

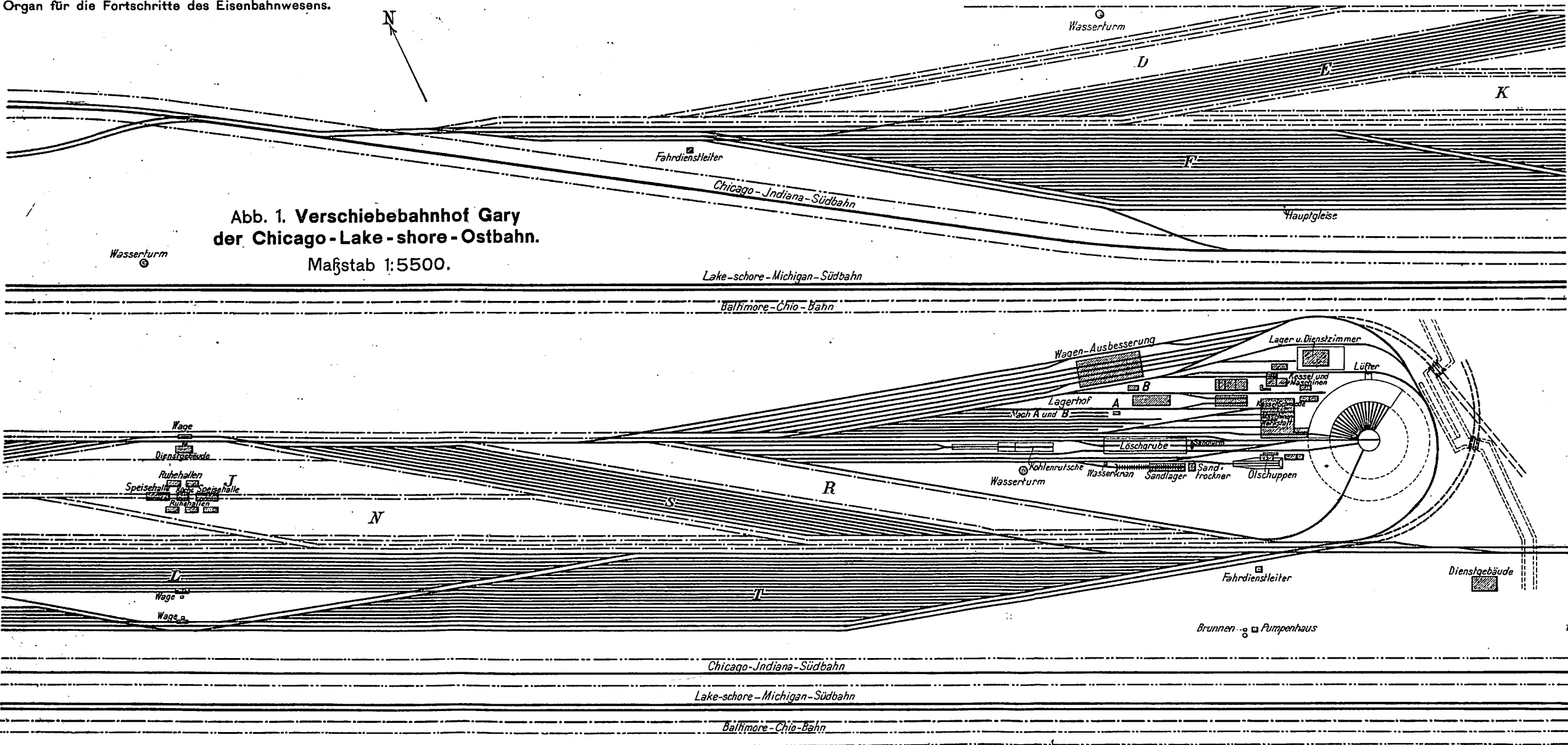


Abb. 1. Verschiebebahnhof Gary
der Chicago-Lake-shore-Ostbahn.
Maßstab 1:5500.

Abb. 9 bis 11. Signalvorrichtung für Eisenbahnen.

