

Abb. 1.

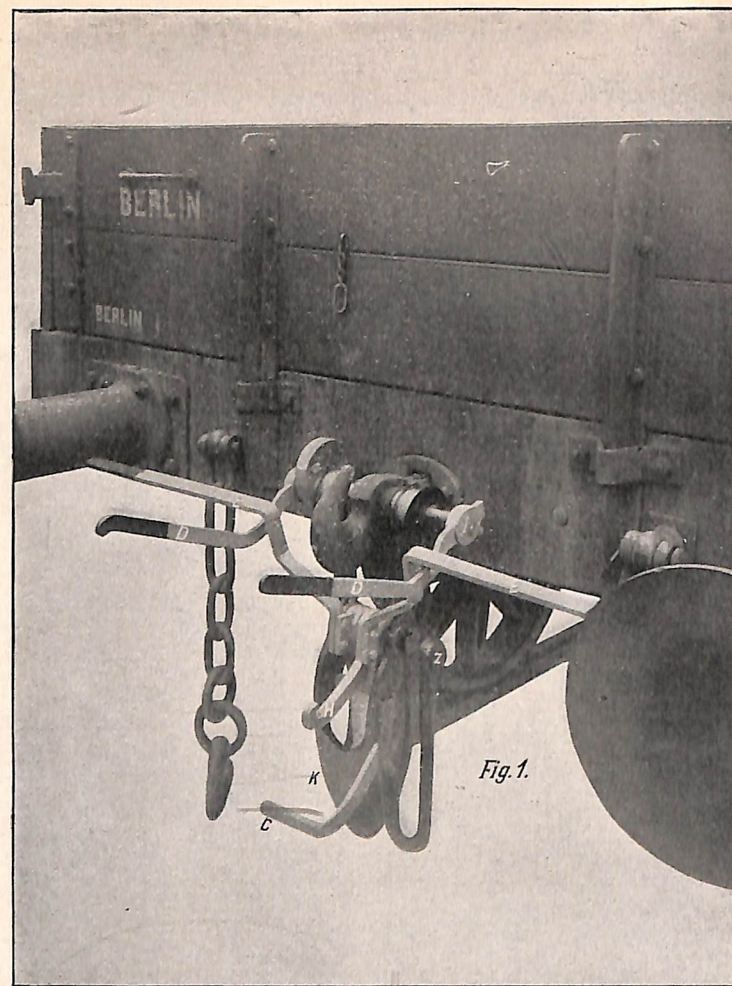


Abb. 1 und 2.
Selbstthätige Kuppelung
für Eisenbahn-Wagen.

Abb. 2.

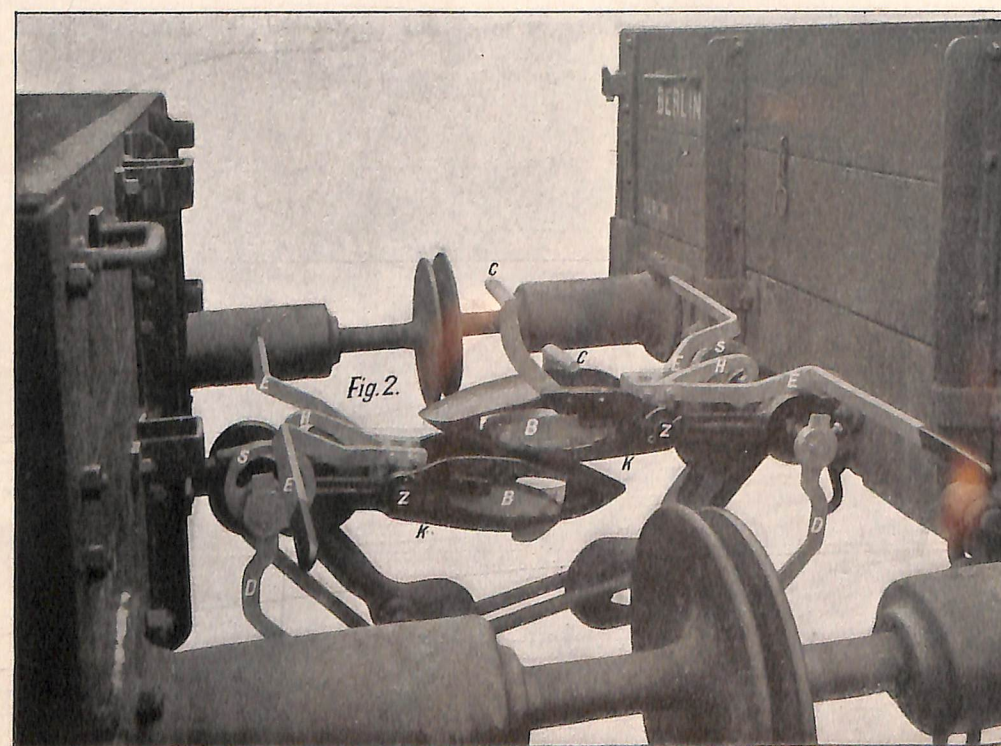


Abb. 3.

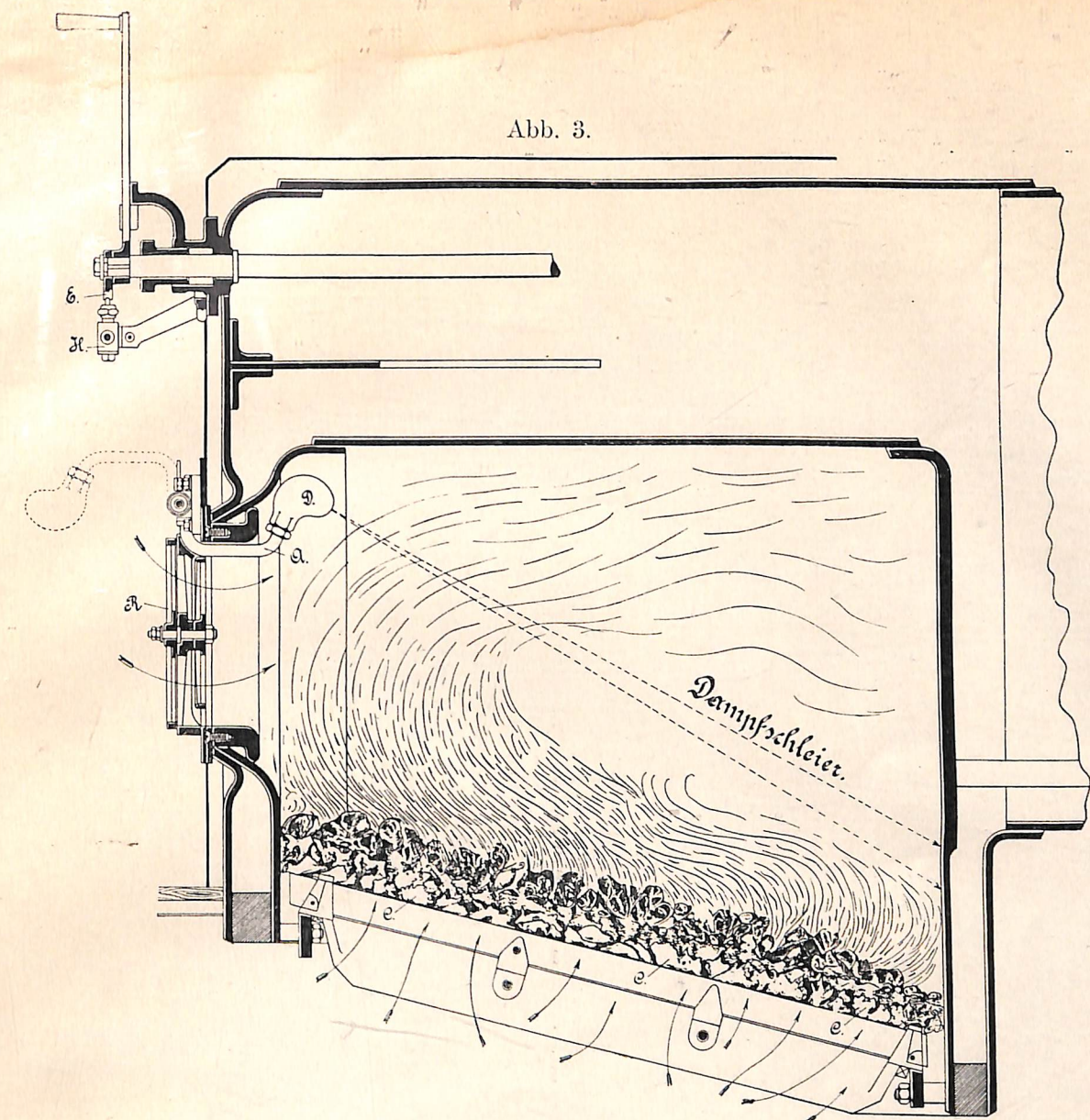


Abb. 5.

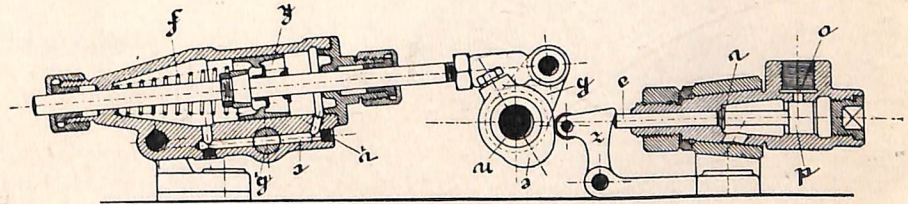


Abb. 4.

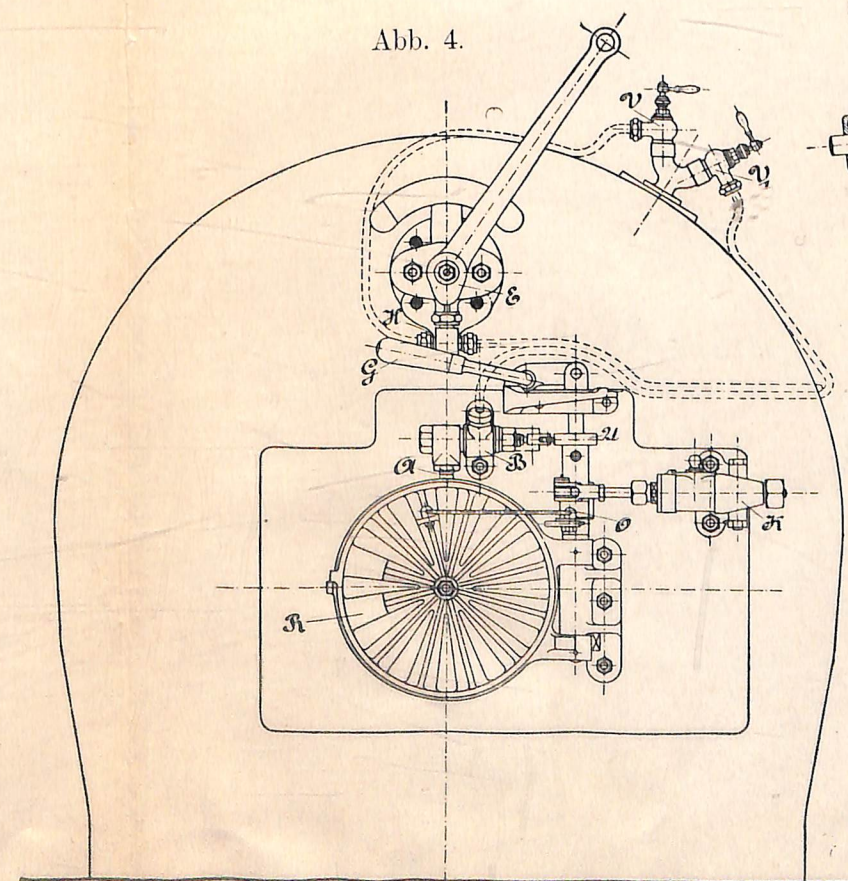


Abb. 3—5.

