

Abb. 1-5.  
 Vierachsiger Abteil-  
 wagen III. Klasse  
 mit 3 Aborten.  
 Königl. Eisenbahn-Direction  
 zu Berlin.  
 Maßstab 1:50 d.n.Gr.

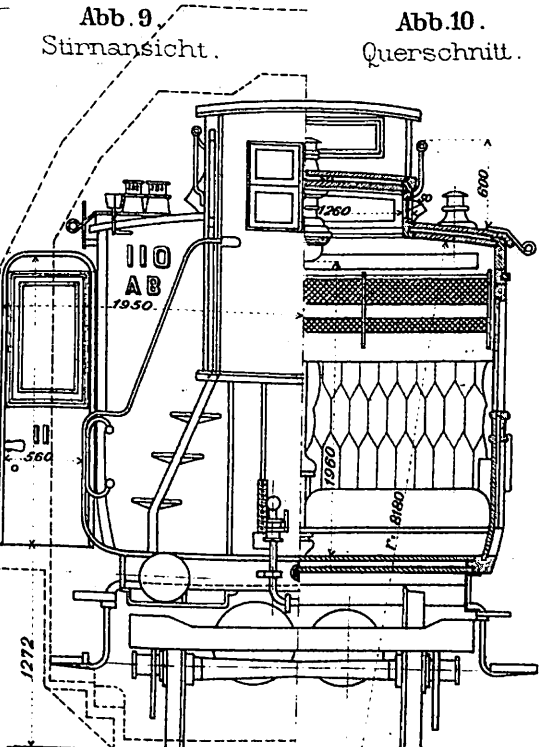
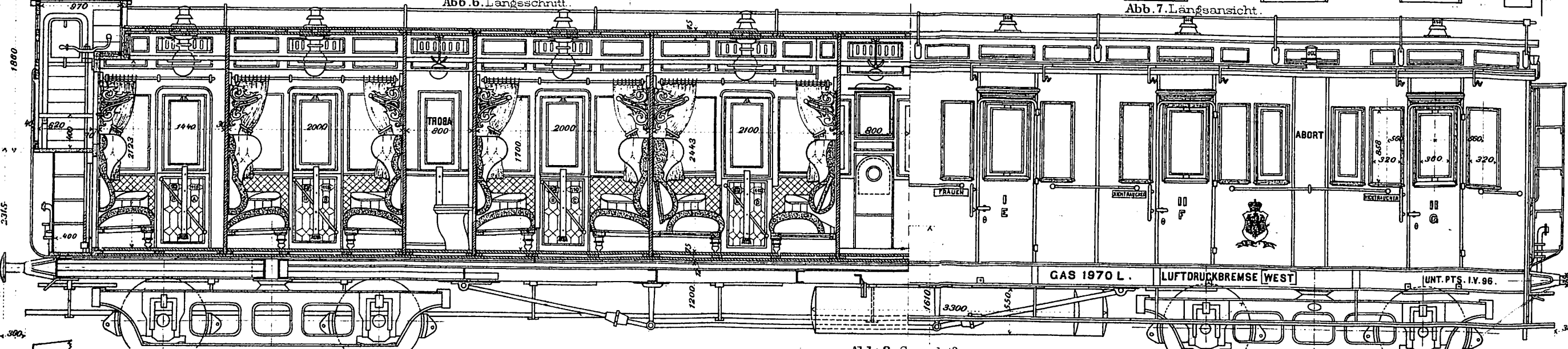


Abb. 6-10.  
 Vierachsiger Abteil-  
 wagen I. u. II. Klasse  
 mit 3 Aborten.  
 Königl. Eisenbahn-Direction  
 zu Berlin.  
 Maßstab 1:50 d.n.Gr.

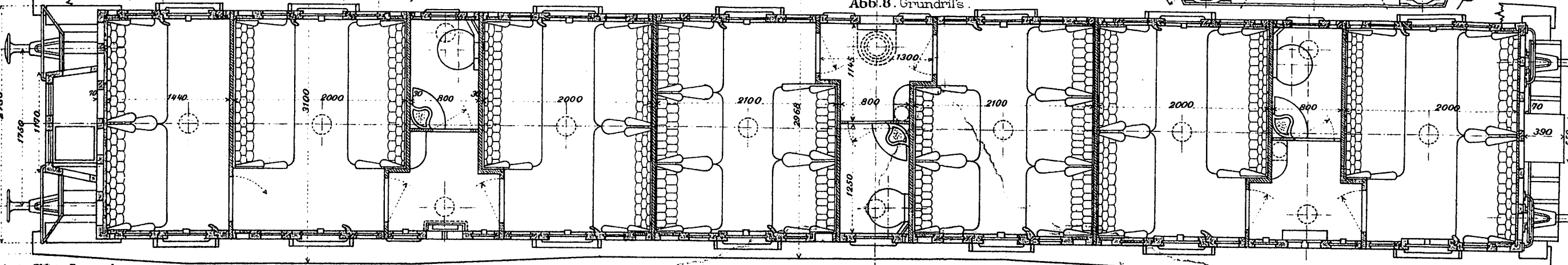


Abb. 1. Längsschnitt.

Abb. 2. Längsansicht.

Abb. 4. Stirnansicht.

Abb. 5. Querschnitt.

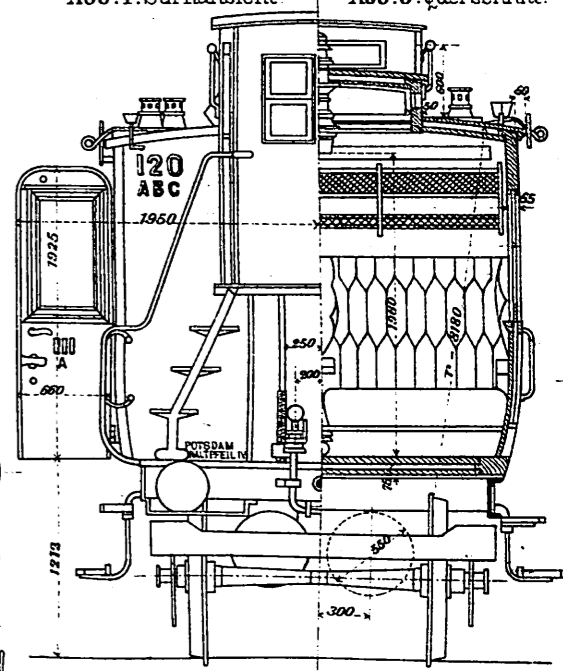
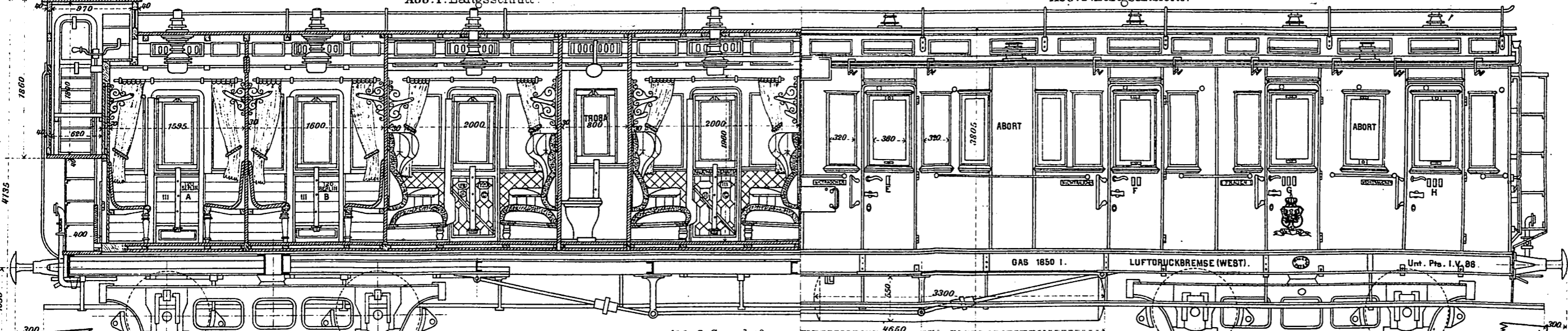


Abb. 3. Grundriss.

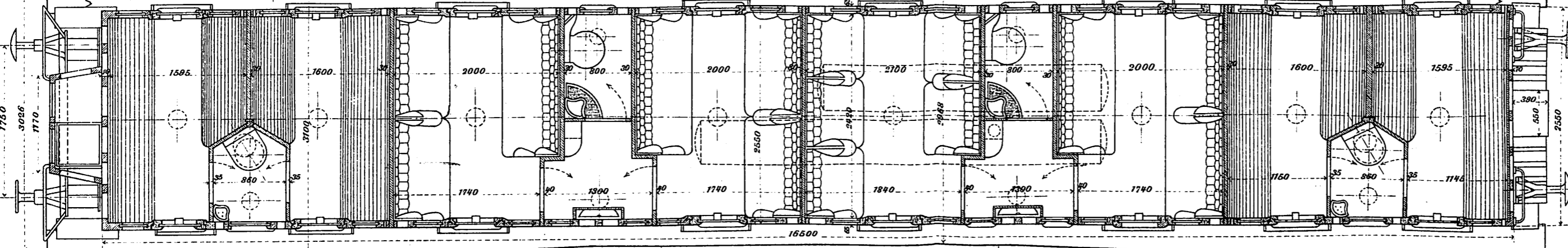


Abb. 1-5.  
 Vierachsiger Abtheilwagen I., II. u. III. Klasse mit 4 Aborten.  
 Königl. Eisenbahn-Direction zu Berlin.  
 Maßstab 1:50 d.n. Gr.  
 Abb. 8. Stirnansicht.

Abb. 6. Längsansicht.

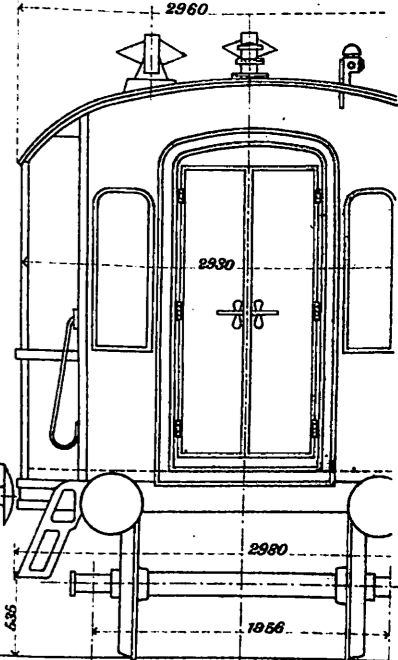
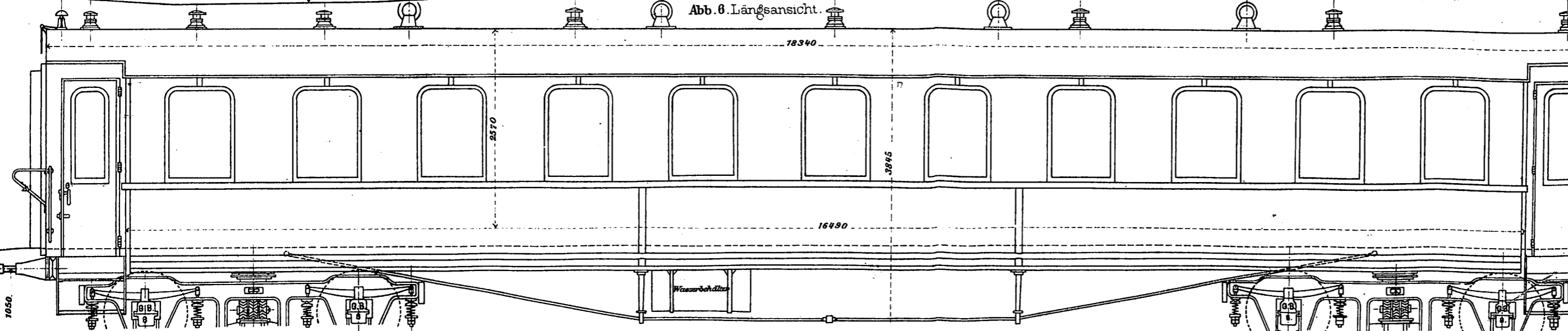


Abb. 7. Grundriss.

