

Abb.1-7. Der Gravehalstunnel.

Abb.1.

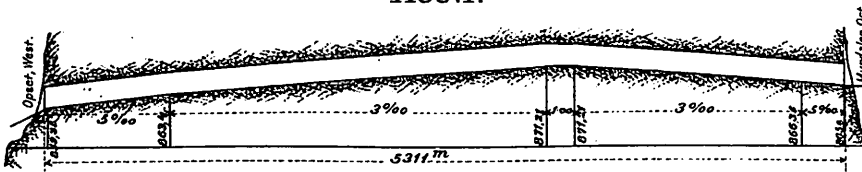


Abb.2.

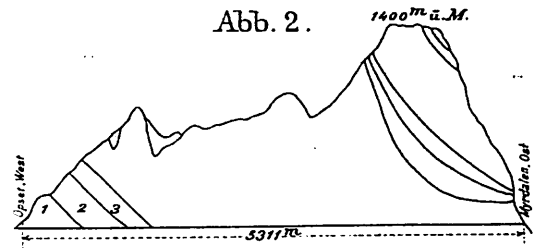


Abb.3.

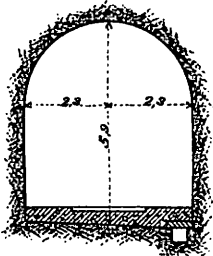


Abb.4.

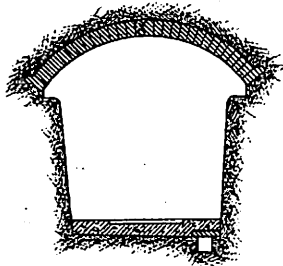


Abb.5.

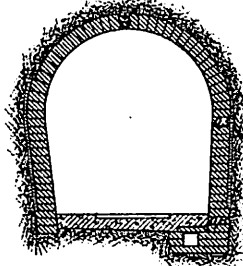


Abb.6.

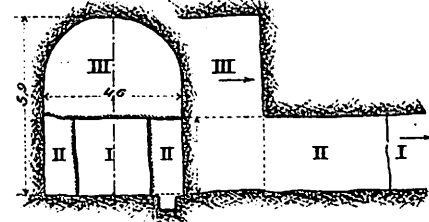
Abb.8u.9. Lüftungs-Einrichtung
bei Personenwagen
der Pennsylvania-Bahn.

Abb.8.

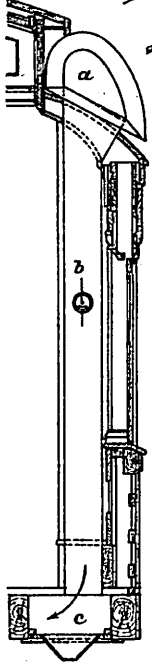


Abb.9.

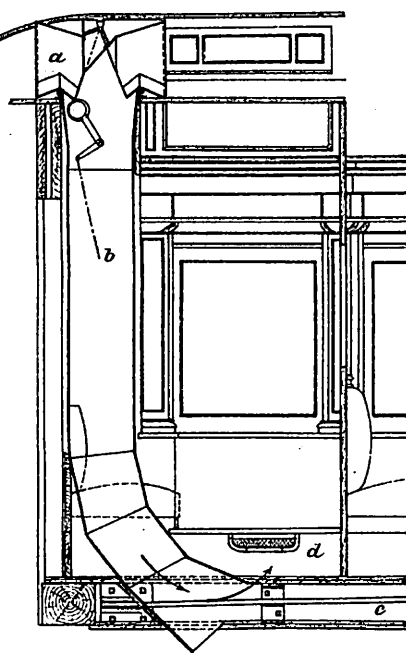


Abb.7.

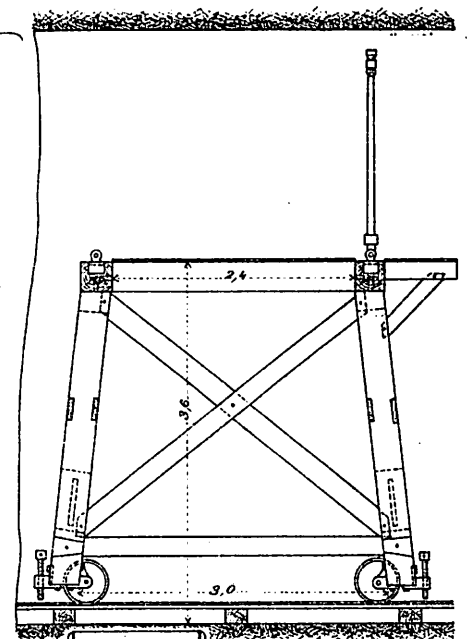
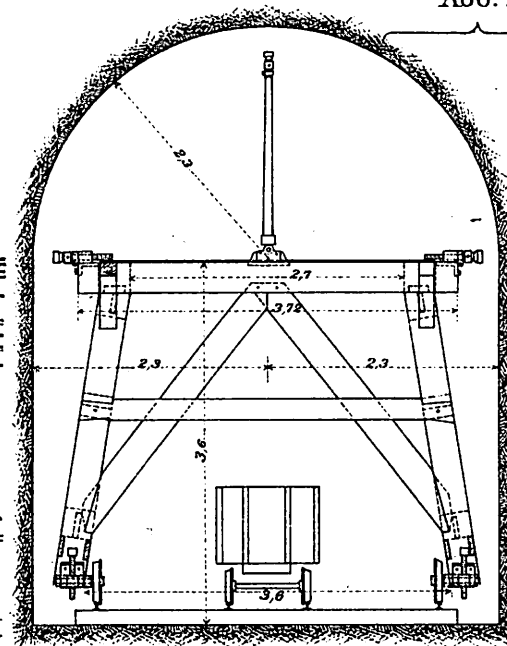
Abb.10u.11. Niederdruck-Preßluft-
Stellwerke der
Pneumatic-Railway-Signal
Co.in Rochester.

