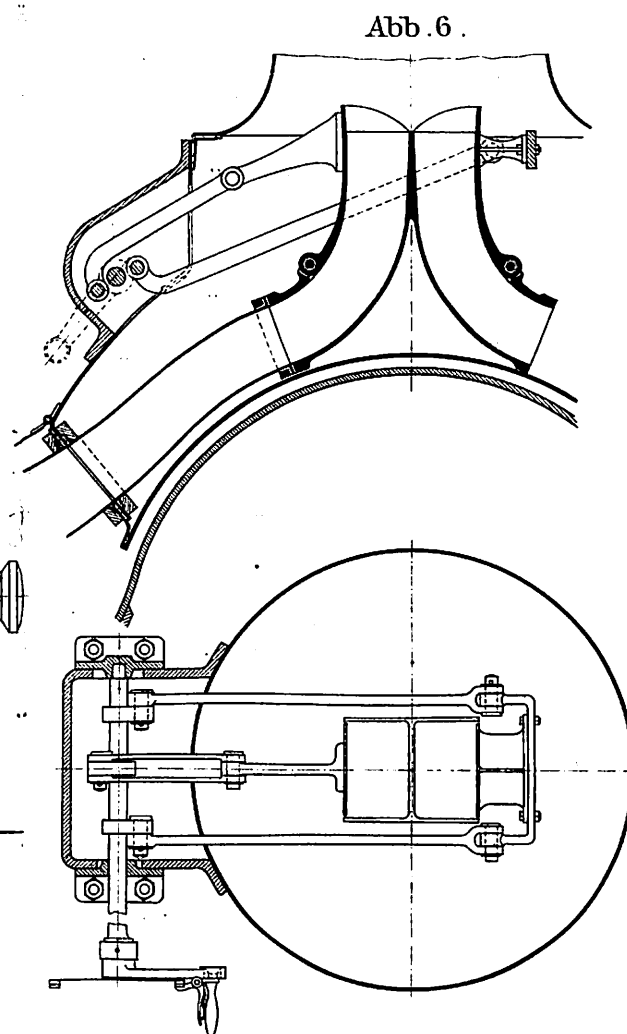
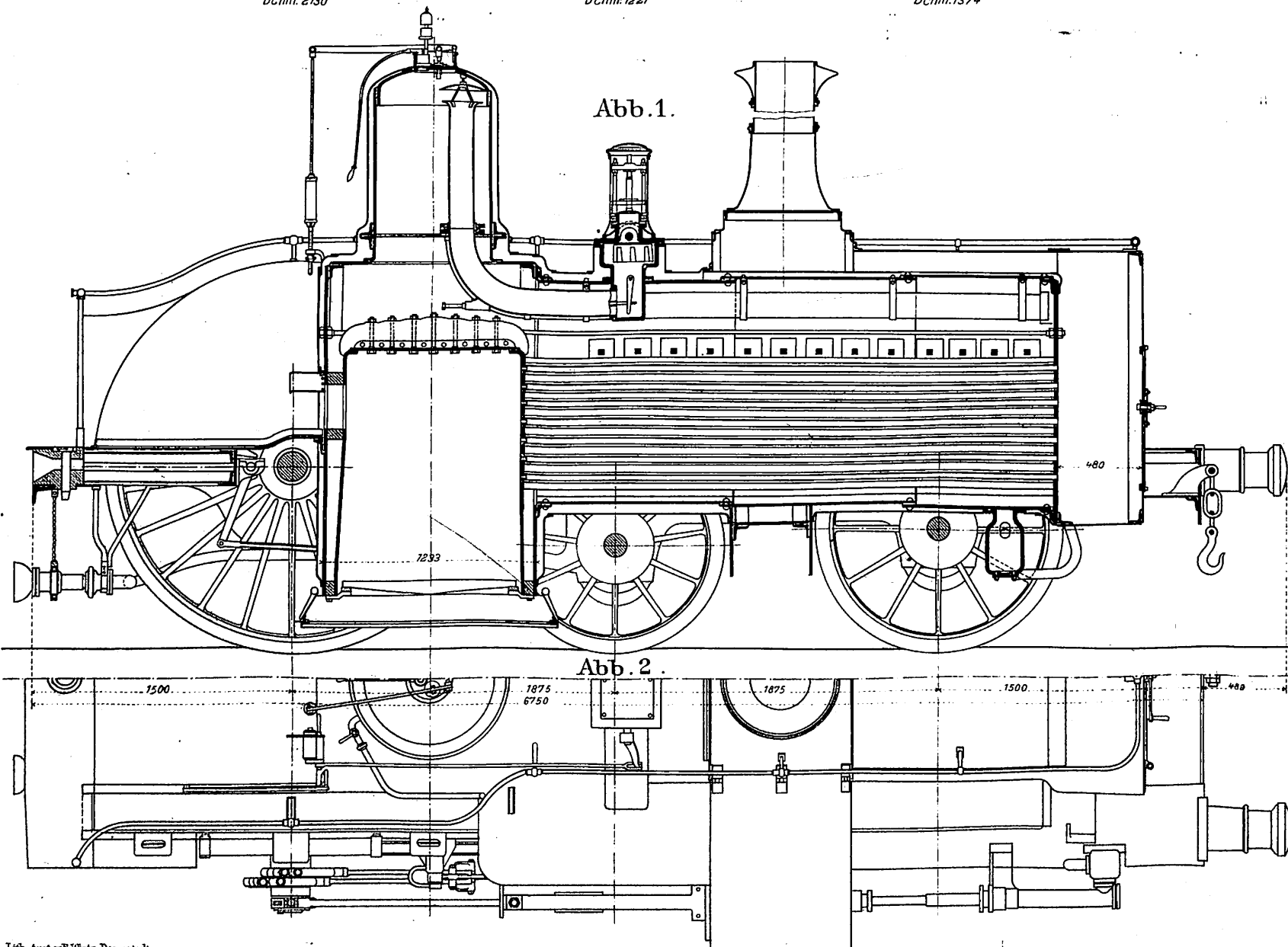
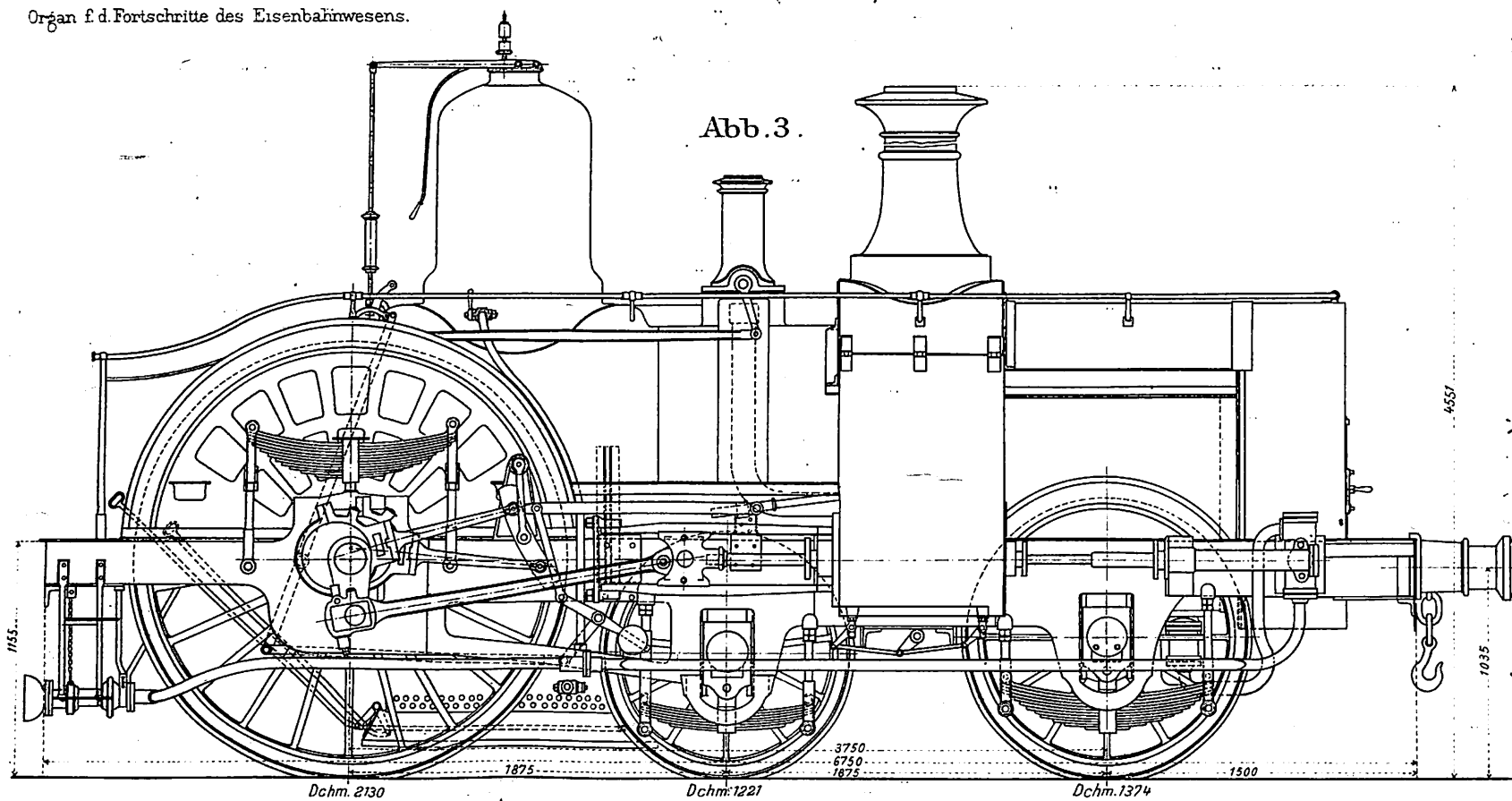




Courtin:
Die erste Crampton-
Lokomotive
der badischen
Staatseisenbahnen.

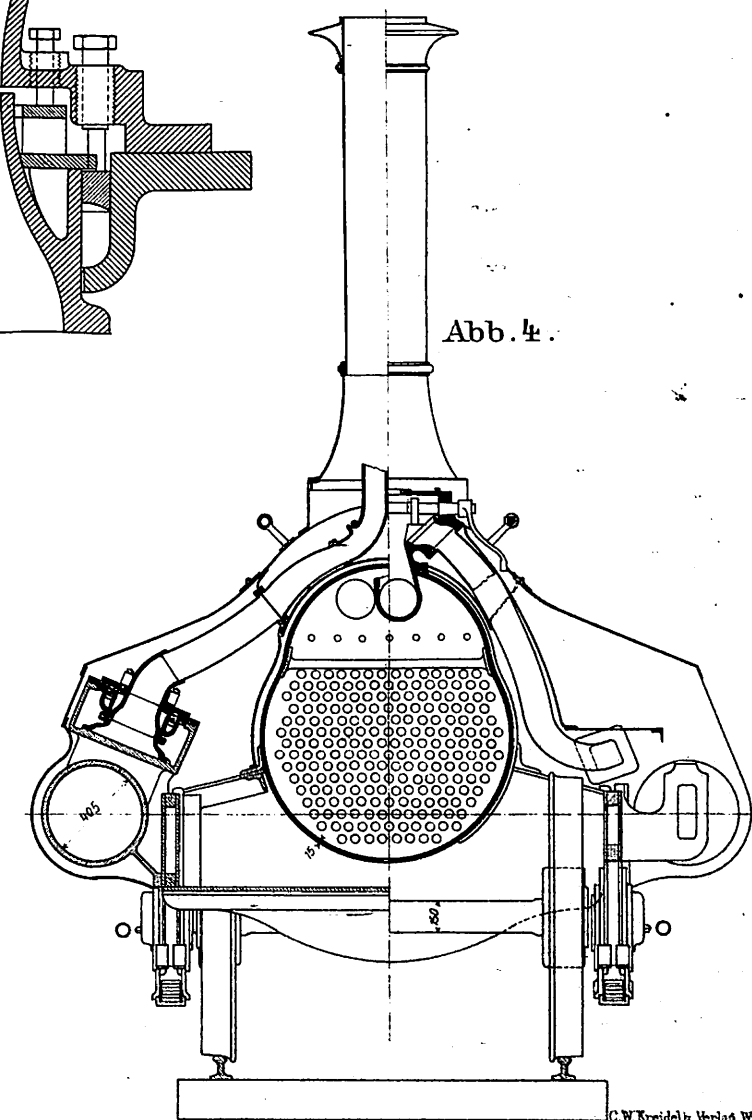
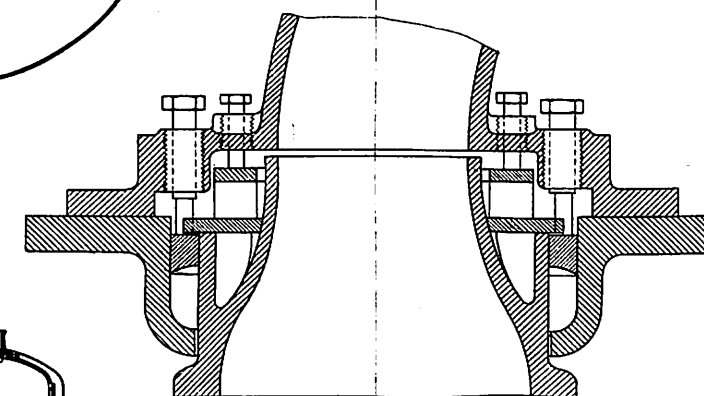
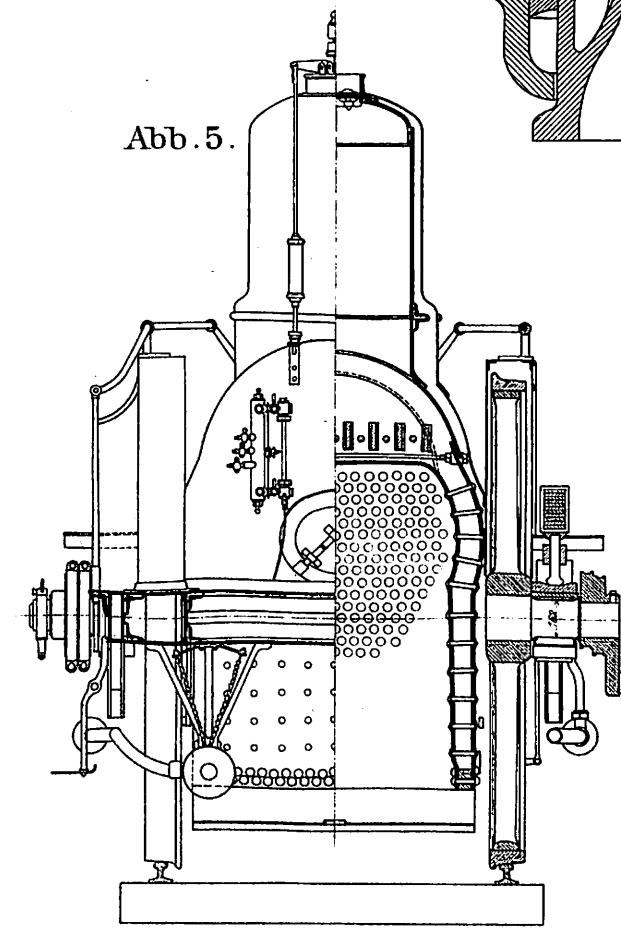
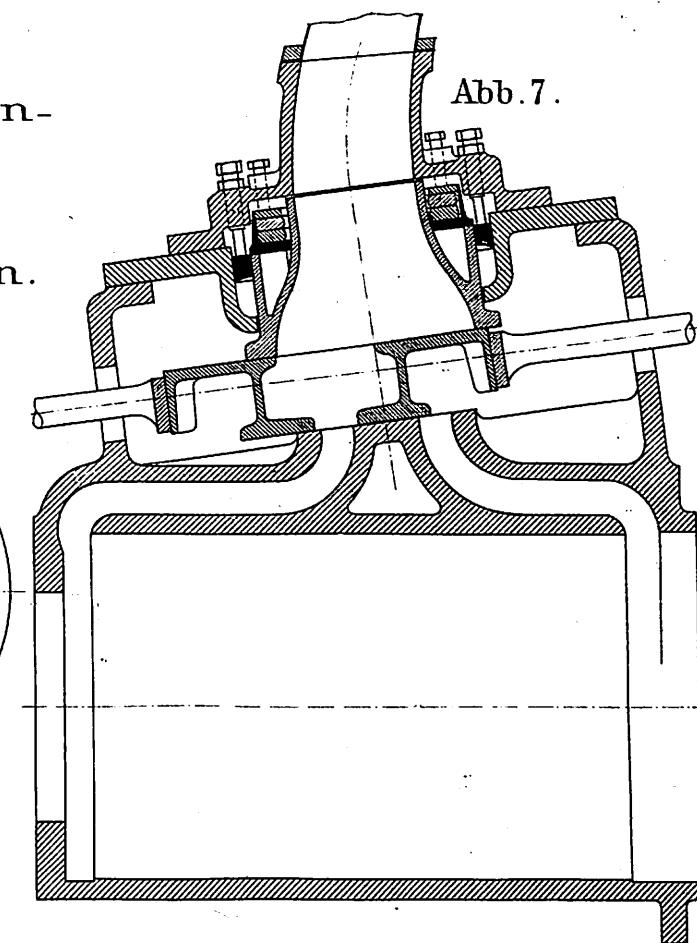
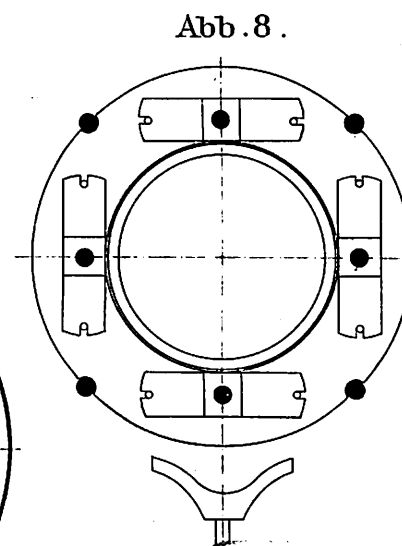


