

Abb.1 u. 2. 1875. Schweißseisen.

Abb. 1.
Schwellenstofs.

Abb. 2.
Schienenstofs.

Abb. 1- 4.

Lang-
schwellen-
Oberbau.

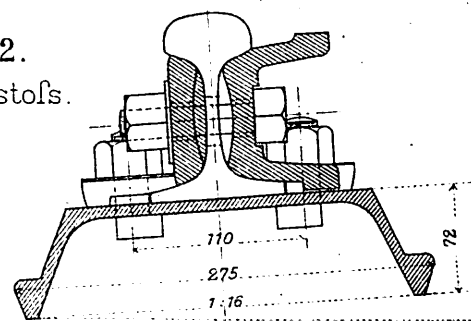
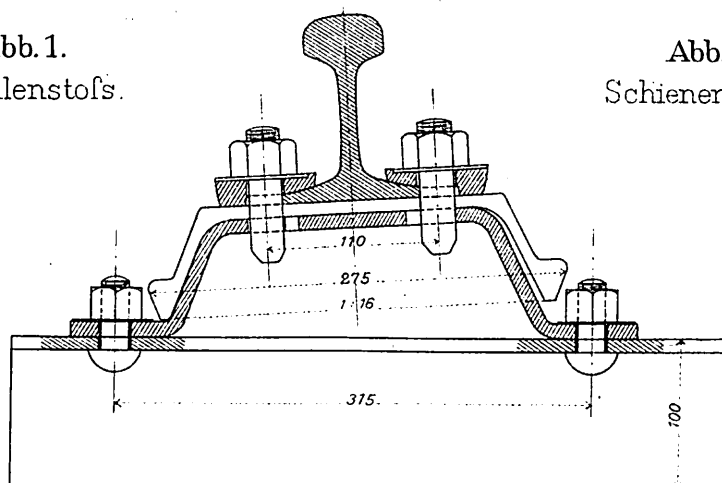


Abb.3 u.4. 1881. Stahl.

Abb. 3.
Schwellenstofs.

Abb. 4.
Schienenstofs.

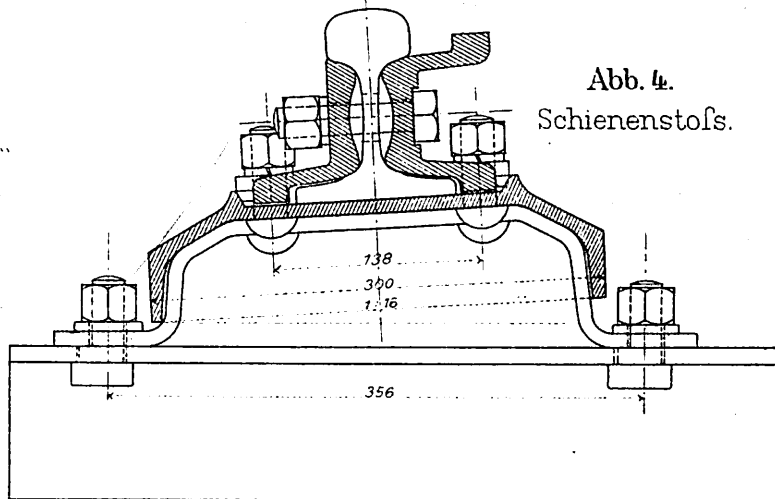
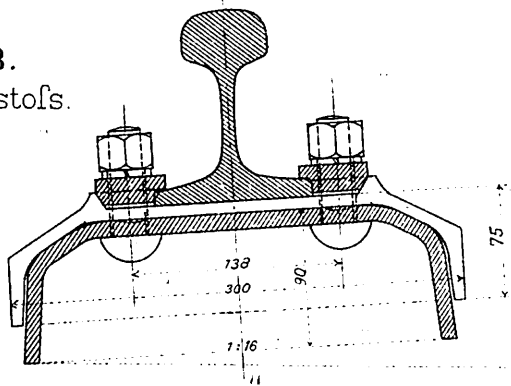
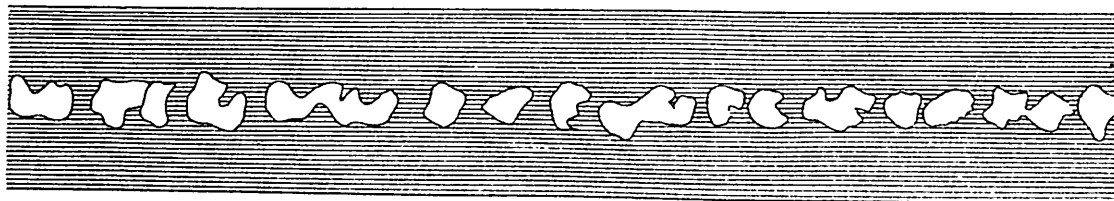


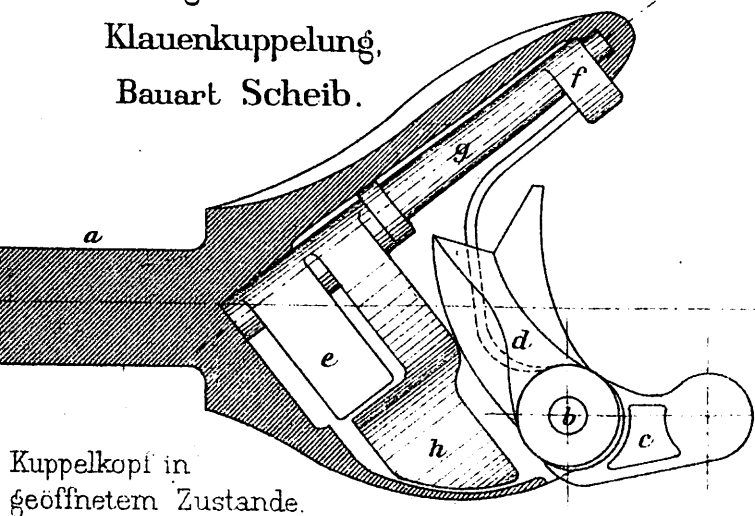
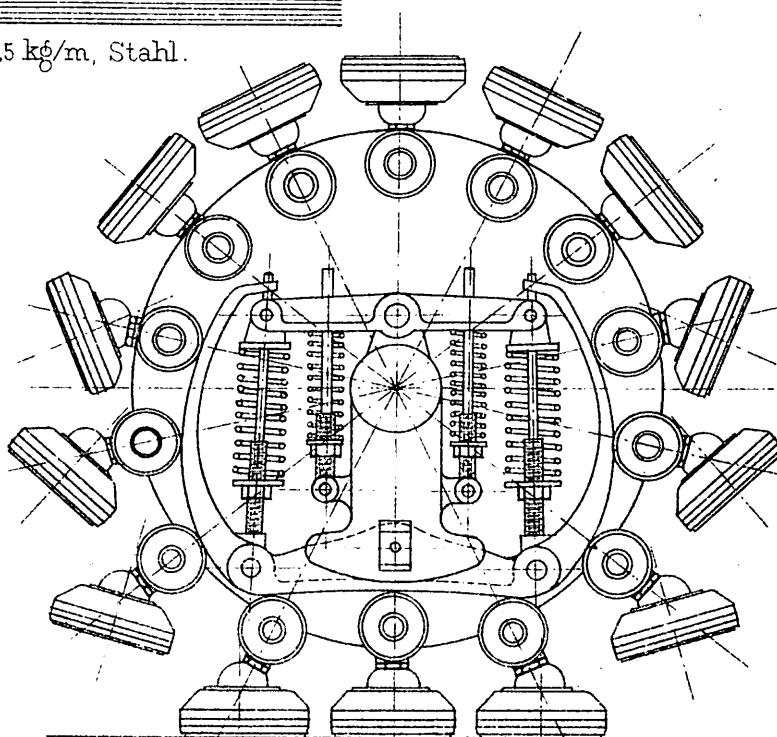
Abb.5. Radzeichen auf schreienden Schienen.



Zwischen Laheria Sarai u. Hya Ghat. 1882. 20,5 kg/m, Stahl.

Abb. 7.
„Pedrail“,
Lokomotive
mit Füßen.

Abb. 6.
Selbsttätige Mittelbuffer-
Klauenkuppelung,
Bauart Scheib.



Kuppelkopf in
geöffnetem Zustande.

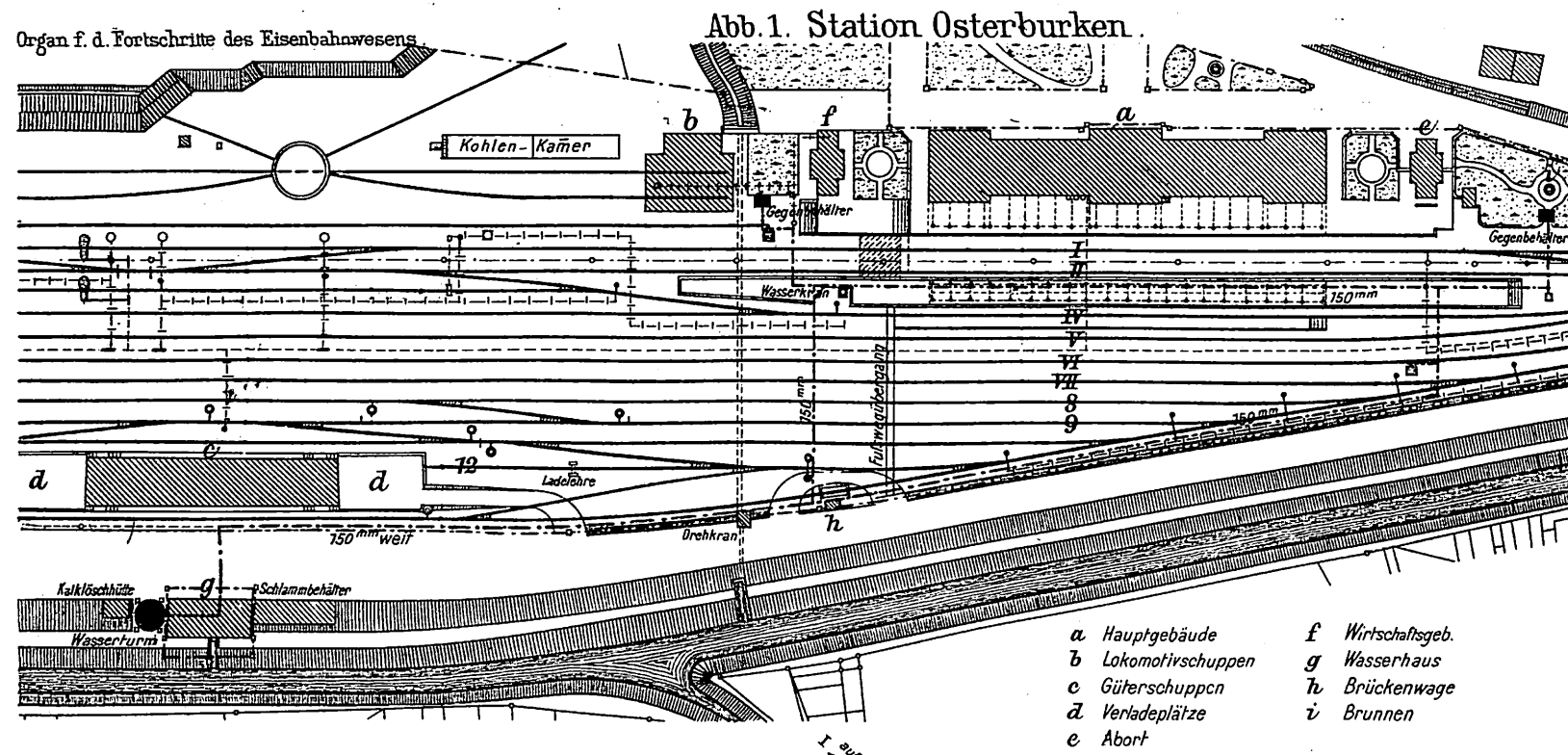


Abb. 2 u. 3. Wasserkran 200 mm weit. M. 1:30.

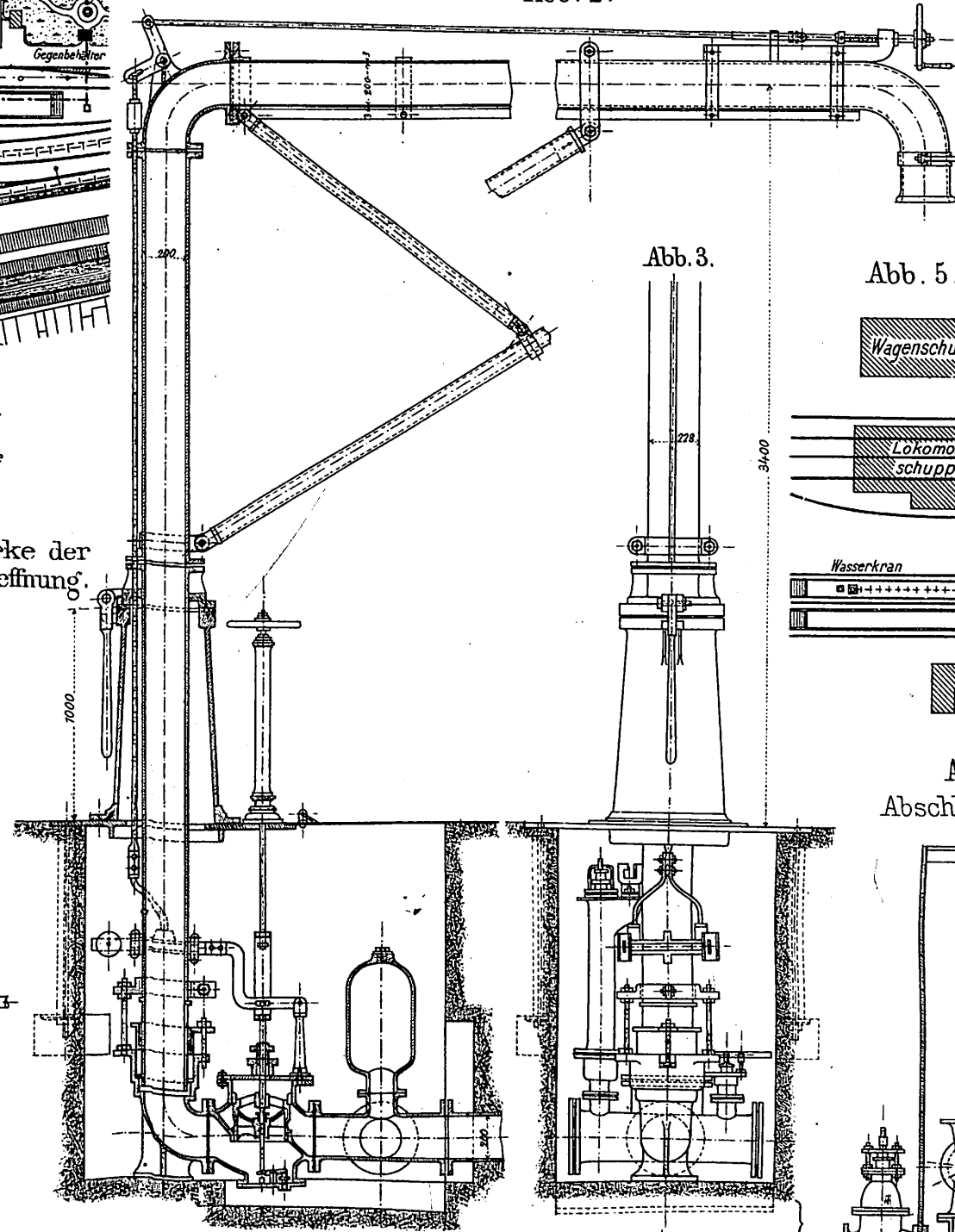


Abb. 1-5.

