

Abb. 1. Plan von Neu-Orleans M. 1: 65000.

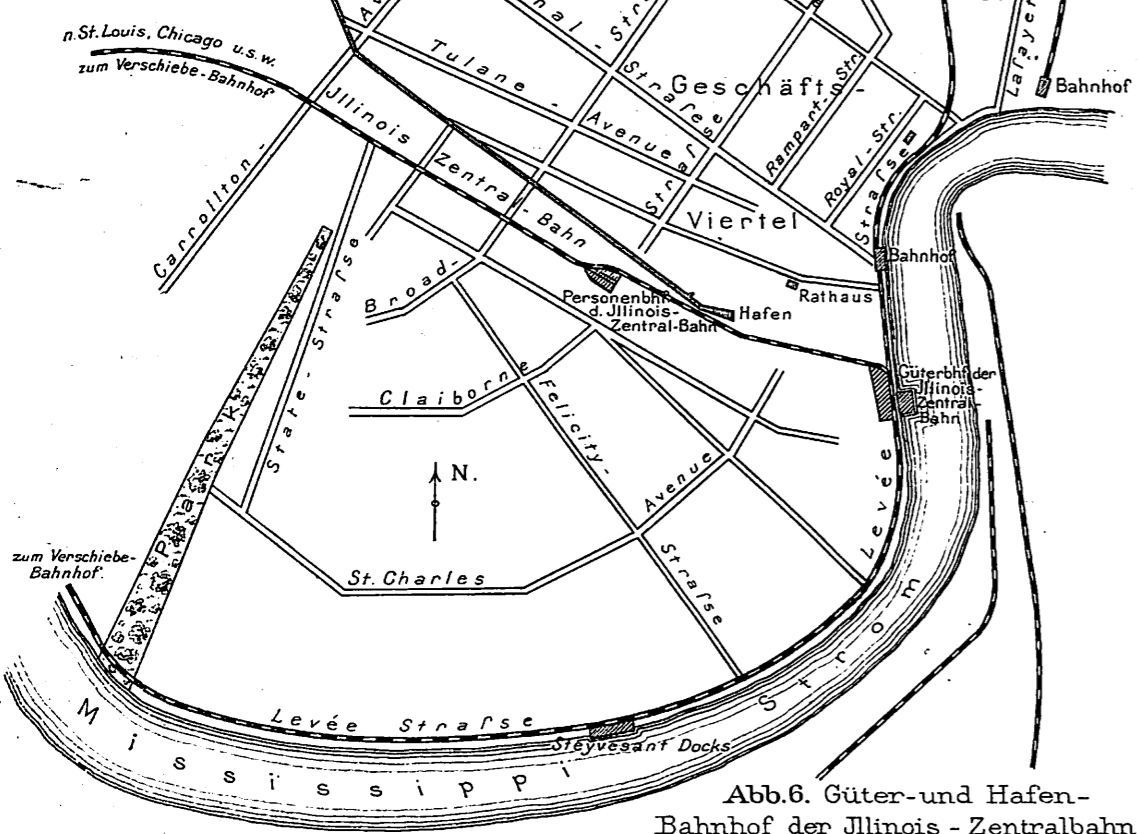


Abb. 1-11. Die Bahnhofsanlagen der Illinois - Zentralbahn in Neu - Orleans.

Abb. 2. Union-Bahnhof in Neu-Orleans.

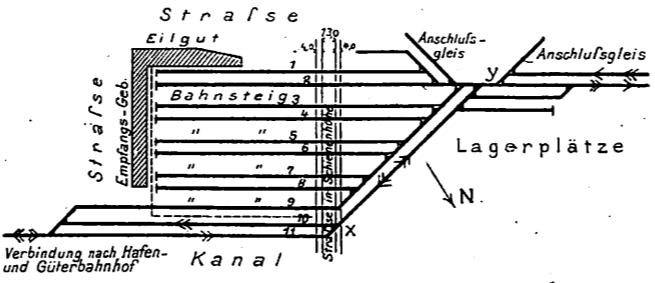


Abb. 7. Querschnitt g-h. (Abb. 6.) M. 1: 300.