Abb.10.

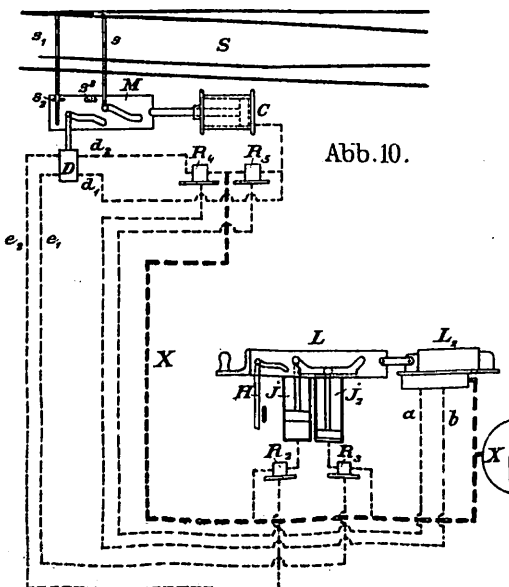


Abb.11.

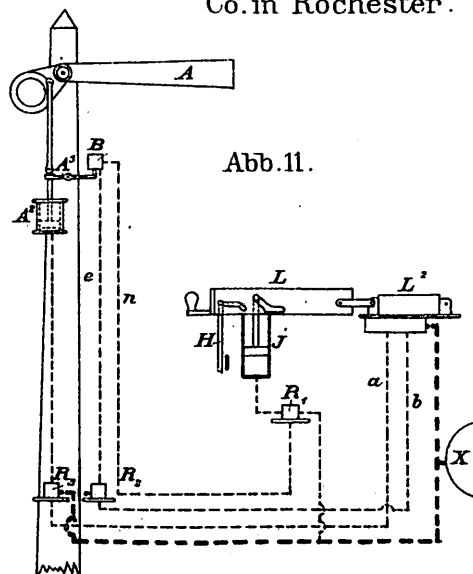


Abb.12.

Rauchkammer =
Anordnung
von Turner.

Abb.12.

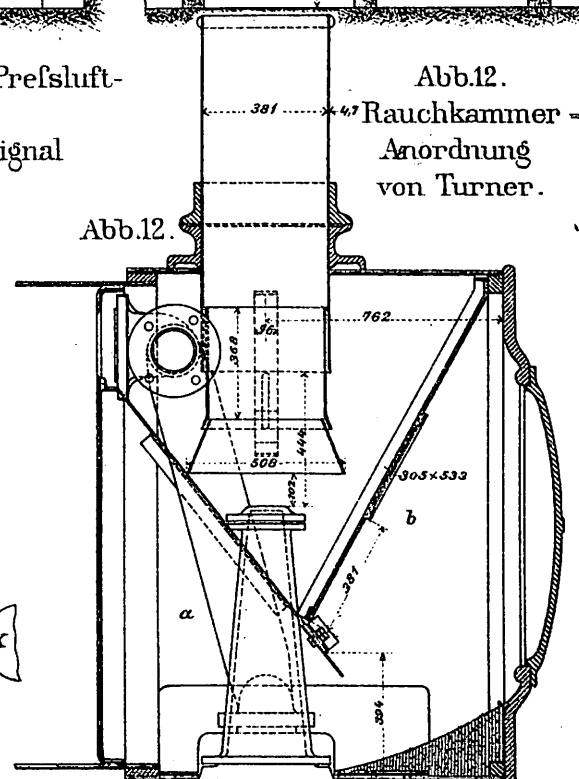


Abb.1. Linker Träger und Längenschnitt. 1:80.

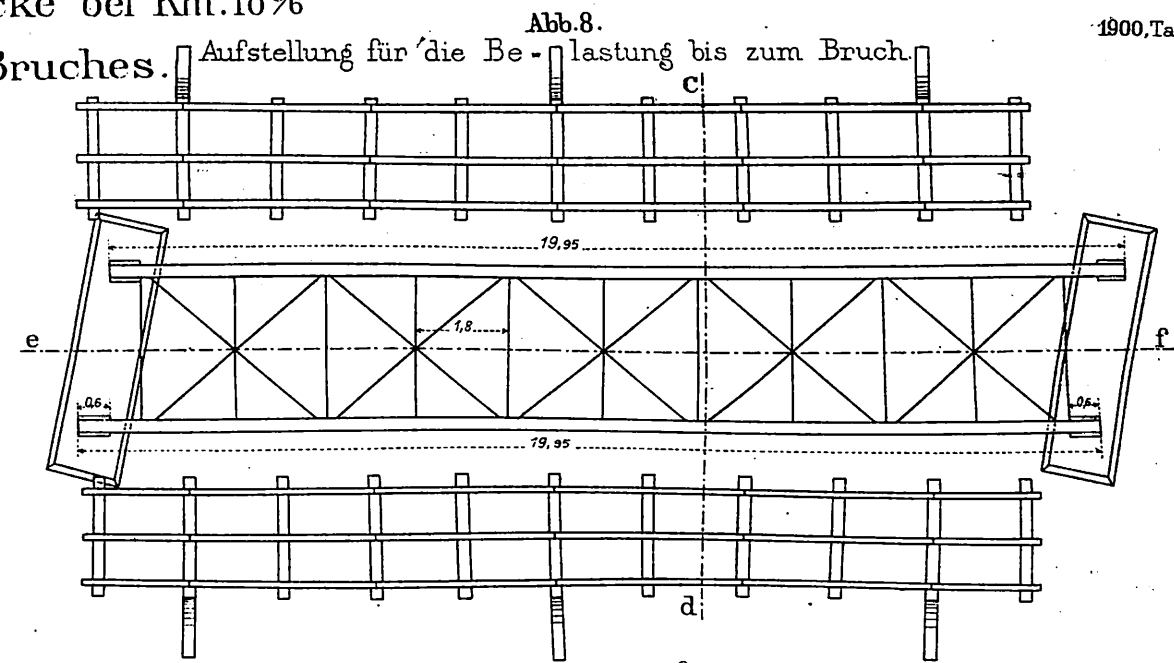


Abb.9. Längenschnitt e-f.

