

Abb. 1.

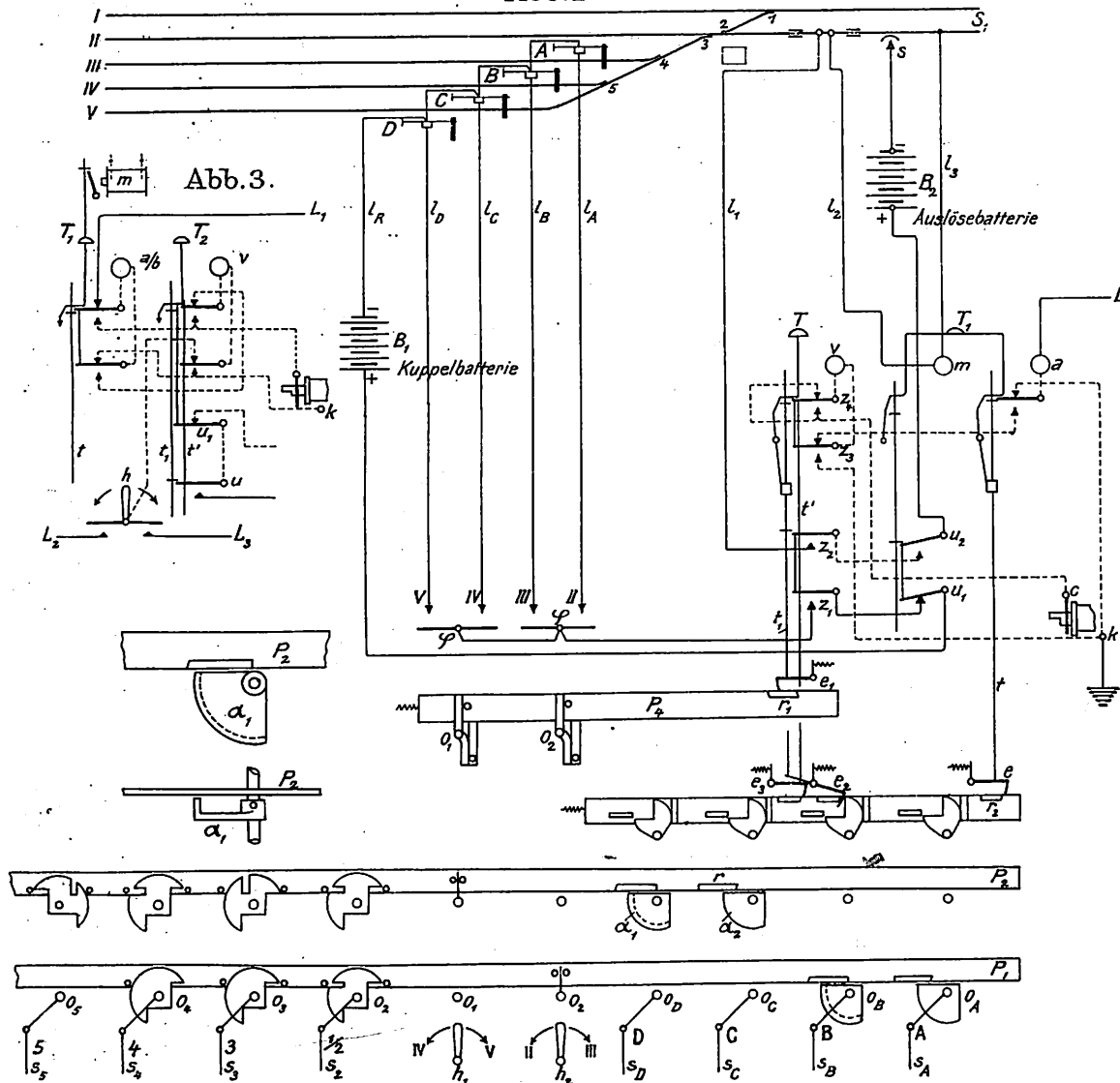


Abb. 2.

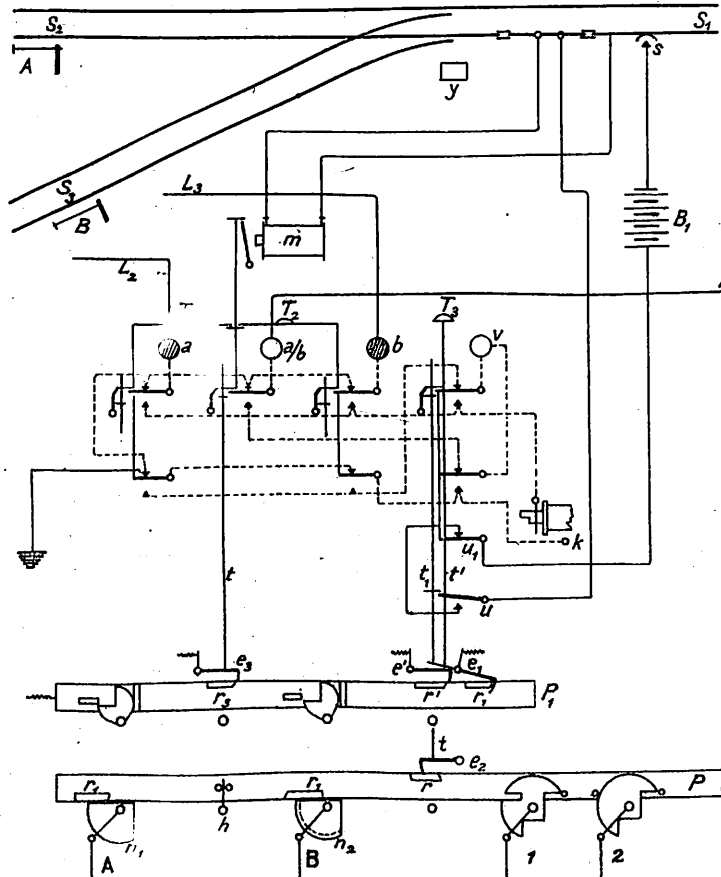


Abb. 1-3.

Boda: Ersatz der Hebel- und Unterweg-Sperre bei den Stellhebeln der Ausfahrtsignale in Stationen und der einarmigen Signale bei Bahnabzweigungen durch die bereits vorhandenen Einrichtungstücke der Stellwerke.

Abb. 4-9.

Urbanitzky's Stuhl für breitfüßige und Doppelkopfschienen.

Abb. 4.

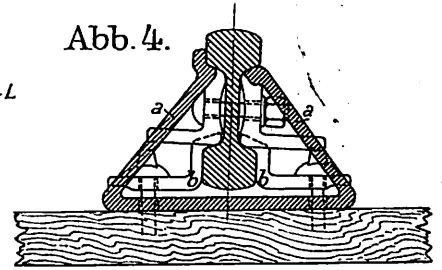


Abb. 5.

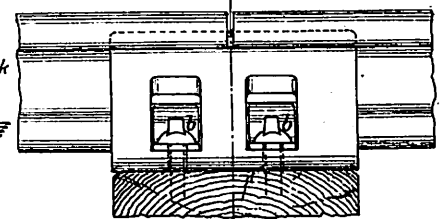


Abb. 6.

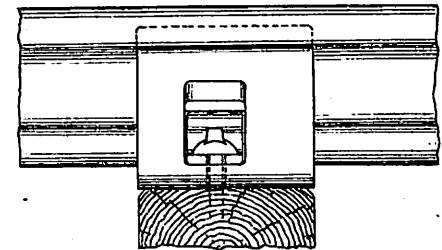


Abb. 7.

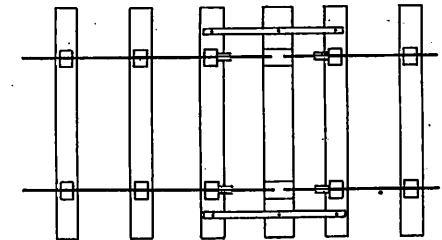


Abb. 8.

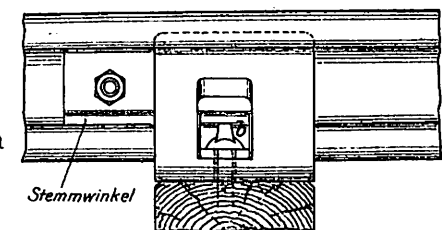


Abb. 9.

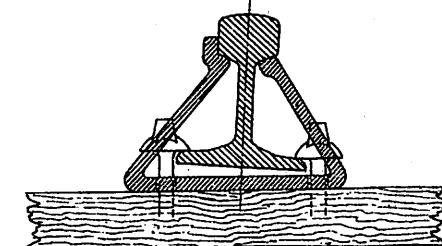


Abb. 1. Längsansicht.

Abb. 1 u. 2. Triebwagen.

Abb. 1-7. Dampftriebwagen von 40 P.S. mit Dampfzeuger von Stoltz.

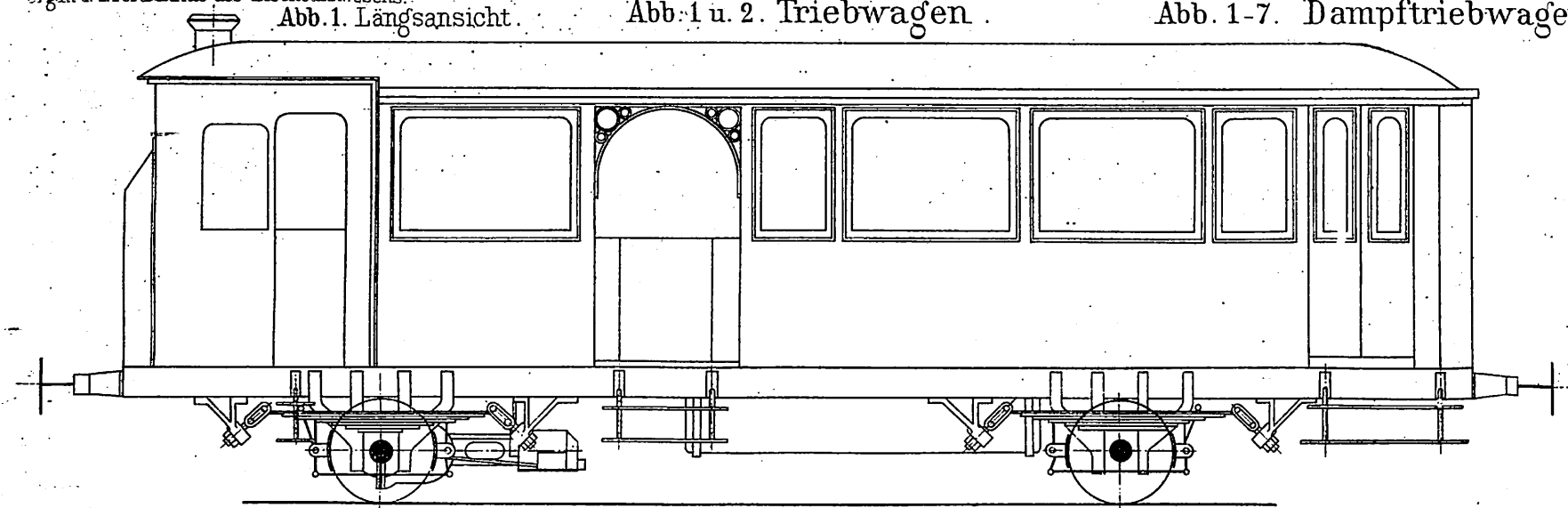


Abb. 2. Grundriss.

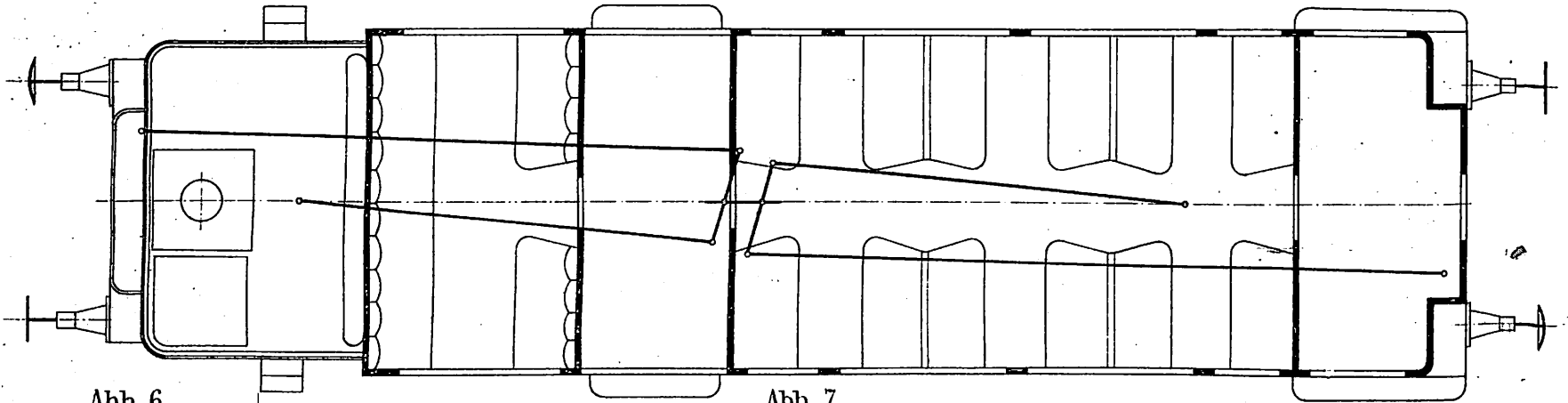


Abb. 6.

Abb. 6 u. 7.
Dampfzeuger
von Stoltz.

1:15.

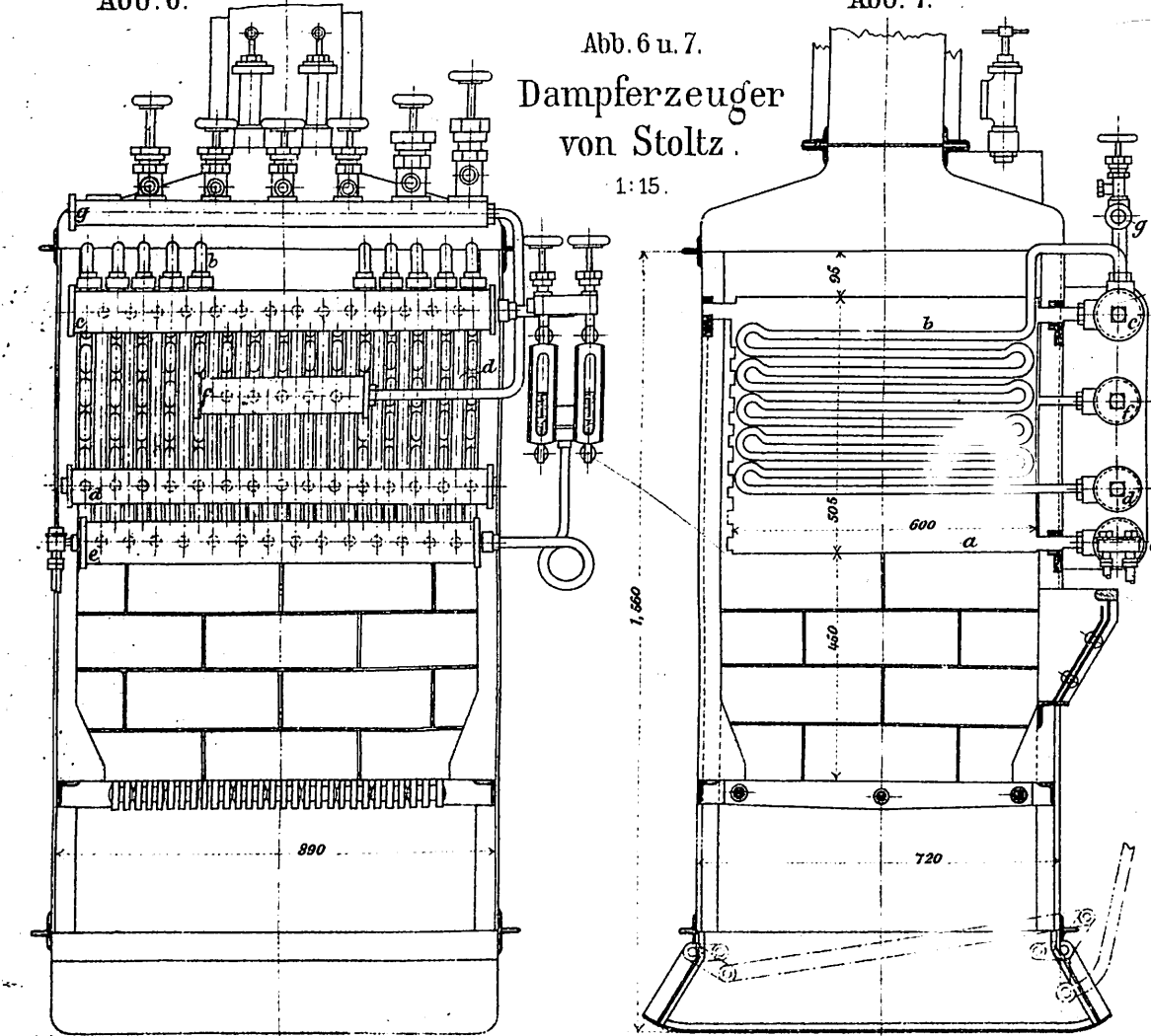


Abb. 9.