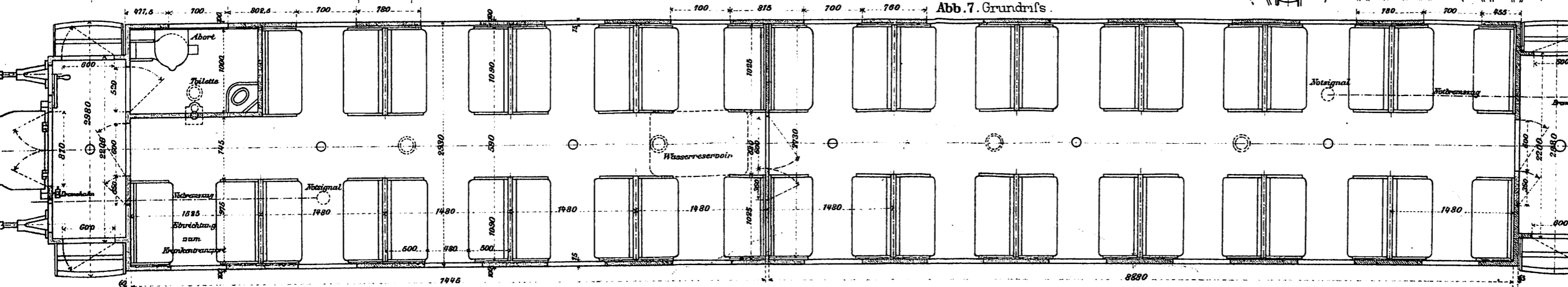


Abb. 6-8.  
 Vierachsiger Durchgangswagen III. Klasse der Gotthardbahn.  
 Maßstab 1:50 d.n. Gr.



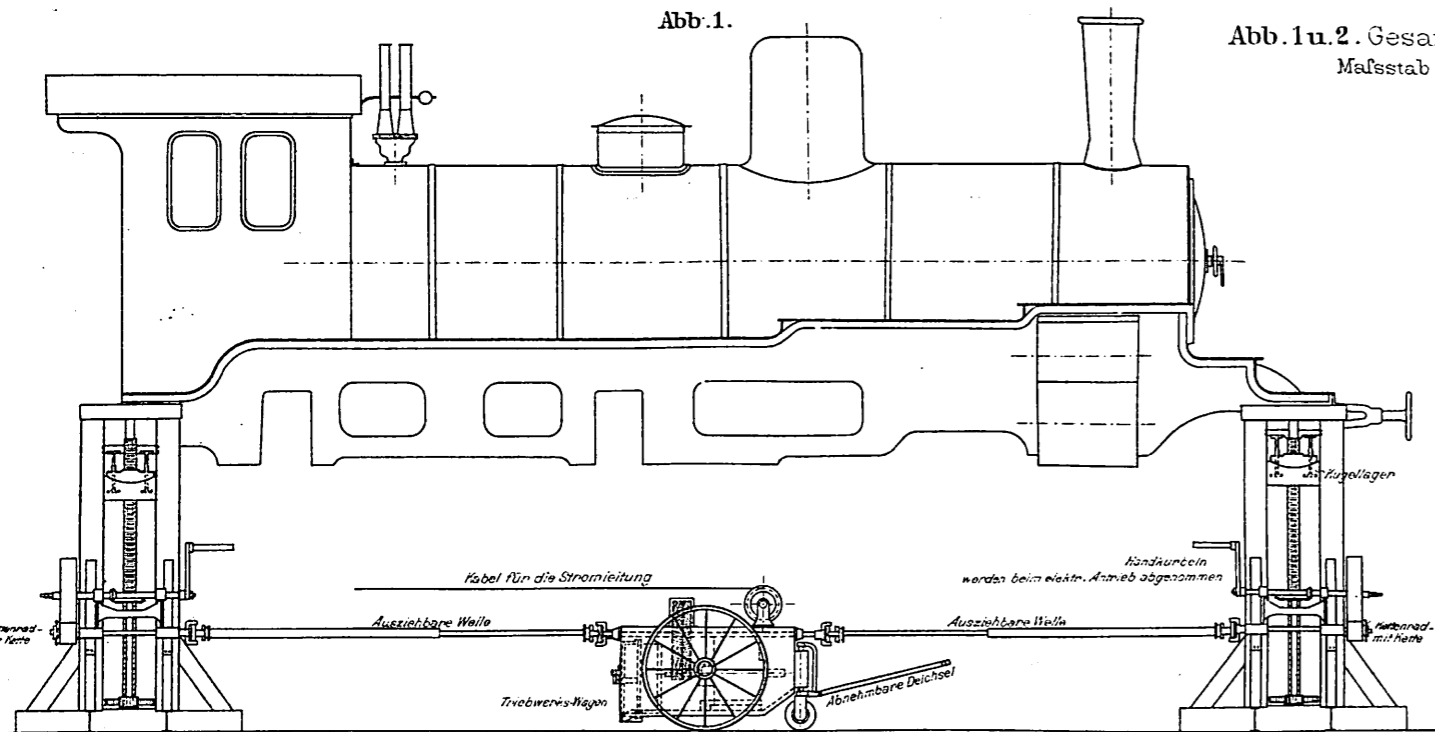


Abb. 1.

Abb. 1 u. 2. Gesamtanordnung.  
Maßstab 1:60 d.n.Gr.

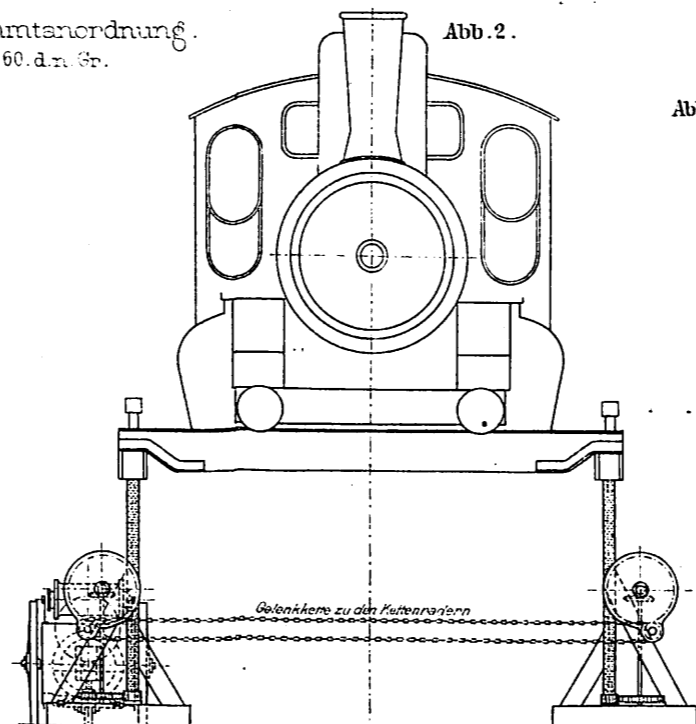


Abb. 2.

Abb. 15-17. Winkelzahnäder mit elastischer  
Kuppelung für die fahrbaren Triebwerke.  
Maßstab 1:10 d.n.Gr.

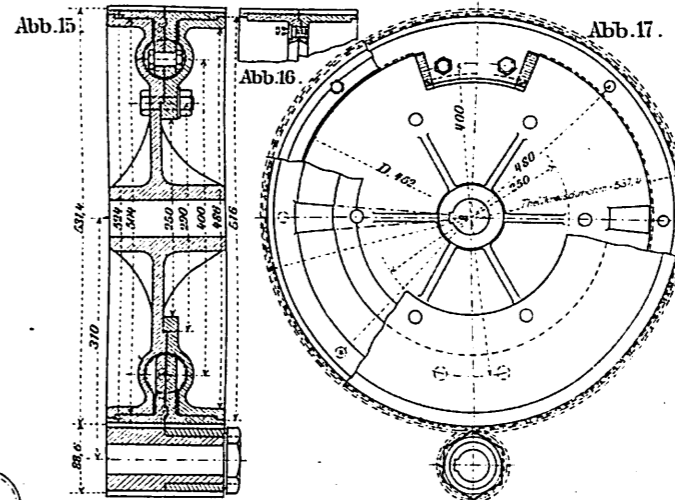
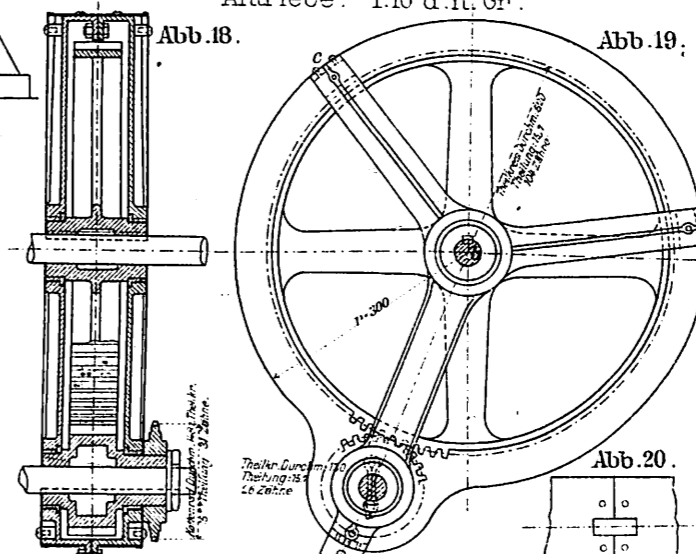


Abb. 18-20. Vorgelege zum elektrischen  
Antriebe. 1:10 d.n.Gr.



Elektrischer  
Antrieb für  
Lokomotiv-  
Hebeböcke.

Abb. 21-23. Schnecke zum Auf- und Ablegen  
der Gelenkketten.  
1:4 d.n.Gr.

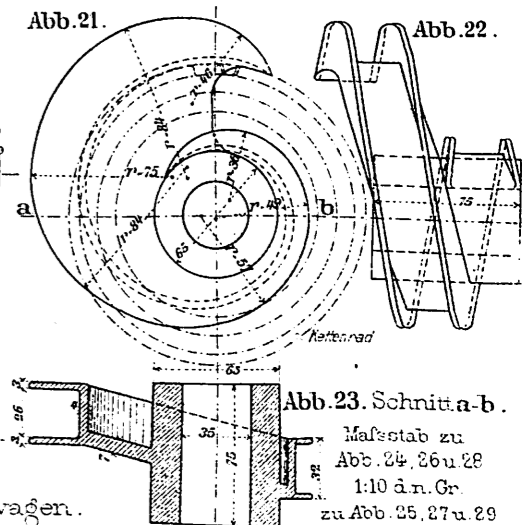


Abb. 3-7. Triebwerk-Wagen.  
Maßstab 1:15 d.n.Gr.

Abb. 3.

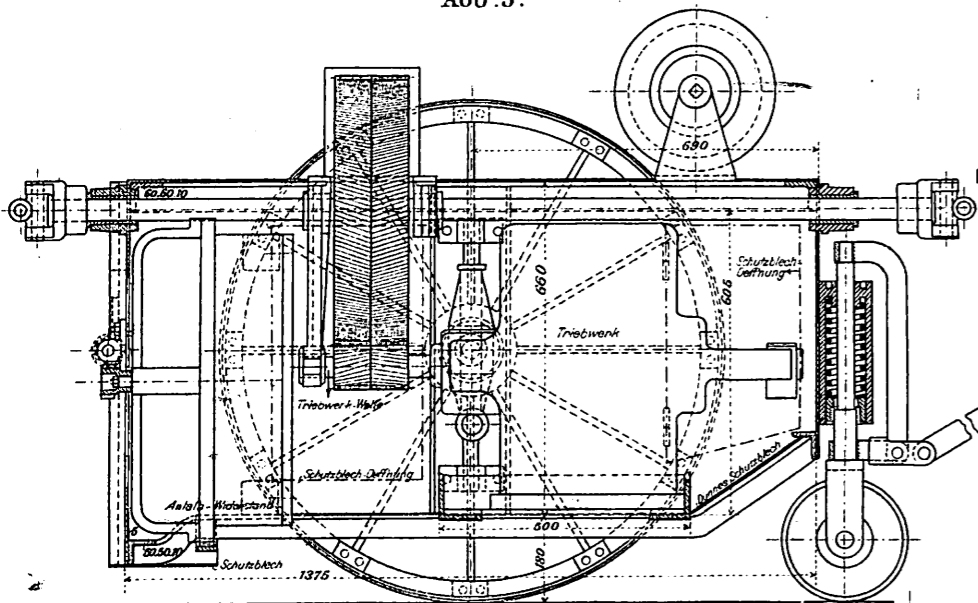


Abb. 4.

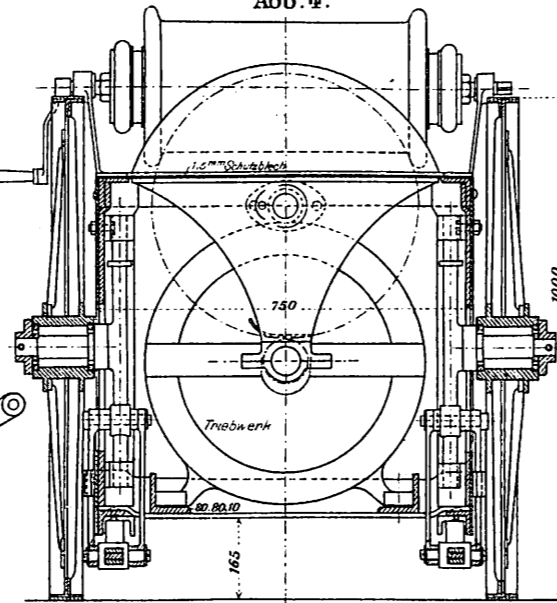


Abb. 8 u. 9. Einschalter für die  
Stromzuführung von der Hauptleitung  
zu den fahrbaren Triebwerken.

