

Fig. 1-14. Kecker: Über Anlage von Übergangs-Bahnhöfen.

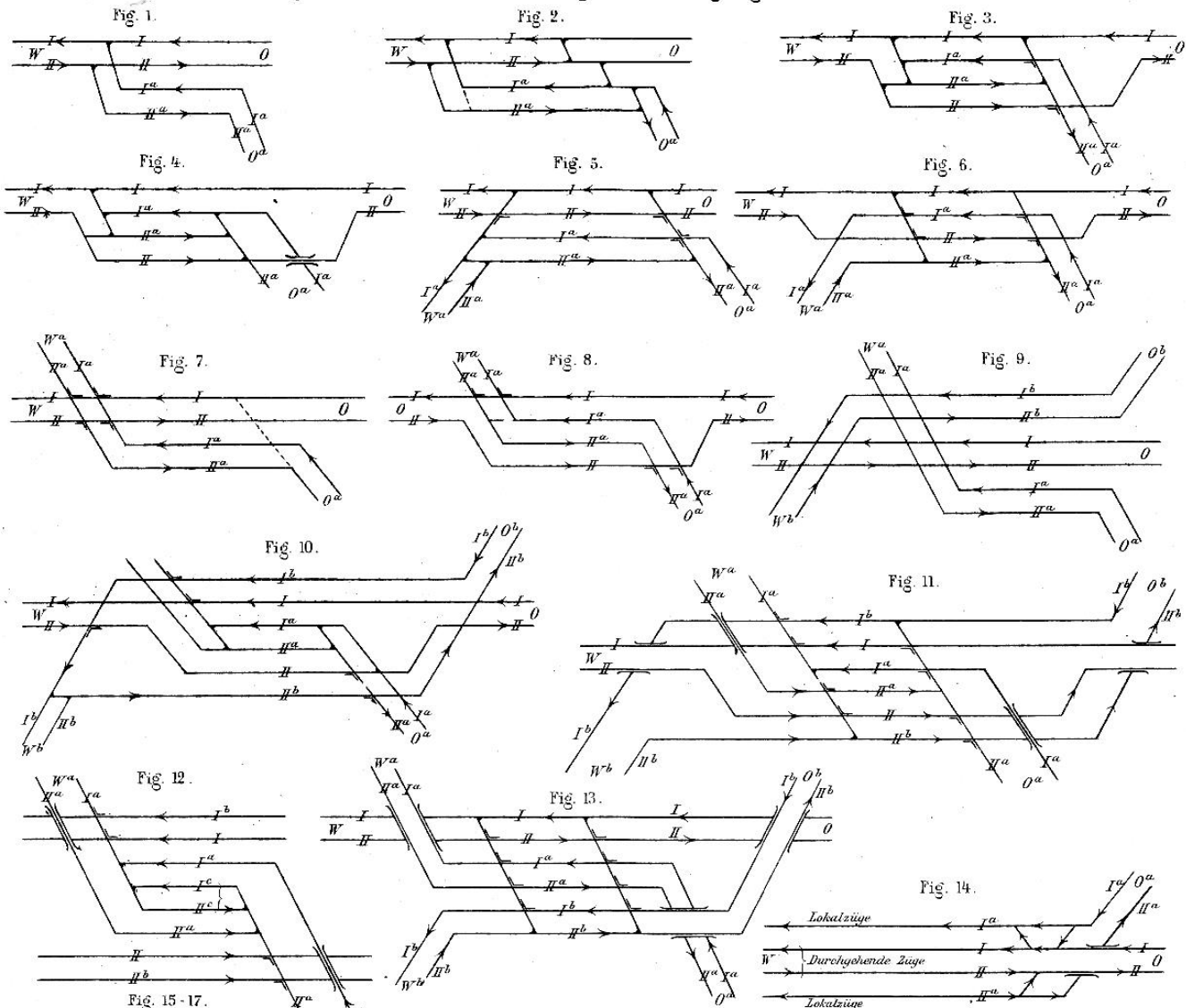


Fig. 15-17. Schoen's Güterw.-Drehgestell aus gepreß. Flußseisenbleche.

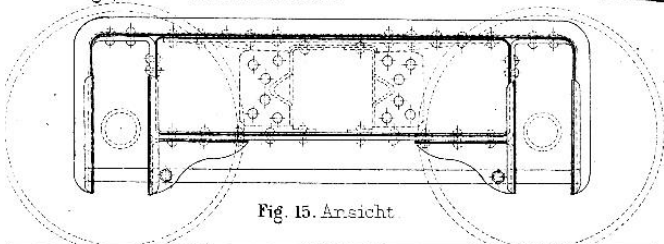


Fig. 15. Ansicht

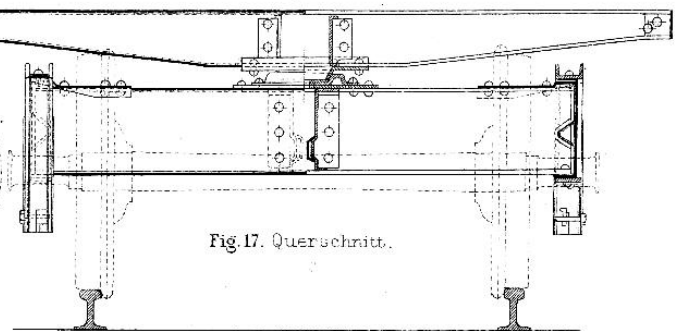


Fig. 17. Querschnitt.

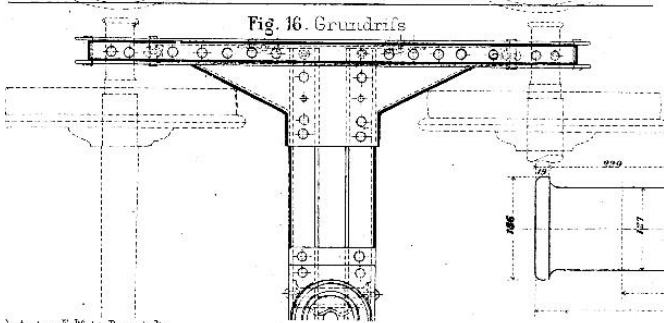


Fig. 16. Grundriss

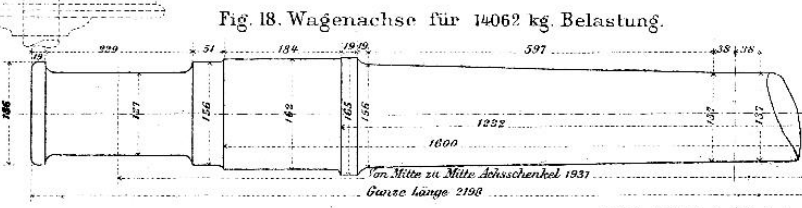


Fig. 18. Wagenachse für 14062 kg Belastung.

Abb. 1-7. Personenwagen II. Classe.

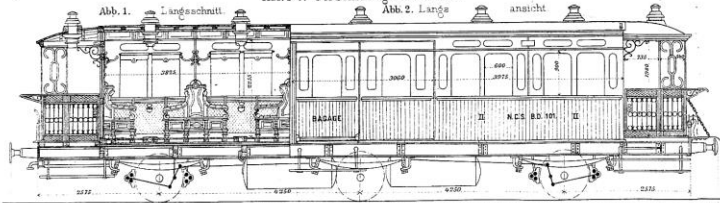


Abb. 5. Querschnitt durch den Gepäckraum.

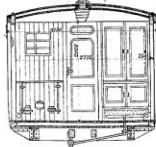


Abb. 6. Stirnansicht.

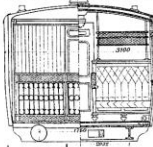


Abb. 7. Querschnitt durch ein Abteil.

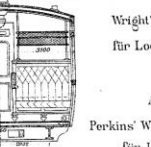


Abb. 15. Wright's Speisekopf für Locomotivkessel.

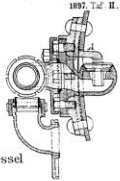


Abb. 16 u. 17.

Perkins' Wasserröhrenkessel für Locomotiven.

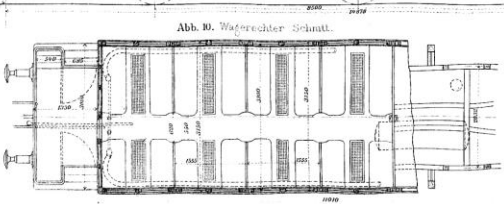
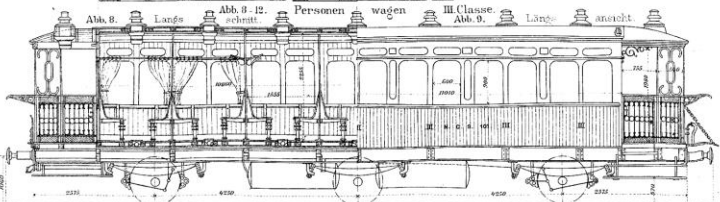
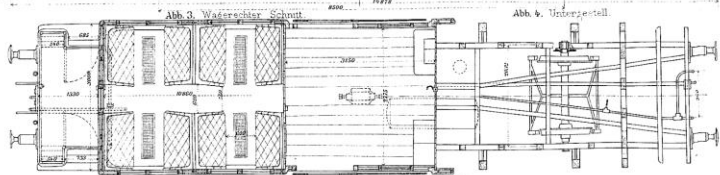


Abb. 1-12. Neue Local - Personenwagen der Niederländischen Central - Eisenbahn.

