

Abb. 1-3.
Elektromagnetische
Schienenbremse zur
Steigerung der
Schienen-
reibung.

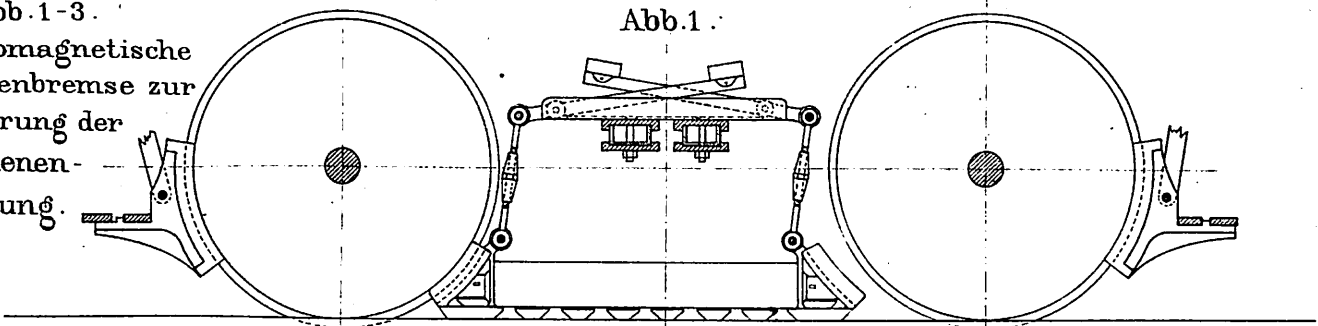


Abb. 1.

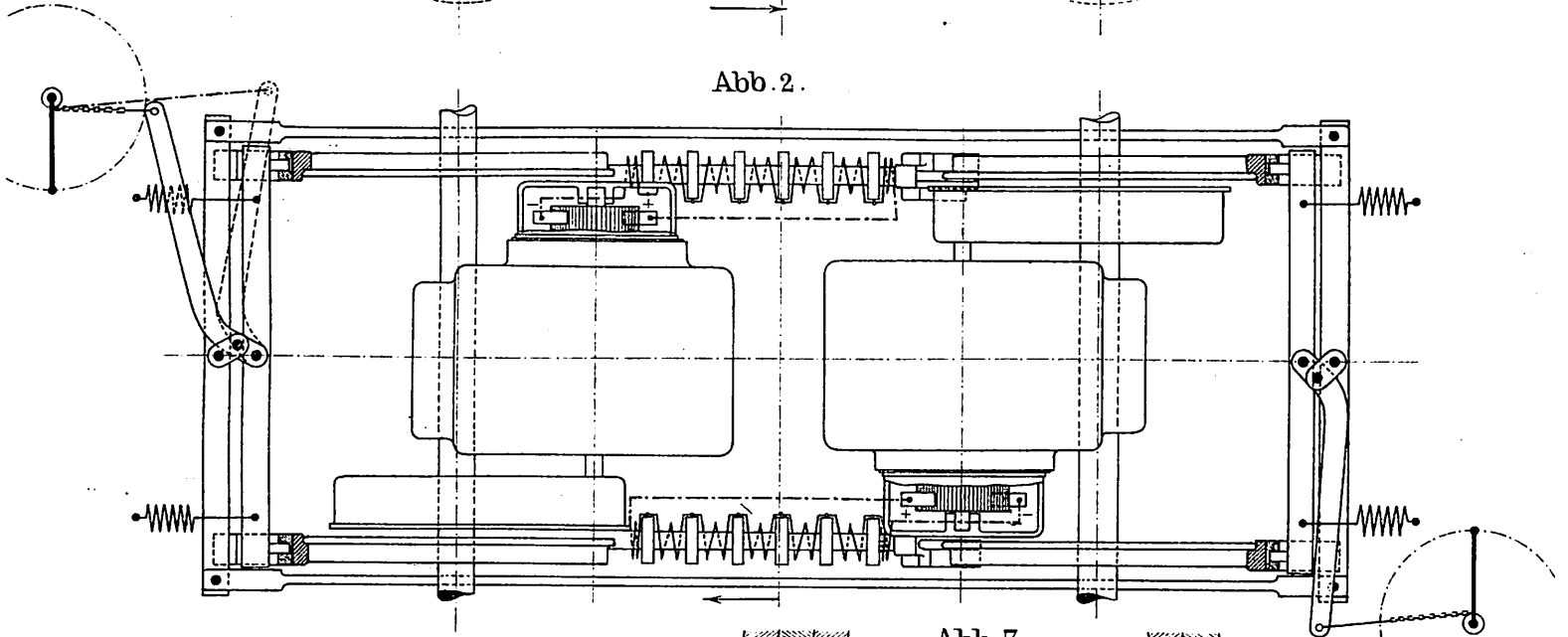


Abb. 2.

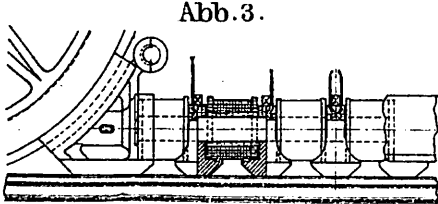


Abb. 3.

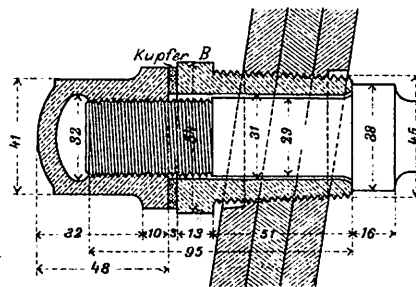


Abb. 7.

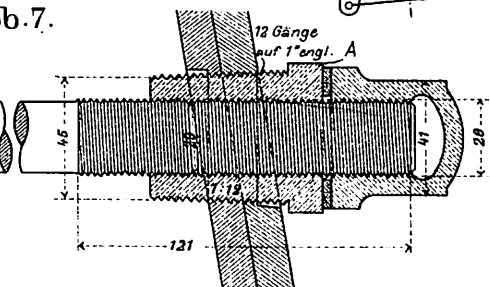


Abb. 4-7. Stehbolzen
und Queranker für Locomotiven
der Mexikanischen Centralbahn.

Abb. 8. Chester - Schwelle.

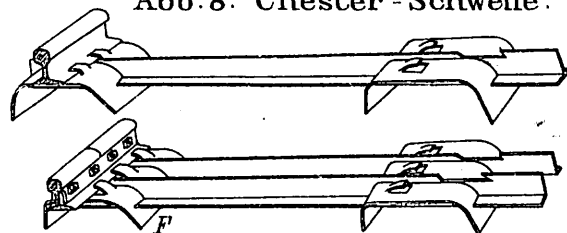


Abb. 9.

Abb. 10.

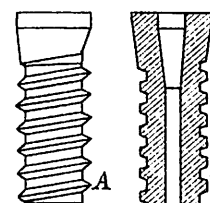
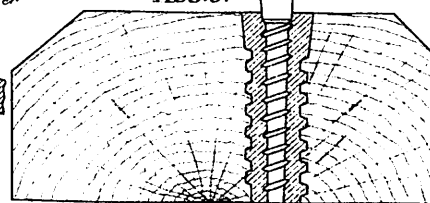


Abb. 9-14.
Schienenbe-
festigung
der Paris-Lyon-
Mittelmeerbahn.

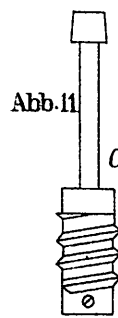
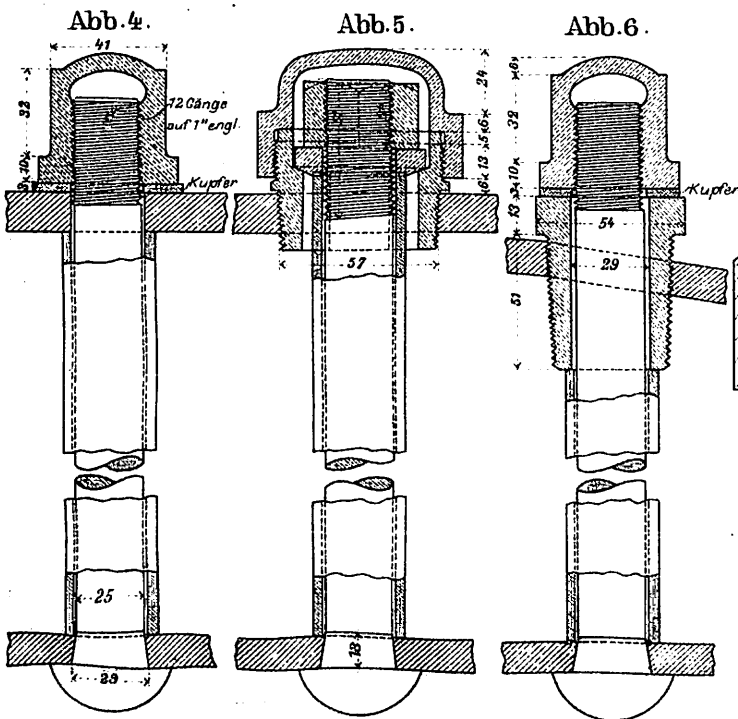


Abb. 12.

Abb. 13.

