

Abb. 1. Schiene 60 m lang im Gleis eingebaut, befahren.

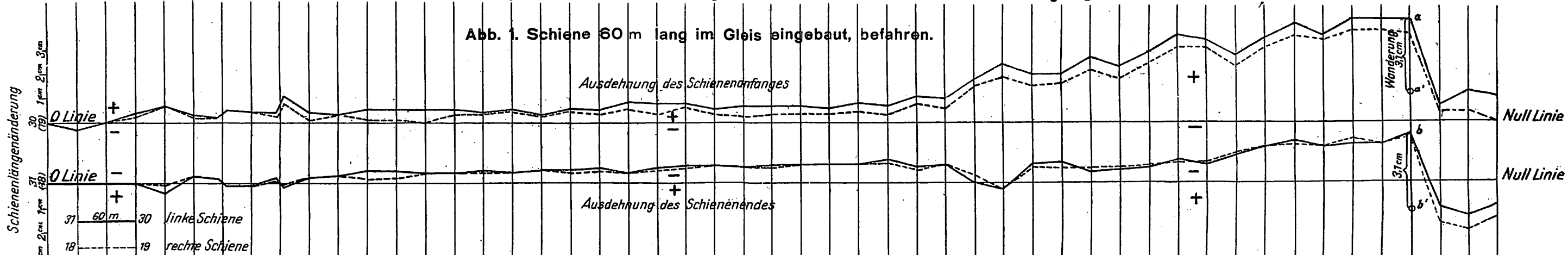


Abb. 1 a. Schiene 60 m lang im Gleis eingebaut, befahren.

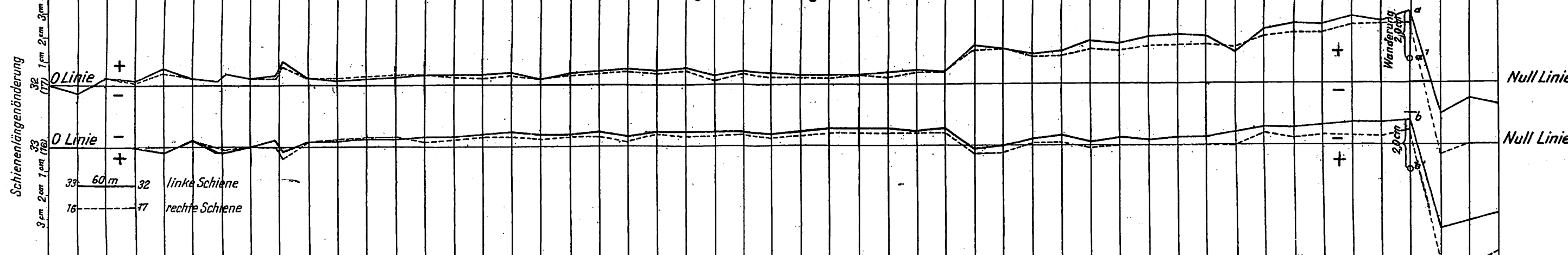


Abb. 2. Schiene 60 m lang auf Walzenunterlage, frei beweglich, nicht befahren.

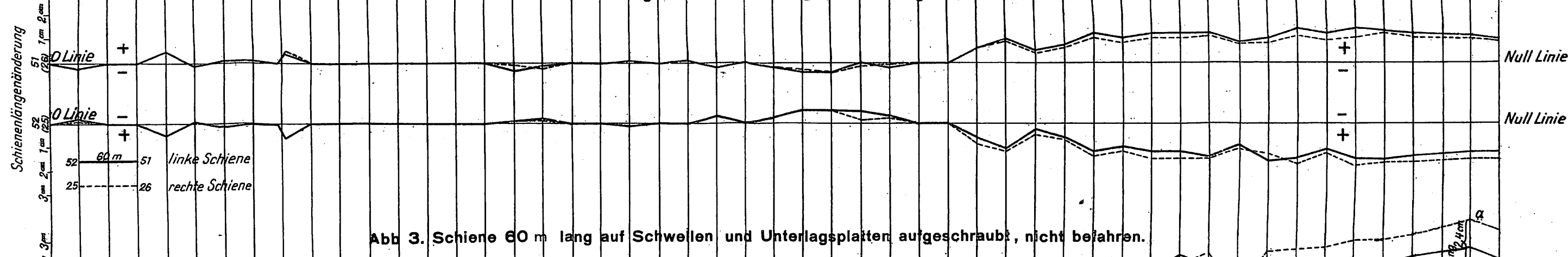
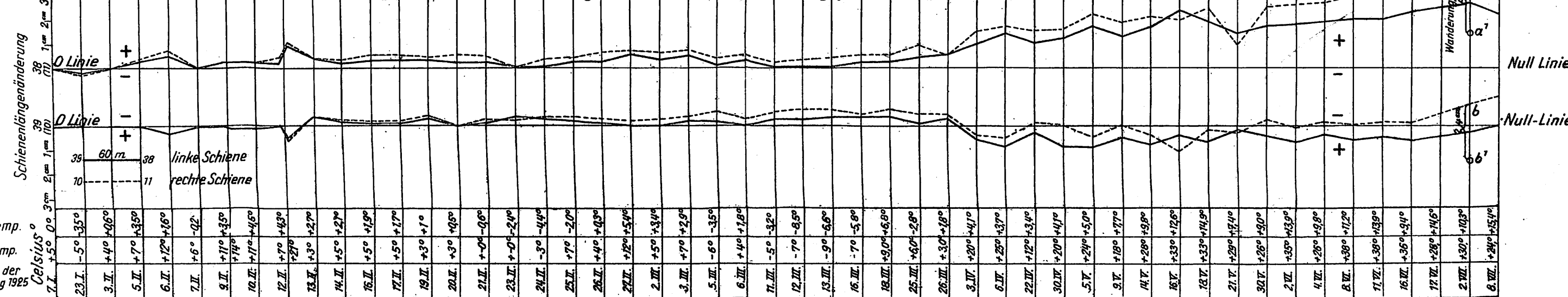


Abb. 3. Schiene 60 m lang auf Schwellen und Unterlagsplatten aufgeschraubt, nicht befahren.



Nachttemp.
Tagestemp.
Datum der
Messung 1925

Temp.	23.1.	3.11.	5.11.	6.11.	7.11.	9.11.	10.11.	12.11.	13.11.	14.11.	16.11.	17.11.	19.11.	20.11.	21.11.	23.11.	24.11.	25.11.	26.11.	27.11.	2.12.	3.12.	5.12.	6.12.	22.12.	30.12.	5.1.	9.1.	14.1.	16.1.	17.1.	16.12.	12.12.	2.12.	6.12.
°Celsius	-5°	+4°	+7°	+12°	+6°	+11°	+14°	+7°	+3°	+5°	+5°	+5°	+3°	+3°	+0°	+0°	-3°	+7°	+4°	+12°	+5°	+20°	+24°	+18°	+33°	+33°	+25°	+26°	+35°	+26°	+38°	+28°	+28°	+30°	+34°
°Fahrenheit	23	39	45	54	43	52	57	45	37	41	41	41	37	37	32	32	27	45	39	54	41	68	75	91	91	77	79	95	79	100	82	92	86	93	

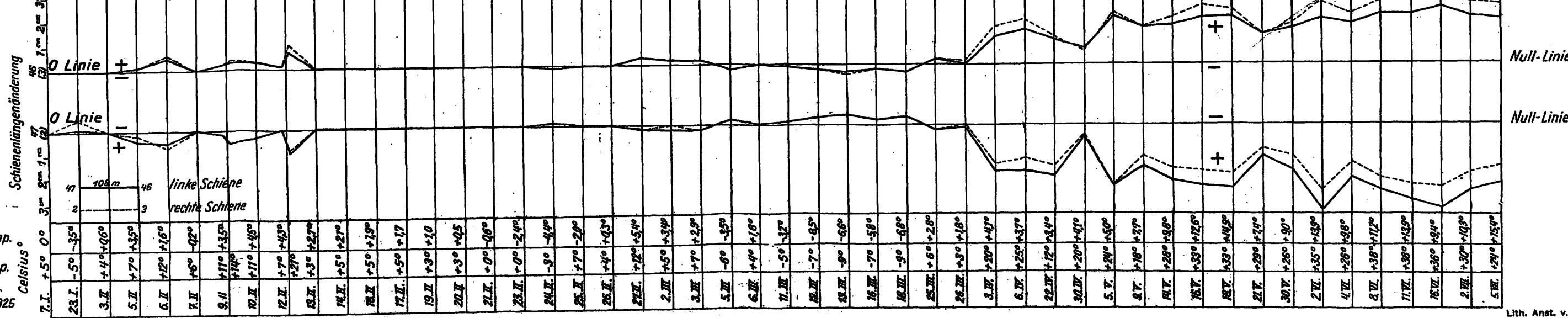
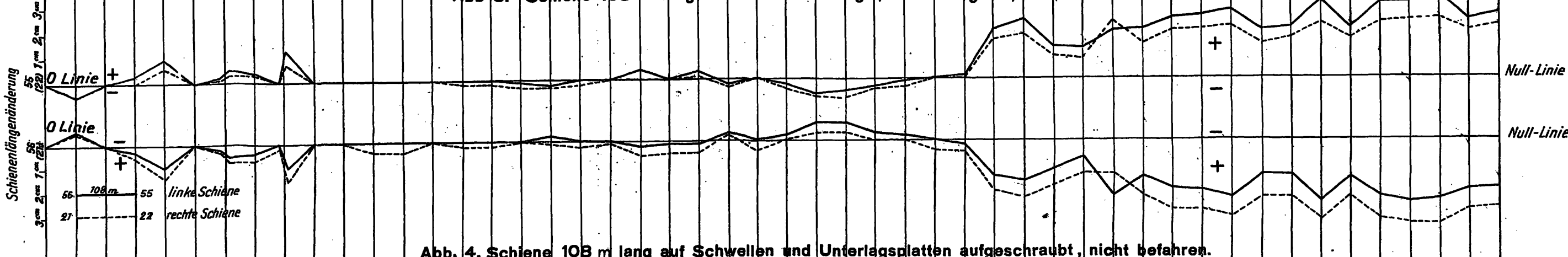
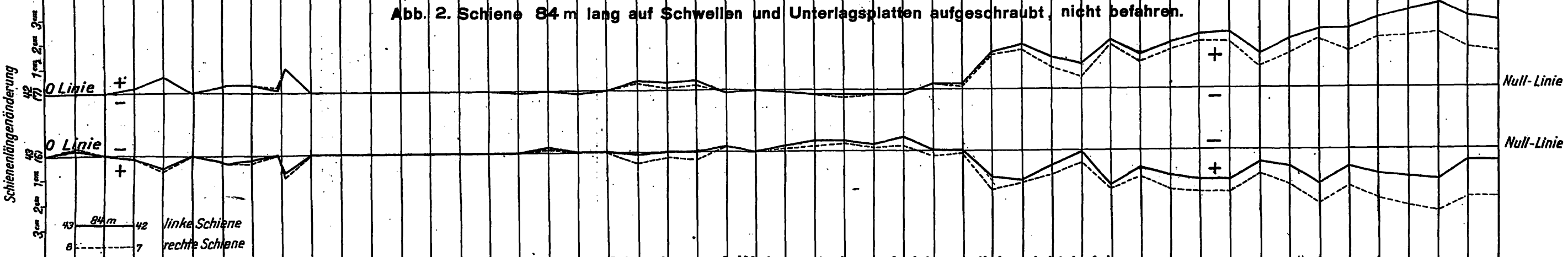
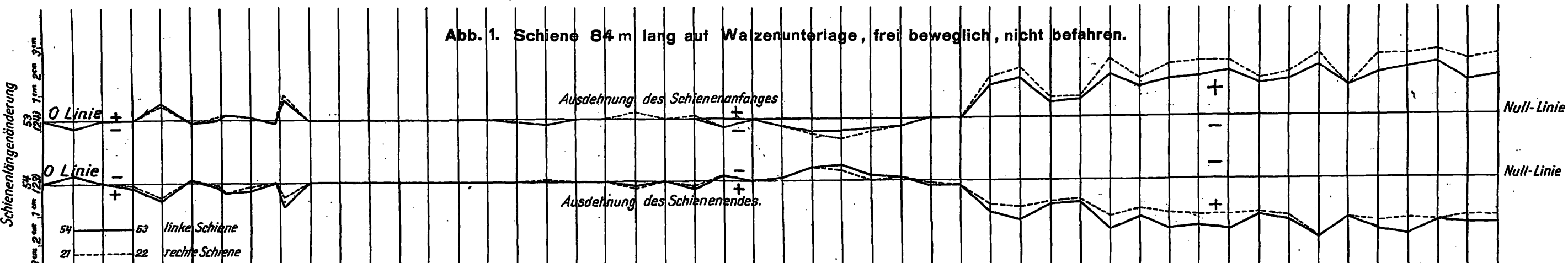


Abb. 1 a. Schiene 60 m lang im Gleis eingebaut, befahren.

