

Sechssachsiger Salonwagen der Bayerischen Staatseisenbahnen.

BAY.Stz.B.

Reisewagen Sr. Kgl. H. d. Prinzregenten v. Bayern.

Abb. 1.

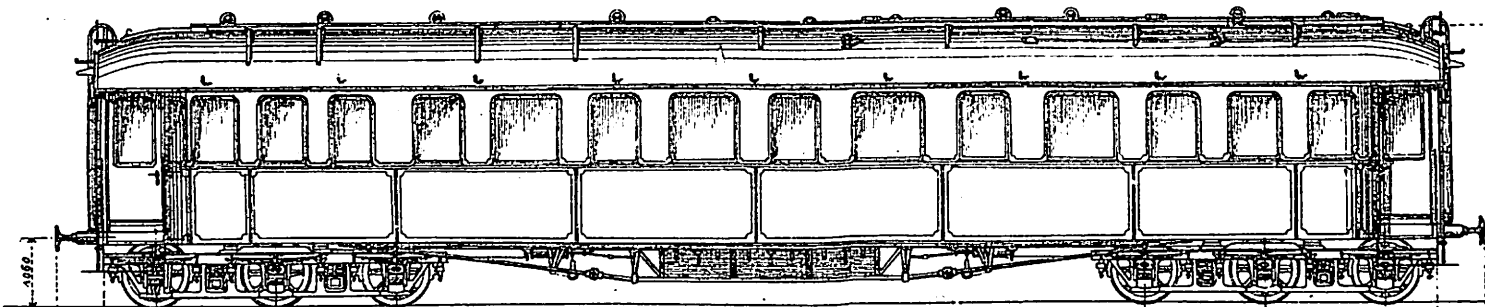


Abb. 3.

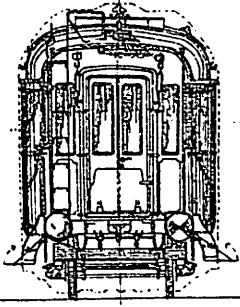


Abb. 2.

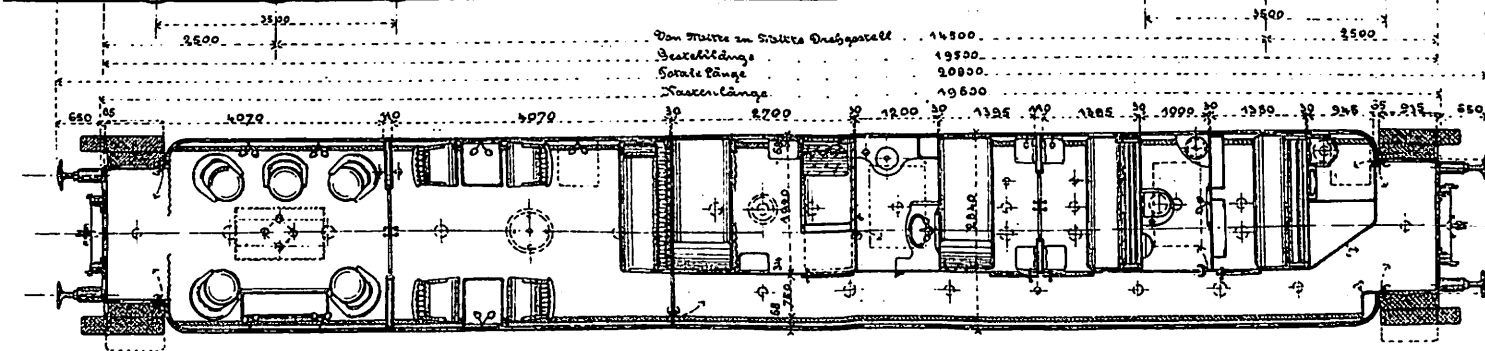


Abb. 4.

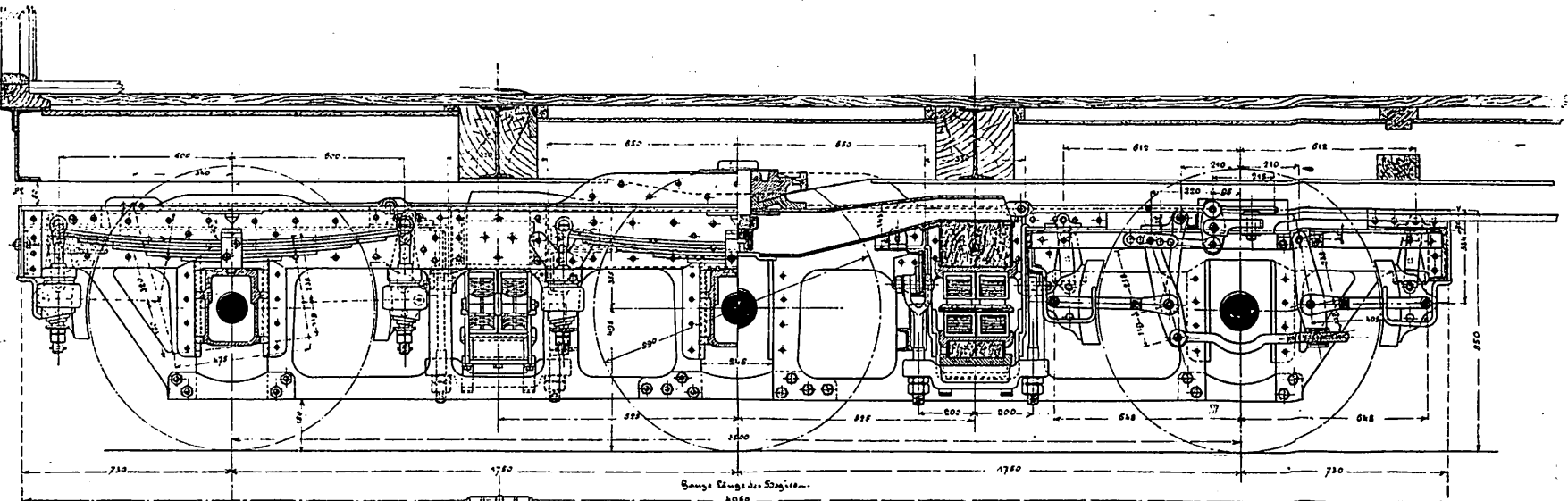


Abb. 6.

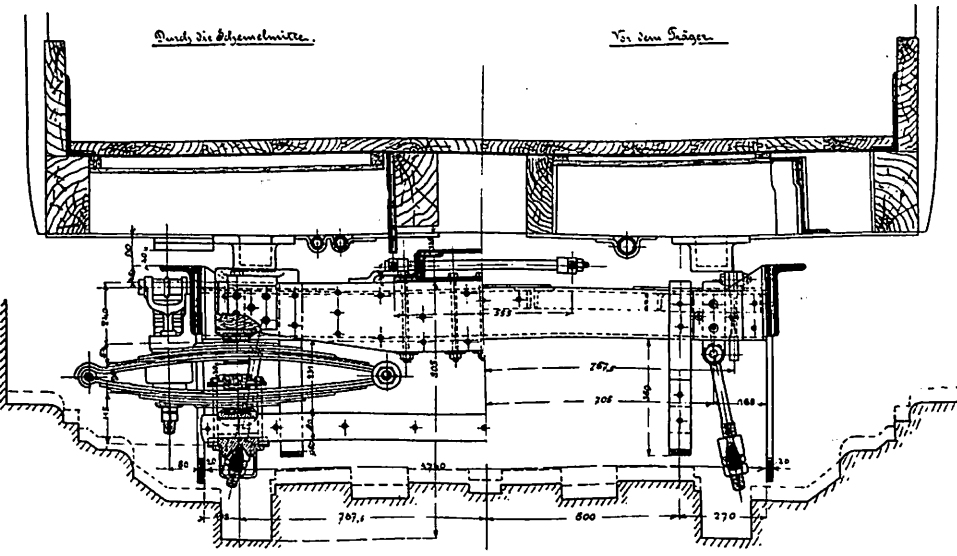


Abb. 5.

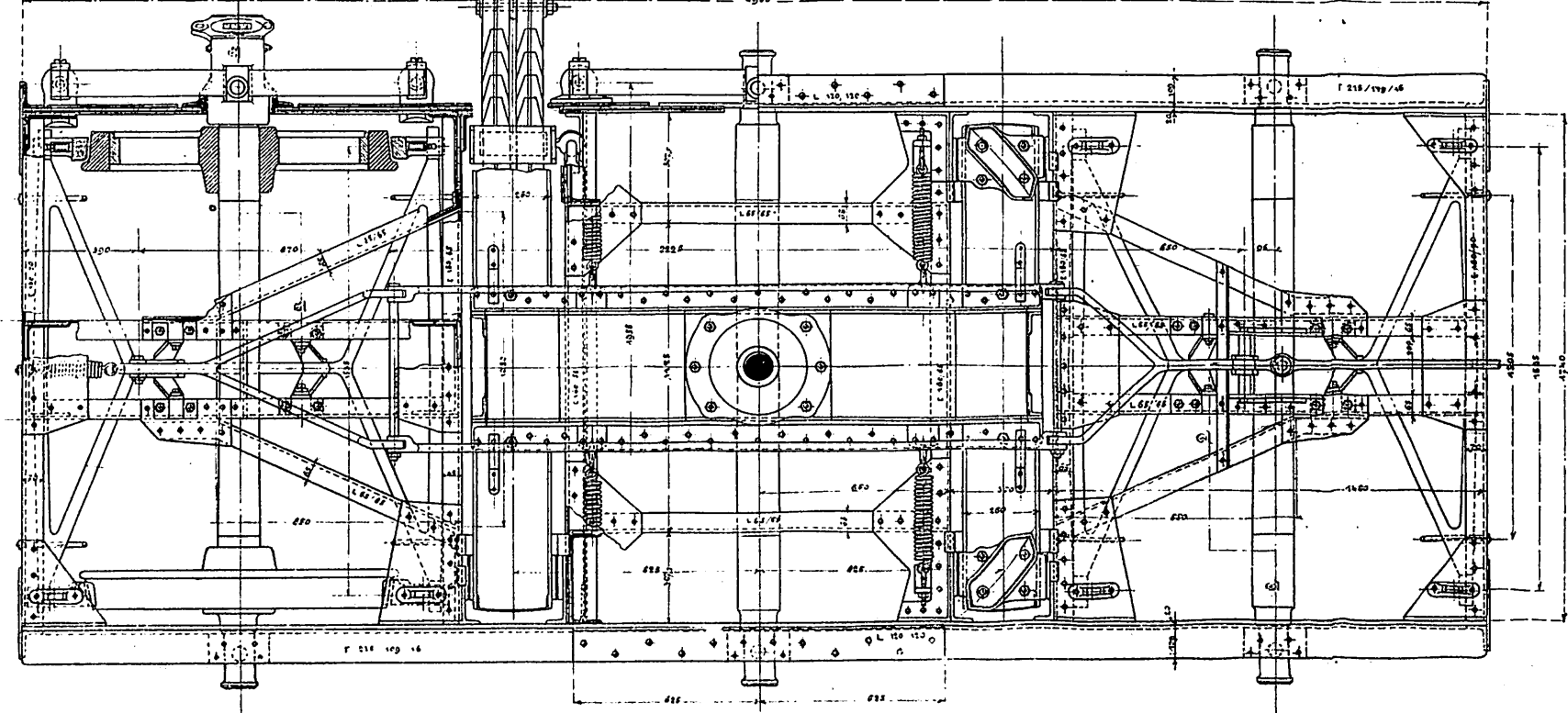


Abb. 7.

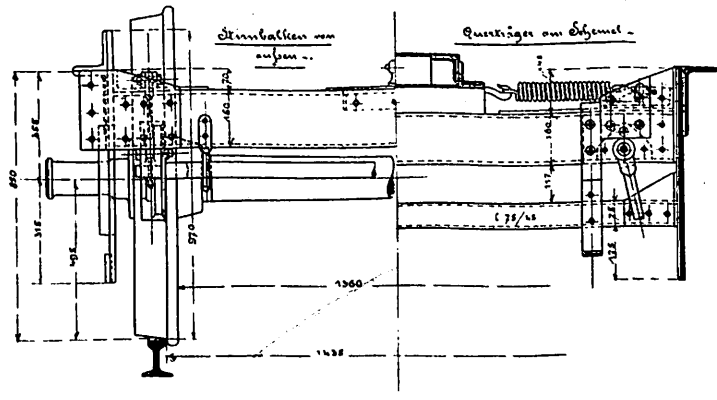
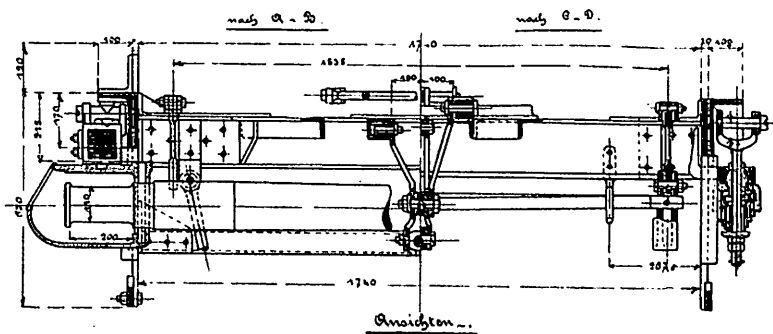


Abb. 8.



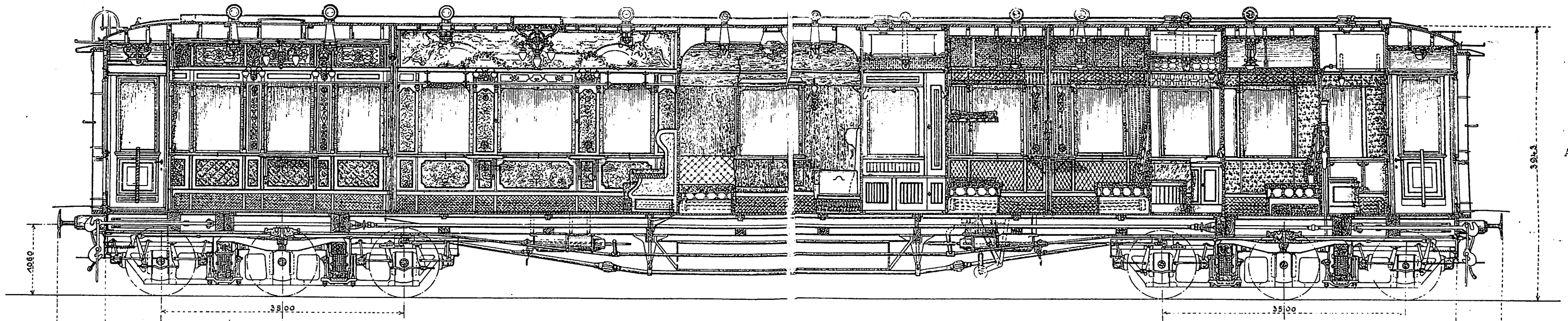


Abb. 1.

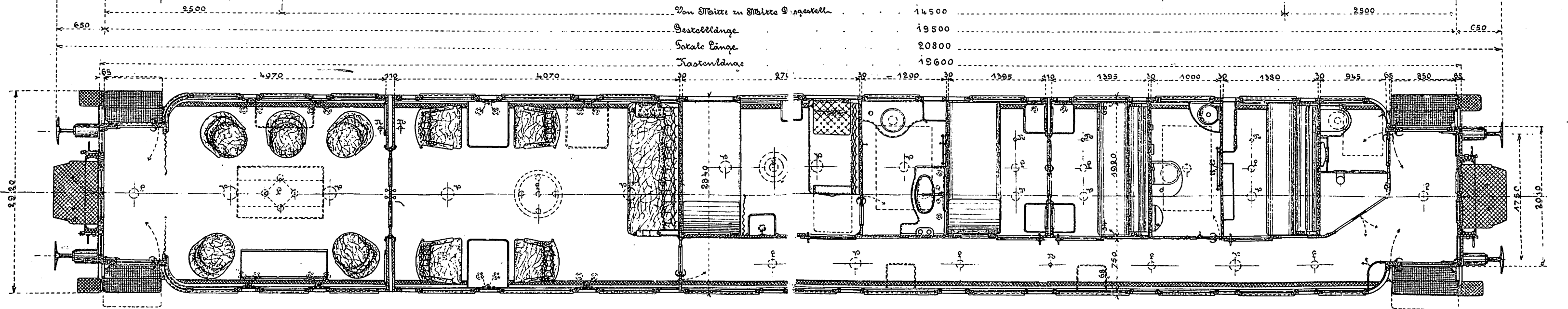


Abb. 2.

Abb. 3.

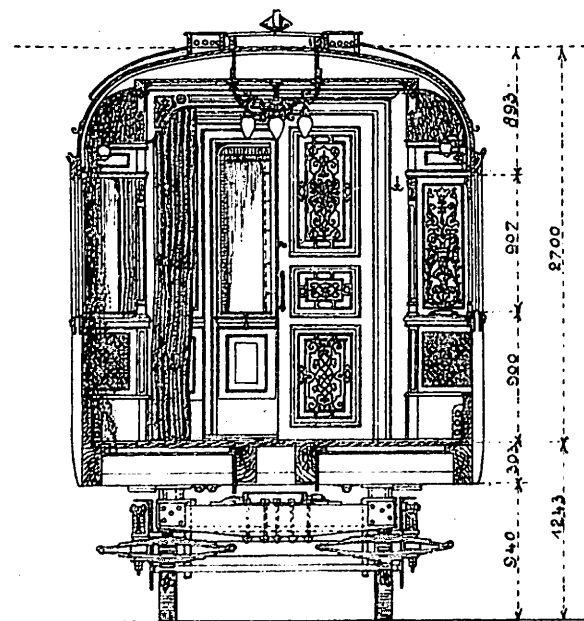


Abb. 4.

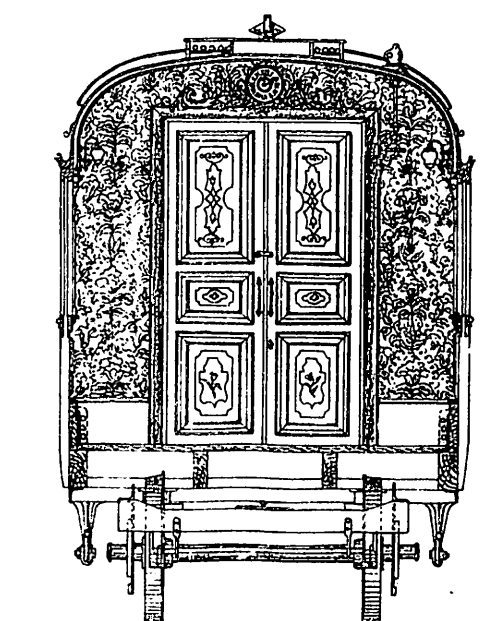


Abb. 5.

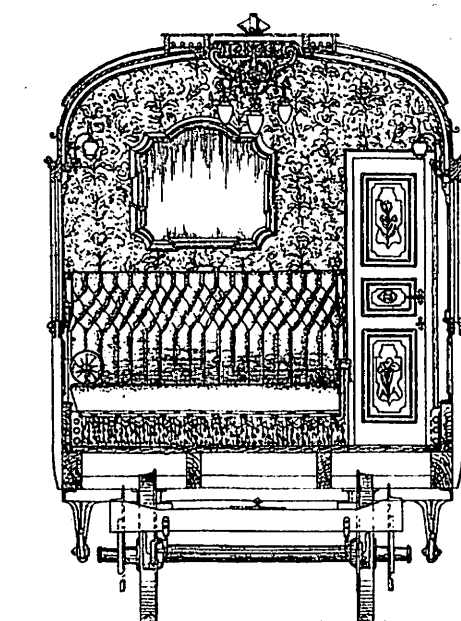


Abb. 6.

