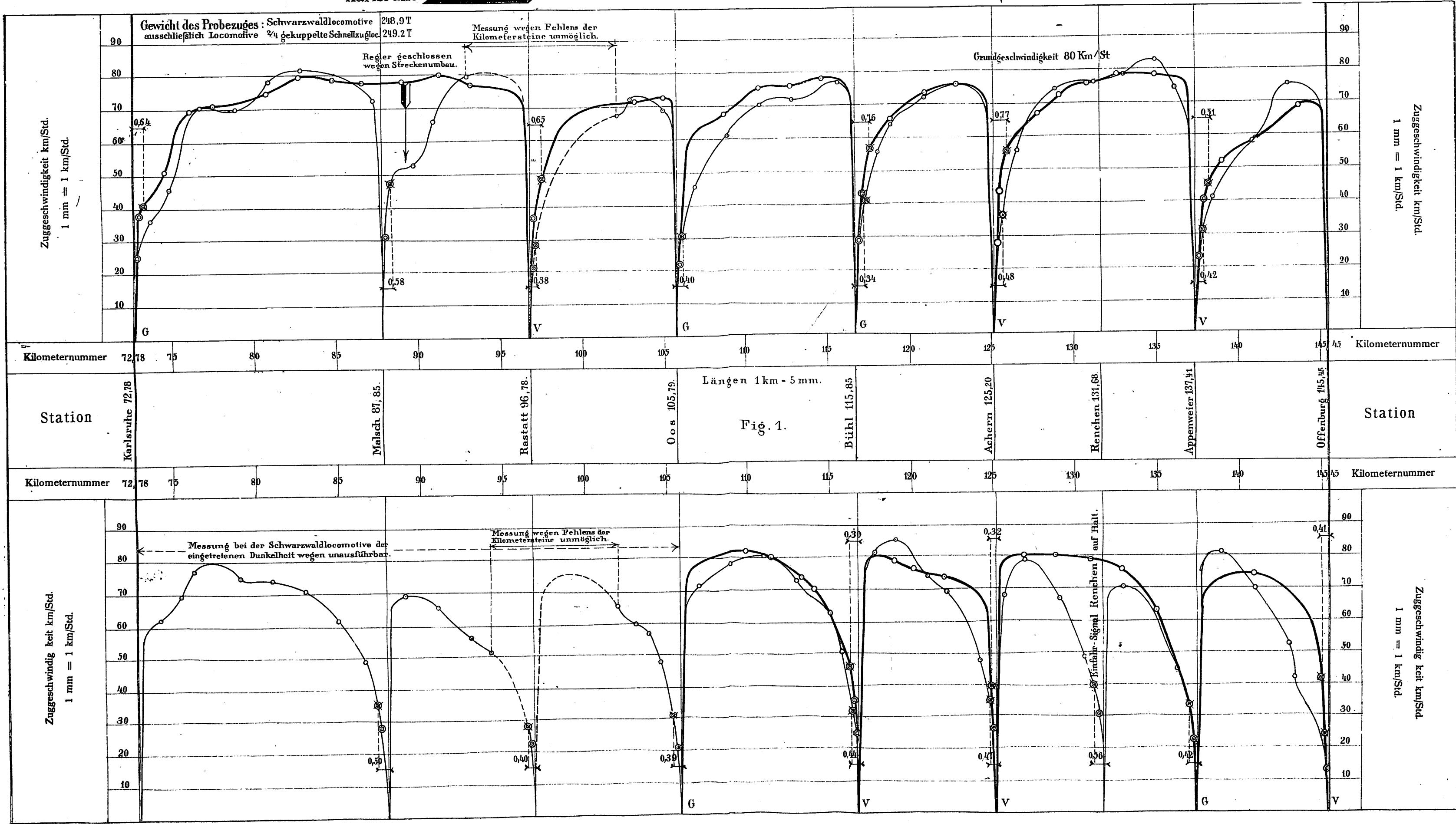


Probefahrten mit der Schwarzwaldlocomotive und der 2/4 gekuppelten Schnellzuglocomotive.

Karlsruhe

Offenburg.



Karlsruhe

Offenburg.

Die Erklärung der Bezeichnungen befindet sich auf Tafel XVI.

Karlsruhe

Heidelberg

Gewicht des Probezuges:
a. Karlsruhe—Heidelberg 428,3 T.
b. Heidelberg—Bruchsal 572,7 T.
c. Bruchsal—Karlsruhe 486,3 T.
ausschließlich Locomotive

Grundgeschwindigkeit 55 km/St.

Zuggeschwindigkeit in km/Std.

Zuggeschwindigkeit in km/Std.

Zeichen-Erklärung
(für Tafel XV und XVI gültig.)

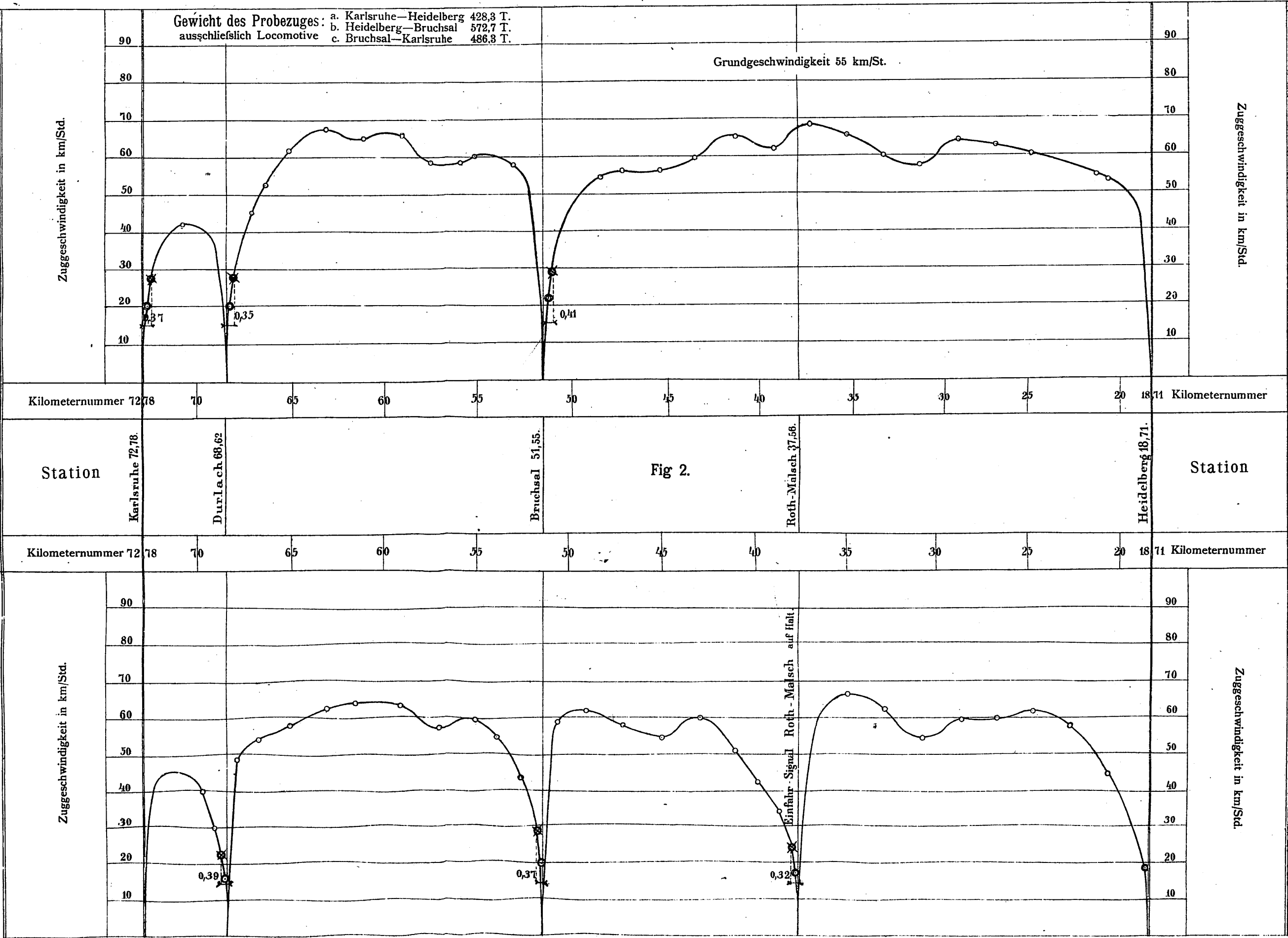
Mit der Uhr gemessene Geschw.

Zuggeschwindigkeit 1 1/2 Min. nach Abfahrt

Zuggeschwindigkeit 1 Min. nach Abfahrt

—○— Tafel XV, Probefahrt mit der 1/2 gekupp. Schnellzugloc.
und Tafel XVI mit der Schwarzwaldlocomotive.
—○— Tafel XV Probefahrt mit der Schwarzwaldloc.

Vom Zuge 1 1/2 Min. nach Abfahrt zurückgelegte Strecke (km) 0,50.



Karlsruhe

Heidelberg

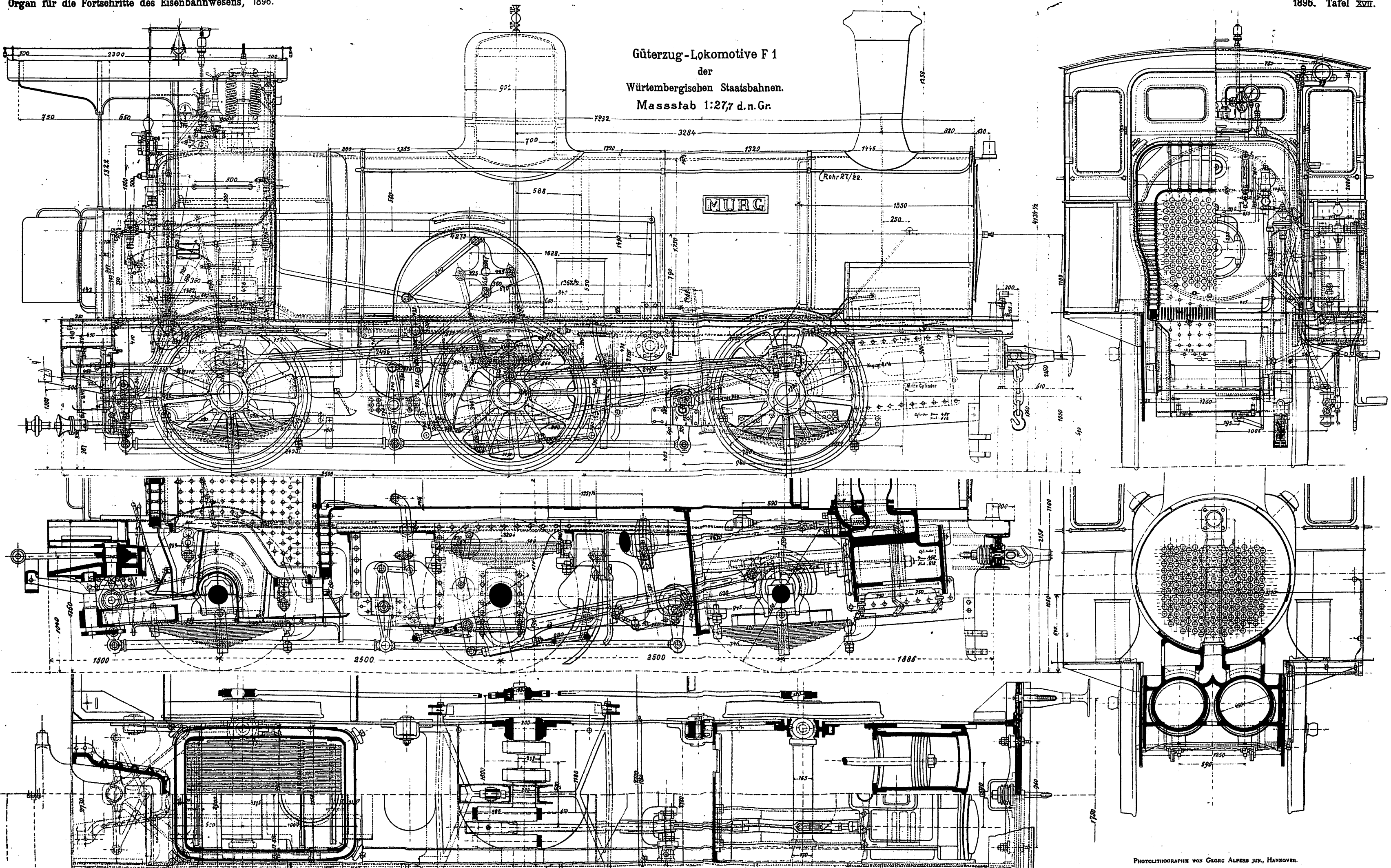
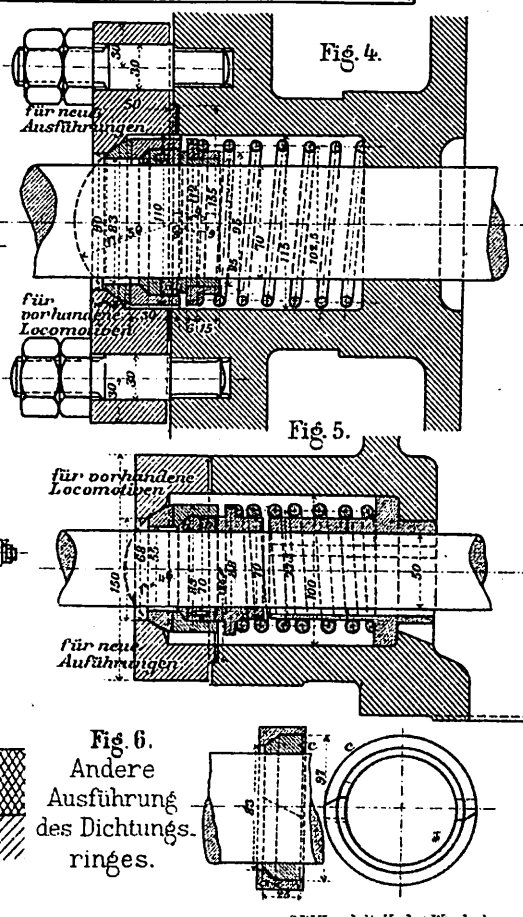
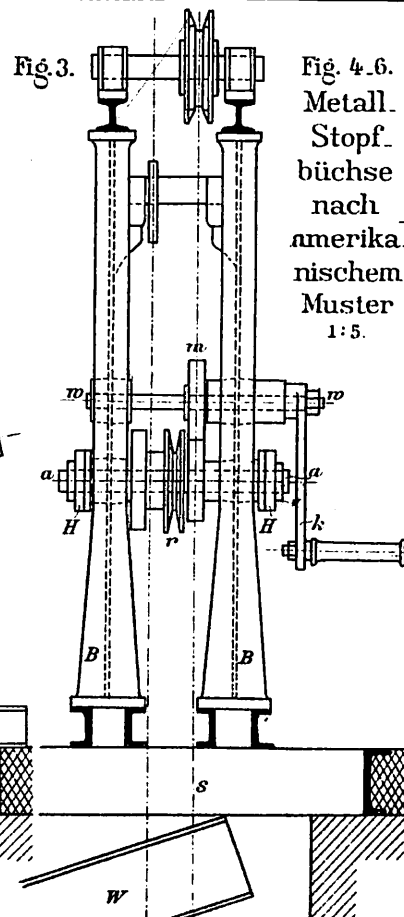
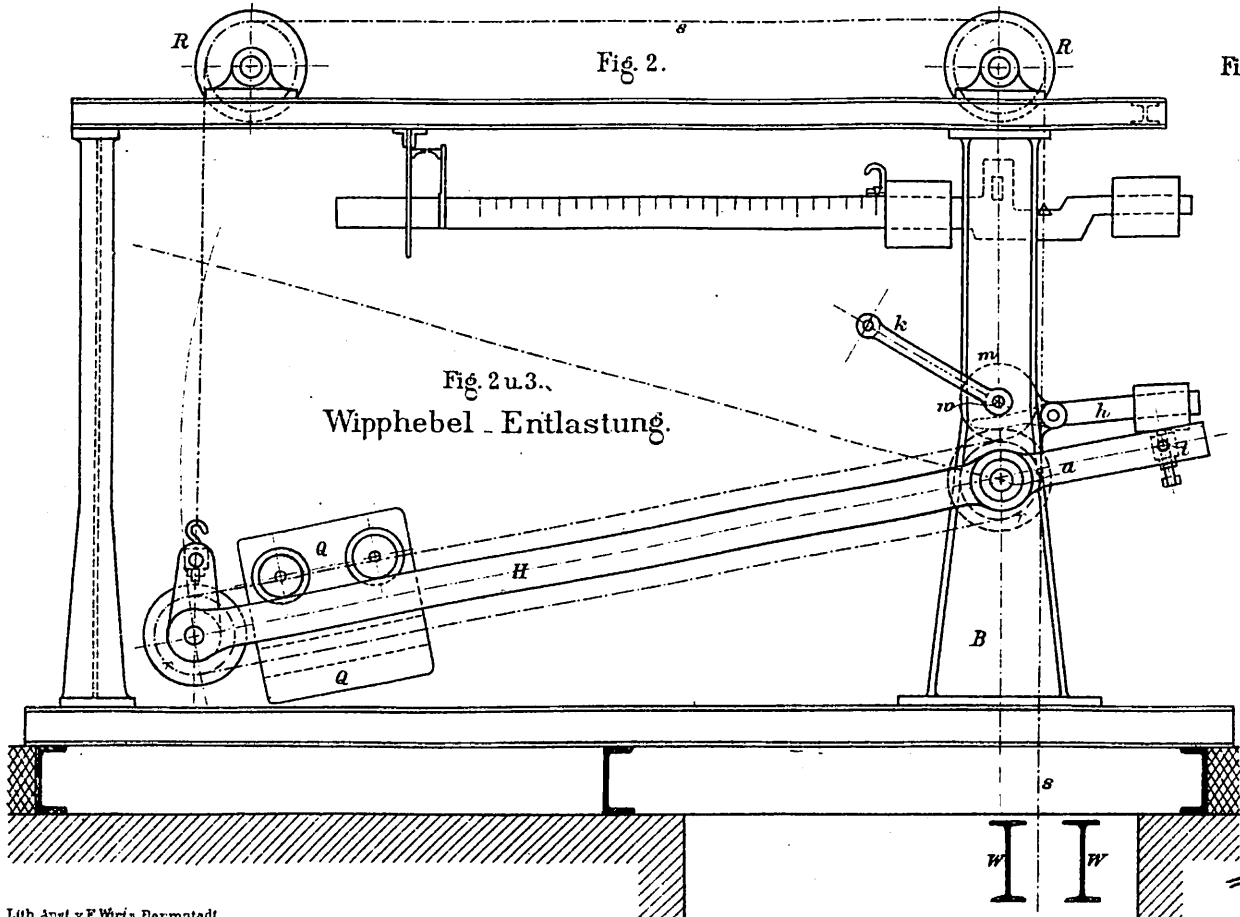
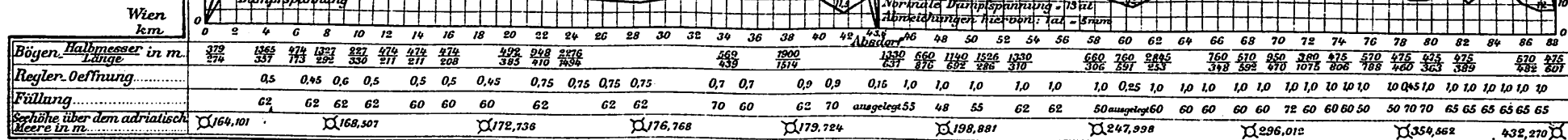