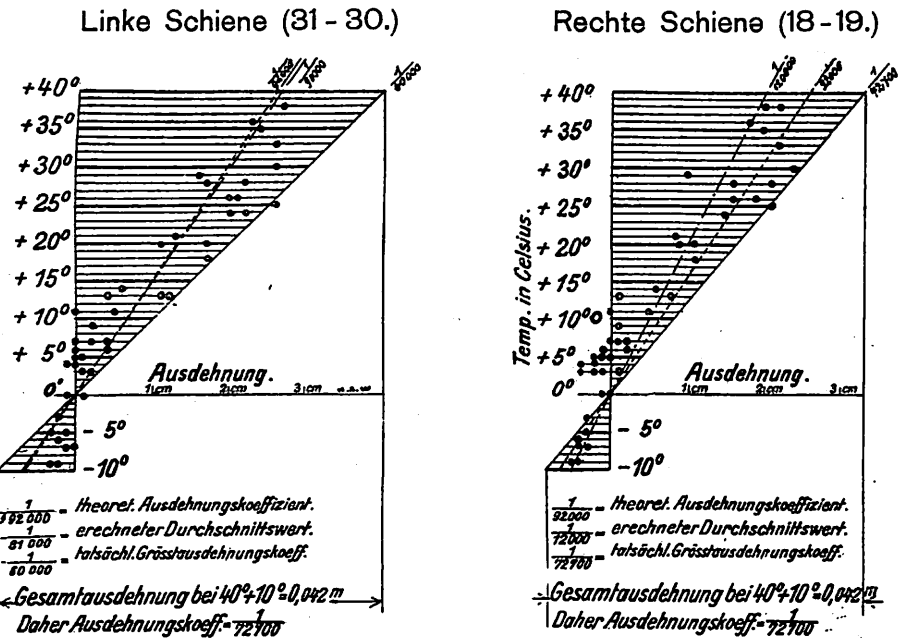
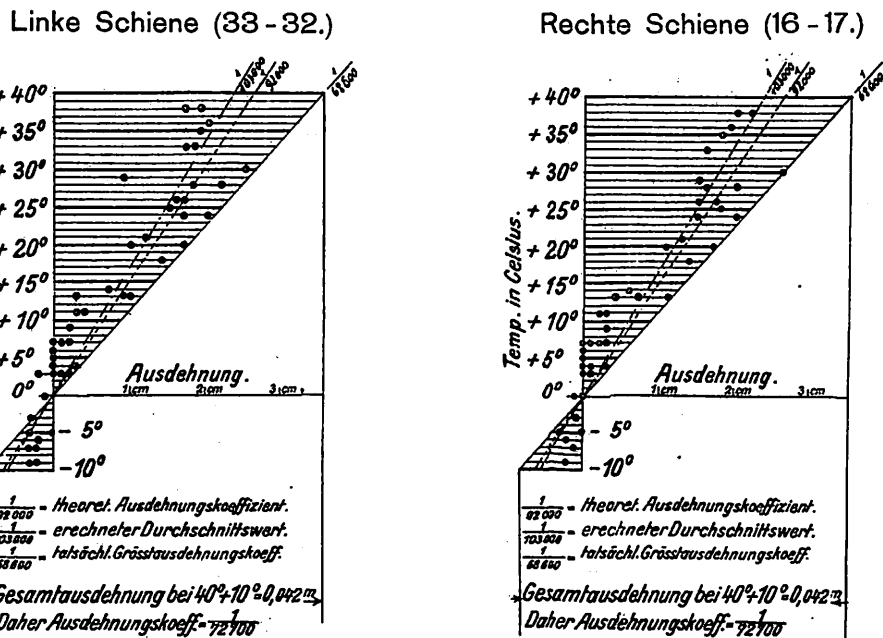


Abb. 1. Schiene 60 m lang im Gleis eingebaut, befahren.



Zum Aufsatz : Experimentelle Grundlagen der Thermit-Schienenschweißung auf freier Strecke.

Abb 4. Schiene 84 m lang auf Walzenunterlage, frei beweglich, nicht befahren.

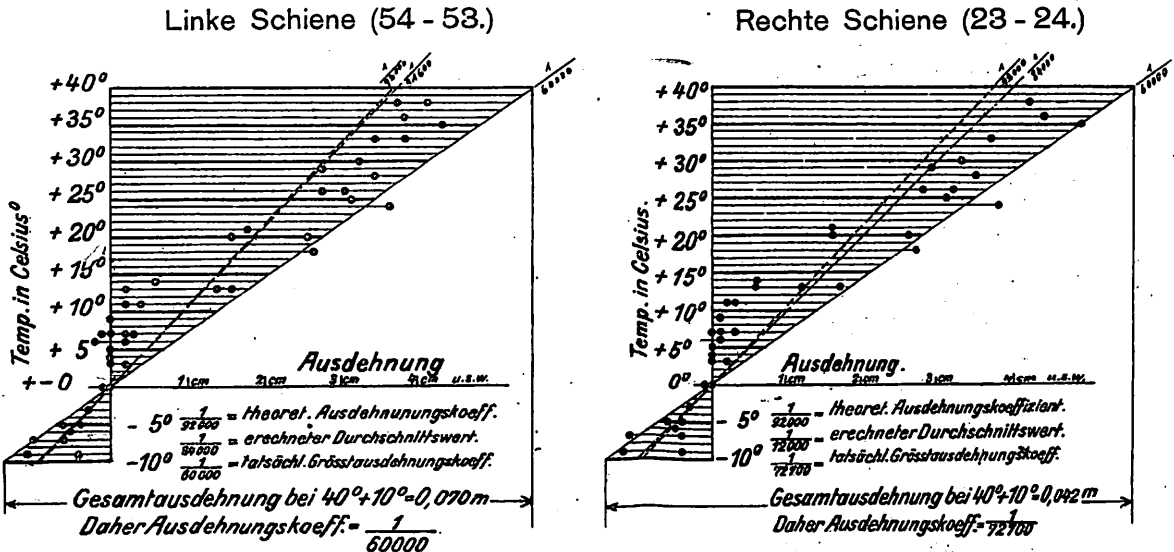


Abb. 6. Schiene 108 m lang auf Walzenunterlage, frei beweglich, nicht befahren.

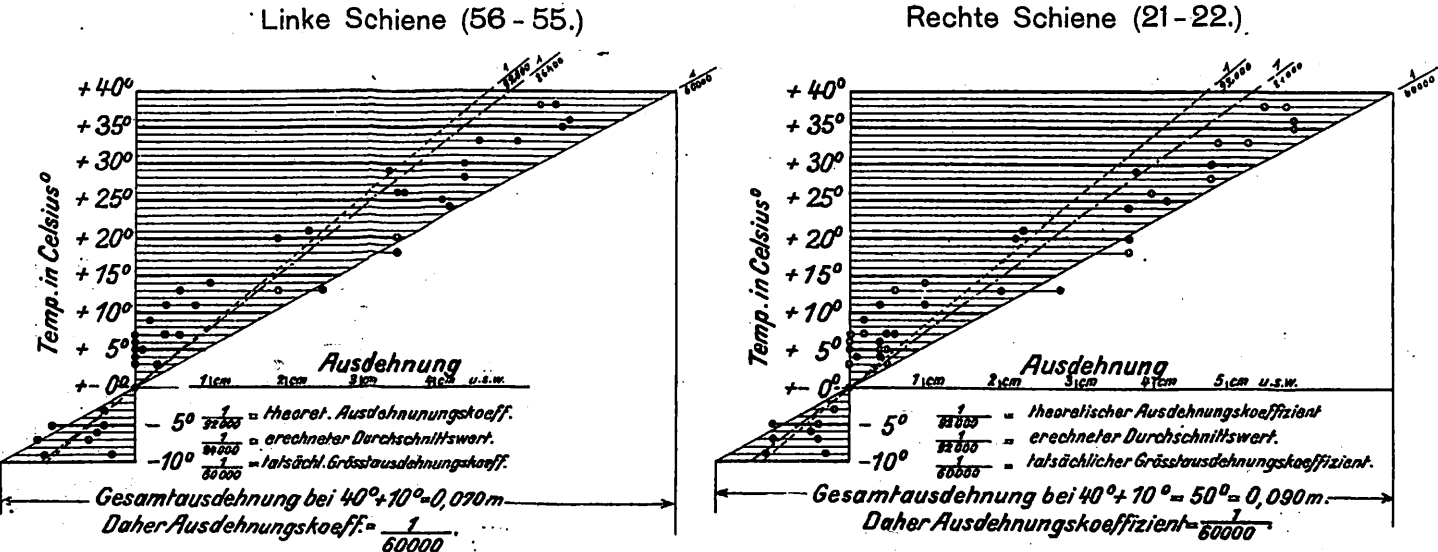
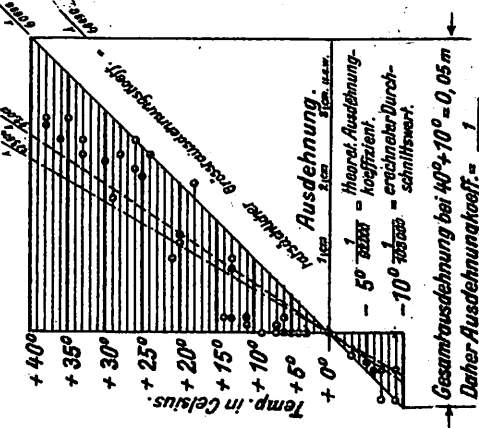
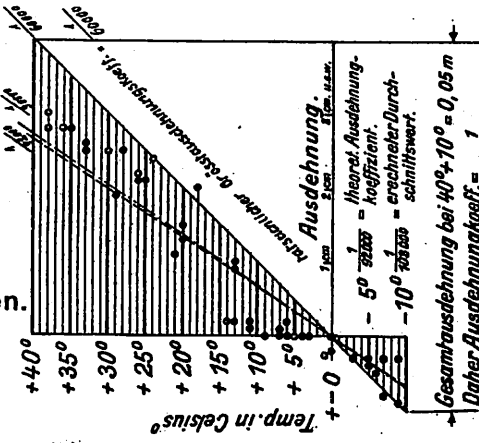
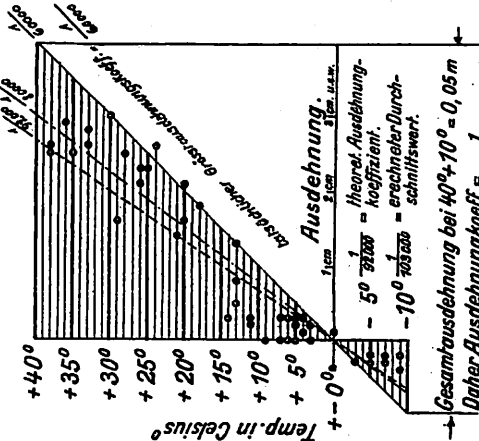
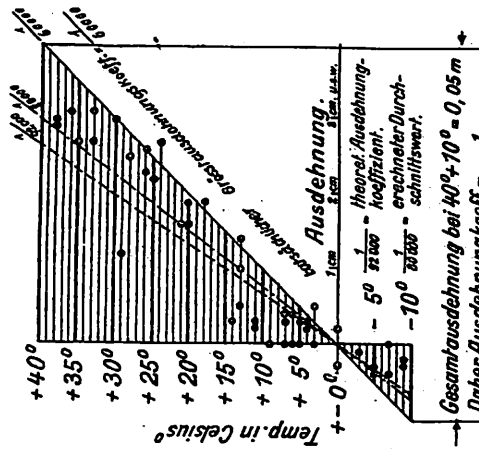
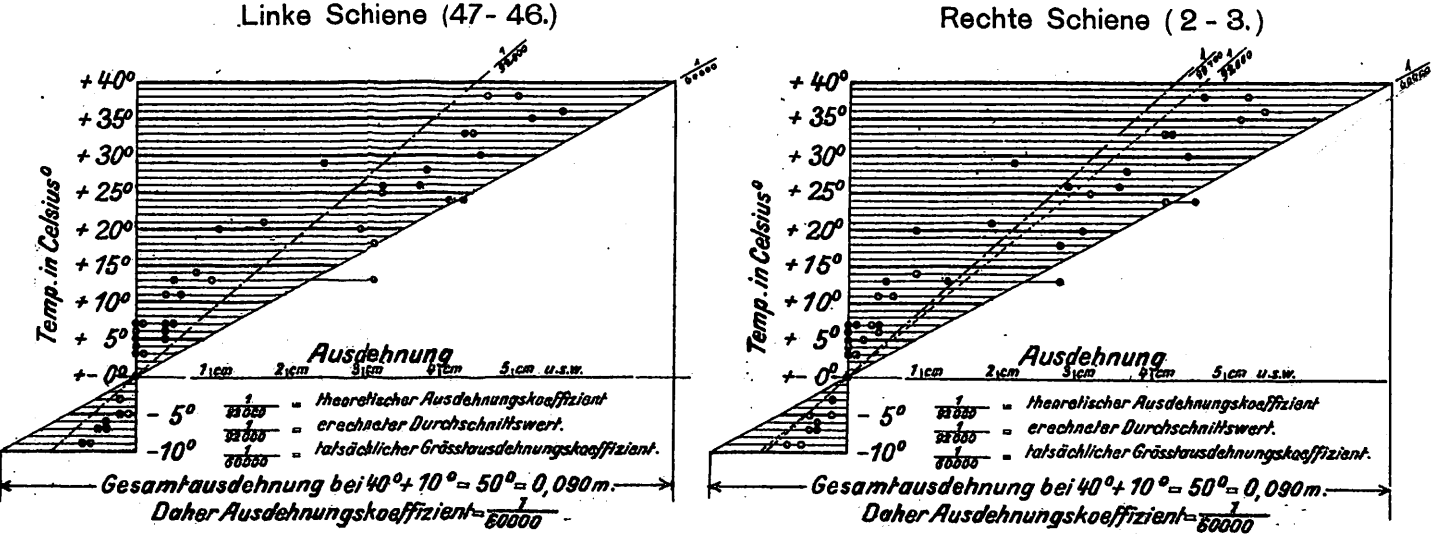
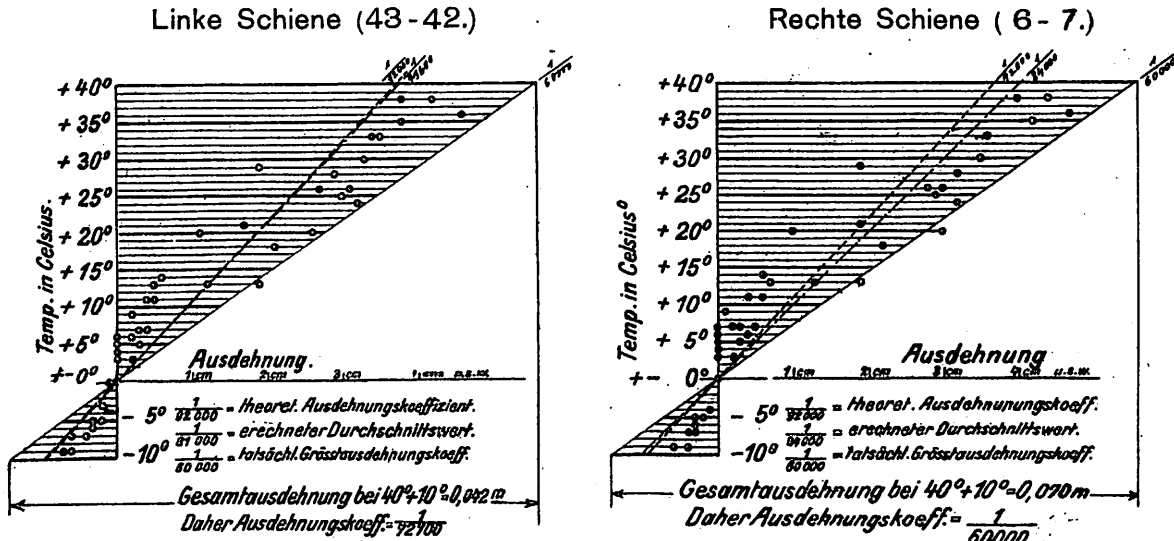


