

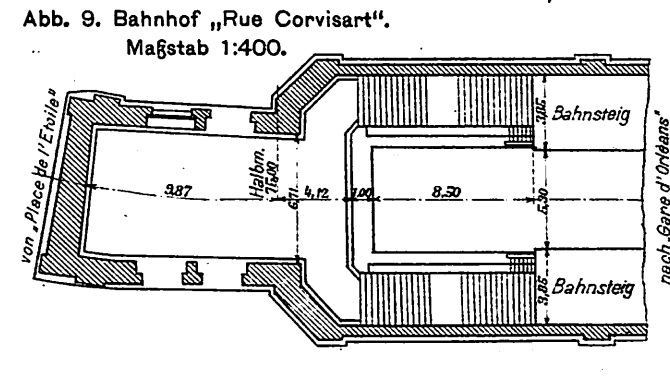


Abb. 8 und 9. Übergangsbauwerk der Pariser Stadtbahn
im „Boulevard Auguste Blanqui“
mit dem Bahnhofe „Rue Corvisart“.

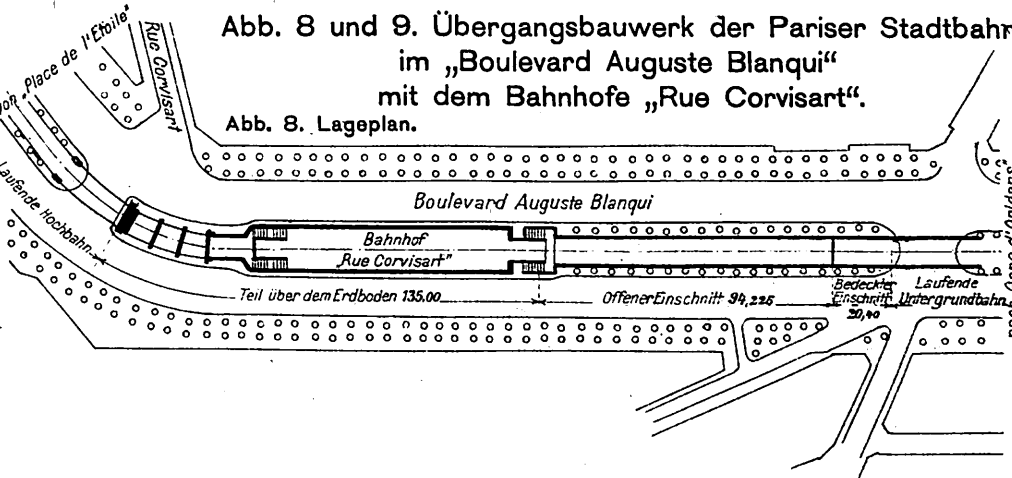
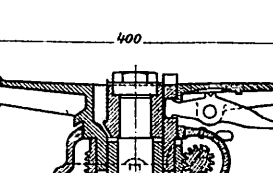
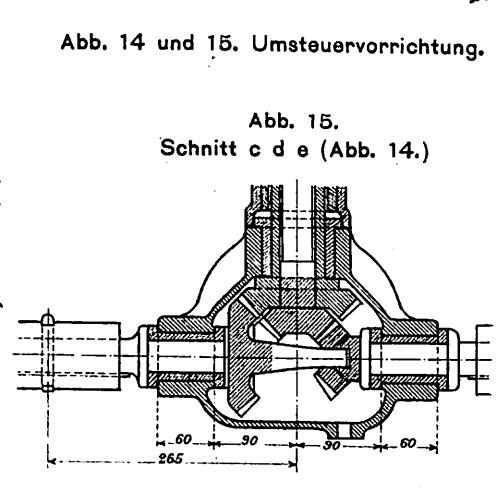
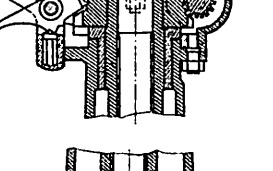


Abb. 14 und 15. Umsteuervorrichtung.



400

Abb. 10 bis 15.
Betriebsergebnisse
der C 1 + 1 C-
Güterzug-Verbund-Lokomotive
mit 4 Zylindern
bei der
französischen Nordbahn.



550

Abb. 14.

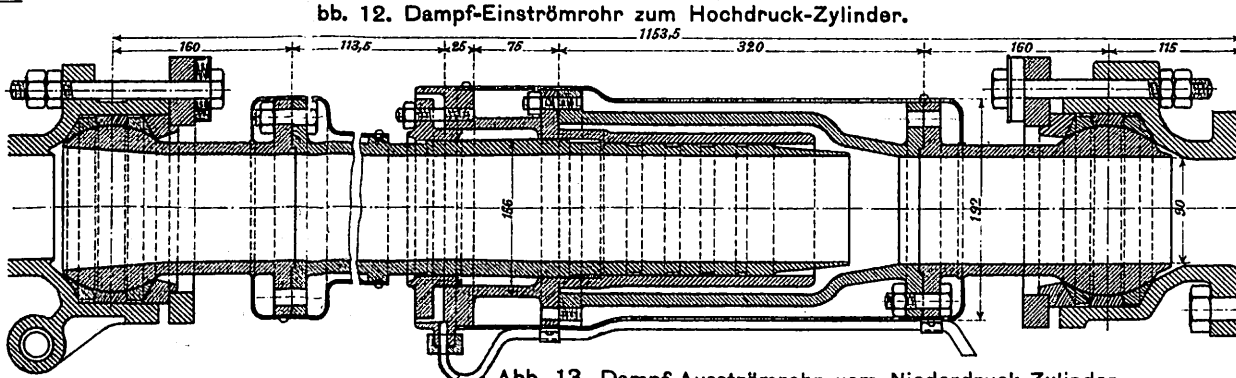


Abb. 13. Dampf-Ausströmröhr vom Niederdruck-Zylinder.

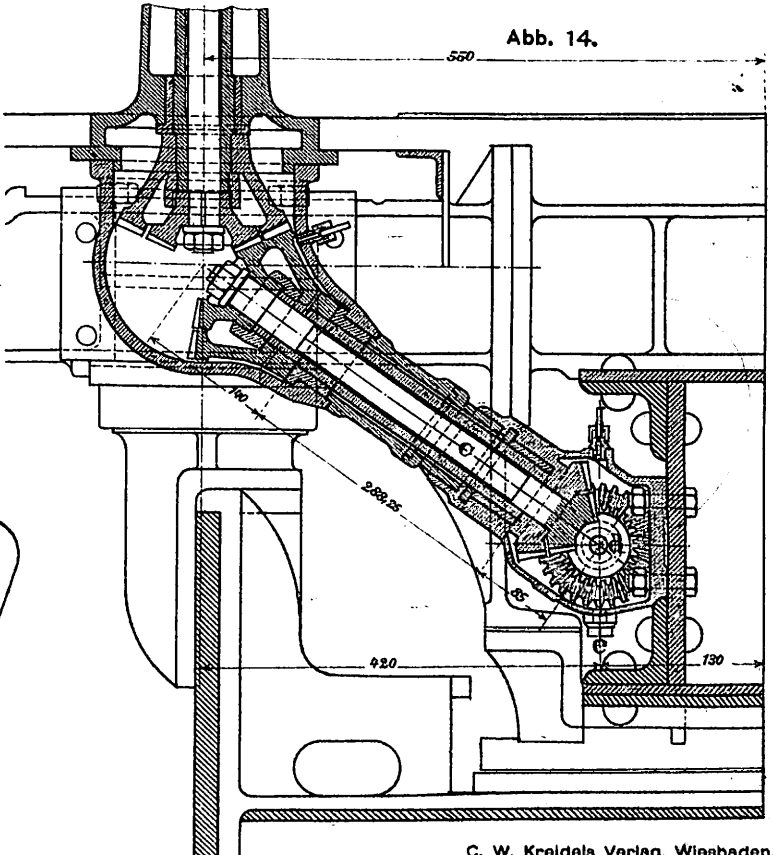
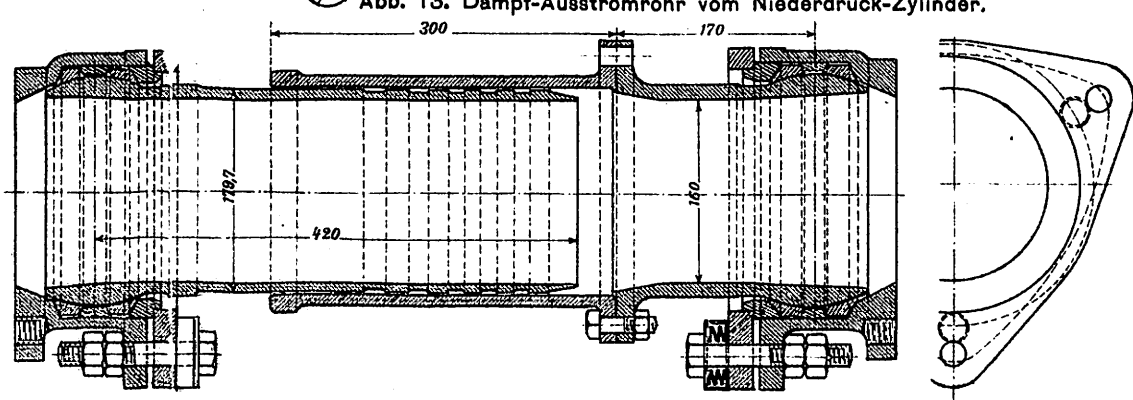
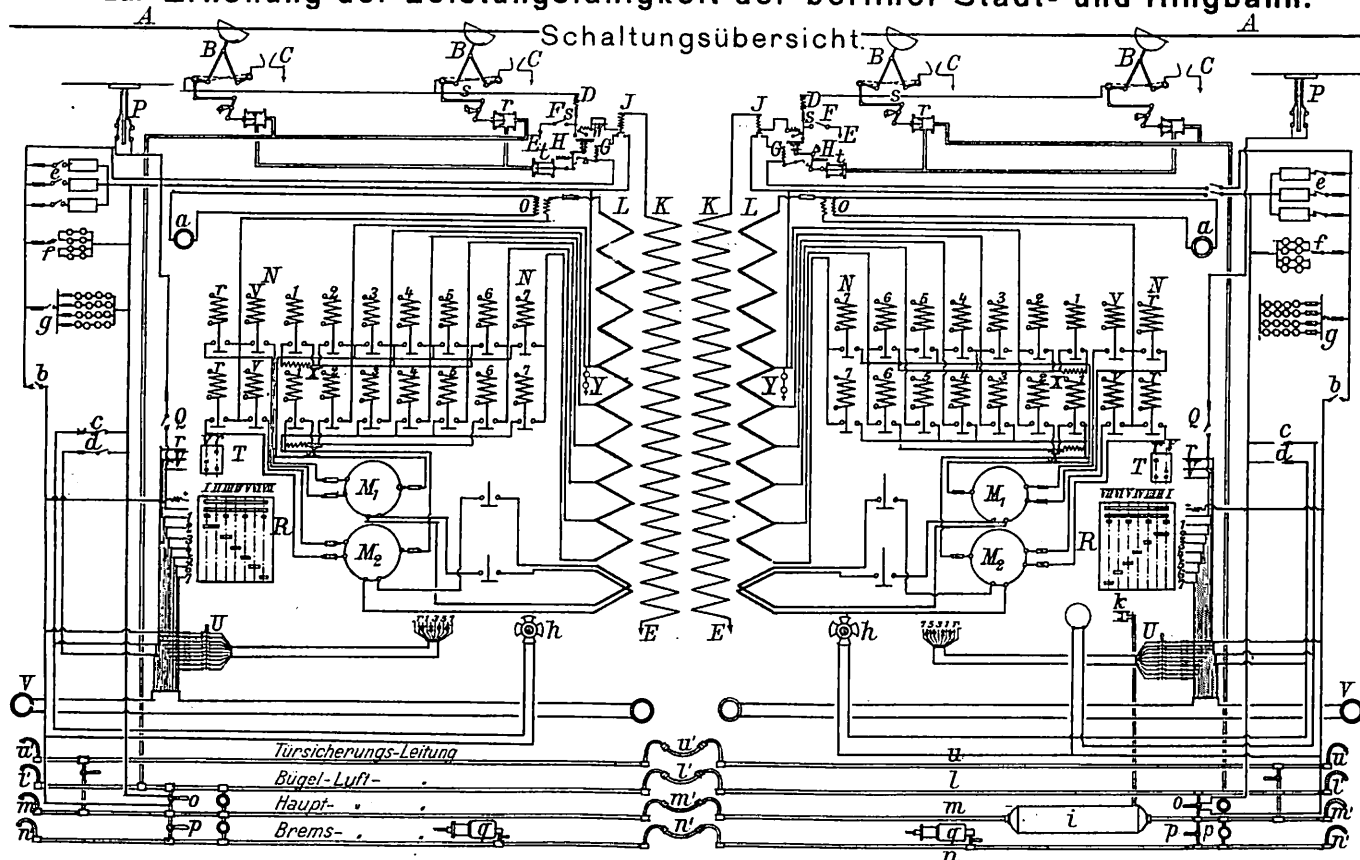


Abb. 1. Entwürfe für elektrische Triebwagen

zur Erhöhung der Leistungsfähigkeit der berliner Stadt- und Ringbahn.



A - Hochspannungsdraht
B - Stromabnehmer
C - Blitzableiter
D - Drosselspule
E - Erde
F - Erdungsschalter
G - Magnet
H - Hochspannungsschalter
J - Starkstrom-Schaltmagnet
K - Hochspannungswicklung des Abspanners
L - Niederspannungswicklung des Abspanners

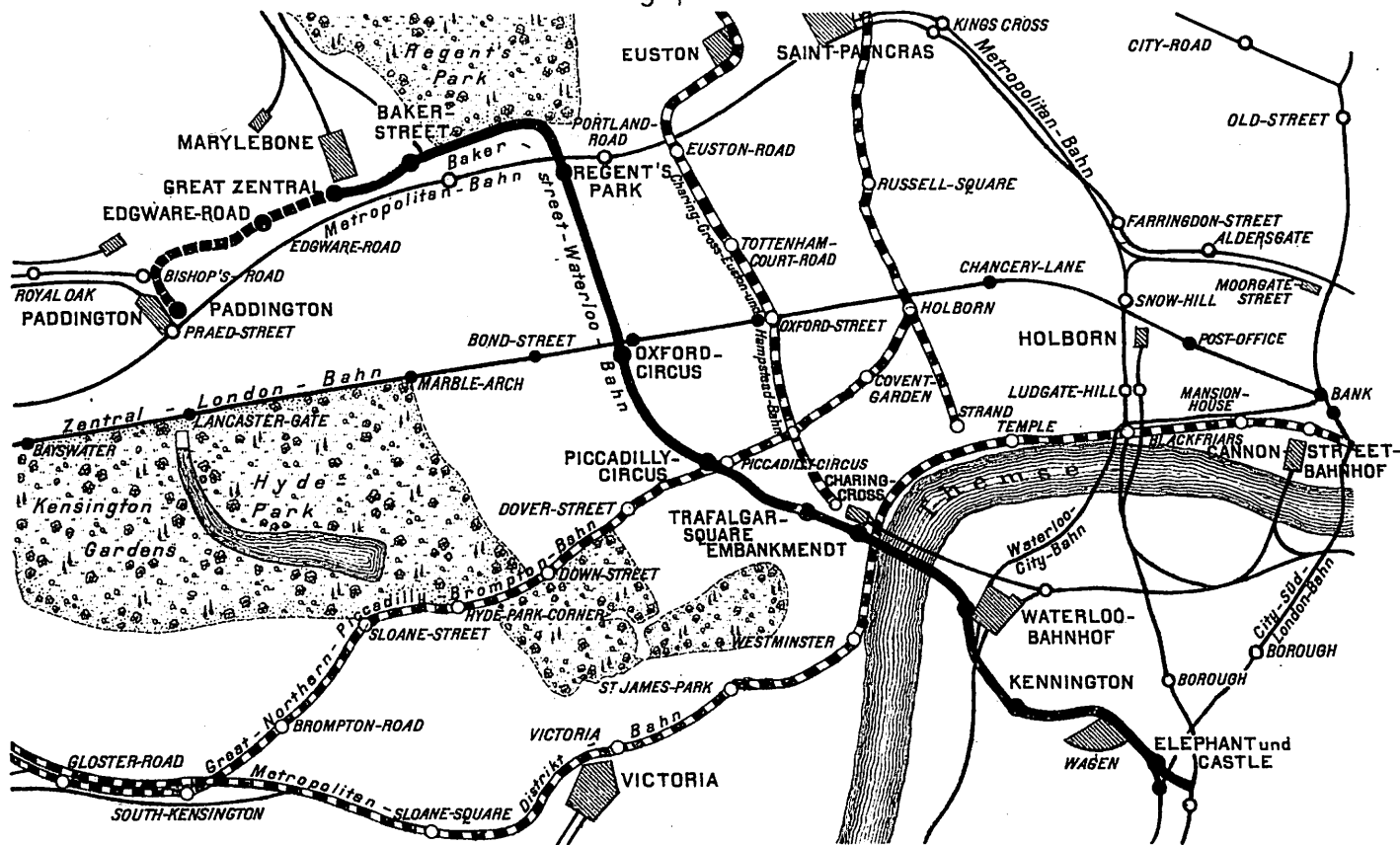
M - Triebmaschinen
N - Schützen
O - Stromabspanner
P - Niederspannungsstrom-abnehmer
Q - Niederspannungsumschalter
R - Fahrtschalter
S - Sicherung
T - Fahrtwender
U - Ausschalter
V - Kupplungsdose
W - Widerstand

