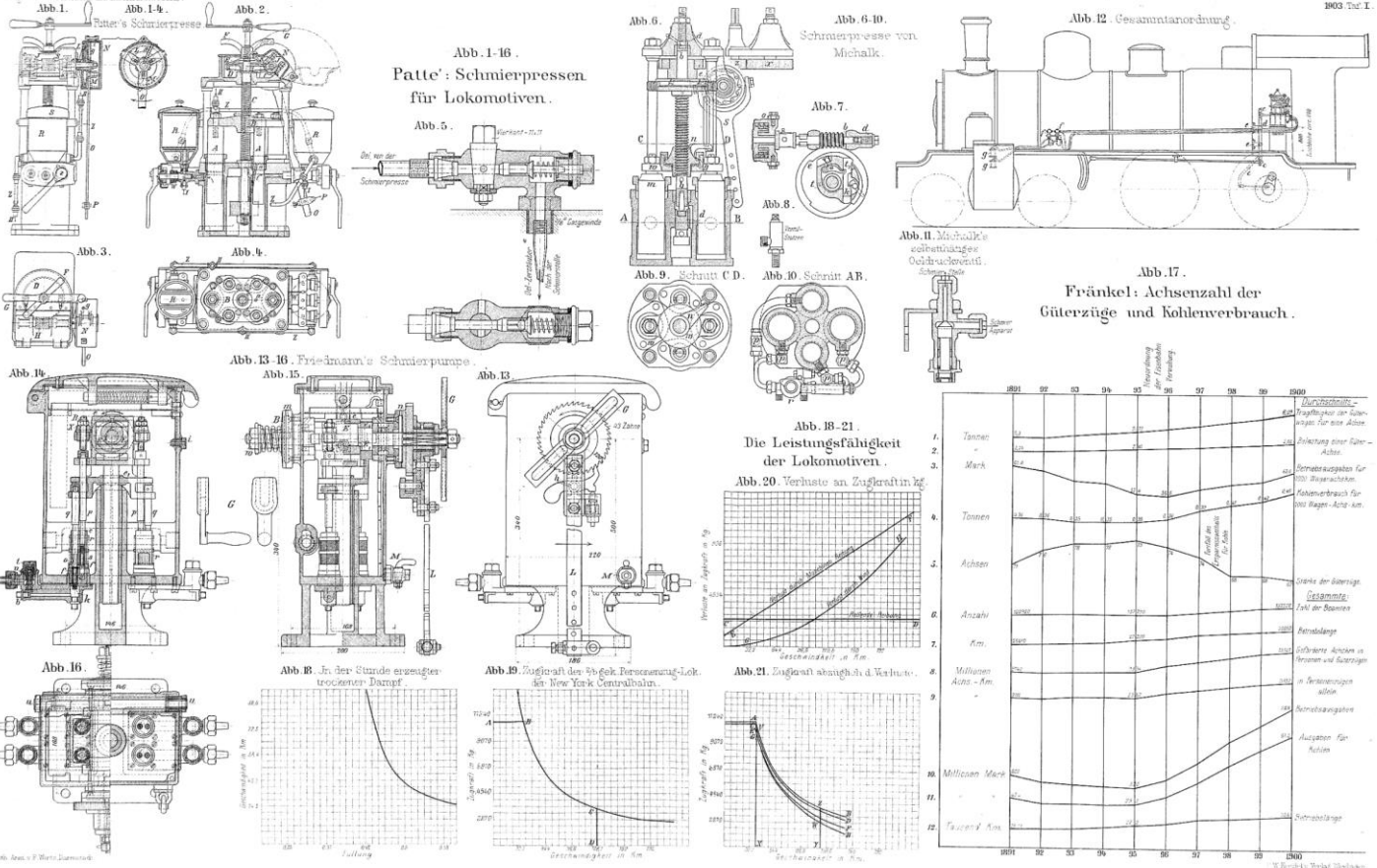
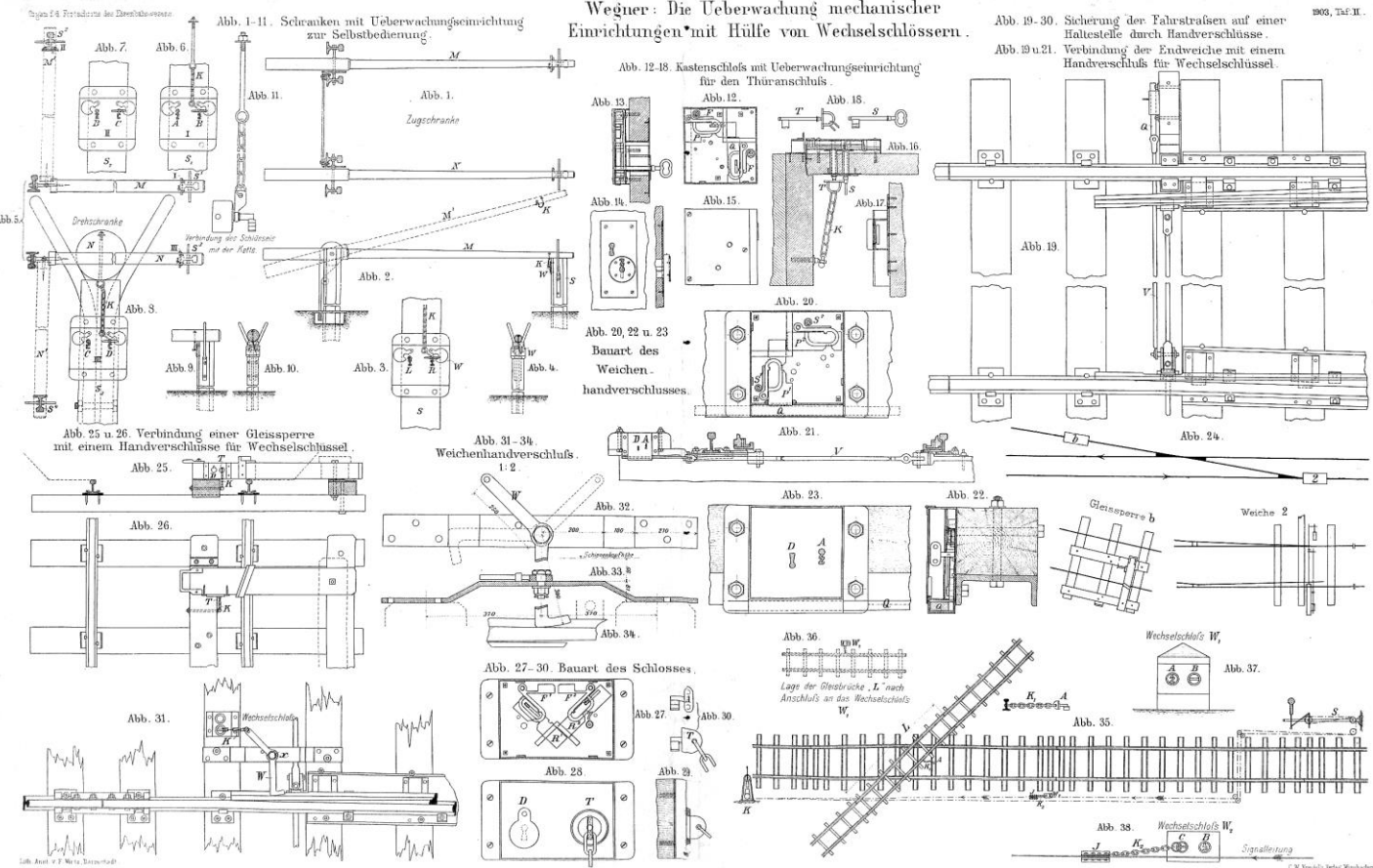