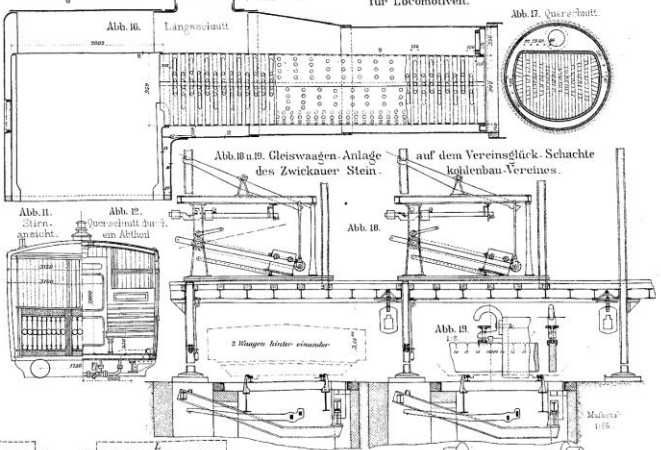


Abb. 11. Stirnansicht.

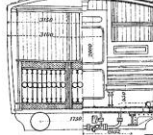


Abb. 12. Querschnitt durch einen Abtheil.

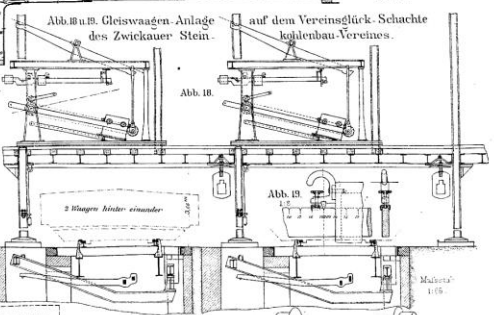
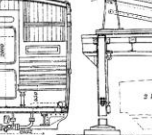
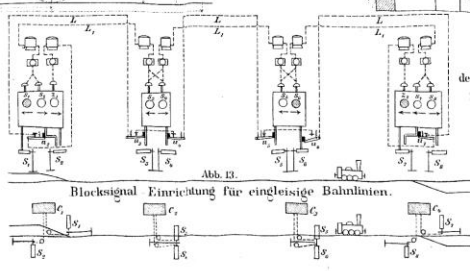
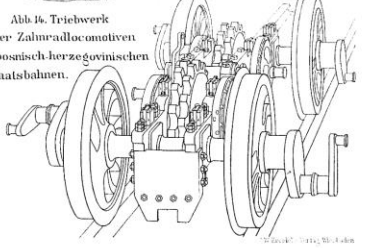


Abb. 16. Triebwerk der Zahnradlocomotiven der bosnisch-herzegovinischen Staatsbahnen.



Blocksignal Einrichtung für eingleisige Bahnhöfen.

Abb. 1-11. Winkelmesser,

Bauart Kuntz. 1:10.

Abb. 1.

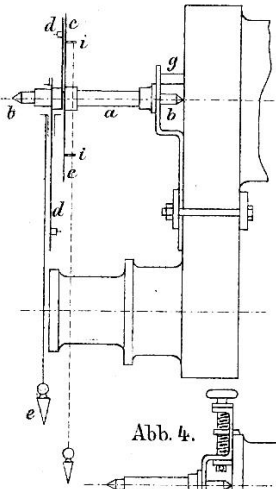


Abb. 2.

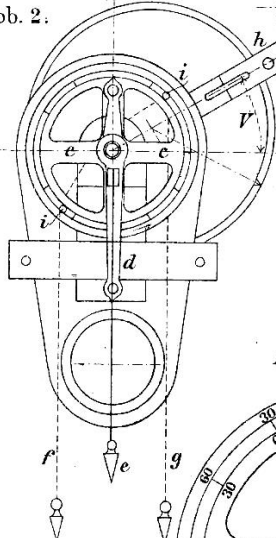


Abb. 3.

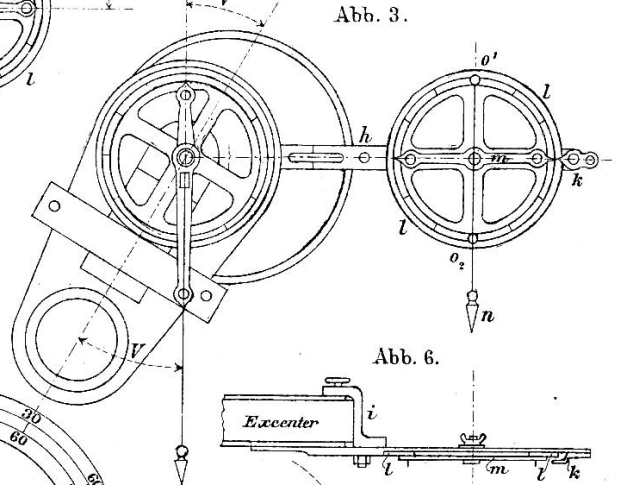


Abb. 5. 1:5.

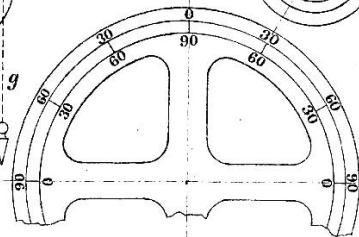


Abb. 6.

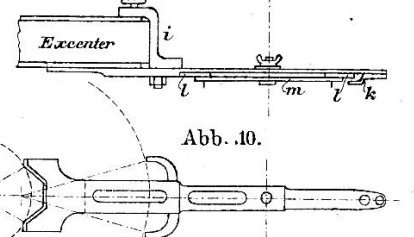


Abb. 4.

Abb. 7.

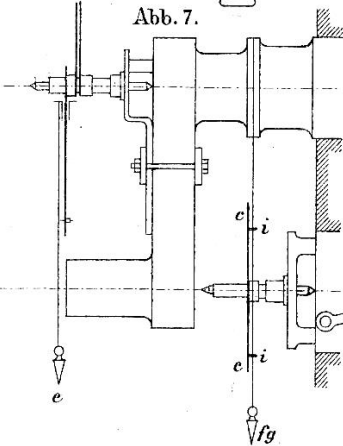


Abb. 8.

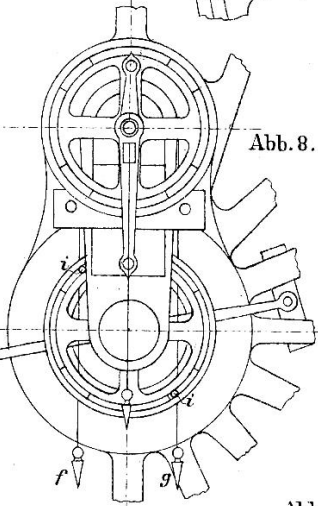


Abb. 9.

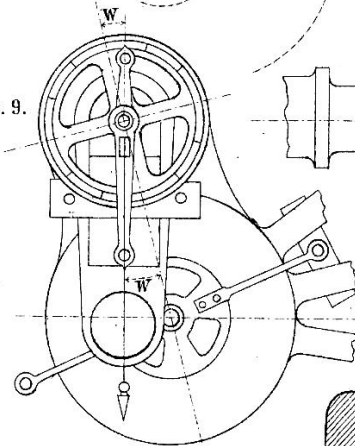


Abb. 11.

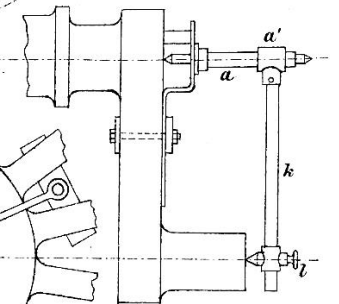


Abb. 12 u. 13. Schrottleiter

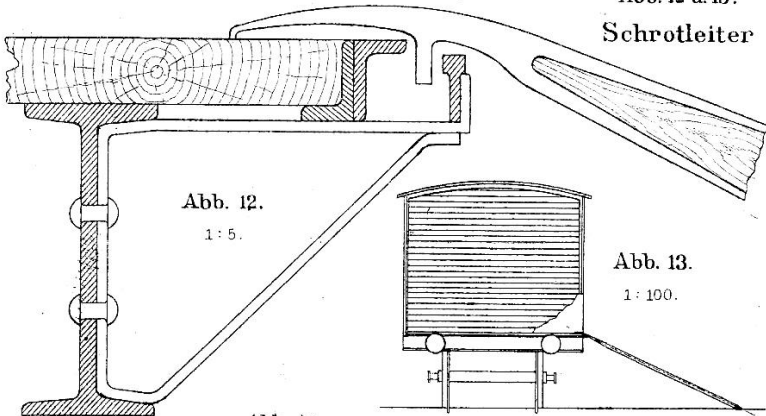


Abb. 12. 1:5.

Abb. 13. 1:100.

Abb. 16.

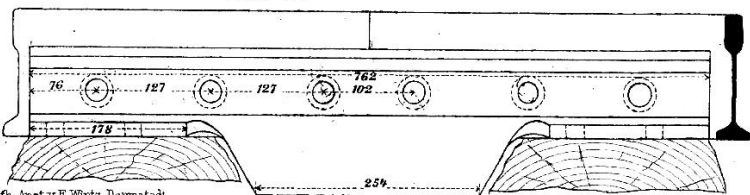


Abb. 15.