X - Drosselspule
Y - Spannungssicherung
a - Stromzeiger
b - Notausschalter
c - Luftpumpenschalter
d - Lüfterschalter
e - Heizkörper
f - Signallampen
g - Wagenlampen
h - Lüfter
i - Hauptluftbehälter
k - Luftpumpe

l - Bügelluftleitung
m - Hauptluftleitung
n - Bremsluftleitung
o - Bügelhahn
p - Bremshahn
q - Bremszylinder
r - Bügelzylinder
s - Bügelantrieb
t - Luftzylinder
u - Druckknopf

U, m' und n' sind die zu l, m und n gehörigen Kupplungen.

Abb. 2. Die Baker-street- Waterloo- Untergrundbahn in London. Lageplan.



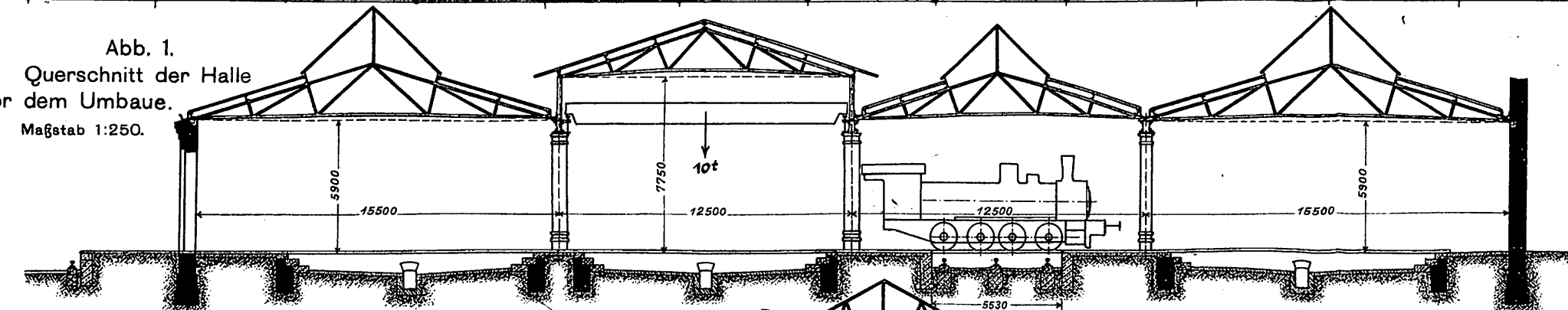
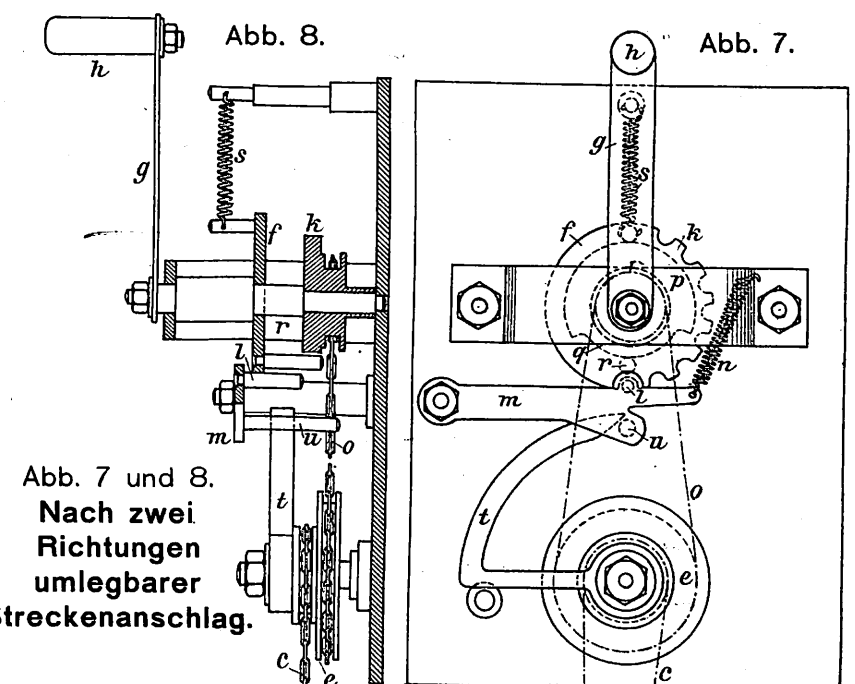
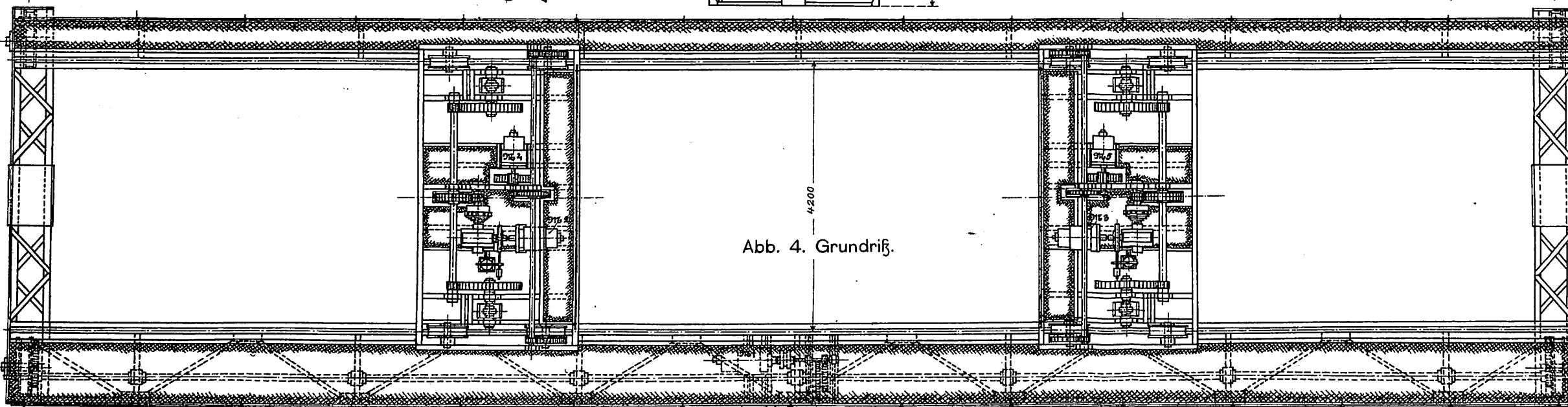
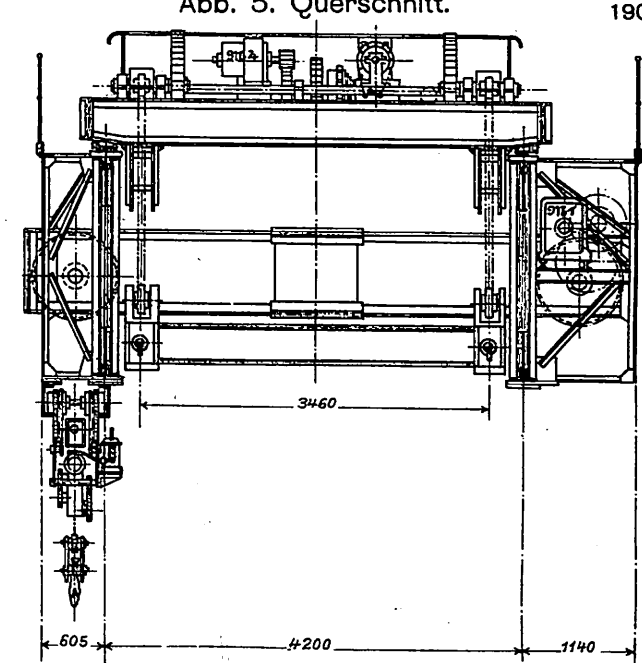
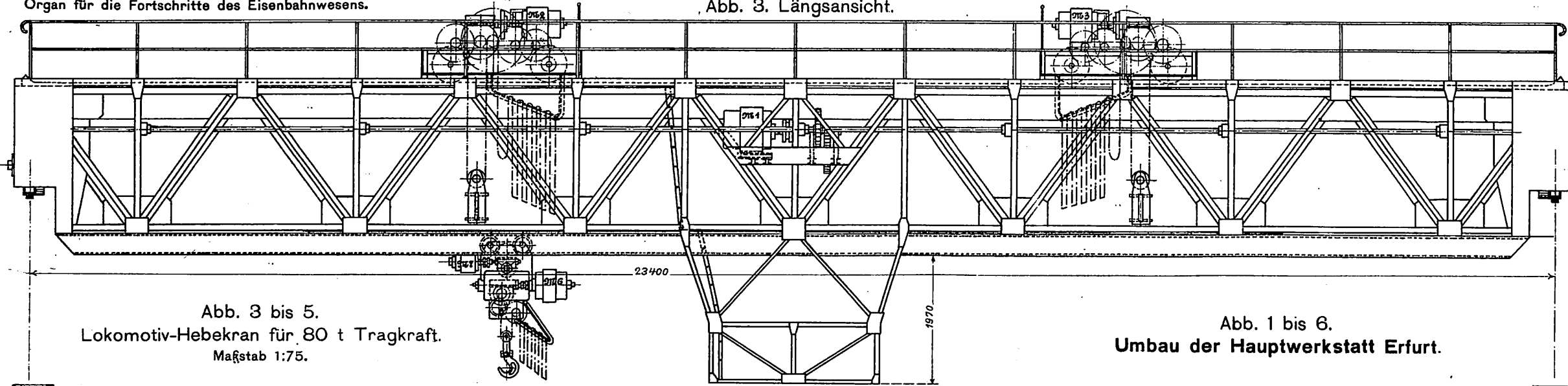


Abb. 6. Tragvorrichtung.

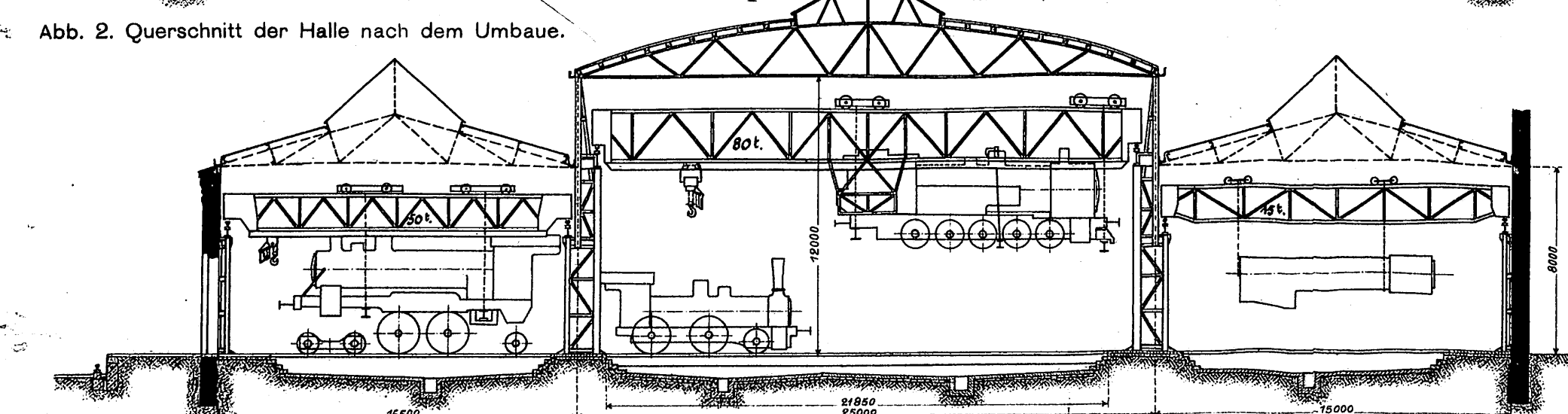
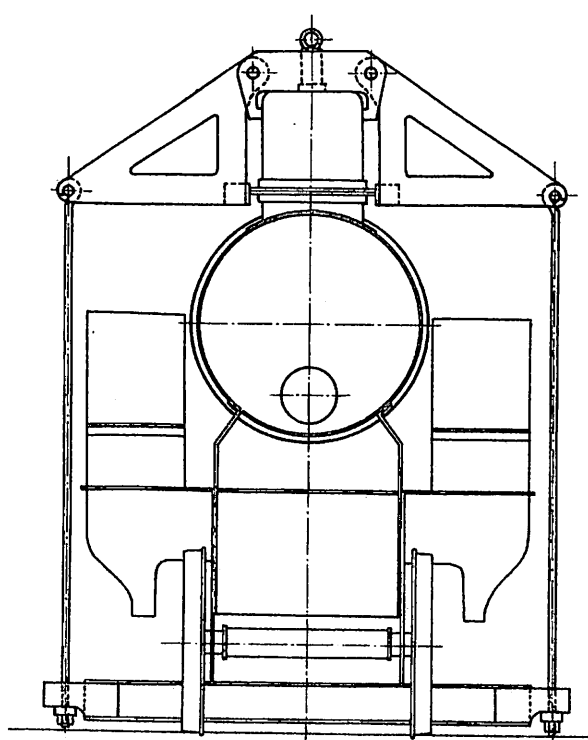


Abb. 9 bis 12. Eisenbeton-Querschwellen der staatlichen Straßenbahn von Dresden-Mickten nach Kötzenbroda. Längsschnitt. Abb. 9. Ansicht.