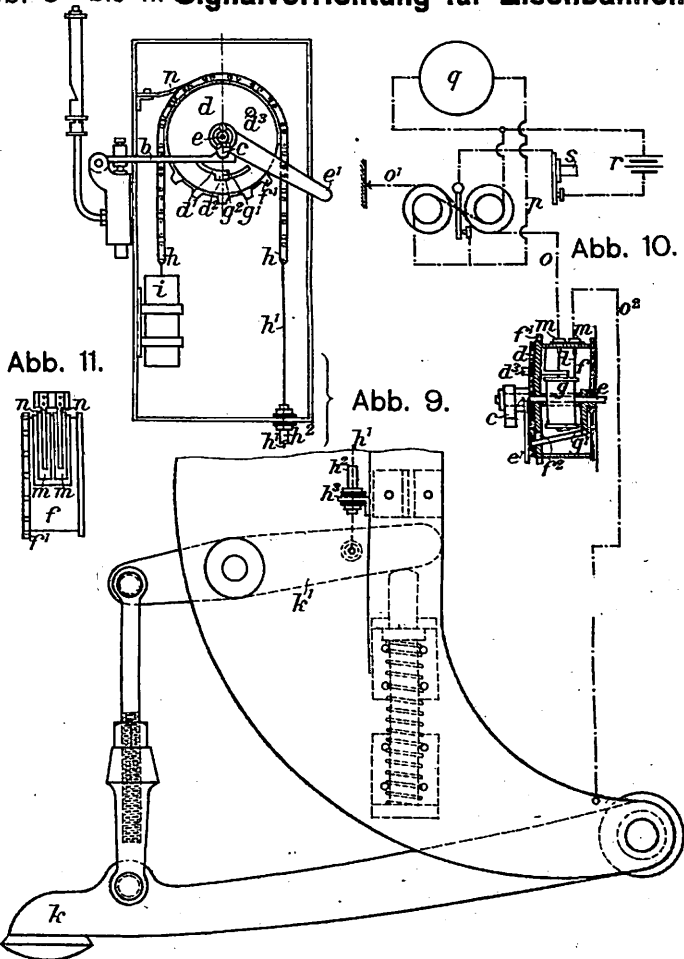


Abb. 12 bis 16. Vorrichtung zur Abgabe von Knallsignalen

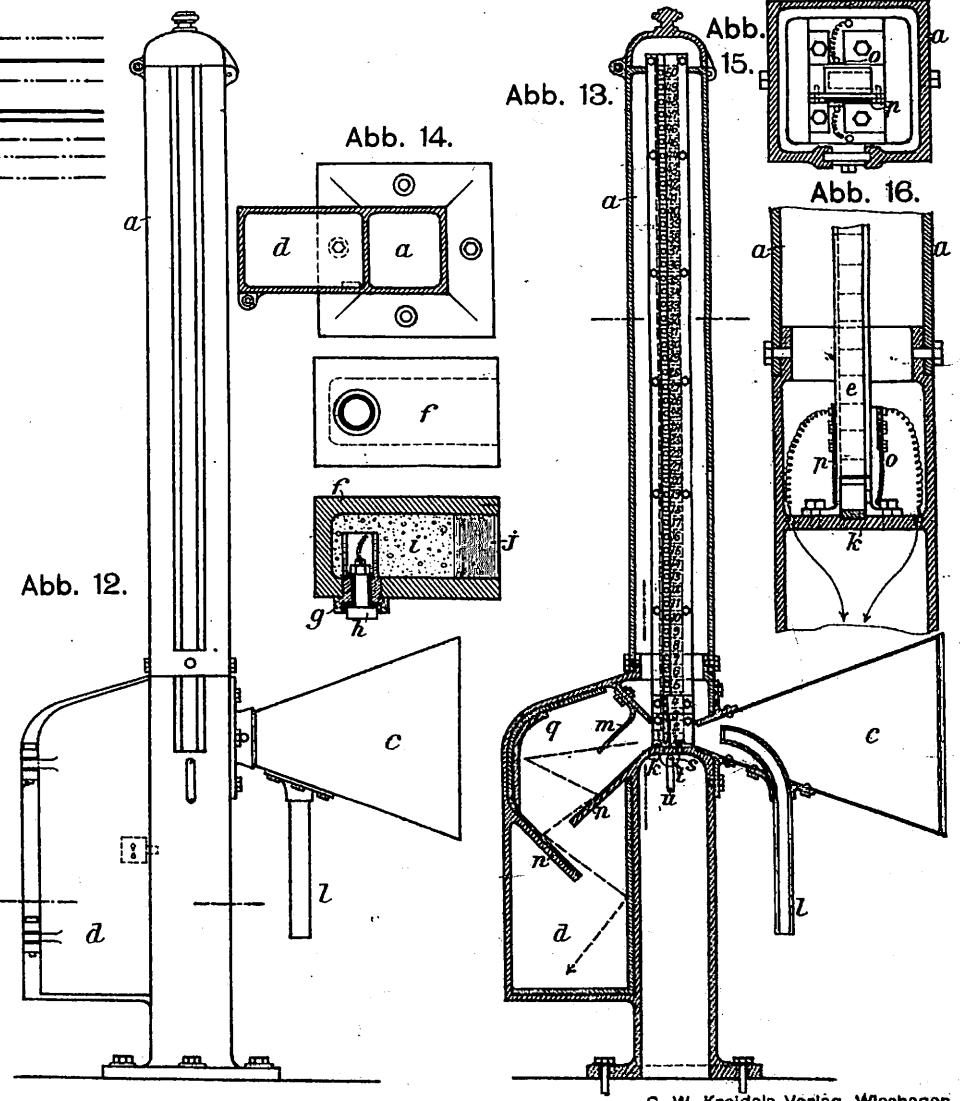


Abb. 2 bis 6. Stromzuführung für elektrische Straßenbahnwagen.

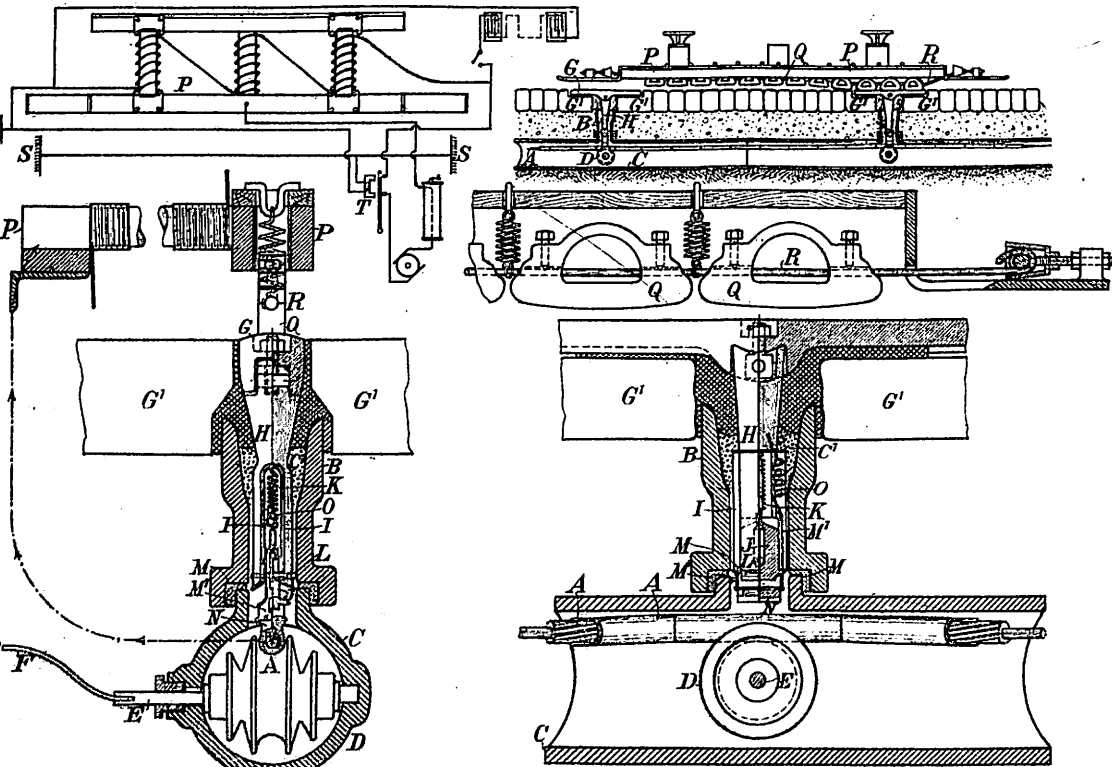


Abb. 7. Umbau eines Teiles der Kanadischen Pacificbahn.

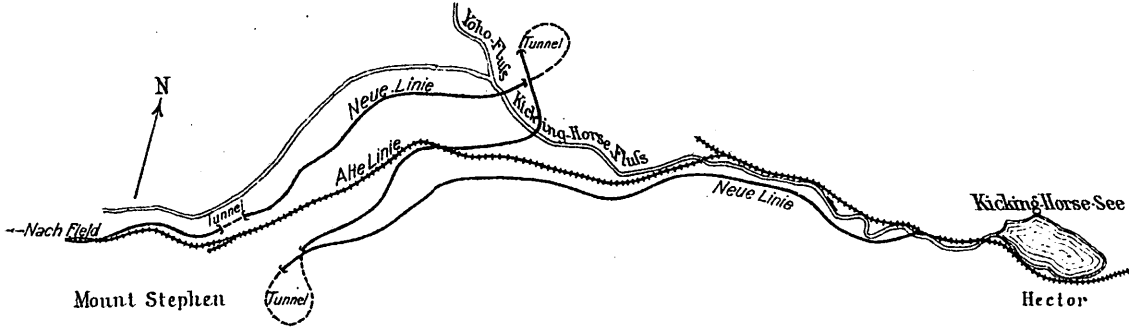


Abb. 8.
Bahnhof
'Austerlitzbrücke'
in Paris.
Maßstab 1:150.

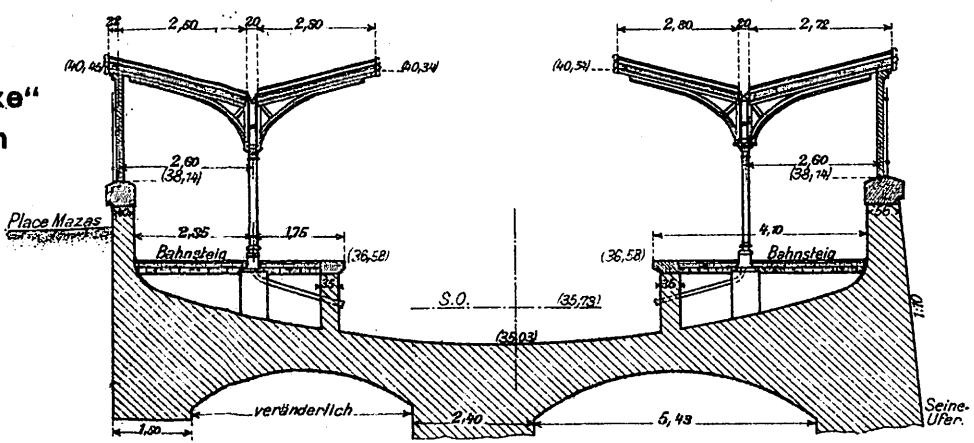


Abb. 1 bis 24. 2 B-Personenzug-Verbund-Lokomotive der oldenburgischen Staatseisenbahn
mit Lentz-Ventilsteuerung, Dampftrockner und Anfahrvorrichtung der Bauart Ranafier.