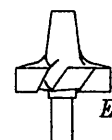
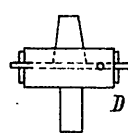
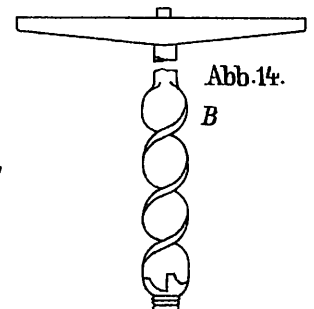


Abb. 14.



Über die Grenzen welche der Fahrgeschwindigkeit auf Eisenbahnen durch die Fliehkraft in den Bahnkrümmungen gesetzt werden.

Abb. 1.

in den Bahnkrümmungen gesetzt werden.

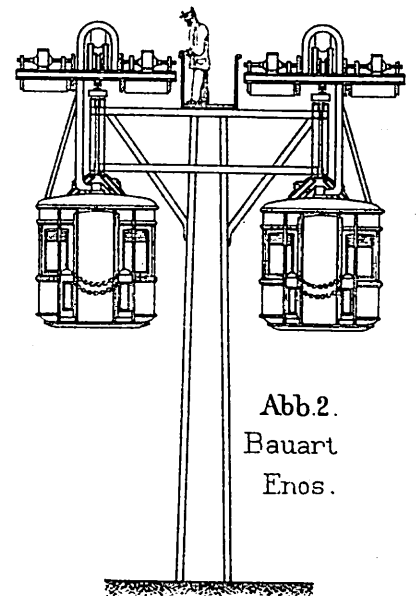
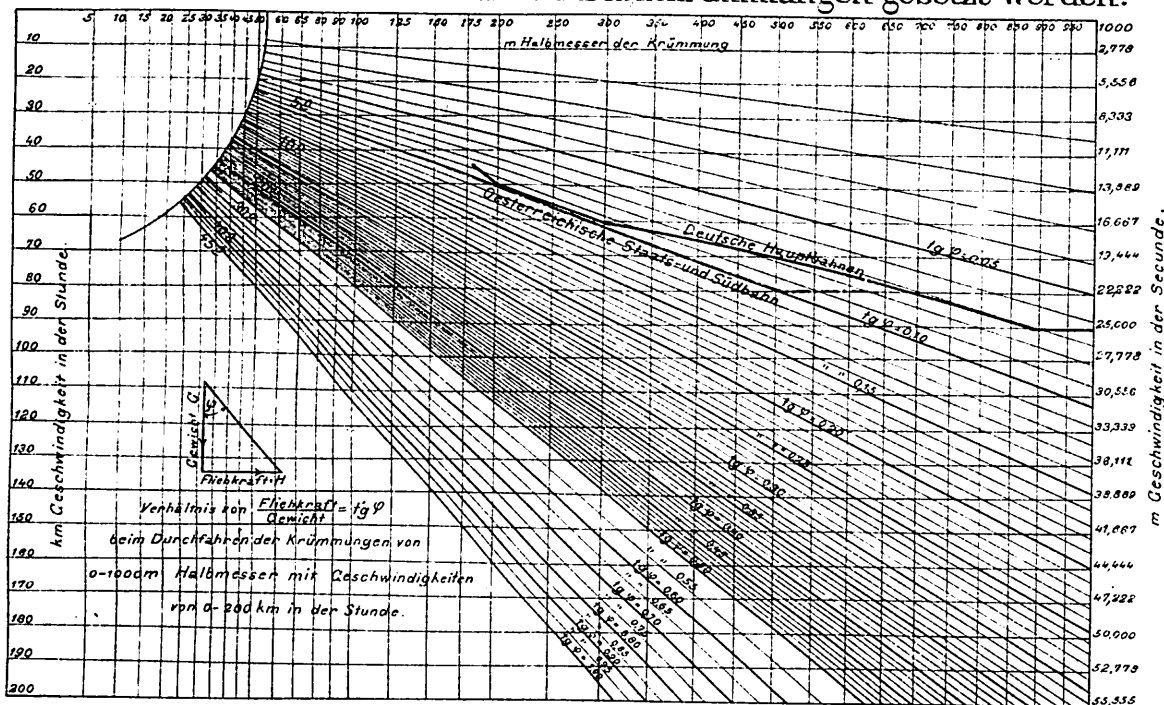
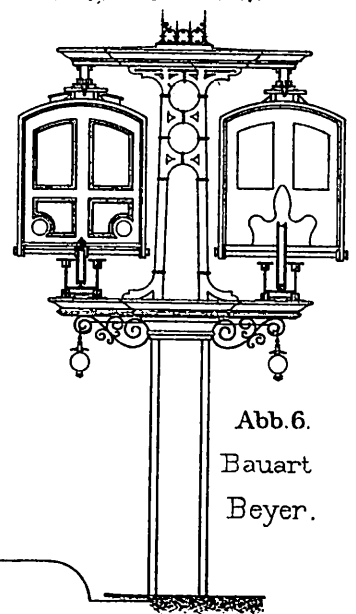
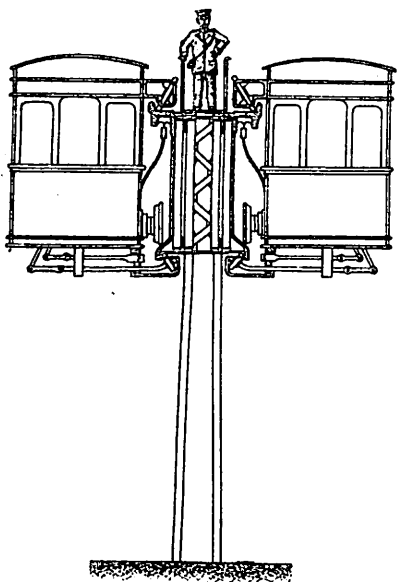
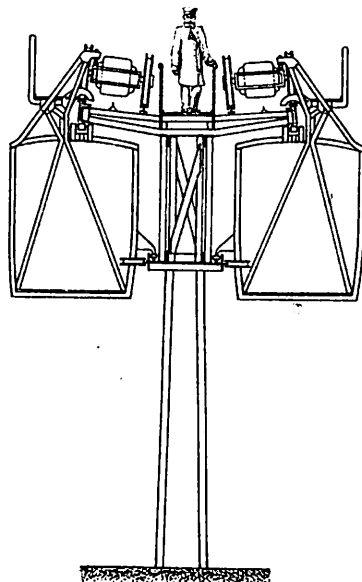
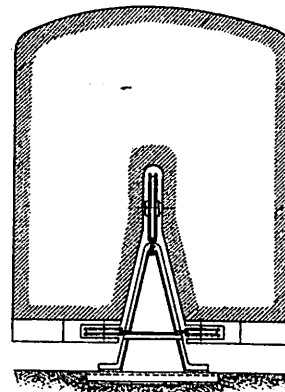
Abb. 2.
Bauart
Enos.Abb. 6.
Bauart
Beyer.Abb. 4.
Bauart Cook.Abb. 5.
Bauart Dietrich.Abb. 7.
Bauart
Lartigue.

Abb. 10.

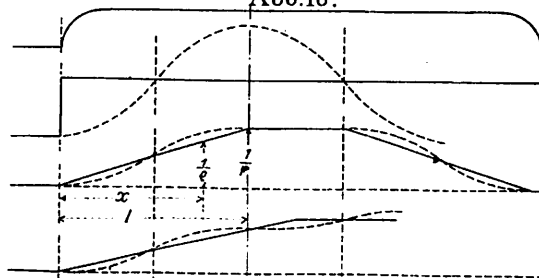


Abb. 11.

Abb. 12.

Abb. 13.

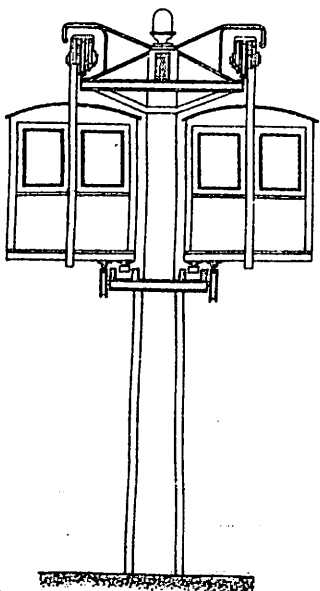
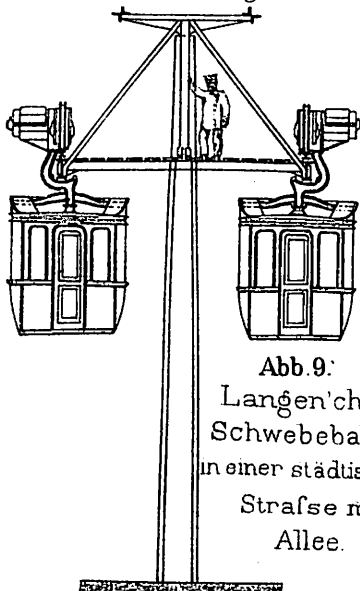
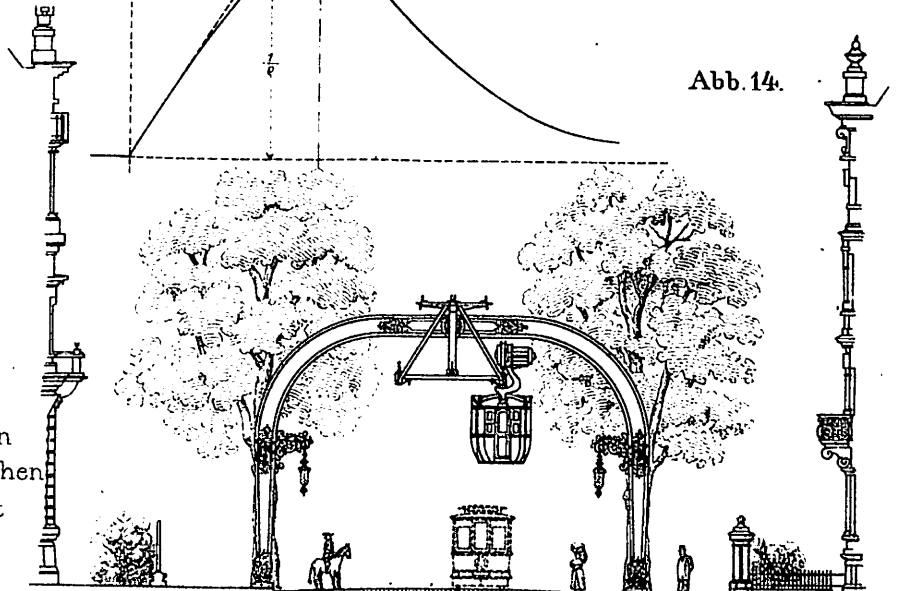
Abb. 3.
Bauart Perlay-Hale.Abb. 8.
Bauart Langen.Abb. 9.
Langen'sche
Schwebbahn
in einer städtischen
Strasse mit
Allee.