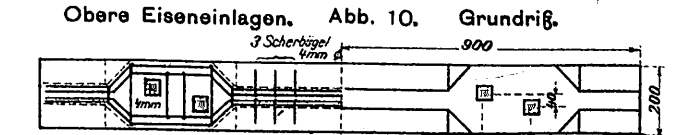
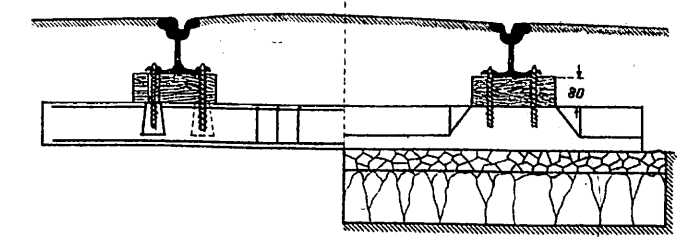
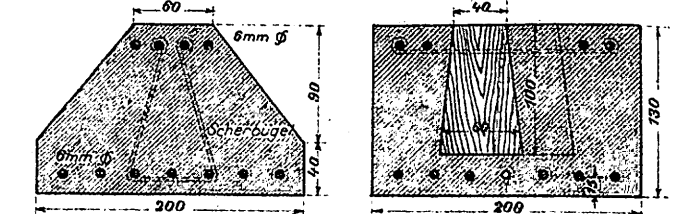
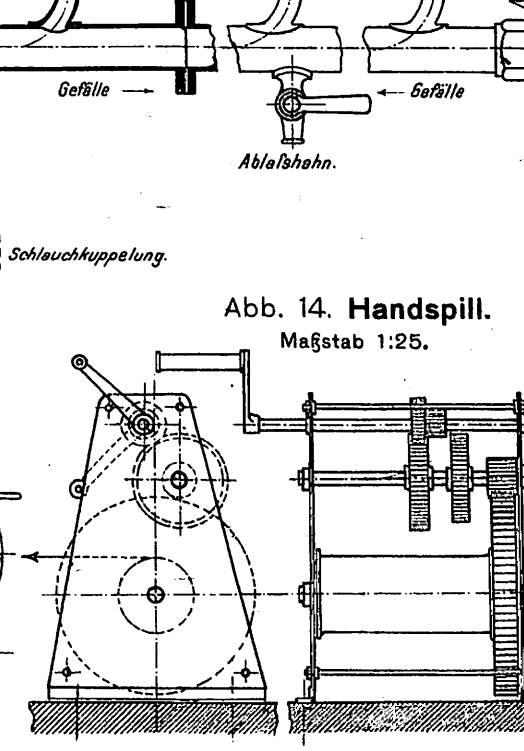
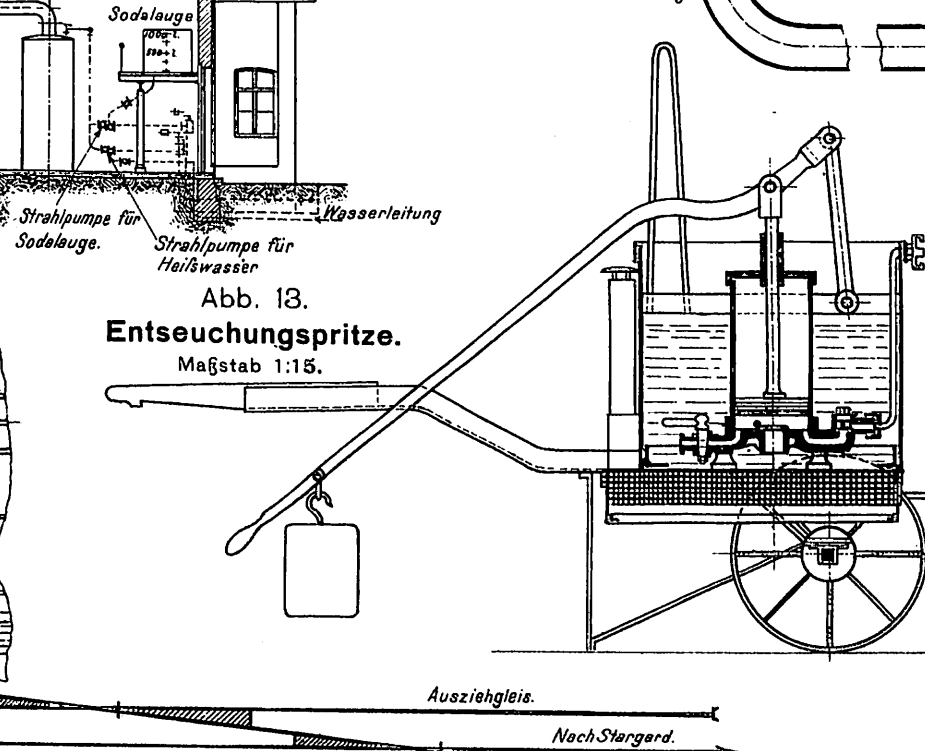
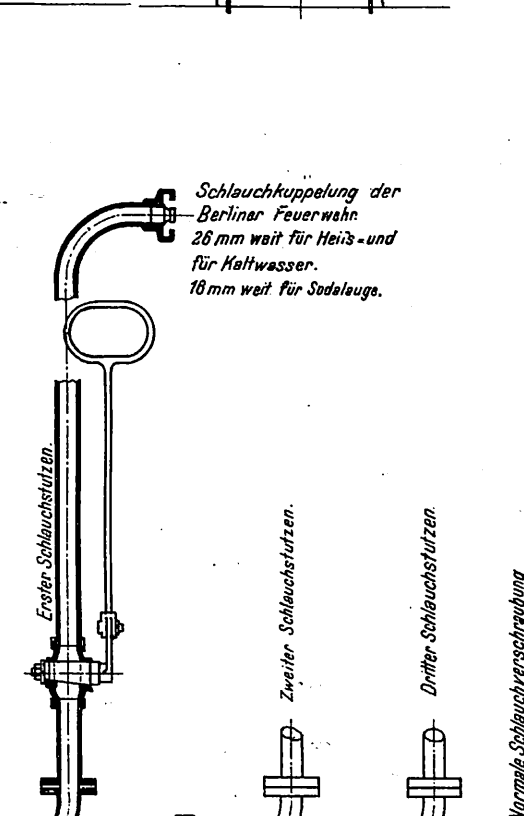
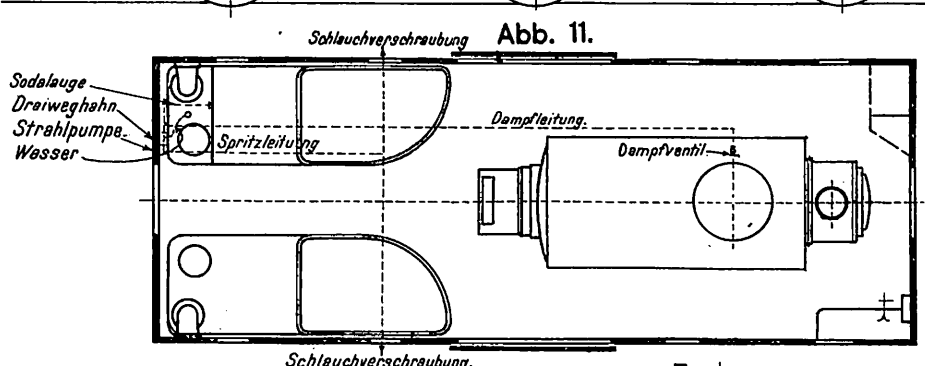
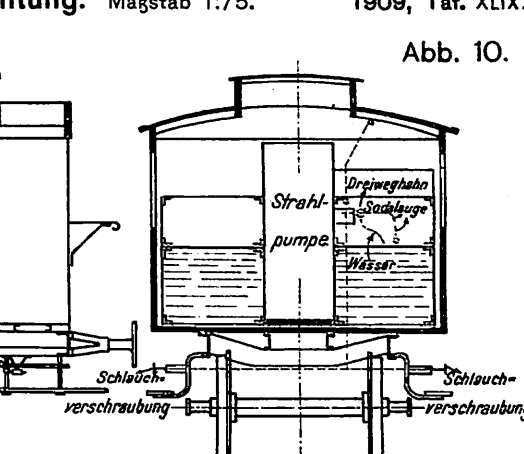
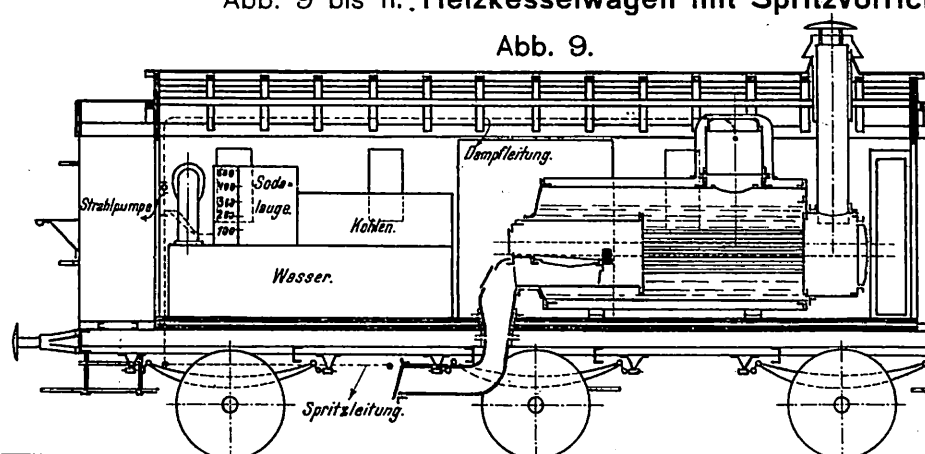
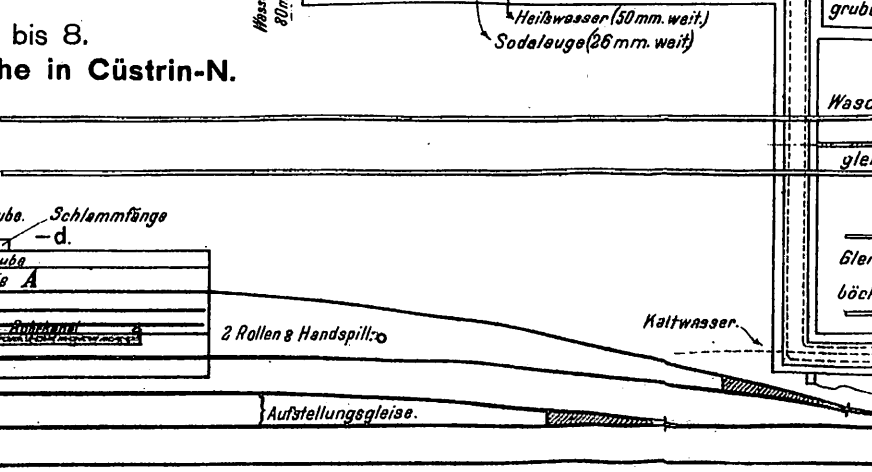
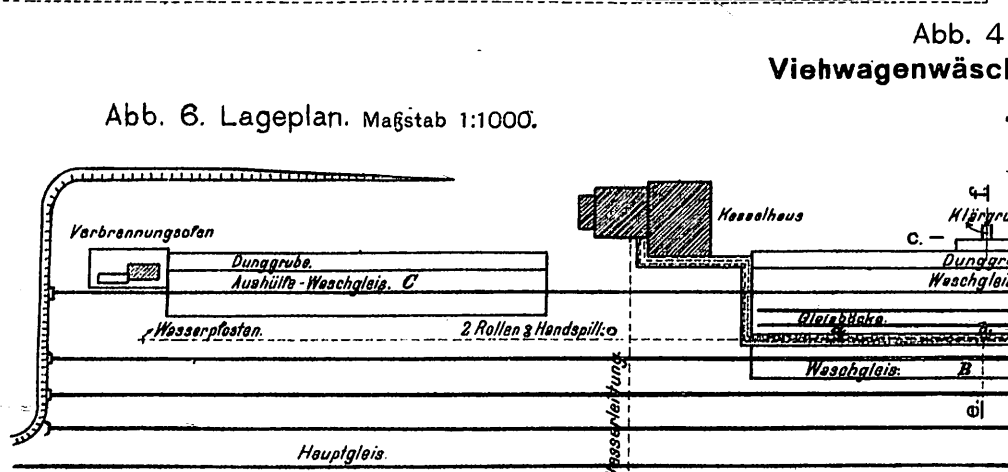
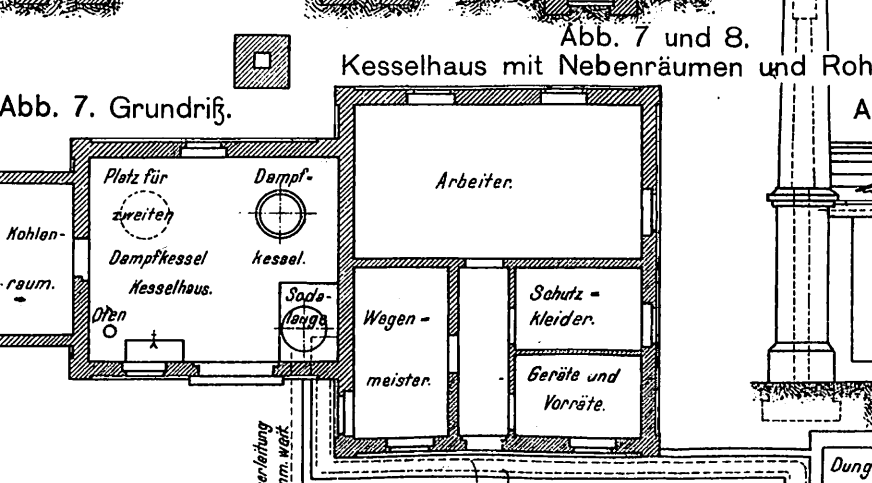
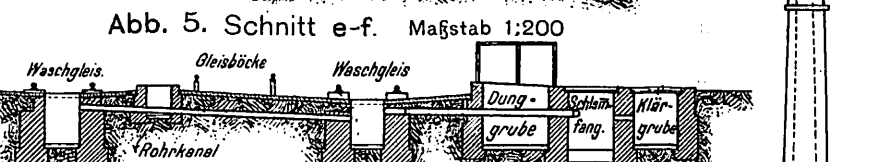
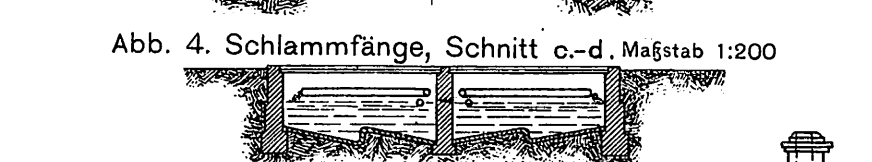
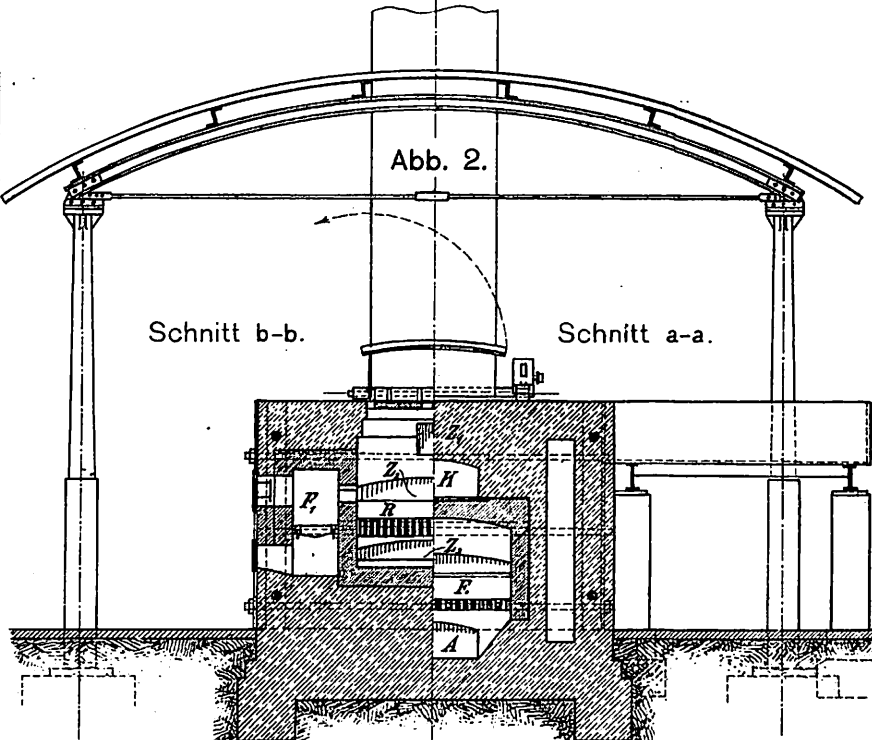
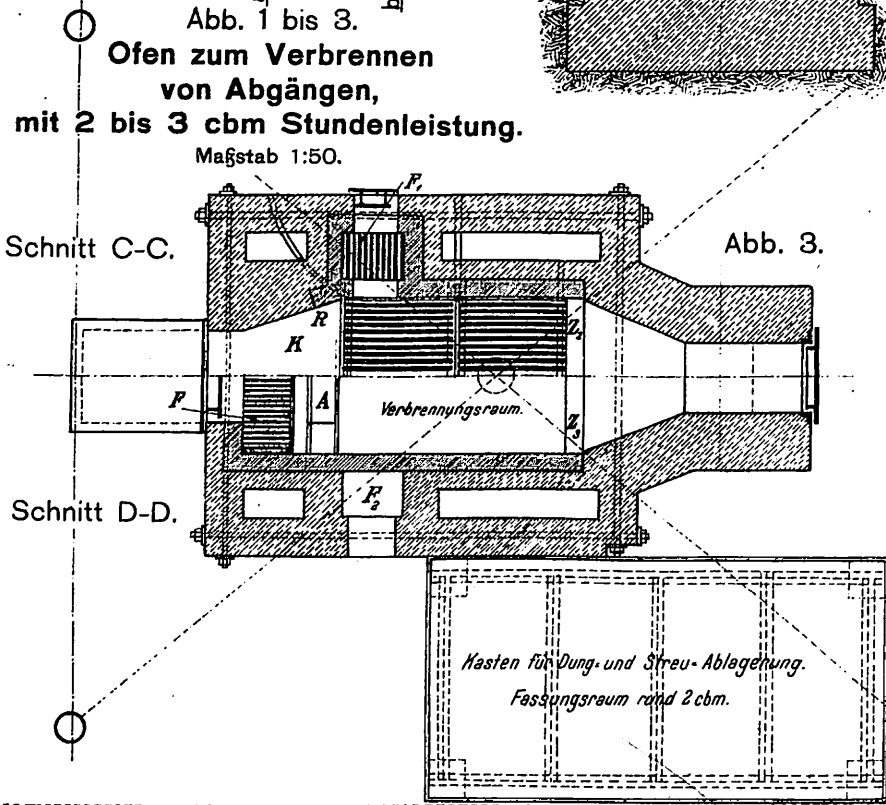
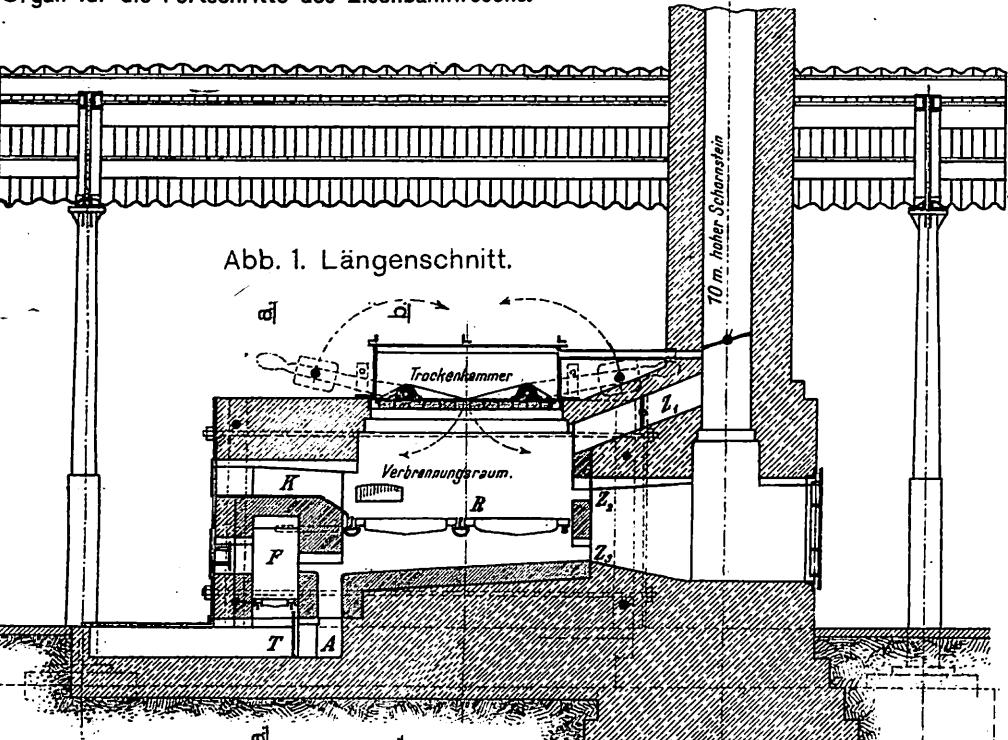


