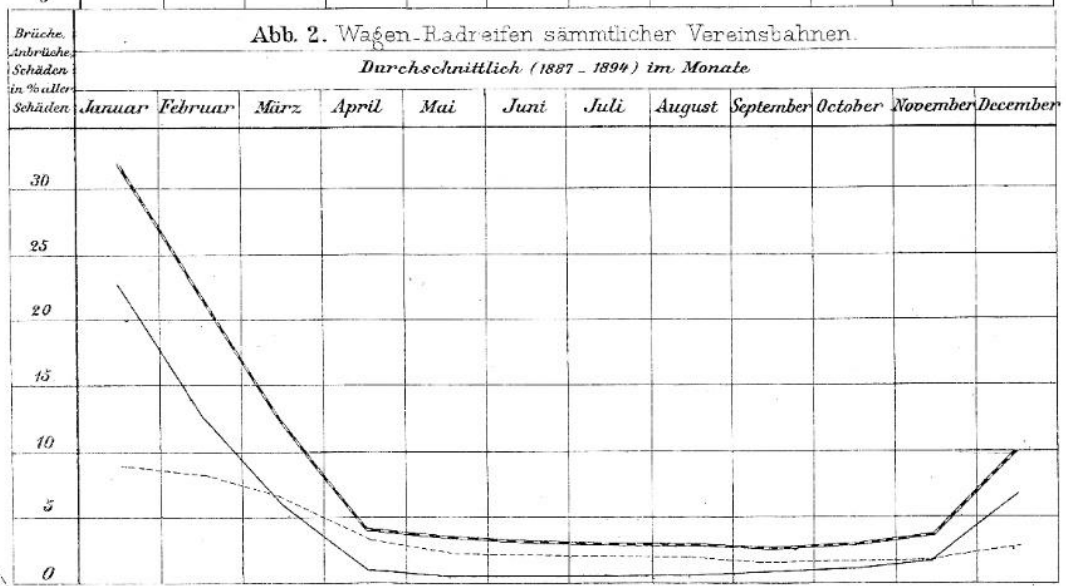
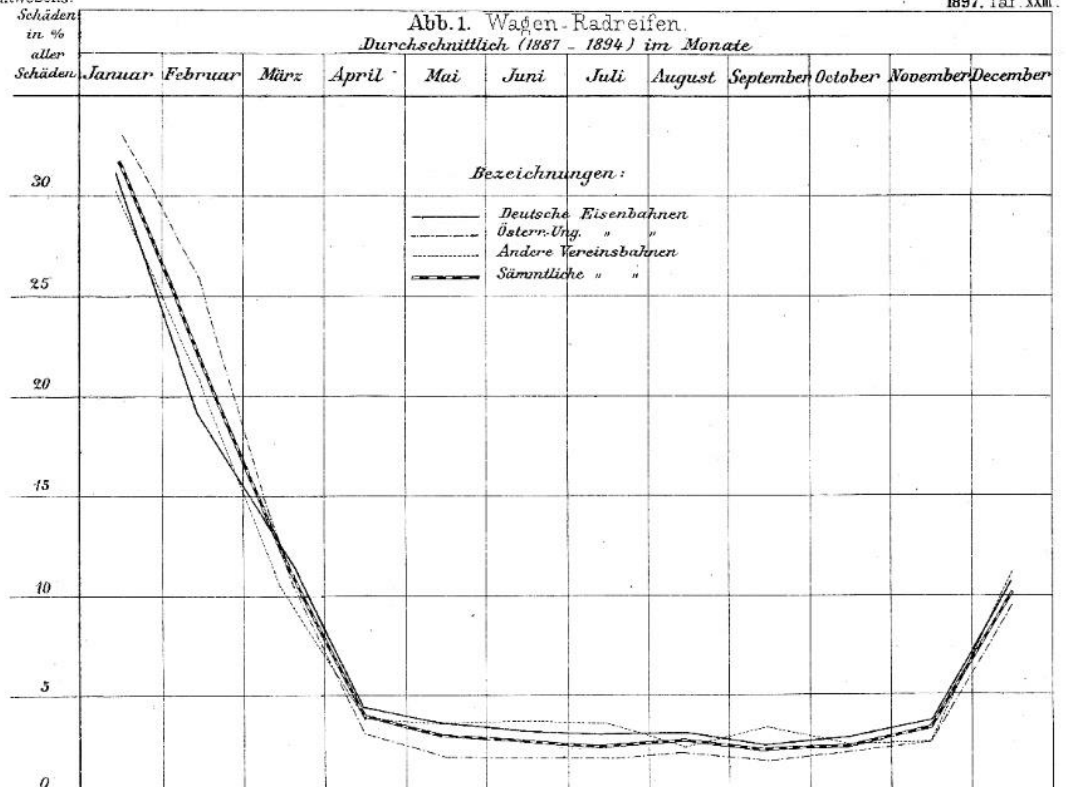
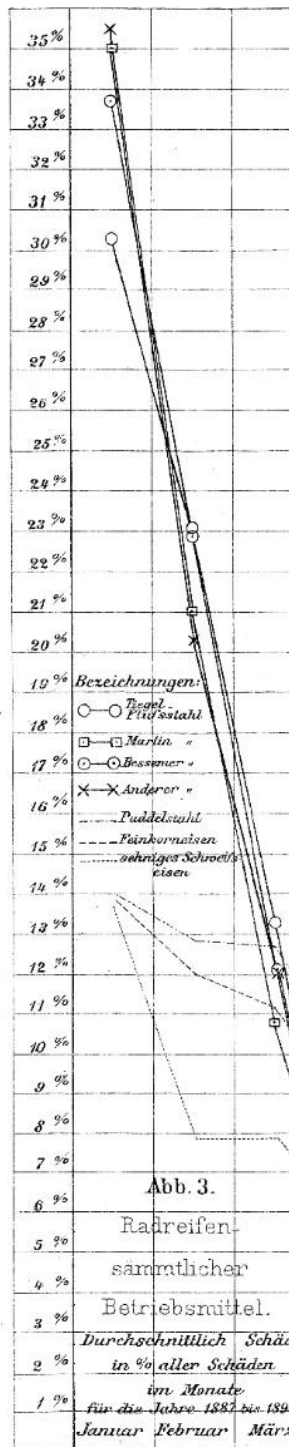


Ergebnisse der Radreifenbruch- Statistik. 1887-1894.



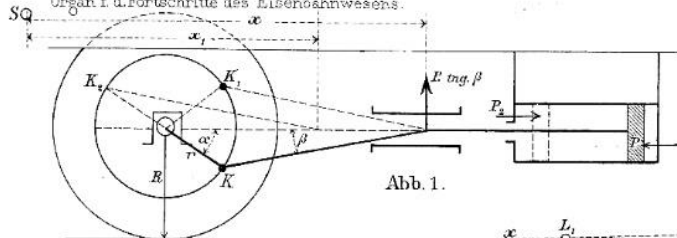


Abb. 1.

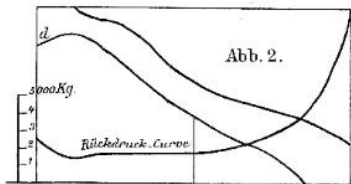


Abb. 2.