Zimmermann:
Wasserabgabe an
Schnellzuglokomotiven.

Abb. 5. Neue Wasserleitung in Offenburg. M. 1:2000.

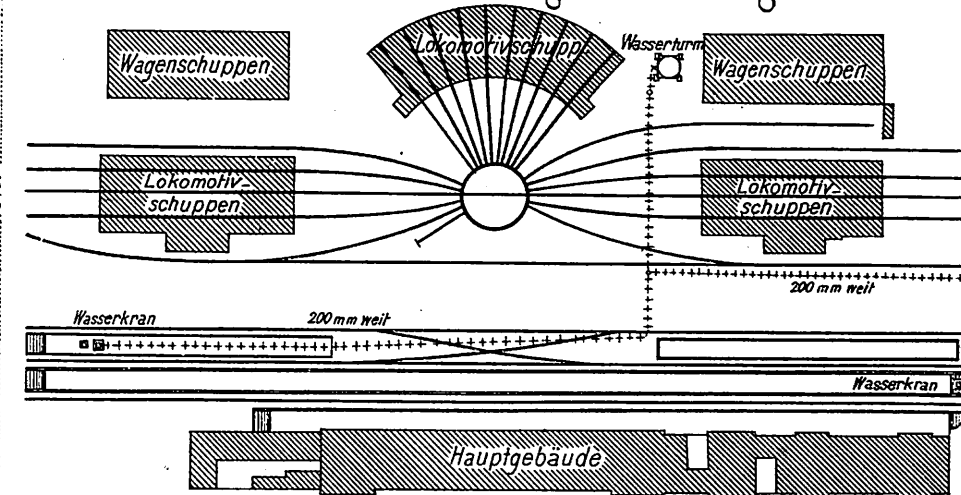


Abb. 6.

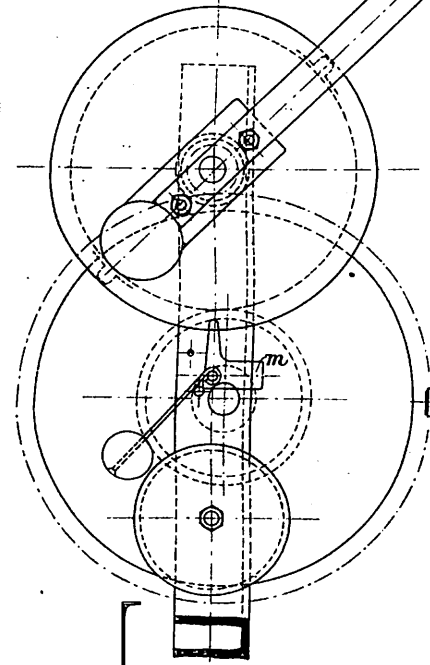


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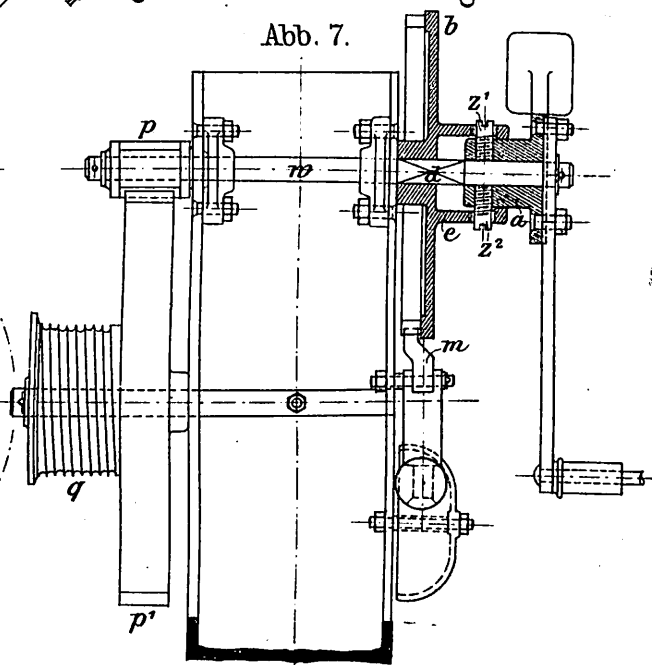


Abb. 8.

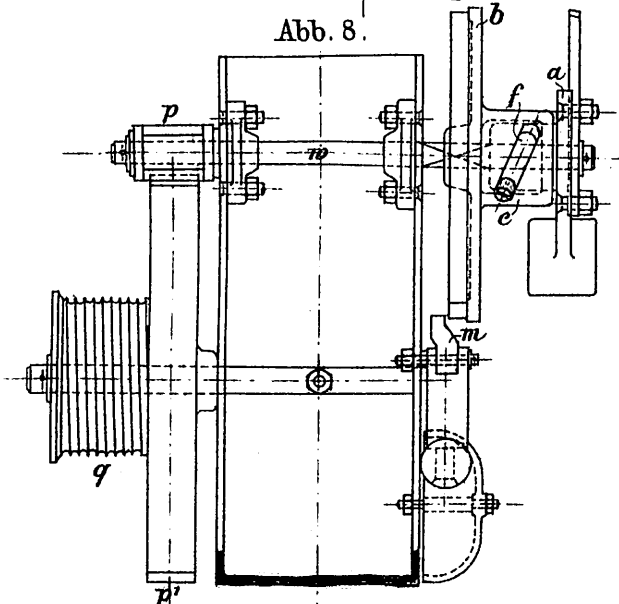


Abb. 11.

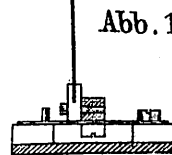


Abb. 16.

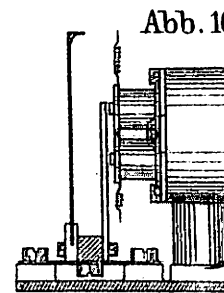


Abb. 9-17.
Geschwin-
digkeits-
messer,
Bauart
Frahm.

Abb. 9.

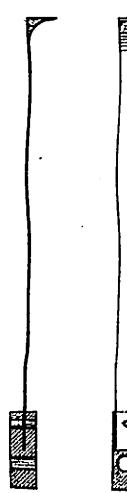


Abb. 10.

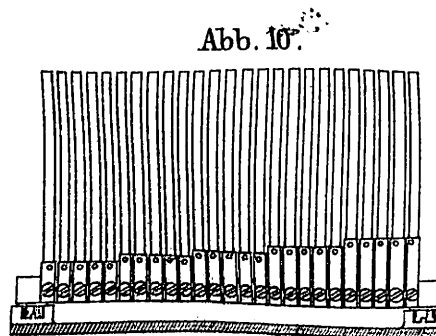


Abb. 15.

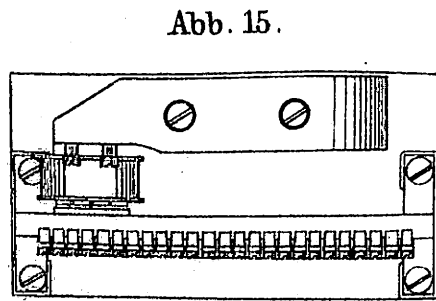


Abb. 4.
Abschlussventil.

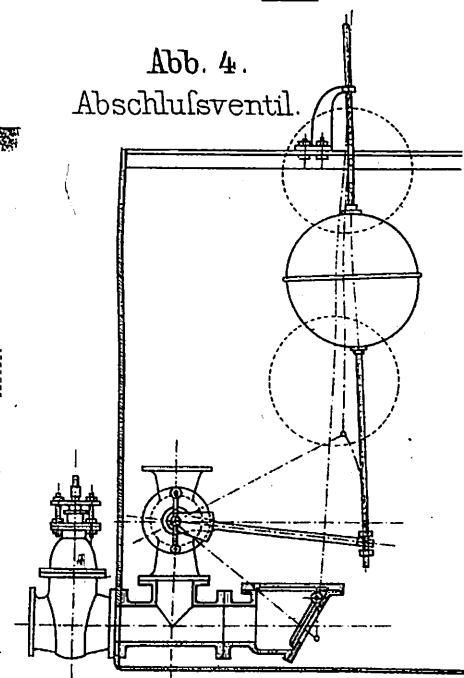


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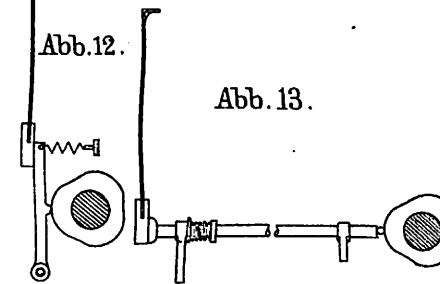


Abb. 13.

Abb. 14.

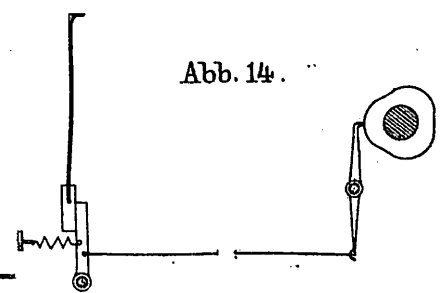


Abb. 17.

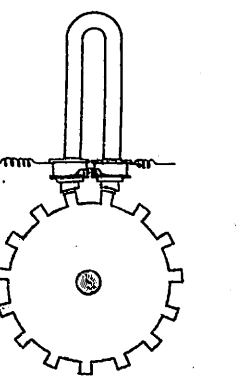


Abb. 1-5. Signal-Stromkreise

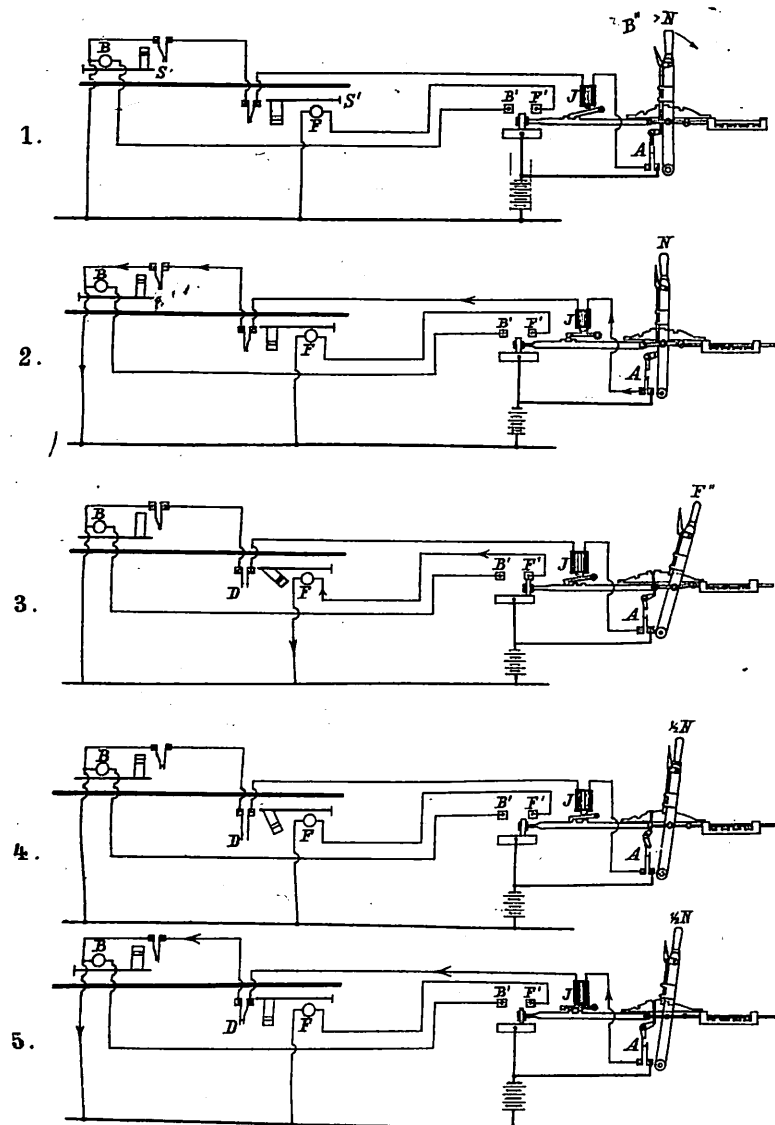


Abb. 6-8. Weichenzungen-Stromkreise

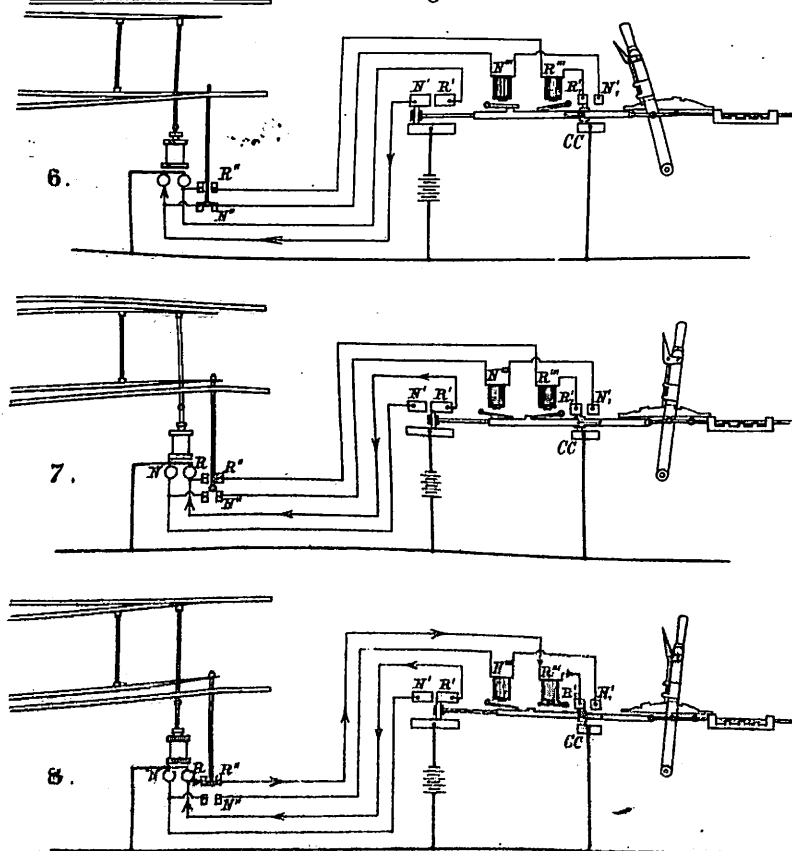


Abb. 1-11. Zwei neue amerikanische Signalapparate.