Rauchverzehrende Lokomotivfeuerung, Bauart Langer-
Marcotty.

Abb. 3.

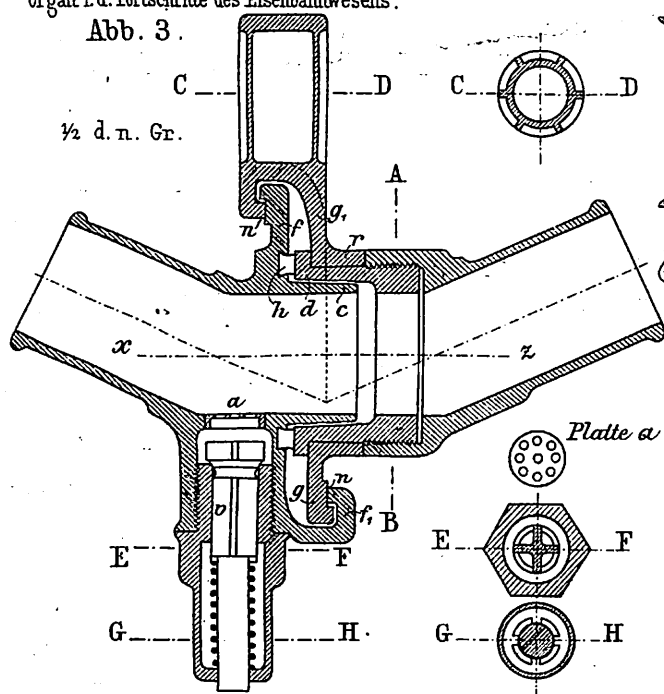
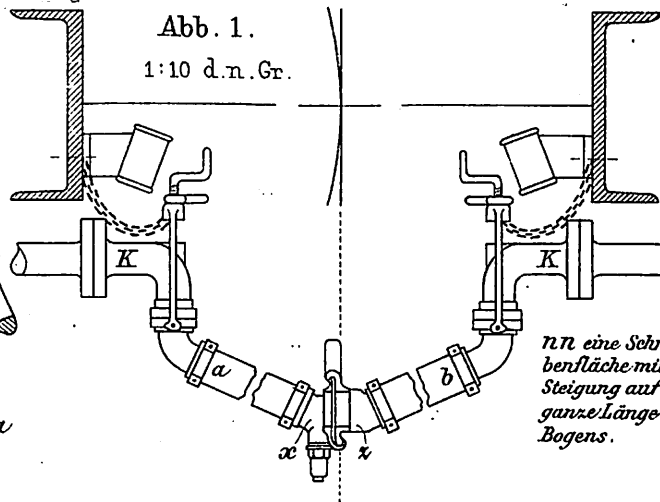


Abb. 1.

1:10 d.n.Gr.



nn eine Schraubenfläche mit 2% Steigung auf die ganze Länge des Bogens.

Abb. 4.

1/2 d.n.Gr.

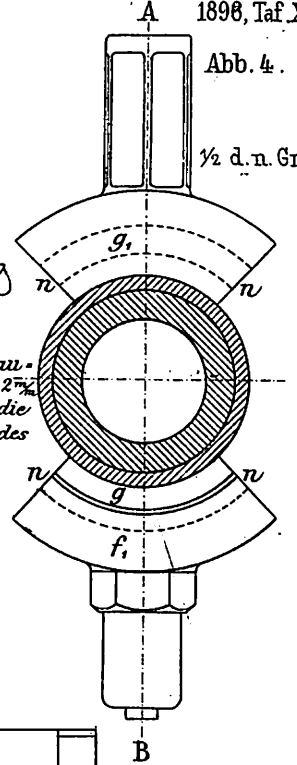


Abb. 1-6. Zweitheilige Dampfheizschläuche für Eisenbahnwagen.

Abb. 7. Gefederte durchgehende Zugstange für Eisenbahnwagen.

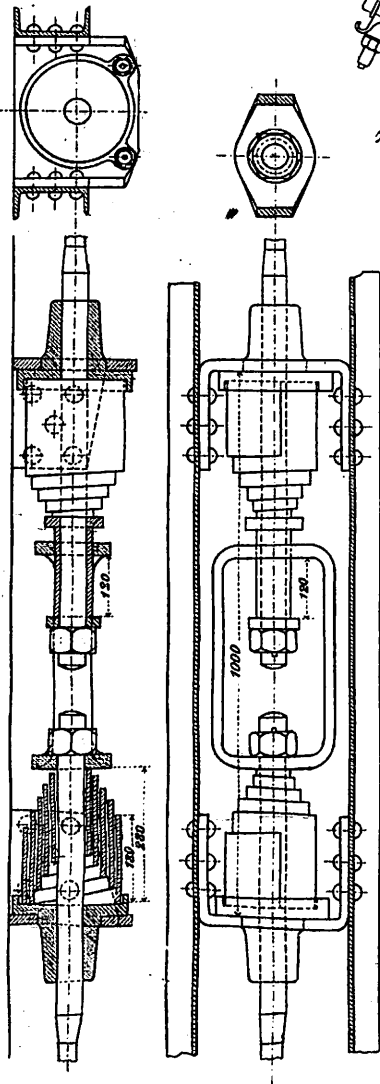


Abb. 2.

1:10 d.n.Gr.

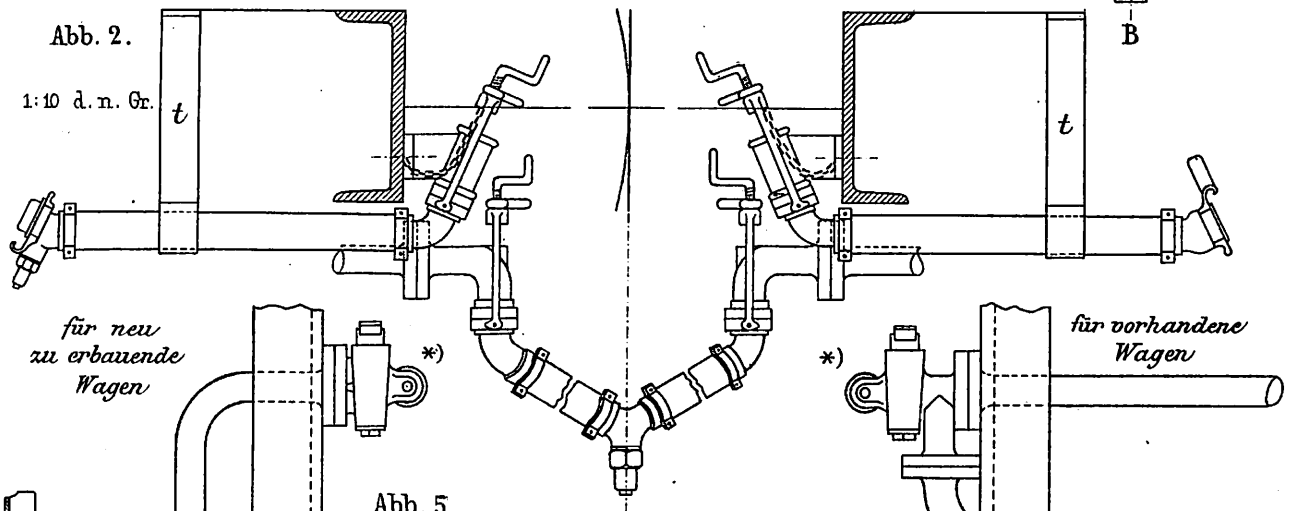


Abb. 5.

Wagen-Mittellinie

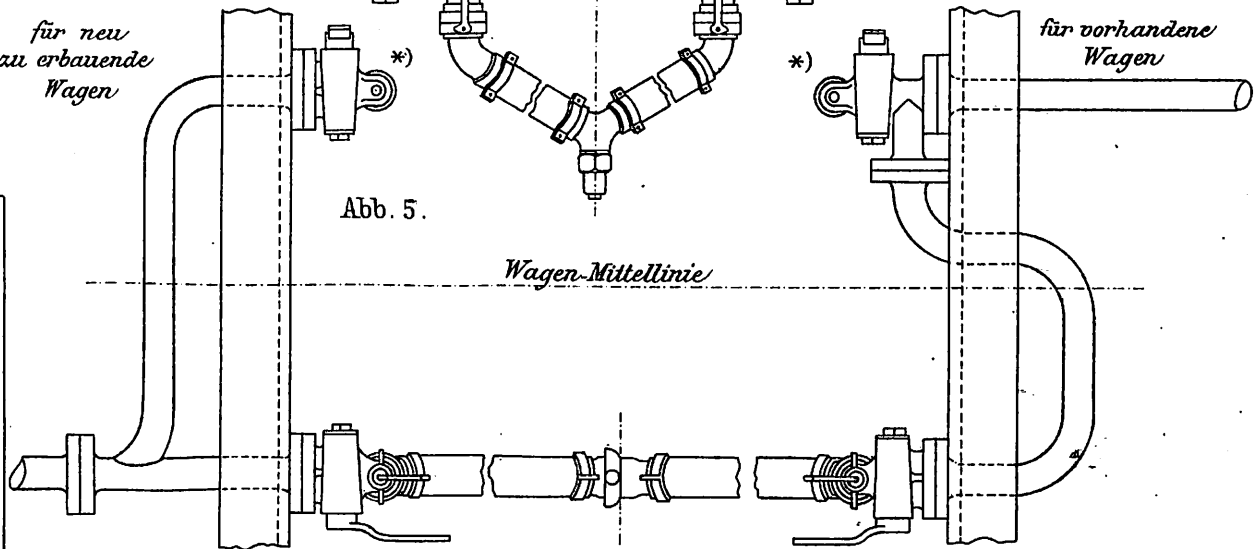
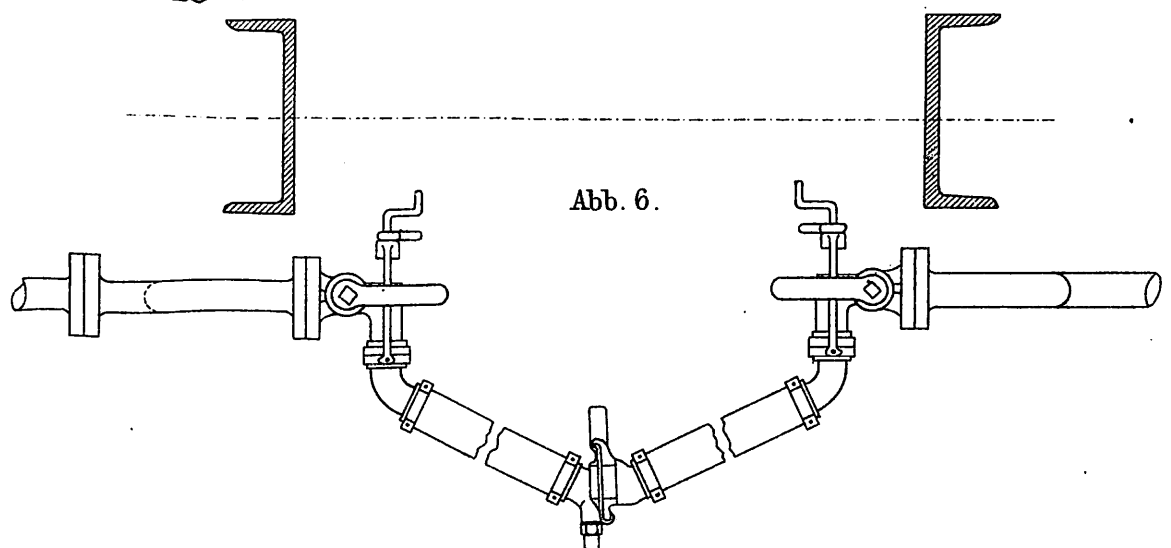


Abb. 6.