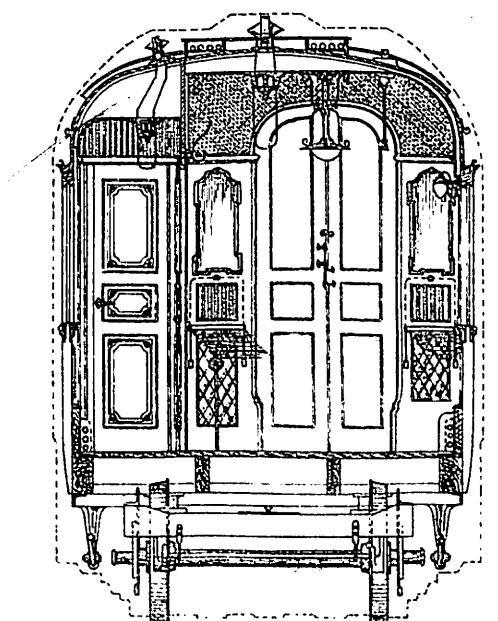


Abb. 1.

1:60.

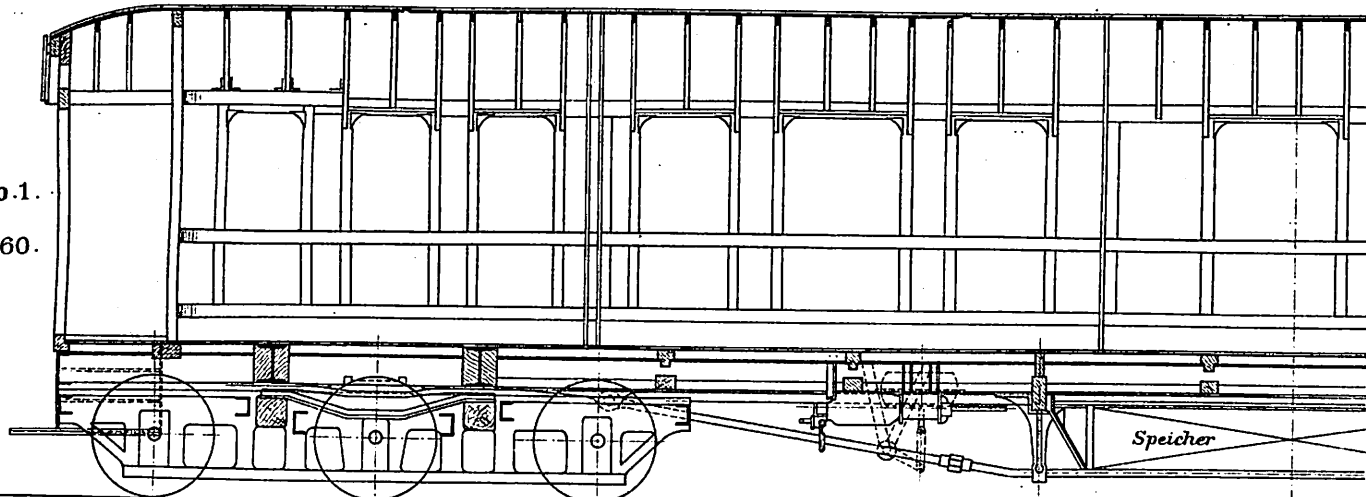


Abb. 2.

1:60.

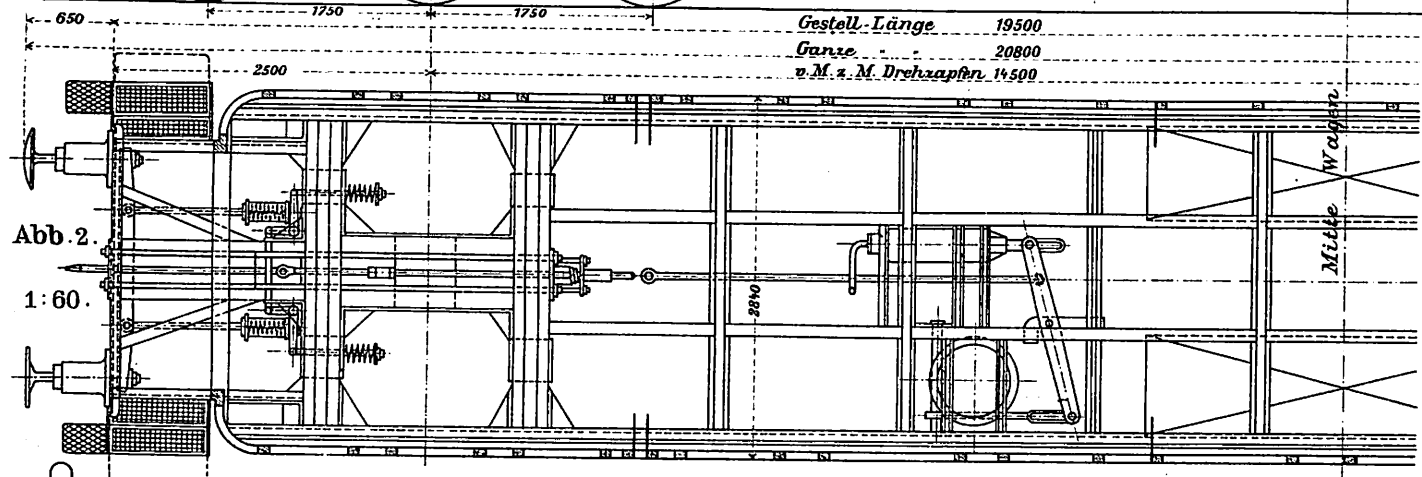


Abb. 3.

Maßstab 1:3 d.n.Gr.

Abb. 4.

1:15 d.n.Gr.

Abb. 5.

2:15 d.n.Gr.

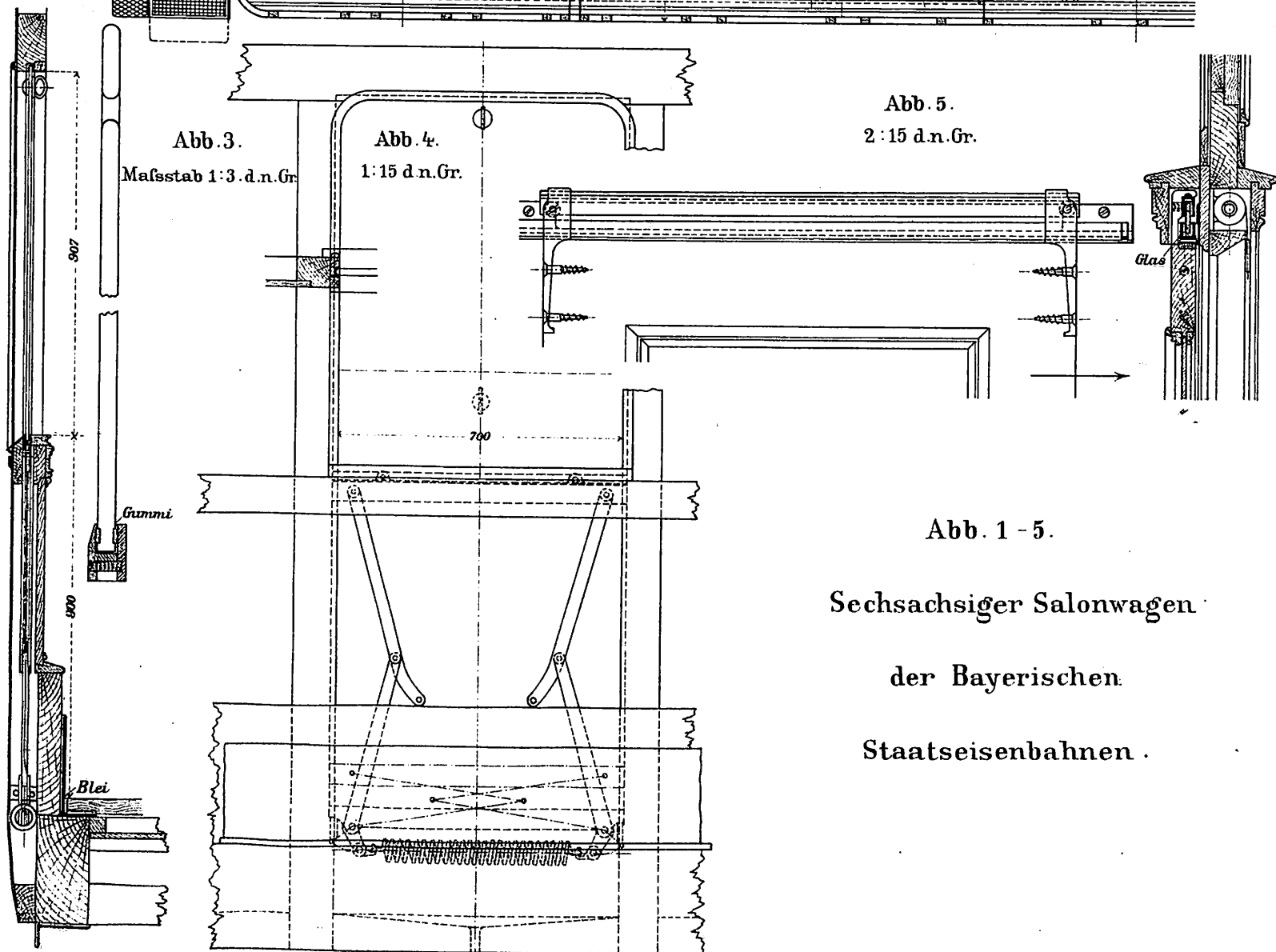


Abb. 1 - 5.

Sechssachsiger Salonwagen
der Bayerischen
Staatseisenbahnen.

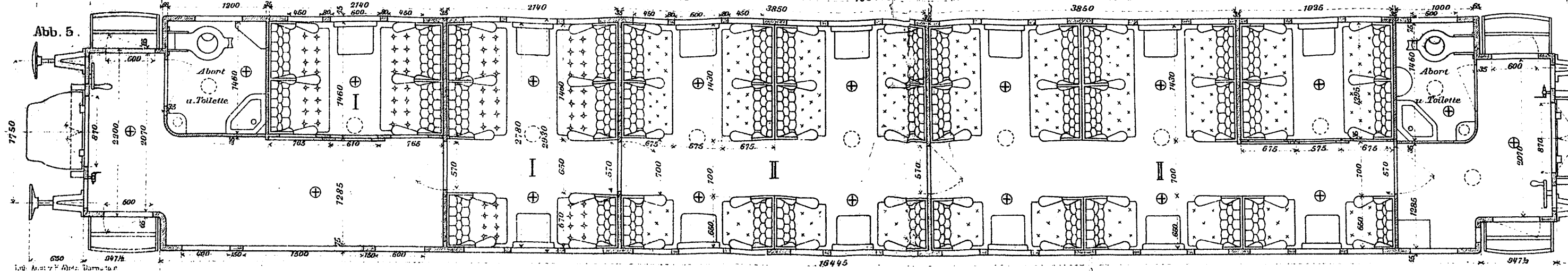
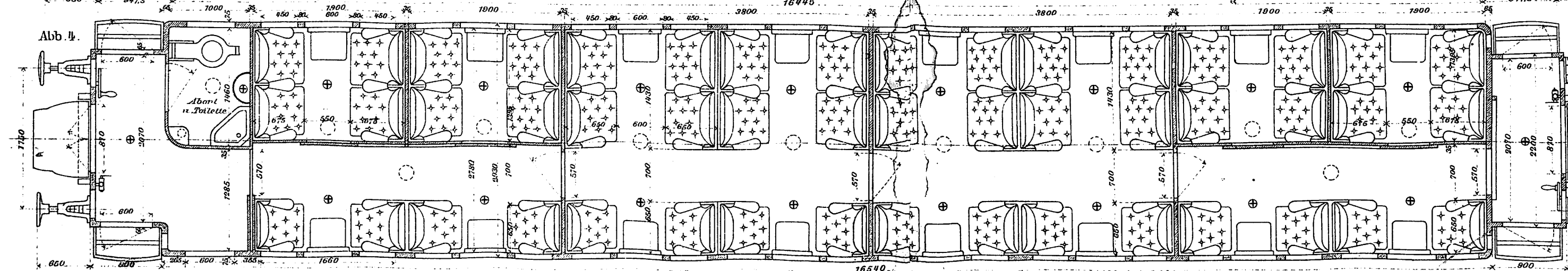
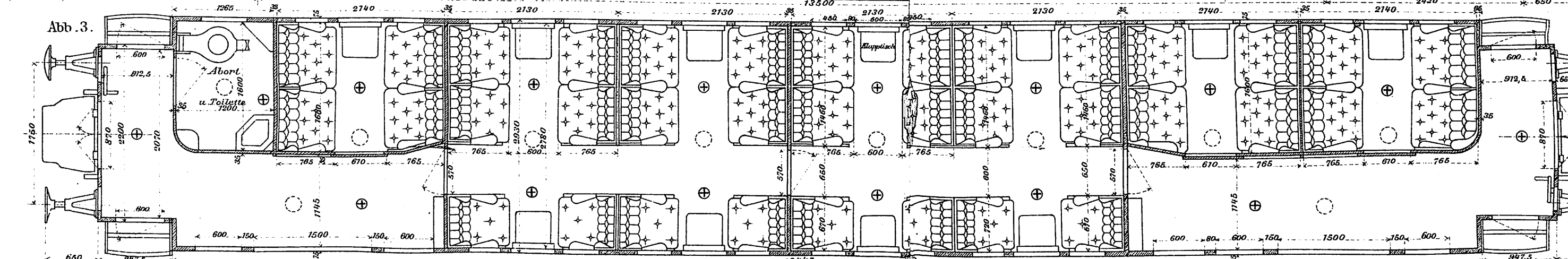
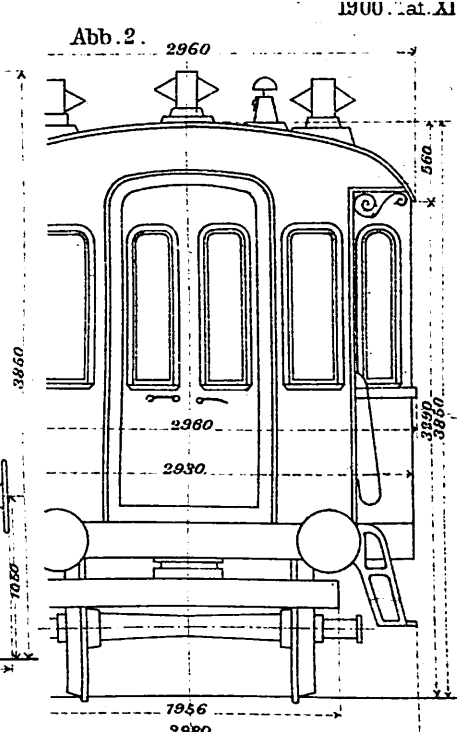
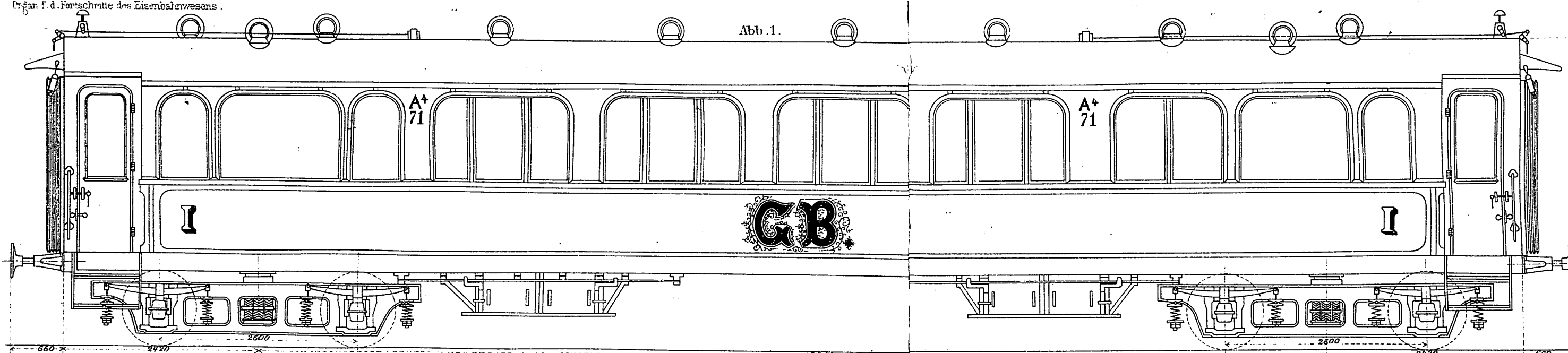


Abb. 1-5.

Vierachsige

Durchgangswagen
der Gotthardbahn.

1:50 d.n.Gr.

Abb. 1-3. Wagen I. Klasse.

Abb. 4. Wagen II.

Abb. 5. Wagen I.u.II.

Abb. 1. 2.
Lübeck-Büchen
1851.

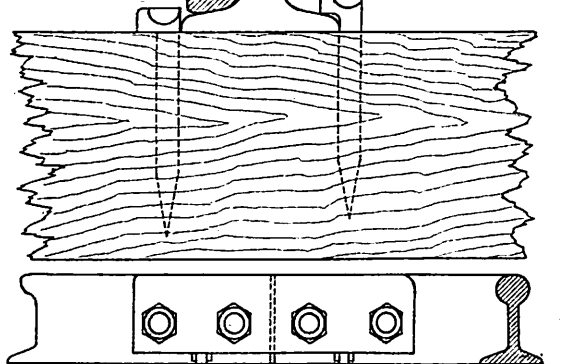


Abb. 2.



Abb. 3.

Abb. 3 u. 4.
A. Währer 1870.

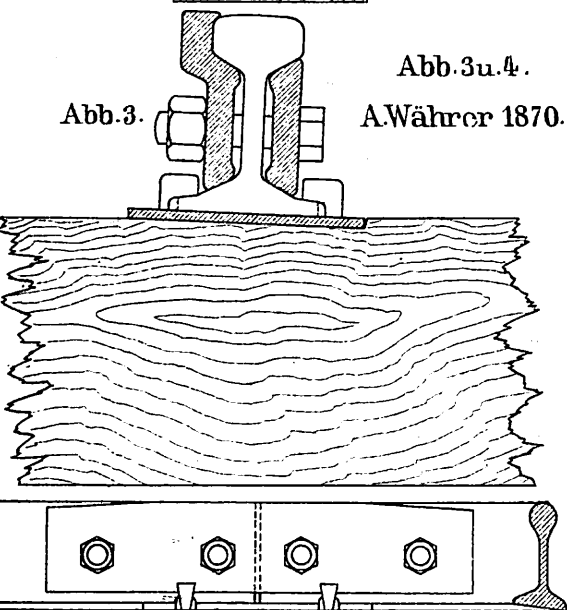


Abb. 4.



Abb. 5 u. 6.
Kaiser Ferdinands
Nordbahn 1878.