Abb. 8. Abb. 9.

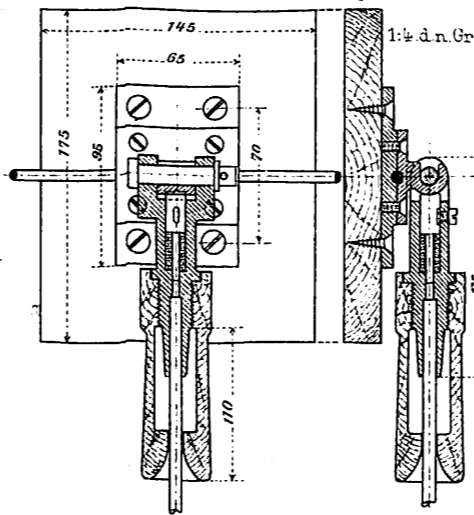


Abb. 6.

Abb. 5.

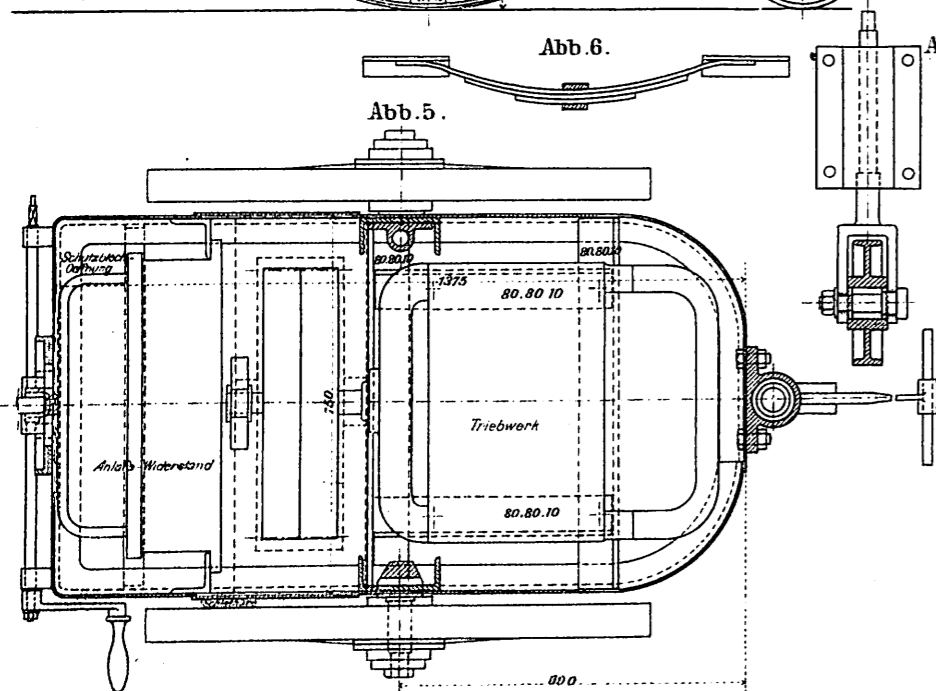


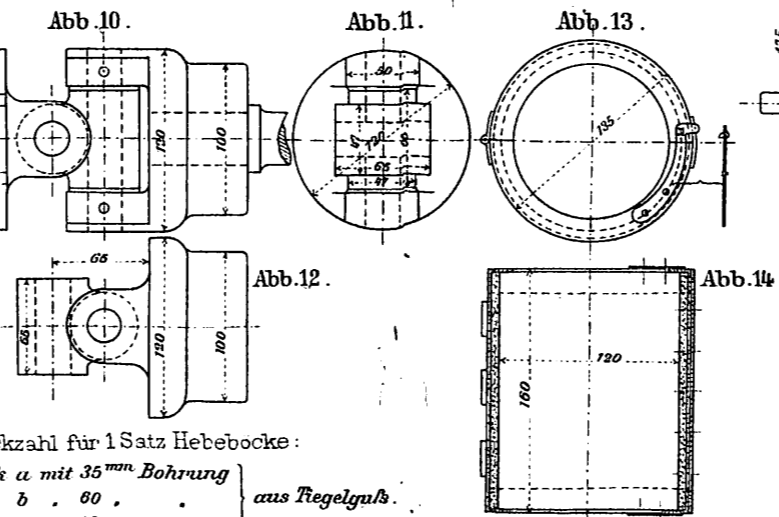
Abb. 7.

Abb. 10.

Abb. 11.

Abb. 13.

Abb. 10-14. Gelenkkuppelung zum  
elektrischen Antriebe  
nebst Schutzvorrichtung  
1:5 d.n.Gr.



Stückzahl für 1 Satz Hebeböcke:  
2 Stück a mit 35 mm Bohrung  
2 " b " 60 " "  
4 " c " 45 " "  
aus Regelfuß.

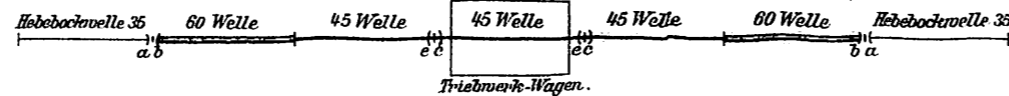
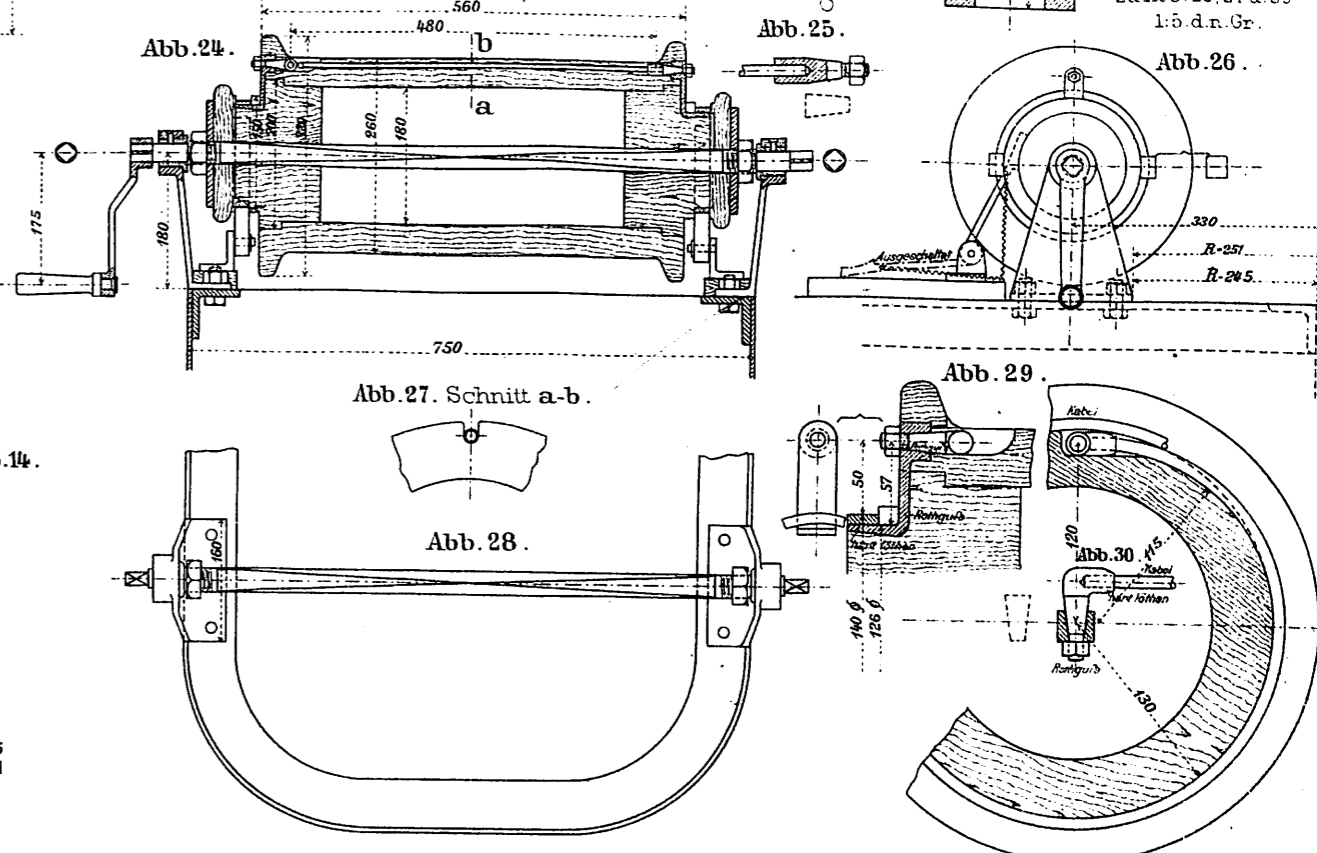


Abb. 24-30. Kabelhaspel zum Triebwerkwagen.



### Abb 1 bis 9. Elektrische Verriegelungs - Einrichtungen der Paris - Lyon - Mittelmeer - Bahn.

Riegel № 1.

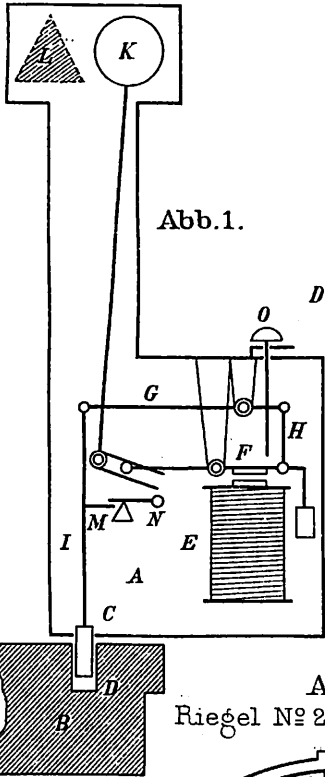


Abb. 1.

Abb. 2. Fußtritt.

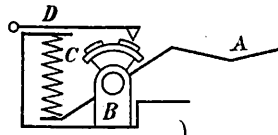


Abb. 3. Riegel № 2 mit Handgriff.

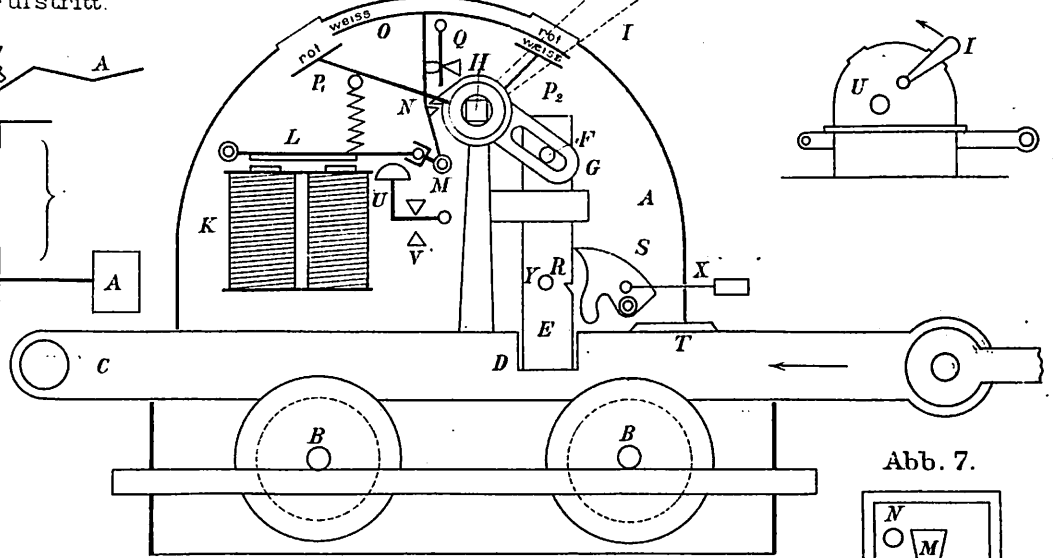


Abb. 4.

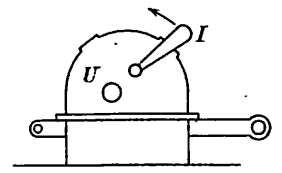


Abb. 7.

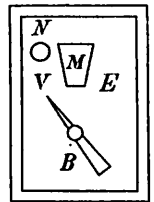


Abb. 6. Stromwender.

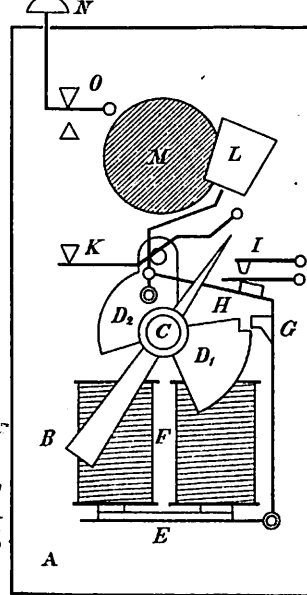


Abb. 8.

