

Hauptwerkstätte bei Opladen.

Lageplan.

Maßstab 1:2400.

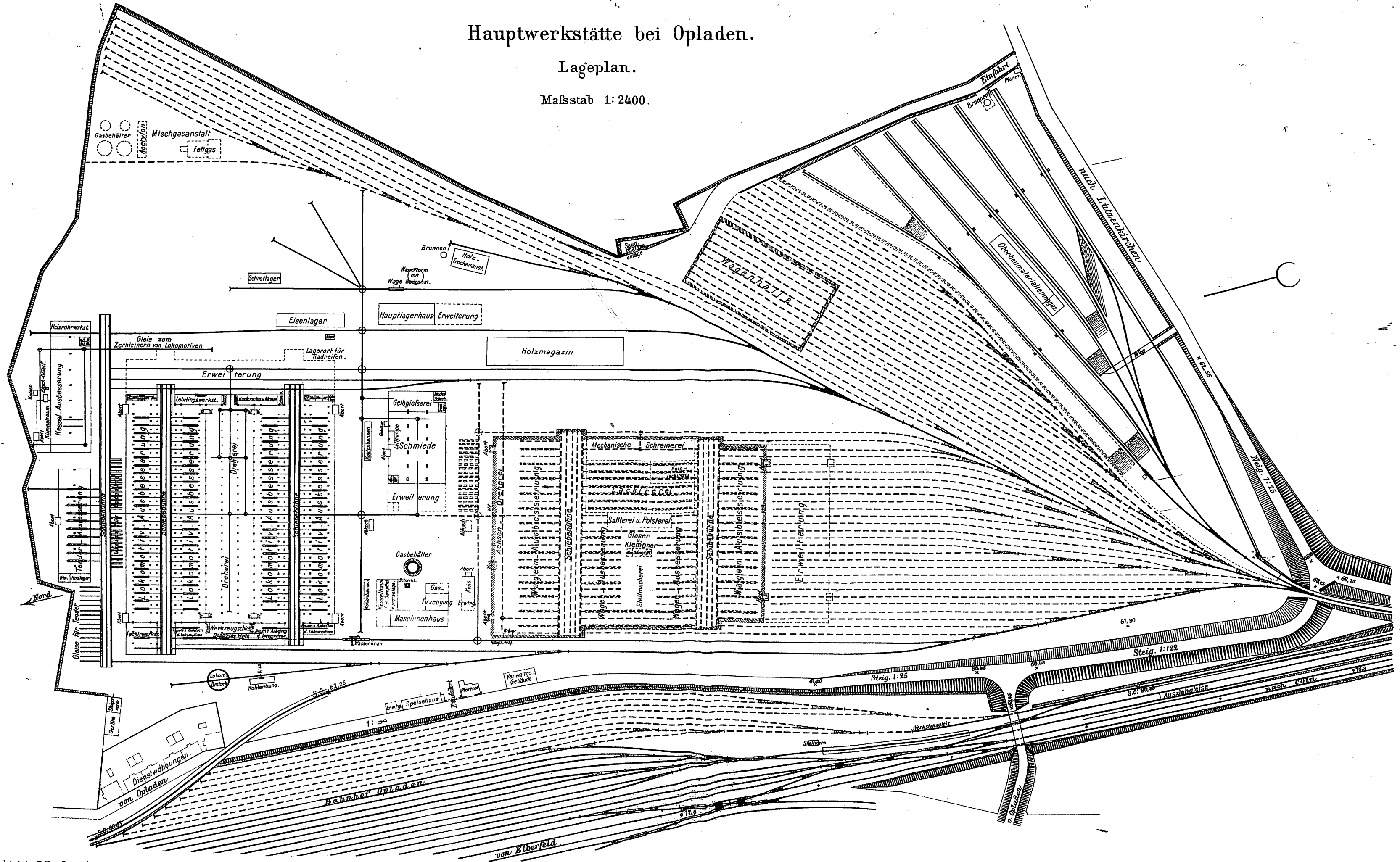


Abb.1-5. Schmiede mit Preßluft-Anlage und Gelbgießerei mit Modellschreinerei.

Abb.6-8. Wasserturm mit Badeanstalt.

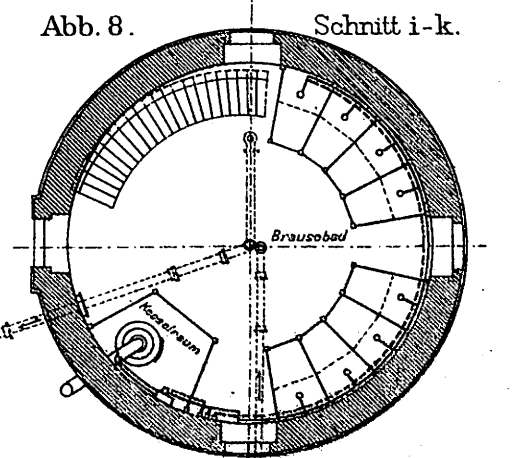
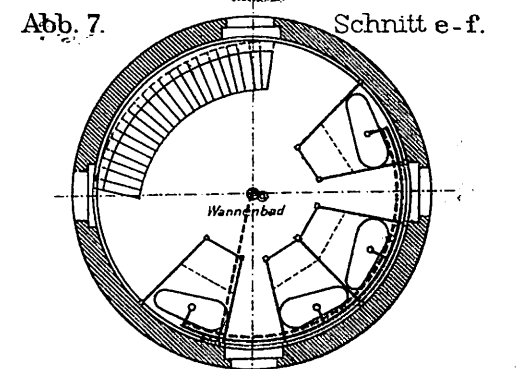
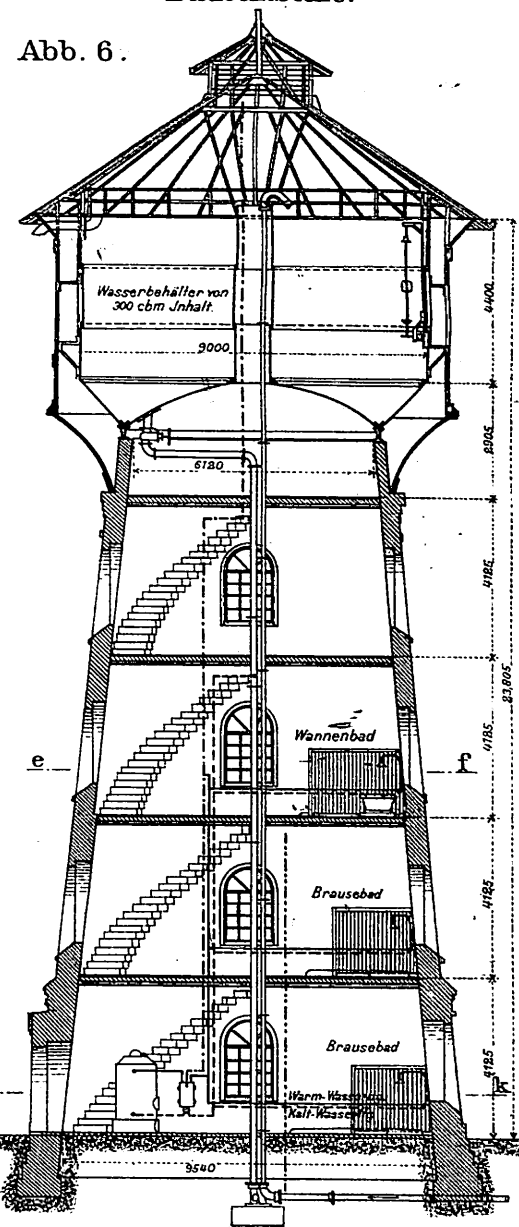
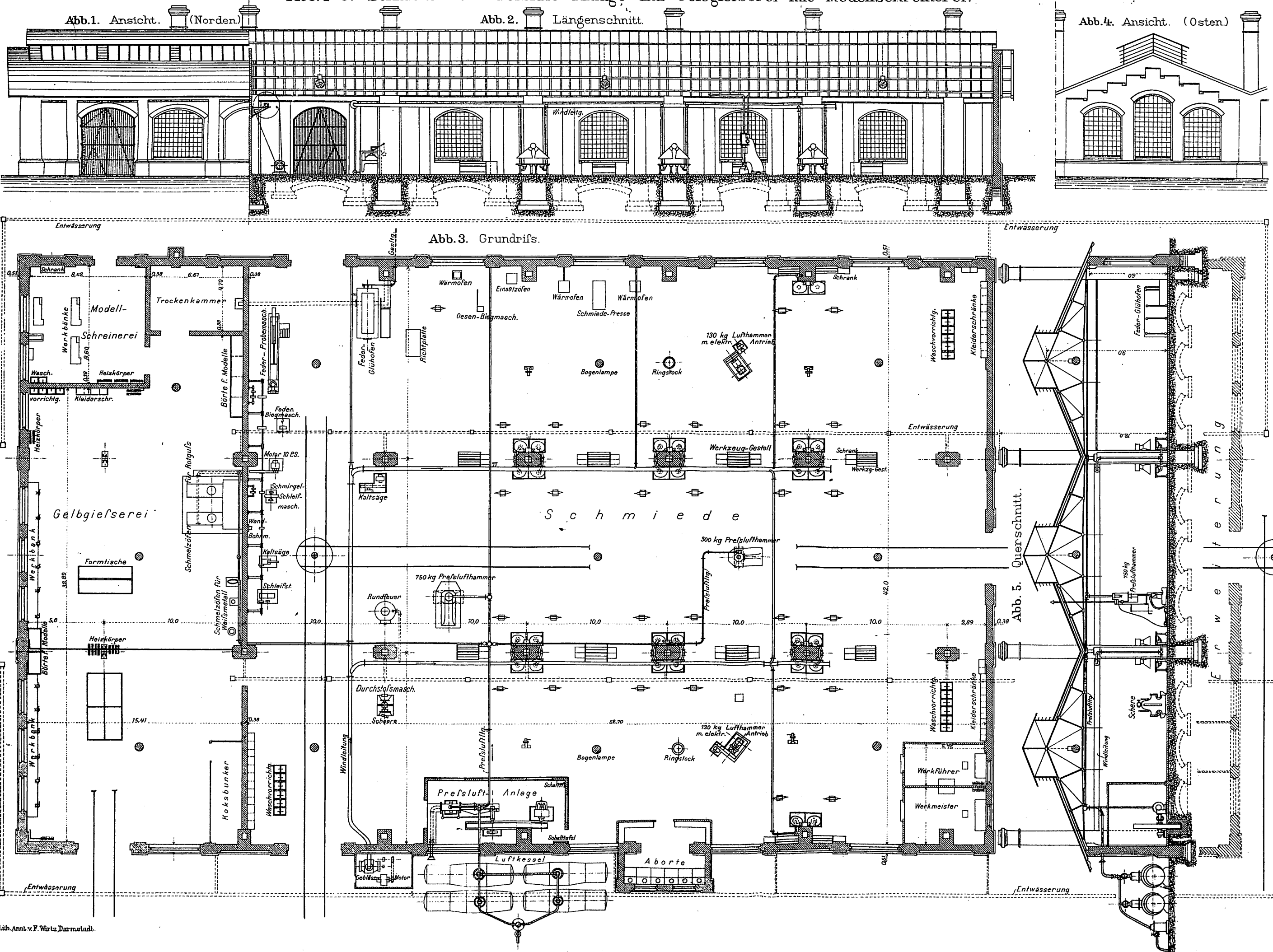


Abb. 1. Ansicht A-B.

Abb. 2. Schnitt C-D.

Abb. 3. Schnitt E-F.

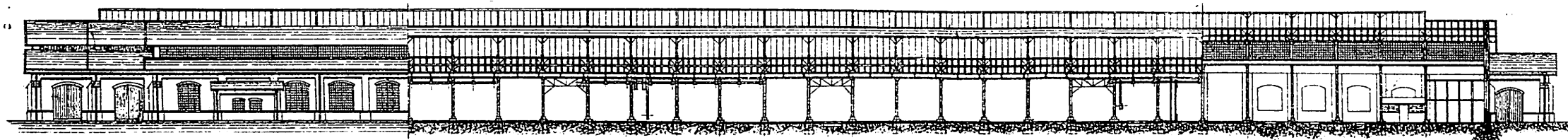


Abb. 4. Grundriss.

