

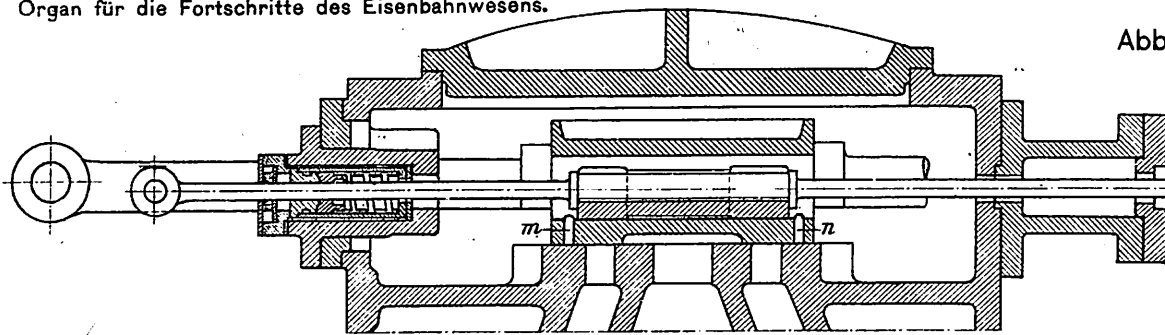


Abb. 1.

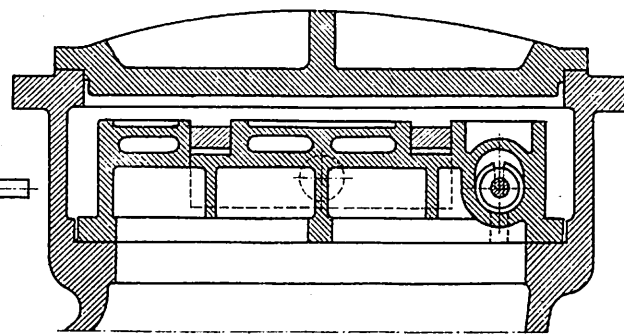


Abb. 2 bis 7. Dampfdruckschaulinien der Lokomotiven Nr 5 und 3.

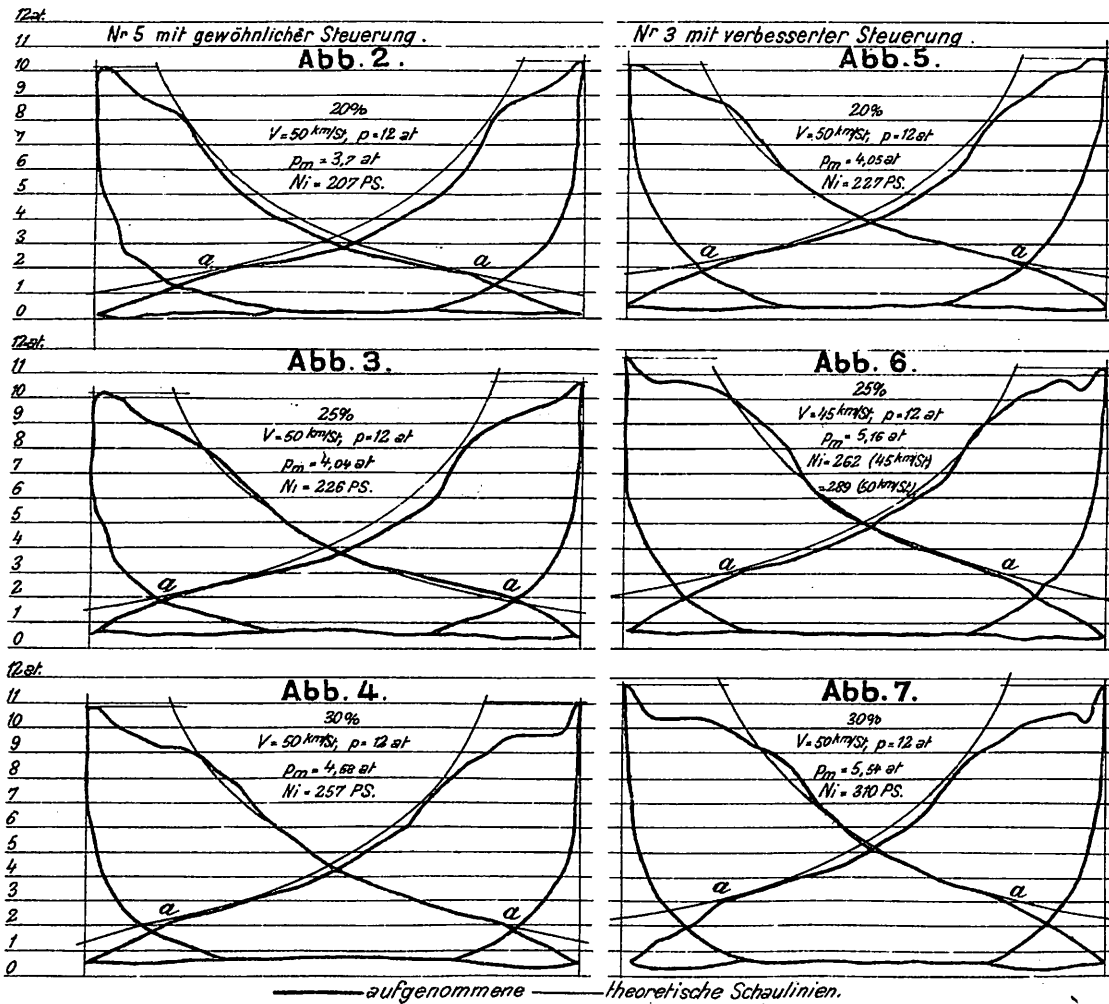


Abb. 1 bis 8. Lindner: Verbesserung der Schwingensteuerungen für wirtschaftliche Ausnutzung hochgespannten Dampfes.

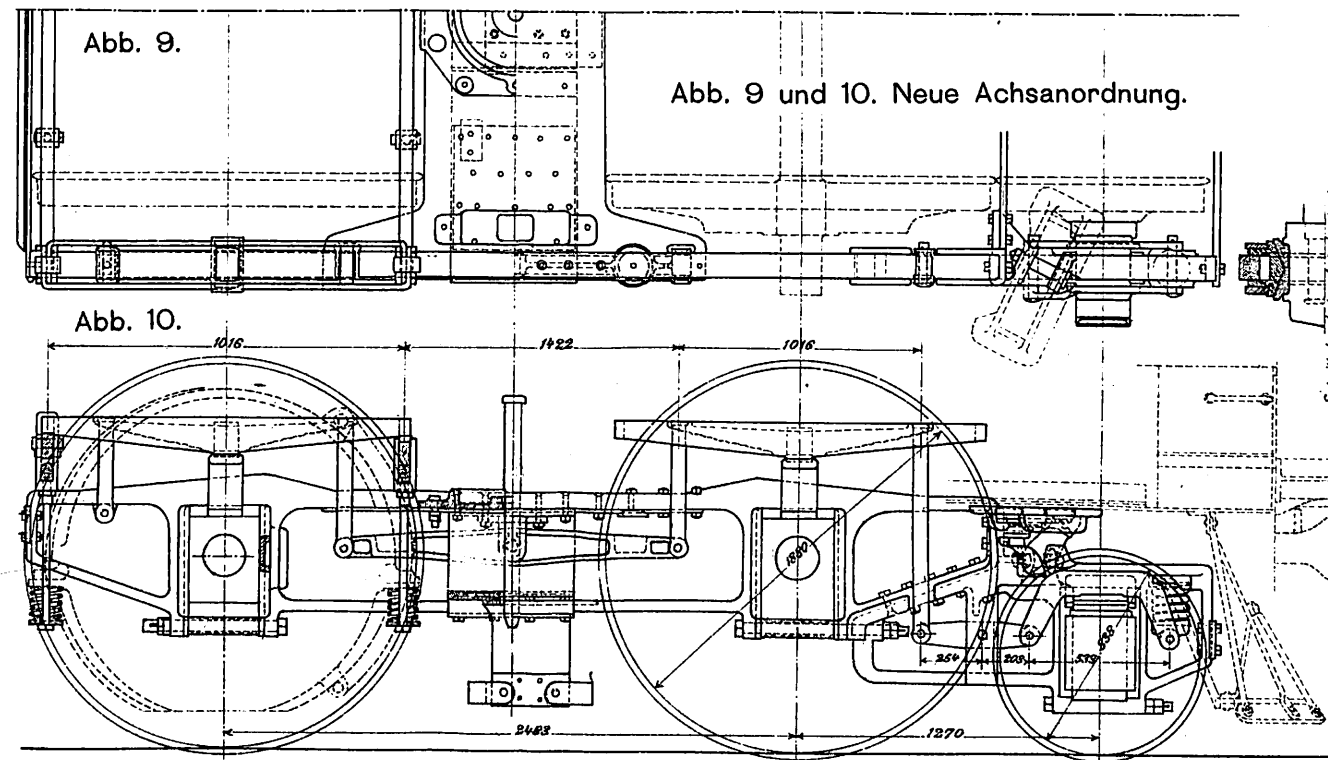


Abb. 9 und 10. Neue Achsanordnung.

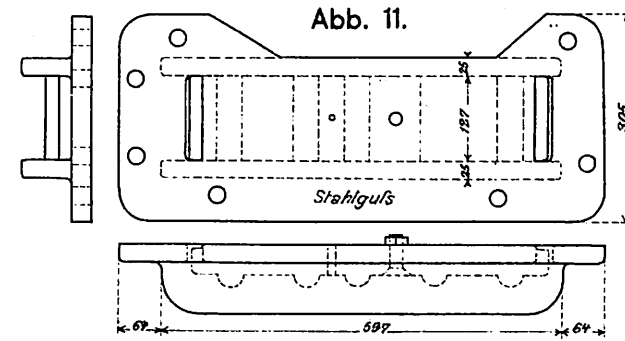


Abb. 11.

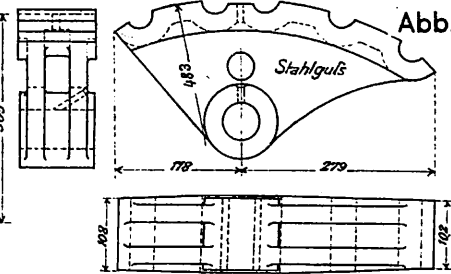


Abb. 12.

Abb. 13 bis 16. Eisenbahnbrücke über den Song-ma in Tonkin.

