

Königl. Bayerische Staats-Eisenbahnen.

Fig 1-5. Neuer Oberbau von 1892 ab.

Fig 1.

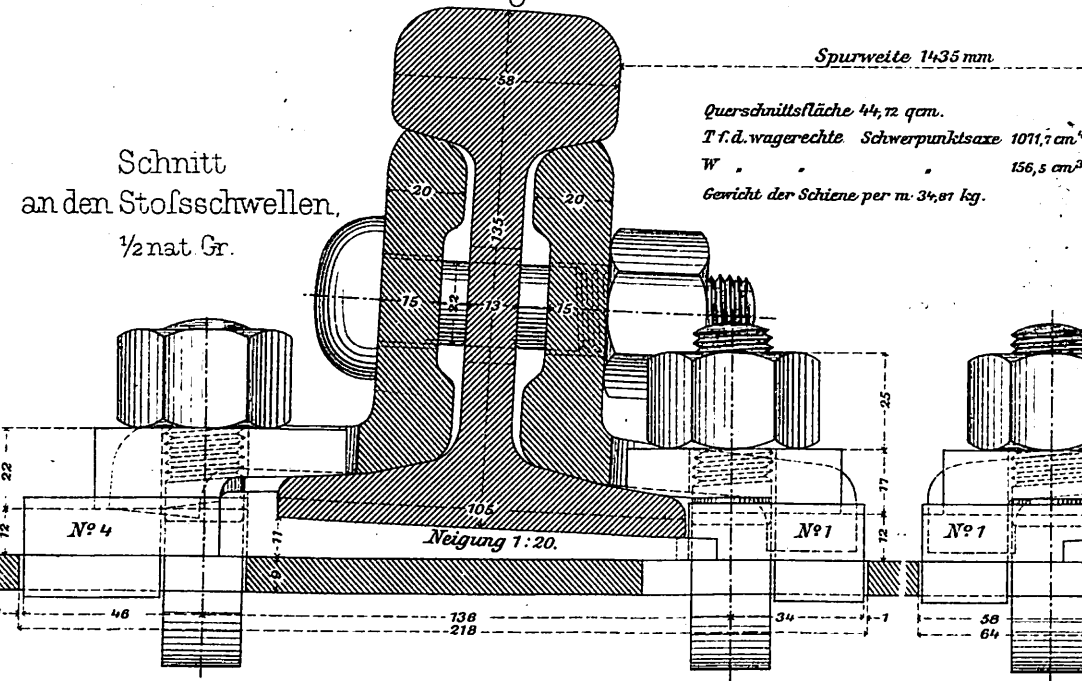


Fig 2.

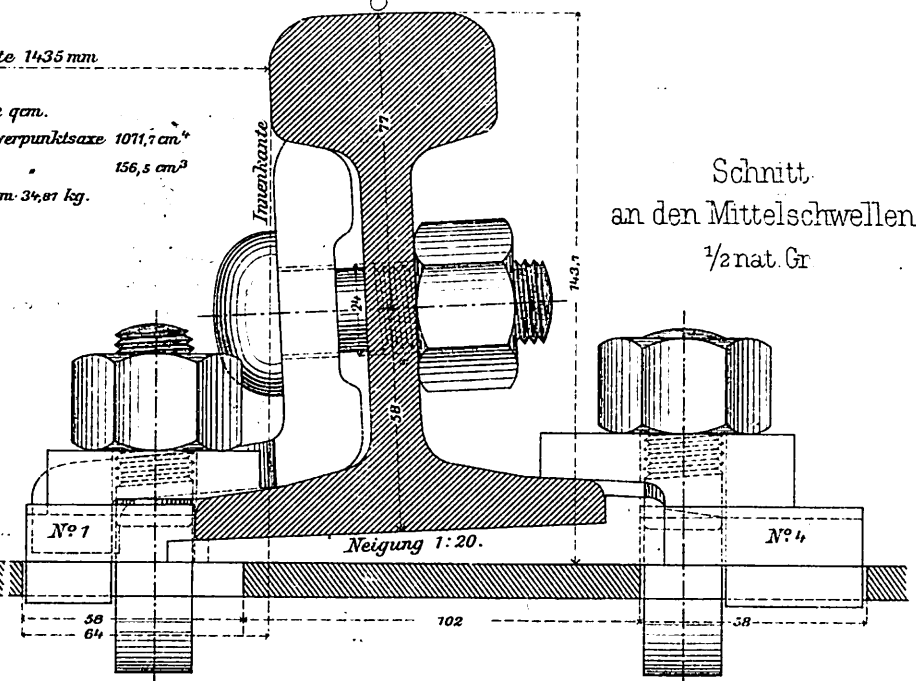


Fig 3. Schwelleneintheilung.

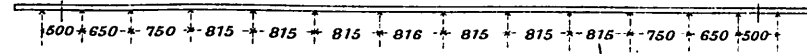
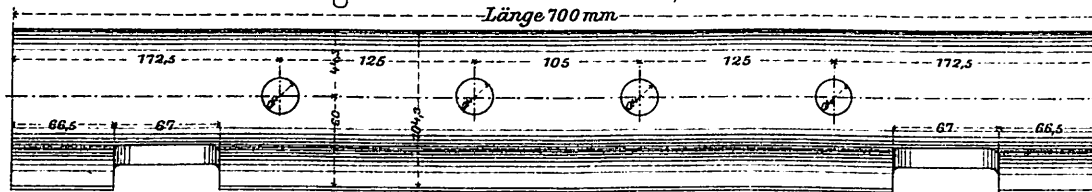


Fig 4. Innere Winkellasche, 1/5 nat. Gr.



Königl. Sächsische Staats-Eisenbahnen.

Fig 6-8. Verstärkter Oberbau.

Fig 6 Querschnitt VI, 1/2 nat. Gr.

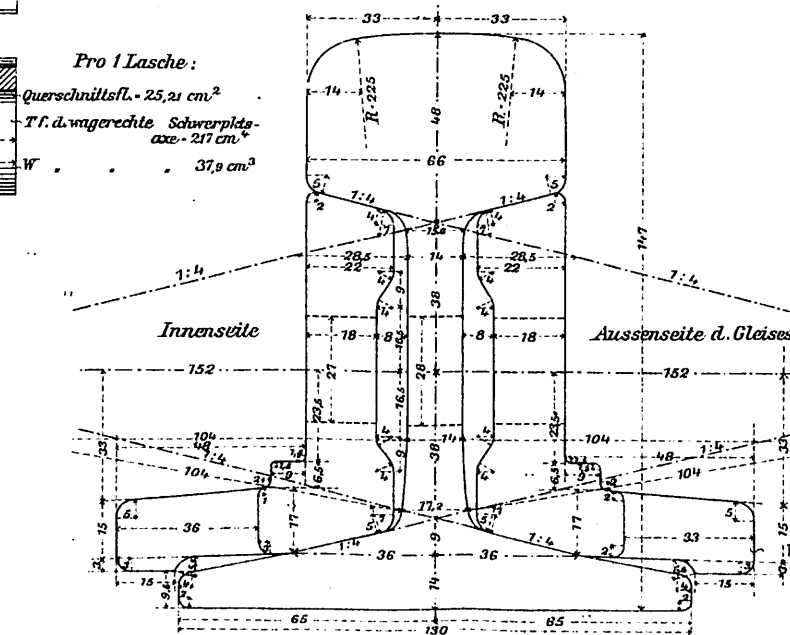


Fig 5. Äussere Winkellasche, 1/5 nat. Gr.

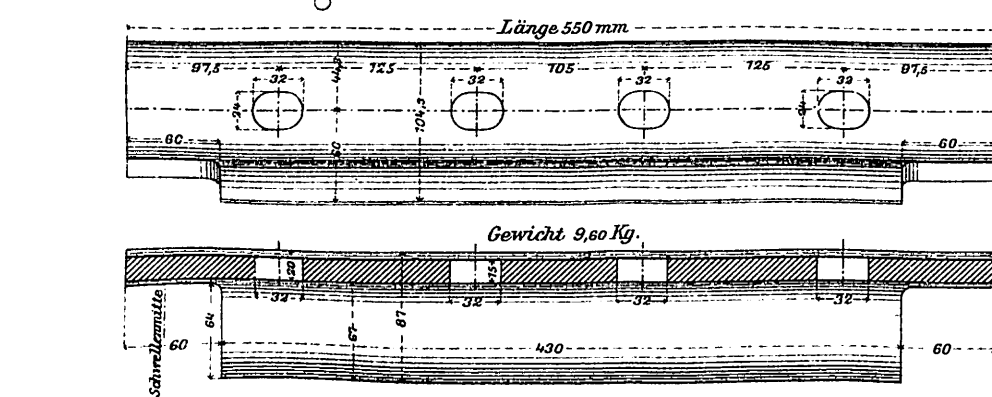


Fig 7 Ansicht der Stossverbindung, 1/5 nat. Gr.

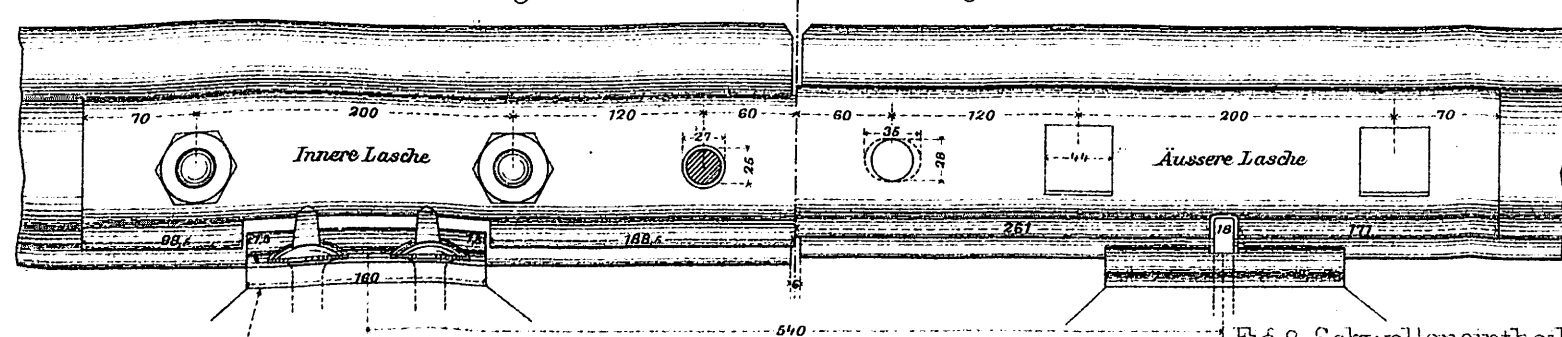


Fig 8. Schwelleneintheilung.

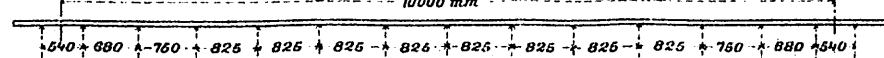


Fig 9. Querschnitt nach a b

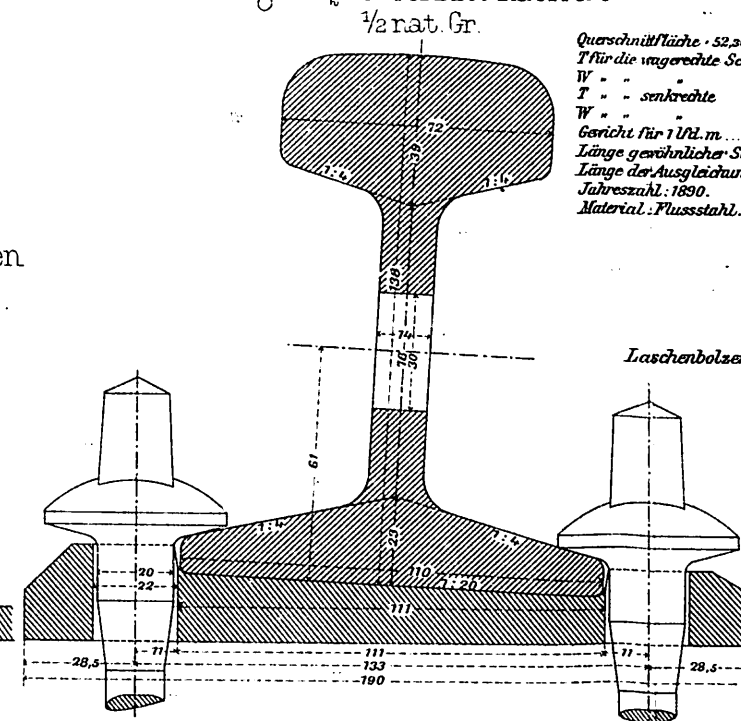
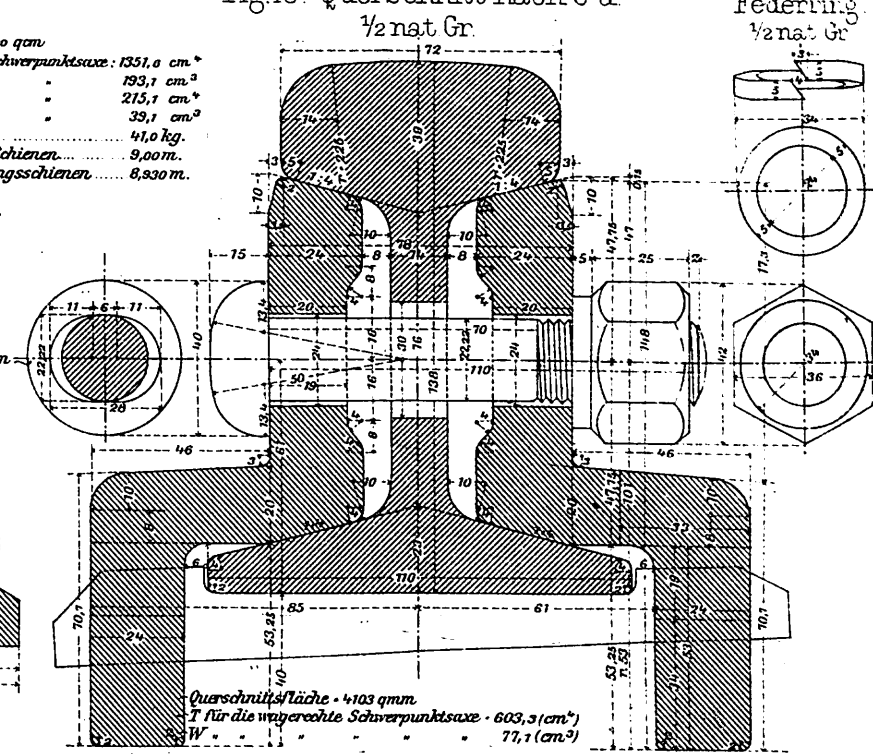


Fig 10. Querschnitt nach c d



Königl. Eisenbahn-Direction Berlin.

Fig 9-12. Oberbau der Versuchsstrecke.

Fig 11. Schwelleneintheilung.

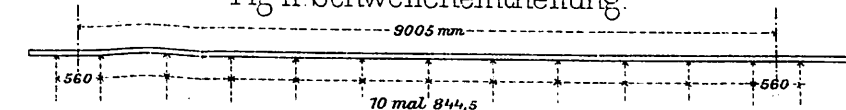


Fig 12. Seitenansicht der Laschen-Verbindung, 1/5 nat. Gr.

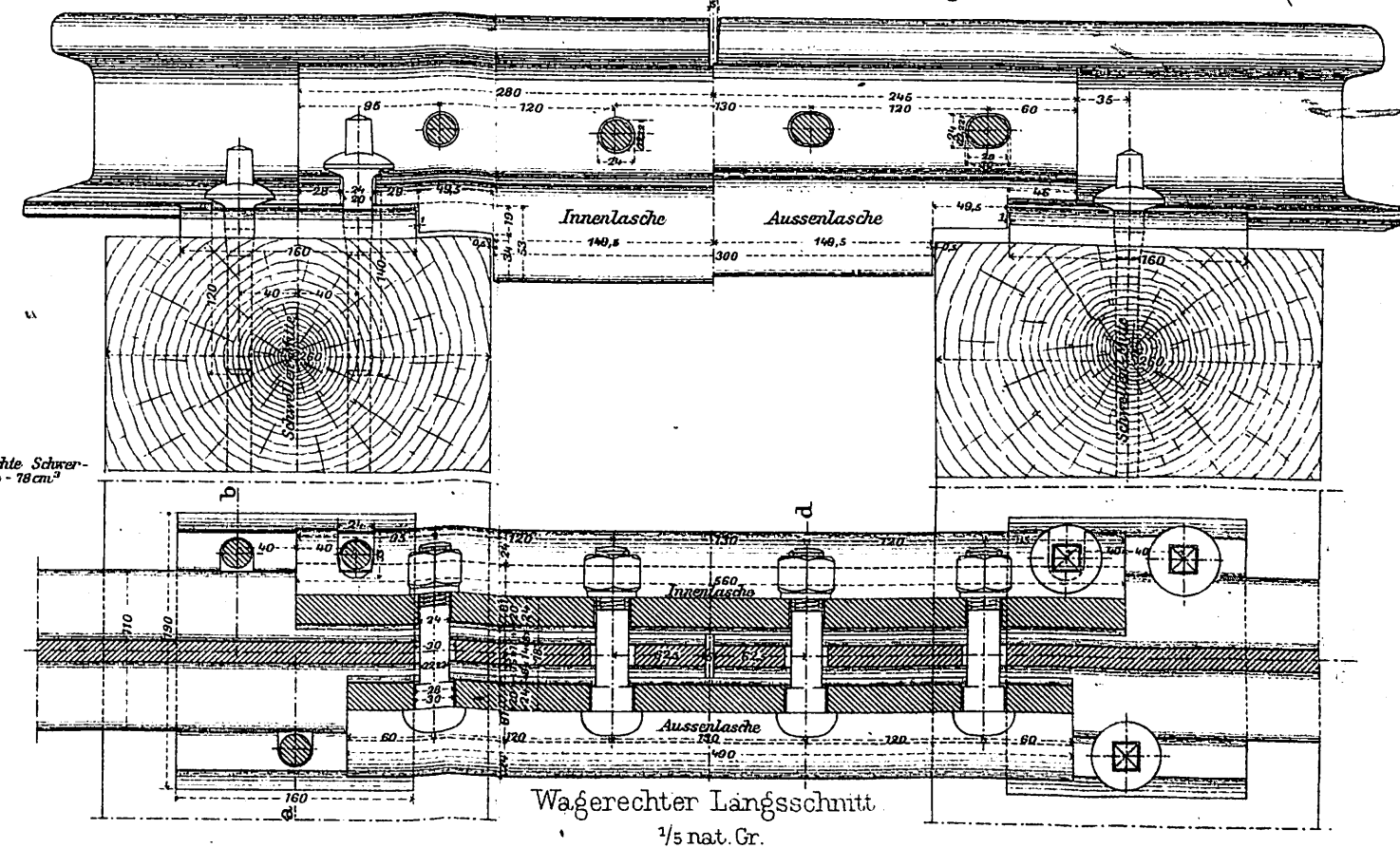


Fig 1 Querschnitt A.B. 1/2 nat. Gr.