Abb. 1 bis 16. Anfahrschaulinien.

Abb. 1.

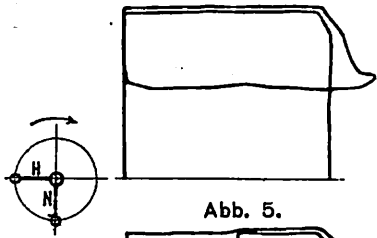


Abb. 2.

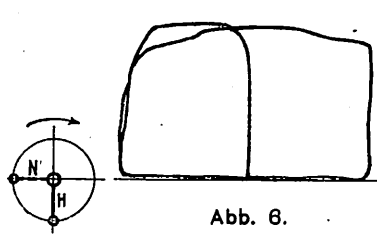


Abb. 3.

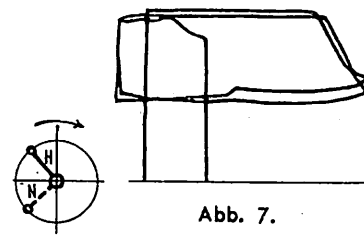


Abb. 4.

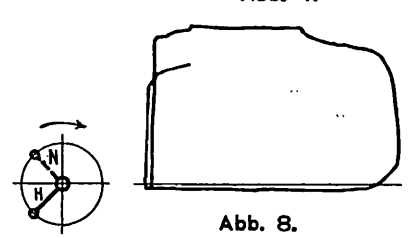


Abb. 5.

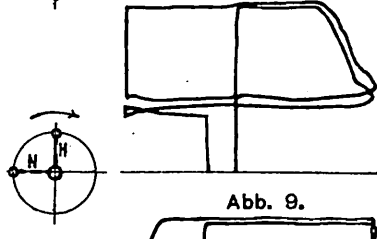


Abb. 6.

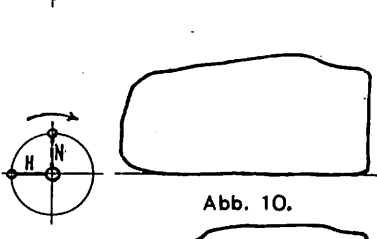


Abb. 7.

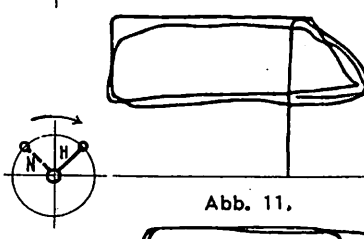


Abb. 8.

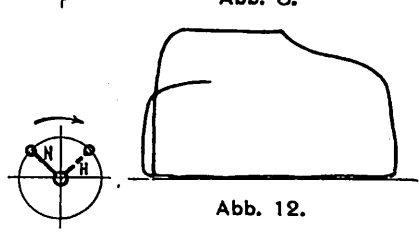


Abb. 9.

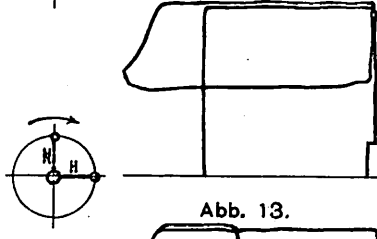


Abb. 10.

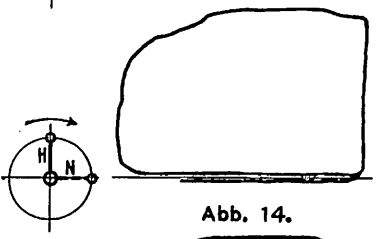


Abb. 11.

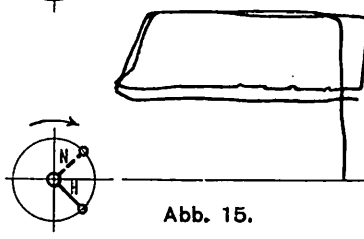


Abb. 12.

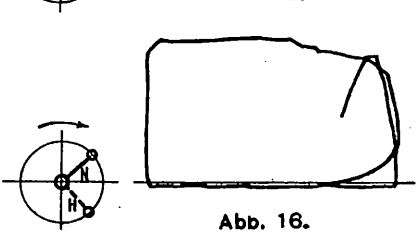


Abb. 13.

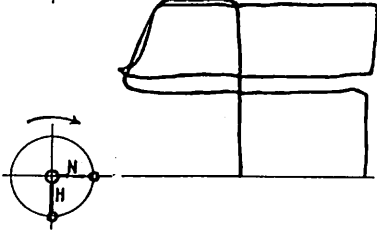


Abb. 14.

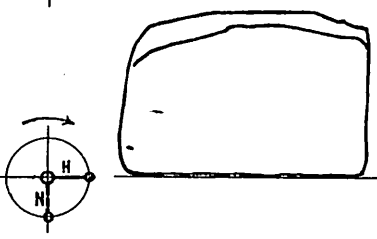


Abb. 15.

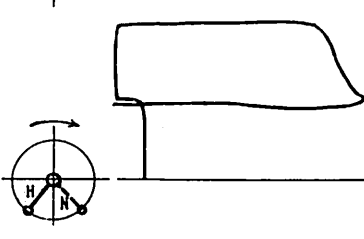


Abb. 16.

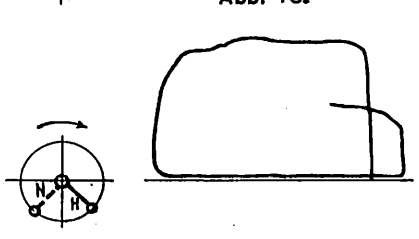


Abb. 17 bis 24. Fahrschaulinien.

Federmaßstab $\left\{ \begin{array}{l} \text{Hochdruck } 1 \text{ at} = 3,25 \text{ mm.} \\ \text{Niederdruck } 1 \text{ at} = 6,5 \text{ mm.} \end{array} \right.$

Abb. 17.

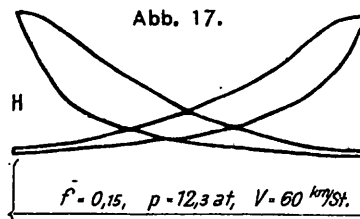


Abb. 18.

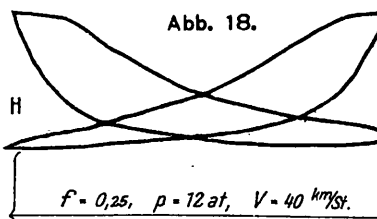


Abb. 19.

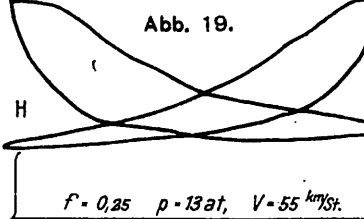


Abb. 20.

