

Steuerungsträger

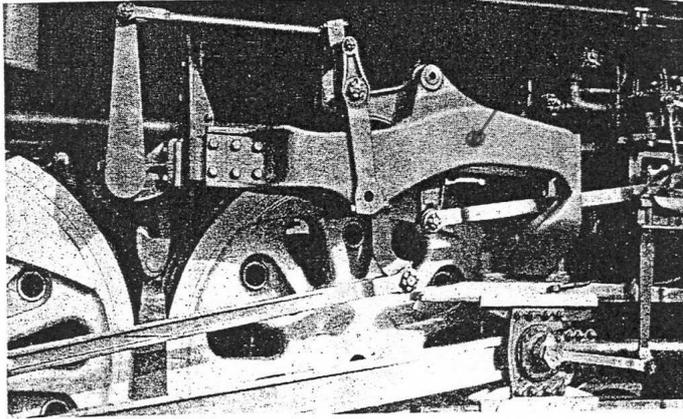


Abb. 11.2 - 1 Baker-Steuerung (LC 1947)

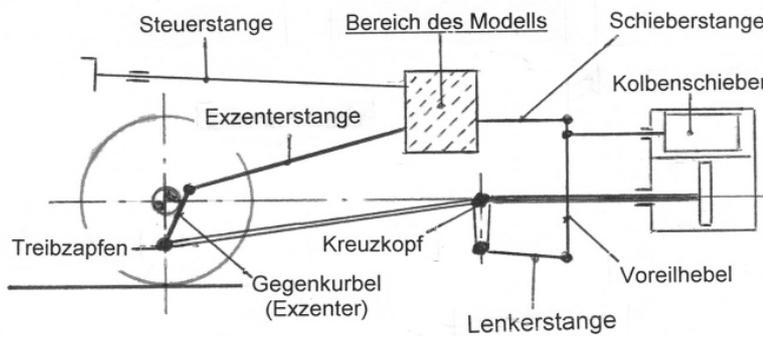


Abb. 11.2 - 2 Gesamtanordnung (JH)

