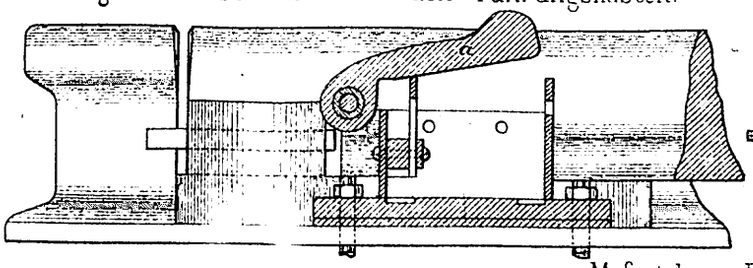


Fig. 8-10.
Patronenkasten 1:2 d. nat. Gr.

Fig. 9. Längsschnitt.

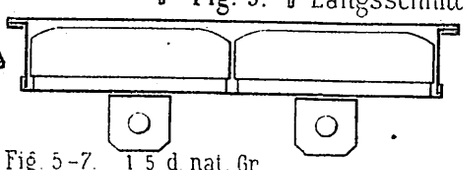
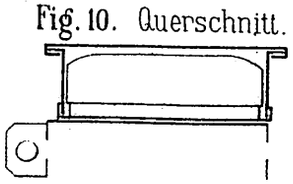
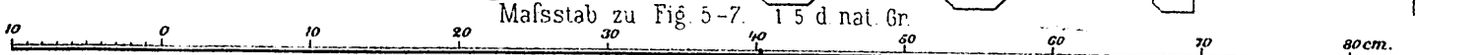


Fig. 10. Querschnitt.



Mafsstab zu Fig. 5-7. 1:5 d. nat. Gr.



Lith. Anst. v. F. Wirtz, Darmstadt
C. W. Kreidel's Verlag, Wiesbaden.

Weichen- und Signal-Stellwerk mit Sicherungsanlage
auf Bahnhof Zütfen (Ostseite) der Niederländischen Staats-Eisenbahnen.

Fig. 1. Hebelwerk.

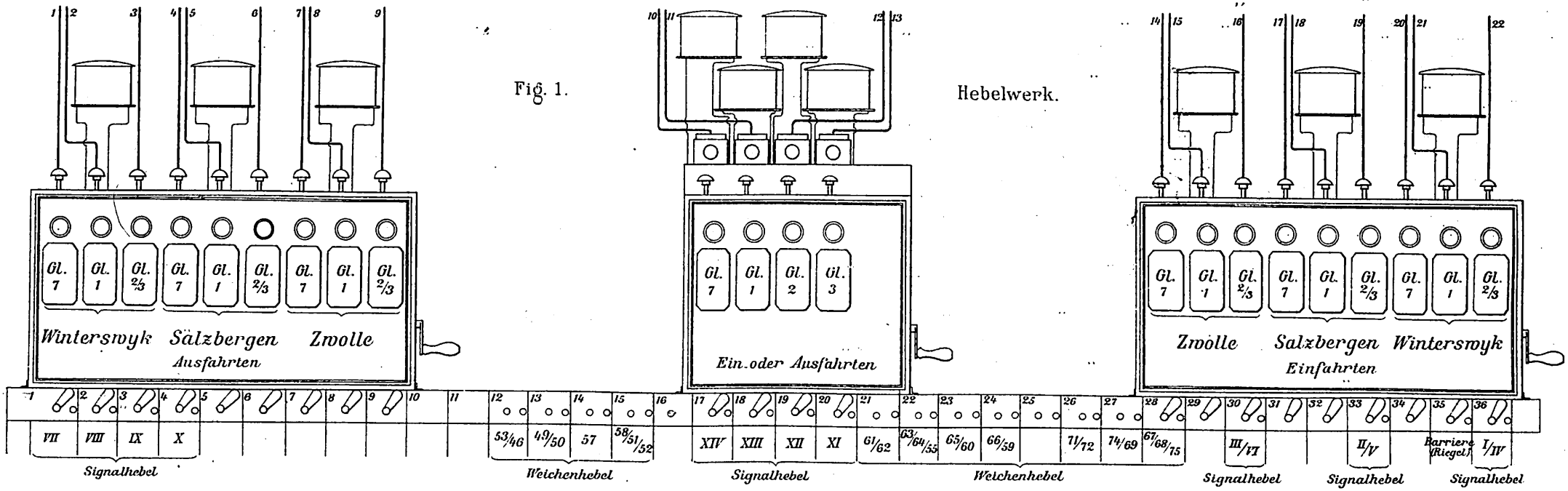
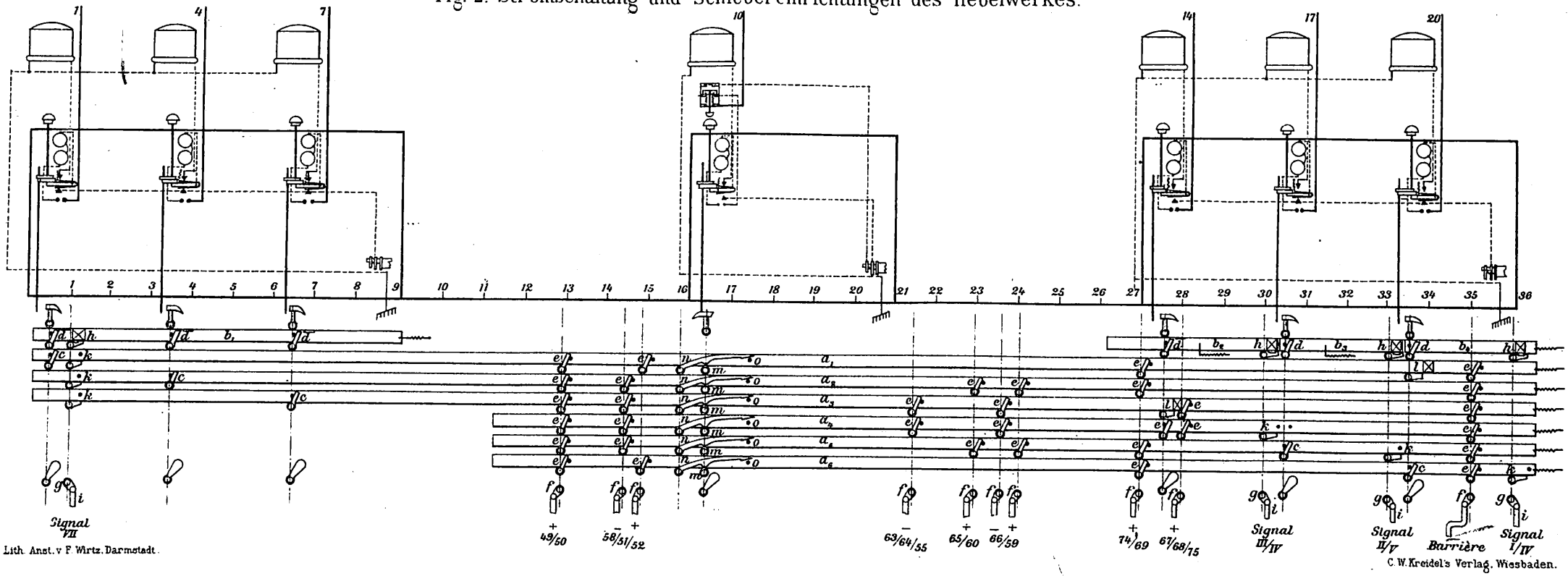


Fig. 2. Stromschaltung und Schiebereinrichtungen des Hebelwerkes.