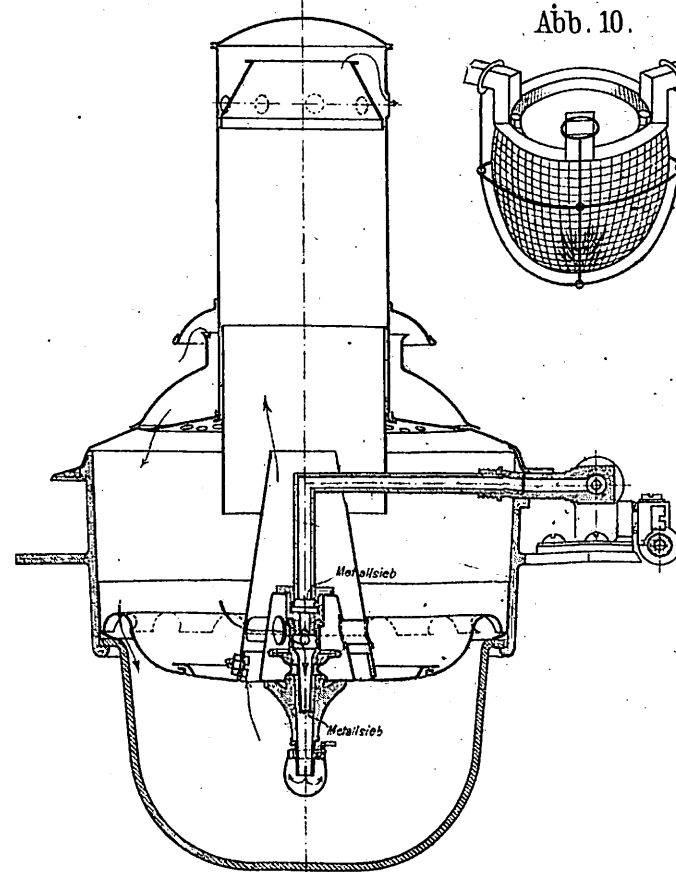


Abb. 10.

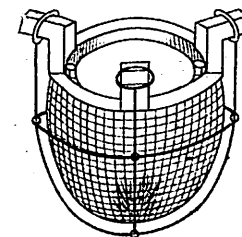


Abb. 11.

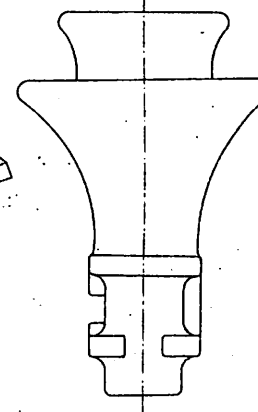


Abb. 9-13. Beleuchtung der Eisenbahn-Personenwagen
mittels Gasglühlicht.

Abb. 12.

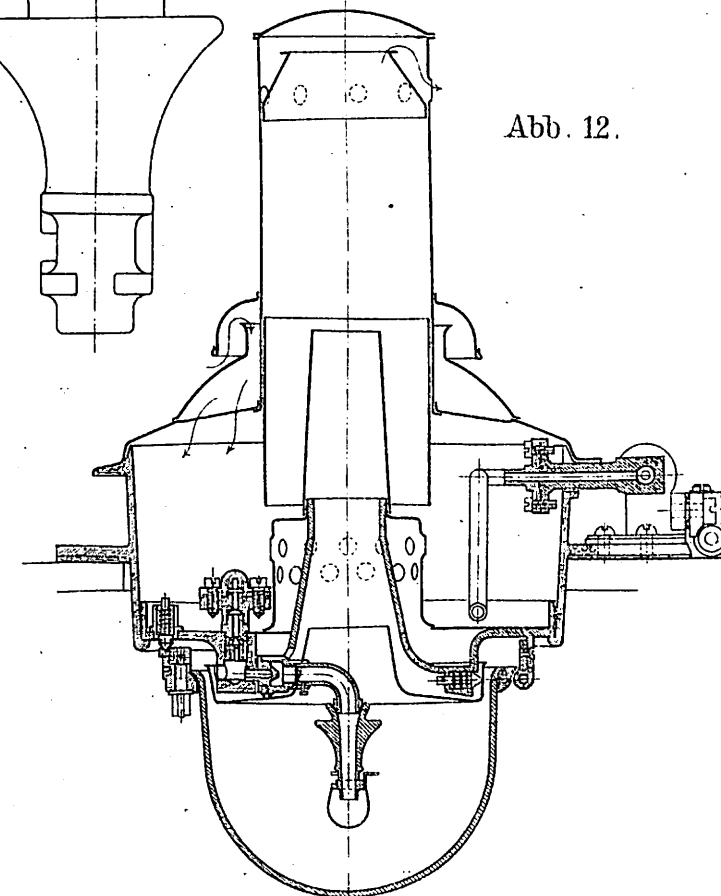


Abb. 13.

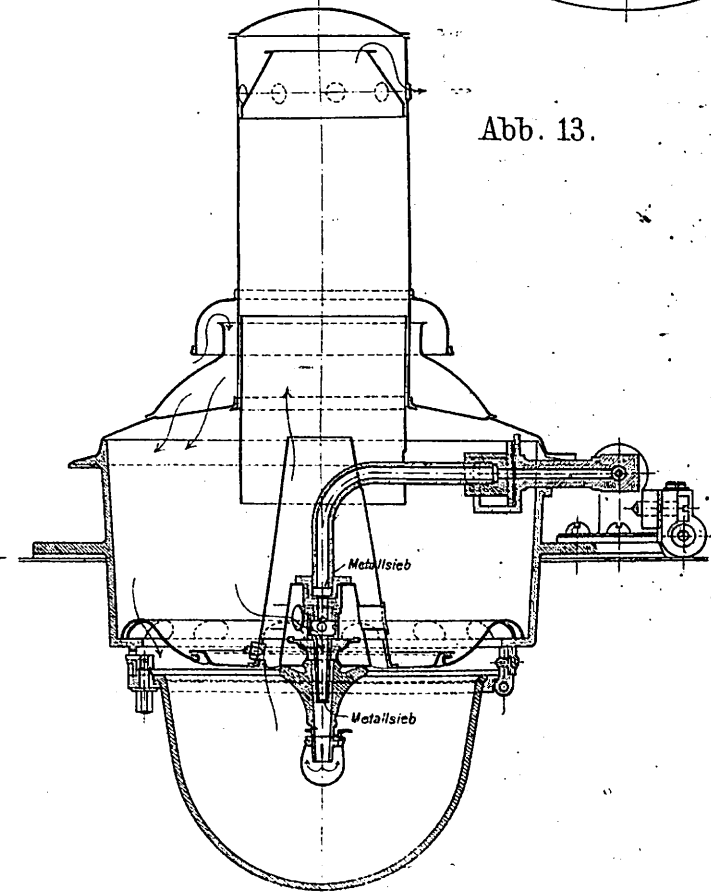


Abb. 3.

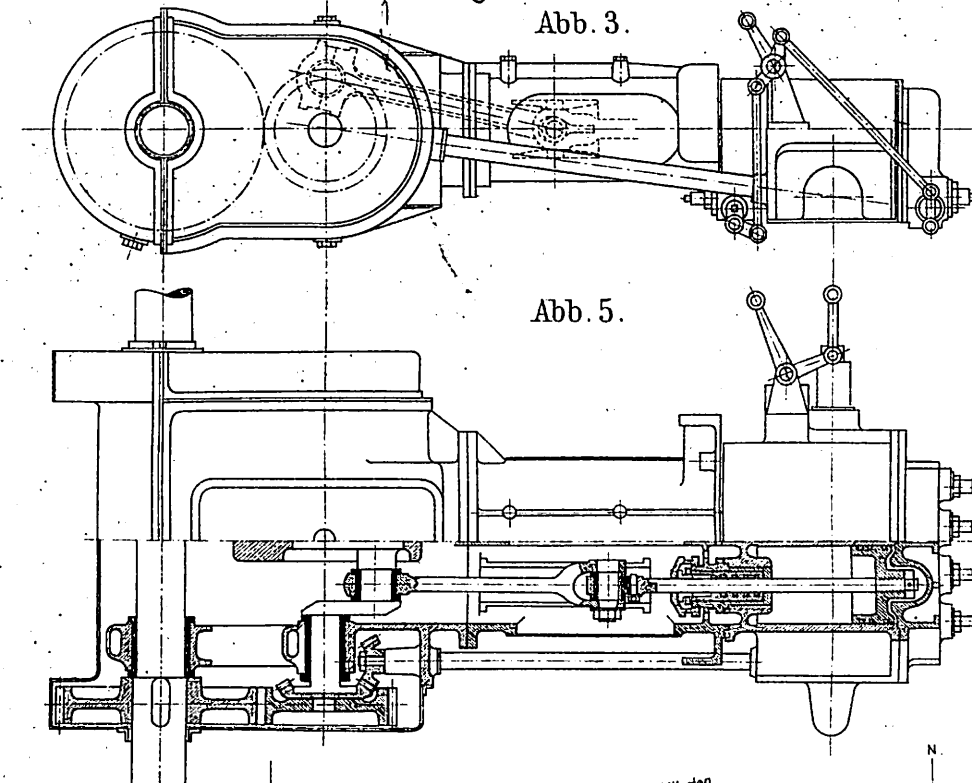


Abb. 5.

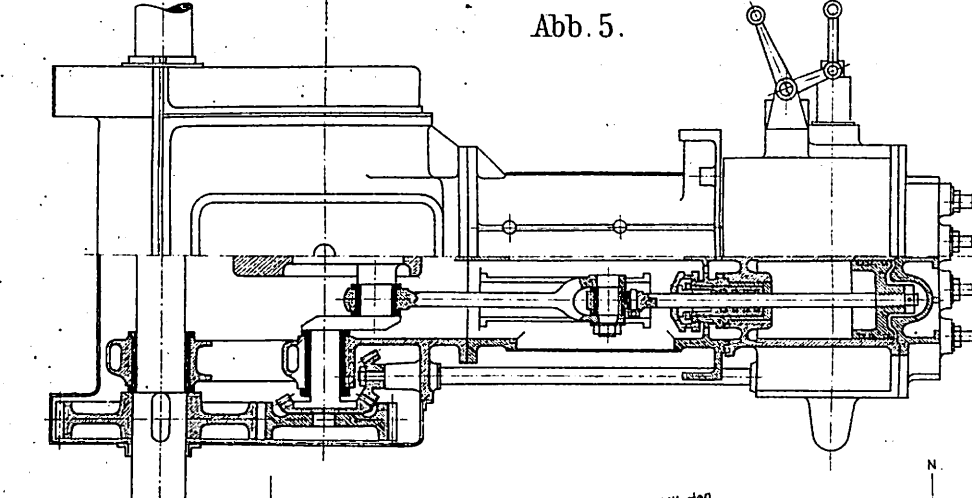


Abb. 4.

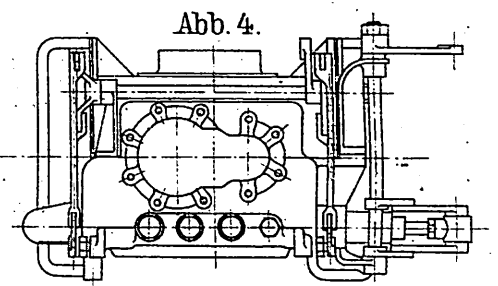


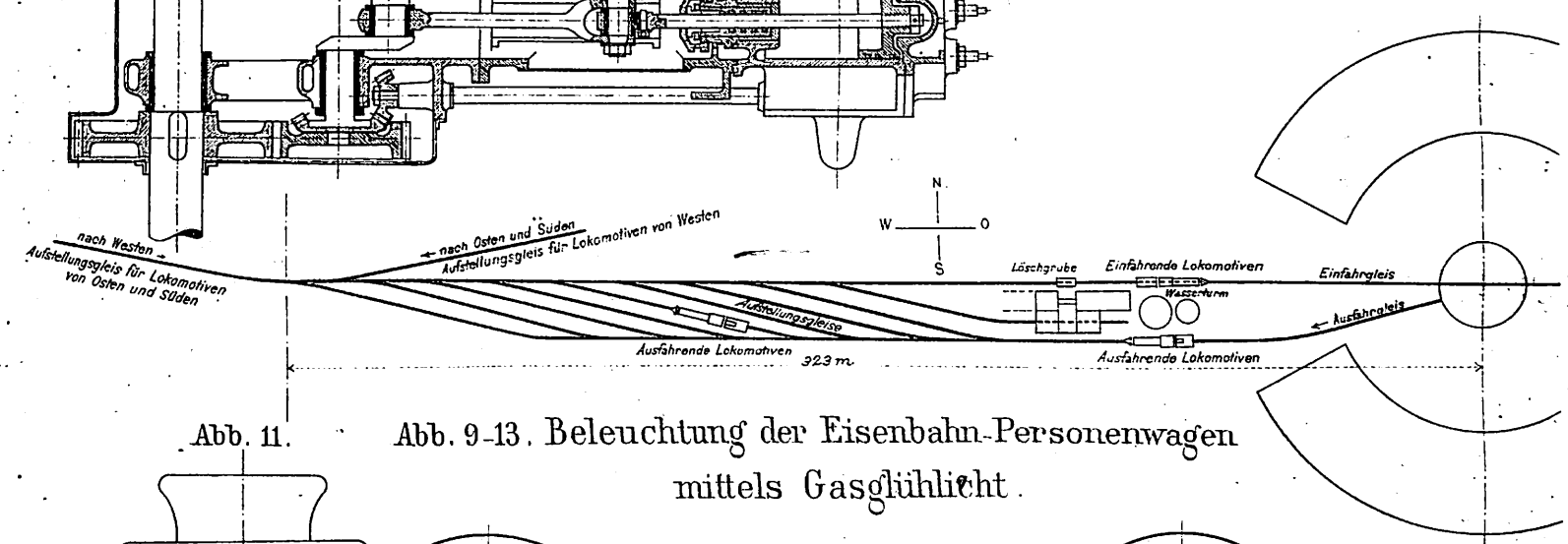
Abb. 3-5.

Dampfmaschine.

1:15.

Abb. 8.

Lokomotiv-Endstation.



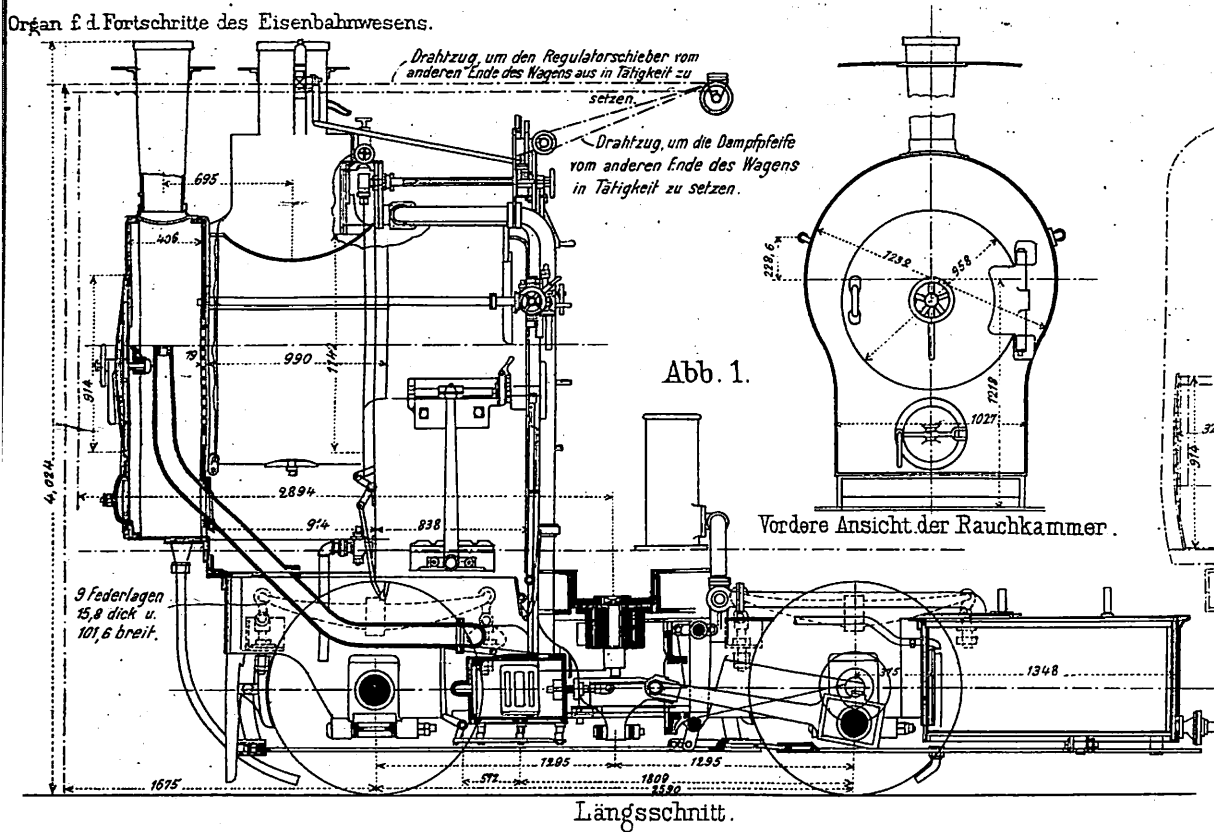


Abb. 1.

