

Abb. 2.

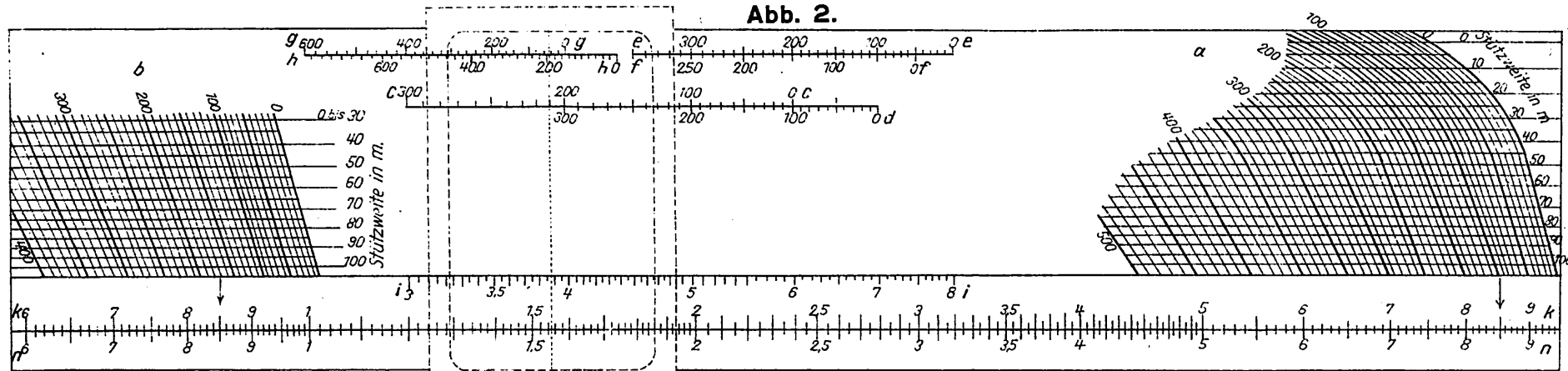


Abb. 3.

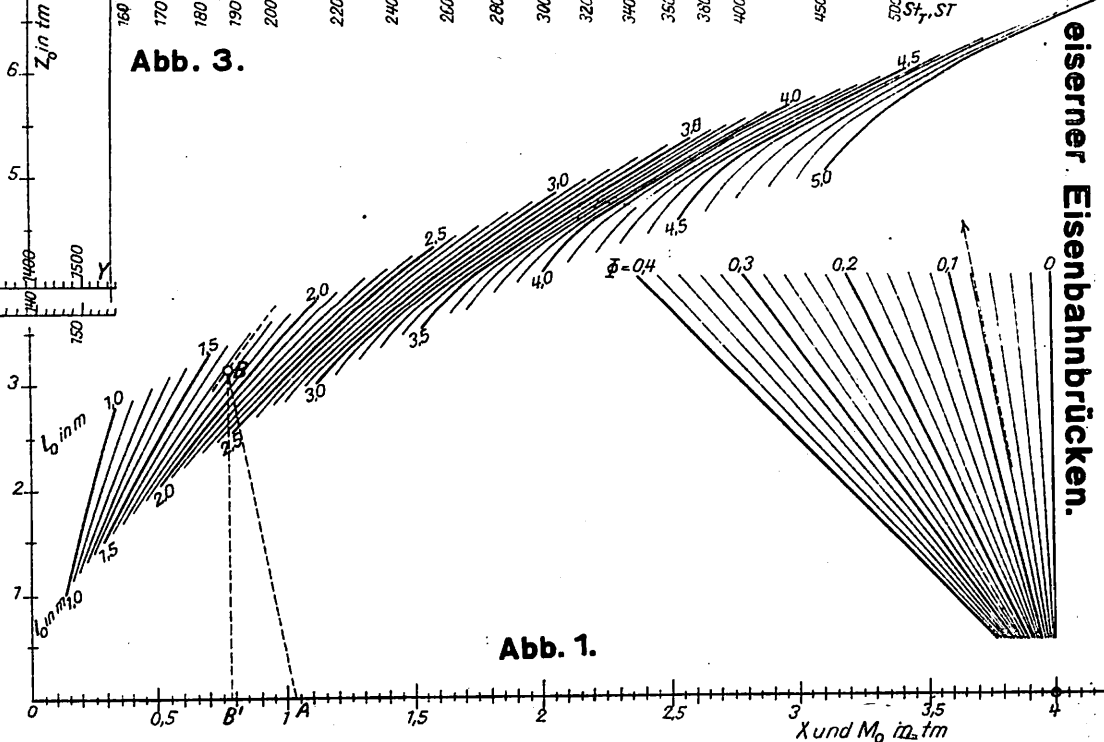


Abb. 1.

Inanspruchnahme in kg/cm ² auf:	Für Flußstahlbrücken:	Für Schweißstahlbrücken:
	zur Ermittlung der Tragfähigkeit unter der:	
	Hauptbelastung	Gesamtheit
Zug und Biegung	Gg id. Teilung I	Gg id. Teilung II
Schub	Gg id. Teilung V	Gg id. Teilung VI
Niellochziehdruk	Gg id. Teilung (I)	Gg id. Teilung (II)

Anmerkung zu Abb. 3

Die aus räumlichen Gründen gebrochen angeordneten beiden untersten Teilungen sind als durchlaufend zu denken.

Abb. 1. Sechssachsiger Speicher - Doppeltriebwagen. Baujahr 1907 - 12,

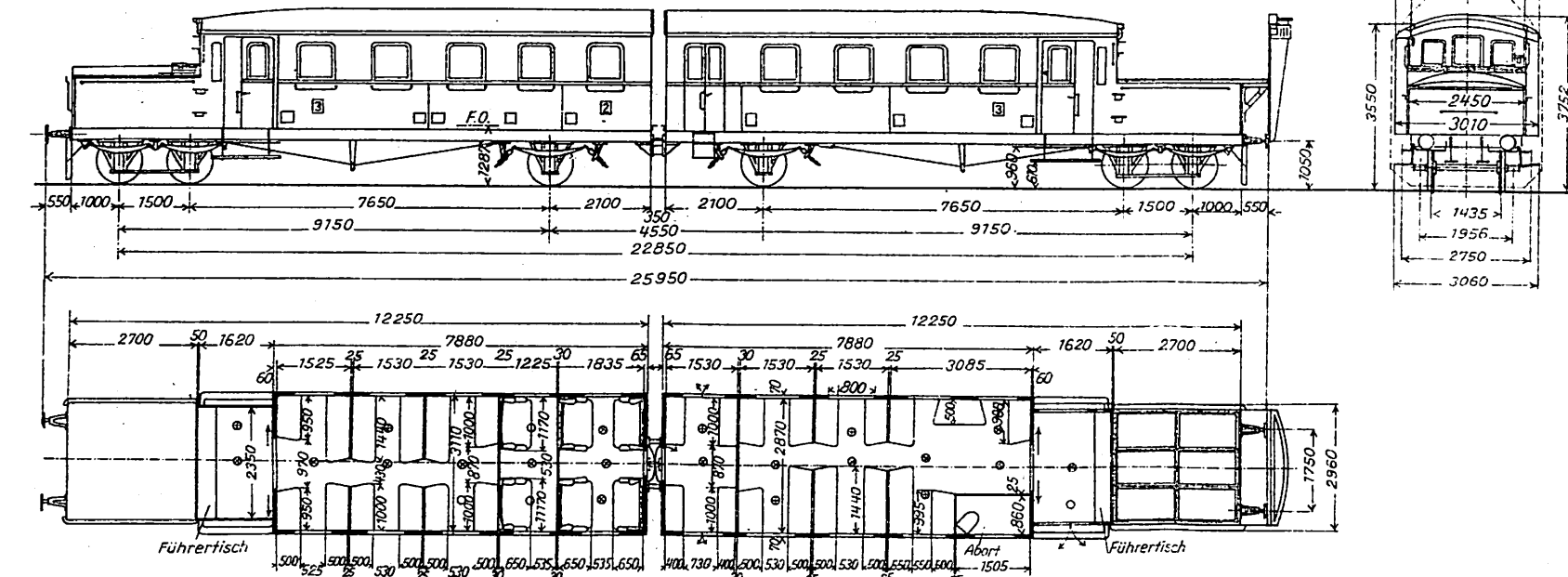


Abb. 2. Sechssachsiger Speicher - Doppeltriebwagen. Baujahr 1925 - 28.

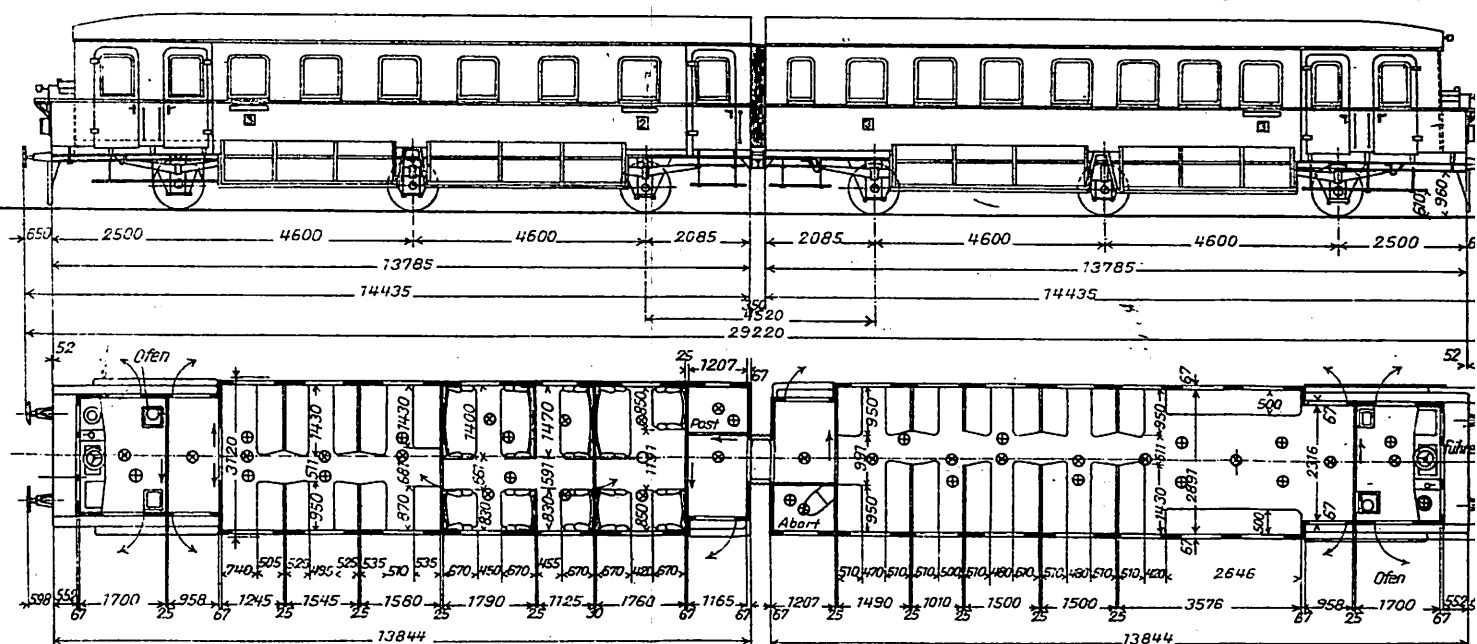


Abb. 3. Vierachsiger dieselmechanischer Triebwagen. Baujahr 1927-28.

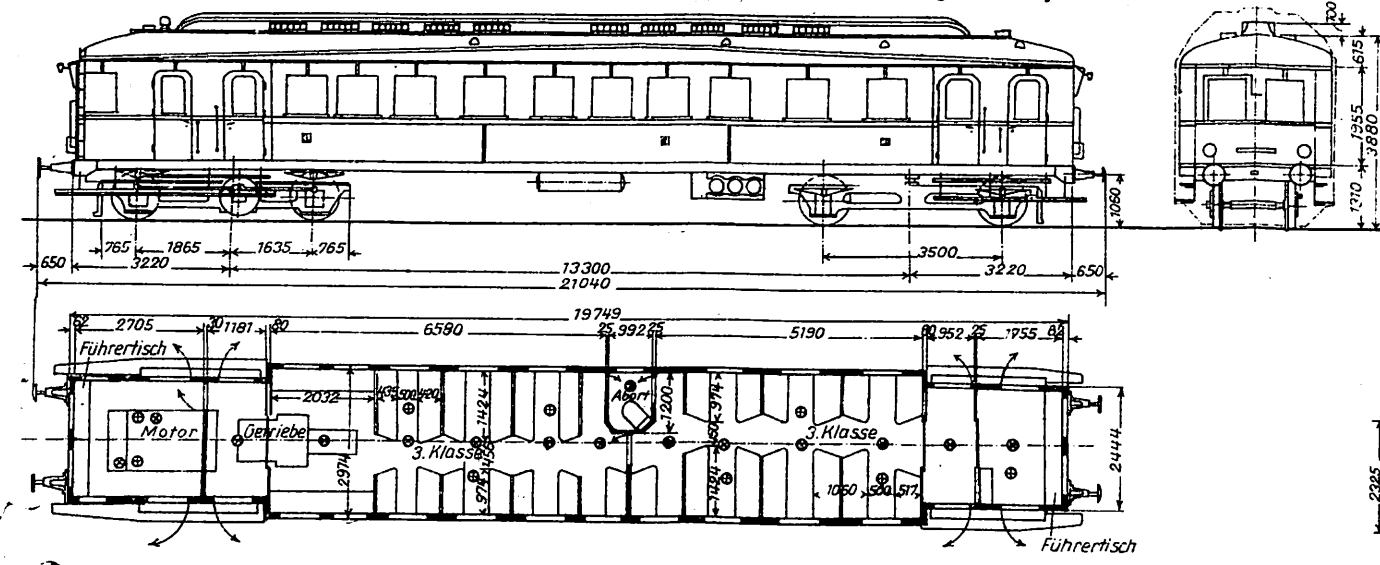


Abb. 4. Zweiachsiger dieselmech. Triebwagen. Baujahr 1925 - 27.

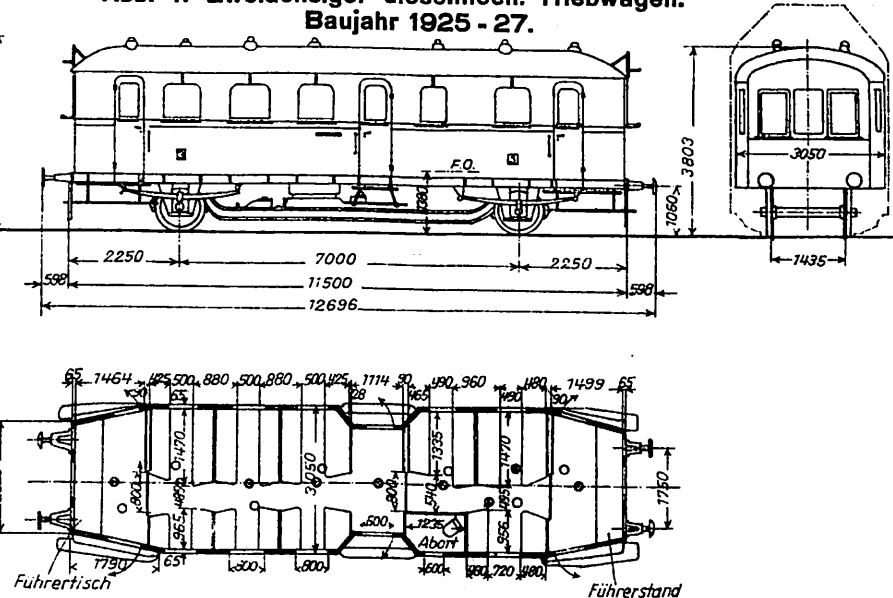


Abb. 5. Vierachsiger dielelektrischer Triebwagen. (f. Frankfurt

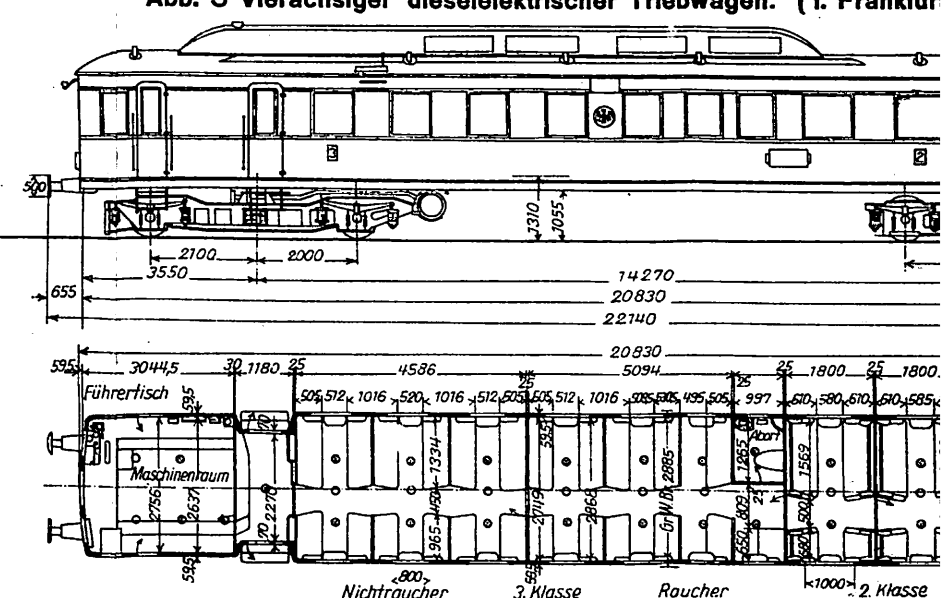


Abb. 6. Vierachsiger Steuerwagen 2./ 3. Kl. für vierachs. Triebwagen. Baujahr 1930.

