

Abb. 1. Stromlieferungsanlage mit einem von 220 Volt, auf den Bahnhöfen

Speicher von 180 Zellen, für eine Ladespannung Bromberg und Düsseldorf.

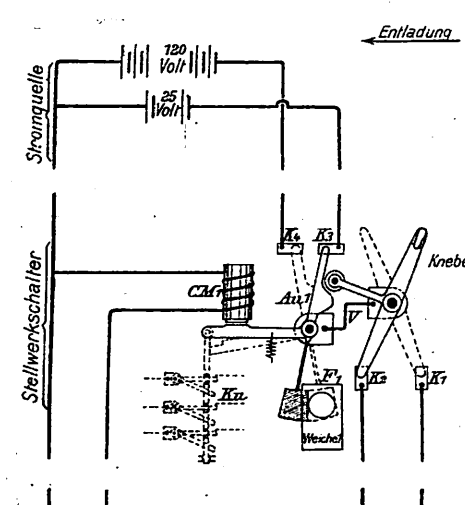
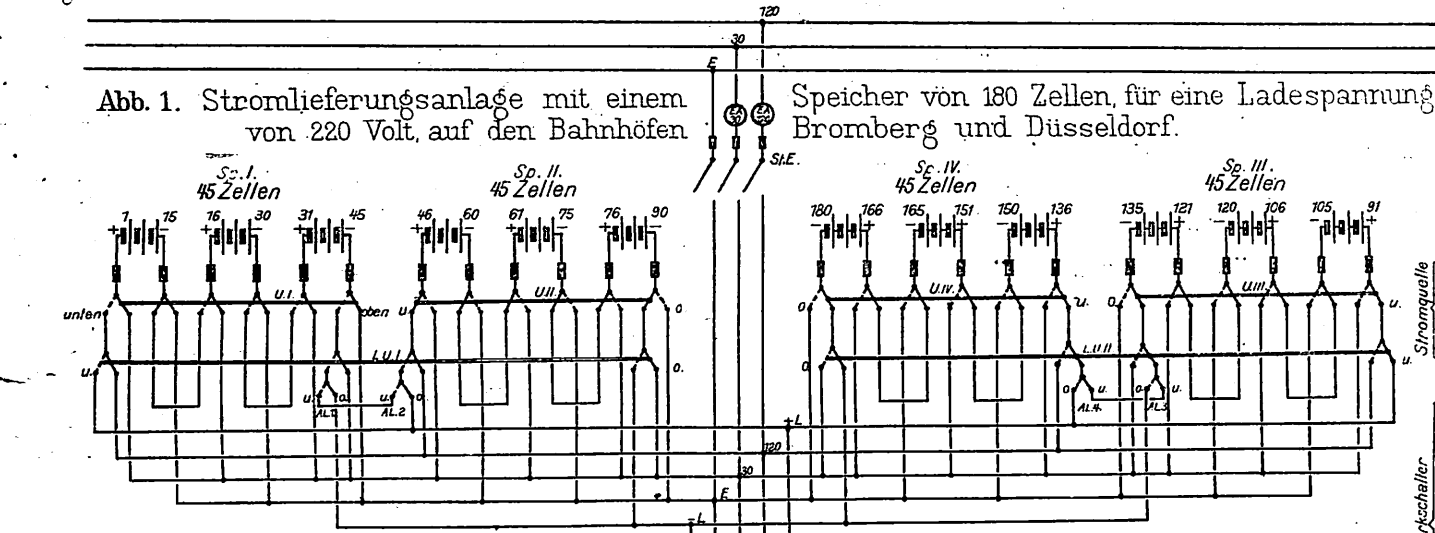
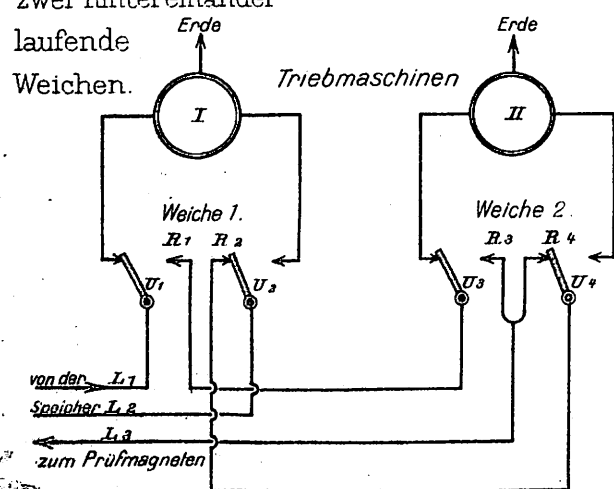


Abb. 6. Schaltung des Weichen-Antriebes.

Abb. 8. Schaltung für zwei hintereinander laufende Weichen.



Tafel. Anst. v. F. Wirtz, Düsseldorf.

Abb. 7. Schaltung und Antrieb einer Weiche mit Zungenstromschlüssen und ausgesonderten Schienen.

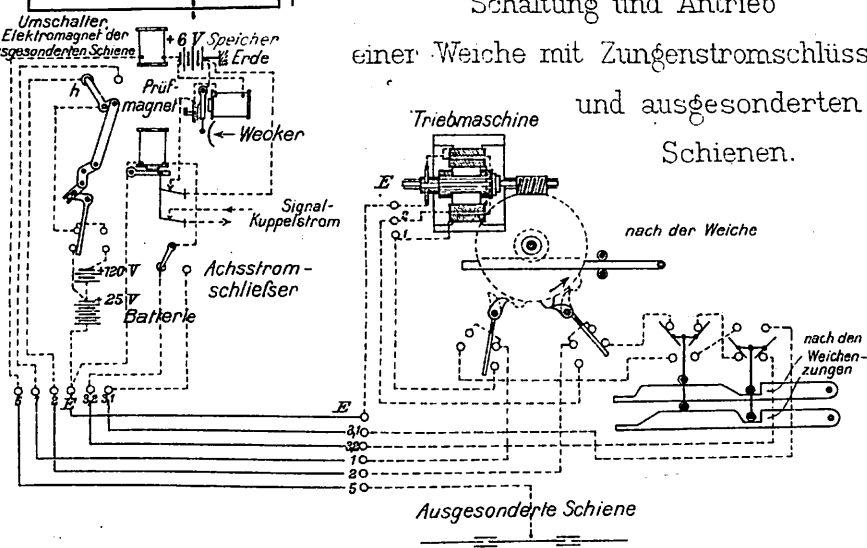


Abb. 9. Wecherschaltung.

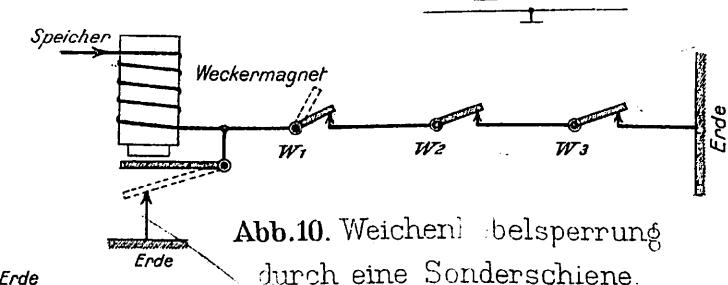


Abb. 10. Weichenbelspernung durch eine Sonderschiene.

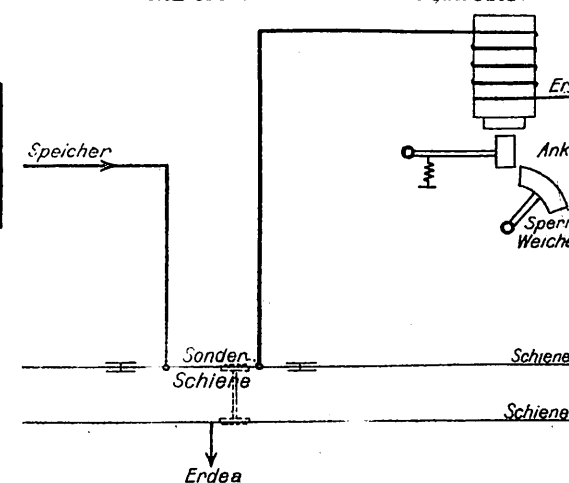


Abb. 11. Schaltung des Signalantriebes.

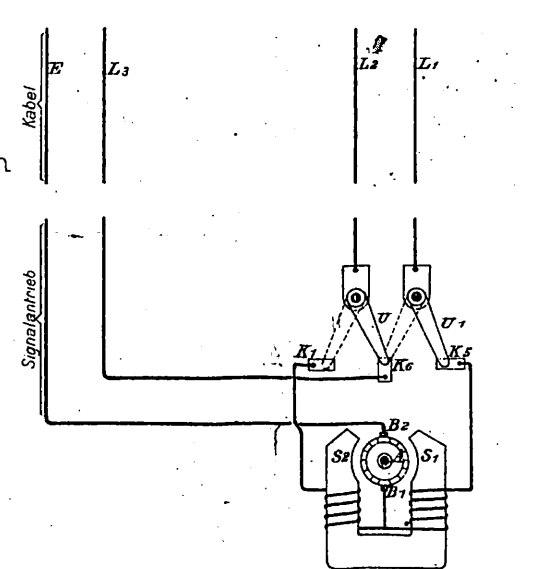
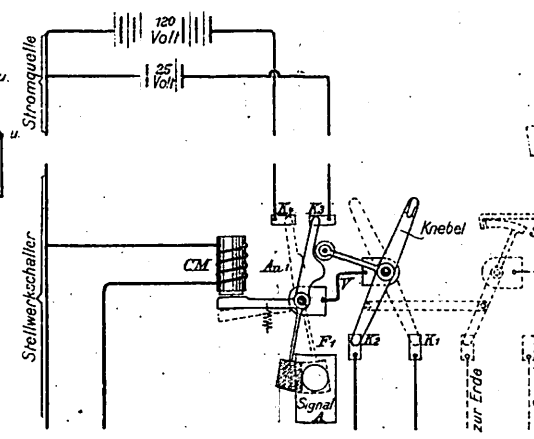


Abb. 13-15. Farbscheiben zur Anzeige der Stellung der Signale.

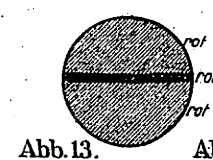


Abb. 13.

Abb. 14.

Abb. 15.

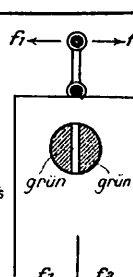


Abb. 13.

Abb. 16. Farbscheiben des Fahrstraßenfeldes.

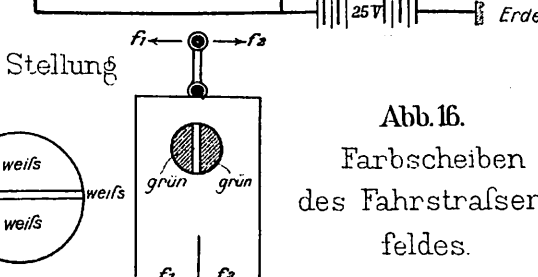
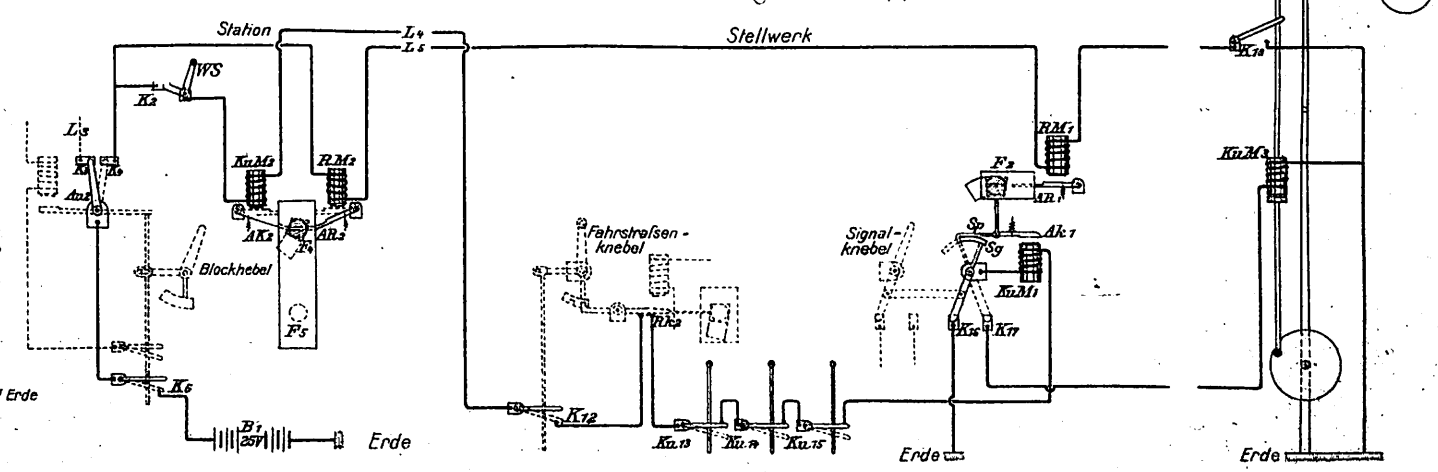
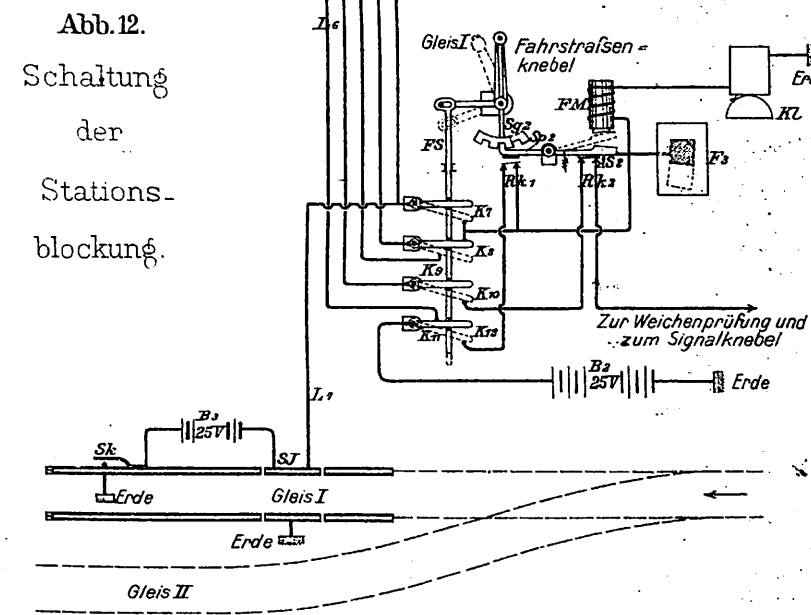


Abb. 17. Schaltung des Kuppelstromes.



Schaltungen elektrischer Stellwerke nach den Bauarten Siemens & Halske und Jüdel.

Abb. 12. Schaltung der Stationsblockung.



C. W. Knebel, Verlag, Wiesbaden.

Mayr:
Feuerbüchs-
Rohrwände
aus Kupfer
und Flußeisen.

Abb. 1. 1:10.

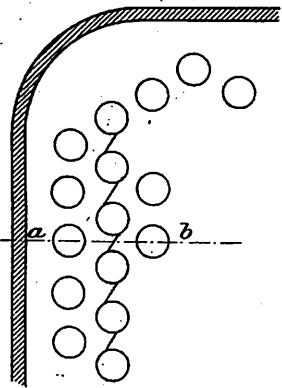


Abb. 2.
1:2.
Schnitt a-b



Abb. 3.

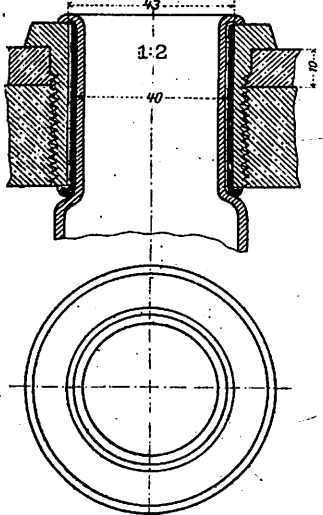


Abb. 6.

Schnitt d

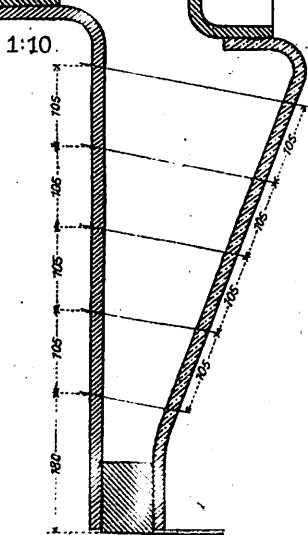


Abb. 4.

1:10.