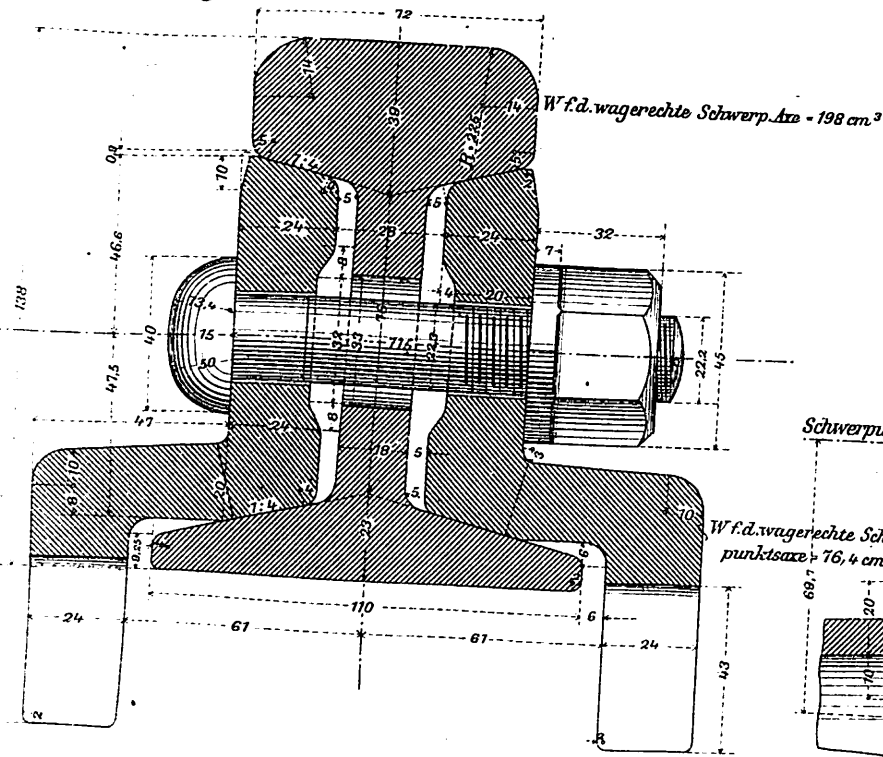


Fig 2. Querschnitt C.D. 1/2 nat. Gr.

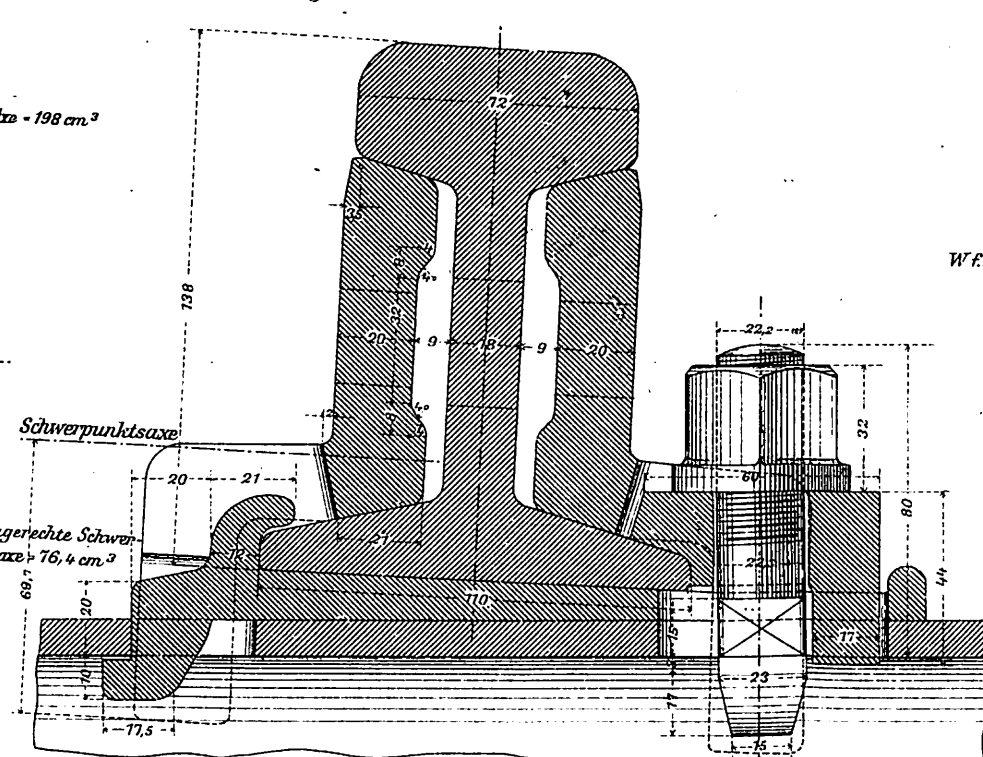


Fig 3 Schwelleneintheilung

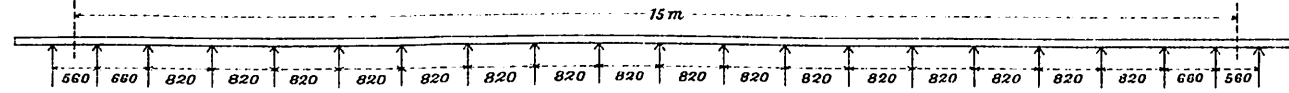
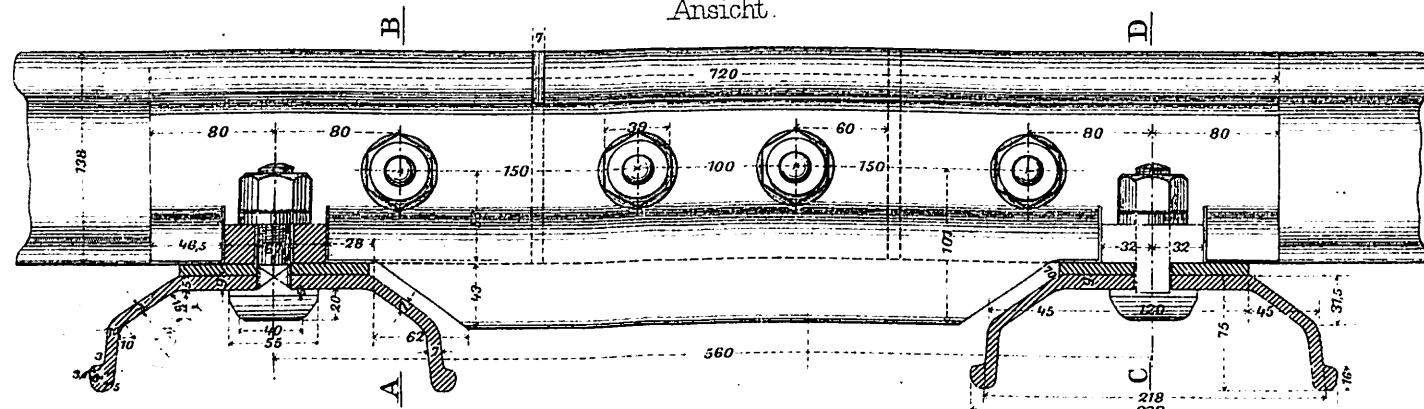


Fig 4 Stofsverbindung bei überblatteten Schienen. 1/5 nat. Gr.

Ansicht.



Langenschnitt und Grundriss.

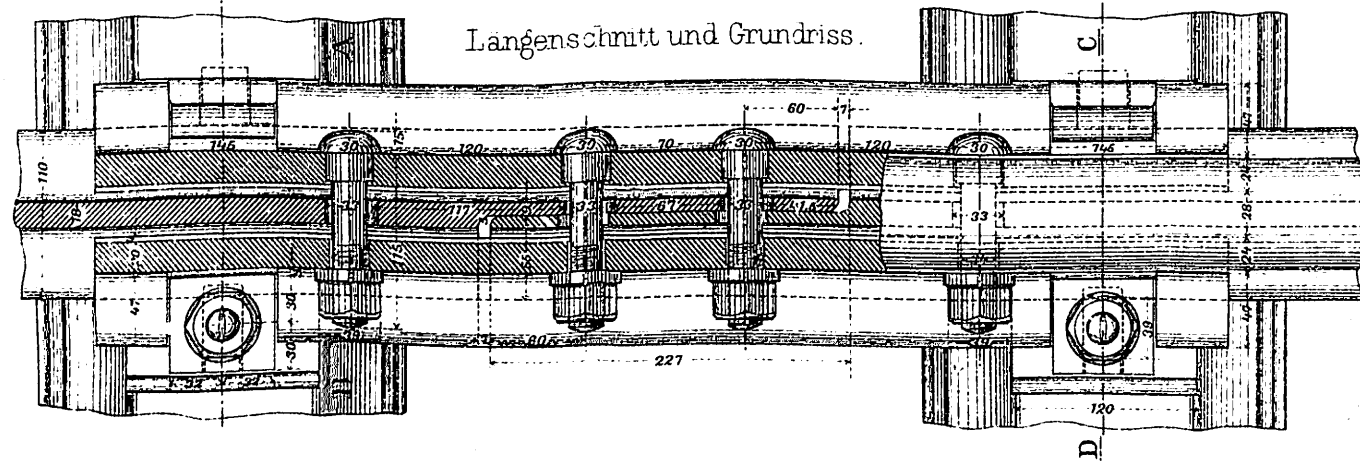


Fig 5 Schnitt A.B. 1/2 nat. Gr.

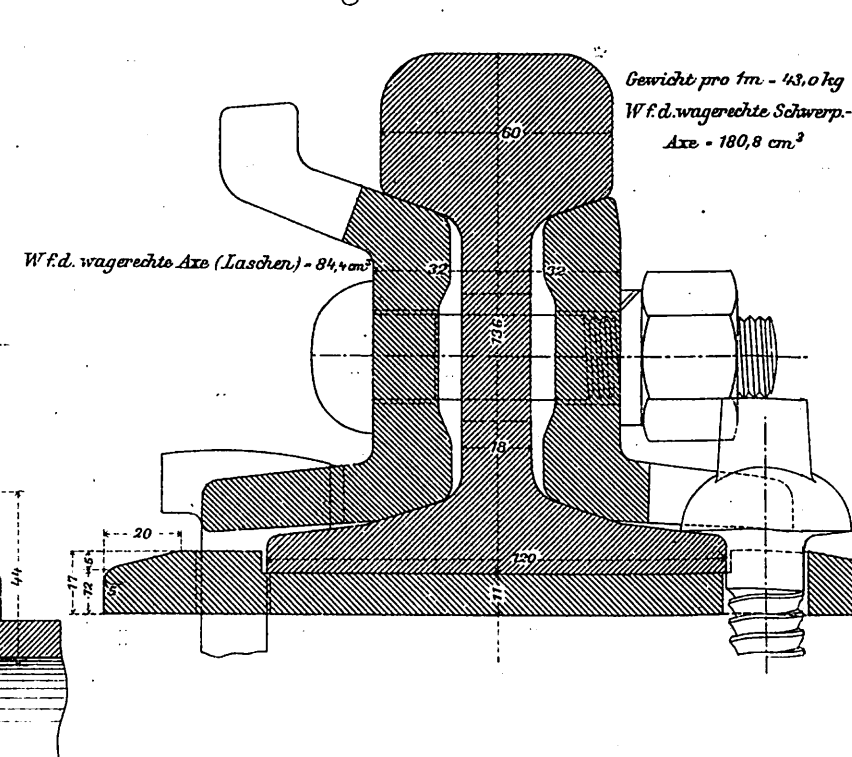


Fig 6 Schwelleneintheilung

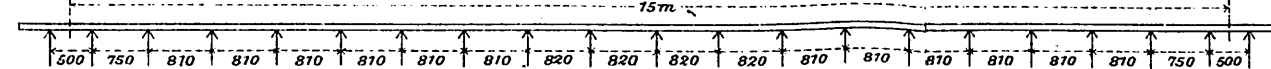


Fig 7 Ansicht und Draufsicht der Stofsverbindung. 1/5 nat. Gr.

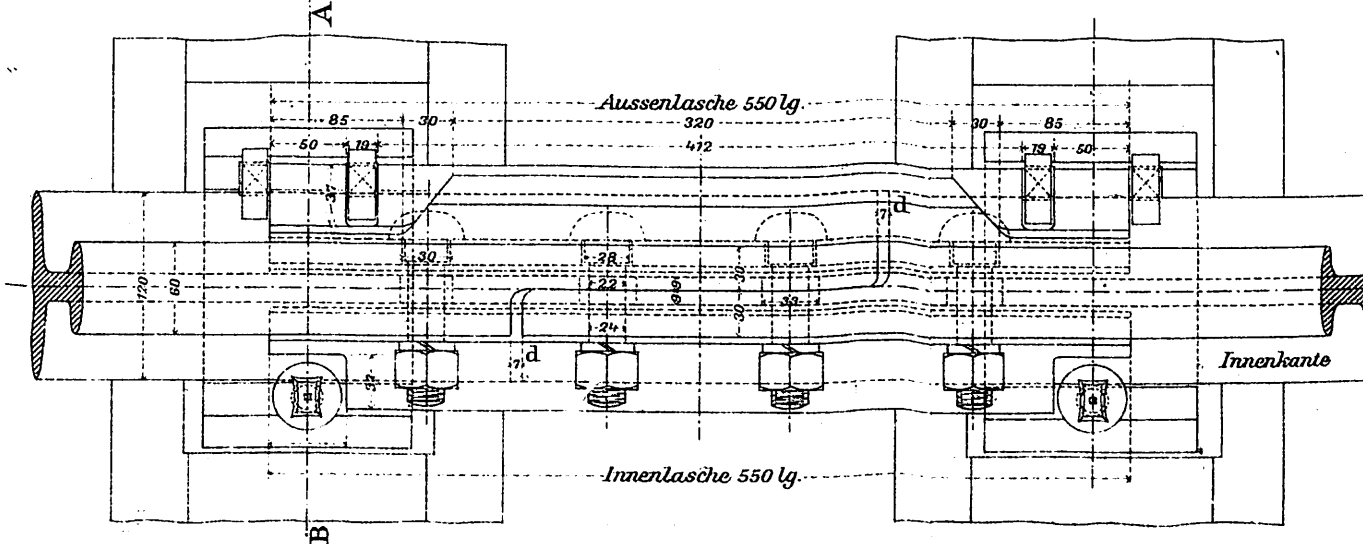
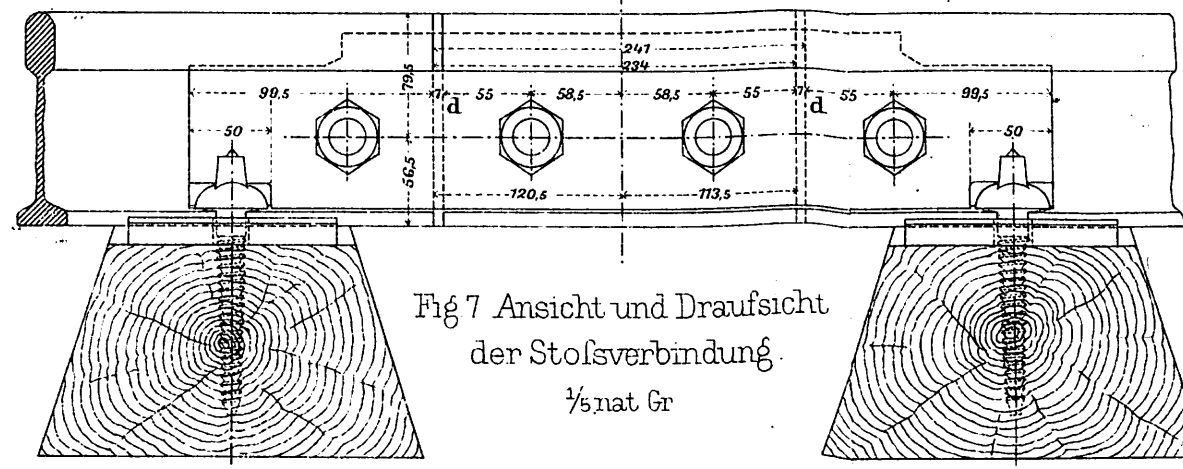


Fig 8. Querschnitt der Schiene und Laschen. 1/2 nat. Gr.

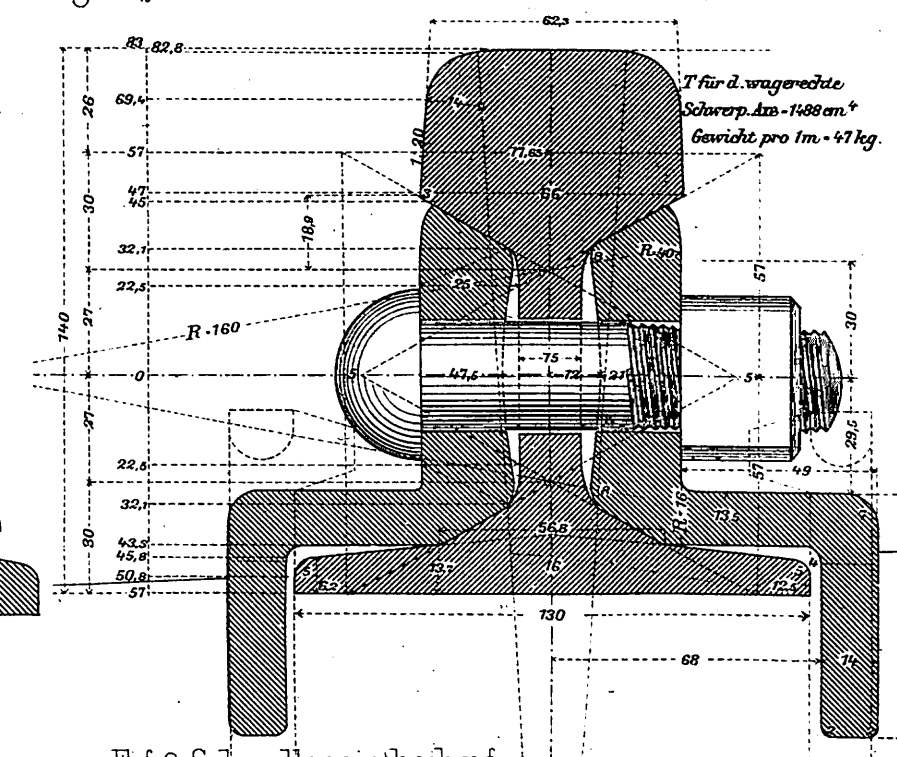


Fig 9 Schwelleneintheilung

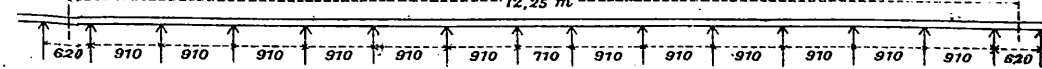


Fig 10 Ansicht des Schienenstoses von der Aussenseite mit Laschen.