Vordere Ansicht der Rauchkammer.

Längsschnitt.

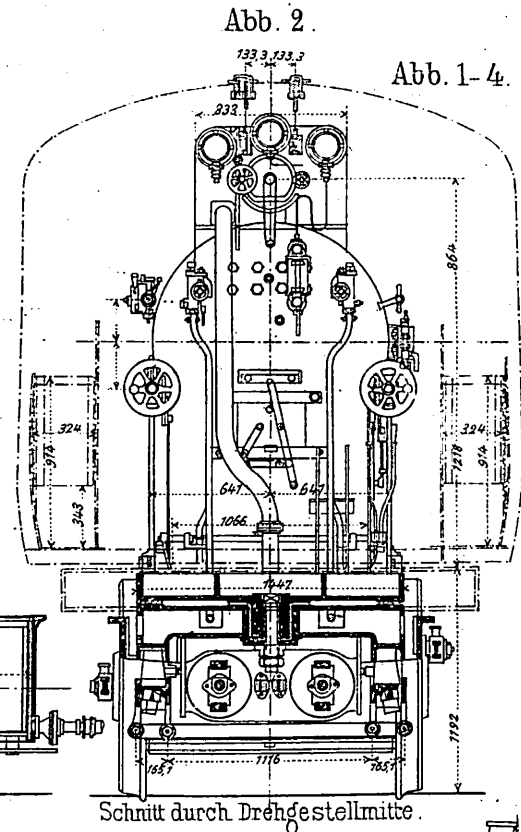


Abb. 2.

Schnitt durch Drehgestellmitte.

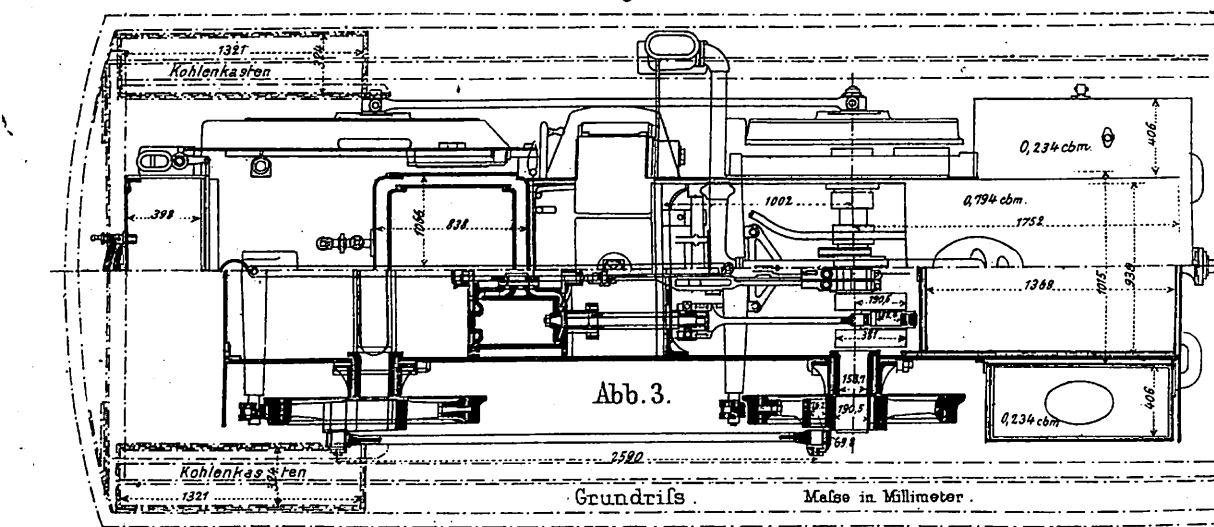


Abb. 3.

Grundriss.

Maße in Millimeter.

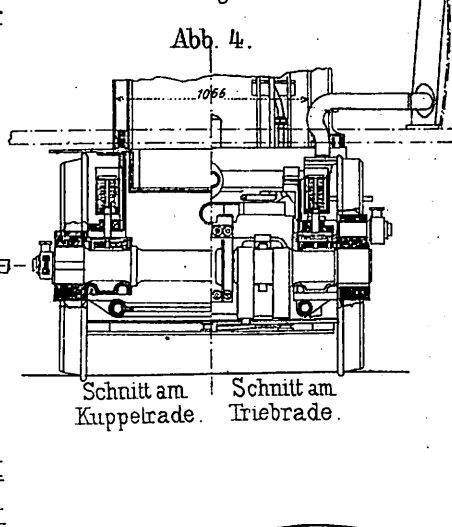


Abb. 4.

Schnitt am Kuppelrade.

Schnitt am Triebtrabe.

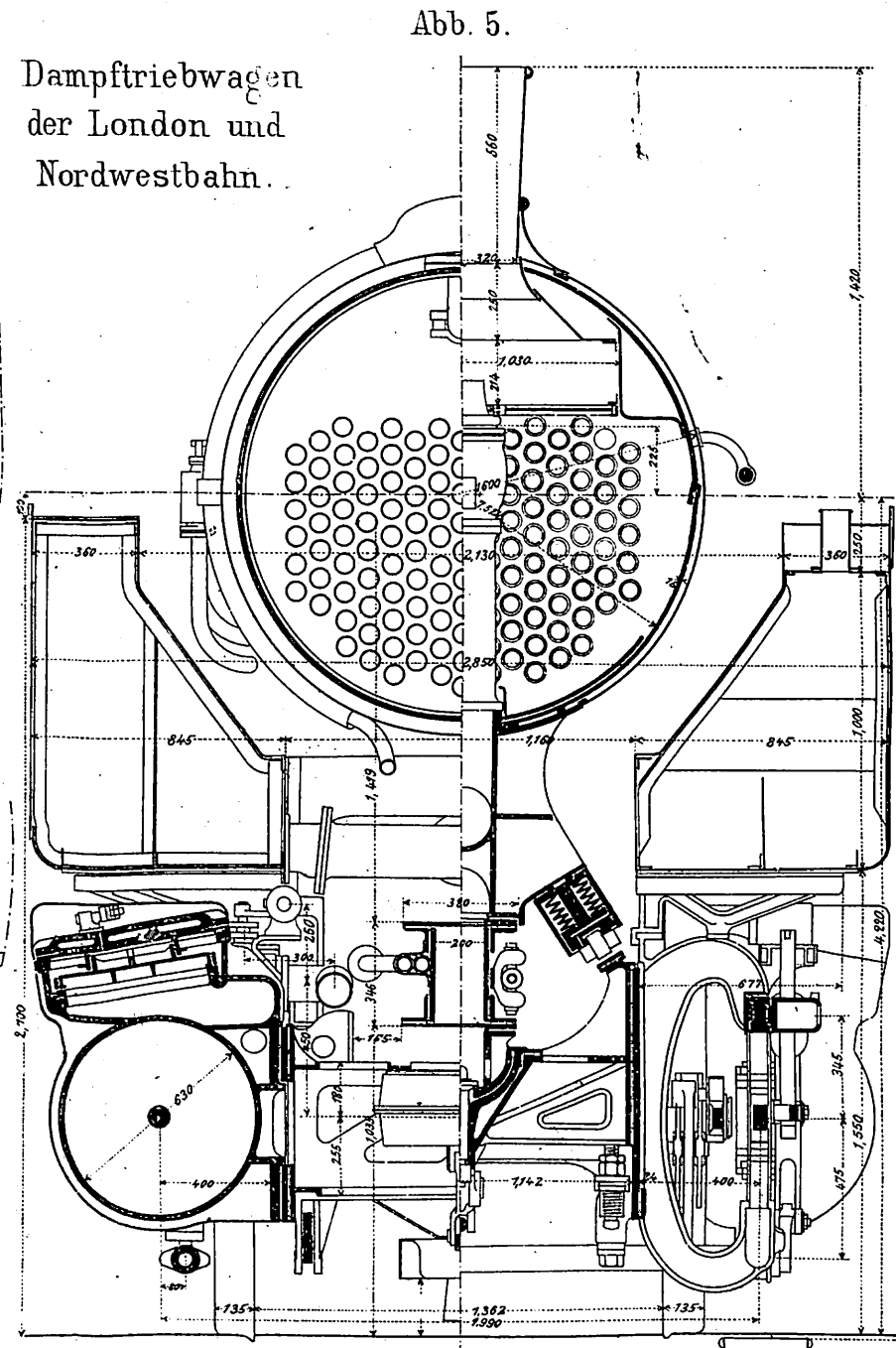


Abb. 5.

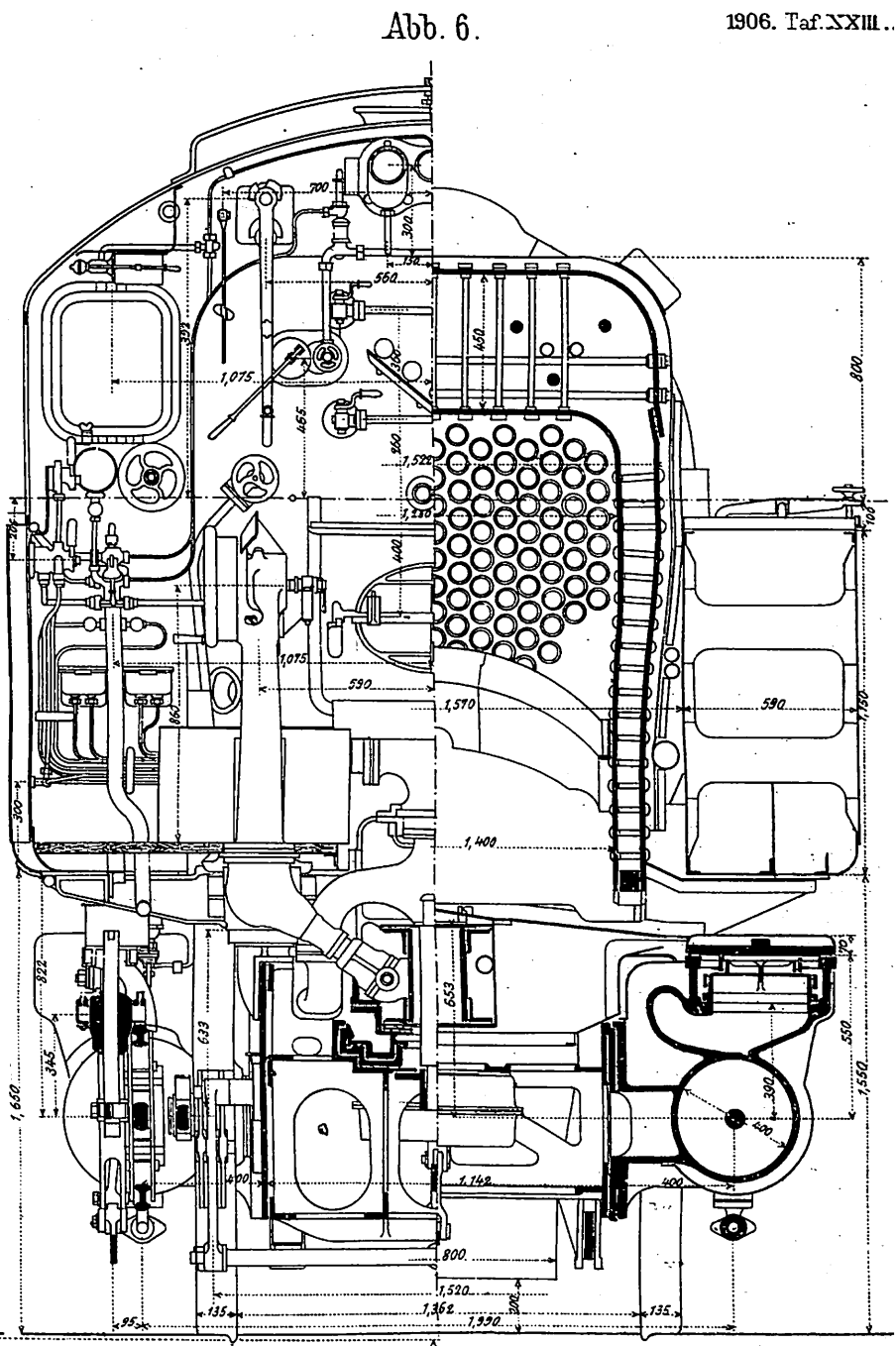


Abb. 6.

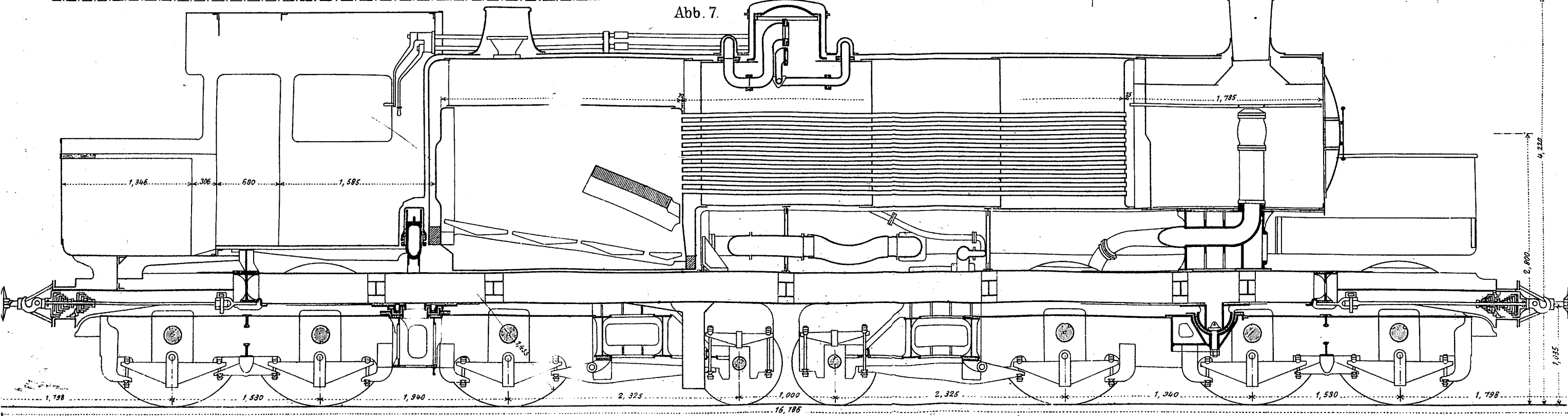


Abb. 7.

Abb. 5-7.

2 x 3/4 gekuppelte

Verbund-

Tenderlokomotive

der französischen

Nordbahn.

Abb.9 bis 11. Die Bauart der Gleise auf der Untergrundbahn in Philadelphia.

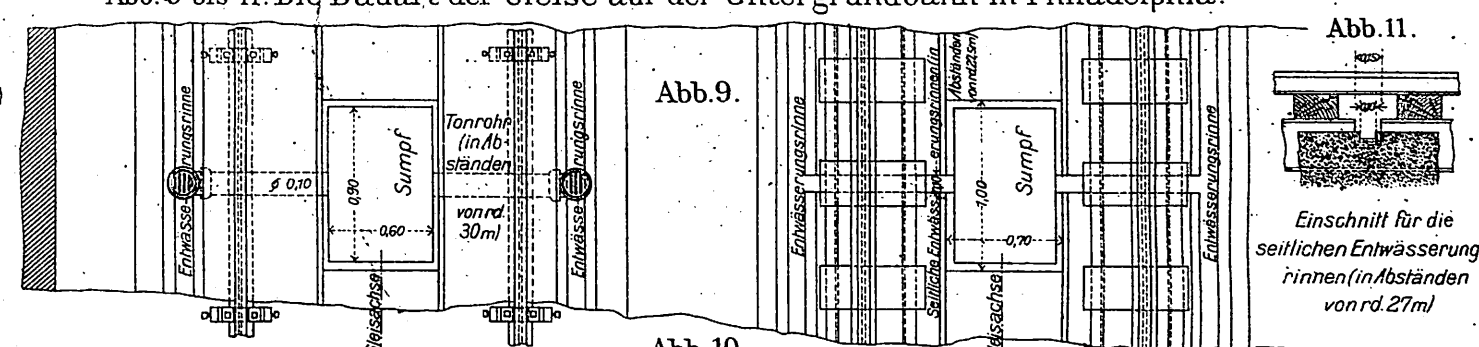


Abb. 2.
Grundriss.