Fig. 1. Betriebs-Ergebnisse der Verbund-Locomotive ohne Anfahrvorrichtung, Bauart Gölsdorf.

Zuggewicht.....168,55 t
 Reine Fahrzeit.....90 min
 Kohlen-Verbrauch
 insgesamt.....1450 kg
 Wasser-Verbrauch
 insgesamt.....12,0 cbm
 Kohlen-Verbrauch
 für Stunde u. P.S.....1,37 kg
 Wasser-Verbrauch
 für Stunde u. P.S.....11,5 kg
 Mittlere Leistung
 in P.S.....700
 Mittlere Verdampfung.....8,26



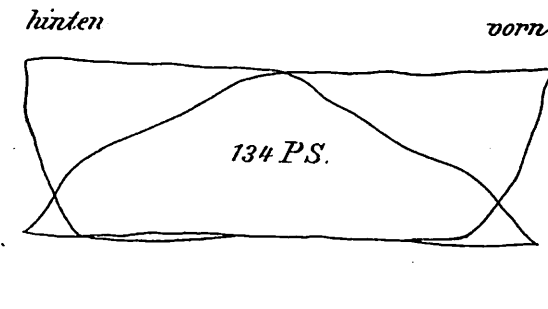
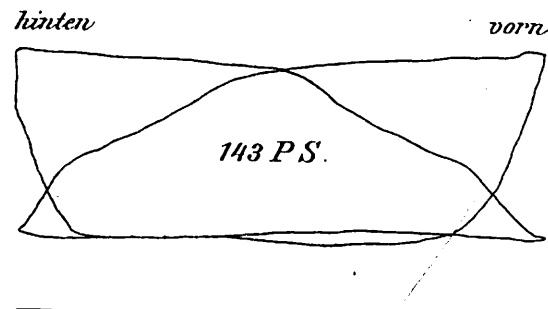
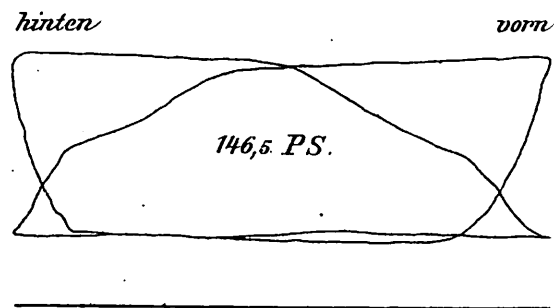
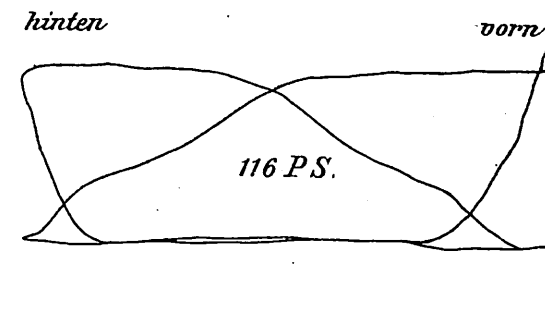
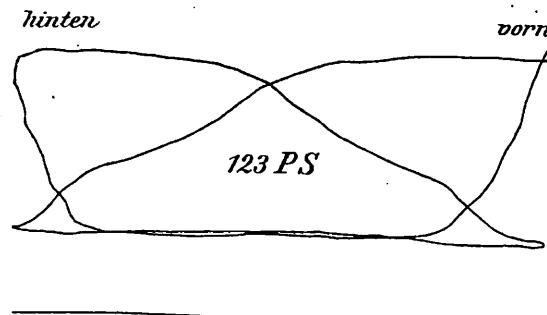
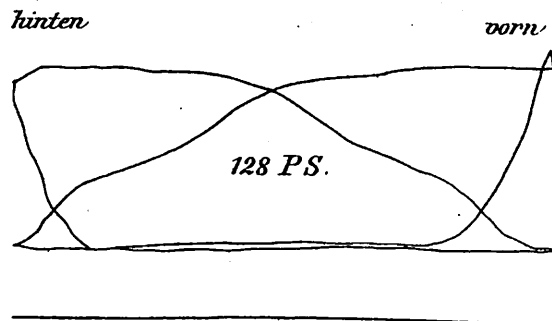
Dampfdruckschaulinien von Versuchsfahrten mit der viercylindrigen Verbund - Güterzuglocomotive der Badischen Staatsbahnen.

Hochdruckcylinder

rechts

Federnalsstab: $1 \text{ kg} = 4,5 \text{ m/m}$.

links

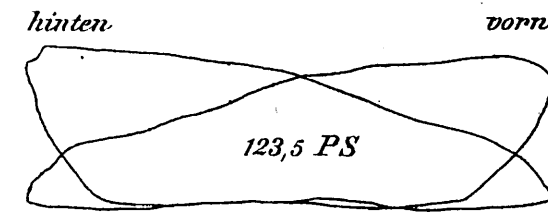
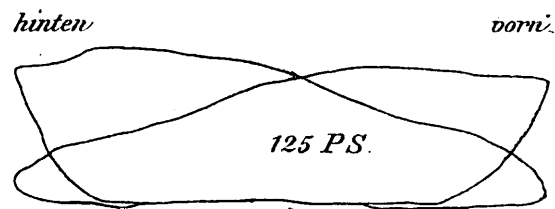
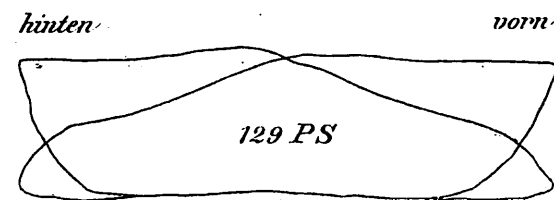
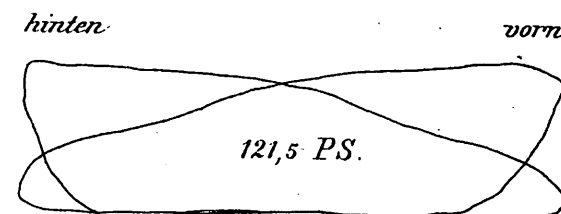
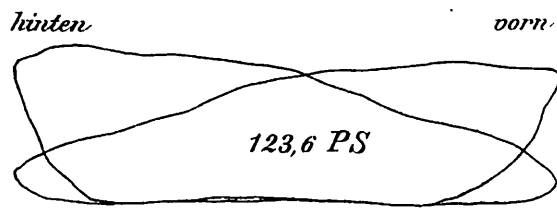
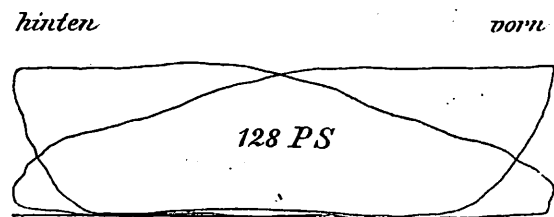


Niederdruckcylinder

rechts

Federnalsstab: $1 \text{ kg} = 10,3 \text{ m/m}$.

links



Füllungsgrad Hochdr./Niederdr. in % 55/60
Umdrehungen in 1. Min. 71,6
Geschwindigkeit in Km/St. 16,8
Verhältnis der Arbeiten $\frac{\text{Hochdruck}}{\text{Niederdruck}}$ 1,07

55/60
72,5
17
1,07

55/60
69,1
16,2
1,02

Gelenkige, dreiachsige,
dreifach gekuppelte Tenderlokomotive
der Württembergischen
Staatseisenbahnen.

Maßstab 1:30 d. n. Gr.

Fig. 4. Schnitt durch die Cylinder.

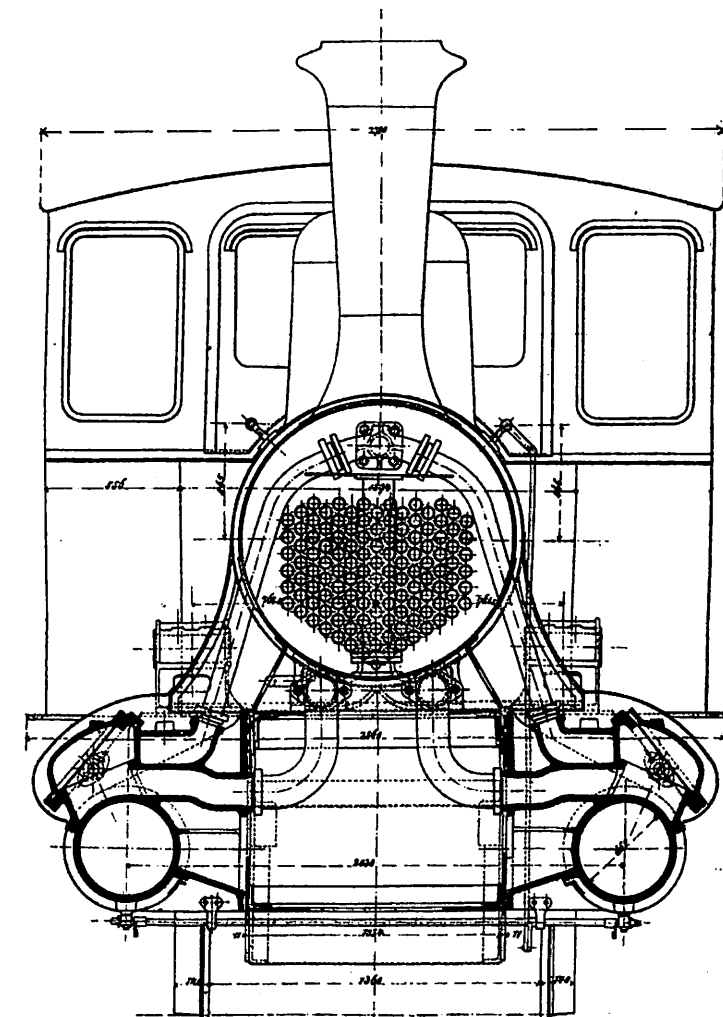
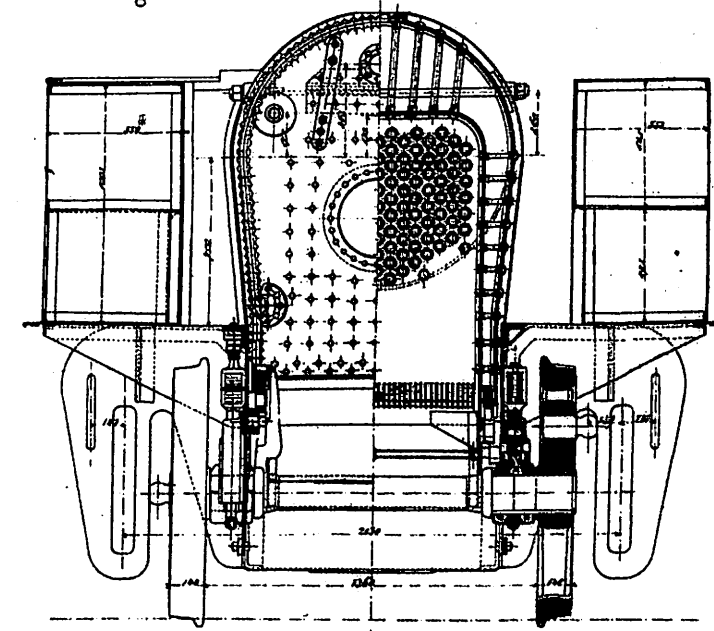


Fig. 5 u. 6. Schnitte in u. hinter der Feuerkiste.



