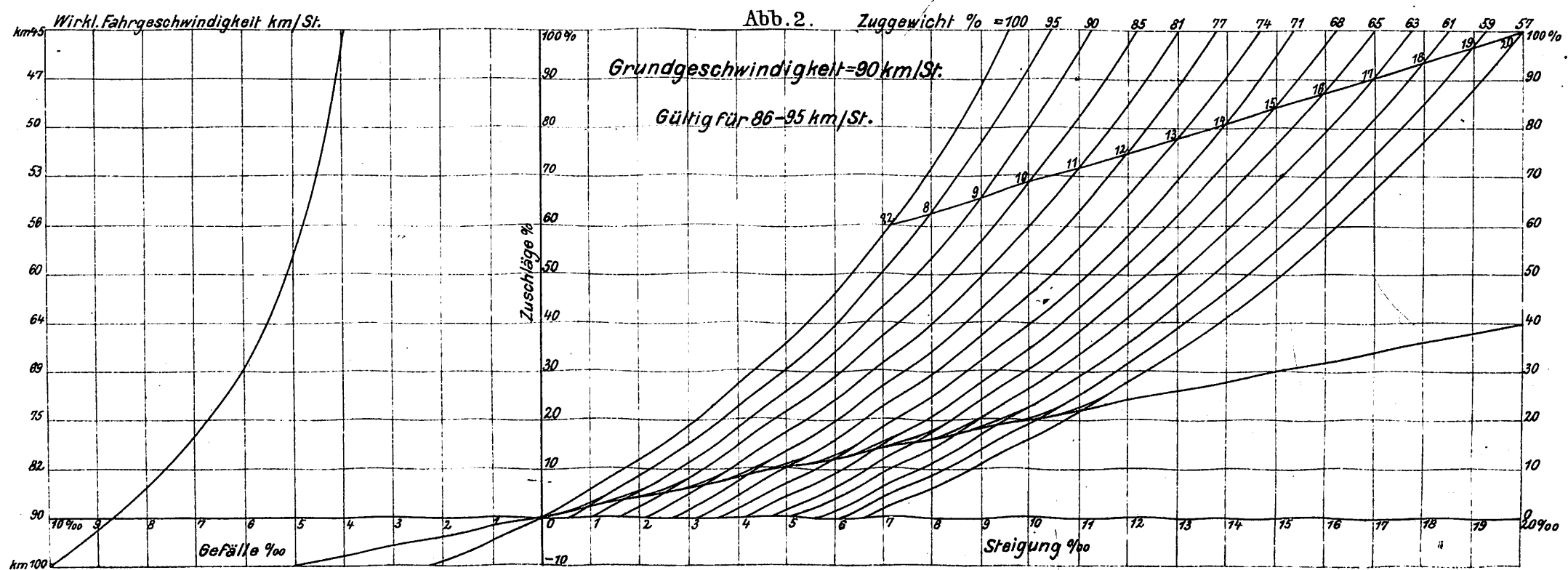
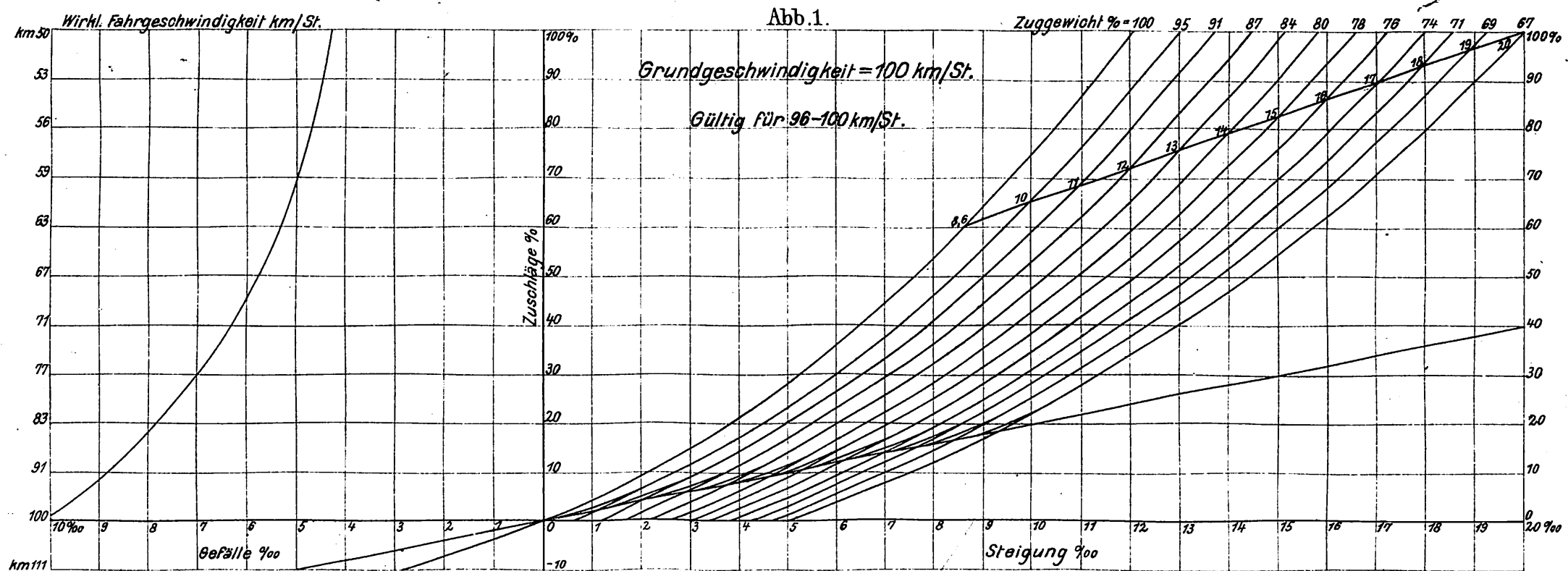




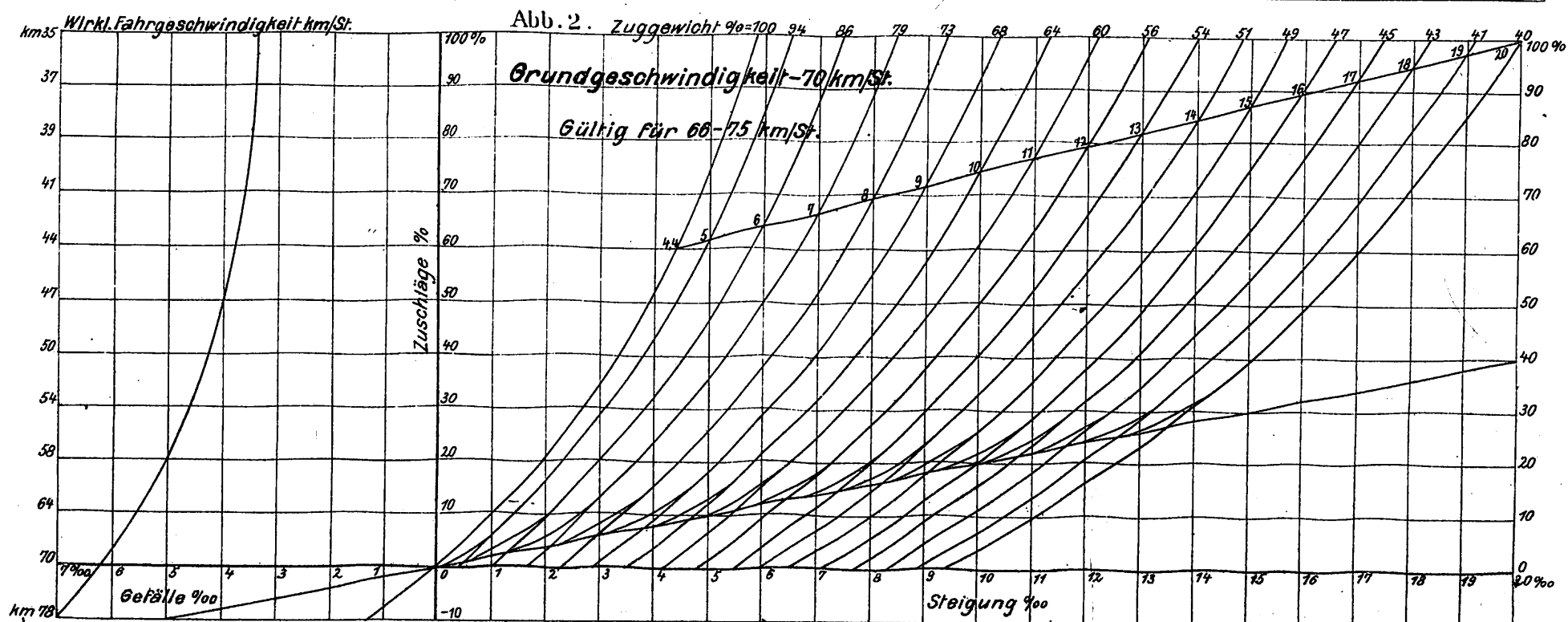
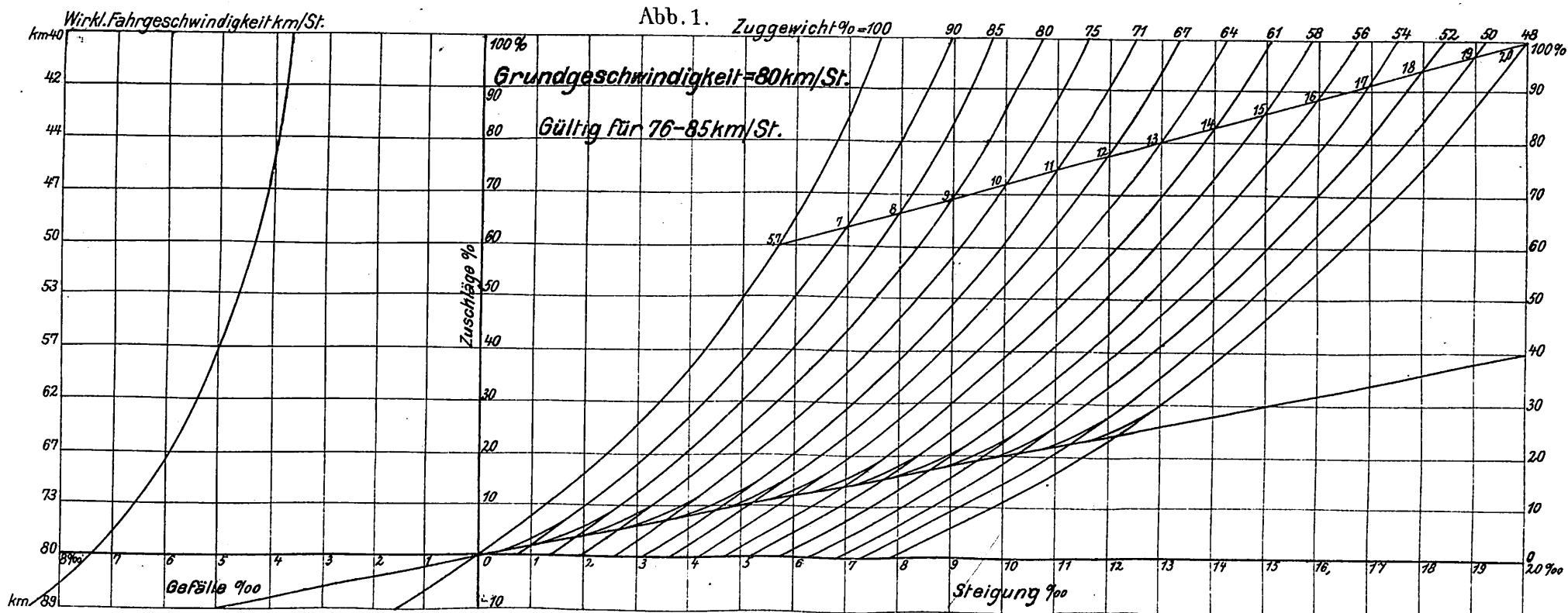


Abb. 1.

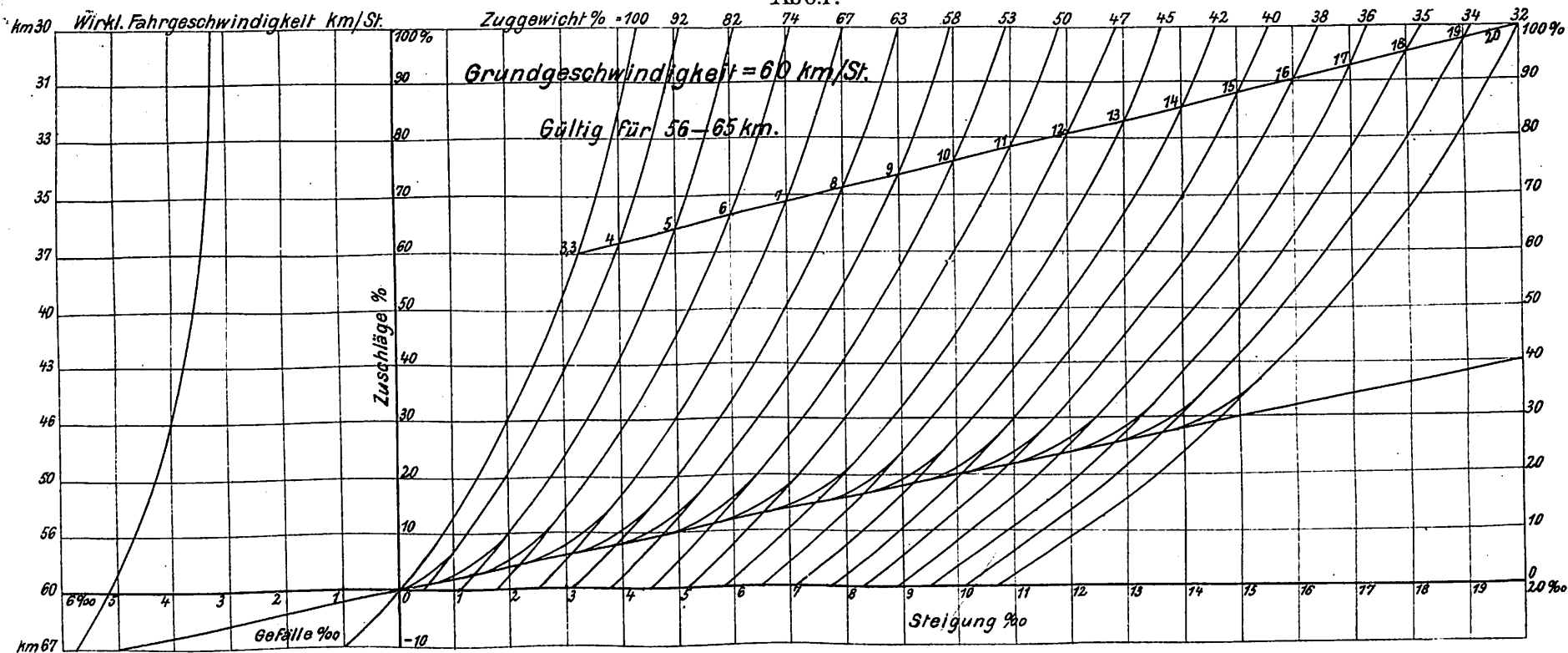
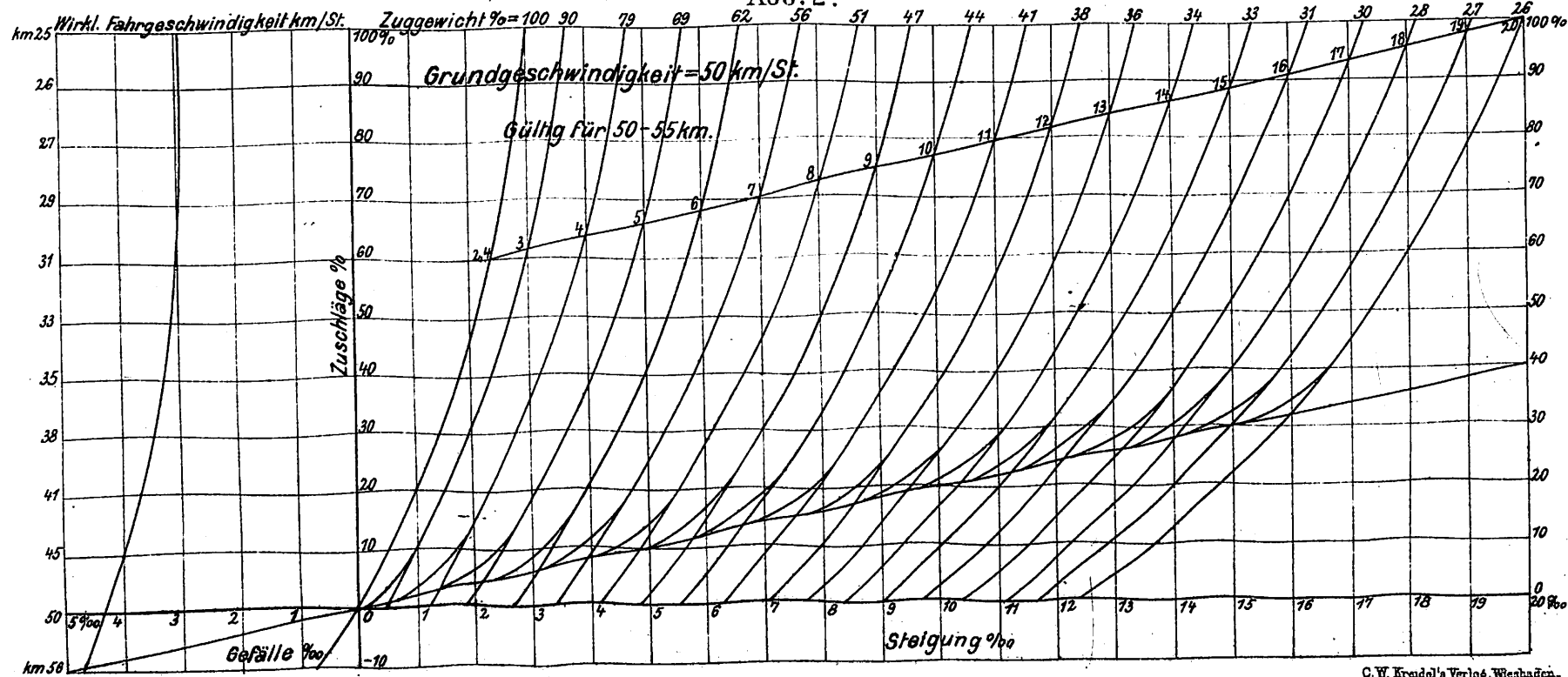


Abb. 2.



Entwässerungsleitungen aus Kunststeinplatten

Abb. 1.

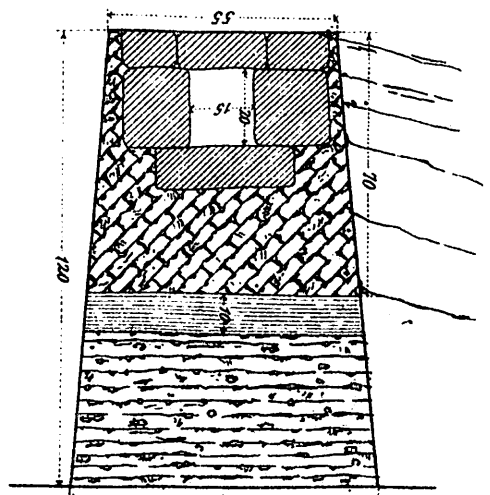


Abb. 3.

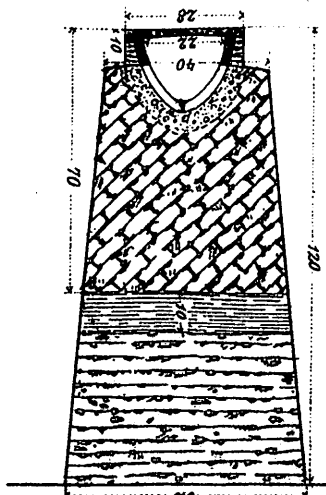
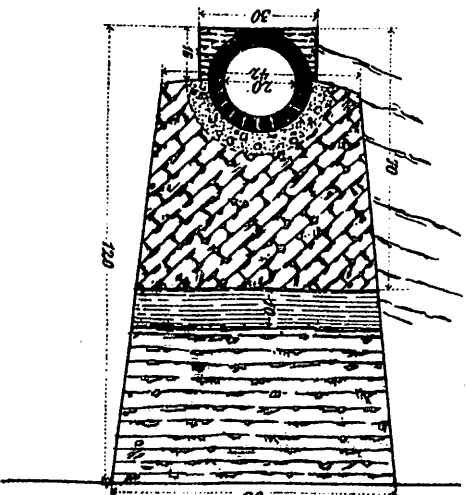


Abb. 2.



Querschnitte

Abb. 7.

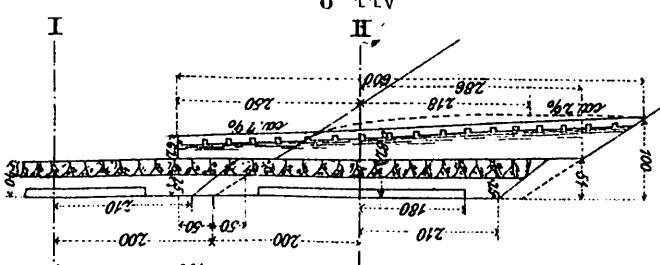
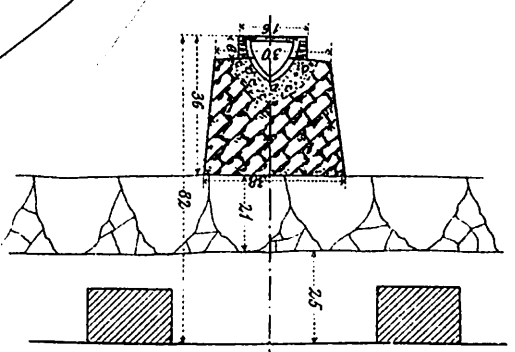


Abb. 8.



zu Abb. 3.

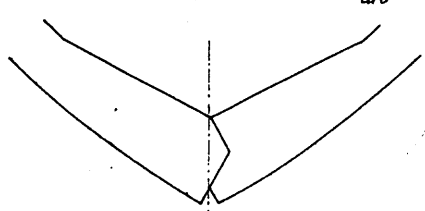


Abb. 5. Grundriss.

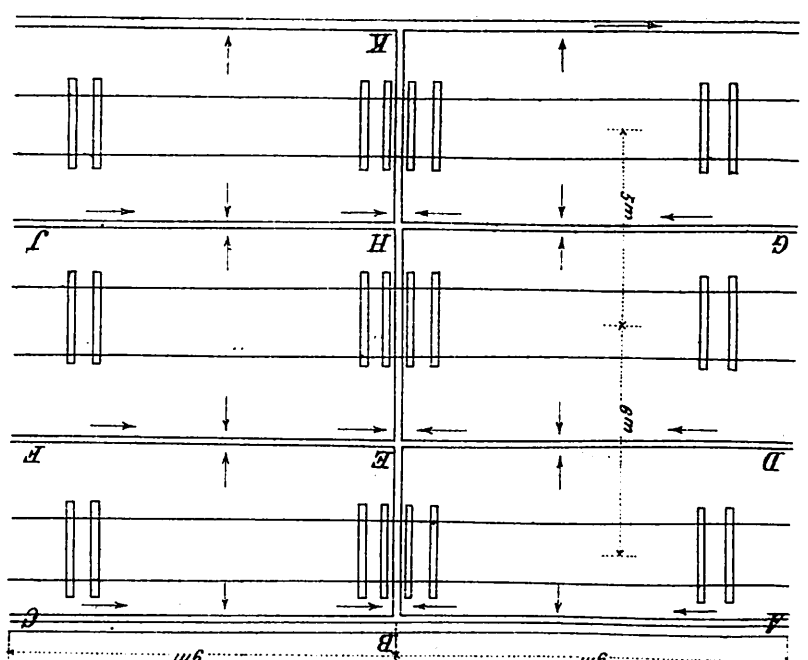
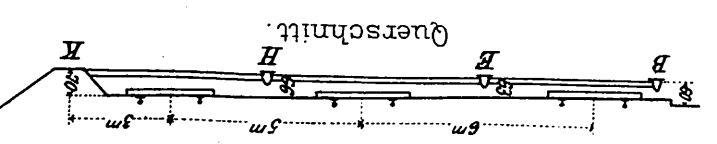
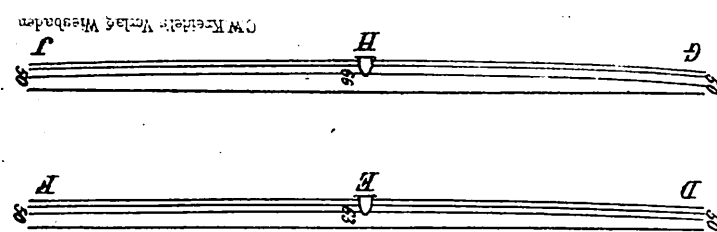
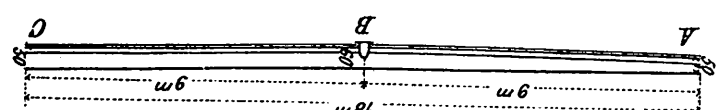
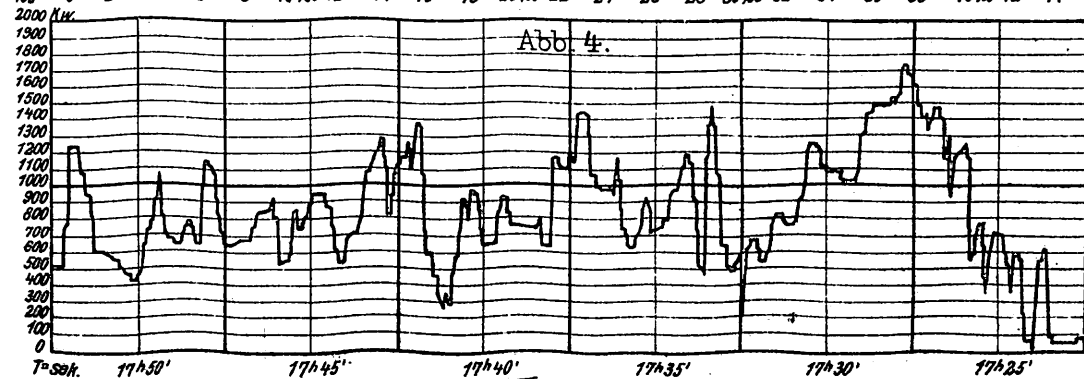
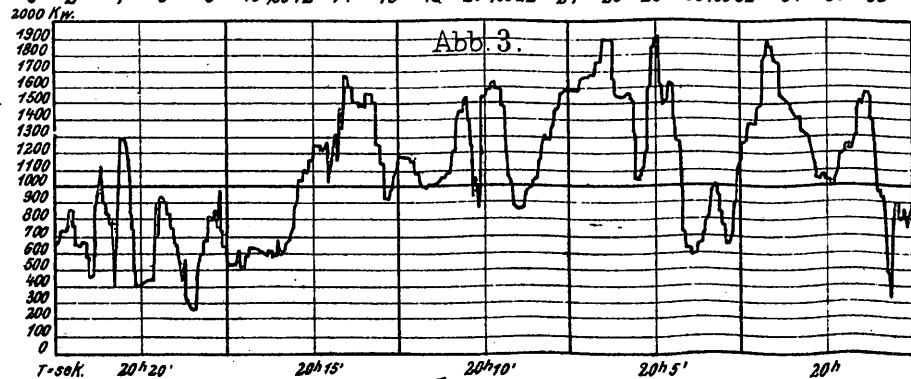
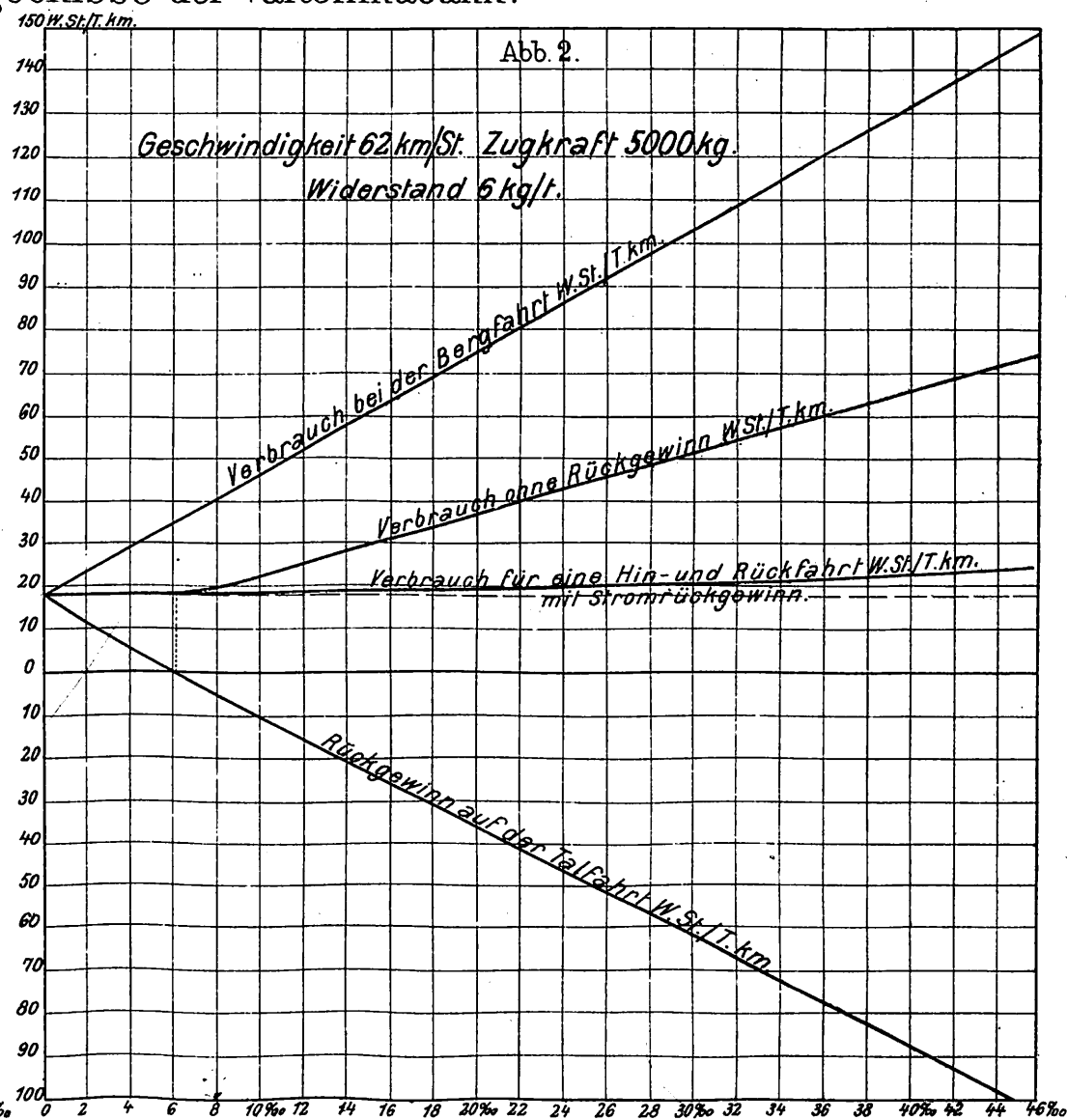
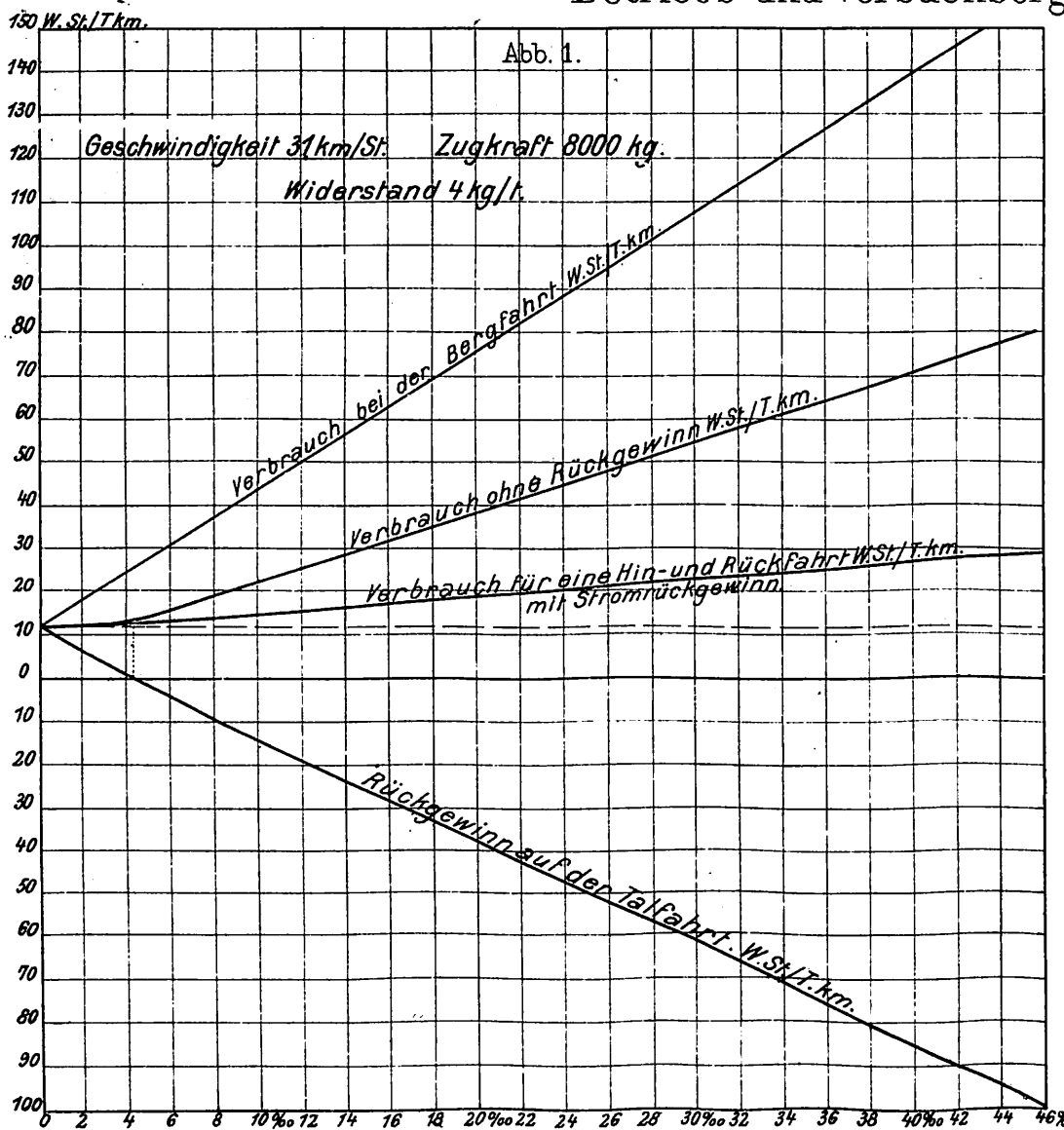


Abb. 6.