Posten A. Riegel № 1.

Posten B. Stromwender.

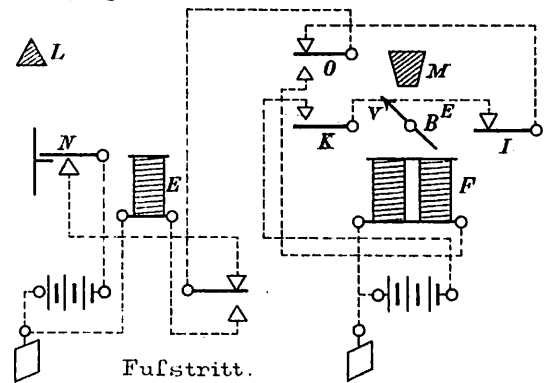


Abb. 5.

Riegel № 2 ohne Handgriff.

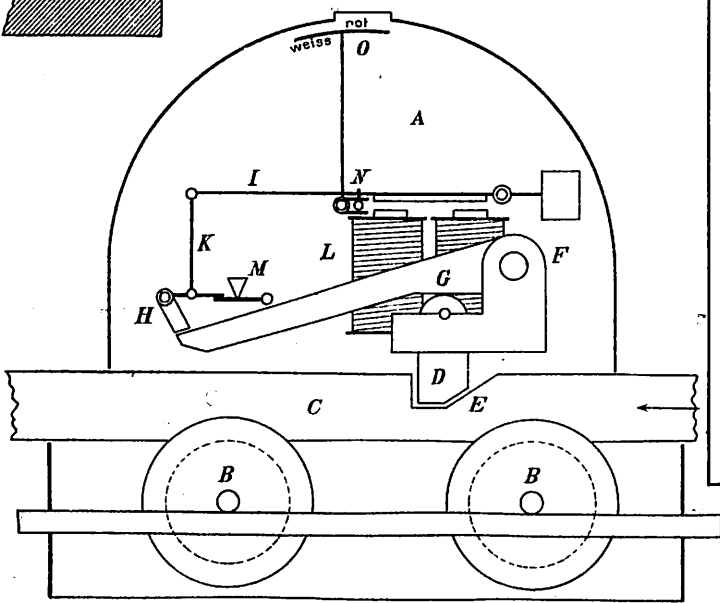


Abb. 10-13. Zugvorrichtung für Wagen, Patent Simons.

Abb. 10.

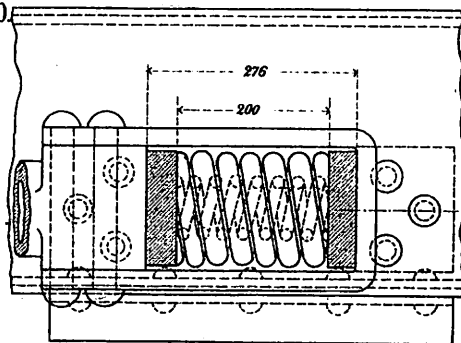


Abb. 12.

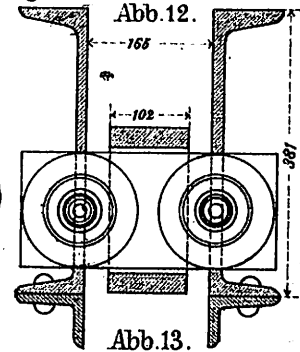


Abb. 9.

Posten A Stromwender.

Posten B. Riegel № 1.

Posten C. Riegel № 2.

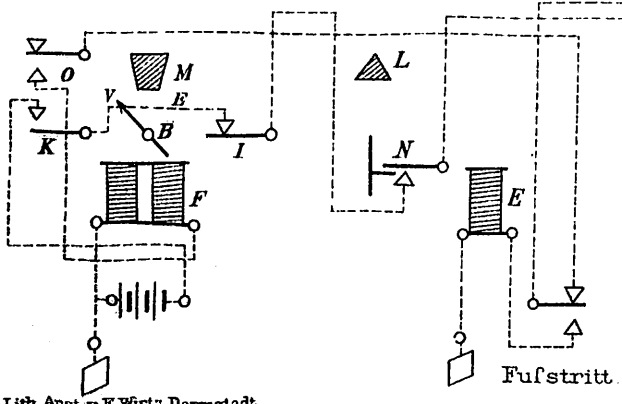


Abb. 11.

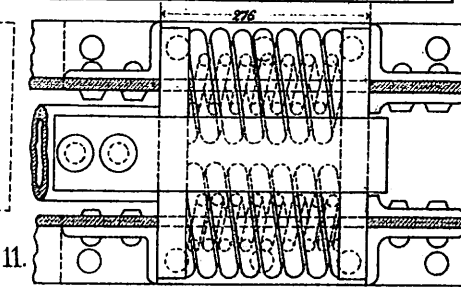


Abb. 13.

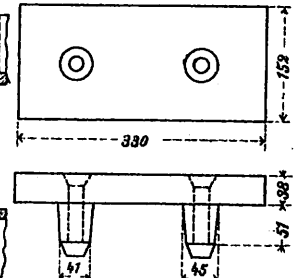


Abb. 1. Vierachsige, dreifach gekuppelte Güterzug Lokomotive der New-York Central-und Hudson River-Bahn. M. 1:38 d.n.Gr.

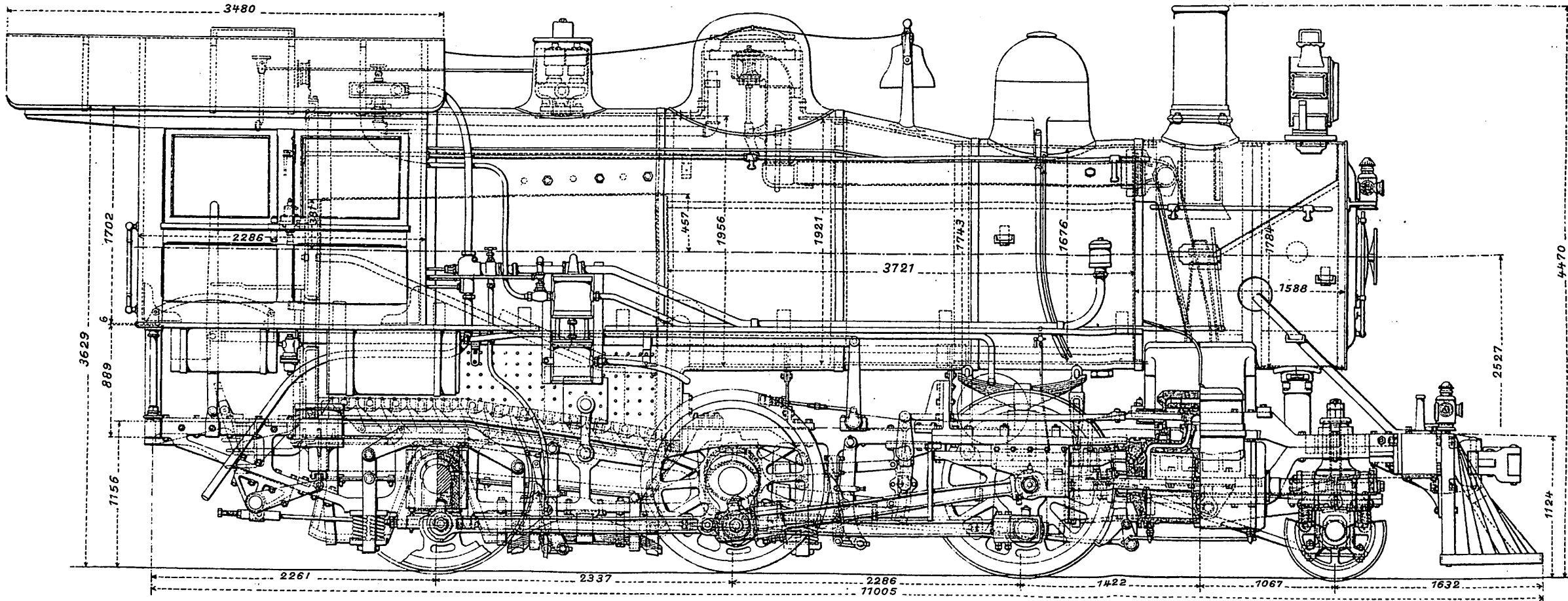


Abb. 5-8. Lokomotiv-Schornstein für Holzfeuerung. Mexikanische Centralbahn. 1:27 d.n.Gr.

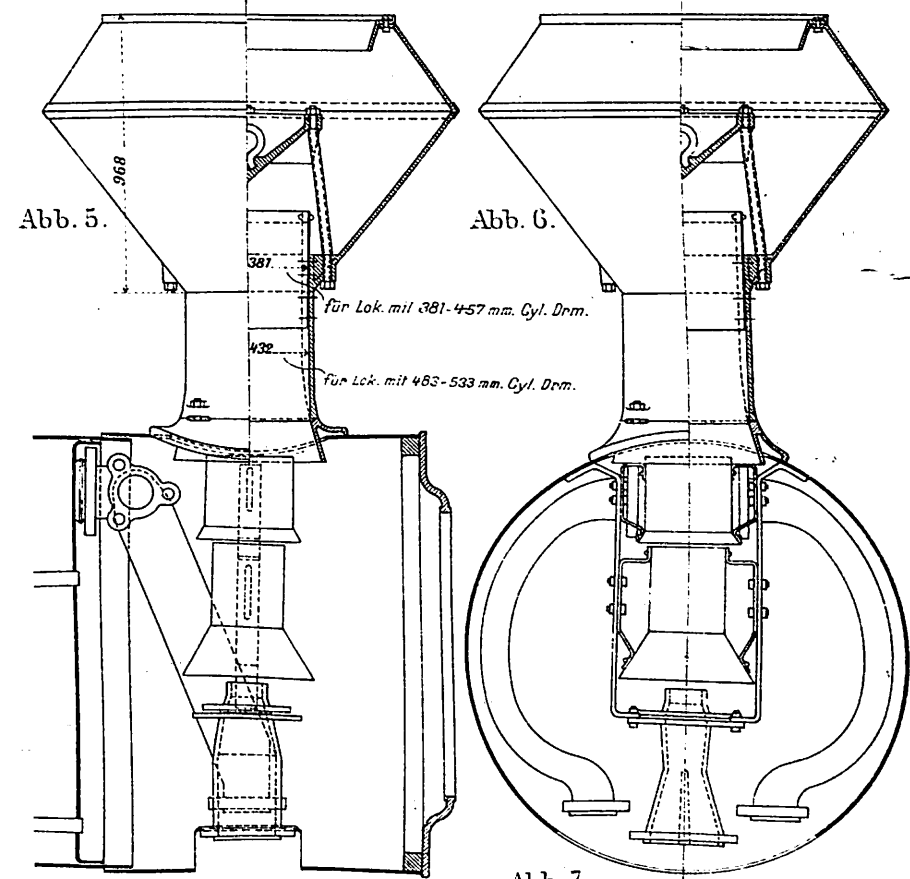


Abb. 2. Sechssachsige, vierfach gekuppelte Güterzug-Lokomotive der Illinois Centralbahn. M. 1:55.