Abb. 1 bis 12. Der East River-Tunnel der Neuyork-Brocklyner Schnellbahn.

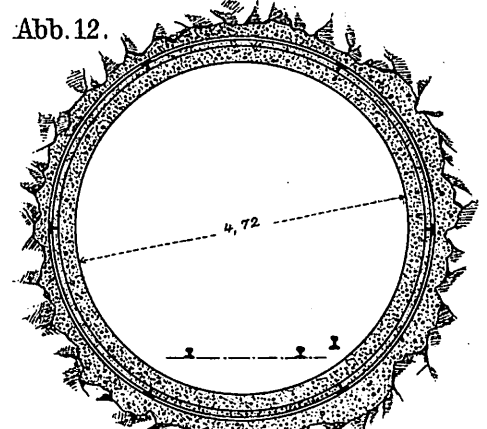
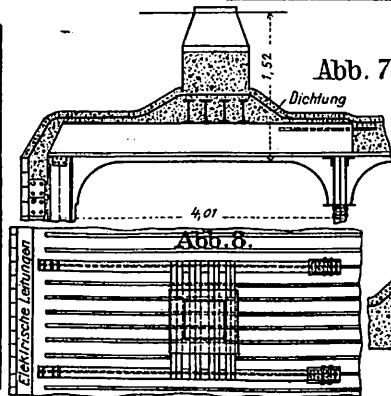
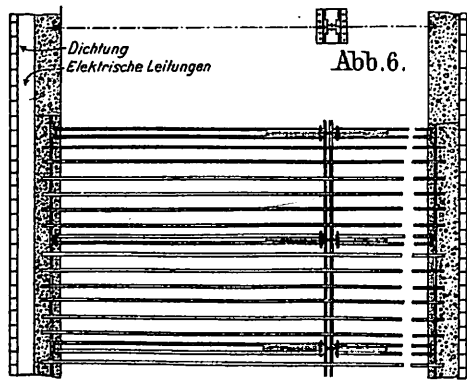
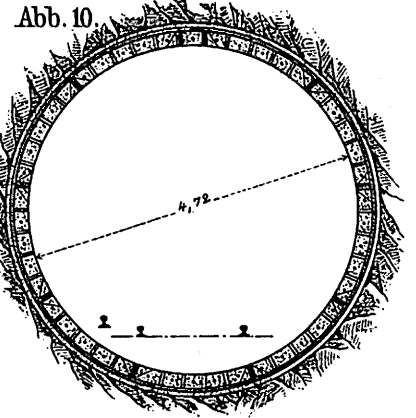
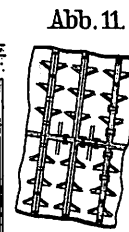
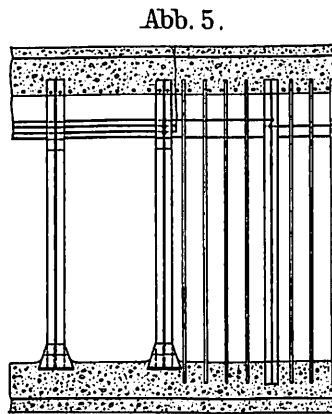
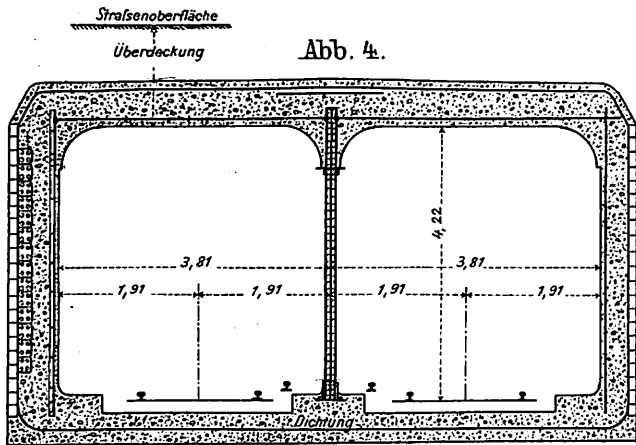
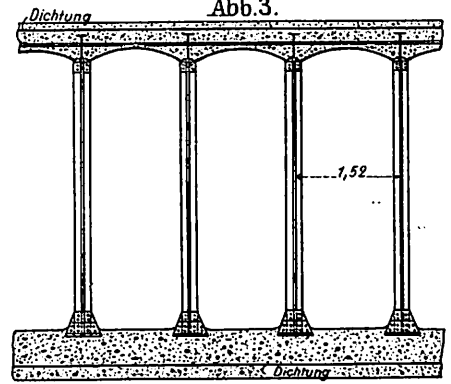
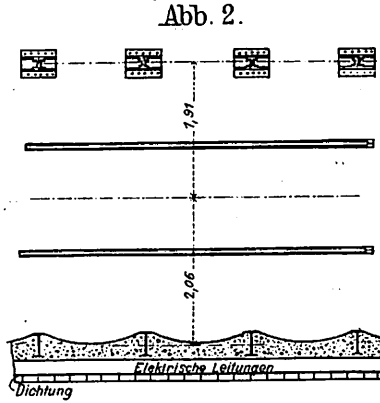
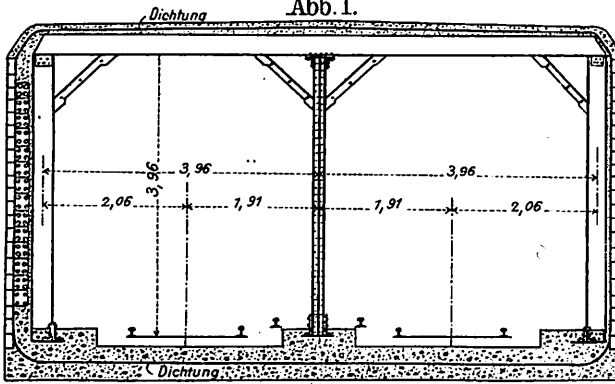


Abb. 13 und 14. Umbau des Person enbahnhofes Ludgate-hill in London. 1:1325.

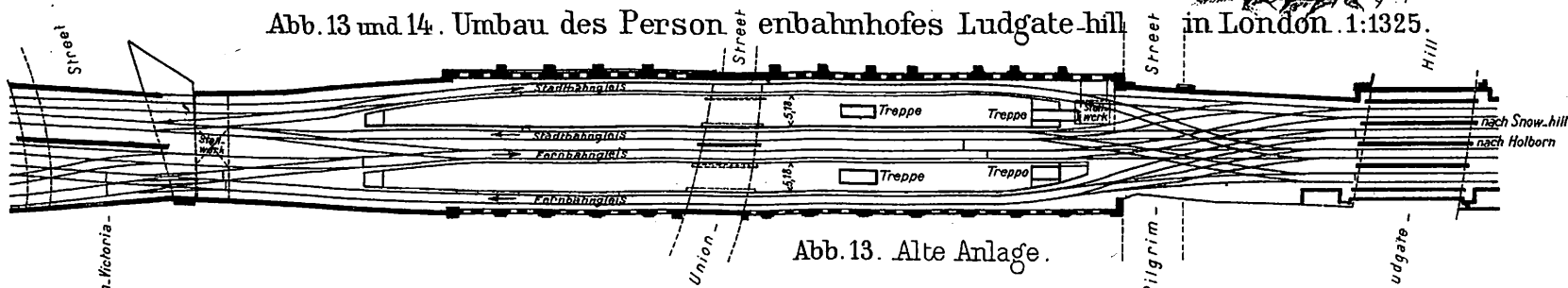


Abb. 13. Alte Anlage.

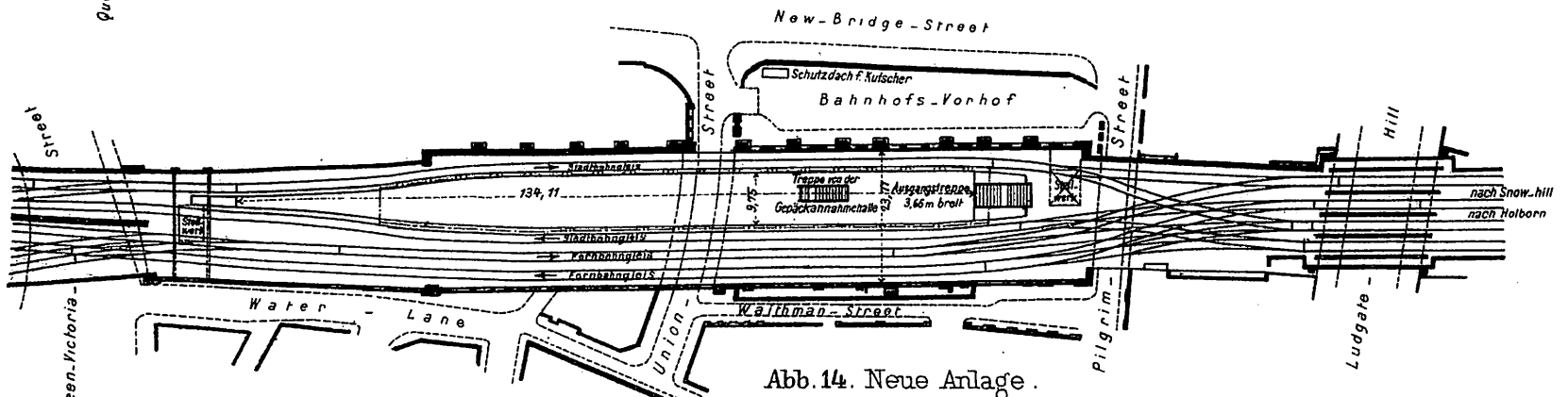


Abb. 14. Neue Anlage.

Abb. 1.

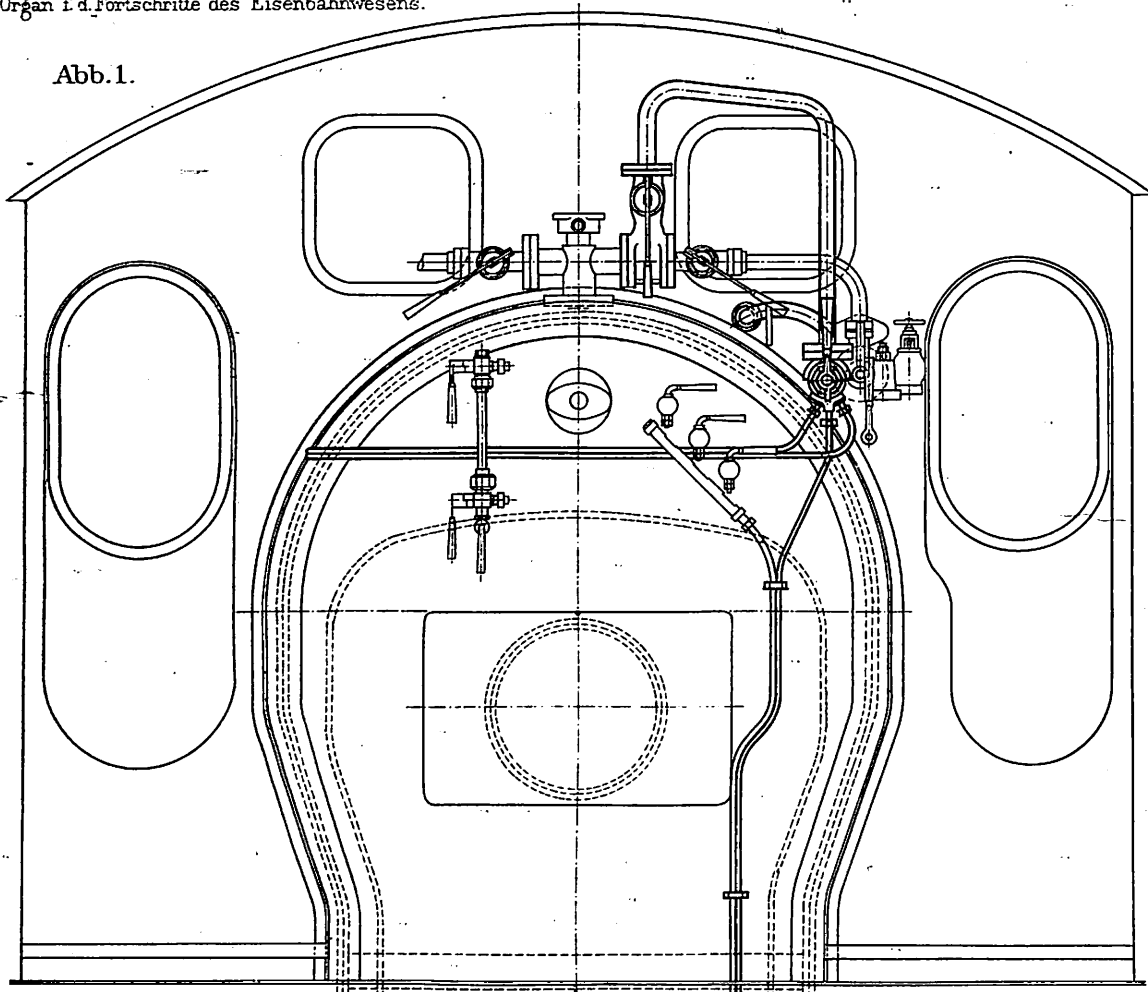


Abb. 1-6. Heizrohrausblaser, Bauart Alexander.