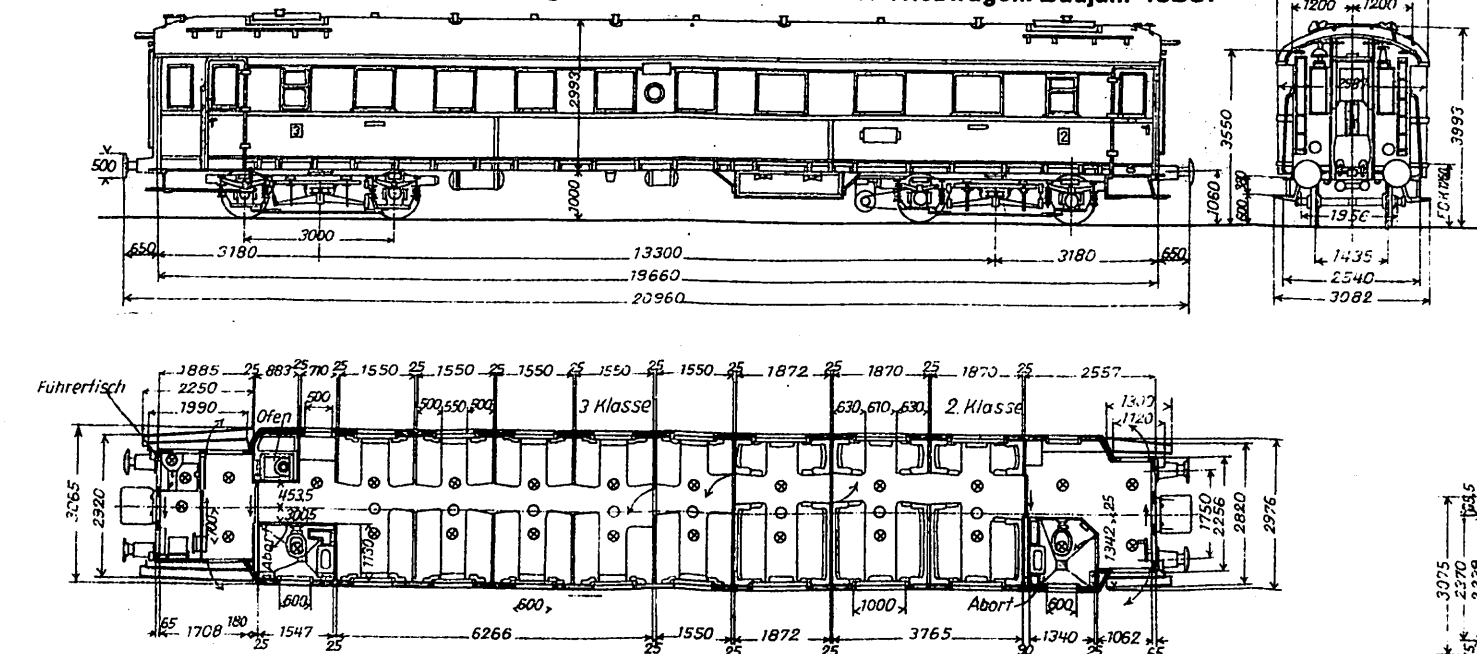


Abb. 7. Zweiachsiger benzolmechanischer Triebwagen. Baujahr 1931.

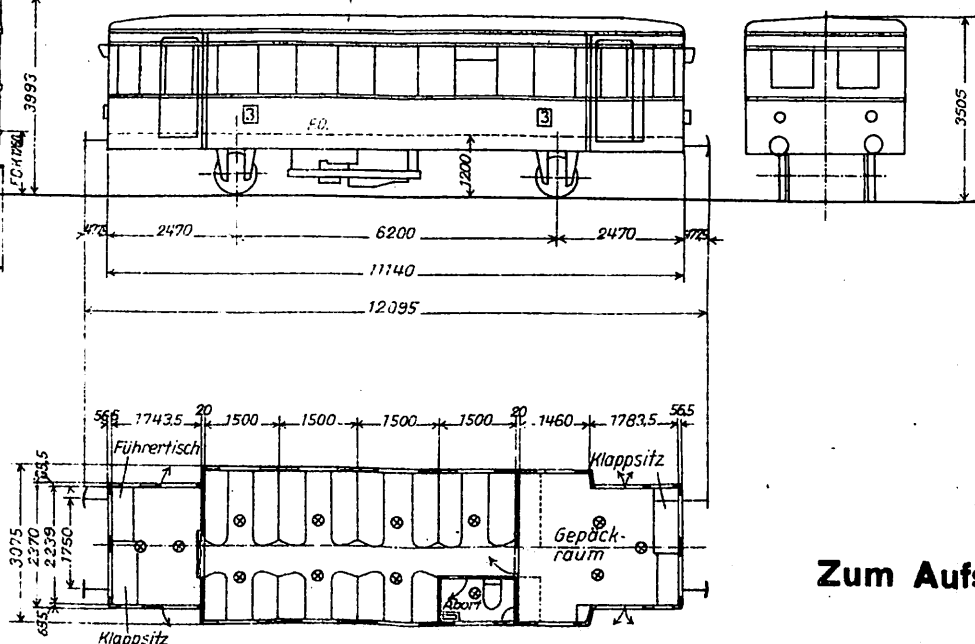
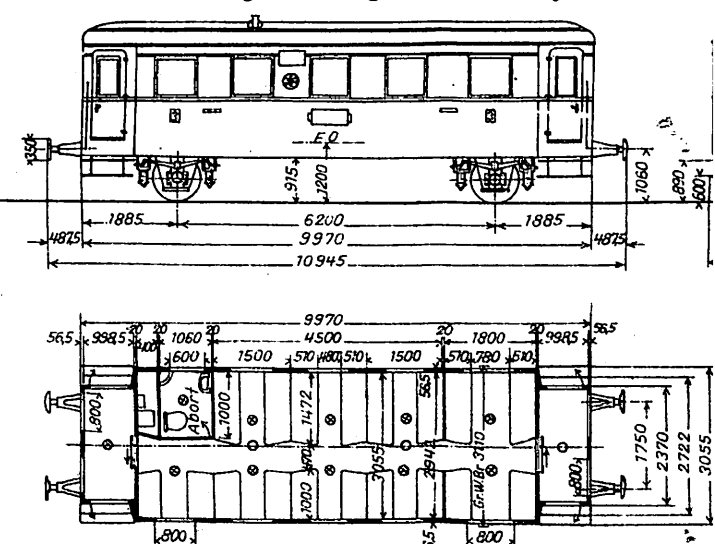


Abb. 8. Zweiachsiger Beiwagen 3. Kl. Baujahr 1931.



Zum Aufsatz: Die Entwicklung des Triebwagens bei d

Baujahr 1907 - 12.

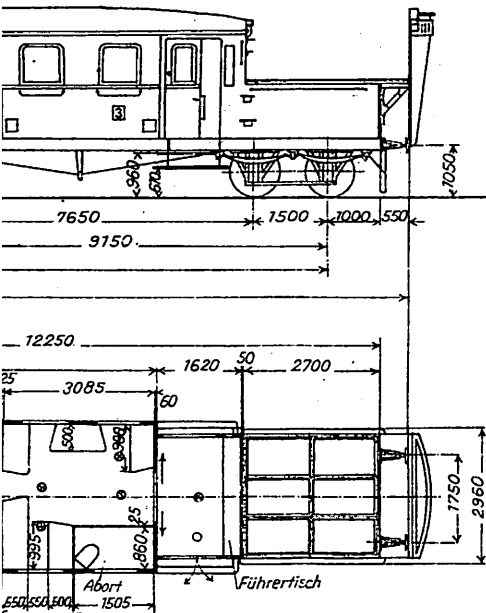
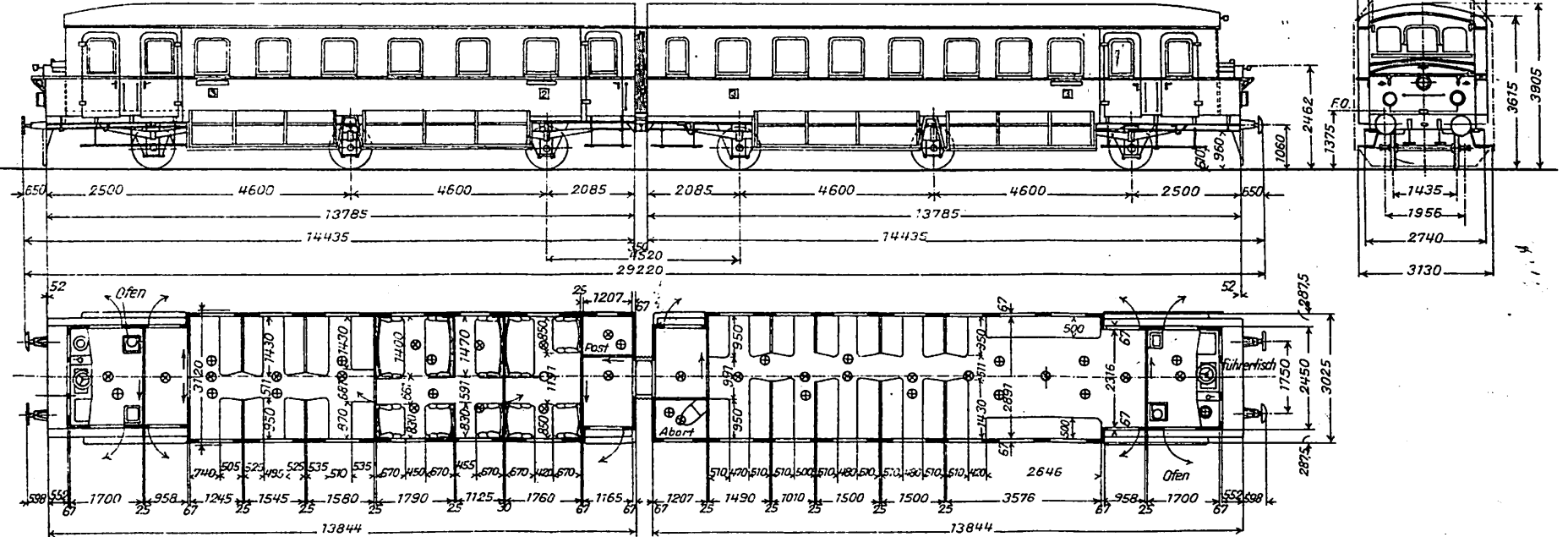


Abb. 2. Sechssachsiger Speicher - Doppeltriebwagen. Baujahr 1925 - 28.



Baujahr 1927-28.

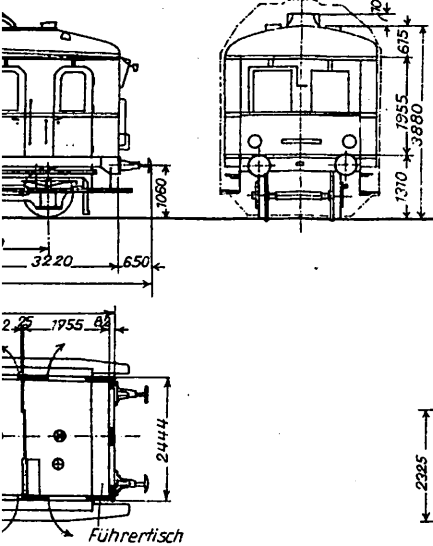


Abb. 4. Zweiachsiger dieselmech. Triebwagen. Baujahr 1925 - 27.

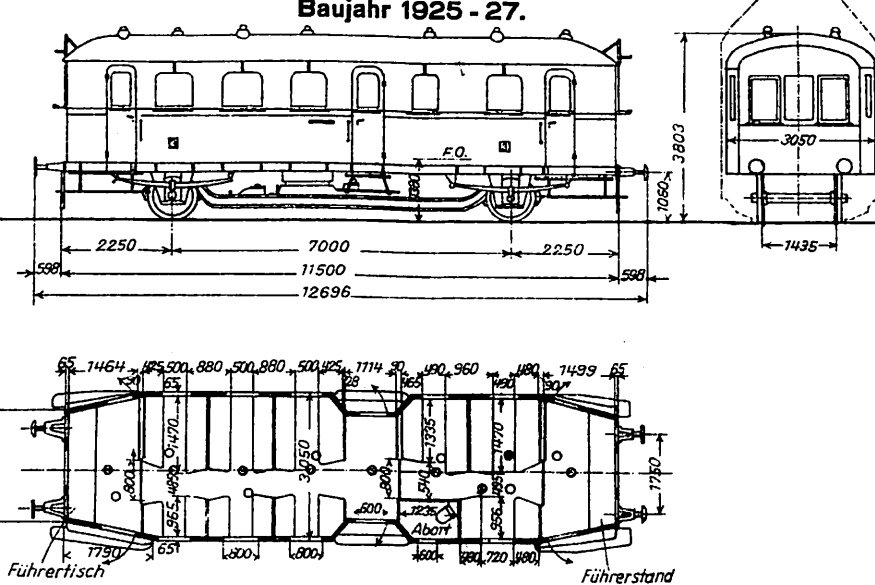
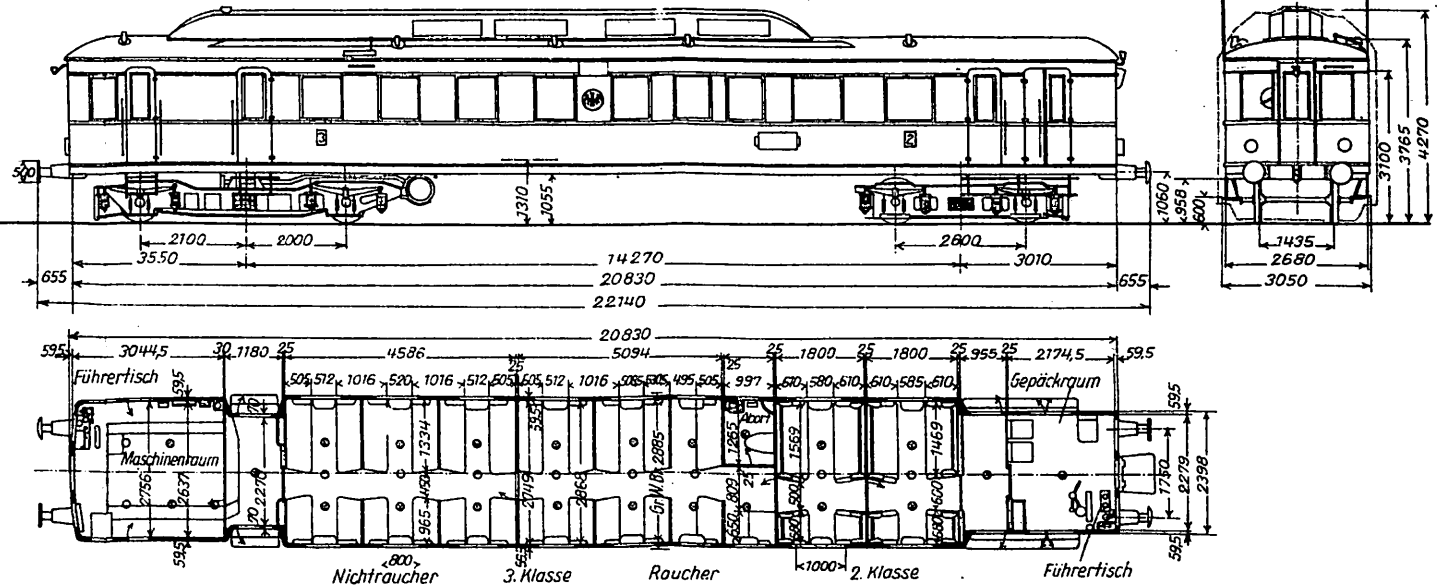


Abb. 5. Vierachsiger dieselelektrischer Triebwagen. (f. Frankfurt) Baujahr 1930-31.



