Schnellfahrversuche mit Dampflokomotiven.

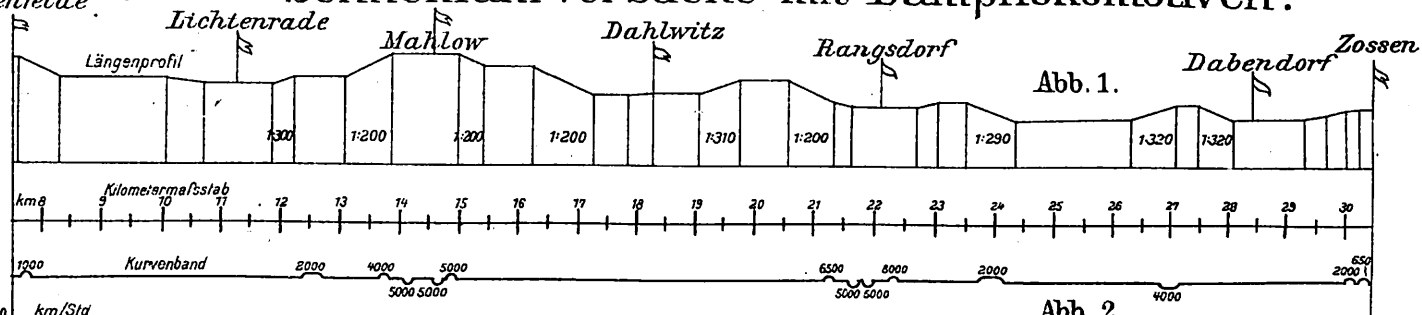


Abb. 1.

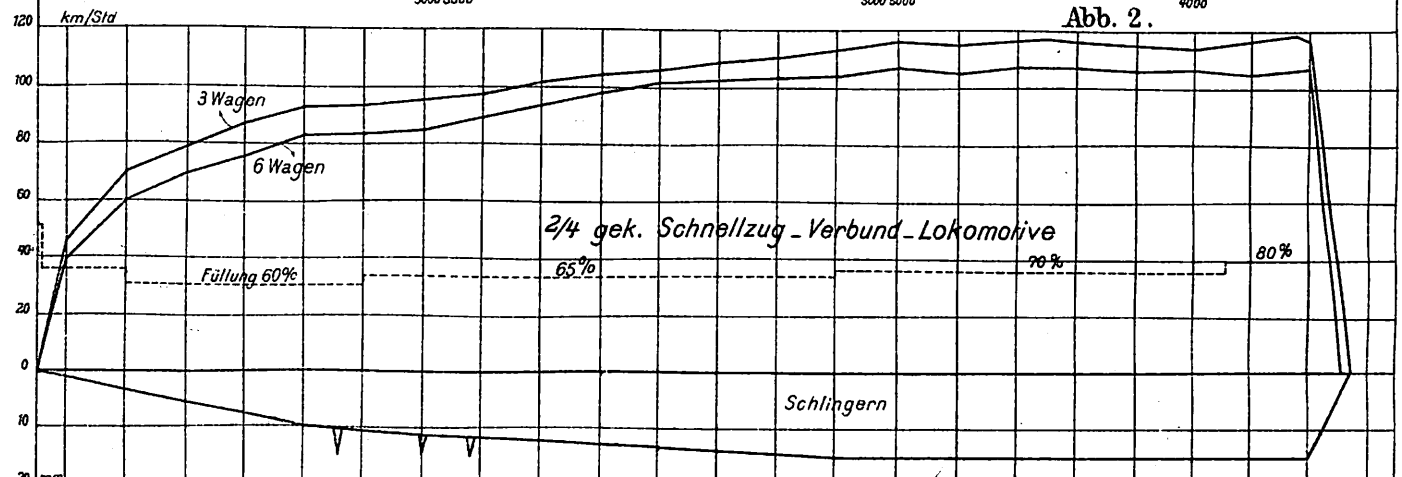


Abb. 2.

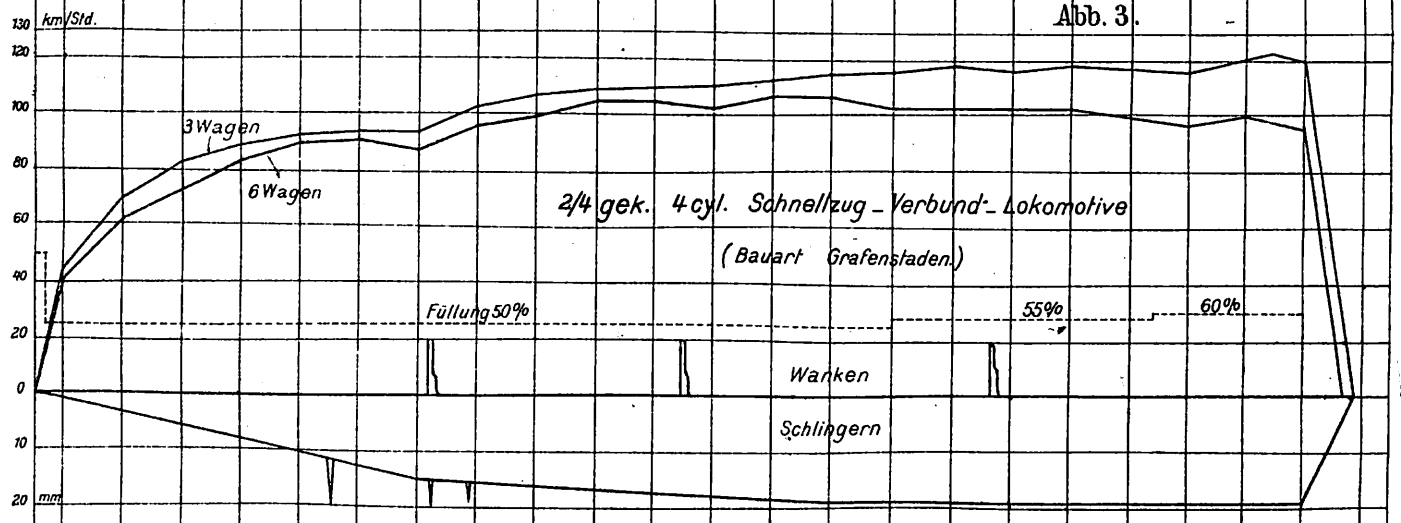


Abb. 3.

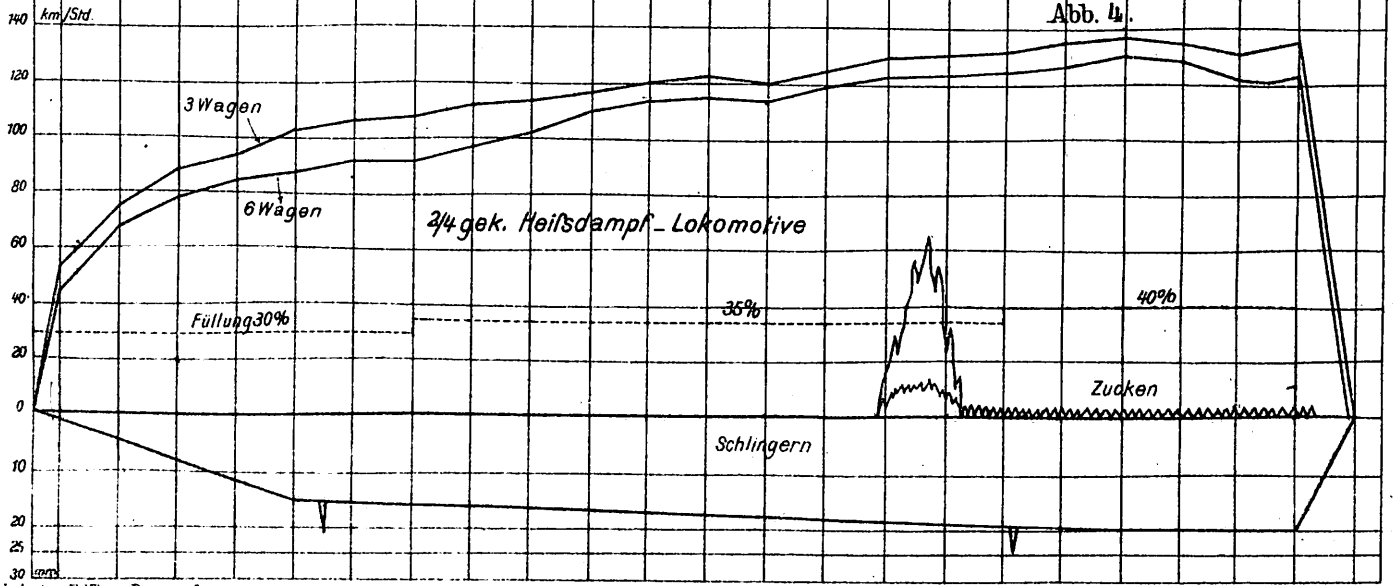


Abb. 4.

Lith. Anst. v. F. Wirtz, Darmstadt. C. W. Kreidel's Verlag, Wiesbaden.

Schnellfahrversuche mit Dampflokomotiven.

Nat. Gröfse.

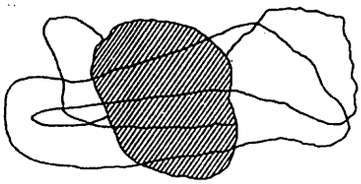


Abb. 6.

Abb. 1.

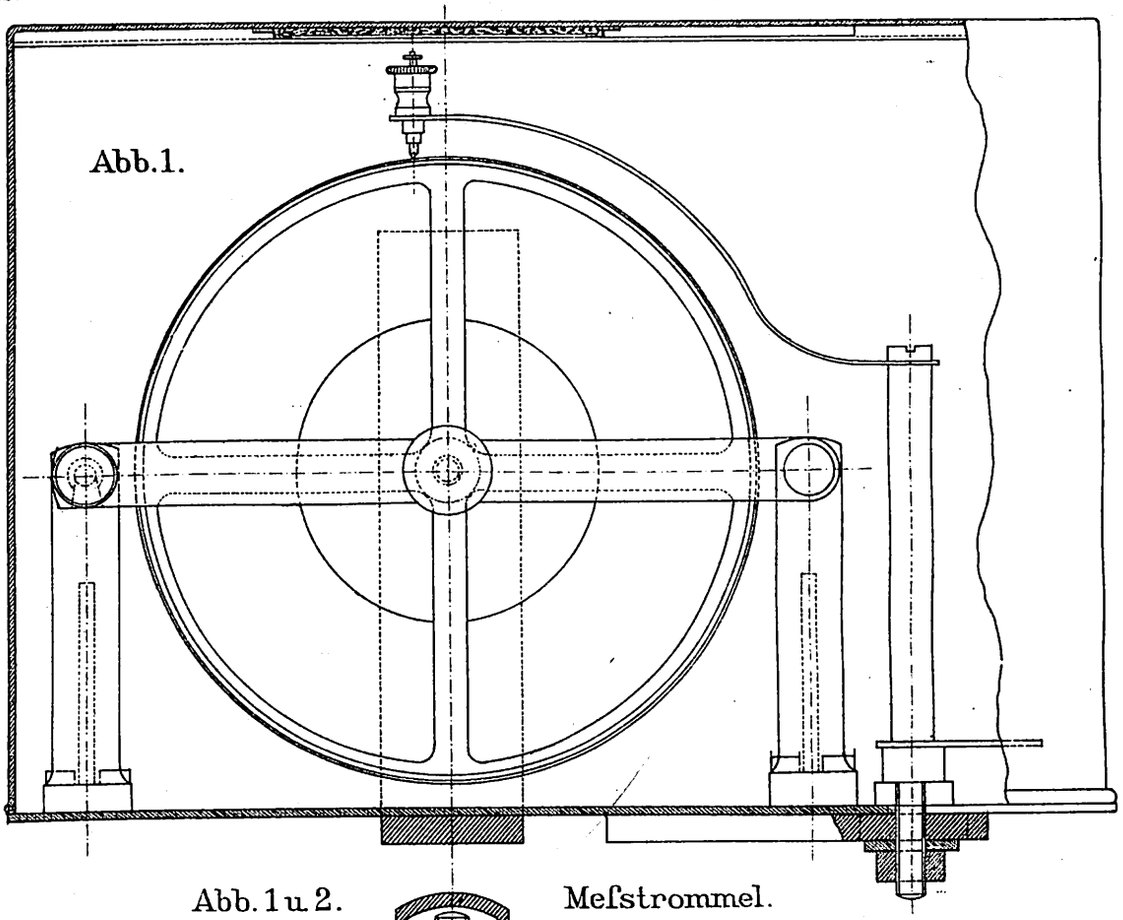


Abb. 1 u. 2. Mefstrommel.

Abb. 2.

