

Abb. 1. 1 D1-Drehstromlokomotive,
Simplon-Bahn. Maßstab 1:200.

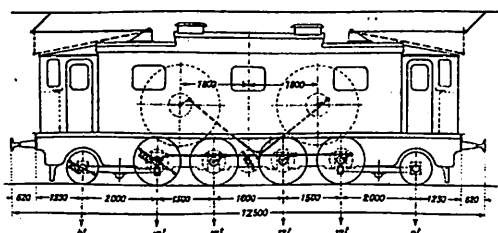


Abb. 4. C-Gleichstromlokomotive,
Berner Oberland-Bahnen.

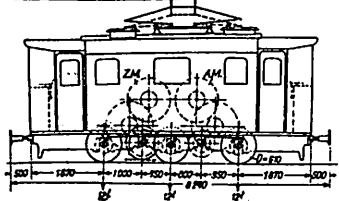


Abb. 7 und 8. Gleichstrom-Triebwagen für den
Vorortverkehr der Straßenbahnen in Basel. Maßstab 1:200.

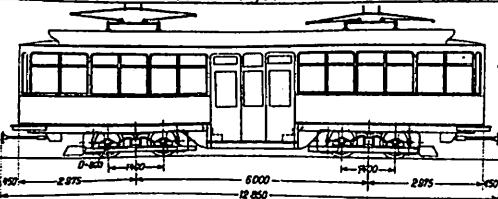


Abb.7

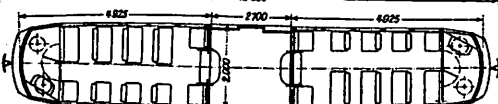


Abb.8.

**Abb. 9. Schaltplan der Beleuchtung für
Wagen, Bauart Brown, Boveri und G.**

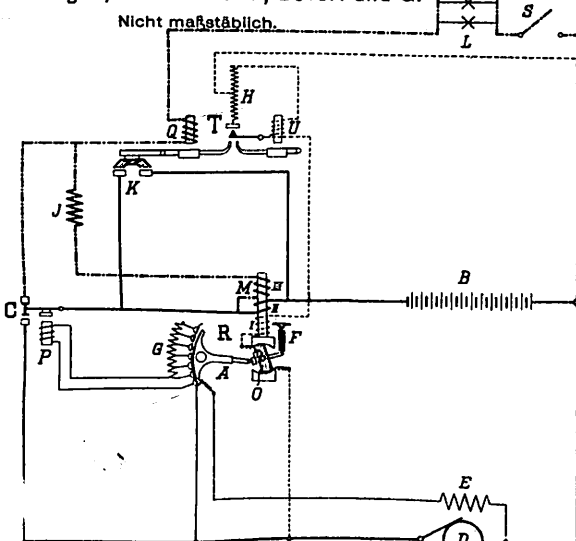
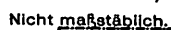


Abb. 13. B-Verschiebelokomotive
Stromspeicher. Maßstab 1:200.

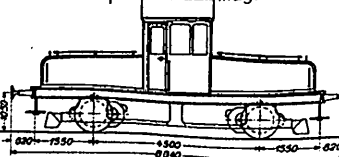


Abb. 16 und 17.
Gleichstrom-
Triebmaschine
für 400 P S.
Maßstab 1:40.

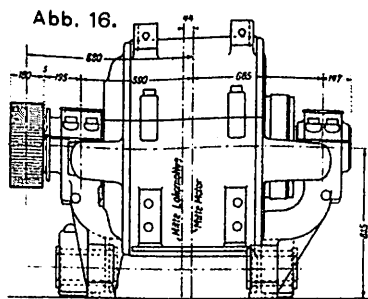


Abb. 2. 1 C1-Einwellen-Wechselstrom-Versuchslokomotive. Maßstab 1:200.

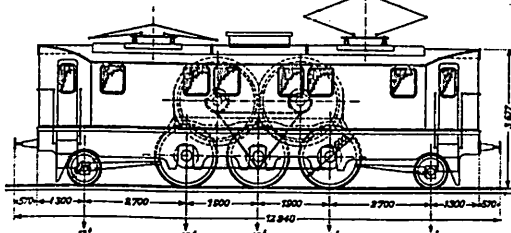


Abb. 3. 1 D 1-Einwellenstrom-Lokomotive,
Rhätische Bahn. Maßstab 1:200.

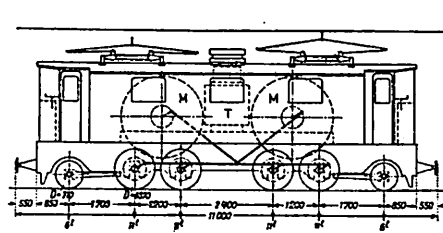


Abb. 6. Vierachsiger Gleichstrom-Triebwagen
II. und III. Klasse, Chur-Arosa-Bahn. Maßstab 1:200.

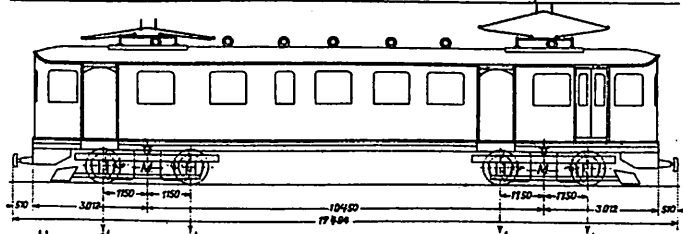


Abb. 11. 1 D1-Einwellen-Wechselstrom-Lokomotive, Rhätische Bahn. Maßstab 1:200.

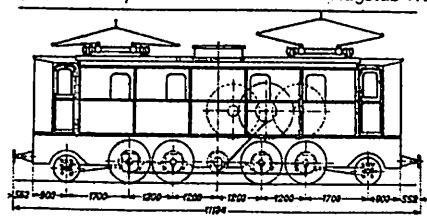


Abb. 10. B+B-Einwellen-
Wechselstromlokomotive.
Maßstab 1:200.

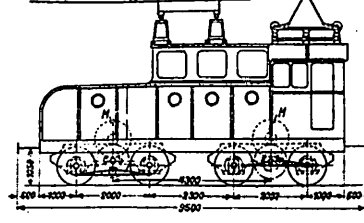


Abb. 15. Zweiachsiger Triebwagen
der Forchbahn. Maßstab 1:200.

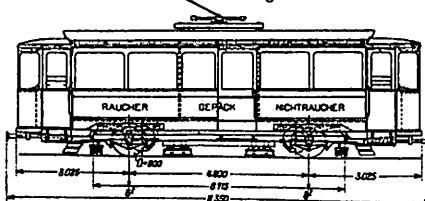


Abb. 12. B-Gleichstrom-Lokomotive für die Bergbahn Bex-Gryon-Villars. Maßstab 1:200.

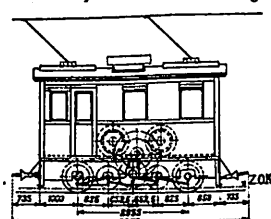


Abb. 14. Speichertriebwagen für Verschiebedienst. Maßstab 1:200.

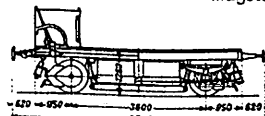
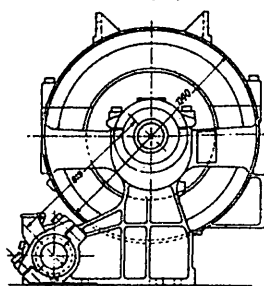


Abb. 17.



**Abb. 18 und 19.
Speicherloko-
motive für
Verschiebedienst.
Maßstab 1:40.**

Abb. 18. Längsschnitt.

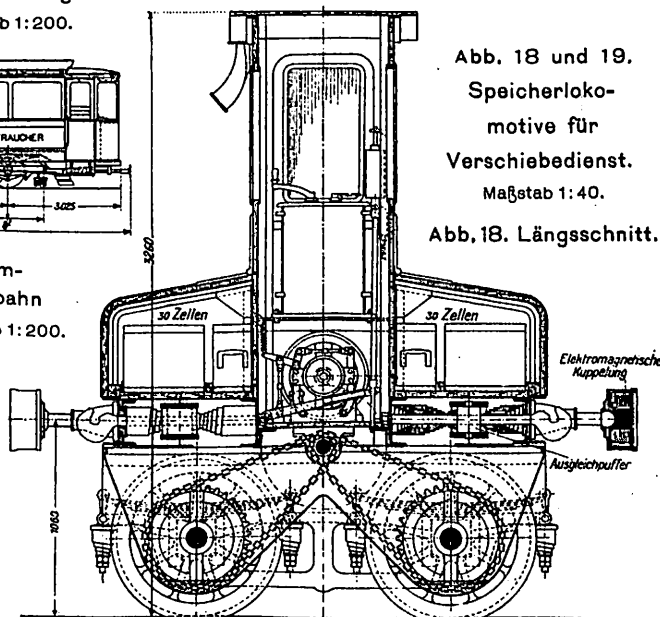
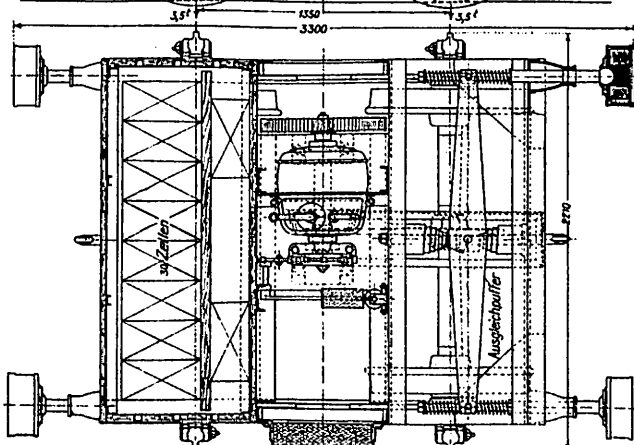


Abb. 19. Wagerechter Schnitt durch den
Speicherkasten und Aufsicht auf den Rahmen.



Organ für die Fortschritte des Eisenbahnwesens. Schienenauszug mit Ausgleichungen, gleichlaufend zu den abgelenkten Schienen.

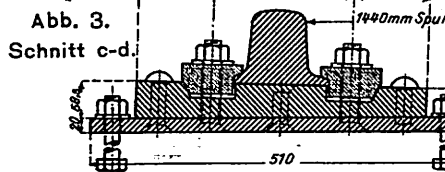


Abb. 3. Schnitt c-d.

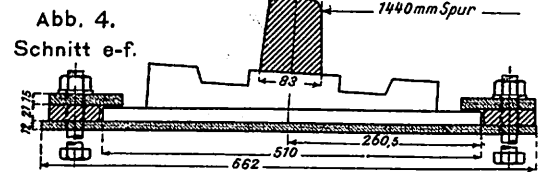


Abb. 4. Schnitt e-f. Maßstab 1:25.

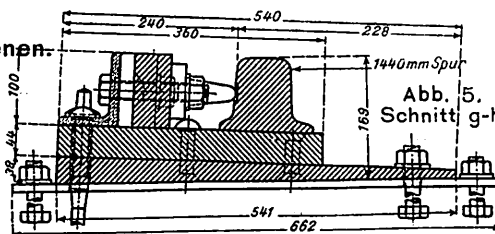


Abb. 5. Schnitt g-h. Maßstab der Abb. 3 bis 7 1:10.

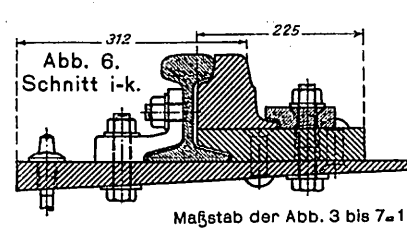


Abb. 6. Schnitt i-k.

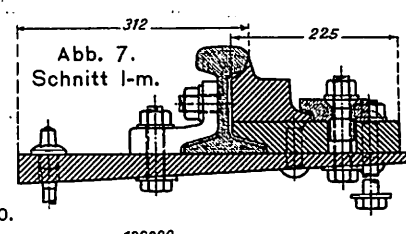


Abb. 7. Schnitt l-m.

Abb. 8. Grundriß des Güterschuppens. Maßstab 1:660.

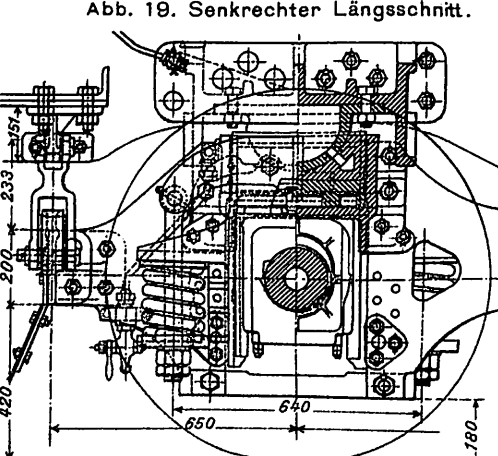
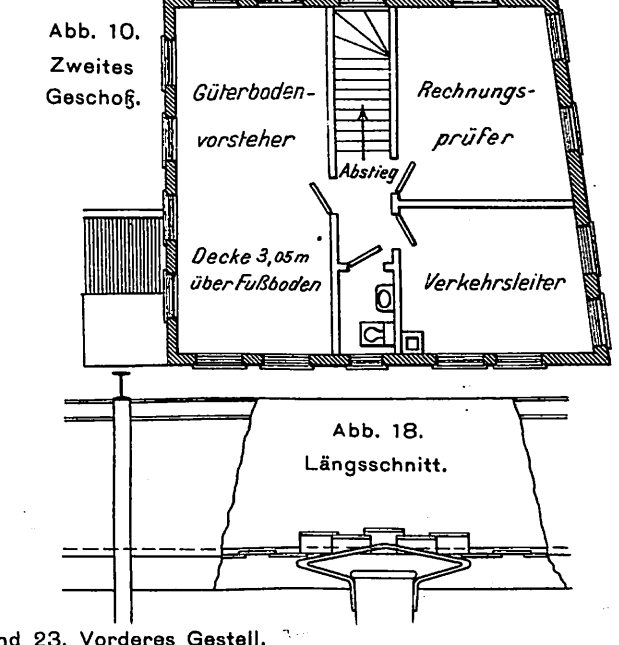
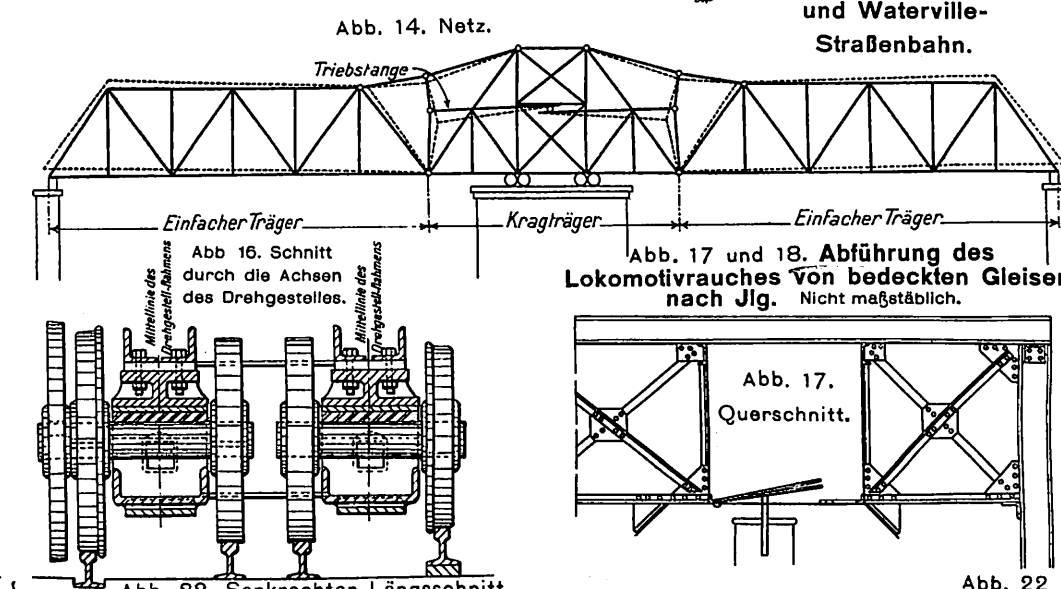
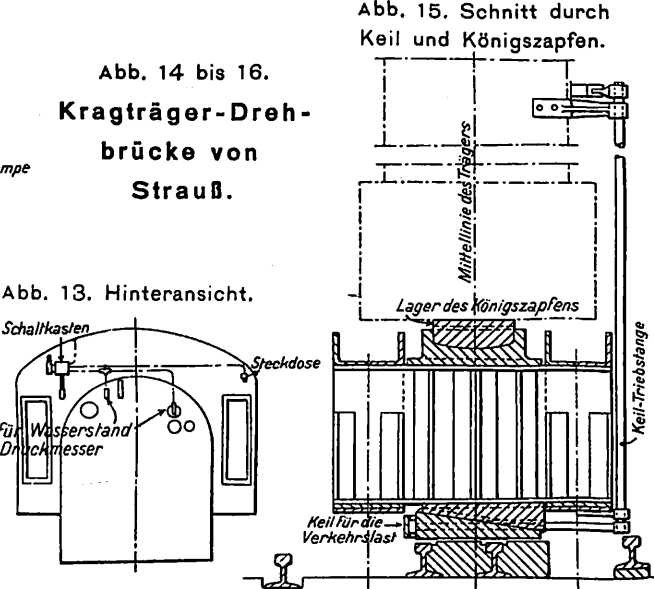
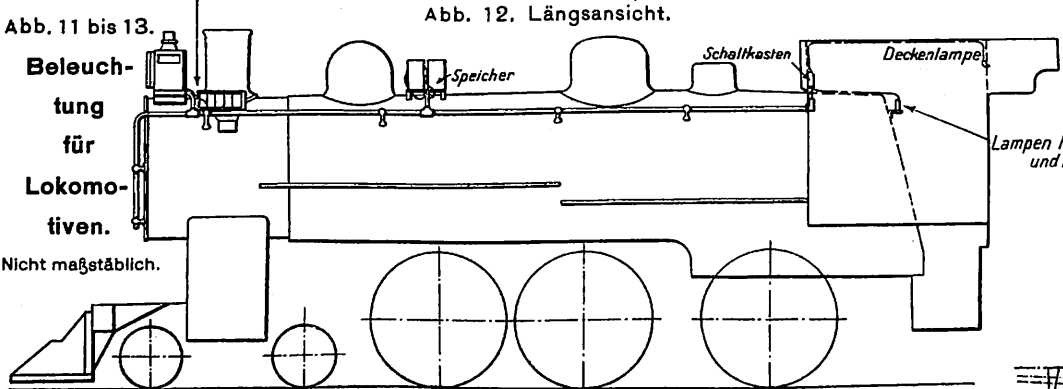
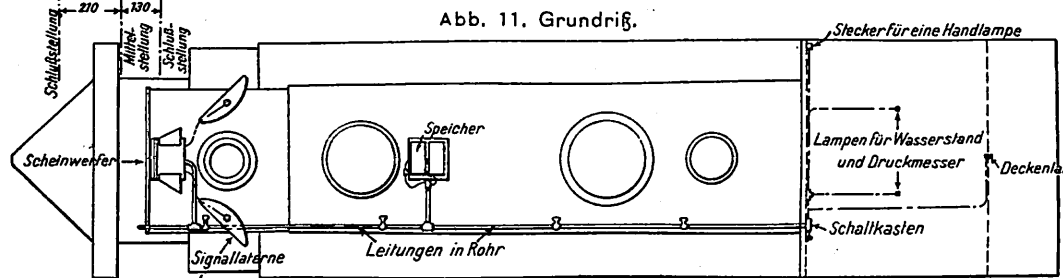
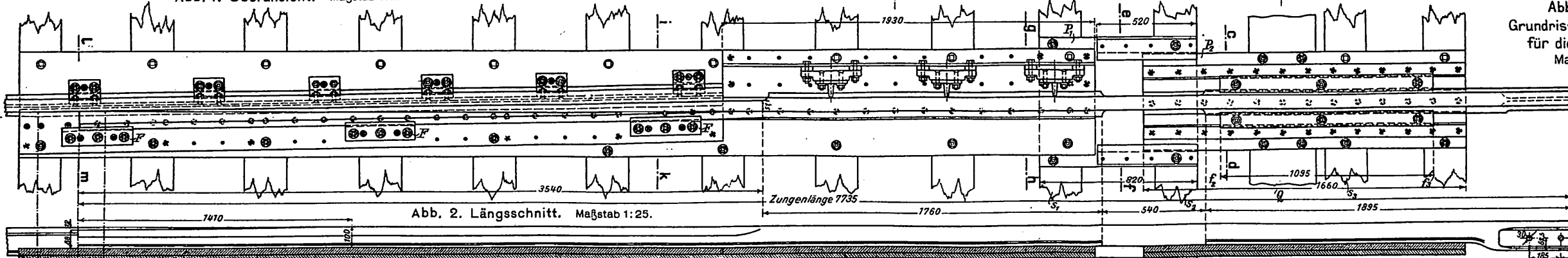
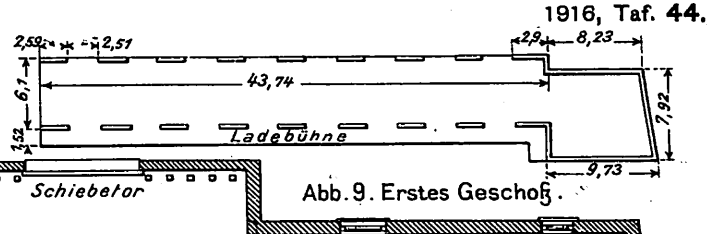


Abb. 19 bis 21. Hinteres Gestell.