Baujahr 1930.

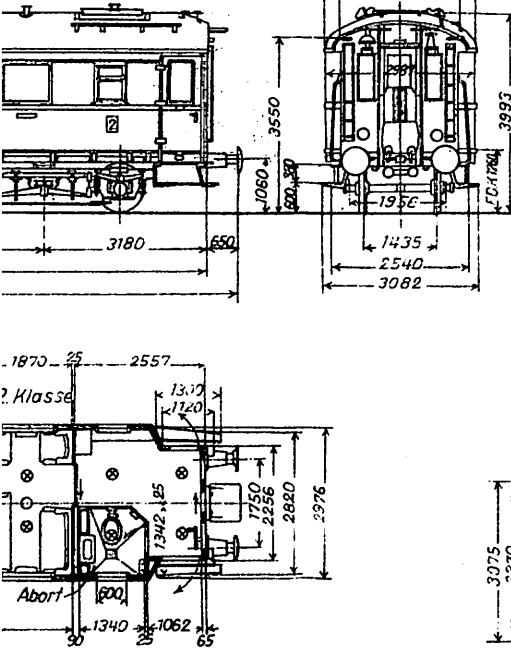


Abb. 7. Zweiachsiger benzolmechanischer Triebwagen. Baujahr 1931.

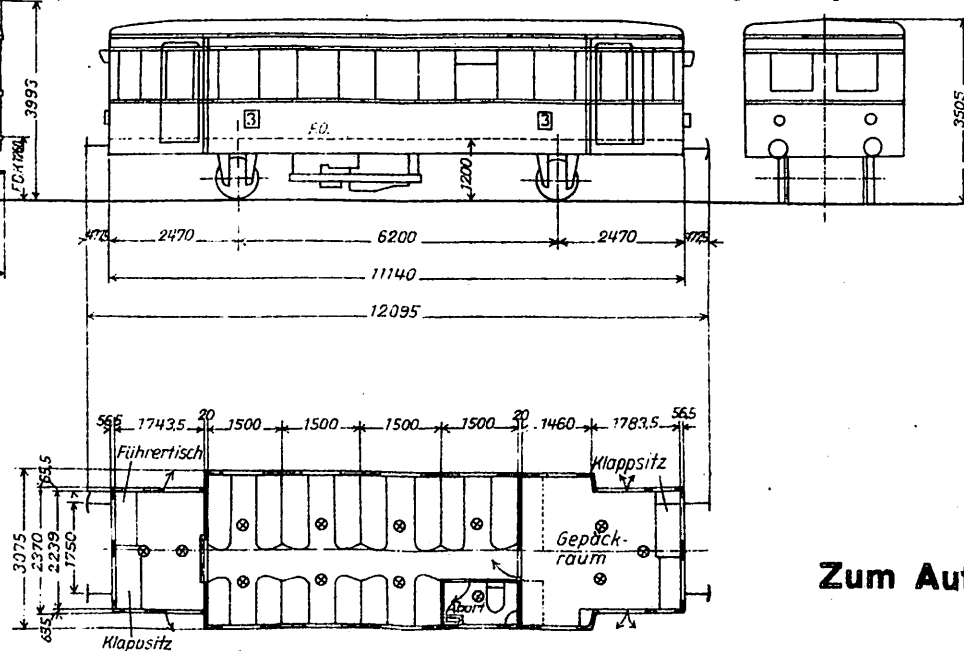
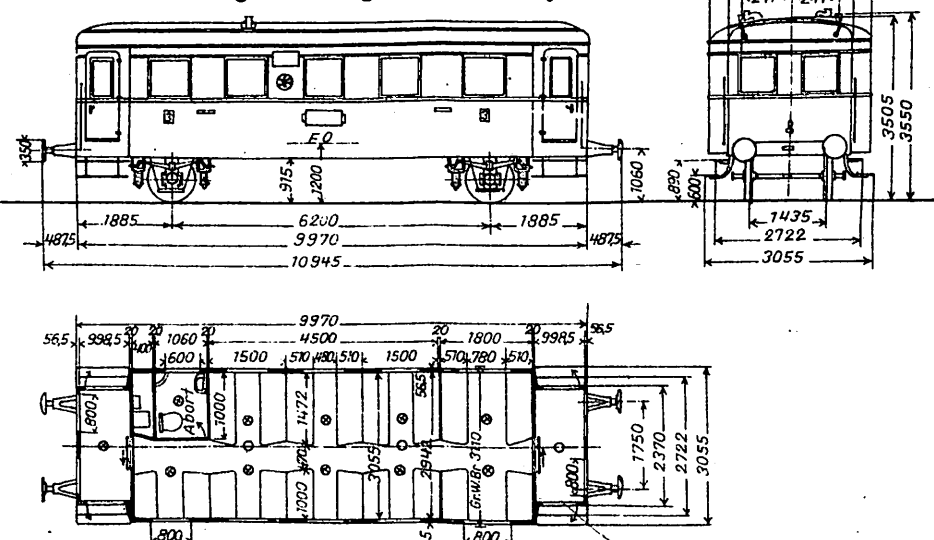


Abb. 8. Zweiachsiger Beiwagen 3. Kl. Baujahr 1931.



Zum Aufsatz: Die Entwicklung des Triebwagens bei der DRG.

Abb. 11. Zweiachs. dieselmech. Triebwagen. Baujahr 1932.

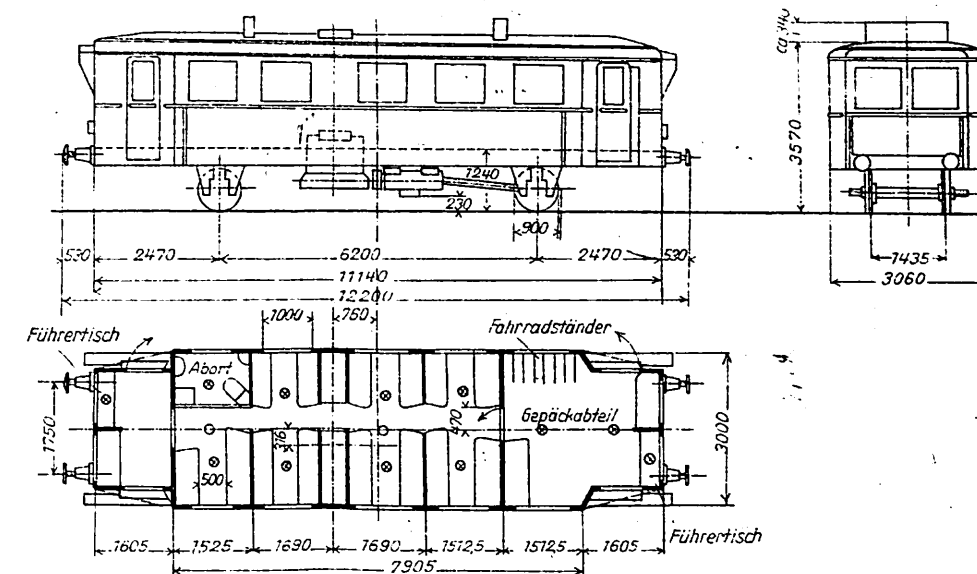


Abb. 14. Vierachs. Beiwagen 3. Kl. Baujahr 1931.

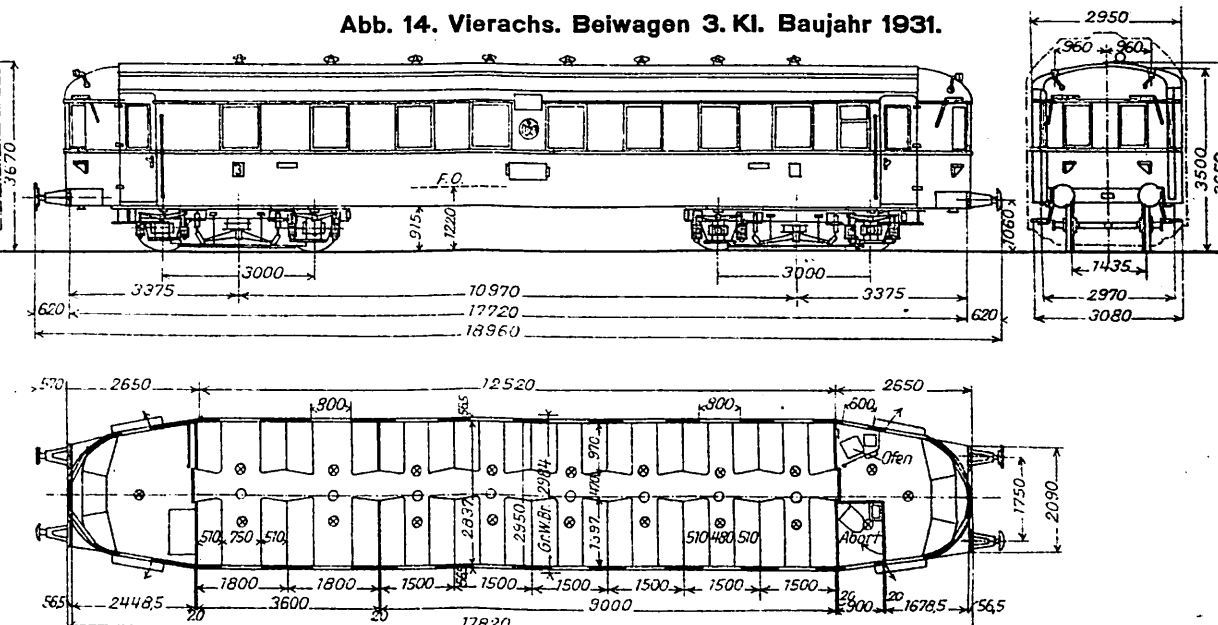
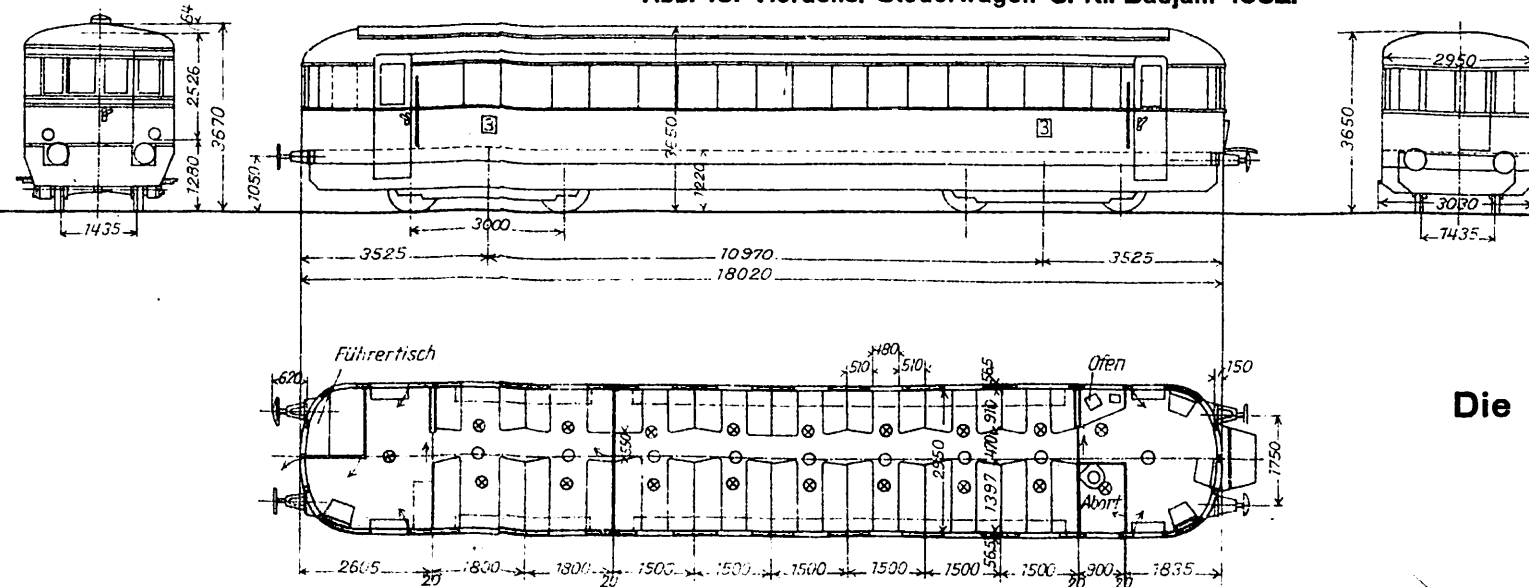


Abb. 16. Vierachs. Steuerwagen 3. Kl. Baujahr 1932.



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

Abb. 17. Vierachsiger diesel-elektrischer Triebwagen. (Essen) Baujahr 1932.

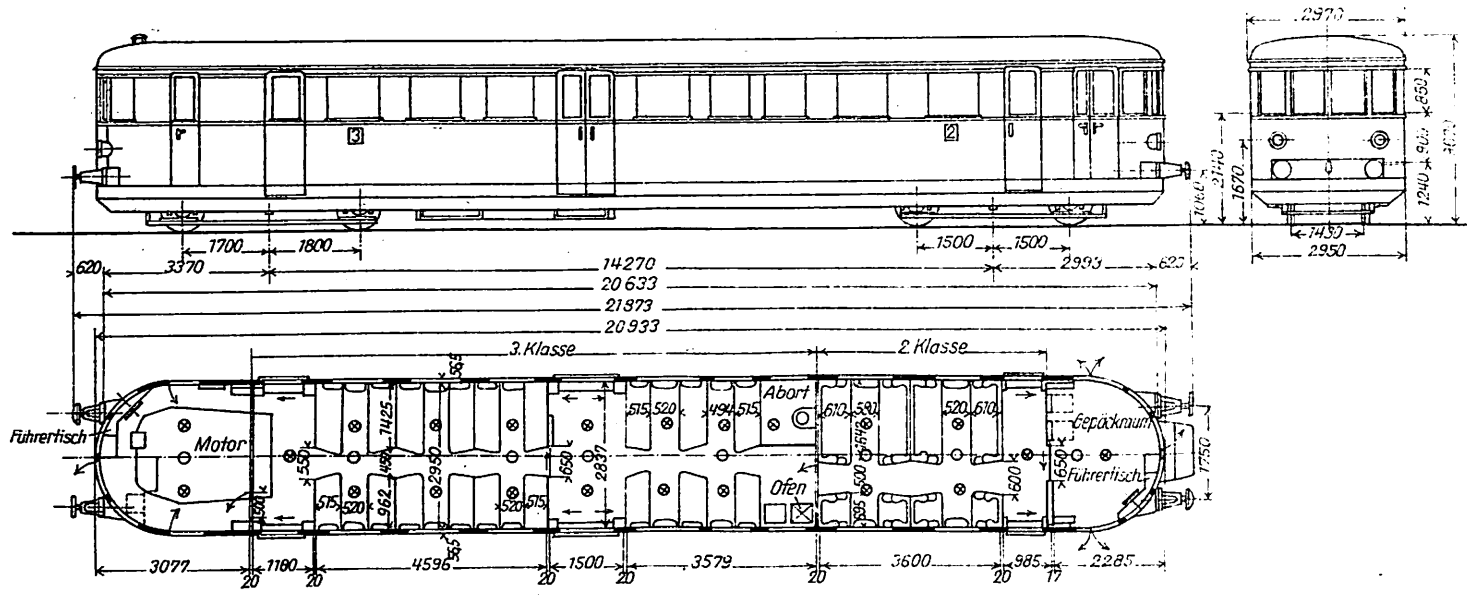


Abb 18. Vierachsiger Steuerwagen 2./ 3. Kl. für vierachs. Triebwagen. Baujahr 1932.

