

A. von Wielemans: Neuere Lokomotiven der österreichischen Staatsbahnen.

Maßstab 1:50.

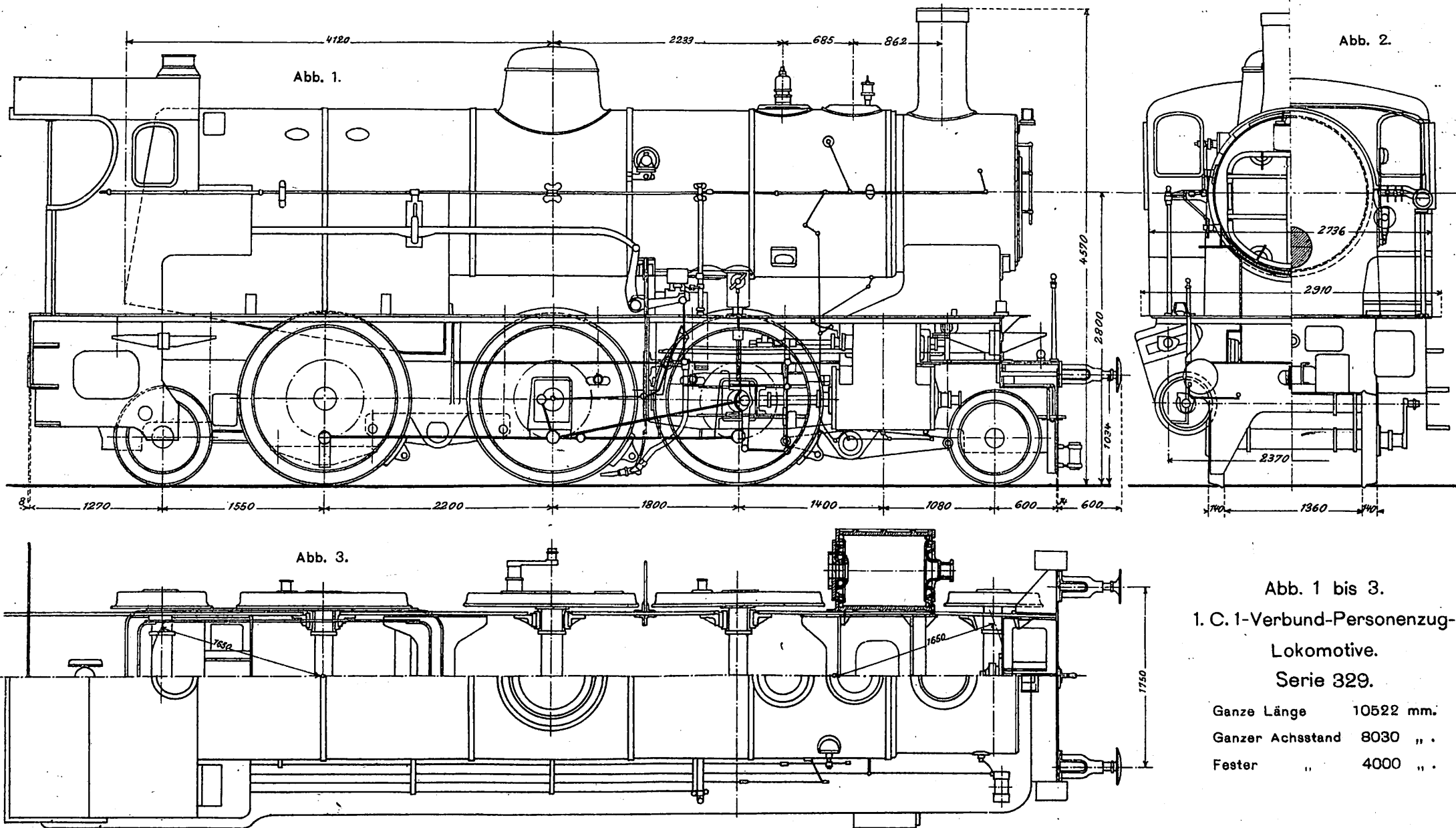


Abb. 1 bis 3.

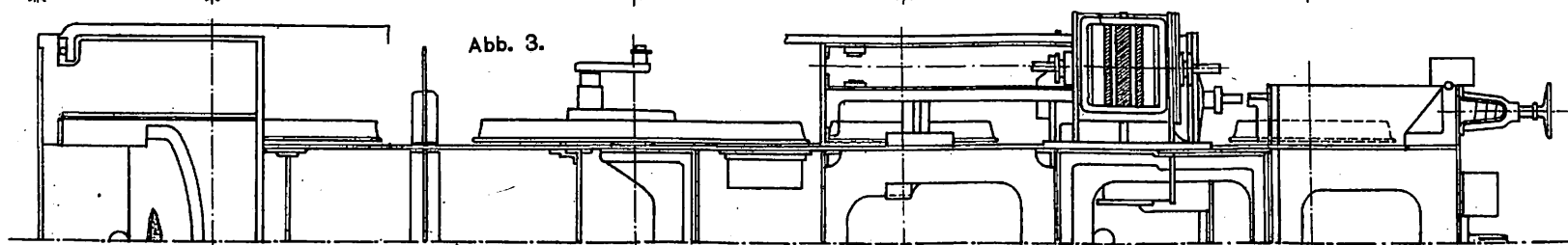
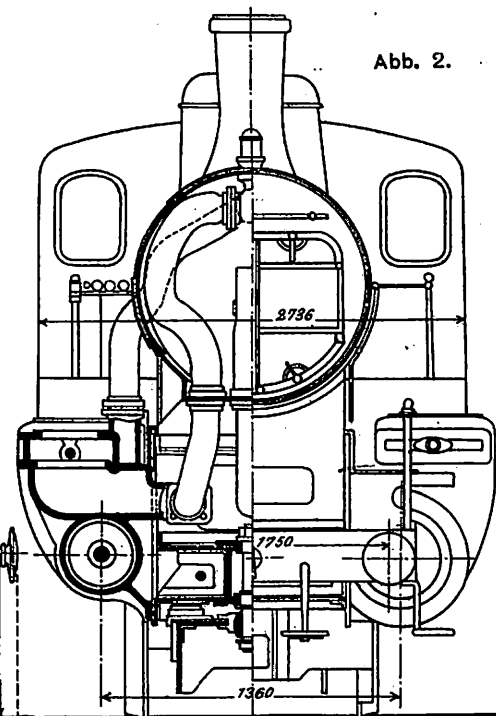
1. C. 1-Verbund-Personenzug-
Lokomotive.
Serie 329.

Ganze Länge 10522 mm.

Ganzer Achsstand 8030 "

Fester " 4000 "

Maßstab 1:50.



Ganze Länge	10005	mm.
Ganzer Achsstand	7300	" "
Fester	2800	" "

A. von Wielemans: Neuere Lokomotiven der österreichischen Staatsbahnen.

Maßstab 1:50.

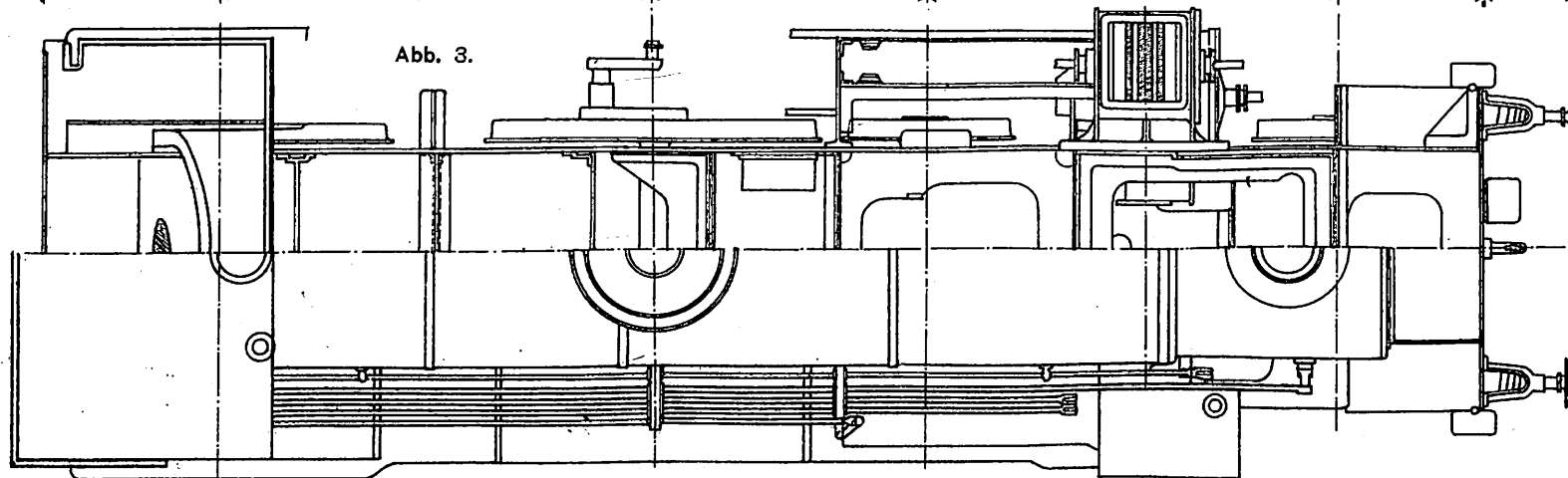
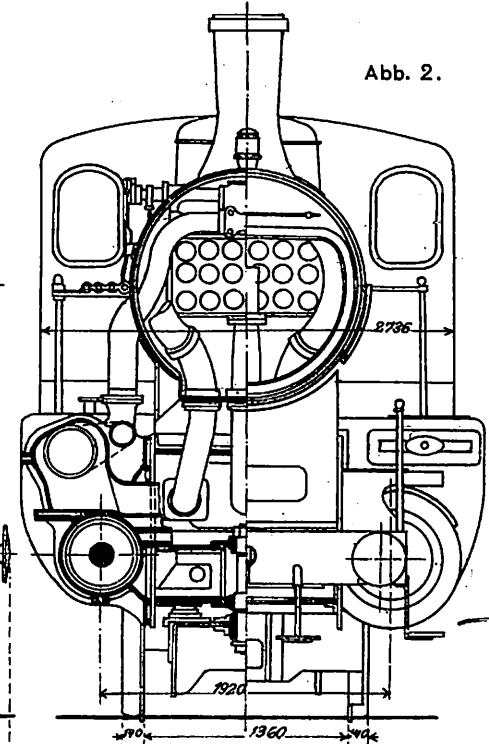
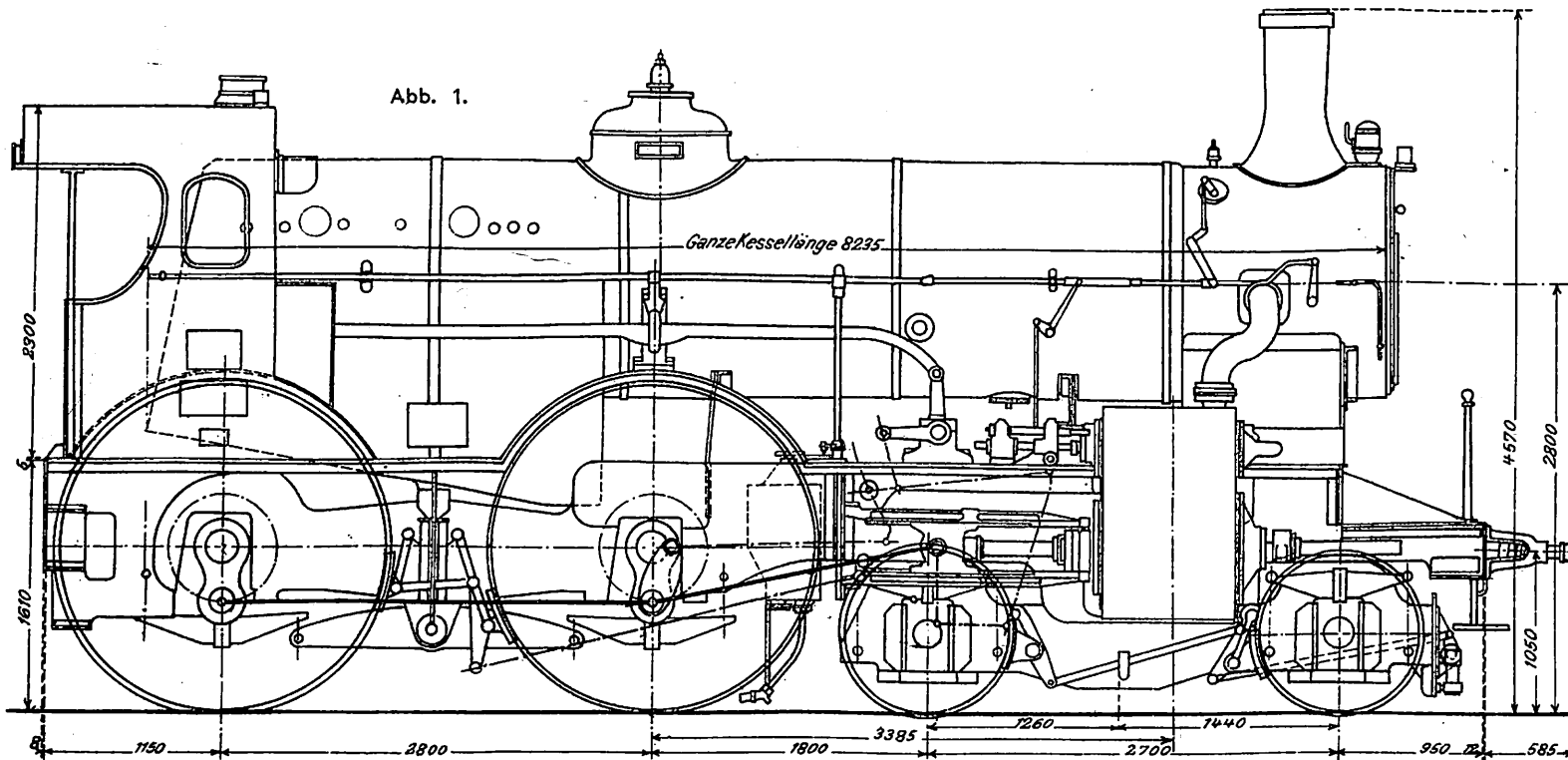


Abb. 1 bis 3.