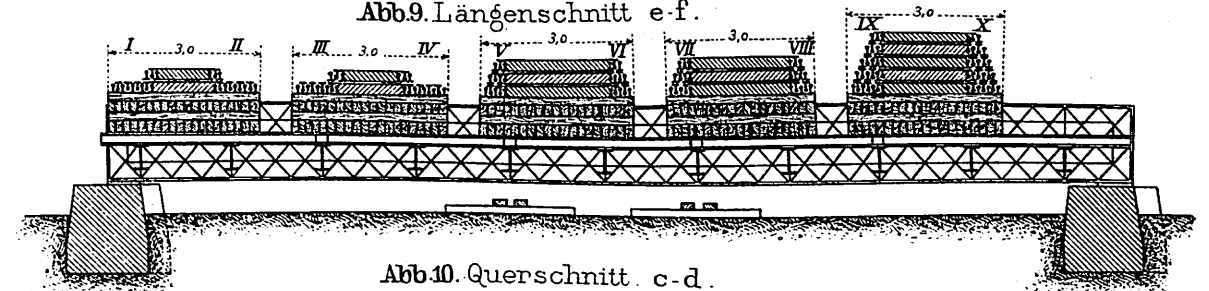


Abb.10. Querschnitt. c-d.

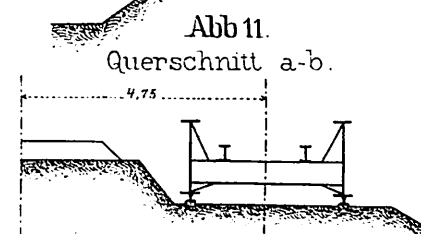


Abb.14.
rtquerschnitt

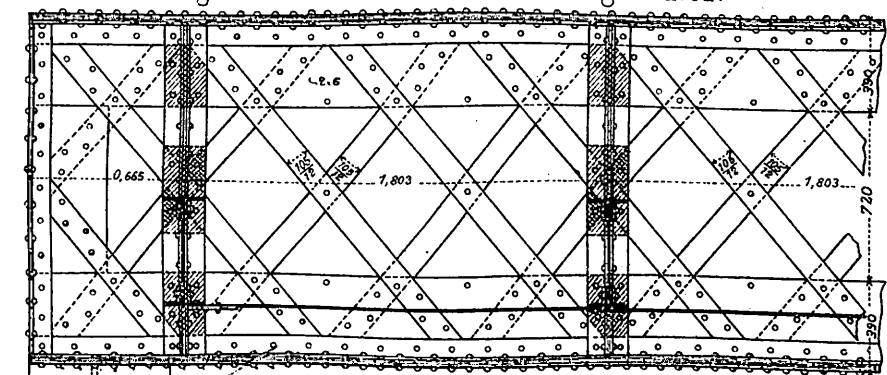
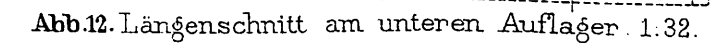


Abb.13. Längenschnitt am oberen Auflager. 1:32.

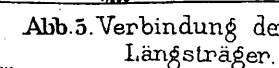
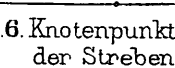


Abb.4. Querschnitt
1:32.



der Streben

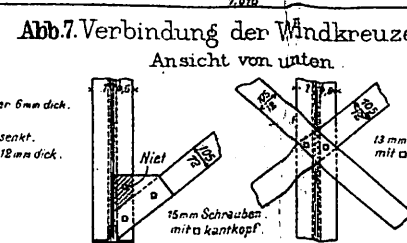


Abb.7. Verbindung der Windkreuze
Ansicht von unten.

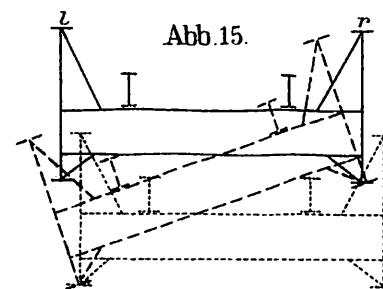
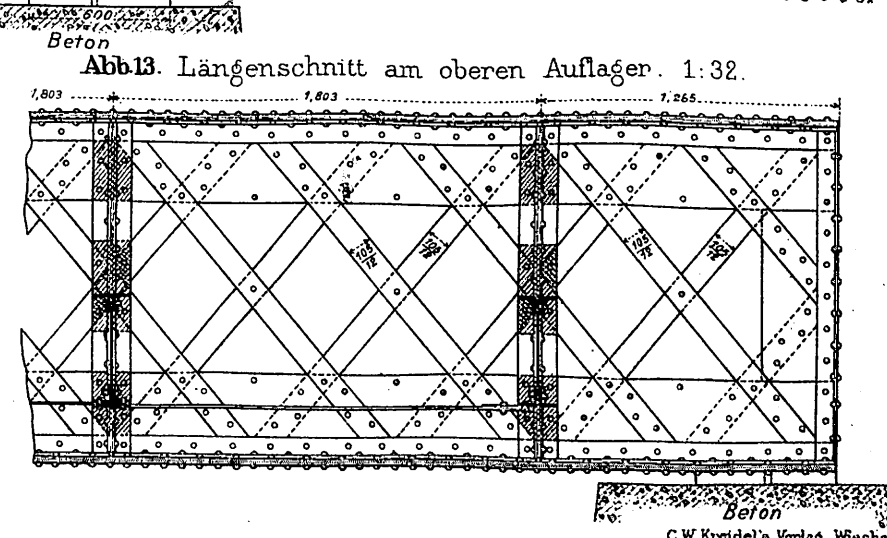


Abb.15.