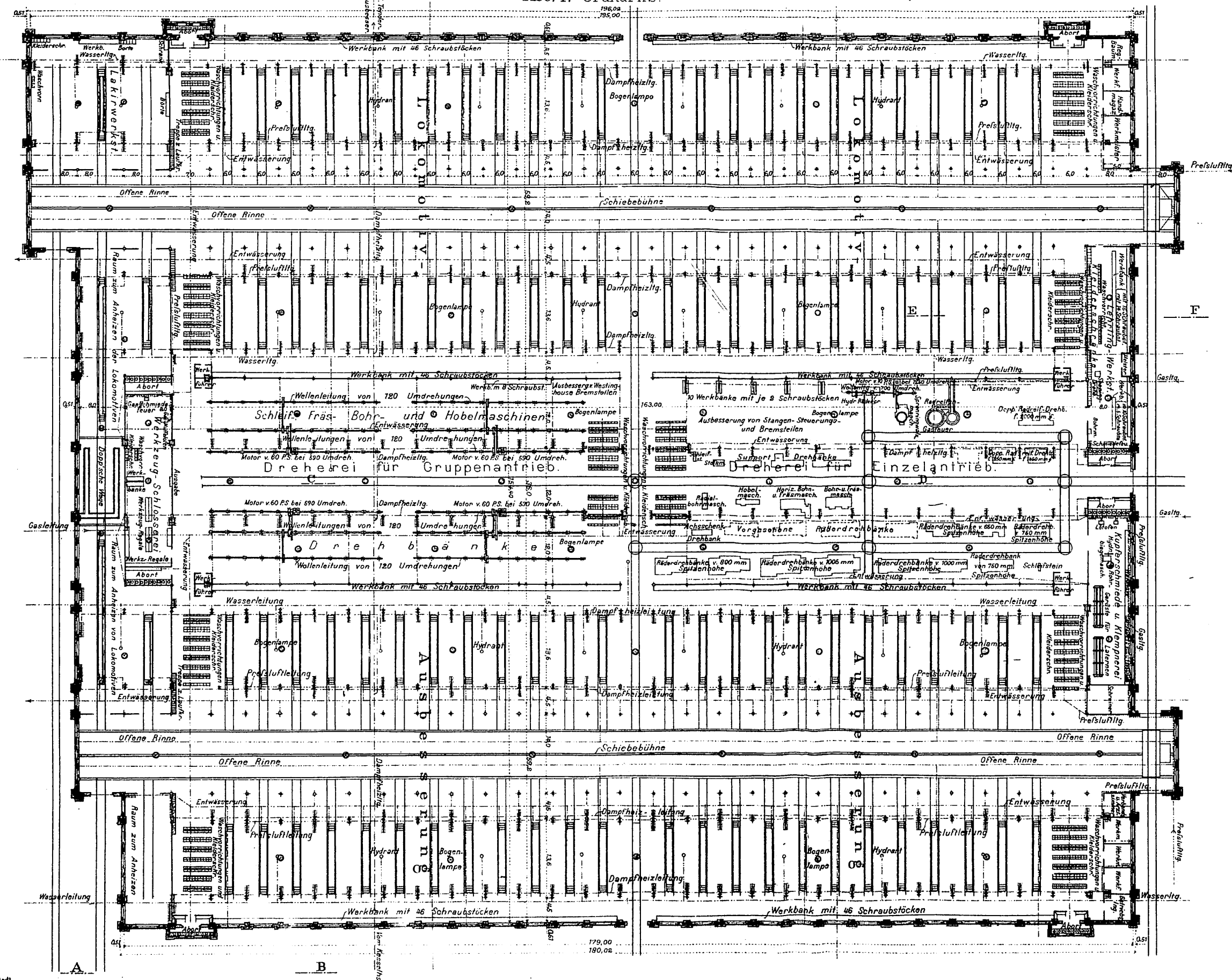


Abb. 5. Vordere Ansicht.

Lokomotiv - Ausbesserungs - Werkstätte.

Hauptwerkstätte Opladen.

Abb. 6. Querschnitt.

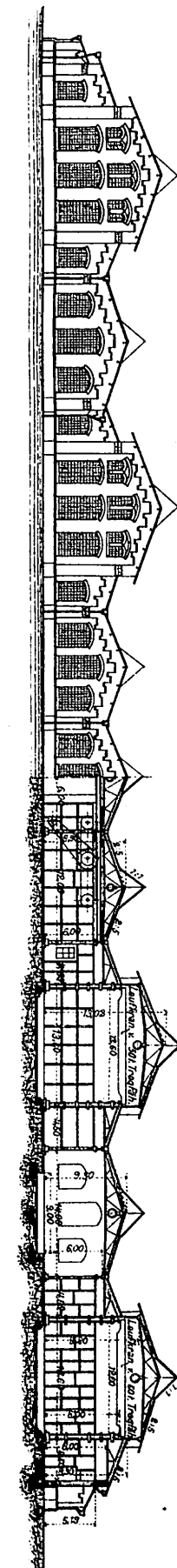


Abb.1. Querschnitt a-b . (Abb.2.)

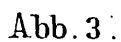
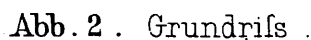


Abb. 4 .

Technical drawing showing a cross-section of a concrete slab (Beton) with a steel beam (Winkelisen 75x55x8) and reinforcement bars (Winkelisen 100x75x9). The drawing includes dimensions for the slab thickness (3.00), the beam height (67, 59, 35, 67, 9), and the reinforcement bar spacing (3.00, 67, 70, 1.25, 85, 70, 67). The reinforcement bars are labeled as Winkelisen 100x75x9.

Hauptwerkstätte Opladen.

Kesselschmiede mit Kumpelraum und Siederohr-Werkstatt.

Abb. 2. Längenschnitt.

Abb. 3. Ansicht (Süden.)

Abb. 4. Längenschnitt.

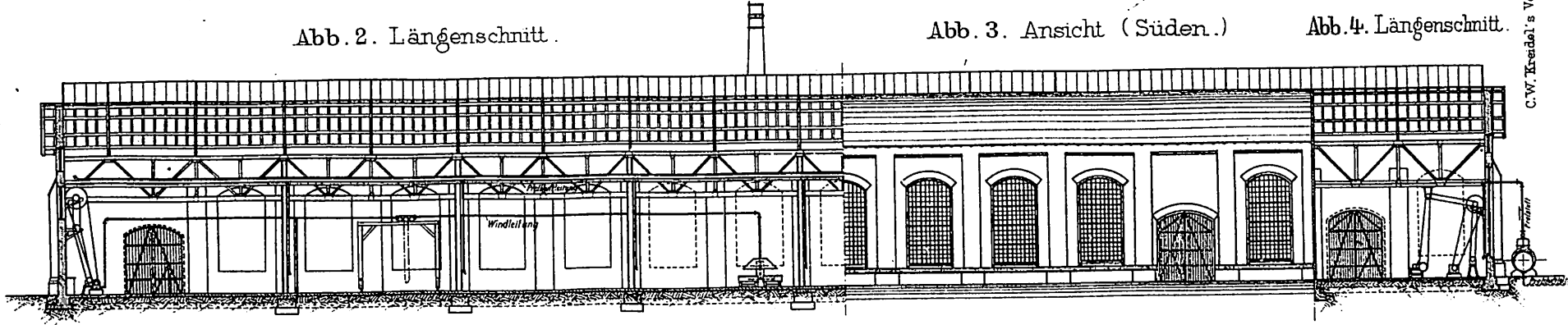
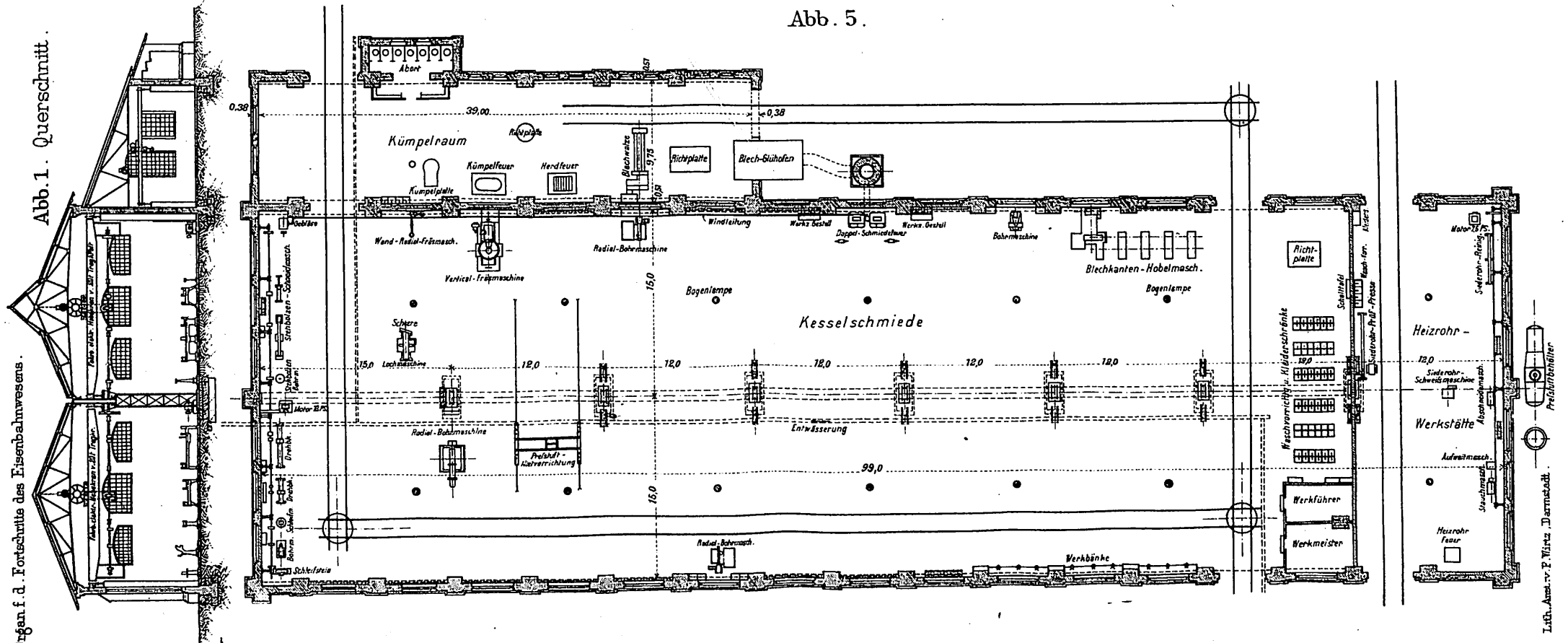


Abb. 5.



Hauptwerkstätte Opladen Tender-Ausbesserungs-Werkstätte.

Abb. 1. Längenschnitt.

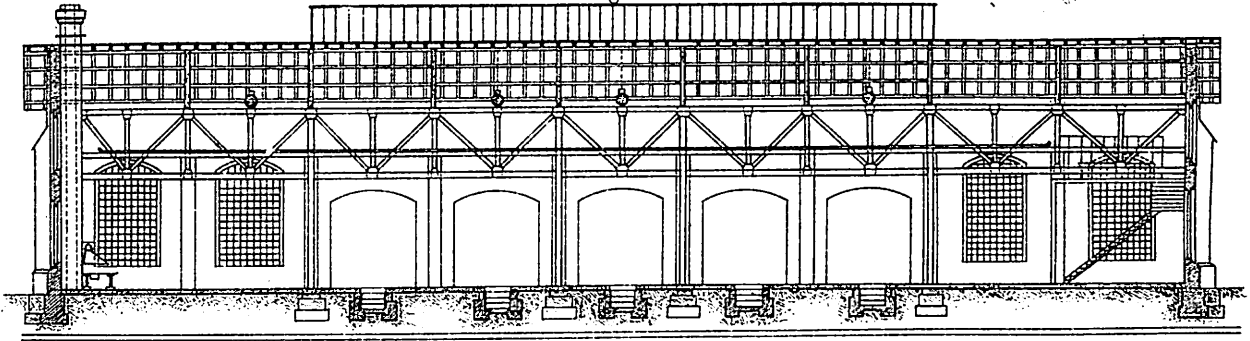


Abb. 2. Grundriss.

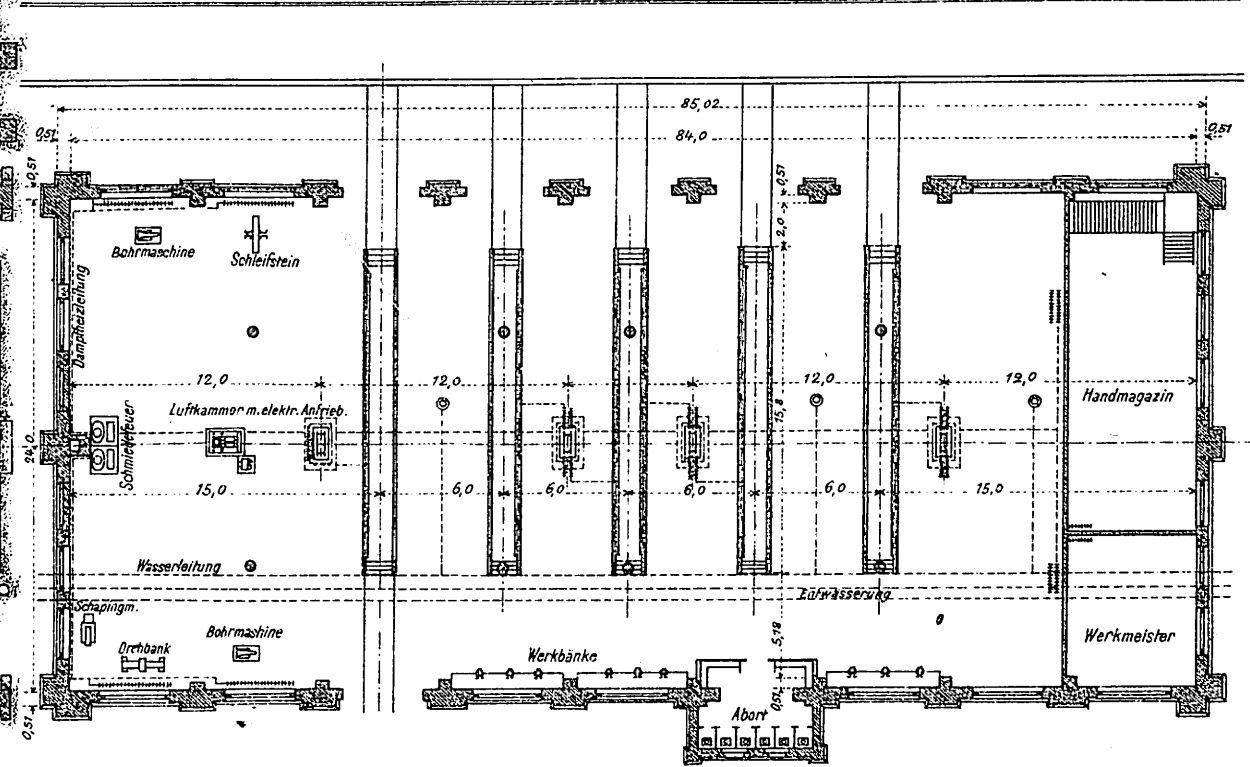


Abb. 4. Ansicht (Westen).