2. B-Heißdampf-Verbund-Schnellzug-Lokomotive.

Serie 306.

Ganze Länge 10005 mm.

Ganzer Achsstand 7300 " "

Fester " 2800 " "

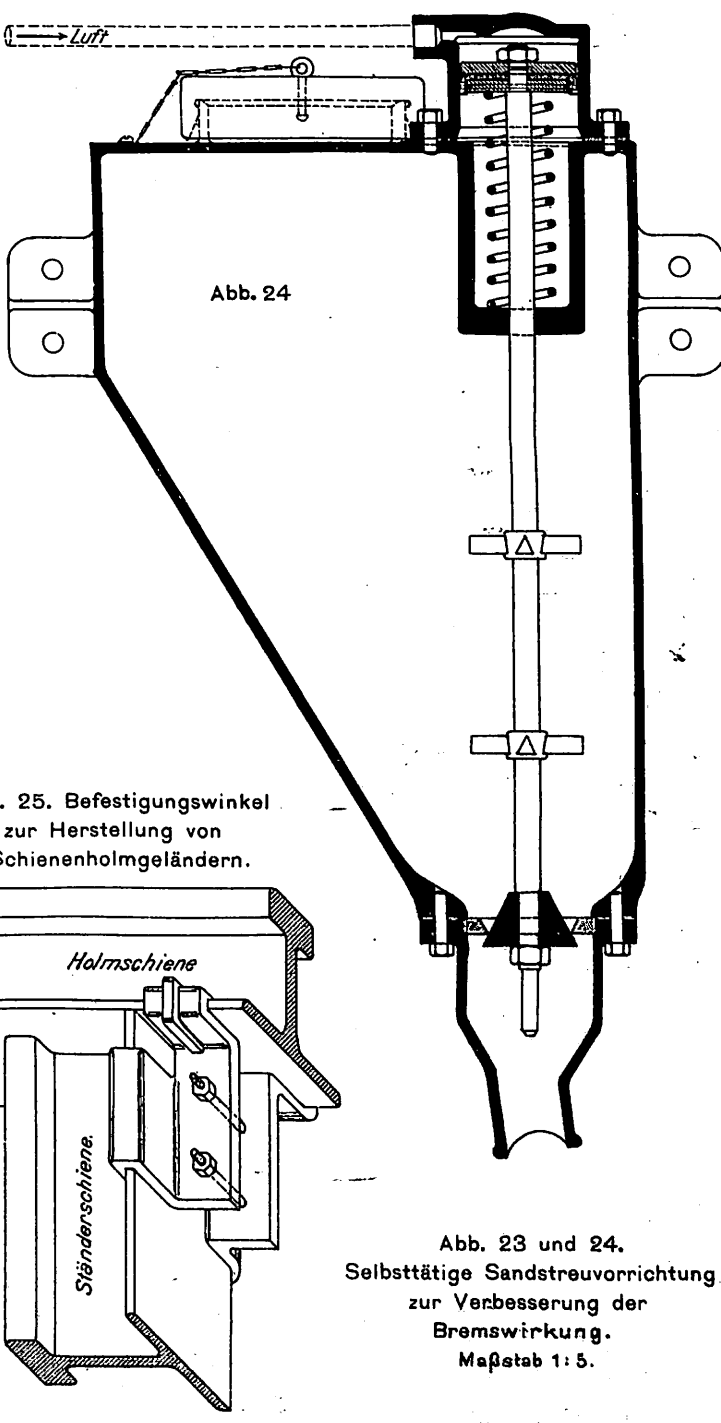
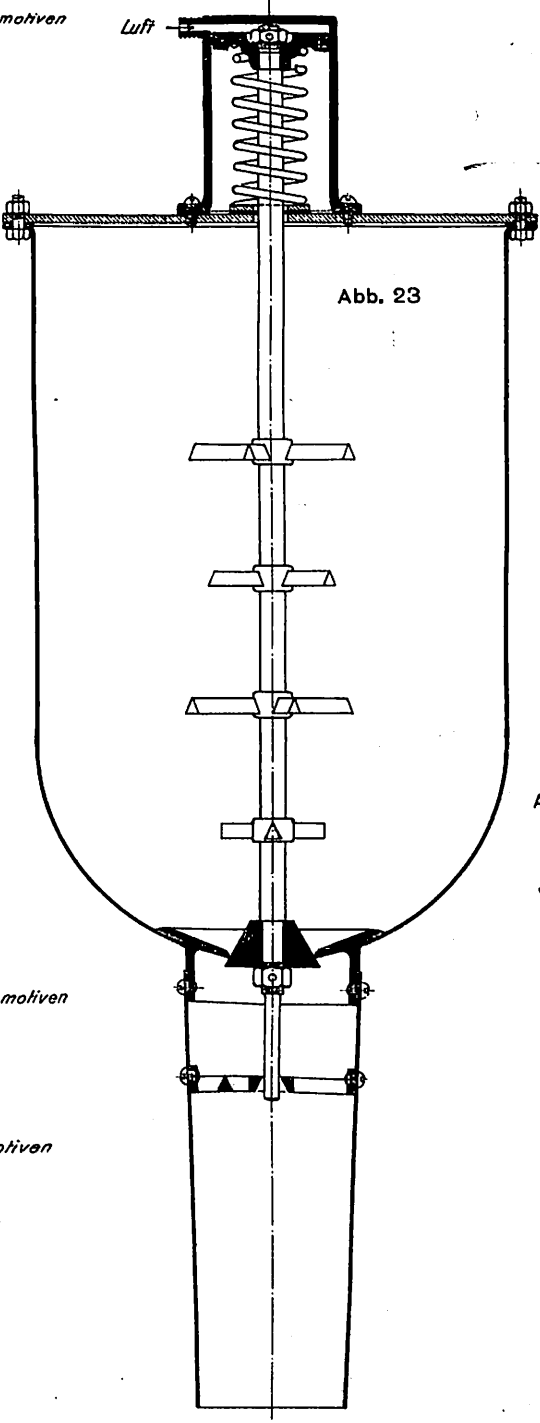
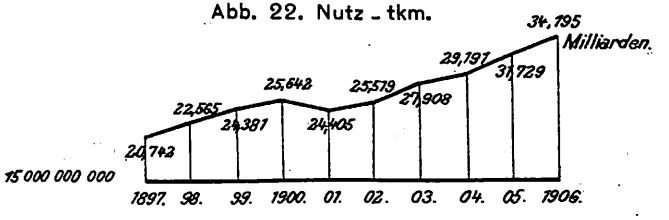
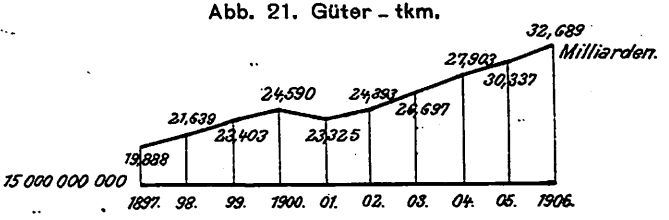
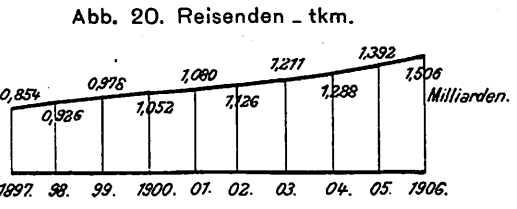
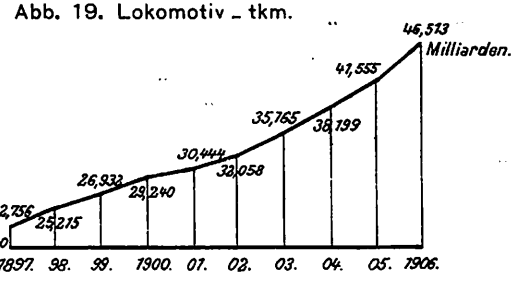
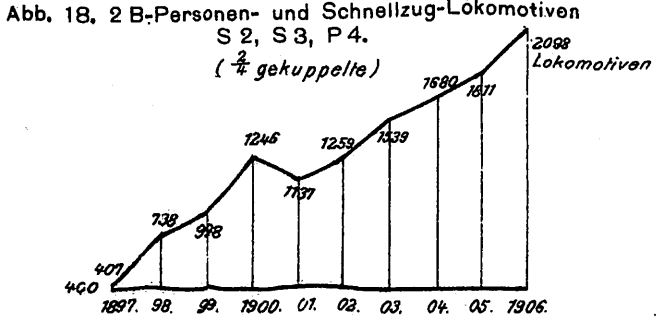
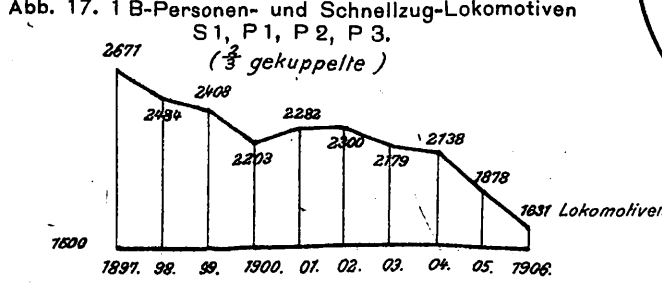
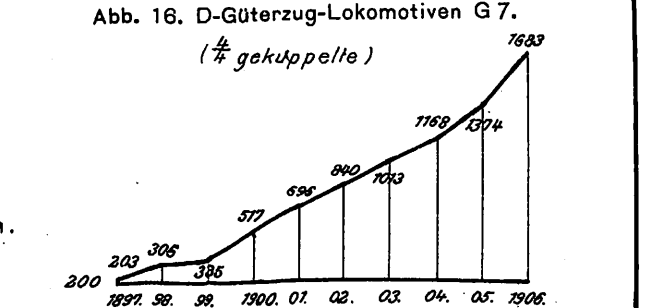
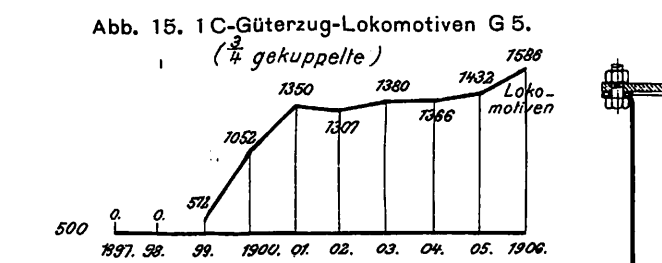
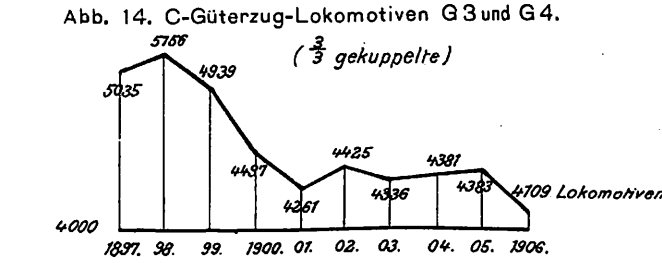
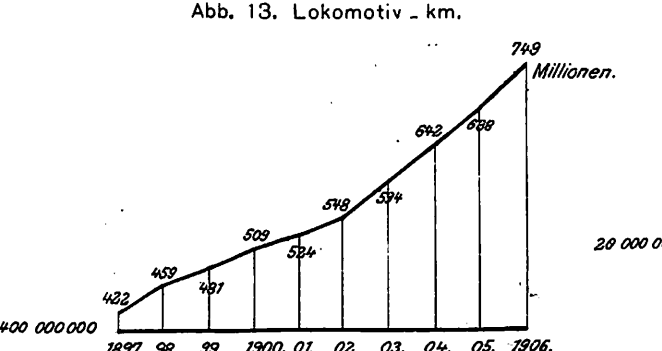
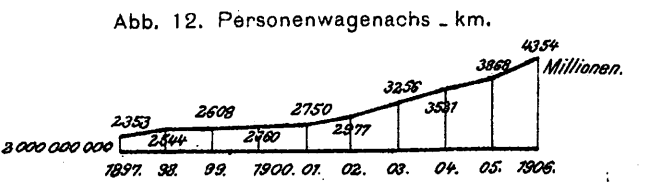
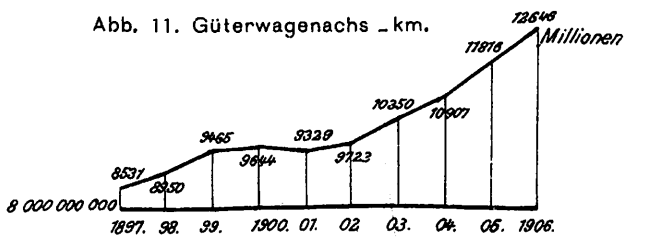
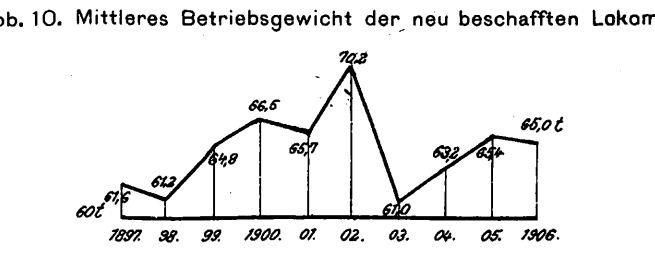
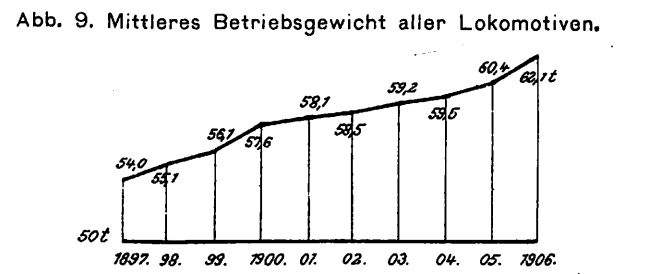
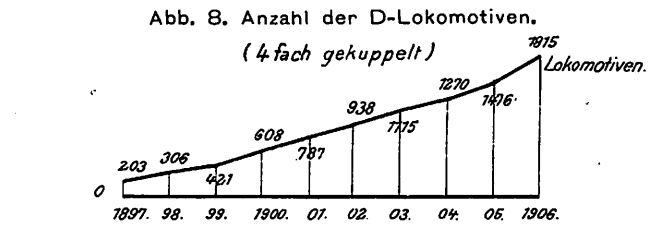
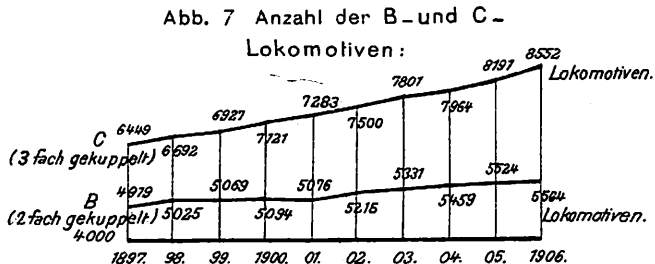
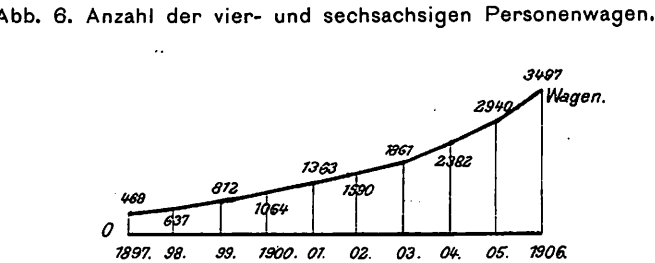
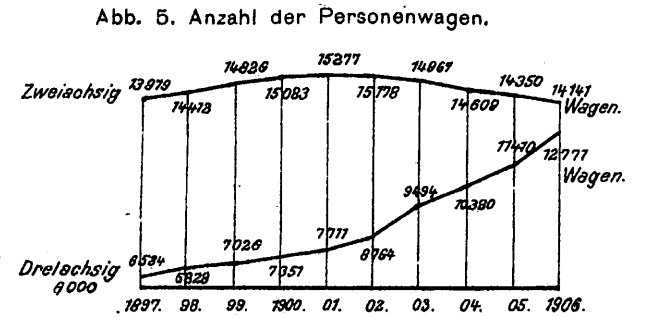
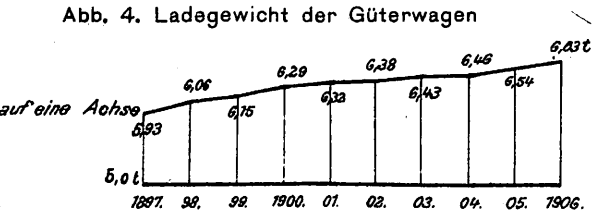
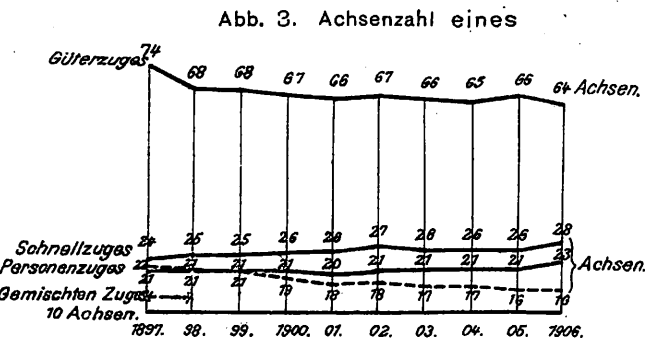
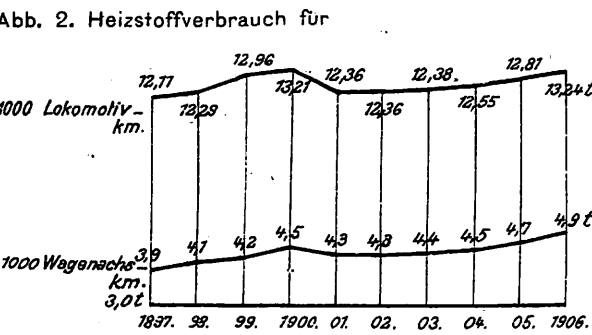
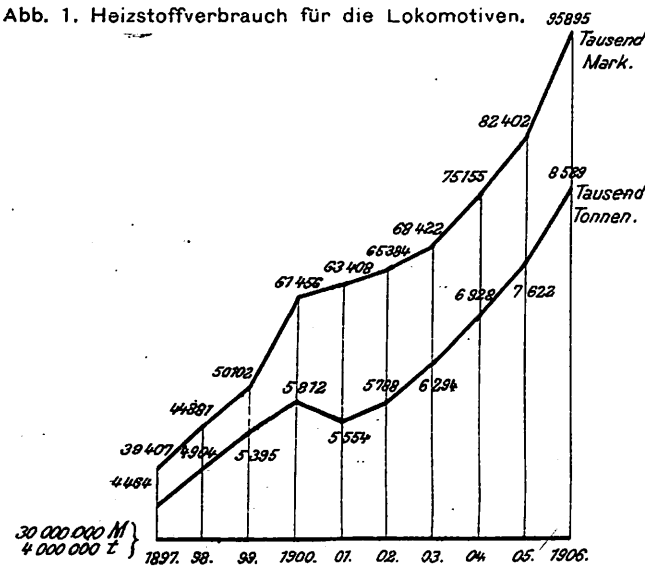