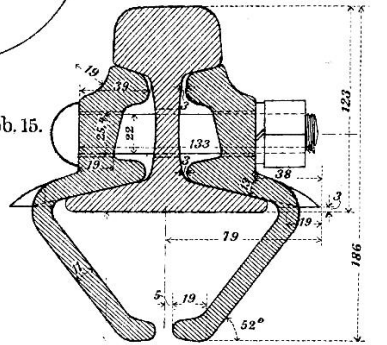
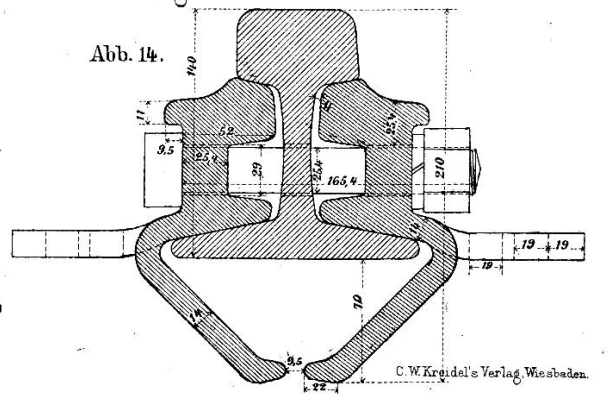


Abb. 14-16. Laschenstofs von 100% Leistung.

Abb. 14.



### Filter-Einrichtung für Lüftung der Eisenbahn-Personenwagen mittels staubfreier Luft.

Abb. 3.

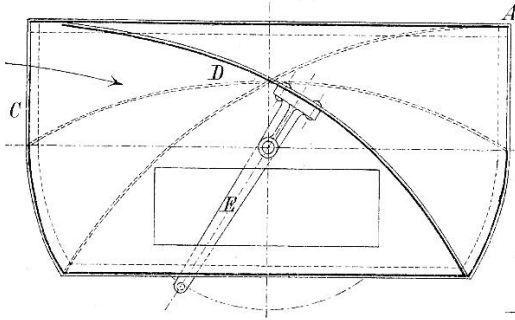


Abb. 1.

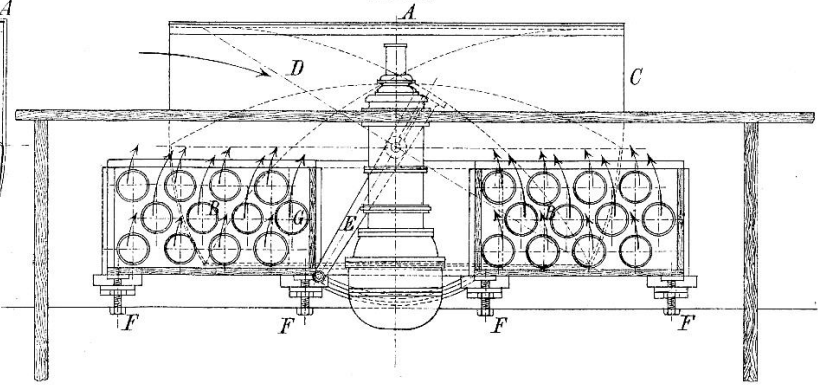


Abb. 2.

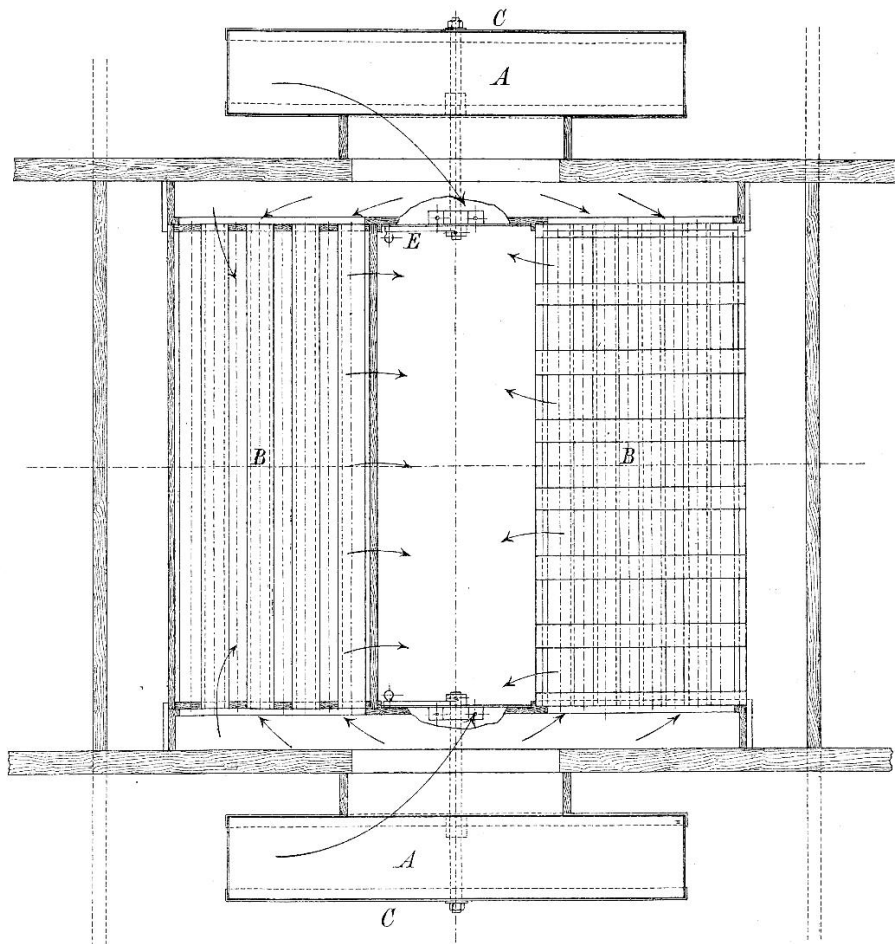
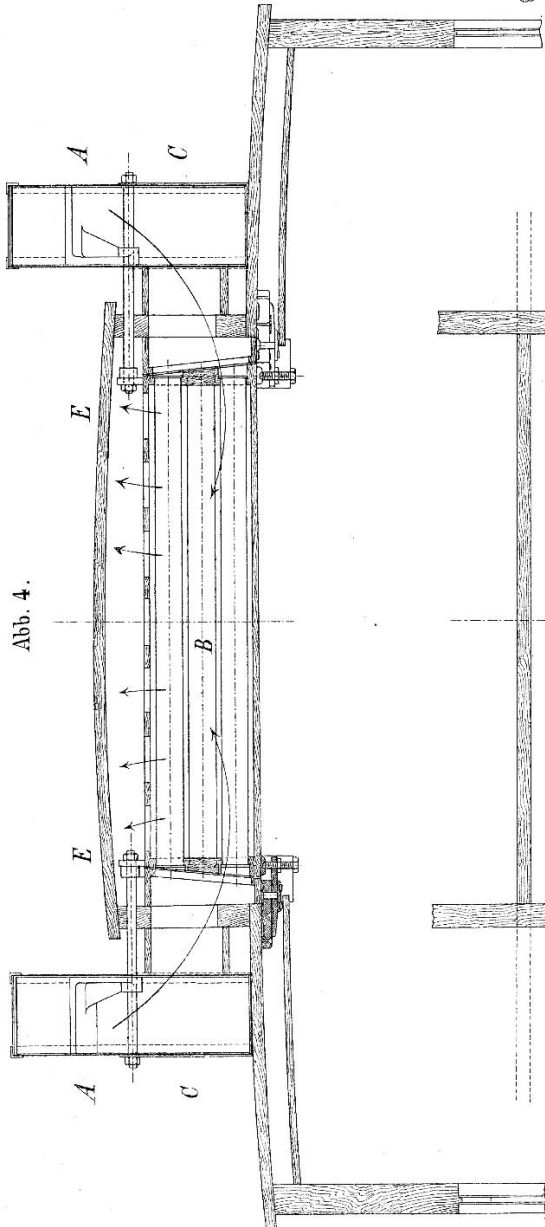


Abb. 4.



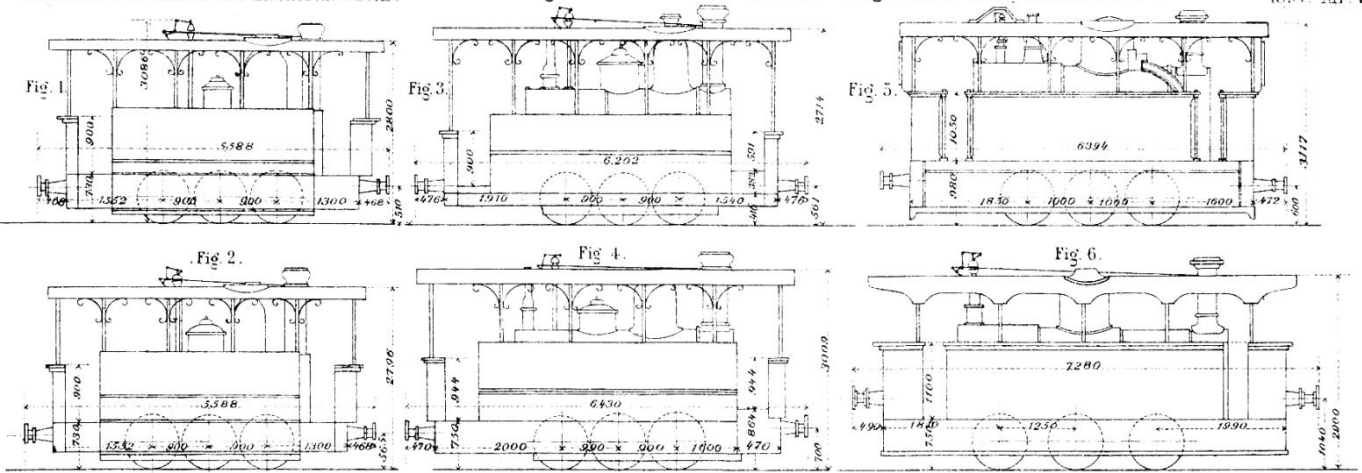


Fig. 10-12. Lokomotive der Snowdonbahn.