**) Die nicht benutzten Schlauchhälften werden wie in der Abbild. 2 angegeben versorgt.*

Sicherungsanlagen der Ein- und Ausfahrten
für Stellwerke mit mechanischer Blockung in größeren Mittelstationen.

Abb. 1. Gleisplan.

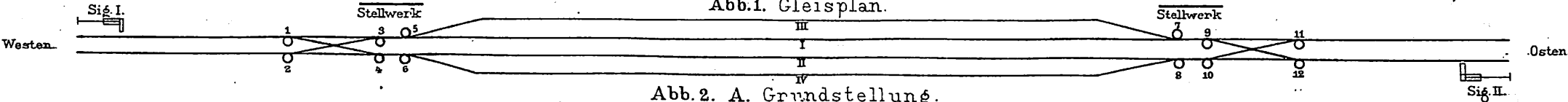


Abb. 2. A. Grundstellung.

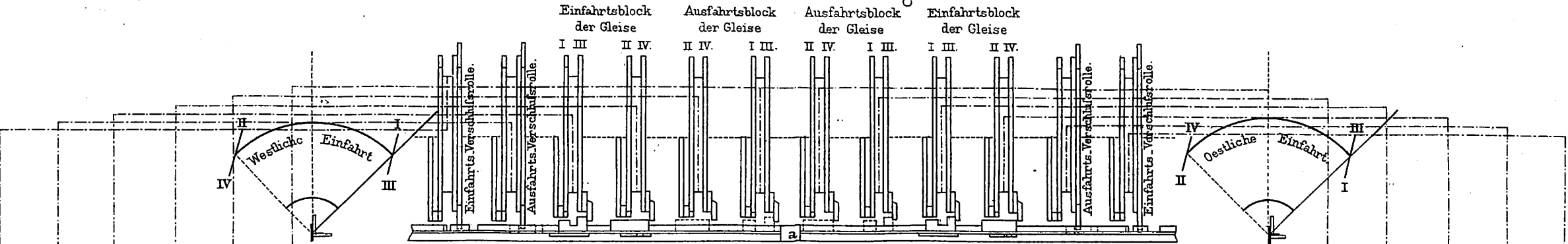
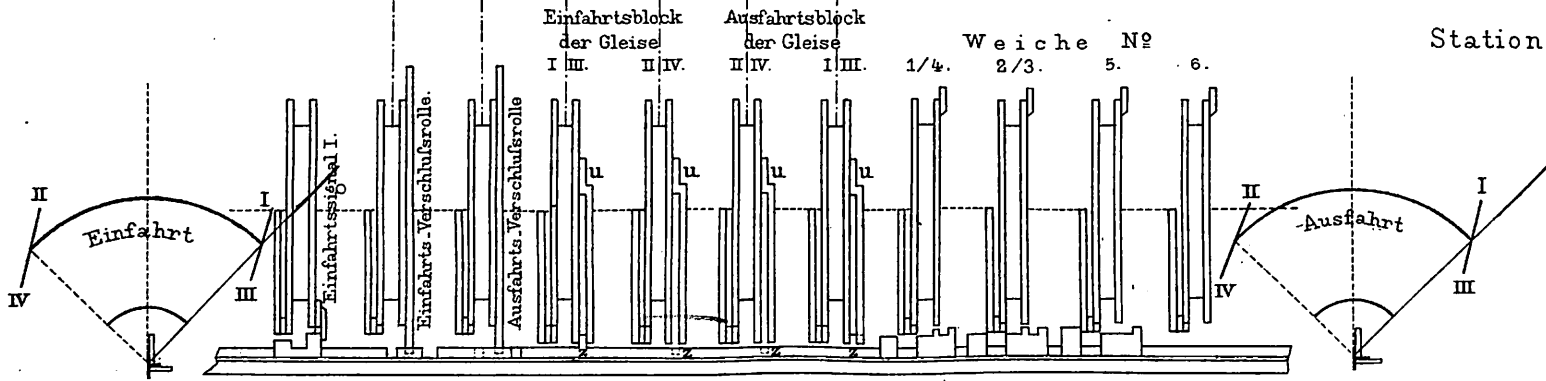
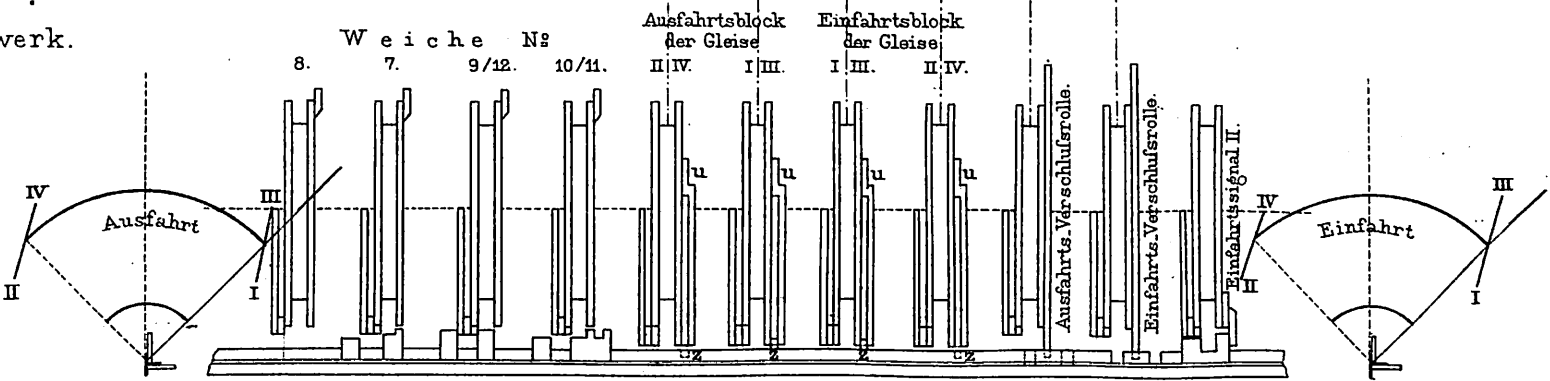


Abb. 3.



Westliches Weichen- und Block-Stellwerk.

Abb. 4.



Oestliches Weichen- und Block-Stellwerk.

Abb. 5. B. Freigabe und Verschluss der Fahrstraßen.

Gleise No. I von Westen und II von Osten.