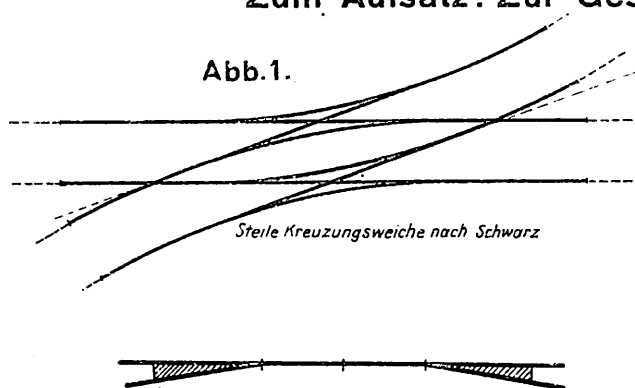
Abb 5. Schiene 84 m lang auf Schwellen und Unterlagsplatten aufgeschraubt, nicht befahren. Abb 7. Schiene 108 m lang auf Schwellen und Unterlagsplatten aufgeschraubt, nicht befahren.



Rechte Schiene (10 - 11.)
Linke Schiene (39 - 38.)
Rechte Schiene (25 - 26.)
Linke Schiene (52 - 51.)
Abb. 2. Schiene 60 m lang auf Walzenunterlage, frei beweglich, nicht befahren.
Abb. 3. Schiene 60 m lang auf Schwellen und Unterlagsplatten aufgeschraubt, nicht befahren.

Zum Aufsatz: Zur Geschichte der Steilweichen.

Abb. 1.



Länge zur Breite : 4

Abb. 2.

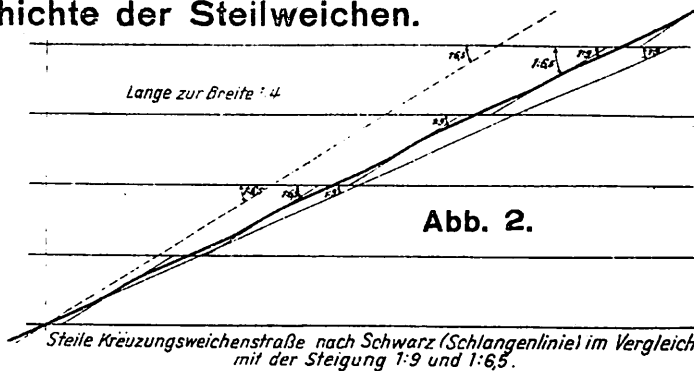


Abb. 3.

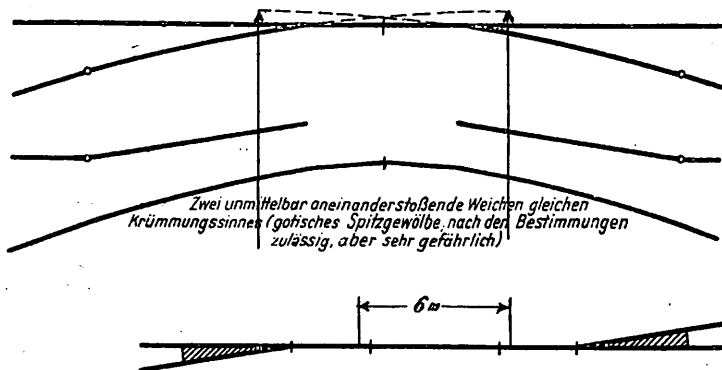


Abb. 5.

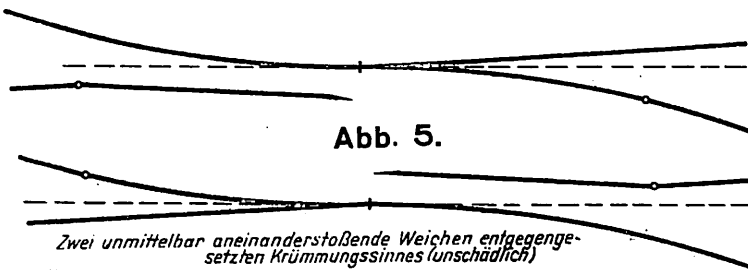
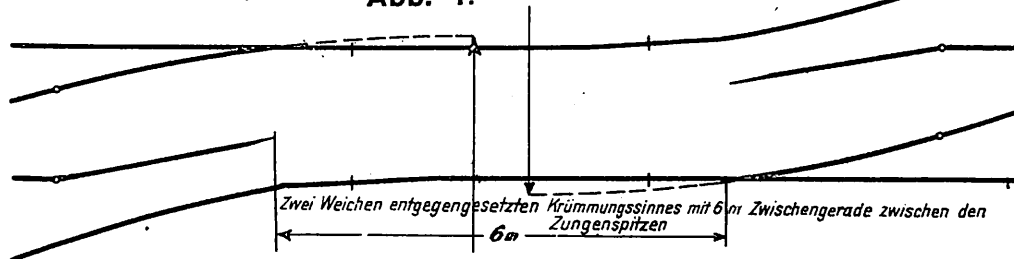


Abb. 4.



Überschneidung

Abb. 7.

Abb. 10.

Vogel'sche Zunge ohne Überschneidung

Abb. 6.

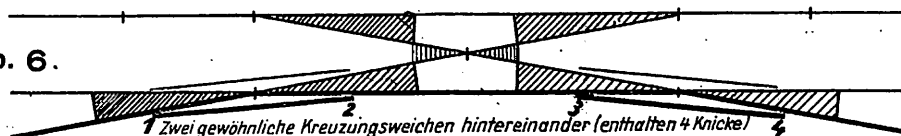


Abb. 8.

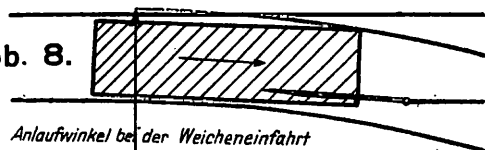


Abb. 9.

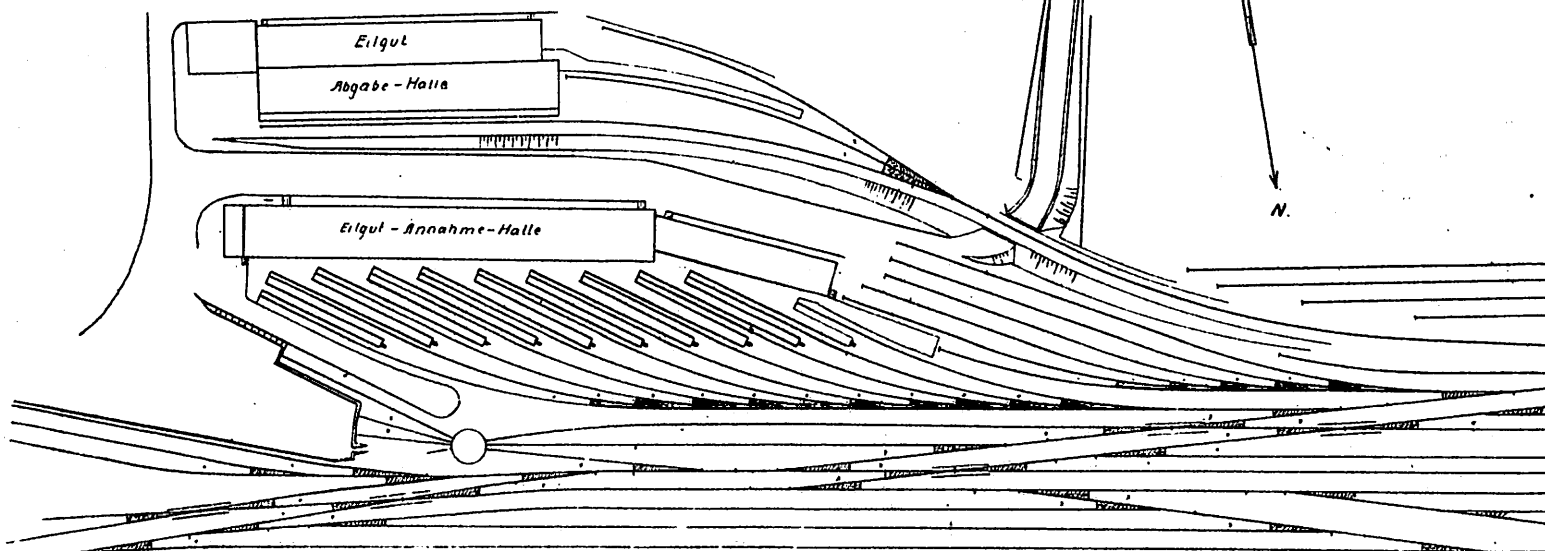


Abb. 2. Längsgräben unter Zuhilfenahme von Torfwällen.

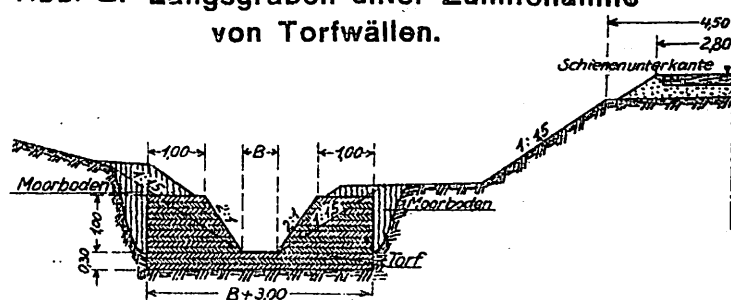


Abb. 4. Isolierung mittels Moorboden.

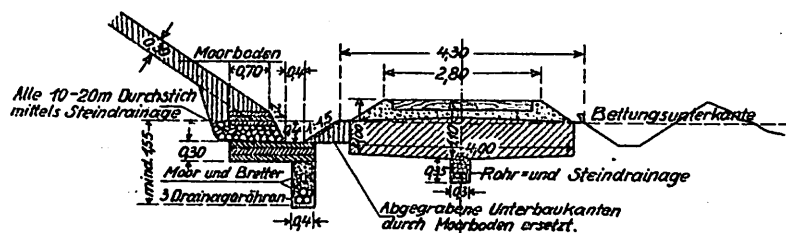
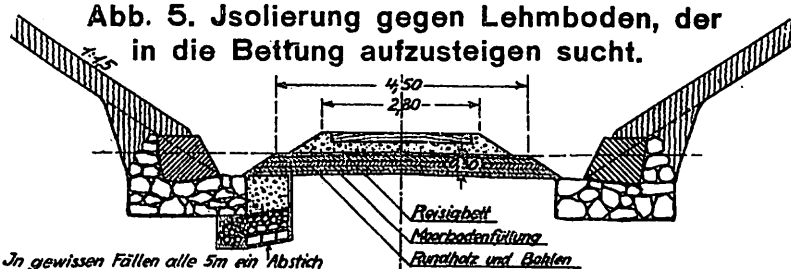


Abb. 5. Isolierung gegen Lehm Boden, der in die Bettung aufzusteigen sucht.