Abb. 3. Querschnitt.

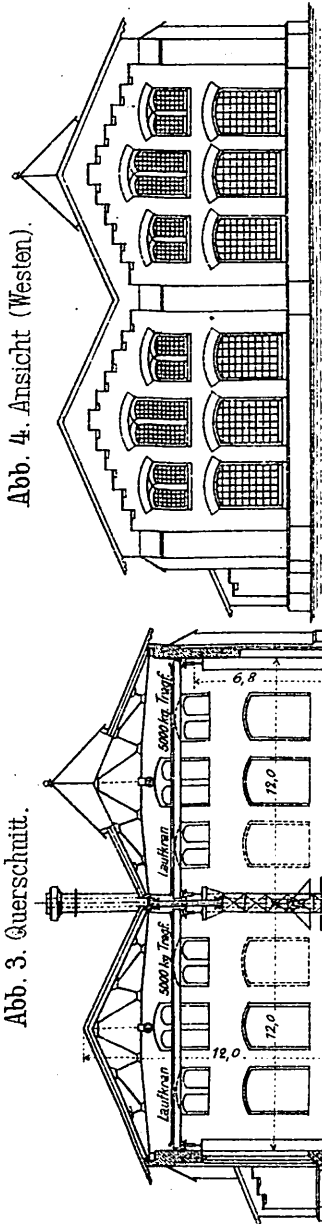


Abb. 5. Zahnstangenstrecke.

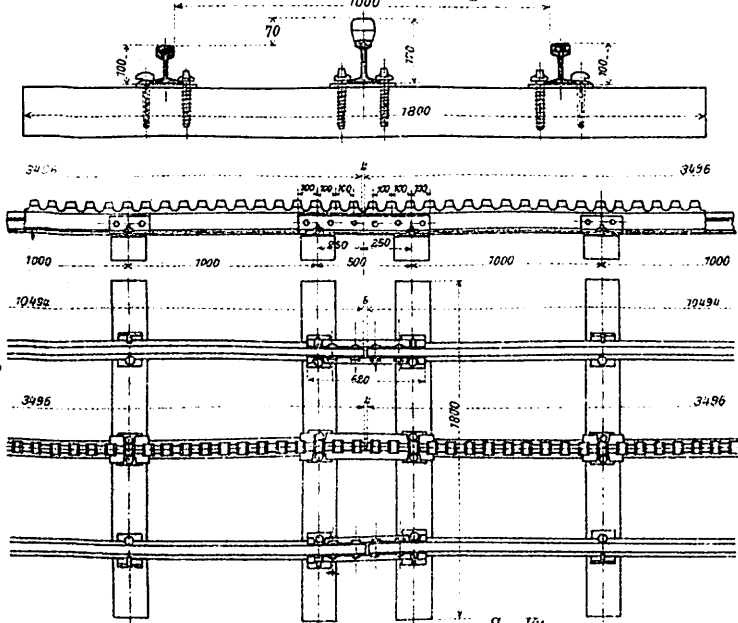


Abb. 6. Schienenquerschnitt.

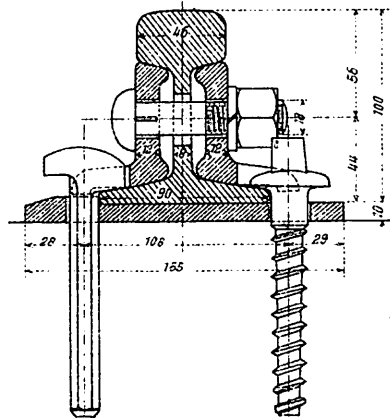
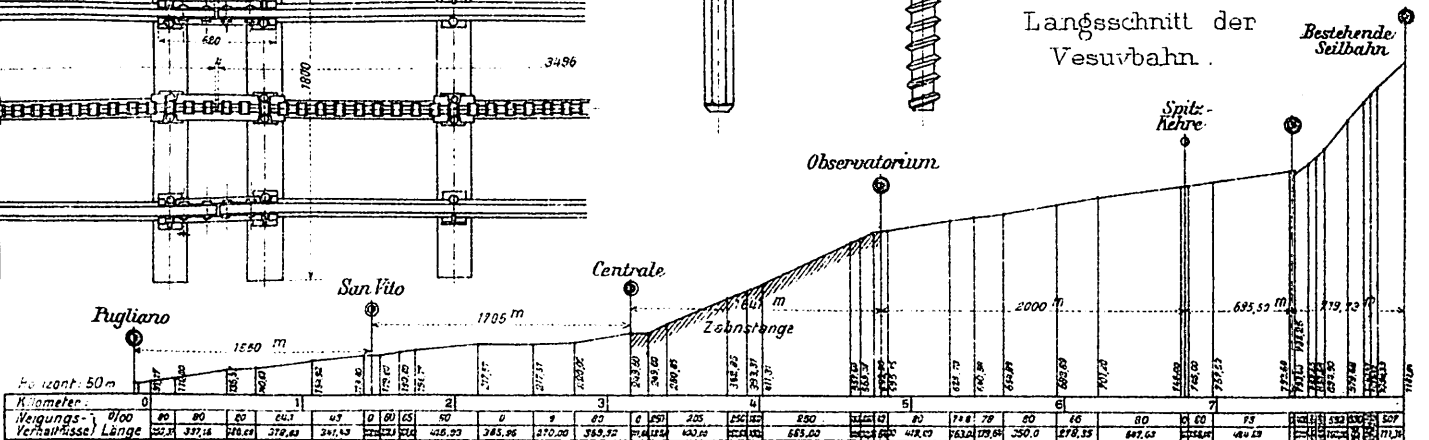


Abb. 5-7.

Die neue
Vesuvbahn.

Abb. 7.

Langsschnitt der
Vesuvbahn.



Hauptwerkstätte Opladen Krafterzeugungsanlage .

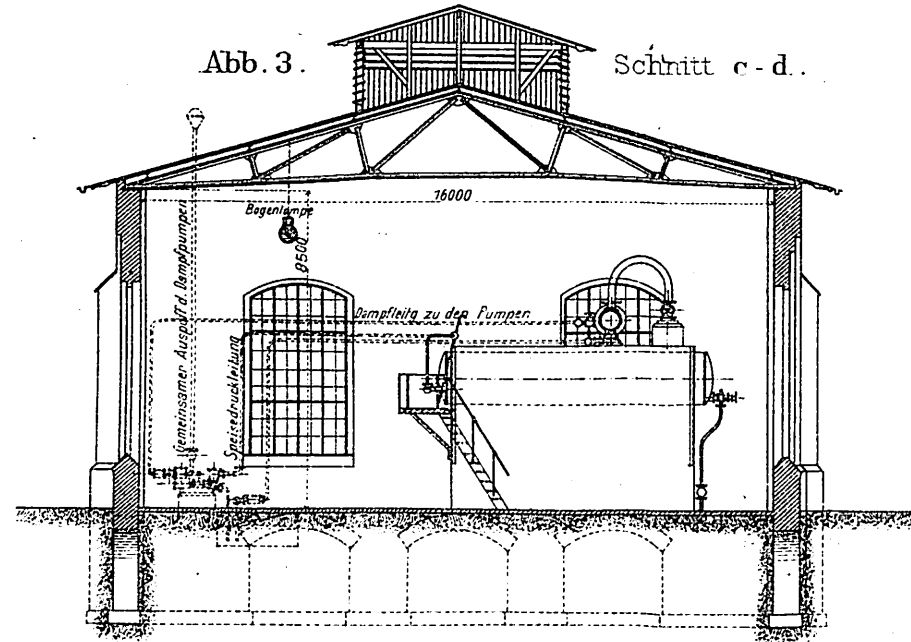


Abb. 5.
Schnitt e-f.