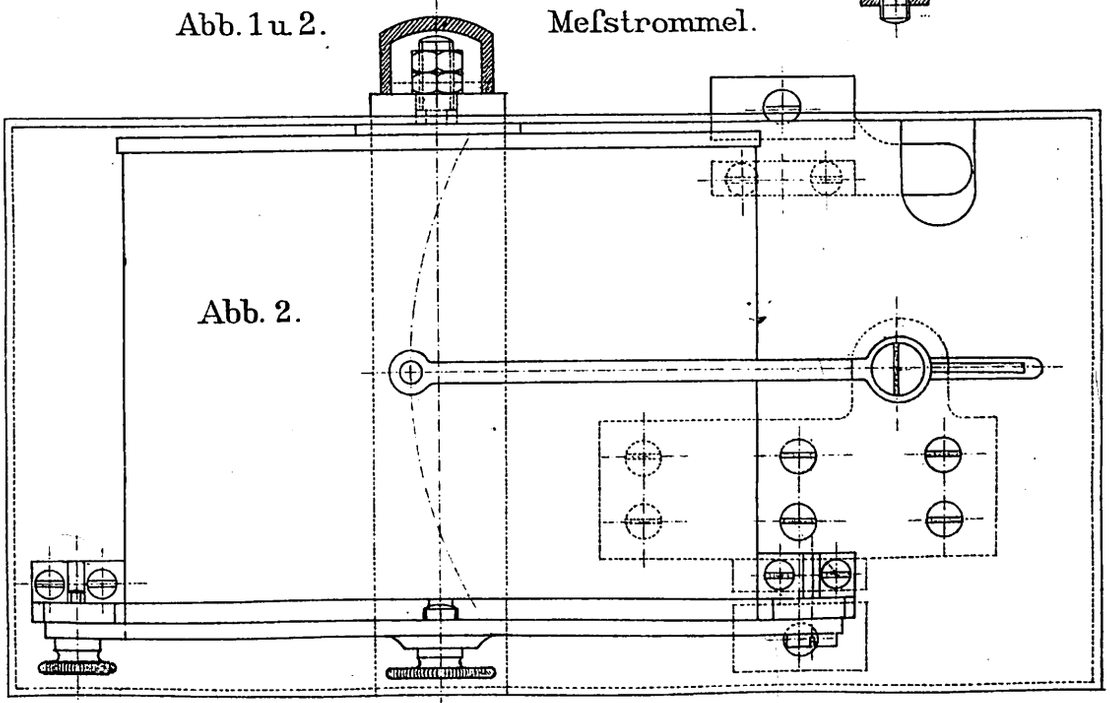


Abb. 3.

Schaltungsübersicht.

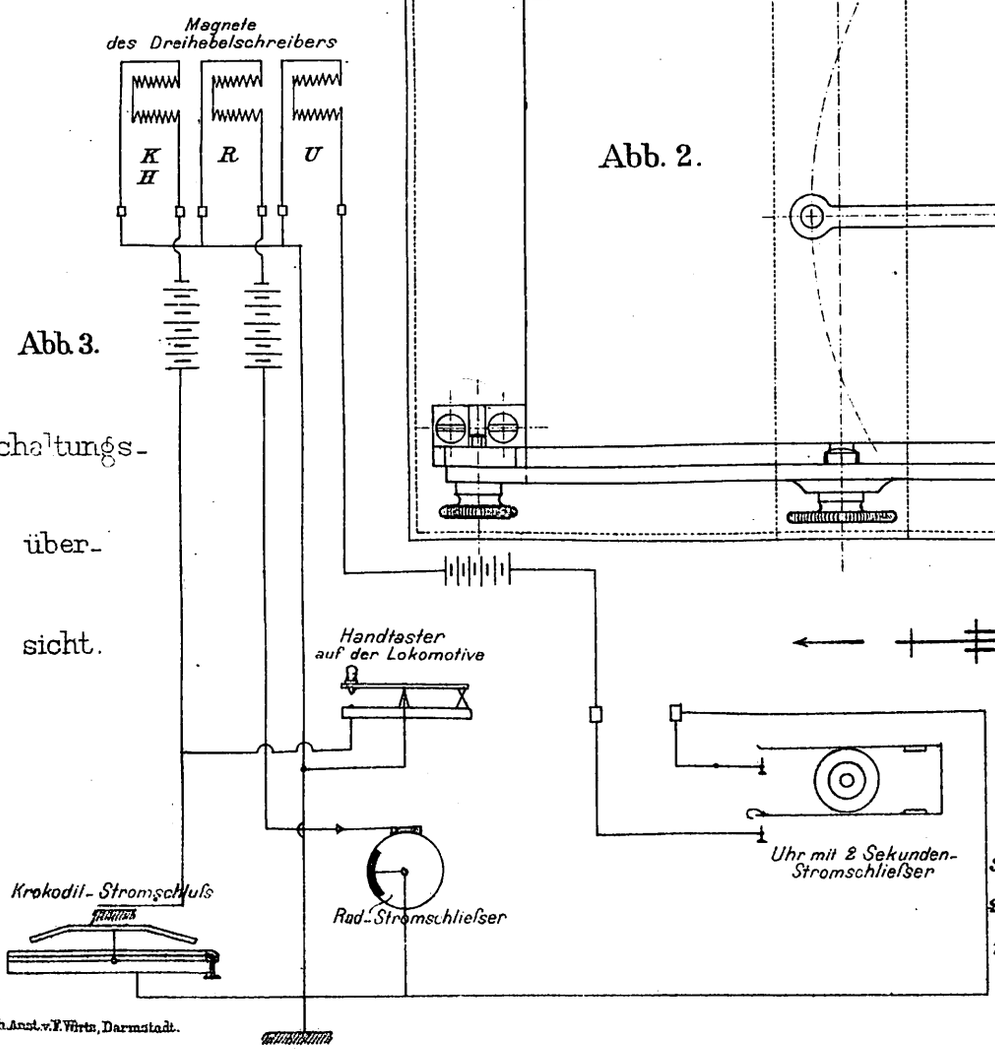


Abb. 5.

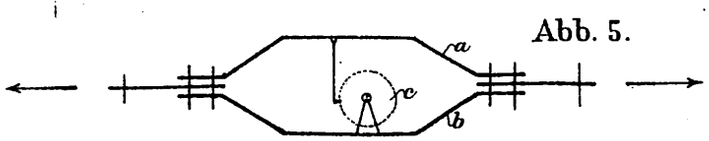
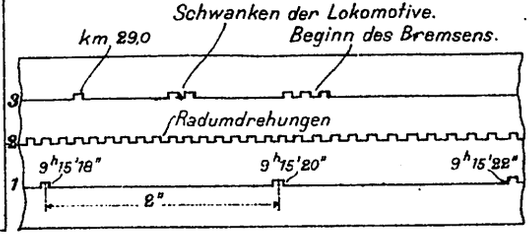


Abb. 4.



Lith. Anst. v. F. Wirtz, Darmstadt.
C. W. Kreidel's Verlag, Wiesbaden.

Schnellfahrversuche mit Dampflokomotiven.

Geschwindigkeitsschaulinien.

	Fahrt 1. 6 Wagen, 60 km/St.	Fahrt 2. 6 Wagen, 80 km/St.	Fahrt 3. 6 Wagen, 100 km/St.	Fahrt 4. 6 Wagen, Höchstgeschwindigkeit.	Fahrt 5. 3 Wagen, 100 km/St.	Fahrt 6. 3 Wagen, Höchstgeschwindigkeit.
Lokomotive Nº I.	30% Füllung	40% Füllung	65% Füllung	$V_{gr.}$ = 108 (113) km/St. 50% Füllung	45% Füllung	$V_{gr.}$ = 119 km/St 80% Füllung
Nº II.	35% Füllung	40% Füllung	60% Füllung	$V_{gr.}$ = 108 km/St. 60% Füllung	50% Füllung	$V_{gr.}$ = 120 km/St. 60% Füllung
Nº III.	30% Füllung 5 At.	30% Füllung 7 At.	25% Füllung	$V_{gr.}$ = 128 km/St. 40% Füllung	30% Füllung 6 At.	$V_{gr.}$ = 136 km/St. 40% Füllung
Nº IV.	25% Füllung	35% Füllung	45% Füllung	$V_{gr.}$ = 111 km/St. 60% Füllung	36% Füllung	$V_{gr.}$ = 123 km/St. 70% Füllung
Nº V.	20% Füllung	30% Füllung	40% Füllung	$V_{gr.}$ = 118 km/St. 60% Füllung	25% Füllung	$V_{gr.}$ = 126,5 km/St. 60% Füllung
Nº VI.			55% Füllung	$V_{gr.}$ = 128 km/St. 70% Füllung	70% Füllung	$V_{gr.}$ = 137 km/St. 77% Füllung

Alle Diagramme: km/St. — Min.

Beschreibung der Lokomotiven.

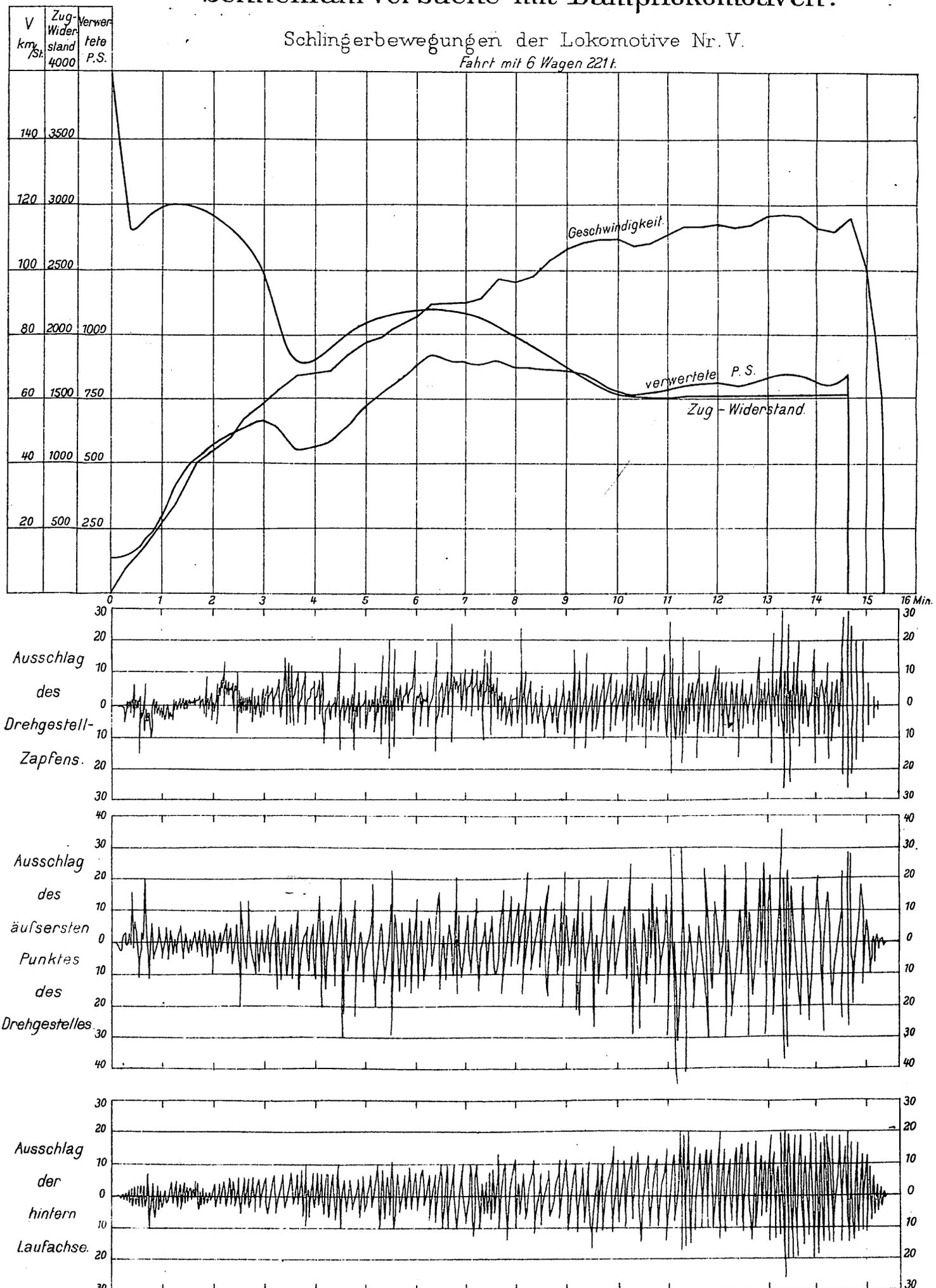
Lokomotive Nº I 3/4 gekuppelte zweizylindrige Verbund-Schnellzuglokomotive.
" " II " " vier " " " " " Bauart de Glehn, Grafenstaden.
" " III " " zwei " Heißdampf-Zwillings-Schnellzuglokomotive.
" " IV 2/5 " vier " Verbund-Schnellzuglokomotive, Bauart de Glehn, Grafenstaden.
" " V " " " " " " " v. Borries, Hannover.
" " VI 2/6 " drei " " " " " Wittfeld

Lith. Anst. v. F. Wirtz, Darmstadt. C.W. Kreidel's Verlag, Wiesbaden.

Schnellfahrversuche mit Dampflokomotiven.

Schlingerbewegungen der Lokomotive Nr. V.

Fahrt mit 6 Wagen 221 t.



Lith. Anst. v. F. Wirtz, Darmstadt C. W. Kreidel's Verlag, Wiesbaden.

Abb. 1-11.
Fallscheibenwerk zum Anzeigen der Gleise bei Verschiebebewegungen.

Abb. 1.

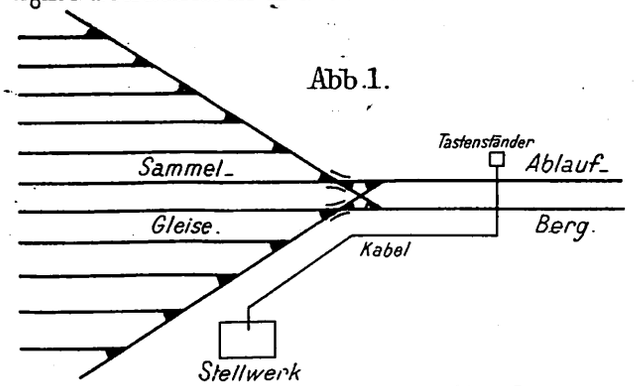


Abb. 2.