Abb. 14.

Abb. 1. Längsschnitt

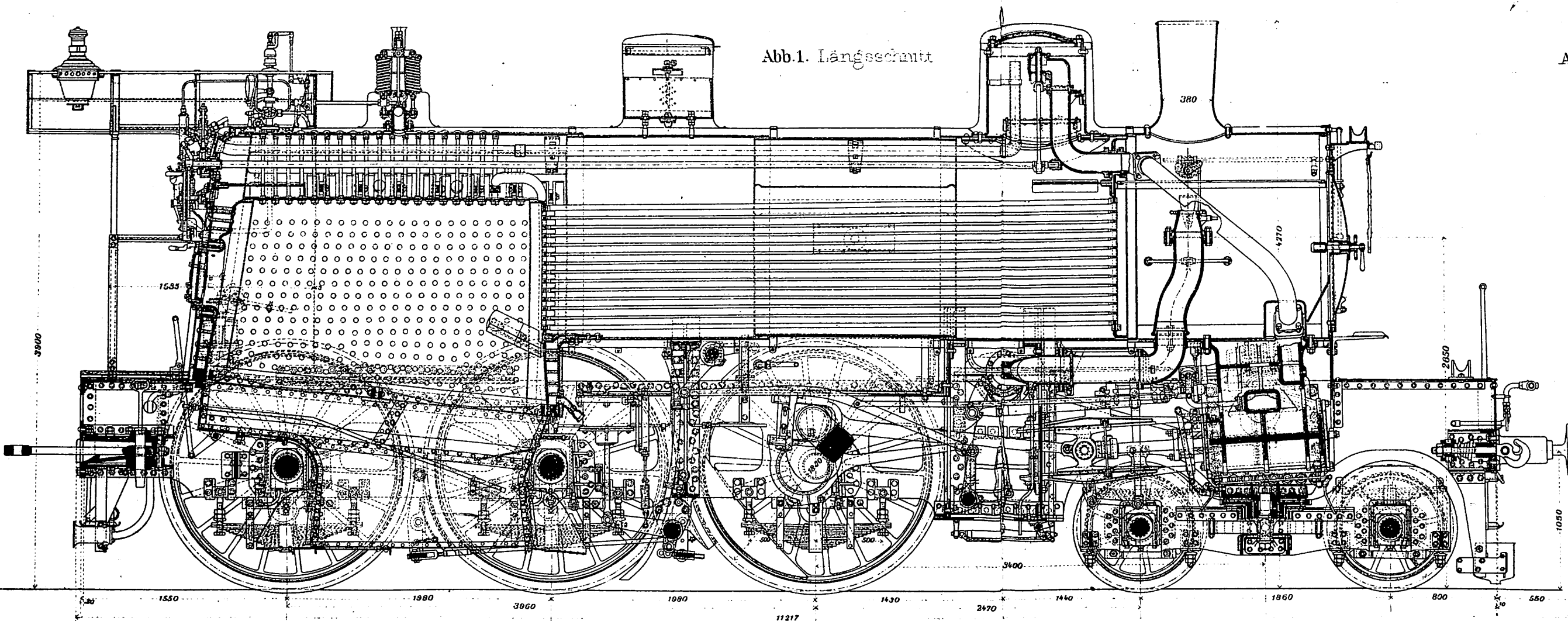


Abb. 3.

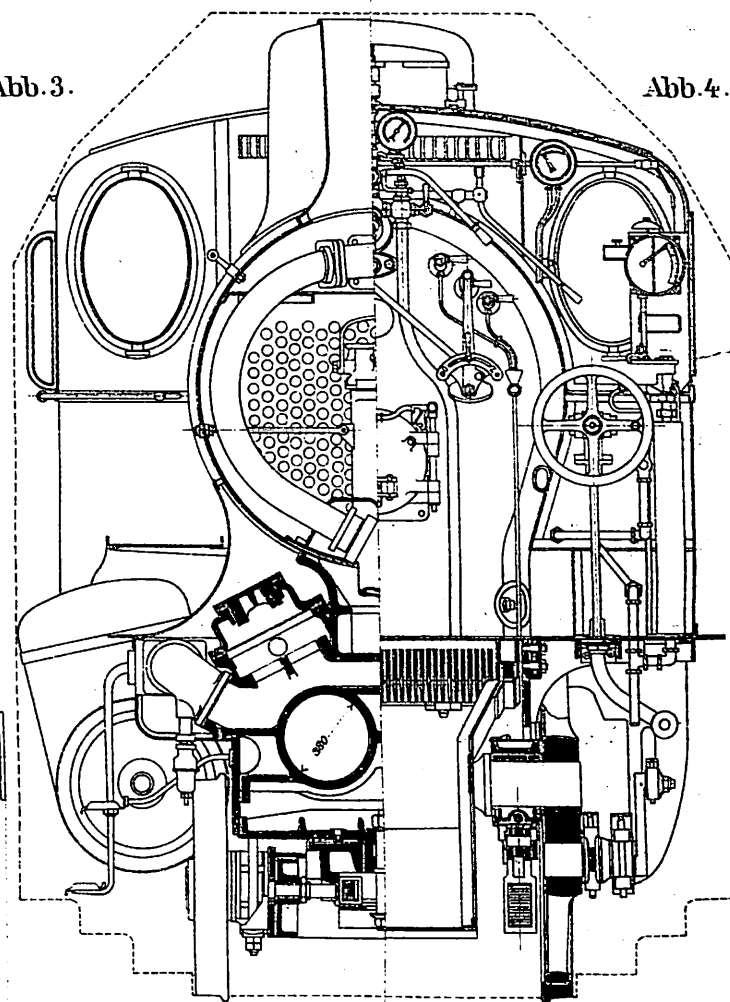


Abb. 4.

Abb. 2. Grundriss.

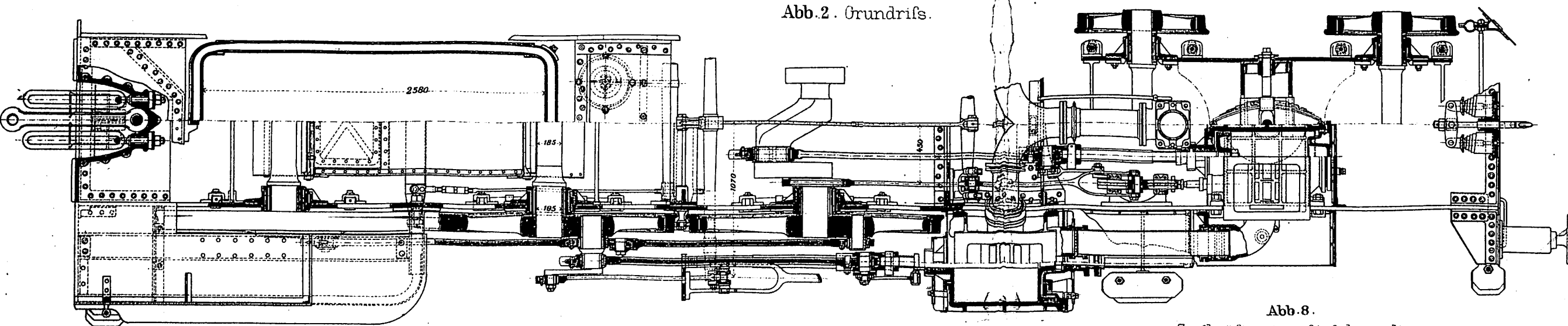


Abb. 5.