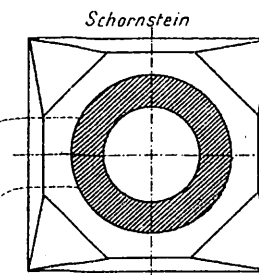
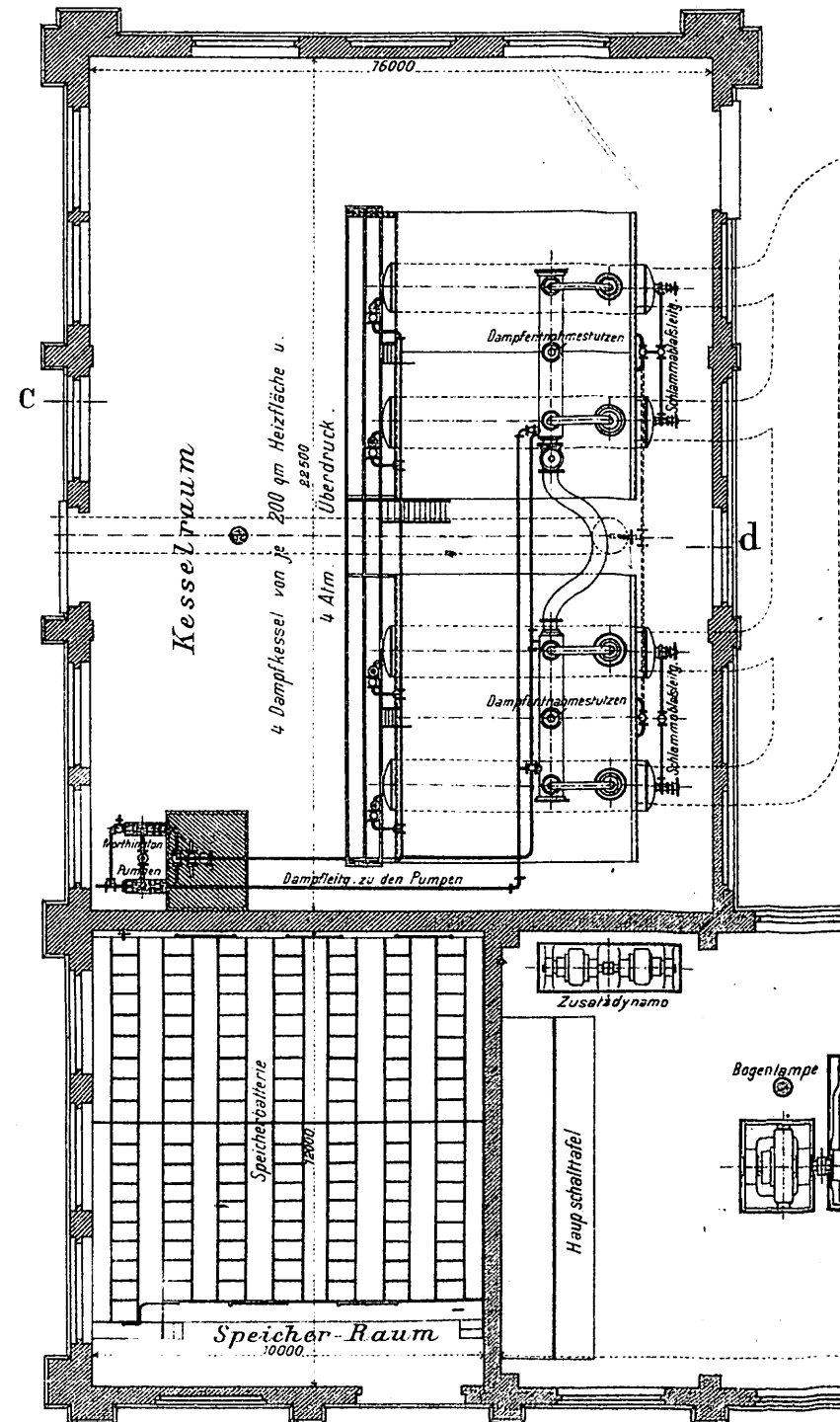
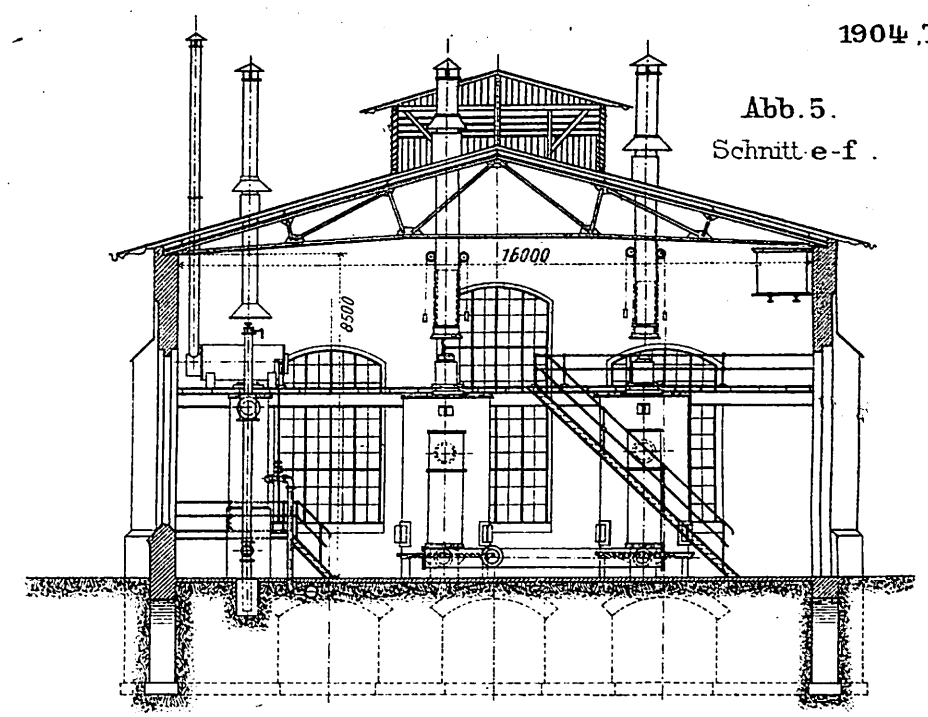
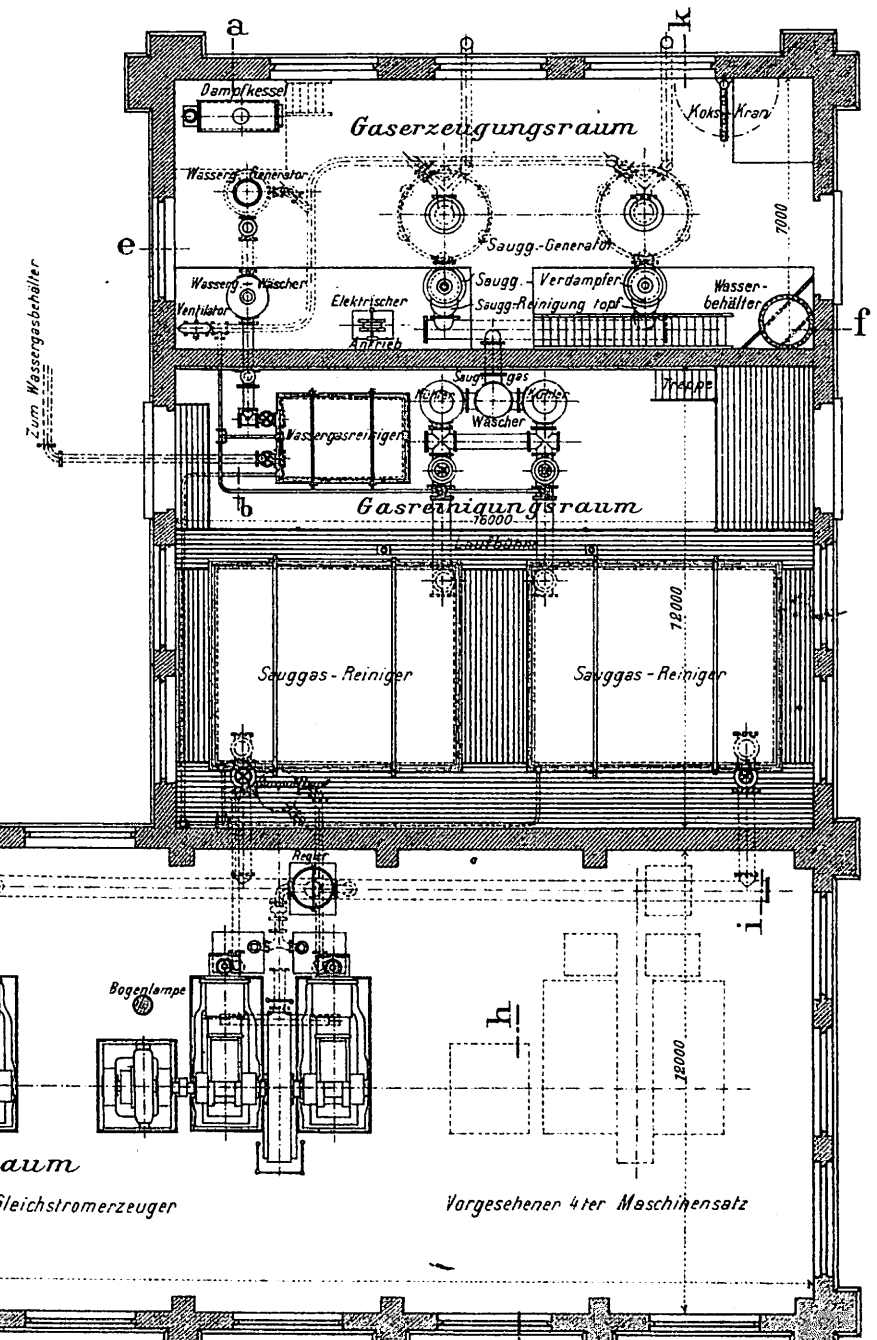


Abb. 4. Grundriss.



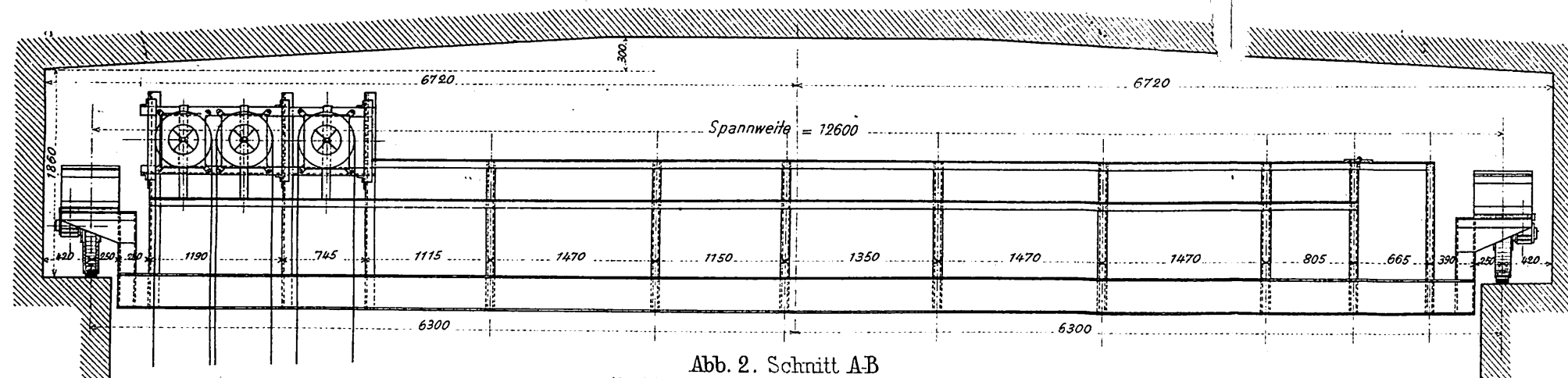


Abb. 2. Schnitt A-B

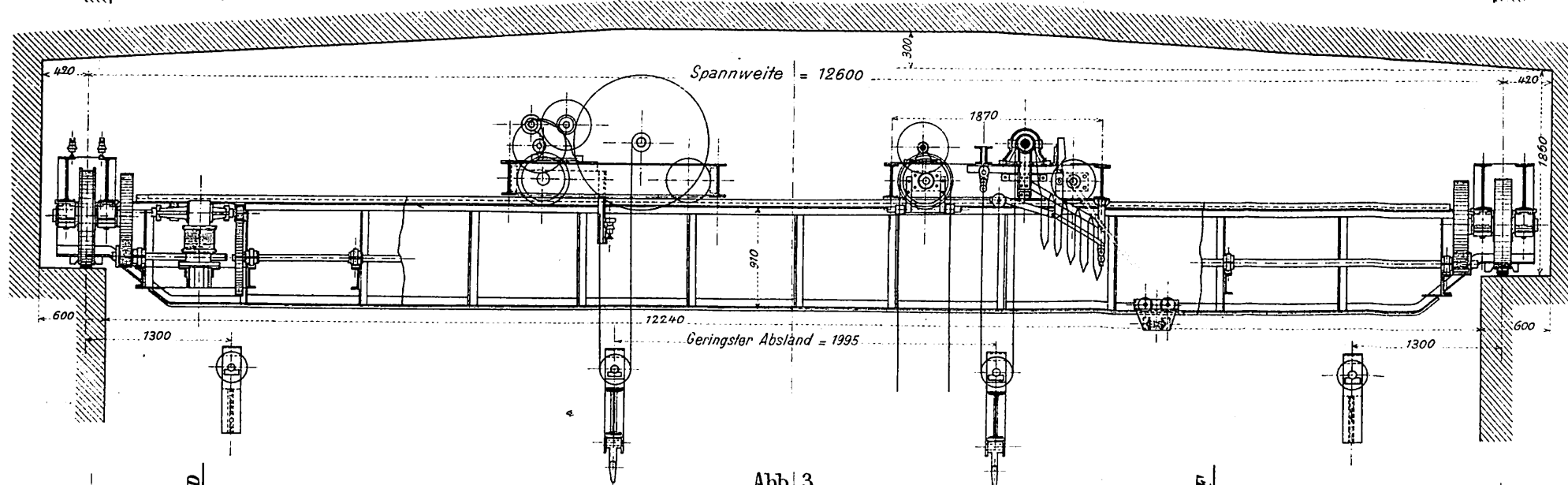


Abb. 3.

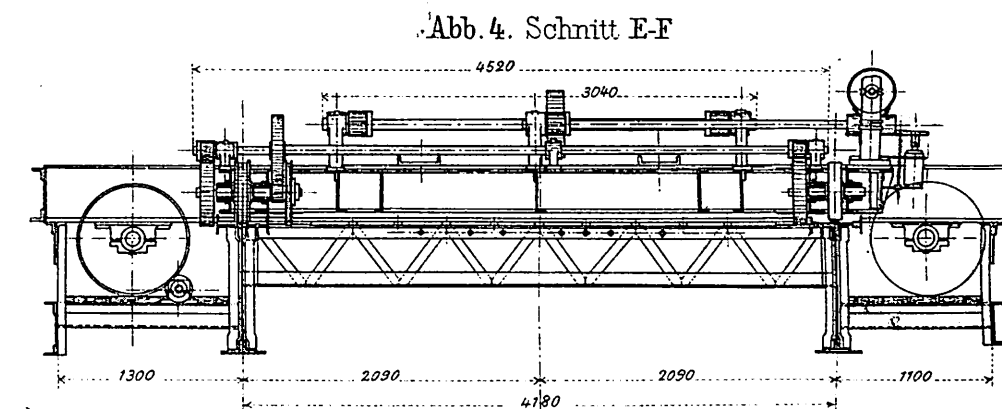
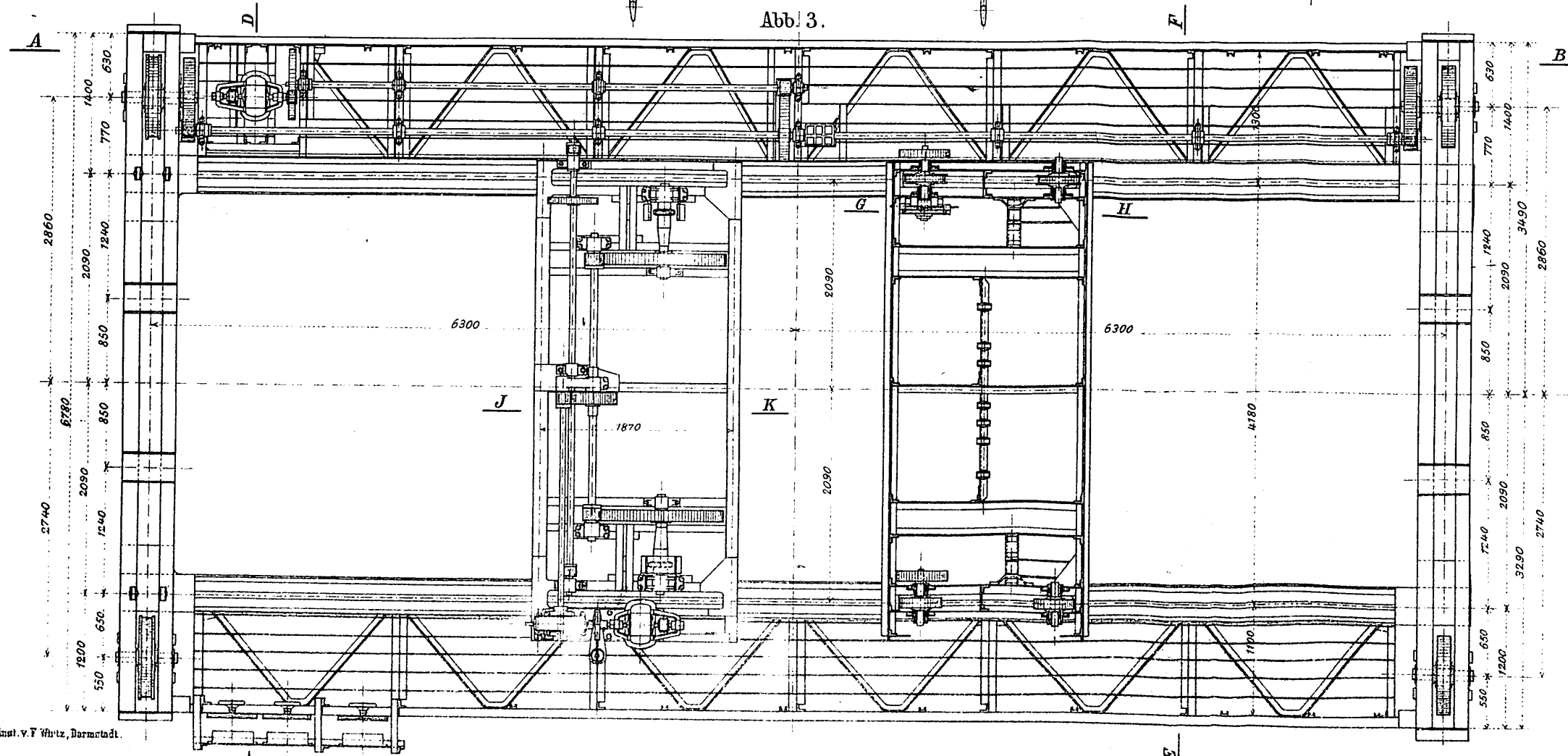