Lith. Anst. v F. Wirtz, Darmstadt.
C. W. Kreidel's Verlag, Wiesbaden.

Die Lokomotiven auf der Pariser Weltausstellung. 1889.

Fig. 1–3. Mallet's Tender-Doppellokomotive.

Fig. 1. Längsansicht.

Mafsstab 1 : 30.

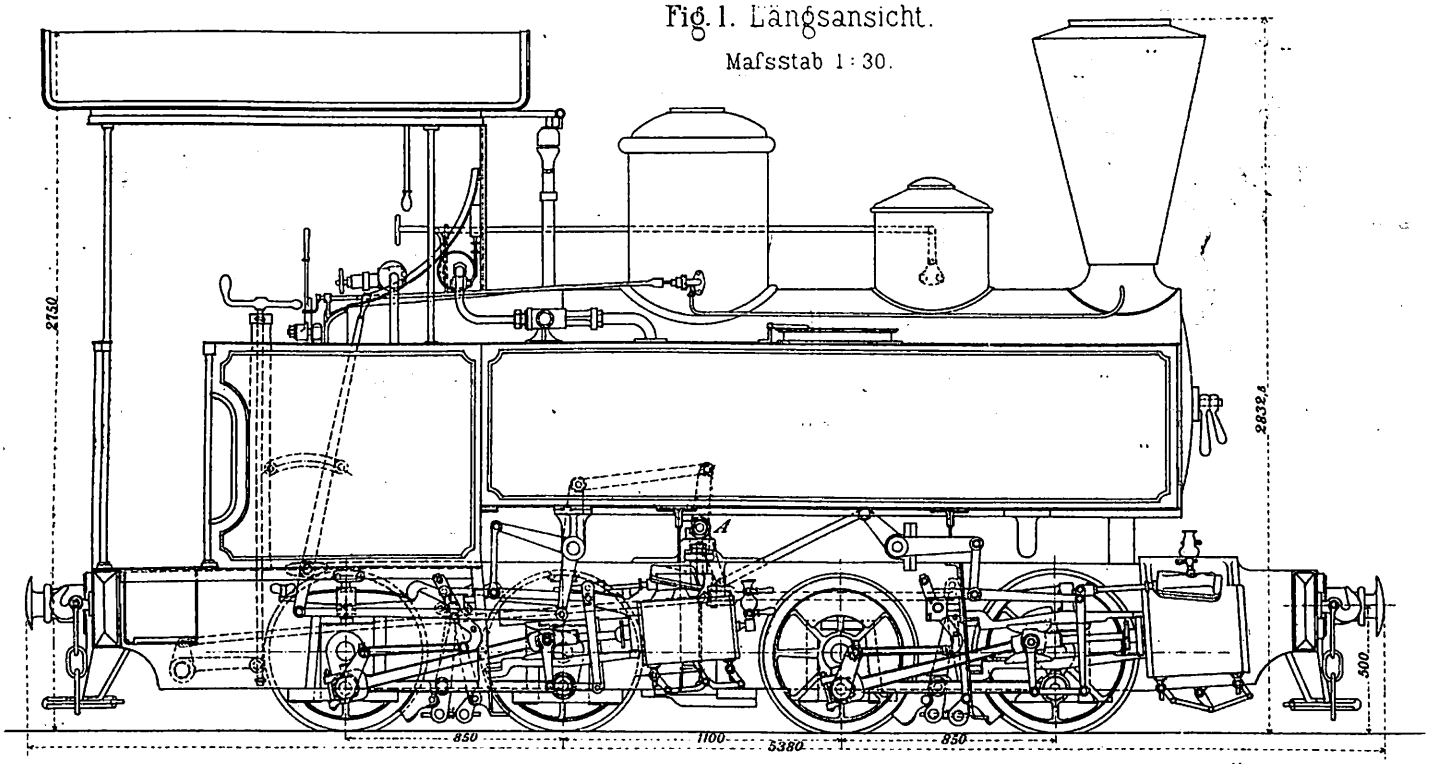


Fig. 2. Grundrifs. Mafsstab 1 : 30.

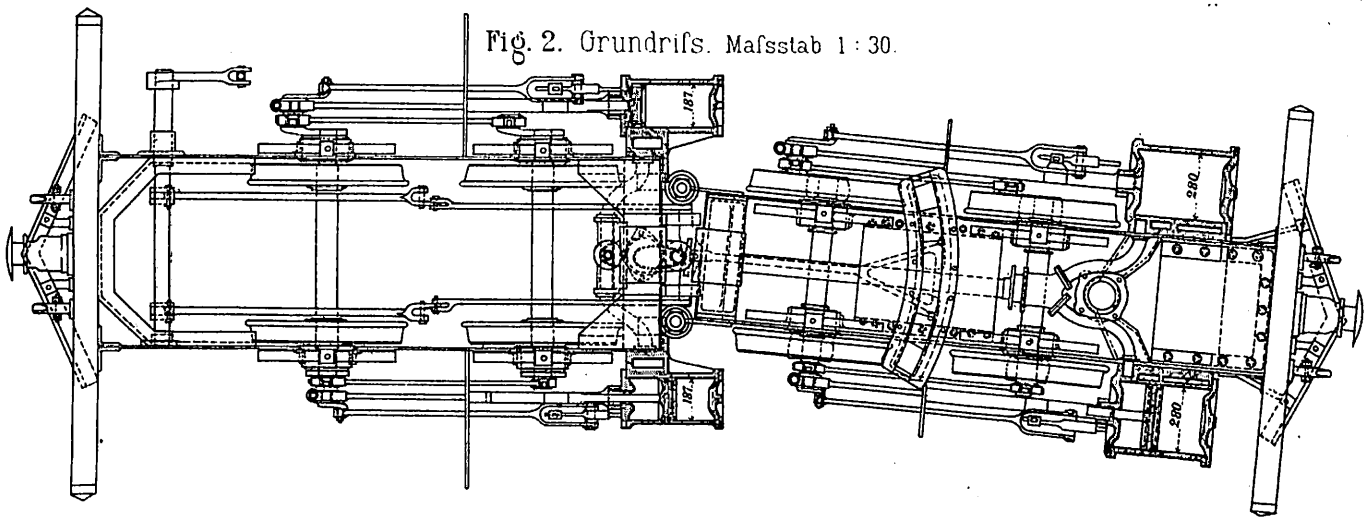
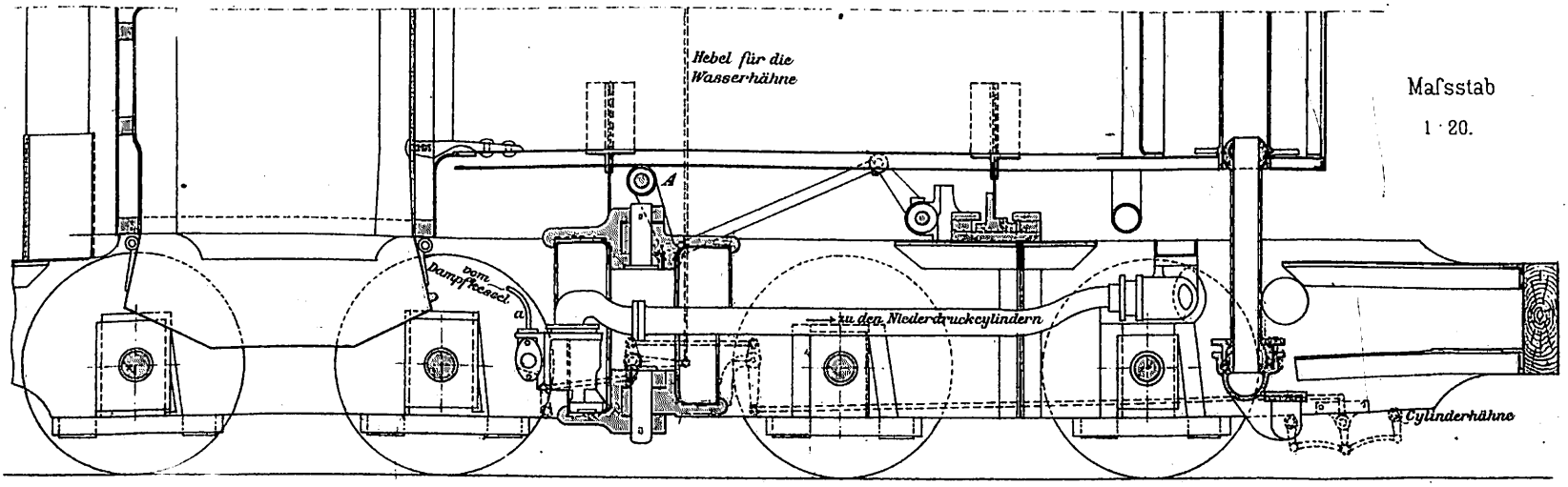


