

Drei- und Vierzylinder-Verbund-Schnellzug-Lokomotiven der Oesterreichischen Nordwestbahn.

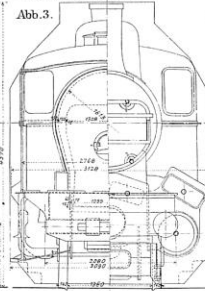
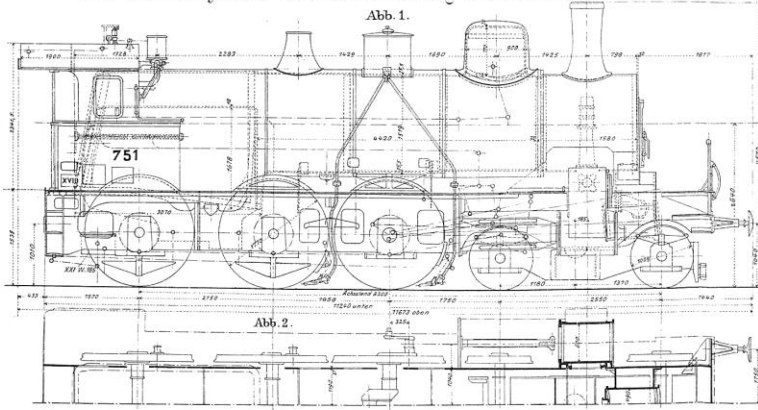


Abb. 1 bis 3.
Dreizylinder-Verbund-
Schnellzug-Lokomotive.
1:50 d. n. Gr.

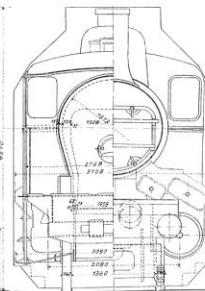
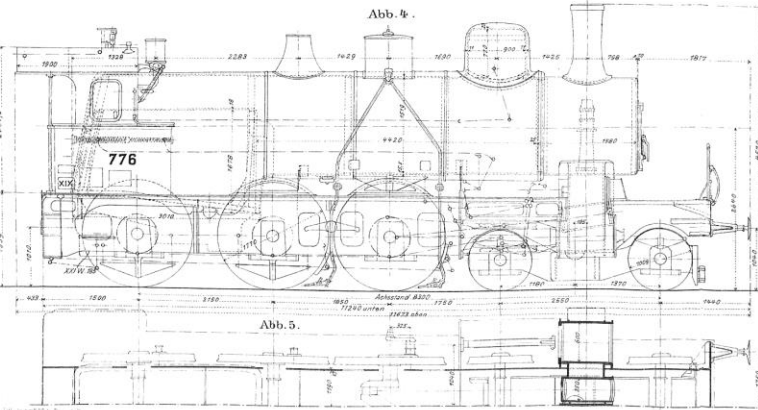
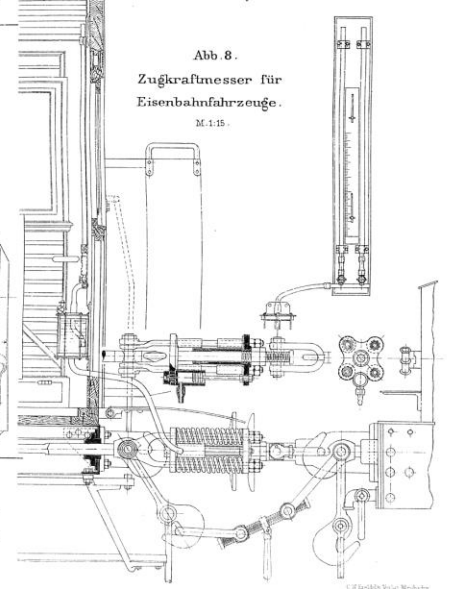
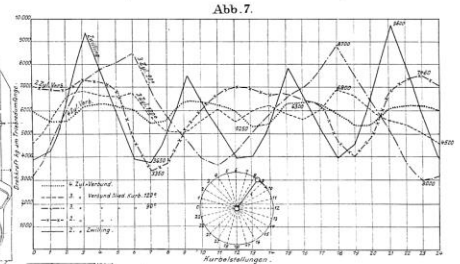


Abb. 4 bis 6.
Vierzylinder-Verbund-
Schnellzug-Lokomotive.
1:50 d. n. Gr.

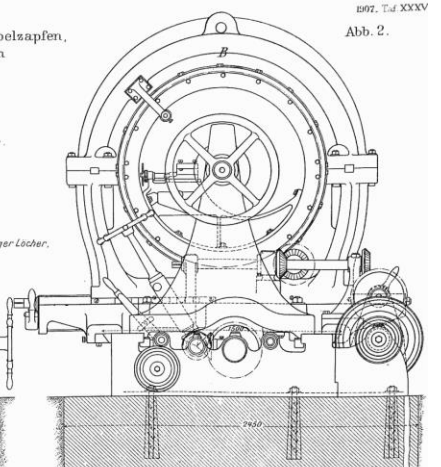
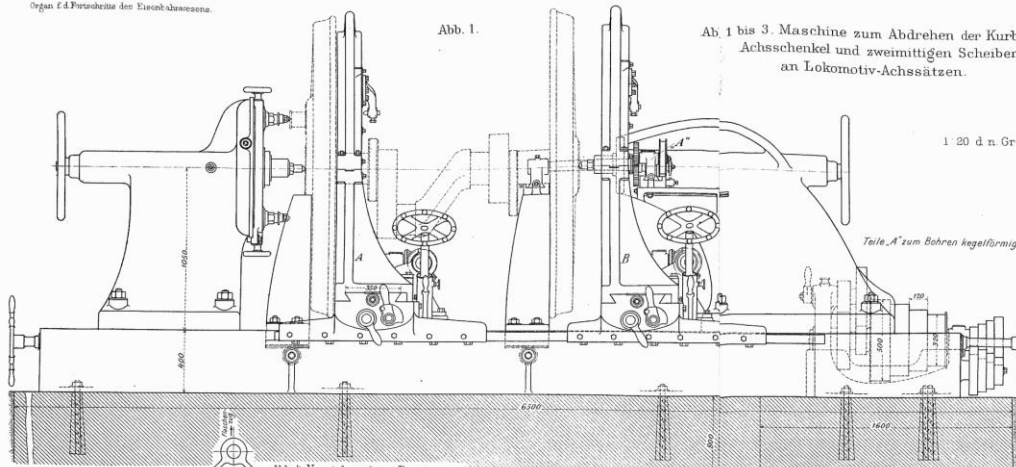


Abb. 1 bis 3. Maschine zum Abdrehen der Kurbelzapfen, Achsschenkel und zweimittigen Scheiben an Lokomotiv-Achssätzen.
1:20 d. n. Gr.

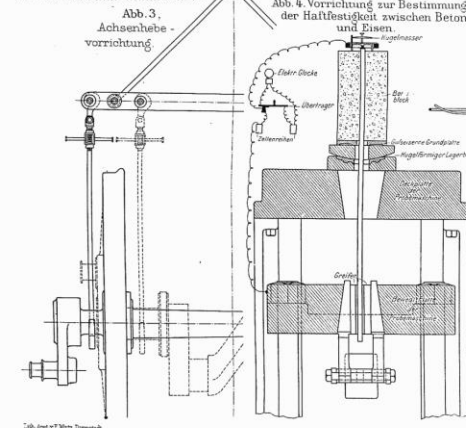


Abb. 5 und 6. Elektrische Straßenbahn-Weichenstellvorrichtung von Tierney und Malone.

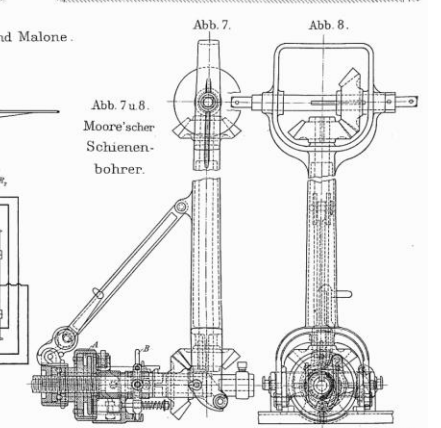
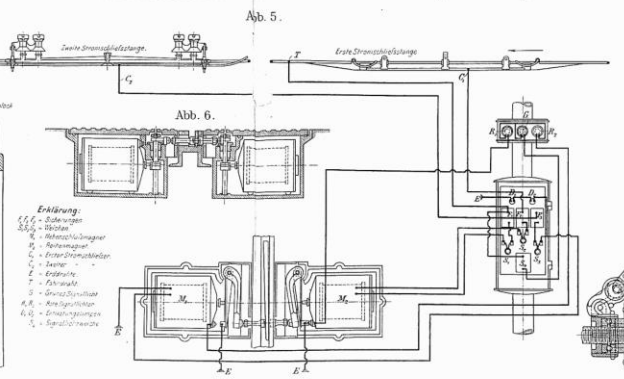


Abb. 7 u. 8.
Moore'scher
Schienen-
bohrer.

