

Abb. 1. Längsansicht.

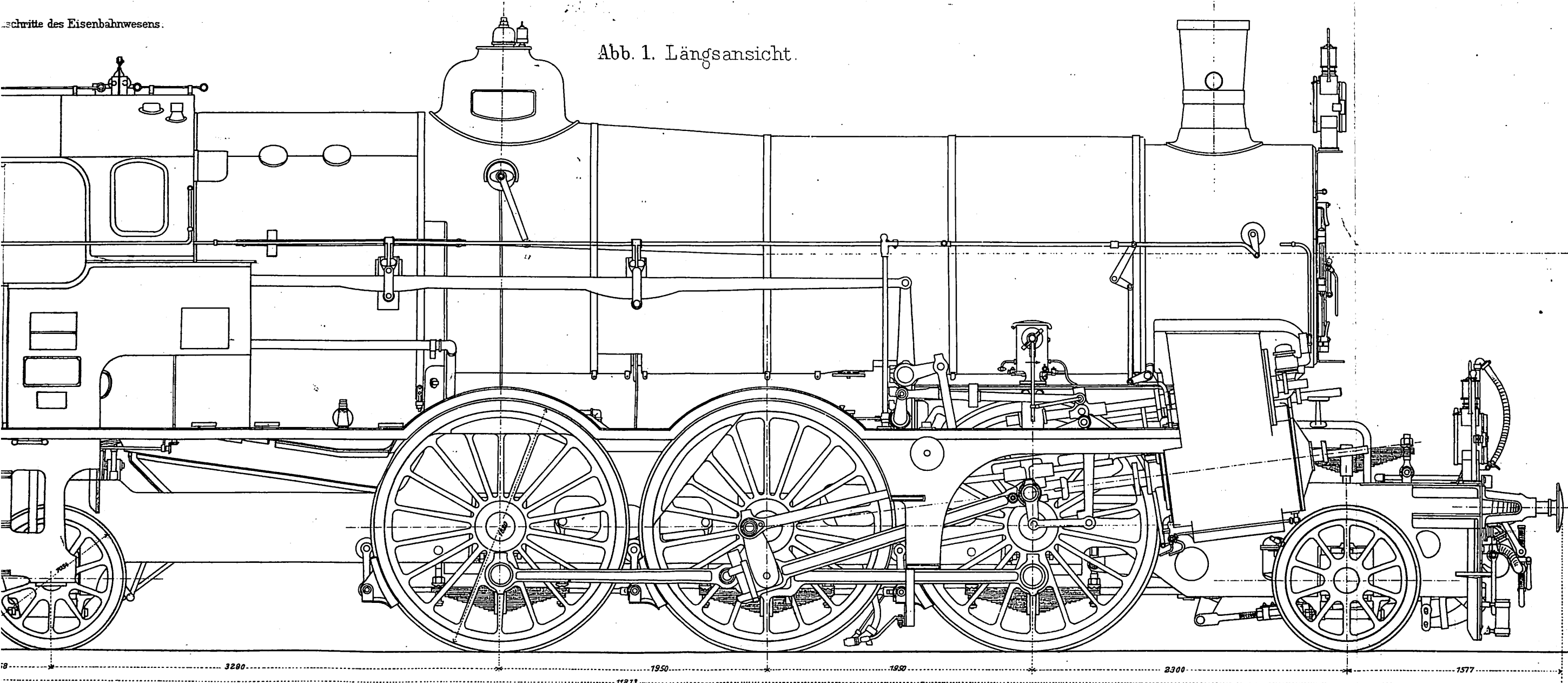


Abb. 3. Vorder- und Hinteransicht

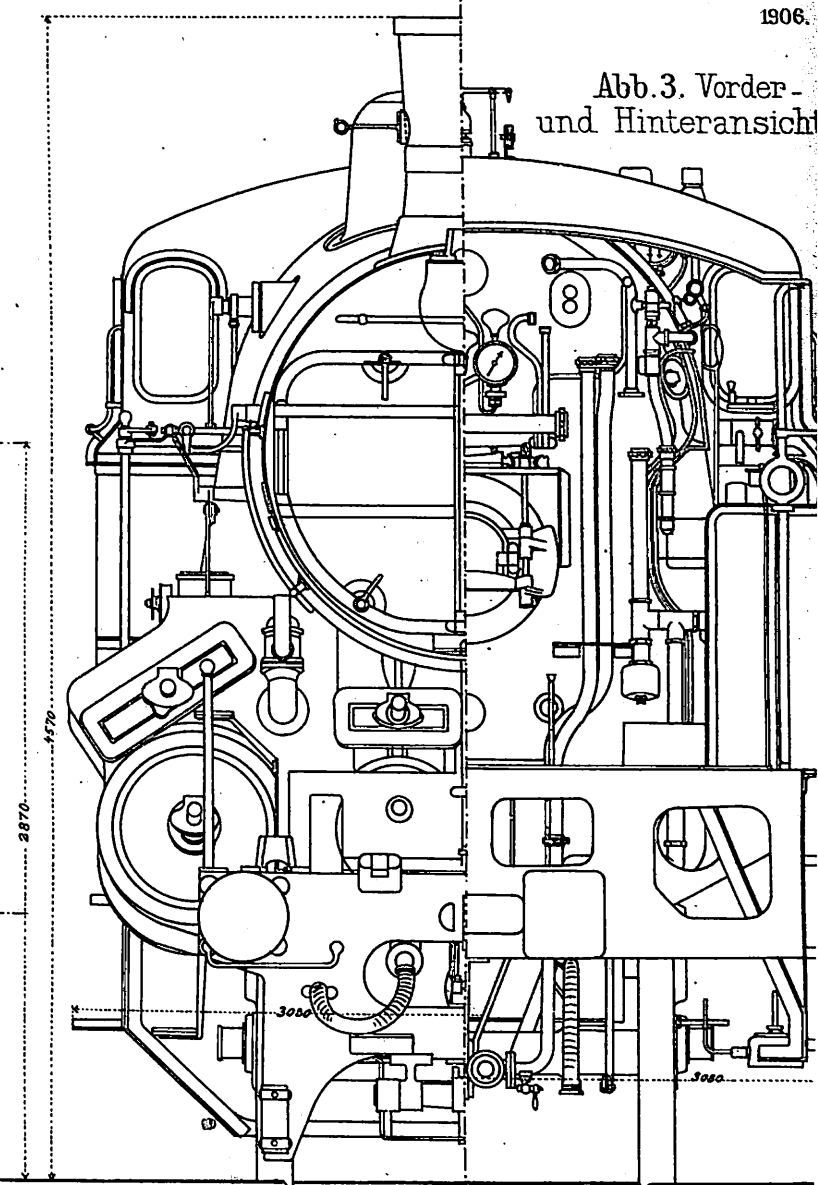


Abb. 2. Grundriss und wagerechter Schnitt.

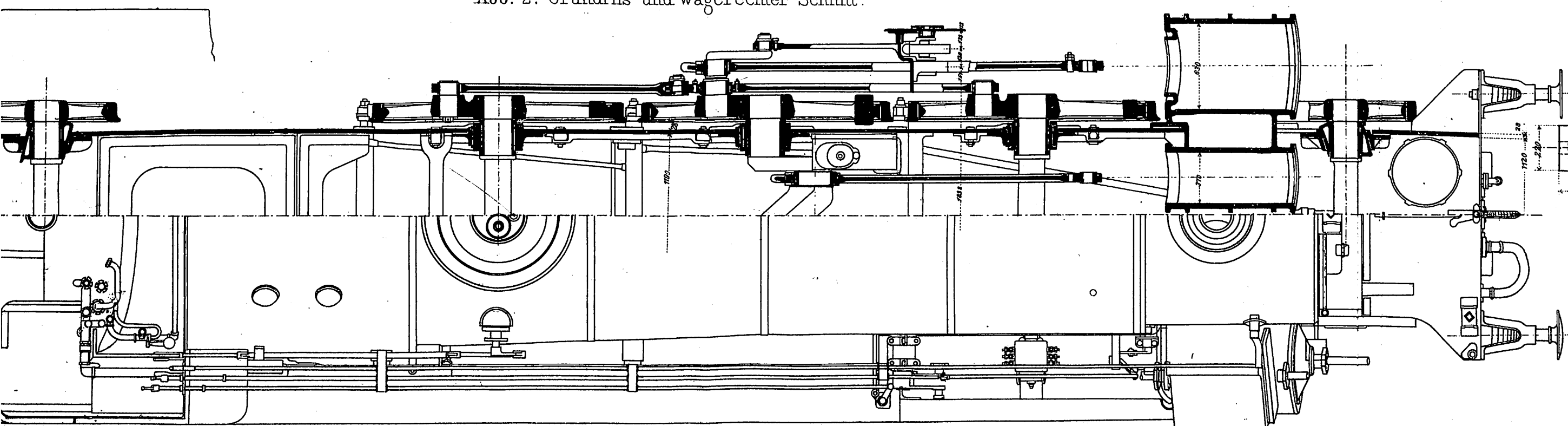
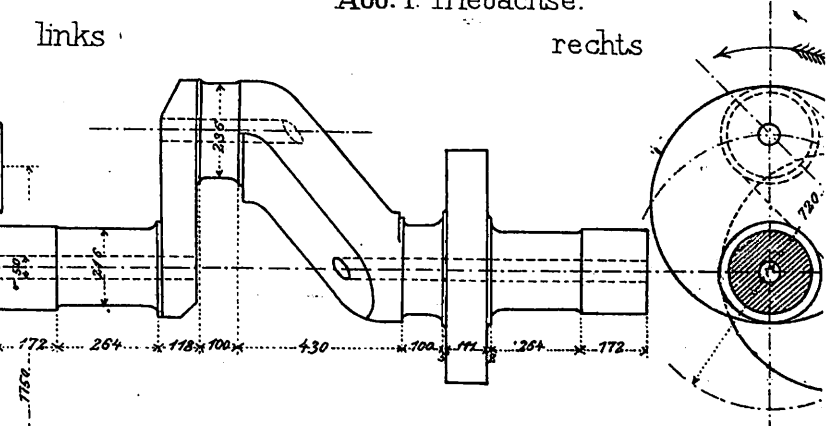


Abb. 4. Triebachse.