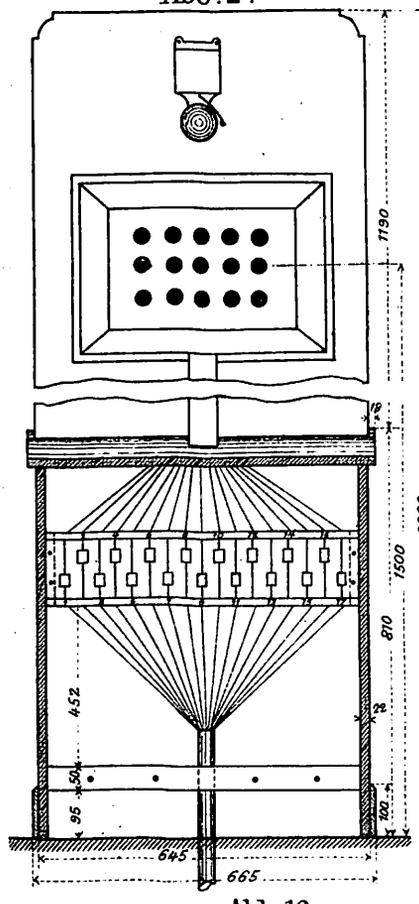


Abb. 3.

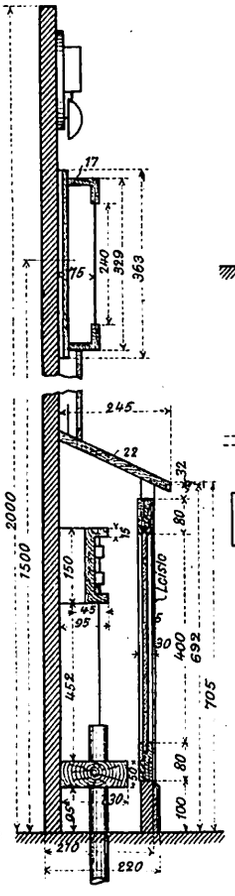


Abb. 4.

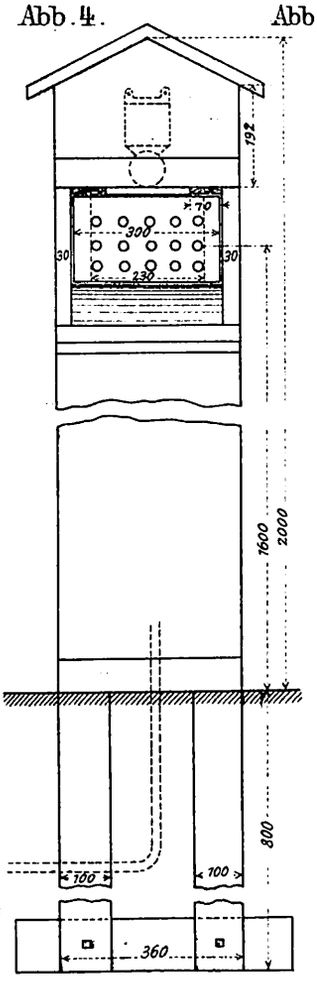


Abb. 5.

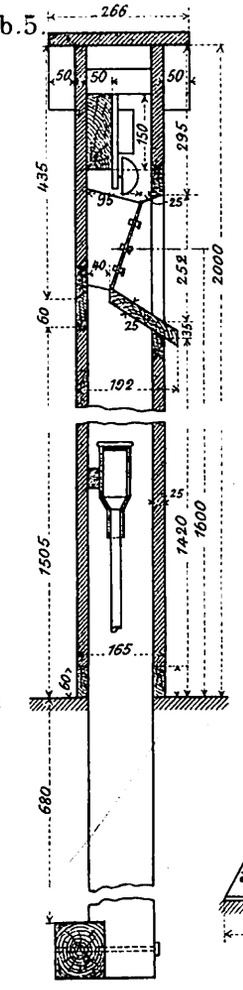


Abb. 6.

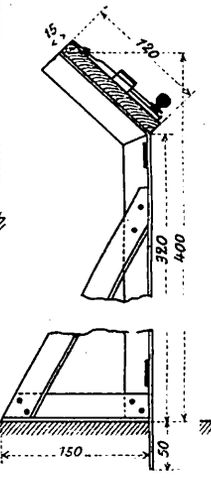


Abb. 7.

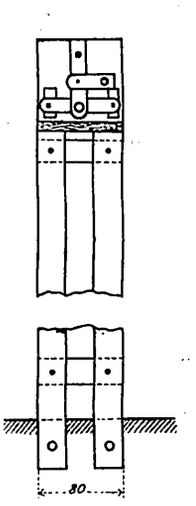


Abb. 11.

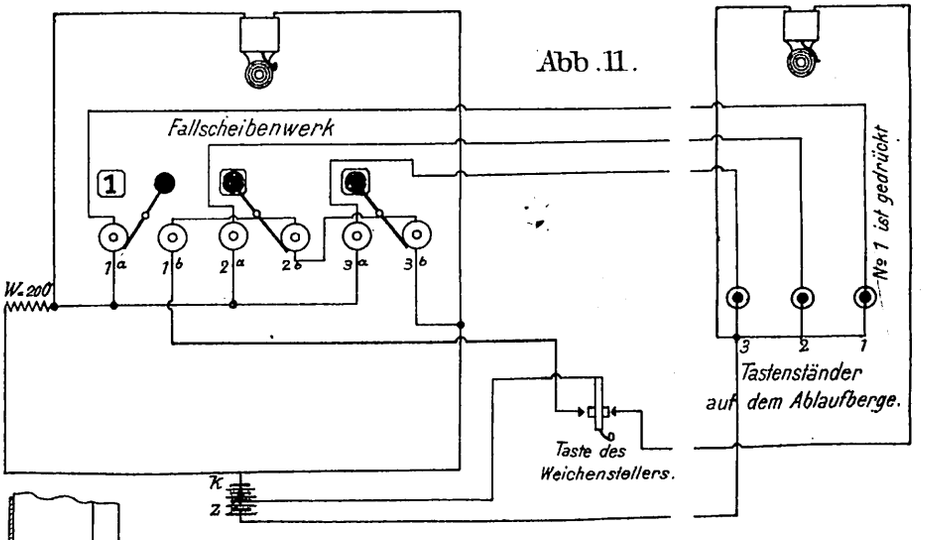


Abb. 12.

Elektrische Ueberlandbahn mit geschützter Stromzuführungsschiene in Pennsylvanien.

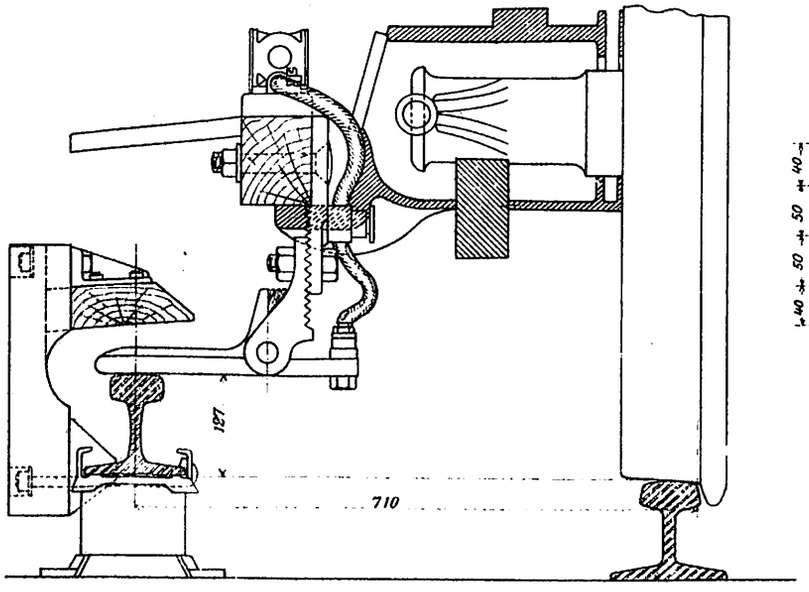


Abb. 8.

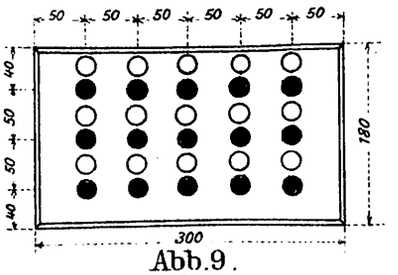


Abb. 9.

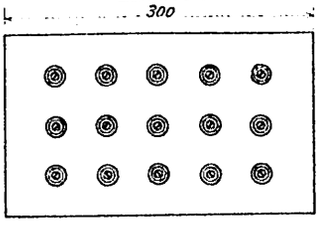
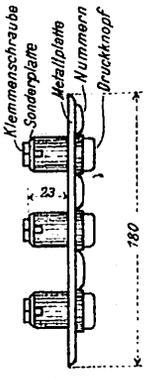


Abb. 10.



Lith. Anst. v. F. Wirtz, Darmstadt
C. W. Kreidel's Verlag, Wiesbaden.

Abb. 1.

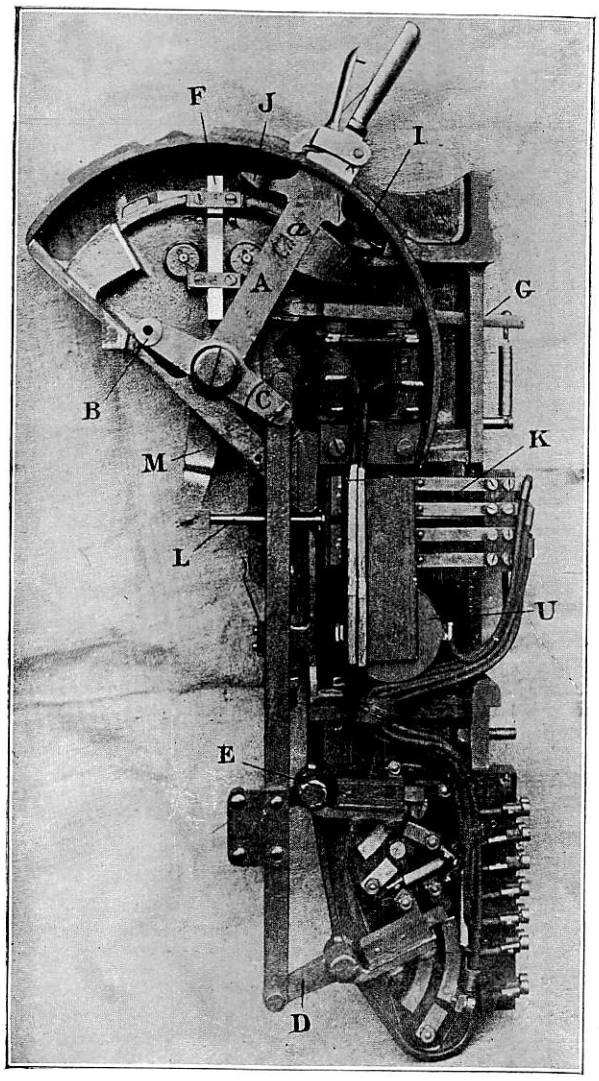


Abb. 2.

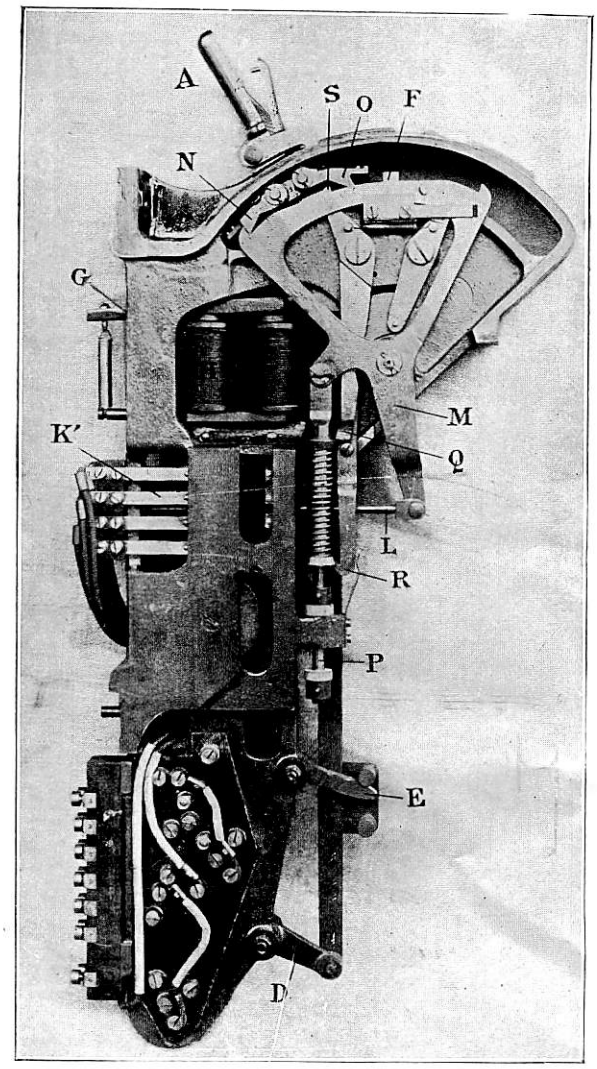


Abb. 3.