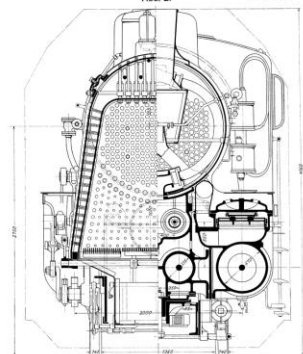
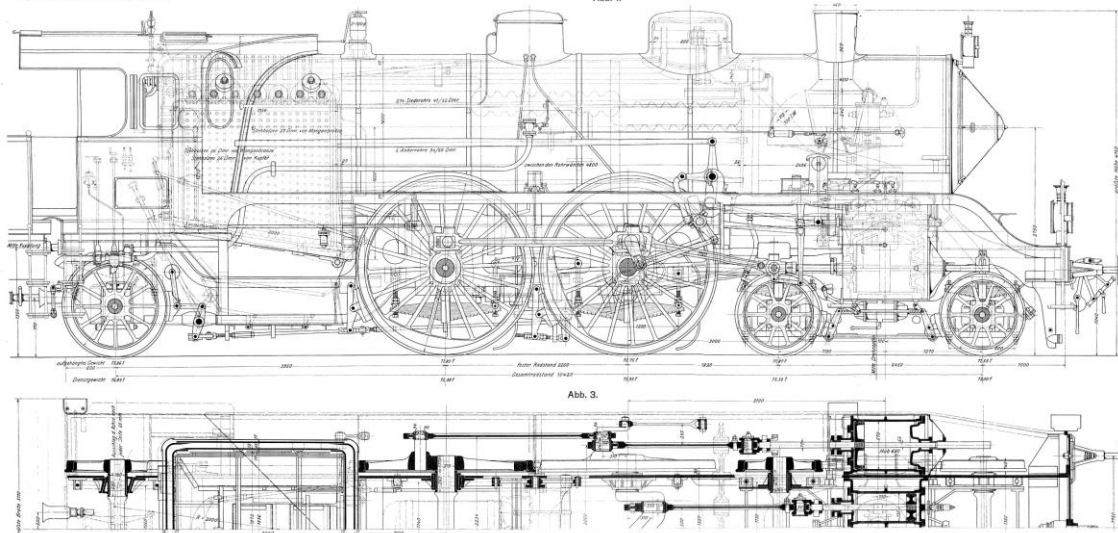