© W. Kreidels Verlag, Wienbaden.

Fig. 1. Ansicht.

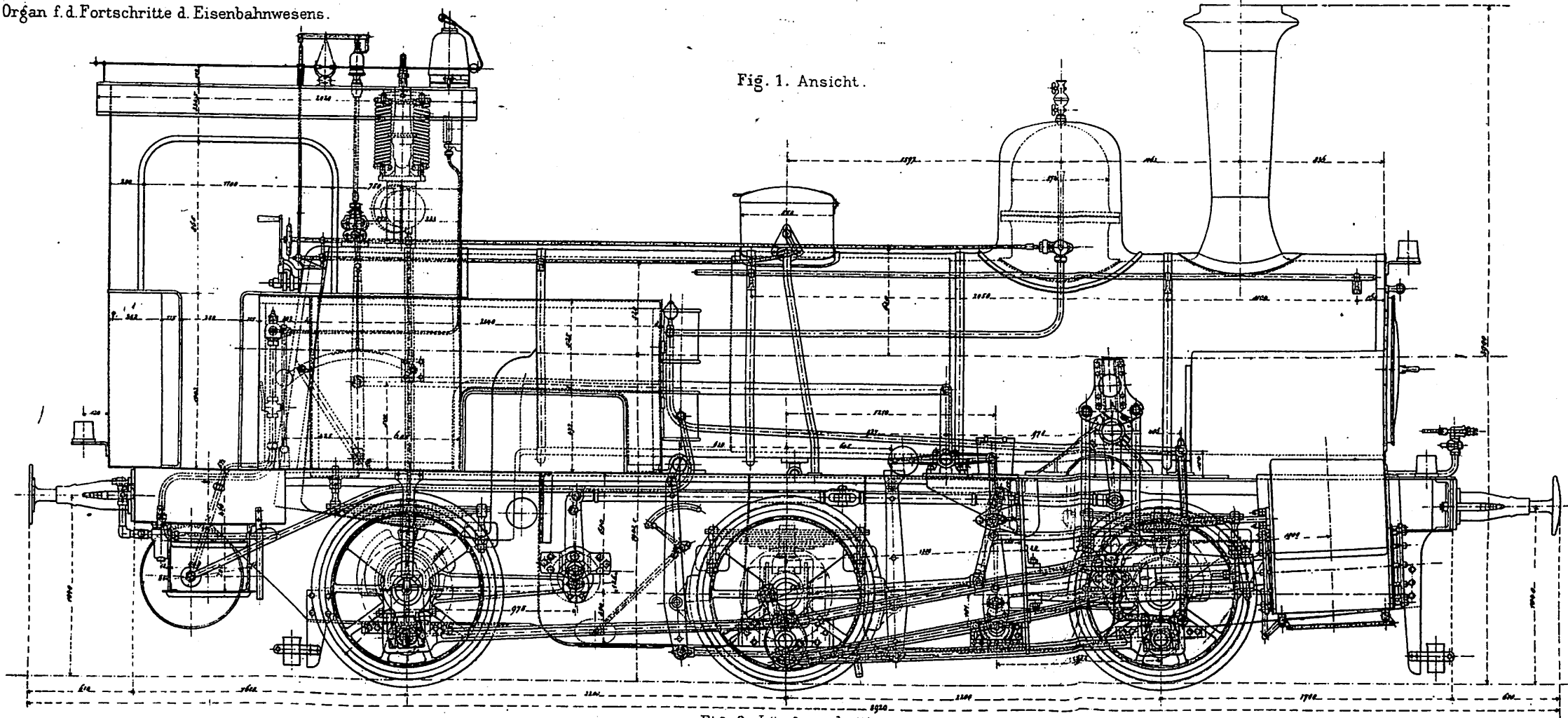


Fig. 2. Längenschnitt

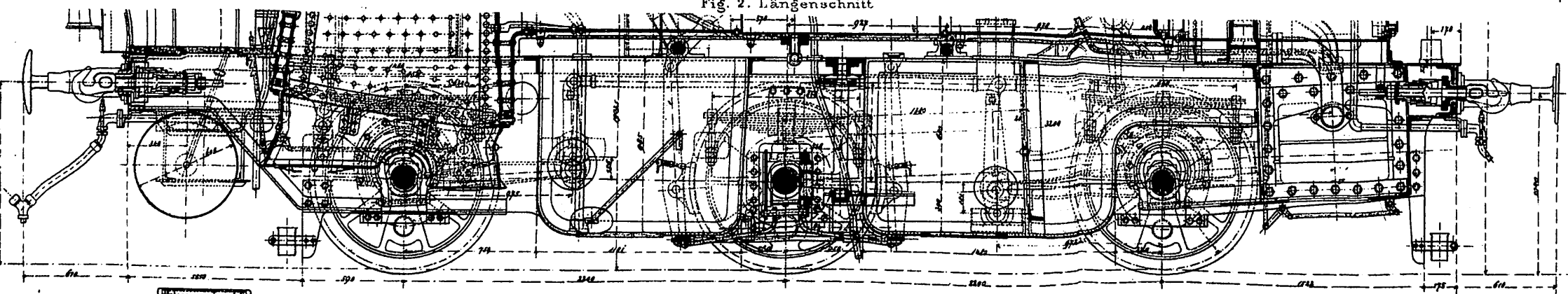


Fig. 3. Grundriss u. wagerechter Schnitt.

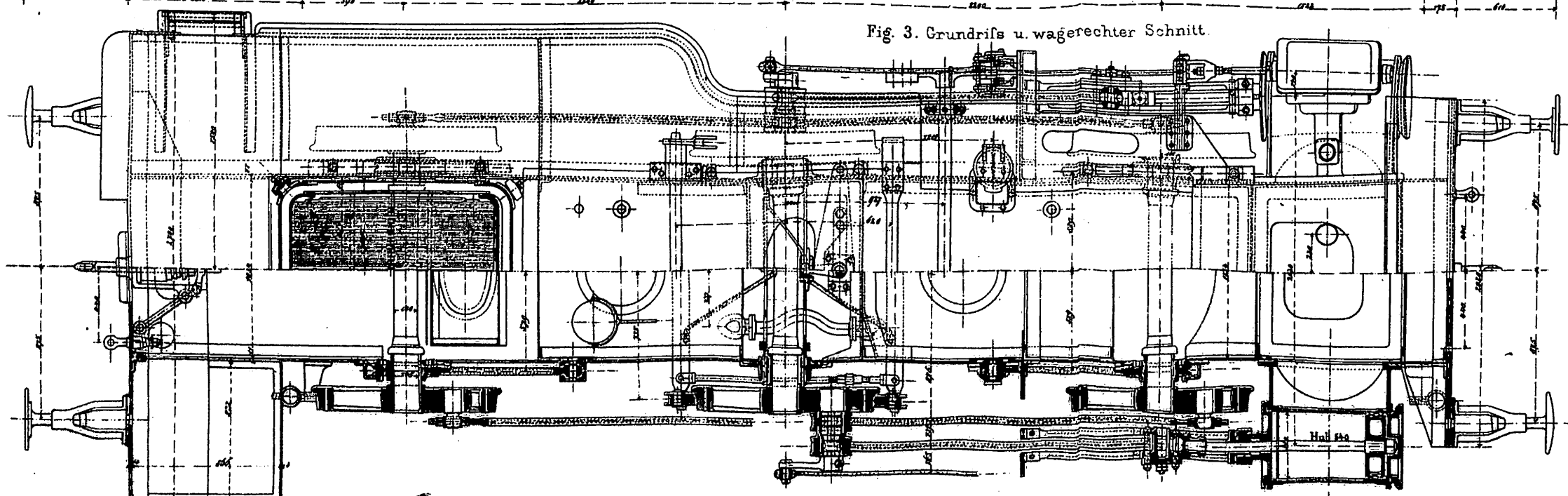


Fig. 1.
Doppelkegel -
Schornstein 1:6
Durchm. 350 mm
a. volle Länge (1465 mm)
b. 700 mm. verkürzt,
(765 mm. lang).
Vergleich für a.
Taf. V (1896)
Fig. 3.

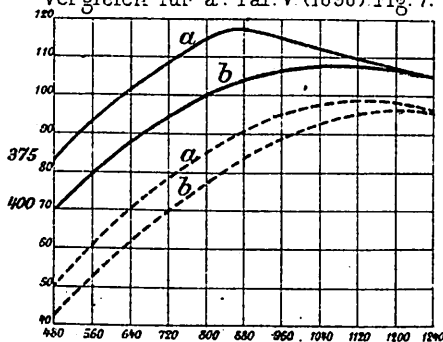


Figure 1 is a line graph showing the dependence of the temperature of the surface of the liquid (T_s) on the temperature of the gas (T_g). The x-axis represents T_g in Kelvin, ranging from 400 to 1200. The y-axis represents T_s in Kelvin, ranging from 50 to 130. Two curves are plotted: a solid line for a 10% water vapor concentration and a dashed line for a 1% concentration. Both curves show a peak around 1000 K.

T_g (K)	T_s (K) for 10% H_2O (solid line)	T_s (K) for 1% H_2O (dashed line)
400	75	50
500	85	58
600	95	68
700	105	78
800	115	88
900	125	98
1000	128	108
1100	122	112
1200	118	115

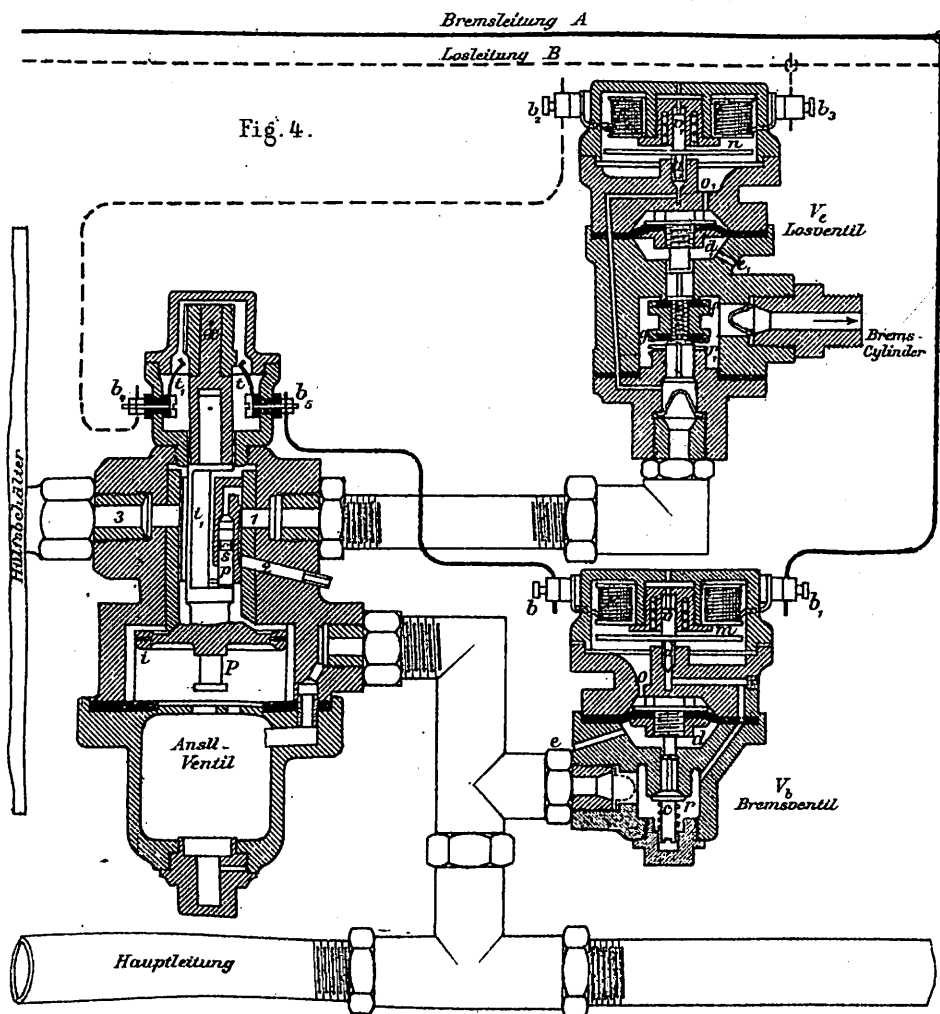


Fig. 5.