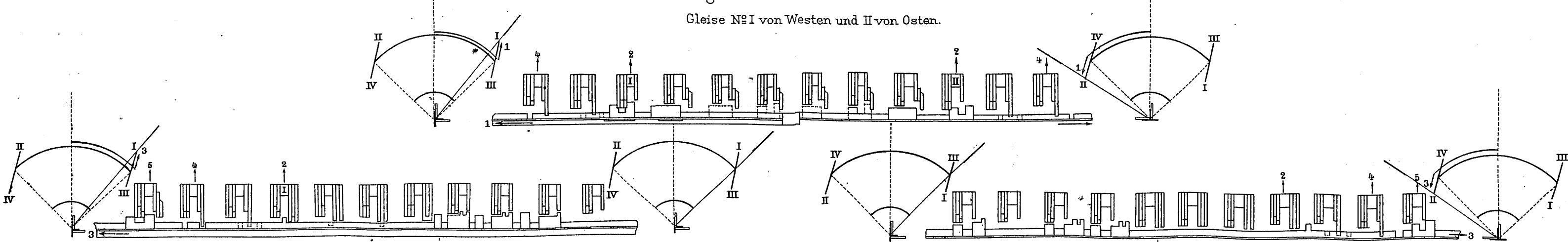
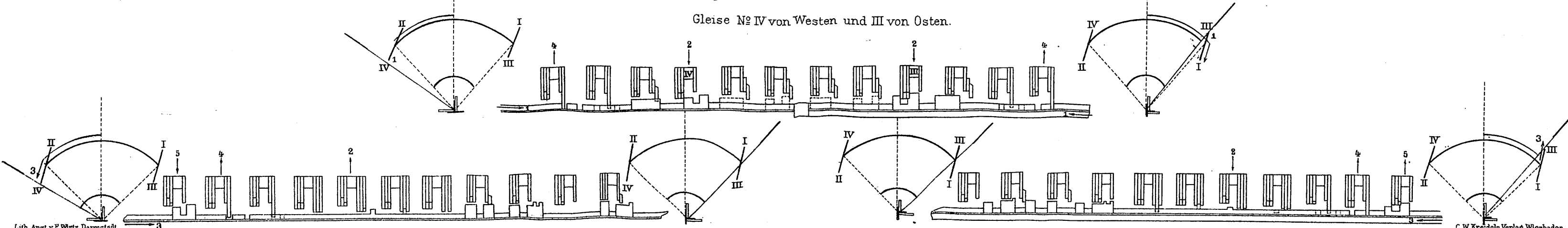
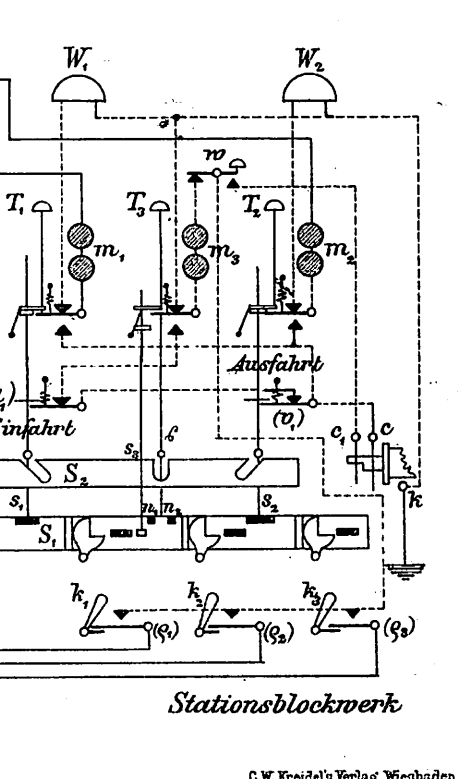
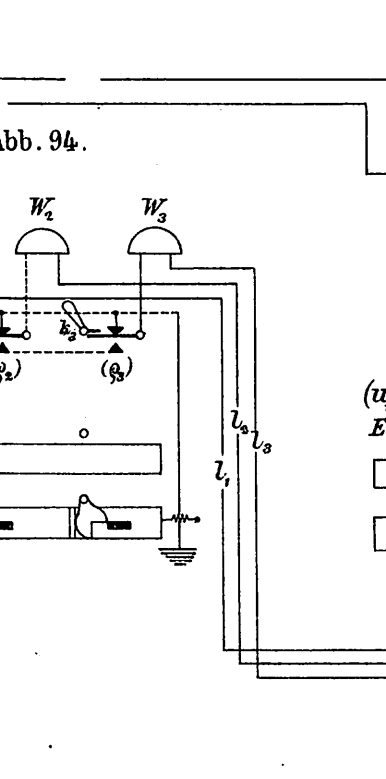
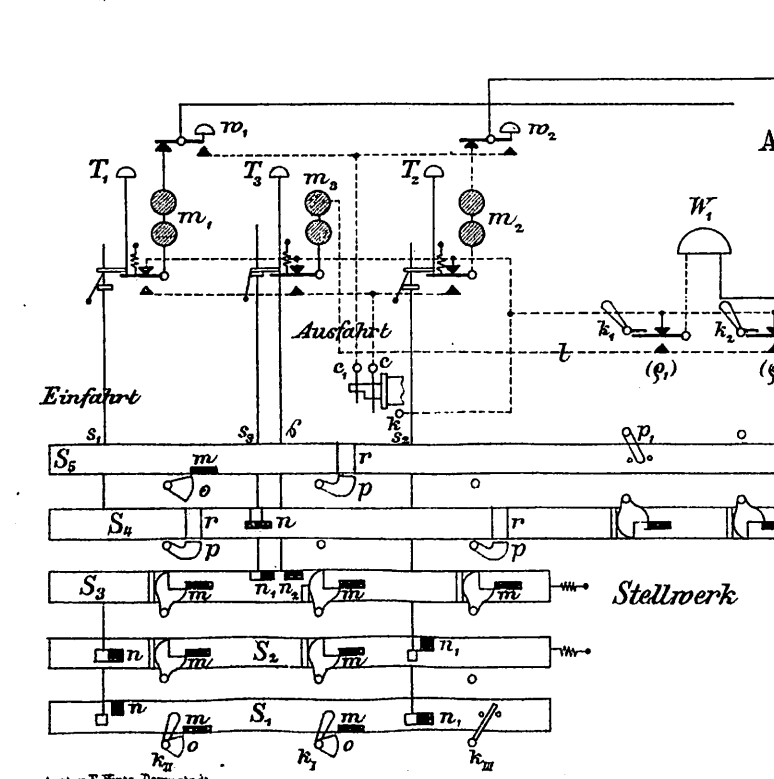
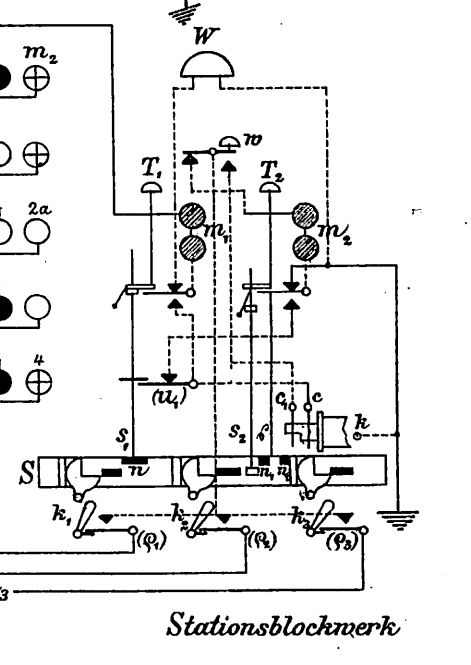
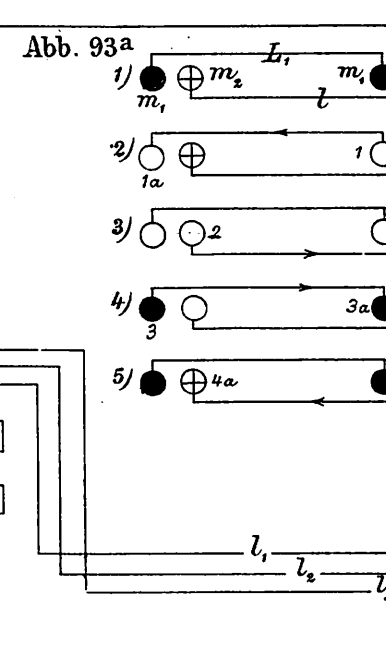
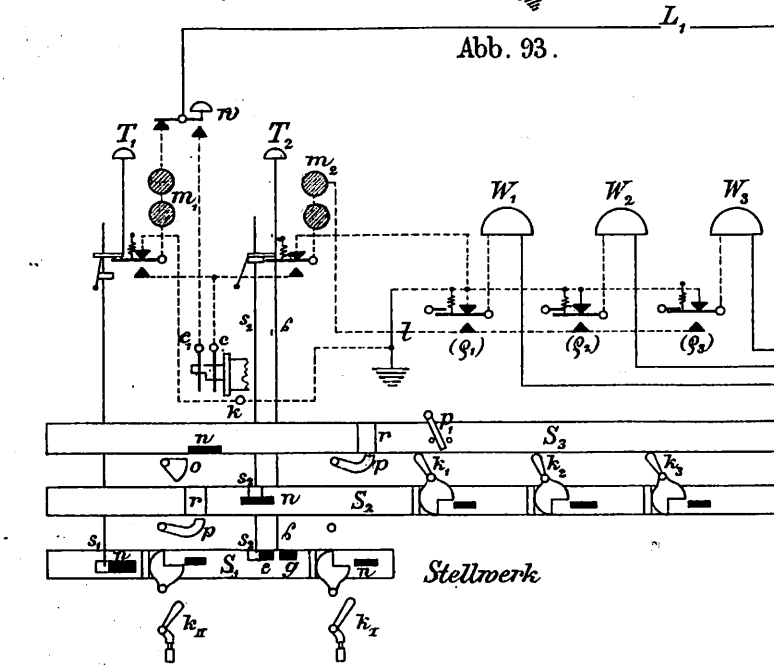
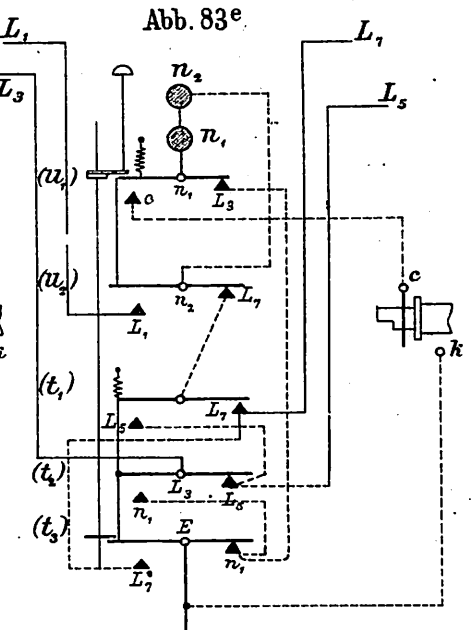
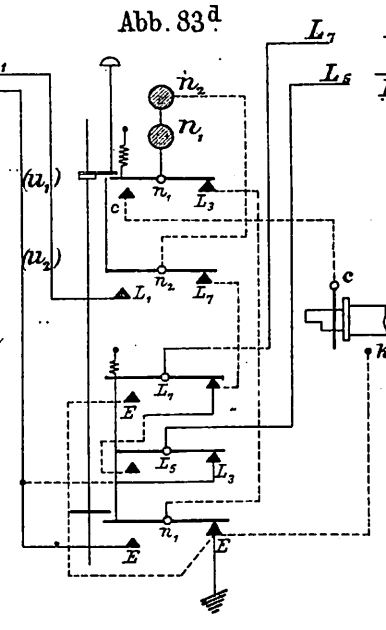
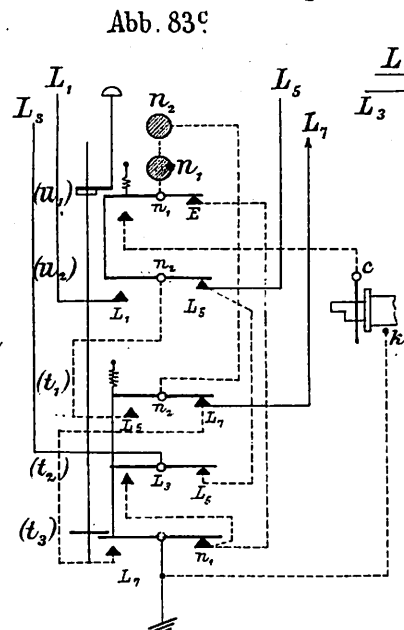
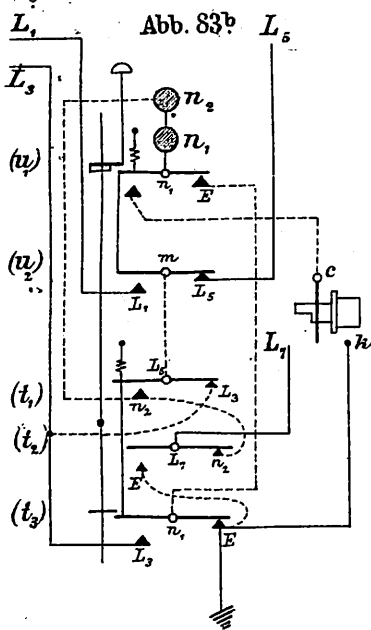


Abb. 6. C. Freigabe und Verschluss der Fahrstraßen.

Gleise No. IV von Westen und III von Osten.