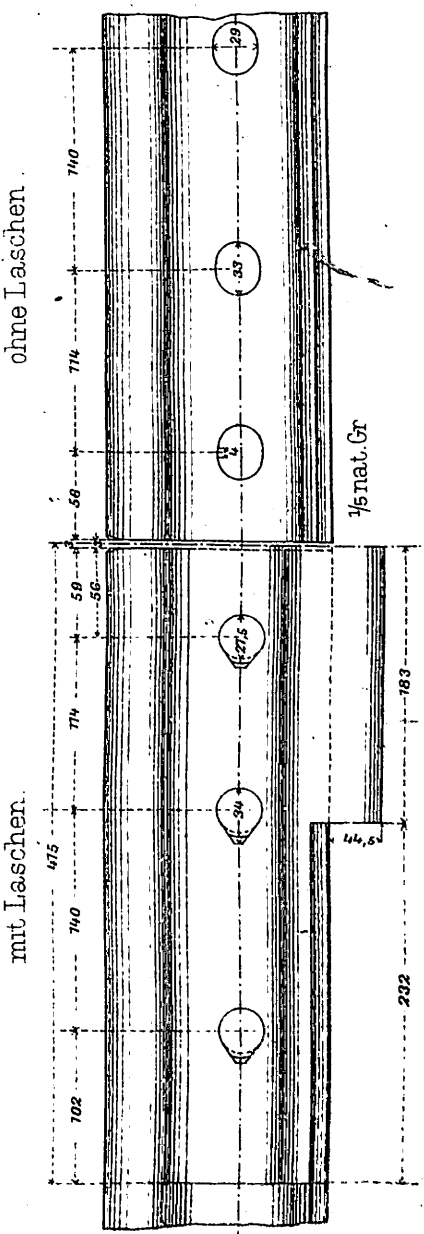


Fig. 1-4. Oberbau der Versuchsstrecken mit 35,34 kg/m schweren Schienen

Fig. 2. Querschnitt der Schiene, $\frac{1}{2}$ nat Gr.

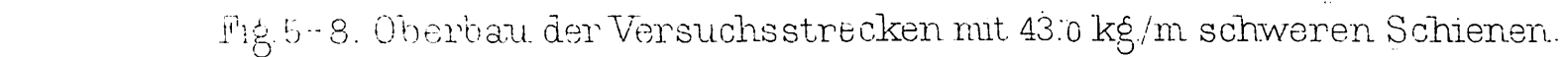


Fig. 5. Ansicht der Schiene und Lasche, $\frac{1}{2}$ nat. Gr.

Fig. 6. Querschnitt A.B. $\frac{1}{2}$ nat. Gr.

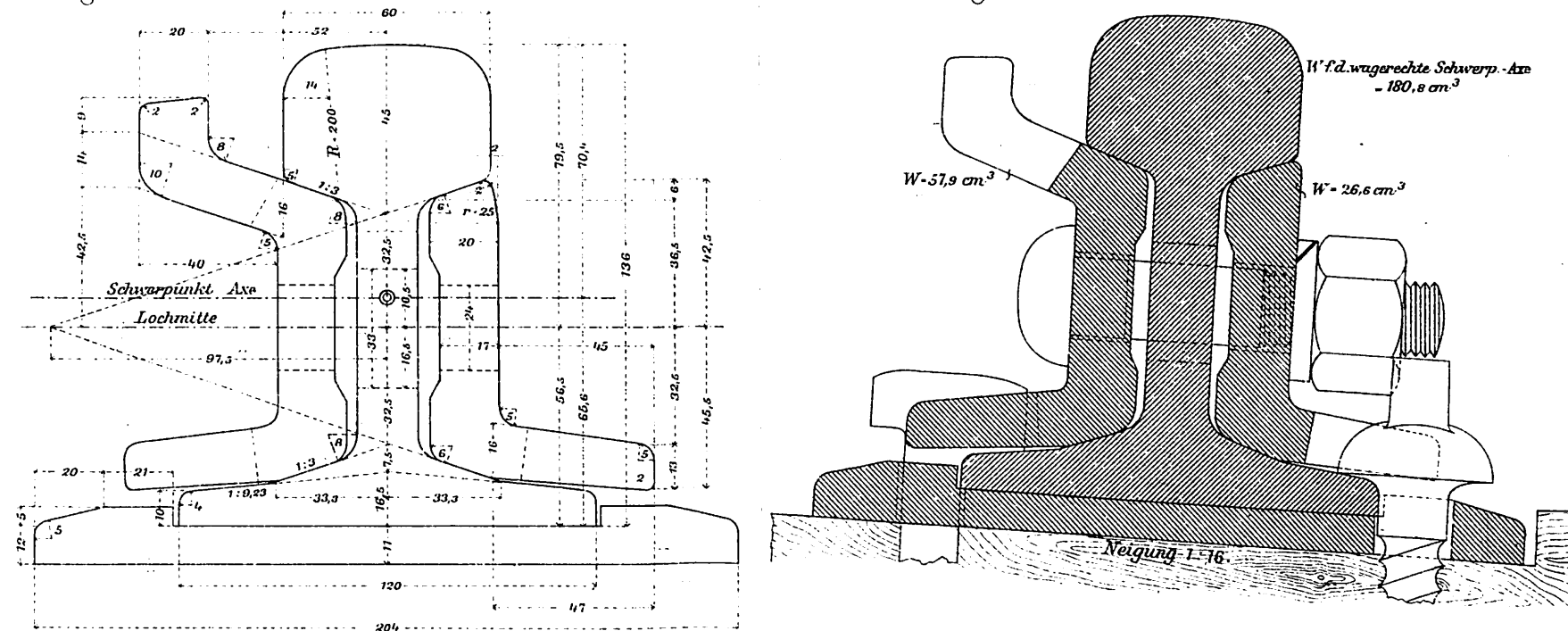


Fig.3. Schwelleneintheilung.

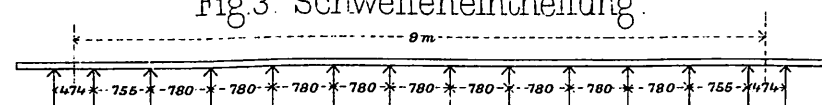
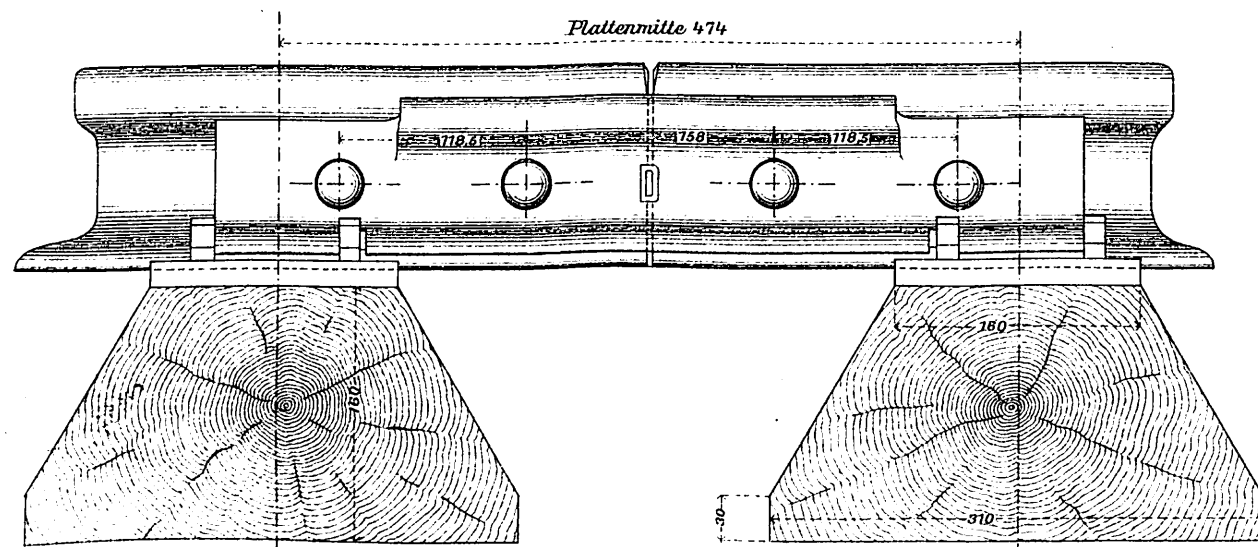


Fig. 4. Stossverbindung, $\frac{1}{5}$ nat. Gr.

Ansicht



Grundriss

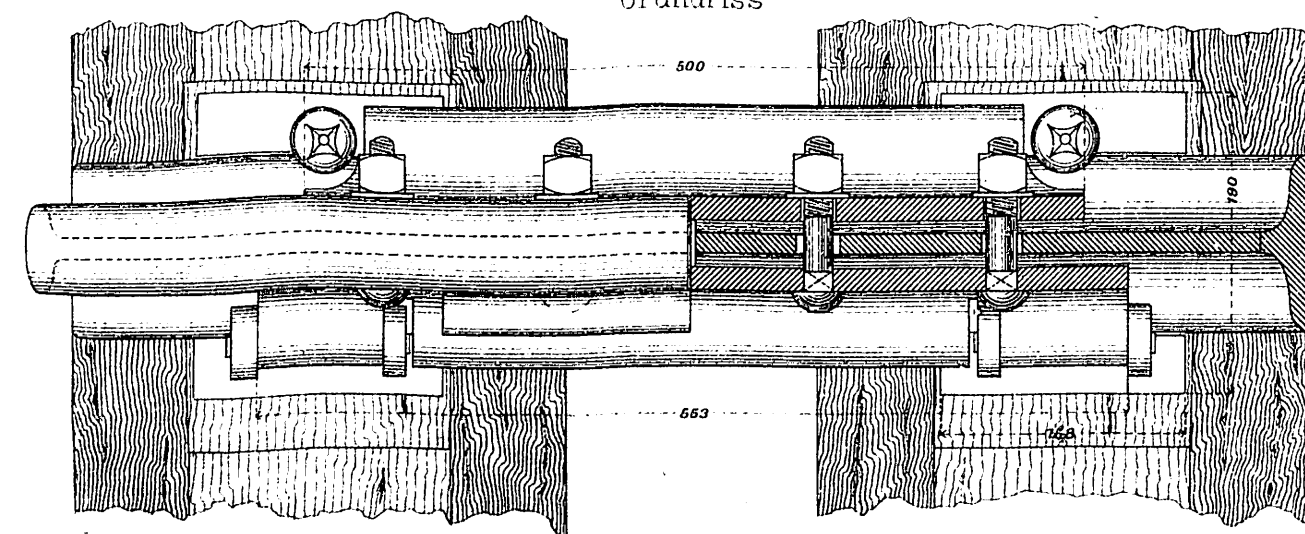


Fig. 7. Schwelleneintheilung.

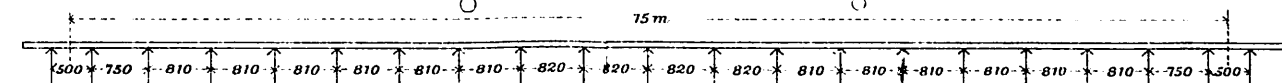
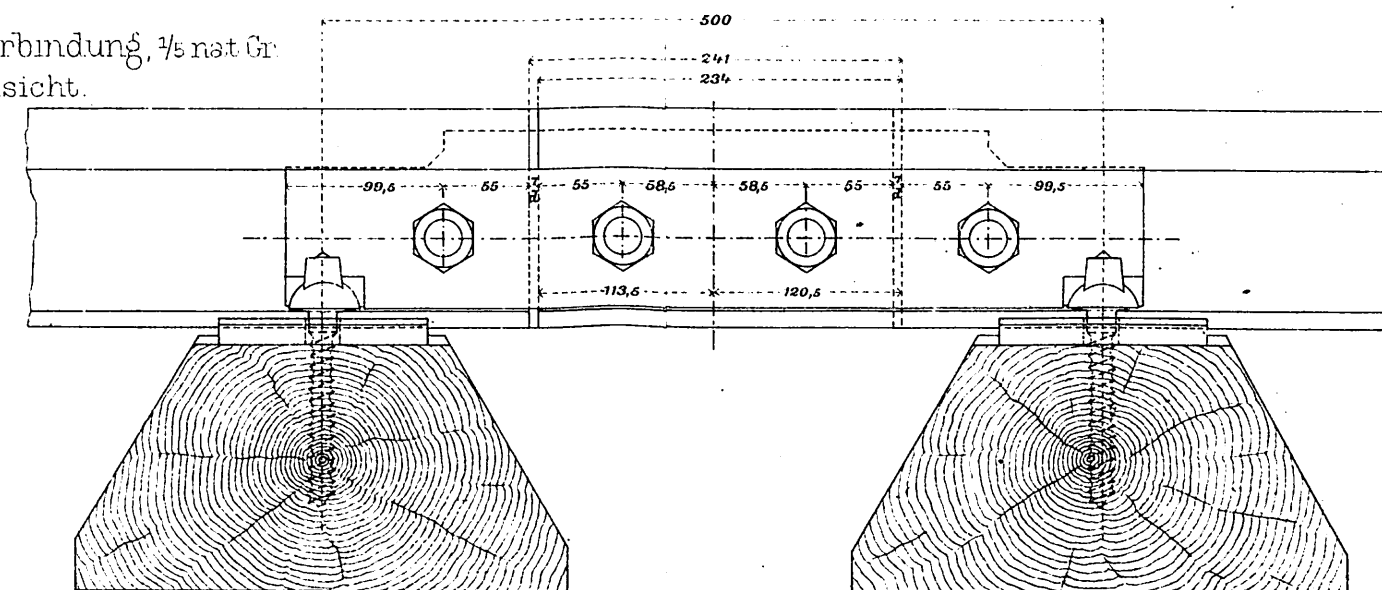
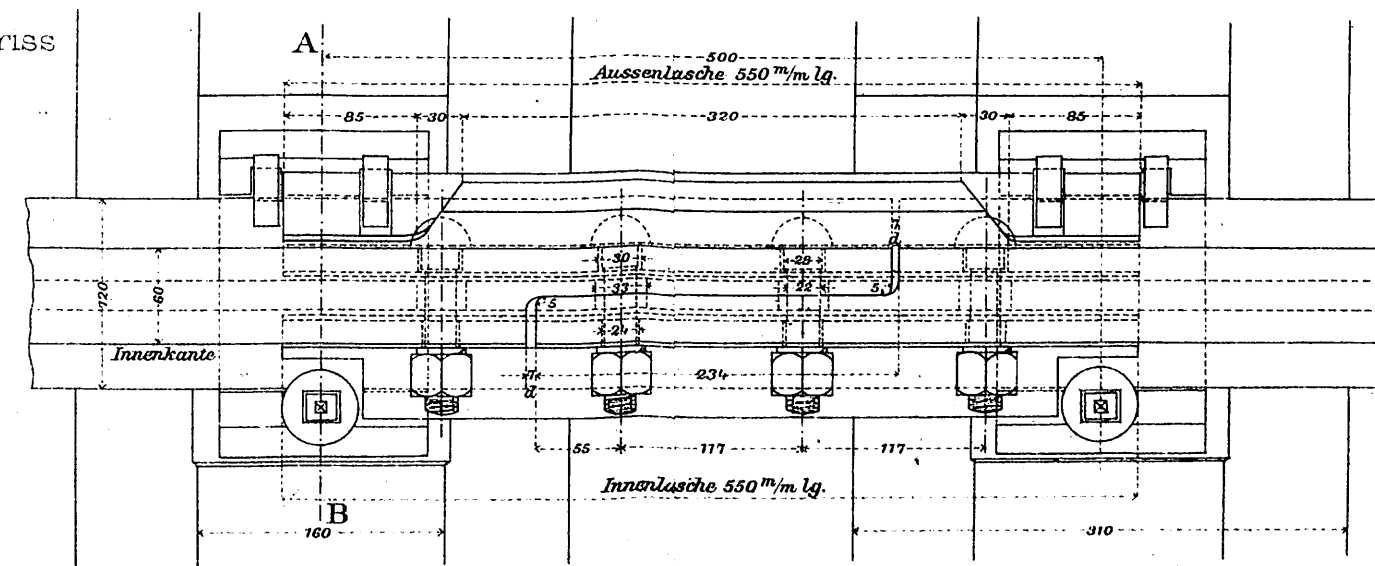


Fig. 8. Stossverbindung, $\frac{1}{5}$ nat Gr.

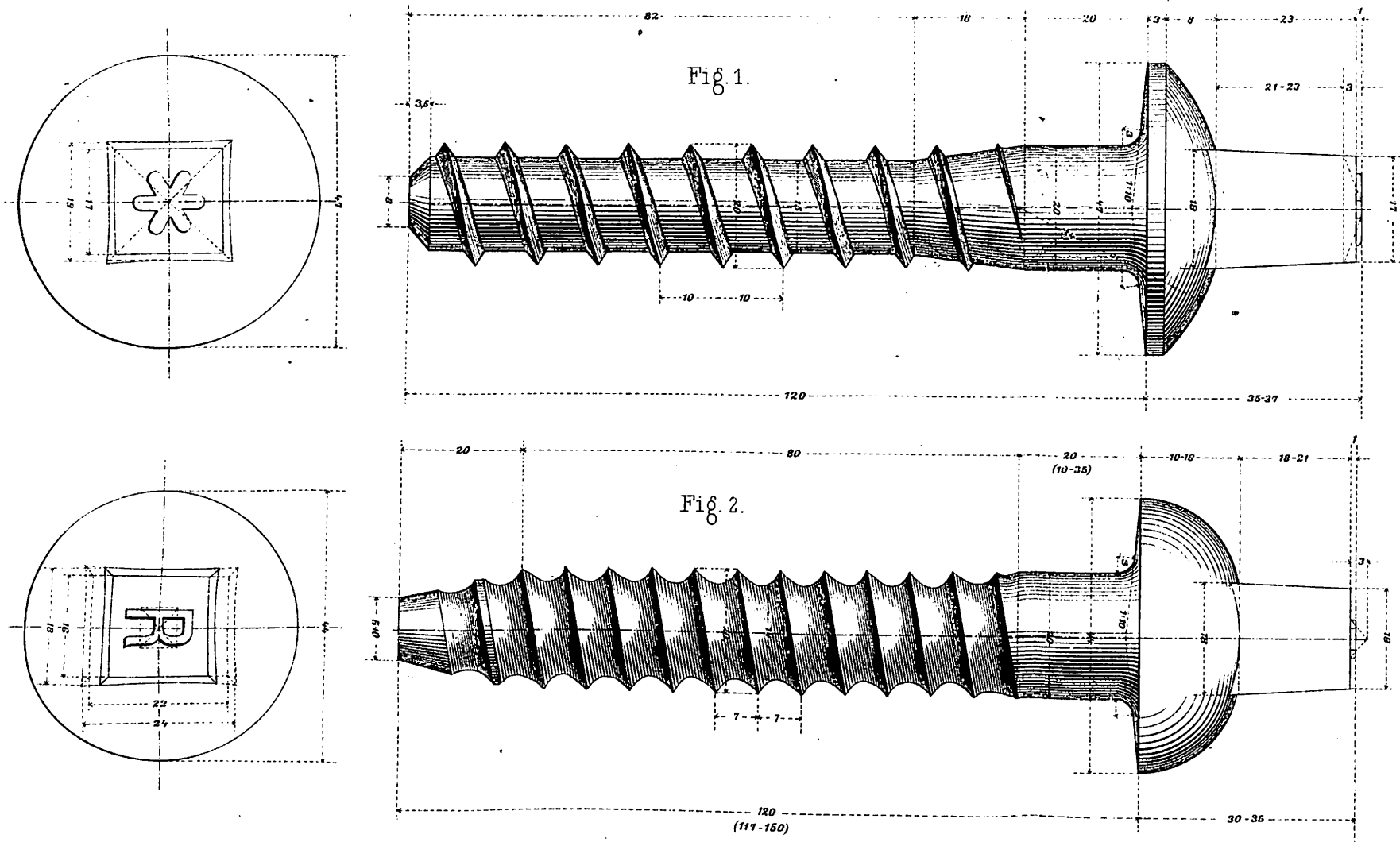
Ansicht.



