

Kosch: Lüftung von Eisenbahn Personenwagen.

Abb. 35.

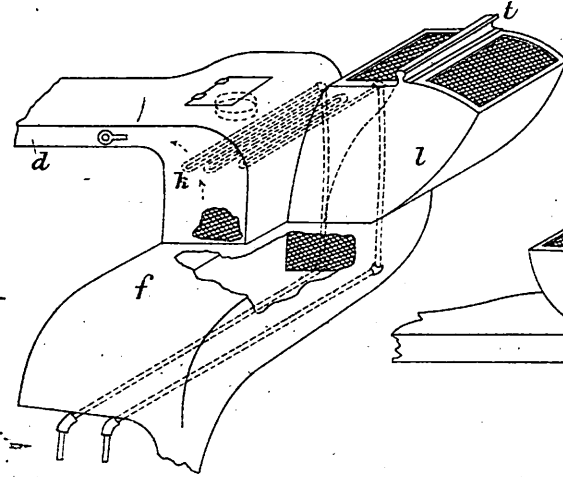


Abb. 36.

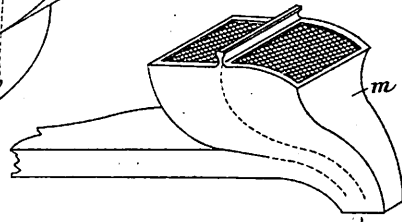


Abb. 37.

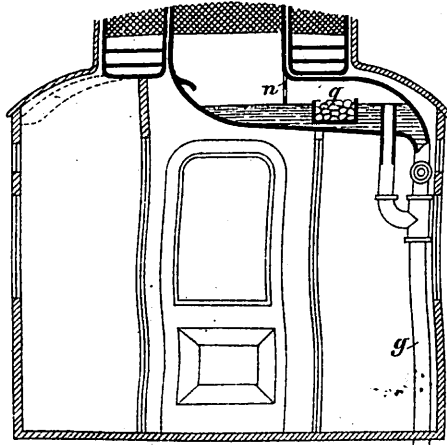


Abb. 38.

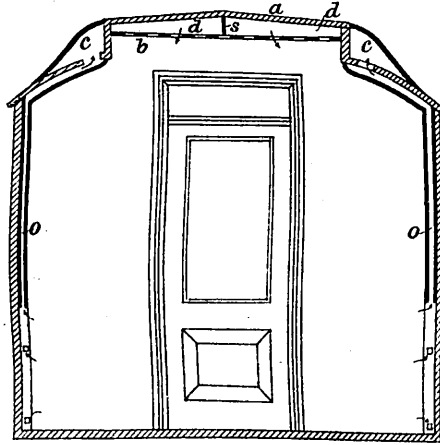


Abb. 39.

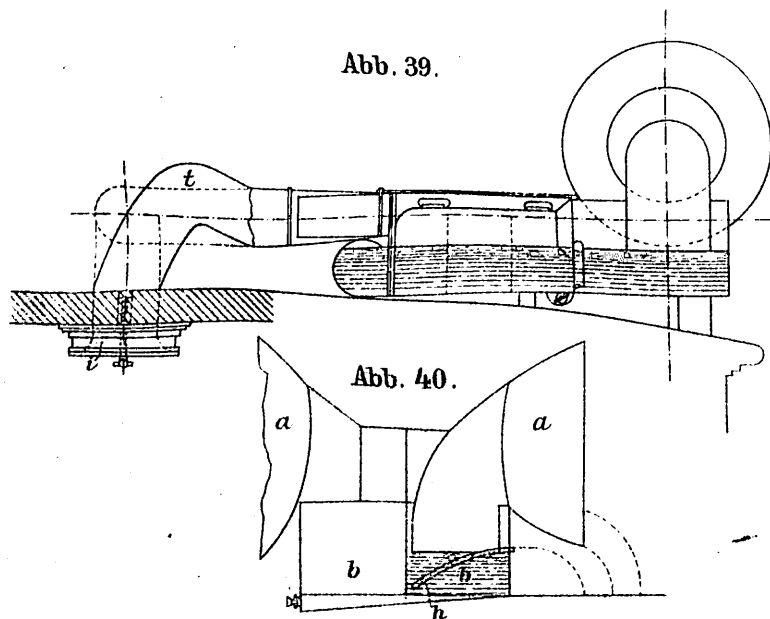


Abb. 40.

Abb. 42.

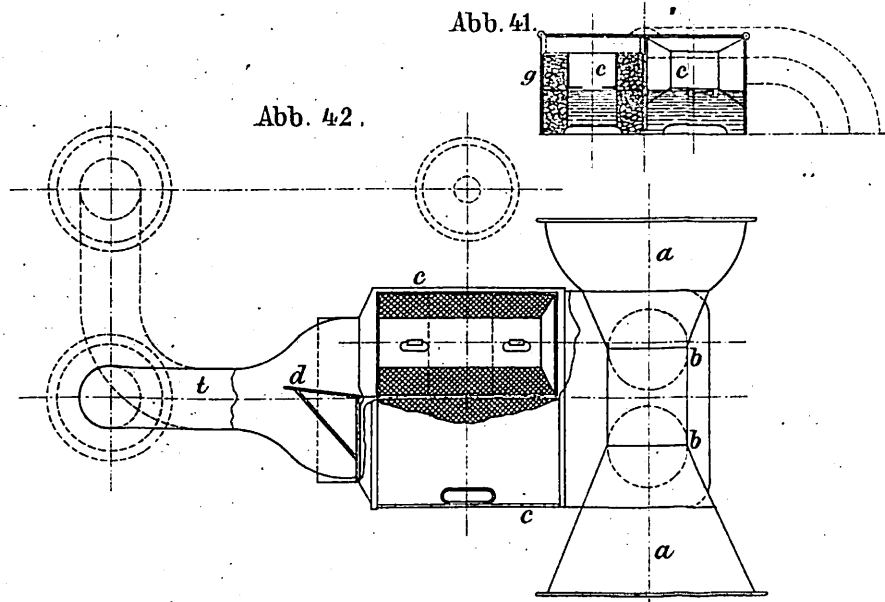


Abb. 41.

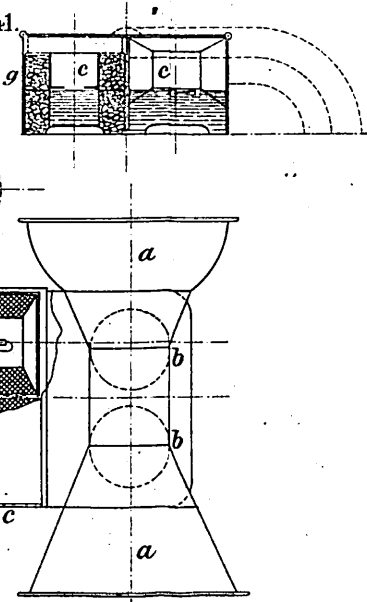


Abb. 47.

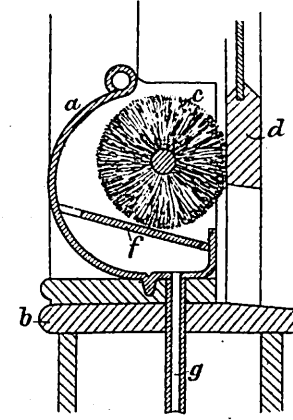


Abb. 48.

