

Fig. 1.

Fig. 3.
Glocke.

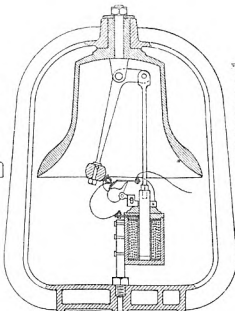


Fig. 1-3.
Slater u. Barnes' Signal
für Übergänge.

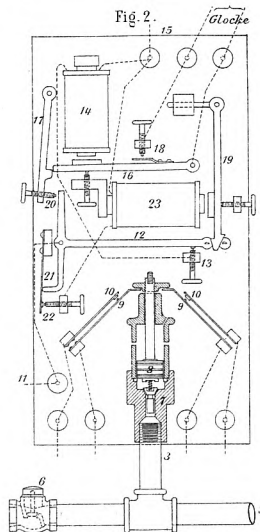


Fig. 2.

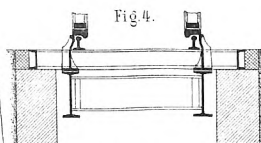
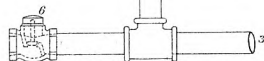


Fig. 4.

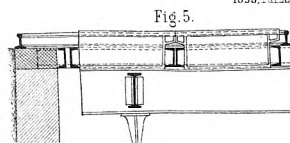


Fig. 5.

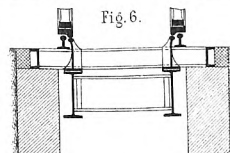


Fig. 6.

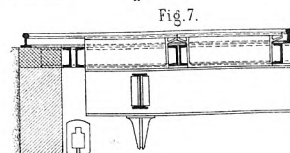


Fig. 7.

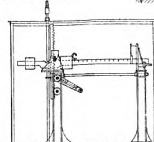


Fig. 8u.9.
Waage mit verbessertem
Zahnstangen - Windwerk.

Fig. 8. Längsschnitt

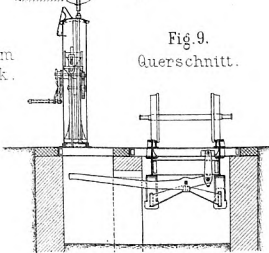


Fig. 9.
Querschnitt.

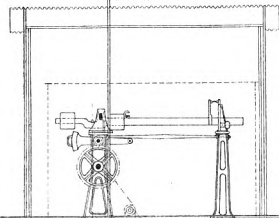


Fig. 10.
Längsschnitt.

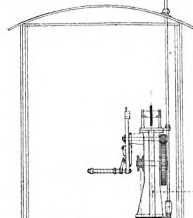


Fig. 4-11. Gleisbrückenwaage.
ohne Gleisunterbrechung
mit Querschwellenrost. D.R.P. 65487.
Fig. 10u. 11. Bauart mit einarmigem
Entlastungshebel. 1:50 d.n. Gr.

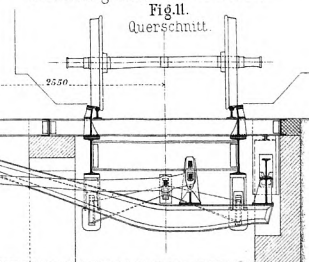


Fig. 11.
Querschnitt.

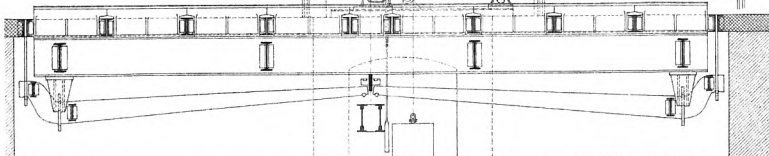


Fig.1. Grundriss. 1:100 d.n.Gr.