Wegner: Die Ueberwachung mechanischer Einrichtungen mit Hilfe von Wechselschlössern.





2,5-gekuppelte
Viercylinder-Verbund-Schnellzuglokomotive
der Badischen Staatsbahn.
1:25

Abb. 1. 2/5 gekuppelte Viercylinder-Verbund-Schnellzug-Lokomotive
der Badischen Staatsbahn. 1:25 d. nat. Gr.

- a - Dampfheife
- b - Strahlpumpen - Dampfventil
- c - Heizungs - Ventil
- d - Bläser
- e - Westinghouse Pumpen - Ventil
- f - Bremsauslöse - Ventil
- g - Führerbremsventil
- h - Dampfleitung für das Luftsaugventil
- i - Friedmann - Ölpumpe
- k - Verstellbares Blasrohr
- l - Sandstreuer
- m - Schlammhahnzug
- n - Kipprostzug
- o - Aschkastenzüge
- p - Kohlennetzahn
- r - Sicherheitsventilzüge
- s - Schmierleitung der Kesselgleitstücke
- t - Wasserstandszeiger
- u - Wasserstand - Probekahn
- v - Ölkannen - Ständer
- w - Ständer für kleine Ölkannen
- x - Schubkasten
- y - Geschwindigkeitsmesser

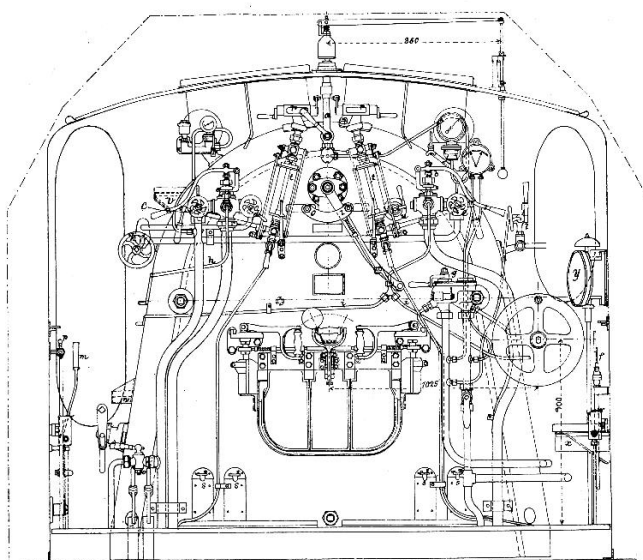


Abb. 2. Wärmespeicher für Dampfkessel, Patent Halpin.

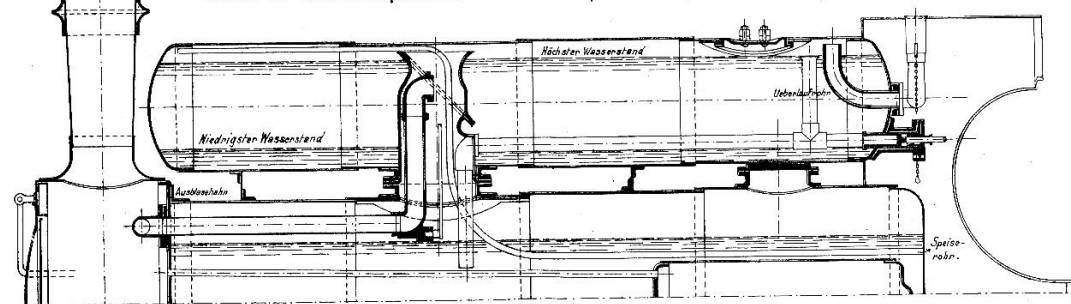


Abb. 3 u. 4. Wechsel-Vorrichtung der 4/5 gekuppelten
Viercylinder-Verbund-Lokomotive der französischen Südbahn.

Abb. 3. Stellung bei Verbundwirkung.

Abb. 4. Stellung bei Zwillingswirkung.

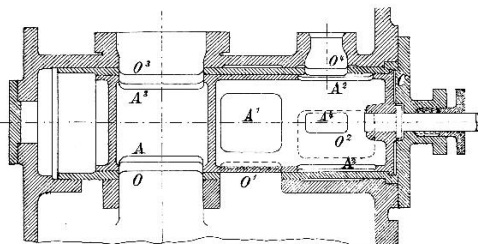
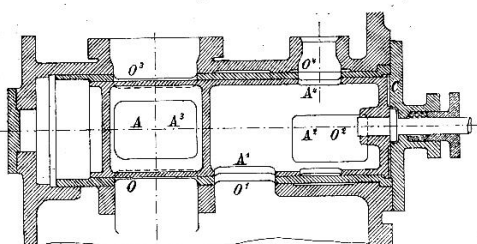


Abb. 2 - 4.
3/6 gekuppelte Personenzug-Lokomotive
der Chesapeake und Ohio
und der Missouri Pacific Bahn.

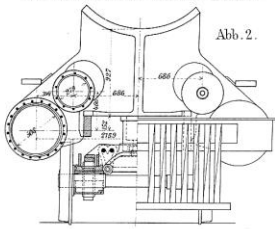


Abb. 2.

Abb. 1. Lokomotivkessel mit Wellrohrfeuerkiste, Lancashire und Yorkshirebahn.

