Fig. 1. Ansicht.

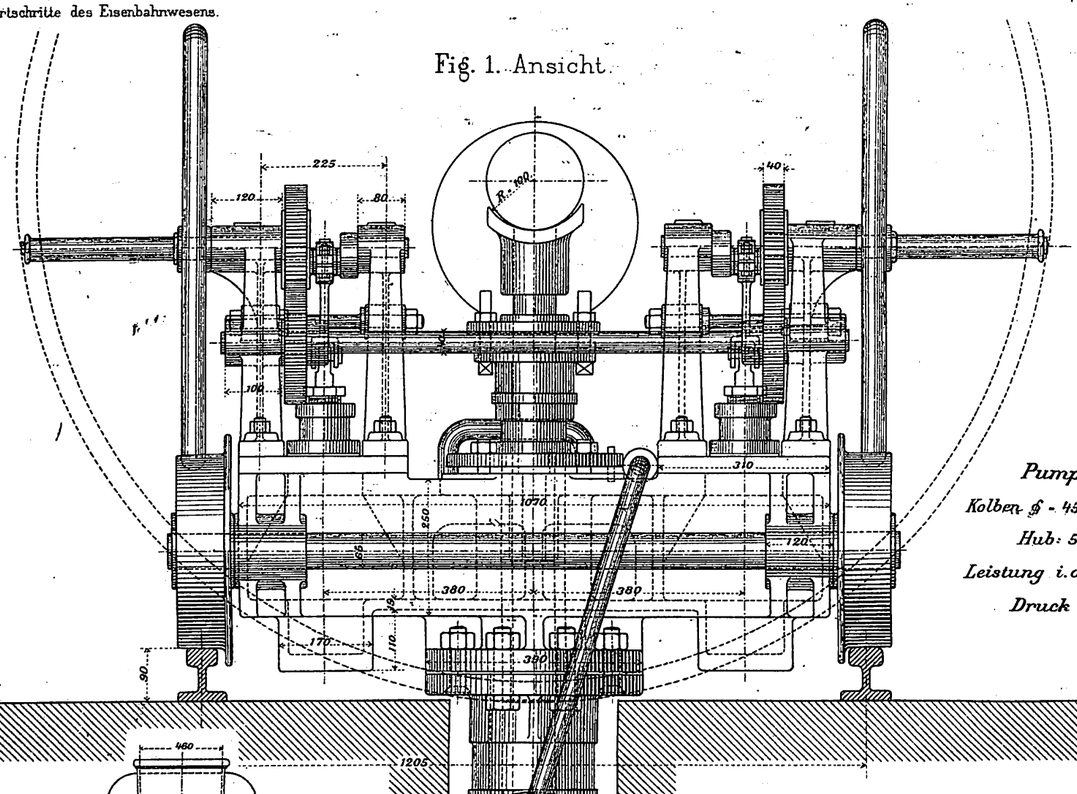
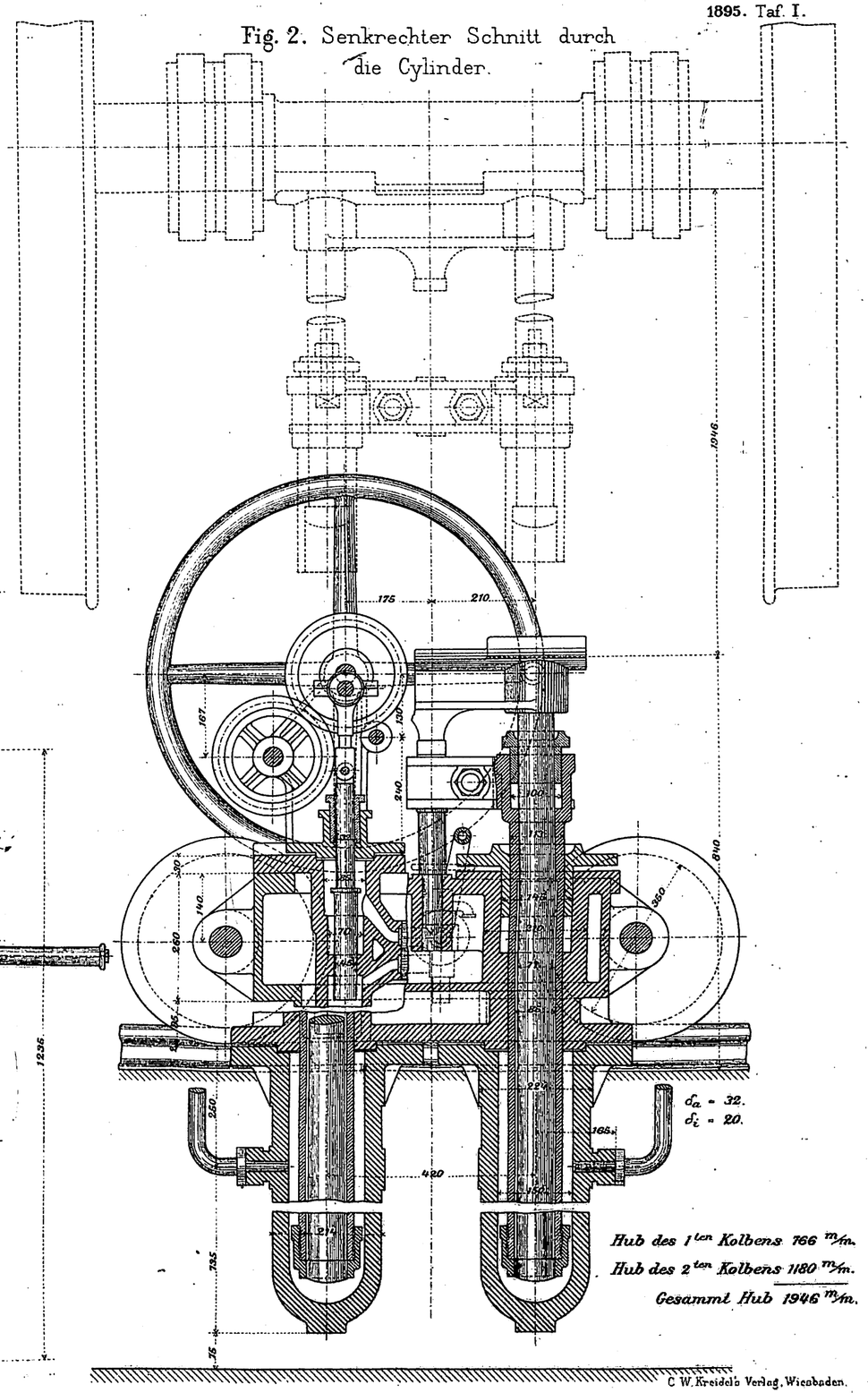


Fig. 1-3.
Wasserdruck-Kanalwinde von 3500 kg. Tragkraft.
1 : 10 d. n. Gr.

Pumpe:
Kolben ϕ - 45 u. 32 m/m.
Hub: 54 m/m.
Leistung i. d. Min. 5 lit.
Druck 50 at.

Fig. 2. Senkrechter Schnitt durch die Cylinder.



Hub des 1ten Kolbens 766 m/m.
Hub des 2ten Kolbens 1180 m/m.
Gesammt Hub 1946 m/m.

Fig. 4.

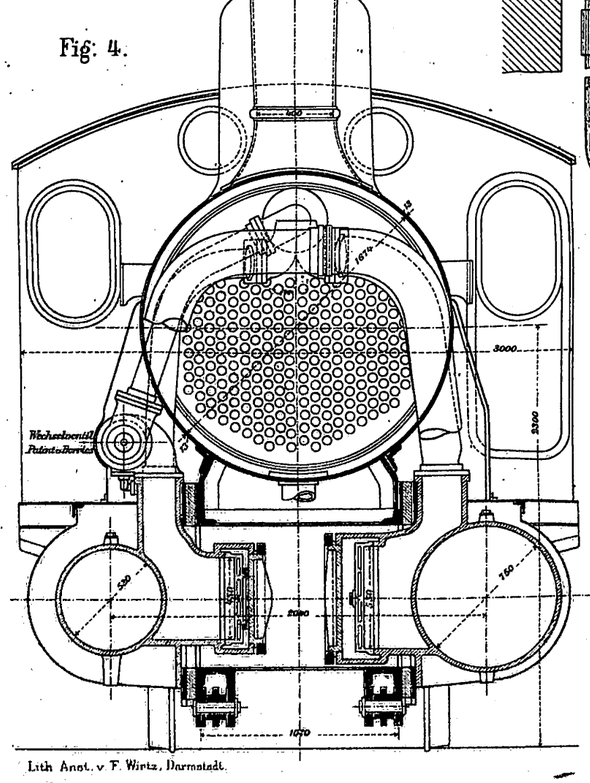
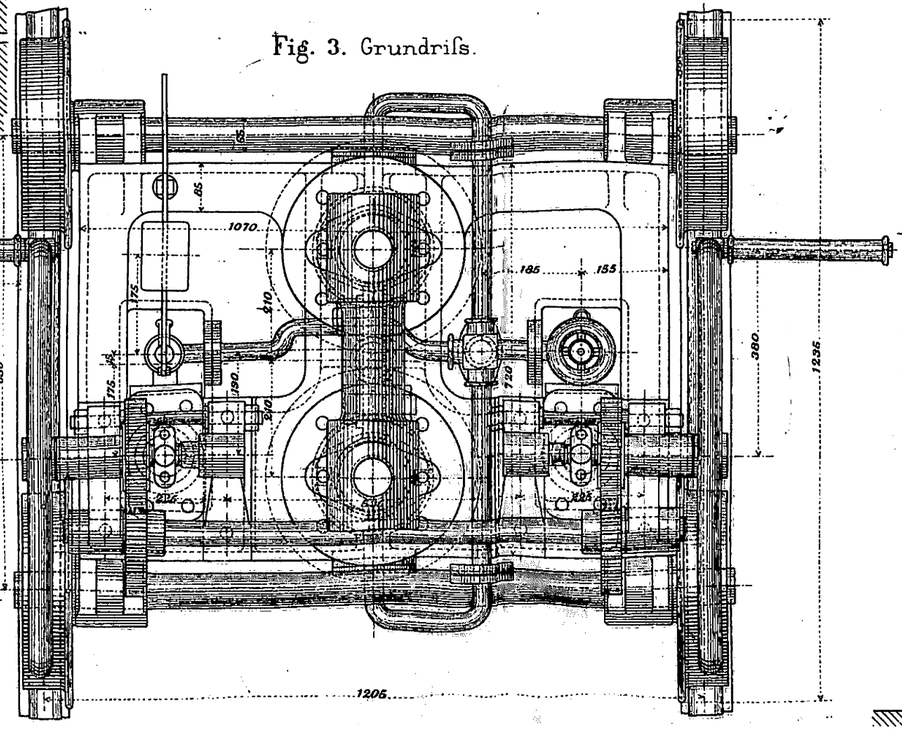


Fig. 4.
4/5 gekuppelte Verbund-Güterzug-Lokomotive der Preußischen Staatsbahnen.
1 : 30 d. n. Gr.

Fig. 3. Grundriss.



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

Fig. 2.

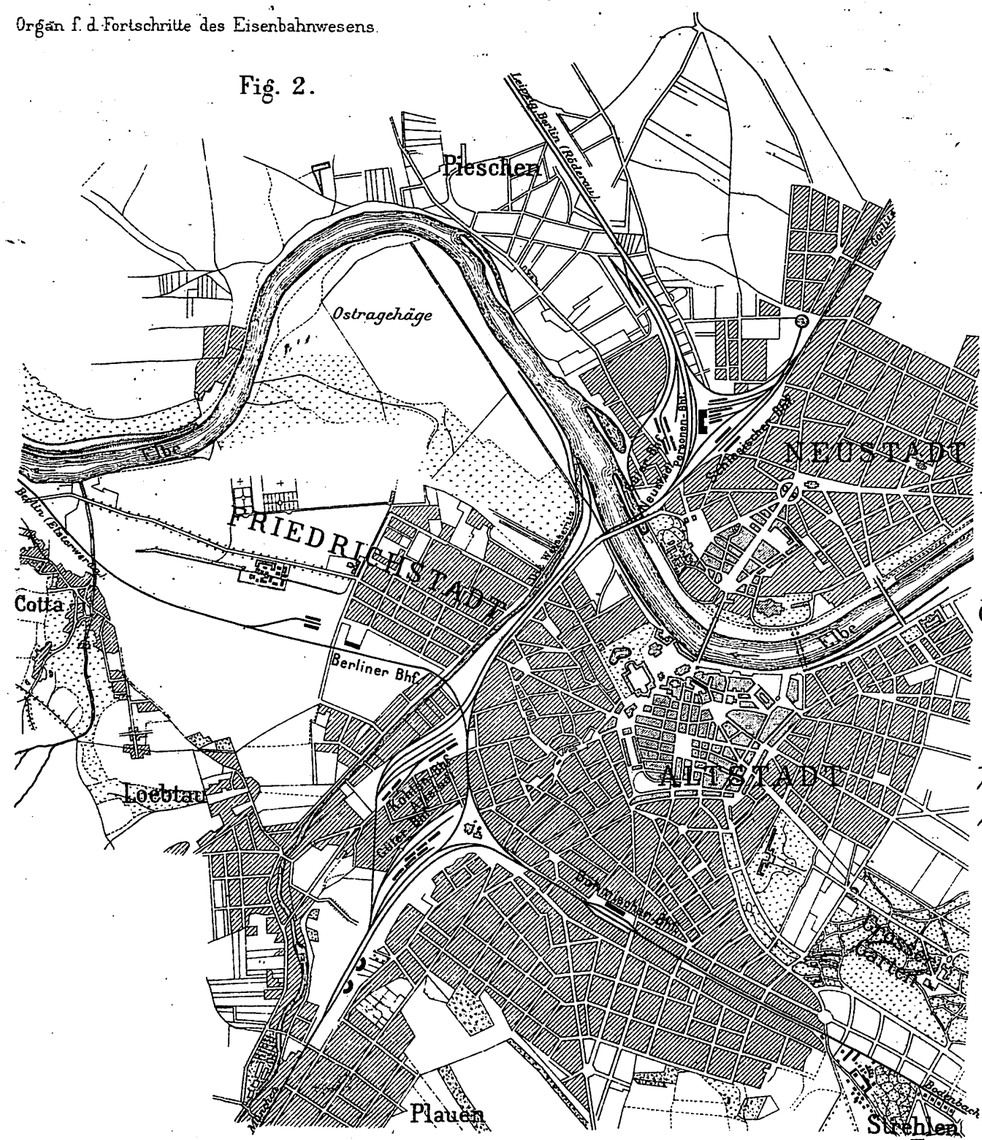


Fig. 3.

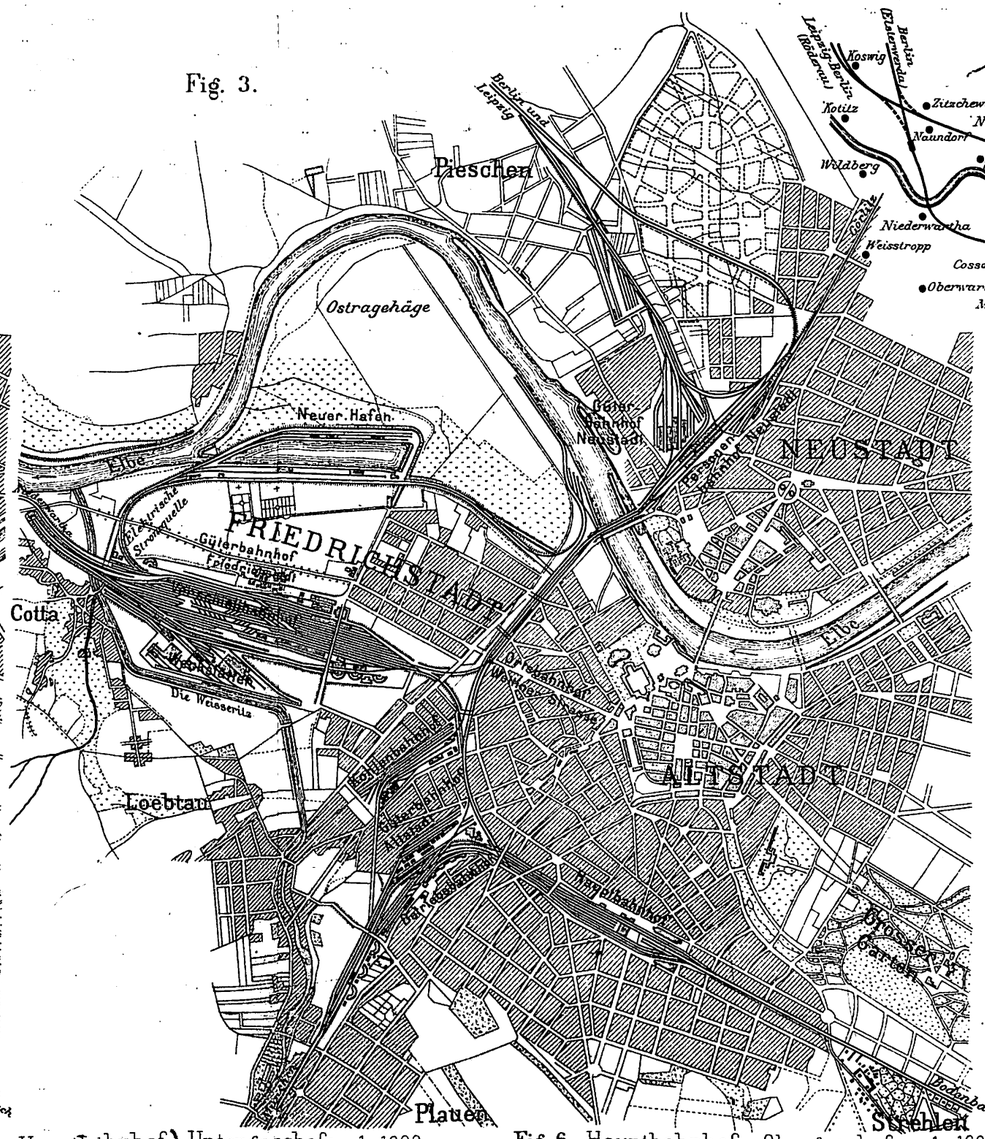


Fig. 1.

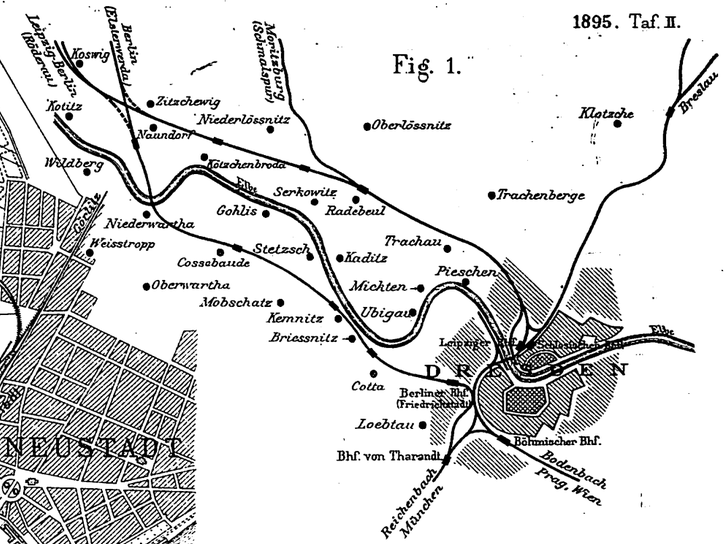


Fig. 4. Gleisplan des Hauptbahnhofes.
1 : 6000.

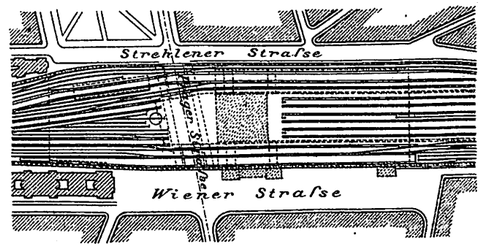


Fig. 7. Querschnitt in der Achse der Prager Strafse.

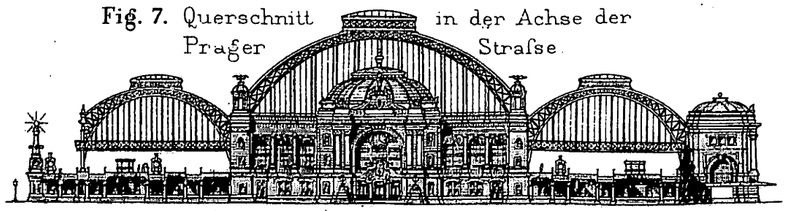


Fig. 8. Seitenansicht von der Wiener Strafse.

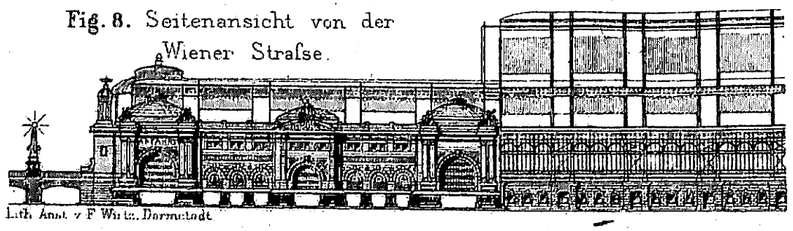


Fig. 5. Hauptbahnhof, Untergeschofs. 1 : 1600.

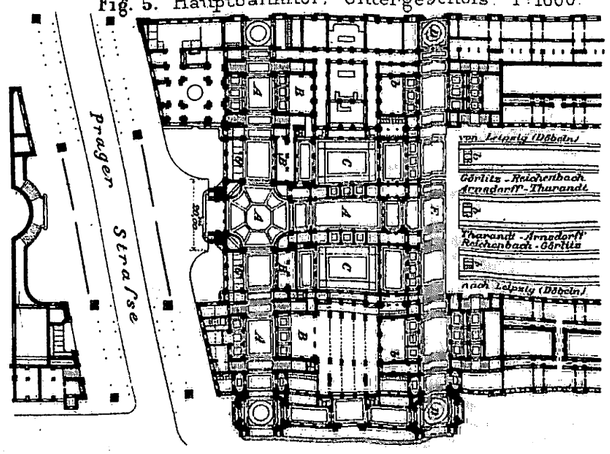


Fig. 6. Hauptbahnhof, Obergeschofs. 1 : 1600.