Fig. 3. Gestell.



Lith. Anst. v. F. Wirtz, Mainz.
C. W. Kreidel's Verlag, Wiesbaden.

Fig. 1. Längsansicht.

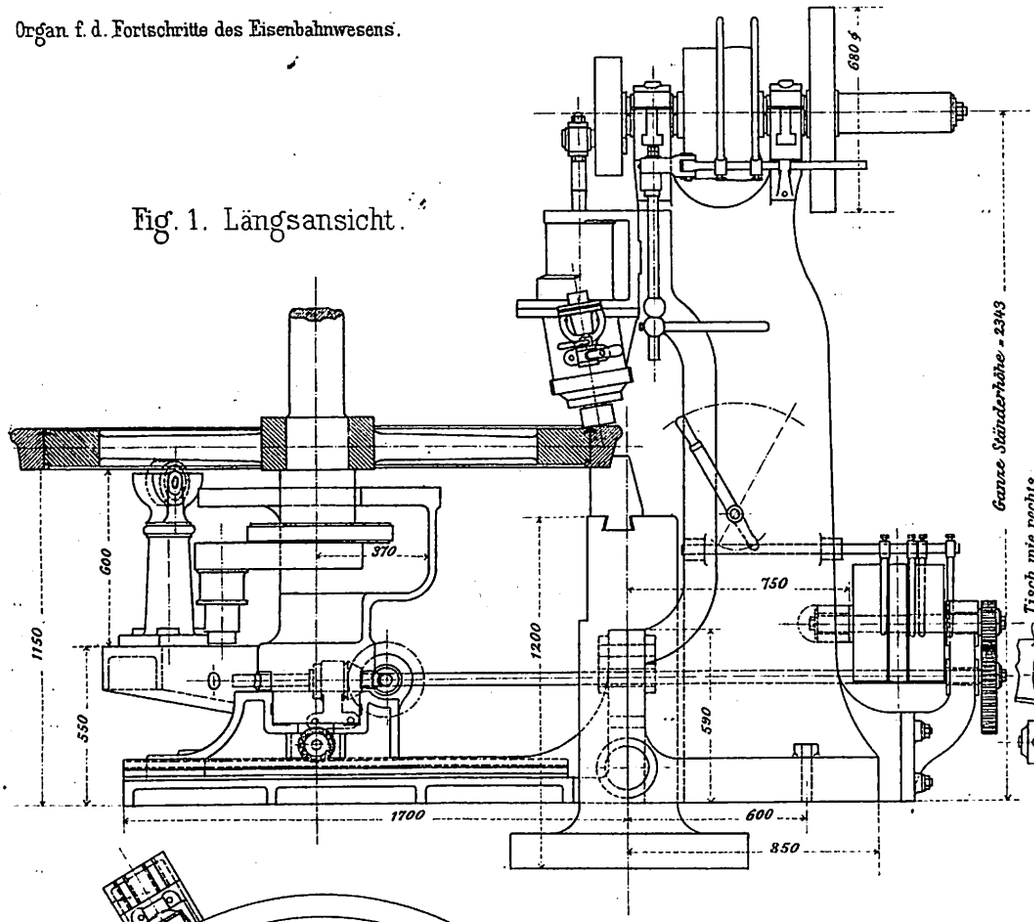


Fig. 3. Seitenansicht.

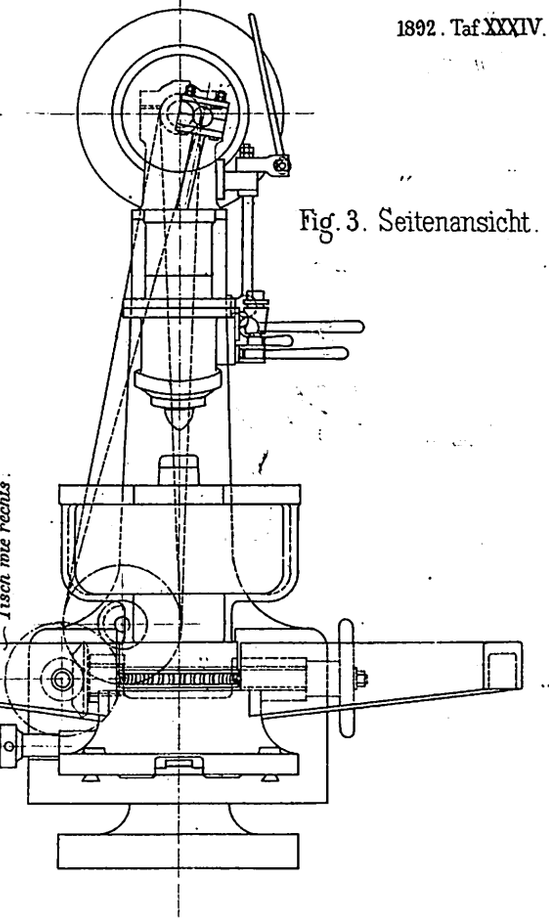


Fig. 2. Grundrifs.