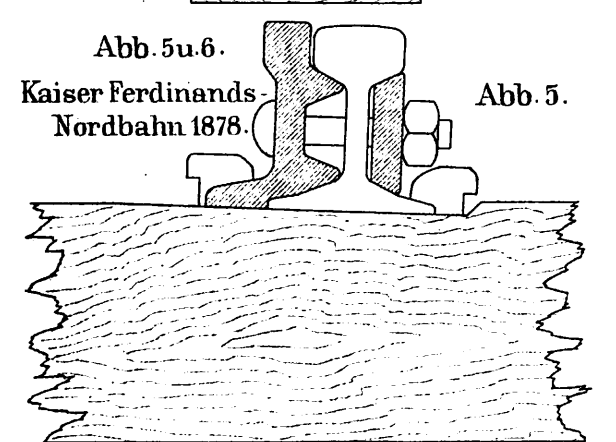


Abb. 5.

Abb. 6.

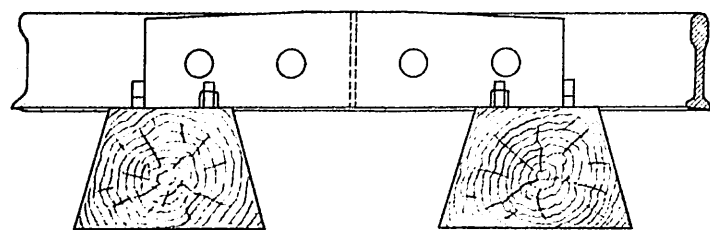


Abb. 7. Abnutzung: „0“.

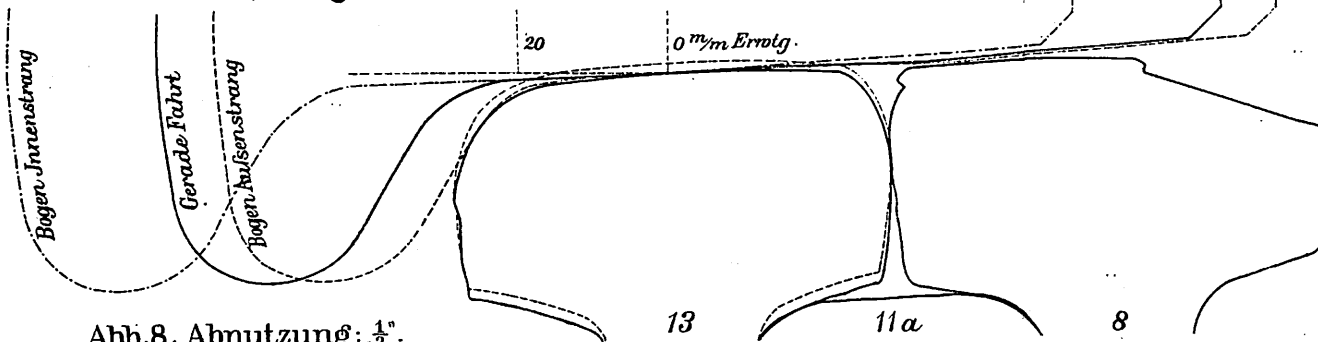


Abb. 8. Abnutzung: „ $\frac{1}{2}$ “.

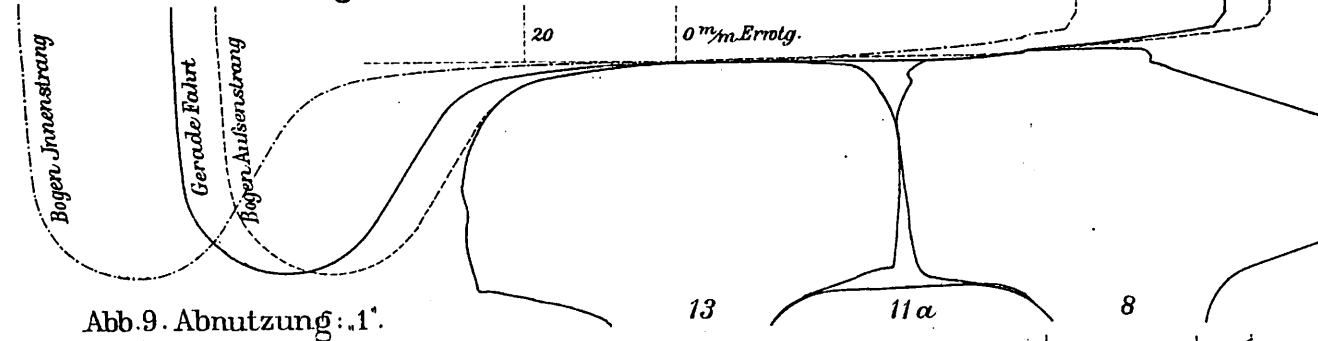


Abb. 9. Abnutzung: „1“.

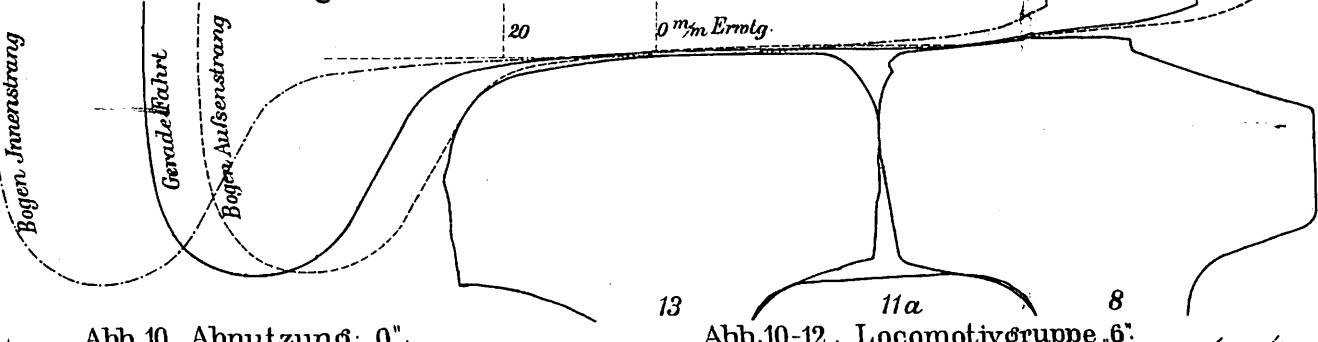


Abb. 10. Abnutzung: „0“.

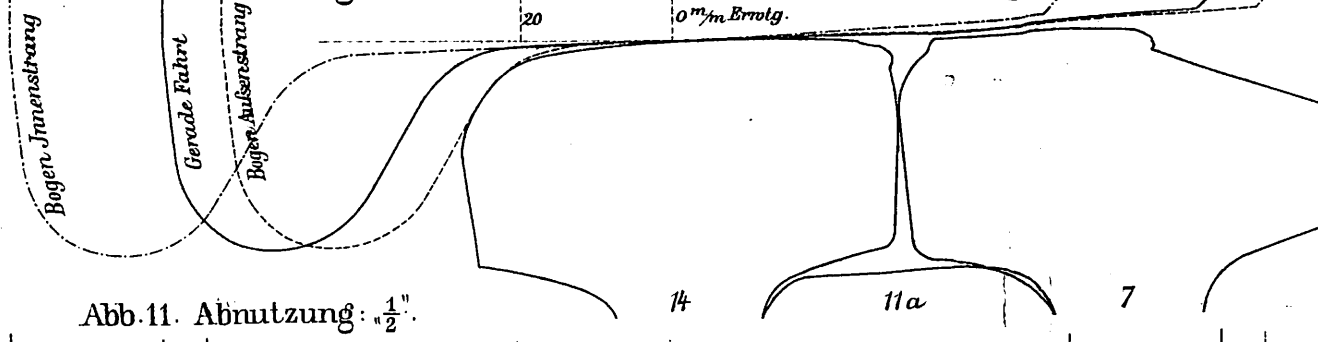


Abb. 11. Abnutzung: „ $\frac{1}{2}$ “.

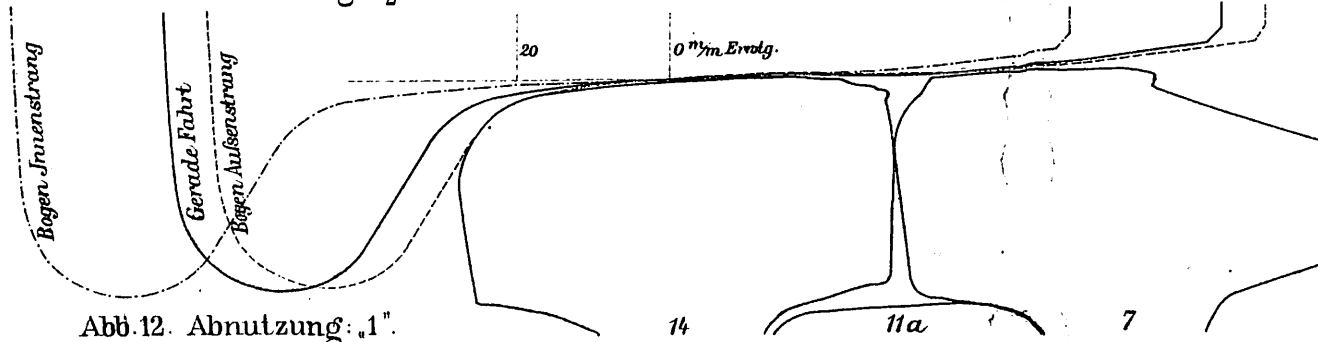


Abb. 12. Abnutzung: „1“.

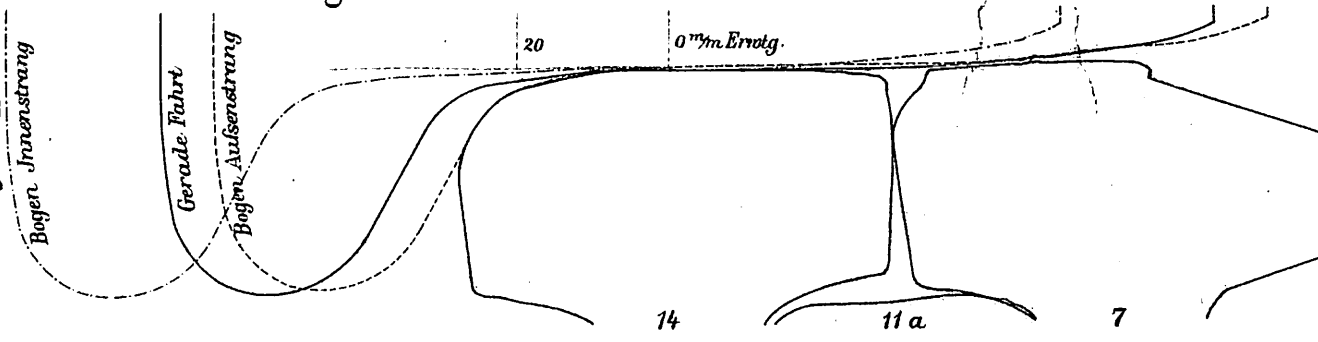


Abb. 7-9. Locomotivgruppe „6“.

Abb. 13. Abnutzung: „0“.

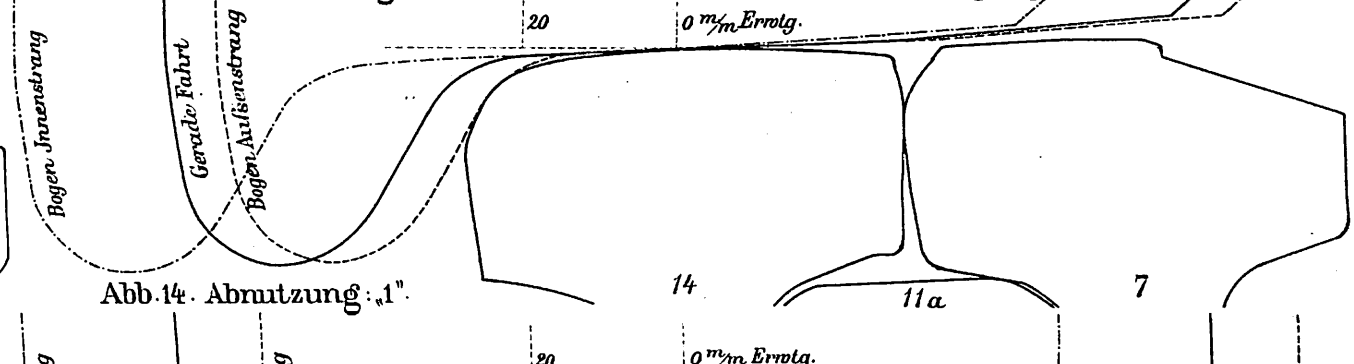


Abb. 13 u. 14. Güterwagengruppe „G“.

Abb. 14. Abnutzung: „1“.

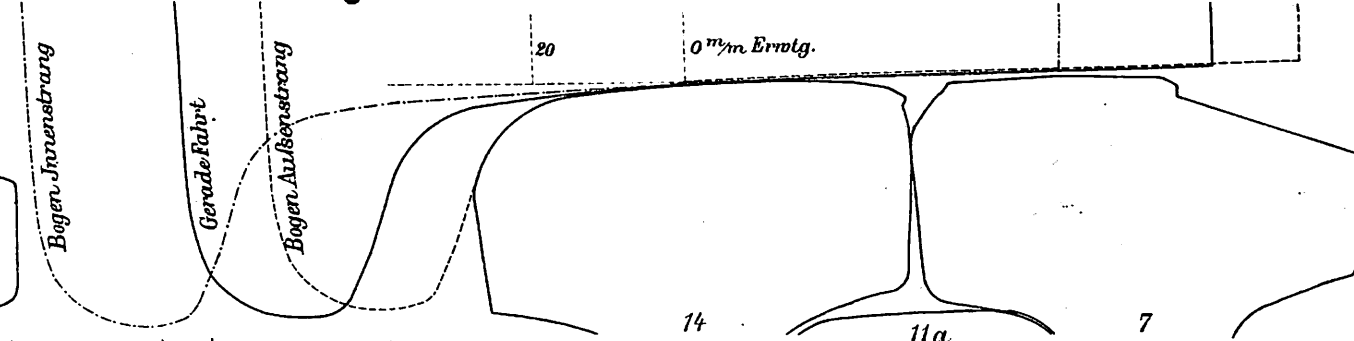


Abb. 15. Abnutzung: „ $\frac{1}{2}$ “.

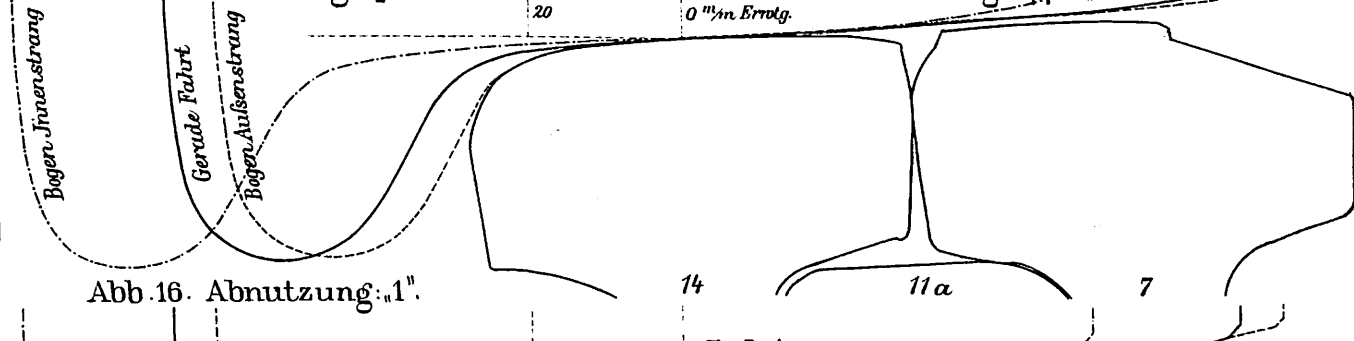


Abb. 15 u. 16. Locomotivgruppe „56“.

Abb. 16. Abnutzung: „1“.

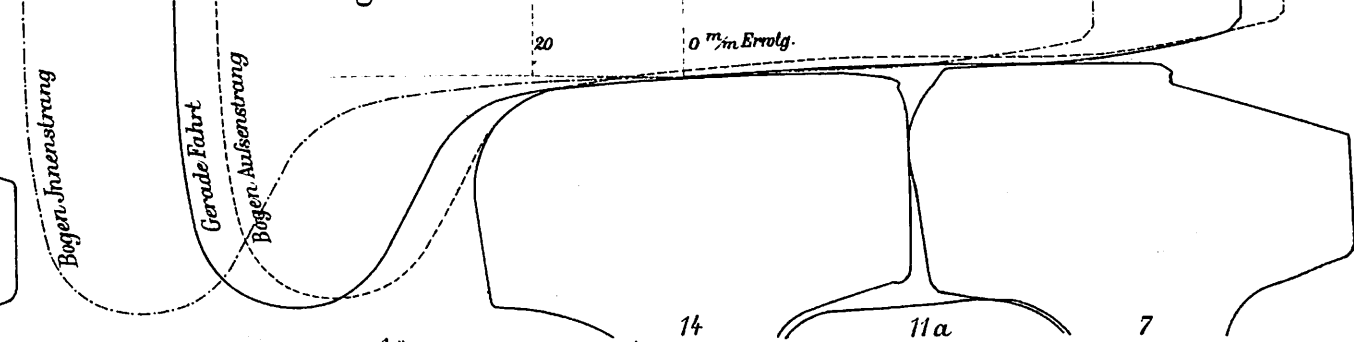


Abb. 17. Abnutzung: „ $\frac{1}{2}$ “.

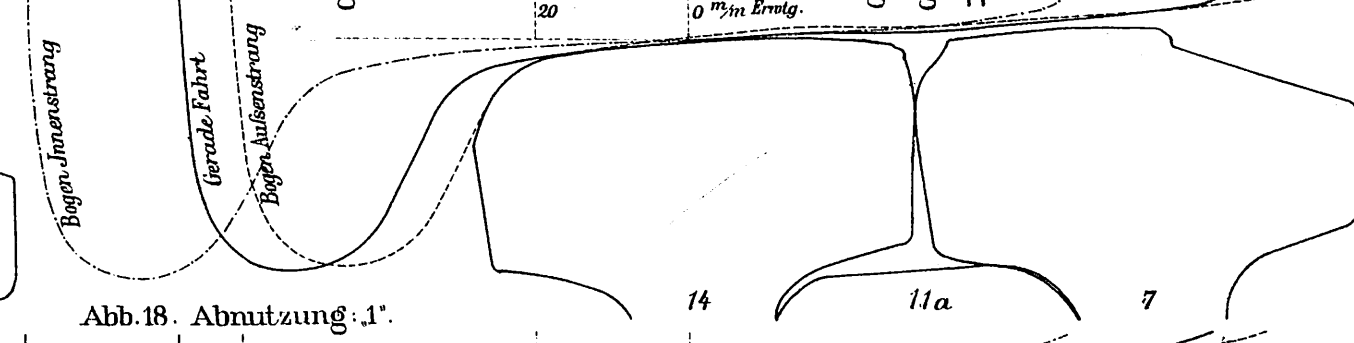


Abb. 17 u. 18. Personenwagengruppe „Be“ und „ABe“.

Abb. 18. Abnutzung: „1“.