Grundriss



Schraubennägel (nat. Gr.)



K. E. D. Bromberg.

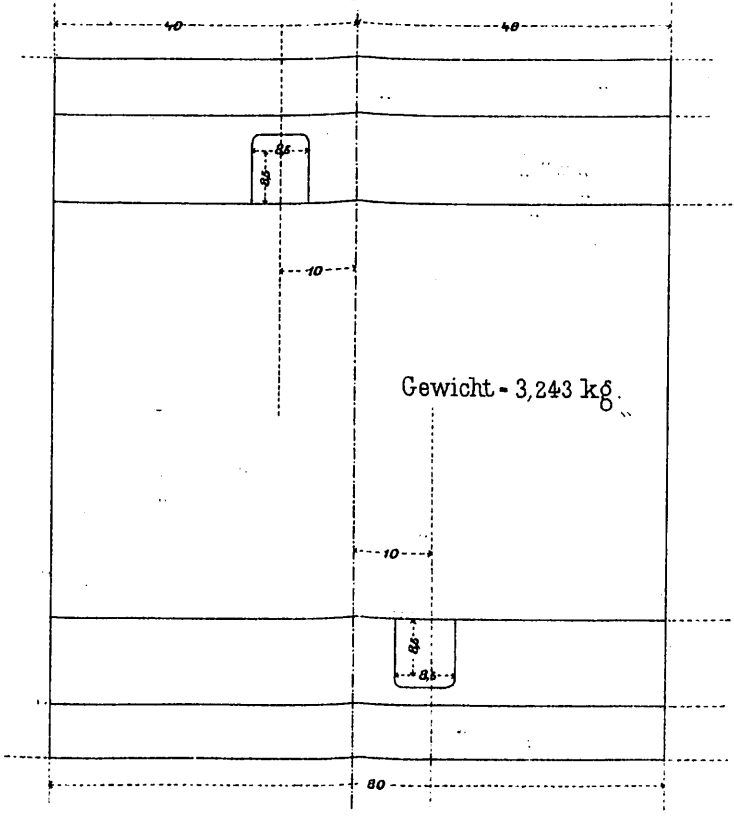
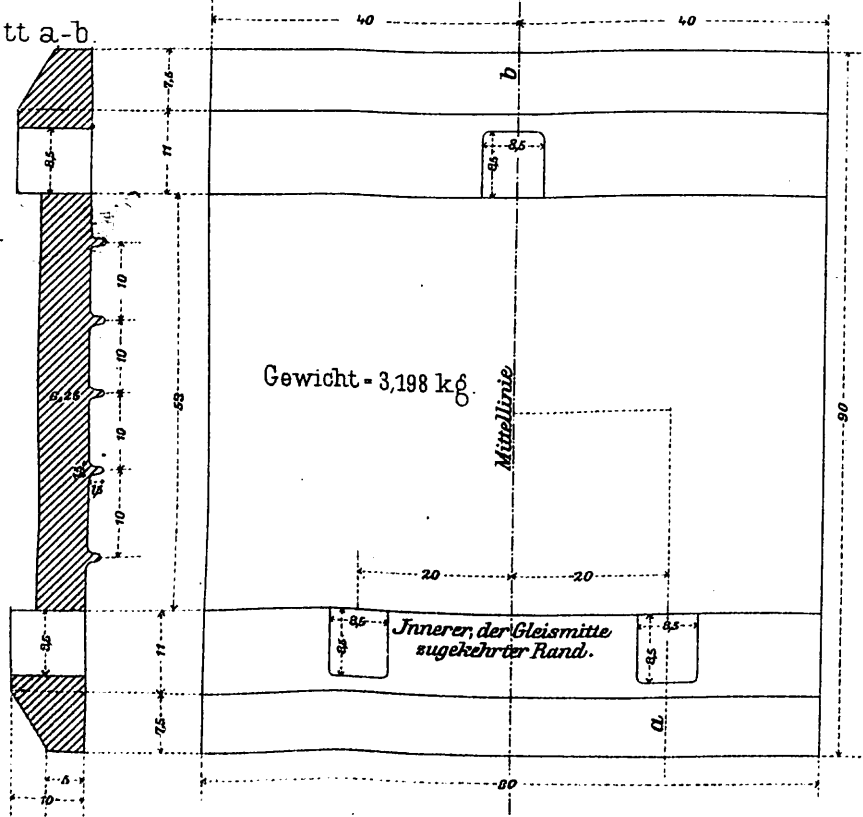
Stoßschwellen.

Fig. 4.

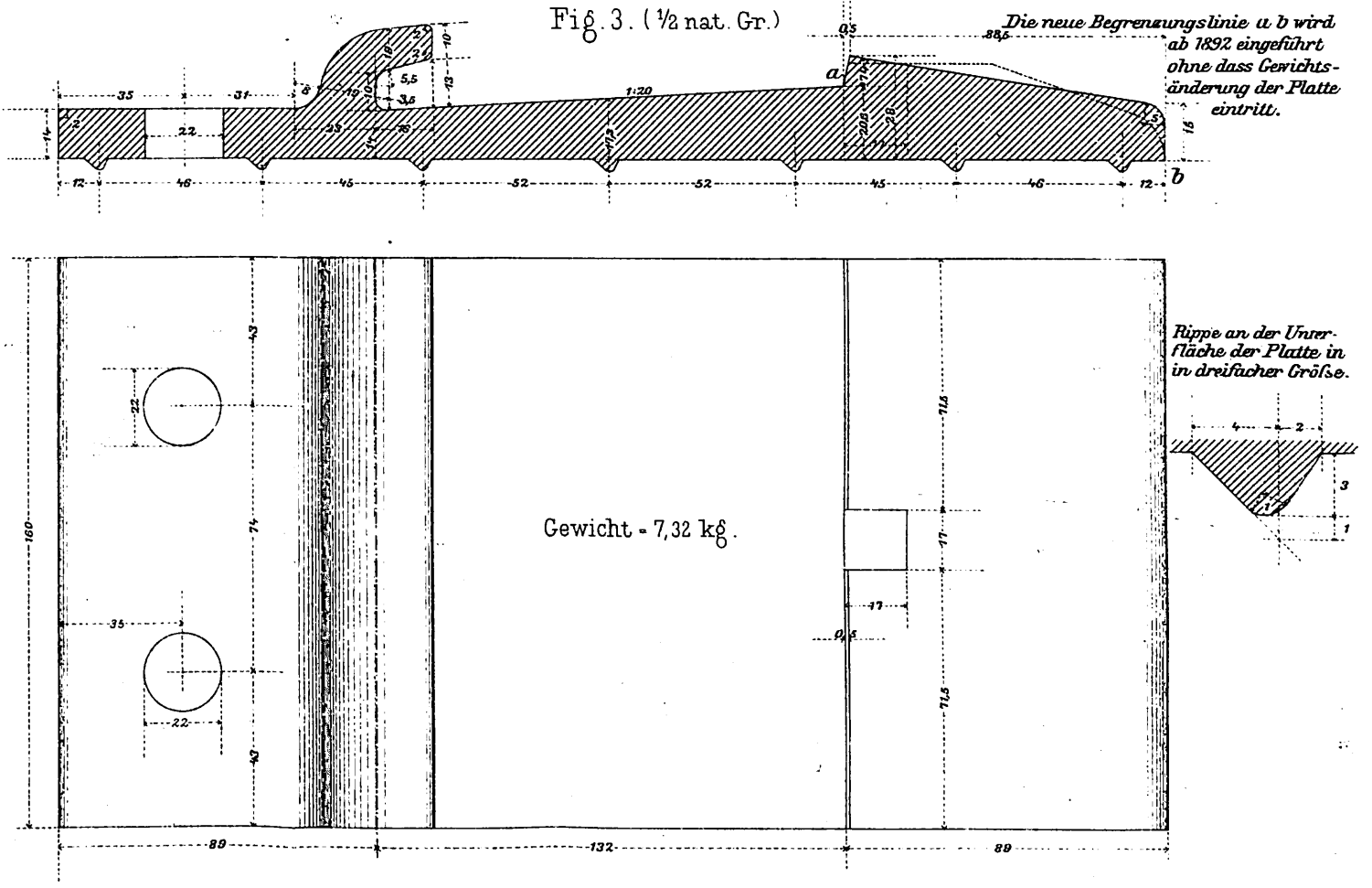
Mittelschwellen.

Fig. 5.

Schnitt a-b



(Fig. 3-7.) Unterlagsplatten zum Oberbau mit hölzernen Querschwellen.
Königl. Sächsische Staatseisenbahnen.



K. E. D. Elberfeld.

Stoß-Unterlagsplatte.

Fig. 6.

Mittel-Unterlagsplatte.

Fig. 7.

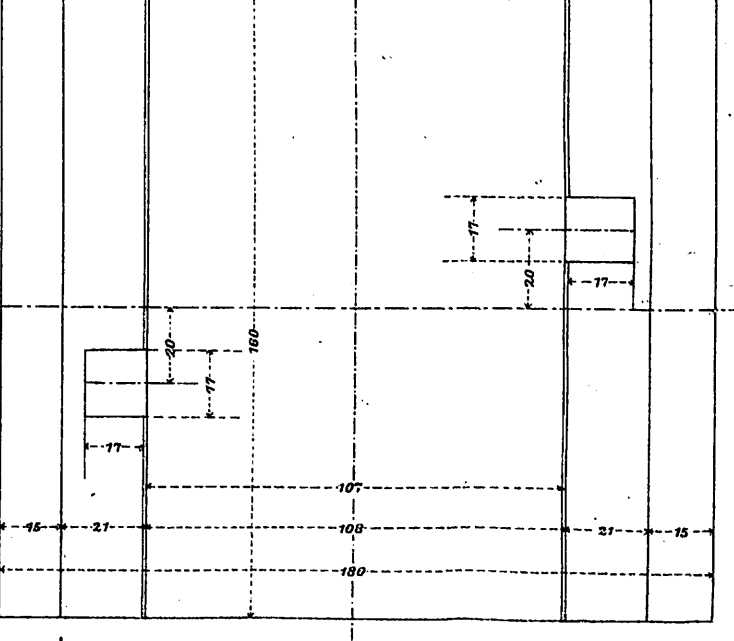
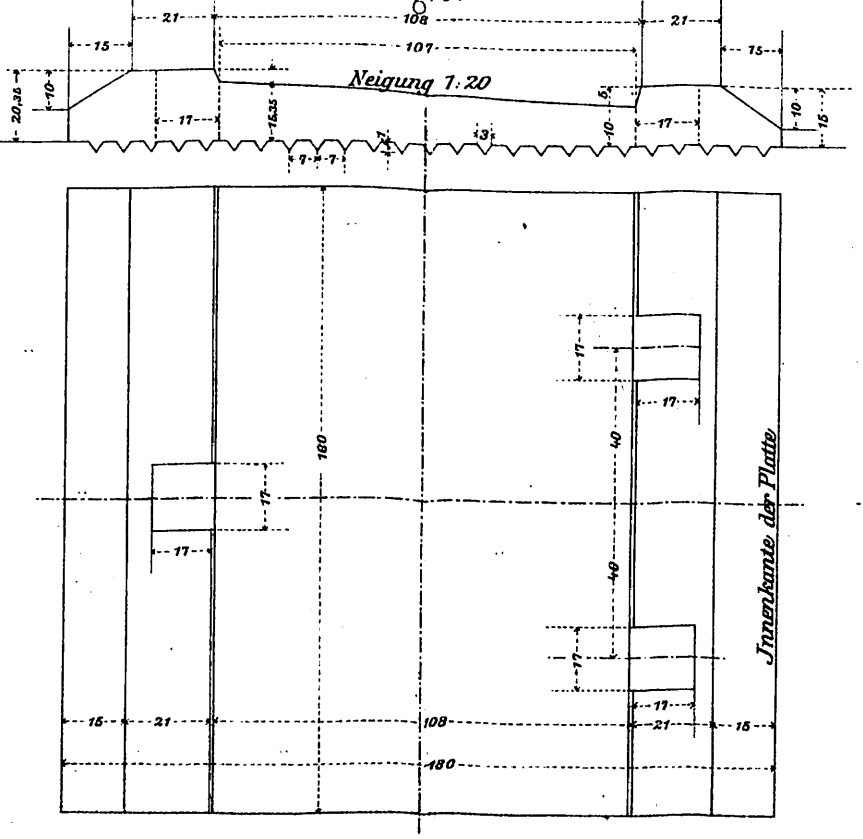


Fig. 1 Bahndohle bei Tuttlingen.
Querschnitt.

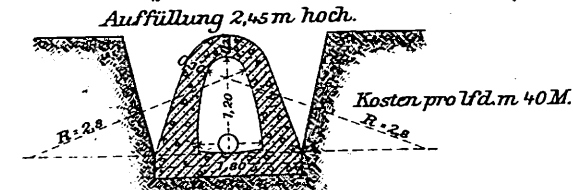


Fig. 2 Schwarzbach-Durchlass.

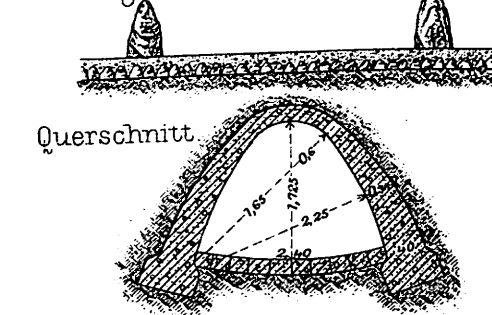


Fig. 2a Längenschnitt.

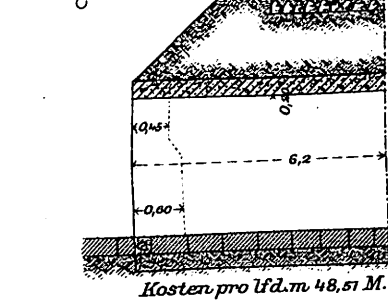


Fig. 3 Durchlass bei Ludwigsthal.

Querschnitt.

Auffüllung 2.90 m hoch.

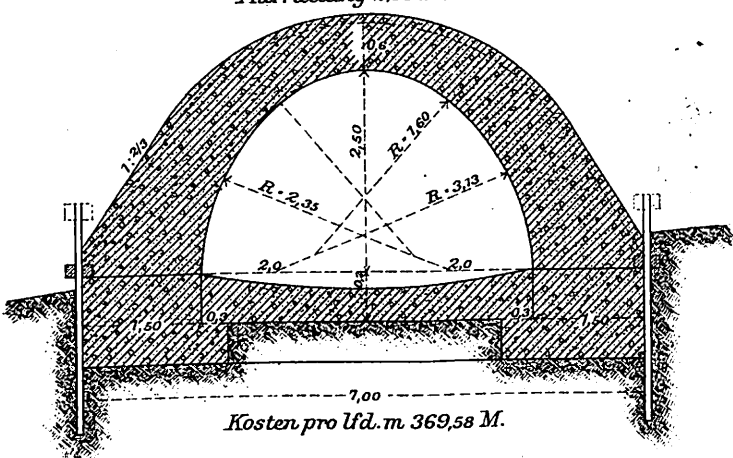


Fig. 5c Schnitt C.D.

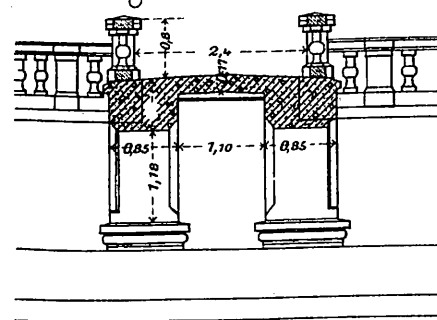


Fig. 5b Schnitt A.B.

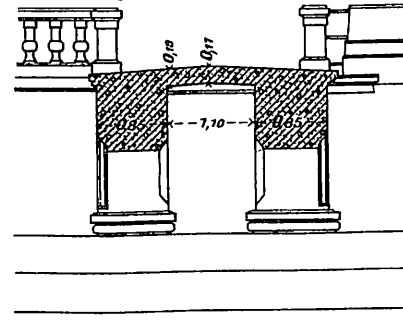


Fig. 5 Enzsteig gegenüber dem Katharinenstift in Wildbad.

Ansicht Flussaufwärts.