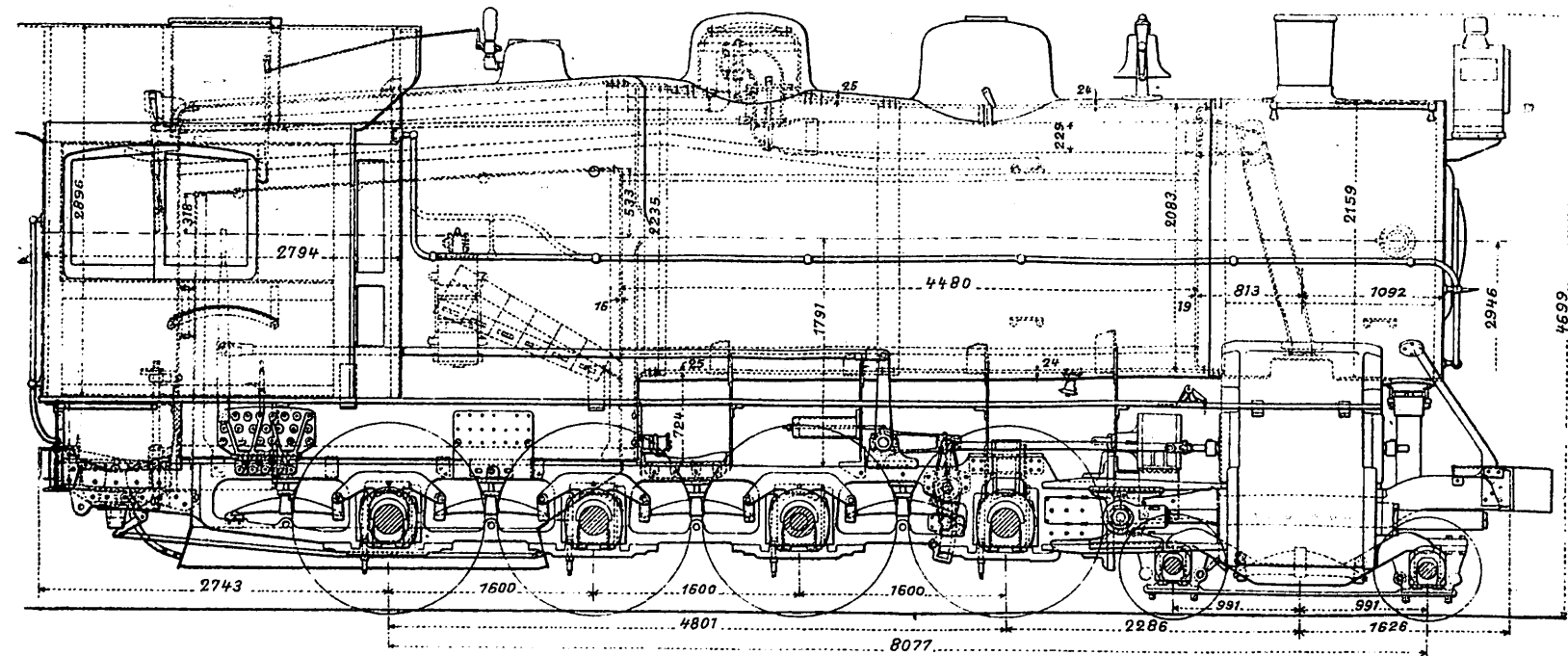


Abb. 9 u. 10. Luftenlafsventil für Verbund-Lokomotiven. Abb. 11.

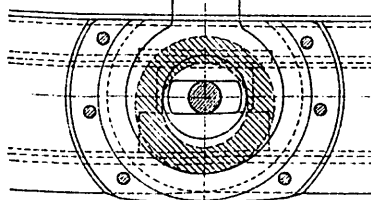


Abb. 9. Stellung bei abgesperrem Dampf

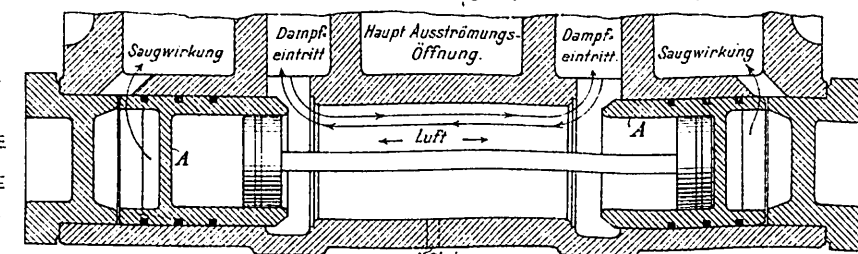


Abb. 10. Stellung wenn Kolben unter Dampf.

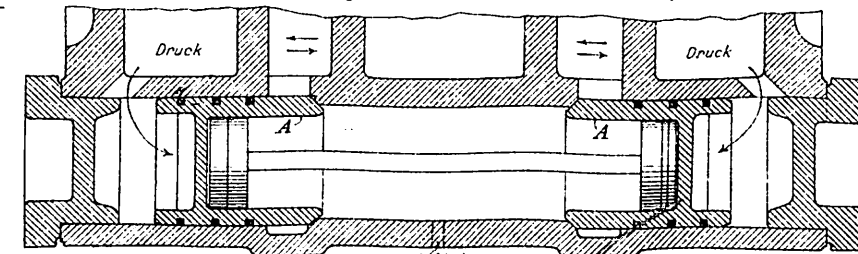


Abb. 7.

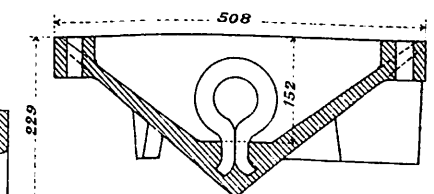


Abb. 8.

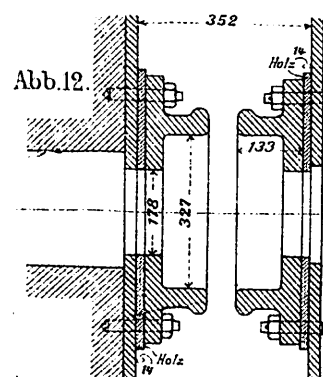
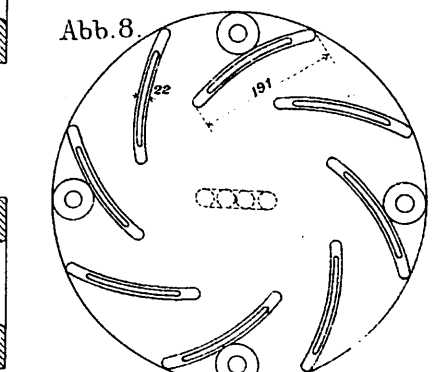


Abb. 12.

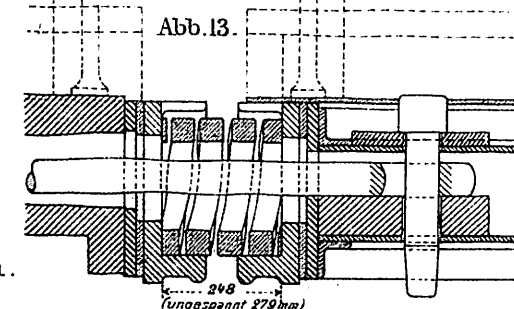


Abb. 11-13.

Tenderkuppelung für Schnellzug-Lokomotiven der Great Central-Bahn.

Abb. 3 u. 4. Westinghouse's unterirdische Stromzuleitung für elektrische Straßenbahnen.

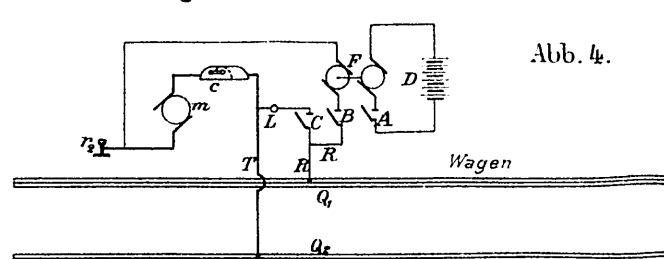
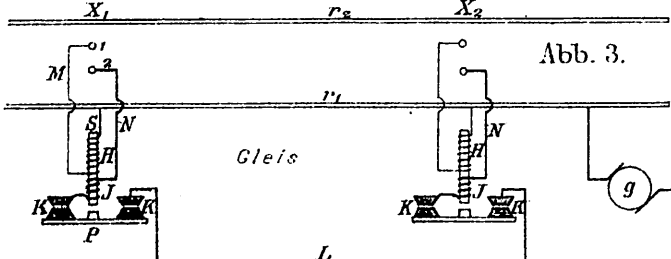
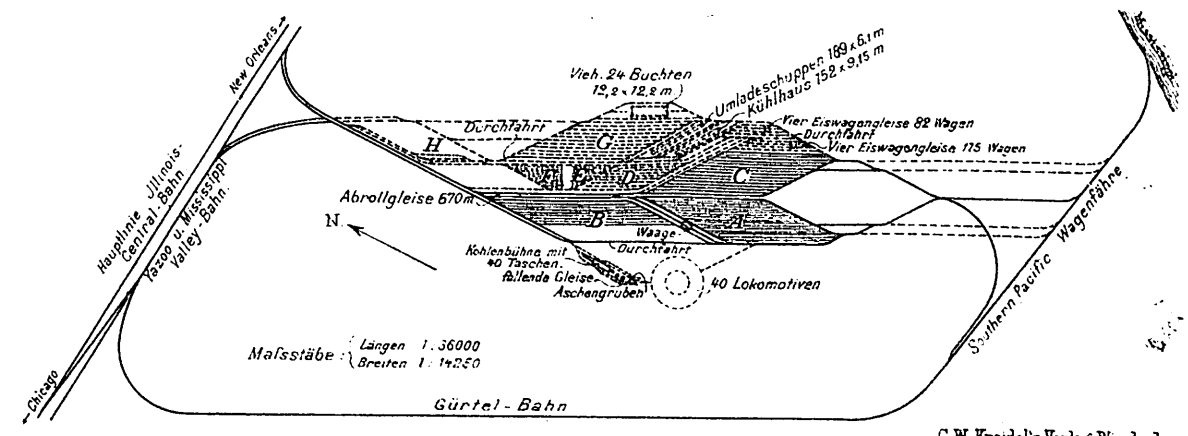


Abb. 14. Abroll-Verschiebebahnhof Harahan der Illinois Centralbahn in Orleans.





### Abb. 1-11. Selbstthätige Warnungssignale für unbewachte Wegübergänge.

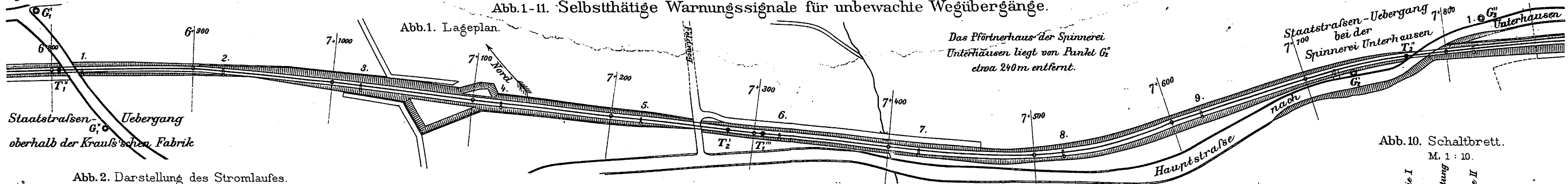
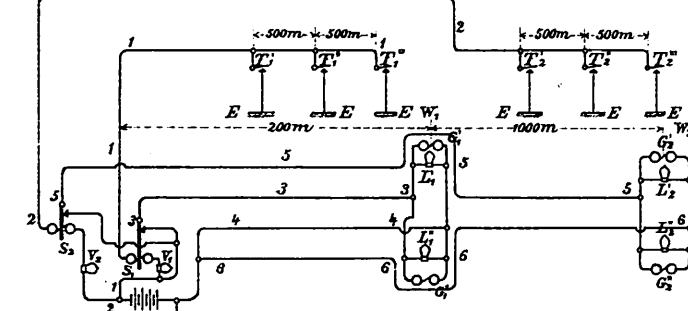


Abb. 2. Darstellung des Stromlaufes.



- E Erde
- S, S<sub>2</sub> Schaltwerke
- T<sup>1</sup> T<sup>2</sup> T<sup>3</sup> Radtaster
- B Batterie
- G' G'' Glöden
- L' L'' Lichter
- W<sub>1</sub> W<sub>2</sub> Wegübergänge
- V<sub>1</sub> V<sub>2</sub> Vorschaltglühlampen

Abb. 7-9. Schaltwerk.

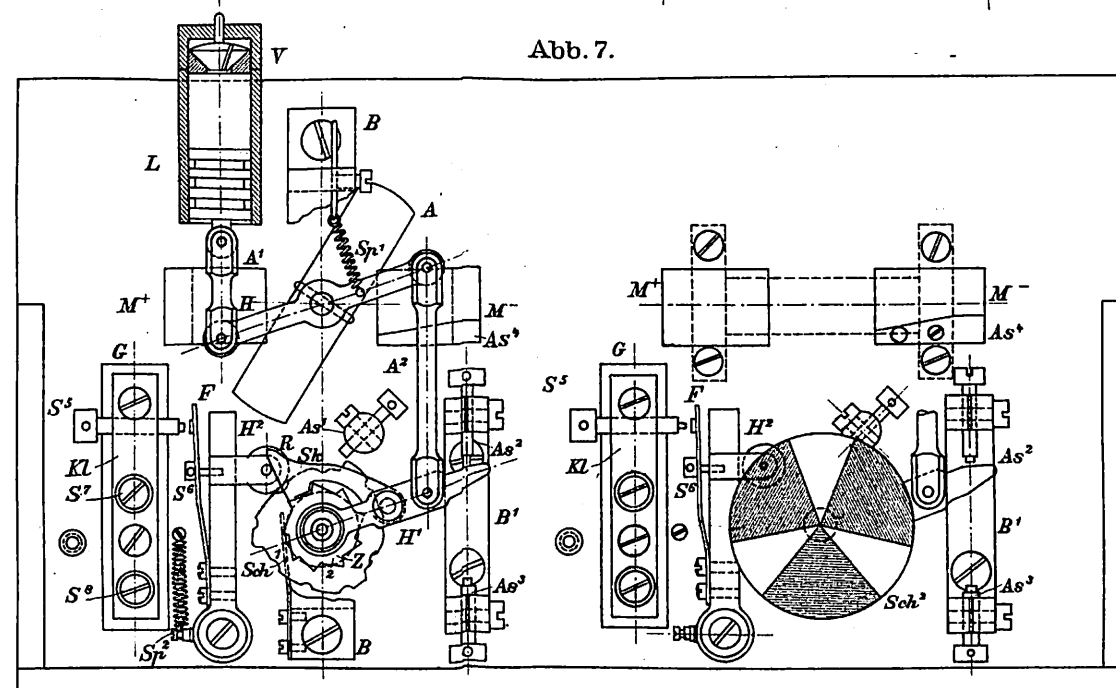


Abb. 8. Signalstange.

