

Abb. 1.
Versuchsfahrten mit der 2/5 gekuppelten badischen Schnellzug-Lokomotive.

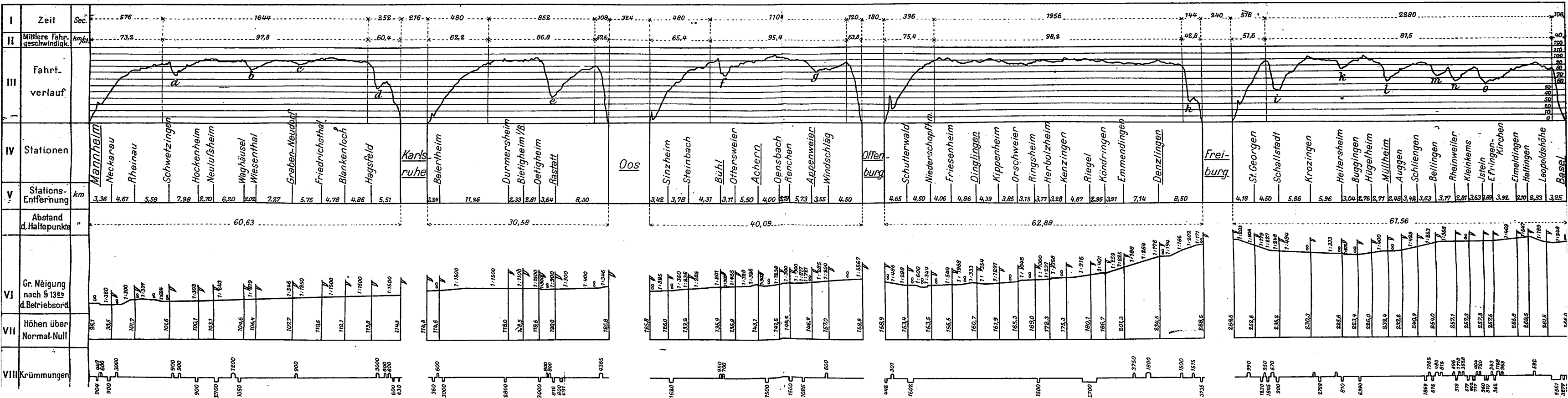


Abb. 2.

Vergleich des Raumbedarfes
der Zusammenbauhalle einer Lokomotiv-Ausbesserungswerkstatt
mit Längs- und Quer-Arbeitsständen.

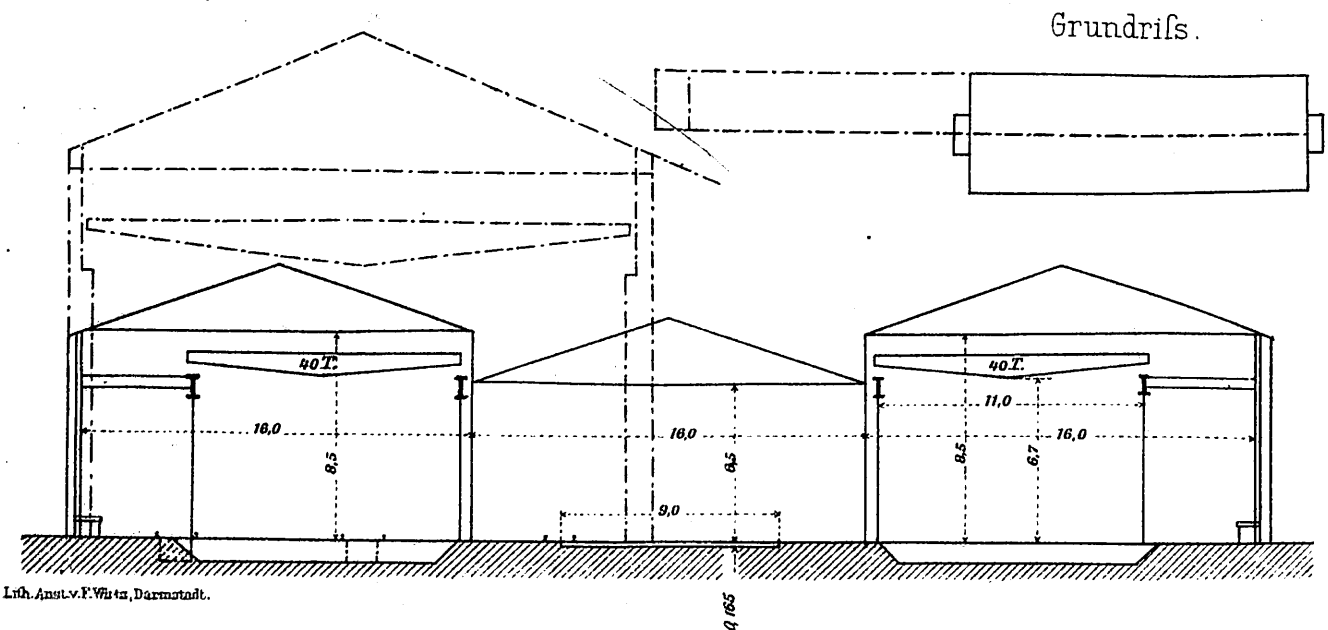


Abb. 3. Westinghouse-Triebmaschine
der Tiefbahn in New-York.

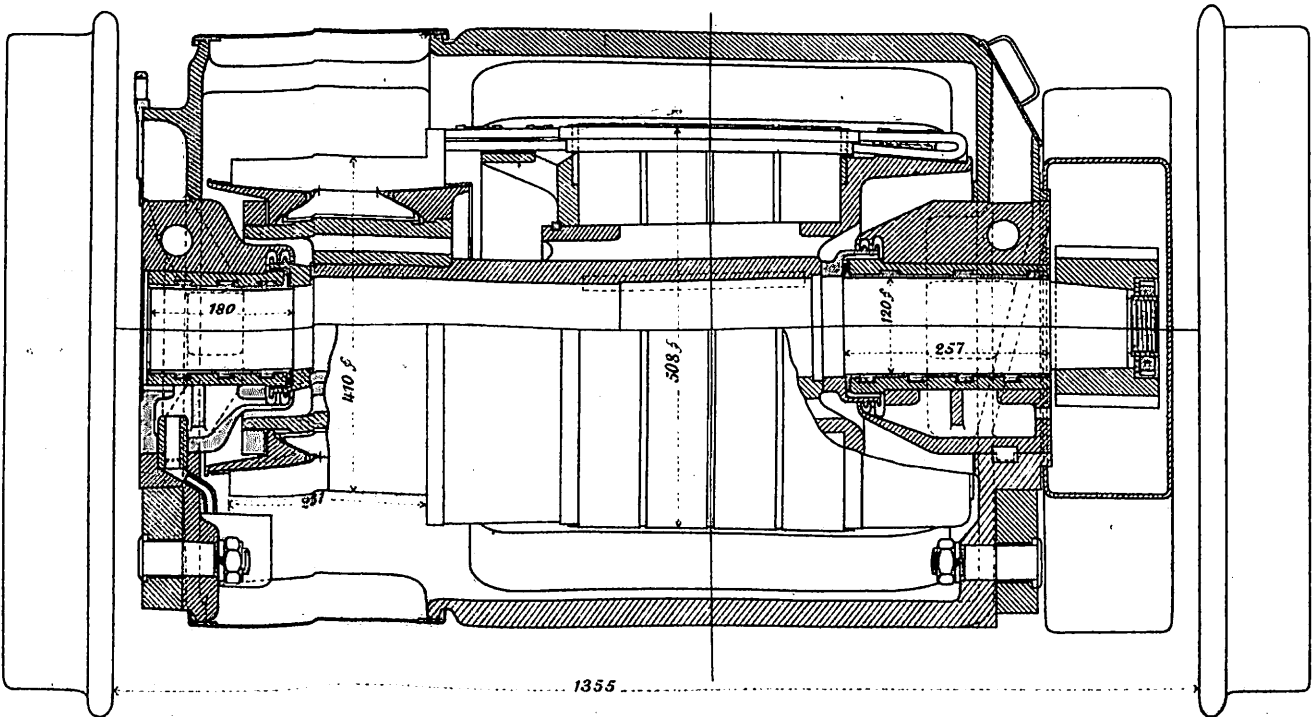
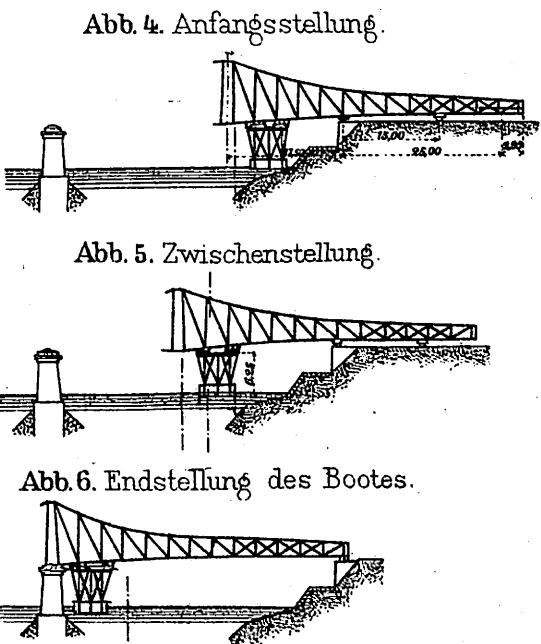


Abb. 4-6.

Aufstellung der Saônebrücke
bei Villefranche.



Wasserreinigungsanlage auf Bahnhof Stafsurt.

Leistung 40 cbm/St.

1:67 d.n. Gr.

Abb. 1.

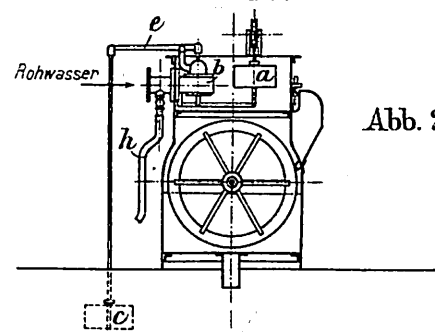
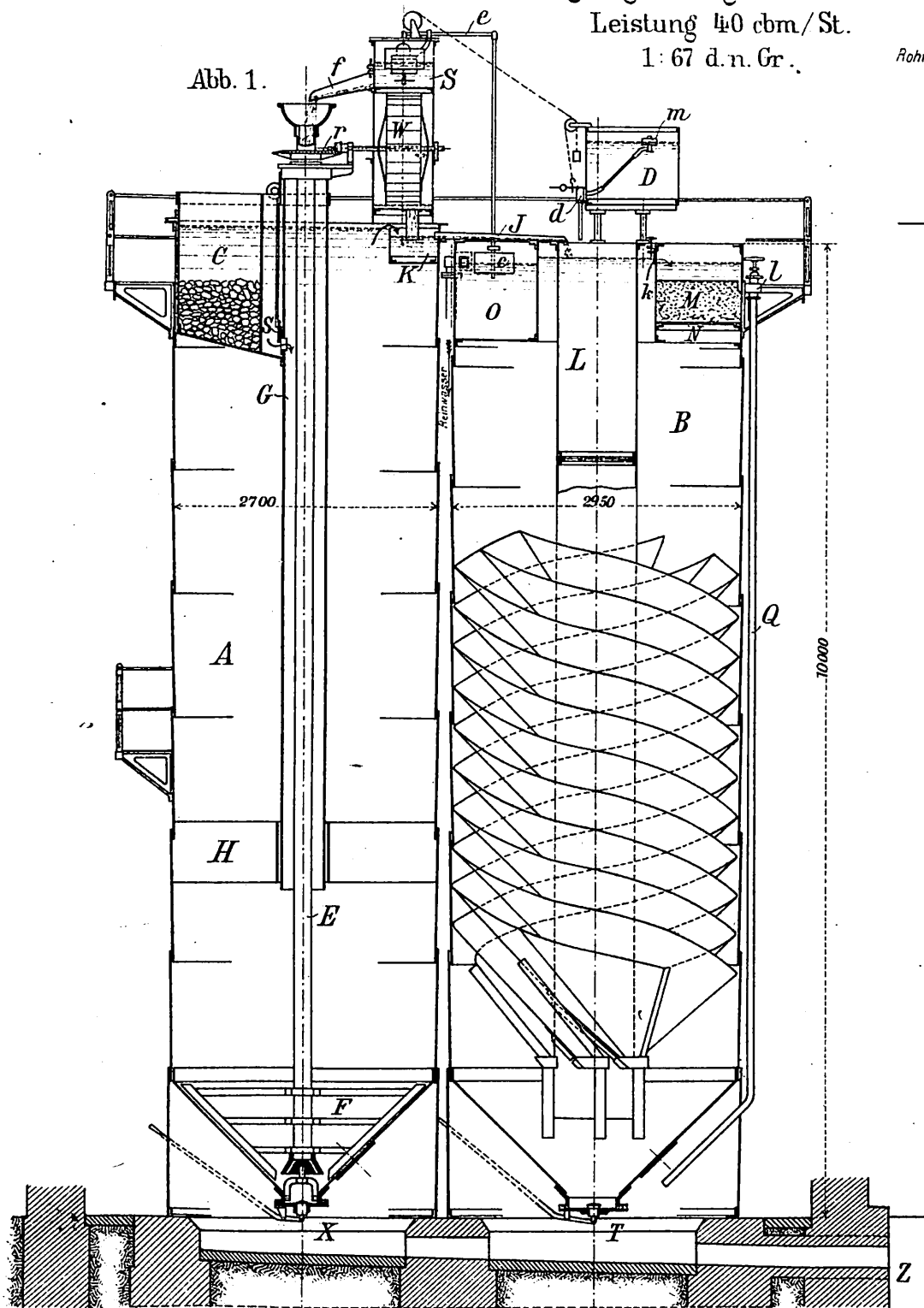


Abb. 2.

Erklärung.

- A Kalksättiger.
- B Klärbehälter.
- C Kalklöschbehälter.
- D Sodabehälter.
- E Zuführung für Rohwasser.
- F Rührarme.
- G Kalkzuführungsrohr.
- J Ueberlauf zum Klärbehälter.
- M Filter.
- N } Sammelräume für Reinwasser.
- O }
- P Ableitung für Reinwasser.
- Q " " Filterspülwasser.
- S Wasserverteiler.
- T } Schlammkanäle.
- U }
- V }
- W Wasserrad.
- Z Schlammgrube.
- a } Regelschwimmer.
- b } Regelventil für Rohwasser.
- c } " " Sodalösung.
- d Bedienungsschlauch.
- e Ueberlauf für gesättigtes Kalkwasser.
- f Ueberlauf des Reinwassers auf den Filter.
- g Ablassventil für Spülwasser.
- h Kalkschieber.

Abb. 3.