Abb.1.Neue Schwelle mit Einlagen .1:15.

Schnitt a b.

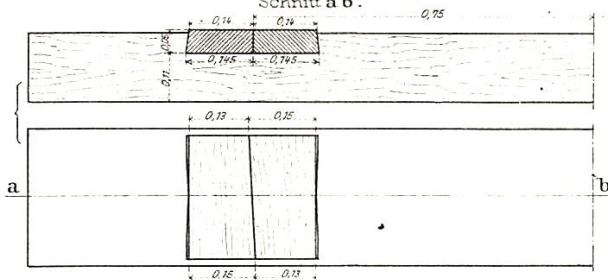


Abb.2. Alte Schwelle mit Einlagen. 1:15.

Schnitt c d .

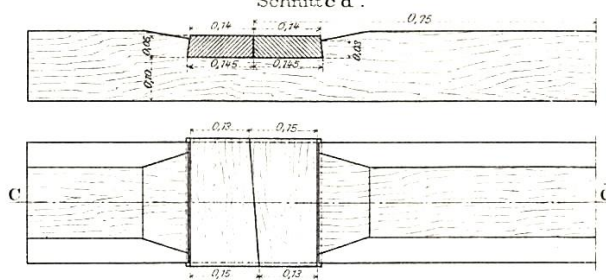


Abb. 3 .

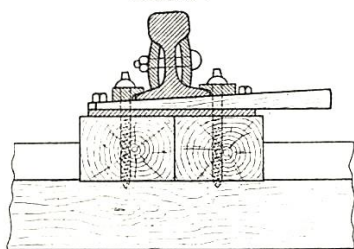


Abb.5.

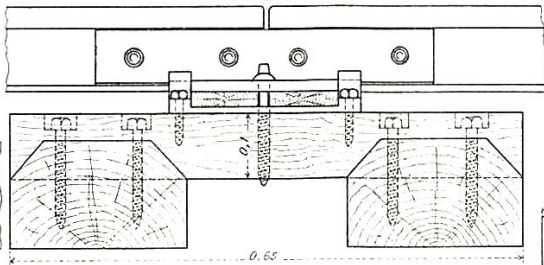


Abb.7.

U Platte .
Schnitt c d .

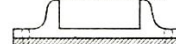


Abb. 8.

Klemmplatte.



Abb. 4.

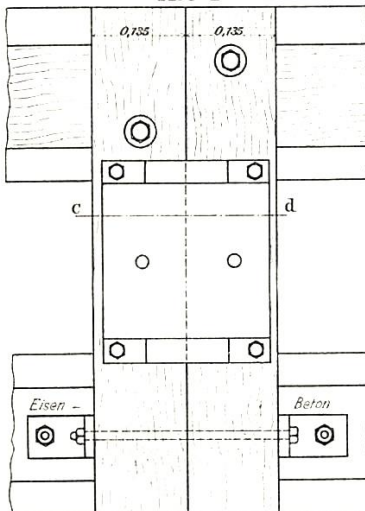


Abb. 6.

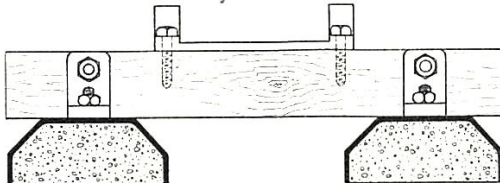


Abb. 12. Holzbrückenstück.

M.1:10 .

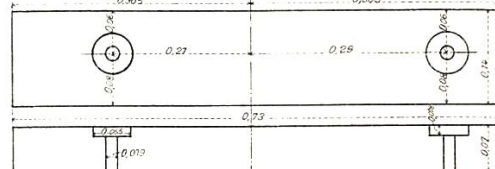


Abb. 13. Holzkeil.

M.1:10.



Abb. 9. Stofsbrücke mit Unterlagsplatte.

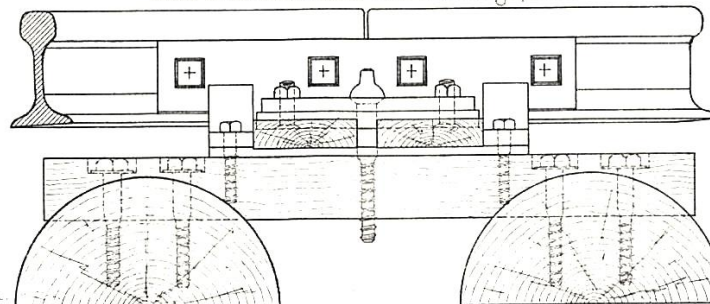


Abb.10.Schnitt

durch die  Stofslücke.
M.2:15.

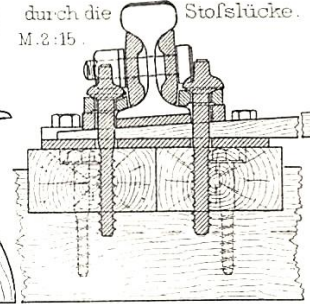


Abb.11.Stoßschwelle mit Brückenhölzern

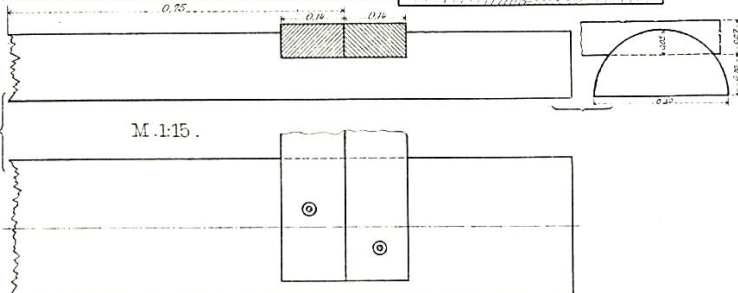


Abb.14. Schienenlagerung auf einer Mittelschwelle, Seitenansicht.

Abb.15 . Querschnitt
zu Abb.14 .

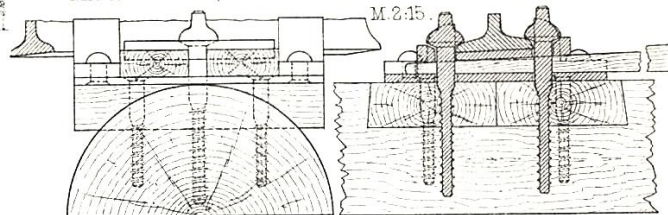


Abb.16. Keileinlageplatte.

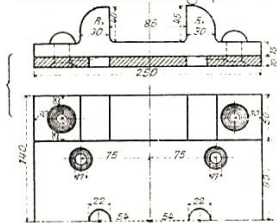


Abb.17. Schienen-
Unterlagsplatte.

M.2:15.

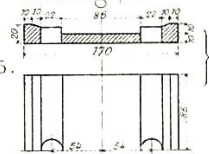
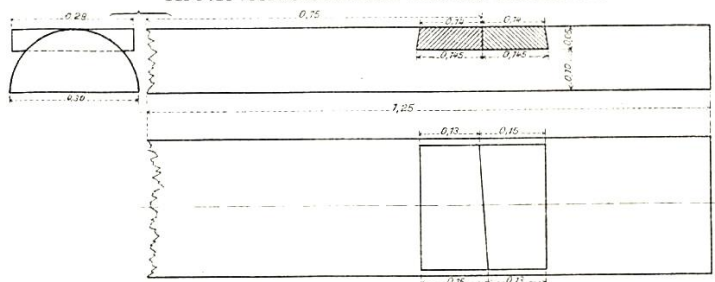


Abb.19. Hartholzkeil.



Abb.18. Mittelschwelle mit Hartholzeinsätzen. M1:15.