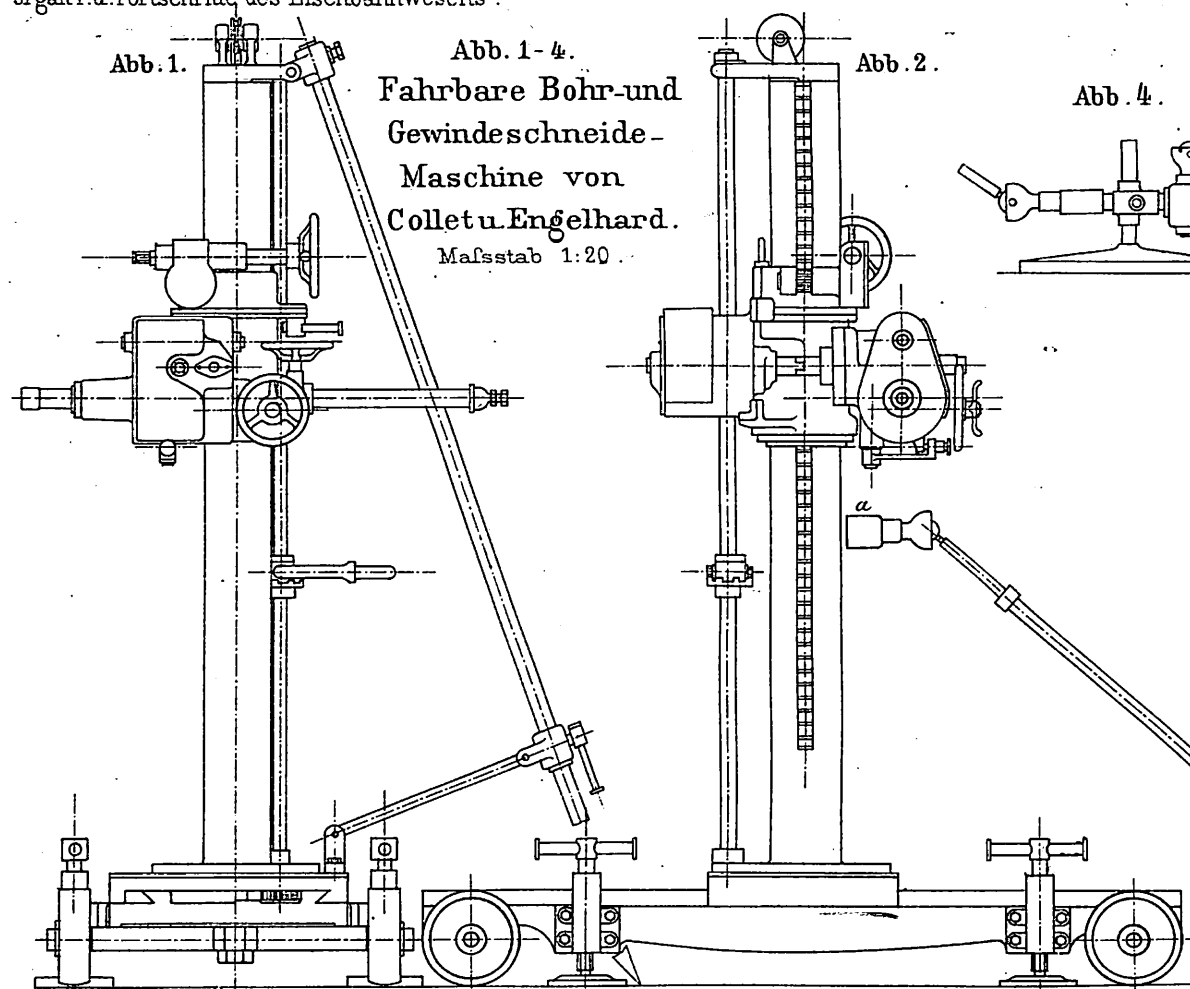


Abb. 1. Fahrbare Bohr- und Gewindeschneide-Maschine von Collet u. Engelhard. Maßstab 1:20.

Abb. 2.

Abb. 4.

Abb. 3.

Abb. 19 u. 20. Kuppelung und Bufferanordnung an Wagen der South-Eastern Bahn.

Abb. 16. Darstellung der Kurbellagen der Viercylinder-Schnellzug-Lokomotiven der französischen Nordbahn.

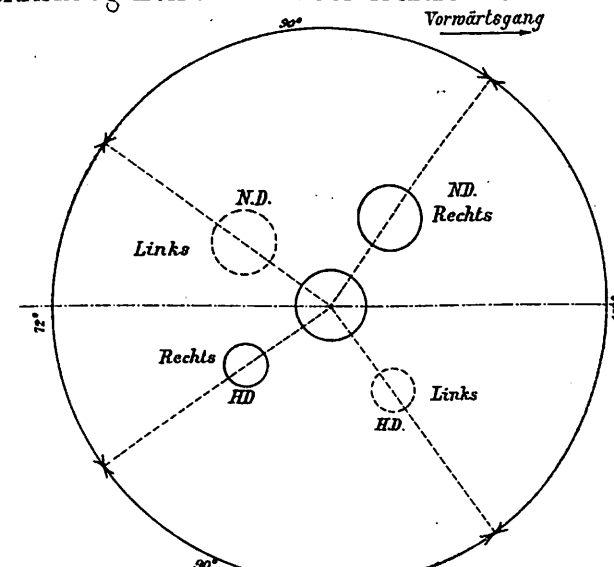


Abb. 17. Darstellung der Kurbellagen der Viercylinder-Schnellzug-Lokomotiven der Paris-Lyon-Mittelmeerbahn.

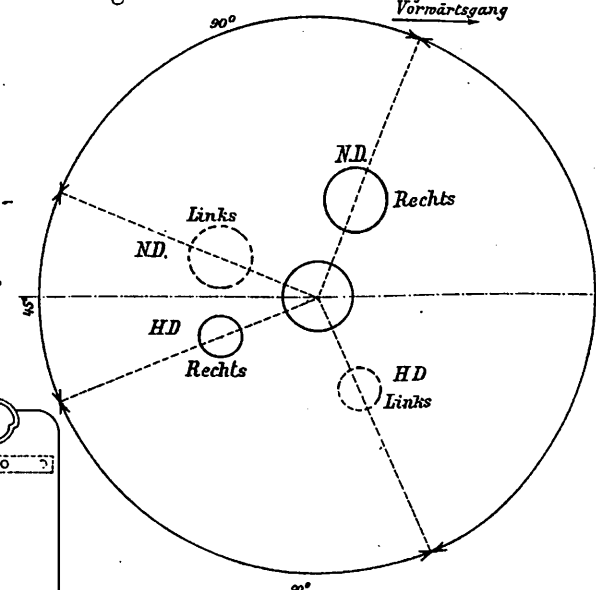


Abb. 18. Viercylinder-Lokomotiven. Schaulinien der Kurbelstellungen geringster senkrechter Wechselkräfte. Gleichgetheilte Kurbelstellungen.

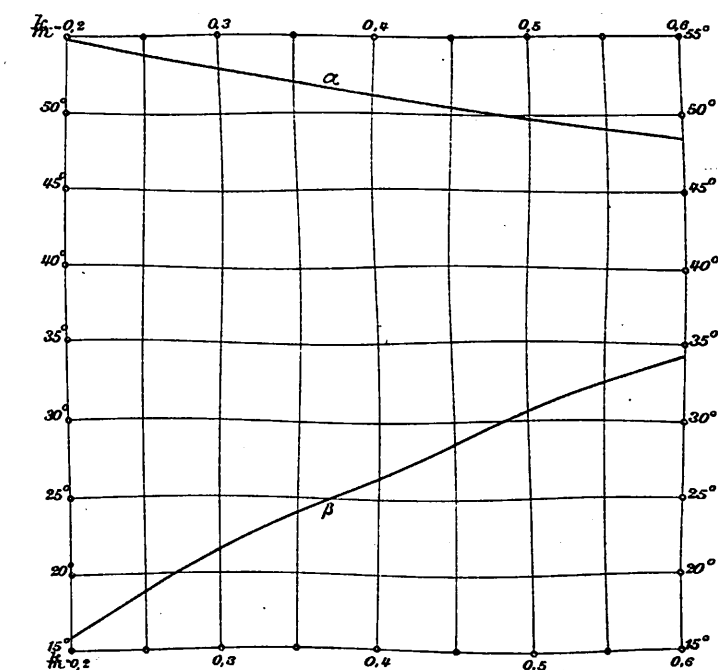


Abb. 8. Mehrzylinder-Lokomotive. Innencylinder. Theilgegengewicht.

Abb. 10. Außencylinder. Theilgegengewicht.

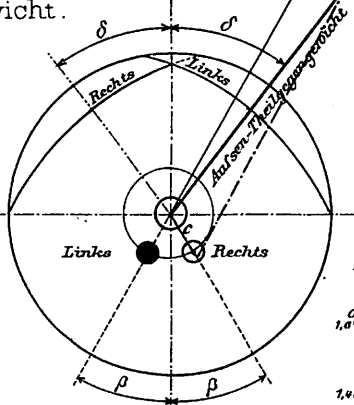
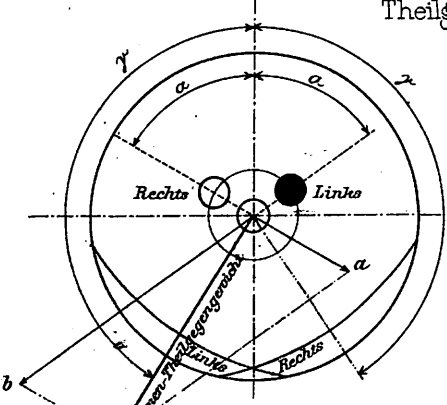


Abb. 5-18. Angier: Massen-ausgleichung bei Lokomotiven.

Abb. 5 u. 6. Werthe von c und q.

Abb. 5. Innencylinder.

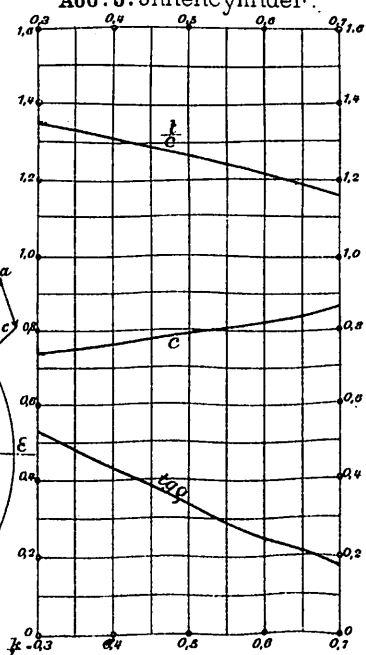


Abb. 6. Außencylinder.

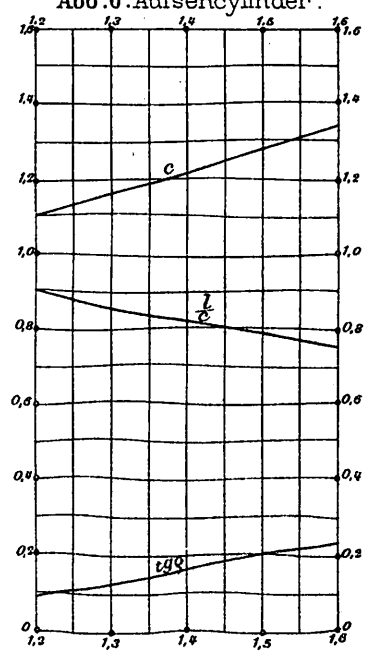


Abb. 15. Viercylinder-Lokomotiven.