Abb. 4. Schnitt E-F

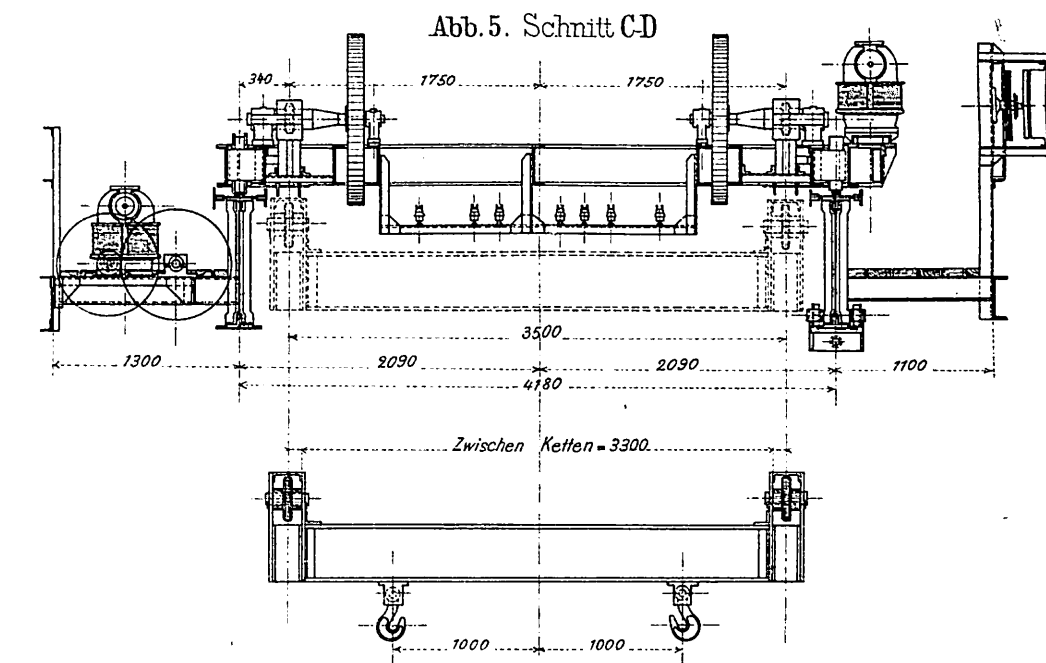


Abb. 5. Schnitt C-D

Hauptwerkstätte Opladen.

Abb. 1 bis 5. Elektrischer Laufkran.

Tragkraft 50 t, verteilt auf 2 Katzen.
von je 25 t Tragkraft.

Hubgeschwindigkeit 0,7 m / Min.
Geschwindigkeit des Krahnes bei 25 t
Belastung 18 m / Min .

Mafsstab 3:160.

Versuch mit Stuhlschienenoberbau auf den österreichischen Staatsbahnen.

Abb. 1. Englische London- u. Nordwestbahn.

Abb. 2. Künftige Schiene der London- und Nordwestbahn.

Abb. 3. Paris-Orléans-Bahn.

Abb. 4. Oberbau der englischen London- und Nordwestbahn.

Abb. 10. Laschenschraube.

Abb. 22. Versuchsoberbau, österreichische Staatsbahnen. Maßst. 1:15.

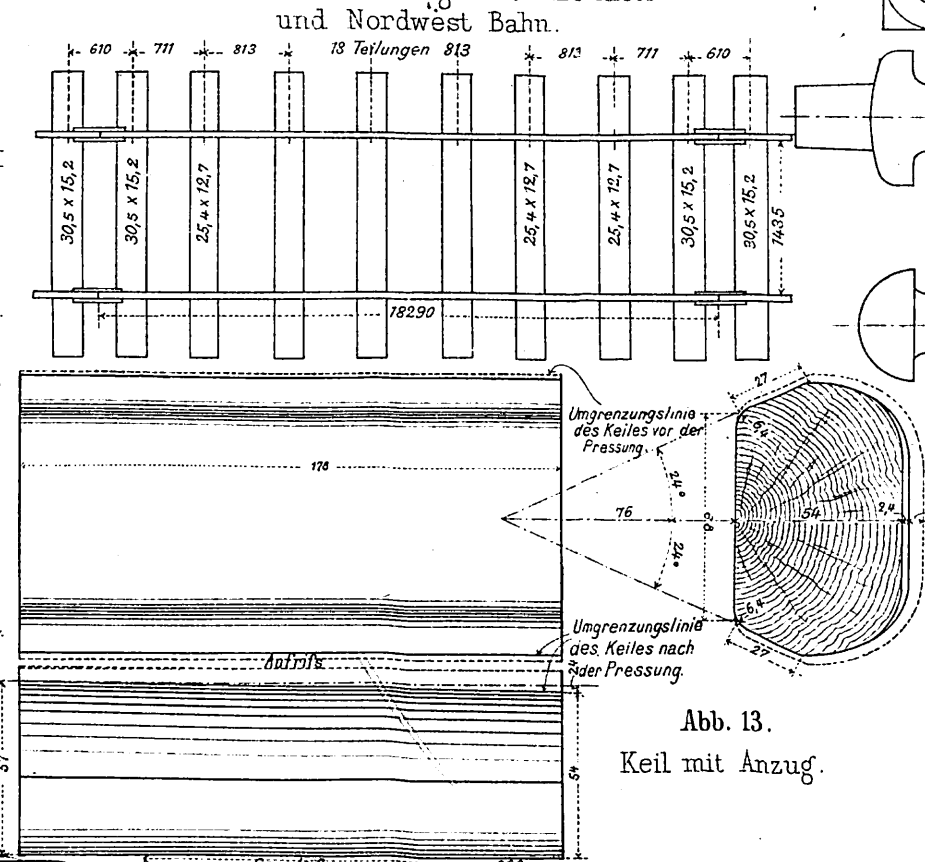
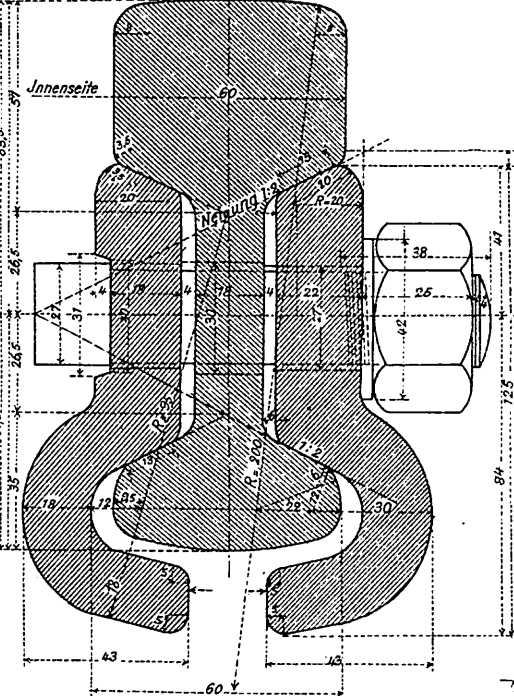
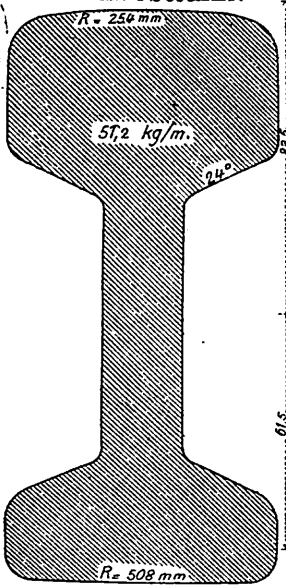
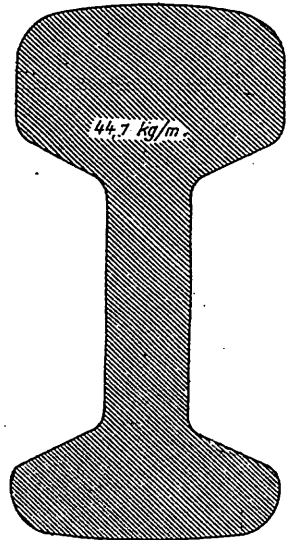


Abb. 11. Galvanisierter Schraubennagel.

Abb. 19. Gleisbett, eingleisige Bahn. Paris-Orléans.

Abb. 5. Schienenstuhl der Schienen von 51,2 kg/m. Englische London- und Nordwestbahn.

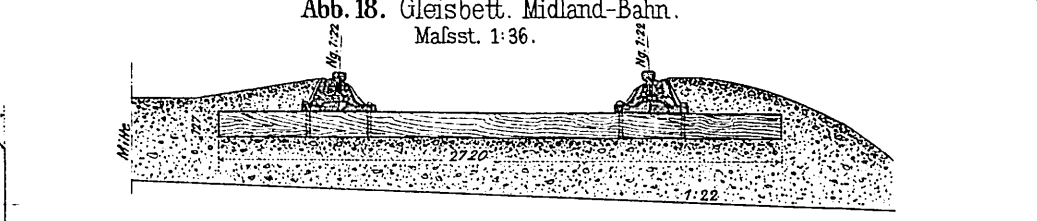
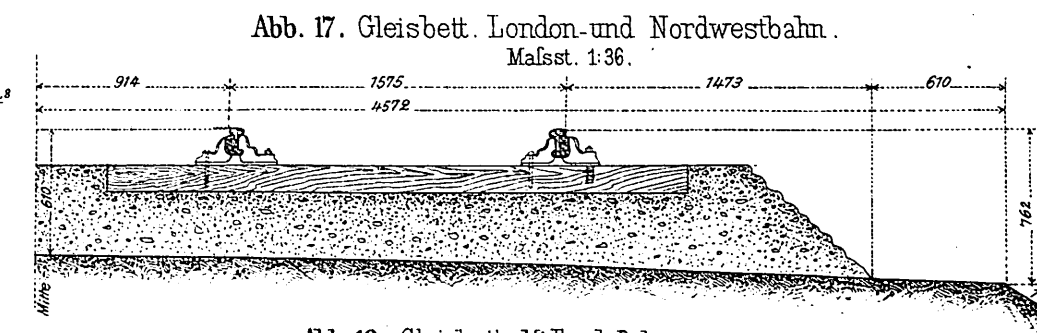
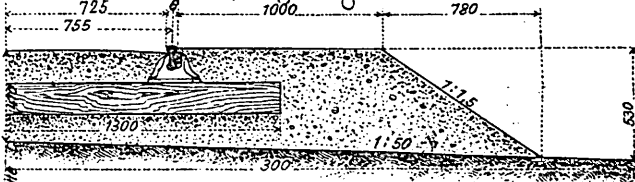
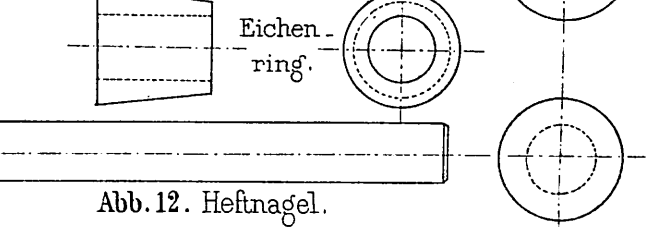
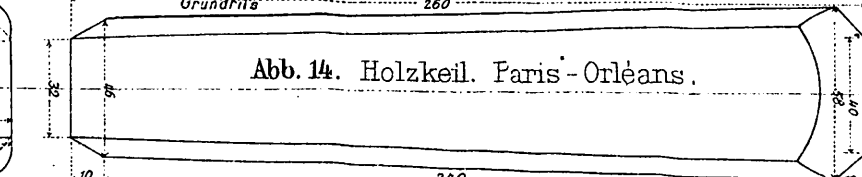
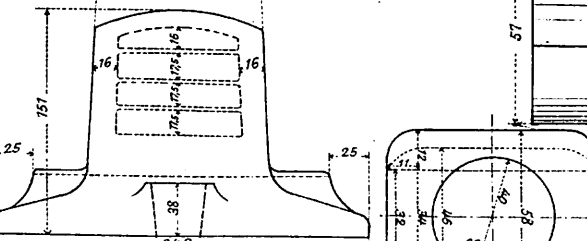
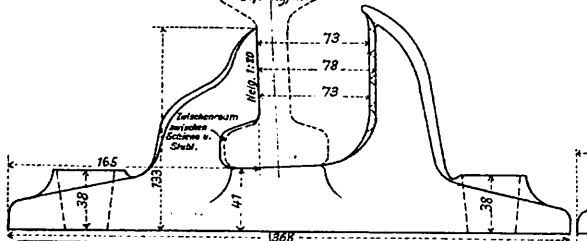


Abb. 25. Schwellenschraube.