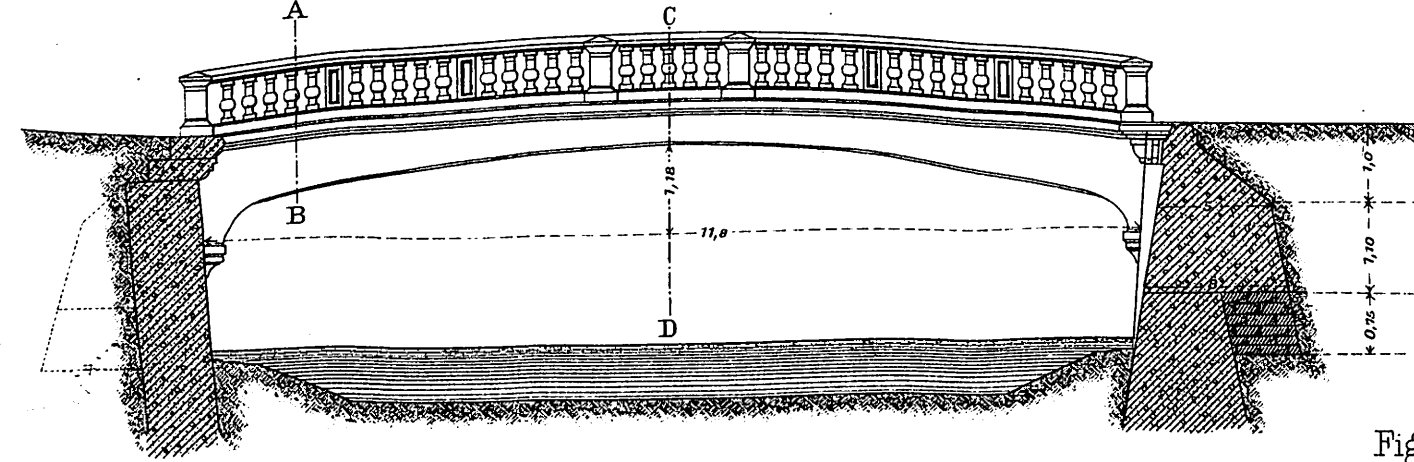


Fig. 4b Ansicht von oben.

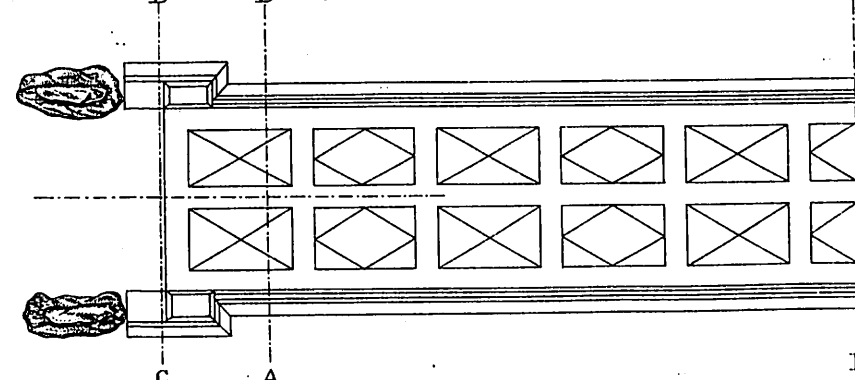


Fig. 4c Schnitt C.D.

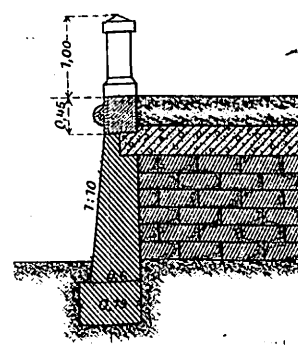


Fig. 5a Ansicht von oben.

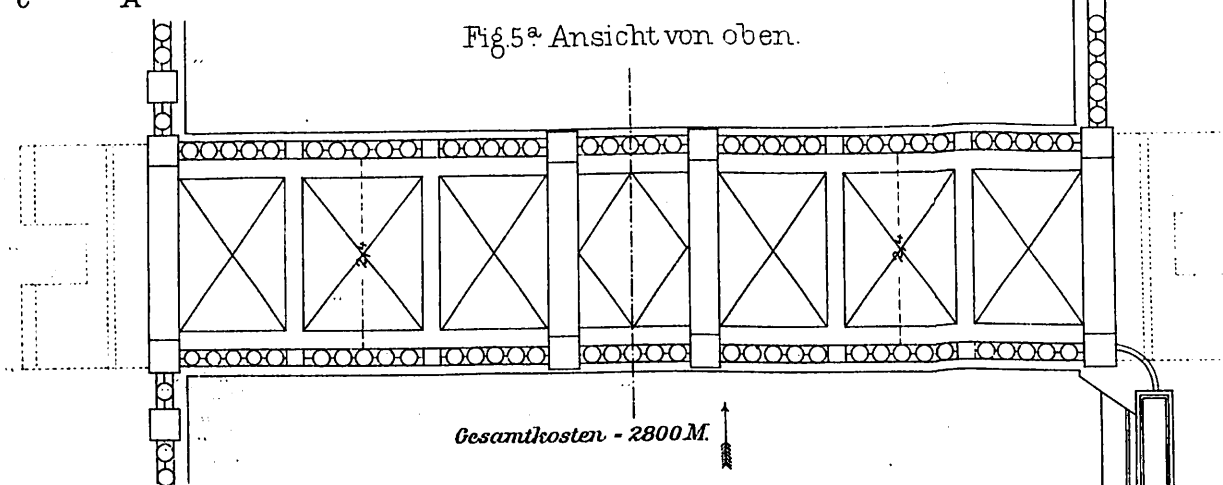


Fig. 6 Westrachbrücke bei Erbach.

Ansicht.

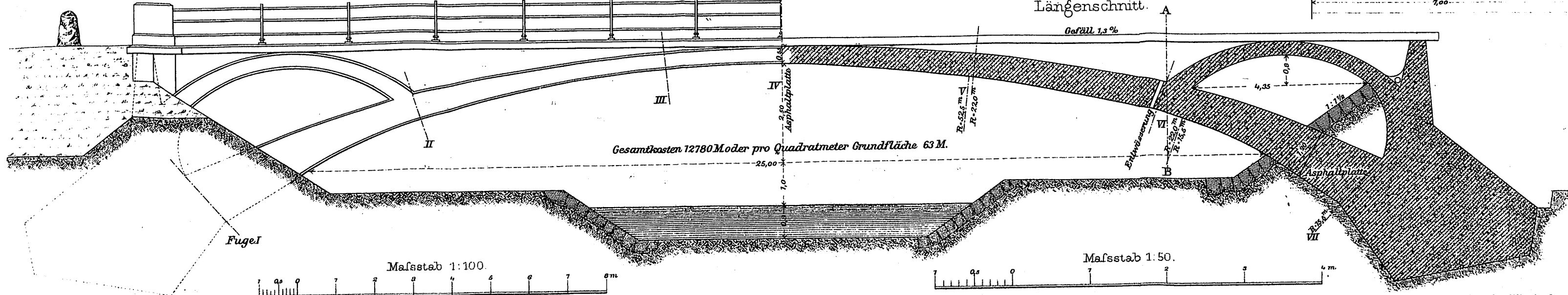


Fig. 4 Reitsteig über die Enz in den Anlage bei Wildbad.

Ansicht.

Längenschnitt.

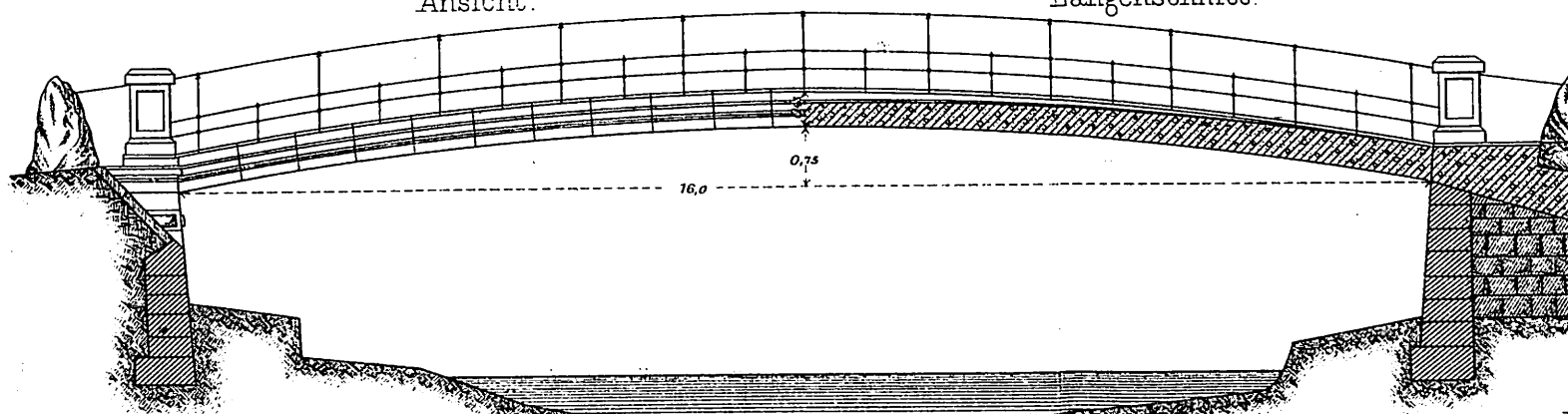


Fig. 4a Schnitt A.B.

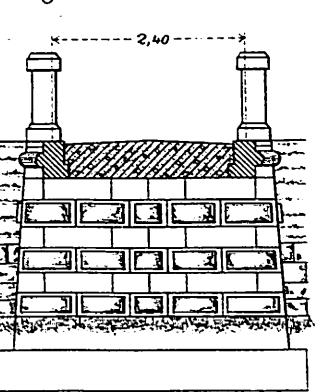


Fig. 4d Schnitt E.F.

1:50

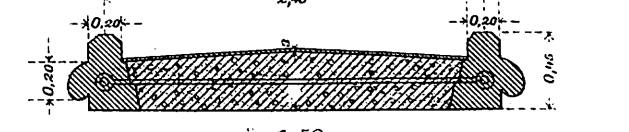


Fig. 7 Querschnitt einer Güterwegbrücke in Weissenau.

Spannweite 5 m.

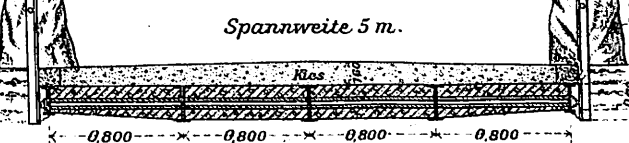
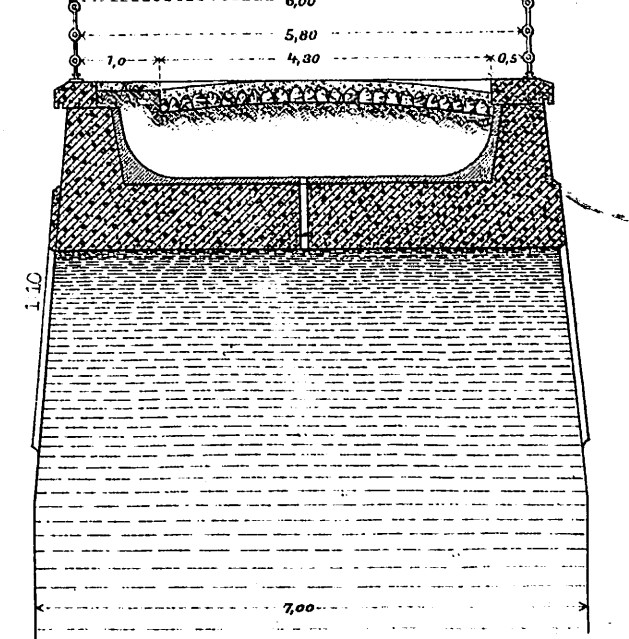


Fig. 6a Querschnitt A.B.



Versuchs-Object mit Moniergewölbe von 10,0 m Lichtweite,
ausgeführt am Matzleinsdorfer Frachten-Bahnhofs.
Darstellung des Objectes nach der am 16. und 17. Mai 1890, stattgefundenen Erprobung.

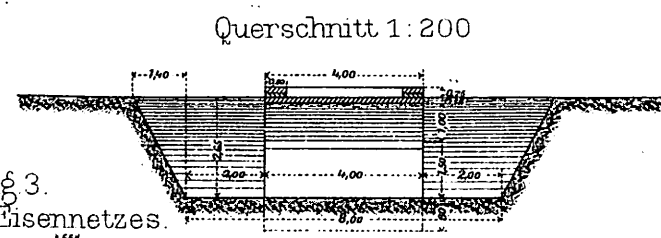
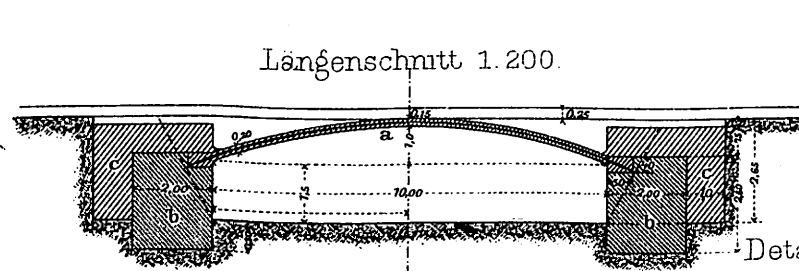
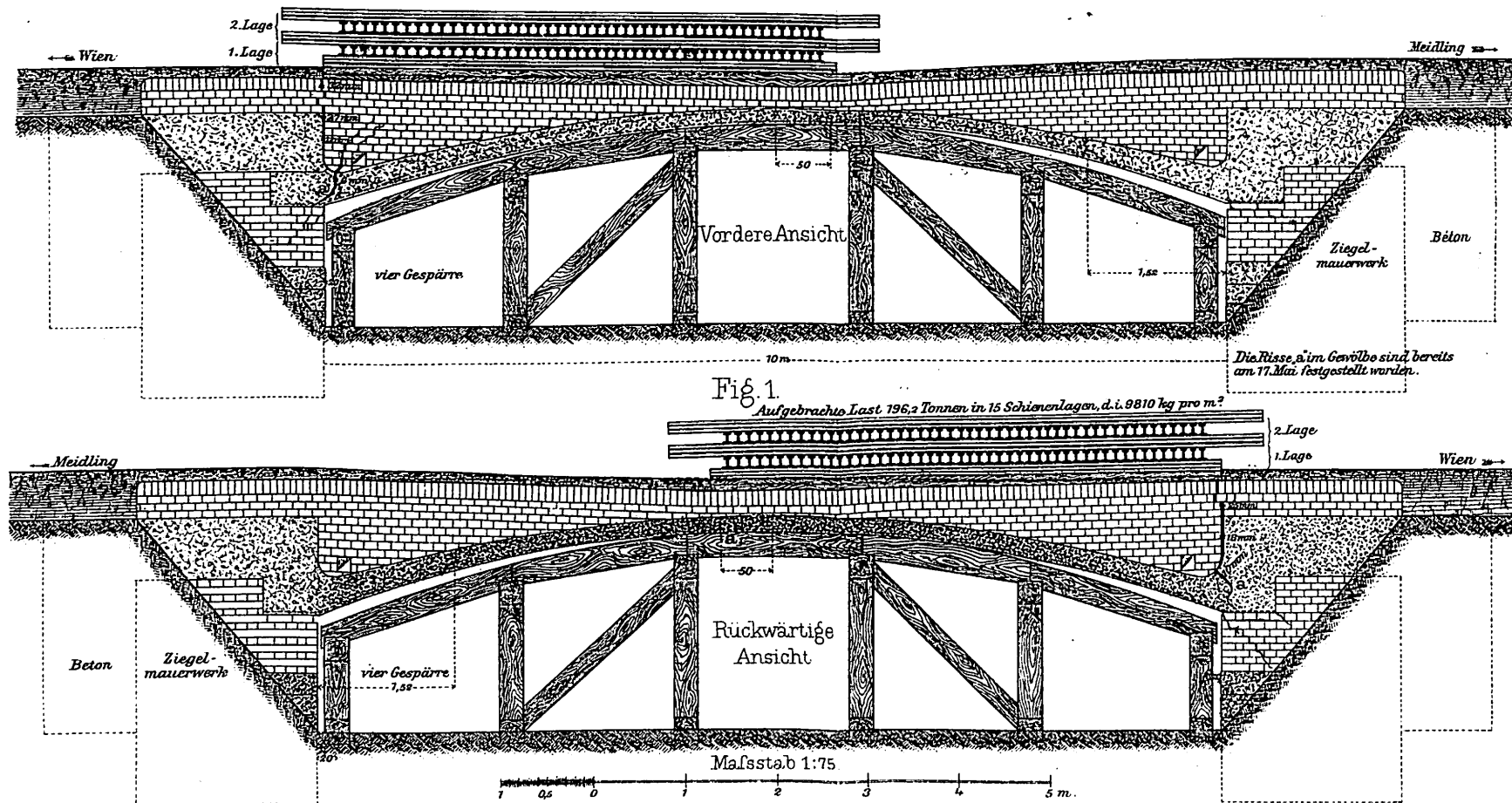
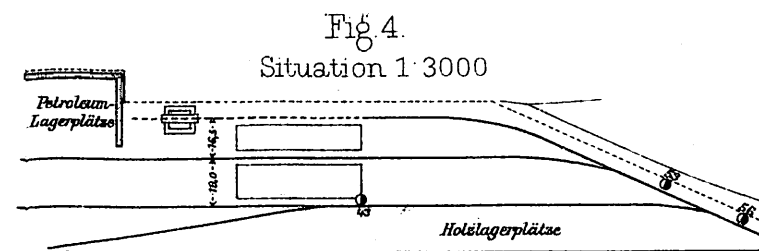
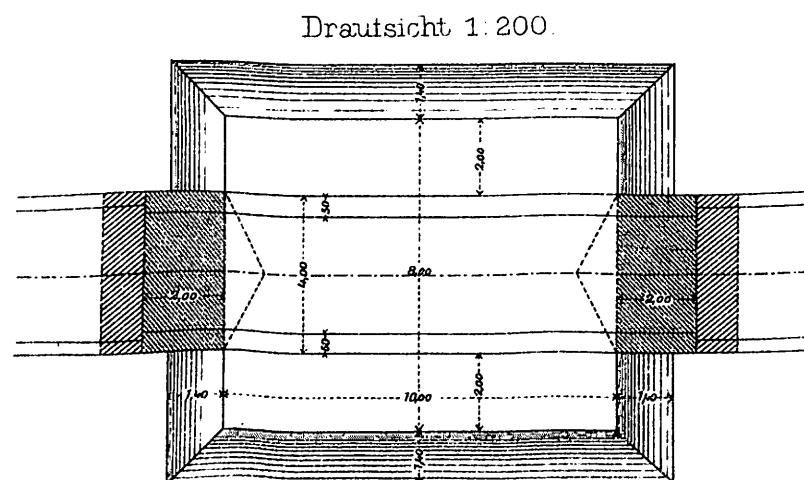
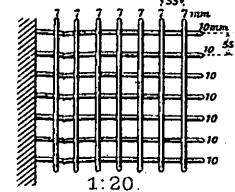
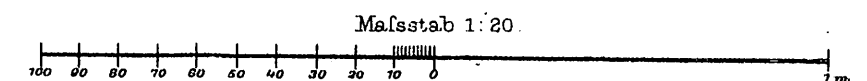
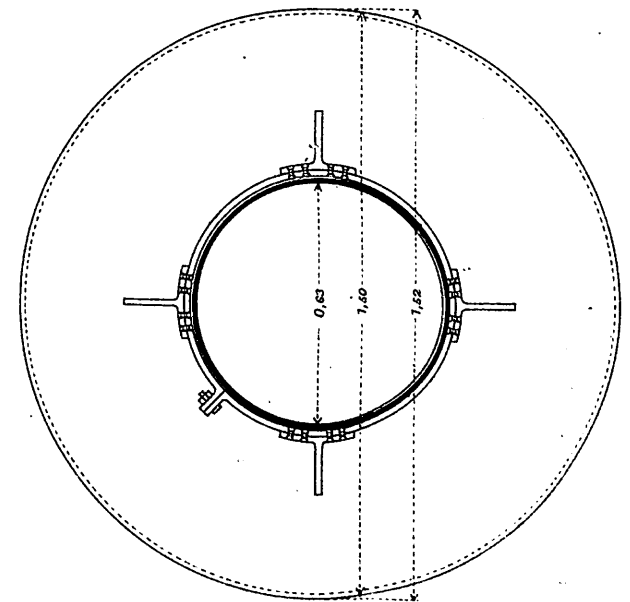
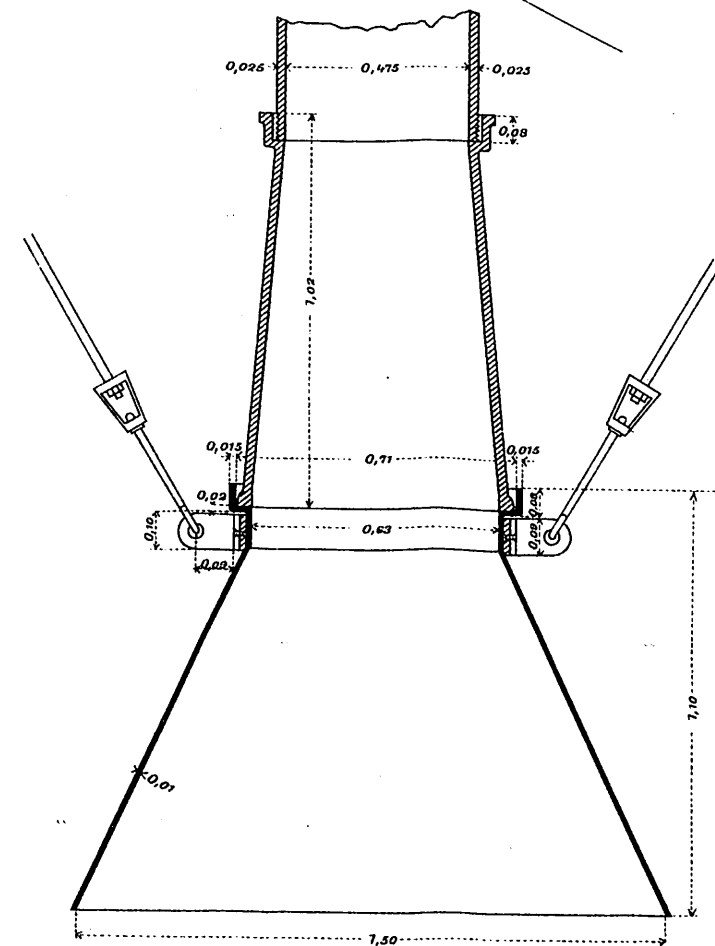
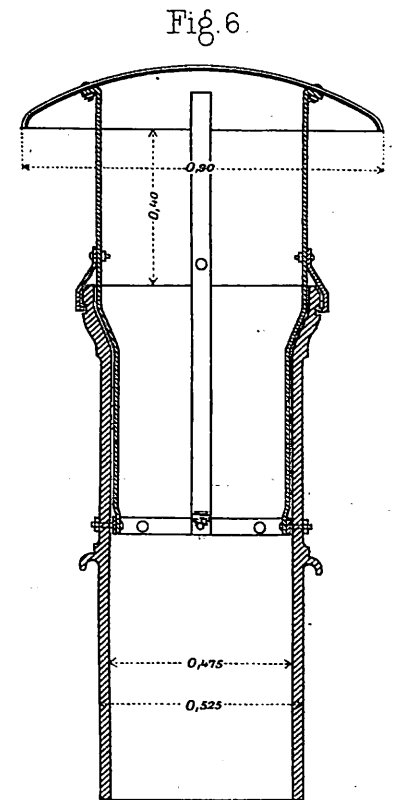
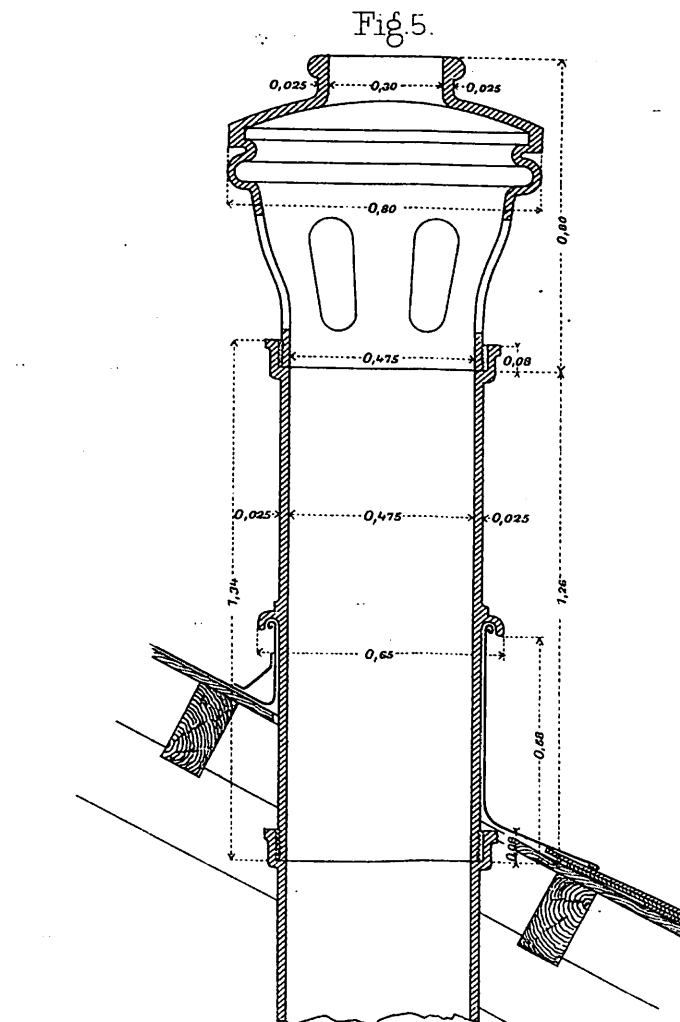