Längsschnitte





Hansen: Wandern der Schwellen.

Abb. 1.

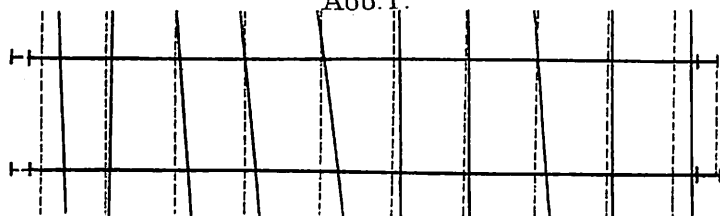


Abb. 2.

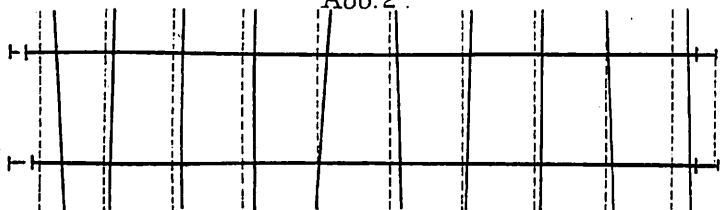


Abb. 3.

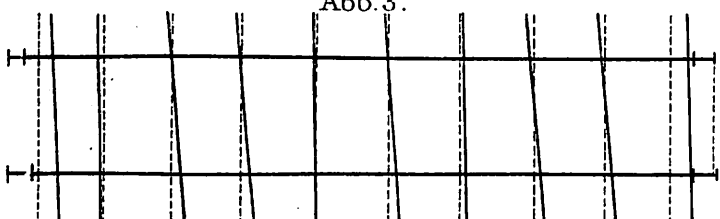


Abb. 4.

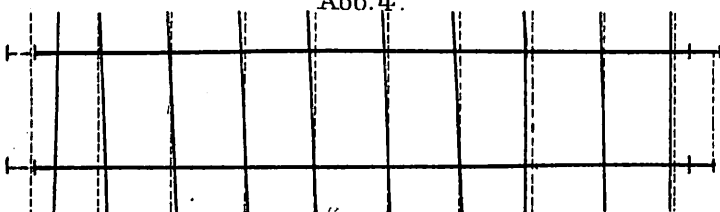


Abb. 5.

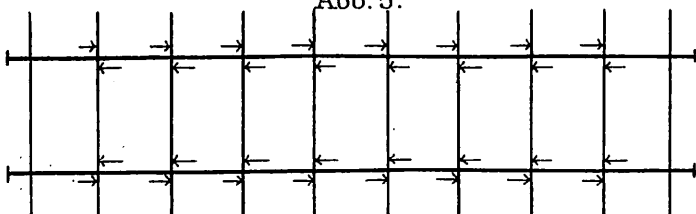


Abb. 6.

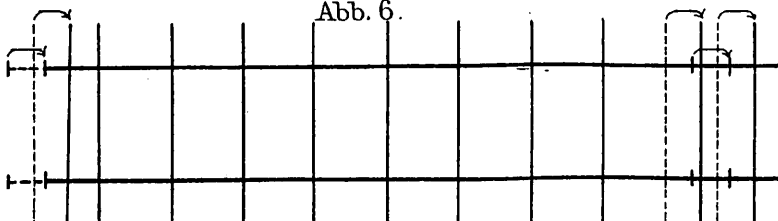


Abb. 7.

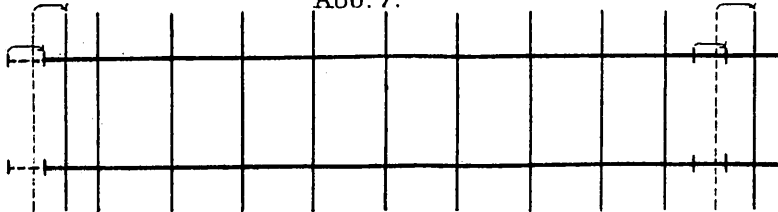


Abb. 8.

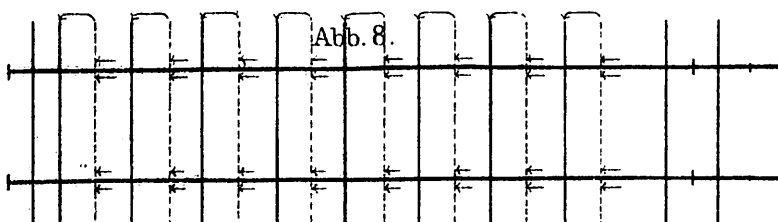


Abb. 9.

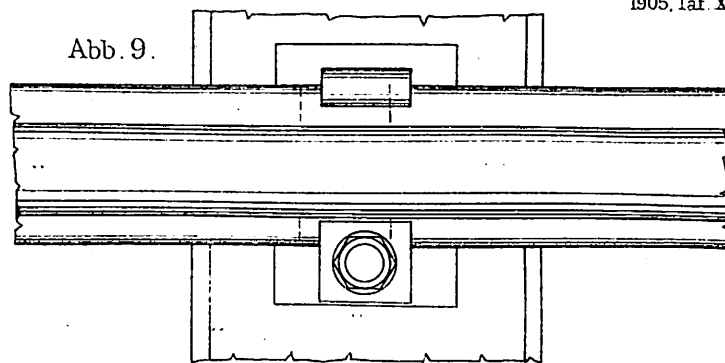


Abb. 10.

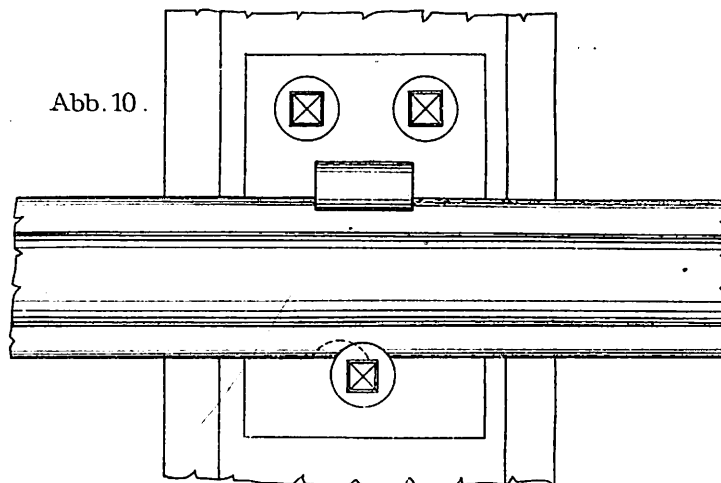


Abb. 11.

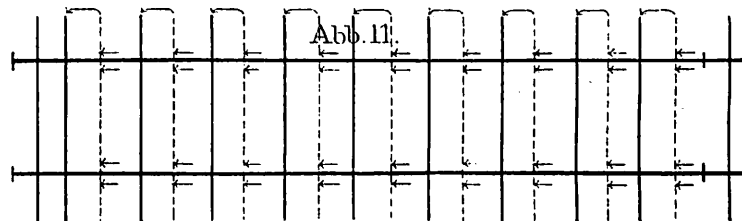


Abb. 12.

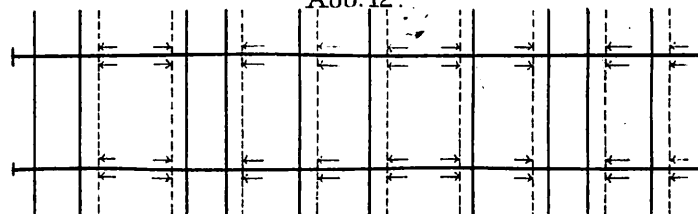


Abb. 13.

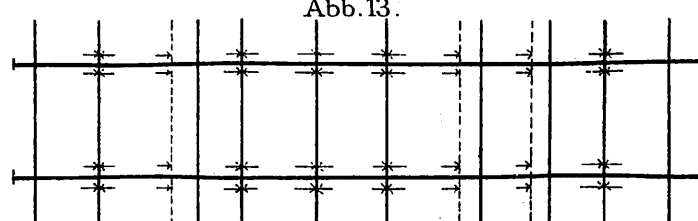


Abb. 14.

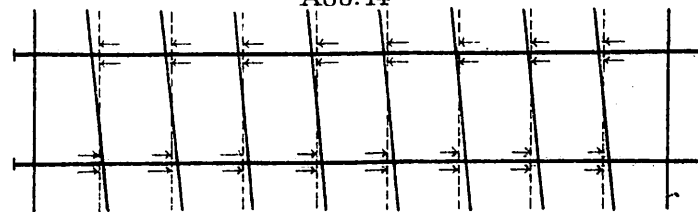


Abb. 15.

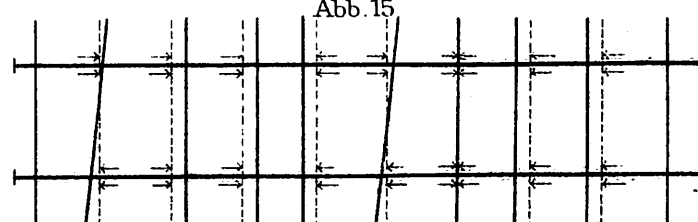


Abb. 1. Schienenstromschließer.

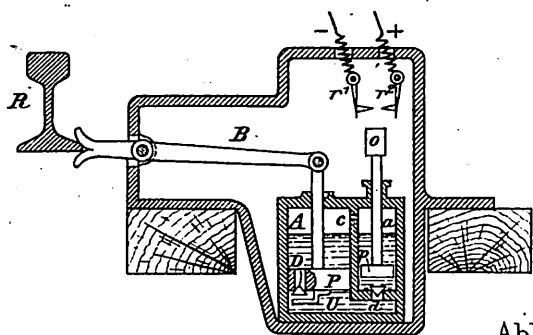


Abb. 1 bis 6.
Streckenblockung
von Cardani und
Servetaz.

Abb. 4. Stromlauf.

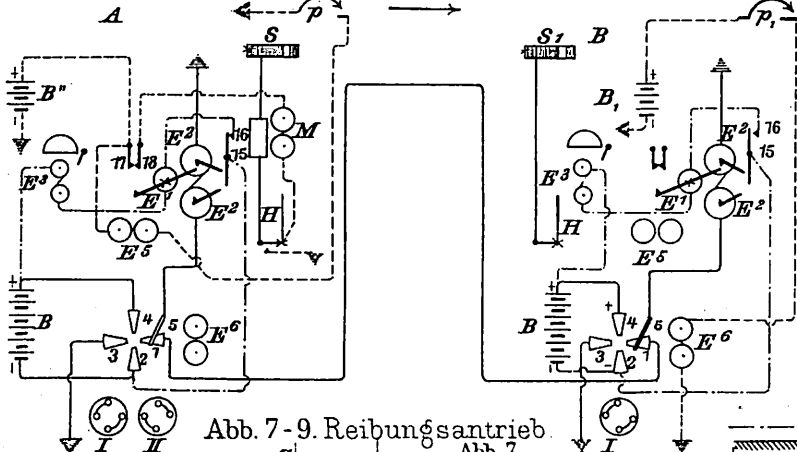


Abb. 7-9. Reibungsantrieb.

Abb. 7.

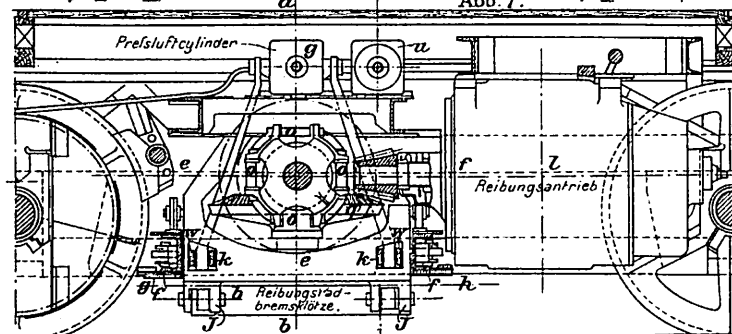


Abb. 8. Schnitt e-f (Abb. 7).

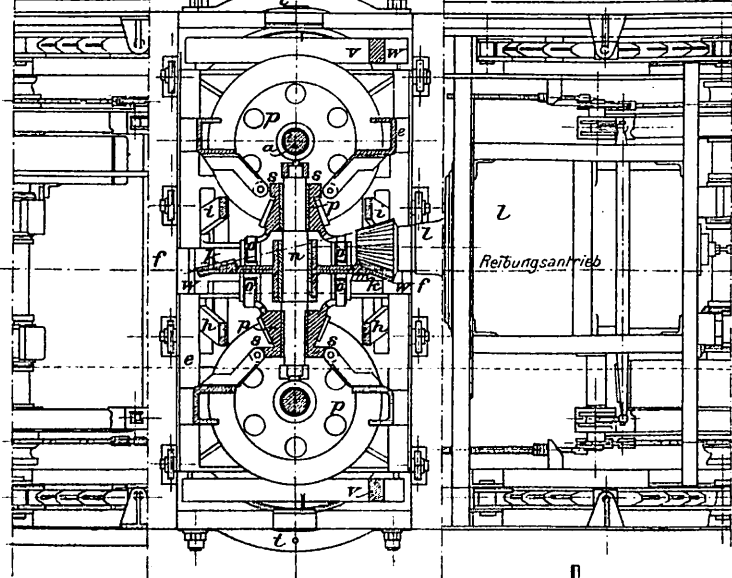


Abb. 5.

Abb. 5 u. 6.
Schnitte
durch die
Blocksignal-
einrichtung.

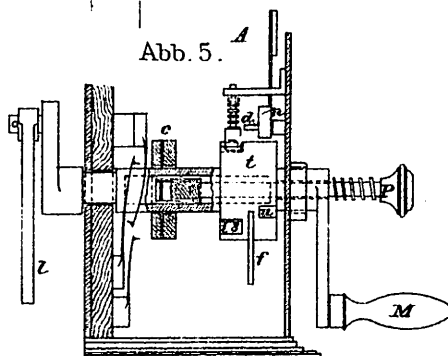


Abb. 2.

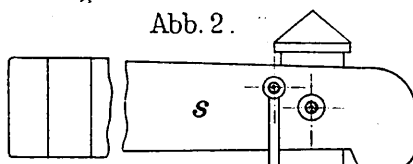


Abb. 3.

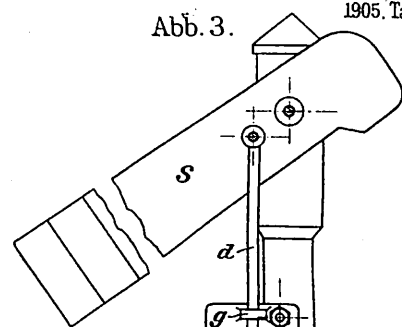


Abb. 2 u. 3.
Semaphor
mit
elektromechanischer
Kuppelung.

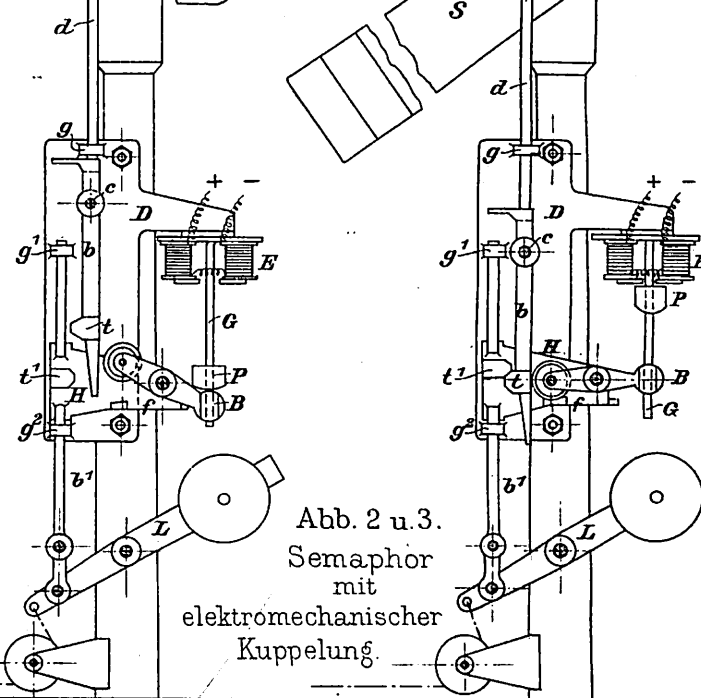


Abb. 9.
Schnitt a-b
(Abb. 7).

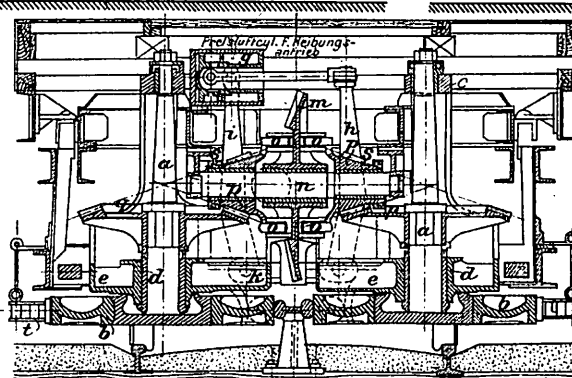


Abb. 10. Heepe's „Topophon“.

Abb. 6.

Abb. 10.

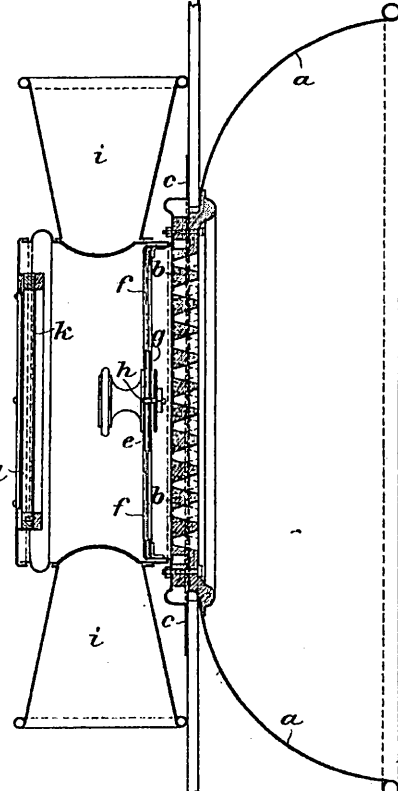
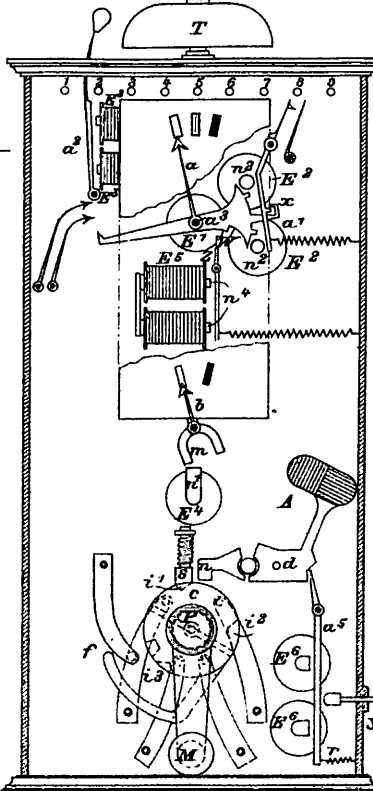


Abb. 1 bis 4. Hahnsteuerung für Lokomotiven, Bauart Joung.

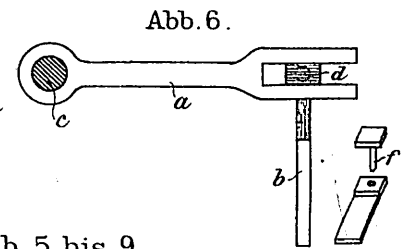
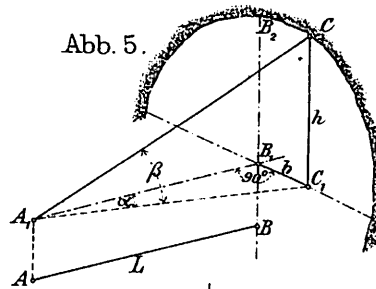
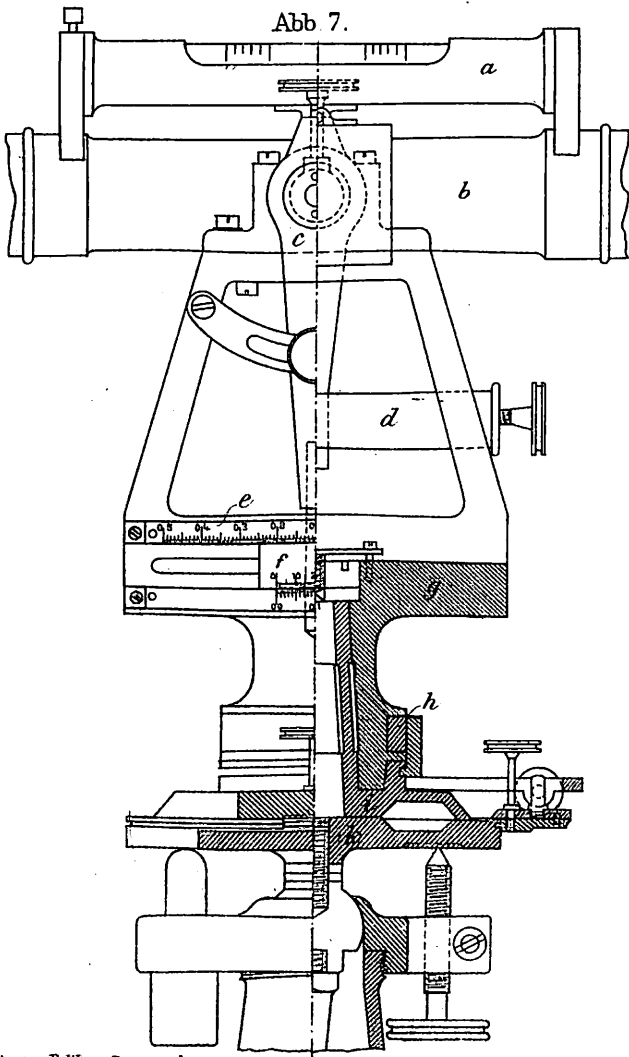
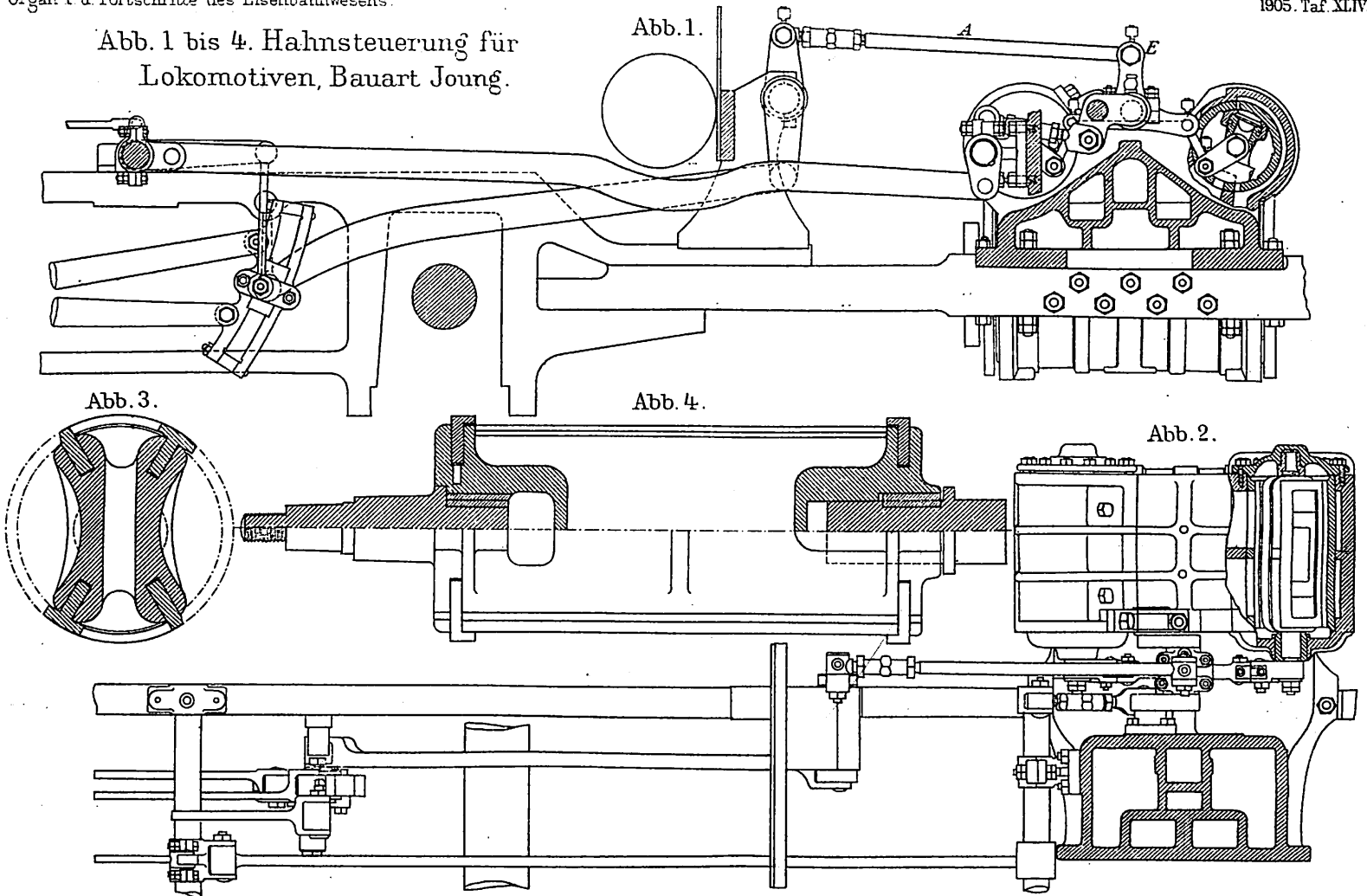
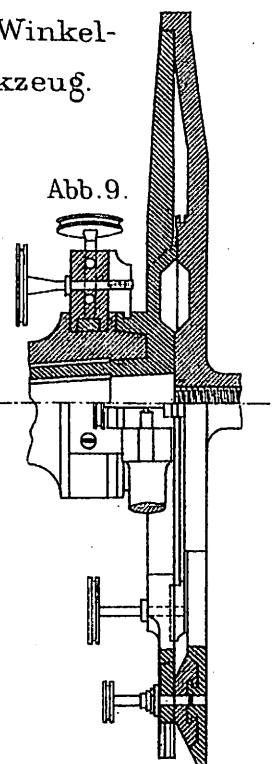
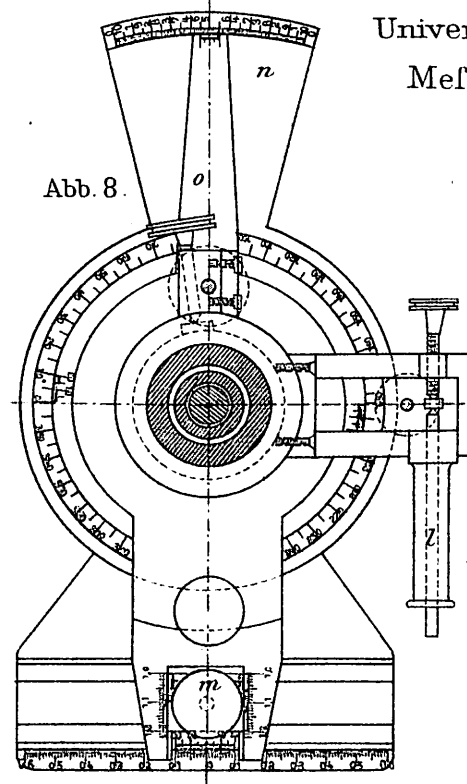


Abb. 5 bis 9. Universal-Winkel-Meßwerkzeug.



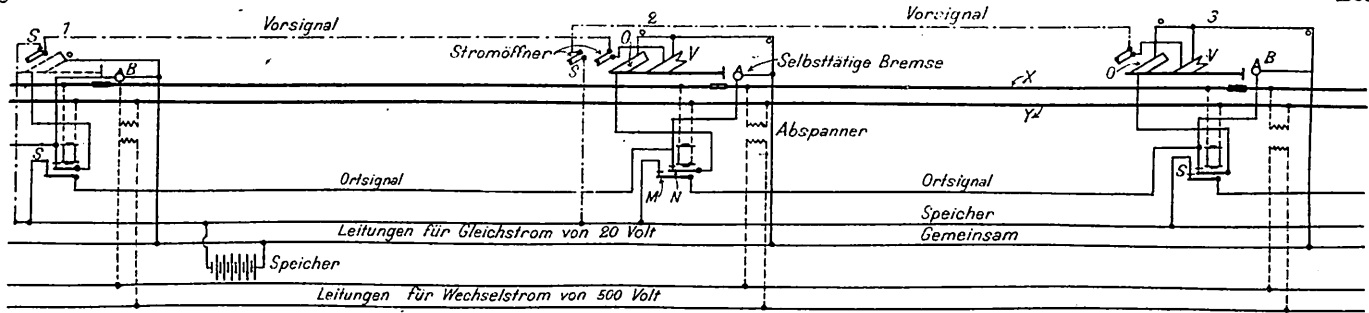


Abb. 1. Gleisstromkreis und Signalstromkreise auf der Untergrundbahn.