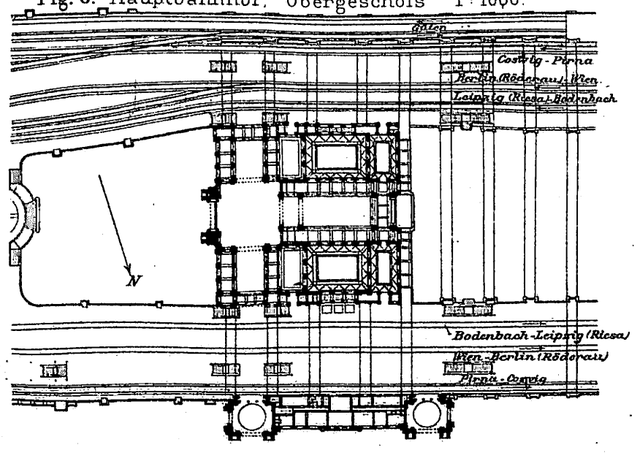


Fig. 1-8.
Die Umgestaltung der Dresdener Bahnhofs-Anlagen.

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Fig. 1-11. Pfeil'scher Geschwindigkeitsmesser.

Fig. 11. Grundriss.

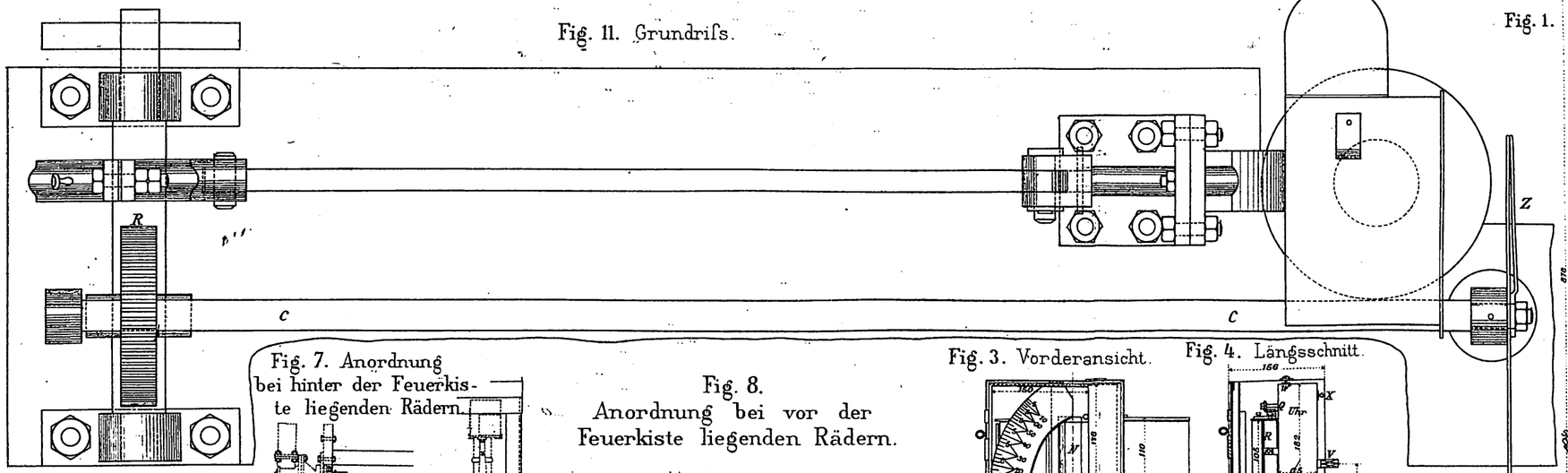


Fig. 1.

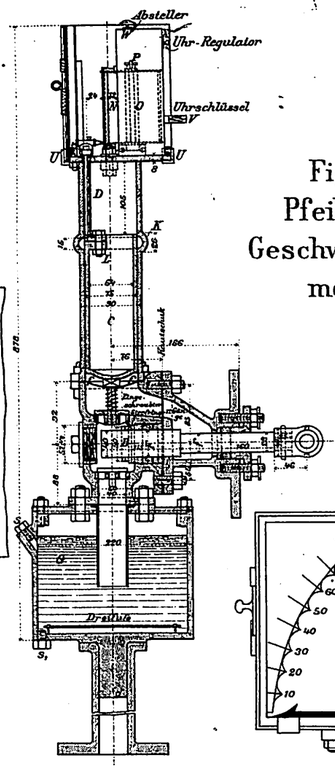
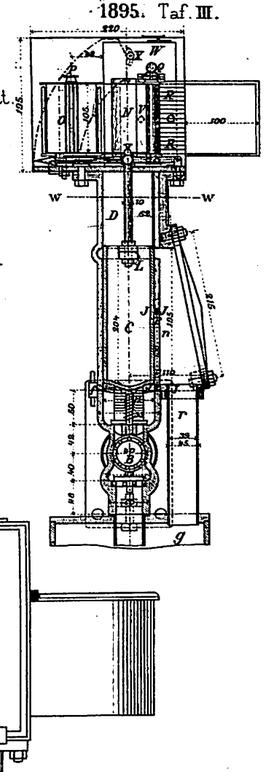


Fig. 2. Querschnitt.



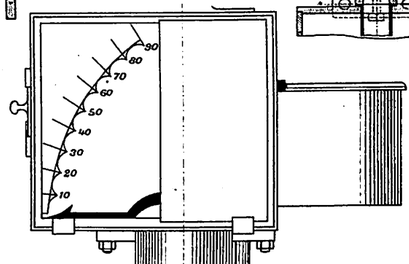
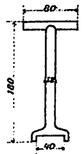


Fig. 3. Vorderansicht.

Fig. 4. Längsschnitt.

Fig. 3-5. Aufzeichnungsvorrichtung.
1:8 d. n. Gr.

Fig. 6.
1:8 d. n. Gr.



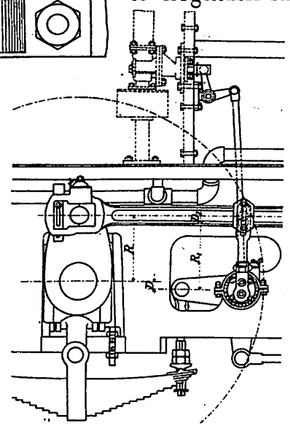


Fig. 8.
Anordnung bei vor der Feuerkiste liegenden Rädern.

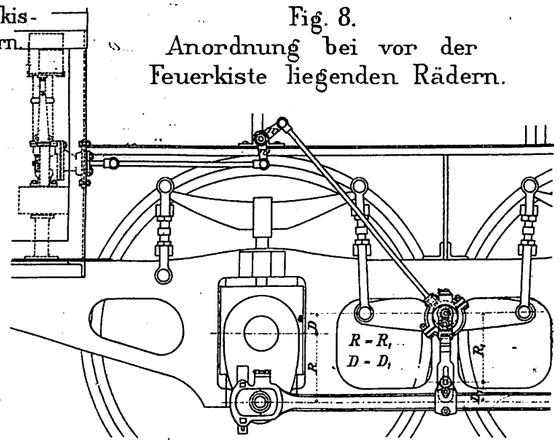
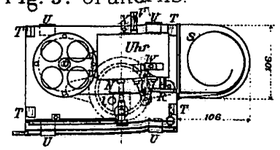


Fig. 7. Anordnung bei hinter der Feuerkiste liegenden Rädern.

Fig. 5. Grundriss.



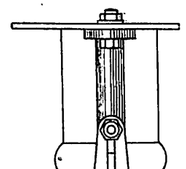


Fig. 10. Stirnansicht.

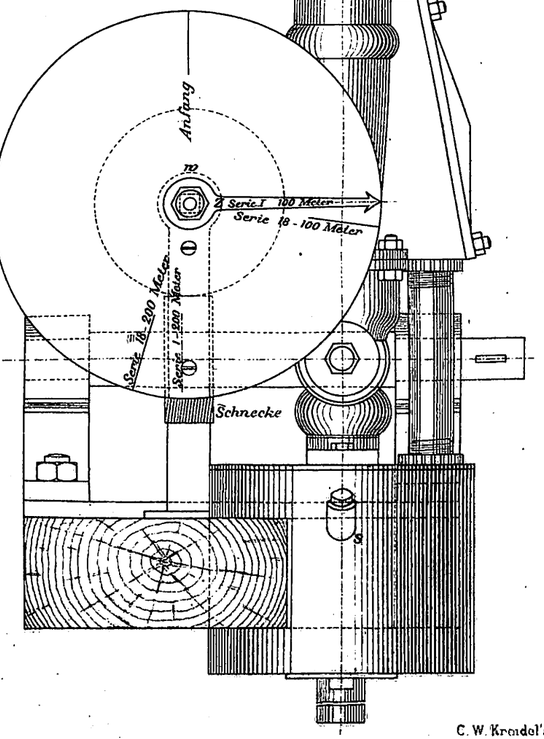


Fig. 9. Längsansicht.

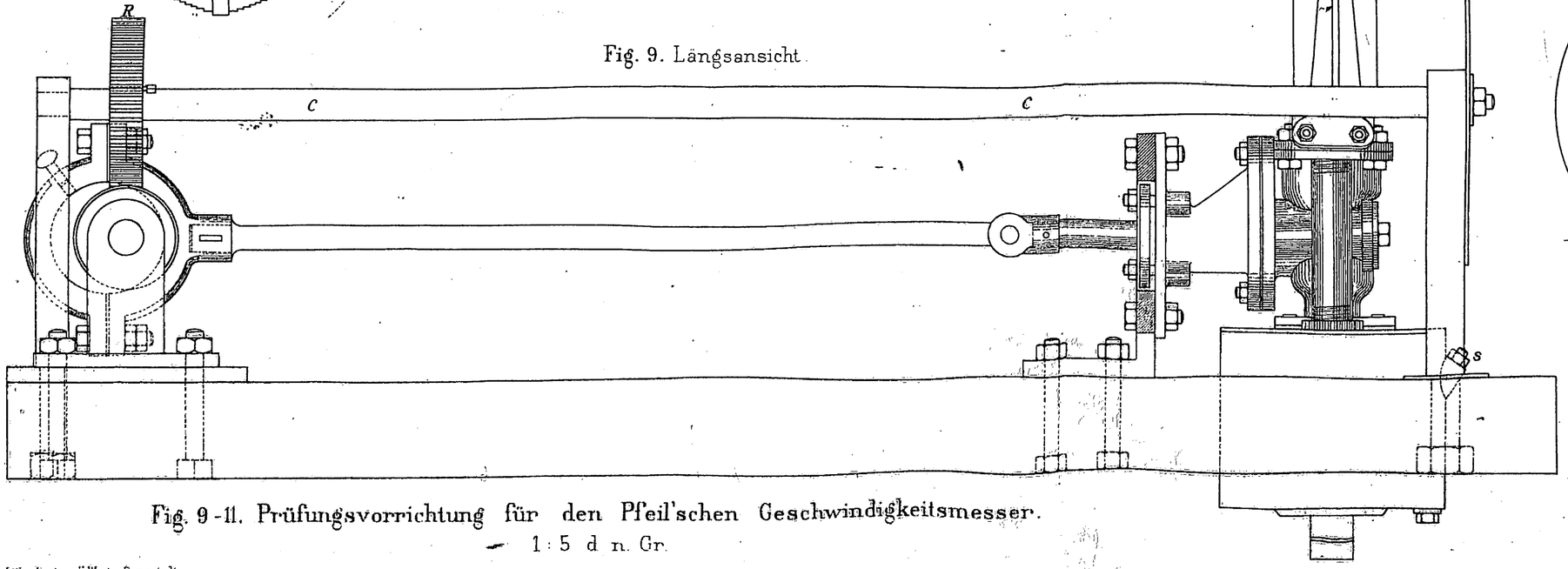


Fig. 9-11. Prüfungsvorrichtung für den Pfeil'schen Geschwindigkeitsmesser.
1:5 d. n. Gr.

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v. Borries: Die Locomotiven auf der Weltausstellung in Chicago 1893.

Fig. 1.

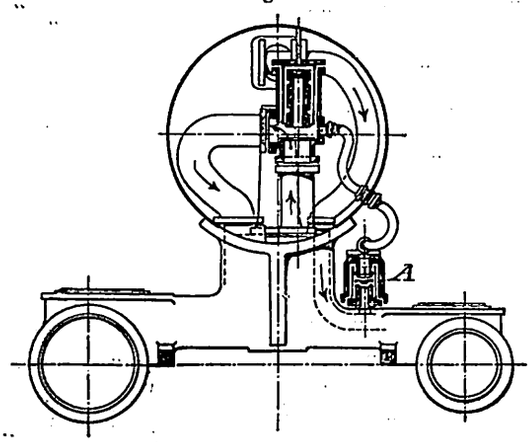


Fig. 2.

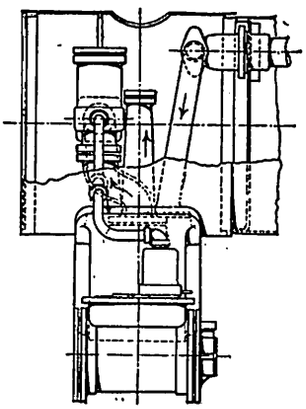


Fig. 4.

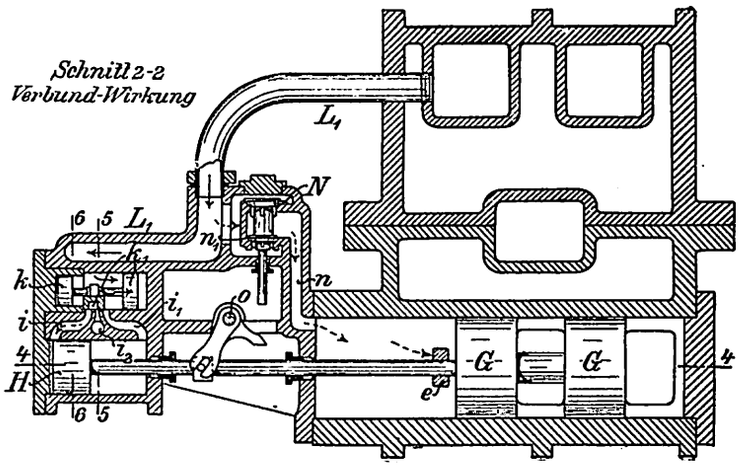


Fig. 3.

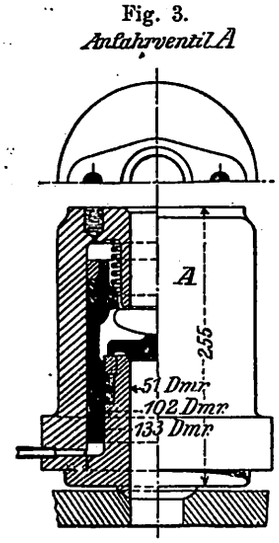


Fig. 6.

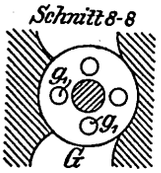


Fig. 8.

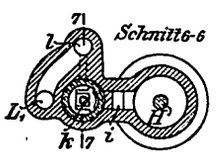


Fig. 5.

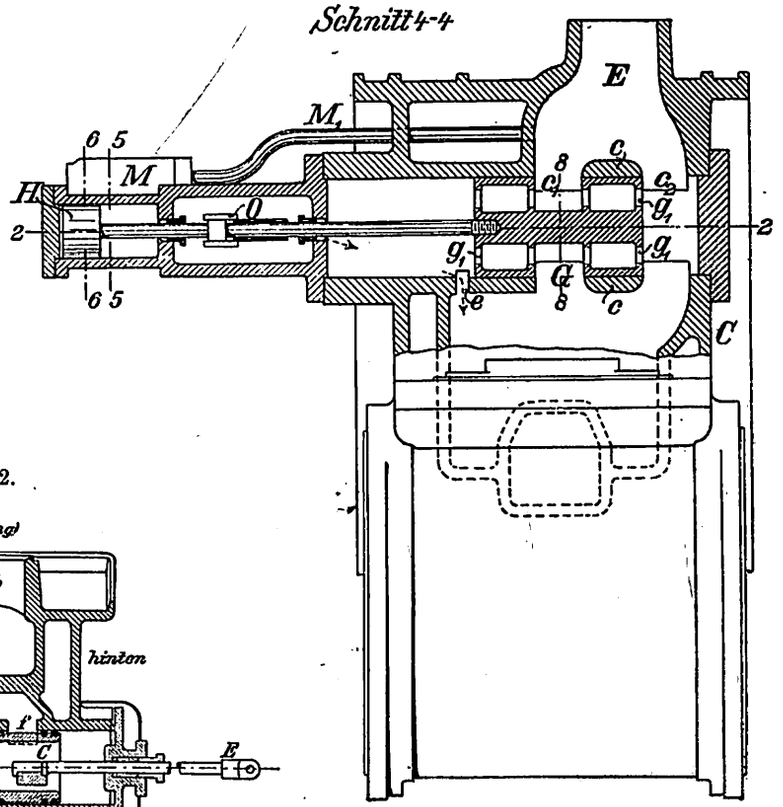


Fig. 7.

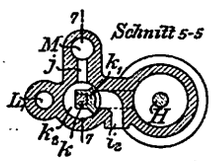


Fig. 9.

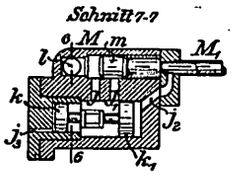


Fig. 11.

Fig. 12.

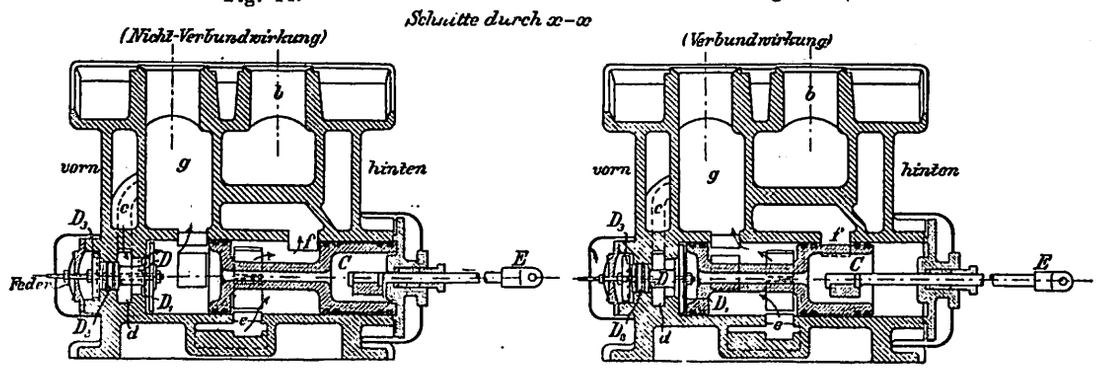


Fig. 10.

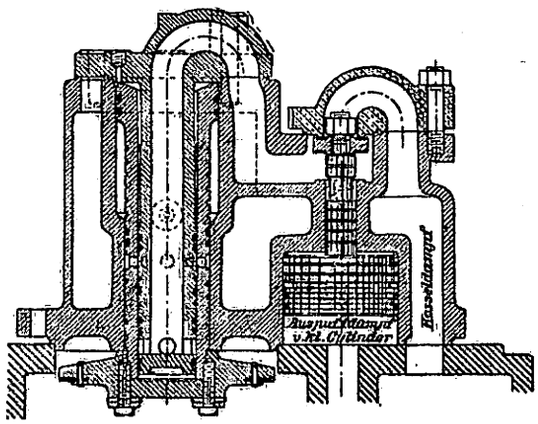


Fig. 13.

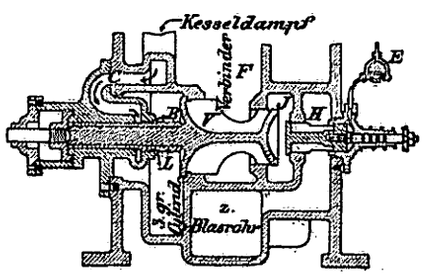
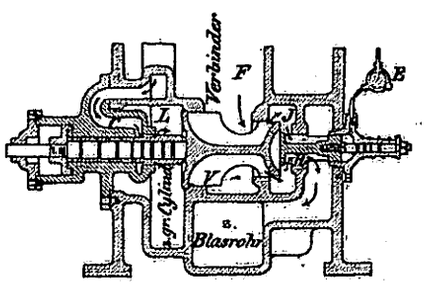


Fig. 14.



Druck von Carl Ritter in Wiesbaden.

C. W. Kreidel's Verlag in Wiesbaden.

Fig. 4. Wagerechter Schnitt. A-B. Fig. 2.

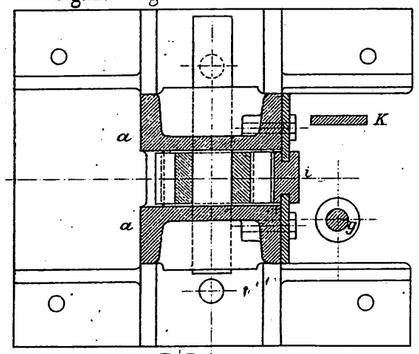


Fig. 2.

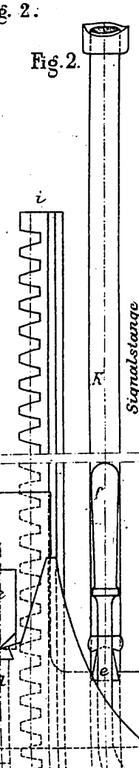


Fig. 3.

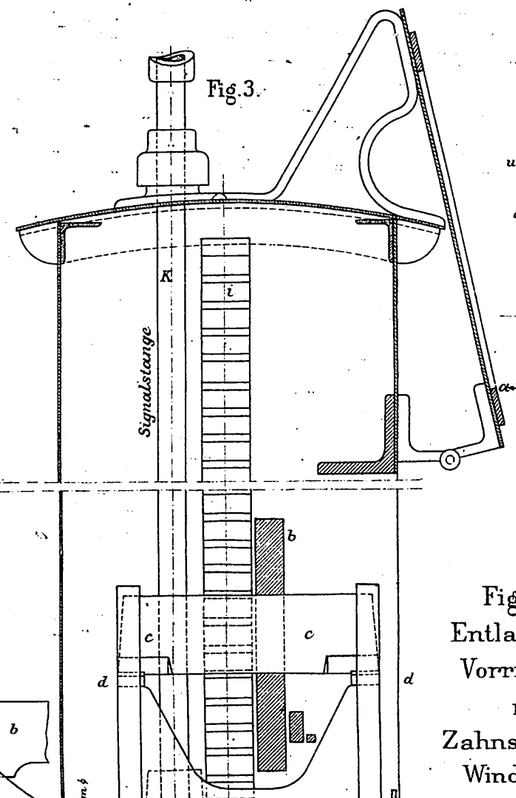


Fig. 1.

Fig. 1-5.
Entlastungs-Vorrichtung mit Zahnstangen-Windewerk.
Gebrauchsmuster
№ 5122.

Fig. 5.
Wagrechter Schnitt C.D.E. Fig. 1.

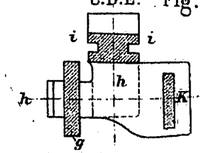


Fig. 10.