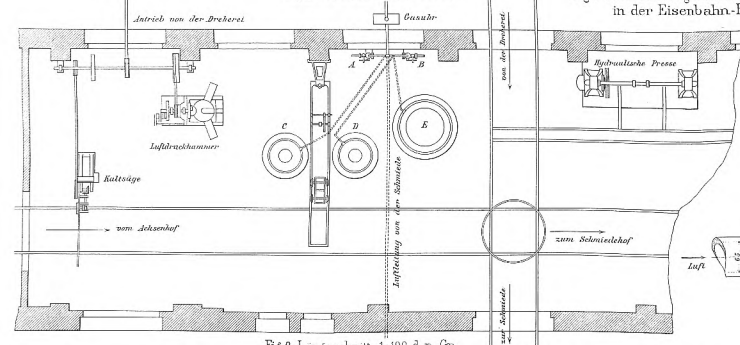


Fig.2. Längsschnitt 1:100 d.n.Gr.

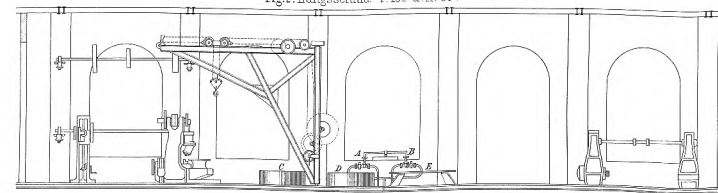


Fig.1-4. Vorrichtung zum Aufziehen von Radreifen mit Gas in der Eisenbahn-Hauptwerkstätte Halberstadt.

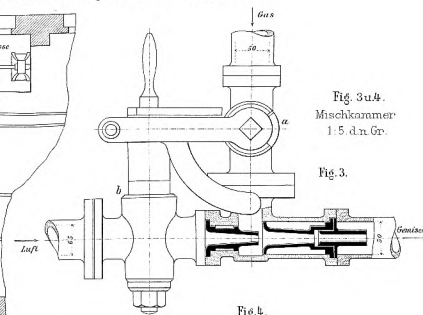


Fig.3u4.
Mischkammer
1.5 d.n.Gr.

Fig.3.

Fig.4.

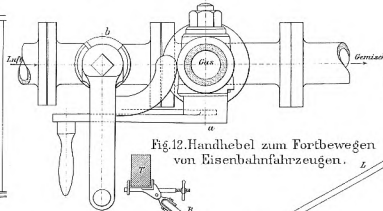


Fig.12. Handhebel zum Fortbewegen
von Eisenbahnfahrzeugen.

Fig.13. Neues Anstellventil der
New-York-Air-Brake-Co.

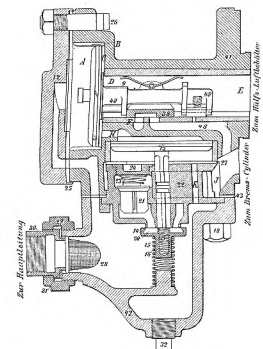


Fig.9.

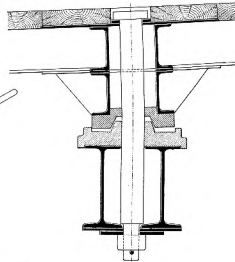


Fig.5-11. Pohl's Drehzapfen für Wagen
mit Drehgestellen.

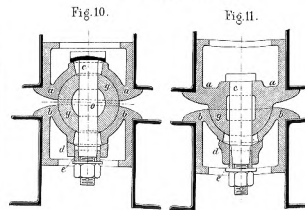


Fig.10.

Fig.11.

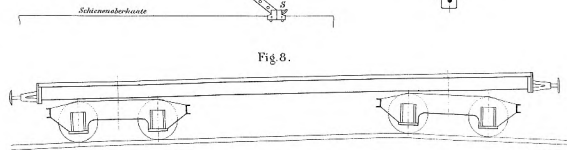


Fig.8.