In gewissen Fällen alle 5m ein Abstich

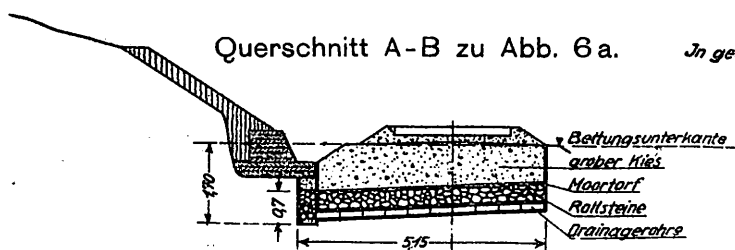
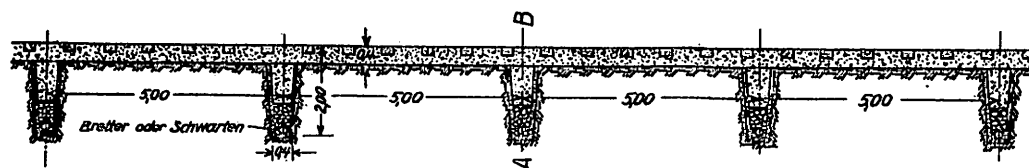


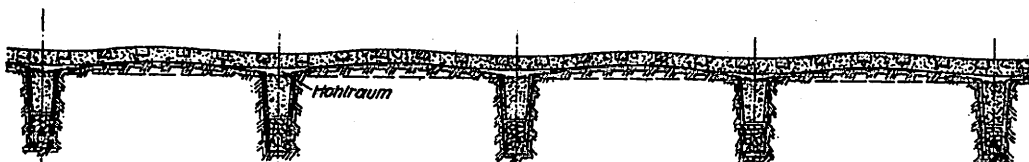
Abb. 6.



a) Längsschnitt des Gleises
vor dem Auffrieren.



b) der gleiche Längsschnitt bei geringem Auffrieren.



c/ der gleiche Längsschnitt
bei kräftigem Auffrieren.

Abb. 3. Bahndiagramm der 2 C 1 Heißdampflokomotive mit Zug von 300 t. Gewicht.

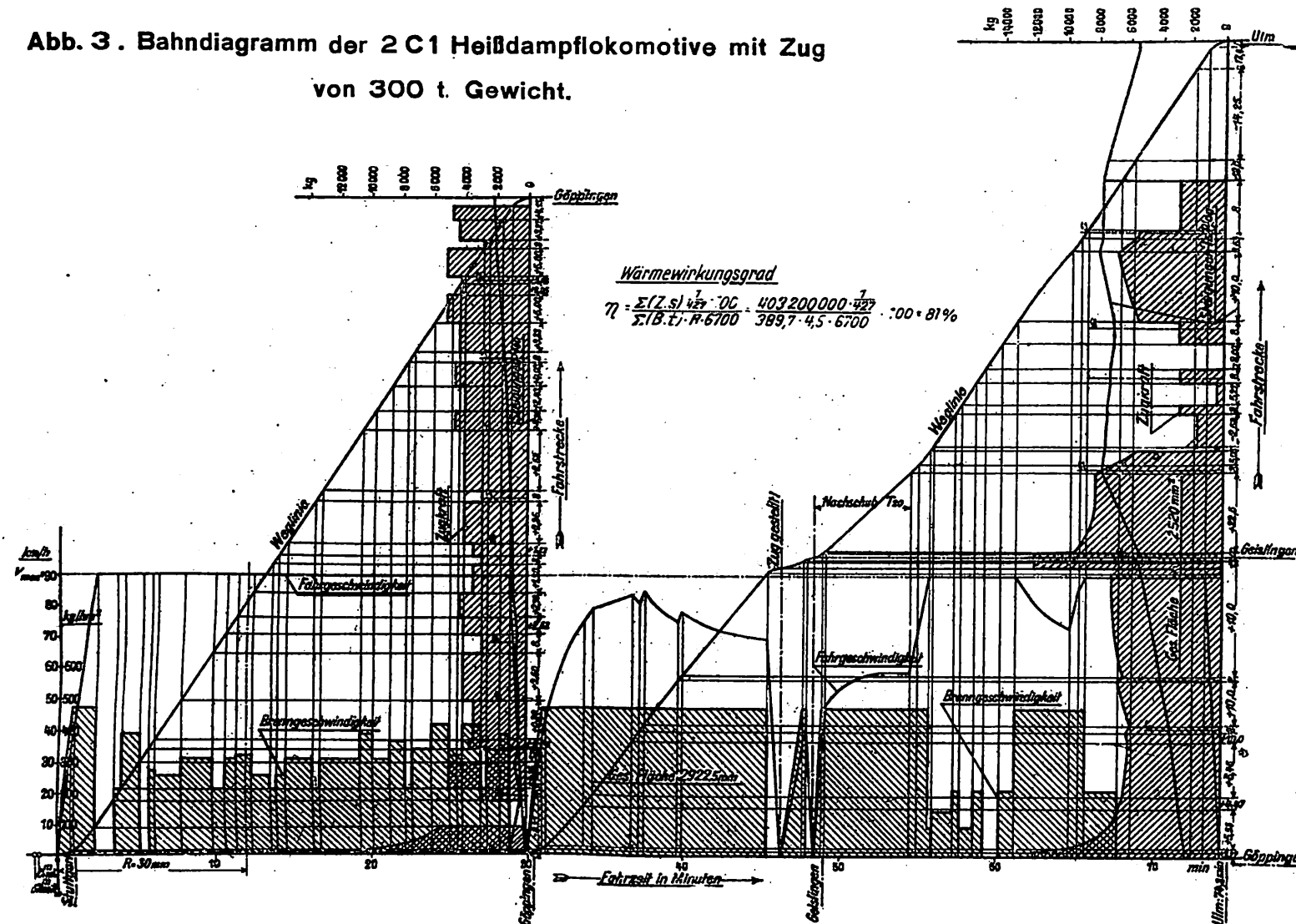


Abb. 2. Zugkraftdiagramm der 2 C 1 Heißdampf- und 1 E 4 Tenderlokomotive.

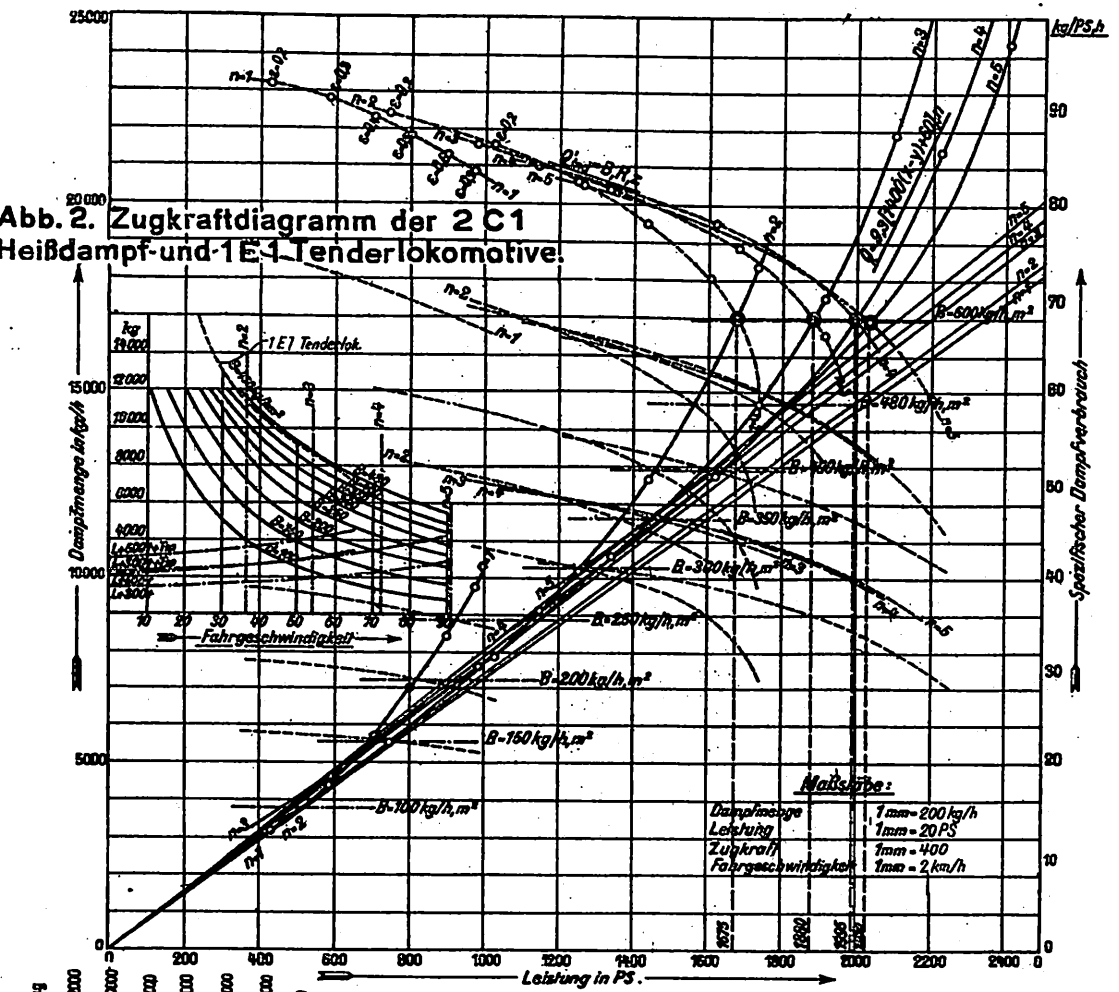
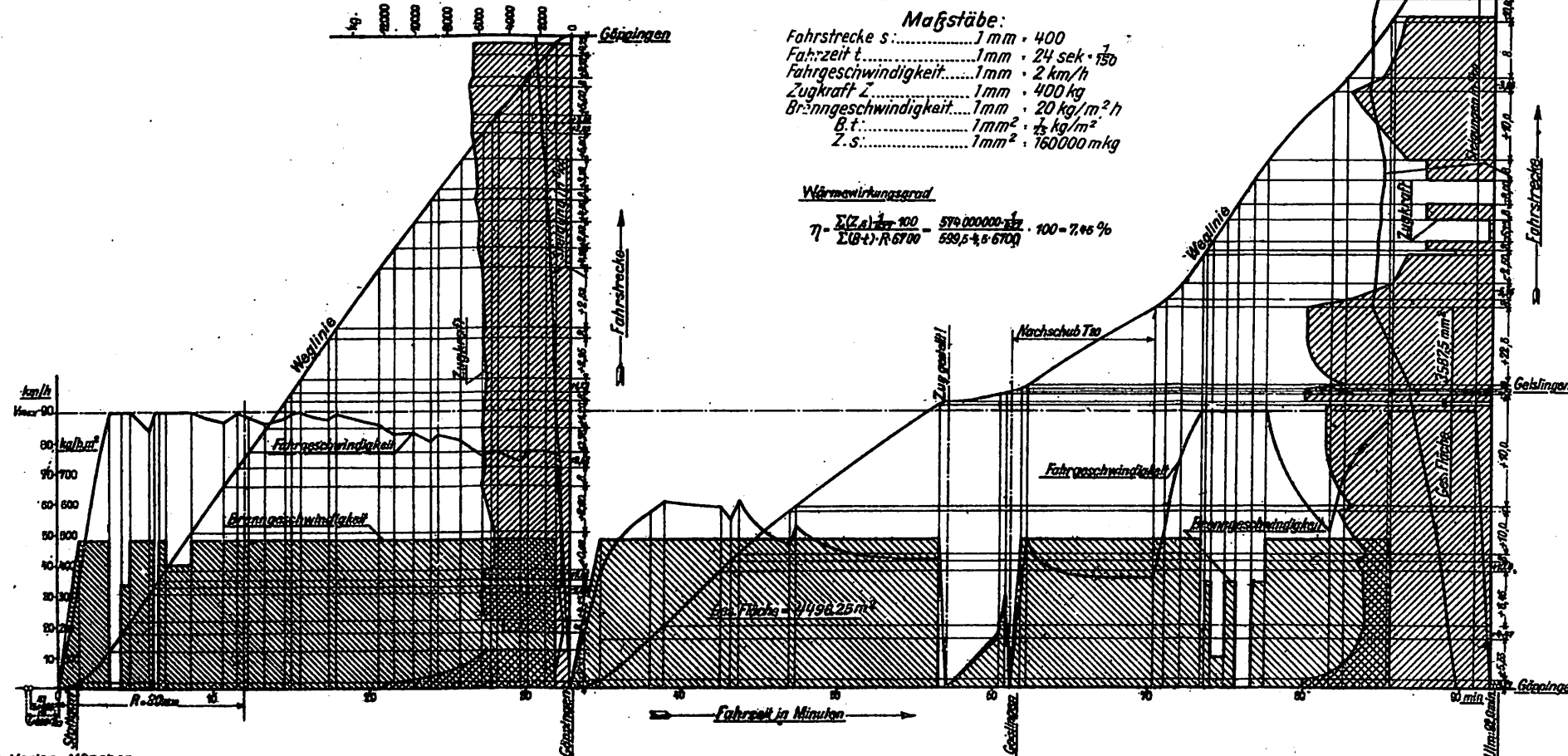


Abb. 4. Bahndiagramm der 2 C 1 Heißdampflokomotive mit Zug von 600 t. Gewicht.



Zum Aufsatz:
Die mechanisch angetriebene
Diesellokomotive mit fester
Übersetzung und mehreren,
einzeln kuppelbaren Motoren.