Abb. 23 und 24. Selbsttätige Sandstreuervorrichtung zur Verbesserung der Bremswirkung. Maßstab 1:5.

Abb. 7. Grundriß des Krafthauses.
Maßstab 1:255.

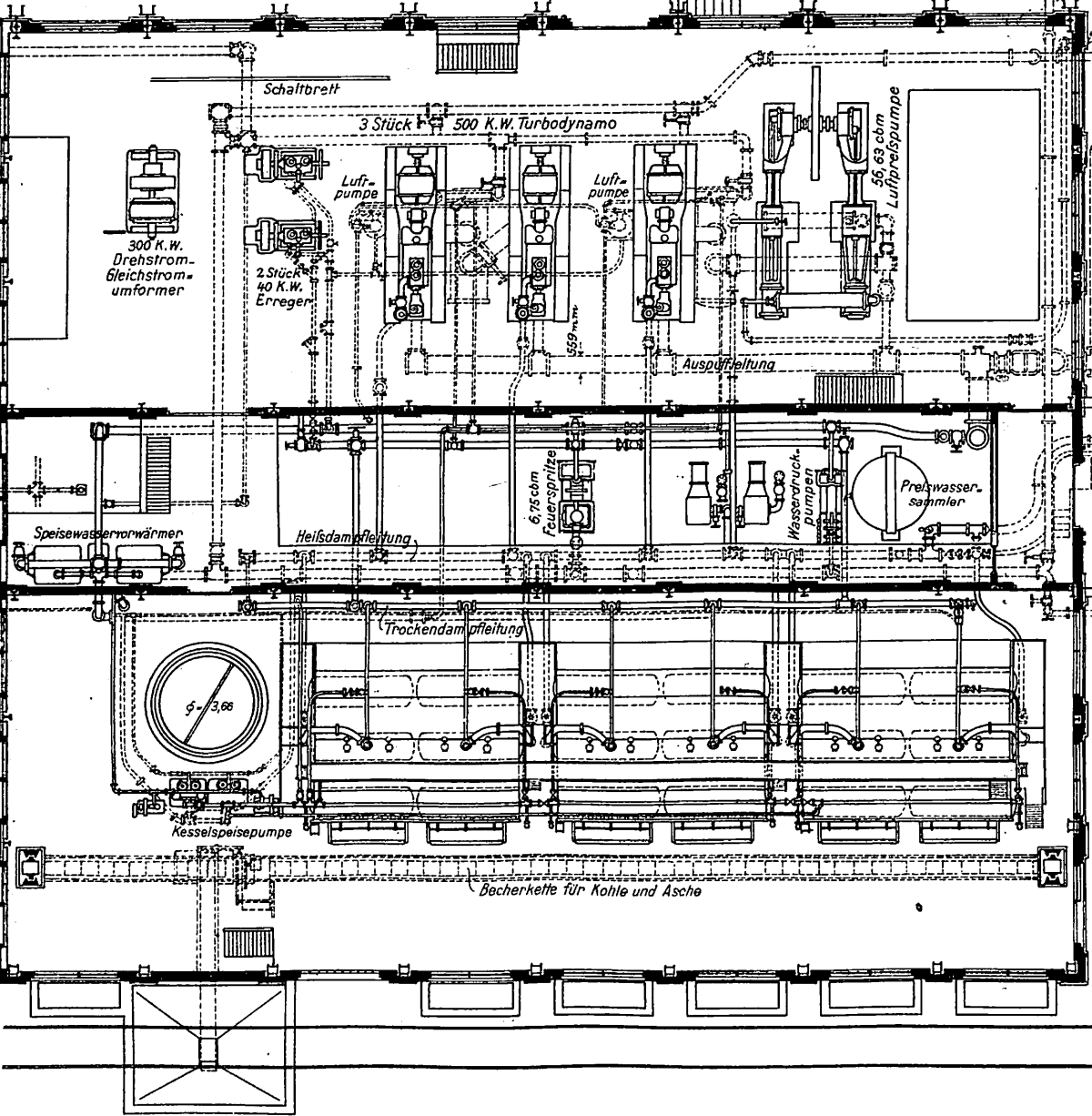


Abb. 4. Querschnitt durch die Kesselschmiede.
Maßstab 1:325.