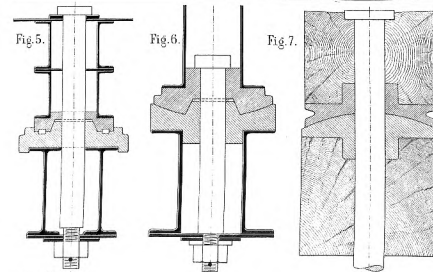


Fig. 1.
Schnellzug-
Lokomotive
Nr. 999.
der New-York-
Central und
Hudson-River-
Eisenbahn.

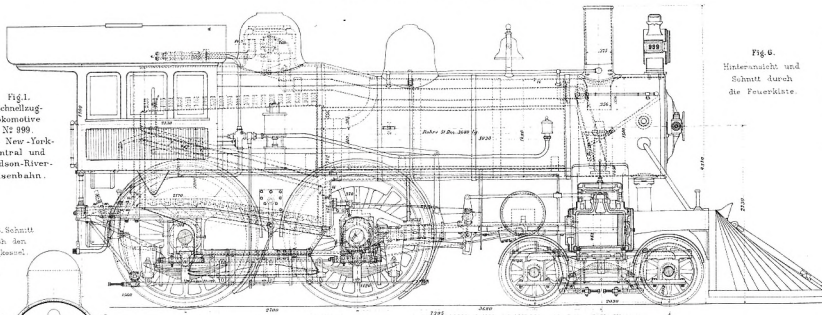


Fig. 3. Schnitt
durch den
Langkessel.

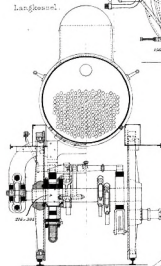


Fig. 6.
Hinteransicht und
Schnitt durch
die Feuerkiste.

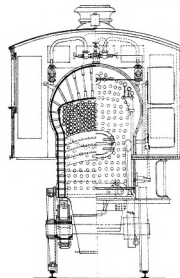


Fig. 2-6. Schnellzug-Lokomotive „Columbia“ der Baldwin-Lokomotivbauanstalt.

Fig. 2. Längsansicht

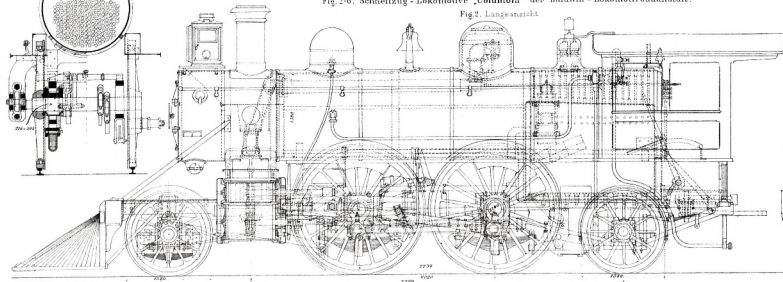


Fig. 4.
Vorderansicht und Schnitt
durch die
Rauchkammer.

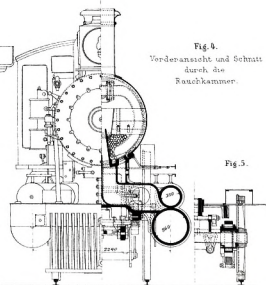


Fig. 5.