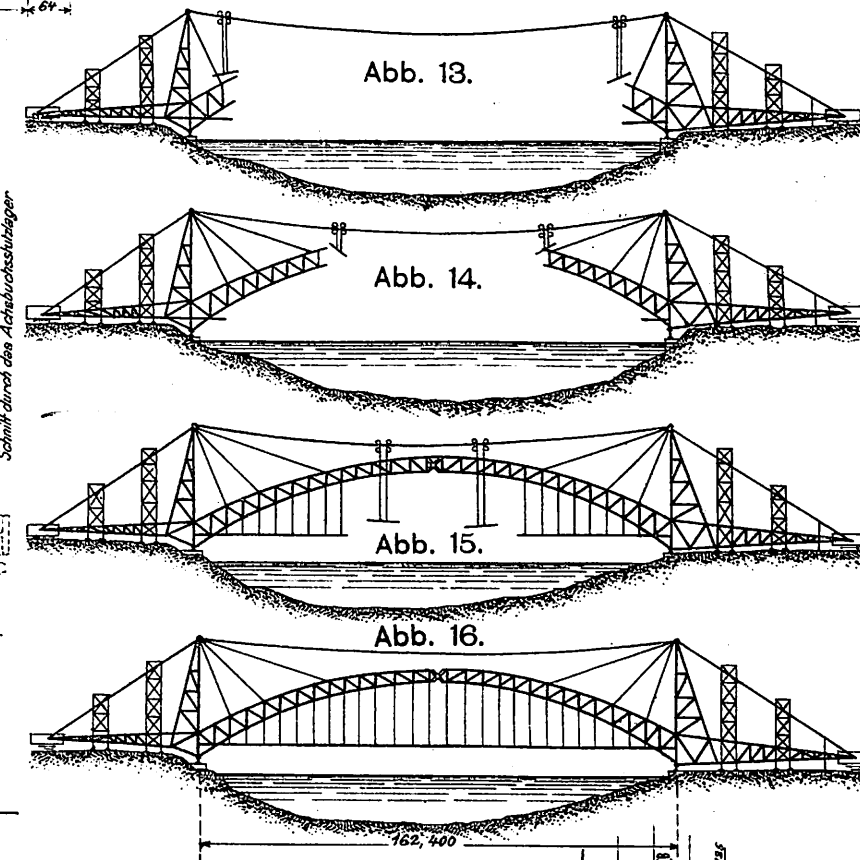


Abb. 8. Fahrten auf 2 C-Lokomotiven Nr 5 und 3 am 30. III. und 1. IV. 1908.

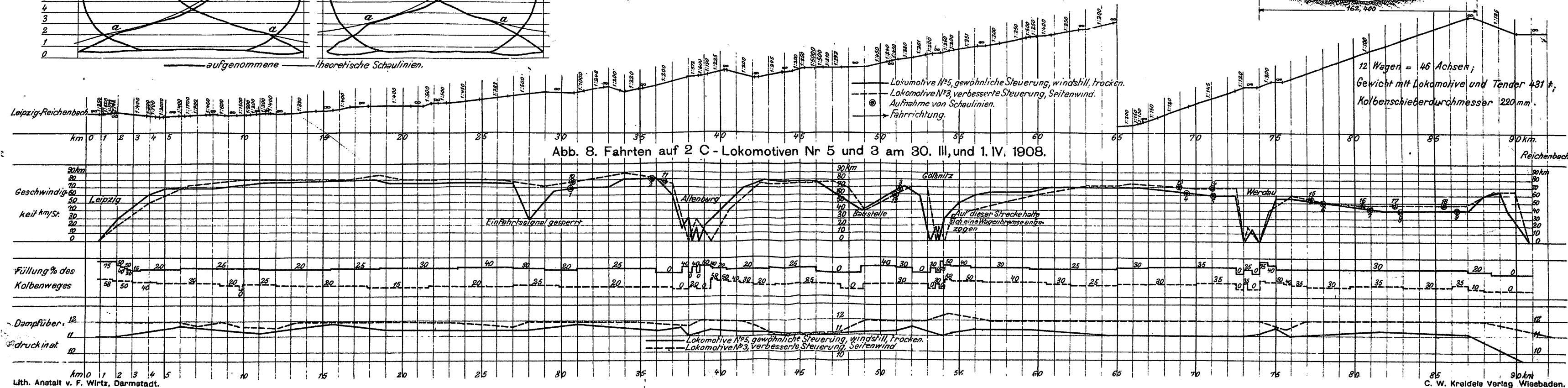


Abb. 1 bis 3. **Preßwasser-Hebevorrichtung für Lokomotivaachsen.** Tragkraft 4 t. Maßstab 1:116.

Abb. 1.

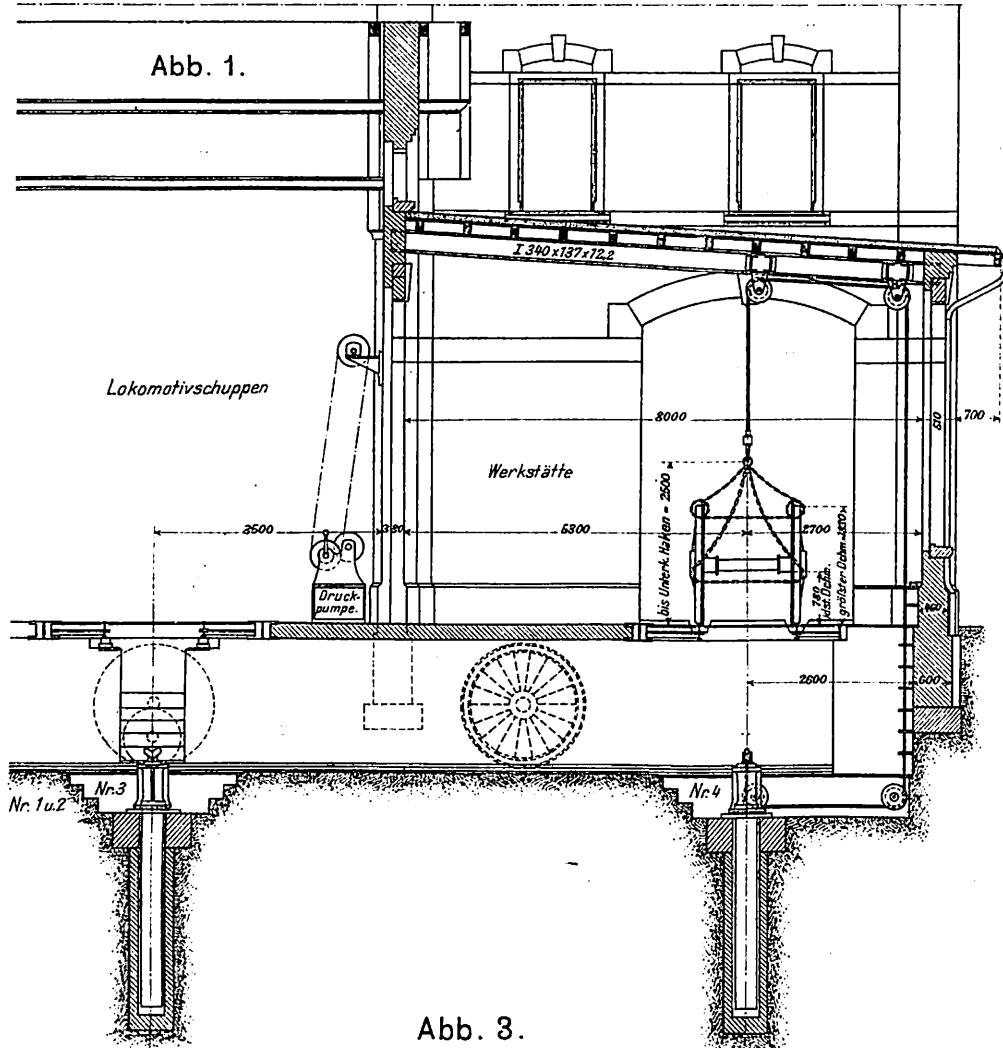


Abb. 2.

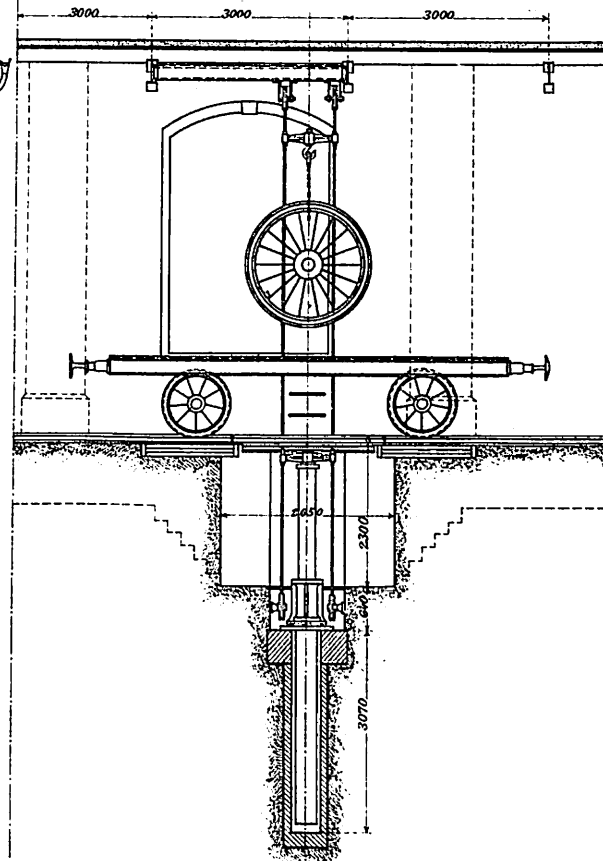


Abb. 3.

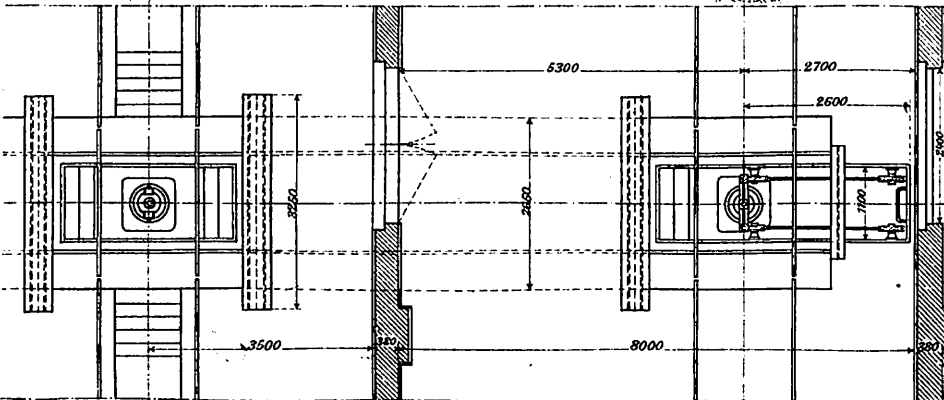
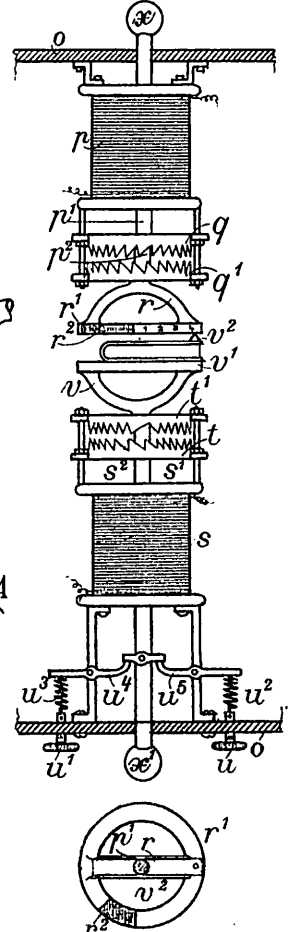


Abb. 8. Signalvorrichtung für eingleisige Strecken.



