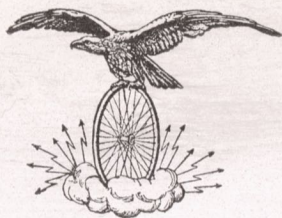


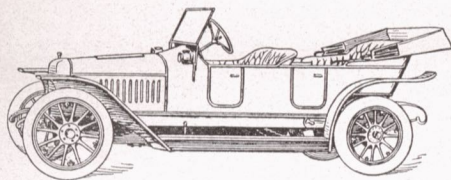
AKTIEBOLAGET
ARMÉMATERIEL

RIKSTELEFON 67 09

POST- OCH TELEGRAMADRESS:
ARMÉMATERIEL
STOCKHOLM



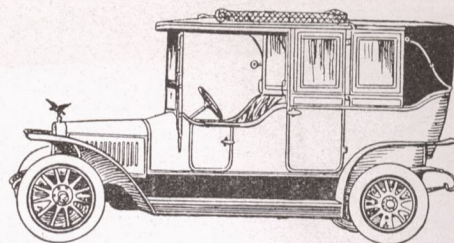
Stockholm den
TEGNÉRGATAN 12



BESTÄLL
KÖP

(ingen automo-
bil, utan att
först infordra
offert

eller profåka med den i alla



världsdelar bepröfvade, i alla
afseenden på höjden af automo-
bilteknik, gediget arbete, elegans,
driftsäkerhet, tystgående och
enkelhet i skötsel, stående

ADLER

som bland andra utmärkelser
erhållit Preussisk Statsmedalj i
guld, talrika Grand Prix, Guld-
medaljer, Diplom och Täflings-
pris.

ADLERWERKE

i Frankfurt a/M är en af Tysklands äldsta och största automobilfabriker, sysselsättande hittills öfver 4000 arbetare, hvilkas antal 1912 kommer att ökas till 6000, hvarför verksamheten kan utsträckas till Norden. (I Kristiania äro under November och December 1911, 23 vagnar beställda för vårleverans.) — Omsättning för 1910 var 16.790.000 kronor. — Leverantör till många offentliga institutioner, såsom sjukhus, brandkårer, postverk, arméer, m. m. af specialvagnar, person- och lastvagnar. — Tyske Kejsaren har flera ADLER-vagnar. — Fabriken tillverkar automobiler för alla ändamål, och har genom mångårig erfarenhet tillgodogjort sig en mängd förbättringar inom automobilbranchen, däraf flera patenterade. Endast i alla afseenden **förstklassiga** automobiler tillverkas, men utrustas vagnarna från fabriken egna stora karosseriverkstäder, allt efter önskan, med lyx eller gedigen enkelhet.

Skrif eller telefonera till vårt kontor och bestäm tid för demon-
stration och åkning.

Massor af bilder och beröm-
mande intyg finnas, äfven från dem,
som haft ADLER-bilar i 8—9 år.

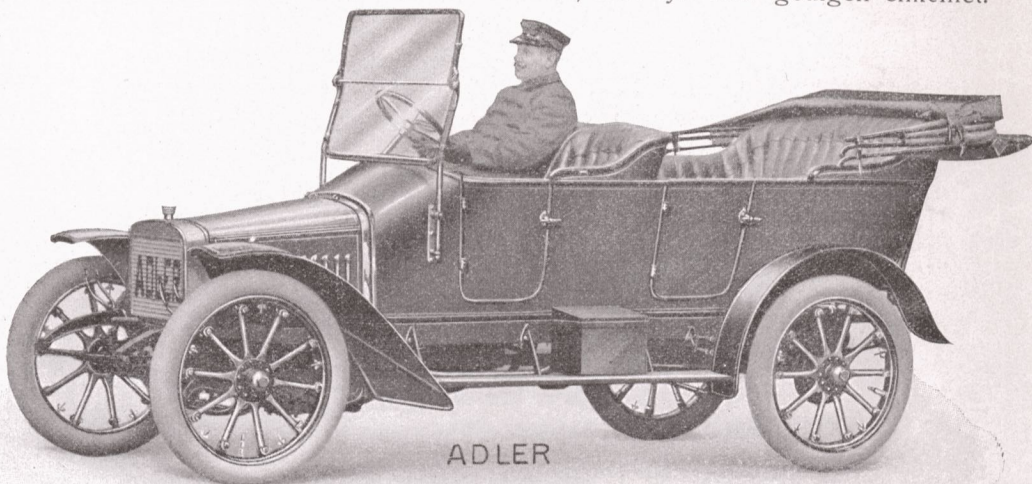
Medtag fackman om Ni själf ej
är det.