Abb. 11. Querschnitt in Schwellenmitte. Abb. 12. Querschnitt am Schienen-Auflager.





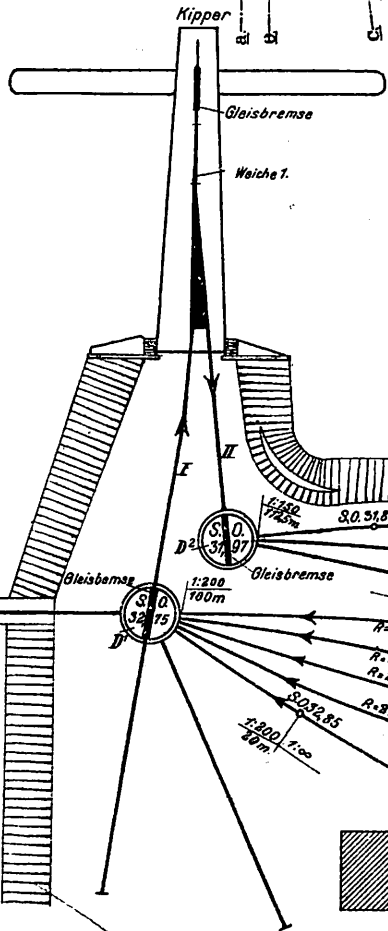
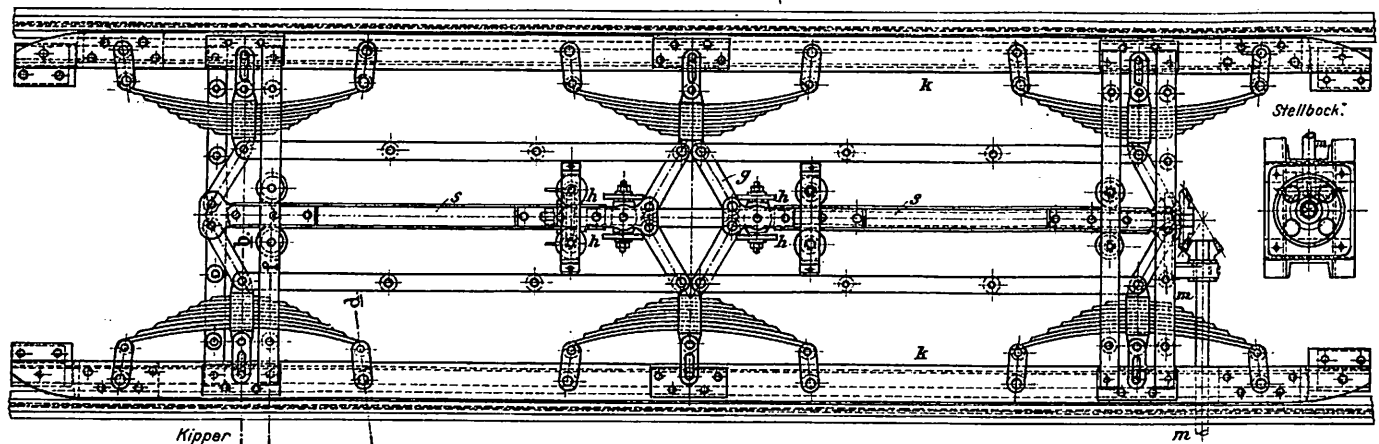
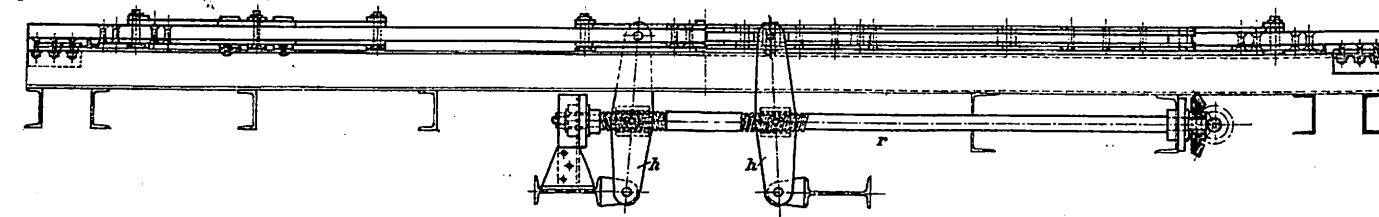


Abb. 1. und 2. -
Gleisbremse von Willmann
und Co.

Abb. 1. Maßstab 1:1000

Abb. 2. Maßstab 1:30.

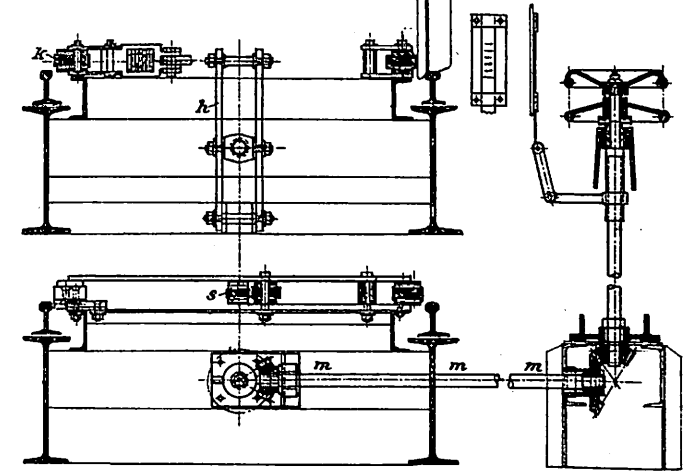
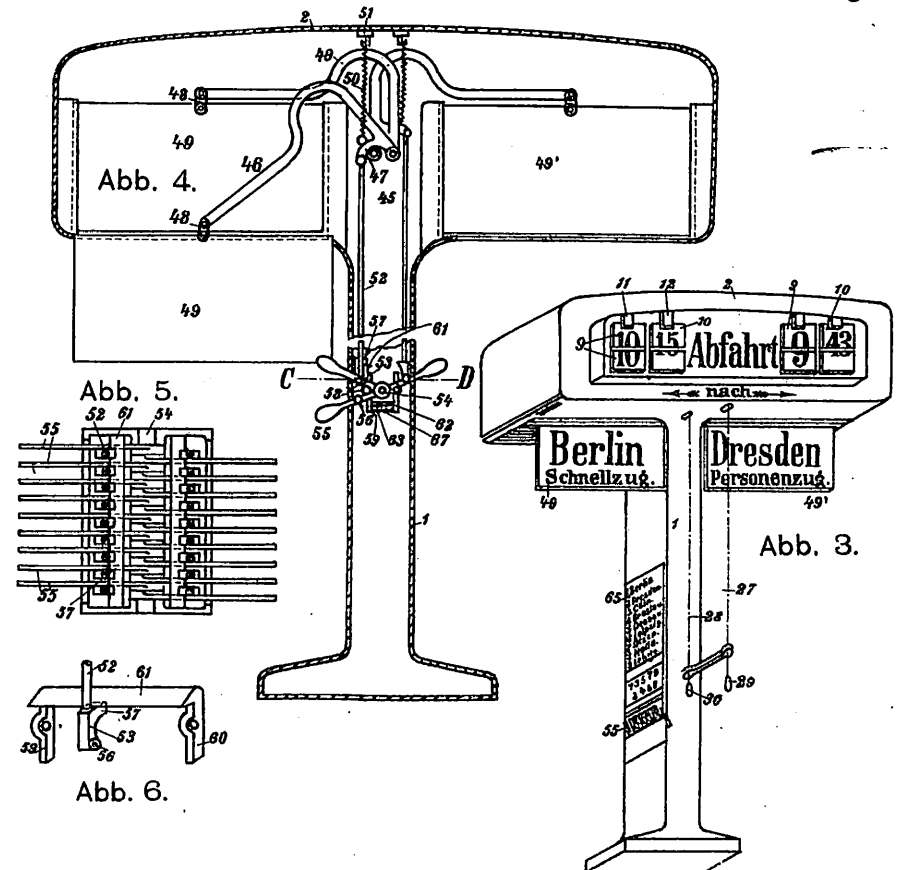


Abb. 3 bis 6. Vorrichtung zum Anzeigen von Fahrtrichtungen.



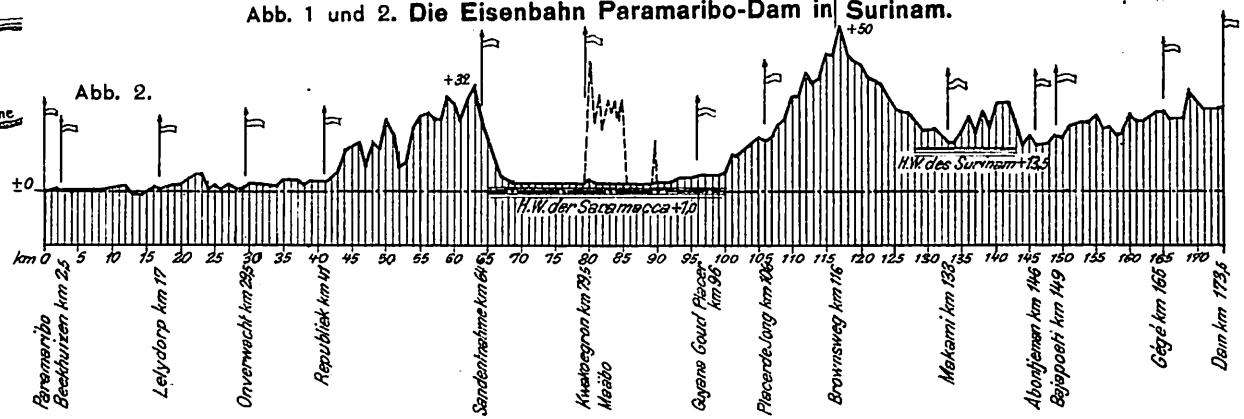
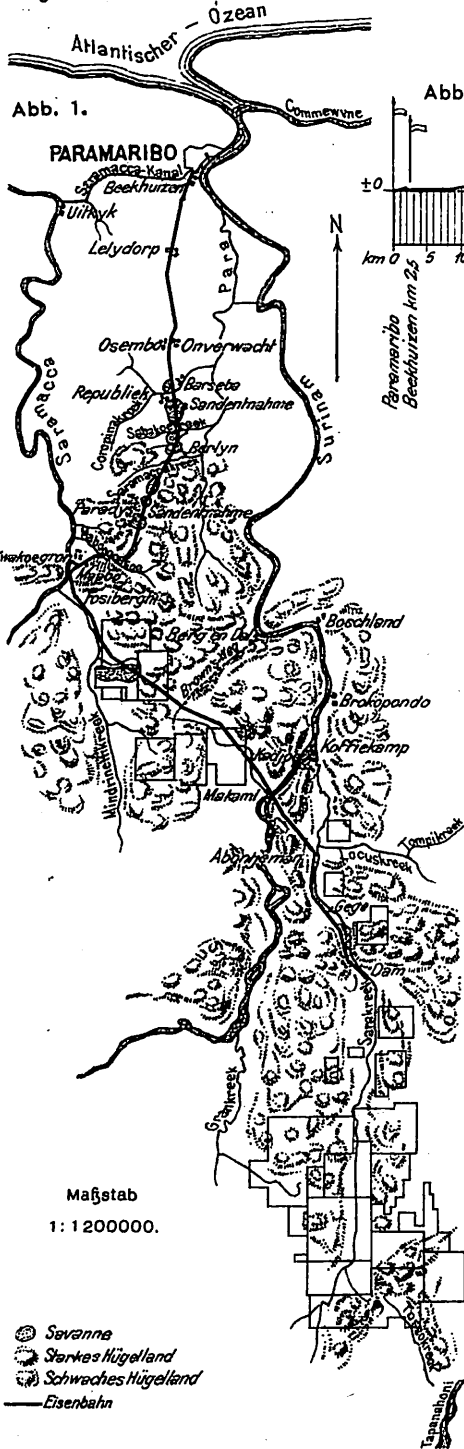


Abb. 3. Endbahnhof der Neuyork-Zentral- und Hudsonfluß- Bahn in Neuyork.