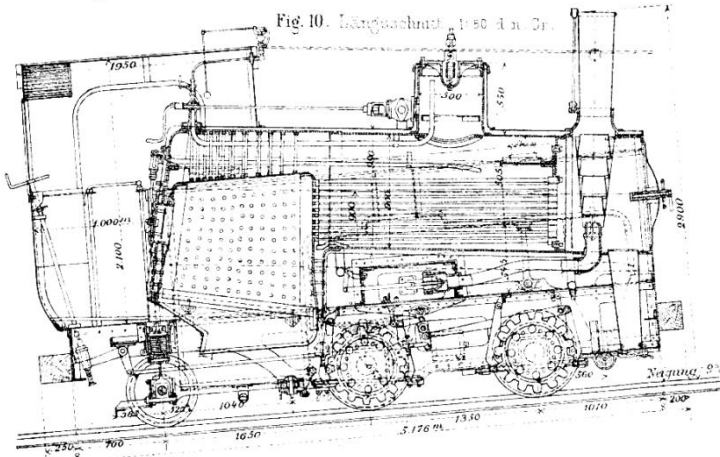


Fig. 10. Längsschnitt 1:50 d. n. Gr.

Fig. 11. Vertikale Schnitt 1:50 d. n. Gr.

Fig. 12. Triebwerk 1:25 d. n. Gr.

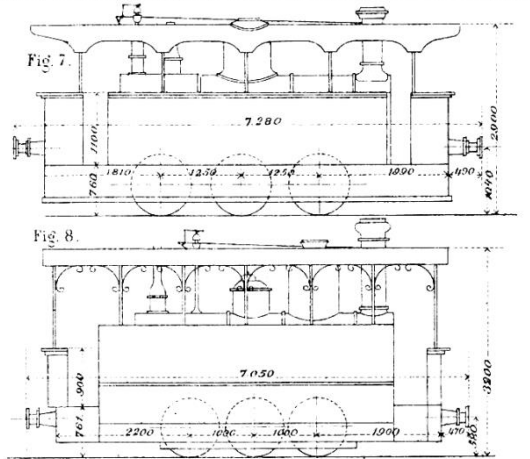


Fig. 13-15. Indicator-Schaulinien.

(Dampfdruck

= 5,6 at.

Füllung = 25%

Länge des

Anschlus-

rohres =

3048 mm.)

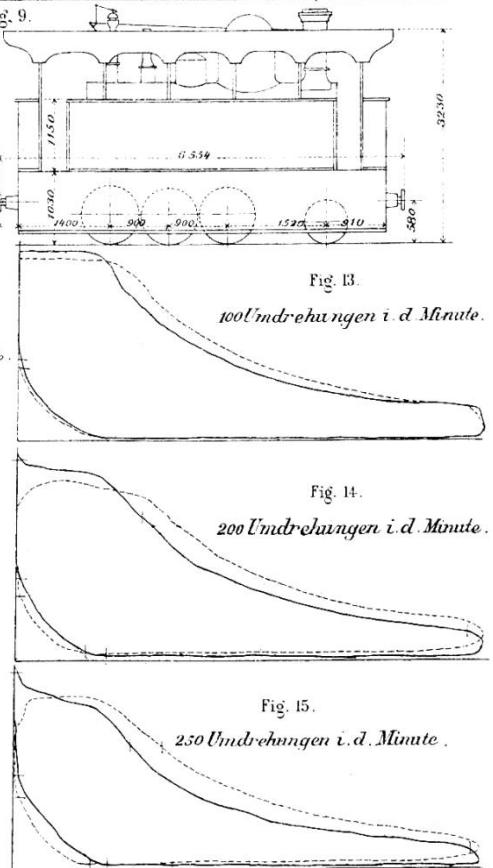


Fig. 13.

100 Umdrehungen i. d. Minute.

Fig. 14.

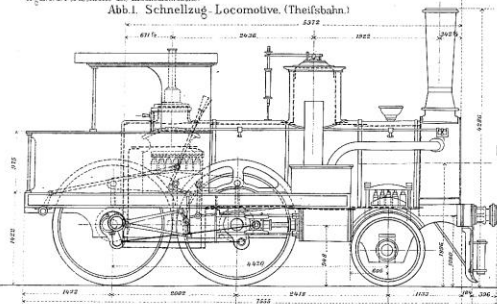
200 Umdrehungen i. d. Minute.

Fig. 15.

250 Umdrehungen i. d. Minute.



Abb. 1. Schnellzug- Locomotive. (Theißbahn).



Locomotiven

auf der Milleniums-Landesausstellung  
in Budapest. 1896.

Abb. 2. Personenzug- Locomotive.  
(Staatsbahngesellschaft).



Abb. 3. Schnellzug- Locomotive. (Ungarische Staatsbahnen).

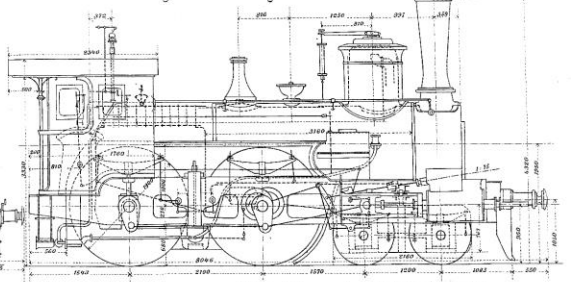


Abb. 4. Schnellzug- Locomotive. (Staatsbahngesellschaft).

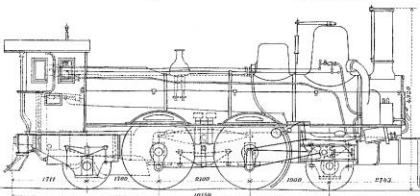


Abb. 5. Schnellzug- Locomotive. (Ungarische Staatsbahnen).

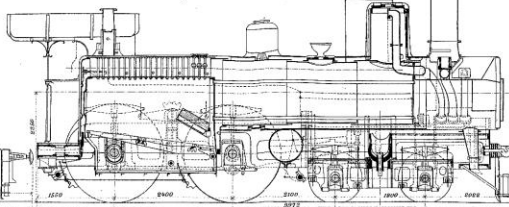


Abb. 6. Locomotive für  
gemutchten Dienst.  
(Ungarische Staatsbahnen).

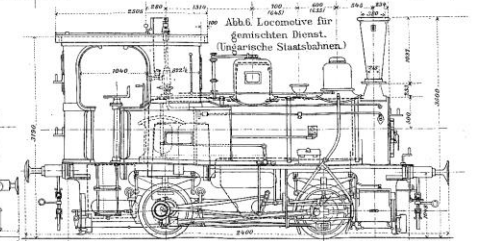


Abb. 7. Personenzug- Locomotive. (Ungarische Staatsbahnen).

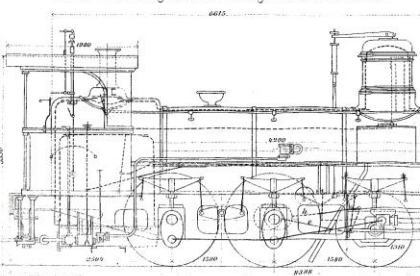


Abb. 8. Güterzug- Locomotive. (Staatsbahngesellschaft).

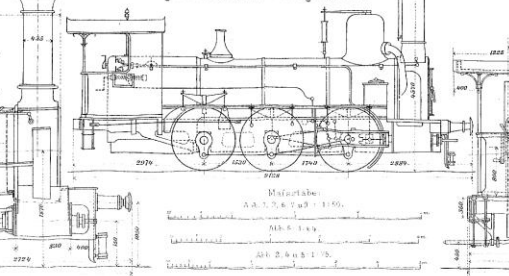
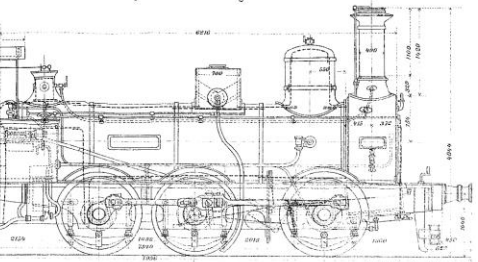


Abb. 9. Güterzug- Locomotive. (Waaghalbahn).



Maßstab  
1:100  
Abb. 8-10  
Abb. 2-4 u. 5-7

Abb. 1. Güterzug- Locomotive  
(Ungarische Staatsbahnen).

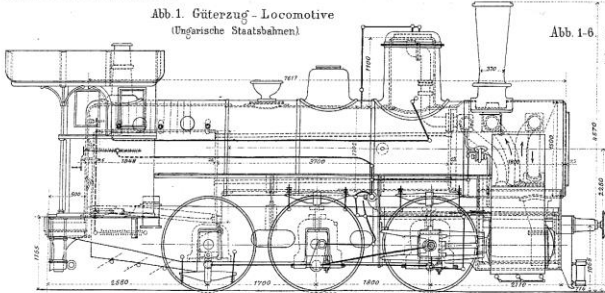


Abb. 1-6. Locomotiven auf der  
Millenium-  
Landes-  
Ausstellung  
in Budapest. 1896.

Abb. 2. Güterzug- Locomotive  
(Ungarische Staatsbahnen).

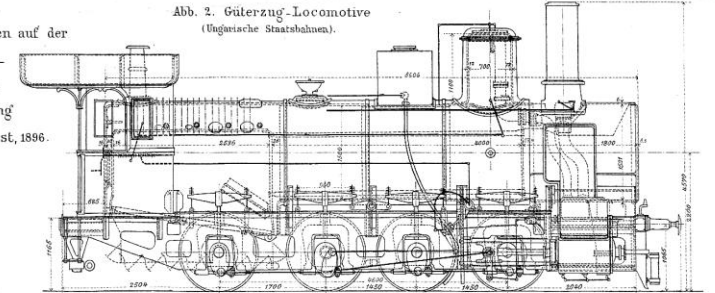


Abb. 3. Güterzug- Locomotive für  
Gebirgsstrecken  
(Staatsbahngesellschaft).