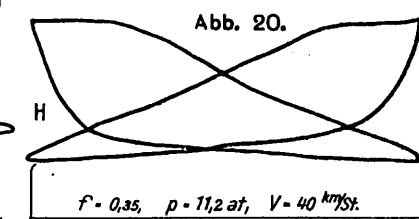


Abb. 21.

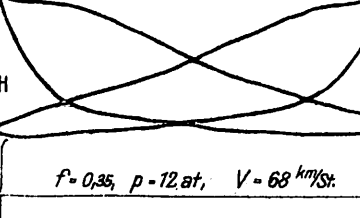


Abb. 22.

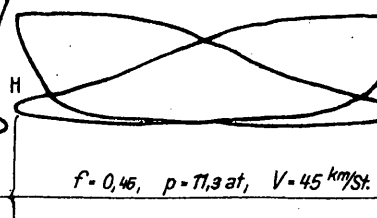


Abb. 23.

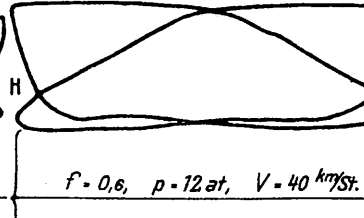


Abb. 24.

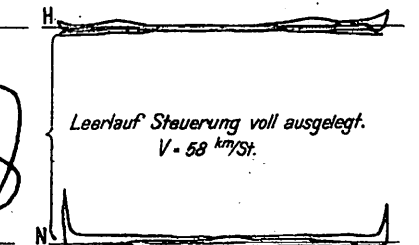


Abb. 1. Lokomotiv-Verteilungstafel.

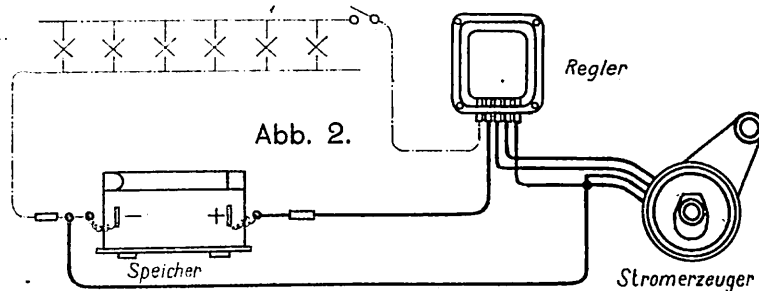
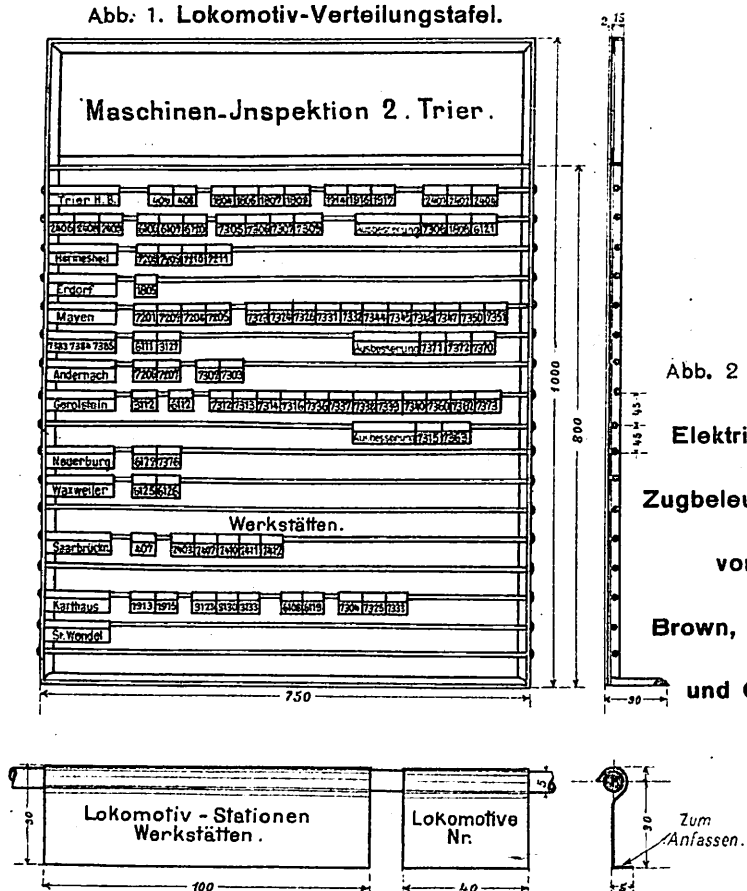
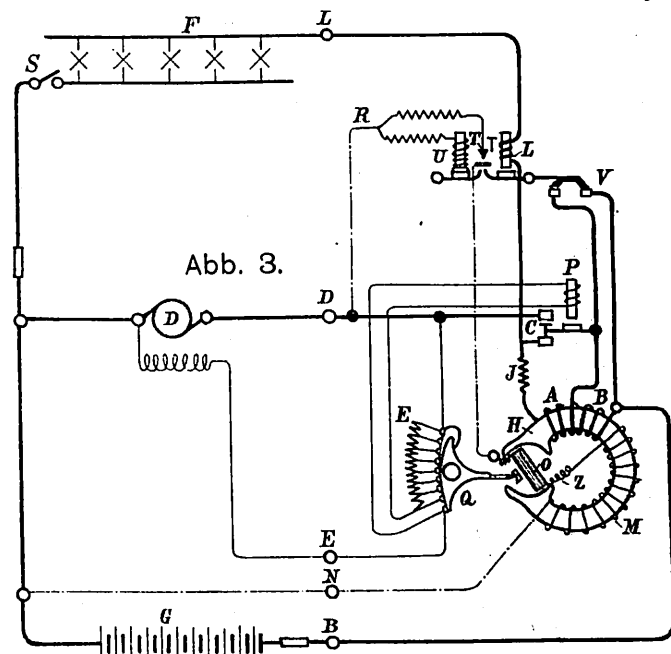
Abb. 2 bis 5.
Elektrische
Zugbeleuchtung
von
Brown, Boveri
und Co.

Abb. 4.