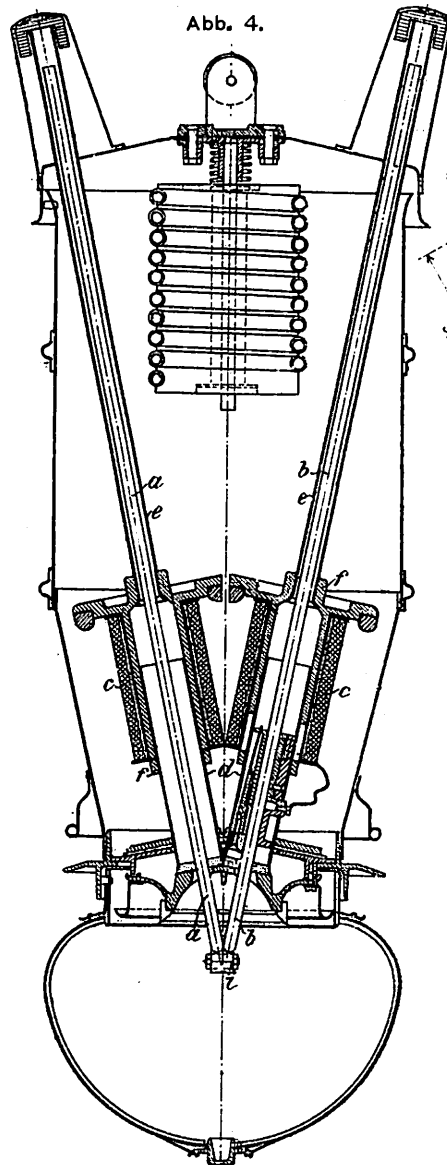
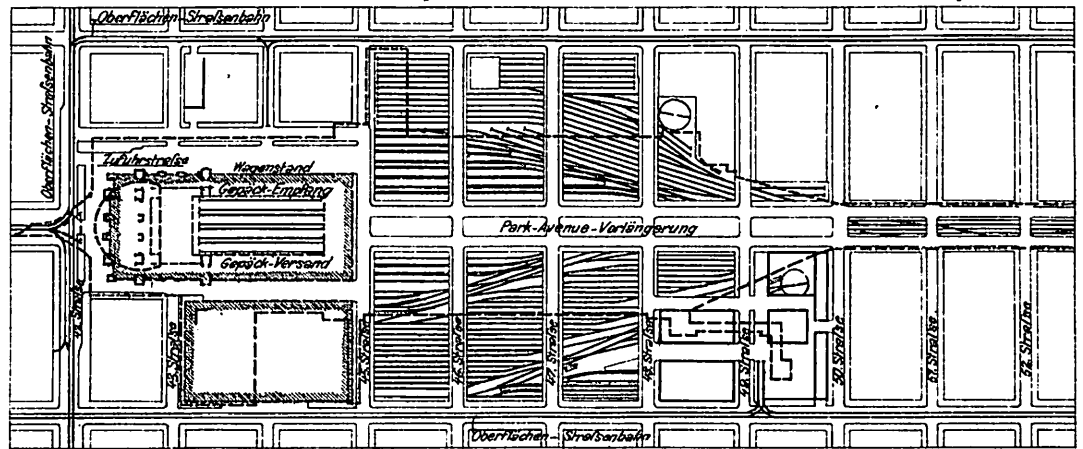


Abb. 4 und 5. Flammenbogenlampe.

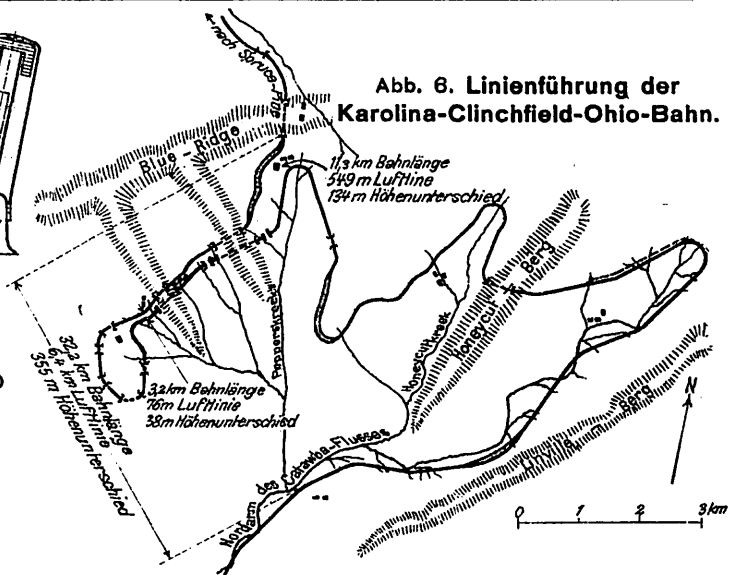
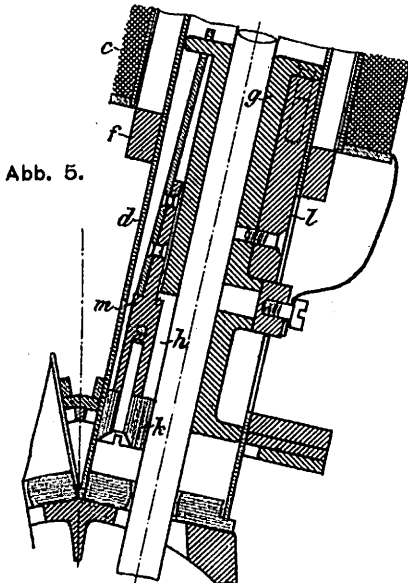


Abb. 7. Tunnel unter der Seine.

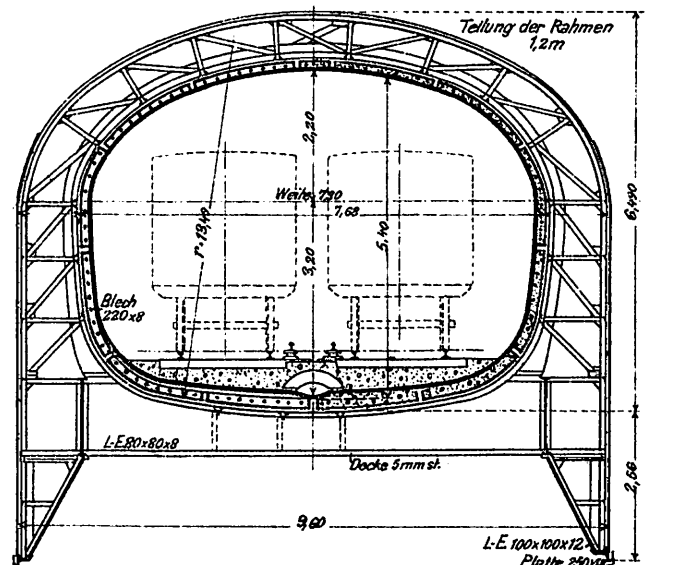


Abb. 1 bis 5.
Viehswagenwäsche mit fester Spritzanlage
und Einrichtung zum Verbrennen der Abgänge.

Abb. 1, 2, 3 und 4. Maßstab 1:200.

Abb. 5. Maßstab 1:1000.

Abb. 1. Längenschnitt.

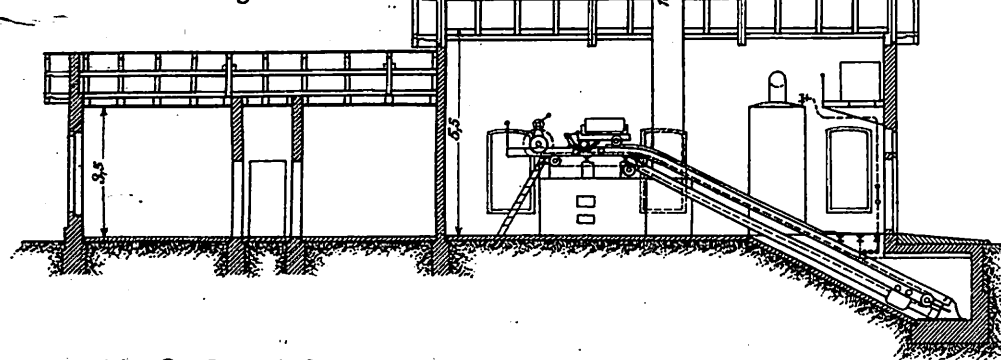


Abb. 2. Querschnitt.

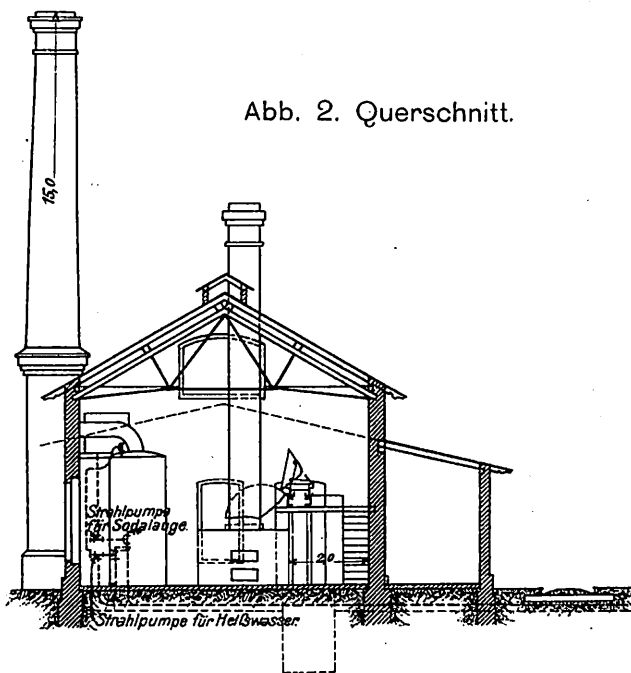


Abb. 3. Grundriß.

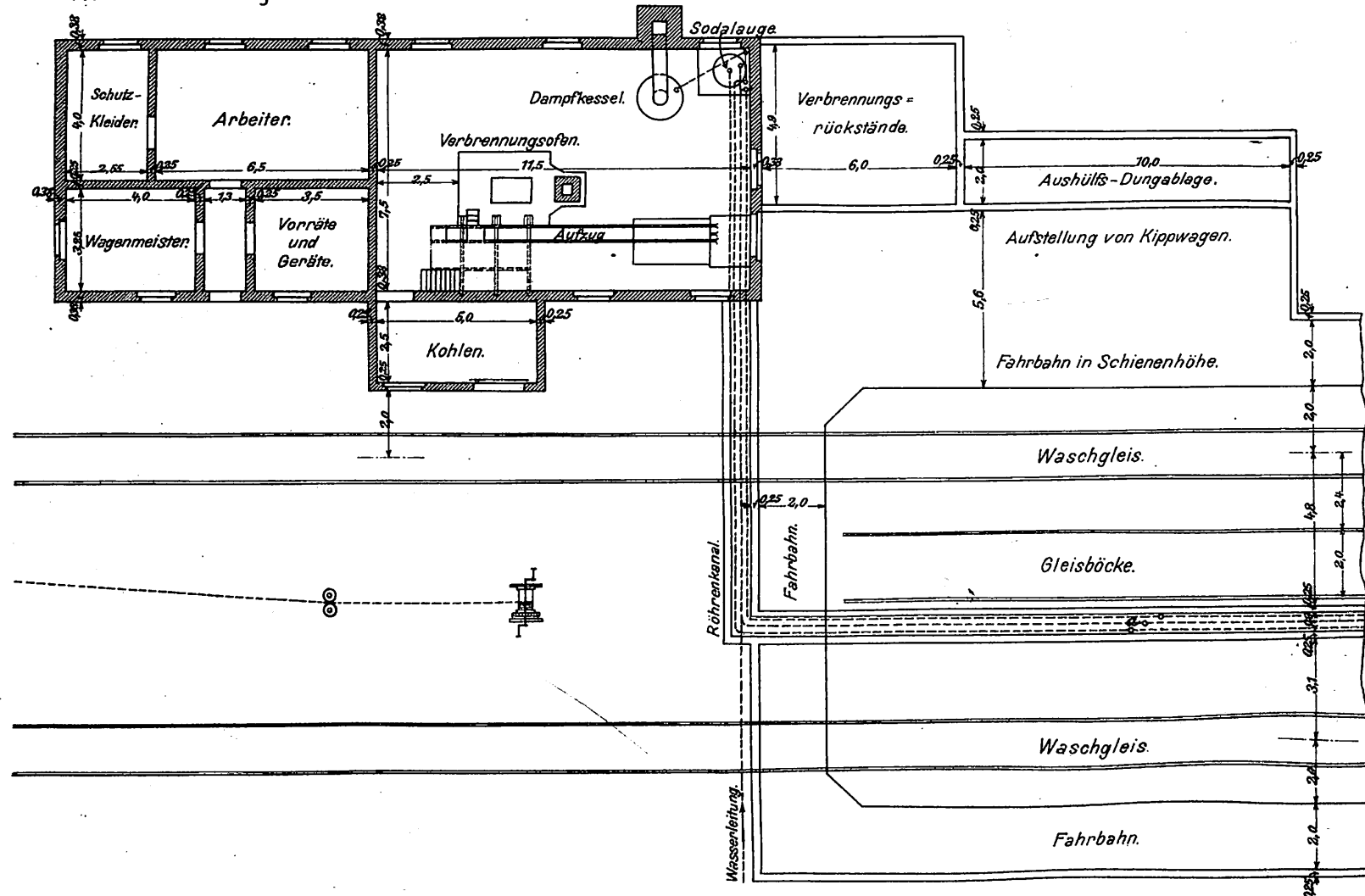
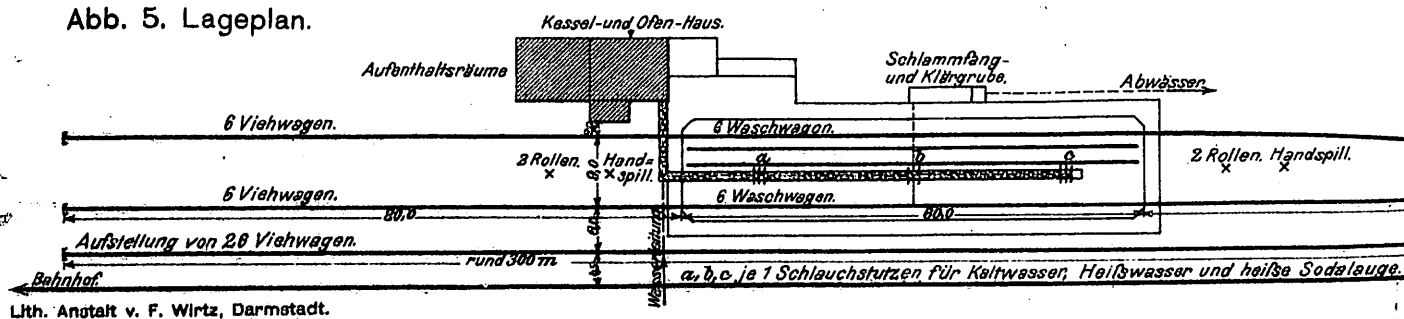


Abb. 5. Lageplan.