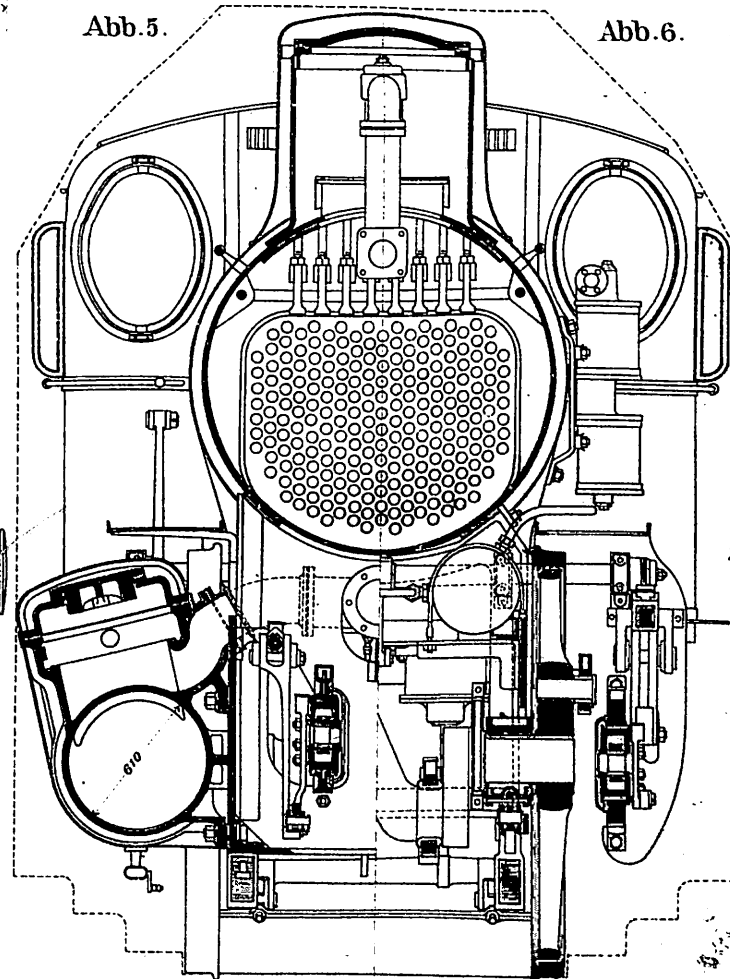


Abb. 6.

Abb. 7.

Zugkräfte einer $\frac{2}{3}$ gekuppelten Schnellzuglocomotive mit außenliegendem Hochdruck- und Niederdruckcylinder.

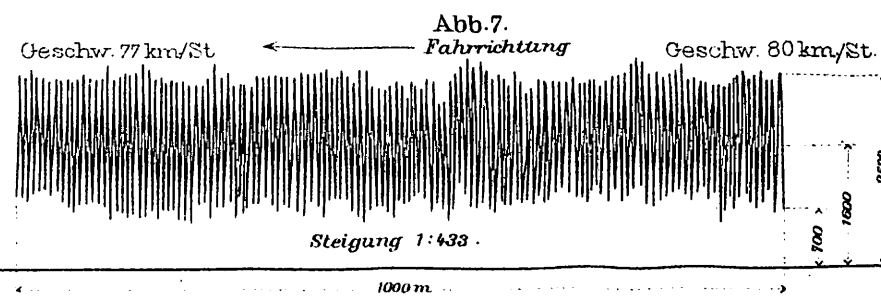


Abb. 8.

Zugkräfte einer $\frac{2}{3}$ gekuppelten Schnellzuglocomotive mit innerliegenden Hochdruck- und außenliegenden Niederdruckcylindern. Geschw. 83 km/St. Fahr- richtung Geschw. 61 km/St. Steigung 1:400.

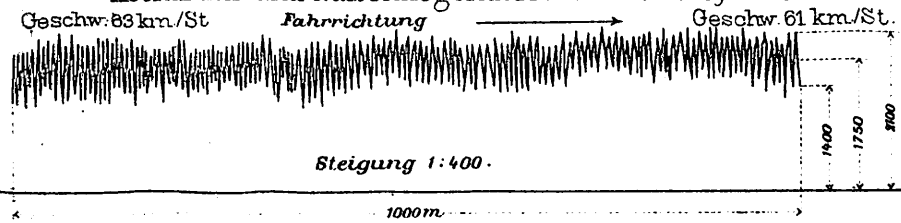


Abb. 3 u. 4. Querschnitte.

Abb.3.

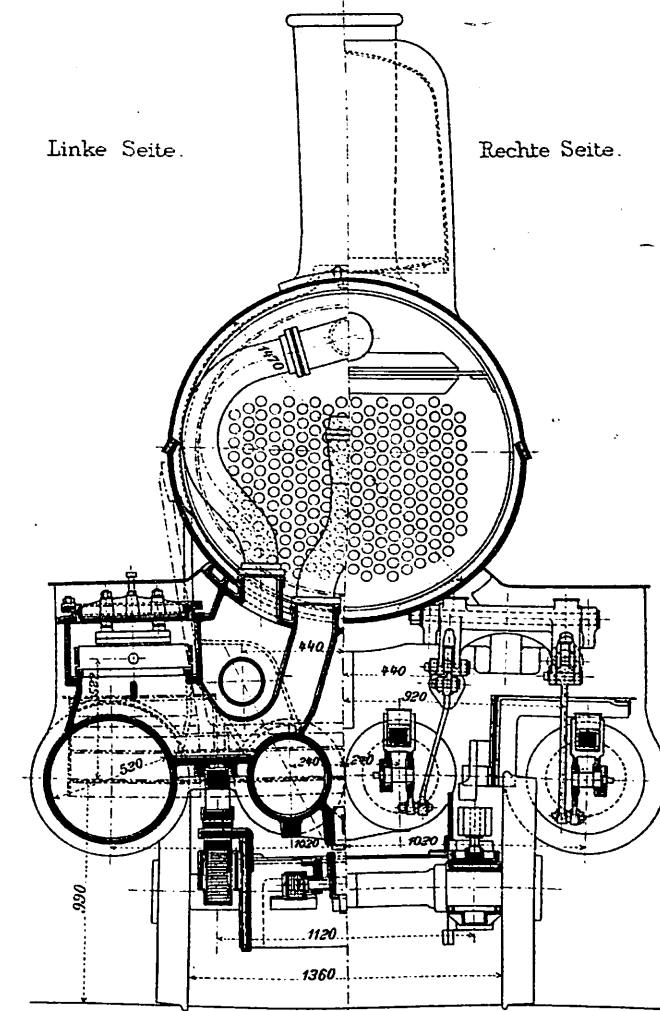
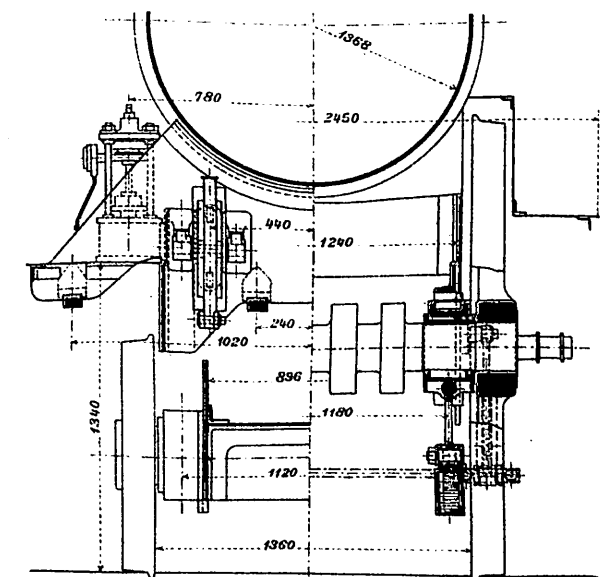
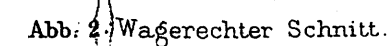
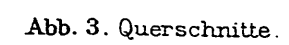
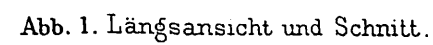


Abb. 4.

Linke Seite.

Rechte Seite.