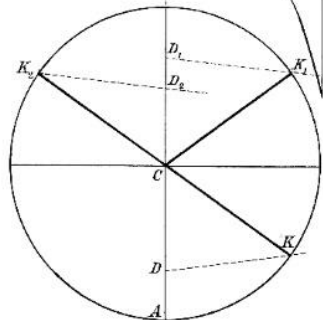


Abb. 3.

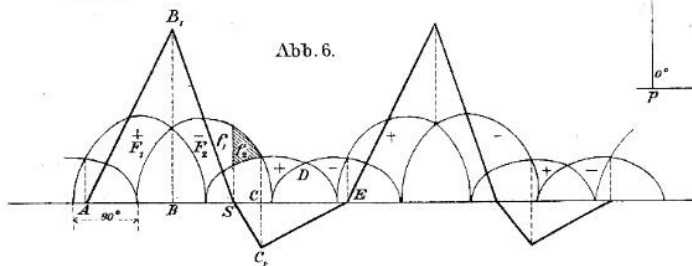


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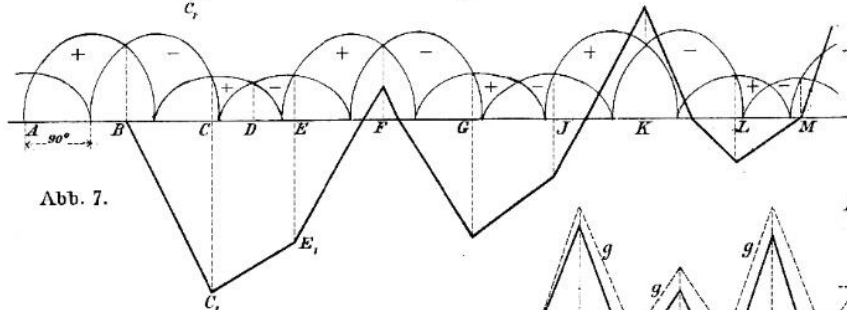


Abb. 7.

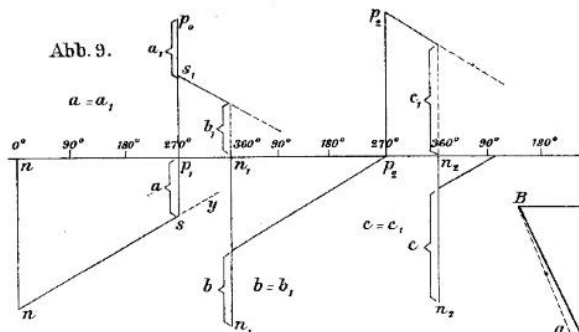


Abb. 9.

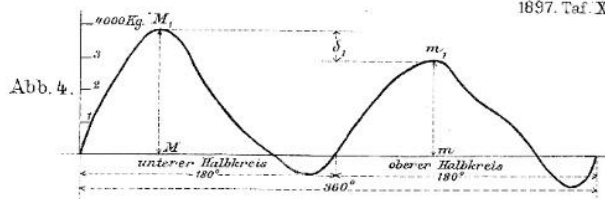


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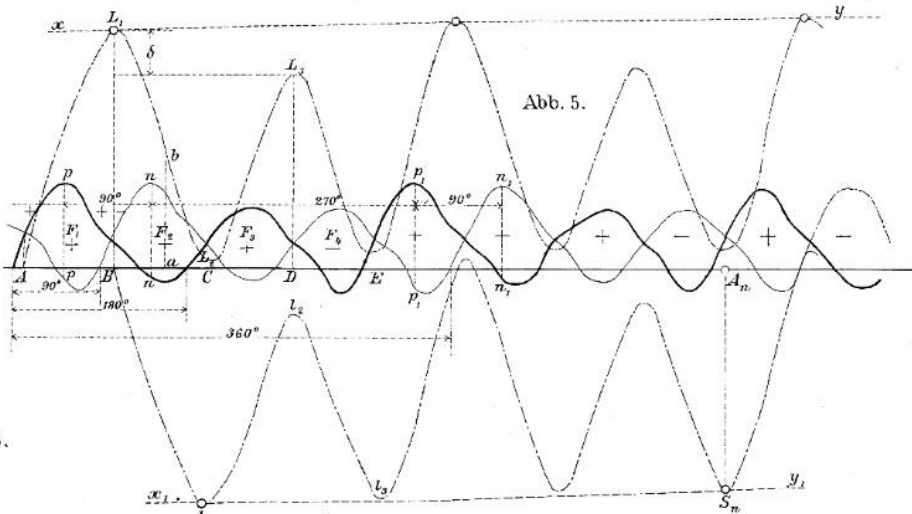


Abb. 5.

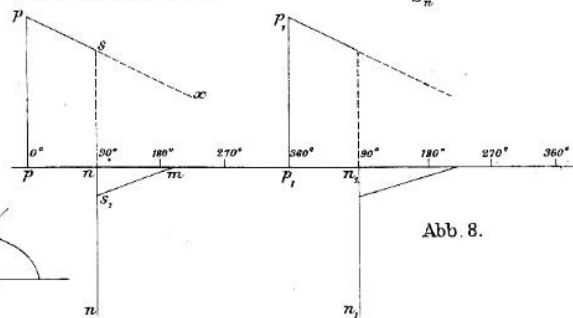


Abb. 8.

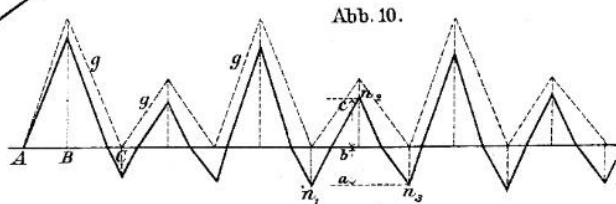


Abb. 10.

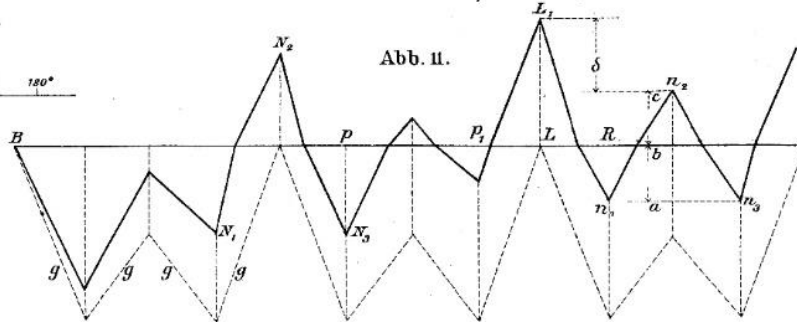


Abb. 11.

Fig. 1.4. Plan der Station des Bergwerks Jungfraubahn.

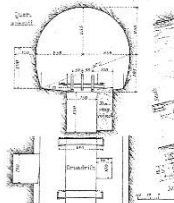


Abb. 1-7. Preissgekrönter Entwurf für den Bau der Tunnelstrecke der Jungfraubahn.

Abb. 2. Tunnel-Oberbau.