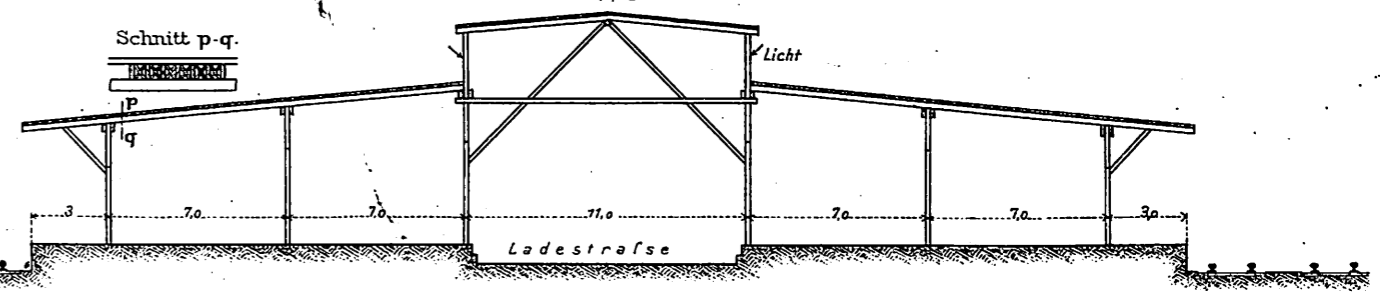


Abb. 4. Querschnitt ab (Abb. 3) 1:400.

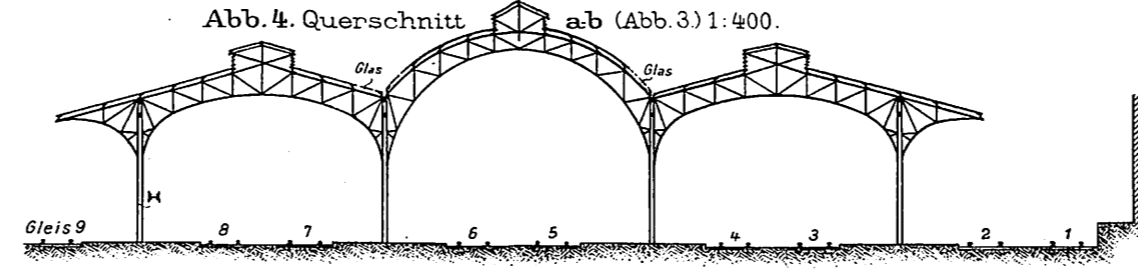


Abb. 8. Querschnitt i-k (Abb. 6) M. 1: 300.

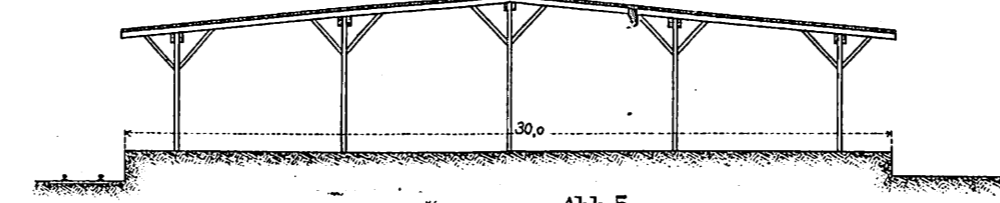


Abb. 10.