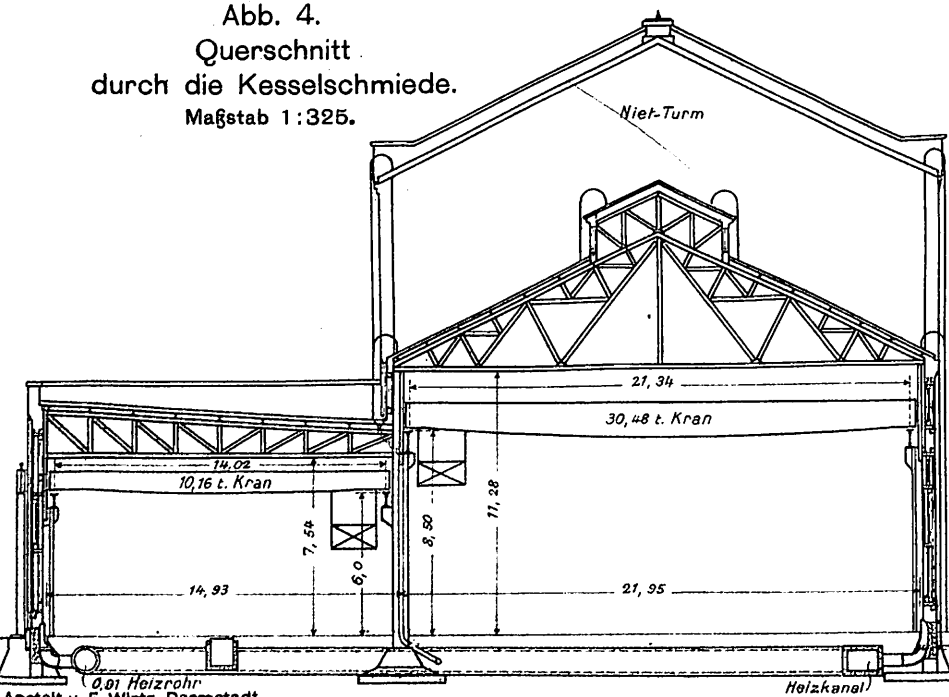


Abb. 1. Lageplan.
Maße in Metern. Maßstab 1:4500.

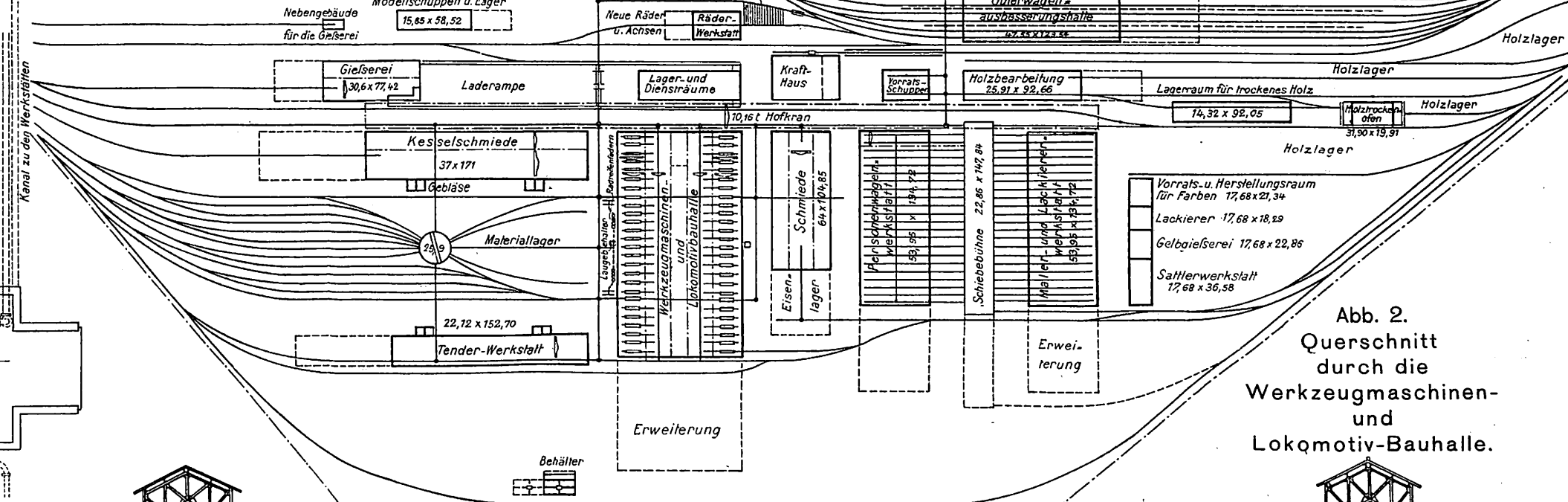


Abb. 2. Querschnitt durch die Werkzeugmaschinen- und Lokomotiv-Bauhalle.

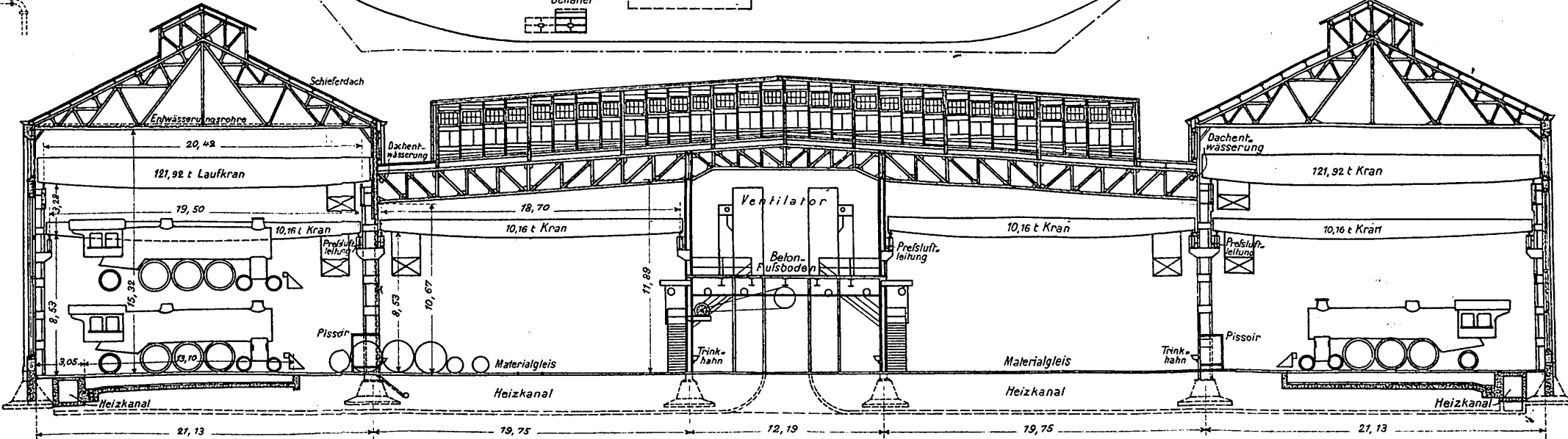


Abb. 3. Längsschnitt durch eine Grube der Lokomotiv-Bauhalle. Maßstab 1:100.

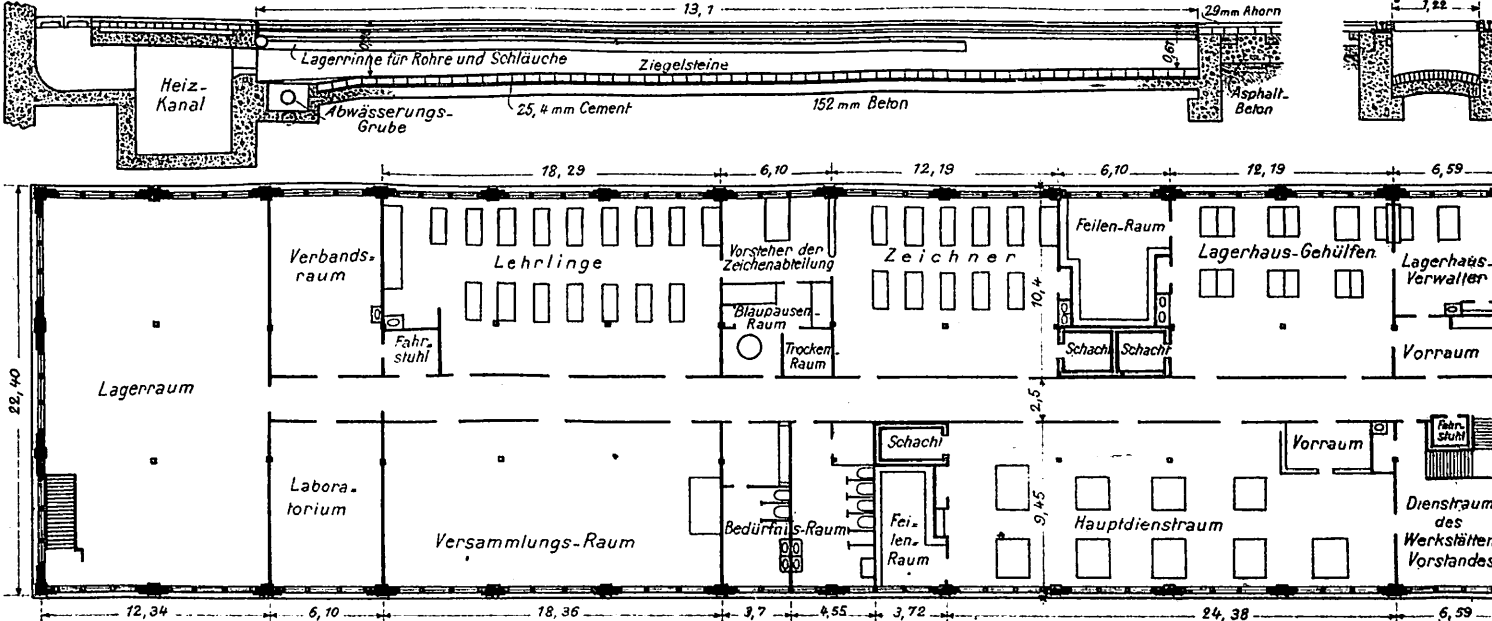


Abb. 5. Drittes Stockwerk im Werkstatts-Lagergebäude.

Abb. 6. Querschnitt durch das Lagergebäude.
Maßstab 1:265.

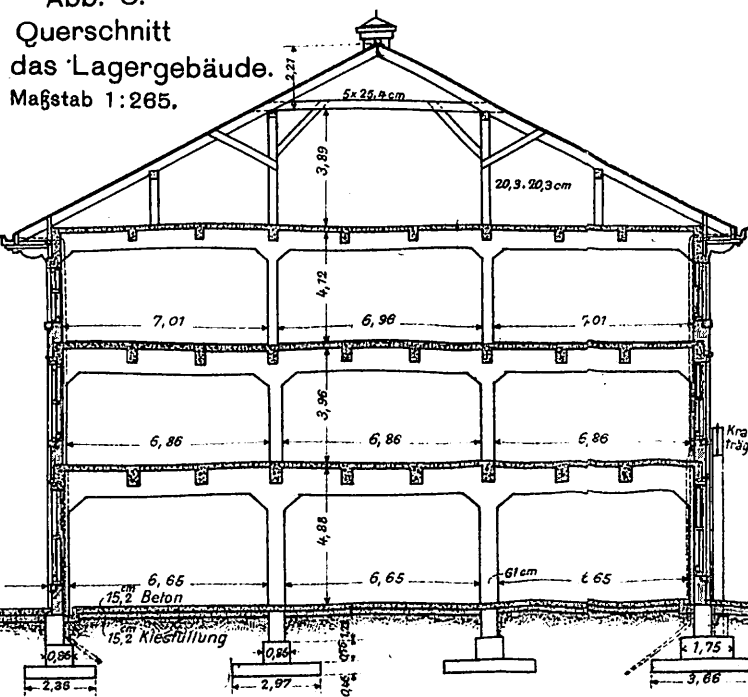


Abb. 1.
Die Neuyorker
Unterwassertunnel.

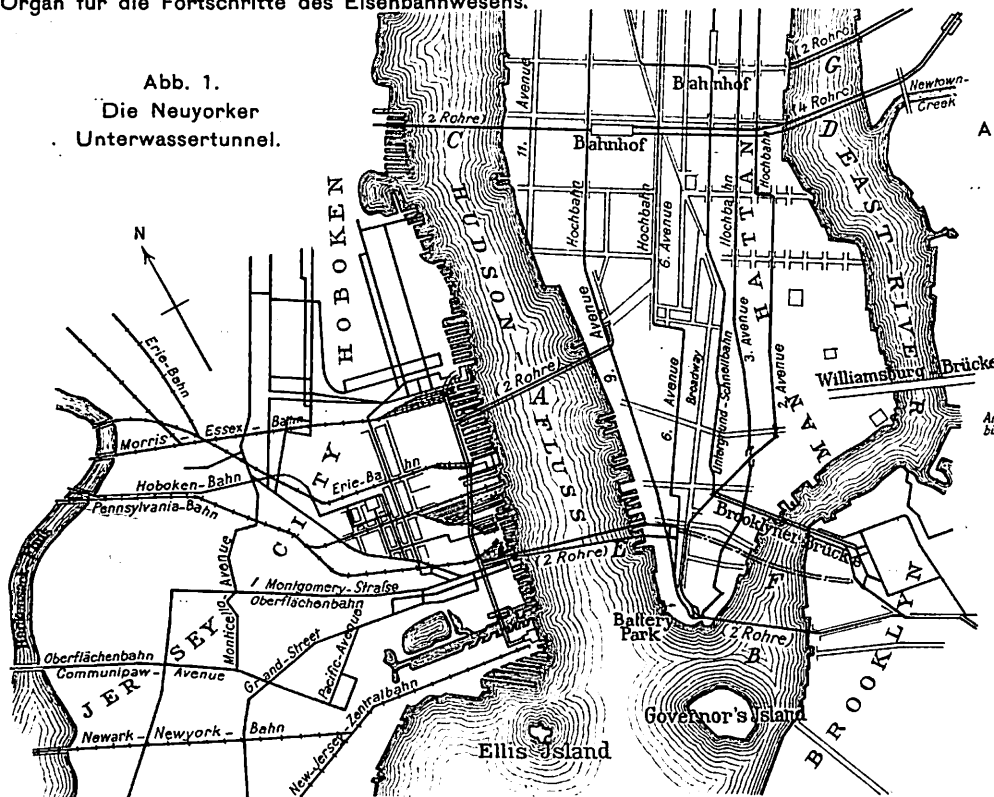


Abb. 2 und 3.
Der Rohr-Vortrieb des Hudson-Tunnels
der Neuyork-Jersey-Bahn.