Abb. 4.

Abb. 5.

Abb. 6.

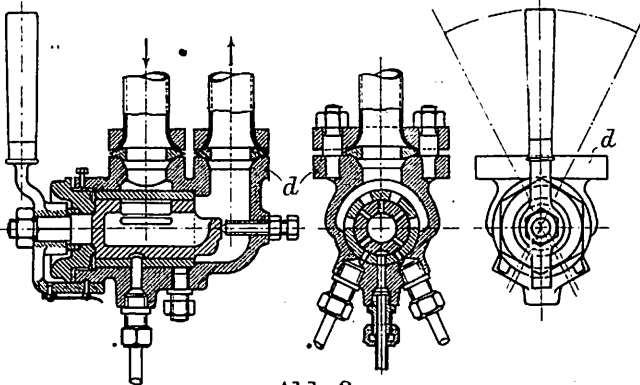


Abb. 3.

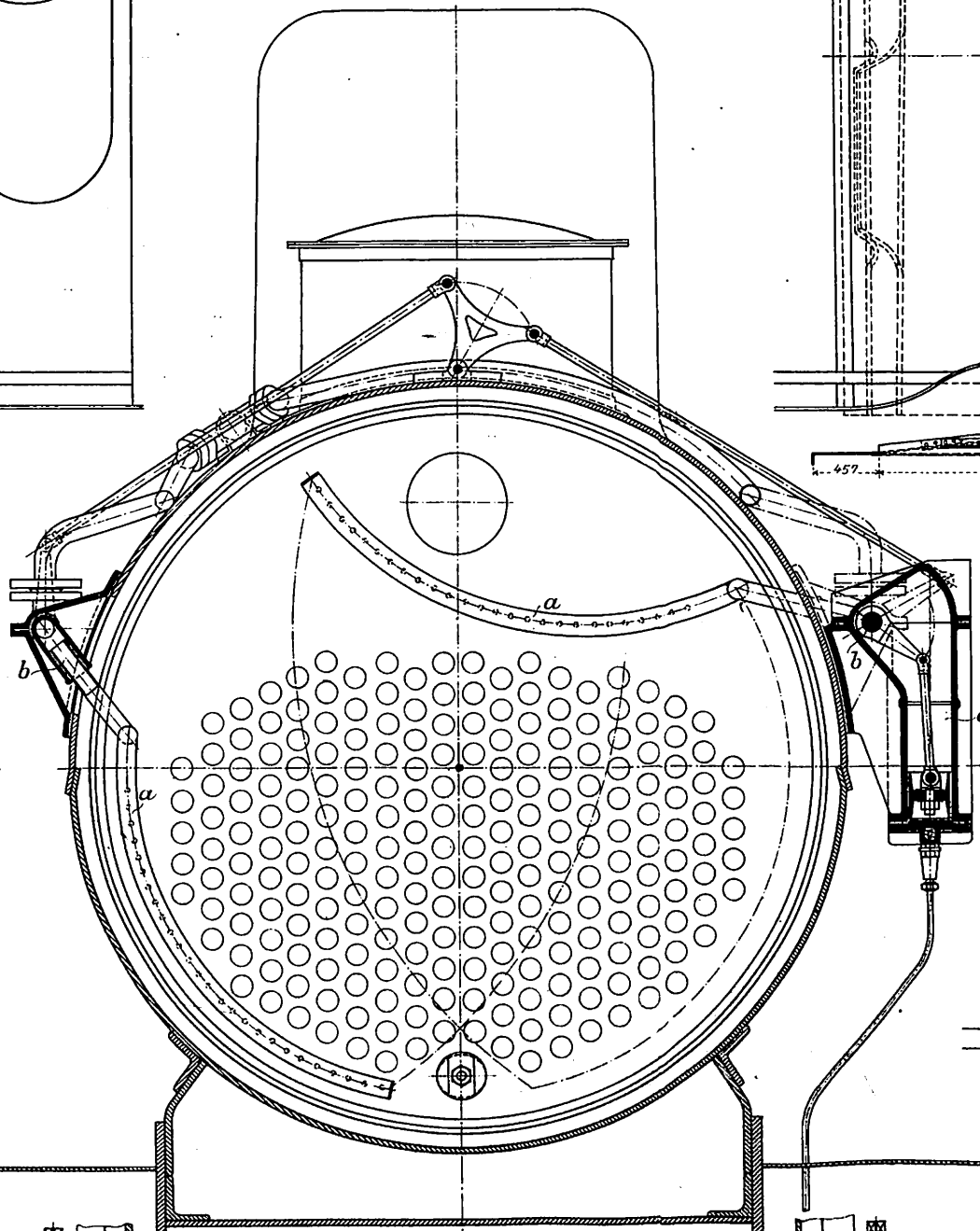


Abb. 2.

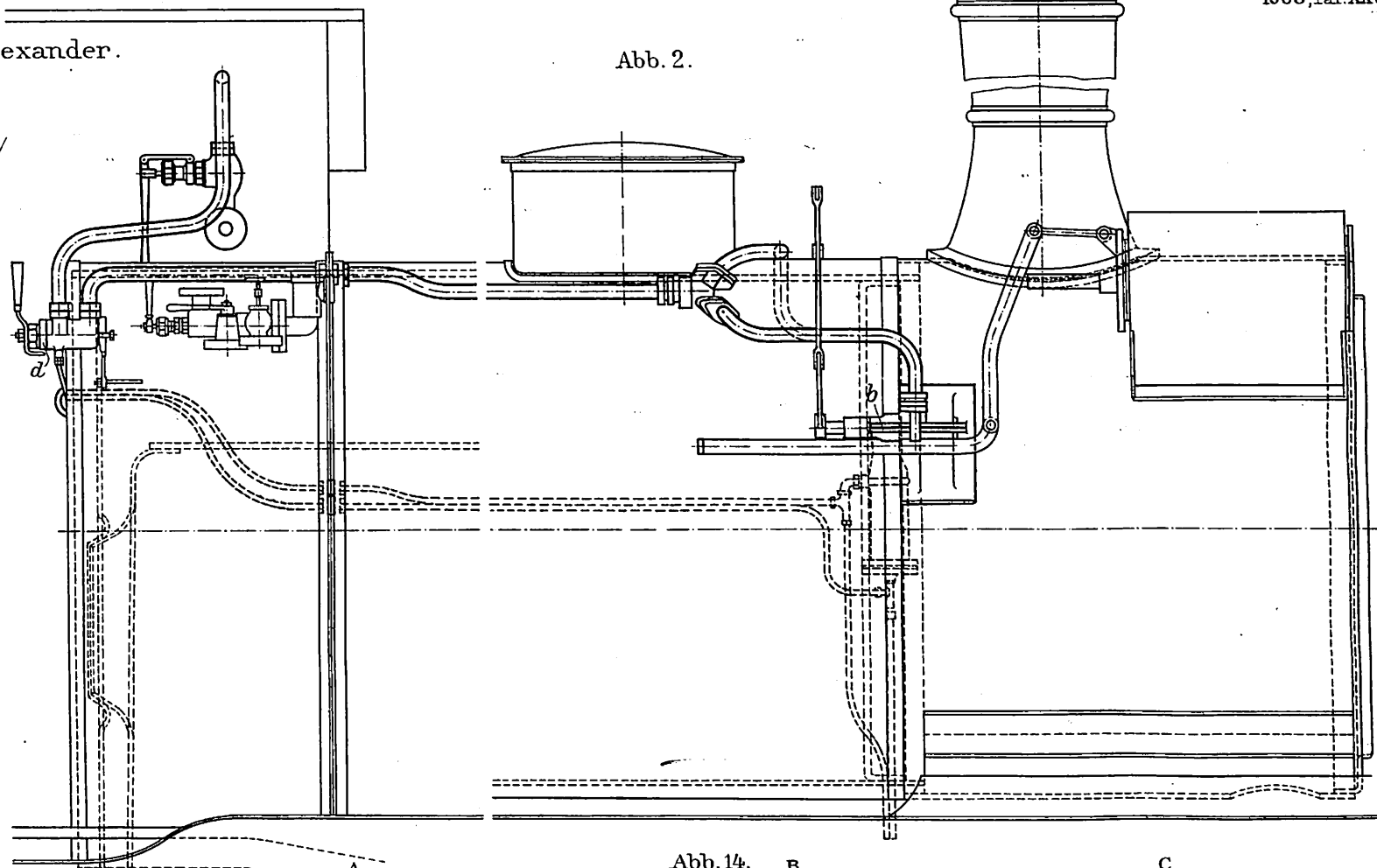


Abb. 9.

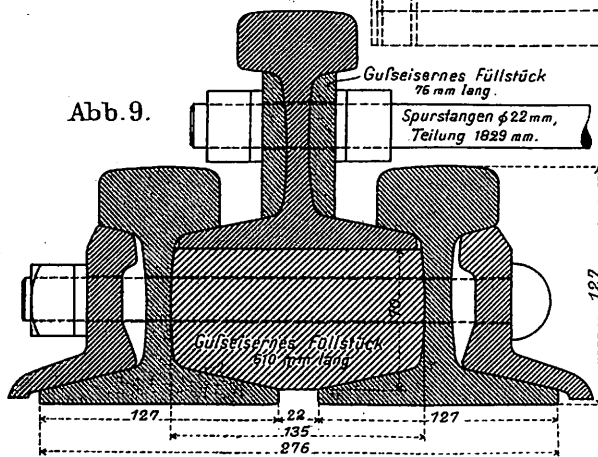


Abb. 7-9.

Aschgrube auf dem neuen Lokomotivbahnhof der Chicago-junktion - Bahn.

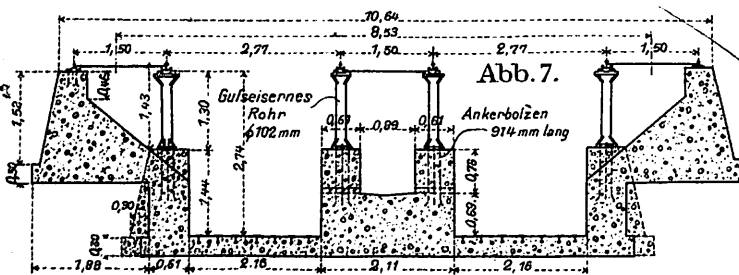


Abb. 8.

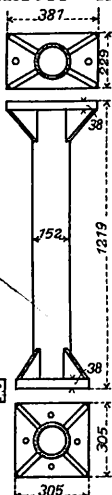


Abb. 10. Neue Bauart für elektrische Straßenbahnwagen.

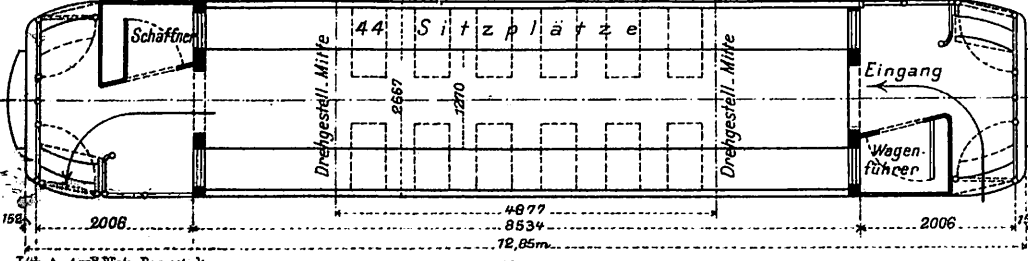


Abb. 12.

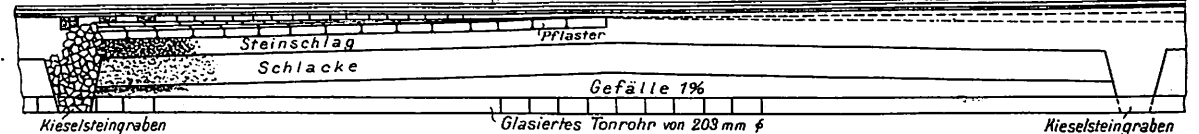


Abb. 11-22. Schöpfbehälter im Gleise.

Abb. 13.

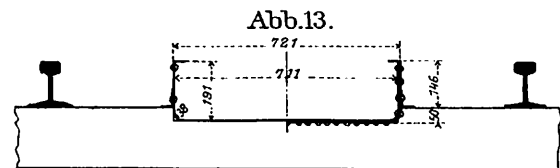


Abb. 19.

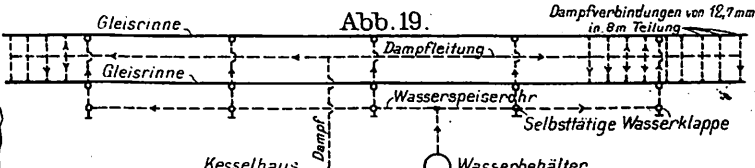


Abb. 20.

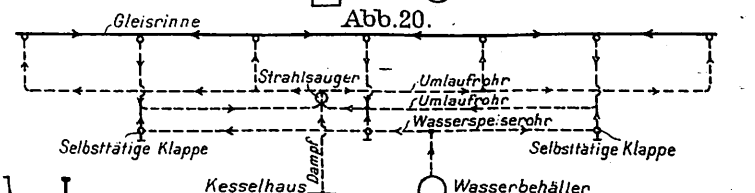


Abb. 21.

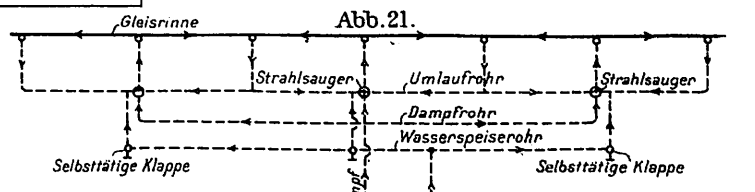


Abb. 11.

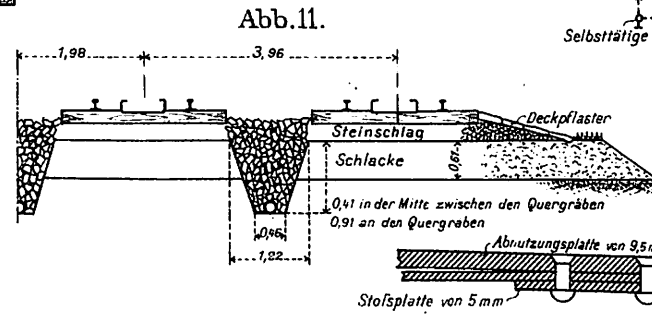


Abb. 16. Schnitt A.A.