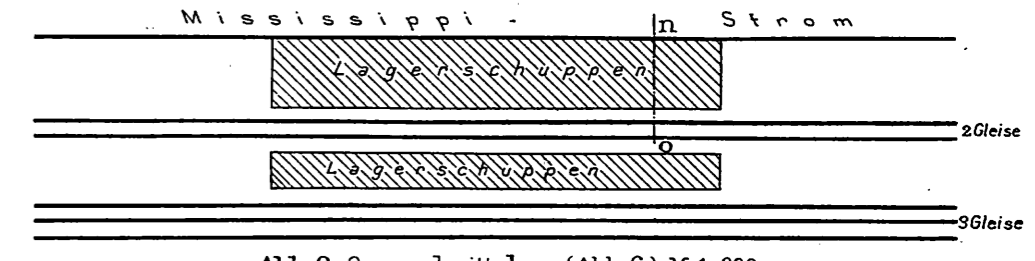


Abb. 9. Querschnitt l-m (Abb. 6) M. 1: 300.

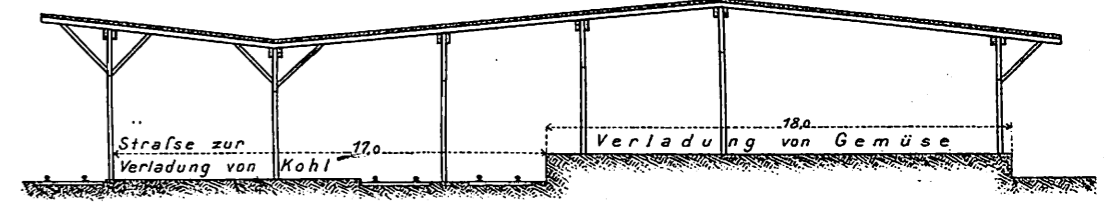


Abb. 5. Längsschnitt c-d. (Abb. 3) M. 1: 400.

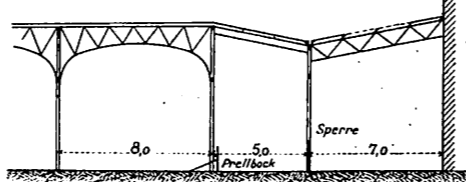


Abb. 11. Querschnitt n-o (Abb. 10) M. 1: 300.

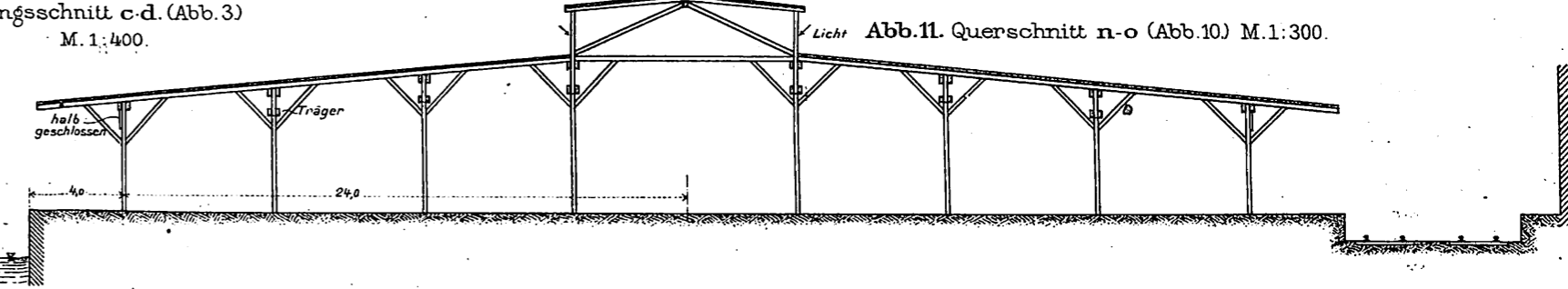


Abb. 3. Union-Bahnhof in Neu-Orleans. M. 1: 2250.