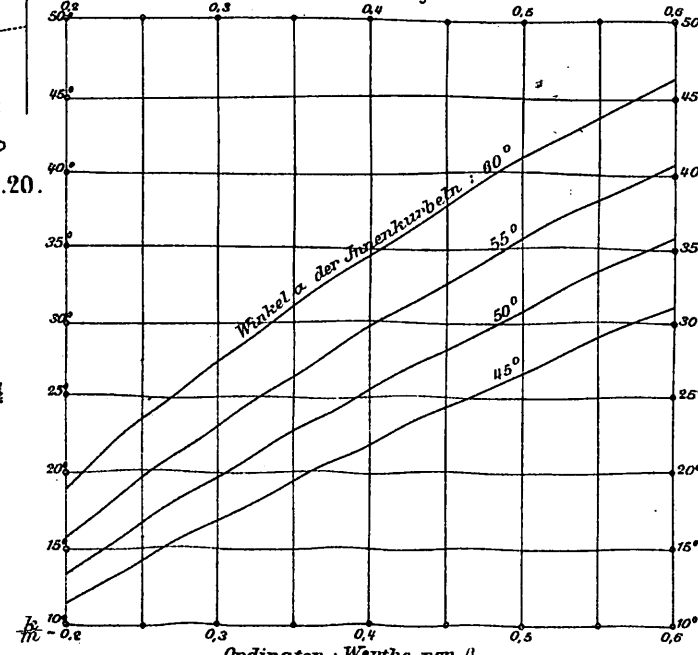


Abb. 20.

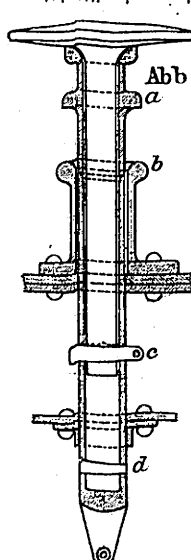


Abb. 21. Kolbenschieber. Great-Northern Bahn. 1:15 d. nat. Gr.

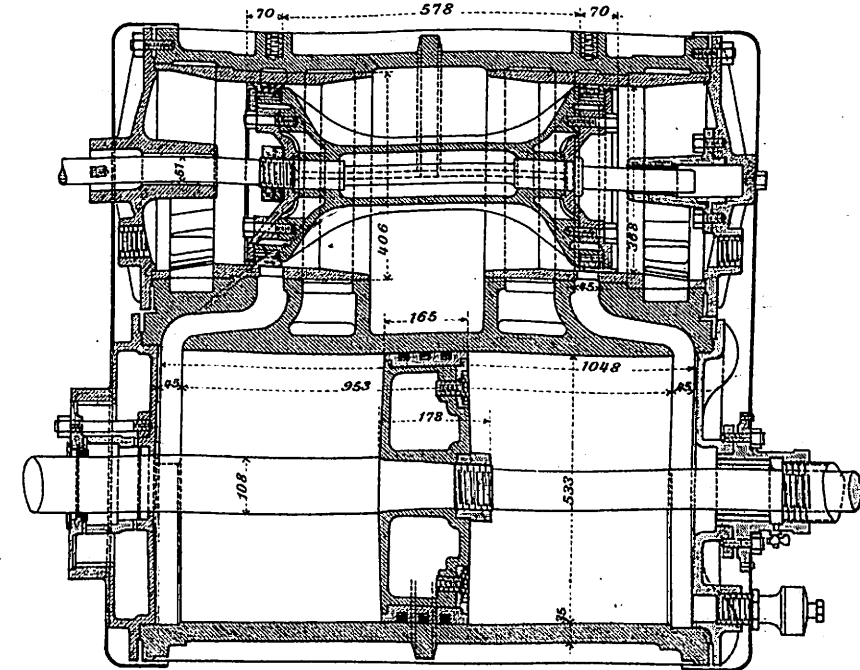


Abb. 1. Haupt-Personen-Bahnhof
Nürnberg.
Sommerfahrplan 1896.

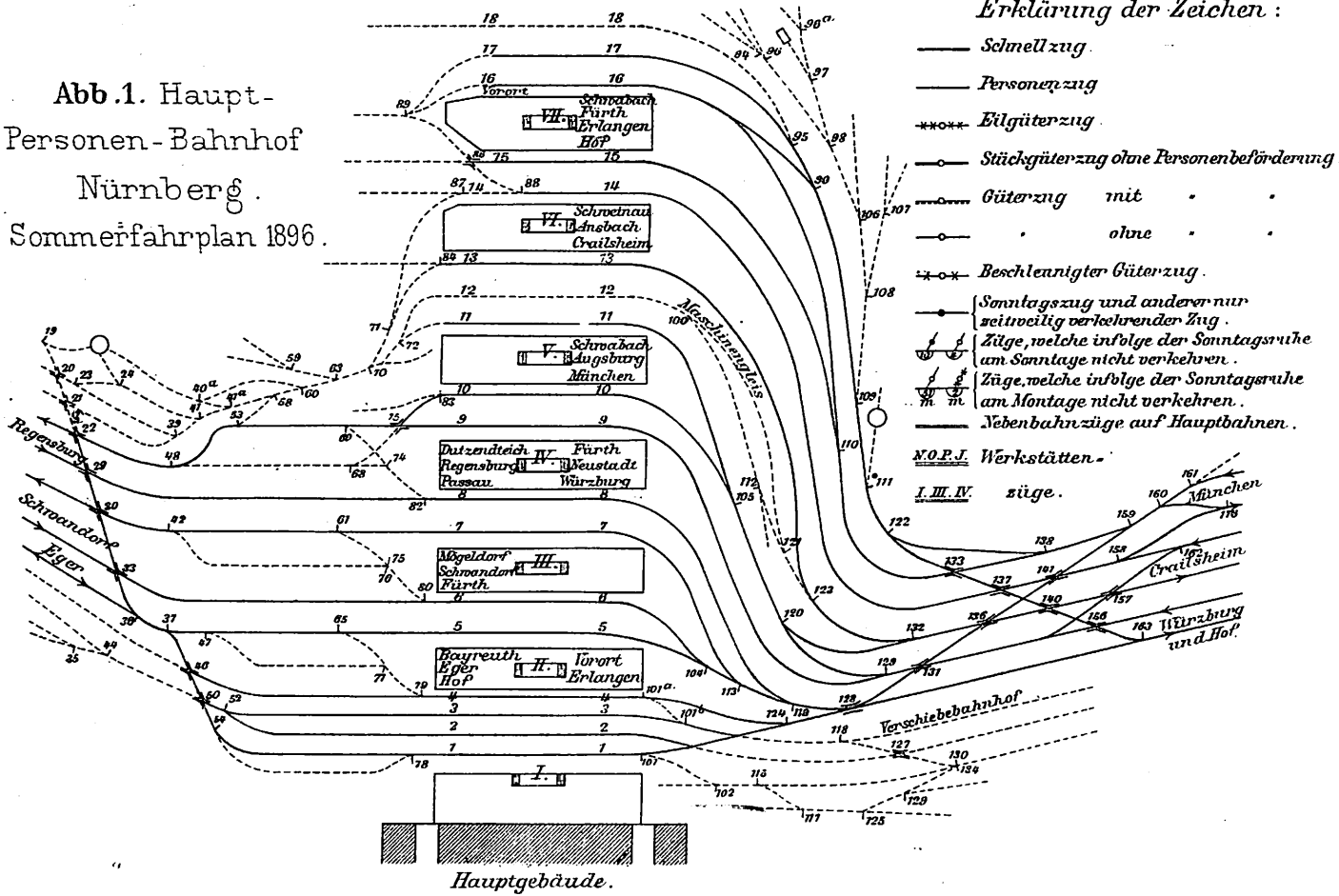
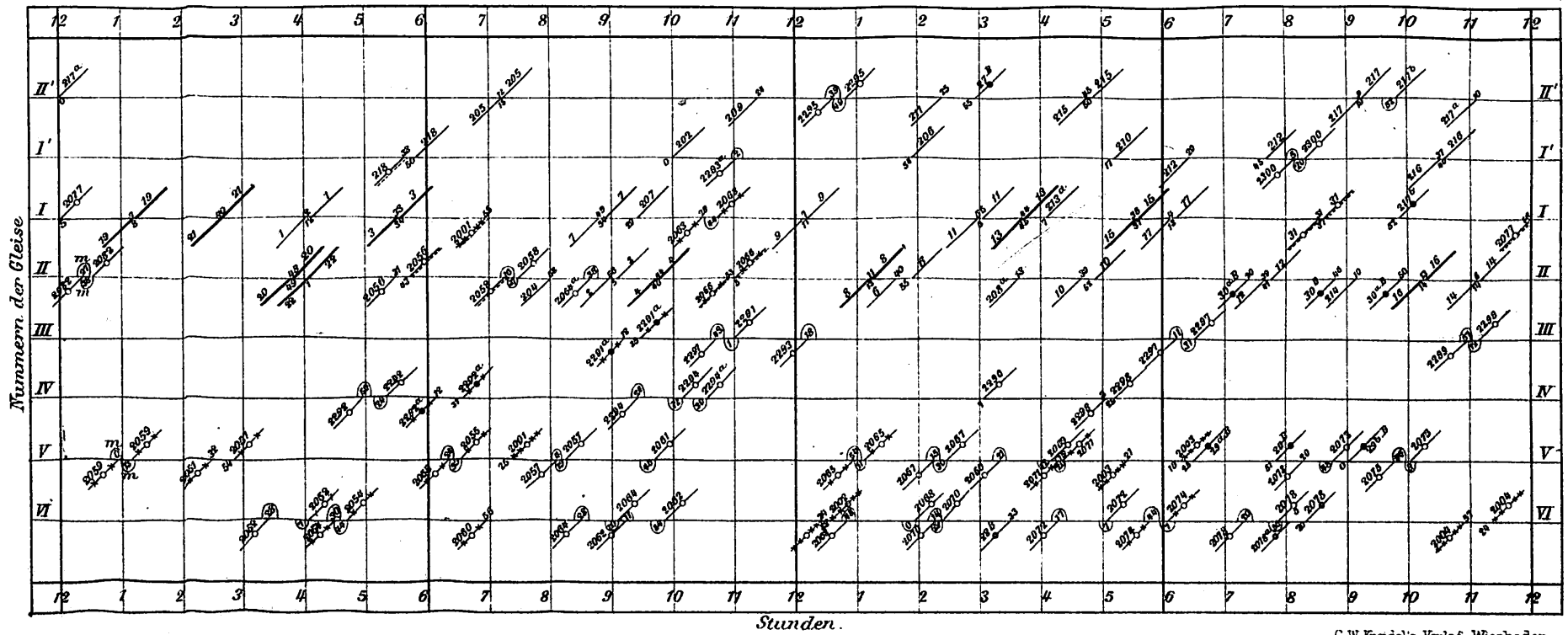
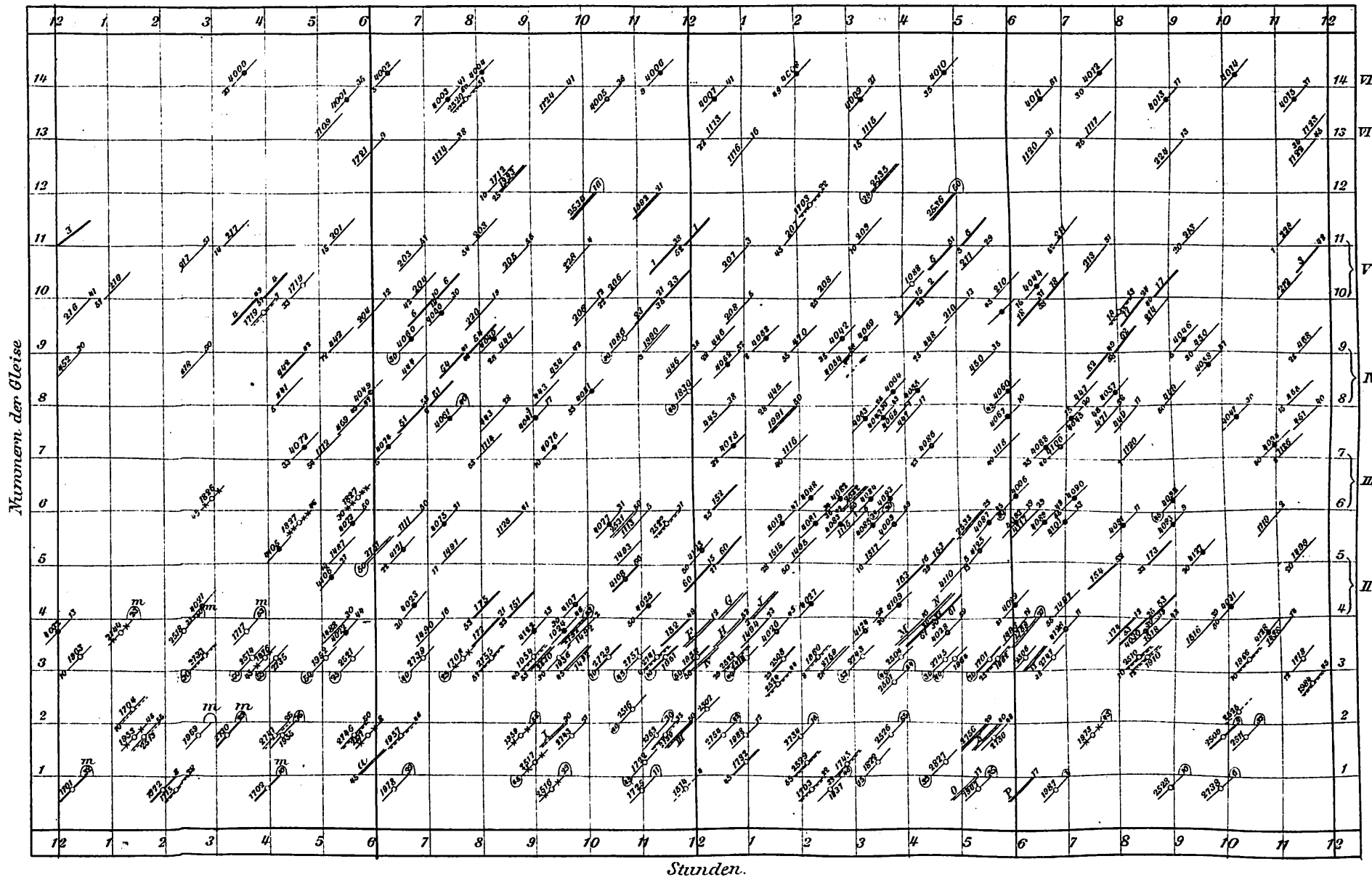
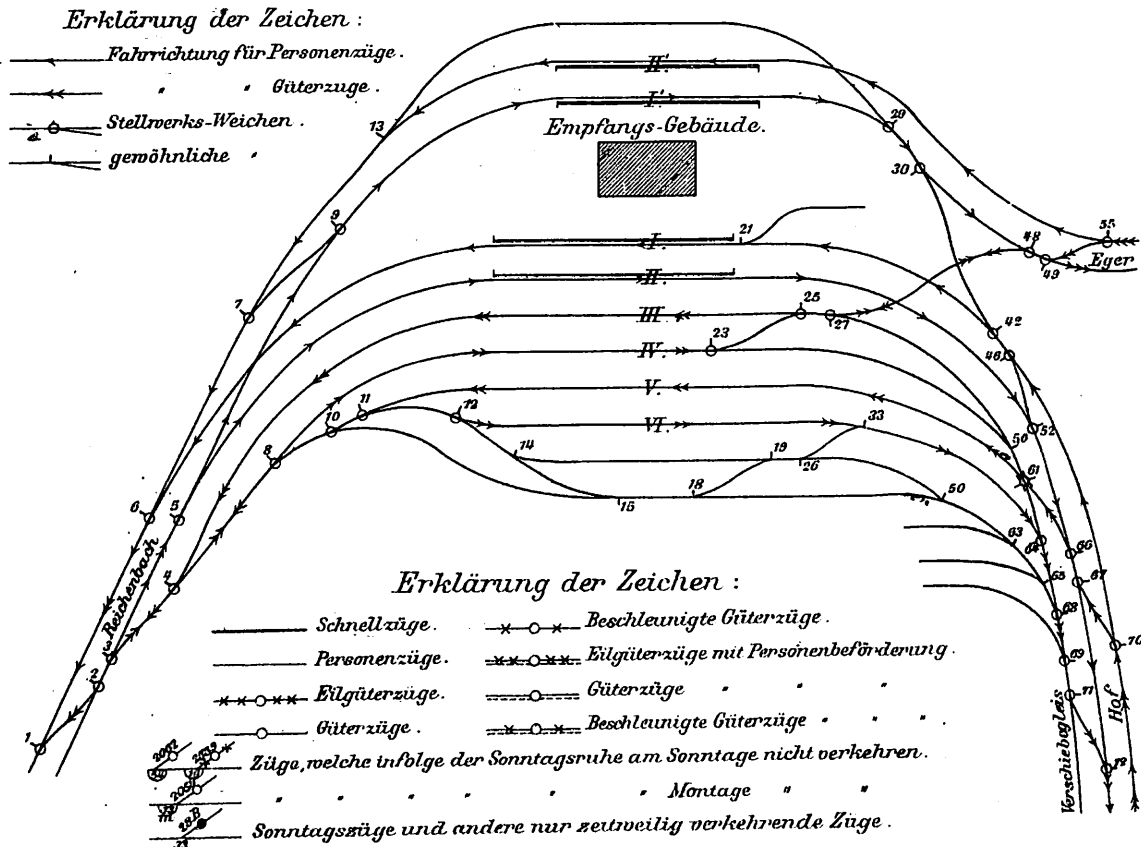