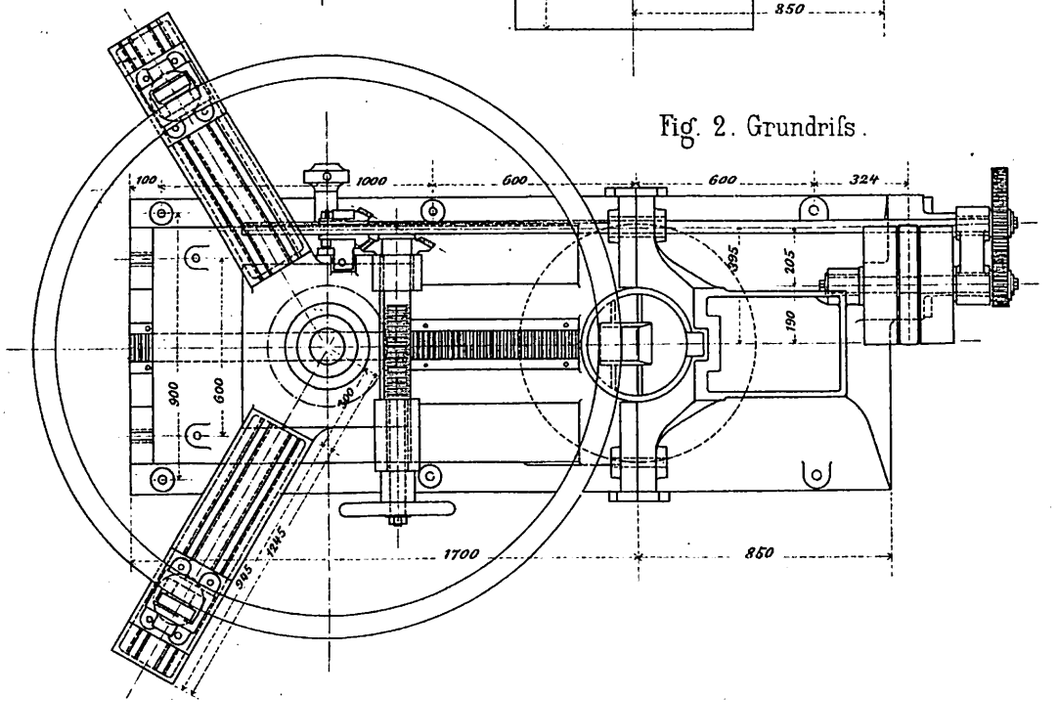


Fig. 1-3.

Luftdruckhammer

zum Beihämmern der Radreifen

nach dem Einsetzen

der Sprengringe.

1:25 d. n. Gr.

Fig. 4-12. Signal-Verschlufsrolle Zachariae-Jüdel zum Verriegeln beider Weichenzungen an aufschneidbaren Weichen.

Fig. 5.

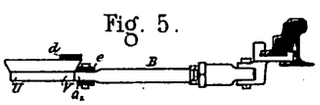


Fig. 6. Schnitt a-b

Fig. 12.

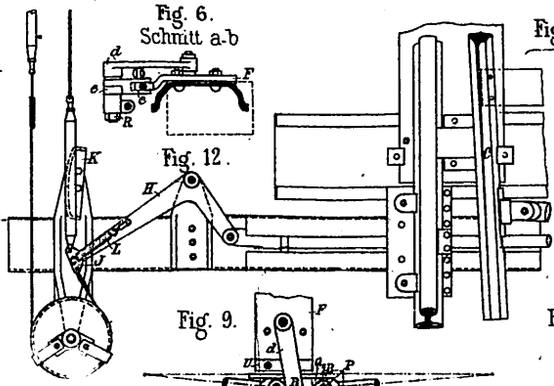


Fig. 4.

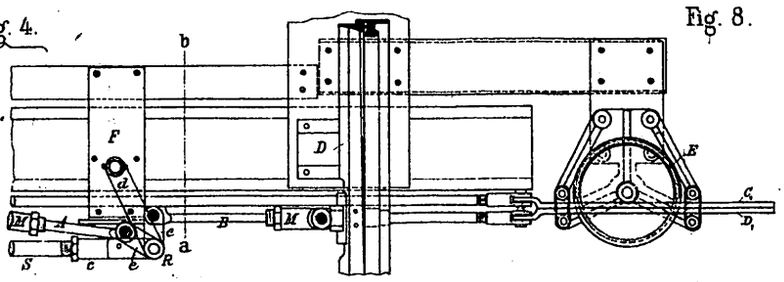


Fig. 8.

Fig. 9.

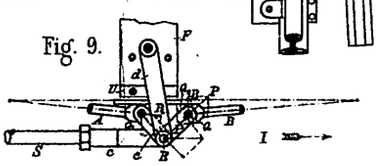


Fig. 10.

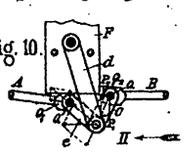


Fig. 11.

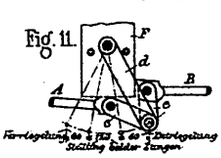
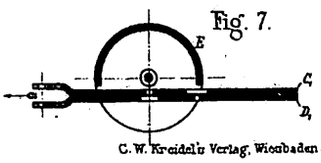


Fig. 7.



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

C. W. Kreidel's Verlag, Wiesbaden.

Amerikanische Tages- schnellzug- und Schlafwagen.

Fig. 1.
Grundriss des Zuges.

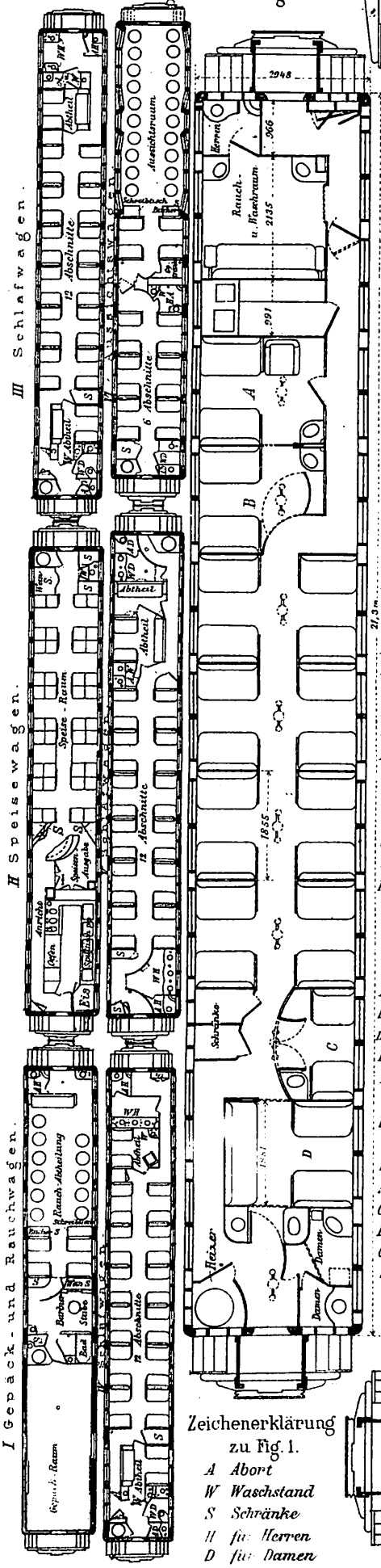


Fig. 7.

Zeichenerklärung zu Fig. 1.

A Abort
W Waschstand
S Schränke
H für Herren
D für Damen

Fig. 5.

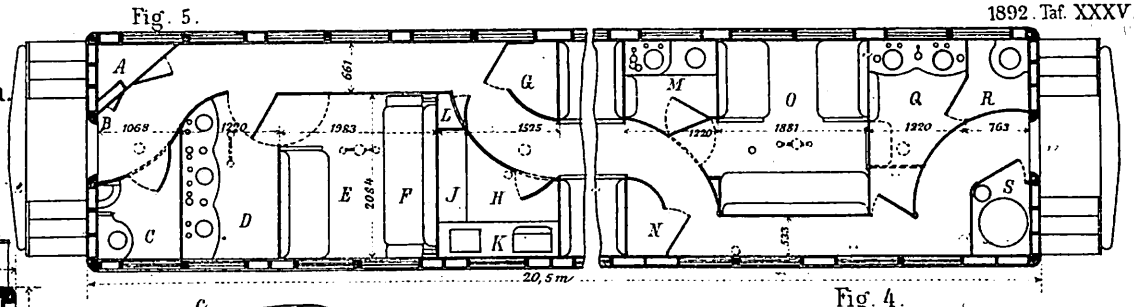


Fig. 3.