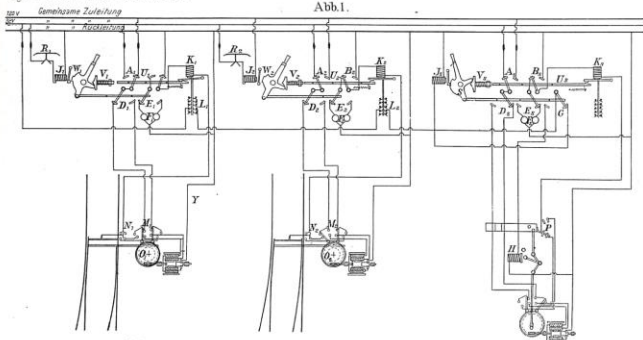


Abb. 1-6: Elektrisches Weichen- und Signalstellwerk in Didcot.

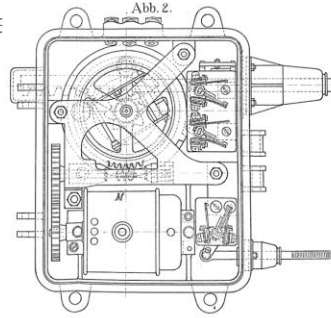


Abb. 7 u. 8: Schienenbeförderungswagen, 1.100.
Abb. 7. Langansicht.

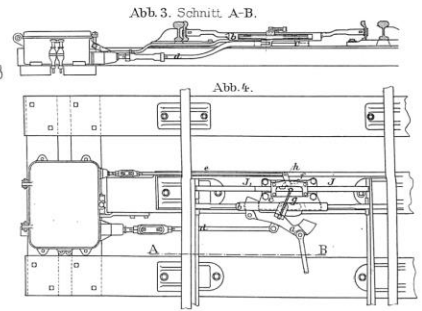


Abb. 3. Schnitt A-B.

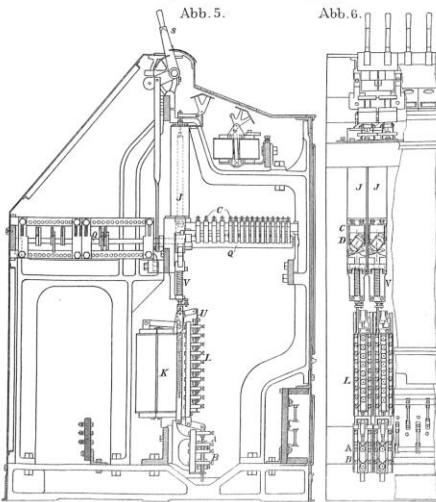


Abb. 5.

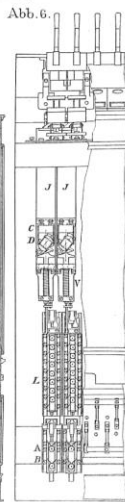


Abb. 6.

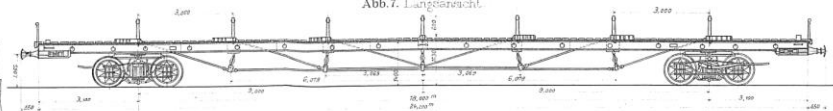


Abb. 7. Langansicht.

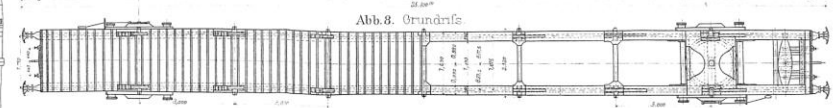


Abb. 8. Grundriss.

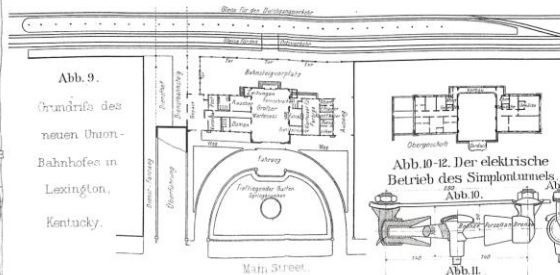


Abb. 9.
Grundriss des
neuen Union-
Bahnhofes in
Lexington,
Kentucky.

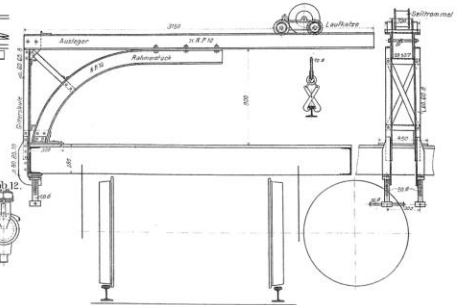


Abb. 10-12. Der elektrische
Betrieb des Simplotunnels.
Abb. 10.

Abb. 11.

Abb. 12.

Abb. 13.
Schienenabla-
vorrichtung
von
Bahn.

Zweigleisige Eisenbahn-Drehbrücke über die Hunte bei Oldenburg, ausgeführt 1904-1905.

Abb. 1. Ansicht. 1:200.

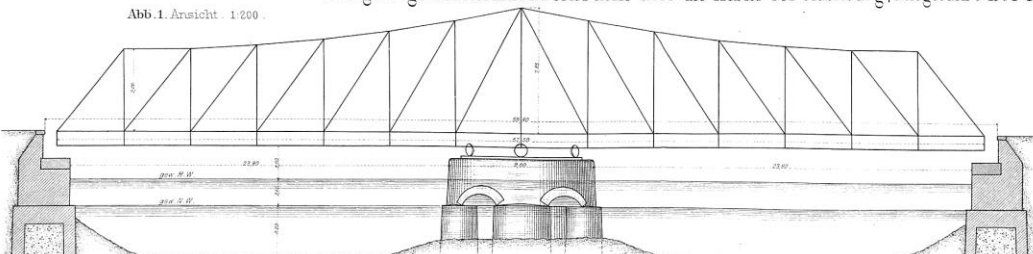


Abb. 3. Lageplan. 1:1000.

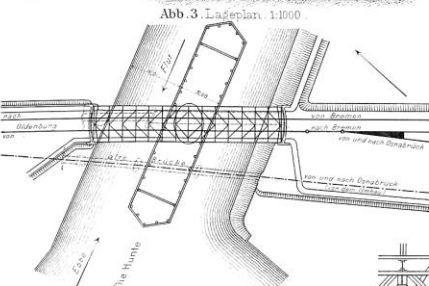


Abb. 4. Grundriss. 1:200.

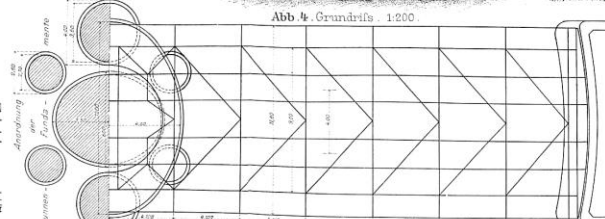


Abb. 7. Fahrplan. 1:100.

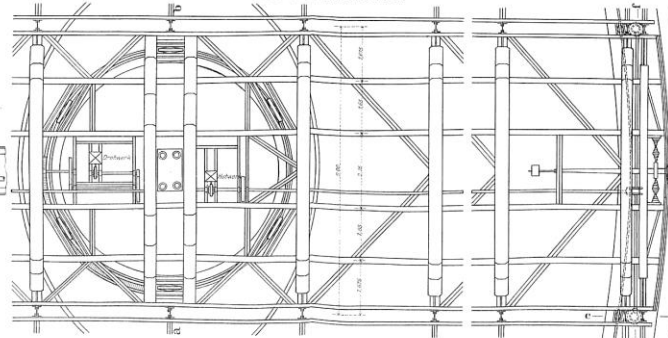


Abb. 2. Schnitt ab Endrahmen. 1:200.

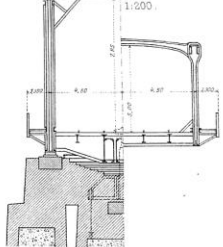


Abb. 9. Brücke geschlossen.

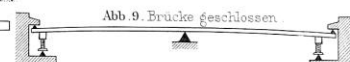


Abb. 10. Brücke offen.

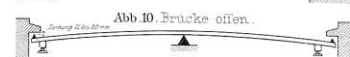


Abb. 8. Drehsäule und deren Verankerung im Mauerwerk. 1:50.