Hvarje fackman **måste** blifva
förtjust i ADLER.

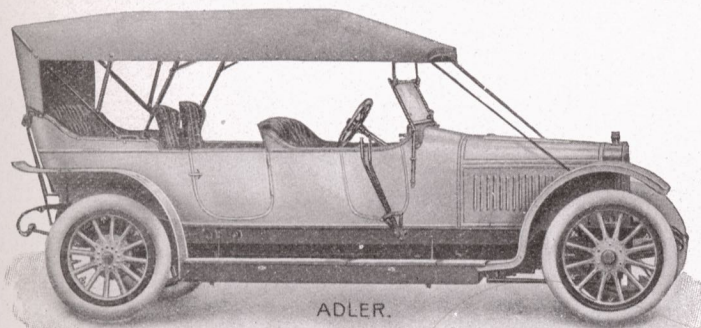
Endast i BERLIN gå omkring
700 ADLER i taxametertrafik!

Ni skall ej ångra, om Ni före köp
af vagn noga gör Eder underrättad
om ADLER-automobilens öfver-
lägsna egenskaper.

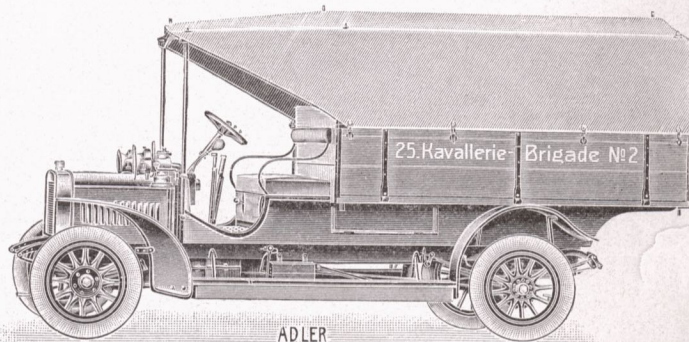
Följ alltså vårt råd att, **innan** Ni bestämmer Eder för köp af automobil, verkligen undersöka ADLER.
Sedan må Ni själf afgöra, hvilken Ni vill köpa!



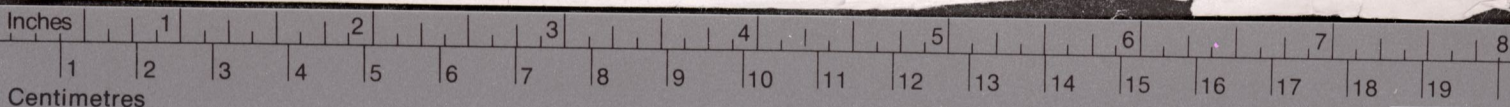
1912?



Beställ
i
god
tid
före
önskad
leverans!