Vierzylindrige, $\frac{3}{5}$ gekuppelte
Schnellzug-Verbund-Lokomotive
der österreichischen Staatsbahnen

Abb. 2.

Abb. 3.

Abb. 5-7.

Einzelheiten des Tenders
(Drehgestelle, Anordnung der
Bremsen, Rohrleitungen).

Abb. 5.

Abb. 4.

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

Abb. 7.

Abb. 8:

Abb. 6

Fixer Radstand - 3900
 Totaler Radstand - 3900
 11625
 Größte Länge der Lokomotive = 11813

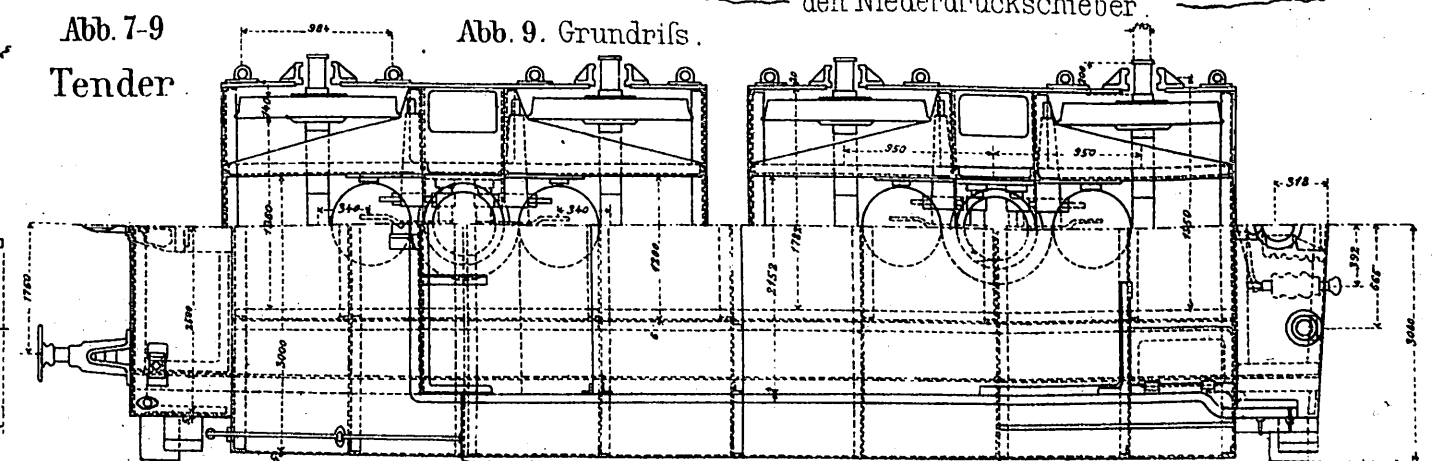
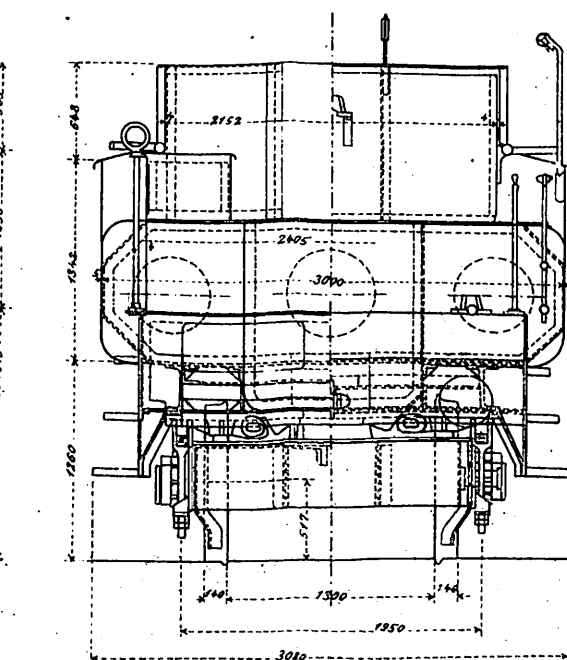
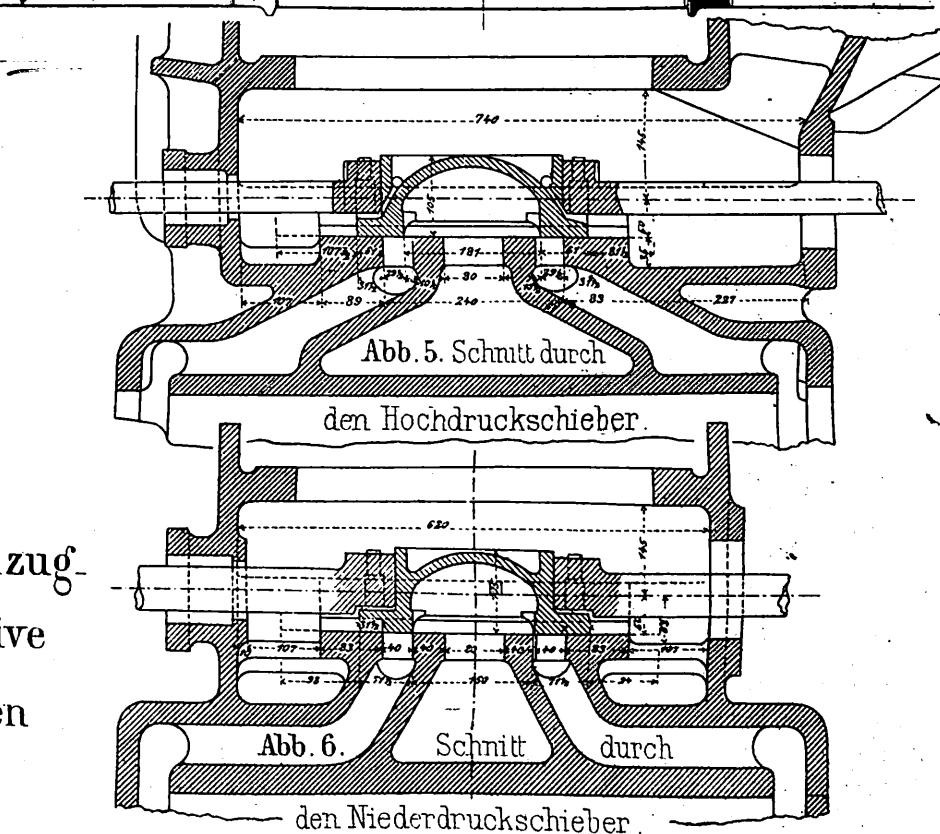
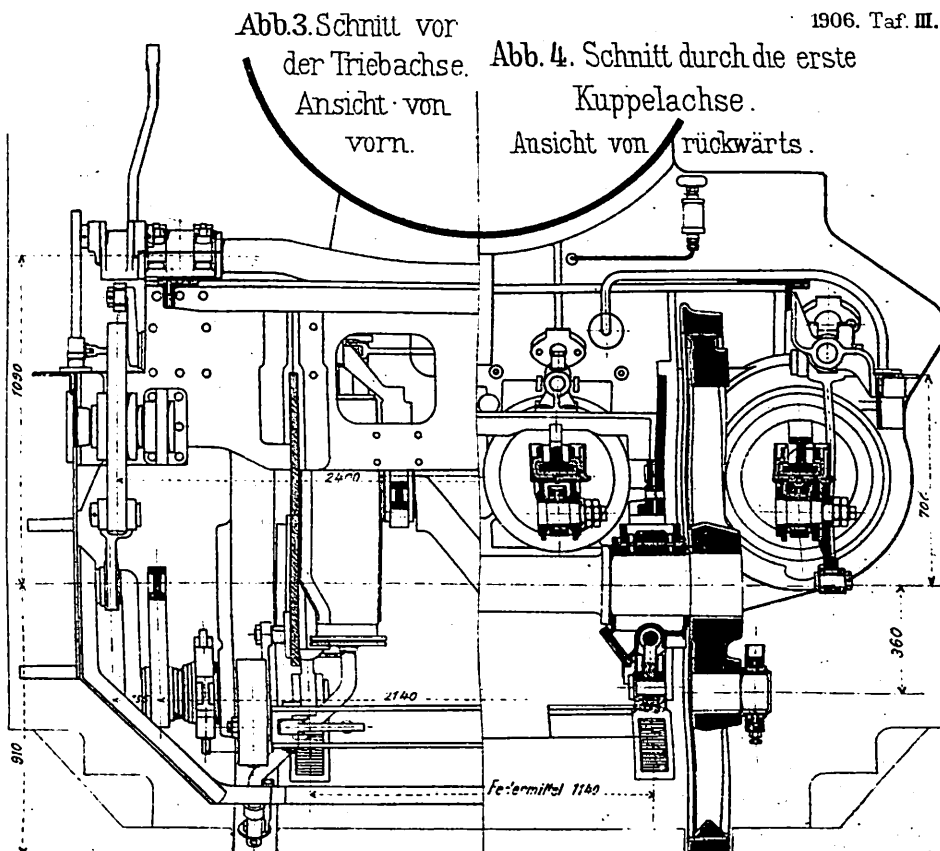


Abb. 1.

