Abb. 1 bis 9. Die Passy-Brücke der Stadtbahn in Paris.

Abb. 2. Ansicht. Maßstab 1:1000.

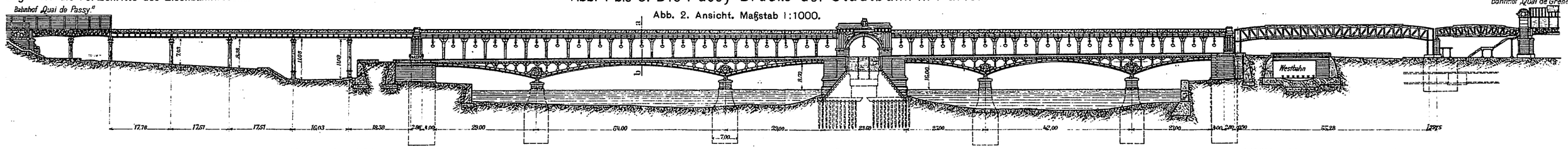
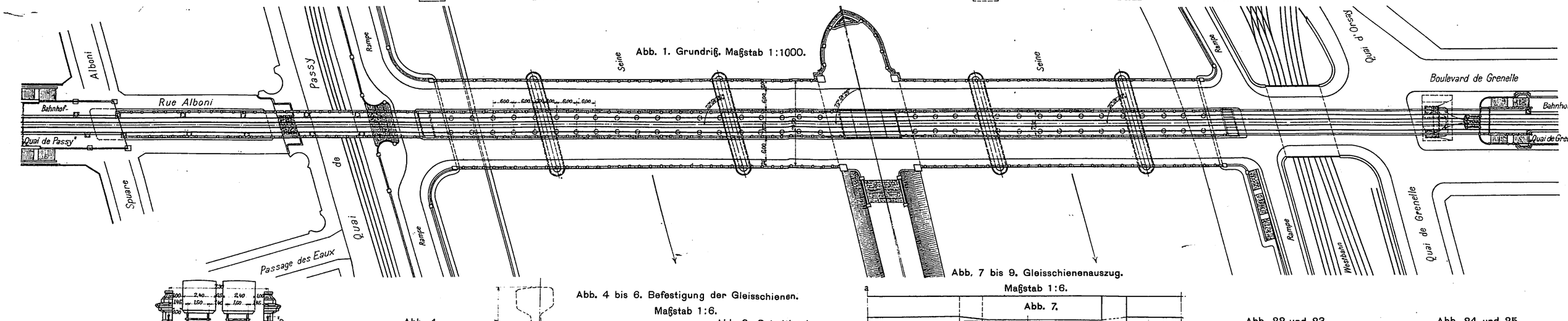


Abb. 1. Grundriß. Maßstab 1:1000.



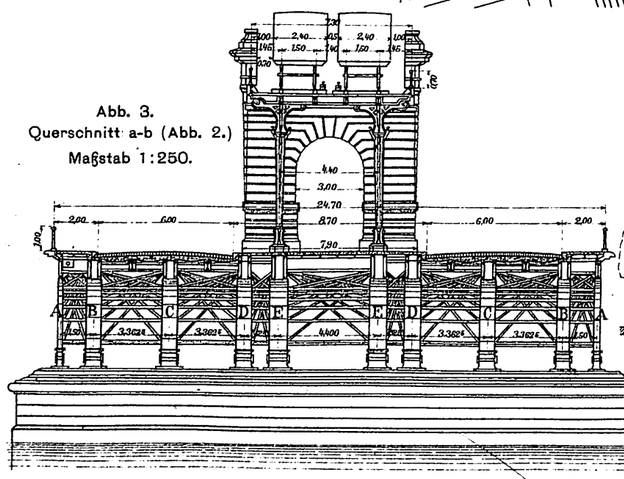


Abb. 3.
Querschnitt a-b (Abb. 2.)
Maßstab 1:250.

Abb. 4 bis 6. Befestigung der Gleisschienen.
Maßstab 1:6.

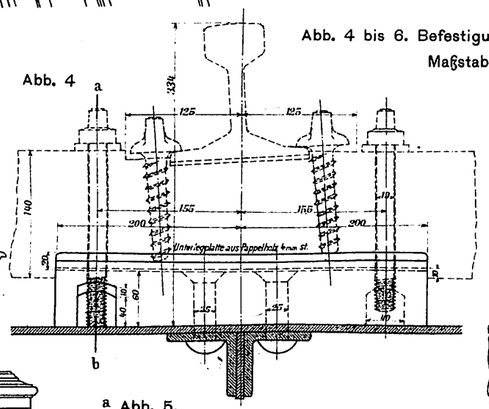


Abb. 4

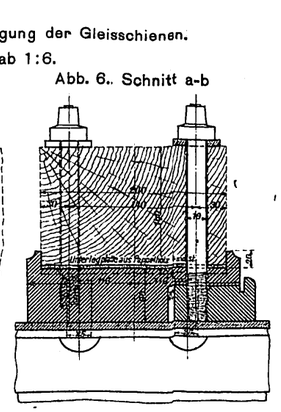


Abb. 6. Schnitt a-b

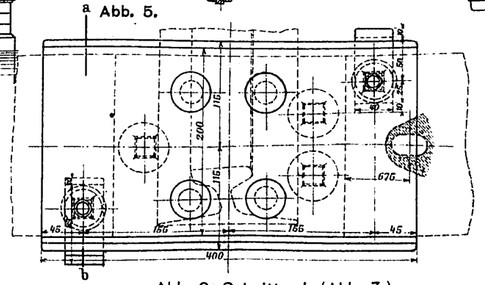


Abb. 5.

Abb. 7 bis 9. Gleisschienenauszug.
Maßstab 1:6.

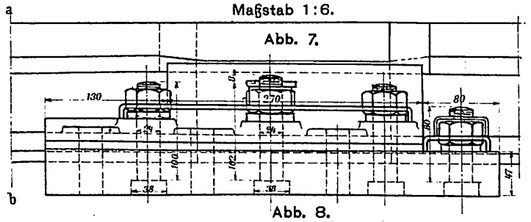


Abb. 7.

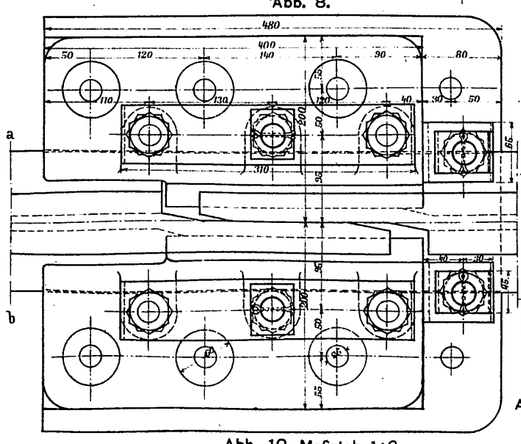


Abb. 8.

Abb. 10 bis 25.
Stromschiene
der
Pariser Stadtbahn.

Abb. 22 und 23.
Fester Stromschienenstuhl.
Maßstab 3:20.

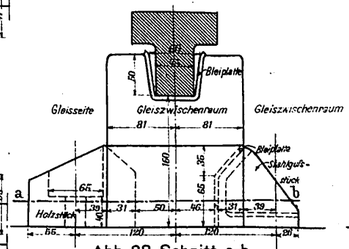


Abb. 22.

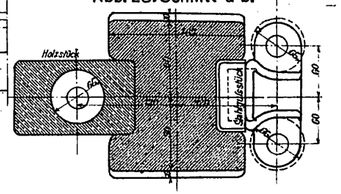


Abb. 23. Schnitt a-b.

Abb. 24 und 25.
Stromschienenstuhl mit Drehzapfen.
Maßstab 3:20.

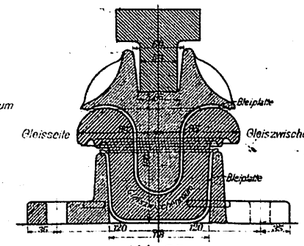


Abb. 24.

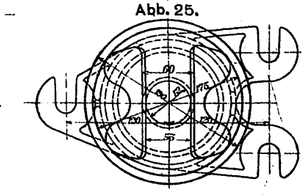


Abb. 25.

Abb. 10 bis 12. Befestigung der Stromschiene.

Abb. 10. Maßstab 1:6.

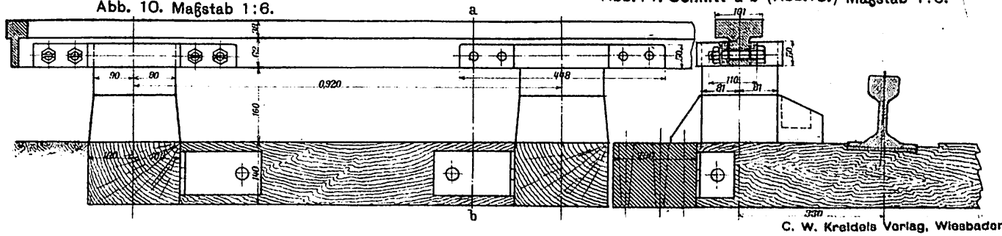


Abb. 11. Schnitt a-b (Abb. 10.) Maßstab 1:6.

Abb. 12. Maßstab 1:8.

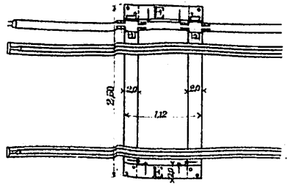


Abb. 13 bis 21. Stromschienenauszug. Maßstab 1:12.

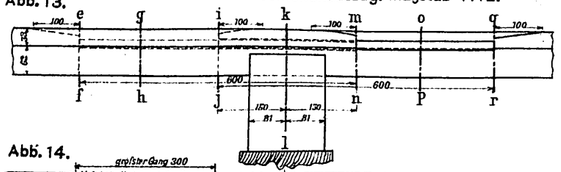


Abb. 13.

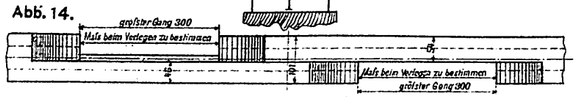


Abb. 14.

Abb. 15.
Schnitt e-f.

Abb. 16.
Schnitt g-h.

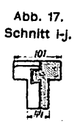


Abb. 17.
Schnitt i-j.

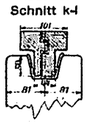


Abb. 18.
Schnitt k-l

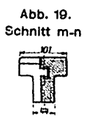


Abb. 19.
Schnitt m-n

Abb. 20.
Schnitt o-p.

Abb. 21.
Schnitt q-r

Abb. 9. Schnitt a-b (Abb. 7.)

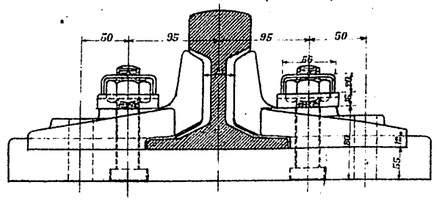


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Abb. 10.
Maßstab 1:100.

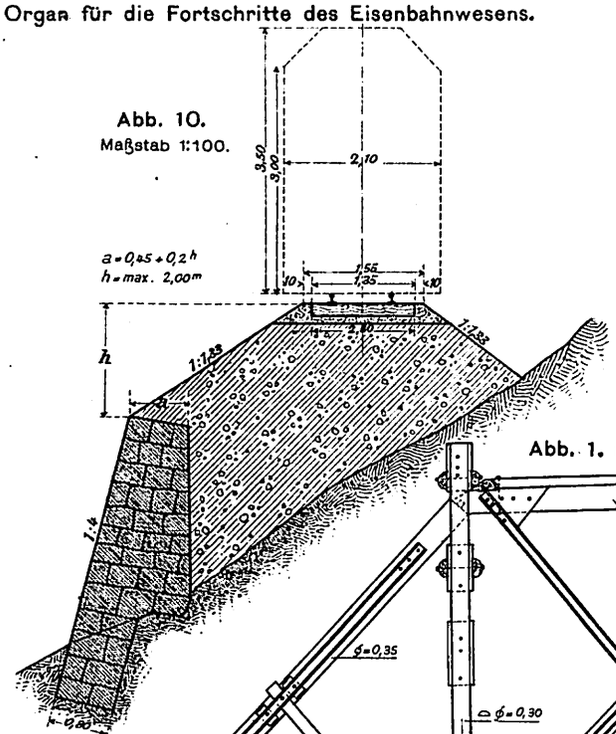


Abb. 7. Maßstab 1:50.

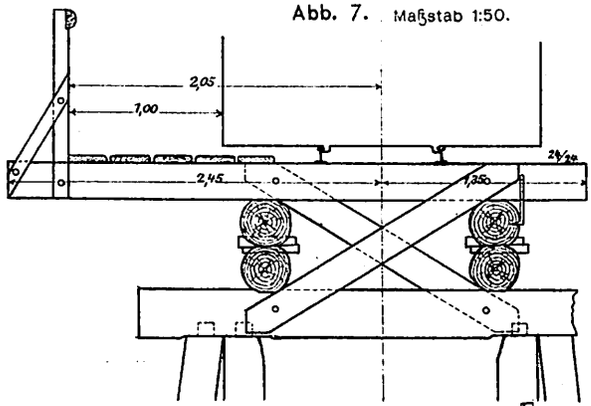


Abb. 9.
Maßstab 1:50.

Abb. 8.
Maßstab 1:50.

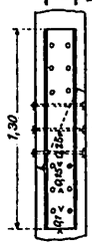
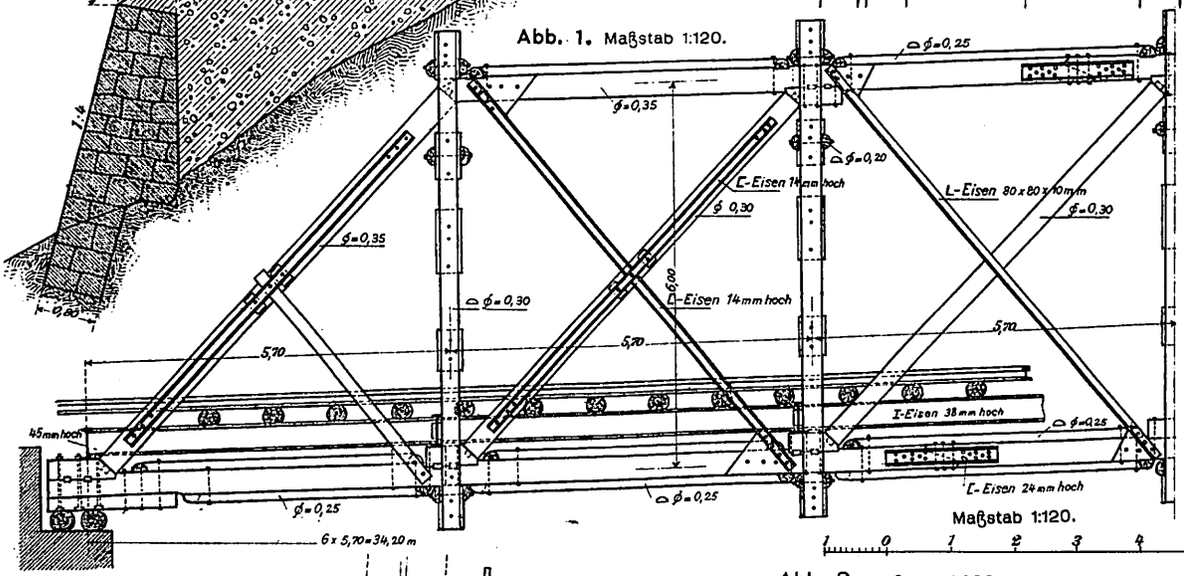


Abb. 1. Maßstab 1:120.