Abb. 2. Doppeldeckung auf der Untergrundbahn.

Abb. 1 - 5.

Signale und Weichen der Untergrundbahn in New-York.

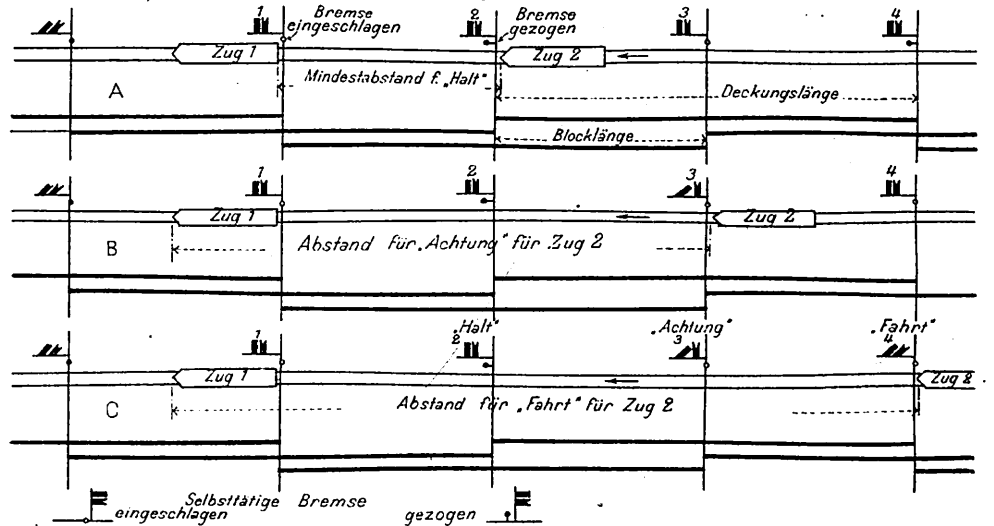


Abb. 3. Weiche mit einer Meldestange.

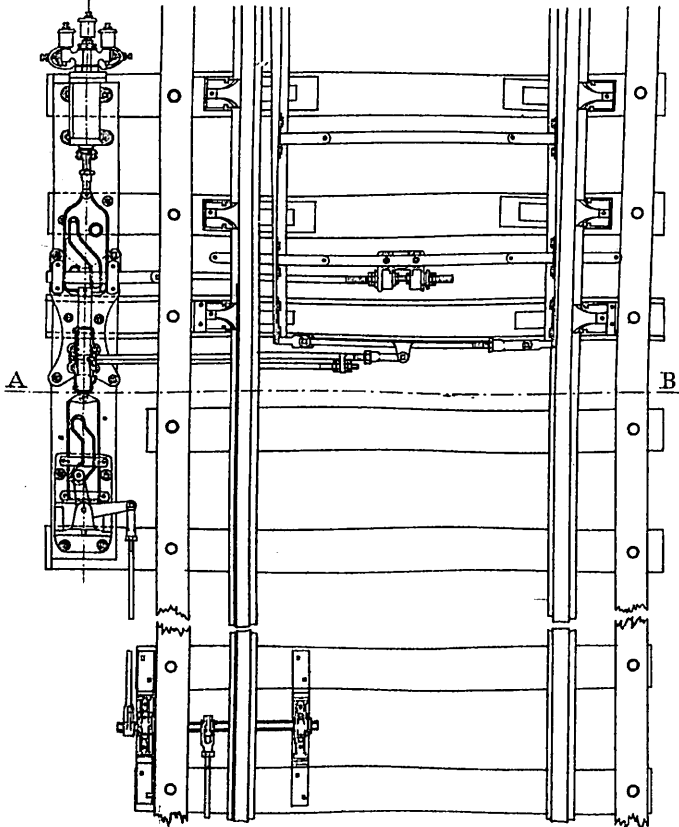


Abb. 4. Schnitt A-B (Abb. 3.)

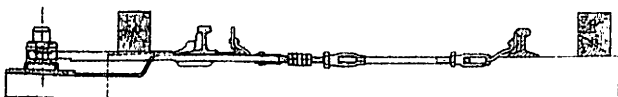


Abb. 5. Weiche mit zwei Meldestangen.

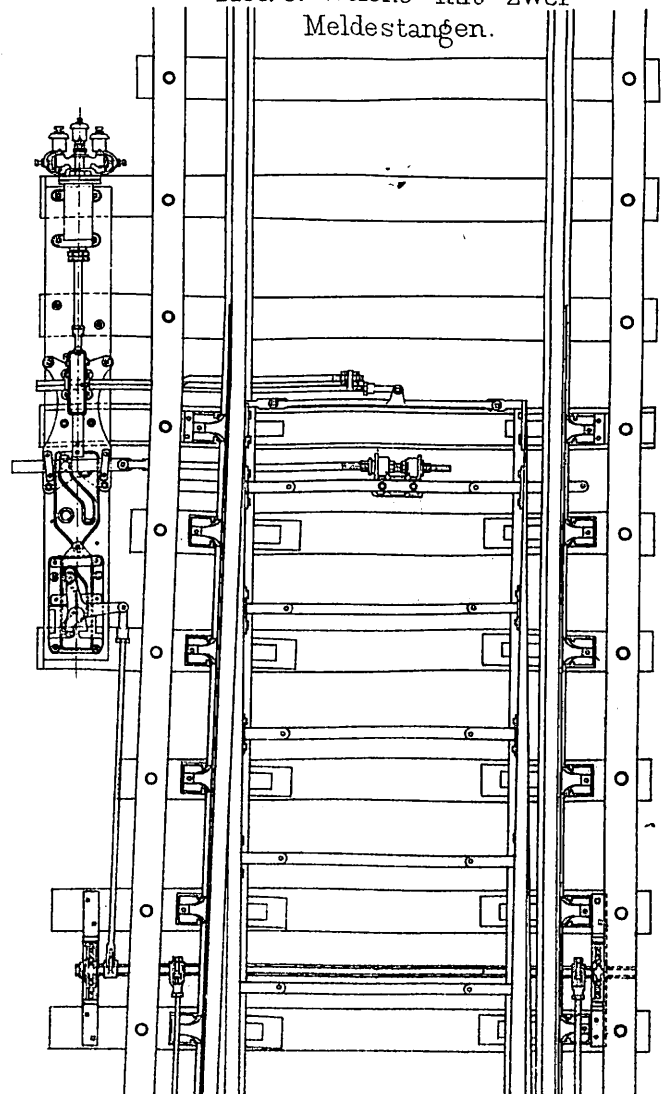


Abb. 1.

Stadtbahnen in New York.

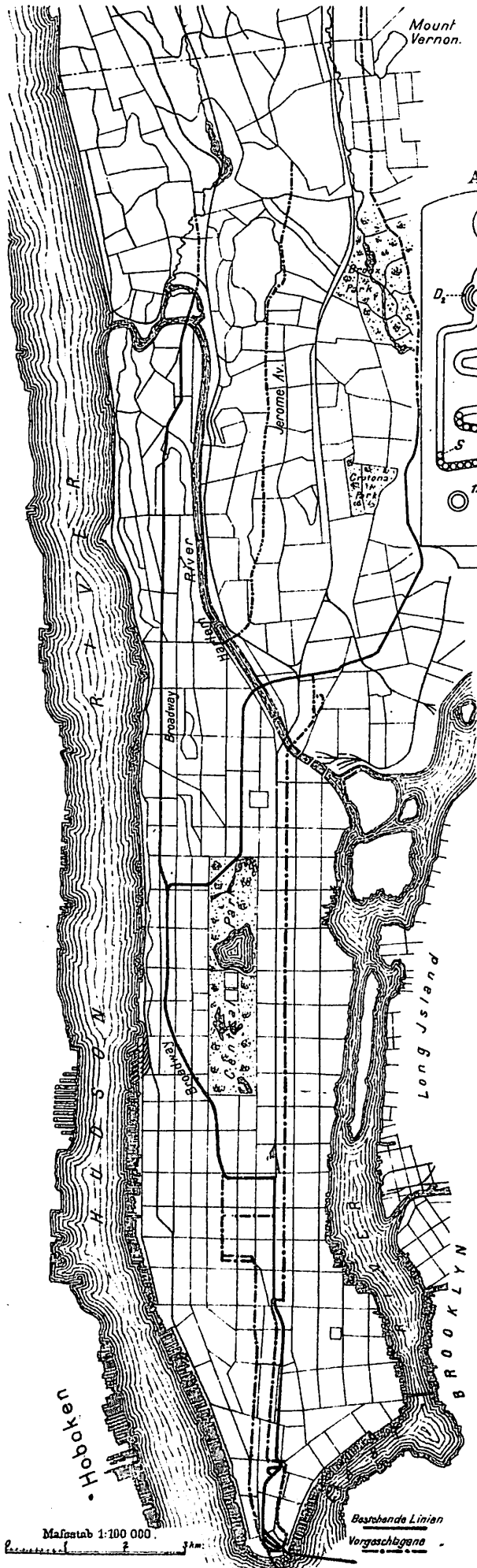


Abb. 2-4. Elektrischer Blockstab.

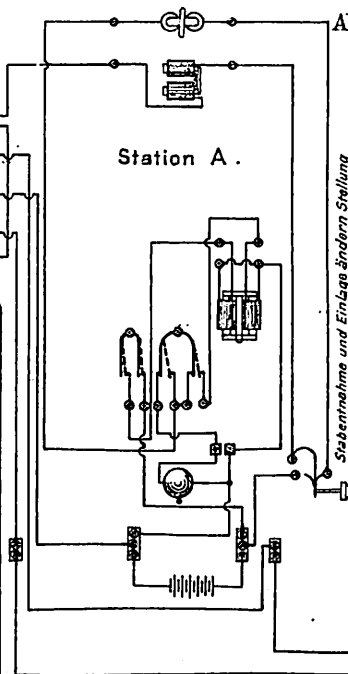
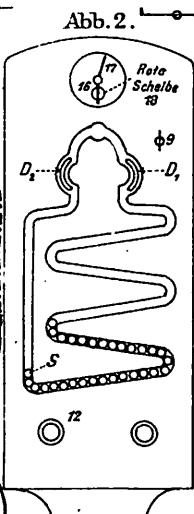


Abb. 3. Stromkreise.

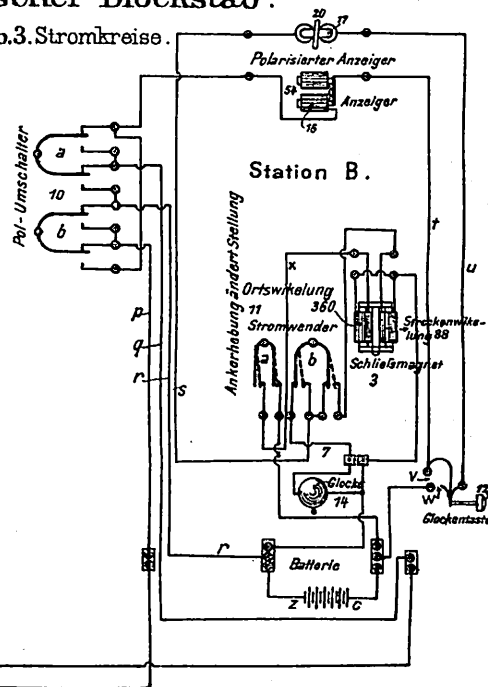
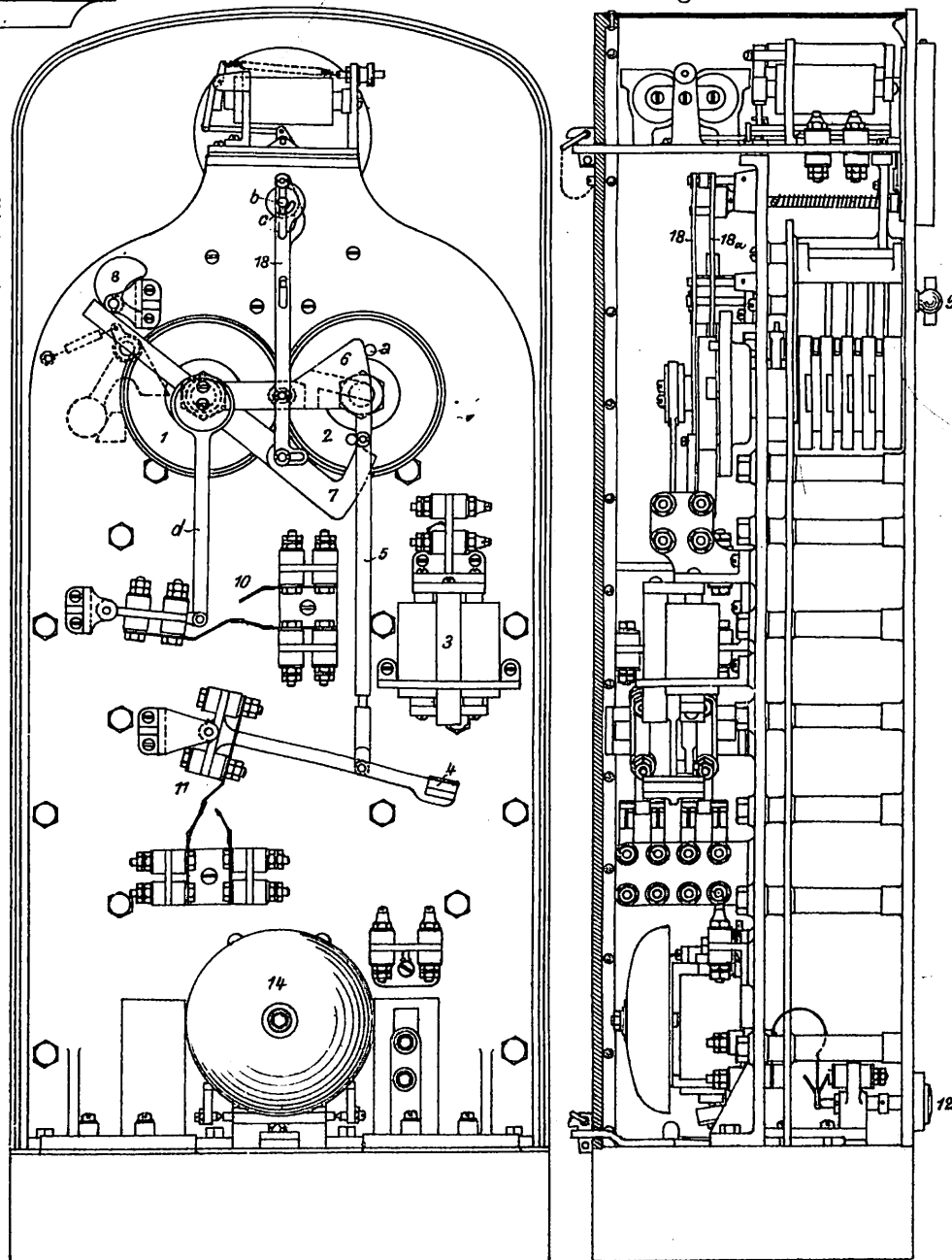


Abb. 4. Innere Einrichtung.



Von A. Rühle von Lilienstern.

Abb. 3.
Maßstab
der Geschwindigkeiten.

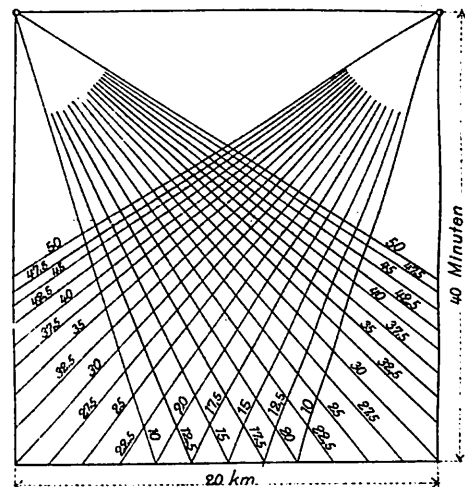


Abb. 2. Fahrzeiten.

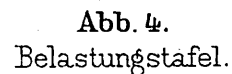
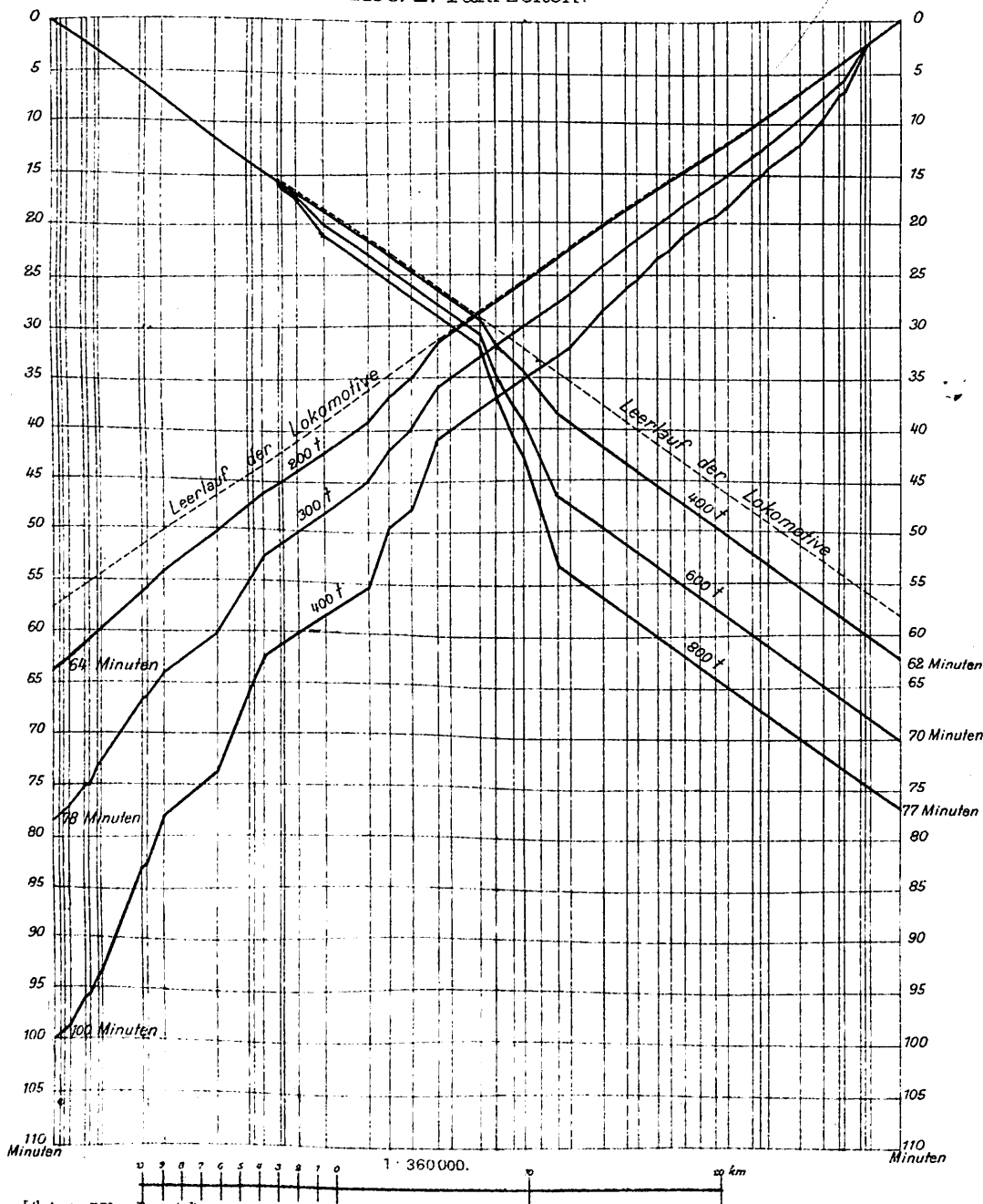


Abb. 4.



Belastungstafel.

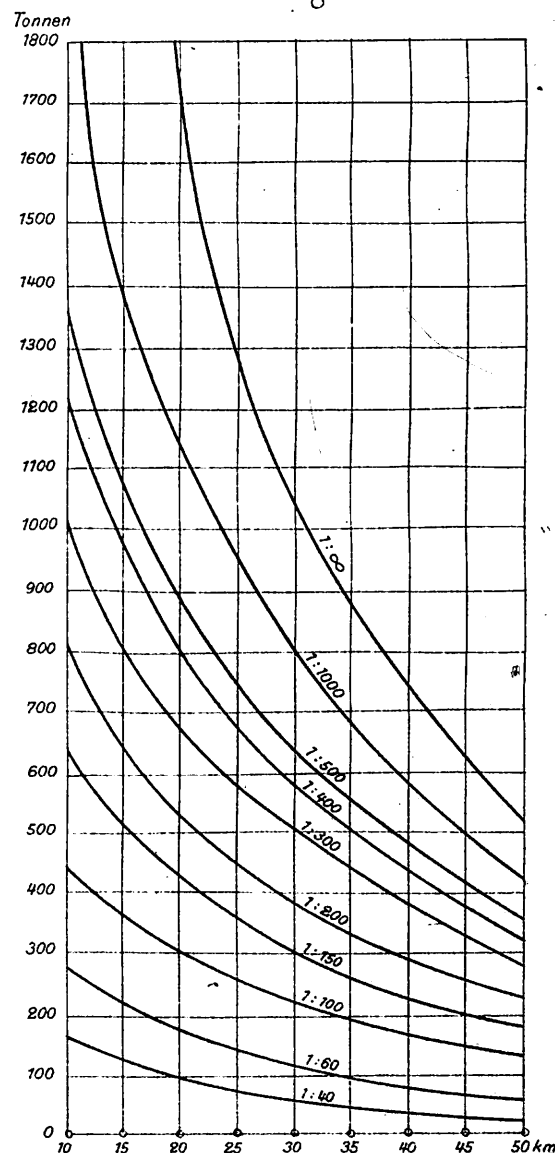


Abb. 1-4. Versuche
zur Ermittlung
zweckmäßiger Liefere-
rungsbedingungen für
Stellwerks-Drahtseile.

Abb. 1.

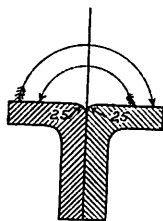


Abb. 2.

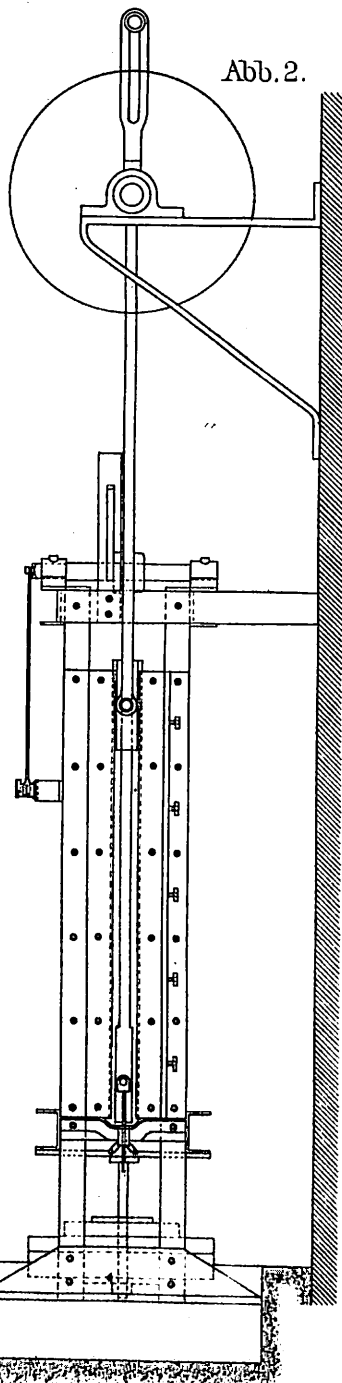


Abb. 3.

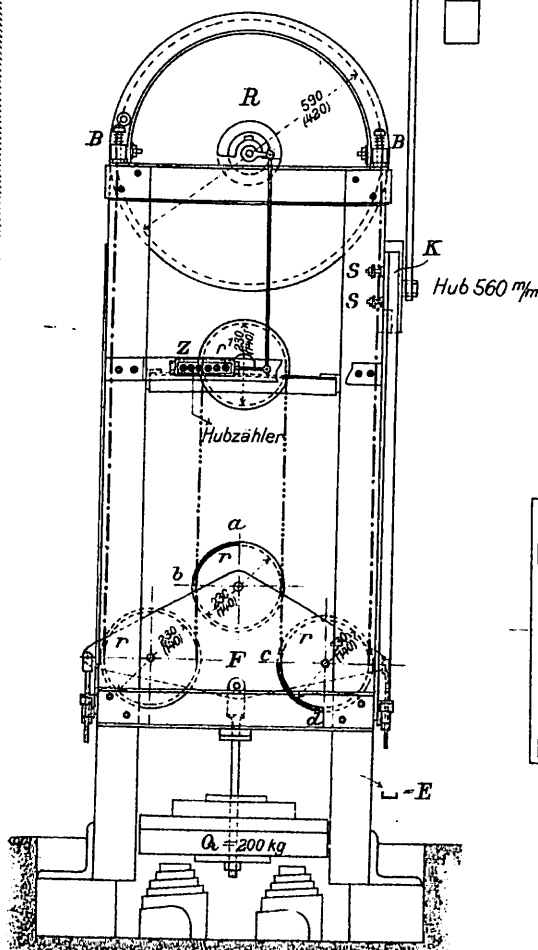


Abb. 5.

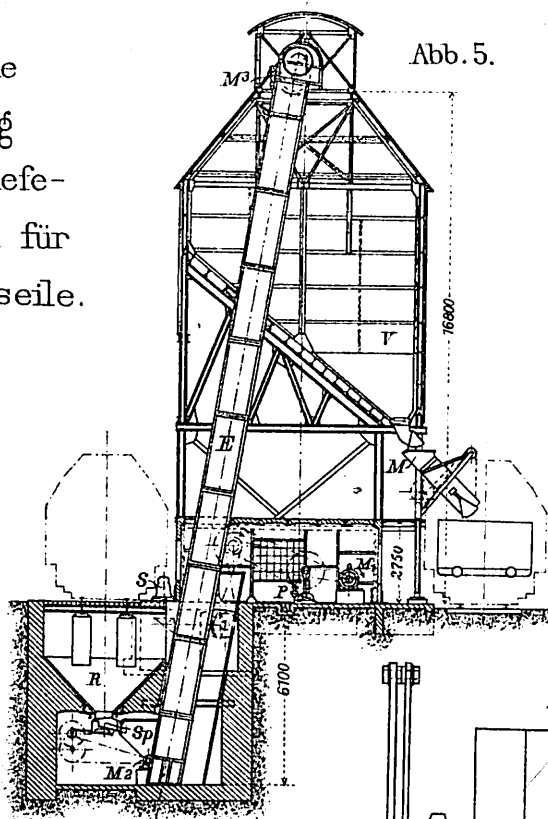


Abb. 6.

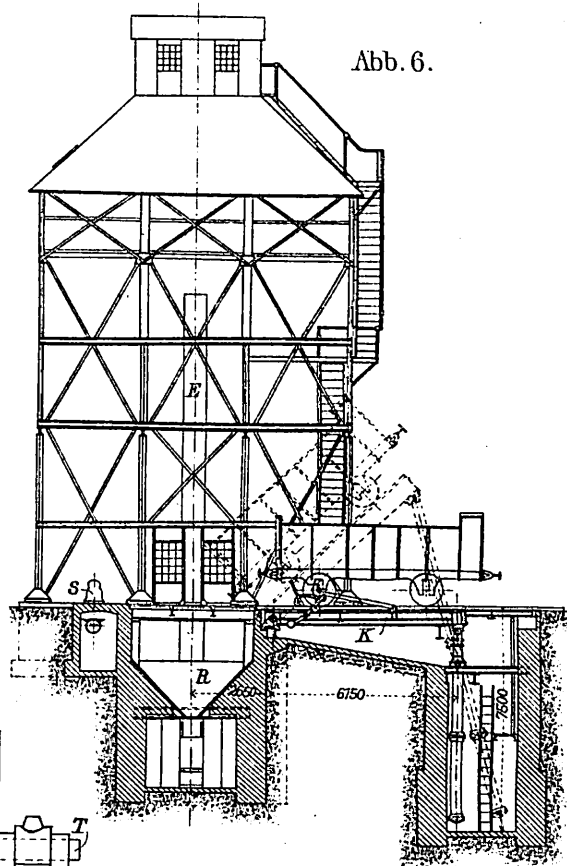


Abb. 4.

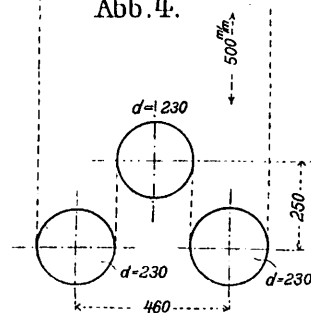
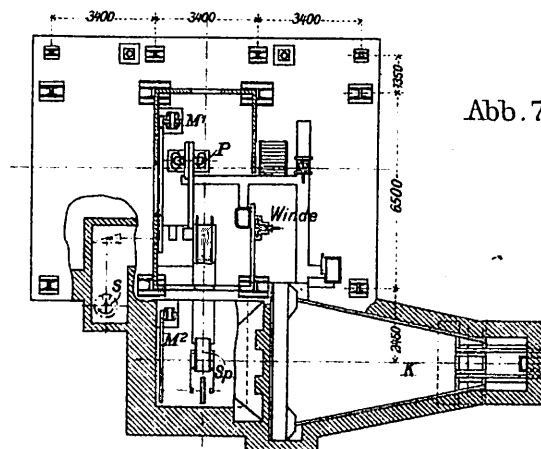


Abb. 5-7.
Lokomotivbekohlungs-Anlage
auf Bahnhof Grunewald.

Abb. 7.



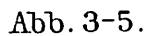
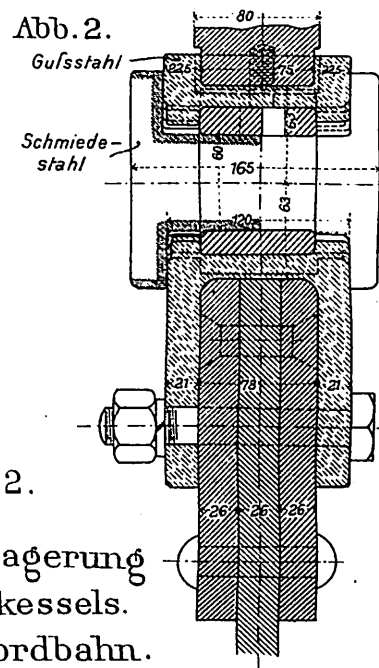


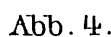
Abb. 1 und 2.



Verschiebbliche Lagerung
des Lokomotivkessels.
Französische Nordbahn.



Querschnitt des Tragringes.



Kanalspiegel

Kanalsohle

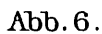


Abb.6-9. Austerlitz-Brücke über die Seine.