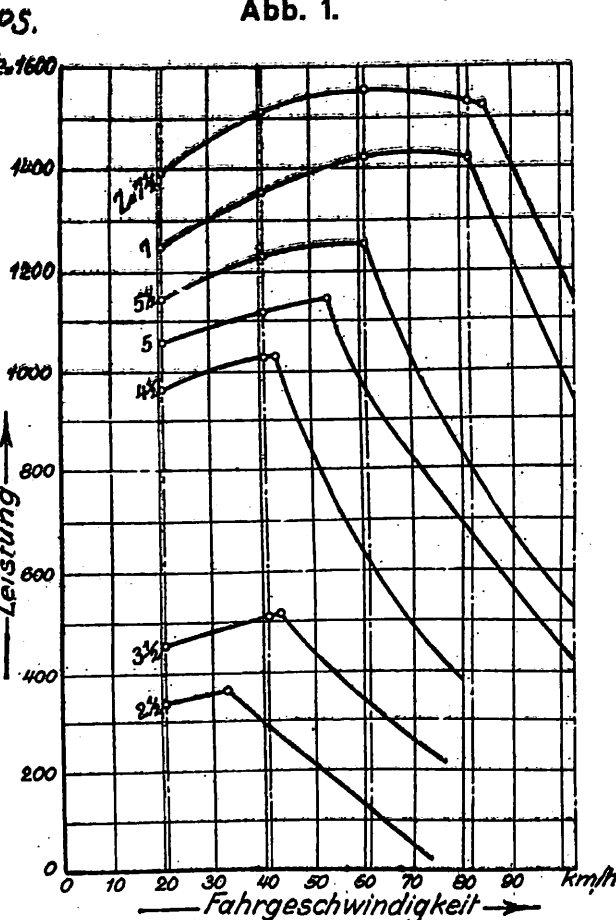


Abb. 6. Bahndiagramm der Diesel-elektrischen 2C2 Lokomotive mit Zug von 300 t Gewicht.

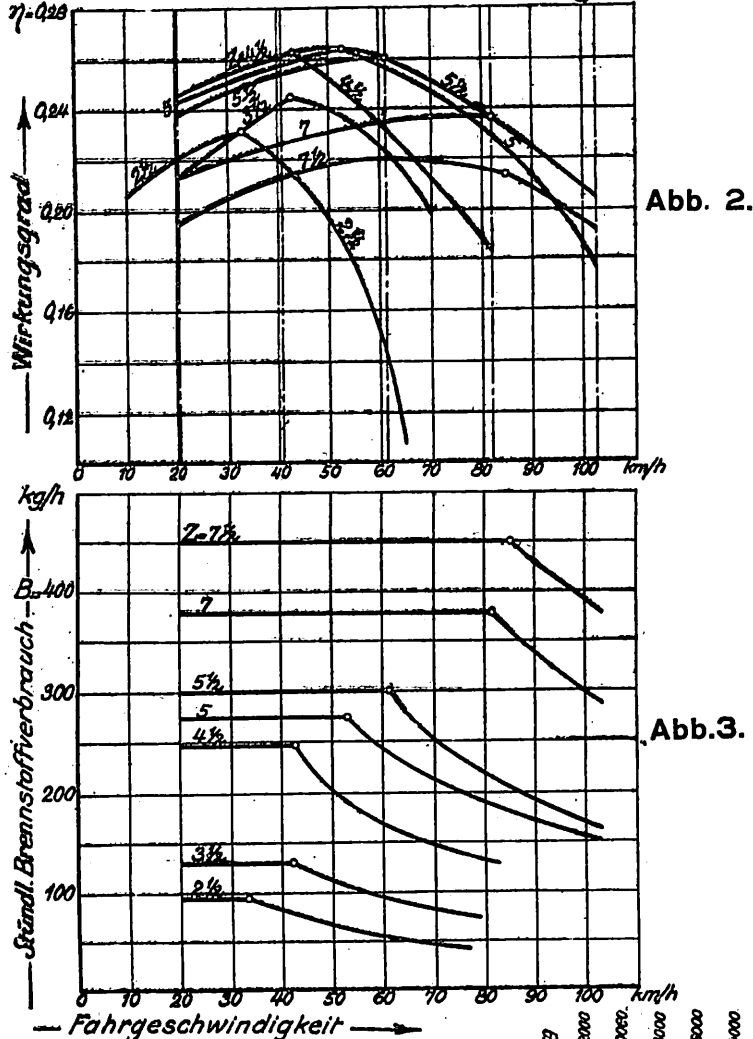
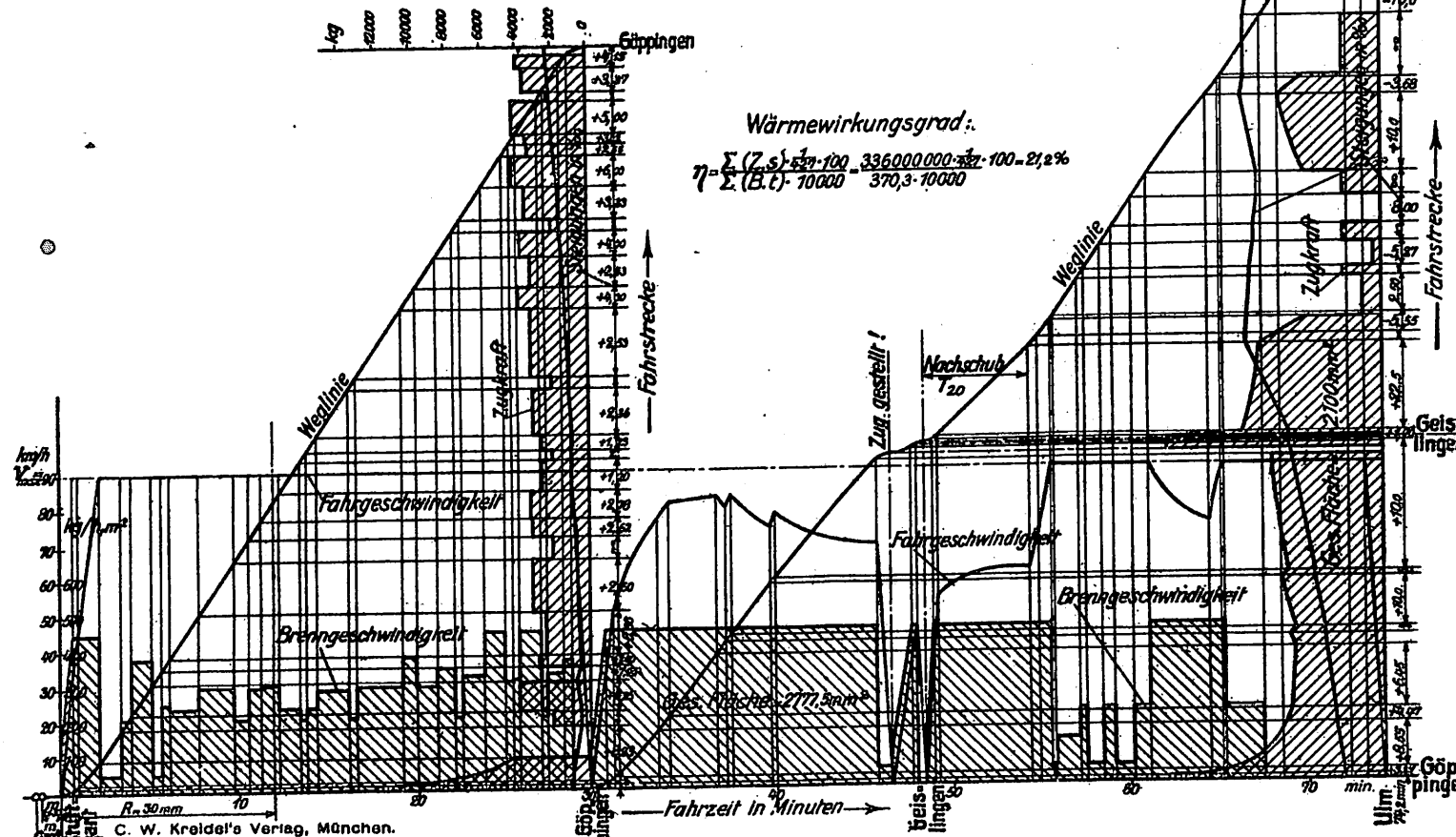


Abb. 2.

Abb. 3.

