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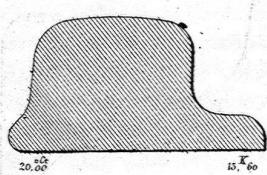
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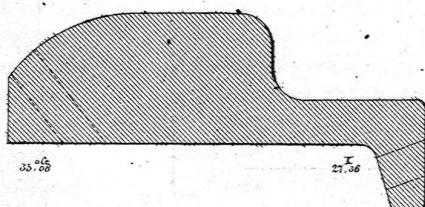
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Fig. 1. Aeltestes Profil.



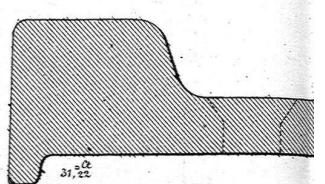
20.⁰⁰
15.^X₆₀

Fig. 2. Boston.



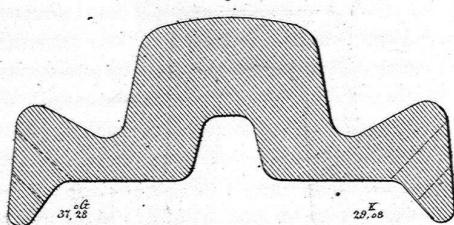
35.⁰²
27.^X₄₆

Fig. 3. Philadelphia.



31.⁰²
31.^X₂₂

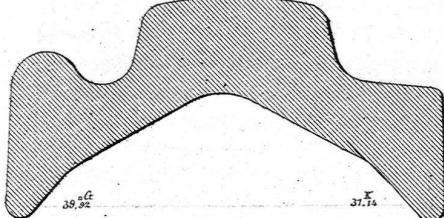
Fig. 6.



37.⁰²
29.^X₅₈

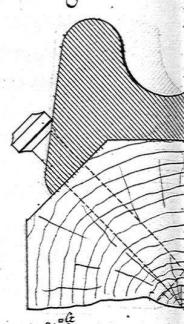
New-York.

Fig. 7.



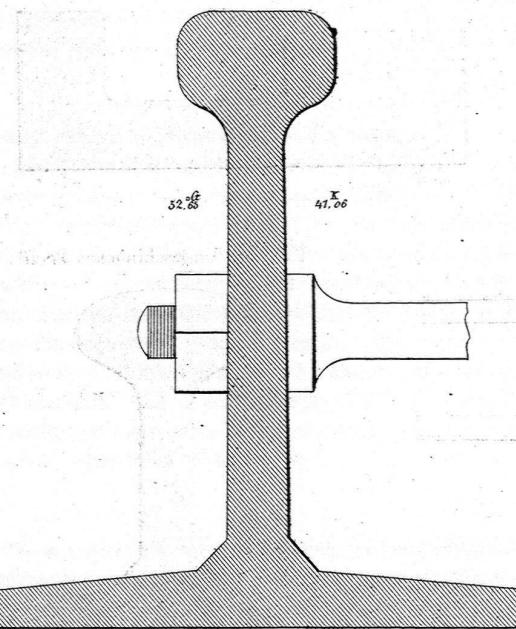
39.⁰²
37.^X₇₄

Fig. 17. Paris.



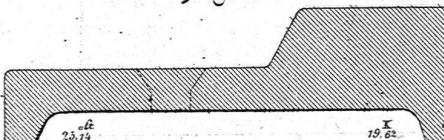
21.⁰²
21.^X₆₃

Fig. 19. Burns Profil.



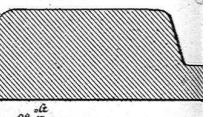
52.⁰²
47.^X₀₆

Fig. 11.



25.⁰²
15.^X₆₂

Birkenhead.



25.⁰²
25.^X₆₇

Fig. 16.