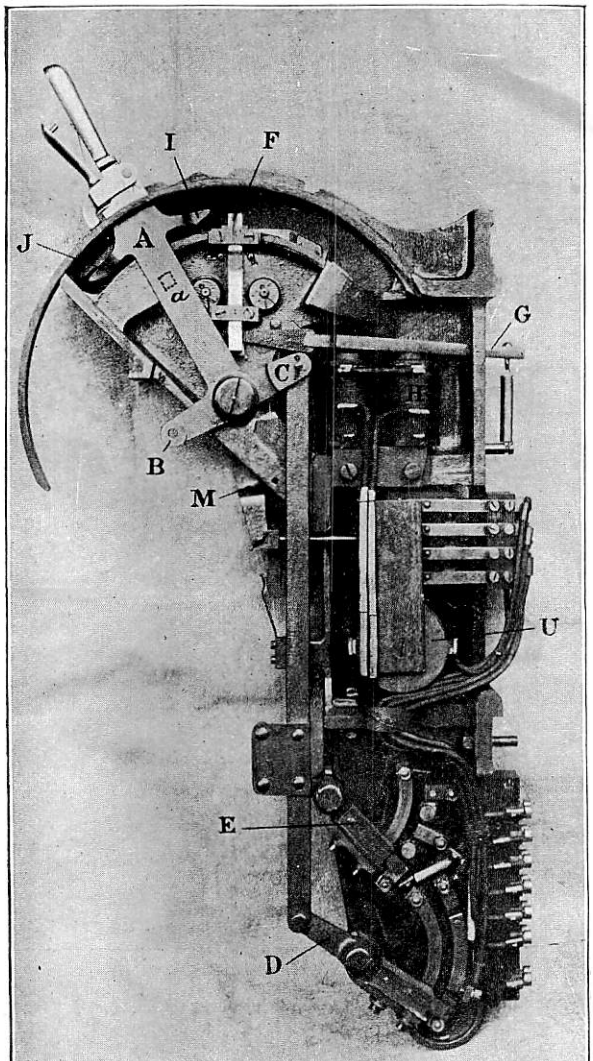


Abb. 4.

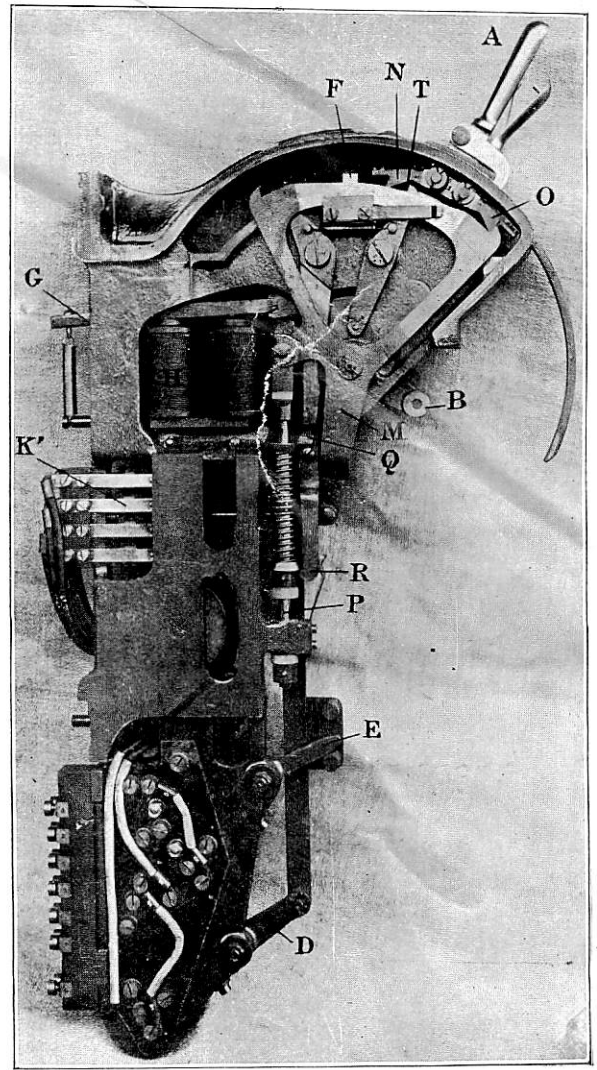


Abb. 1. u. 2.

Elektrische Signal- und Weichen-stell-vorrich-tung.

Abb. 1. Weichenantrieb.

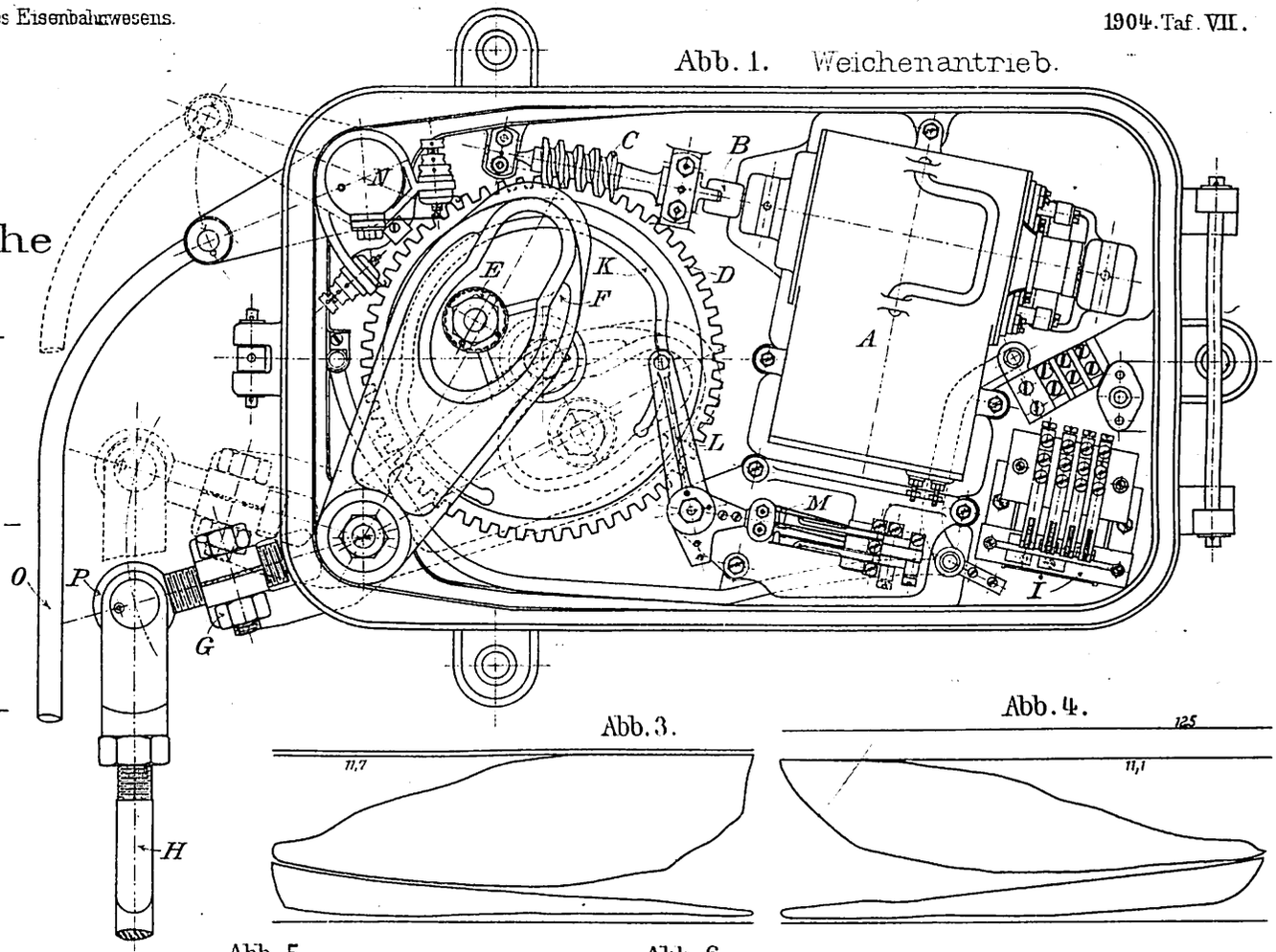


Abb. 3.

Abb. 4.

Abb. 5.

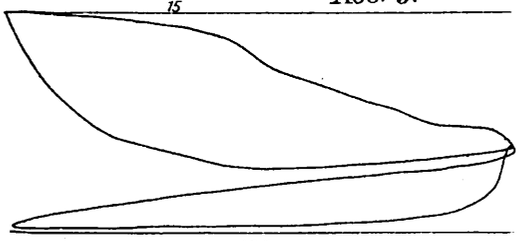


Abb. 6.

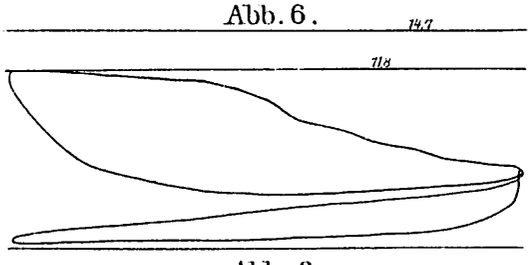


Abb. 7.

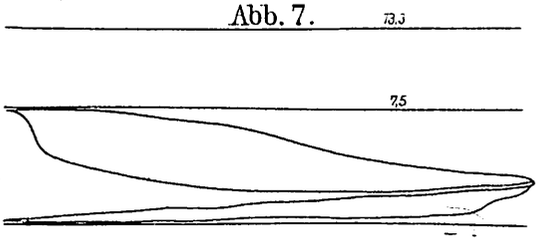


Abb. 8.

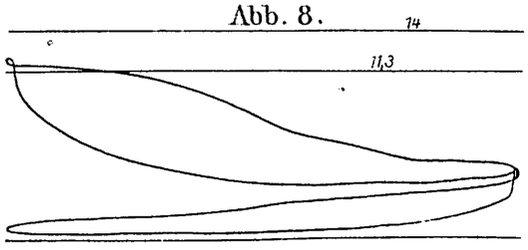
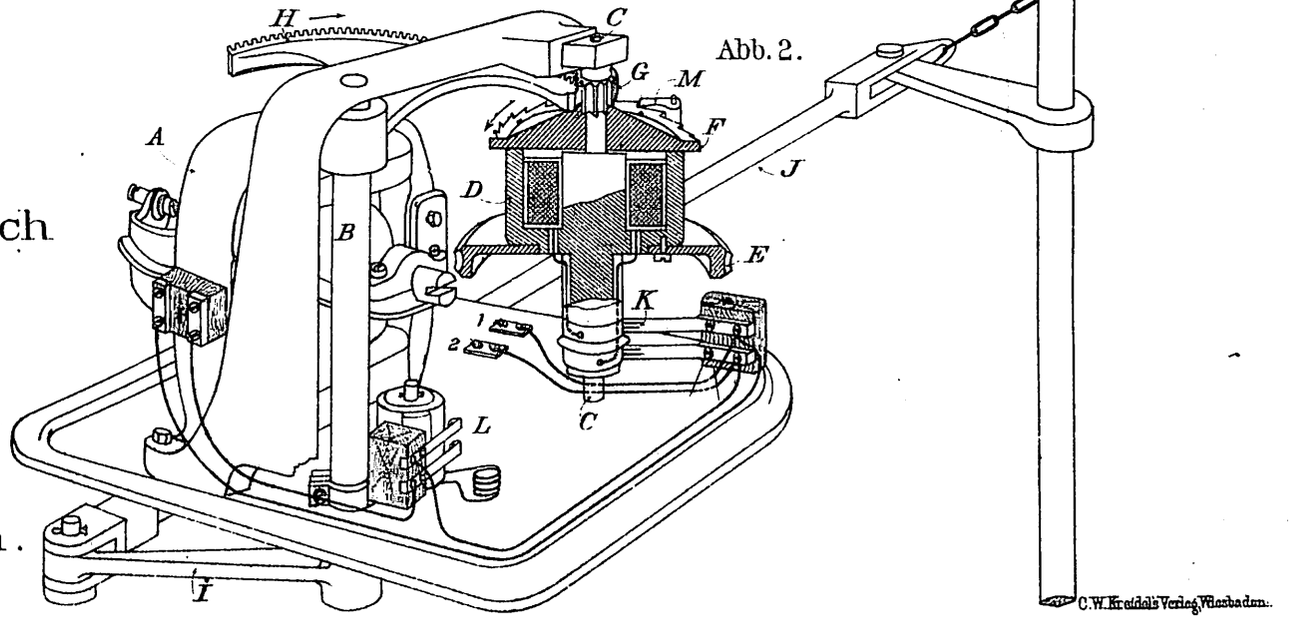


Abb. 3-8.

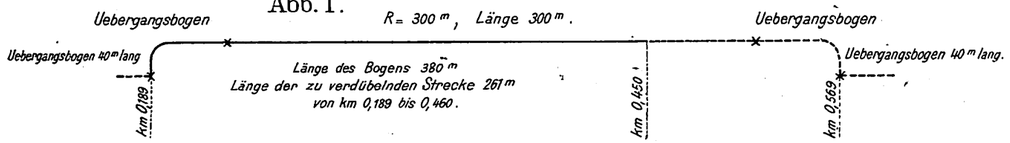
Versuche über Verbrauch und Leistung von Lokomotiven.

Abb. 2.



Lith. Anst. v. F. Wirtz, Darmstadt.
C. W. Kreidel's Verlag, Wiesbaden.

Abb. 1.



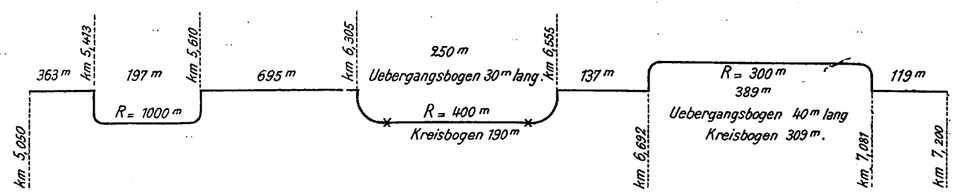


Abb. 2.