**Abb. 6 und 7.
Sandstreuer
mit Druckluft- oder
Dampf-Betrieb.**

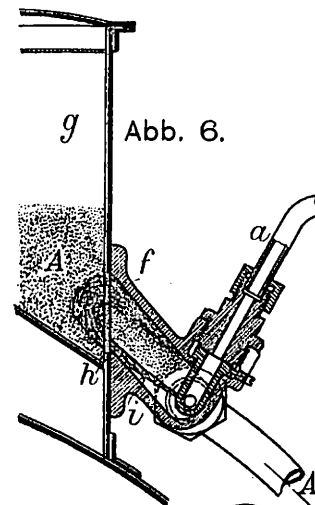


Abb. 6.

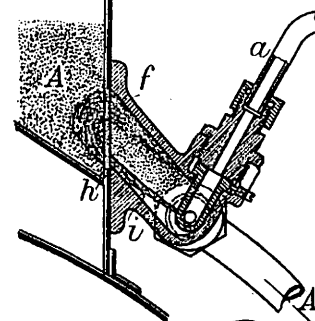


Abb. 7.

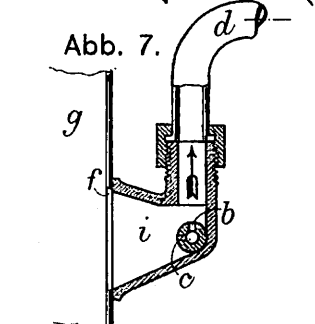


Abb. 4 und 5. Tilston's Schmiergefäß für Achsbüchsen.

Abb. 5.

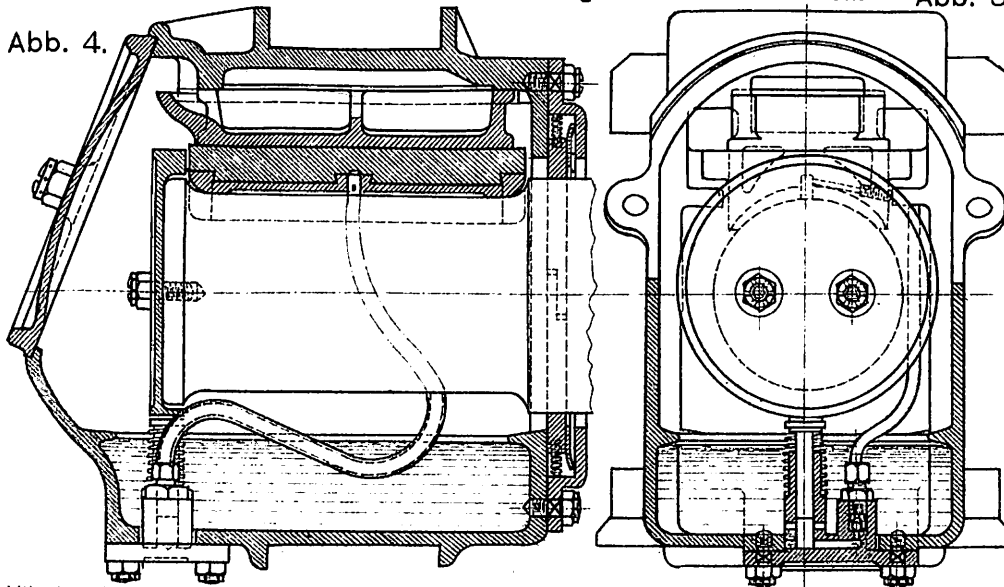


Abb. 2. Schnitt e-f.

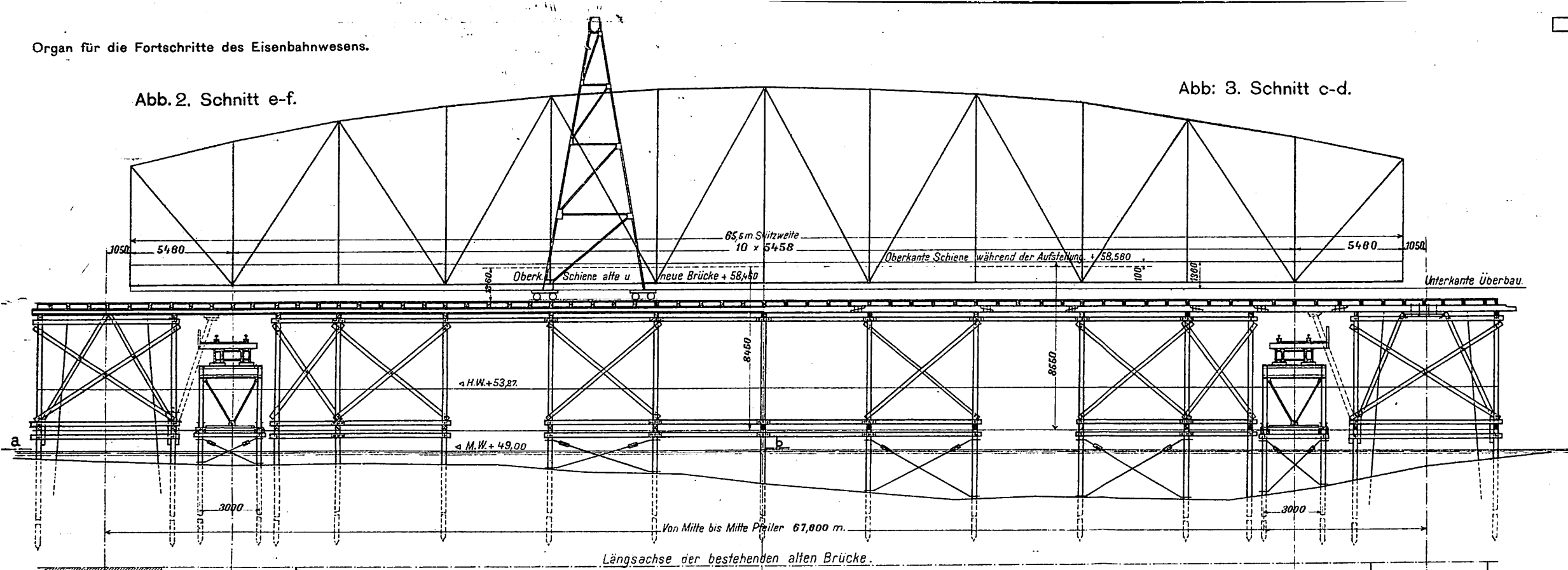


Abb. 3. Schnitt c-d.

Abb. 6. Querschnitt.

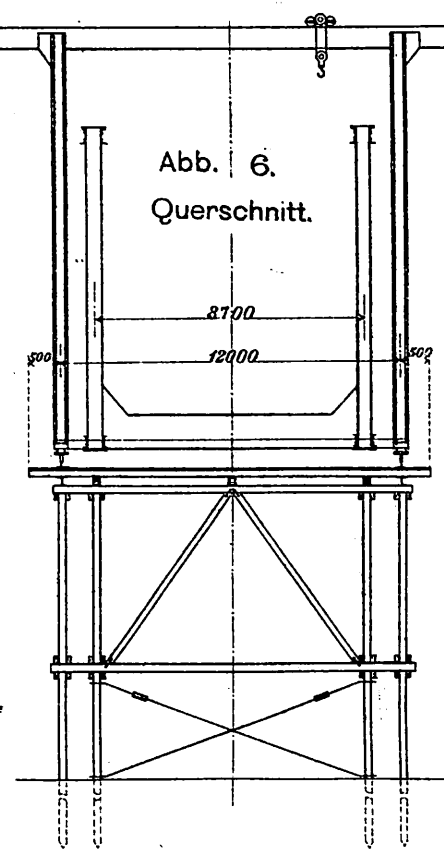


Abb. 2 bis 6. Aufstellengerüst für einen neuen Überbau der Stromöffnungen. Maßstab 1:250.

Umbau der Elbbrücke bei Barby.

Abb. 4. Schnitt a-b.

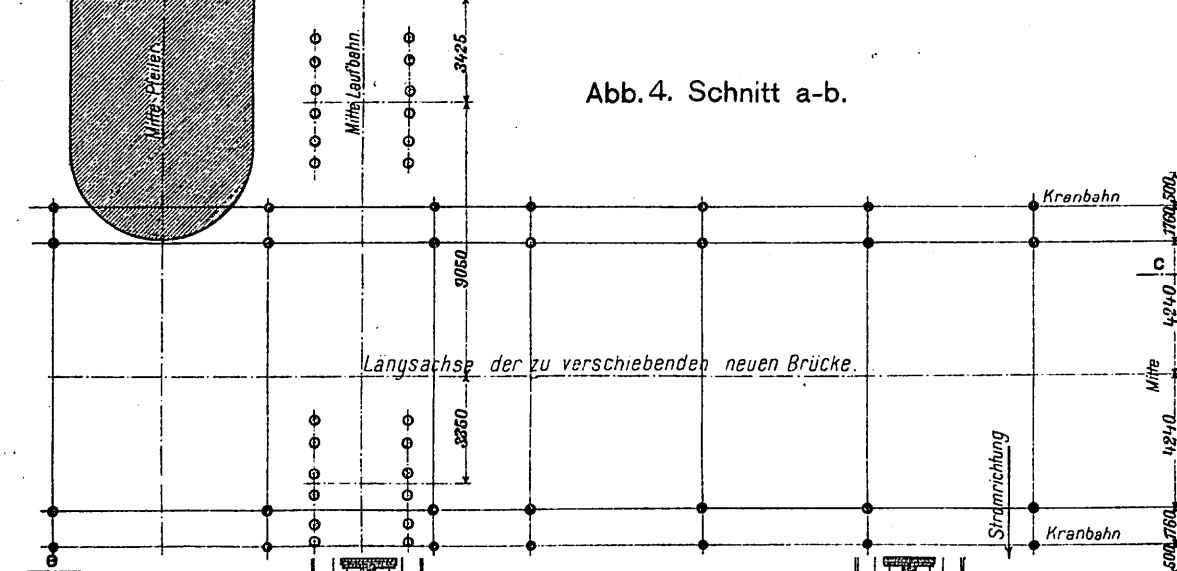


Abb. 5. Obere Ansicht.