Abb. 2.
Station Plauen ¹/_v oberer Bahnhof.
Winterfahrplan 1897/98.



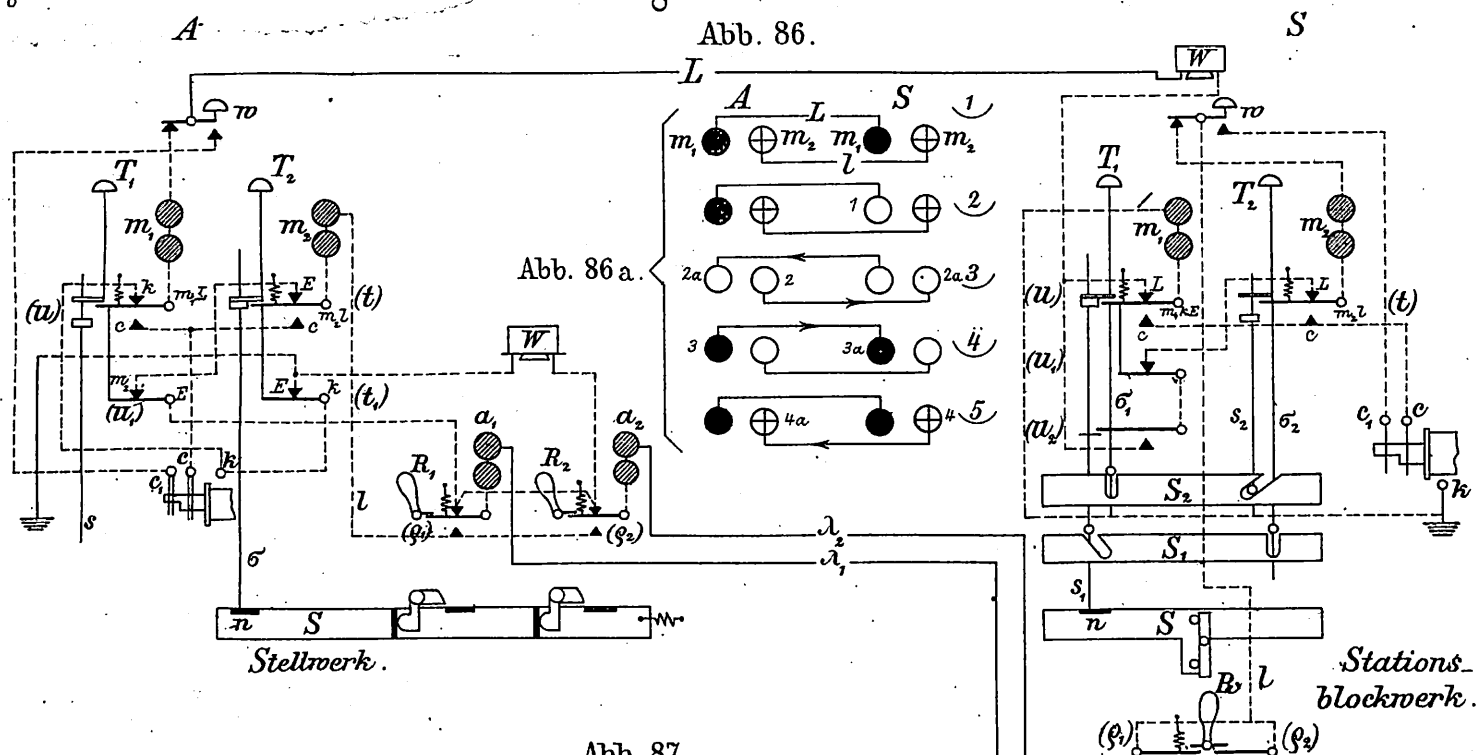


Abb. 87.