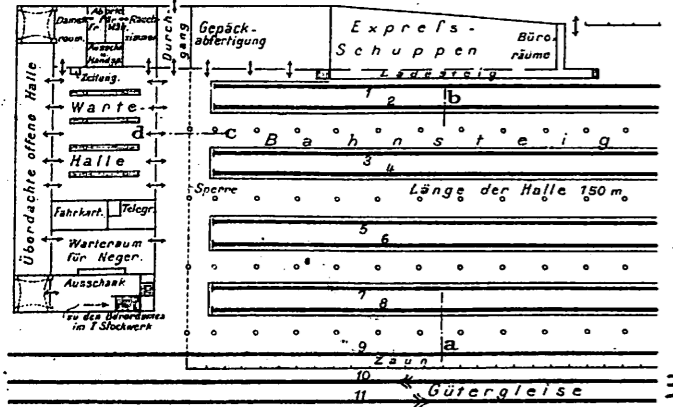


Abb. 6. Güter- und Hafen-Bahnhof der Illinois - Zentralbahn in Neu-Orleans.

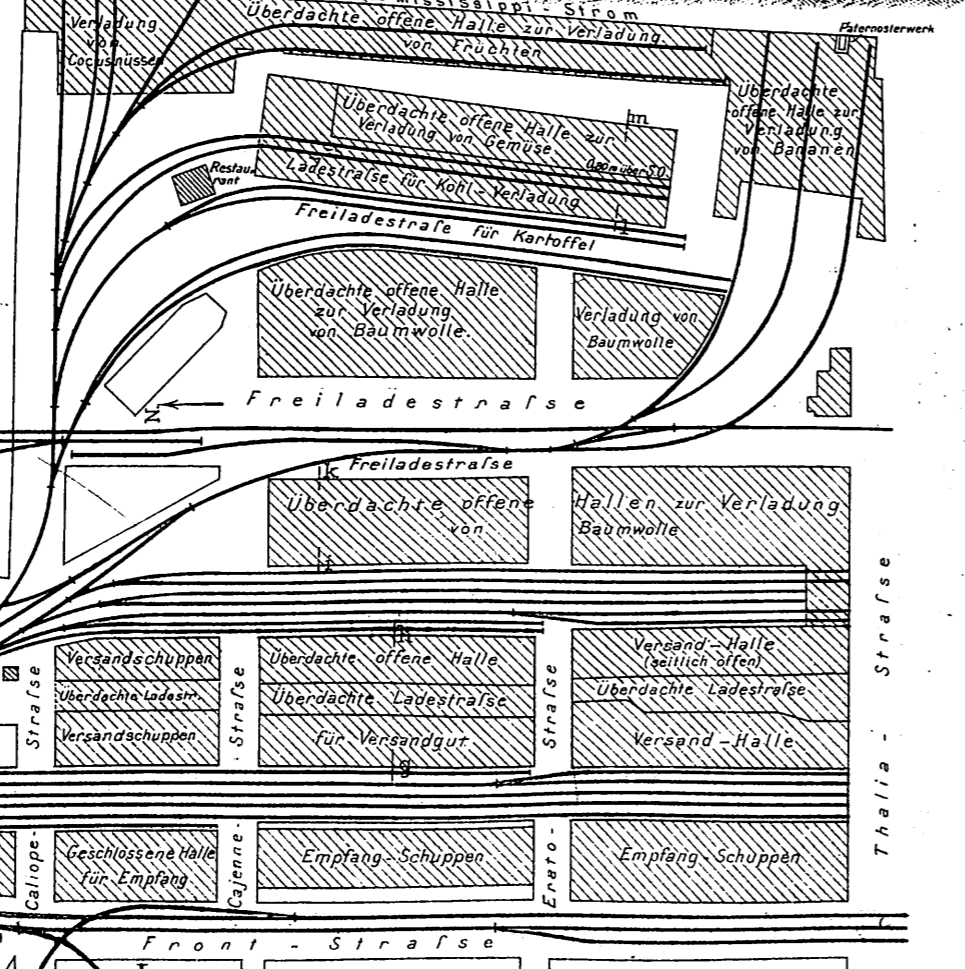


Abb. 12-15. Strafenbrücke aus Eisenbeton bei Binney, Chicago, Indianapolis und St. Louis - Bahn.