Maßstab 1:120.

Abb. 2. Maßstab 1:120.

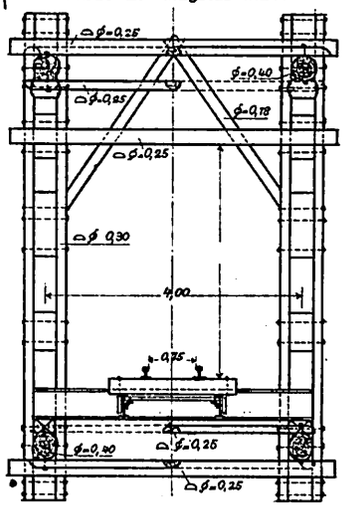


Abb. 6. Maßstab 1:200.

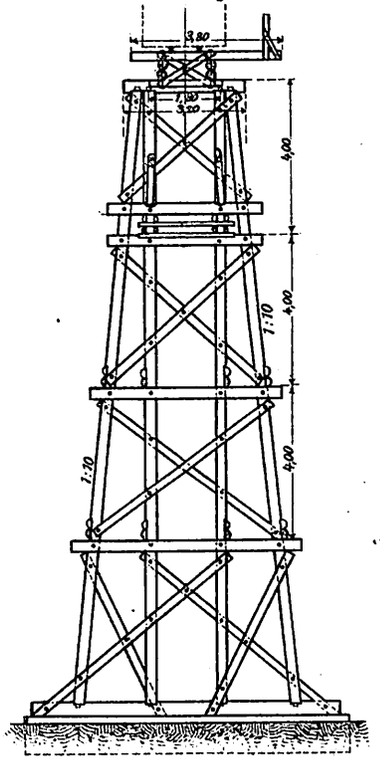


Abb. 5.
Maßstab 1:200.

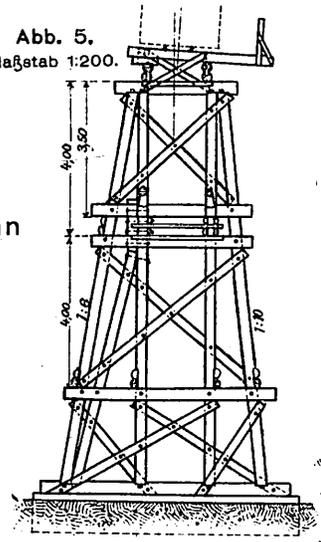
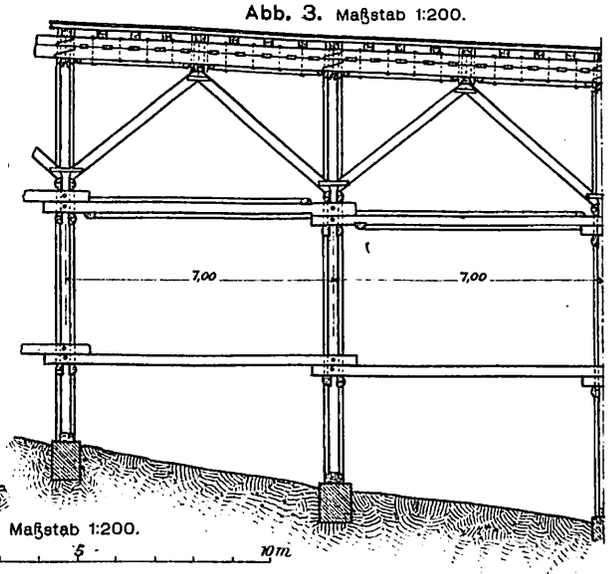


Abb. 3. Maßstab 1:200.



Maßstab 1:200.

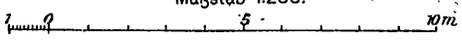


Abb. 1 bis 11.
Die Dienstbahn
von
Frutigen
nach
Kandersteg.

Abb. 4. Maßstab 1:200.

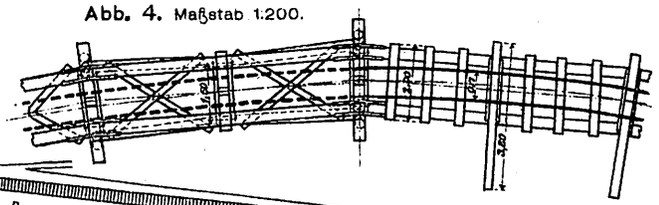
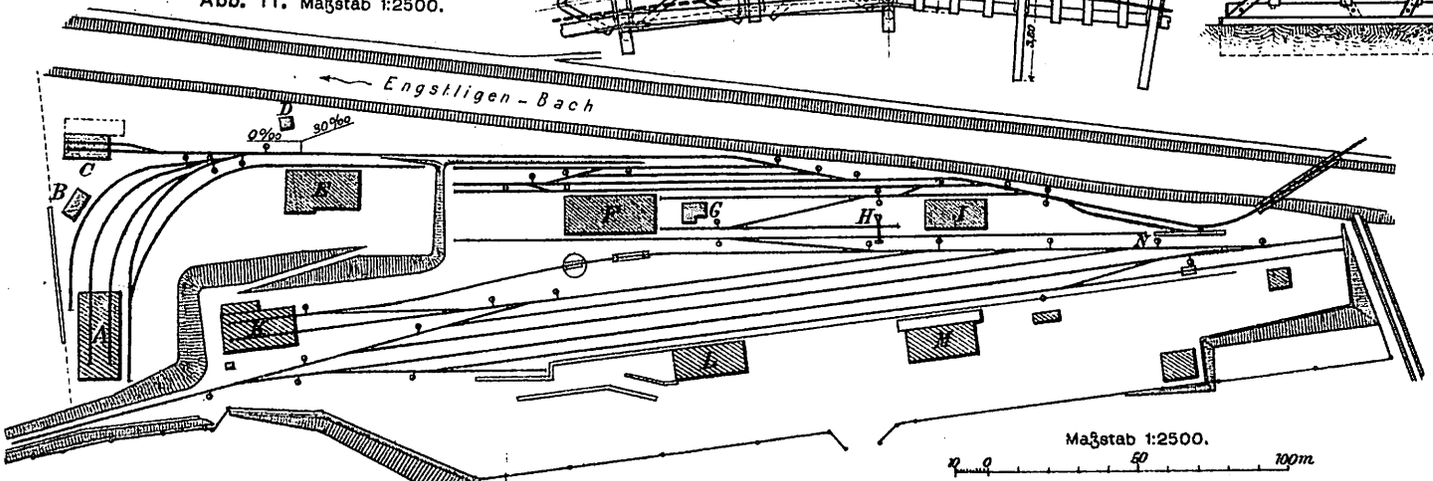


Abb. 11. Maßstab 1:2500.



Maßstab 1:2500.

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Abb. 1 bis 6. Mit Seitengeländer verbundene, verschiebbare Trittstufe.

Abb. 1.

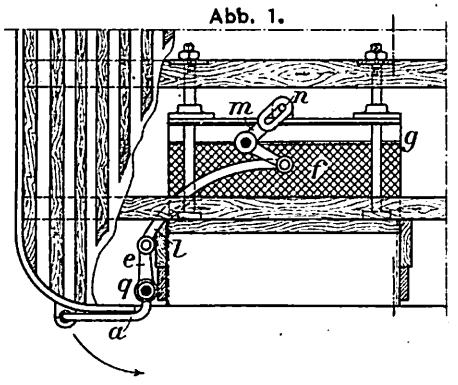

Abb. 2.

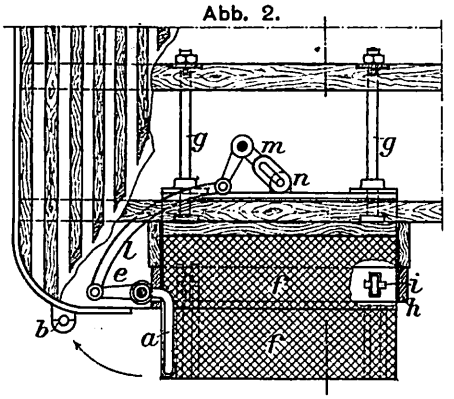

Abb. 3.

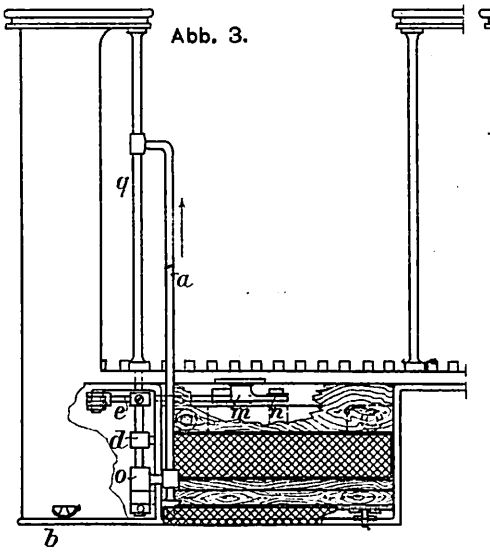

Abb. 4.

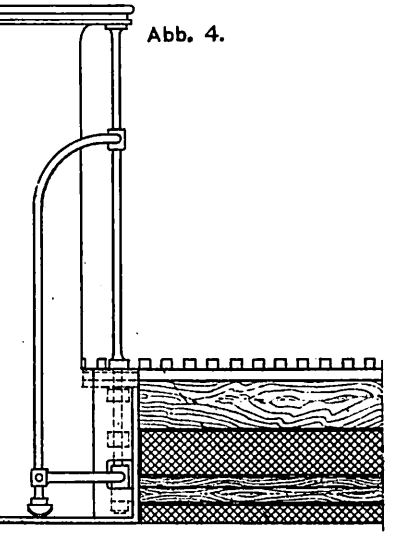

Abb. 5.

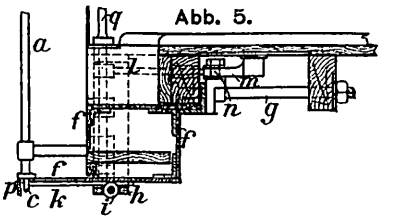

Abb. 6.

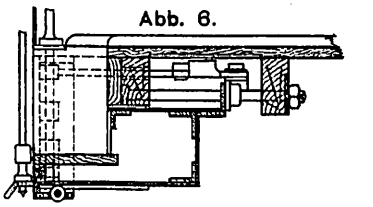

Abb. 7 bis 9. Elektrisches Blockfeld.

Abb. 7.

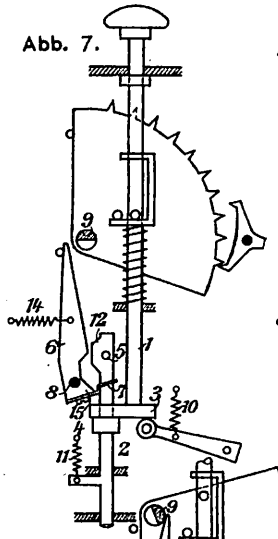

Abb. 8.

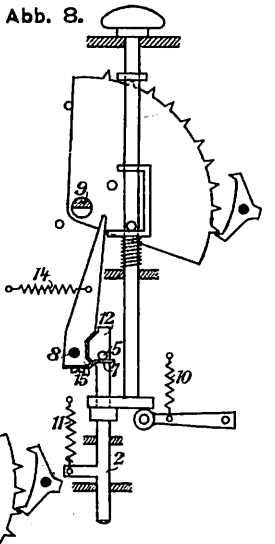

Abb. 9.

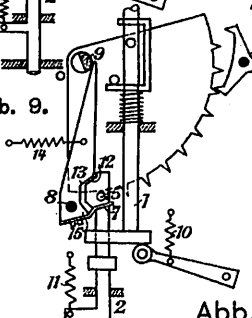

Abb. 10. Blattstoß mit Feder und Nut.

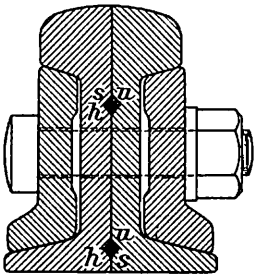

Abb. 11 und 12. Wagenschieber.

Abb. 11.

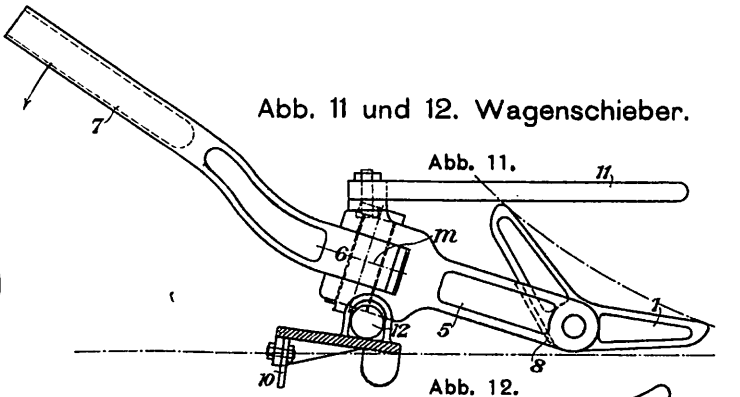

Abb. 12.

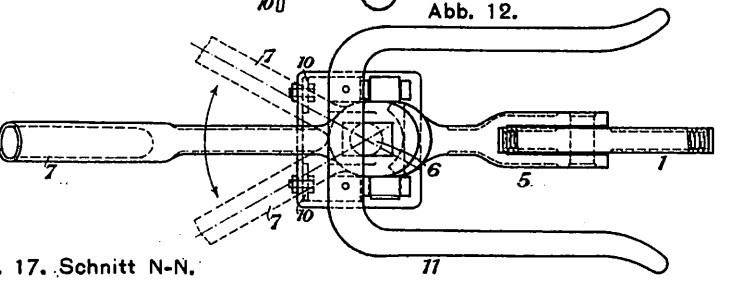

Abb. 16. Schnitt M-M. Abb. 17. Schnitt N-N.

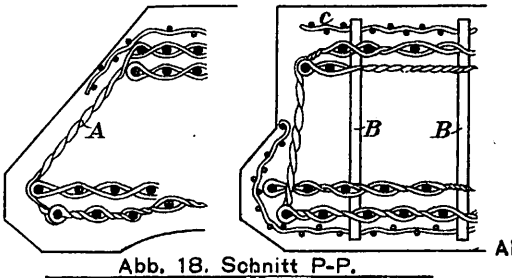

Abb. 13 bis 18. Eisenbetonschwellen

Abb. 13. Grundriß.

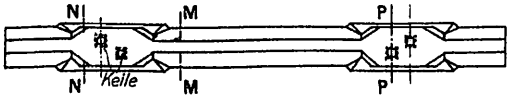

Abb. 14. Schnitt X-X.

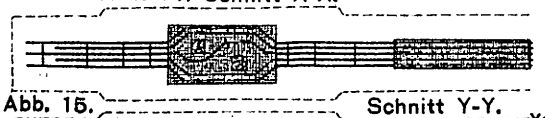

Abb. 15. Schnitt Y-Y.

