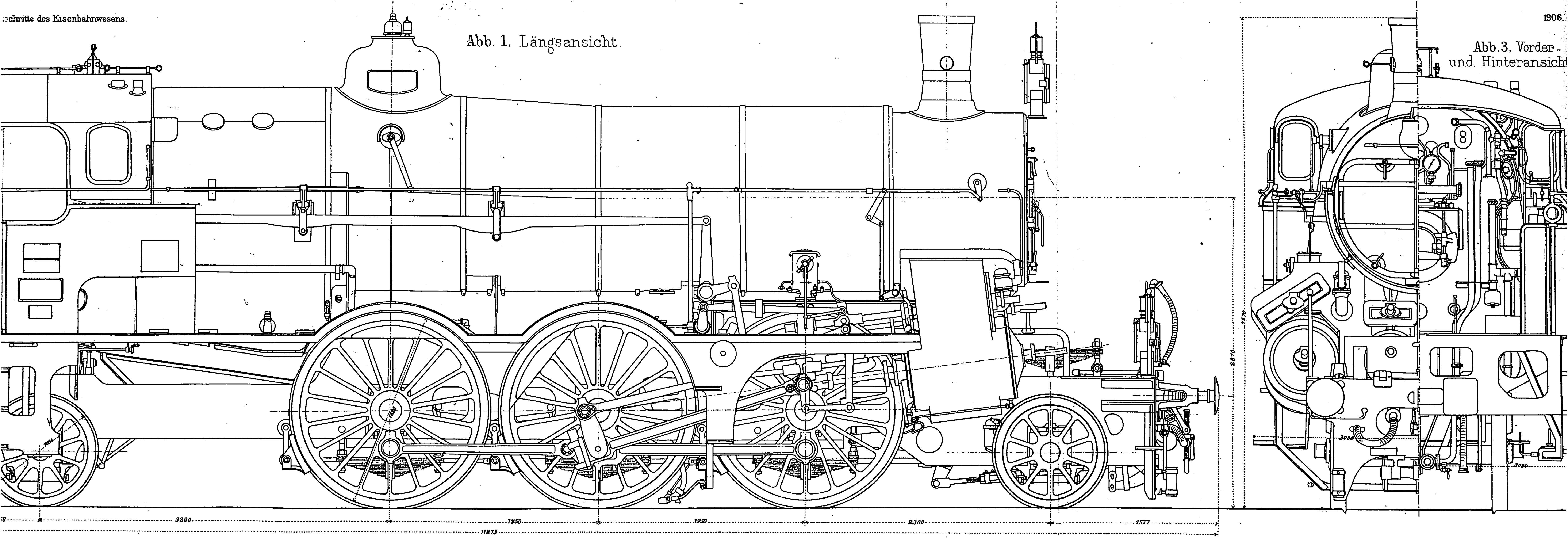
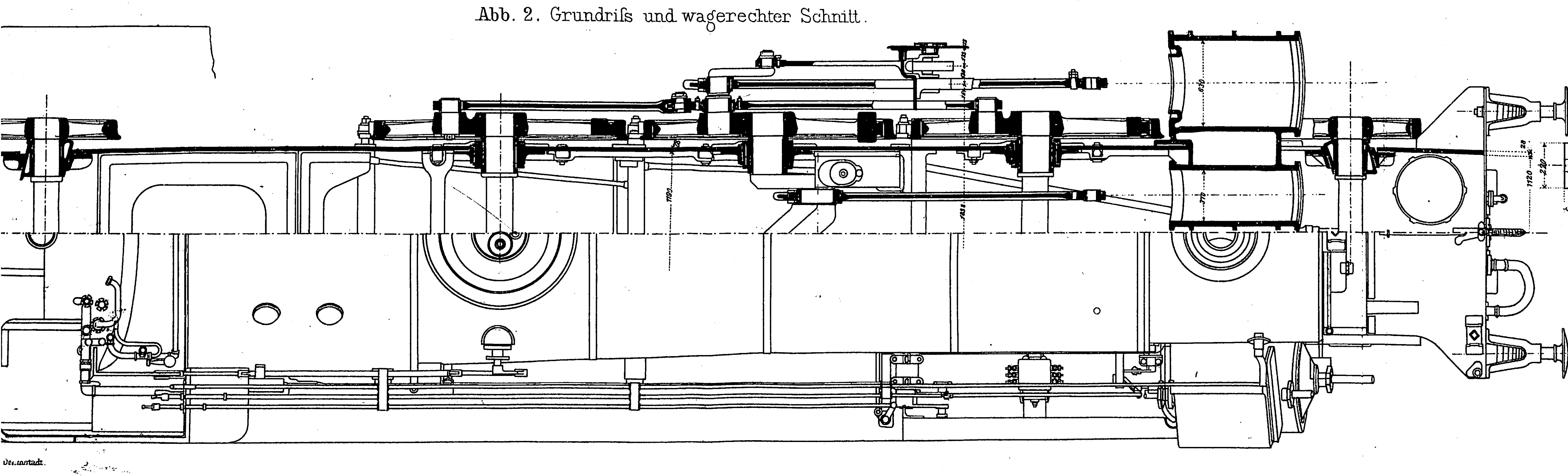
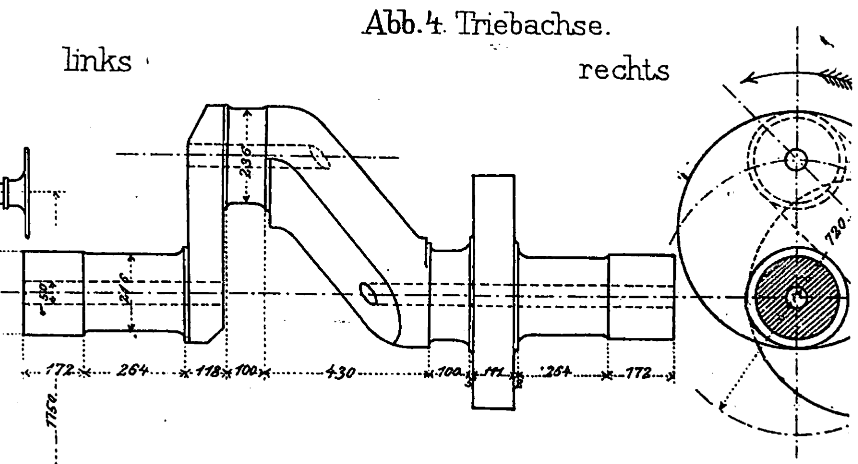






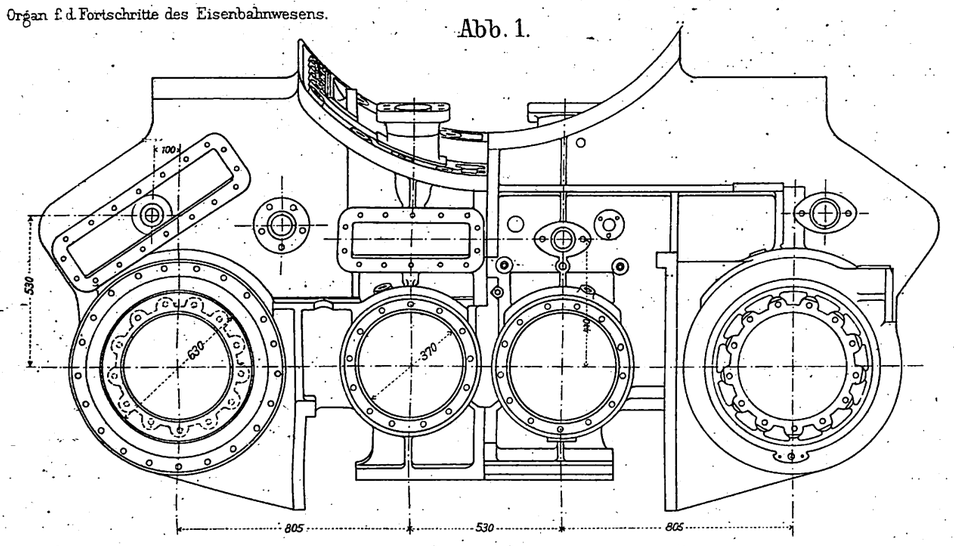
Vierzylindrige, 3/5 gekuppelte Schnellzug-Verbund-Lokomotive der österreichischen Staatsbahnen

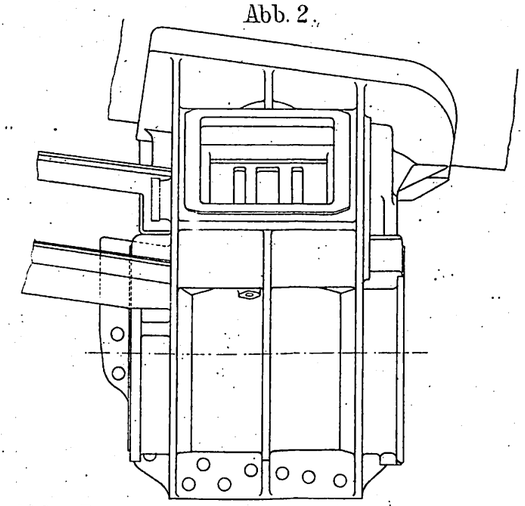
1:30 d. n. Gr.

C.W. Kreidel's V…
…stadt.

Vierzylindrige, ³/₅ gekuppelte Schnellzug-Verbund-Lokomotive der österreichischen Staatsbahnen.

Abb. 1-4.
Ansichten der Hoch- und Niederdruckzylinder.