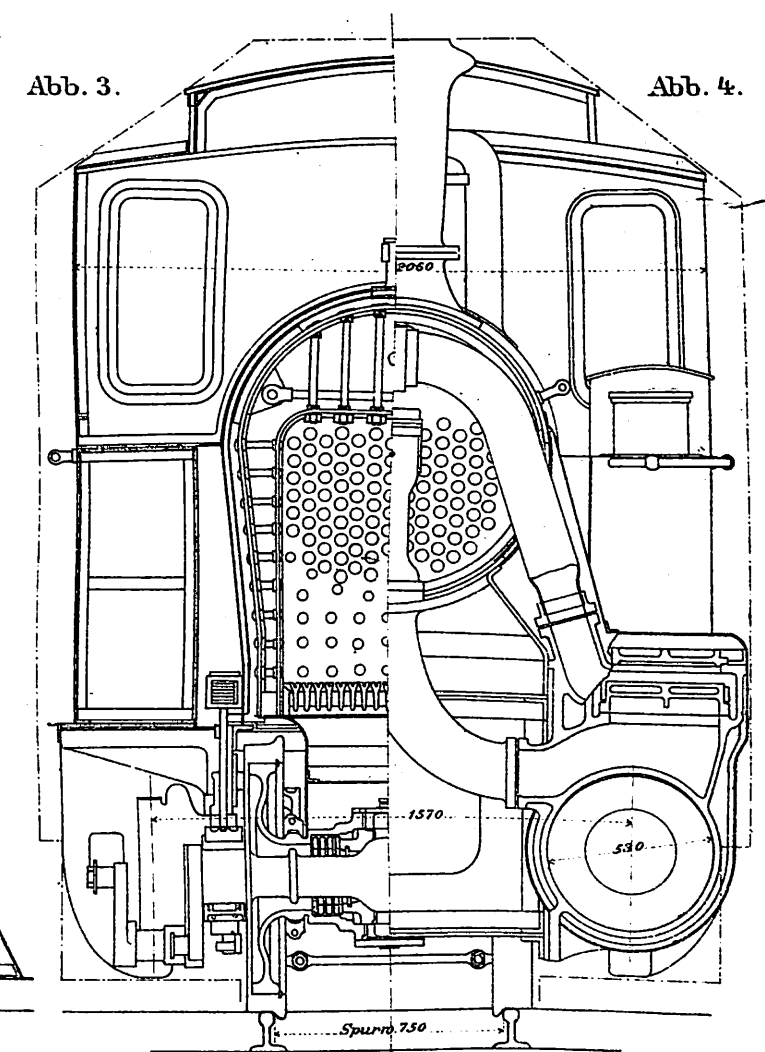
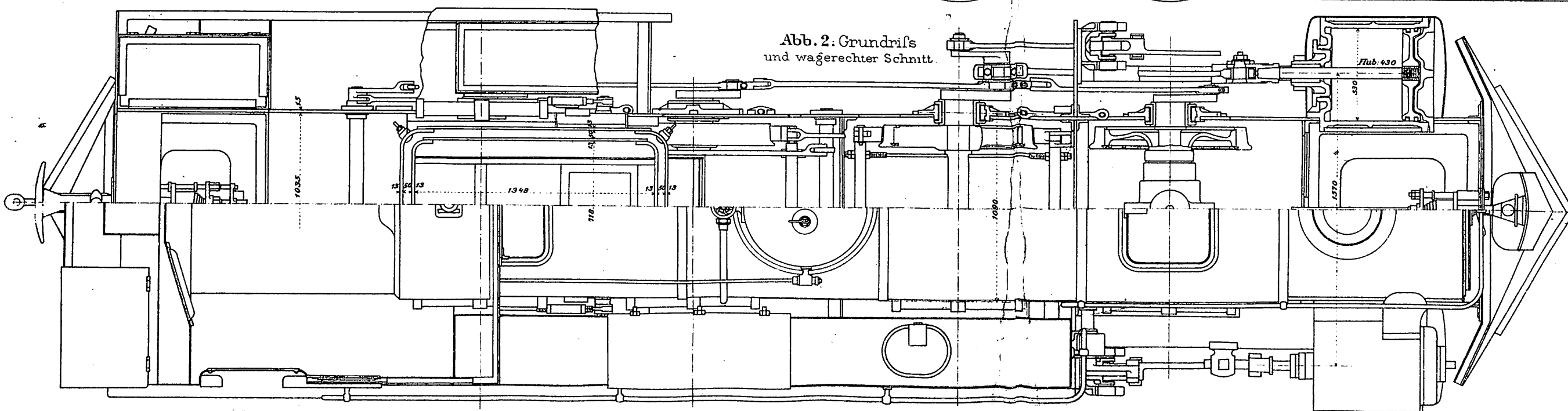
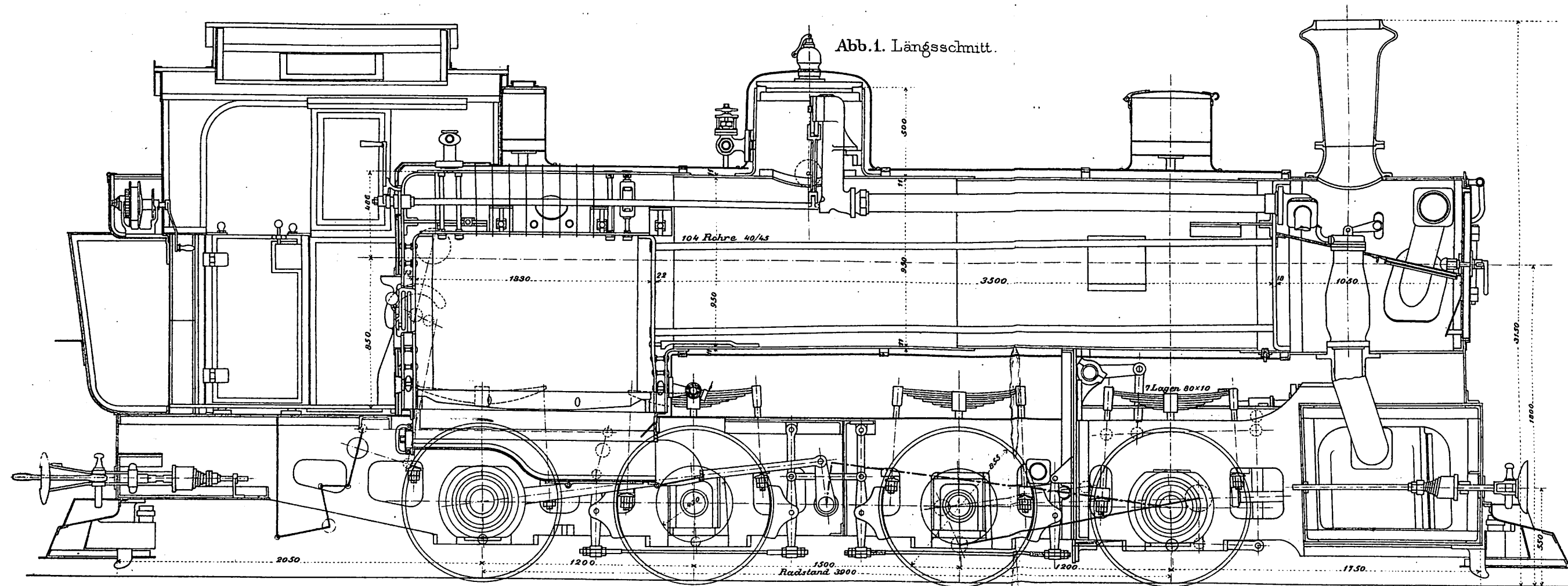




3/100 d.n. Gr.

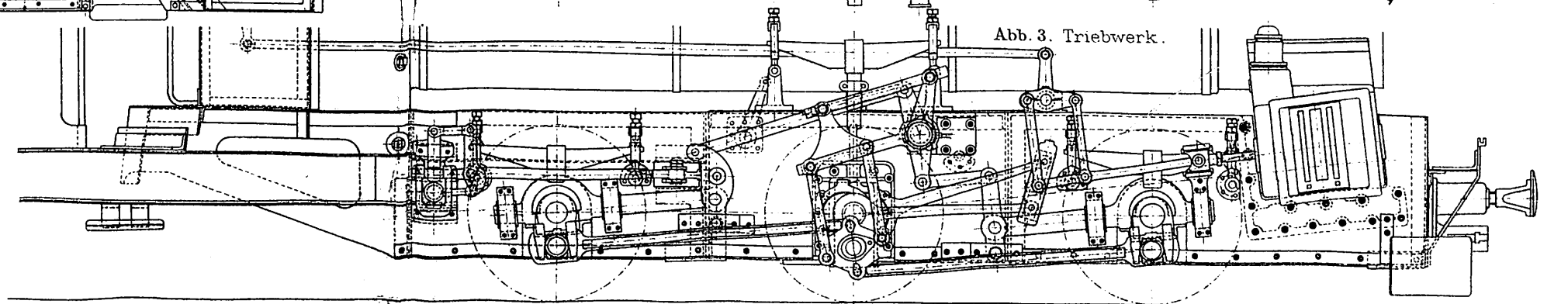
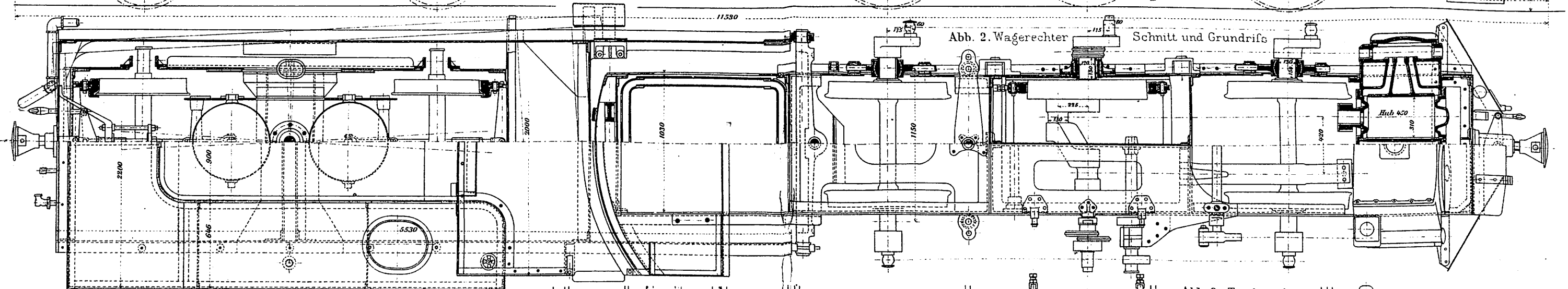
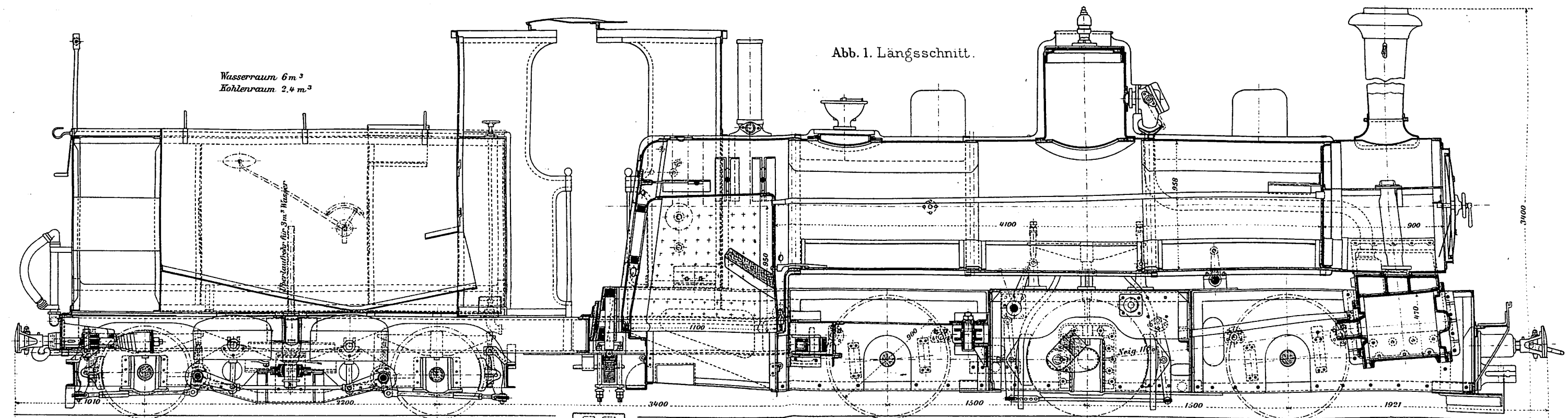
1:25 d.n.Gr.