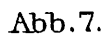
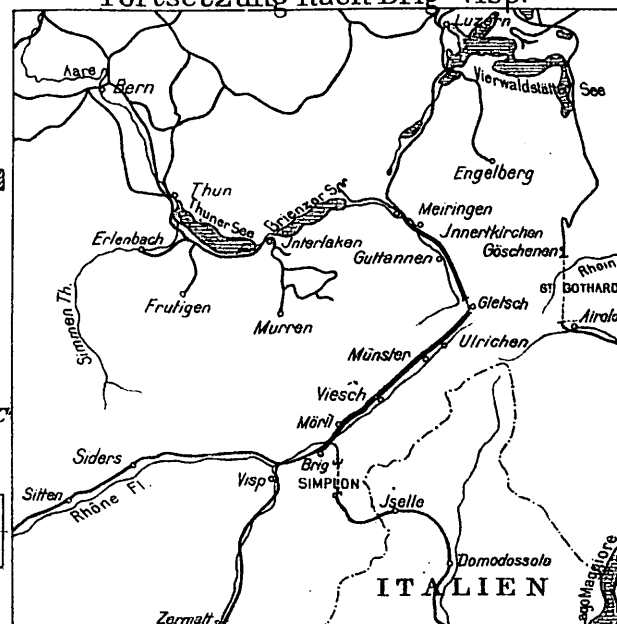
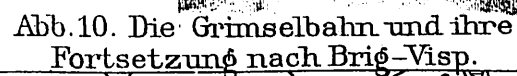
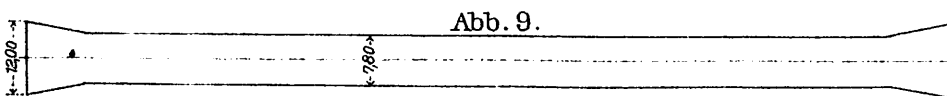


Abb. 8 und 9. Aufriss und Grundriss.



Abb. 9.



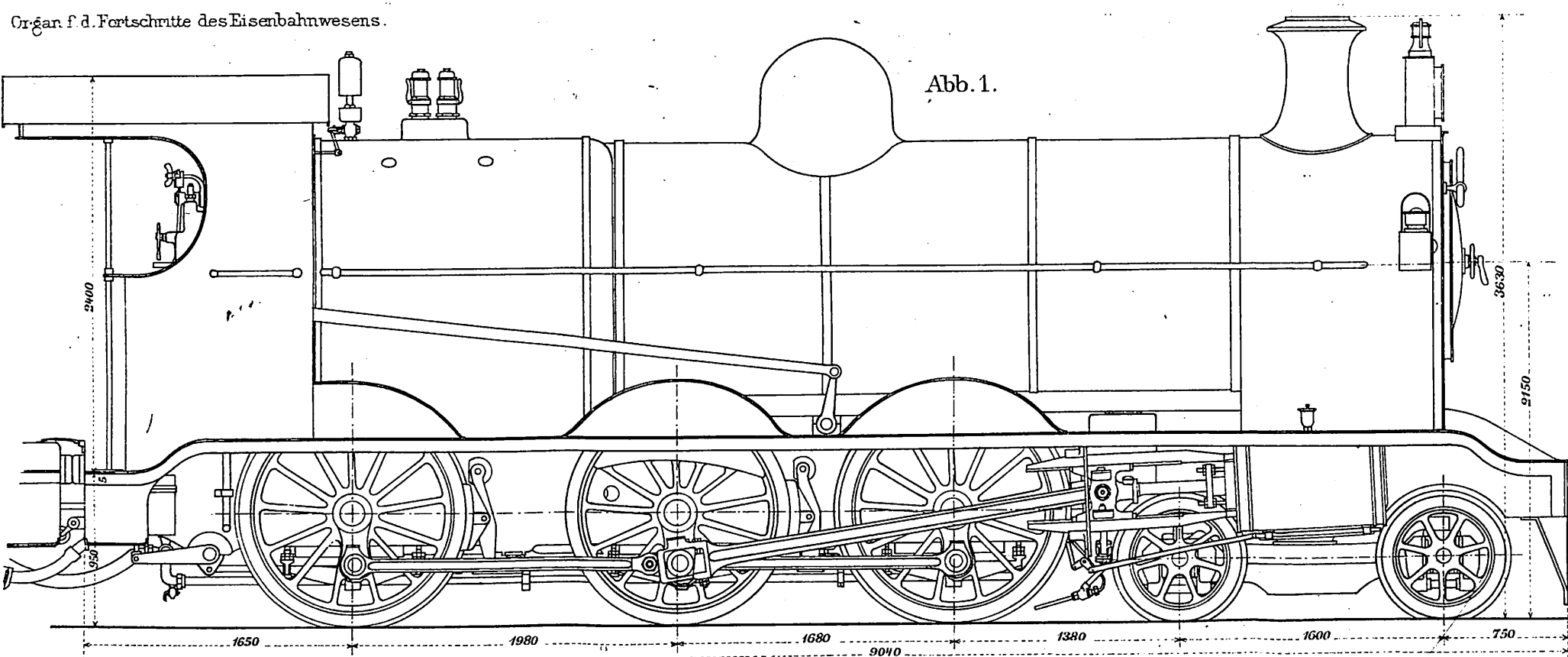
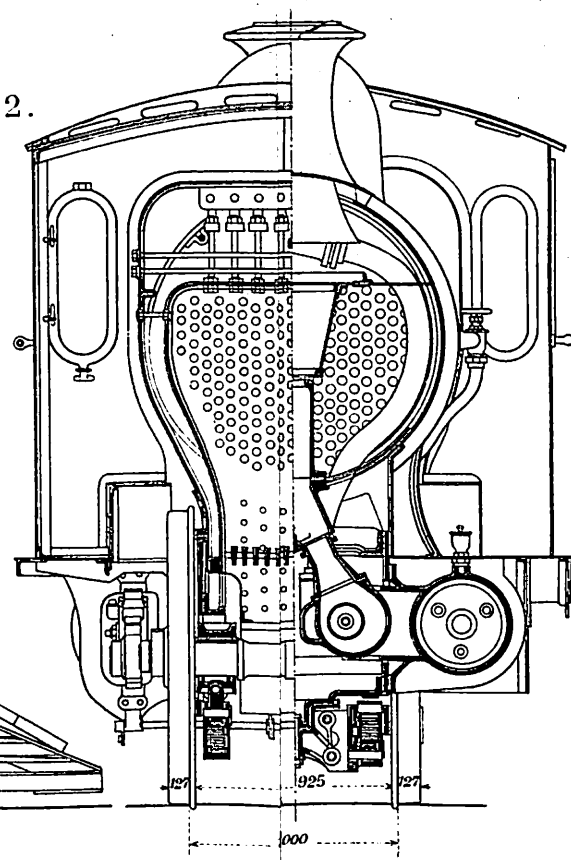


Abb. 2.



$\frac{3}{5}$ gekuppelte
Personenzug-
Lokomotive
für 1m Spur.

San Juan-
Serrezuelo-
Eisenbahn.

Abb. 3.

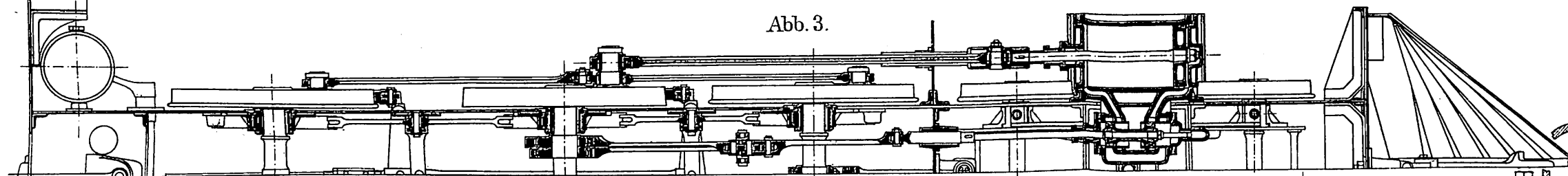


Abb. 4.

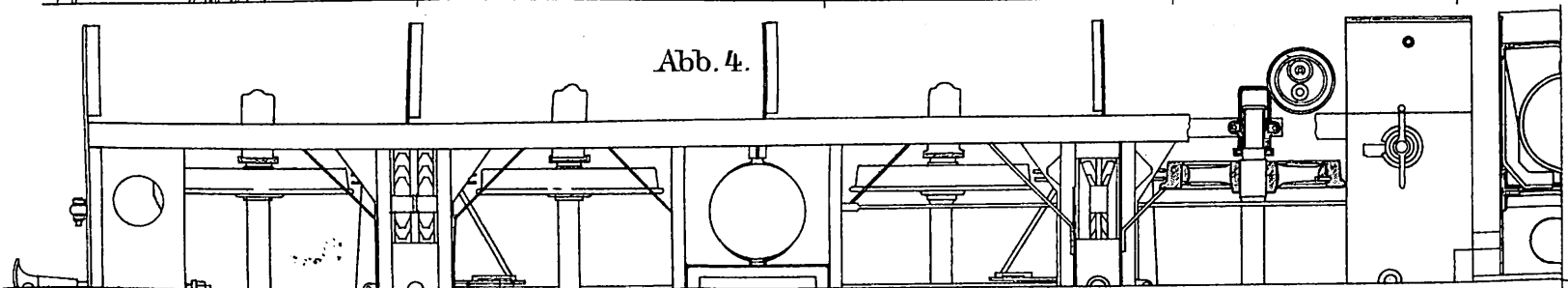


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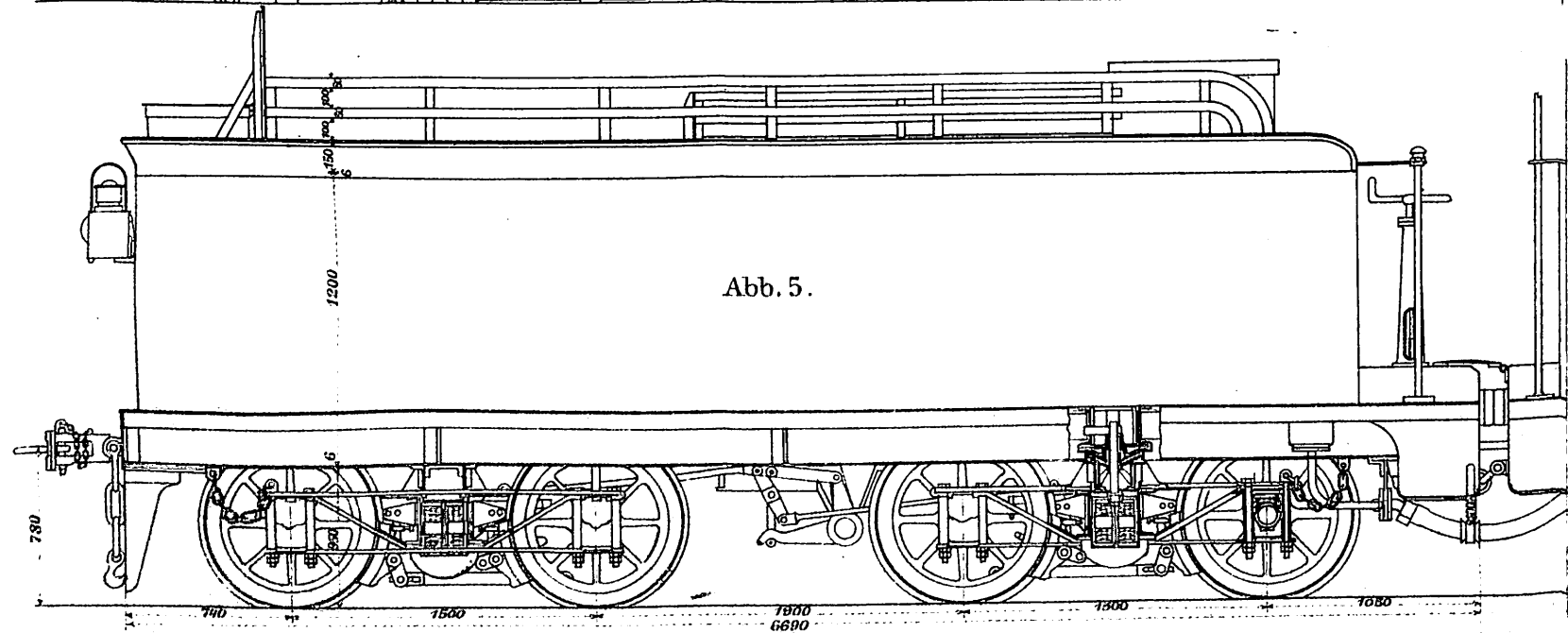


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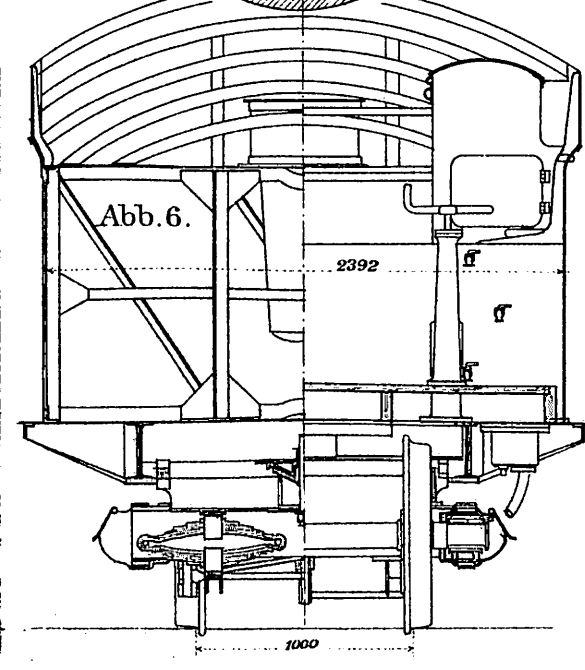


Abb. 7-9. Speisepumpe.

Abb. 7.

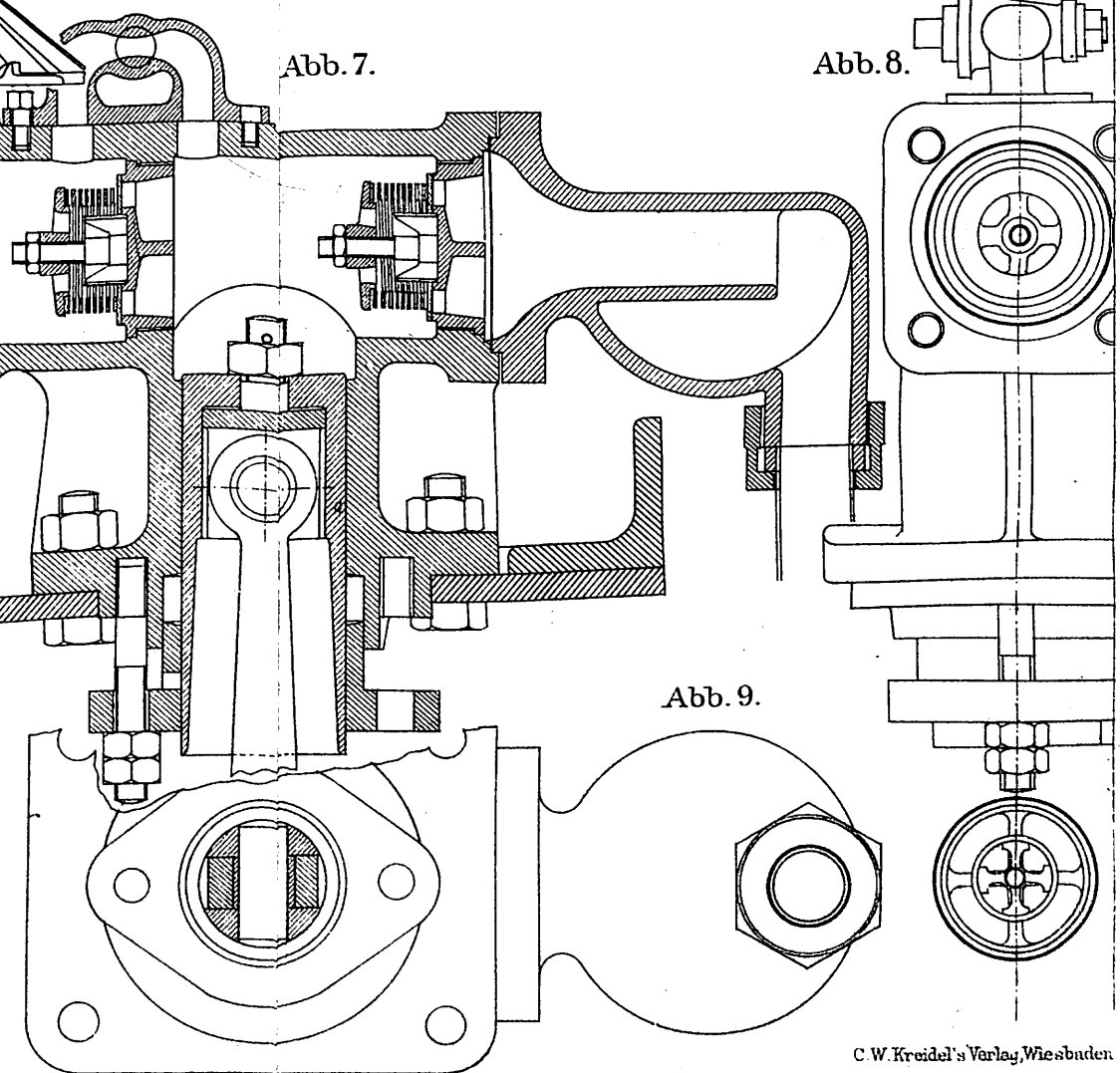


Abb. 8.

Abb. 9.

$\frac{3}{5}$ gekuppelte Personenzug-Lokomotive für 1m Spur.
San Juan-Serrezuelo-Eisenbahn.

Steuerung.
Abb. 1.

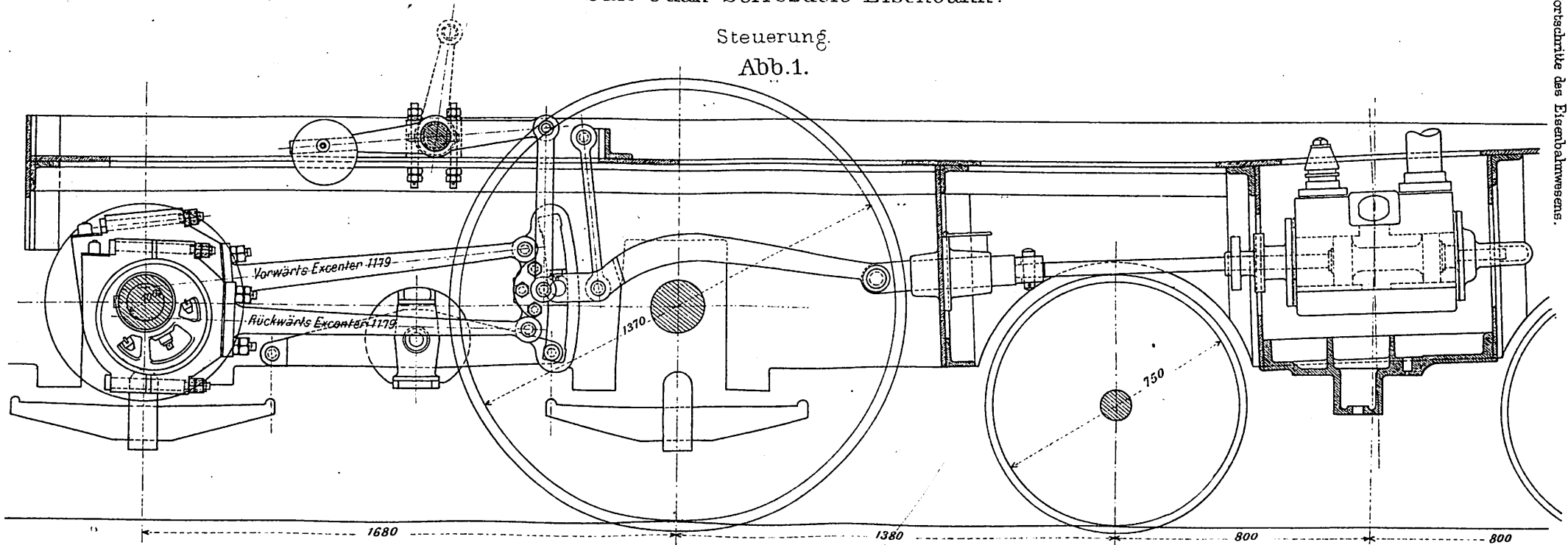
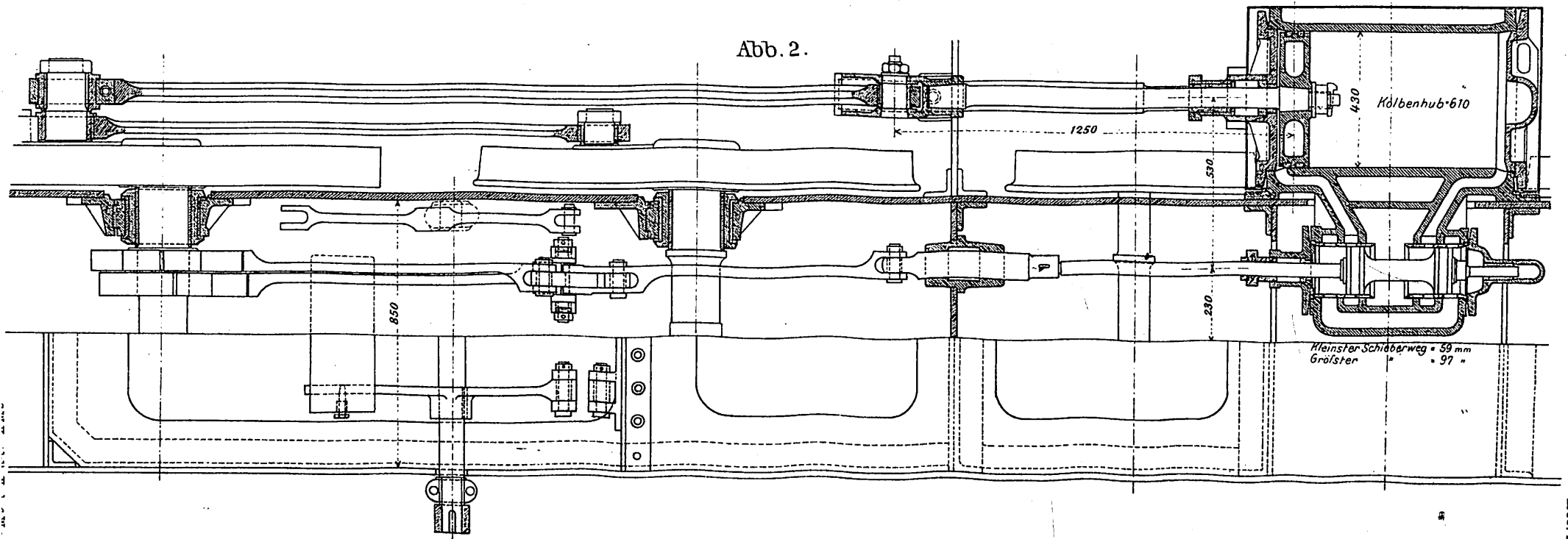
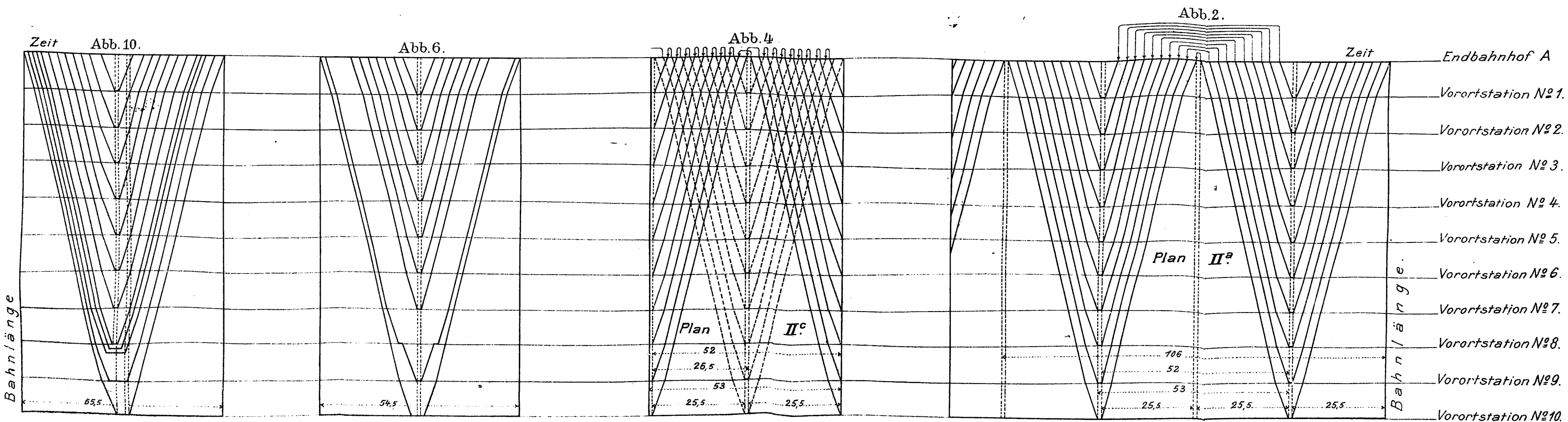
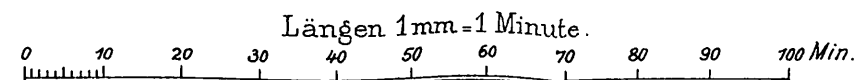
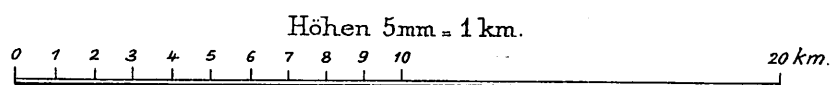
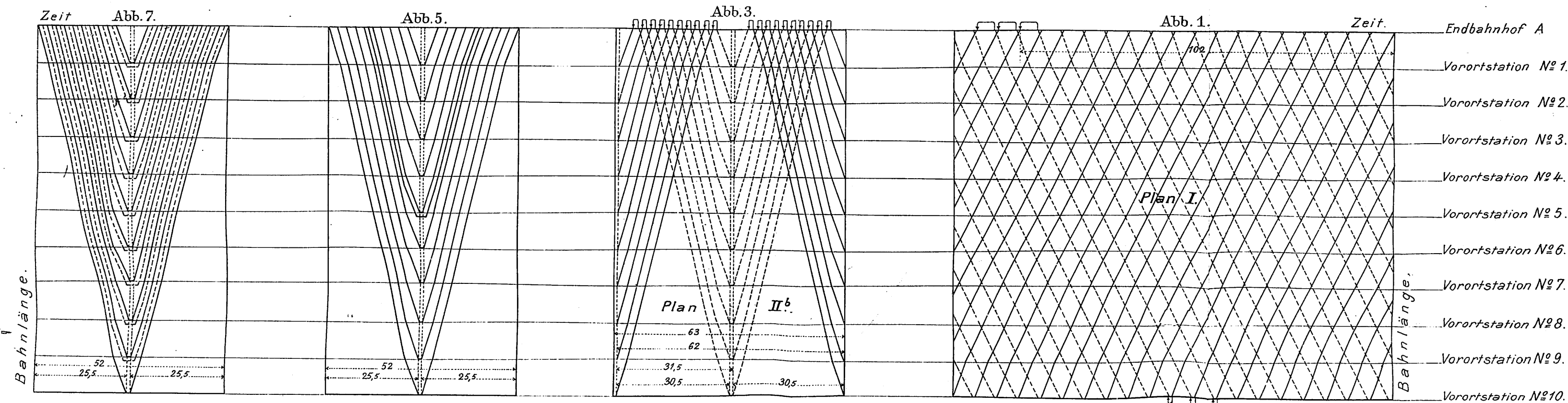
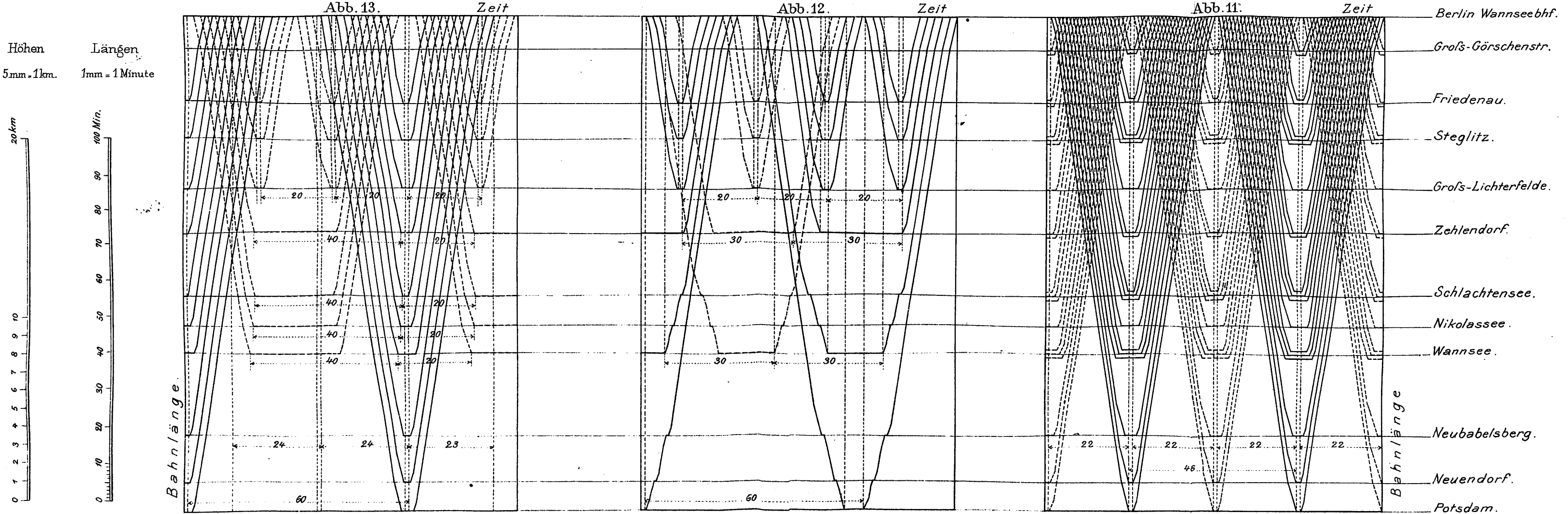
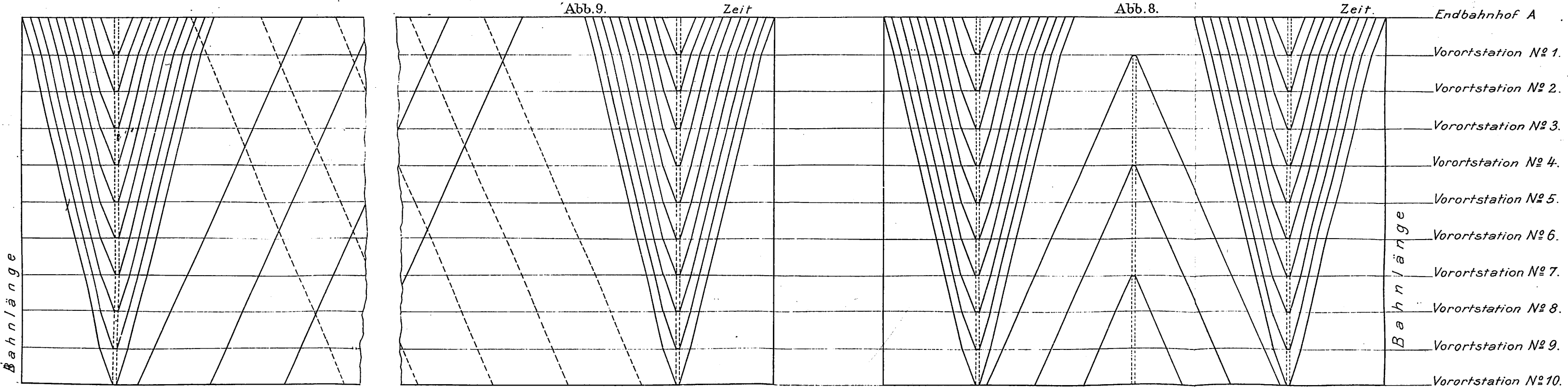


Abb. 2.