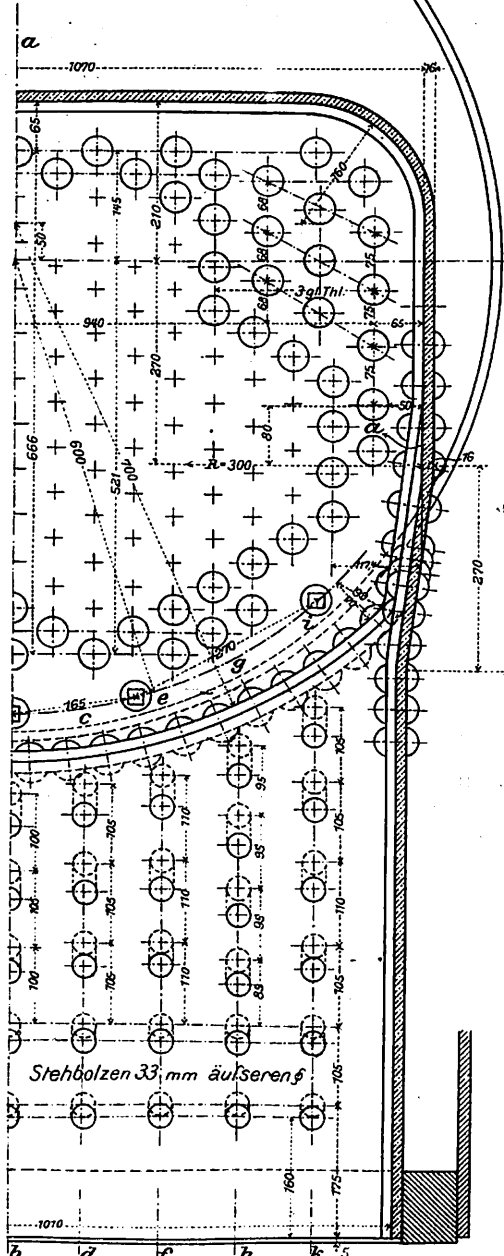


Abb. 7.

Schnitt e-f

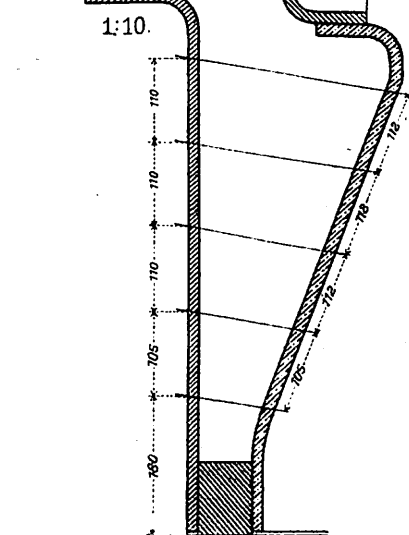


Abb. 8.

Schnitt g-h

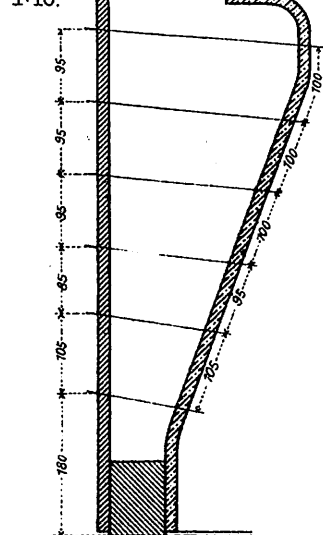


Abb. 9.

1:10. Schnitt i-k

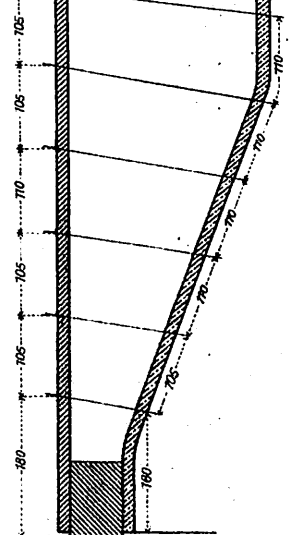
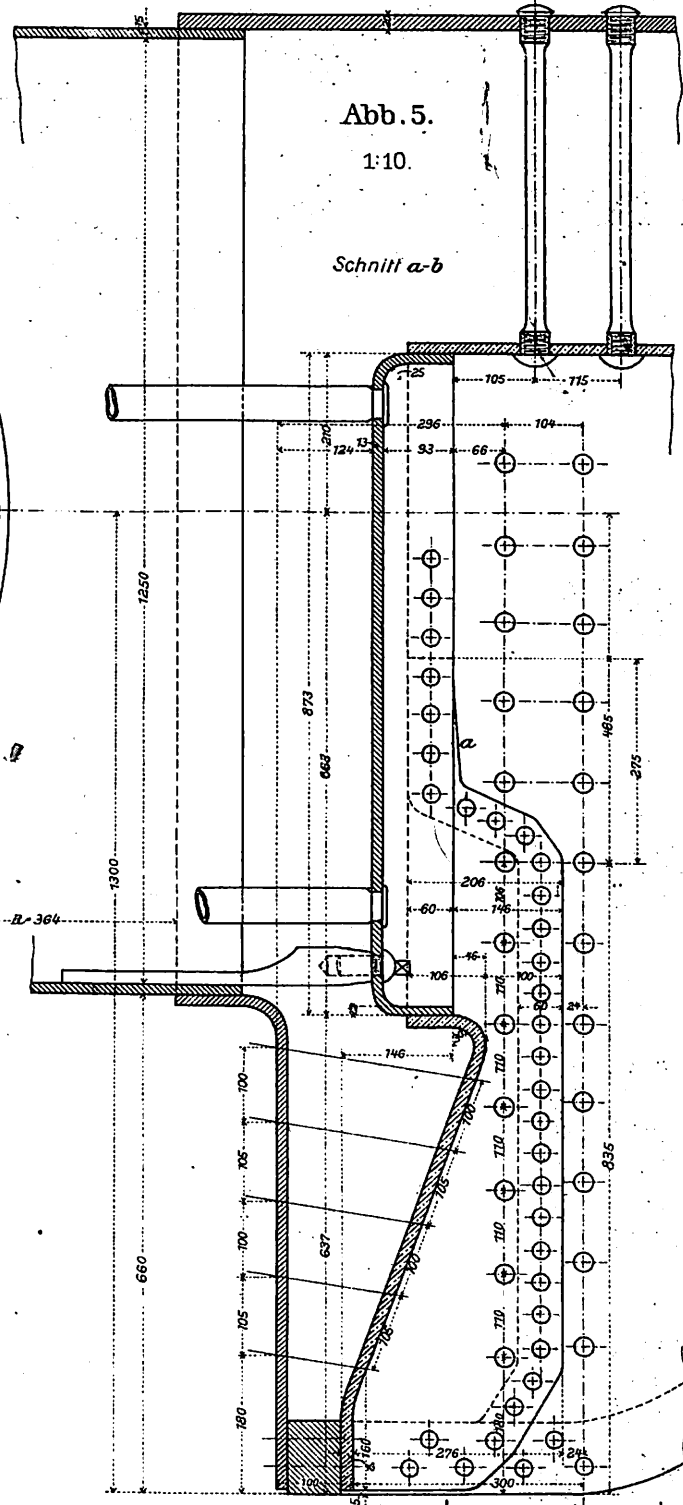


Abb. 5.

1:10.

Schnitt a-b



Auswechslung der Träger der Drehöffnung in der Brücke über die Elbe bei Wittenberge.

Abb. 1. Ansicht.

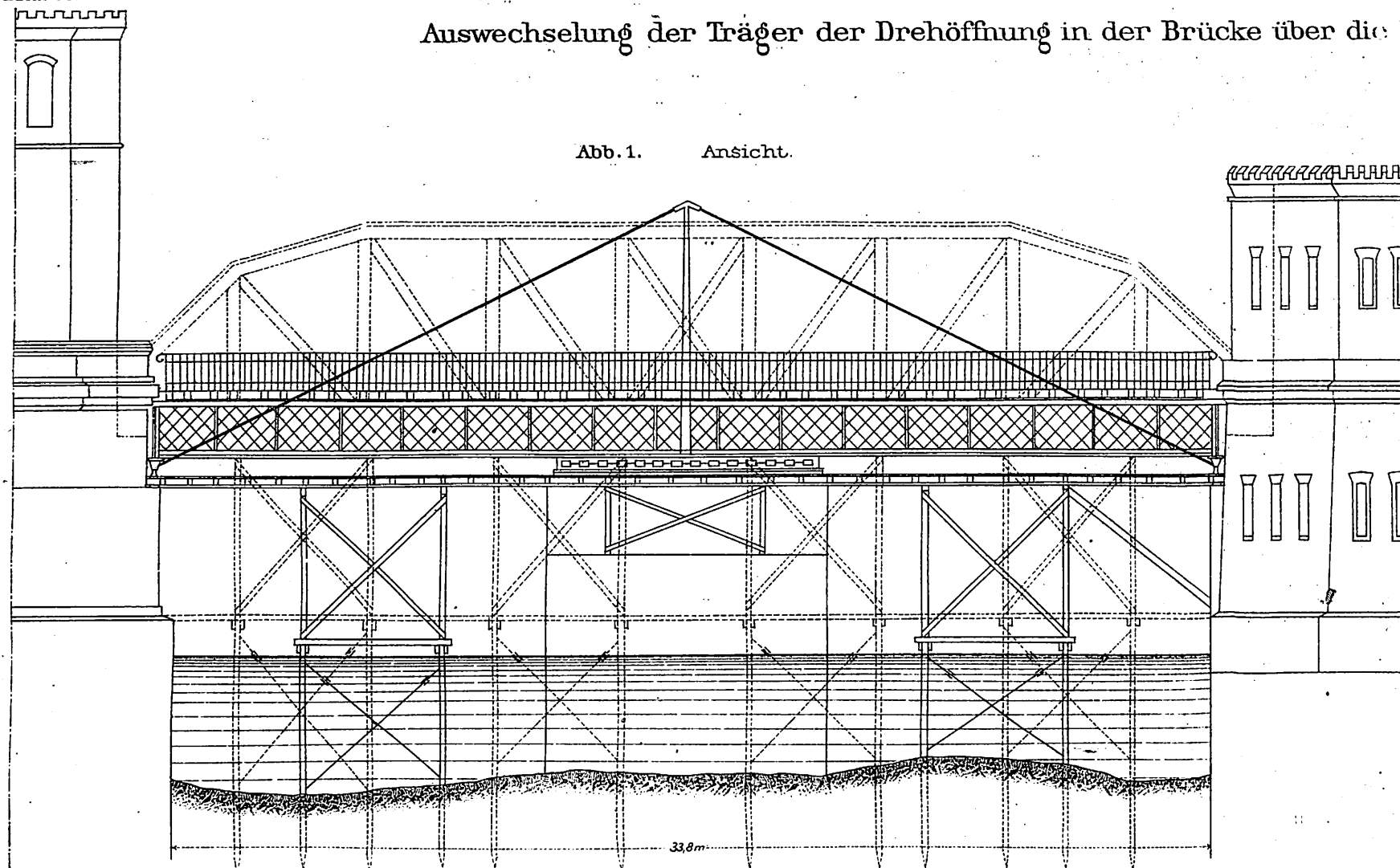


Abb. 2. Grundriss.

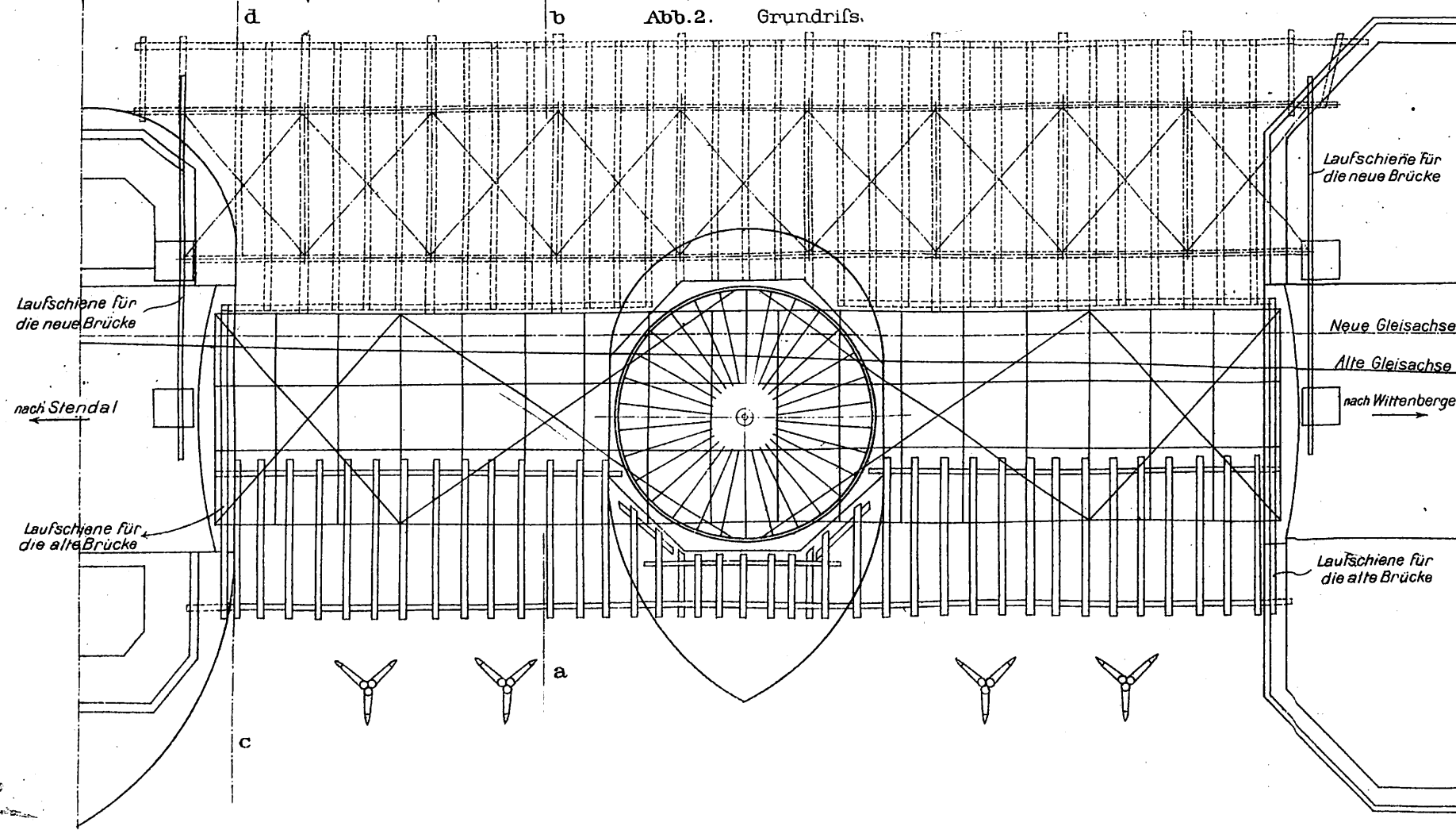


Abb. 3. Schnitt a-b.

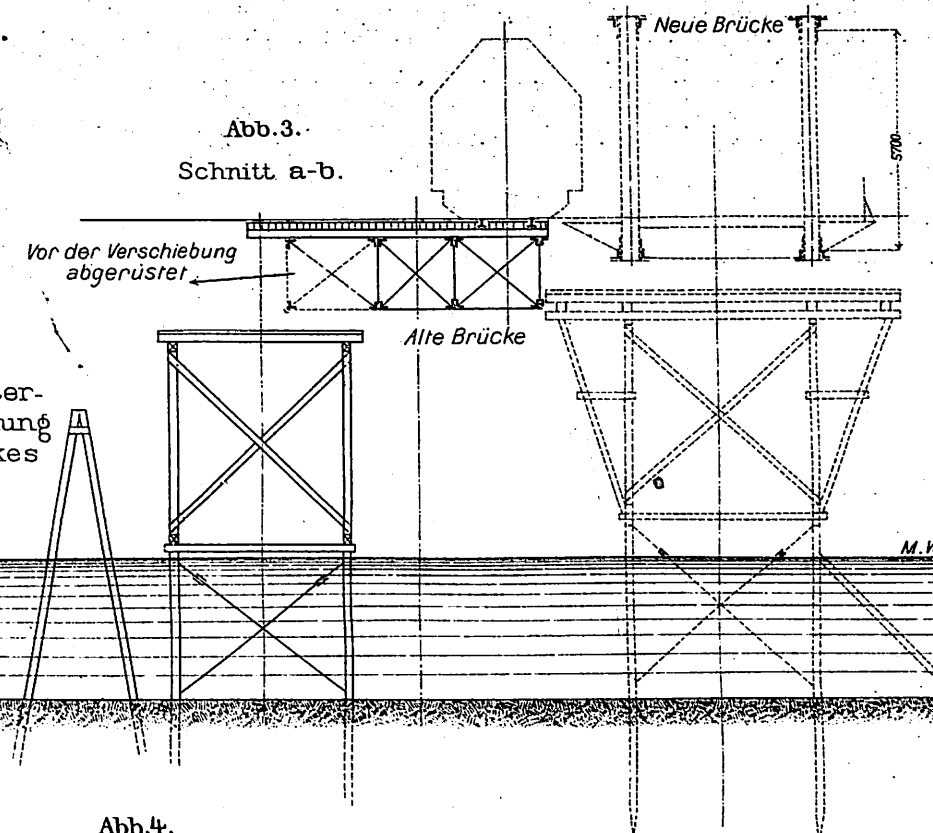


Abb. 4. Vorläufige Gleisunterstützung zwecks Herstellung des Auflagermauerwerkes zur neuen Brücke.