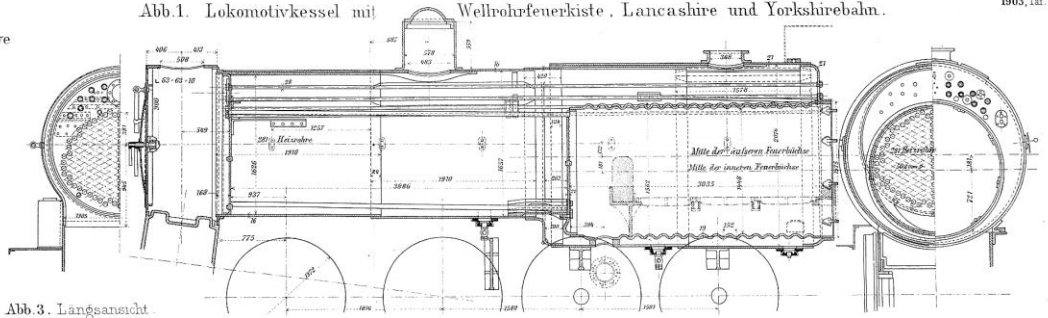


Abb. 3. Längsansicht

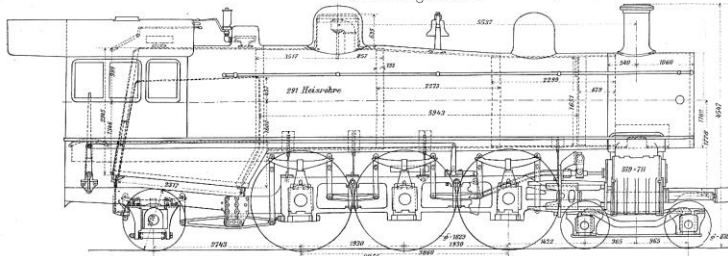
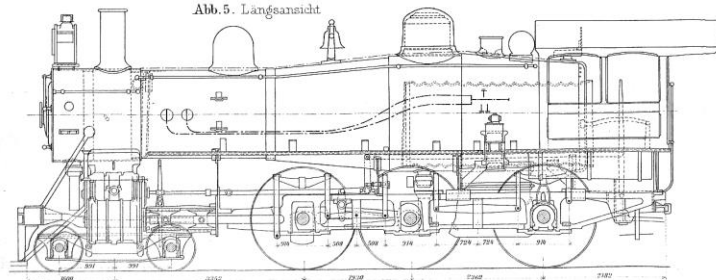


Abb. 5. Längsansicht



Lith. Anst. v. F. Metz, Darmstadt

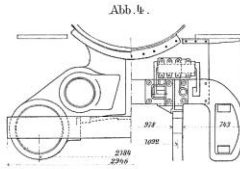


Abb. 4.

Abb. 5 - 10.
Viercylinder-Personenzug-Lokomotive,
Bauart Vaclain.

Abb. 8.

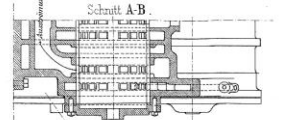


Abb. 9.

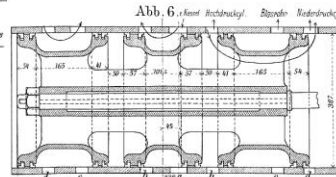


Abb. 6. v. oben. Hinterrück- u. v. unten. Vorderansicht.

Abb. 7.

Abb. 6 u. 7.
Kolbenschieber-
und Hülse.

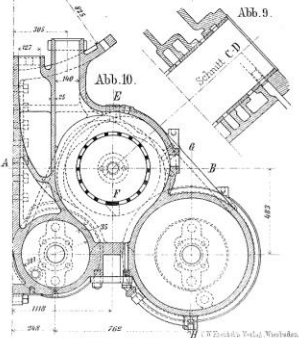


Abb. 18 - 22. Verbindung des Signalstellbodes
mit einem Handverschlus
für Wechselsteckschlüssel.

Abb. 1.

Wegner: Die Ueberwachung mechanischer Einrichtungen mit Hilfe von Wechselsschlüssern.

Abb. 3-8. Bauart des
handverschlusses.

Abb. 9 u. 10. Verbindung einer Gleissperre mit 2 Handverschlüssen
für Wechselsteckschlüssel.

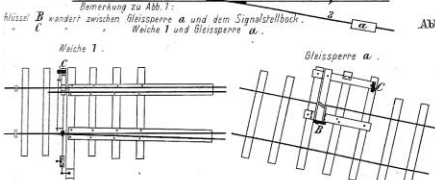


Abb. 2. Verbindung der Endweiche
mit einem Handverschlus für einen Steckschlüssel.