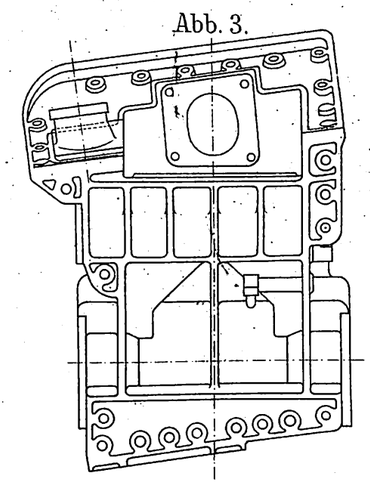
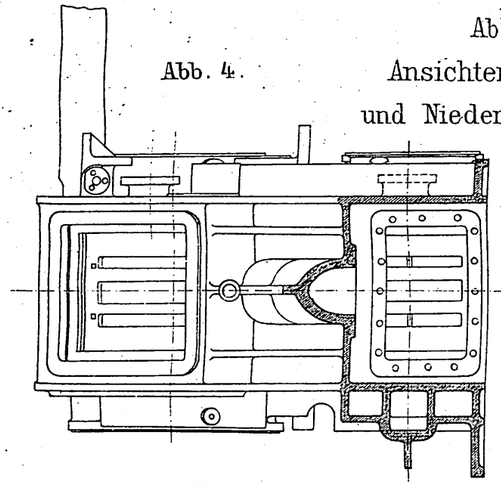
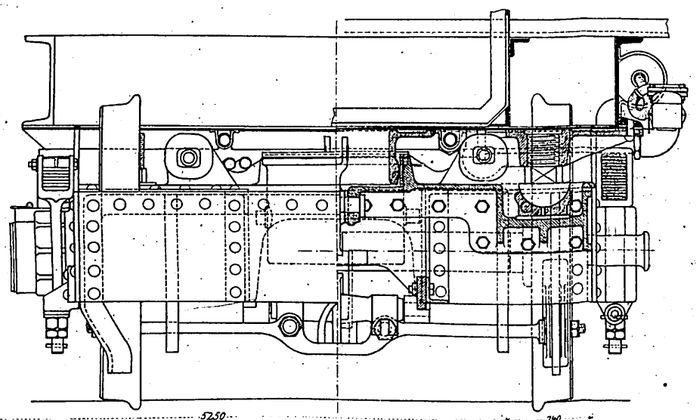
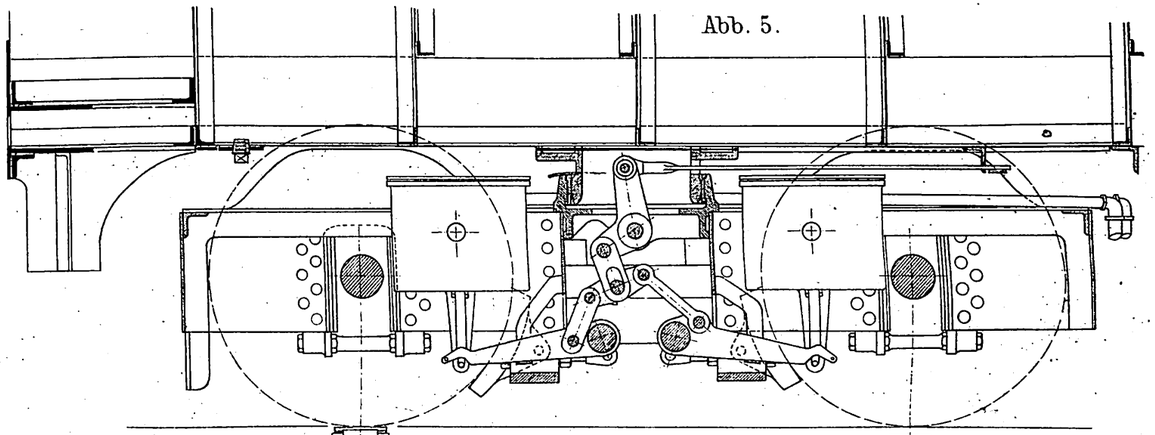
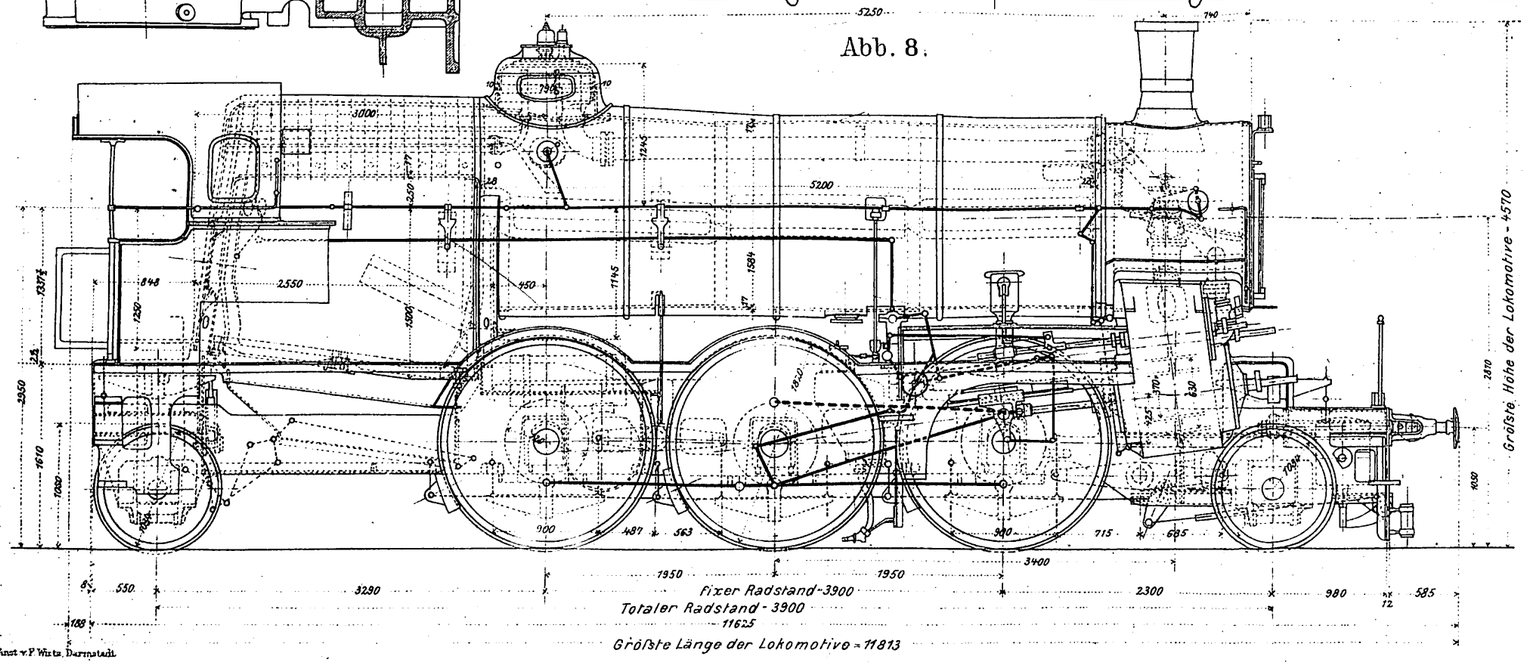


Abb. 5-7.
Einzelheiten des Tenders (Drehgestelle, Anordnung der Bremse, Rohrleitungen).









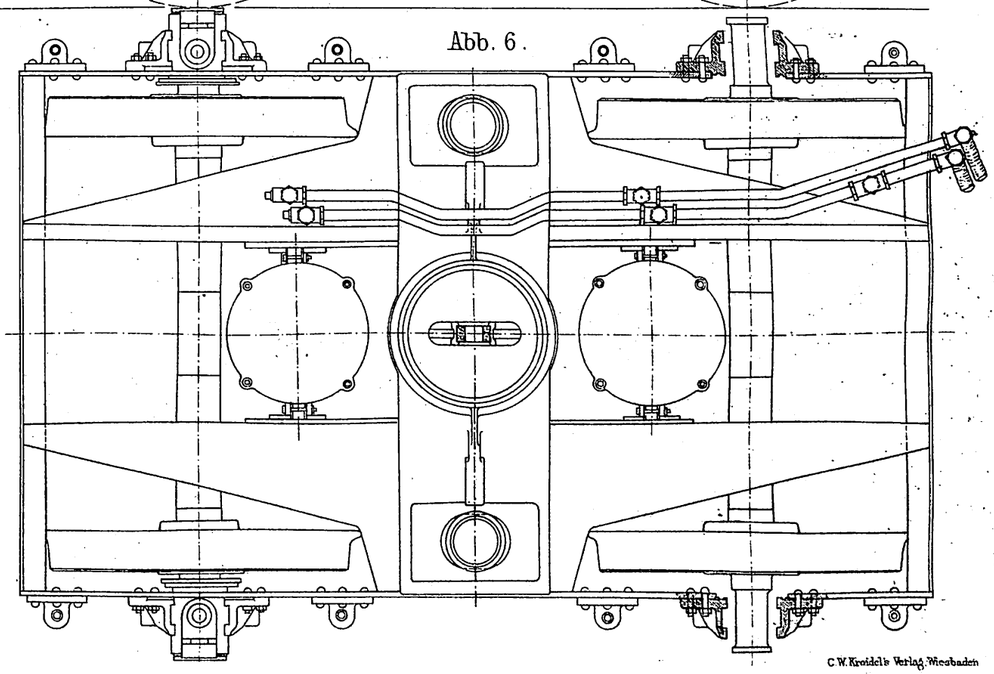


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Abb. 1. Längsansicht.

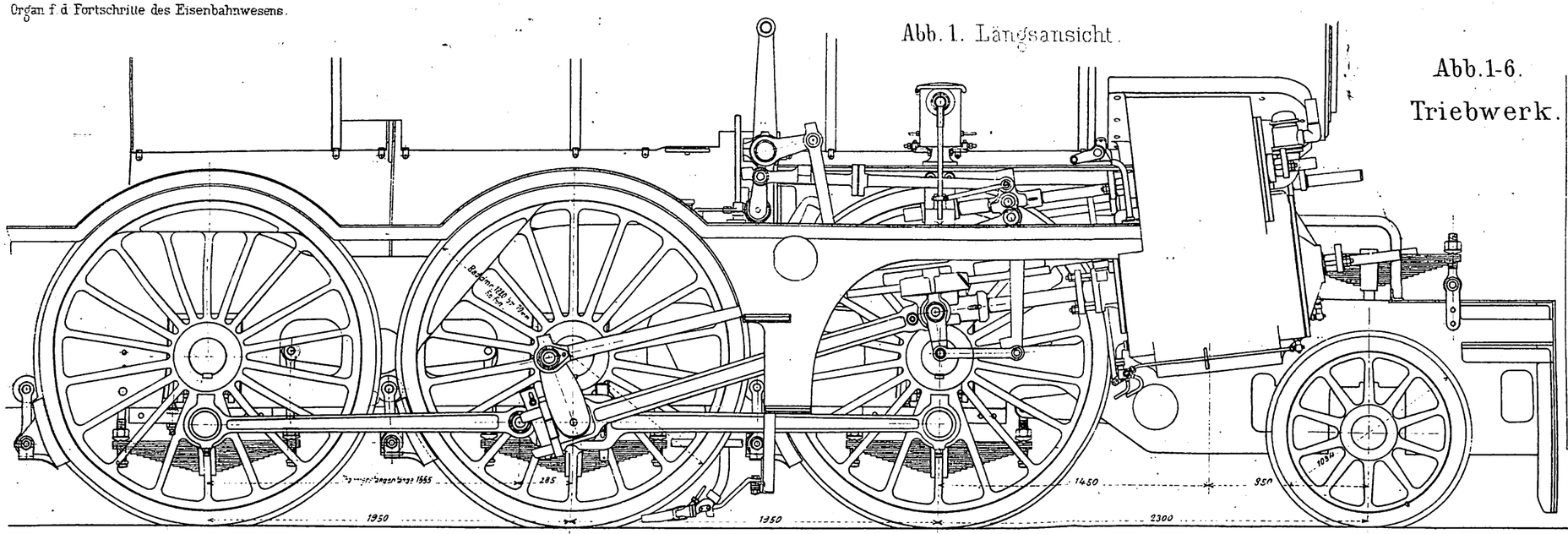


Abb. 1-6.
Triebwerk.

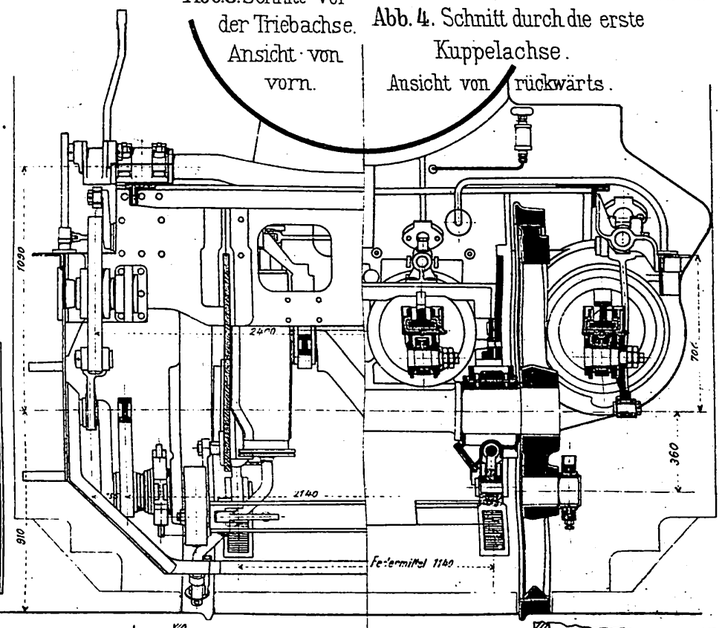
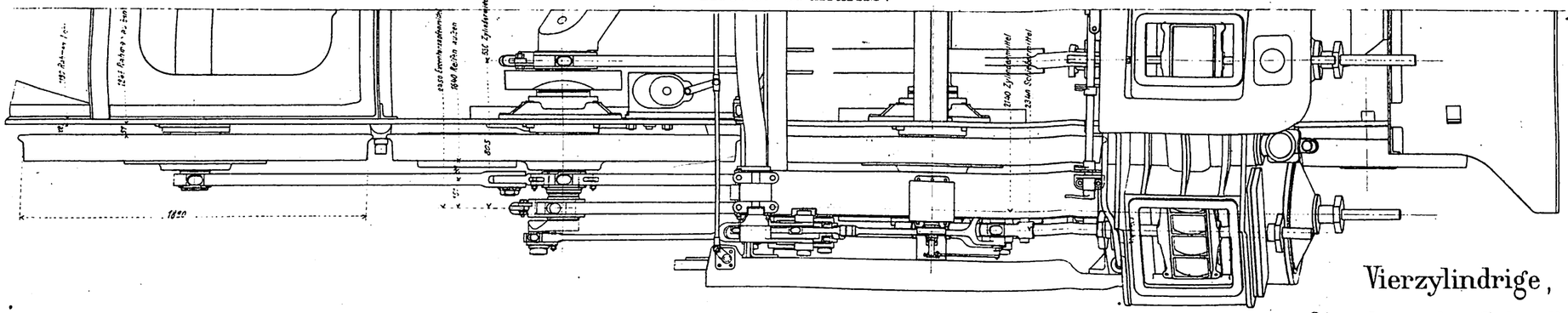


Abb. 3. Schnitt vor der Triebachse. Ansicht von vorn.