A. Personen- und Schnellzug-Lokomotiven.

Nr.	Zeichnung		Name der Erbauerin	Name der Besitzerin, Eisenbahngesellschaft	Achsen- anord- nung	Spur- weite mm	Maschinen- anordnung	Dampf- zylinder		Kessel- bauart	Kessel- durch- messer mm	Höhe der Kessel- mitte über S.O. mm	Heizrohre			Heizfläche			Feuer- büchse		Rost- fläche qm	Dampf- spannung at	Raddurchmesser			Trieb- achs- stand mm	Ganzer Achsen- stand der Loko- motive mm	Ganzer Achsen- stand von Loko- motive und Tender mm	Länge von Loko- motive und Tender mm	Gewicht der Lokomotive				Tender				Betriebsgewicht von Lokomotive t
	Tafel	Abb.						Durch- messer mm	Hub mm				Zahl	Länge mm	Durch- messer mm	Feuer- büchse qm	Heiz- rohre qm	ganze qm	Länge mm	Breite mm			Trieb- räder mm	vor- dere Lauf- räder mm	hin- tere Lauf- räder mm					vordere Lauf- achse t	Trieb- achsen t	hintere Lauf- achse t	ganze t	Zahl der Ach- sen	Kohle t	Wasser cbm	Gewicht im Dienste t	
1	LV	1	Baldwin Lokomotiv Werke	Chicago und Alton Bahn	4-4-2	1435	Zwilling	508	712	Walze	1778	2870	297	4880	50,8	16,7	230	246,7	2740	1675	4,6	14	2057	850	1295	2134	8408	17378	20900	18,2	47,2	18,2	83,6	4	12,7	26,5	61,4	145
2	"	2	"	Norfolk und Western Bahn	4-4-2	"	"	482,5	712	Kegelschuß hinten	1575	2740	326	4880	50,8	15,1	254	269,1	2540	1630	4,2	14	2000	914	1270	2083	8140	17175	20100	18,5	36,8	21,5	76,8	4	9,1	22,7	51,7	128
3	"	3	Schenectady Werke	Vandalia Linien	4-4-2	"	"	583	660	Walze	1830	2820	351	4880	50,8	16,45	272	288,45	2440	1906	4,67	14	2007	914	1270	2134	8308	17658	20200	18,1	49,2	16,3	83,6	4	11,0	28,4	65,0	148
4	"	"	"	Baltimore und Ohio Bahn	4-4-2	"	"	560	660	Belpaire	1700	2785	313	4600	50,8	16,8	228	244,6	2820	1832	5,16	14,5	2030	914	1270	2262	9391	18364	20700	17,3	49,7	15	82,0	4	9,1	26,5	60,6	142
5	"	4	Brooks Werke	Big Four Bahn	4-4-2	"	"	520	712	Kegelschuß hinten	1737	2820	362	4880	50,8	16,8	280	296,8	2460	1725	4,2	14	2007	914	1270	2286	9093	17277	20100	19,1	45,5	19,0	83,6	4	9,1	28,4	63,6	147
6	"	5	Rogers Werke	Illinois Central Bahn	4-4-2	"	"	508	712	Kegelschuß mittig	1675	2781	335	5134	50,8	16,7	284	300,7	2603	1812	4,7	14	2007	838	1280	2210	8460	18160	21600	20,5	46,4	18,6	85,5	4	13,5	26,5	66,8	152
7	"	6	Baldwin Lokomotiv Werke	Chicago, Burlington und Quincy Bahn	4-4-2	"	Vauclain Vierzylinder	381	660	Kegelschuß hinten	1625	2845	330	5032	50,8	15,4	264,0	297,4	2438	1678	4,1	11,8	2140	946	1378	2210	8434	16807	20200	21,4	43,6	18,2	83,2	4	9,1	22,7	52,8	136
8	"	7	"	Atchison, Topeka und Santa Fé Bahn	4-4-2	"	Balanced Comp.	381	660	"	1675	2816	273	5744	57,2	17,65	280	297,65	2744	1675	4,6	15,5	2000	870	1270	2083	9221	18078	20850	21,3	46,0	20,7	88,0	4	11,0	32,2	74,5	162
9	"	8	Schenectady Werke	New York Central und Hudson Fluß Bahn	4-4-2	"	Vierzylinder-Verbund 2 Achsen-Antrieb	394	660	Walze	1834	2821	390	4877	50,8	16,25	304	320,25	2433	1911	4,67	15,5	2007	927	1270	2135	8464	16368	18900	22,7	50,0	18,3	91,0	4	9,1	22,7	56,8	147
10	"	9	Société Alsacienne de Con- structions Mécaniques, Belfort	Pennsylvania Bahn	4-4-2	"	Vierzylinder-Verbund de Glehn	360	640	Belpaire Walze	1513	2700	139	4400	65	16,5	230	246,5	3050	1010	3,15	16	2040	960	1540	2150	8700	15370	21640	21,1	36,0	15,5	72,6	4	10,0	20,0	60,0	132
11	"	10	Hannoversche Maschinen- bau-Aktien-Gesellschaft vormals Georg Egestorff	Preussische Staatsbahn	4-4-2	"	Vierzylinder-Verbund v. Borries	360	600	Walze	1440	2500	241	4450	50	10,03	151,61	161,64	1410	1920	2,71	14	1980	1000	1000	2100	9000	13450	17300	18,18	30,40	12,78	61,36	4	5,0	20,0	43,32	104
12	"	11	Henschel und Sohn Cassel	Preussische Staatsbahn	4-4-4	"	Dreizylinder-Verbund Wittfeld	3x524	630	Kegelschuß mittig	1620	2760	346	5000	50	15,24	244,57	259,81	2450	1800	4,39	14	2200	1000	1000	2560	11485	20785	24818	24,56	34,00	30,48	89,04	4	7,0	20,0	59,6	148
13	"	12	Baldwin Lokomotiv Werke	Norfolk und Western Bahn	4-6-0	"	Zwilling	508	712	Kegelschuß hinten	1675	2743	281	4410	57,2	16,75	221	237,75	2858	1061	3,03	14	1725	851	—	4001	7431	15411	15500	16,8	59,0	—	75,8	4	9,1	22,7	52,4	128
14	LVI	13	Rogers Werke	Great Northern Bahn	4-6-0	"	"	483	712	Belpaire	1675	2740	280	4346	50,8	10,0	194	210,0	2858	1090	3,0	14,8	1854	914	—	4115	7595	17690	19800	12,6	61,0	—	73,6	4	10,0	22,7	59,5	133
15	"	14	Brooks Werke	Lake Shore und Michigan Southern Bahn	2-6-2	"	"	521	712	Kegelschuß hinten	1676	2794	344	5804	50,8	17,1	317	334,1	2160	2130	4,5	14	2032	1080	1219	4268	9708	17480	20100	9,5	65,0	12,0	86,5	4	11,8	22,7	59,0	145
16	"	15	Baldwin Lokomotiv Werke	Union Pacific Bahn	4-6-2	"	"	560	712	Walze	1778	2870	245	6100	57,2	16,7	267	283,7	2745	1675	4,6	14	1956	851	1143	4064	10160	19132	22830	16,9	64,5	20,0	101,4	4	12,7	26,5	59,7	161
17	"	16	"	St. Louis und San Francisco Bahn	4-6-2	"	"	508	660	Kegelschuß hinten	1625	2858	249	5668	57,2	14,0	252	266,0	1977	2030	4,0	14	1753	762	1245	3658	9144	18425	21850	18,7	52,2	15,9	86,8	4	9,1	22,7	52,2	139
18	"	17	Brooks Werke	Missouri Pacific Bahn	4-6-2	"	"	508	660	Kegelschuß mittig	1630	2896	256	5652	57,2	14,15	258	272,15	1980	2030	4,0	14	1753	838	1245	3760	9652	16819	19200	17,7	56,3	12,4	86,4	4	9,1	18,9	56,8	143
19	—	—	Canadische Lokomotiv Co. Kingston, Ontario	Prince Edward Island Bahn	4-4-0	1067	—	381	508	Kegelschuß hinten Strahlbolzen	1368	—	170	2895	44,5	8,361	69,3	77,66	1690	838	1,5	12,6	1372	850	—	2362	5969	1189	1463	11,04	20,41	—	31,45	4	4,2	9,0	24,0	55

B. Güterzug-Lokomotiven.

20	LVI	18	Brooks Werke	Anheuser-Busch	0-6-0	1435	Zwilling	508	660	Strahlbolzen	1625	2565	279	4580	50,8	11,43	203,57	215	1675	1600	2,6	12,7	1270	—	—	3429	3429	13496	18600	—	65,0	—	65,0	4	6,8	22,7	54,5	119
21	"	19	Baldwin Lokomotiv Werke	Missouri, Kansas und Texas Bahn	2-6-0	"	"	508	712	Kegelschuß hinten	1575	2745	316	3863	50,8	14,2	193,8	208,0	2650	1675	4,35	14	1600	834	—	4572	7188	15657	19120	10,0	60,5	—	70,5	4	9,1	20,8	52,5	123
22	"	20	Rogers Lokomotiv Werke	St. Louis Southwestern Bahn	2-6-0	"	"	482	660	Kegelschuß mittig	1638	2575	270	3743	50,8	15,1	160,4	175,5	2690	1203	2,7	14	1550	838	—	4470	6934	15724	18300	8,5	57,5	—	66,0	4	11,0	10,5	51,5	117
23	"	21	Schenectady Werke	Kiuschiu, Japan	2-6-0	1067	"	432	610	Walze	1472	2125	190	3380	50,8	9,82	101,4	111,22	2085	737	1,57	12,7	1870	711	—	3632	5918	12187	14600	6,1	35,5	—	41,6	3	2,8	22,7	25,2	66
24	"	22	Baldwin Lokomotiv Werke	Delaware, Lakawanna und Western Bahn	2-8-0	1435	"	534	660	"	1790	2815	350	4270	50,8	20,9	237,1	258	3206	2749	8,83	14	1450	762	—	4827	7519	16279	19400	9,0	78,0	—	87,0	4	9,1	22,7	53,0	140
25	"	23	"	Southern Pacific Bahn	2-8-0	"	"	560	762	"	2030	2896	413	4575	50,8	15,9	300,1	316	2743	1675	4,6	14	1448	775	—	4776	7418	17073	20860	11,2	83,8	—	94,0	4	12,7	26,5	62,0	156
26	"	24	"	Norfolk und Western Bahn	2-8-0	"	"	534	762	Kegelschuß hinten	1625	2590	252	4422	57,2	14,9	199,0	213,9	2565	1691	4,2	14	1420	762	—	4724	7289	18427	18430	10,2	68,8	—	79,0	4	9,1	22,7	53,0	132
27	LVII	25	Rogers Werke	Illinois Central Bahn	2-8-0	"	"	508	712	Kegelschuß mittig	1675	2870	335	4448	50,8	17,0	238,0	255	2745	1828	5,0	14	1435	838	—	4876	7518	17500	20070	11,5	74,5	—	86,0	4	13,6	26,5	66,8	152
28	"	26	"	Baltimore und Ohio Bahn	2-8-0	"	"	559	712	Walze	1800	2794	369	4178	50,8	15,0	248,0	263,0	2745	1625	4,6	14,5	1422	762	—	5042	7544	17690	20100	9,4	78,6	—	88,0	4	11,0	26,5	64,0	152
29	"	27	Schenectady Werke	Erie Bahn	2-8-0	"	"	559	812	Walze	1896	2985	372	4829	50,8	15,35	285	300,35	2643	1906	5,1	14	1575	838	—	5181	7900	17080	21600	10,7	81,3	—	92,0	4	11,0	26,5	58,7	150
30	"	28	"	New York Central und Hudson Fluß Bahn	2-8-0	"	"	585	812	"	2032	2896	458	4728	50,8	16,97	346,0	362,97	2667	1906	5,1	14	1600	838	—	5181	7900	18465	22800	10,5	89,0	—	99,5	4	11,0	26,5	62,0	161
31	"	29	Richmond Werke	Chesapeake und Ohio Bahn	2-8-0	"	"	559	712	Kegelschuß mittig	1778	2718	370	4500	50,8	14,65	267,0	281,65	2865	1980	4,35	14	1422	762	—	5181	7696	16842	22200	8,8	75,8	—	84,6	4	9,1	22,7	54,2	138
32	"	30	Baldwin Lokomotiv Werke	Norfolk und Western Bahn	2-8-0	"	Zweizylinder- Verbund	583 890	812	Kegelschuß hinten	1725	2600	306	4422	57,2	18,1	241	259,1	3070	1061	3,25	14	1422	762	—	4724	7467	15987	18540	9,0	75,5	—	84,5	4	9,1	22,7	51,7	136
33	"	31	"	Atchison, Topeka und Santa Fé Bahn	2-10-2	"	Vierzylinder-Tandem Verbund	482 812	812	"	2000	2997	391	6080	57,2	19,5	427	446,5	2745	1980	5,43	15,8	1447	743	1016	6020	10948	20130	23740	10,6	106,5	13,4	130,5	4	9,1	32,2	73	141
34	"	32	Schenectady Werke	Baltimore und Ohio Bahn	6-6	"	Vierzylinder-Verbund Mallet	508 812	812	Walze Strahlbolzen	2135	3048	436	6400	57,2	20,4	498	518,4	2745	2535	6,72	16,5	1422	—	—	3048 3048	9947	19698	22200	—	152	—	152	4	11,8	22,7	65	142

Abb. 1. 2/5 gekuppelte Schnellzug-Lokomotive, Chicago und Alton-Bahn.

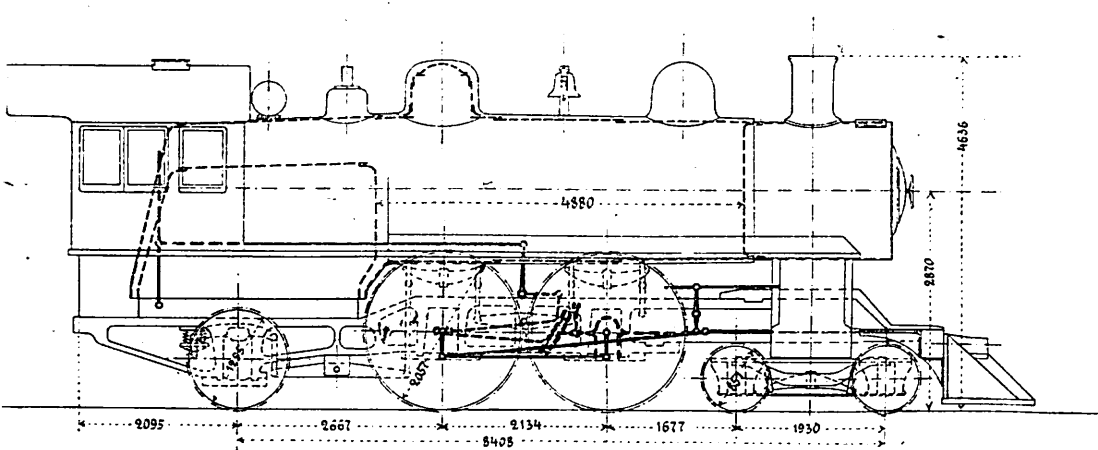


Abb. 2. 2/5 gekuppelte Schnellzug-Lokomotive, Norfolk und Western Bahn.

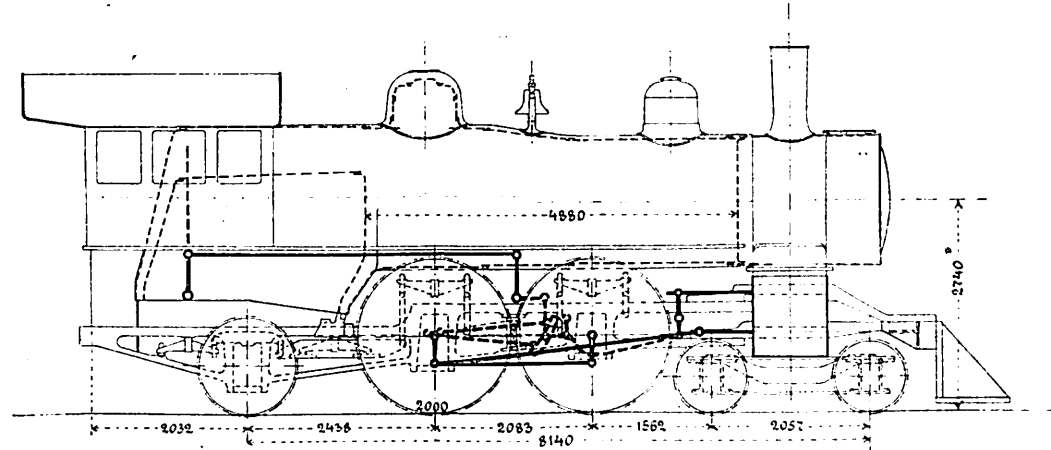


Abb. 3. 2/5 gekuppelte Schnellzug-Lokomotive, Vandalia-Linie.

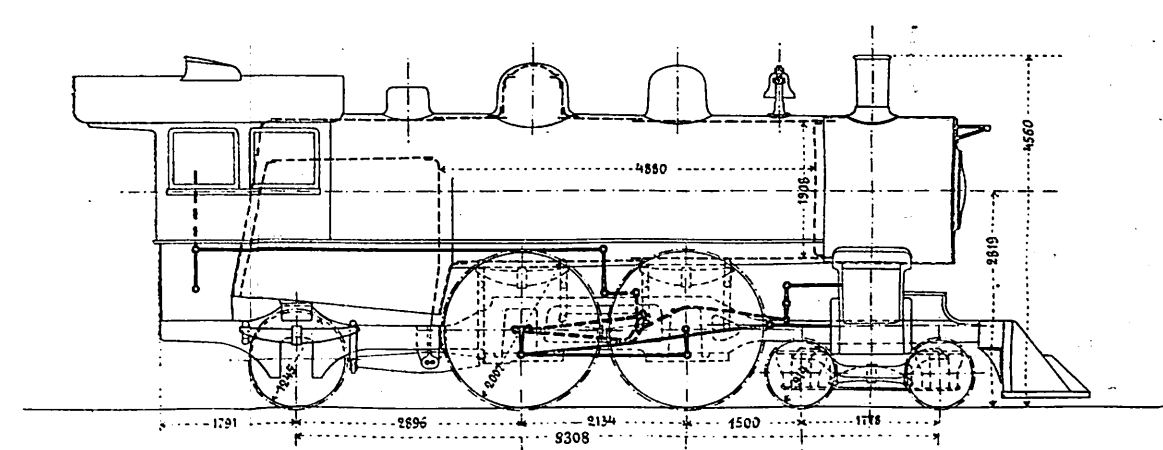


Abb. 4. 2/5 gekuppelte Schnellzug-Lokomotive, Big Four Bahn.

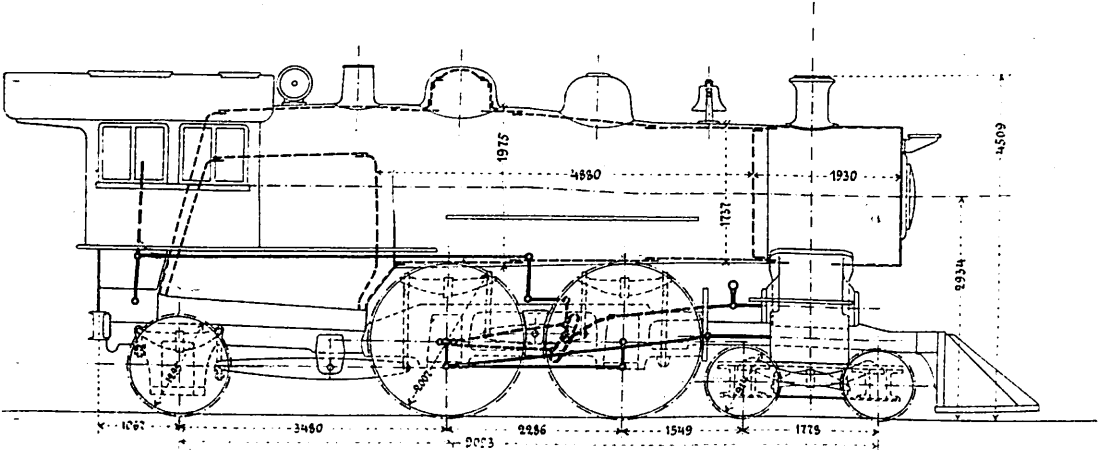


Abb. 5. 2/5 gekuppelte Schnellzug-Lokomotive, Illinois Zentral Bahn.

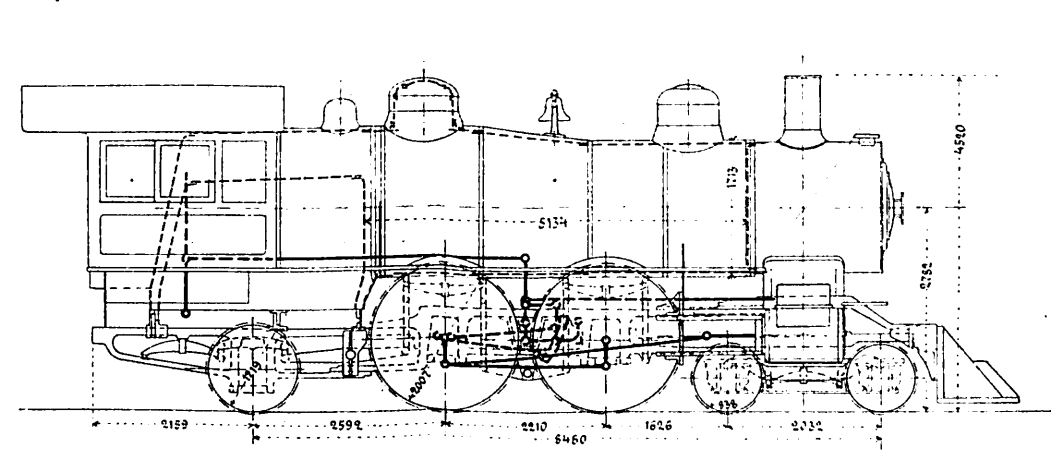


Abb. 6. 2/5 gekuppelte Schnellzug-Lokomotive, Chicago, Burlington und Quincy Bahn.

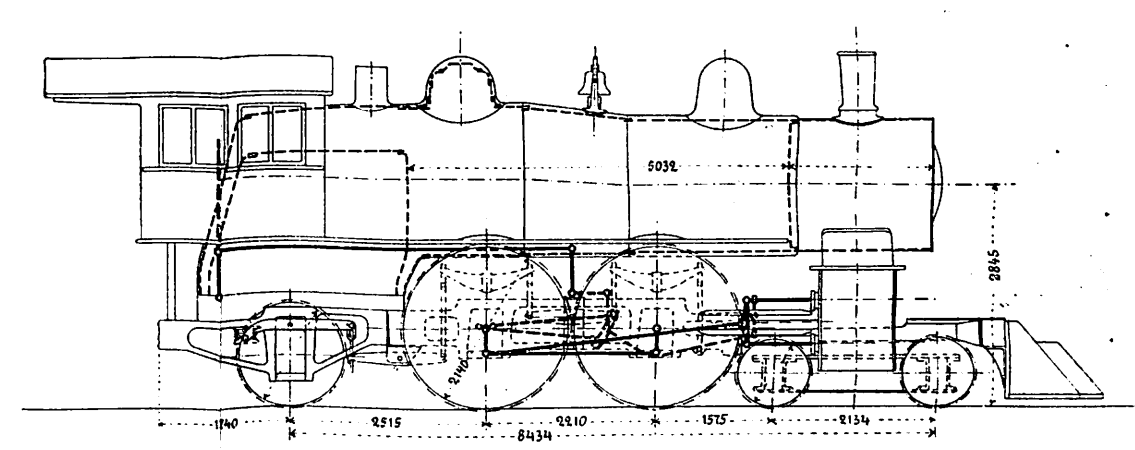


Abb. 7. 2/5 gekuppelte Schnellzug-Lokomotive, Atchison, Topeka und Santa Fé Bahn.

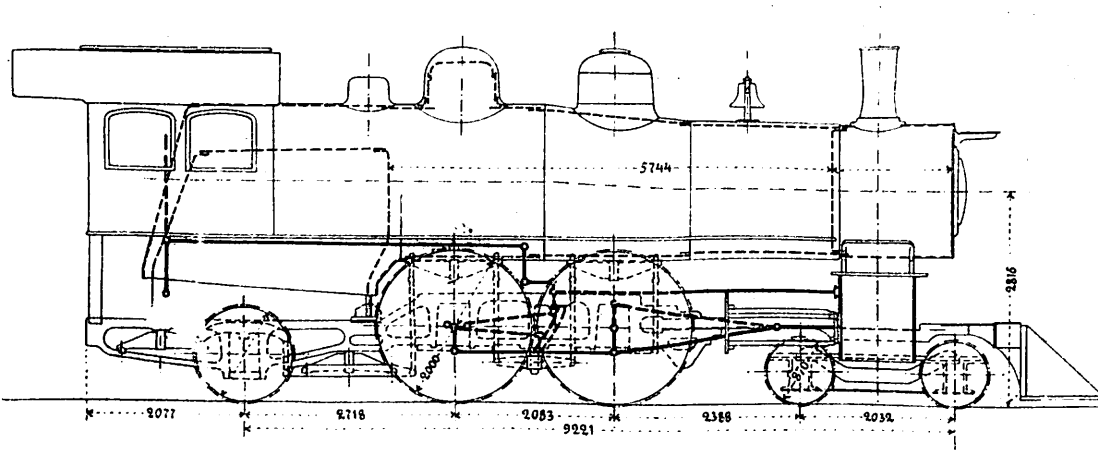


Abb. 8. 2/5 gekuppelte Schnellzug-Lokomotive, New-York Zentral und Hudson Flufs-Bahn.

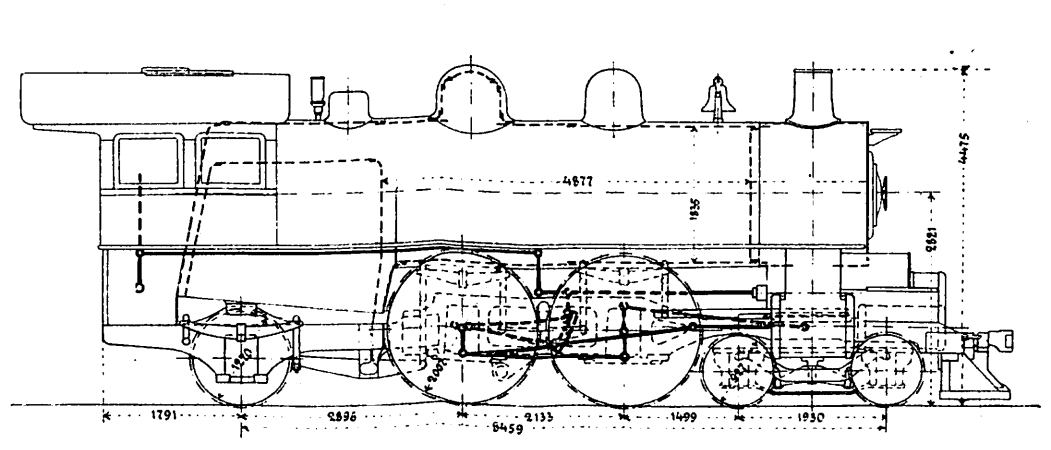


Abb. 9. 2/5 gekuppelte Schnellzug-Lokomotive, Pennsylvania Bahn.

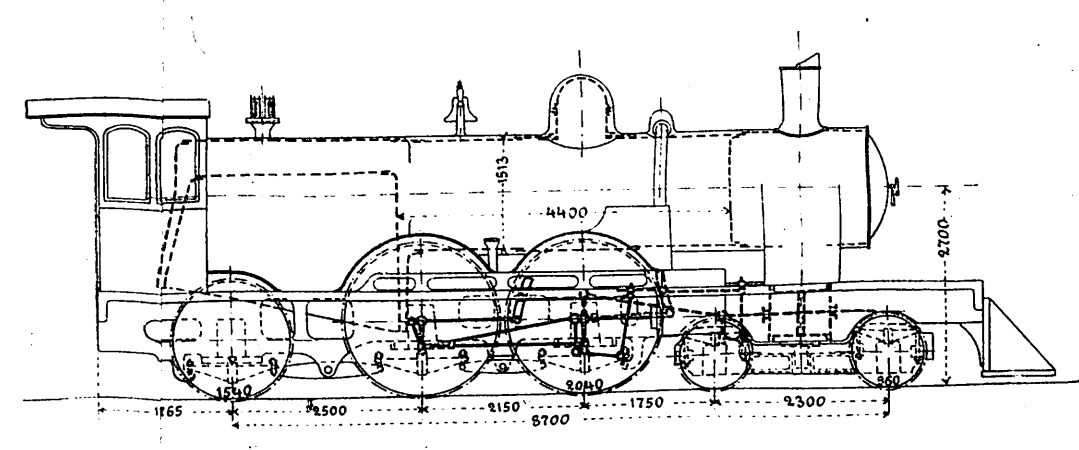


Abb. 10. 2/5 gekuppelte Schnellzug-Lokomotive, Eisenbahn-Direktion Hannover.

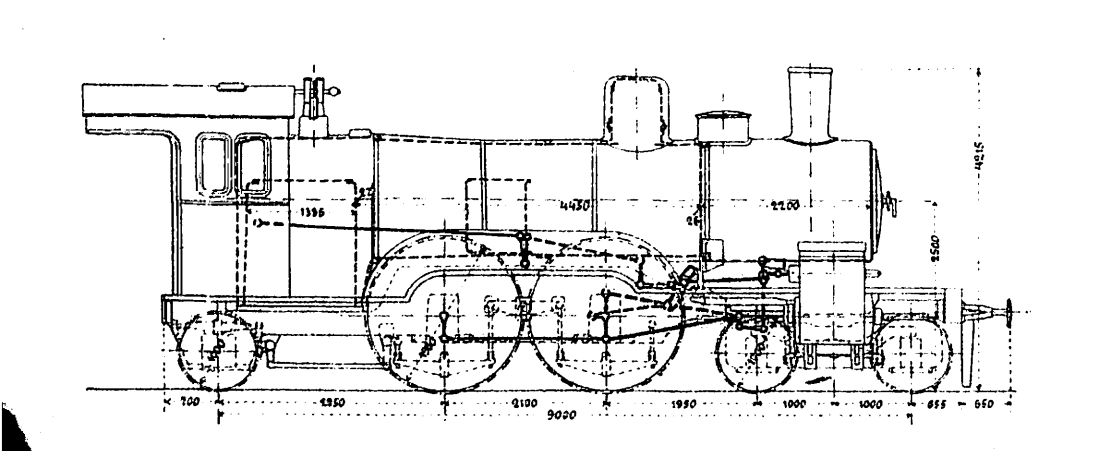


Abb. 11. 2/6 gekuppelte Schnellzug-Lokomotive, Eisenbahn-Direktion Altona.

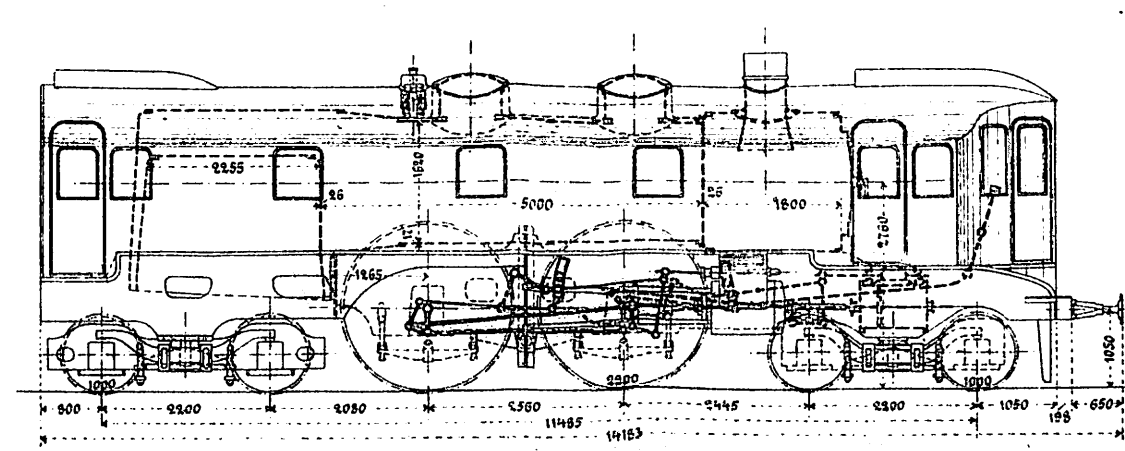


Abb. 12. 3/5 gekuppelte Personenzug-Lokomotive, Norfolk und Western Bahn.