C.W. Kreidel's Verlag, Wiesbaden.

Belastung des eisernen Überbaues der Erlenbachbrücke bei Km.18⁵/₆
der Schwarzwaldbahn bis zum Eintreten des Bruches.

Berechnete und beobachtete Durchbiegung.

Abb.1. Linker Träger

Länge:1:150. Höhe:1:1.

Rechter Träger

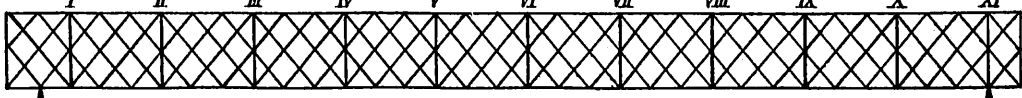
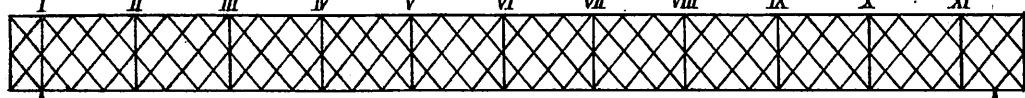


Abb.2.I. Belastung am 19 Oktober Abends 5 Uhr.

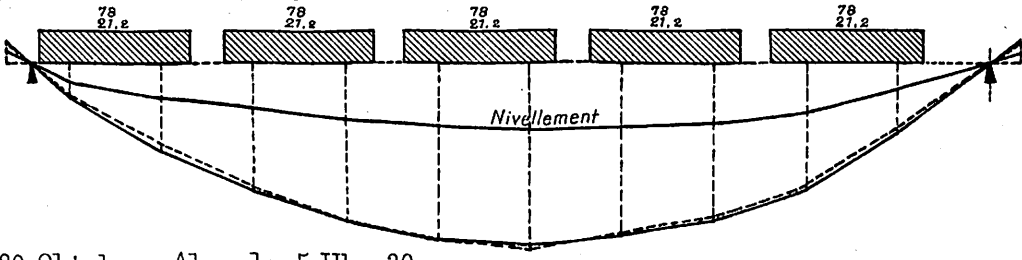
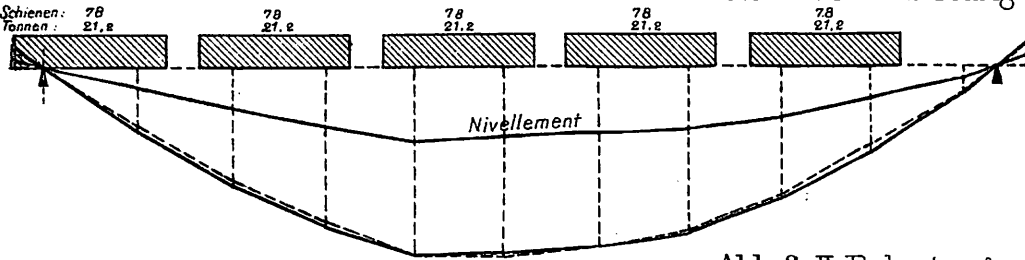


Abb.3.II. Belastung am 20 Oktober Abends 5 Uhr 30.

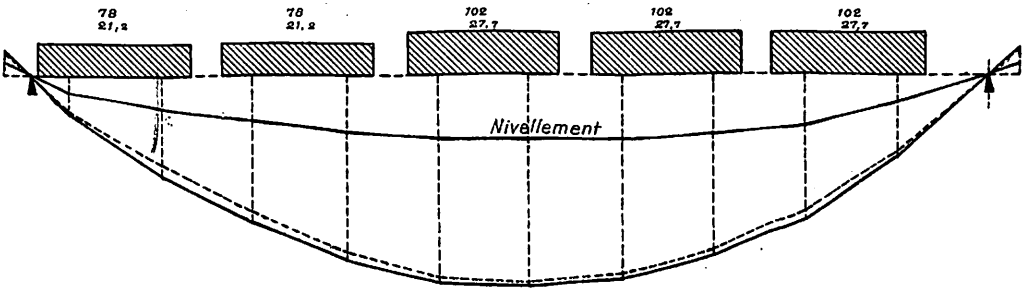
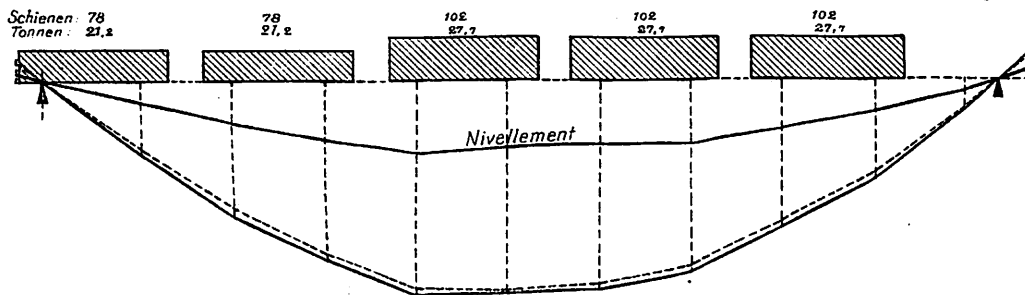


Abb.4.III. Belastung am 20 Oktober Abends 6 Uhr.