Abb. 4. Schnitt durch die erste Kuppelachse. Ansicht von rückwärts.

Abb. 2. Grundriss.



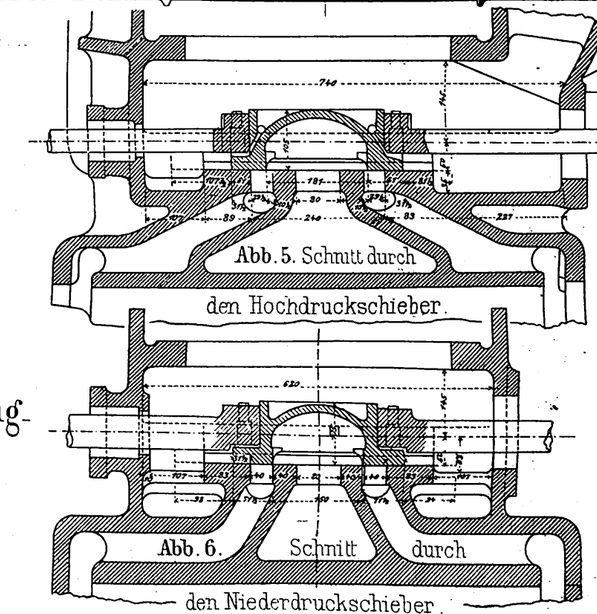
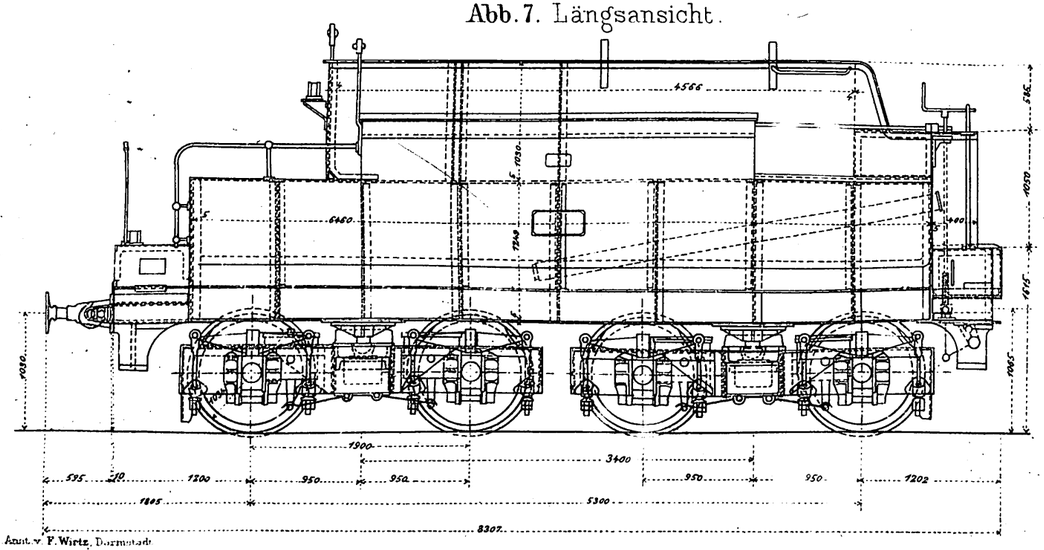


Abb. 5. Schnitt durch den Hochdruckschieber.

Abb. 6. Schnitt durch den Niederdruckschieber.

Vierzylindrige, ⅗ gekuppelte Schnellzug-Verbund-Lokomotive der österreichischen Staatsbahnen.

Abb. 7. Längsansicht.



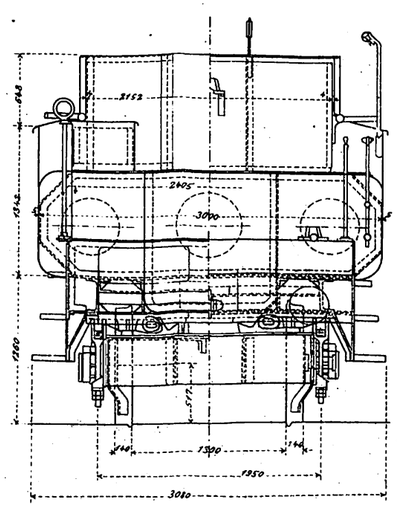


Abb. 7-9
Tender.

Abb. 9. Grundriss.

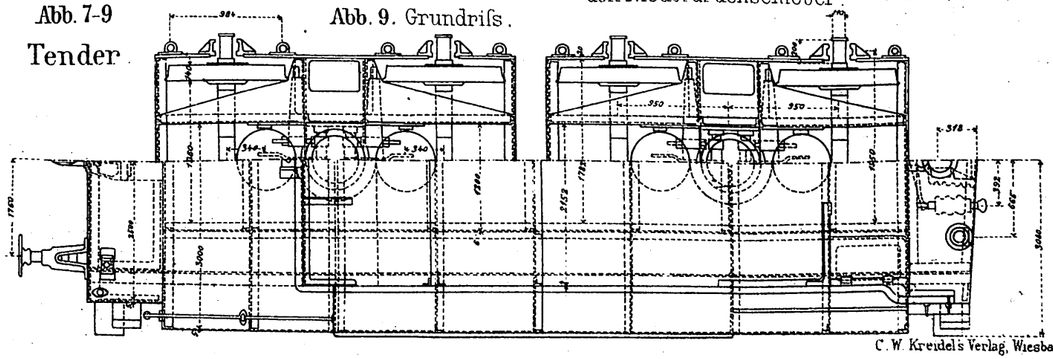


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Abb. 1.

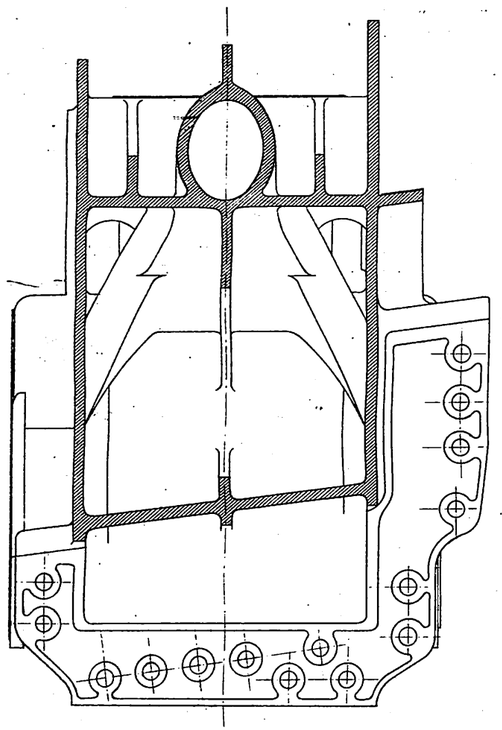


Abb. 2.

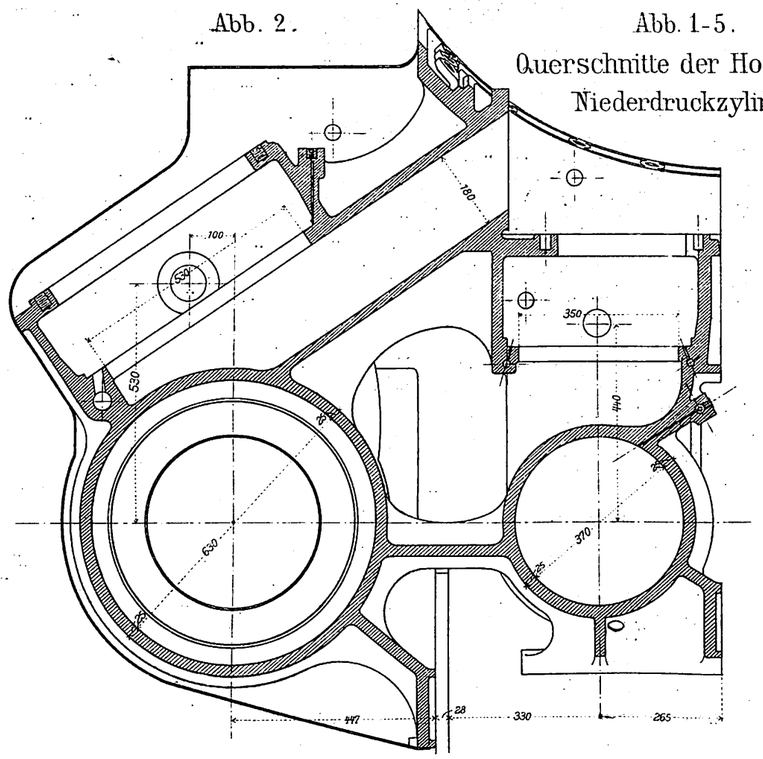


Abb. 1-5.
Querschnitte der Hoch- und Niederdruckzylinder.

Abb. 3.

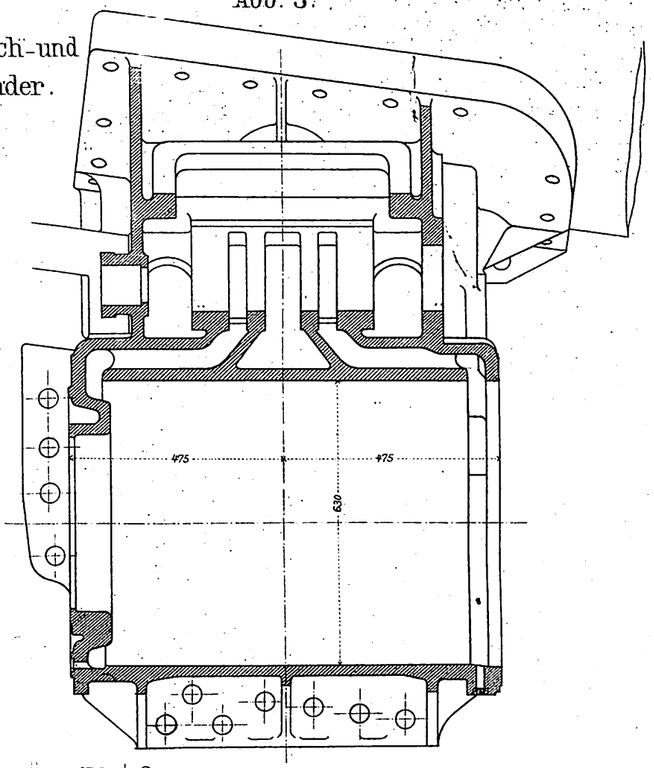


Abb. 4.

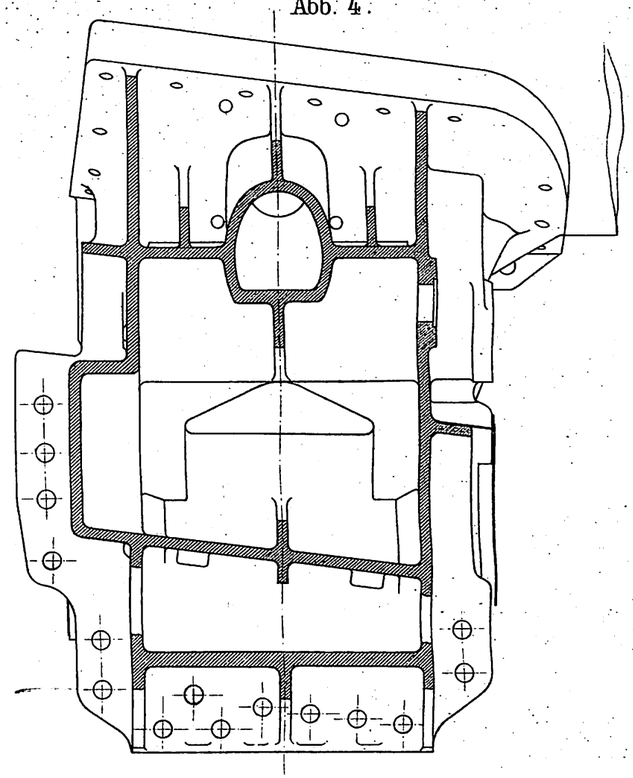


Abb. 6.