Abb. 1. Längsschnitt.



$\frac{4}{4}$ gekuppelte Verbund-Tender-Lokomotive für die
königl. Sächsischen
Staatseisenbahnen.
Bauart Klien - Lindner.

Maßstab $\frac{1}{25}$ d. n. Gr.



Schmalspurbahn-Lokomotive, Bauart Klose.
Bosnisch-herzegowinische Staatsbahnen.

1:30 d. n. Gr.

Abb. 1-4 $\frac{3}{4}$ gekuppelte Zahnrad-Lokomotive der Württembergischen Staatseisenbahnen. 1:40 d.n.Gr.

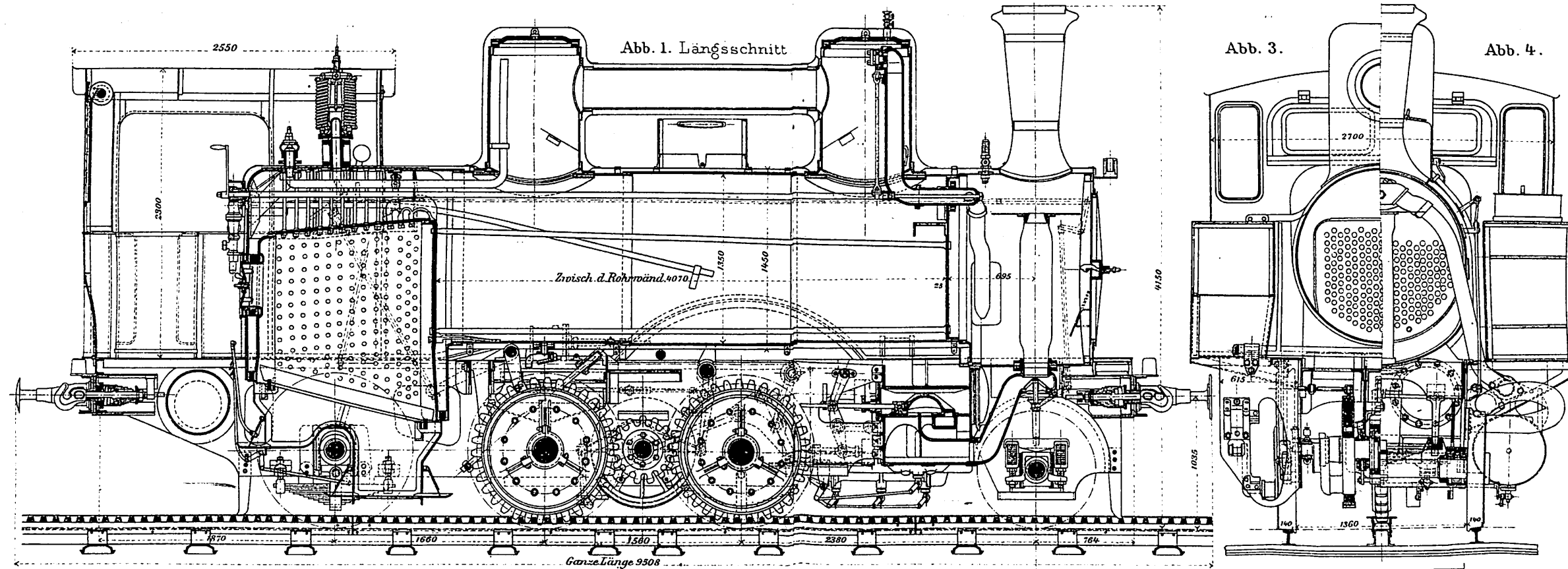


Abb. 2. Grundriss

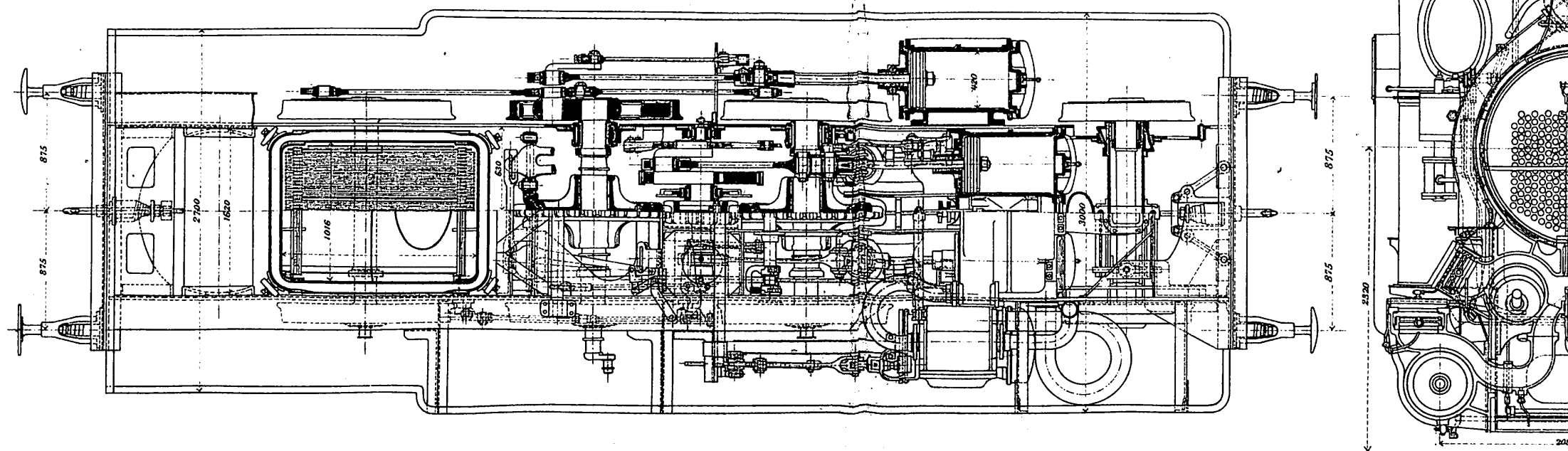