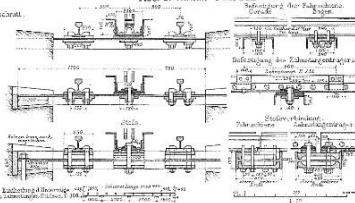


Abb. 3. Fundament und Schacht.

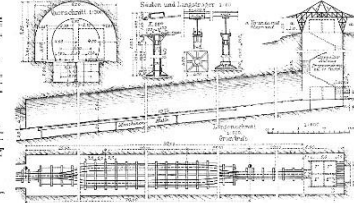


Abb. 4. Bohrmaschinen für zwei elektrische Stahlschneidmaschinen.

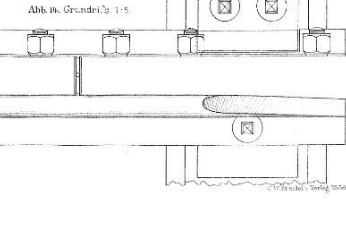
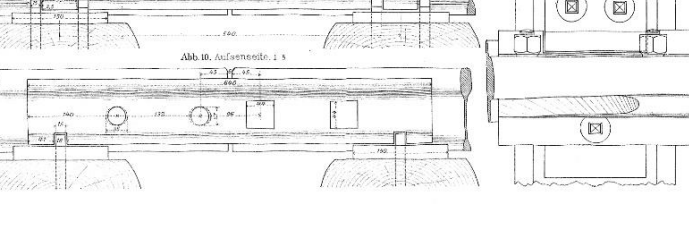
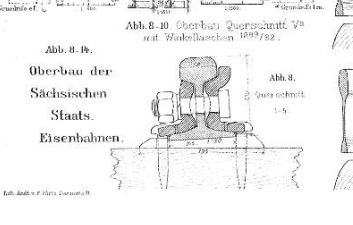
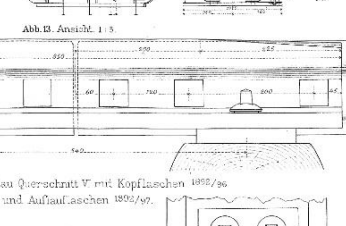
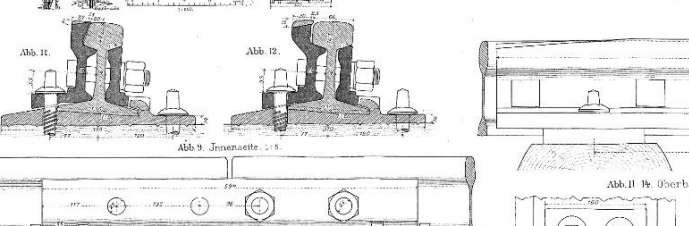
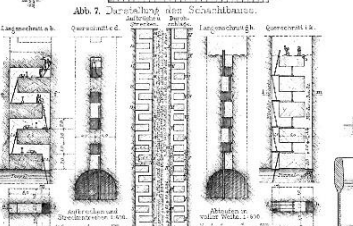
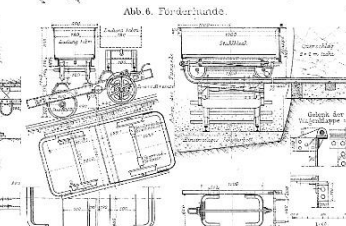
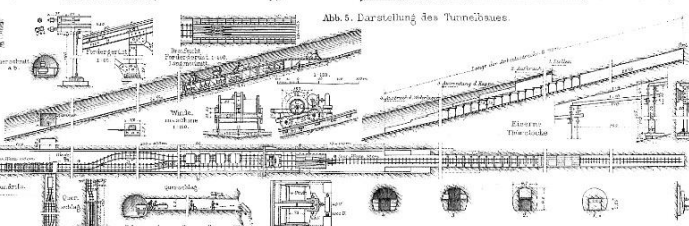
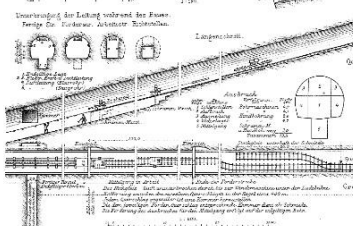
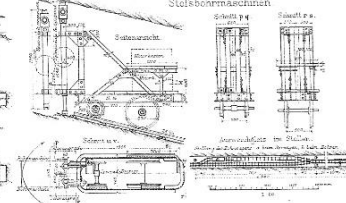


Abb. 1-11. Schlauch-Kuppelungen der Hardy - Saugbremse.

Abb. 1. Kuppelungsmuffe der
Vacuum-Brake-Company. 1:3.

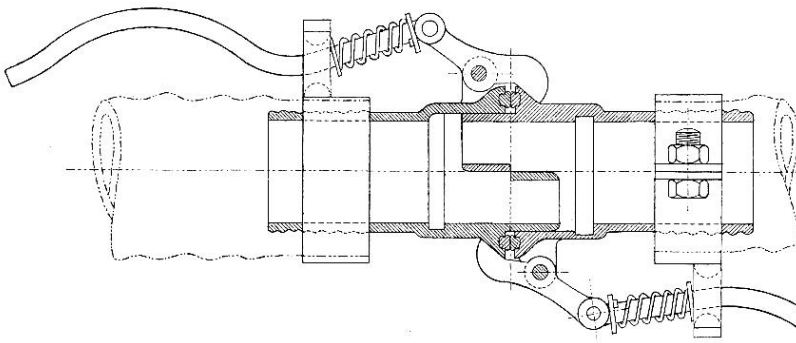


Abb. 2 u. 3.
Hardy's Kuppelungsmuffe.
1:3.

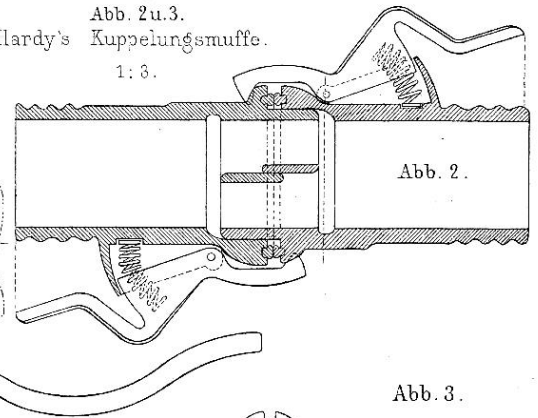


Abb. 4-9. Kling'sche
Kuppelungsmuffe.

Abb. 4.

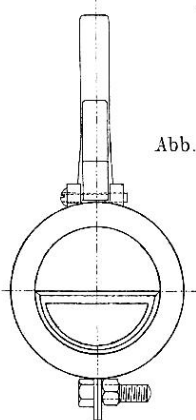


Abb. 5.

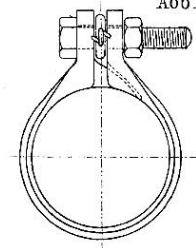


Abb. 7.