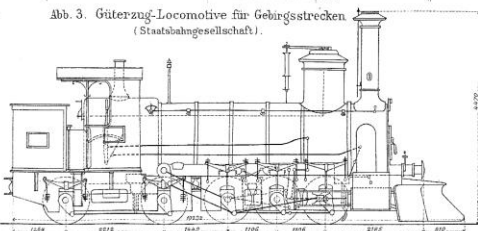


Abb. 4. Güterzug- Locomotive für  
Gebirgsstrecken  
(Staatsbahngesellschaft).

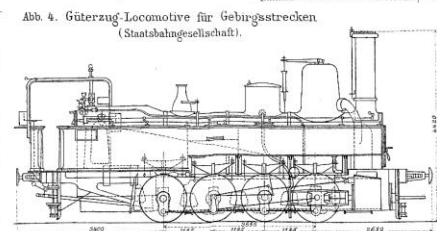


Abb. 5. Güterzug- Locomotive für  
Gebirgsstrecken  
(Ungarische Staatsbahnen).



Abb. 6. Localbahn- Locomotive (Ungarische Staatsbahnen).

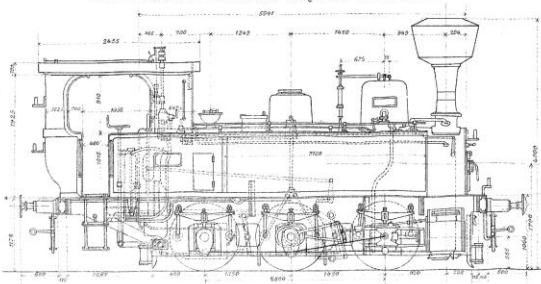


Abb. 7-10.  
Preßluftwerkzeuge  
der Werkstätte  
Omaha.  
(Union Pacific-Bahn)

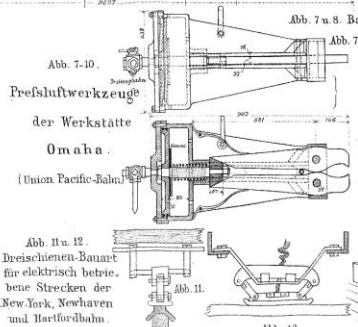


Abb. 11 u. 12  
Dreischienen-Bauart  
für elektrisch betrie-  
bene Strecken der  
New-York, Newhaven  
und Hartford-Bahn.

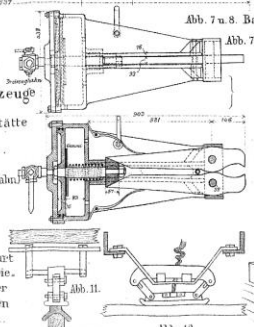


Abb. 7 u. 8. Baird's Stehbolzen- Abscheider.

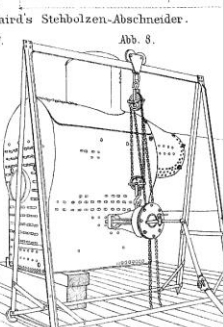
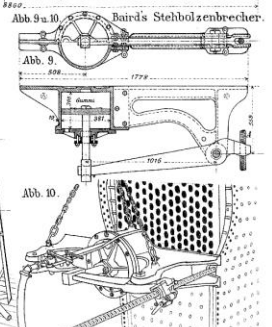
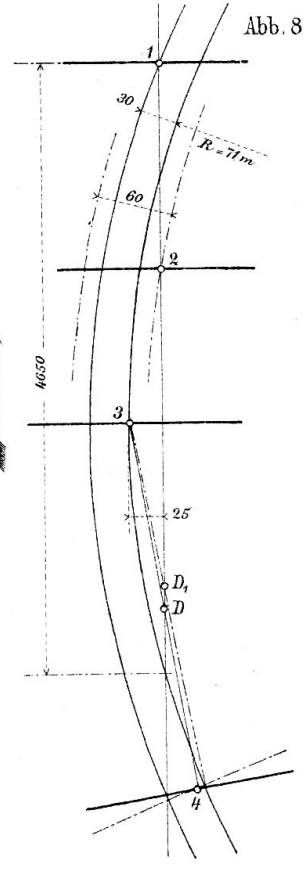
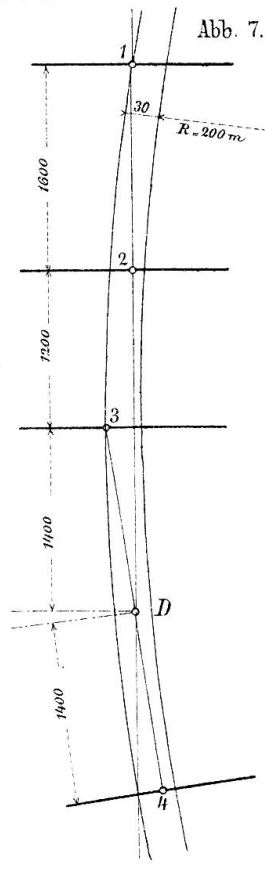
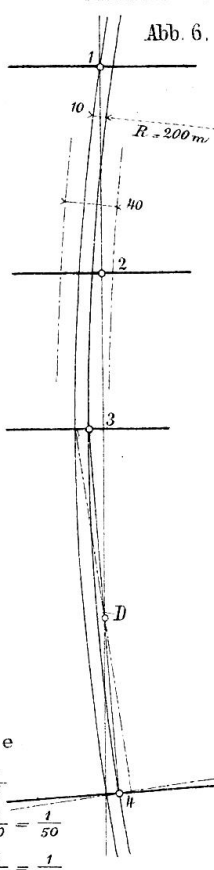
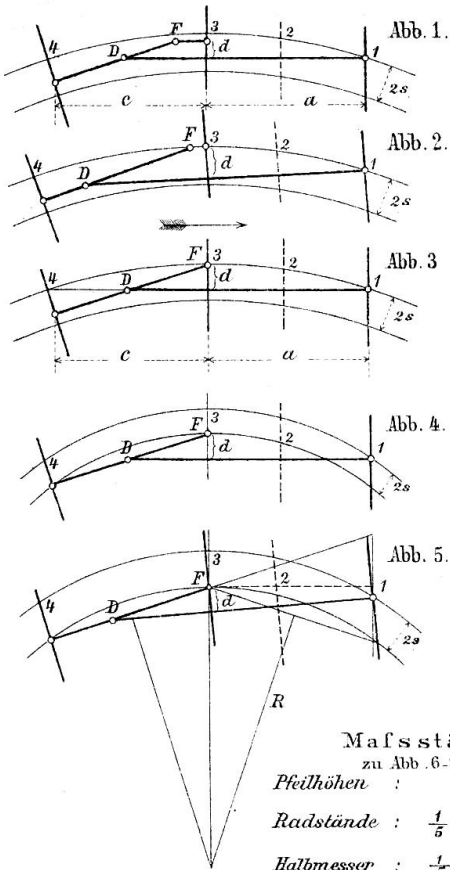


Abb. 9 u. 10. Baird's Stehbolzen- brecher.





Mafsstäbe  
zu Abb. 6-8.  
Pfeilhöhen :  $\frac{1}{5} \times \frac{1}{5} = \frac{1}{25}$   
Radstände :  $\frac{1}{5} \times \frac{1}{10} = \frac{1}{50}$   
Halbmesser :  $\frac{1}{5} \times \frac{1}{10^2} = \frac{1}{500}$

Abb. 1-8  
Drehgestell Kraufs-Helmholtz.

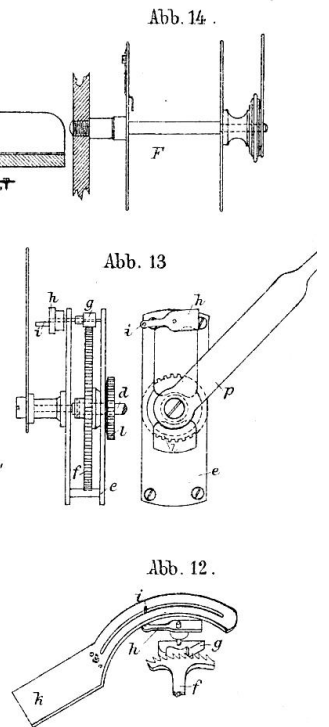
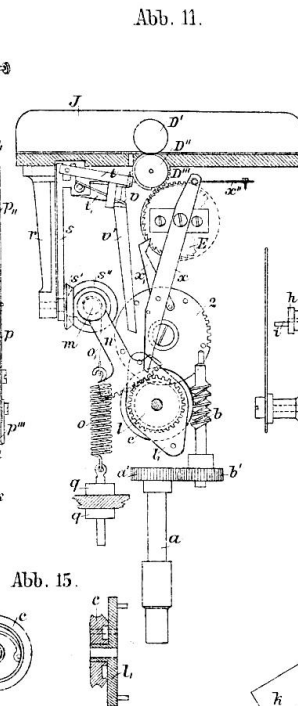
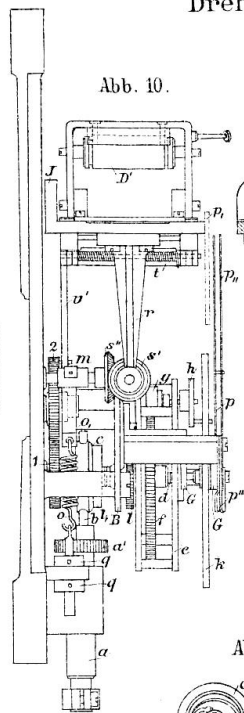
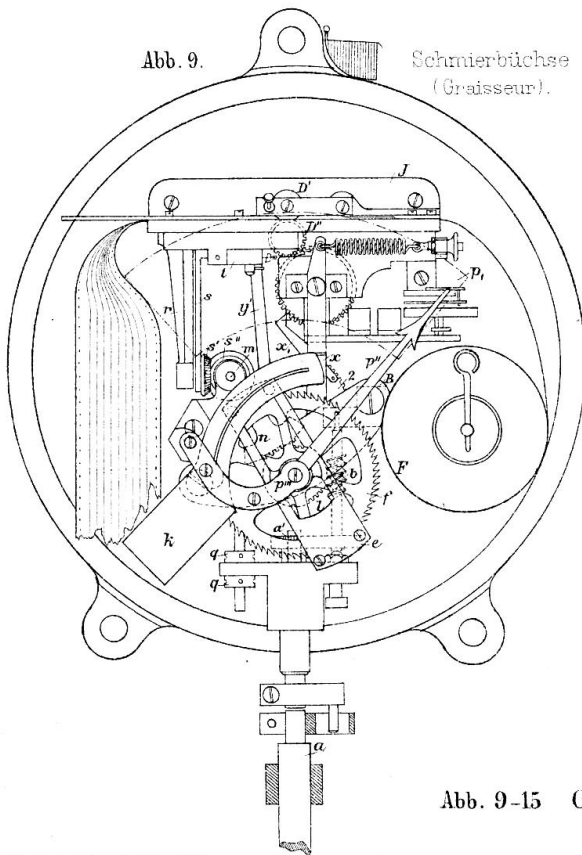