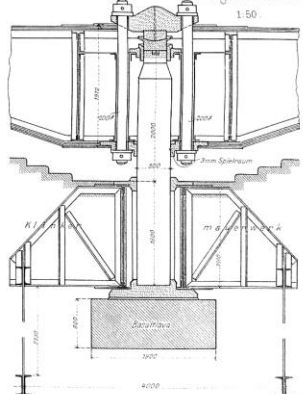
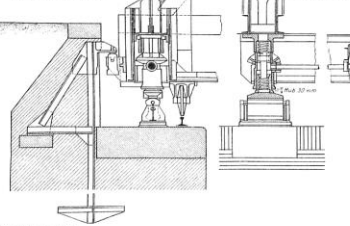


Abb. 5 u. 6.
Auflager für die positiven und negativen Stützdrücke.

Schnitt e-d. 1:50.



Schnitt e-f. 1:50.

Abb.1. Seitenansicht.

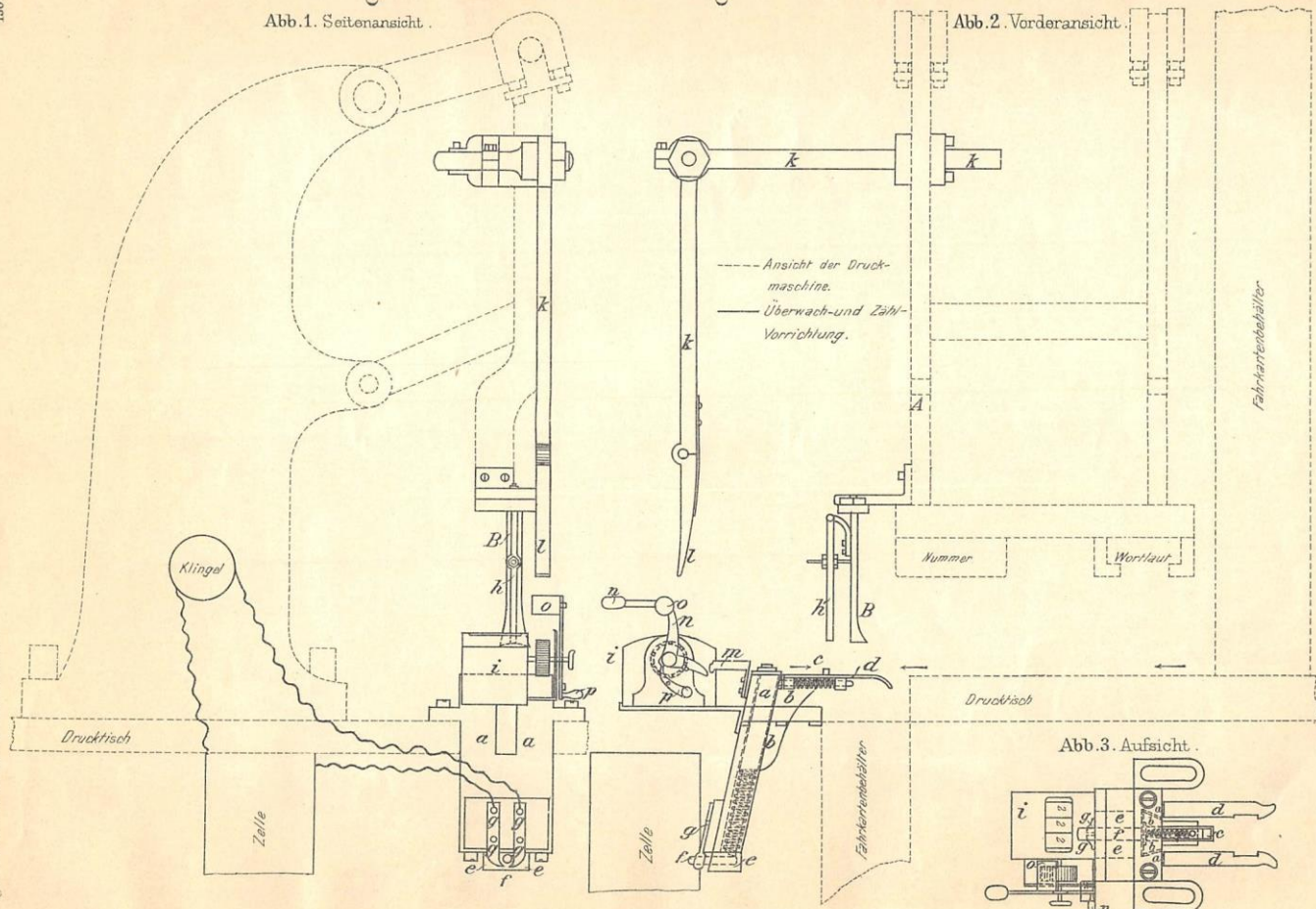


Abb. 1. Übersicht.
Maßstab der Längen 1:400000
" " " Höhen 1:20000

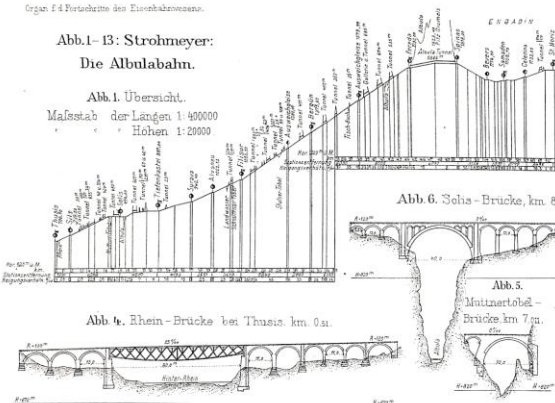


Abb. 6. Solis-Brücke, km 8,651.

Abb. 5.
Muttertobel -
Bild 1, 2

Abb. 4. Rhein-Brücke bei Thusis, km. 0.51.

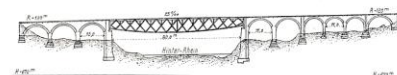


Abb. 10. Landwasser - Brücke, km 2180, R - 100 m

Abb.7. Schmittentobel-Brücke km. 21,494 R+120 m

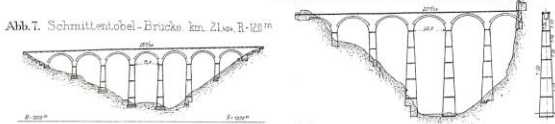


Abb. 12. Lehrgerüst für die Hauptöffnung der Solisbrücke, Maßstab 1:350.

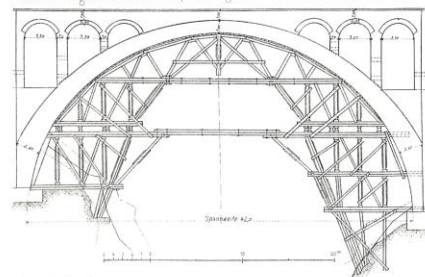


Abb. 8. Stalsertob

Abb. 9 Val-Tsch-Bridge, 1960, 2.10.1960

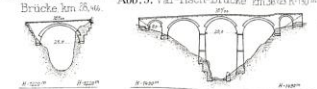


Abb.11. Albula-Brücken, km 41,308 u. km 41,333, p. 120m.

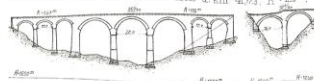


Abb. 2. Lageplan der Doppelschleife
bei Bergün.
Maßstab 1:7500.

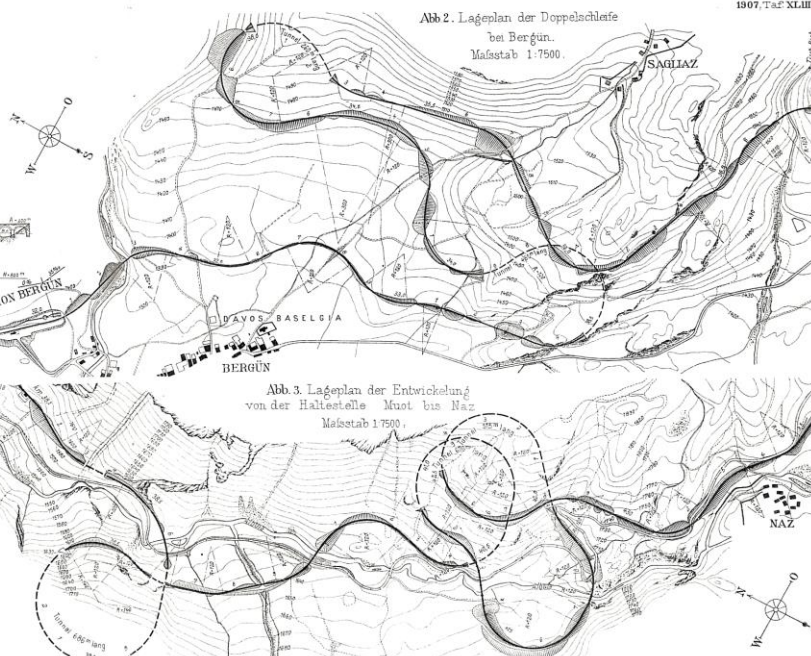


Abb. 3. Lageplan der Entwicklung
von der Haltestelle Muot bis Naz
Maßstab 1:7500.