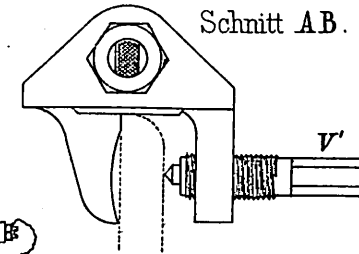
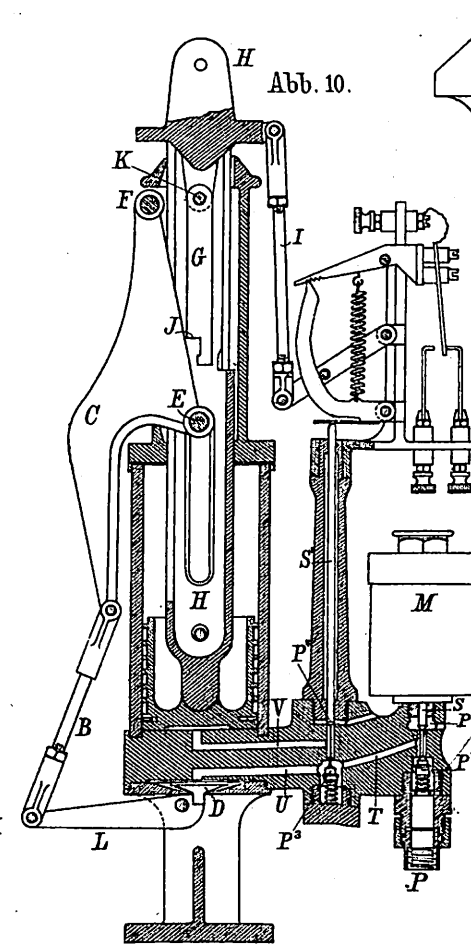
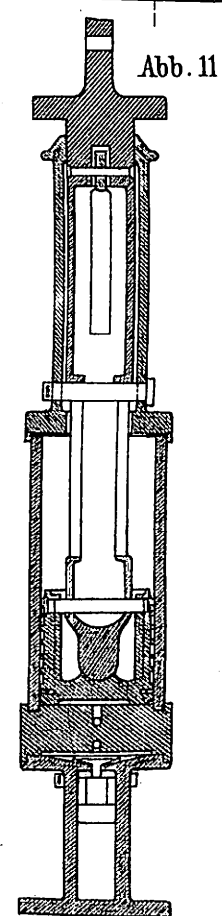
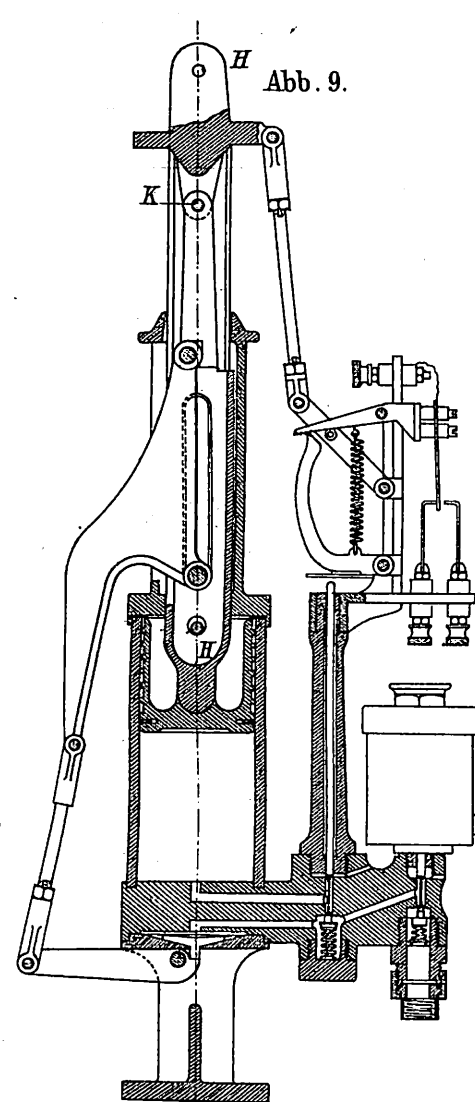


Abb. 12.
Schnitt AB.

Abb. 16.
Eckklappen und
dreifache Nietung
am Bodenring
Preussische Staatsbahnen.

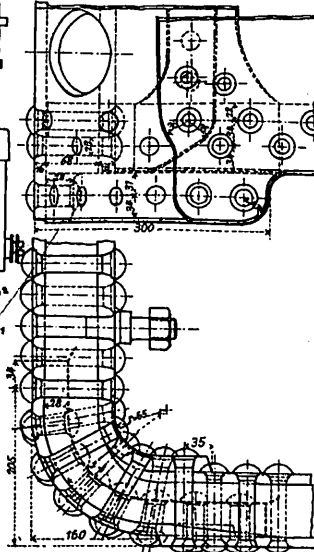
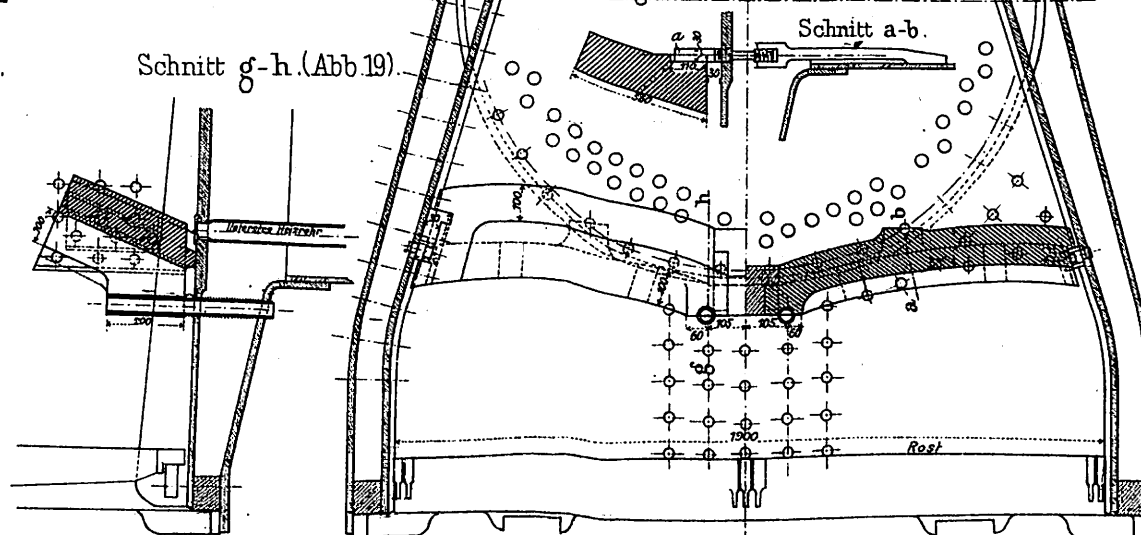


Abb. 19. Feuerschirm der $\frac{2}{3}$ gek.
Schnellzug-Lokom. Preuss. Staatsbahnen



Schnitt g-h. (Abb. 19)

Abb. 16-19.
Lokomotivkessel.

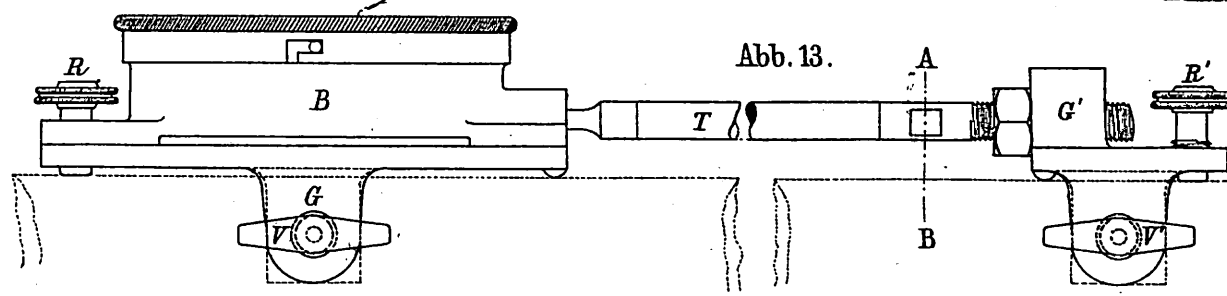
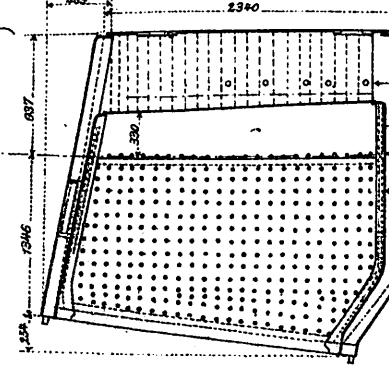
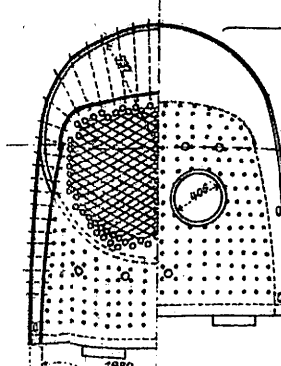


Abb. 13.

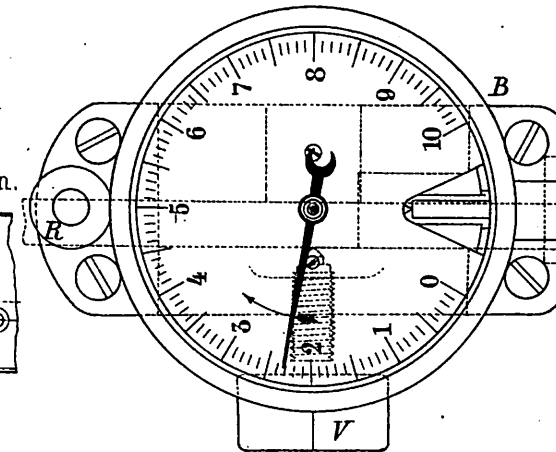


Abb. 14.

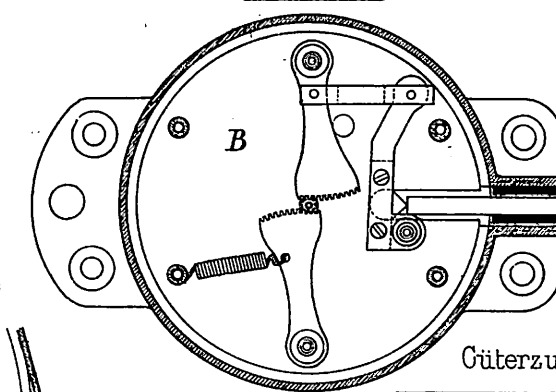


Abb. 15.

Abb. 12-15.
Spannungsmesser
Manet-Rabut.

Abb. 18. Feuerbüchse der $\frac{4}{6}$ gek.
Güterzug-Lokomotiven der Kapbahnen. Spur 1067 mm.

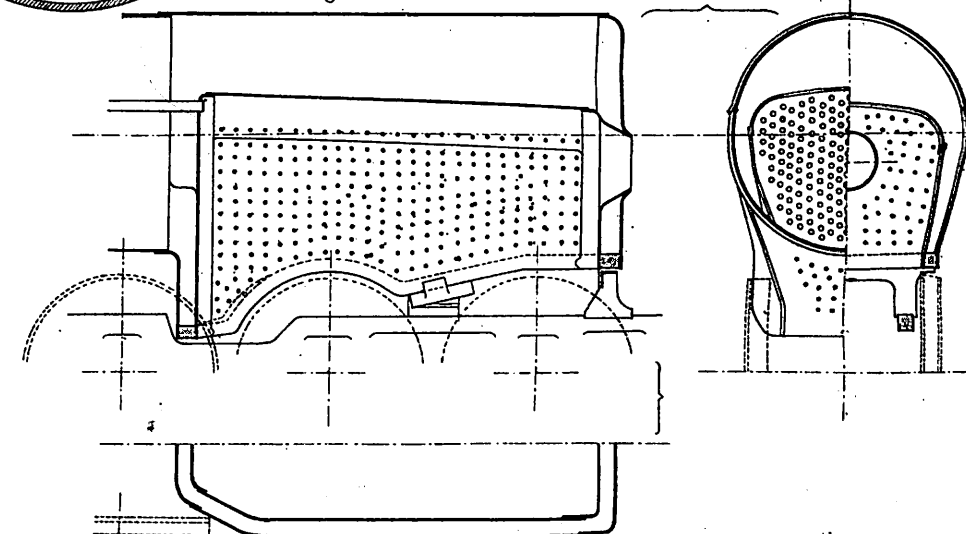
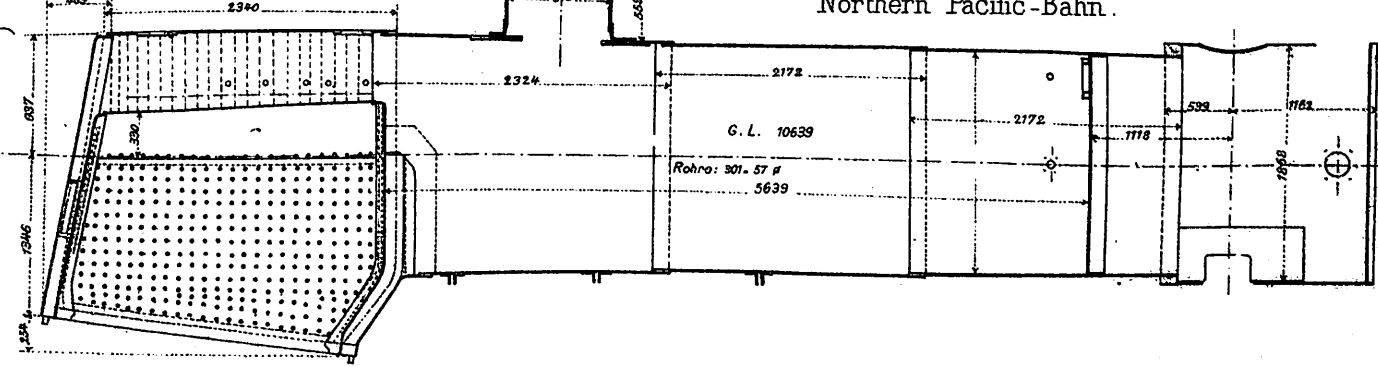


Abb. 17. Kessel für $\frac{3}{4}$ gek. Lokomotive
Northern Pacific-Bahn.



Verbindung der Hand- und Luftdruckbremse an Wagen der Württembergischen Staatsbahnen.

Abb. 1 u. 2. Anordnung an vierachsigen Personenwagen mit Drehgestell.

Abb. 1.

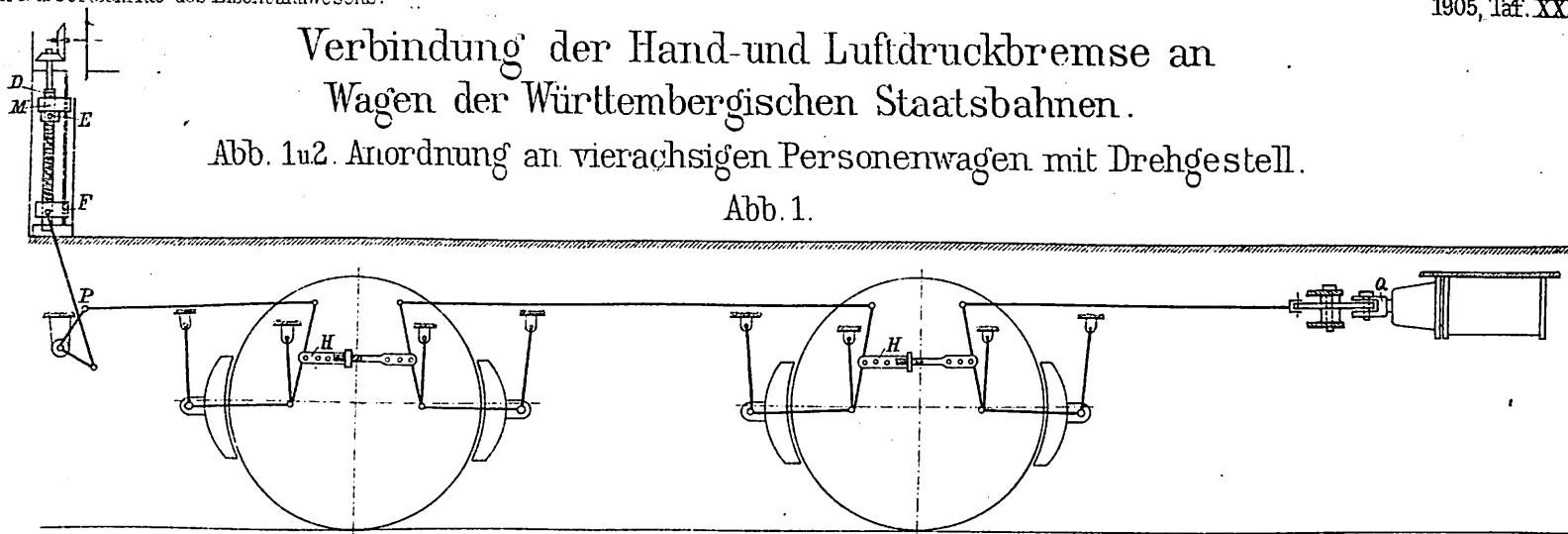


Abb. 2.