Abb. 17. Schnitt B.B.

Abb. 18. Schnitt C.C.

Abb. 15. Längsschnitt durch das innere Ende der Neigung.

Lake: Die Lokomotiven der englischen Südost-und Chatham-Bahn.

Abb.1-3. o.B. 2.-Tenderlokomotive für Vorortdienst.

Abb.1.

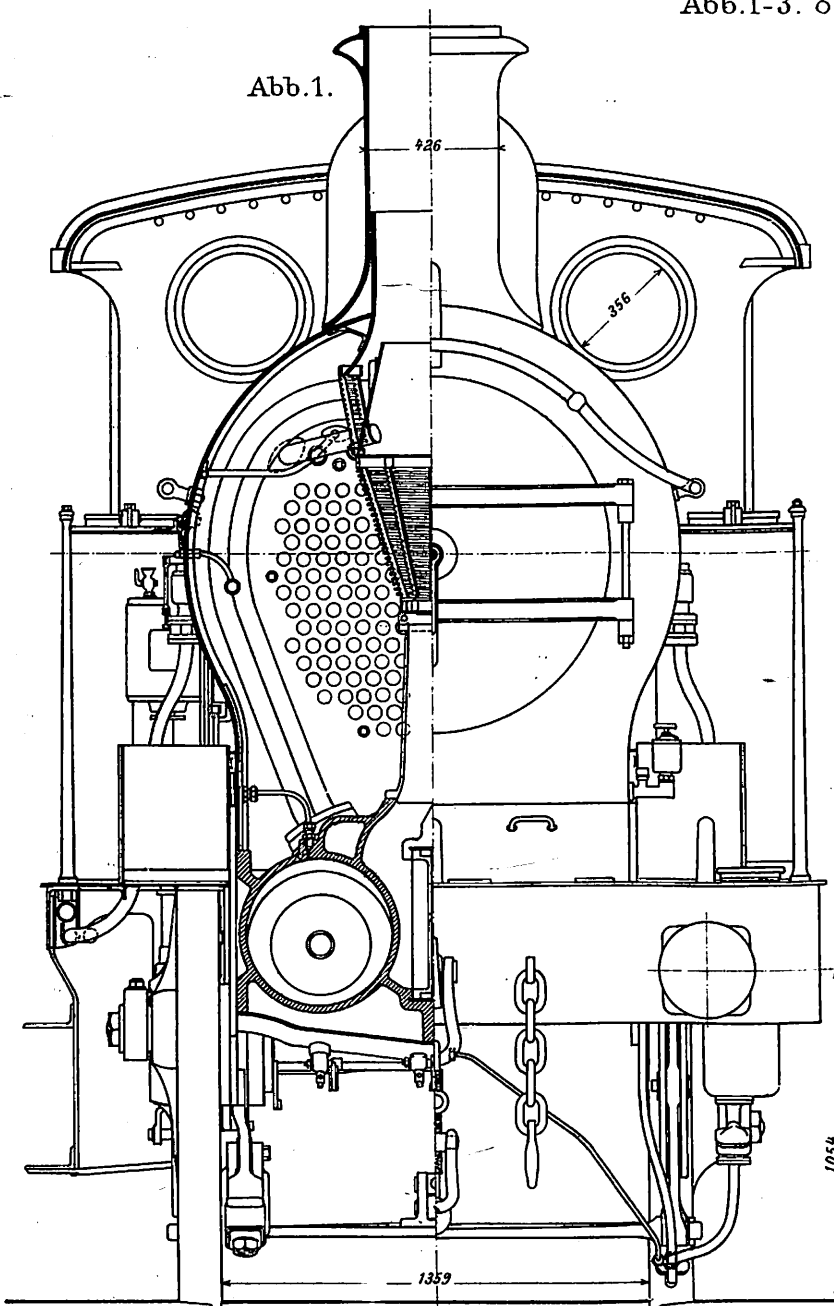


Abb.2.

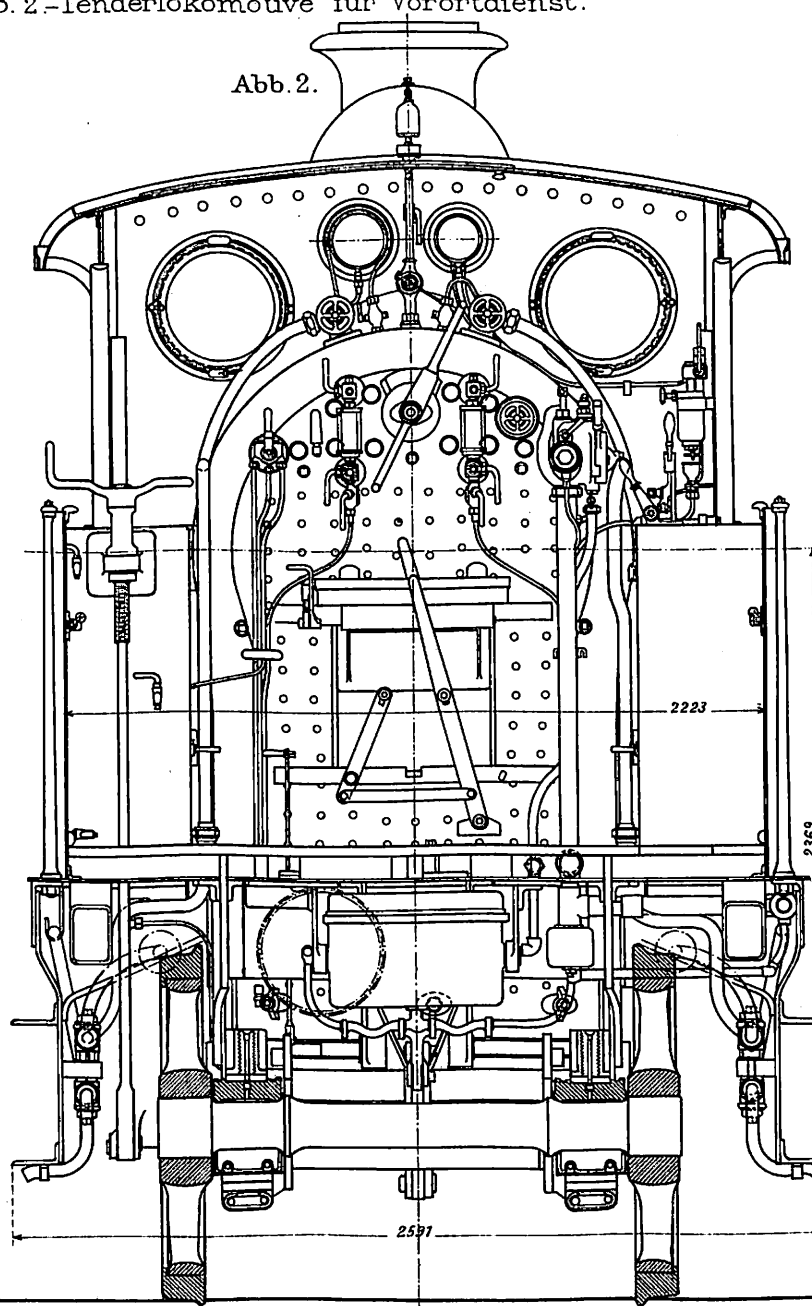
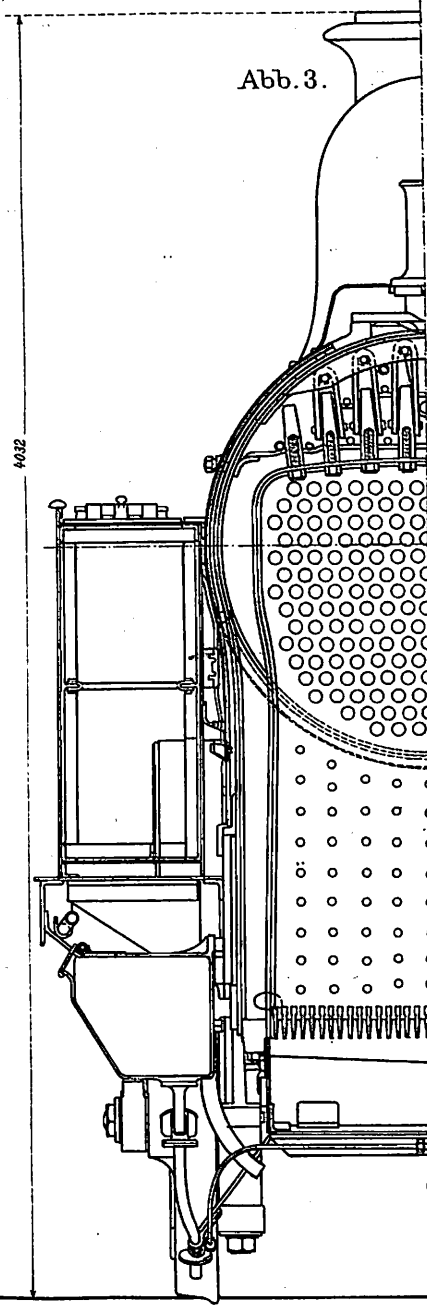


Abb.3.



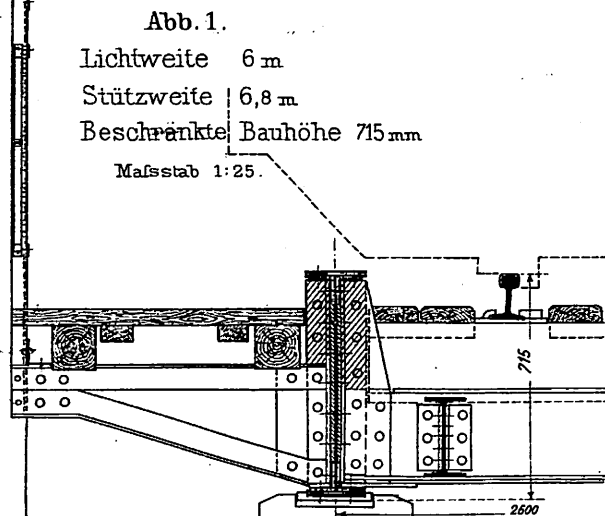


Abb. 1 bis 16.
Jaehn: Eisenbahn-Blechbalken-
brücken.

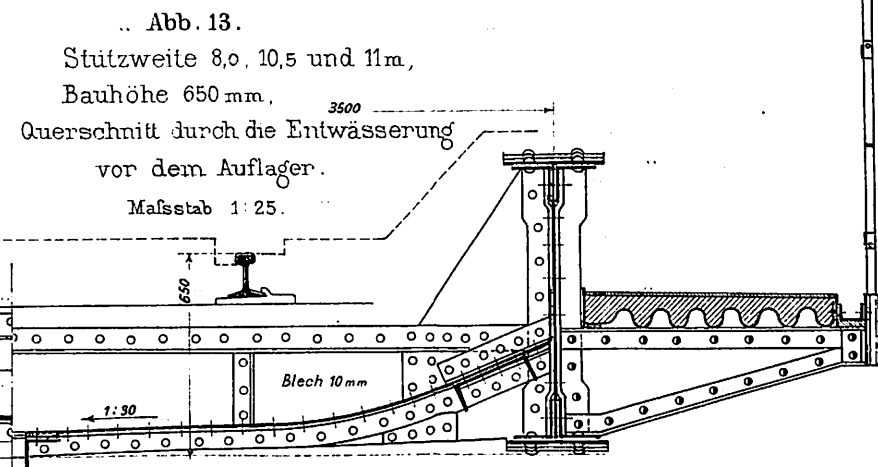
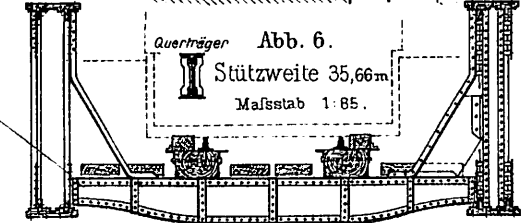
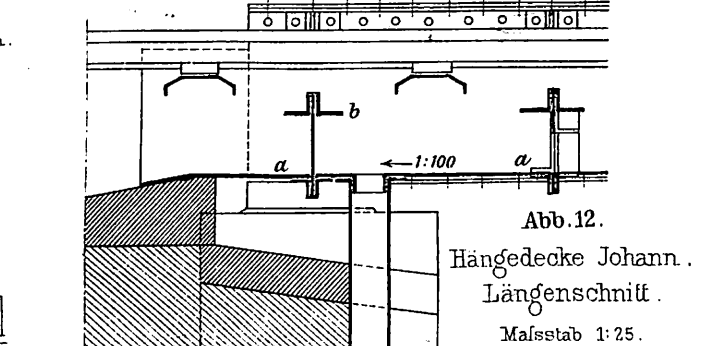
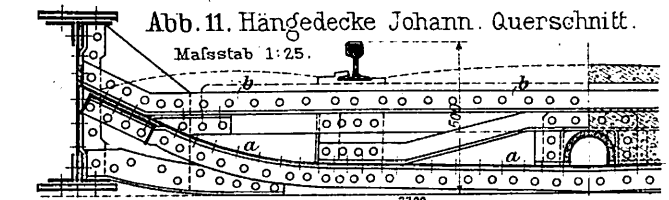
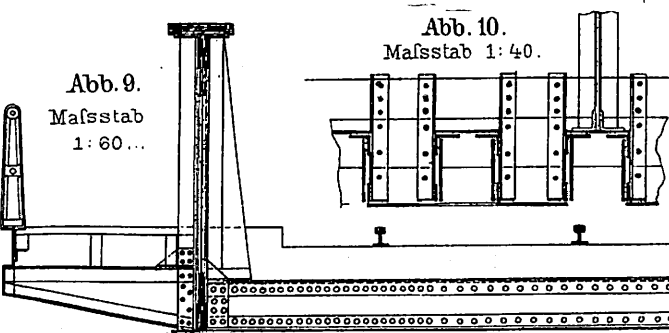
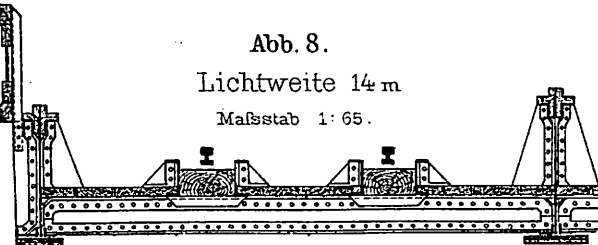
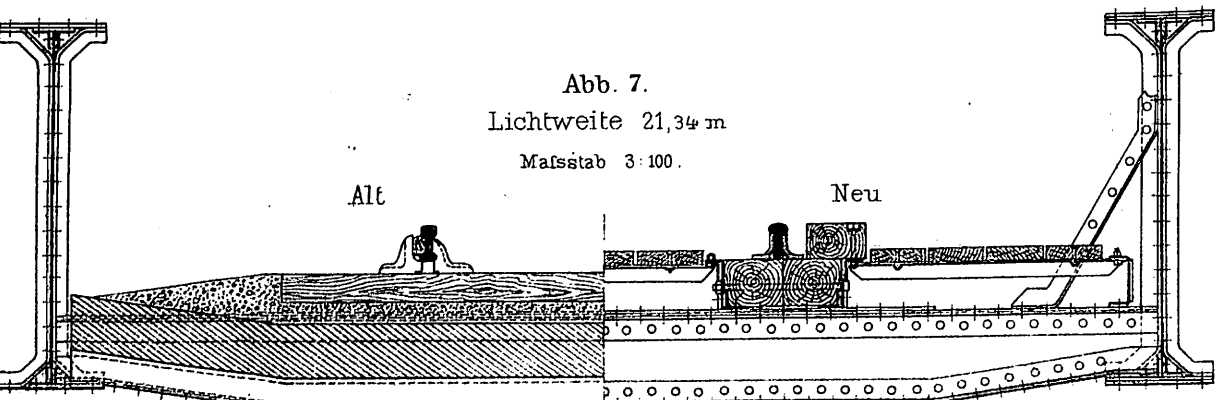
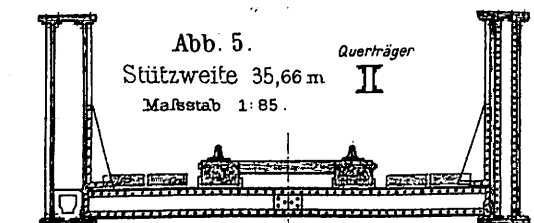
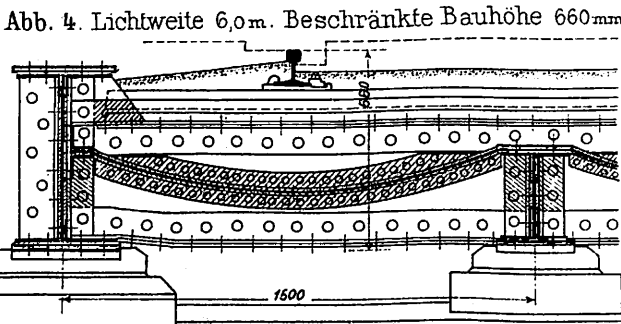
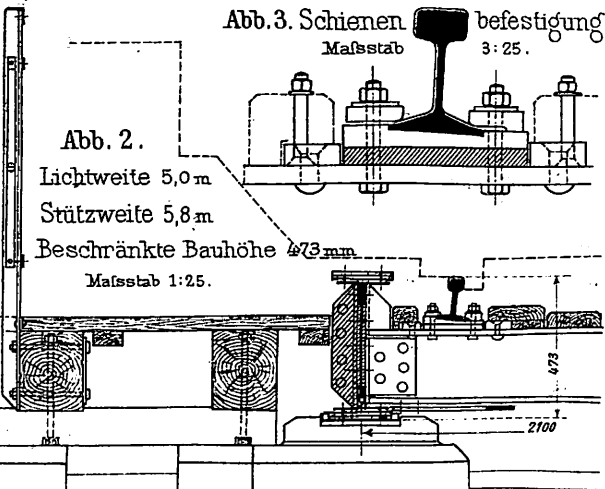