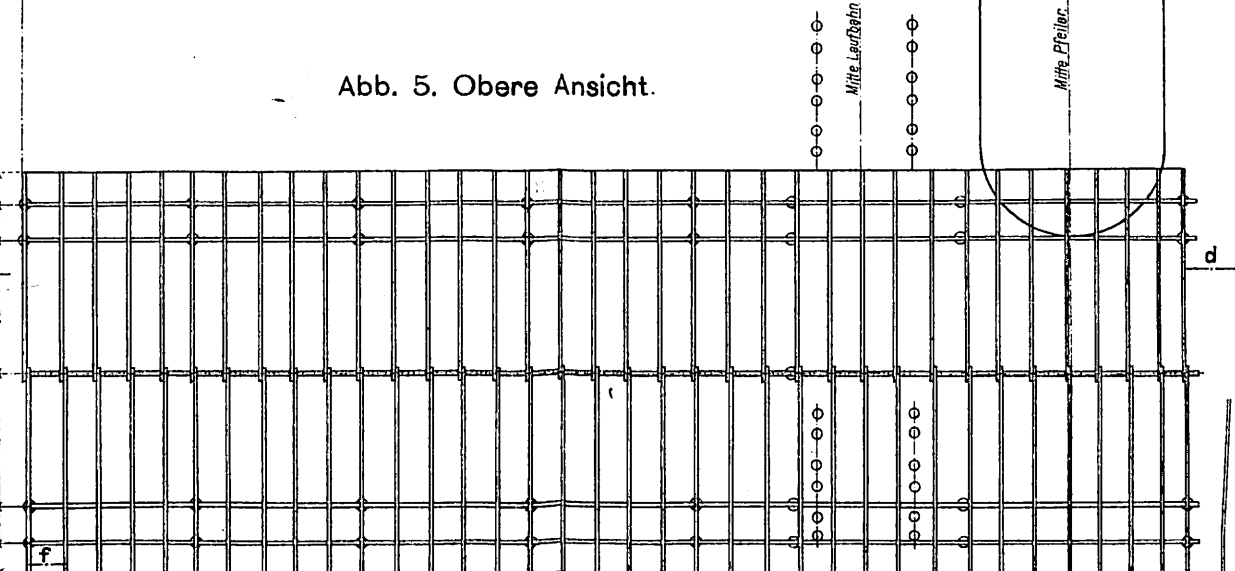


Abb. 1. Ansicht der Brücke. Maßstab 1:1000.

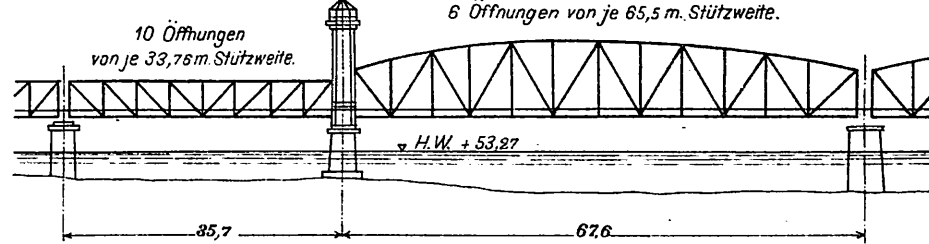


Abb. 7 bis 10. Verlorene Auflager für die Stromöffnungen. Maßstab 1:30.

Abb. 9. Längsschnitt durch den Pfeiler.

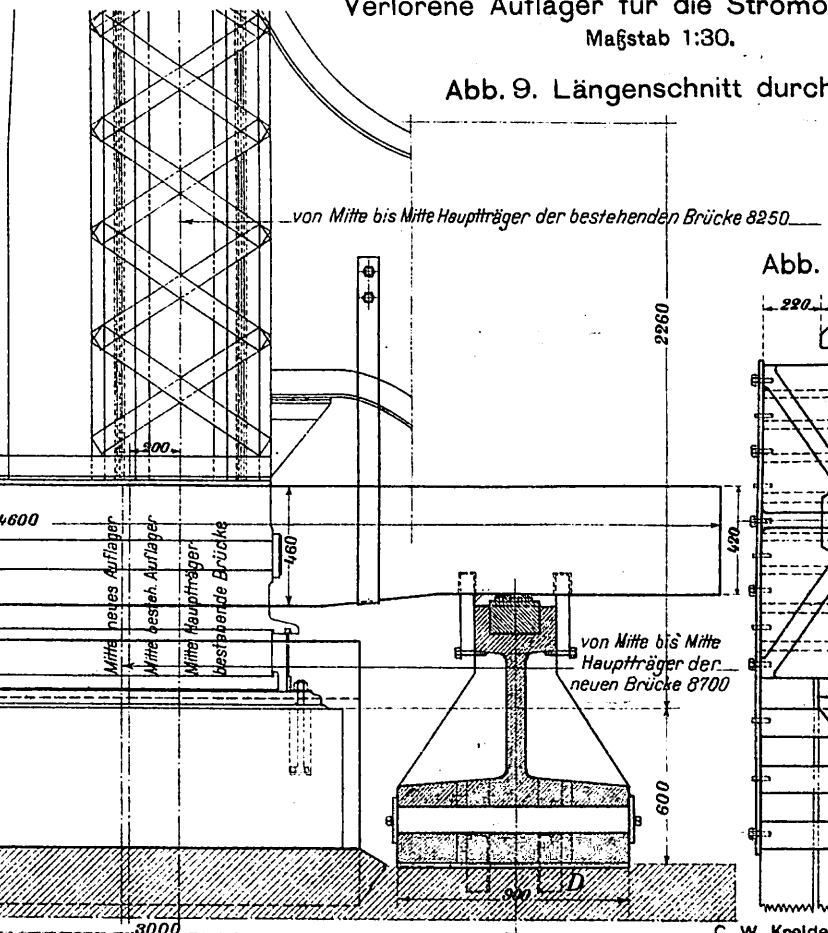


Abb. 7. Querschnitt durch den Pfeiler.

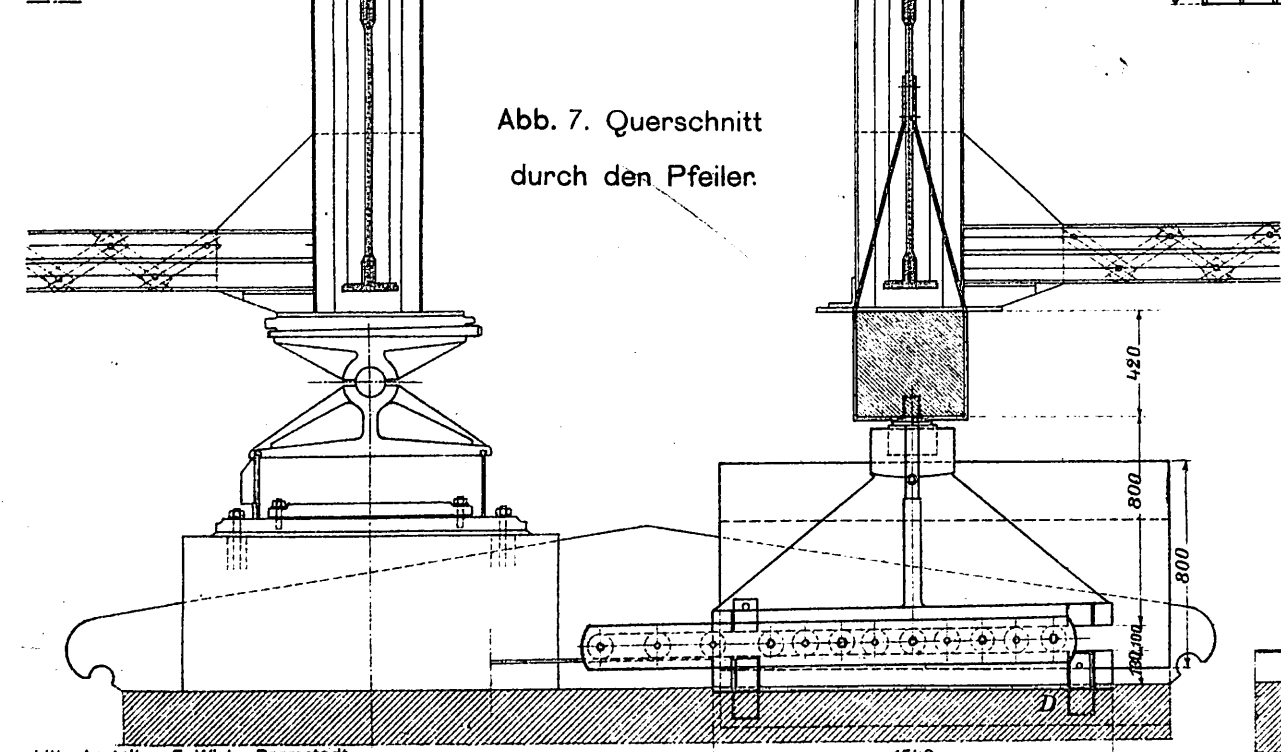


Abb. 8. Anordnung der Dorne D.

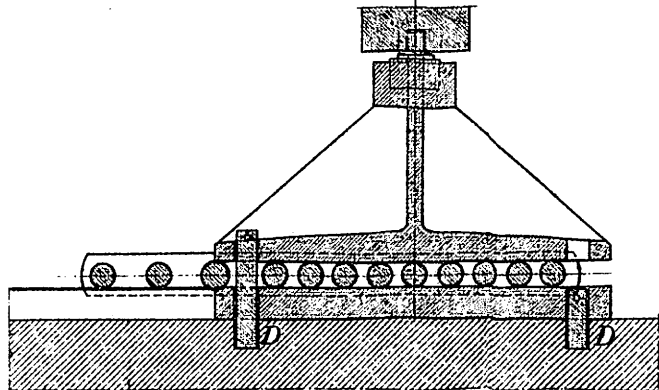
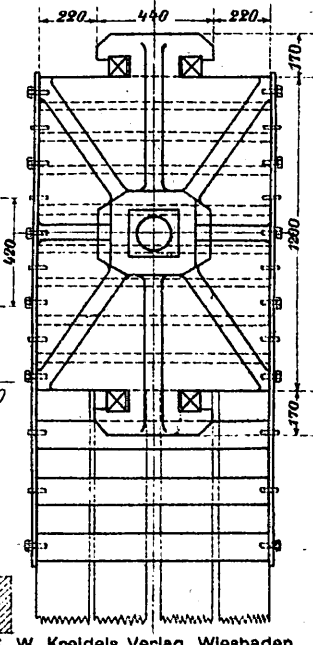
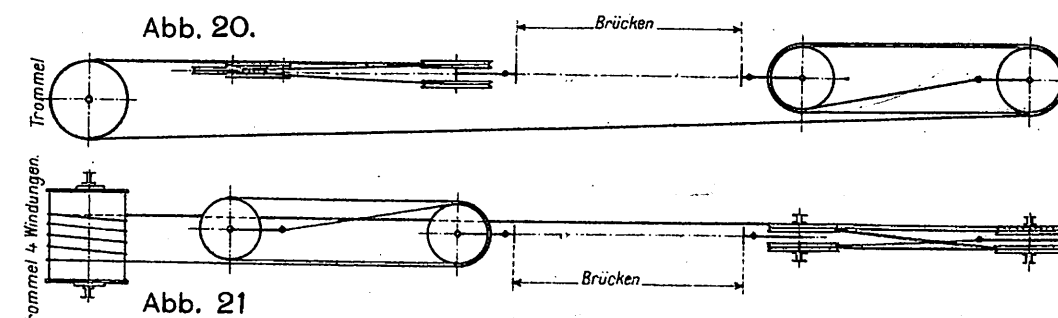
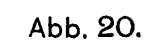
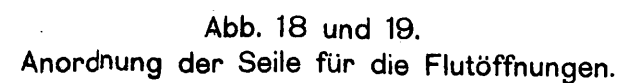
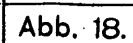
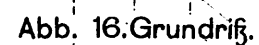
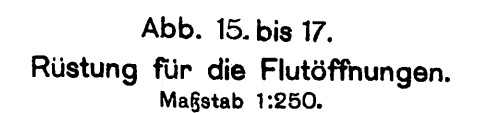
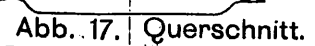
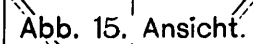
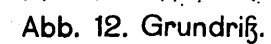
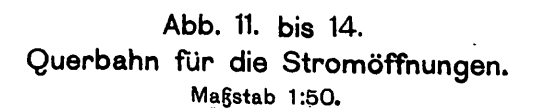
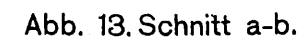


Abb. 10. Grundriß.