Abb. 13. Längenschnitt, Grundriss und Pfeiler der Solis-Brücke. Maßstab 1:200

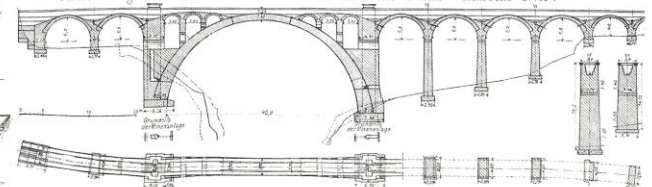


Abb. 14. Längenschnitt der Uebersetzung des Schmittentobels und der Landwasserschucht.

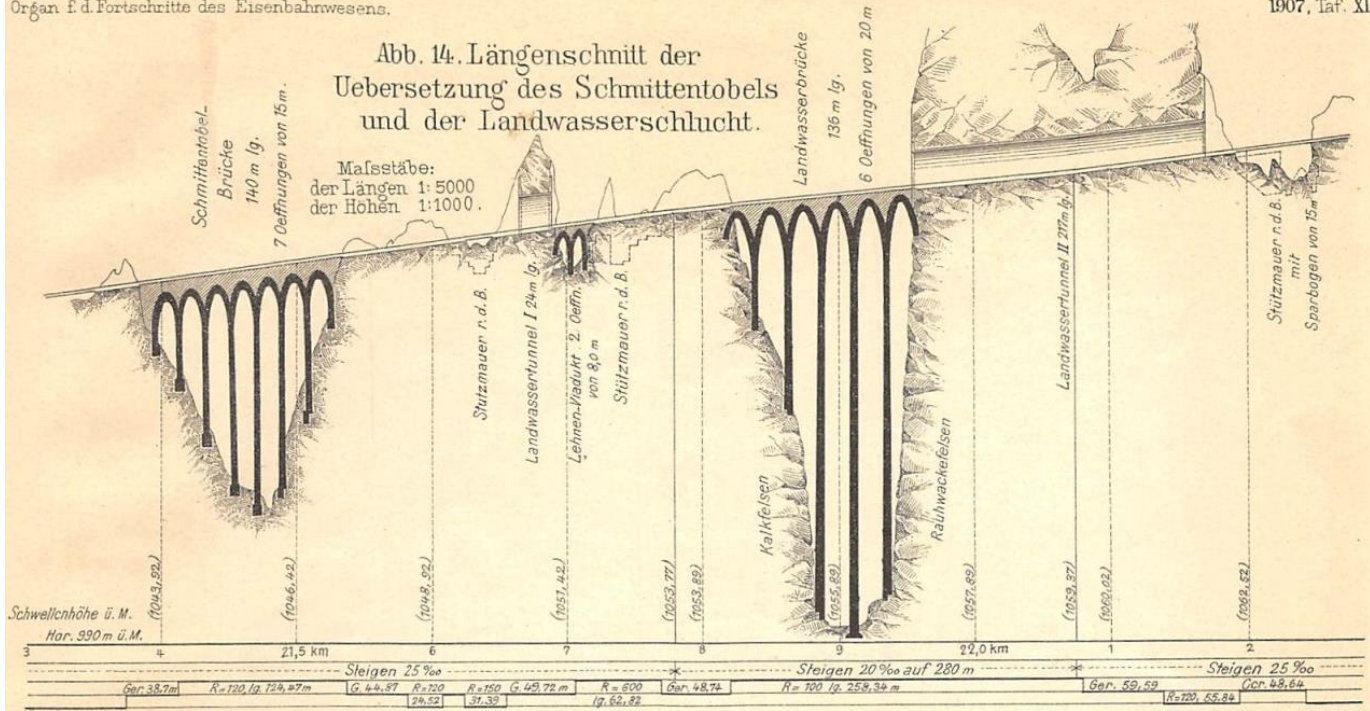


Abb. 15. Landwasser-Brücke mit den Lehr- und Transportgerüsten.

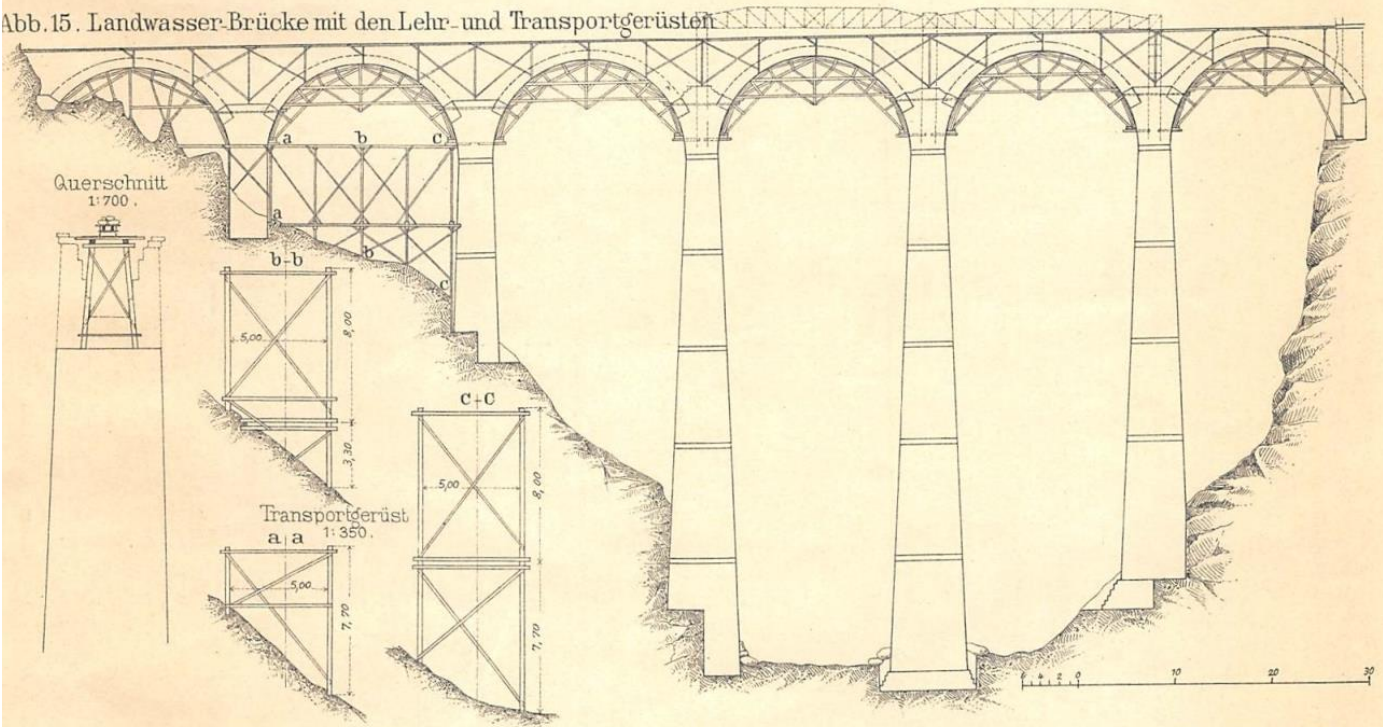


Abb. 16. Lehrbogen der Landwasser-Brücke.