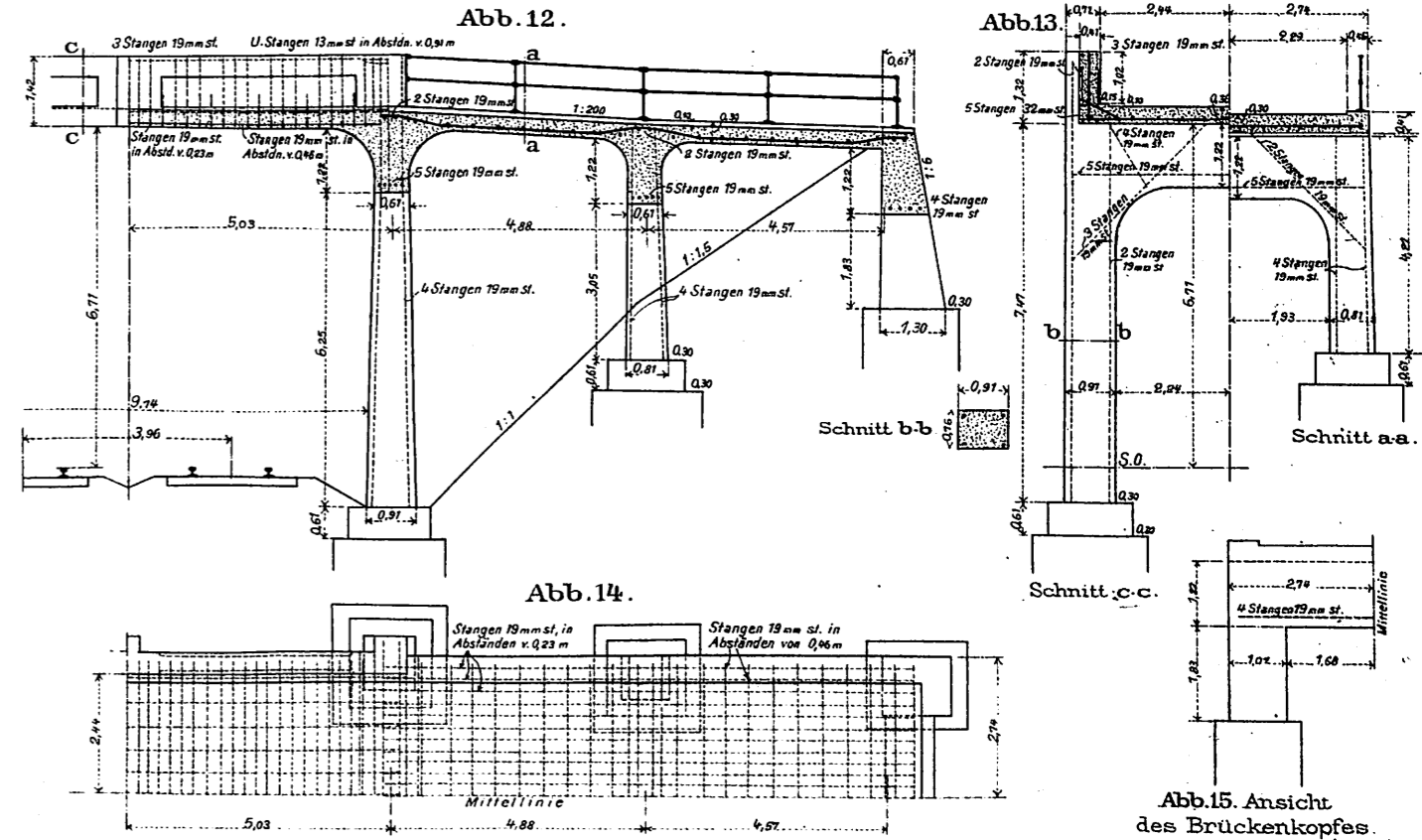


Abb. 15. Ansicht des Brückenkopfes.

Abb.1. Blockwerke der Handblocksignale der Chicago- und Ost-Illinois-Bahn.