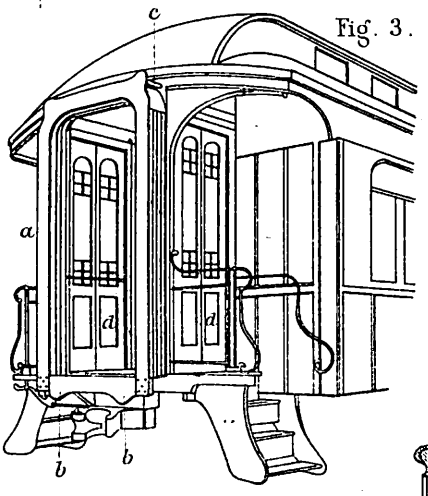


Fig. 4.

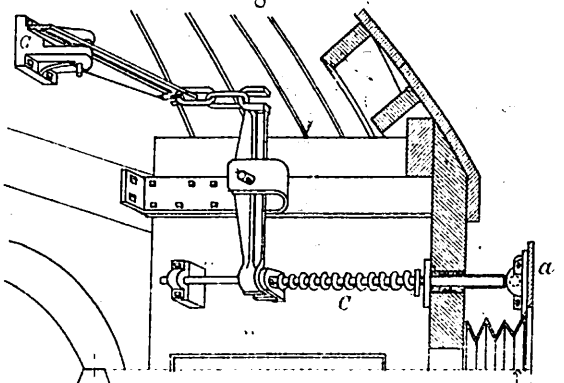
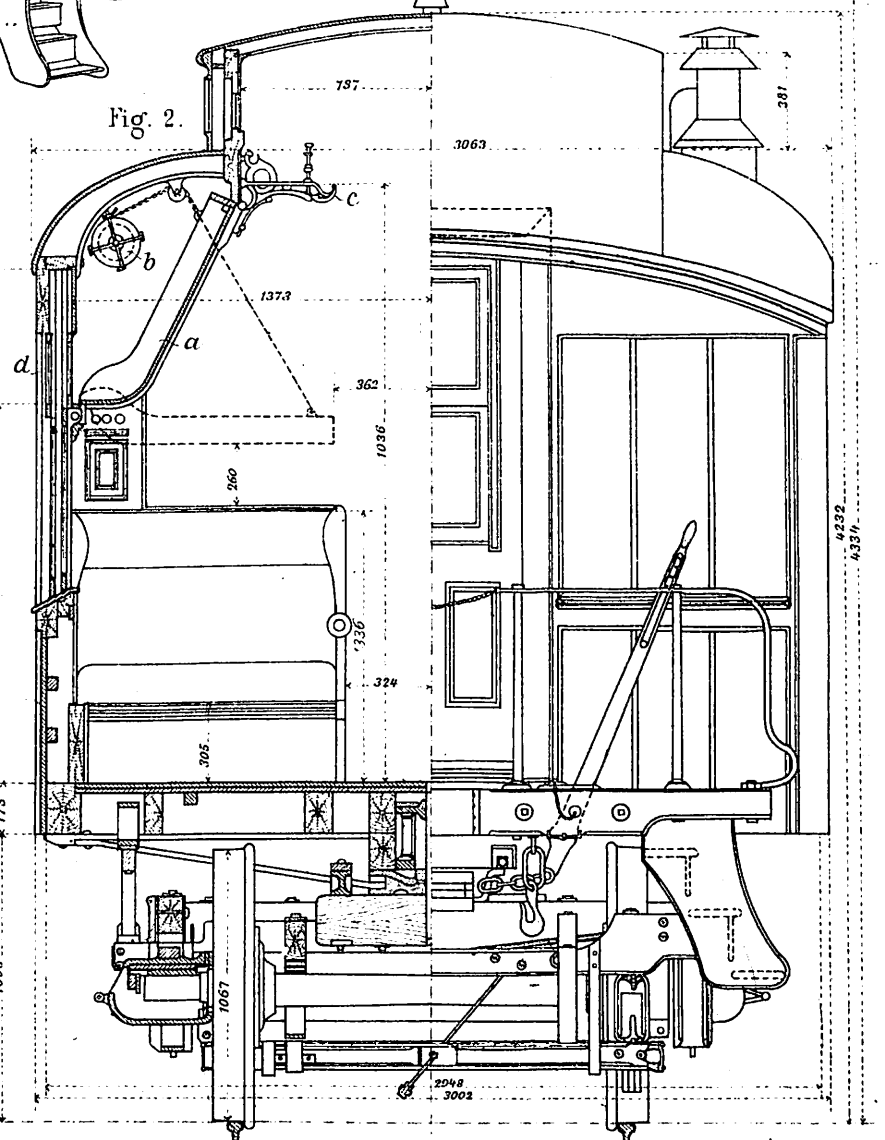


Fig. 2.



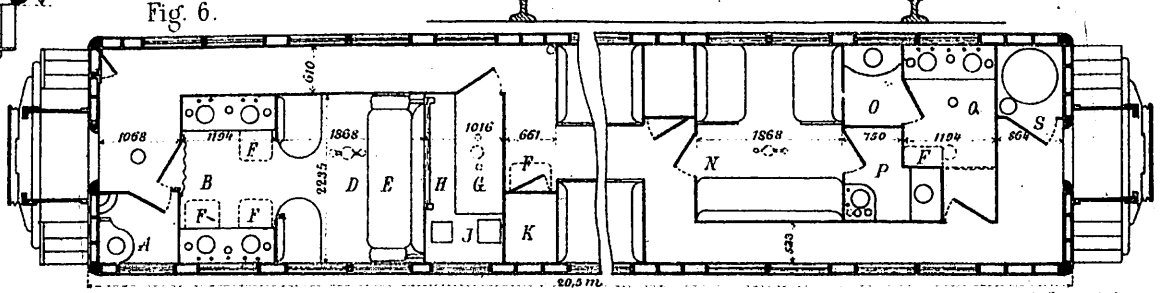
Zu Fig. 5.

A Schrank
B Ofengeräthe
C Abort für Herren
D Waschraum „ „
E Rauchzimmer
F Doppelbett
G Bücherschrank
H Küche
J Spültisch
K Kaffeekocher
L Schrank
M Nebenraum f. d. Abtheil O
N Schrank
O Abtheil
Q Waschraum für Damen
R Abort „ „ „
S Ofen

Zu Fig. 6.

A Abort für Herren
B Waschraum „ „
D Rauchzimmer
E Doppelbett
F Klappsitze
G Küche
H Spültisch
J Kaffeekocher
K Schrank
N Abtheil
O Abort für Damen
P Nebenraum f. Abtheil N
Q Waschraum für Damen
S Ofen

Fig. 6.



Lith. Anst. v. F. Wirtz, Darmstadt
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Amerikanische Tagesschnellzug- und Schlafwagen.

Fig. 1. Speisewagen.