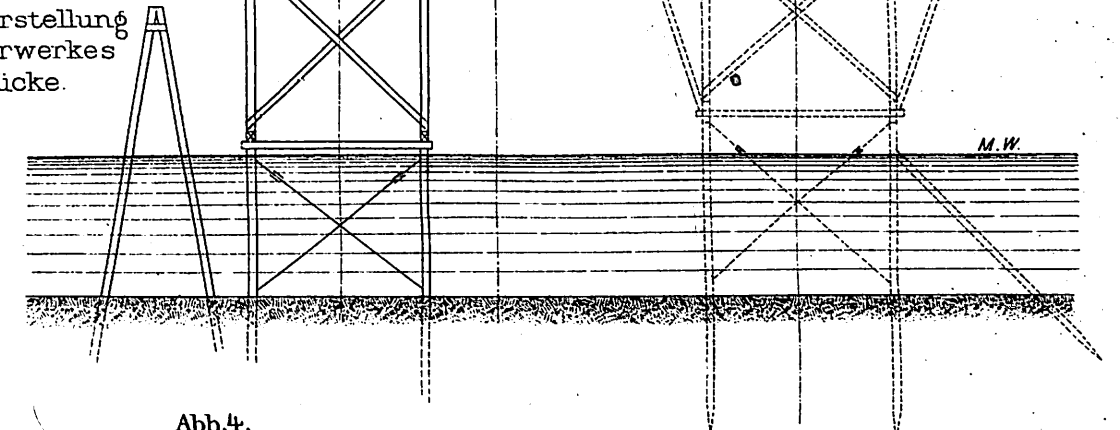


Abb. 4.

Sch. 2. bei gehobener

Drehbrücke.
endgültige Sch. 0.

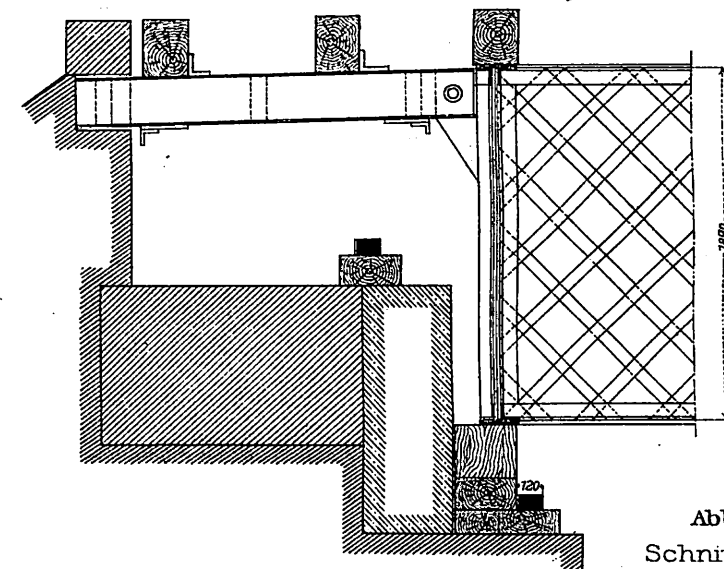


Abb. 5. Querschnitt durch die Mitte der alten Drehbrücke.

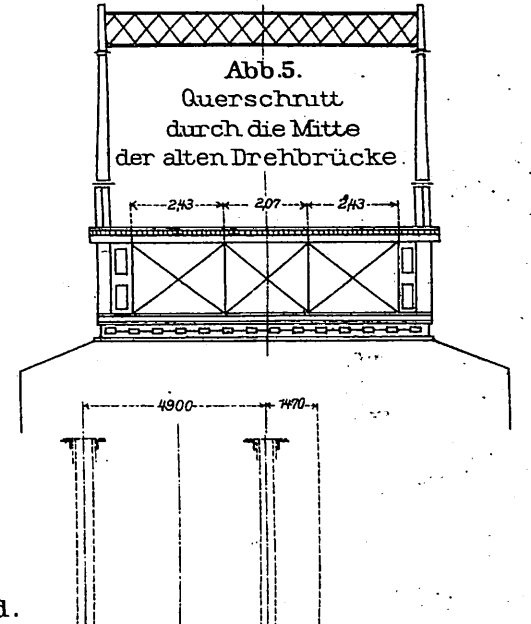
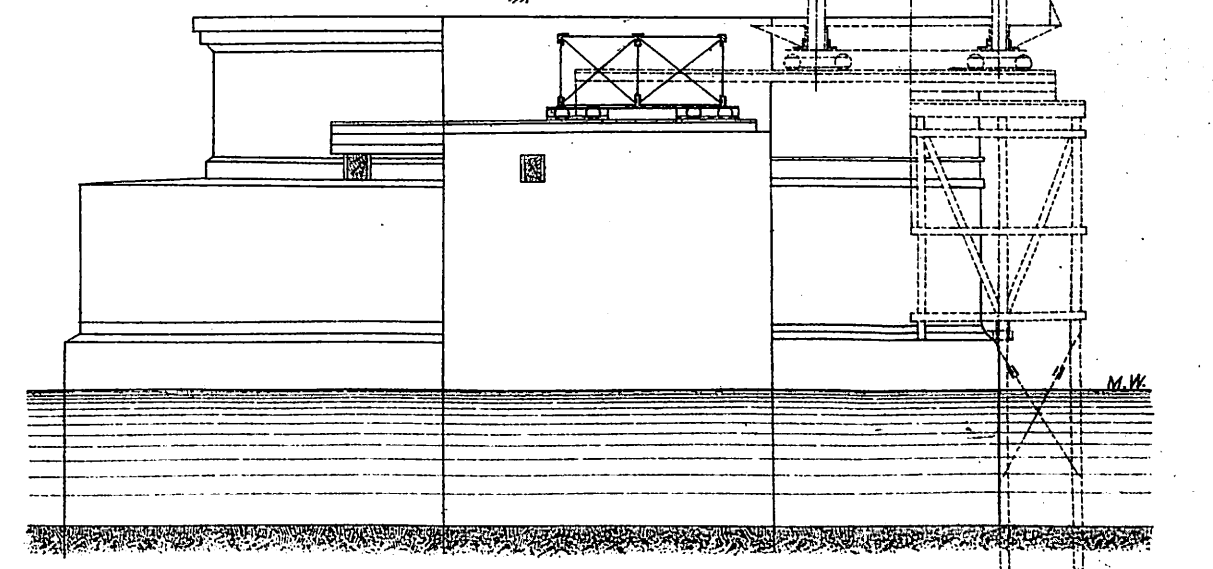


Abb. 6. Schnitt c-d.



Schäfer:

Wasserkran

für eine Leistung
von 10 cbm in der Minute.

Abb. 1.

Abb. 2.

Anfahrslängen

für Lokomotiven bei einer Auslegerlänge
von

2620 mm 3190 mm
und einem Abstände der Kransäule von
Gleismitte von
2430 mm 3000 mm

Abb. 16.

Abb. 15.

Abb. 8.

Abb. 7.

Abb. 10.
Windkessel
für lange Leitungen.

Abb. 5.
Innere Schnittlinien.

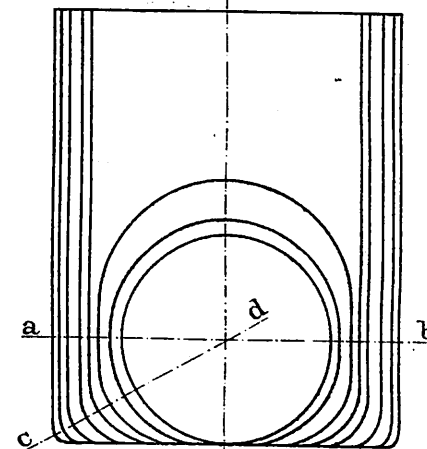
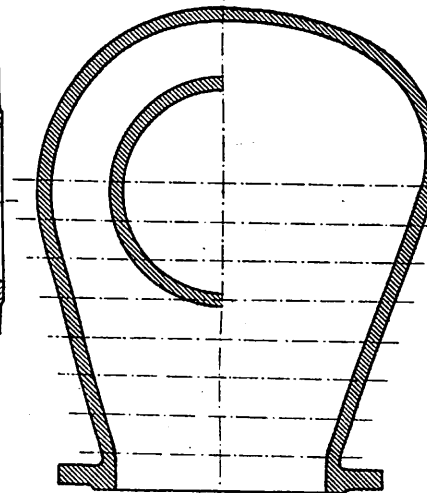


Abb. 6.
Schnitt a-b. Schnitt c-d.



Wasserquerschnitte.

1-2	31415 qmm
2-3	62832 "
3-4	88358 "
4-5	59396 "
5-6	55000 "

Abb. 9.

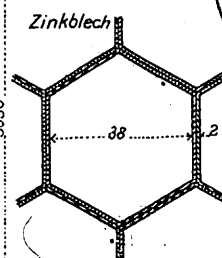


Abb. 4.

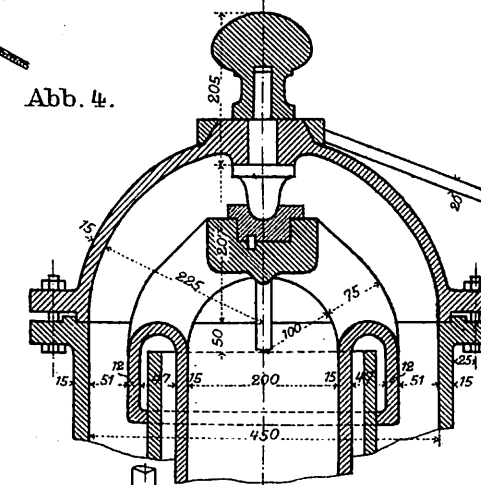


Abb. 11.

Abb. 11 u. 12.

Einseitig anliegender
Schieber.

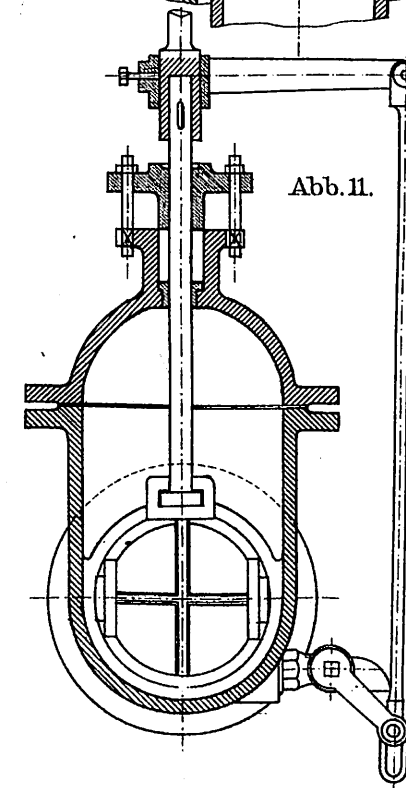


Abb. 12.

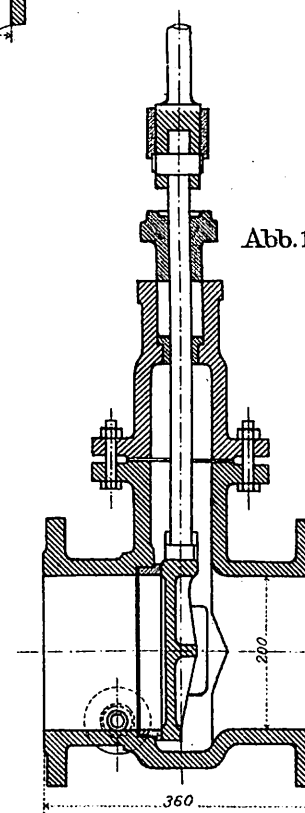


Abb. 13 u. 14.

Doppelseitiger Absperrschieber.

Abb. 13.

Abb. 14.

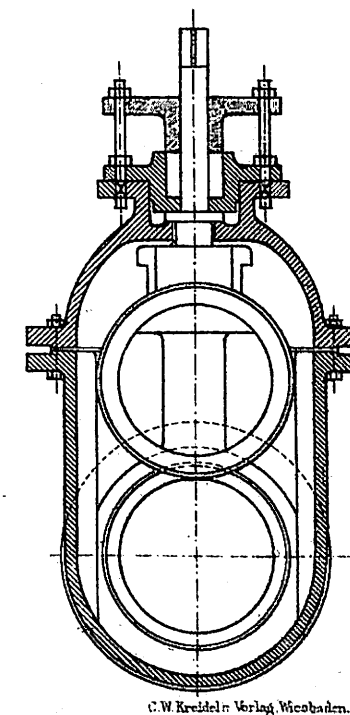
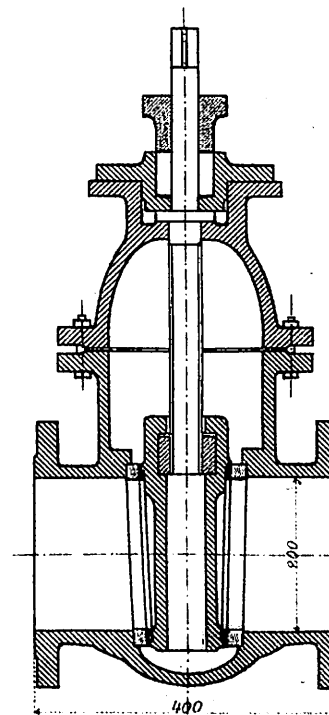
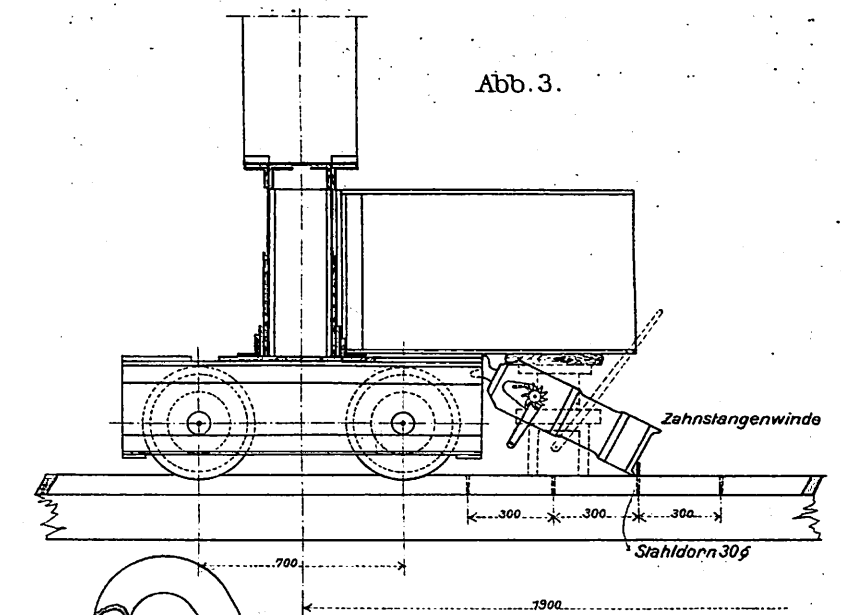
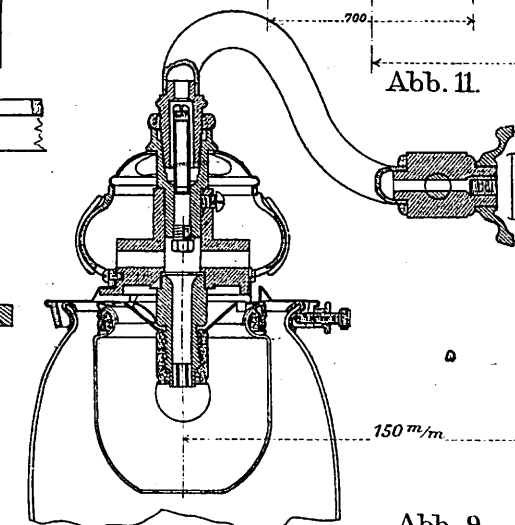


Abb. 3.



Beleuchtung
der Eisenbahn-
Personenwagen
mit
Gasglühlicht.



durch die Lokomotivwerkstätte.

Technical drawing showing the side elevation of a building structure, likely a locomotive workshop. The drawing includes dimensions and labels for various components:

- Labels:**
 - Stehsäule* (Standing column)
 - Montagegrube* (Assembly pit)
 - a* (Section line indicator)
 - d'* (Detail view indicator)
- Dimensions:**
 - Vertical dimensions (from bottom to top):
 - 11,580 m
 - 2,990 m
 - 11,820 m
 - 9,920 m
 - 6,085 m
 - Horizontal dimensions (from left to right):
 - 4,571 m bis zum Rande der Schiebbühnengrube (to the edge of the sliding platform pit)
 - 21,335 m
 - 75,239 m
 - 15,239 m
- Detail View:** A circular detail view labeled *d'* shows a cross-section of a bolted connection with three bolts.