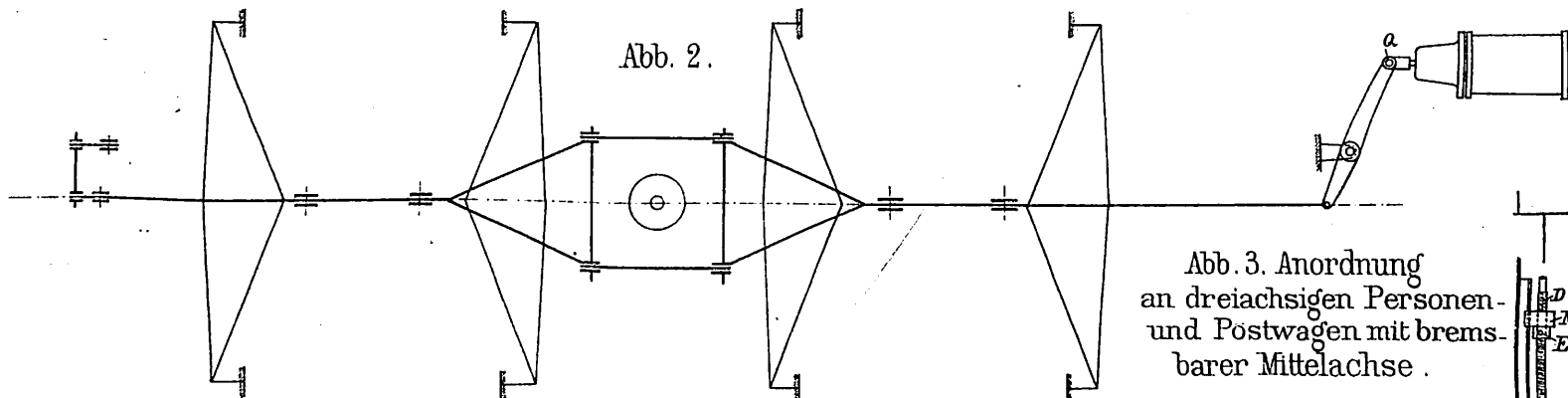


Abb. 3. Anordnung
an dreiachsigen Personen-
und Postwagen mit brem-
sbarer Mittelachse.

Abb. 3.

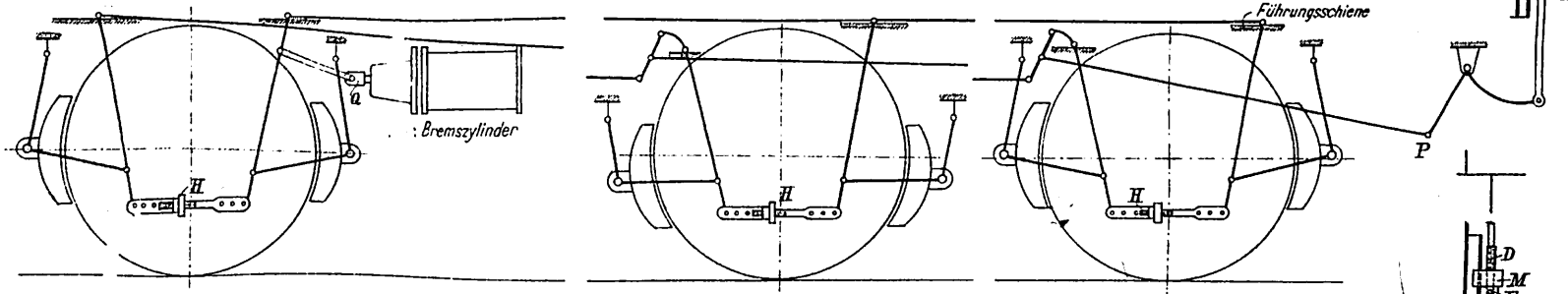


Abb. 4 u. 5. Anordnung an zweiachsigen Güterwagen.

Abb. 4.

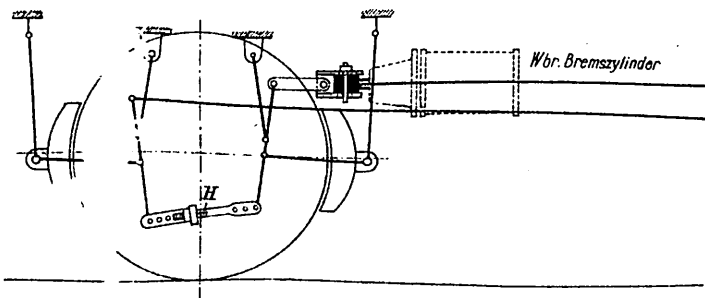
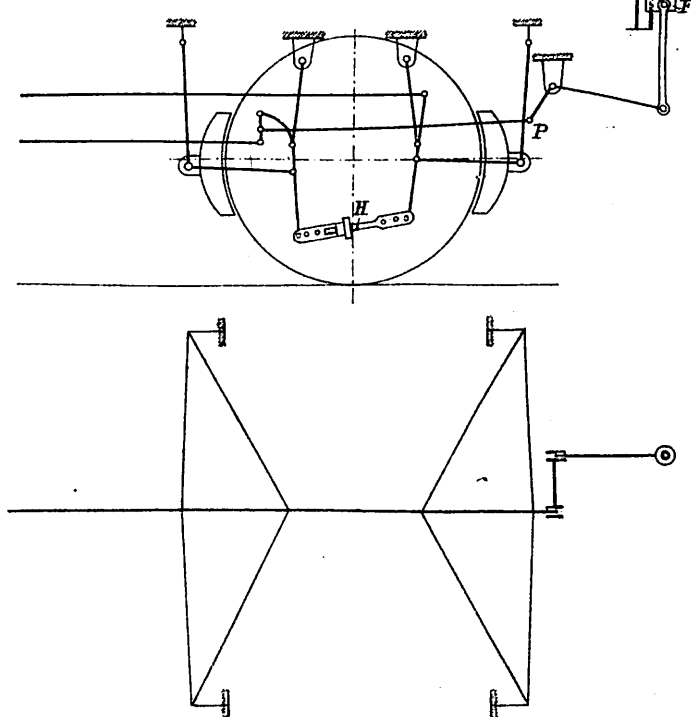
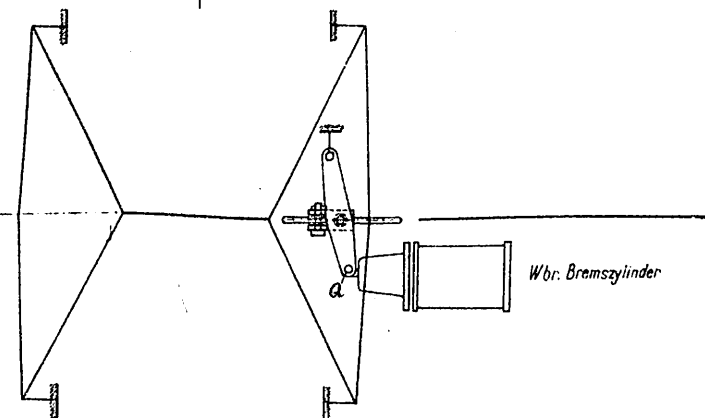


Abb. 5.



Vorortzug mit amerikanischer Mittelkuppelung.

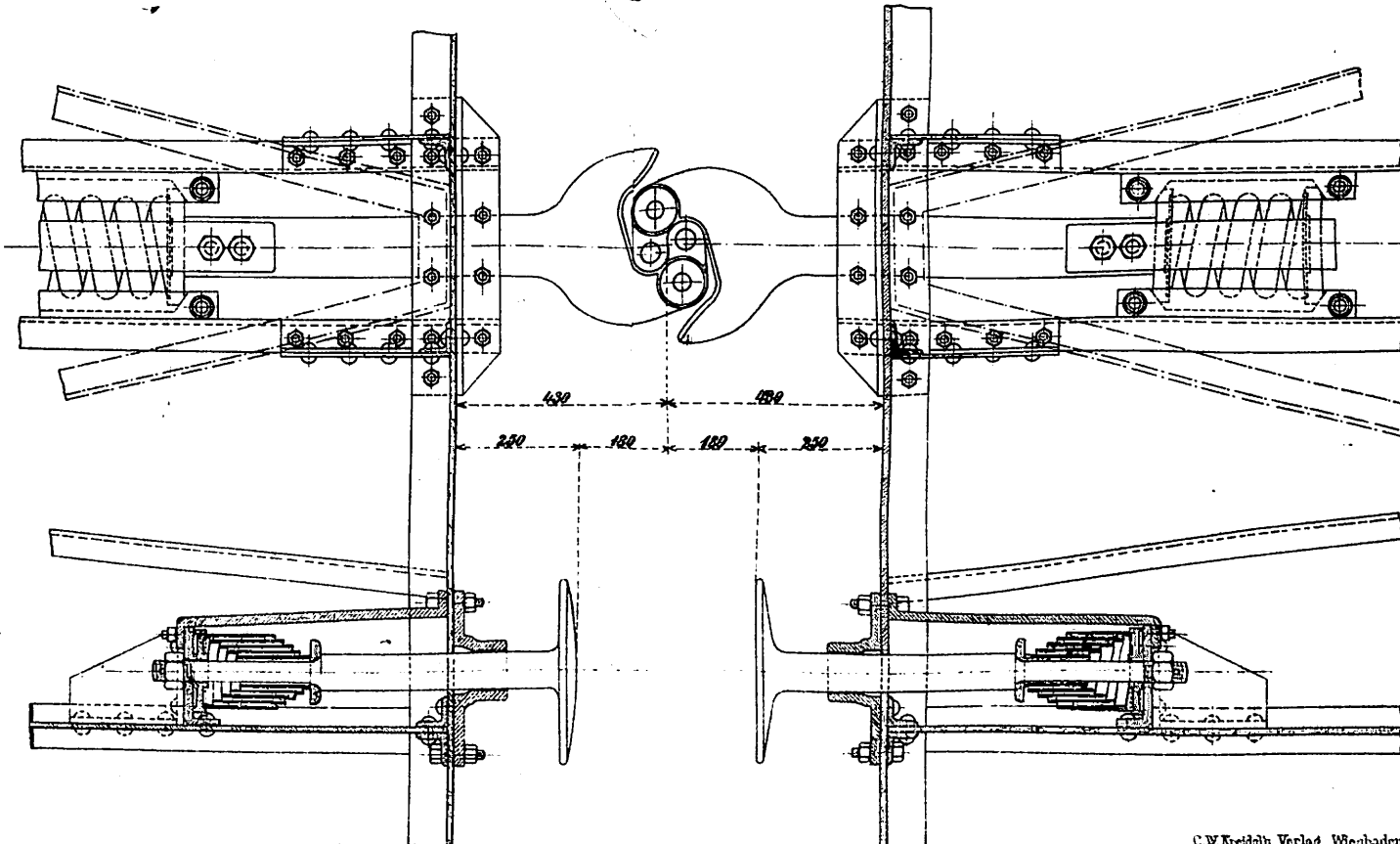
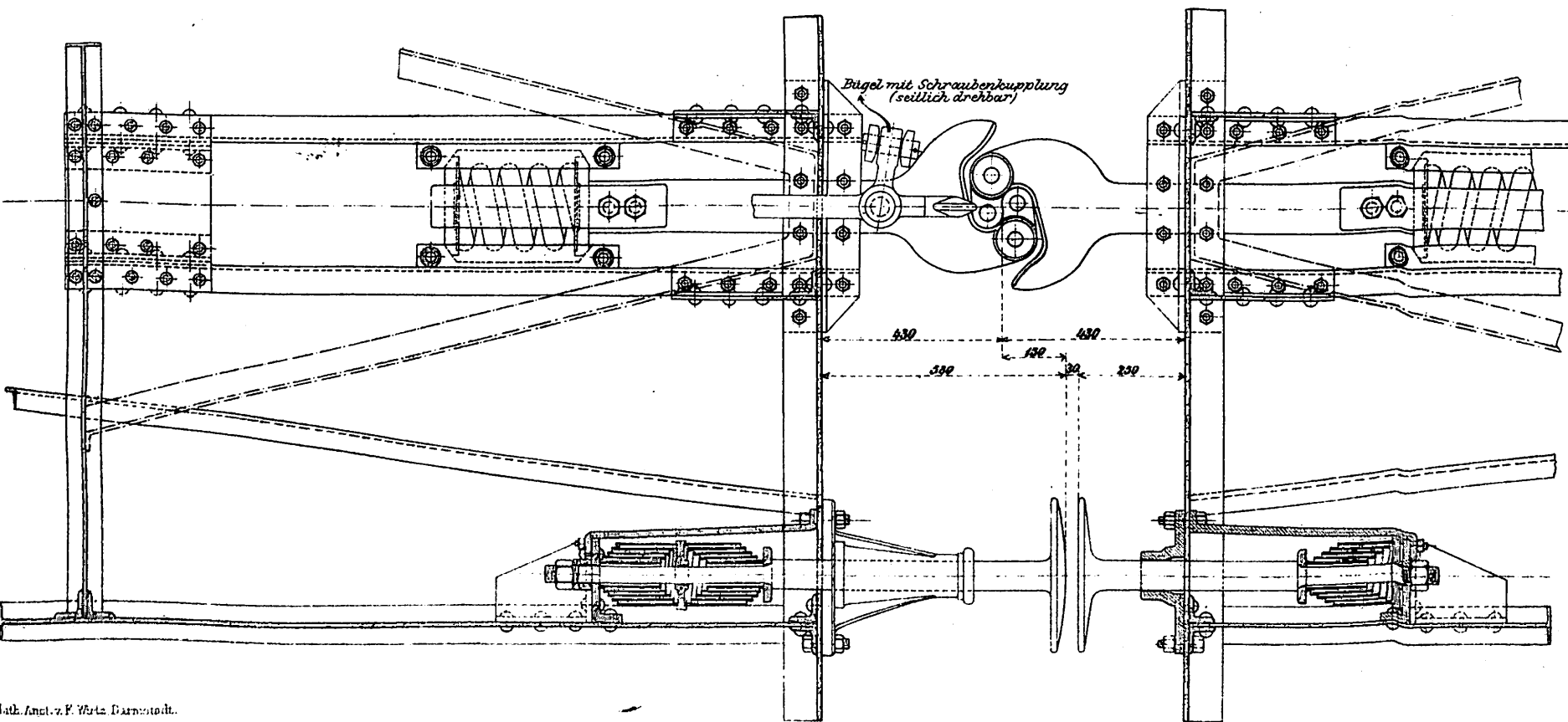
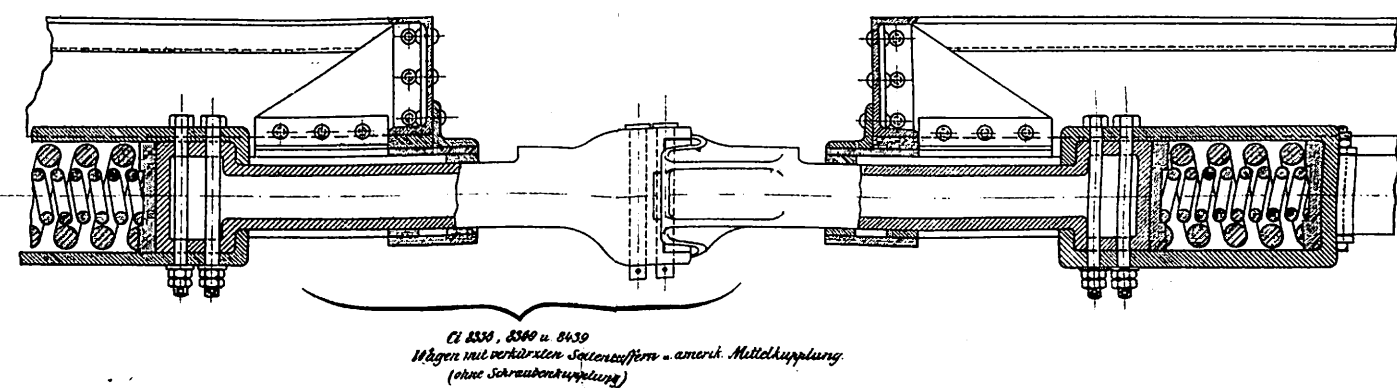
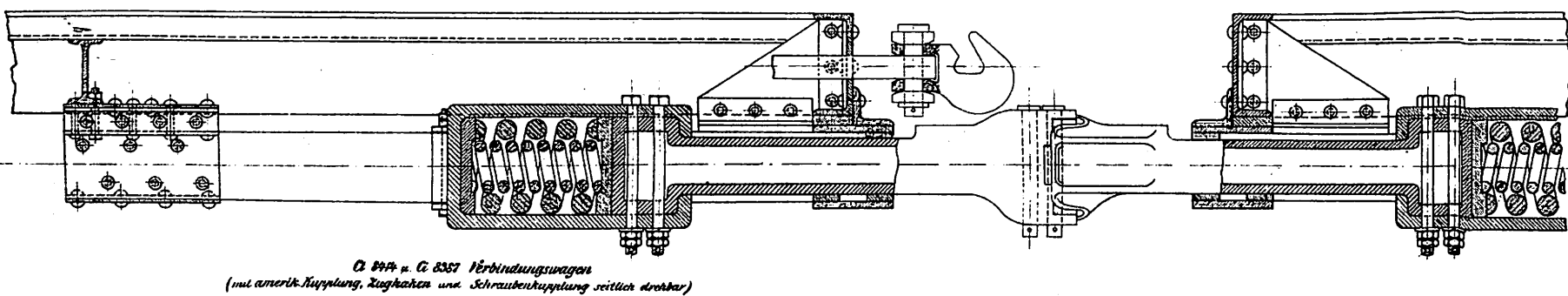
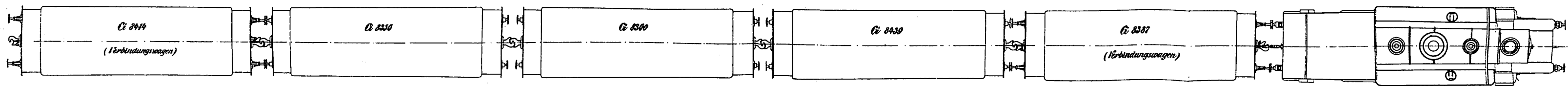
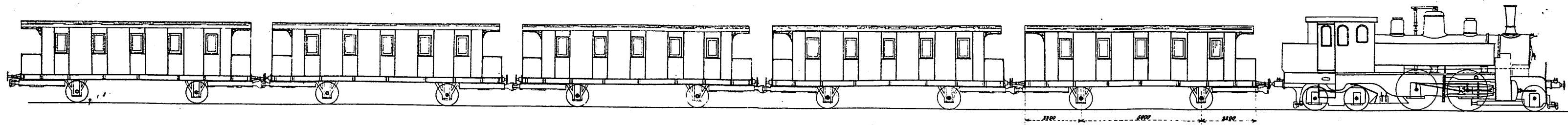