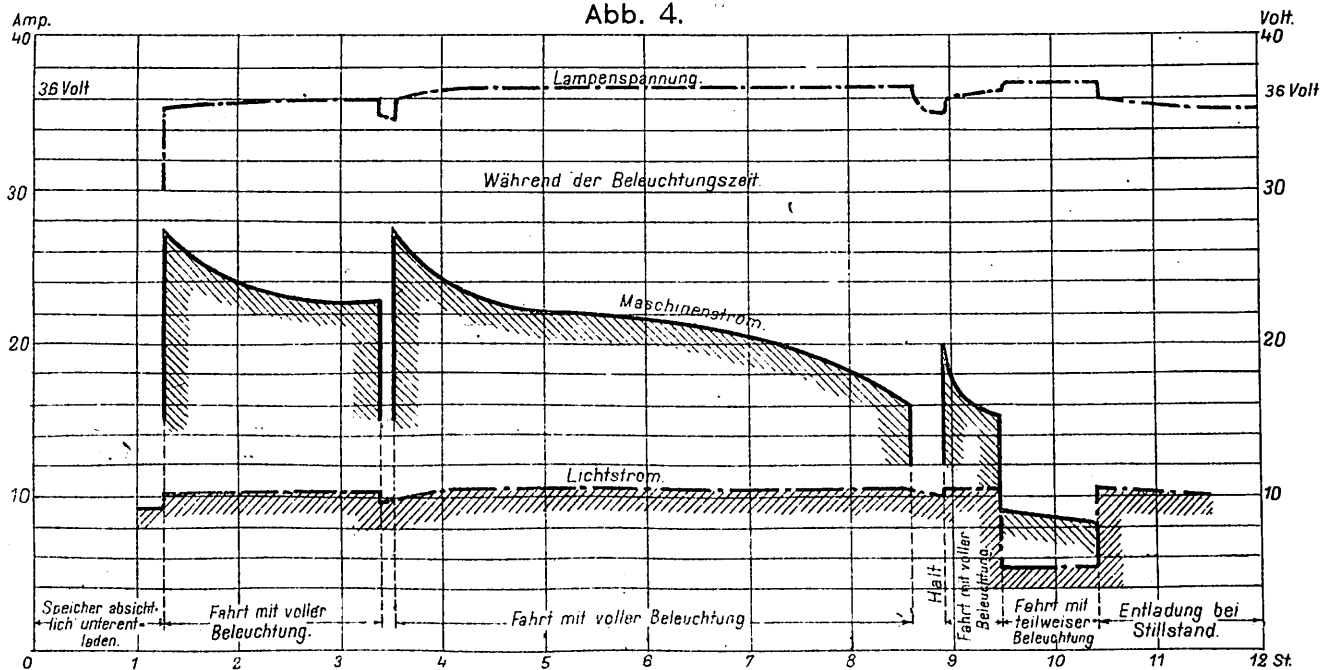
Abb. 4 und 5. Aufladung
eines vollständig entladenen Speichers.

Abb. 5.

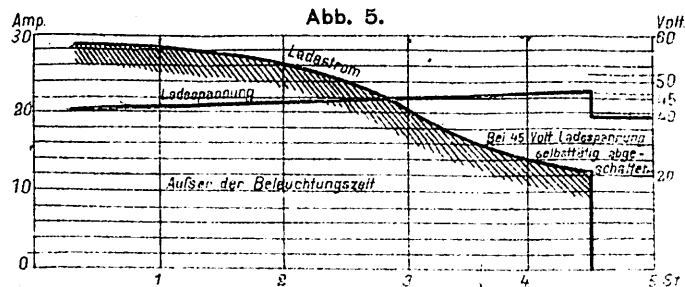
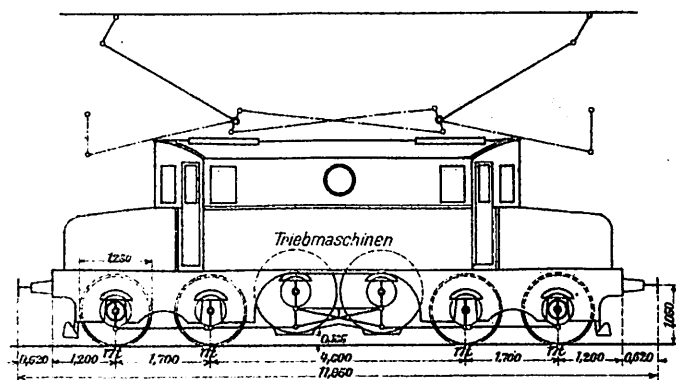


Abb. 6. Neue Lokomotive für den Simplontunnel.



Ansicht der Klappbrücke und Schnitt durch die Gegengewichtsgrube.

Maßstab 1:50.

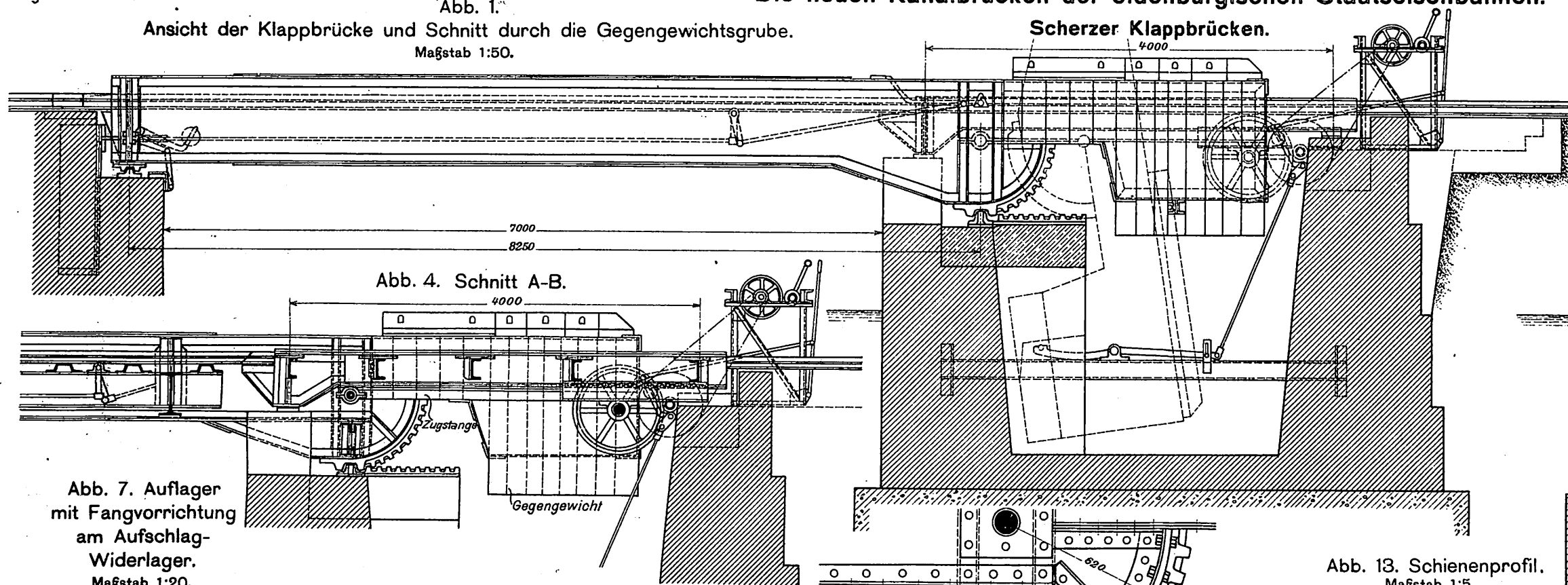


Abb. 4. Schnitt A-B.

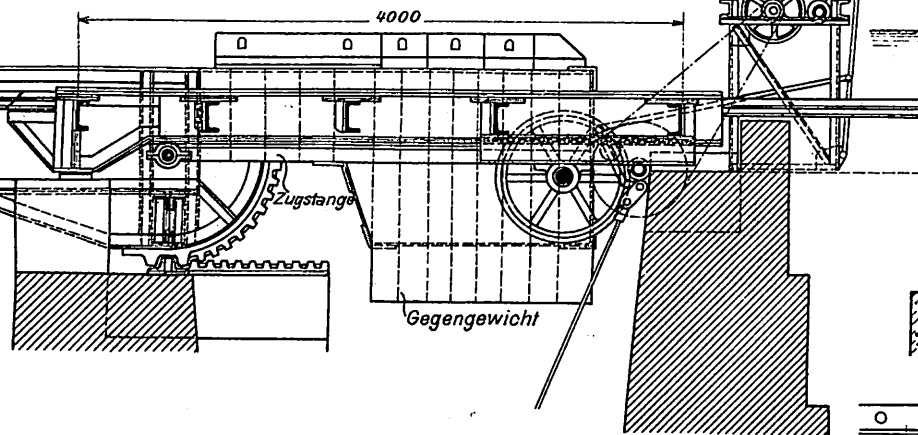
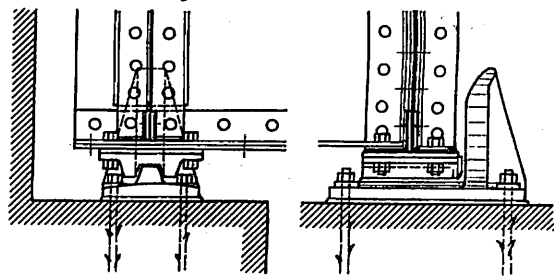
Abb. 7. Auflager mit Fangvorrichtung am Aufschlag-Widerlager.
Maßstab 1:20.