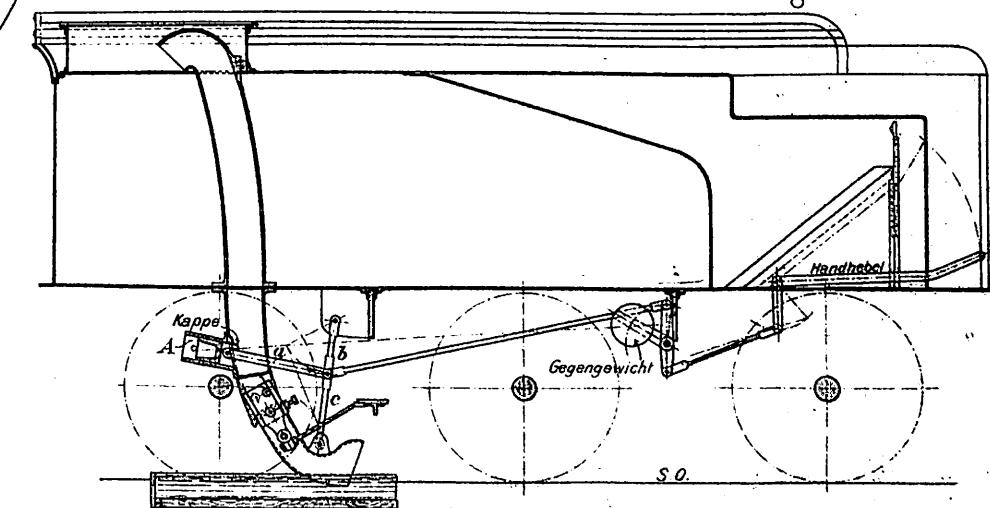
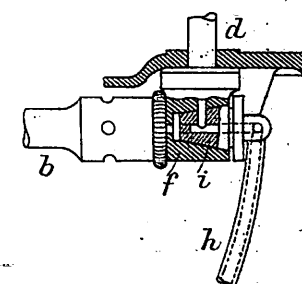
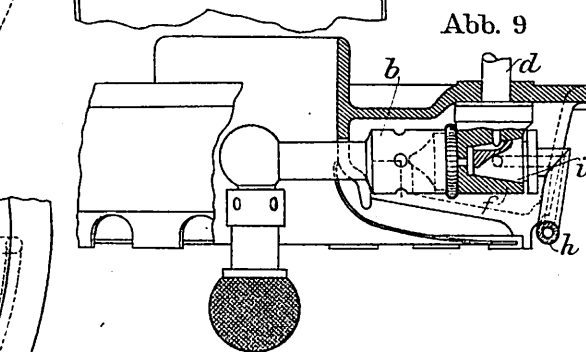


Abb. 2-3. Abgeändeter Heizröhren-Dampfüberhitzer von Schmidt.

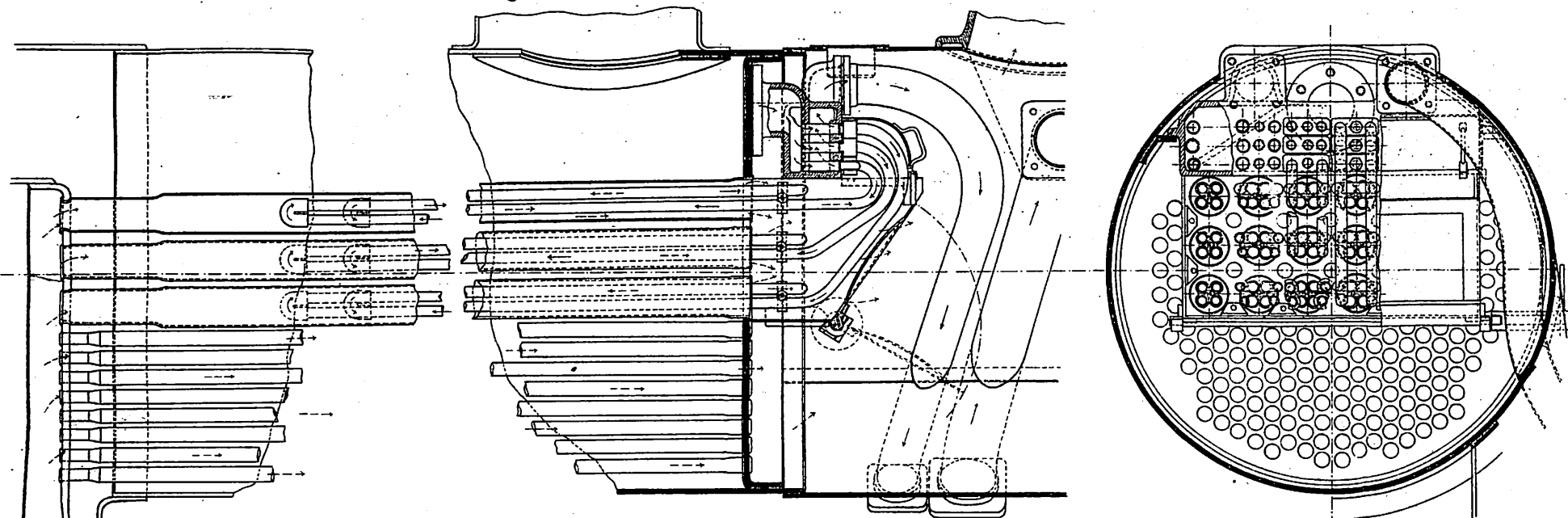


Abb. 1. Heizröhren-Dampfüberhitzer von Schmidt.

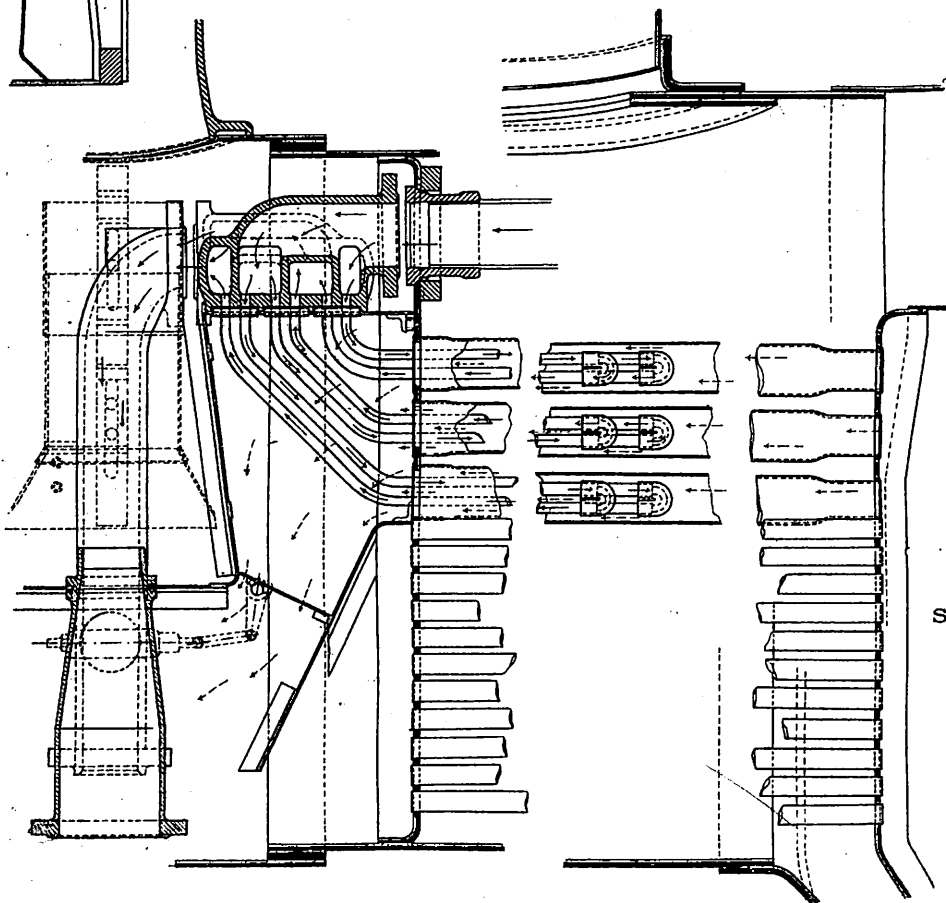


Abb. 7-8. Alfree's Lokomotiv-Steuerung.

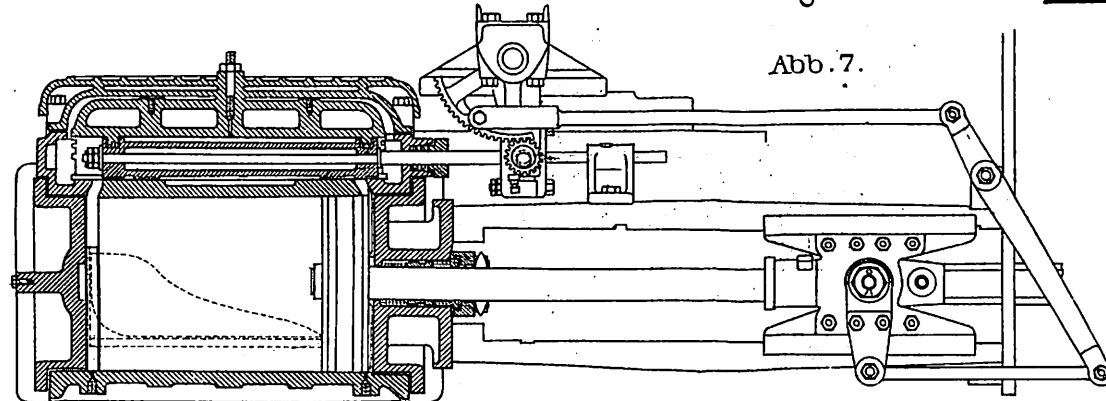


Abb. 7.

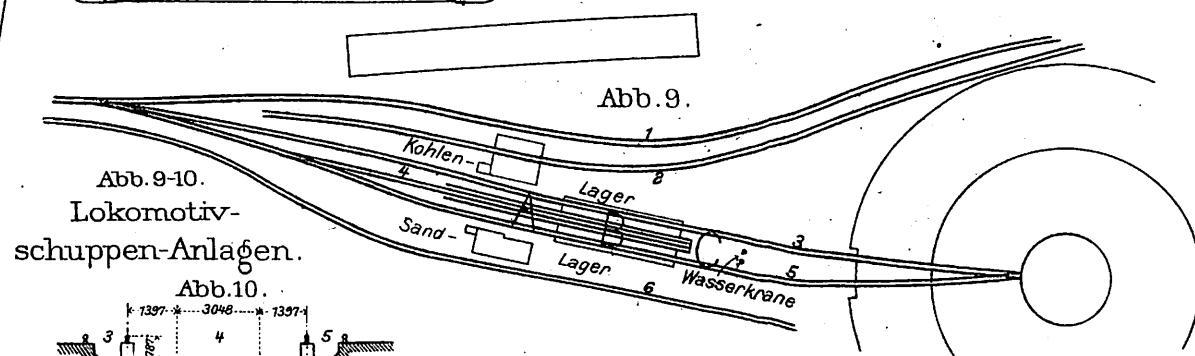


Abb. 9-10. Lokomotivschuppen-Anlagen.

Abb. 11. Krankenwagen der Lehigh-Valley-Bahn.

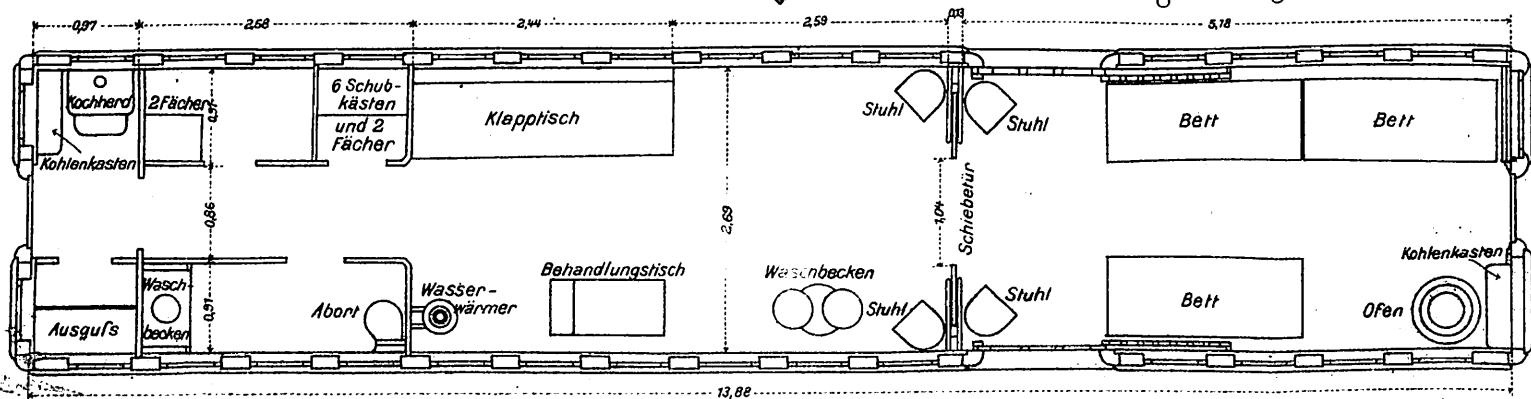


Abb. 4-6. Heizröhren-Überhitzer der Schenectady-Werke.

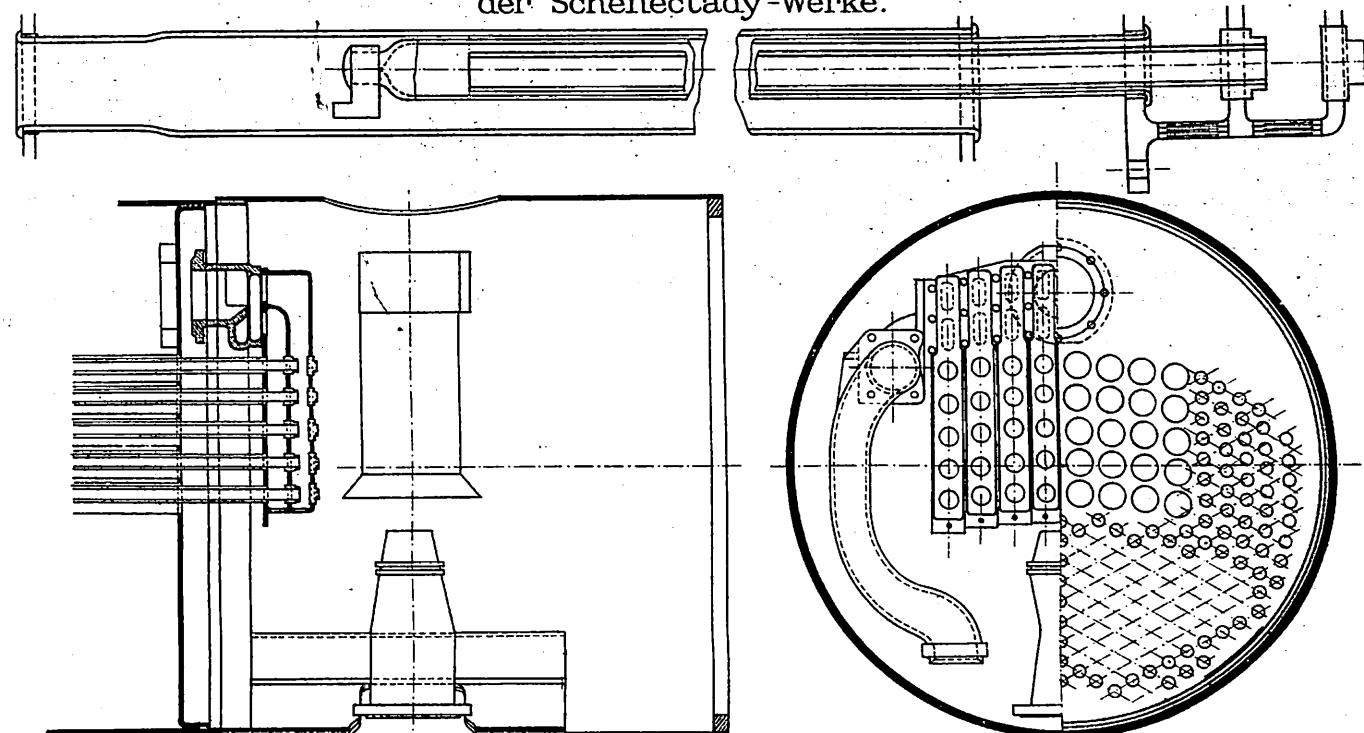


Abb. 12.

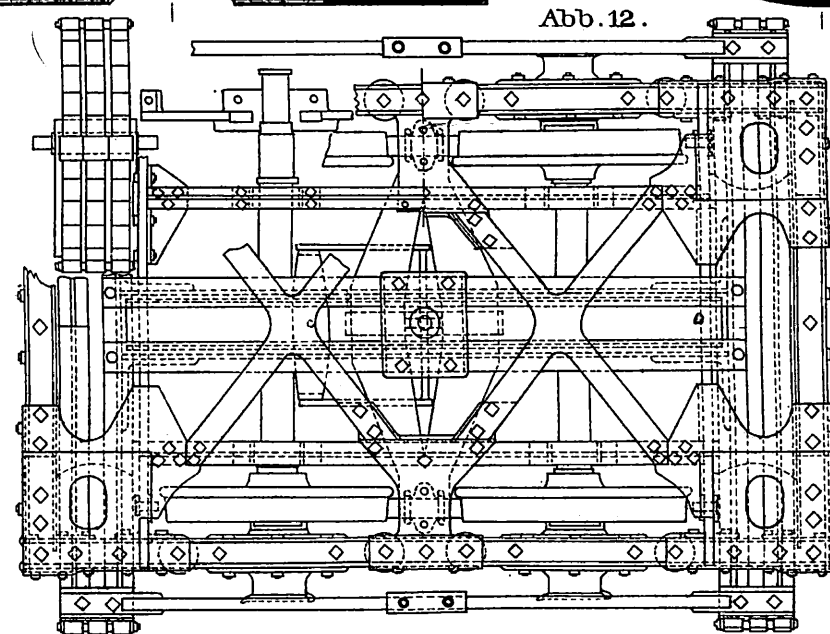


Abb. 14.