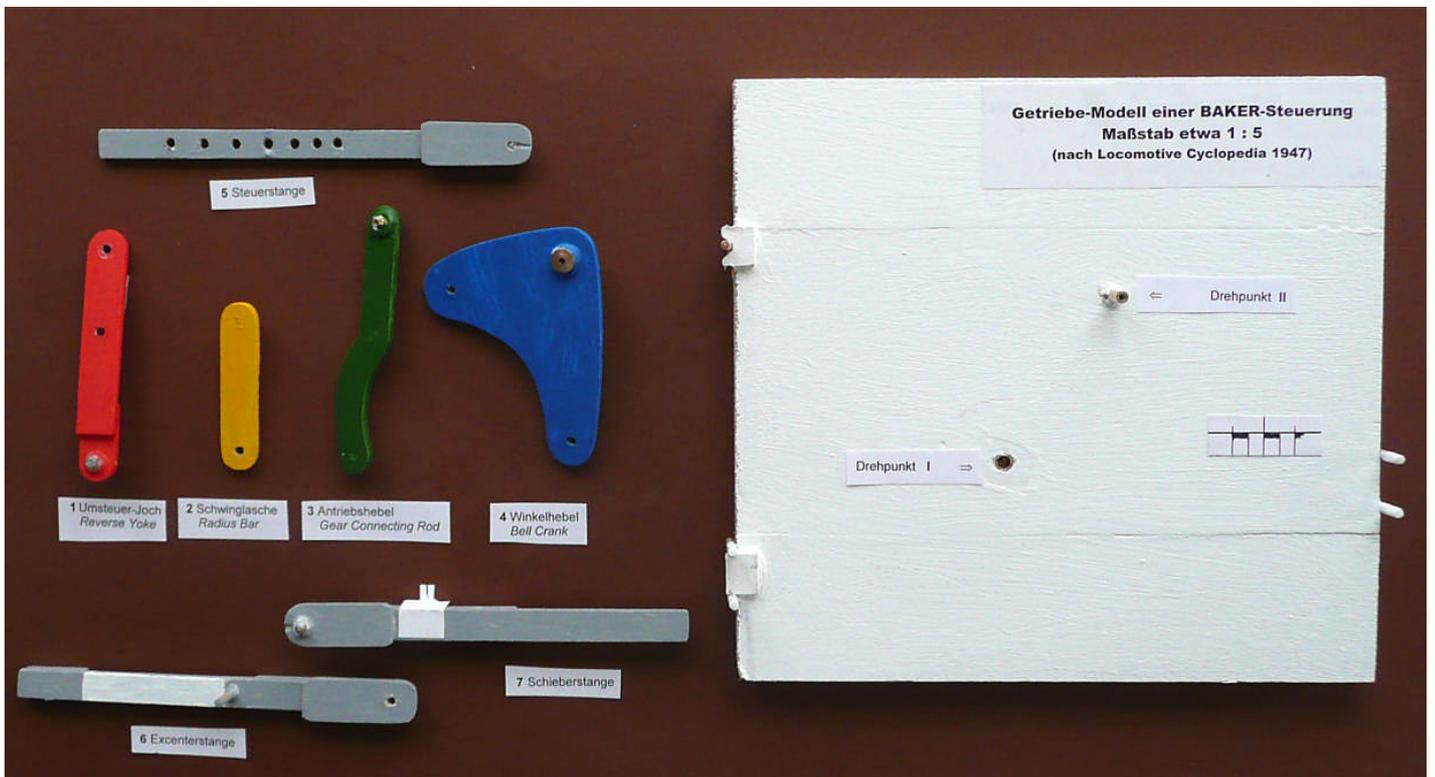


Abb. 11.2 - 3 Einzelteile (JH)

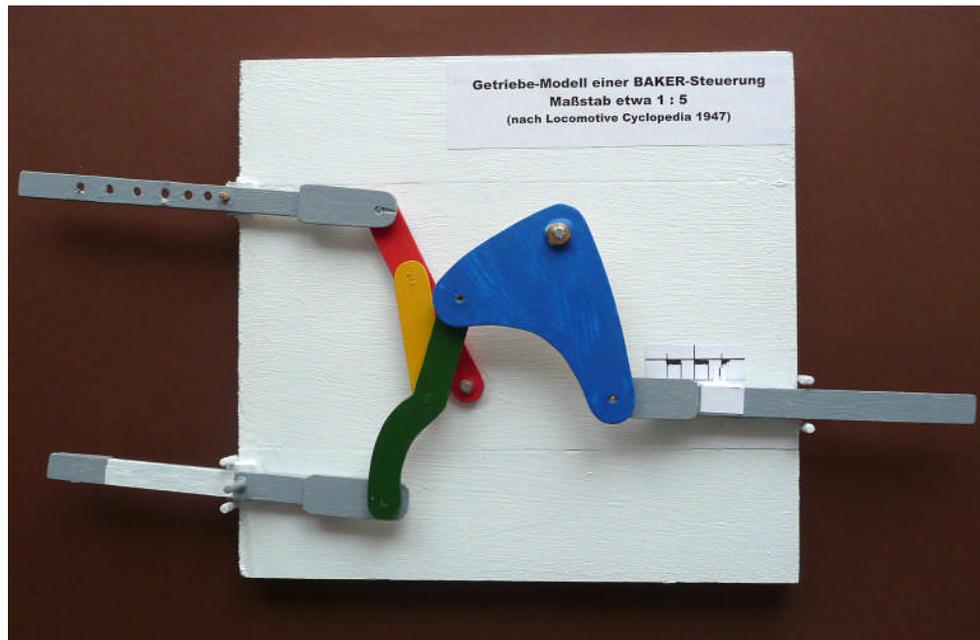


Abb. 11.2 - 4 (JH)