Fig. 3. Detail des Eisennetzes.

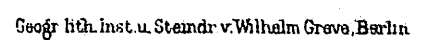


Rauchrohre.



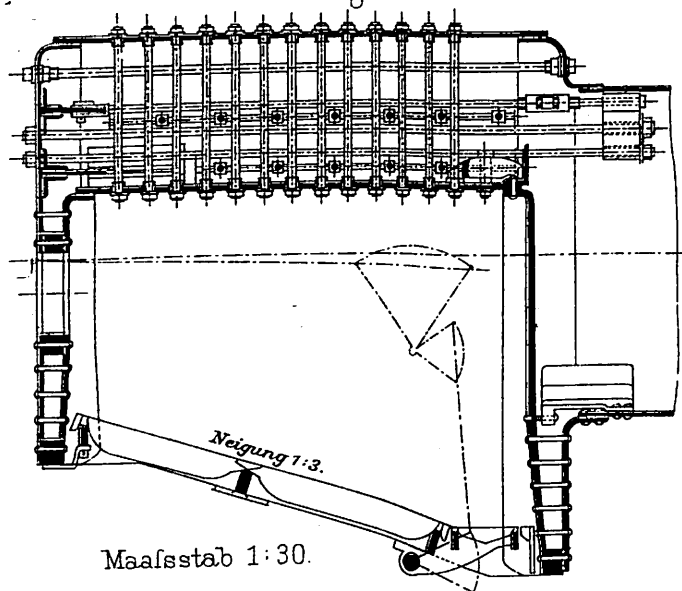
1/20 nat. Gr.

Schnitt.



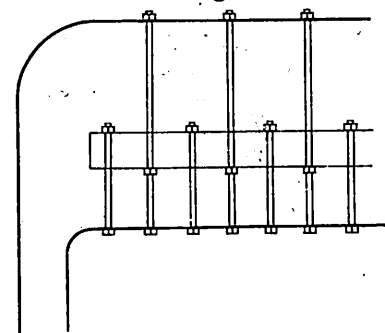
Grossh. Badische Eisenbahnen

Fig. 1.



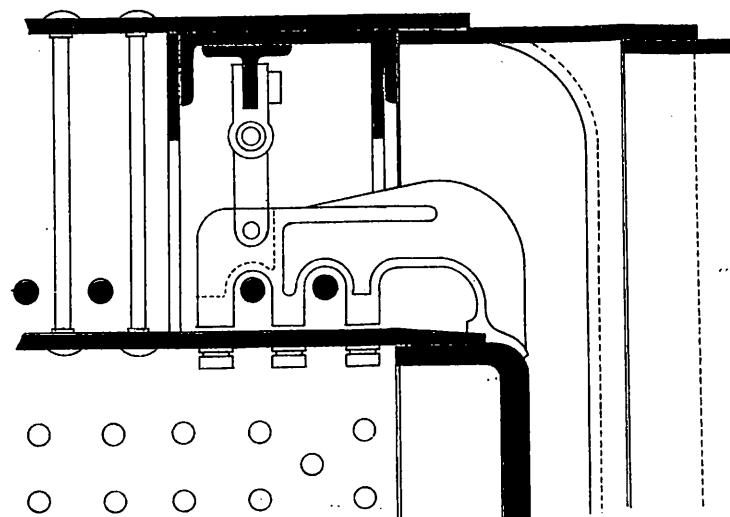
K.E.D. Berlin.

Fig. 2.



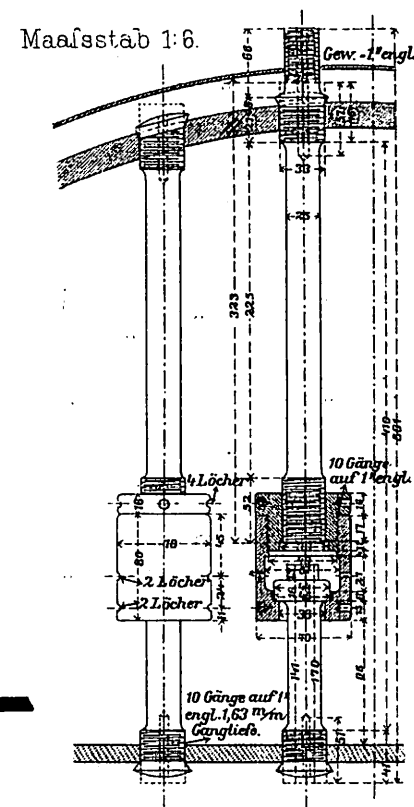
Königl. Württembergische
Staatseisenbahnen.

Fig. 7.



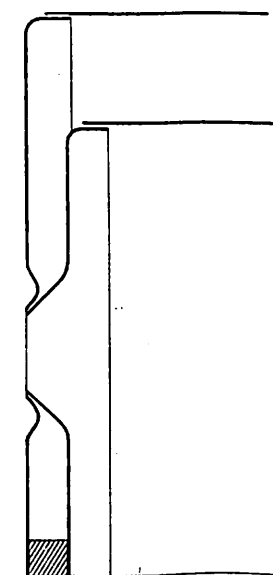
K.E.D. Breslau

Fig. 3.



K.E.D. Elberfeld

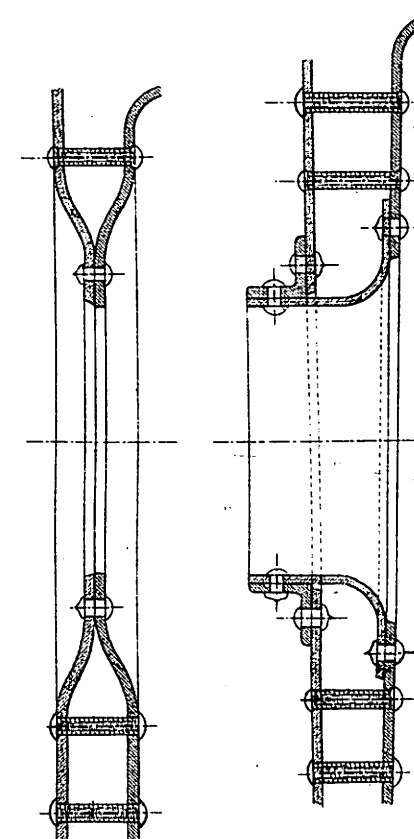
Fig. 8.



K.k.priv Kaiser Ferd. Nordbahn.

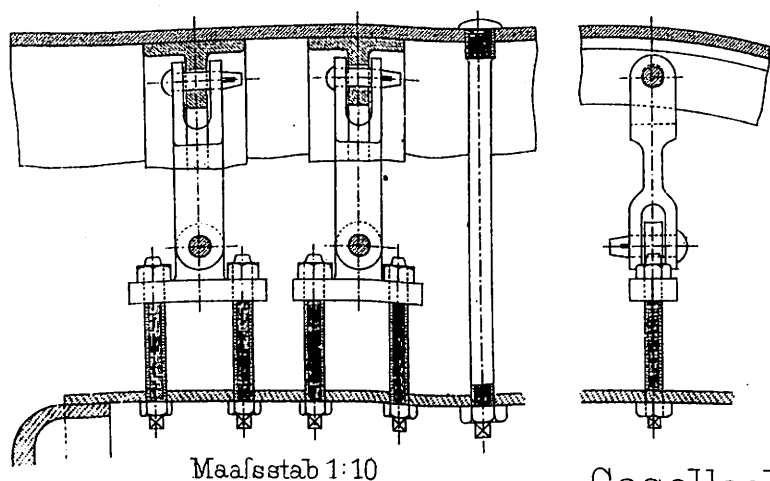
Fig. 9.

Fig. 10.



Holländische Eisenbahn Gesellschaft

Fig. 4.



Gesellsch. für den Betrieb
von

Niederländischen
Staatseisenbahnen

Maafstab 1:8.

Fig. 5.

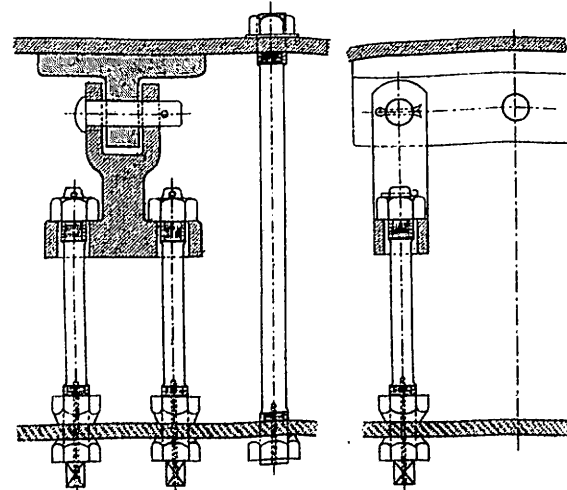
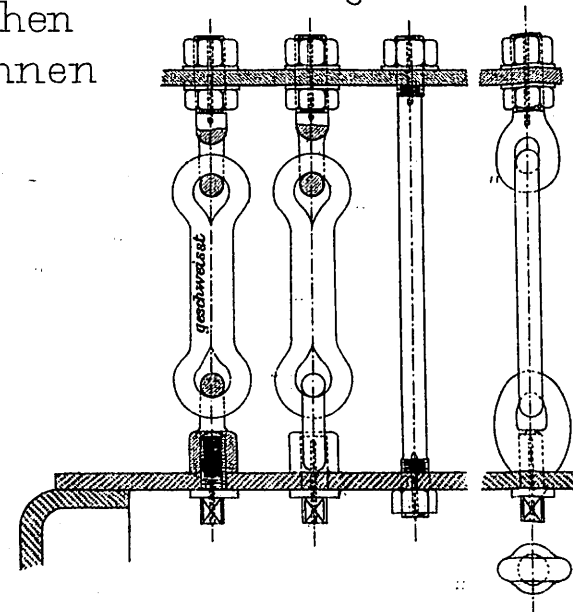
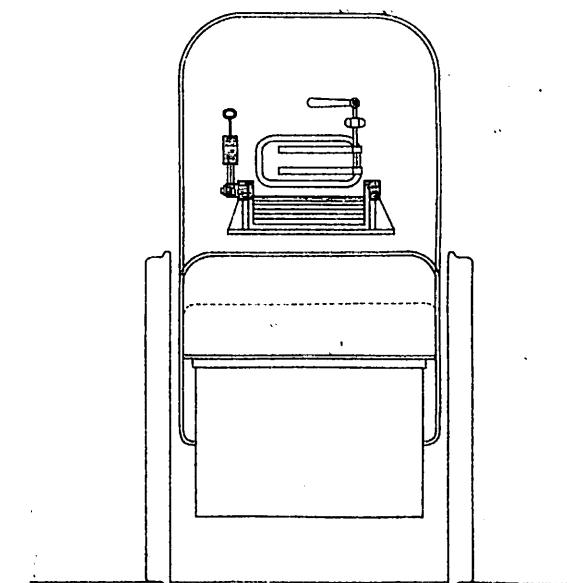
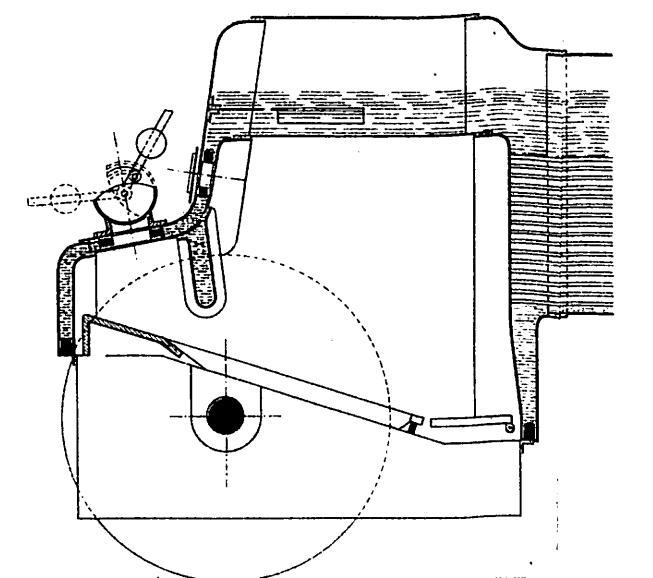


Fig. 6.