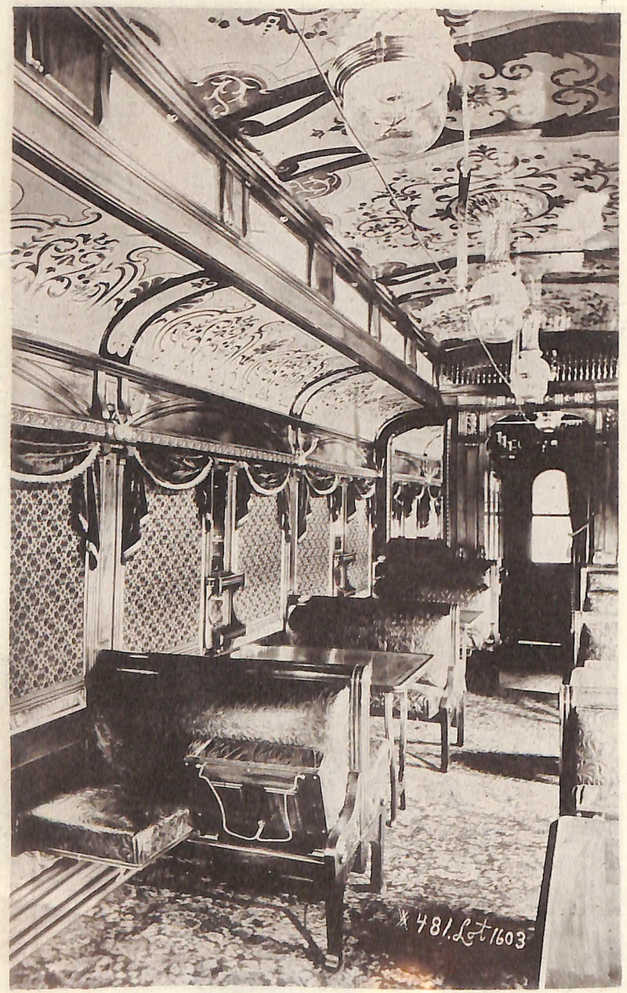


Fig. 2. Schlafwagen bei Tage.

Fig. 3. Wagen für Tagesschnellzüge.

Fig. 1-3. Drehgestell für Schnellzug-Lokomotiven.
Great-Northern-Bahn.

Fig. 1. Längsschnitt.

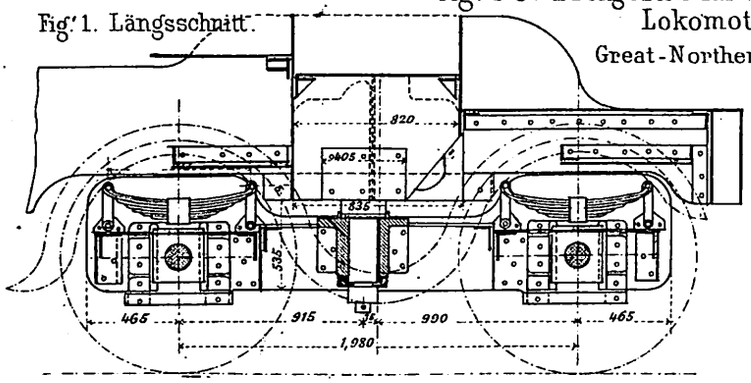


Fig. 2. Querschnitt.

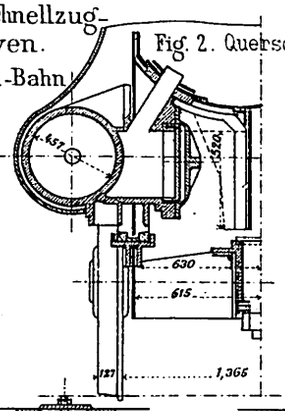


Fig. 3. Grundriss und wagerechter Schnitt.

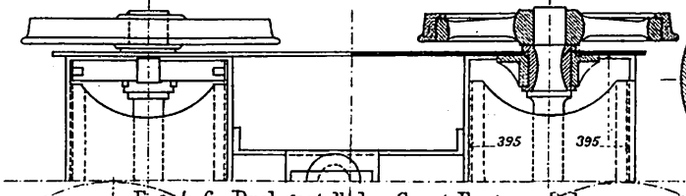


Fig. 4-6. Drehgestell der Great-Eastern-Bahn.

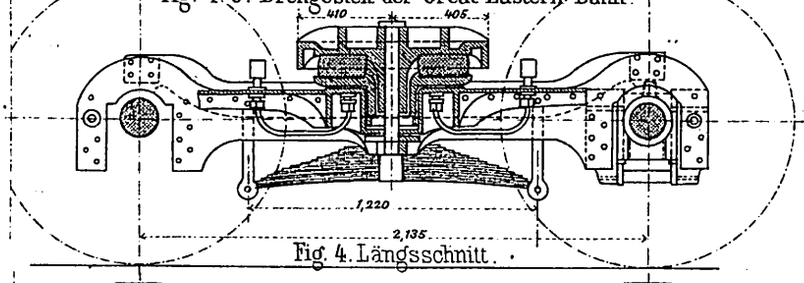


Fig. 4. Längsschnitt.

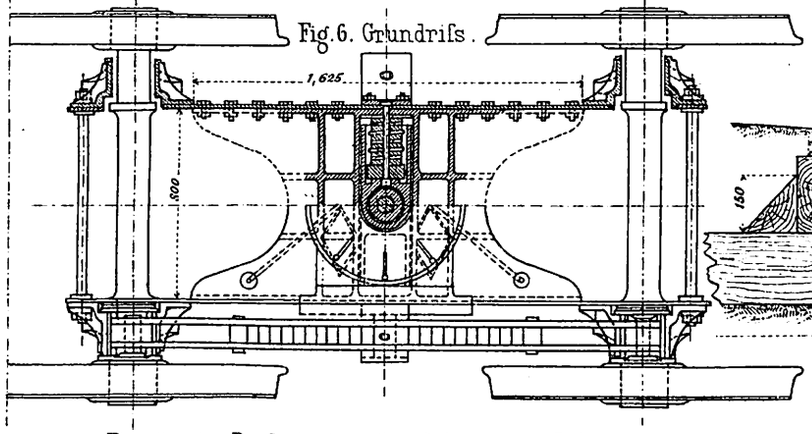


Fig. 6. Grundriss.

Fig. 7 u. 8. Drehgestell für Schnellzug-Lokomotiven. Italienische Südbahn.

Fig. 7. Längsschnitt.

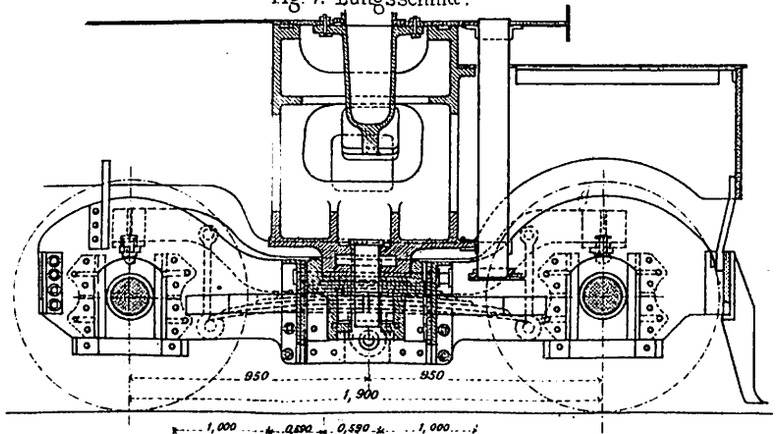


Fig. 8. Querschnitt.

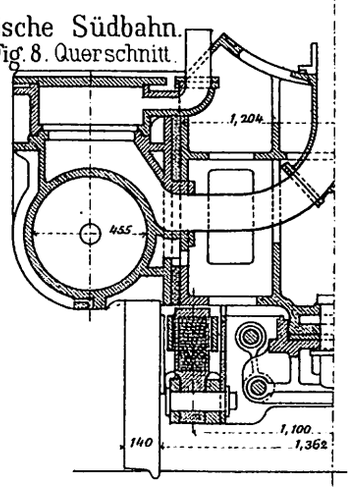


Fig. 13.