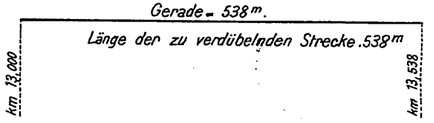


Abb. 1-19. Über Schwellenverdübelungen.

Spur im Uebergangsbogen für R = 300 m.

Länge des Uebergangsbogens m	Anzahl der Schwellen im Uebergangsbogen.	Gerade: Spur in der Geraden	Uebergangsbogen: Spur d. ersten 10 Schwellen.	Spur d. nächsten 10 Schwellen.	Spur d. nächsten 10 Schwellen.	Spur d. nächsten 10 Schwellen.	Spur d. nächsten 9 Schwellen.	Spur d. nächsten 9 Schwellen.	Bogen R = 300 m: Spur bei R = 300 m.
40,00	58 Stück	1,438 m	1,441 m	1,444 m	1,447 m	1,450 m	1,453 m	1,456 m	1,459 m

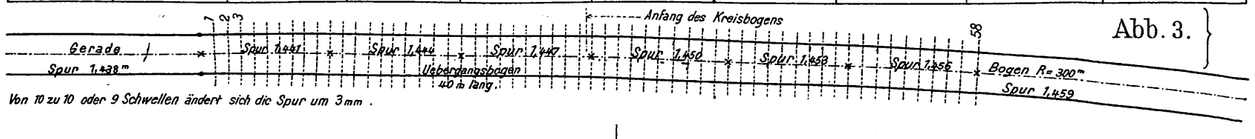


Abb. 3.

Von 10 zu 10 oder 9 Schwellen ändert sich die Spur um 3 mm.

Spur im Uebergangsbogen für R = 400 m.

Länge des Uebergangsbogens m	Anzahl der Schwellen im Uebergangsbogen.	Gerade: Spur in der Geraden.	Uebergangsbogen: Spur d. ersten 11 Schwellen.	Spur d. nächsten 11 Schwellen.	Spur d. nächsten 11 Schwellen.	Spur d. nächsten 10 Schwellen.	Bogen R = 400 m: Spur bei R = 400 m
30,00	43 Stück	1,438 m	1,441 m	1,444 m	1,447 m	1,450 m	1,453 m

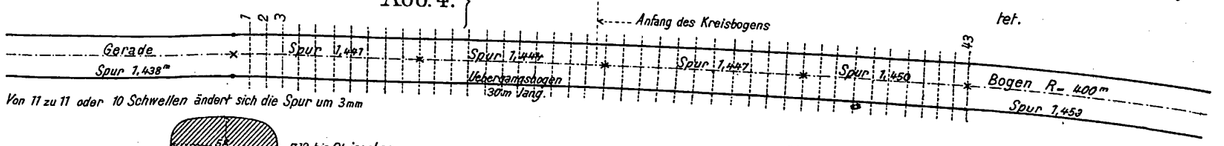


Abb. 4.

Von 11 zu 11 oder 10 Schwellen ändert sich die Spur um 3 mm

Die in der Zusammenstellung angegebenen Zahlen für die verschiedenen Spuren geben die höchstzulässigen Maße an. Verringerung dieser Maße ist nur bis zu 3 mm gestattet.

Abb. 5. Längenschnitt durch die Unterlagsplatte.

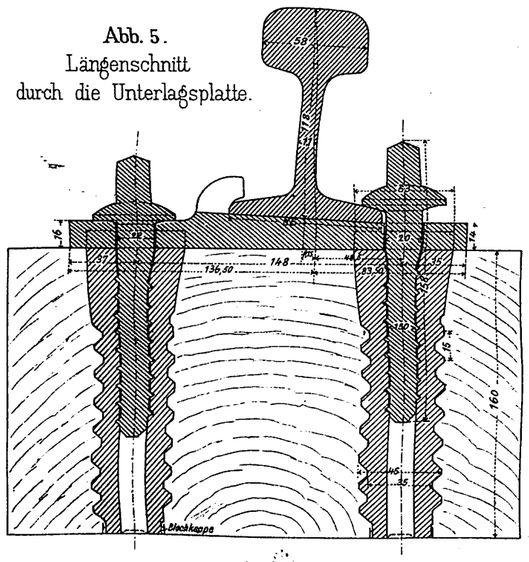


Abb. 6. Querschnitt durch die Unterlagsplatte.

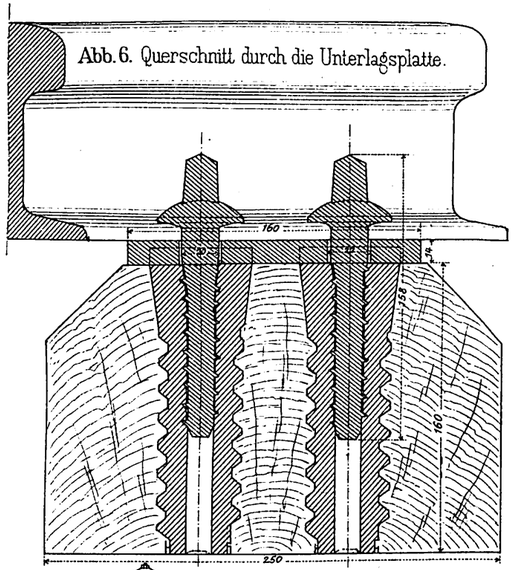


Abb. 7. Anordnung der Dübellöcher bei Oberbau 130.

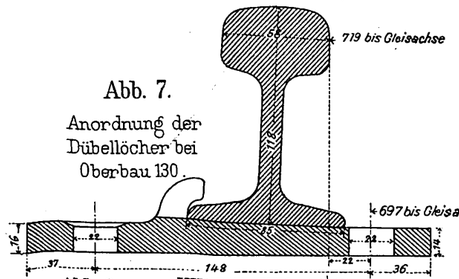


Abb. 8.

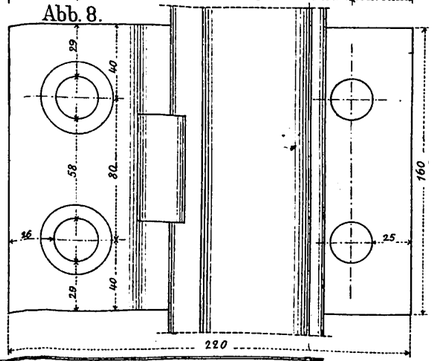


Abb. 9. Querschnitt durch den Fräserkopf.

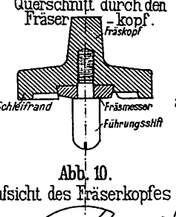


Abb. 10. Aufsicht des Fräserkopfes

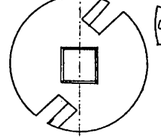


Abb. 11. Untersicht des Fräserkopfes

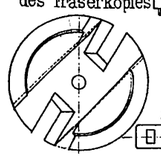


Abb. 12. Aufsicht auf das Fräsmesser.

Abb. 13. Einschrauber Grundriß

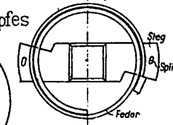


Abb. 14. Ansicht.

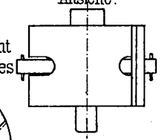


Abb. 15. Gewinde mit Kegelschneider.

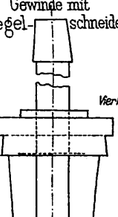


Abb. 16. Querschnitt.

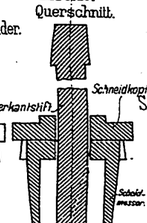


Abb. 17. Dübel für Schwellenschrauben. Ansicht.

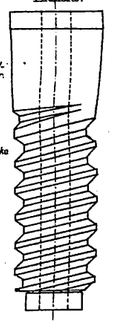


Abb. 18. Dübel für Hakennägel. Ansicht.

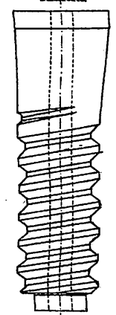


Abb. 19.

Abb. 20-22. Anwendung elektrischer Arbeitsübertragung für Gleisunterhaltungsarbeiten.

Abb. 20. Elektrischer Antrieb zum Einziehen von Schienenschrauben nebst Stromzuführung.

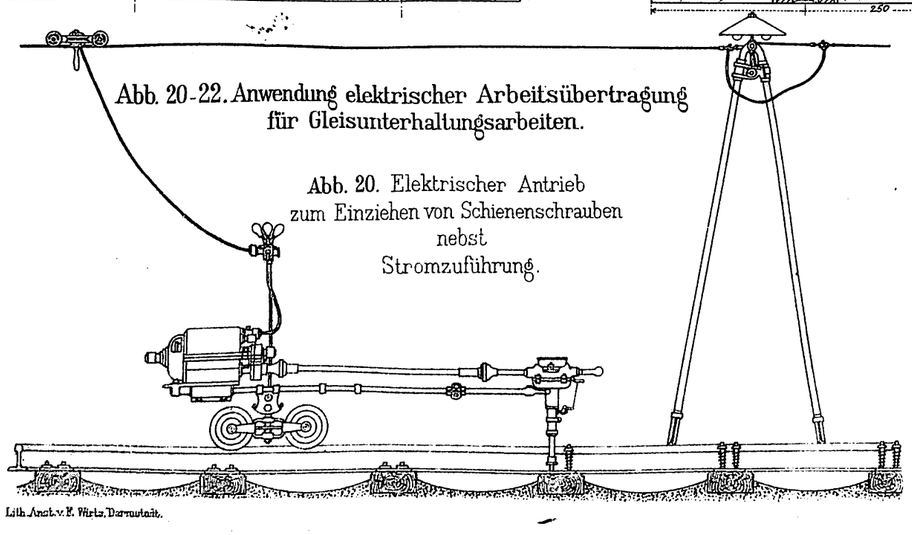


Abb. 21. Fahrbarer Stromerzeuger für Gleisunterhaltungsarbeiten.

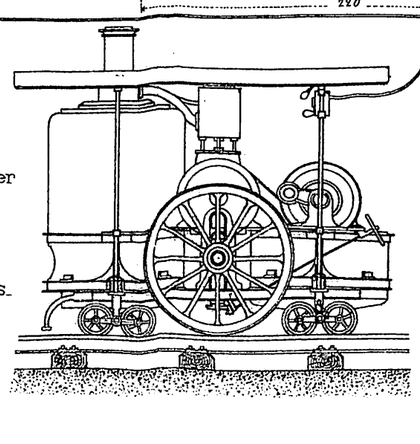
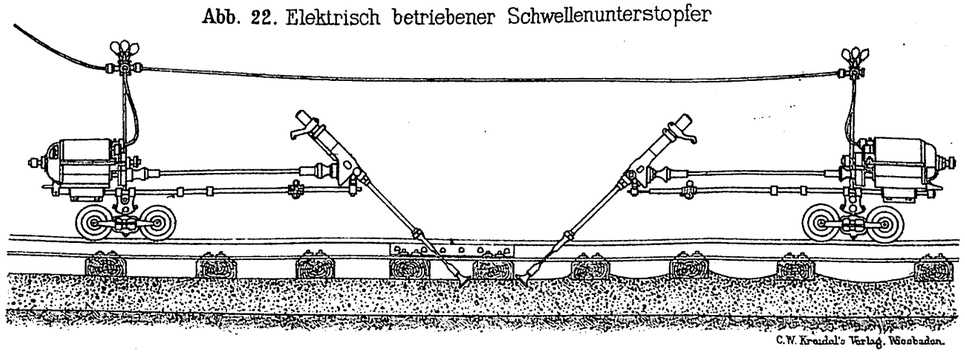


Abb. 22. Elektrisch betriebener Schwellenunterstopfer



Lith. Anst. v. E. Wirtz, Darmstadt.
C. W. Kreidel's Verlag, Wiesbaden.

Abb. 1.

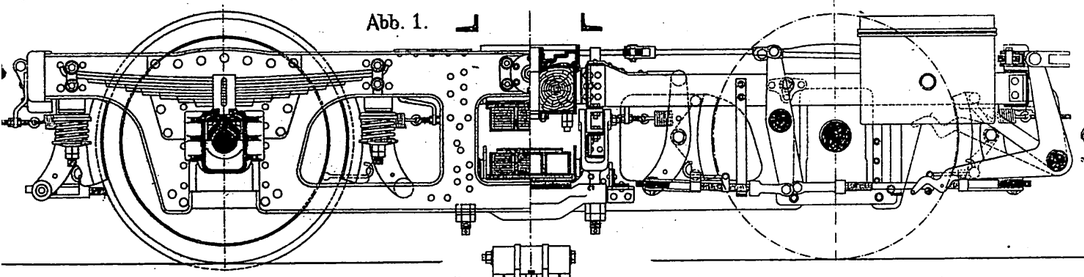


Abb. 2.

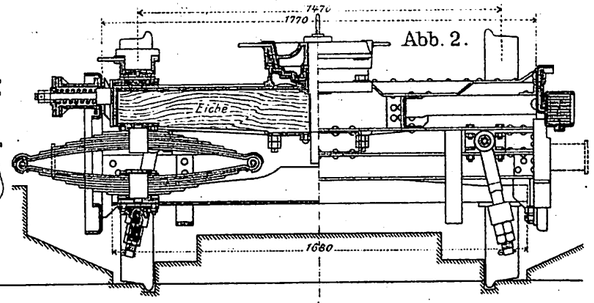


Abb. 3.