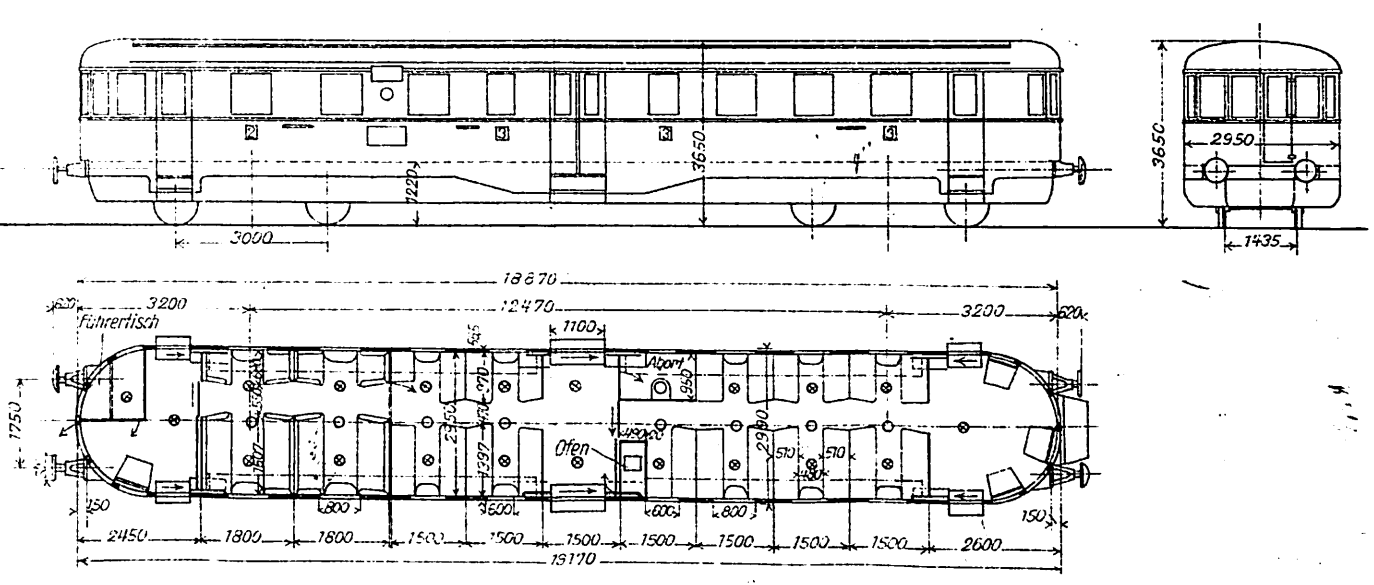


Abb. 19. Vierachsiger diesel-elektrischer Triebwagen. Baujahr 1932.

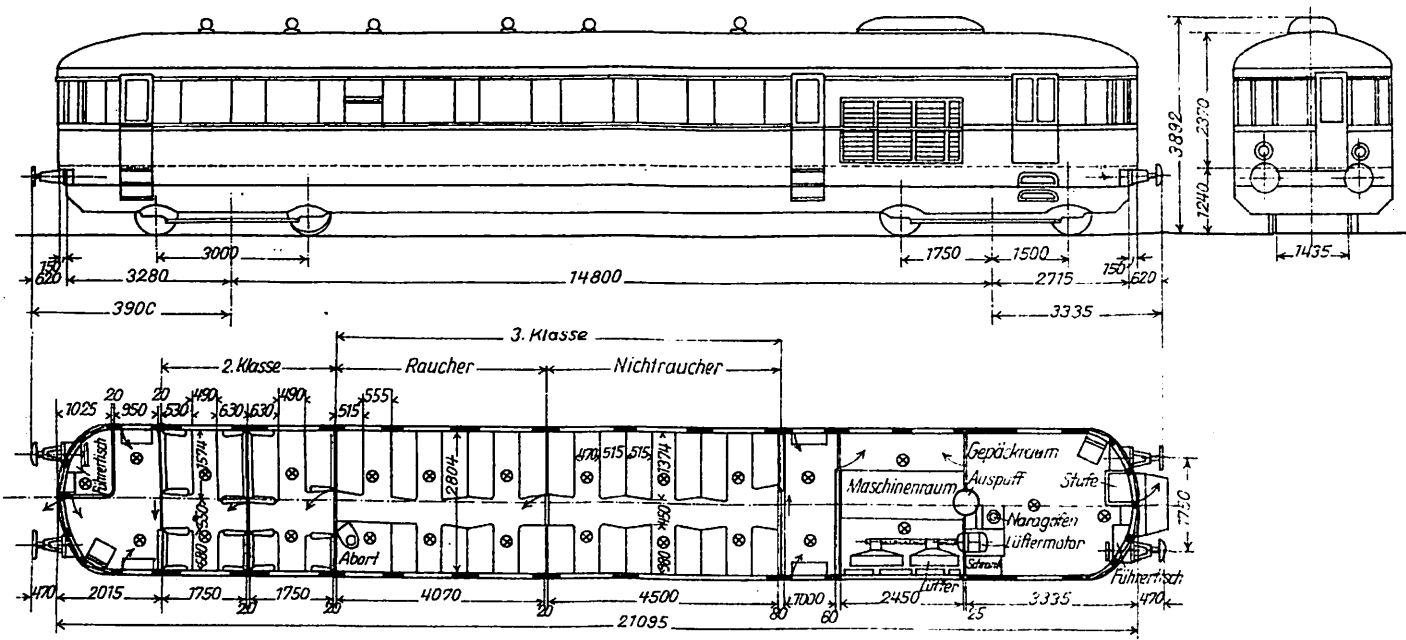


Abb. 20. Vierachsiger Dampftriebwagen. Baujahr 1932-33.

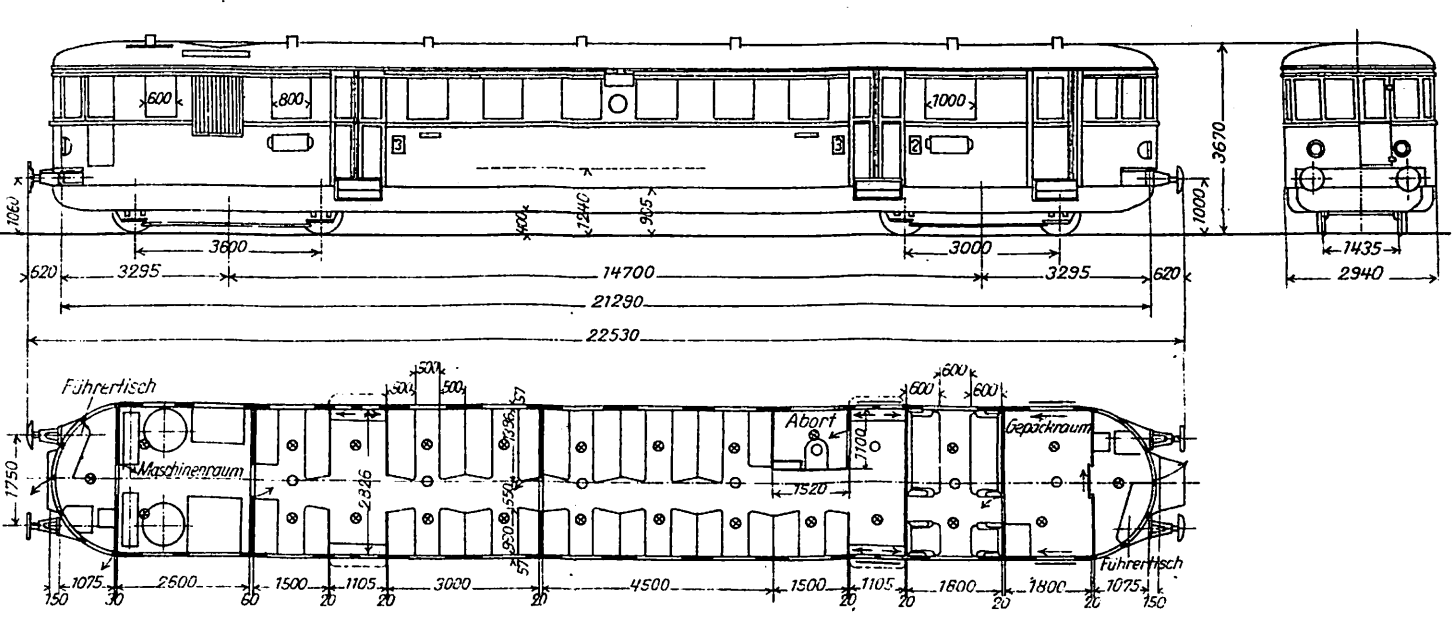
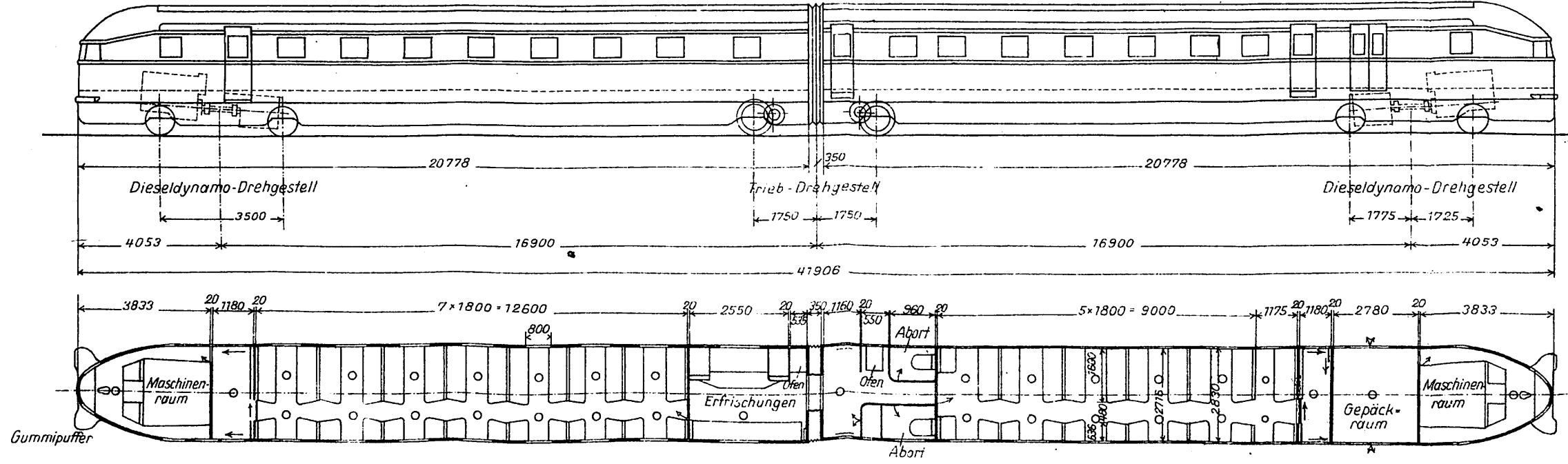


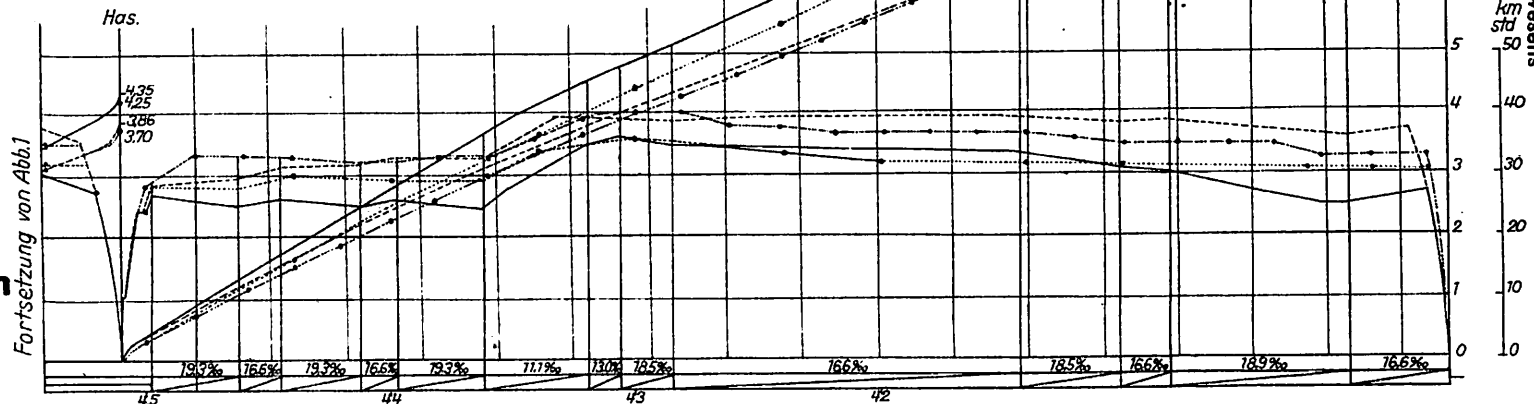
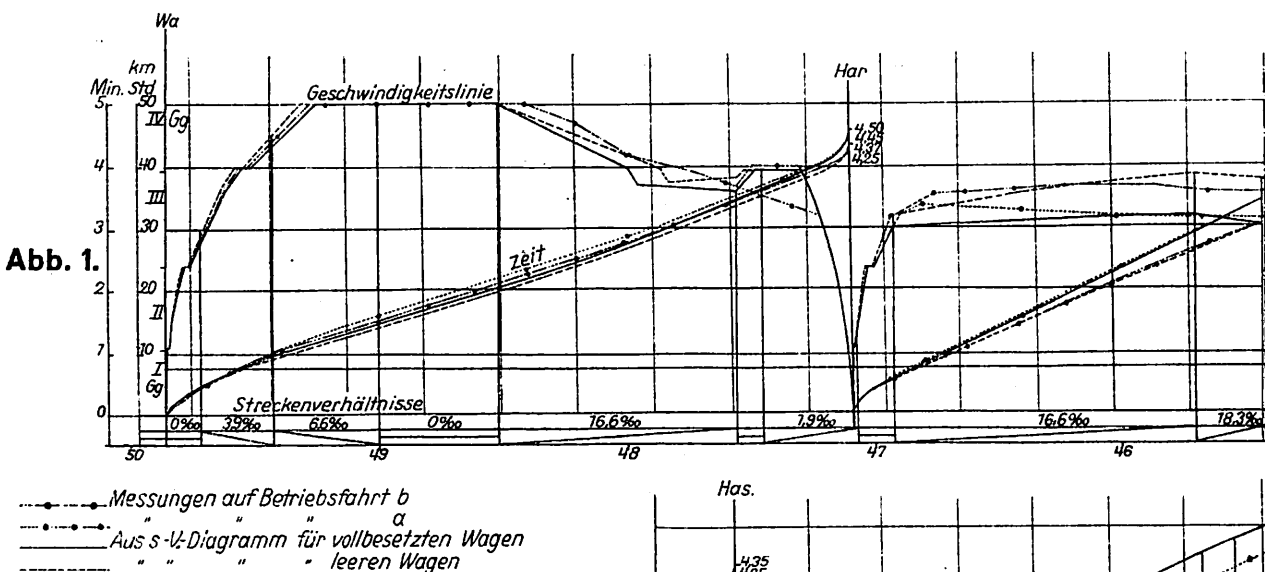
Abb. 21. Sechssachsiger Diesel - Schnelltriebwagen. Baujahr 1931- 32.



Zum Aufsatz:
Die Entwicklung des Triebwagens
bei der DRG.

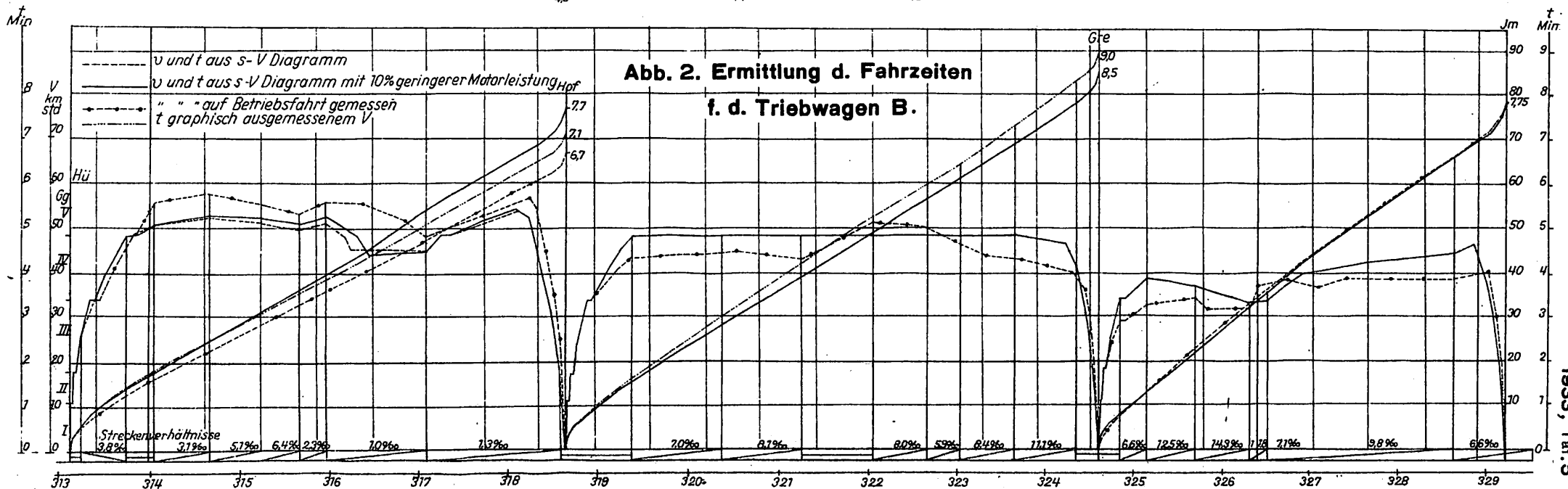
Abb. 1.
Ermittlung d. Fahrzeiten f. d. Triebwagen A.