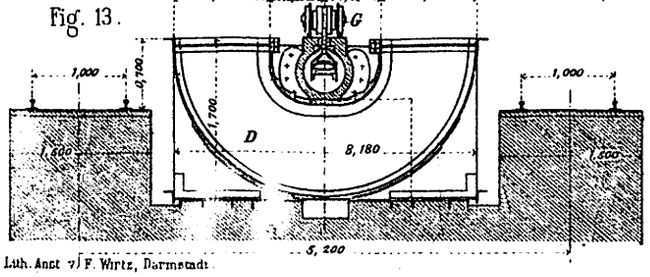


Fig. 13 u. 14.
Querschnitt und Längsschnitt des Druckrohres.

Fig. 14.

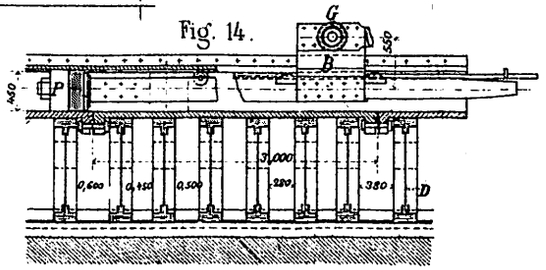


Fig. 1-8.
Das Drehgestell in seiner Anwendung auf Lokomotiven.

Fig. 9. Schnitt durch das Rohr und den Mitnehmerwagen.

Fig. 10.

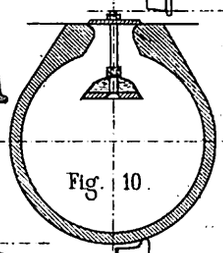
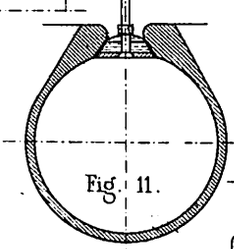


Fig. 11.



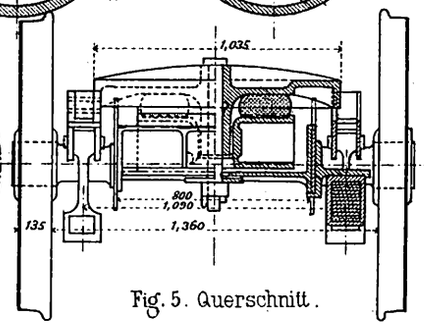


Fig. 5. Querschnitt.

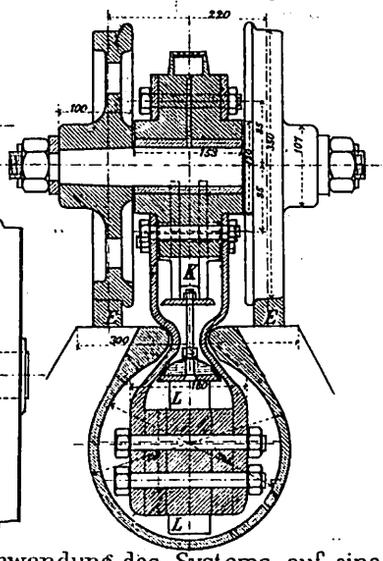


Fig. 12. Anwendung des Systems auf eine Eisenbahn mit starker Steigung.

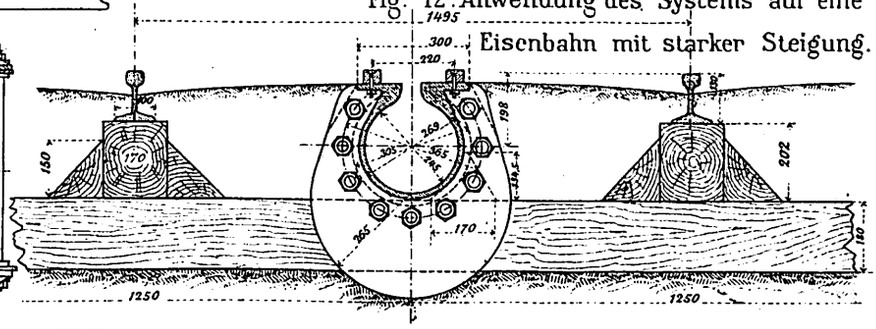


Fig. 9-14.
Wasserdruck-Hebewerk für Schiffe auf schiefen Ebenen.

Luh. Anst. v. F. Wirtz, Darmstadt.

C. W. Kreidel's Verlag, Wiesbaden.

Fig. 1-5. Durchgangswagen I. Klasse mit Drehgestellen. Paris - Orléans - Bahn.

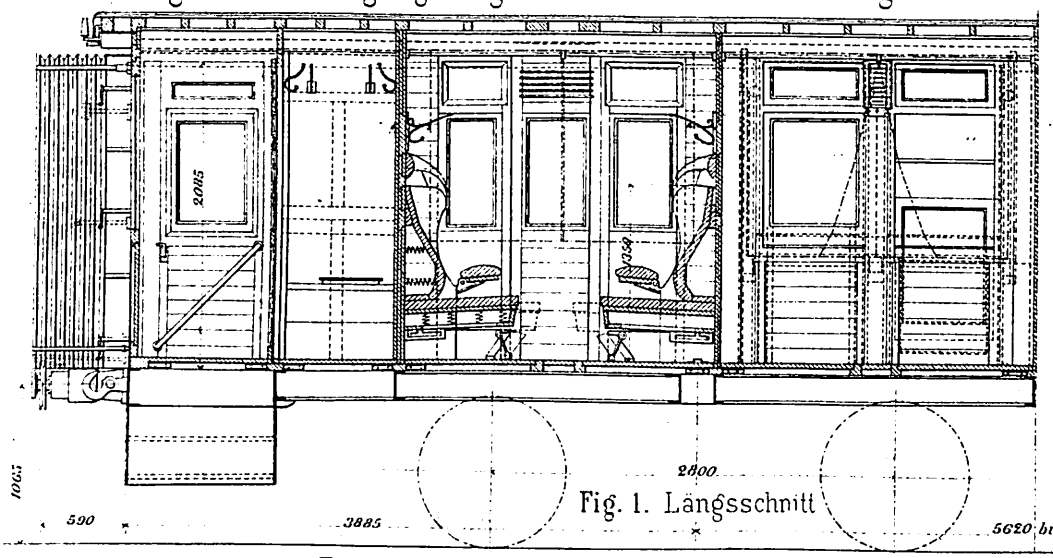


Fig. 1. Längsschnitt

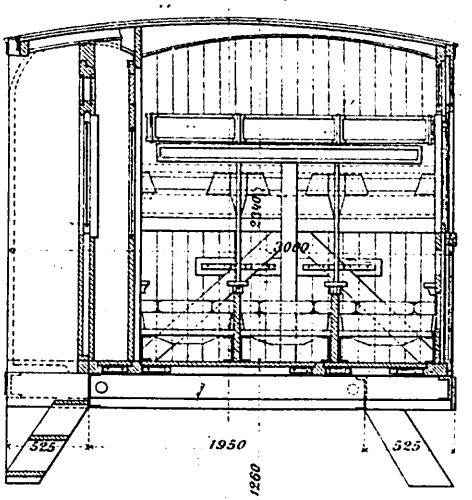


Fig. 2. Schnitt A B C D.

Fig. 3. Wagerechter Schnitt durch die Rahmenbleche.