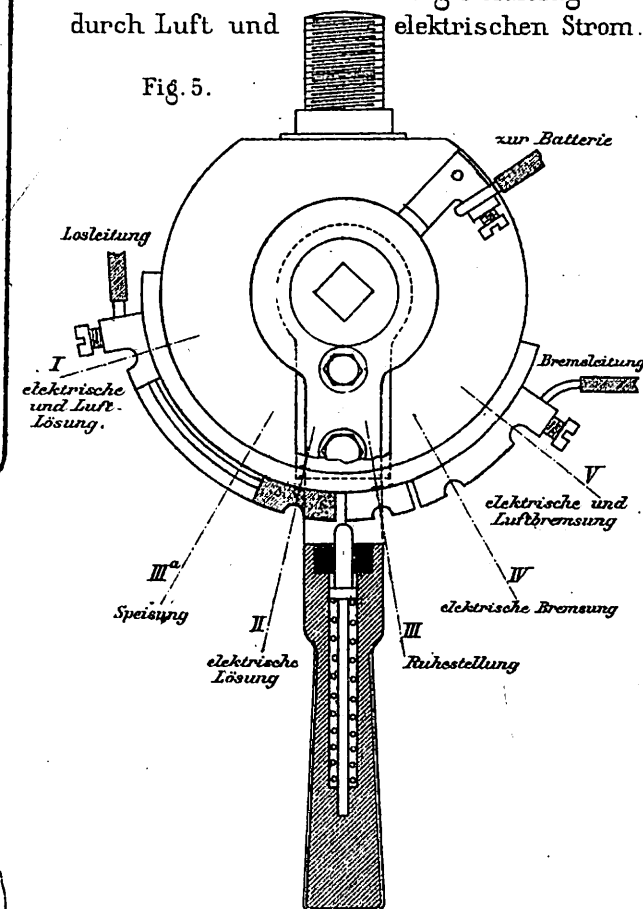


Fig. 6 u. 7. Pariser Stadtbahn für die
Ausstellung von 1900.

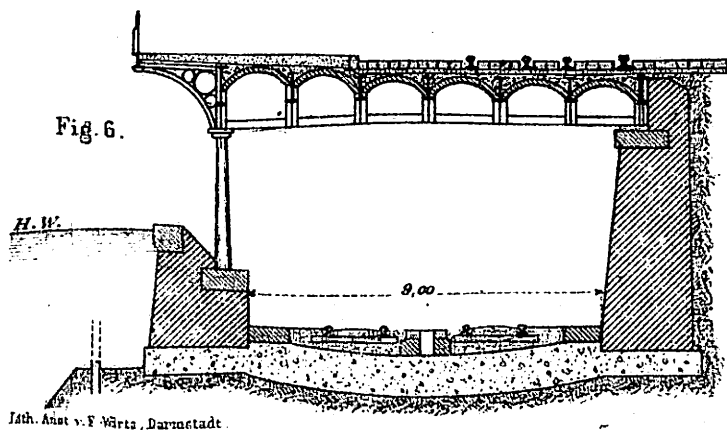
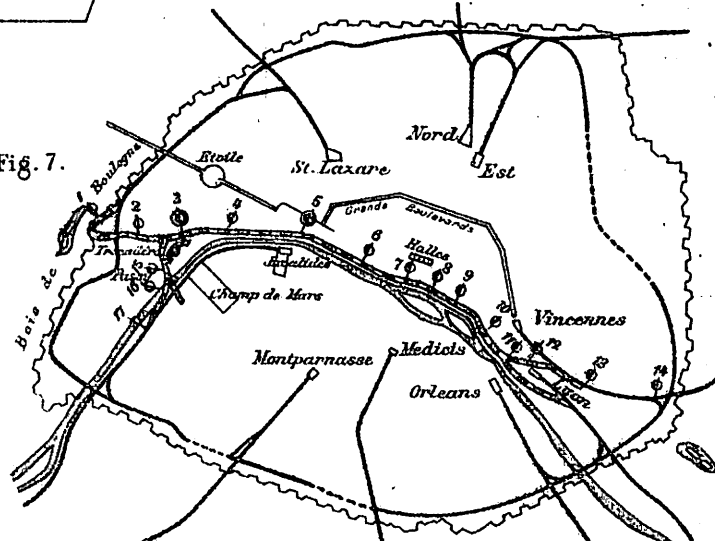
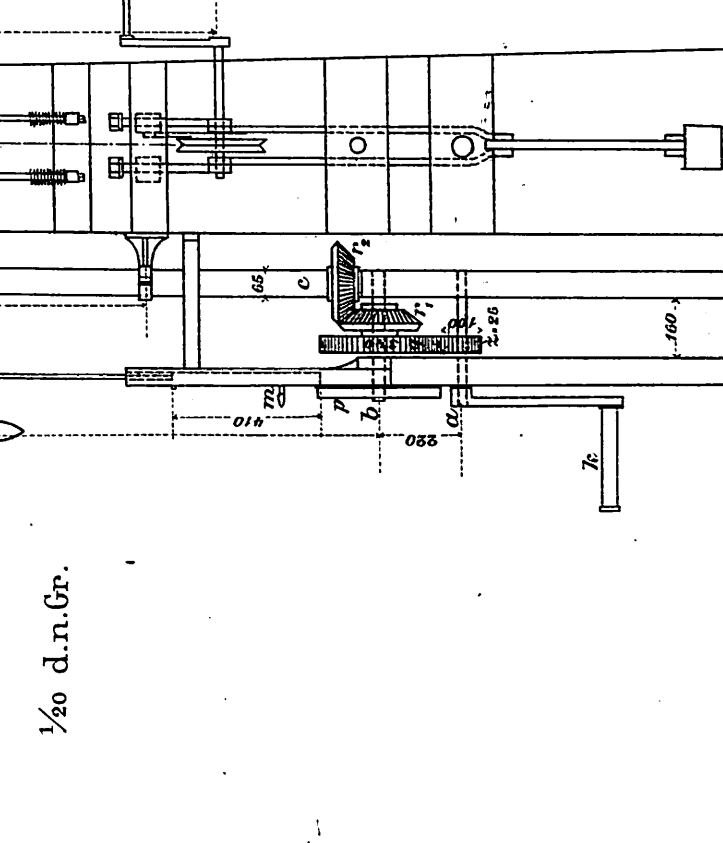
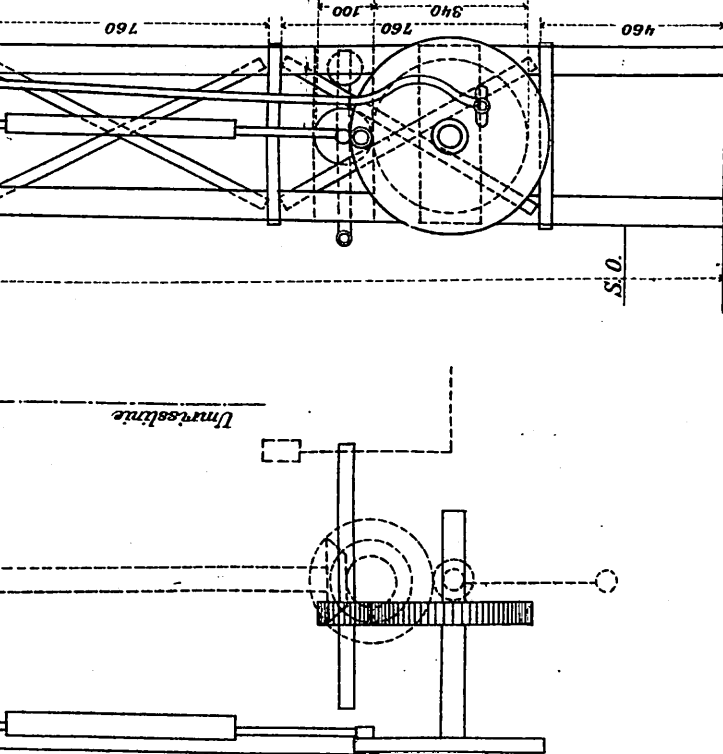