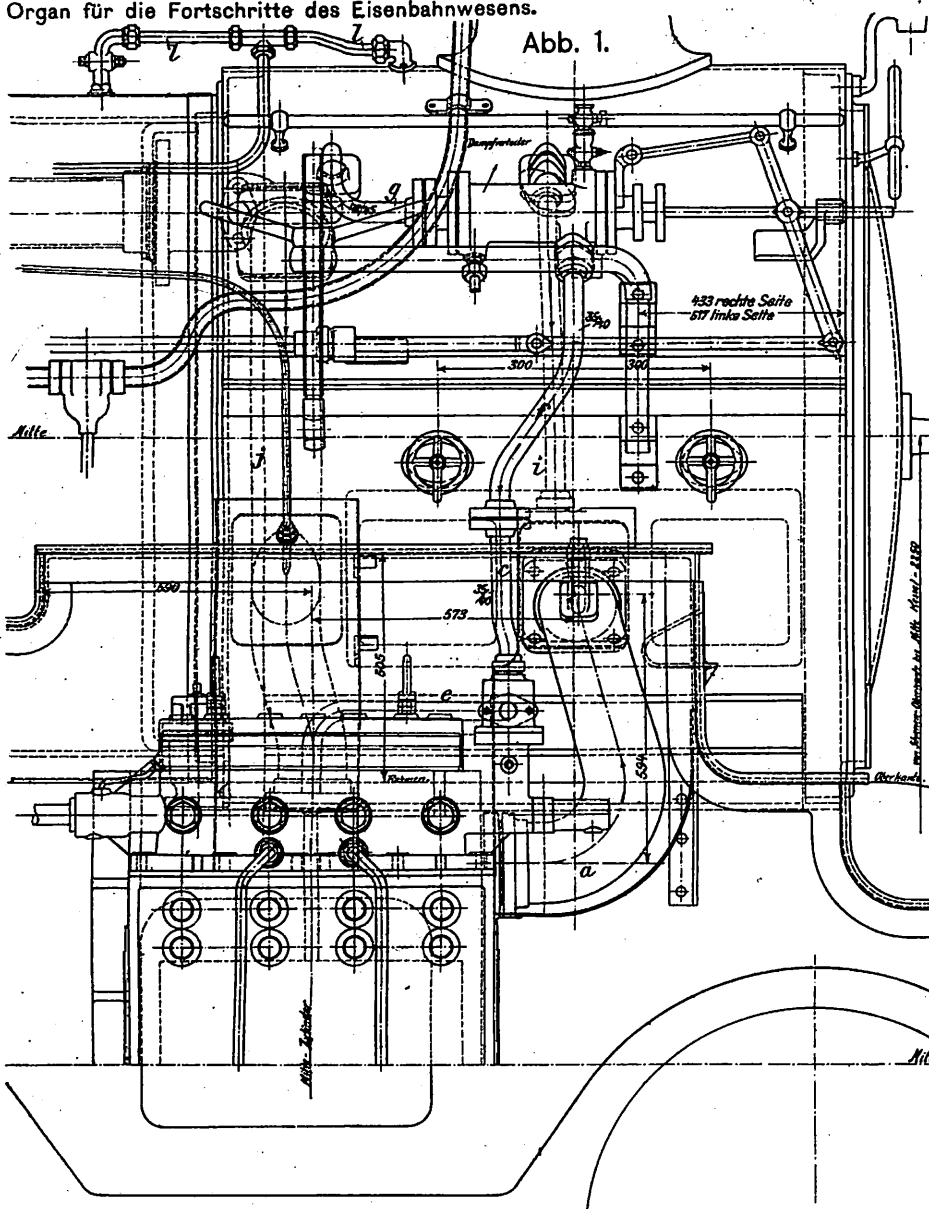


Abb. 1.

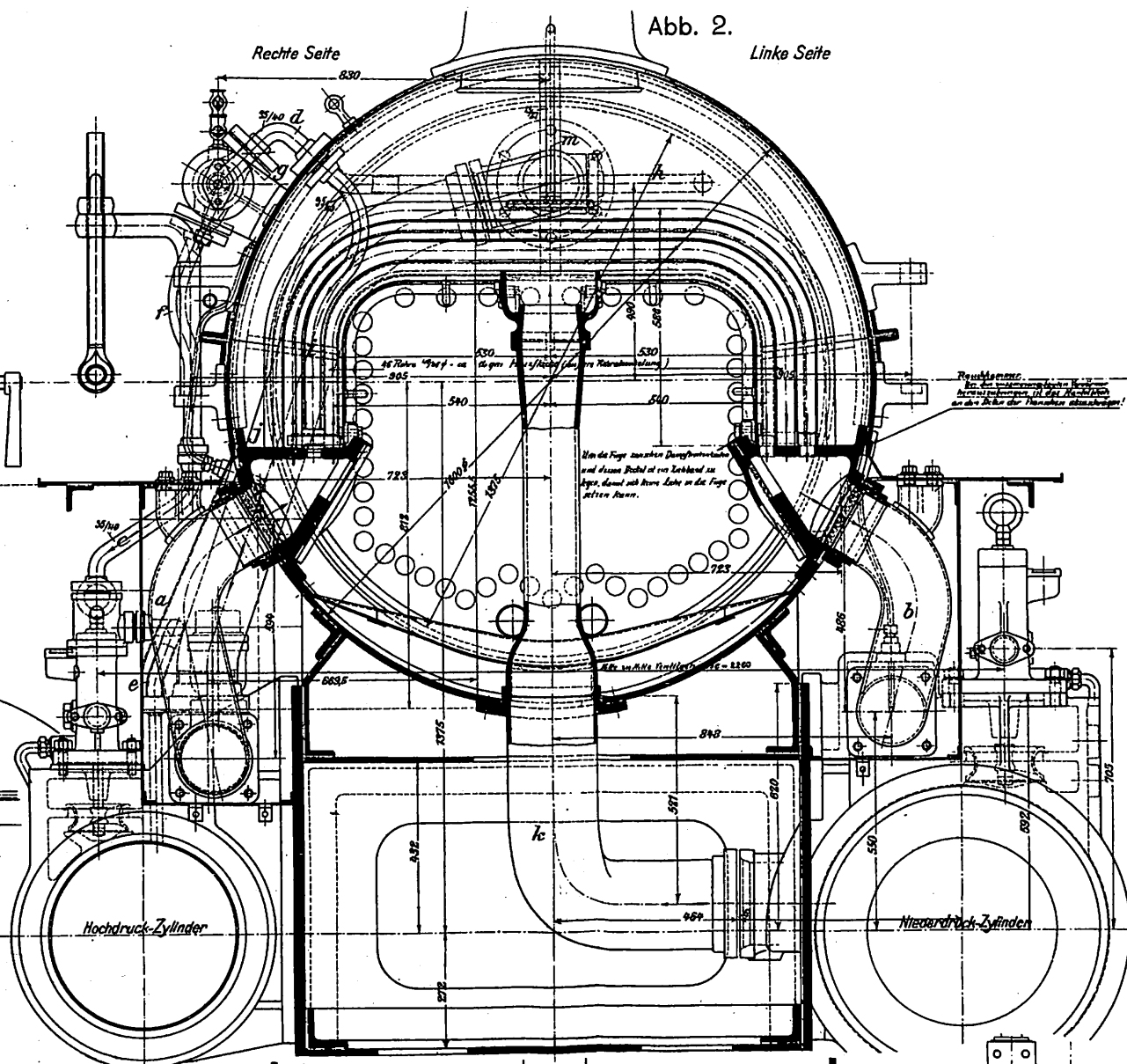


Abb. 2.

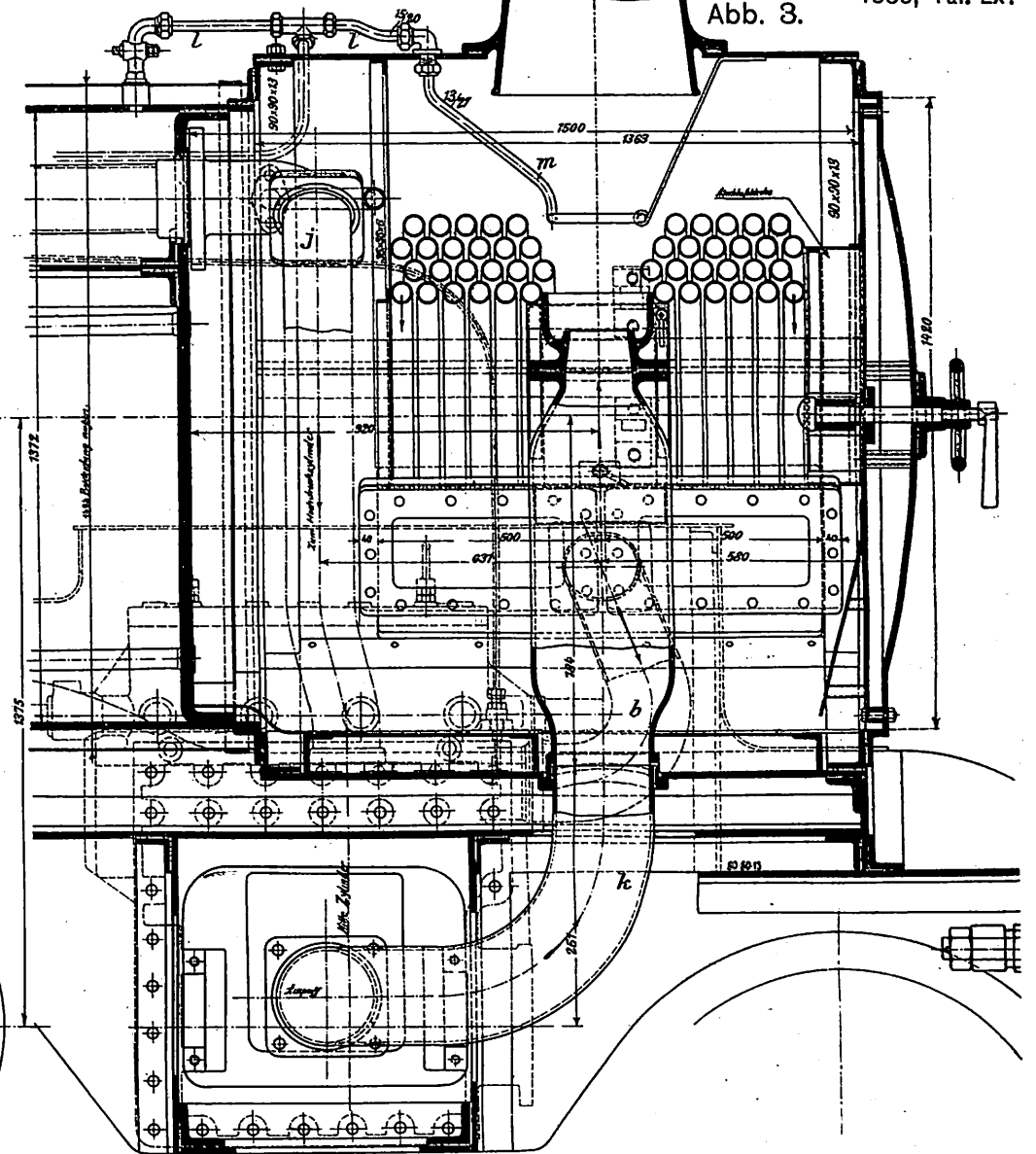


Abb. 3.