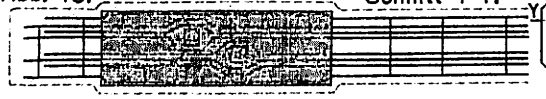

Abb. 18. Schnitt P-P.

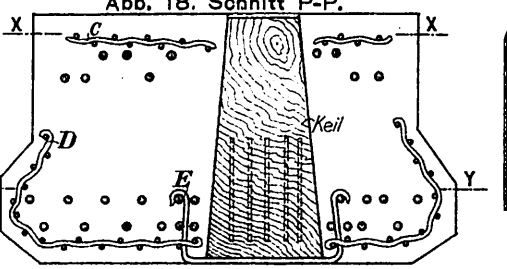

Abb. 19 bis 21. Futterblech für Schienenstoß-Verbindungen.

Abb. 20.

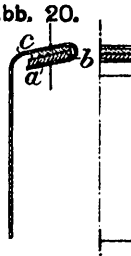

Abb. 19.

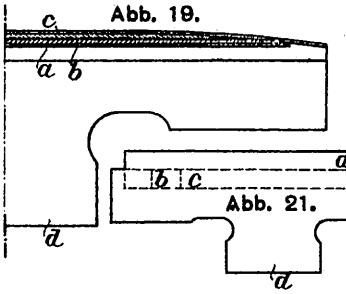

Abb. 21.

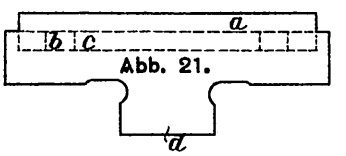

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Abb. 1. Bahnhof „Boulevard Raspail" der Pariser Stadtbahn.
Maßstab 1:450.

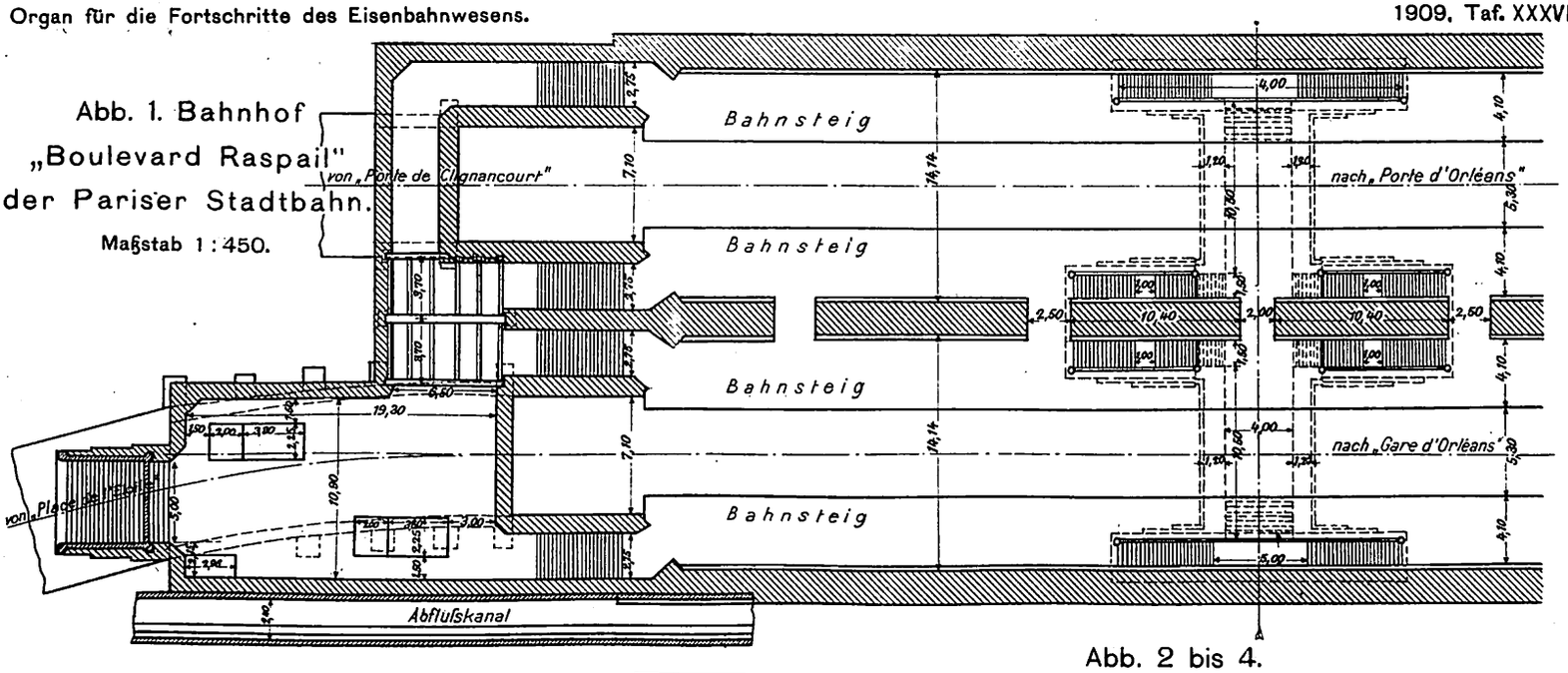


Abb. 2 bis 4.
Die Bahnhöfe der Pariser Stadtbahn.

Abb. 2. Maßstab 1:250.

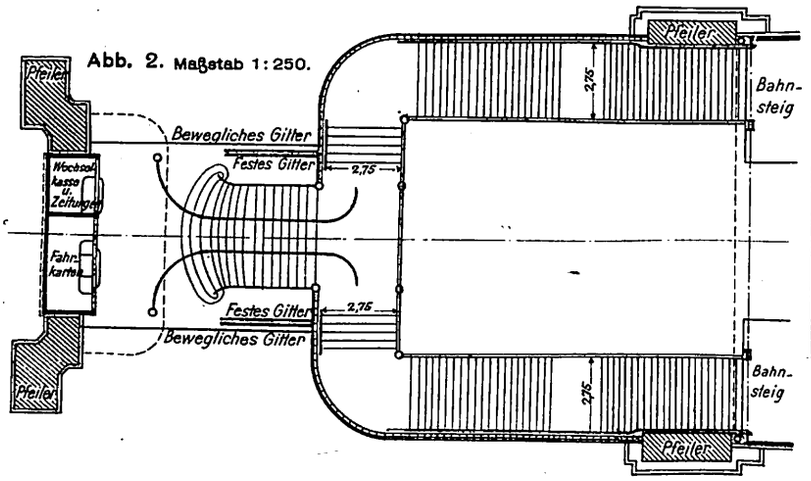


Abb. 3.

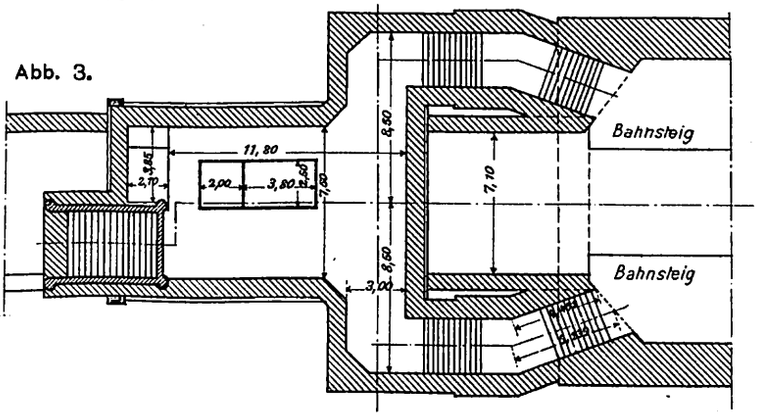


Abb. 4.

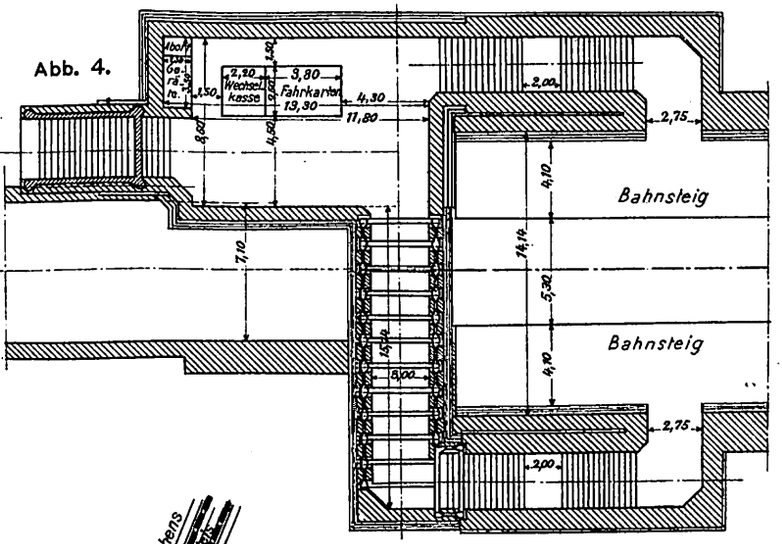


Abb. 6. Trichter mit eiserner Decke.
Grundriß. Maßstab 1:400.

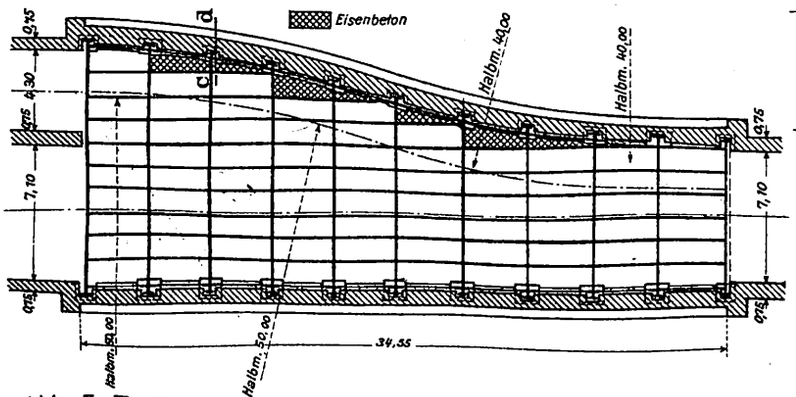


Abb. 7. Trichter mit eiserner Decke.
Schnitt c - d. Maßstab 1:150.

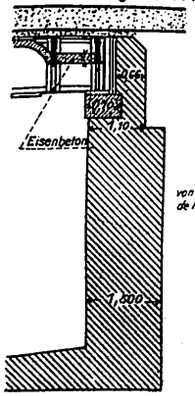
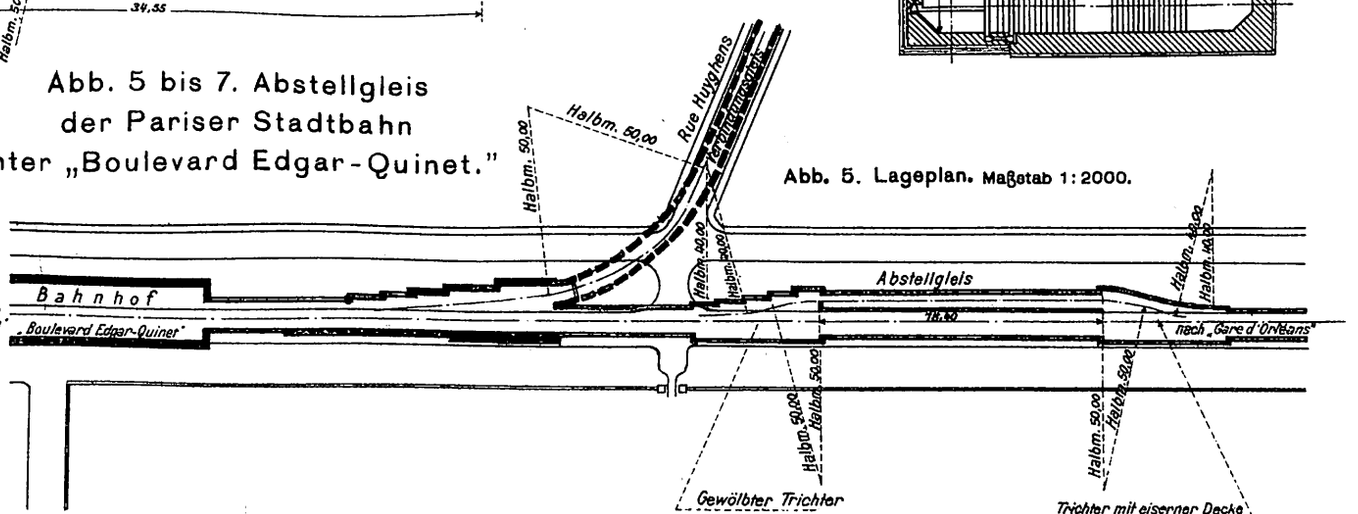


Abb. 5 bis 7. Abstellgleis der Pariser Stadtbahn unter „Boulevard Edgar-Quinet."

Abb. 5. Lageplan. Maßstab 1:2000.



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Federprüfmaschine von 15 t.

Maßstab. 1:20.

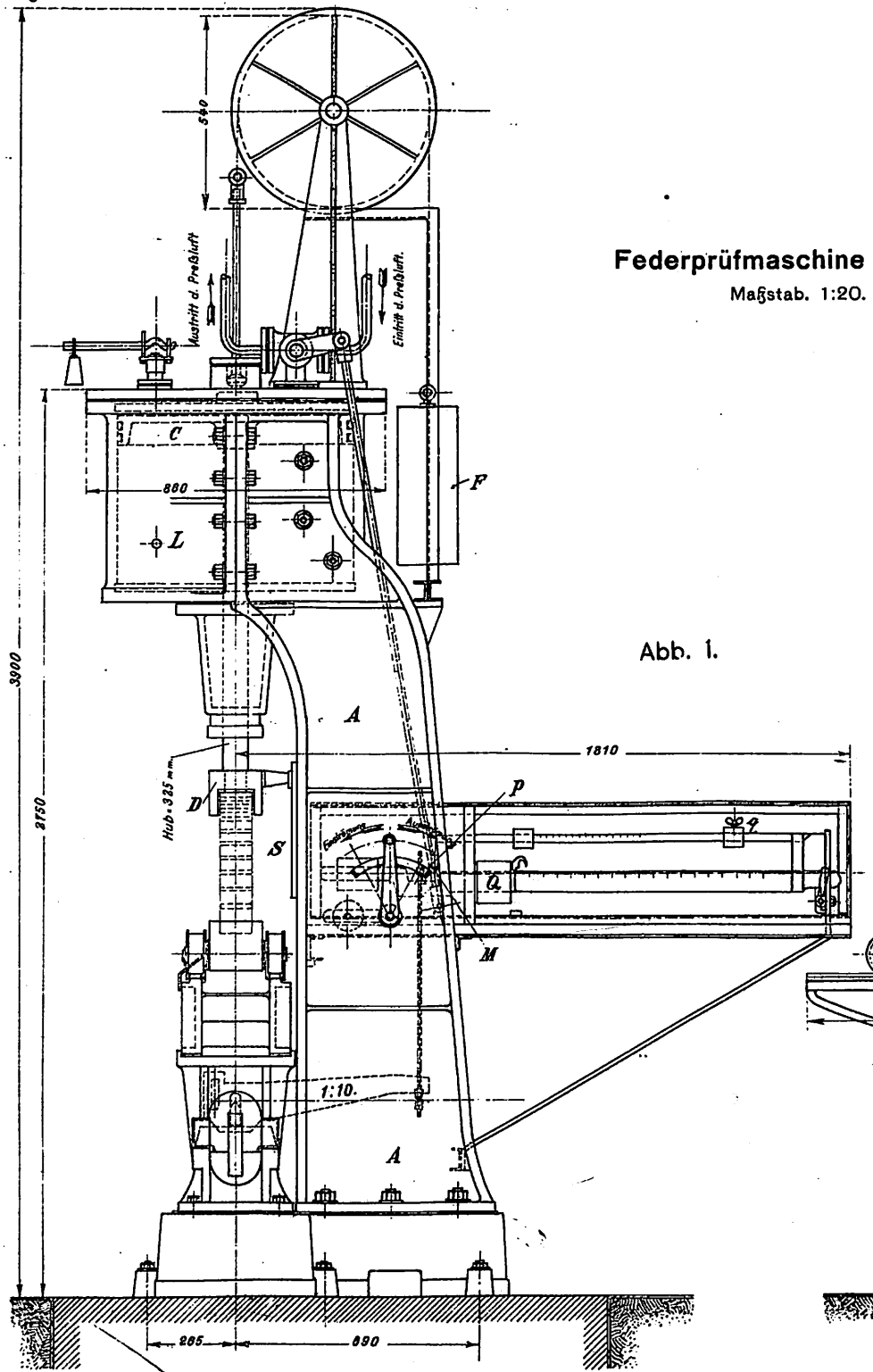


Abb. 1.