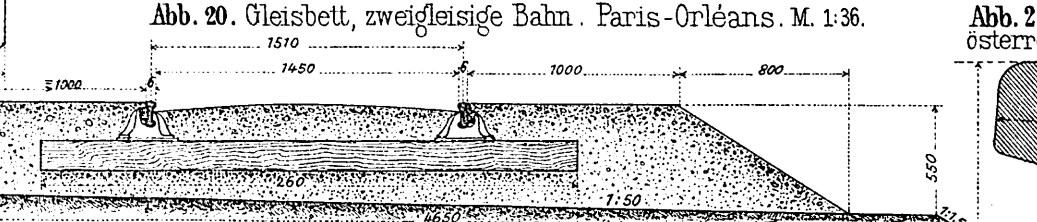
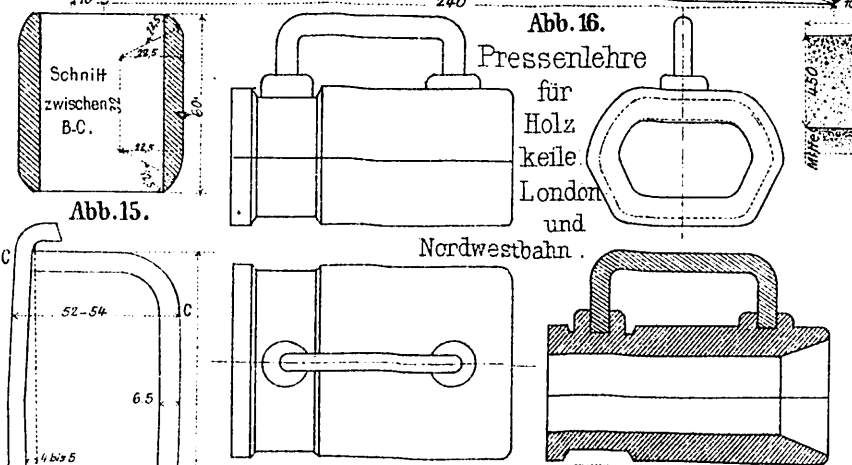
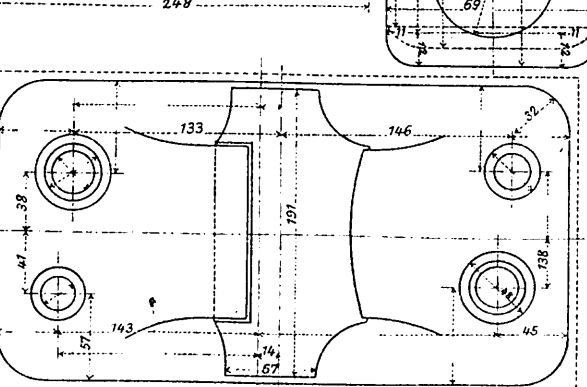
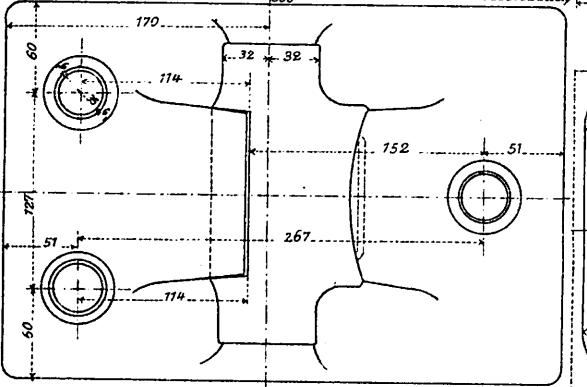
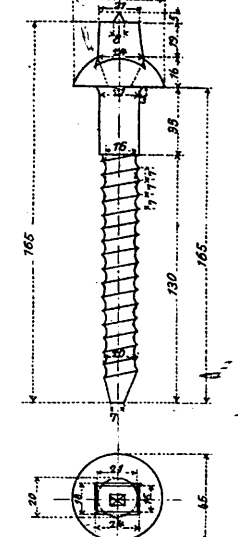


Abb. 27. Breitfußoberbau A, österreichische Staatsbahnen. Querschnitt durch Mittelschwelle M. 1:3.

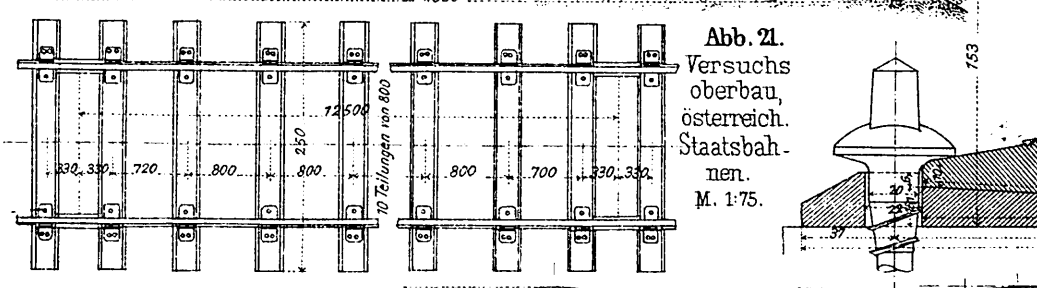
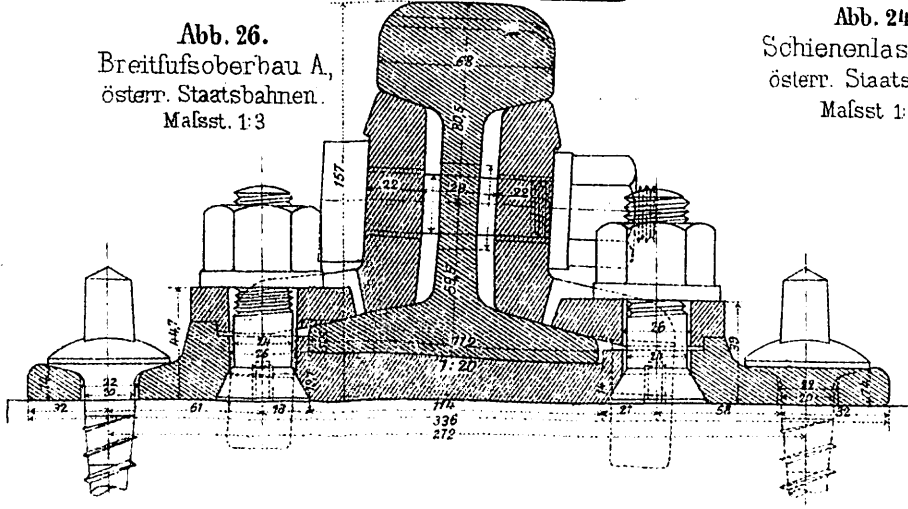
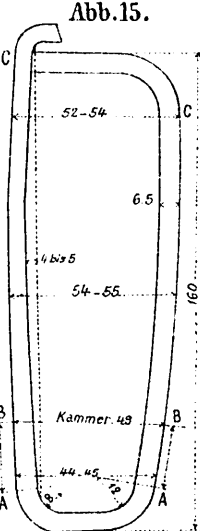
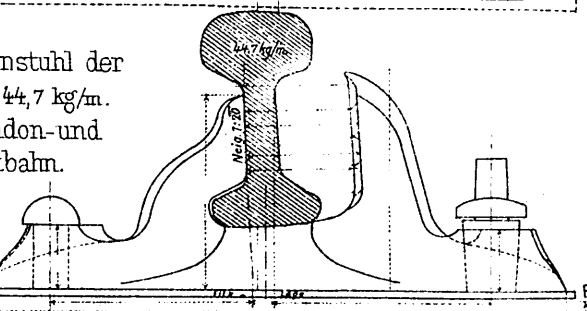
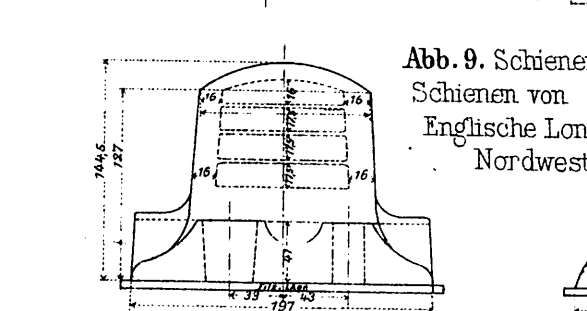
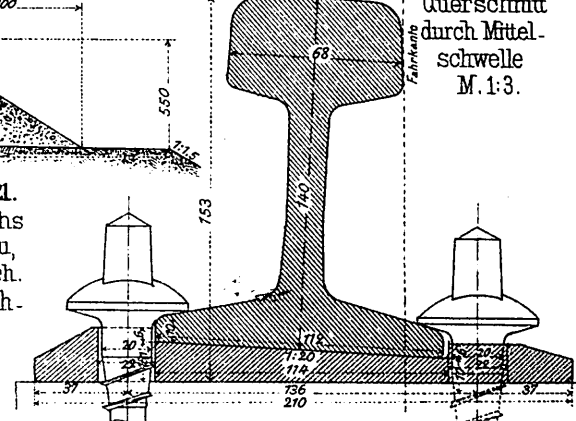


Abb. 23. Schienenstuhl, österr. Staatsbahn. Maßst. 1:5.

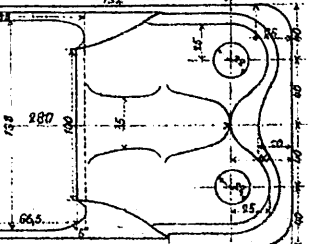
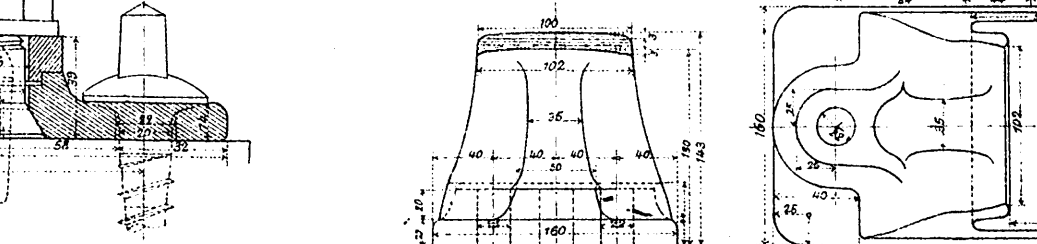
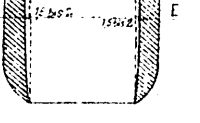
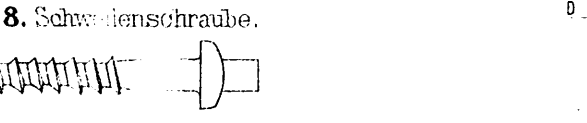
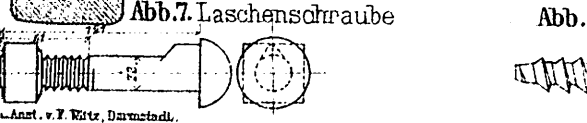
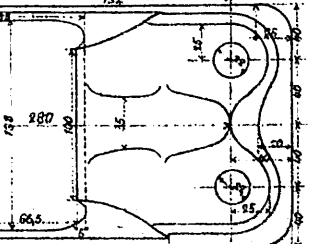
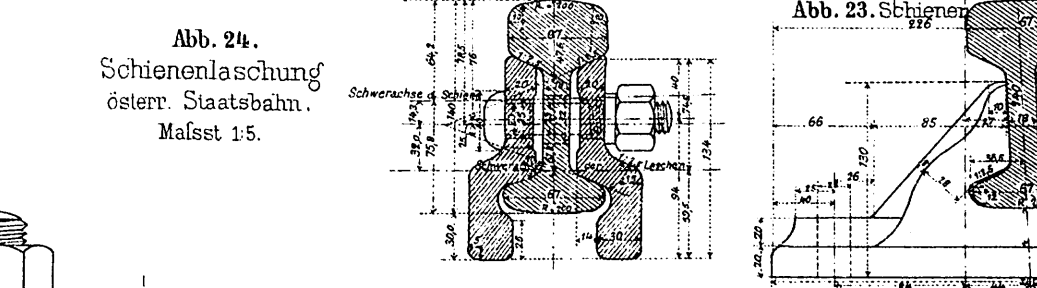
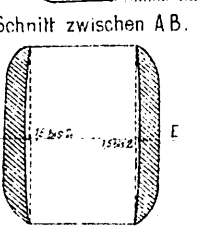
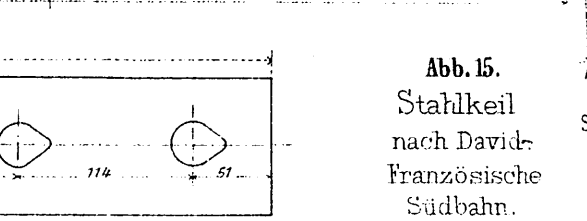
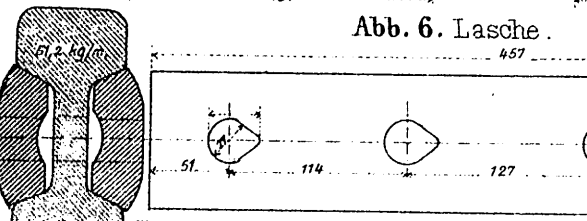
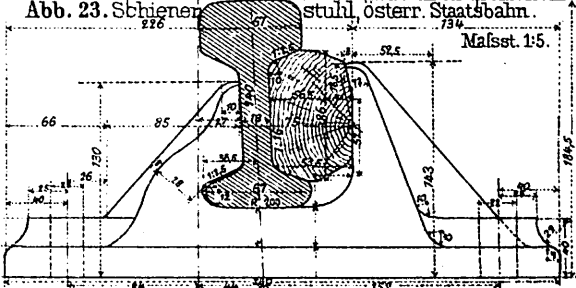


Abb. 1-3. Stuhloberbau, österreichische Staatsbahnen.