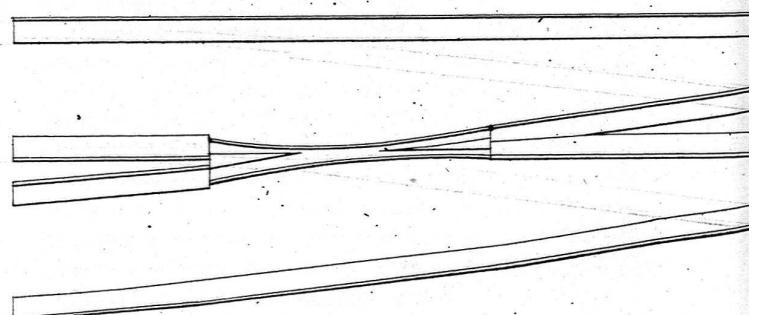


Fig. 10^a. Philadelphia

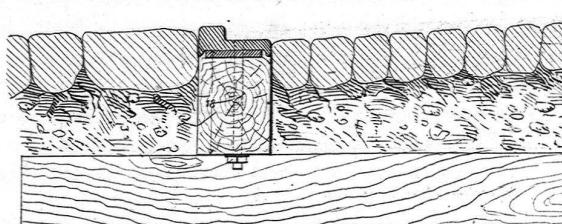
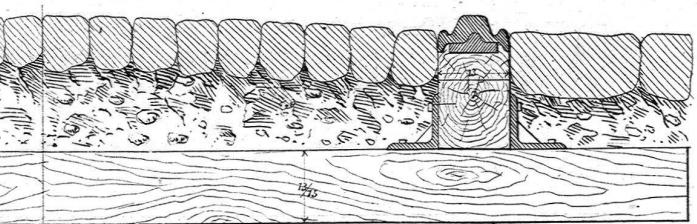


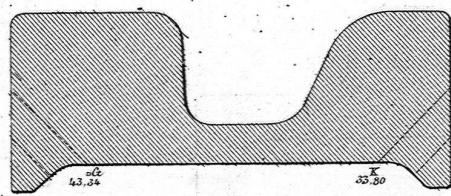
Fig. 10^b. New-York.



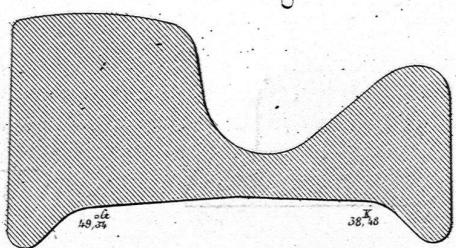
12.⁰⁰

phia.

Fig. 4.



New-York.



s-Sèvres-Loubat.

Fig. 8. Profil in Curven.

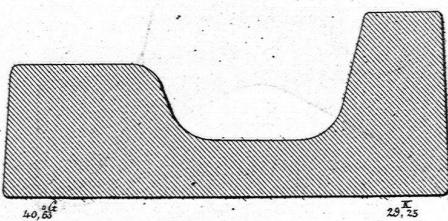
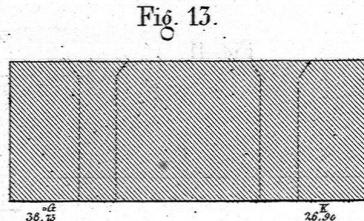
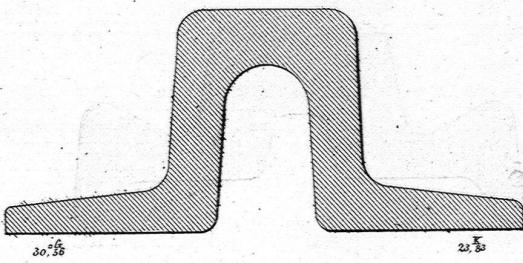


Fig. 12.



Birkenhead.

Fig. 9.



16. Weiche mit Krenzung.

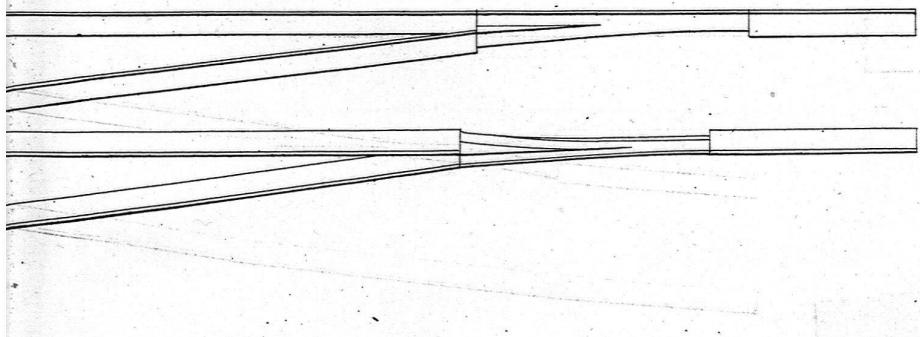


Fig. 15. Birkenhead.