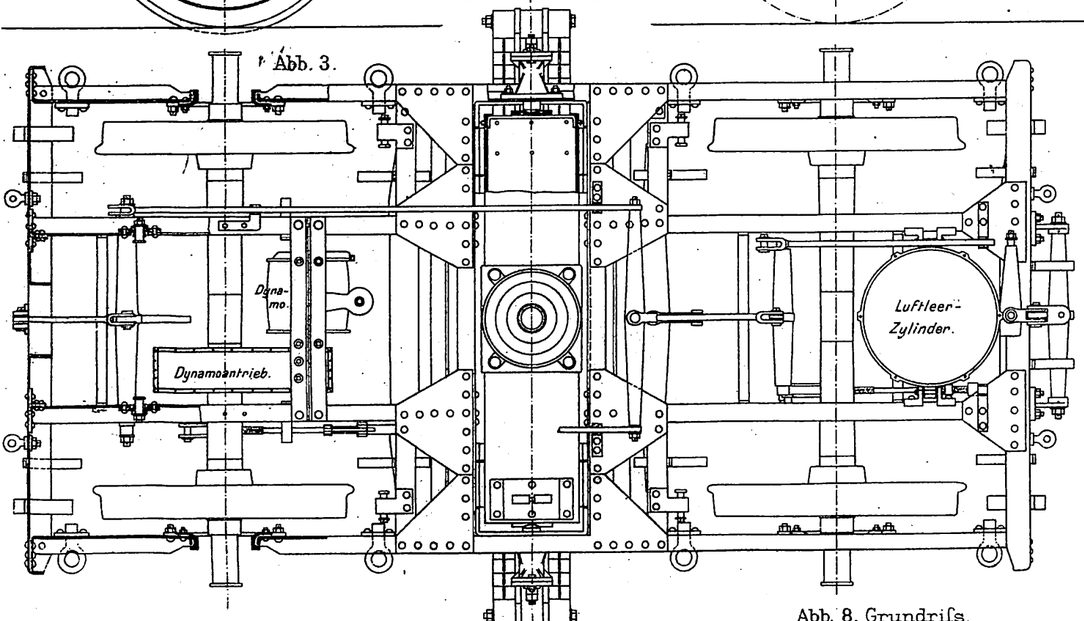


Abb. 4.

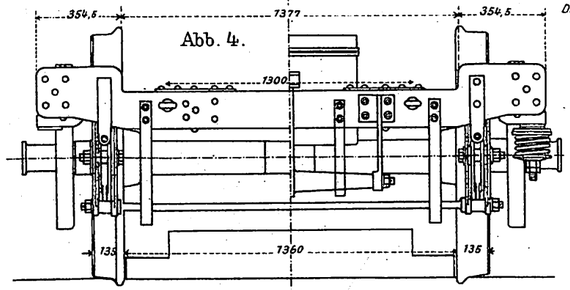


Abb. 1 bis 4. Drehgestell.

Saalwagen

der österreichischen Südbahn.

Abb. 5.

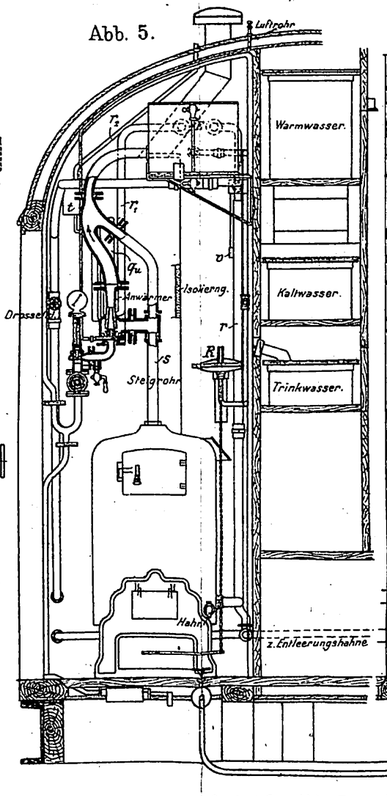


Abb. 6.

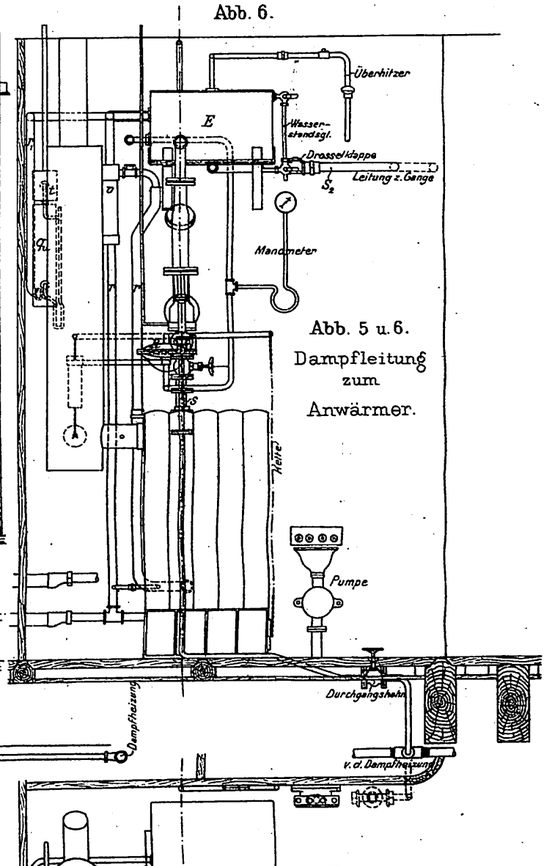
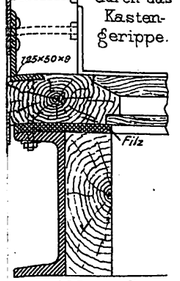


Abb. 5 u. 6.
Dampfleitung zum Anwärmer.

Abb. 7.
Schnitt durch das Kastengerippe.



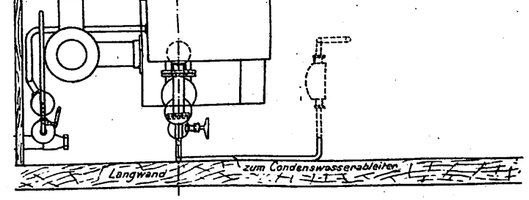


Abb. 8. Grundriss.

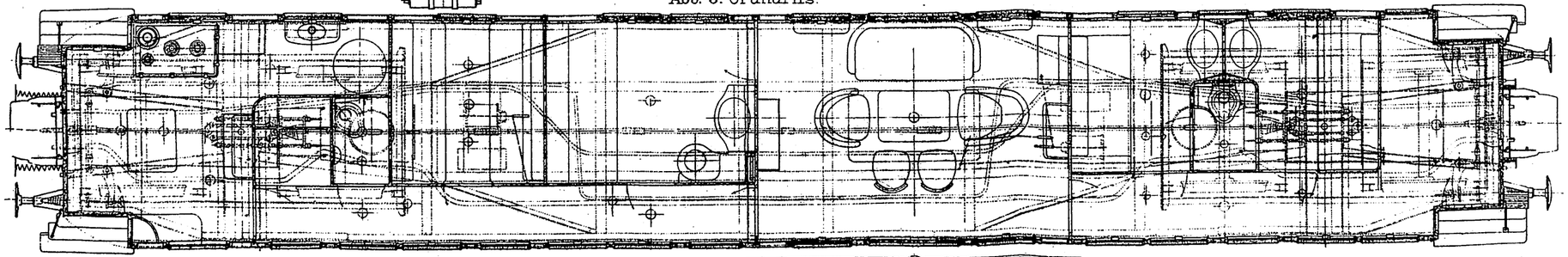


Abb. 9. Längsschnitt

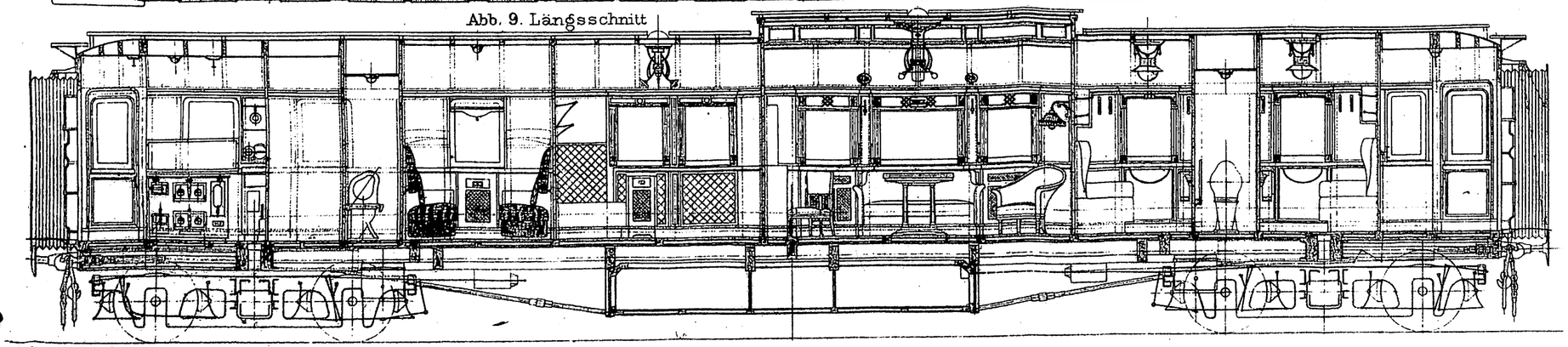


Abb. 10. Stirnansicht.

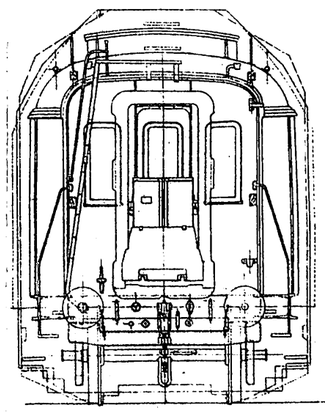
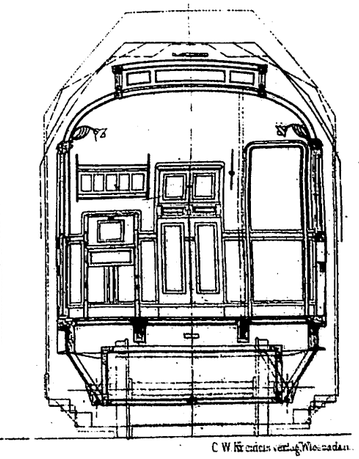


Abb. 11. Querschnitt.



Lith. Anst. v. F. Wirtz, Darmstadt.

C. W. Kreidels Verlag, Wiesbaden.

Abb. 1-5.
Saalwagen der österreichischen Südbahn.

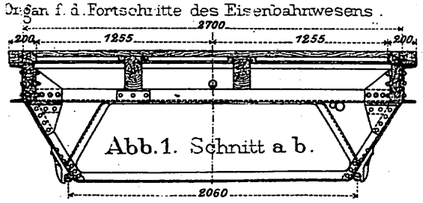


Abb. 1. Schnitt a b.

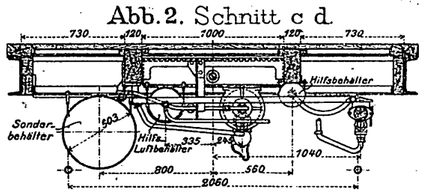


Abb. 2. Schnitt c d.

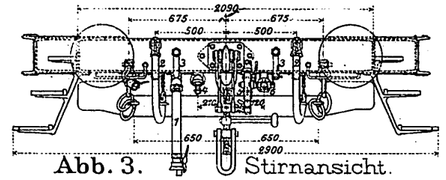


Abb. 3. Stirnansicht.

1. Luftsauge-Leitung.
2. Westinghouse-Leitung.
3. Henry-Leitung.
4. Dampfheizung französisch.
5. Westinghouse-Leitung franz.
6. Dampfheizung nach den Vereinsvorschriften.

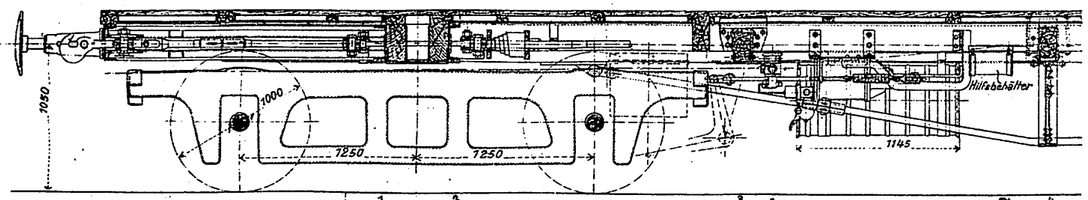
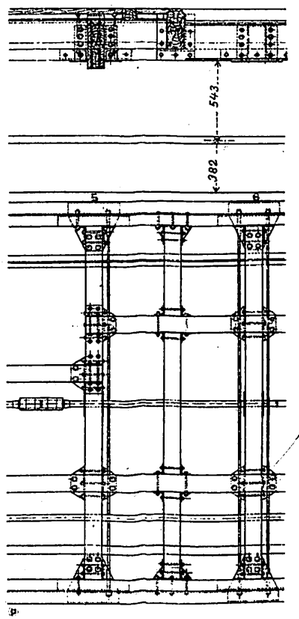


Abb. 4. Längsschnitt.