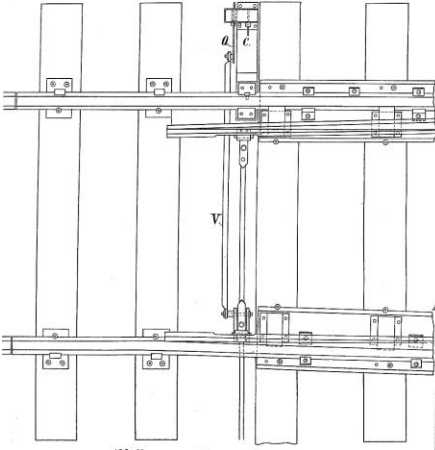
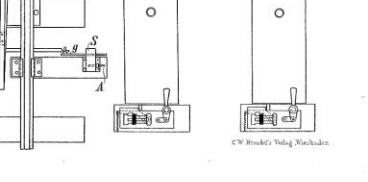
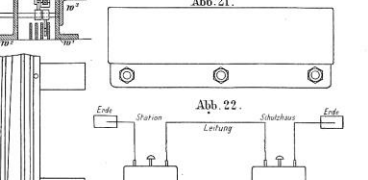
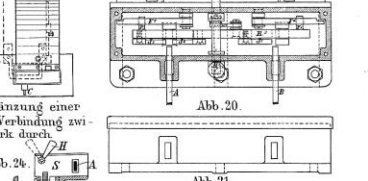
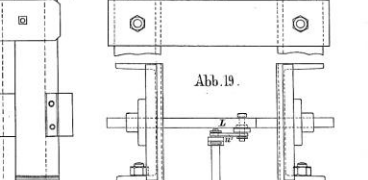
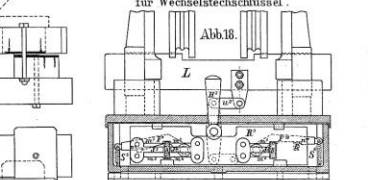
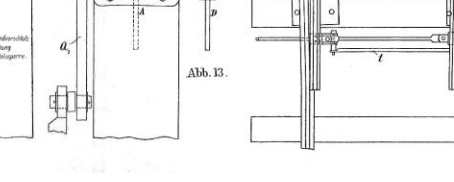
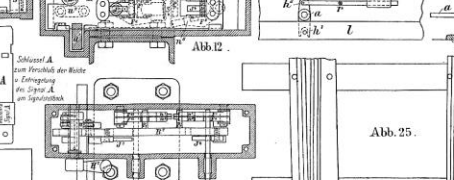
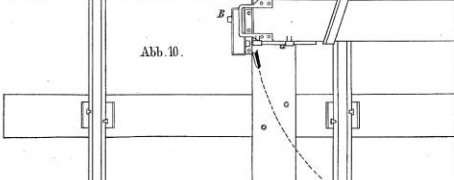
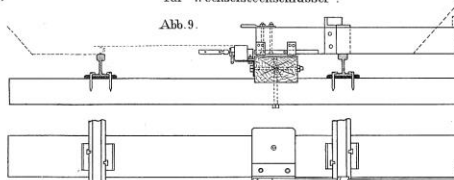
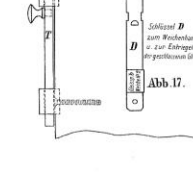
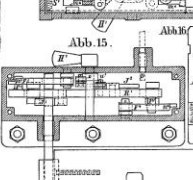
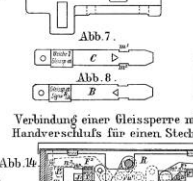
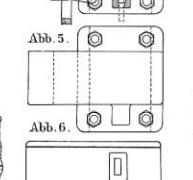
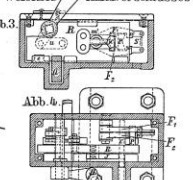
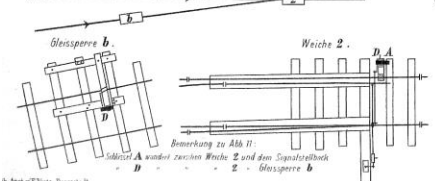


Abb. 11.



Lith. Anst. v. F. Metz, Darmstadt

CW Roubin's Verlag, Wiesbaden

Abb. 1. Spitzenverschluß für Hand- und Fern- Weichenstellung.

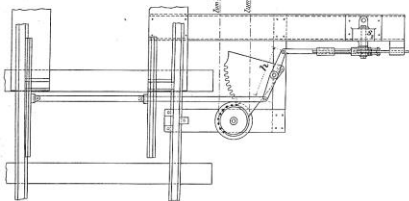
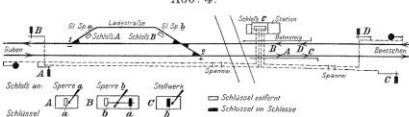


Abb. 4



Abh. 5

Zugrichtung.		Fahrstraßen - Hebel.		Einfahrt. Ausfahrt		Schlüssel - Abhängigkeit für Sperre Schloß		Einfahrt. Ausfahrt		Fahrstraßen - Hebel.		Strecken Anfangs bilder:	
Signal		a / frei	b / frei	A / frei	B / frei	a	b	c	C / frei	D / frei	c / frei	d / frei	B. C.
A.	Zug von Guben.												
B.	" nach "												
C.	" " Bentschen												
D.	" von "												

Lith. Inst. v. F. Witz, Darmstadt.

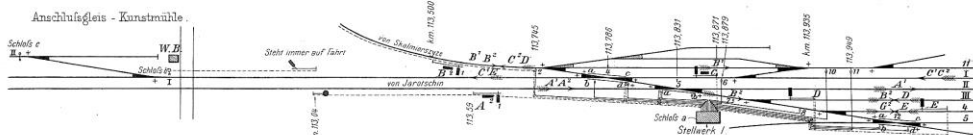


Abb. 3. Stellwerk I.

<i>Signal</i>	<i>Zugrichtung</i>	<i>Block:</i> 	<i>Fahrstraßen- hebel:</i> 	<i>Einfuhr-Sign.</i> <i>wie rie gelt</i>	<i>Weichenhebel.</i>	<i>Ausfuhr-Sign.</i> <i>wie rie gelt</i>	<i>Fahrstraßen- hebel:</i> 	<i>Block:</i>
		a' a'	a'/a² b'/b²	A'/A² B'/B²	2. 4. 6. 8. 10. 12. 14.	C'/C² d'/d²	e' e'	b' b'
<i>A. Einfahrt von Jarotschin in Gleis II.</i>		○	+ +		- -		+ +	○
<i>B. " " " III.</i>		○	+ +		- -		+ +	○
<i>B'. Einfahrt von Skalm. in Gleis II.</i>			- +		+ -		+ +	
<i>E. " " " " III.</i>			+ + +		- -		+ + +	○
<i>A. Ausfahrt nach Jarotschin aus Gleis 4.</i>			+ +		- -		+ + +	
<i>C'. " " " " I.</i>			+		+ +		- + +	
<i>C². Ausfahrt nach Skalm. aus Gleis I.</i>			+		+ +		- + +	
<i>D. " " " " III.</i>			+ + +		- -		+ + +	
<i>Zug nach Anschlußgleis Kundmühle</i>			+		- -		+ + +	