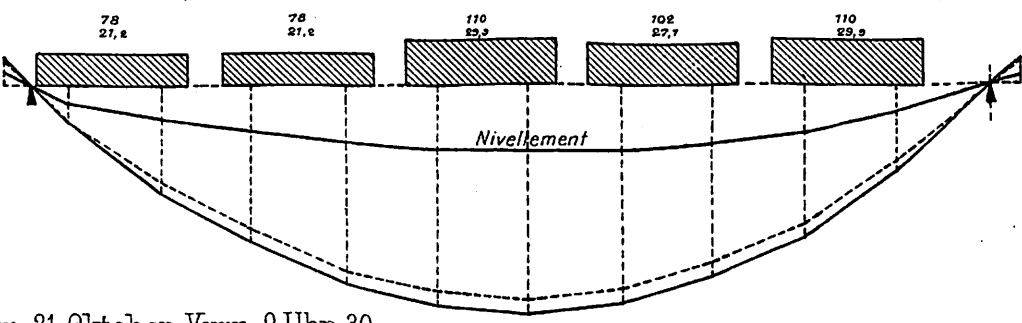
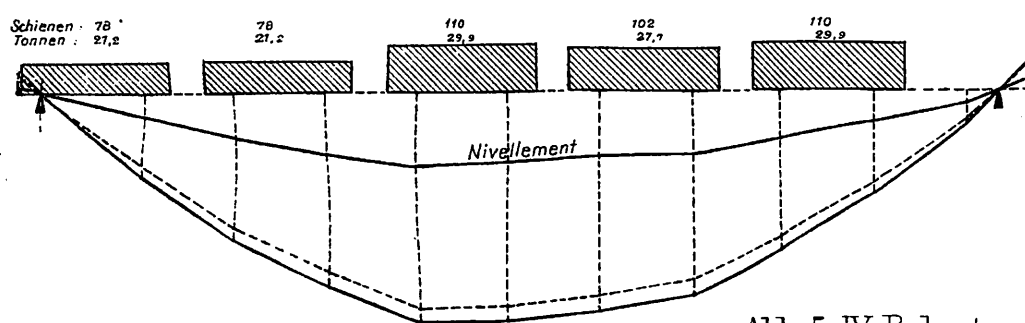


Abb.5.IV. Belastung am 21 Oktober Vorm. 9 Uhr 30.

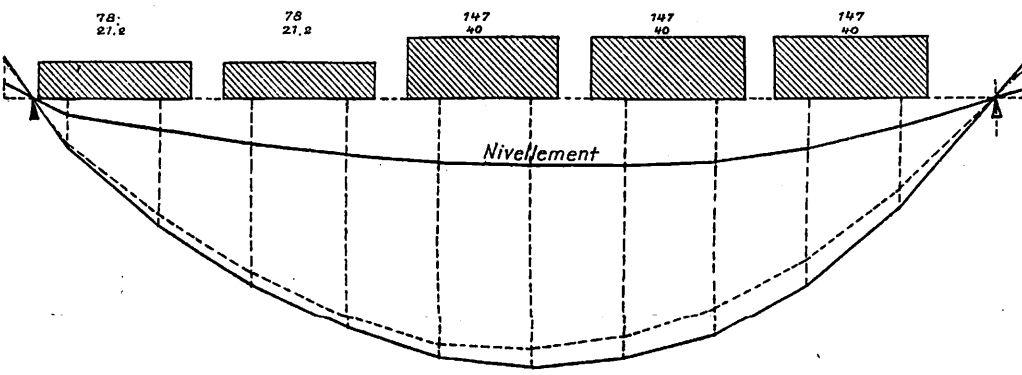
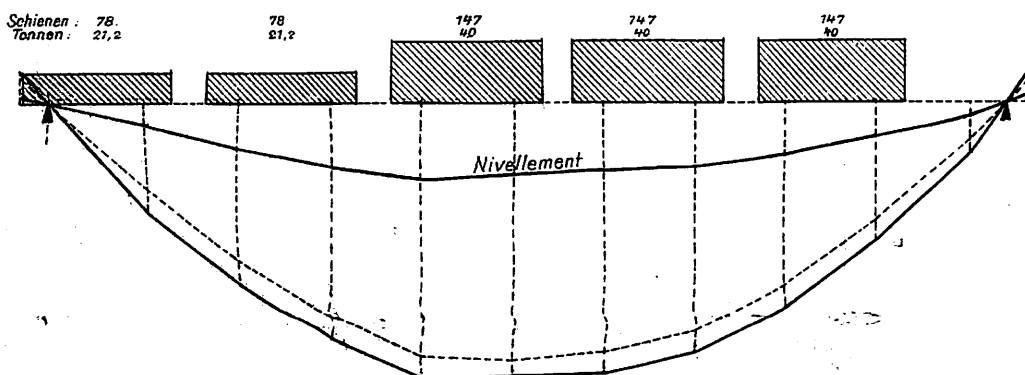


Abb.6.V. Belastung am 21 Oktober Vorm. 11 Uhr 40.