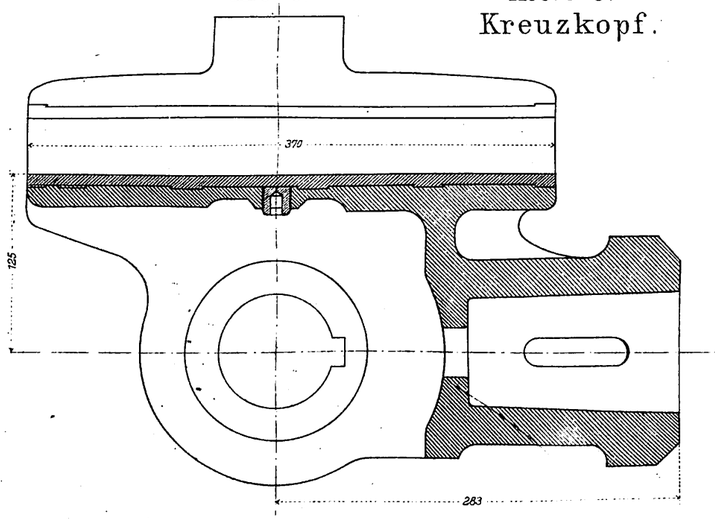


Abb. 6-8.
Kreuzkopf.

Abb. 7.

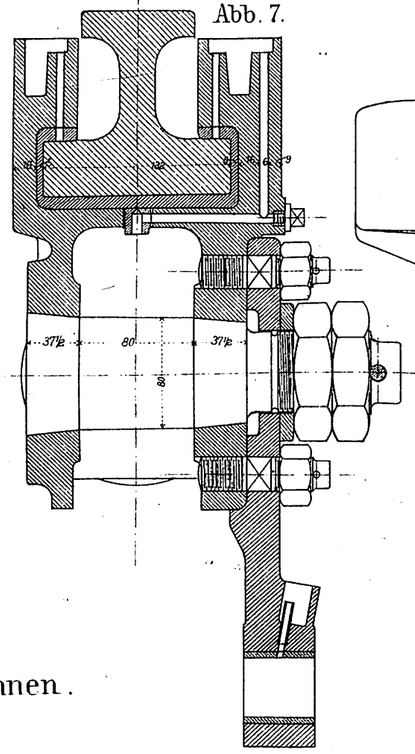


Abb. 8.

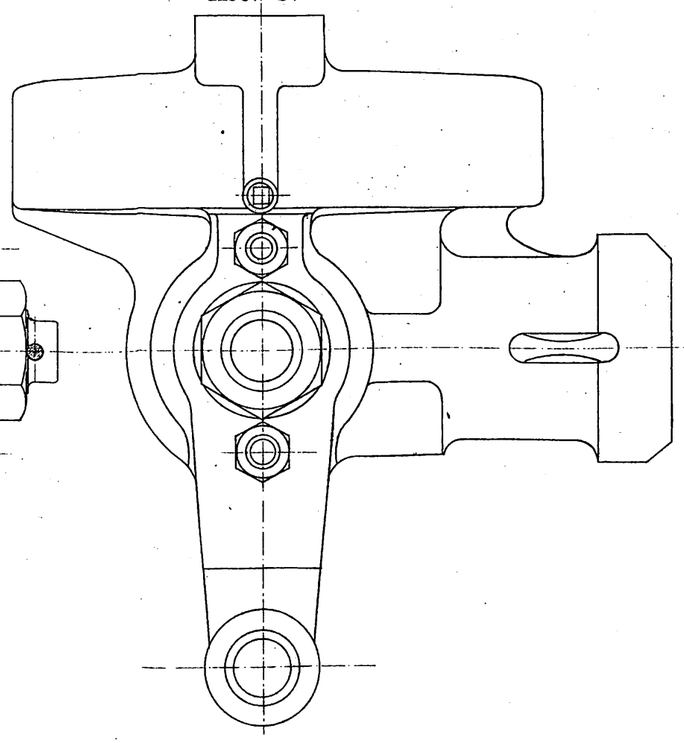
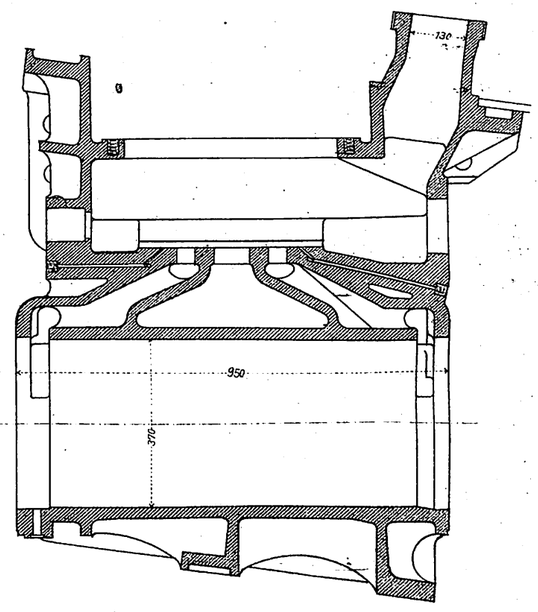


Abb. 5.



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Kreuzungs-Weiche W = 5° 25', mit Unterzugsplatten und Zungenkreuzungen.

(Oesterreichische Nordwestbahn.)

Abb. 1. Grundriss.

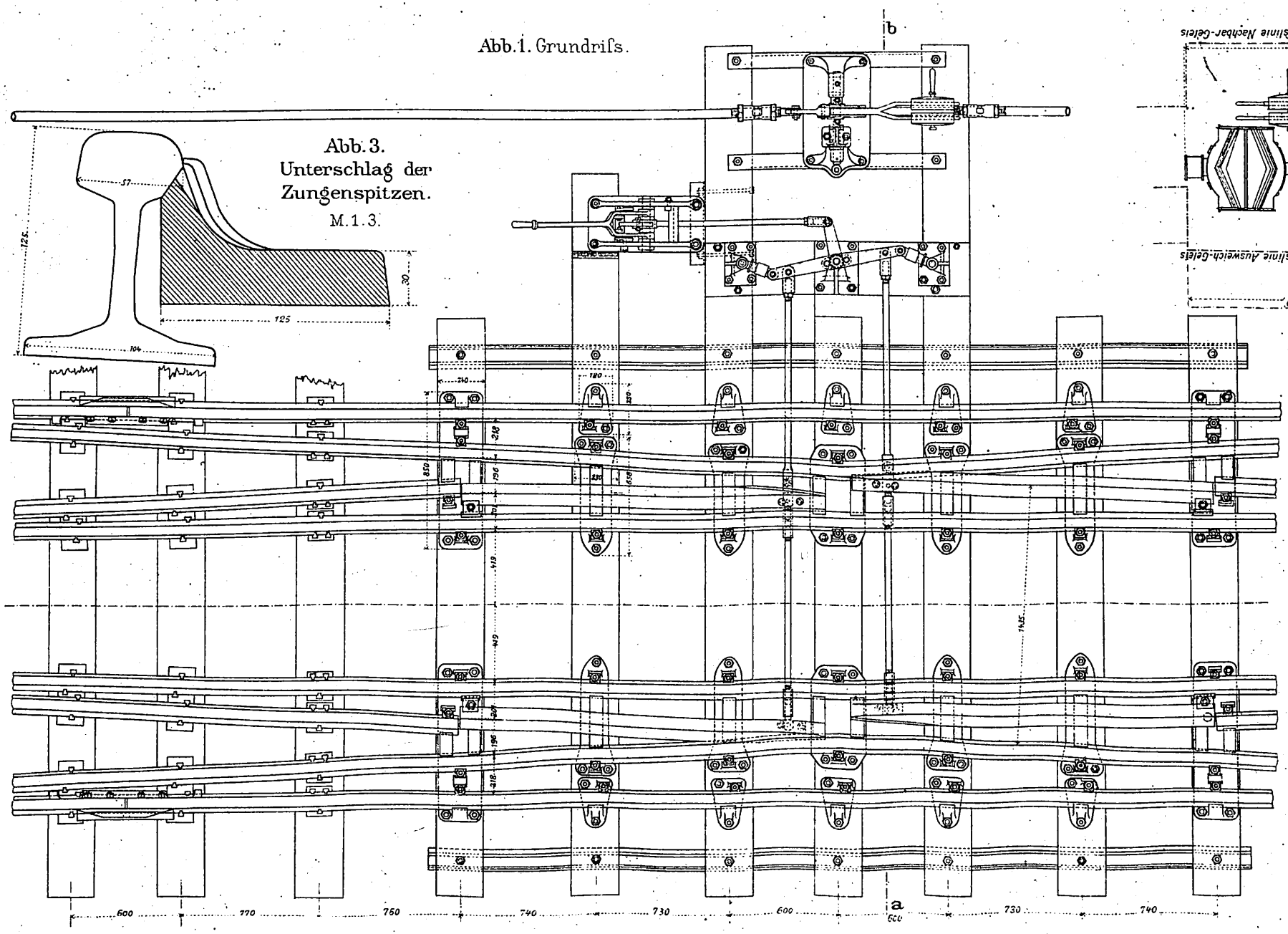
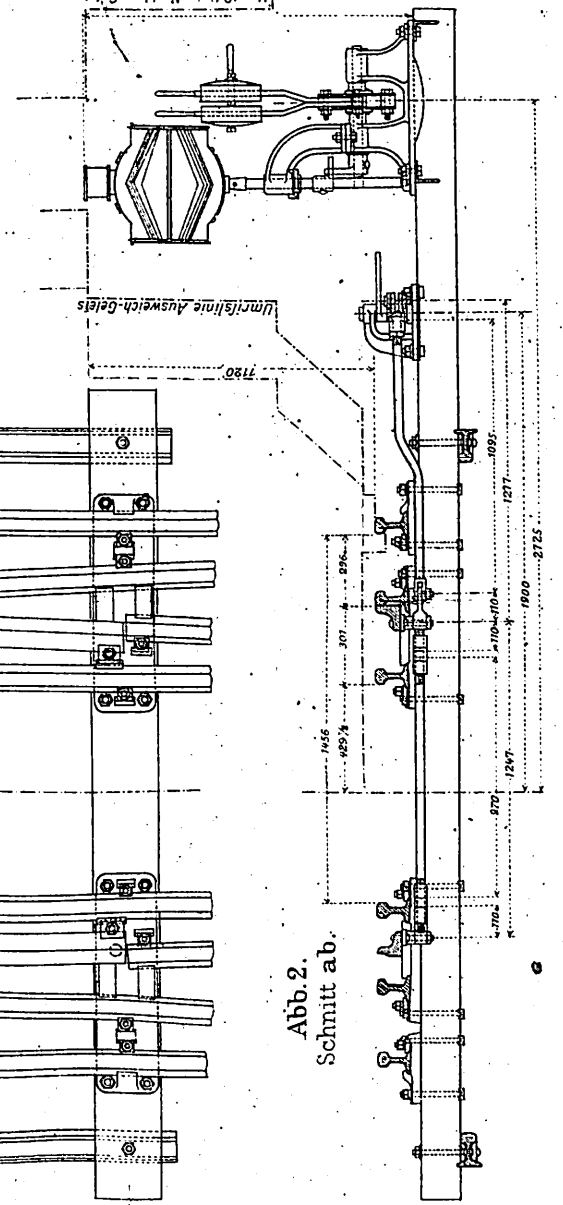


Abb. 3.
Unterschlag der Zungenspitzen.
M. 1. 3.

Abb. 2.
Schnitt ab.



M. 1 : 30.

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C. W. Kreidel's Verlag Wiesbaden.

Abb. 1-6. Versuche mit Wärmeschutzmitteln an Lokomotiven.