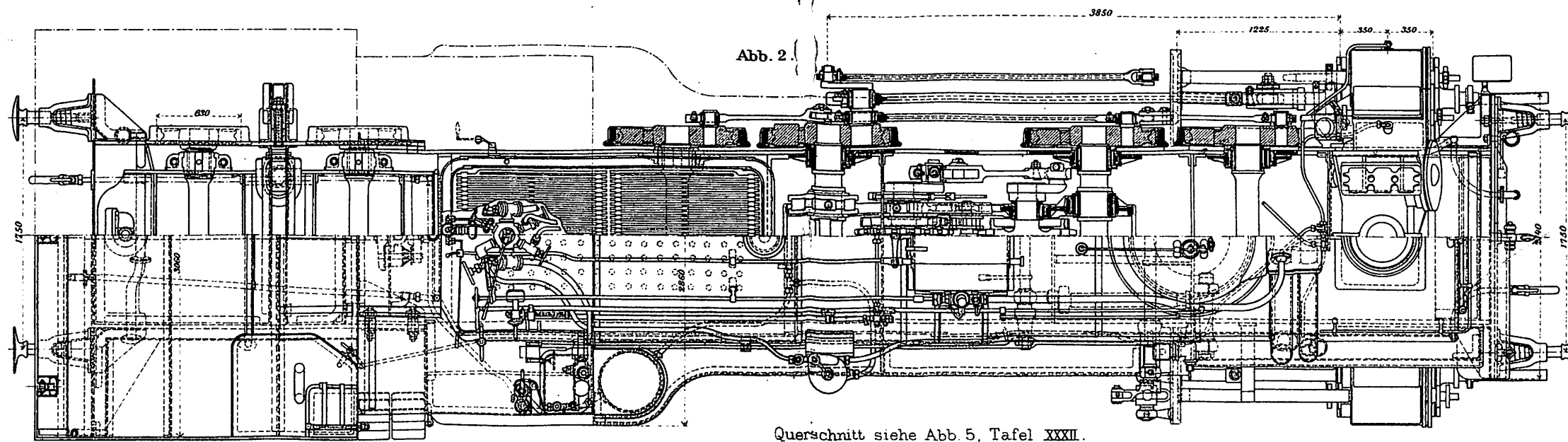
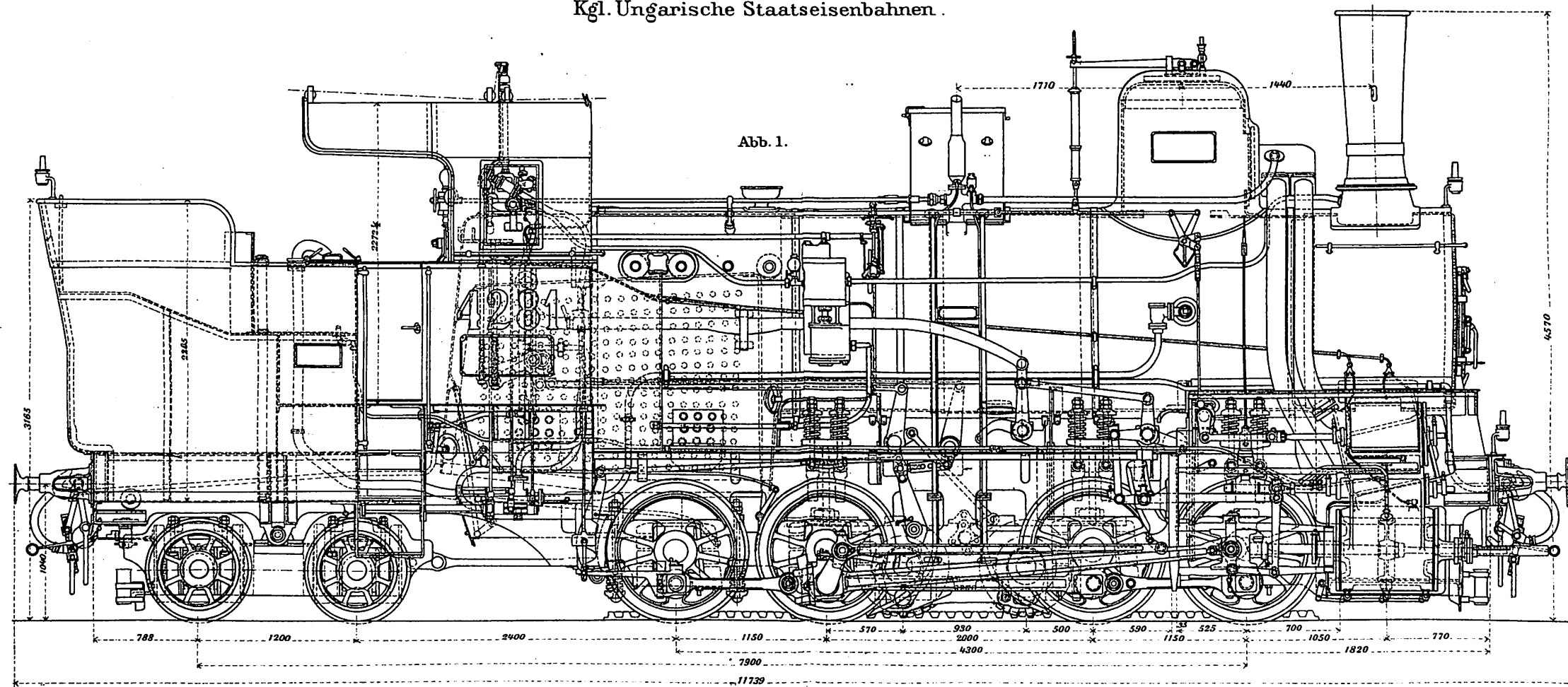


Abb. 5. $\frac{4}{6}$ gekuppelte
Zahnrad-Lokomotive, Bauart Abt.
Kgl. Ungarische Staatseisenbahnen.
(zu Tafel XXXIII)

$\frac{4}{6}$ gekuppelte Zahnrad-Lokomotive, Bauart Abt.
Kgl. Ungarische Staatseisenbahnen.



Querschnitt siehe Abb. 5, Tafel XXXII.

Schnellzug-Lokomotive mit Überhitzer, Bauart Schmidt.

Abb. 1. Längsschnitt.
1:25 d.n.Gr.

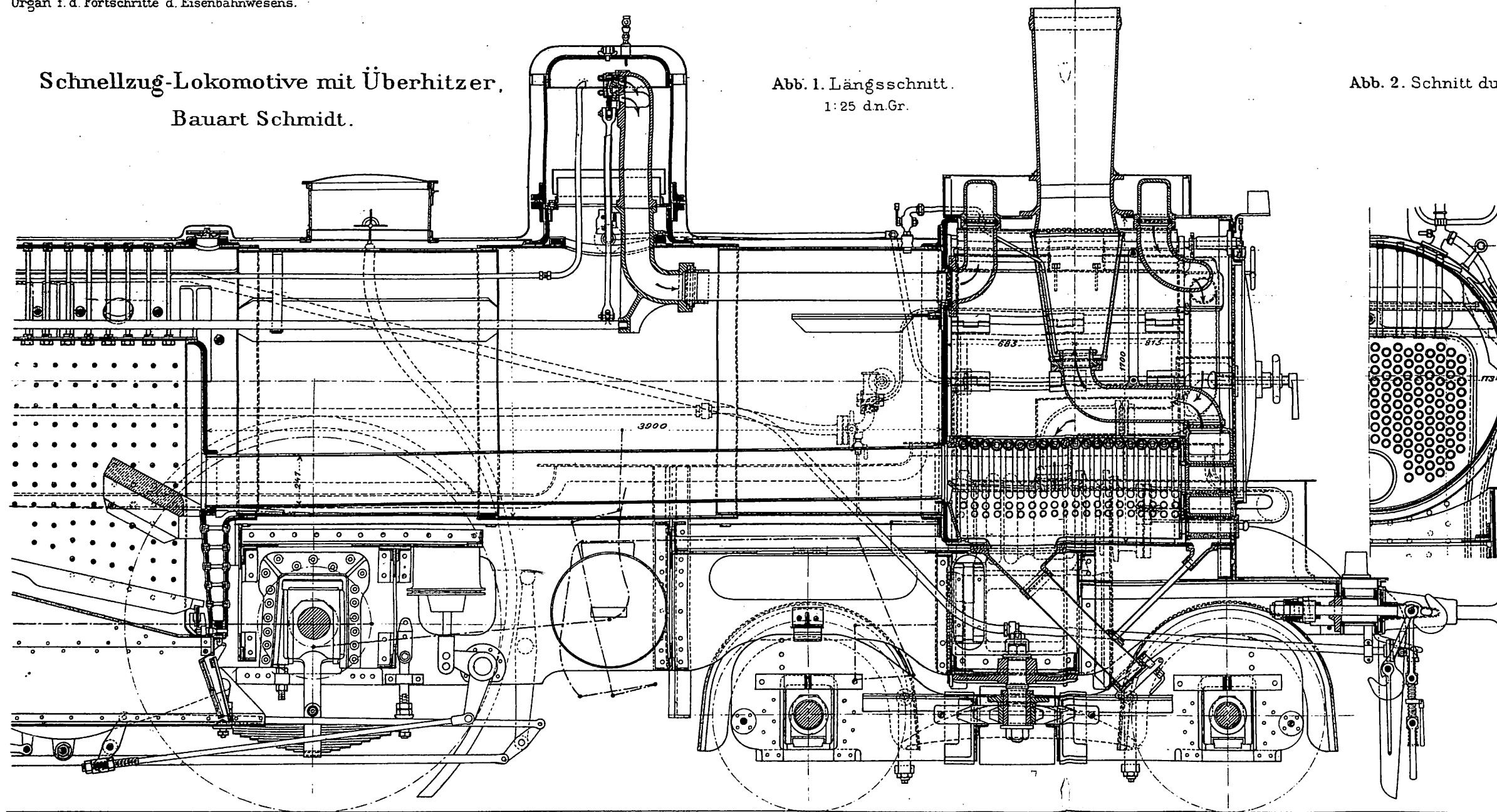


Abb. 2. Schnitt durch die Rauchkammer.
1:25.