C. A. Lööfquist, Boktr., Sthlm.



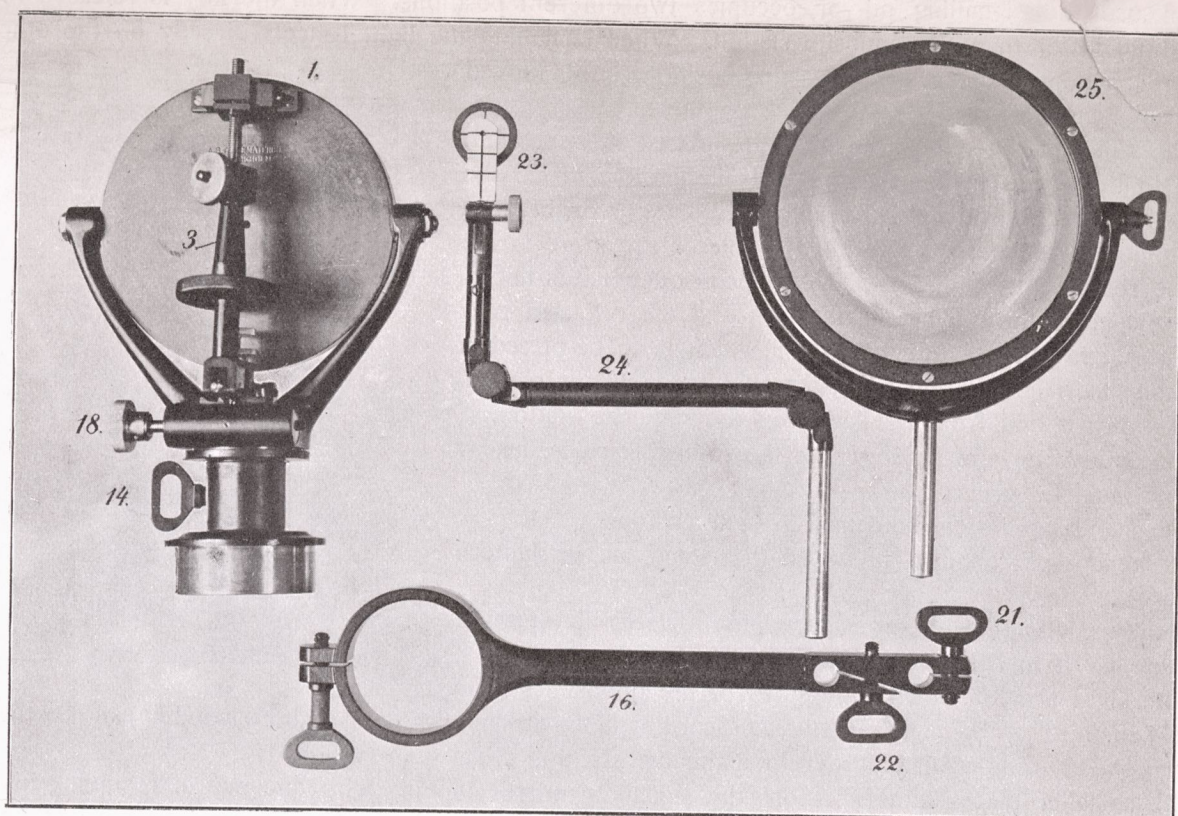
KODAK Color Control Patches

©Eastman Kodak Company, 1997



Blue Cyan Green Yellow Red Magenta White 3/Color Black





THE HELIOGRAPH.

New System of the Captain of Horse FALÉ BURMAN
and adopted by the Royal Armies of Sweden
and Spain etc.

CONSISTS OF THE FOLLOWING PRINCIPAL PARTS:

Signalling Mirror (1),
Duplex Mirror (25),
Sight Arm (16),
Sighting Rods (24) with movable vane and mark (23),
Key (3), with vertical and adjusting screws,
Tangent Screw (18),
Wooden Stand (31) with metal garnish. There are
also stands entirely made of metal.

For adjustment the signalling mirror is provided with
an unsilvered spot at the centre.

The sight arm, the sighting rod, the tangent screw and
the vertical steel rod are used for the sighting of the
heliograph, the key for producing signals.

The stand is at the top provided with a pivot (on
which the signalling lantern "A. G. A." may also be fixed)
for fixing the heliograph.

It is also easy firmly to fix the heliograph on the lantern "A. G. A." (We have furnished the Royal Army
and Navy of Sweden and the Royal Army of Spain with a great number of those two apparatus
for military signals.)

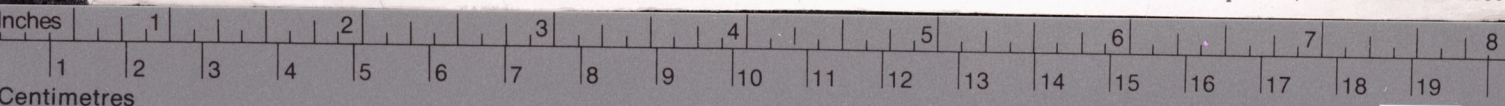
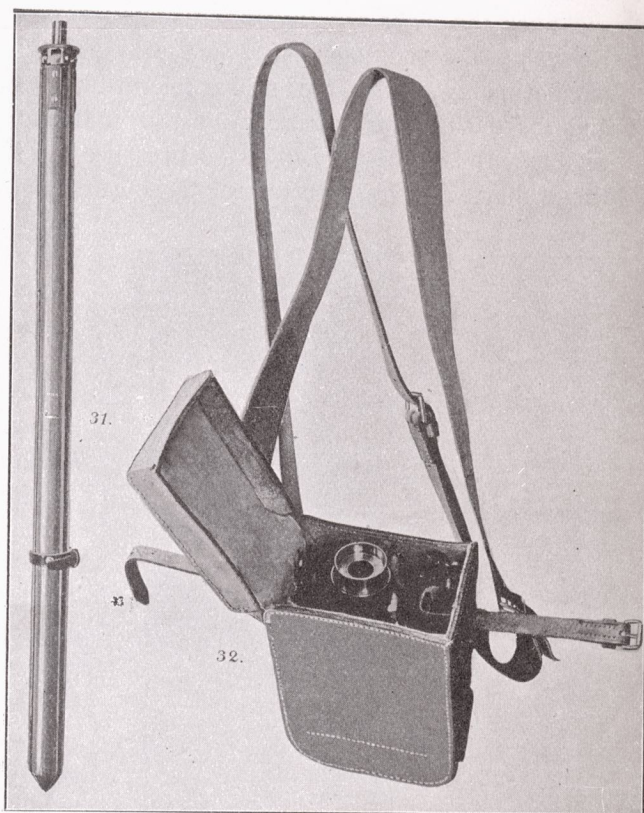
This combination has the great advantage of allowing, according to the presence of the sun, the heliograph or
the lantern to be used immediately and without loss of time.