Abb. 2.

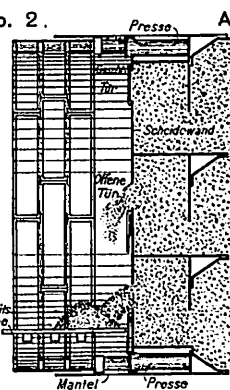


Abb. 3.

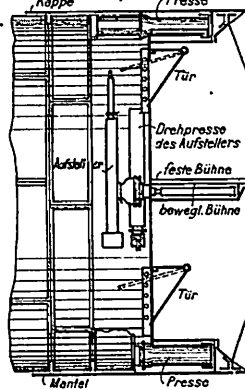


Abb. 4 und 5.
Drehscheiben-Entlastung von Brandes.

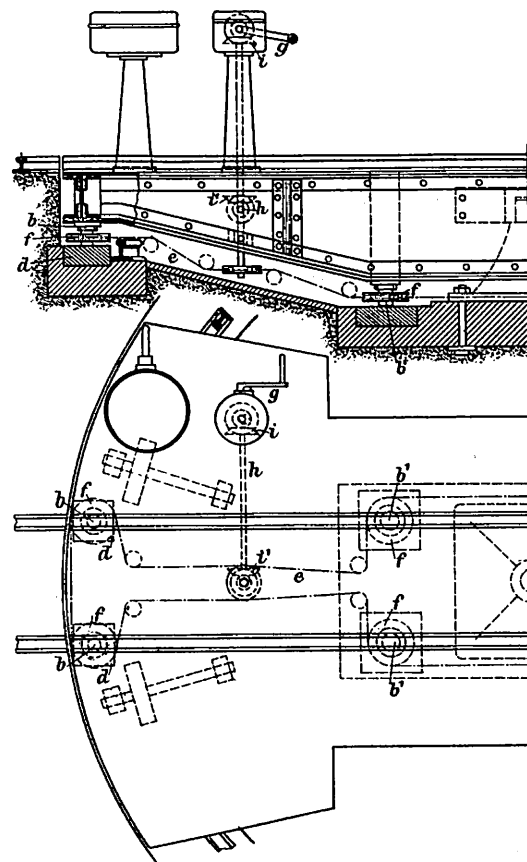


Abb. 6 und 7. Der neue Union-Bahnhof in Washington.

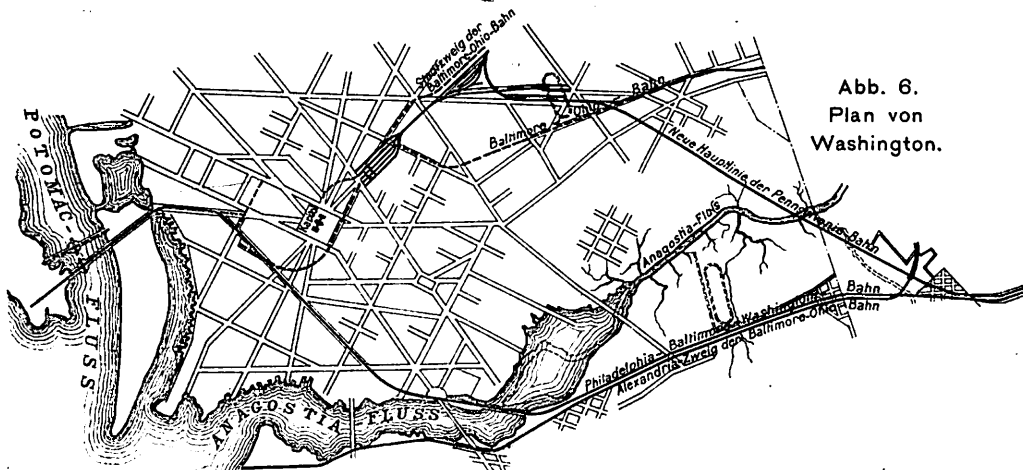


Abb. 6.
Plan von
Washington.

Abb. 8 und 9.
Gründung des East-river-Tunnels
der Neuyork-Brooklyn-Schnellbahn.

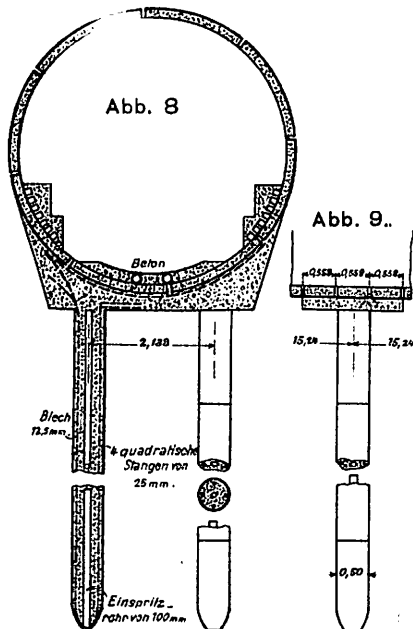
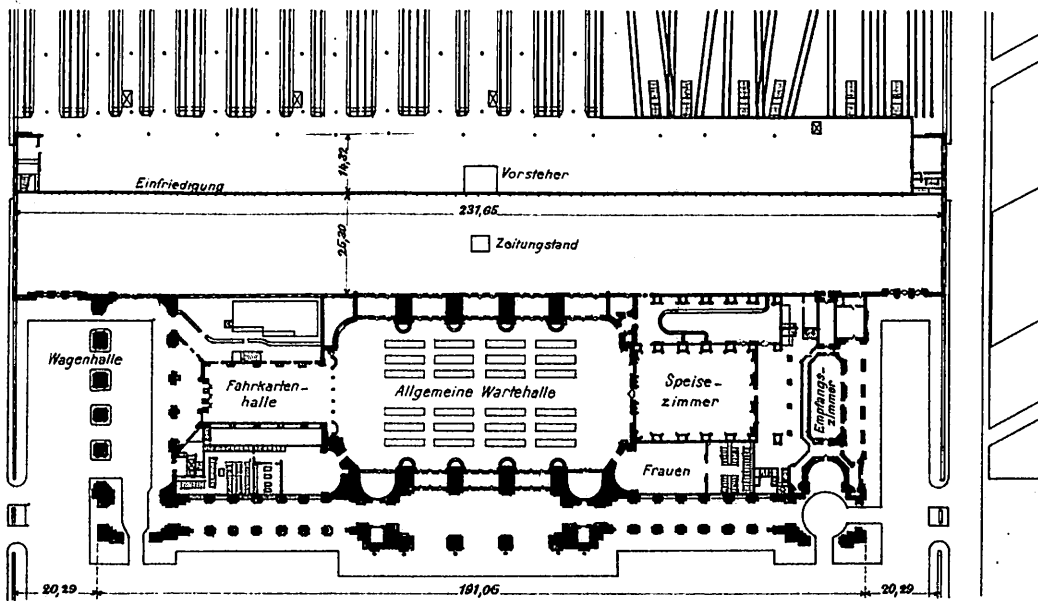


Abb. 7. Grundriß des Empfangsgebäudes.



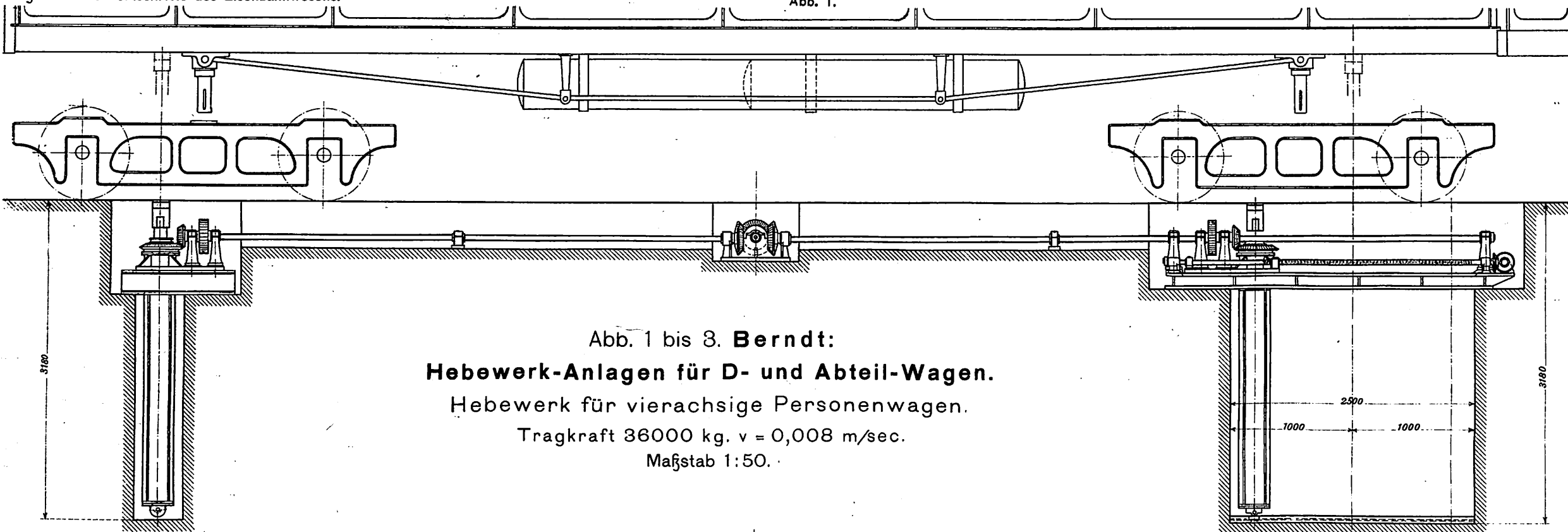


Abb. 1 bis 3. Berndt:
Hebewerk-Anlagen für D- und Abteil-Wagen.
 Hebewerk für vierachsige Personenwagen.
 Tragkraft 36000 kg. $v = 0,008$ m/sec.
 Maßstab 1:50.

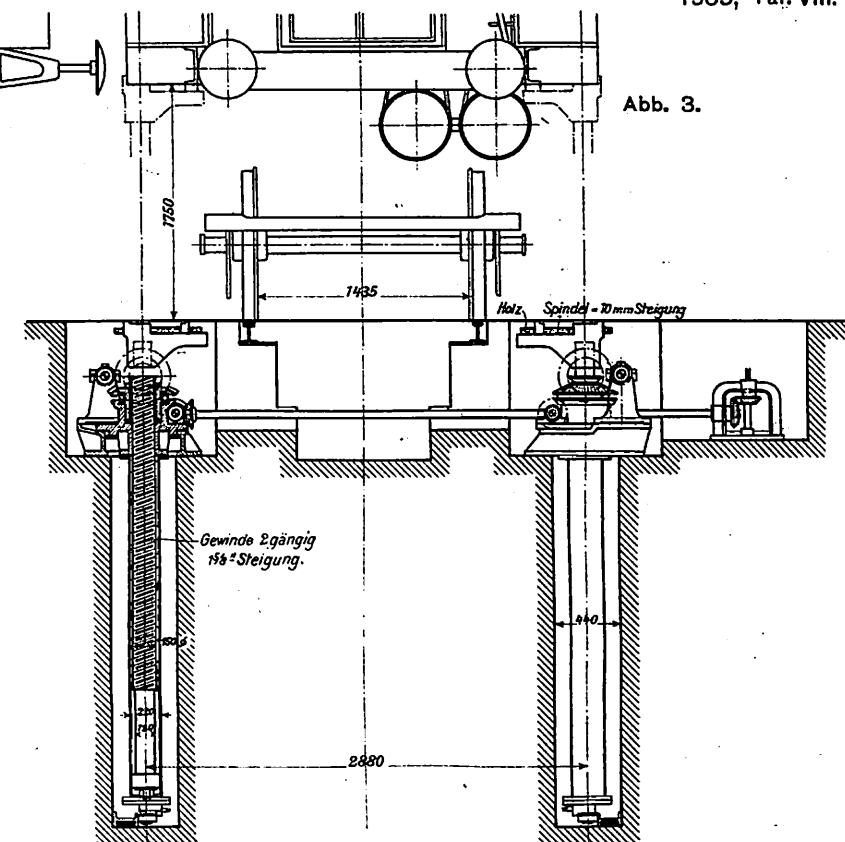


Abb. 3.