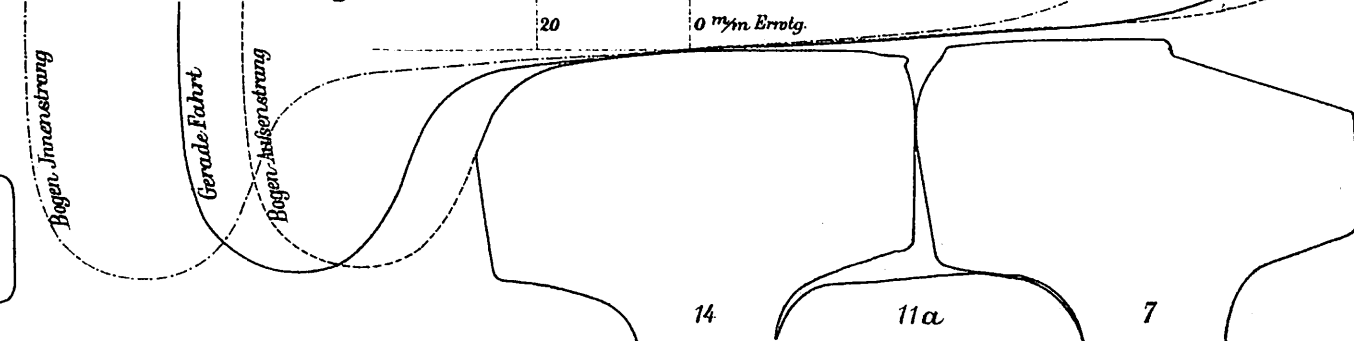


Abb. 1. Zug 8 vom 12. October 1898.

Stoßfang - Stoß.

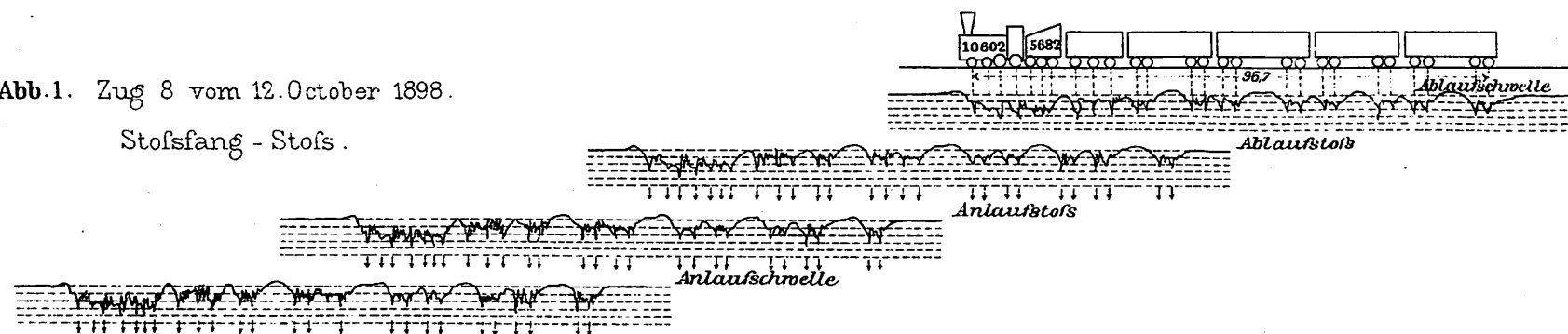


Abb. 2. Ostende-Expresszug 8 vom 4. November 1898.

Flachlaschen-Stoß, Bauart II.

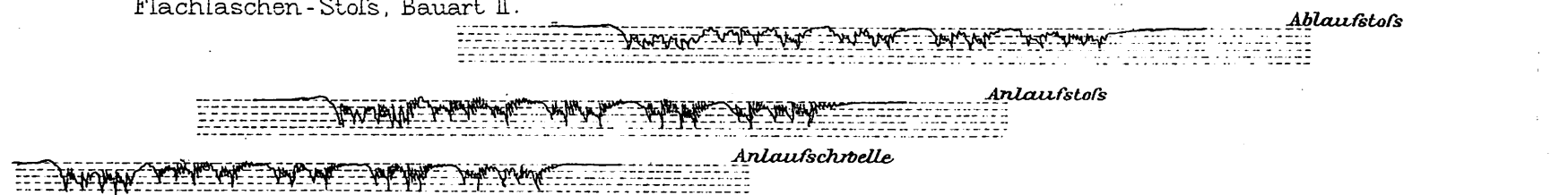


Abb. 3. Personenzug 20 vom 28. November 1898.

Stoßfang - Schienenmittel.

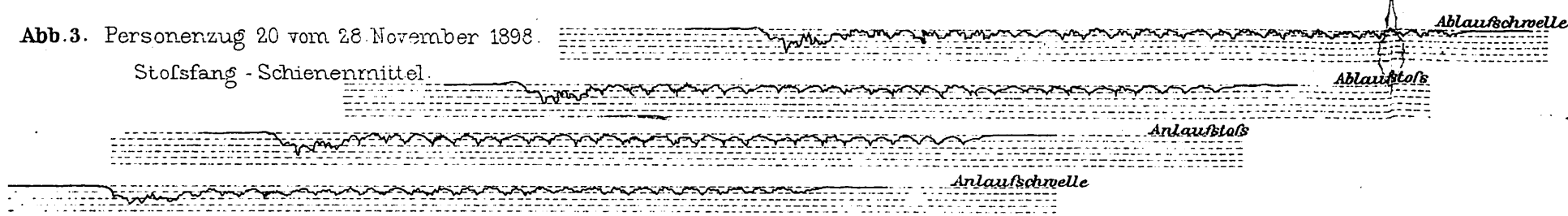


Abb. 4. Zug 306 vom 12. October 1898.

Stoßfang - Stoß.

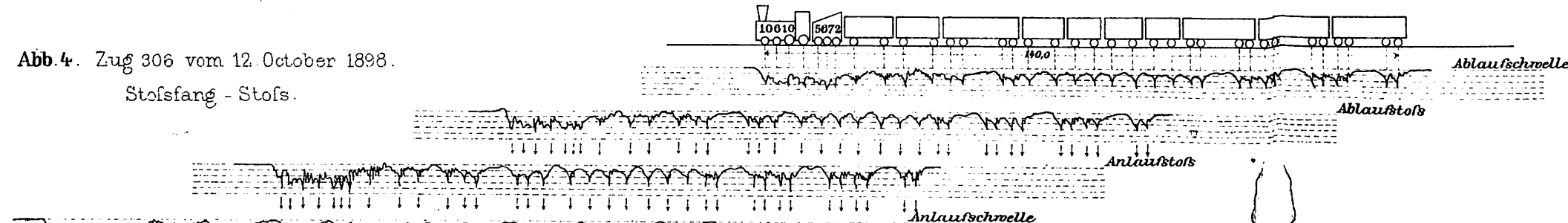


Abb. 5. Zug 14 vom 12. October 1898.

Stoßfang - Stoß.

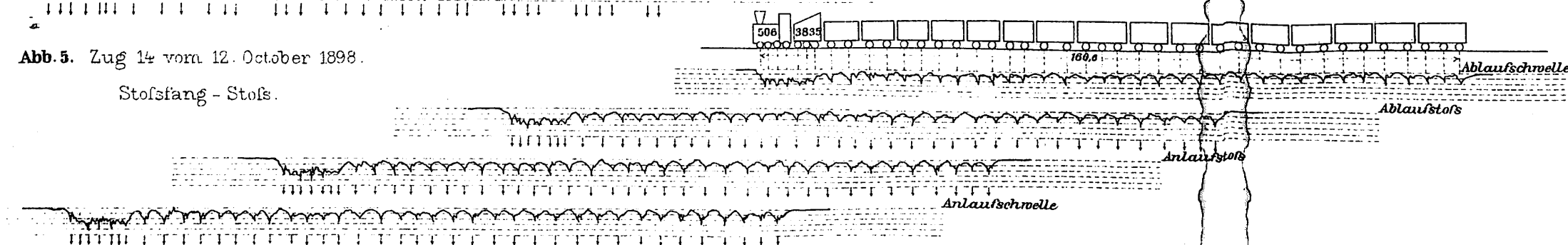


Abb. 6. Personenzug 14 vom 4. November 1898.

Flachlaschen-Stoß, Bauart II.

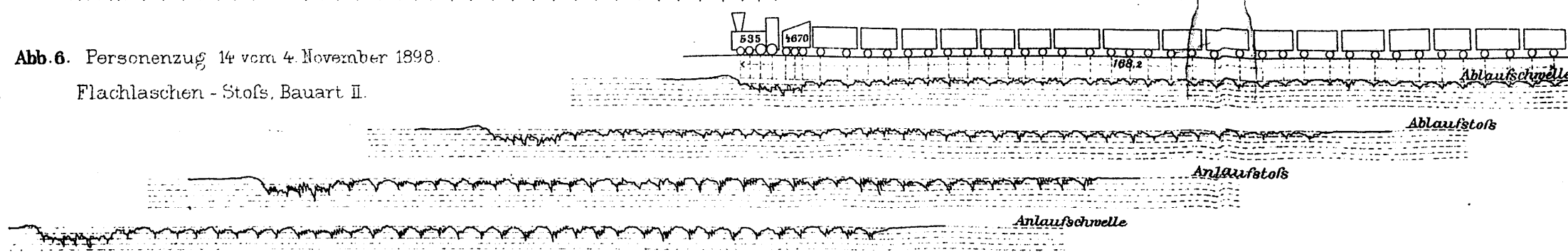
Abb. 7-10.
Formen der
Laufflächen
am Schienenstoße.
Längen 1:5, Höhen 10:1

Abb. 7. Bei Stoßfang, im Bogeninnenstrang.

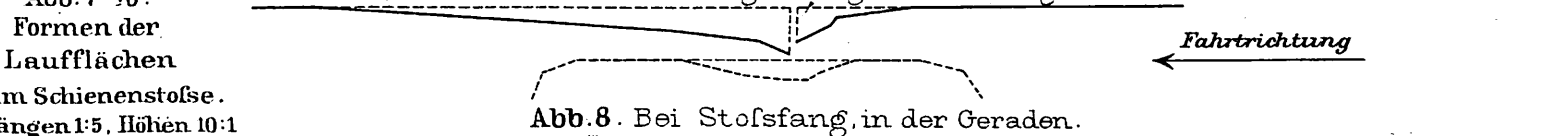


Abb. 8. Bei Stoßfang, in der Geraden.

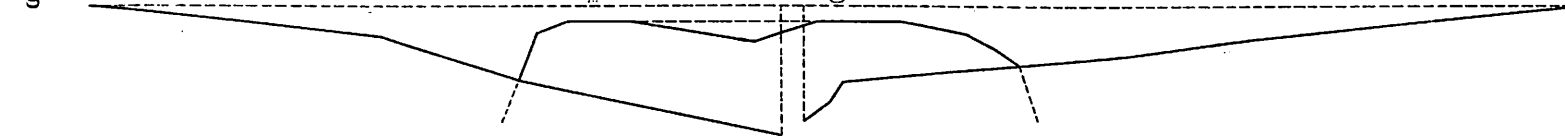


Abb. 9. Bei Stoßfang, in der Geraden.



Abb. 10. ohne Stoßfang.

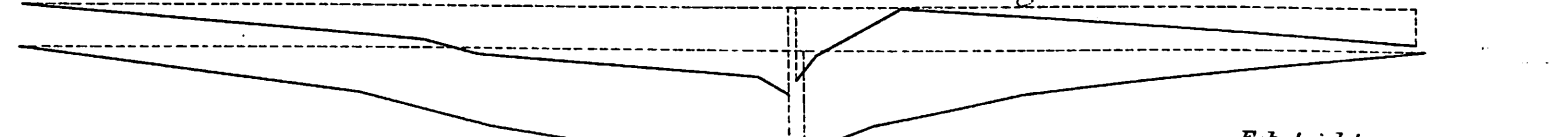


Abb. 11.

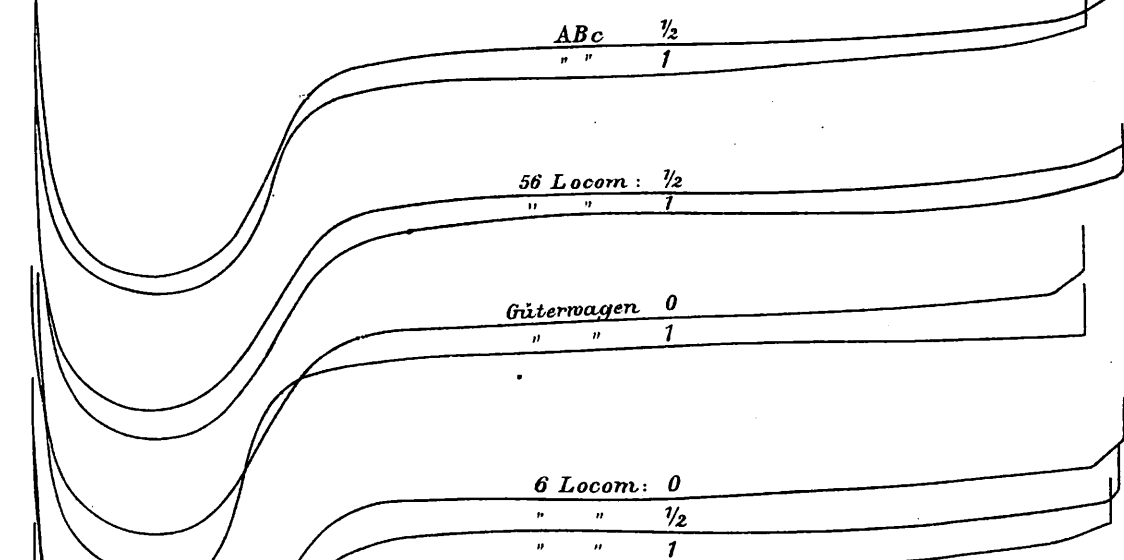
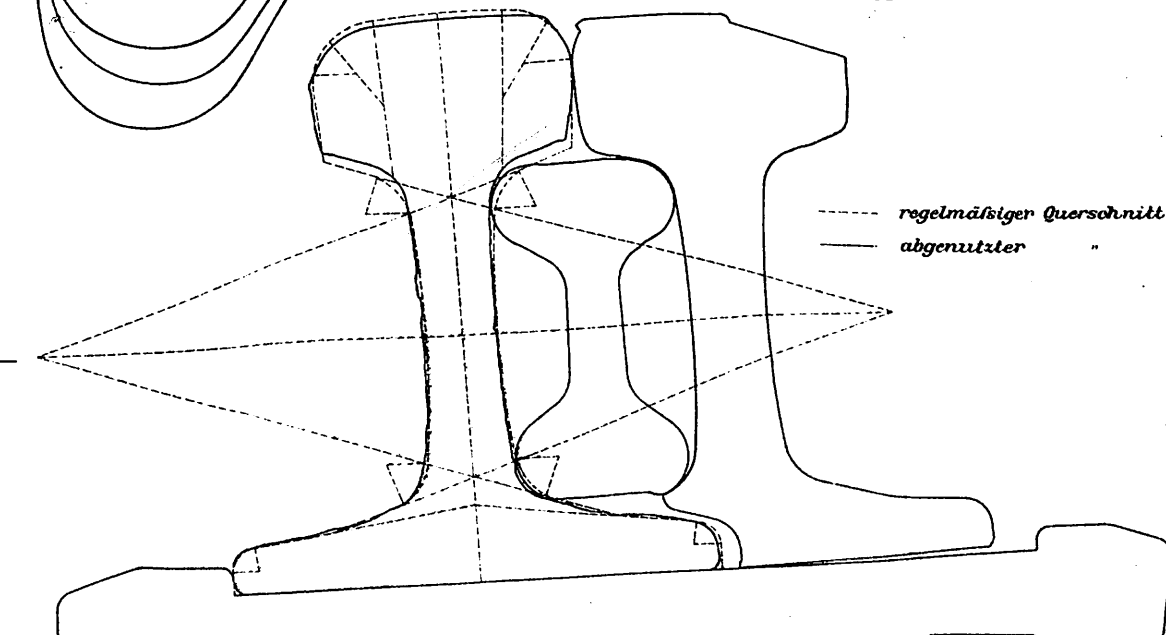
Abb. 11.
Reifenquer-
schnitte.
Nat. Gr.Abb. 12. Klaffen des Fußes der Fangschiene.
Abnutzung der Fahrschiene.
0.6 d. n. Gr.

Abb. 1-4. Verwendung laut schallender Fernsprecher zur Ansage der Gleiswege bei Ablaufbergen.

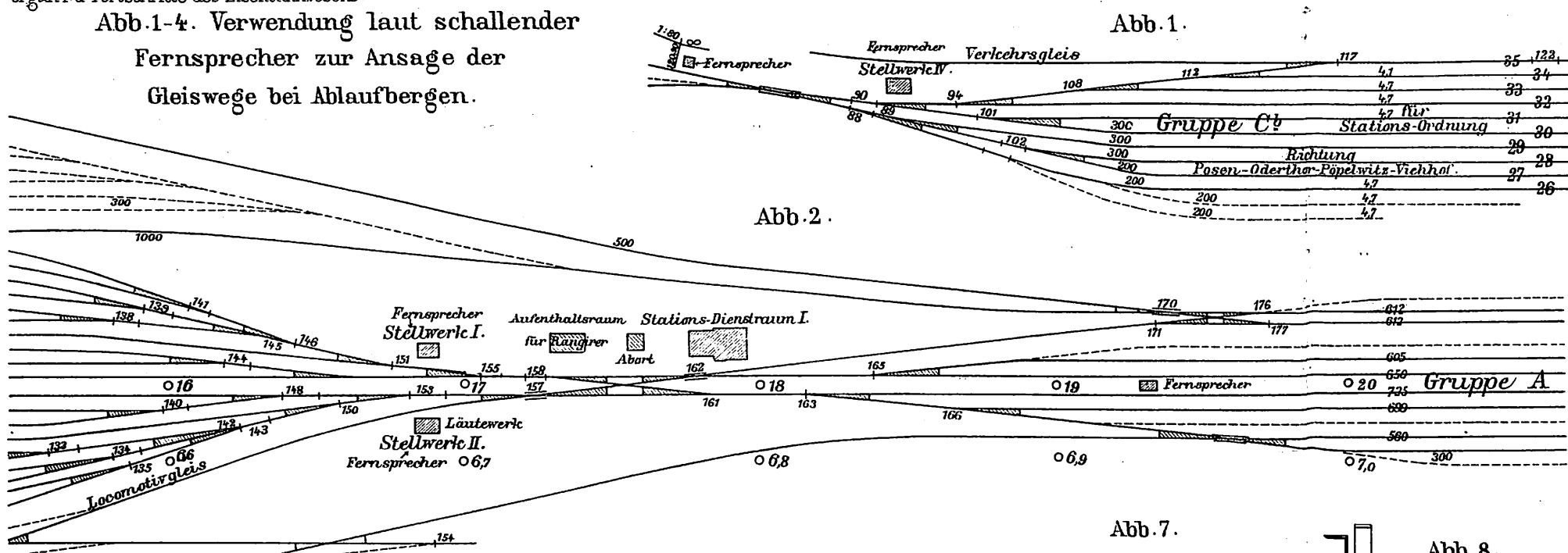


Abb. 3.
Seitenansicht.