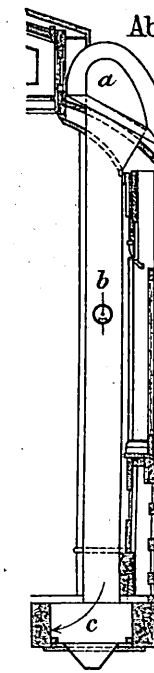


Abb. 49.

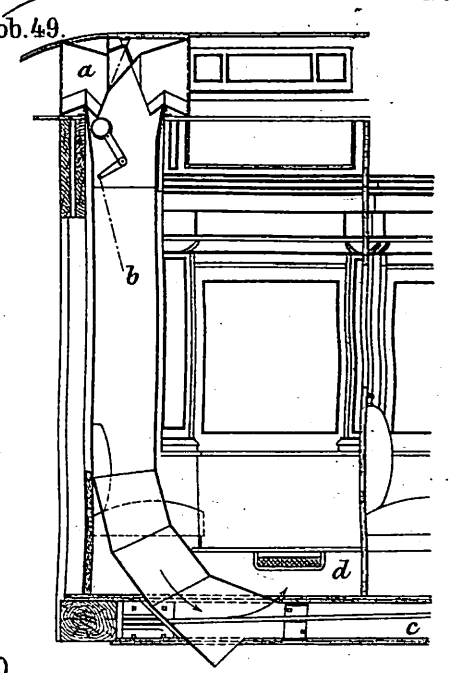


Abb. 50.

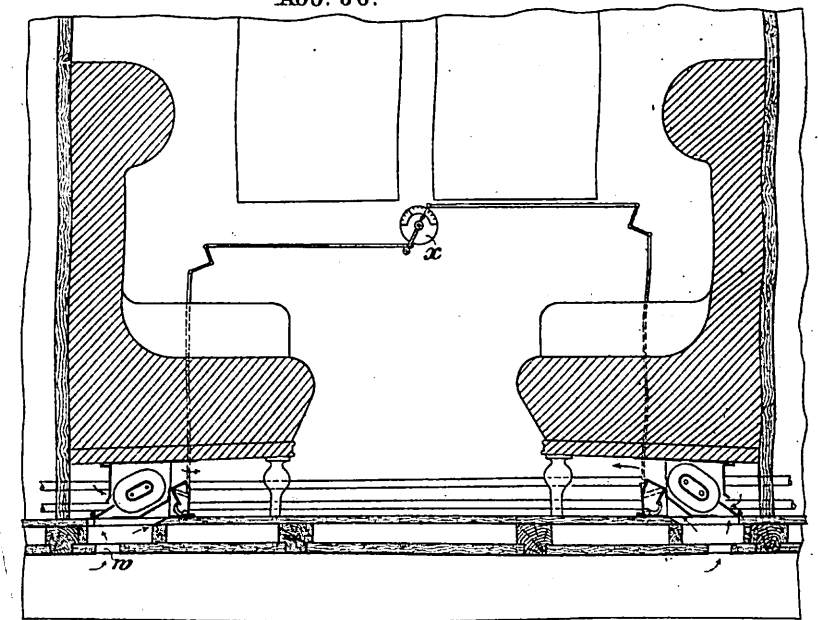


Abb. 51. Aufsicht.

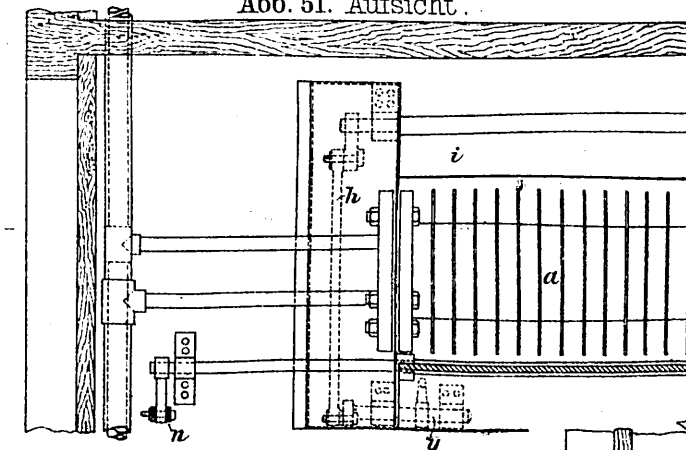


Abb. 52. Schnitt A-B.

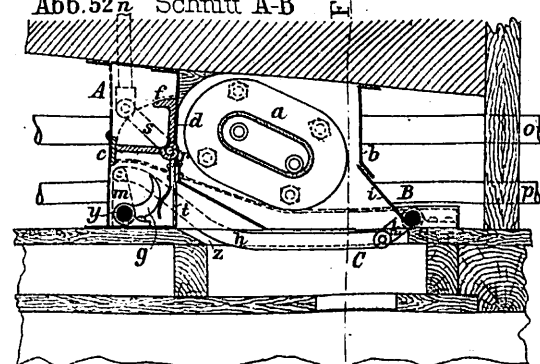
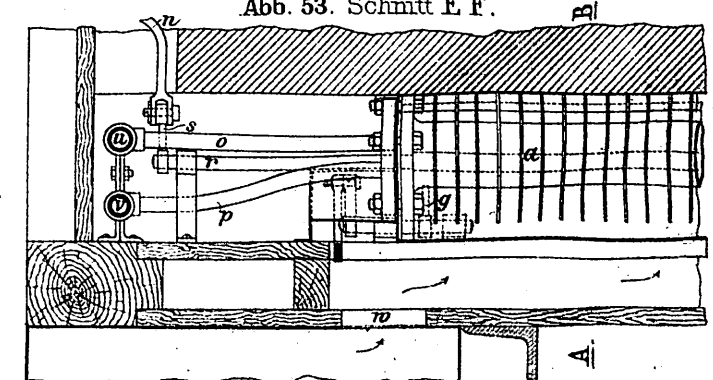


Abb. 53. Schnitt E-F.



Wasiutyński : Schienenstofs auf zwei Schwellen Längenschnitte der Lauffläche der Schienen am Stofse. Stofs auf zwei Schwellen.

Schienengewicht 32 kg/m

Fahrriichtung.

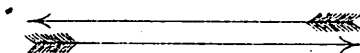
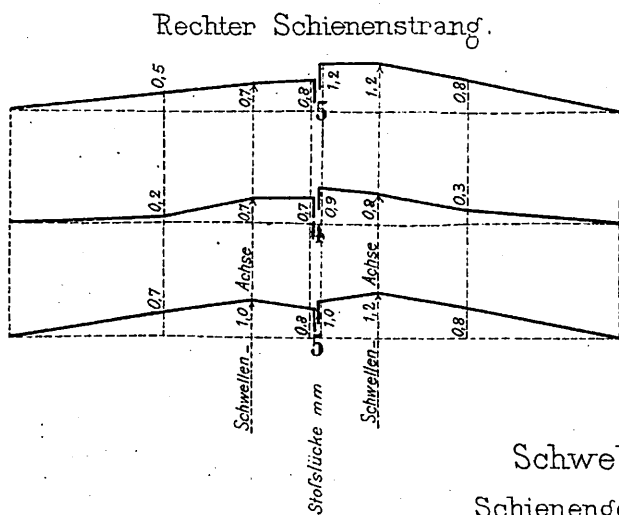


Abb.