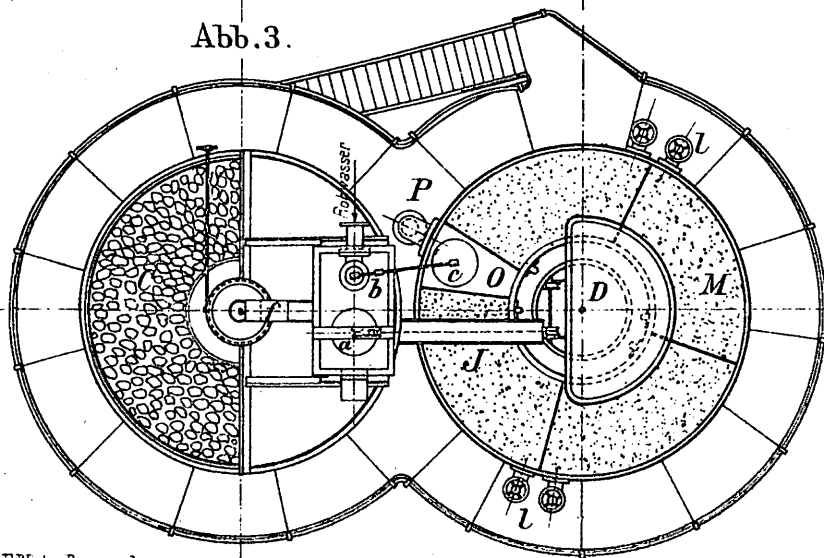
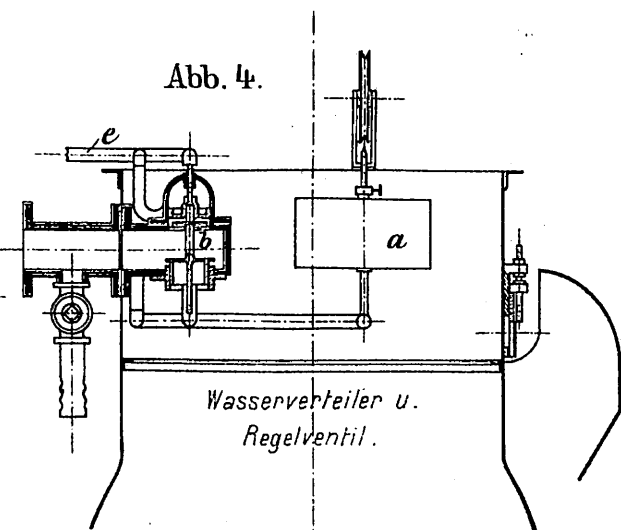


Abb. 4.



Wasserverteiler u.
Regelventil.

Abb. 1-3. Wasserreinigungsanlage auf Bahnhof Stafsfurt.

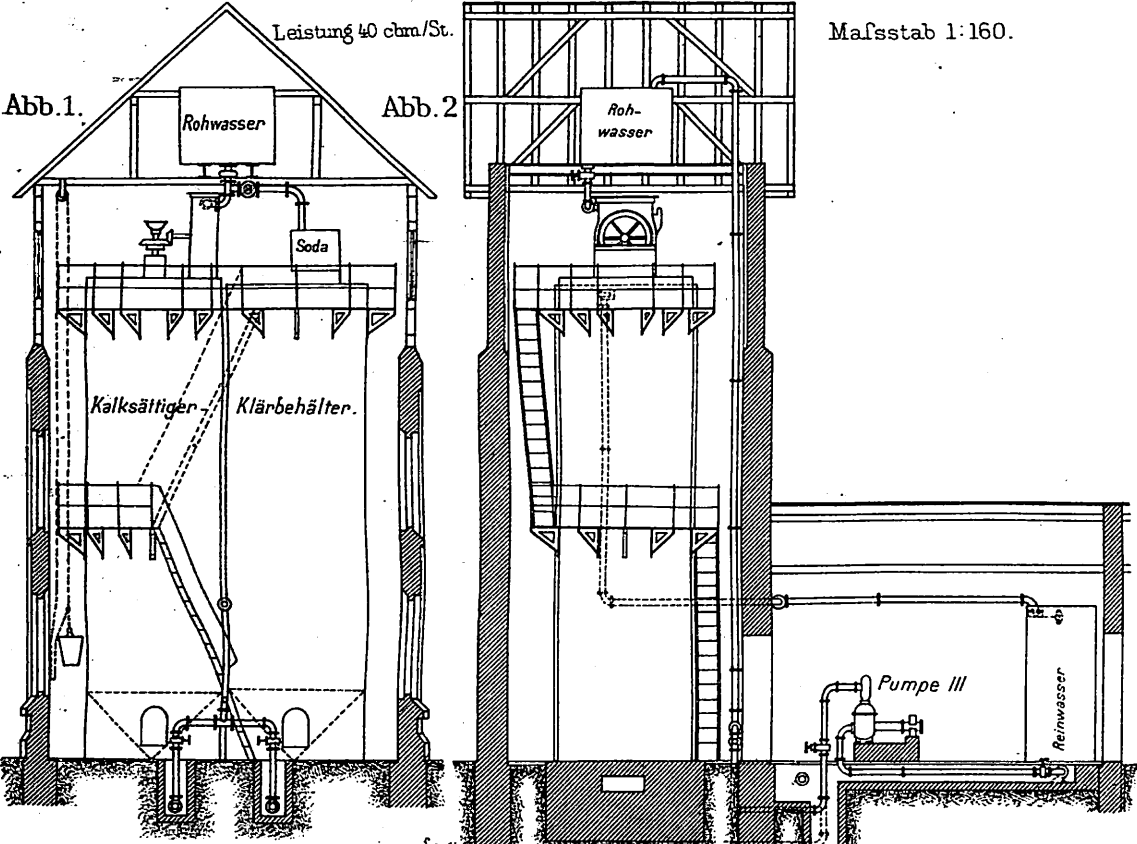


Abb. 4-7. Wasserreinigungs-anlage unter Druck der Wasserstation auf Bahnhof Güsten. Leistung 50 cbm/St. Maßstab 1:170.

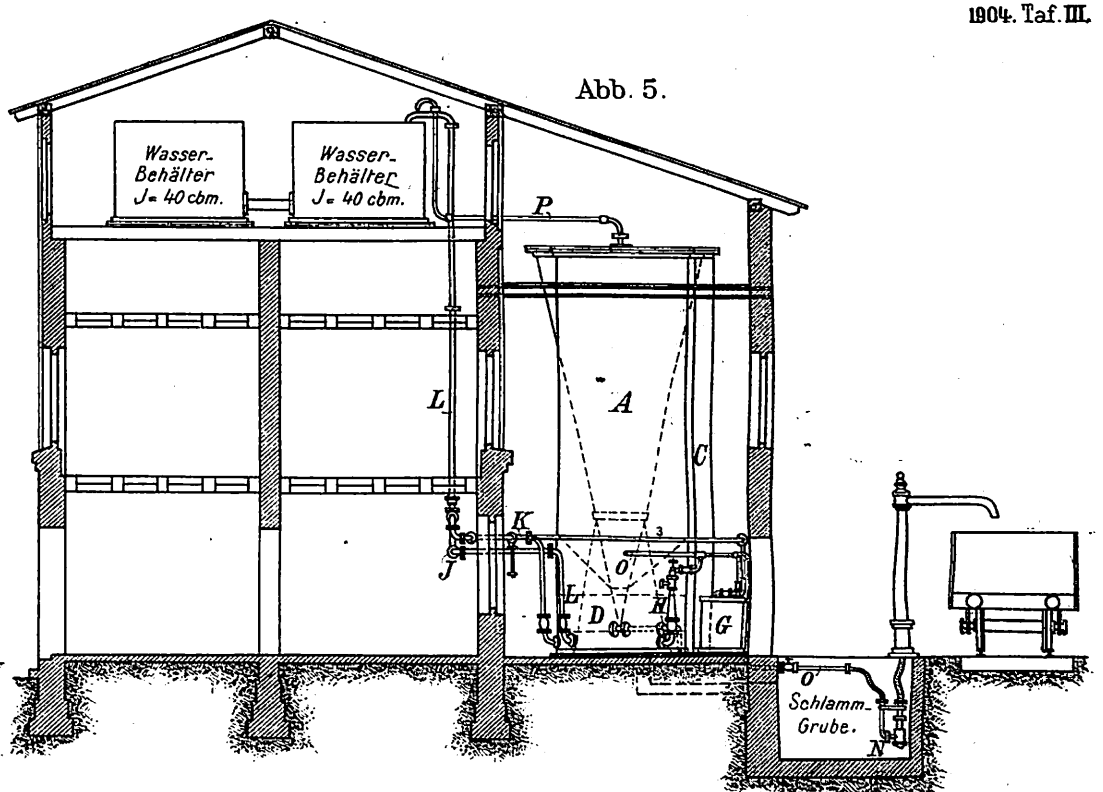
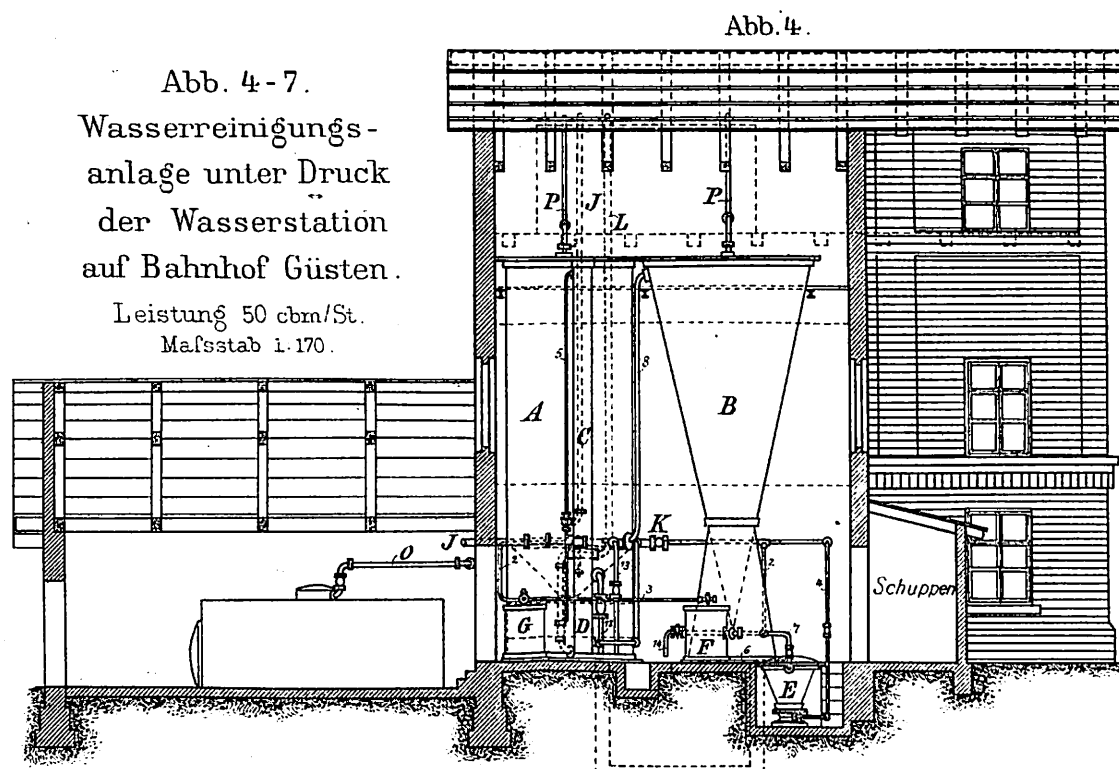


Abb. 8-10. Kohlensturz-Anlage in Norfolk. Va. (Norfolk und Western-Bahn)

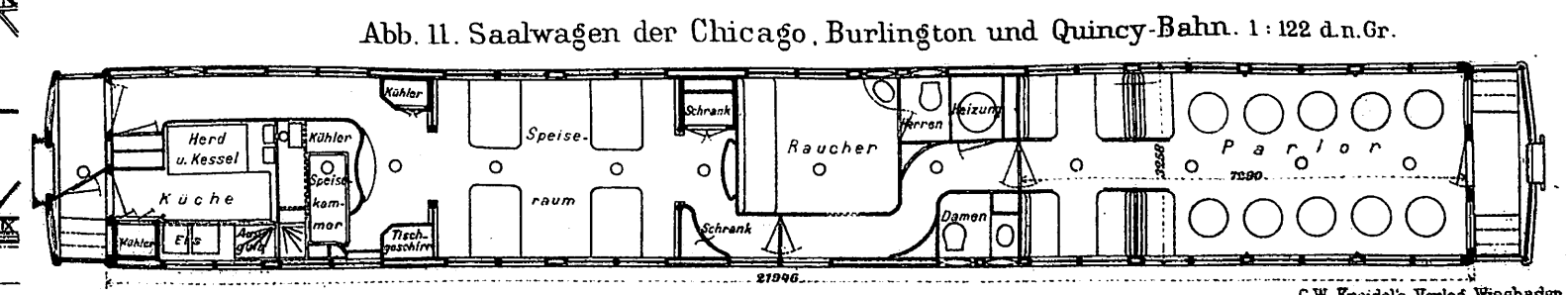
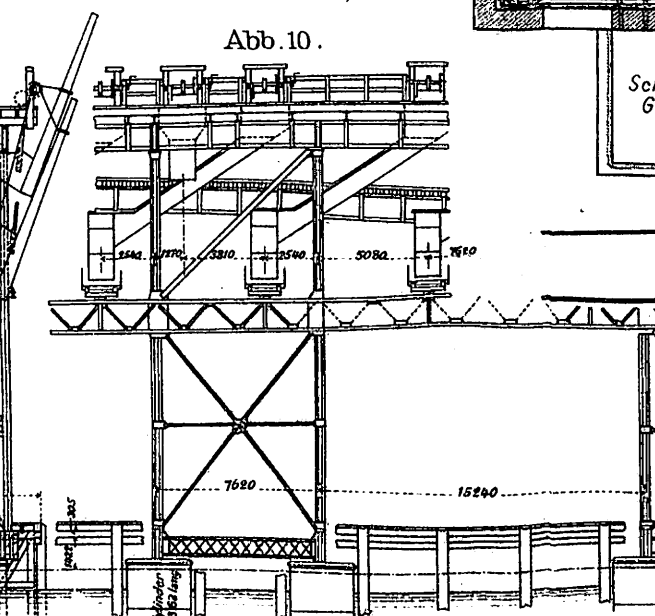
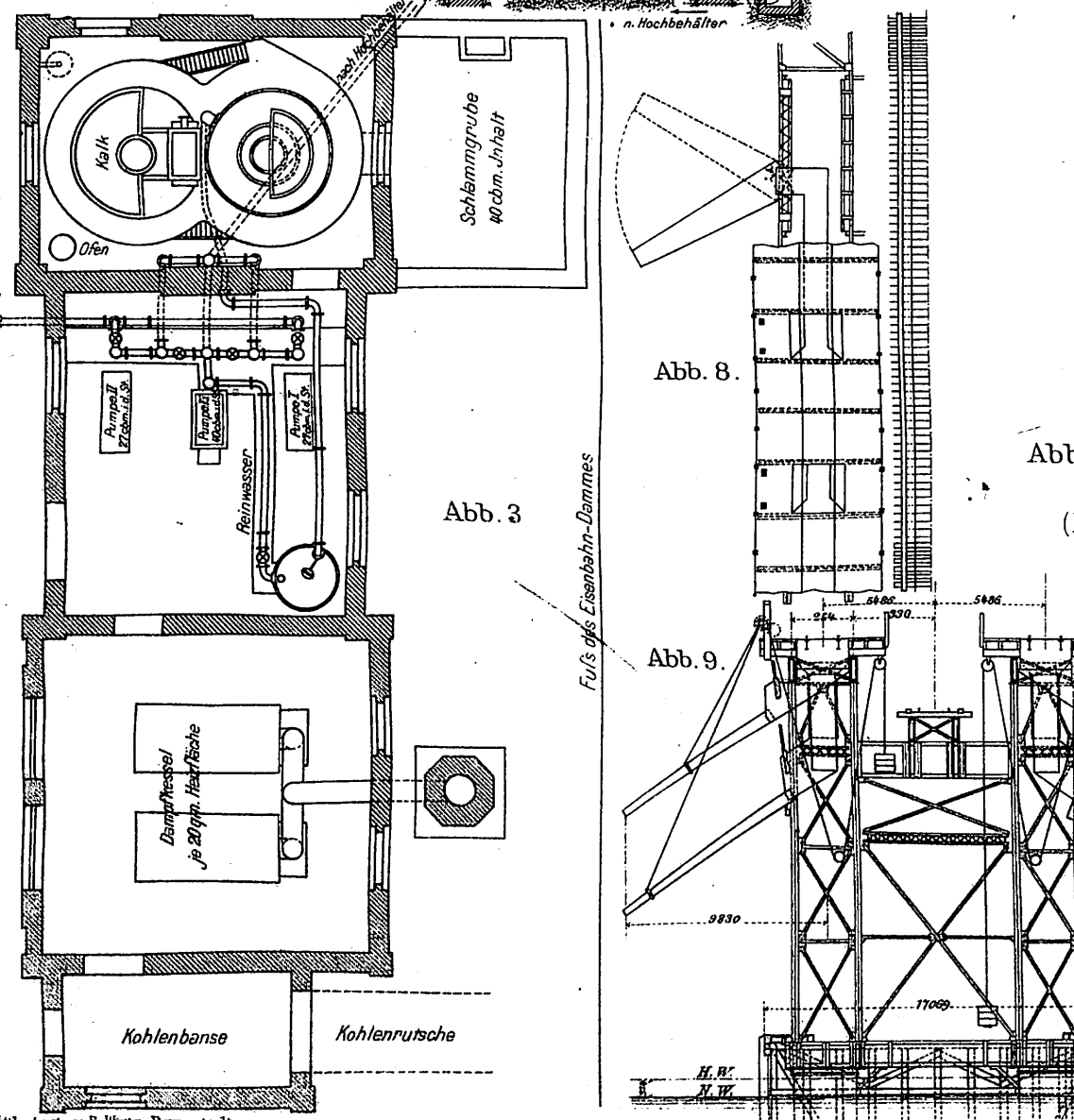