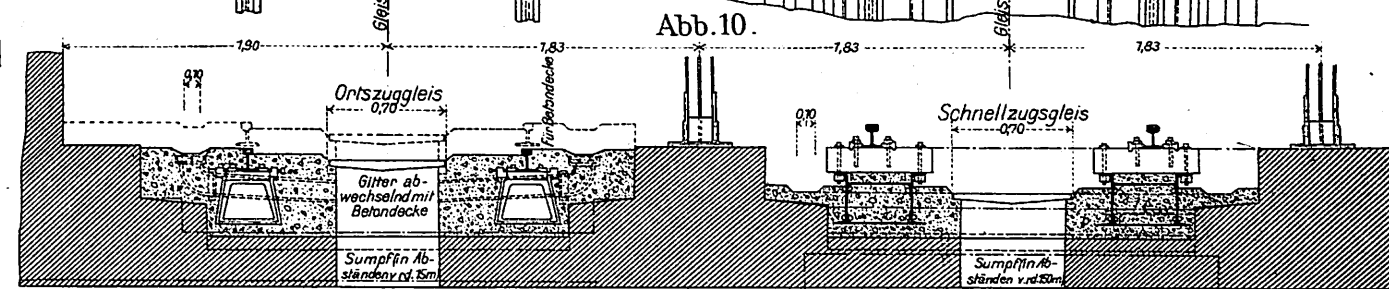
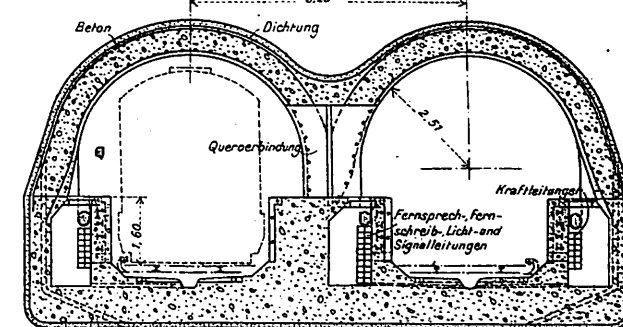


Abb. 12. Längsschnitt.

Abb. 12 bis 18. Der Detroit-Tunnel

Abb. 12 bis 18. Der Detroit-Tunnel.

Abb.14.Querschnitt durch die Zufahrtstunnel.



Mafsstab der
Abb. 1 u. 2.
1:60.

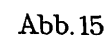


Abb. 15 und 16. Tor

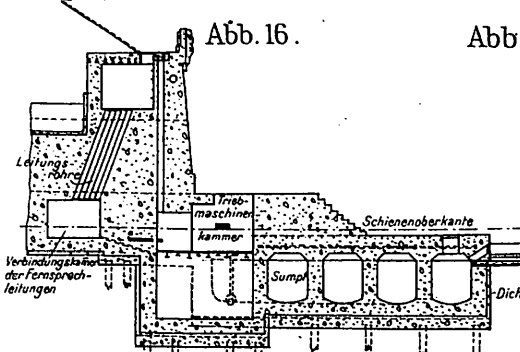


Abb. 17.

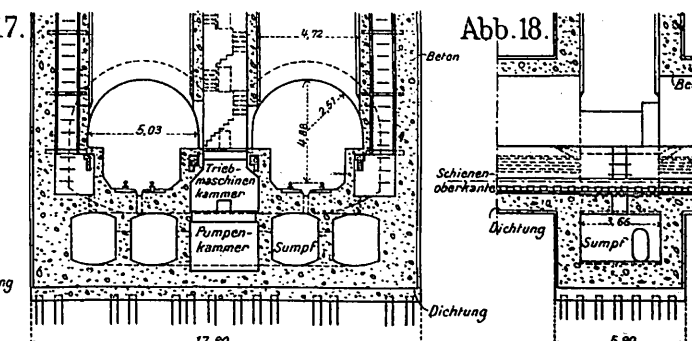


Abb. 18.

Abb.5.Querschnitt am Drehzapfen. Maßstab 2:45.

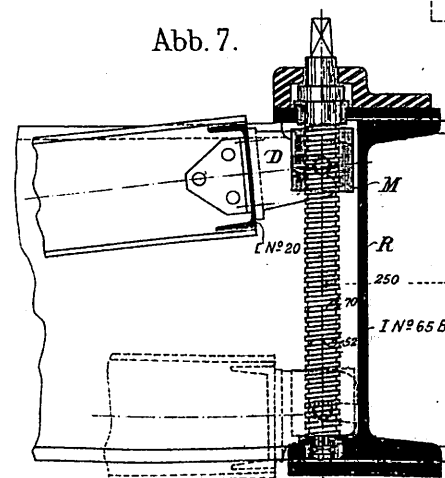


Abb. 6. Mutter M
mit Schrauben. 1:15

Maßstab 1:15.

Abb. 8. Schnitt C-D. 1:8.

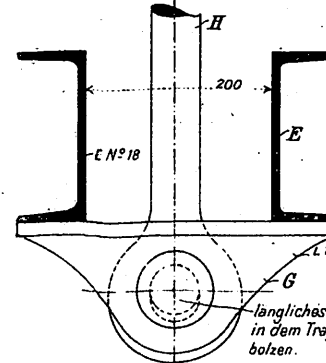


Abb.19. Die Kraftwagenprüfanlage der Purdue-Universität.

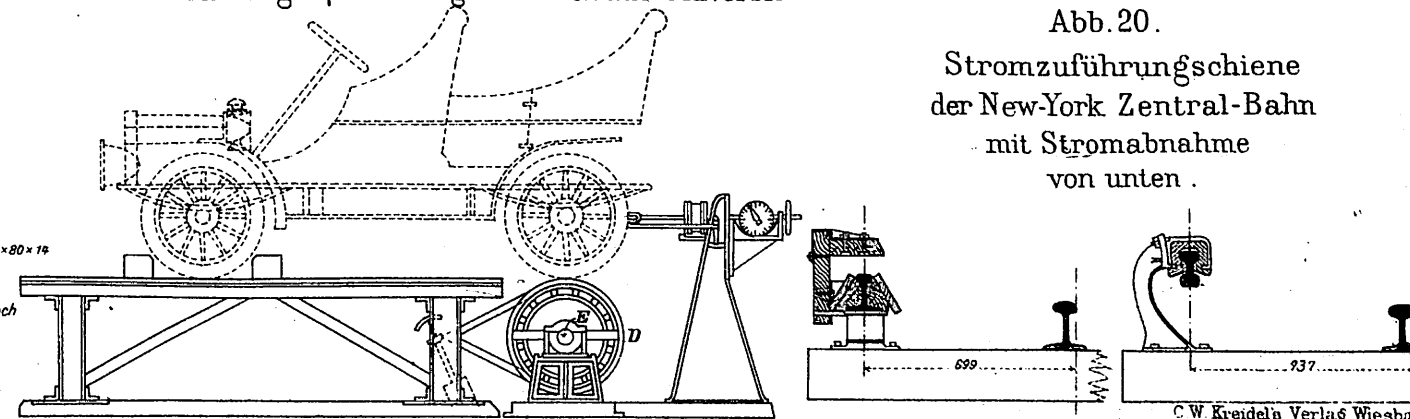


Abb. 20.

Stromzuführungsschiene
der New-York Zentral-Bahn
mit Stromabnahme
von unten.

Abb. 1.

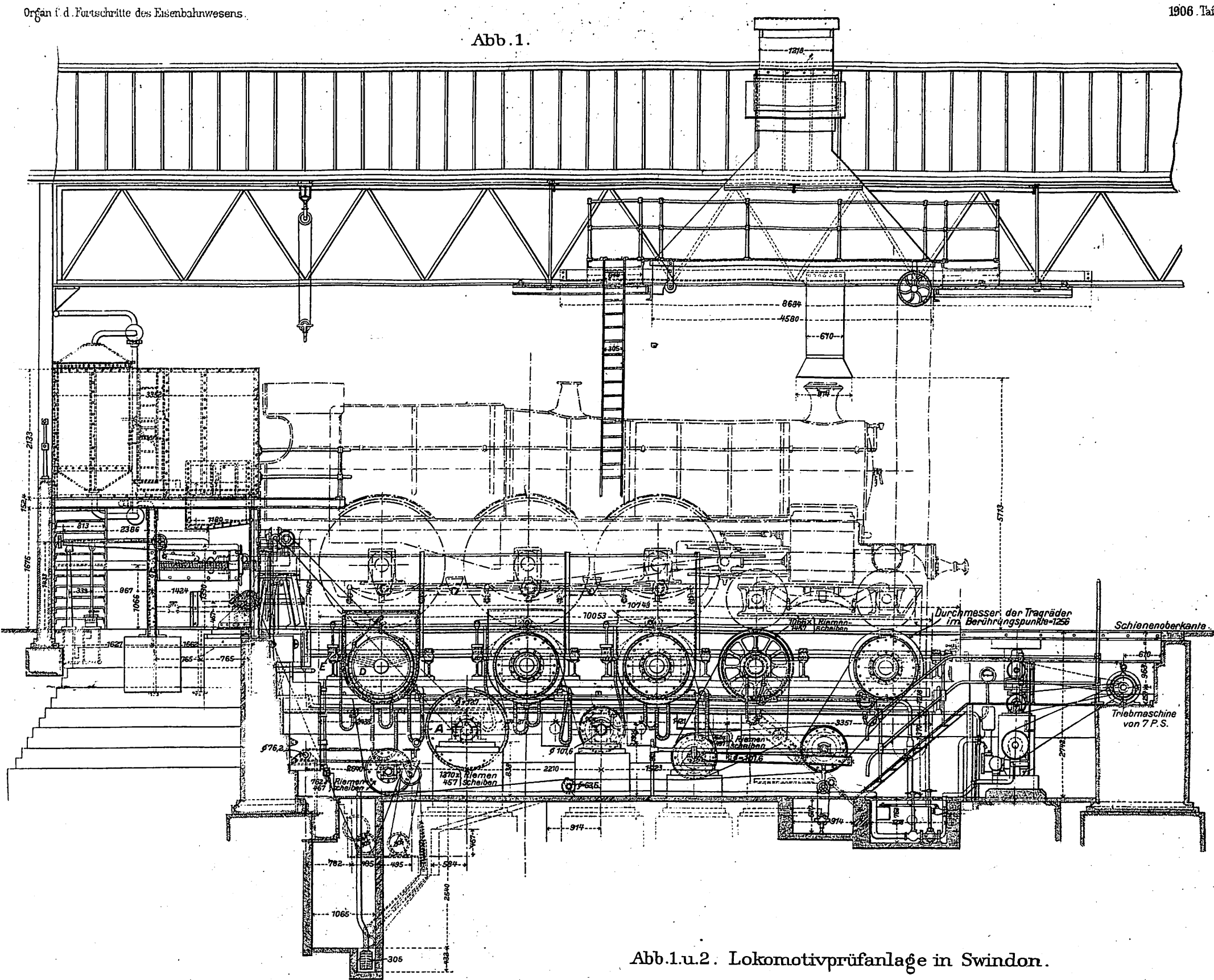


Abb. 1. u. 2. Lokomotivprüfanlage in Swindon.

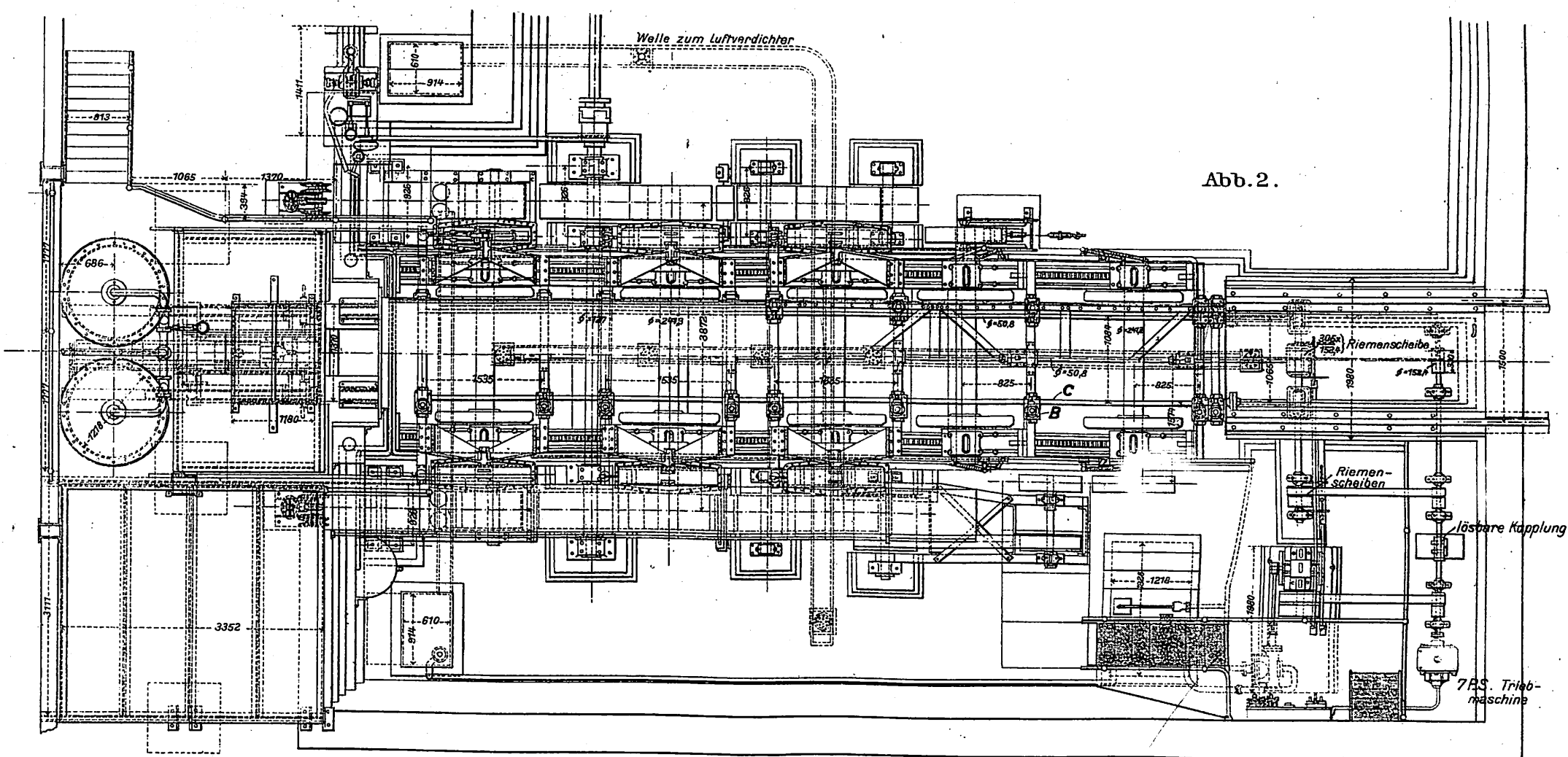
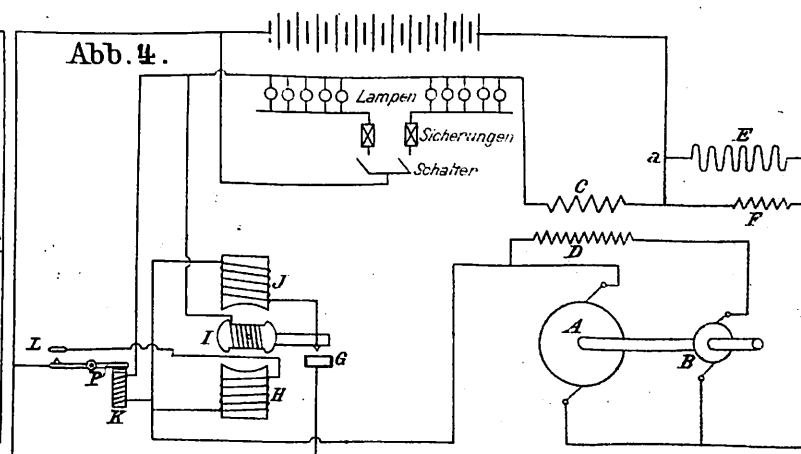
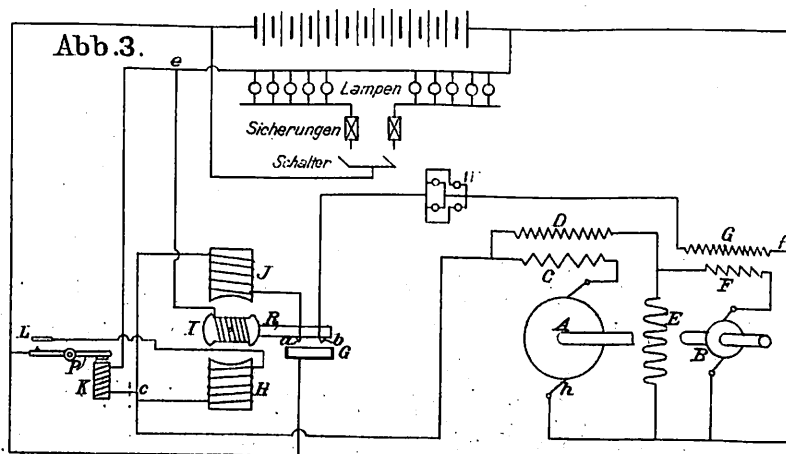


Abb. 3. u. 4.