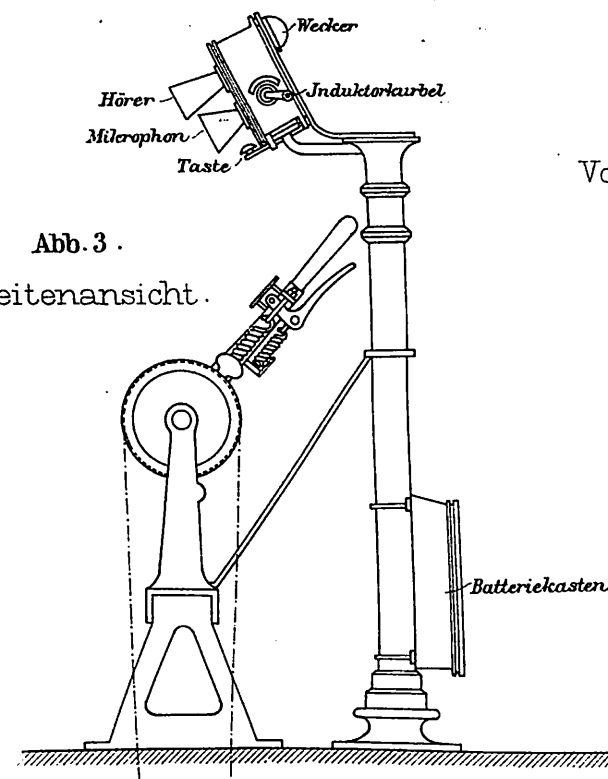


Abb. 4.
Vorderansicht.

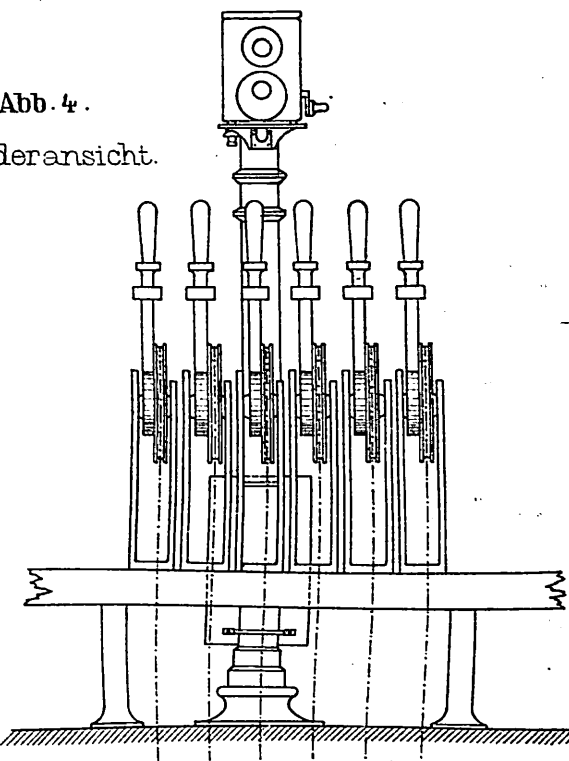


Abb. 5-10. Kohlschuppen der Lehigh-Valley-Bahn.

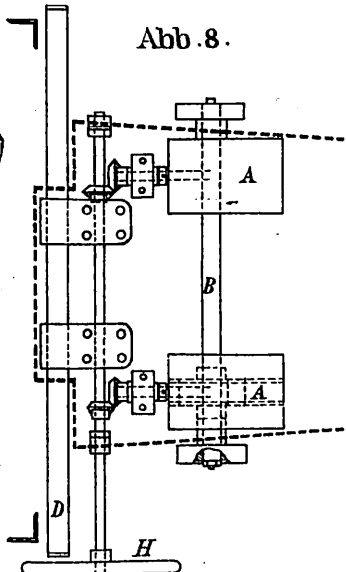
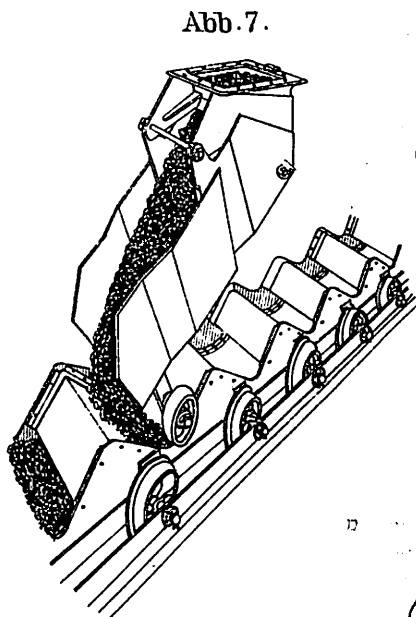
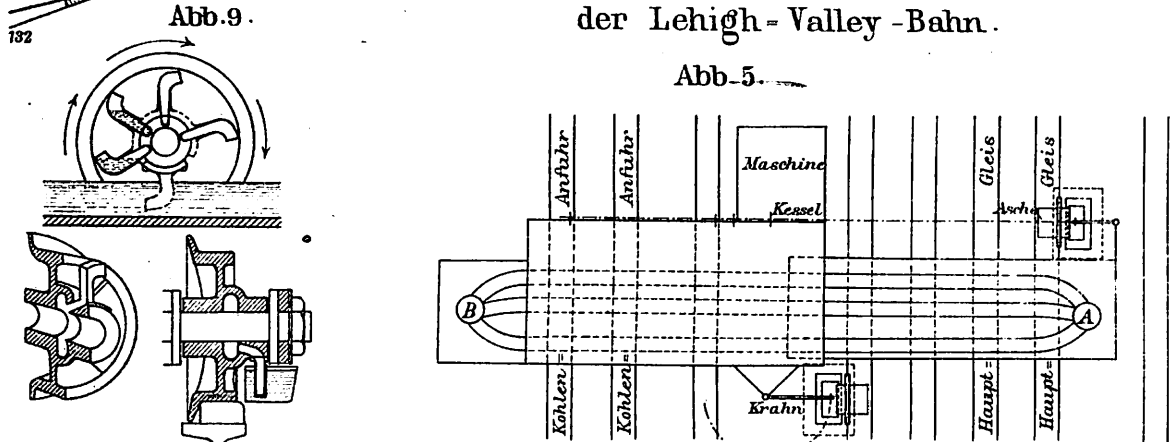


Abb. 10.

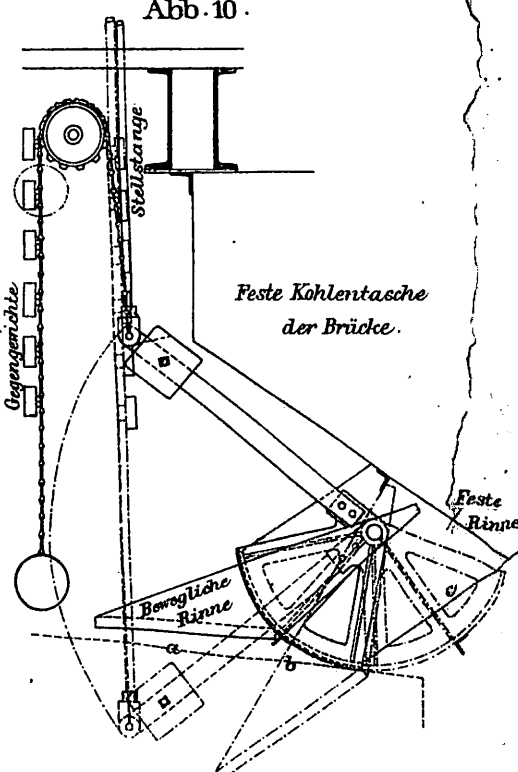


Abb. 11.
Elektrische Wagenbeleuchtung von Vicarino.

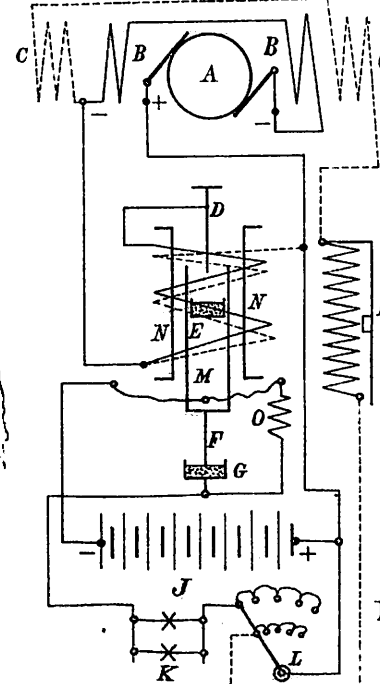


Abb. 12-14.
Fahrbare
Schwellen-
Ritzmaschine,
Bauart Brown.

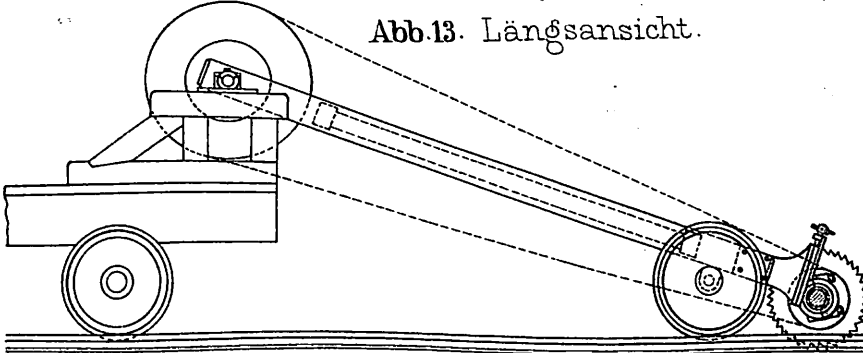
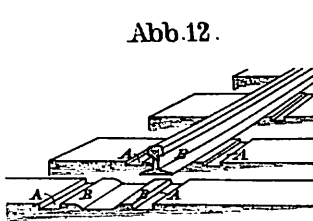


Abb. 14. Grundriss.

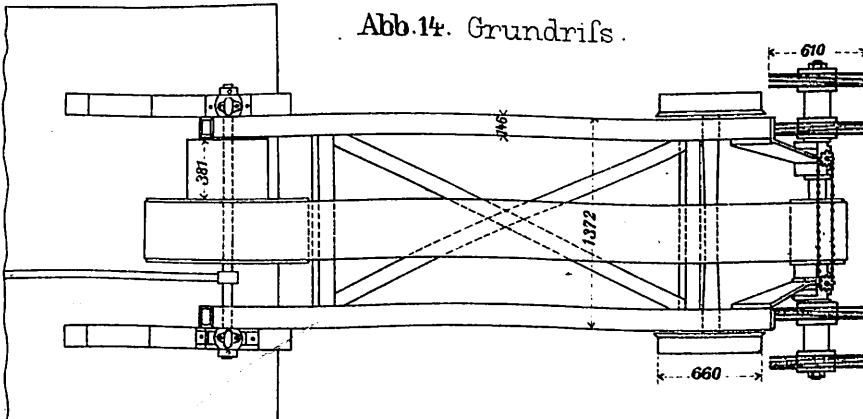


Abb. 15.
Vorrichtung
zum Ausheben
des Kuppelkeiles
der selbstthätigen
Master-Car-Builders-
Kuppelung.

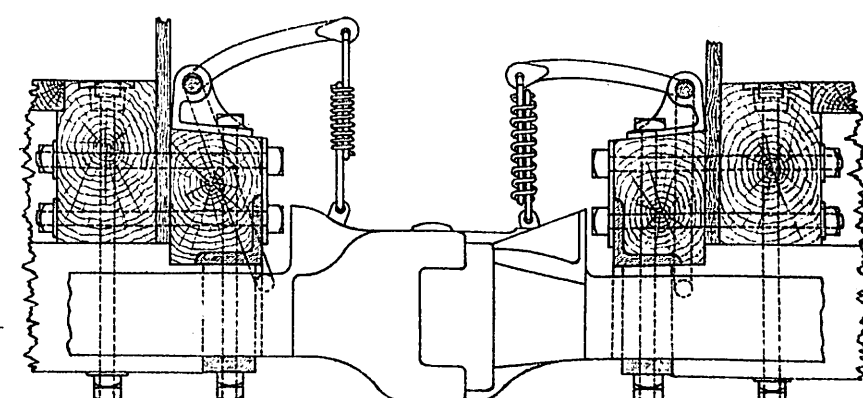


Abb. 1. Elektrisch gesteuertes Druckluft-Stellwerk
der Great-Eastern Eisenbahn.

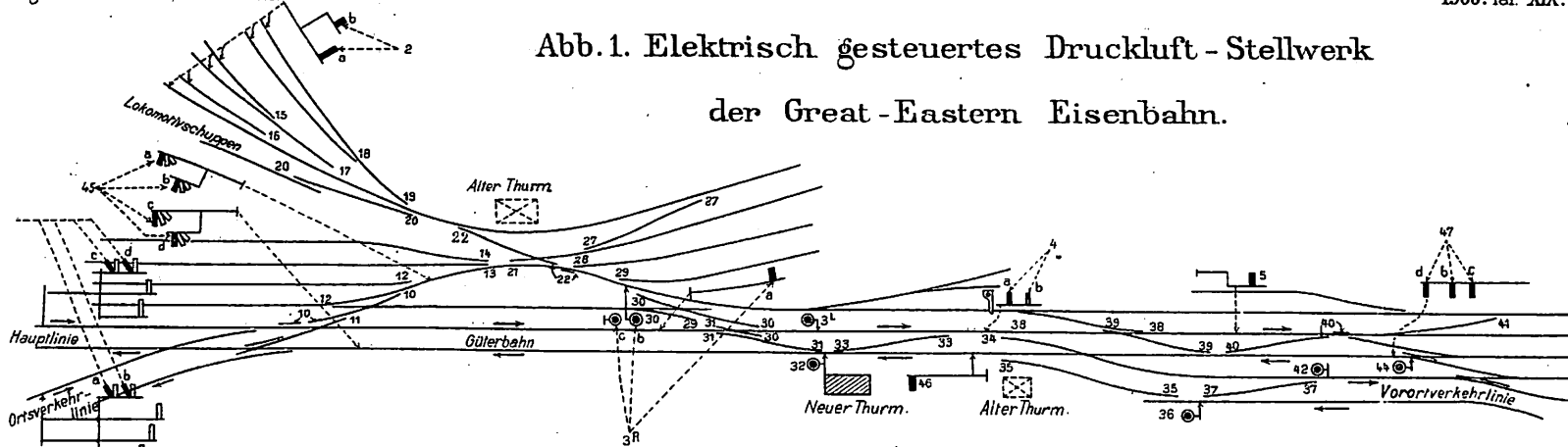


Abb. 2-4. Der Krokodil-Stromschluß der französischen Nordbahn.

Abb. 2. Stromschluß.

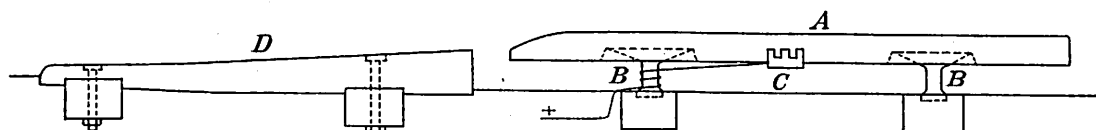


Abb. 3. Elektrisch selbstthätig
anzustellende Pfeife.

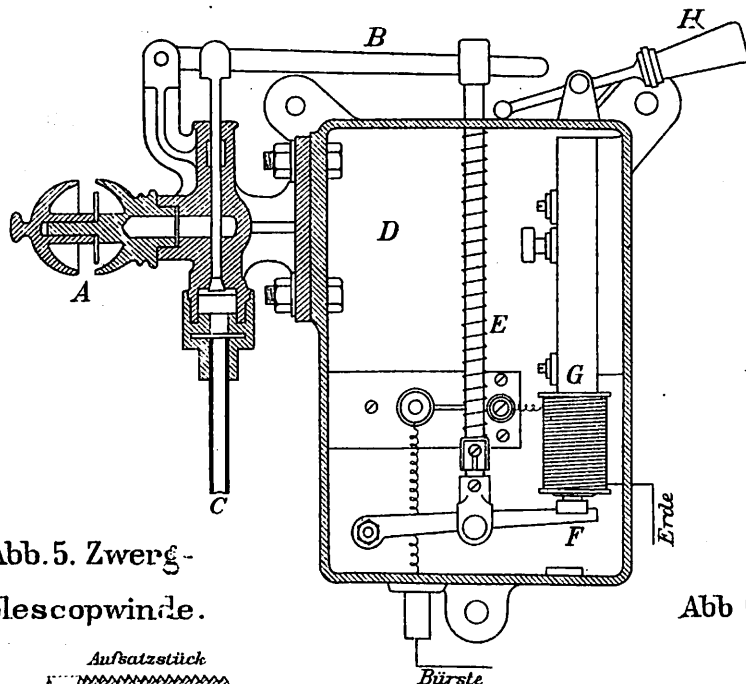
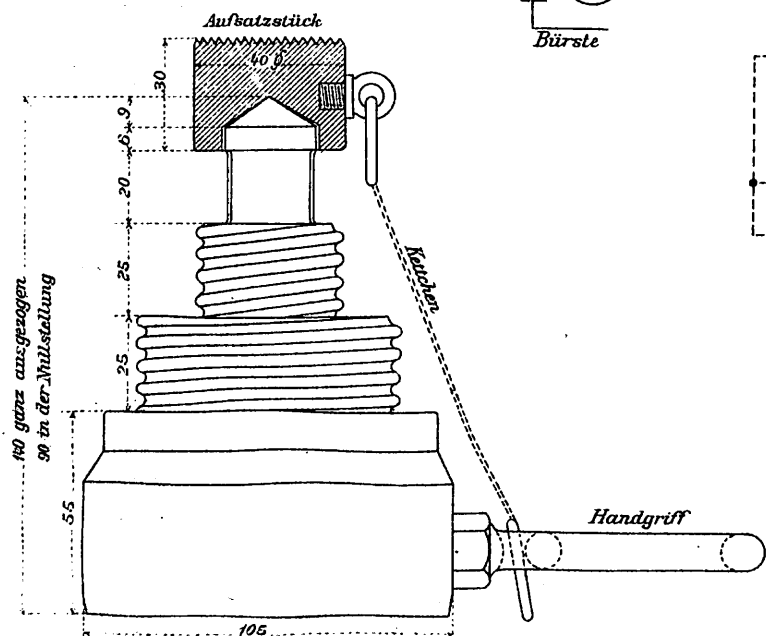


Abb. 5. Zwerg-
Telescopwinde.



Lith. Anst. v. F. Wirtz, Darmstadt.

Abb. 4. Bürste.