Lith. Anstalt v. F. Wirtz, Darmstadt.

Abb. 6 bis 9.
Kippwagen für klebrige Ladung.

Abb. 6.

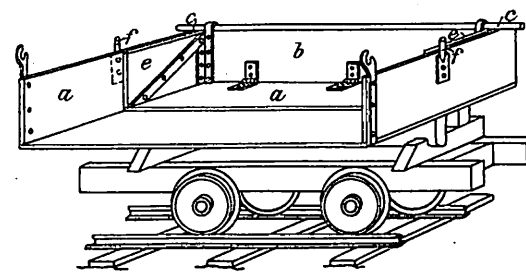


Abb. 8.

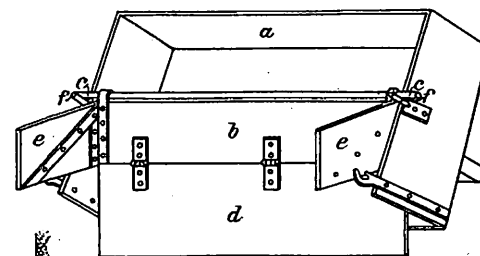


Abb. 7.

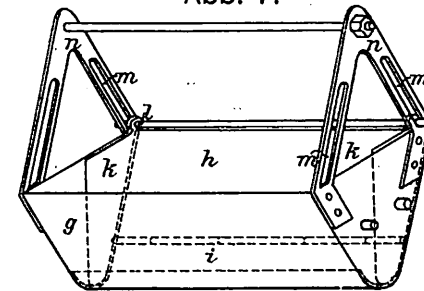


Abb. 9.

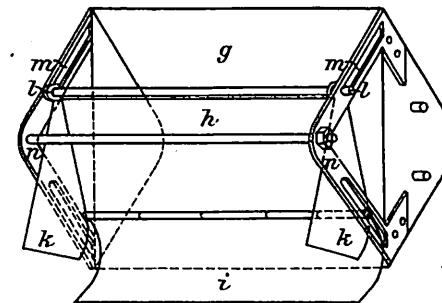


Abb. 13. Die Eisenbahnen Chinas.

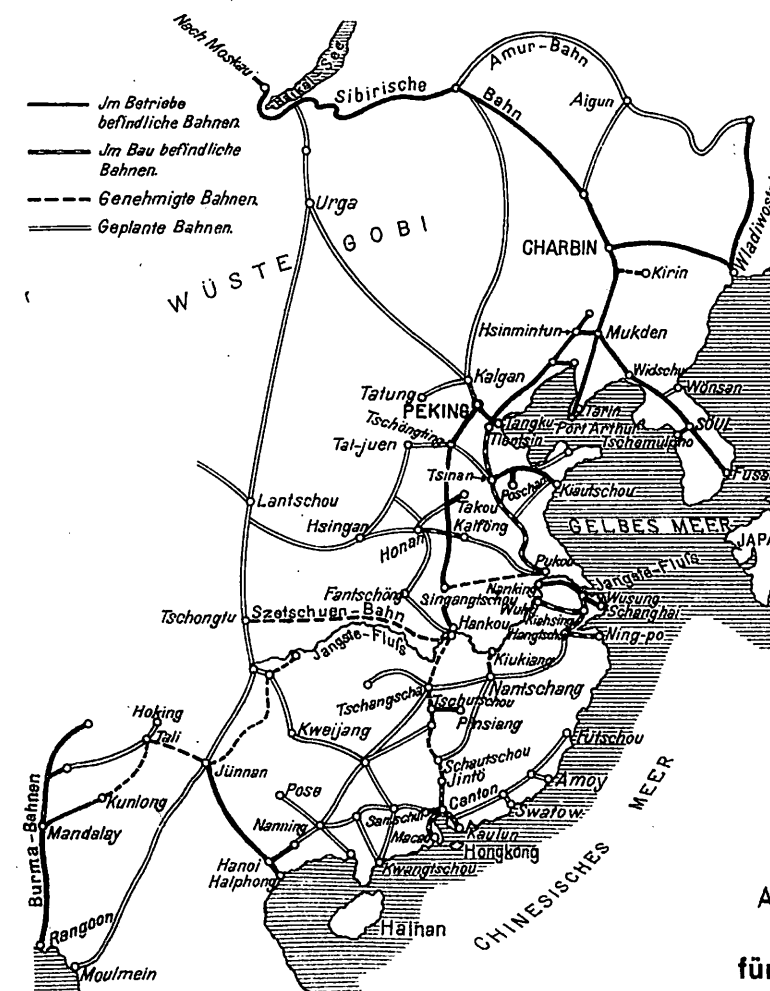


Abb. 10 bis 12.
Selbsttätige Kuppelung für Eisenbahnfahrzeuge.

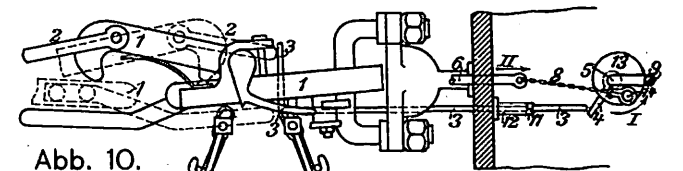


Abb. 11.

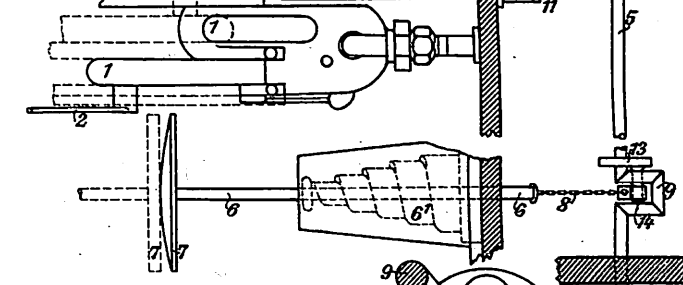


Abb. 12.

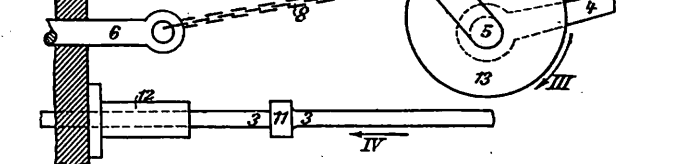


Abb. 14 bis 16.
Drehbolzenlager, insbesondere für Eisenbahnwagen.

Abb. 14.

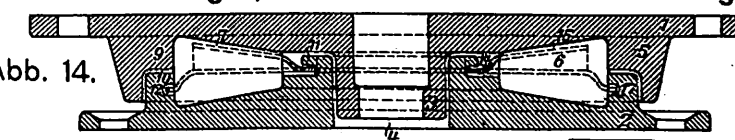


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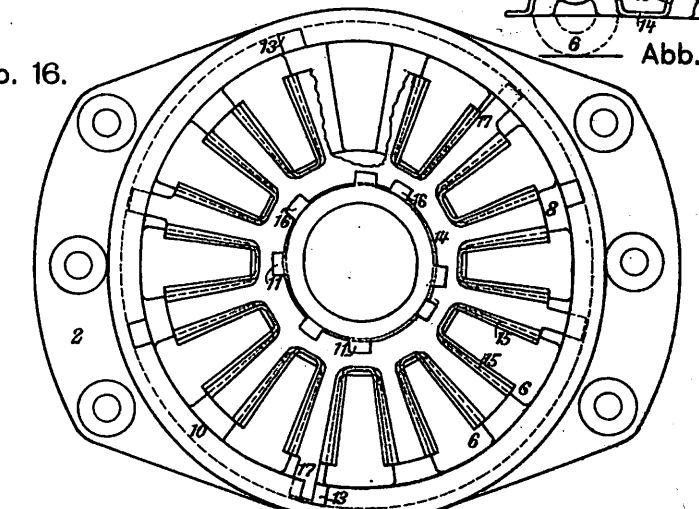


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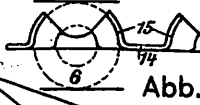


Abb. 17 bis 20.
Mitnehmer
für Förderwagen
bei Kettenbetrieb.

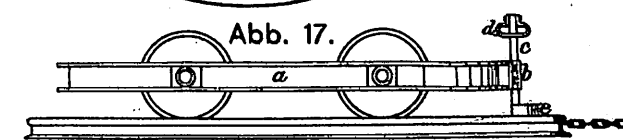


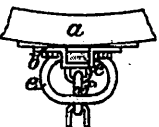
Abb. 18.



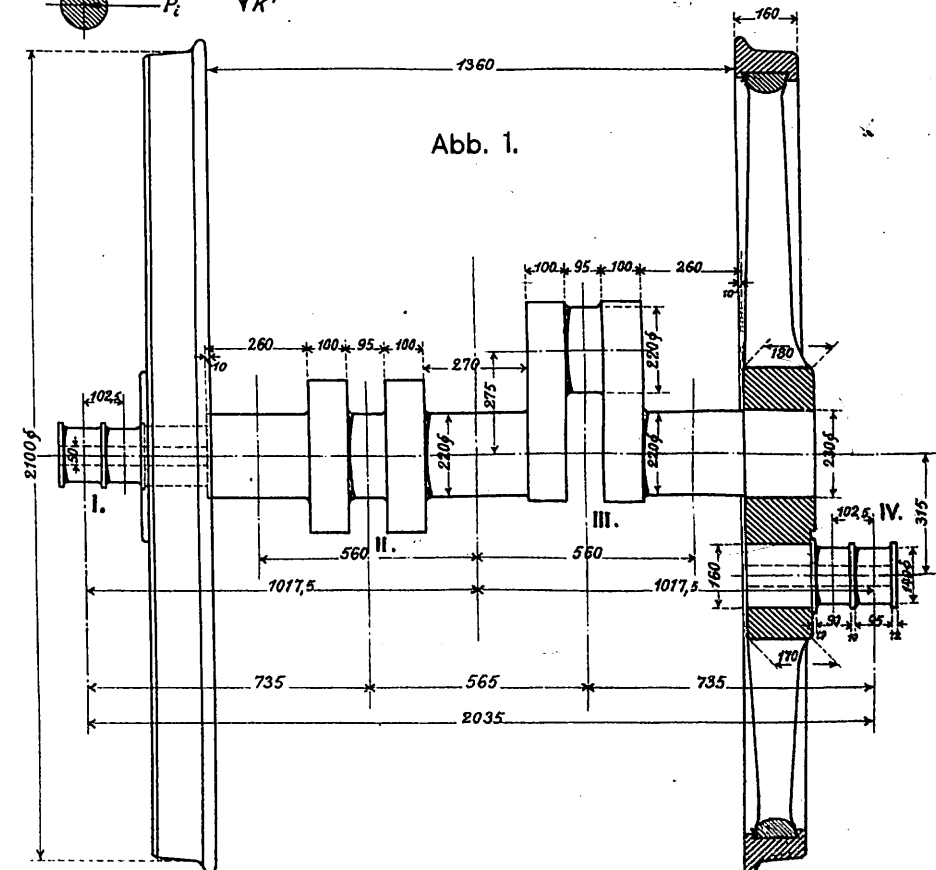
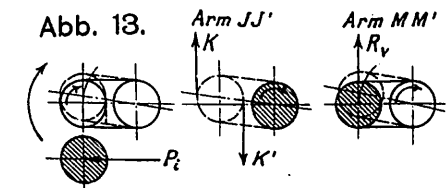
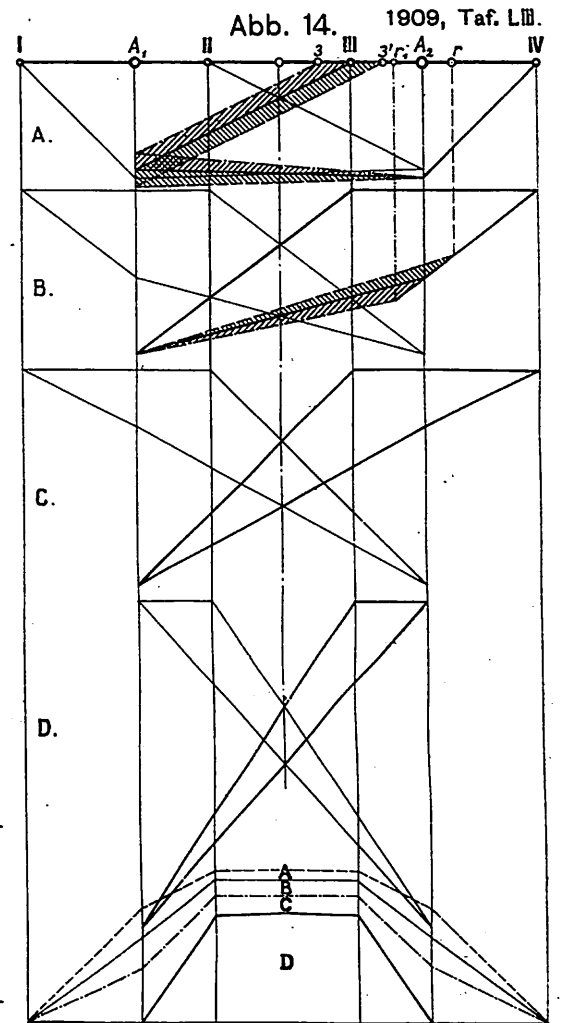
Abb. 19.



Abb. 20.



C. W. Kreidels Verlag, Wiesbaden.



Vergleich:
Für Beanspruchung der Krummache bei verschiedenen Zylinderpaaren.
Der Innenzylinder Norder III sei gleich der Einheit, dann ist:

A. $P_1 = 1$	$P_2 = 2$	Außerdem ist die vereinfachte Annahme gemacht, daß auch in den Kurbelagern II und III nur die Kolbenkraft D wirke.
B. $P_1 = 1\%$	$P_2 = 1\%$	
C. $P_1 = 2$	$P_2 = 1$	
D. $P_1 = 3$	$P_2 = 0$	

Abb. 1.