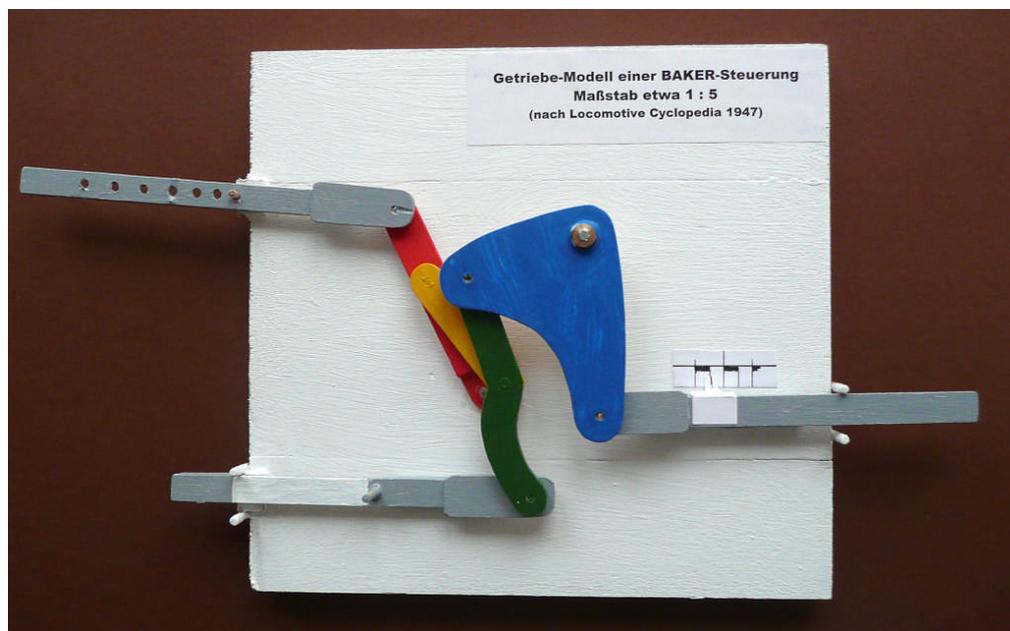


Abb. 11.2 - 5 (JH)

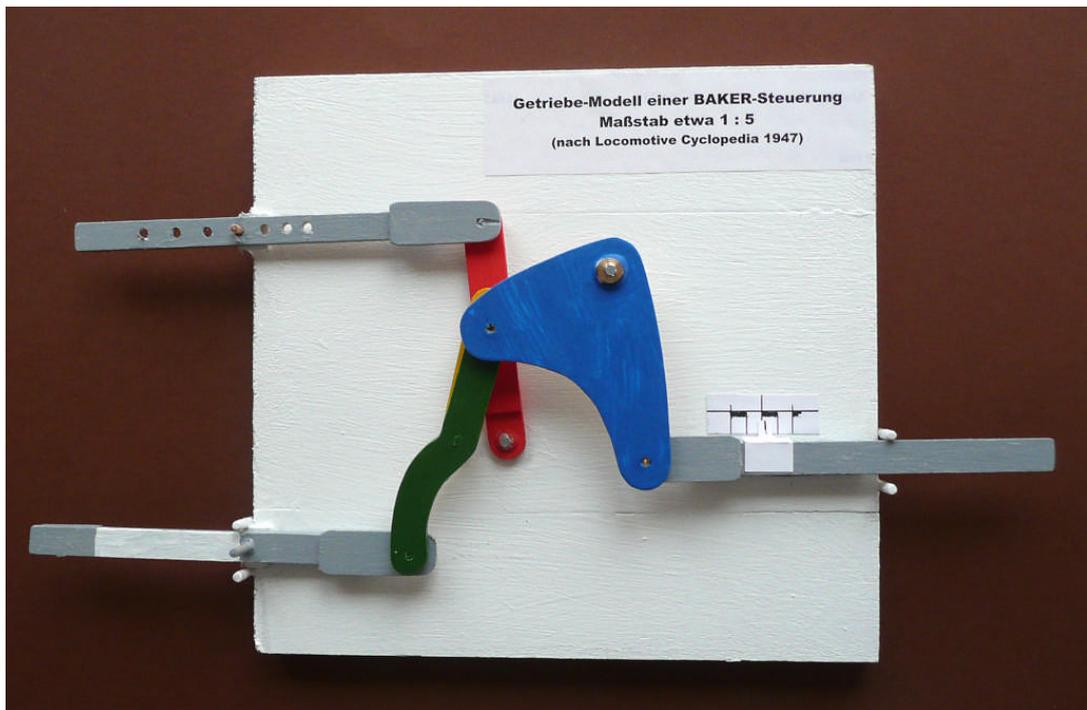


Abb. 11.2 - 6 (JH)