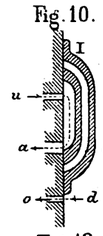


Fig. 11.

Fig. 12.

Fig. 13.

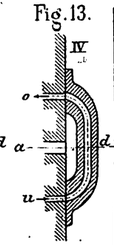


Fig. 18.

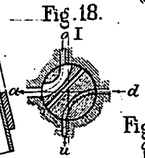


Fig. 19.

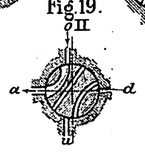


Fig. 20.

Fig. 21.

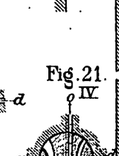


Fig. 9.

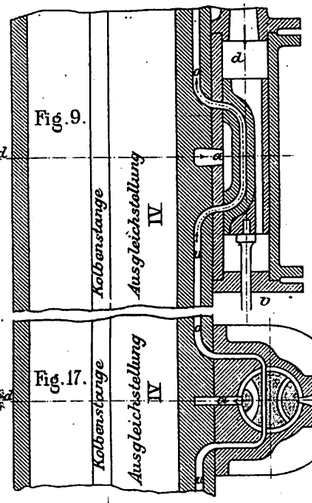


Fig. 17.

Fig. 6.

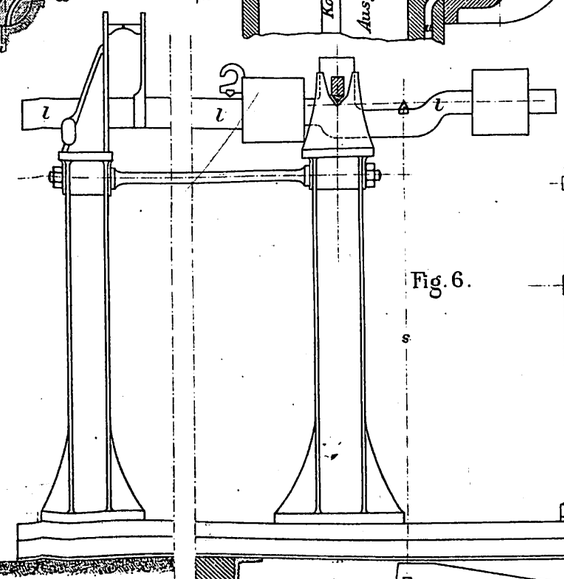


Fig. 7.

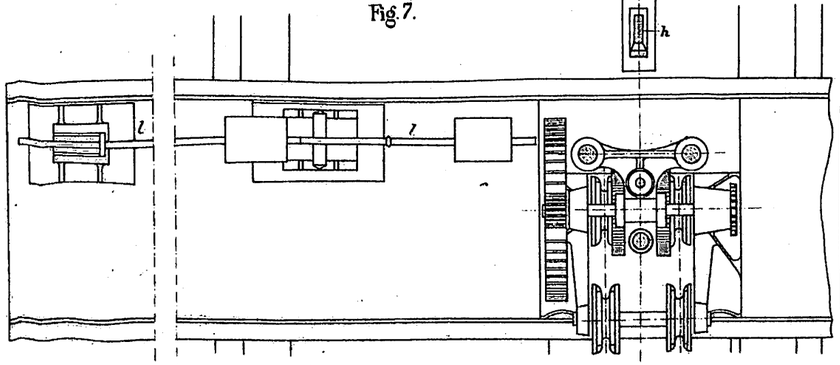


Fig. 14.

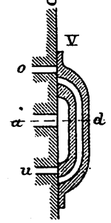


Fig. 22.

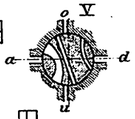


Fig. 8.

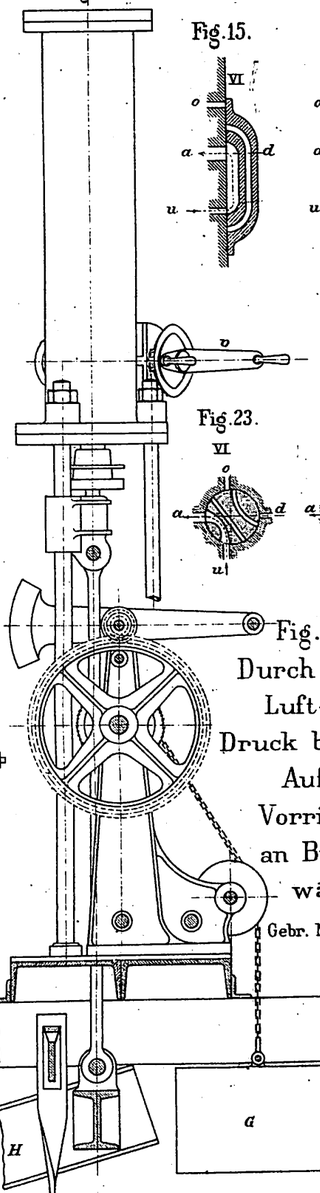


Fig. 15.

Fig. 23.

Fig. 16.

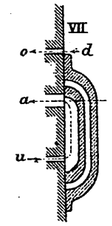
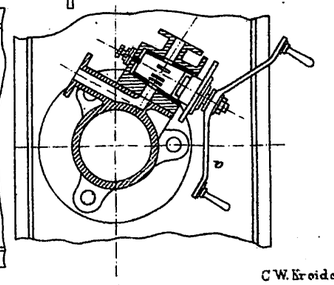


Fig. 24.

Fig. 6-25.
Durch Dampf-, Luft- u.s.w. Druck betriebene Aufzugs-Vorrichtung an Brückenwägen.
Gebr. Mr. № 23043.

Fig. 25.



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

Fig. 1-4. 4/4 Verbund-Güterzug-Lokomotive mit Dampfdrehgestell.

3/100 d. n. Gr. Maafse mm.

Fig. 1. Längsschnitt

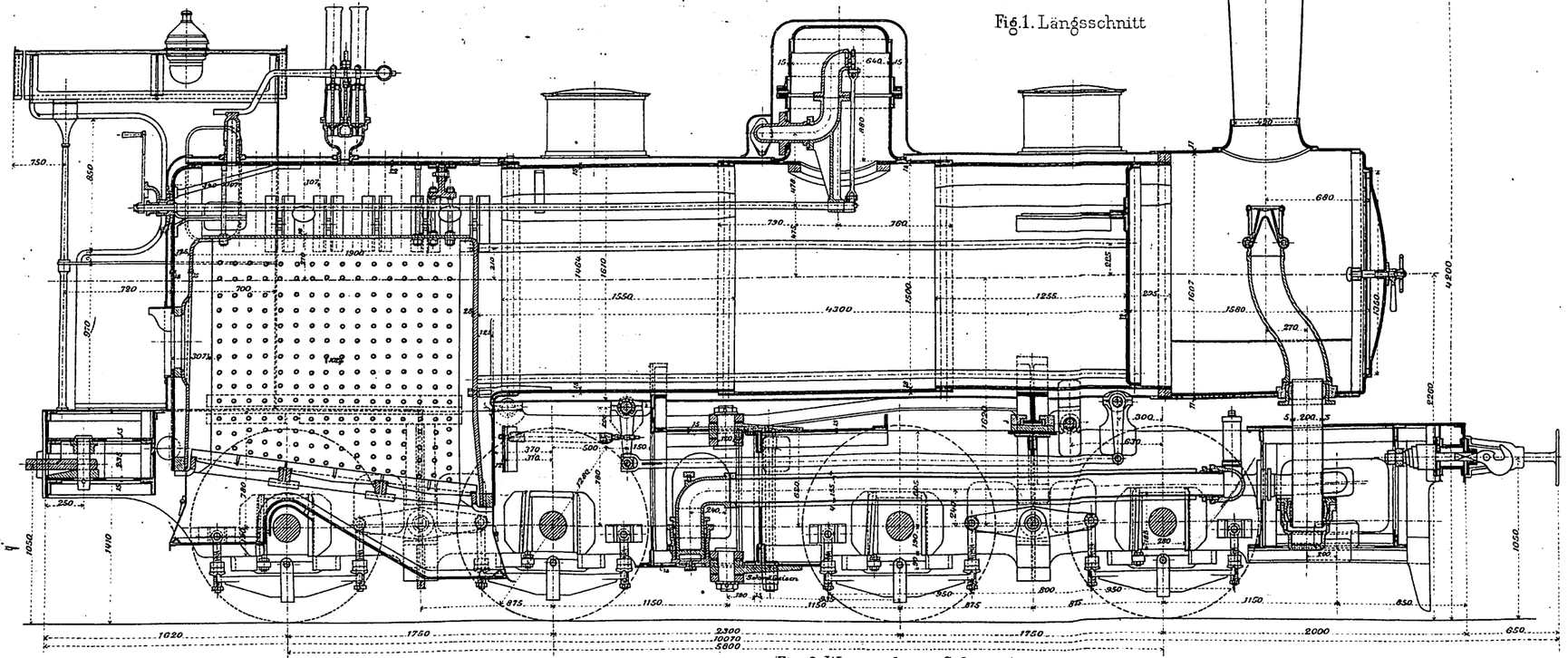


Fig. 2. Wagerechter Schnitt

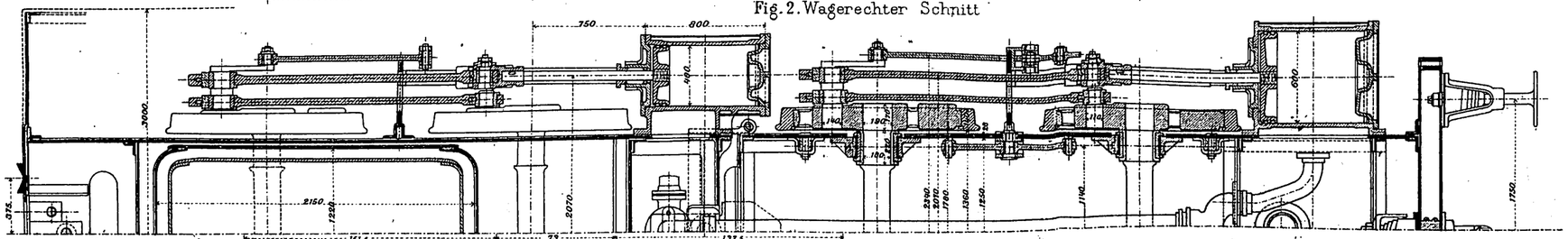


Fig. 3. Querschnitt durch Langkessel und grofsen Cylinder

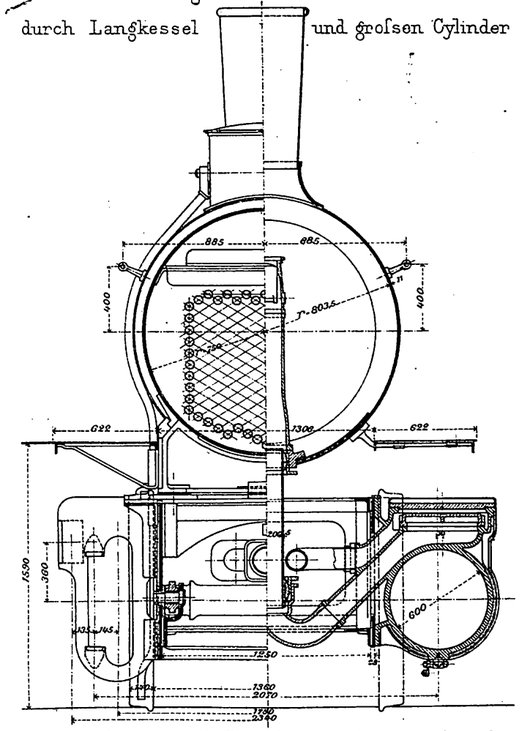
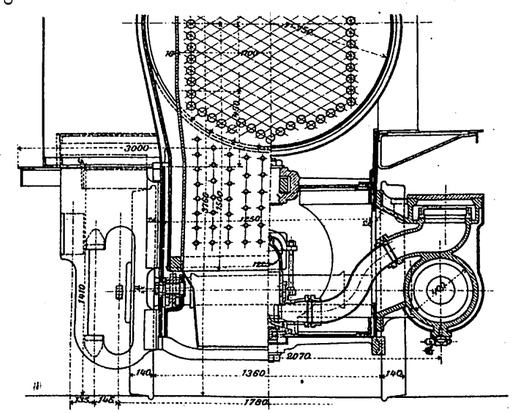


Fig. 4. Querschnitt durch Feuerkiste und kleinen Cylinder.



Ansicht der inneren Lasche.

Fig. 5-7. Stuhlnägel.

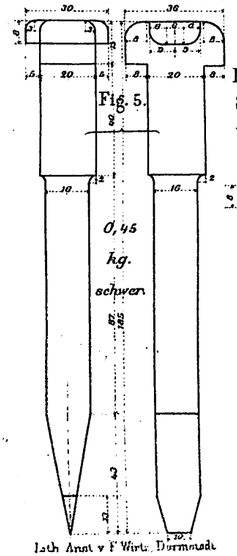


Fig. 10. Grundrifs des Stuhles.

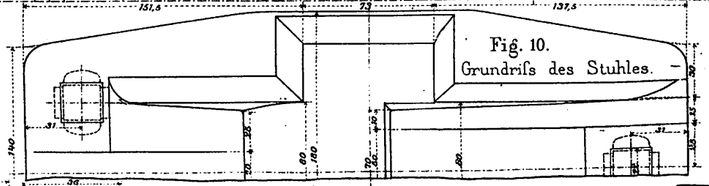


Fig. 9. Seitenansicht des Stuhles u. Querschn. der Laschenverbindung

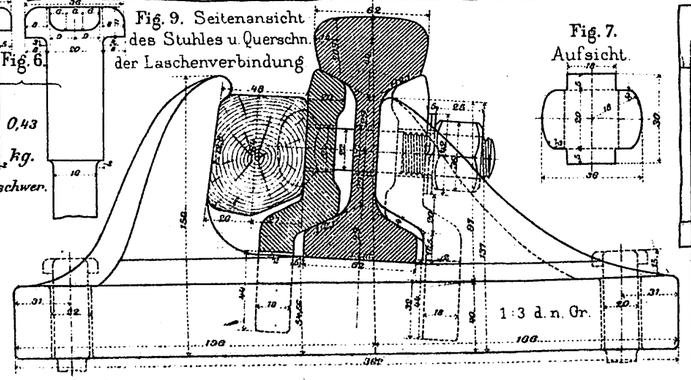


Fig. 7. Aufsicht.

Fig. 5-10. Stuhlschienenoberbau mit Holzkeilen.

Braunschweig - Meine.

Ansicht der äufseren Lasche.

Fig. 8. 1:3 d. n. Gr.

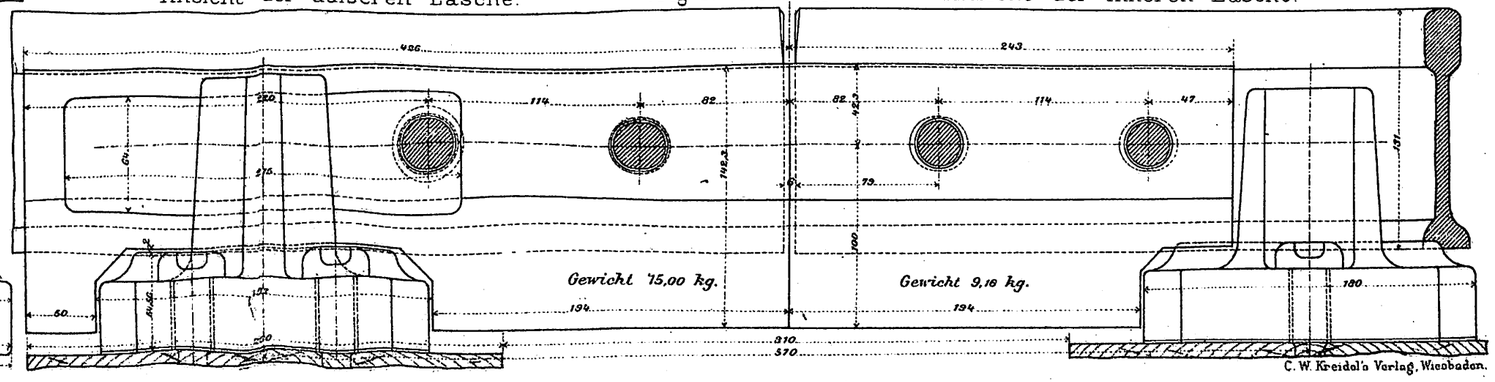


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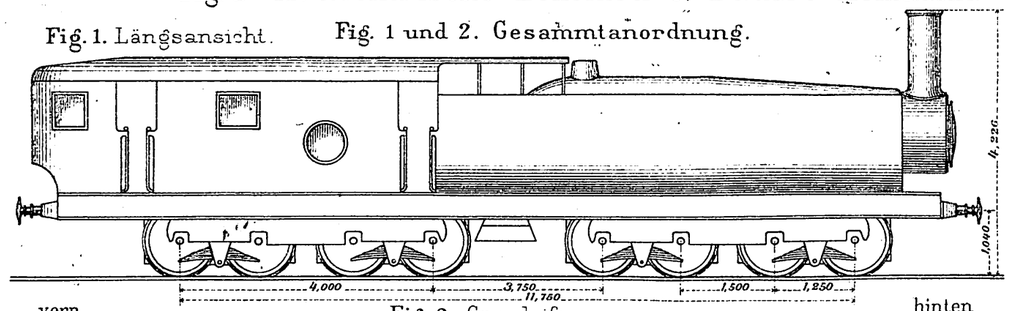
Fig. 1 - 12. Elektrische Lokomotive, Bauart Heilmann.

Fig. 1. Längsansicht. Fig. 1 und 2. Gesammtanordnung.



vorn Fig. 2. Grundrifs. hinten

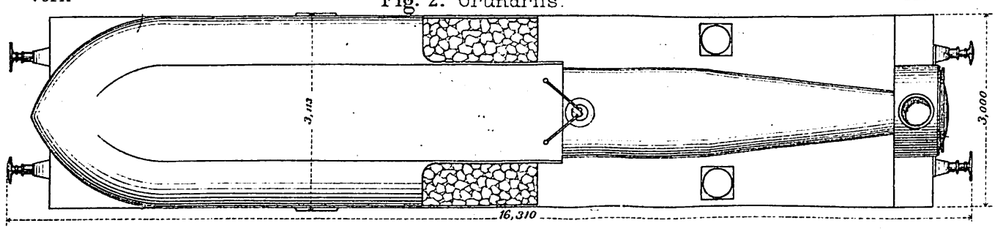


Fig. 3 - 8. Hauptdampfmaschine.

Fig. 3. Ansicht.

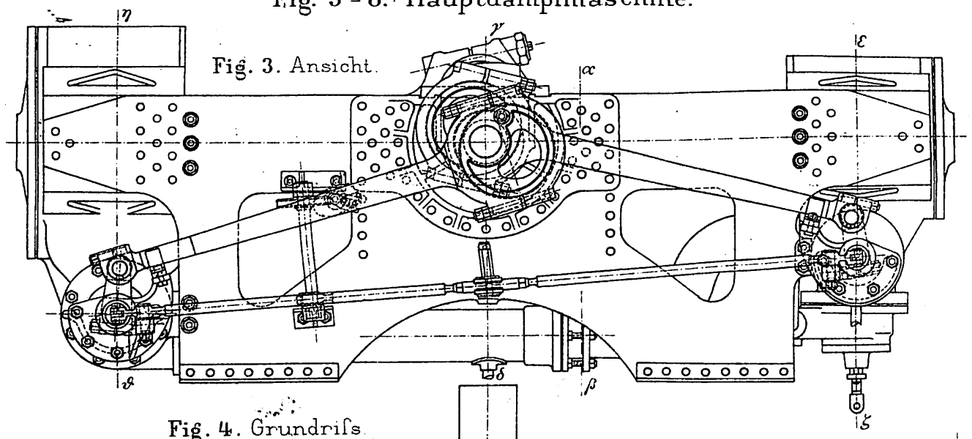


Fig. 4. Grundrifs.

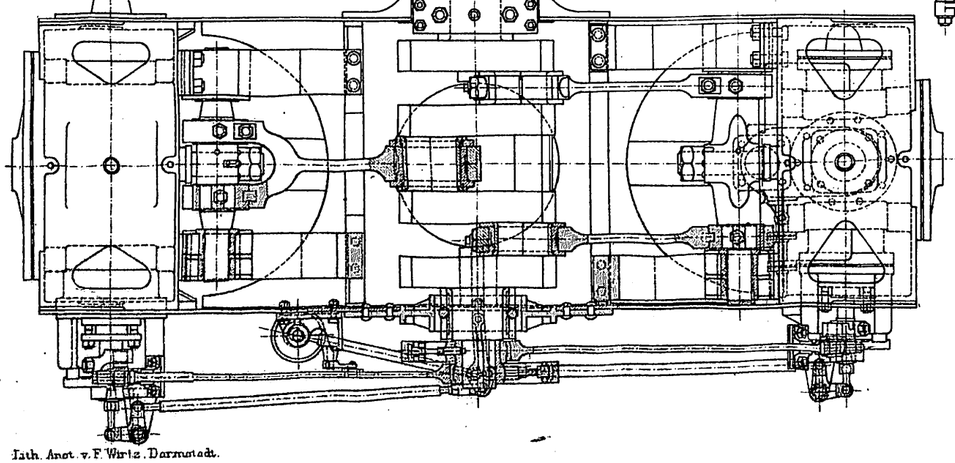


Fig. 8.

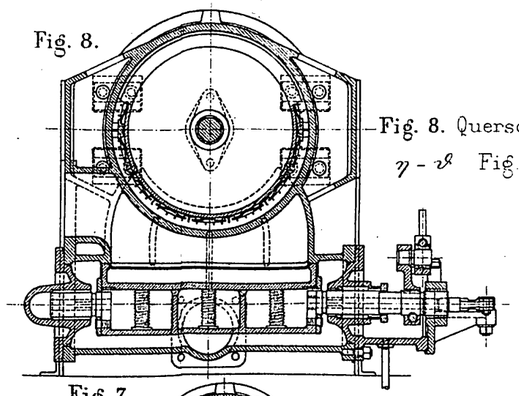


Fig. 8. Querschnitt η - ϑ Fig. 3

Fig. 7.

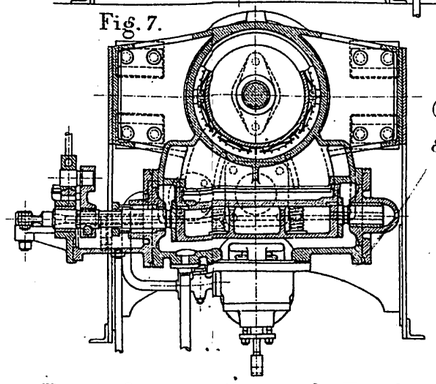


Fig. 7. Querschnitt ε - ζ Fig. 3.