Maßstab
1:175

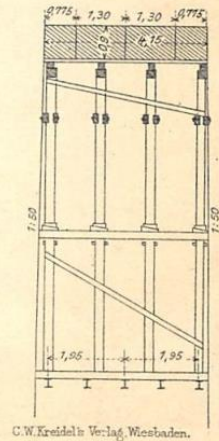
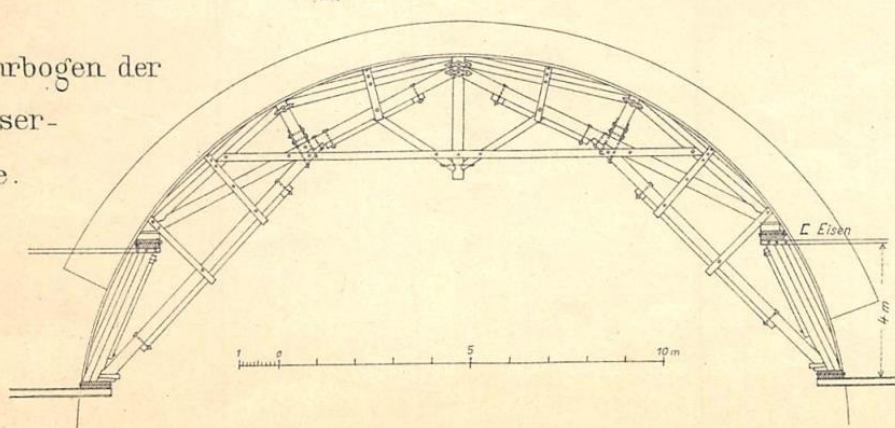


Abb. 1-3. Lake: Die neuen Lokomotiven der englischen Westbahn.

Abb. 1. „City“-Klasse.

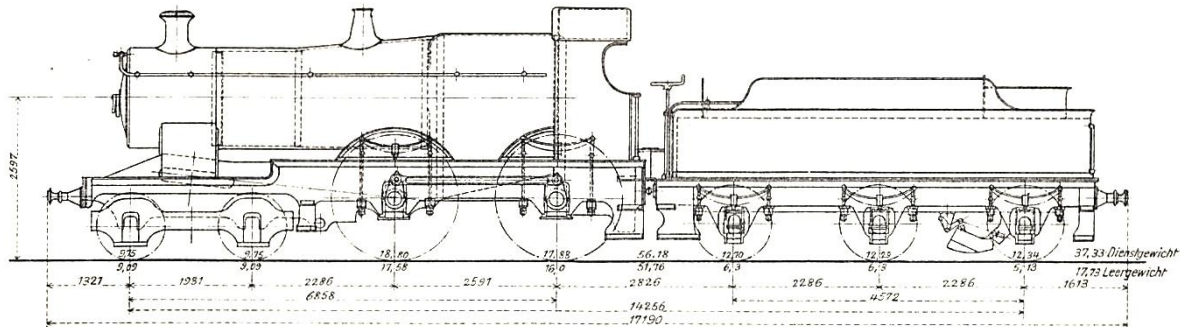


Abb. 2. „County“-Bauart.

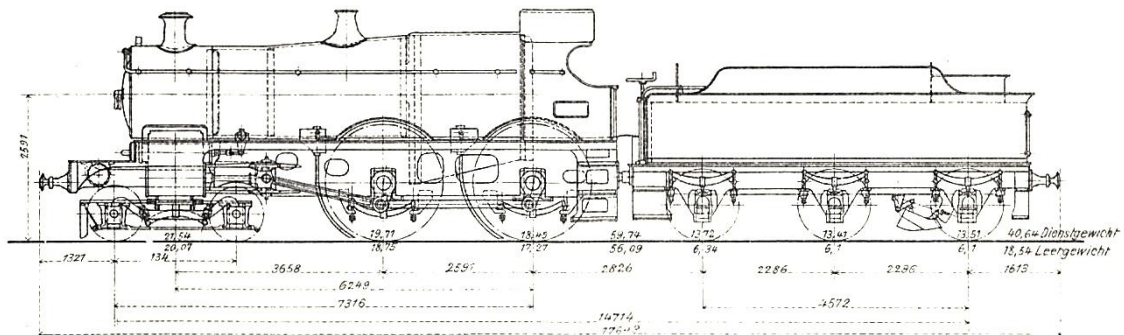


Abb. 3. 2. B. 1. „Atlantic“-Lokomotive

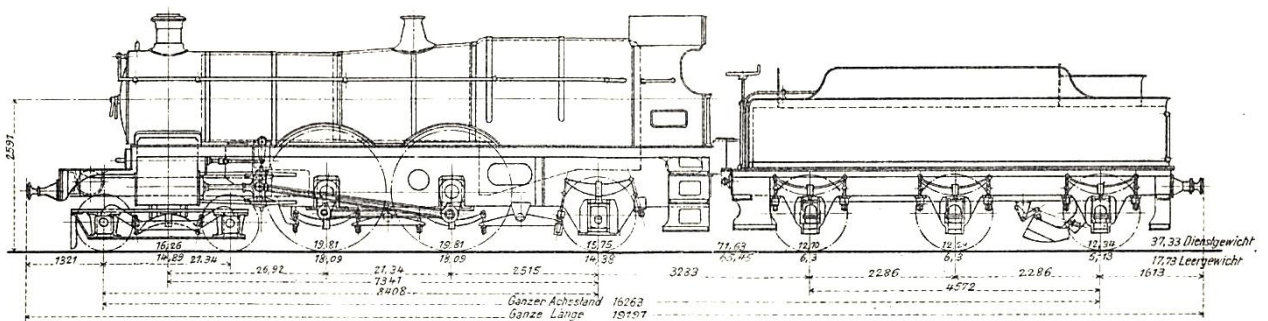


Abb. 4-7. Haftkraft der Hakenmägels und Schwellenschrauben in der Schwelle.

Abb. 4.

Gewöhnlicher Schwellennagel.

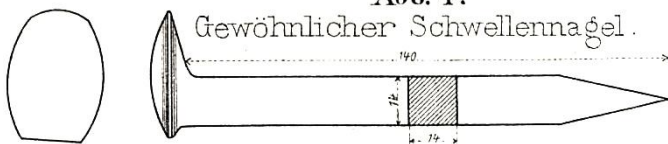


Abb. 5. Gewöhnliche Schwellenschraube.

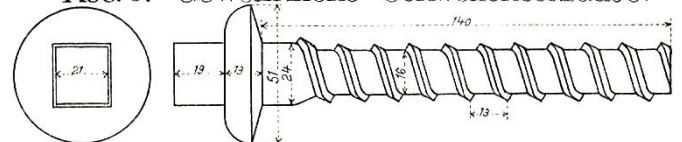


Abb. 6. Rinnen-Schwellennagel.

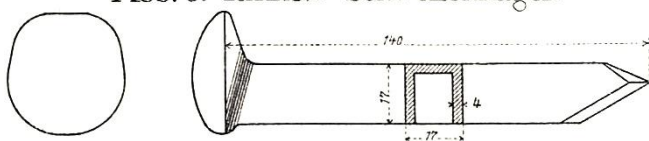


Abb. 7. Illinois-Zentral-Schwellenschraube.

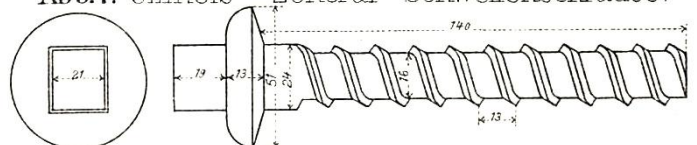


Abb. 1. Tender wie Abb. 2, Tafel XLV.

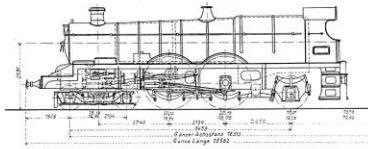


Abb. 3.

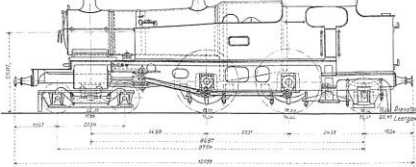


Abb. 5.

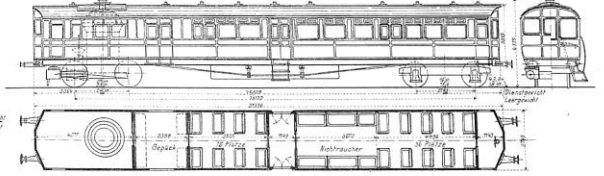


Abb. 2. Tender wie Abb. 1, Tafel XLV.

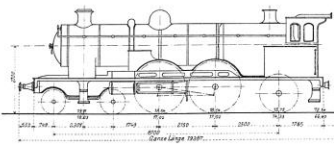


Abb. 4.