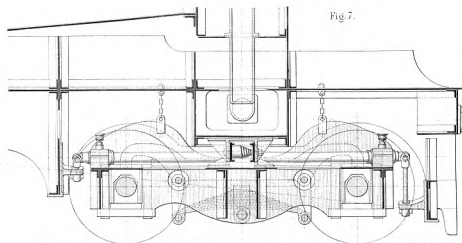
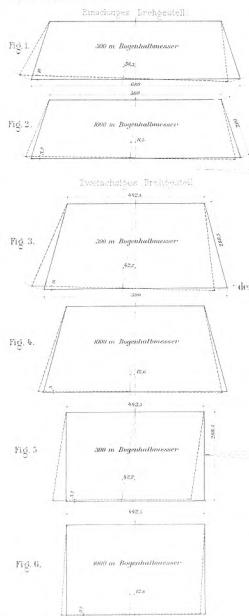
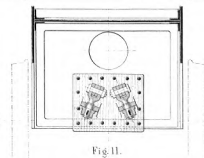
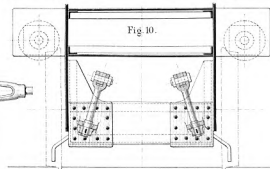
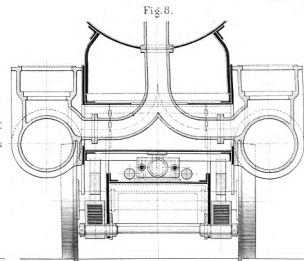
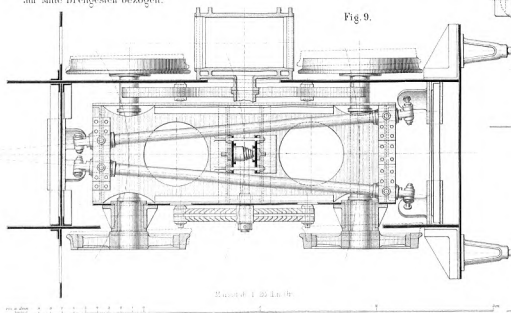


Fig. 1-6. Zeichnerische Darstellung der Seitenverschiebung der Drehgestelle in Bögen, auf Mitte Drehgestell bezogen.



Lentz' Drehgestell für Lokomotiven.

Fig. 1.

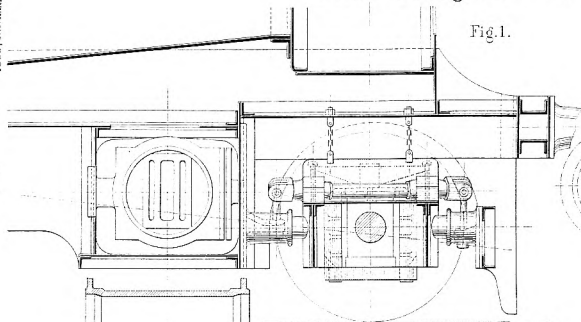


Fig. 2.

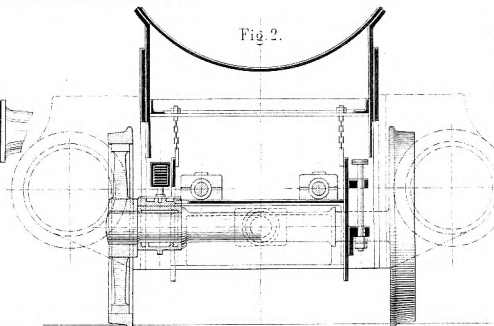


Fig. 3.

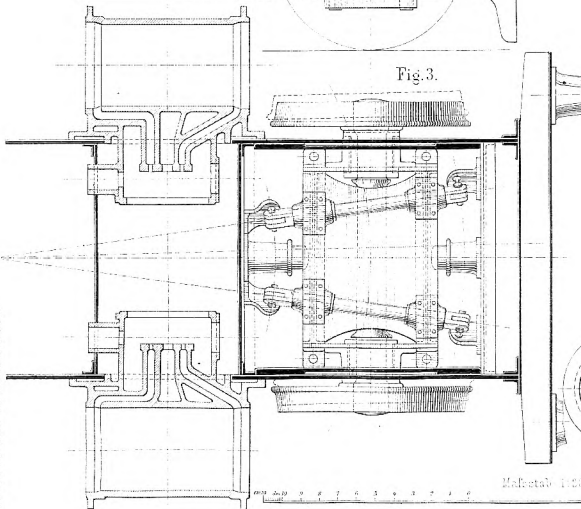


Fig. 4.