Abb. 1.



Zum Aufsatz:
Über die Ermittlung der Fahrzeiten
on Dieselmechanischen Triebwagen
nach zeichnerischen Verfahren.

Abb. 2. Ermittlung d. Fahrzeiten
f. d. Triebwagen B.



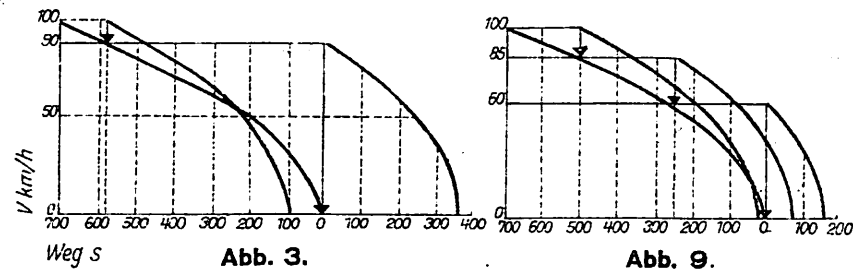


Abb. 3.

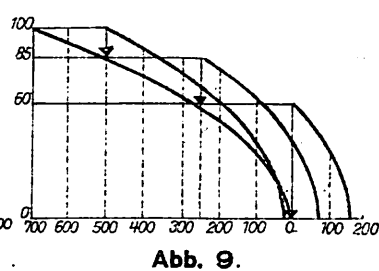


Abb. 9.

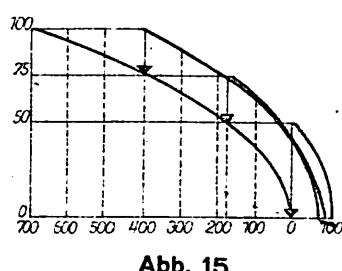


Abb. 15.

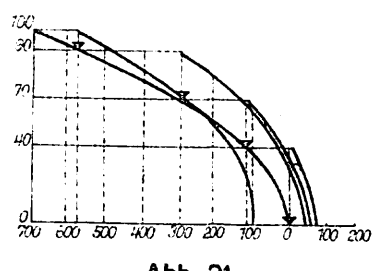


Abb. 21.

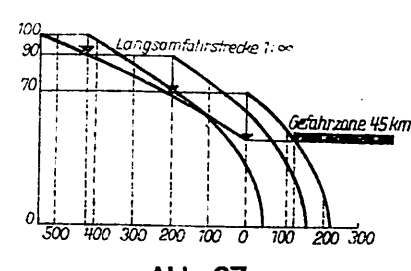


Abb. 27.

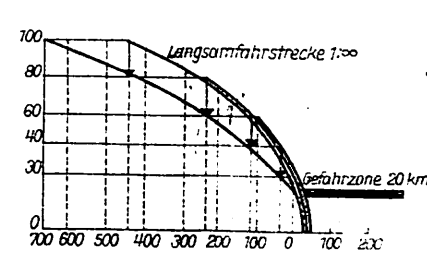


Abb. 33.

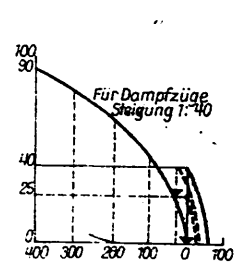


Abb. 39.

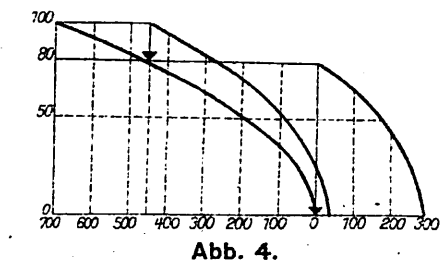


Abb. 4.

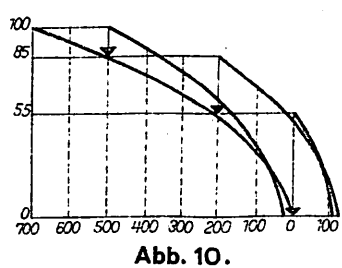


Abb. 10.

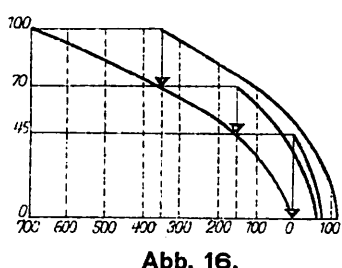


Abb. 16.

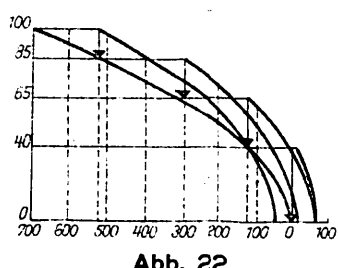


Abb. 22.

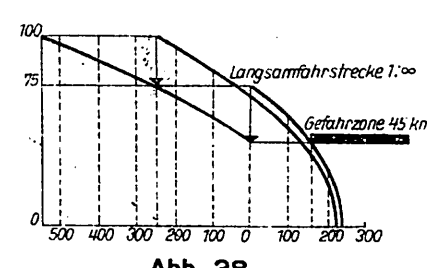


Abb. 28.

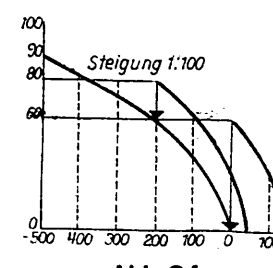


Abb. 34.

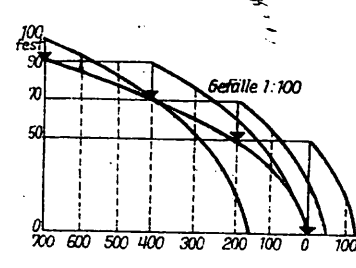


Abb. 40.

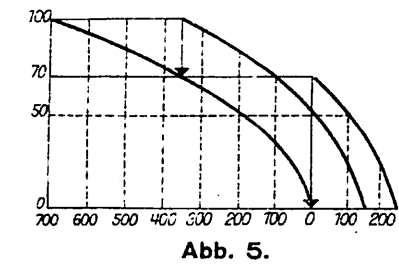


Abb. 5.

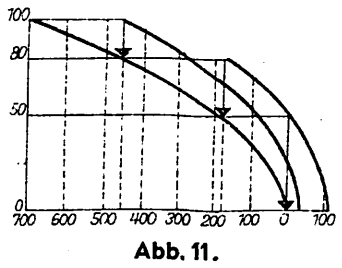


Abb. 11.

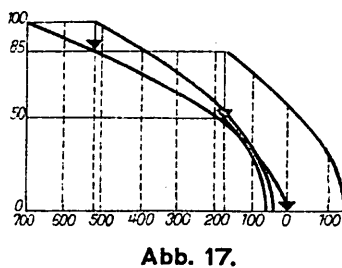


Abb. 17.

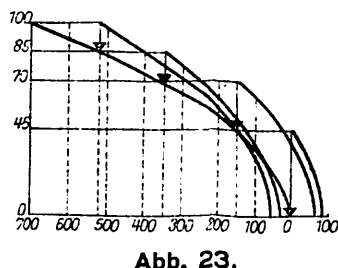


Abb. 23.

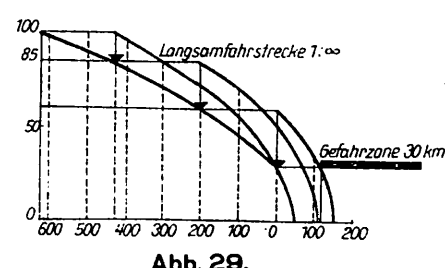


Abb. 29.

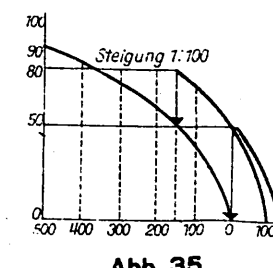


Abb. 35.

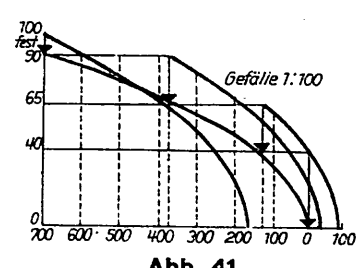


Abb. 41.

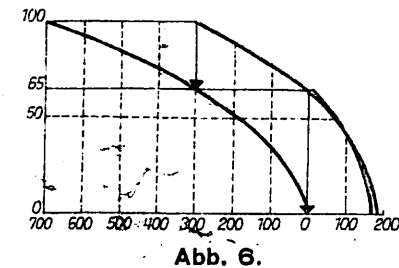


Abb. 6.

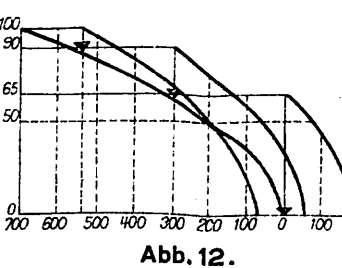


Abb. 12.

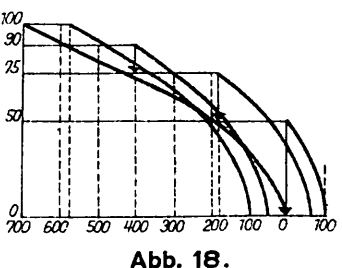


Abb. 18.

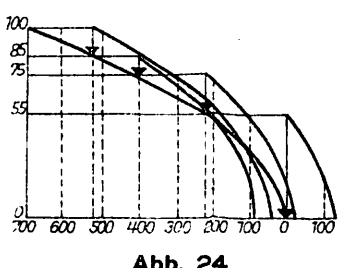


Abb. 24.

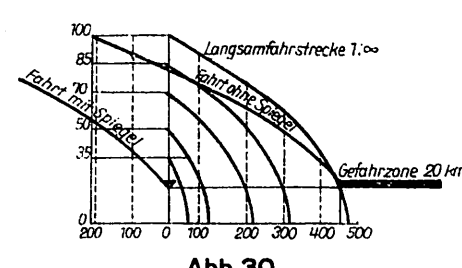


Abb. 30.

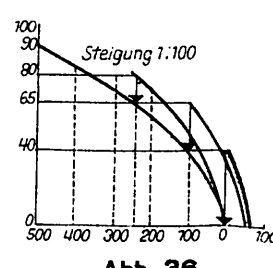


Abb. 36.

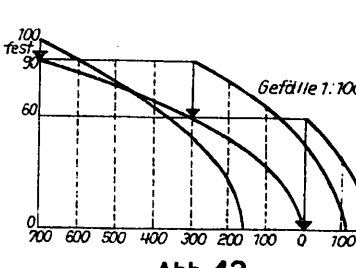


Abb. 42.

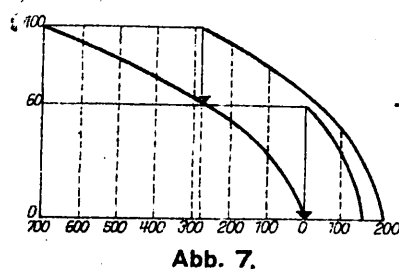


Abb. 7.

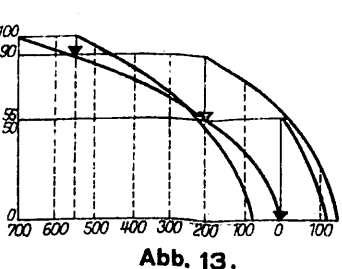


Abb. 13.

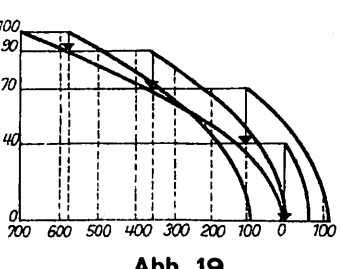


Abb. 19.

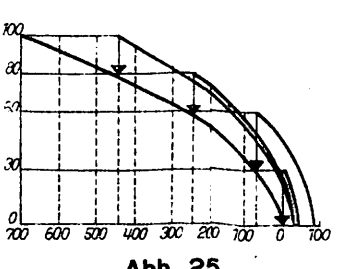


Abb. 25.

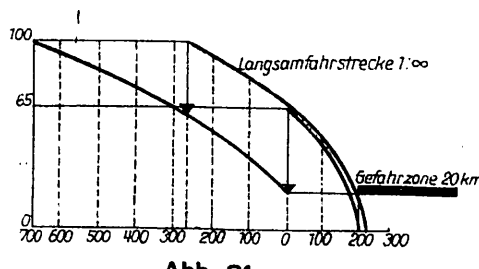


Abb. 31.

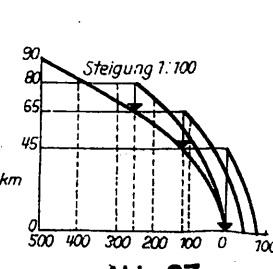


Abb. 37.

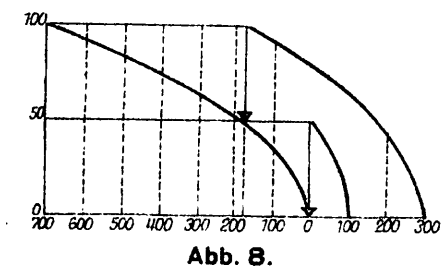


Abb. 8.

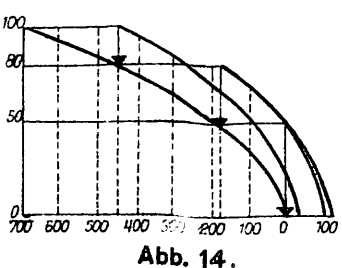


Abb. 14.



Abb. 20.

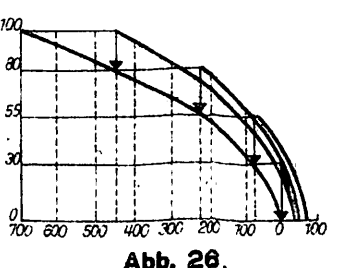


Abb. 26.

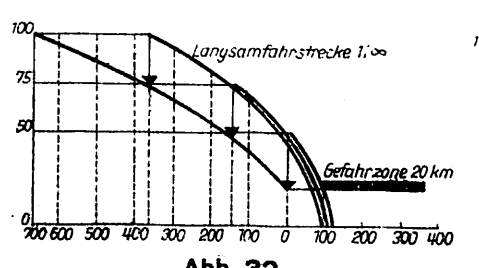


Abb. 32.

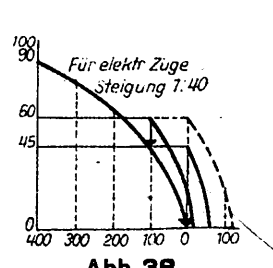


Abb. 38.

Zum Aufsatz:
Kontrollpunkte
und Geschwindigkeitsgrenzen bei der
Zugbeeinflussung mit punktwiser
Geschwindigkeitsüberwachung.

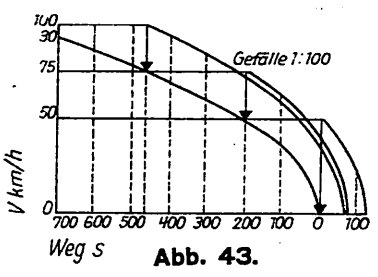


Abb. 43.

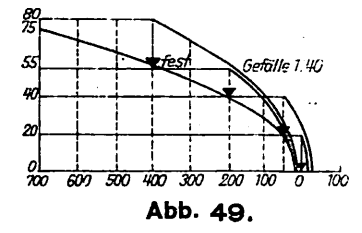


Abb. 49.

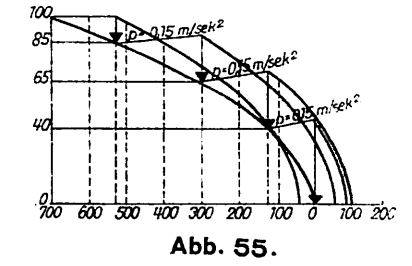


Abb. 55.