Abb. 9-15 Geschwindigkeitsmesser  
Peyer, Favarger & Co.



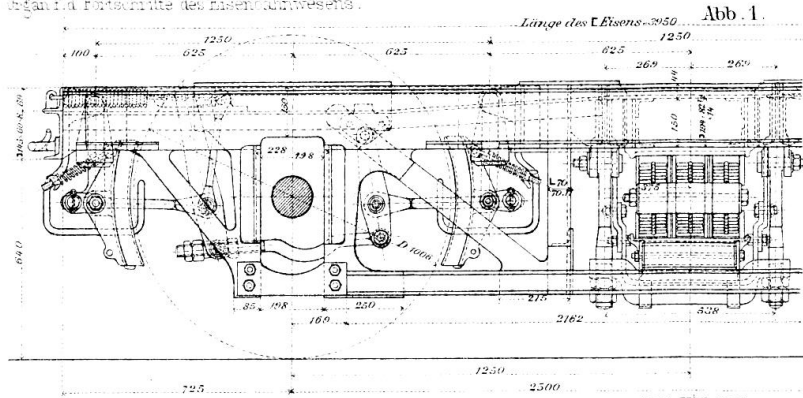


Abb. 2. Grundriss.

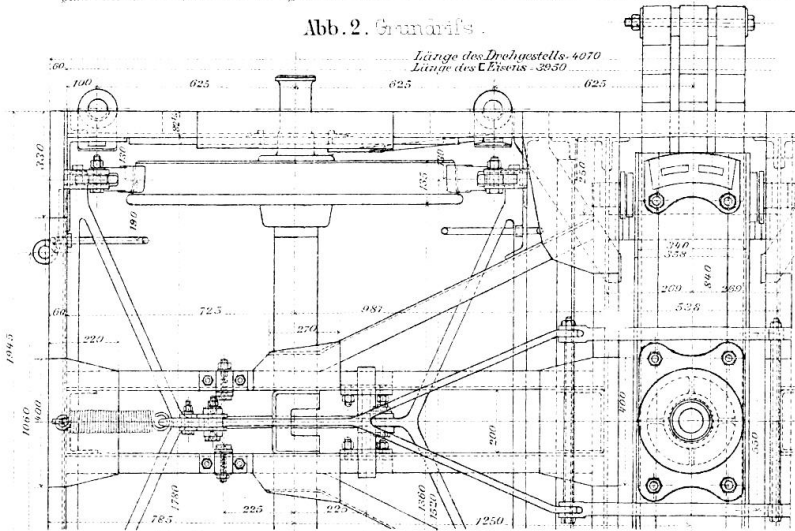


Abb. 2. Grundriss.

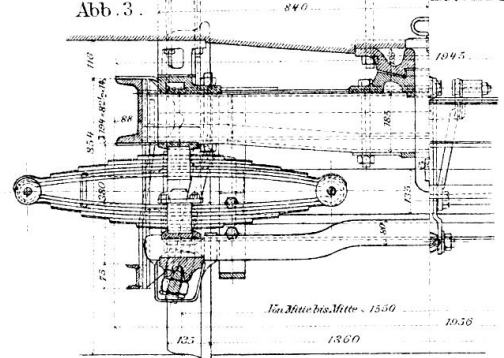


Abb. 1-5. Drehgestell für die vierachsigen Personenwagen der Badischen Staatseisenbahnen.

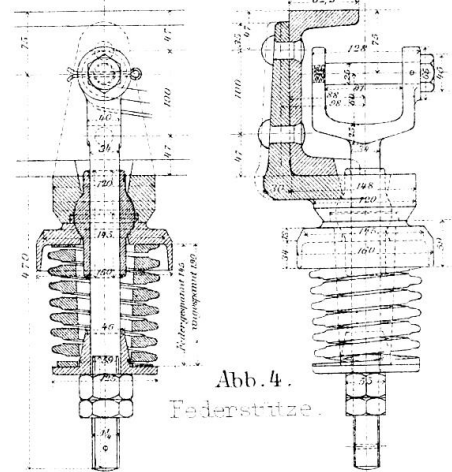


Abb. 4. Federstütze.

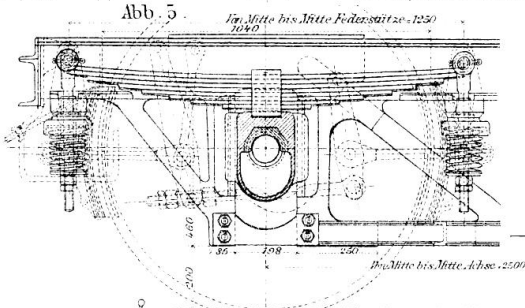


Abb. 5. Im Mitte bis Mitte Federstütze - 1250/3040

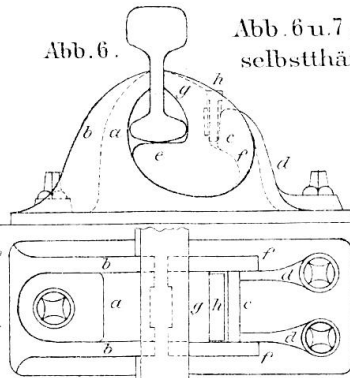


Abb. 6 u. 7. Schienenstuhl mit selbstthätiger Nachspannung.

Abb. 8 u. 9. Einrichtung zur Blauölfeuerung für Locomotiven (Bauart Holden).

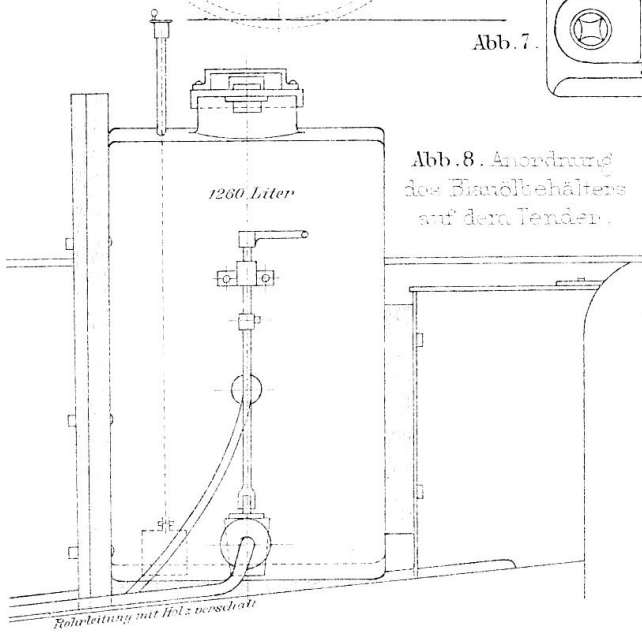


Abb. 8. Anordnung des Blauölbehälters auf dem Tender.

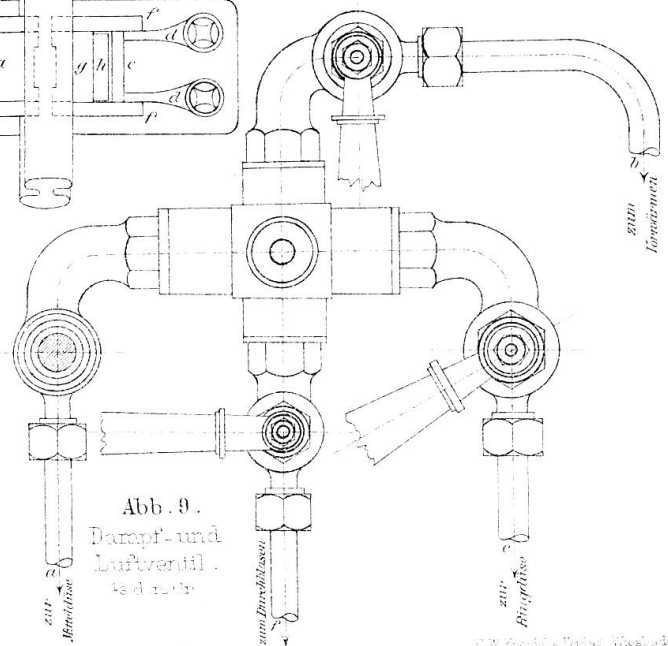


Abb. 9. Dampf- und Luftventil.