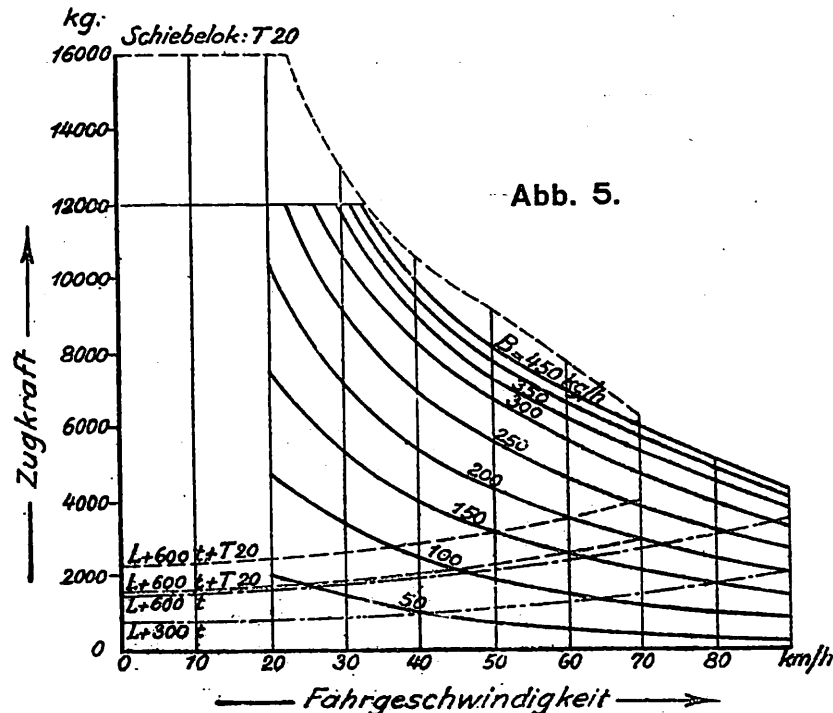
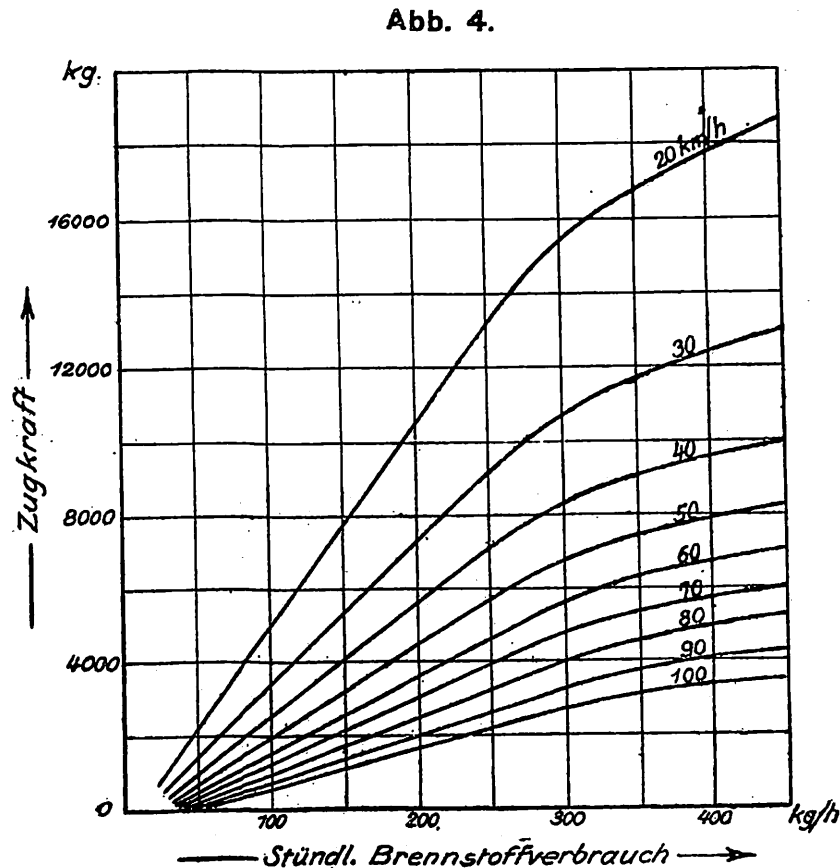
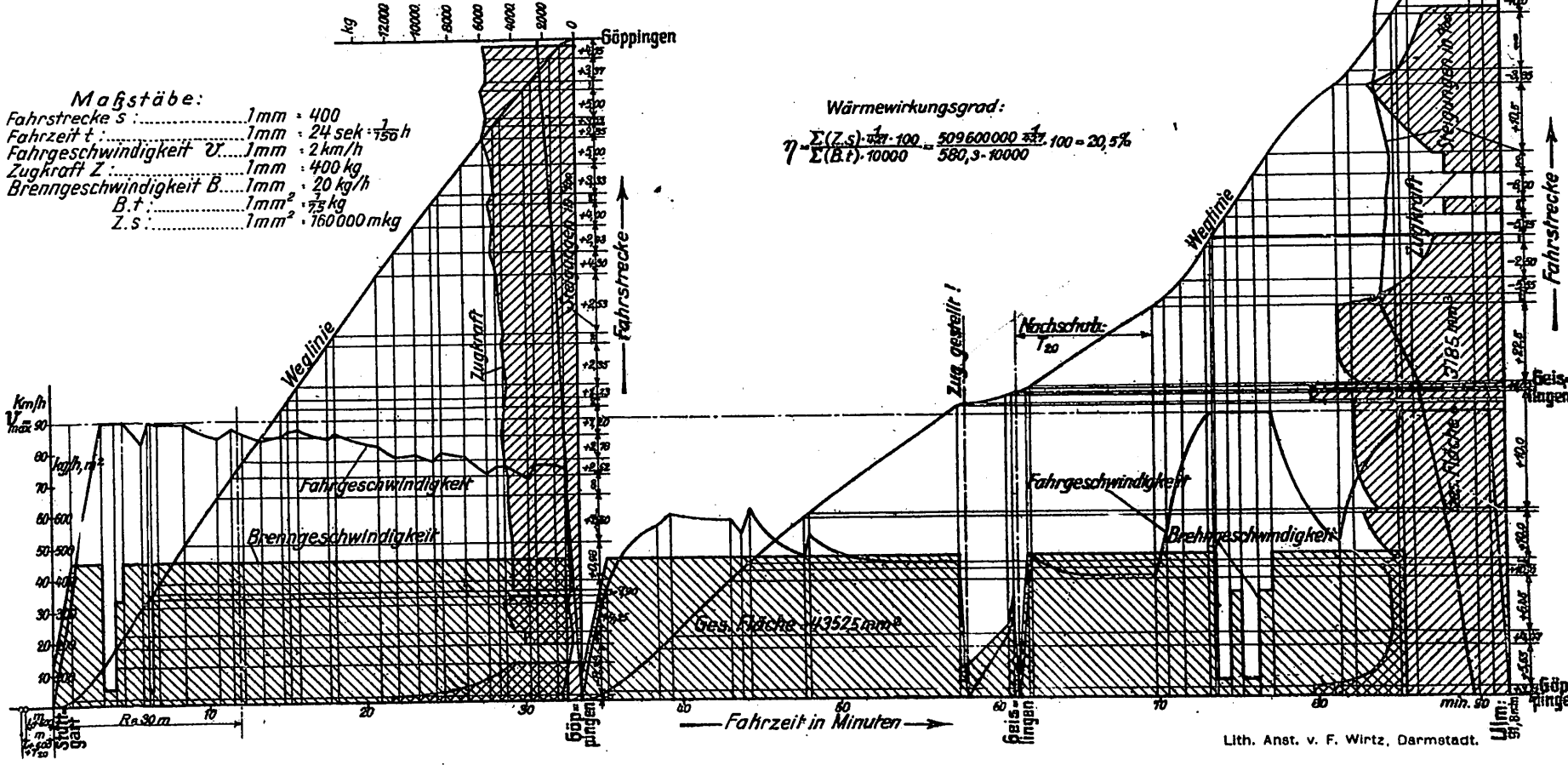
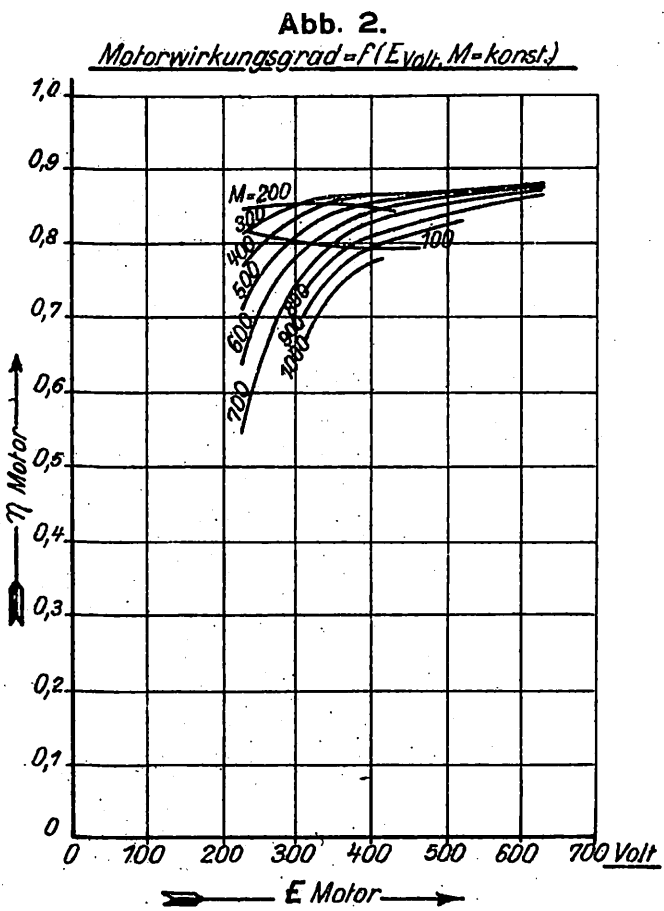
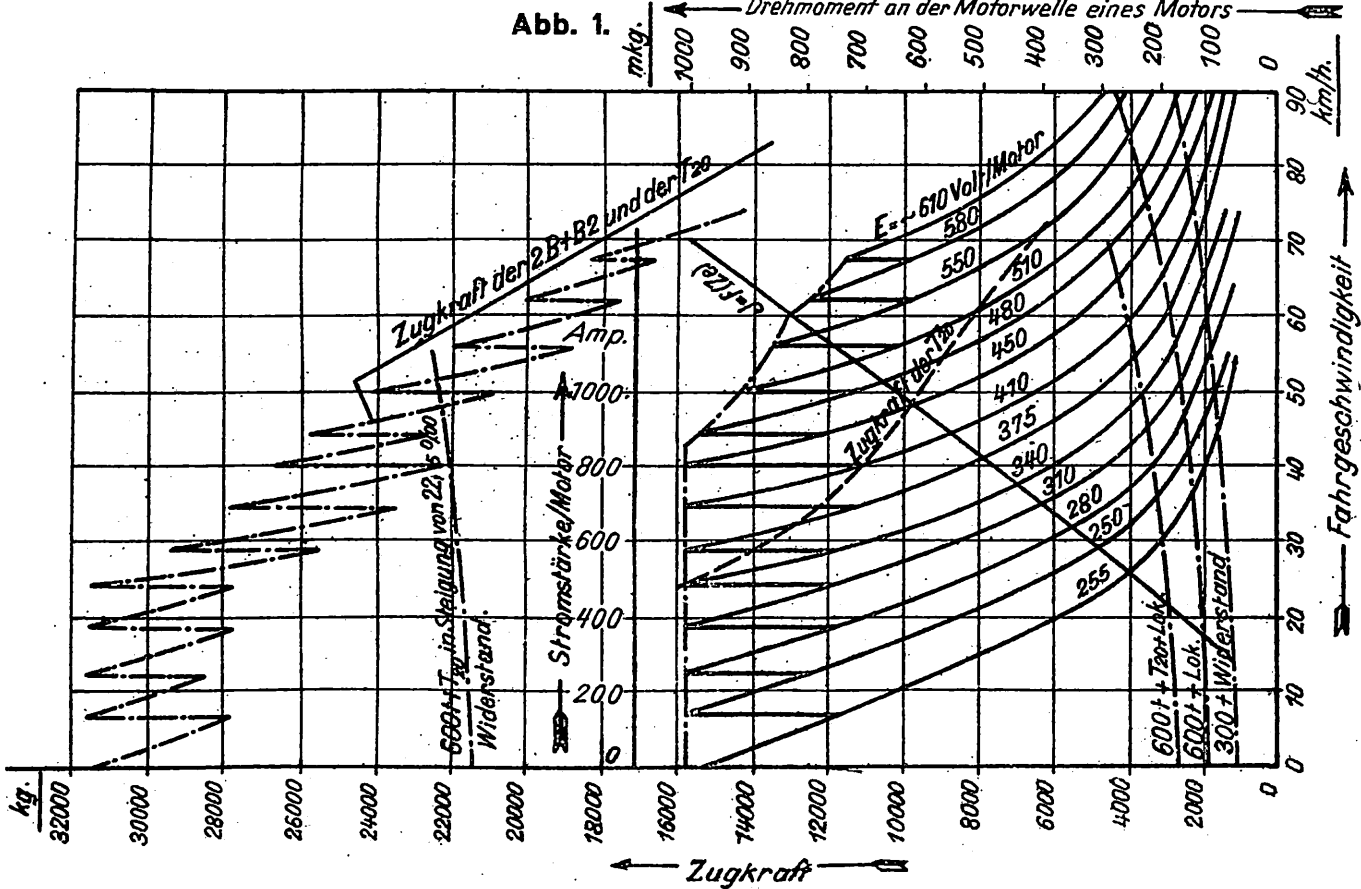


Abb. 1. bis 5. Leistungsdiagramme der Diesel-elektrischen 2C2 Lokomotive.

Abb. 7. Bahndiagramm der Diesel-elektrischen 2C2 Lokomotive mit Zug von 600 t Gewicht.



Zum Aufsatz: Die mechanisch angetriebene Diesellokomotive mit fester Übersetzung und mehreren, einzeln kuppelbaren Motoren.



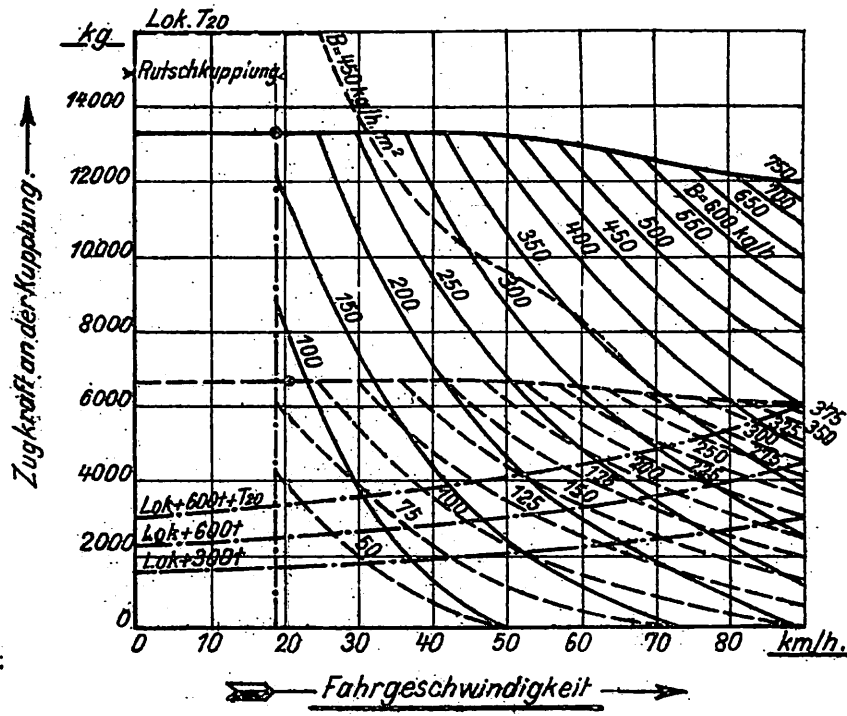


Abb. 4.

Zugkraftdiagramme der mechanisch angetriebenen 2 C 2 Diesellokomotive mit Abwärmeverwertung.

Abb. 6. Bahndiagramm der mechanisch angetriebenen 2 C 2 Diesellokomotive mit Zug von 600 t Gewicht.

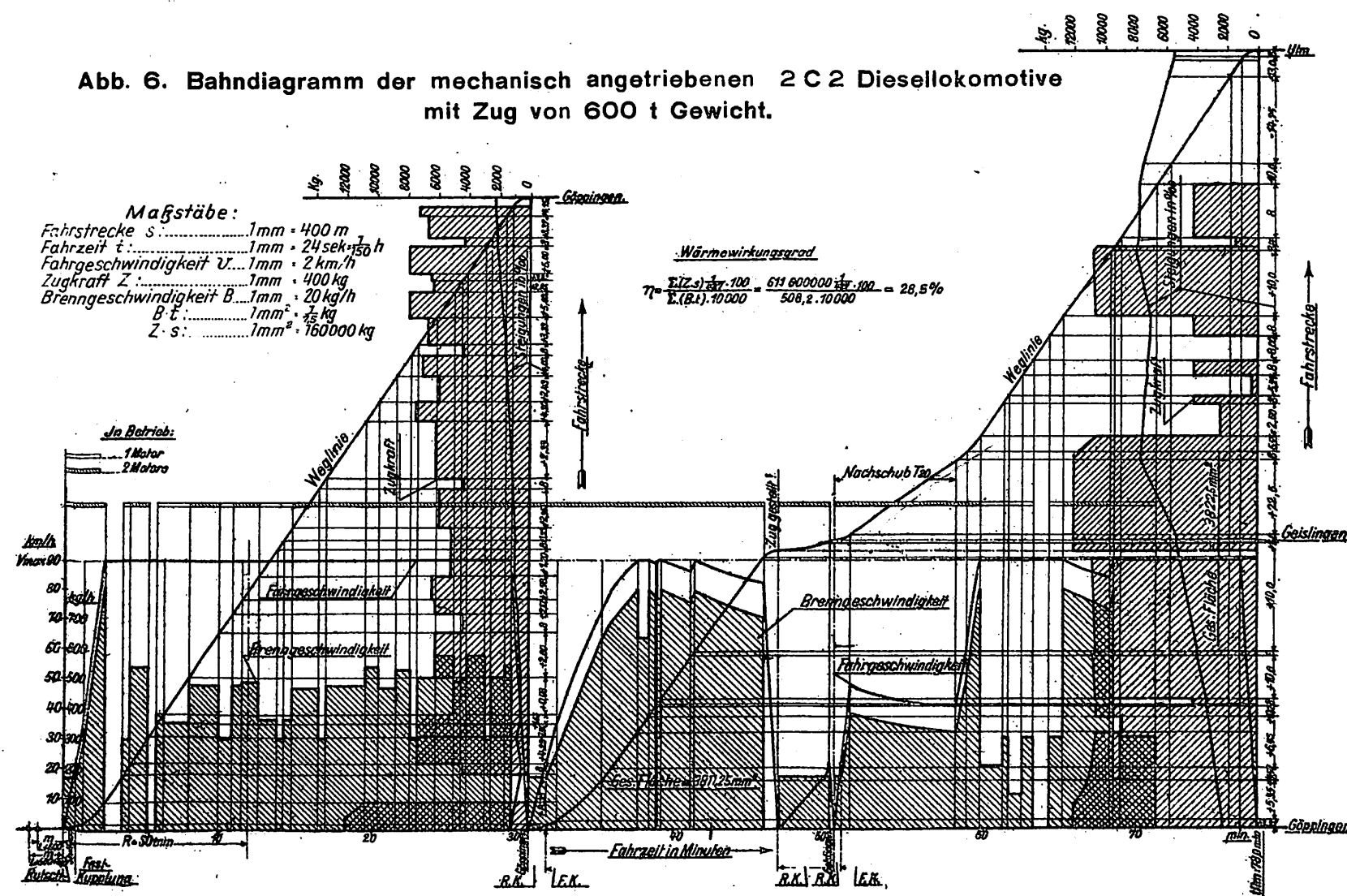


Abb. 1.