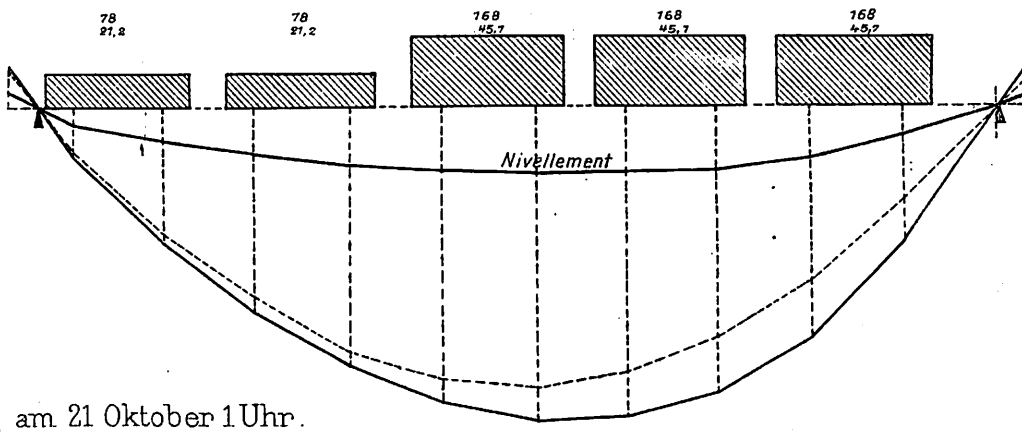
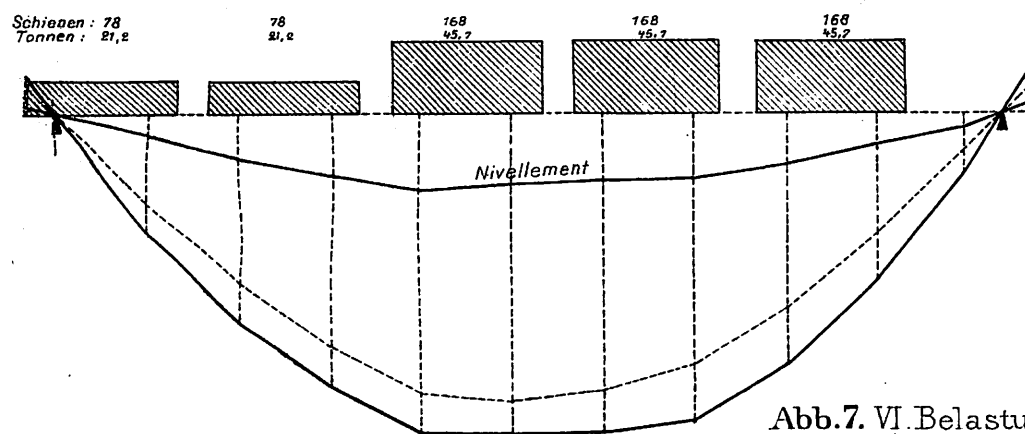


Abb.7.VI. Belastung am 21 Oktober 1 Uhr.

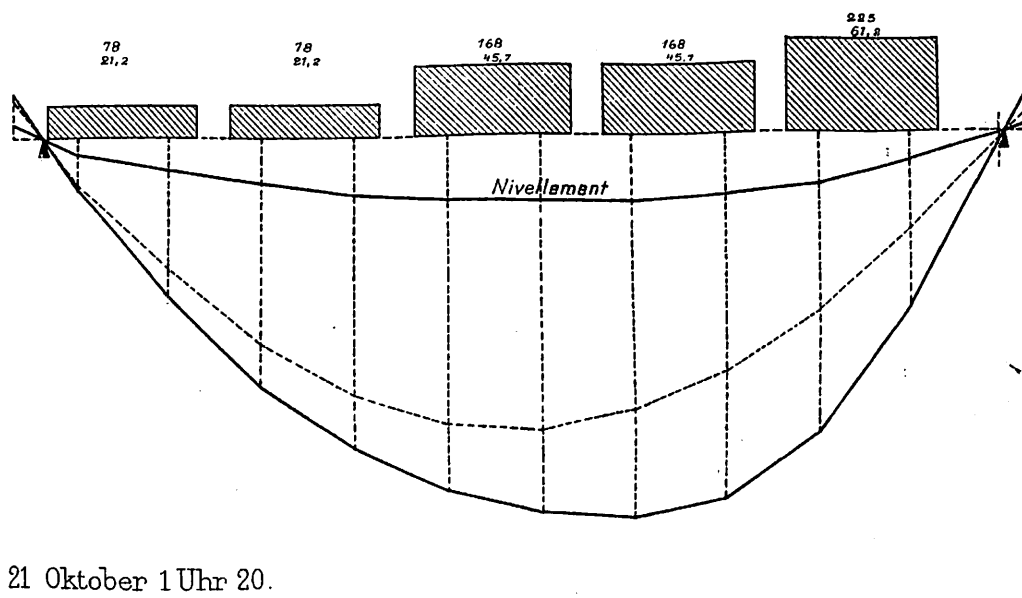
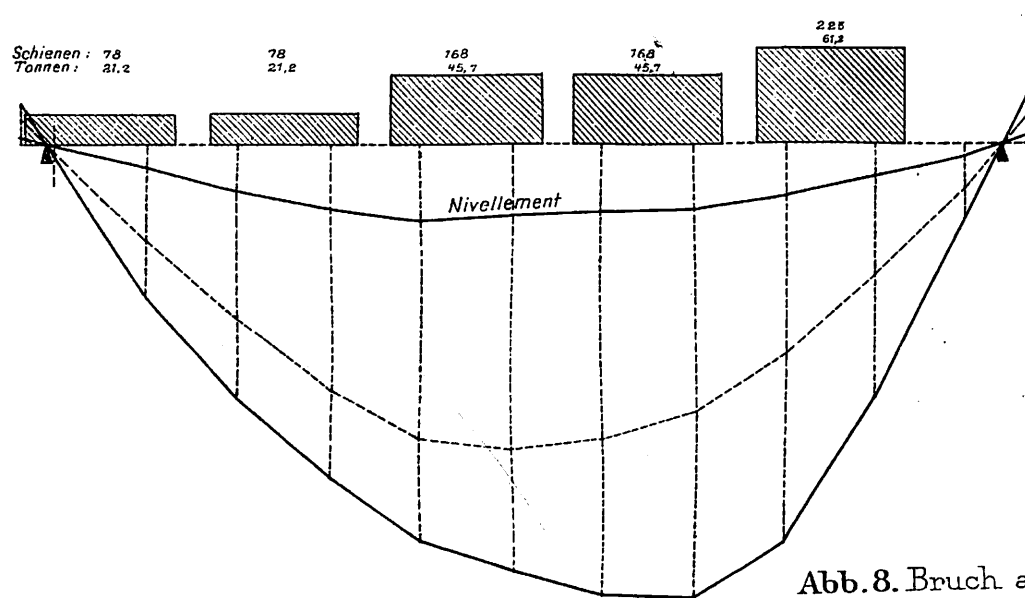
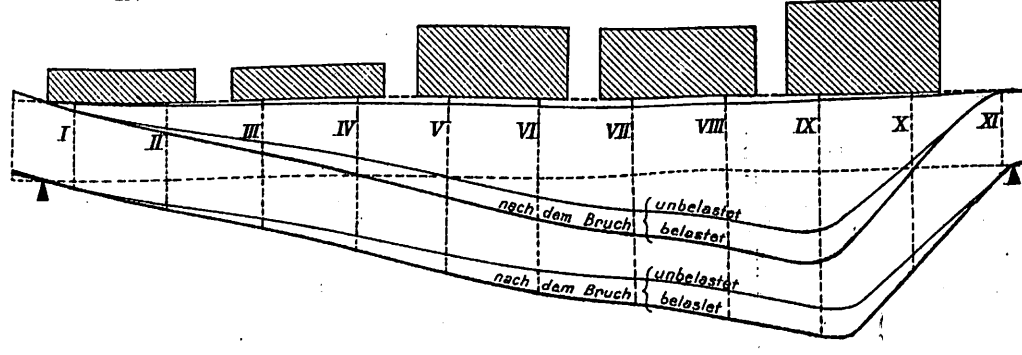
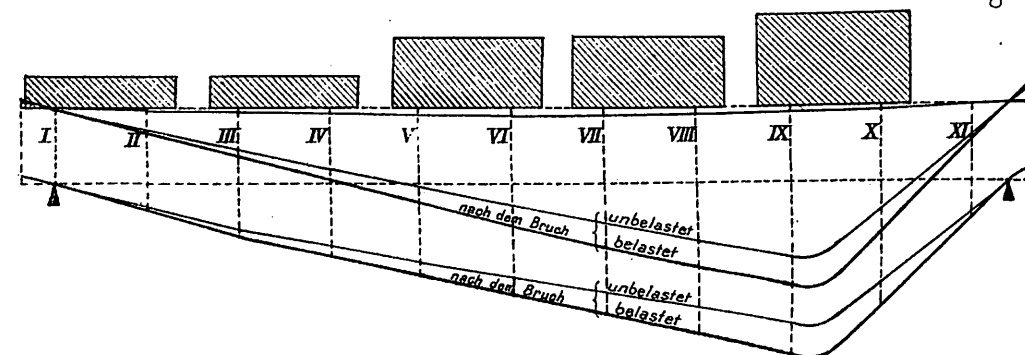