Abb. 6 u. 7. Spitzenverschluss für Hand- und Fern- - Weichenstellung

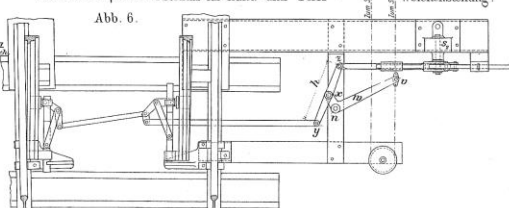
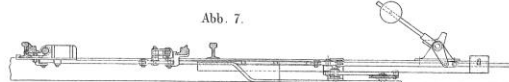


Abb. 7



C. W. Breidels Verlag, Wiesbaden

Orden f. d. Fortschritte des Eisenbahnwesens

Abb.1. Längsschnitt.

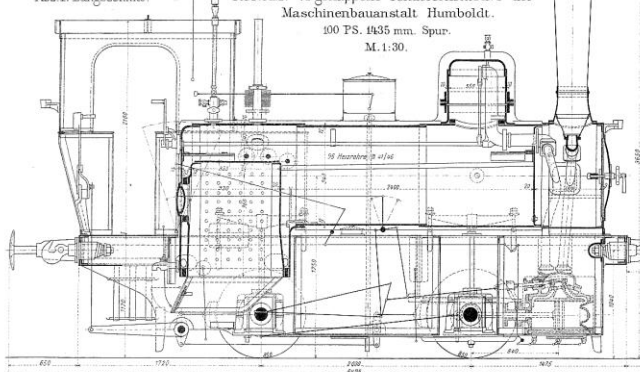


Abb. 11.2. $\frac{2}{2}$ gekuppelte Tenderlokomotive der
Maschinenbauanstalt Humboldt.
100 PS. 1435 mm. Spur.
M. 1:30.

Abb. 2. Querschnitt

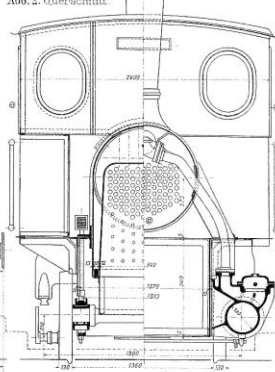


Abb.3 u.4. Expansions - Steuerung, Bauart
Walschaert.

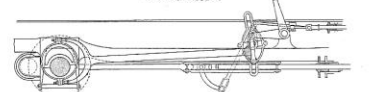


Abb. 3



Abb. 4.

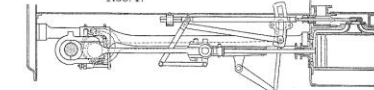
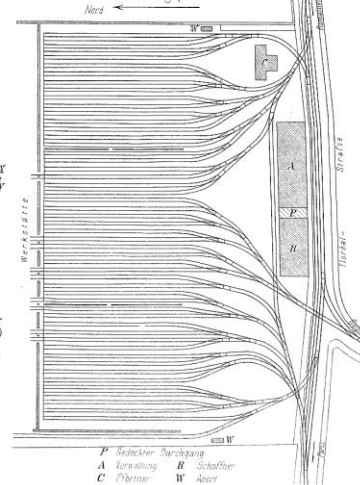


Abb.5-13. Der Straßenbahnhof der Pariser westlichen Eisenbahngesellschaft. |||

Abb. 5. Lageplan



C. W. Kreisel's Verlag, Wiesbaden

Abb. 12

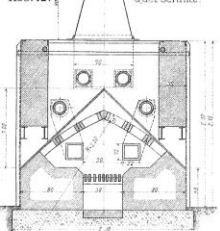


Abb. 12 u. 13.
Indrockenofen

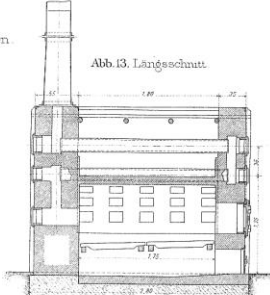


Abb. 13, Längsschnitt

Abb. 8.

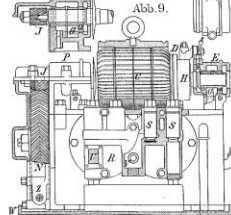
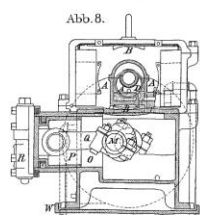
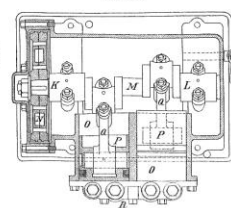


Abb. 10



Abh. 6

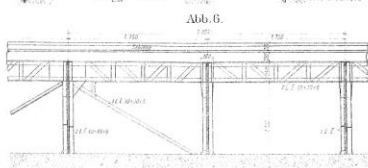


Abb. 7.

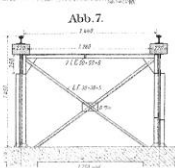
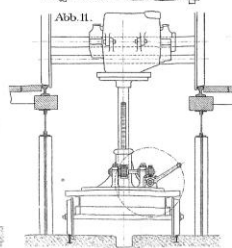


Abb. 11.