Kk. priv. Süd-Norddeutsche Verbindungsbahn

Fig. 11.



Anfahrvorrichtungen für Verbund-Lokomotiven.

Fig. 1. (Patent v. Borries.)

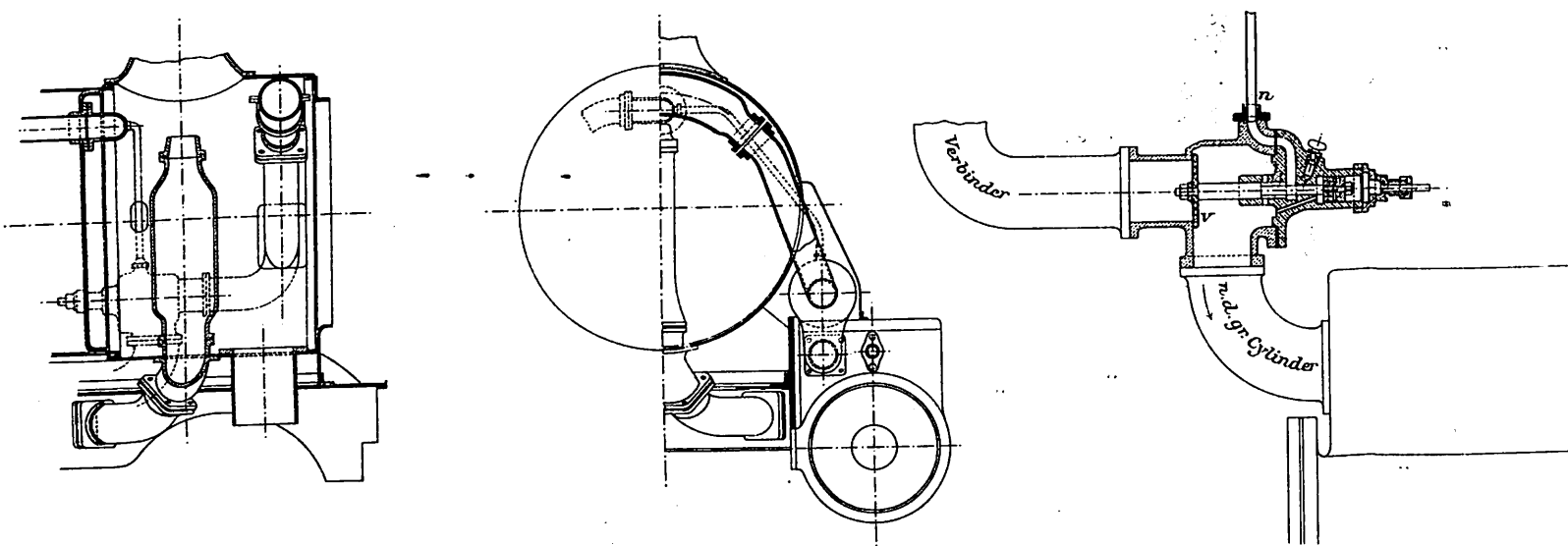


Fig. 4. (Bauart „Büte“.)

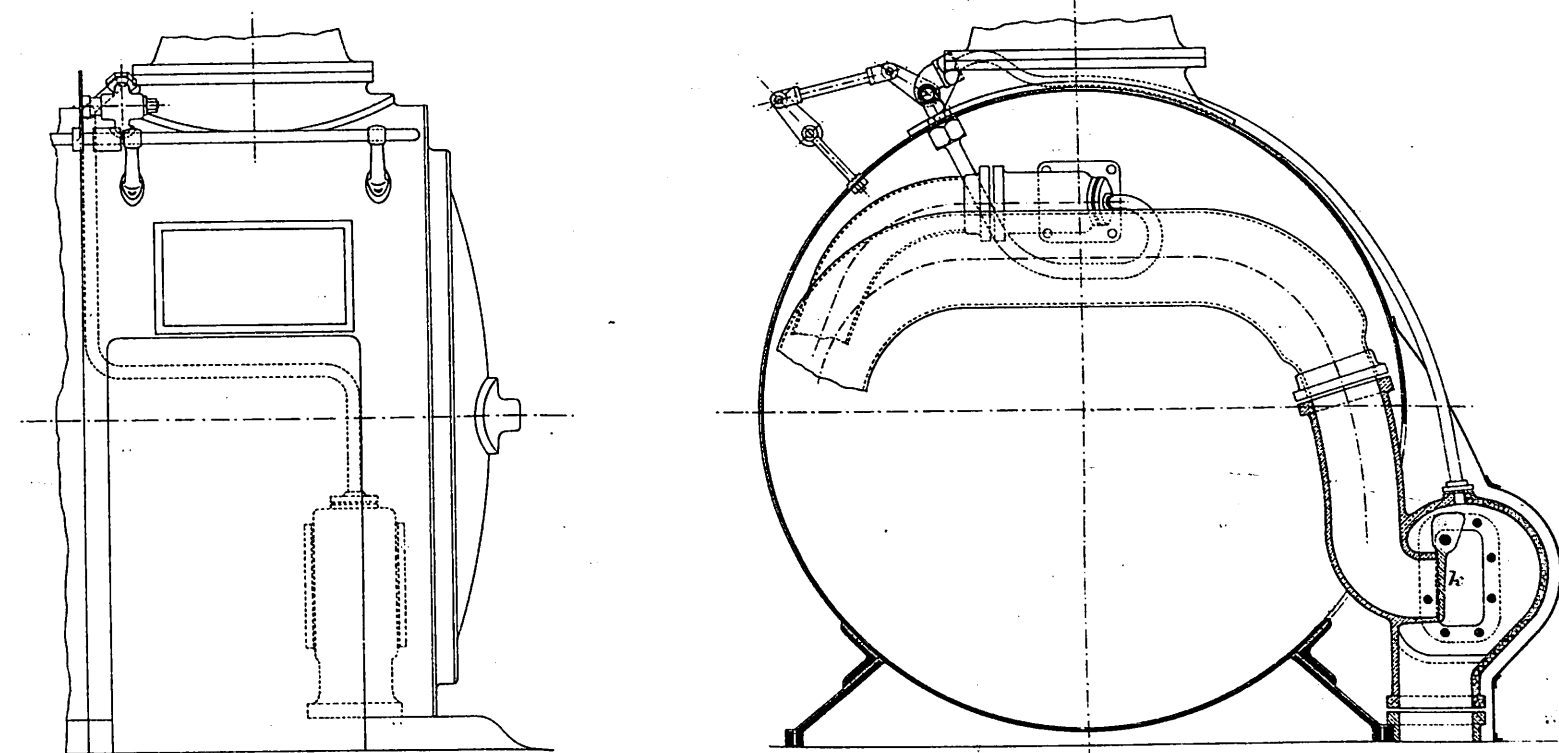
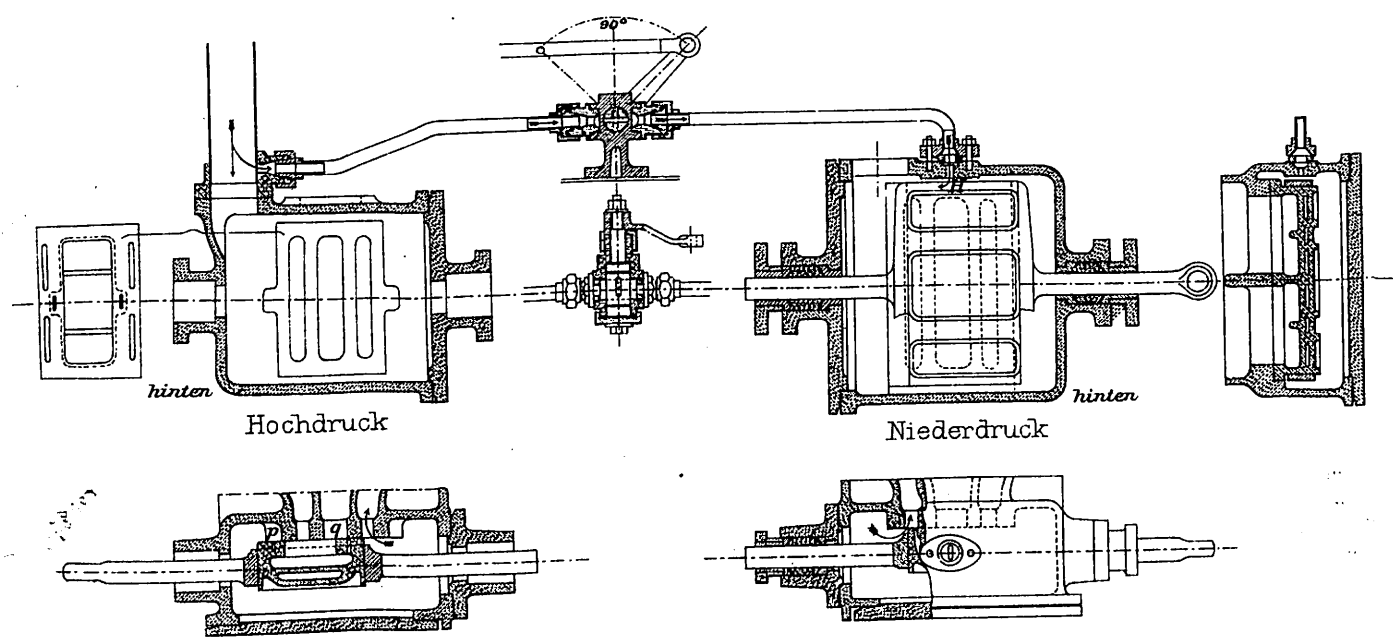


Fig. 2. (Patent „Lindner“.)



zu Fig. 4.

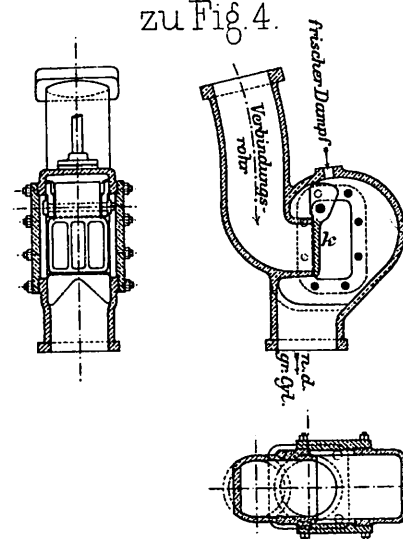


Fig. 5. (Kgl. Württembergische Staatsbahn.)

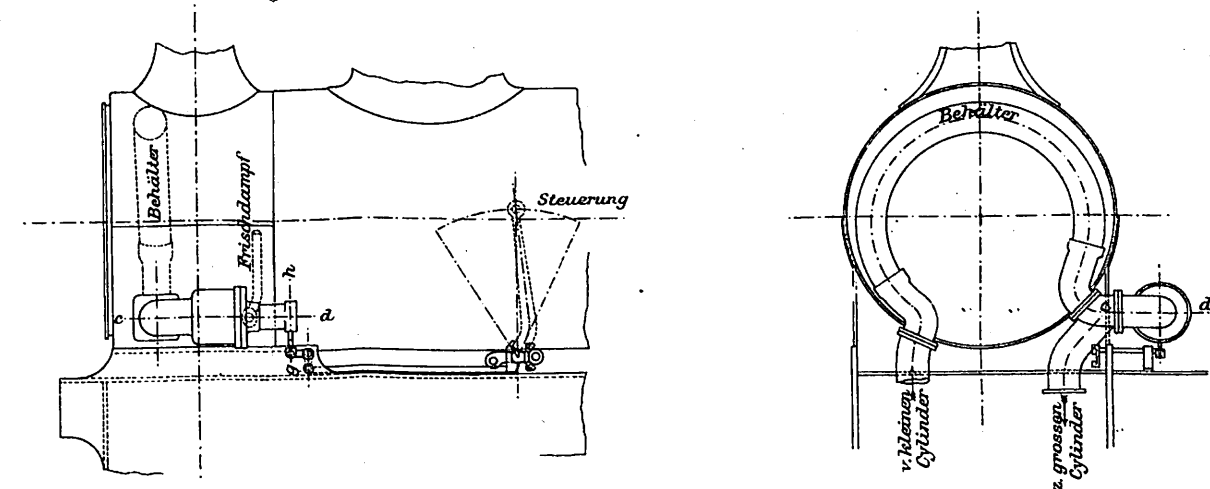
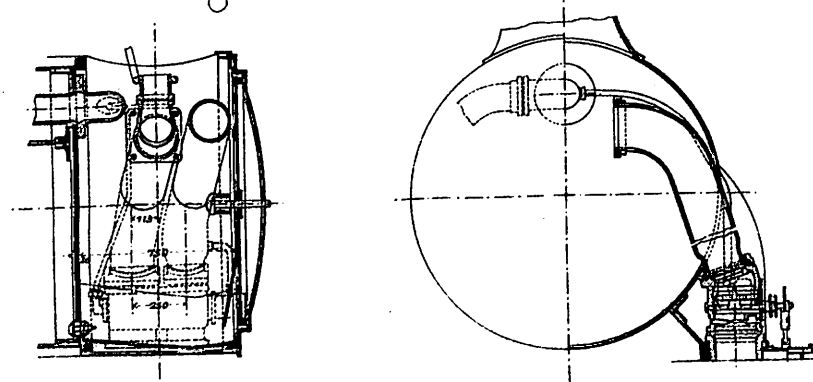
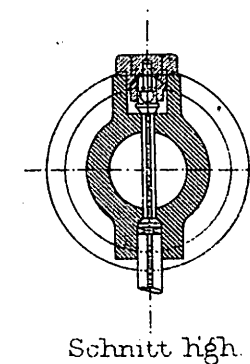
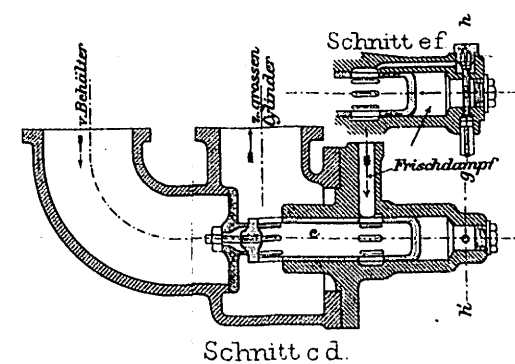
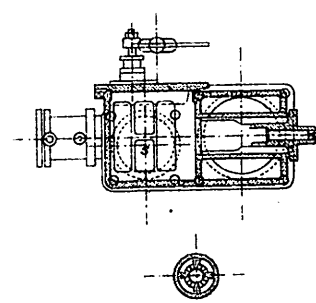
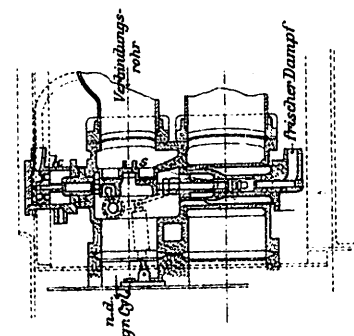


Fig. 3. (Patent „Schichau“.)



zu Fig. 3.



Anfahrvorrichtungen für Verbund-Lokomotiven.

(Holländische Eisenbahngesellschaft.)

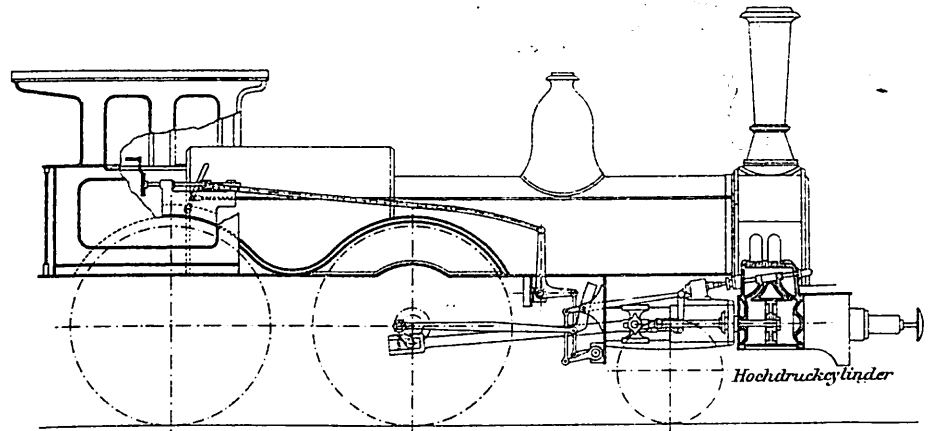
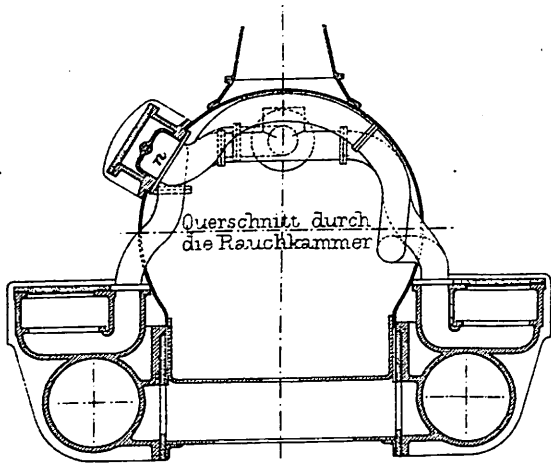
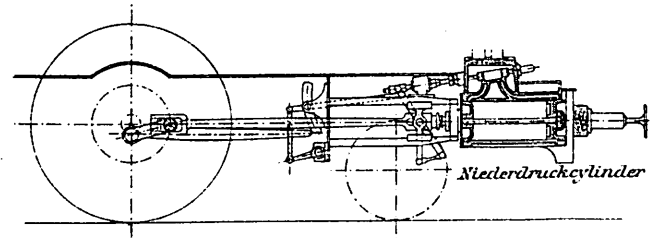
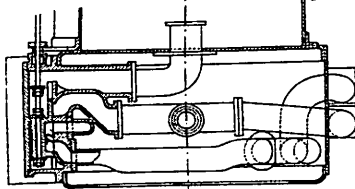


Fig. 1.