Abb.8. Bruch am 21 Oktober 1 Uhr 20.

Länge:1:150. Höhe:1:15.



Belastung des eisernen Überbaues der Erlenbachbrücke bei Km.18⁵/₆
der Schwarzwaldbahn bis zum Eintreten des Bruches.

Seitliche Verschiebung der Brücke.

Abb. 1.
Grundriffs.

Mafsstab 1:80.

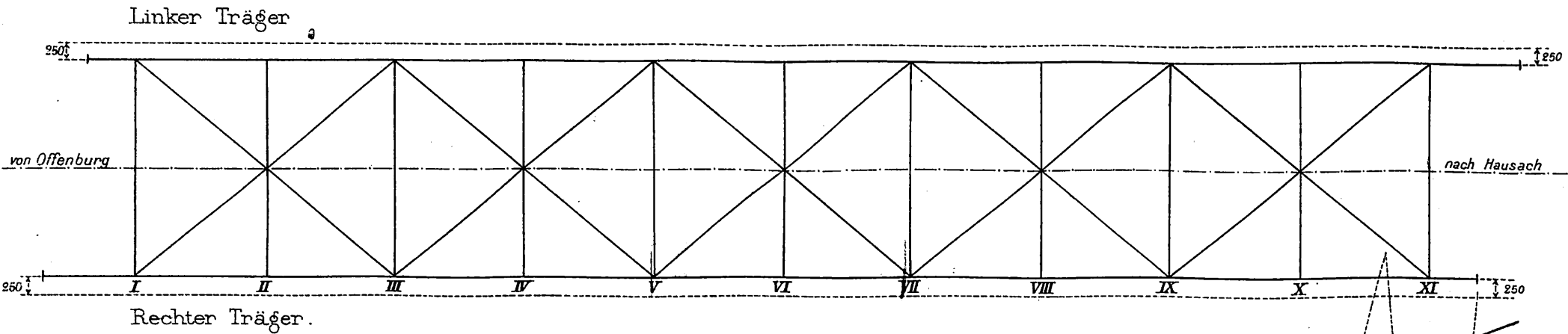


Abb. 2.
Obergurt.

Länge - 1:80.