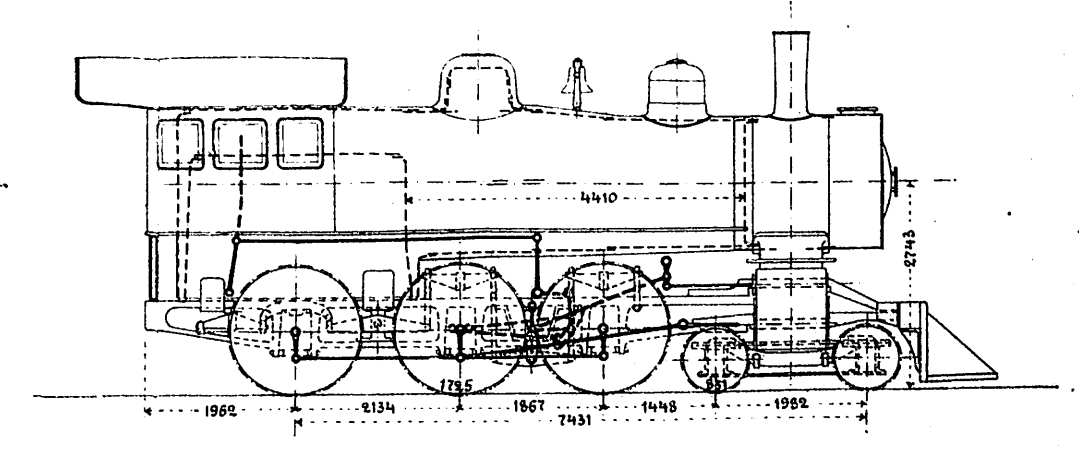


Abb. 13. 3/5 gekuppelte Personenzug-Lokomotive, Great Northern Bahn.

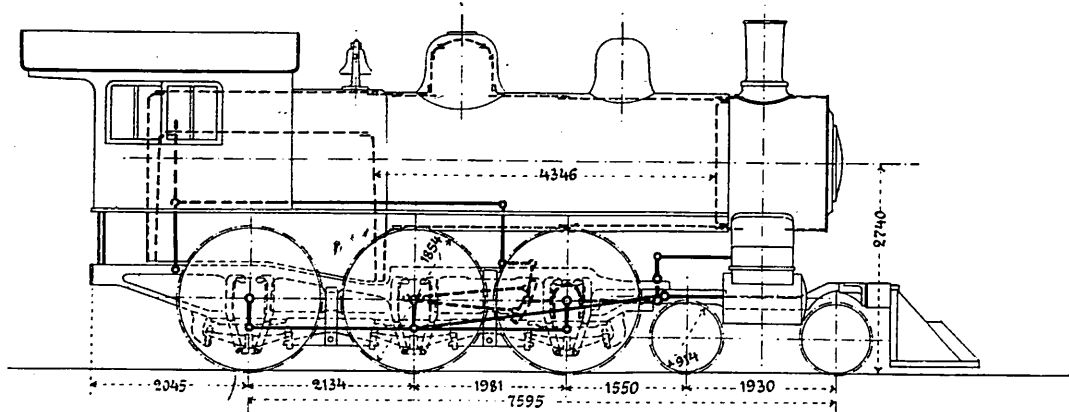


Abb. 14. 3/5 gekuppelte Schnellzug-Lokomotive, Lake Shore und Michigan Southern Bahn.

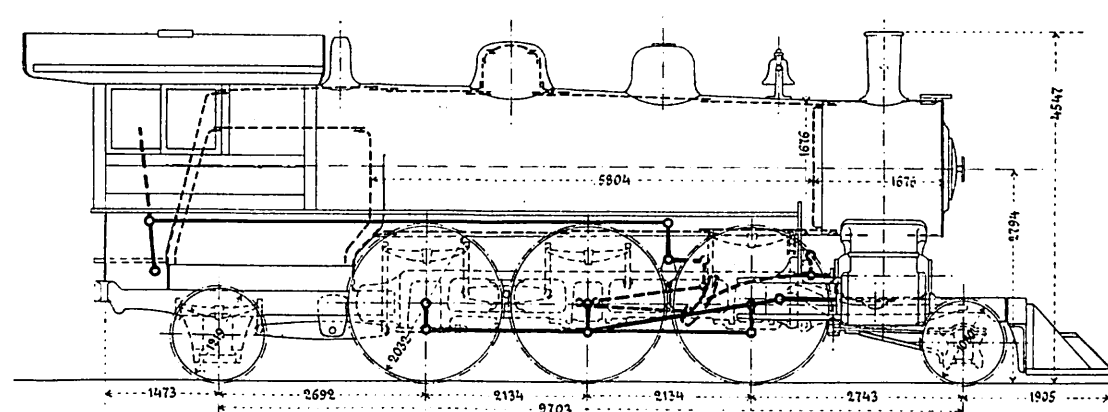


Abb. 15. 3/6 gekuppelte Schnellzug-Lokomotive, Union Pacific Bahn.

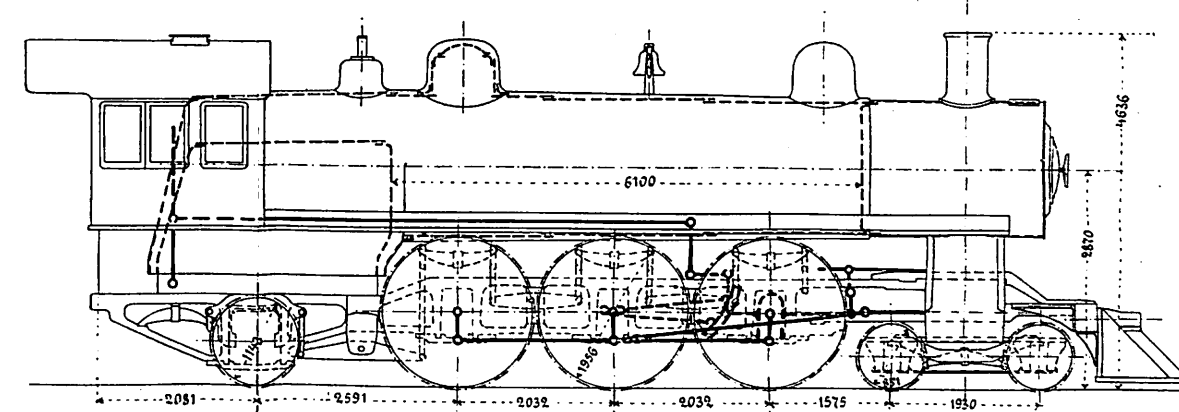


Abb. 16. 3/6 gekuppelte Personenzug-Lokomotive, St. Louis und San Francisco Bahn.

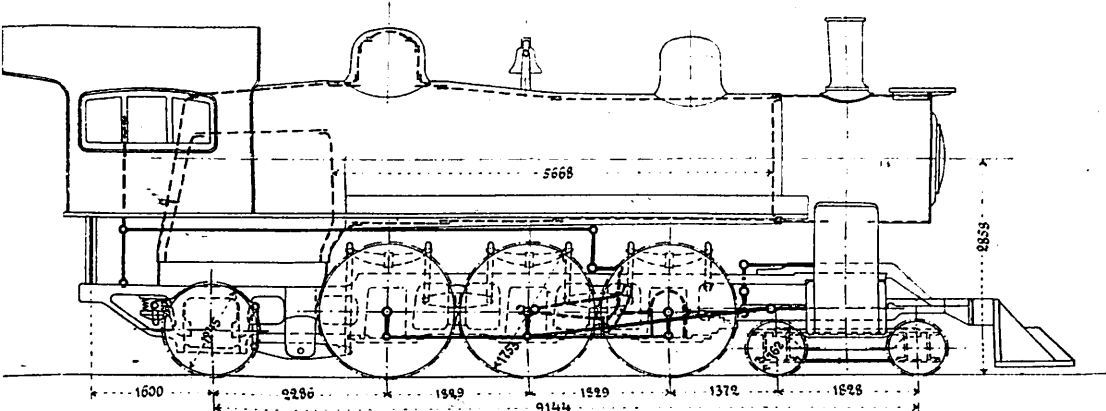


Abb. 17. 3/6 gekuppelte Personenzug-Lokomotive, Missouri Pacific Bahn.

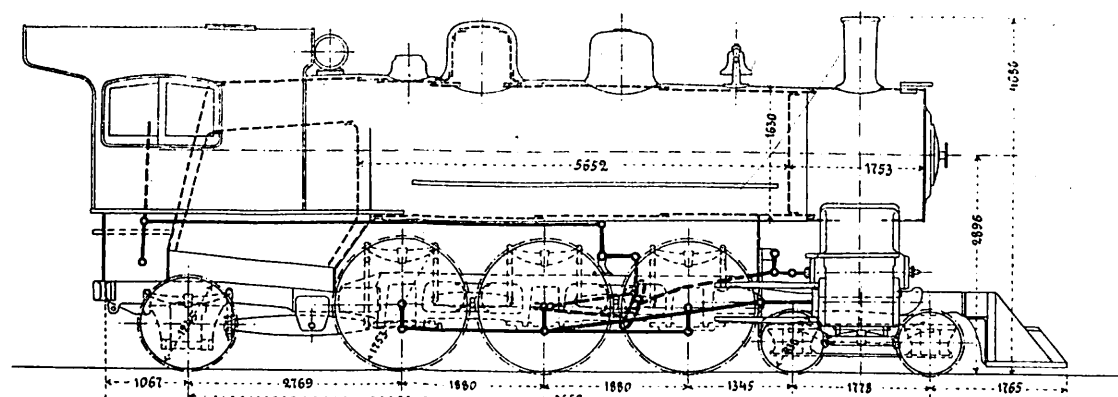


Abb. 18. 3/3 gekuppelte Güterzug-Lokomotive, Anheuser Busch.

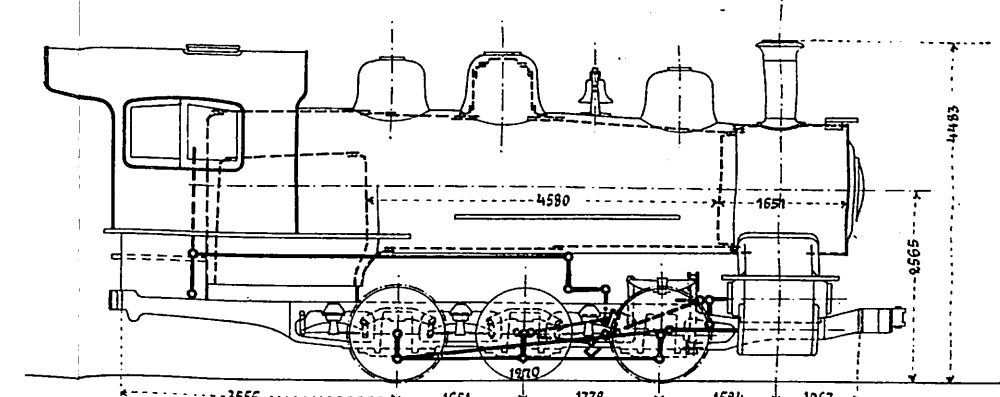


Abb. 19. 3/4 gekuppelte Personenzug-Lokomotive, Missouri, Kansas und Texas Bahn.

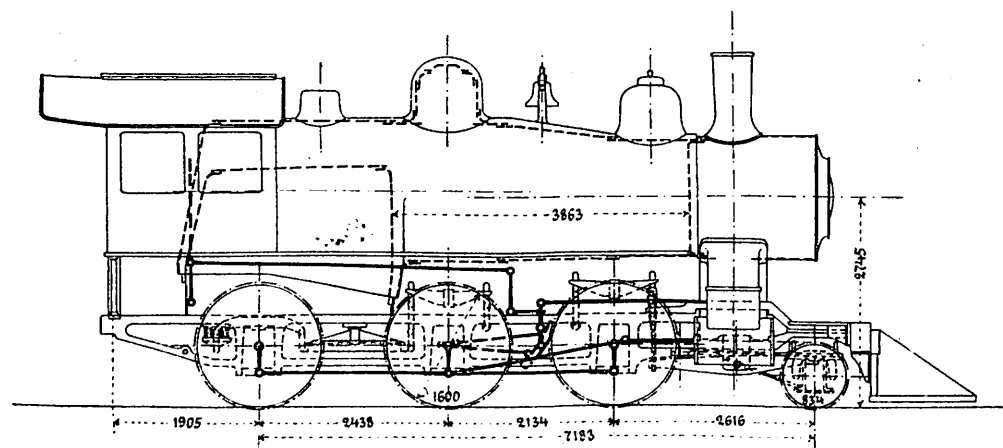


Abb. 20. 3/4 gekuppelte Personenzug-Lokomotive, St. Louis Southwestern Bahn.

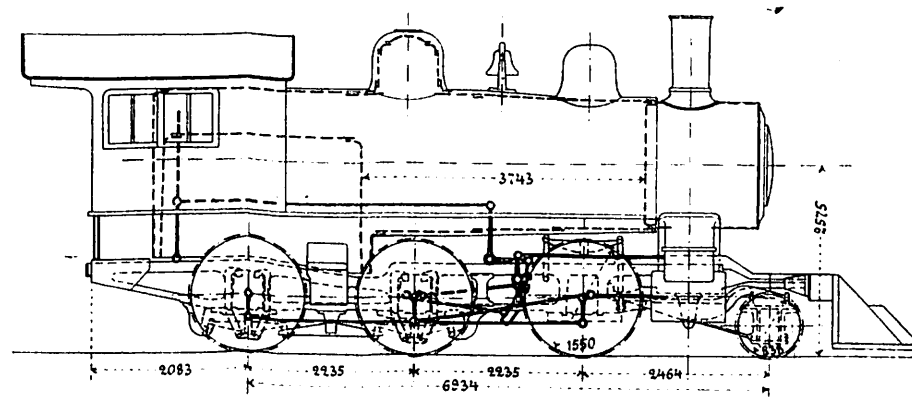


Abb. 21. 3/4 gekuppelte Güterzug-Lokomotive, Kiuschiu Bahn (Japan).

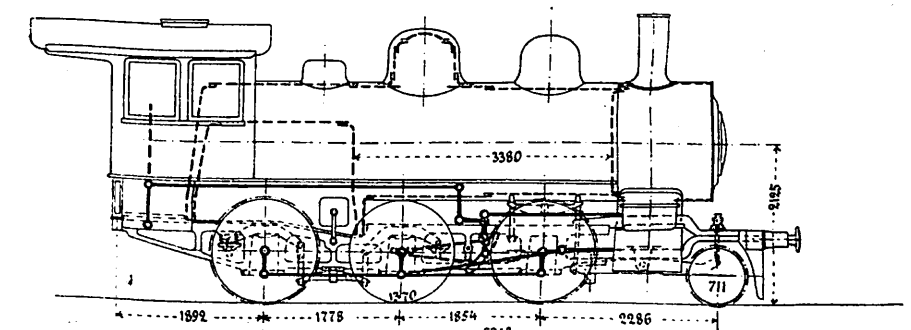


Abb. 22. 4/5 gekuppelte Güterzug-Lokomotive, Delaware, Lakawanna und Western Bahn.

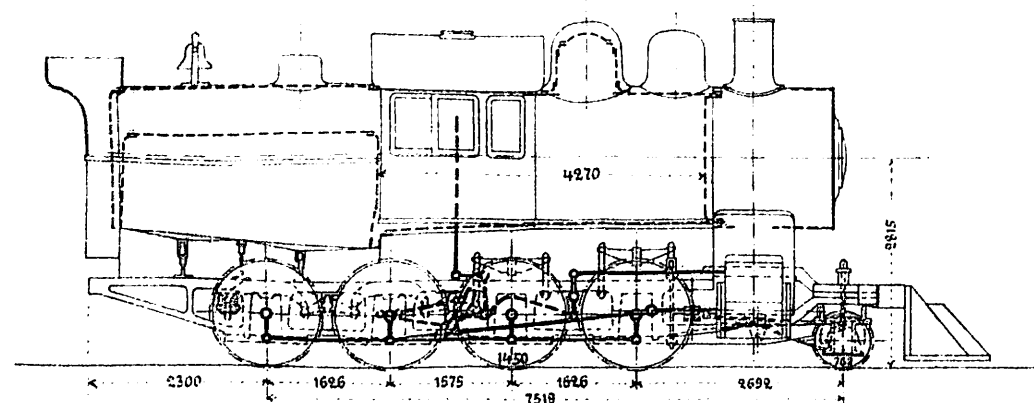


Abb. 23. 4/5 gekuppelte Güterzug-Lokomotive, Southern Pacific Bahn.

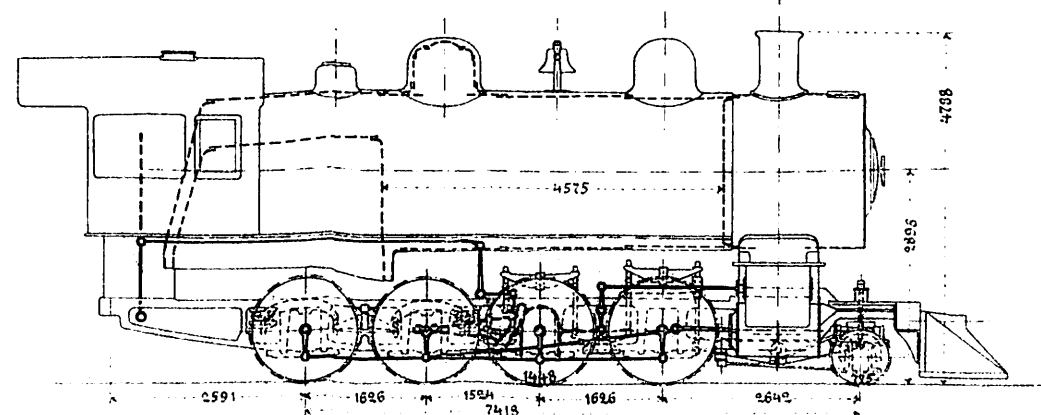


Abb. 24. 4/5 gekuppelte Güterzuglokomotive, Norfolk und Western Bahn.

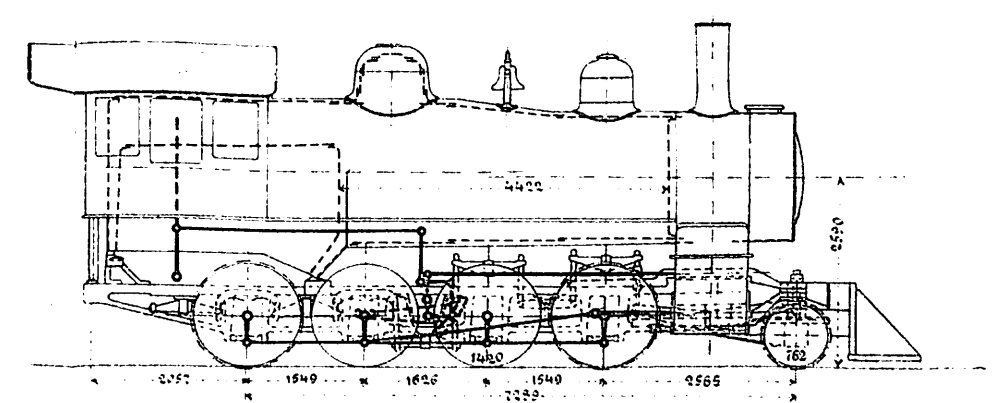


Abb. 27. 4/5 gekuppelte Güterzug-Lokomotive, Erie Bahn.

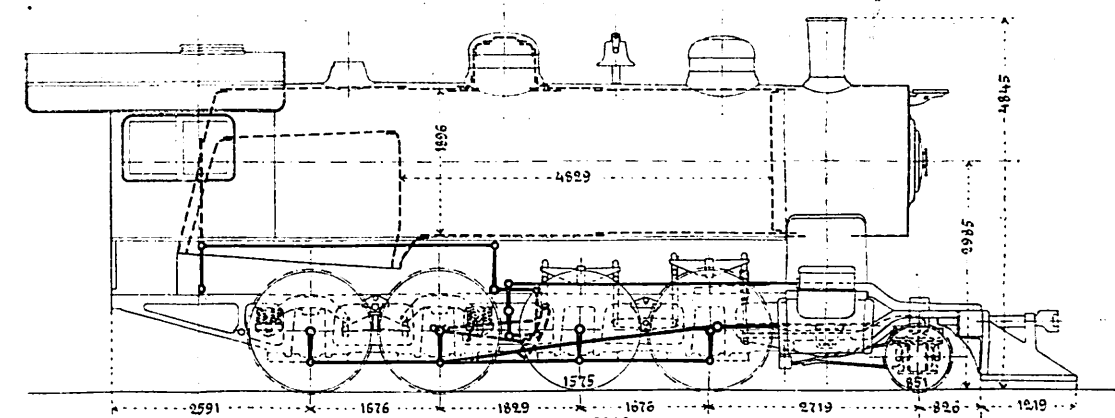


Abb. 30. 4/5 gekuppelte Güterzug-Lokomotive, Norfolk und Western Bahn.

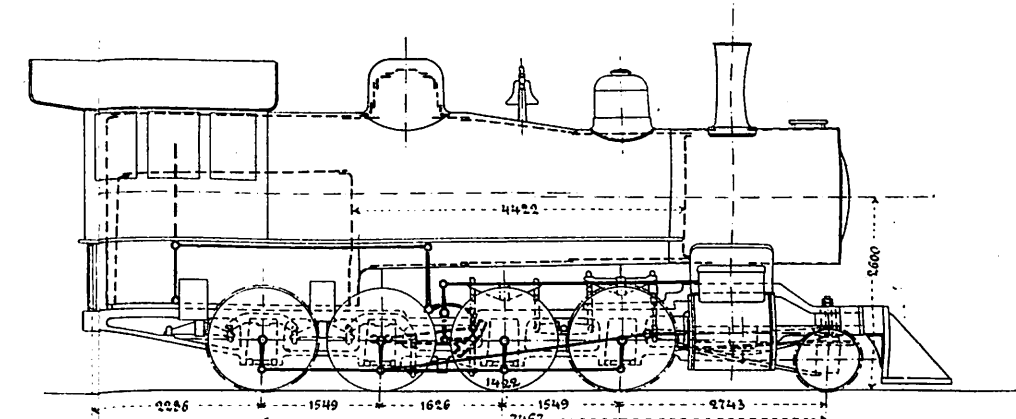


Abb. 32. 2×3/3 gekuppelte Güterzug-Lokomotive, Baltimore und Ohio Bahn.

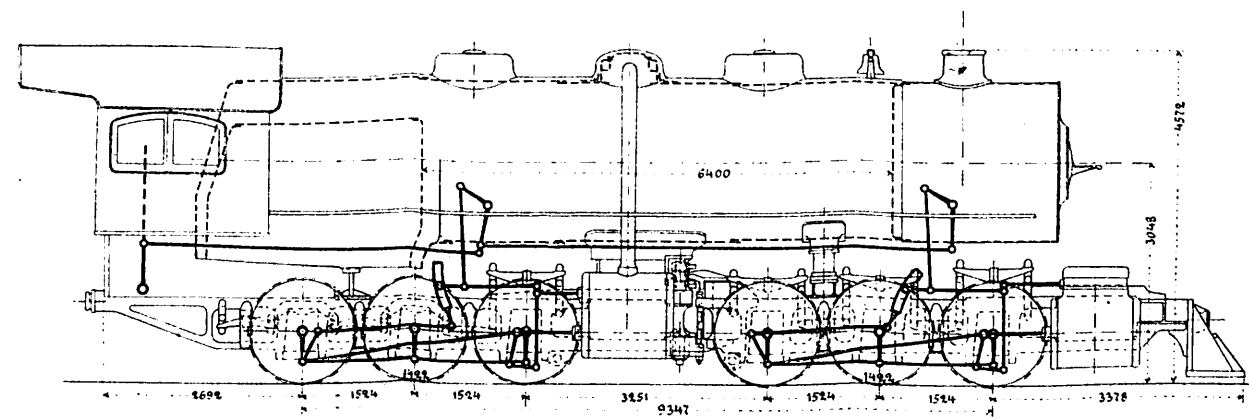
[illegible]

Abb. 35. 3/3 gekuppelte Tender-Lokomotive
(Schmalspur), Henschel und Sohn, Cassel.

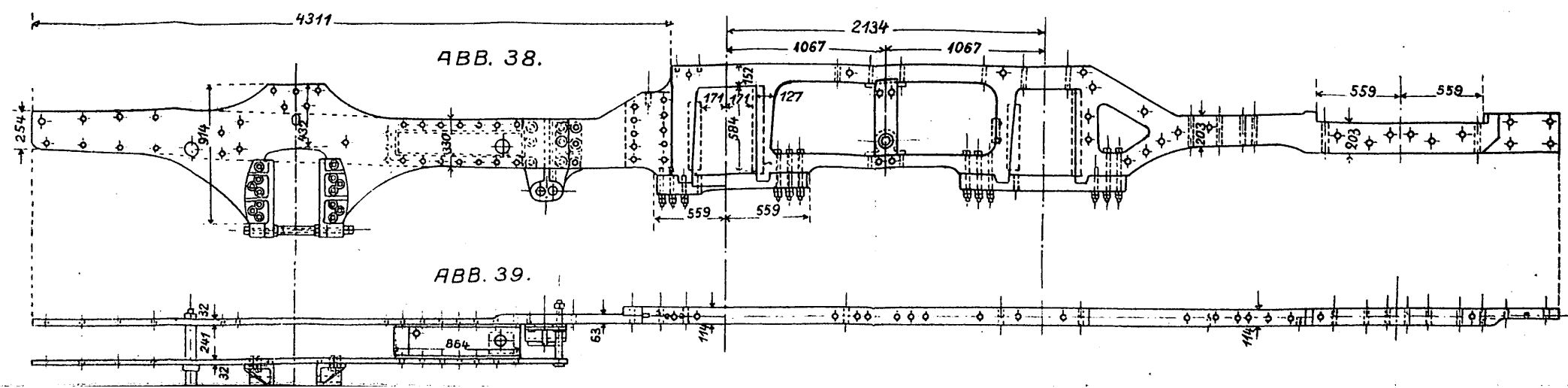
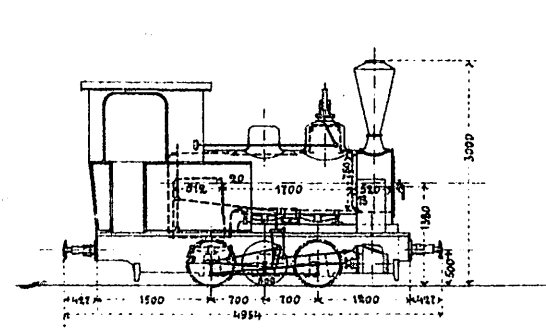


Abb. 1. Enteisungs-
Anlage im Trinkwasser-
turm der Station Dirschau

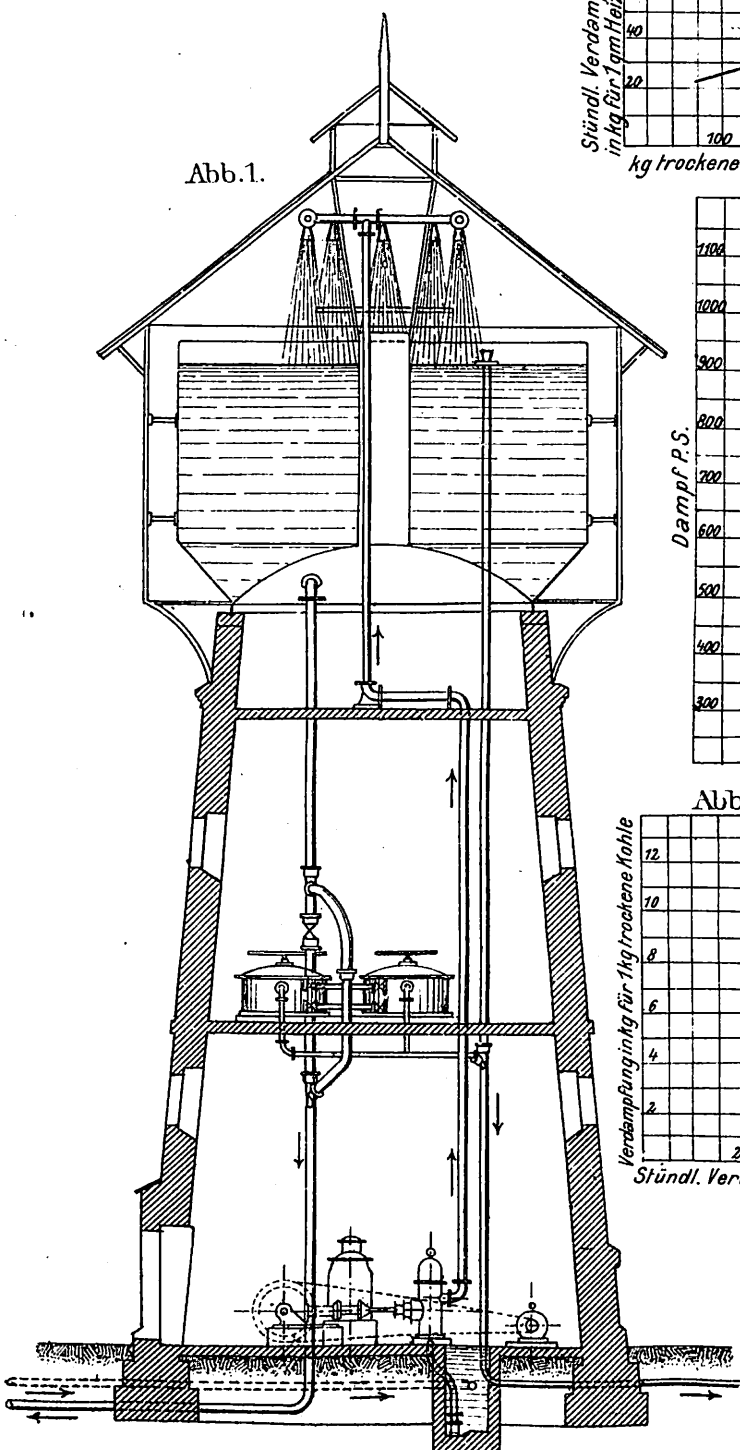


Abb. 8.

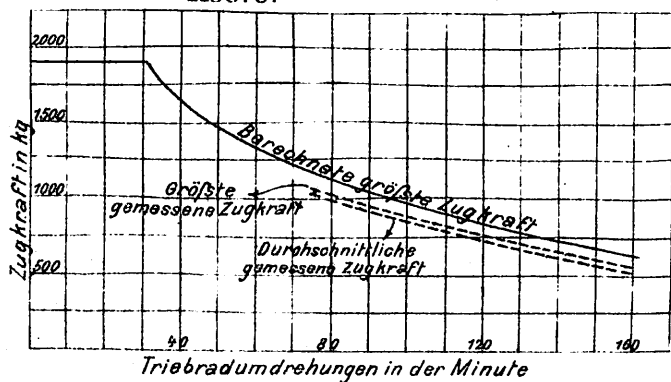


Abb. 2-8. Prüfung von Lokomotiven auf
dem Versuchstande in St. Louis.

Abb. 4.

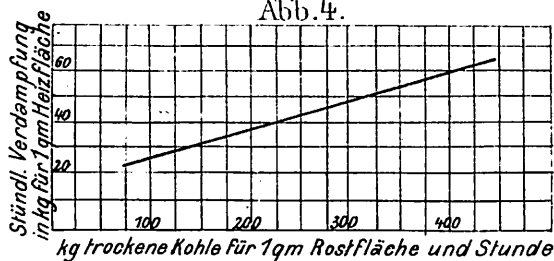


Abb. 2.