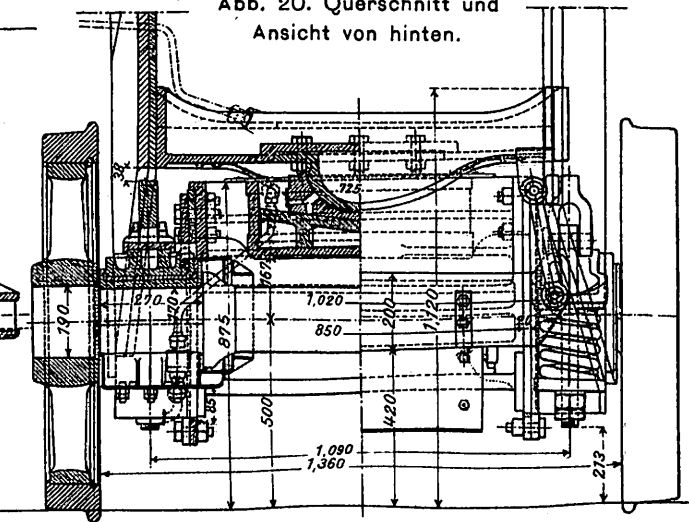


Abb. 20. Querschnitt und Ansicht von hinten.

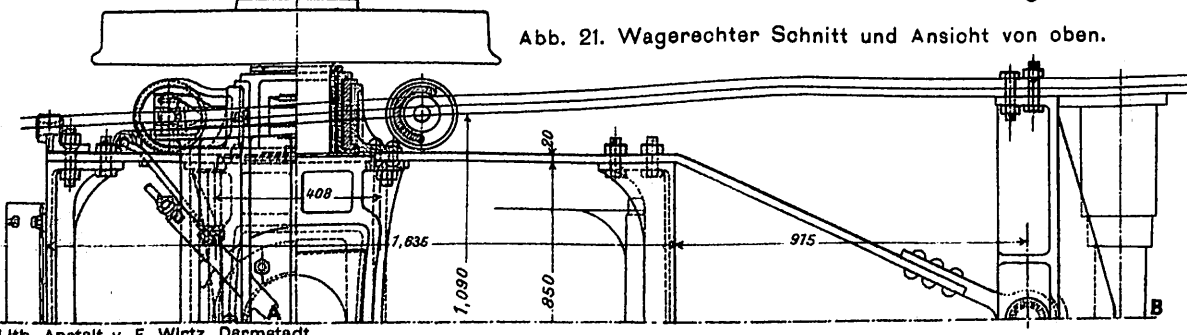


Abb. 21. Wagerer Schnitt und Ansicht von oben.

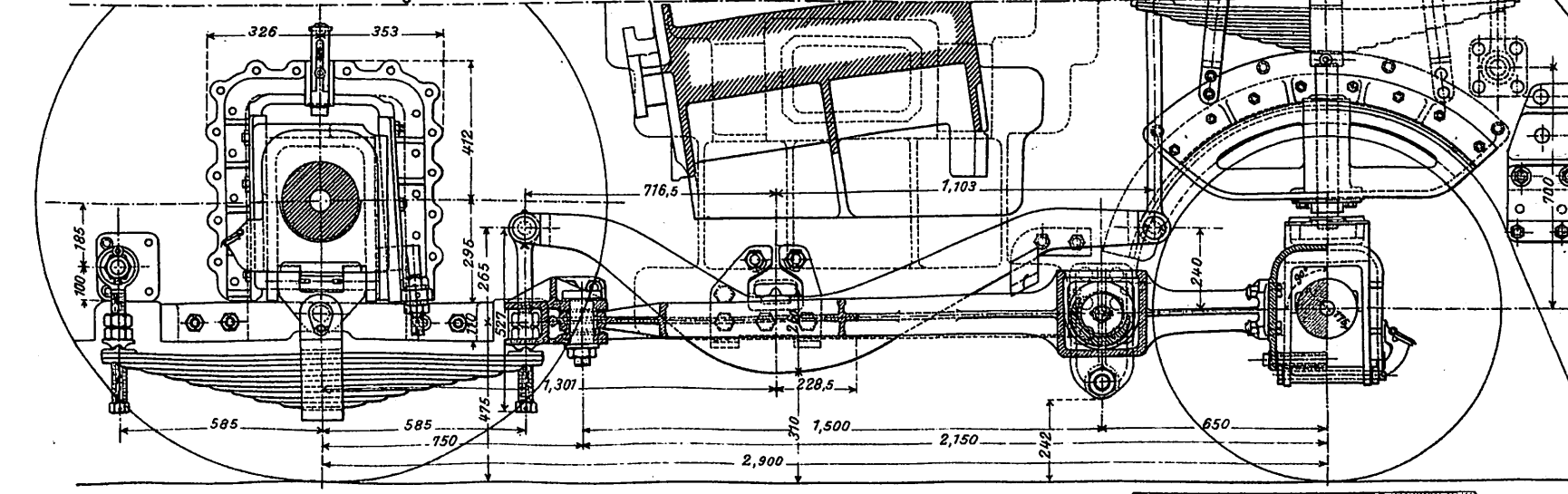


Abb. 22 und 23. Vorderes Gestell.