Verschiebung - 1:1

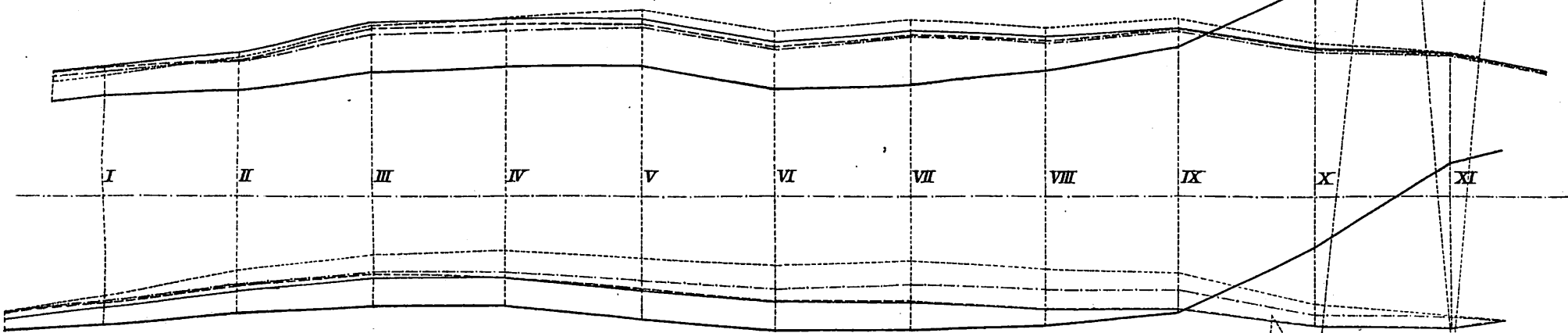


Abb. 3.
Streben.

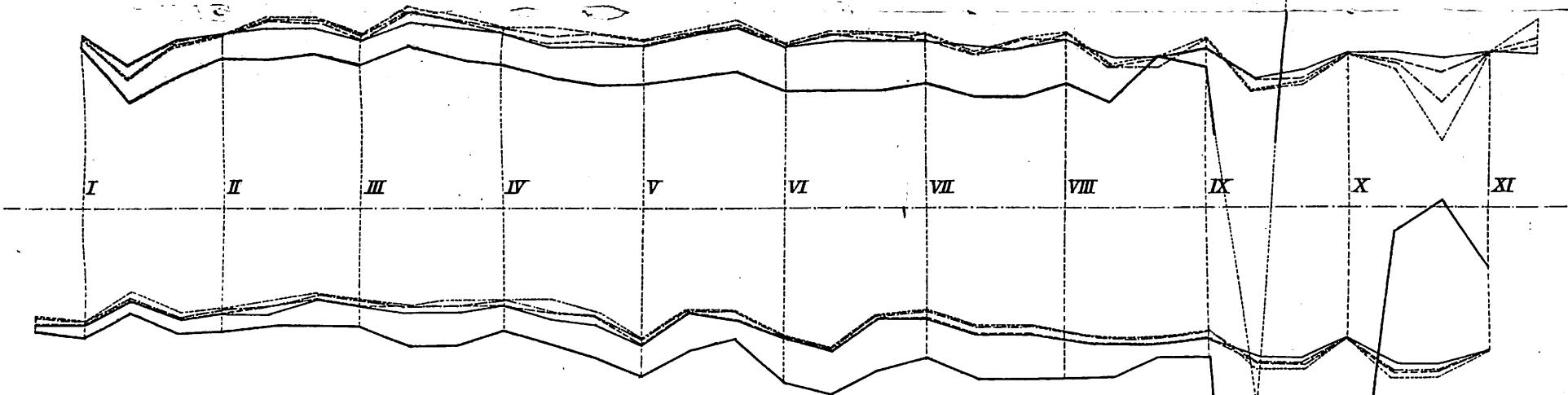
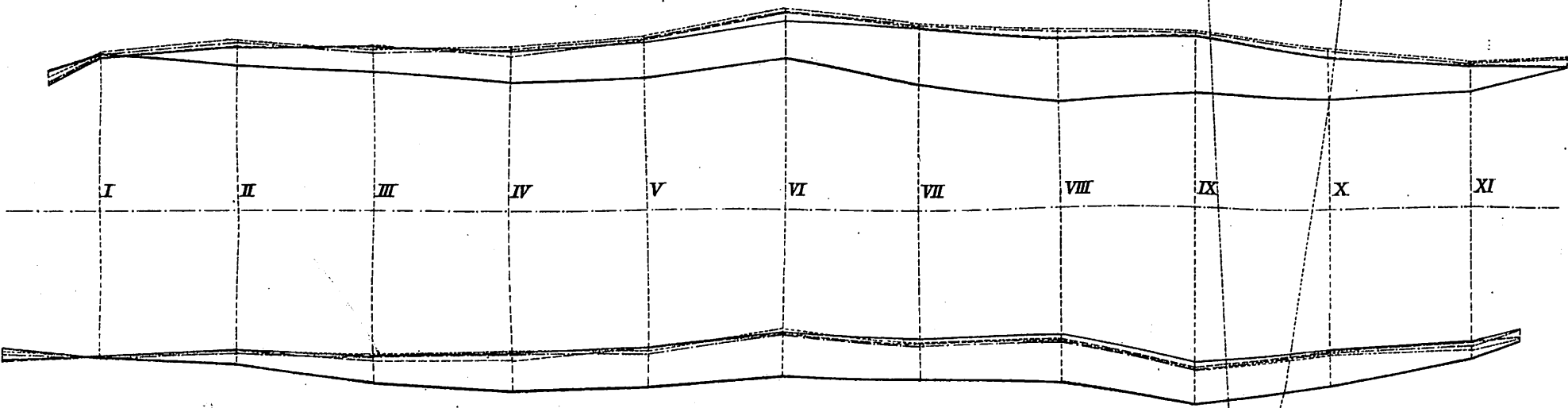


Abb. 4.
Untergurt.



19 Oktober	unbelastet.
21 " 5 Uhr	Belastung I.
21 " 10 " 30 Min.	" IV.
21 " 11 " 45 "	Streben " V.
21 " 1 " 20 "	Gurtungen " V.
21 " nach dem Bruch	V.

Abb.1. Linker Träger. Außenansicht des Endes gegen Hausach.