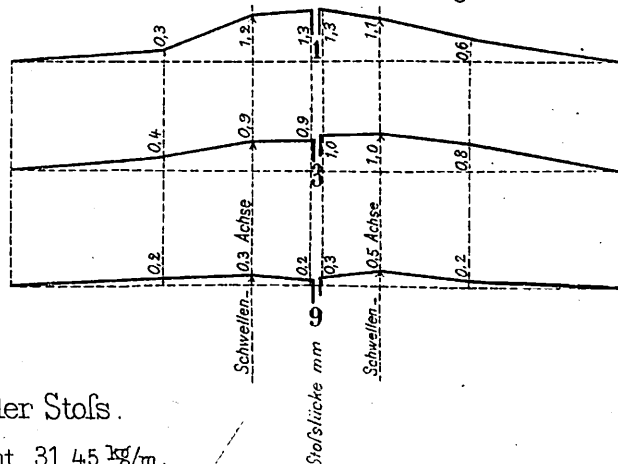
1 a

1 b

1 c



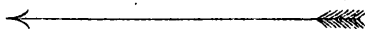
Linker Schienenstrang.



Schwebender Stofs.

Schienengewicht 31,45 kg/m.

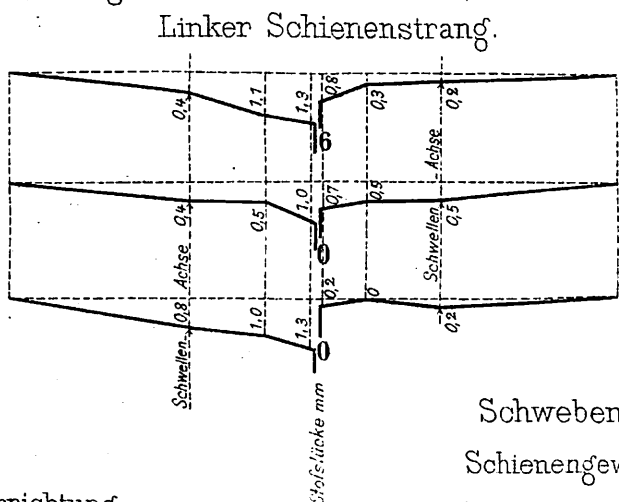
Fahrriichtung.



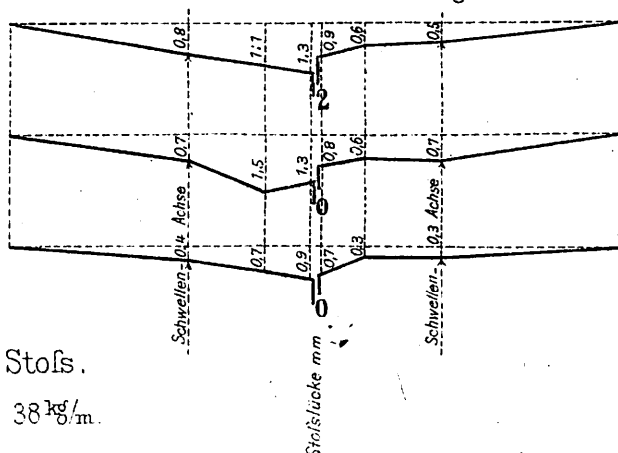
2 a

2 b

2 c



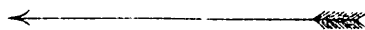
Rechter Schienenstrang.



Schwebender Stofs.

Schienengewicht 38 kg/m.

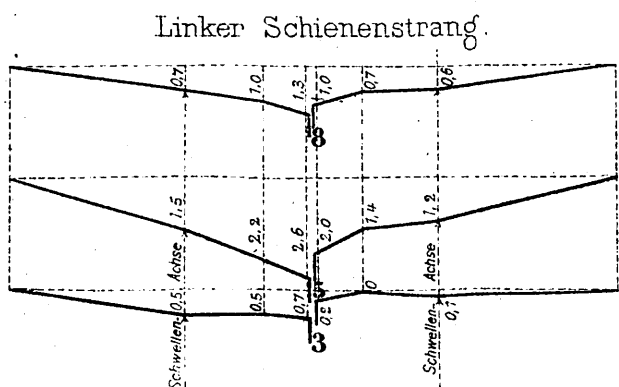
Fahrriichtung.



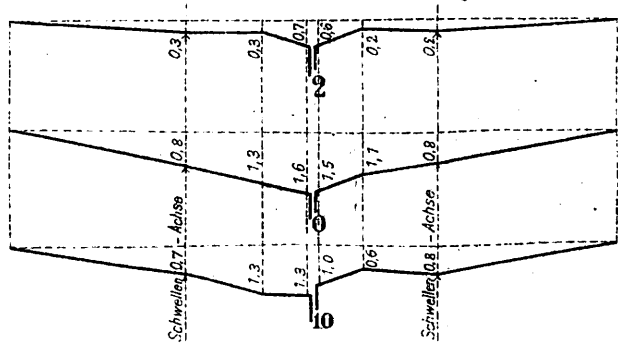
3 a

3 b

3 c



Rechter Schienenstrang.



Längenschnitte der Anlageflächen der Laschen zur Abb. 1a.

4

Außere

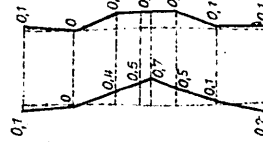
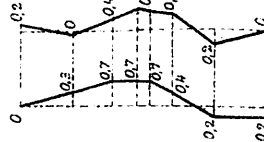
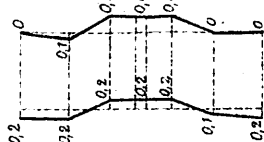
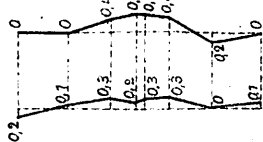
Innere

Innere

Außere Lasche.

Obere

Untere



Anlage-
fläche.

Längenmaßstab.

Höhenmaßstab.

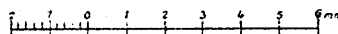
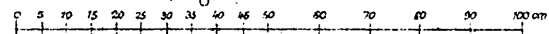


Abb.1-16. Versuche mit Kuhn'scher Steuerungseinrichtung an Lokomotiven.

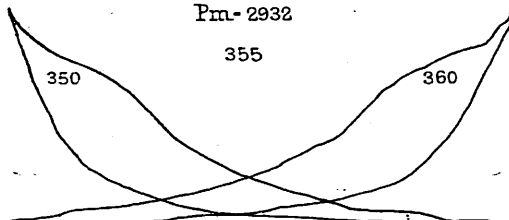


Abb.1. 18 Sept. V=75,8 km/Sr. Füllung 0,2 p=12 at.

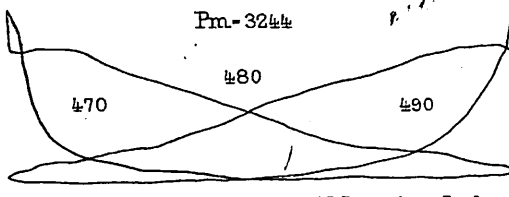


Abb.1-4. Lokomotive Nr. 221.