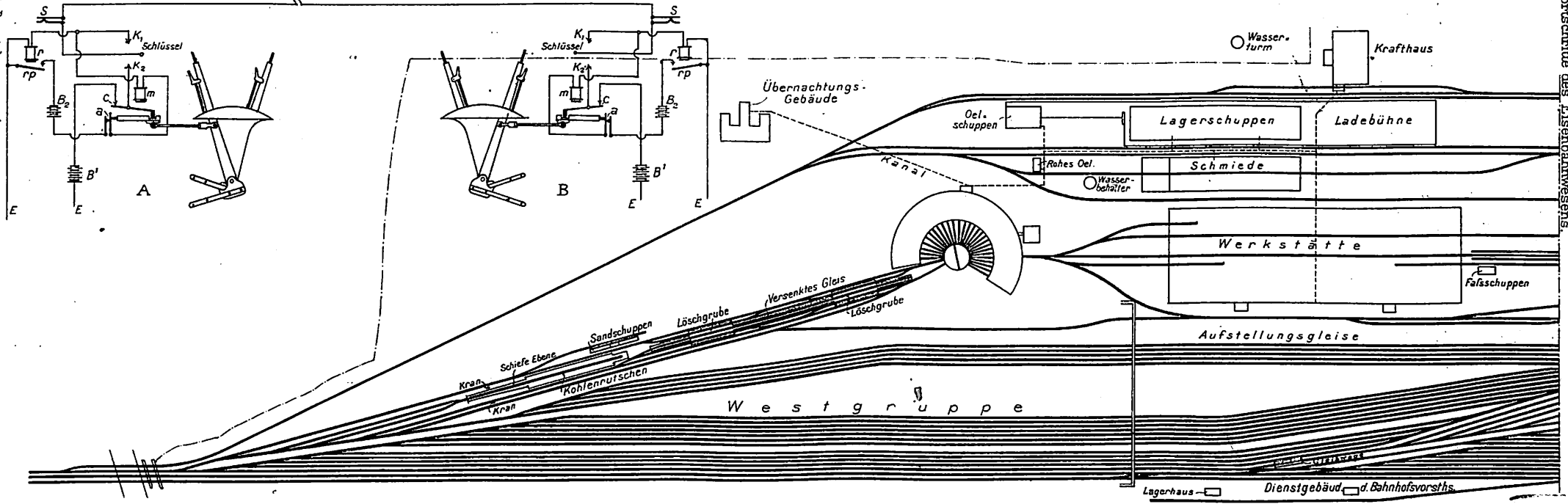
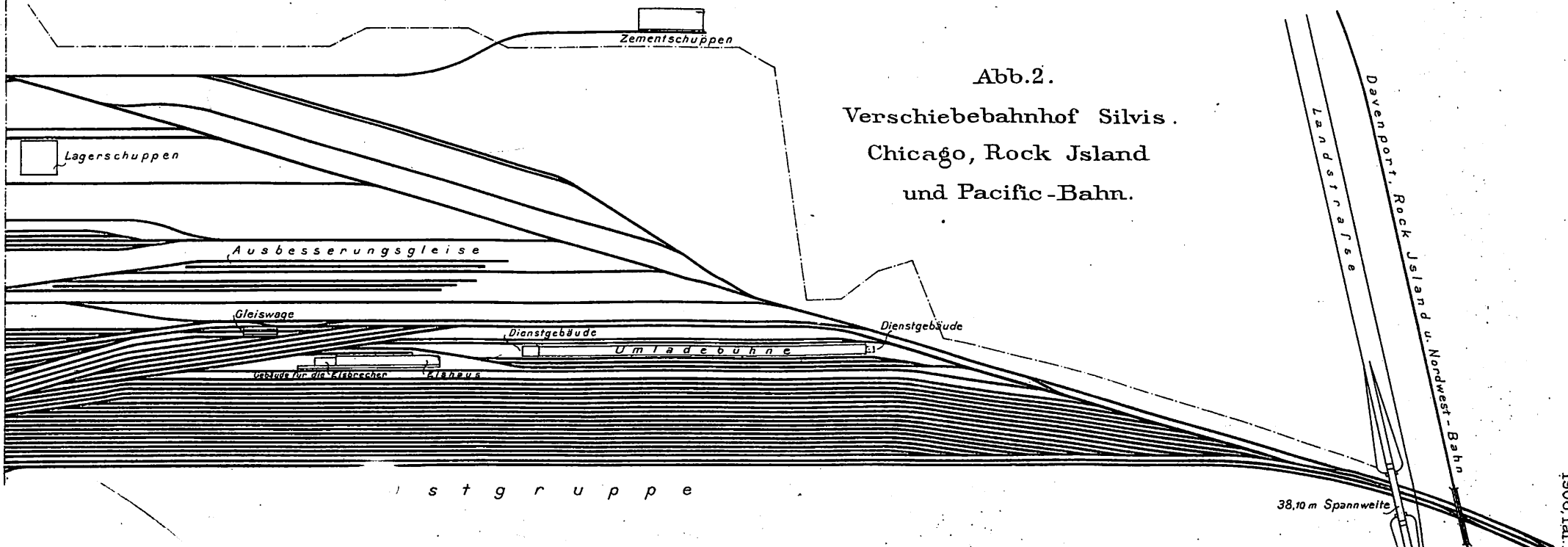