Abb. 2 .
Querschnitte

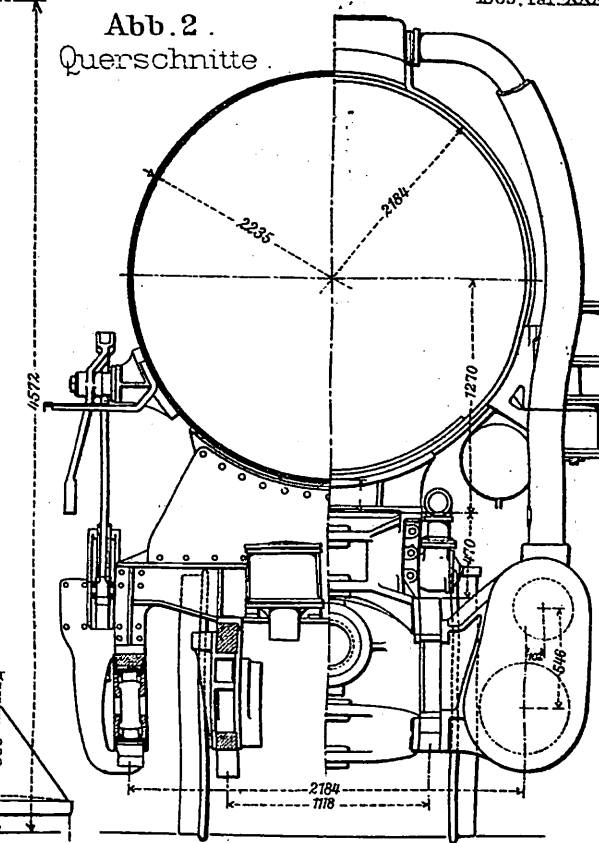


Abb.3.Längsansicht



Querschnitte.



Abb.7. Lageplan.
FINSBURY PARK STA.

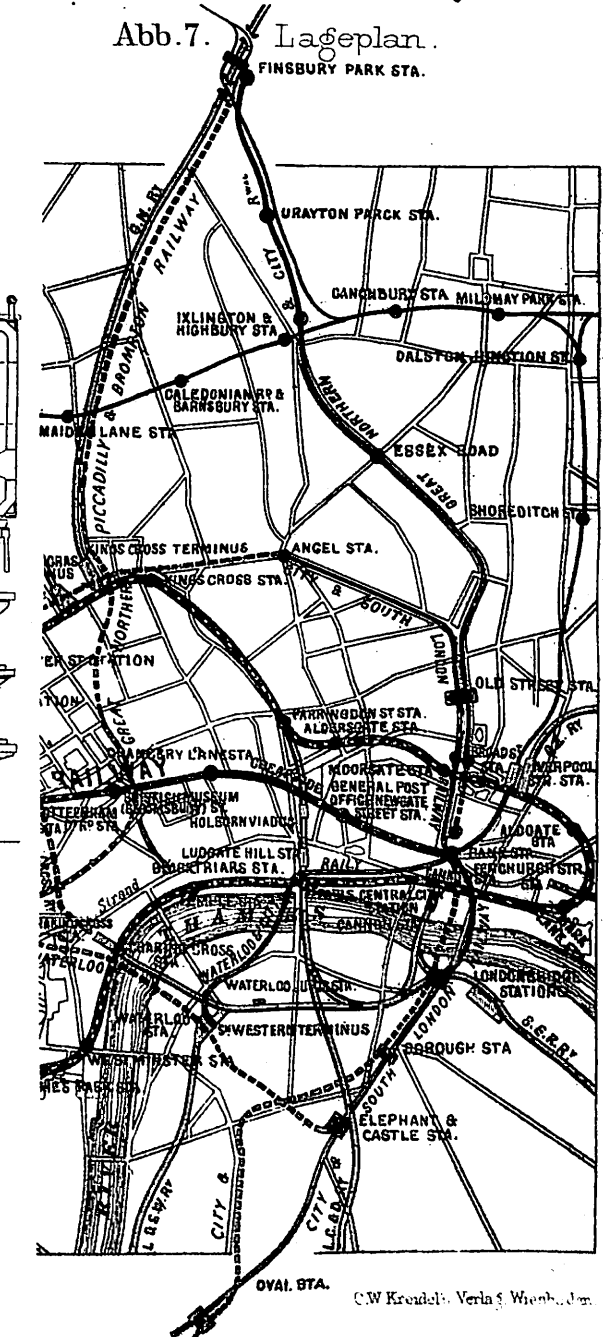


Abb. 7 bis 9.
Die Great Northern
und City-
Röhrenbahn.

Abb.9. Querschnitt

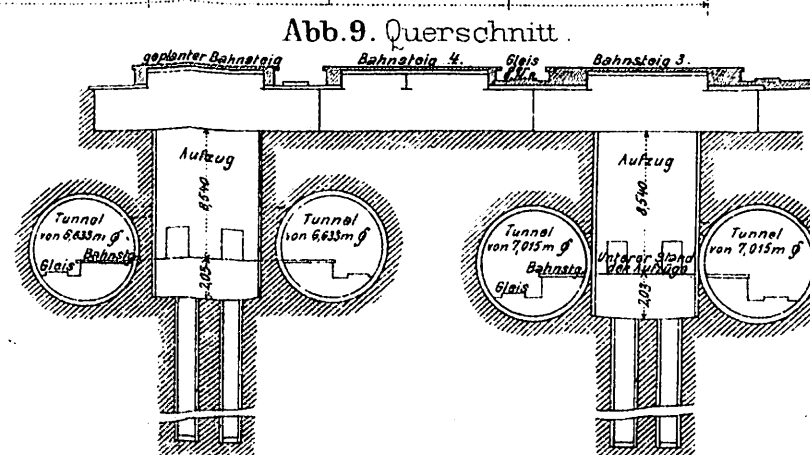
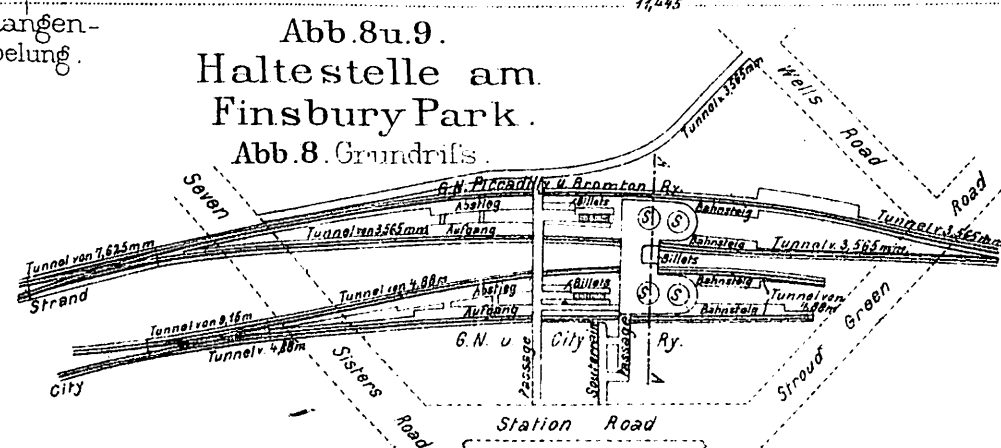
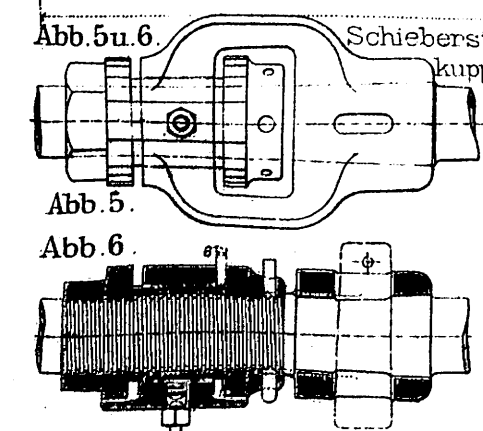


Abb.8u.9.
Haltestelle am
Finsbury Park.
Abb.8. Grundriss.



Schieberstangen-
kuppelung.



Anfahrsvorrichtung der neuen Lokomotiven der Pariser Gürtelbahn.

Abb. 1.

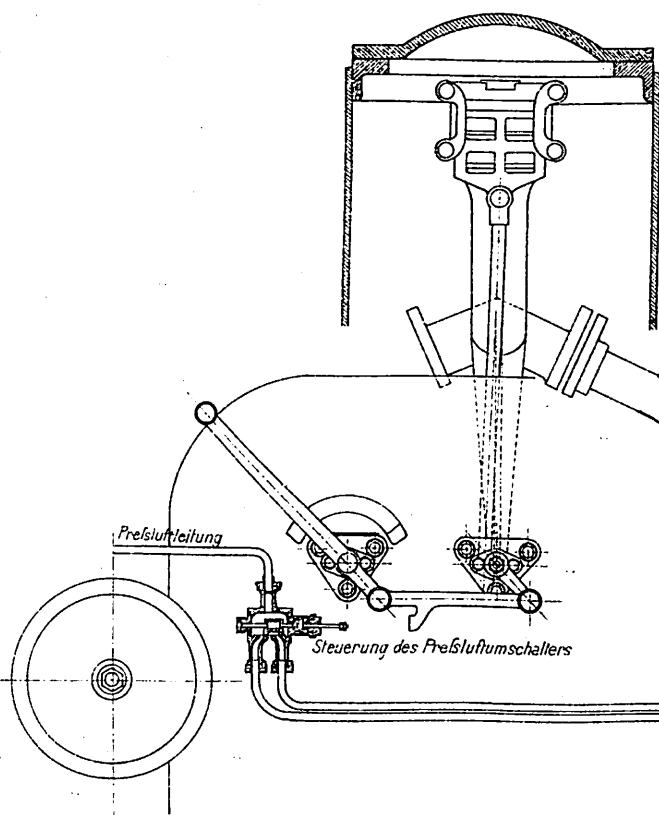


Abb. 2.
Anfahrstellung

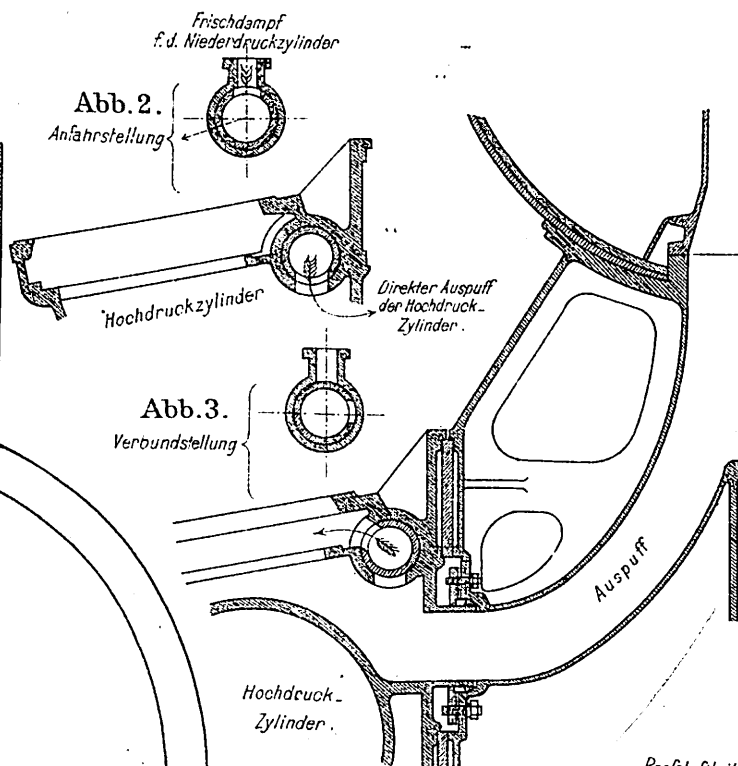


Abb. 3.
Verbundstellung

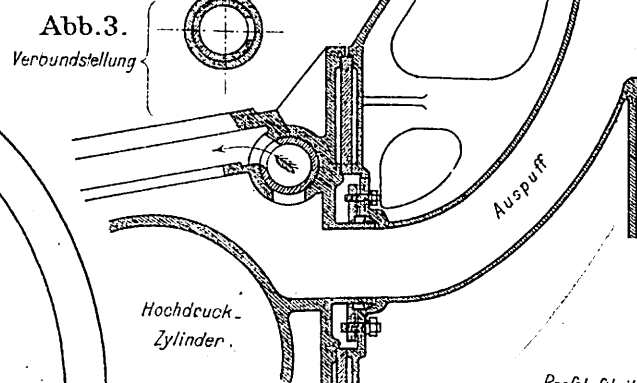


Abb. 4.