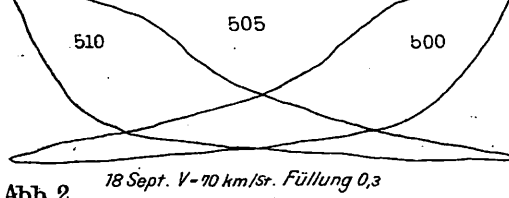


Abb.2. 18 Sept. V=70 km/Sr. Füllung 0,3 p=12 at.

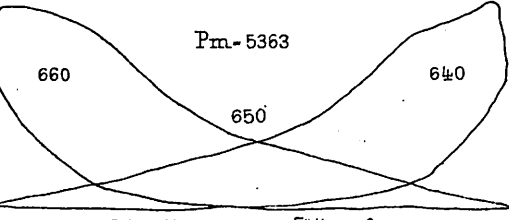
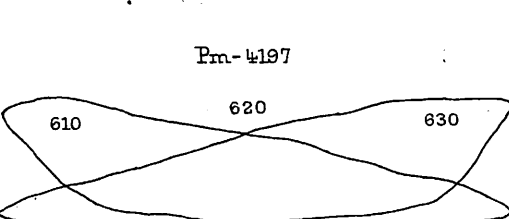


Abb.9. 6 Okt. V=81,8 km/Sr. Füllung 0,2 p=12 at.

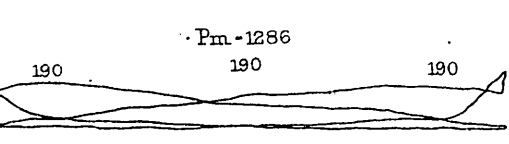


Abb.9-12. Lokomotive Nr. 227.

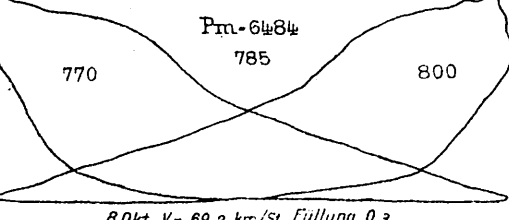


Abb.10. 8 Okt. V=69,2 km/Sr. Füllung 0,3 p=12 at.

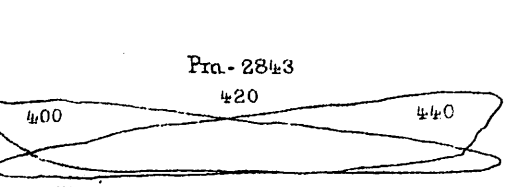


Abb.11. 8 Okt. V=50 km/Sr. Füllung 0,4 p=12 at.

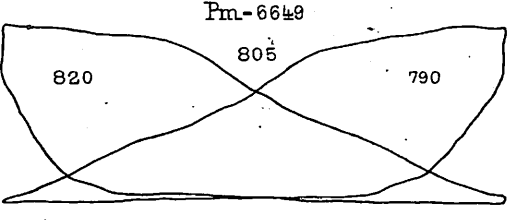


Abb.3. 18 Sept. V=41,8 km/Sr. Füllung 0,4 p=12 at.

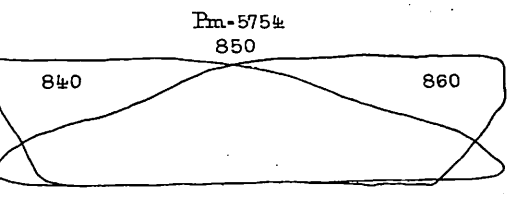


Abb.4. 18 Sept. V=48 km/Sr. Füllung 0,5 p=11,5 at.

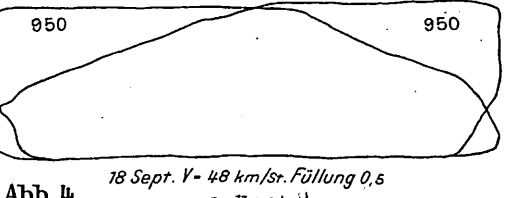


Abb.11. 8 Okt. V=50 km/Sr. Füllung 0,4 p=12 at.

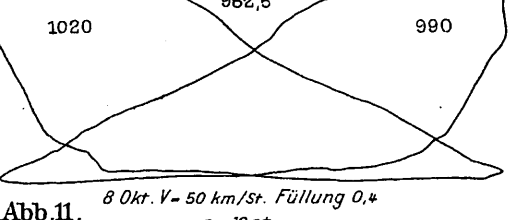
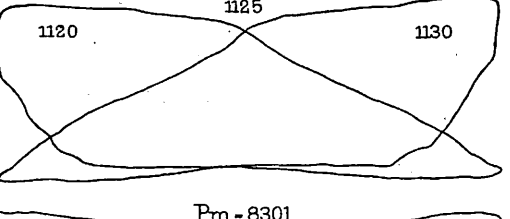


Abb.11. 8 Okt. V=50 km/Sr. Füllung 0,4 p=12 at.

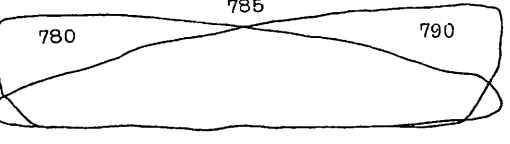


Abb.11. 8 Okt. V=50 km/Sr. Füllung 0,4 p=12 at.

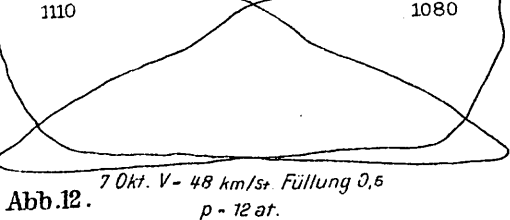


Abb.12. 7 Okt. V=48 km/Sr. Füllung 0,5 p=12 at.

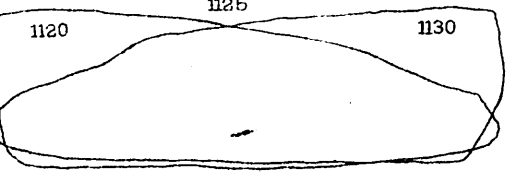


Abb.13. 8 Nov. V=75 km/Sr. Füllung 0,2 p=12 at.

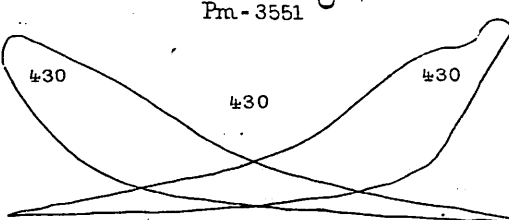


Abb.5. 23 Okt. V=68 km/Sr. Füllung 0,2 p=12 at.

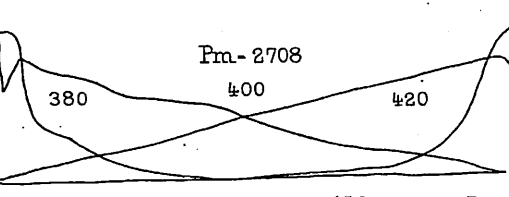


Abb.5-8. Lokomotive Nr. 224.