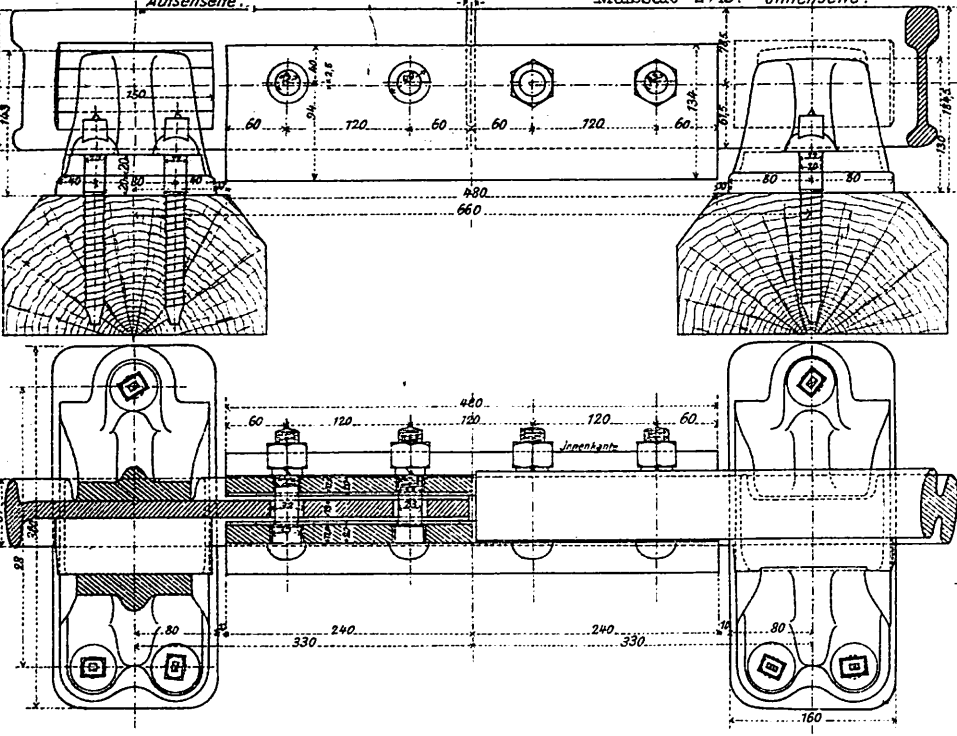


Abb. 6. Stofsverbindung, Oberbau A, österreichische Staatsbahnen.

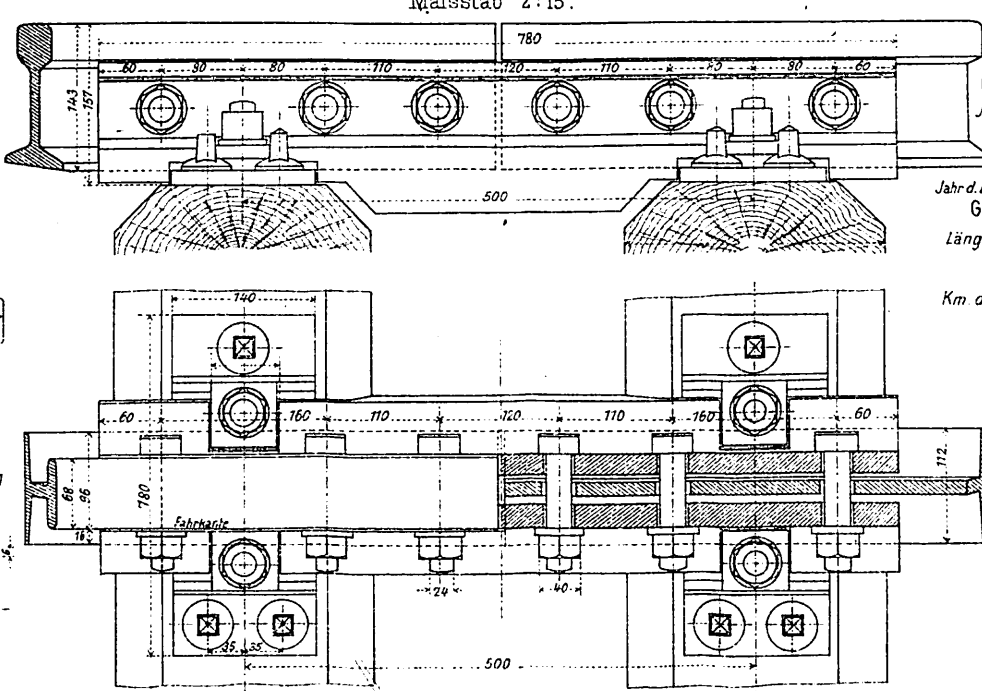


Abb. 9. Stuhloberbau der Strecke Neulengbach - St. Pölten

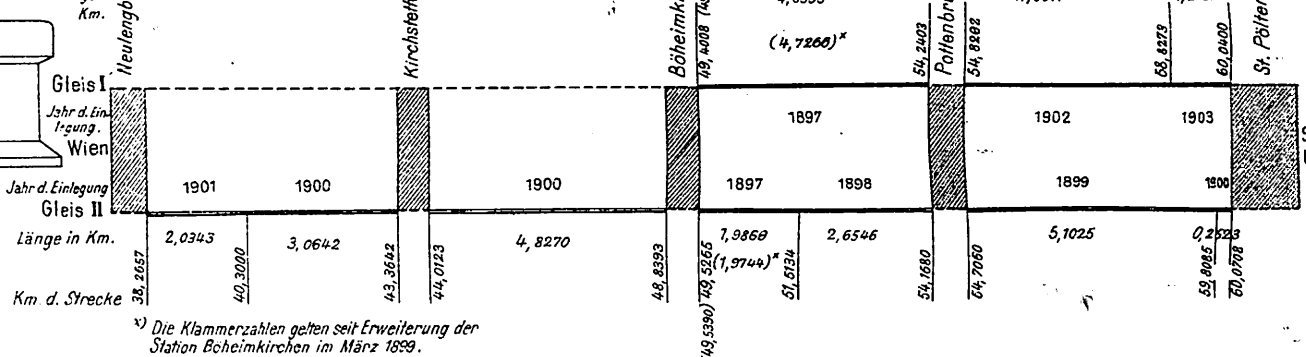


Abb. 10. Hobellehre für die Querschwellen, österreichische Staatsbahnen.

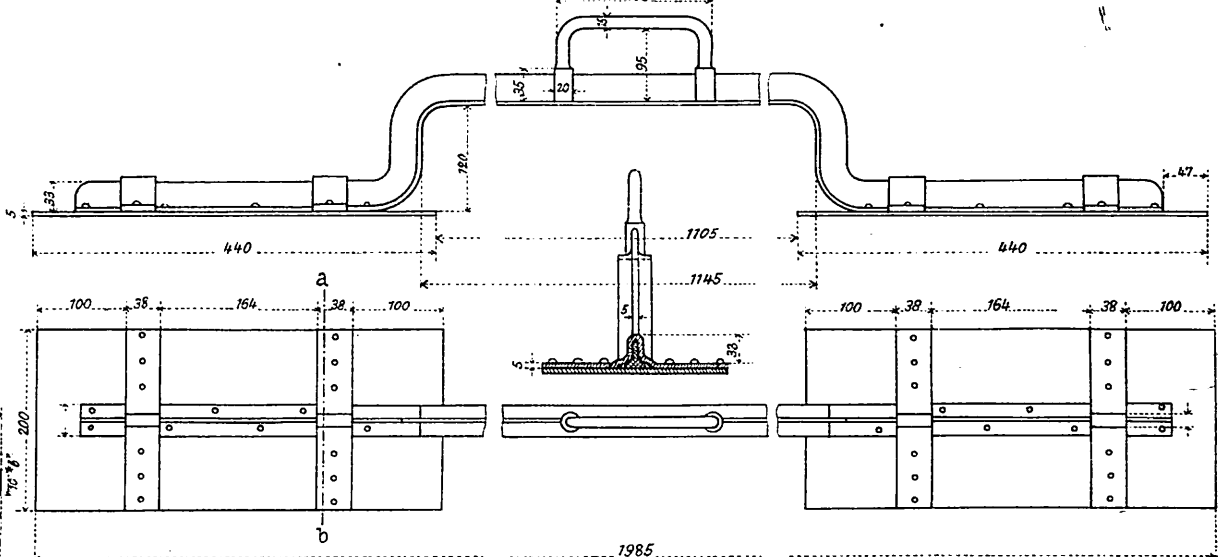


Abb. 11. Stuhlbackenlehre, österreichische Staatsbahnen.

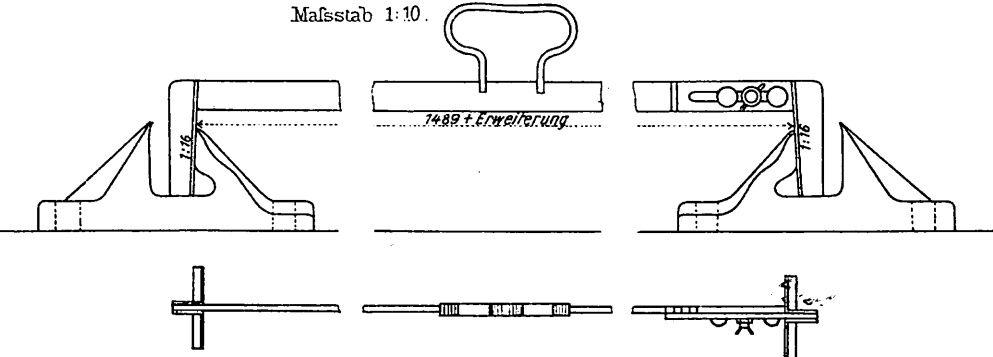


Abb. 4. Breitfußoberbau A 15m Schienen, österr. Staatsbahnen.

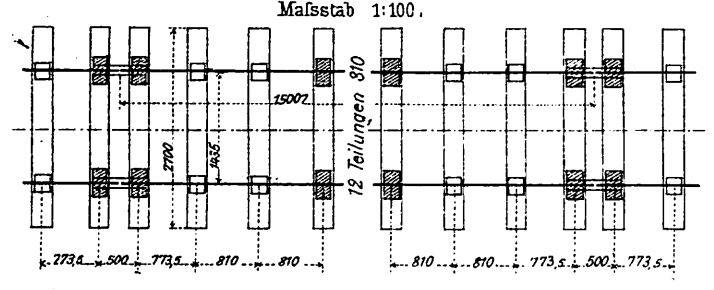


Abb. 5. Breitfußoberbau A 12,5m Schienen, österr. Staatsbahnen.

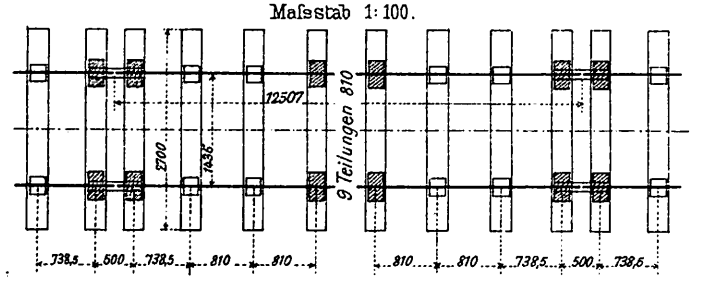


Abb. 7. Stuhlplatte, Oberbau A, österreichische Staatsbahnen.