Abb. 3.

1:10

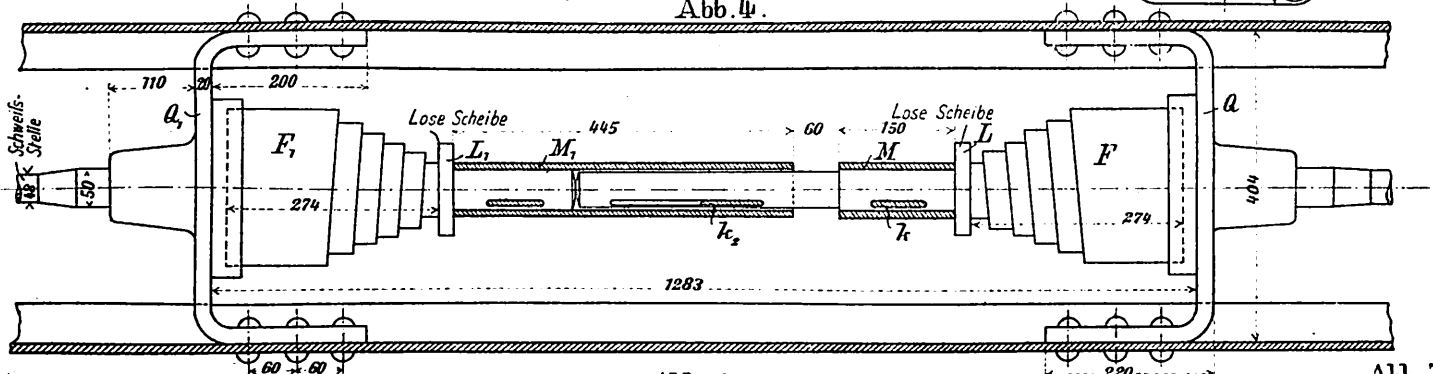
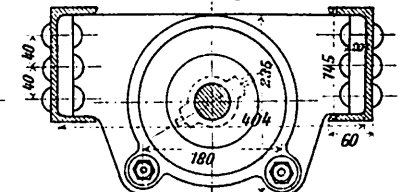
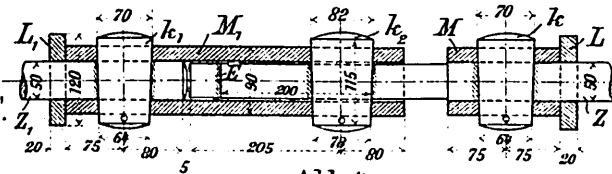
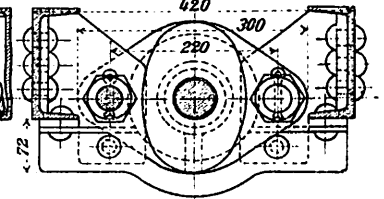
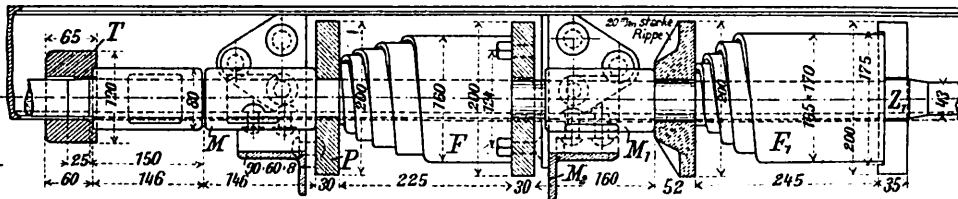
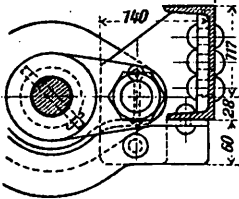


Abb. 7.



1:10 .

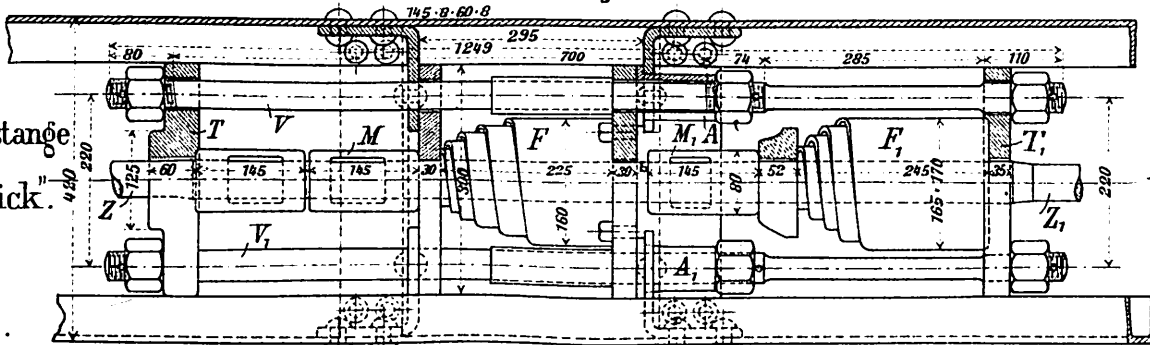


Abb. 8.

Abb.9. O^{18} 1:10.

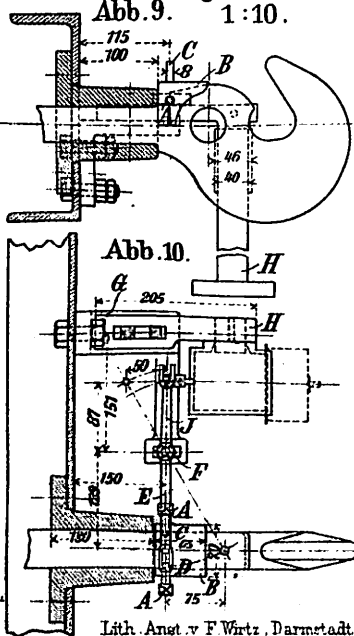


Abb. 10.

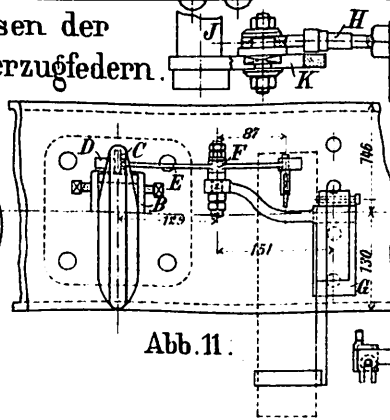


Abb.11 :

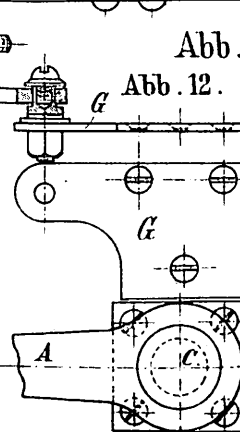


Abb. 12-14. Zugkraftmesser.

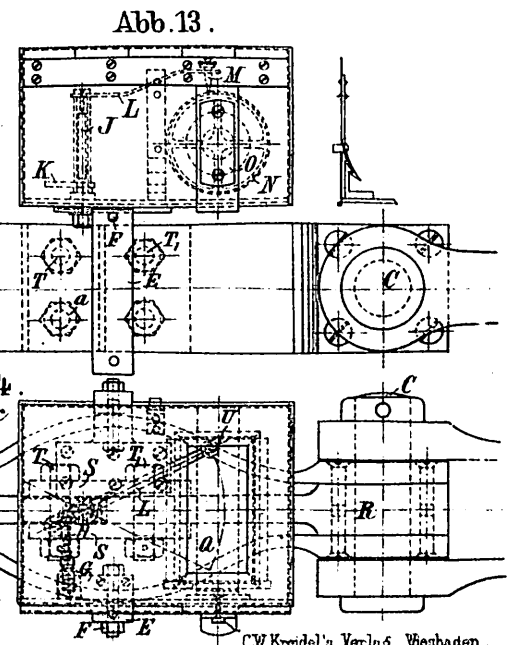


Abb.13 .

Abb. 14

Abb. 1. Schnitt durch die Einwurfföffnung.

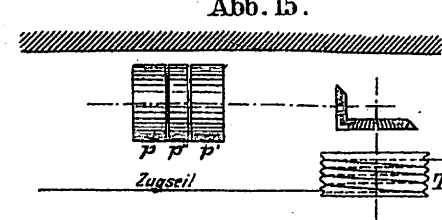
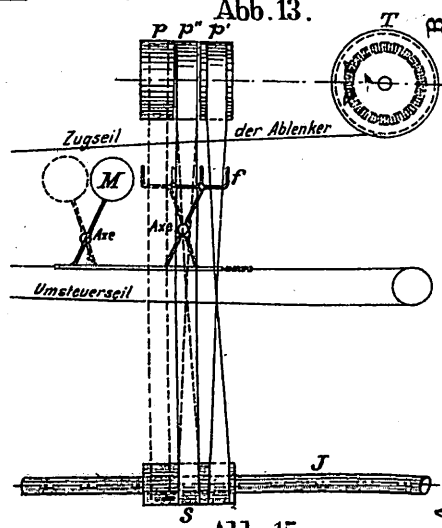
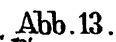
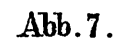
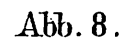
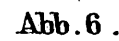


Abb.3 . Längsschnitt .

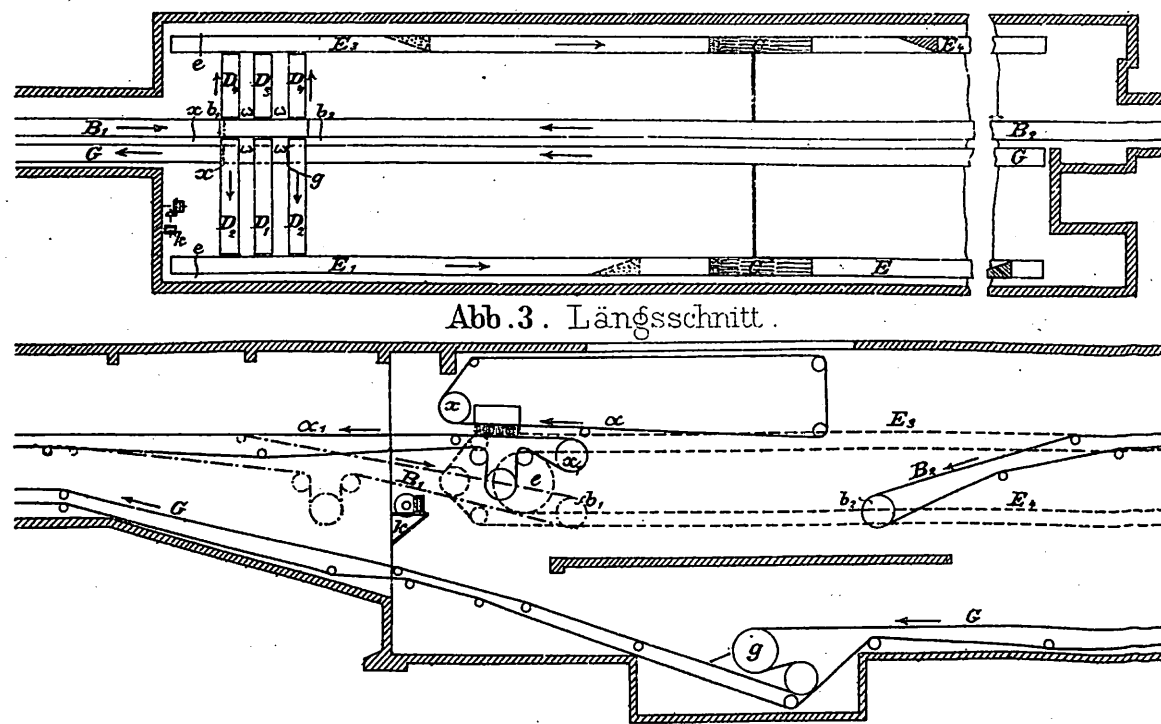


Abb. 10. Ablenkvorrichtung.

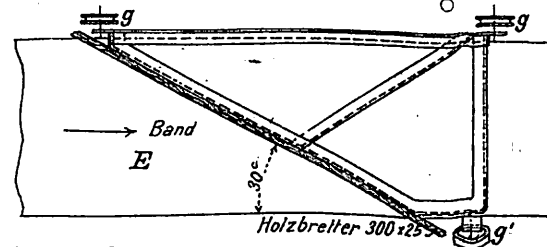


Abb.11.