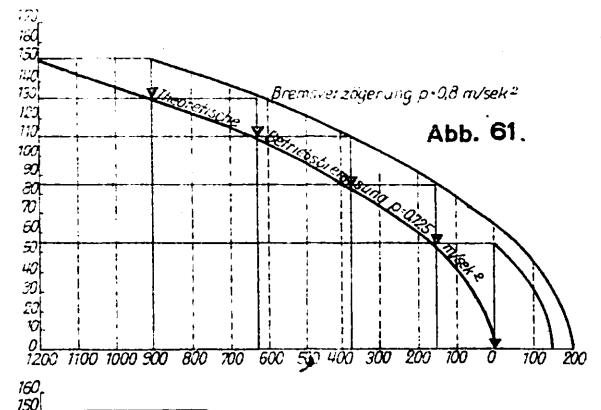


Abb. 61.

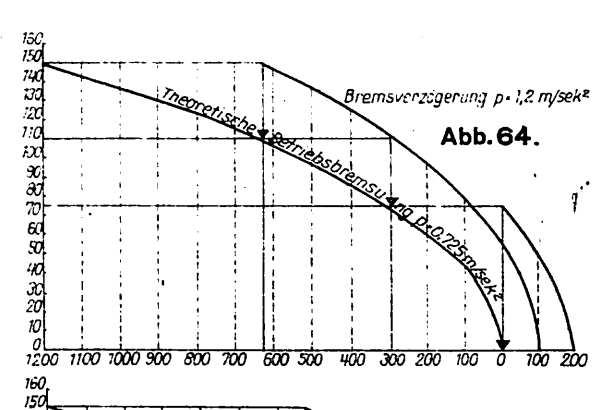


Abb. 64.

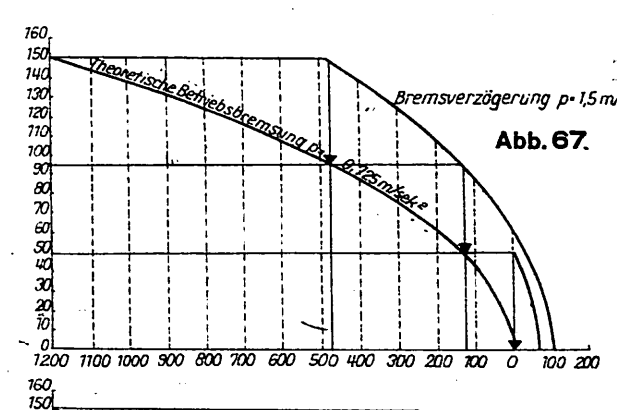


Abb. 67.

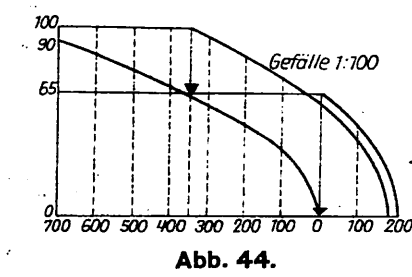


Abb. 44.

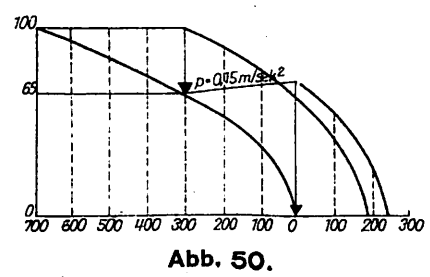


Abb. 50.

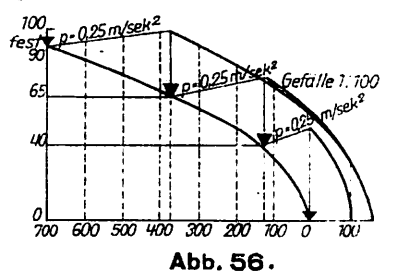


Abb. 56.

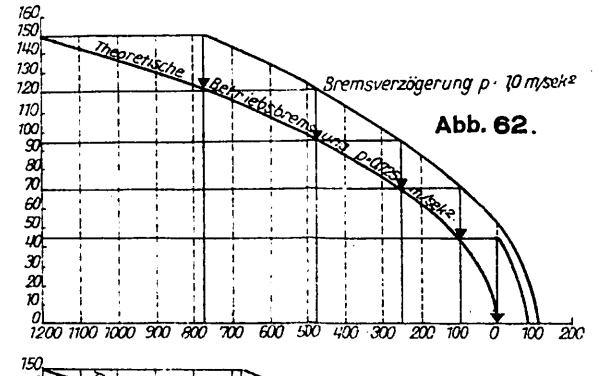


Abb. 62.

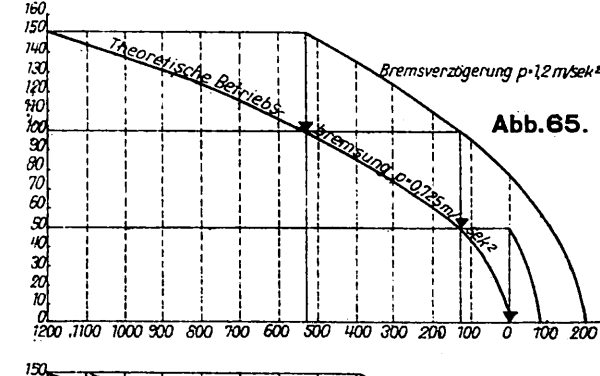


Abb. 65.

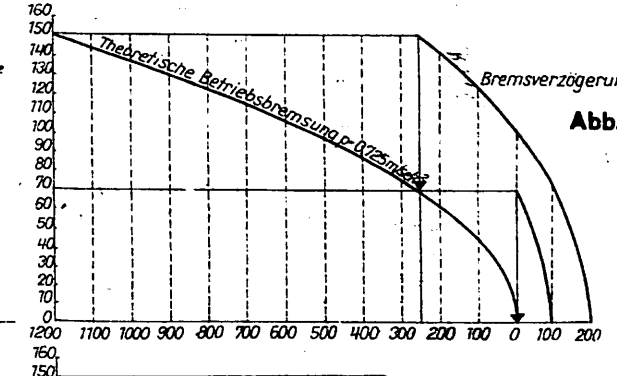


Abb. 68.

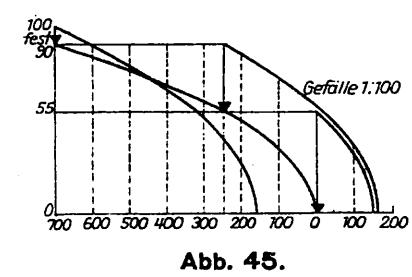


Abb. 45.

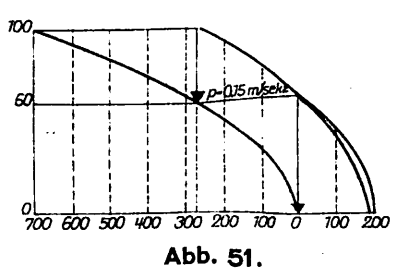


Abb. 51.

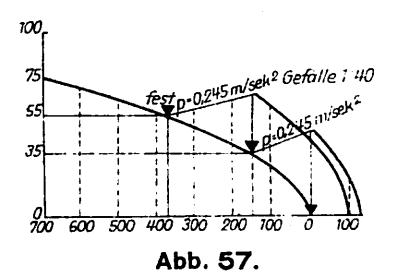


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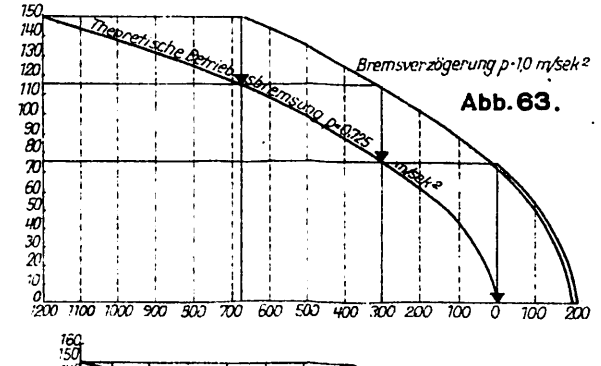


Abb. 63.

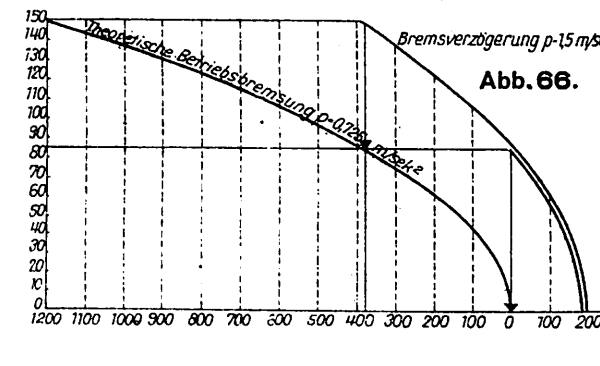


Abb. 66.

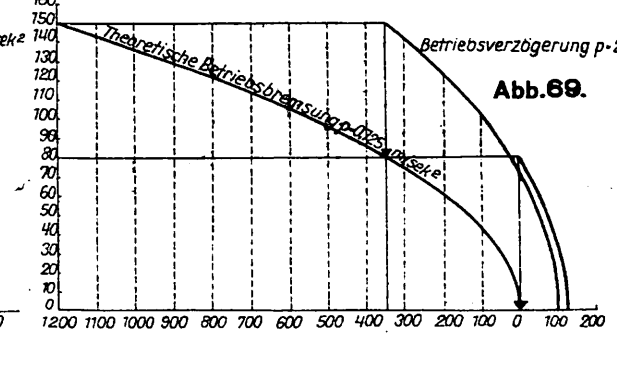


Abb. 69.

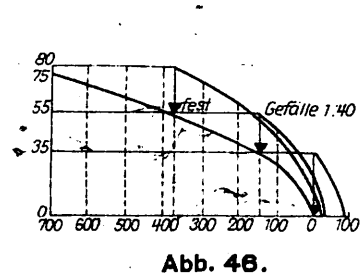


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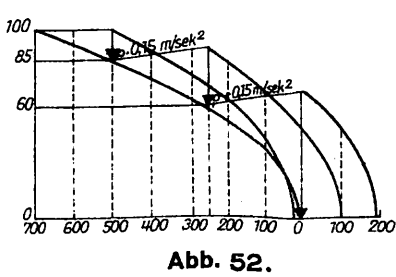


Abb. 52.

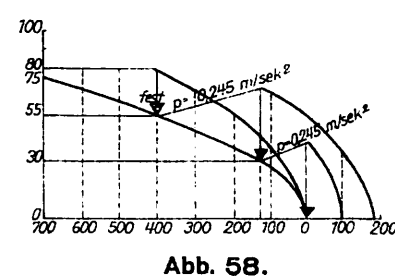


Abb. 58.

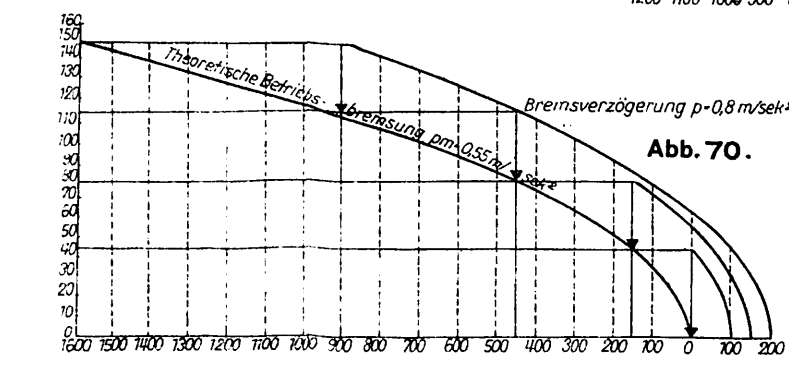


Abb. 70.

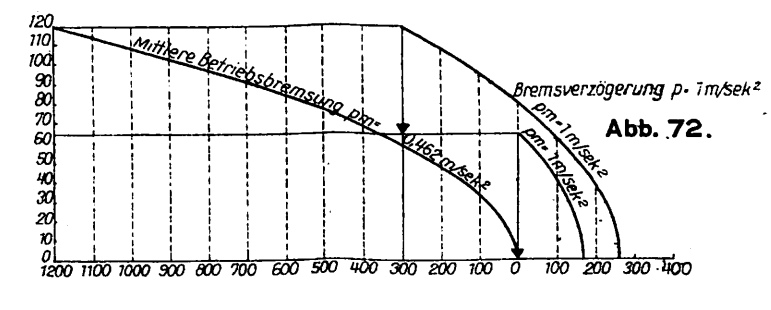


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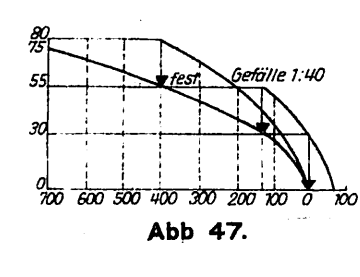


Abb. 47.

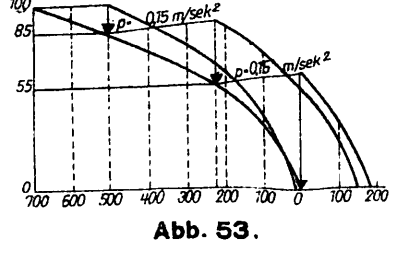


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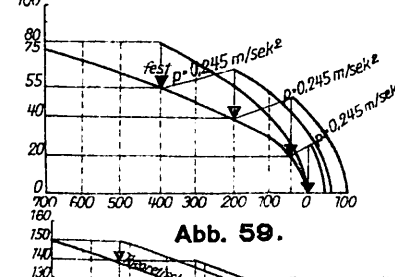


Abb. 59.

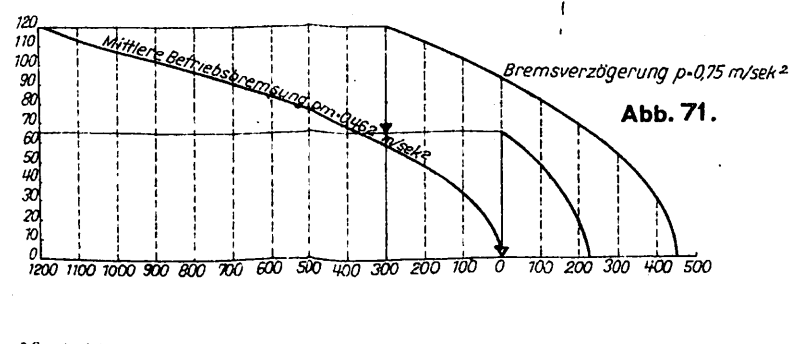


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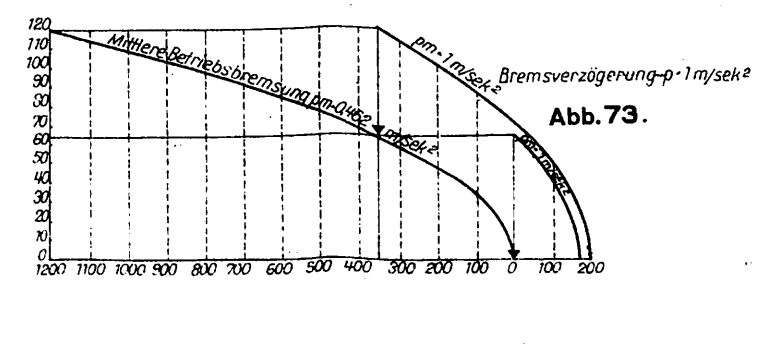


Abb. 73.

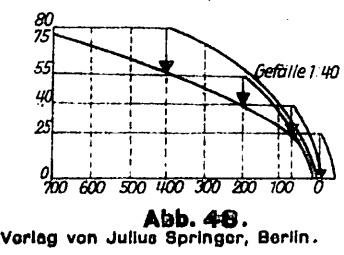


Abb. 48.

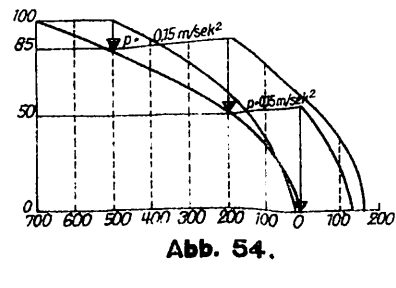


Abb. 54.

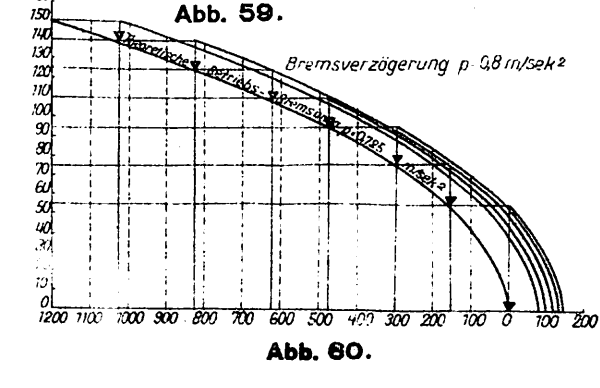


Abb. 60.