The heliograph as well as the accessories in reserve (2 mirrors and screws) are carried in a leather case (32).
The materials should be carefully packed in the case, which is provided with shoulder and waist straps.

The stand may be transported in a case or not.

Weight of stand 1,4 kg. Weight of heliograph with case 2,75 kg.

Maximum of distance for signalling, according to the different condition of the atmosphere, 50 km. or more.



KODAK Color Control Patches

© Eastman Kodak Company, 1997



Blue Cyan Green Yellow Red Magenta White 3/Color Black



REGULATIONS FOR USING

The signals with the heliograph are obtained by reflecting the sunlight with one or two mirrors. The light is here reflected in shape of small bunches (the lateral range being about $\frac{1}{100}$ of the distance of the heliograph) so that the signalling cannot easily be observed by undue persons.

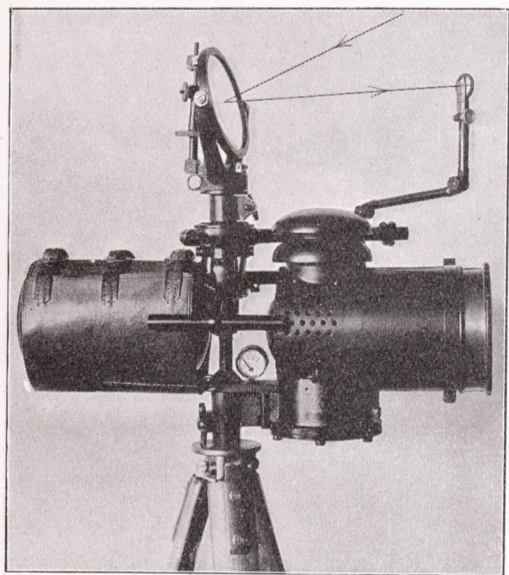
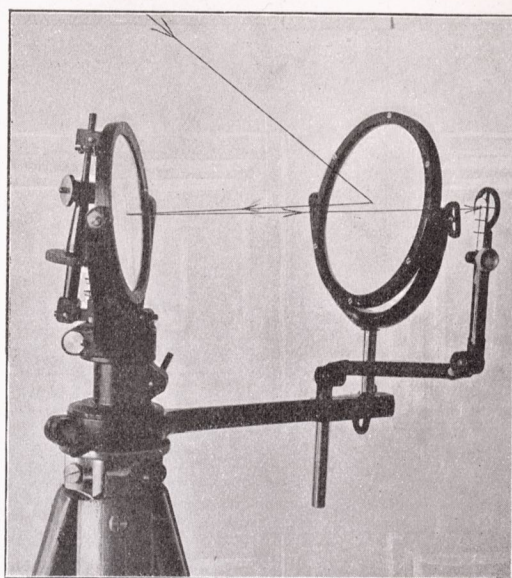
When in use the signalling mirror occupies two different positions. When the key is released the light is reflected a little lower than the opposite station. When signalling the light reflects directly on the other station.

The mirror is kept automatically in starting position, but is moved in position for signalling through a pressure on the key.

When the sun and the opposite station are placed in opposition with regard to the first signalling station, it is impossible to get the light reflected in the desired direction with only one mirror, because the more oblique the sunlight falls on the mirror the more is the power of the reflected light diminished. In consequence it is necessary, when the angle formed by the incident and the reflected rays is 120° or more, to use the duplex mirror which is to be placed in such a manner that the sunlight reflects from the duplex mirror on the signalling mirror and from the latter on the opposite station.