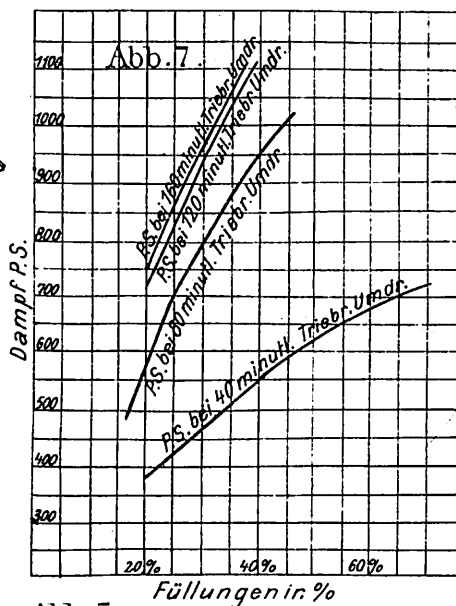
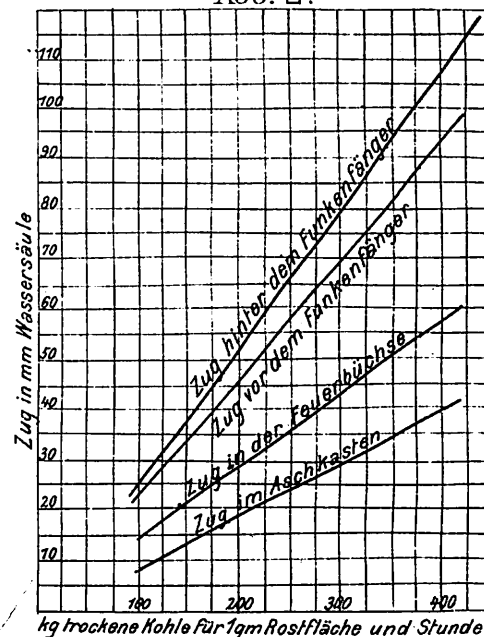


Abb. 5.

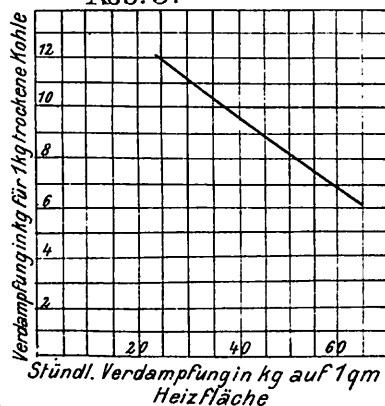


Abb. 3.

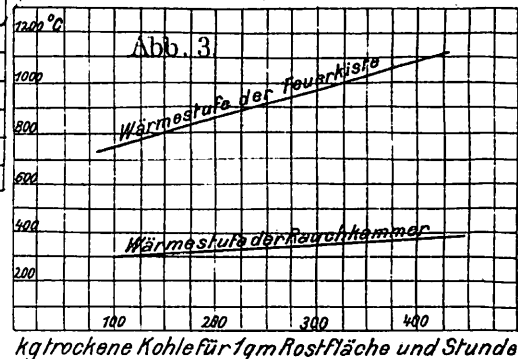


Abb. 6.

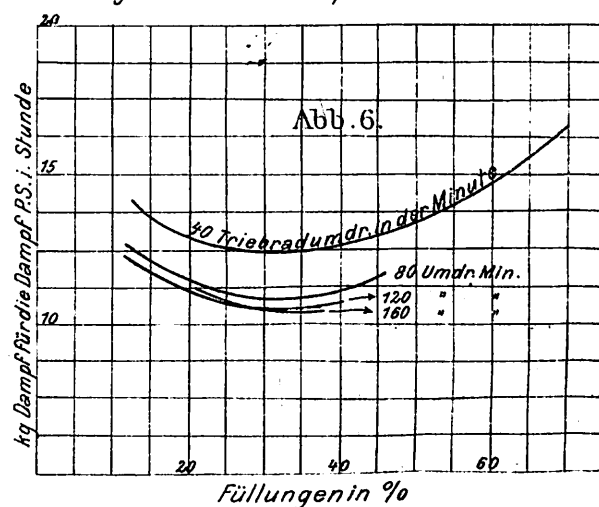
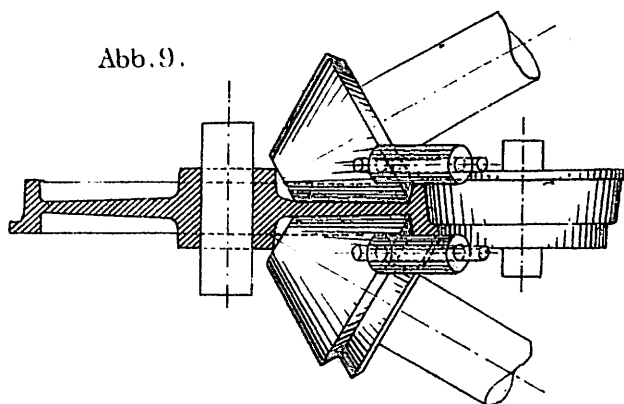


Abb. 9.

Herstellung
gewalzter
stählerner
Eisenbahn-
Wagen-
räder.

Abb. 9.



Versuche der bayerischen Staatsbahnen mit der Westinghouse-Schnellbahn-Bremse.

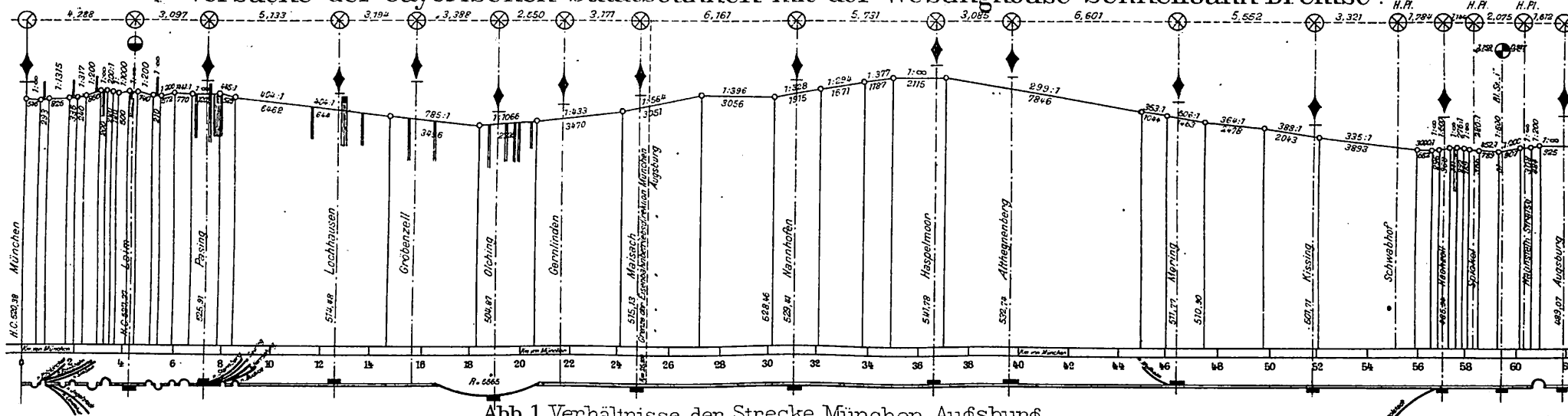


Abb. 1. Verhältnisse der Strecke München-Augsburg.

Abb. 2. Anordnung der Westinghouse-Schnellbahn-Bremse.

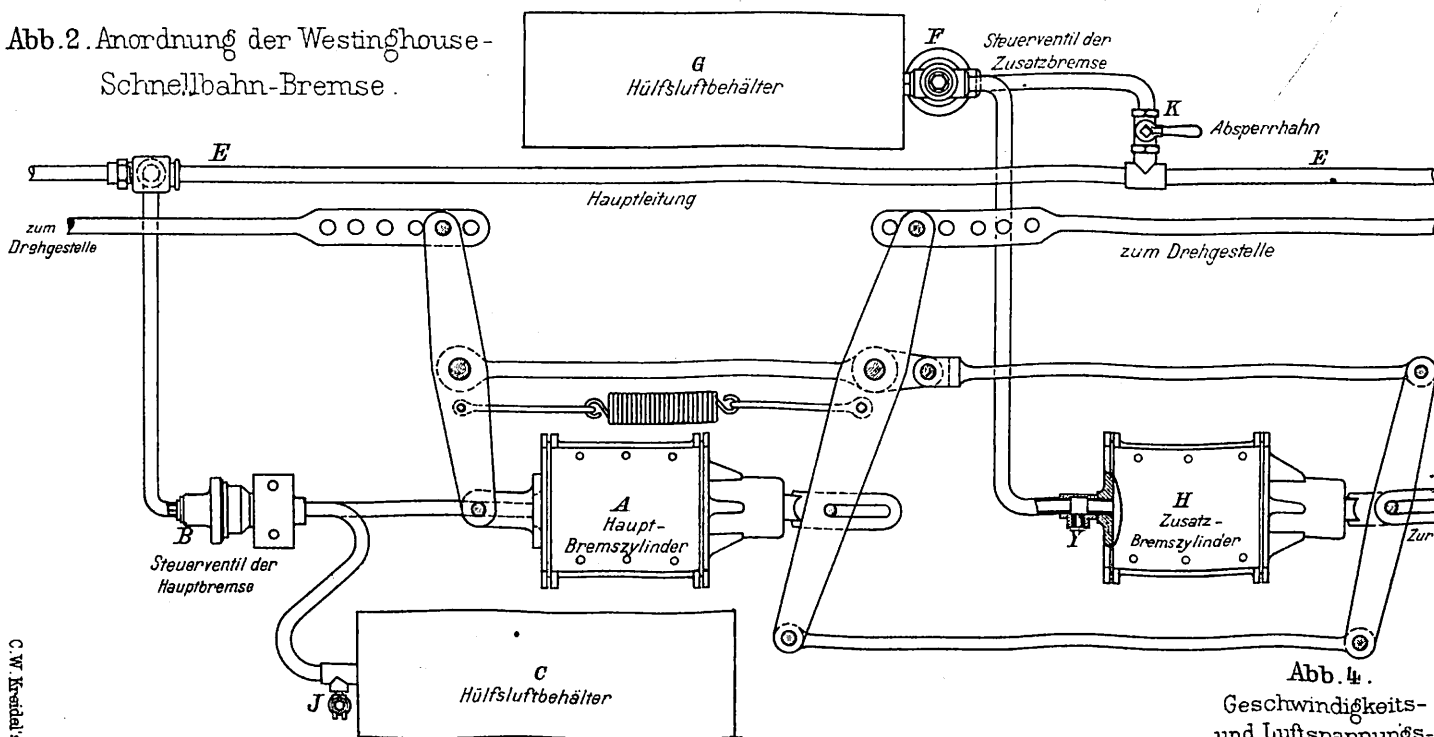


Abb. 3. Gewöhnliches Steuerventil F der Zusatzbremse.

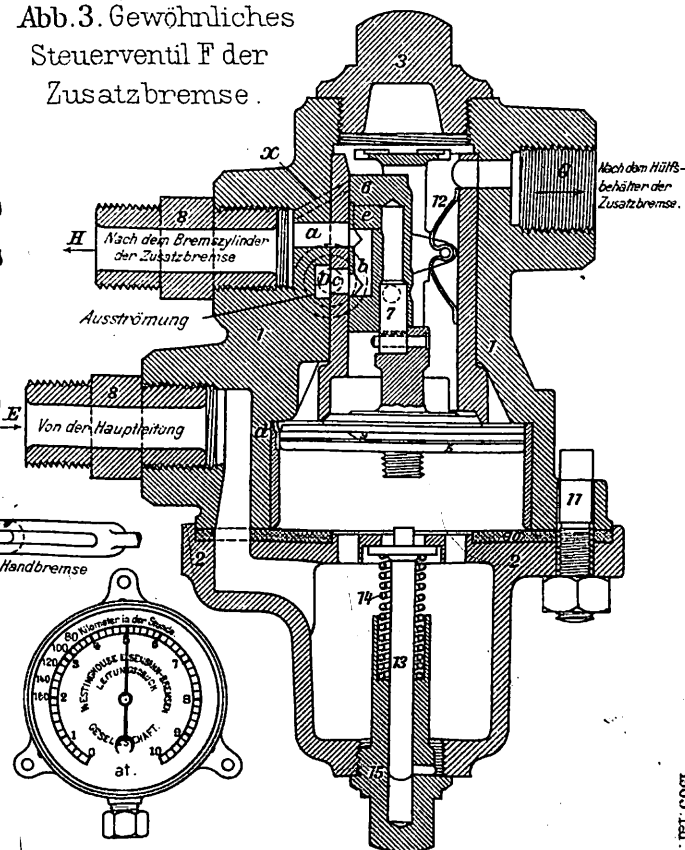


Abb. 4. Geschwindigkeits- und Luftspannungszeiger auf der Lokomotive.

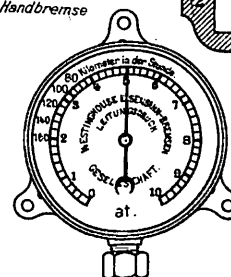
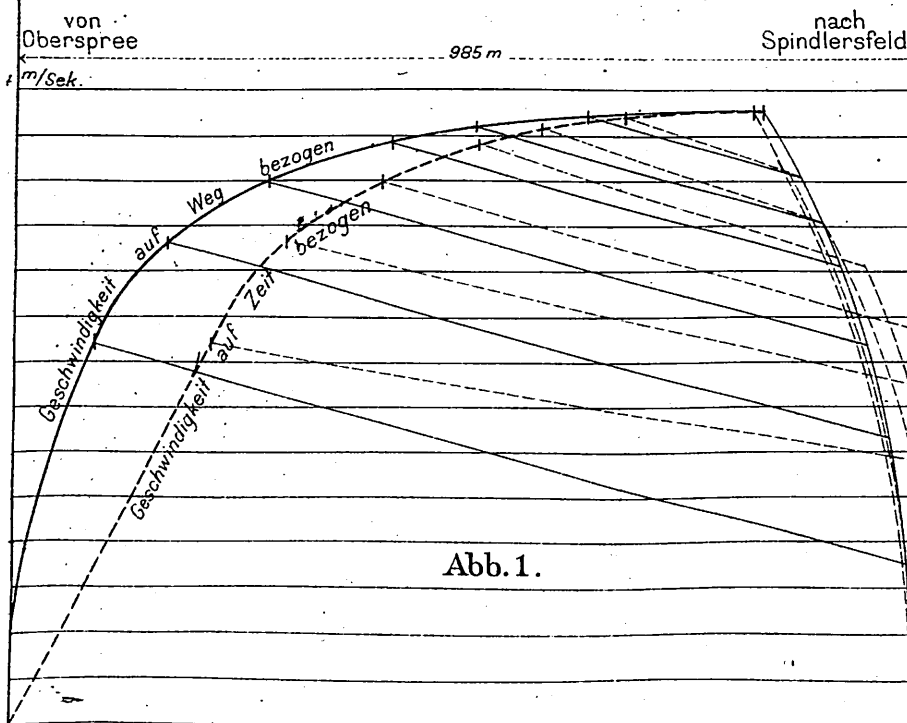


Abb. 3.

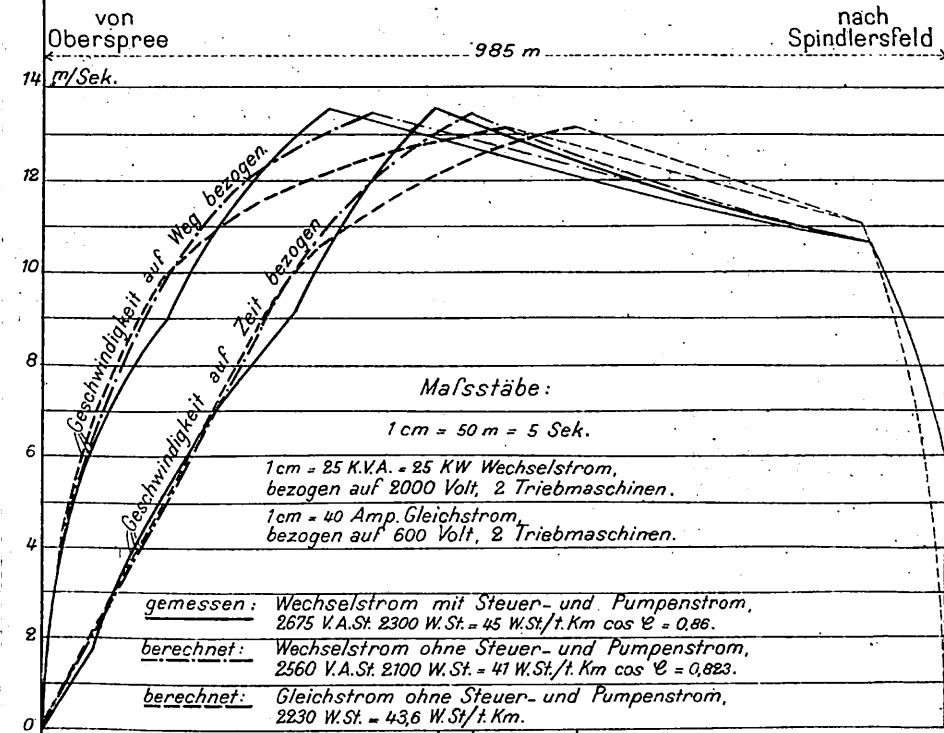
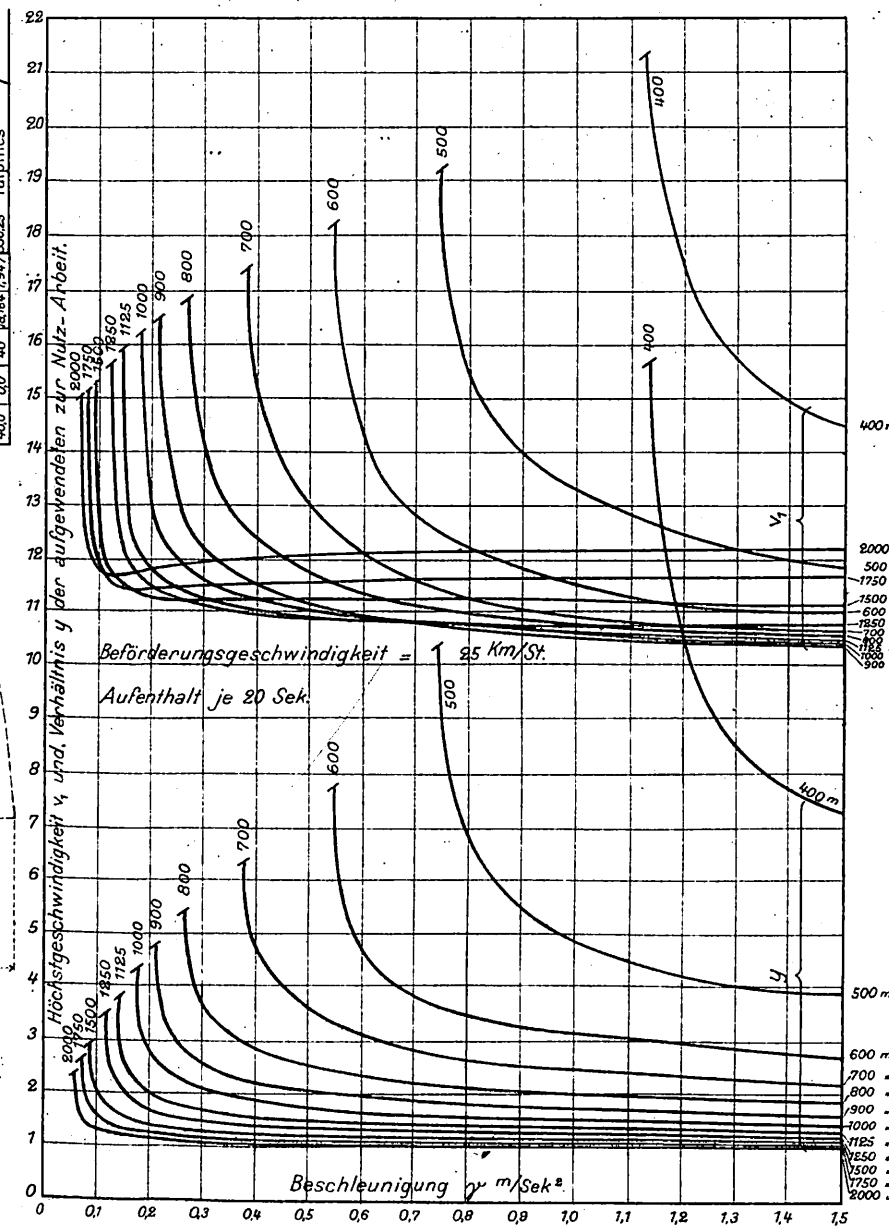
Abb. 2.

Abb. 4.

Abb. 1.



30	0.00	599.50	Witten-Stubai.
450	475	40	Adria
450	475	40	Plateau Hall.
450	475	40	Gärnerbach Hall.
450	475	40	Nalters Hall.
450	475	40	Multers
450	475	40	Rattis Hall.
450	475	40	Außenkreit Hall.
450	475	40	Kreit
450	475	40	Stationenabstände Km
450	475	40	Länge von Witten Km
450	475	40	R. m
450	475	40	Gefälle in der Station ‰
450	475	40	Größte Steigung ‰
450	475	40	Kilometer



Schneedächer im westlichen Nordamerika.

Abb. 5.

Fahrzeit Sek.	Geschwindigkeit		W. St.	W. St./t Km.
	GröÙte. Km/St.	Mittlere. Km/St.		
99	48,7	35,8	2860	55,8
100	48,2	35,5	2470	48,2
103	47,3	34,4	2230	43,6
105	46	33,8	2050	40,1
113	42	31,4	1740	34
129	38,5	27,5	1390	27,15
173	30,2	20,5	988	19,3

Abb. 6. Anordnung eines Schneedaches.

Querschnitt. Außenansicht. Längenschnitt durch die Mitte.

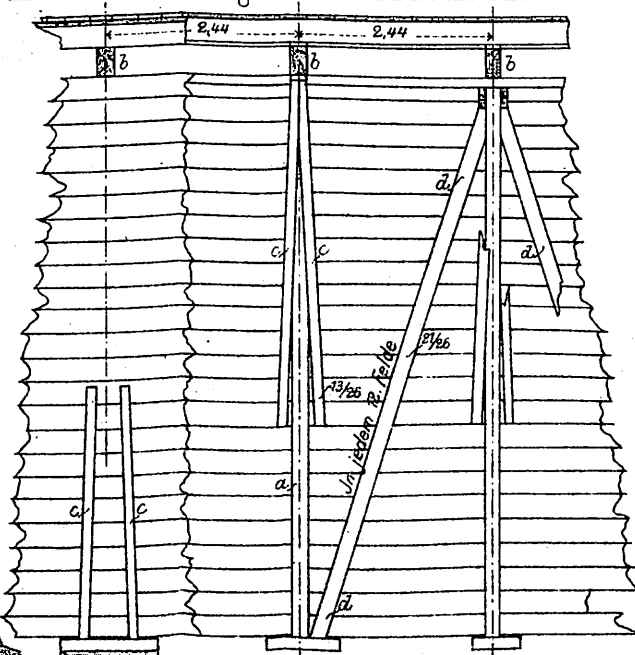
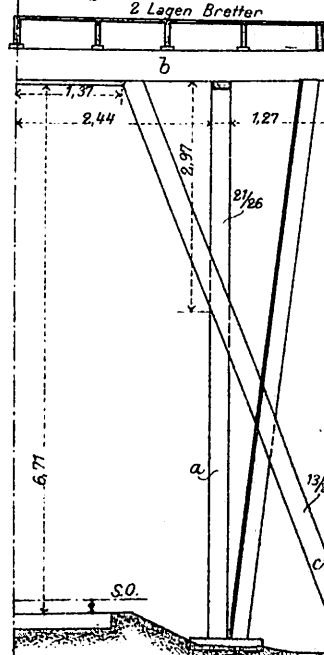


Abb. 7. Schneedach für zweigleisige Strecke.

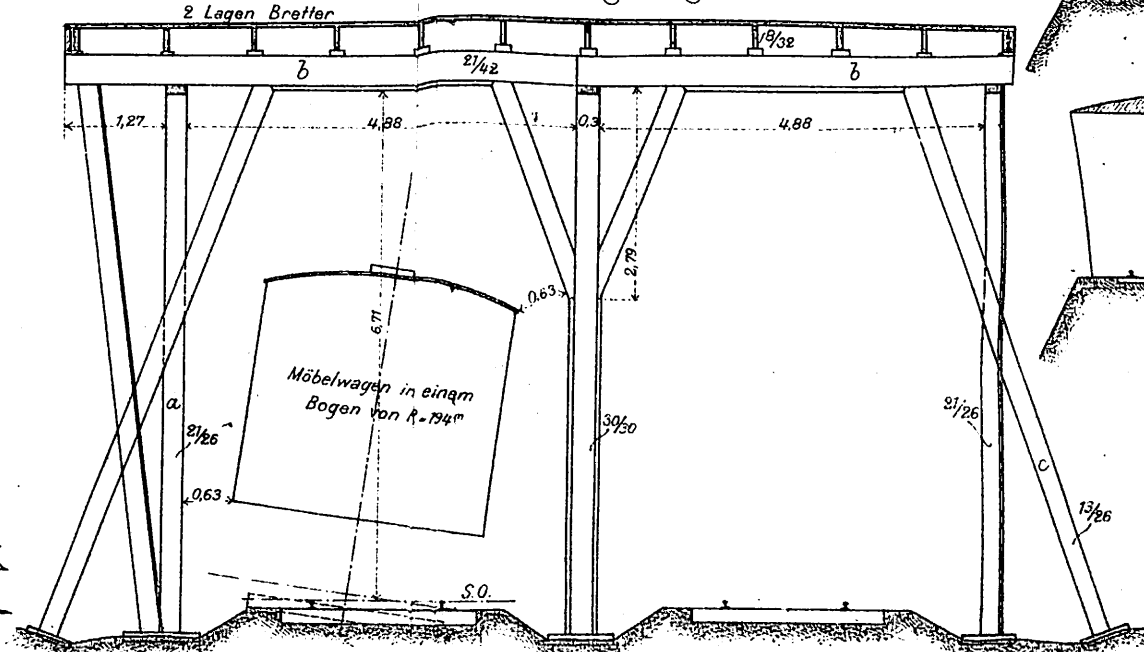


Abb. 8.

Abb. 9

Abb. 10.

Bremsversuche mit der Westinghouse-Schnellbremse an Güterzügen.

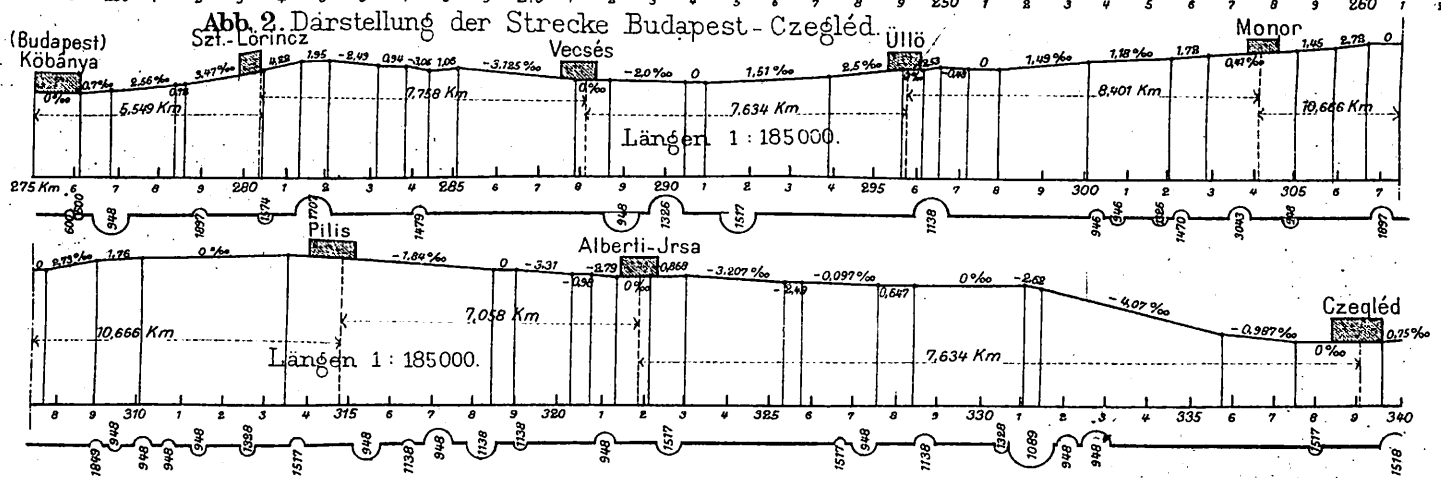
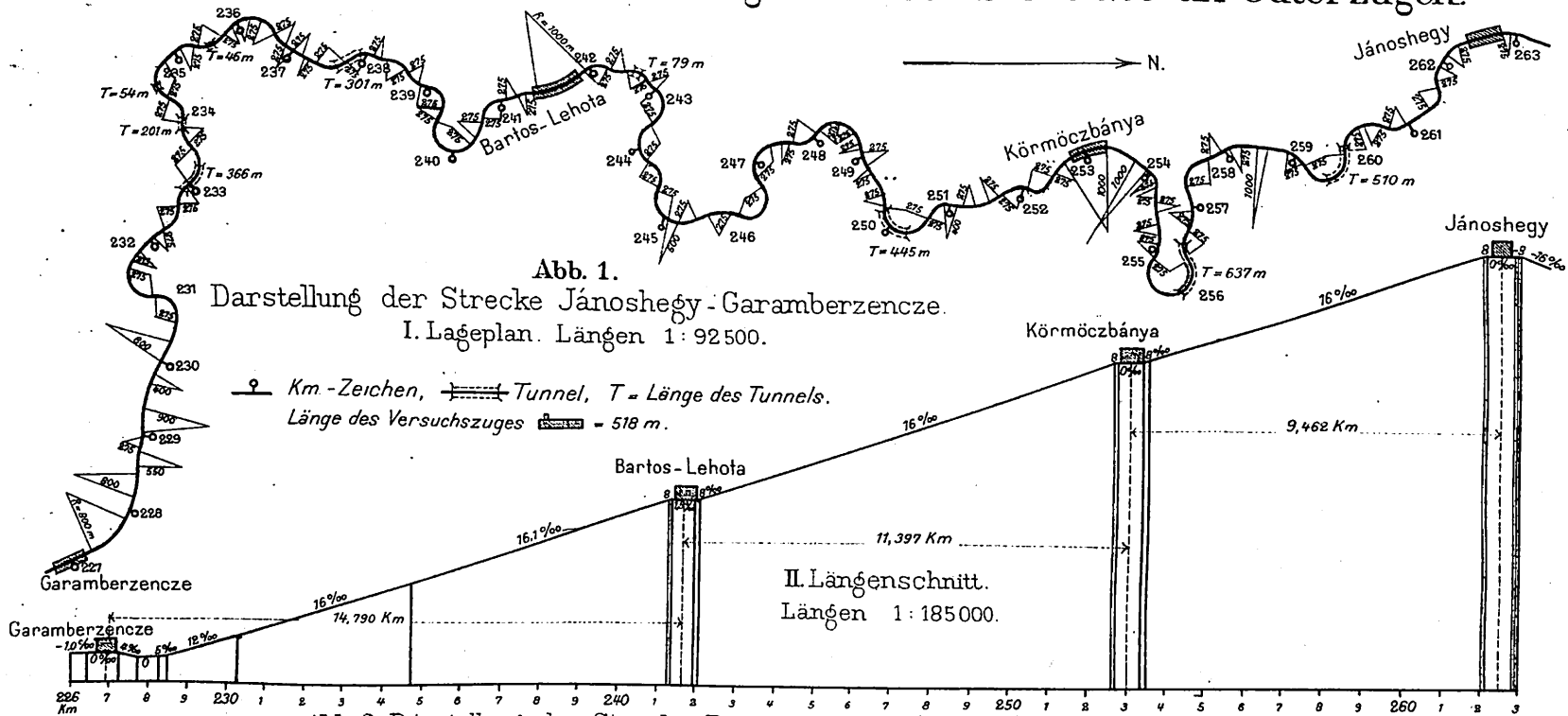
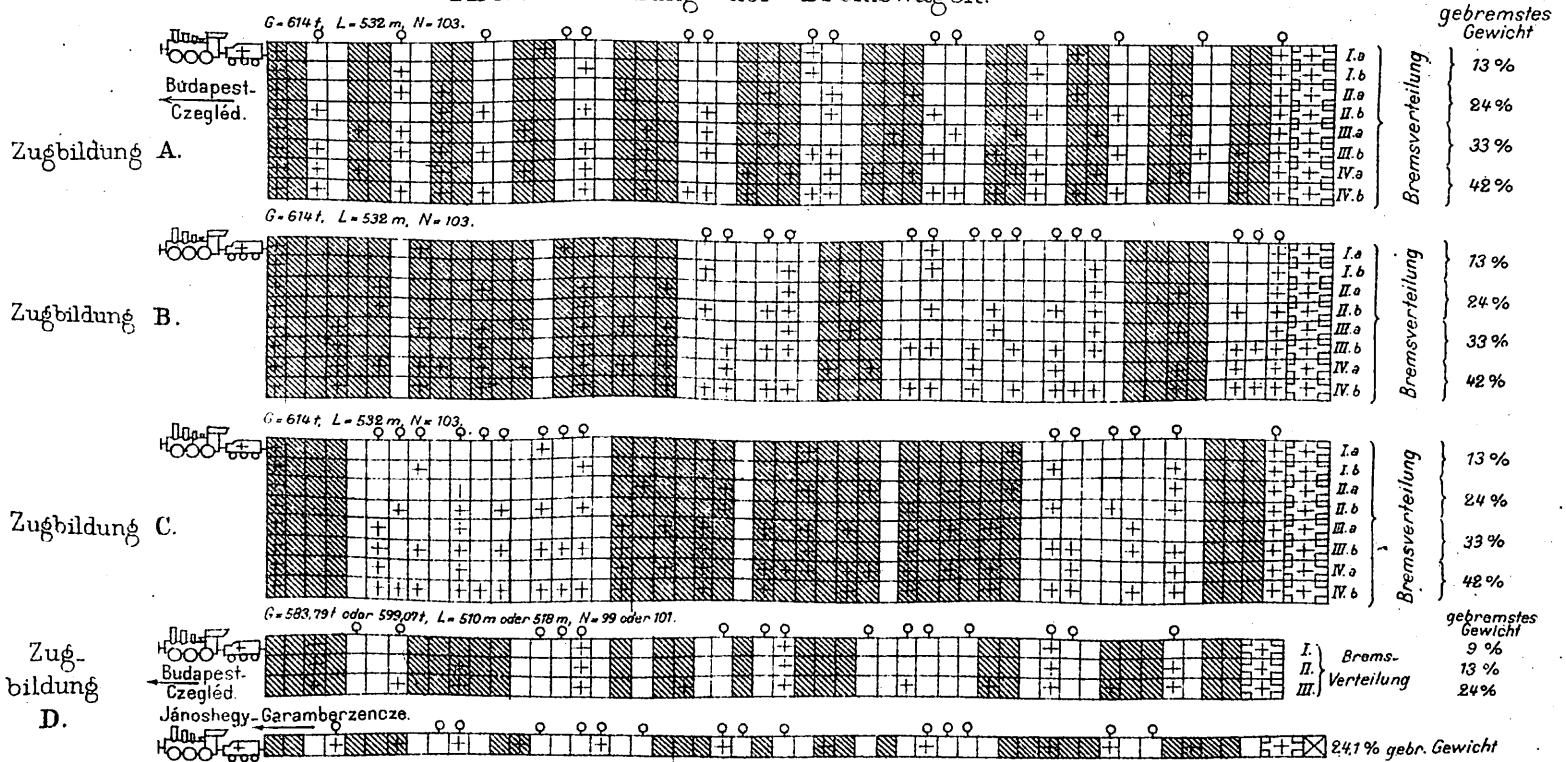


Abb. 3. Verteilung der Bremswagen.