Abb. 17 bis 20.
Drehgestell einer
1. D.-Verbund-Güterzuglokomotive
der Italienischen Staatsbahnen.

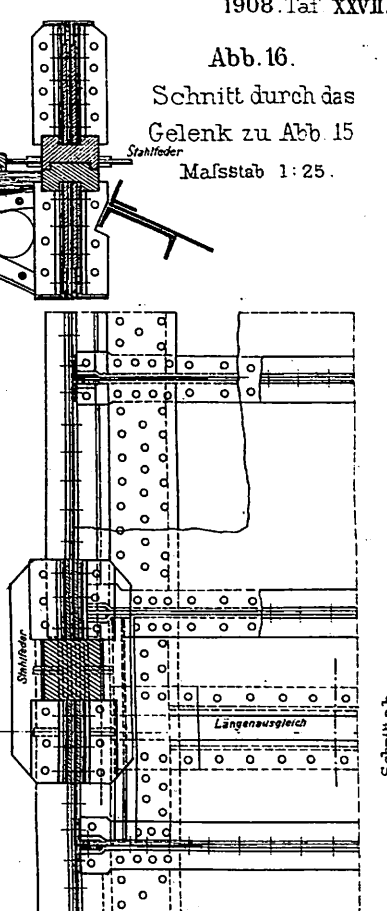
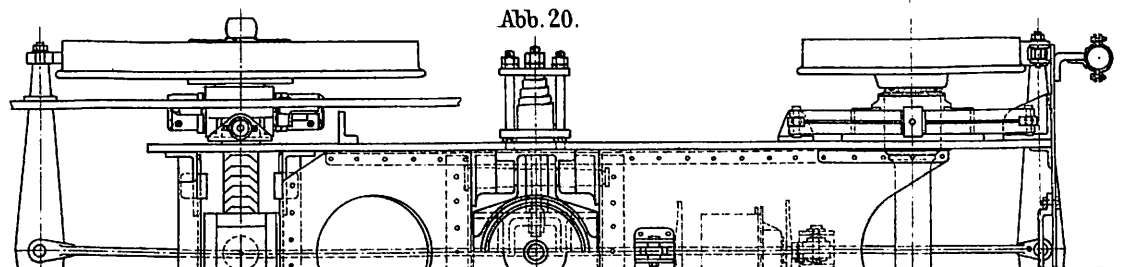
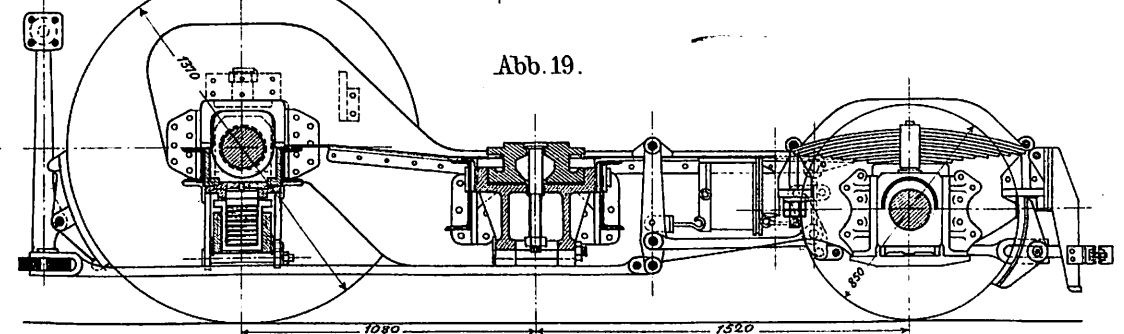
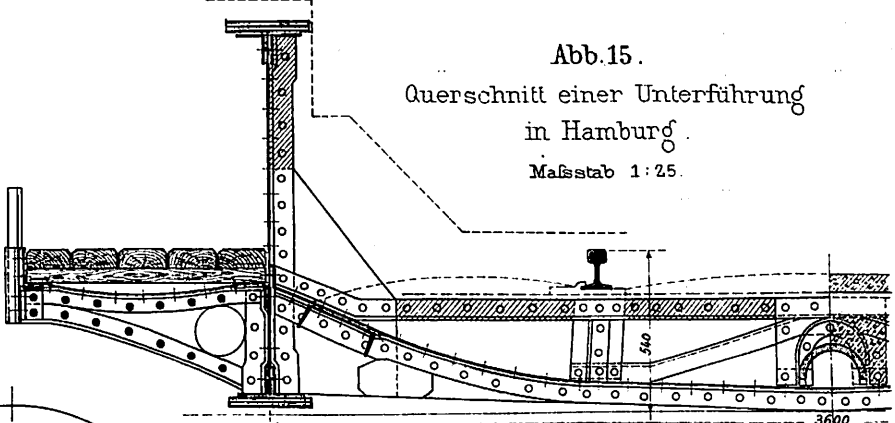
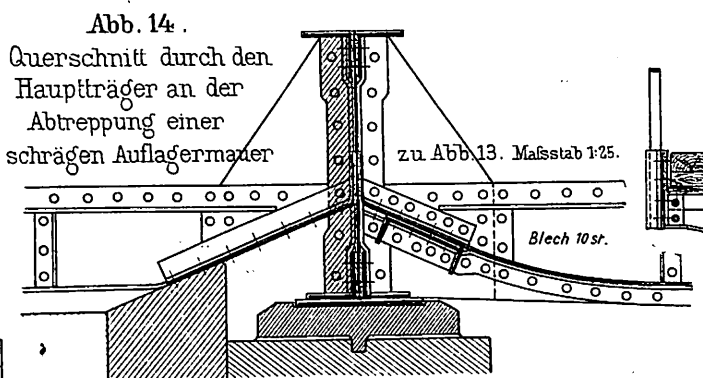
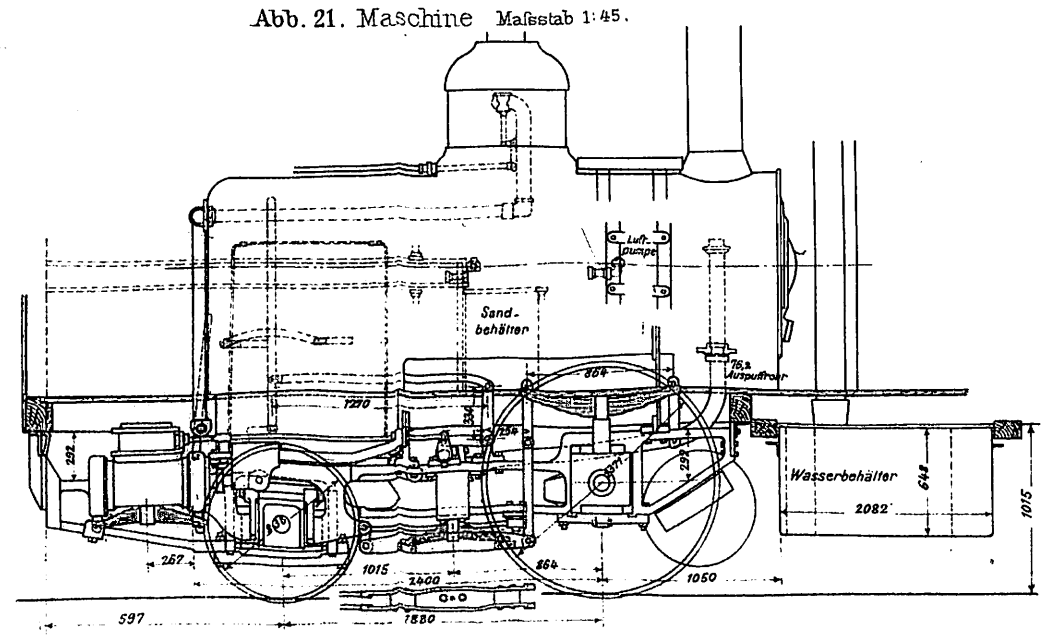
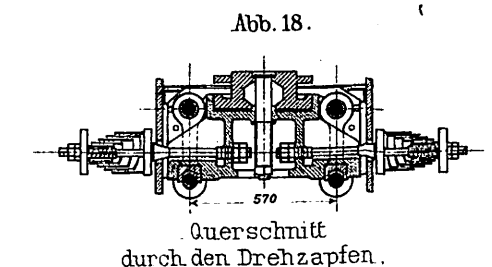
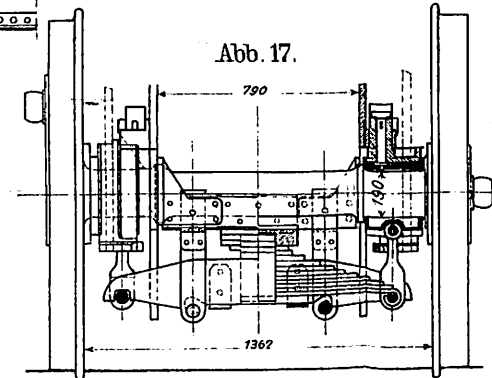


Abb. 21 und 22.
Dampftriebwagen
der Süd-Mandschurei-
Eisenbahn.

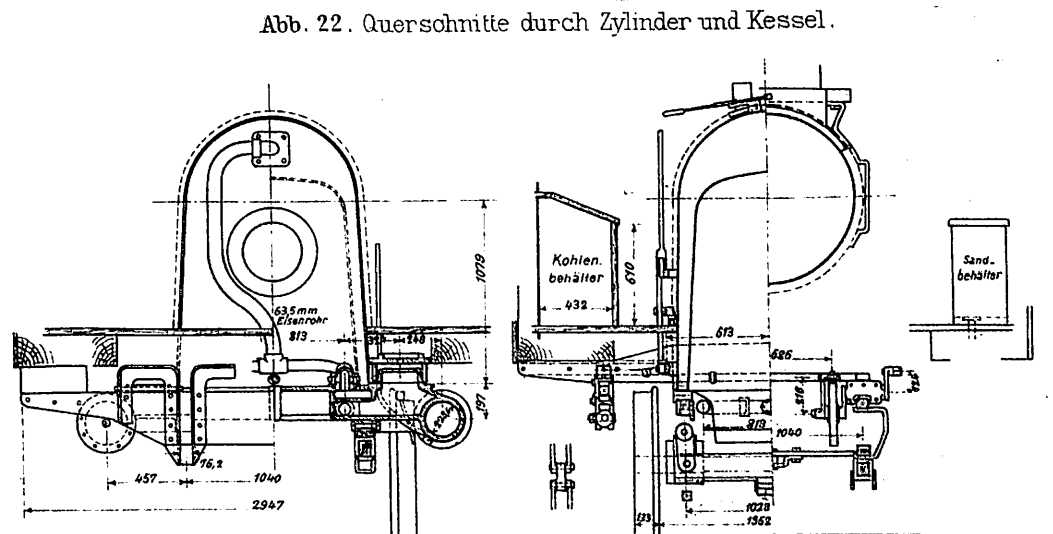


Abb. 1 bis 4. Vierachsiger Abteilwagen III Klasse mit Einrichtung für Krankenbeförderung.
Preussisch-hessische Staatseisenbahnen.