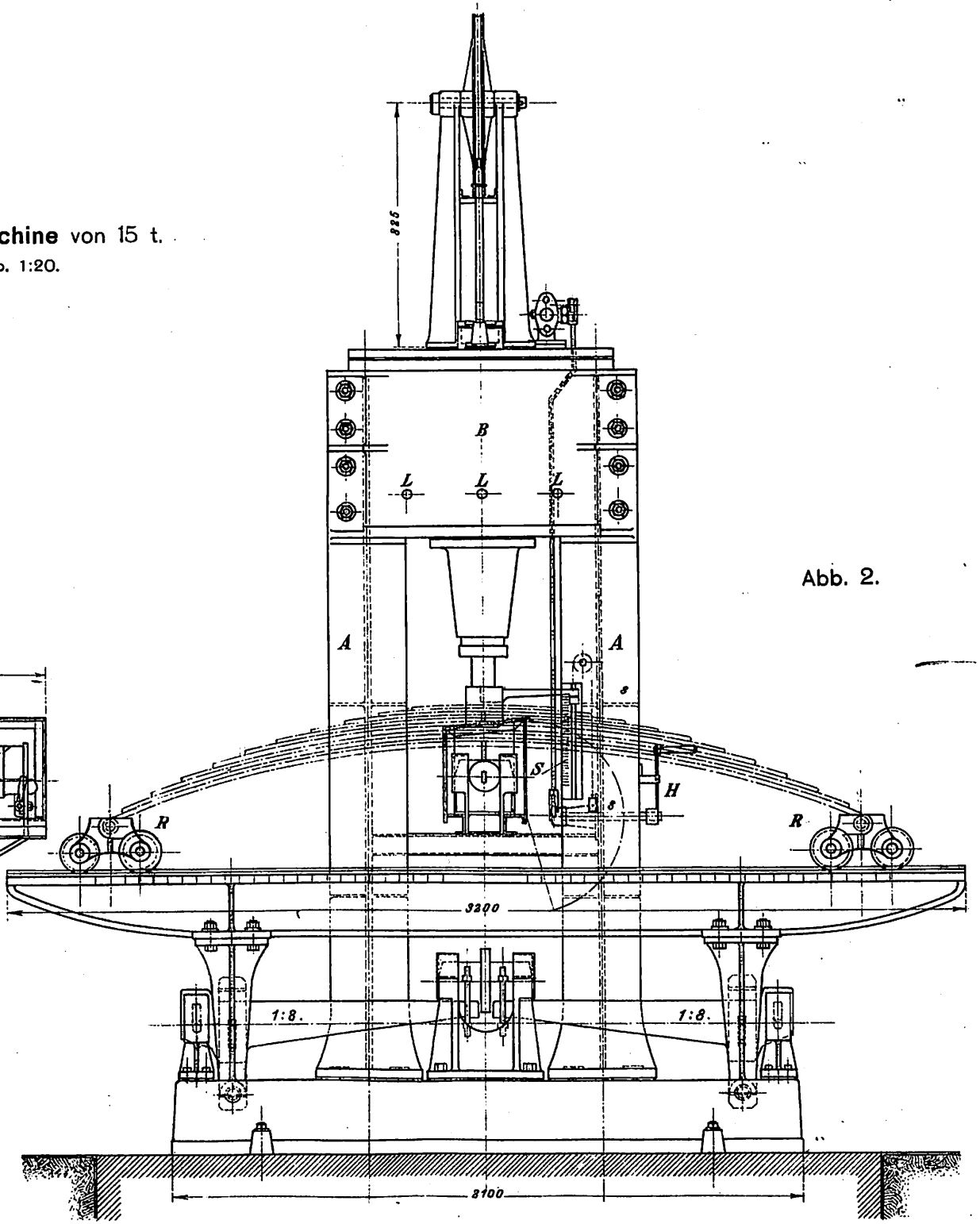


Abb. 2.

Abb. 1 und 2. **Speicher-Triebwagen der Preußischen Staatseisenbahnen.**

Abb. 1.

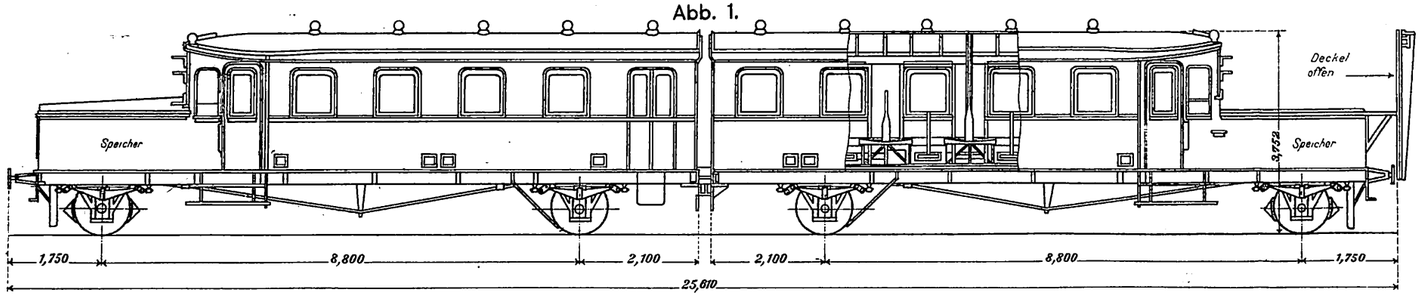


Abb. 2.

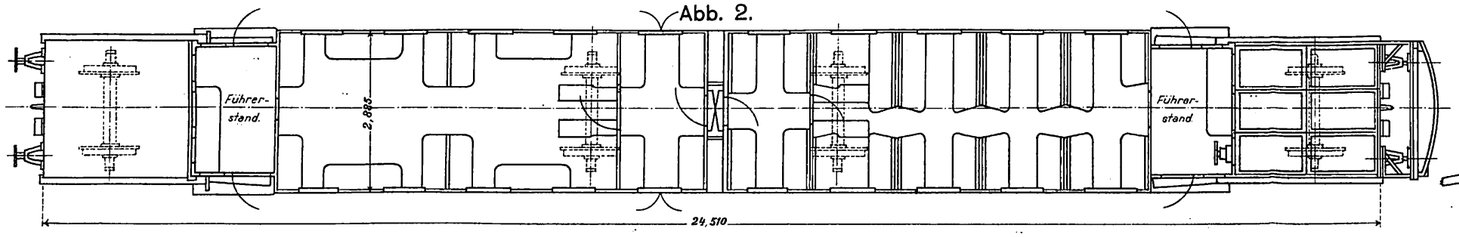


Abb. 3 und 4. **Schilhan: Förderrad für Schüttgut.** Maßstab 1:50.

Abb. 3.

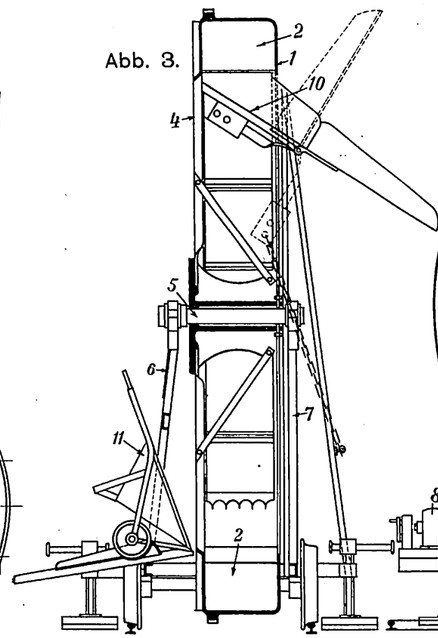


Abb. 4.

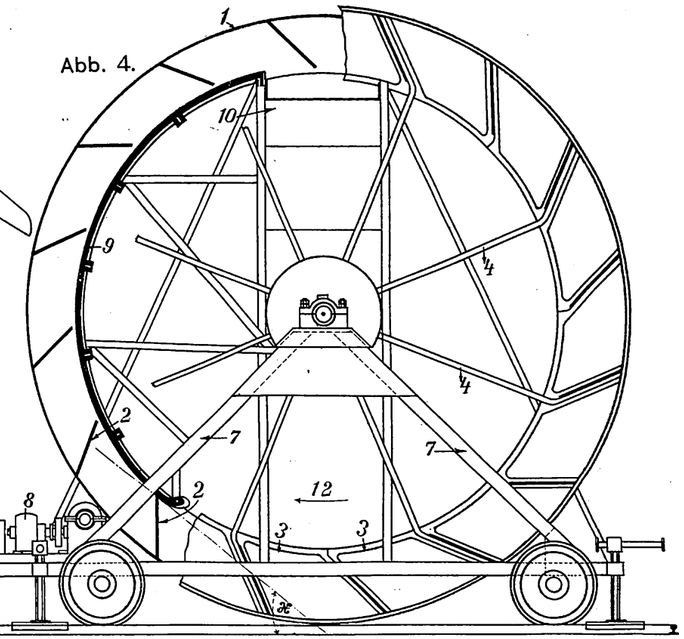


Abb. 5. **Verschiebebahnhof Gardenville der Neuyork-Zentralbahn.**

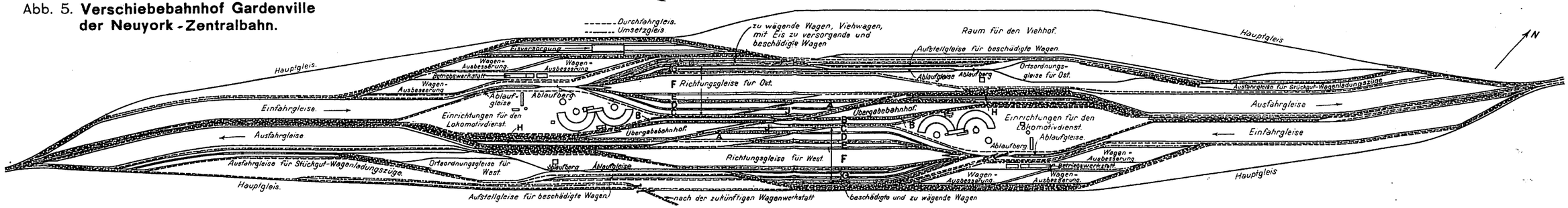


Abb. 8 bis 10. Dampfspritzvorrichtungen zum Reinigen der Viehwagen mit heißem Wasser und Entseuchen mit heißer Sodalauge von 50° C.

Abb. 8.

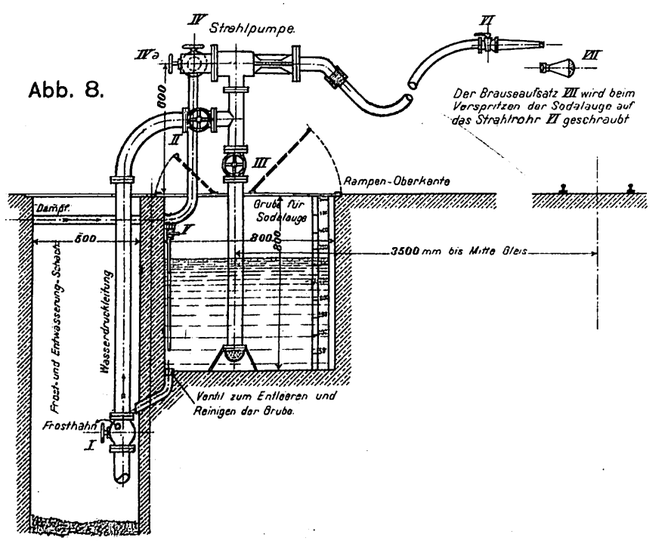


Abb. 9.

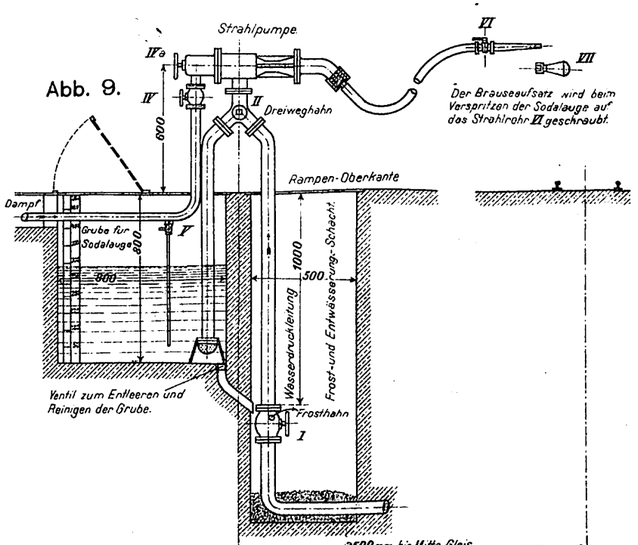


Abb. 10.

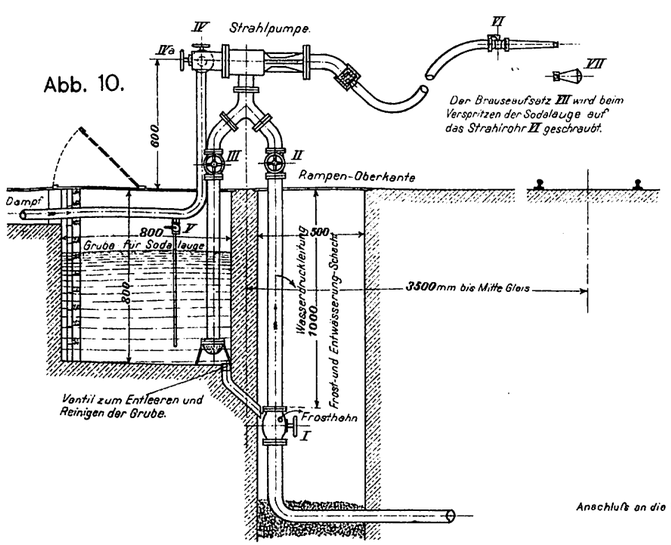


Abb. 6 bis 10. **Entseuchungsrampen.**

Abb. 6.
Lübbeckes Vorrichtung.