Elektrische

Zug - Beleuchtung,

Bauart Leitner-Lucas.



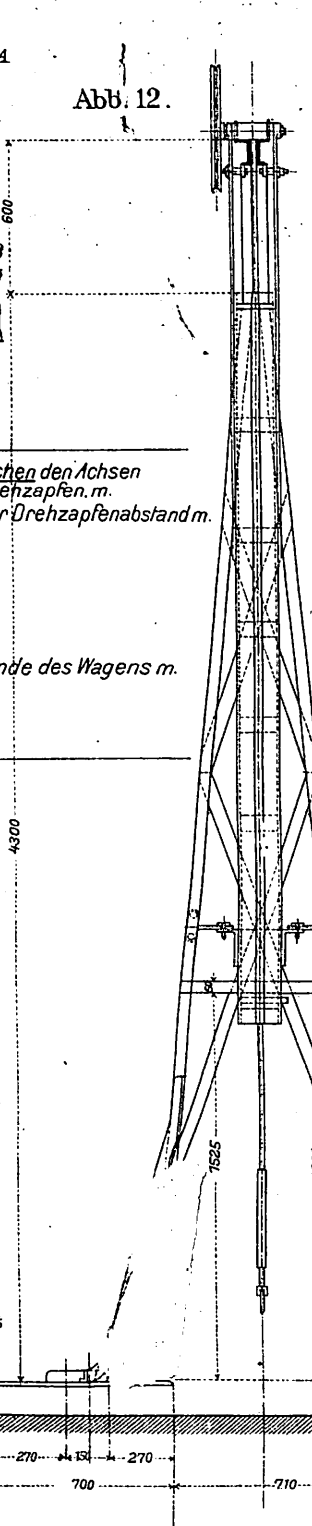
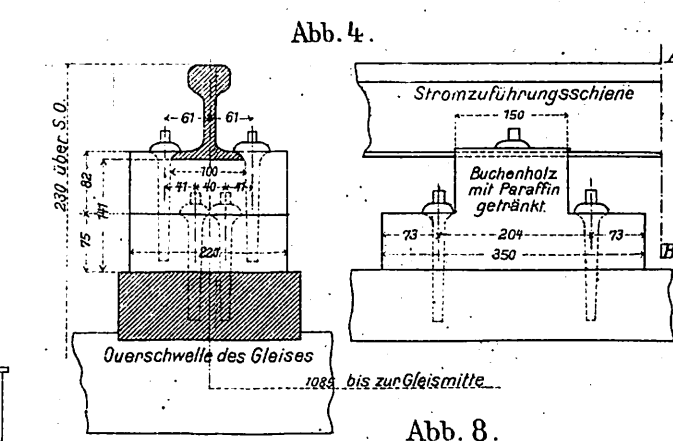
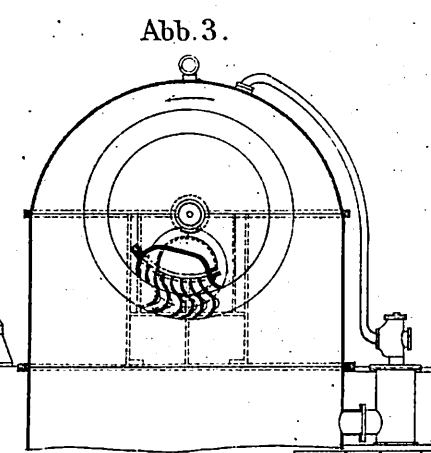
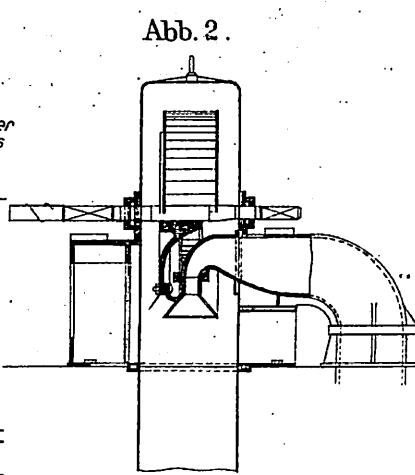
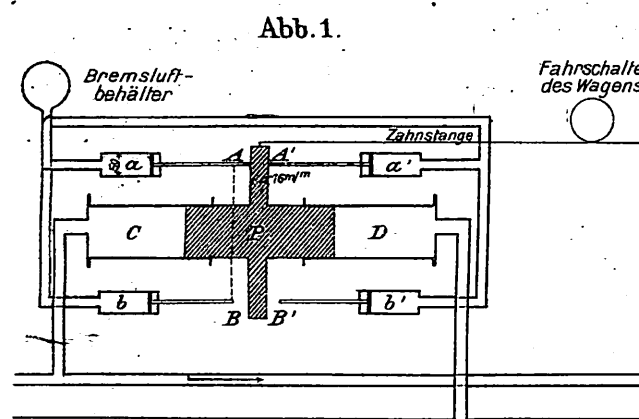


Abb. 8 bis 14.
Zimmermann:
Ladelehre
für nach
Italien
übergehende
Eisenbahn-
Wagen.

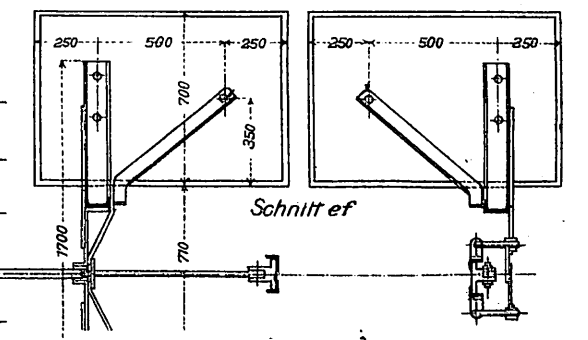
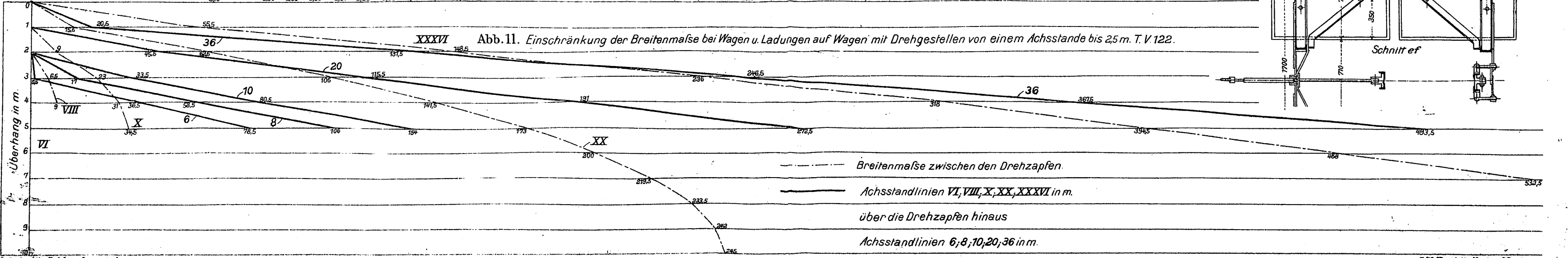
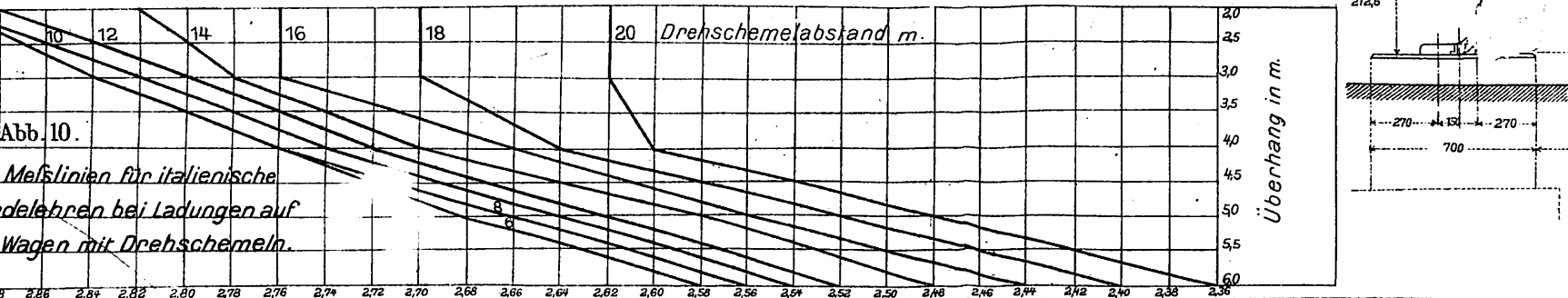
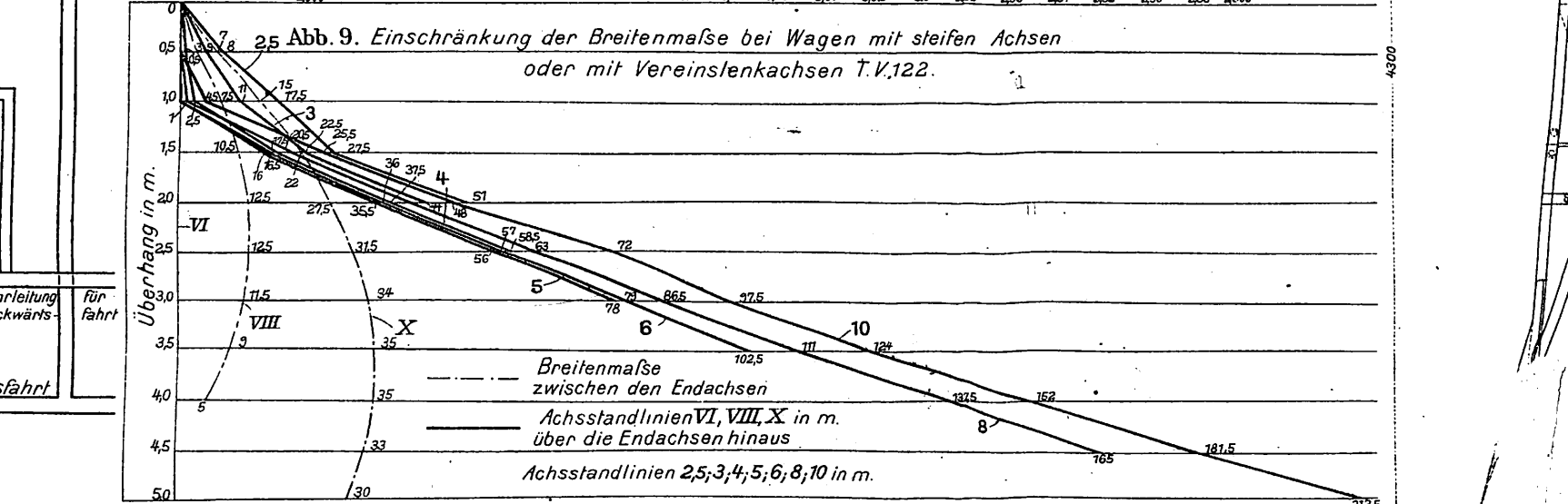
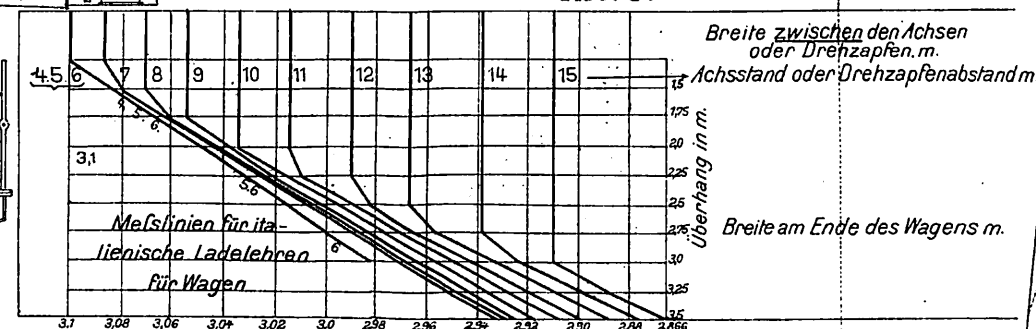
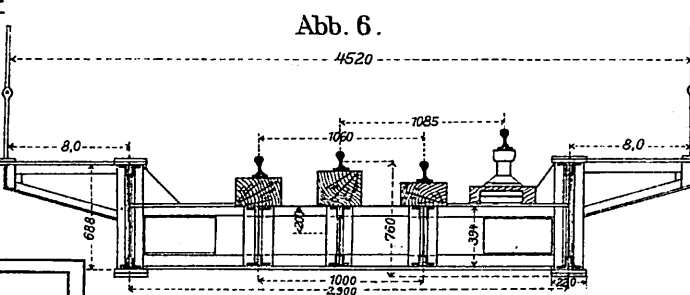
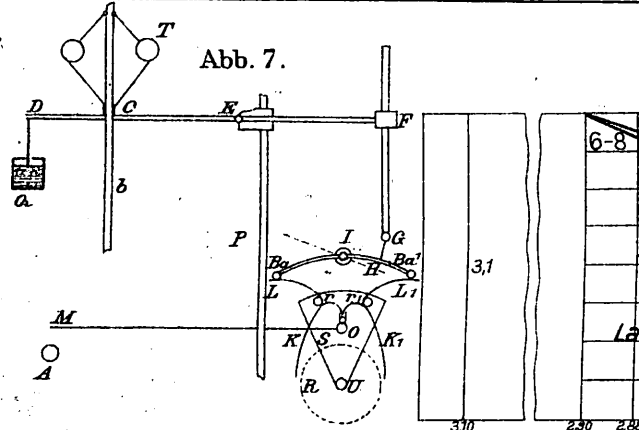
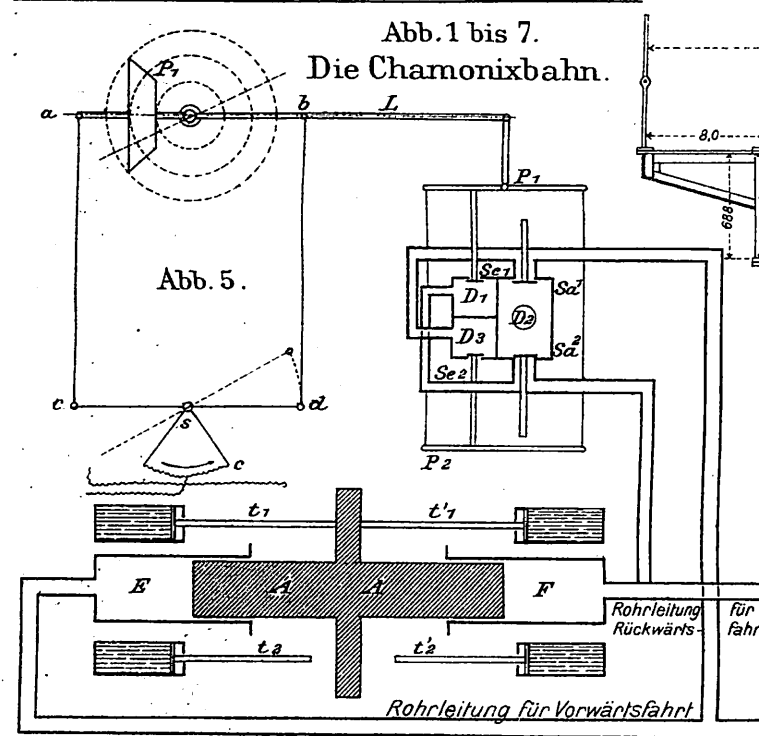
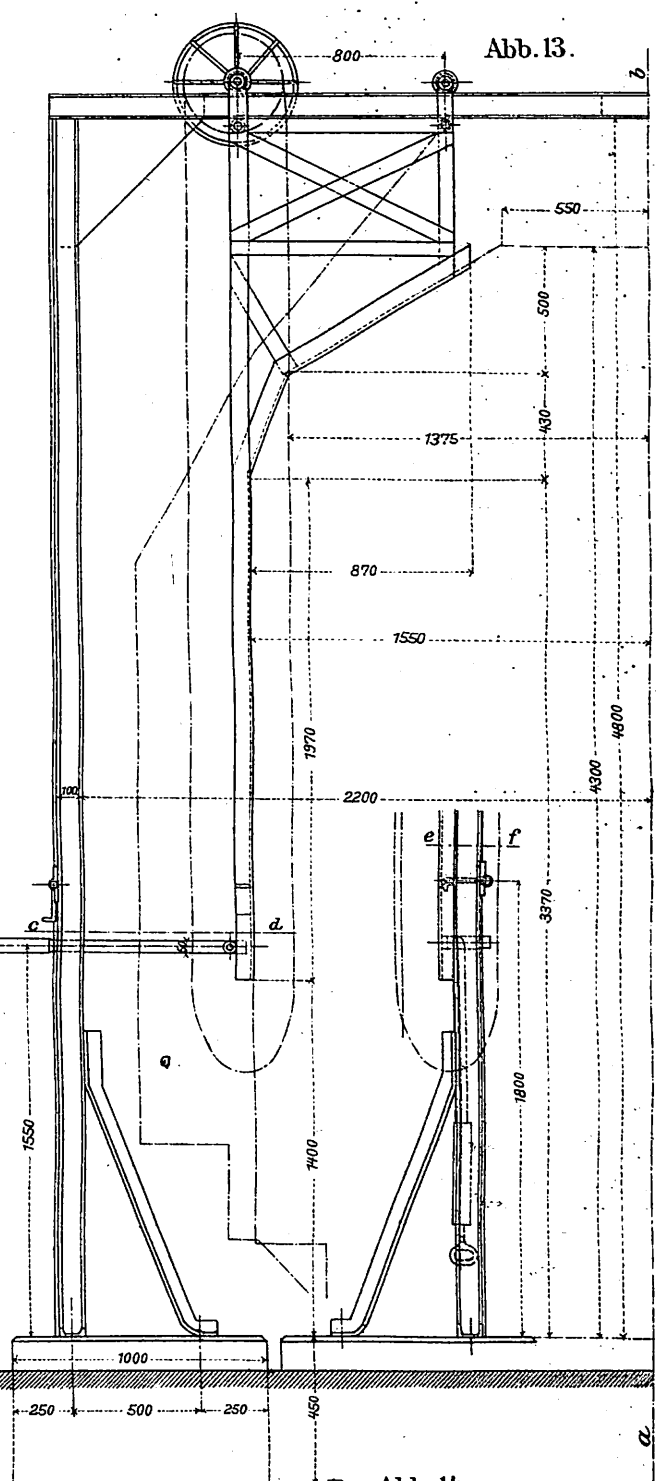