Abb. 5. Schnitt C-D.

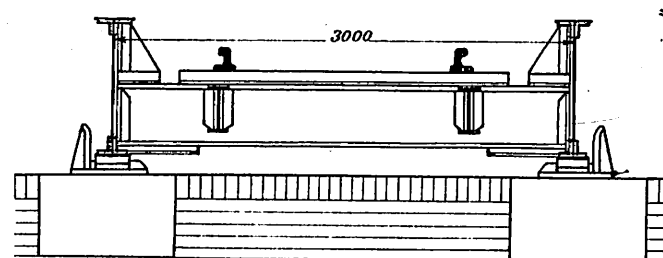
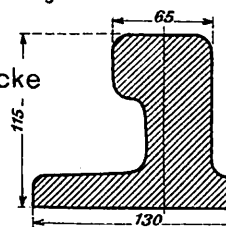
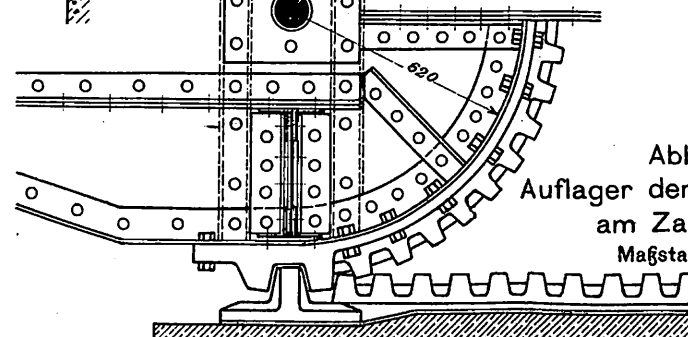
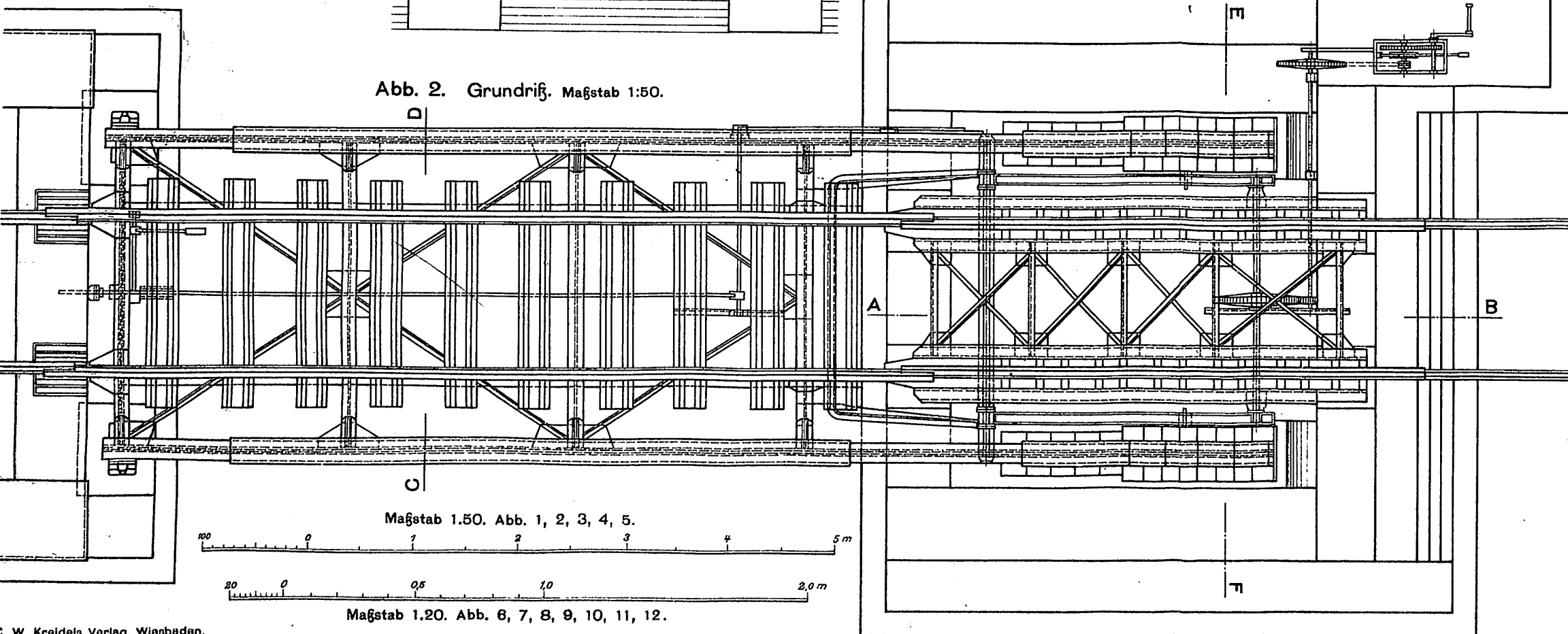
Abb. 13. Schienenprofil.
Maßstab 1:5.Abb. 6. Auflager der Klappbrücke am Zahnkranz.
Maßstab 1:20.