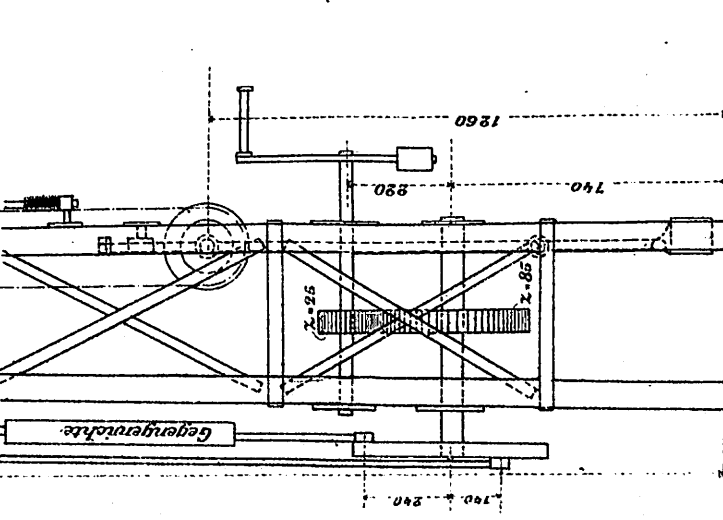
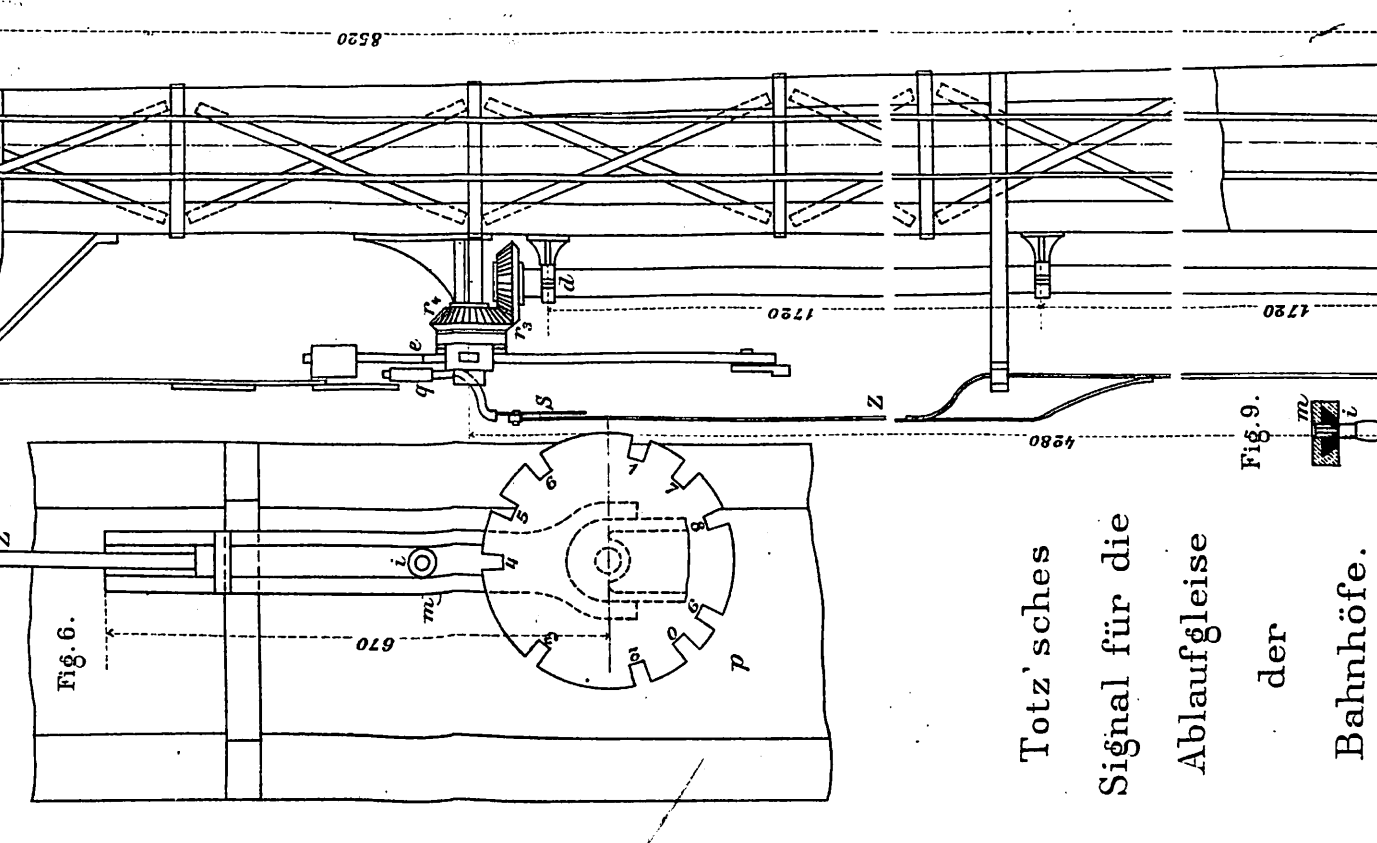
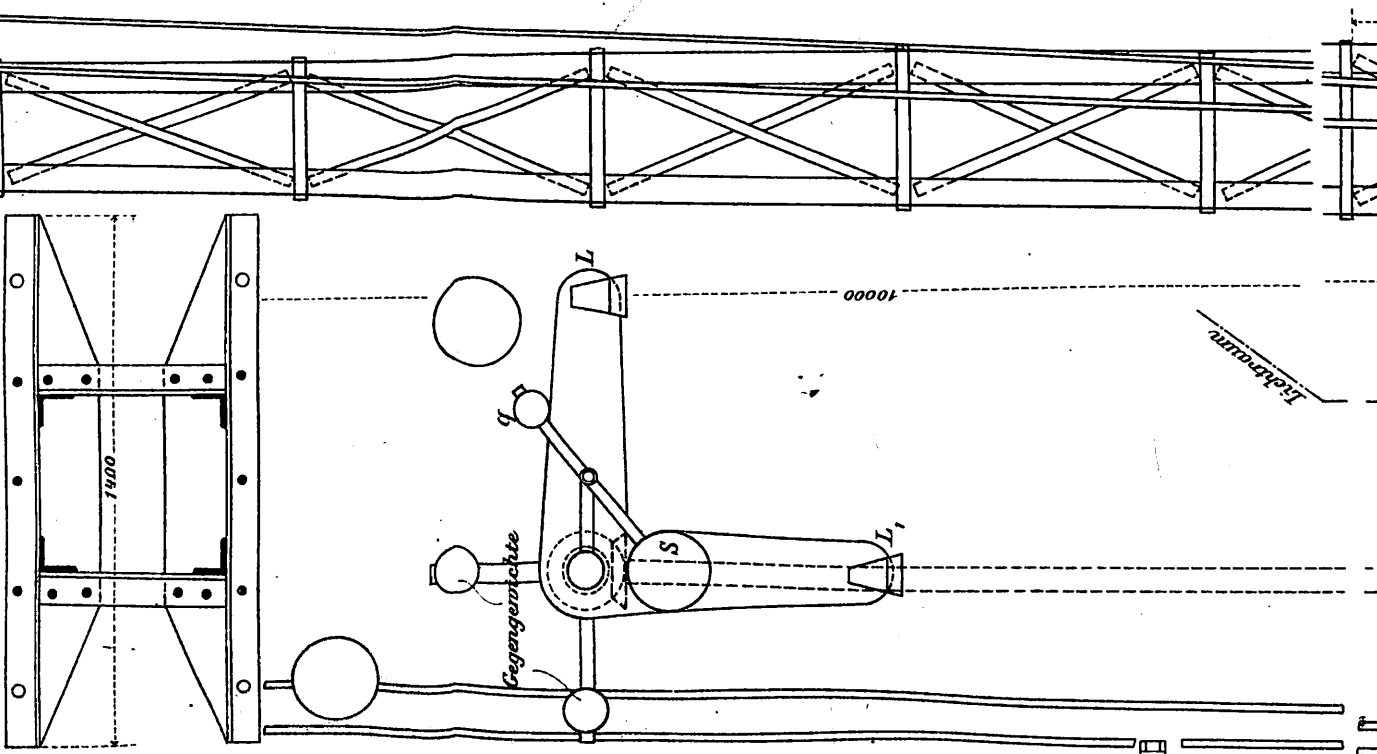
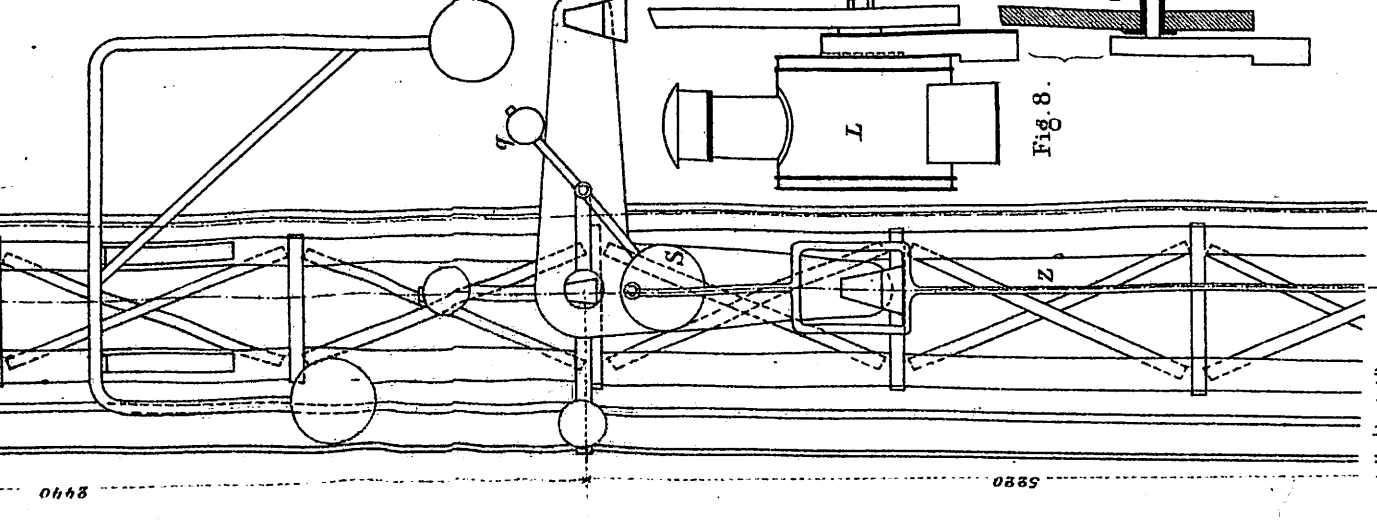
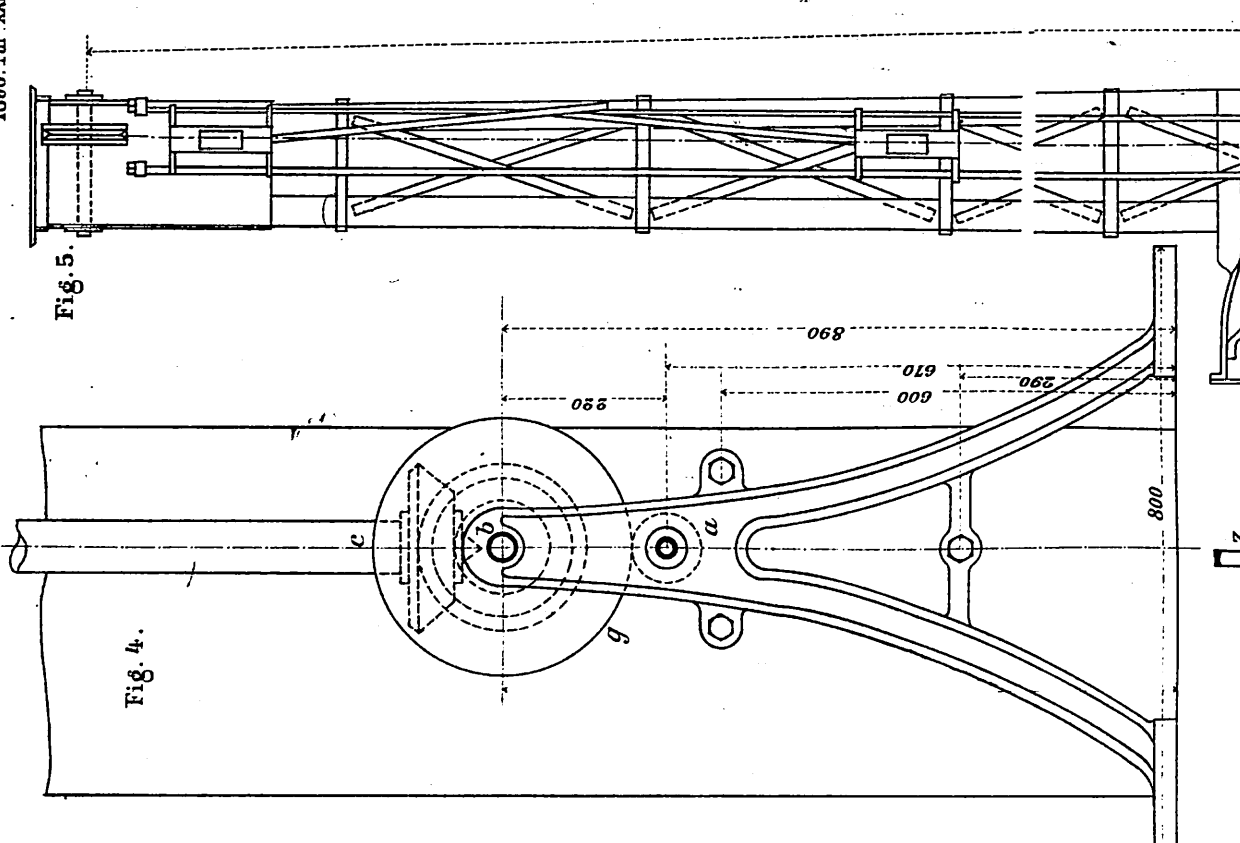
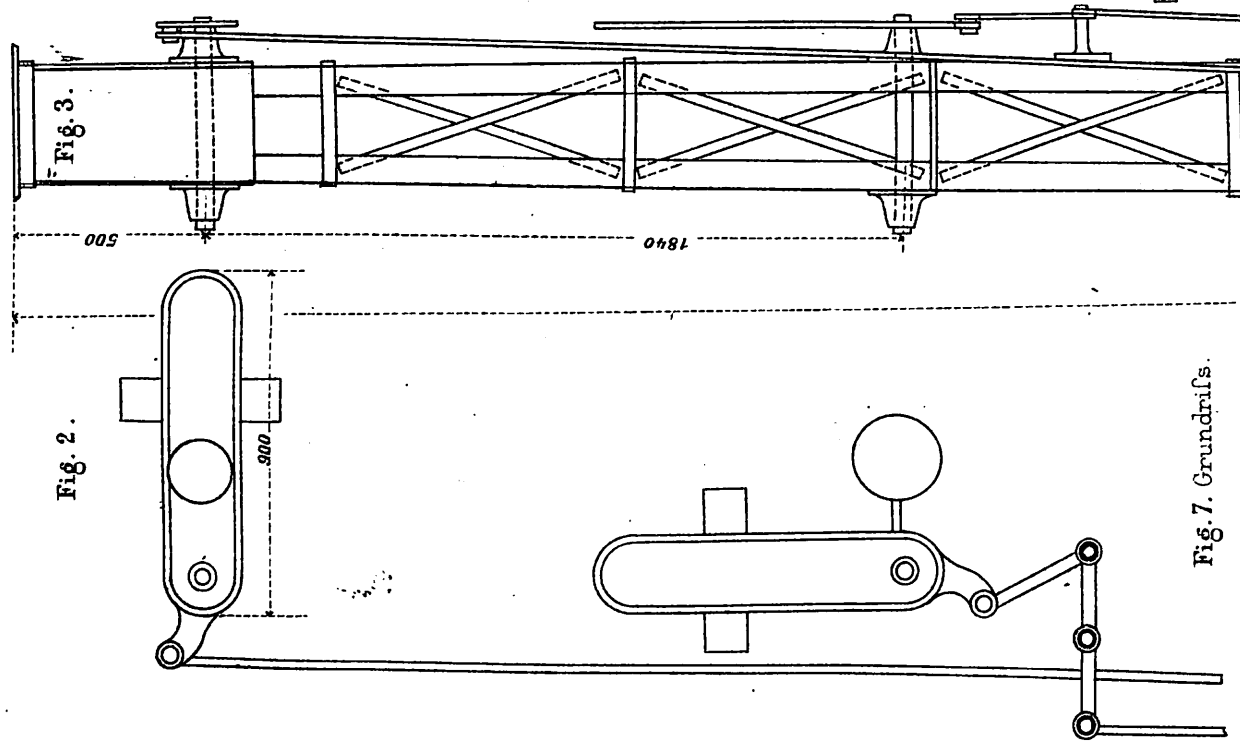
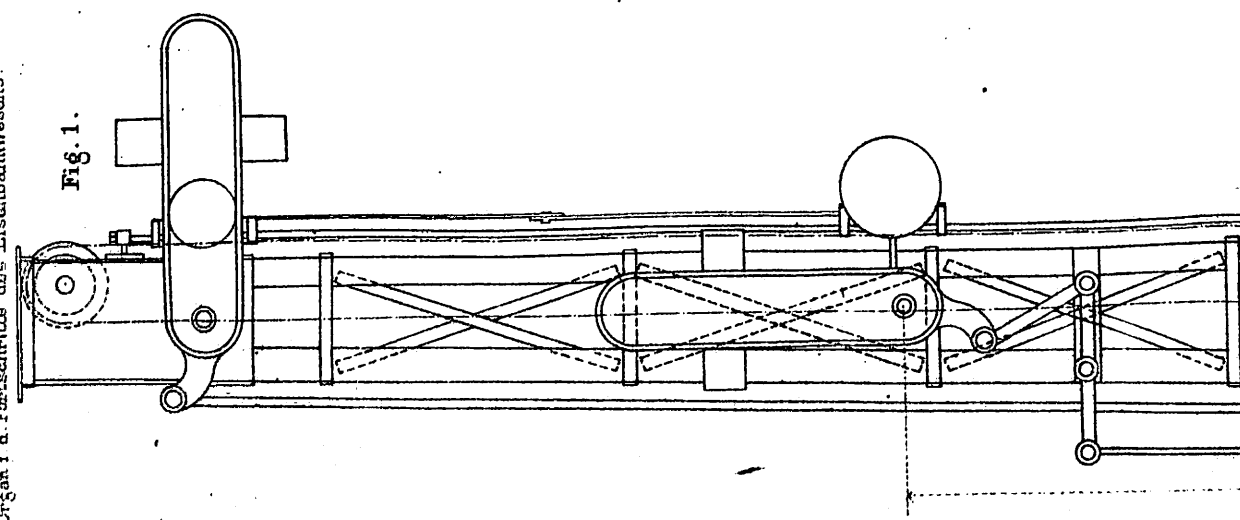