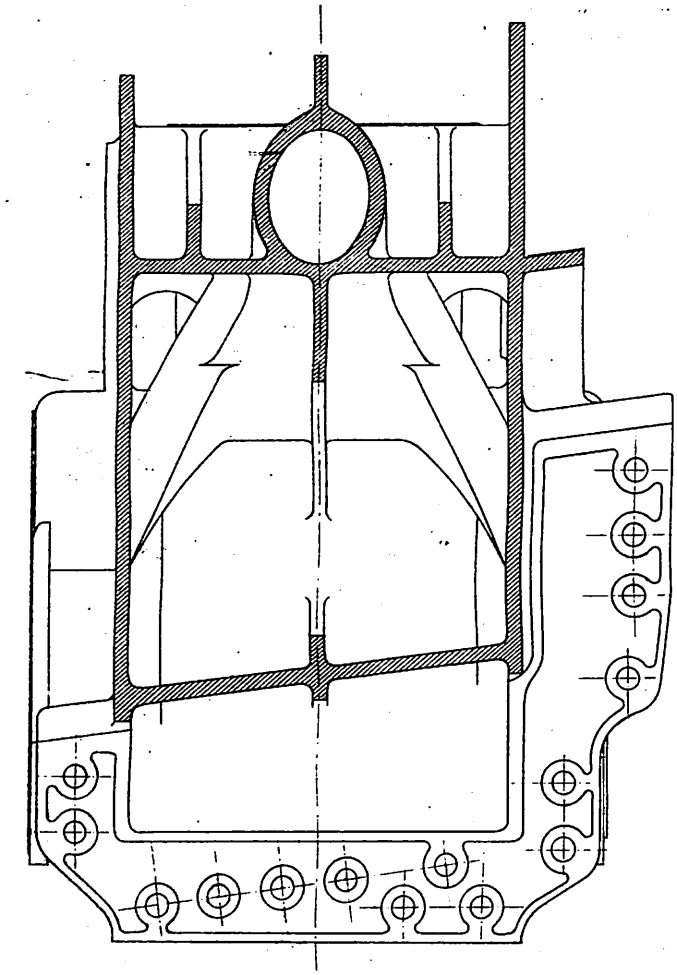


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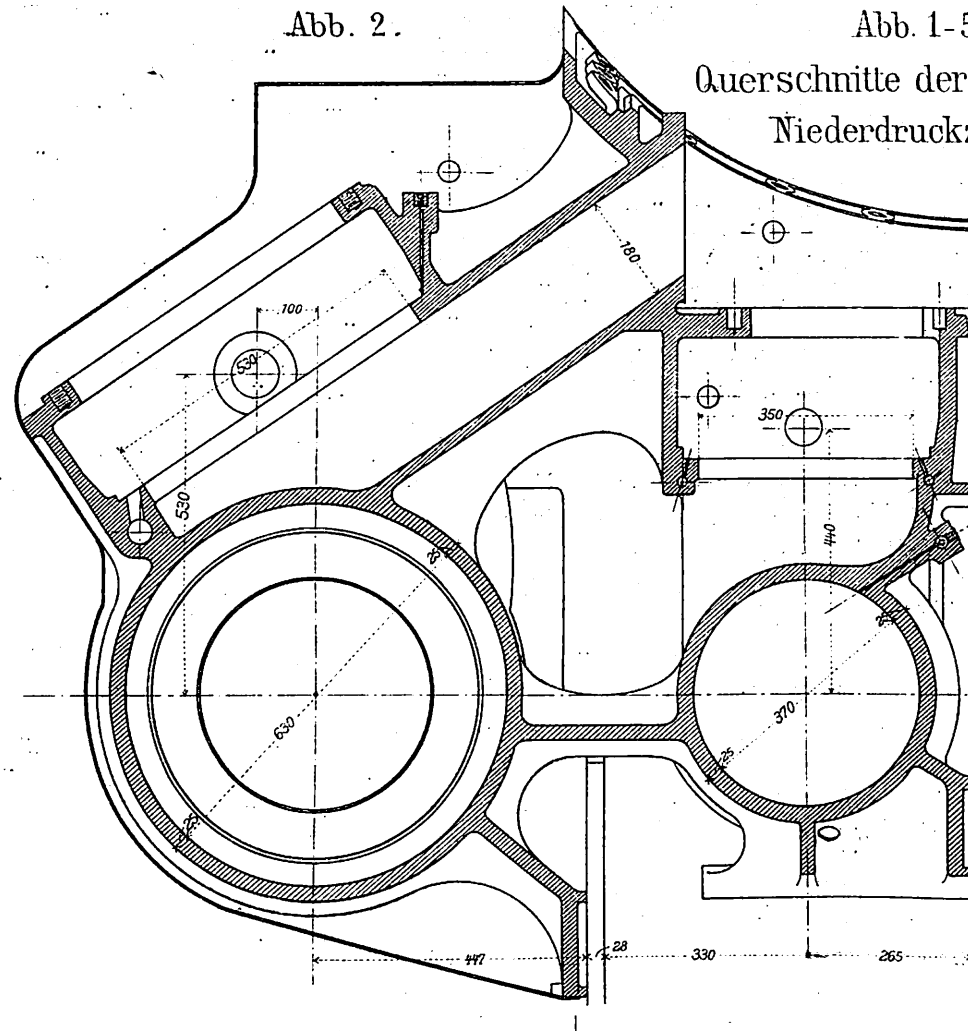


Abb. 1-5.

Querschnitte der Hoch- und Niederdruckzylinder.

Abb. 3.

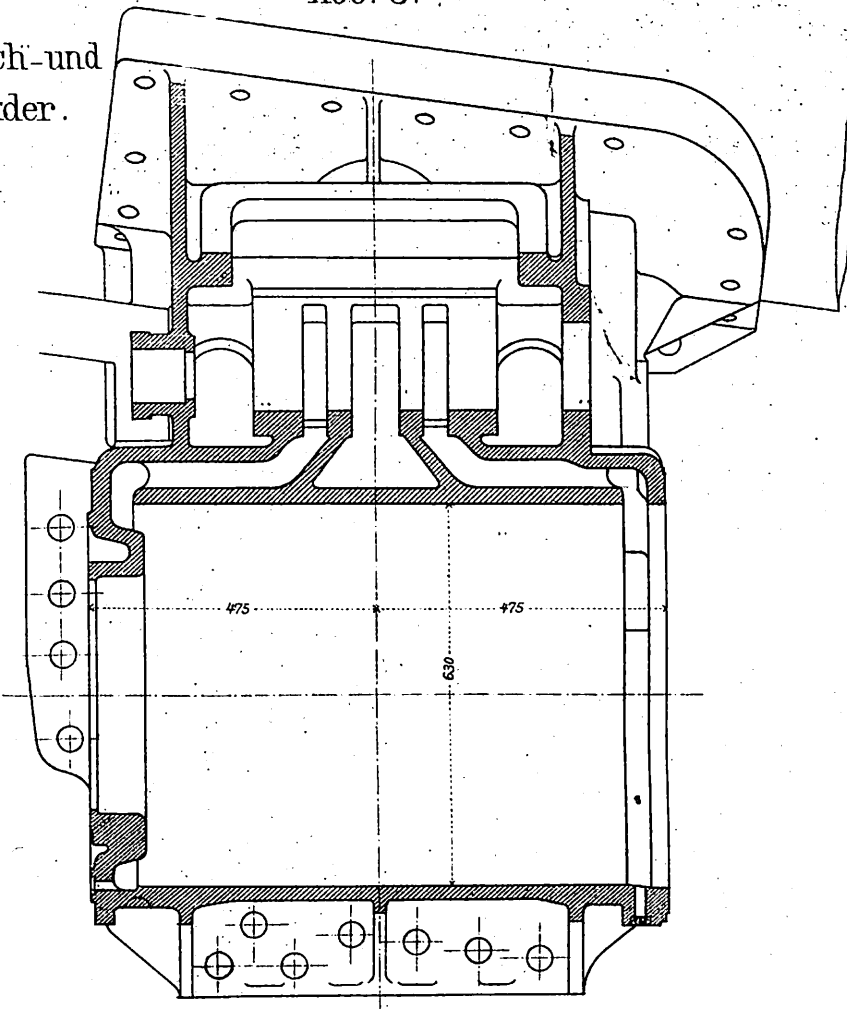


Abb. 4.