Abb. 1 bis 7. Die Chamonixbahn.

Abb. 1.

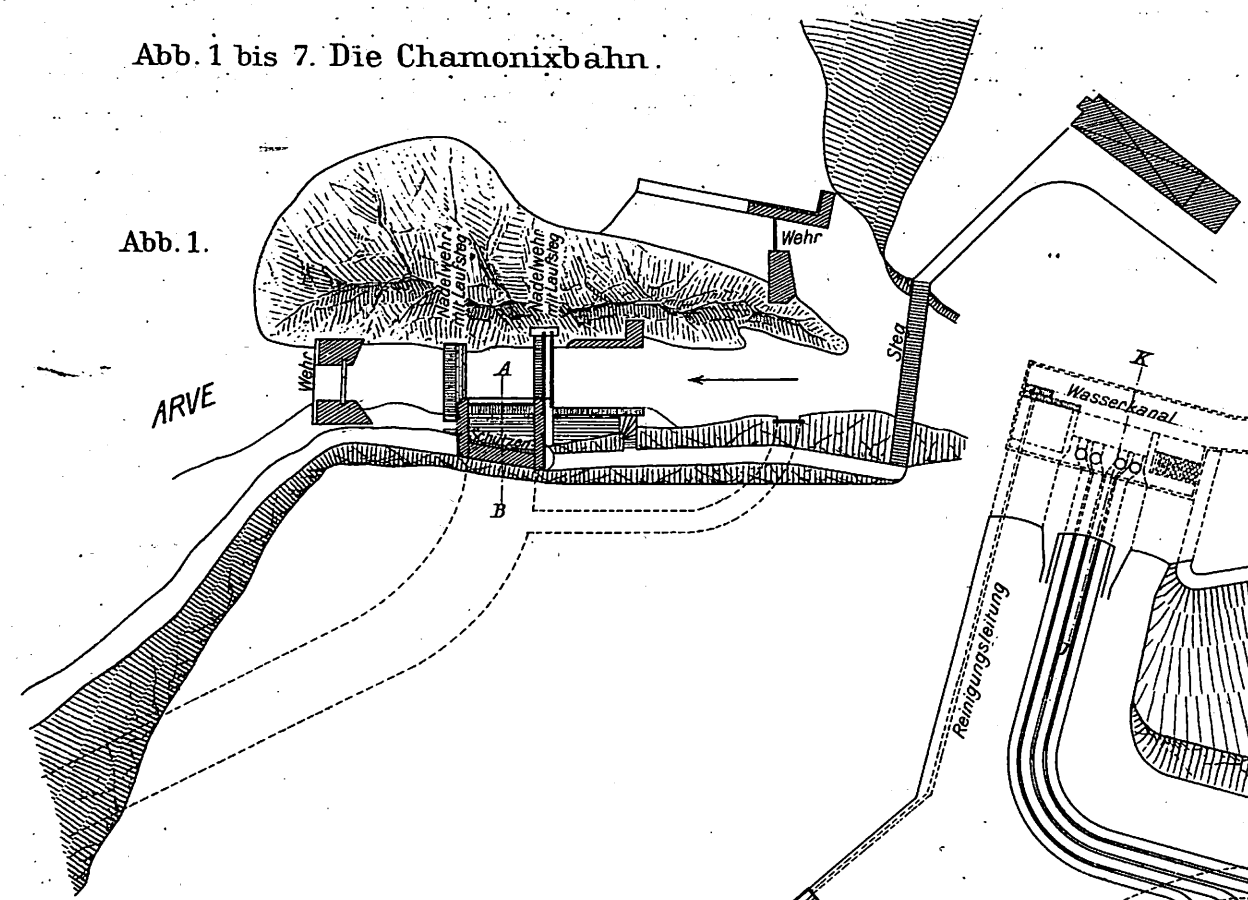


Abb. 2.

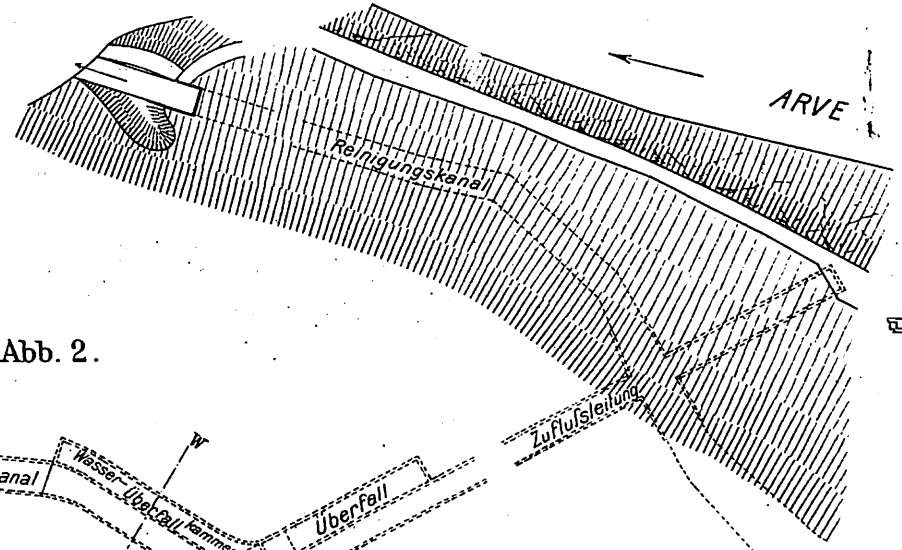


Abb. 5.

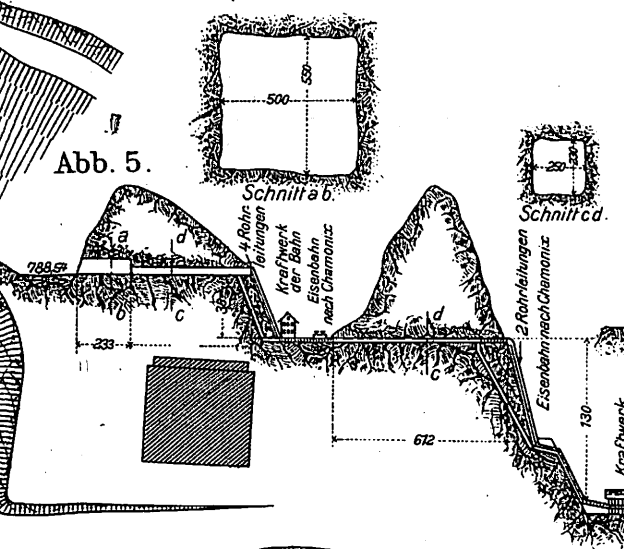


Abb. 7.

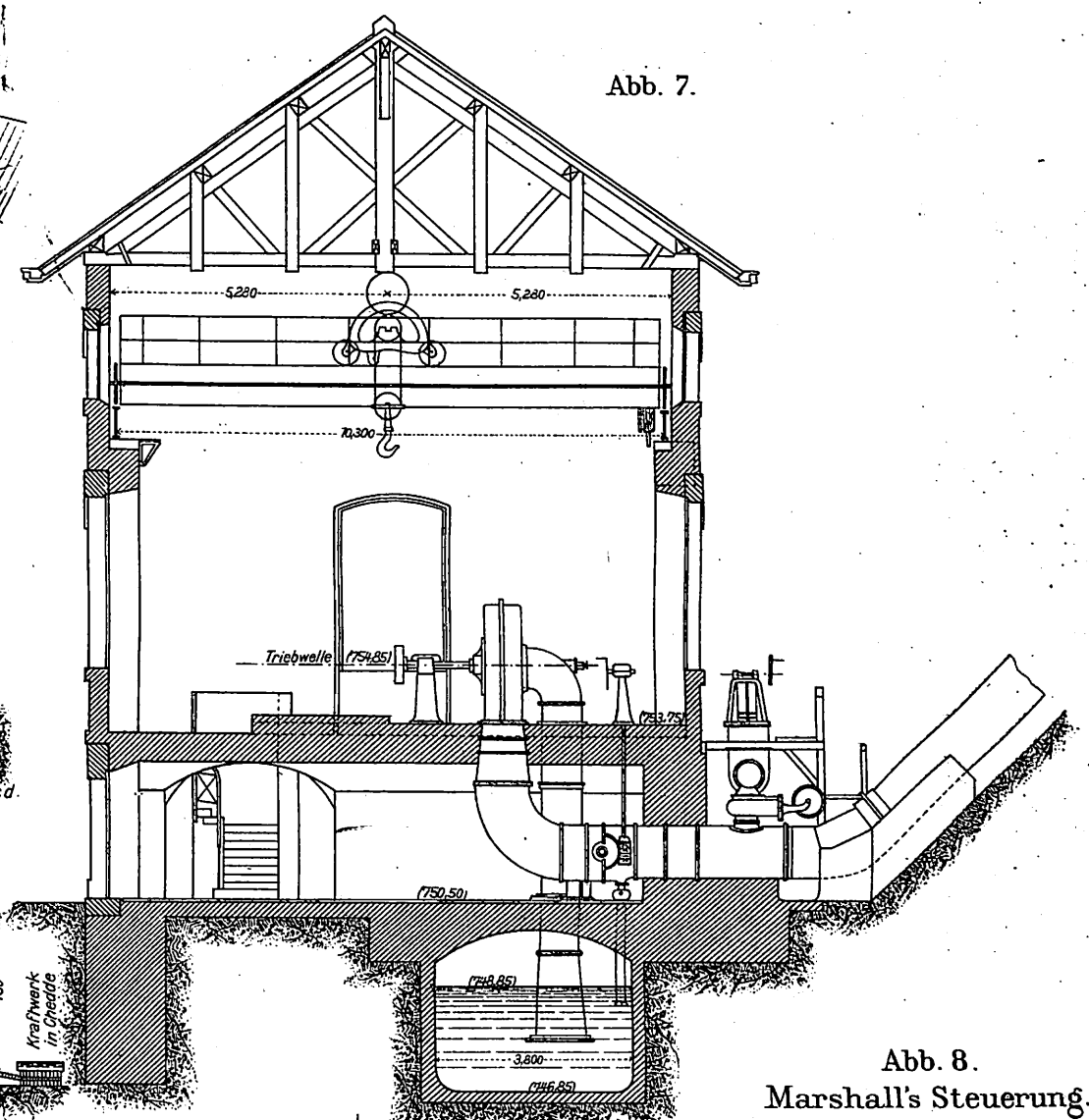


Abb. 8.
Marshall's Steuerung.

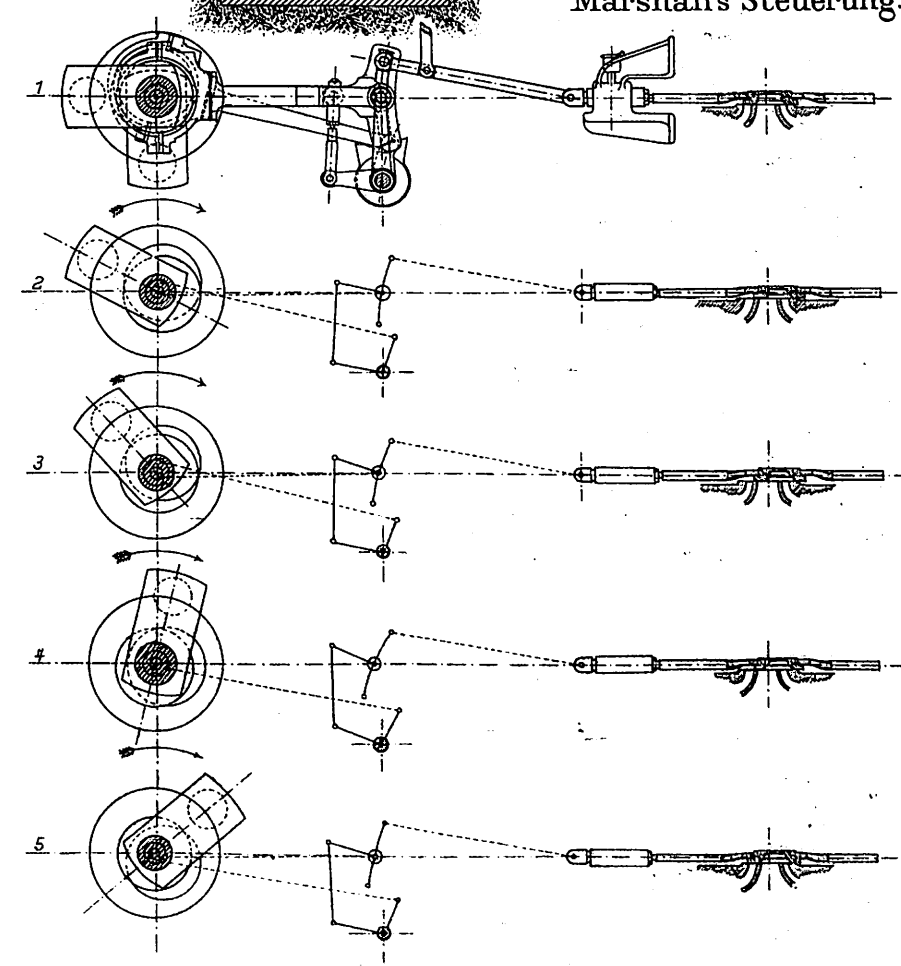


Abb. 3.

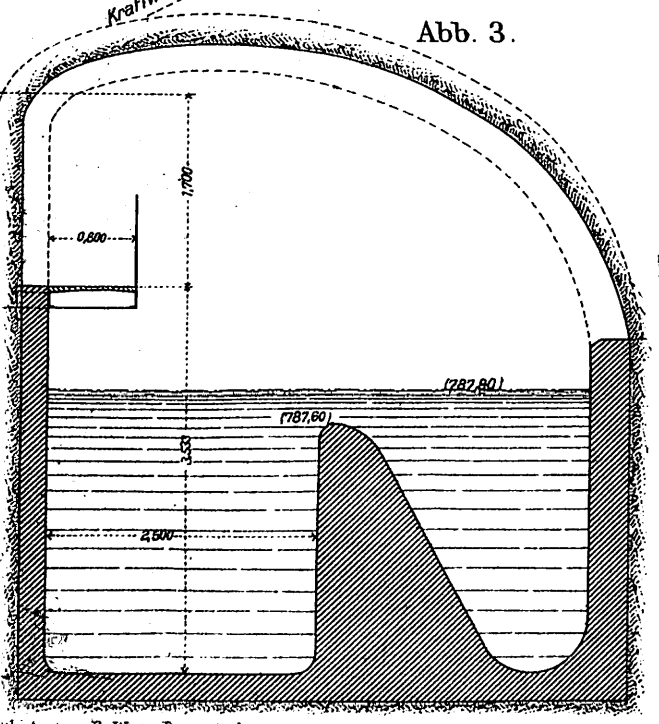


Abb. 4.