Abb. 4 bis 7. Dampflokomotive, deren im Drehgestell angeordnete Laufachsen mittels einer Hilfsmaschine zeitweilig als Triebachsen verwendbar sind.

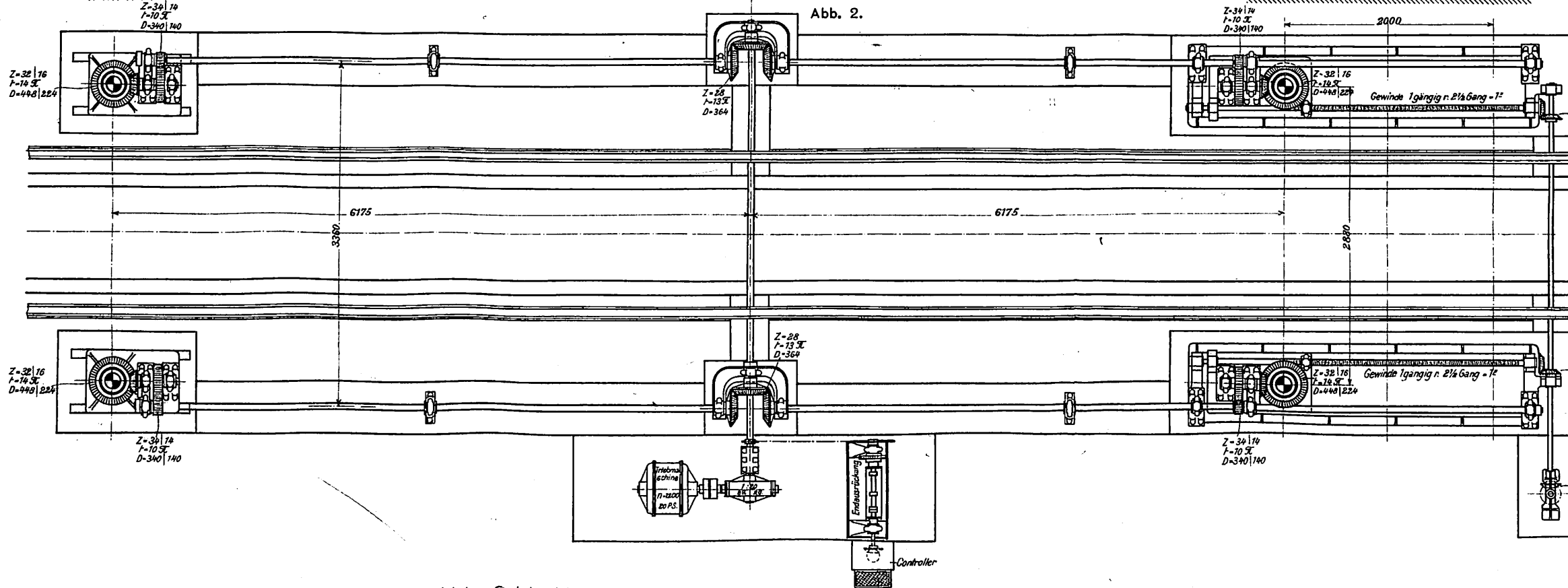


Abb. 2.

Abb. 4.

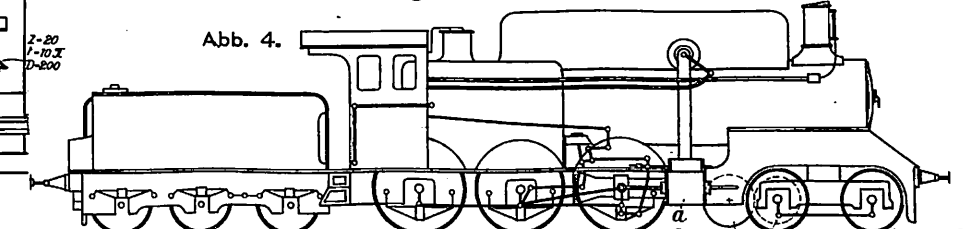


Abb. 5.

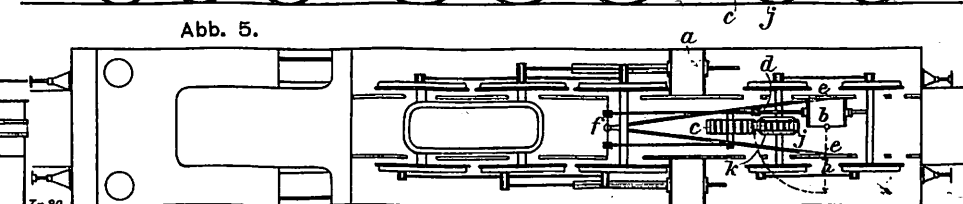


Abb. 7.

Abb. 6.

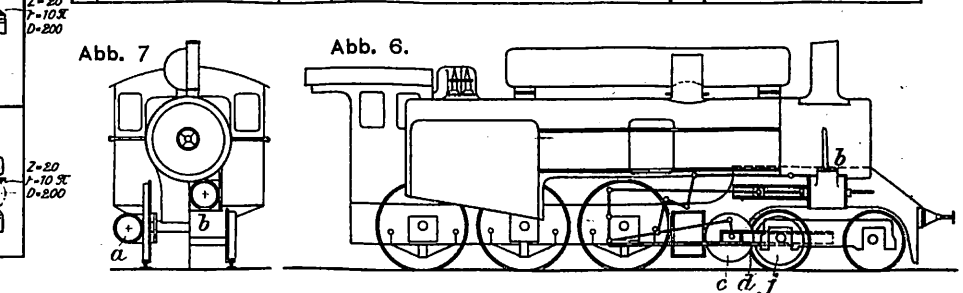


Abb. 13. Stromdicht gelagerte Schienenstoßverbindung.

Abb. 8 bis 12. Kippwagen.

Abb. 9.

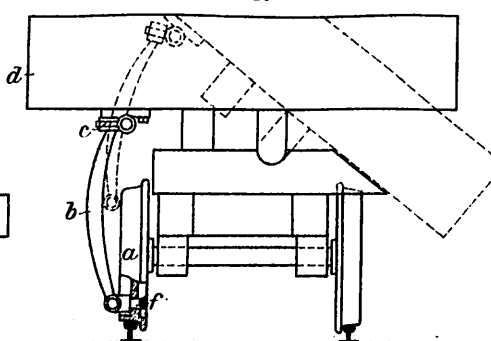


Abb. 12.

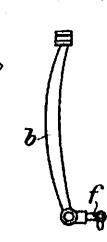


Abb. 10.

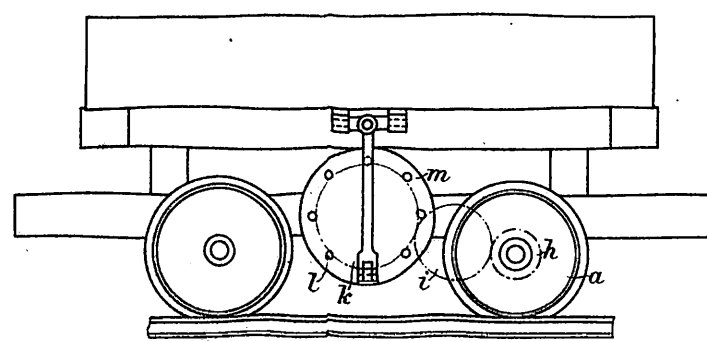


Abb. 11.

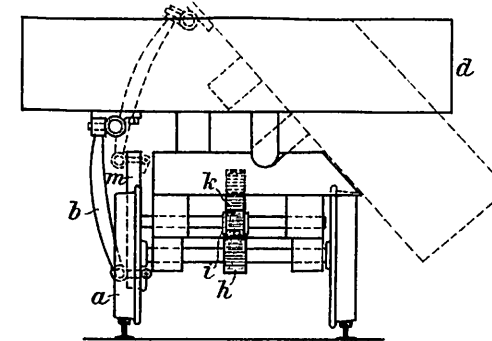
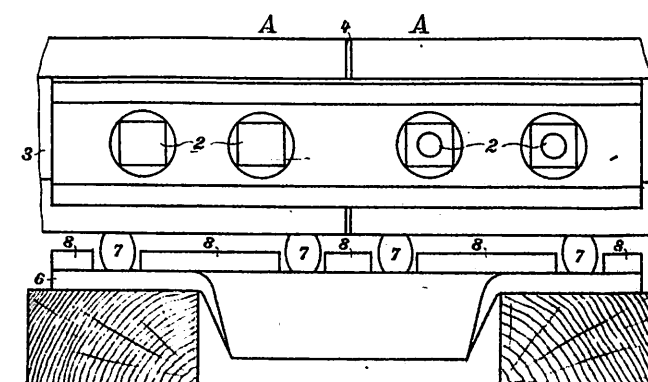
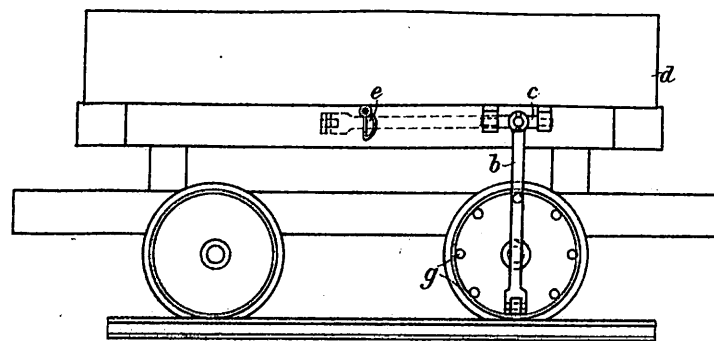


Abb. 8.



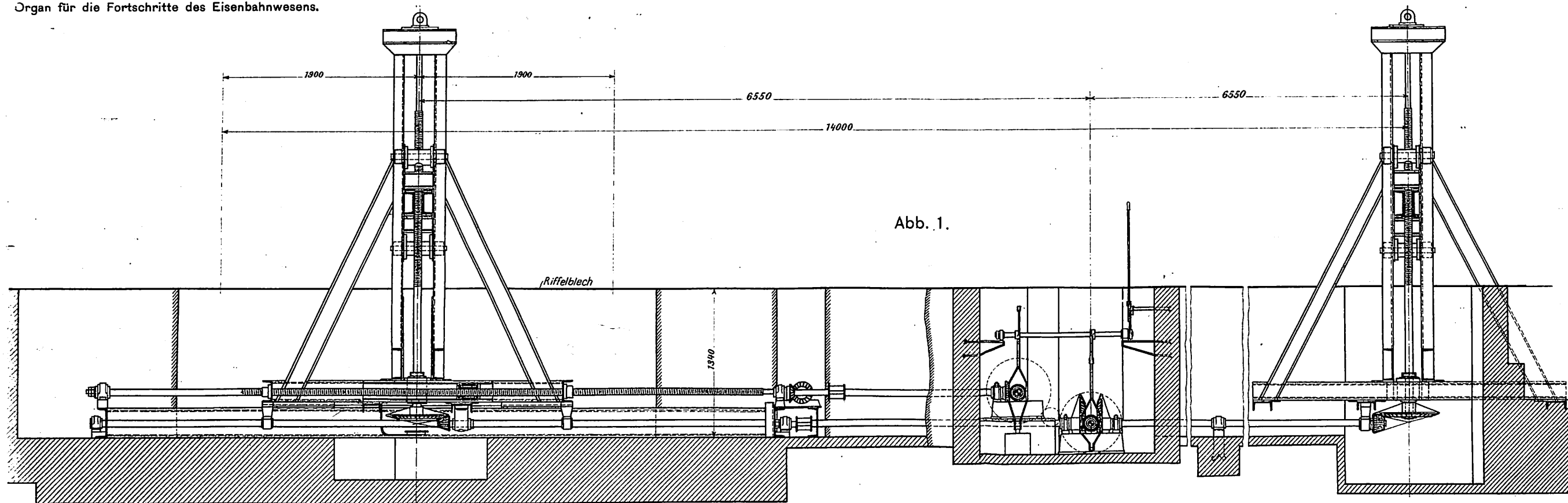


Abb. 1.