Erläuterungen:

○ Personenwagen.
+ Bremswagen.

○ Leeren Güterwagen mit Bremseinrichtung.

□ Leeren Güterwagen ohne Bremseinrichtung.

□ Versuchswagen № 1586.

□ Versuchswagen № 131.

G.W. Treidel's Verlag, Wiesbaden.

Bremsversuche mit der Westinghouse - Schnellbremse an Güterzügen.

Bremswege.

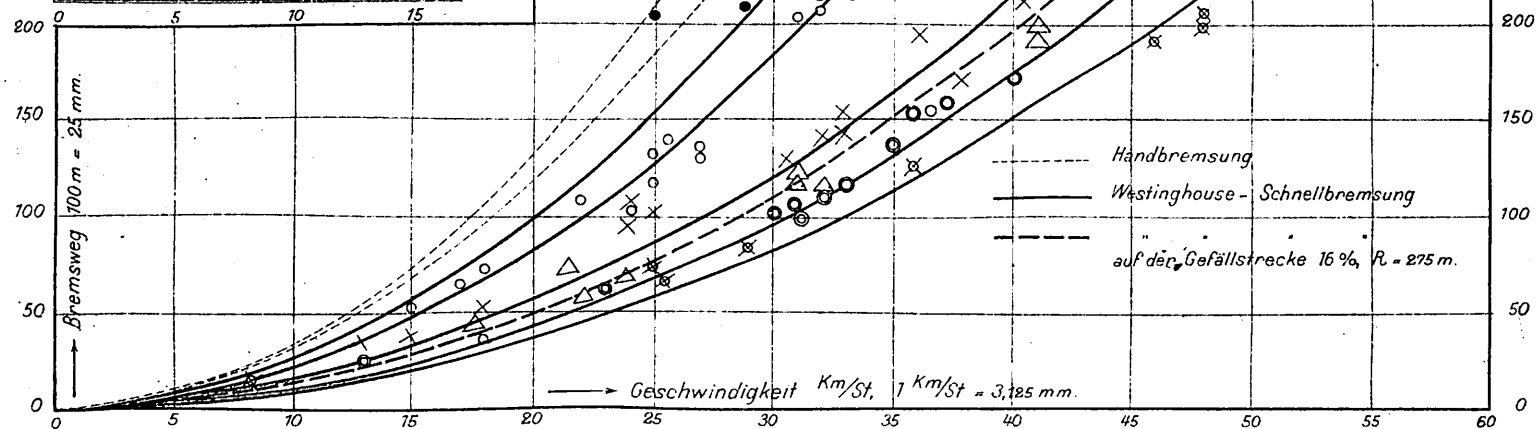
Geschwindigkeit km/St.	Bremswege in m mit							
	Westinghouse- Schnellbremse auf die Wagerechte umgerechnet, bei						Hand- Bremse auf der Wage- rechten, bei	
	42%	33%	24%	13%	9%	13%	9%	
	gebremsten Gewichtes des Wagenzuges							
1	2	3	4	5	6	7	8	
10	8	10	15	20	26	30	33	
15	21	26	33	47	58	68	75	
20	38	45	56	83	102	120	136	
25	59	70	87	129	158	188	215	
30	85	98	122	183	225	261	308	
35	115	134	169	250	307	358	418	
40	152	176	222	325	398	465	541	
45	184	215	269	394	482	565	666	
50	237	277	346	505	620	—	—	
55	286	345	421	612	—	—	—	
60	340	398	520	—	—	—	—	

Schaulinien der auf die Wagerechte
umgerechneten Bremswege
bei Schnellbremsungen.

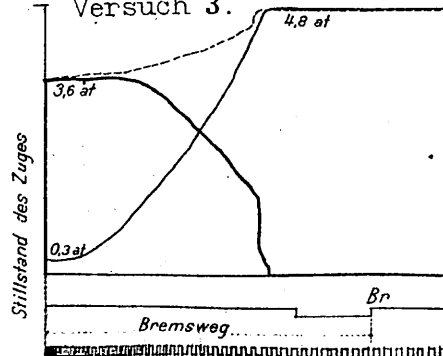
Die Zahlen der Bremsverhältnisse sind abgerundet.

Es bedeutet:

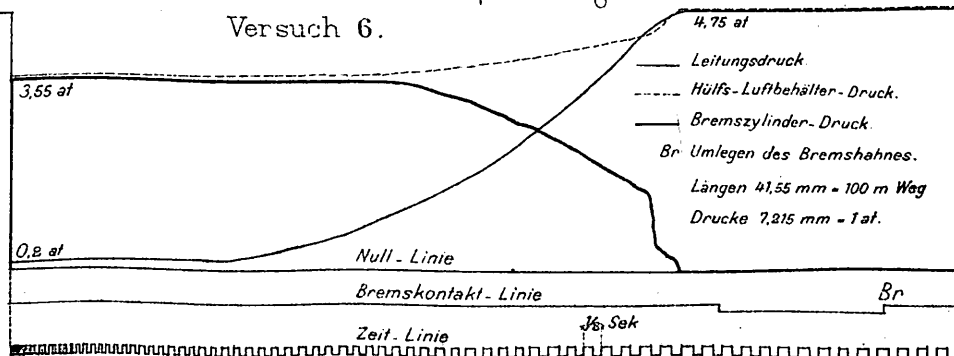
9% 13% 24% 33% 42% 24%
gebremsten Gewichtes (bei $R = 275$ m.)



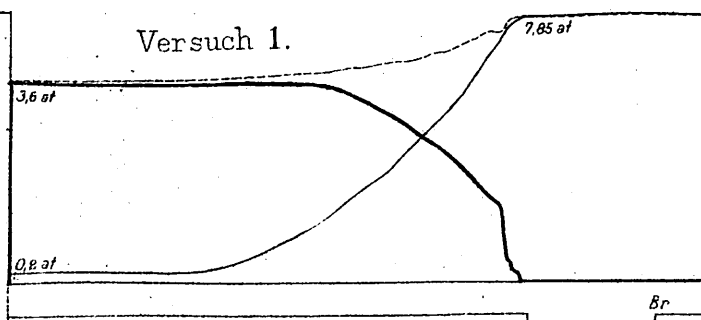
Versuch 3.



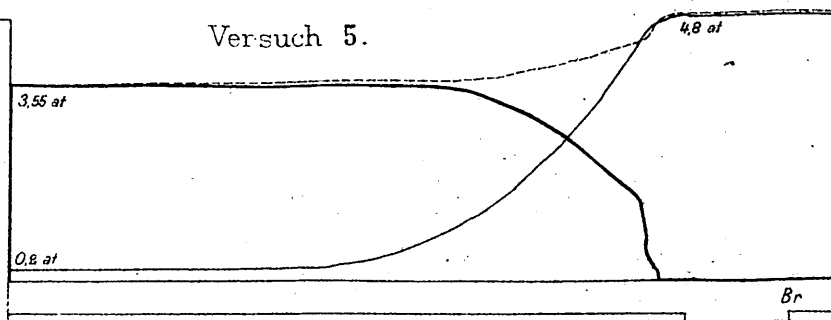
Versuch 6.

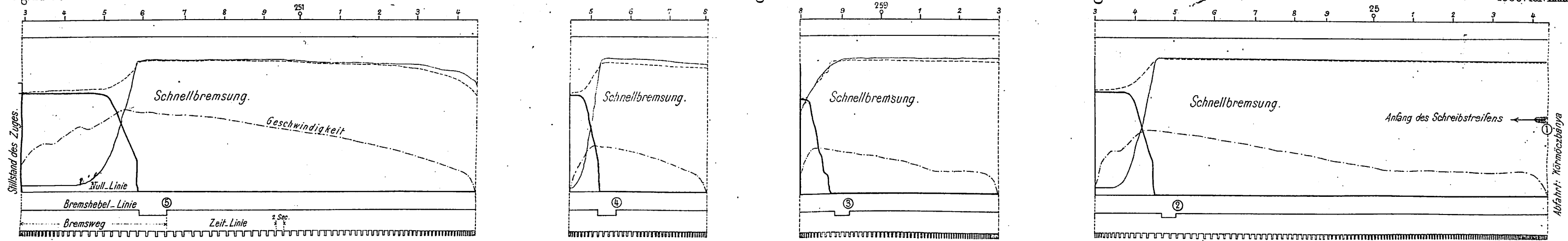


Versuch 1.



Versuch 5.





Leitungsdruck, Hilfsluftbehälterdruck, Bremszylinderdruck, Geschwindigkeit.

Längenmaßstab: 103,5 mm = 1 Km. Weg.

Druckmaßstab: 7,215 mm = 1 Atm.

Maßstab der Geschwindigkeit: 0,5 mm Höhe = 1 Km/St.

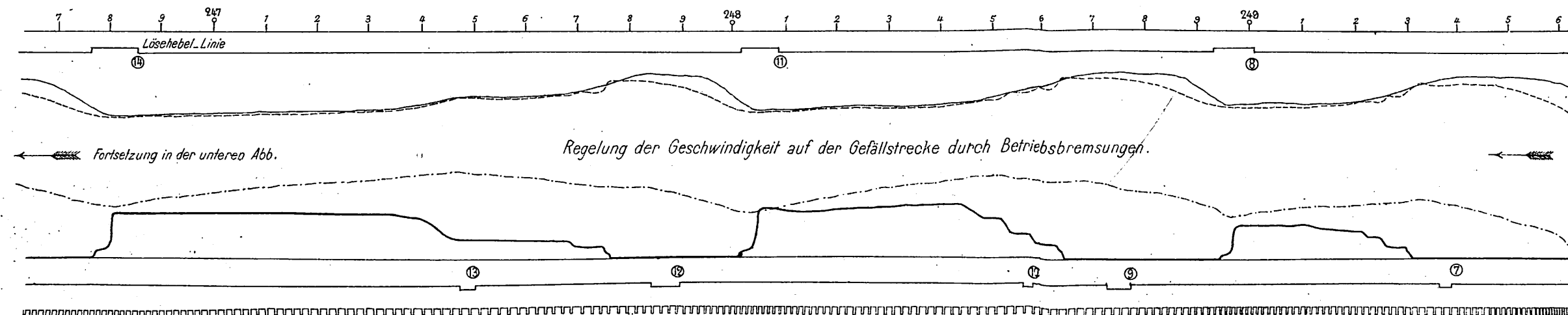


Abb. 1.

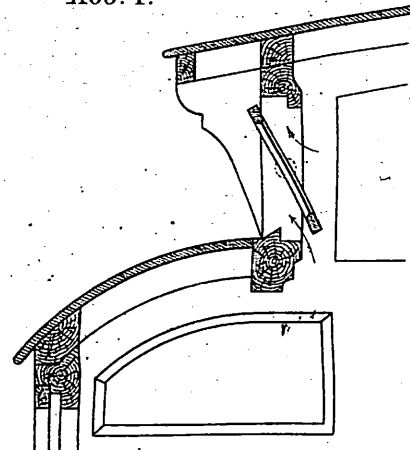


Abb. 2.

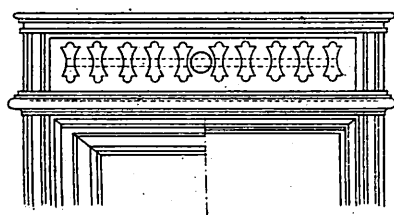


Abb. 3.

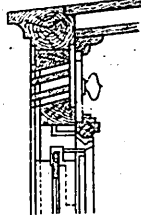


Abb. 4.

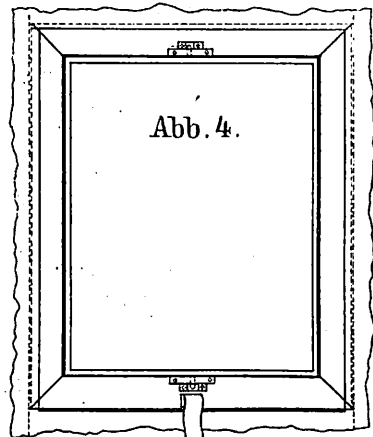


Abb. 5.

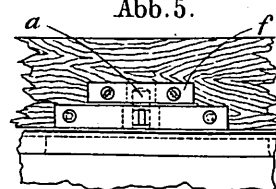


Abb. 6.

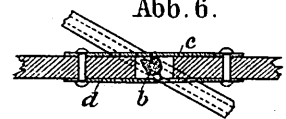


Abb. 7.

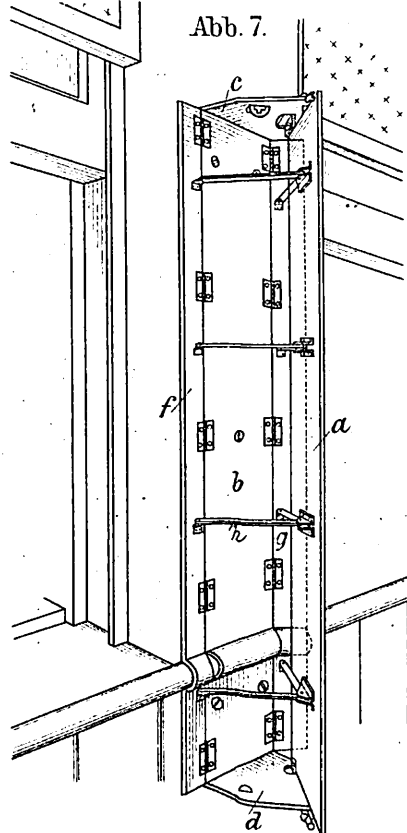


Abb. 8.

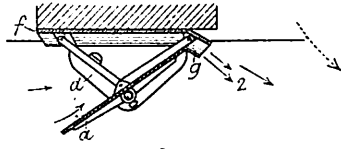


Abb. 9.

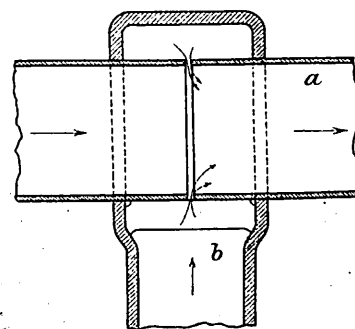


Abb. 12.

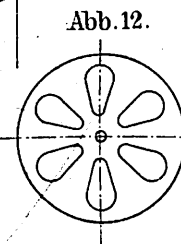


Abb. 13.

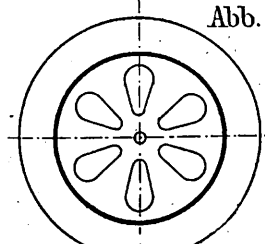


Abb. 10.

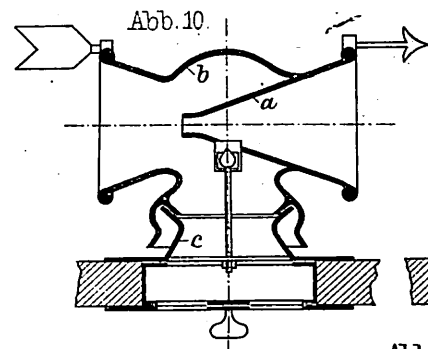


Abb. 11.

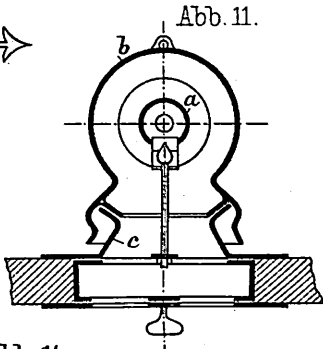


Abb. 15.

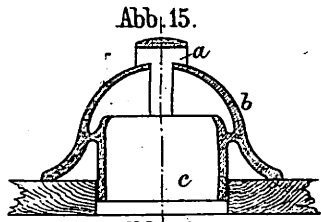


Abb. 16.

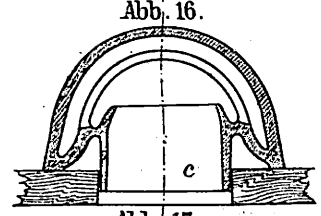


Abb. 17.

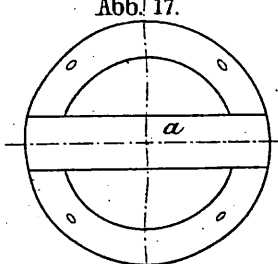


Abb. 23.

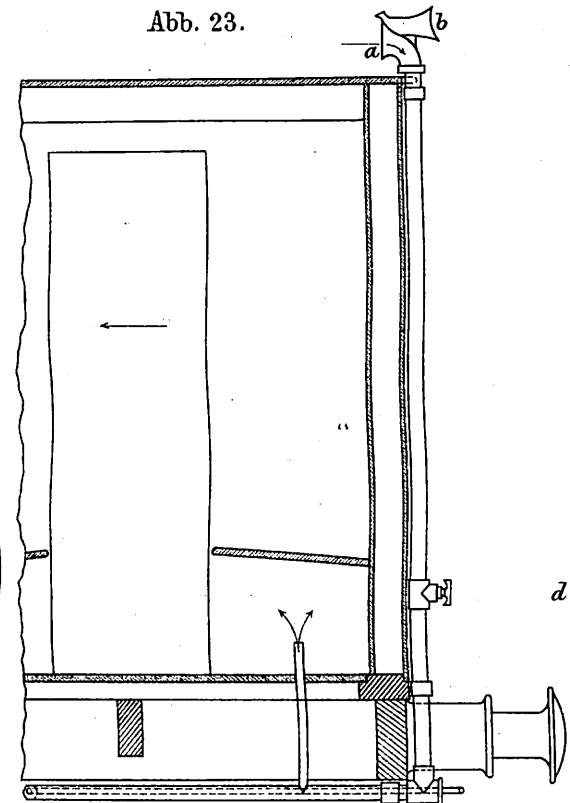


Abb. 28.

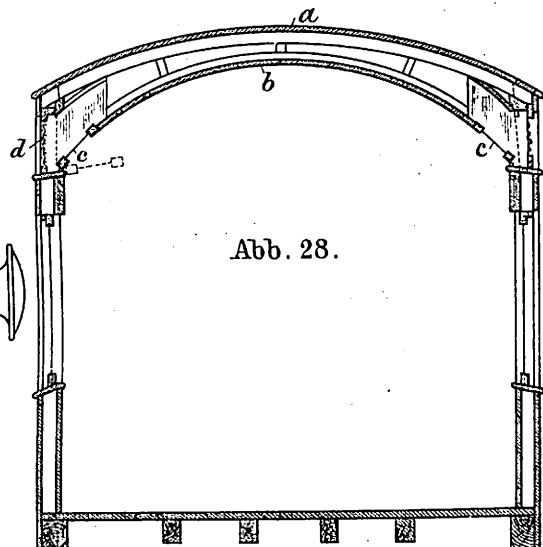


Abb. 18.

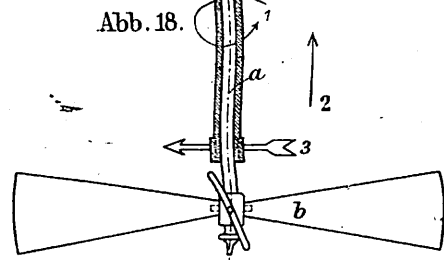


Abb. 19.

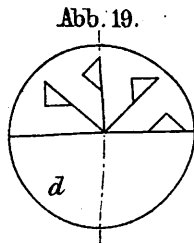


Abb. 20.

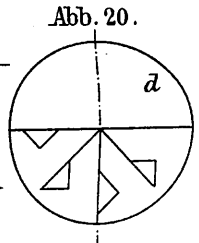


Abb. 21.

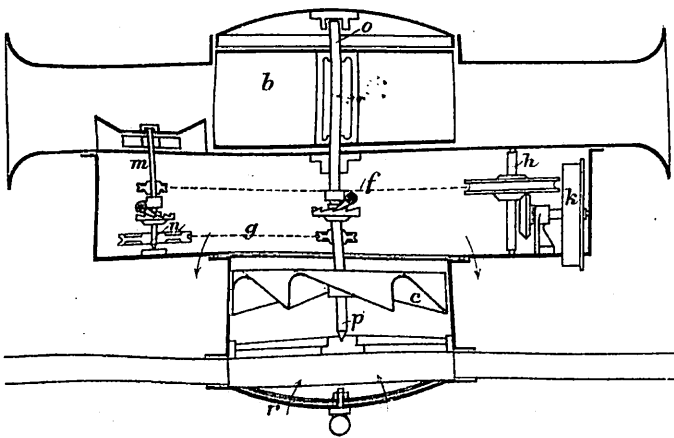


Abb. 22.

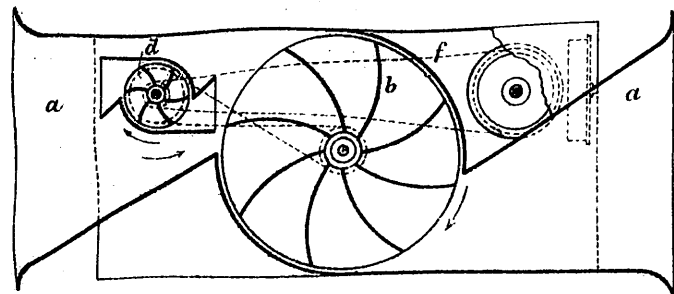


Abb. 24.

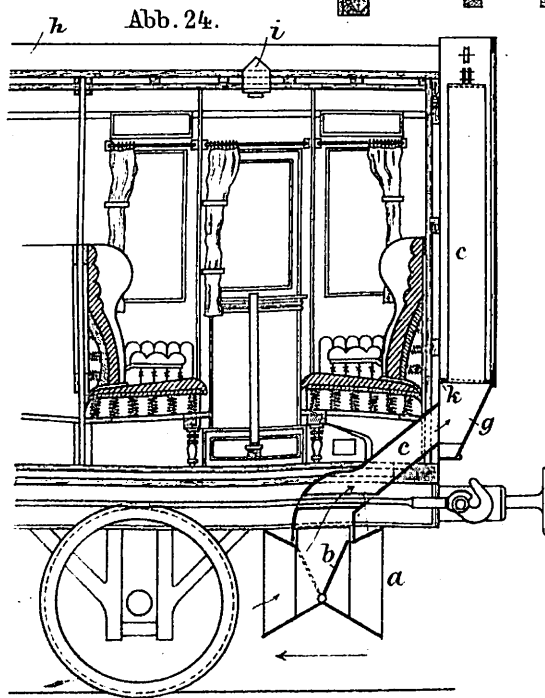


Abb. 25.

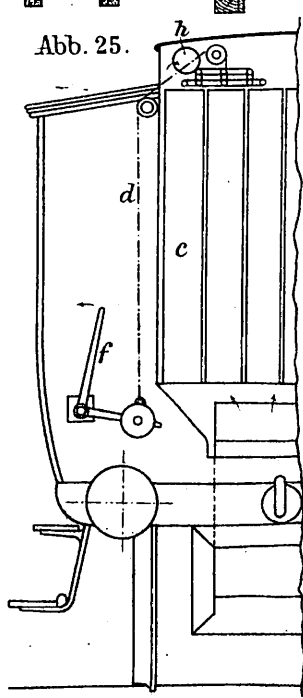


Abb. 26.

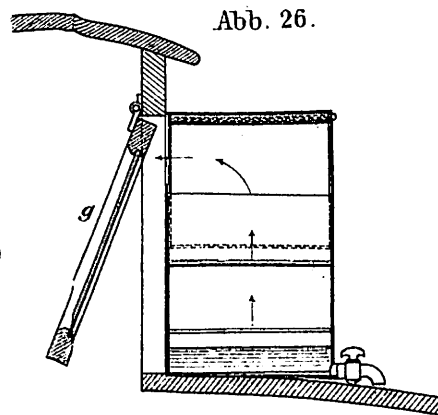


Abb. 27.

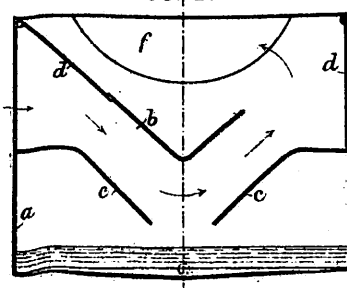


Abb. 29.

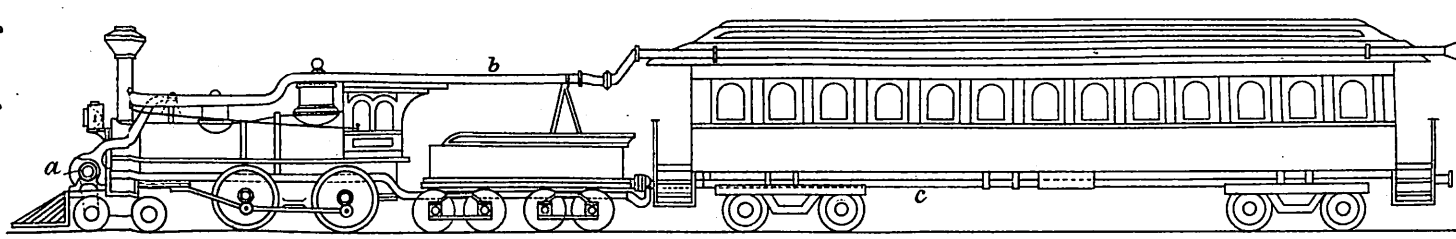


Abb. 31.

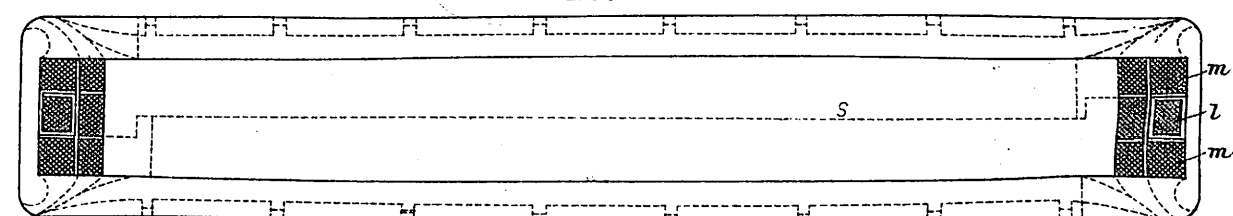


Abb. 32.

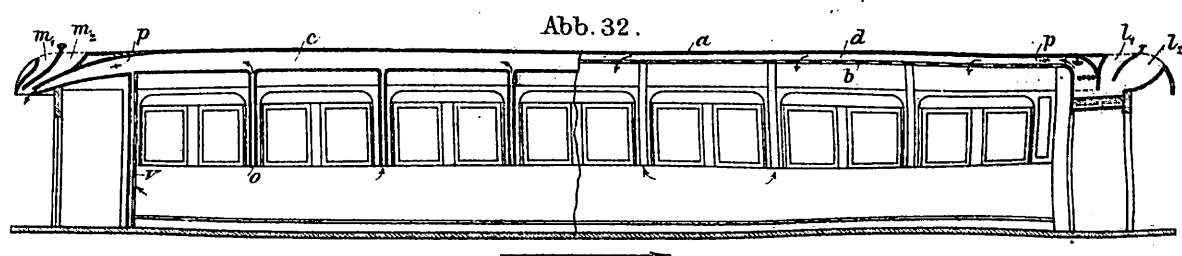


Abb. 33.

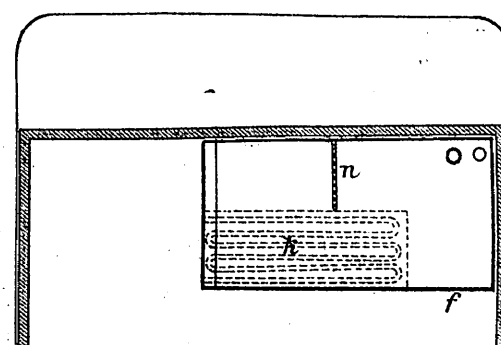


Abb. 34.