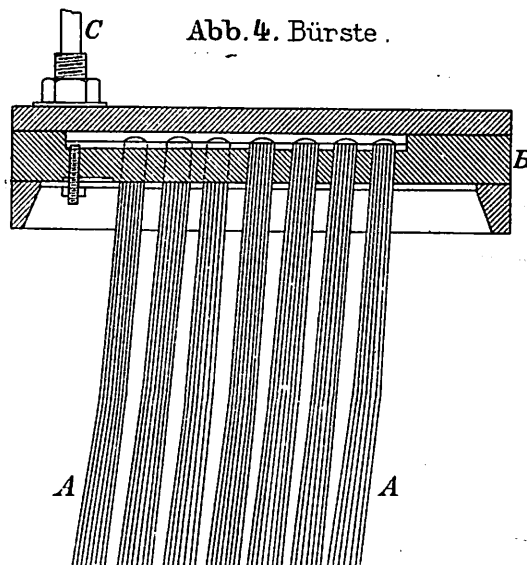
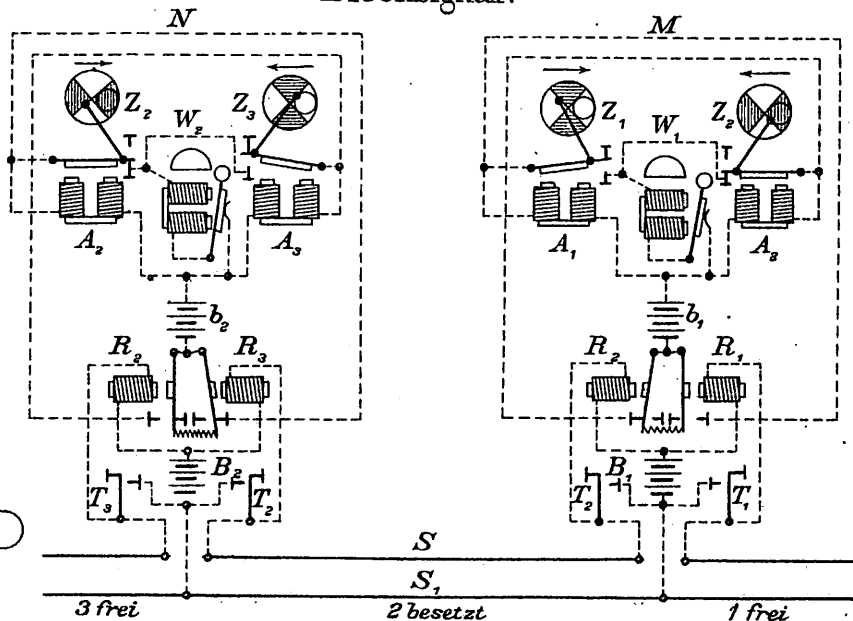


Abb 6. Elektrisch betriebenes selbstthätiges
Blocksignal.



C. W. Kreidel's Verlag, Wiesbaden.

Abb. 1-3.

Bahnhof Hauptzollamt der Wiener Stadtbahn.

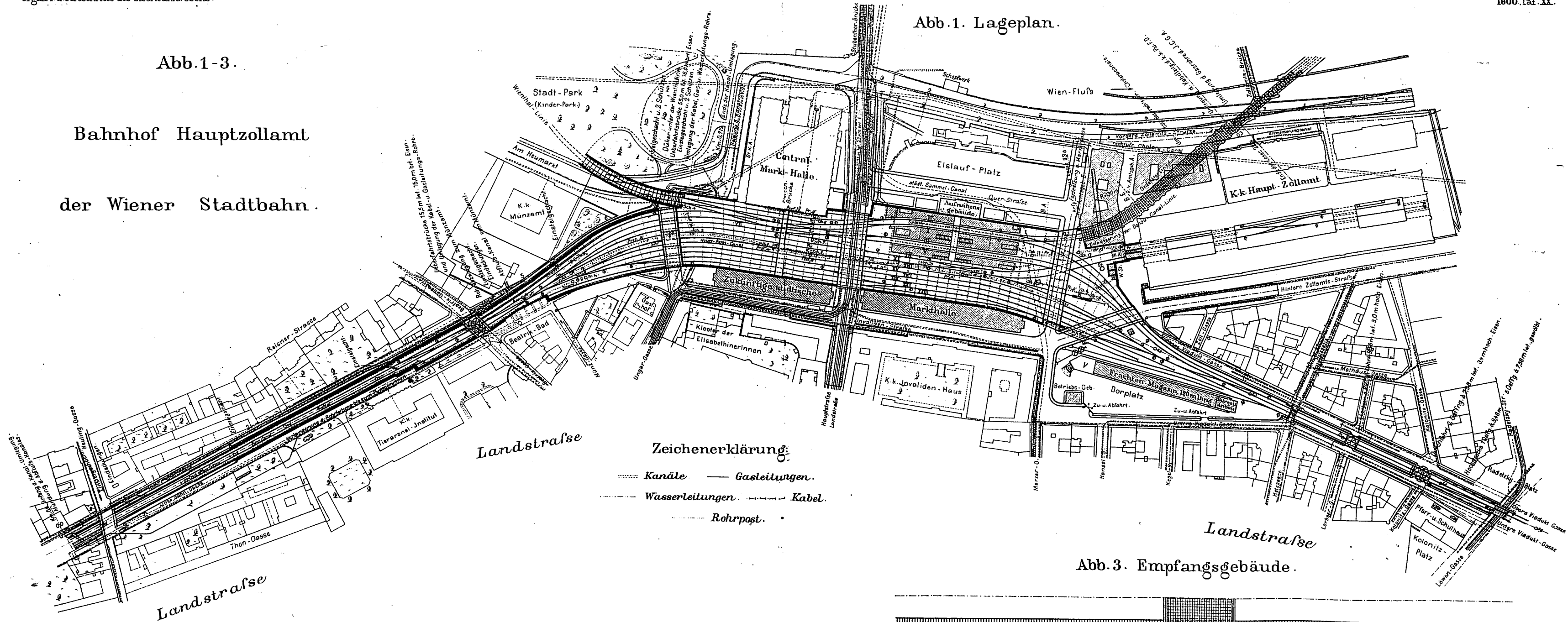


Abb. 2. Bahnübergang in Straßenhöhe
und Uebergänge auf die Inselbahnsteige.

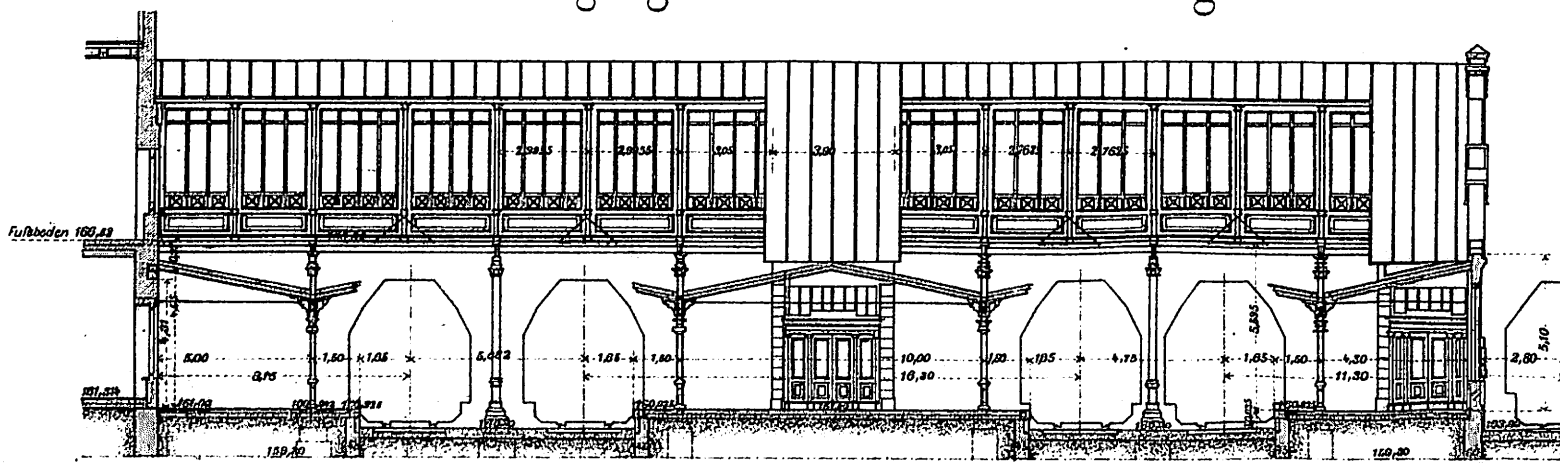


Abb. 3. Empfangsgebäude.

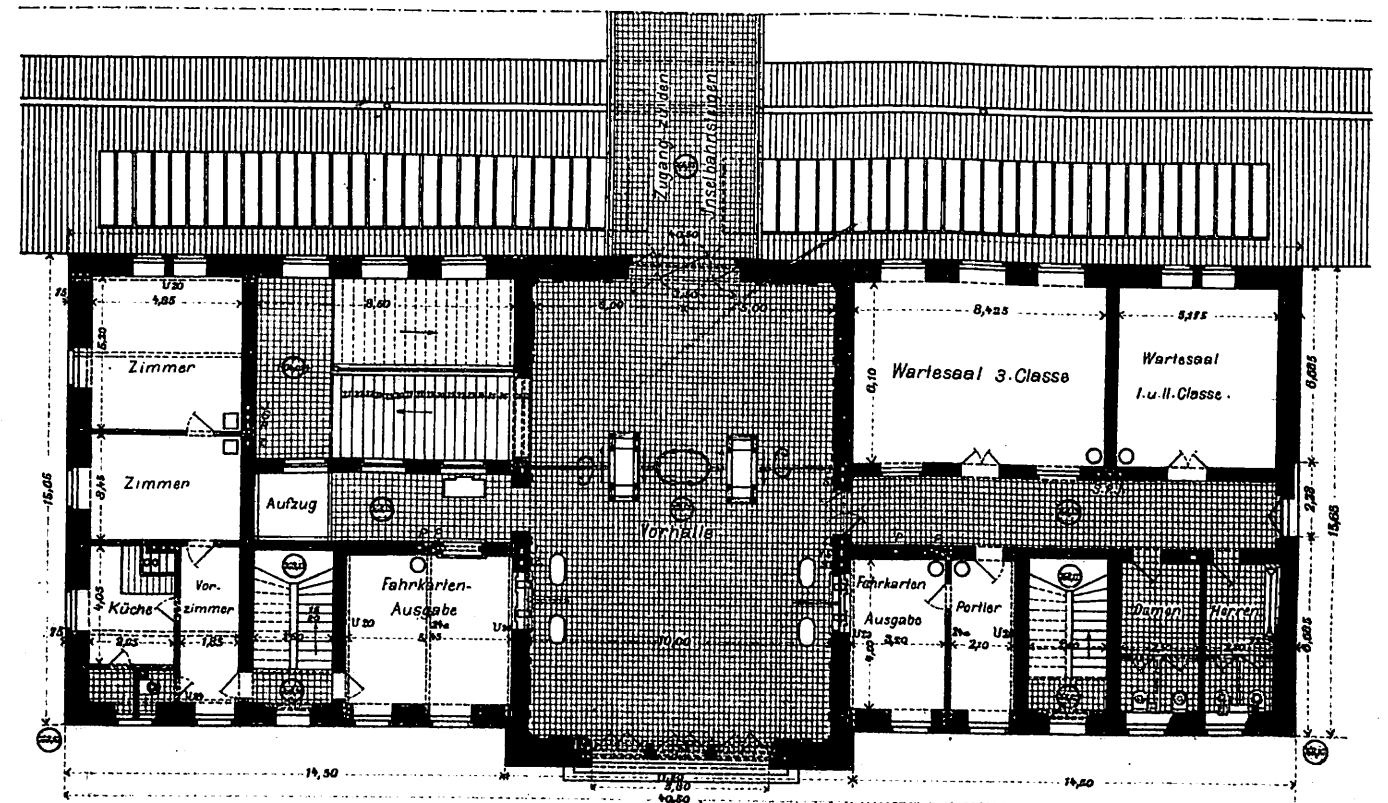


Abb. 1.

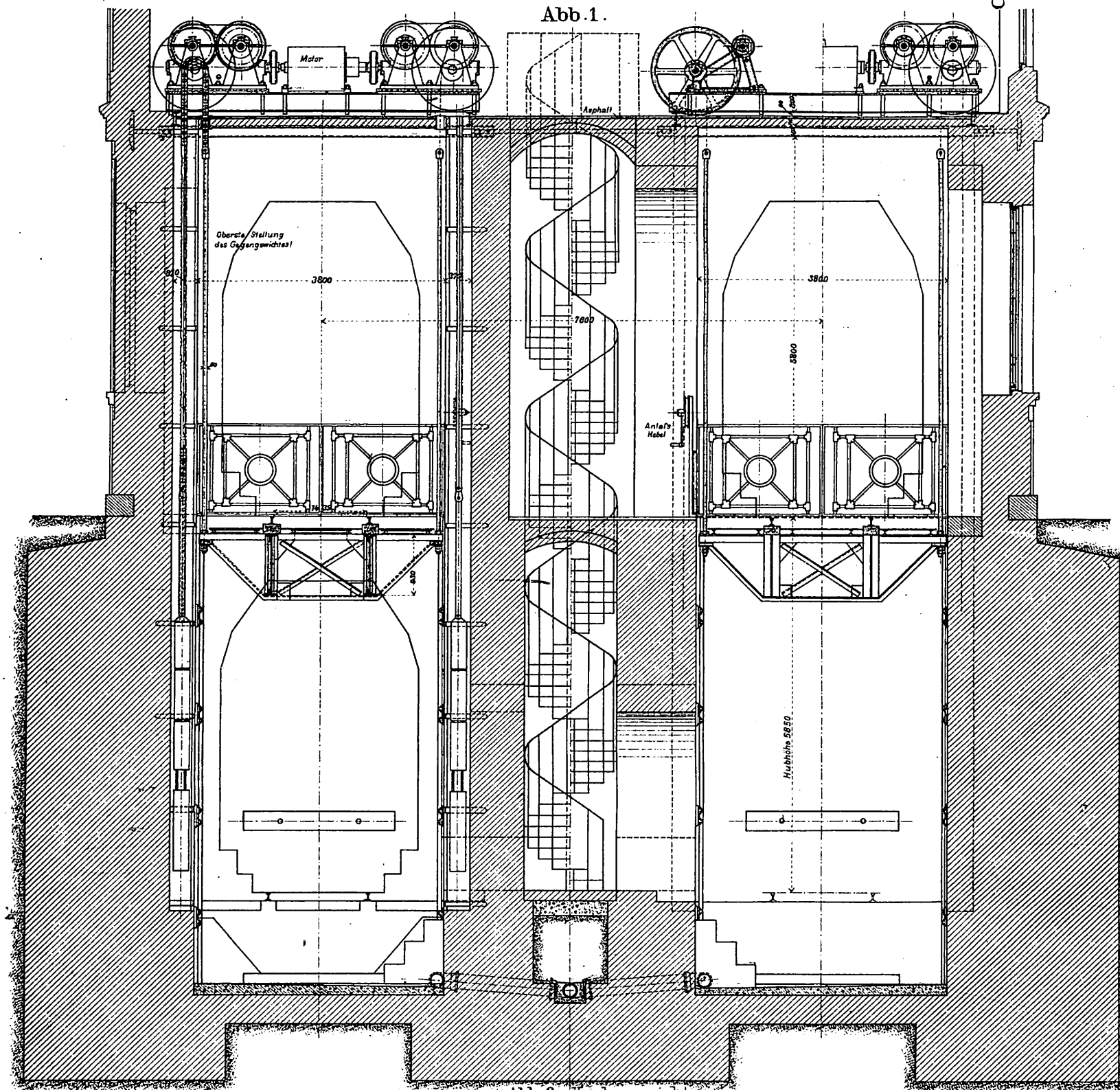


Abb. 3 u. 4. Gesamtanordnung.

Abb. 3. Vorderansicht.

Abb. 4. Seitenansicht.

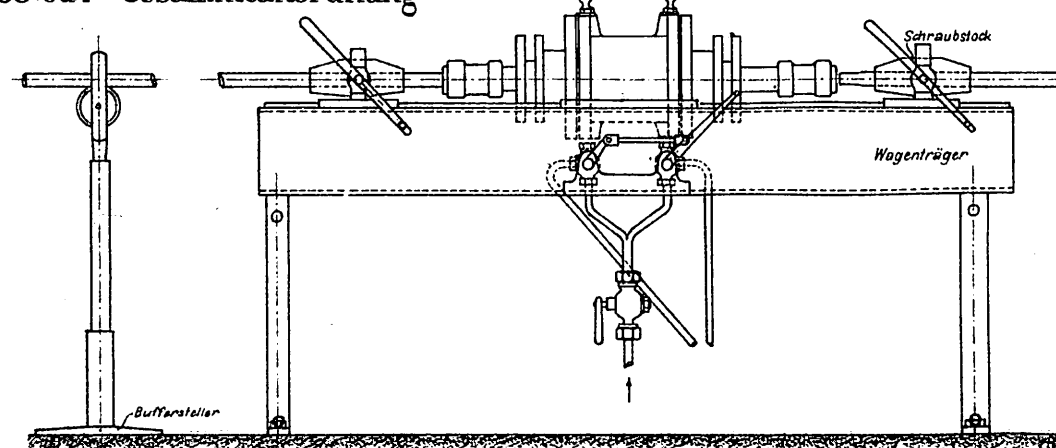


Abb. 3 - 10.

Siederohr -
Stauch -
presse.

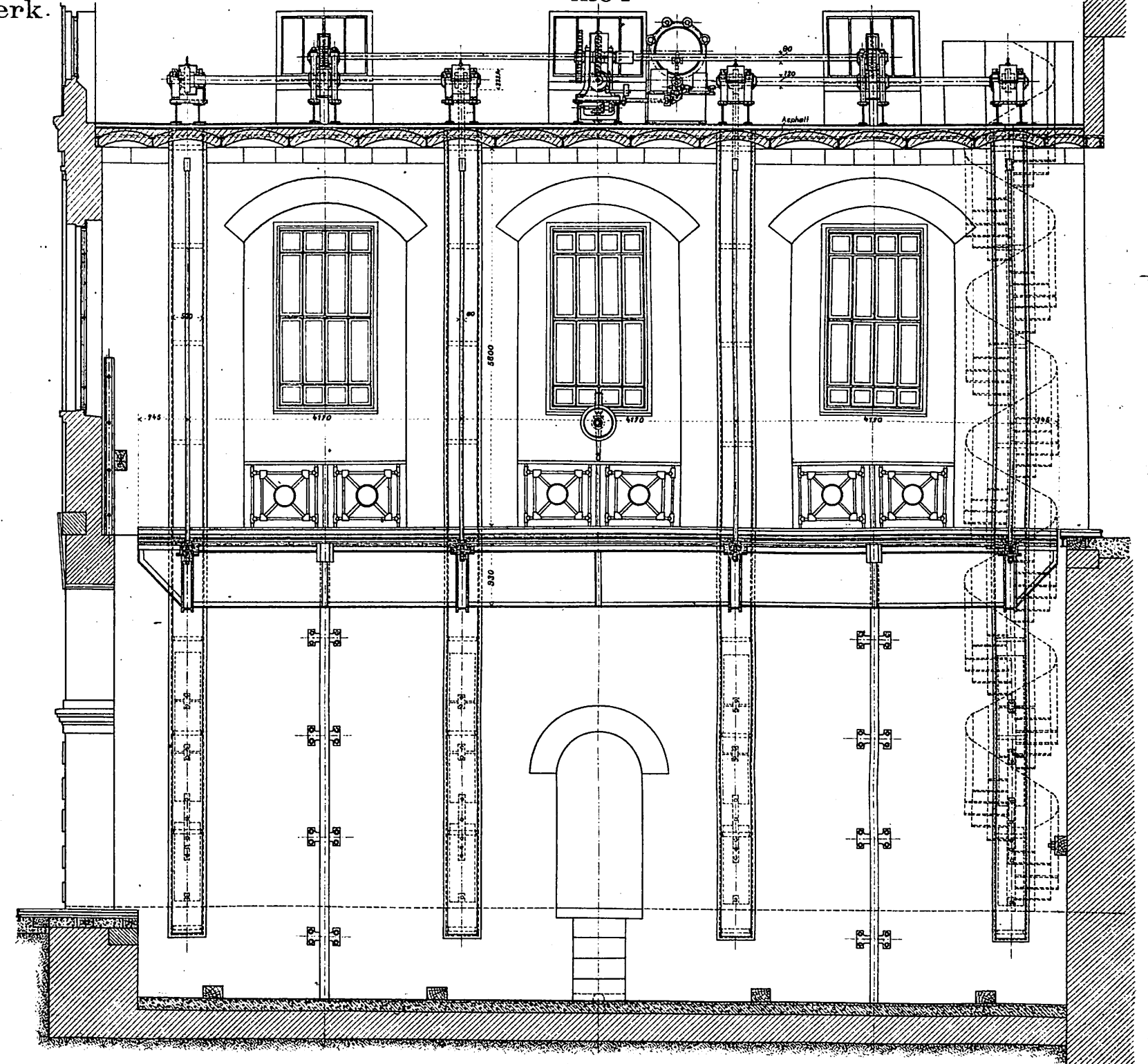


Abb. 7-9. Schraubstock.