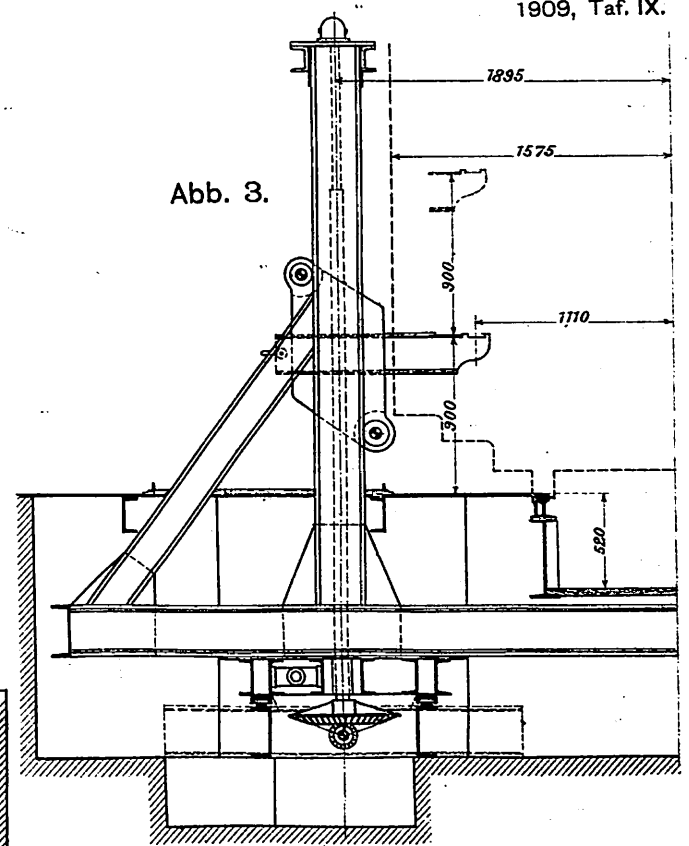


Abb. 3.

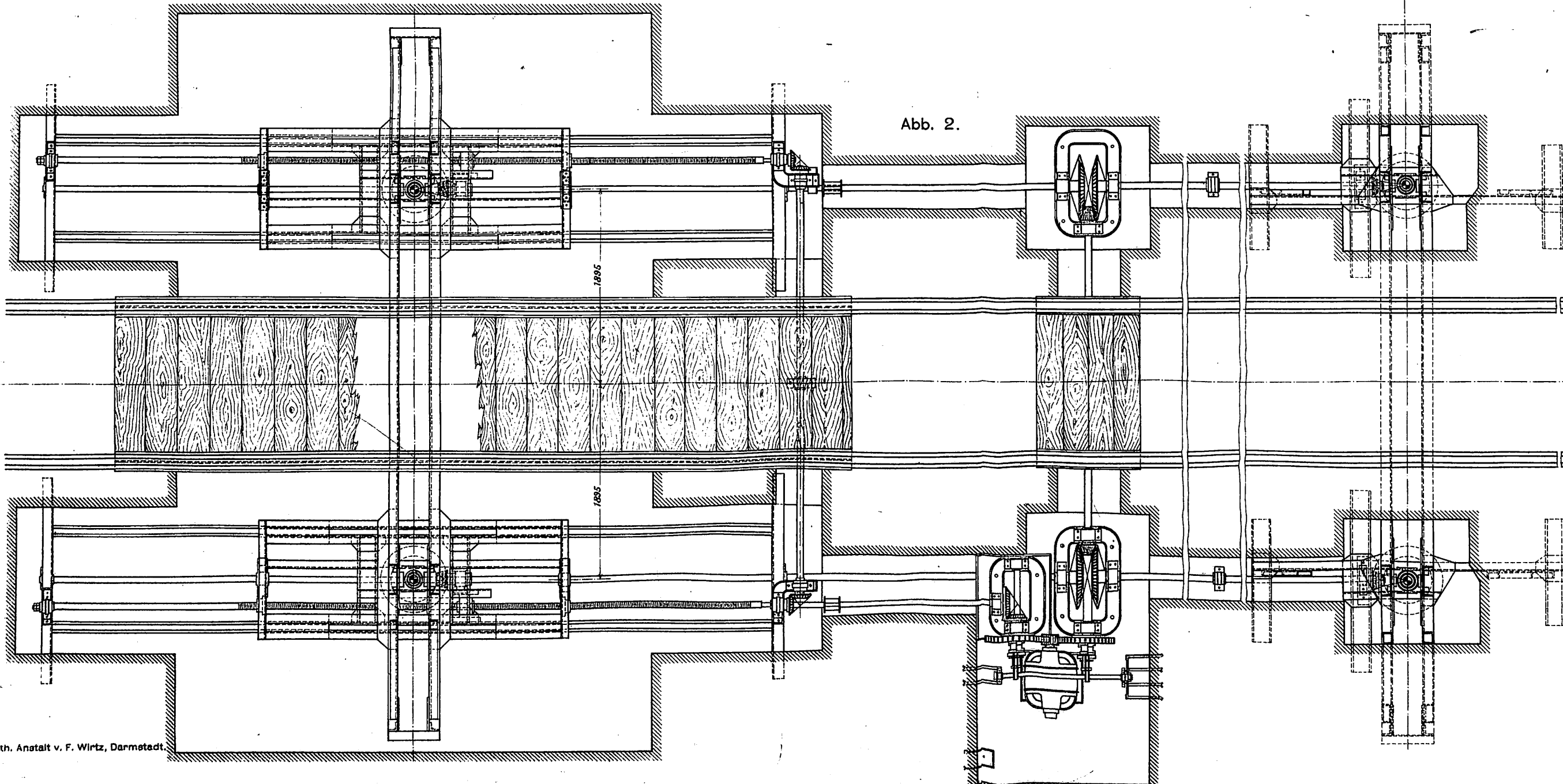


Abb. 2.

Berndt:
Hebewerk-Anlagen
für D- und
Abteil-Wagen.

Hebewerk
für D- und Abteil-Wagen,
von Schmidt, Kranz u. Co.,
Nordhäuser
Maschinenfabrik-Aktien-Gesellschaft,
Nordhausen.

Wagenhebewerk, Bauart Busse.

Maßstab 1:62,5.

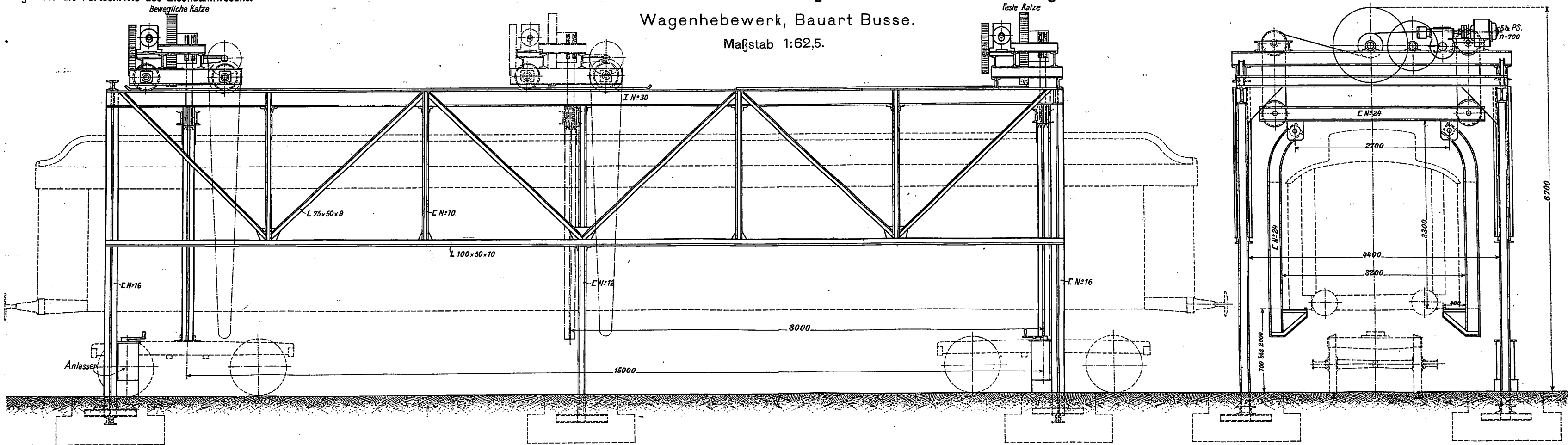
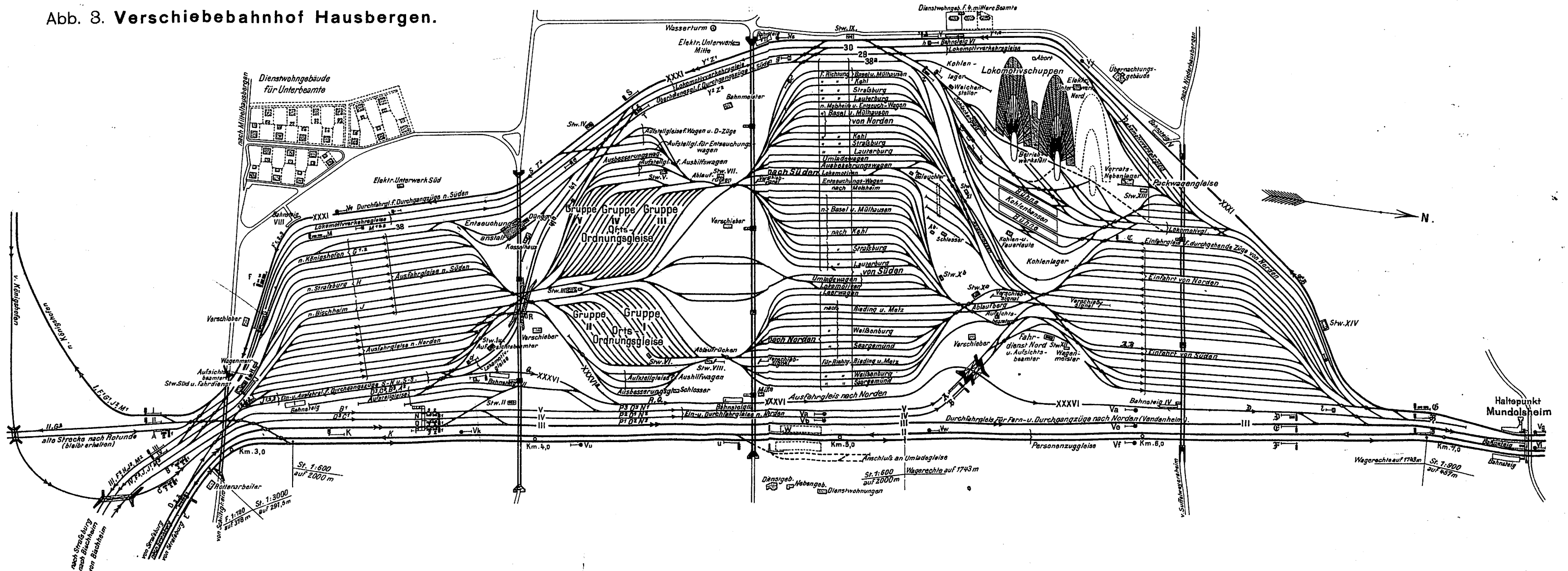


Abb. 3. Verschiebebahnhof Hausbergen.



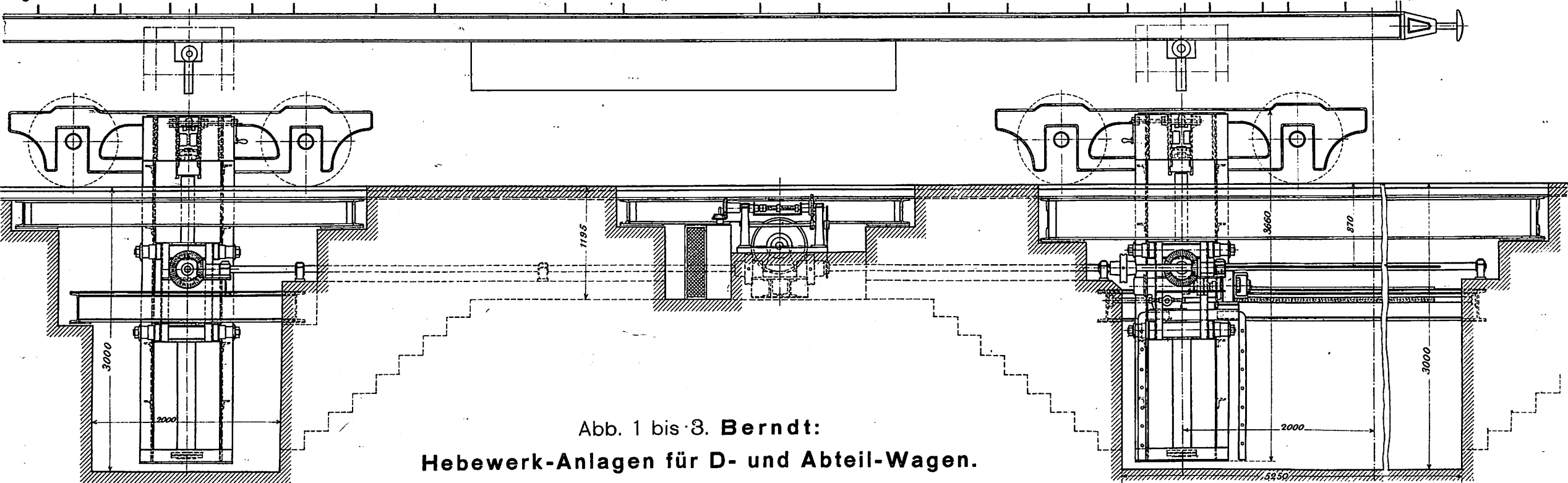


Abb. 1 bis 3. **Berndt:**
Hebewerk-Anlagen für D- und Abteil-Wagen.
Hebewerk für vierachsige Personenwagen.
Tragkraft 45000 kg. v 0,007 m sec.
Maßstab 1:50.