Fig. 6. Querschnitt γ - δ Fig. 3

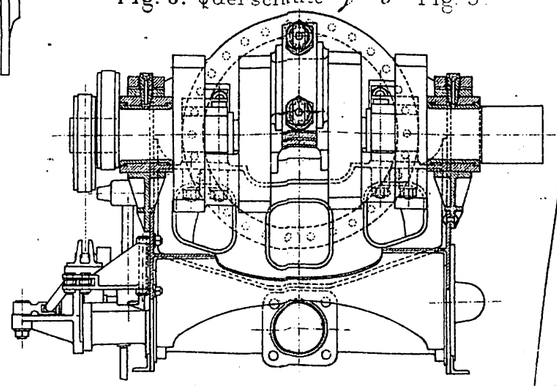


Fig. 5. Querschnitt α - β Fig. 3.

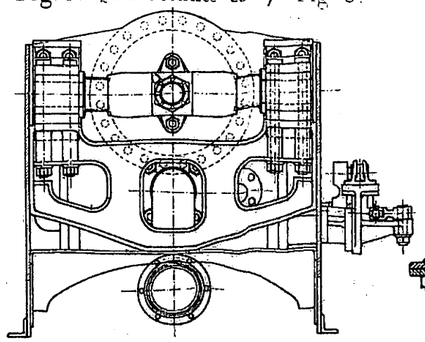


Fig. 11 u. 12. Haupt - Dynamomaschine.

Fig. 11. Seitenansicht und Längsschnitt

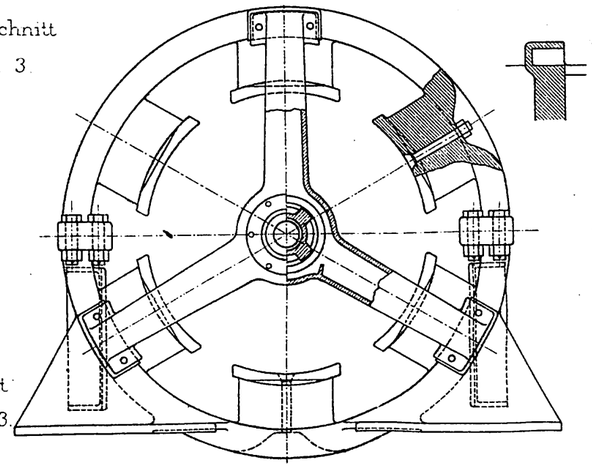


Fig. 12. Kopfansicht und Querschnitt.

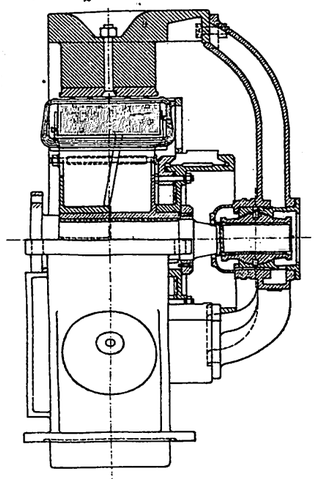


Fig. 9 u. 10. Hülfsdampfmaschine.

Fig. 9. Querschnitt.

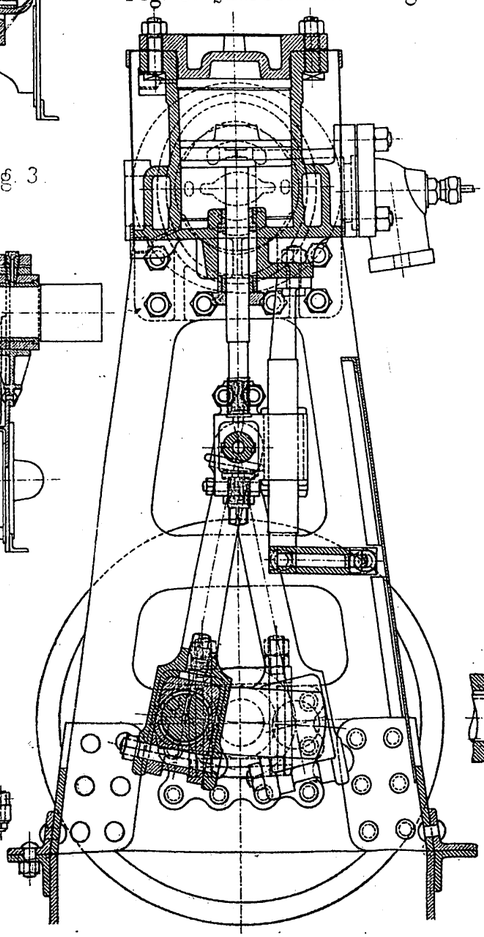


Fig. 10. Längsschnitt.

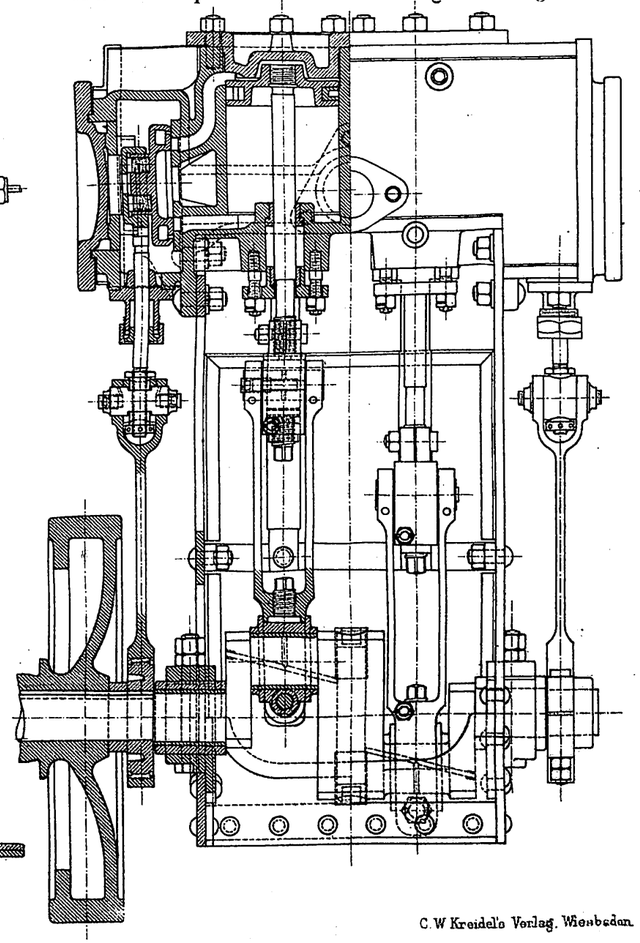


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Fig. 1-9. Elektrische Lokomotive, Bauart Heilmann.

Fig. 1 u. 2. Drehgestell.

Fig. 1. Grundriss.

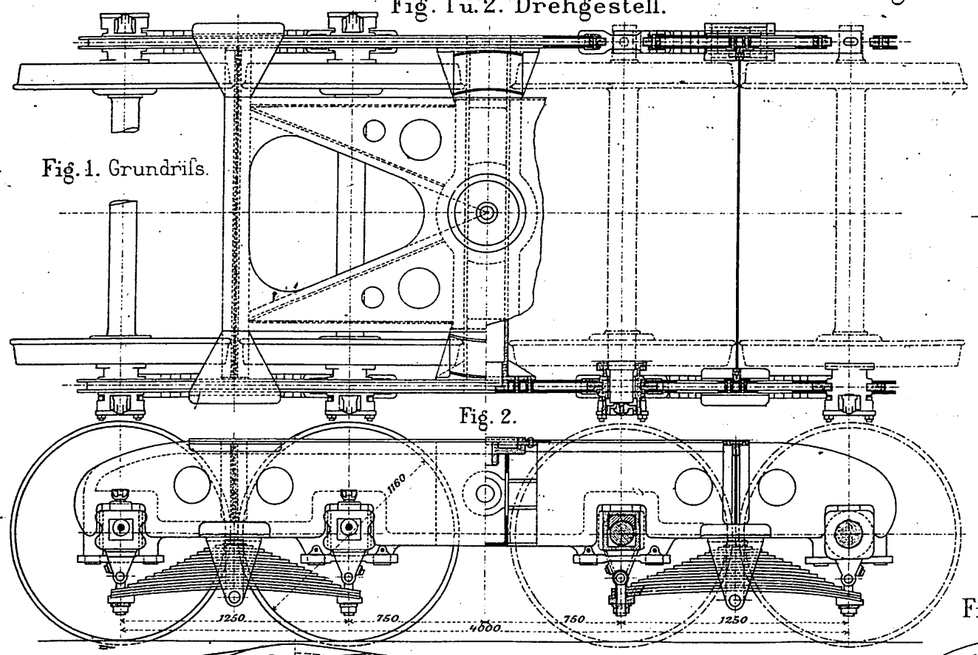


Fig. 2.

Fig. 3 u. 4. Achslager.

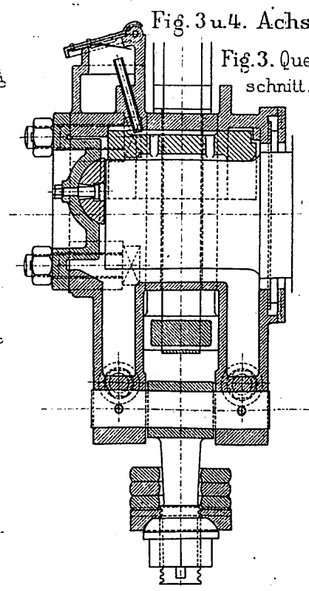


Fig. 3. Querschnitt.

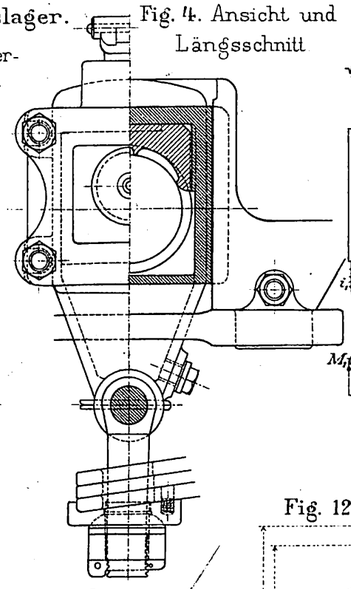
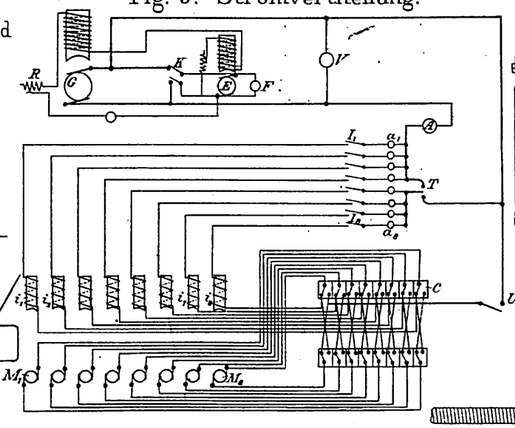


Fig. 4. Ansicht und Längsschnitt

Fig. 9. Stromvertheilung.



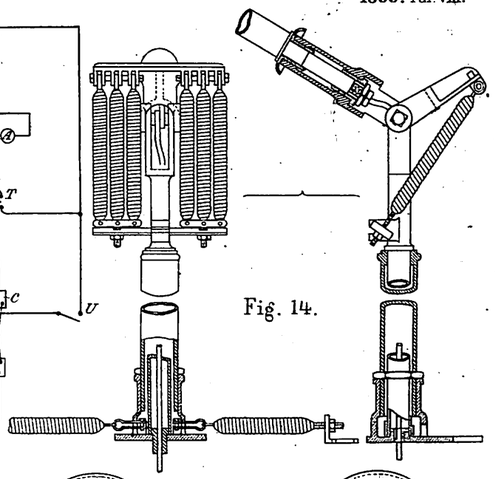


Fig. 14.

Fig. 5.

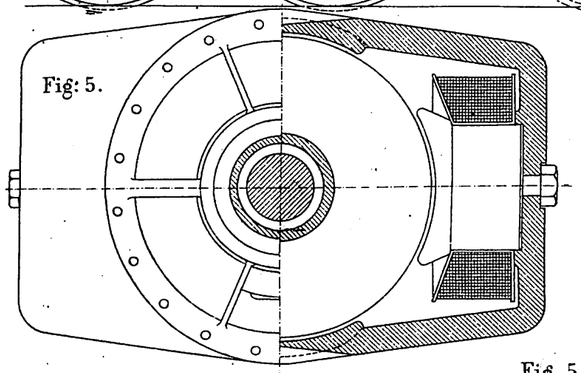


Fig. 5. Ansicht und Längsschnitt.

Fig. 2. Ansicht und Längsschnitt

Fig. 5-8. Antriebsmaschine der Achsen.

Fig. 7. Aufhängung der Antriebsmaschine.

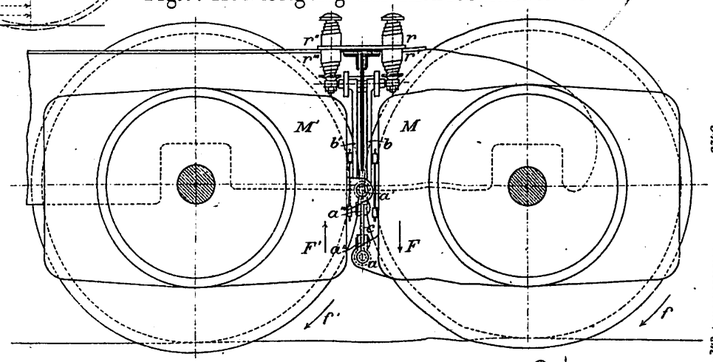
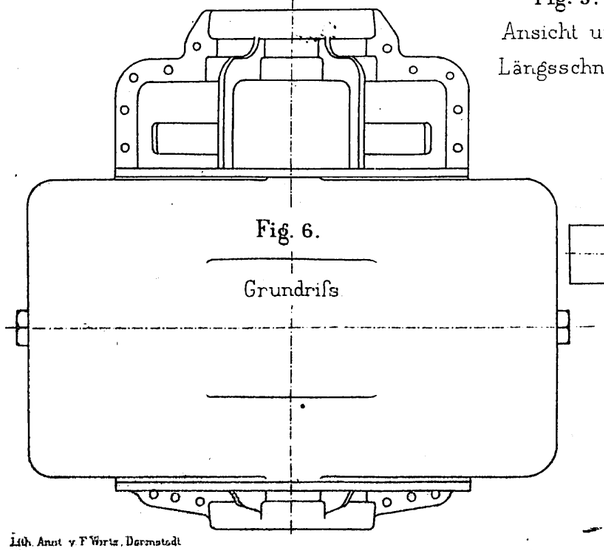


Fig. 6.



Grundriss

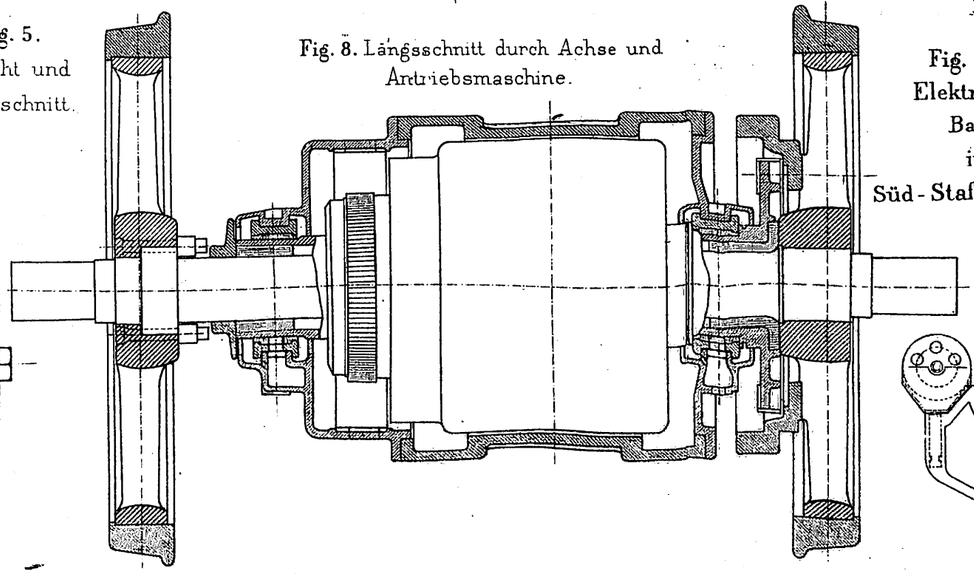
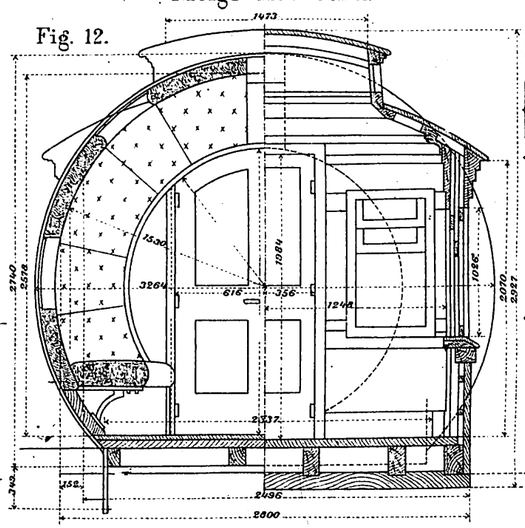


Fig. 8. Längsschnitt durch Achse und Antriebsmaschine.

Fig. 13-15. Elektrische Bahn in Süd-Staffordshire.

Fig. 10-12. Meigs Hochbahn.

Fig. 12.



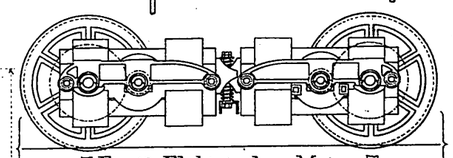


Fig. 13. Elektrischer Motor.

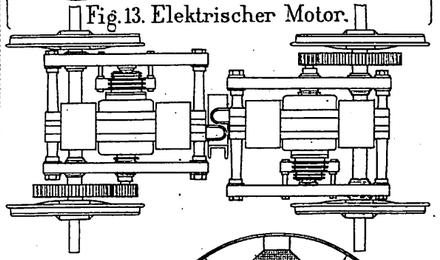


Fig. 10.

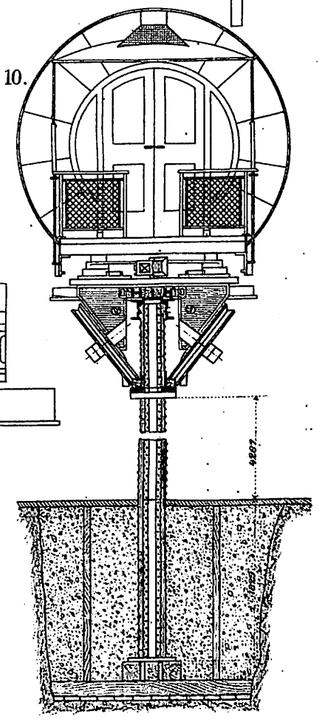


Fig. 15.

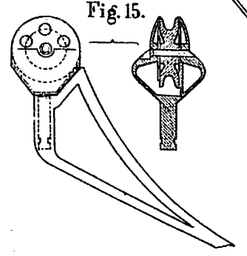


Fig. 11.

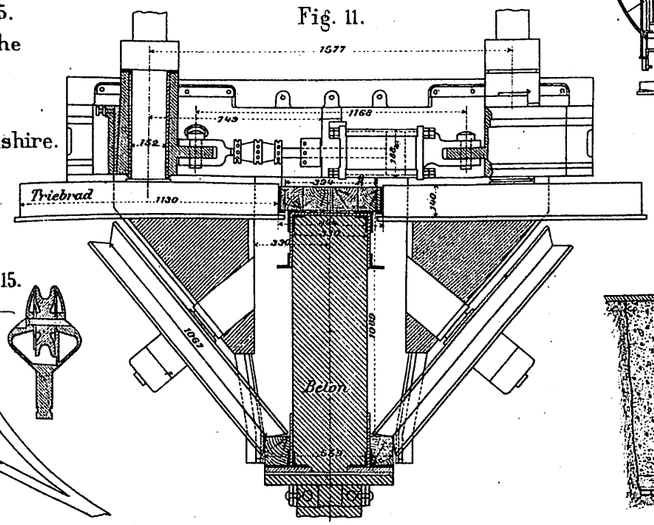


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Fig. 1. Innere Ansicht.

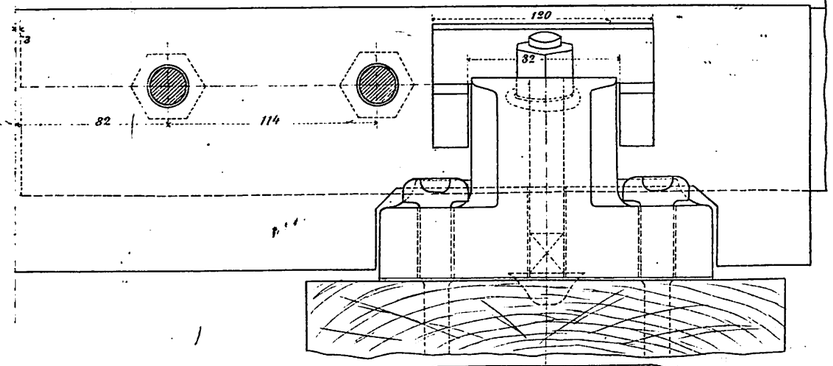


Fig. 1-5
Stuhlschienen-Oberbau
auf hölzernen
Schwellen,
mit Stahlkeilen.

Fig. 2.
Grundriss.
1:3.

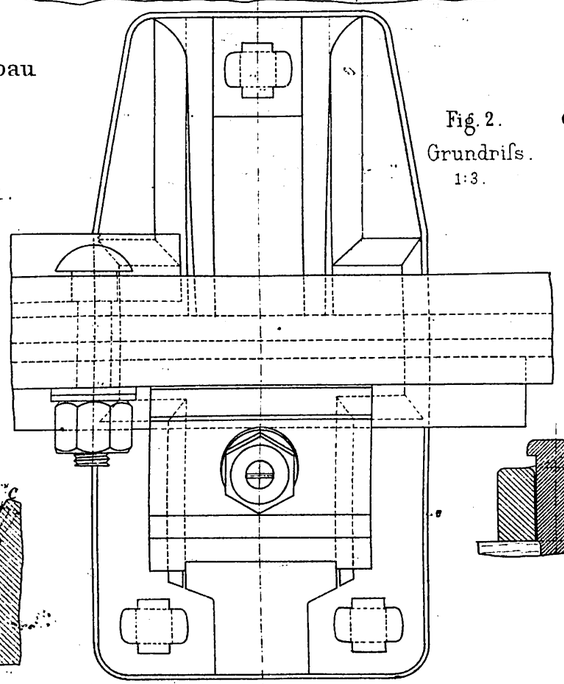
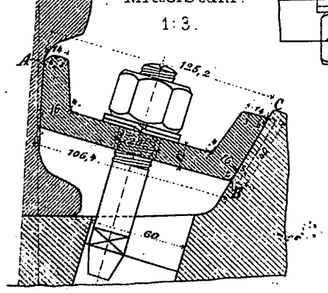


Fig. 4.
Schnitt durch
den
Mittelstuhl.
1:3.