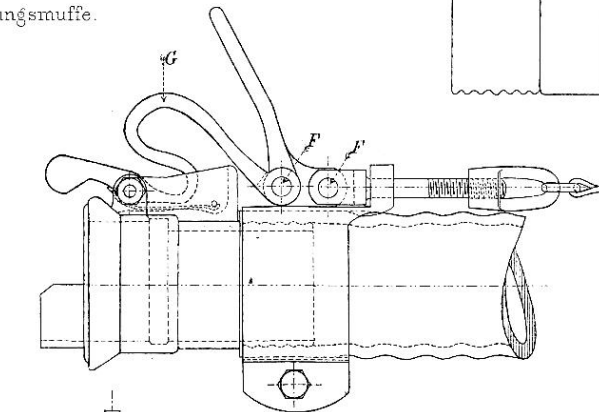


Abb. 6.

Maßstab
zu Abb. 4-9.
1:3.

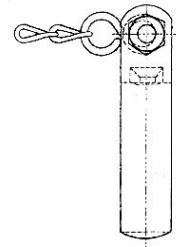


Abb. 8.

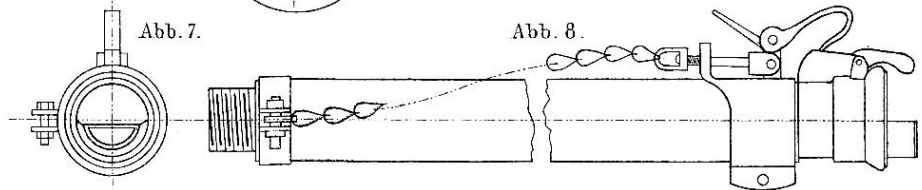


Abb. 9.

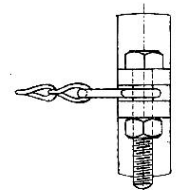


Abb. 10 u. 11.
Kuppelung nach
Camillo Borgnino.

1:2.

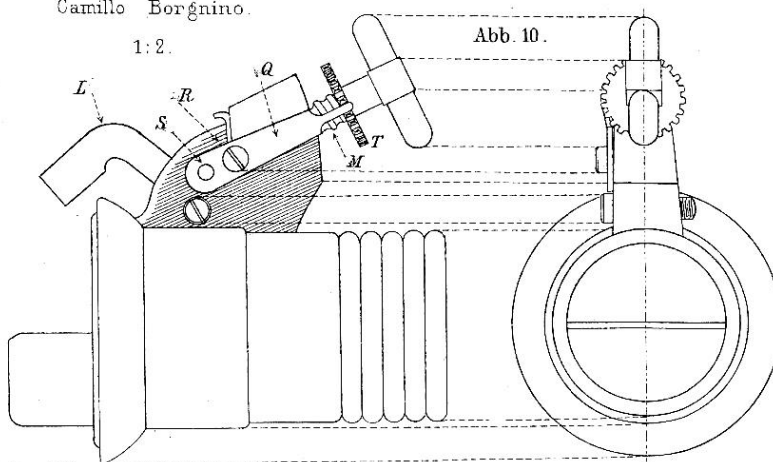


Abb. 10.

Abb. 11.

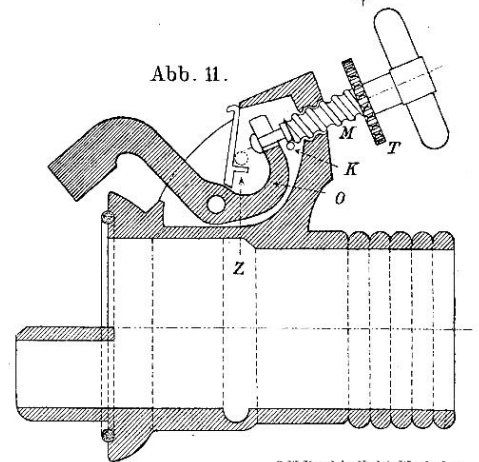


Abb. 1. $\frac{3}{4}$ s gekuppelte Verbund-Tender-Locomotive (Wiener Stadtbahn).

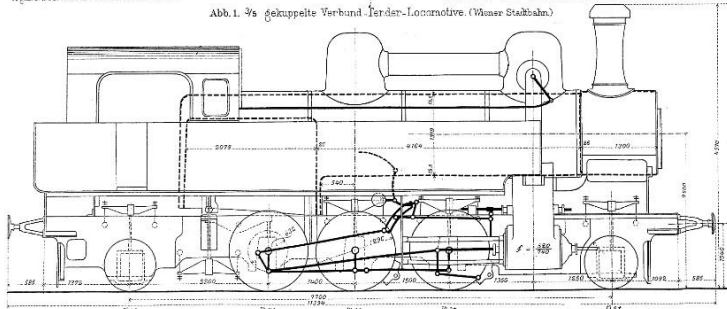


Abb. 2. $\frac{3}{4}$ s gekuppelte Verbund-Güterzug-Locomotive.

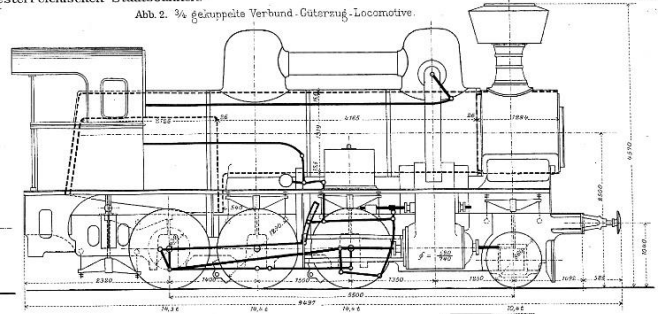


Abb. 3. $\frac{4}{5}$ s gekuppelte Gebirgs-Schnellzug-Locomotive mit Verbundwirkung.

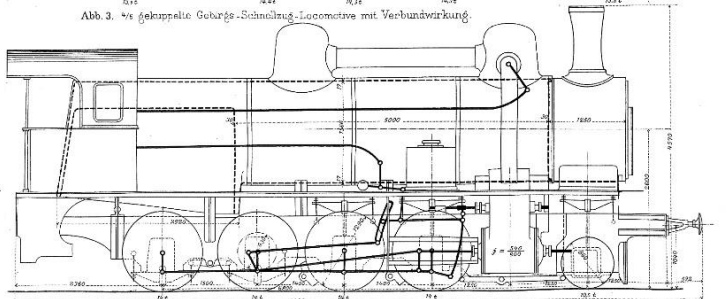


Abb. 4. $\frac{3}{4}$ s gekuppelte Verbund-Tender-Locomotive für Nebenbahnen.

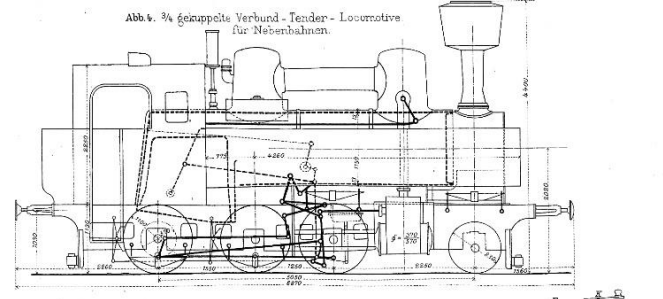
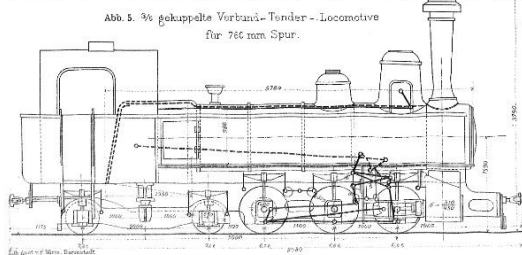


Abb. 5. $\frac{3}{4}$ s gekuppelte Verbund-Tender-Locomotive für 765 mm Spur.