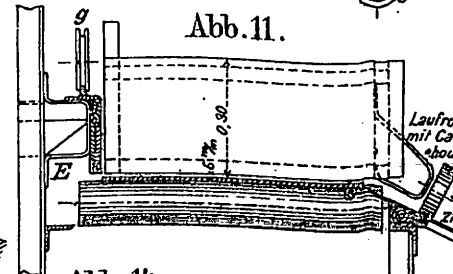


Abb. 14.

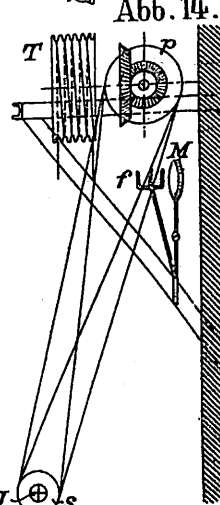


Abb.16 .

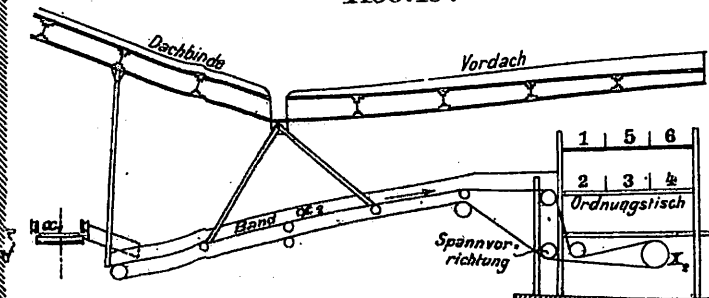


Abb. 17.

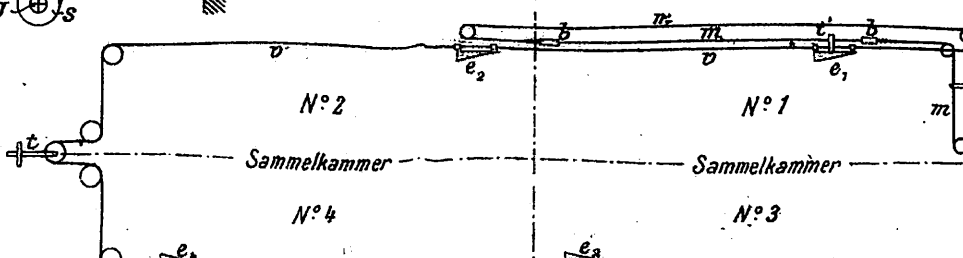


Abb. 4.

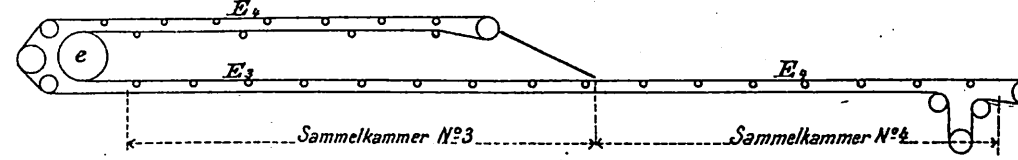


Abb. 5.

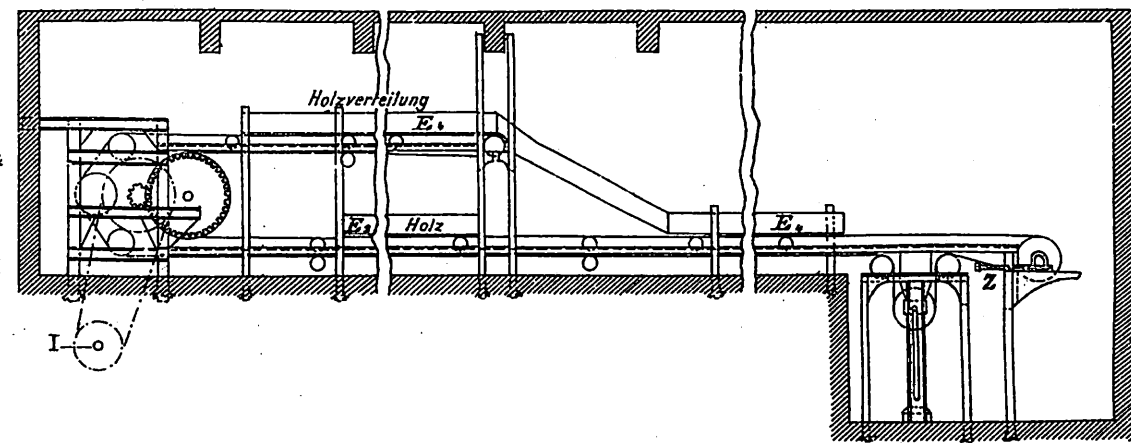


Abb.19.

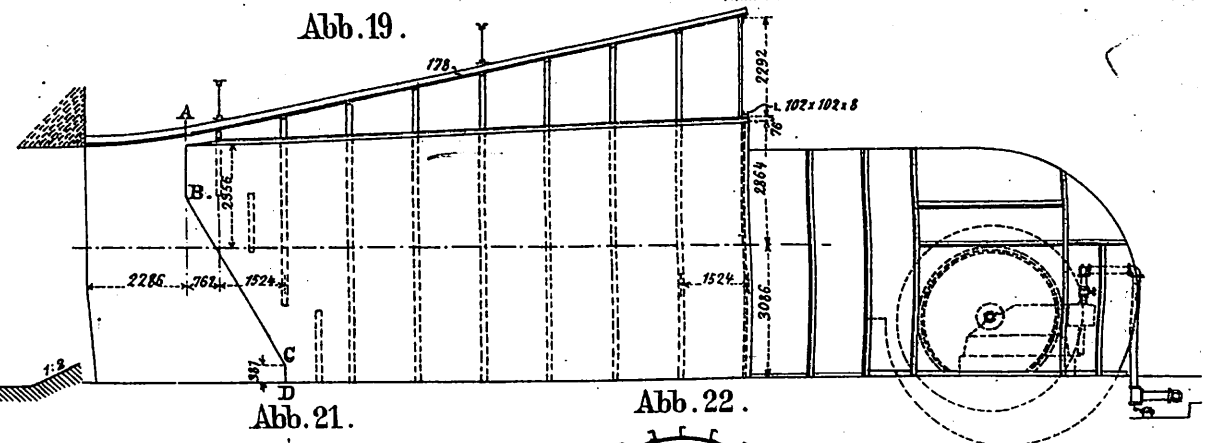


Abb. 21.

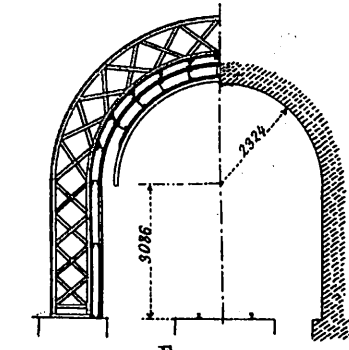


Abb. 22.

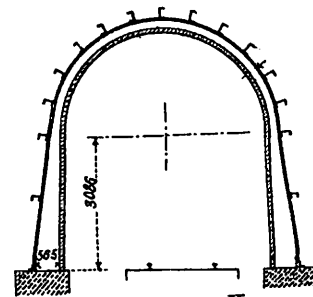


Abb. 20.

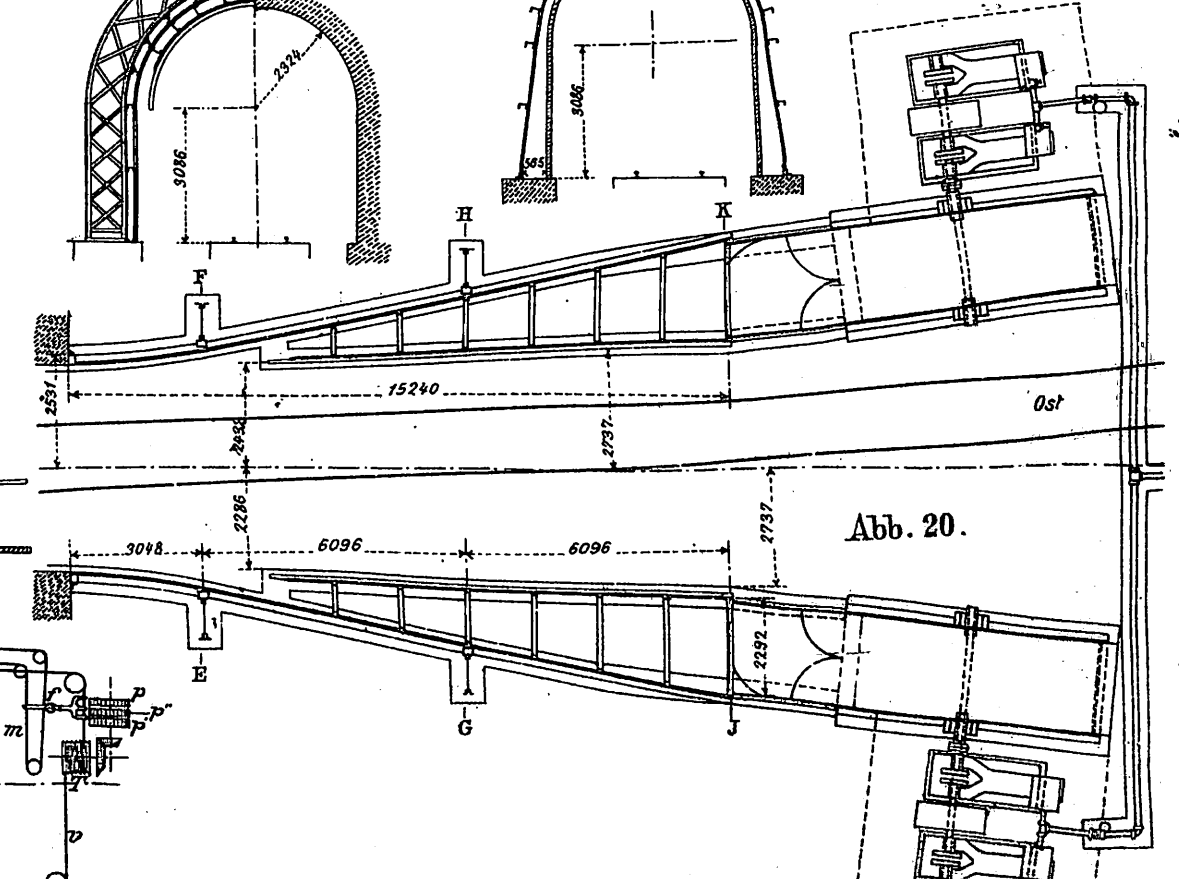
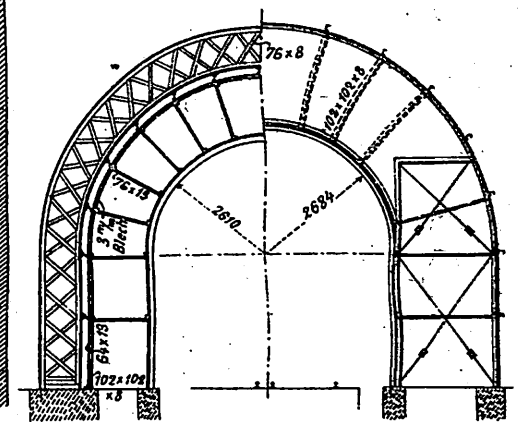


Abb. 18 - 22 .
Lüftungsanlage
des Big Bend Tunnels
der Chesapeake u. Ohio Bahn .

Abb. 18.



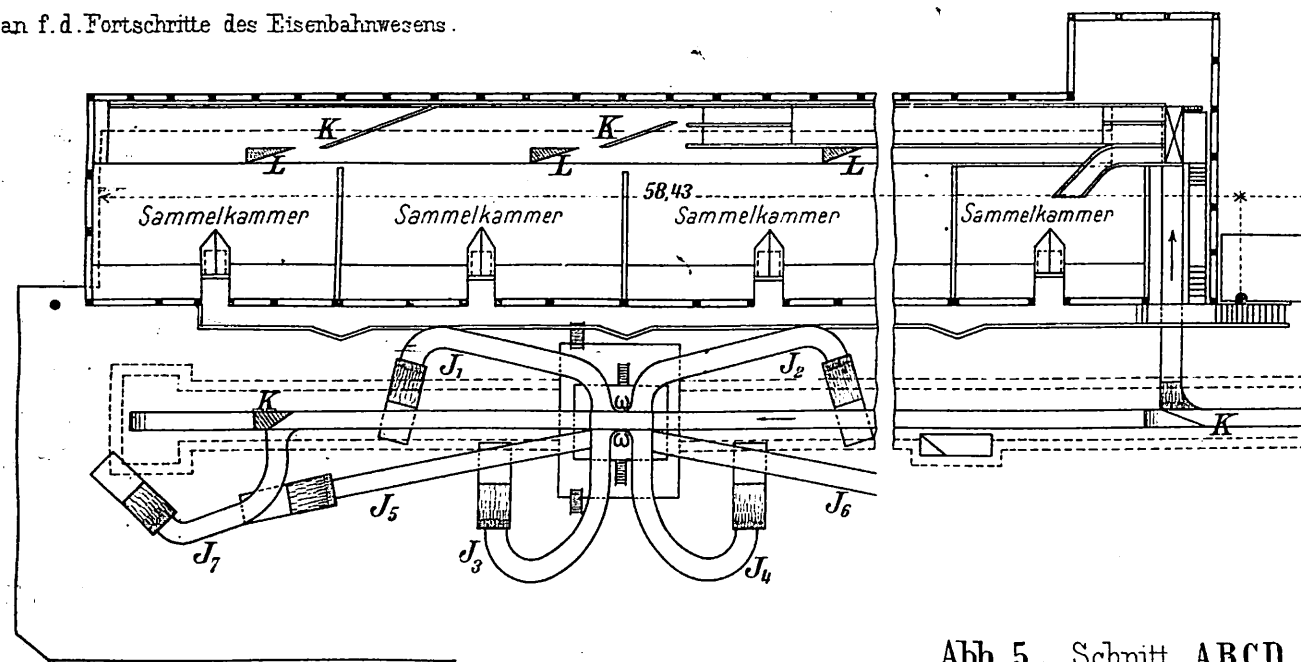


Abb. 1. Lageplan.

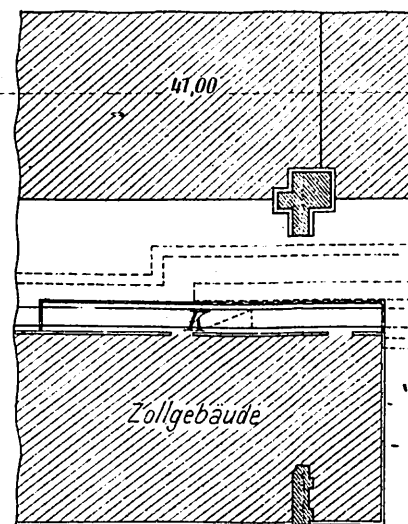


Abb. 2. Schnitt A-B.