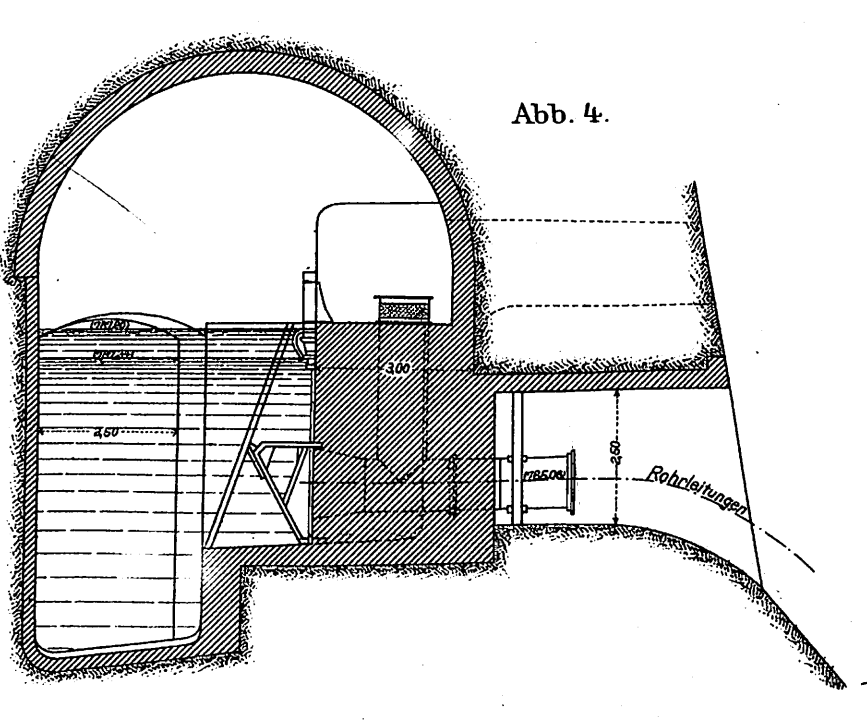
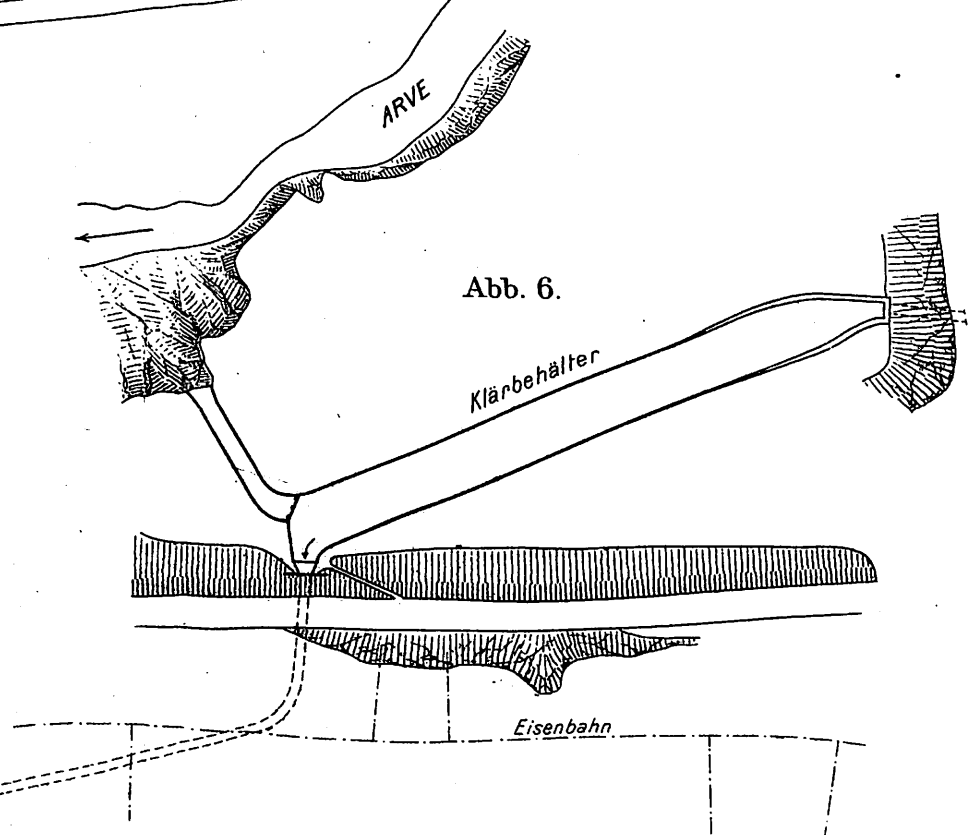
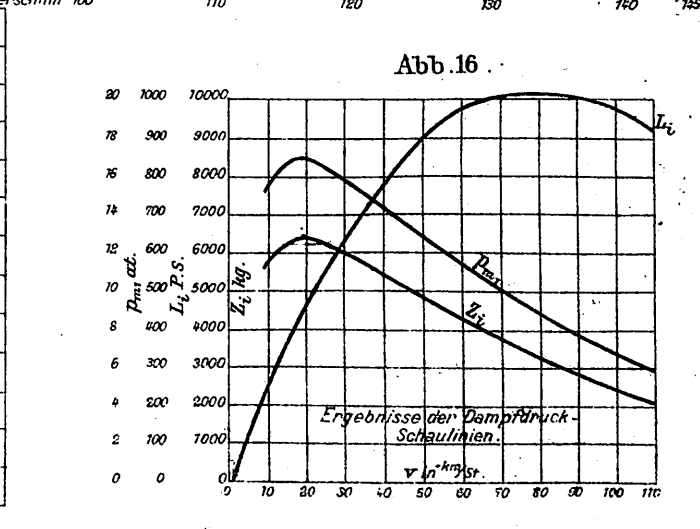
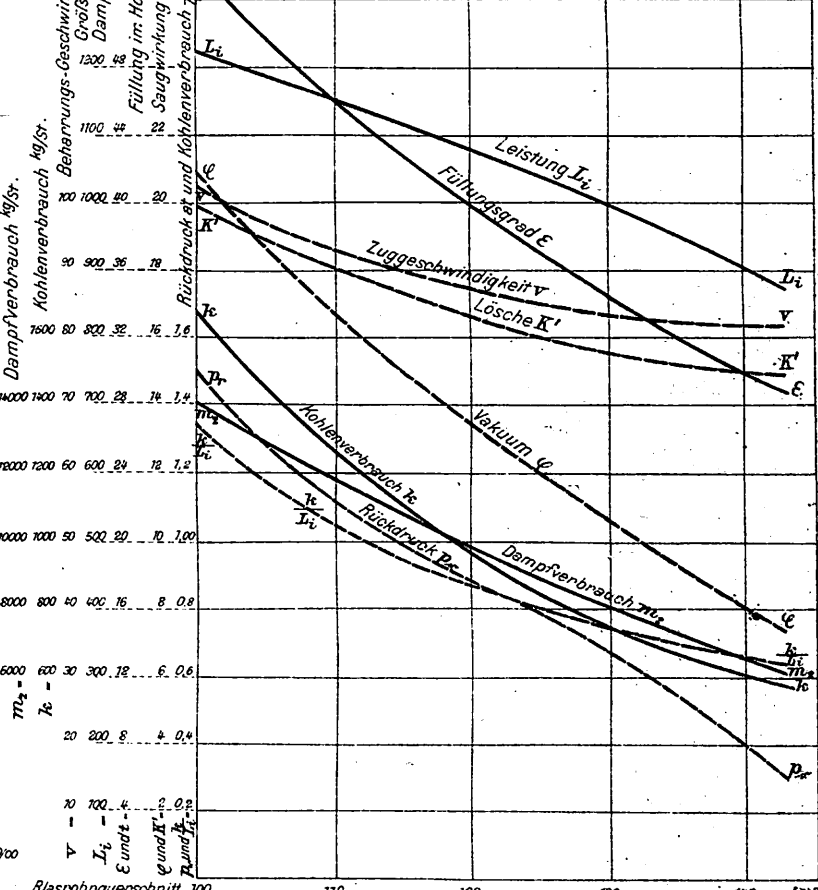
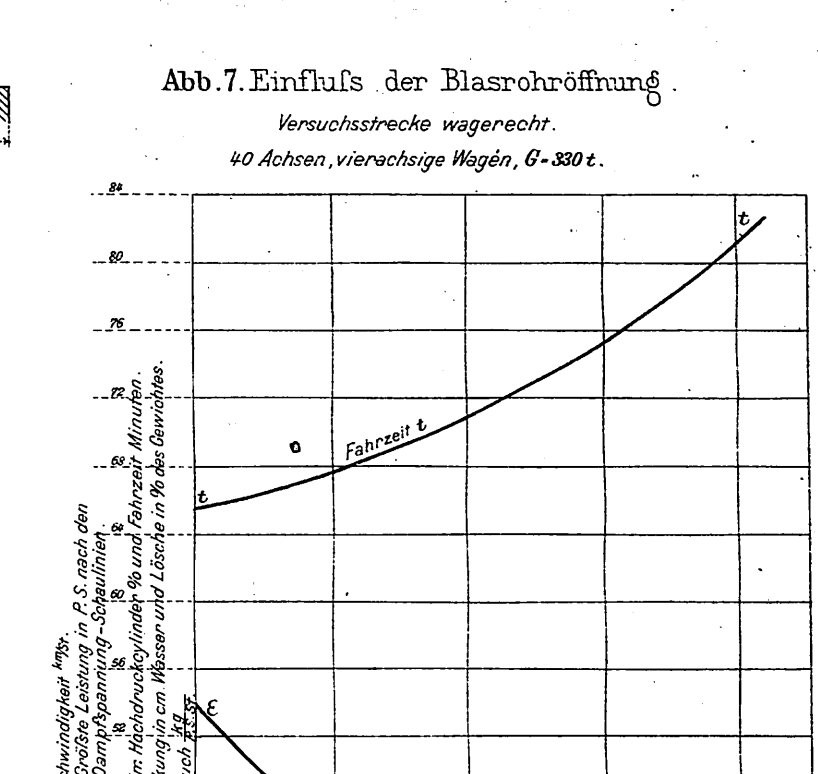


Abb. 6.





Ergebnisse der Versuchsfahrten mit einer 2/5 gekuppelten Vierzylinder-Lokomotive Grafenstadener Bauart.