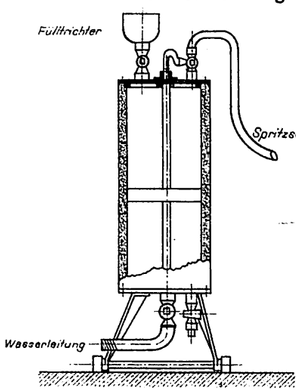
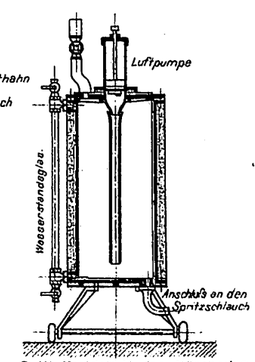


Abb. 7.
Körtings Vorrichtung.



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Die selbsttätige Güterzug- Sauge -Schnell-Bremse von Hardy.

Abb. 1.
Übersicht der Anordnung der selbsttätigen Güterzug-Saugebremse.

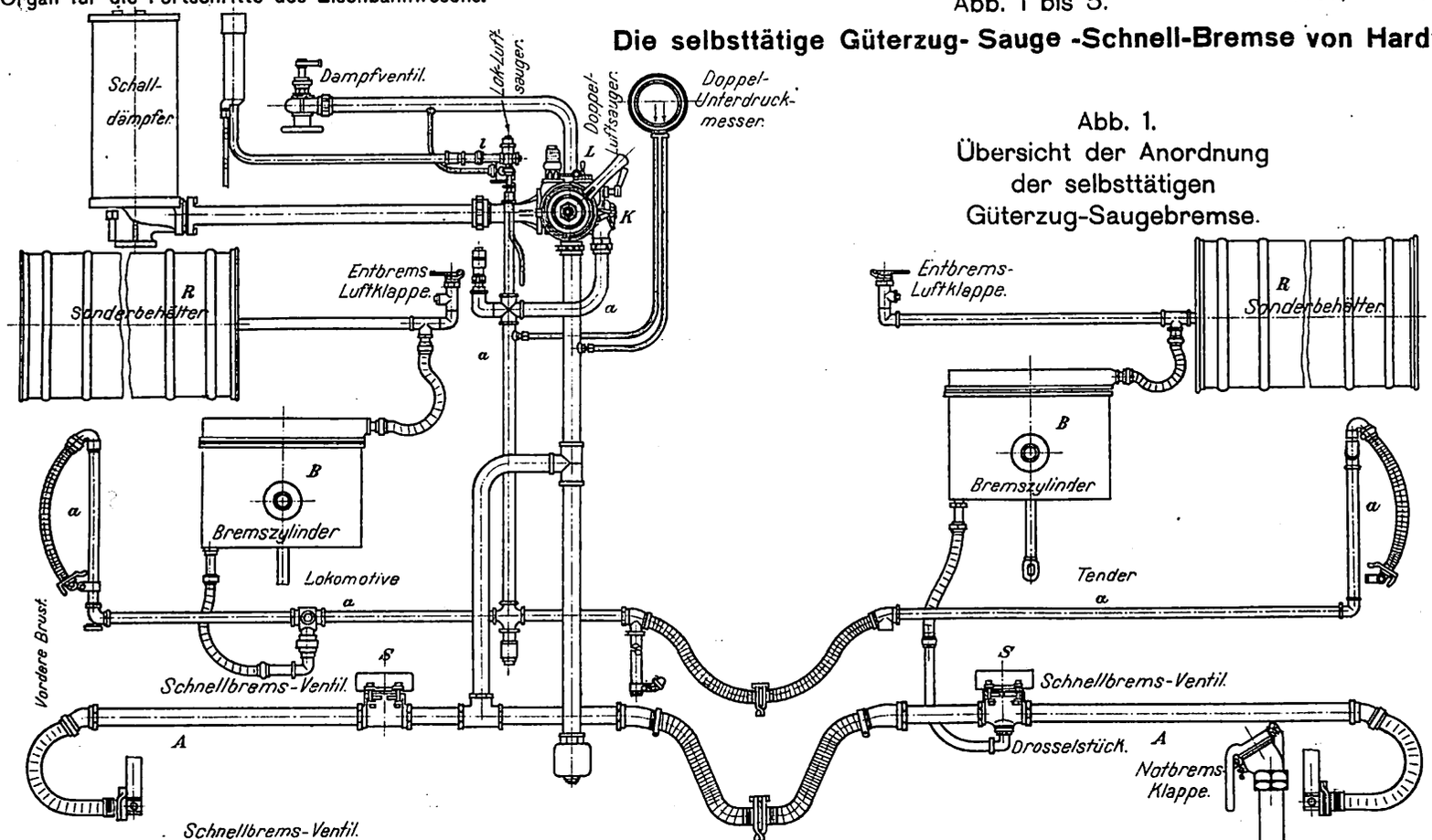

Abb. 2.
Übersicht der Anordnung der selbsttätigen Güterzug-Saugebremse am Wagen.

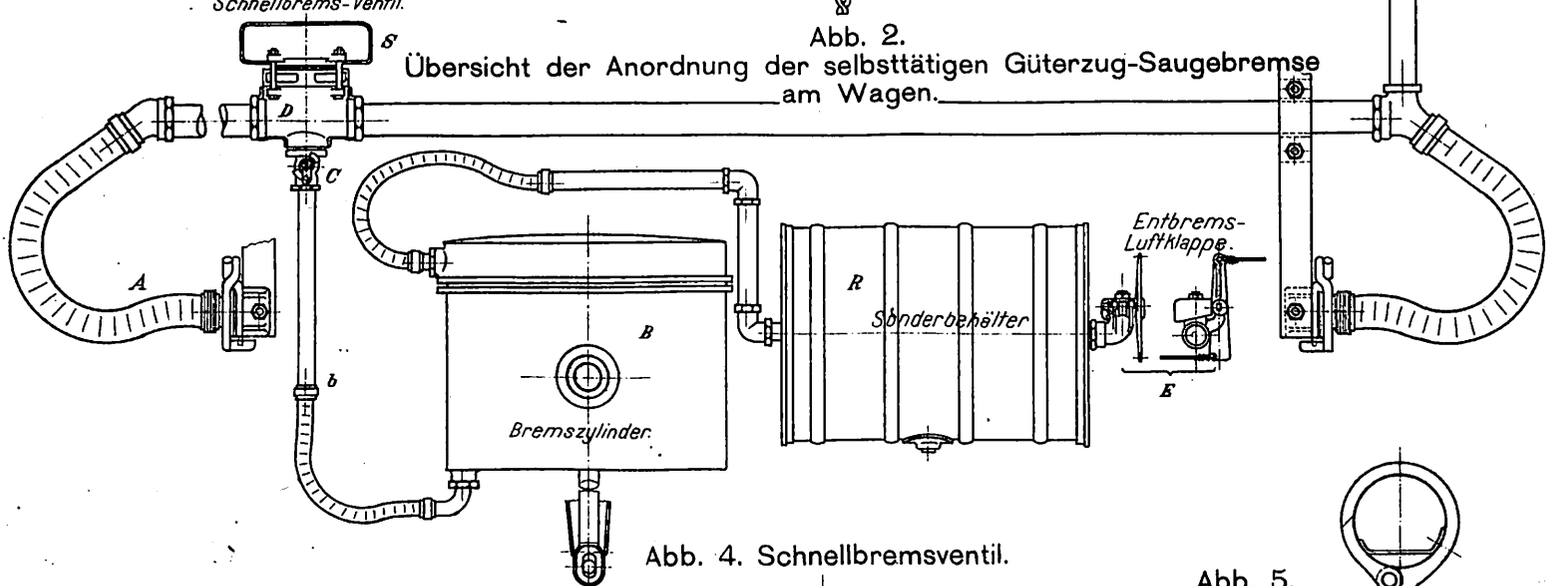

Abb. 3. Bremszylinder.

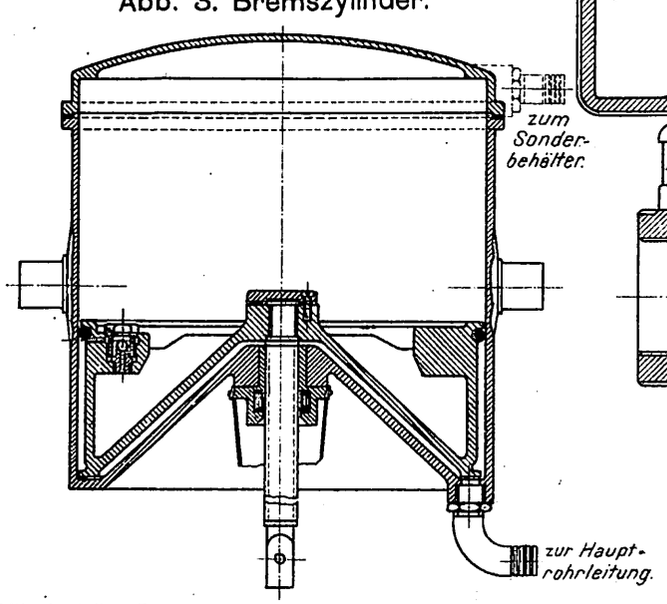

Abb. 4. Schnellbremsventil.

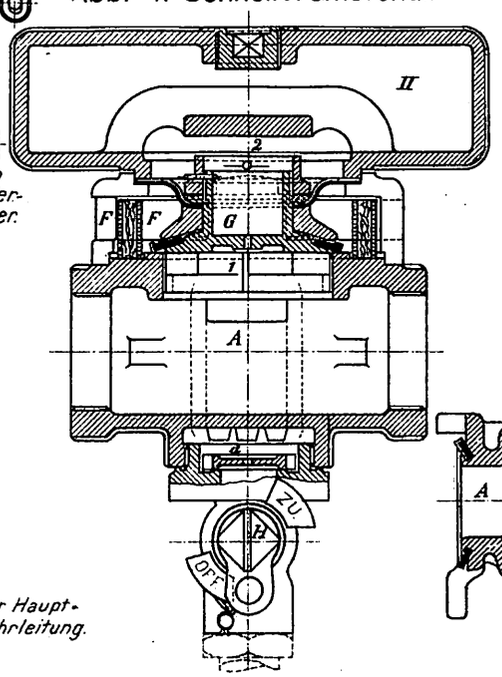

Abb. 5.
Anhänge-Ventil.

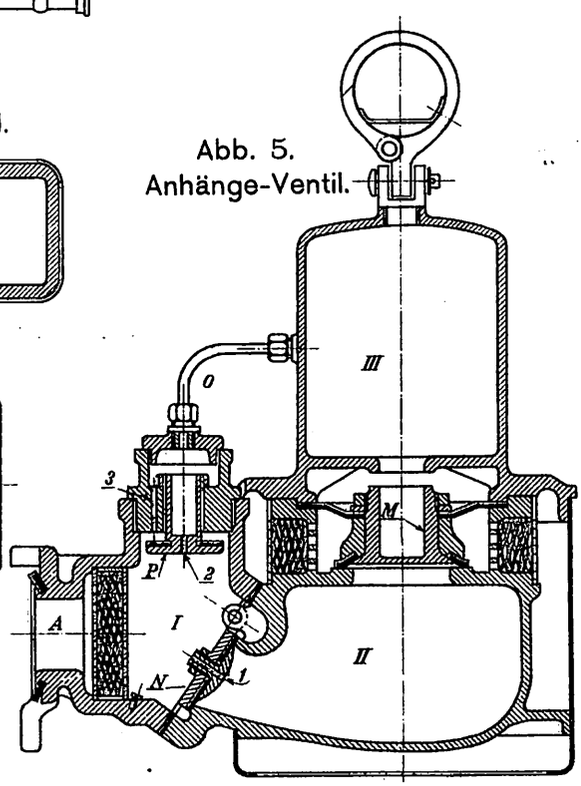

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Abb. 1 bis 5.
Bahnhof „Quai de Passy"
der Pariser Stadtbahn.

Abb. 1.
Grundriß. Maßstab 1:400.

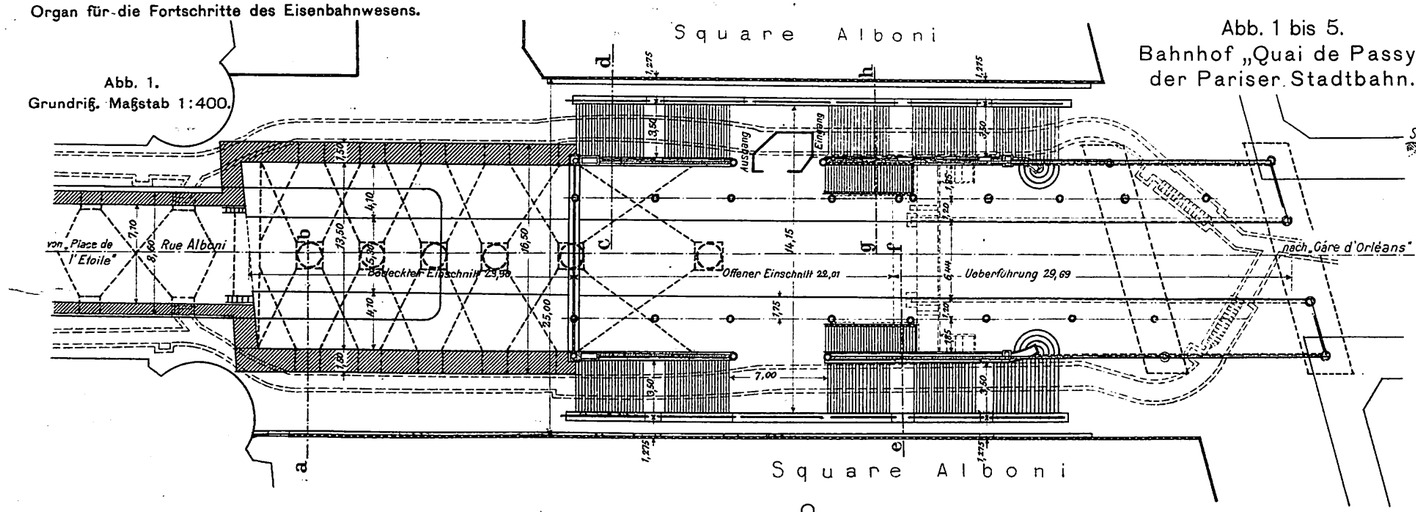

Abb. 2. Schnitt e f (Abb. 1)

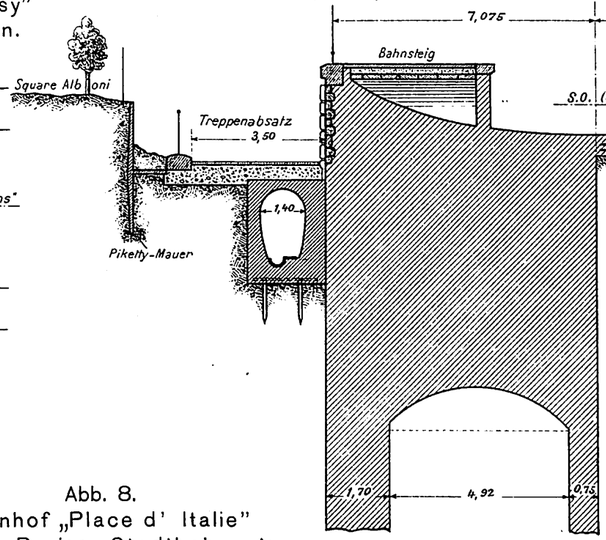

Abb. 3. Schnitt g h (Abb. 1.)