Elektrische Straßsenbahn mit unterirdischer Stromleitung in New-York.
Maßstab 6 : 100.

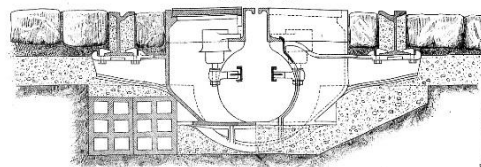


Abb. 7 u. 8. Elektrische Zeichengabe nach Preece und Marconi.

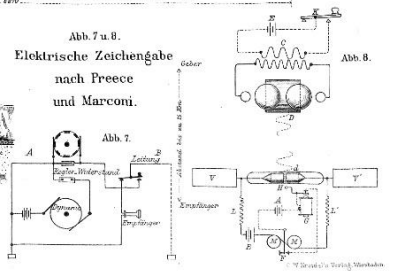


Abb. 1-3.

Winkelhebel - Steuerung
von Gölsdorf.

1 : 20.
d. n. Gr.

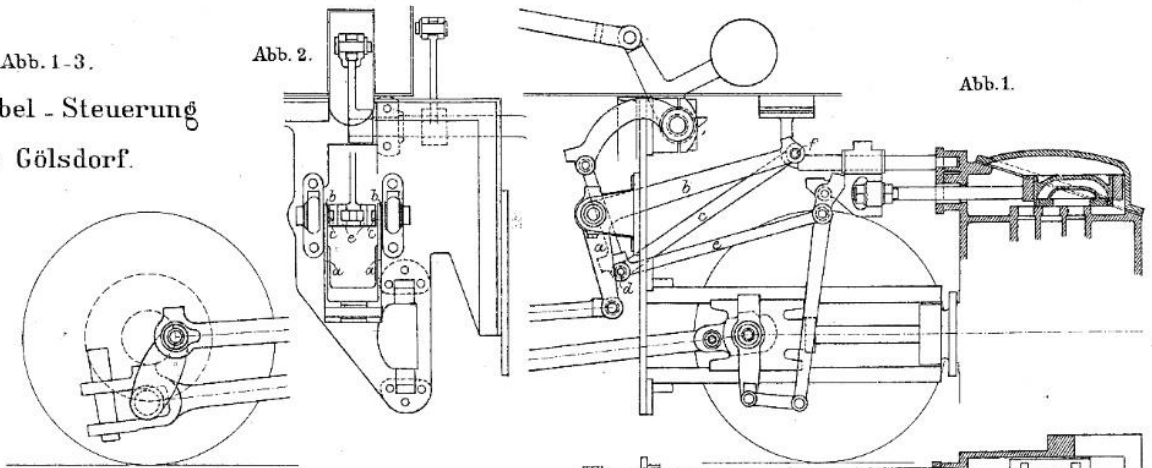


Abb. 3.

Abb. 4-7.

Rost mit
veränderlicher
Spaltenweite,
Bauart Gölsdorf.

Abb. 4.

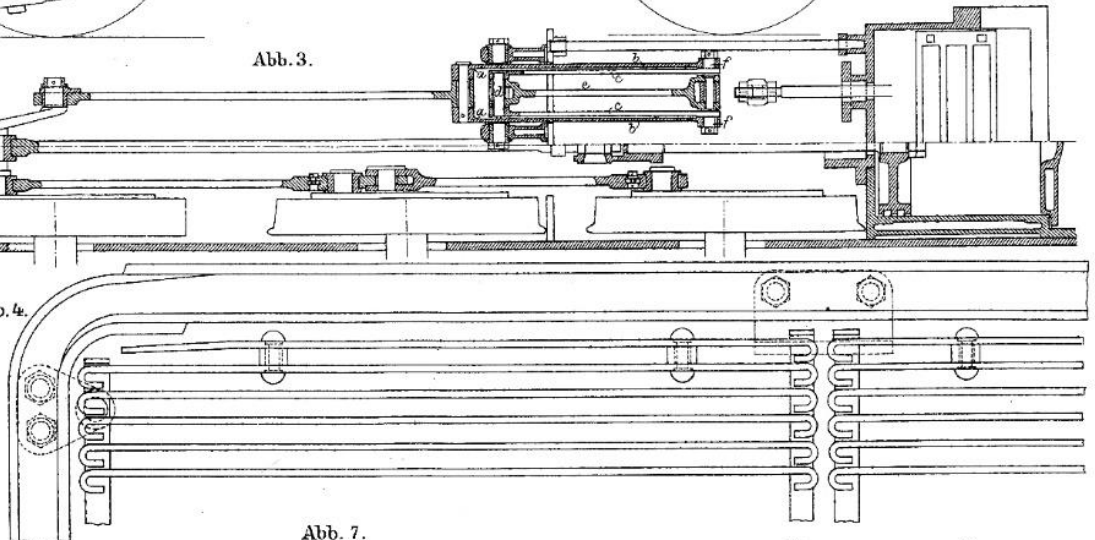


Abb. 5.

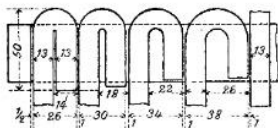


Abb. 6.

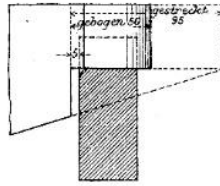


Abb. 7.

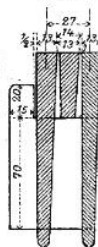


Abb. 9. Querschnitt.

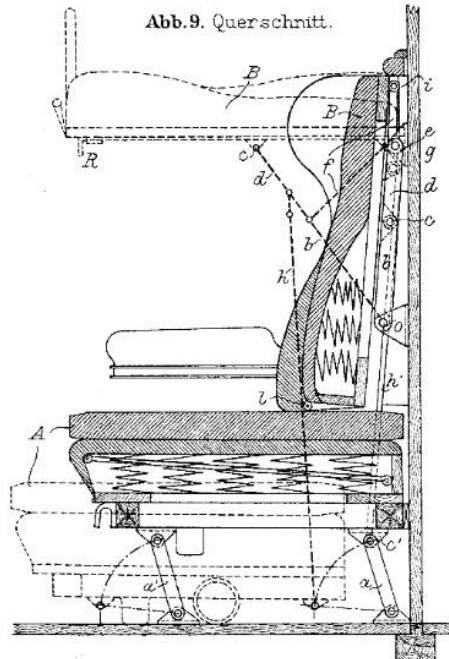


Abb. 10.