§ 2. On aligning the heliograph the following rules, as far as applicable, must be observed:

1. Place the stand on firm ground and in firm position.
2. Fix the heliograph on the pivot of the stand or of lantern (see figure).
3. Elevate the signalling mirror, point it roughly towards the opposite station and fix it to the pivot (with screw 14).
4. Point the sight arm on one of the sides of the opposite station (obliquely forward, on the right or left side according to the direction where the sun is standing) and fix the sight arm.
5. Let down the sighting vane in order to make the sighting cross quite visible.
6. Then the signaller places himself before the signalling mirror looking with one eye and moving his head until he has got the image of the opposite station and the unsilvered spot of the mirror in a straight line with his eye. He now keeps the head perfectly still and turns the sight arm until the sighting cross comes in a straight line with the eye, the unsilvered spot of the mirror and the image of the opposite station; afterwards he fixes the sight arm (with screw 22).
7. Raise up the sighting vane, catch the shadow spot with your hand and by a movement given to the vertical tangent screw bring the said spot to the vane and adjust afterwards the distance between the shadow spot and the dark point of the vane, so that the distance be about 1 Cm. when the key is on the point of resting. It is necessary, when a pressure is given to the key, that the shadow spot covers the dark point of the vane. This is effectuated by means of the beat regulating screw the lock nut of which is afterwards



screwed up. Be careful, as long as the signalling is going on that the shadow spot during the signalling position of the mirror should be in the above stated position on the dark point of the vane. On that purpose the vertical and the tangent screws are used.

§ 3. On aligning the heliograph with the duplex mirror the following rules, as far as applicable, must be observed:

- 1—6. Same as § above.
7. Put duplex mirror in the outer hole of the sight arm. Turn it afterwards until it catches and reflects the sunlight on the signalling mirror and fix it slightly (with screw 21).
8. See article 7 of the preceeding paragraph 2.

It is very important that the sight arm should sufficiently be pointed sideways, so that the duplex mirror does not cover the light reflected by the signalling mirror on the opposite station. This may easily be conceived by some little practise.

Generally by heliographing, the most suitable direction of the sight arm in relation to the opposite station, the distance between the signalling mirror and the sighting cross (the rod of which should always be exactly vertical) etc. etc. are detailed points which depend upon

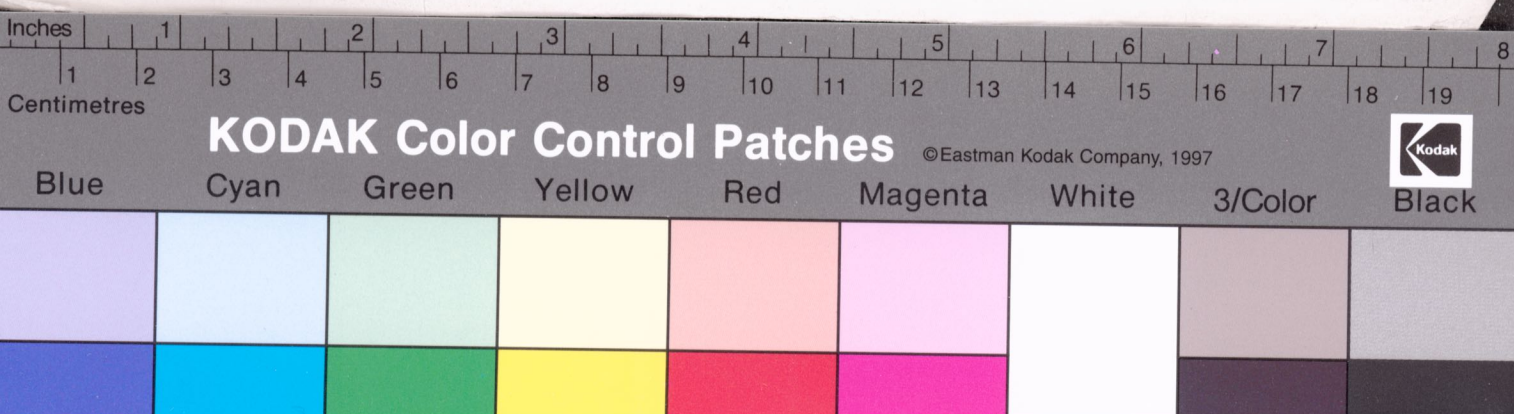
the place of the stations in relation to the sun, the strength of the latter etc. etc., matters that the signaller should pay attention to in order to obtain best possible results when heliographing.

The screws of the heliograph should always be fixed with precaution and not too firm.

FALE BURMAN

*Captain of Horse in the Royal Swedish Army.
Chief of Aktiebolaget Armémateriel (Ltd.)*

Printed by A.-B. Hasse. W. Tullberg, Stockholm, 1913



Aktiebolaget Armémateriel / Burman, Fale

Vardagstryck // Adler :/
erbjudande ; The heliograph : new system of Fale ...