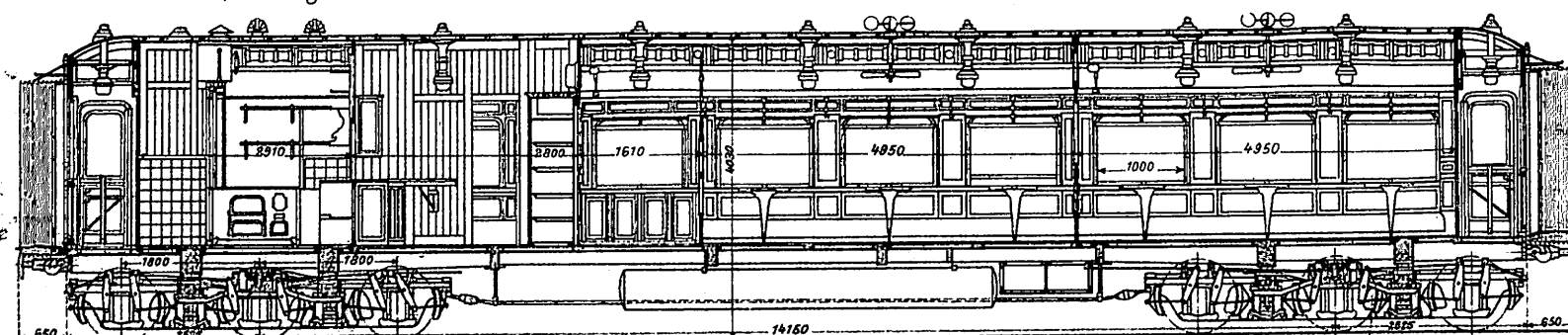
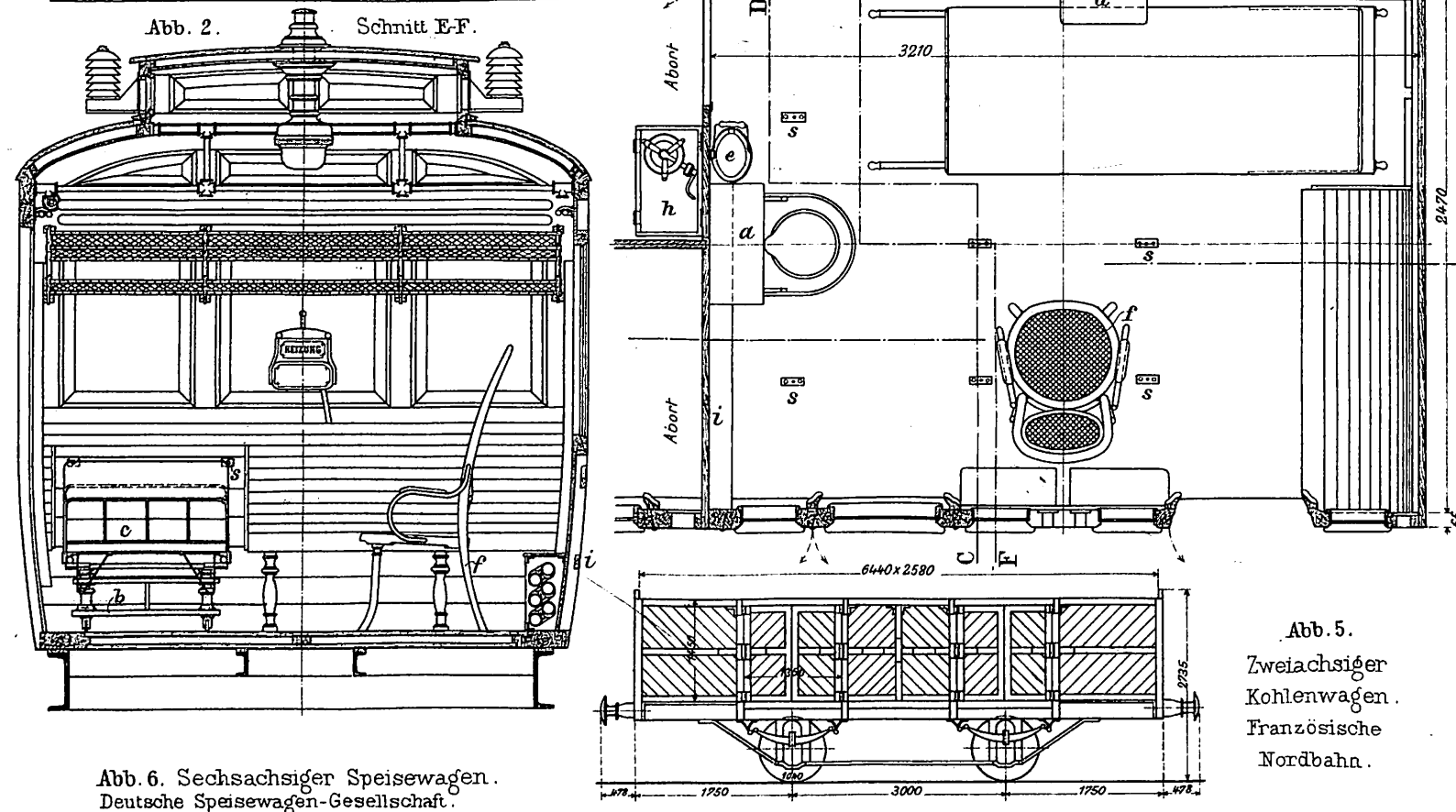
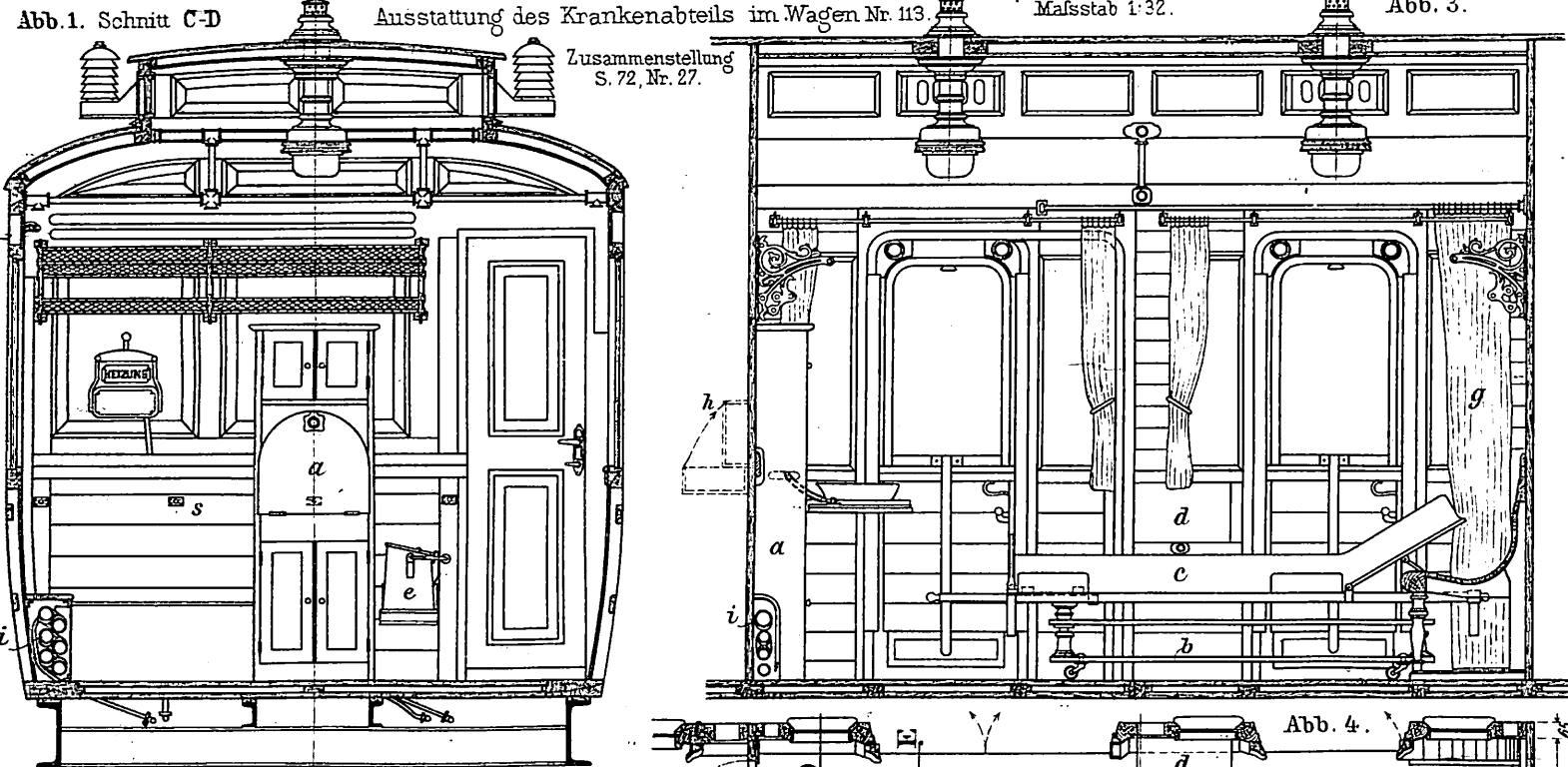


Abb. 7. Vierachsiger Postwagen. Belgische Staatsbahnen.

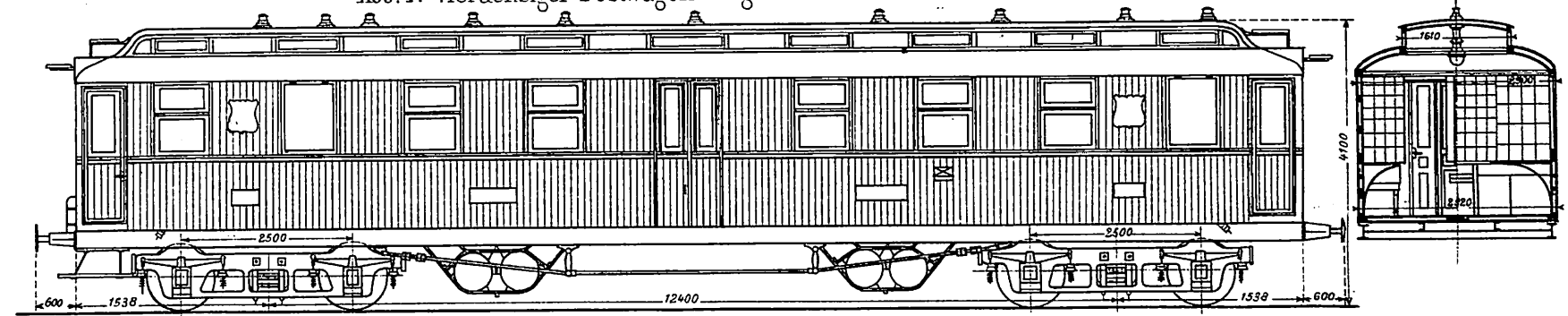


Abb. 8. Vierachsiger Saalwagen. Preussisch-hessische Staatsbahnen.

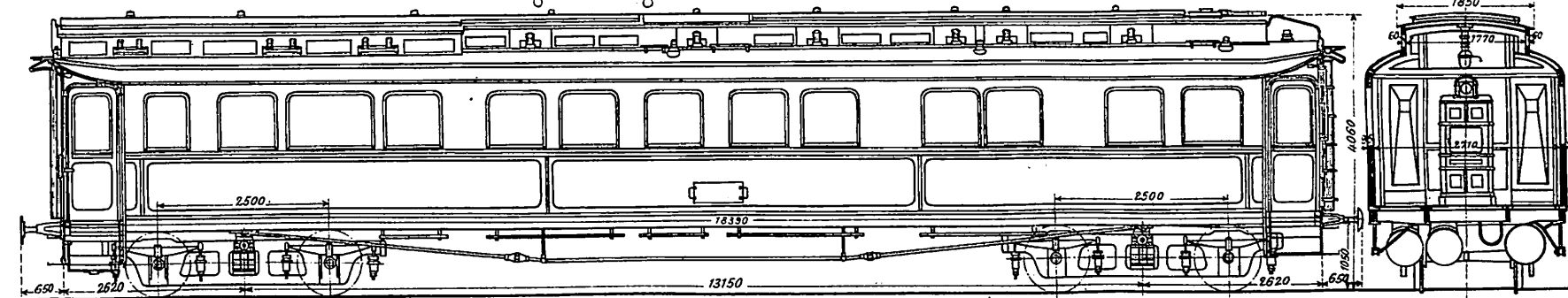


Abb. 9. Sechsaehsisger Schlafwagen. Preussisch-hessische Staatsbahnen.

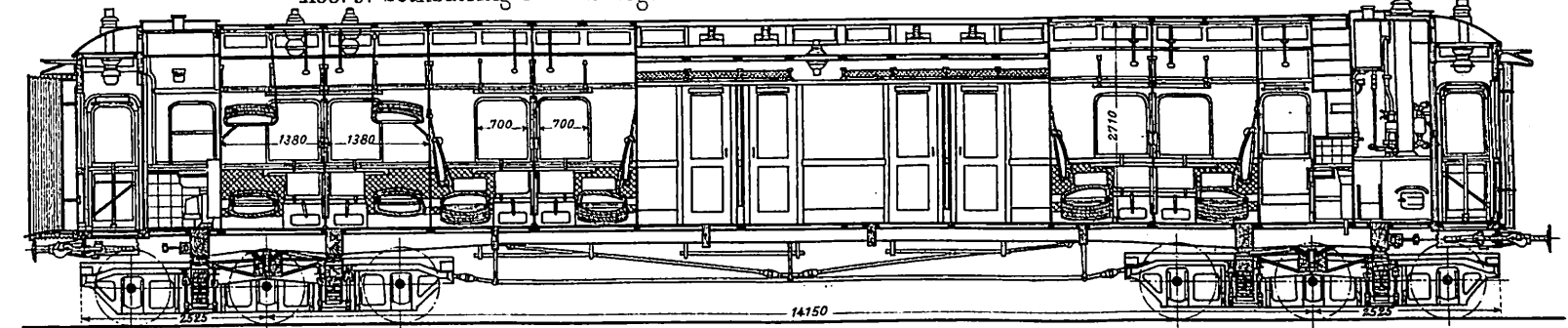


Abb. 10. Zweiaehsisger Kohlenwagen. Preussisch-hessische Staatsbahnen.

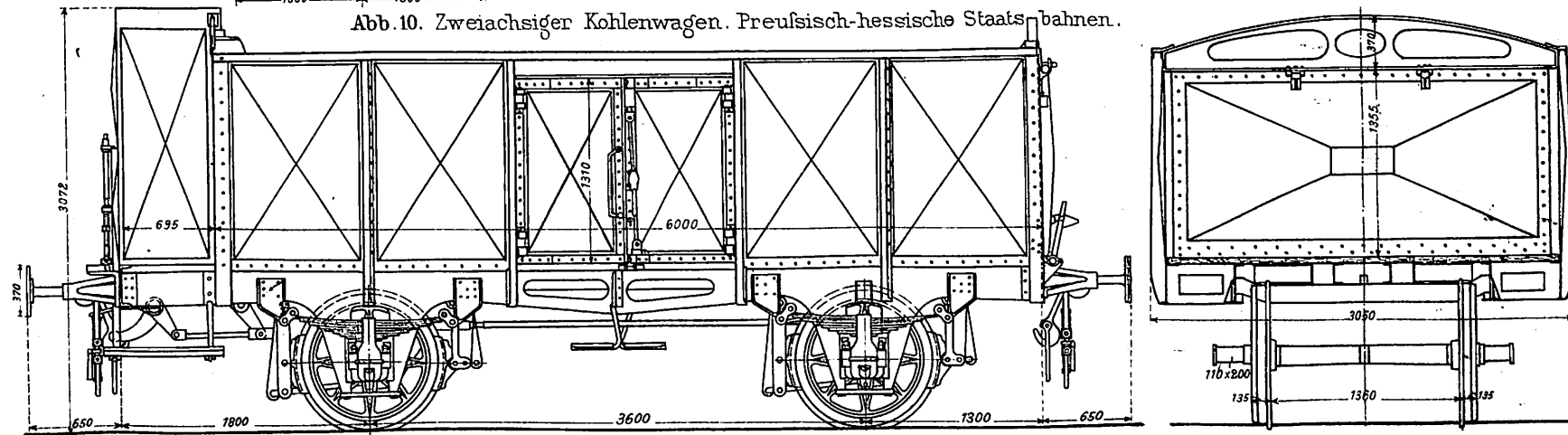


Abb. 11. Vierachsiger Kohlenwagen. Französische Nordbahn.