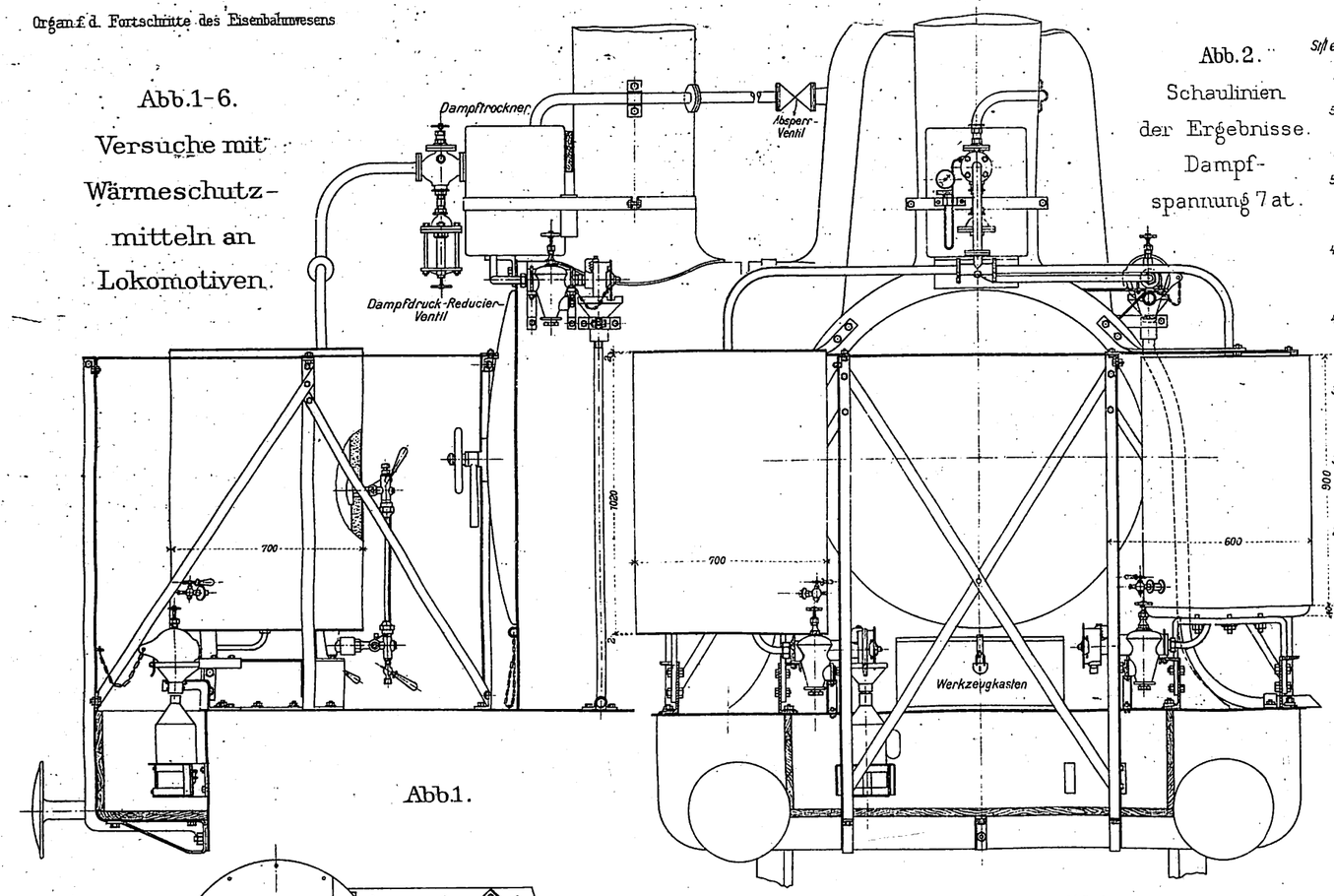

Abb. 1.

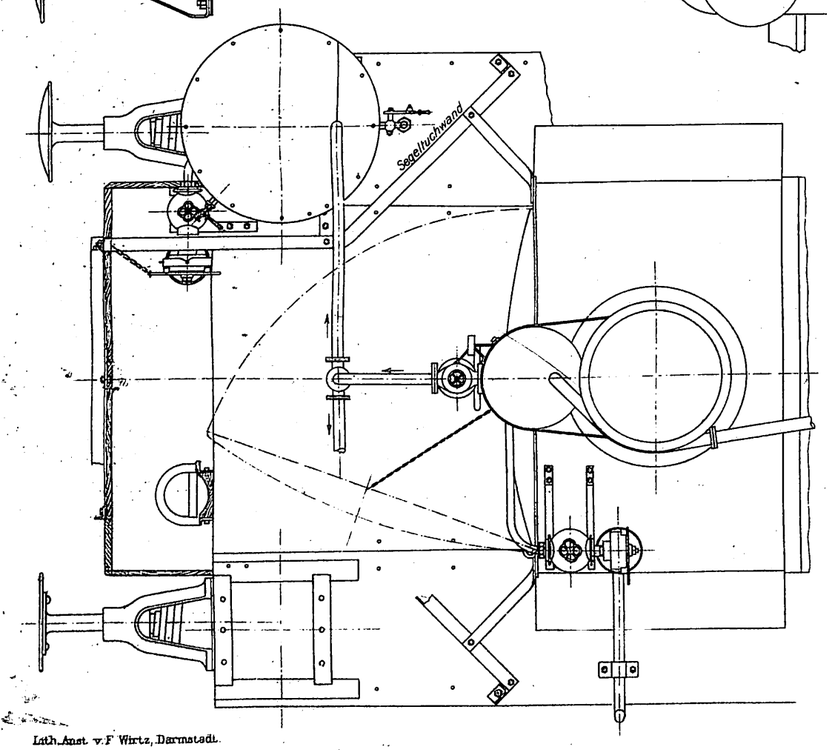

Abb. 2. Schaulinien der Ergebnisse. Dampfspannung 7 at.

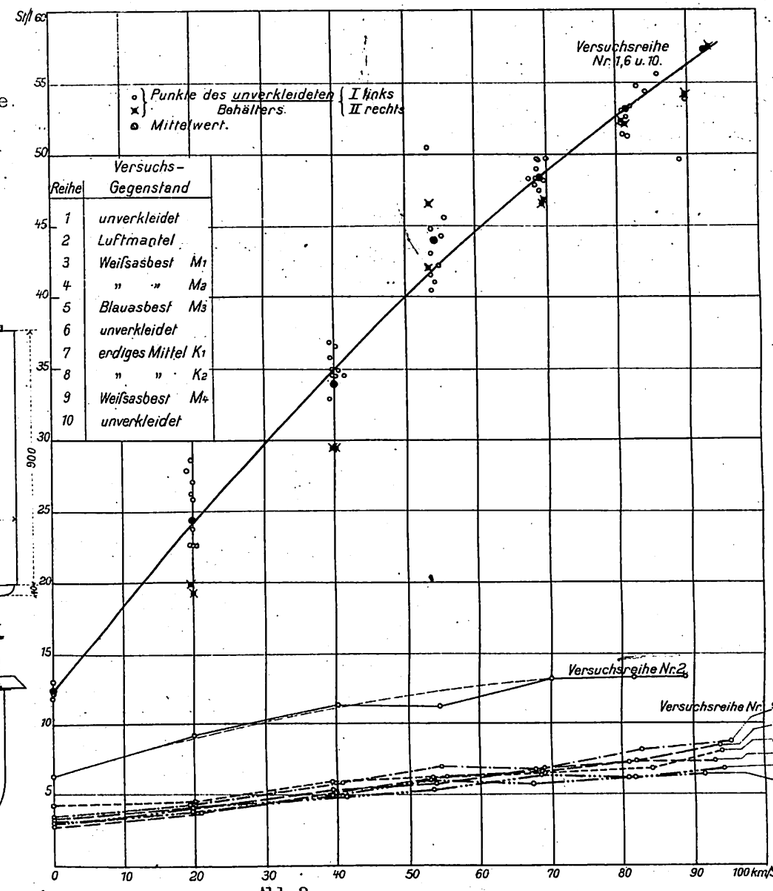

Abb. 3.

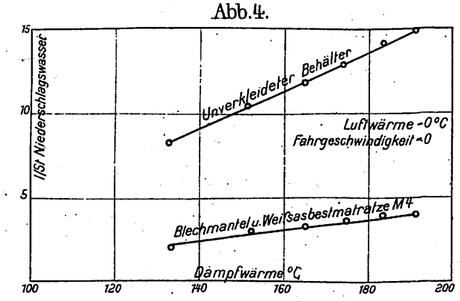

Abb. 4.

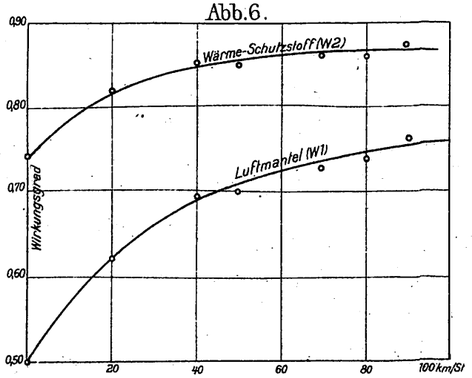

Abb. 6.

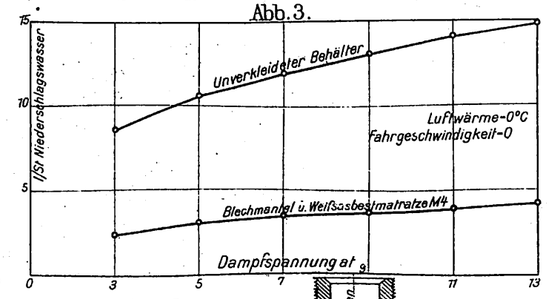

Abb. 8. Sicherheitsventil für Dampfzylinder. Norfolk und West-Bahn.

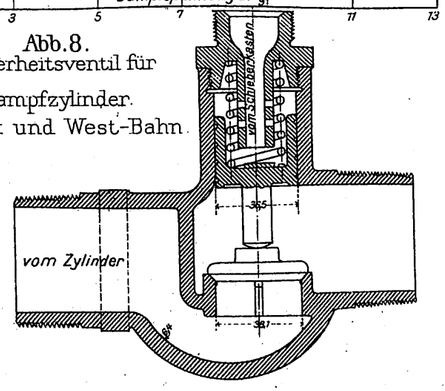

Abb. 7. Entnahme einer Probe aus einer Lokomotivachse.

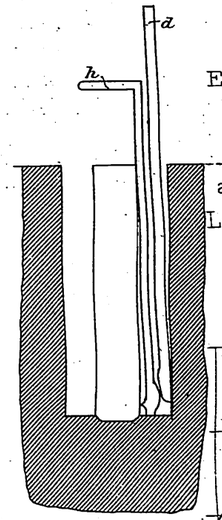

Abb. 5.

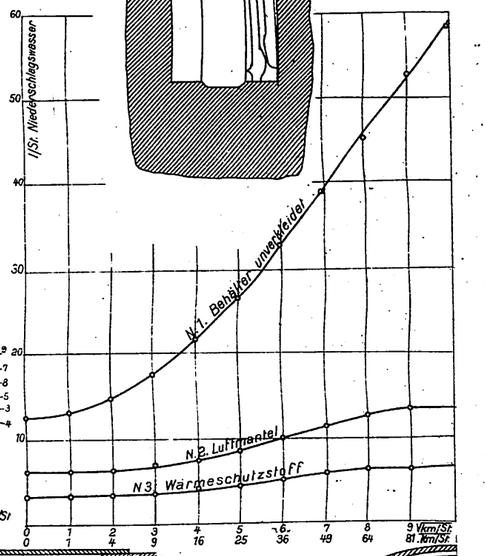

Abb. 9. Feuerschirm.

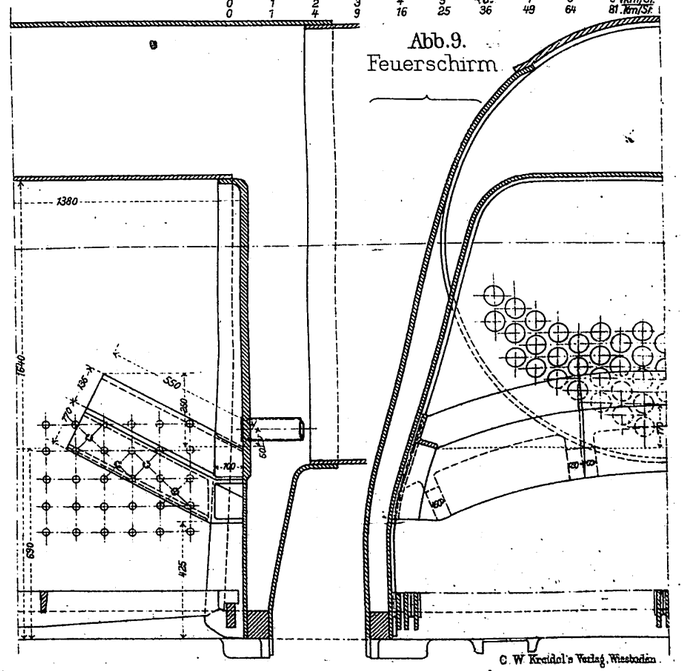

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Abb. 1.
Lageplan
M. 1:4600.