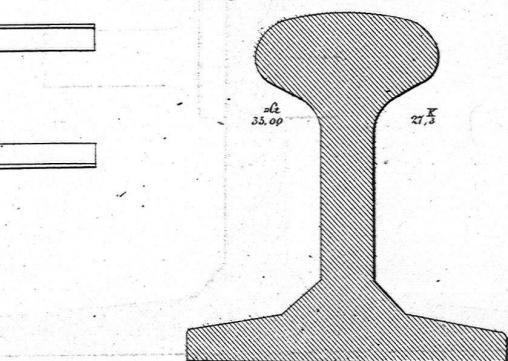
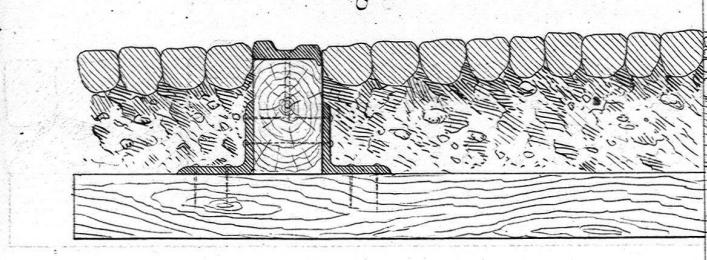


Fig. 18. Paris-Sèvres.



Maßstab der Schienen = $\frac{1}{2}$
der Querprofile = $\frac{1}{2}$
der Weiche u. Kreuzung = $\frac{1}{3}$

Fig. 21. Omnibus zu Birkenhead.

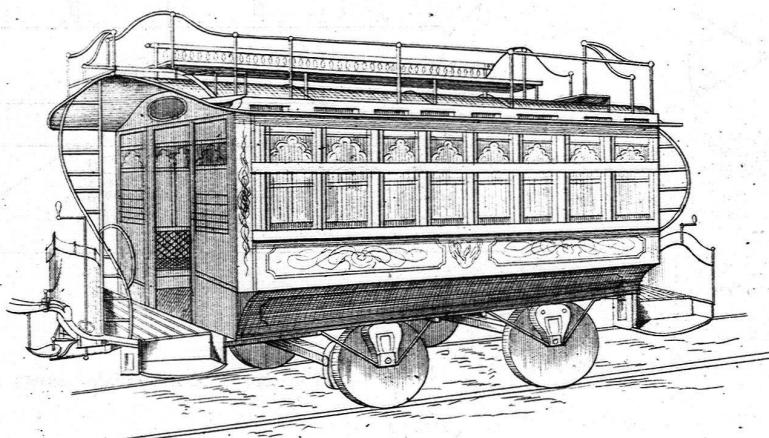


Fig. 30.

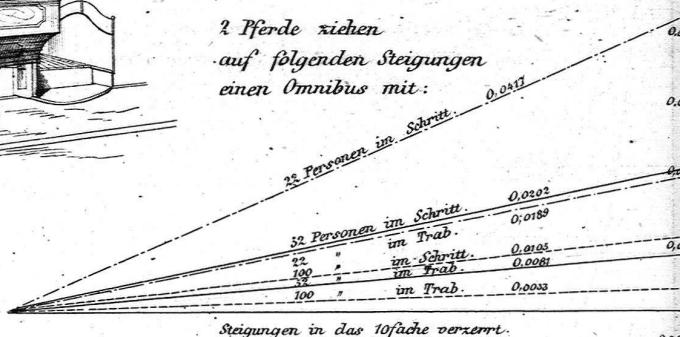


Fig. 28. Vorstadteisenbahn.



Fig. 26. Stadteisenbahn.

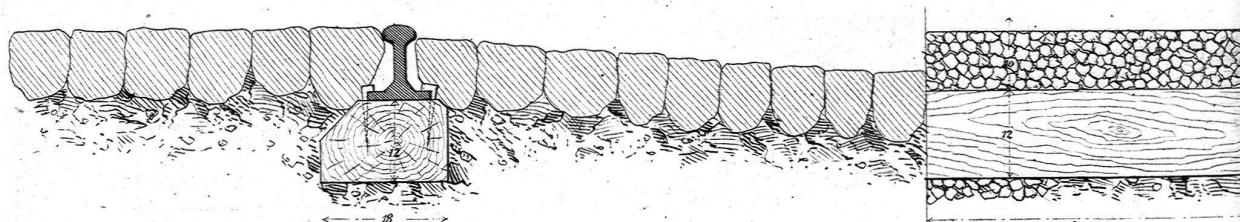


Fig. 2

Fig. 24. Seestrasse mit Seitenräben.