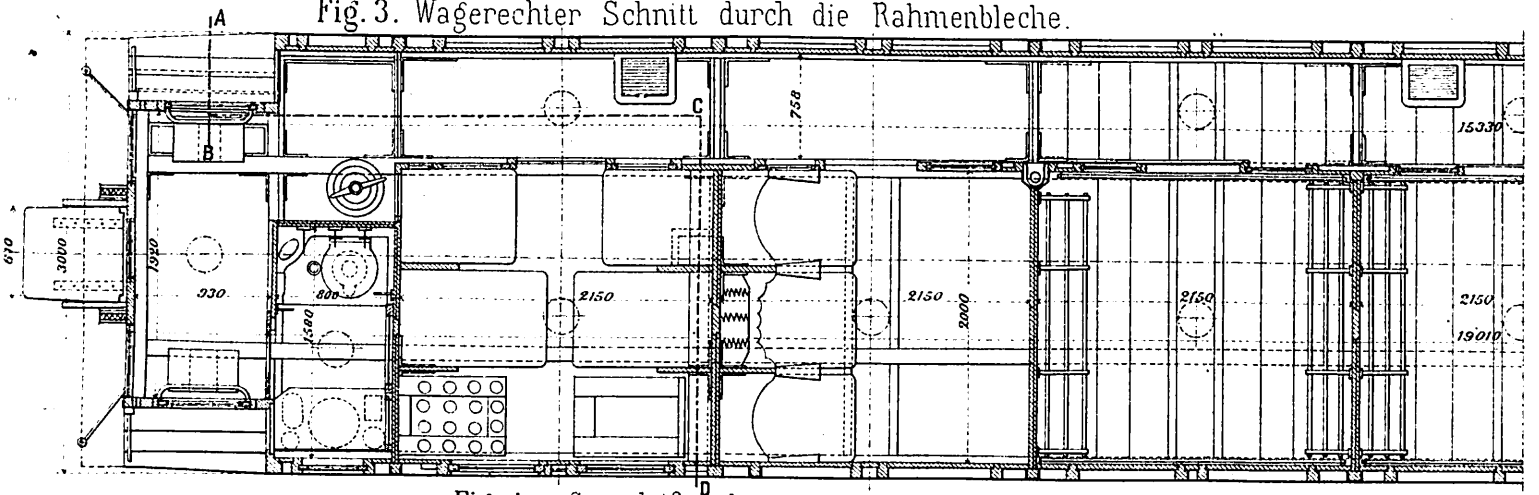
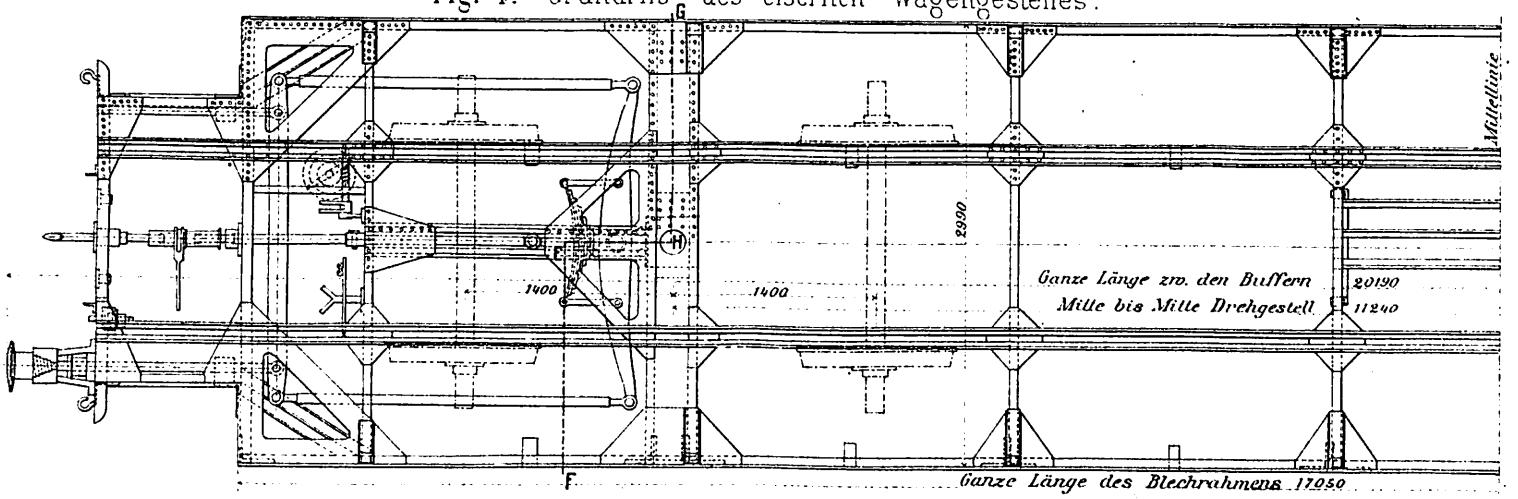


Fig. 4. Grundriss des eisernen Wagengestelles.



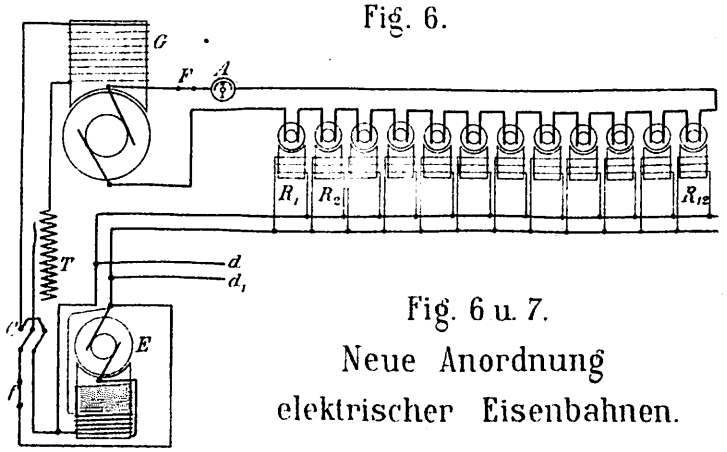


Fig. 6.

Fig. 6 u. 7.
Neue Anordnung
elektrischer Eisenbahnen.

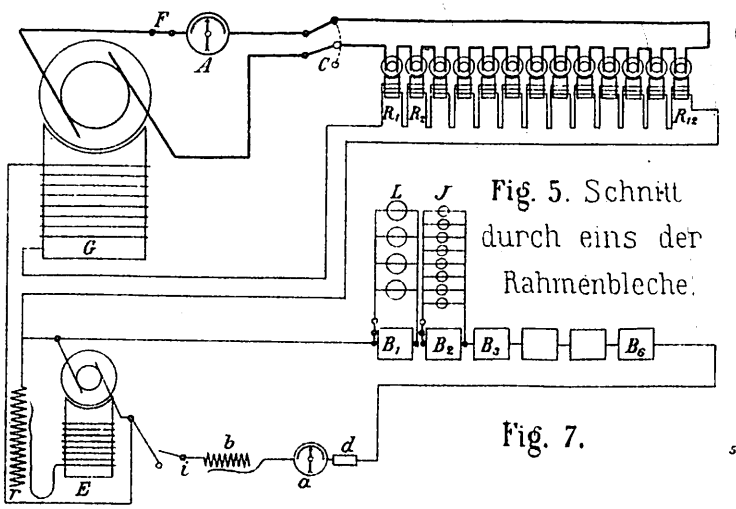


Fig. 5. Schnitt durch eins der Rahmenbleche.

Fig. 7.

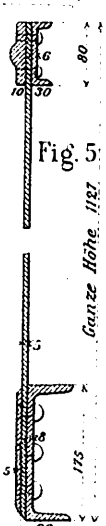


Fig. 5

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

C.W. Kreidel's Verlag, Wiesbaden.