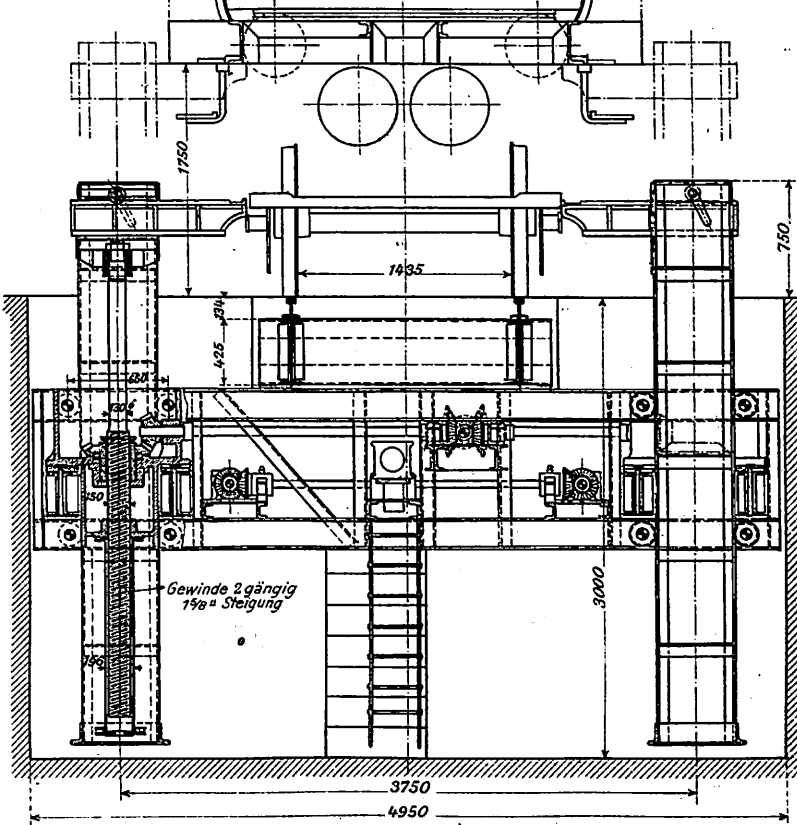


Abb. 8 bis 11.
Bauausführung des Gattico-Tunnels
in der Lombardei.

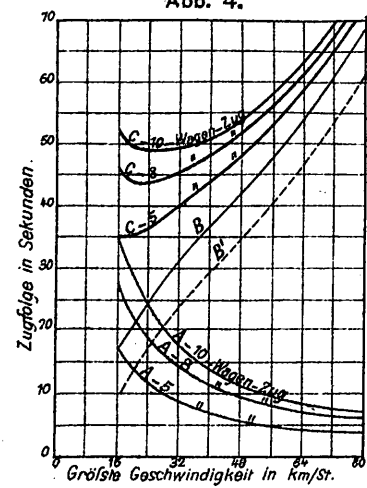
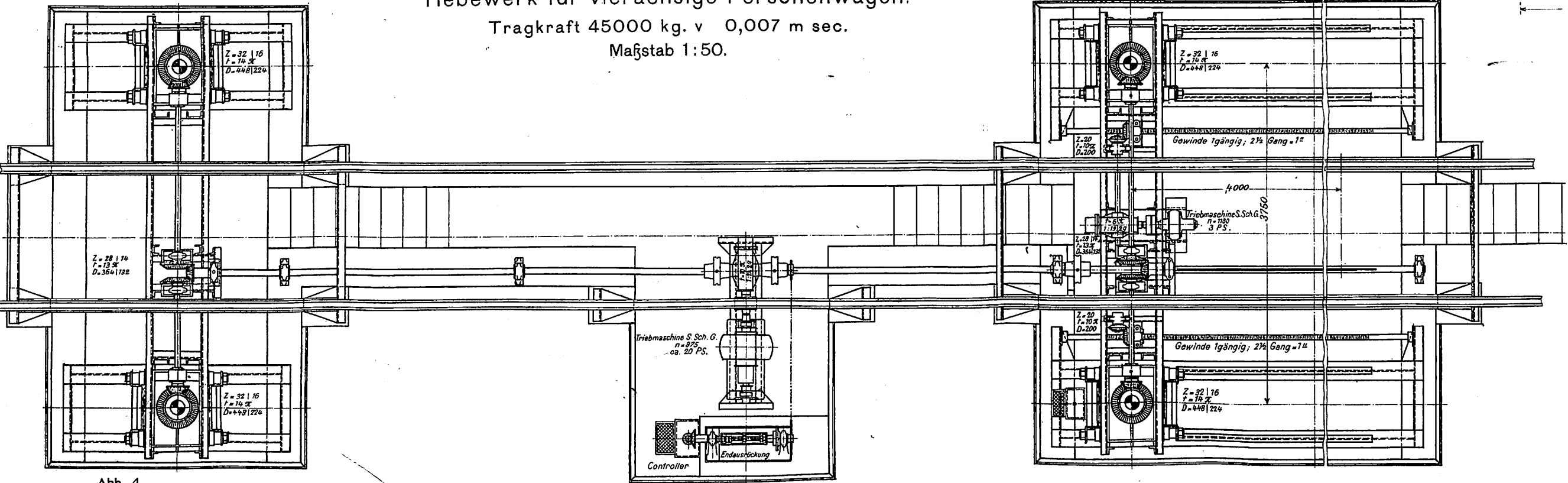


Abb. 4 bis 7.
Leistungsfähigkeit
der Untergrundbahnen.

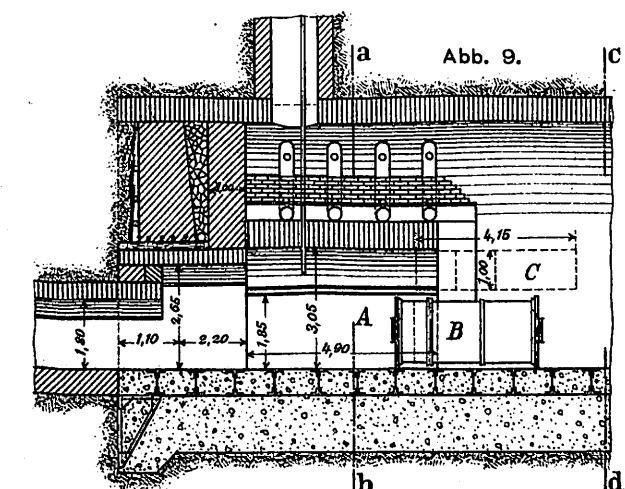
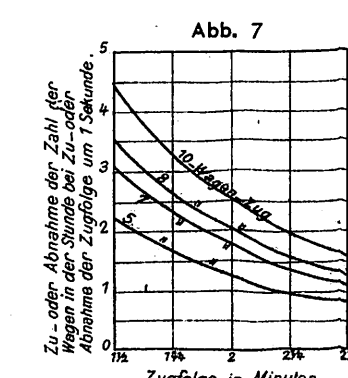
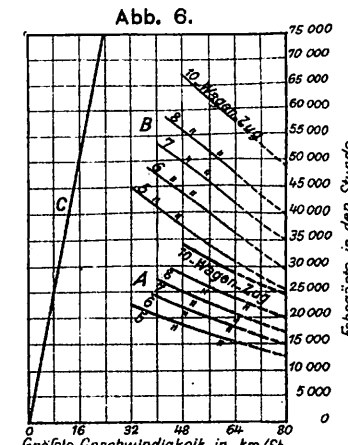
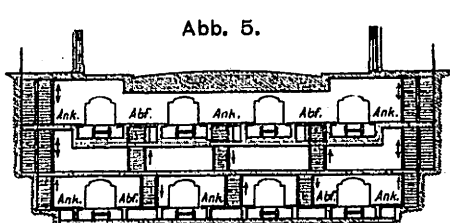


Abb. 10. Schnitt a b.

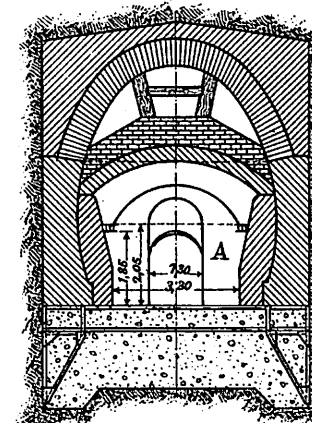


Abb. 11. Schnitt c d.

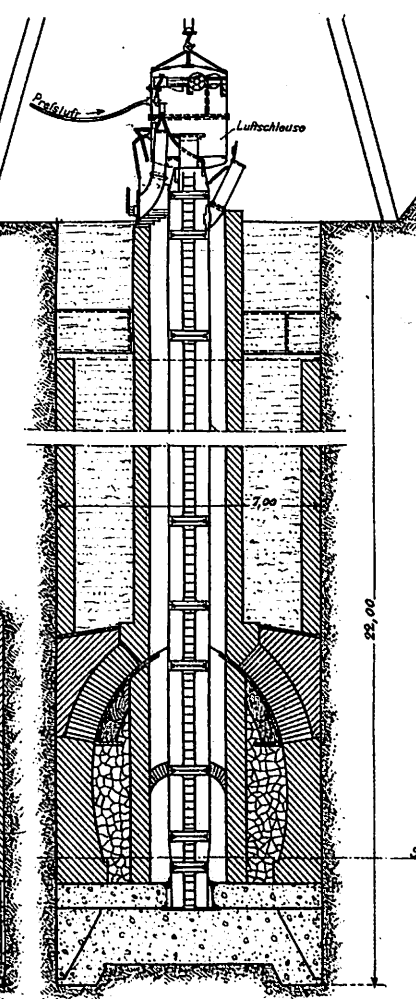
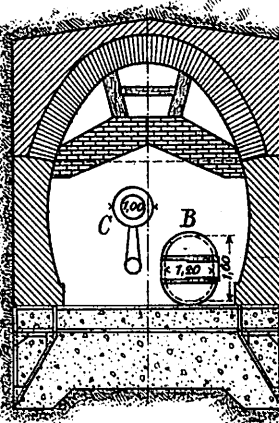


Abb. 1. Die neuen Werkstättenanlagen
der Mogyana-Eisenbahn-Gesellschaft in Campinas,
Staat Sao Paulo, Brasilien.

Vorrats-lager

Güterschuppen

Strom-erzeugung

Erwei-lerungen

Stände für Tischler u. Stellmacher

Mechanisches Werk-statt

Schmiede

Modellschlerei

Gießerei

Lokomotiv

Schuppen

Vorratsraum

Vorratskammer

des Güterschuppens

Abb. 2 bis 4. Federnde Anzugsvorrichtung für die Wagen
bei Bahnen mit Förder-Gliederkette.

b. 2.

Abb. 3.

Abb. 4.

Abb. 9.

Fig. 2 is a schematic diagram of the mechanism for the automatic control of the position of the control lever. It shows a cross-section of the mechanism with various components labeled with numbers: 1 (top housing), 2 (control lever), 3 (cam), 4 (cam follower), 5 (cam), 6 (cam), 7 (cam), 8 (cam), 9 (cam), 10 (cam), 11 (cam), 12 (cam), 13 (cam), 14 (cam), 15 (cam), 16 (cam), 17 (cam), 18 (cam), 19 (cam), 20 (cam), 21 (cam), 22 (cam), 23 (cam), 24 (cam), 25 (cam), 26 (cam), 27 (cam), 28 (cam), 29 (cam), 30 (cam), 31 (cam), 32 (cam), 33 (cam), 34 (cam), 35 (cam), 36 (cam), 37 (cam), 38 (cam), 39 (cam), 40 (cam), 41 (cam), 42 (cam), 43 (cam), 44 (cam), 45 (cam), 46 (cam), 47 (cam), 48 (cam), 49 (cam), 50 (cam), 51 (cam), 52 (cam), 53 (cam), 54 (cam), 55 (cam), 56 (cam), 57 (cam), 58 (cam), 59 (cam), 60 (cam), 61 (cam), 62 (cam), 63 (cam), 64 (cam), 65 (cam), 66 (cam), 67 (cam), 68 (cam), 69 (cam), 70 (cam), 71 (cam), 72 (cam), 73 (cam), 74 (cam), 75 (cam), 76 (cam), 77 (cam), 78 (cam), 79 (cam), 80 (cam), 81 (cam), 82 (cam), 83 (cam), 84 (cam), 85 (cam), 86 (cam), 87 (cam), 88 (cam), 89 (cam), 90 (cam), 91 (cam), 92 (cam), 93 (cam), 94 (cam), 95 (cam), 96 (cam), 97 (cam), 98 (cam), 99 (cam), 100 (cam).

Abb. 3.

[illegible][illegible]