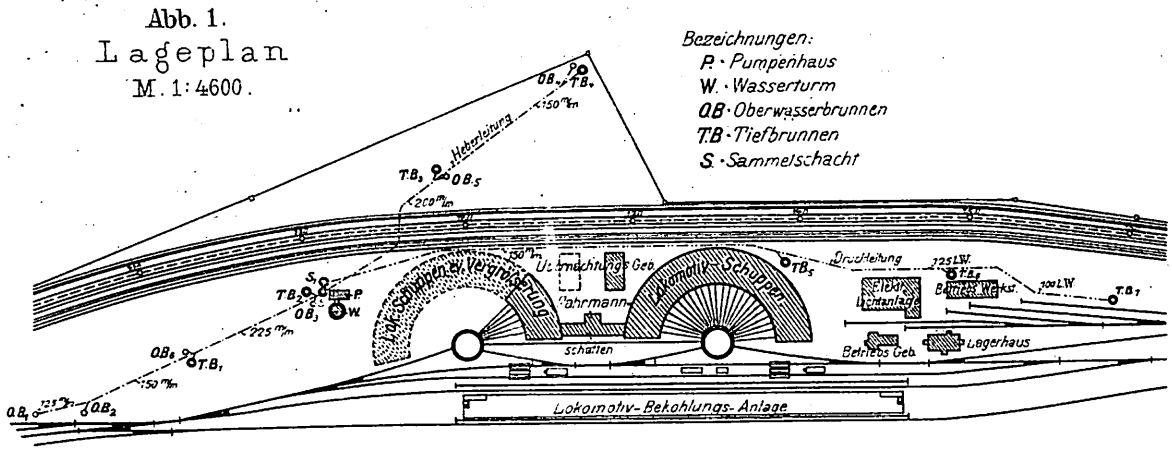
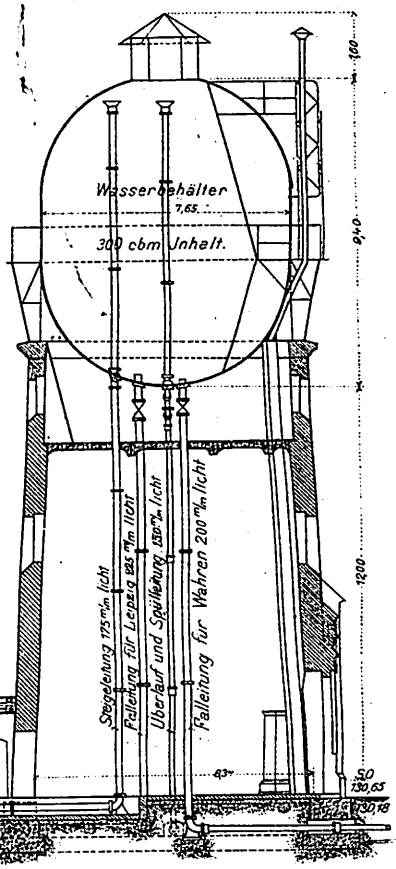
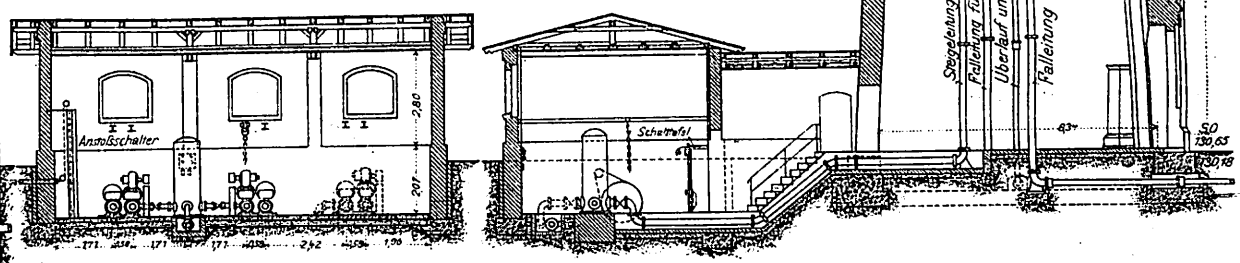
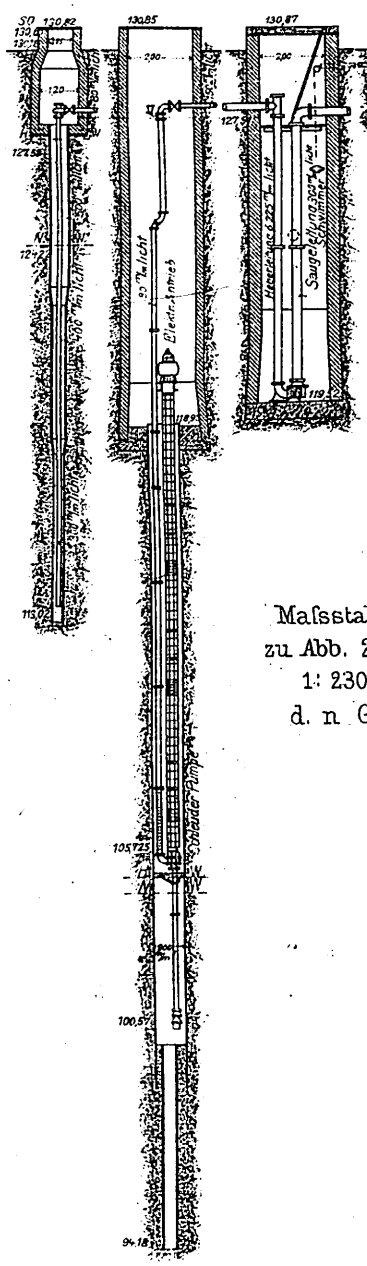


Abb. 2. Schnitt A B.



Pumpenhaus Schnitt C D. Pumpenhaus Schnitt A B.





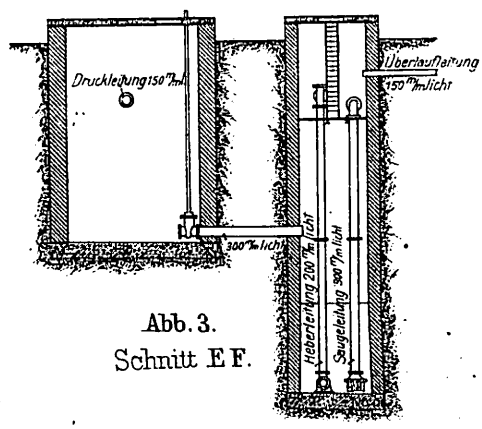


Abb. 3.
Schnitt E F.

Abb. 4. Grundrifs.

Mafsstab
zu Abb. 2-4
1: 230
d. n. Gr.

Abb. 1-4.
Wasserstation auf Bahnhof Wahren bei Leipzig.

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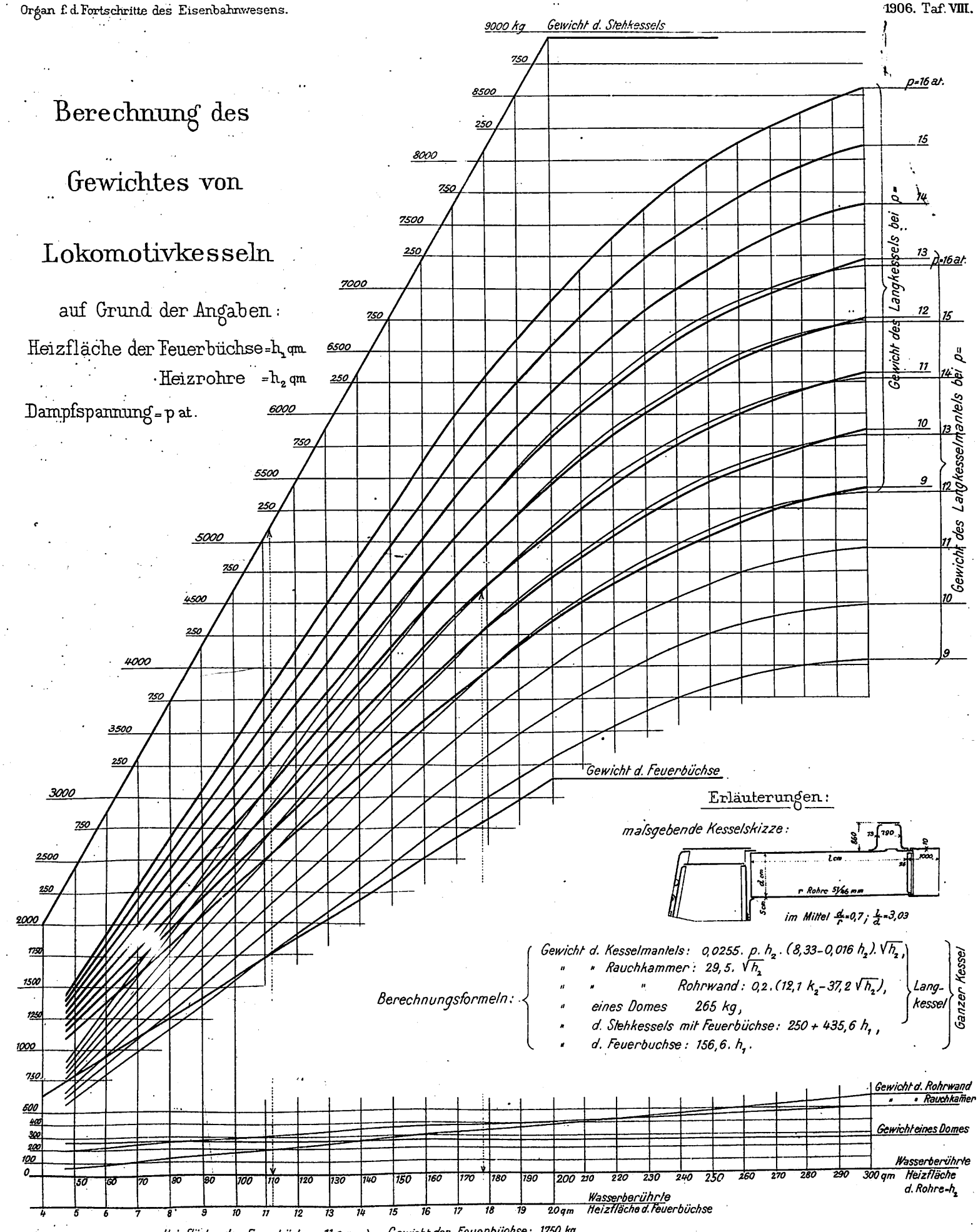
Berechnung des Gewichtes von Lokomotivkesseln

auf Grund der Angaben:

Heizfläche der Feuerbüchse = h_1 qm

" Heizrohre = h_2 qm

Dampfspannung = p at.



Erläuterungen:

maßgebende Kesselskizze:

im Mittel $\frac{d_m}{r} = 0{,}7$; $\frac{l_m}{d} = 3{,}03$

Berechnungsformeln:

- Gewicht d. Kesselmantels: $0{,}0255 \cdot p \cdot h_2 \cdot (8{,}33 - 0{,}016\, h_2) \cdot \sqrt{h_2}$,
- " " Rauchkammer: $29{,}5 \cdot \sqrt{h_2}$
- " " " Rohrwand: $0{,}2 \cdot (12{,}1\, k_2 - 37{,}2 \sqrt{h_2})$,
- " eines Domes 265 kg,
- " d. Stehkessels mit Feuerbüchse: $250 + 435{,}6\, h_1$,
- " d. Feuerbuchse: $156{,}6 \cdot h_1$.

} Langkessel

} Ganzer Kessel

Beispiel: Die bezüglichen Höhen sind eingestrichelt.