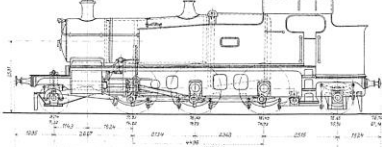


Abb. 6. Tender wie Abb. 1, Tafel XLV.

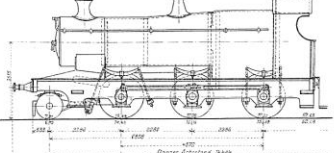


Abb. 7. Tender wie Abb. 1, Tafel XLV.

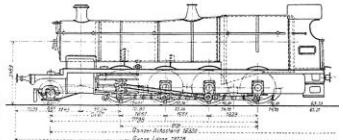


Abb. 8. Neue Signale auf der Pennsylvania Bahn.

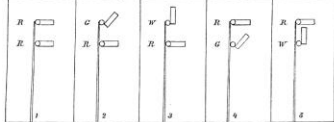


Abb. 9 u. 10. Maschine zur Bestimmung der Haftkraft der Schwellenschrauben in den Schwellen.

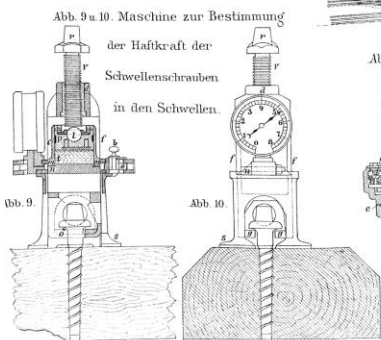


Abb. 11. Neuer Personenbahnhof in Toronto.



Abb. 12 bis 17. Die Chapsal-Saillot-Luftdruckbremse

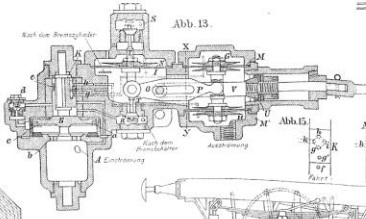


Abb. 13.

Abb. 14.

Abb. 15.

Abb. 16.

Abb. 17.

Abb. 18.

Abb. 19.

Abb. 20.

Abb. 21.

Abb. 22.

Abb. 23.

Abb. 24.

Abb. 25.

Abb. 26.

Abb. 27.

Abb. 28.

Abb. 29.

Abb. 30.

Abb. 31.

Abb. 32.

Abb. 33.

Abb. 34.

Abb. 35.

Abb. 36.

Abb. 37.

Abb. 38.

Abb. 39.

Abb. 40.

Abb. 41.

Abb. 42.

Abb. 43.

Abb. 44.

Abb. 45.

Abb. 46.

Abb. 47.

Abb. 48.

Abb. 49.

Abb. 50.

Abb. 51.

Abb. 52.

Abb. 53.

Abb. 54.

Abb. 55.

Abb. 56.

Abb. 57.

Abb. 58.

Abb. 59.

Abb. 60.

Abb. 61.

Abb. 62.

Abb. 63.

Abb. 64.

Abb. 65.

Abb. 66.

Abb. 67.

Abb. 68.

Abb. 69.

Abb. 70.

Abb. 71.

Abb. 72.

Abb. 73.

Abb. 74.

Abb. 75.

Abb. 76.

Abb. 77.

Abb. 78.

Abb. 79.

Abb. 80.

Abb. 81.

Abb. 82.

Abb. 83.

Abb. 84.

Abb. 85.

Abb. 86.

Abb. 87.

Abb. 88.

Abb. 89.

Abb. 90.

Abb. 91.

Abb. 92.

Abb. 93.

Abb. 94.

Abb. 95.

Abb. 96.

Abb. 97.

Abb. 98.

Abb. 99.

Abb. 100.

Abb. 101.

Abb. 102.

Abb. 103.

Abb. 104.

Abb. 105.

Abb. 106.

Abb. 107.

Abb. 108.

Abb. 109.

Abb. 110.

Abb. 111.

Abb. 112.

Abb. 113.

Abb. 114.

Abb. 115.

Abb. 116.

Abb. 117.

Abb. 118.

Abb. 119.

Abb. 120.

Abb. 121.

Abb. 122.

Abb. 123.

Abb. 124.

Abb. 125.

Abb. 126.

Abb. 127.

Abb. 128.

Abb. 129.

Abb. 130.

Abb. 131.

Abb. 132.

Abb. 133.

Abb. 134.

Abb. 135.

Abb. 136.

Abb. 137.

Abb. 138.

Abb. 139.

Abb. 140.

Abb. 141.

Abb. 142.

Abb. 143.

Abb. 144.

Abb. 145.

Abb. 146.

Abb. 147.

Abb. 148.

Abb. 149.

Abb. 150.

Abb. 151.

Abb. 152.

Abb. 153.

Abb. 154.

Abb. 155.

Abb. 156.

Abb. 157.

Abb. 158.

Abb. 159.

Abb. 160.

Abb. 161.

Abb. 162.

Abb. 163.

Abb. 164.

Abb. 165.

Abb. 166.

Abb. 167.

Abb. 168.

Abb. 169.

Abb. 170.

Abb. 171.

Abb. 172.

Abb. 173.

Abb. 174.

Abb. 175.

Abb. 176.

Abb. 177.

Abb. 178.

Abb. 179.

Abb. 180.

Abb. 181.

Abb. 182.

Abb. 183.

Abb. 184.

Abb. 185.

Abb. 186.

Abb. 187.

Abb. 188.

Abb. 189.

Abb. 190.

Abb. 191.

Abb. 192.

Abb. 193.

Abb. 194.

Abb. 195.

Abb. 196.

Abb. 197.

Abb. 198.

Abb. 199.

Abb. 200.

Abb. 201.

Abb. 202.

Abb. 203.

Abb. 204.

Abb. 205.

Abb. 206.

Abb. 207.

Abb. 208.

Abb. 209.

Abb. 210.

Abb. 211.

Abb. 212.

Abb. 213.

Abb. 214.

Abb. 215.

Abb. 216.

Abb. 217.

Abb. 218.

Abb. 219.

Abb. 220.

Abb. 221.

Abb. 222.

Abb. 223.

Abb. 224.

Abb. 225.

Abb. 226.

Abb. 227.

Abb. 228.

Abb. 229.

Abb. 230.

Abb. 231.

Abb. 232.

Abb. 233.

Abb. 234.

Abb. 235.

Abb. 236.

Abb. 237.

Abb. 238.

Abb. 239.

Abb. 240.

Abb. 241.

Abb. 242.

Abb. 243.

Abb. 244.

Abb. 245.

Abb. 246.

Abb. 247.

Abb. 248.

Abb. 249.

Abb. 250.

Abb. 251.

Abb. 252.

Abb. 253.

Abb. 254.

Abb. 255.

Abb. 256.

Abb. 257.

Abb. 258.

Abb. 259.

Abb. 260.

Abb. 261.

Abb. 262.

Abb. 263.

Abb. 264.

Cornea: Beiträge zur Ermittlung der Anstrengung der Eisenbahnschienen.

Abb. 1.

Abb. 2.