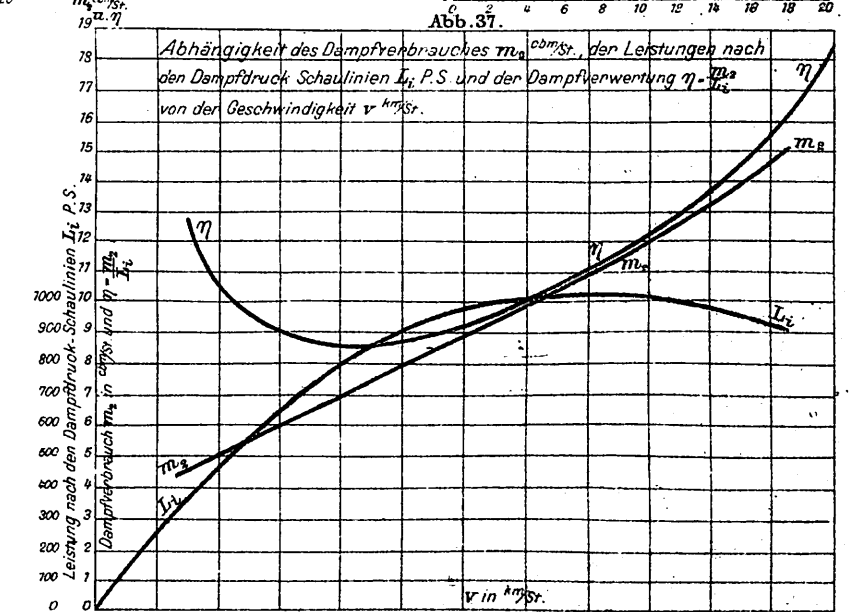
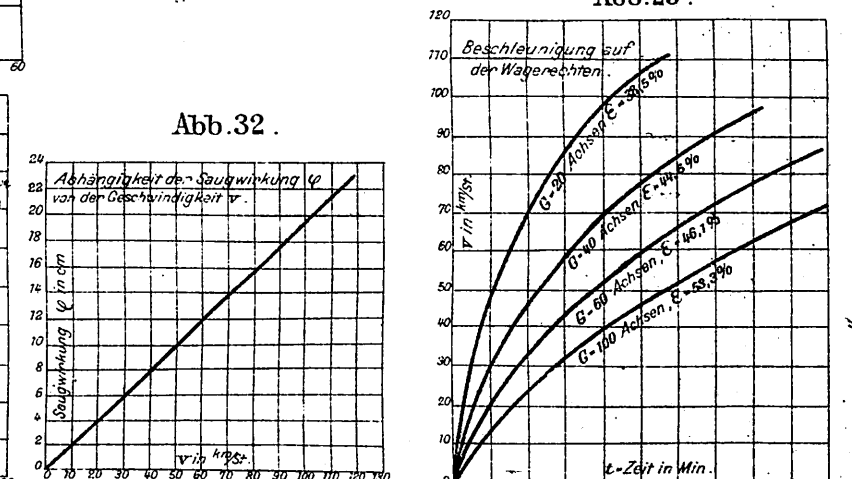
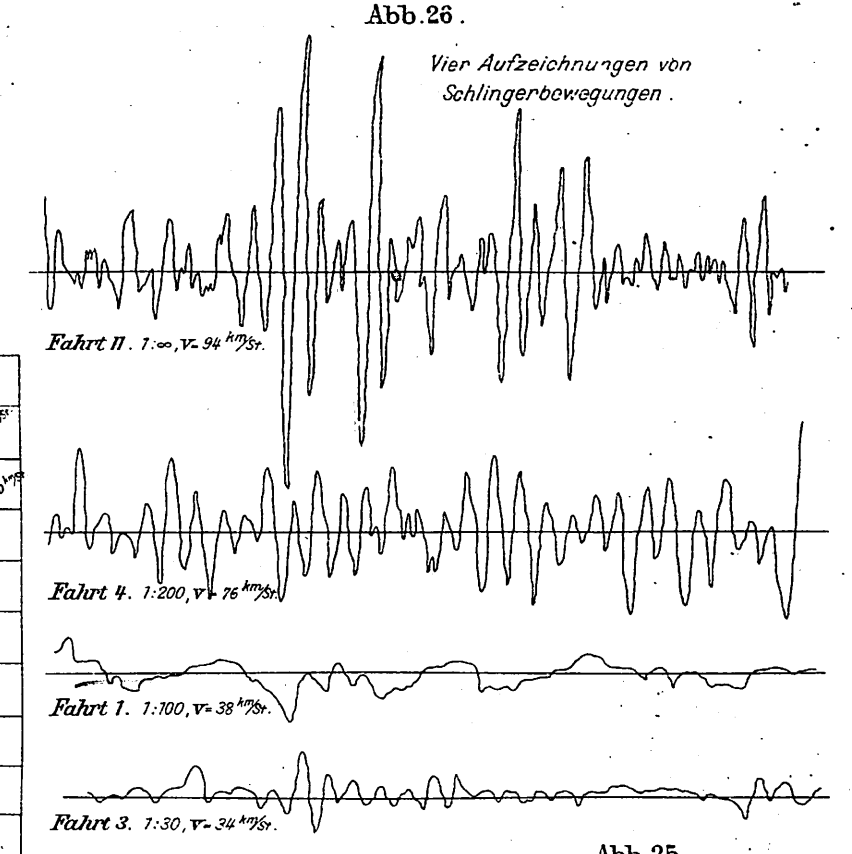
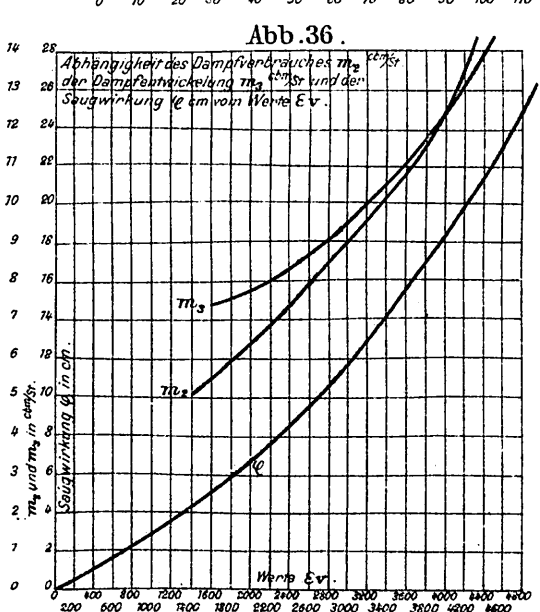
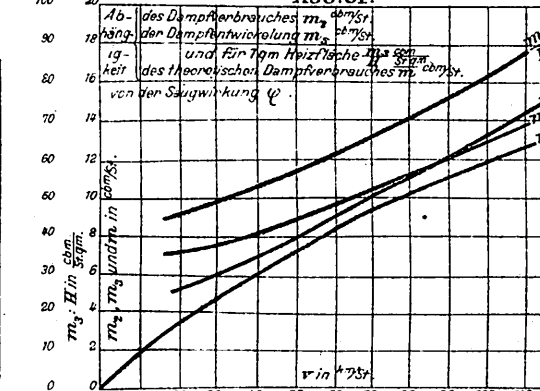
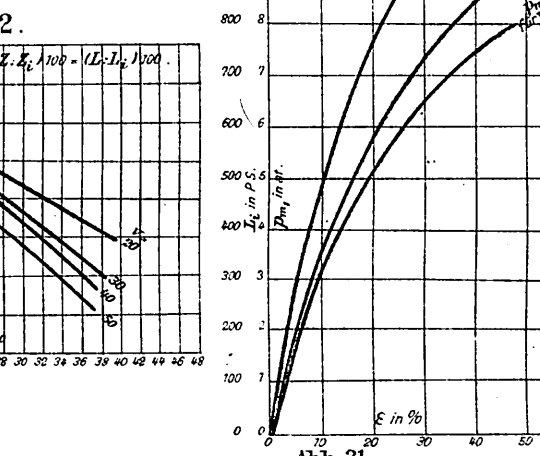
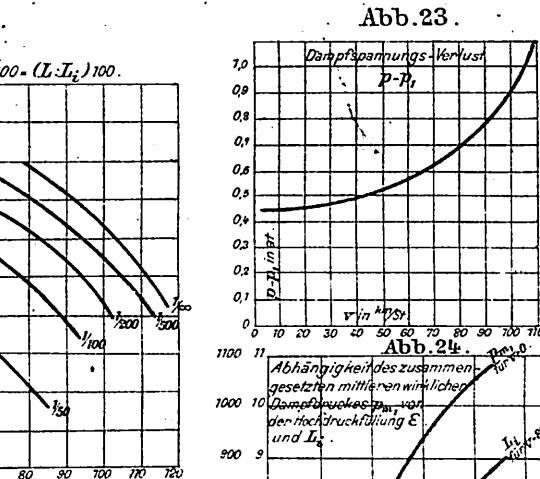
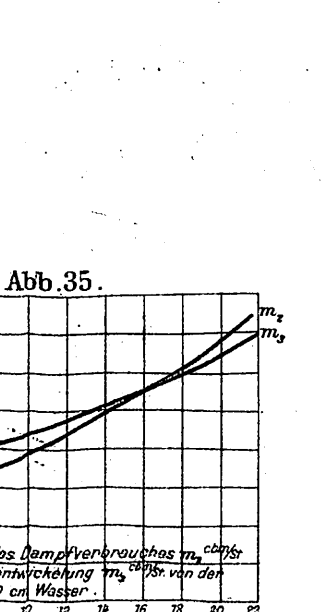
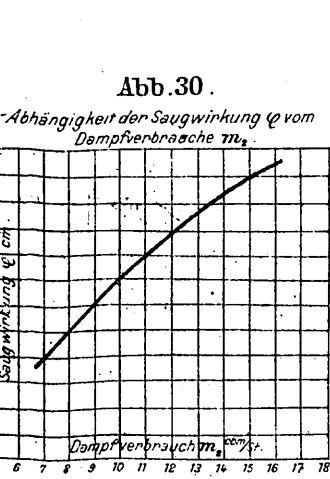
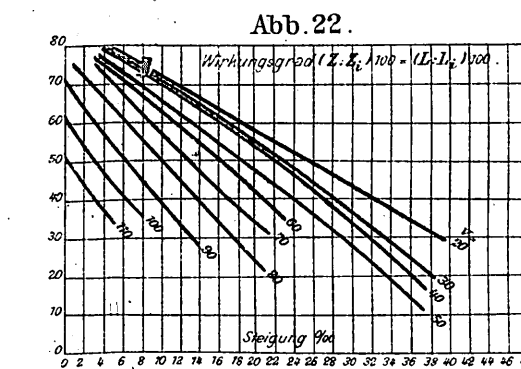
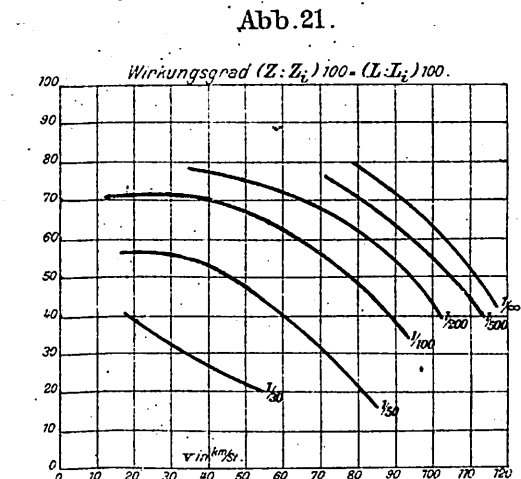
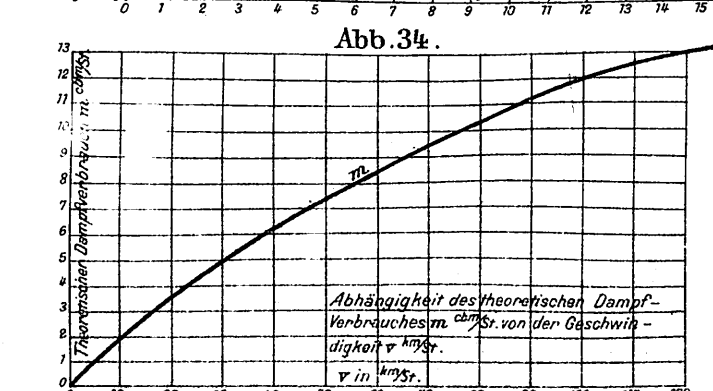
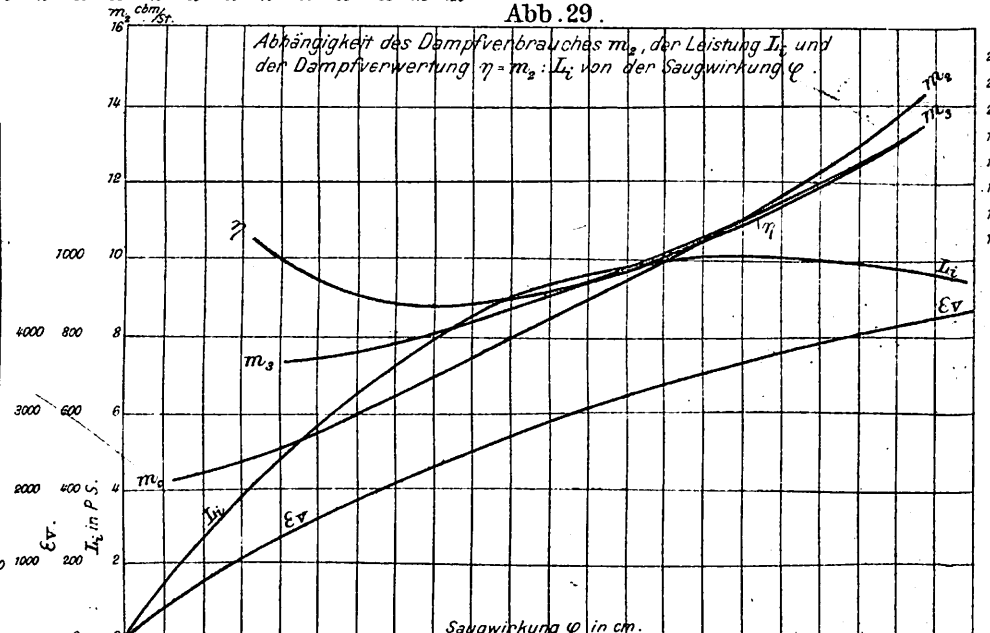
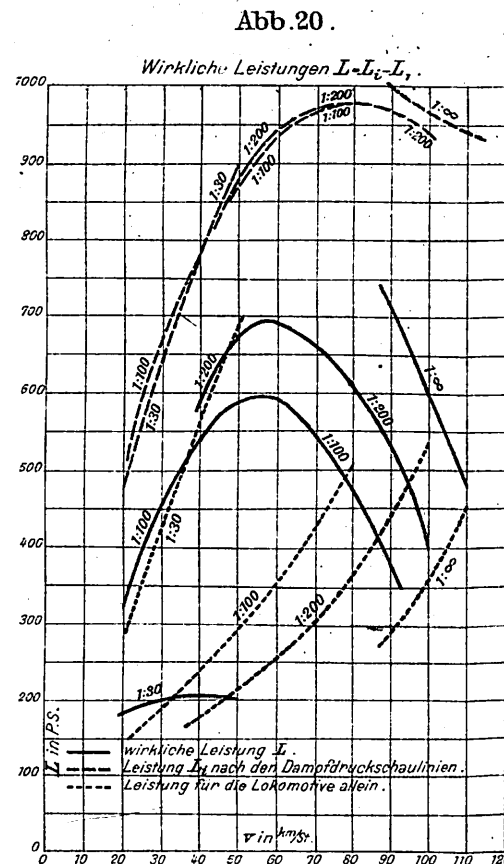
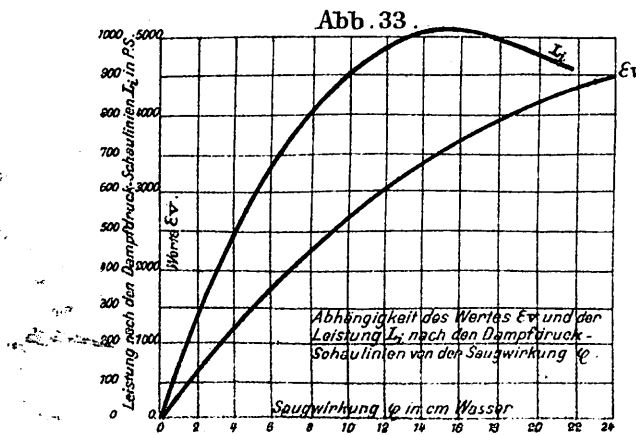
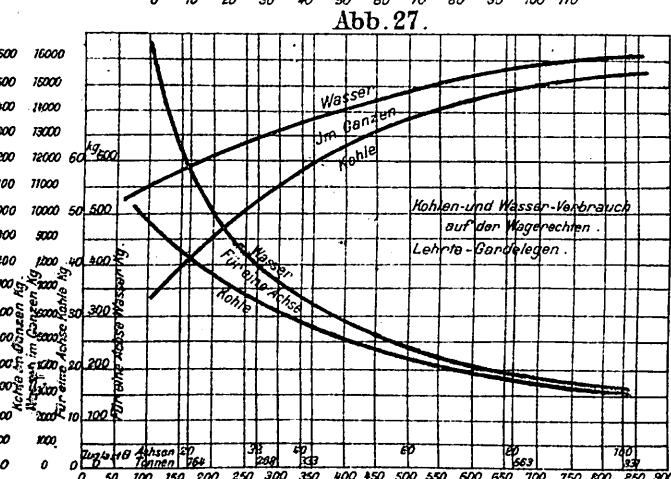
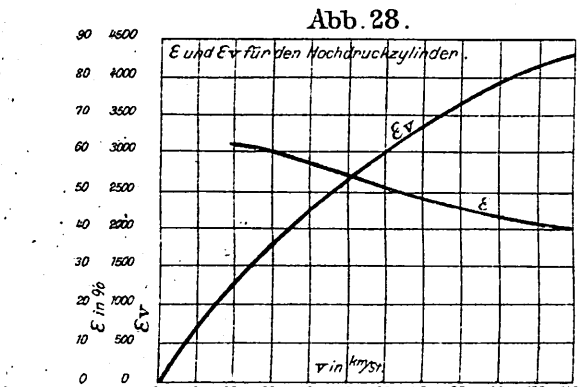
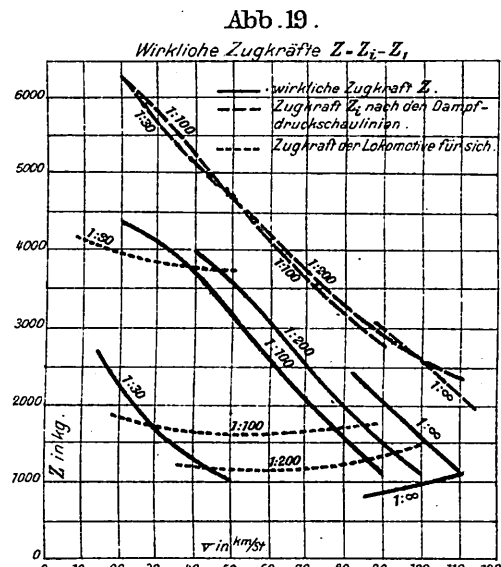
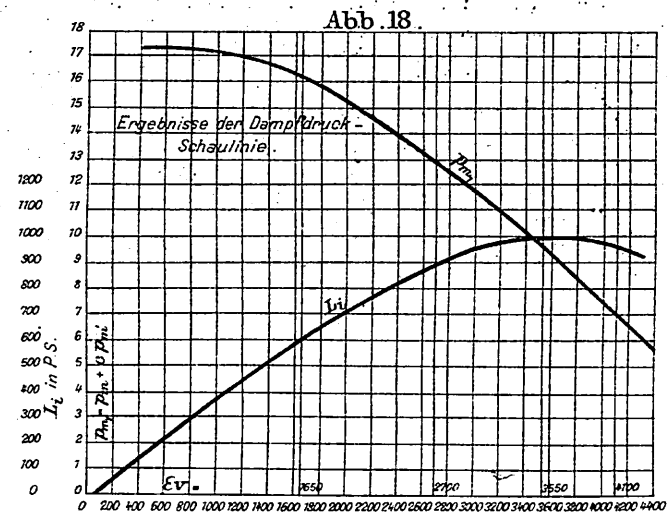
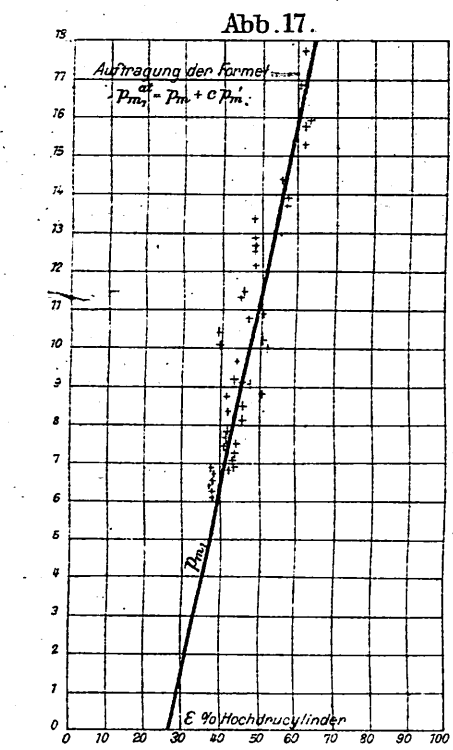
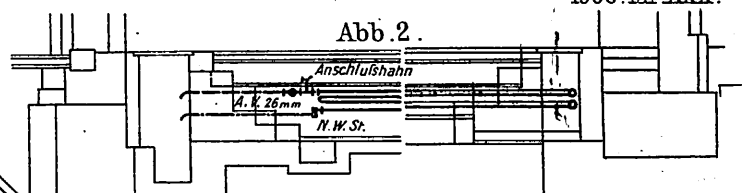


Abb. 1.
Grundriss.



Längsschnitt durch einen Kanal.

Abb. 1 bis 2. Klopsch:
Heizung der Lokomotiv-
schuppen.

Maßstab 1:600.

Erklärung:

- Heizschlangen 52er Rohr.
- Dampfleitung.
- Niederschlagleitung.
- A. V. 26 mm L φ = Absperrventil 26 mm L. Durchgang.
- N. W. St. = Niederschlagwasser-Stauer.
- Heizschlangen erhalten 1^{mm}/m Gefälle.
- Dampfleitung wird genau wagrecht verlegt.
- Niederschlagleitung erhält 5^{mm}/m Gefälle.
- o bezeichnet die Rohrhalter je 2 Stück, Entfng. 3,0 m.