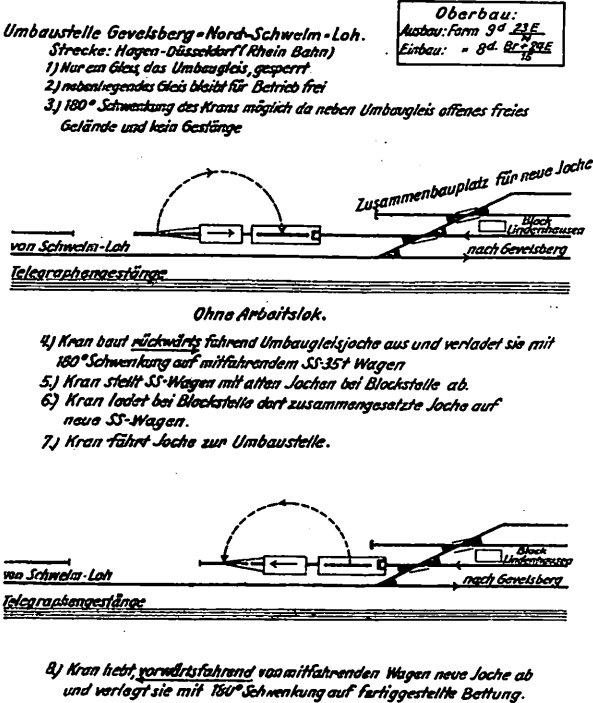


Abb. 2.

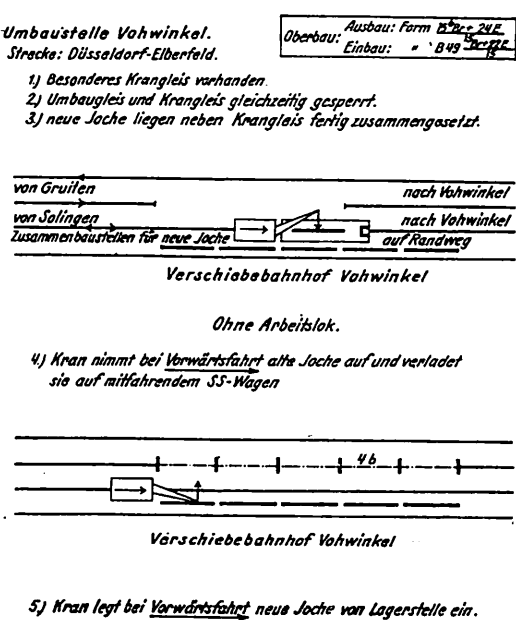


Abb. 3.

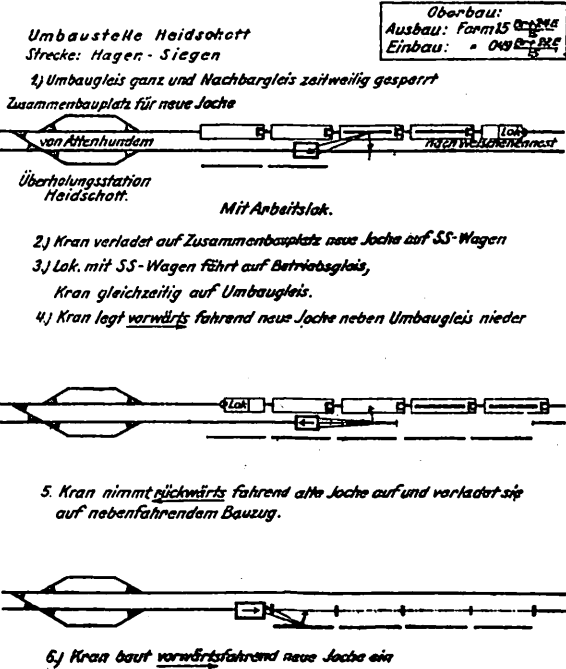


Abb. 4.

Zusammenbauplan.

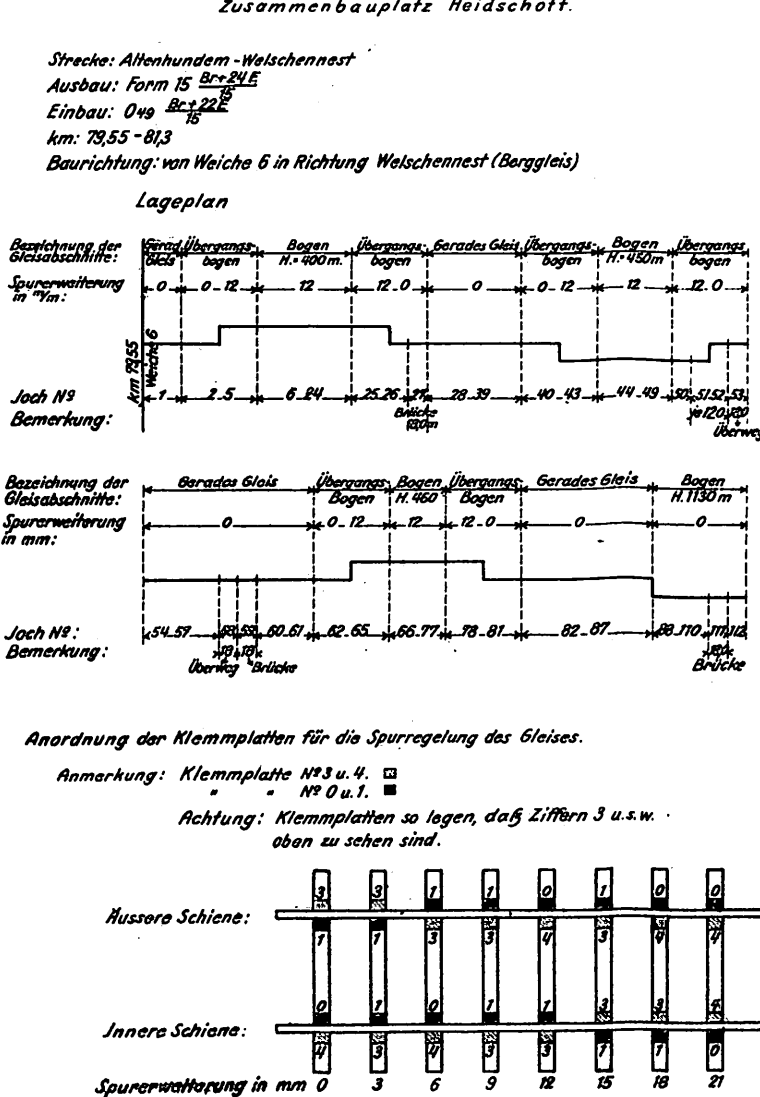


Abb. 5. Übersicht über die täglichen Zusammenbau - und Umbaufleistungen beim Gleisumbau Heidschott.

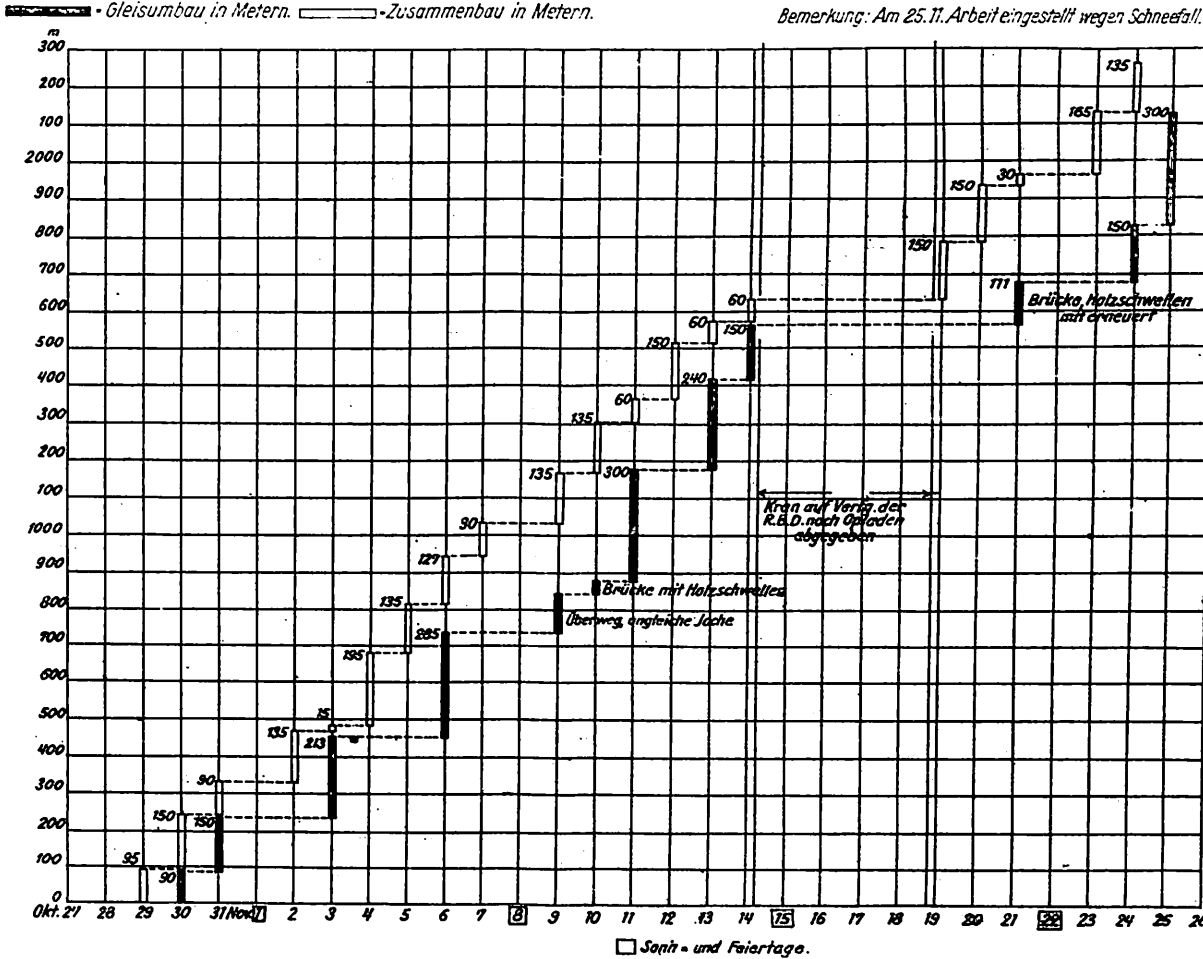
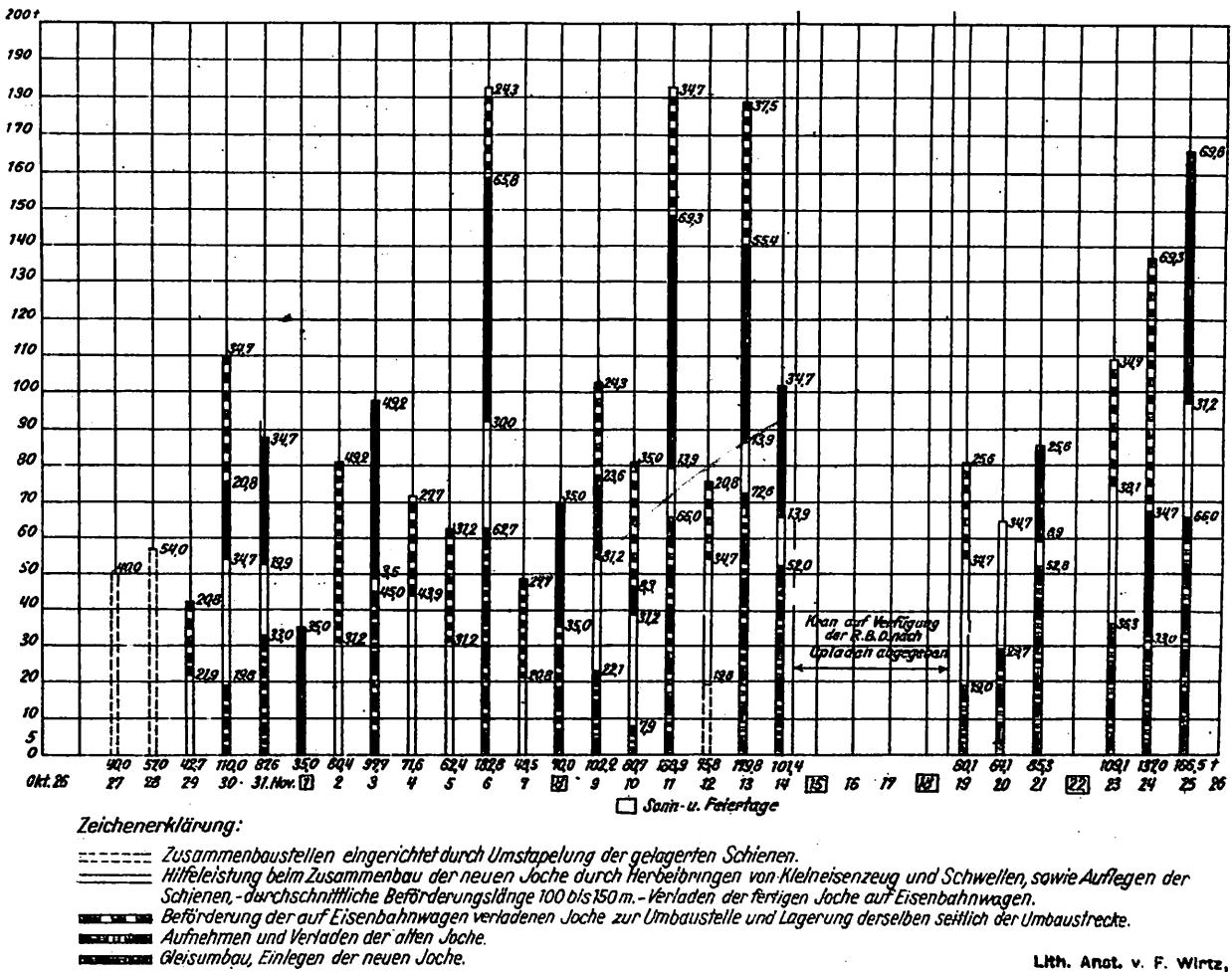