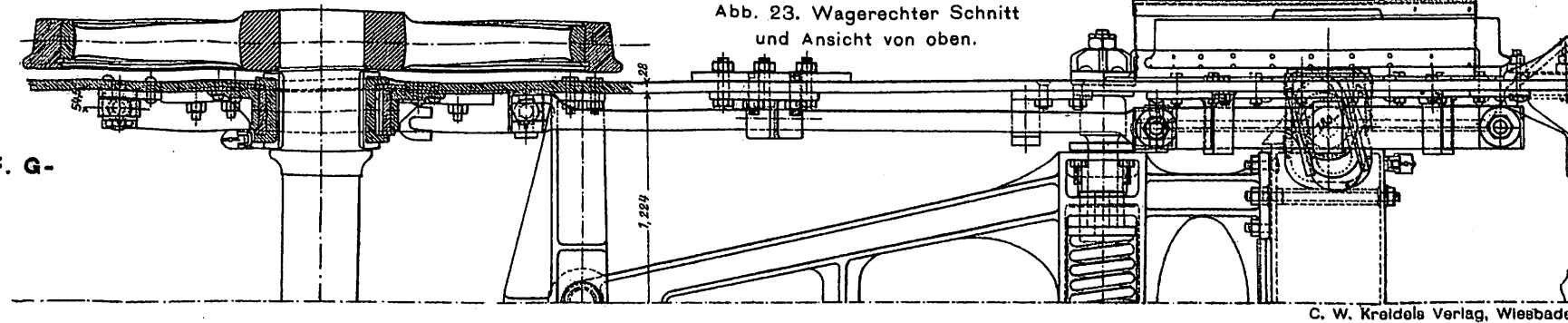
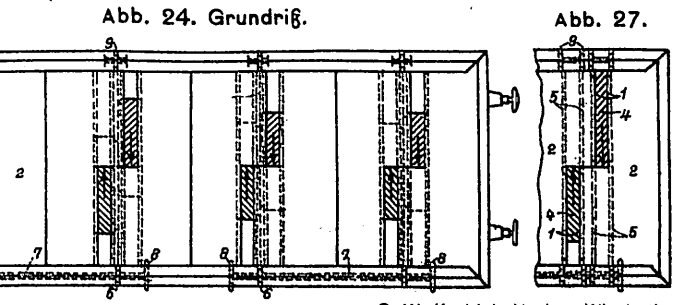
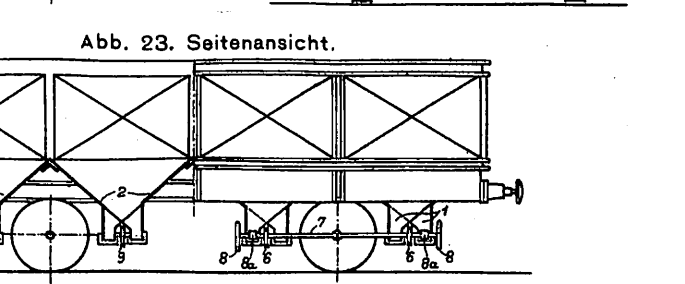
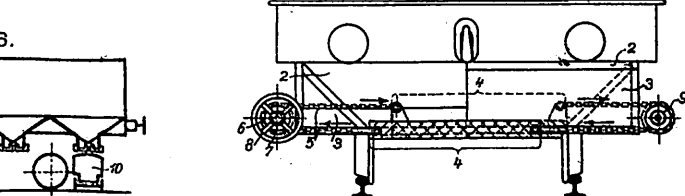
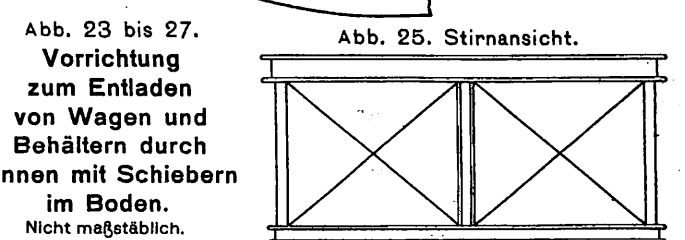
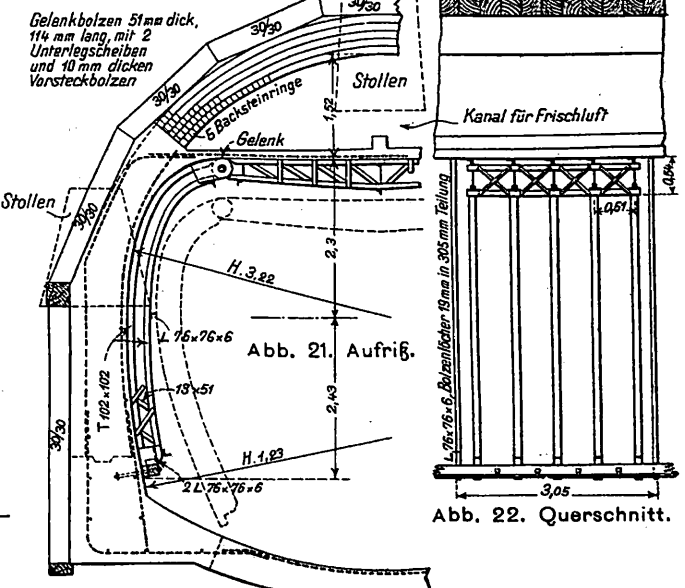
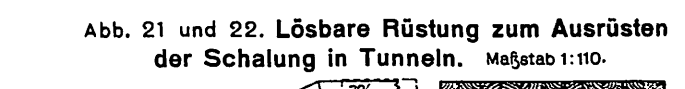
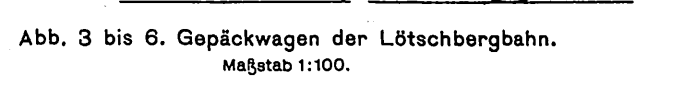
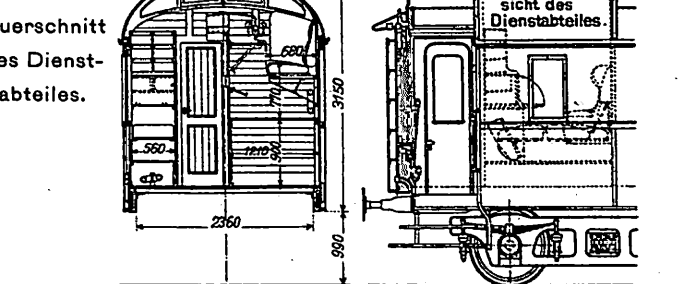
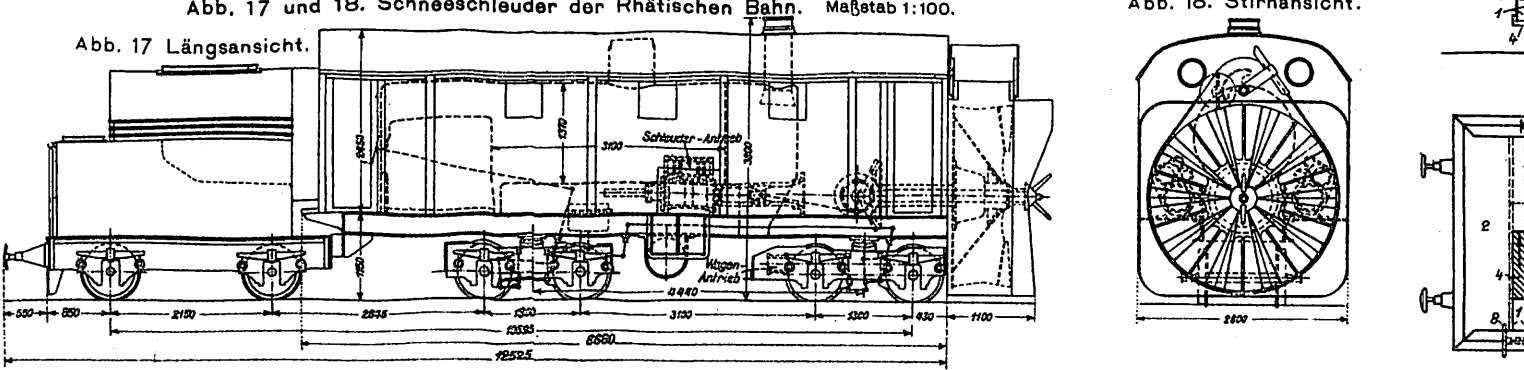
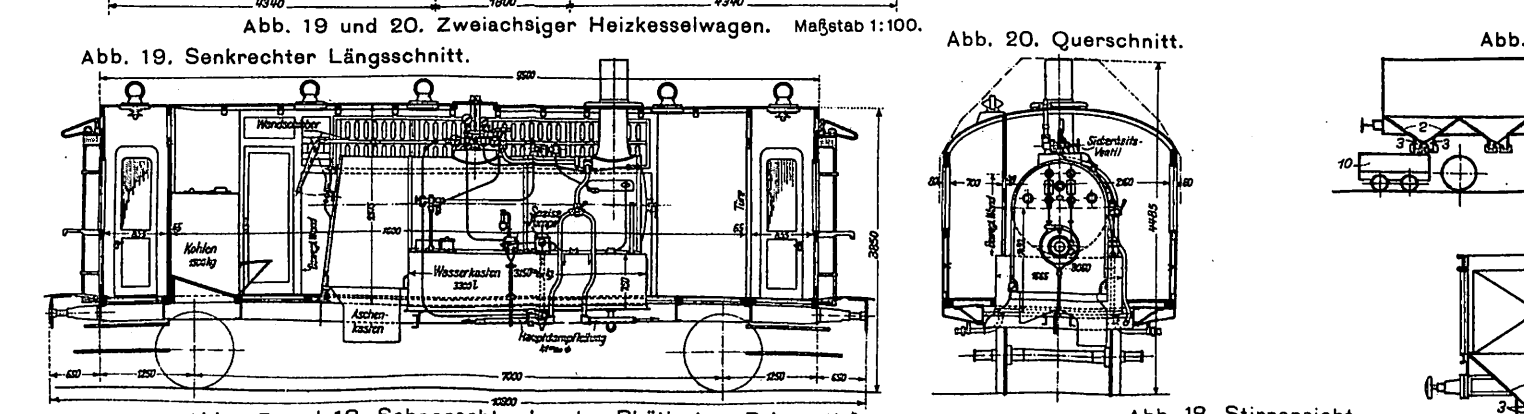
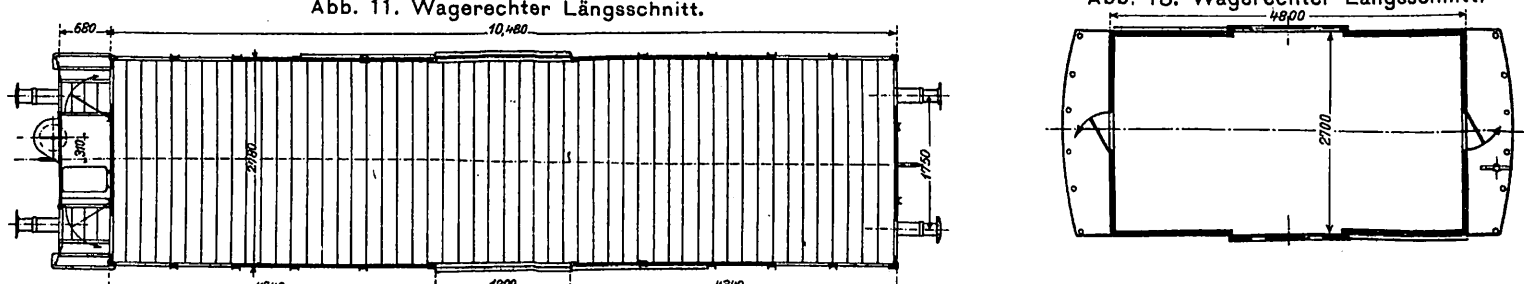
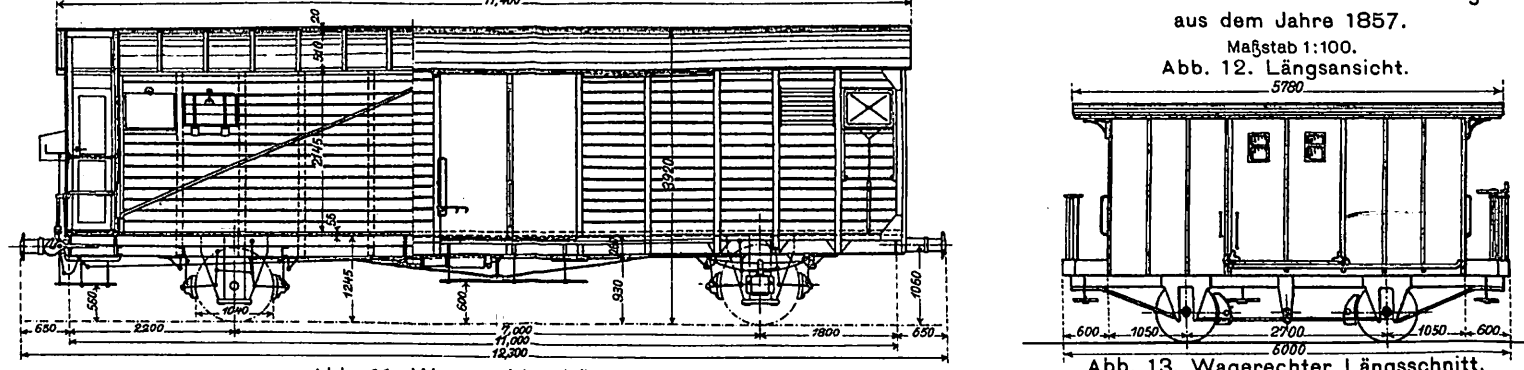
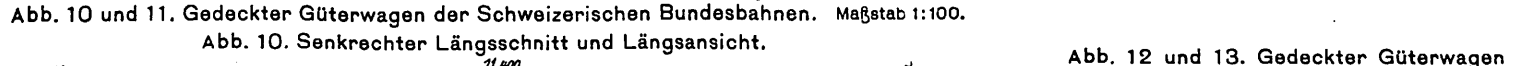
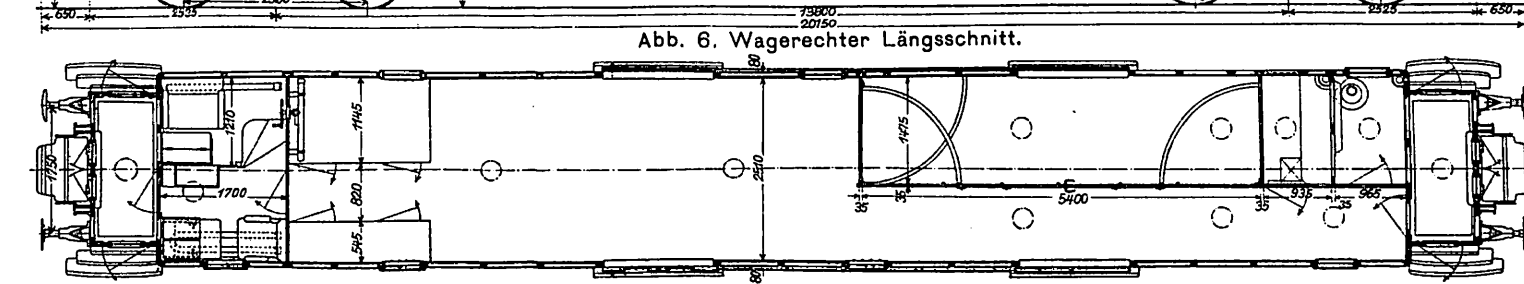
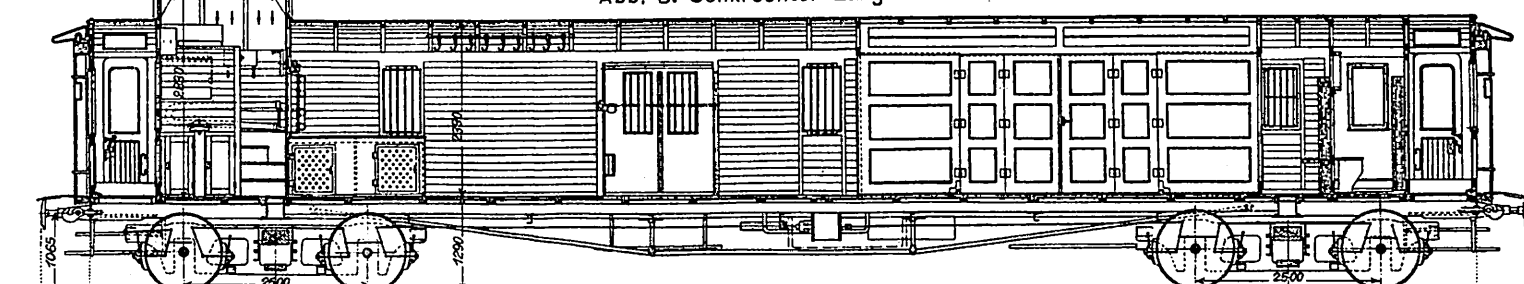
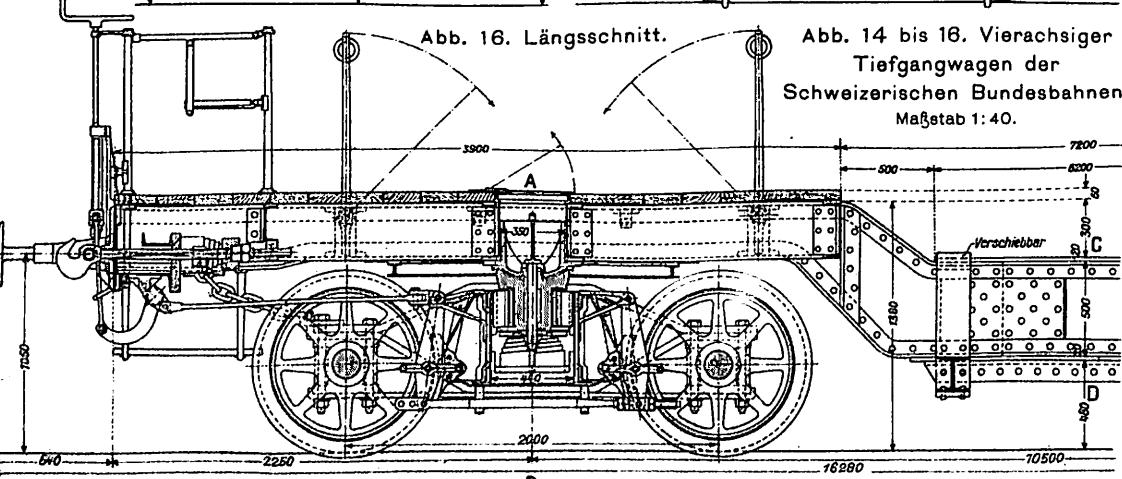
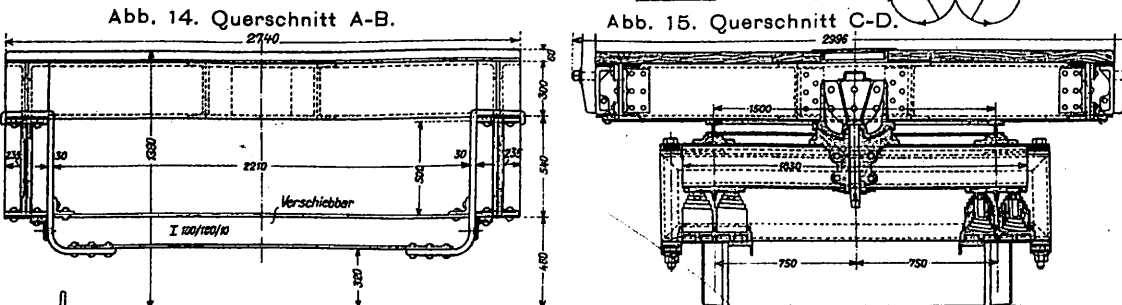
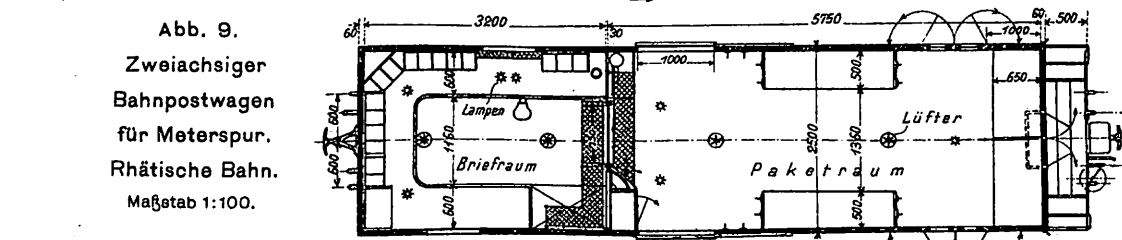
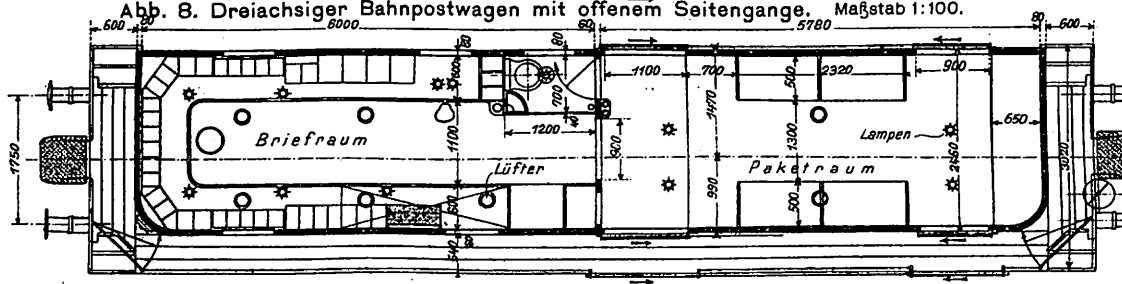
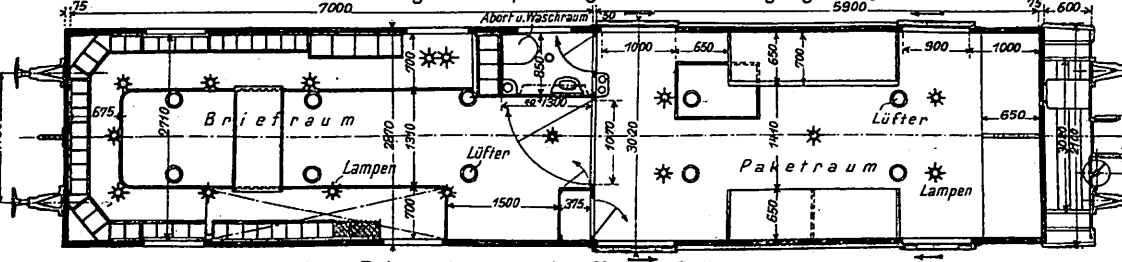
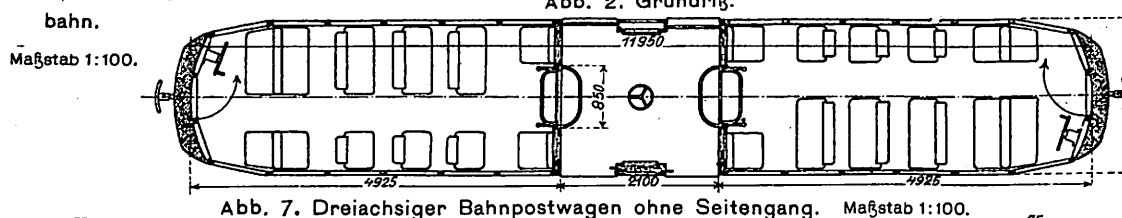
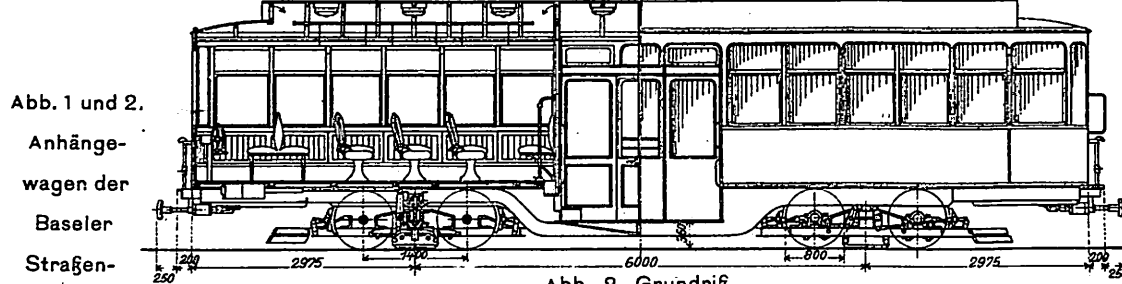


Abb. 23. Wagerer Schnitt und Ansicht von oben.

Abb. 19 bis 23. Bissel-Gestelle der 1D1. IV. T. F. G. Lokomotive der Paris-Lyon-Mittelmeerbahn. Maßstab 1:20.



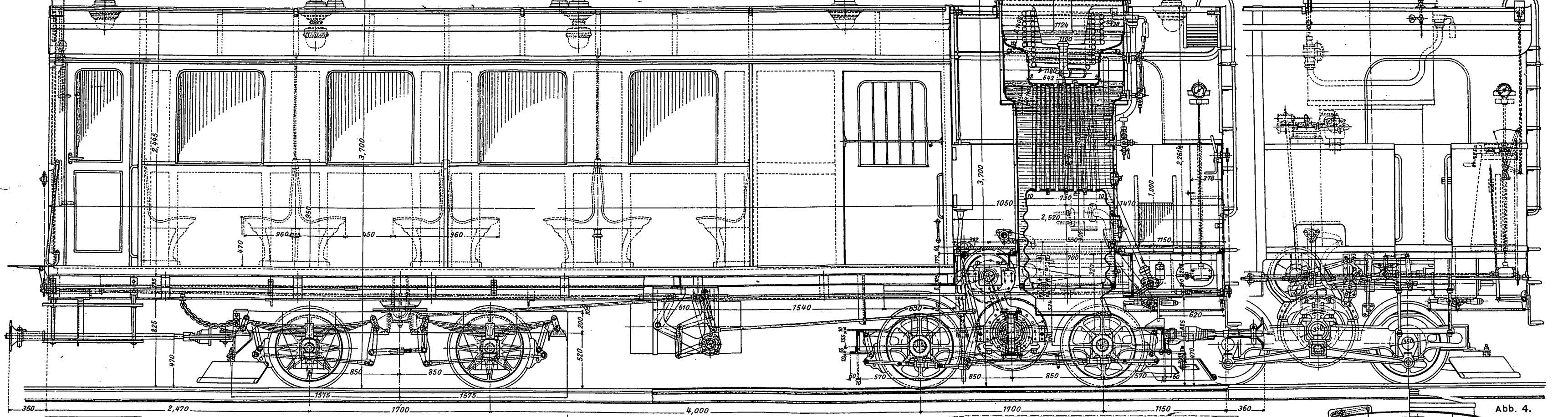


Abb. 3.