Zum Aufsatz: Kontrollpunkte und Geschwindigkeitsgrenzen bei der Zugbeeinflussung mit punktwiser Geschwindigkeitsüberwachung.

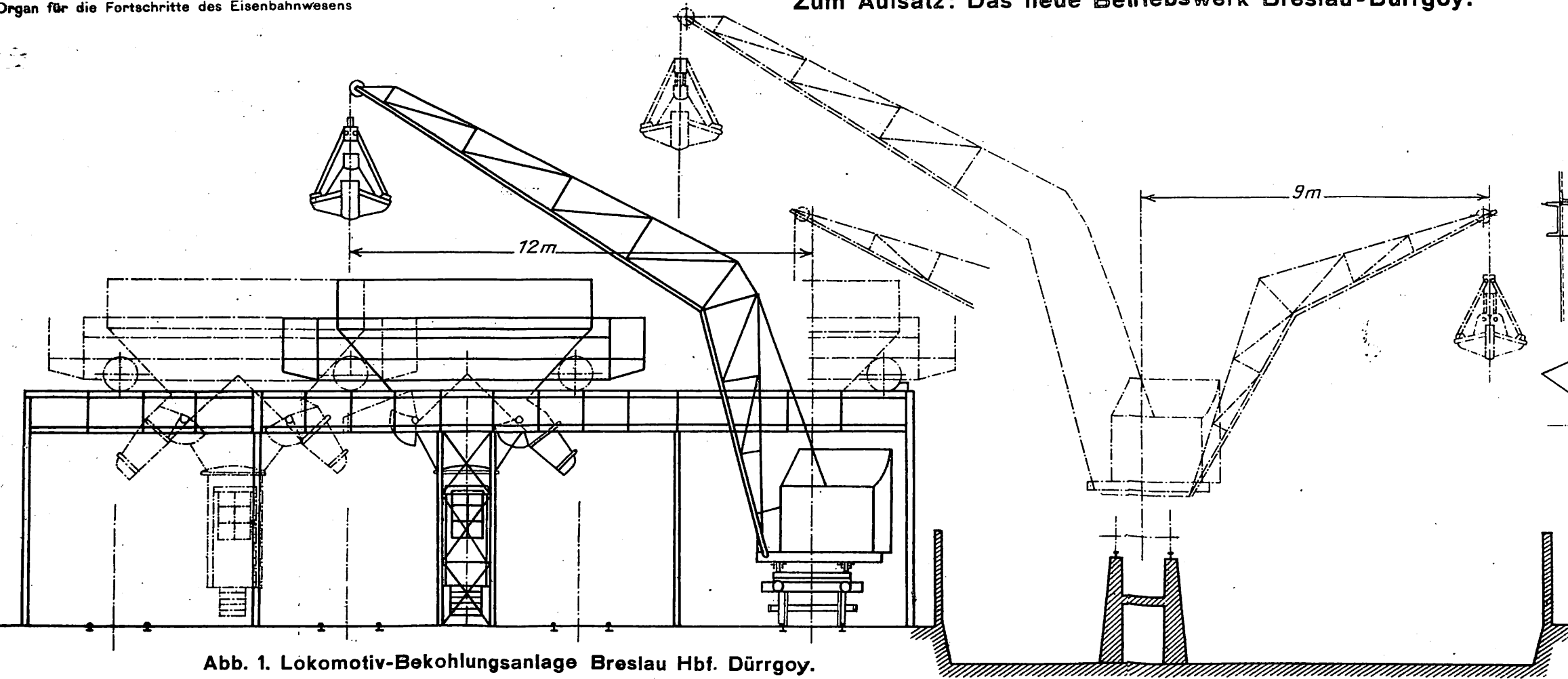


Abb. 1. Lokomotiv-Bekohlungsanlage Breslau Hbf. Dürrgoy.

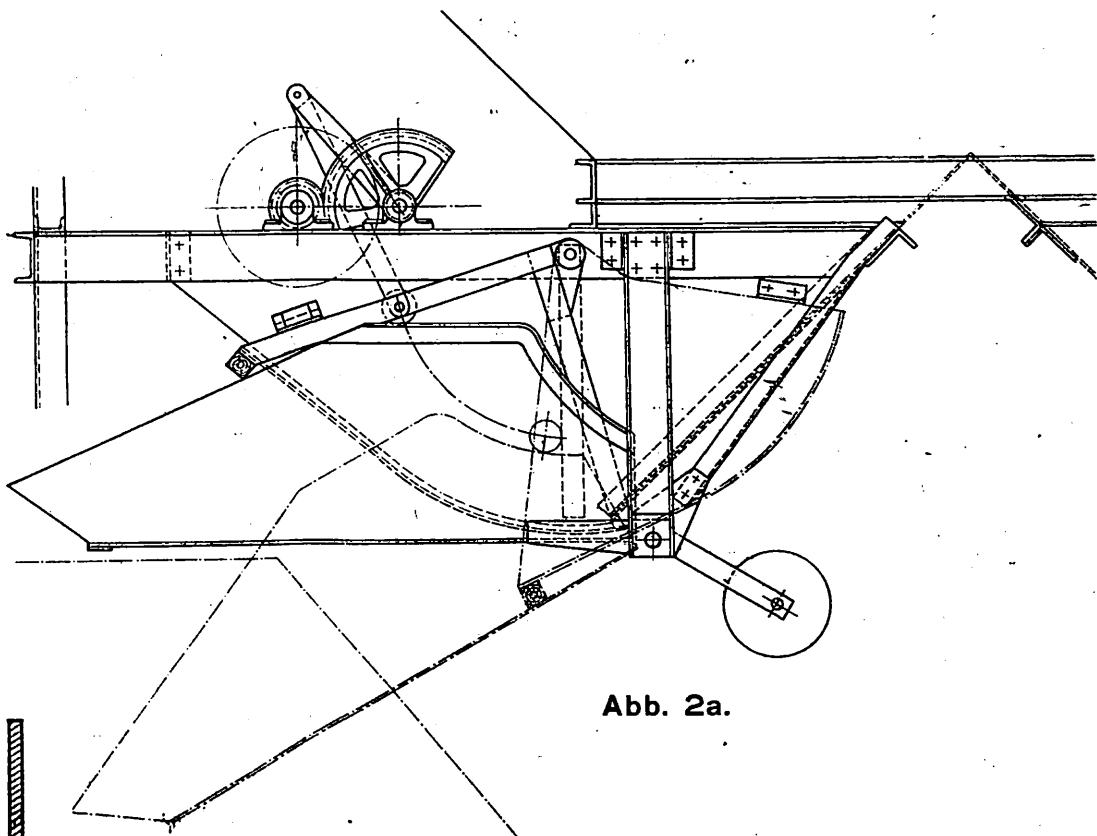
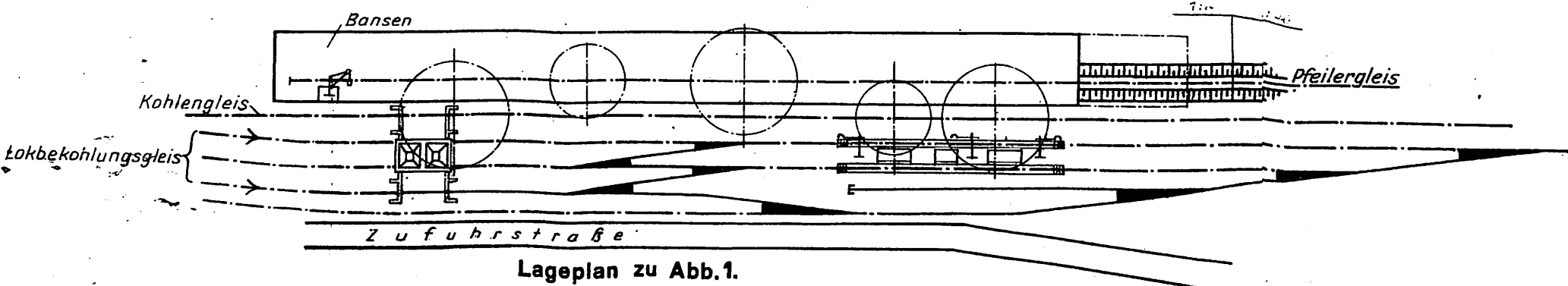


Abb. 2a.



Lageplan zu Abb. 1.

Abb. 2a u. b. Bunkerverschluß.

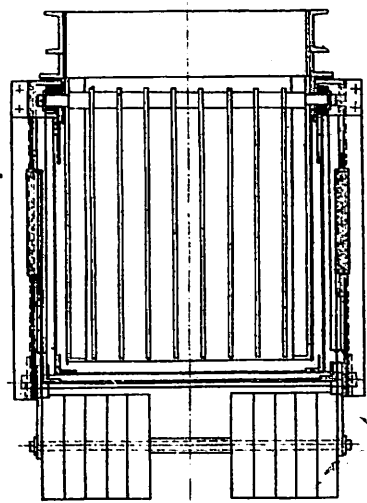


Abb. 2b.

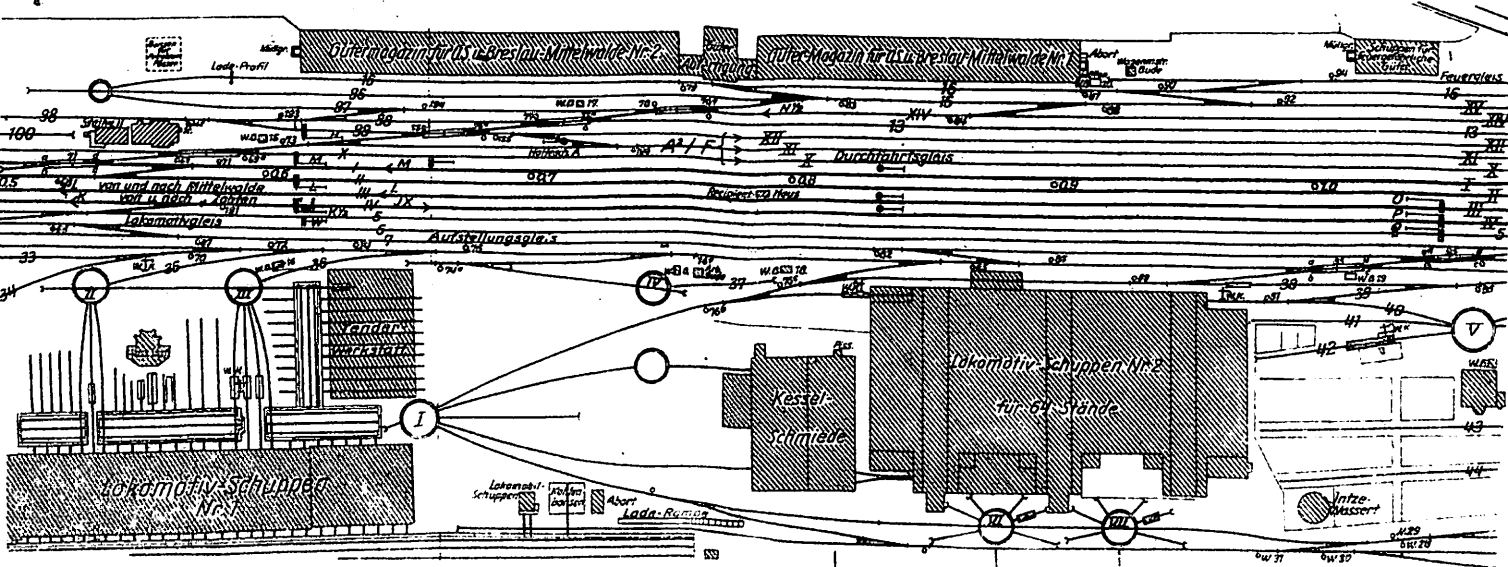


Abb. 3. Lageplan des Bahnbetriebswerkes Breslau Hbf. nach dem Zustande vom Jahre 1902.

Verlag von Julius Springer, Berlin.

Maßstab 1:3000.

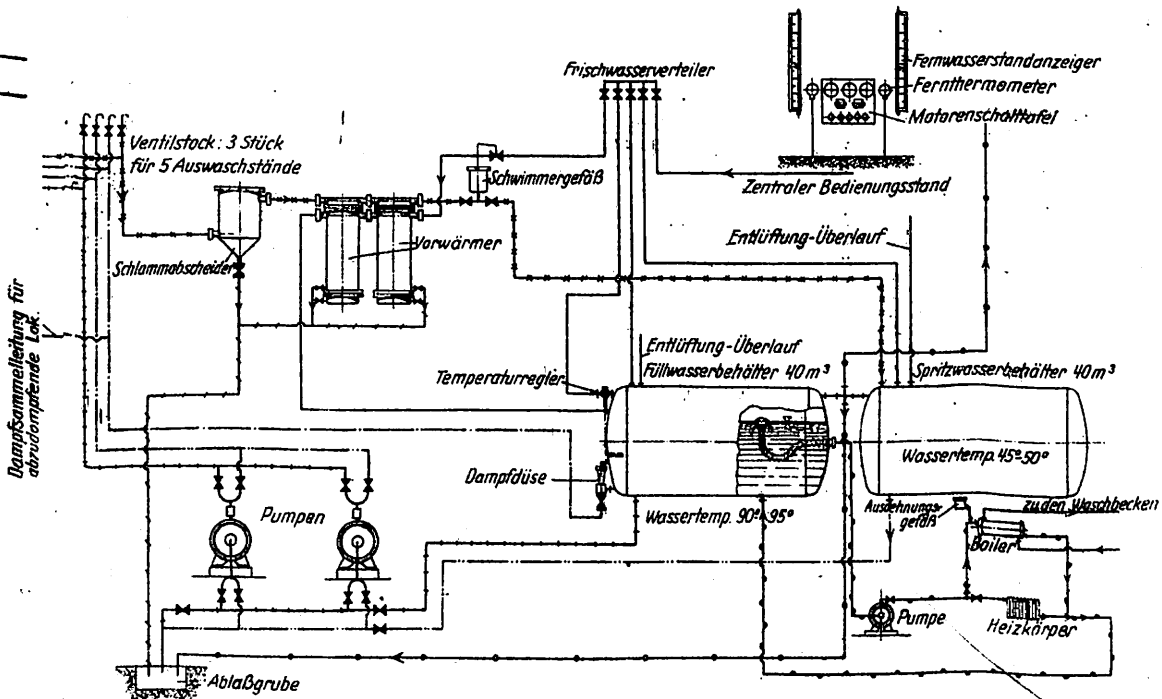
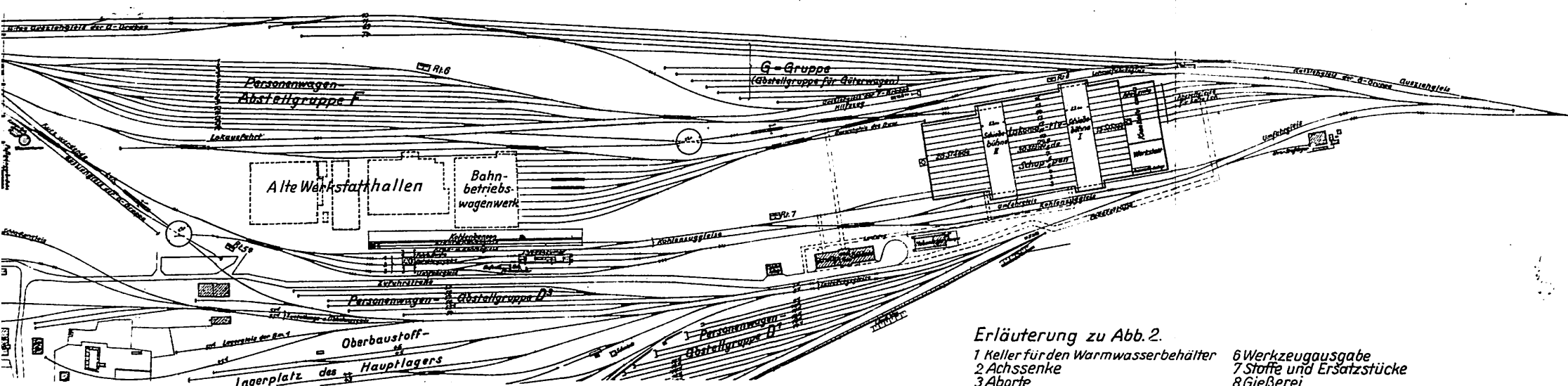


Abb. 4. Schaltbild zur Lokomotivauswaschanlage. Büroheizung und Waschwasserbereitung.