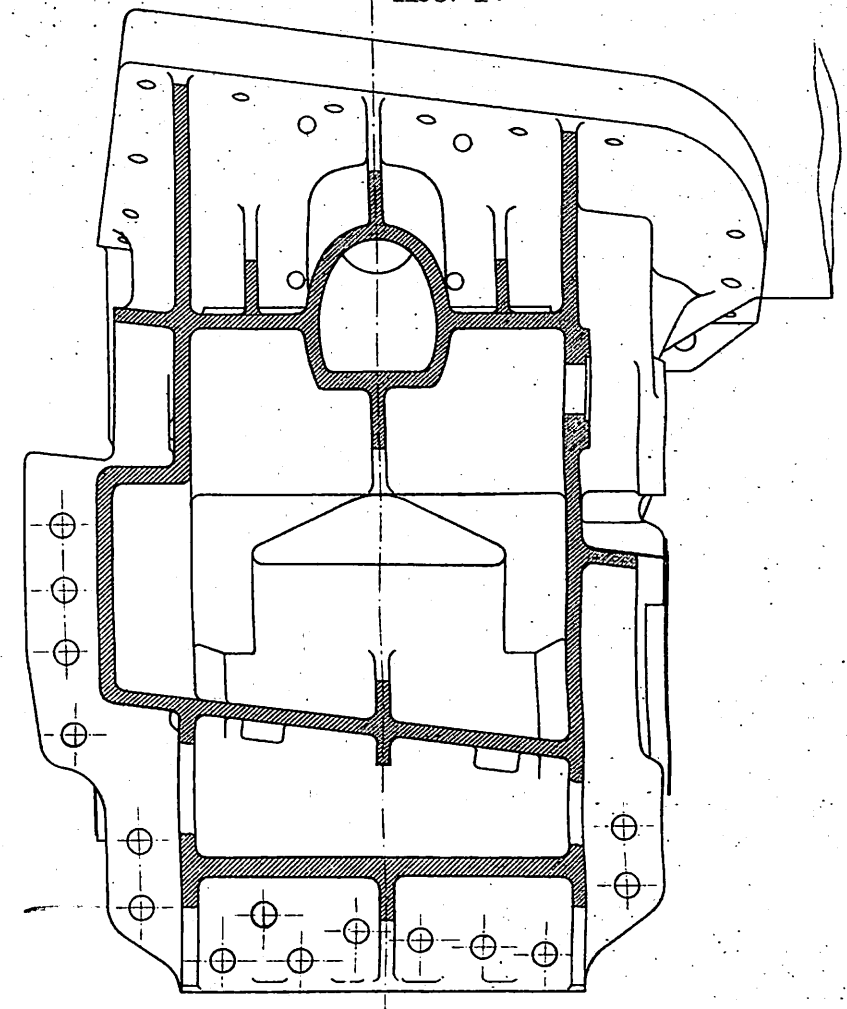


Abb. 6.

Abb. 6-8.
Kreuzkopf.

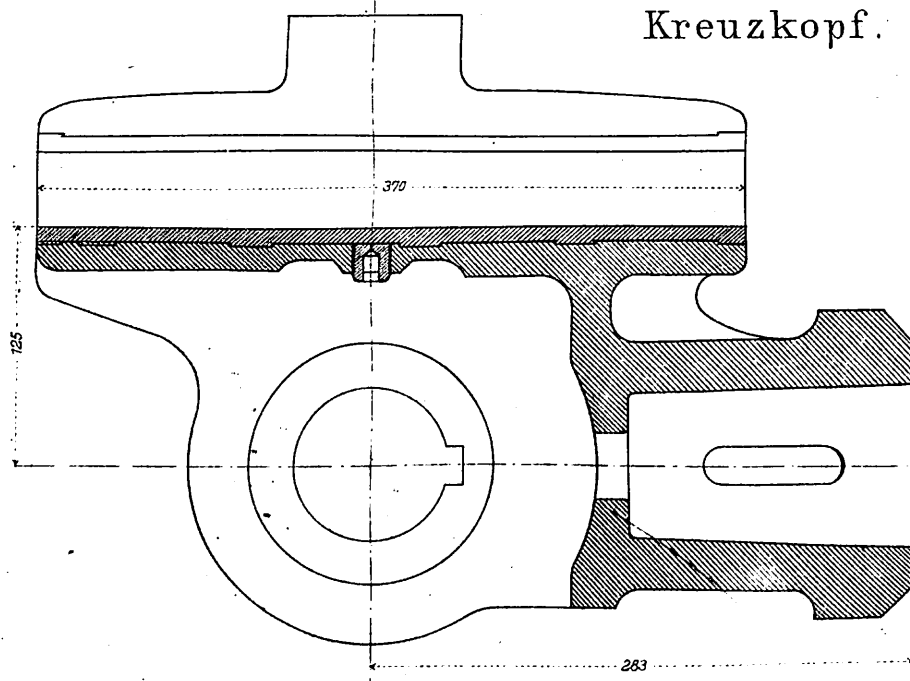


Abb. 7.

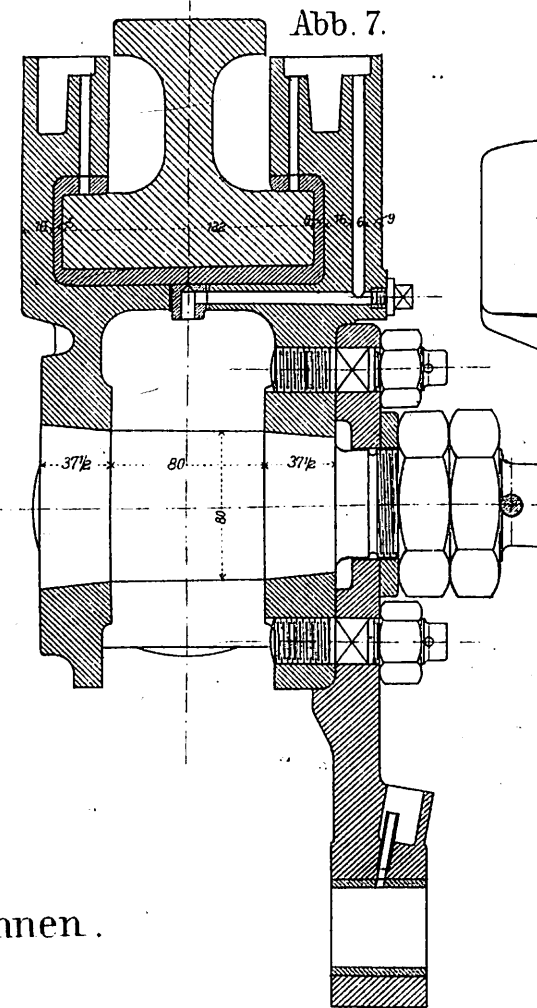


Abb. 8.

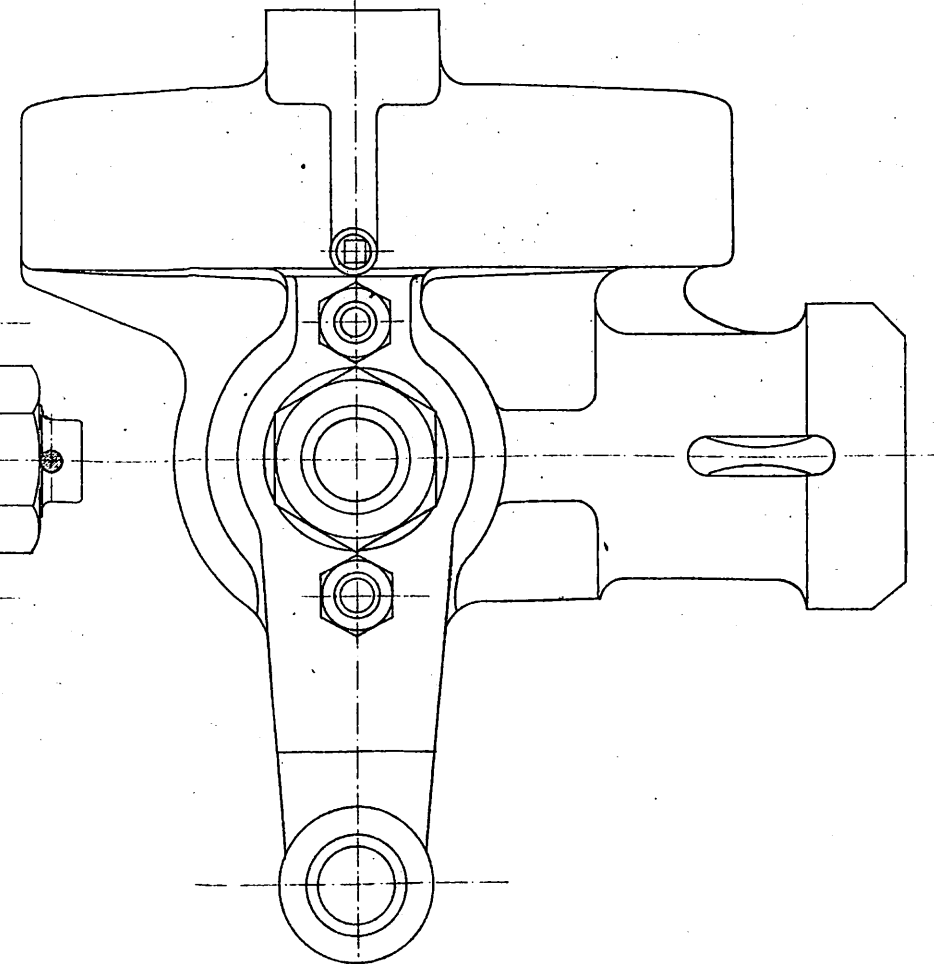
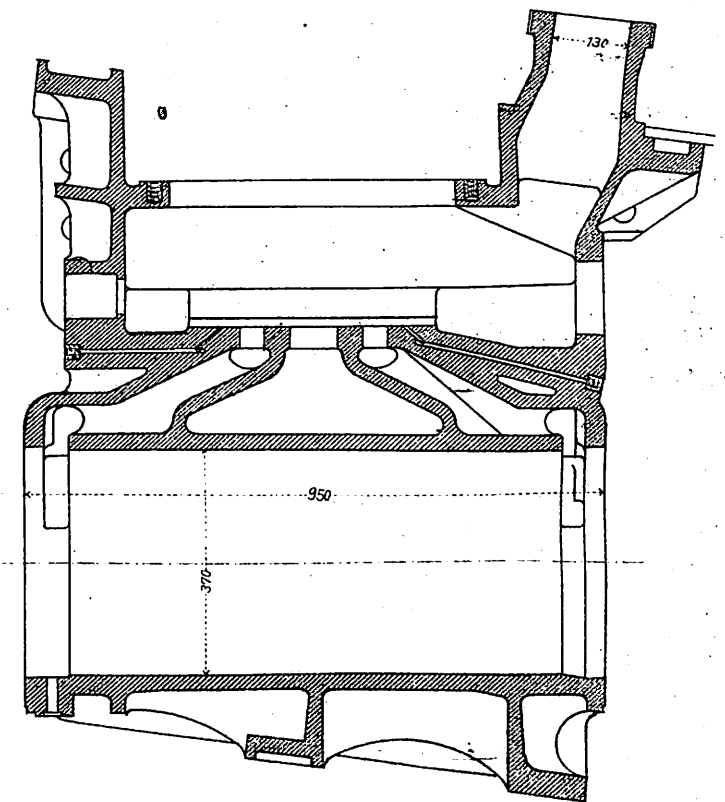