Abb. 5.
Schnitt a-b

Abb. 6.
Vorderansicht.

Abb. 7. Seitenans. Abb. 8. Vorderansicht.

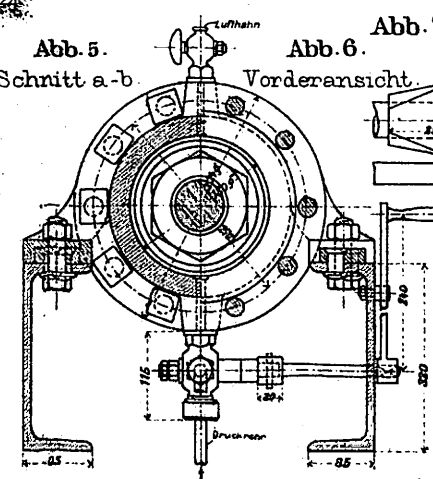


Abb. 9.
Grundriss.

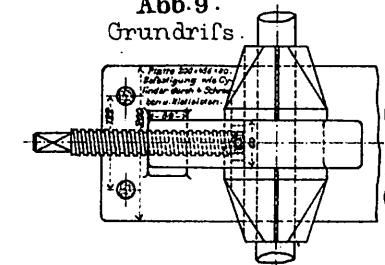


Abb. 10.

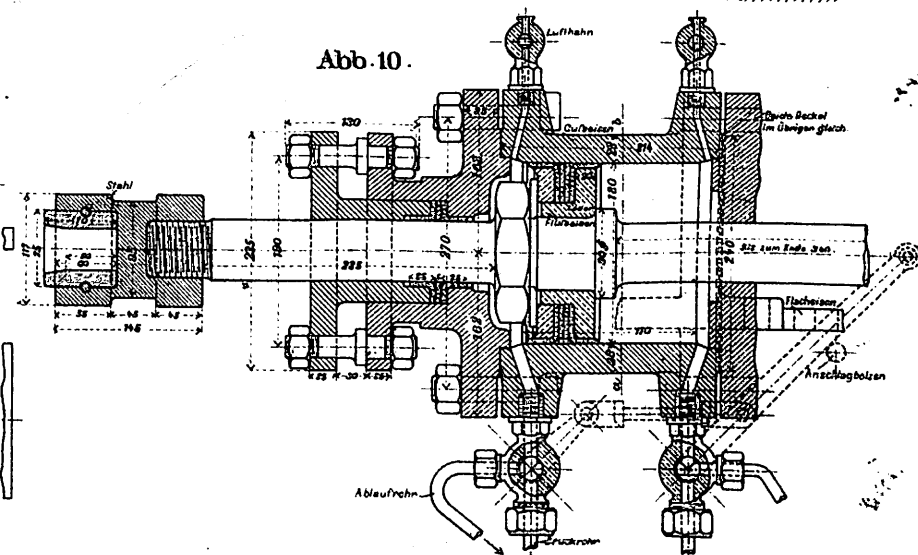


Abb. 1. Querwagen für den Erweiterungsbau der Großmarkthalle.

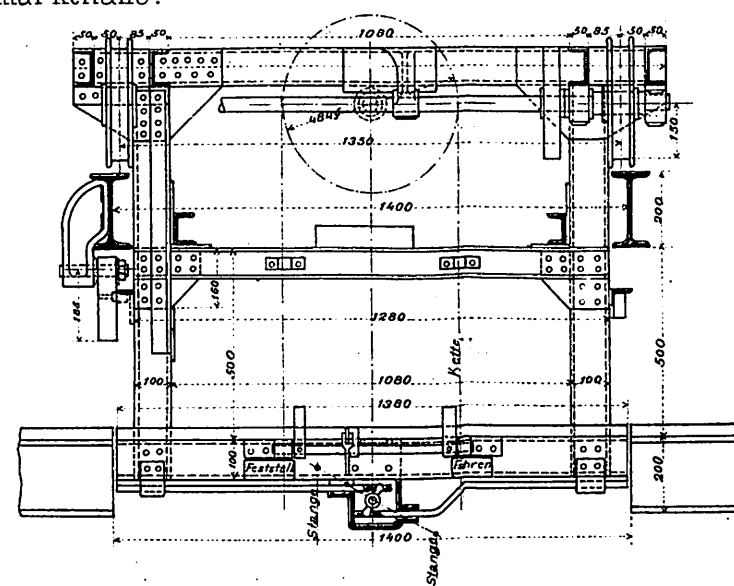
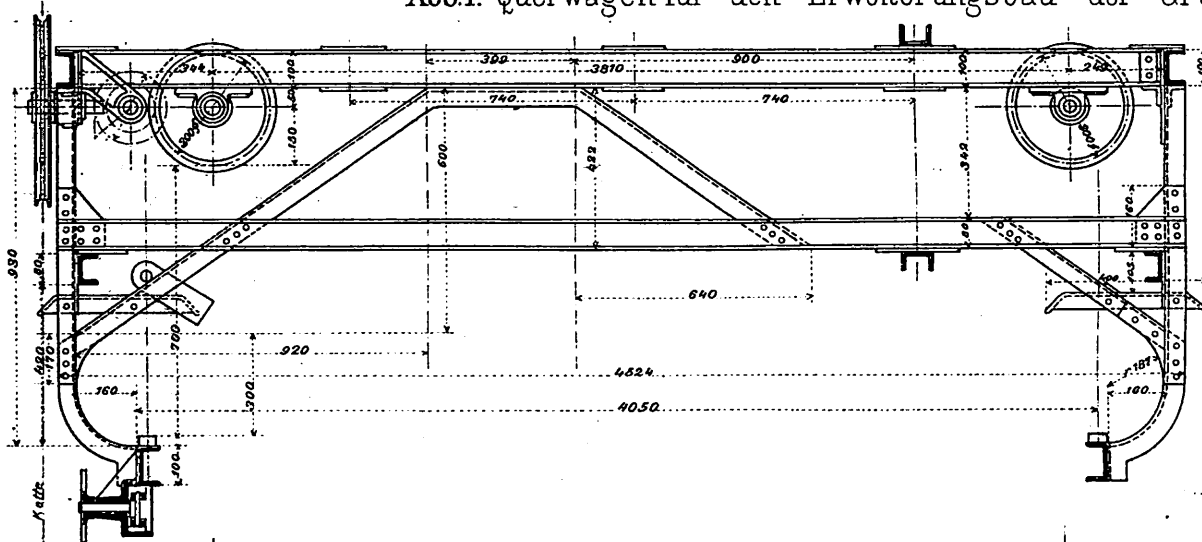


Abb. 3.
Gleisüberschneidung.

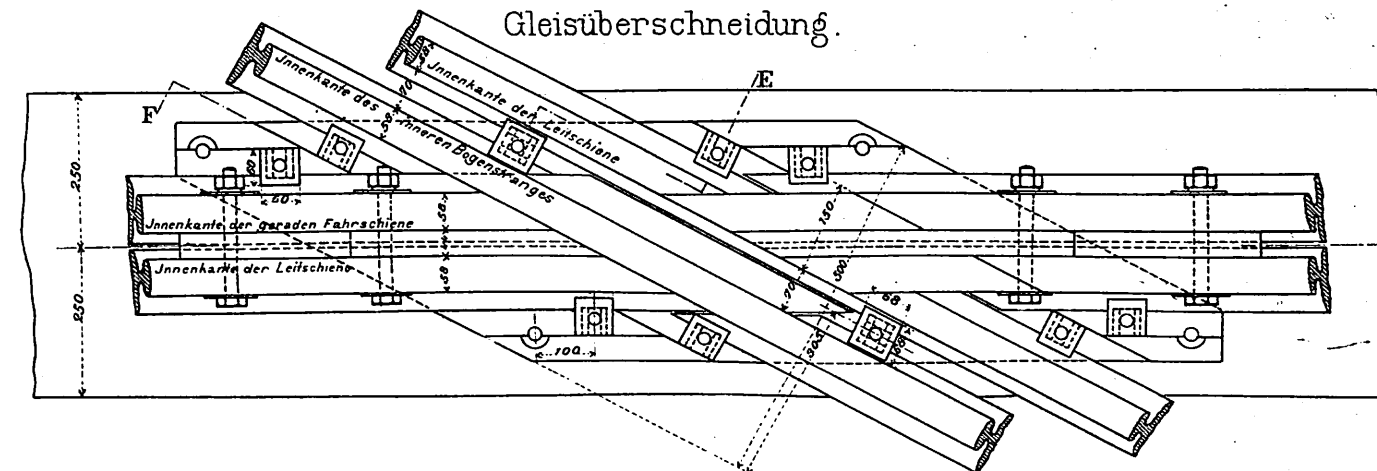


Abb. 6. Wagenhebewerk.
Grundriss.

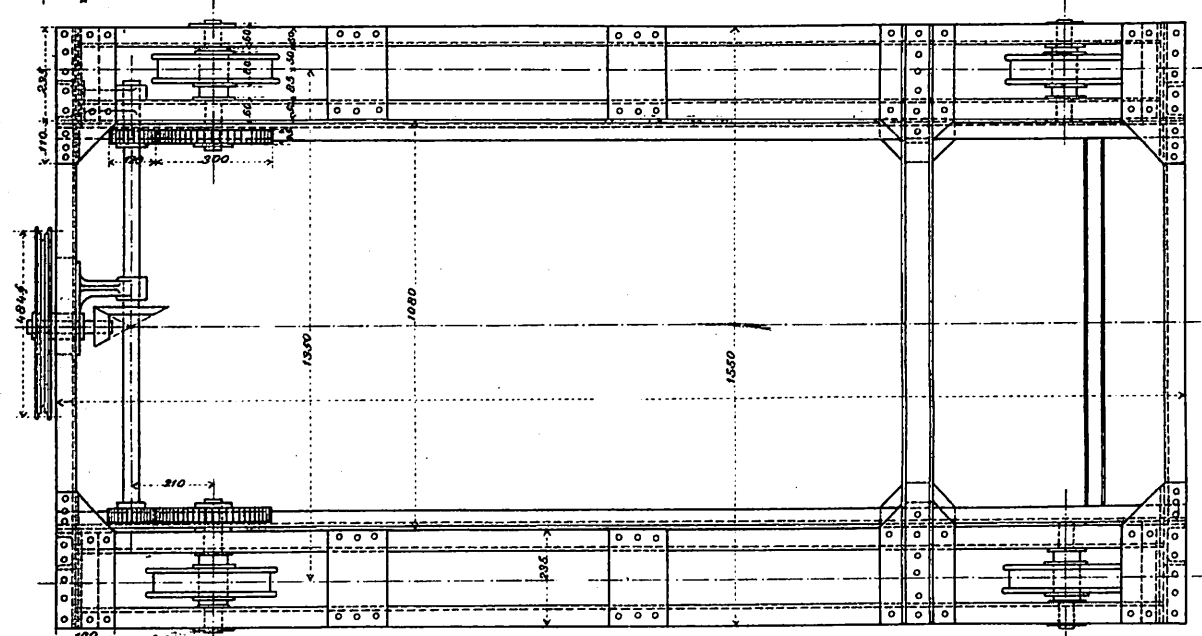
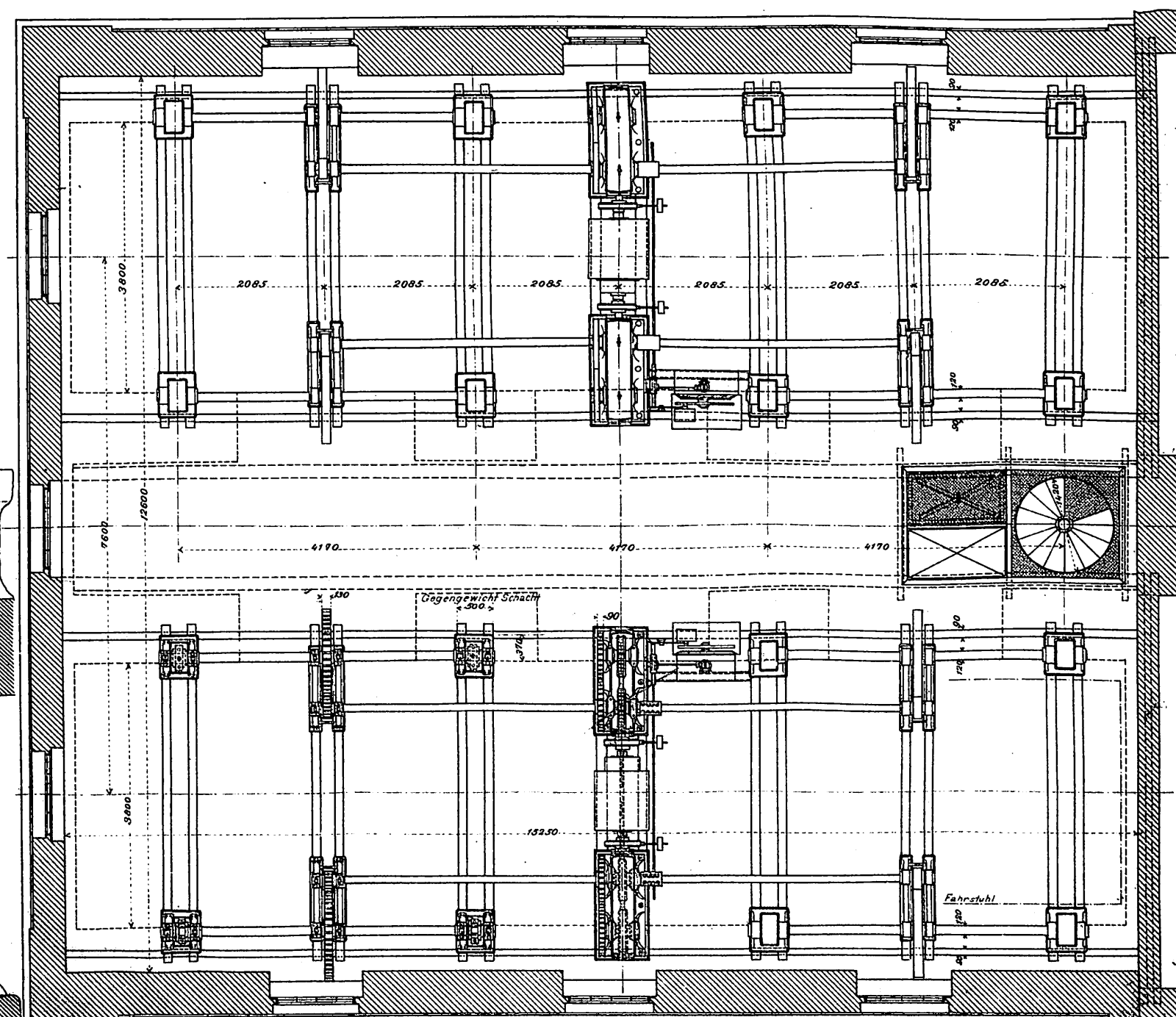
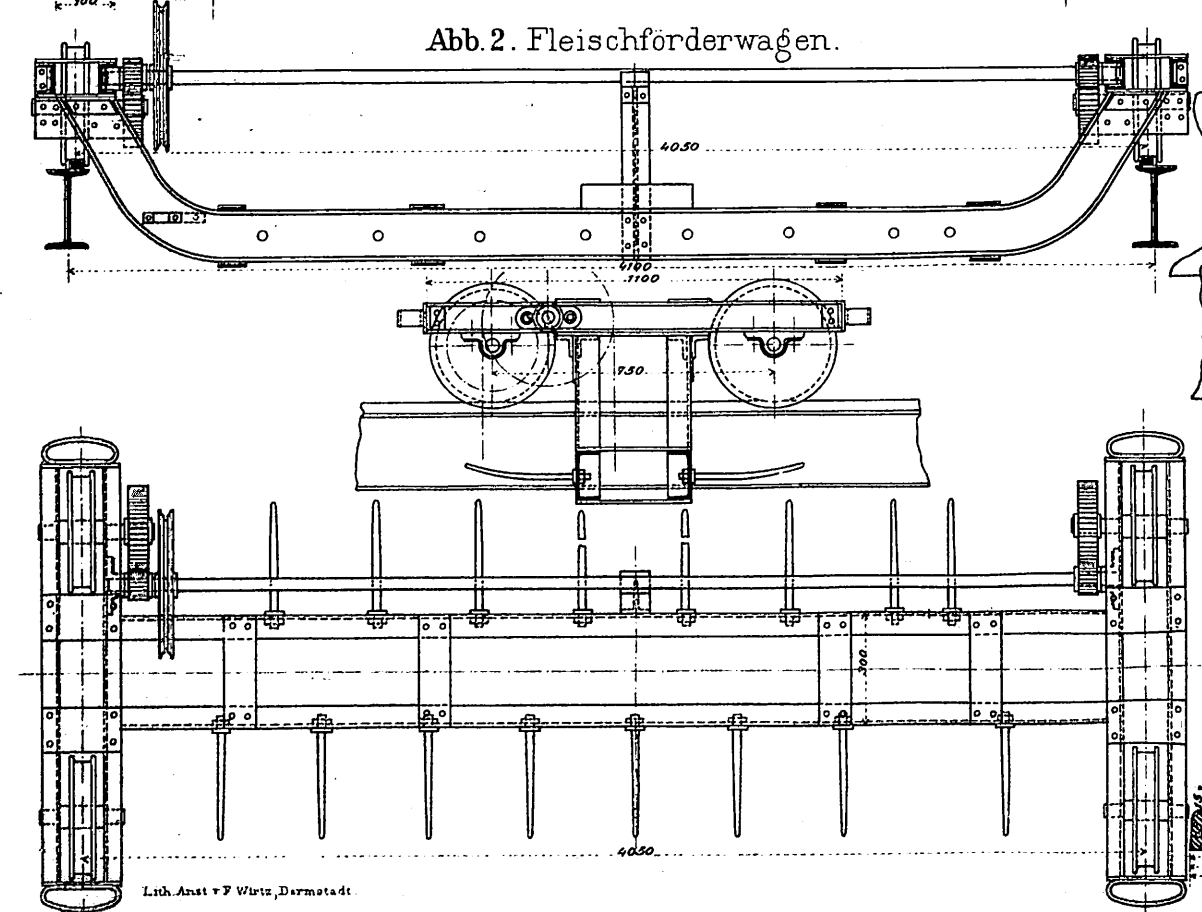


Abb. 2. Fleischförderwagen.



Bahnhof
Hauptzollamt
der Wiener
Stadtbahn.

Abb. 4.
Schnitt E.F.