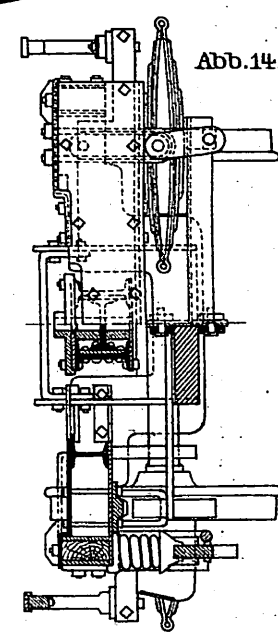


Abb. 12-14. Hyden's zweiachsiges Personenwagen-Drehgestell.

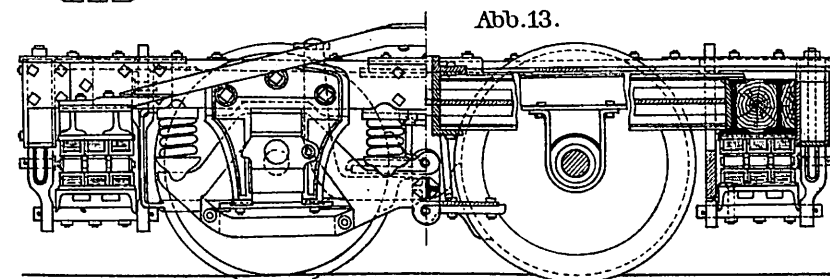


Abb. 13.

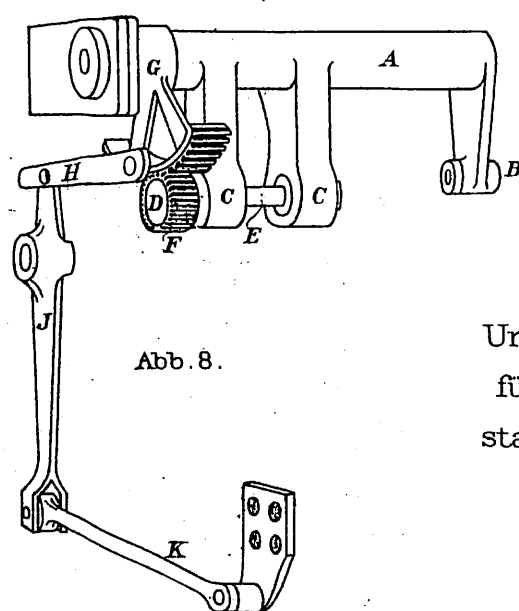


Abb. 8.

Abb. 15-16. Unterschmierung für Lokomotivstangenlager von Romberg.

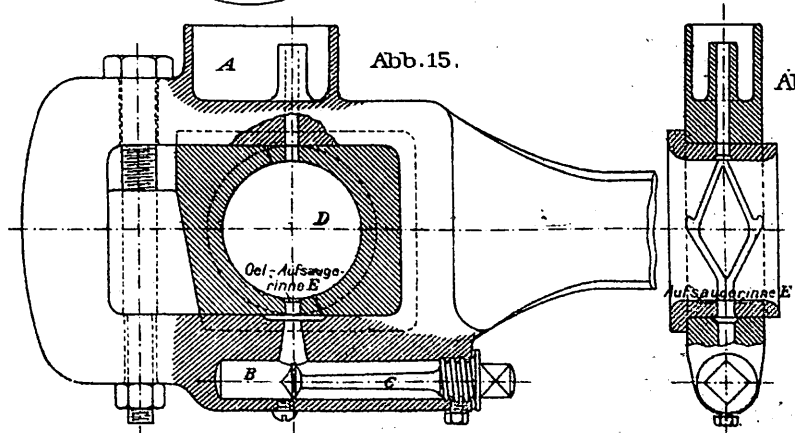


Abb. 15.

Abb. 16.

Abb. 1. Längenschnitt.

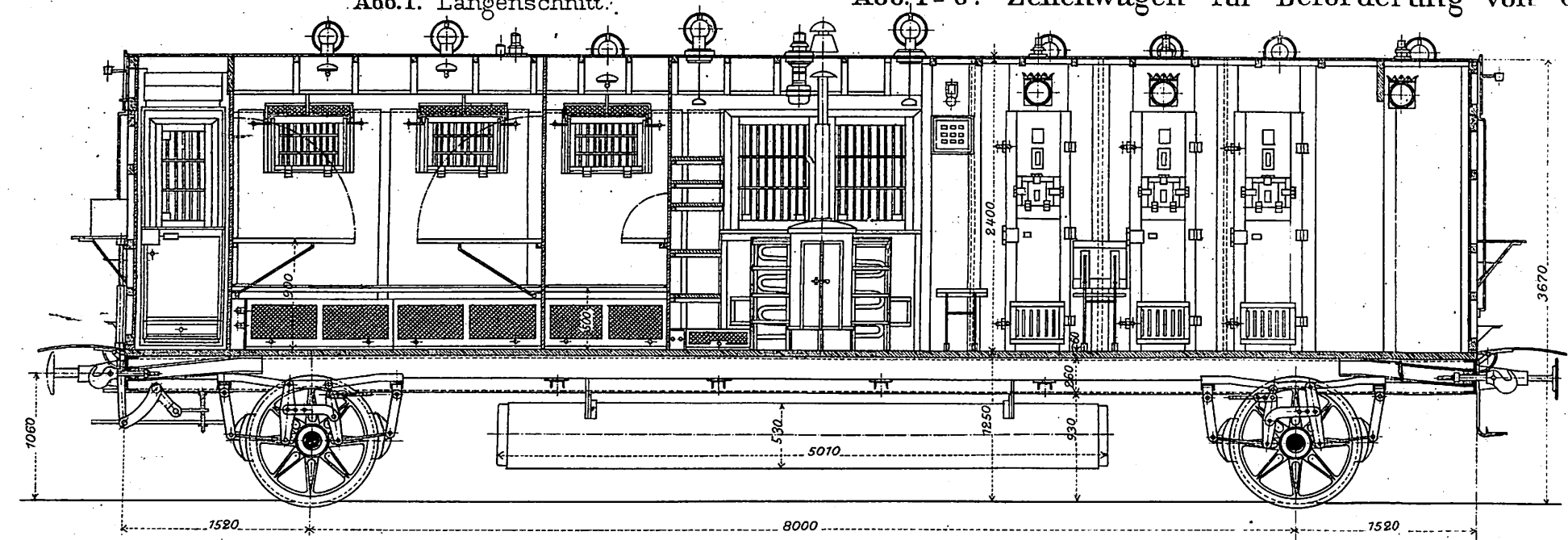


Abb. 1-6. Zellenwagen für Beförderung von Gefangenen.

Abb. 2. Halbe Längenschnitt.

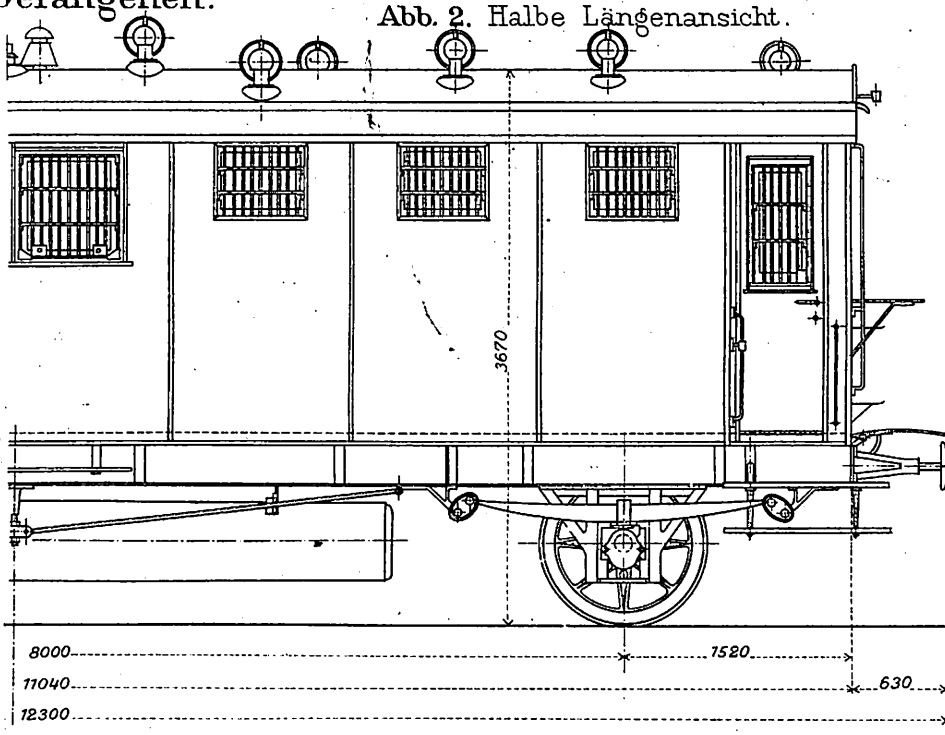


Abb. 3. Kopfansicht.

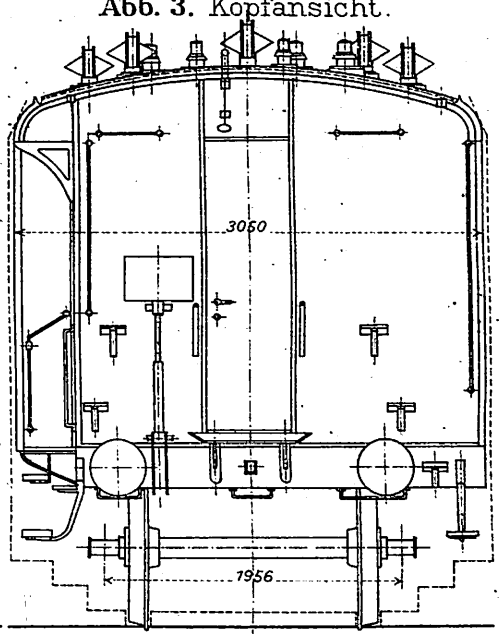


Abb. 4. Grundriss.

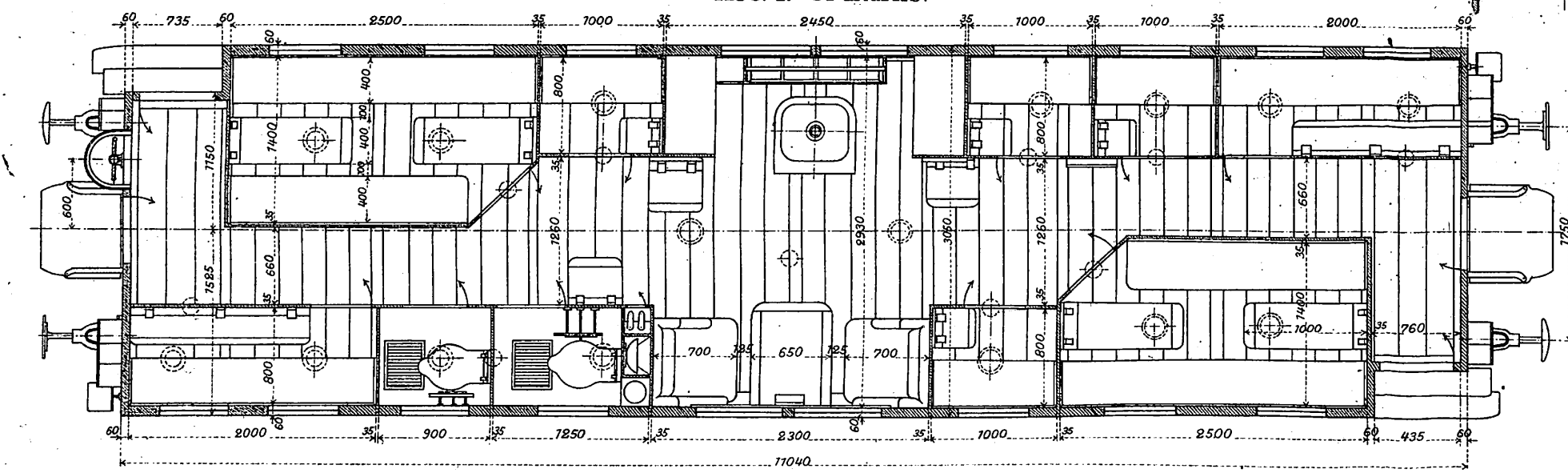


Abb. 5. Querschnitt.

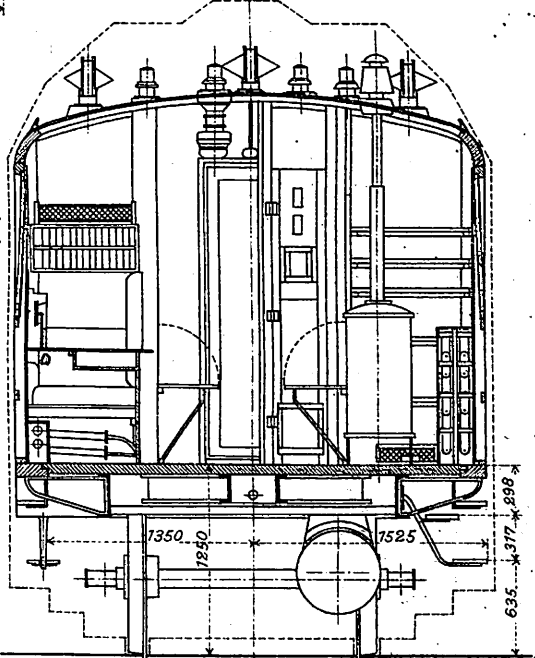


Abb. 13.

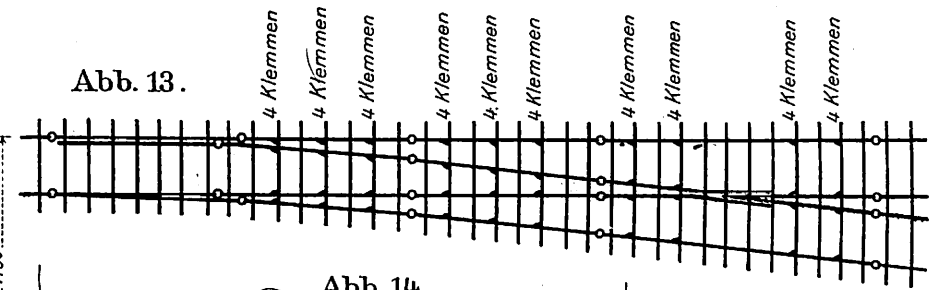


Abb. 14.

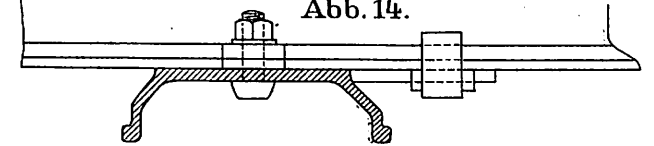


Abb. 15.

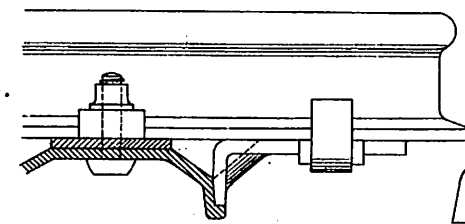


Abb. 16.

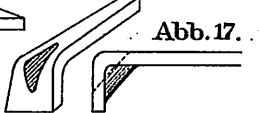


Abb. 17.

Abb. 7 - 26.

Die Dormmüller'sche Gleisklemme gegen das Wandern der Schienen.

Abb. 7.

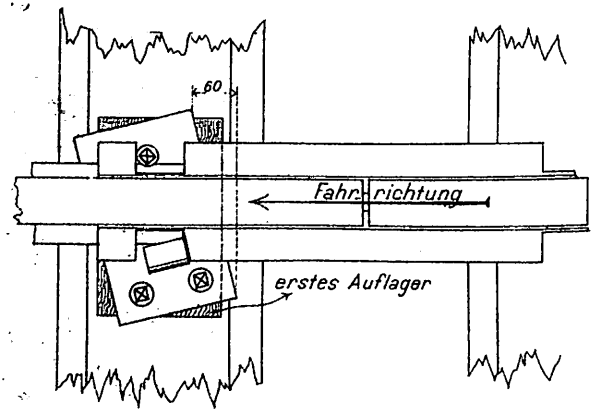


Abb. 8.

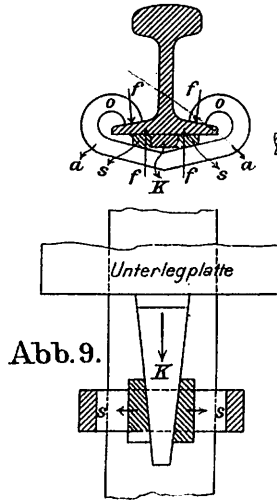


Abb. 10.