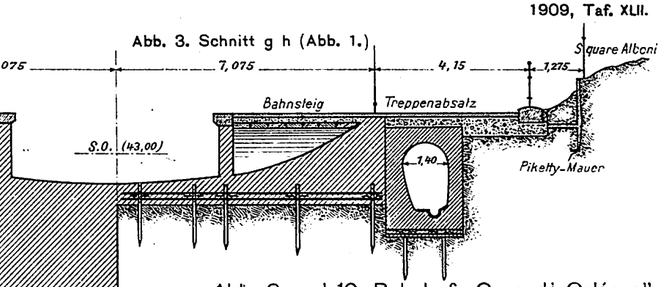

Abb. 9 und 10. Bahnhof „Gare d' Orléans"
der Pariser Stadtbahn.

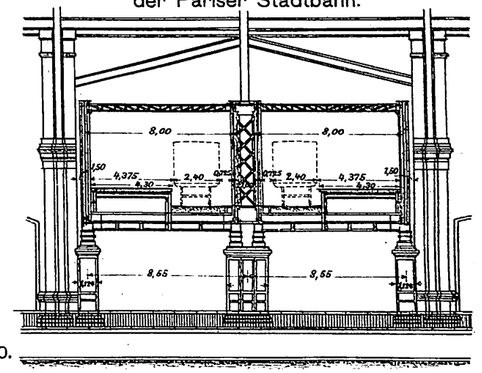

Abb. 9.
Querschnitt.
Maßstab 1:200.

Abb. 10. Grundriß.

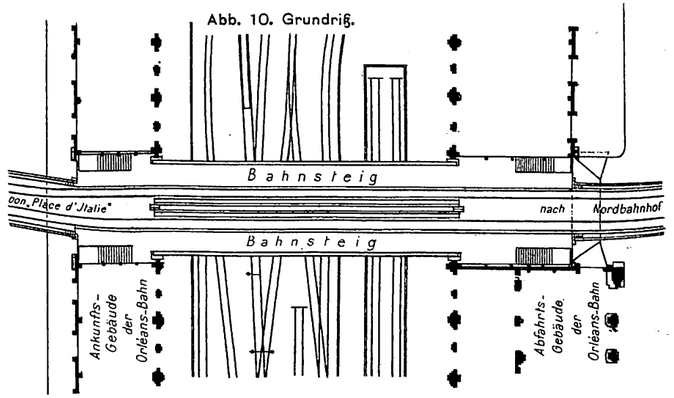

Abb. 4.
Schnitt a b (Abb. 1.)

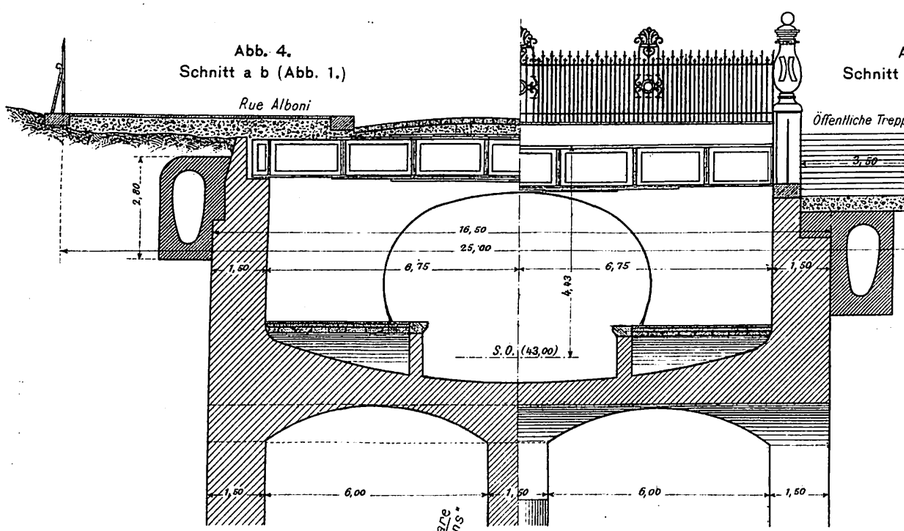

Abb. 5.
Schnitt c d (Abb. 1.)

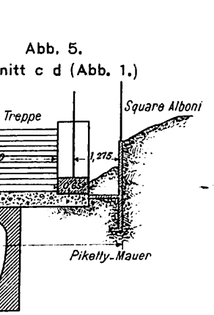

Abb. 8.
Bahnhof „Place d' Italie"
der Pariser Stadtbahn.
Maßstab 1:600.

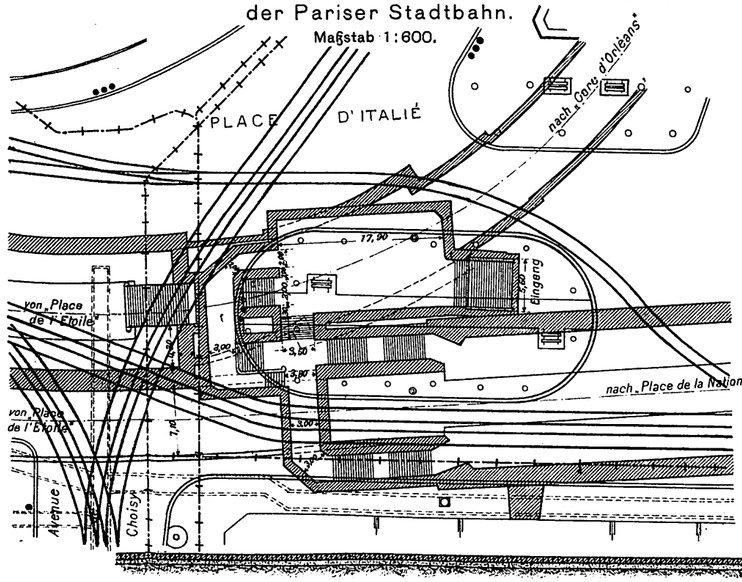

Abb. 6.
Grundriß. Maßstab 1:600.

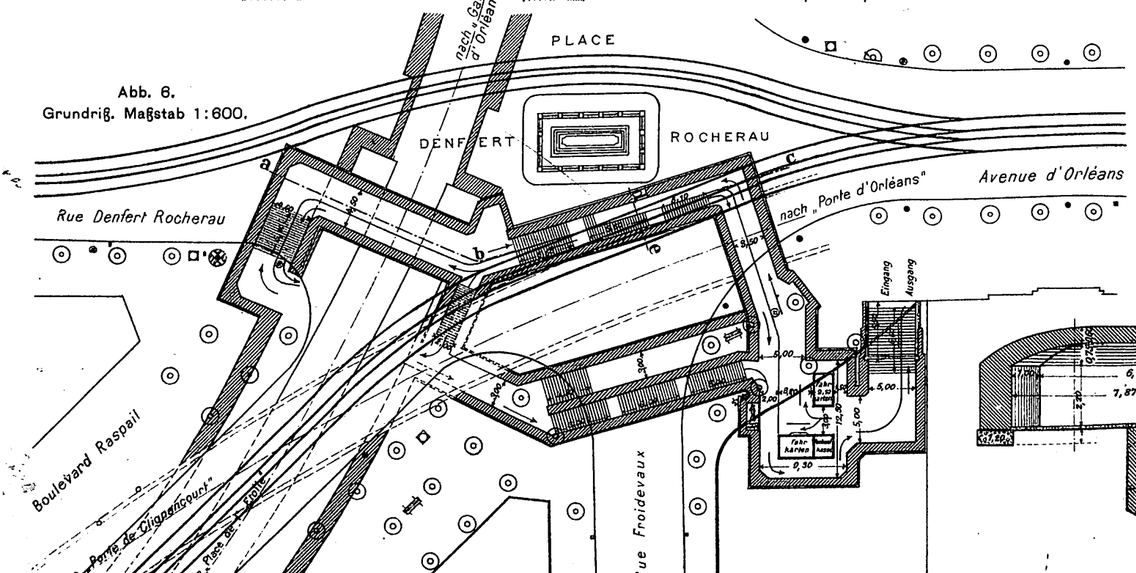

Abb. 6 und 7.
Bahnhof
Place „Denfert-Rochereau"
der Pariser Stadtbahn.

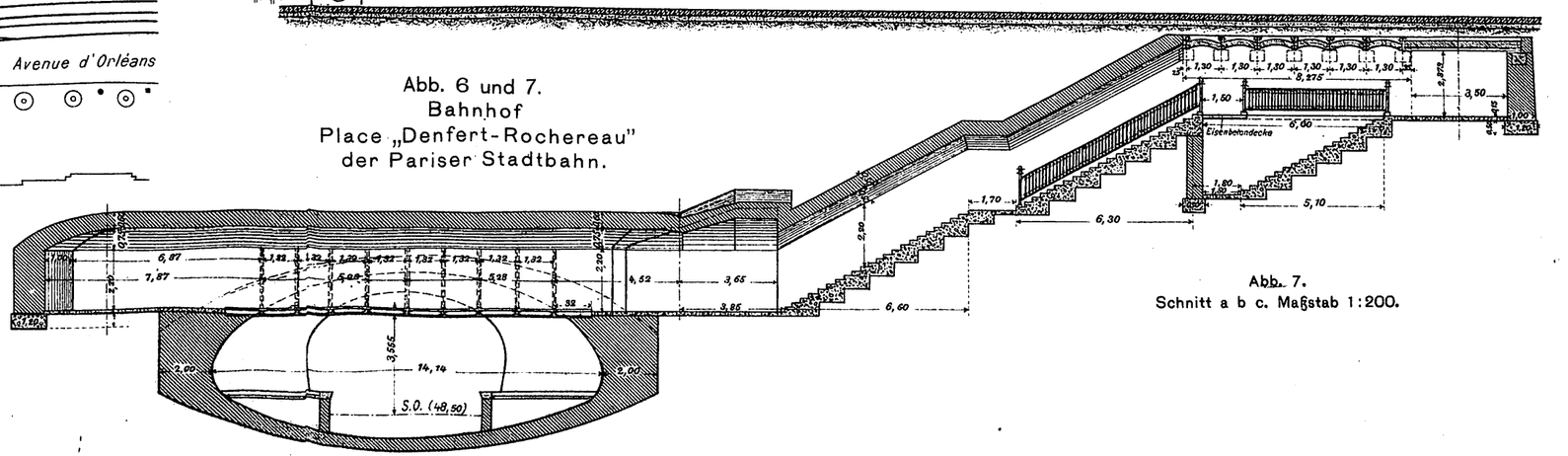

Abb. 7.
Schnitt a b c. Maßstab 1:200.

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Abb. 3. Schnitt A-B (Abb. 2.) Maßstab 1:250.

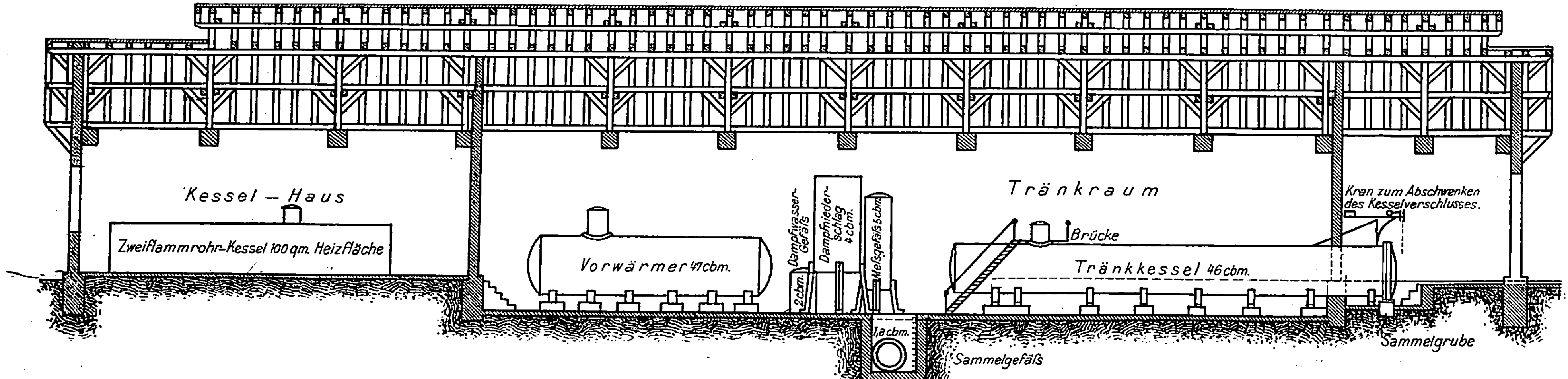


Abb. 4. Schnitt C-D. (Abb. 2.) Maßstab 1:250.

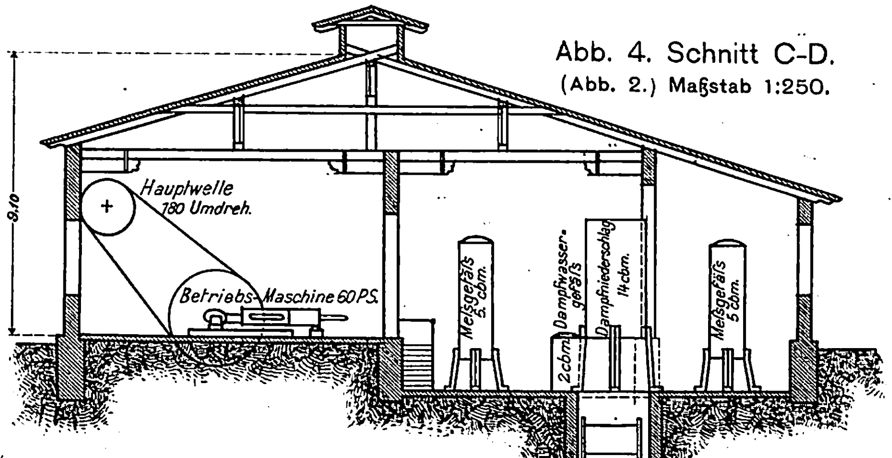


Abb. 5. Schnitt E-F. (Abb. 2.) Maßstab 1:250.

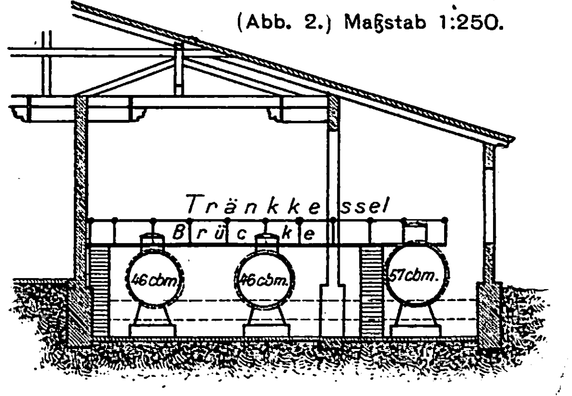


Abb. 2. Schwellentränkanstalt Zernsdorf. Maßstab 1:250.