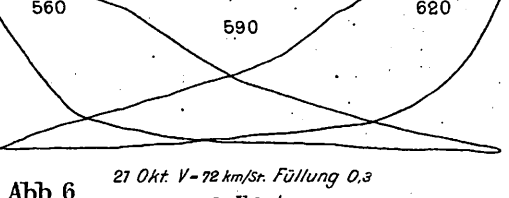


Abb.6. 21 Okt. V=72 km/Sr. Füllung 0,3 p=11,8 at.

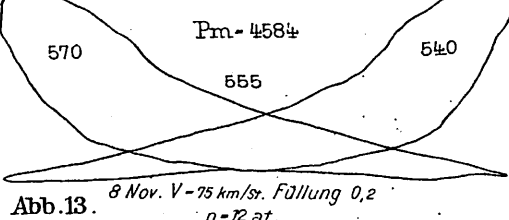
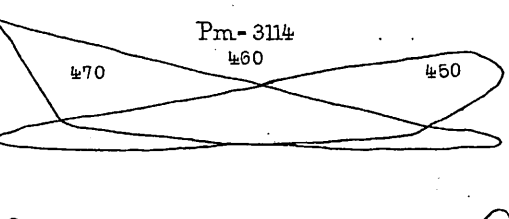


Abb.13. 8 Nov. V=75 km/Sr. Füllung 0,2 p=12 at.

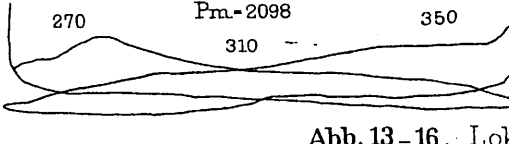


Abb.13-16. Lokomotive Nr. 228.

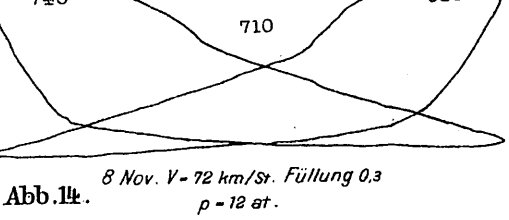


Abb.14. 8 Nov. V=72 km/Sr. Füllung 0,3 p=12 at.

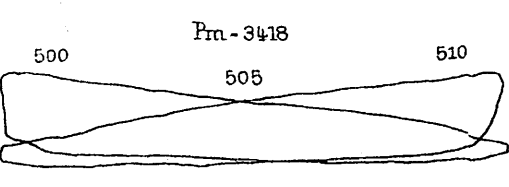


Abb.15. 18 Nov. V=46 km/Sr. Füllung 0,45 p=12 at.

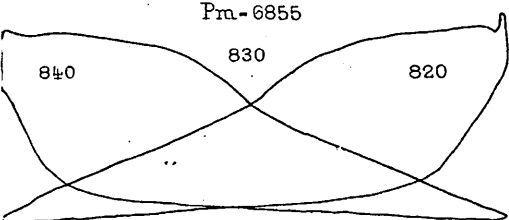


Abb.7. 20 Okt. V=58 km/Sr. Füllung 0,4 p=12 at.

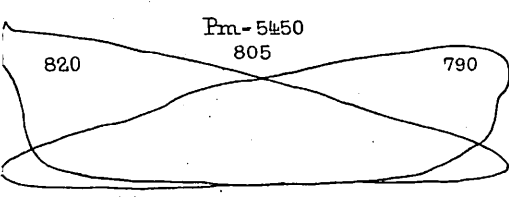


Abb.8. 20 Okt. V=45 km/Sr. Füllung 0,5 p=11,6 at.

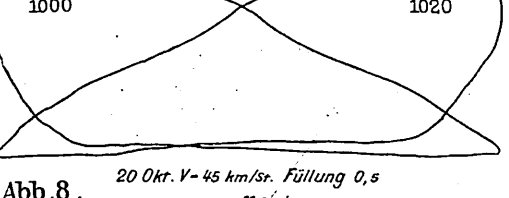


Abb.15. 18 Nov. V=46 km/Sr. Füllung 0,45 p=12 at.

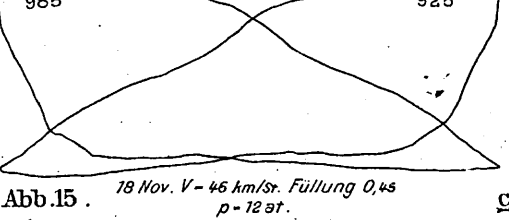
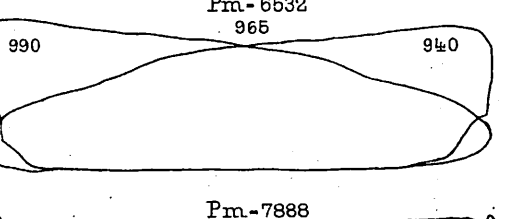


Abb.15. 18 Nov. V=46 km/Sr. Füllung 0,45 p=12 at.

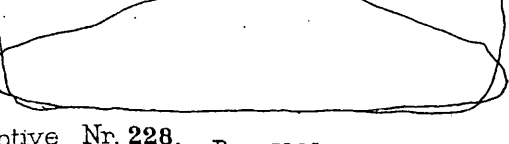


Abb.16. 8 Nov. V=51 km/Sr. Füllung 0,5 p=11,8 at.

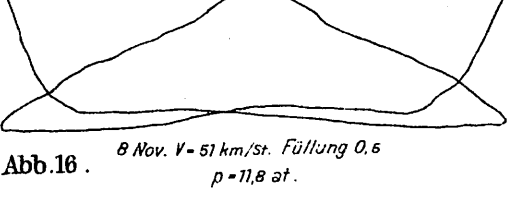


Abb.16. 8 Nov. V=51 km/Sr. Füllung 0,5 p=11,8 at.

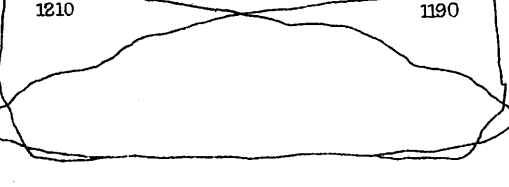


Abb.16. 8 Nov. V=51 km/Sr. Füllung 0,5 p=11,8 at.

Abb.17-30. Wasiutyński: Schienenstofs auf zwei Schwellen.

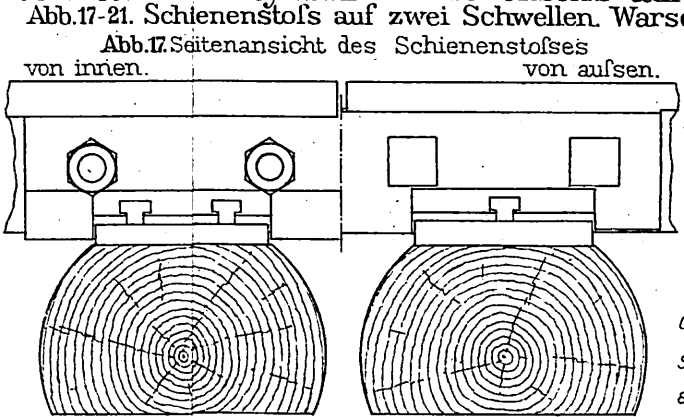


Abb.17-21. Schienenstofs auf zwei Schwellen. Warschau-Kalischer Linie.