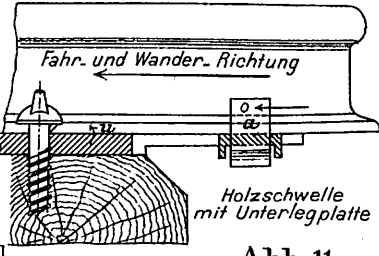


Abb. 11.

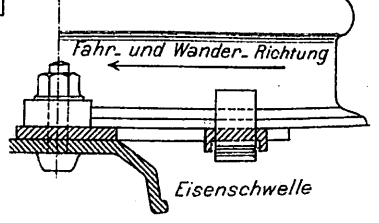


Abb. 23.

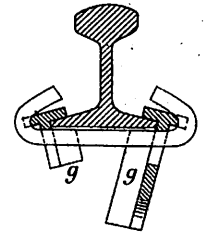


Abb. 25.

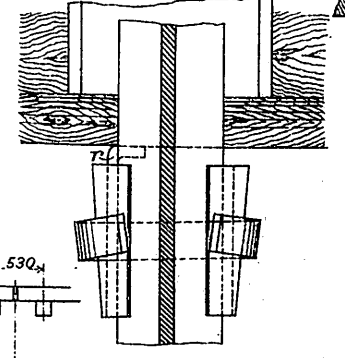


Abb. 24.

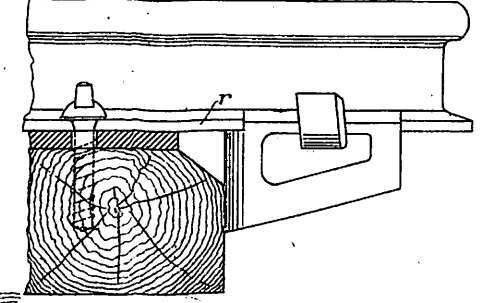


Abb. 26.

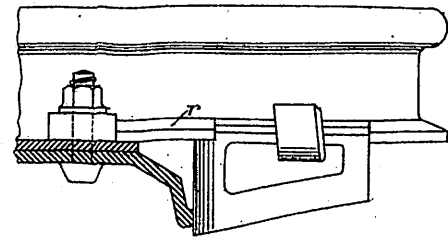


Abb. 20.

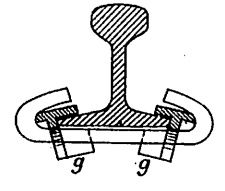


Abb. 22.

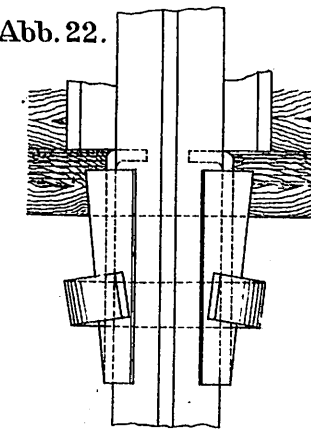


Abb. 21.

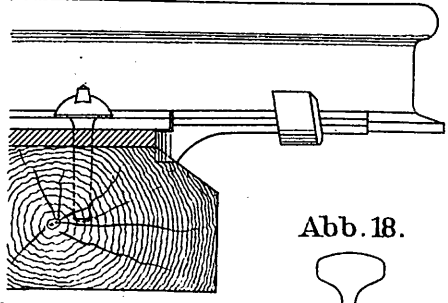


Abb. 18.

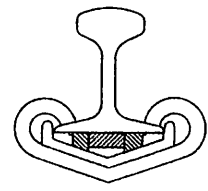


Abb. 19.

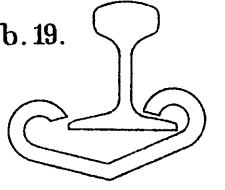
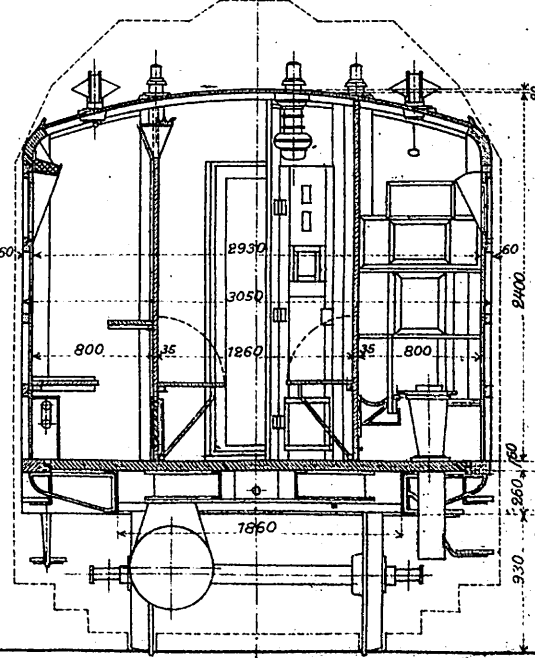


Abb. 6. Querschnitt.



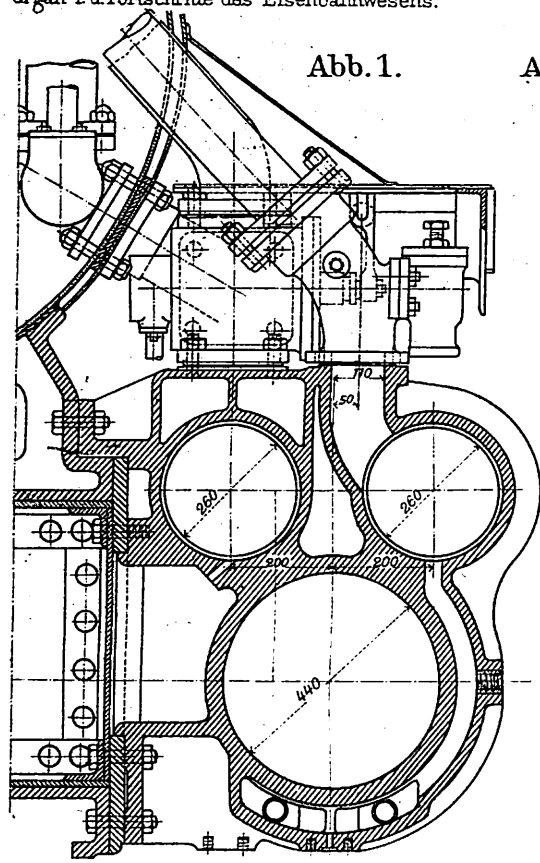


Abb. 1.

Abb. 2. Corliss-Schieber der 3/5 gekuppelten Güterzuglokomotive der Delaware- und Hudson-Bahn.
3 : 20.

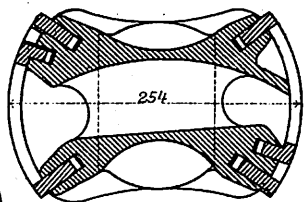


Abb. 4. Marshall-Steuerung.

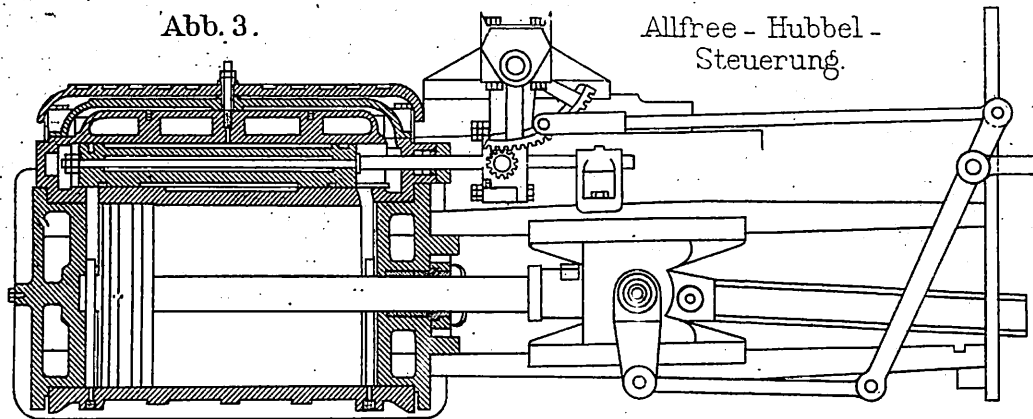
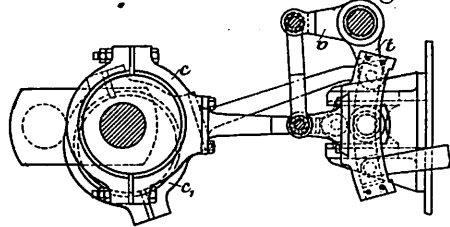


Abb. 3.

Allfree-Hubbel-Steuerung.

Abb. 7.

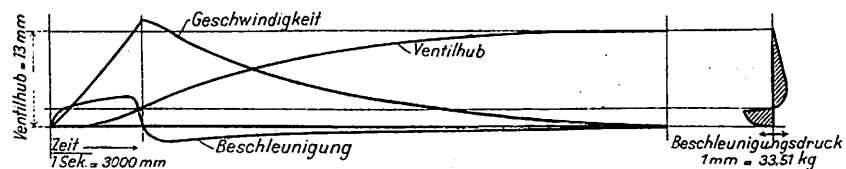


Abb. 8.

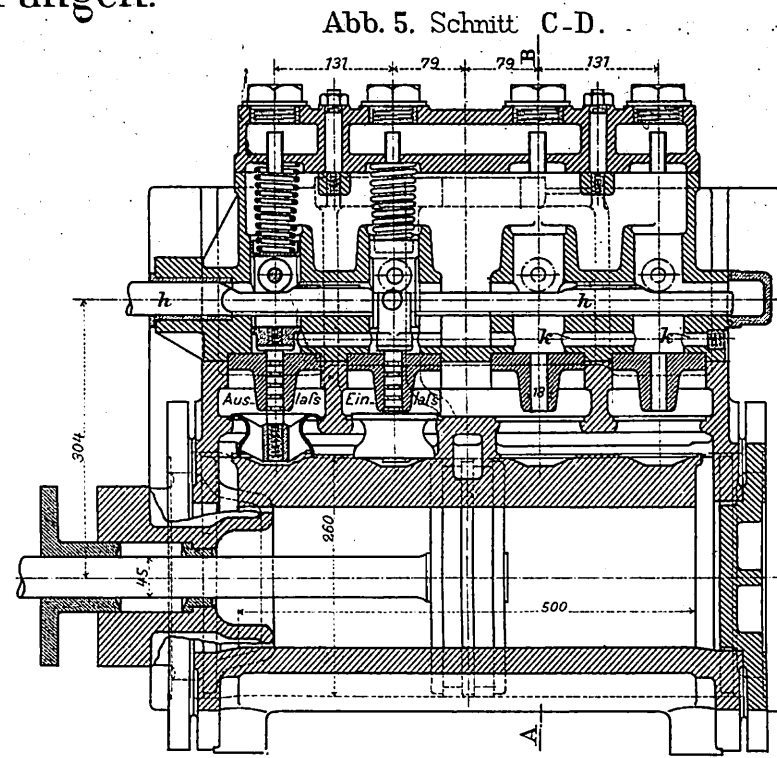
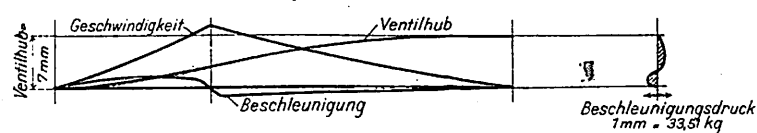


Abb. 5. Schnitt C-D.

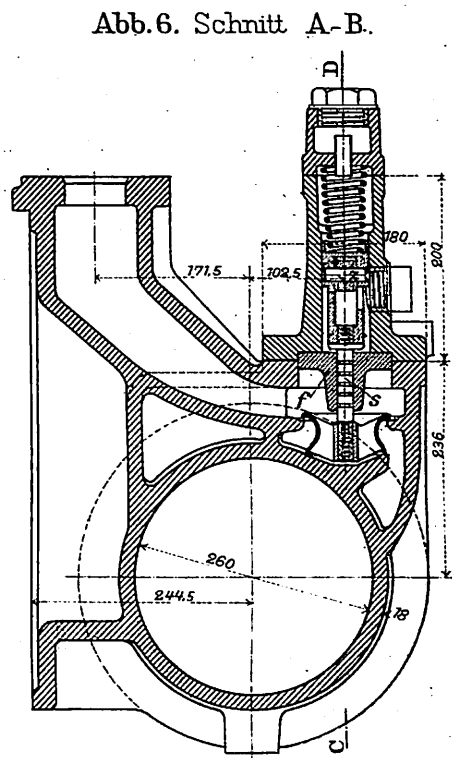


Abb. 6. Schnitt A-B.

Abb. 20.

Schnitt J-K. (Abb. 19)

Schnitt A-B. (Abb. 19)

Schnitt C-D-E-F. (Abb. 19)

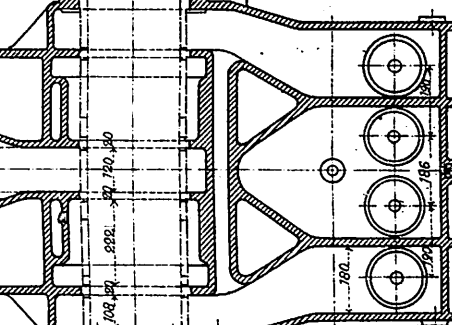
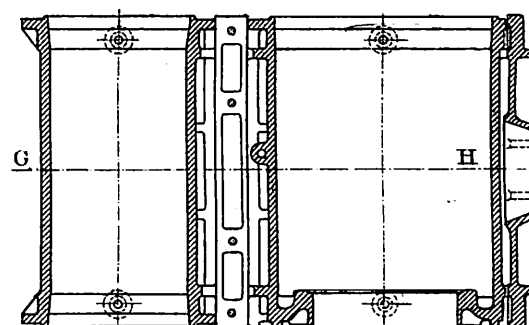
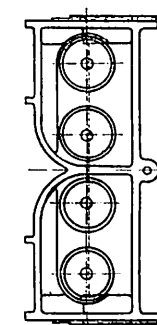


Abb. 19.

Hoch- und Niederdruckzylinder.

Schnitt G-H. (Abb. 20)

Hintere Ansicht.

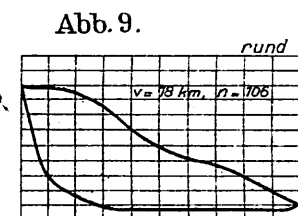
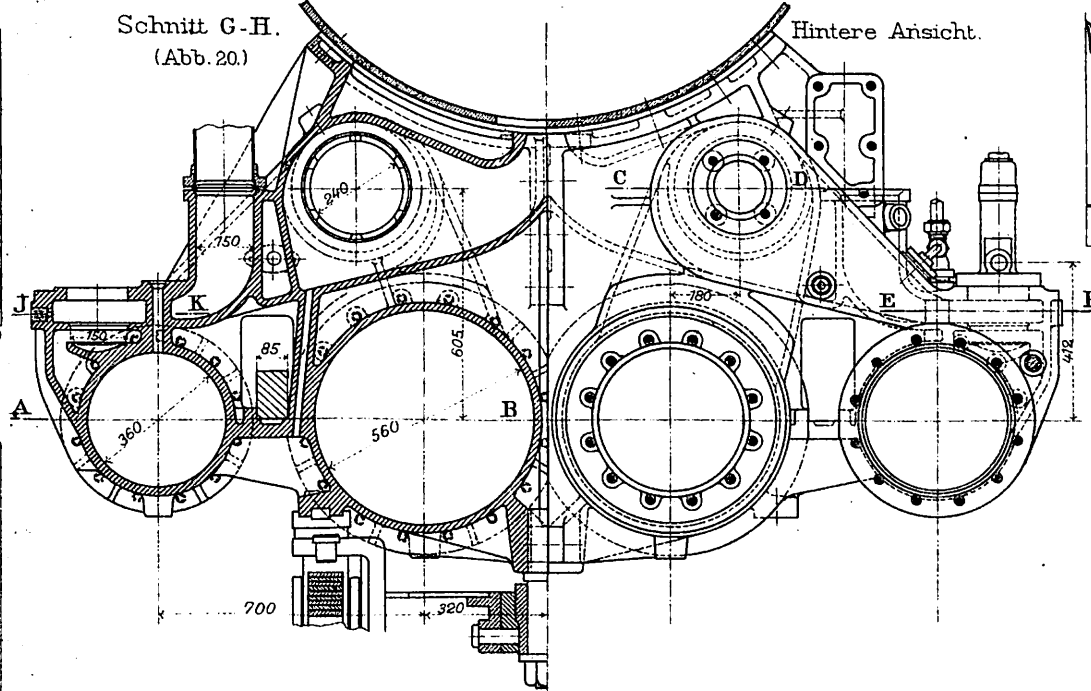


Abb. 9.

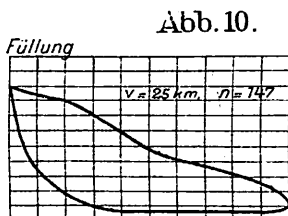


Abb. 10.

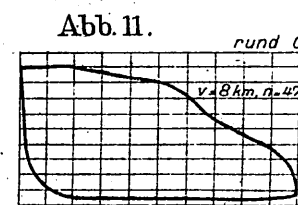


Abb. 11.