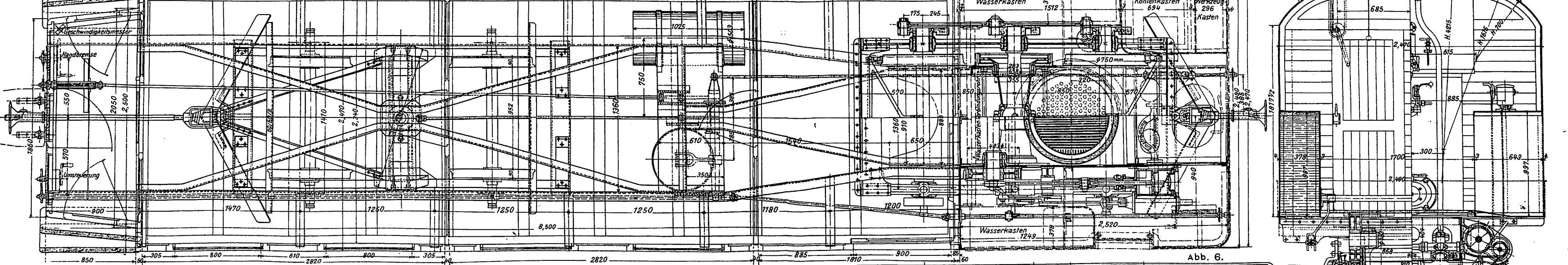
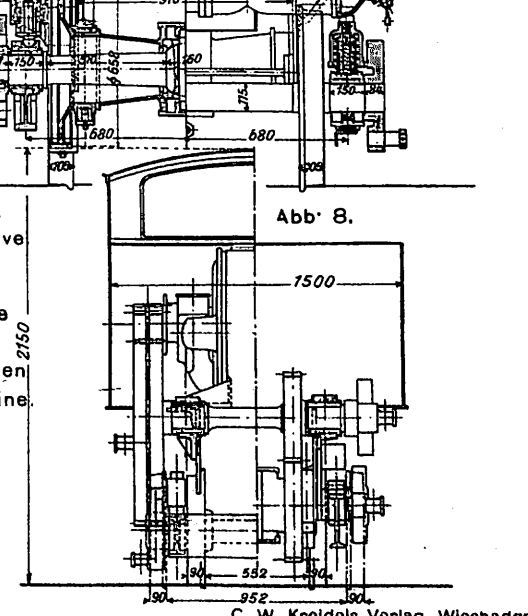
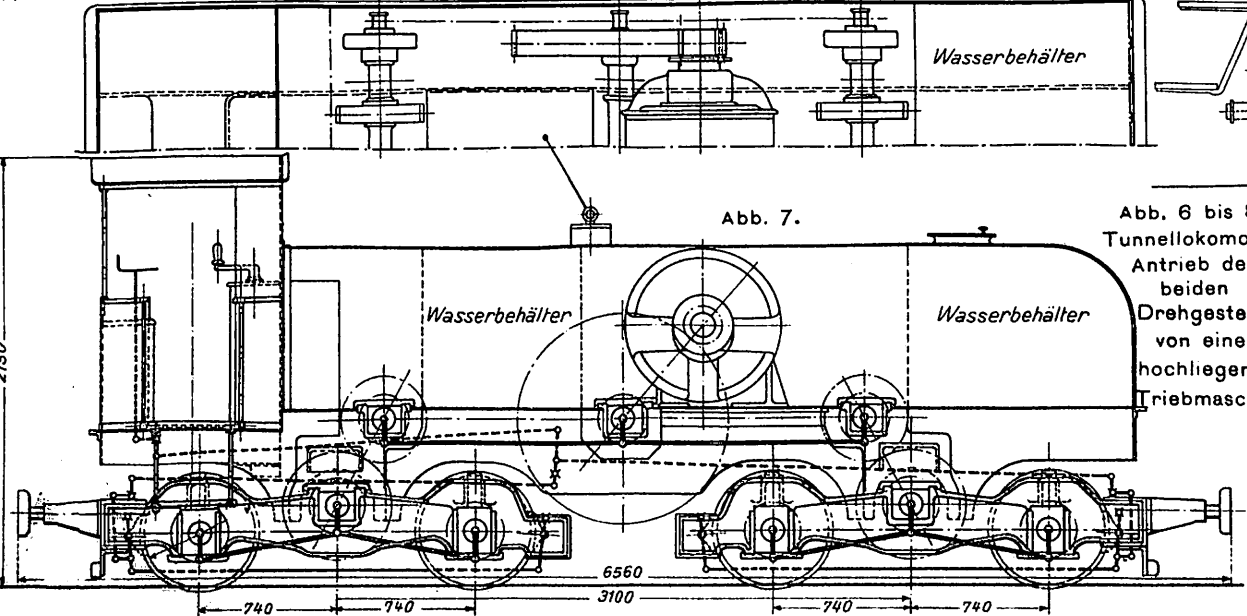
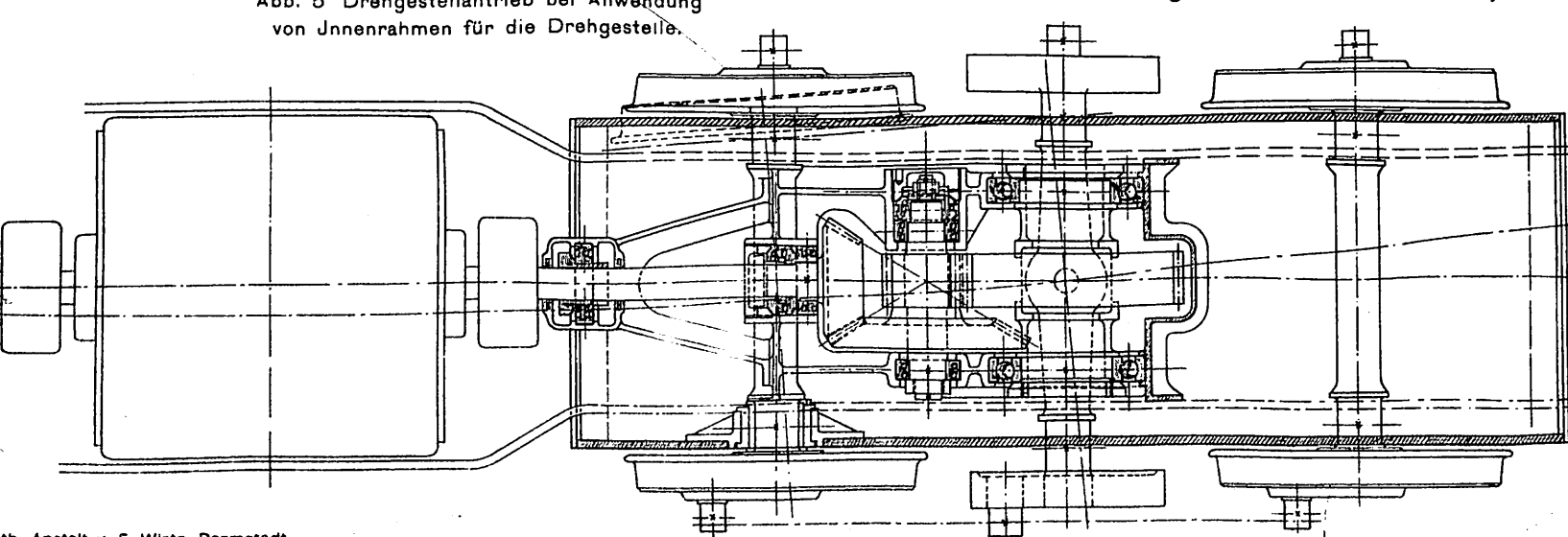


Abb. 5 Drehgestellantrieb bei Anwendung von Innenrahmen für die Drehgestelle.

Abb. 1 bis 8. Triebdrehgestell Bauart Liechty.



[illegible]

Abb. 3 bis 5. Dampfkessel. Maßstab 3:100.

[illegible]

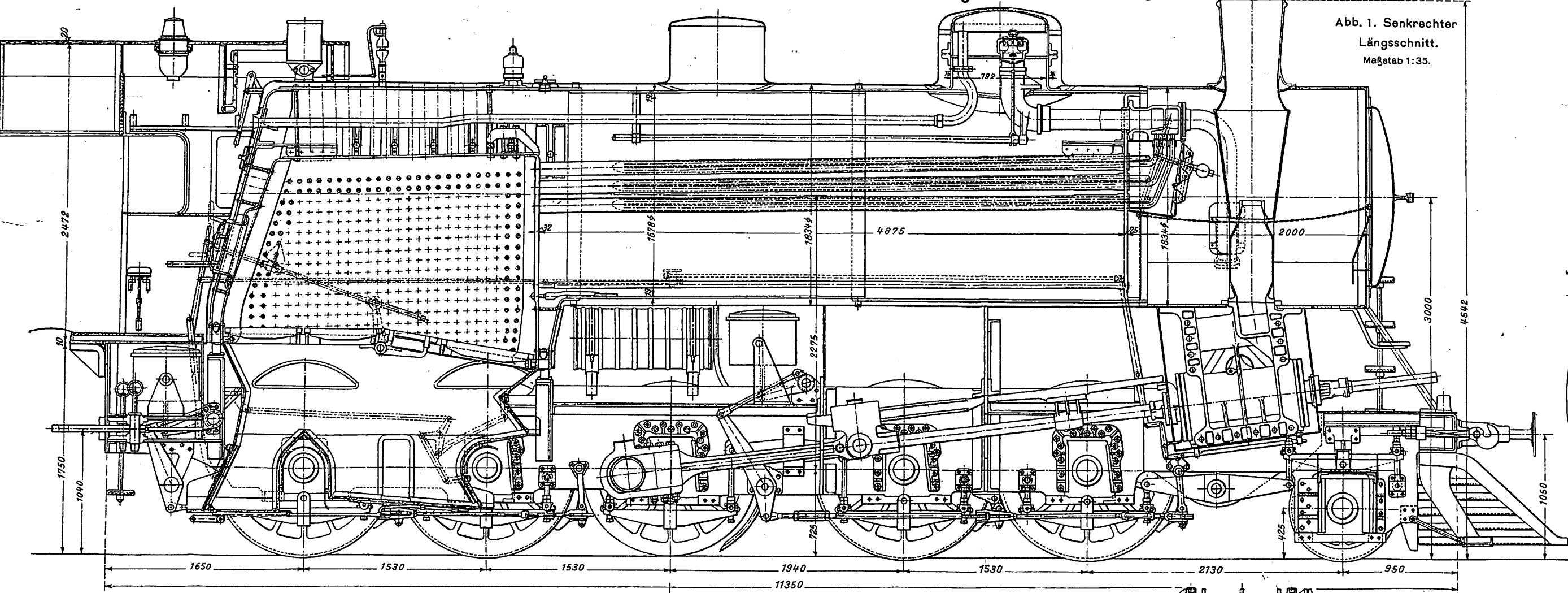


Abb. 1. Senkrechter Längsschnitt.
Maßstab 1:35.

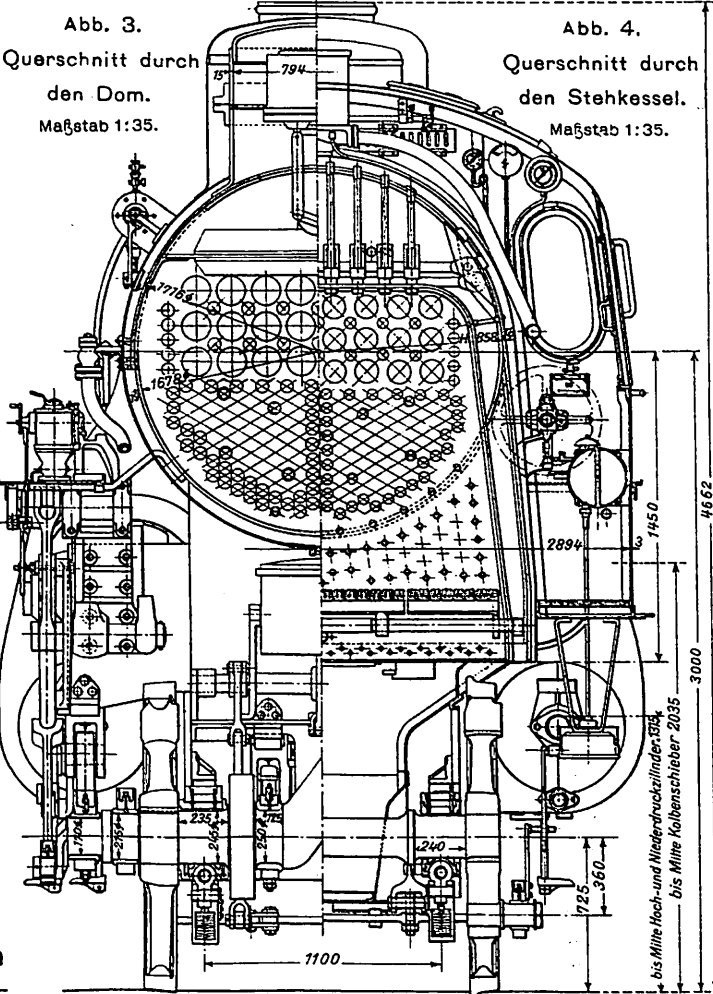


Abb. 3.
Querschnitt durch den Dom.
Maßstab 1:35.

Abb. 4.
Querschnitt durch den Stehkessel.
Maßstab 1:35.

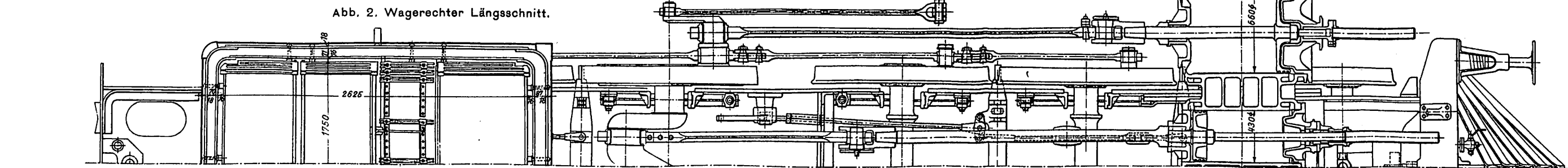


Abb. 2. Wagerechter Längsschnitt.

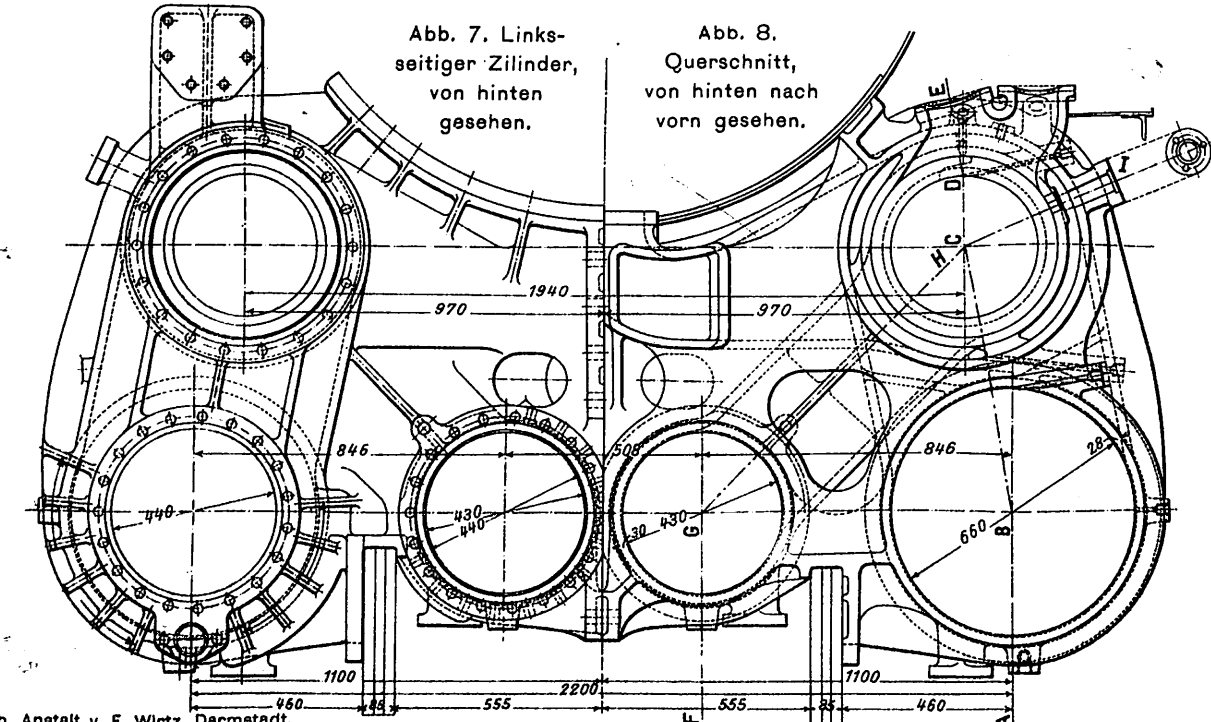


Abb. 7. Links-seitiger Zylinder, von hinten gesehen.

Abb. 8. Querschnitt, von hinten nach vorn gesehen.

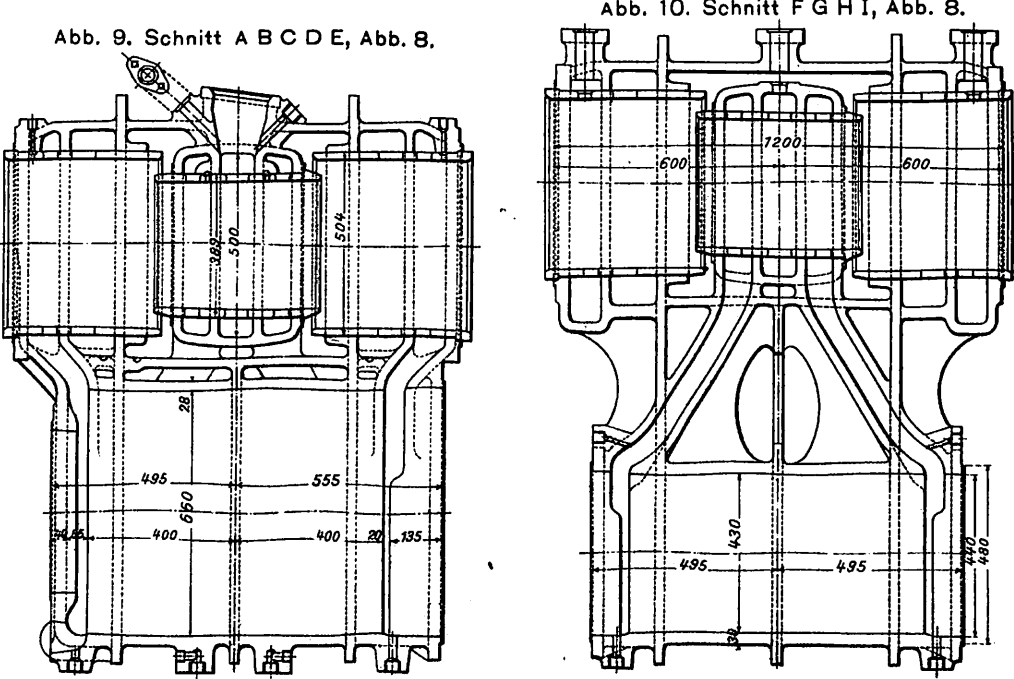


Abb. 9. Schnitt A B C D E, Abb. 8.

Abb. 10. Schnitt F G H I, Abb. 8.

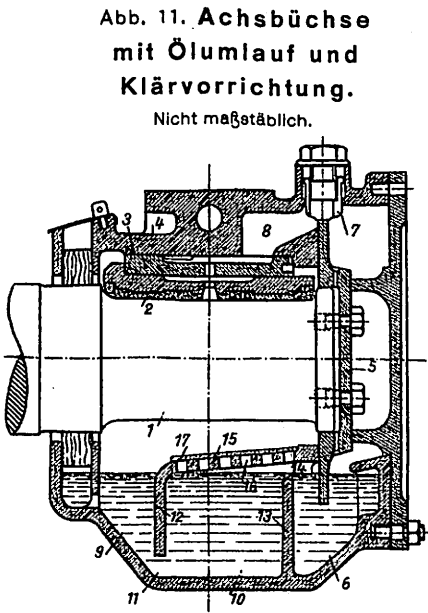


Abb. 11. Achsbüchse mit Ölälauf und Klärvorrichtung.
Nicht maßstäblich.

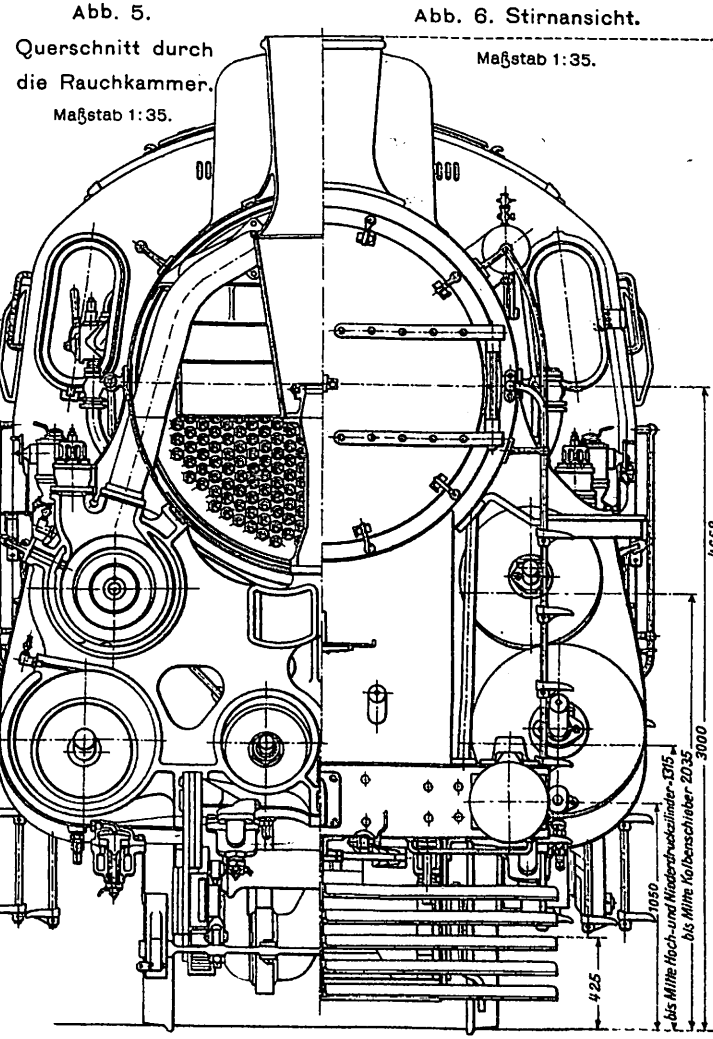


Abb. 5.
Querschnitt durch die Rauchkammer.
Maßstab 1:35.