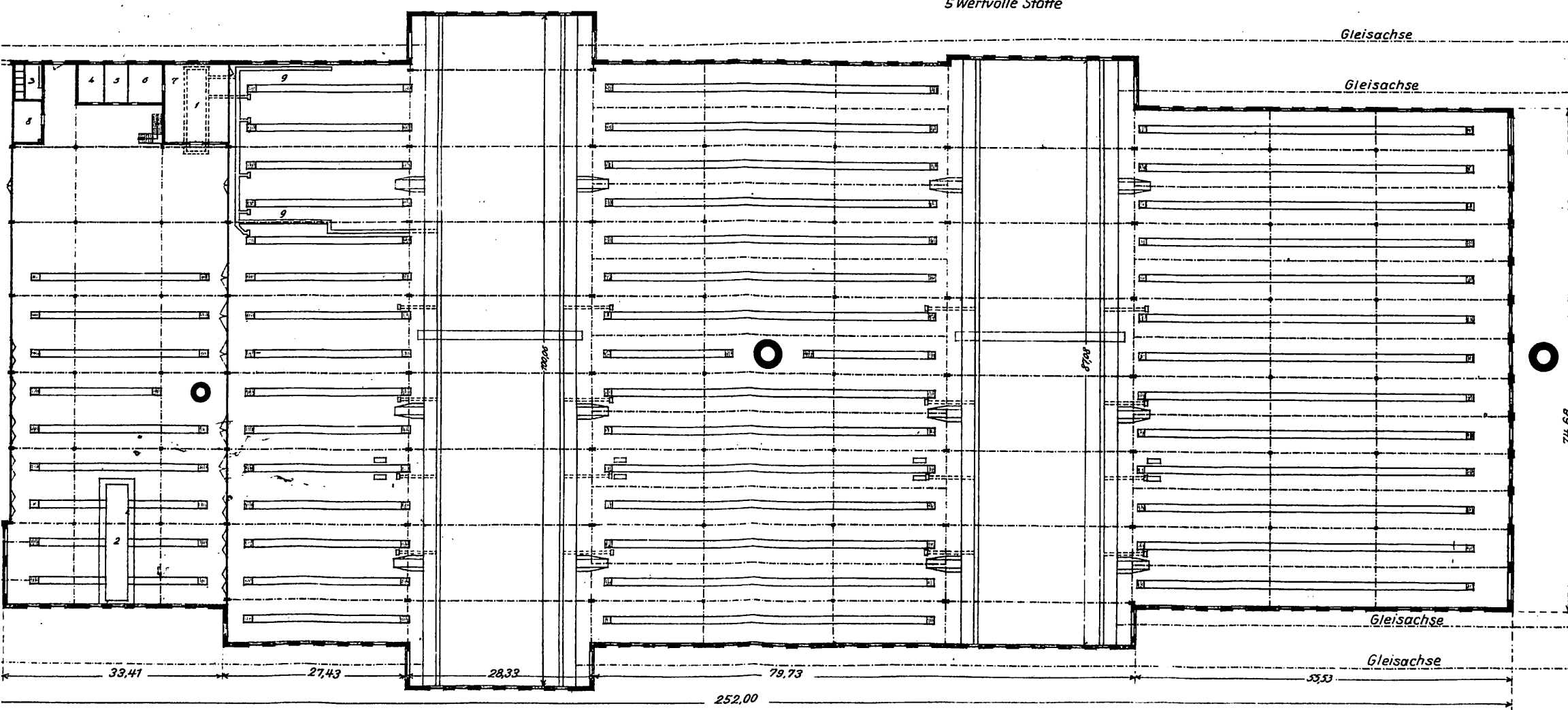
— Dampfleitung — Frischwasserleitung
— Kesselwasserleitung — Leitung für Heizung u. Warmwasserbereitung
— Spritzwasserleitung — Entlüftungs- u. Überlaufleitung
— Füllwasserleitung — Entleerungsleitung

Abb. 1. Lageplan des Betriebswerkes Breslau Dürrgoy.



Erläuterung zu Abb. 2.

- 1 Keller für den Warmwasserbehälter
- 2 Achssenke
- 3 Abarbe
- 4 Stoffmeister
- 5 Wertvolle Stoffe
- 6 Werkzeugausgabe
- 7 Stoffe und Ersatzstücke
- 8 Gießerei
- 9 Auswaschstände



Werkstatt u. Kranhalle Östliche Dampflokhalde Schiebebühnenhalle I Mittlere Dampflokhalde Schiebebühnenhalle II Westliche Dampflokhalde

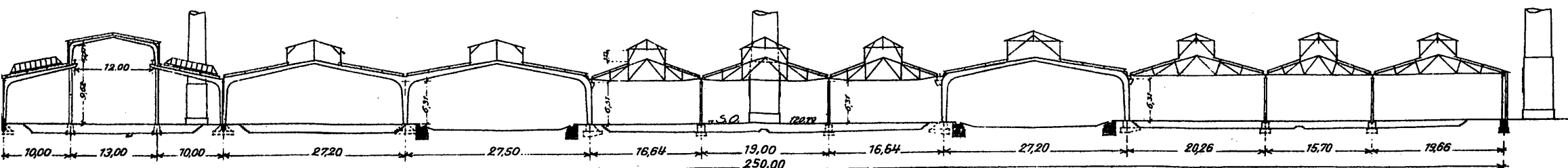


Abb. 2. Um- und Erweiterungsbau des Lockschuppens für Dampf- und elektrische Lokomotiven auf Bahnhof Breslau Hbf.-Dürrgoy.

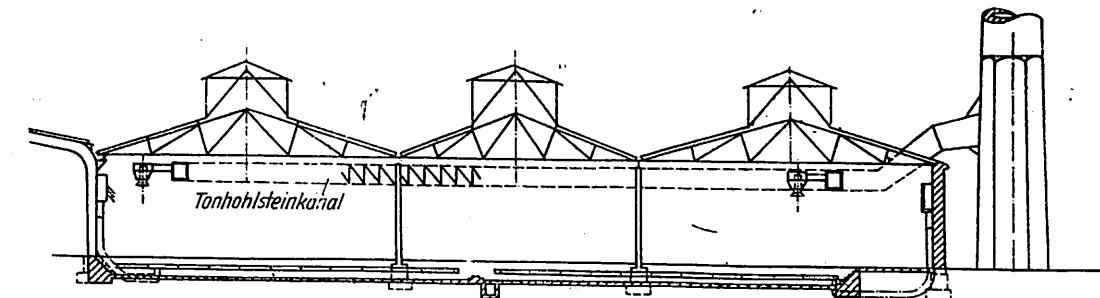
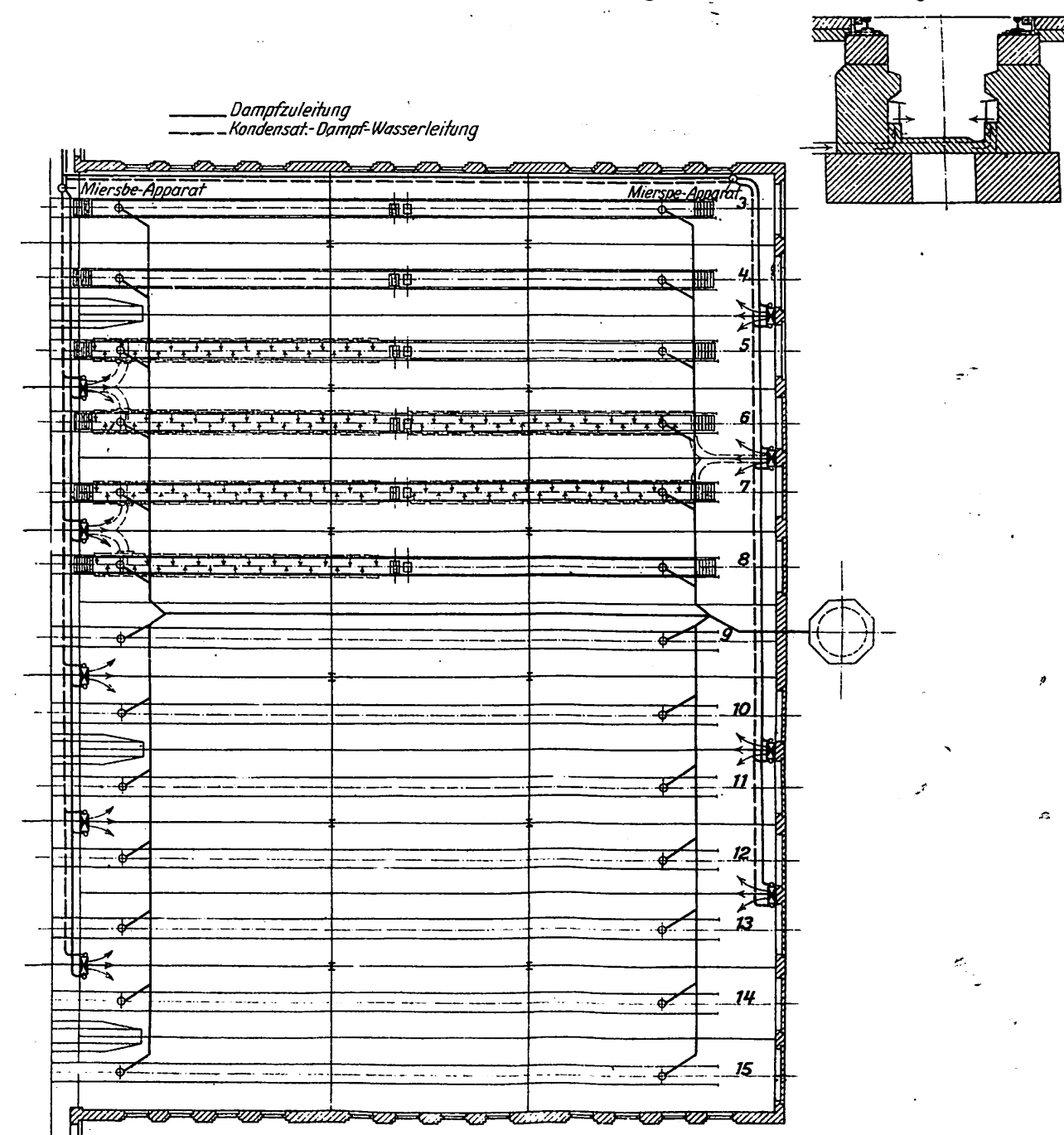


Abb. 3 Anordnung der zentralen Rauchabführung und Warmluftheizung.



Zum Aufsatz: Das neue Betriebswerk Breslau-Dürrgoy.

Zum Aufsatz: Die Erweiterung des Lokomotivschuppens des Betriebswerks Duisburg.

Abb. 1. Anordnung des Drehlaufkranes.

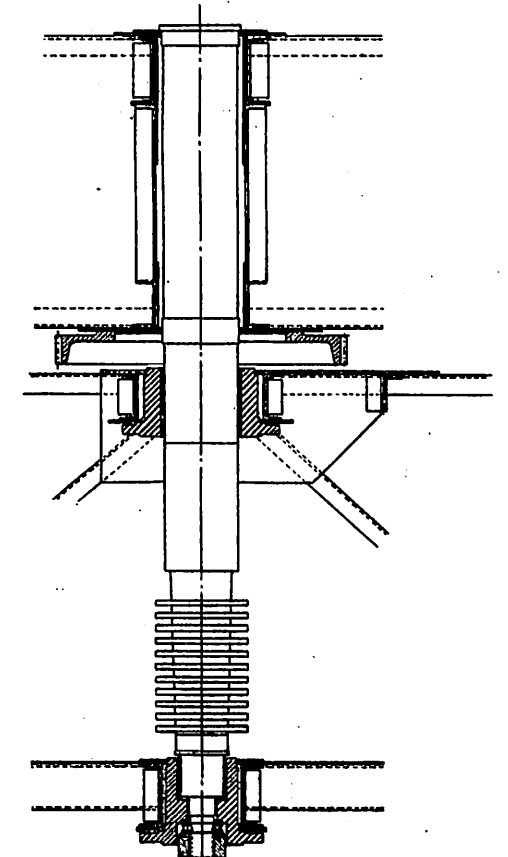
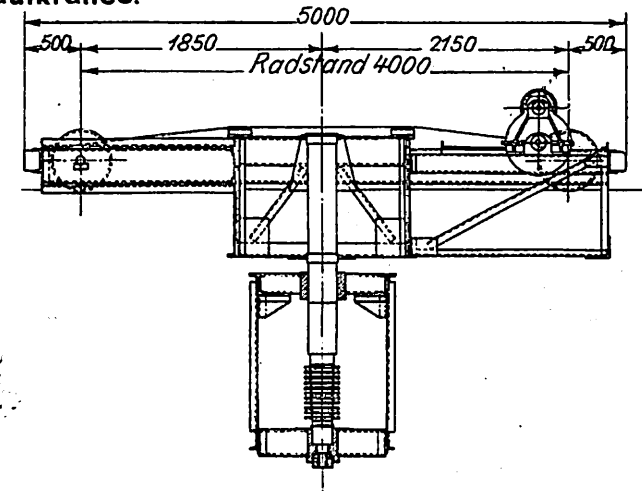
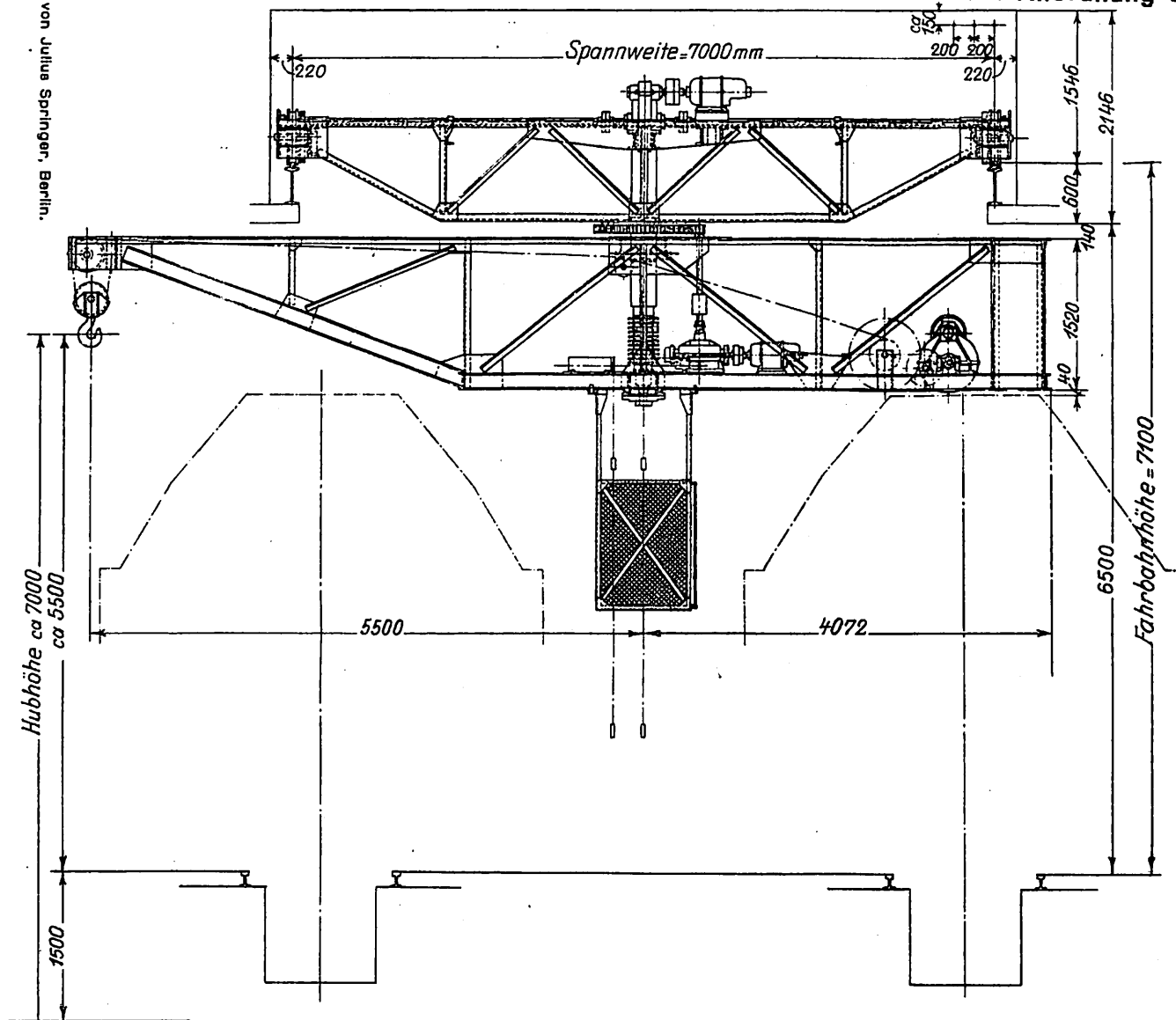


Abb. 2. Einbau der Kransäule im Traggerüst.