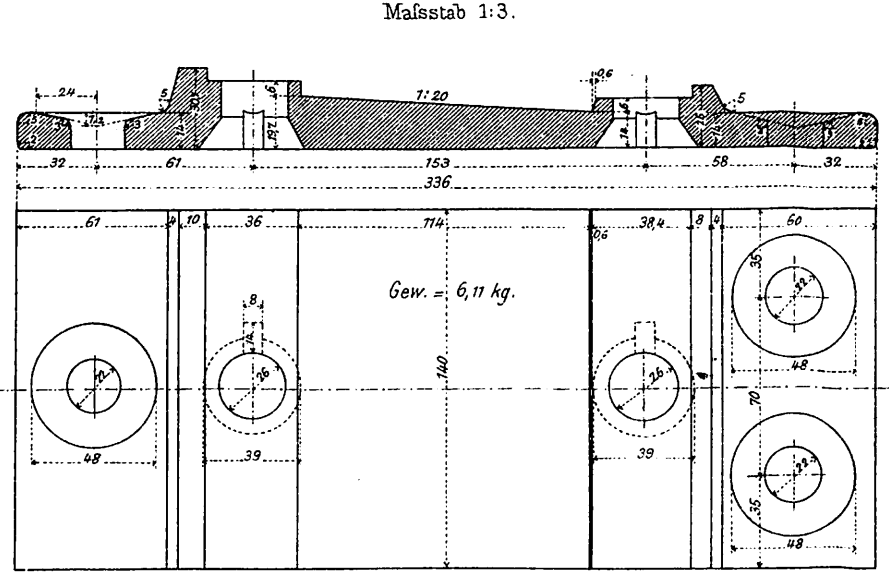


Abb. 8. Mittelplatte, Oberbau A, österreichische Staatsbahnen.

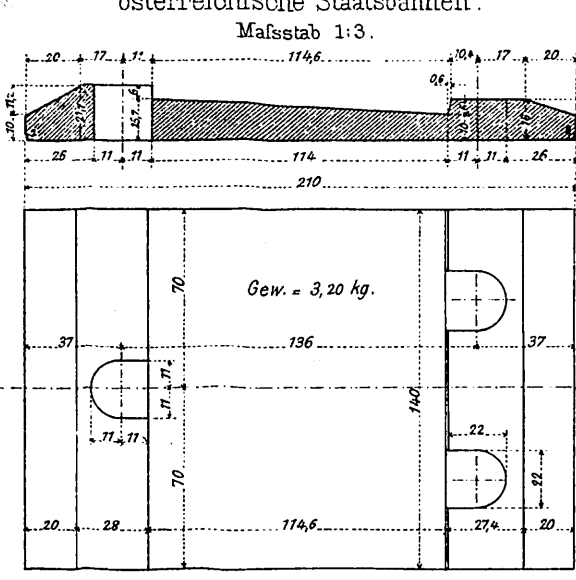
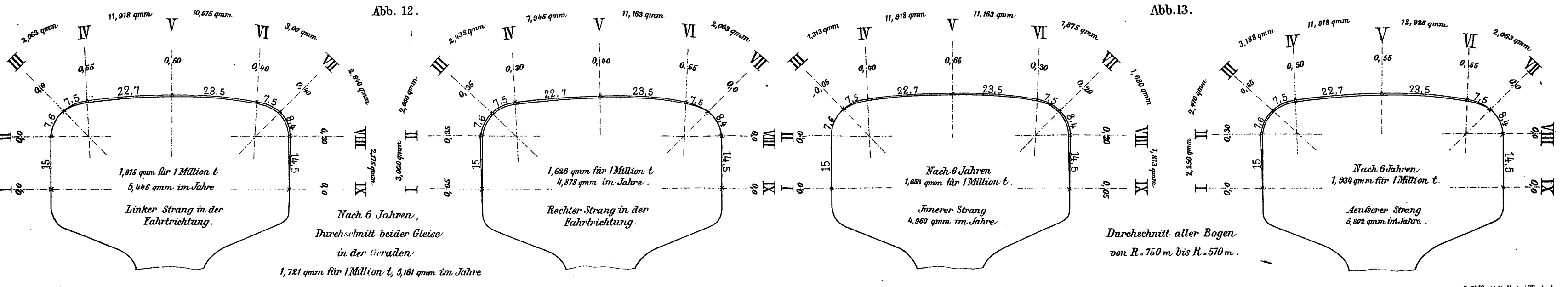


Abb. 12.



Verlegen des Stuhlschienen-Oberbaues der österreichischen Staatsbahnen.

Abb. 1.

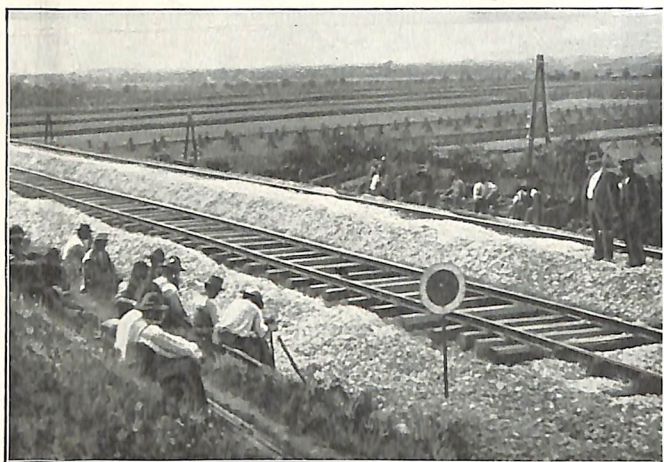


Abb. 2.

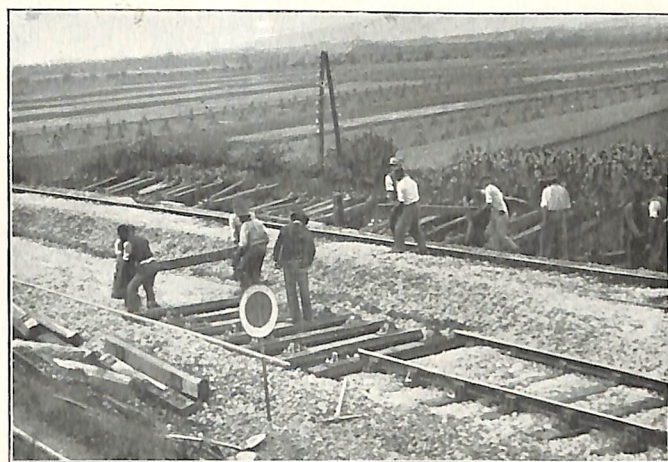


Abb. 3.

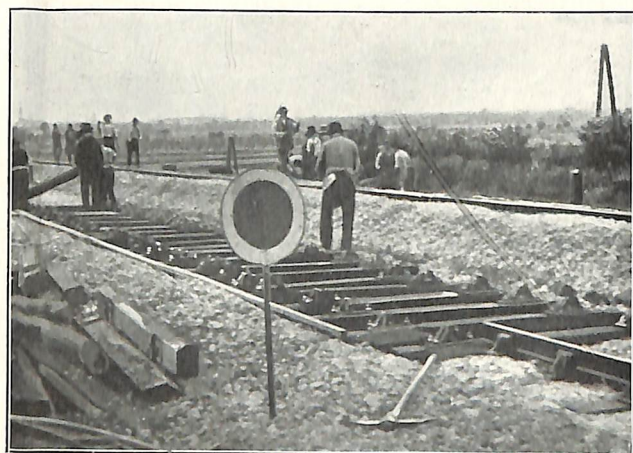


Abb. 4.



Abb. 5.



Abb. 6.



Abb. 7.



Abb. 8.

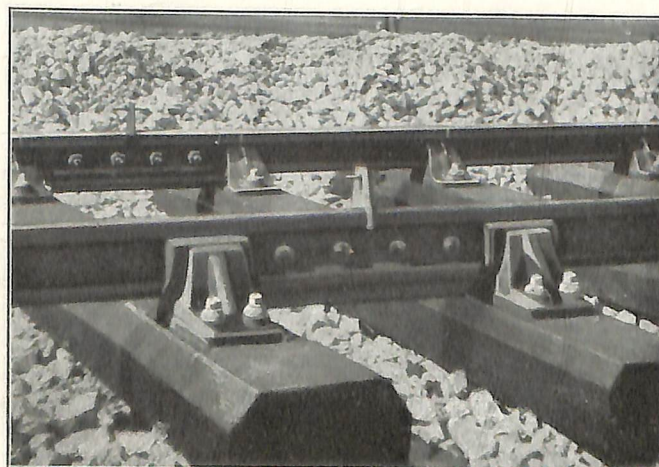
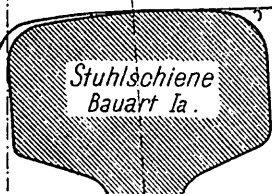


Abb. 1. Auflauf des falschen Flansches auf breitköpfigen Schienen.

Abgenutzter Reifen einer Lokomotive der Serie „6“



Zug 9 vom 8. Juni 1900.

Gleis I, km: 51,8, Stuhlstoß.

Bogen-Innenstrang

Mafsstab 3:2.

Zug 9 vom 7. Juni 1900.

Gleis I, km: 57,5, Bauart X

Stoß, Gerade Außenstrang.

Abb. 2.

Fahrtgeschwindigkeit 76,9 km/Stde.

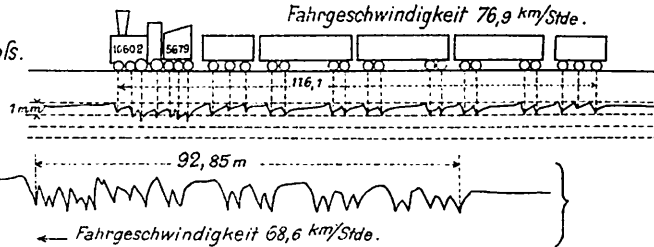
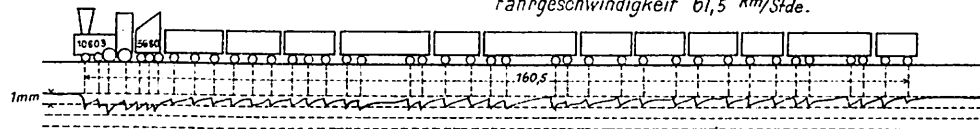


Abb. 3.

Fahrtgeschwindigkeit 61,5 km/Stde.



Zug 3, 7. Juni 1900; Gleis I, km: 57,5, Bauart X Stoß, Gerade Außenstrang.

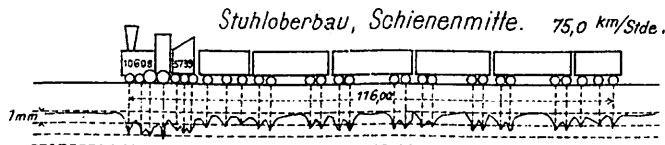
Fahrtgeschwindigkeit 59,3 km/Stde.

Abb. 4.

Zug 310 vom 9. Juni 1900.

Gleis II, km: 57,5 W.S.

Mafsstab 3:2.



Bauart X, Schienenmitte. 63,4 km/Stde.

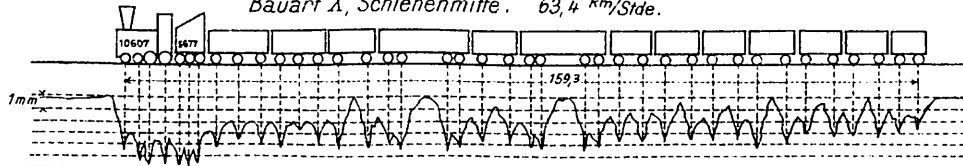
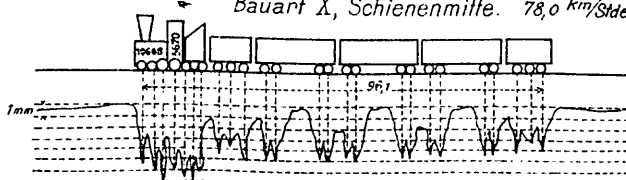


Abb. 6.

Bauart X, Schienenmitte. 78,0 km/Stde.



Stuhloberbau, Schienenmitte. 74,2 km/Stde.

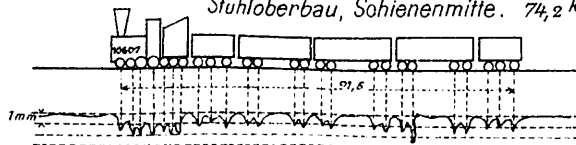


Abb. 5.

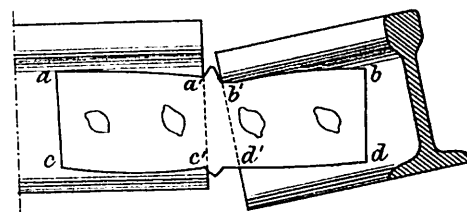


Abb. 7-10.

Wagerechte Bewegungen der Schienenenden, gemessen in Höhenmitte des Schienenkopfes.

Mafsstab 1:1.

Abb. 7.

Zug 309 vom 31. III. 1904. Stuhlbauart Ia in km: 58,703.

Zug 7 vom 31. III. 1904. Stuhlbauart Ia in km: 58,703.

Lokomotive

Lokomotive

Abb. 8.

Zug 309 vom 30. III. 1904. Breitfußbauart „A“ in km: 31,112.

Zug 7 vom 30. III. 1904. Breitfußbauart „A“ in km: 31,112.

Lokomotive

Lokomotive