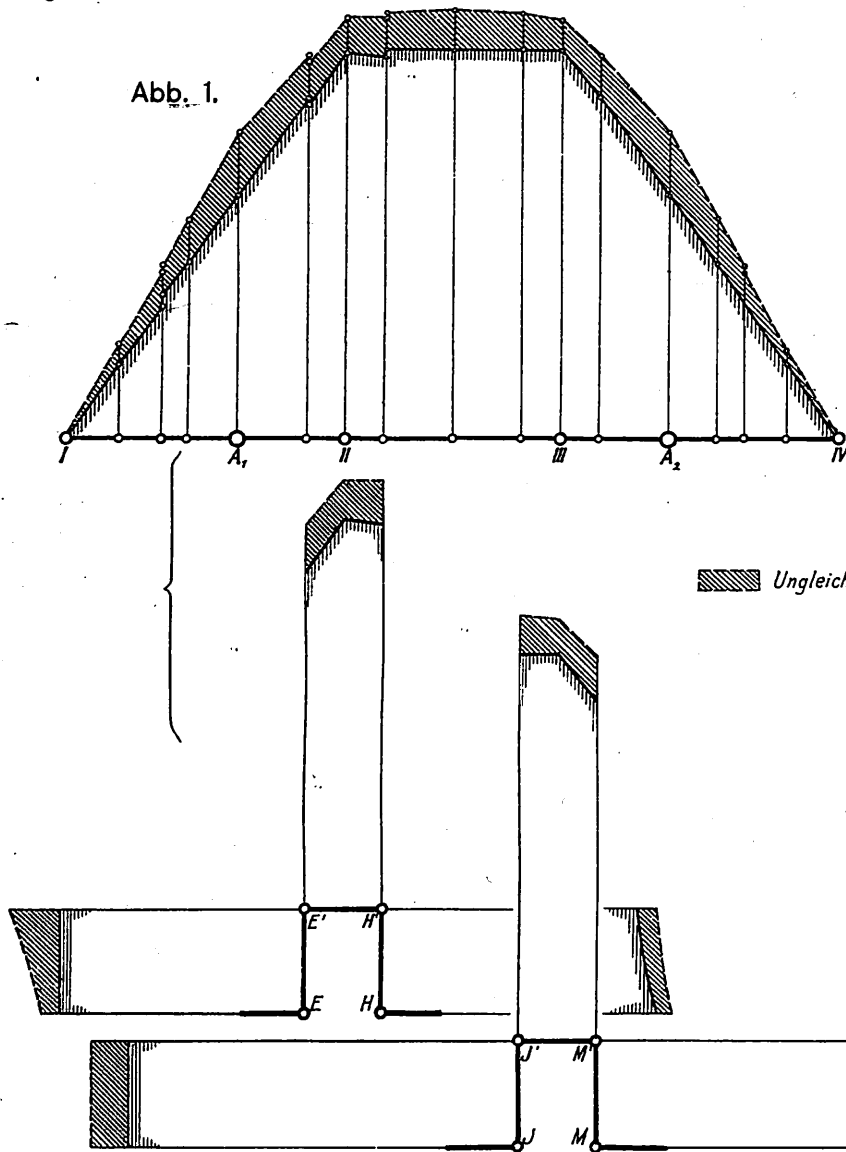


Abb. 2.

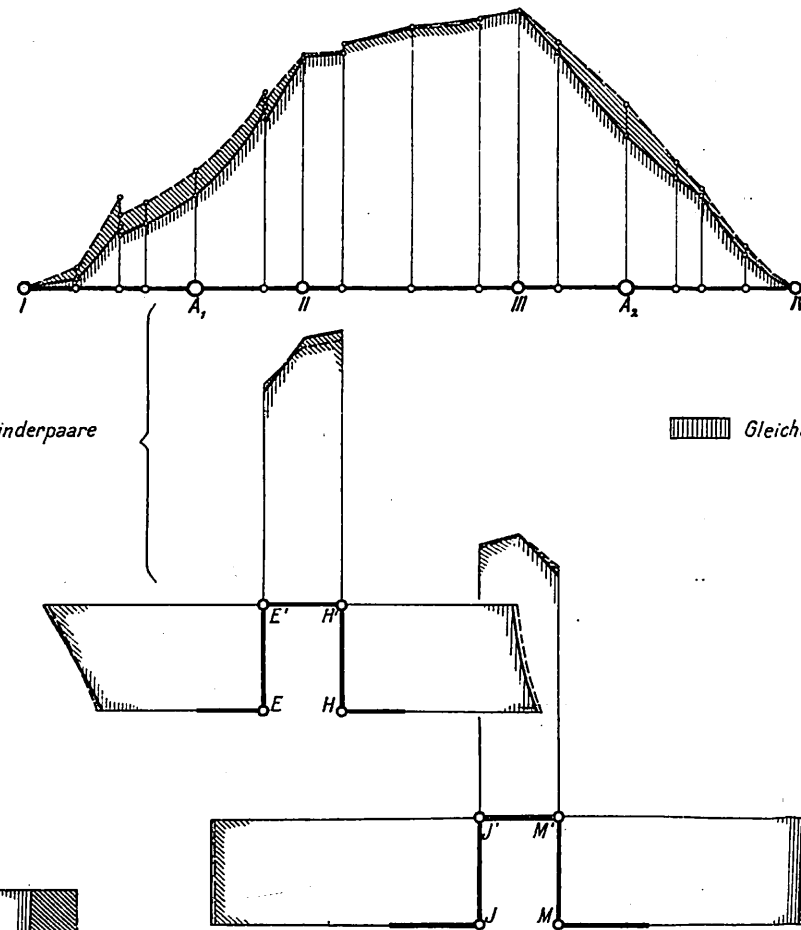


Abb. 3.

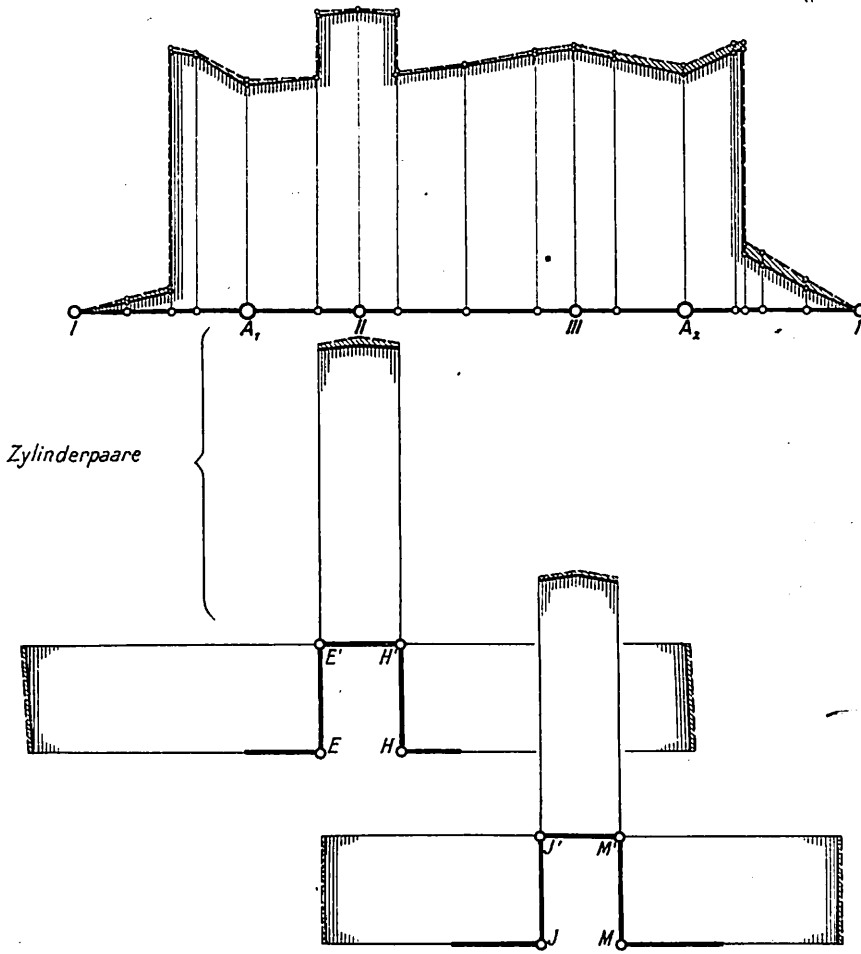


Abb. 4.

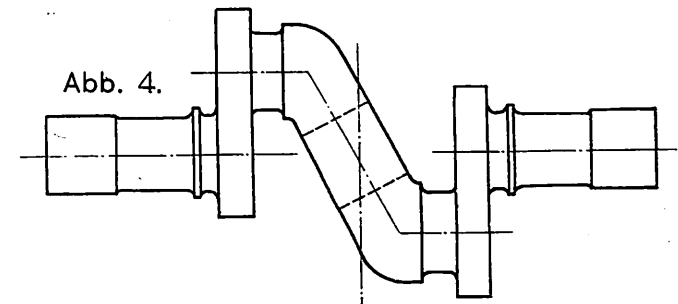


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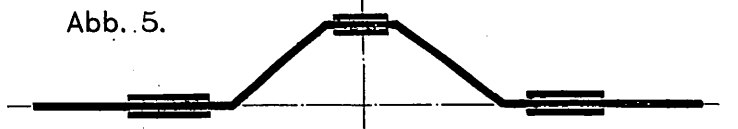


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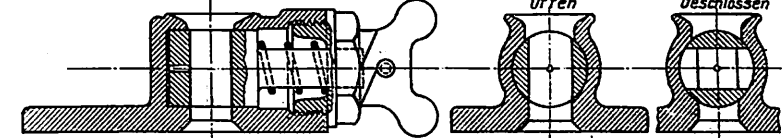


Abb. 6.

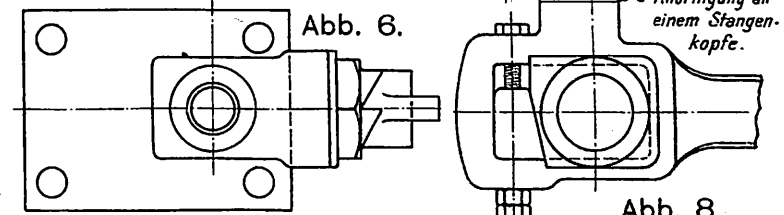


Abb. 8.

Abb. 6 bis 11. Oberreuters Schmiergefäßdeckel mit Kolbenverschuß.

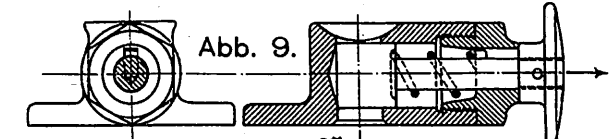


Abb. 9.

Abb. 10.

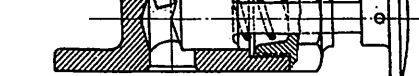


Abb. 11.



Abb. 17 bis 20. Abspannventil.

Abb. 17.

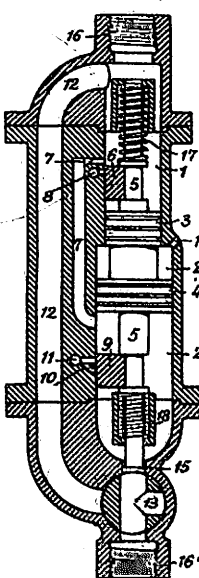


Abb. 12 bis 15. Allfree-Flachschieber für Lokomotiven.

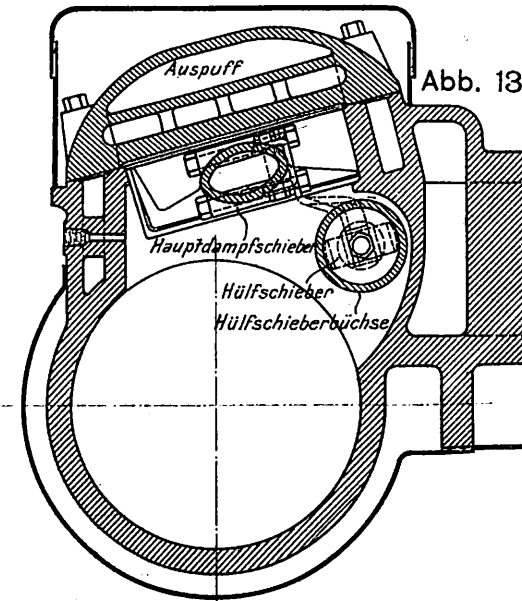
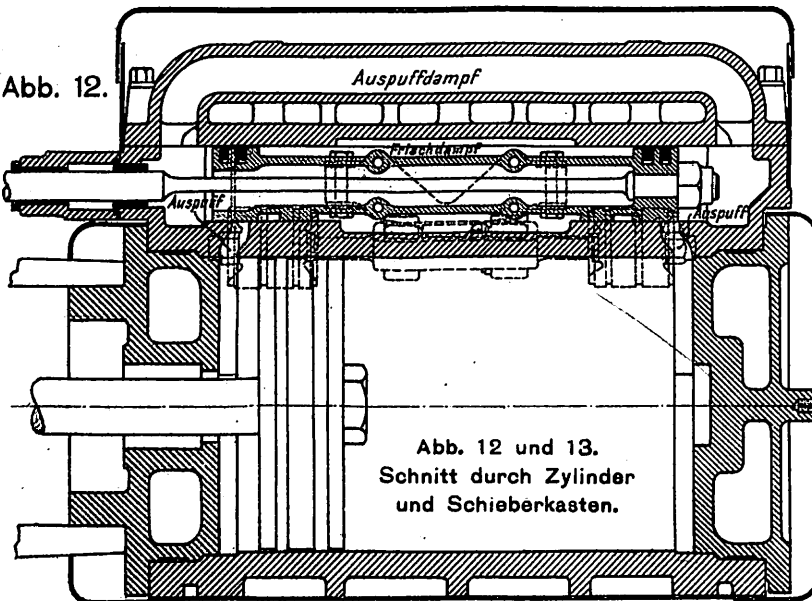


Abb. 14.

Abb. 14 und 15. Dampfverteilung.

Abb. 15.

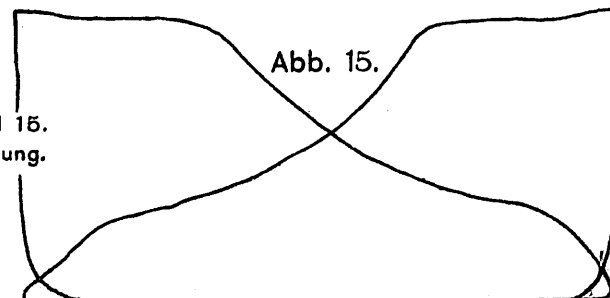
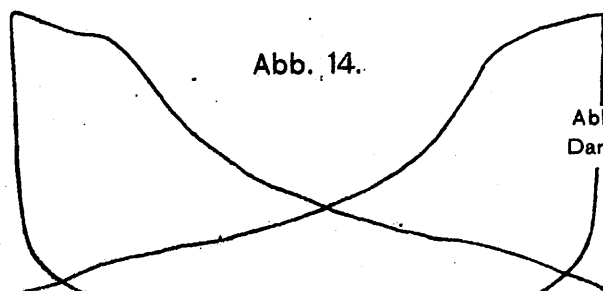


Abb. 16 bis 20. Druckminderungsventil als Bremskraftregler für Eisenbahnfahrzeuge.