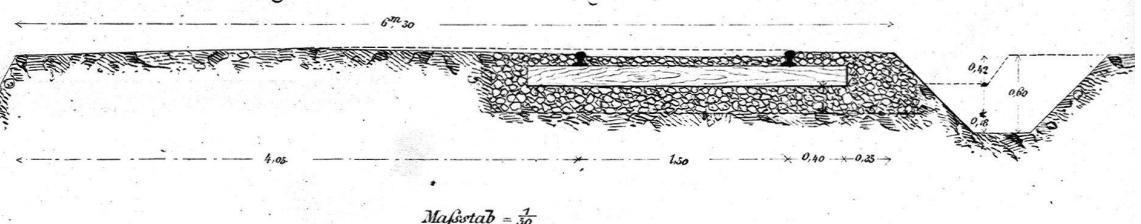
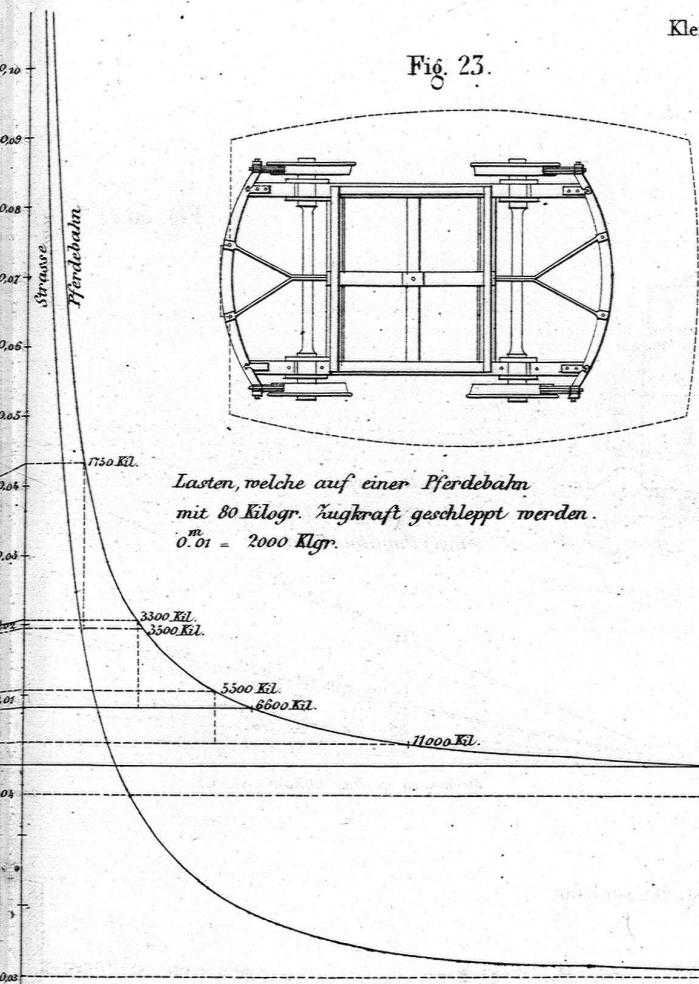


Fig. 23.



Kleiner Omnibus in New-York

Fig. 22.

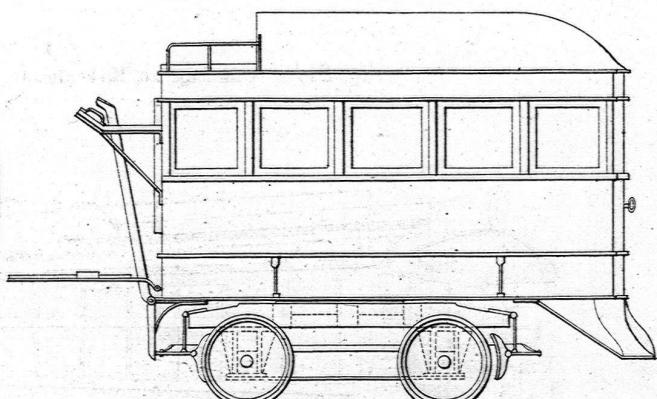
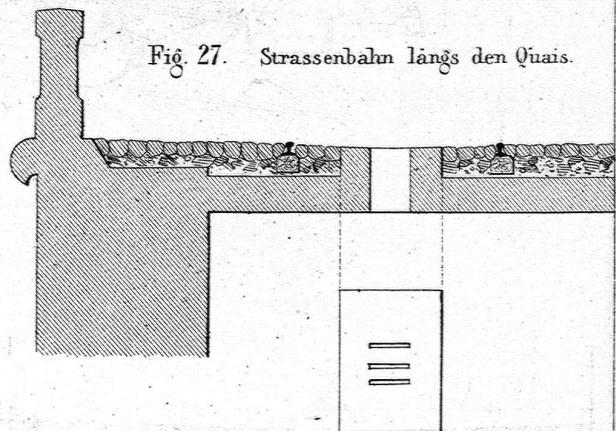


Fig. 27. Strassenbahn längs den Quais.