Abb. 5.



Vierzylindrige, $\frac{3}{5}$ gekuppelte Schnellzug-
Verbund-Lokomotive der österreichischen Staatsbahnen.

Kreuzungs - Weiche W=5° 25', mit Unterzugsplatten und Zungenkreuzungen. (Oesterreichische Nordwestbahn.)

Abb. 1. Grundriss.

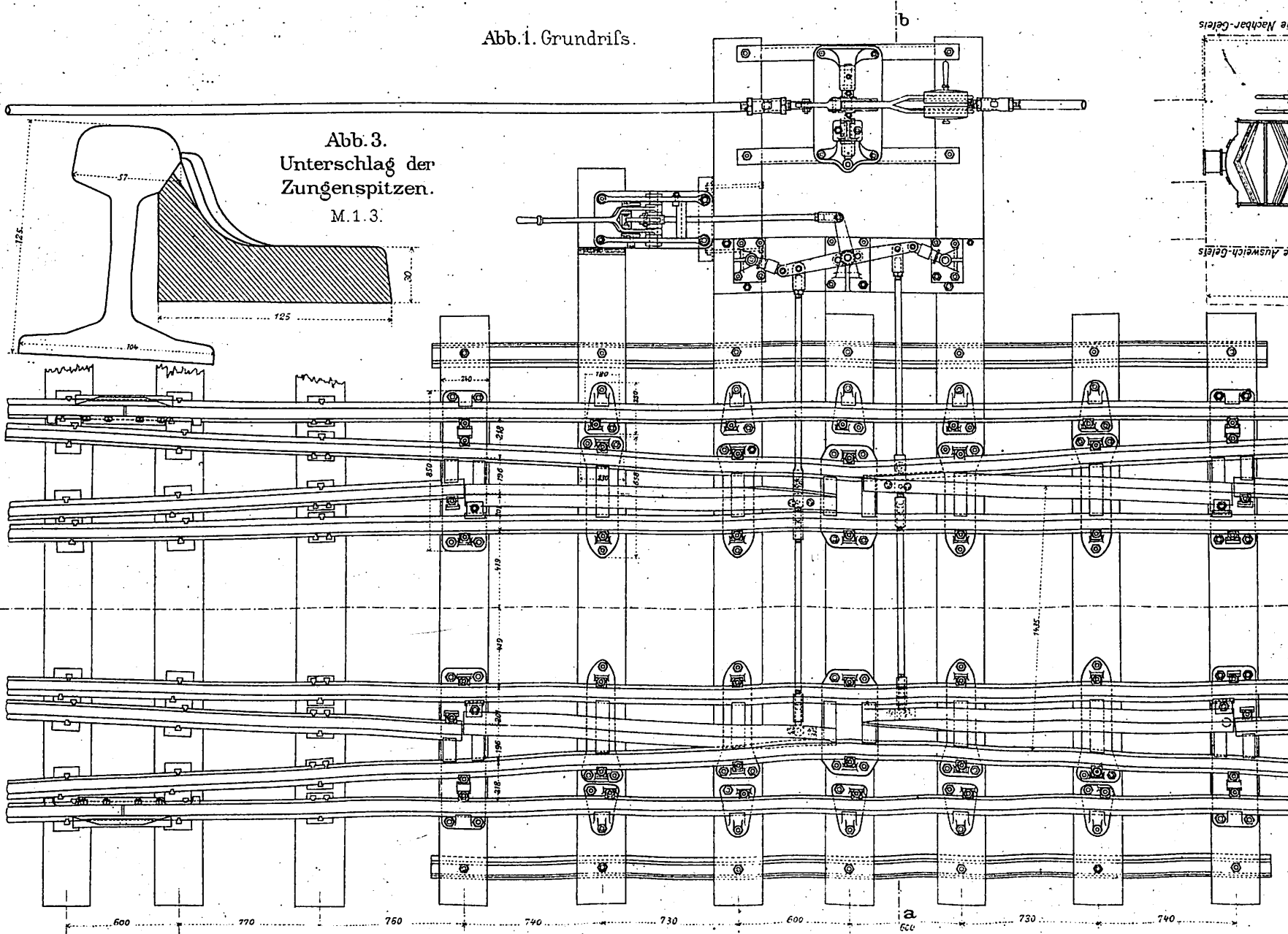
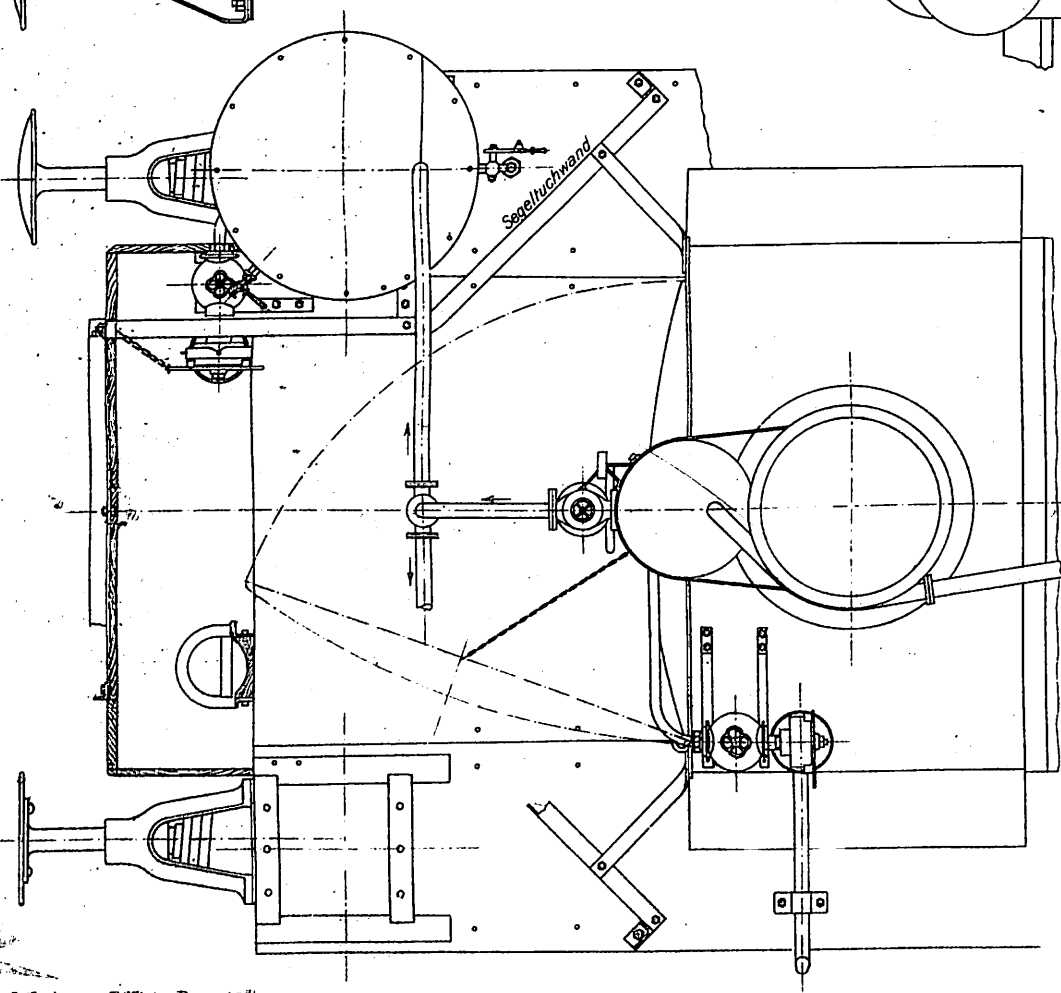
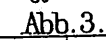


Abb.1.