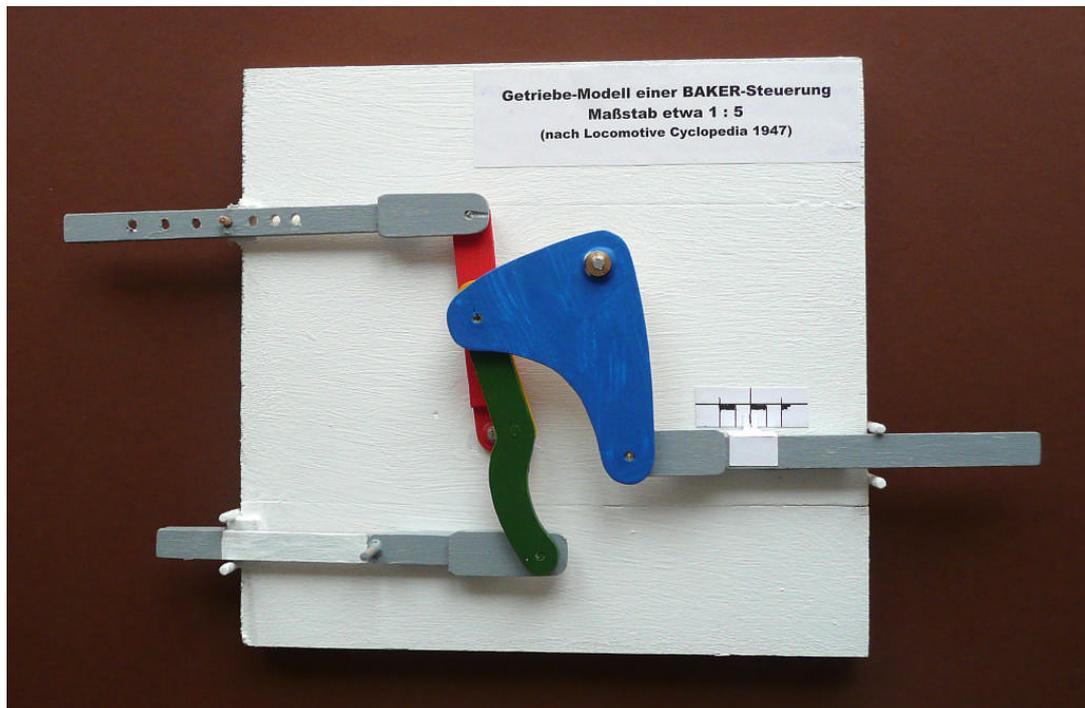


Abb. 11.2 - 7 (JH)



Abb. 11.2 - 8 (JH)

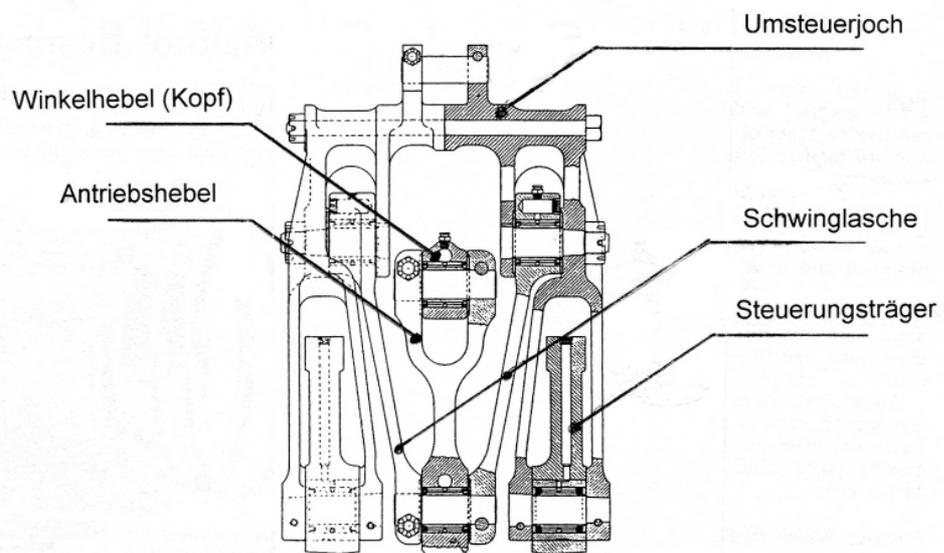


Abb. 11.2 - 9 Schnitt durch Baker-Steuerung (LC 1947)

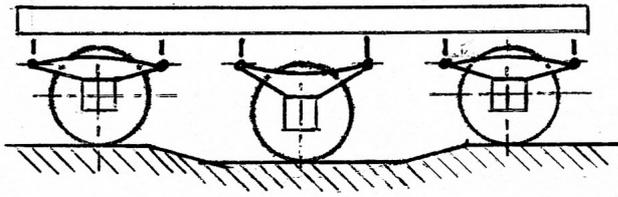


Abb. 11.3 - 1 Einzelfederung (JH)