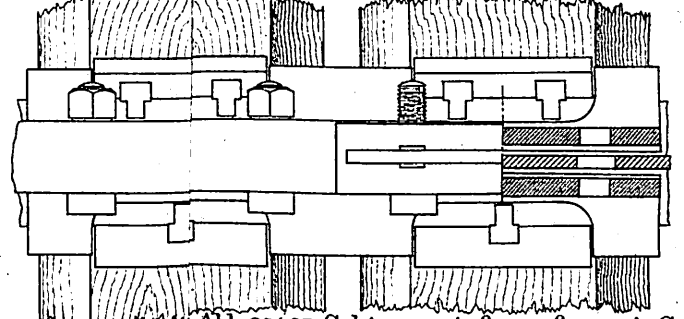


Abb.17. Seitenansicht des Schienenstofses von innen.

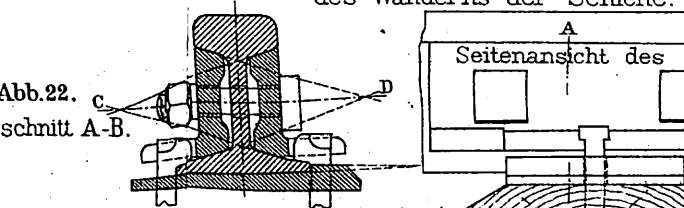


Abb.18. Schnitt in der Mitte des Schienenstofses.

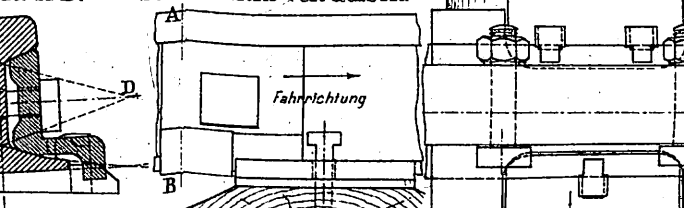


Abb.19. Schnitt über einer Stofsschwelle.

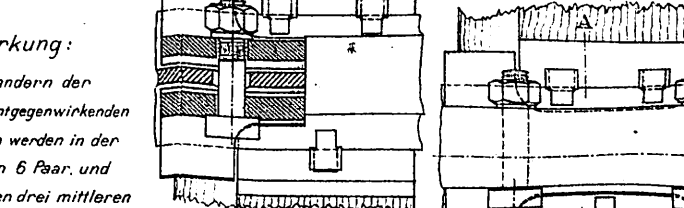


Abb.20. Schnitt über einer Zwischenschwelle.

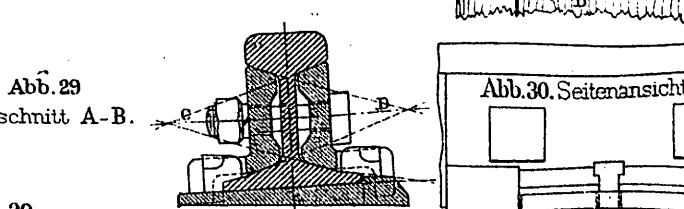


Abb.21. Schnitt über einer Zwischenschwelle.

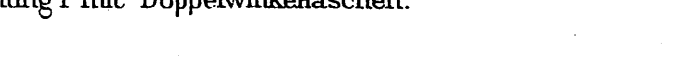


Abb.22-27. Schienenstofs auf zwei Schwellen. Warschau-Wiener-Eisenbahn. (Hauptlinie.) Anordnung II. Mit Winkelaschen und besonderen Winkelleisen zur Verhinderung des Wanderns der Schiene.

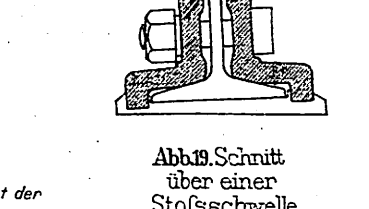


Abb.22. Querschnitt A-B.

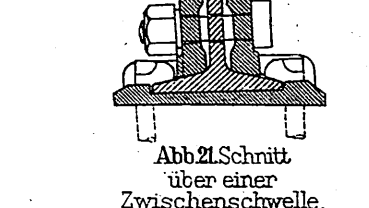


Abb.23. Seitenansicht des Schienenstofses von aussen.

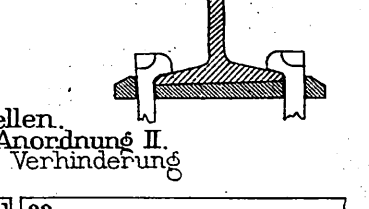


Abb.24. Grundriss und wagerechter Schnitt.

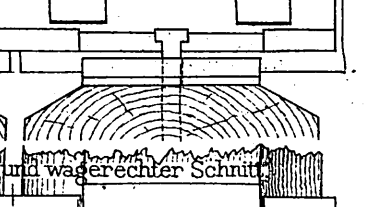


Abb.25. Querschnitt A-B.

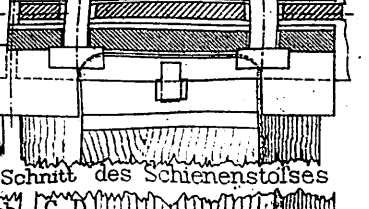


Abb.26. Seitenansicht von aussen.

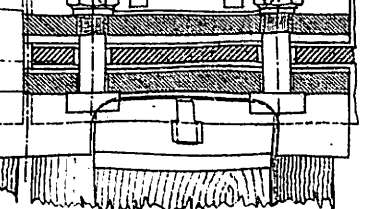


Abb.27. Wagerechter Schnitt.

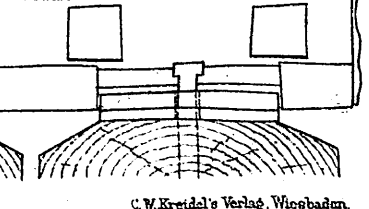


Abb.28-30. Schienenstofs auf zwei Schwellen. Anordnung I mit Doppelwinkelhaschen.

Bemerkung:
Die dem Wandern der Schienen entgegenwirkenden Winkelleisen werden in der Anzahl von 6 Paar. und zwar an den drei mittleren Schwellen jedes 12 m langen Schienenpaares angebracht.

Abb.29. Querschnitt A-B.

Abb.28-30. Schienenstofs auf zwei Schwellen. Anordnung I mit Doppelwinkelhaschen.