Abb. 4 u. 5. Laternen für die Warnungssignale. M. 1:15.

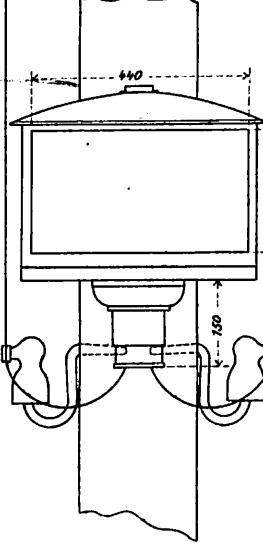


Abb. 3. Glocke.

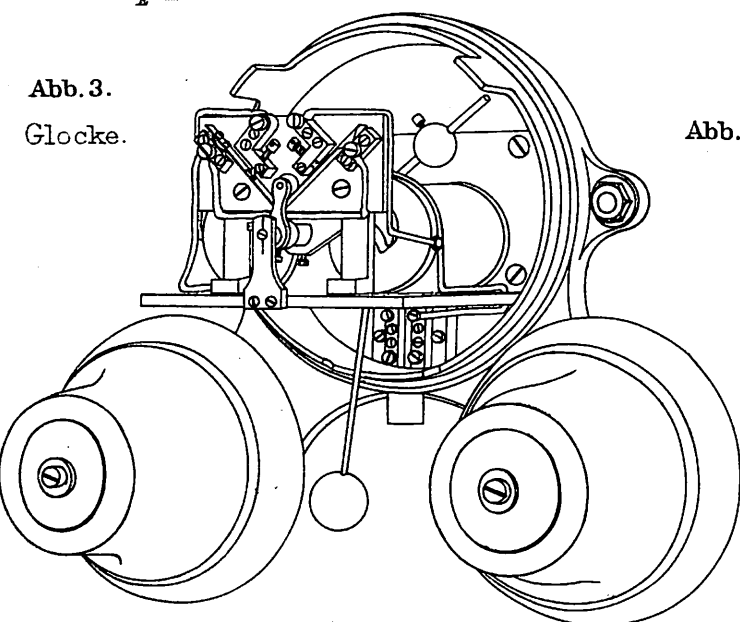


Abb. 10. Schaltbrett. M. 1:10.

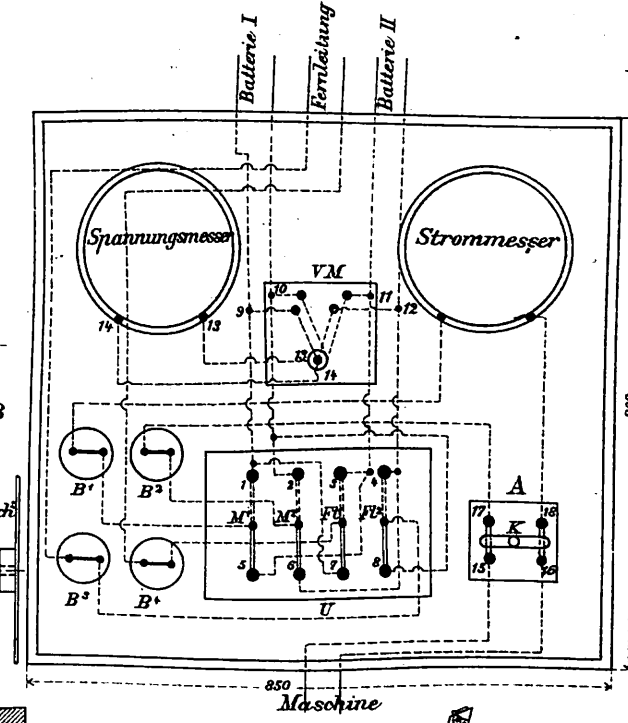


Abb. 9.

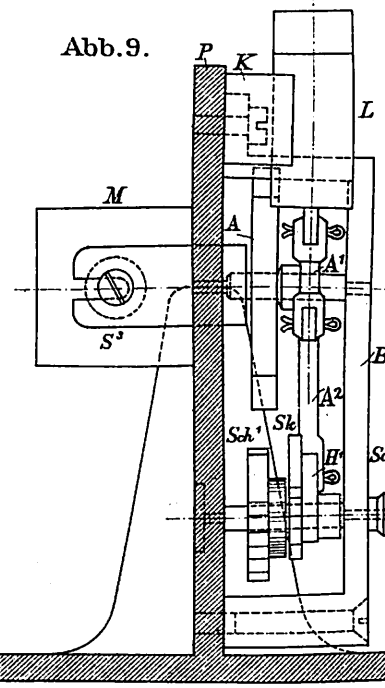


Abb. 8.

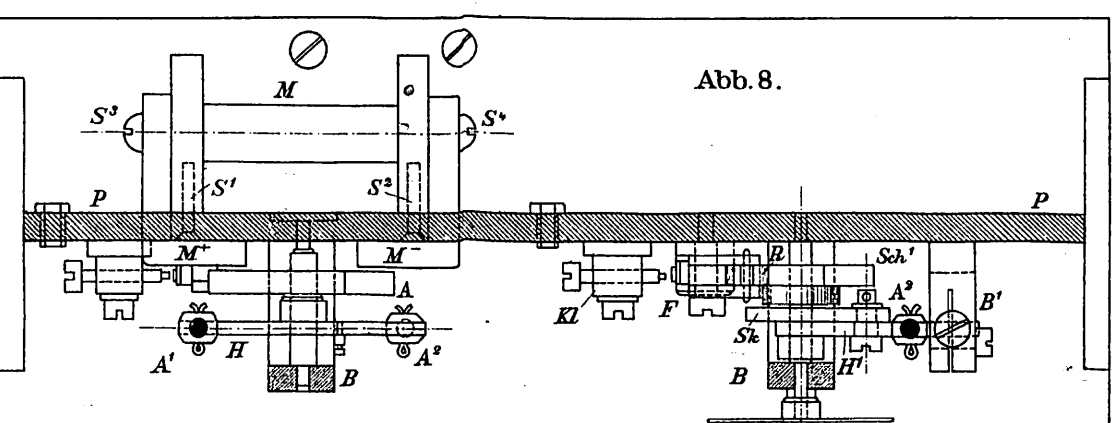


Abb. 12 u. 13.

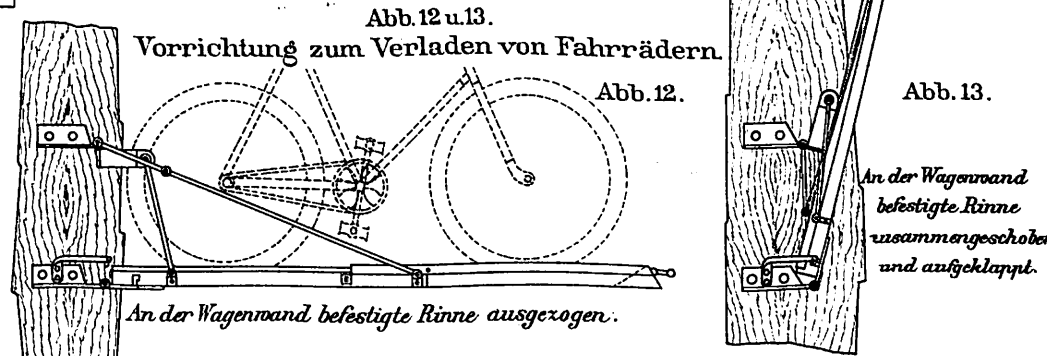


Abb. 18.

Abb. 18 u. 19. Johnstone's beweglicher Stehbolzen.

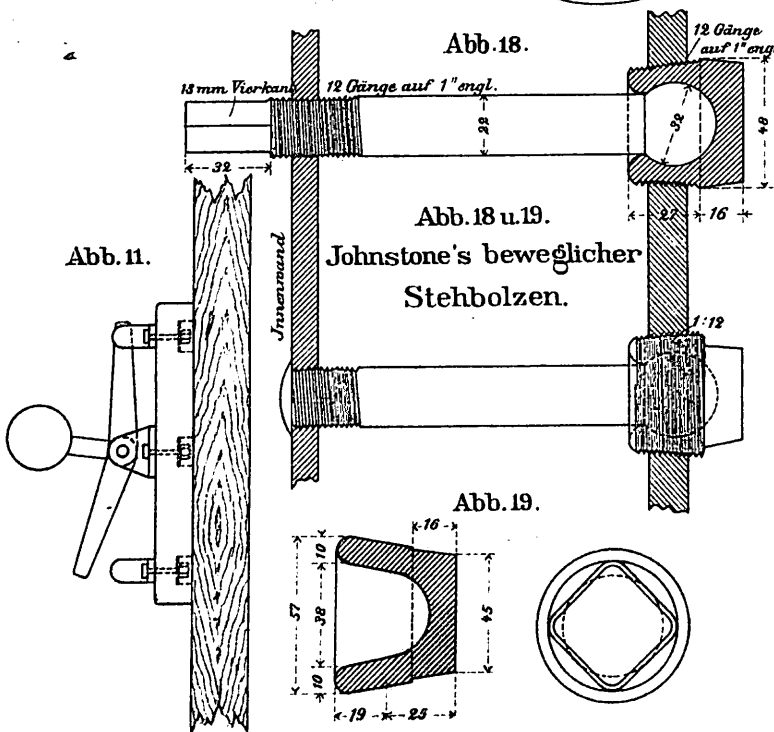


Abb. 5.

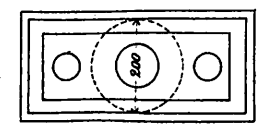


Abb. 14.

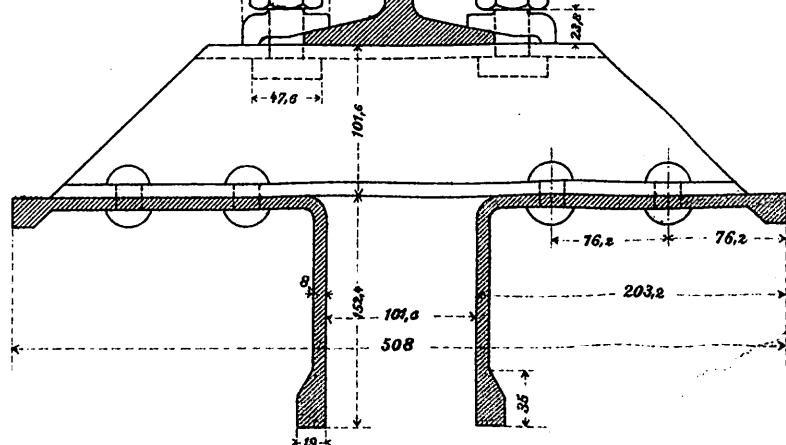


Abb. 15.

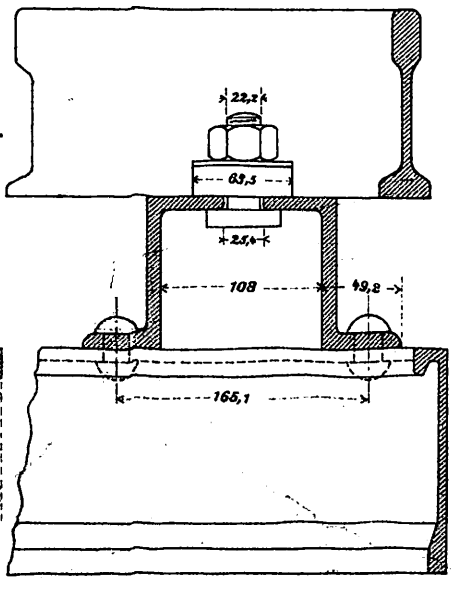


Abb. 16.