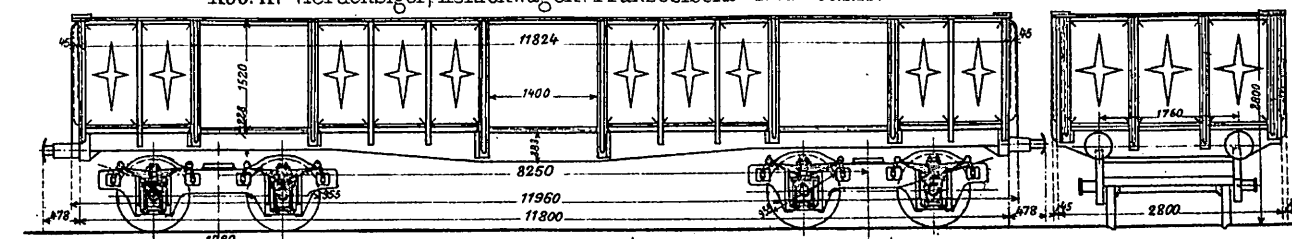


Abb. 12. Vierachsiger bordloser Wagen. Preussisch-hessische Staatsbahnen.

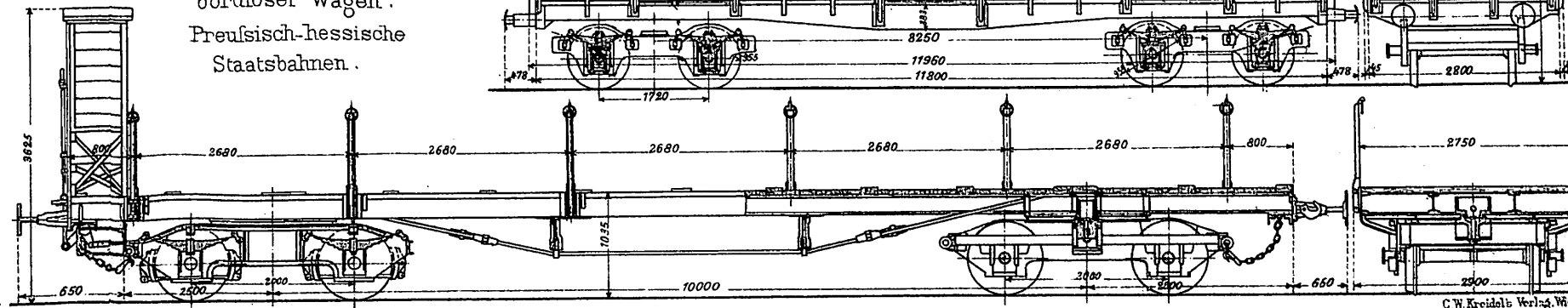


Abb.1-3. Drehgestell des vierachsigen Seitengangwagens $\frac{1}{\Pi}$ Klasse № 162693 der belgischen Staatsbahnen.

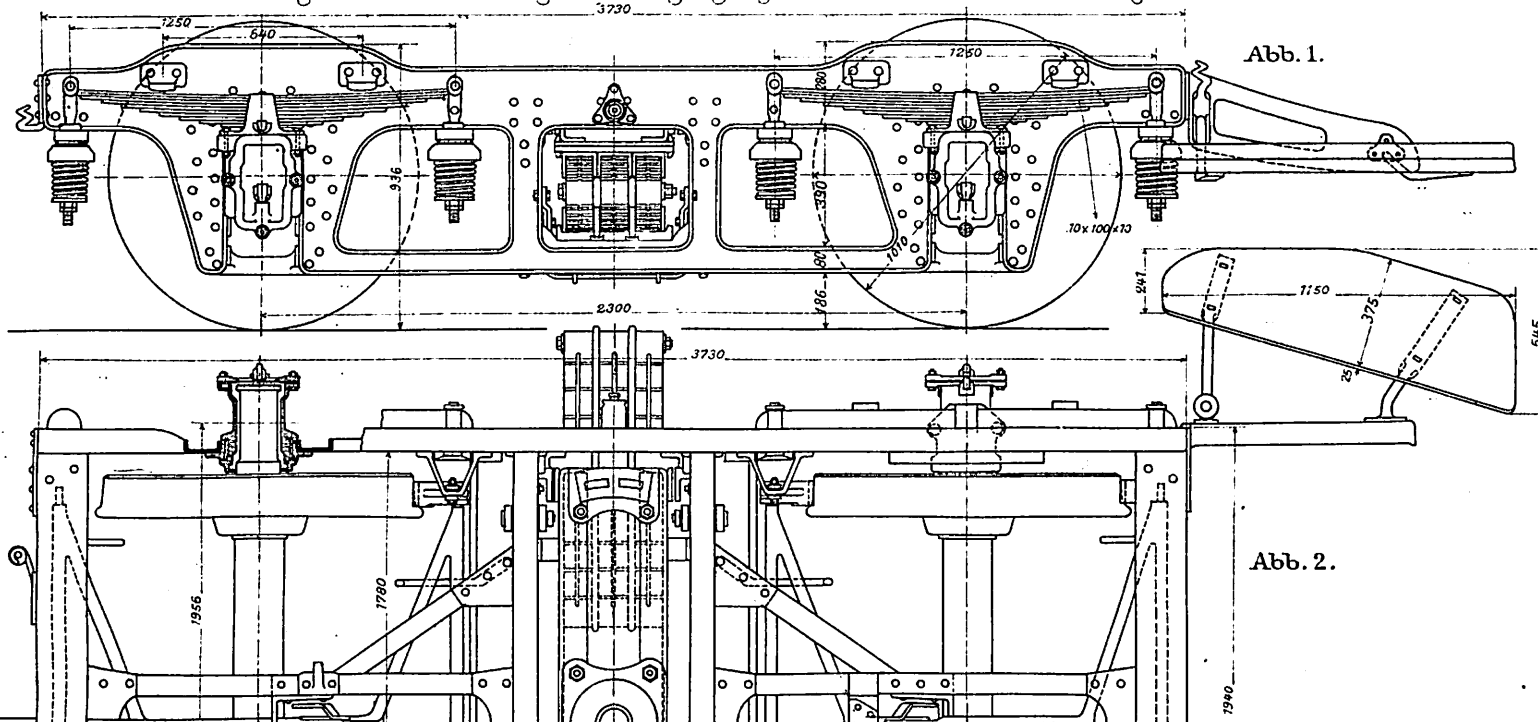


Abb. 4 u. 5. Kuppelung des zweiachsigen Hochbordwagens der Dampfstraßenbahn. Mailand - Gallarate.

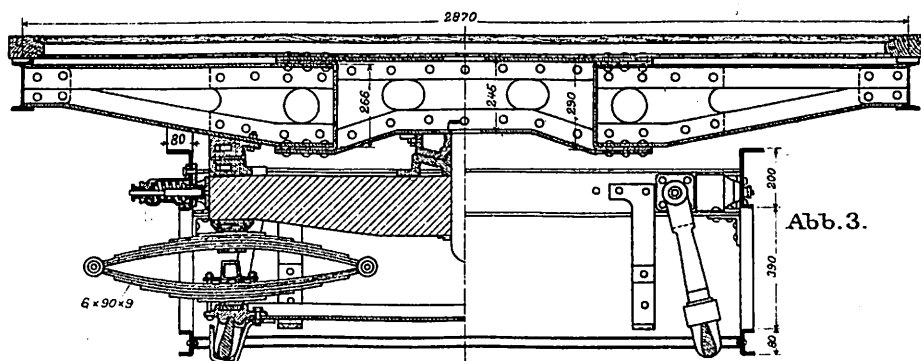
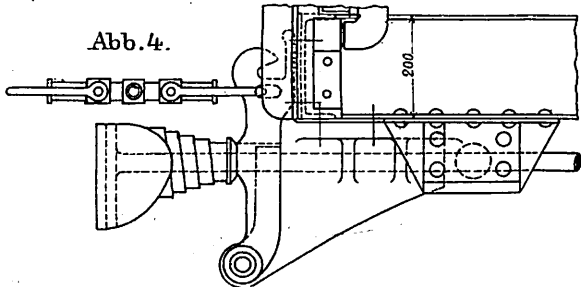


Abb.6-12. Französische Nordbahn. Drehgestell für vierachsige Güterwagen von 40 t Ladegewicht.

Abb.6. Seitenansicht

Abb. 7. Schnitt A-B.

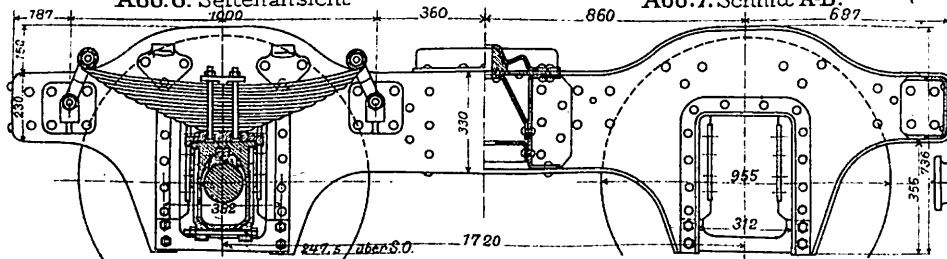


Abb.9.Endansicht, Abb.10.Schnitt E-F.

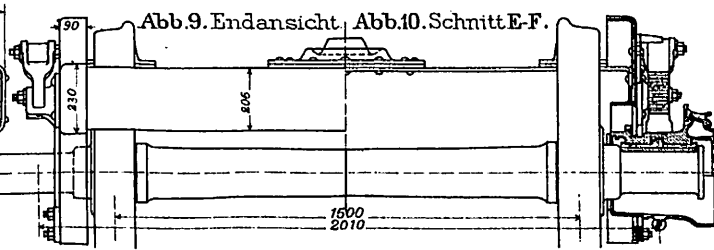


Abb. 8.

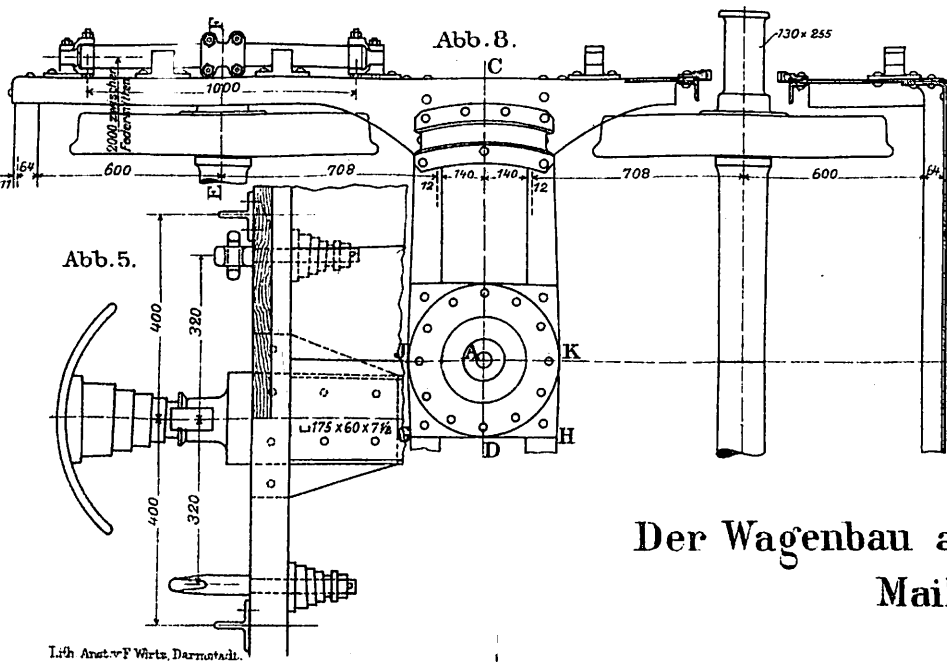


Abb.11. Schnitt C-D.

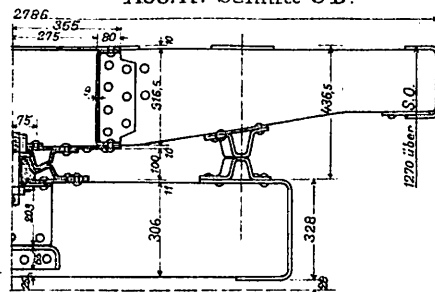
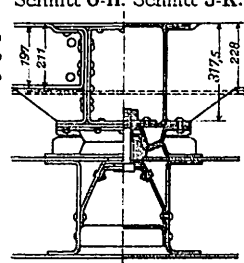


Abb.12.

Schnitt G-H. Schnitt J-K.



Der Wagenbau auf der Ausstellung in Mailand 1906.

Abb. 3.

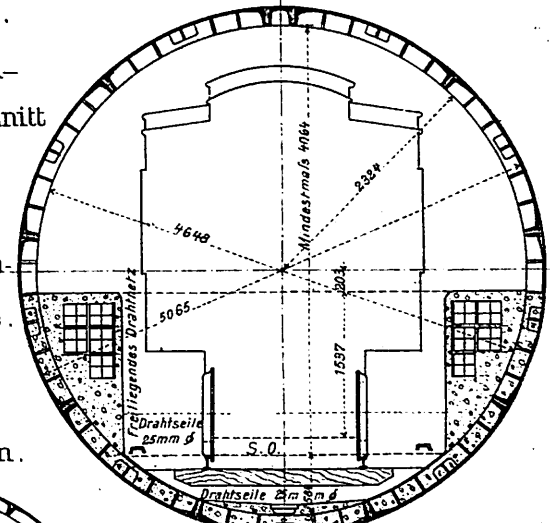
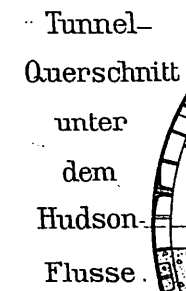


Abb. 2-4. Tunnel-
Querschnitte der neuen
Stadtbahnen in New-York .

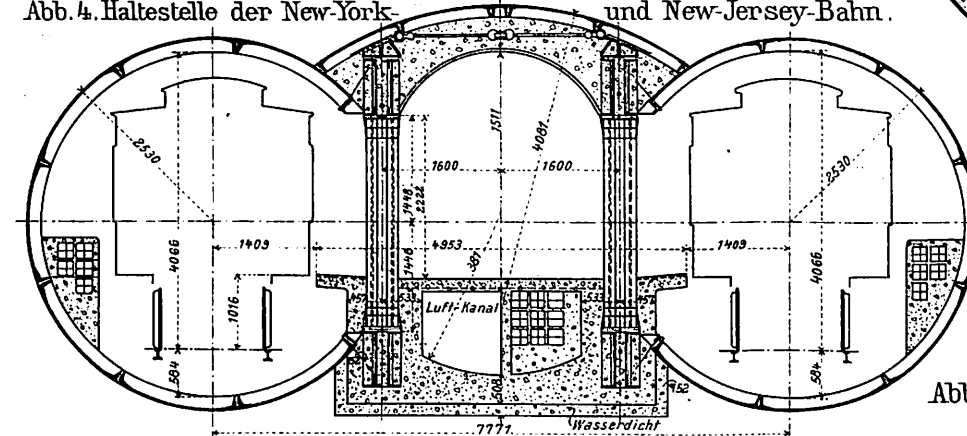


Abb. 5-13. Die Lüftung
der Eisenbahntunnel
und der Untergrundbahnen.