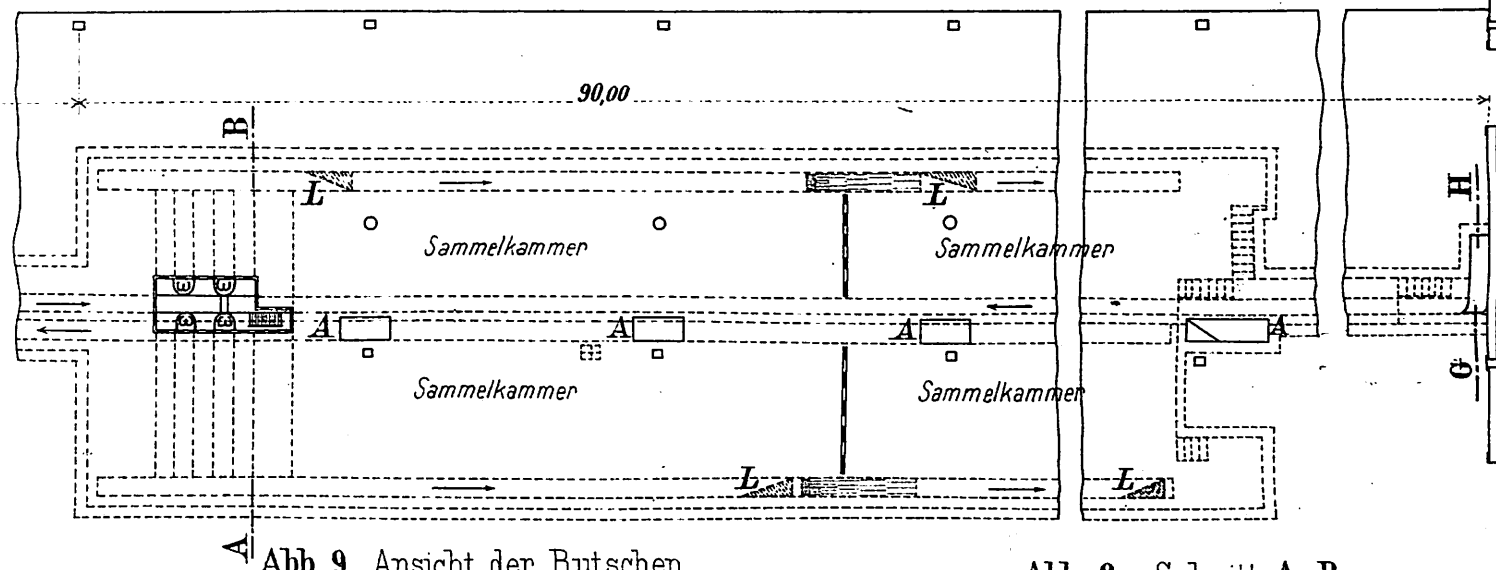


Abb. 3. Grundriss.

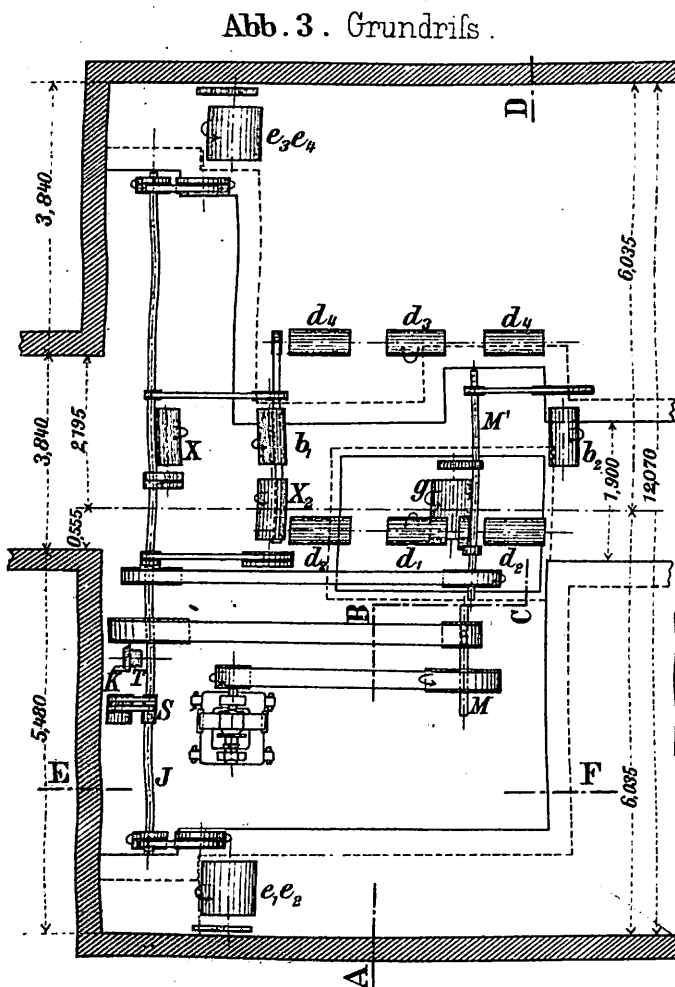


Abb. 4. Schnitt E-F.

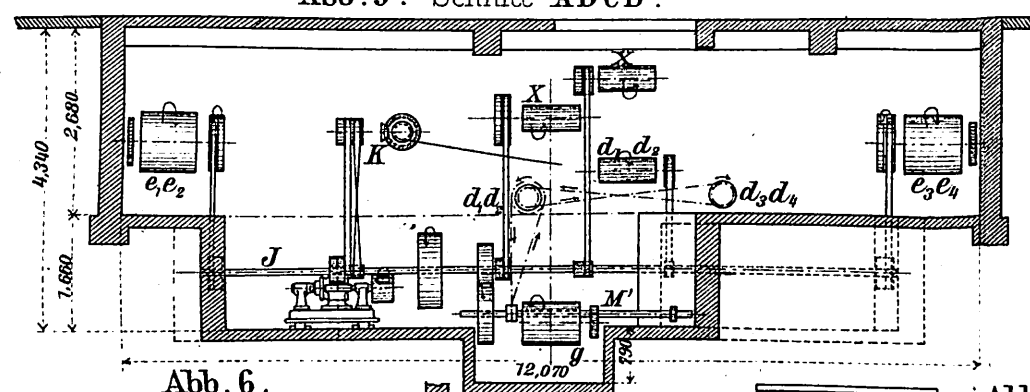


Abb. 5. Schnitt ABCD.

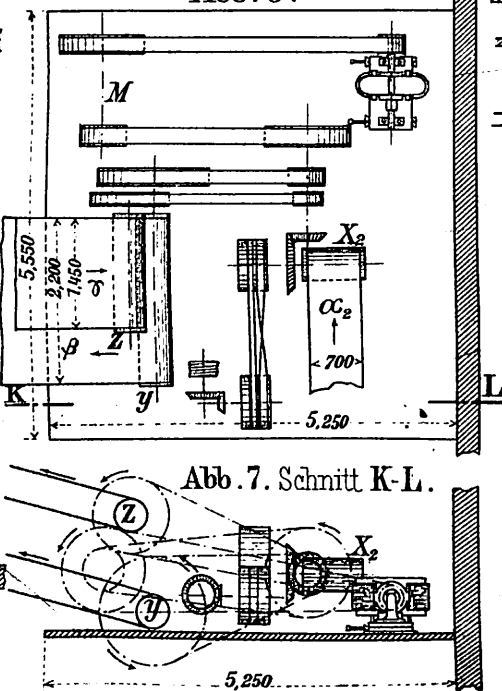


Abb. 6. Schnitt K-L.

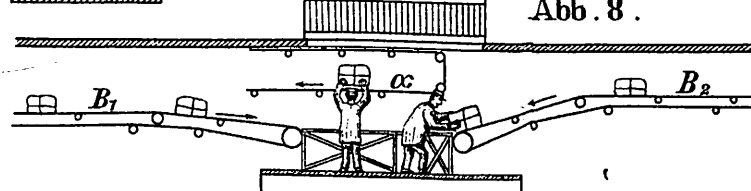


Abb. 7. Schnitt A-B.

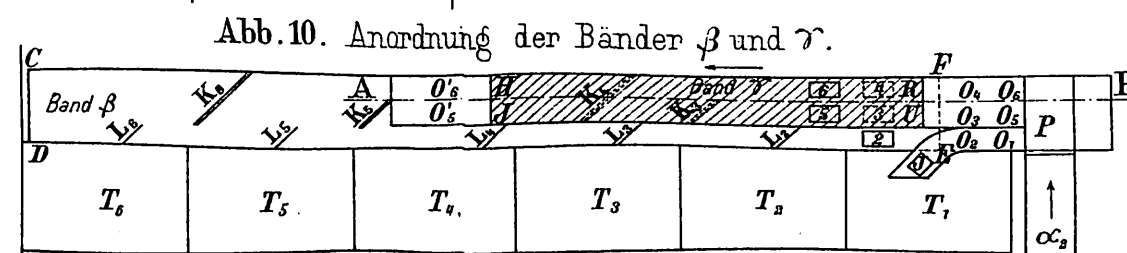


Abb. 8. Anordnung der Bänder β und γ .

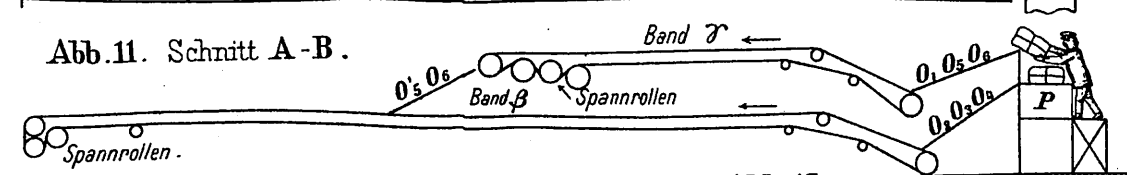


Abb. 9. Schnitt A-B.

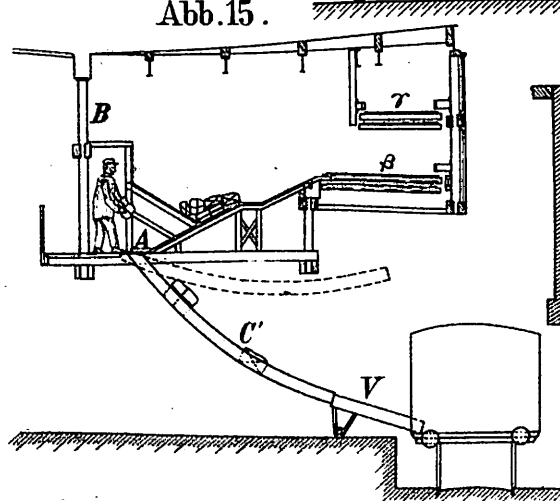


Abb. 10. Schnitt A-B.

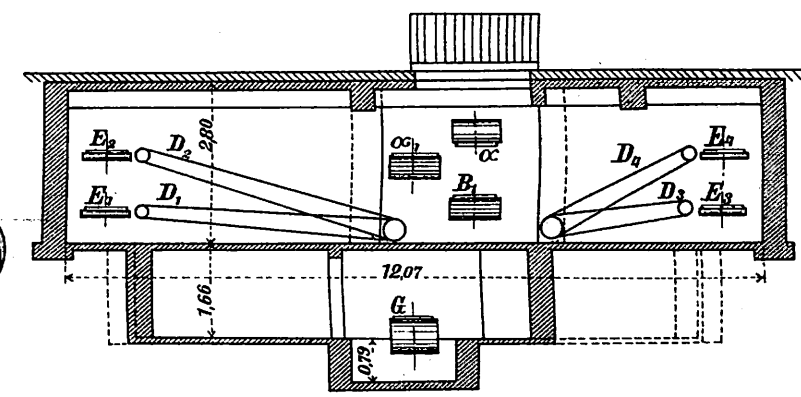


Abb. 11. Schnitt A-B.

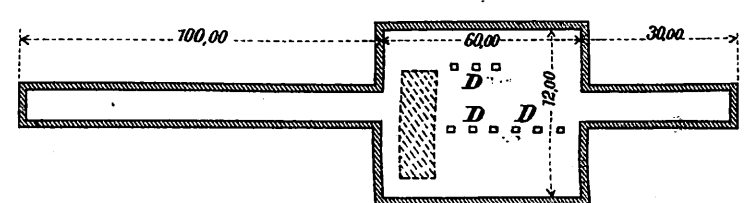


Abb. 12. Querschnitt durch das Erdgeschoss.

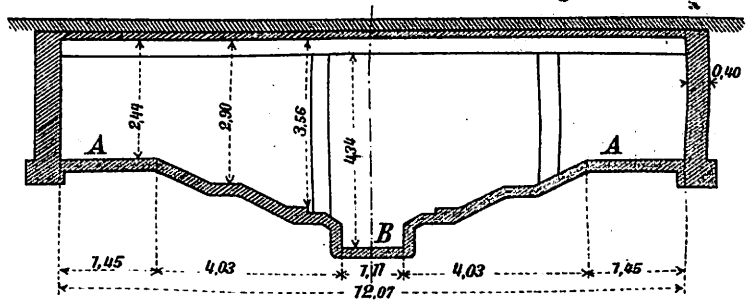


Abb. 13. Schnitt A-B.

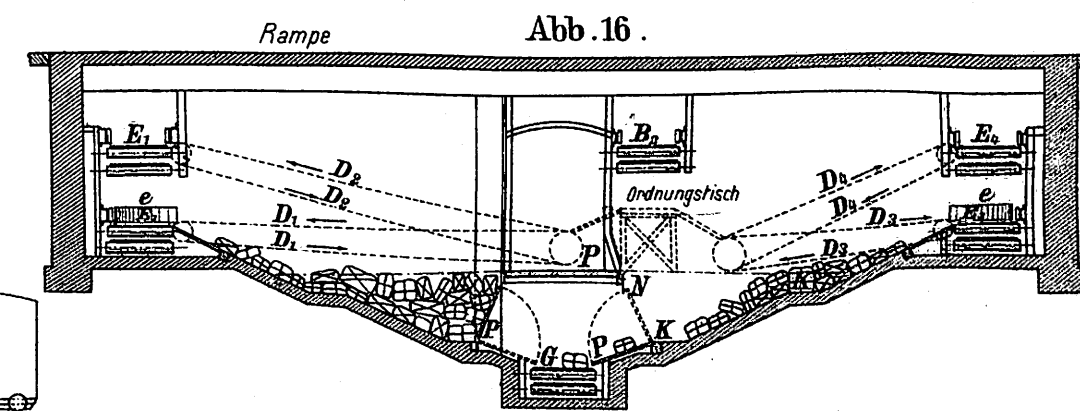


Abb. 14. Schnitt A-B.