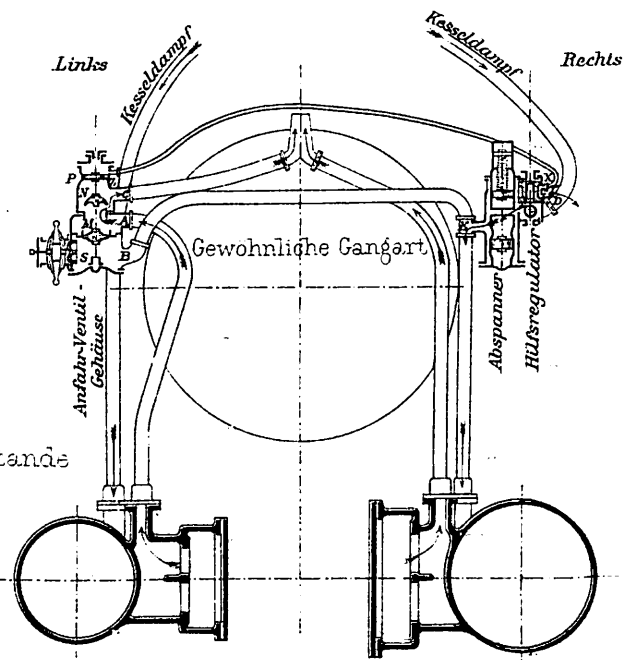
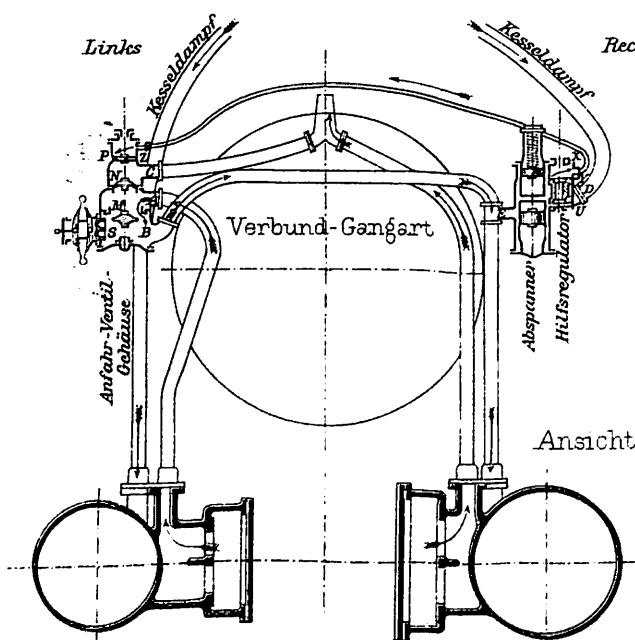


Schnitt durch den Vertheilungsschieber.



(System „Mallet“.)

Fig. 2



Ansicht vom Führerstande

Drehgestelle und Lenkachsen.

Fig. 1.

Fig. 2.

Fig. 1 u. 2

Fig. 3.

Bewegliches Laufachslager
für Personenzug-Locomotiven.
1:15 d.nat.Gr.

Fig. 4.

Fig. 5.

Fig. 6.

Fig. 7.

Querschnitt nach A-B.

Fig. 8.

Querschnitt nach C-D.

Fig. 13.

Fig. 14.

Schnitt A-B. Schnitt E-F.

Fig. 9.

Längenschnitt nach E-F.

Fig. 10.

Längenschnitt u. Seitenansicht.

Fig. 15.

Fig. 16.

Schnitt C-D.

Fig. 11.

Schnitt nach J-K.

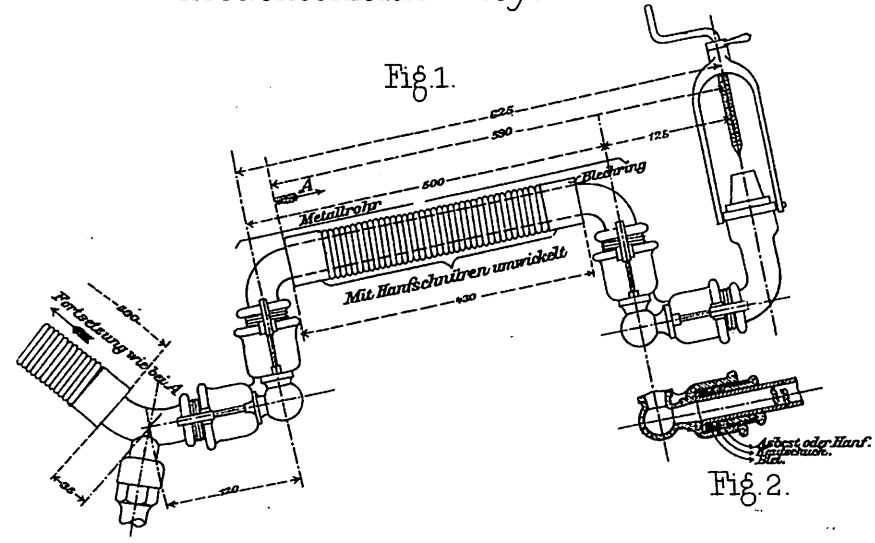
Obere Ansicht.

Fig. 12.

Schnitt nach L-M.

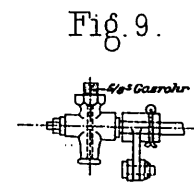
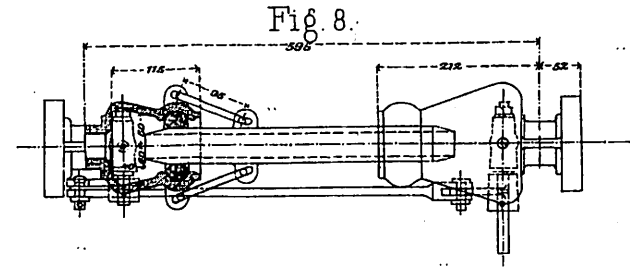
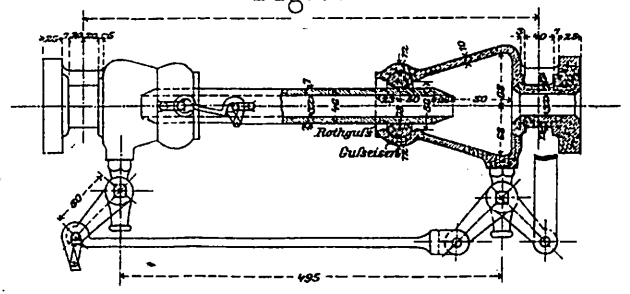
Heiz- und Bremskuppelungen aus Metall.

Metall Dampfheizungskuppelung von Lorber u. Mervic
in Sachsenfeld in Steyermark.

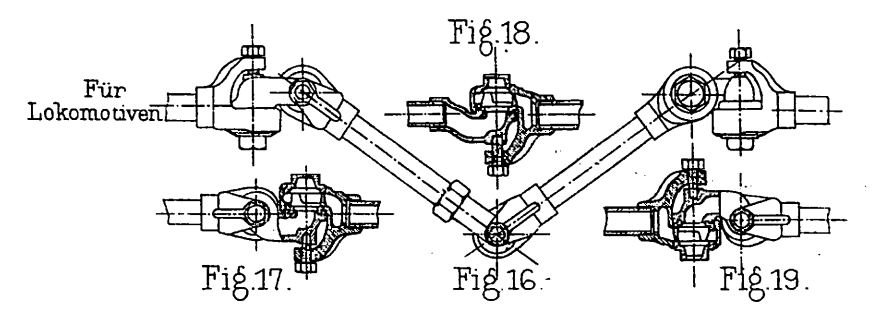
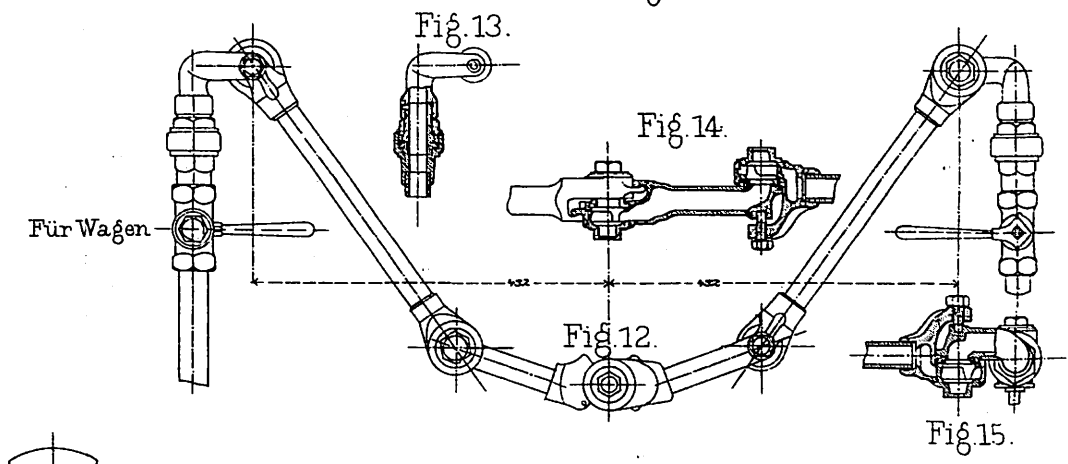


(Fig. 7-9.) Rohrkuppelung zur Dampfheizung zwischen Lokomotive und Tender,
angewendet von der Kgl. Eisenbahn Direktion Breslau.

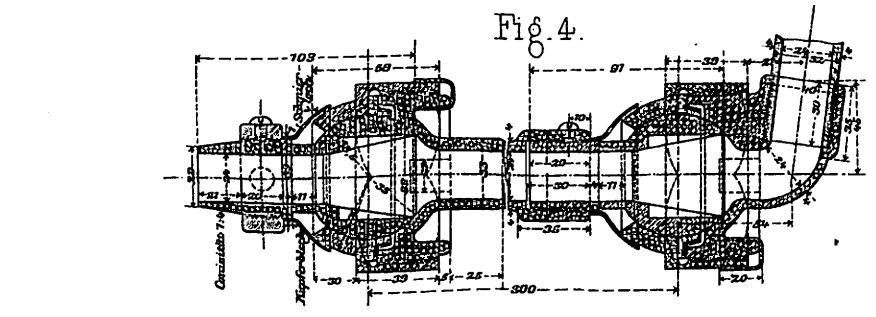
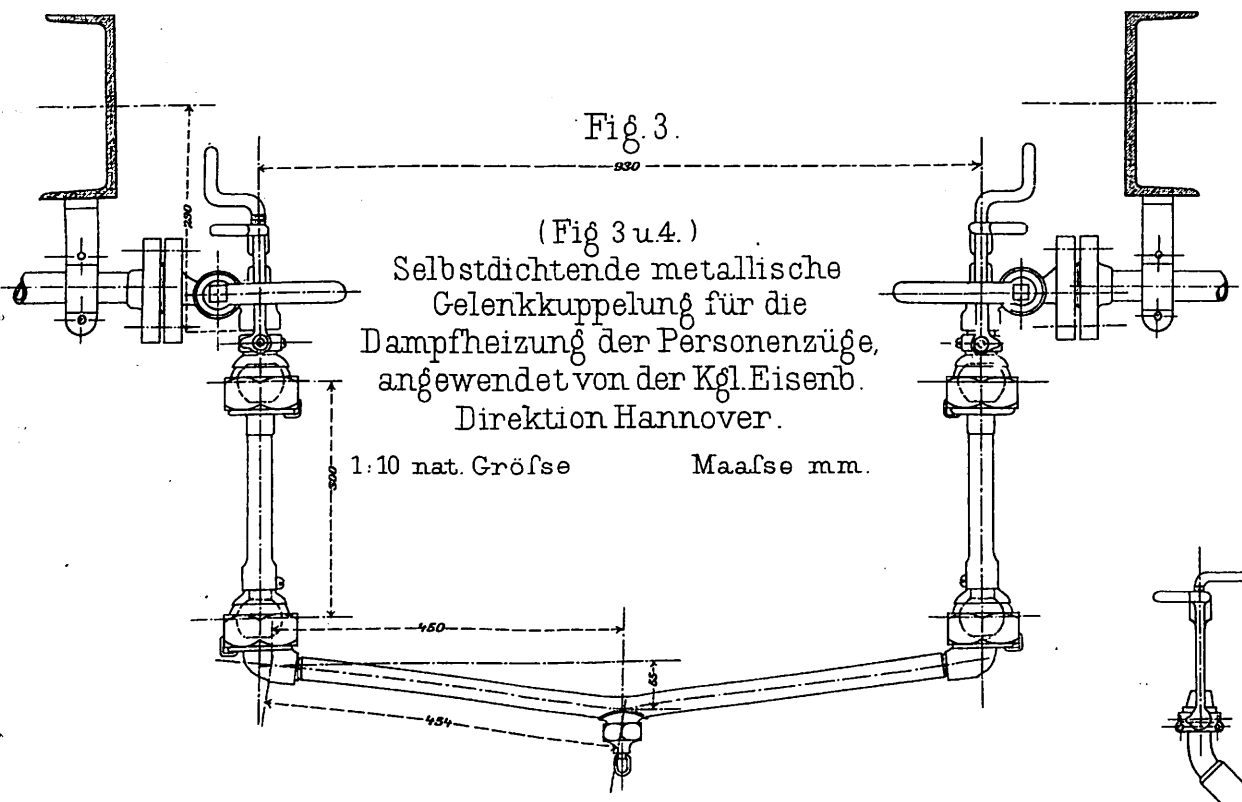
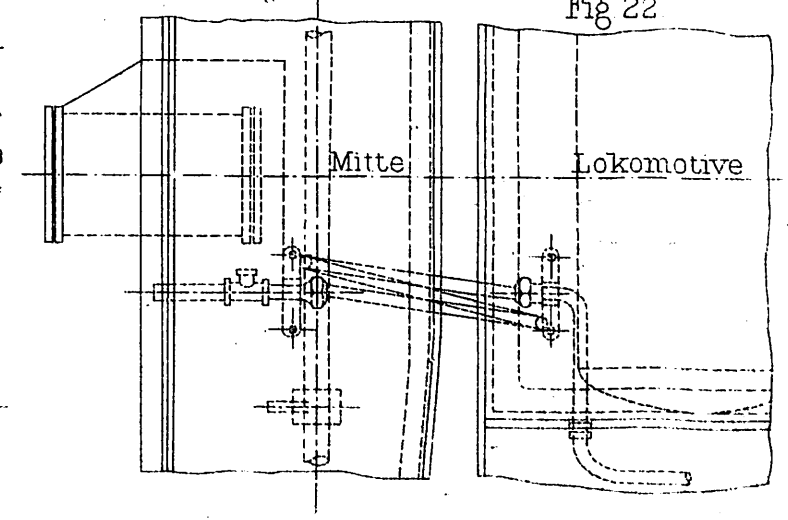
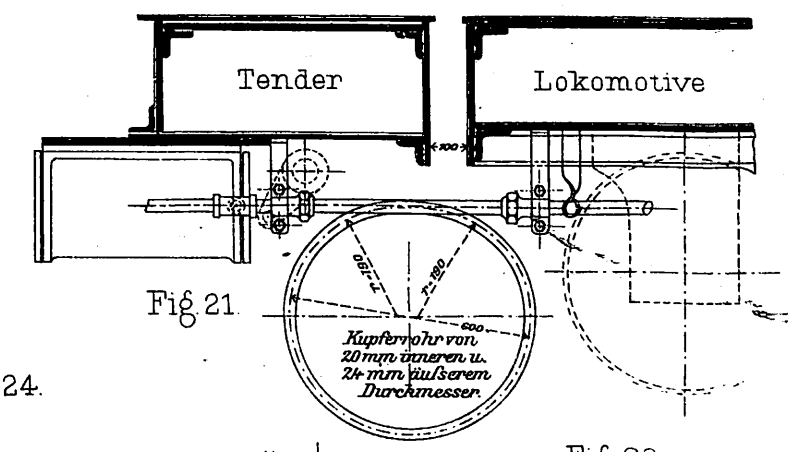
1:10 nat. Gröfse. Fig. 7. Maafse mm.



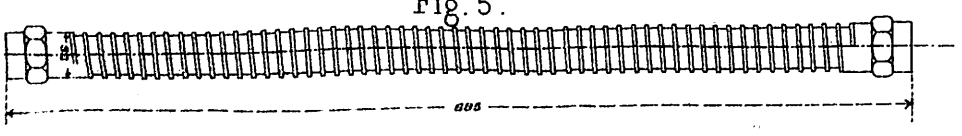
Metallische Kuppelungen für Luftdruckbremsen.
Nach Westinghouse.



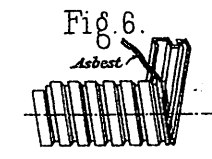
(Fig. 21-24.) Metallkuppelung für Luftdruckbremsen
von der Kgl. Eisenbahn Direction Hannover.



(Fig. 5-6.) Metallschlauch zur Dampfheizung
Patent Levavasseur-Witzenmann
angewendet von der Kgl. Eisenb. Direktion Berlin.



Profil des Metallstreifens
mit eingepresster Asbestpackung.



Metallener Kuppelungsschlauch
für Dampfheizung
von R. Pornitz in Brüssel.

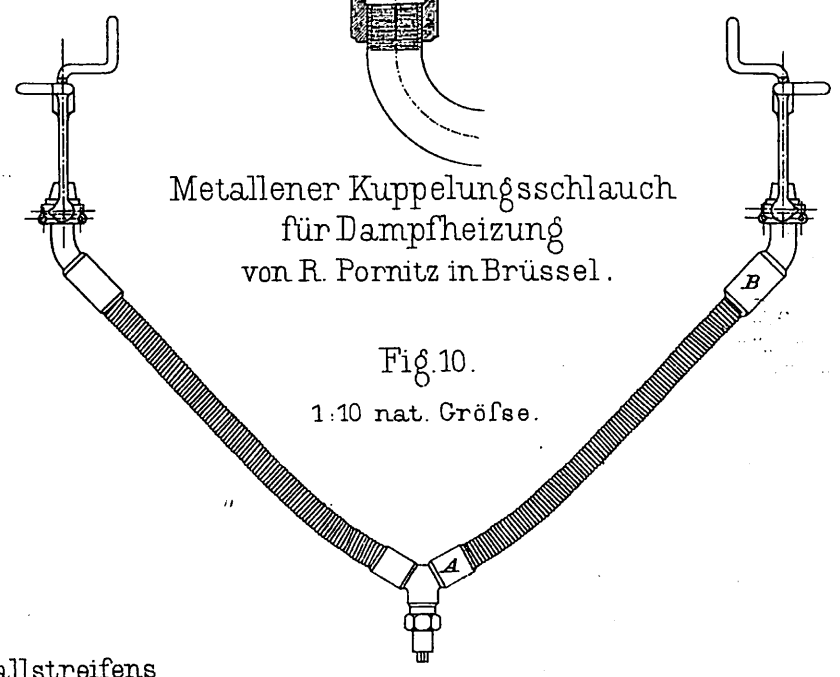
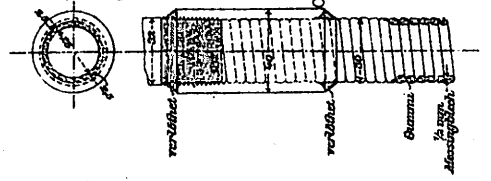


Fig. 10.
1:10 nat. Gröfse.

Schlauchverbindung bei A. B.



Metallische Gelenkkuppelung für Luftdruckbremsen.
System Legat.

Fig. 20.