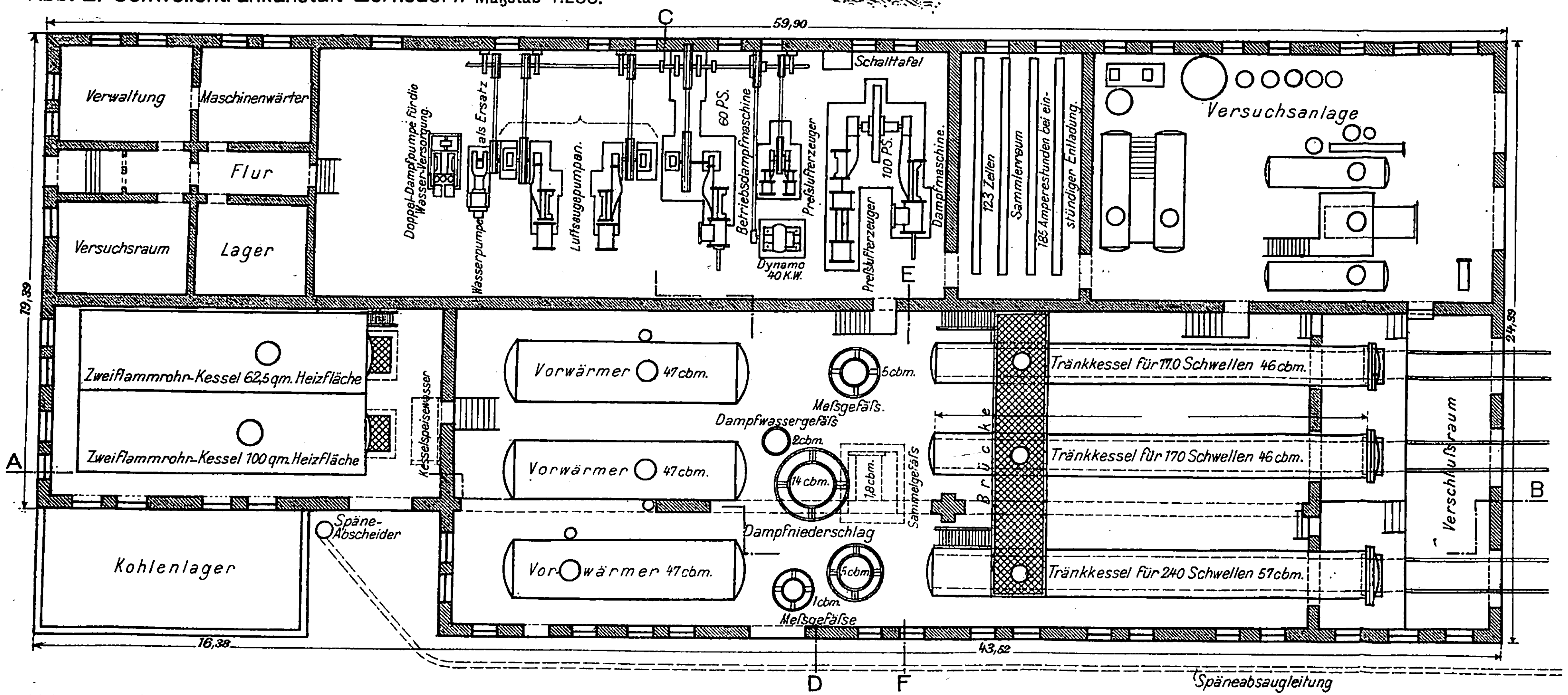


Abb. 10. Schnitt L-M. (Abb. 9.) Maßstab 1:300.

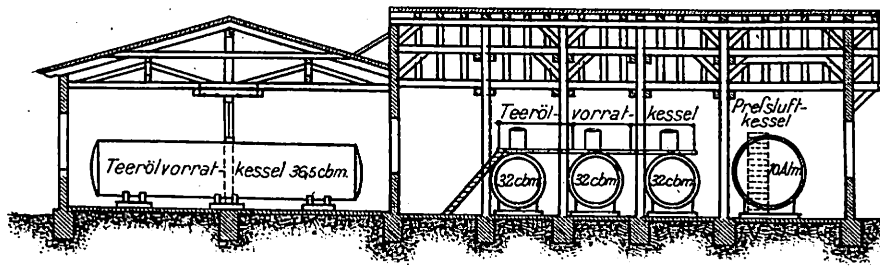


Abb. 11. Schnitt N-O. (Abb. 9.) Maßstab 1:300.

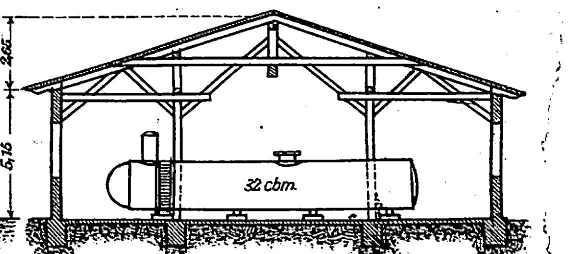
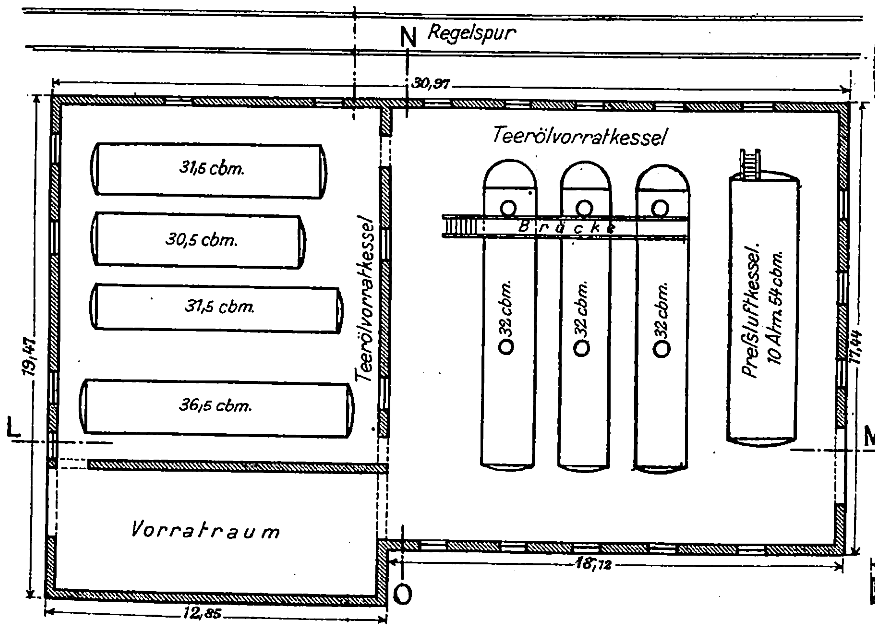


Abb. 9. Teerölvorratkesselhaus Maßstab 1:300.



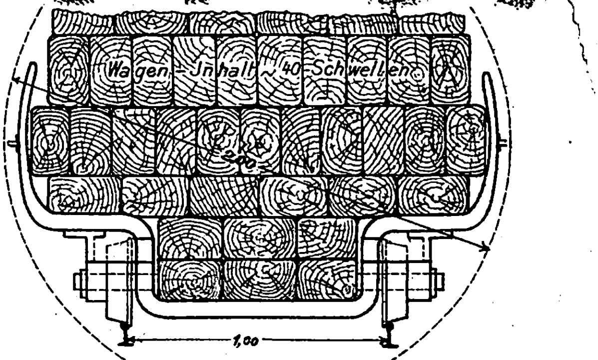


Abb. 12 und 13.
Eiserner Schwellen-Kesselwagen
für Kessel von 2 m Lichtweite.
Vorder- und Seiten-Ansicht.
Maßstab 1:30.

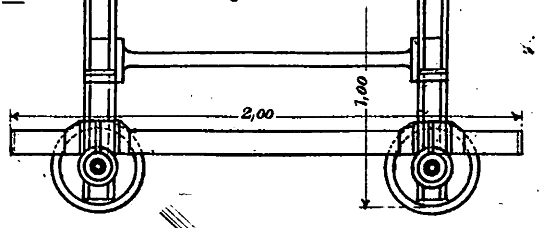


Abb. 6. Hobelmaschinengebäude. Maßstab 1:200.

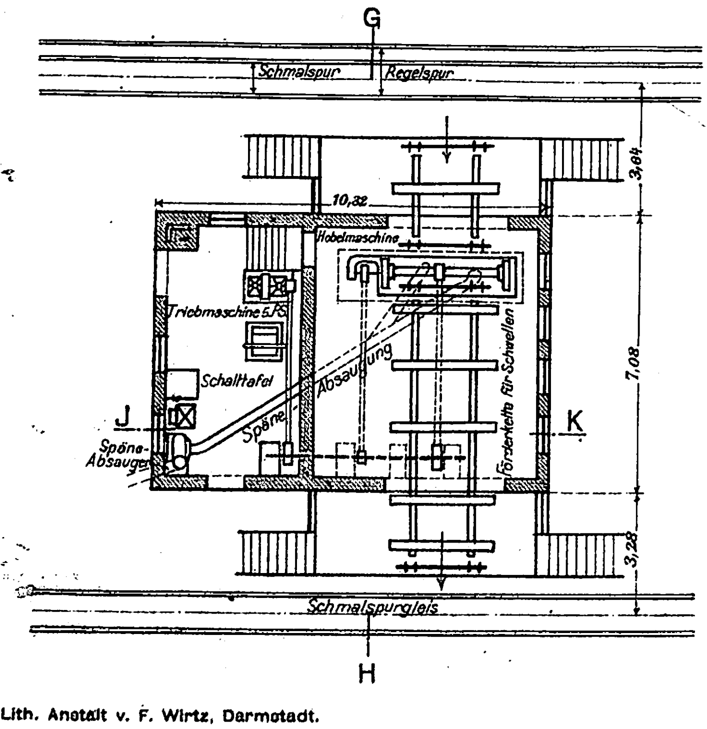


Abb. 7. Schnitt G-H. (Abb. 6.) Maßstab 1:200.

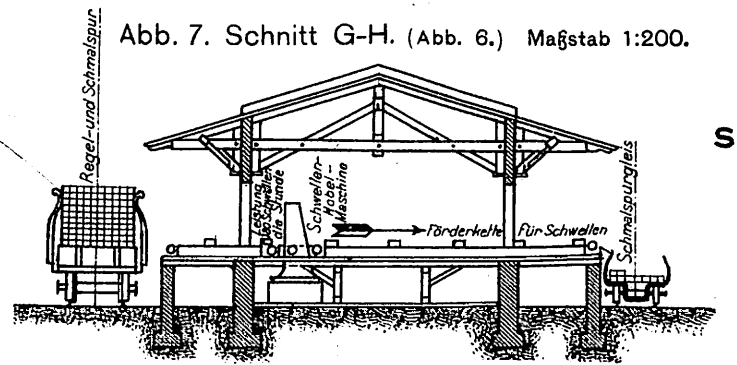


Abb. 8. Schnitt J-K. (Abb. 6.) Maßstab 1:200.

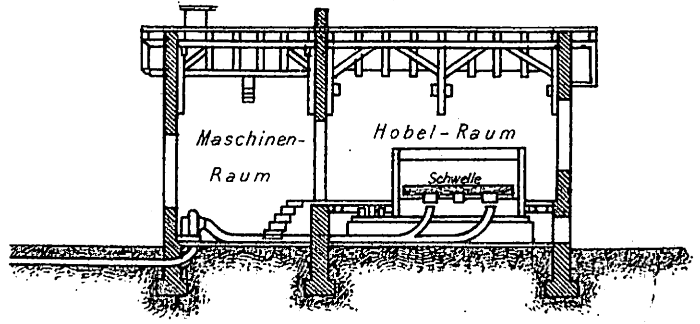
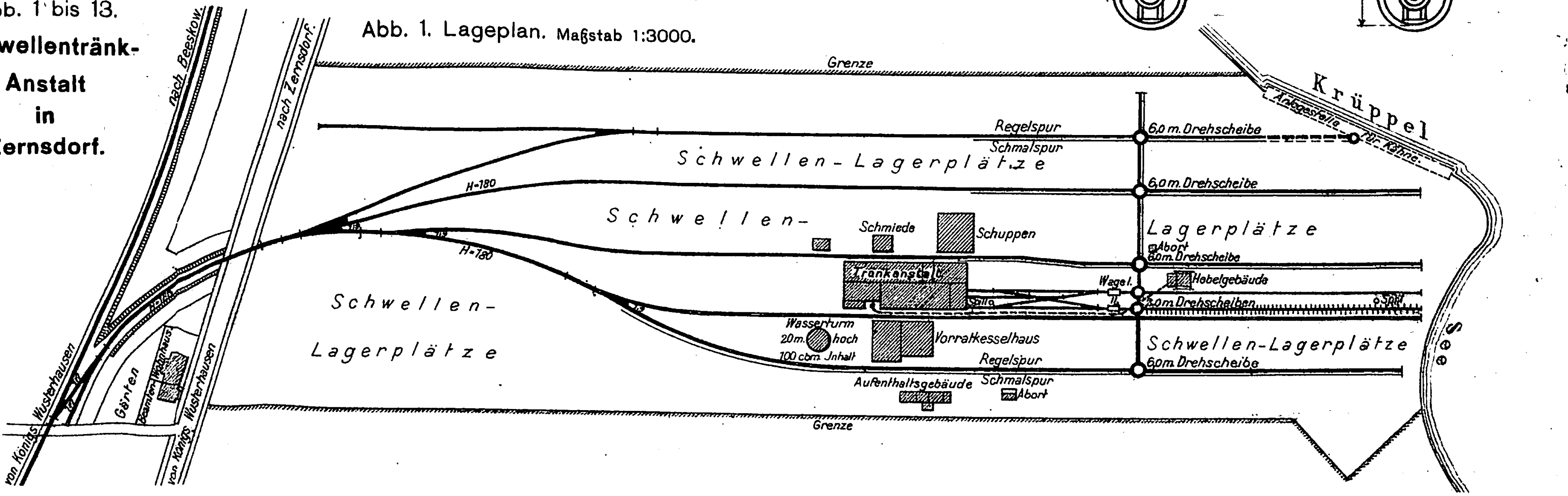


Abb. 1 bis 13.

Schwellentränk-Anstalt in Zernsdorf.

Abb. 1. Lageplan. Maßstab 1:3000.



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C. W. Kreidels Verlag, Wiesbaden.

Abb. 1 bis 3: Zweiachsiger Selbstentlader mit Bremse.

Abb. 1.