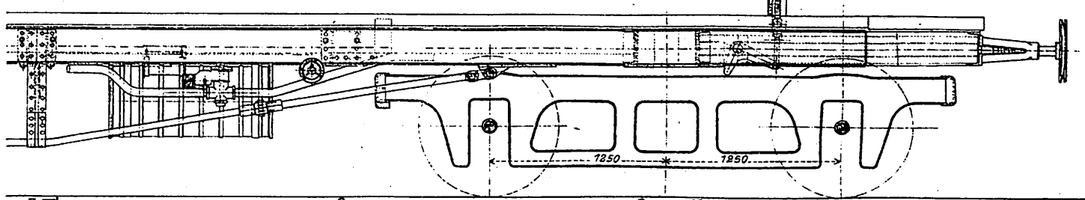
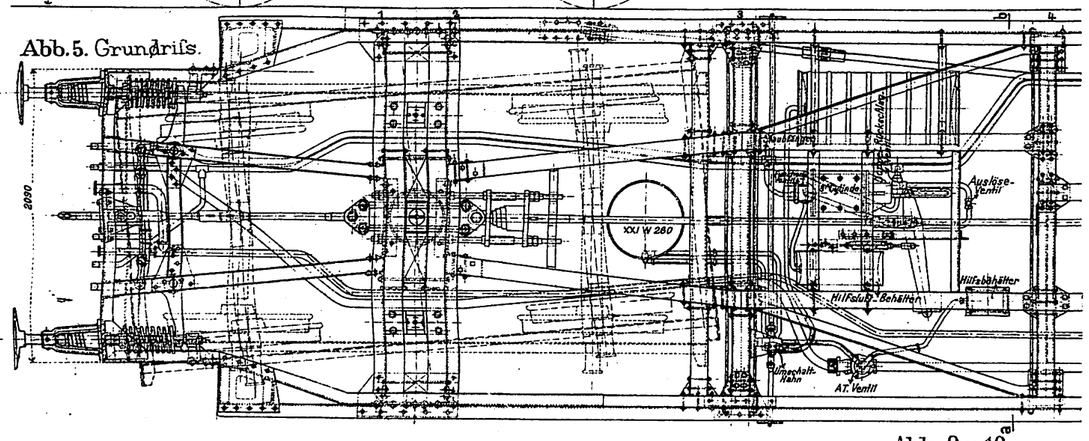


Abb. 5. Grundriss.



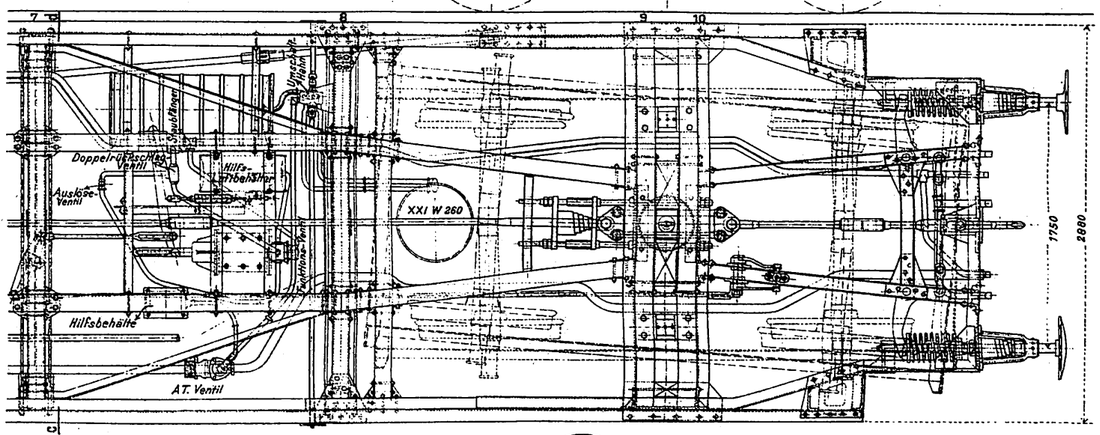


Abb. 9 u. 10.
Hamilton's einstellbares Füllstück für Schutzschienen.

Abb. 6-8. Elektrischer Antrieb für Drehscheiben.

Abb. 6.

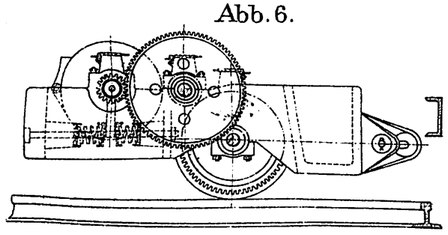


Abb. 7.

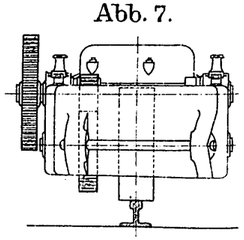


Abb. 8.

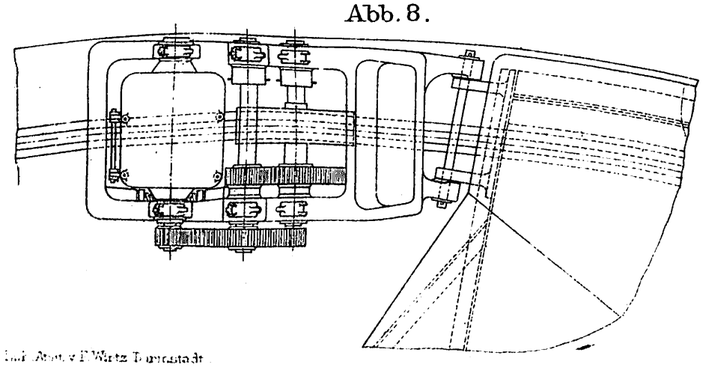


Abb. 9.

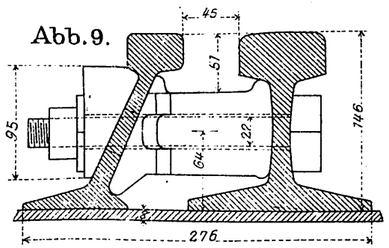


Abb. 10.

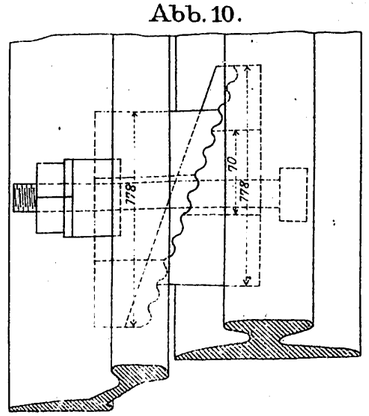


Abb. 11. Tate's beweglicher Stehbolzen.

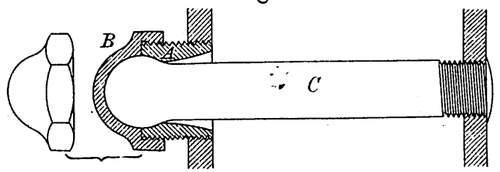


Abb. 12. Eisenbeton-Querschwelle der Ulster- und Delaware-Bahn.

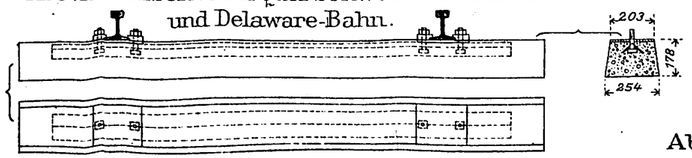


Abb. 13-15. Eisenbeton-Querschwelle der Eisenbahn Voiron-Saint-Béron.

Abb. 13.

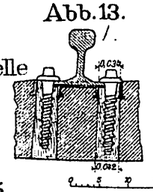


Abb. 14.

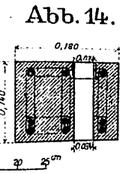


Abb. 15.

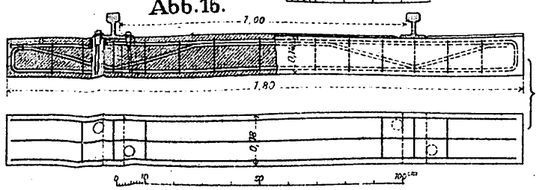
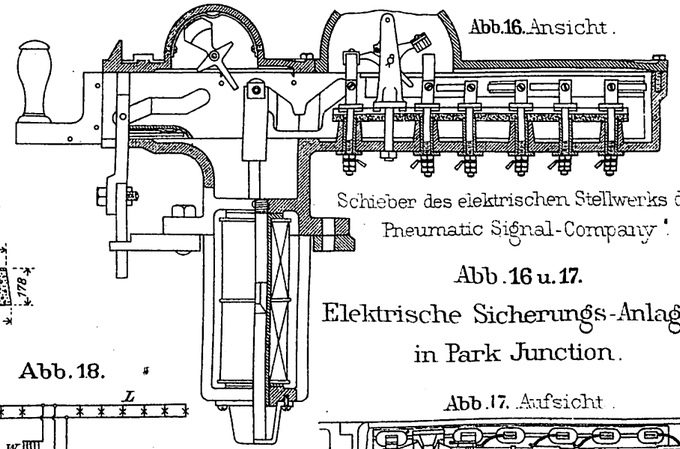


Abb. 16. Ansicht.



Schieber des elektrischen Stellwerks der Pneumatic Signal-Company.

Abb. 16 u. 17.
Elektrische Sicherungs-Anlage in Park Junction.

Abb. 17. Aufsicht.

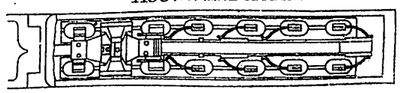


Abb. 18.

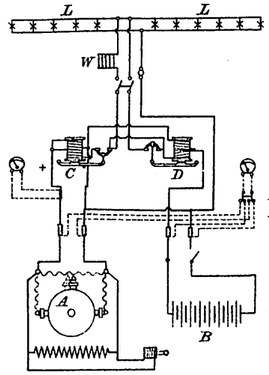
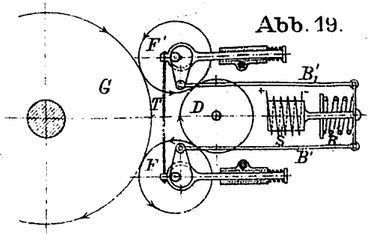


Abb. 18 u. 19.
Elektrische Beleuchtung von Eisenbahnzügen, Bauart Böhm.

Abb. 19.



Lith. Anst. v. F. Wirtz, Darmstadt.

C. W. Kreidel's Verlag, Wiesbaden.

Beleuchtung der Eisenbahn-Personenwagen mittels Gasglühlicht.

Abb. 1.

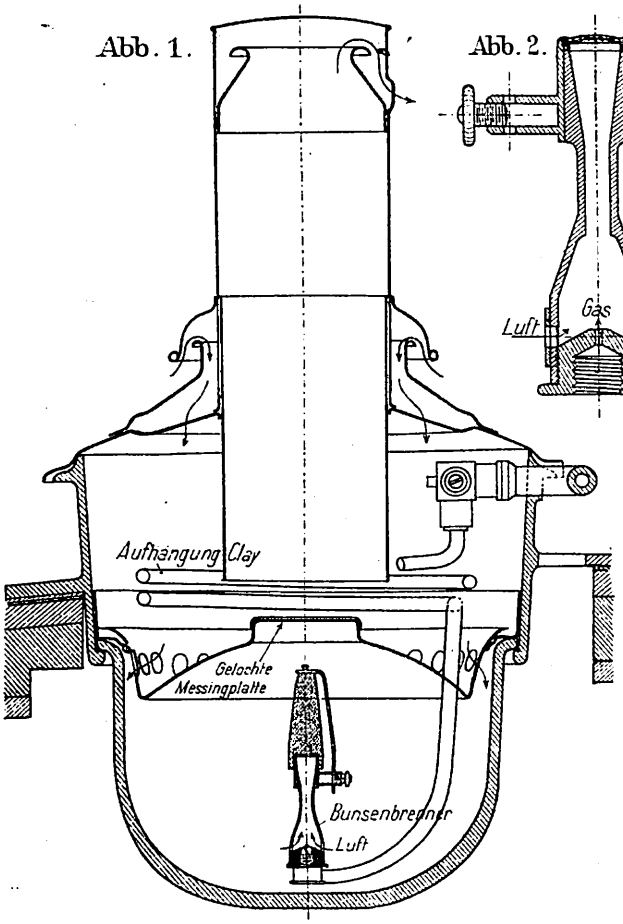


Abb. 2.

Abb. 1 u. 2. Laterne mit Aufhängung und Brenner, Bauart Clay.

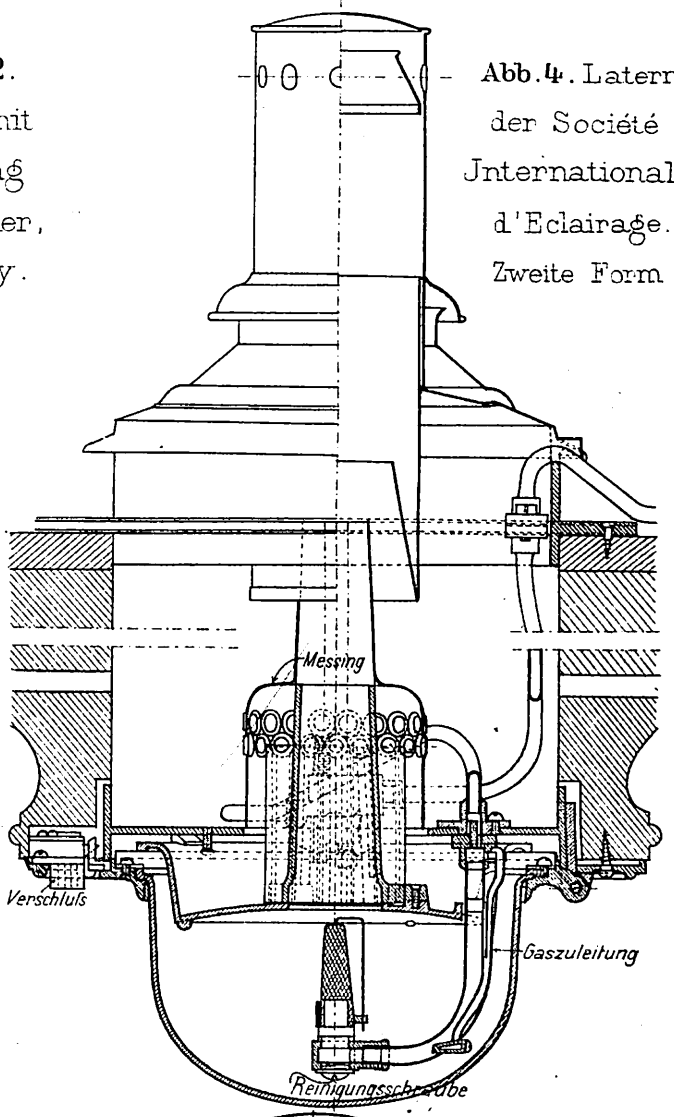


Abb. 4. Laterne der Société Internationale d'Eclairage. Zweite Form.