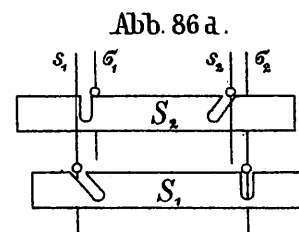
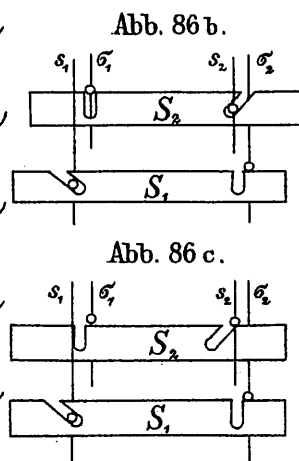
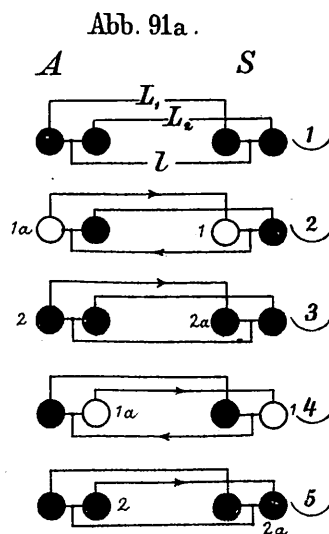
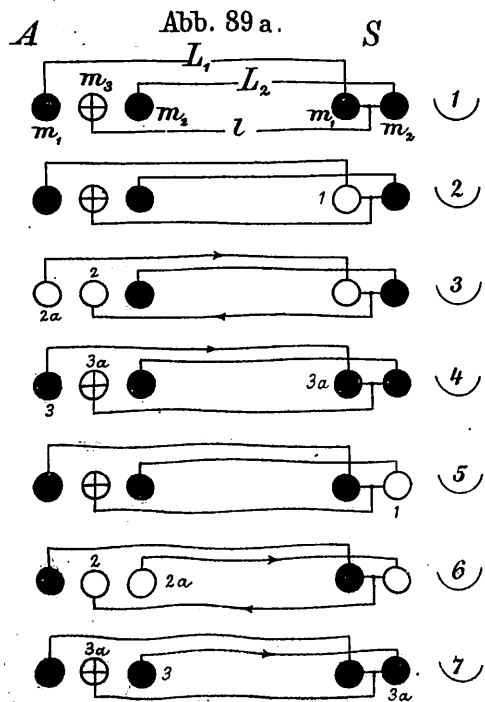
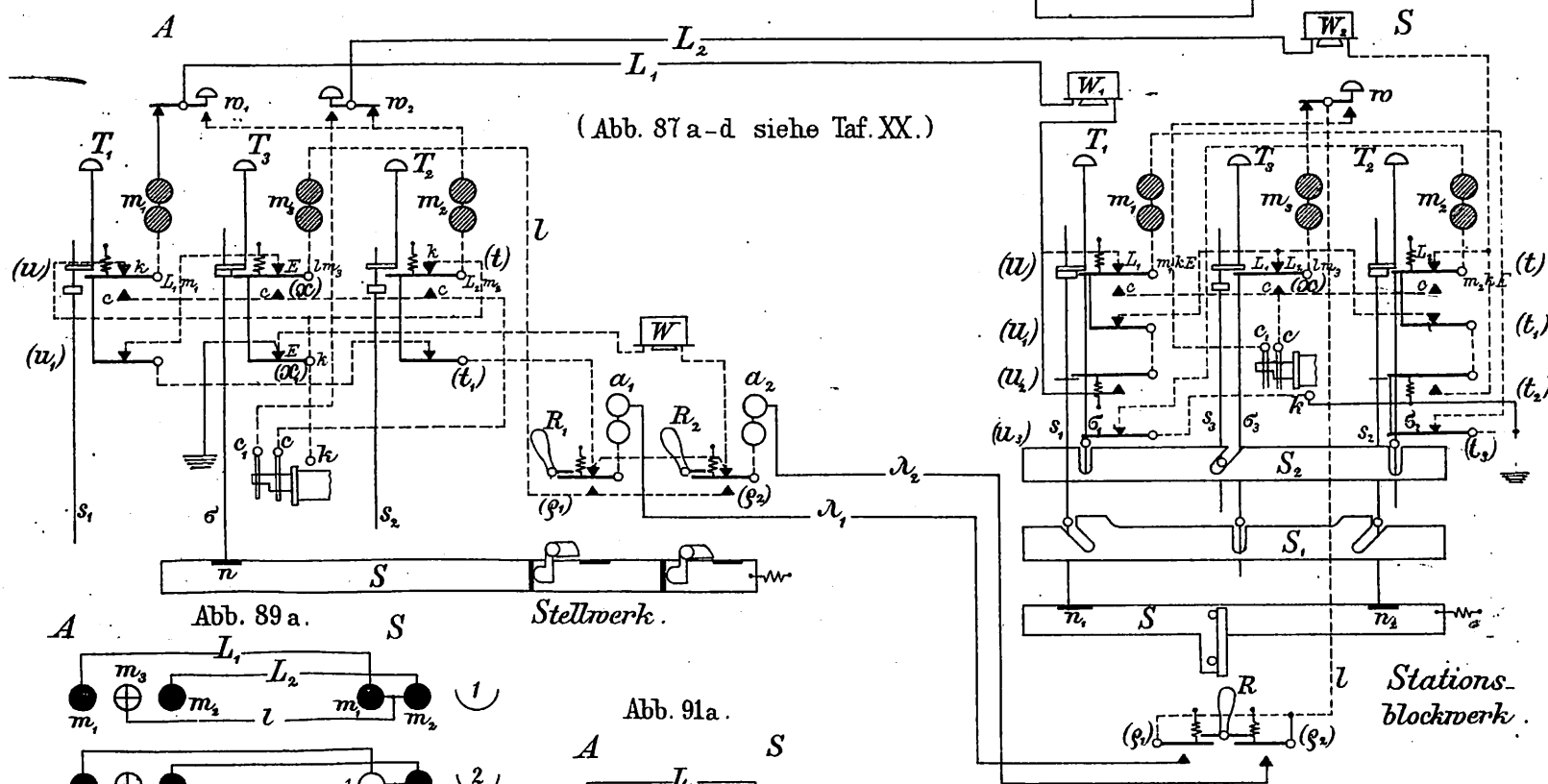


Abb. 88.

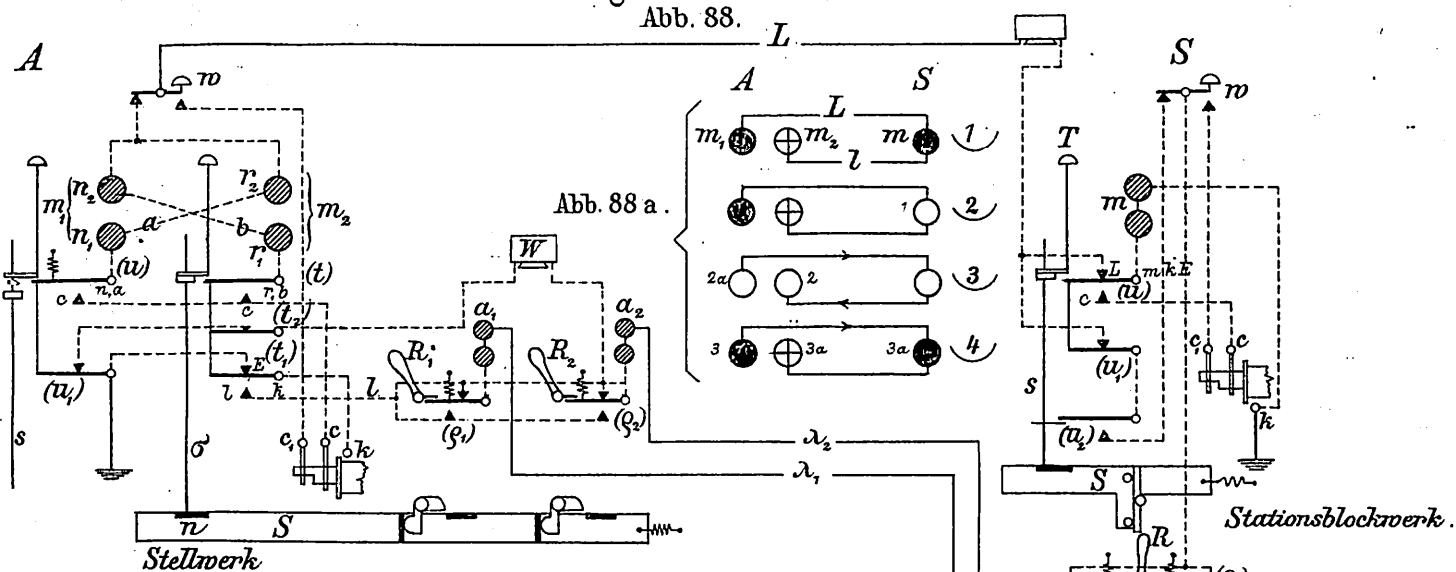


Abb. 89.

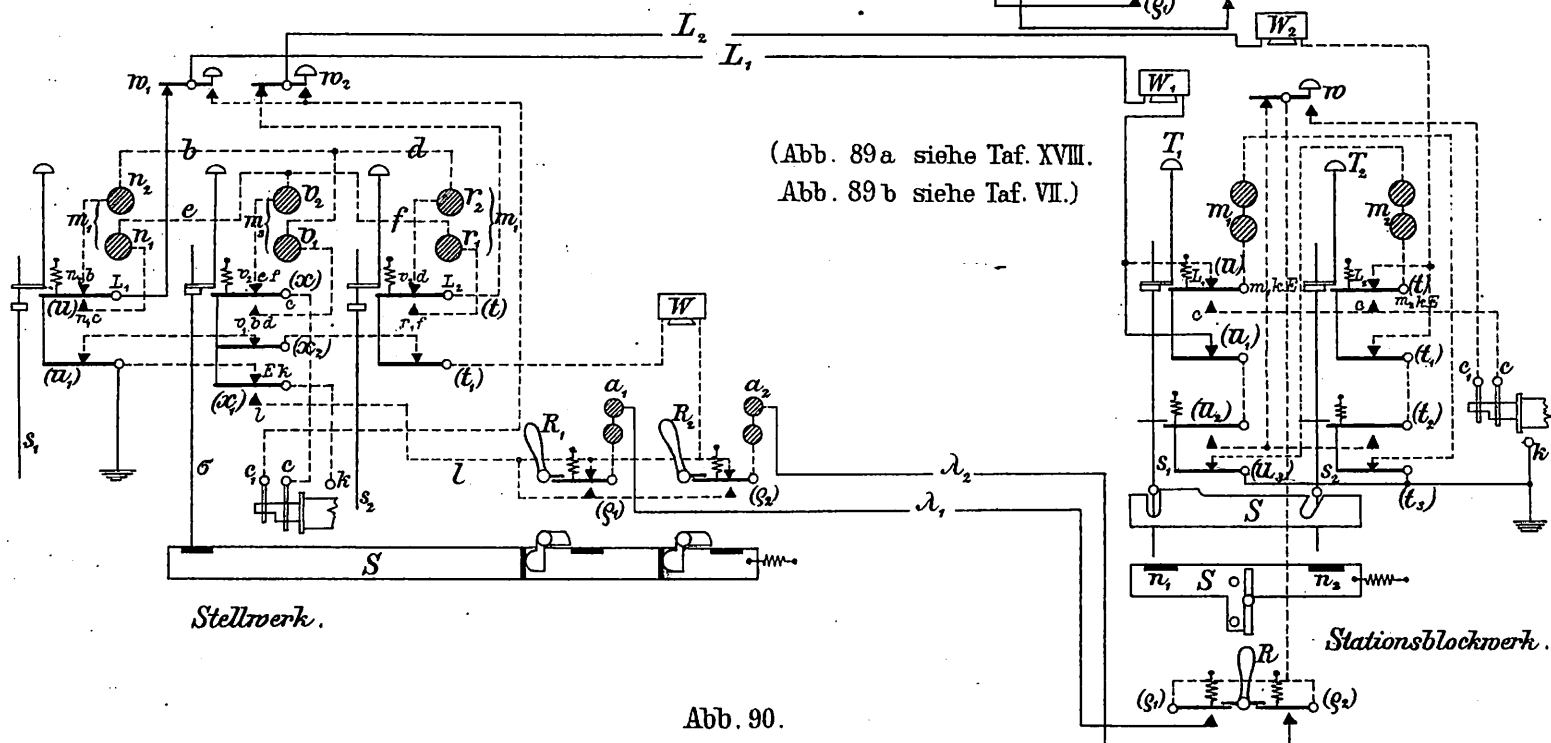


Abb. 90.