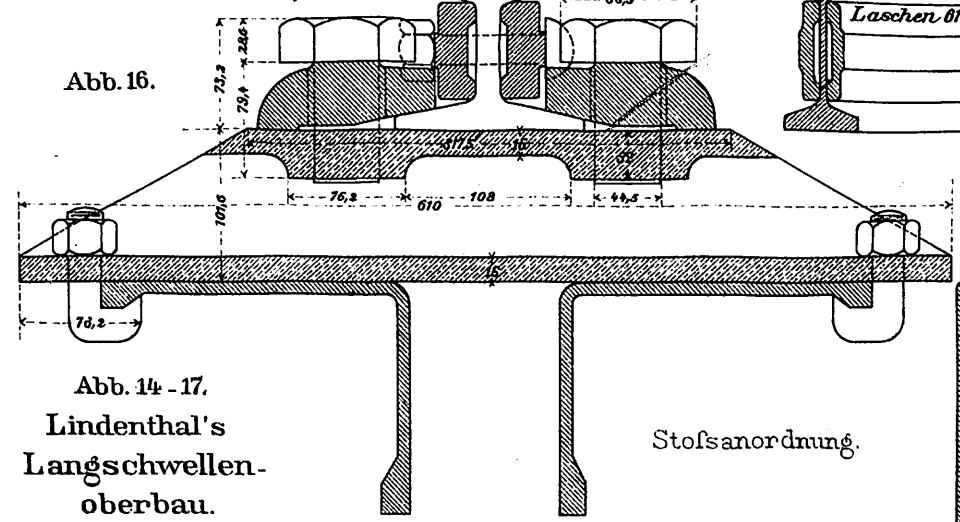
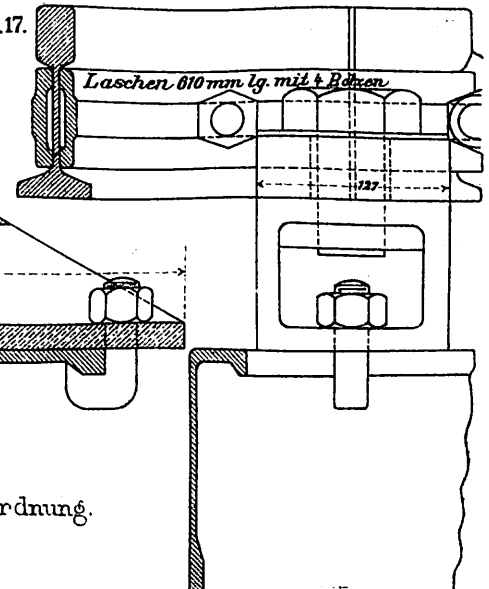


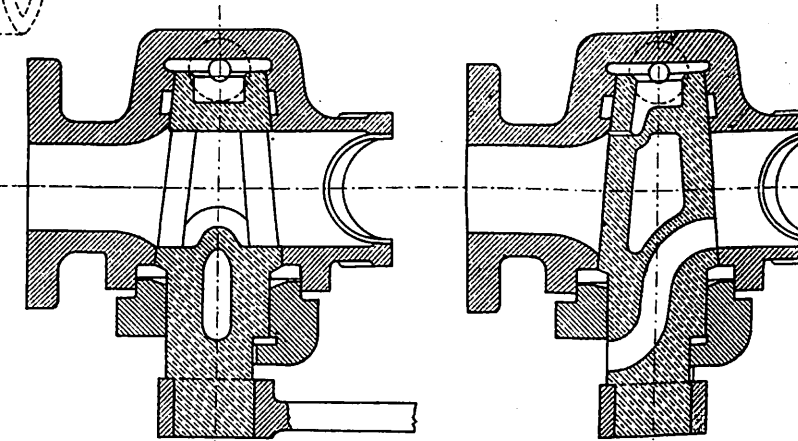
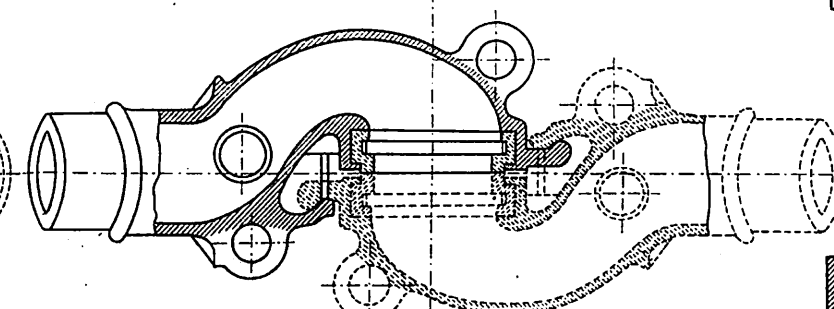
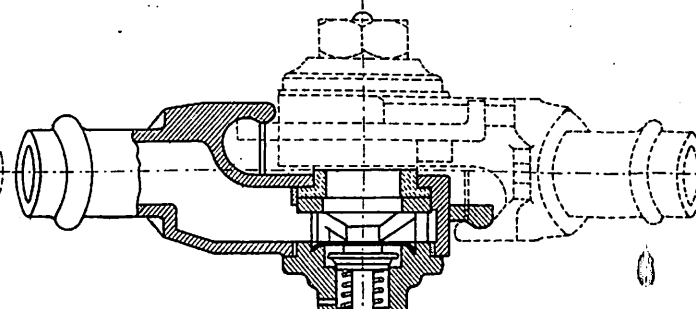
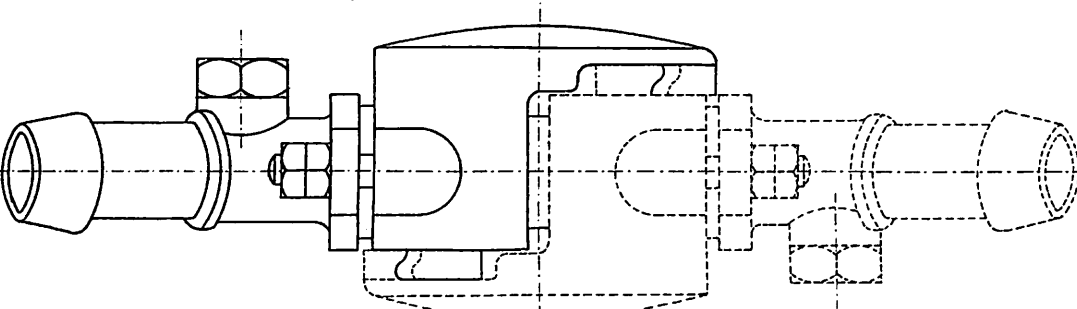
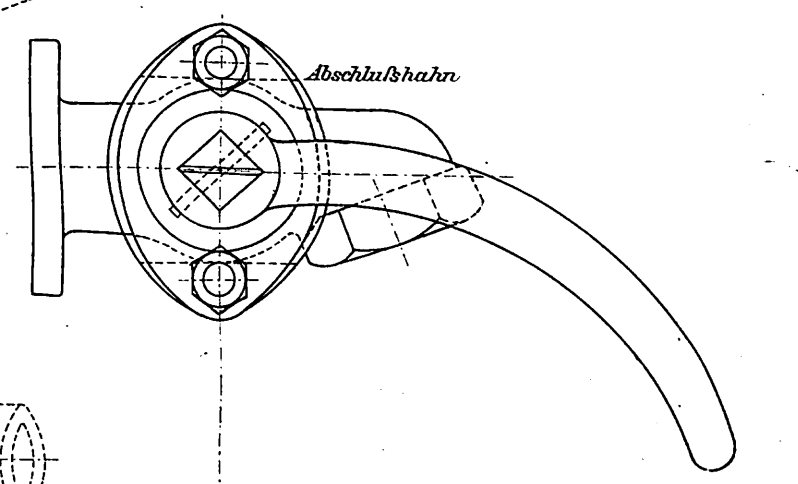
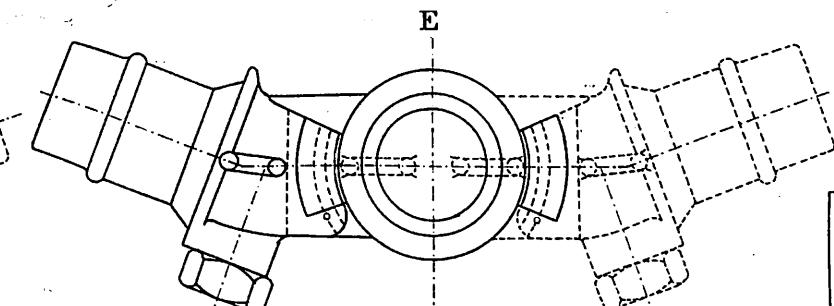
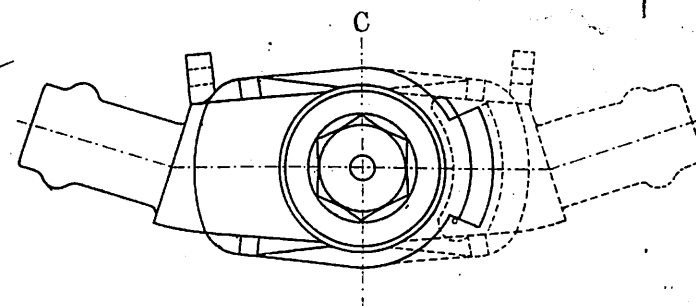
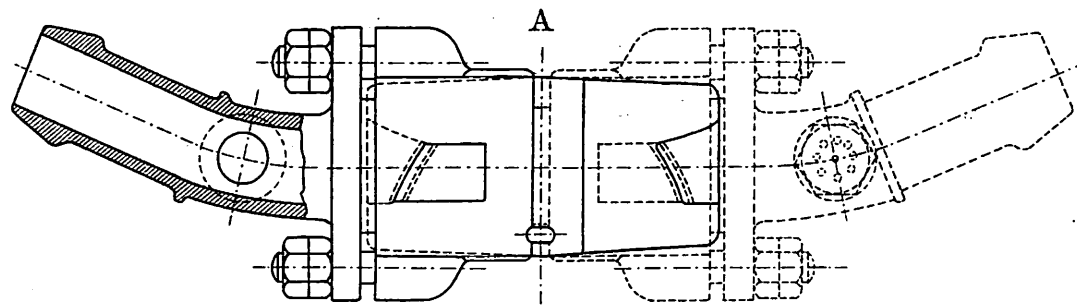
Abb. 14-17. Lindenthal's Langschwelenoberbau.

Abb. 17.



Stoßanordnung.

### Kuppelungsköpfe für Dampfheizschläuche.



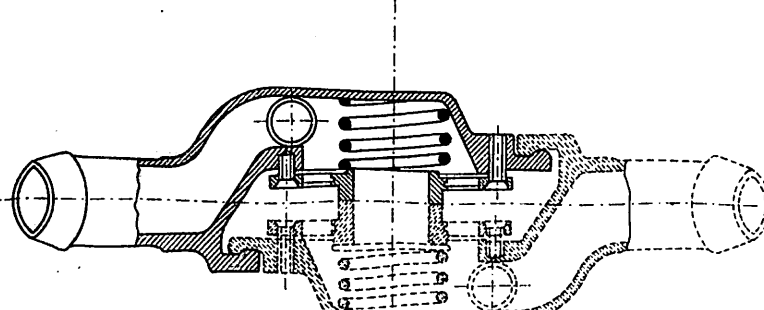
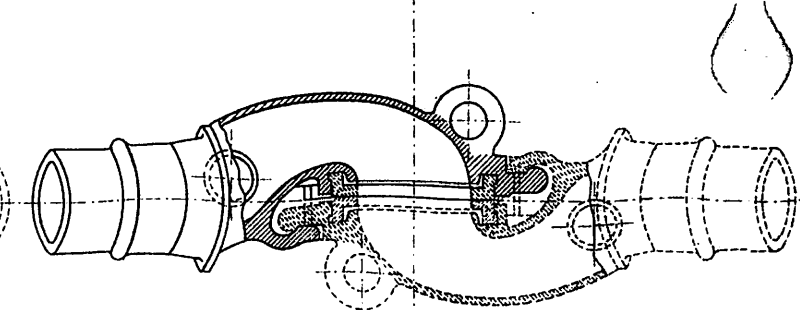
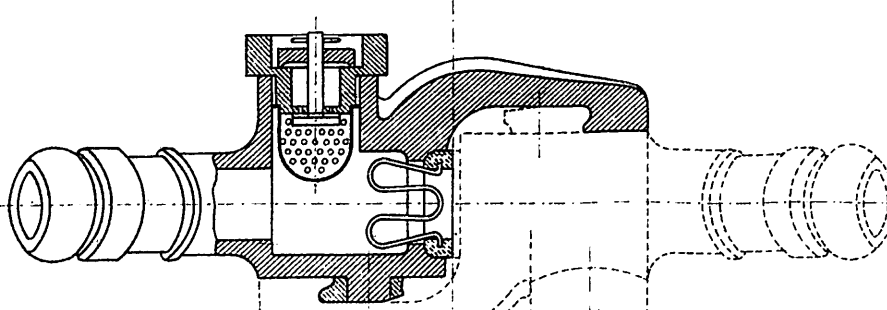
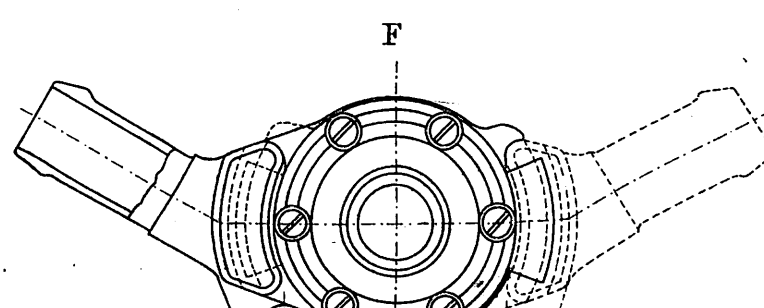
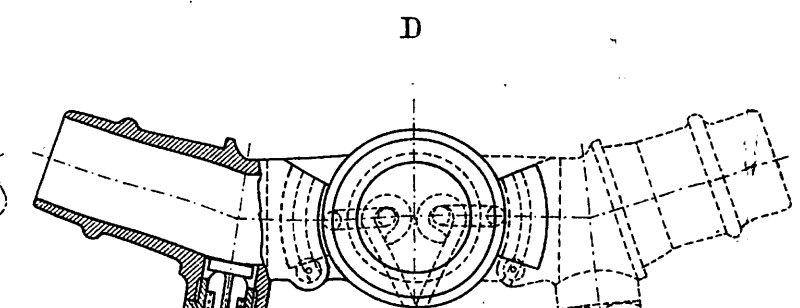
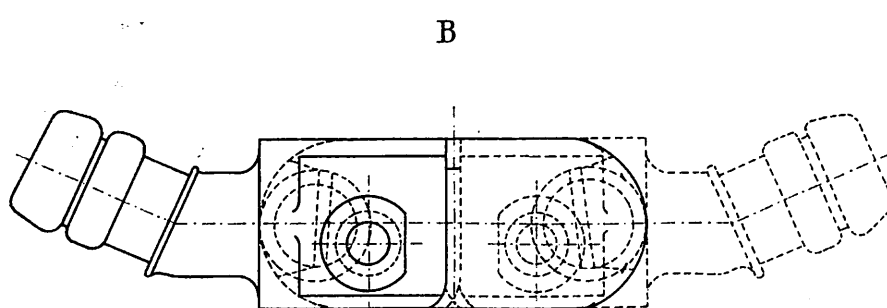
Kuppelungskopf für den zweitheiligen Heizschlauch der Consolit. Car. Heating Co. Albany, N.Y. (Sewall-Kuppelung).