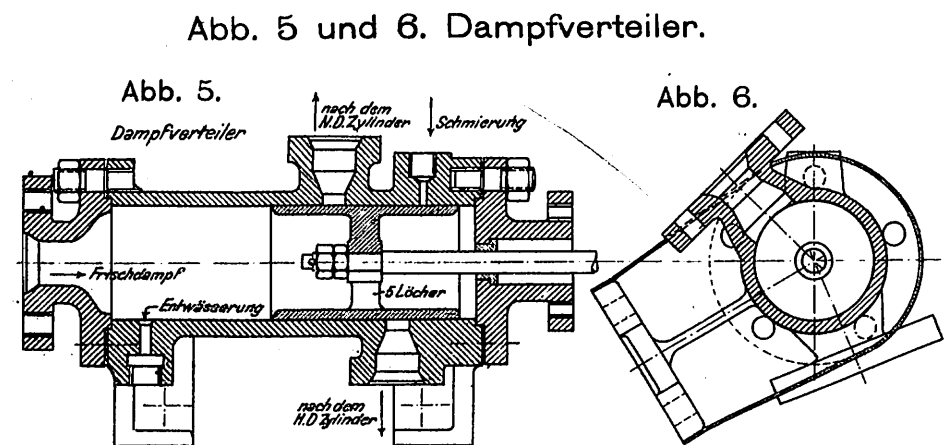
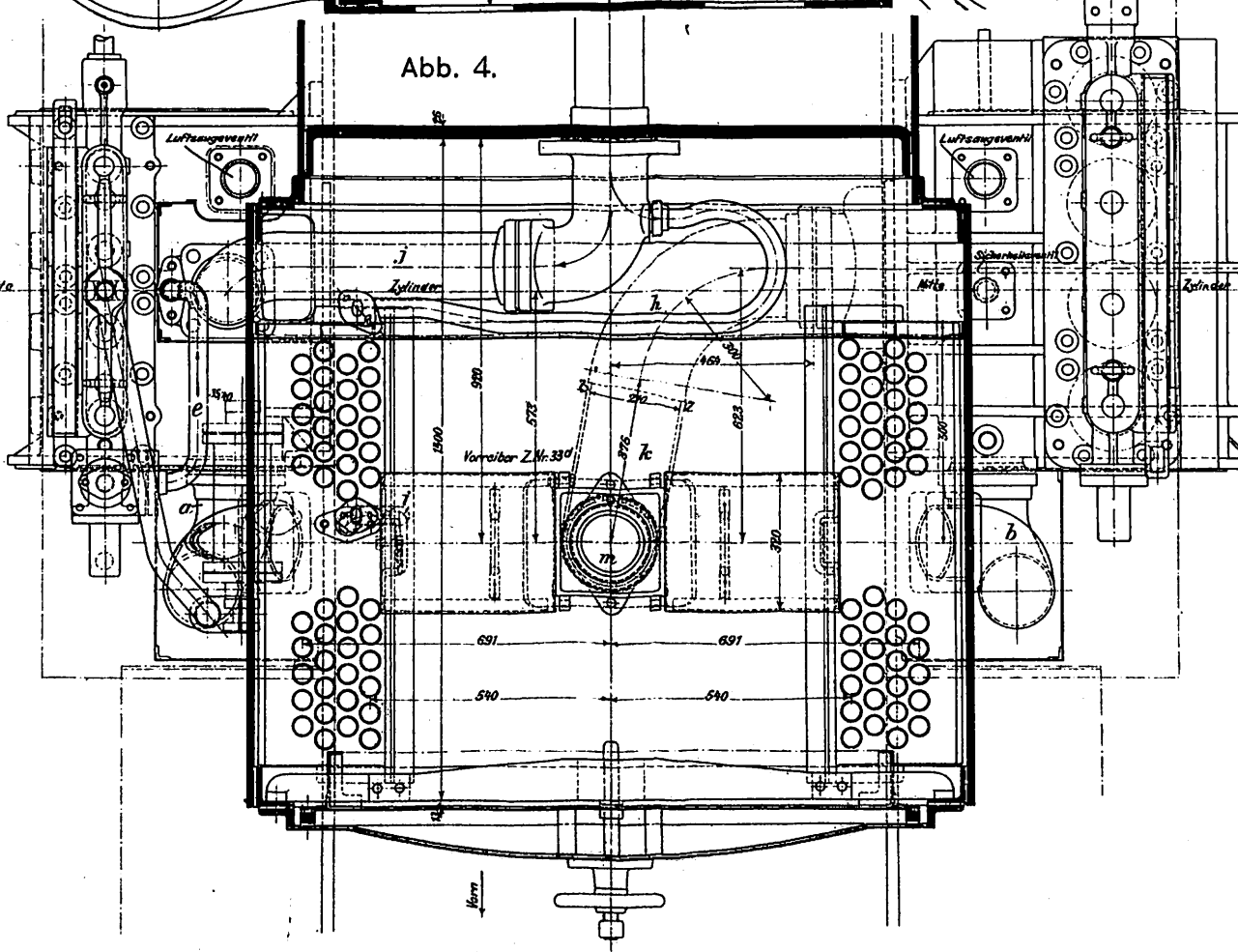


Abb. 5 und 6. Dampfverteiler.

Abb. 4.



**2 B-Personenzug-Verbund-Lokomotive
der oldenburgischen Staatseisenbahn
mit Lentz-Ventilsteuerung,
Dampftrockner und Anfahrvorrichtung
der Bauart Ranafier.**

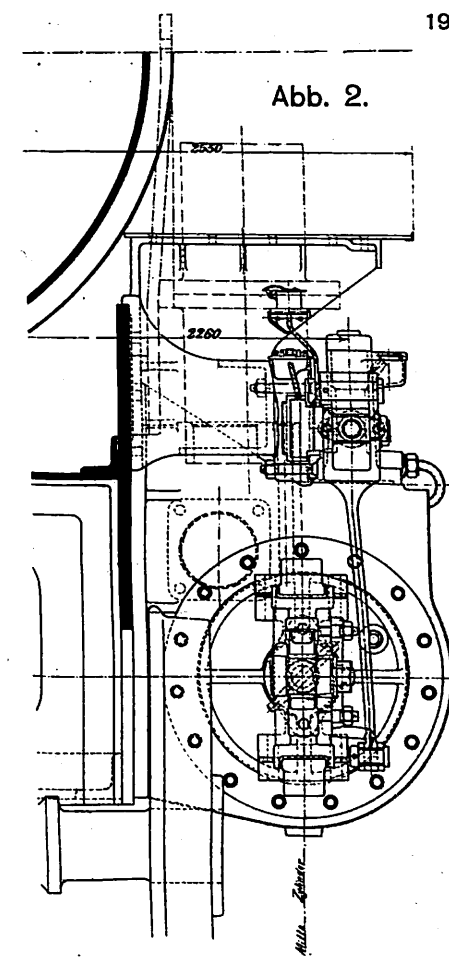
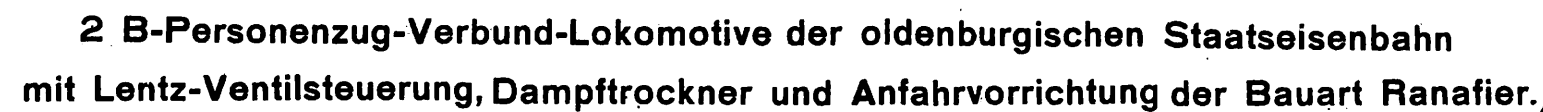
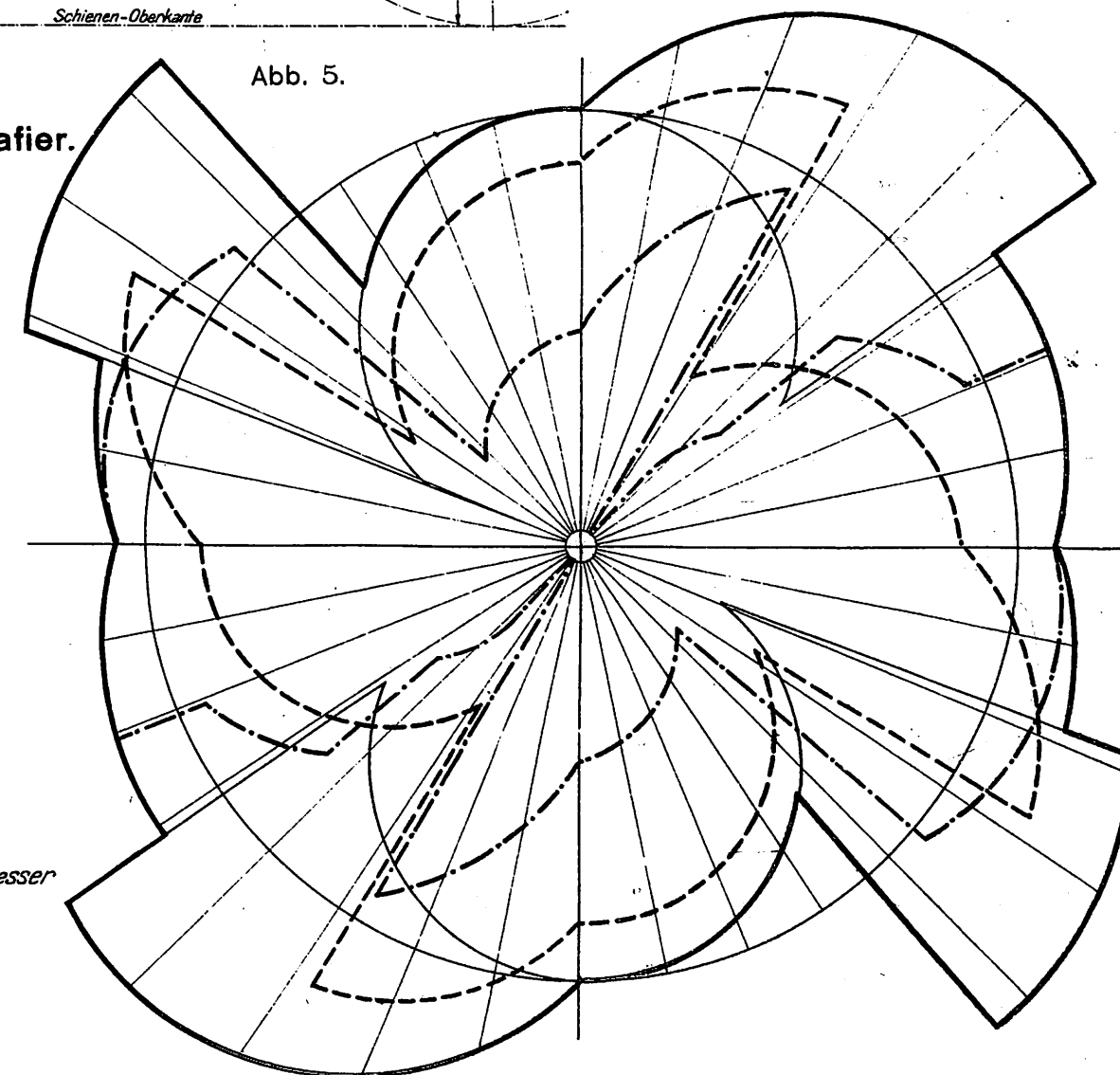


Abb. 2.