Werkzeugkasten



Graph showing the relationship between the ratio of precipitation water (I/I) and steam temperature ($^{\circ}\text{C}$) for different types of steam generators. The y-axis is labeled I/I Niederschlagswasser and the x-axis is labeled Dampfwärme $^{\circ}\text{C}$.

Two lines are plotted:

- Upper line: Unverkleideter Behälter
- Lower line: Blechmantel u. Weißasbestmaltritz M 4

Conditions: Luftwärme = 0°C , Fahrgeschwindigkeit = 0.

Graph showing the relationship between wind speed (km/h) and wind chill factor (Wärme-Schutzstoff (W2) and Lufttemperatur (W1)).

The Y-axis is labeled 'Wirkungsgrad' (Effectiveness) and ranges from 0.50 to 0.90. The X-axis is labeled 'km/h' (km per hour) and ranges from 0 to 100.

Two curves are plotted:

- Wärme-Schutzstoff (W2):** This curve shows a higher effectiveness, starting around 0.75 at 0 km/h and increasing to approximately 0.88 at 100 km/h.
- Lufttemperatur (W1):** This curve shows a lower effectiveness, starting around 0.50 at 0 km/h and increasing to approximately 0.75 at 100 km/h.

Both curves show that effectiveness increases with wind speed, but the rate of increase decreases as wind speed increases.

Wind Speed (km/h)	Wärme-Schutzstoff (W2) (Wirkungsgrad)	Lufttemperatur (W1) (Wirkungsgrad)
0	0.75	0.50
20	0.82	0.62
40	0.85	0.68
50	0.86	0.70
70	0.87	0.73
80	0.87	0.74
90	0.88	0.76

Abb. 8.
Sicherheitsventil für
Dampfzylinder.
von West-Bahn.

The diagram is a technical cross-section of a safety valve assembly. At the top, a horizontal scale bar is marked with numbers 3, 5, 7, and 11. The main part of the drawing shows a vertical valve stem passing through a cylindrical housing. The upper part of the housing is labeled 'vom Schieberkasten' (from the slide box). The lower part of the housing is labeled 'vom Zylinder' (from the cylinder). The valve stem has a diameter of 35, indicated by a dimension line. The valve seat has a diameter of 37, also indicated by a dimension line. The valve is shown in a closed position, with a spring mechanism above it. The drawing is a detailed technical illustration of a mechanical component.

[illegible]

Abb.5.

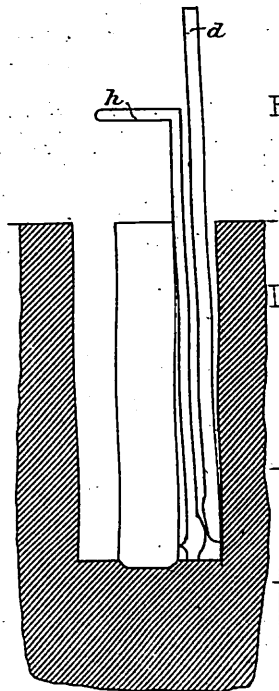
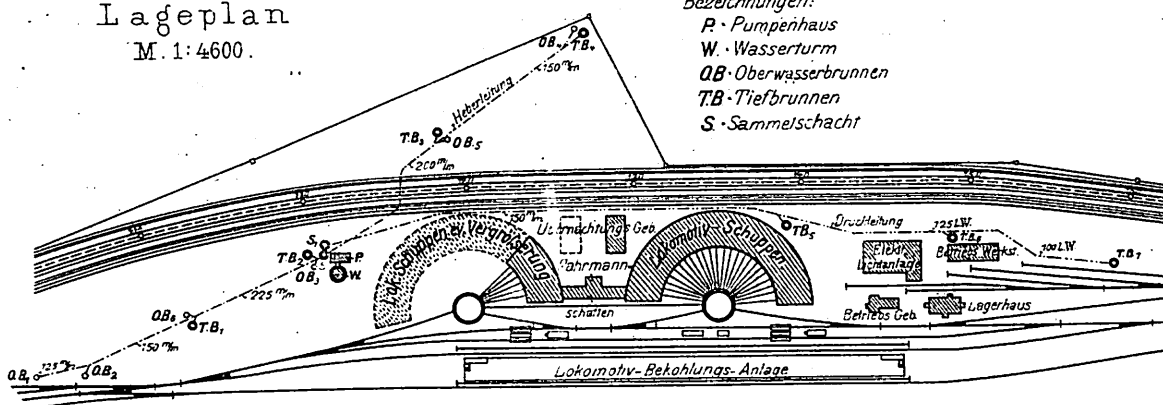
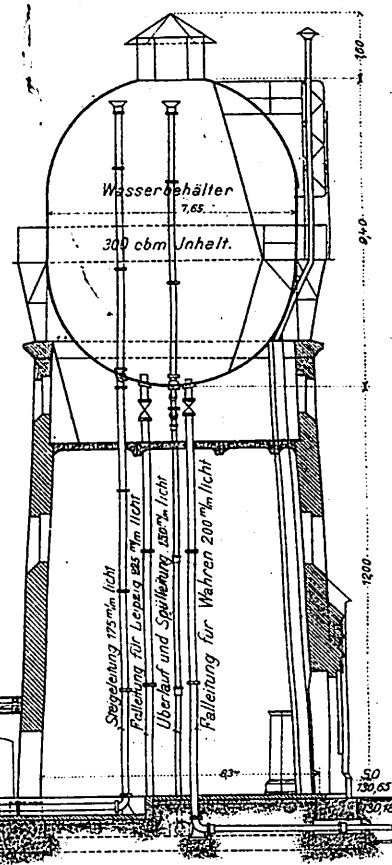


Abb. 1.
Lageplan
M. 1:4600.



Bezeichnungen:
P - Pumpenhaus
W - Wasserturm
OB - Oberwasserbrunnen
TB - Tiefbrunnen
S - Sammel-schacht

Abb. 2. Schnitt A B.



Pumpenhaus

Schnitt C D.

Pumpenhaus

Schnitt A B.

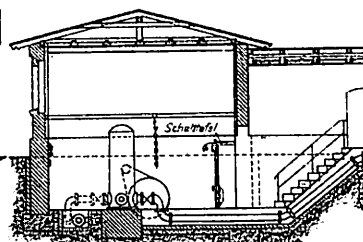
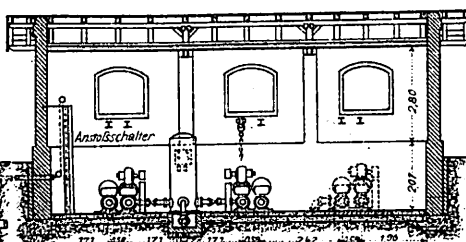
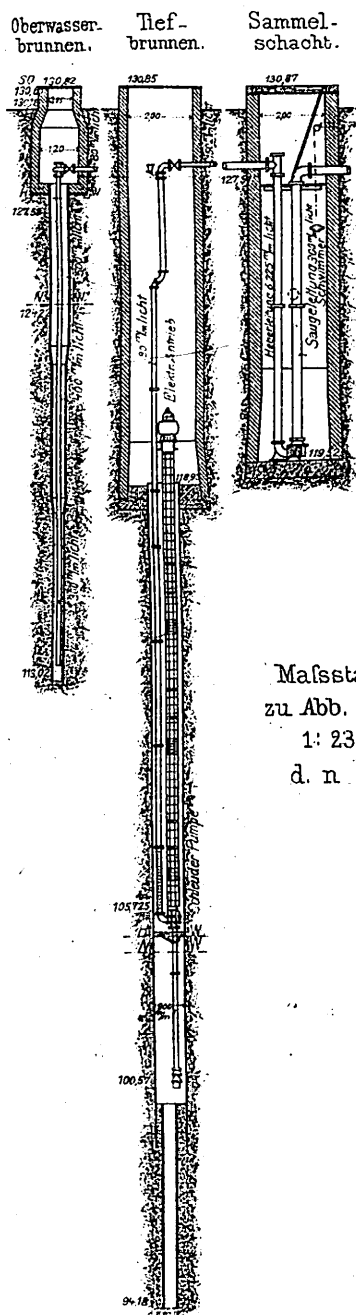
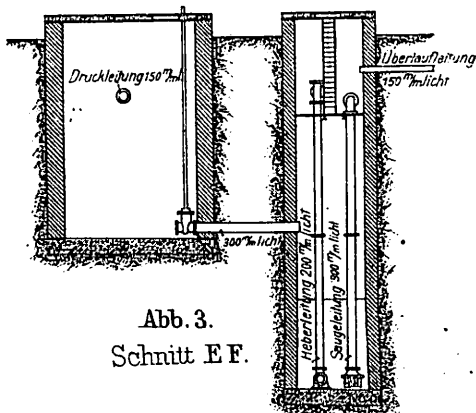


Abb. 3.
Schnitt E F.