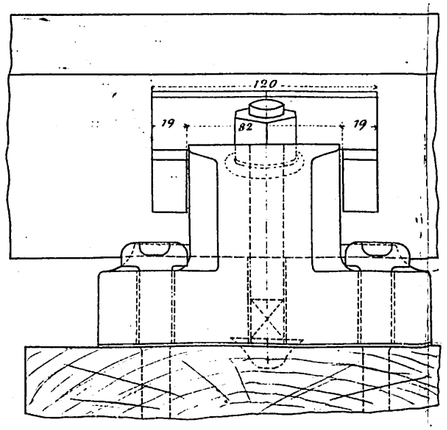
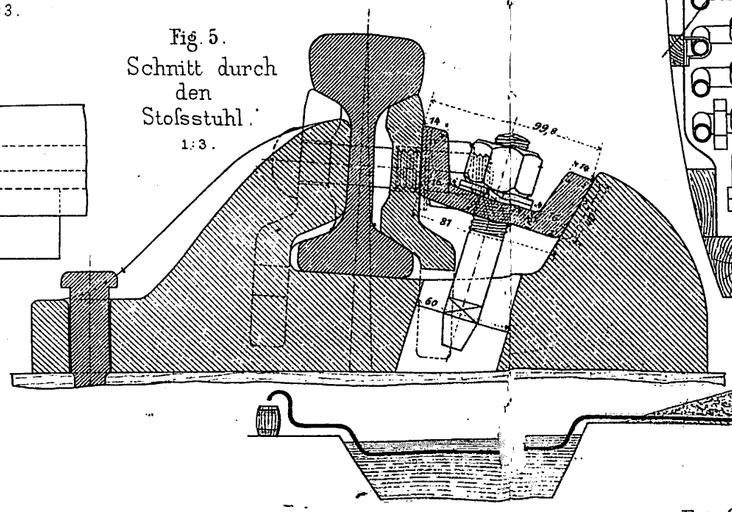


Fig. 6-11
Dampfheizung
der Personenzüge der Holländischen
Eisenbahn-Gesellschaft.

Fig. 5.
Schnitt durch
den
Stofsstuhl.
1:3.



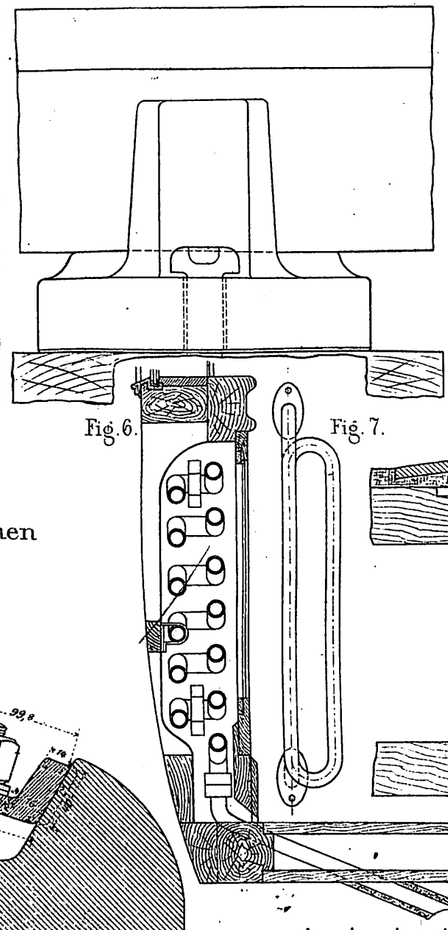


Fig. 6.

Fig. 7.

Fig. 3. Aeufsere Ansicht.

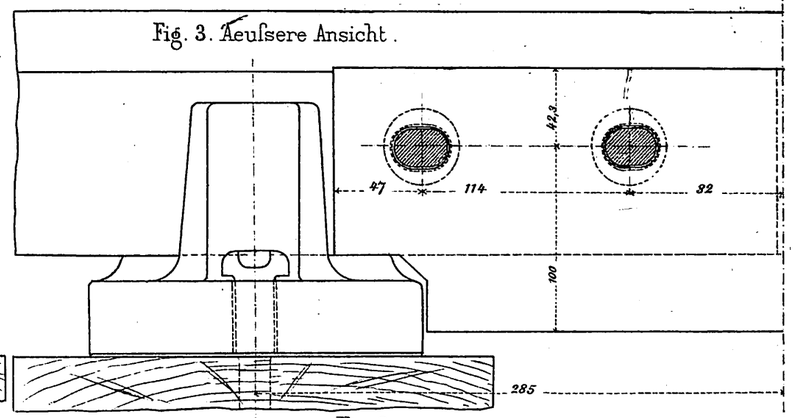


Fig. 8.

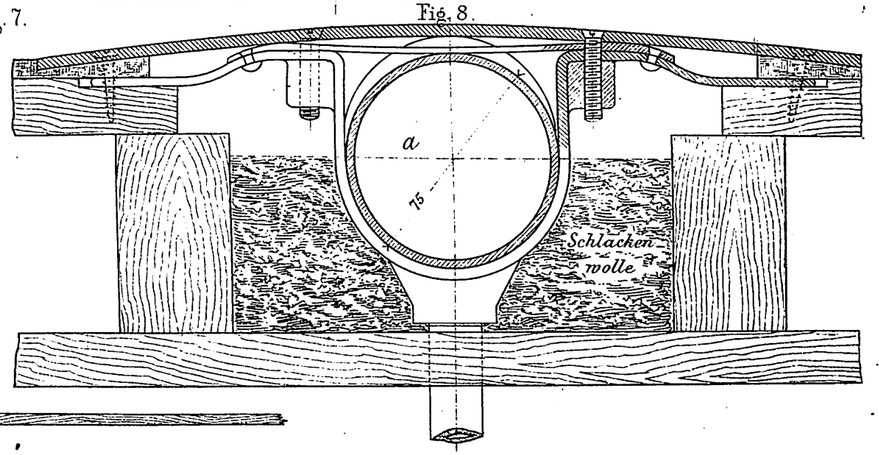


Fig. 11.

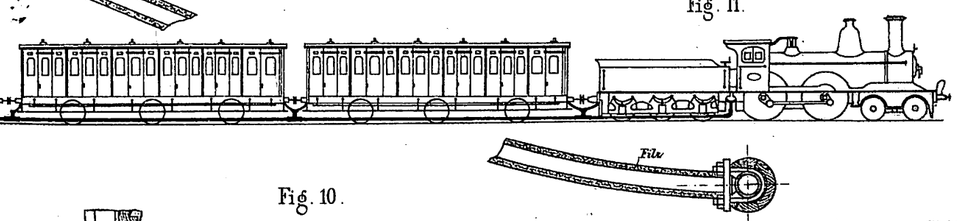


Fig. 9.

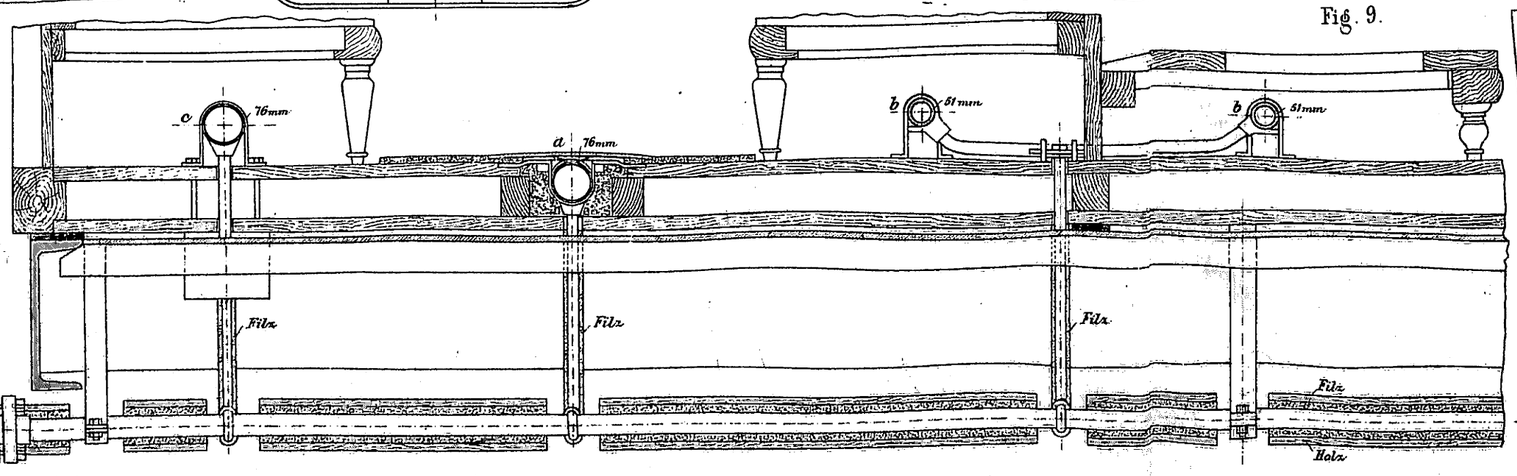


Fig. 10.

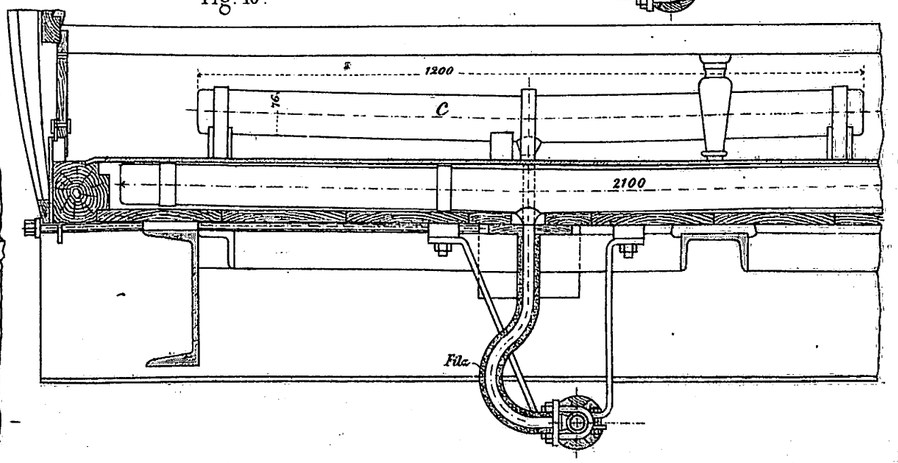


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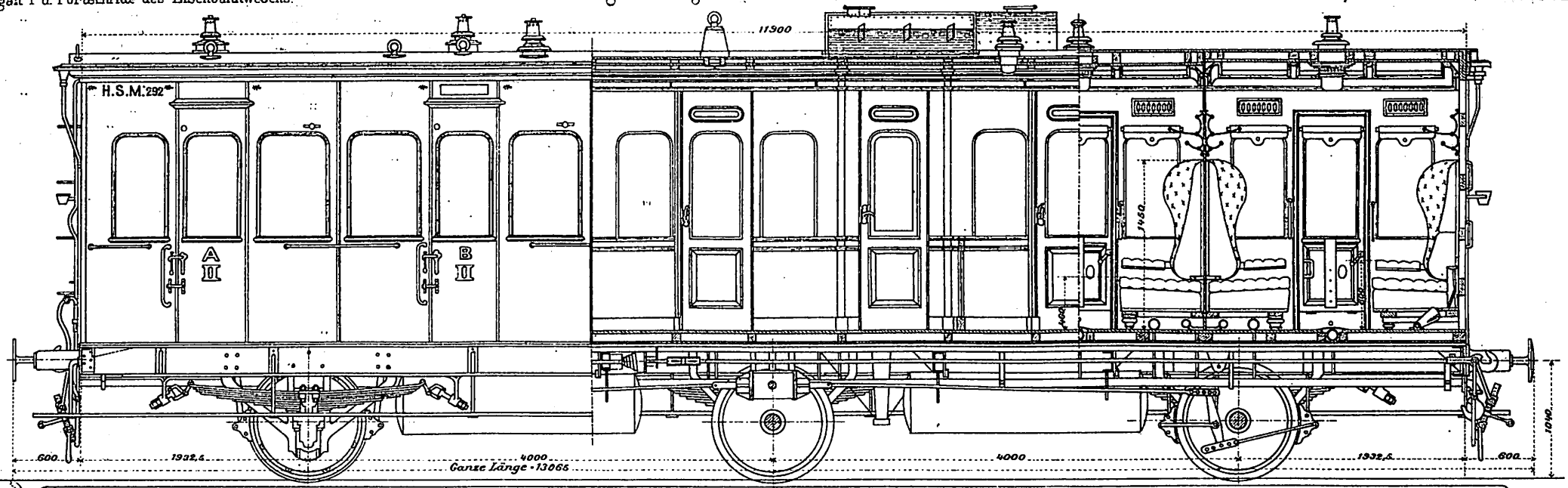
Fig. 1. Längs-Ansicht und -Schnitt.



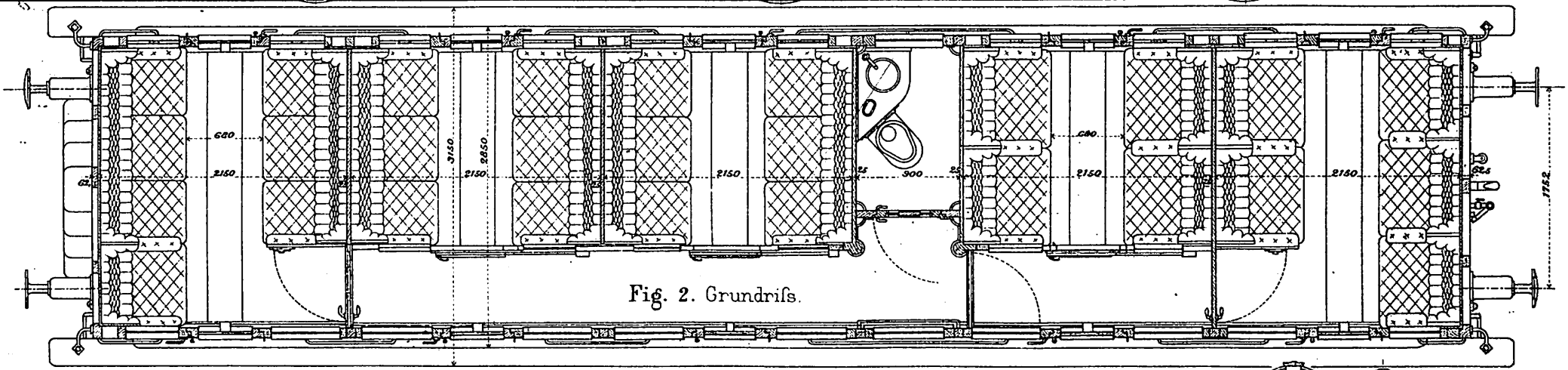


Fig. 2. Grundriſs.

Fig. 3. Querschnitt

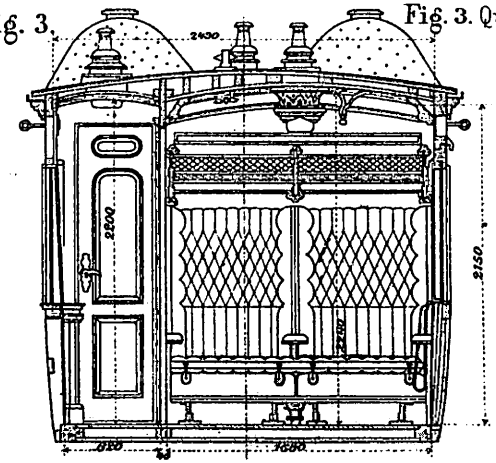


Fig. 4. Querschnitt.

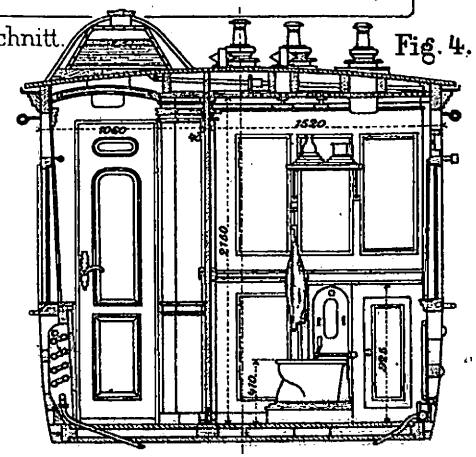


Fig. 4.

Fig. 1-5.

Personenwagen der Holländischen Eisenbahn-Gesellschaft.

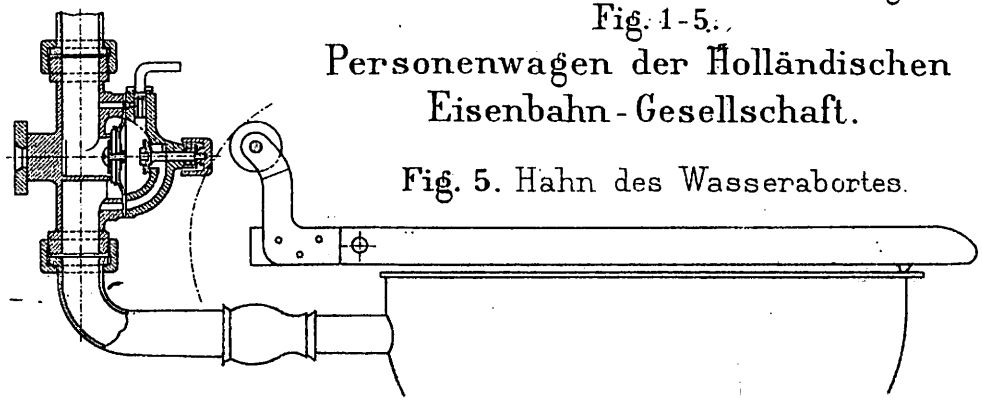


Fig. 5. Hahn des Wasserabortes.

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Fig. 1-3 Staub-Absaugevorrichtung für Schleifmaschinen.

Fig. 8.

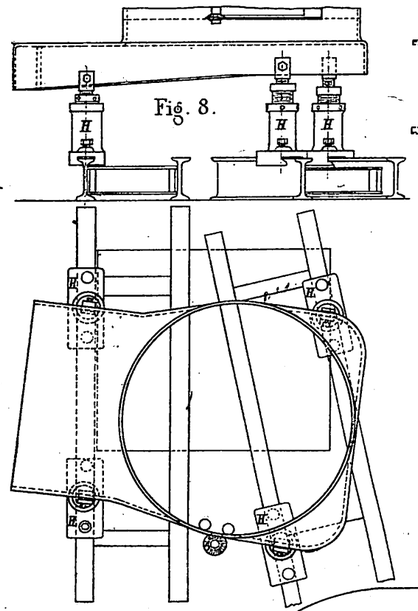

Fig. 12.

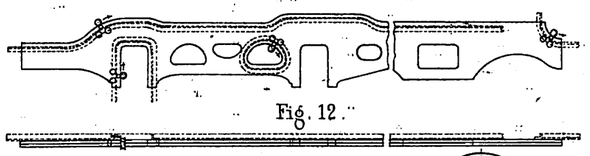

Fig. 9.

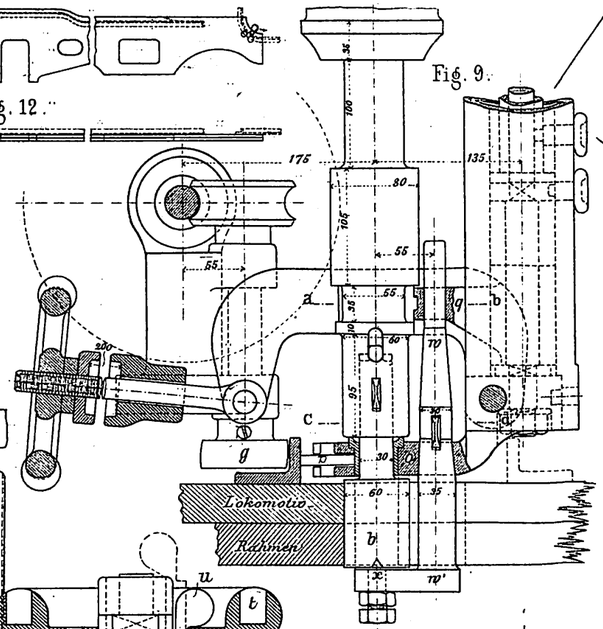

Fig. 6.
1:3 d.n.Gr.

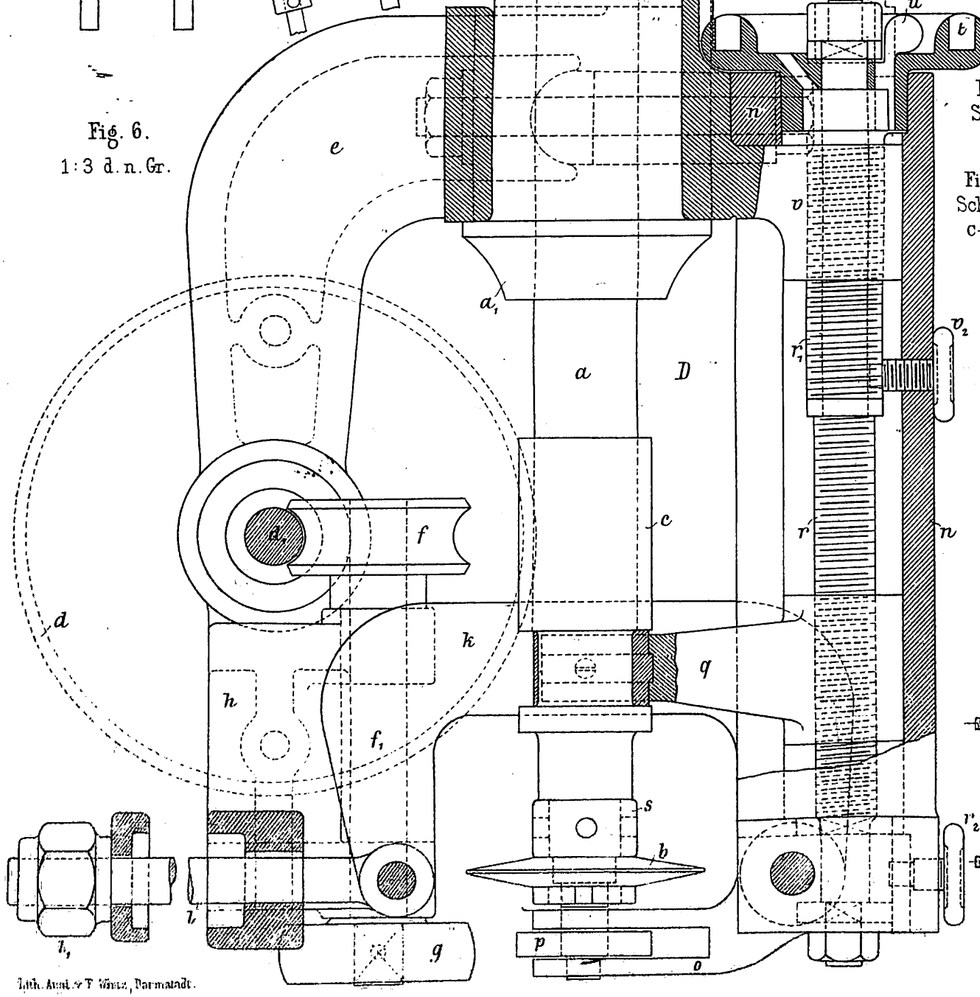

Fig. 10.
Schnitt a-b.