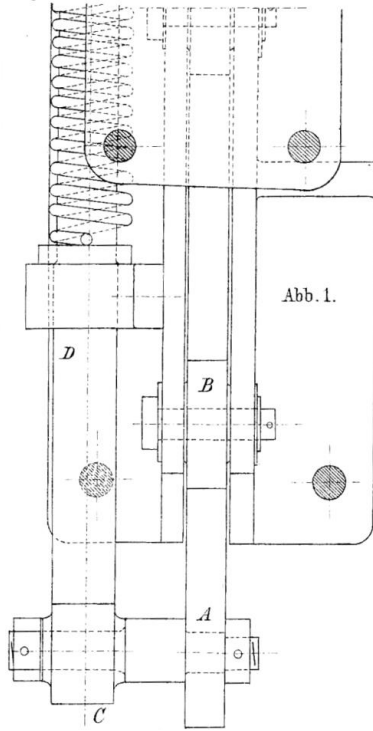


Abb. 1.

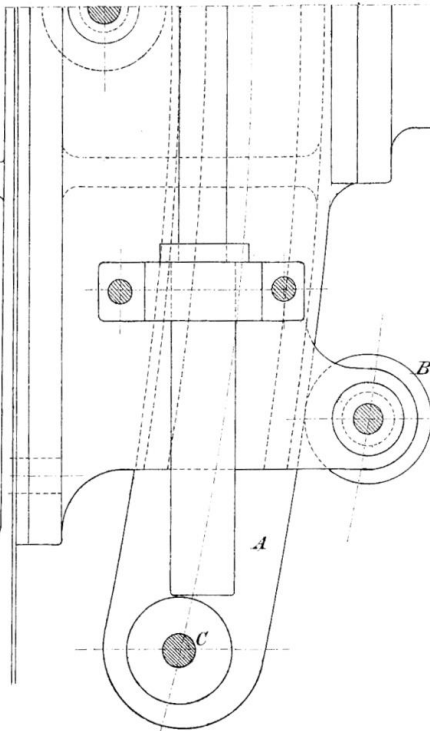


Abb. 2.

Abb. 1-4.  
Für die Einstellung der Fahrzeuge  
in Gleisbögen beweglicher  
Buffer und Zughaken.

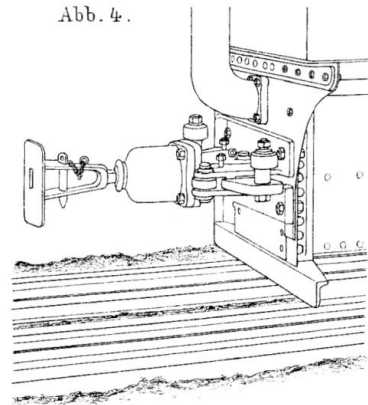


Abb. 4.

Abb. 5. Bell's Funkenfänger.

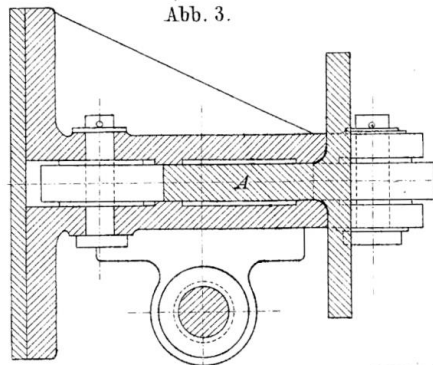
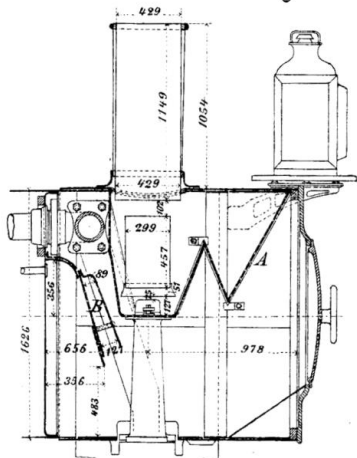


Abb. 3.

Abb. 6 u. 7. Neuer Kopfbahnhof der New-Southern-Bahn in Boston (Mass.)

Abb. 6.

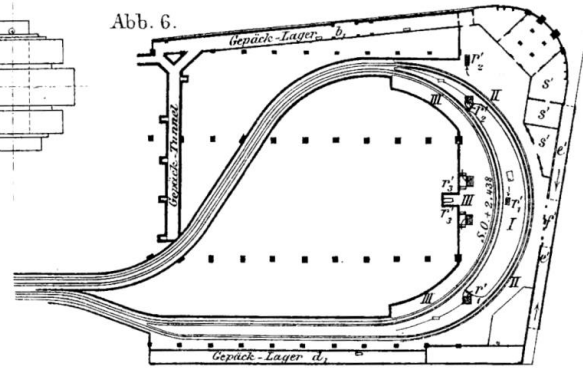
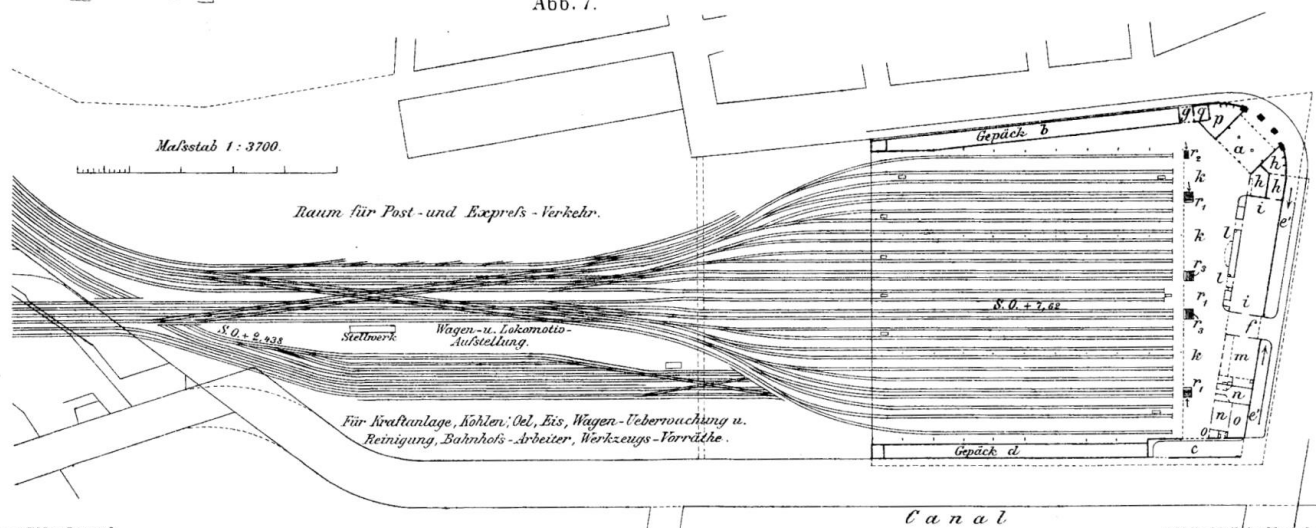


Abb. 7.



Canal

Tender-Locomotive mit 760 mm Spur.  
(Boanisch-herzegowinische Staatsbahn.)  
(Querschnitte siehe Abb. 2, Taf. XII.)  
M 1:20

Abb. 1.

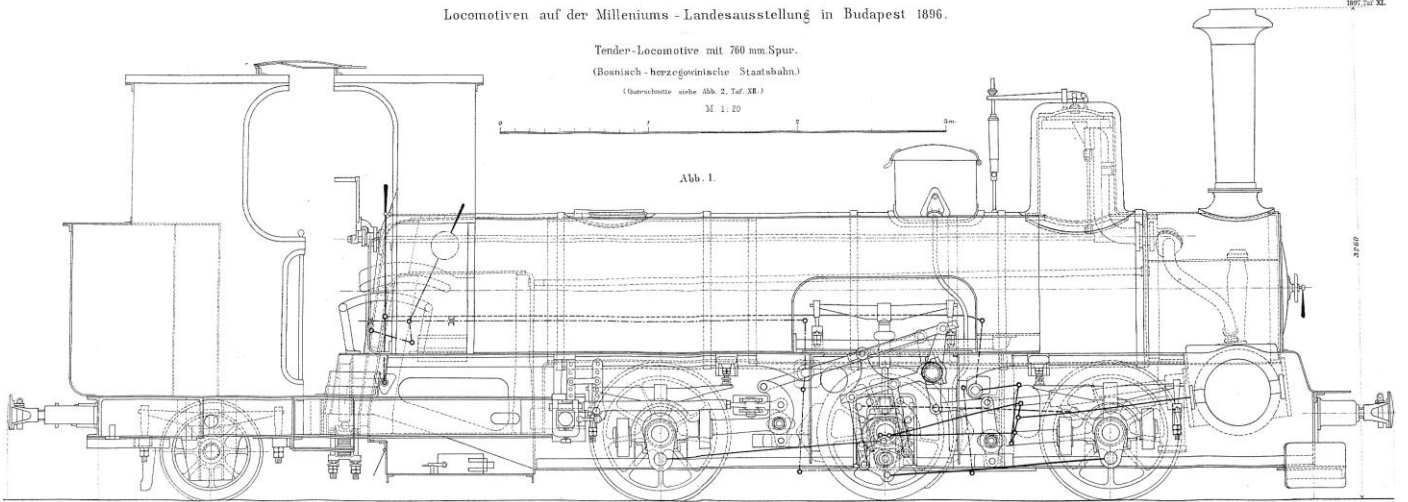


Abb. 2.