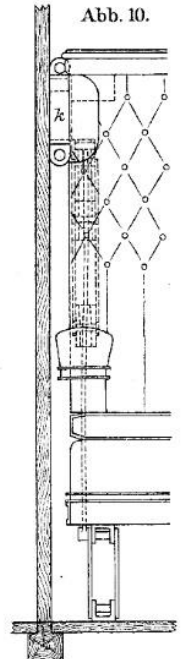


Abb. 8. Metallschlauch-Anschlufs für Pulsometer
an Locomotiv-Leitungen.

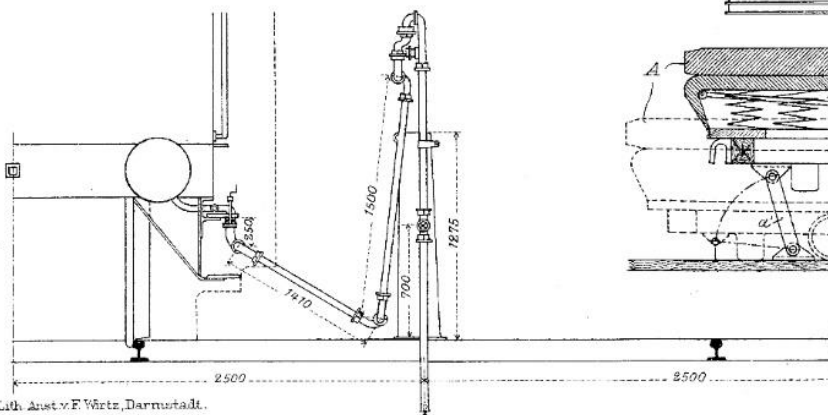


Abb. 9 u. 10. Schlafstuhl für
Personenwagen.

C.W. Kreidel's Verlag Wiesbaden.

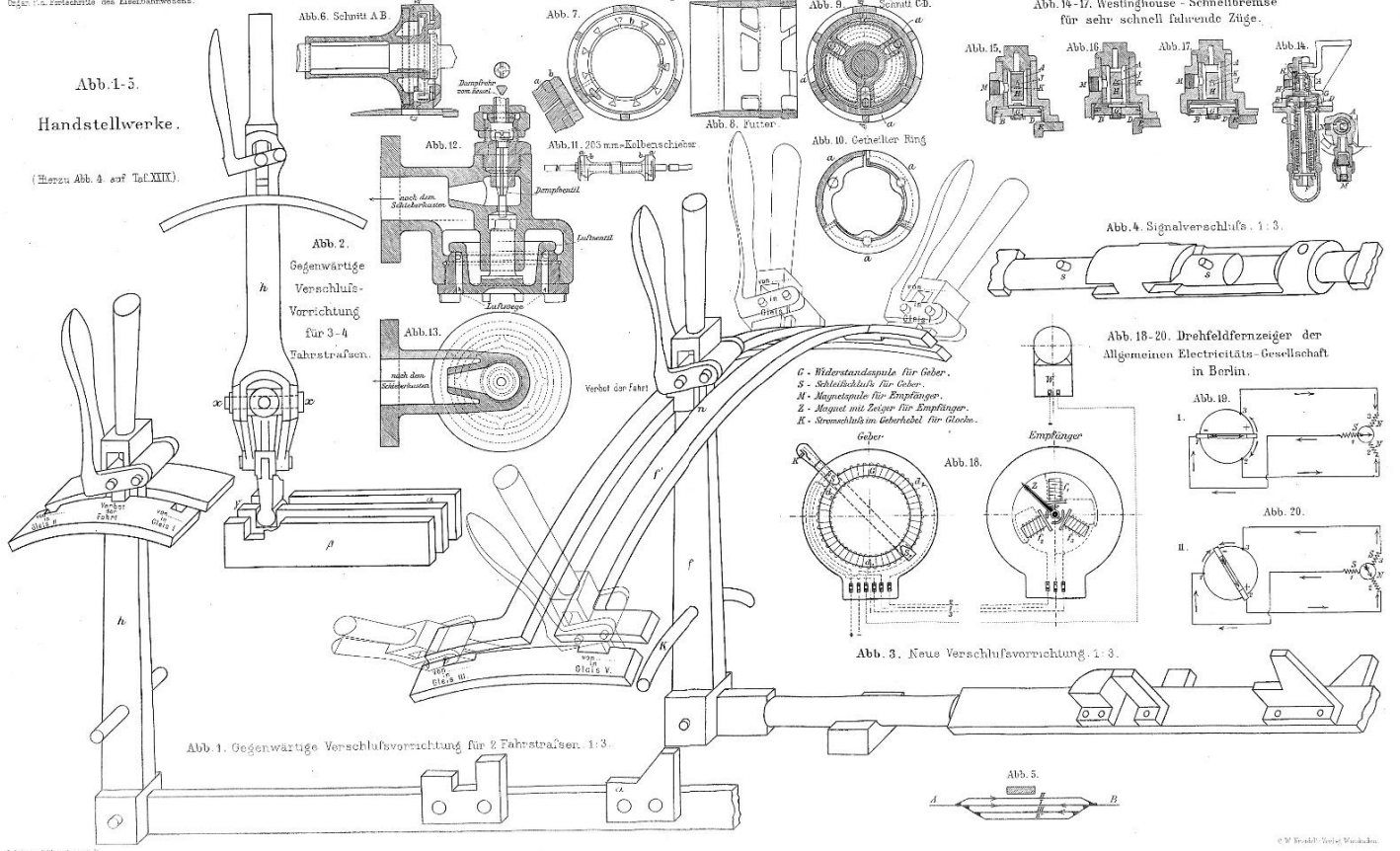
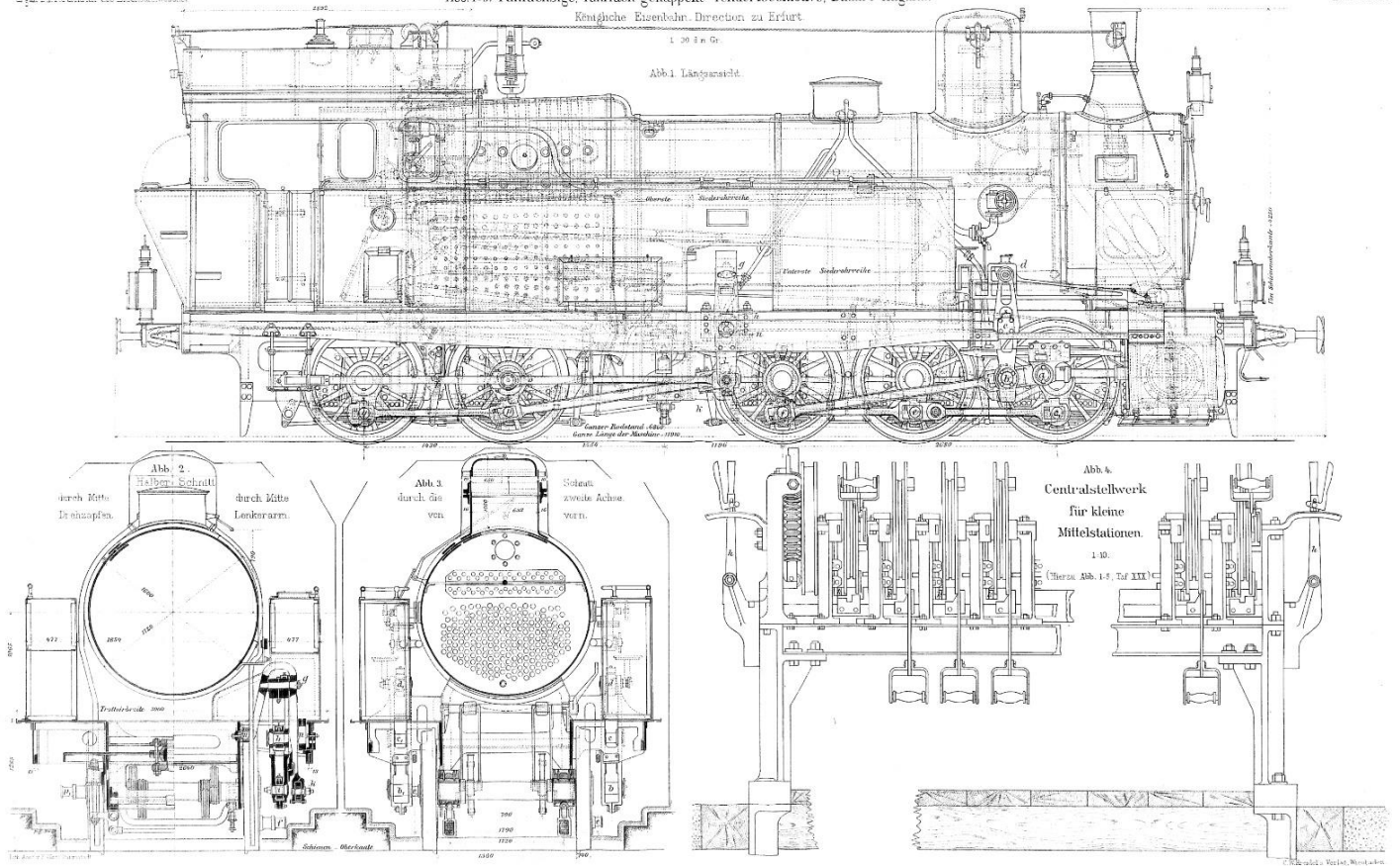