29. Strasseneisenbahn.

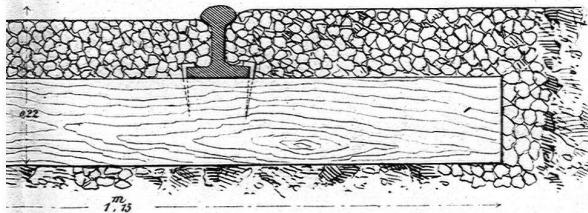
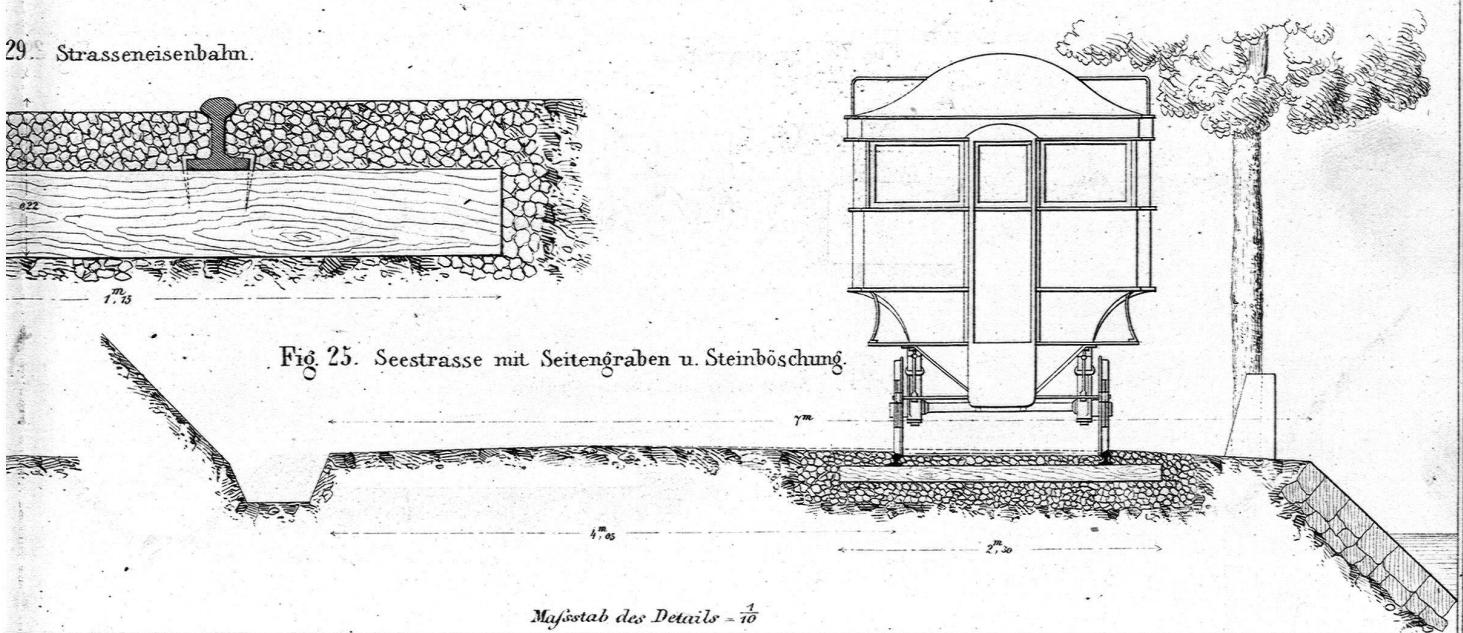
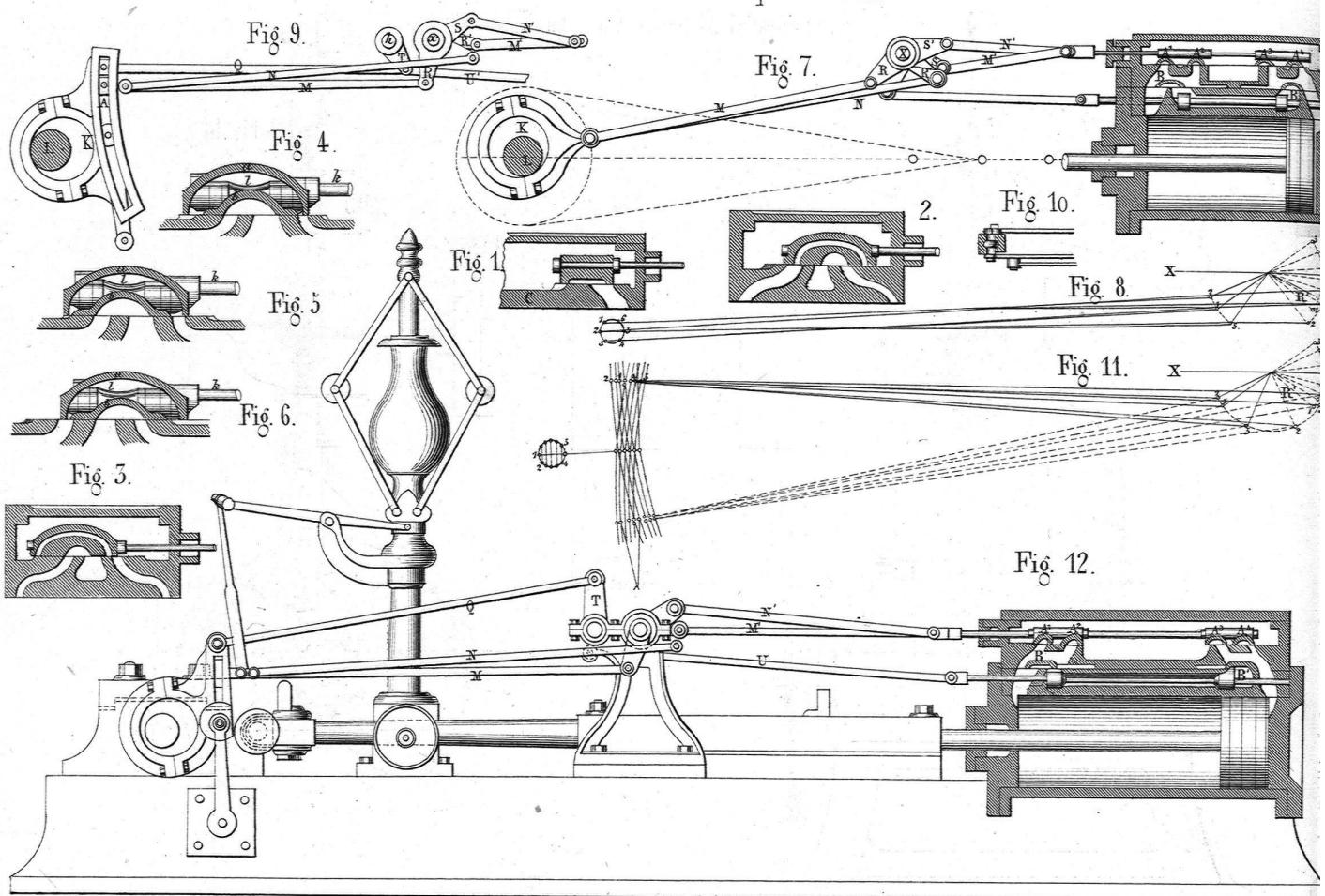