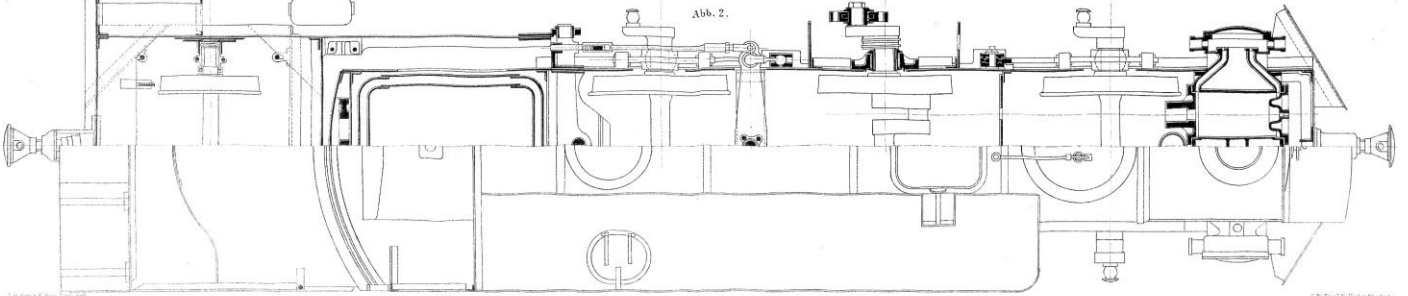


Abb. 1. Die neuesten Ergänzungen des Stadtbahnnetzes von London.

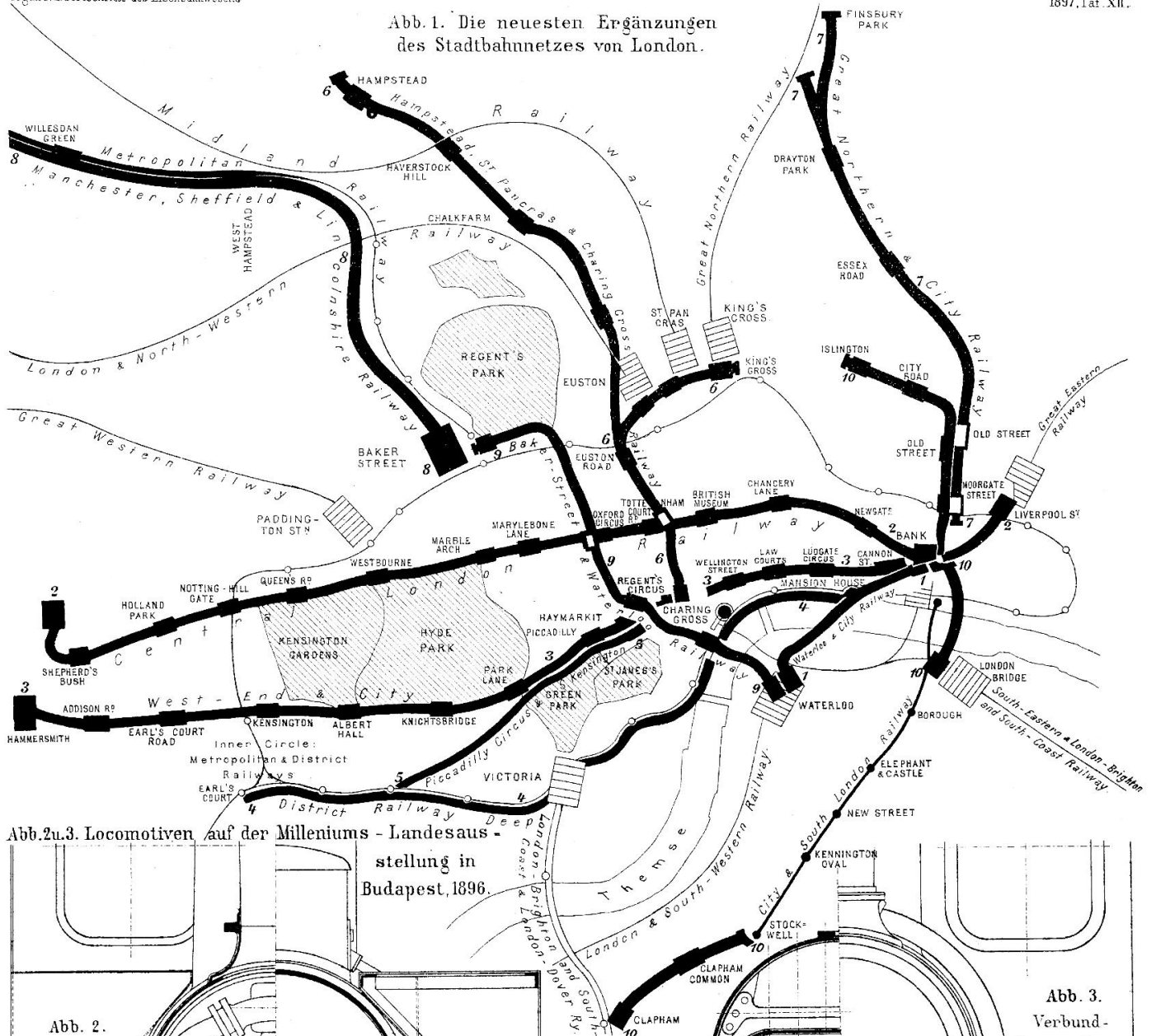


Abb. 2. Locomotiven auf der Millenniums-Landesausstellung in Budapest, 1896.

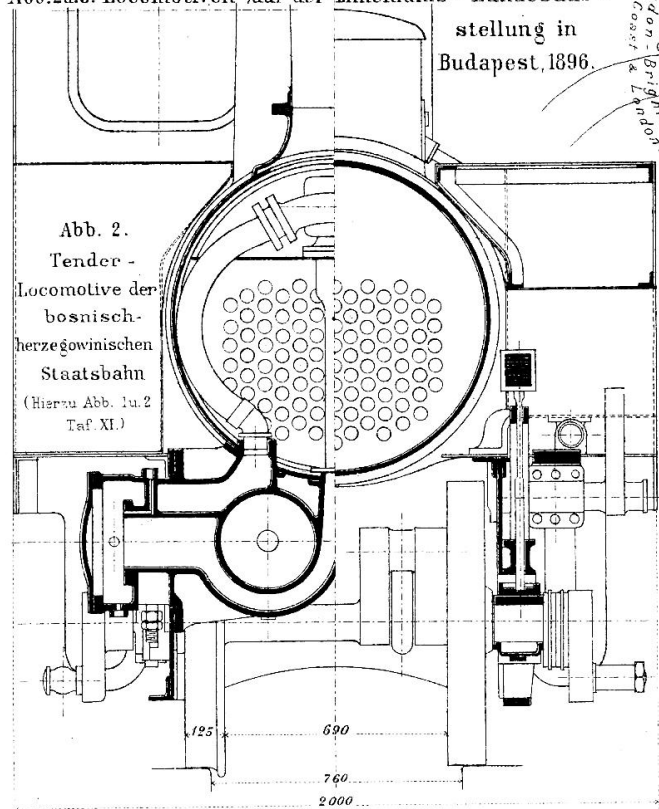


Abb. 2. Tender-  
Locomotive der  
bosnisch-herzegowinischen  
Staatsbahn  
(Hierzu Abb. 1u.2  
Taf. XI.)

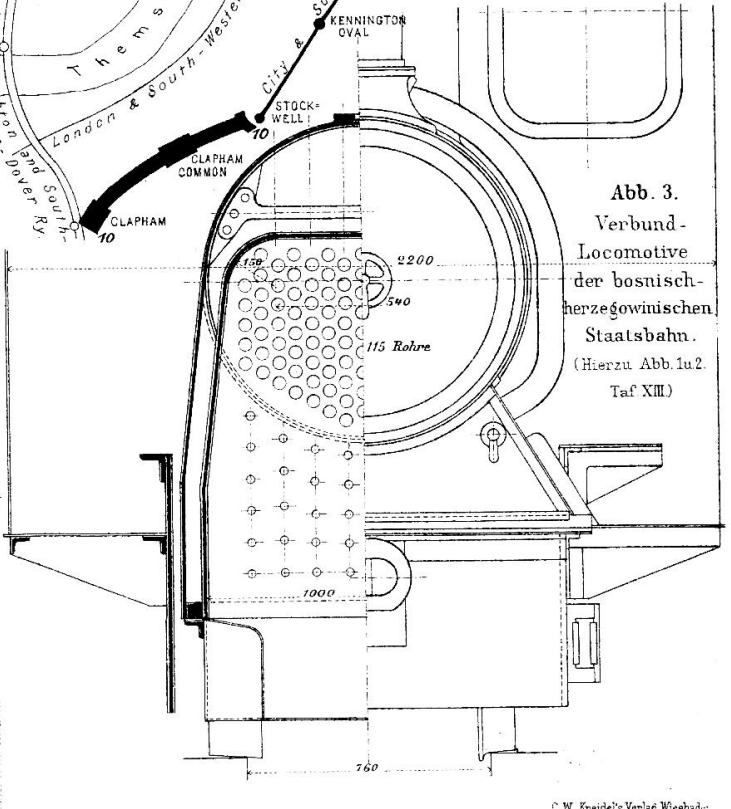


Abb. 3. Verbund-  
Locomotive  
der bosnisch-herzegowinischen  
Staatsbahn.  
(Hierzu Abb. 1u.2  
Taf. XIII.)