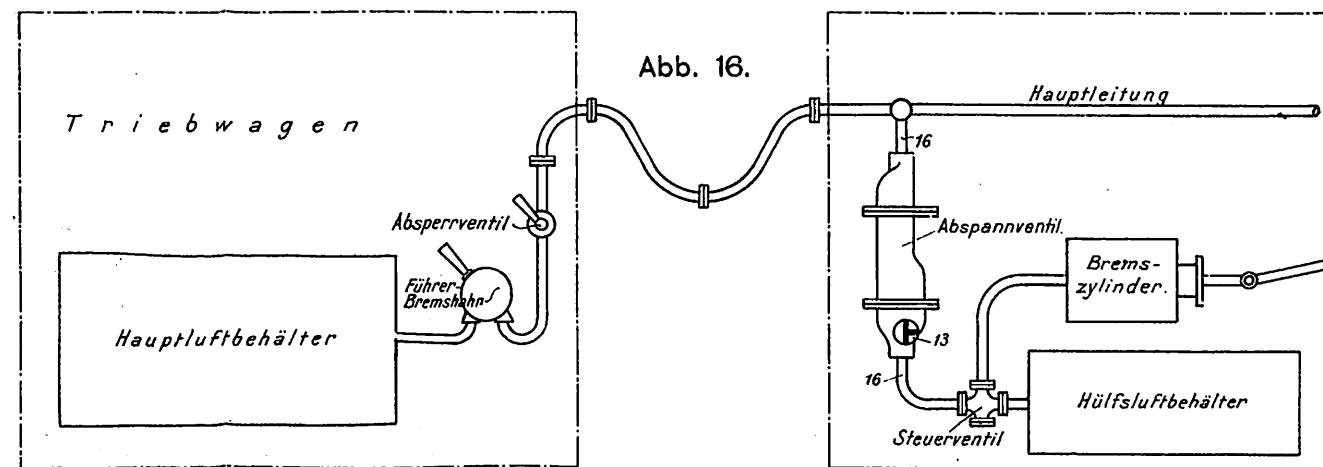


Abb. 16.

Abb. 21.

Dampfturbinen-Lokomotive mit Dampfniederschlag.

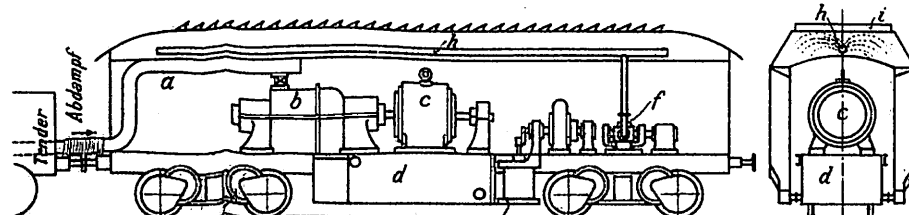


Abb. 18.

Abb. 19.

Abb. 20.

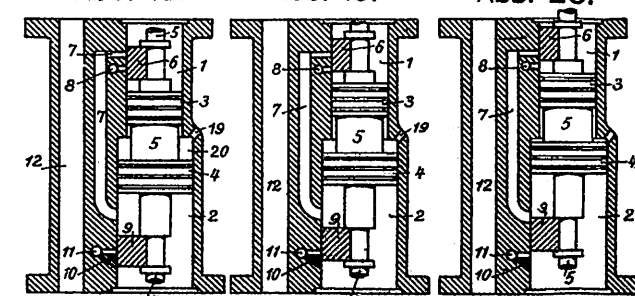


Abb. 1.

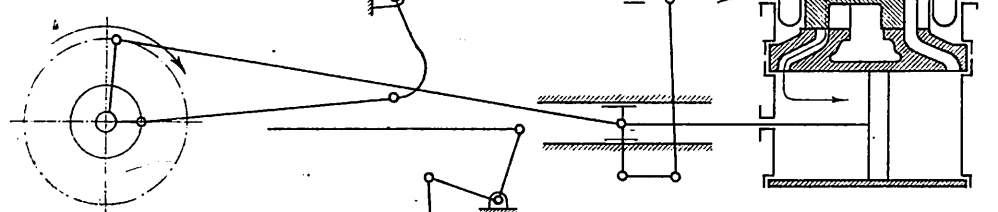


Abb. 2.

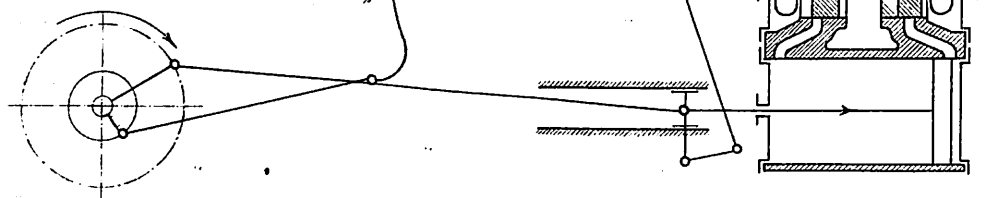


Abb. 3.

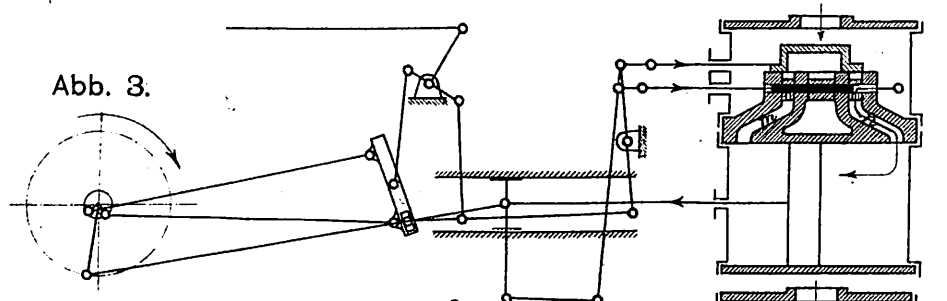


Abb. 4.

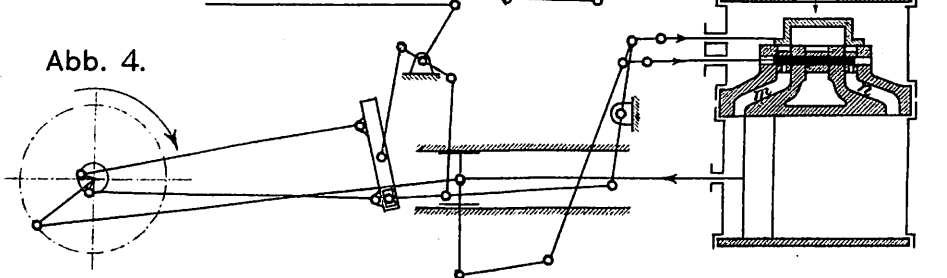


Abb. 1 bis 11. Lindner: Verbesserung der Schwingensteuerungen für wirtschaftliche Ausnutzung hochgespannten Dampfes.

Abb. 5.

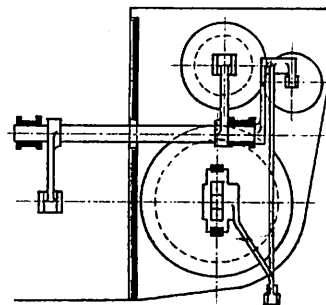


Abb. 6.

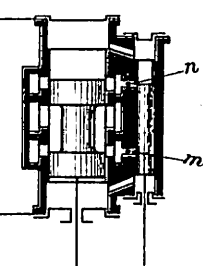


Abb. 11. Fahrten mit 2 C-Lokomotiven Nr 6 und Nr 4 am 3. Sept. 1907. 48 Achsen. Gewicht mit Lokomotive und Tender 433 t.

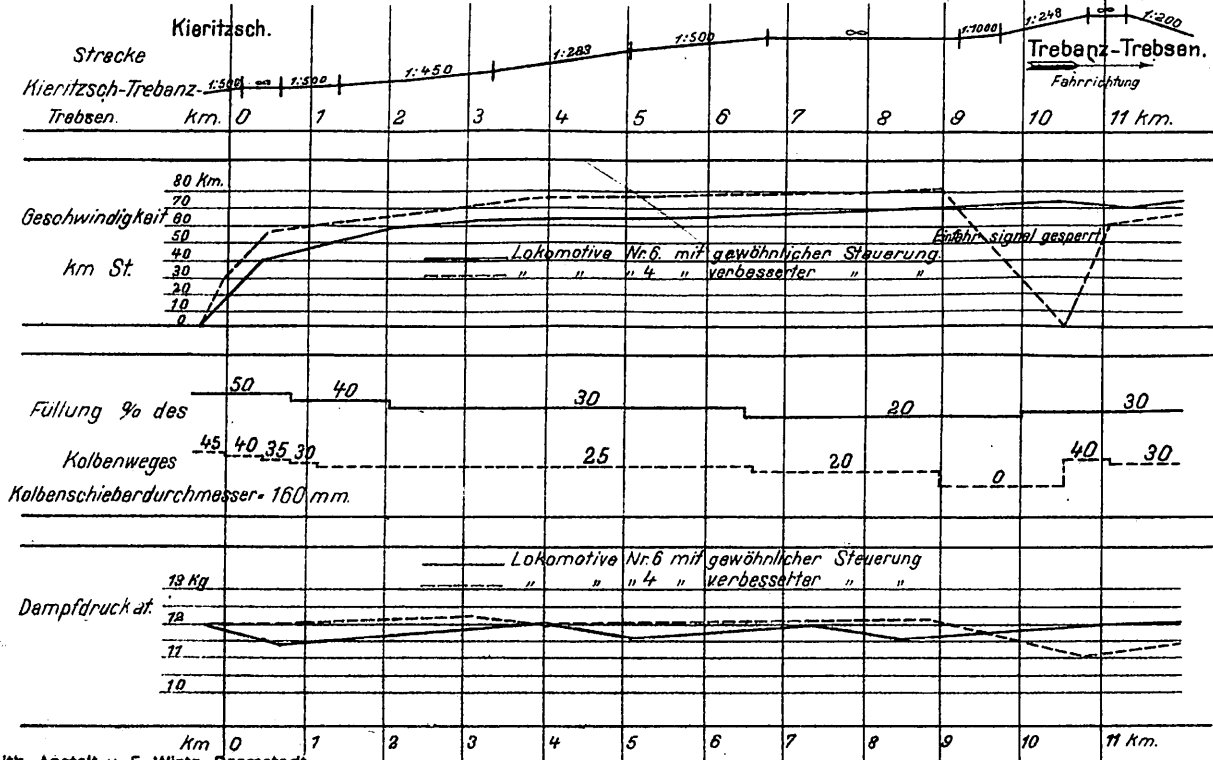


Abb. 7.

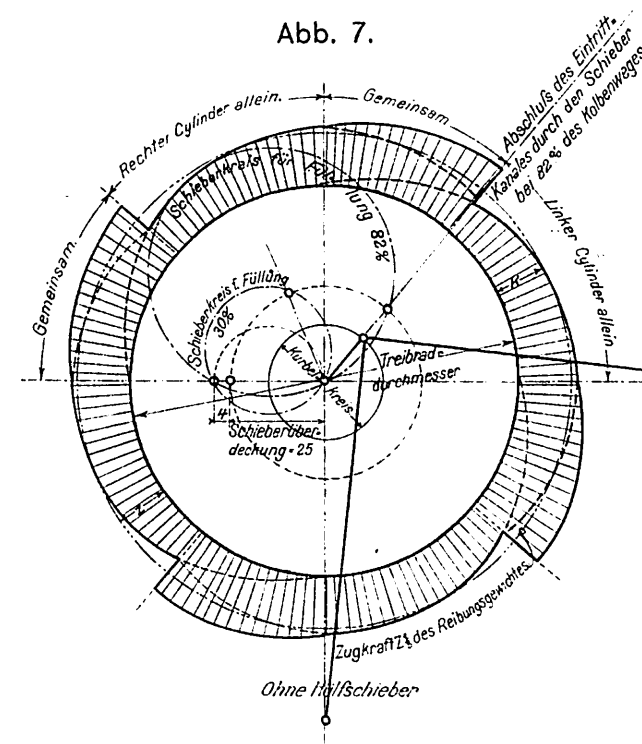


Abb. 8.

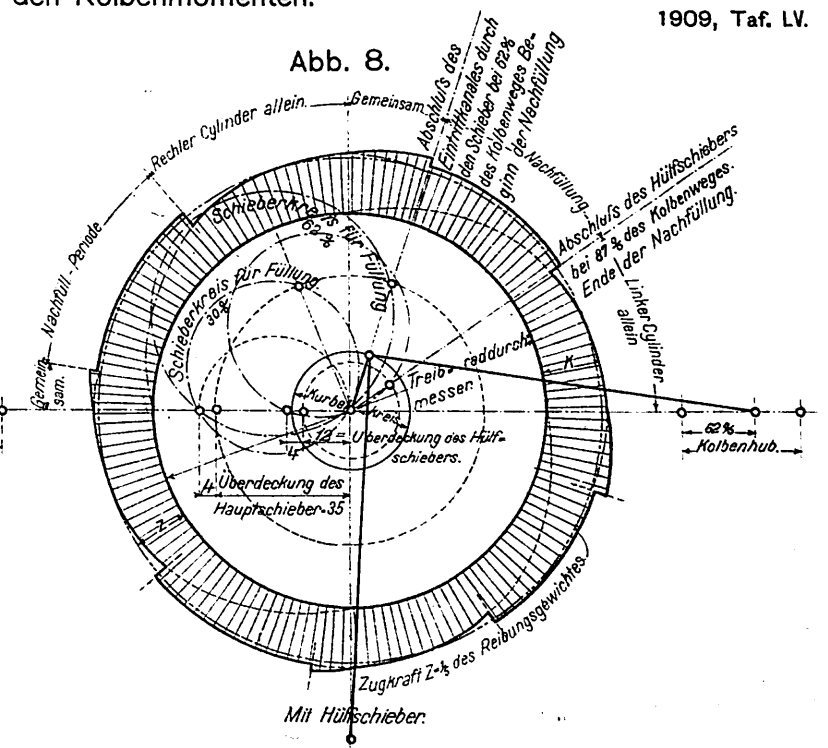


Abb. 9.

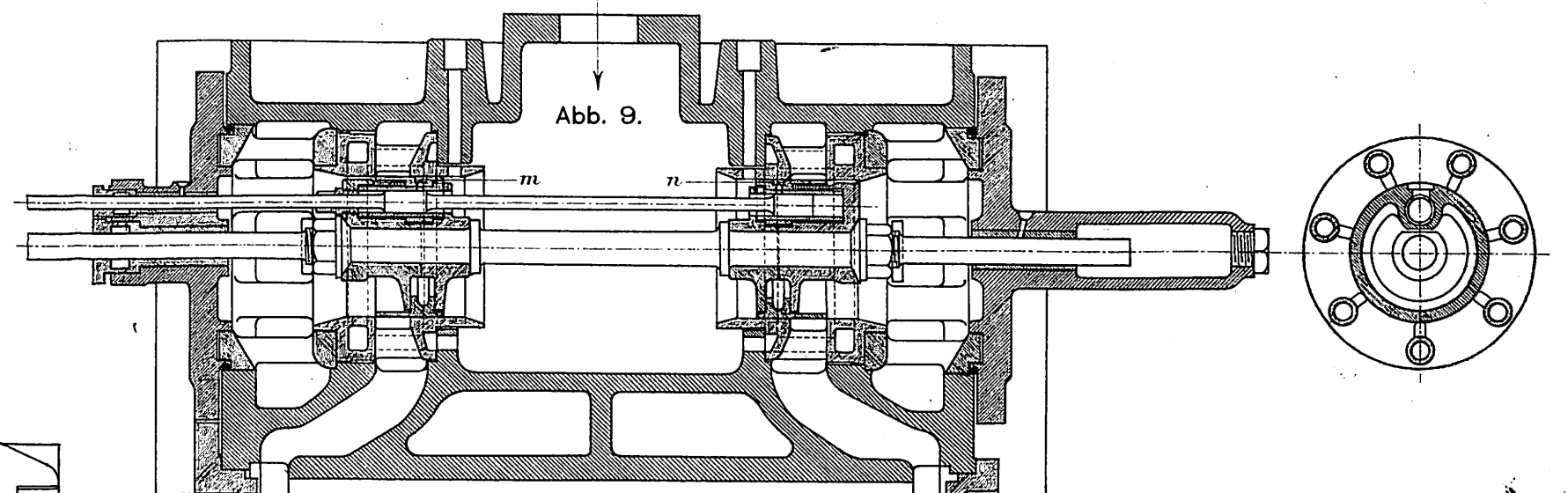


Abb. 10.