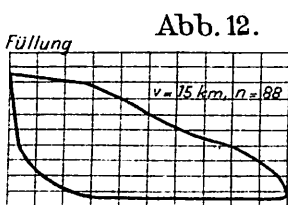


Abb. 12.

Abb. 13-16. Schaulinien der Schieber- und Ventileröffnung der Hochdruckseite der 2/4 gekuppelten Schnellzuglokomotive der preussischen Staatsbahnen.

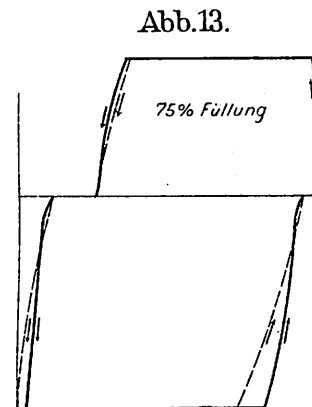


Abb. 13.

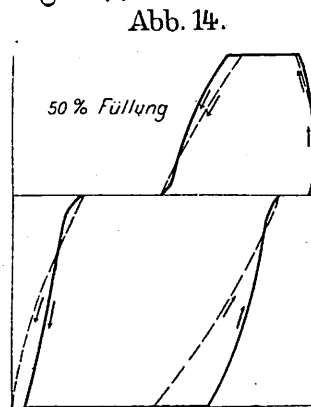


Abb. 14.

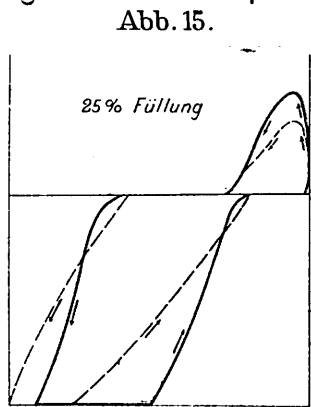


Abb. 15.

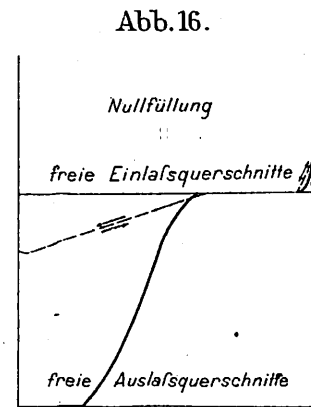


Abb. 16.

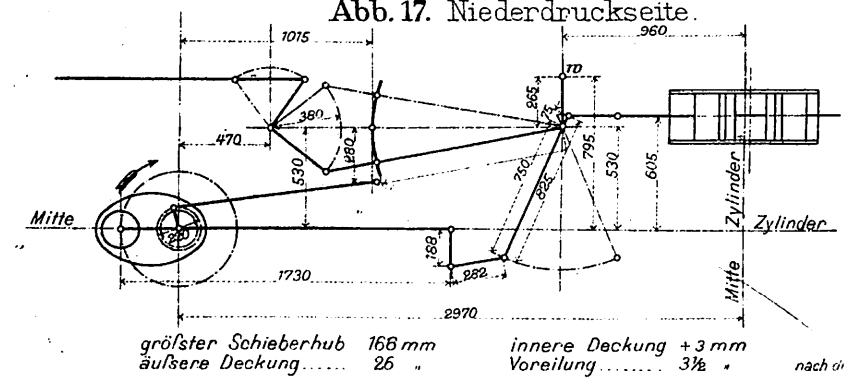


Abb. 17. Niederdruckseite.

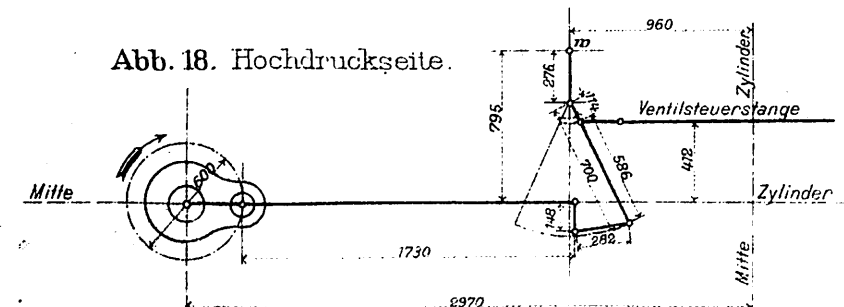


Abb. 18. Hochdruckseite.

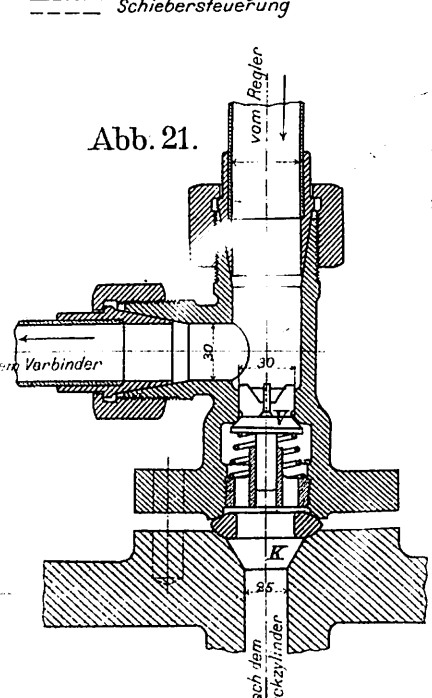


Abb. 21.

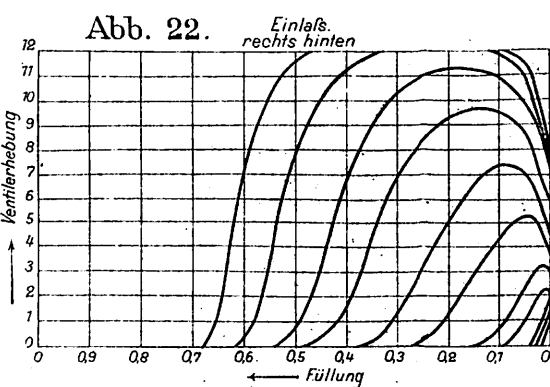


Abb. 22.

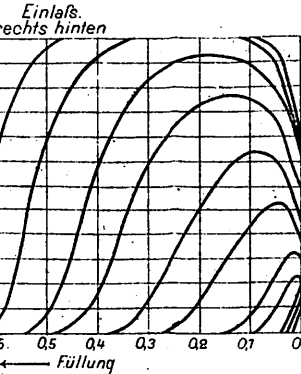


Abb. 23.

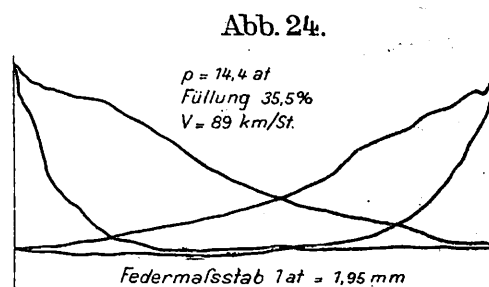


Abb. 24.

Abb. 24 u. 25. Dampfdruckschaulinien einer 2/5 gekuppelten Schnellzuglokomotive mit Schiebersteuerung.

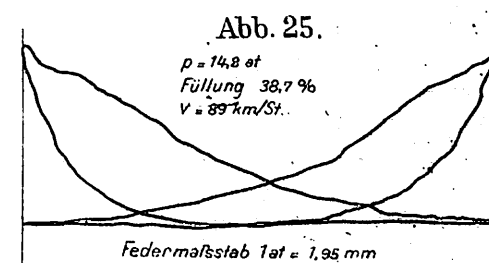


Abb. 25.

Abb. 29. Lentz'sche Umsteuerung, rechte Seite.

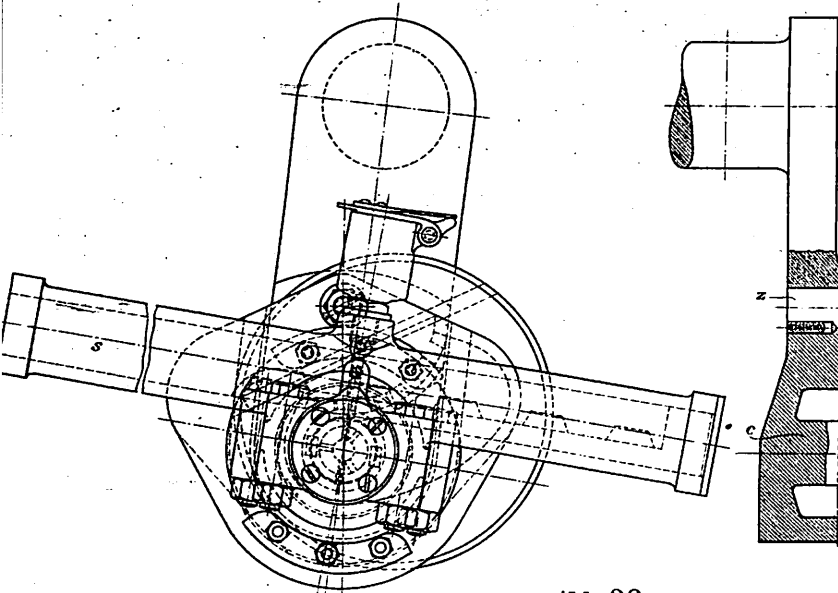


Abb. 26. Geschwindigkeit-Schaulinien der Lokomotive Nr. 648 am 21. März 1906.
40 Achsen - 339 t. Mittelstarker N.W. Wind.

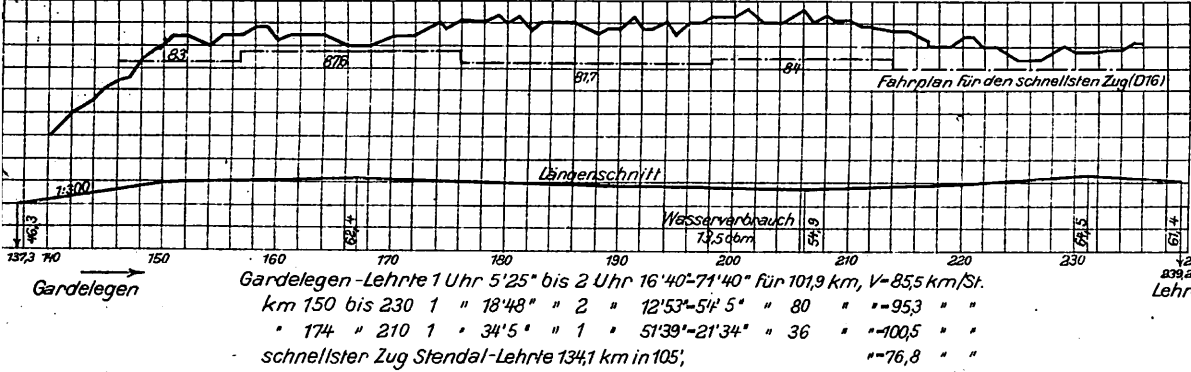


Abb. 30 bis 32. Ventilsteuerung und Umsteuerung der Bauart Lentz.

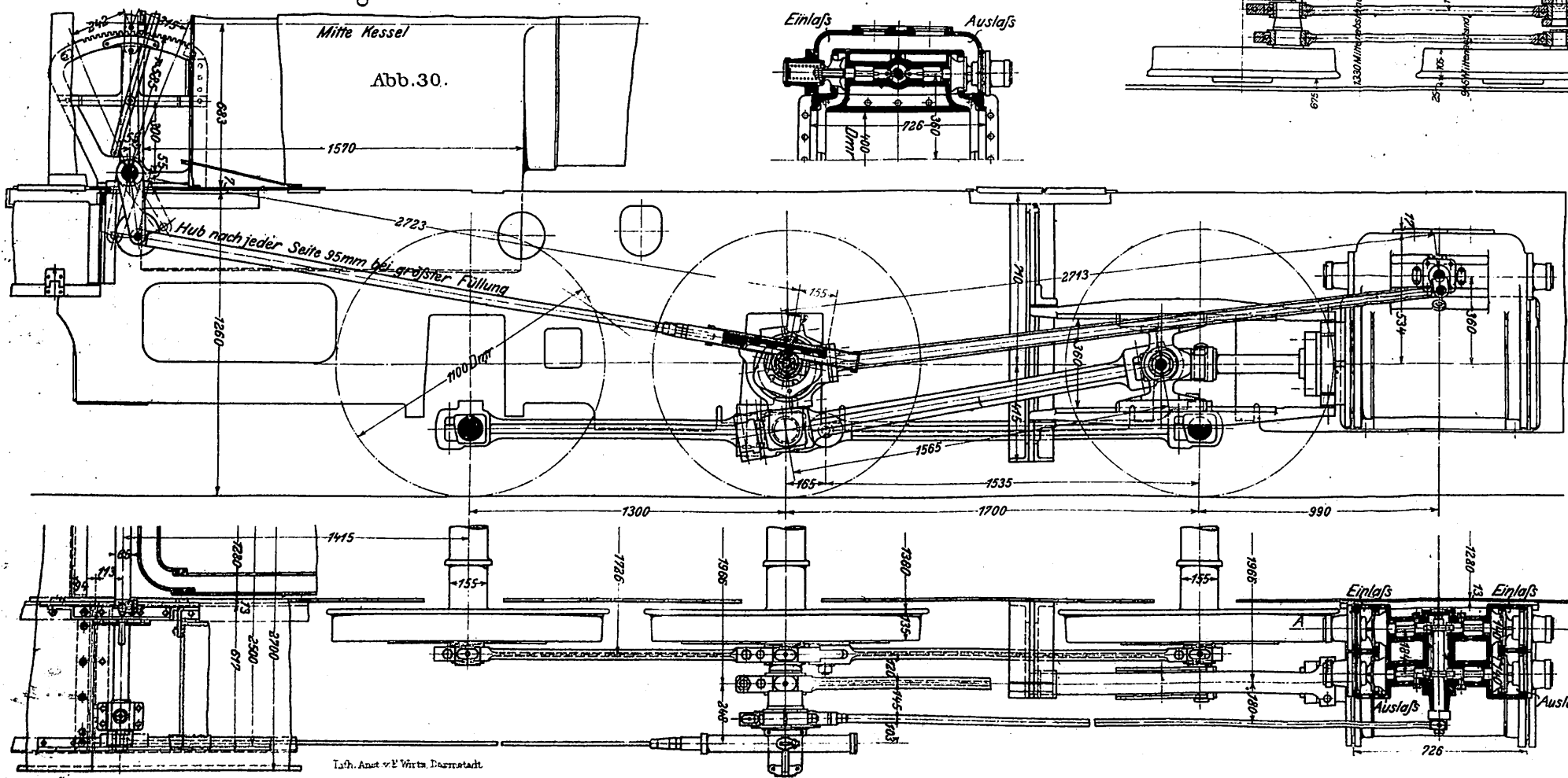


Abb. 27. Zug L. 71. 28 Achsen. Dortmund-Hannover 2073 km 25. III. 1906. Schneetreiben, N.O. Wind.



Abb. 28. Zug L. 11. 24 Achsen. Dortmund-Hannover 2073 km 26. III. 1906. Schneetreiben, N.O. Wind.

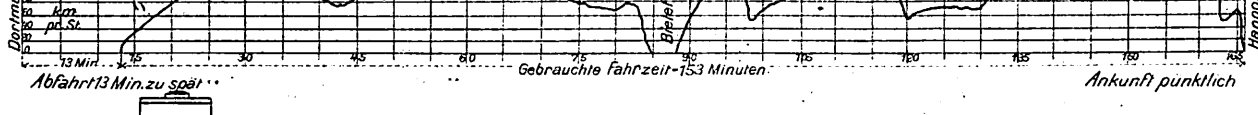
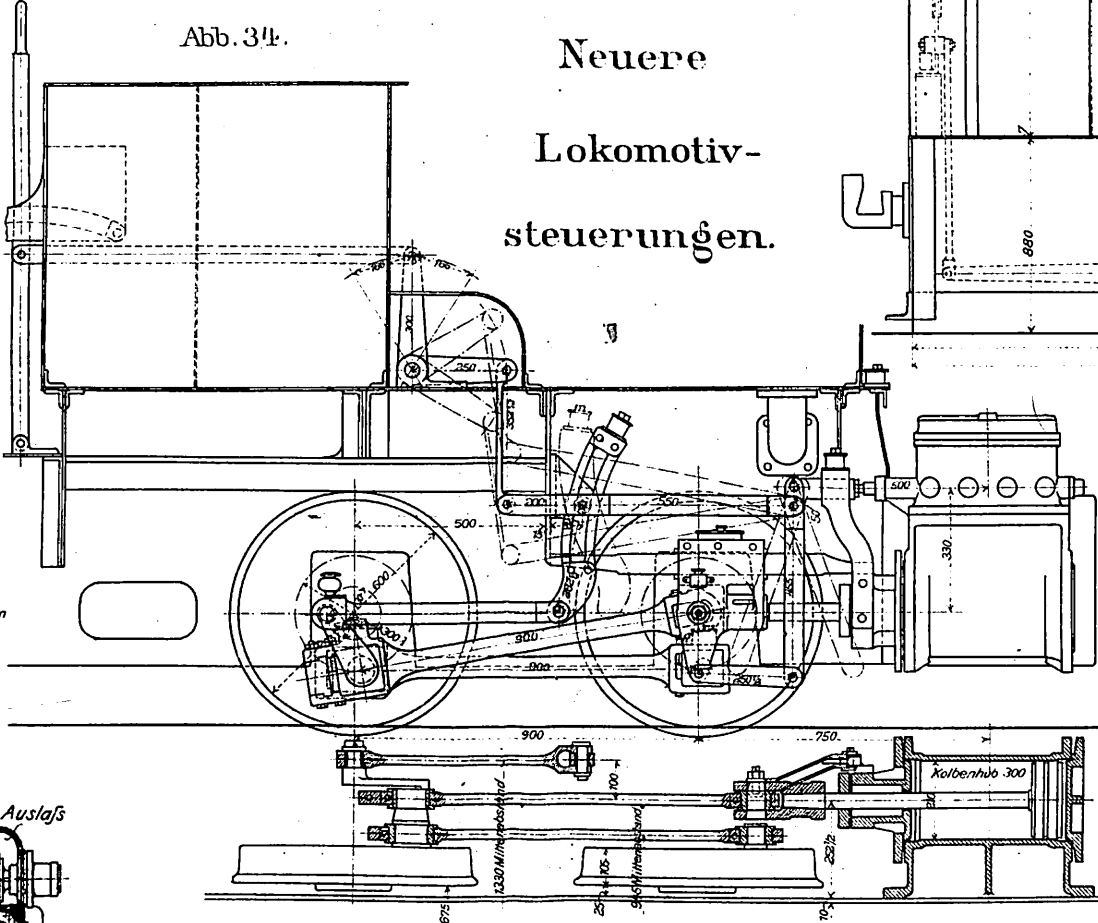


Abb. 34.