Heizfläche der Feuerbüchse: 11,2 qm
" " Rohre: 170,8 "
Dampfspannung: 11 at

Gewicht der Feuerbüchse: 1750 kg
" des Stehkessels: 5100 "
" " Langkessels: 4550 "

} Gewicht des ganzen Kessels: 9700 kg.

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Abb. 1. u. 2. Überhitzerrohre einer 3/6 gek. Heißdampflokomotive der Erie-Bahn.

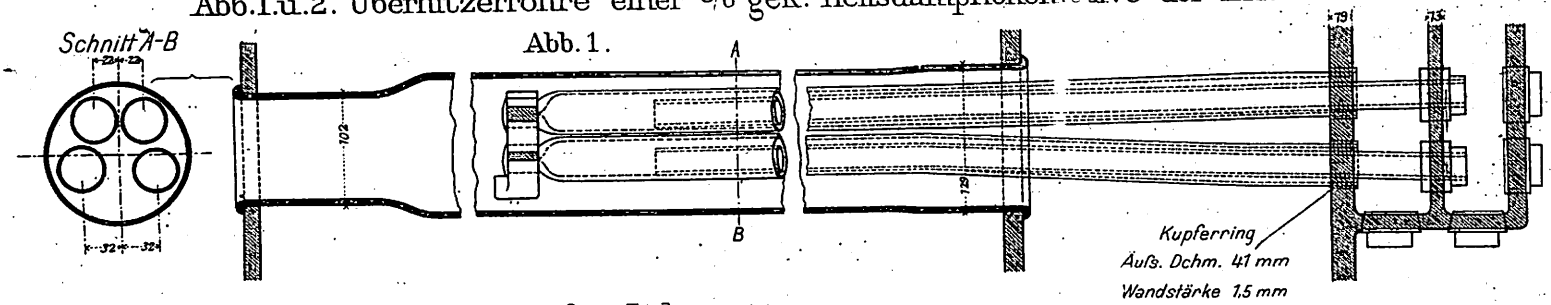


Abb. 3. Feuerungsvorrichtung für Lokomotiven. Cheasepeake-Ohio-Bahn.

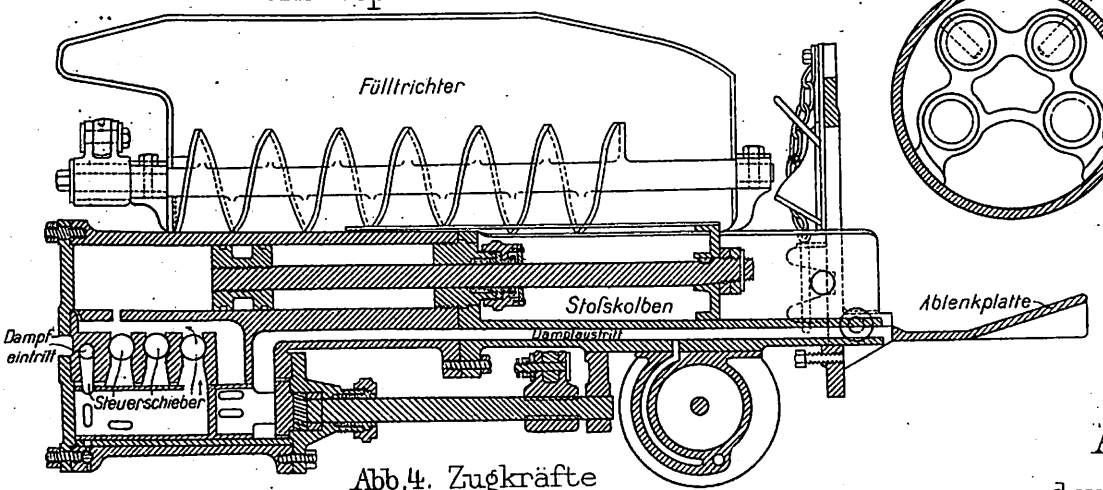


Abb. 2.

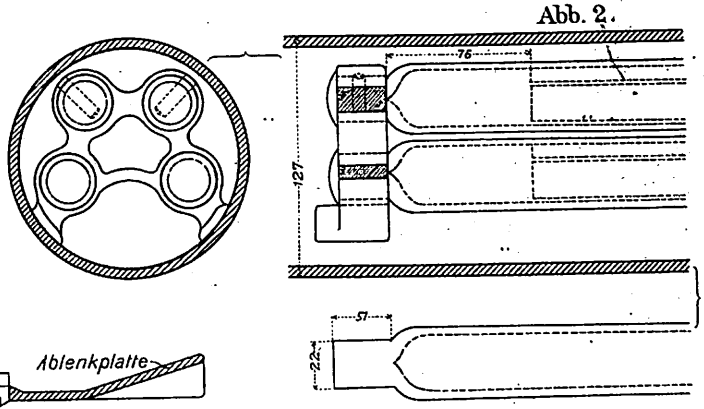
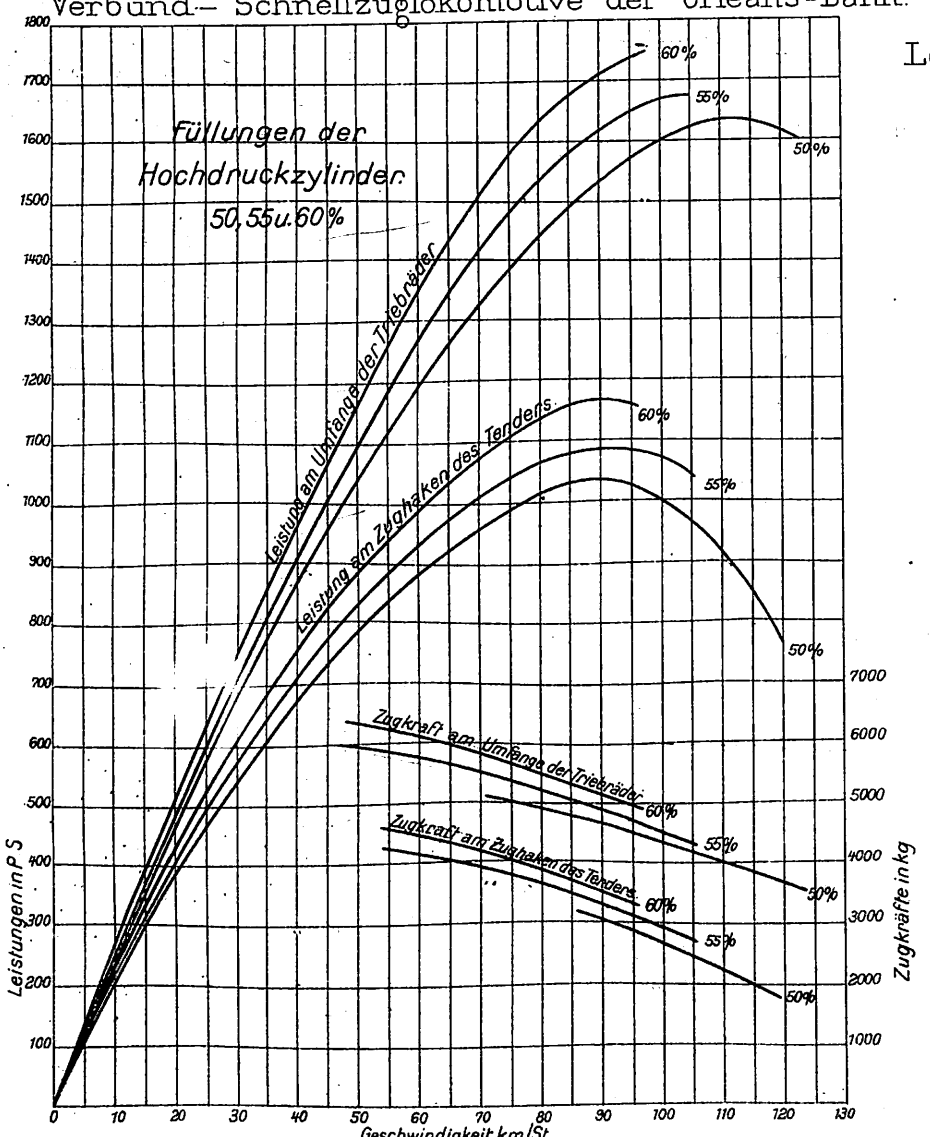


Abb. 4. Zugkräfte und Leistungen einer 2/5 gek. Vierzylinder-Verbund-Schnellzuglokomotive der Orleans-Bahn.



Zugkräfte und Leistung am Zughaken des Tenders und am Umfange der Triebräder.

Abb. 5. Anordnung der Fettschmierung für Kurbelzapfen an den Güterzug-Lokomotiven der Lehigh-Valley-Bahn.

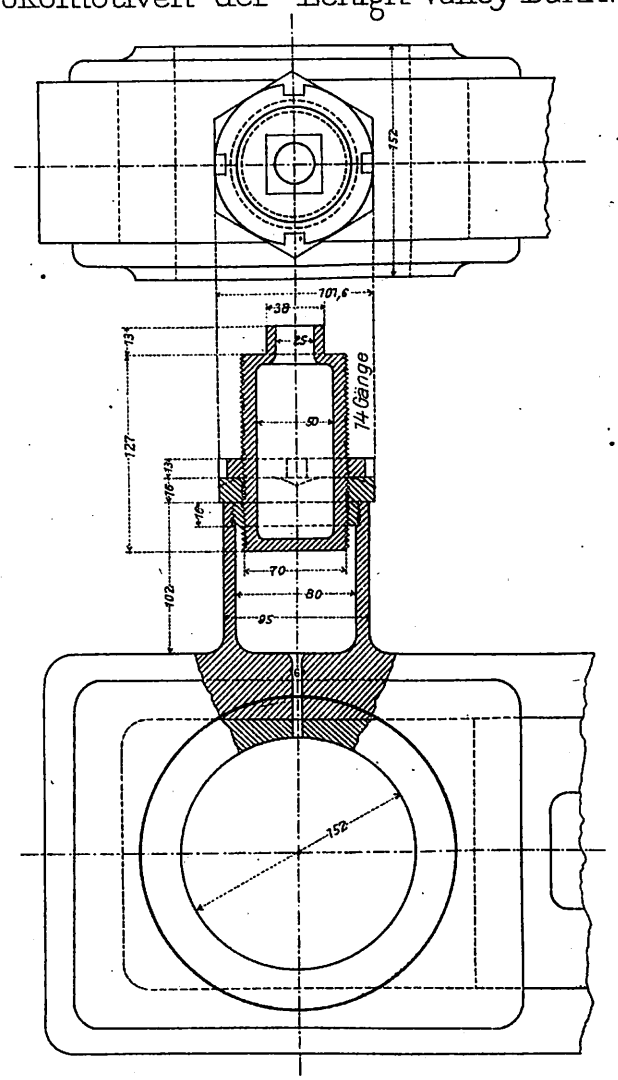


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Abb. 1-4. Motor-Dräsine „Duplex" der Gesellschaft für Bahnbedarf in Hamburg.

Abb. 1.

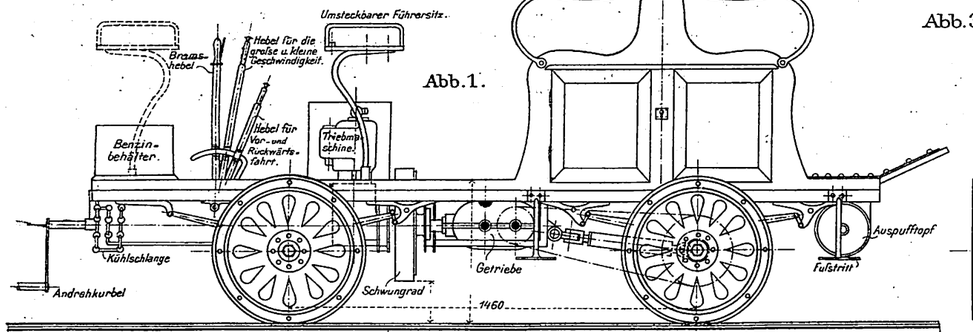


Abb. 3.