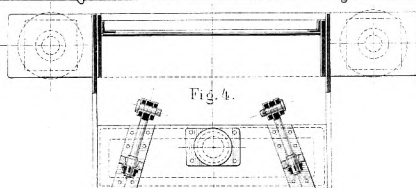
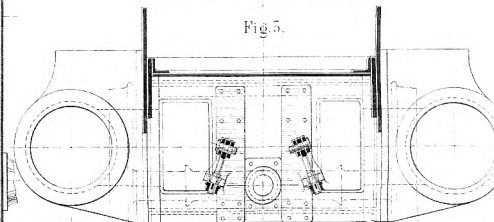


Fig. 5.



Maßstab 1:50 d. m.

0 1 2 3 4 5 6 7 8 9 10 2 m

Universal - Fräsmaschine
der Act.-Ges. vormals
Frister und Rofsmann
in Berlin.

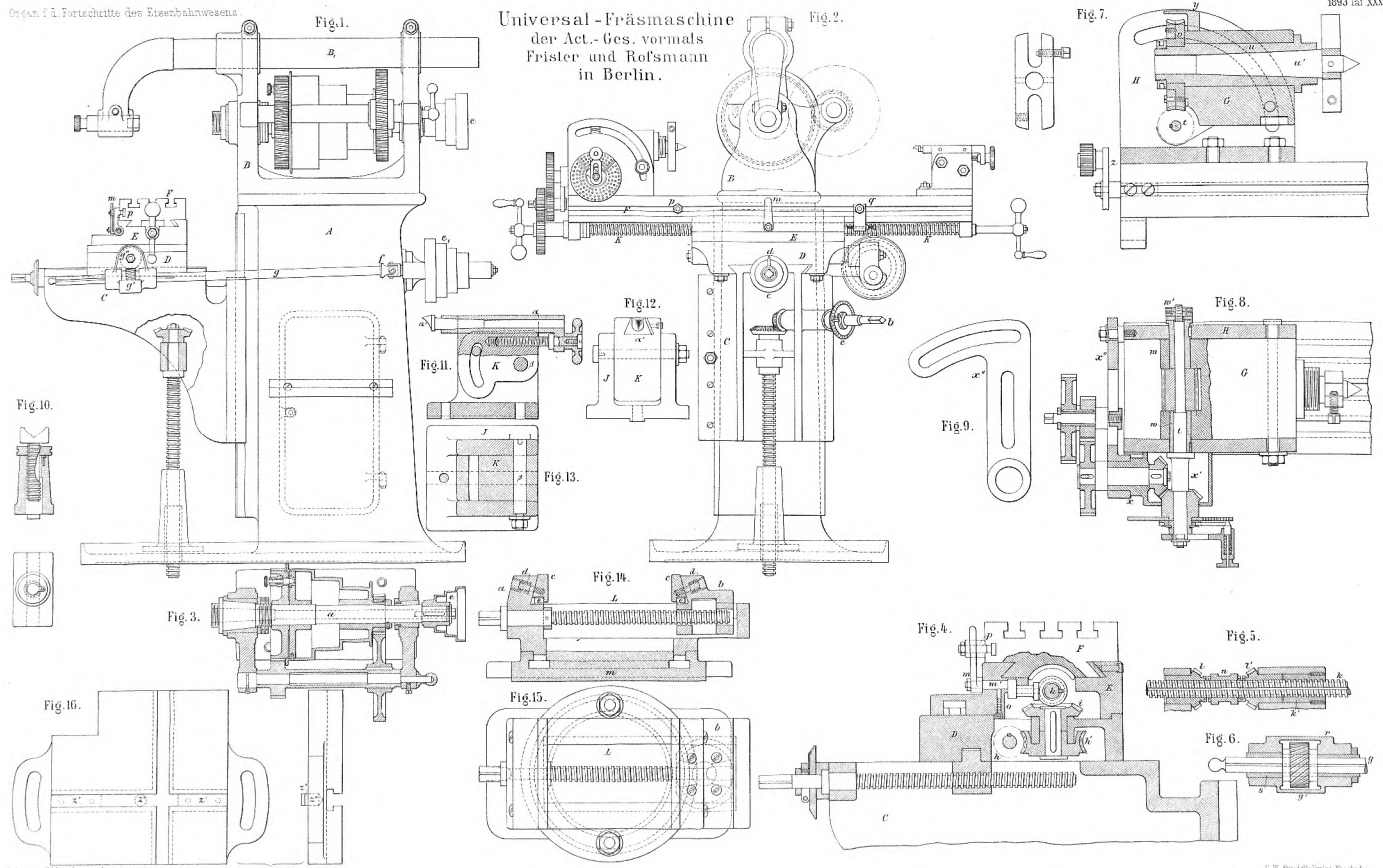
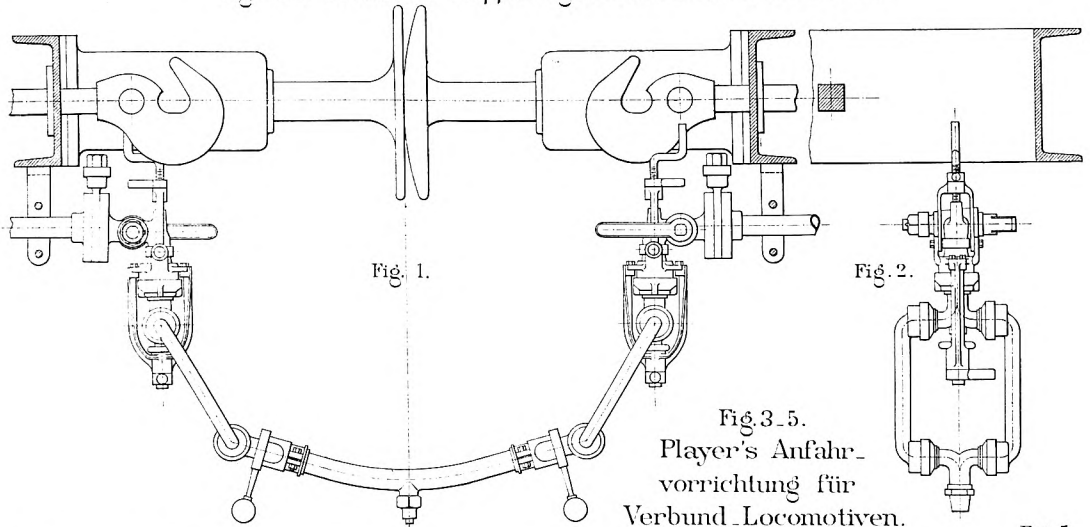