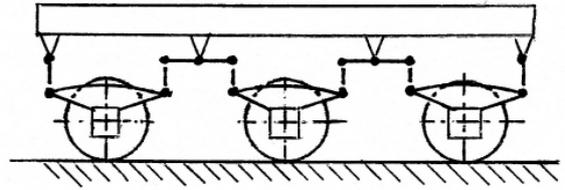


Abb. 11.3 - 2 Ausgleichshebel (JH)

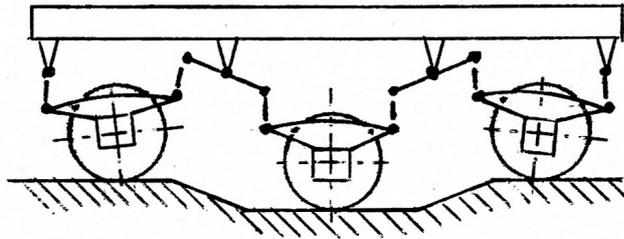


Abb. 11.3 - 3 Lastausgleich (JH)

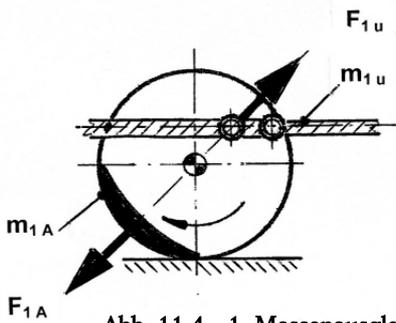


Abb. 11.4 - 1 Massenausgleich 1 (JH)

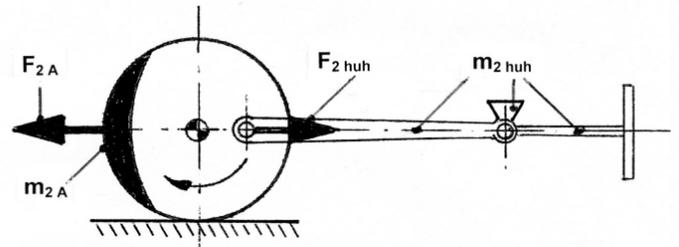


Abb. 11.4 - 2 Massenausgleich 2 (JH)

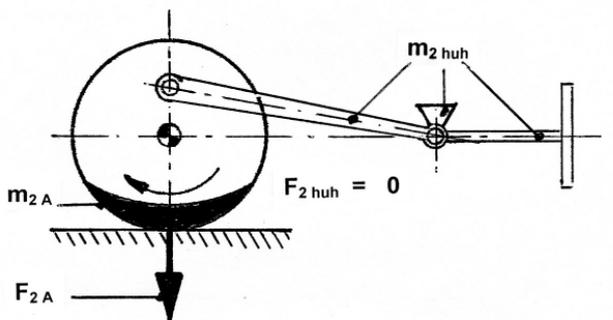


Abb. 11.4 - 3 Massenausgleich 2 / 2 (JH)

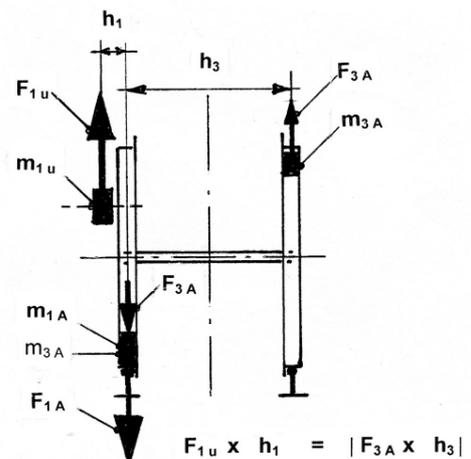


Abb. 11.4 - 4 Massenausgleich 3 (JH)

Zum Stand der Dampfloktechnik am Ende ihrer Entwicklung

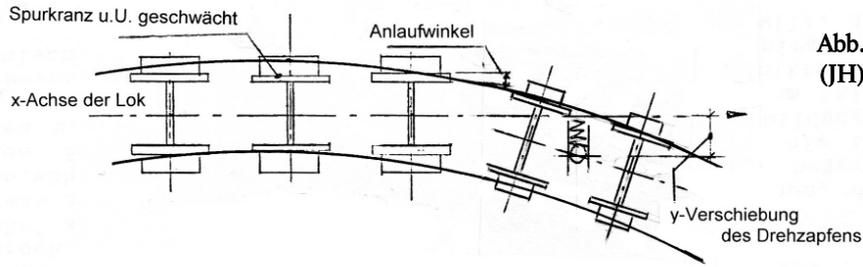


Abb. 11.5 - 1 führendes Drehgestell (JH)