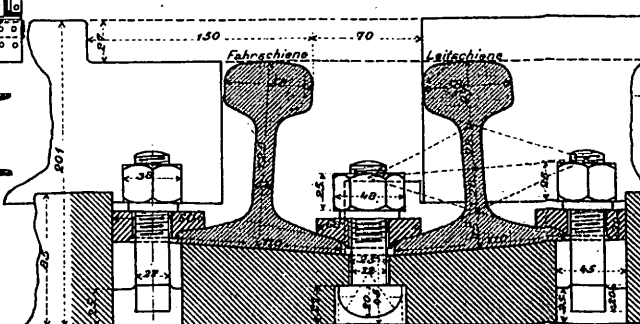


Abb. 5.
Querschnitt der Stuhlplatte
für Mittelschwellen.

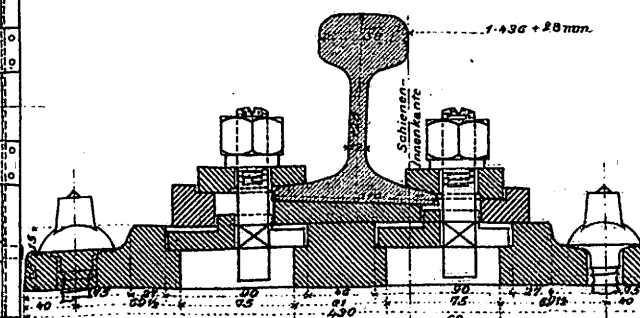


Abb. 1-3.

Bahnhof Hauptzollamt der Wiener Stadtbahn

Elektrisches Spill.

Abb. 1.
Längsschnitt.

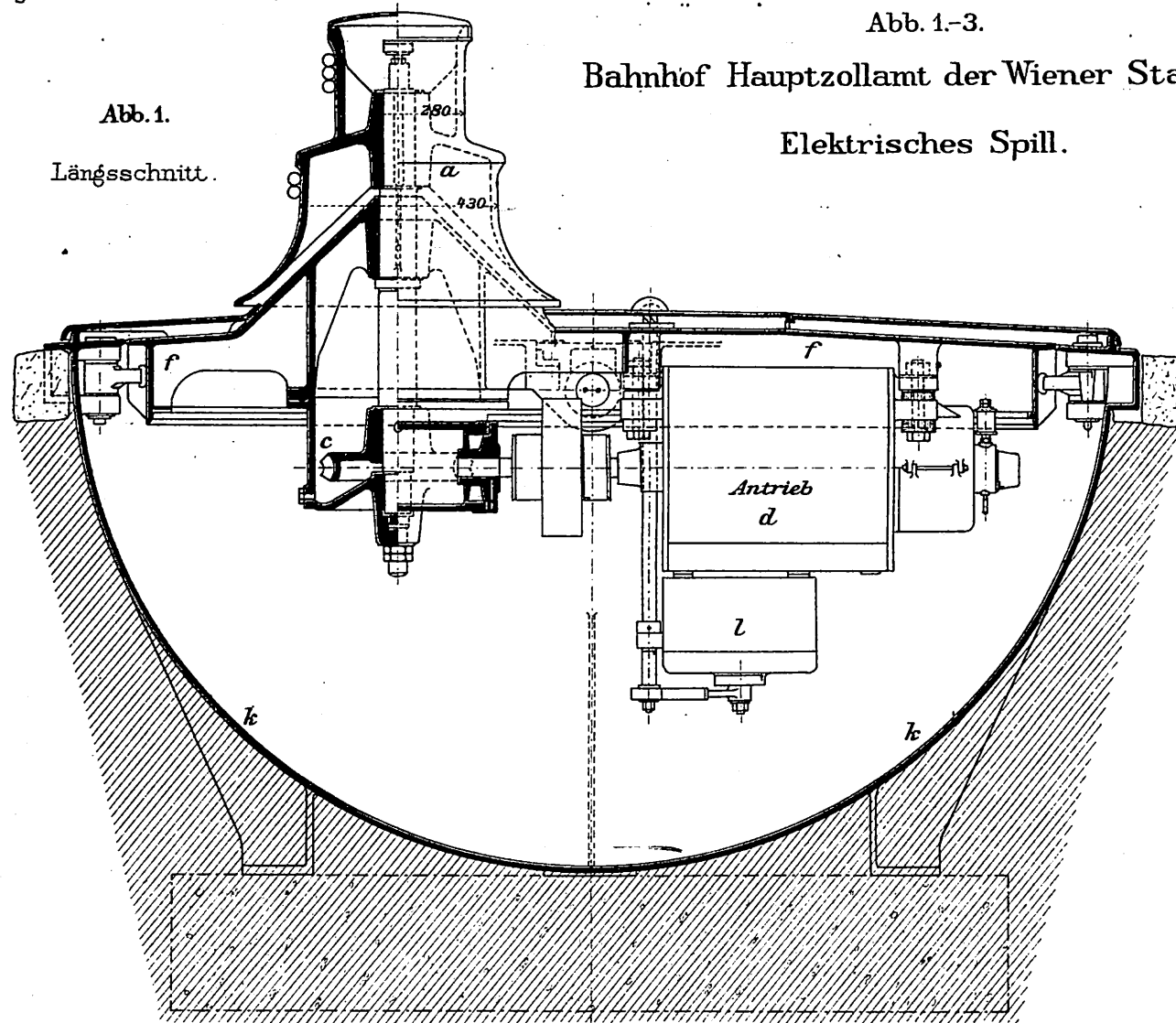


Abb. 2.
Querschnitt.

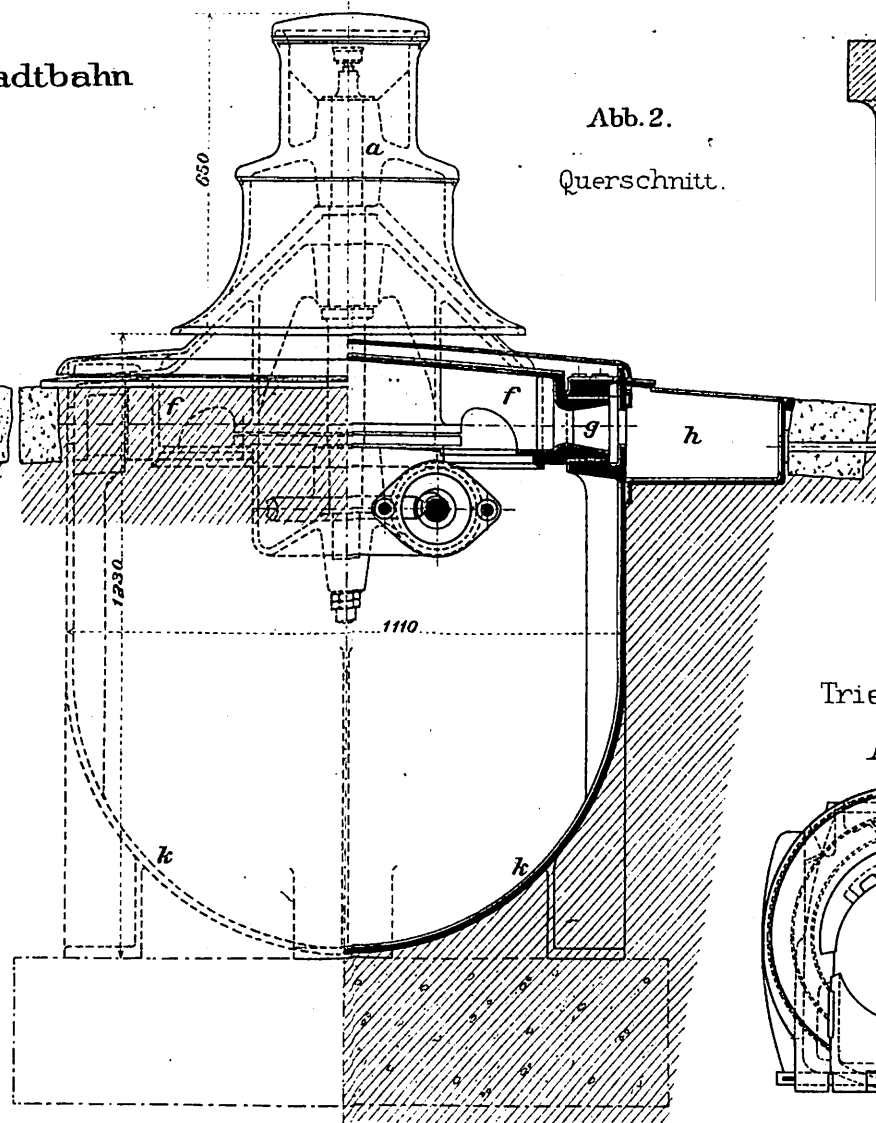


Abb. 4. Selbstthätiges Wechselventil
für Verbund-Locomotiven.

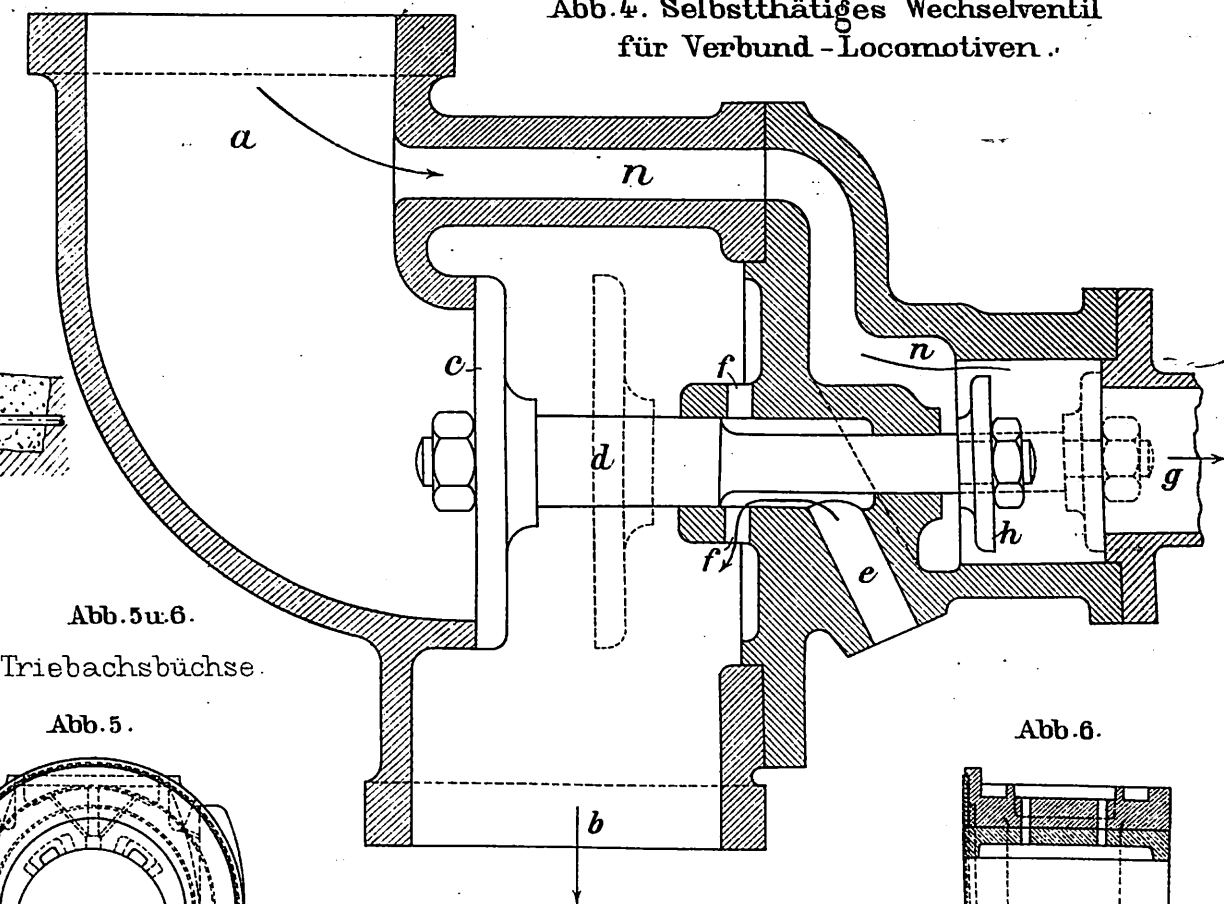


Abb. 5 u. 6.
Triebachsbüchse.

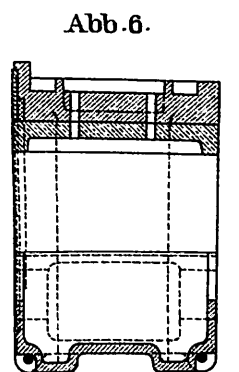
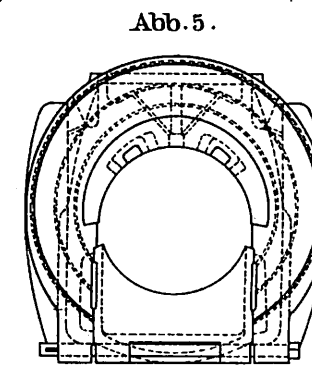


Abb. 11.
Aussichtswagen der
Northern Pacific - Bahn.

Abb. 3.
Grundriss.

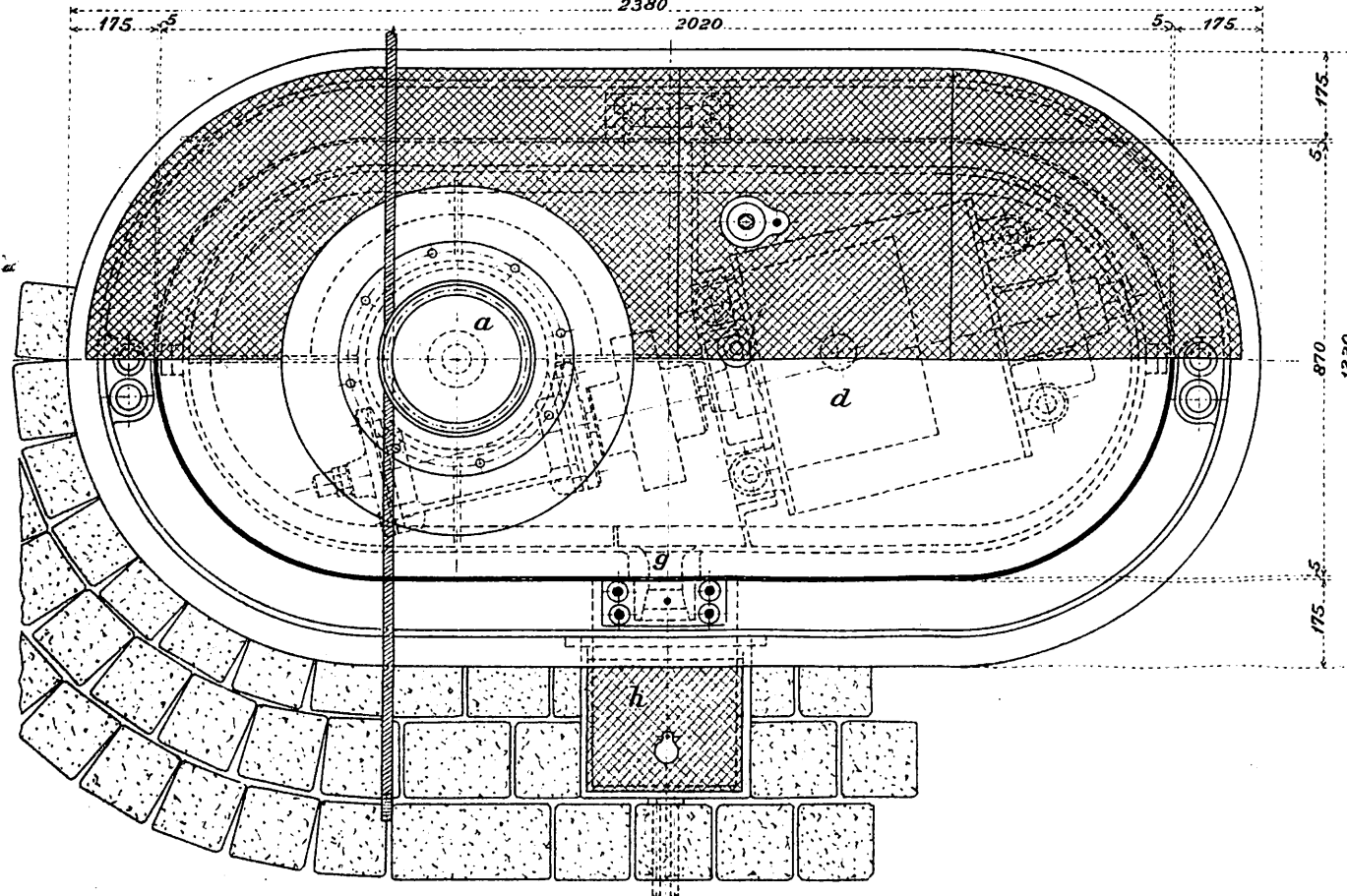


Abb. 5 - 10.
Stahlform-
güßtheile
einer
Personenzug-
Locomotive
der Chicago
und Alton-
Bahn.

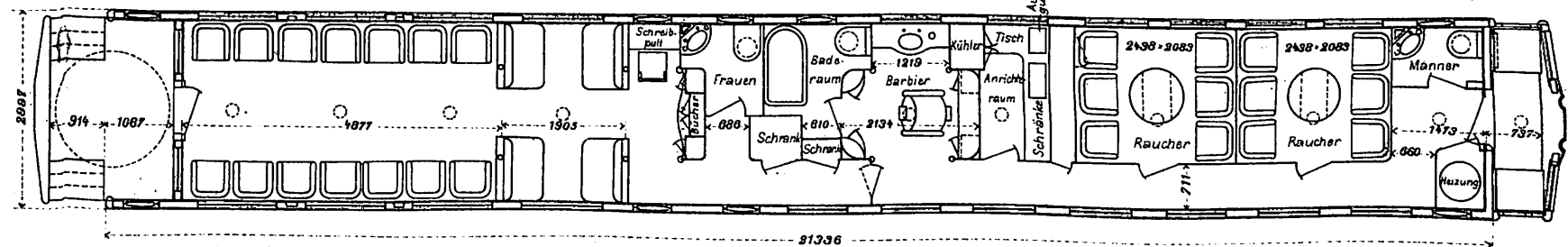


Abb. 7 u. 8. Kreuzkopf.

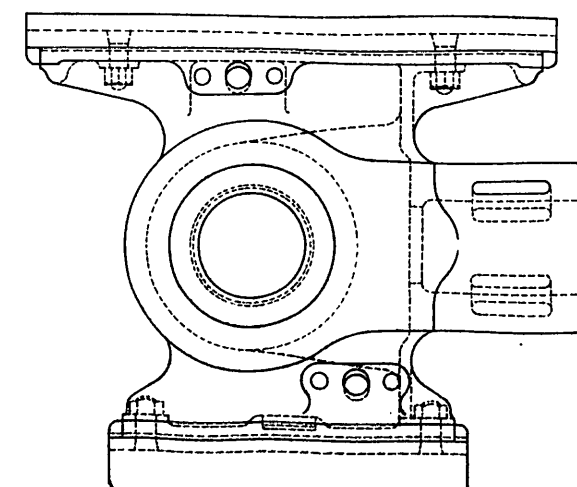
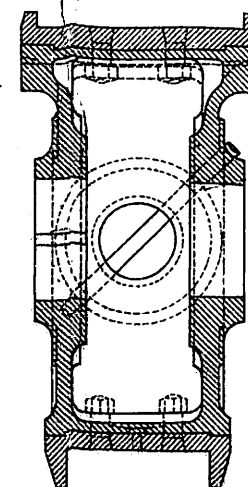


Abb. 9 u. 10.
Kolben.