Kuppelungskopf für den zweitheiligen Heizschlauch von Howard u. Taite, London.

Kuppelungskopf für den zweitheiligen Heizschlauch der Paris-Lyon-Mittelmeerbahn.

Stellung für Durchgang.

Stellung für Abschluss und als Schlußhahn.



Kuppelungskopf für den zweitheiligen Heizschlauch der Gold. Car Heating Co. Newyork.

Kuppelungskopf für den zweitheiligen Heizschlauch der Französischen Ostbahn.

Kuppelungskopf für den zweitheiligen Heizschlauch der Dänischen Staatsbahn.

	A	B	C	D	E	F
	Sewall.	Gold.	Howard und Taite.	Französische Ostbahn.	Paris-Lyon-Mittelmeerbahn.	Dänische.
Badische Staatsbahnen.						
Bayerische .						
Direktion Bromberg.						
Hannover	wird durch Direktion Bromberg vertreten.					
Kaiser Ferdinands-Nordbahn.						
Niederländische Staatsbahn-Gesellschaft.						
Oesterreichisches Eisenbahn-Ministerium.						
Sächsische Staatsbahnen.						
Ungarische .						

Abb. 1-5. Verbesserte Schlauchkuppelung der Dampfheizung für Eisenbahnwagen.

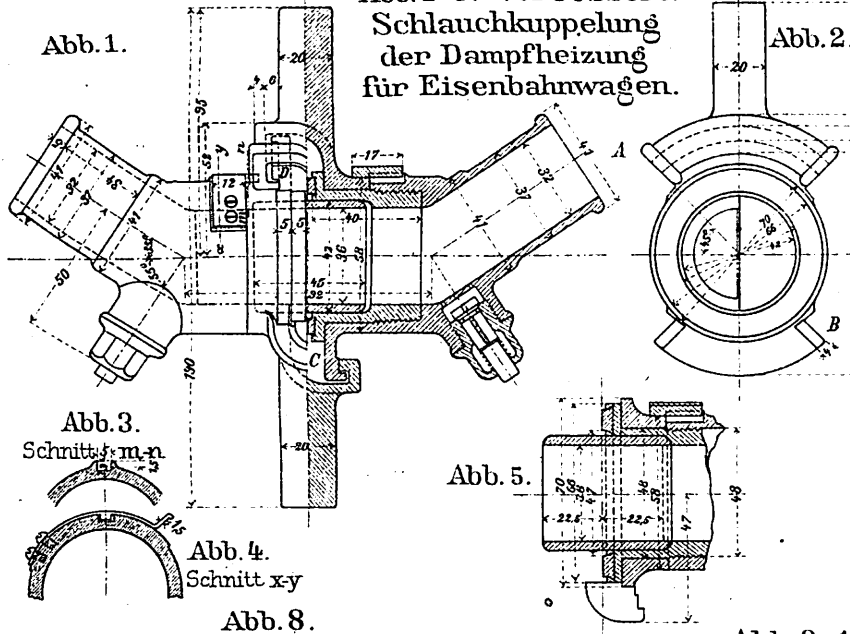


Abb. 6-8. Schwere Straßenbahn-Oberbau in Marseille.

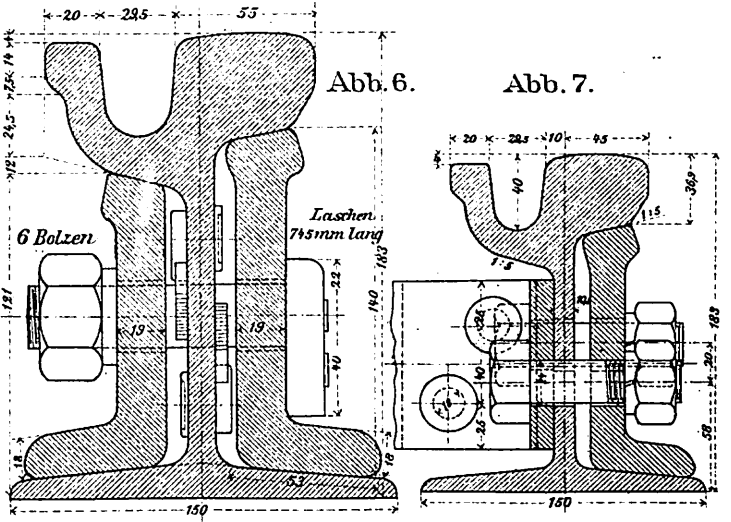


Abb. 9-12. Die Weichen der Straßenbahn in Marseille.

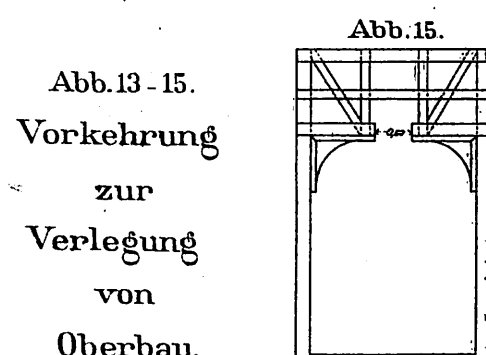
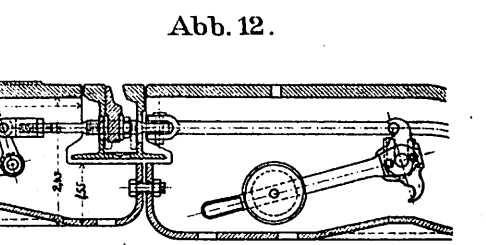
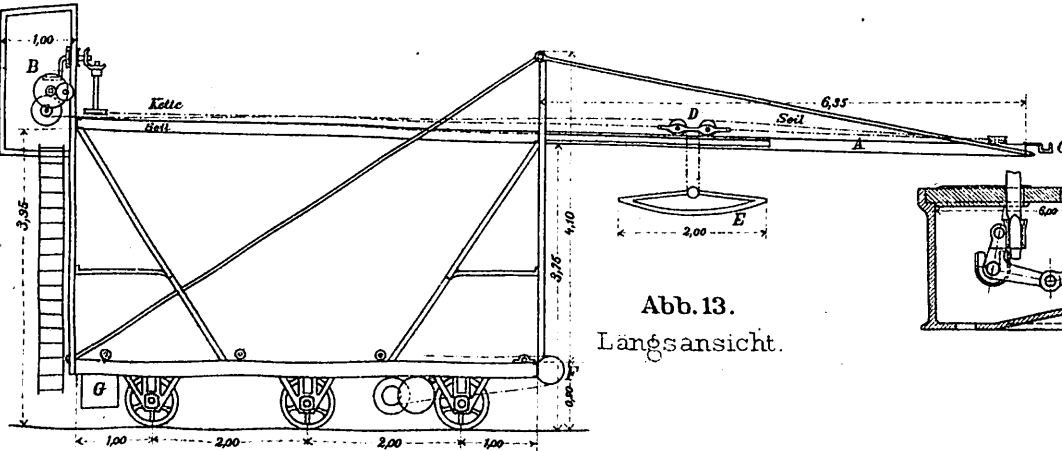
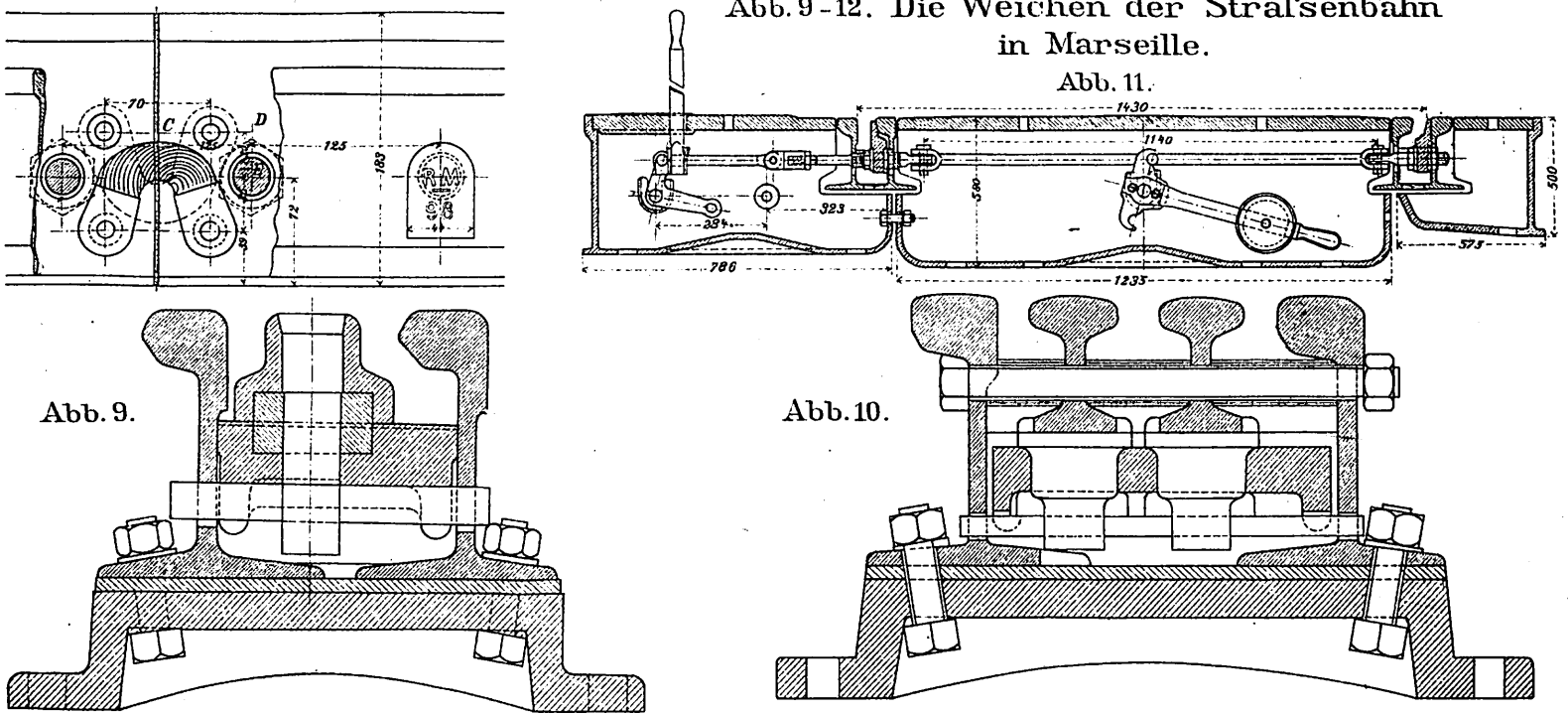


Abb. 13-15. Vorkehrung zur Verlegung von Oberbau.





# Abb. 1-8. Der Simplon-Tunnel.