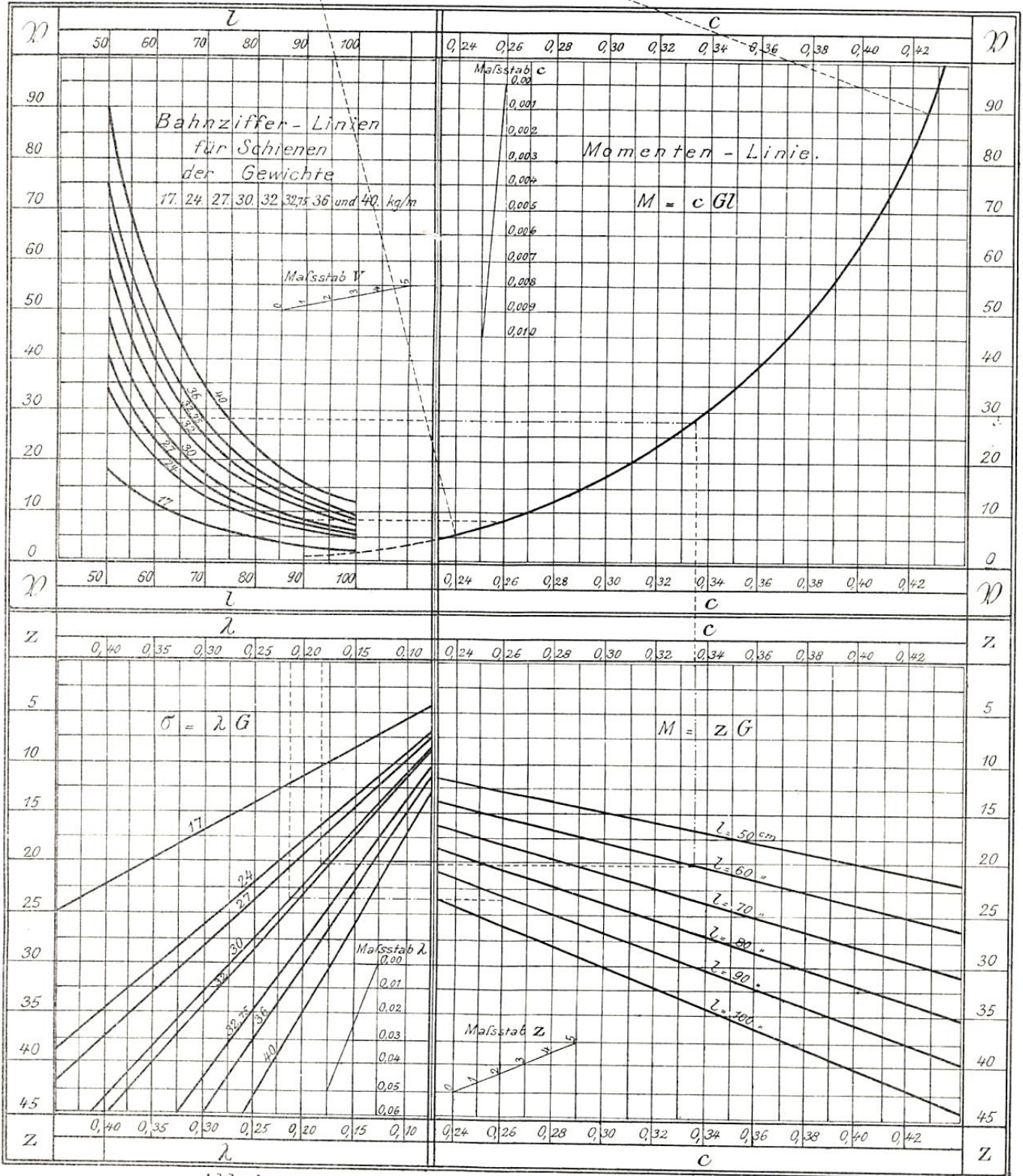


Abb. 4.

Abb. 3.

Pustau : Steinerne Bauwerke der Nebenbahn Stettin-Jasenitz, Direktionsbezirk Stettin.

Abb. 2. Straßen-Unterführung Km 15,543.

Längenschnitt E-F

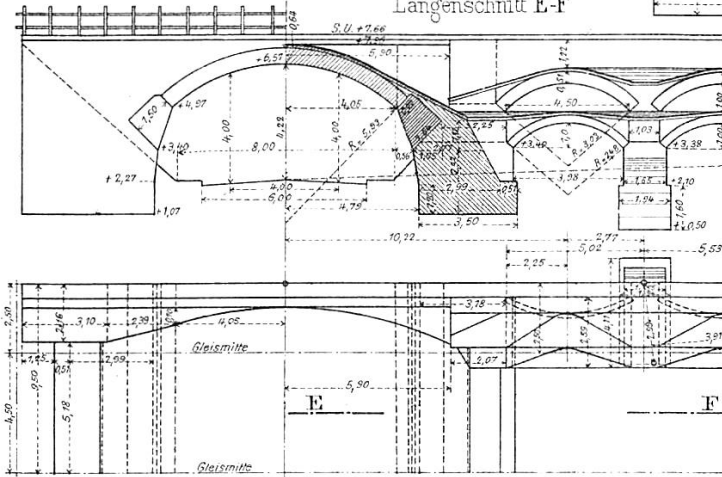


Abb. 3. Durchlaß Km 18,12.

Maßstab 1:100.

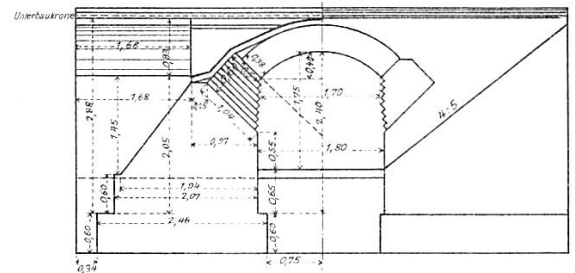


Abb. 4. Straßen-Unterführung Km 3,706.

Maßstab 1:250.

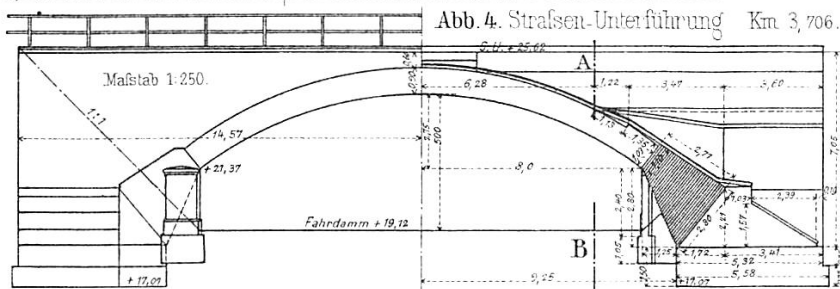


Abb. 6. Straßen-Überführung Km 1,031.

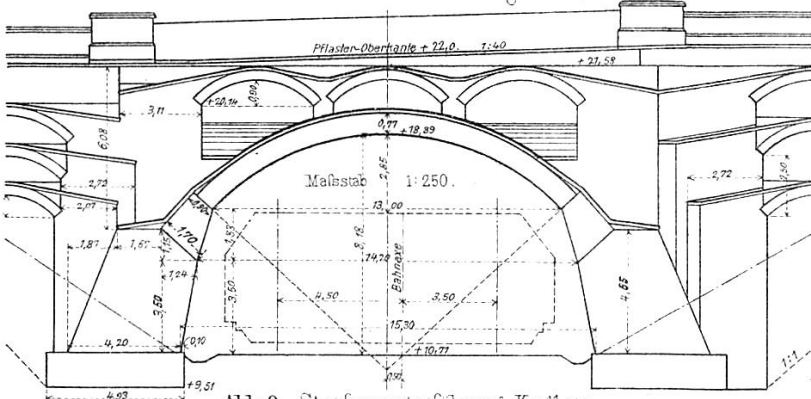


Abb. 9. Straßenunderführung Km 11,047

Maßstab 1:250.

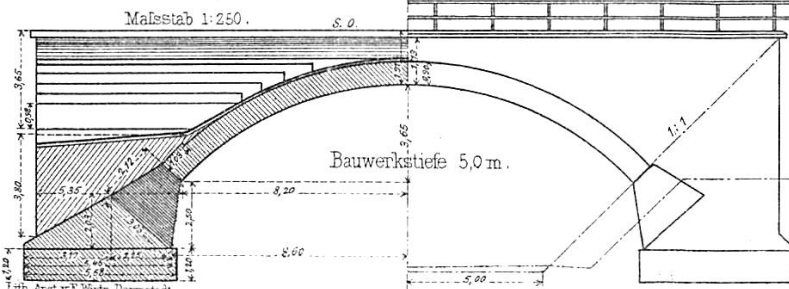


Abb. 7. Durchlaß Km 20,312.

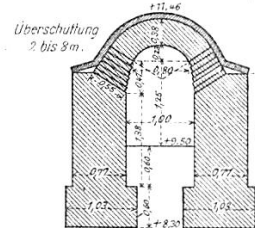
Überschüttung
2 bis 3 m.

Abb. 8.

Durchlaß Km 10,307

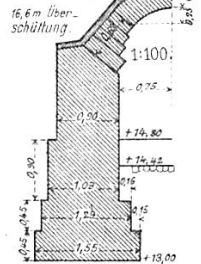
16,6 m Über-
schüttung.Abb. 10.
Straßen-
Unterführung
Km 1,238Auflager-
mauerMaßstab
1:250.

Abb. 11.

Wege-Unterführung
Km 14,15.

Maßstab 1:250.