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

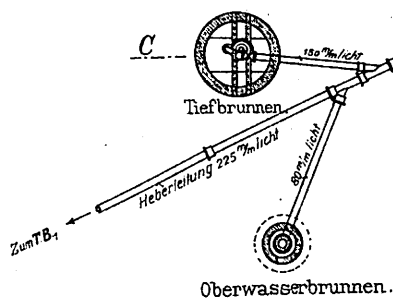


Abb. 4. Grundriss.

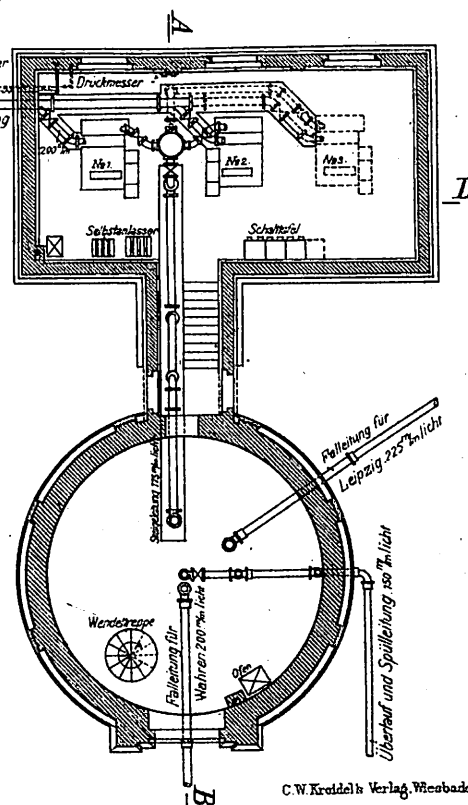


Abb. 1-4.

Wasserstation
auf Bahnhof Wahren
bei Leipzig.

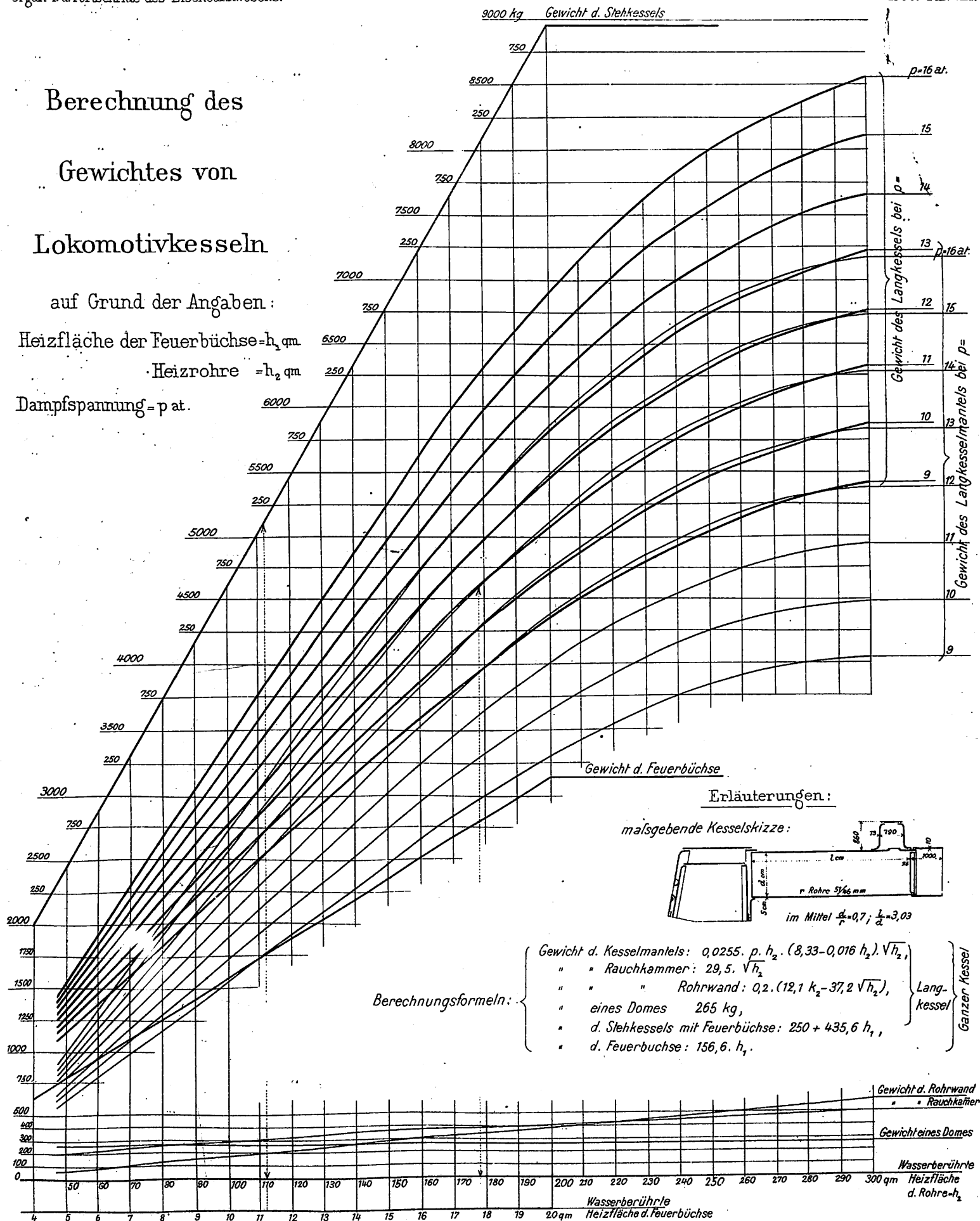
Berechnung des Gewichtes von Lokomotivkesseln

auf Grund der Angaben:

Heizfläche der Feuerbüchse = h_1 qm

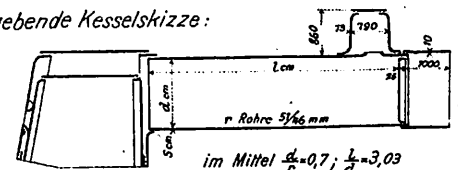
Heizrohre = h_2 qm

Dampfspannung = p at.



Erläuterungen:

maßgebende Kesselskizze:



Berechnungsformeln:

$$\left. \begin{array}{l} \text{Gewicht d. Kesselmantels: } 0,0255 \cdot p \cdot h_2 \cdot (8,33 - 0,016 h_2) \cdot \sqrt{h_2}, \\ \text{" " Rauchkammer: } 29,5 \cdot \sqrt{h_2}, \\ \text{" " Rohrwand: } 0,2 \cdot (12,1 k_2 - 37,2 \sqrt{h_2}), \\ \text{" eines Domes } 265 \text{ kg,} \\ \text{" d. Stehkessels mit Feuerbüchse: } 250 + 435,6 h_1, \\ \text{" d. Feuerbüchse: } 156,6 \cdot h_1. \end{array} \right\} \begin{array}{l} \text{Lang-} \\ \text{kessel} \end{array} \left. \begin{array}{l} \\ \\ \\ \\ \\ \end{array} \right\} \text{Ganzer Kessel}$$

Beispiel:

Heizfläche der Feuerbüchse: 11,2 qm

" " Rohre: 170,8 "

Dampfspannung: 11 at.

Gewicht der Feuerbüchse: 1750 kg

" das Stehkessels: 5100 "

" " Langkessels: 4550 "

Gewicht des ganzen Kessels: 9700 kg.

Die bezüglichen Höhen sind eingestrichelt.

Abb.1 u. 2. Überhitzerrohre einer $\frac{3}{6}$ gek. Heißdampflokomotive der Erie-Bahn.

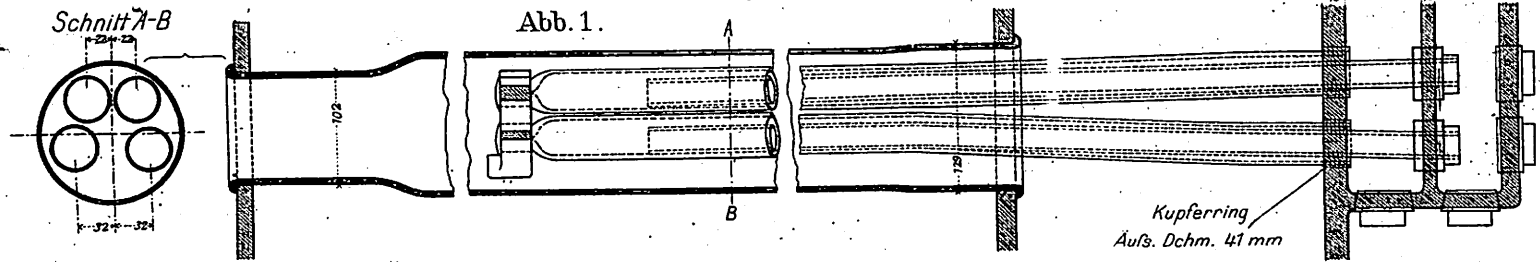


Abb.3. Feuerungsvorrichtung für Lokomotiven.
Cheasepeake-Ohio-Bahn.