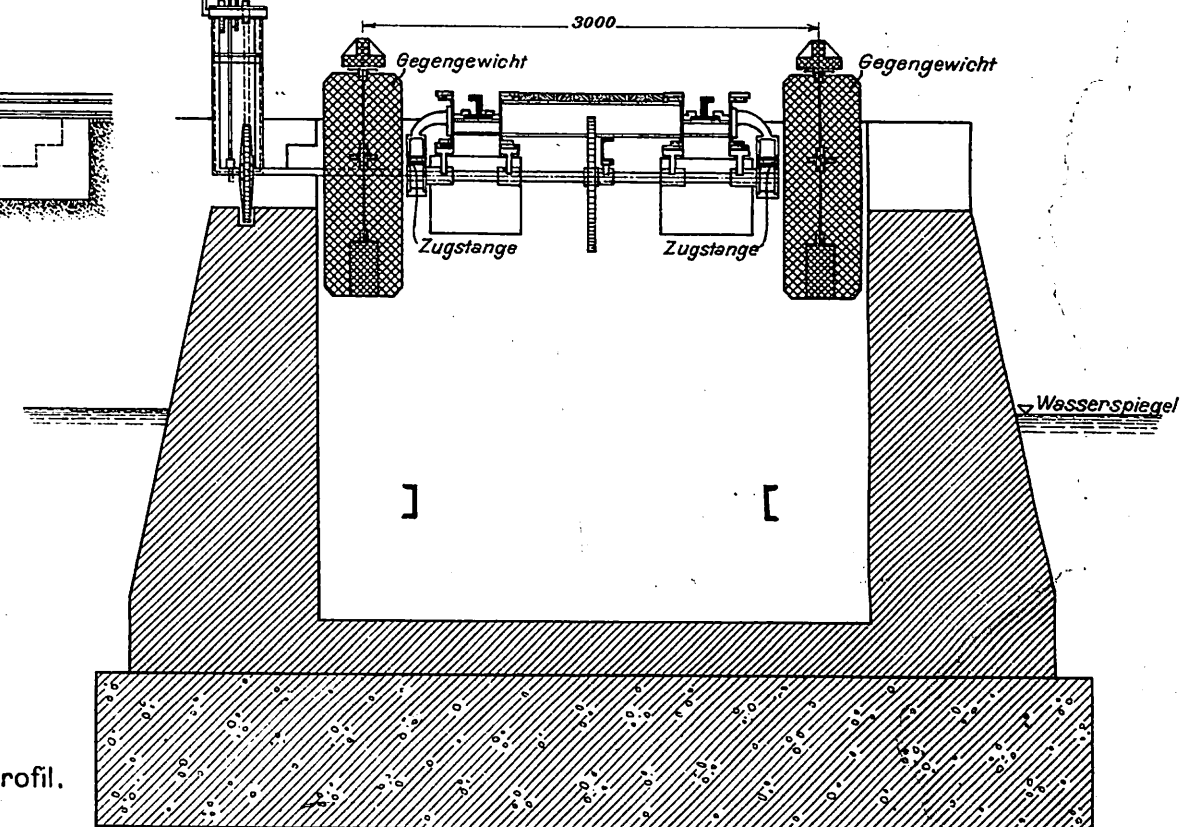
Abb. 2. Grundriß. Maßstab 1:50.



Maßstab 1:50. Abb. 1, 2, 3, 4, 5.

Maßstab 1:20. Abb. 6, 7, 8, 9, 10, 11, 12.

Abb. 3. Schnitt E-F.



Schienenbefestigung auf der Klappbrücke auf der festen Brücke.

Abb. 8.

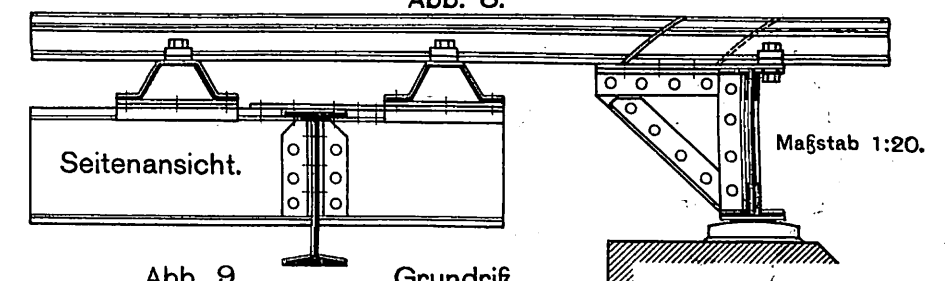


Abb. 9.

Grundriß.

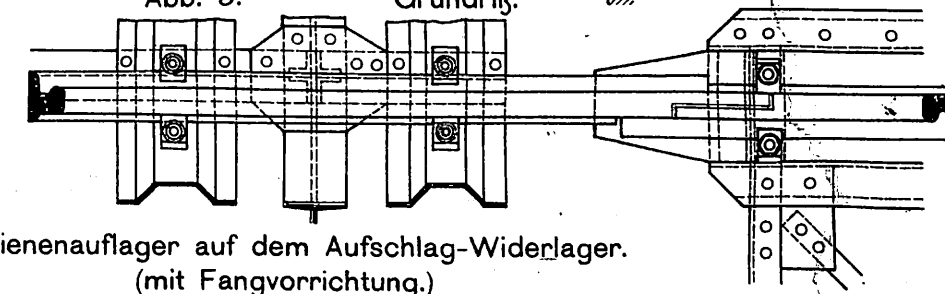
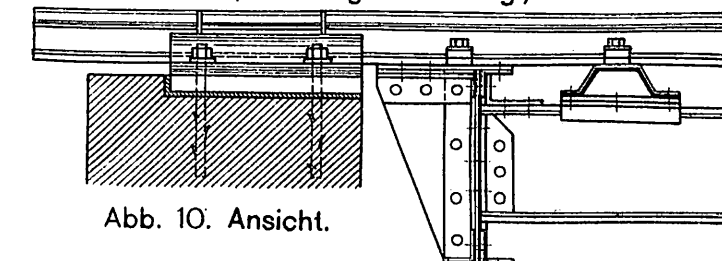
Schienenaufleger auf dem Aufschlag-Widerlager.
(mit Fangvorrichtung.)

Abb. 10. Ansicht.

Abb. 12. Draufsicht.

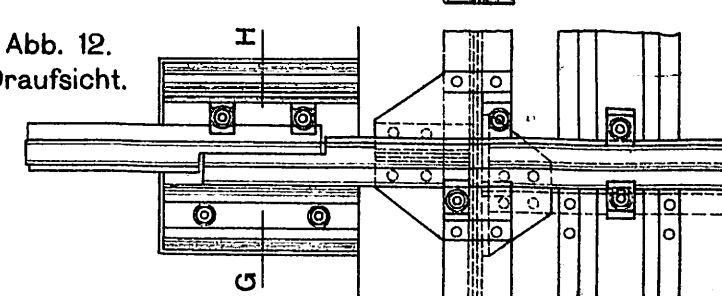
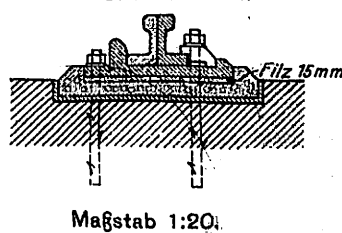


Abb. 11. Schnitt G-H.



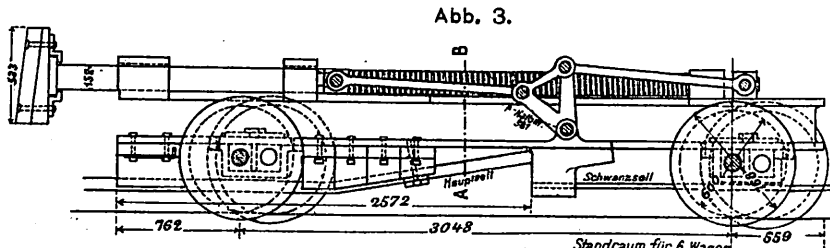
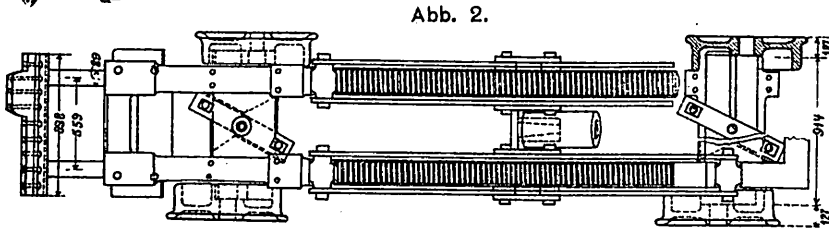
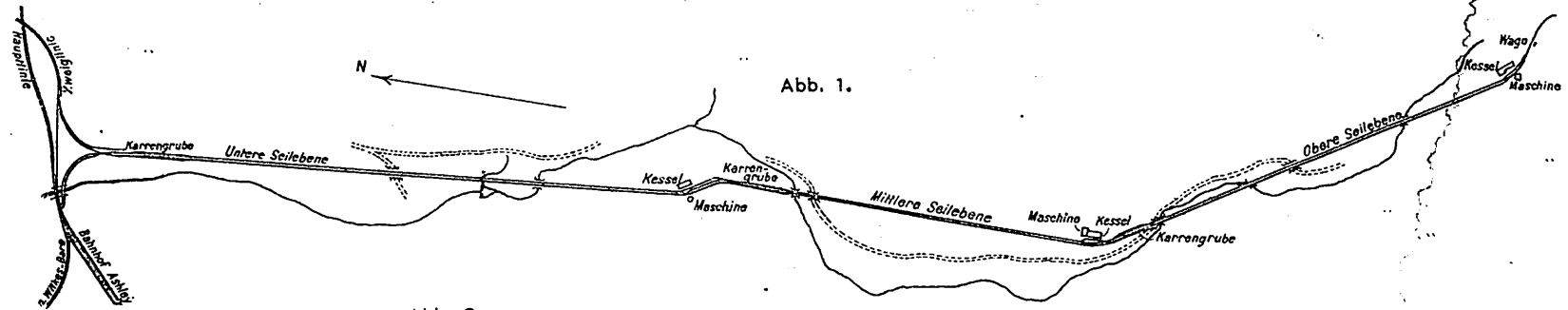