4. Ventilerhebungsbogen, verglichen mit den Schieberöffnungen.



Darstellung der Anfahrkräfte, bezogen auf den Kurbelkreishalbmesser
und auf Kurbelstellungen des Hochdruckzylinders.

Maßstab 1 mm = 333 kg.

- Anfahrvorrichtung Bauart Ranauer
- Anfahrvorrichtung Bauart von Barries
- Anfahrkräfte der 2-B Zwillings-Lokomotive

2 B-Personenzug-Verbund-Lokomotive der oldenburgischen Staatseisenbahn.

Darstellung der Wirkung der Steuerung beim Anfahren, bezogen auf die Kurbelstellung des Hochdruck-Zylinders.

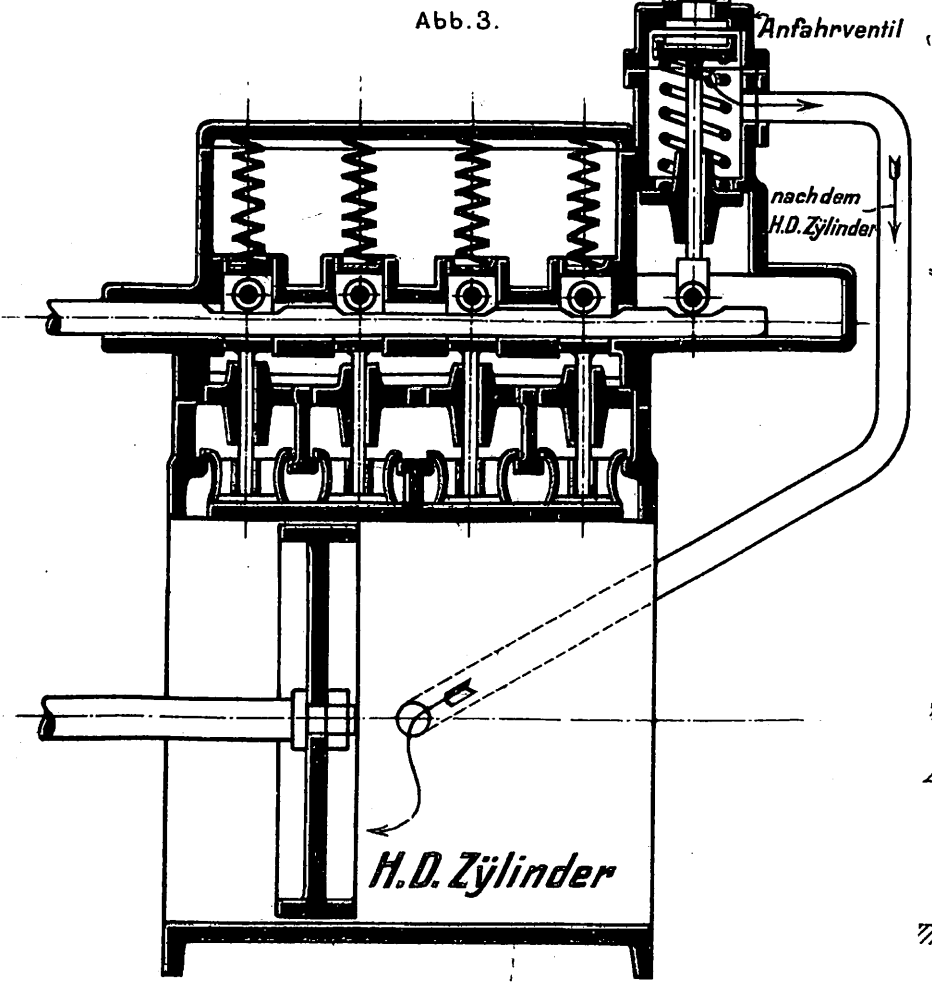
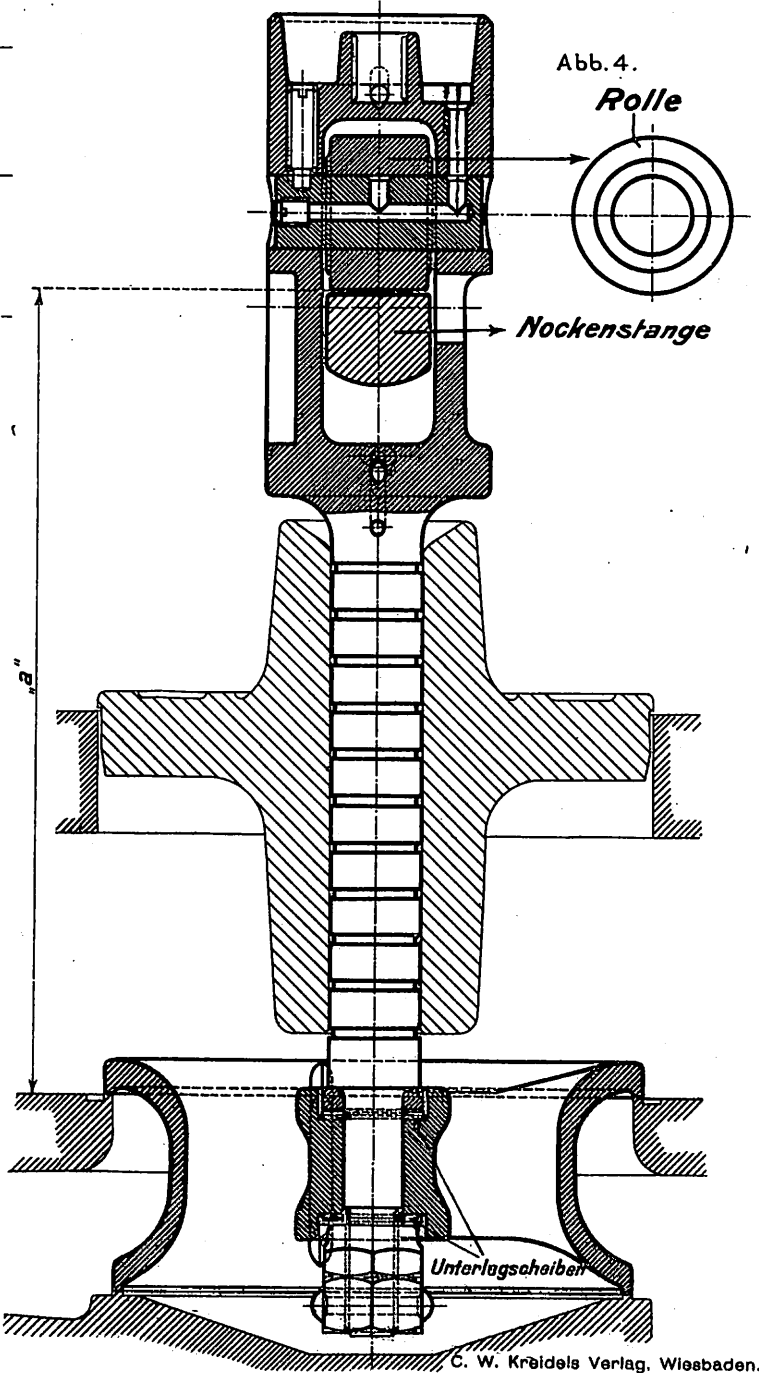
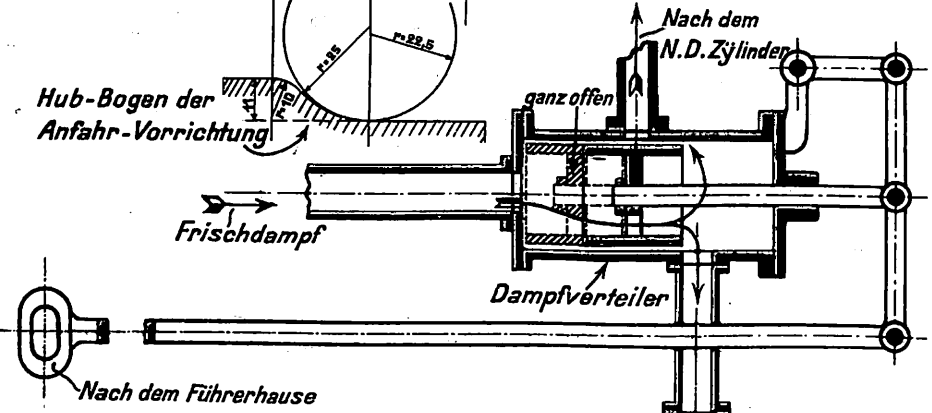
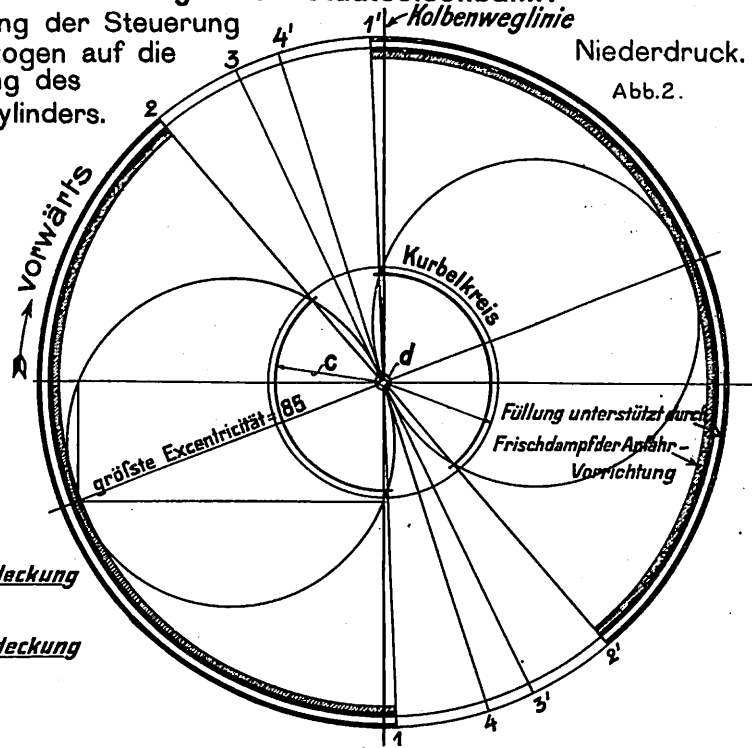
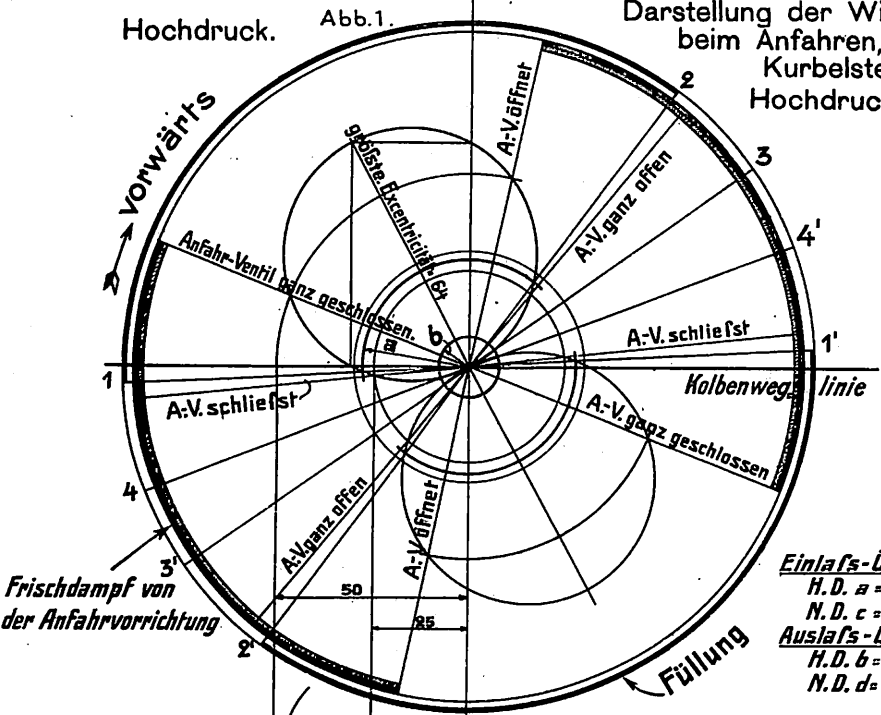