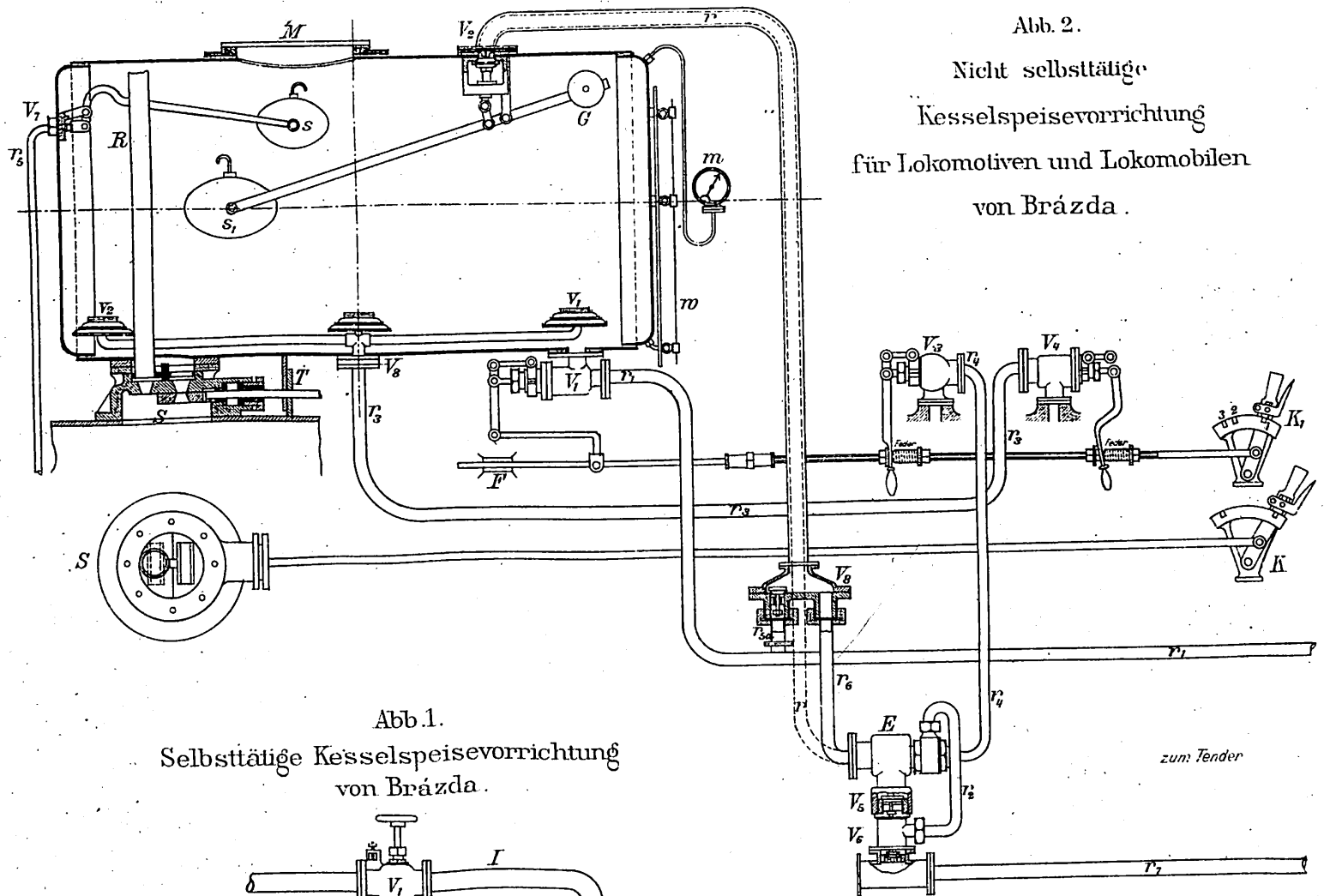


Abb. 2.
Nicht selbsttätige
Kesselspeisevorrichtung
für Lokomotiven und Lokomobilen
von Brázda.

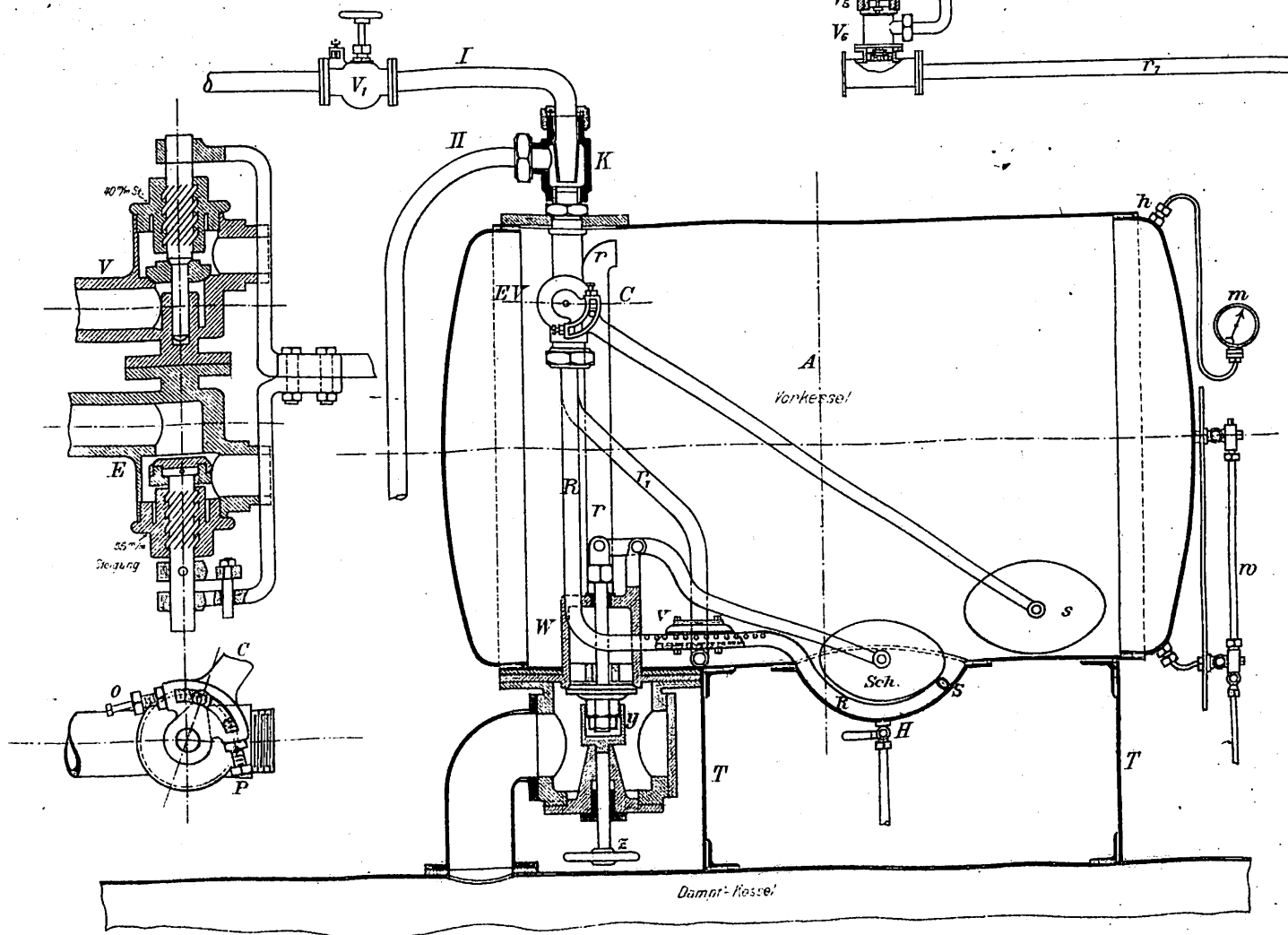


Abb. 1 u. 2. Die Ueberlandbahn nach China.
Abb. 1. Übersichtsplan der Ueberlandbahn nach China.