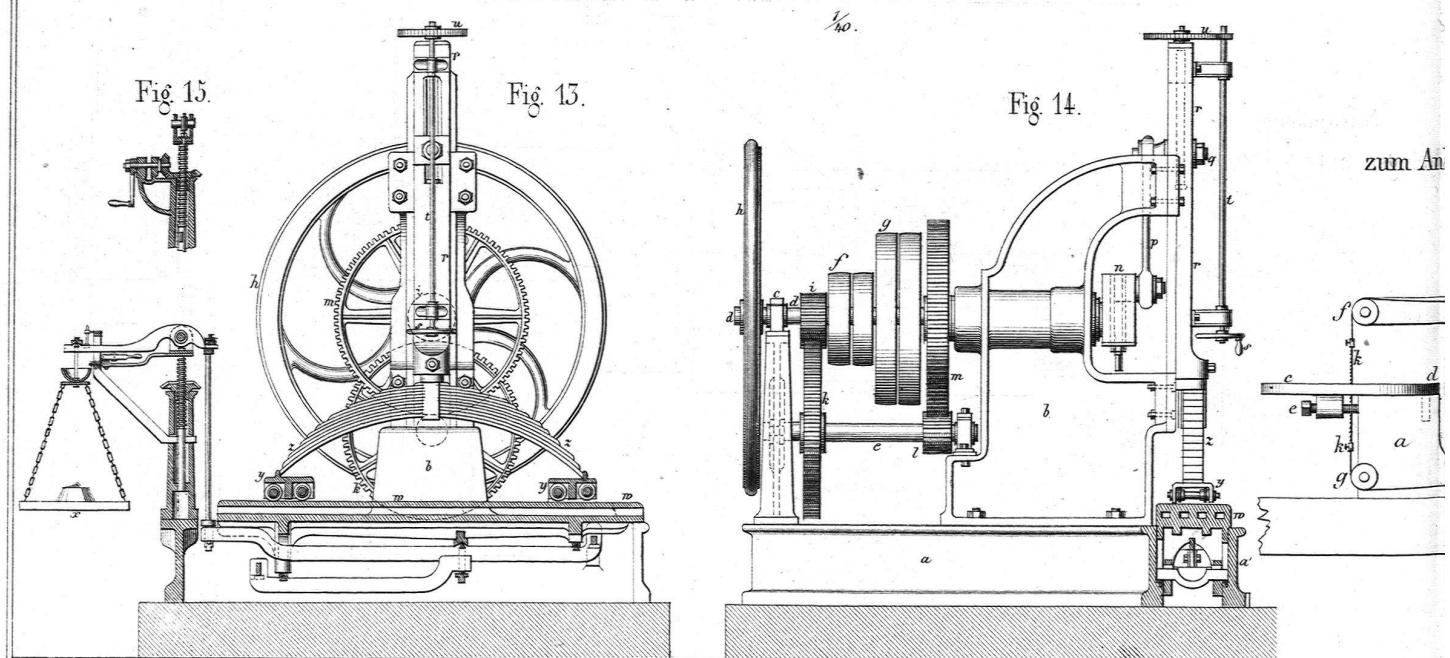
Fig. 25. Seestrasse mit Seitengraben u. Steinböschung.