Abb. 1 bis 9. Neuer Tunnel-zwischen Genua und Mailand.

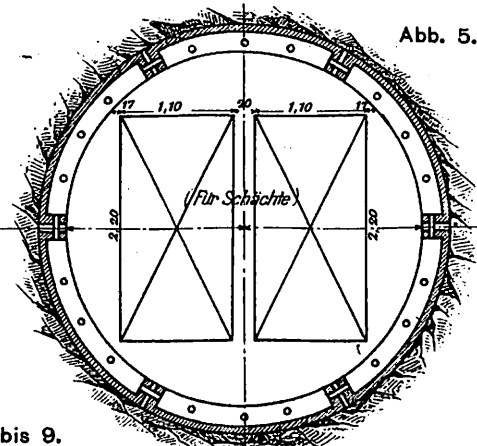
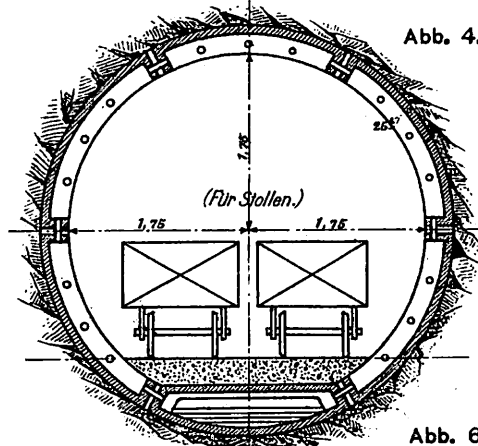
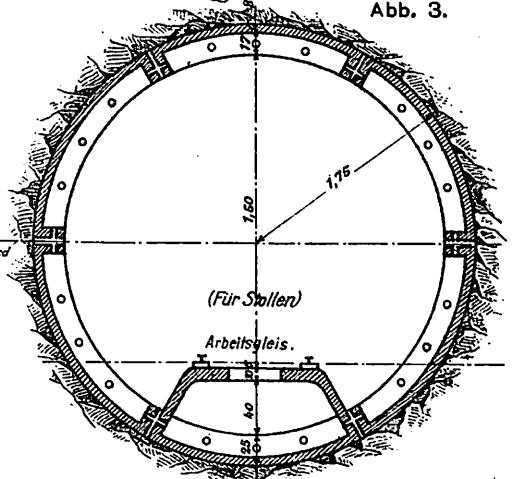
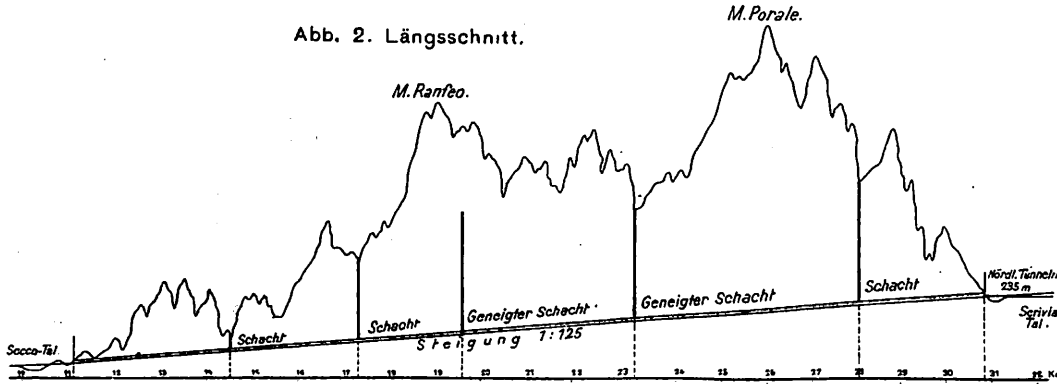
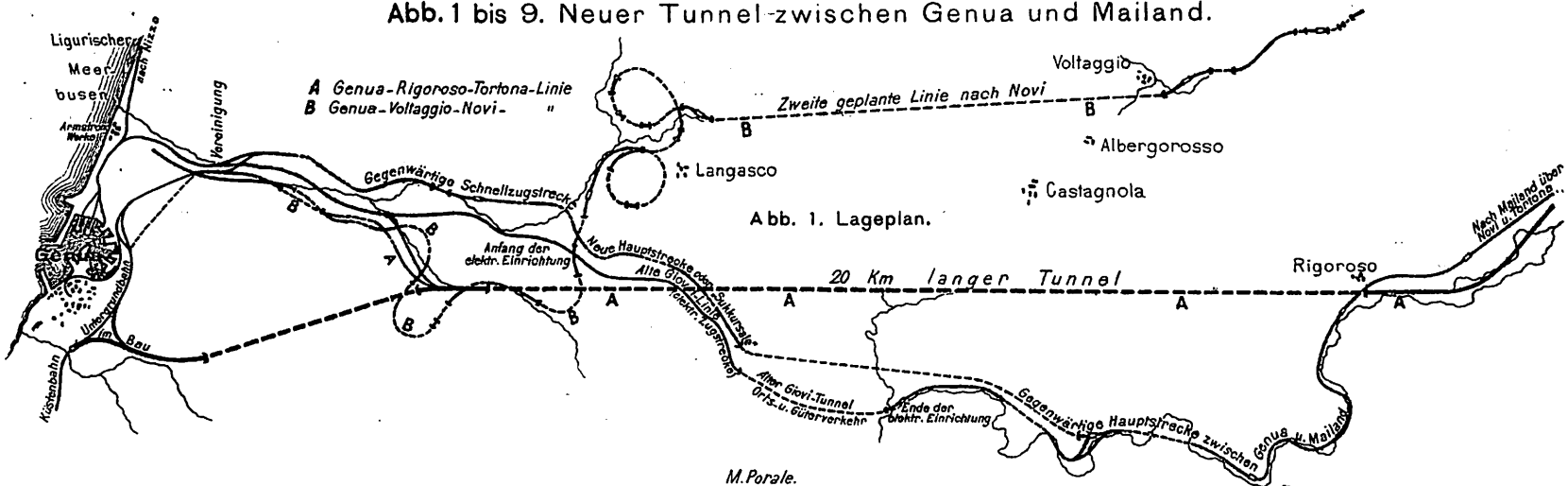


Abb. 3 bis 5.
Querschnitte
durch die
Eisenbetonringe.

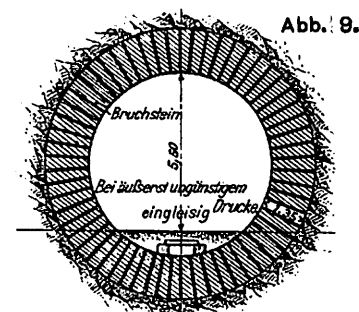


Abb. 6 bis 9.
Querschnitte durch den
ausgemauerten Tunnel.

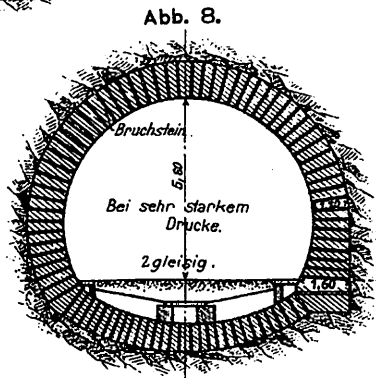
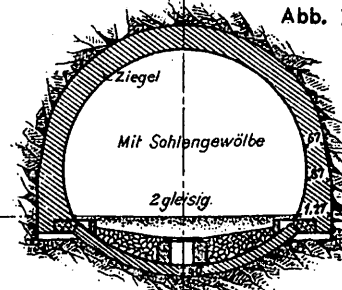
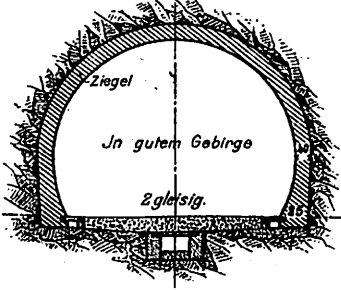


Abb. 10. Auslaßventil
für den
Bremszylinder-Totraum
bei Luftbremsen.

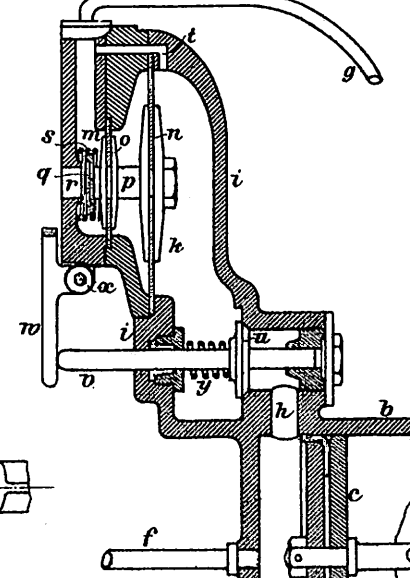


Abb. 11 bis 14.

Eisenbahnwagen mit durch Taue und Hängesäulen verstärkten Rahmenlängsträgern.