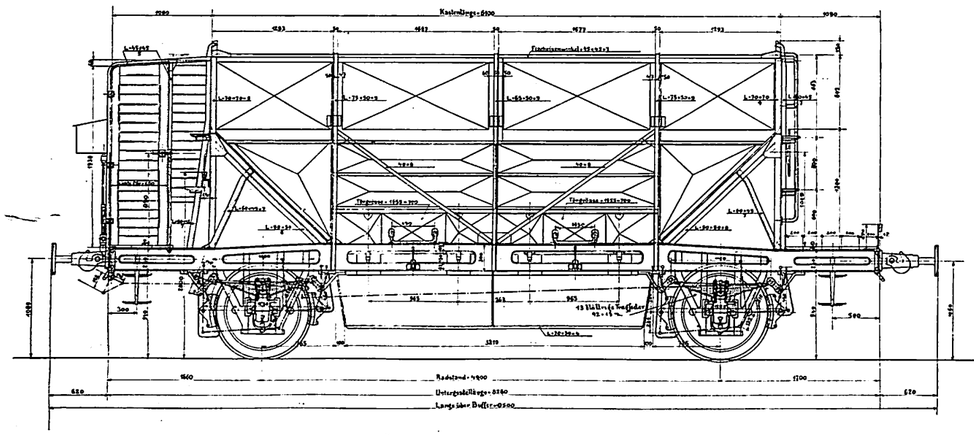


Abb. 3.

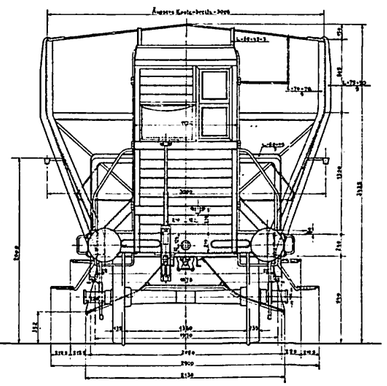


Abb. 2.

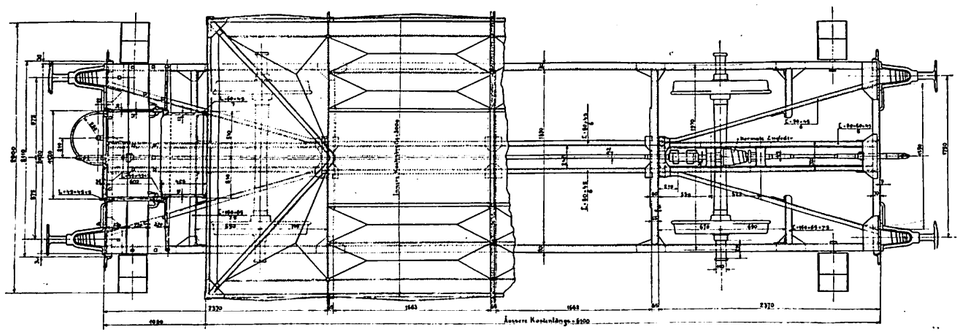


Abb. 6.

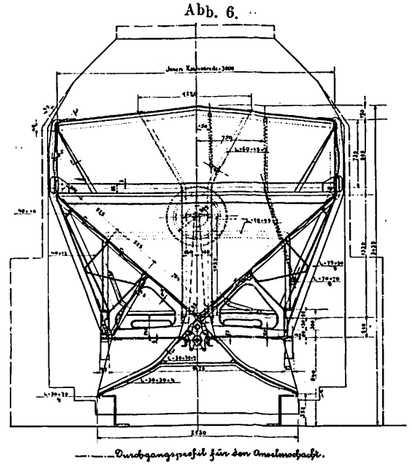


Abb. 4 bis 6: Zweiachsiger Selbstentlader ohne Bremse.

Abb. 4.

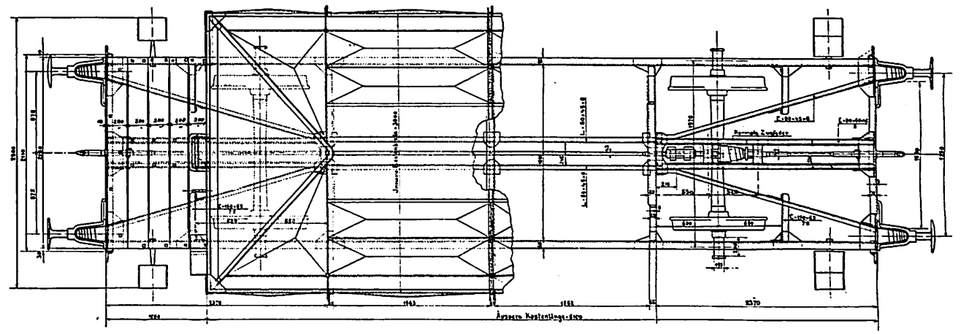


Abb. 5.

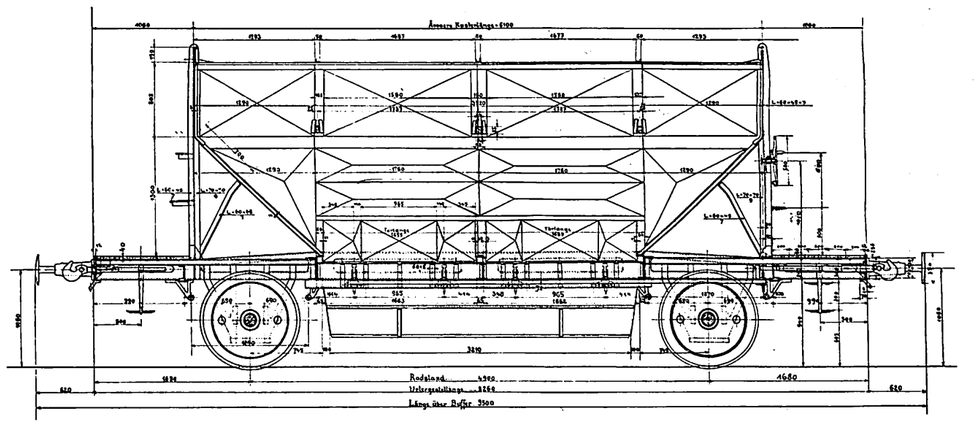


Abb. 7. Preßteile der zweiachsigen Nesselsdorfer Selbstentlader mit und ohne Bremse für 21 t Tragfähigkeit.

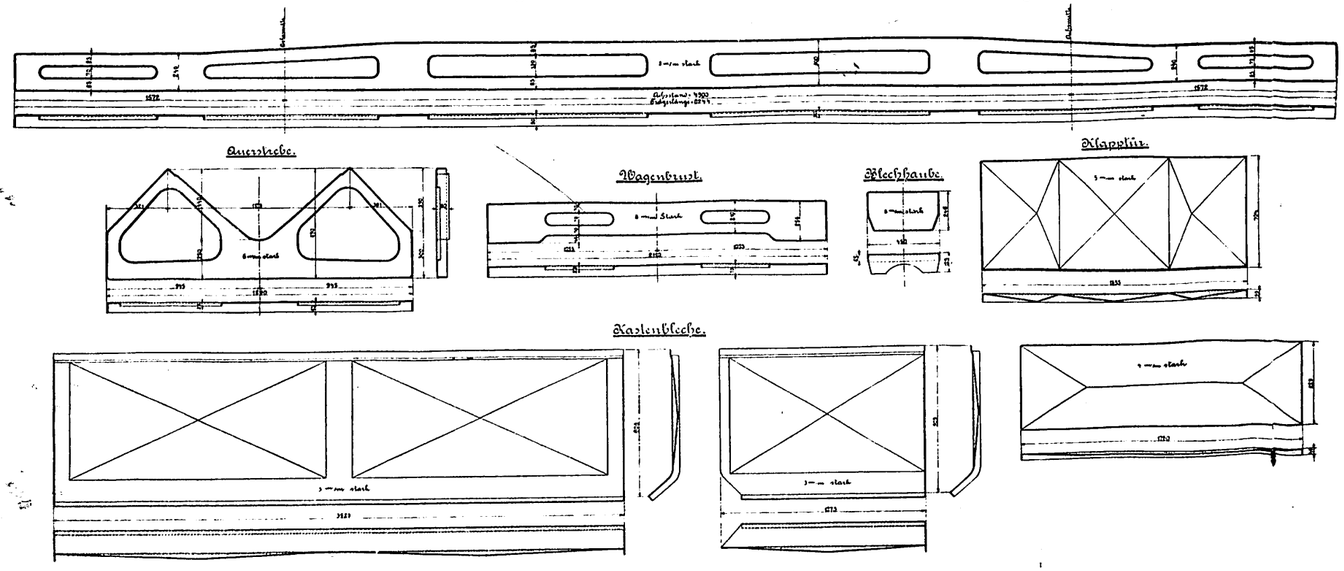


Abb. 9.

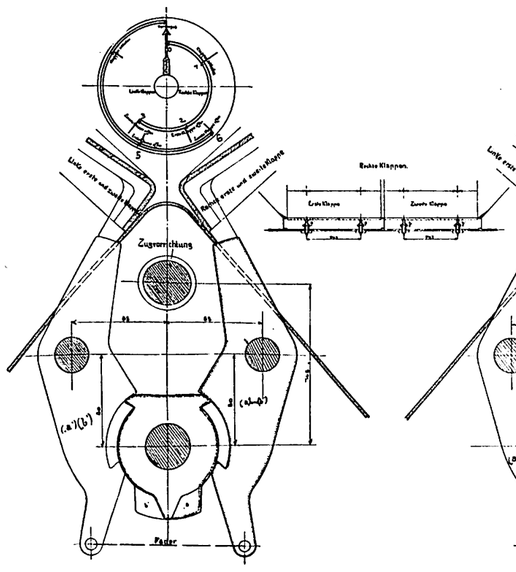


Abb. 10.

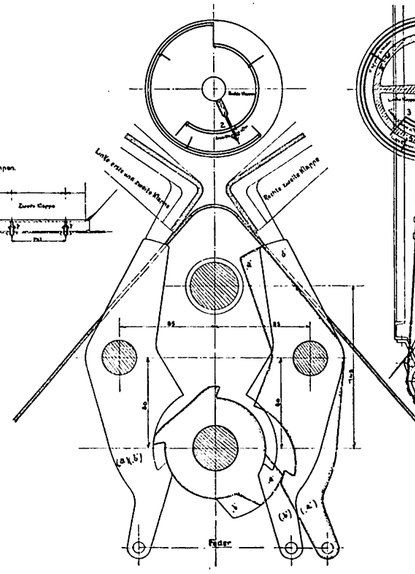
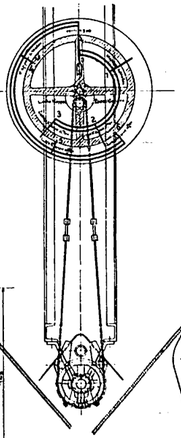


Abb. 8.



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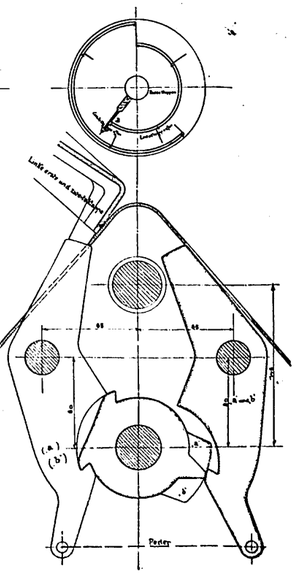
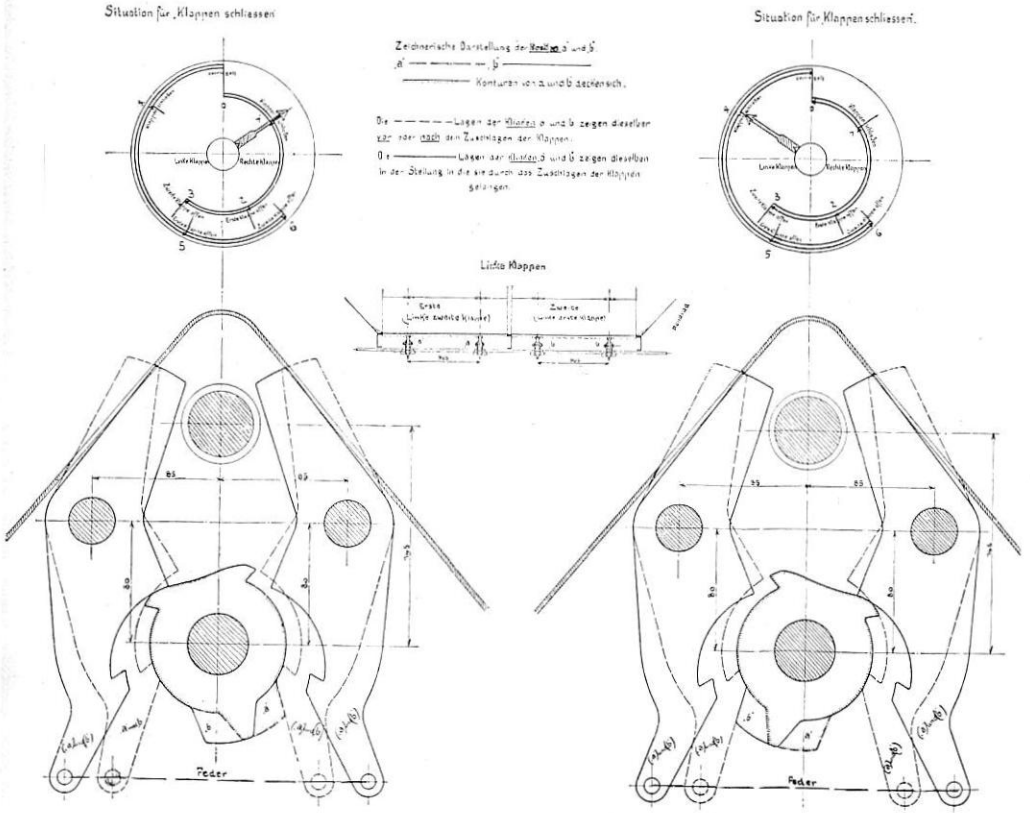


Abb. 1

Abb. 2.

Abb 3.



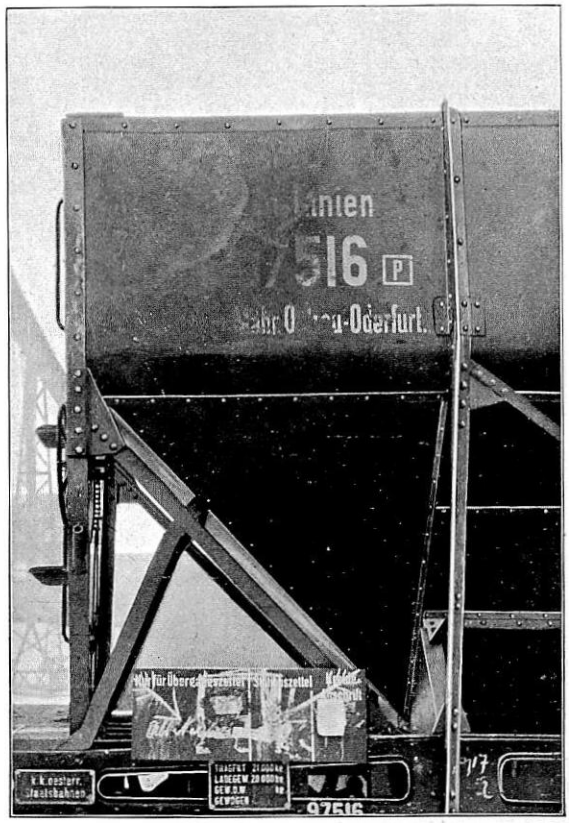


Abb. 4.

Abb. 5.