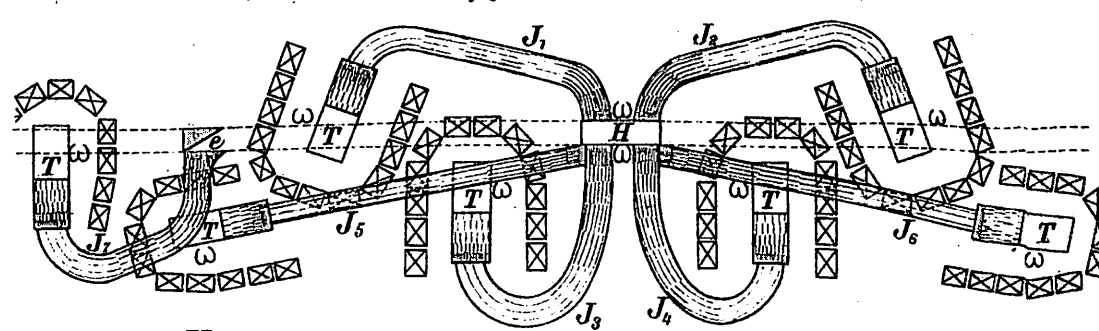
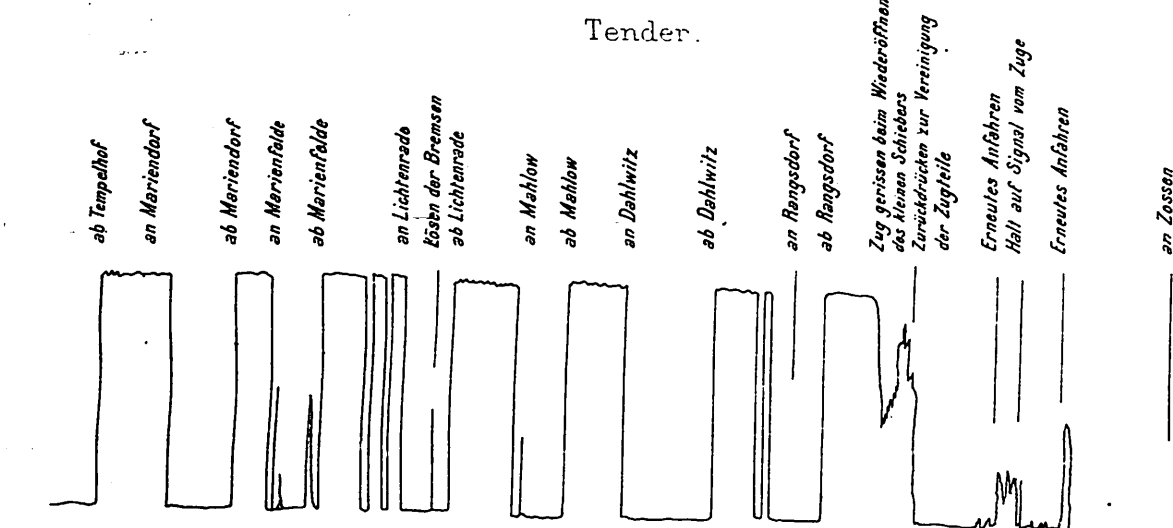


Abb. 15. Schnitt A-B.

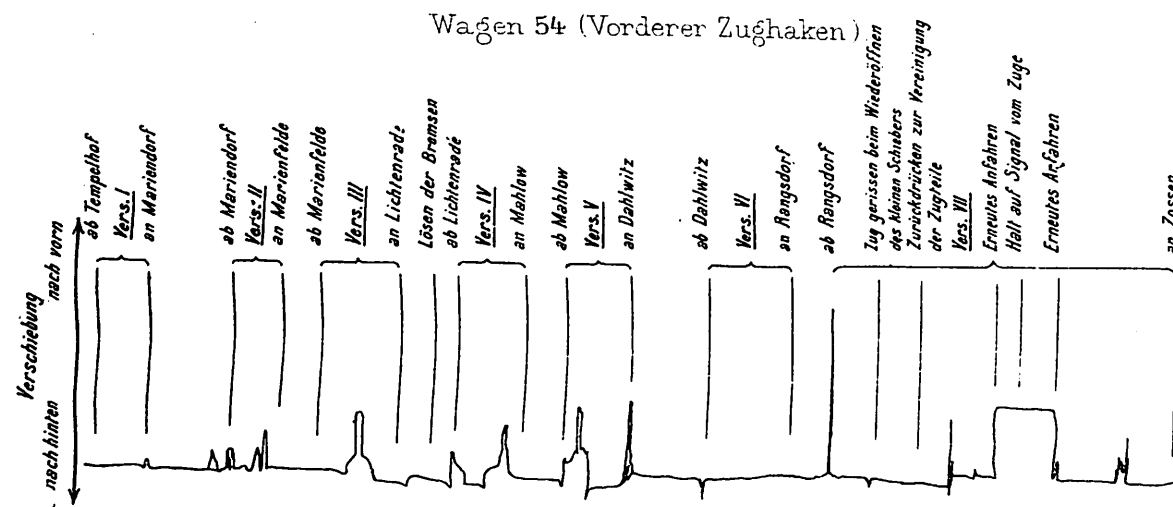
H
J₁J₂-J₇ Zweiter Ordnungstisch
T Rutschen
Tische auf der Rampe

ω Beamte
⊗ Körbe
e fester Ablenker

Abb. 1. Zweiter Tag. Fahrt Tempelhof-Zossen. Zugstange von Borries.



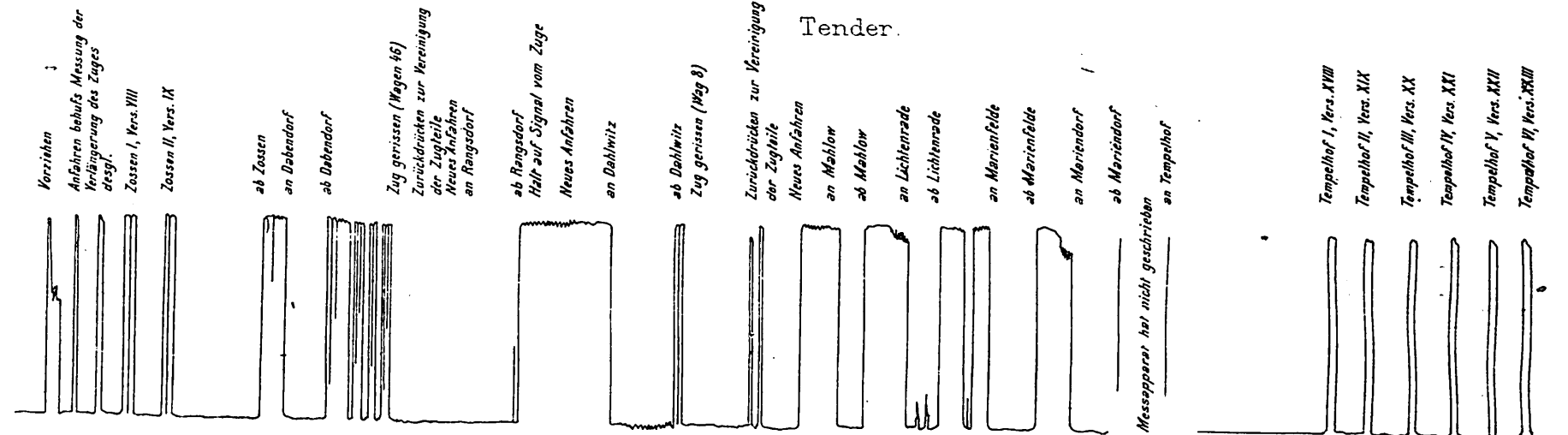
Wagen 54 (Vorderer Zughaken)



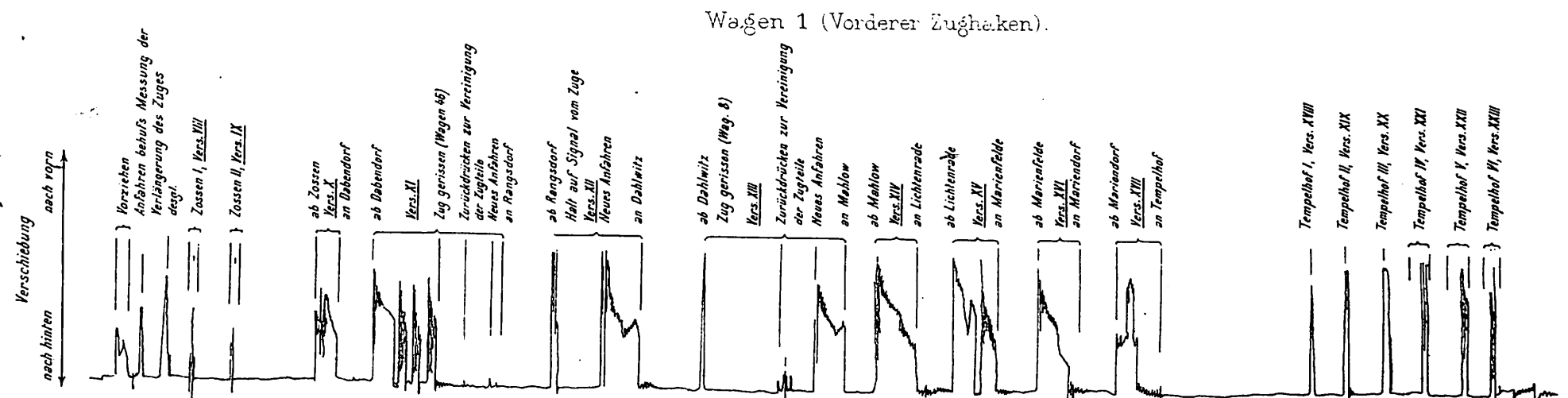
Wagen 54 (Hinterer Zughaken)



Abb. 2. Dritter Tag. Fahrt Zossen-Tempelhof und Versuche in Tempelhof. Zugstange Wick



Wagen 1 (Vorderer Zughaken)



Wagen 1 (Hinterer Zughaken)

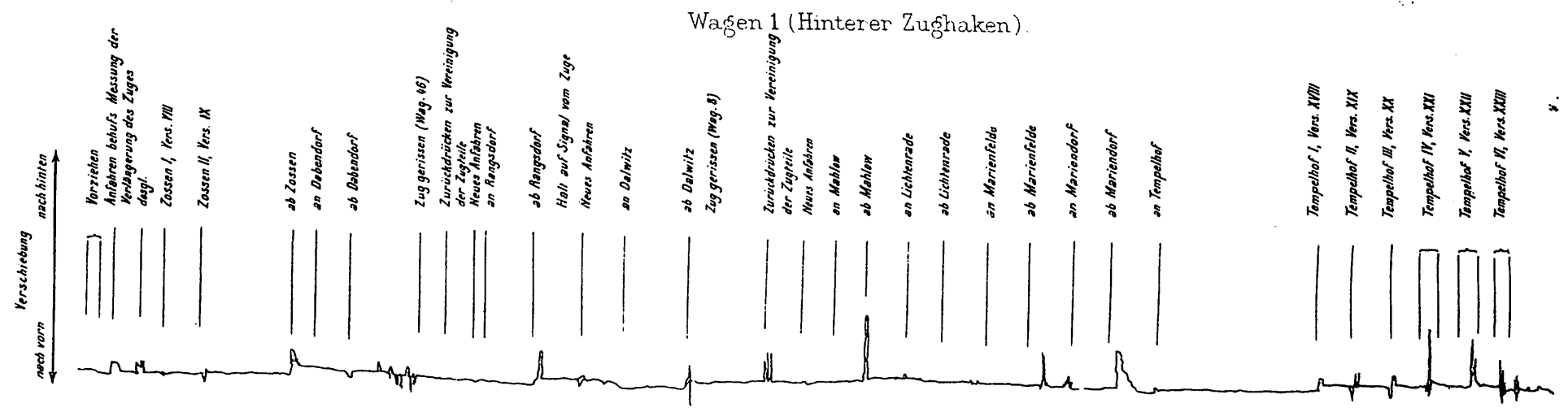


Abb. 3. Versuch V Erster Tag. Starre Zugstange.

Abb. 1-3.
Versuche mit starrer Zugstange
und solchen nach
von Borries und Wick.

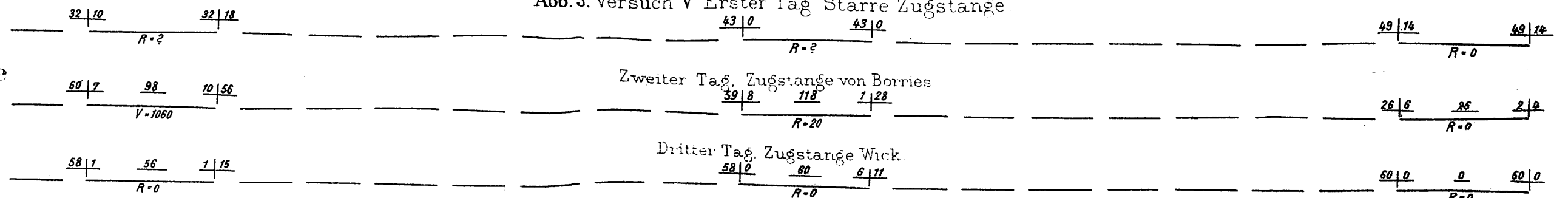


Abb. 1. a.) Versuch I.

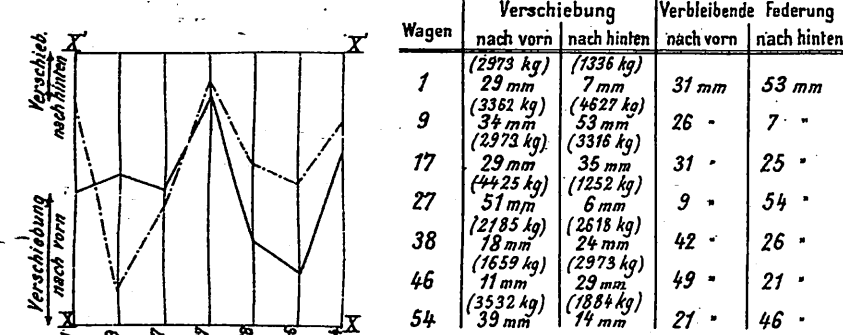
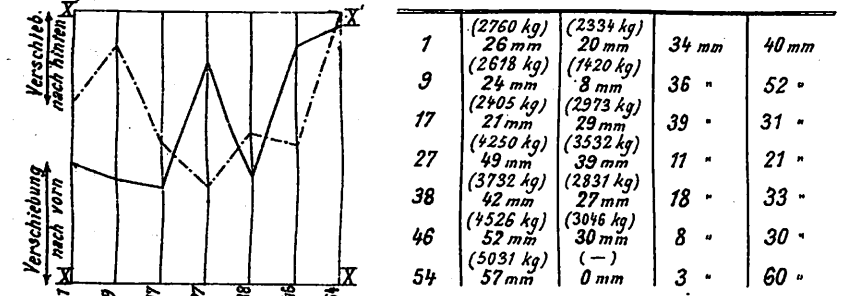


Abb. 2. b.) Versuch XVII.



Gruppe II: Anfahren in gewöhnlicher Weise, Anhalten in gestrecktem Zuge. Versuche II u. XVI.

Abb. 3. a.) Versuch II.