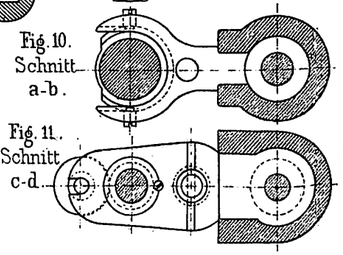

Fig. 11.
Schnitt c-d.

Fig. 1.
1:5 d.n.Gr.

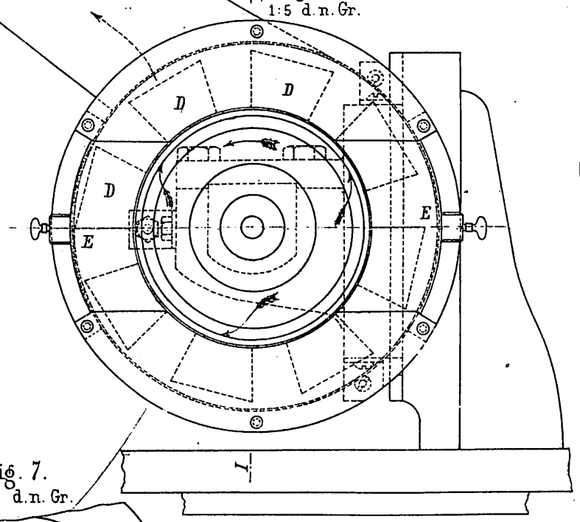

Fig. 7.
1:3 d.n.Gr.

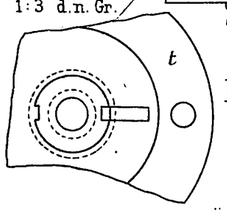

Fig. 2.
Schnitt I-II (Fig. 1.)
1:5 d.n.Gr.

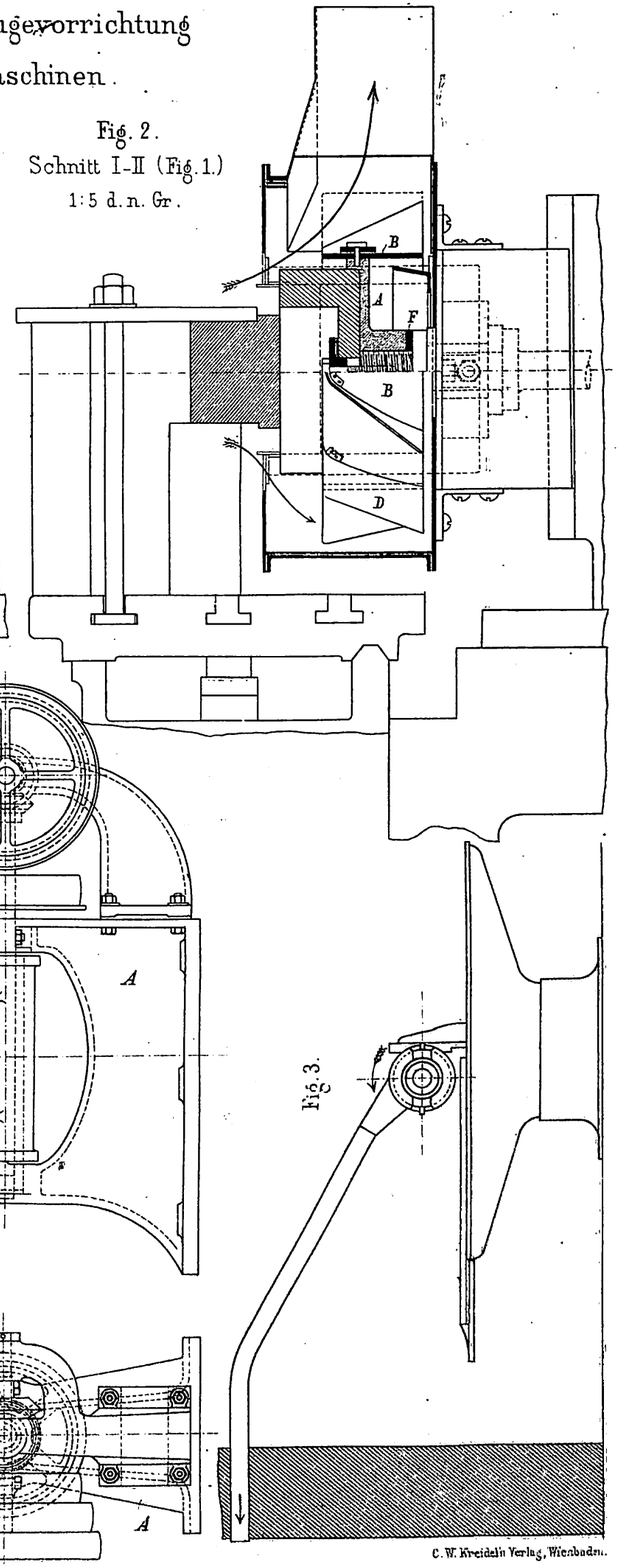

Fig. 4-12.
Blechkantenfraismaschine.

Fig. 4&5
Gesammtanordnung.
1:5 d.n.Gr.

Fig. 4.
Ansicht.

Fig. 5. Grundrifs.

Fig. 3.

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Fig. 1-21. Selbstthätige Kuppelungen der Amerikanischen Eisenbahnen.

Fig. 1.

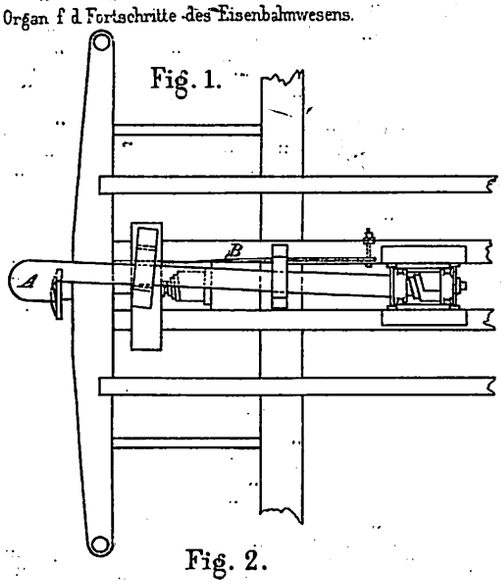

Fig. 2.

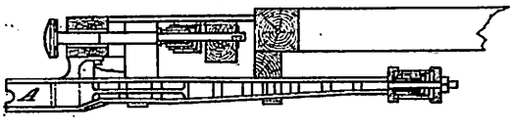

Fig. 3.

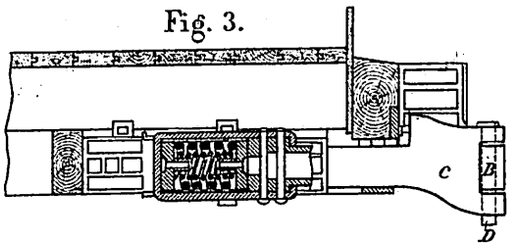

Fig. 4.

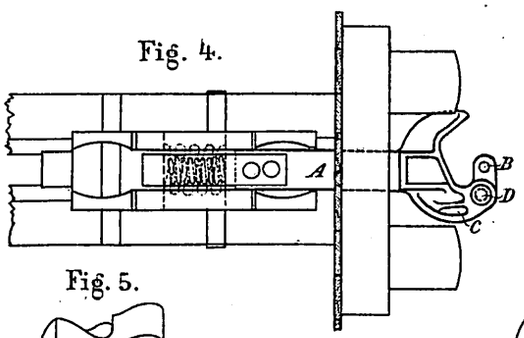

Fig. 5.

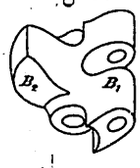

Fig. 6.

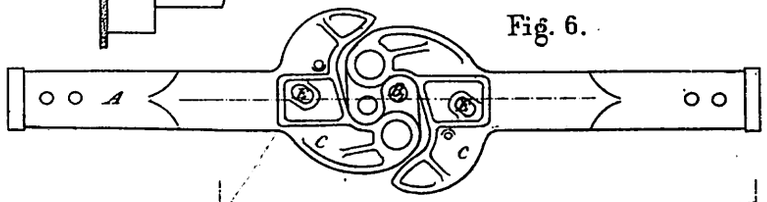

Fig. 7.

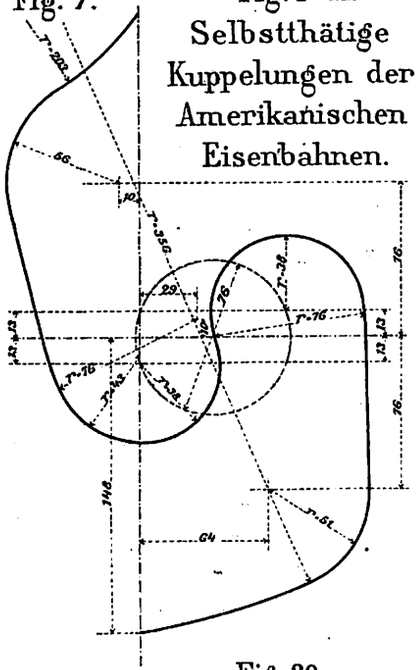

Fig. 8.

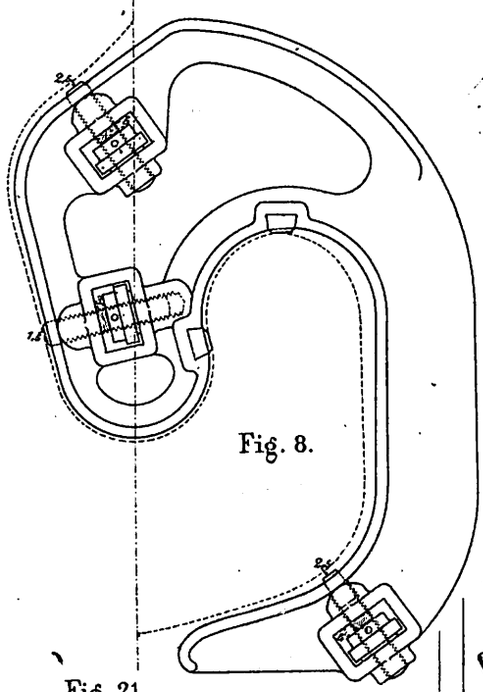

Fig. 9.

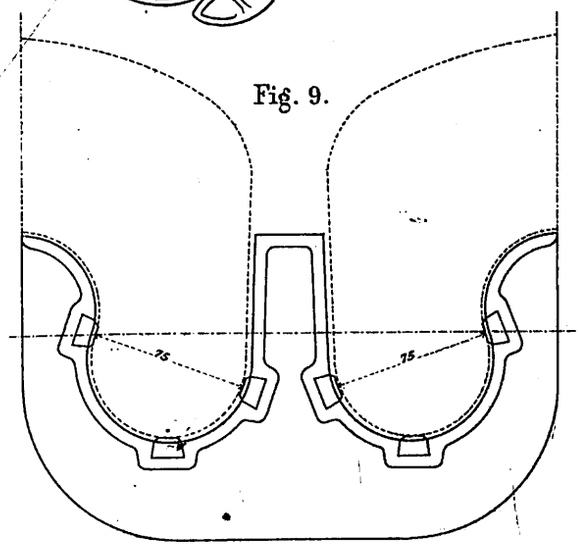

Fig. 10.

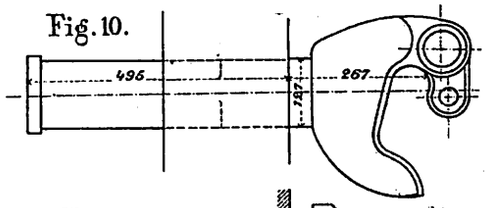

Fig. 11.

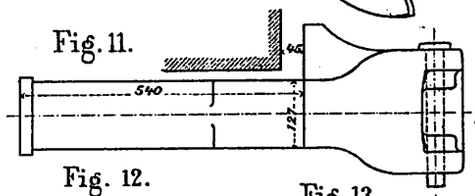

Fig. 12.

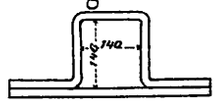

Fig. 13.

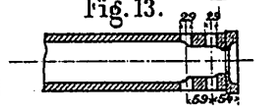

Fig. 14.

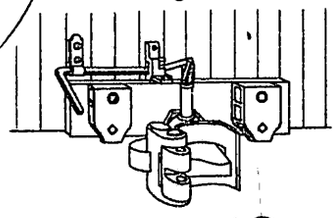

Fig. 15.

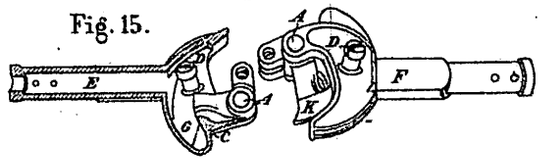

Fig. 16.

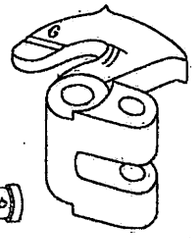

Fig. 17.

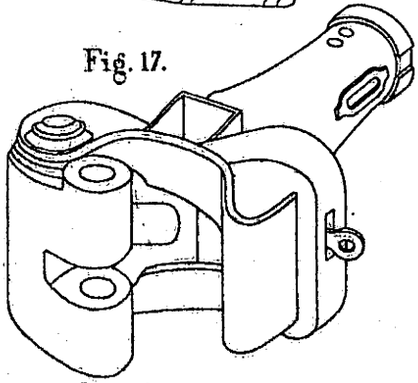

Fig. 18.

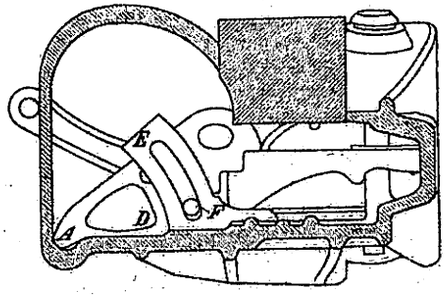

Fig. 19.

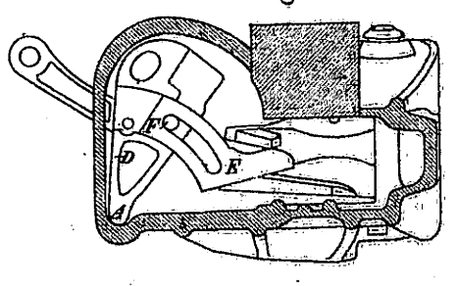

Fig. 20.

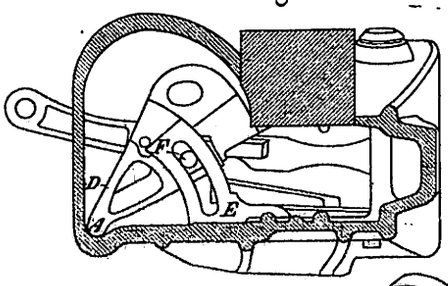

Fig. 21.

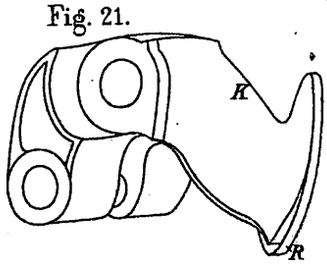

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Fig. 1—3. Wägen zur Beförderung von Leichen.

Fig. 1.
Längs-Ansicht.

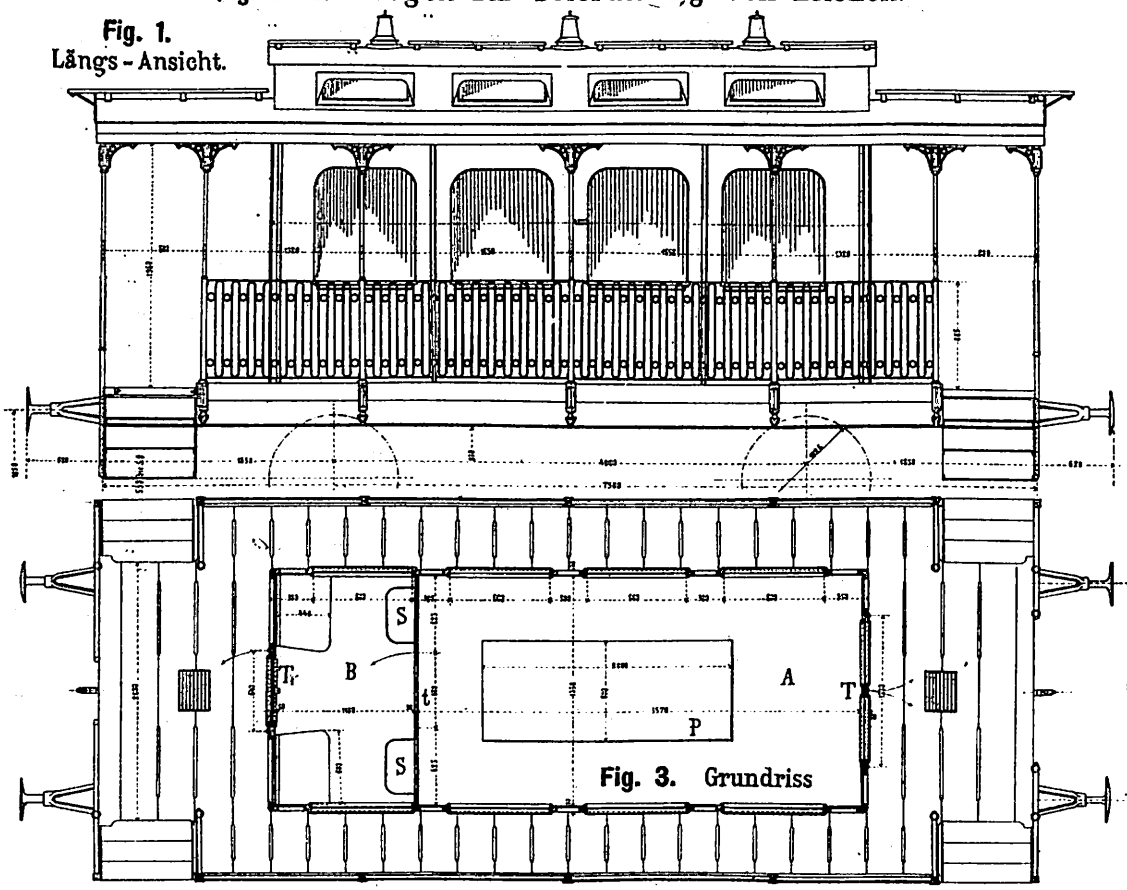
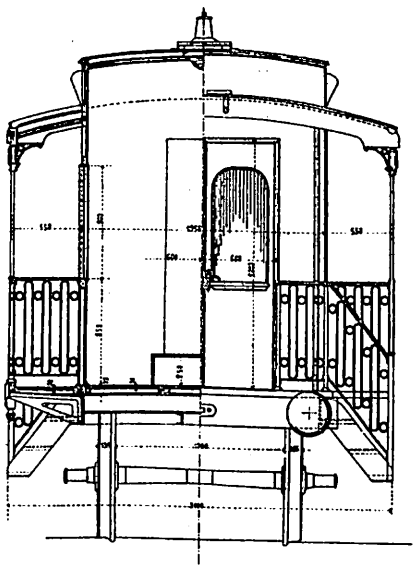


Fig. 3. Grundriss

Fig. 2. Kopf-Ansicht.



Zeichenerklärungen zu Fig. 4 u. 5.

1. Allgemeines
- Landstrasse
- Feldweg
- Privatweg
- Bahnmeisterei
- Wärterbezirk
- Wärterwohnhäuser
- Wärterbuden
- Drahtzugschranken mit Drehkurbel
- Blocktelegraphen
- Eisorne
- Gewölbte
- Roste oder Platten
} Bauwerke.

2. Bewachungsmannschaften
- Weichensteller im Beamtenverhältniss
- Hilfs- "
- Streckenläufer "
- Beamtenverhältniss
- Invaliden
- Frauen
} als Schrankenschliesser.