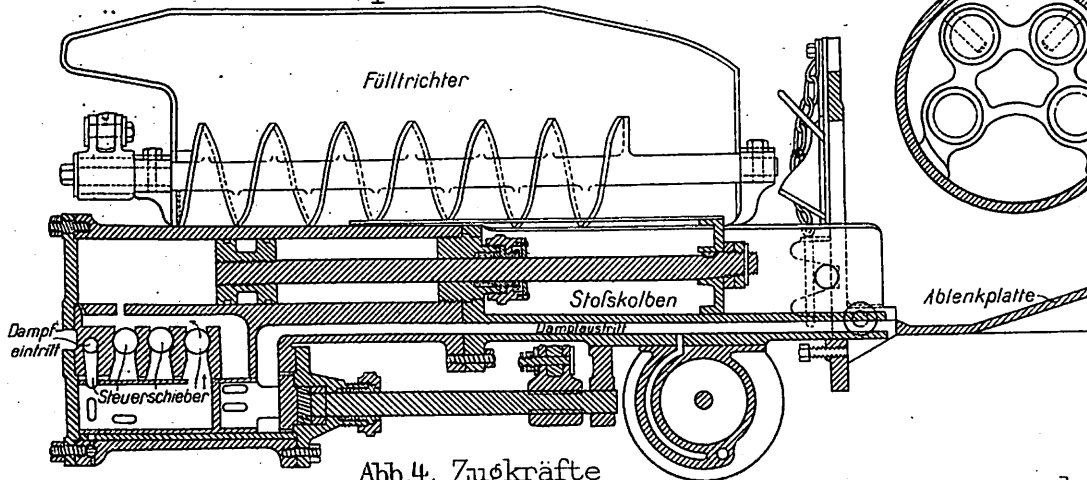


Abb.4. Zugkräfte
und Leistungen einer $\frac{2}{5}$ gek. Vierzylinder-
Verbund- Schnellzuglokomotive der Orleans-Bahn.

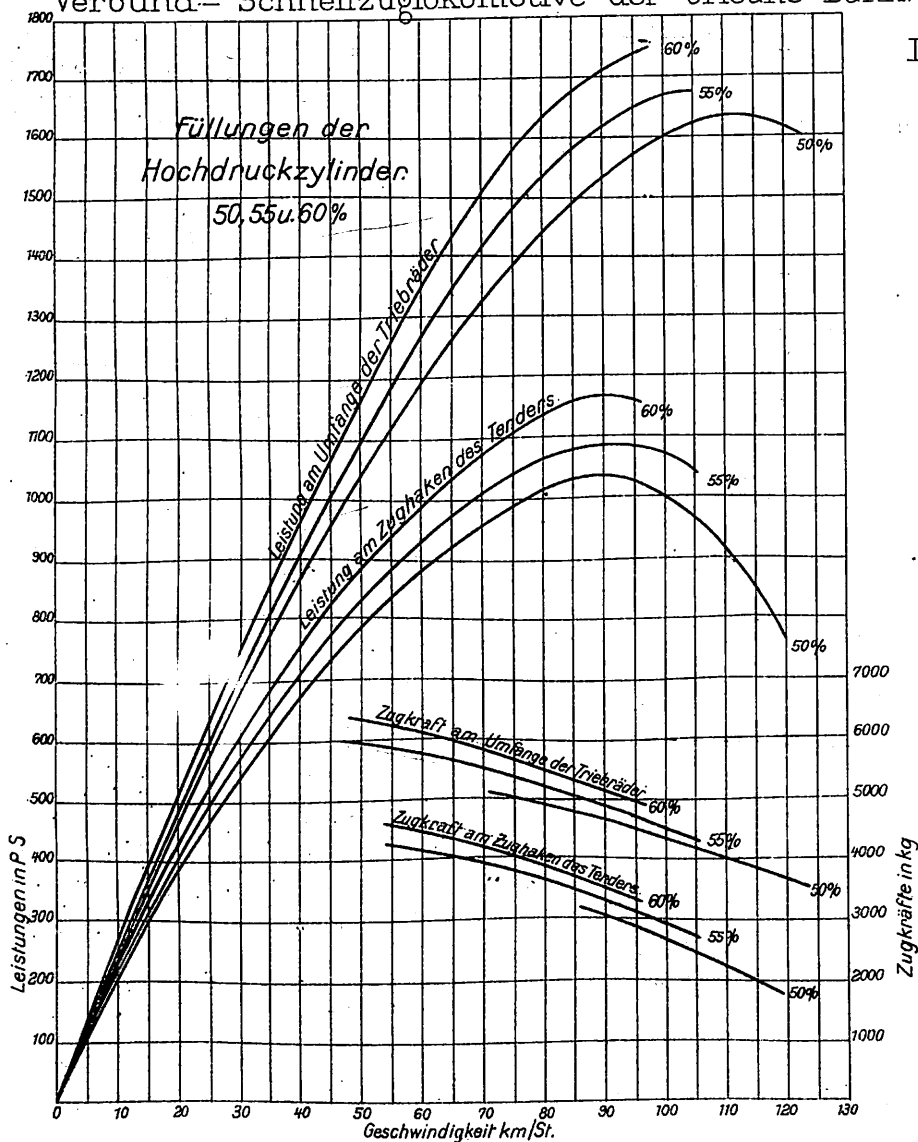


Abb. 5. Anordnung
der Fettschmierung für
Kurbelzapfen an den Güterzug-
Lokomotiven der Lehigh-Valley-Bahn.

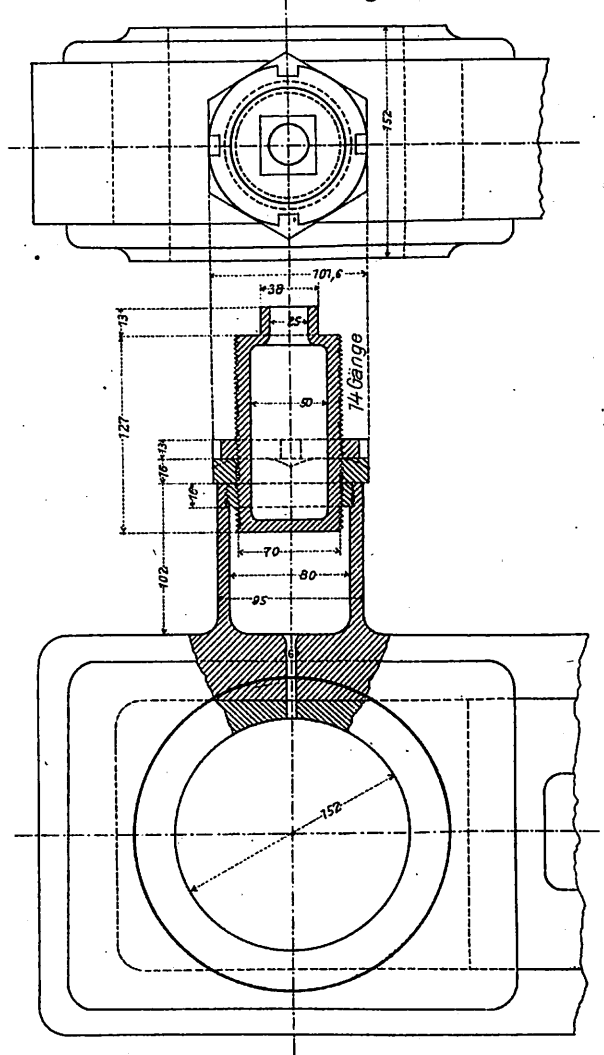


Abb.1.

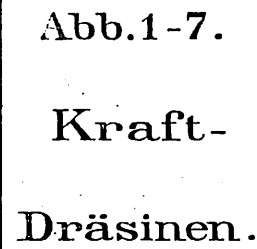


Abb. 7.
Geschwindigkeitswechsel der Brennpordräsine.

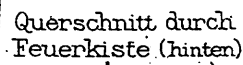


Abb. 12.

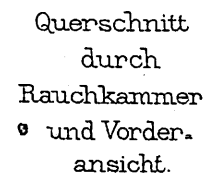
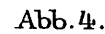
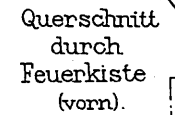


Abb. 13.

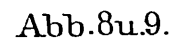


Abb.11.

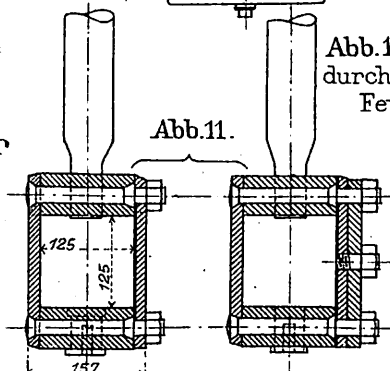


Abb. 11. Querschnitt durch Grundring der Feuerkiste.

Abb.10-13.

Wasserrohrkessel

Bauart Robert.

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

Bahnsteig halle

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