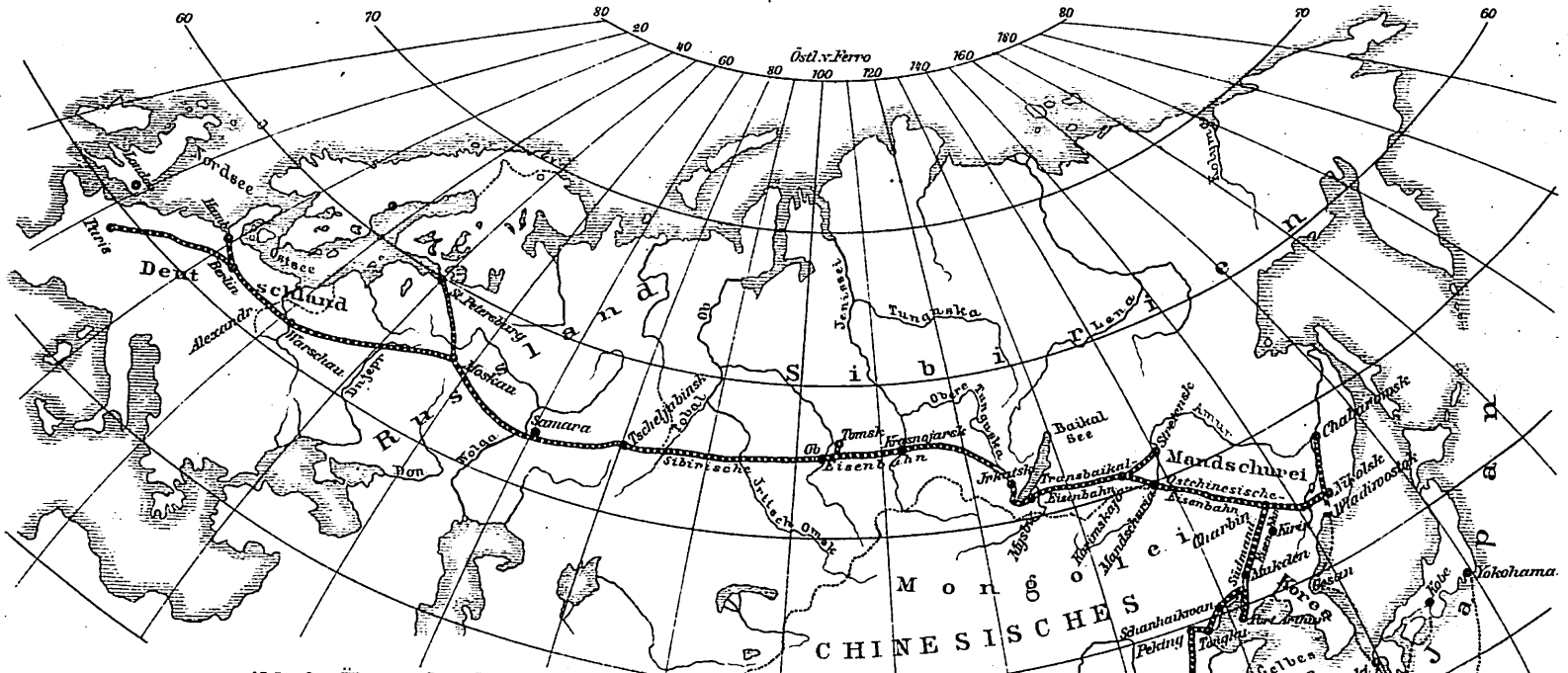
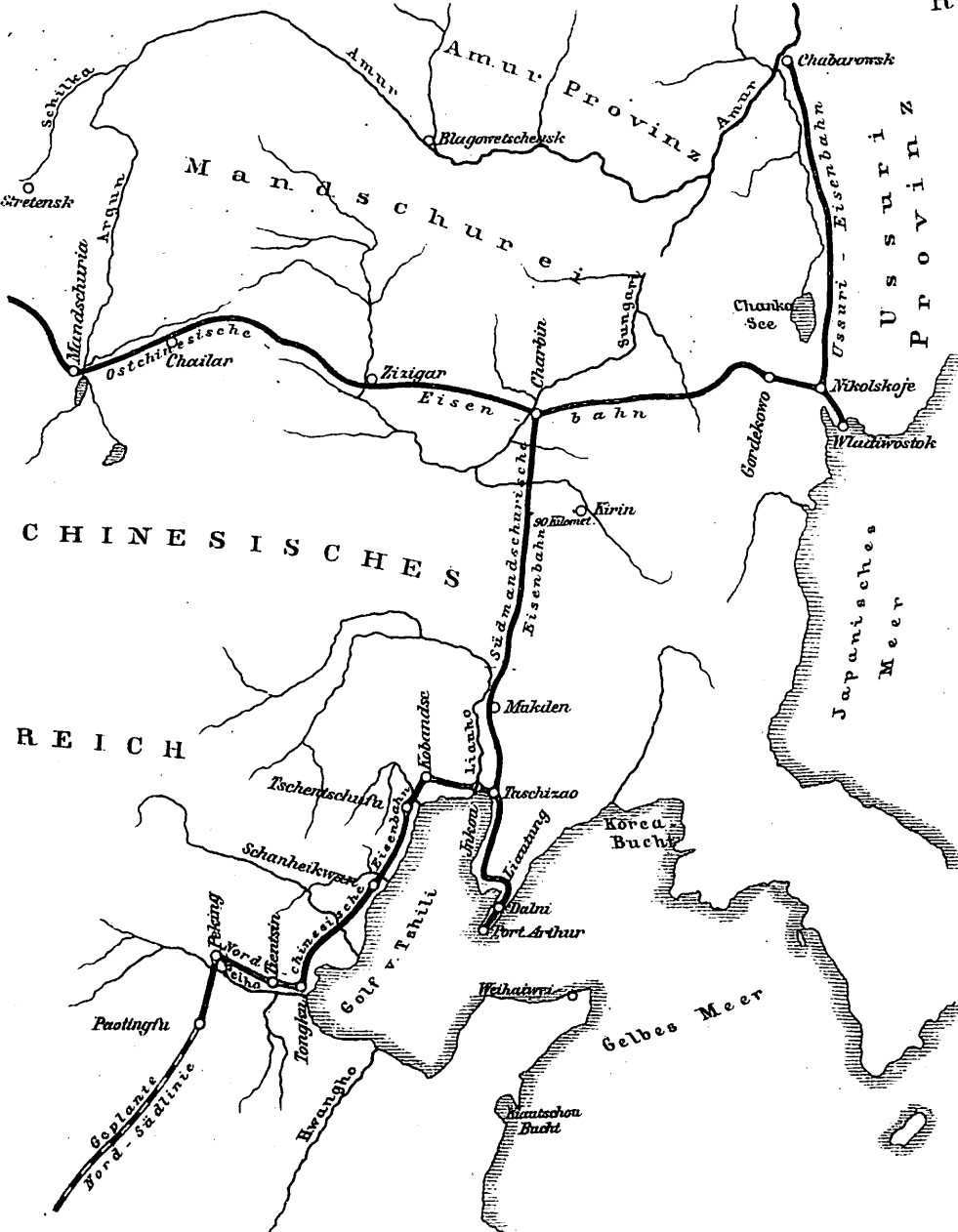


Abb. 2. Übersichtsplan der Ostchinesischen-Südmandschurischen- und Nordchinesischen-Eisenbahn



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Abb. 3. Übergang über den Chingan-Berggrücken.