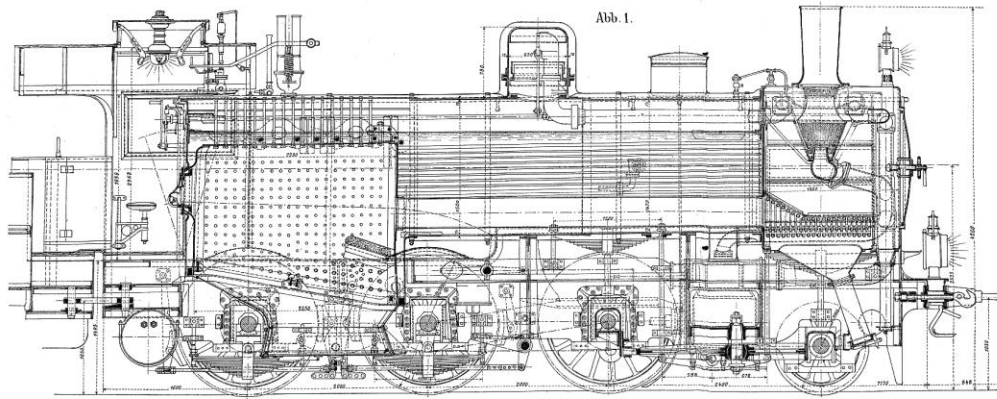


Abb. 1.

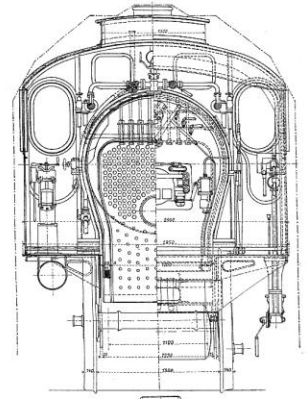


Abb. 3.

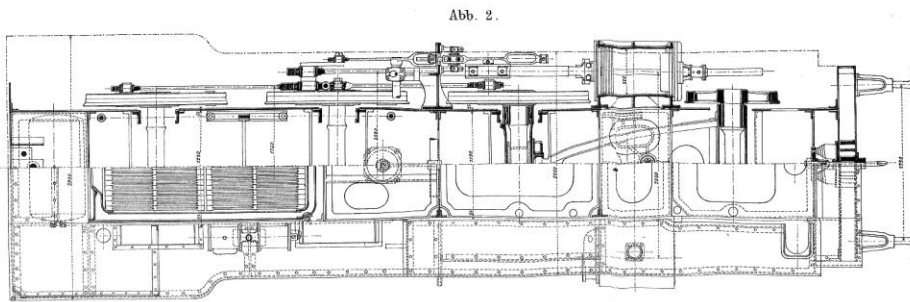


Abb. 2.

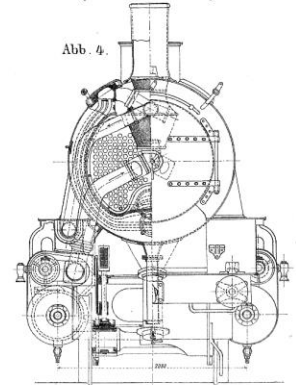


Abb. 4.

C. W. Neukirch Verlag, Wiesbaden.

Organ f. d. Fortschritte des Eisenbahnwesens.

Abb. 1-4. Vierachsiger vereinigt
Personen - Post - und Gepäckwagen für Kleinbahnen mit 1 m Spurweite.
Mafsstab 1:30.

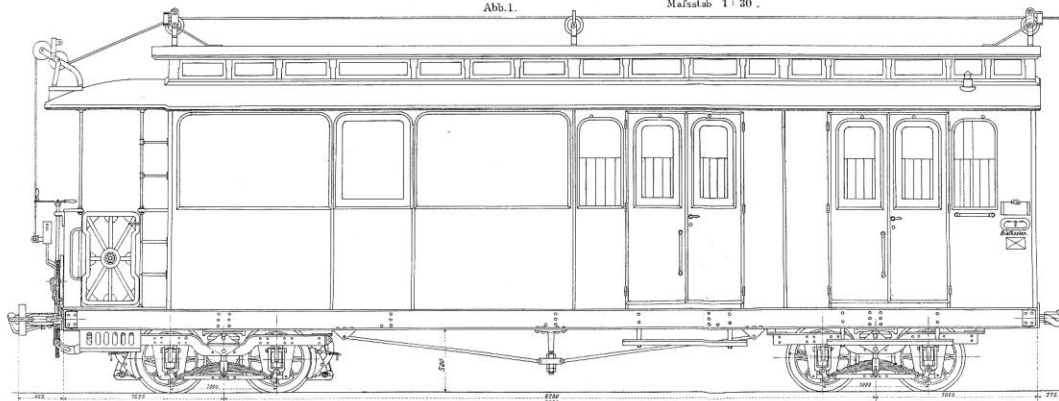


Abb. 1.

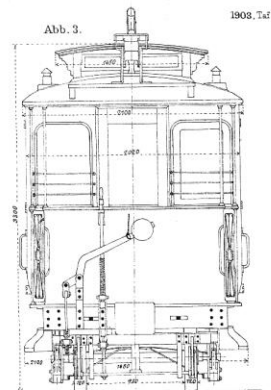


Abb. 3.

1903, Taf. X.