Fig. 7.





Totz'sches
Signal für die
Ablaufgleise
der
Bahnhöfe.
1/20 d.n.Gr.

Fünfsachsige, zweifach gekuppelte Schnellzuglocomotive mit vorderem,
zweiachsigen Drehgestelle und einer hinteren, freien Laufachse
(K. k. priv. Kaiser Ferdinands - Nordbahn.)

Fig. 1. Längsansicht.

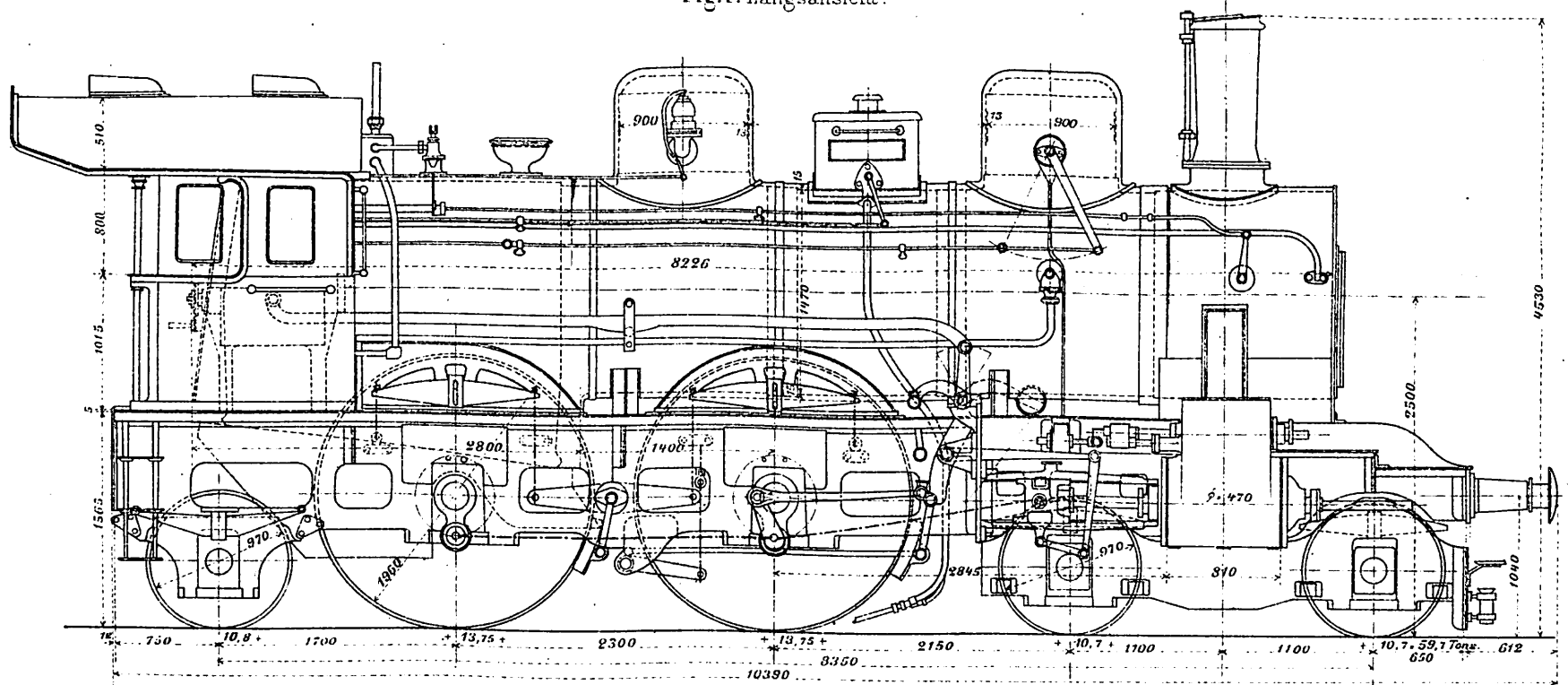
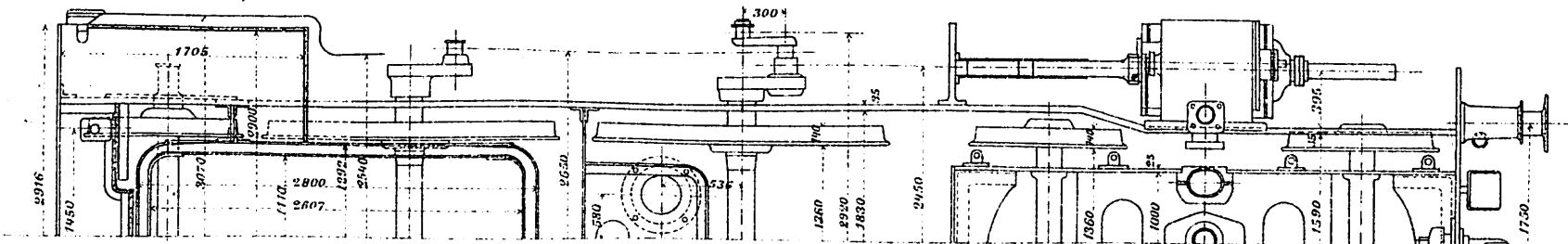
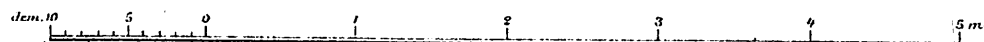


Fig. 2. Grundriss



Maßstab 1:50.0 n Gr



Preßluftstellwerk von J. W. Thomas.

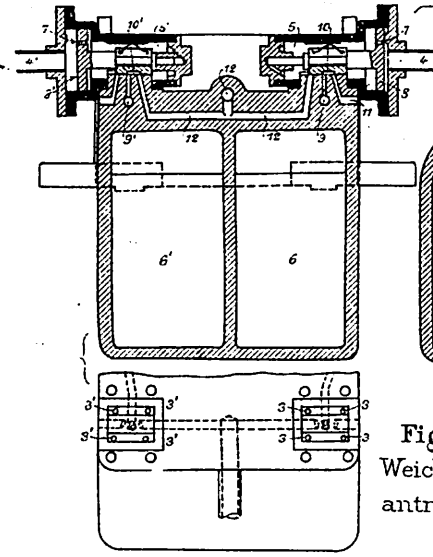


Fig. 1.
Weichen-
antrieb.

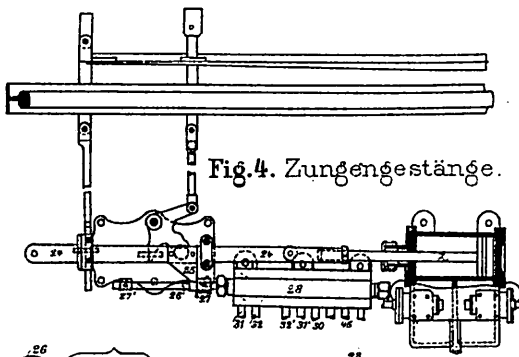


Fig. 4. Zungengestänge.

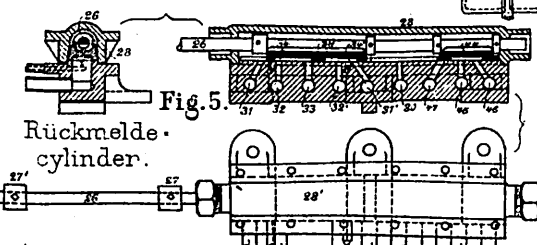


Fig. 5.
Rückmelde-
cylinder.

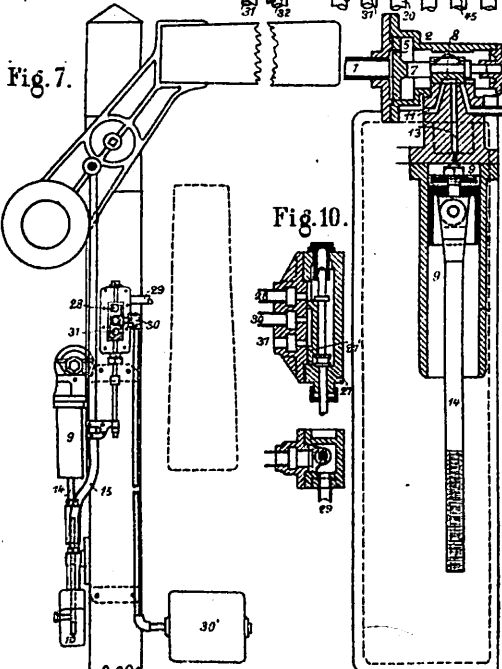


Fig. 7.

Fig. 10.

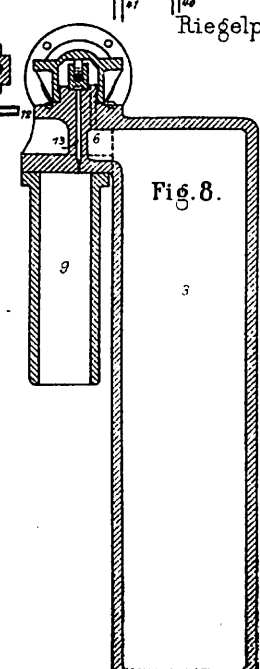


Fig. 8.

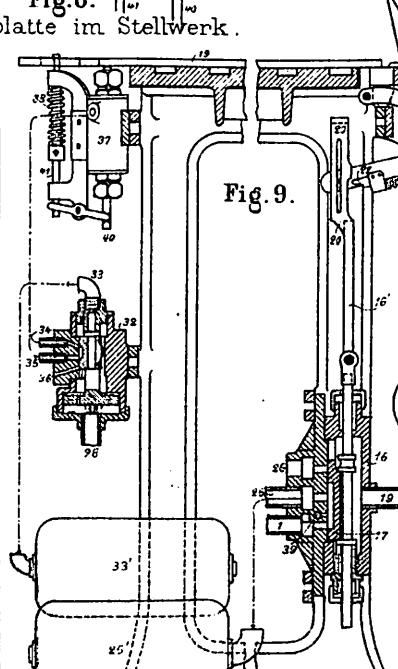


Fig. 9.

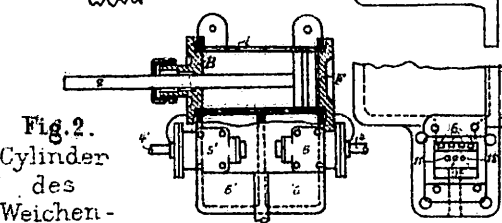


Fig. 2.
Cylinder
des
Weichen-
antriebes.

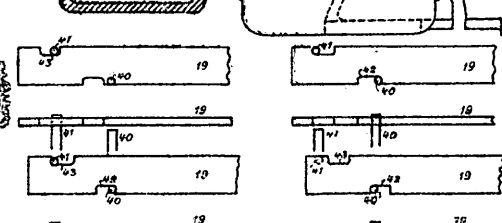


Fig. 11.

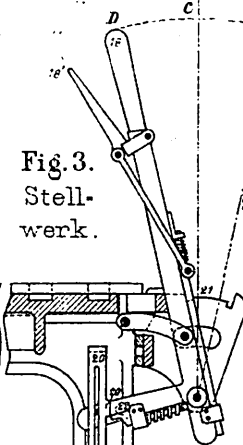


Fig. 3.
Stell-
werk.

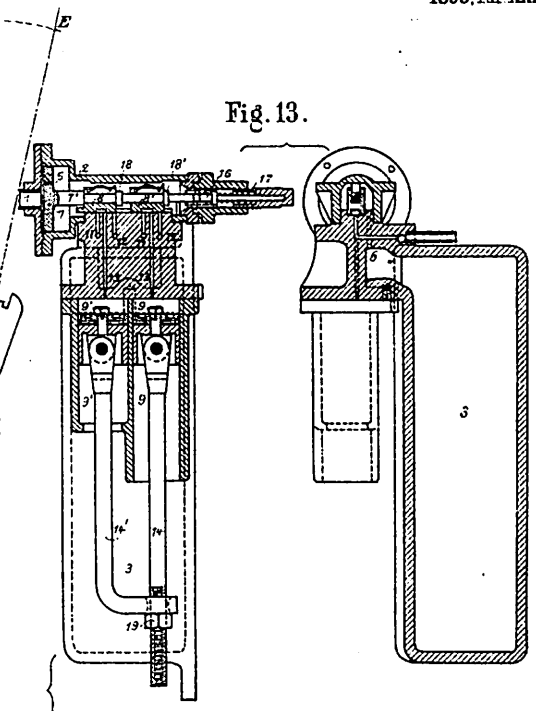


Fig. 13.

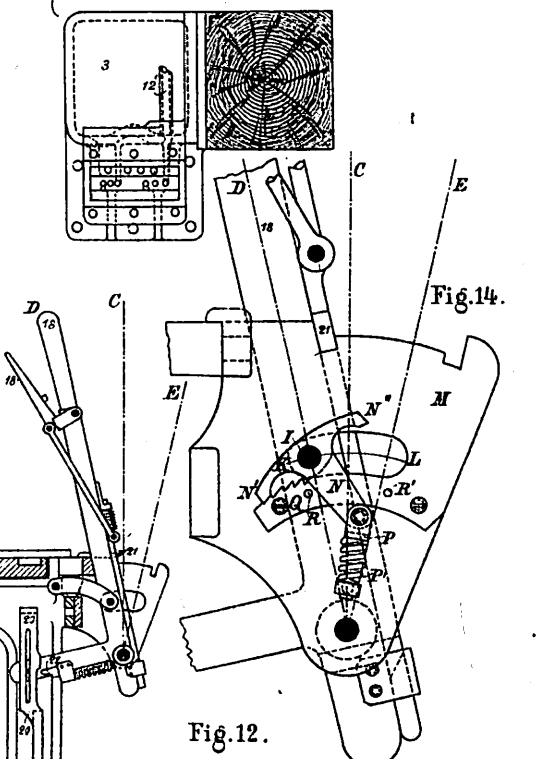


Fig. 14.

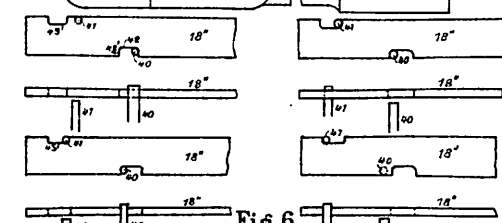


Fig. 6.
Riegelplatte im Stellwerk.