Allen's Dampfmaschine.



Frey. Maschine zum Prüfen der Blattfedern.



Stemm- und Bohrmaschine für Holzarbeiter.

Fig. 17.

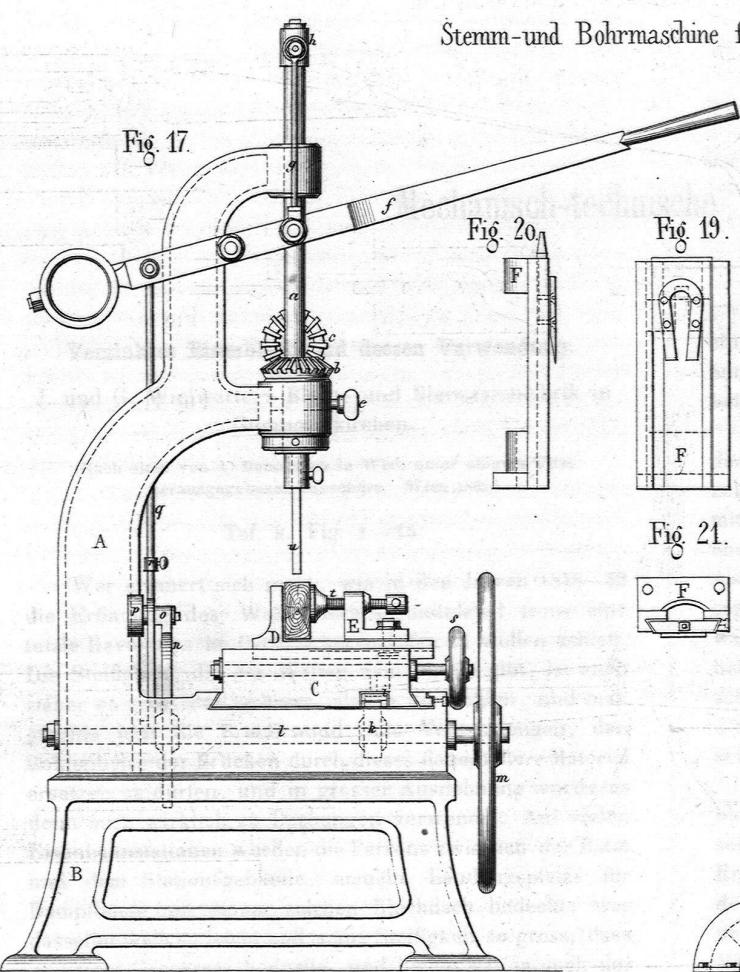


Fig. 20.