Fig. 1 u. 2. Metallene Kuppelungsschläuche, Patent Dunkel.



Player's Anfahr-
vorrichtung für
Verbund-Locomotiven.

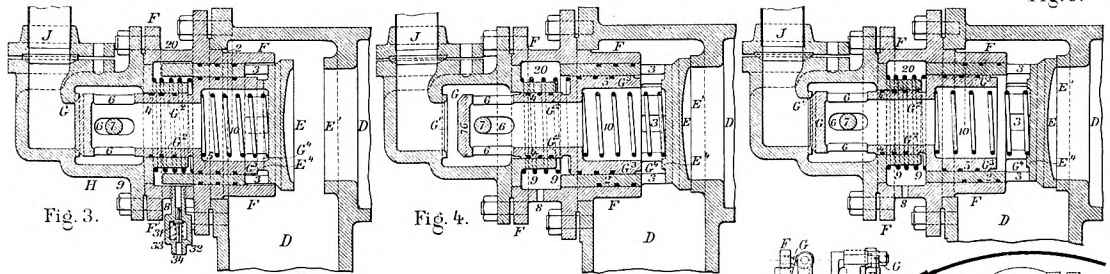


Fig. 6 u. 7. Anfahrvorrichtung für
Verbundlocomotiven.
Rogers Locomotivfabrik, Paterson, N. J.

Fig. 6.