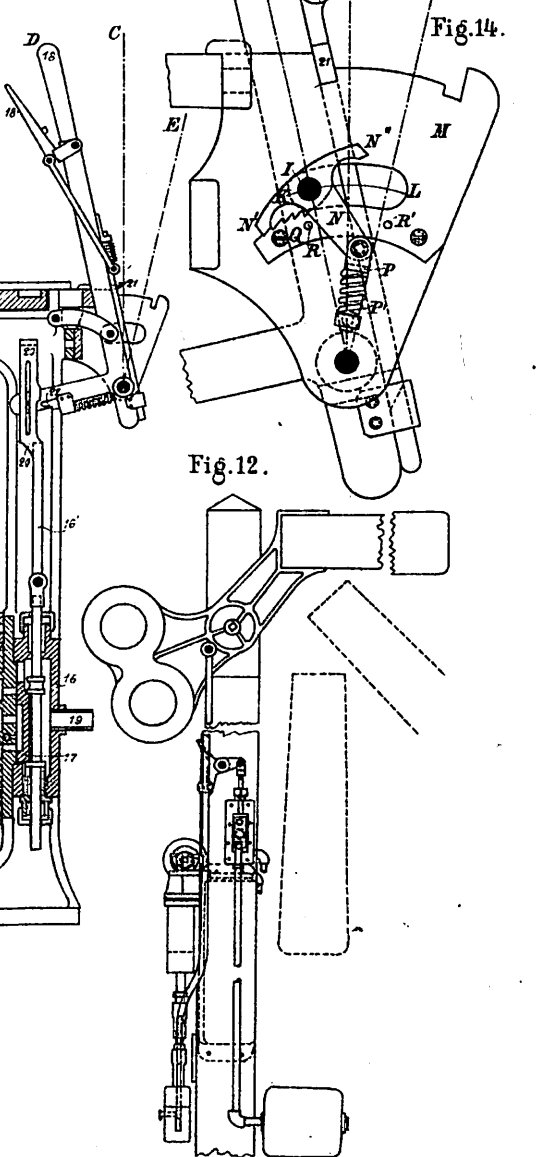
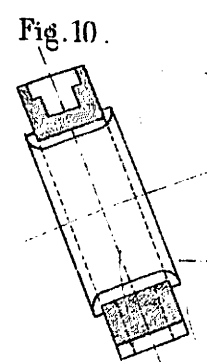
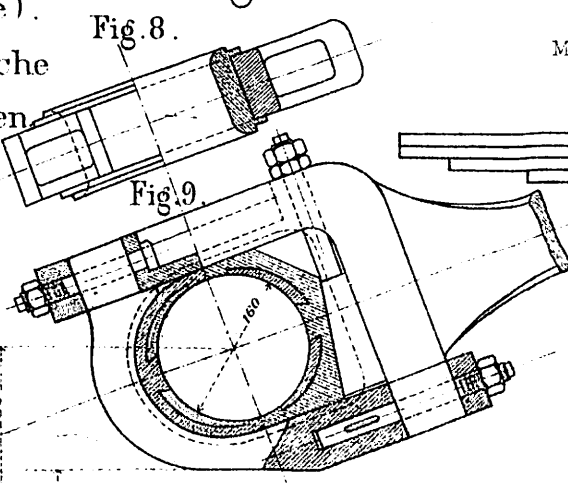
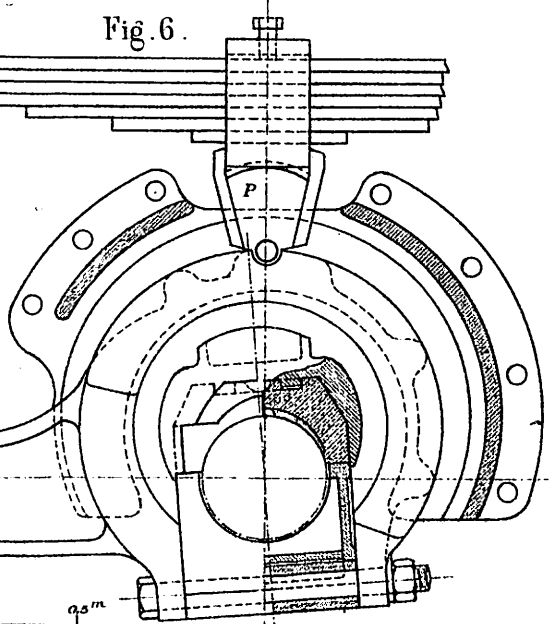
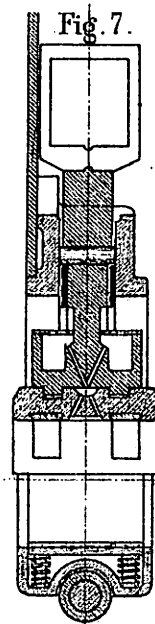
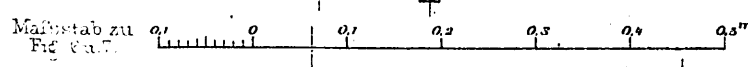
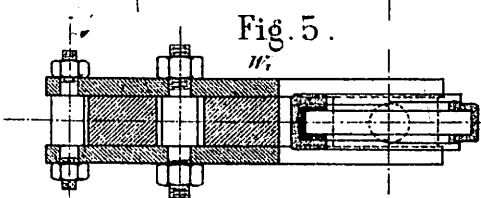
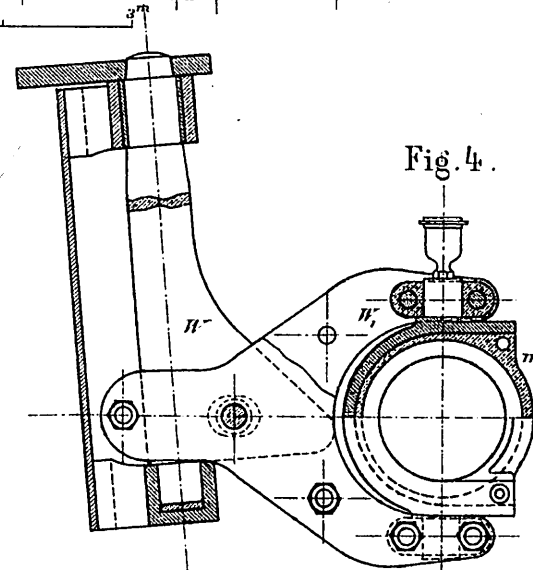
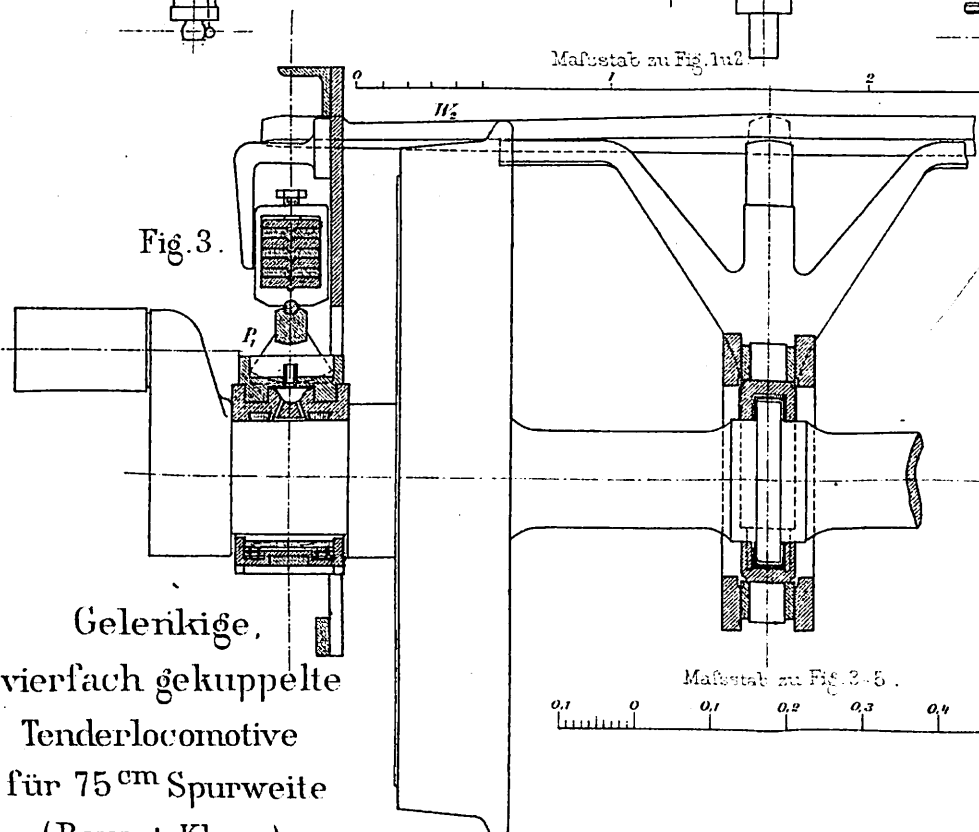
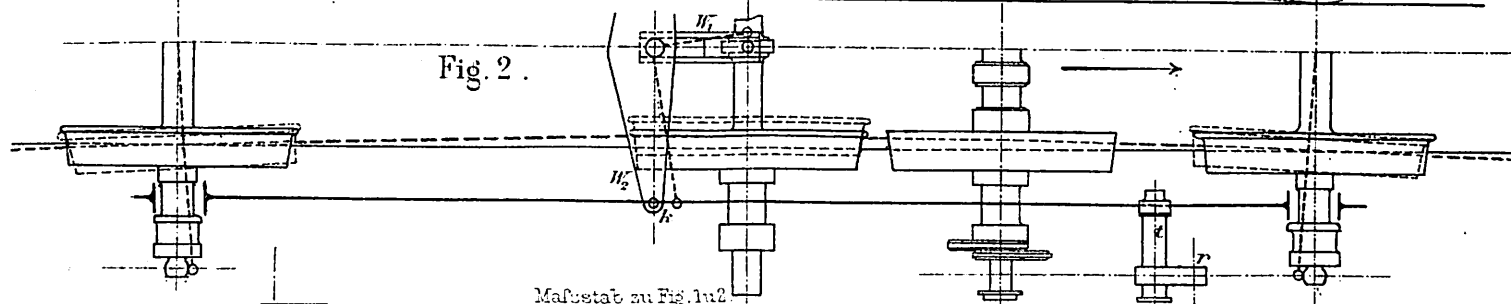
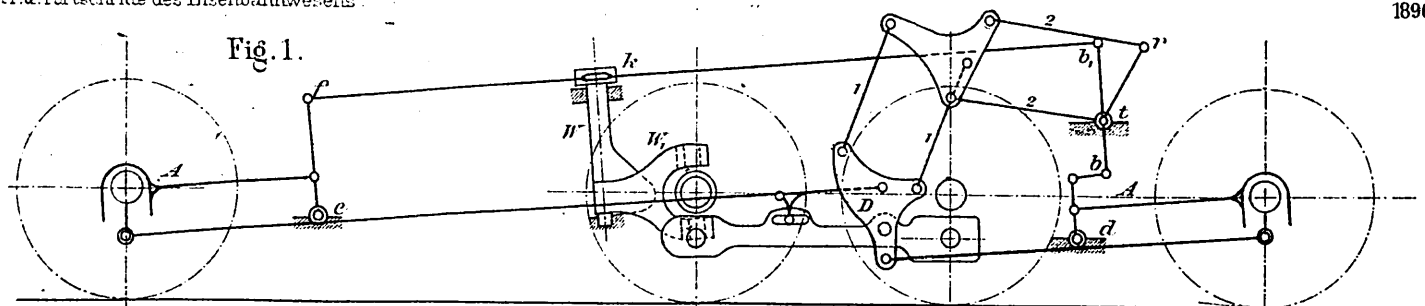


Fig. 12.



Gelenkige,
vierfach gekuppelte
Tenderlocomotive
für 75^{cm} Spurweite
(Bauart Klose).
Württembergische
Staatsbahnen.

Esth. Ann. v. F. Wirtz, Dortmund.

C. W. Kroeber's Verbal Word List

Gelenkige Tenderlokomotive der Württembergischen Staatseisenbahnen

für 75 cm Spurweite.

Maßstab 1:25 d.n.Gr.

Fig. 4. Schnitt durch die Cylinder.

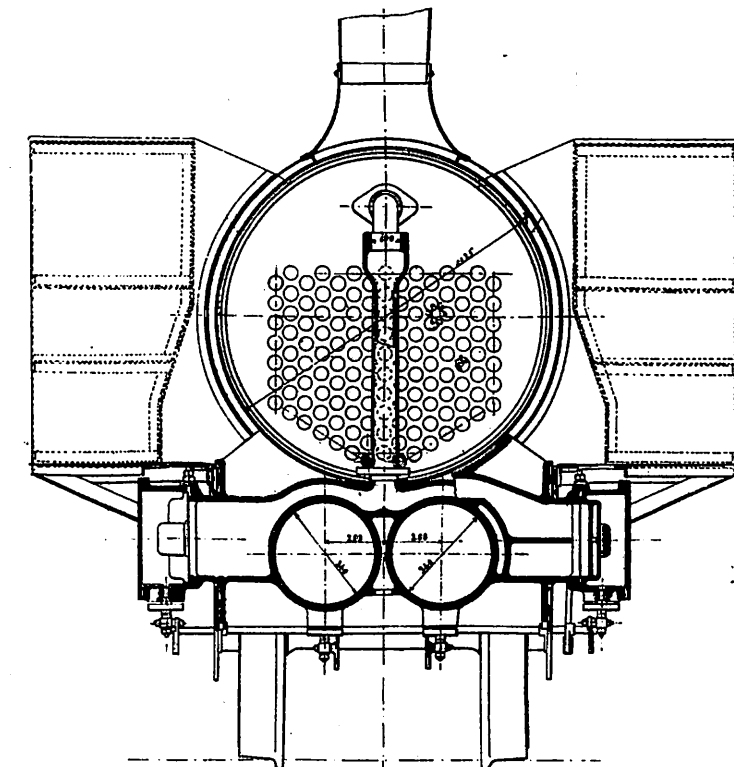
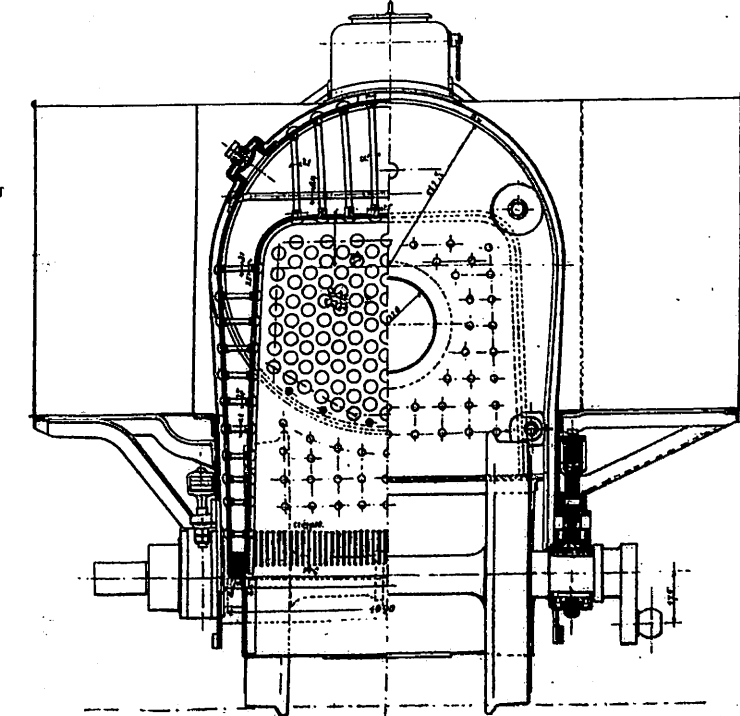


Fig. 5 u. 6. Schnitte durch d. Feuerkiste u. d. hint. Kuppelachse.



C.W. Kreidel's Verlag, Wiesbaden.

Fig. 1. Ansicht.