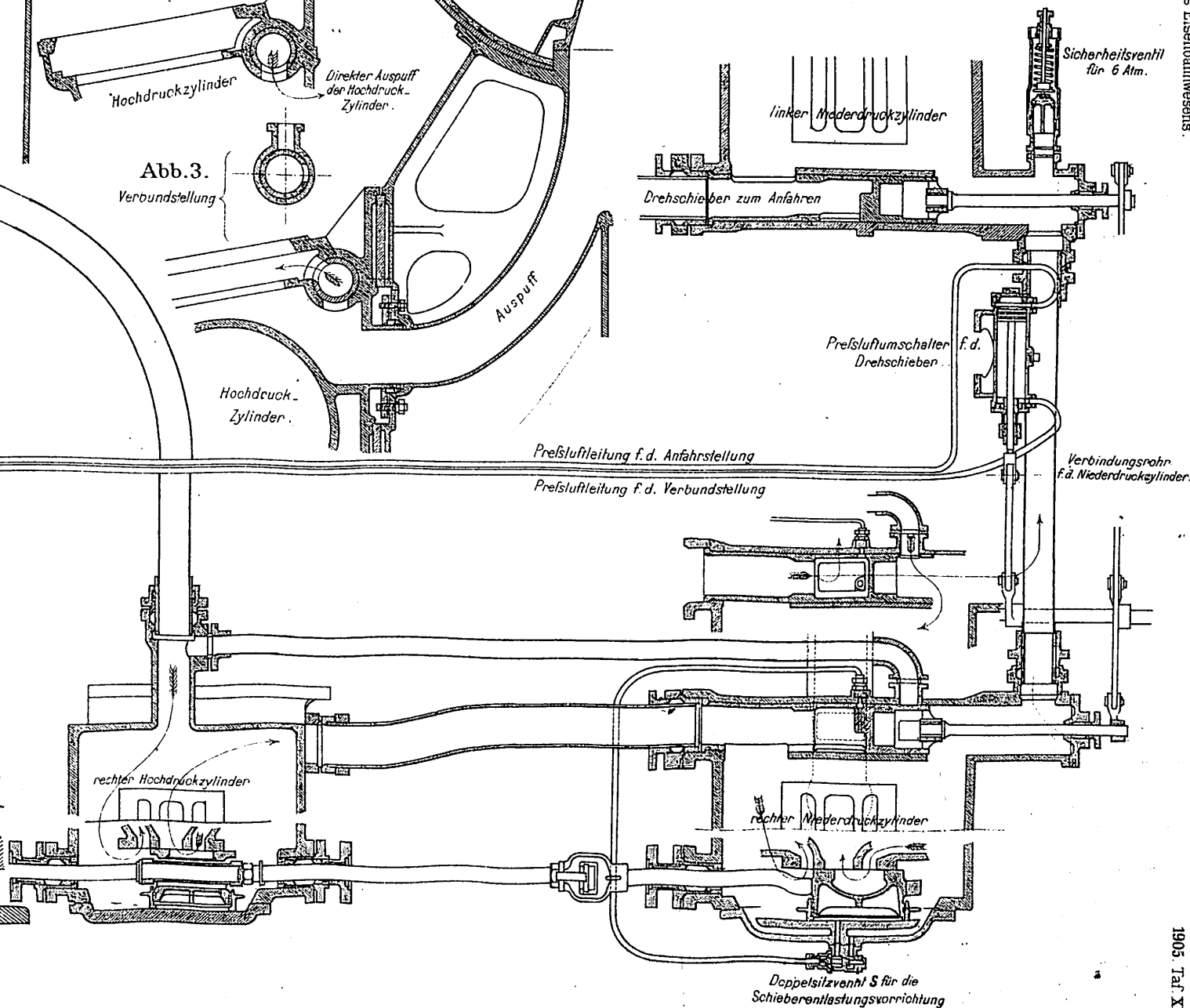
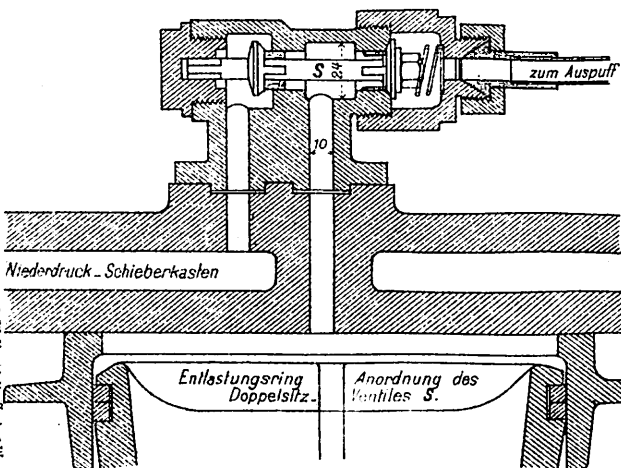
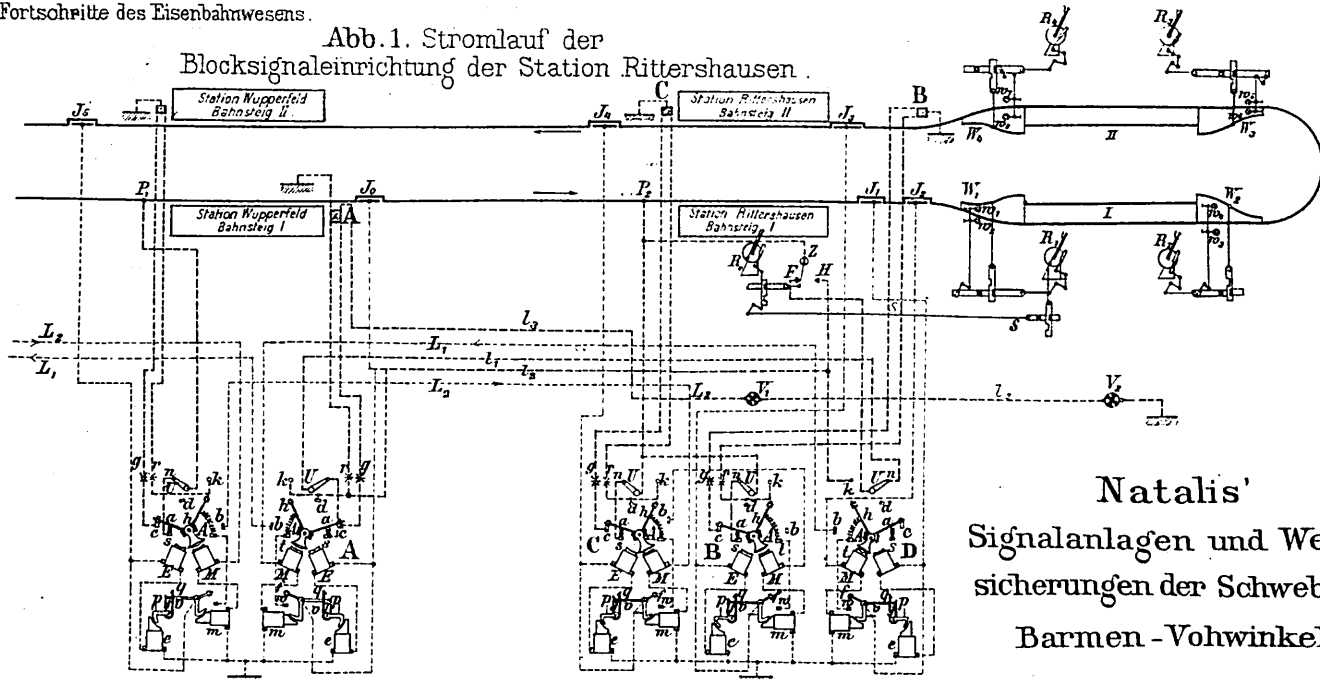


Abb. 1. Stromlauf der Blocksignaleinrichtung der Station Rittershausen.



Natalis'
Signalanlagen und Weichen-
sicherungen der Schwebebahn
Barmen - Vohwinkel.

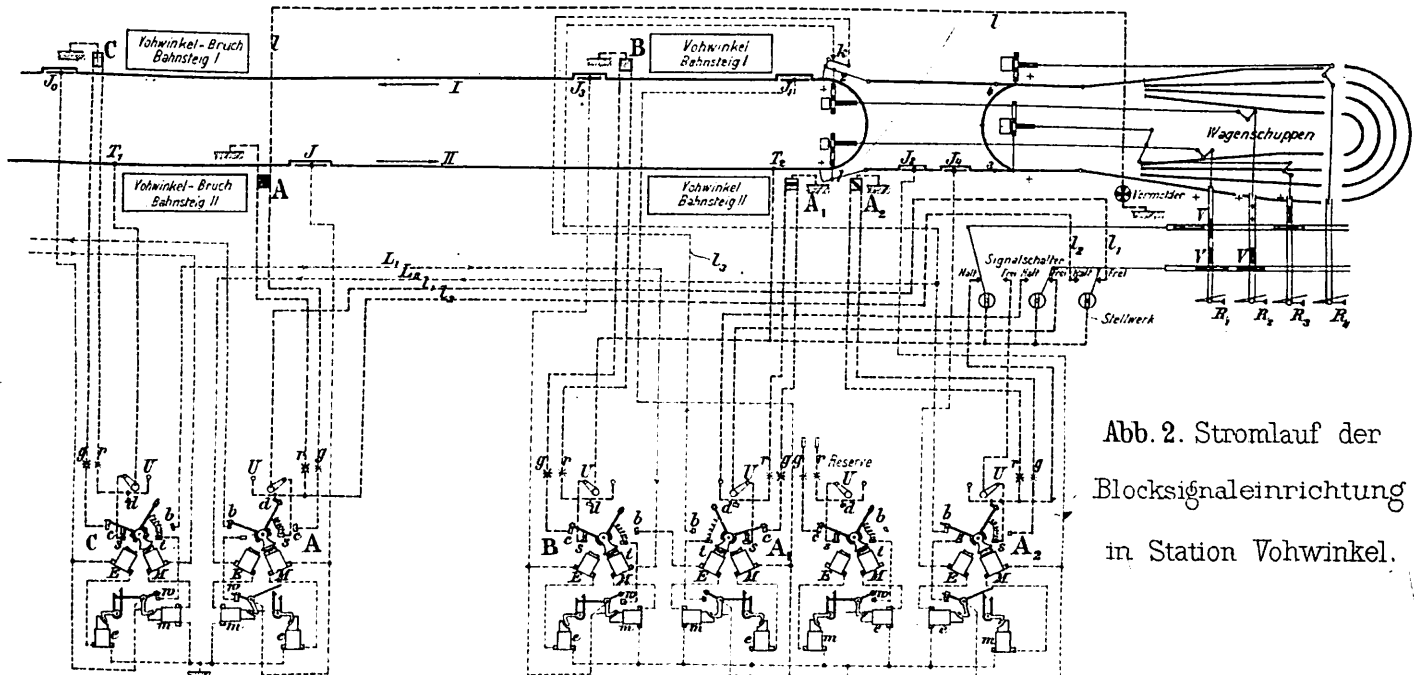


Abb. 2. Stromlauf der Blocksignaleinrichtung in Station Vohwinkel.

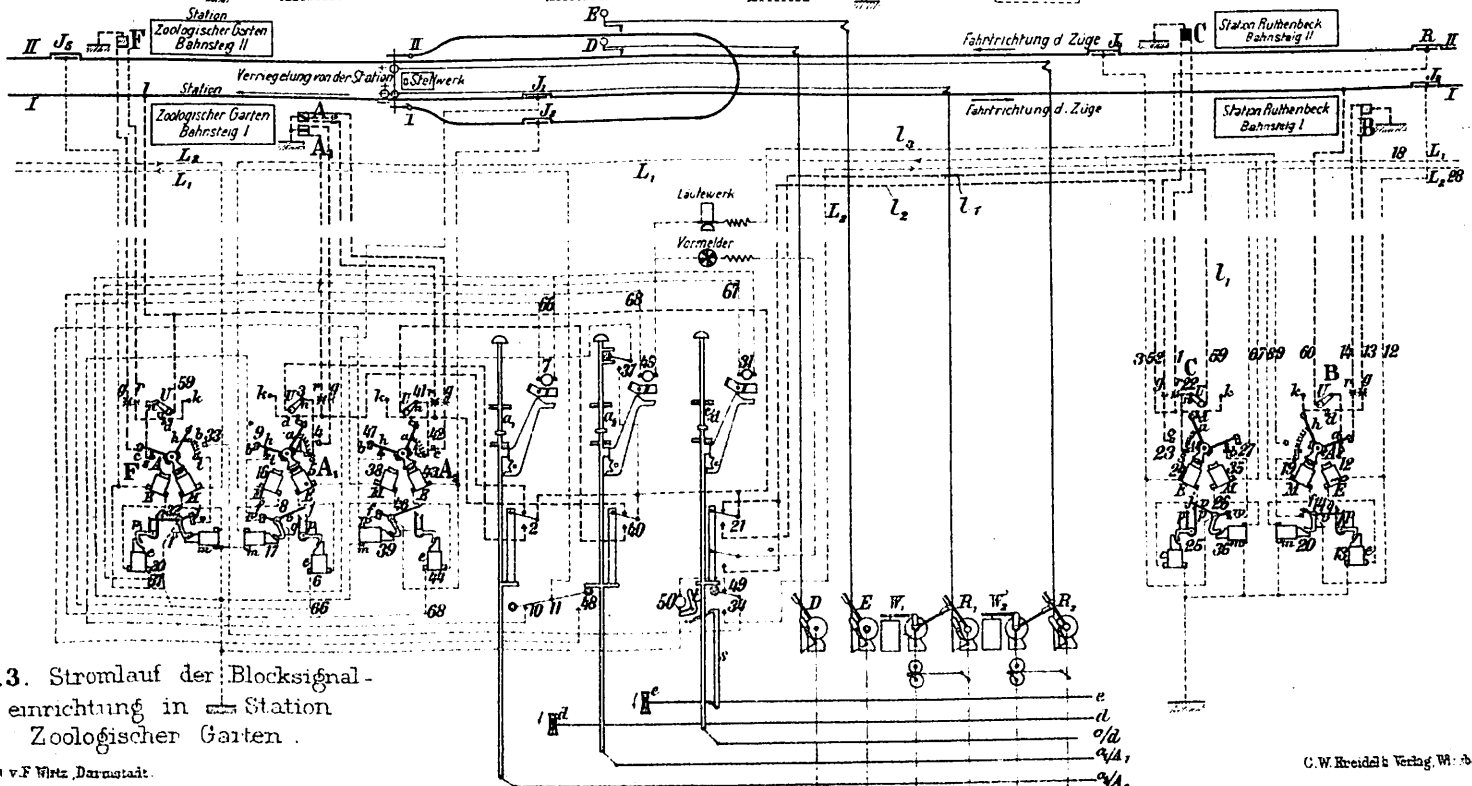
Abb. 3. Stromlauf der Blocksignal-
einrichtung in Station
Zoologischer Garten.