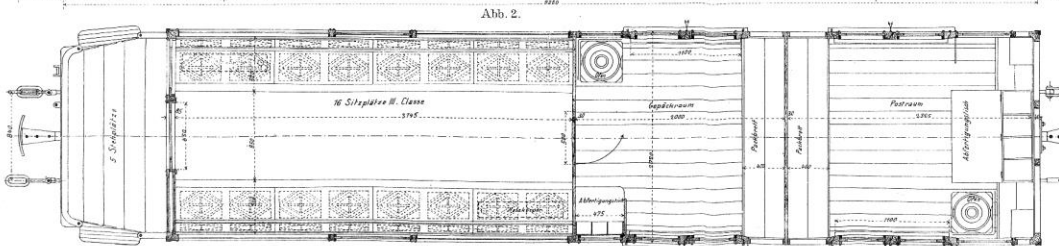


Abb. 2.

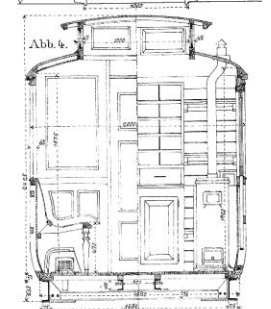


Abb. 4.

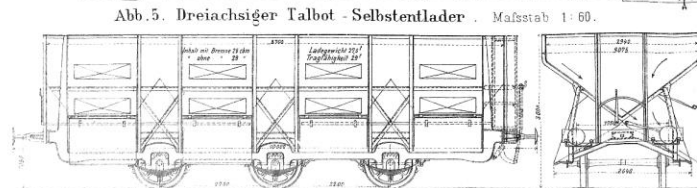


Abb. 5. Dreiachsiger Talbot - Selbstentlader. Mafsstab 1:60.

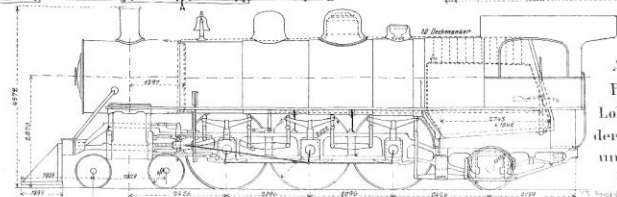


Abb. 6.
Pacific -
Lokomotive
der Chicago
und Alton -
Bahn.

C. W. Neukirch Verlag, Wiesbaden.

Kessel - Wagen zur Beförderung von Benzin .

Abb. 1.

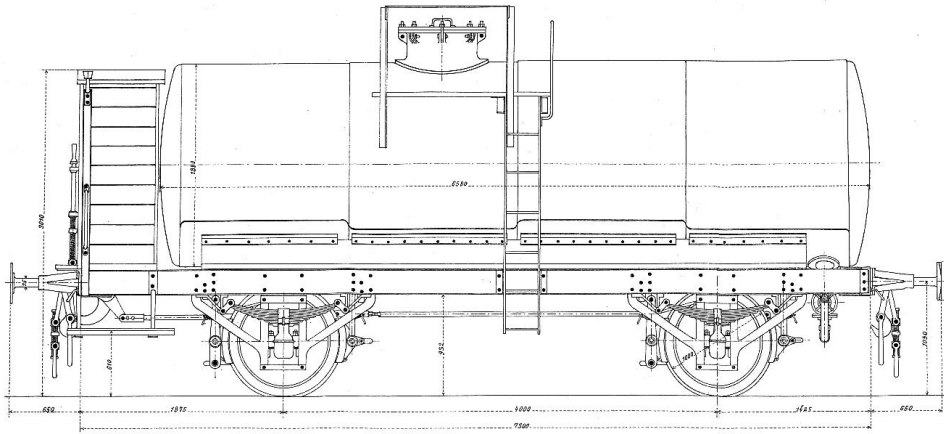


Abb. 2.

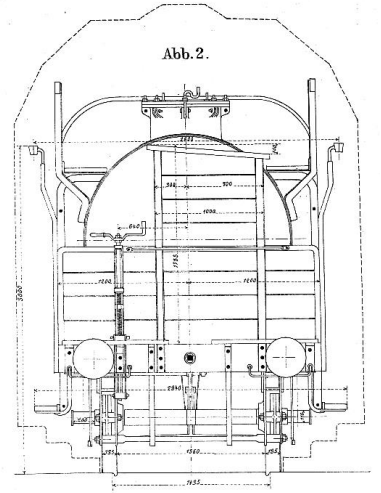


Abb. 3.

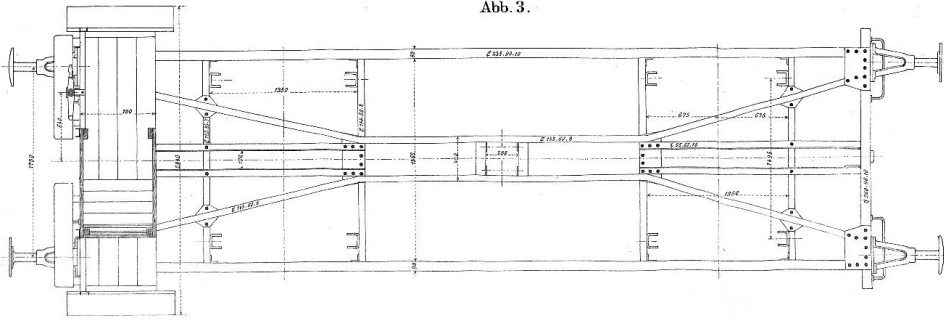
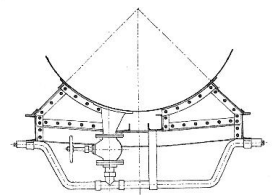


Abb. 4.



Leib. Arch. v. F. Wetz, Darmstadt.

C. W. Kreidel & Verlag, Wiesbaden.