Fig. 19.

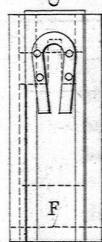


Fig. 22.

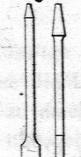


Fig. 21.

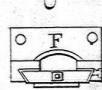
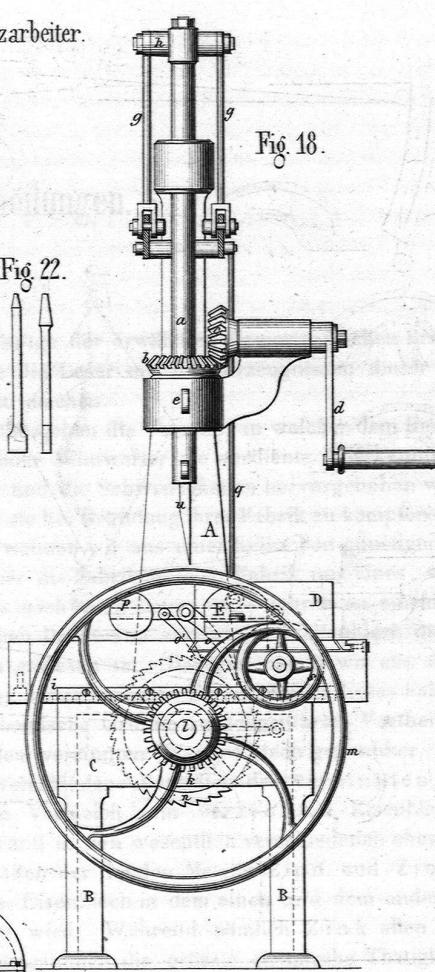


Fig. 18.



Luftzuführung bei Mahlgängen.

Verbesserter Scher-Rahmen.

Schweißsäge

abringen auf der Drehbank.

Fig. 16.

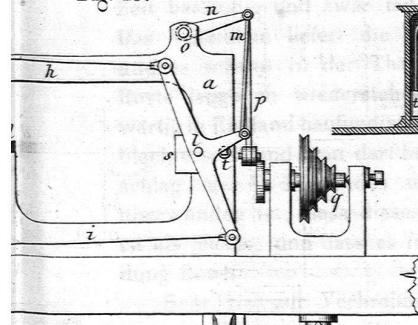


Fig. 23.

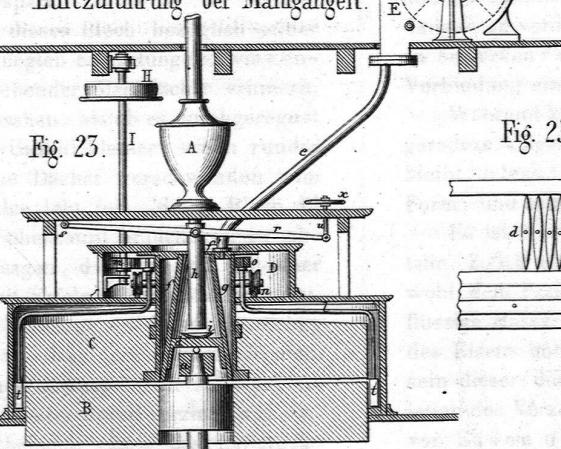


Fig. 24.

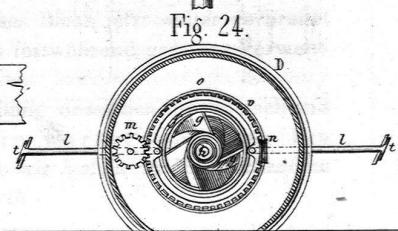


Fig. 25.

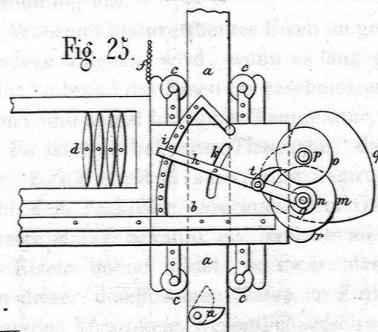


Fig. 26.

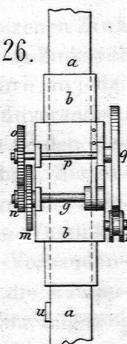


Fig. 27.