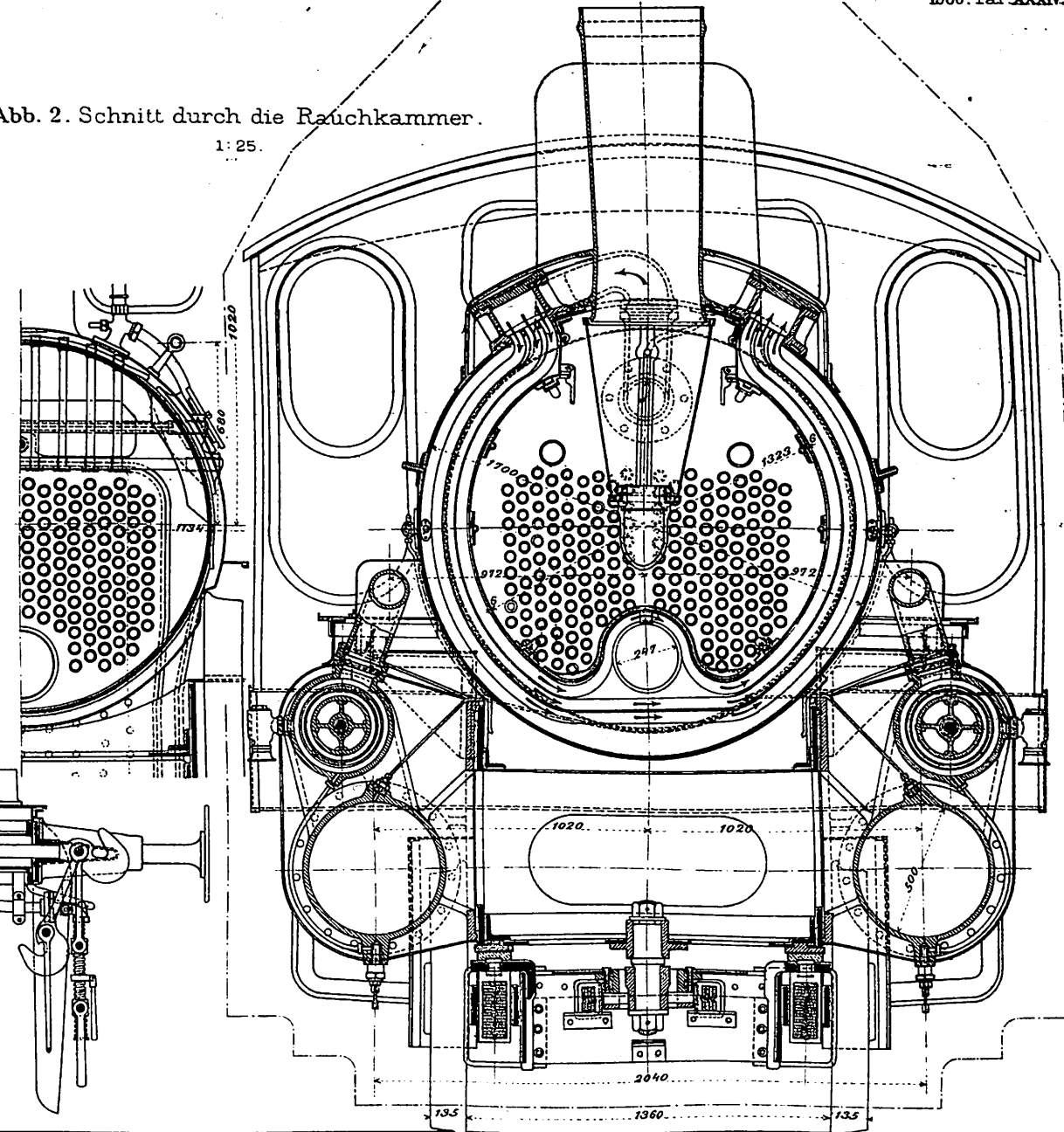


Abb. 5. Längsschnitt durch Cylinder
und Kolbenschieber. 2:25 d.n.Gr.

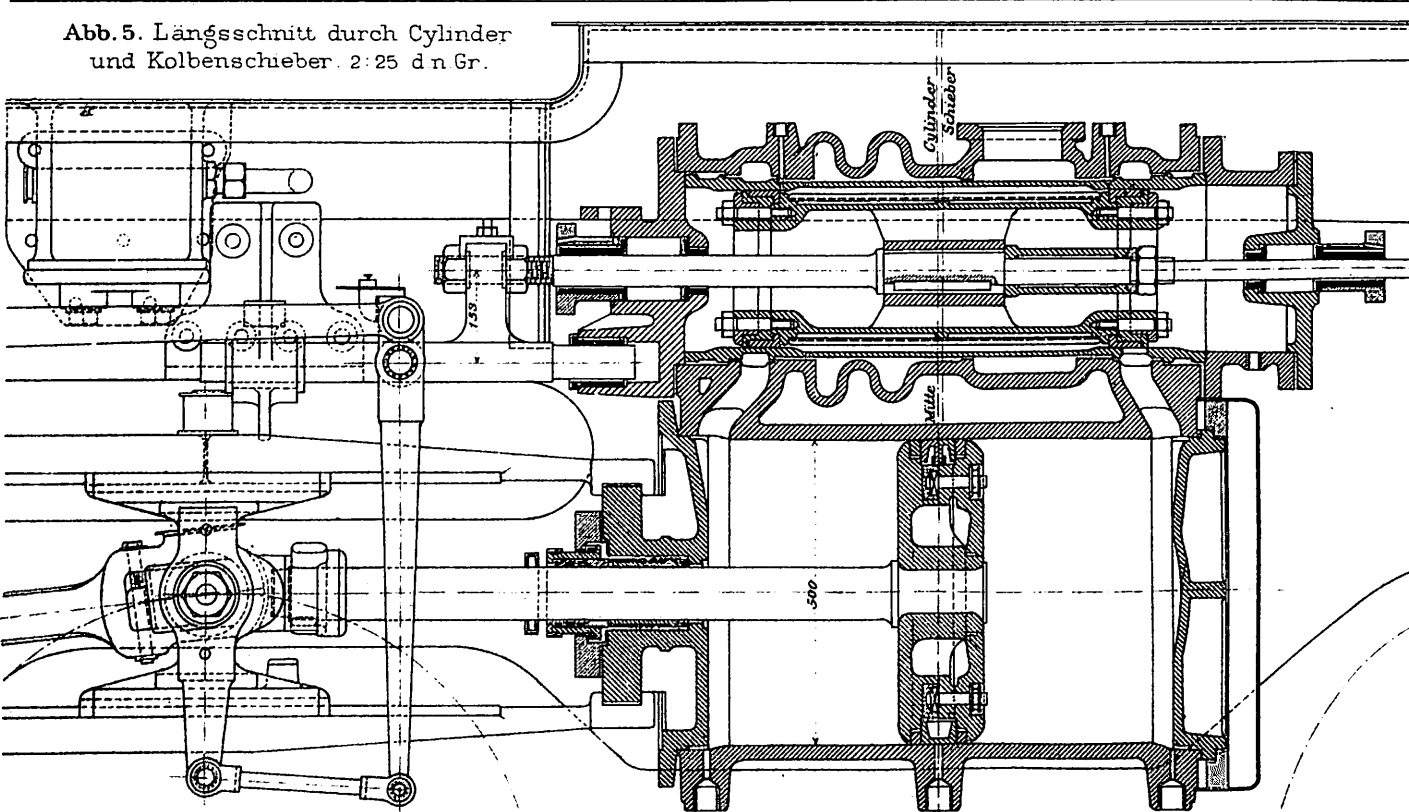


Abb. 4. Rauchkammer. 1:25.

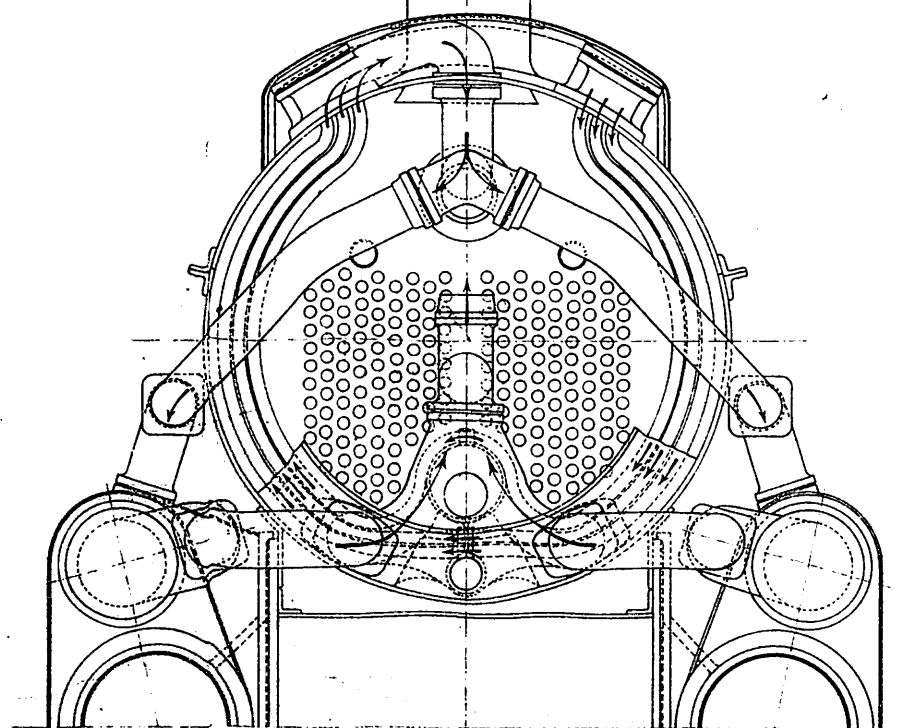


Abb. 3. Grundriss der Rauchkammer.
1:25.