Abb. 1. Die neue Lokomotiv- und Wagen-Werkstätte
in Collinwood, Ohio,
Lake Shore und Michigan-Südbahn.

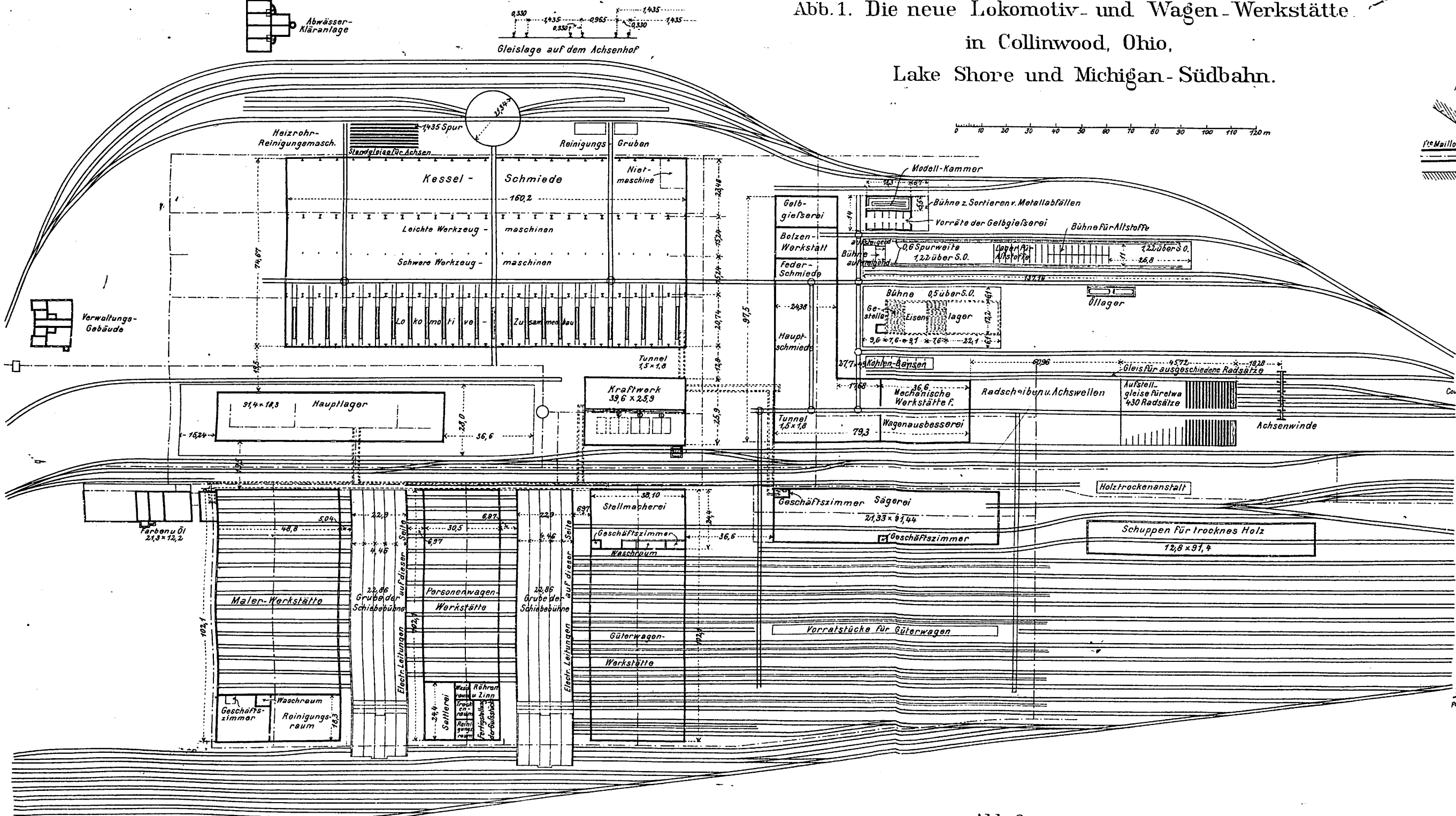


Abb. 4. Kreuzungspunkt am Place de l'Opéra.

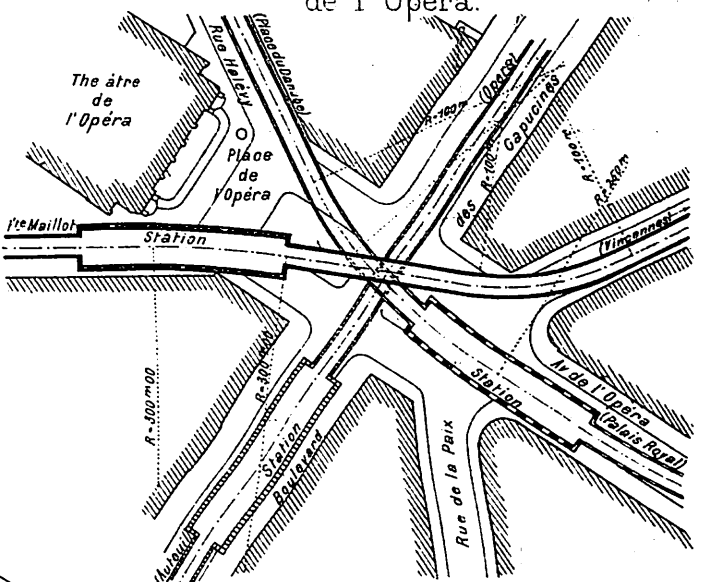


Abb. 5.

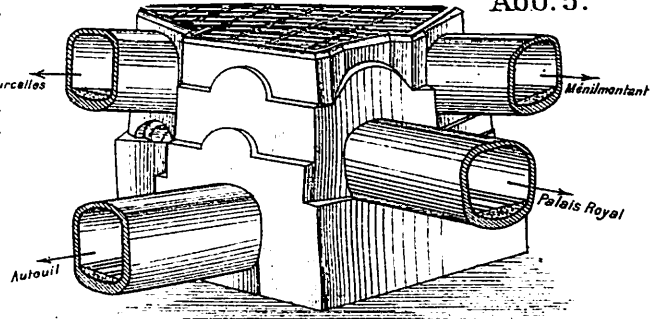


Abb. 6.

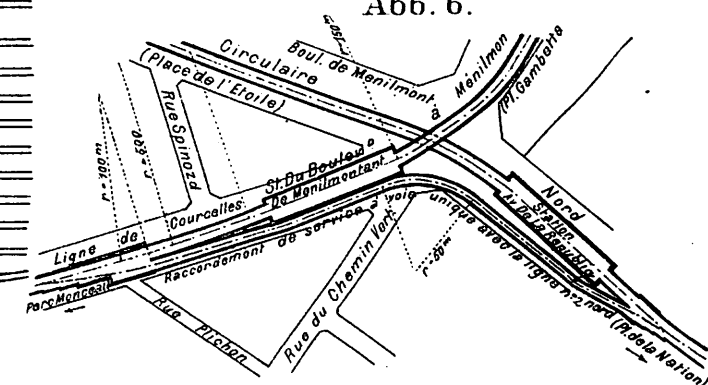


Abb. 7. Endstation am
Gambettaplatz.

Abb. 3.

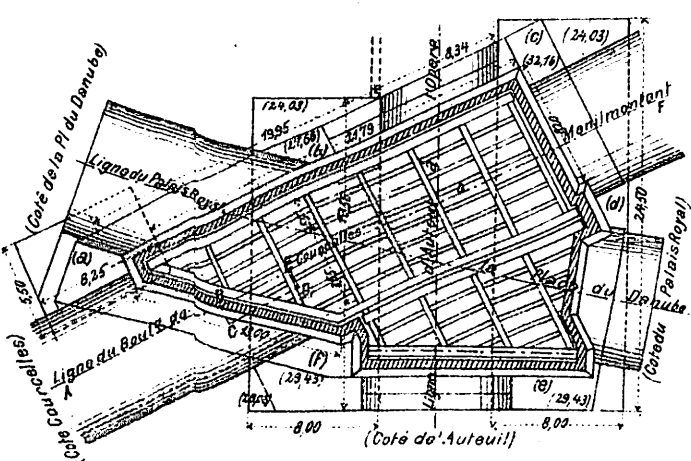


Abb. 2 - 7.

Die Pariser
Stadtbahn.
Strecke
Boulevard
de Courcelles-
Ménilmontant.

Abb. 2. Anfang der Strecke.

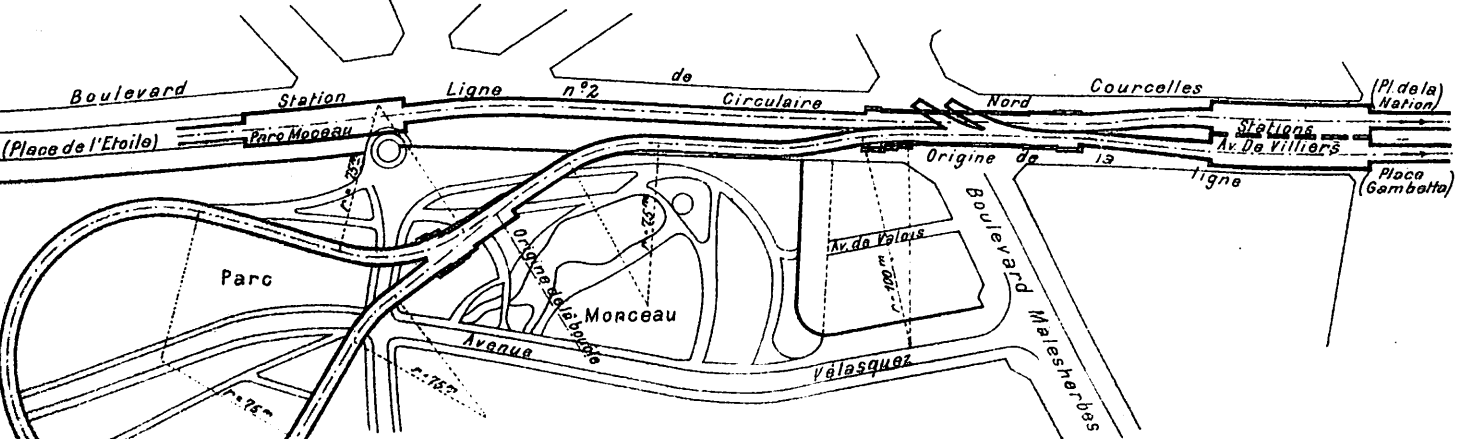
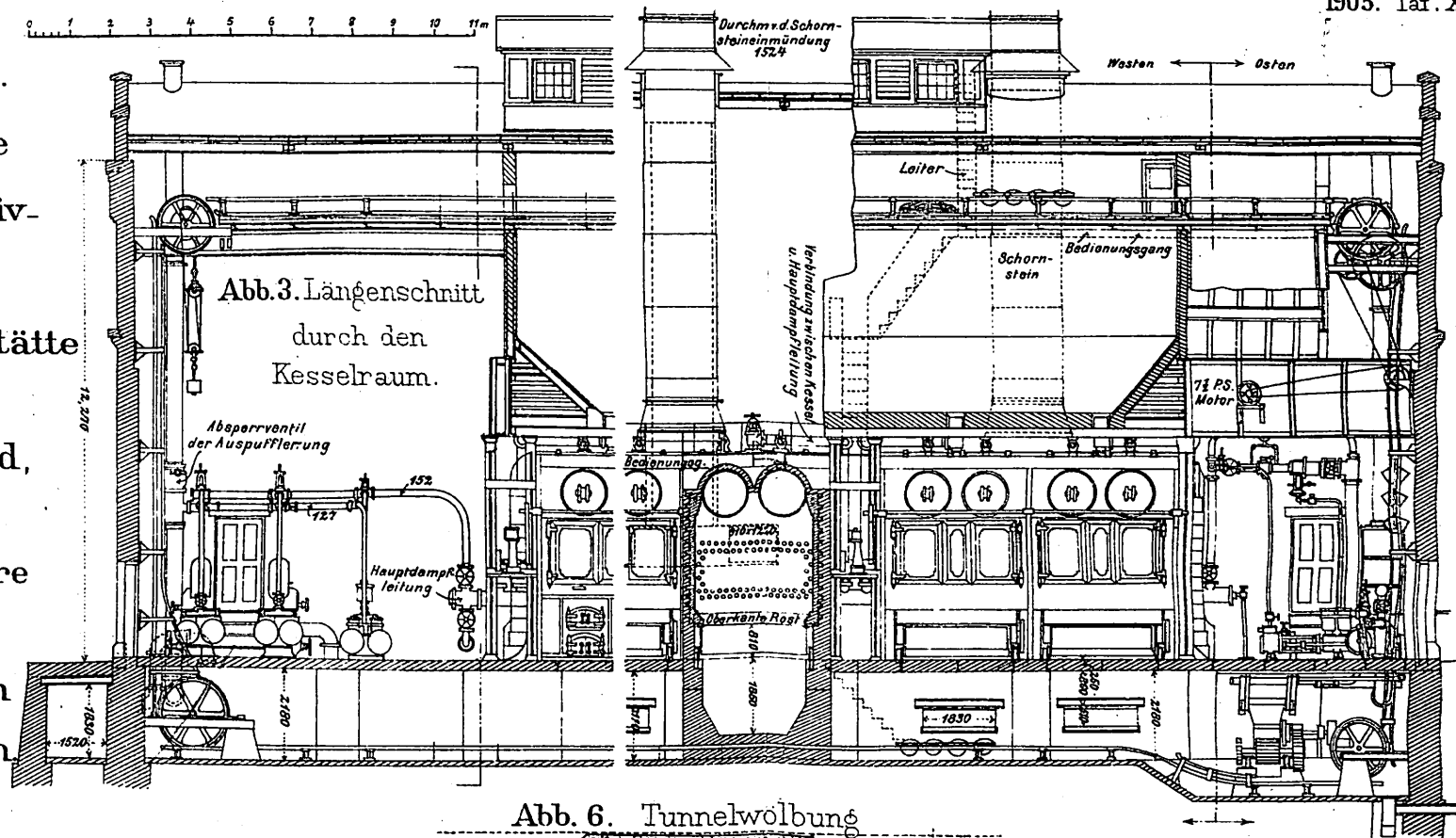


Abb. 1-5.

Die neue
Lokomotiv-
und
Wagenwerkstätte
in
Collinwood,
Ohio,
Lake Shore
und
Michigan
Südbahn.



The diagram shows three windings, labeled A, B, and C, arranged in a triangular pattern. Each winding is represented by a circle with a central dot. The voltage across each winding is indicated by a horizontal line with arrows at both ends, labeled with the voltage value. The voltages are: 80 Volt for winding A, 120 Volt for winding B, and 40 Volt for winding C. The windings are connected to a common point, and the voltages are measured between the terminals of the windings. The diagram is labeled 'Abb 5.' at the top.