Abb. 1-4. Latowsky-Dunkel's Dampfbläutwerk.

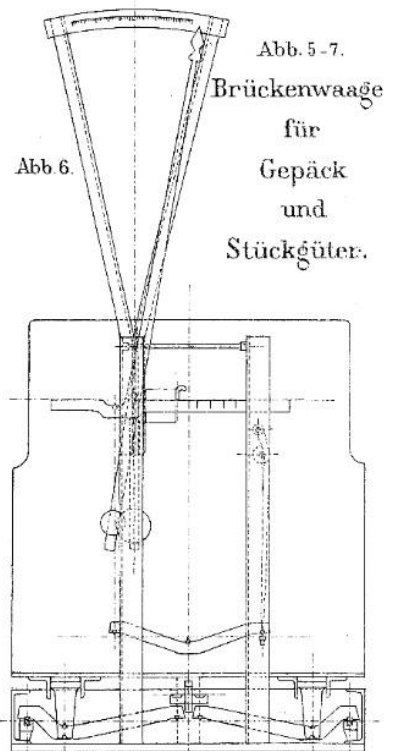
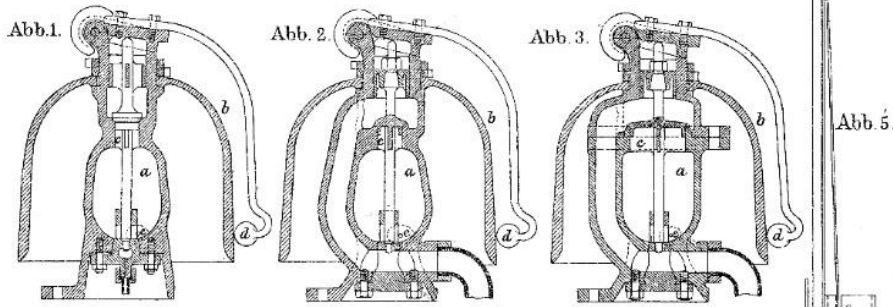


Abb. 8-16: Grundformen nordamerikanischer Locomotiven.

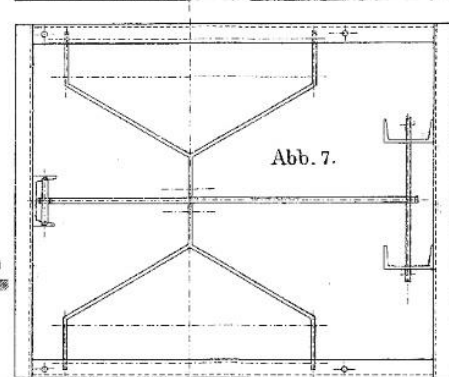
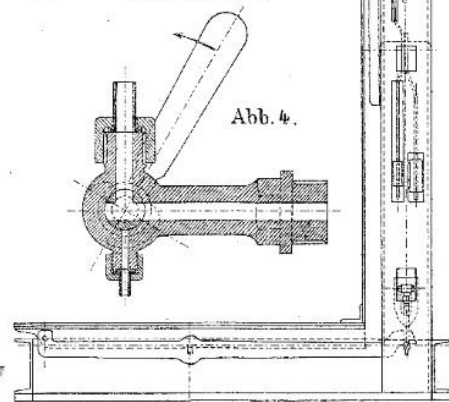
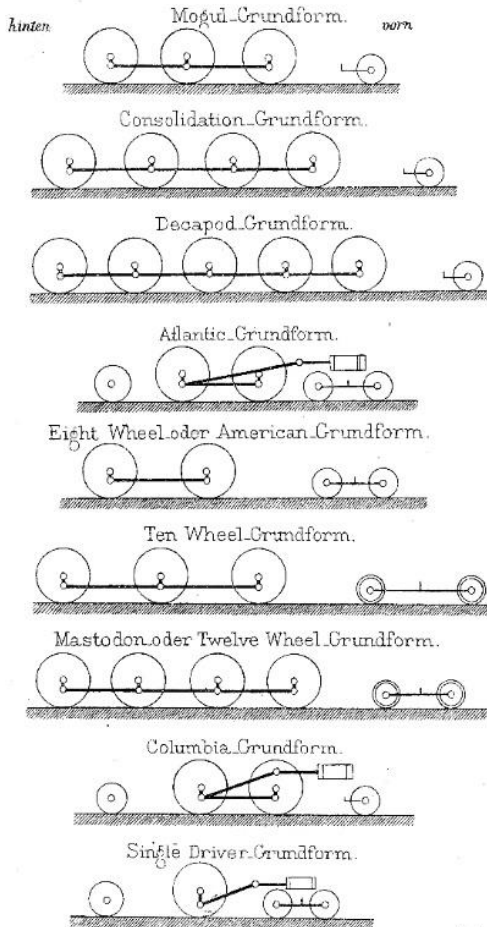


Abb. 17 u. 18. Prefsluftlocomotive, Bauart Hardie.