Metzeltin:
Neuere
Lokomotiv-
steuerungen.

Abb. 32.

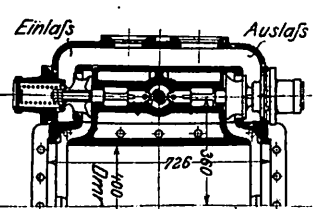


Abb. 31. Schnitt durch den Steuerungsantrieb.

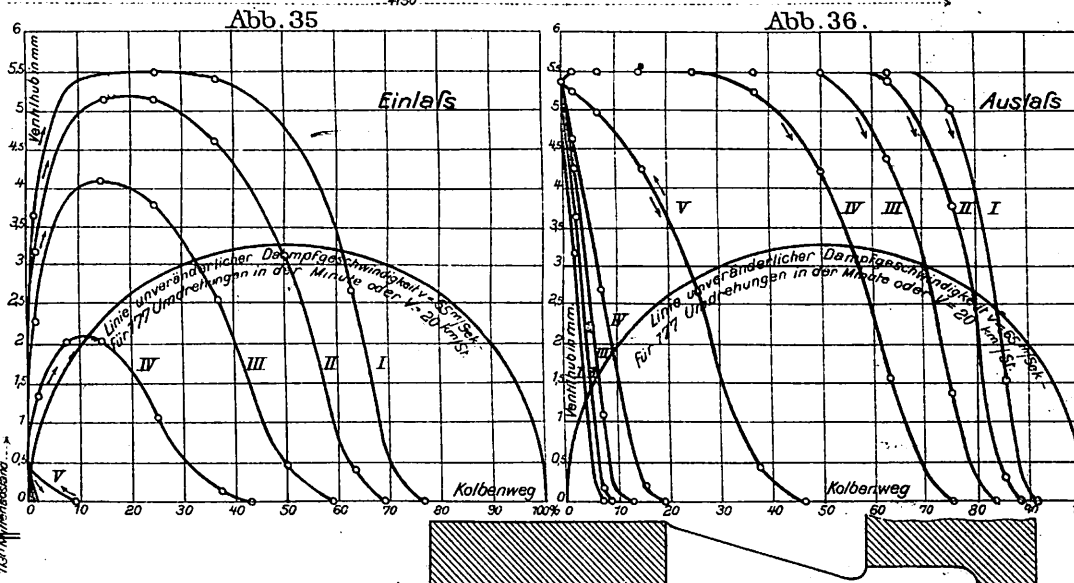
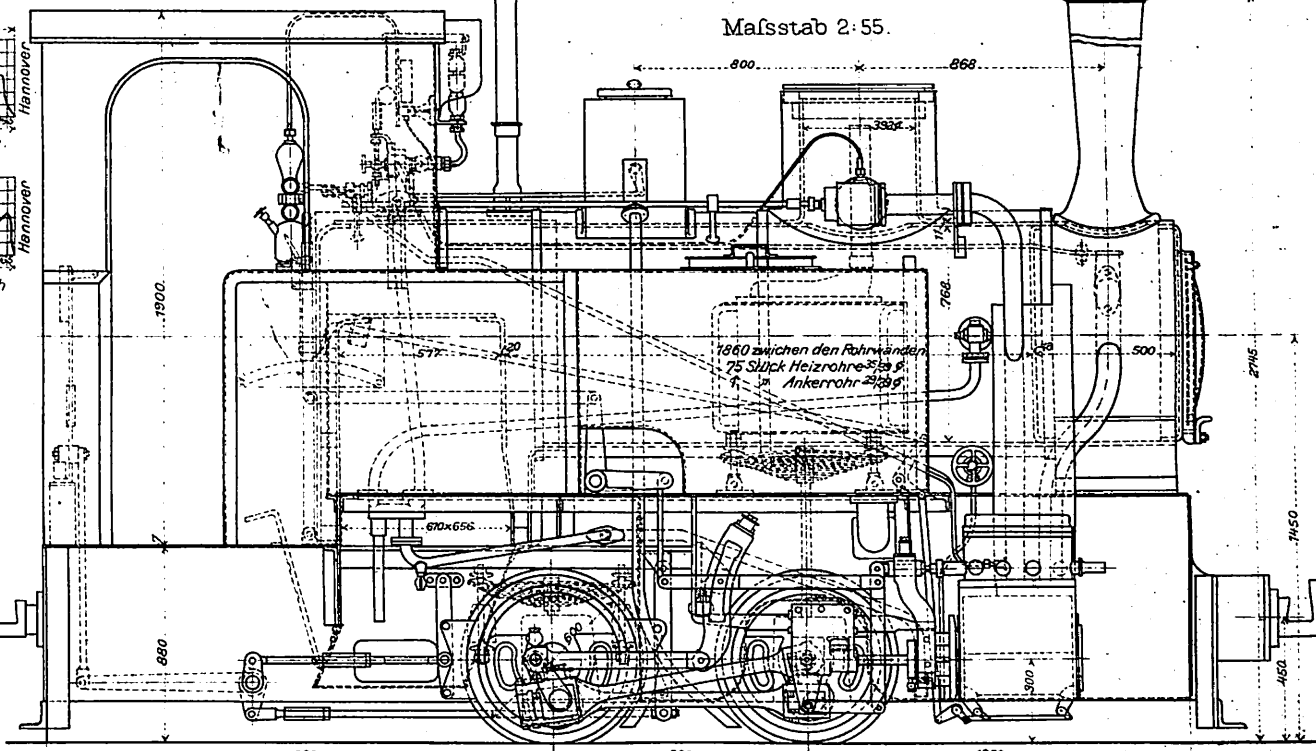
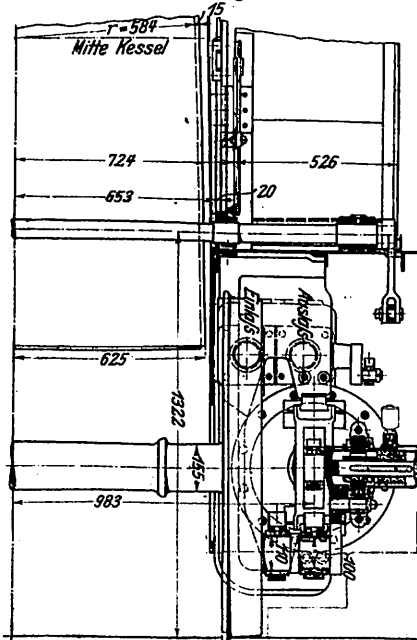
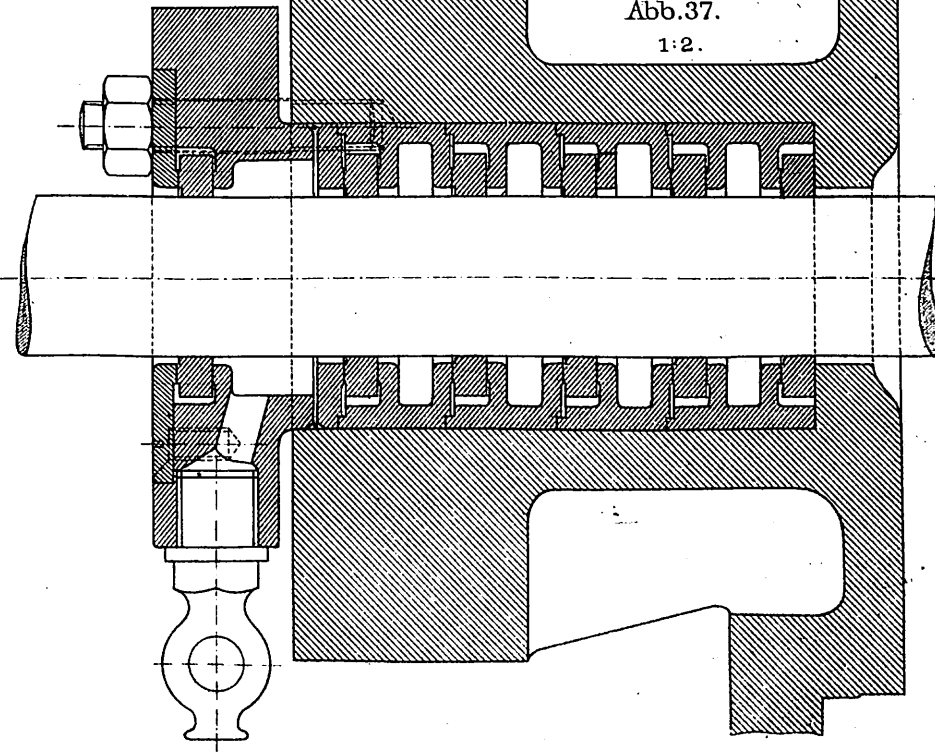


Abb. 37.
1:2.



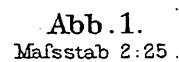


Abb. 1 bis 4.
Sandstreu-
Vorrichtung,
Bauart Haas.

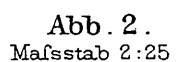


Abb. 5 bis 12.
Verwendung von
alten Schienen
auf den
Eisenbahnen
Indiens und Ceylons

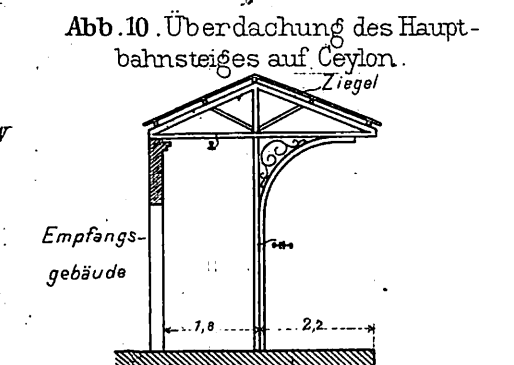


Abb. 10. Überdachung des Haupt-
bahnsteiges auf Ceylon.

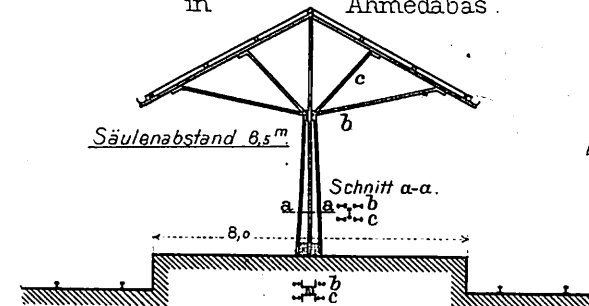
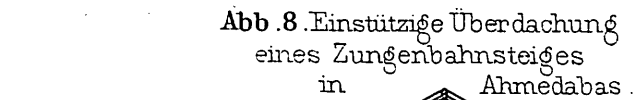


Abb. 11. Überdachung eines Zwischenbahnsteiges in Nannoya, Ceylon.

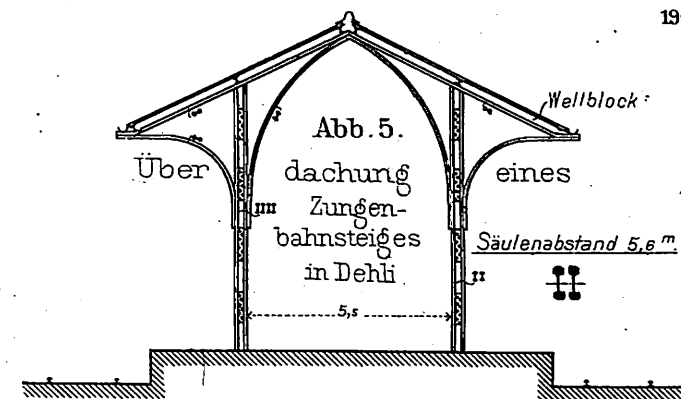


Abb. 9 Überdachung des Hauptbahnsteiges
in Nuwara Eliya, Ceylon.

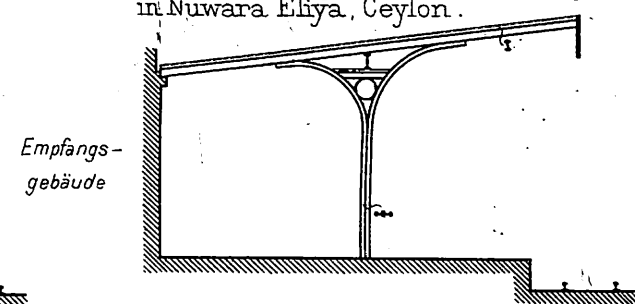


Abb.12.Überdachung des Zwischenbahnsteiges in Nannoya, Ceylon.

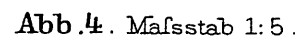


Abb. 13 bis 18. Schleef's Beseitigung der
Stoßfuge im Eisenbahngleise.

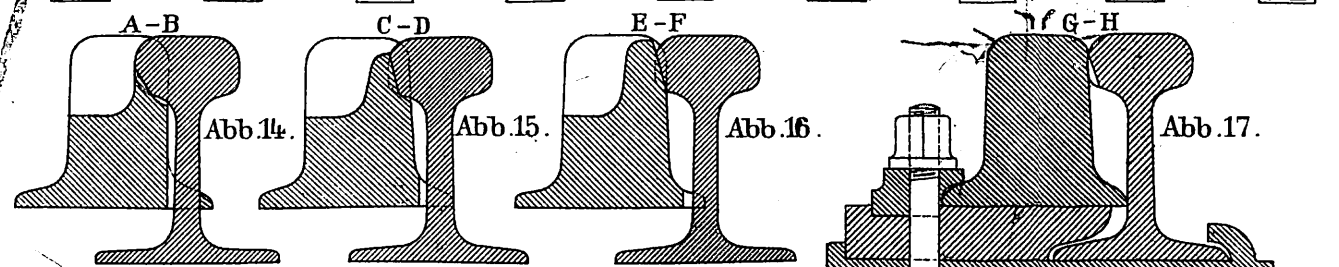


Abb. 14.

Abb. 15.

Abb. 16.

Abb. 17

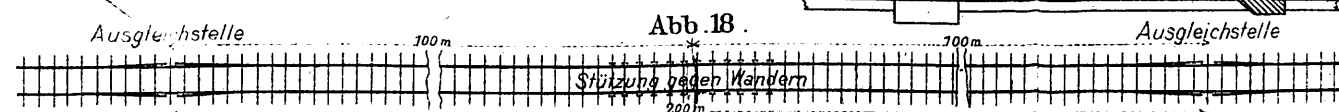


Abb. 20.

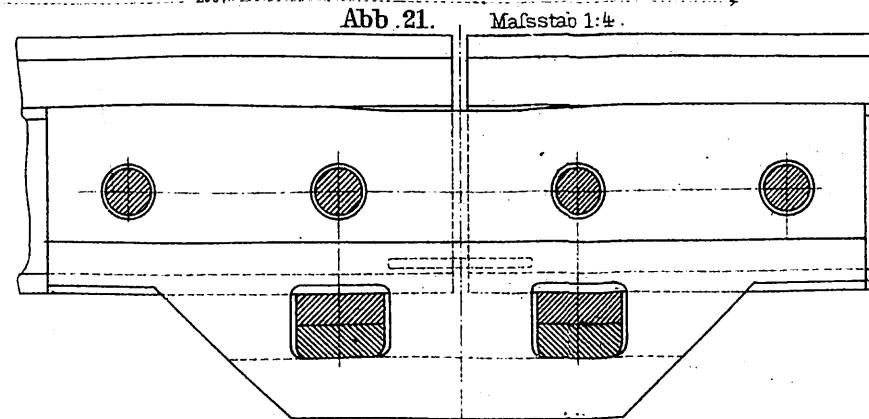


Abb. 21. Maßstab 1:4

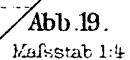


Abb.22. Elroy - Zugbeleuchtung