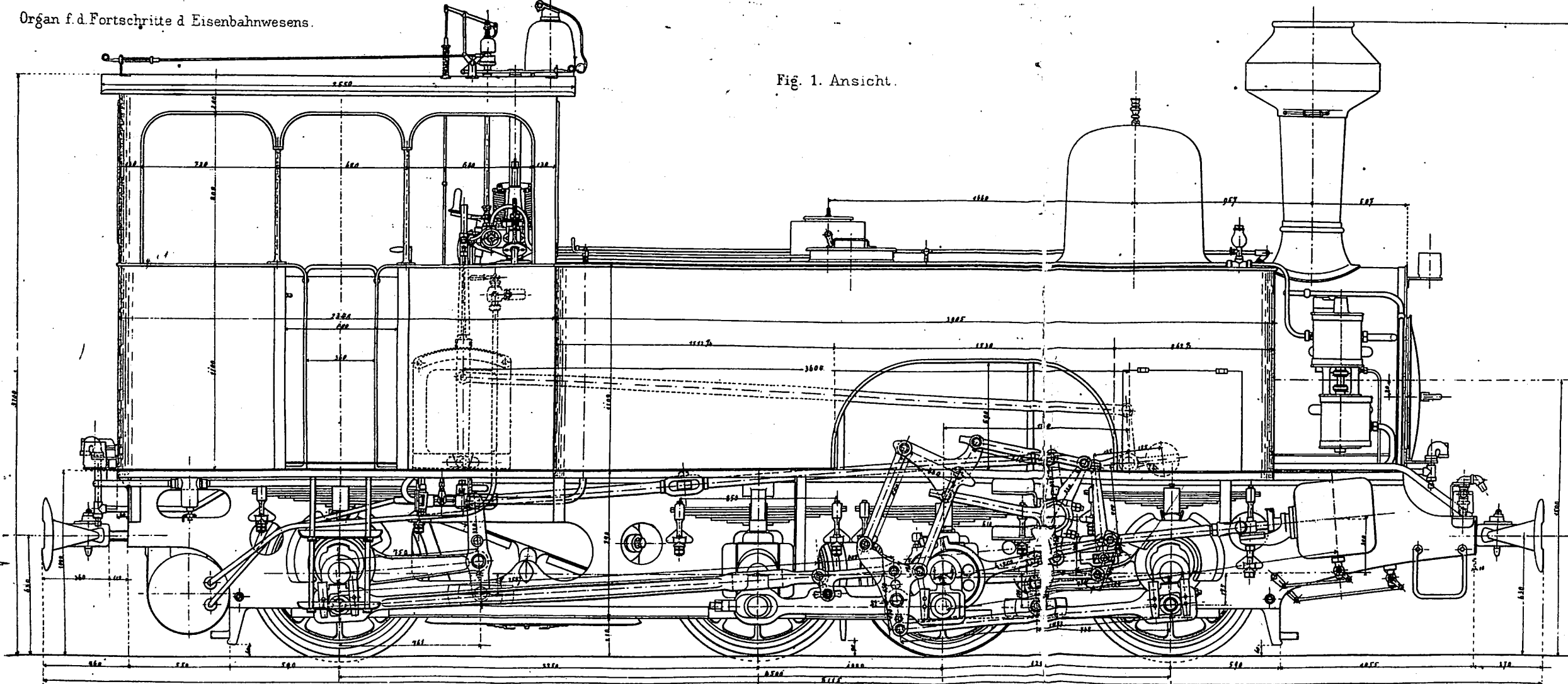


Fig. 2. Längenschnitt.

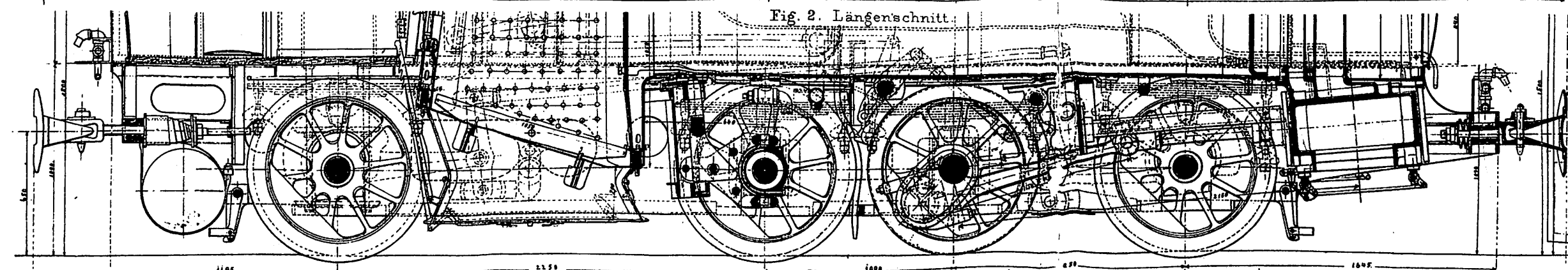


Fig. 3. Grundriss u. wagerechter Schnitt.

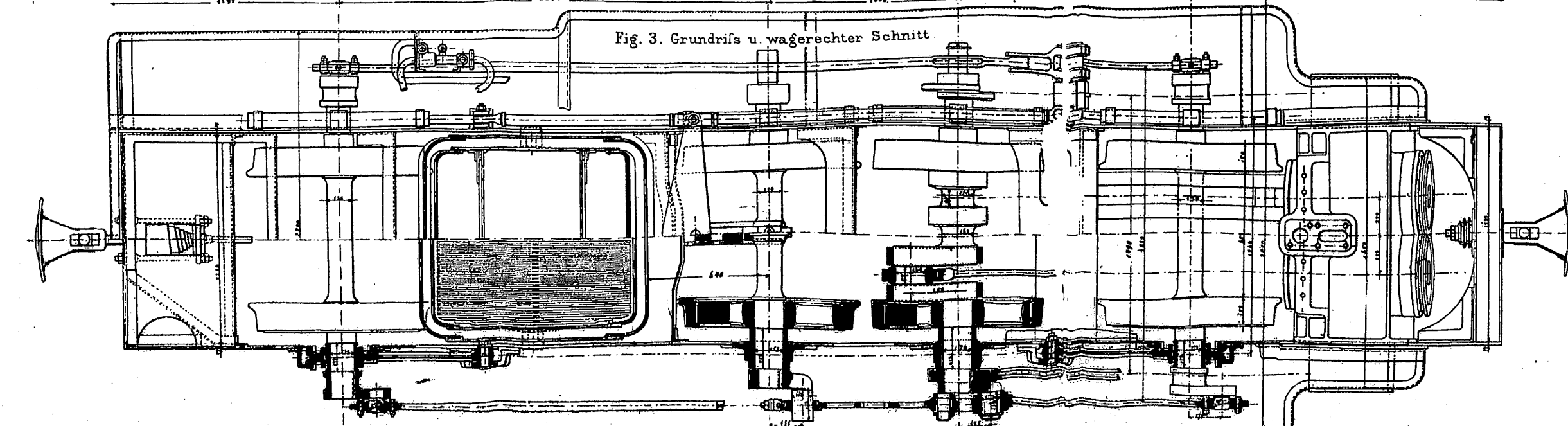


Fig. 1.
Schwellenschiene
Bauart Haarmann.
Versetzer Stofs.
1:5 d. n. Gr.

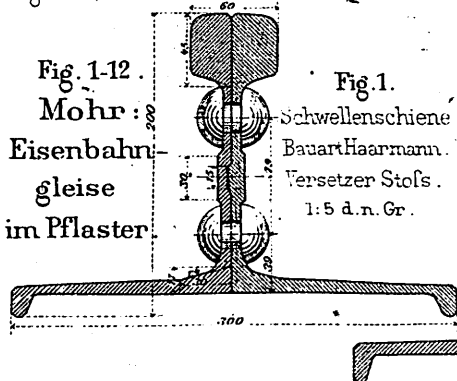


Fig. 2.
Hamburger
Schwellenschiene
für Einpflasterung.
Nicht versetzer
Stofs.
1:5 d.n. Gr.

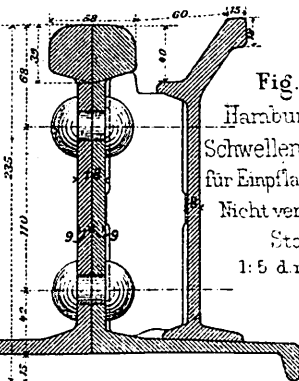


Fig.4. Schnitt durch die Schienenverbindung.

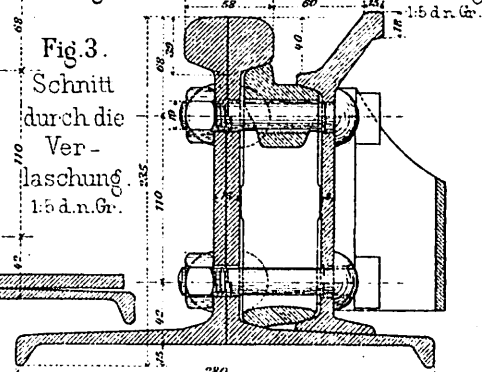


Fig. 11.

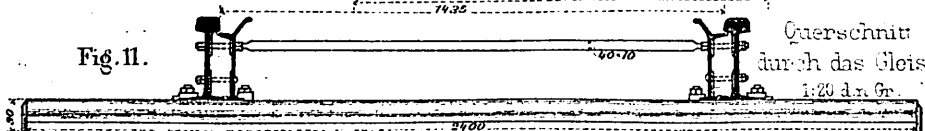


Fig.13. Stadtbahn für Paris ,mit elektrischem Betriebe .

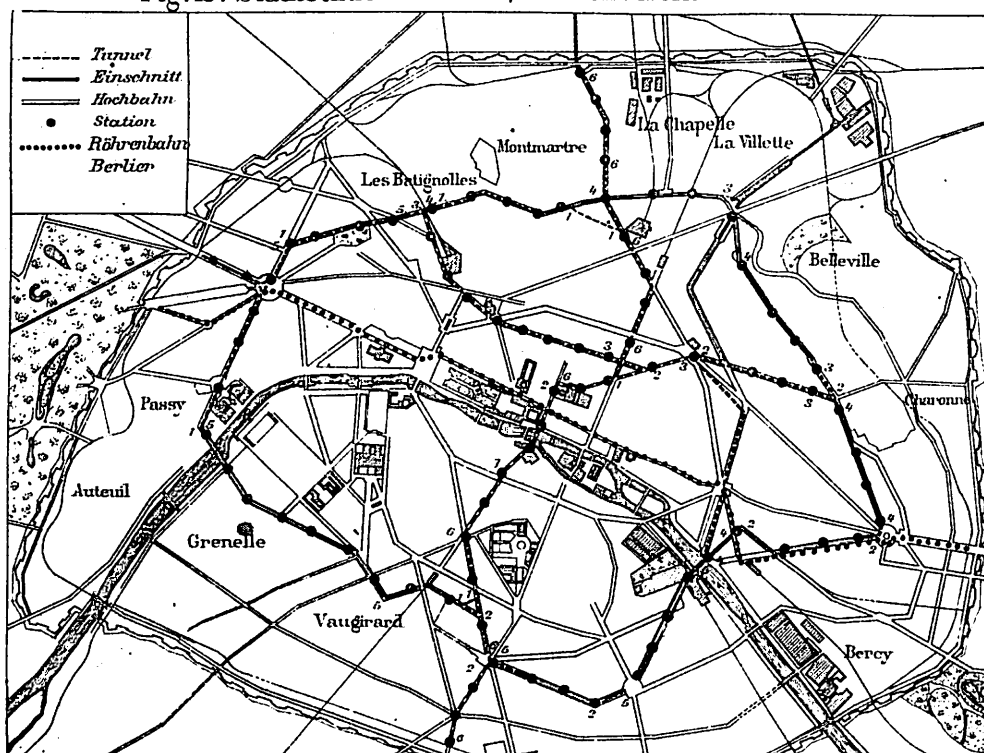


Fig.5. Seitenansicht der Stofverbindung 1:25 d.n.Gr.



Fig.6. Oberansicht der Stofsverbindung

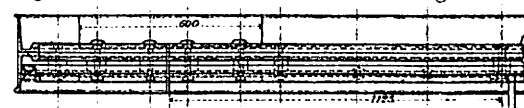


Fig. 7 bis 12. 
Pflasterschiene
Bauart
Vof's 

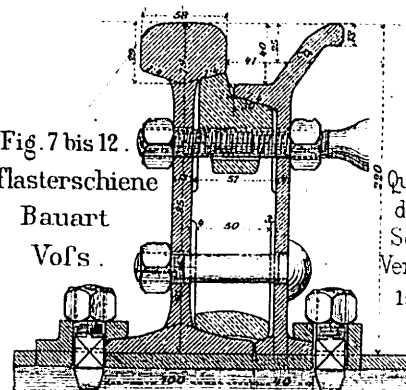
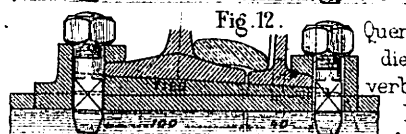


Fig. 7.
Querschnitt
durch die
Schienen-
verbindung
5 d n. Gr.



Fig.12



Querschnitt durch
die Schienen-
verbindung mit
Neigung
1:5 d.n. Gr.

Fig. 9. Seitenansicht der Stofsverbindung 1:25 d.n. Gr

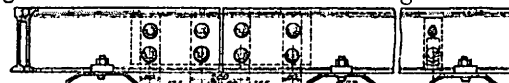


Fig.10. Oberansicht der Stollverbindung.

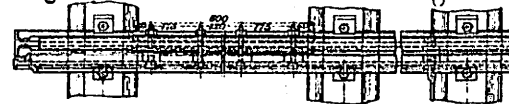


Fig. 8.
Querschnitt
durch die
Verlaschung.
1:5 d.n. Gr.

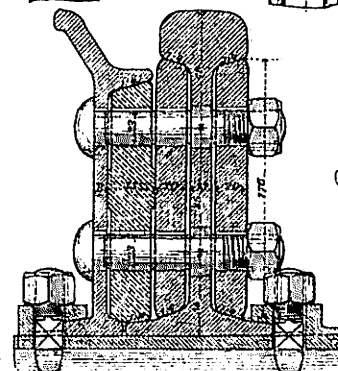


Fig.16. Querschnitt

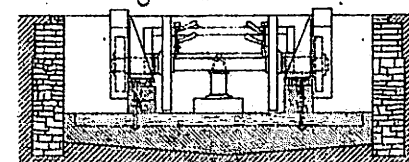


Fig.15. Grundriss .

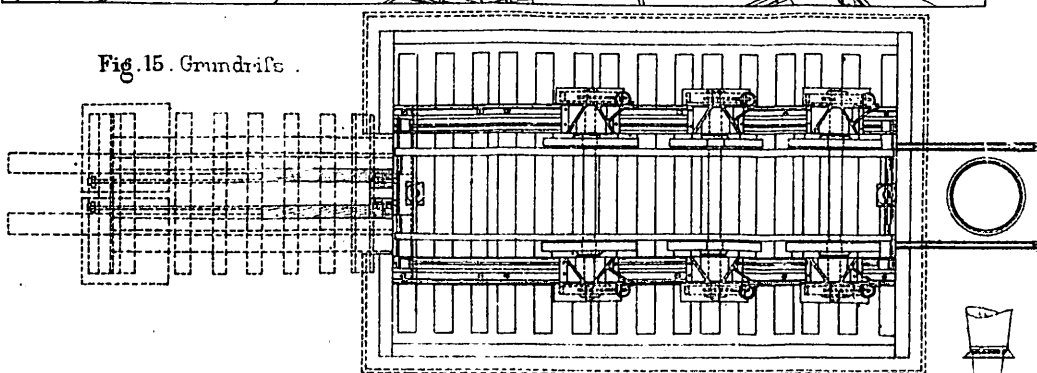


Fig. 14-16 .
Locomotivprüfungsanlage .
(Chicago und Nordwestbahn) .

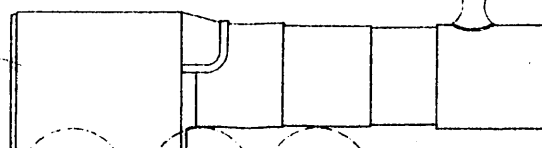


Fig. 14. Längsschnitt