Abb. 6. Stirnansicht.
Maßstab 1:35.

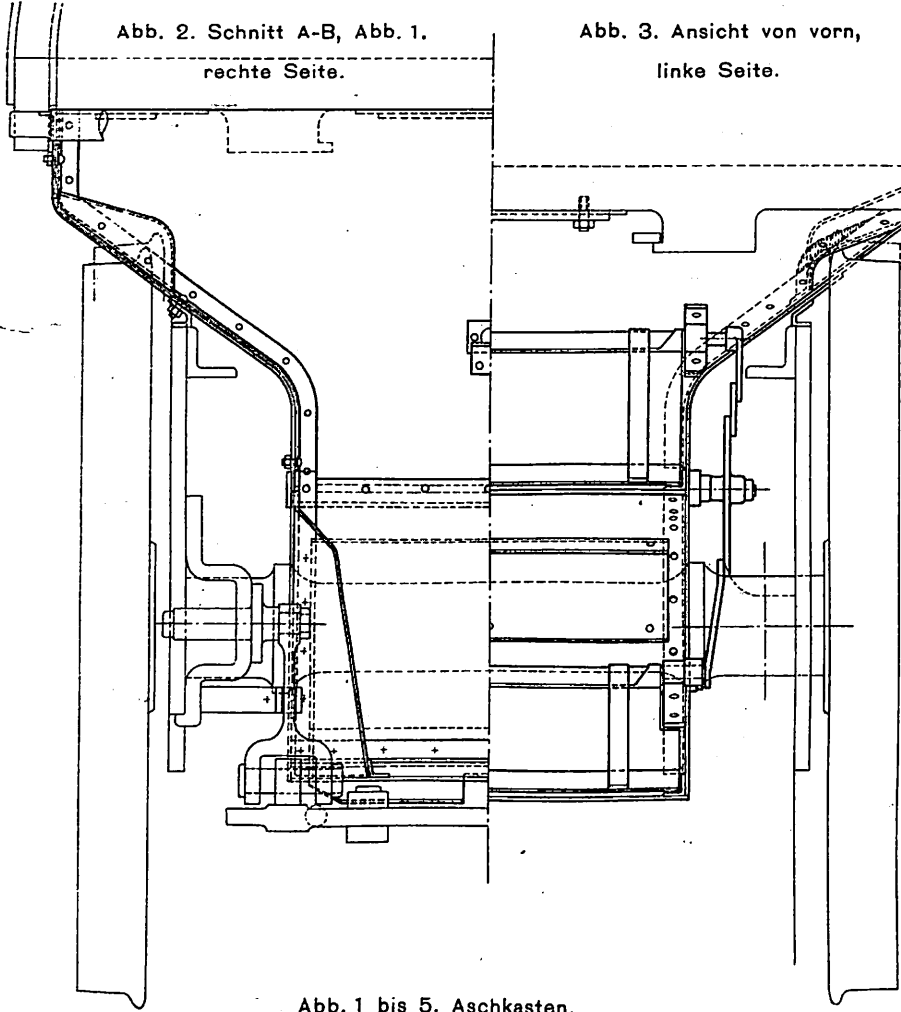


Abb. 1 bis 5. Aschkasten.
Maßstab 1:15.

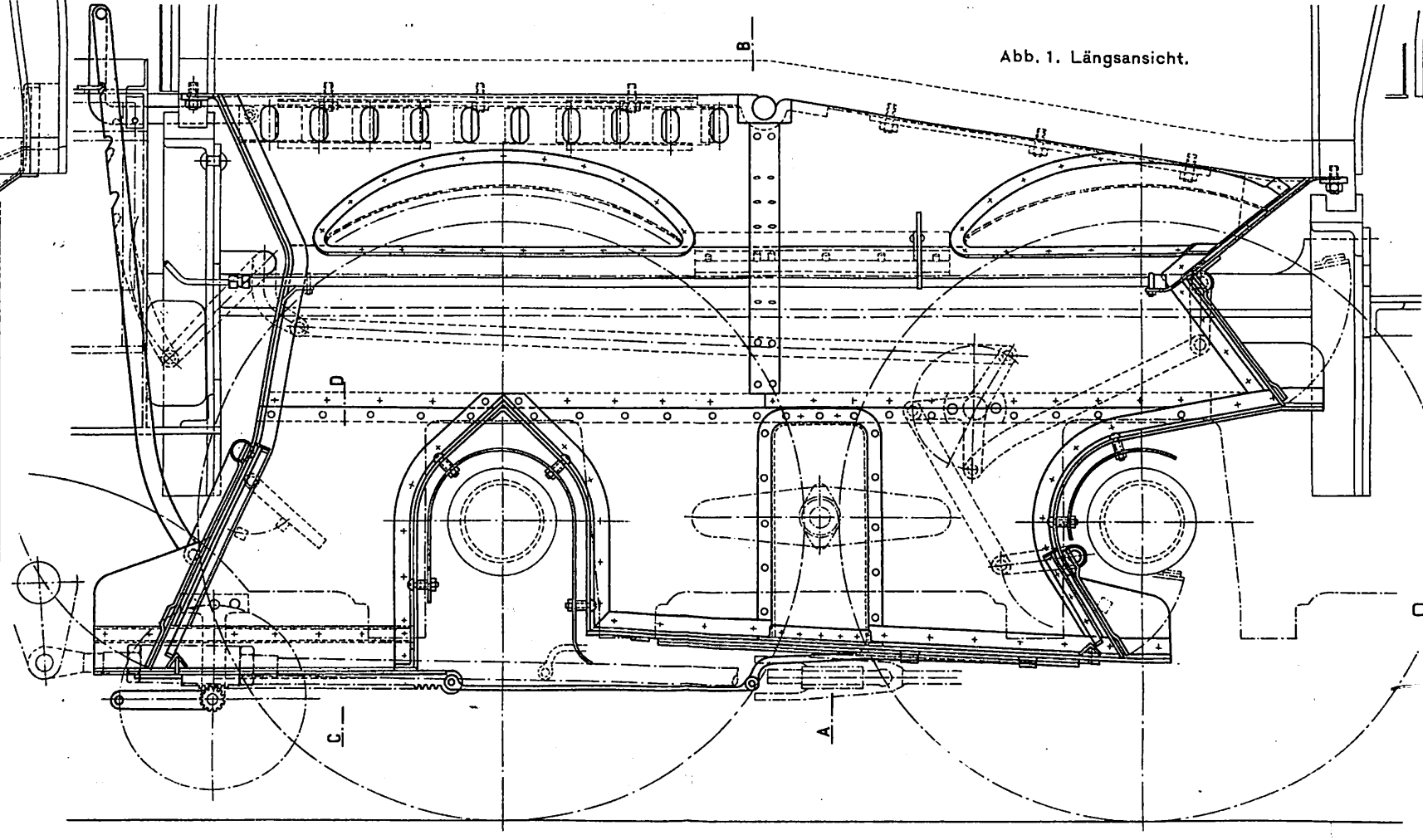


Abb. 1. Längsansicht.

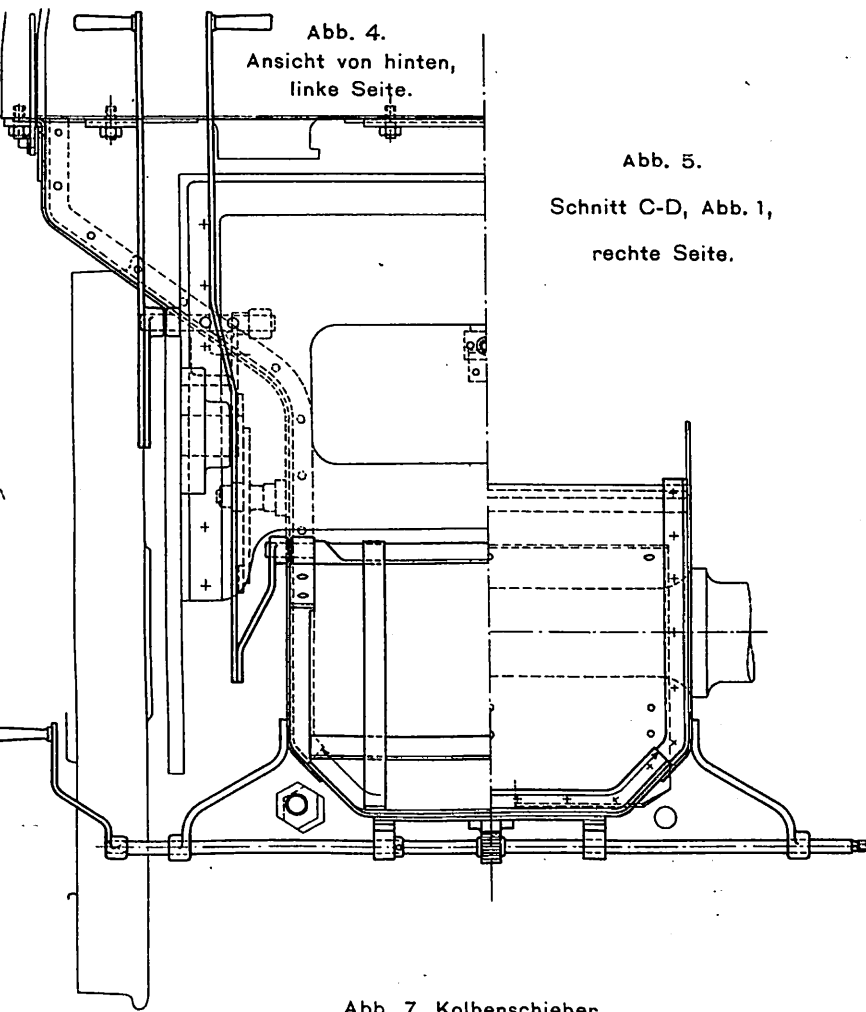


Abb. 7. Kolbenschieber.
Maßstab 2:15.

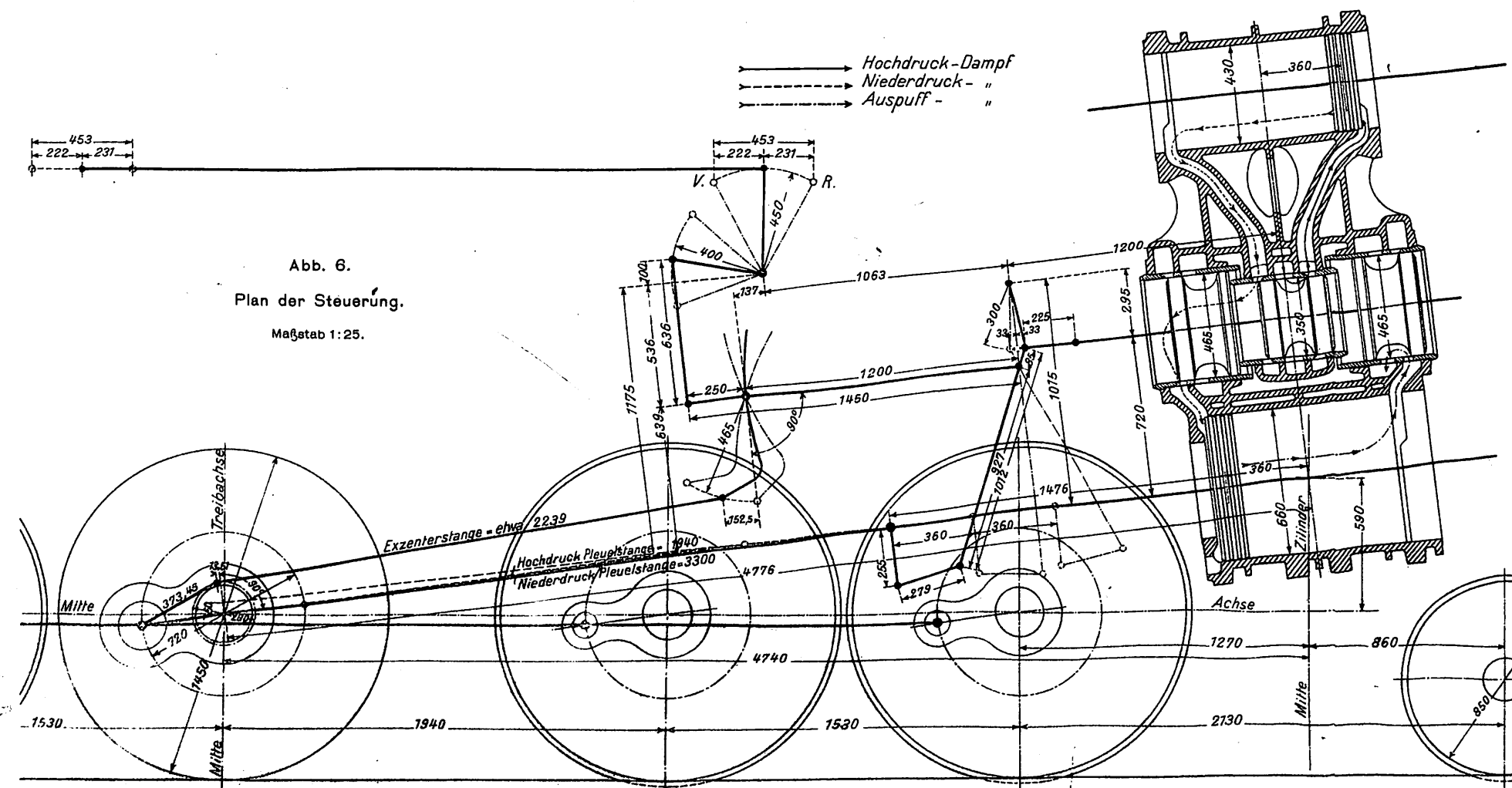


Abb. 6.
Plan der Steuerung.
Maßstab 1:25.

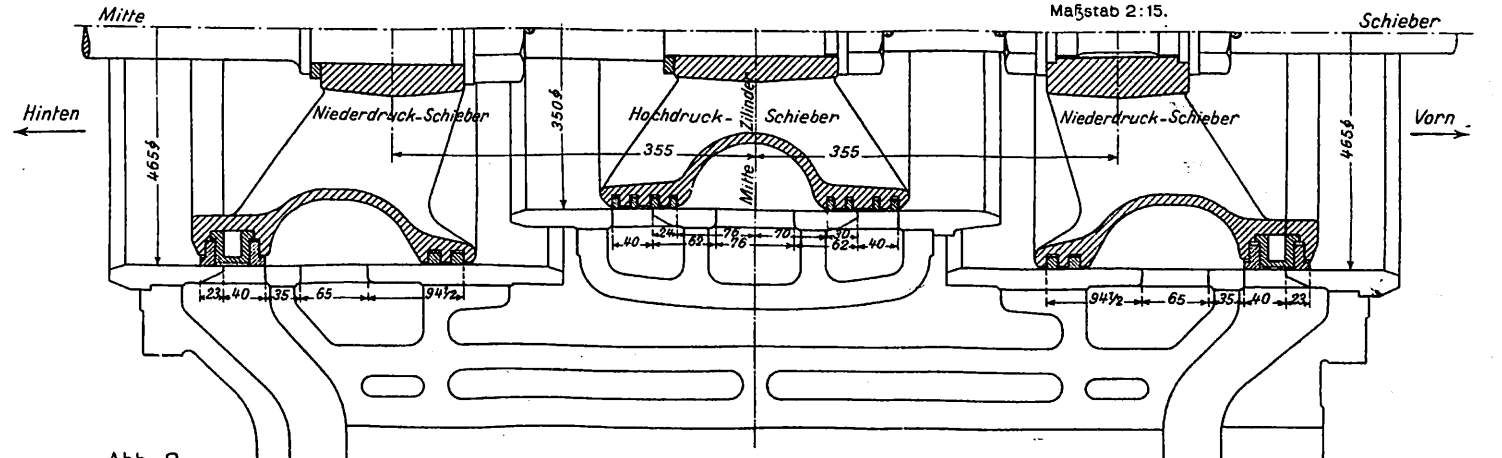


Abb. 8.
Senkrechter
Längsschnitt.

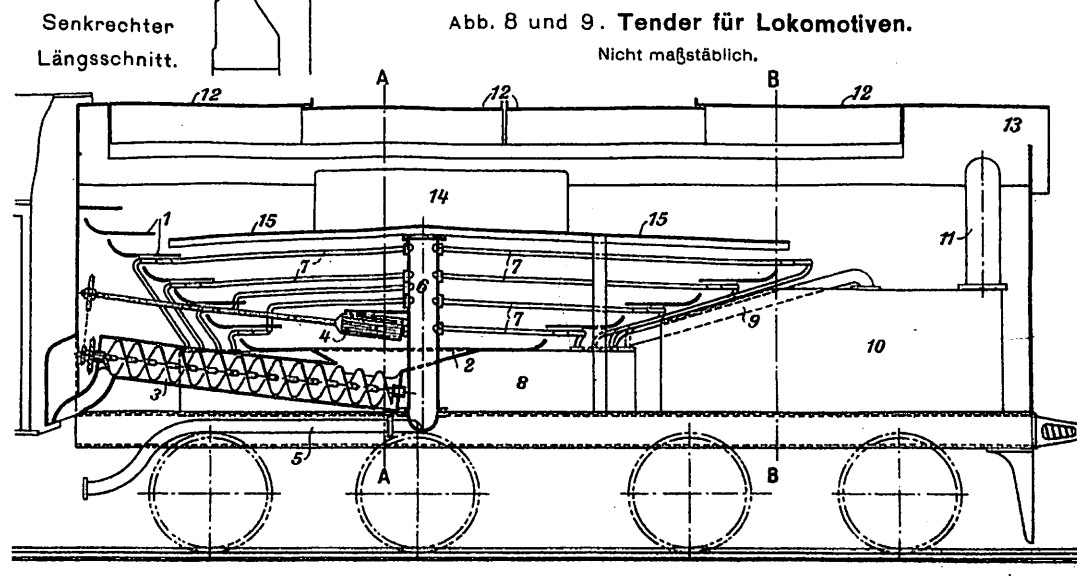


Abb. 8 und 9. Tender für Lokomotiven.
Nicht maßstäblich.