3. Streckenläutewerke.
- Universalläutewerk (eiserne Bude)
- Universalläutewerk (hölzerne Bude)

4. Telegraphische Anlagen.
- Morse-Sprecher in der Signalleitung
- Morse-Sprecher in der Signalleitung und Localleitung in Stendal
- Wärterbudenwerk (Cramer)
- Registrirwerk
- Inductor
- Blockwerk
- Blockwecker
- Brücken-Signal mit 1 bzw. 2 Glocken
- Radtaster (Siemens)
- Telephon
- Erdleitung

5. Ueberwege.
- + Ständig geschlossen.
- Nachts " "

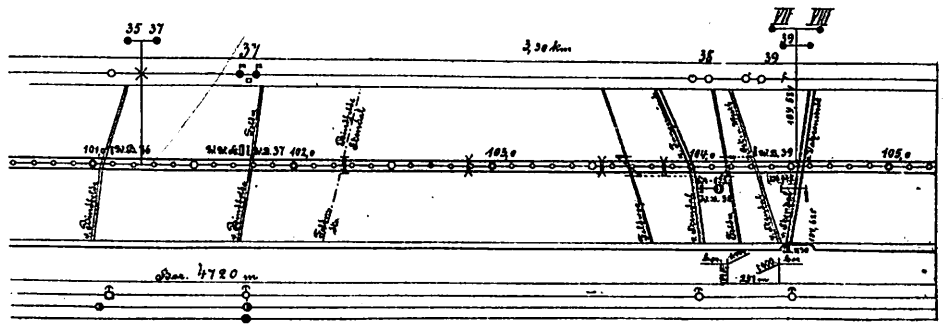
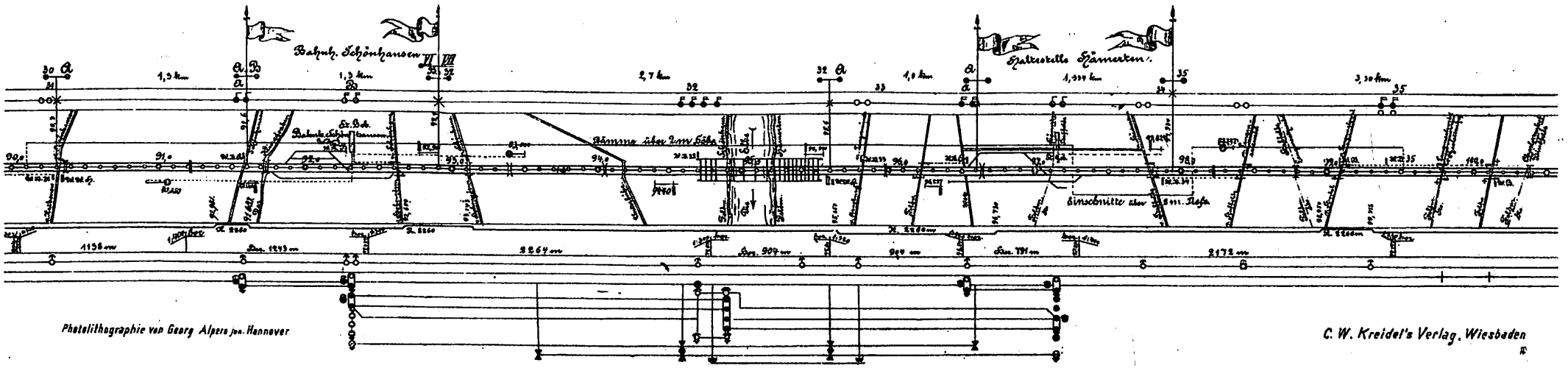


Fig. 4 u. 5. Trennung des Schrankendienstes vom Bahnbewachungsdienste.



Photolithographie von Georg Alpers jun. Hannover

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Fig. 1. Berechnung von Einschnitts- und Damm-Inhalten aus dem Längenschnitte. Maßstäbe 1:50 / 1:500.

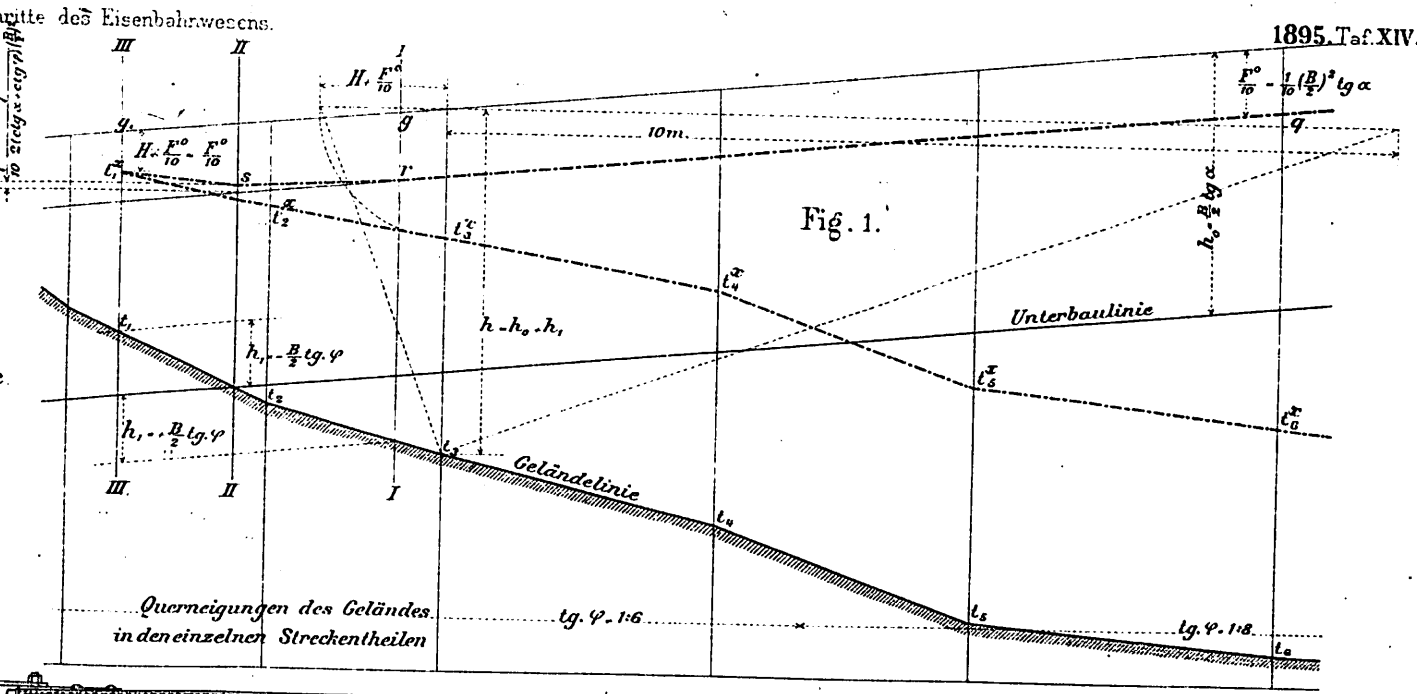

Fig. 1.

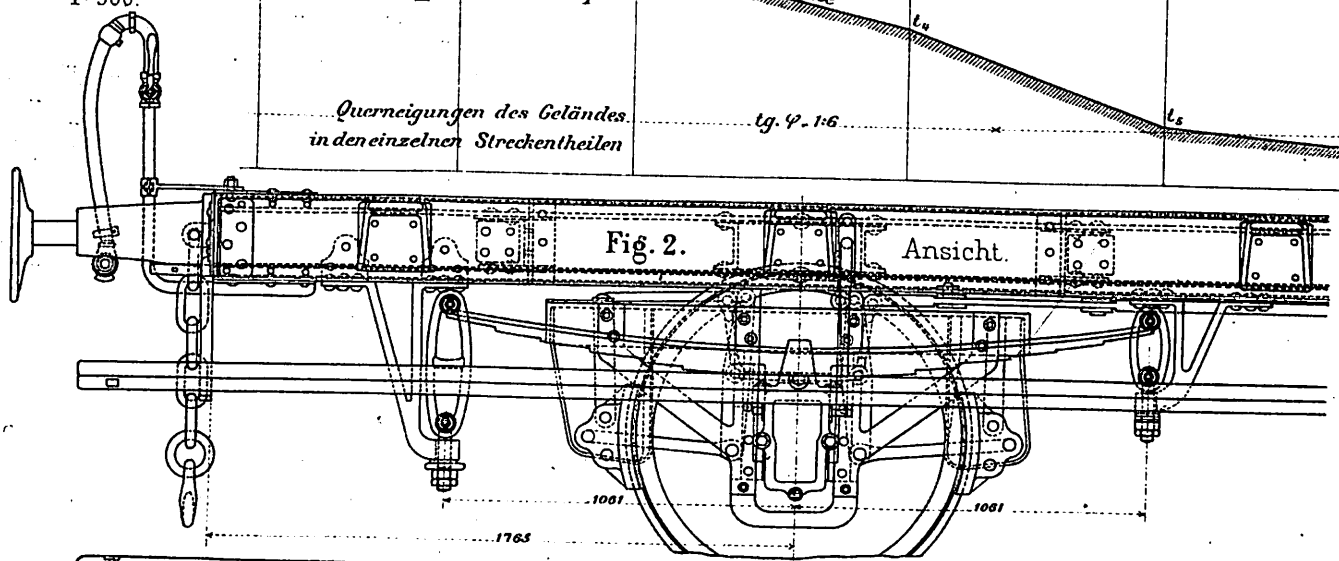

Fig. 2. Ansicht.

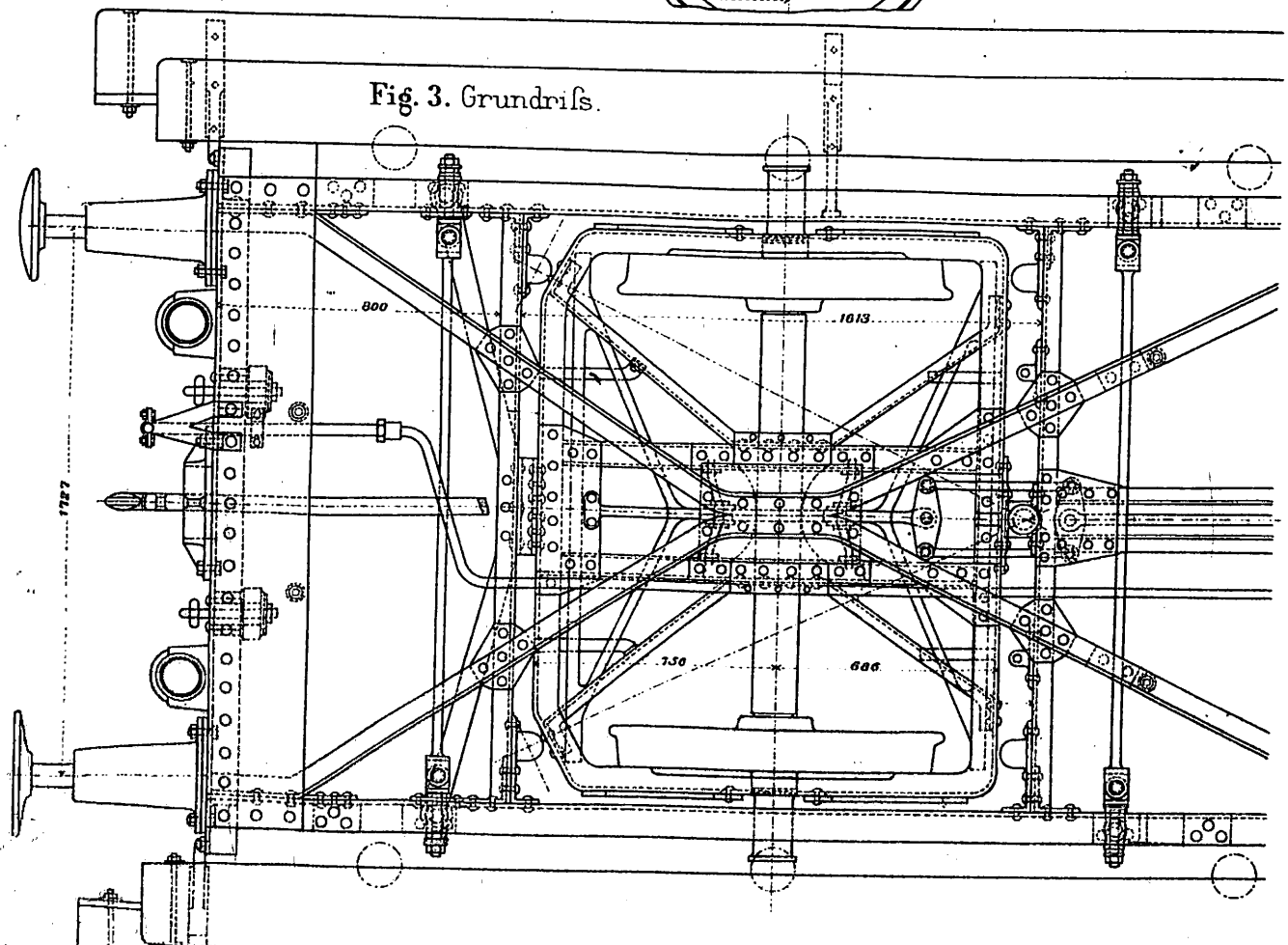

Fig. 3. Grundriss.

Fig. 2 u. 3. de Rechter's einstellbare Aufhängung für Strafsen- und Eisenbahnwagen.

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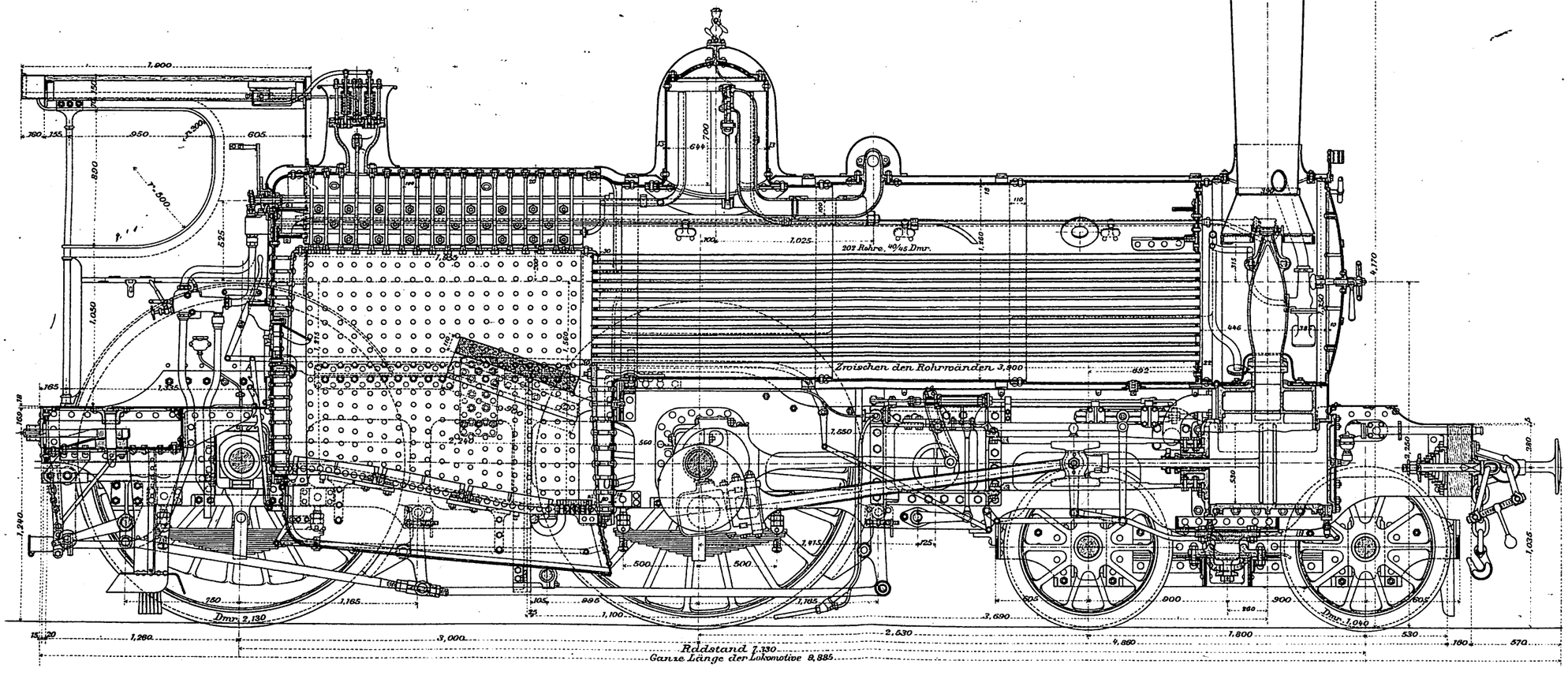
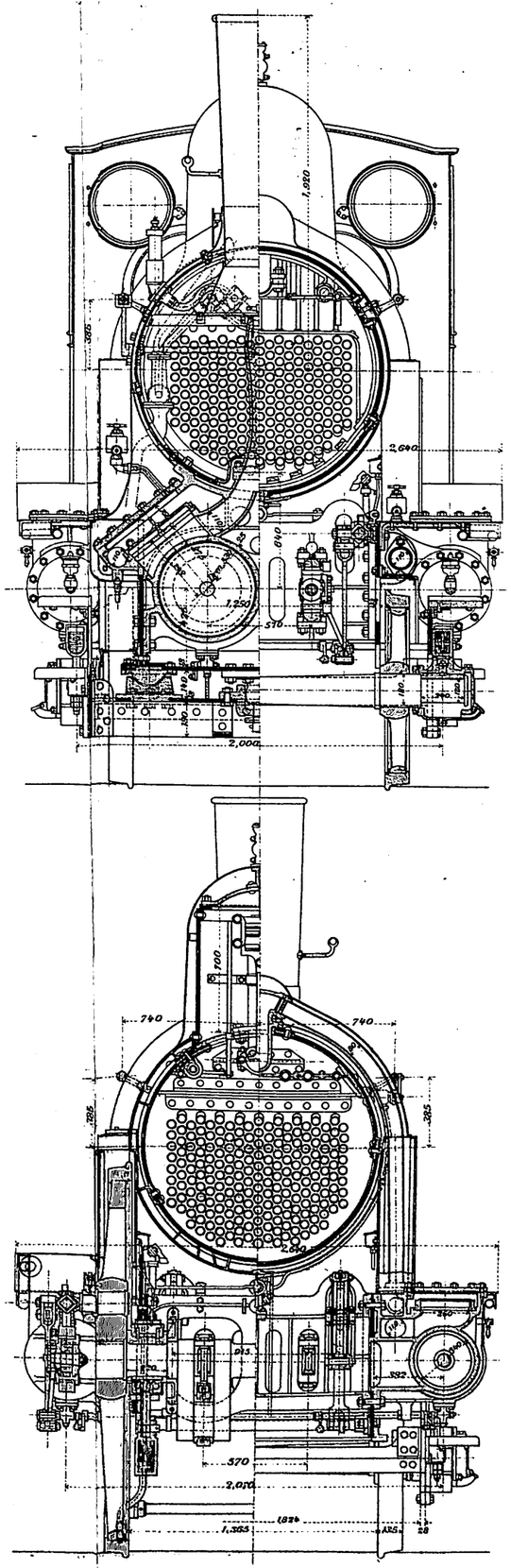
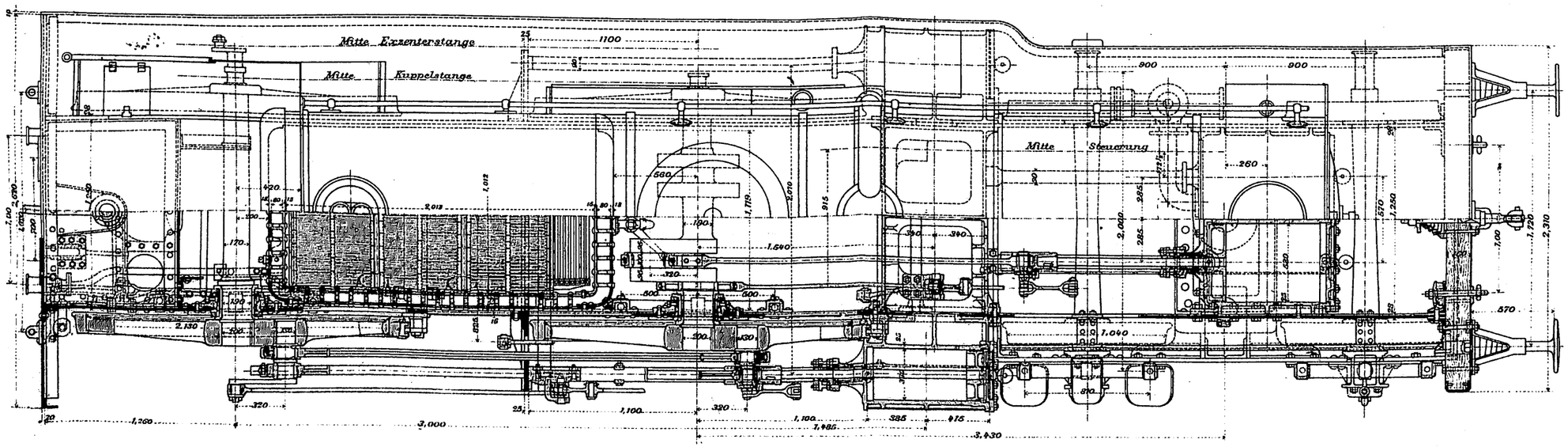
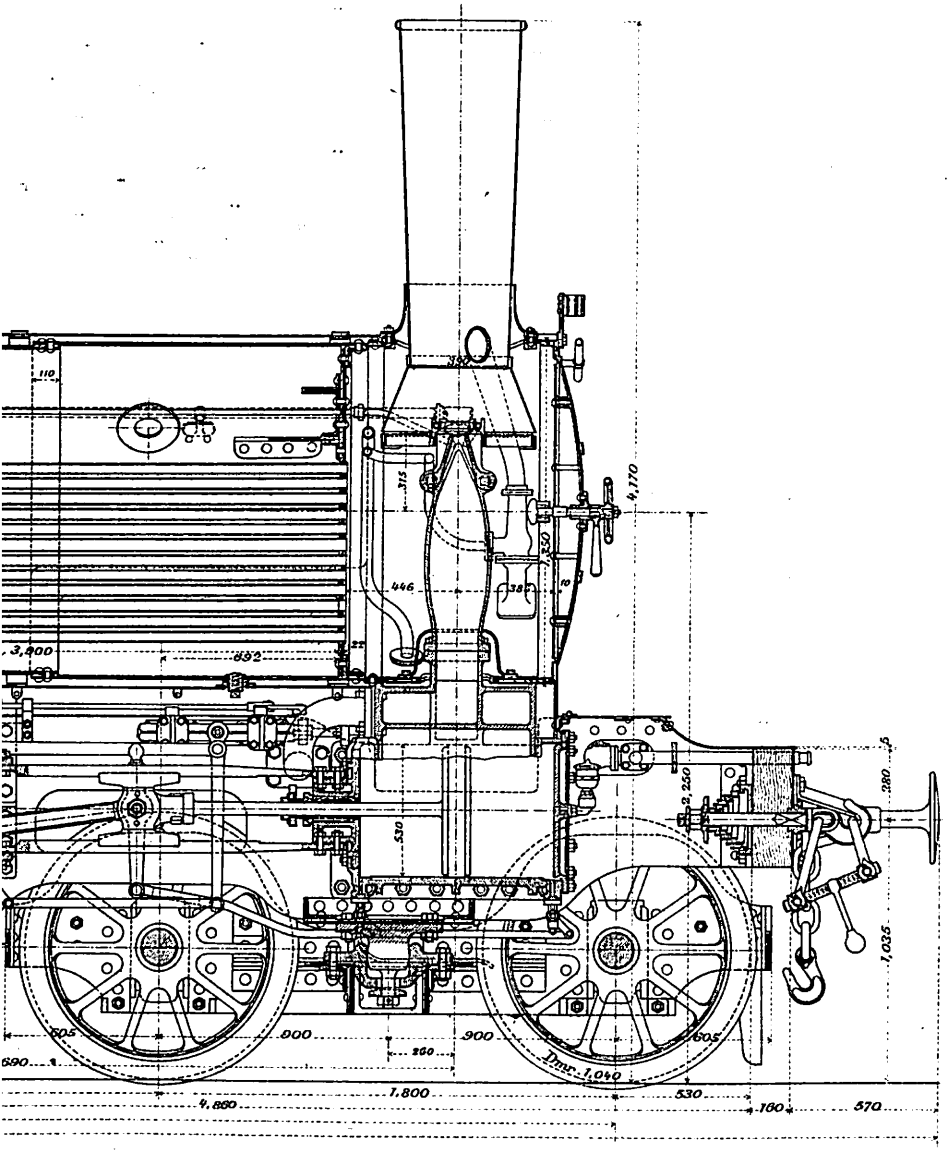
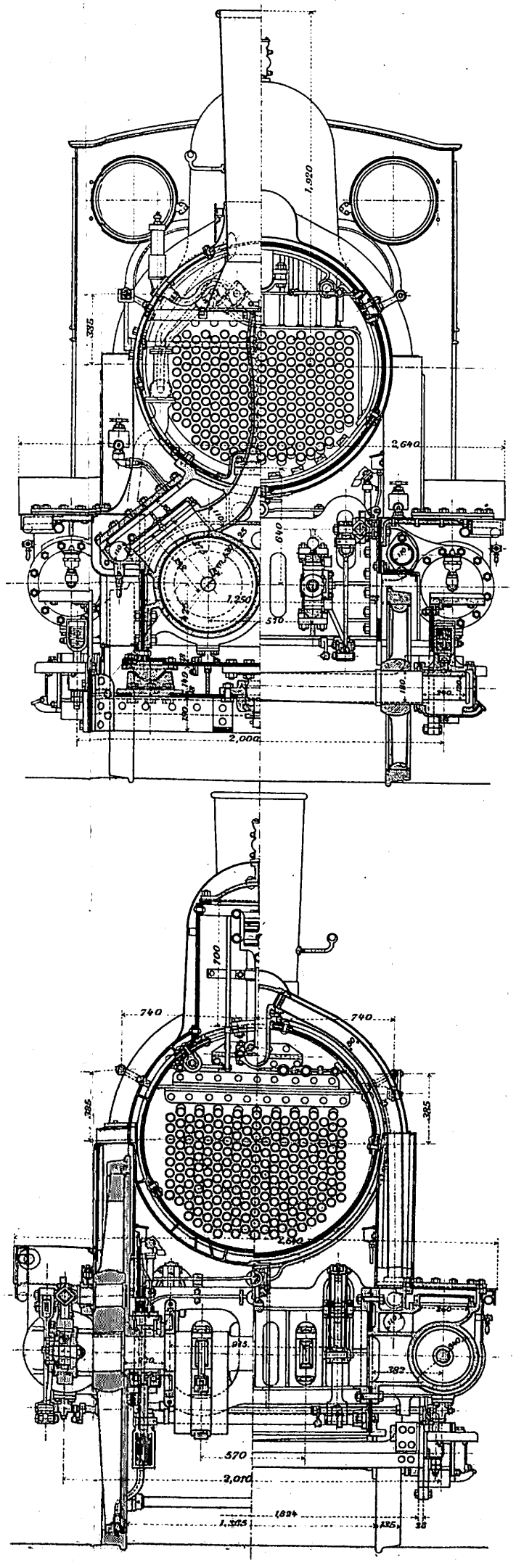
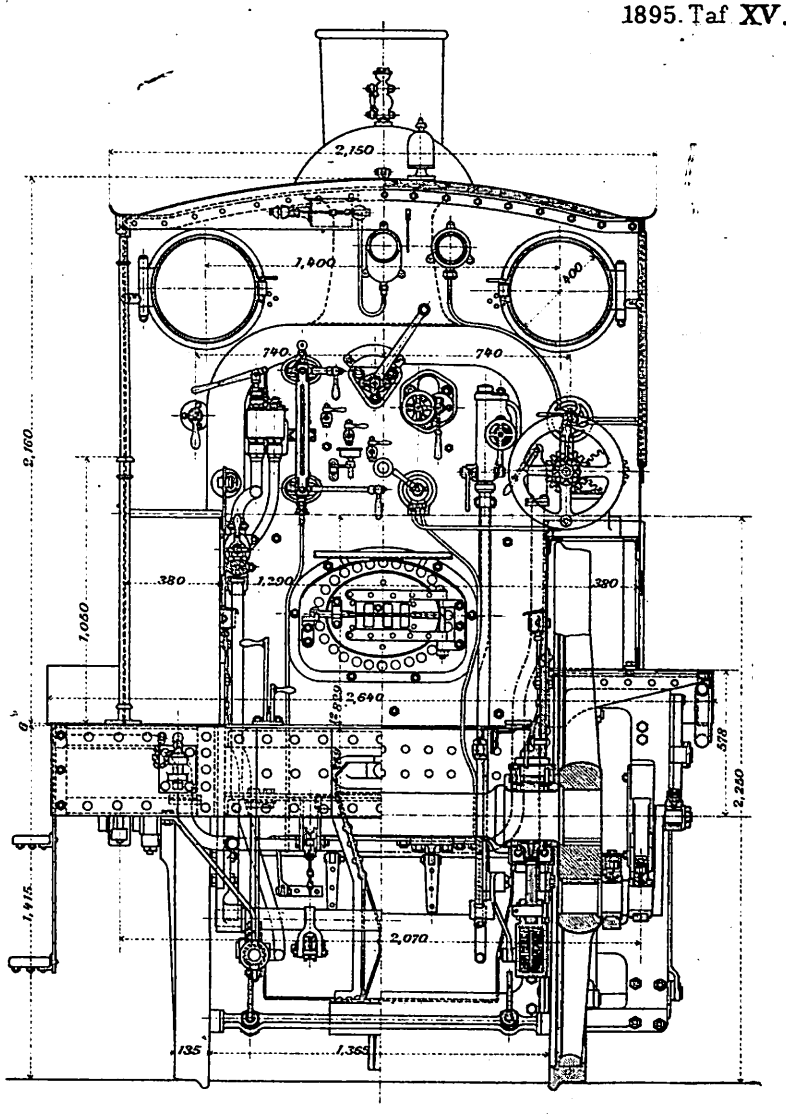