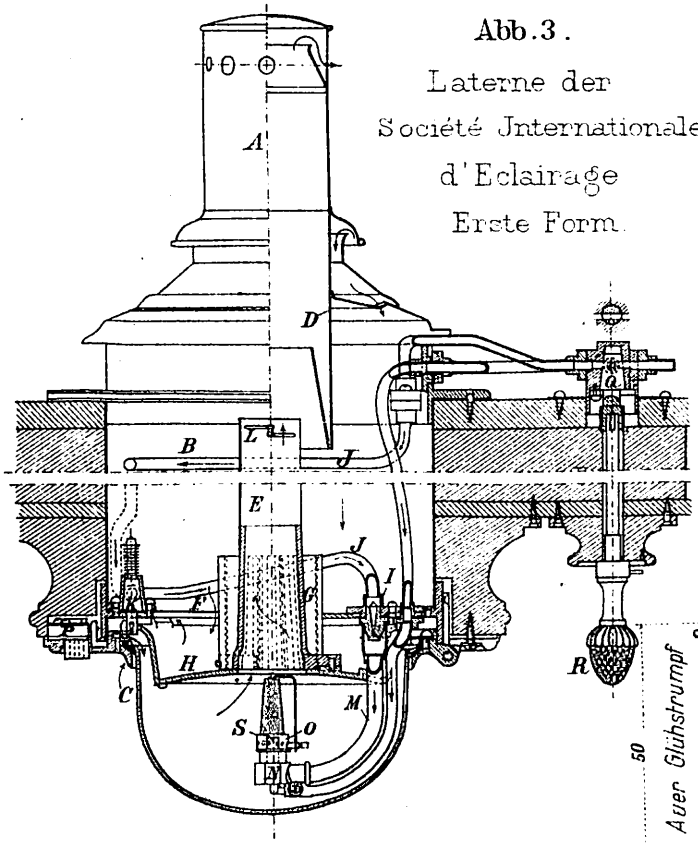


Abb. 3. Laterne der Société Internationale d'Eclairage Erste Form.

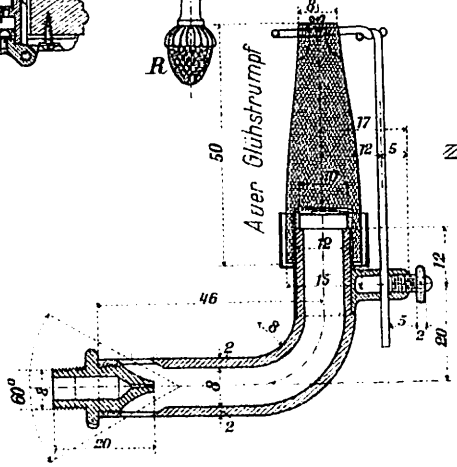


Abb. 5. Schnitt durch den Brenner.

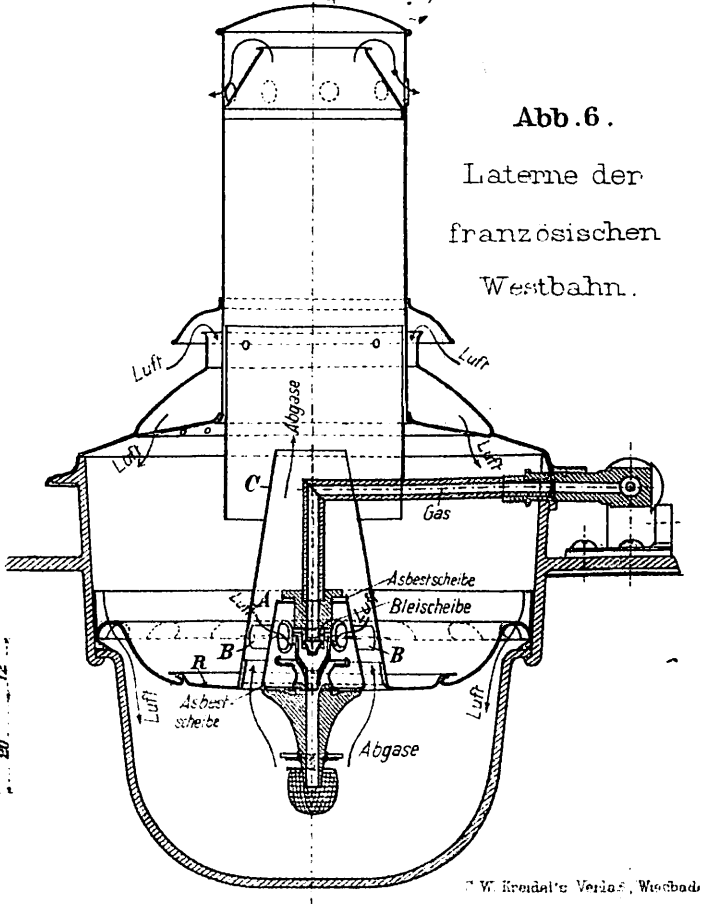
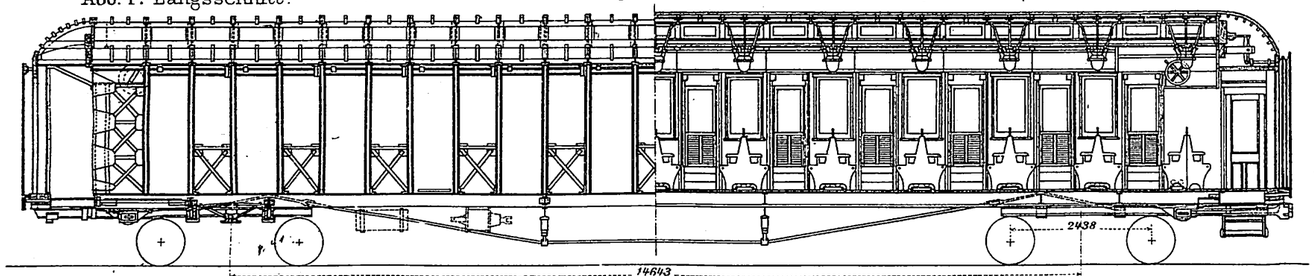


Abb. 6. Laterne der französischen Westbahn.

Lith. Anst. v. F. Wirth, Darmstadt. C. W. Kreidel's Verlag, Wiesbaden.

Abb. 1 und 2. Vorortwagen der Illinois-Centralbahn.

Abb. 1. Längsschnitt.



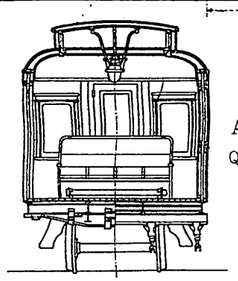


Abb. 2. Querschnitt.

Abb. 3 bis 7. Der Endbahnhof der Pennsylvania-Eisenbahn in Jersey-City bei New-York.

Abb. 3. Lageplan.

Abb. 4. Empfangsgebäude.

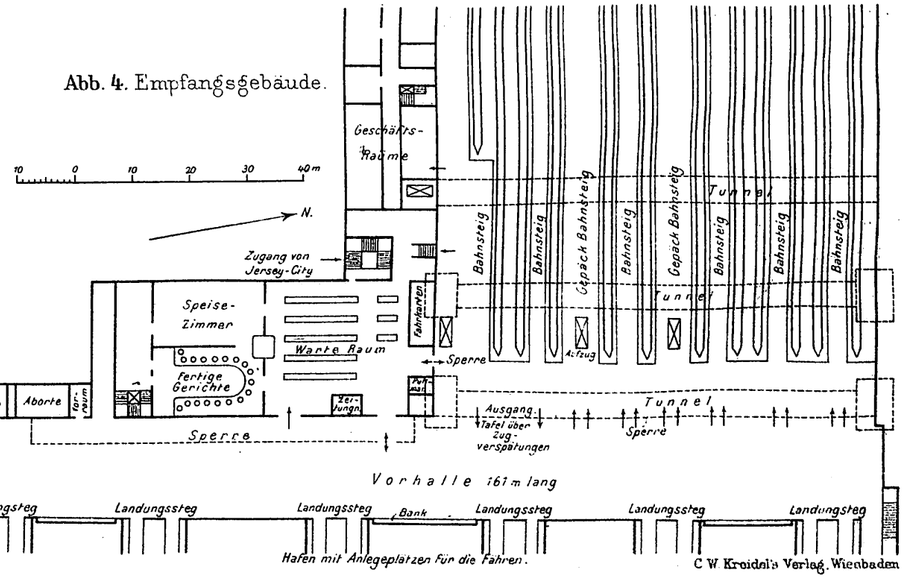


Abb. 5. Sperrschwelle am Ende der Gleise.

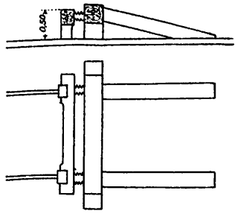


Abb. 6. Bahnsteigsperre.

Abb. 7. Übergangsbrücke zur Fähre.

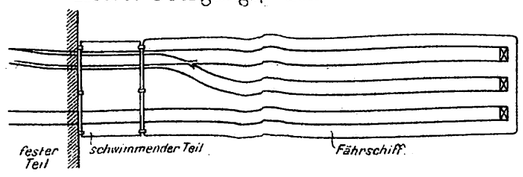


Abb. 8. Kolbenschieber an Viercylinder-Verbund-Lokomotiven der französischen Ostbahn.

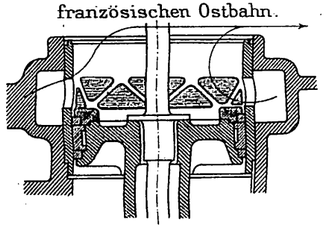


Abb. 9.

Abb. 9. bis 11. Van Dyke Kesselwagen.

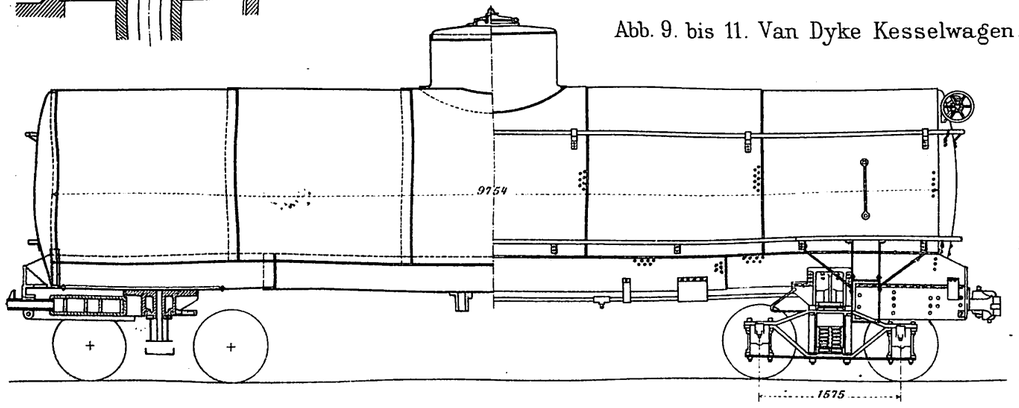


Abb. 10.

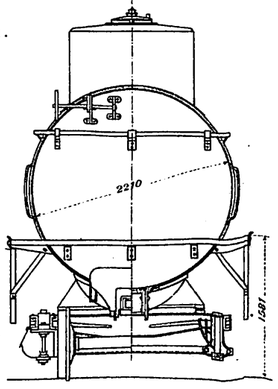
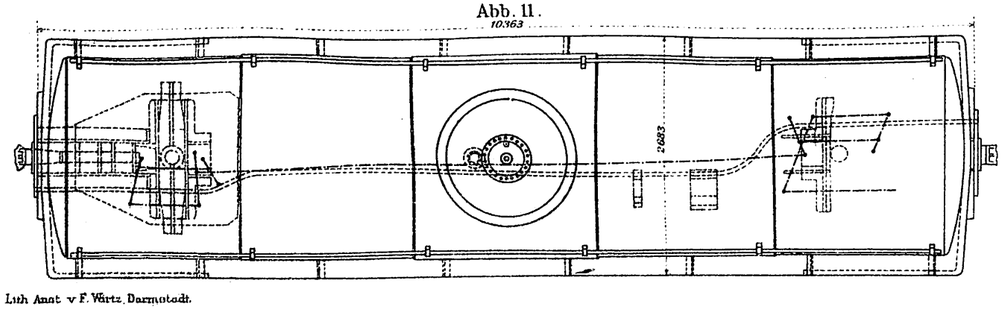


Abb. 11.



Lith. Anst. v. F. Wirtz, Darmstadt.

C. W. Kreidel's Verlag, Wiesbaden