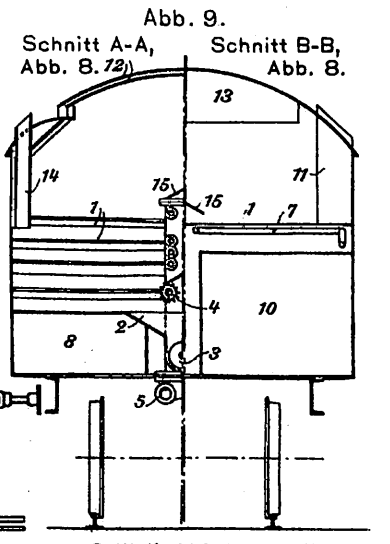


Abb. 9.
Schnitt A-A,
Abb. 8. 72)
Schnitt B-B,
Abb. 8.

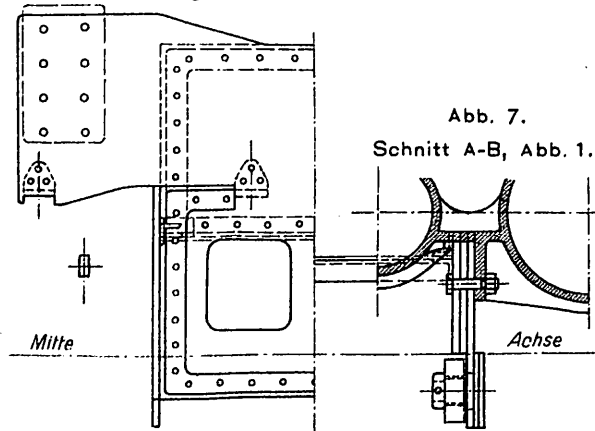
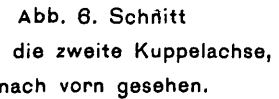
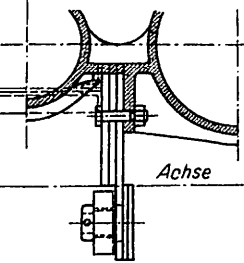
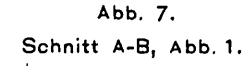
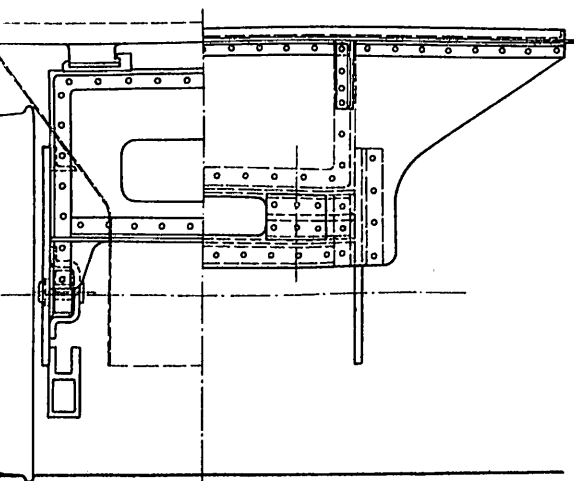
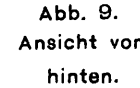
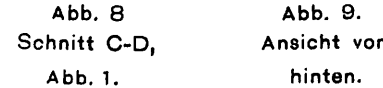
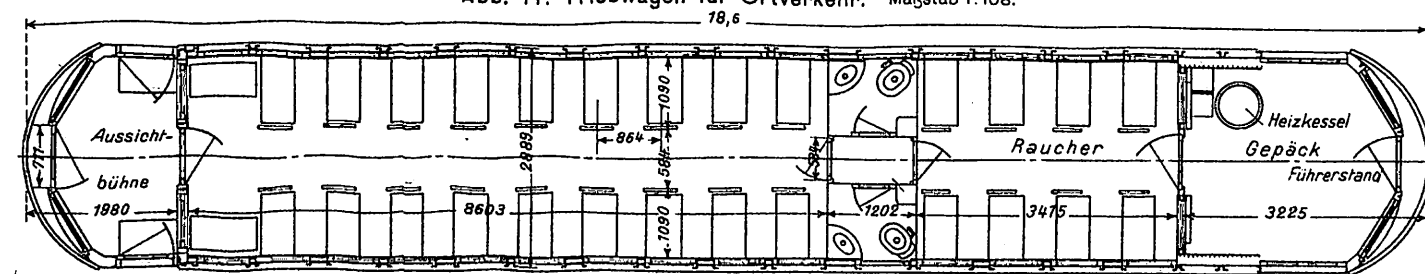
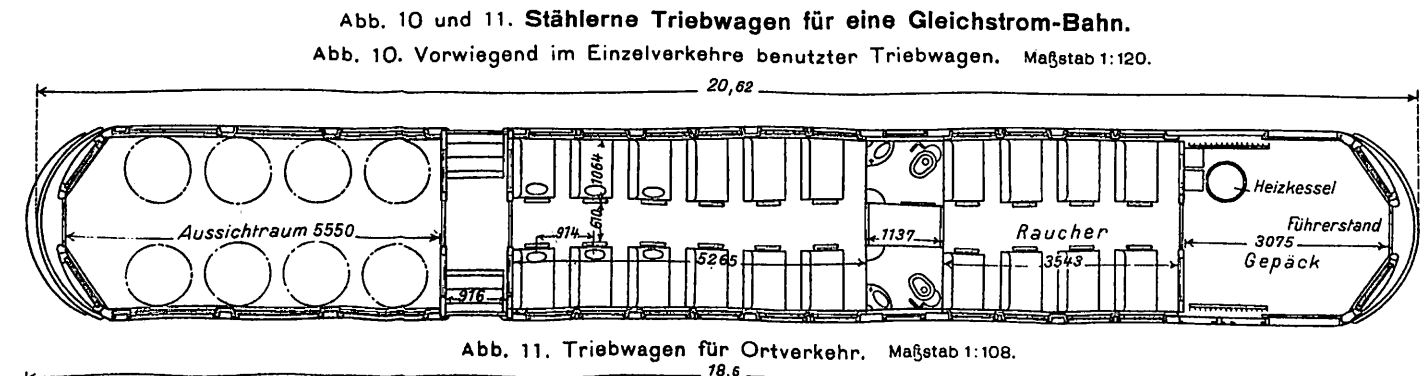
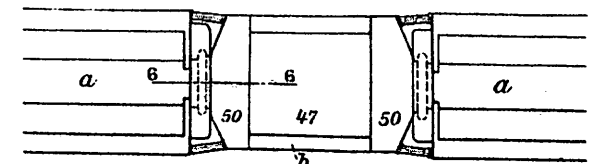
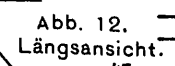
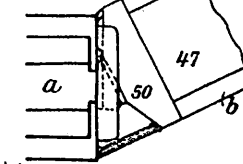
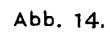
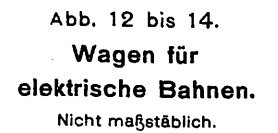
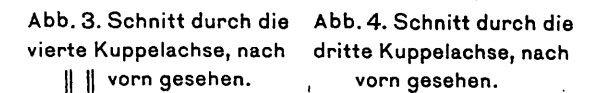


Abb. 1 bis 6. 1 E. IV. T. F.-Personenzug-Lokomotive
der Bulgarischen Staatsbahn.

Abb. 1 und 2. Anordnung der Bremse.

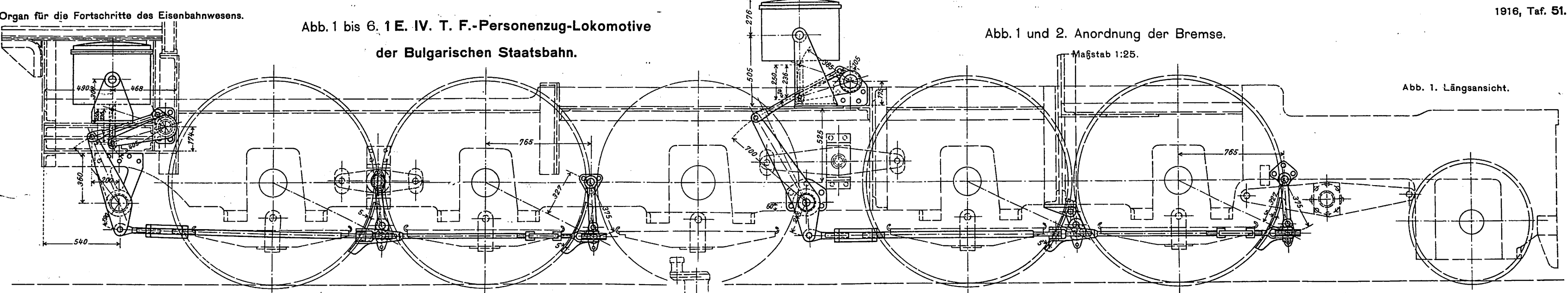


Abb. 1. Längsansicht.

Abb. 2. Ansicht von oben.

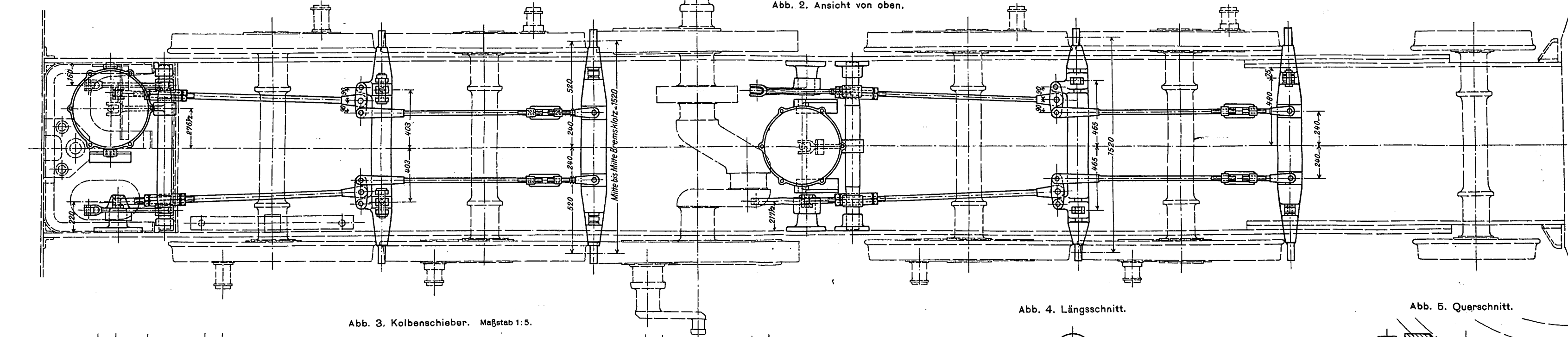


Abb. 3. Kolbenschieber. Maßstab 1:5.

Abb. 4. Längsschnitt.

Abb. 5. Querschnitt.

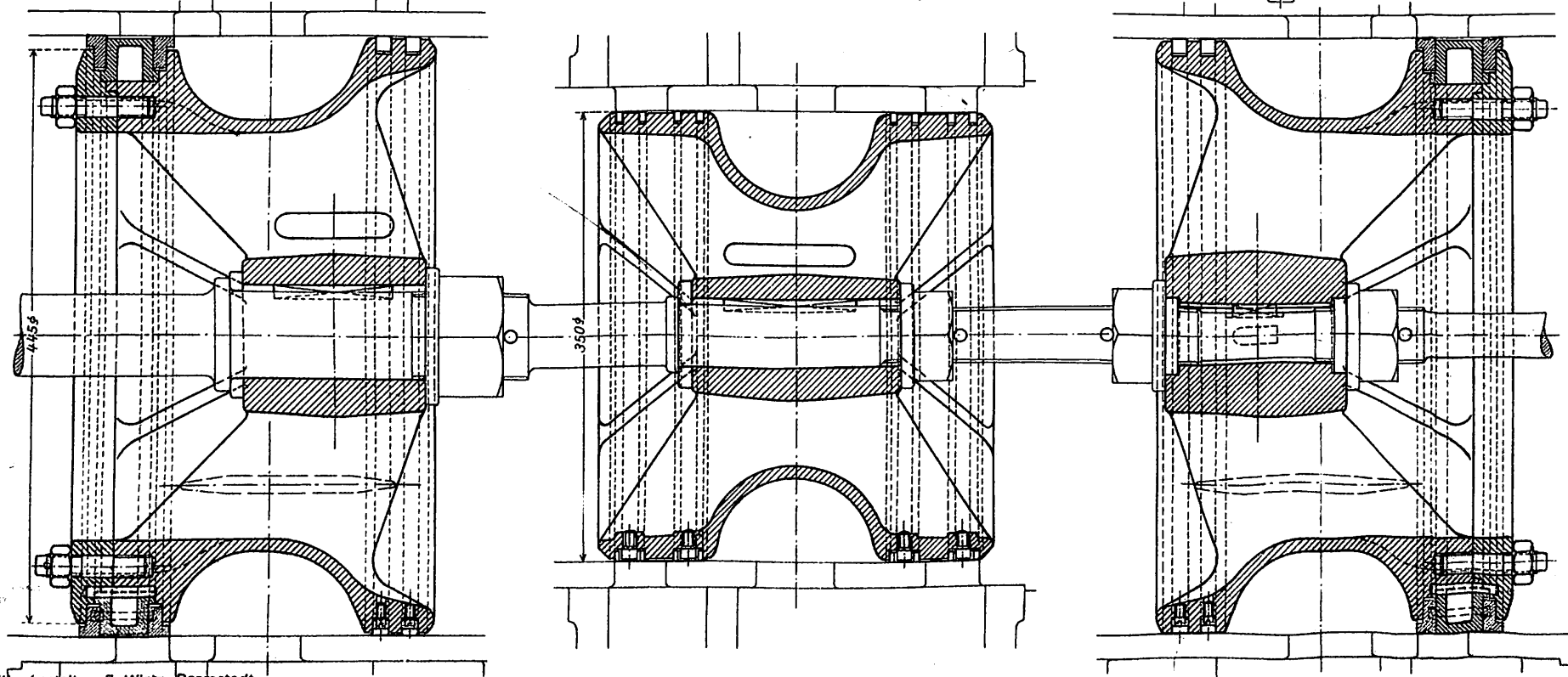


Abb. 6. Grundriß.

Abb. 4 bis 6.
Selbsttätige Vorrichtung
zum Ausgleichen des Druckes.
Maßstab 1:5.

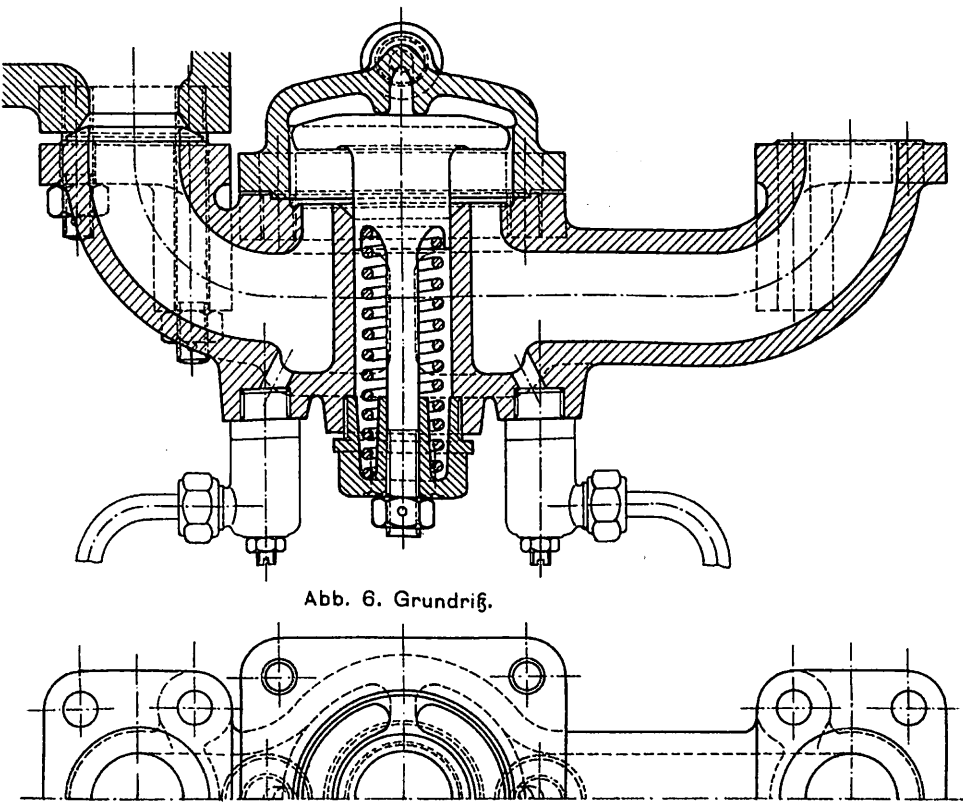


Abb. 1 bis 18. Oberbau mit Leitschienen und Spurrillenschienen.

Abb. 3. Schraube zur Befestigung der Leitschiene. Maßstab 2:5.

Abb. 4 und 5. Schwellenschrauben.

Abb. 6. Leitschienen-Querschnitt.

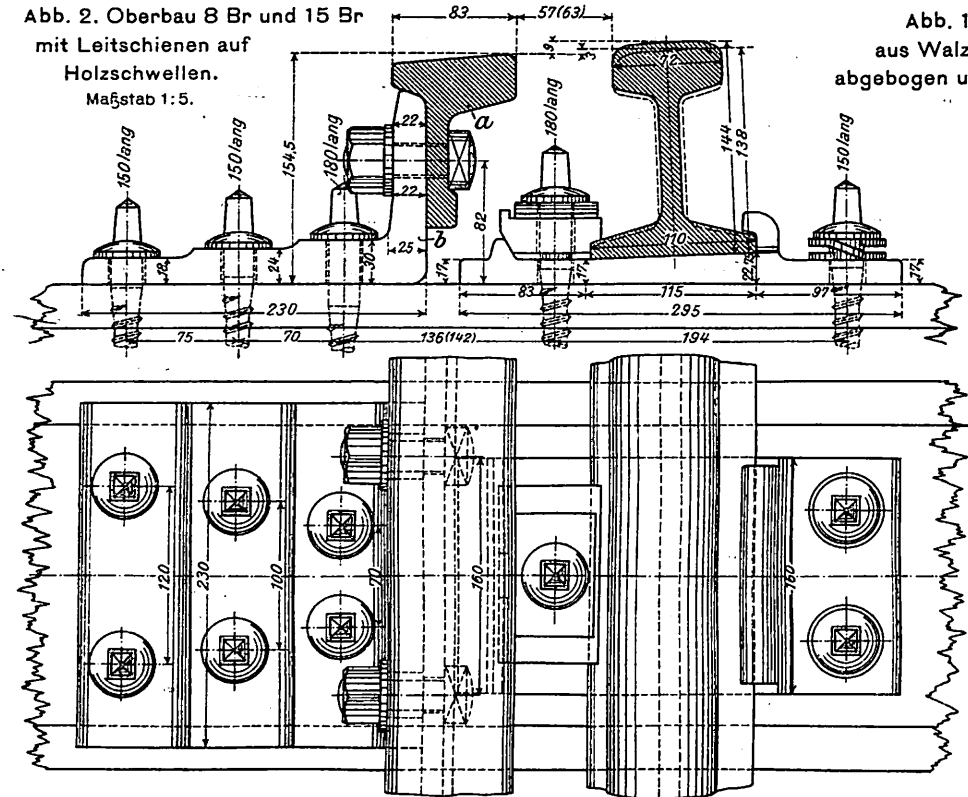


Abb. 1. Stützwinkel älterer Anordnung aus Walzeisen, der, weil zu schwach, seitlich abgebogen und in die Holzschwelle eingedrückt ist.