Zwischen den Rohrwänden 3,900
207 Rohre, 40/45 Dmr.
Achsstand 7,330
Ganze Länge der Lokomotive 8,885

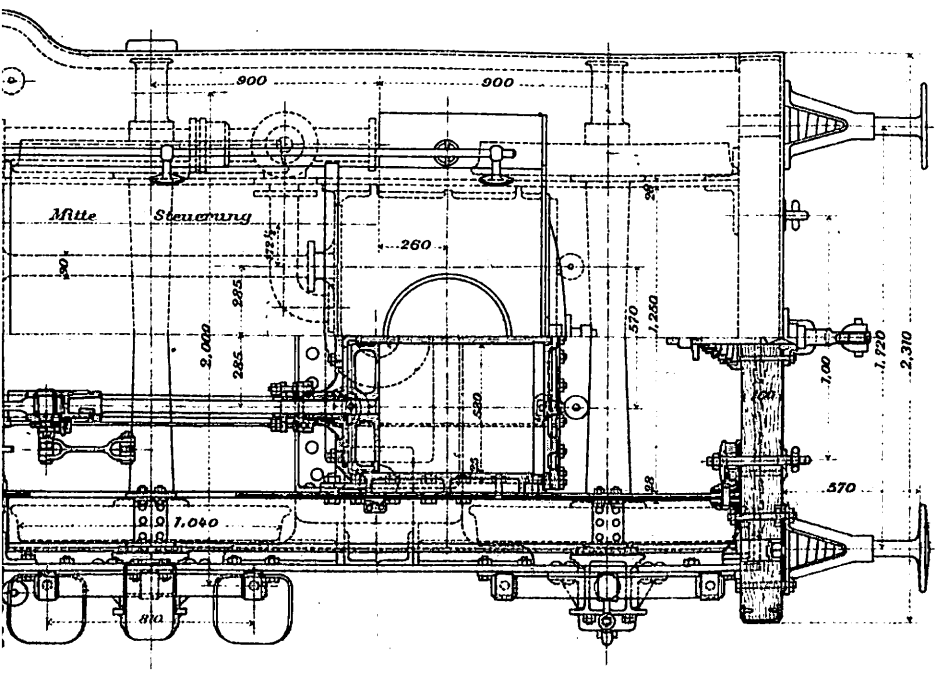



Mitte Exzenterstange
Mitte Kuppelstange
Mitte Steuerung









Die Lokomotiven auf der Weltausstellung in Chicago.

Vierachsige, zweifach-gekuppelte Viercylinder-Verbund-Schnellzuglokomotive der französischen Nordbahn.

Mafsstab 1:30.

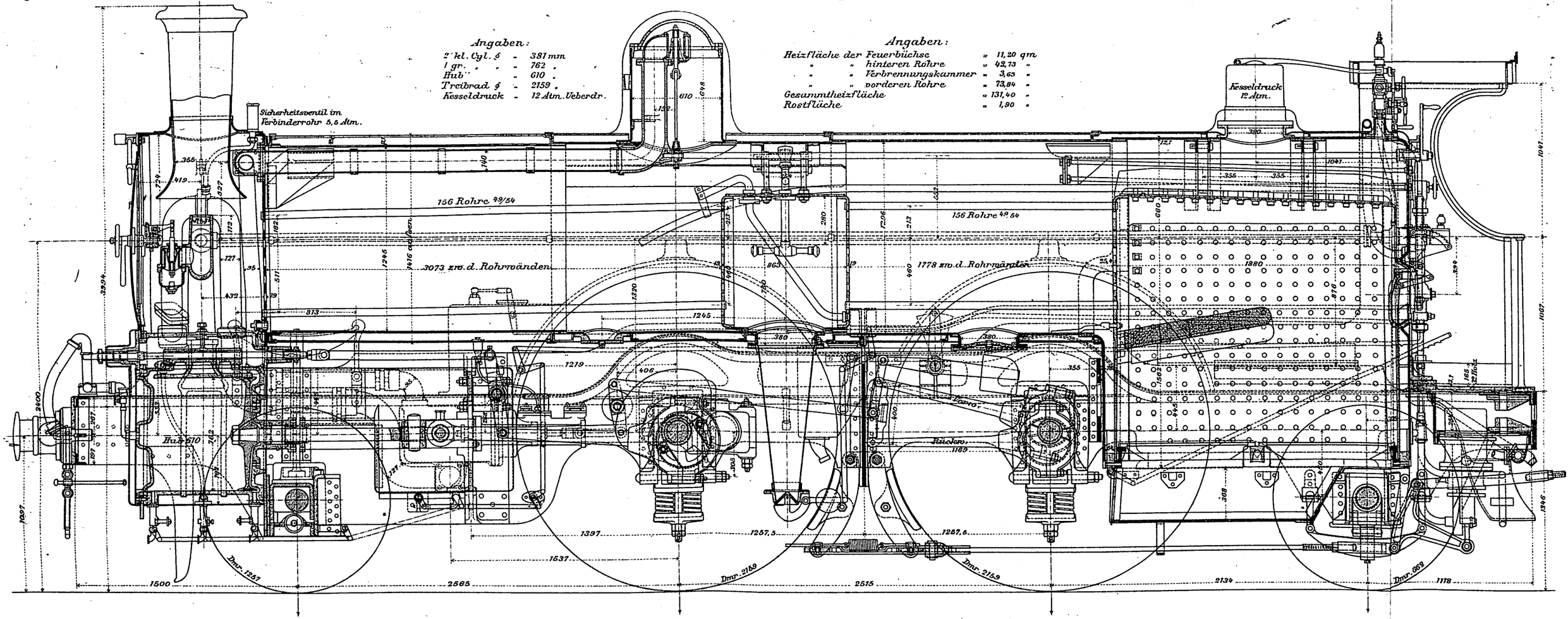
Lith. Anst. v. F. Wirtz, Darmstadt.

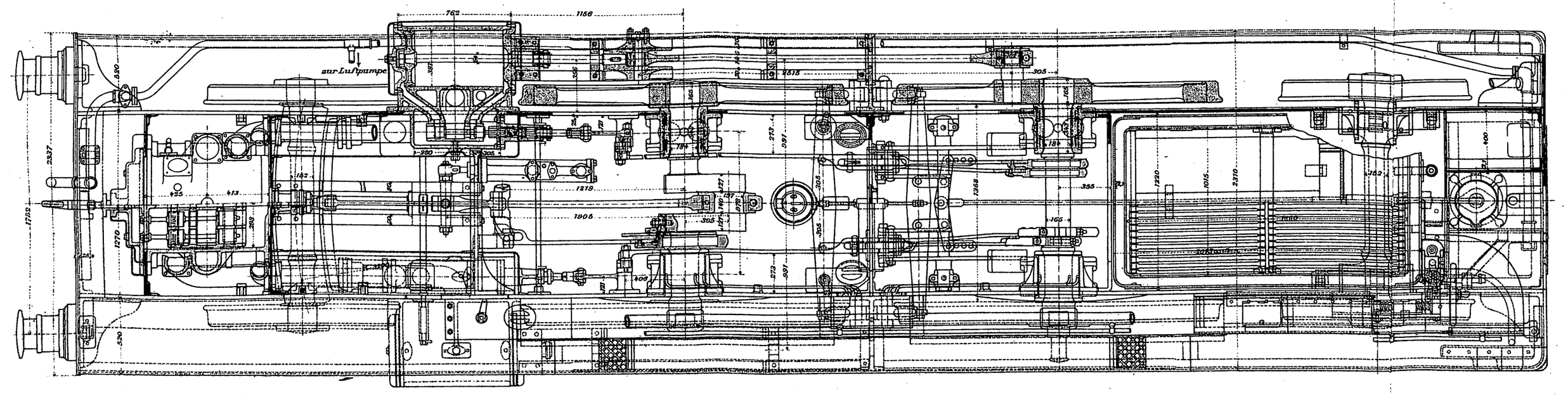
Angaben:

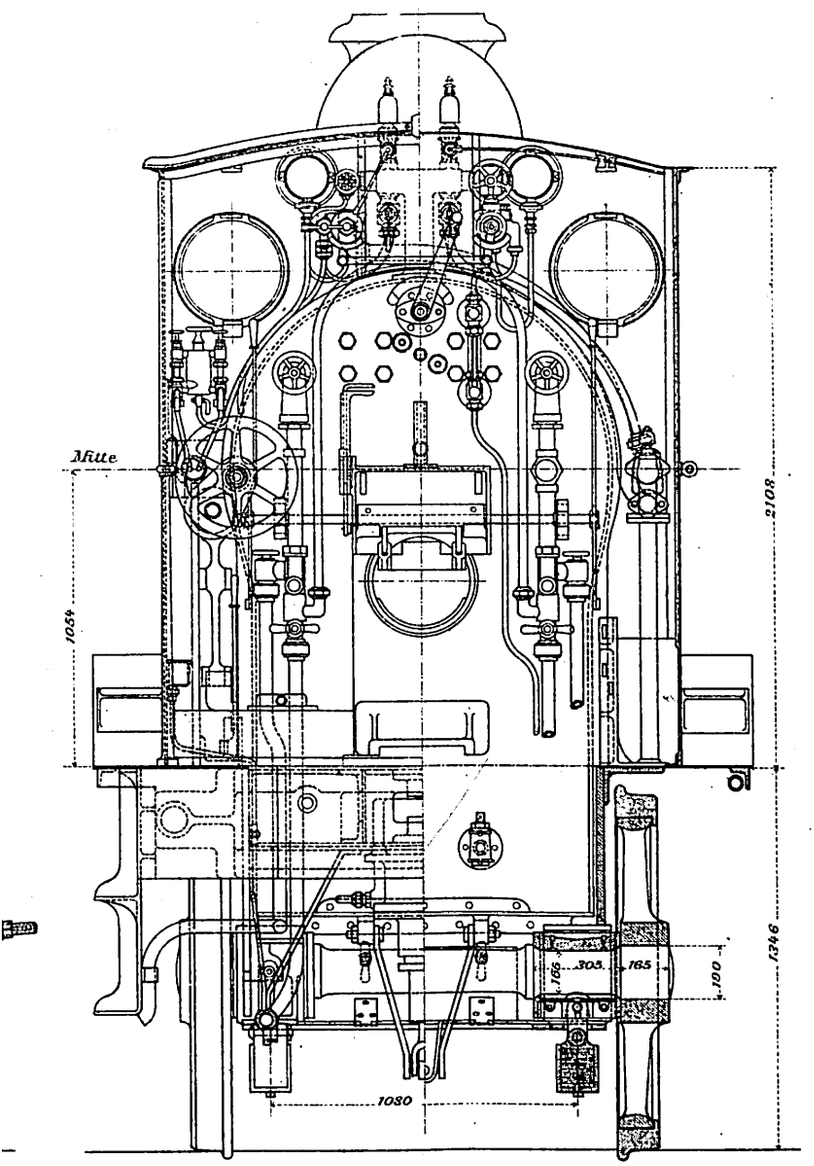
2 kl. Cyl. ϕ	=	381 mm
1 gr. " "	=	762 "
Hub	=	610 "
Treibrad ϕ	=	2159 "
Kesseldruck	=	12 Atm. Ueberdr.

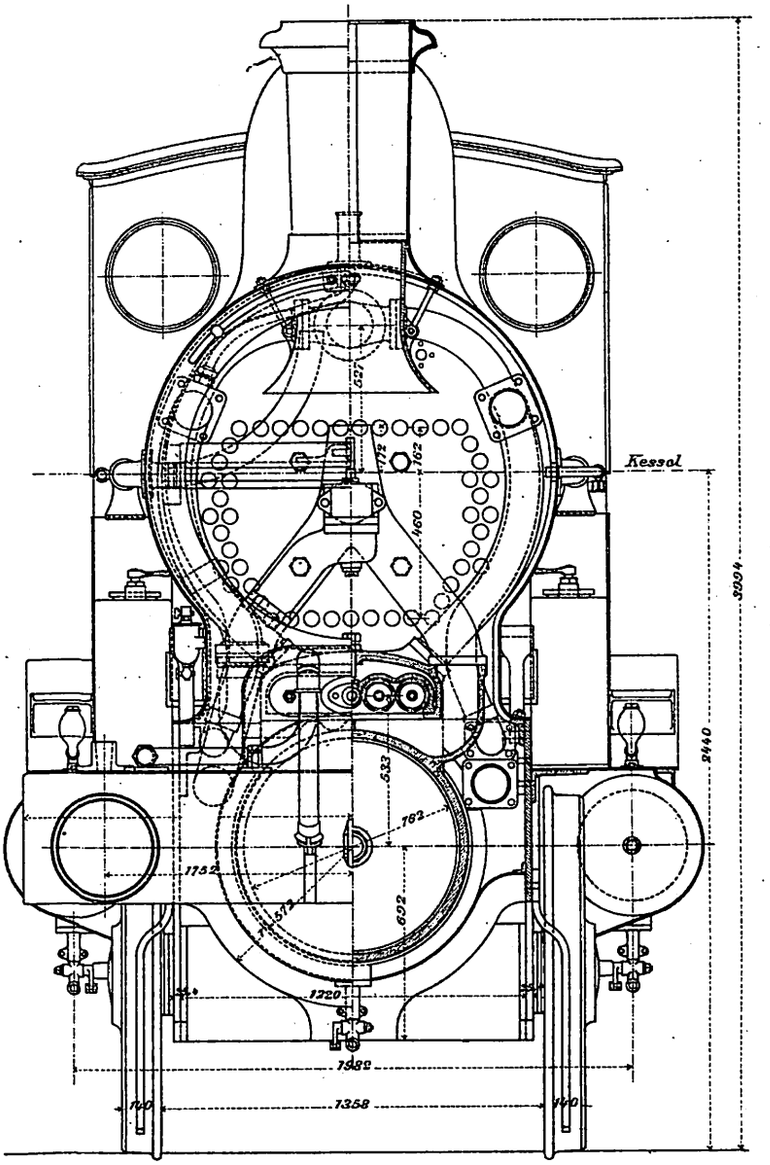
Angaben:

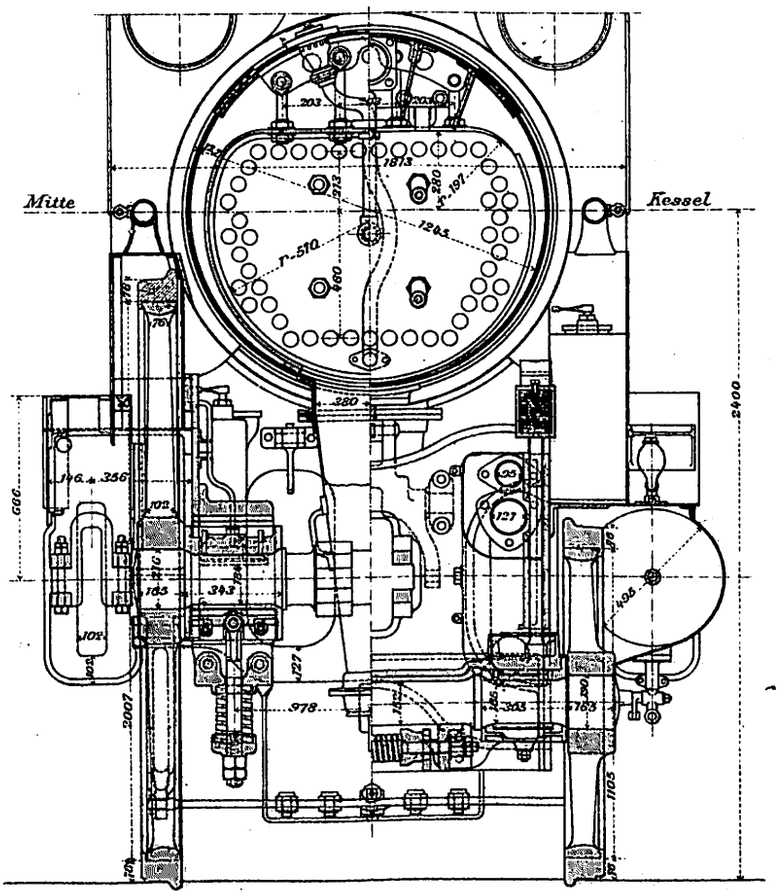
Heizfläche der Feuerbüchse	=	11,20 qm
" " hinteren Rohre	=	42,73 "
" " Verbrennungskammer	=	3,63 "
" " vorderen Rohre	=	73,84 "
Gesammtheizfläche	=	131,40 "
Rostfläche	=	1,90 "











Die Lokomotiven auf der Weltausstellung in Chicago.

Schnellzug-Lokomotive

(Bauart Webb)

der London u. Nordwestbahn-Gesellschaft,

erbaut in den Werkstätten

der Bahn zu Crewe.

Lith. Anst. v. F. Wirtz, Darmstadt