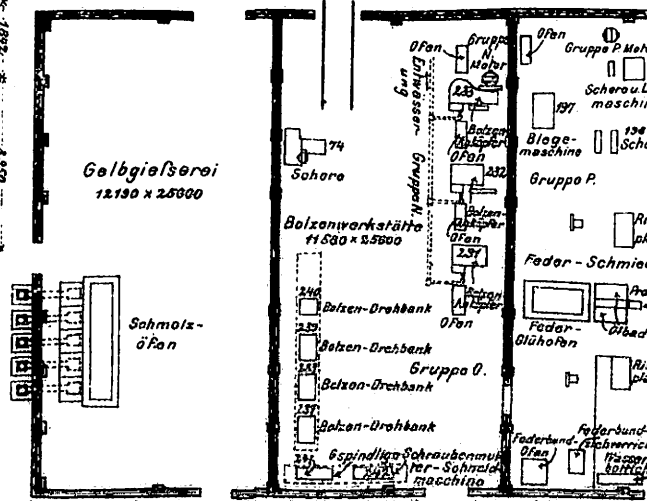
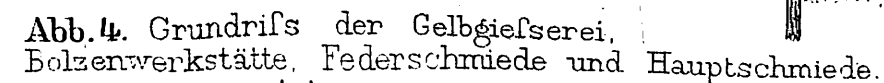


Abb. 6 u. 7.
Bauausführung
des Harlem - Tunnels
bei New-York.

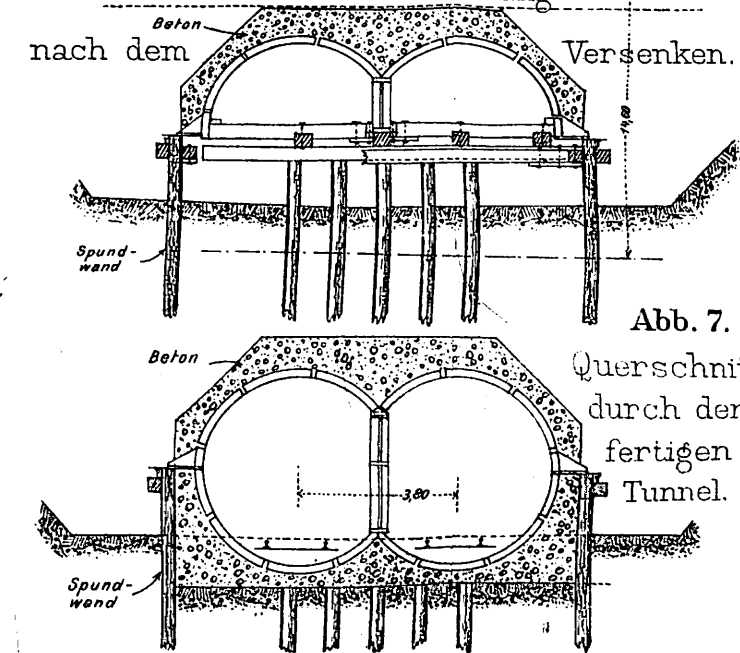


Abb. 7.
Querschnitt
durch den
fertigen
Tunnel.

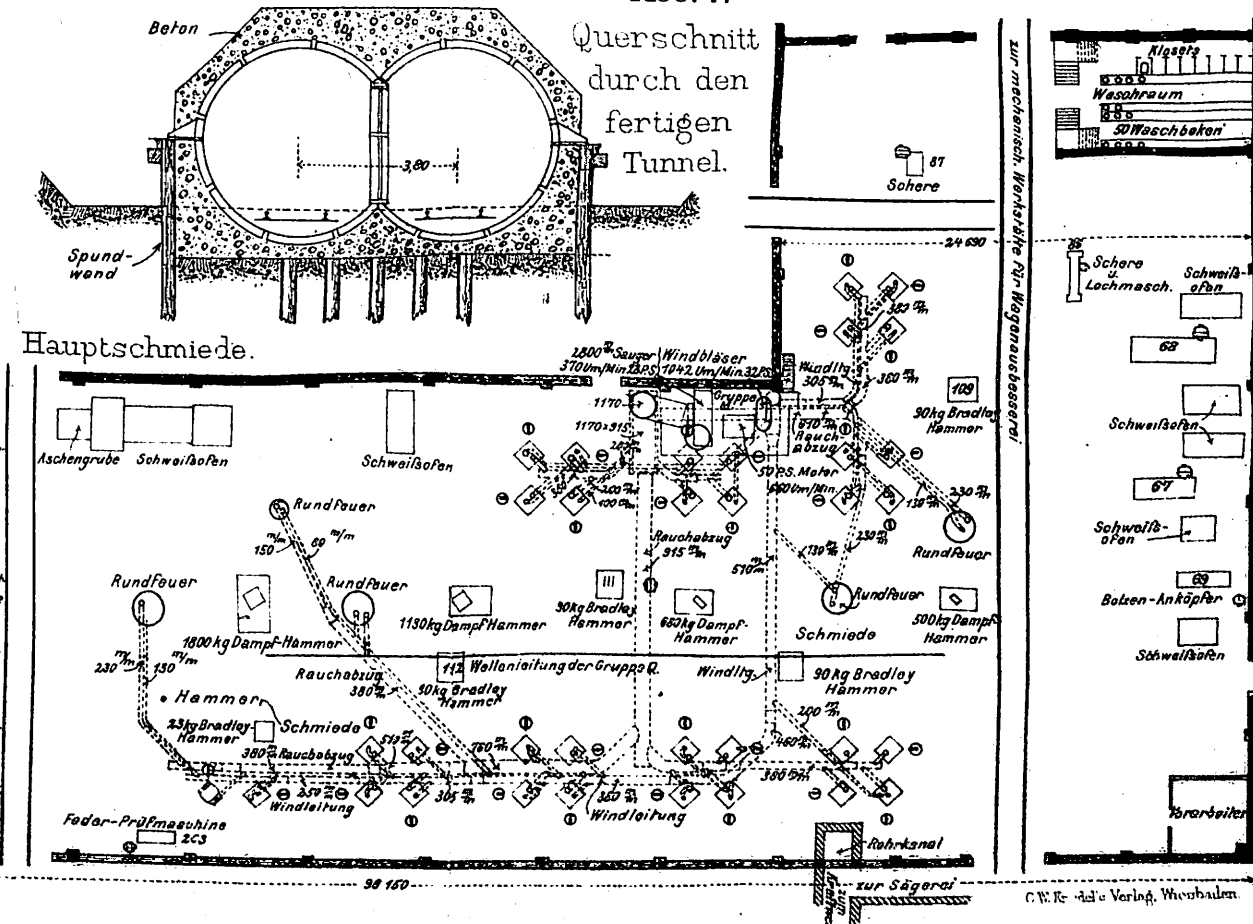


Abb. 1 u. 2. Die neue Lokomotiv- und Wagen-Werkstätte in Collinwood, Ohio, Lake Shore und Michigan-Südbahn.

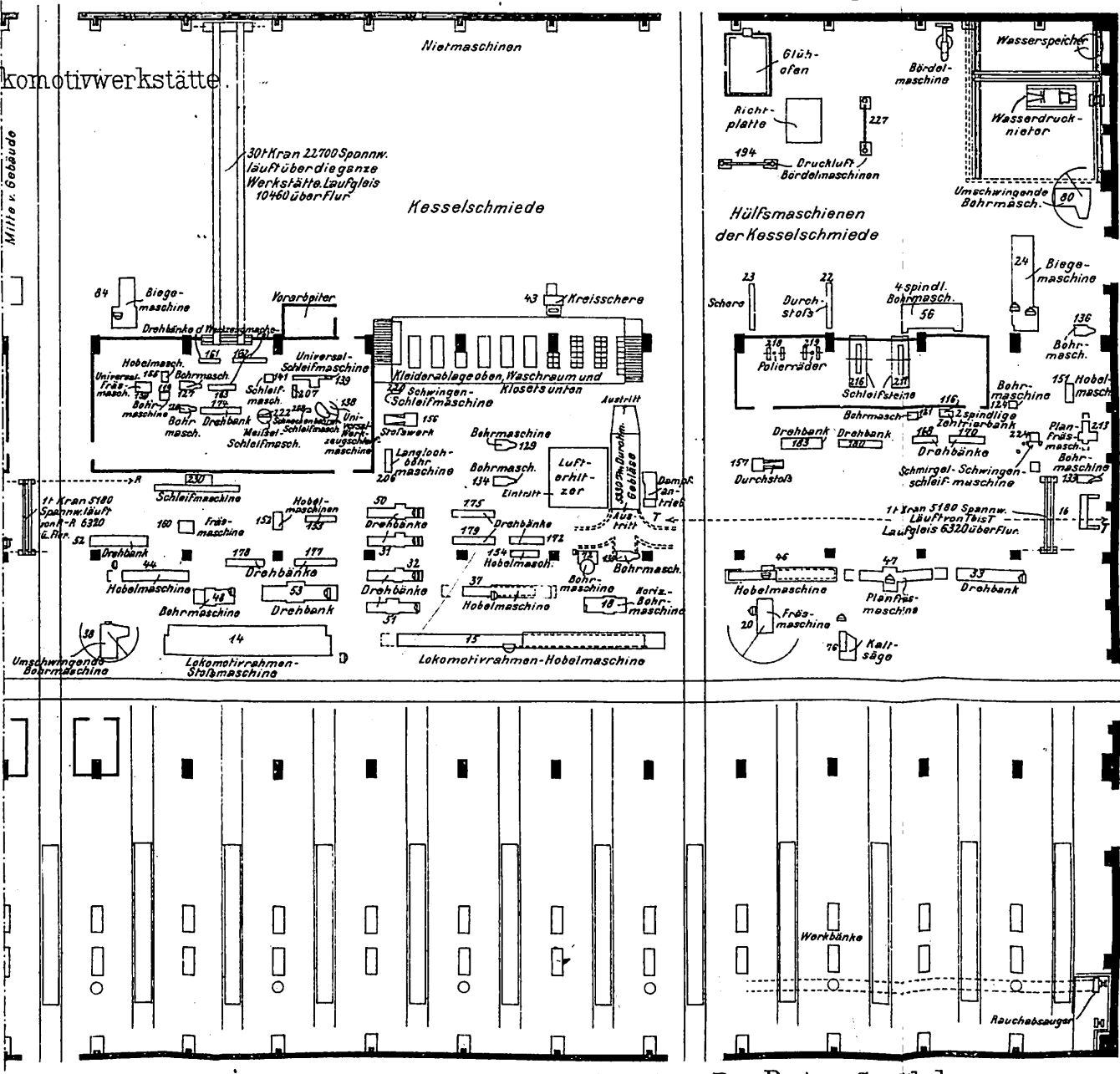
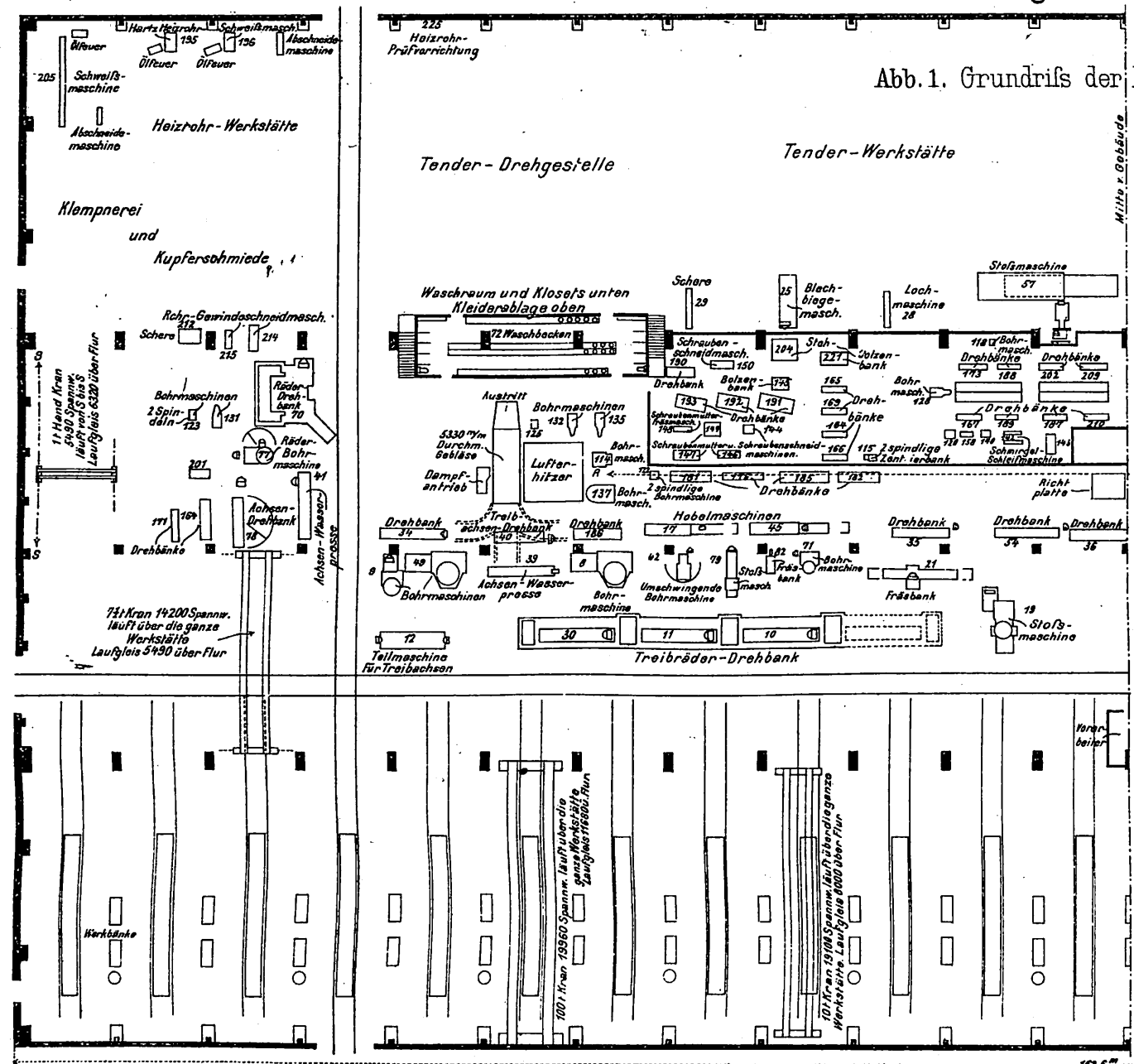


Abb. 3 u. 4. Kreuzung des Kanals Clichy.

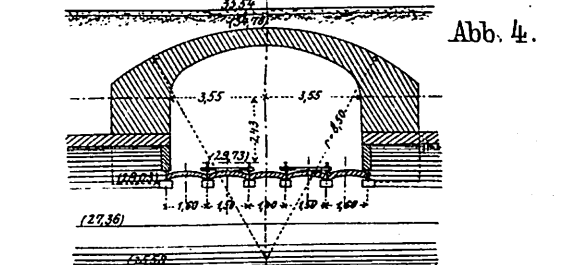
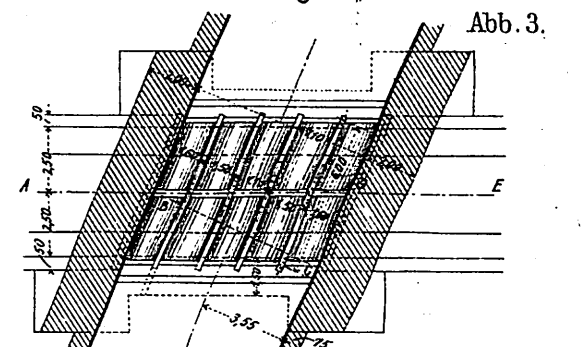


Abb. 5 u. 6. Kreuzung der Strecke 4.