Abb. 6-13. Lüftung des Simplontunnels.

Abb. 6. Lüftung während der Ausführung.

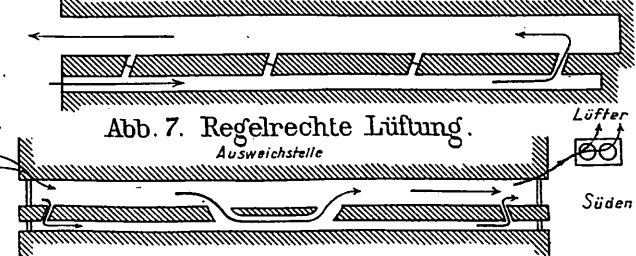


Abb.10. Querschnitt C D.

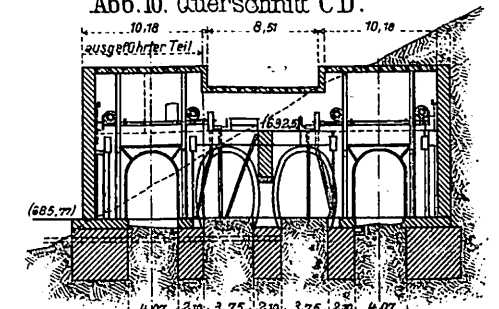


Abb. 11. Querschnitt EF-GH.

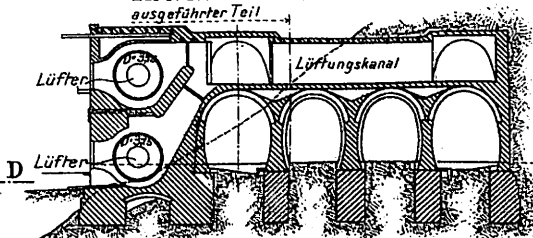
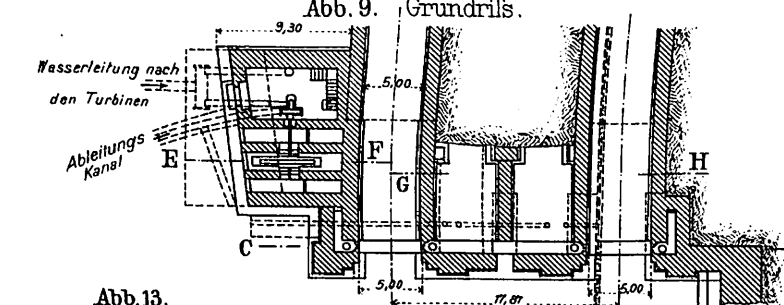


Abb. 12.
Längsschnitt.

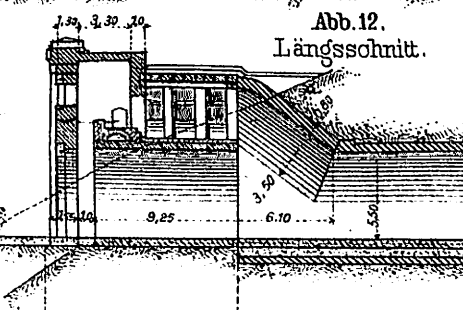
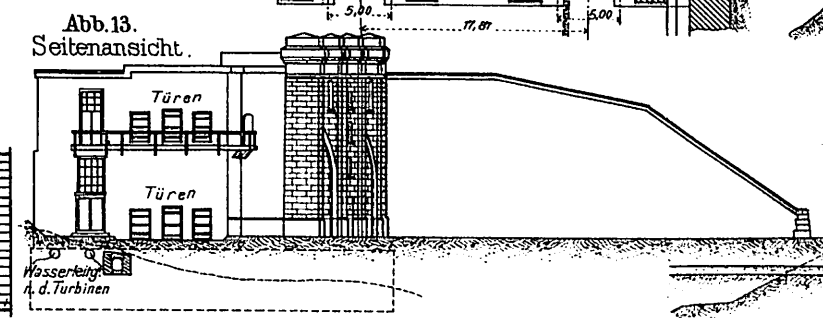
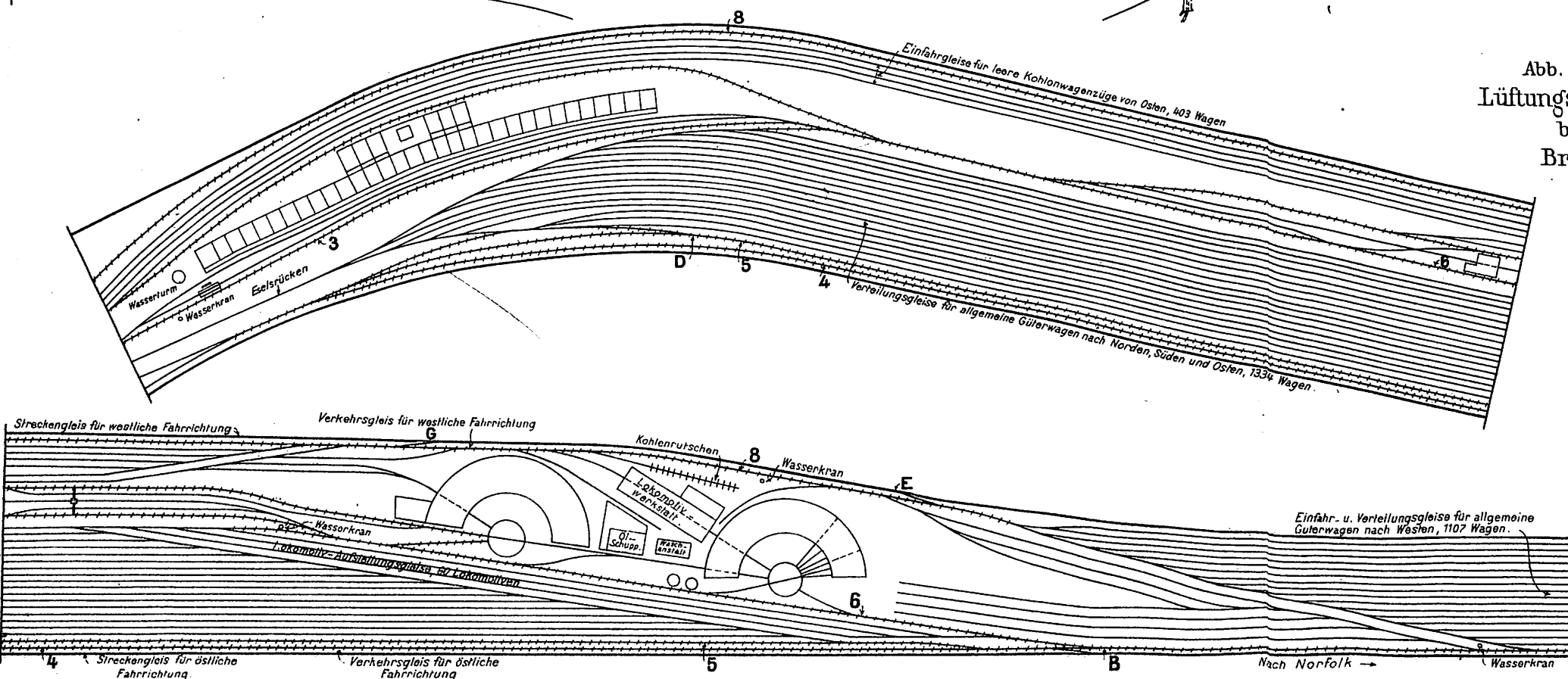


Abb.1. Längsschnitt.

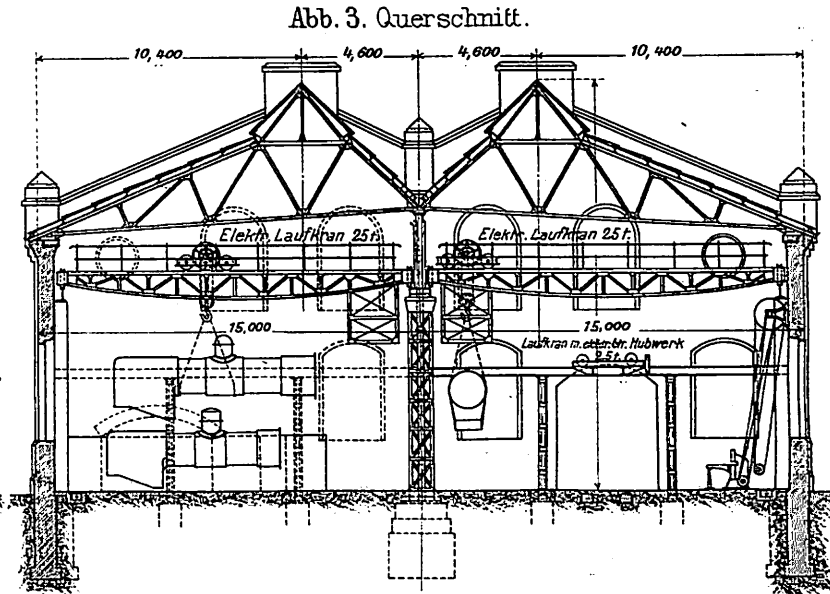


Abb. 2. Grundriss.

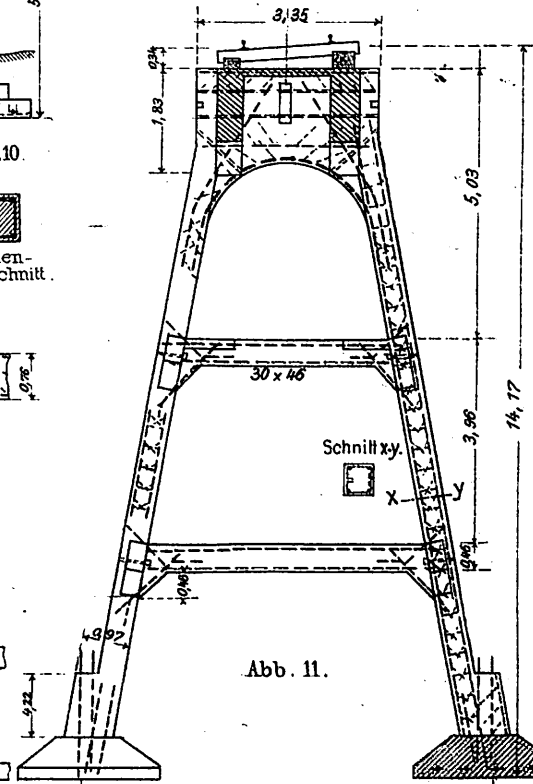
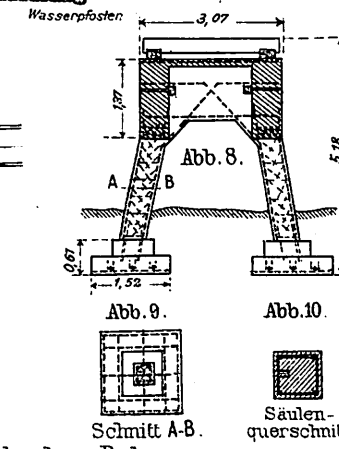
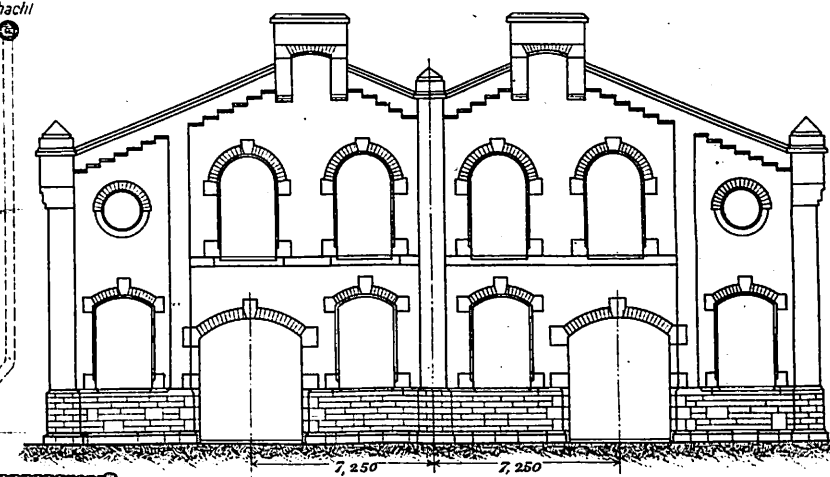
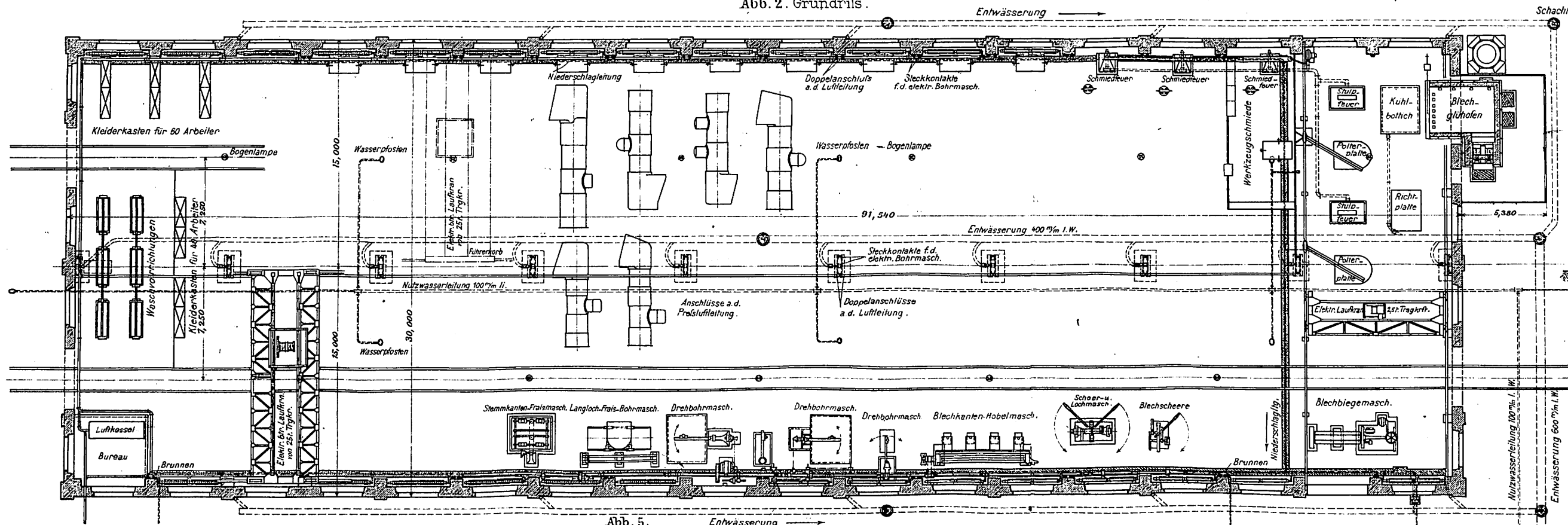
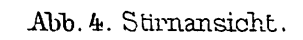


Abb. 5-21. Eisenbetonüberführung der Richmond-Chesapeake-bay-Bahn
in Richmond, Virginien.