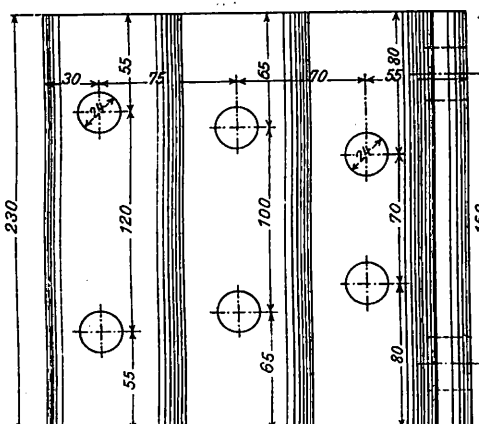
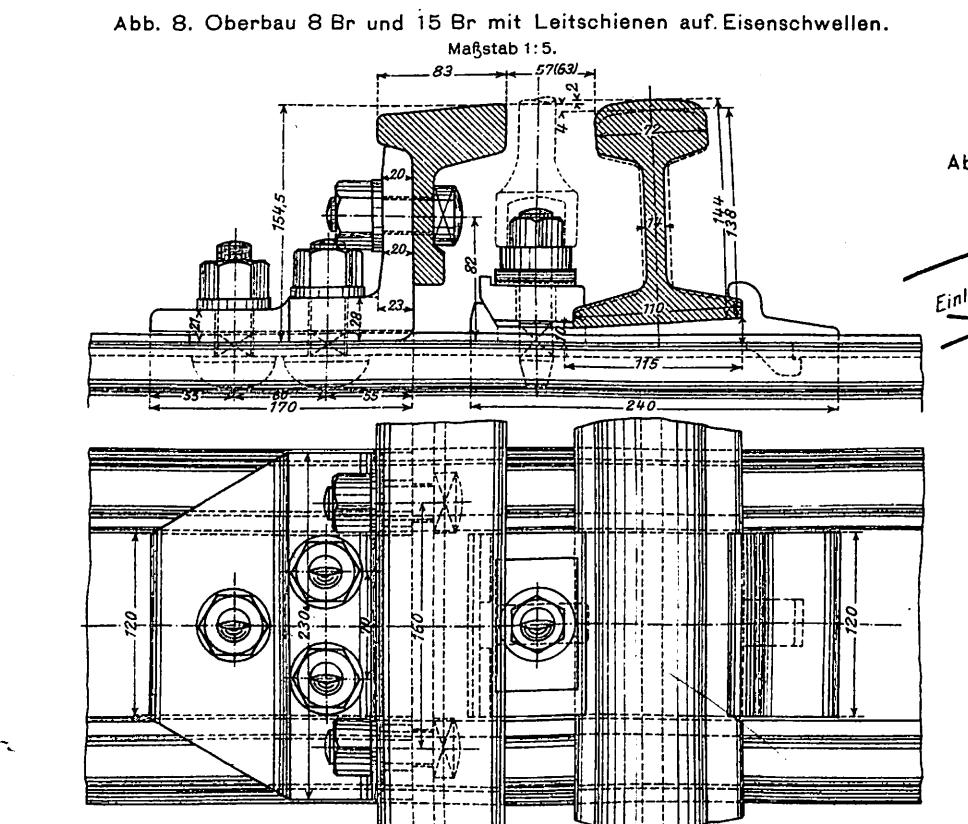
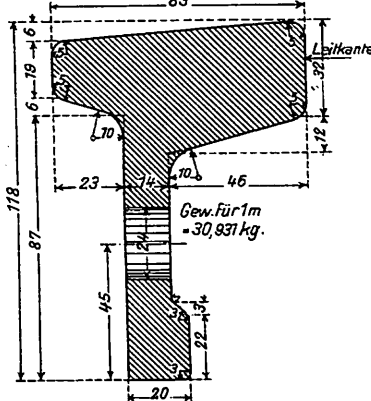
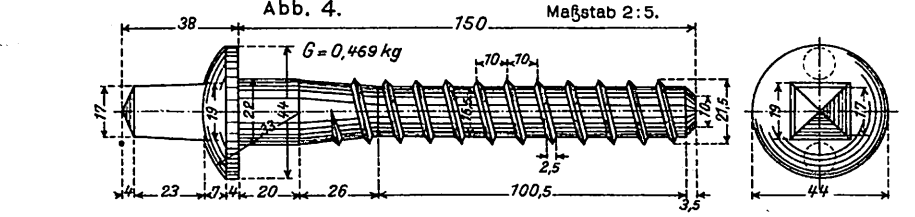
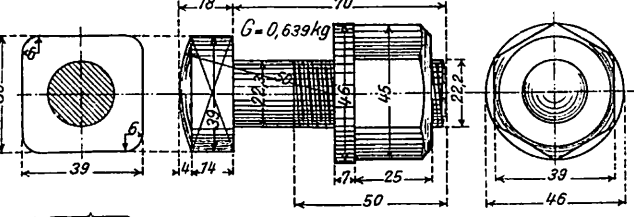
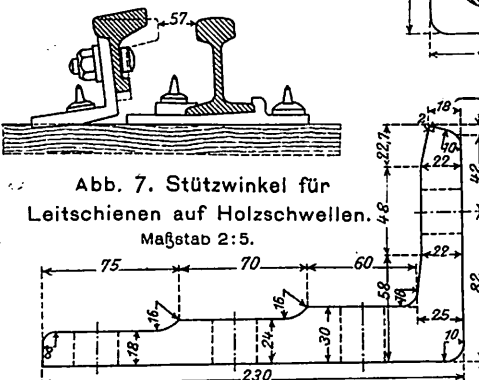


Abb. 15. Oberbau 8d und 15c mit Spurrillenschienen auf Holzschwellen für Wegübergänge. Maßstab 1:5.

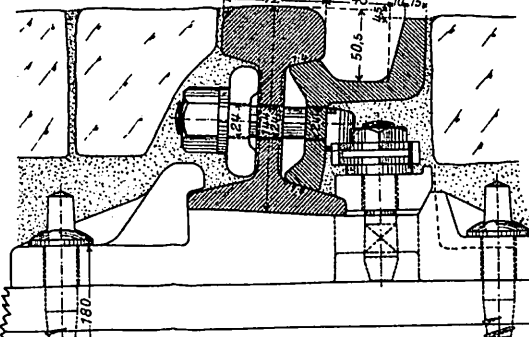


Abb. 11. Lehre für die Spurrillenweite beim Einbauen von Leitschienen.

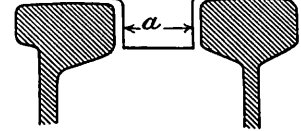


Abb. 17. Hakenplatte für Wegübergänge. Maßstab 1:5.

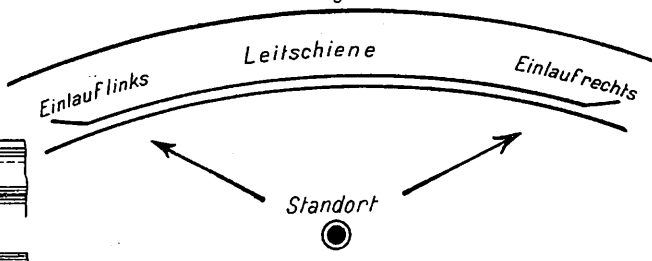
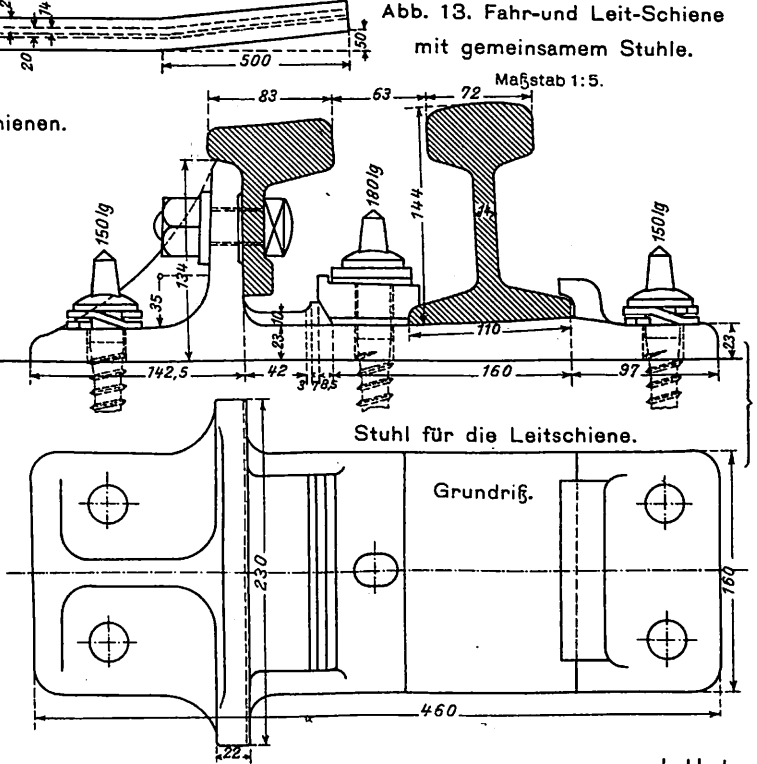
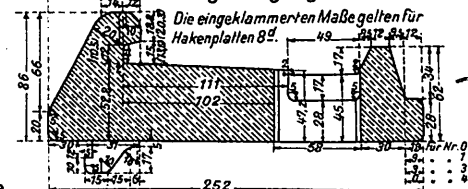


Abb. 12. Anordnung der Schwellen für den Oberbau mit Leitschienen.

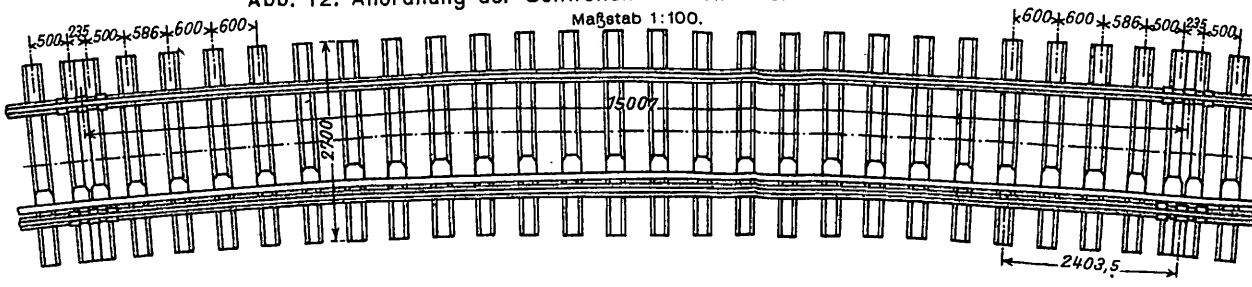


Abb. 14. Stuhl für Zwischenschwellen. Maßstab 1:5.

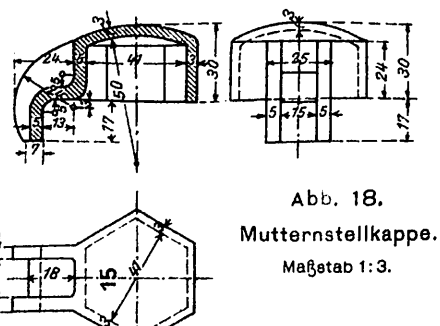
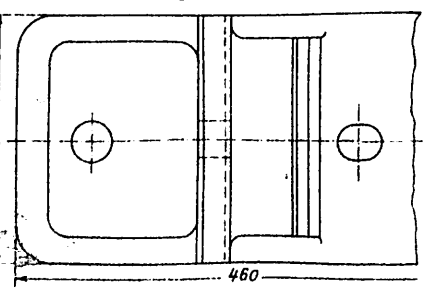


Abb. 20 und 21. Querschnitte. Maßstab 1:50.

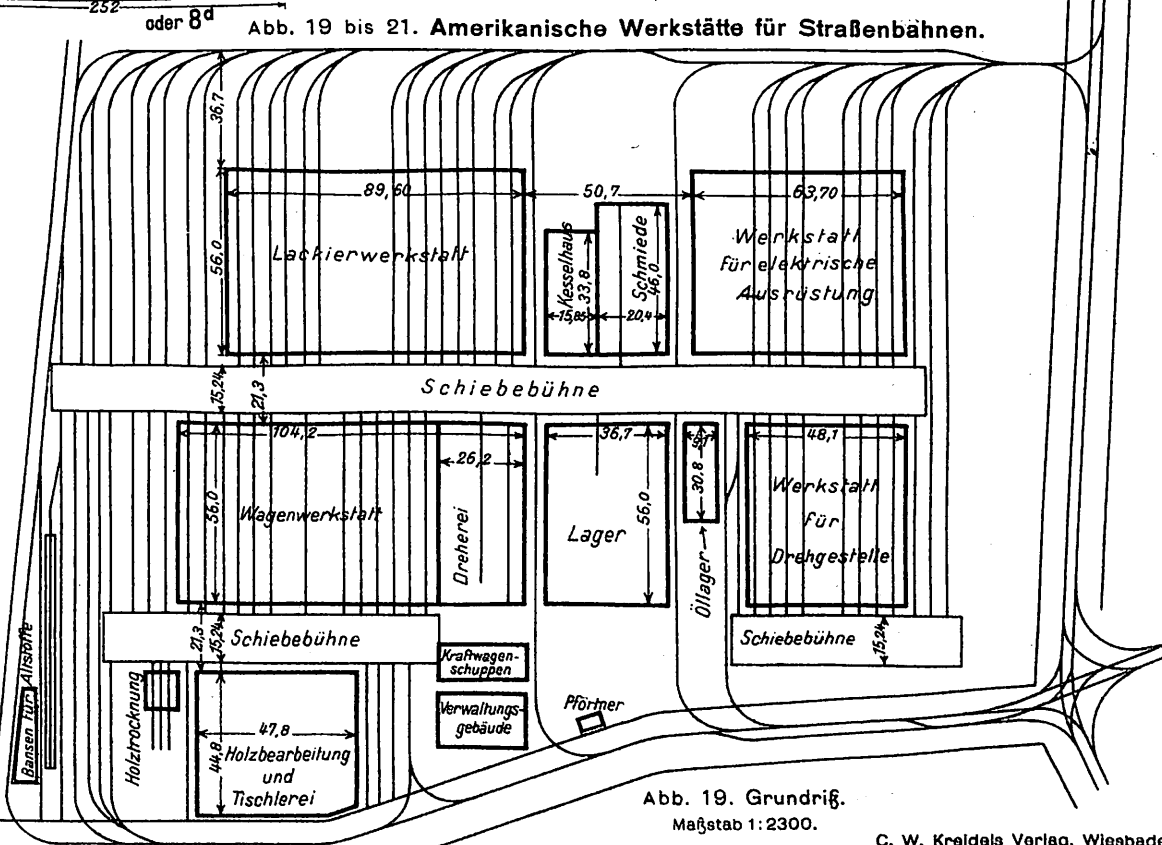
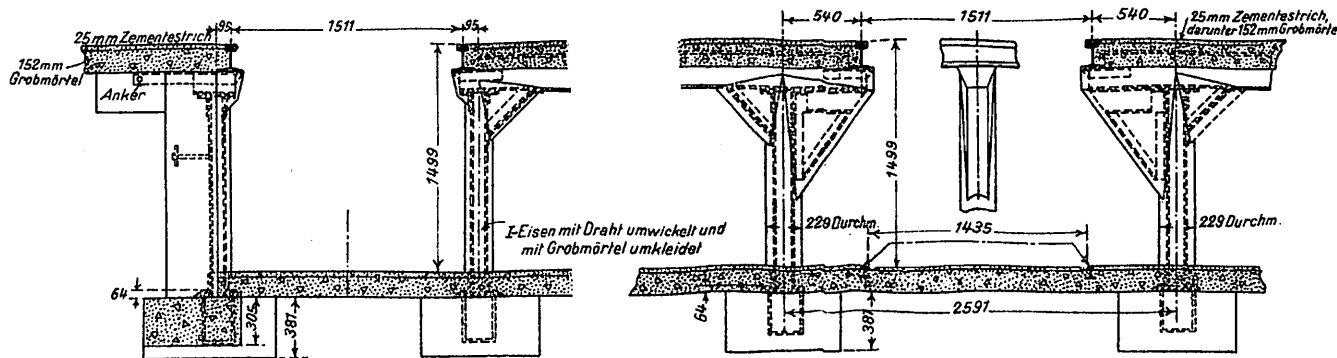


Abb. 19. Grundriß. Maßstab 1:2300.

Abb. 1 bis 3. C-Lokomotive von 110 PS.
Maßstab 1:40.

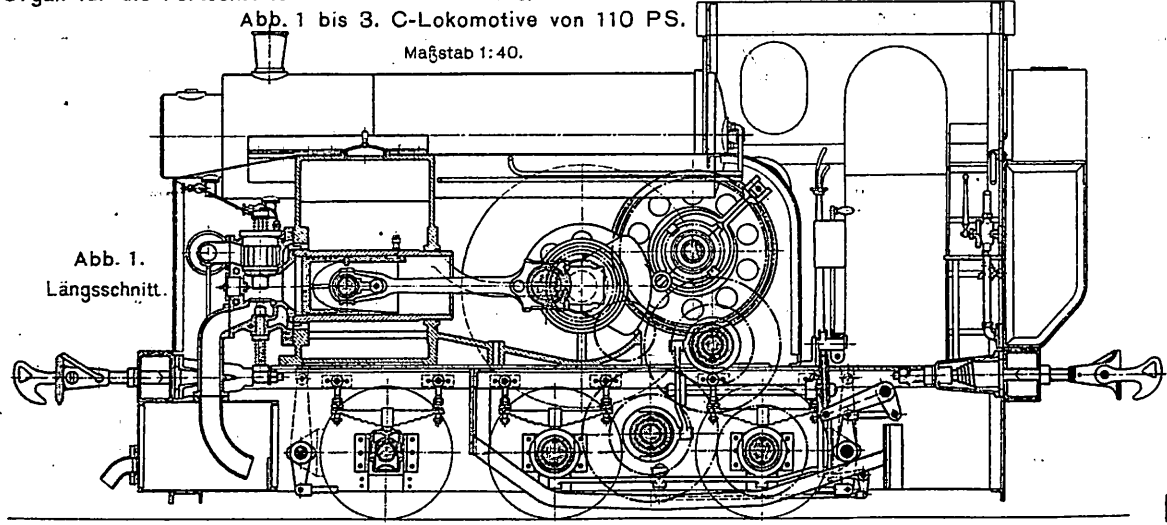


Abb. 2. Ansicht von oben.