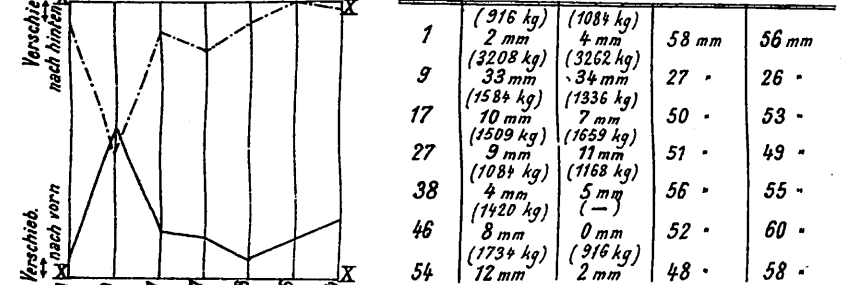
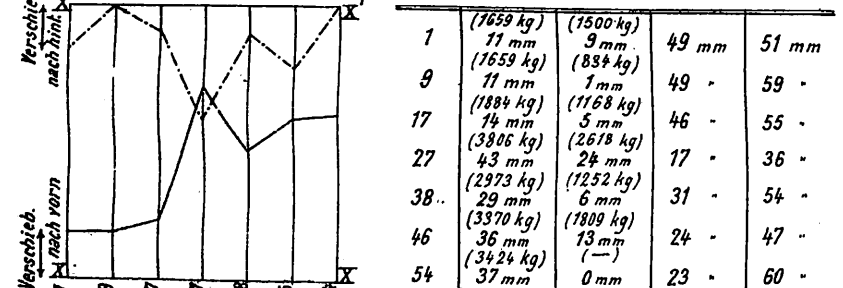
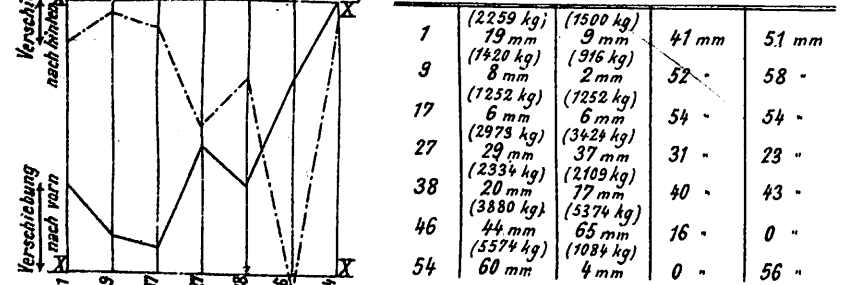


Abb. 4. Versuch XVI.



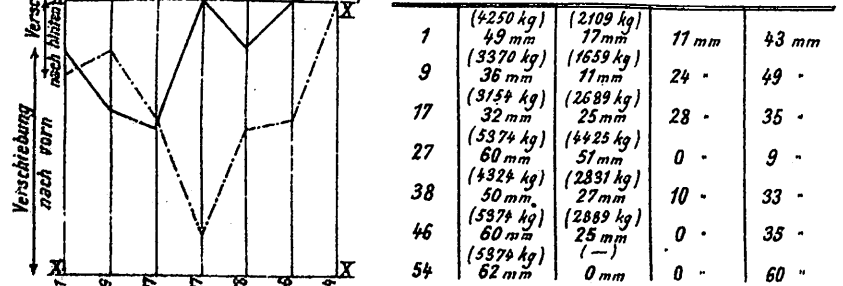
Gruppe III: Anfahren in gewöhnlicher Weise, Anhalten in auflaufendem Zuge

Abb. 5. Versuch X.



Gruppe IV: Rückw. Anfahren in d. kleinen Schieber, Anhalten in gewöhnlicher Weise

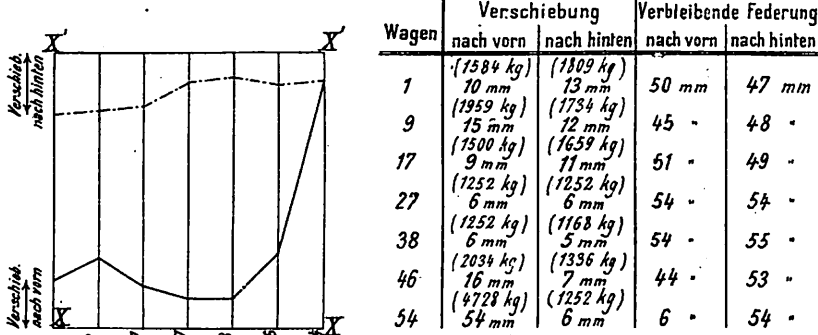
Abb. 6. Versuch XII.



Gruppe V: Rückw. Anfahren mit dem kleinen Schieber,

Anhalten mit gestrecktem Zuge.

Abb. 7. Versuch IV.



Gruppe VI: Rückw. Anfahren in d. großen Schieber, Anhalten in auflaufendem Zuge Versuche V, XVI.

Abb. 8. a.) Versuch V.

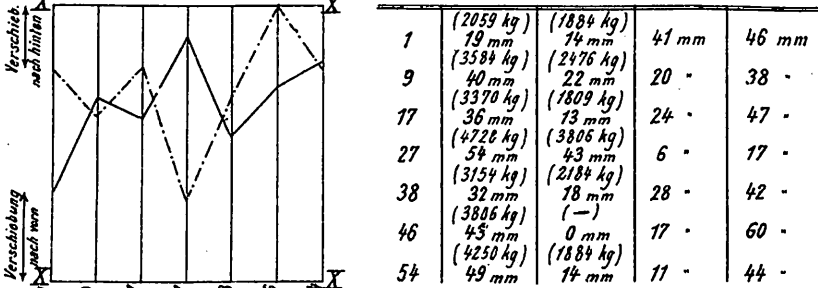


Abb. 9. b.) Versuch VI.

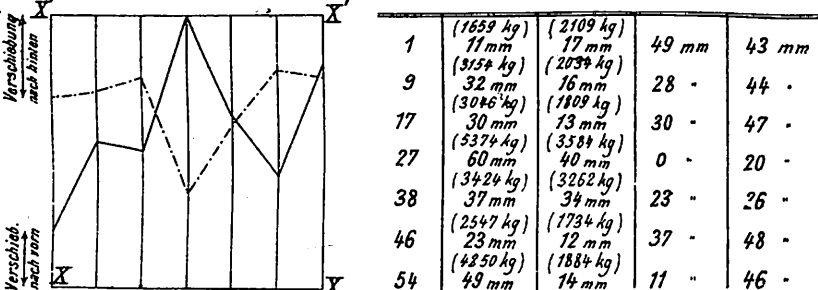
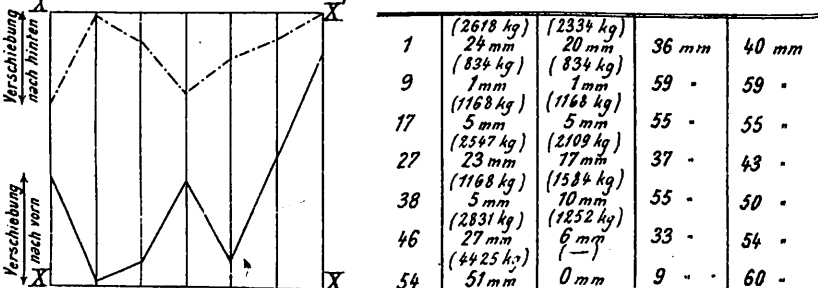
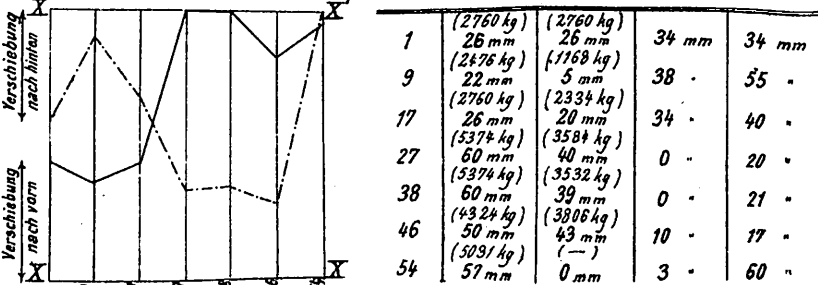


Abb. 10. c.) Versuch XIII.



Gruppe VII: Rückw. Anfahren in d. großen Schieber, Anhalten in gestrecktem Zuge

Abb. 11. Versuch XIV.



Gruppe VIII: Plötzliche Geschwindigkeitsveränderung durch Bremsen am Zugende

Abb. 12. a.) Versuch III.

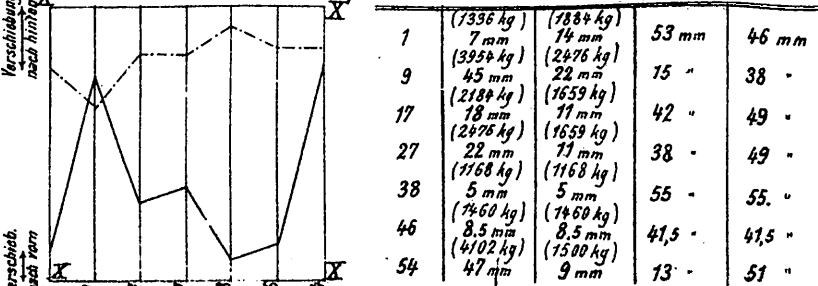
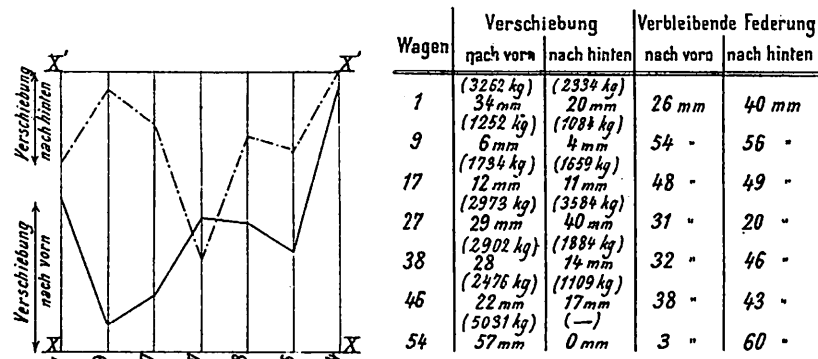


Abb. 13. b.) Versuch XV.



Gruppe IX: Plötzliche Geschwindigkeitsveränderung durch Bremsen an der Zugspitze,

Anhalten in auflaufendem Zuge. Versuche VII u. XI.

Abb. 14. a.) Versuch VII.

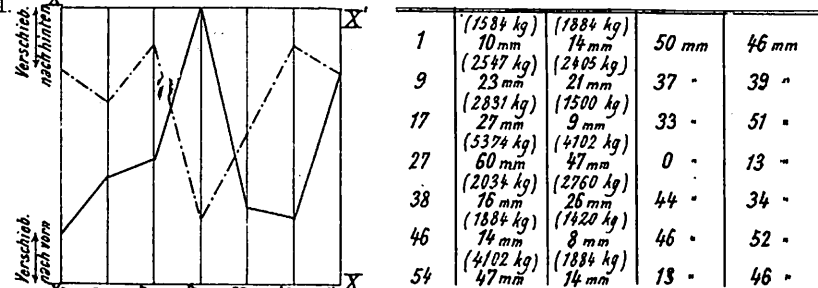
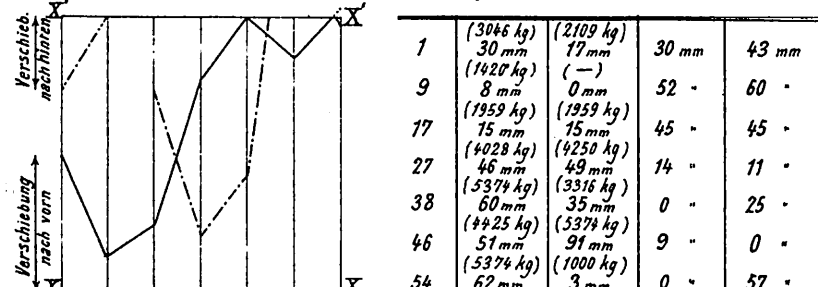


Abb. 15. b.) Versuch XI.



Abteilung B.

Versuche VIII - IX und XVIII - XXIII.

Abb. 16. a.) Versuch VIII.

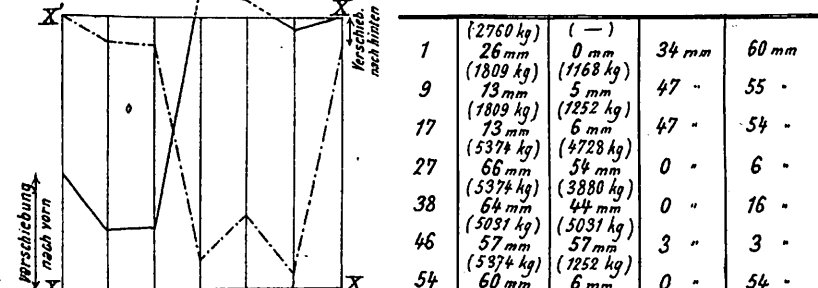


Abb. 17. b.) Versuch IX.

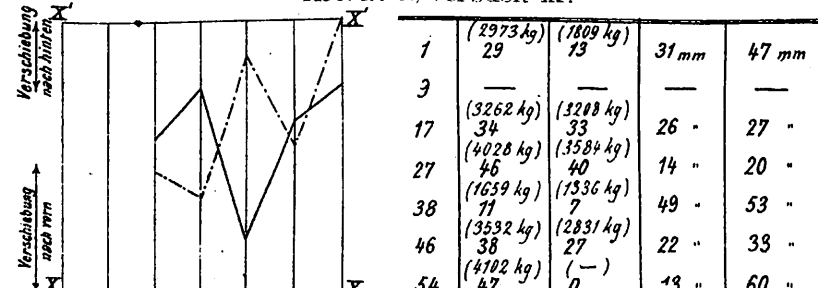


Abb. 18. c.) Versuch XVIII.

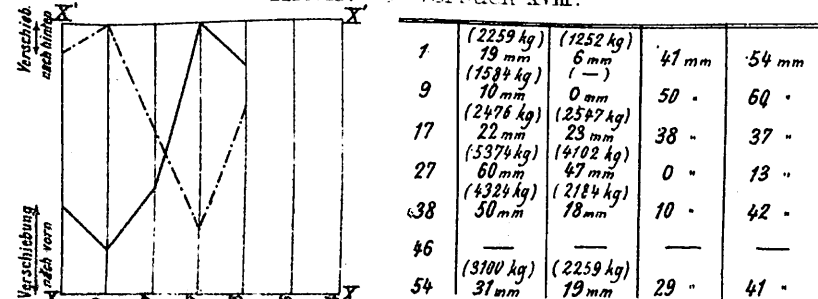


Abb. 19. d.) Versuch XIX.

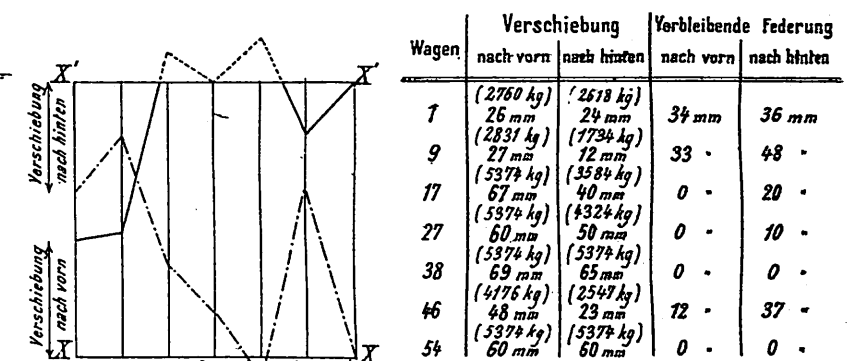


Abb. 1 u. 2. Nachdrehen ausgelaufener und hartgebremster Reifen.