Abb. 6. Übersicht über die bewegten „Tonnen“ auf dem Zusammenbauplatz und der Umbaustelle Heidschott.



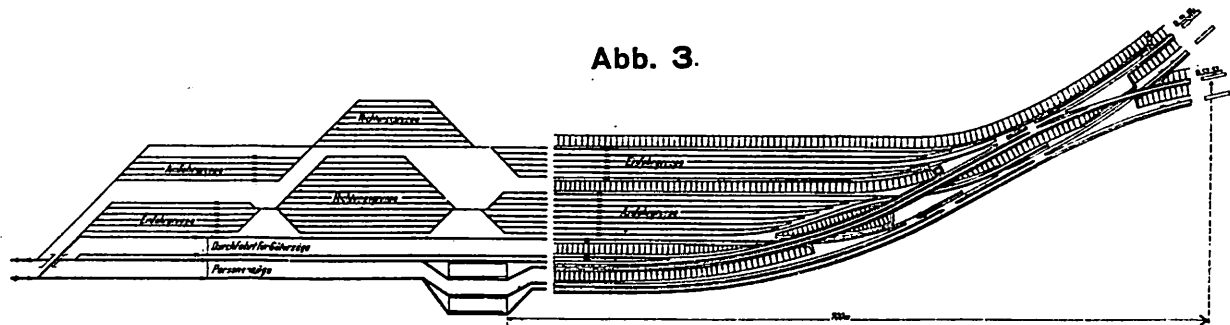


Abb. 3.

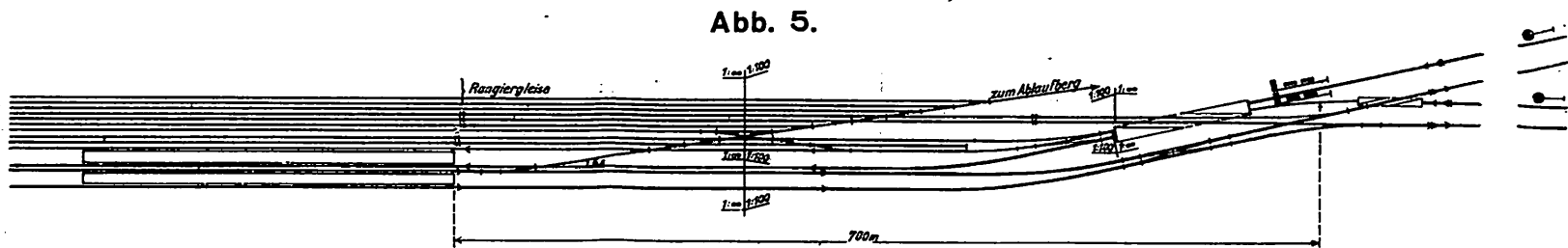


Abb. 5.

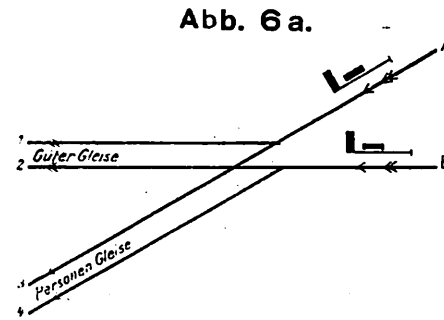


Abb. 6 a.

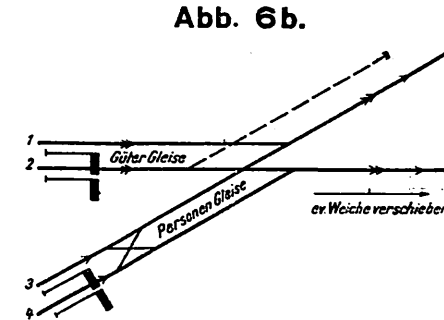


Abb. 6 b.

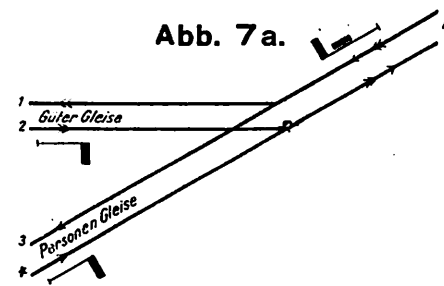


Abb. 7 a.

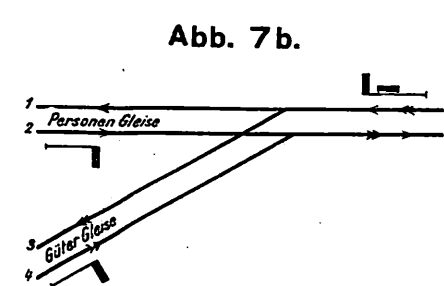


Abb. 7 b.

Abb. 4 b.

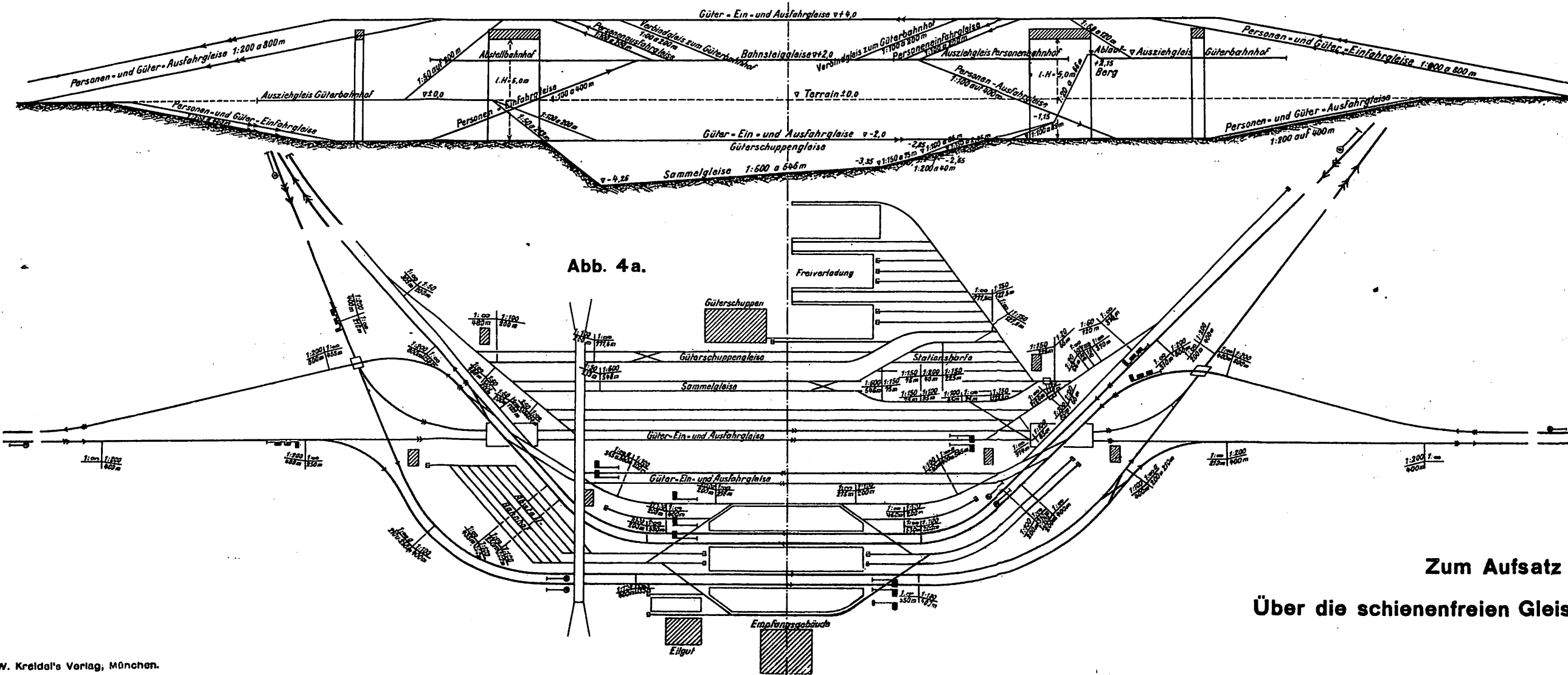


Abb. 4 a.

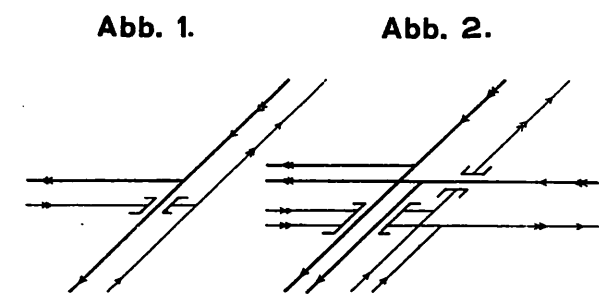


Abb. 1.

Abb. 2.

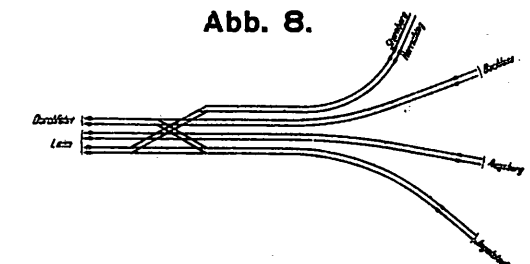


Abb. 8.

Zum Aufsatz :
Über die schienentfreien Gleisentwicklungen.

Technical drawing of a railway station layout. The drawing shows a cross-section of the station with various tracks and platforms. The tracks are labeled with their respective functions: Pers. Einf. Gleise (Passenger Arrival Tracks), Pers. Ausf. Gleise (Passenger Departure Tracks), Güter-Ein- und Ausfahrgleise (Freight Arrival and Departure Tracks), and Güteranfangsgleise (Freight Starting Tracks). The drawing also shows the station buildings, including the main station building and the freight building. The drawing is oriented with the station entrance at the top and the freight yard at the bottom. The drawing is a technical drawing and is not a photograph.

[illegible]

b. 1d.

Detailed plan view of the railway station layout. The diagram shows multiple tracks with various labels such as "Personen- und Güterausfahrgleise", "Güter-Ein- und Ausfahrgeleise", "Bahnsteiggleise", "Pers.-Einfahrgeleise", "Auswahl Pers. Bahnhof", and "Personen- und Gütereinfahrgeleise". It includes track lengths (e.g., 800m, 435m, 250m) and slopes (e.g., 1:200, 1:100). A central platform area is labeled "+20 Abstellbahnhof".

The drawing shows a railway station layout with the following elements and dimensions:

- Empfangsgebäude (Reception Building):** Located on the left, with a height of ± 0.0 .
- Bahnhofsgleise (Station Tracks):** A set of five tracks with widths of 13.5, 4.5, 13.5, 4.5, and 13.5 meters.
- Güter-Ein- und Ausfahr Gleise (Goods Arrival and Departure Tracks):** A set of tracks with a width of 50.40 meters.
- Sammelgleise (Collecting Tracks):** A set of tracks with a width of 12.20 meters.
- Güterschuppen (Goods Shed):** A building with a height of ± 0.0 .
- Ladestraße (Loading Street):** A street adjacent to the goods shed.
- Dimensions:**
 - Scale 1:100, 1:500, 1:100, 1:500.
 - Distances: 100m, 350m, 350m, 400m.

Abb. 2a.

C. W. Kreidel's Verlag; München.