Abb. 4. Schnitt A-B.

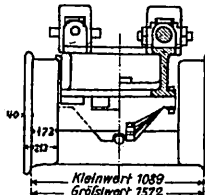


Abb. 5.

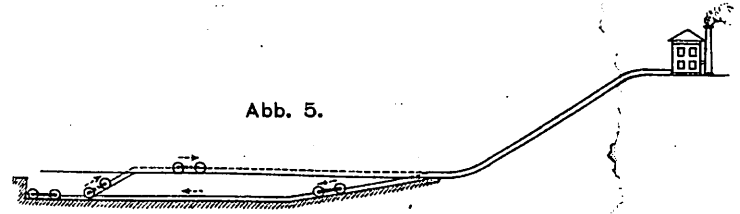


Abb. 1 bis 8.
Die Seilebene bei Ashley, Pennsylvania.

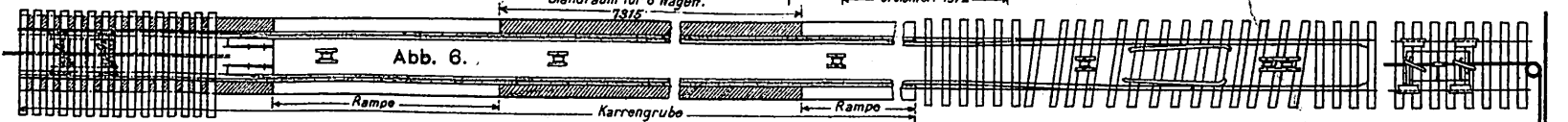


Abb. 7.



Abb. 8.

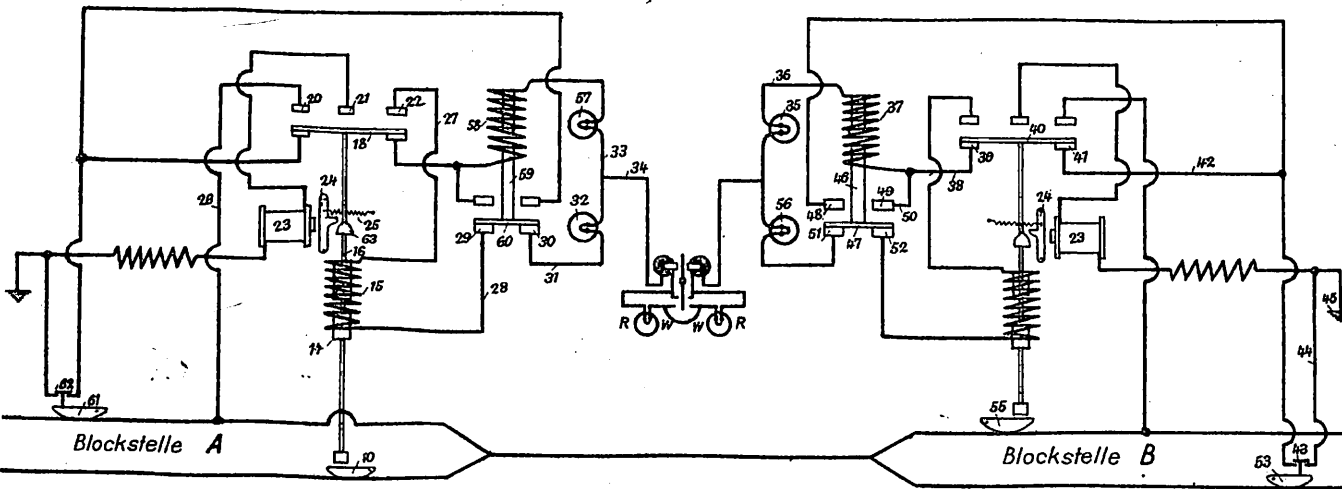


Abb. 9.

Blocksignal
in „Des Moines“.

Abb. 10.

Abb. 10 und 11. Parallelschleife.

Abb. 11.

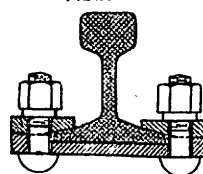
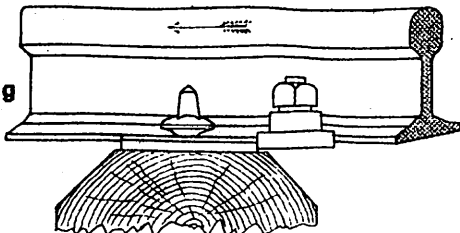


Abb. 10 bis 13.
Die Schienenwanderung
und
ihre Verhütung.

Abb. 12.

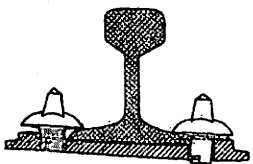


Abb. 12 und 13. Vogelsche Wanderschraube.

Abb. 13.

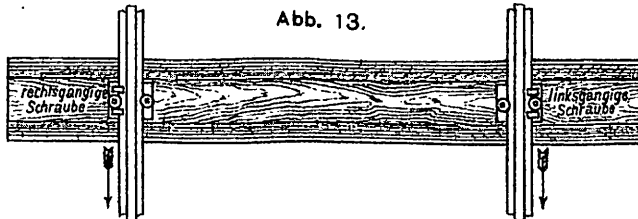


Abb. 14 bis 16.
Eiserne Doppel-Stoßschwelle.

Abb. 14.

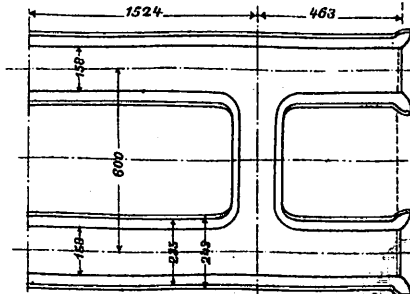


Abb. 16.

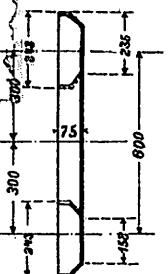


Abb. 15.