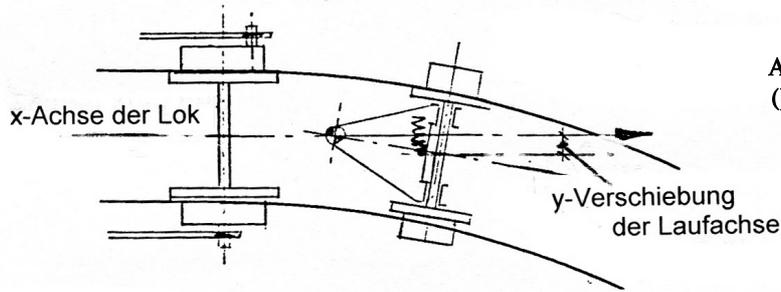


Abb. 11.5 - 2 führendes Deichselgestell (JH)

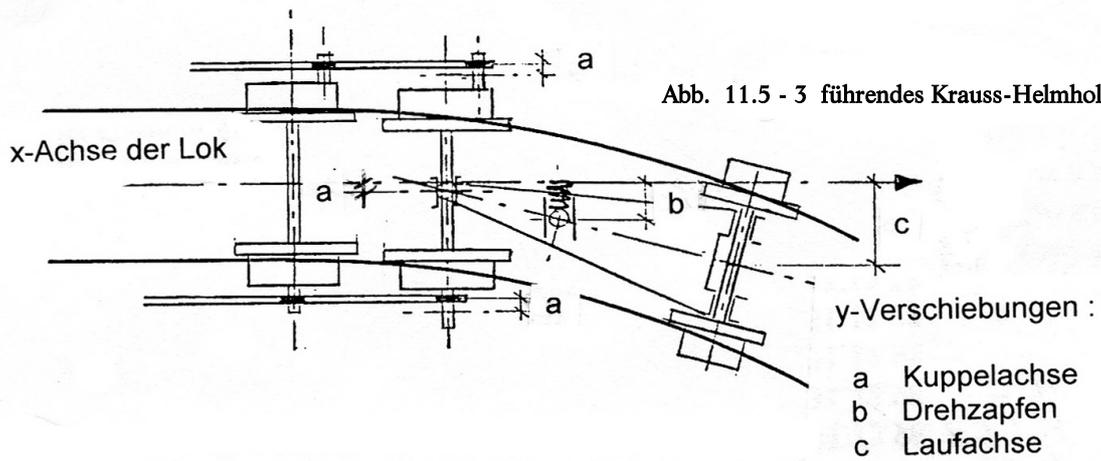


Abb. 11.5 - 3 führendes Krauss-Helmholtz-Gestell (JH)

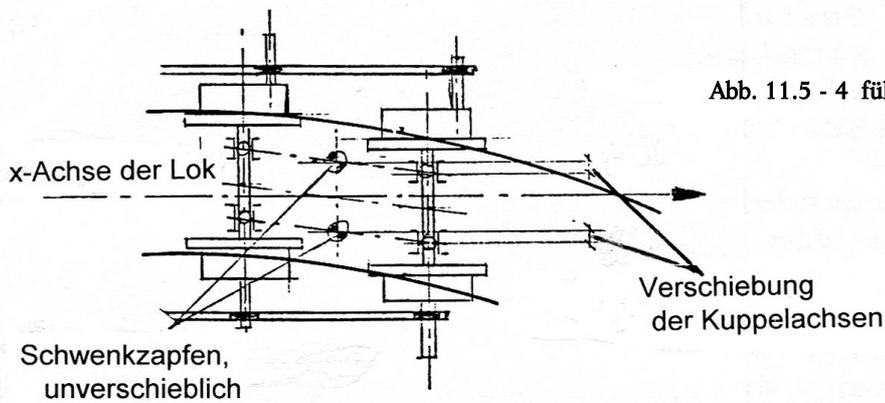


Abb. 11.5 - 4 führendes Beuguiot-Gestell (JH)