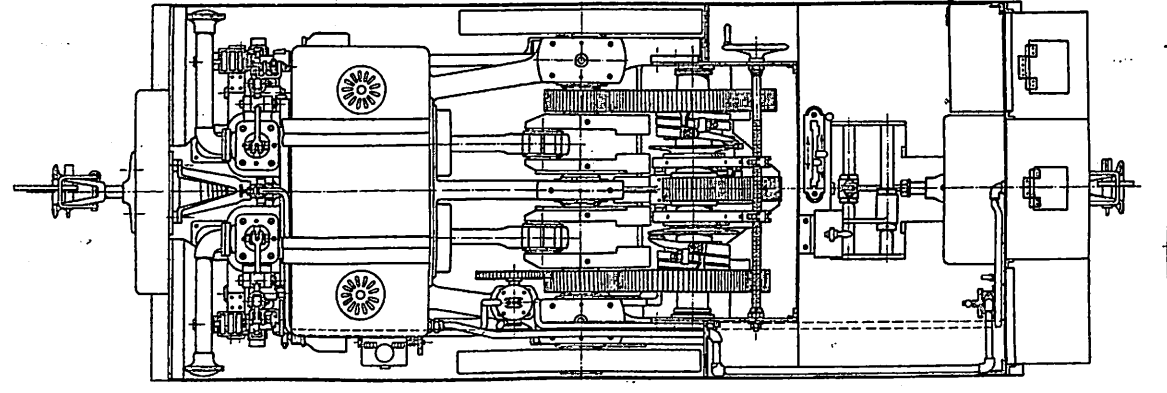


Abb. 3. Wagerechter Schnitt durch das Laufwerk.

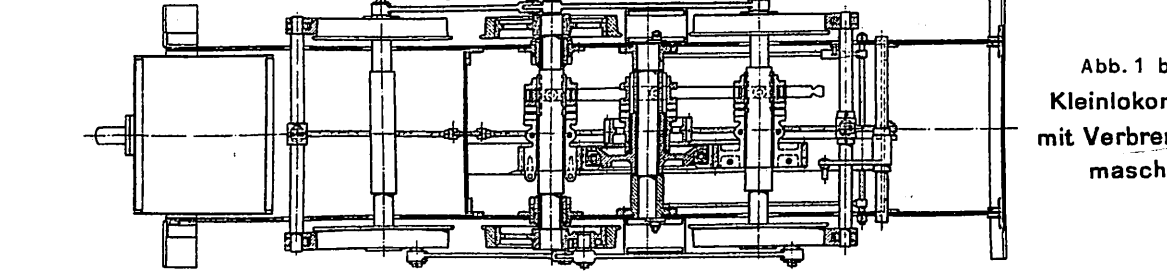


Abb. 4. B-Lokomotive von 40 PS.
Maßstab 1:30.

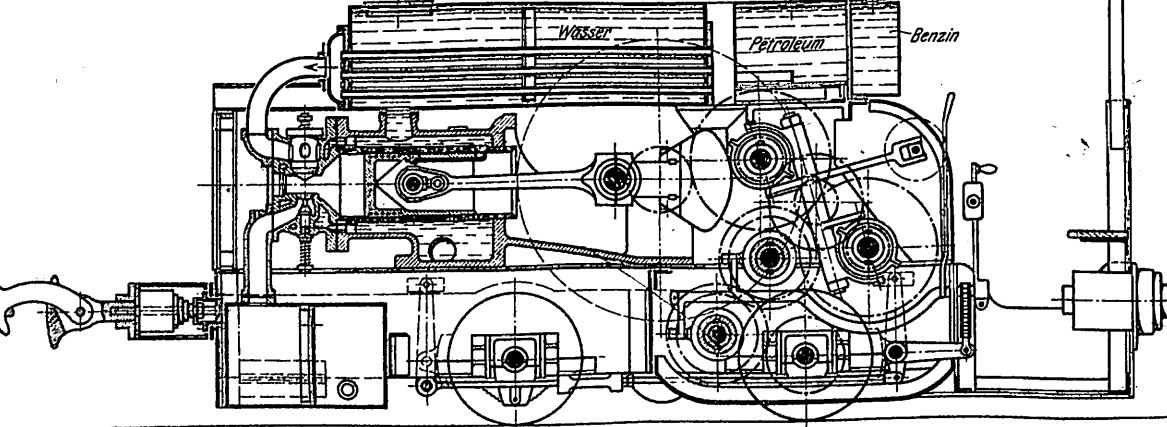


Abb. 10. Triebwagen aus Stahl. Maßstab 1:95.

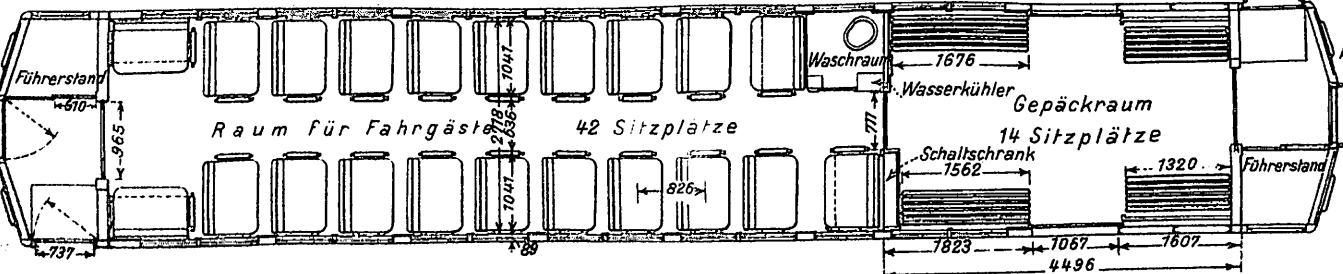


Abb. 5.
Längsschnitt.

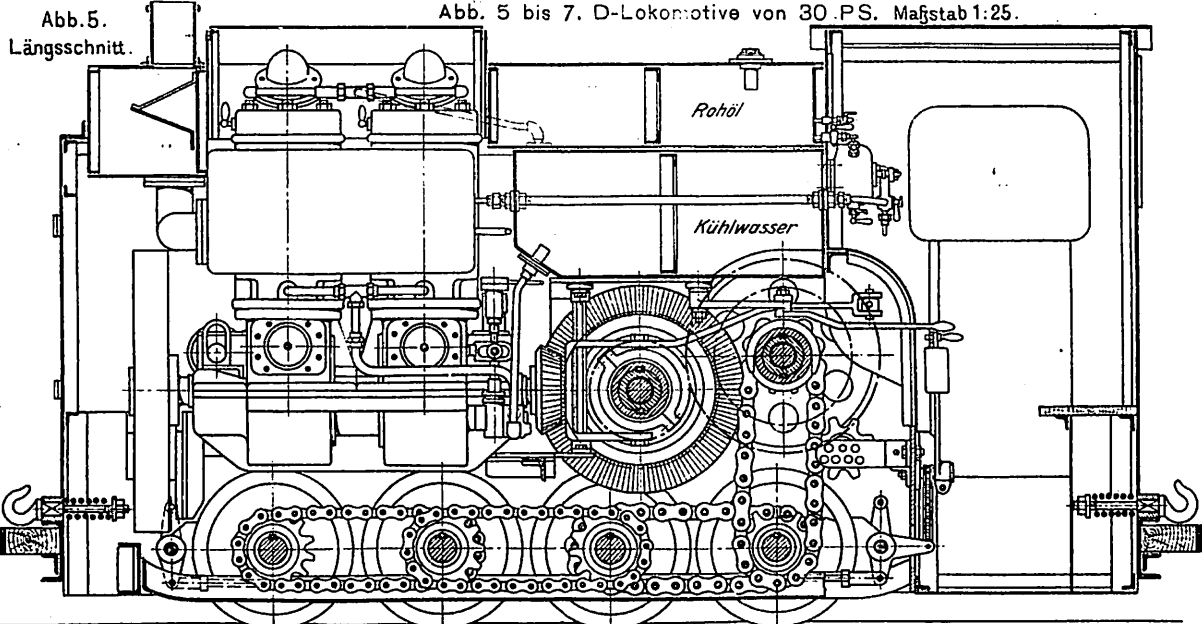


Abb. 5 bis 7. D-Lokomotive von 30 PS. Maßstab 1:25.

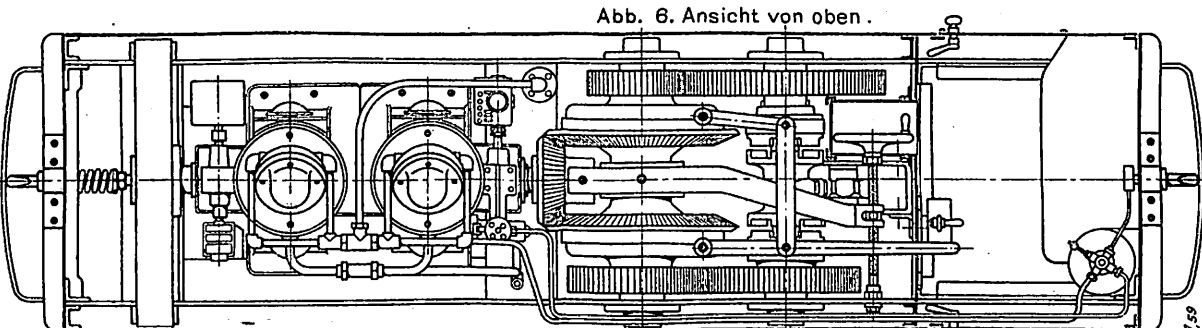


Abb. 6. Ansicht von oben.

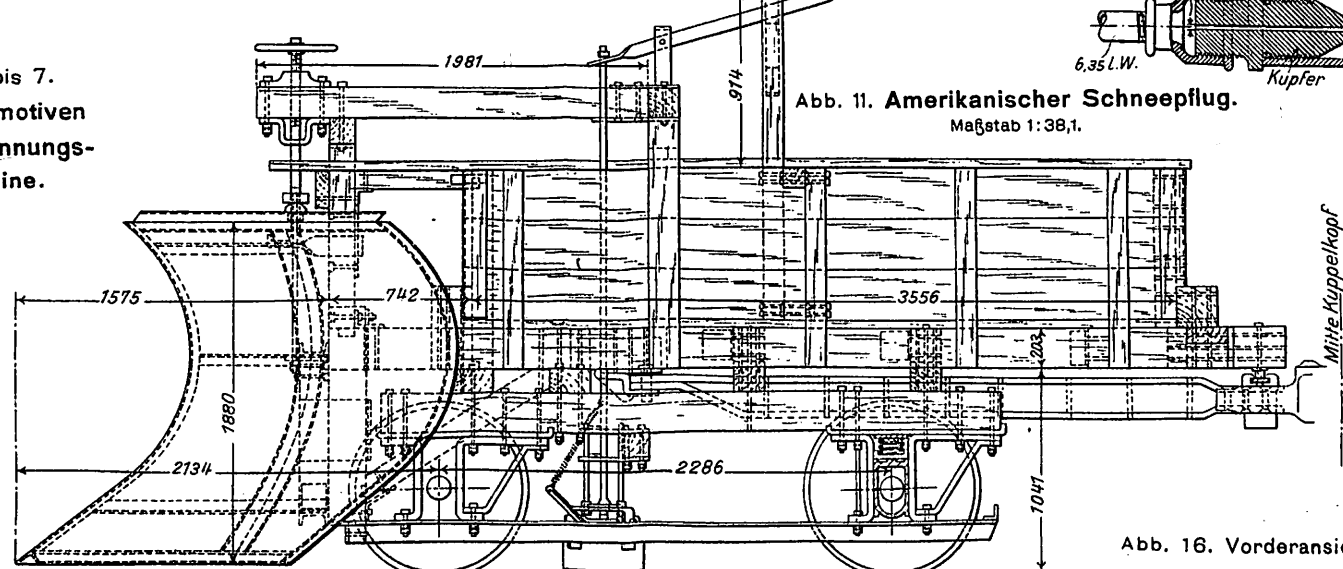


Abb. 11. Amerikanischer Schneepflug.
Maßstab 1:38,1.

Abb. 12 bis 14. Ölbrenner für Heizkessel.

Maßstab 1:32.

Abb. 12. Schnitt a-a.

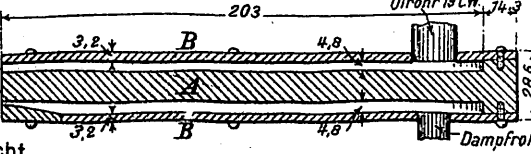


Abb. 14. Ansicht von oben.

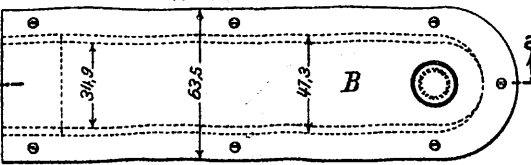


Abb. 13. Ansicht von vorn.

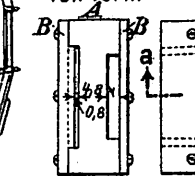
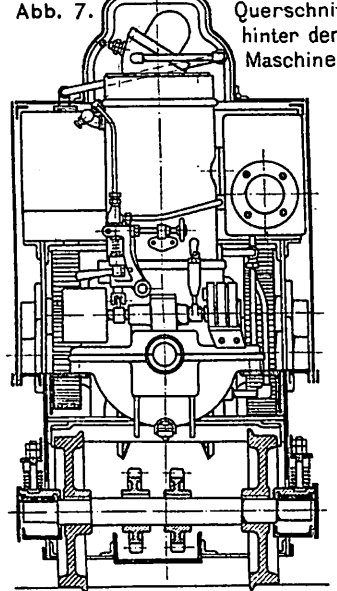


Abb. 7.



Querschnitt
hinter der
Maschine.

Abb. 8 und 9. Empfangsgebäude des Bahnhofes
Oranienburg. Maßstab 1:500.

Abb. 8. Alter Zustand. Erdgeschoß.

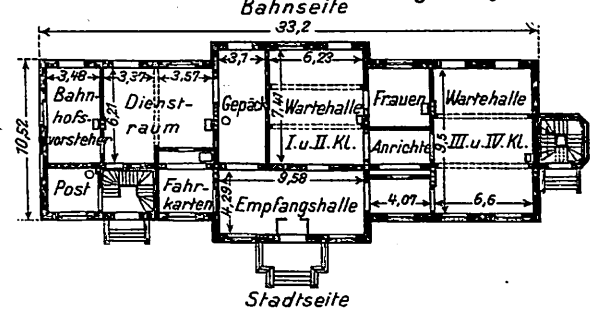


Abb. 9. Erdgeschoß nach dem Um- und Erweiterungs-Baue.

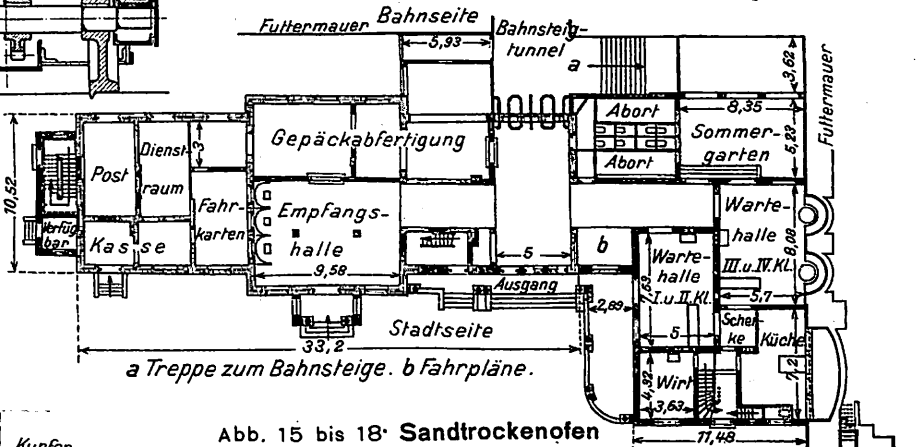


Abb. 15 bis 18. Sandtrockenofen
mit Ölföhrung.

Abb. 15. Ansicht von oben. Maßstab 1:240.

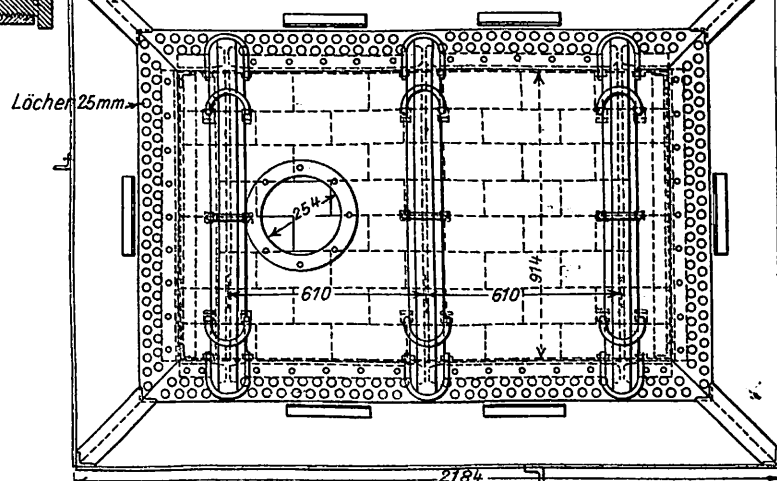


Abb. 16. Vorderansicht.

Maßstab 1:240.

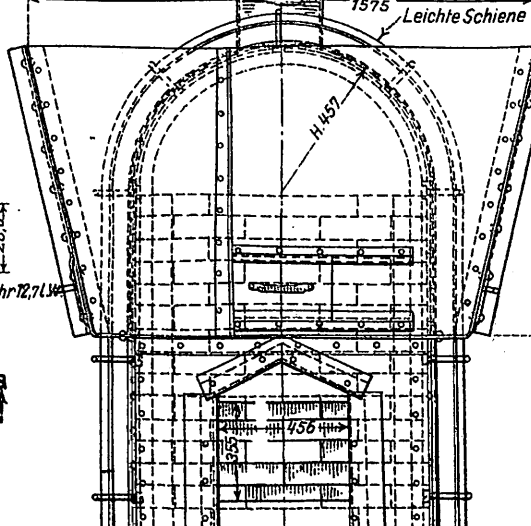


Abb. 17. Seitenansicht. Maßstab 1:240.