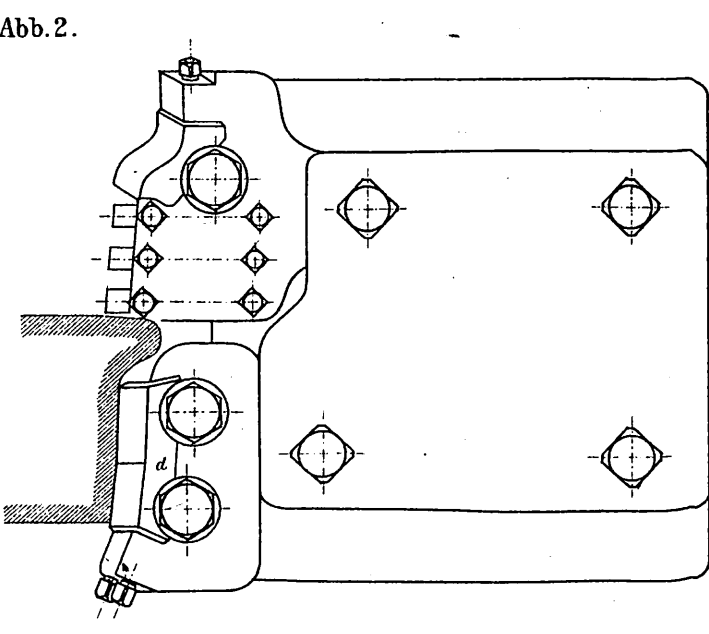
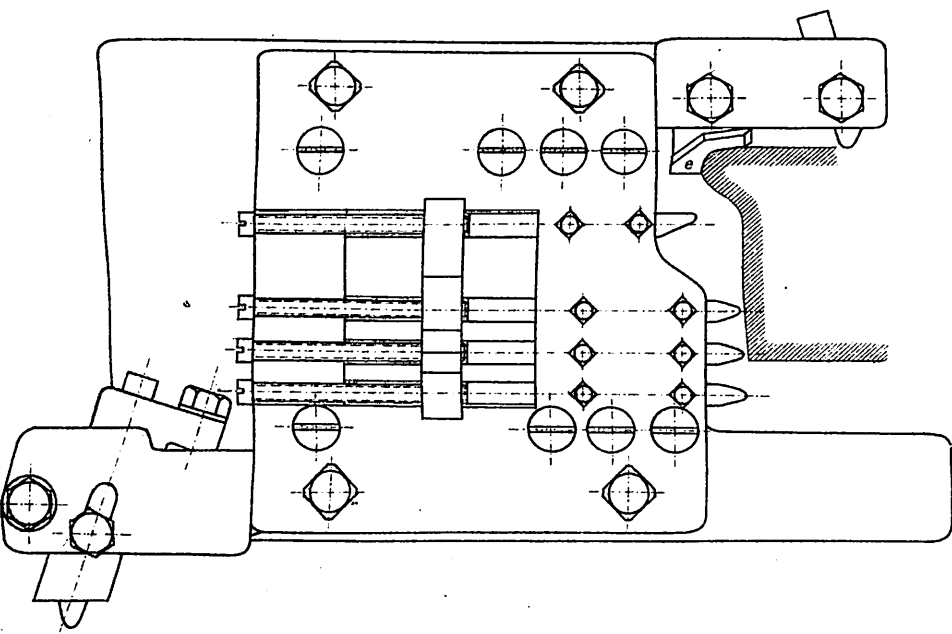
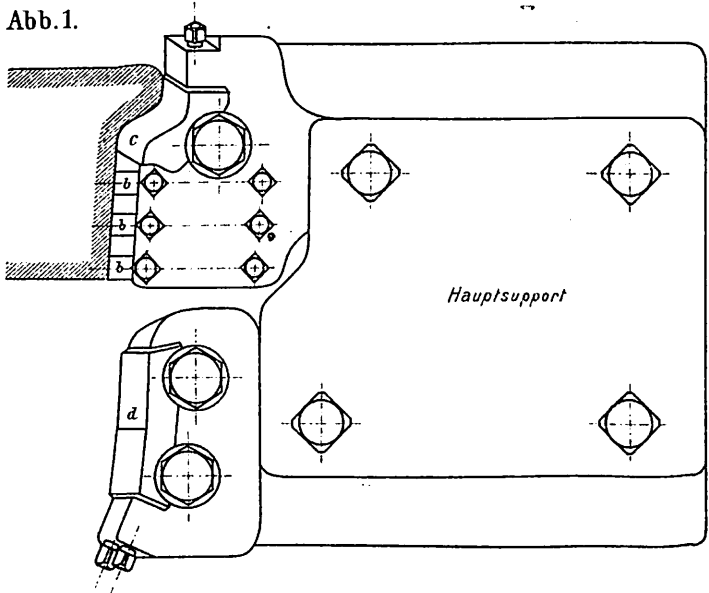
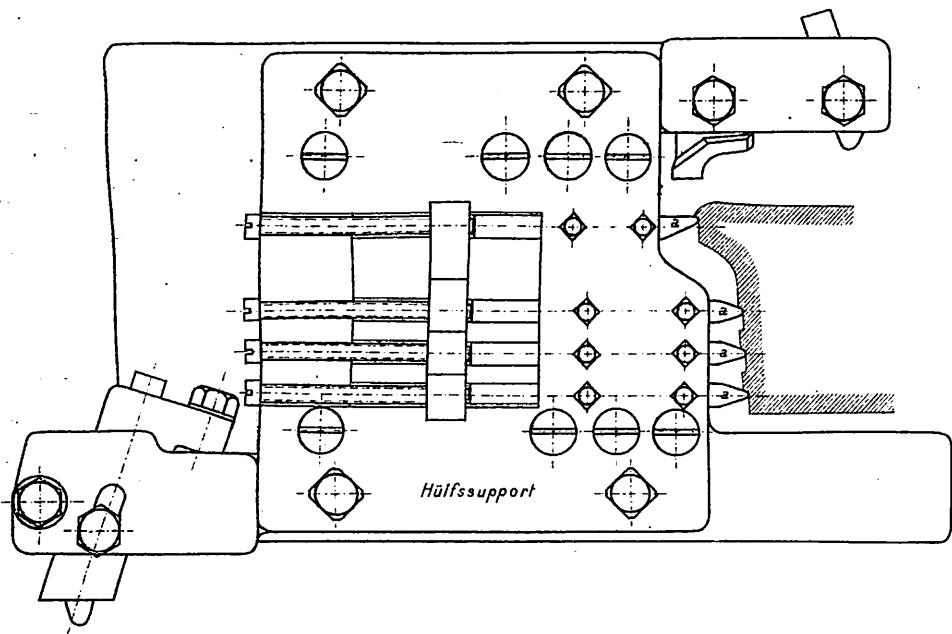


Abb. 3 u. 4. Abdrehen neu mit Reifen versehener Achssätze.

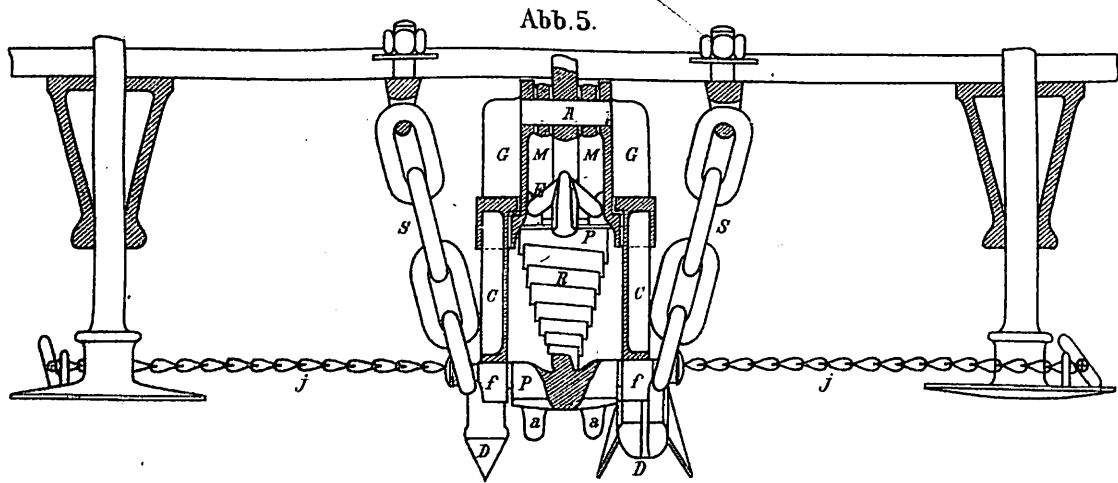
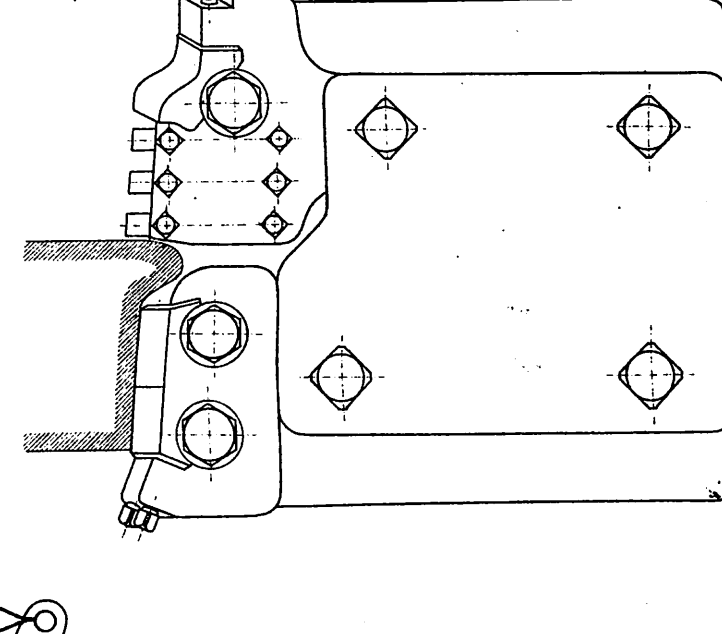
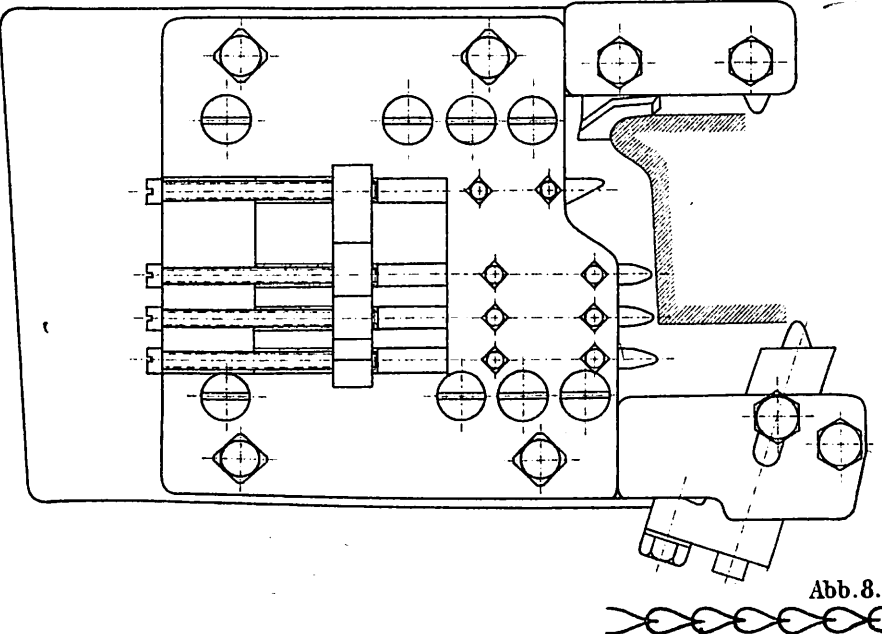
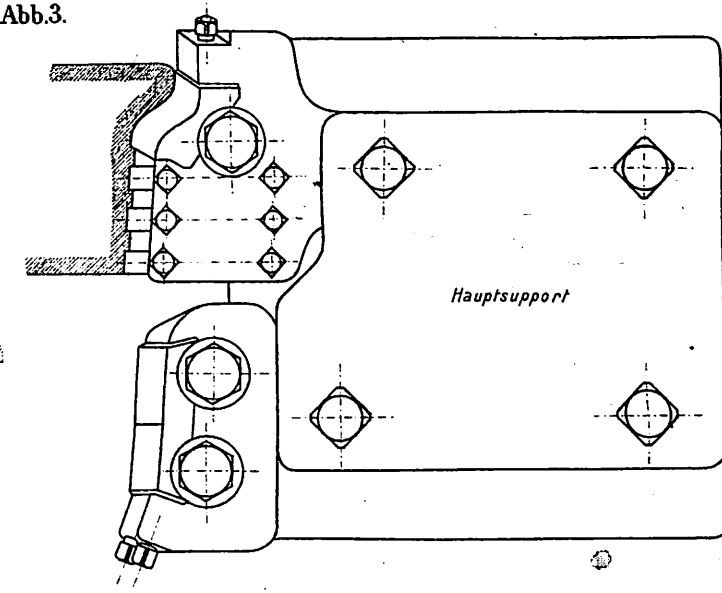
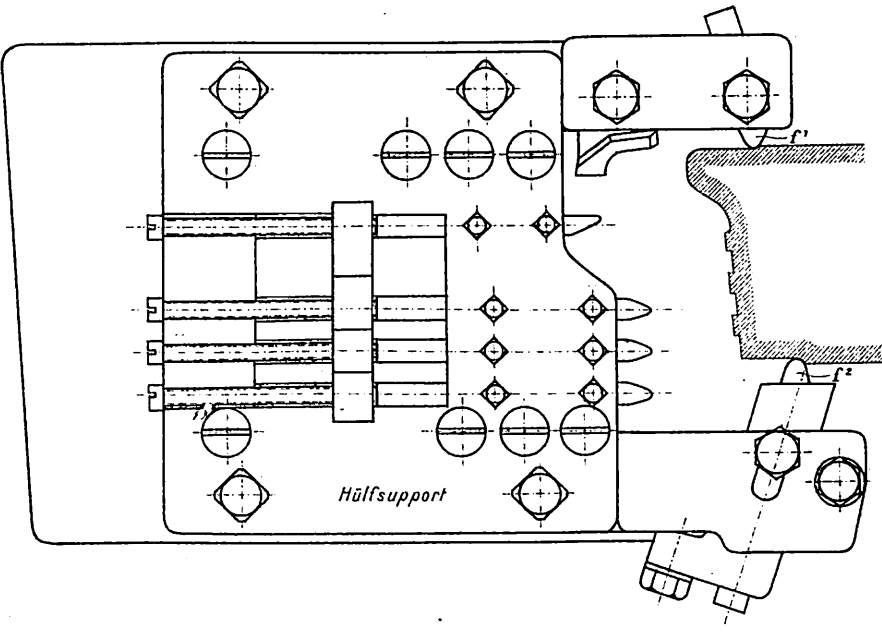


Abb. 5-9.
Selbsttätige Seitenkuppelung
von M. Boirault.