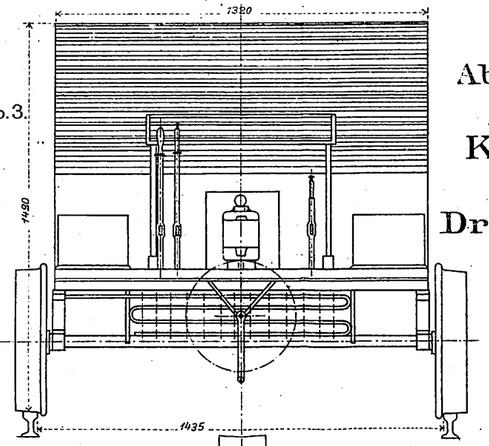


Abb. 2.

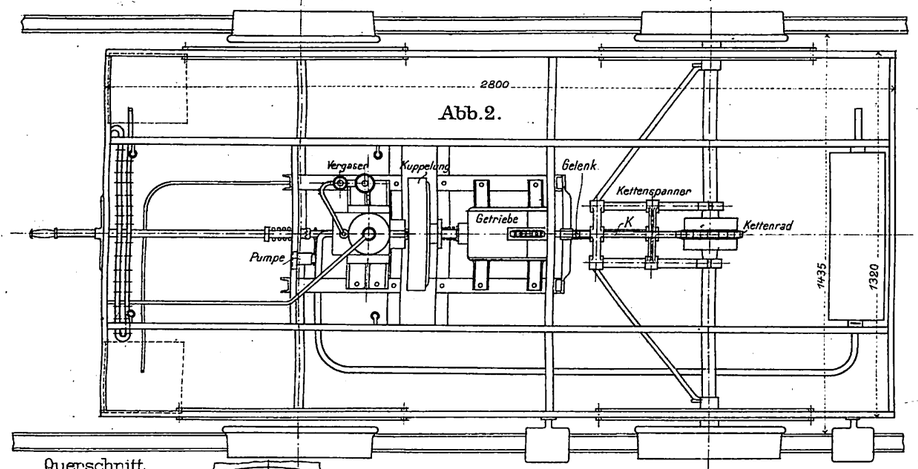


Abb. 4.

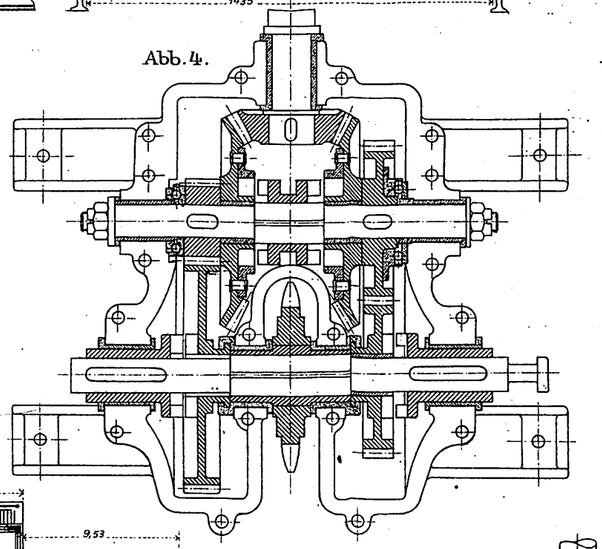


Abb. 1-7. Kraftdräsinen.

Abb. 5-7. Kraftdräsine der Brennaborwerke Brandenburg a/H.

Abb. 5.

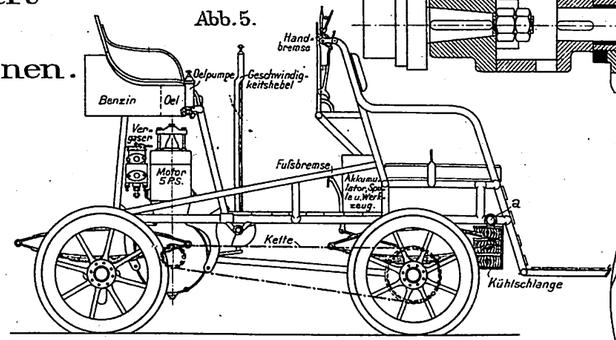


Abb. 7. Geschwindigkeitswechsel der Brennabordräsine.

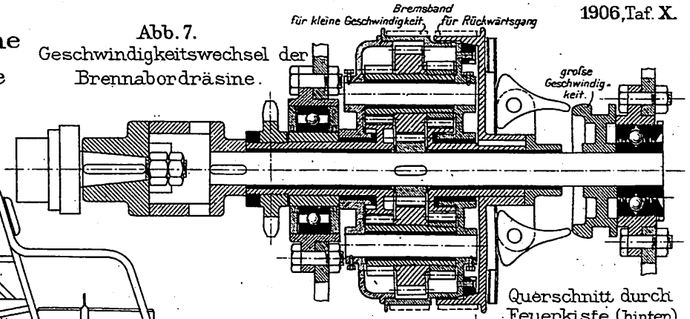
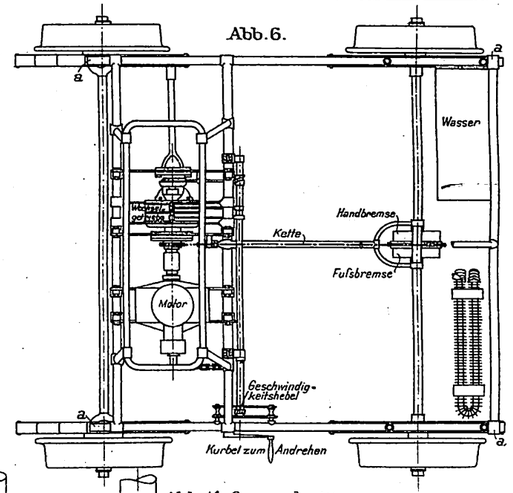
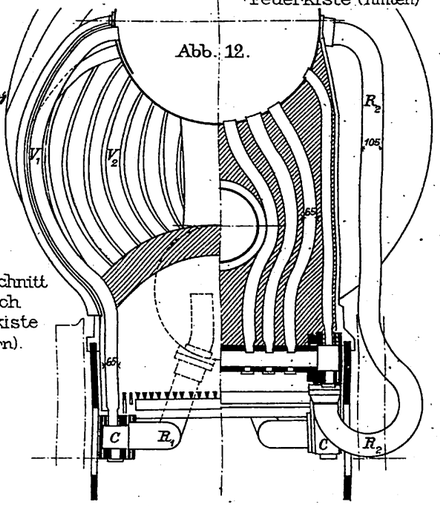


Abb. 6.



Querschnitt durch Feuerkiste (hinten)

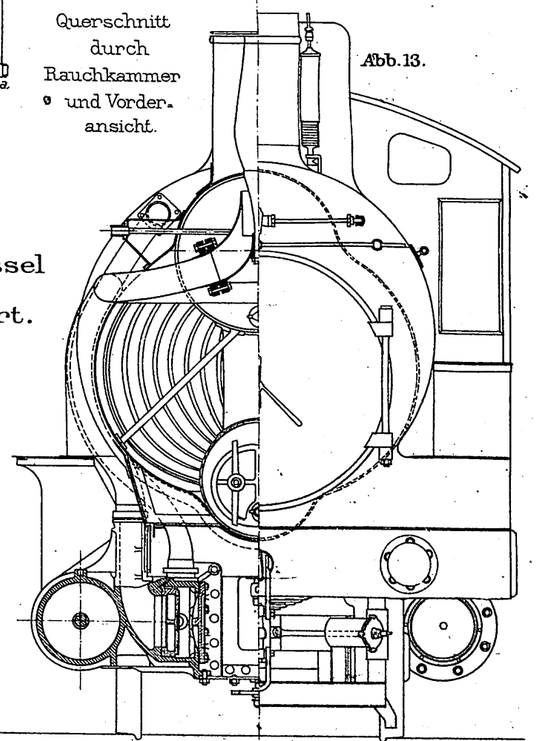
Abb. 12.



Querschnitt durch Feuerkiste (vorn).

Querschnitt durch Rauchkammer und Vorderansicht.

Abb. 13.



Querschnitt durch Rohrbündel und Bisselgestell.

Querschnitt durch Triebachse.

Abb. 10.

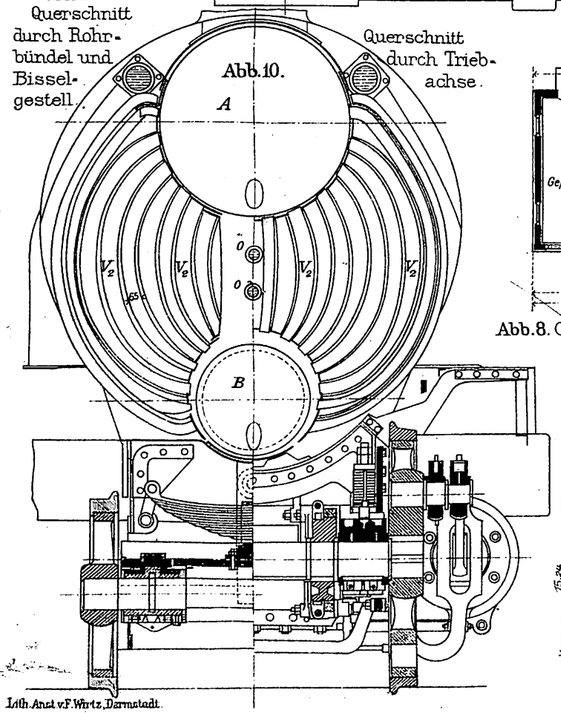


Abb. 8.

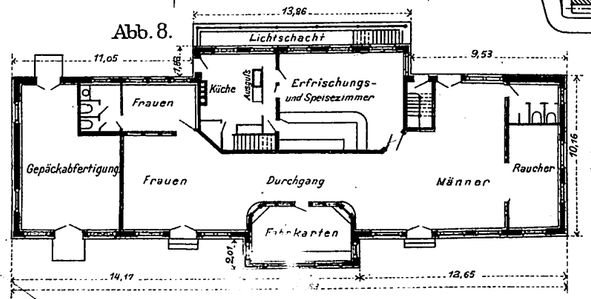


Abb. 8. Grundriss des Empfangsgebäudes der Grand Rapids u. Jndiana-Bahn in Cadillac, Michigan.

Abb. 8 u. 9. Empfangsgebäude der Grand Rapids und Jndiana-Bahn.

Abb. 11.

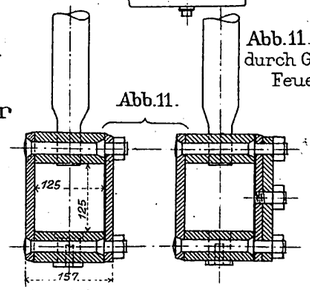
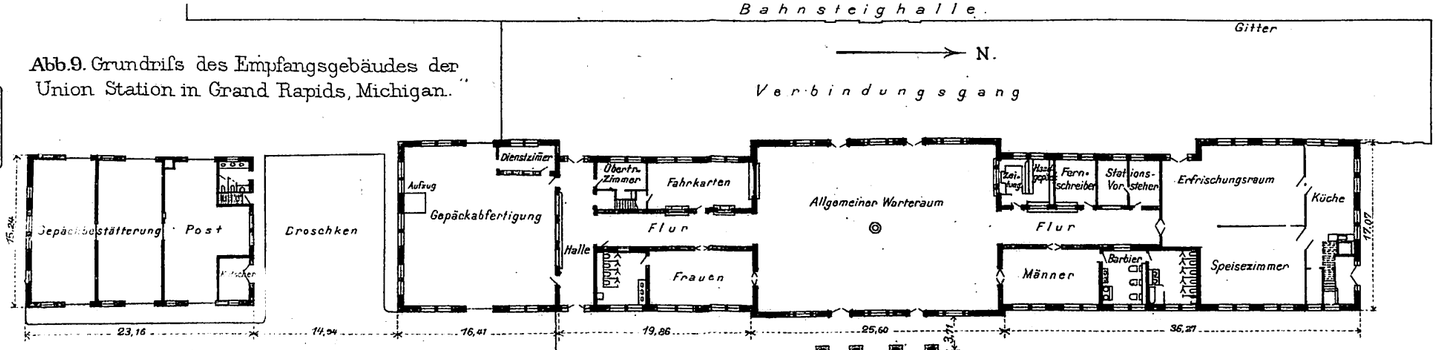


Abb. 11. Querschnitt durch Grundring der Feuerkiste.

Abb. 10-13. Wasserrohrkessel Bauart Robert.

Abb. 9. Grundriss des Empfangsgebäudes der Union Station in Grand Rapids, Michigan.



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

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