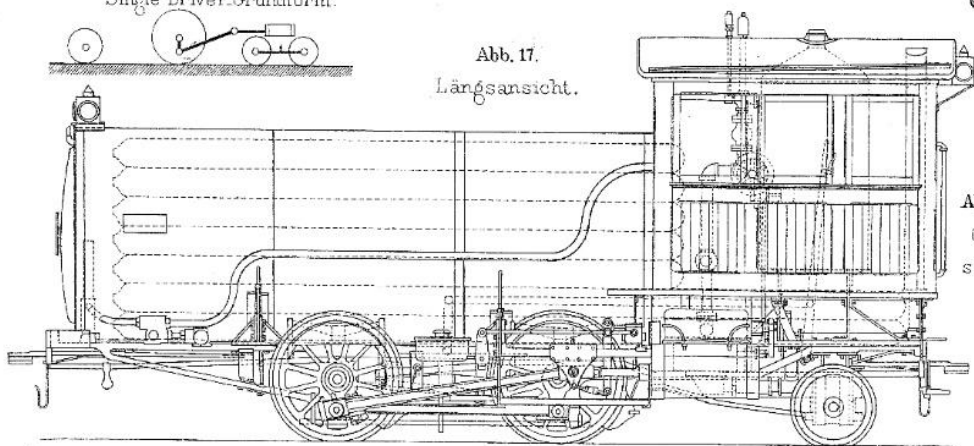


Abb. 19 u. 20. Wagenfenster ohne Rahmen.

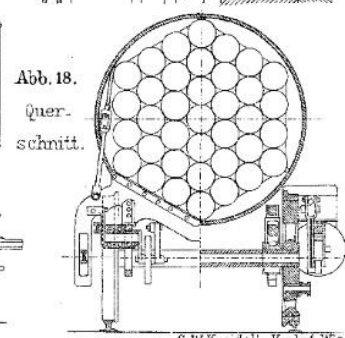
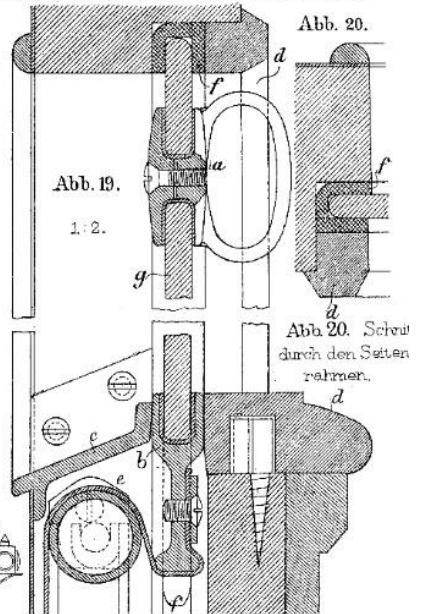


Abb. 1-5. Selbstthätige, elektrisch betriebene Luftdruck Blockwerke.

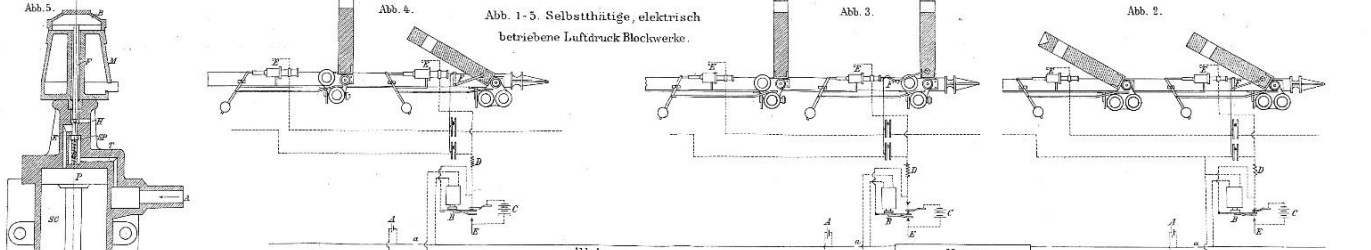


Abb. 6-12. Freie Lenkachse für Lokomotiven von O. Busse.

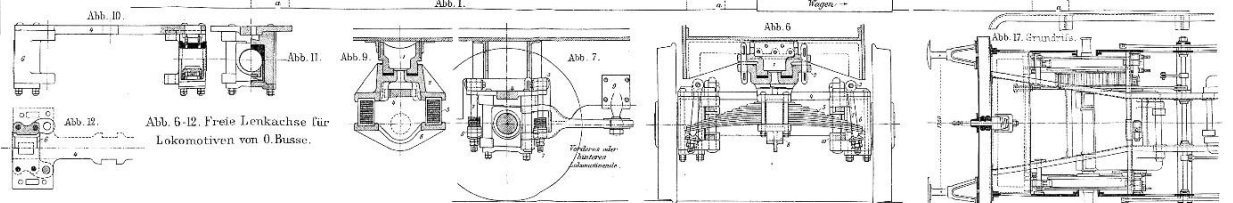
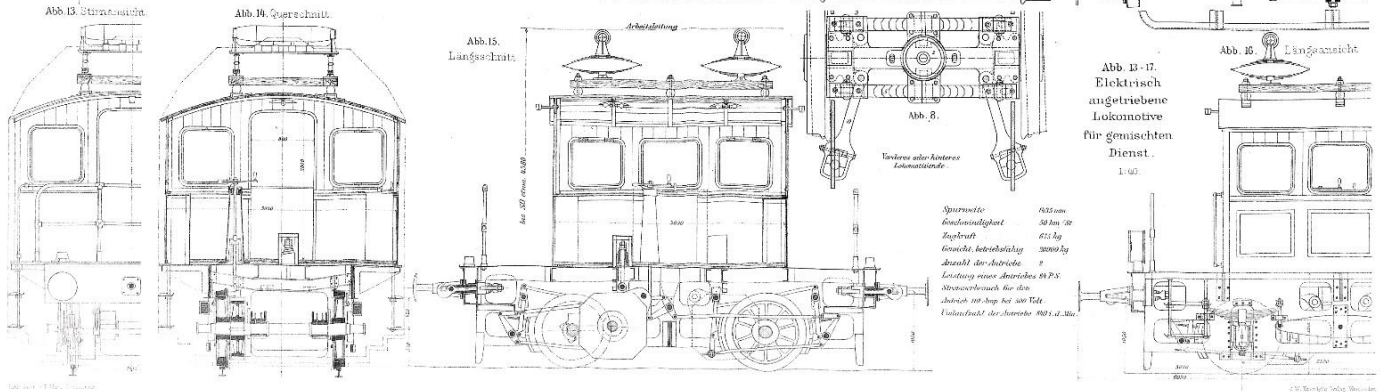


Abb. 13-17. Elektrisch angetriebene Lokomotive für gemischten Dienst.



Spannweite 1635 mm.
 Bodennähe 50 mm.
 Eigengewicht 1615 kg.
 Gewicht, betriebsfähig 32000 kg.
 Leistung eines Antriebes 9 P.S.
 Stromverbrauch für den
 Betrieb 100 Amp. bei 100 Volt.
 Vollauslast. der Achse 900 k. d. Mot.