Abb.2. Verschiebebahnhof Silvis. Chicago, Rock Island und Pacific-Bahn.



Elektr. Anst. v. J. M. M. in Dresden.

Organ f. d. Fortschritte des Eisenbahnwesens.

C. H. Kreidel's Verlag, München.

1906, Taf. XII.

Schnellfahrversuche mit drei verschiedenen Lokomotivgattungen auf der Strecke Hannover - Spandau.

Abb. 1. $\frac{2}{5}$ gekuppelte vierzylindrige Verbund-Schnellzug-Lokomotive Nr. 608, Hannover. Maßstab 1:100.

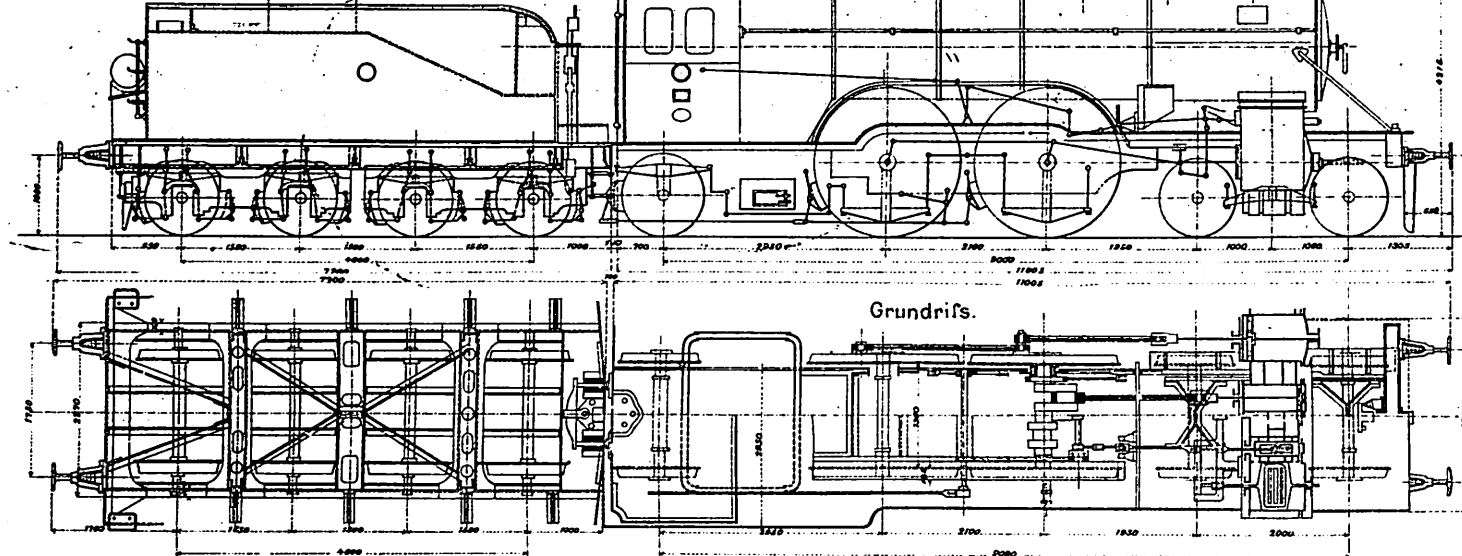


Abb. 2. $\frac{2}{5}$ gekuppelte vierzylindrige Verbund-Schnellzug-Lokomotive Nr. 58, Köln. Maßstab 1:100.

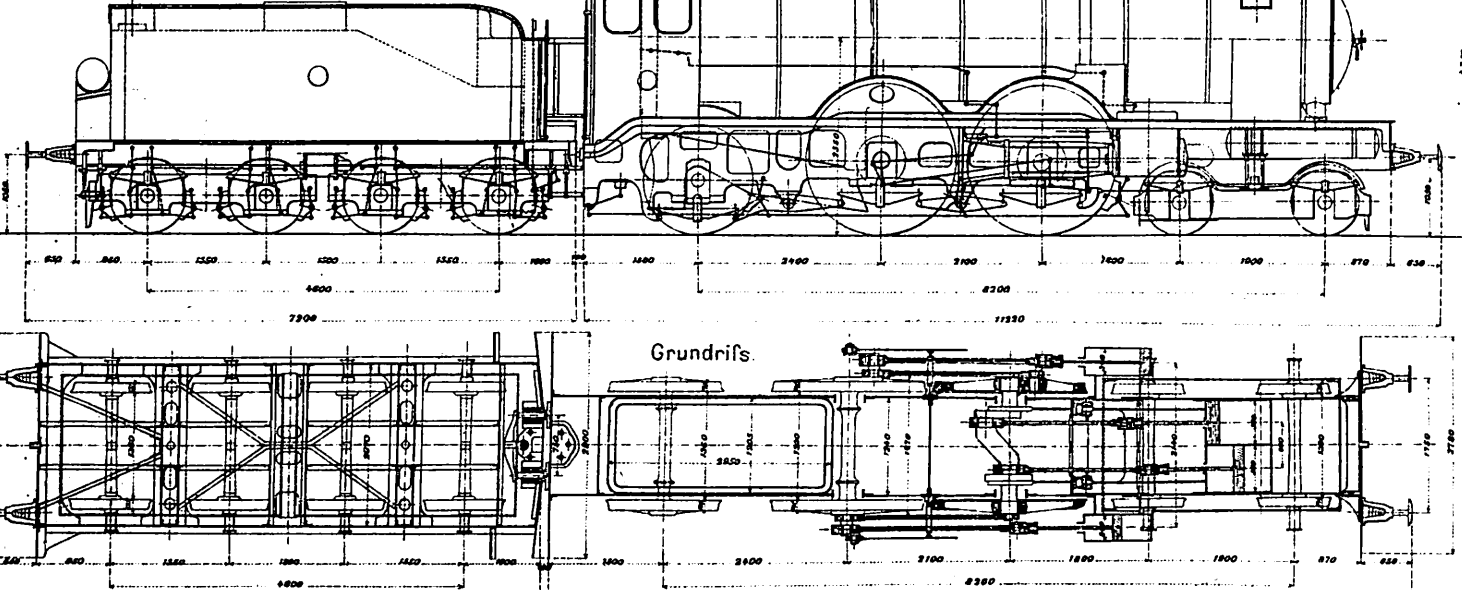
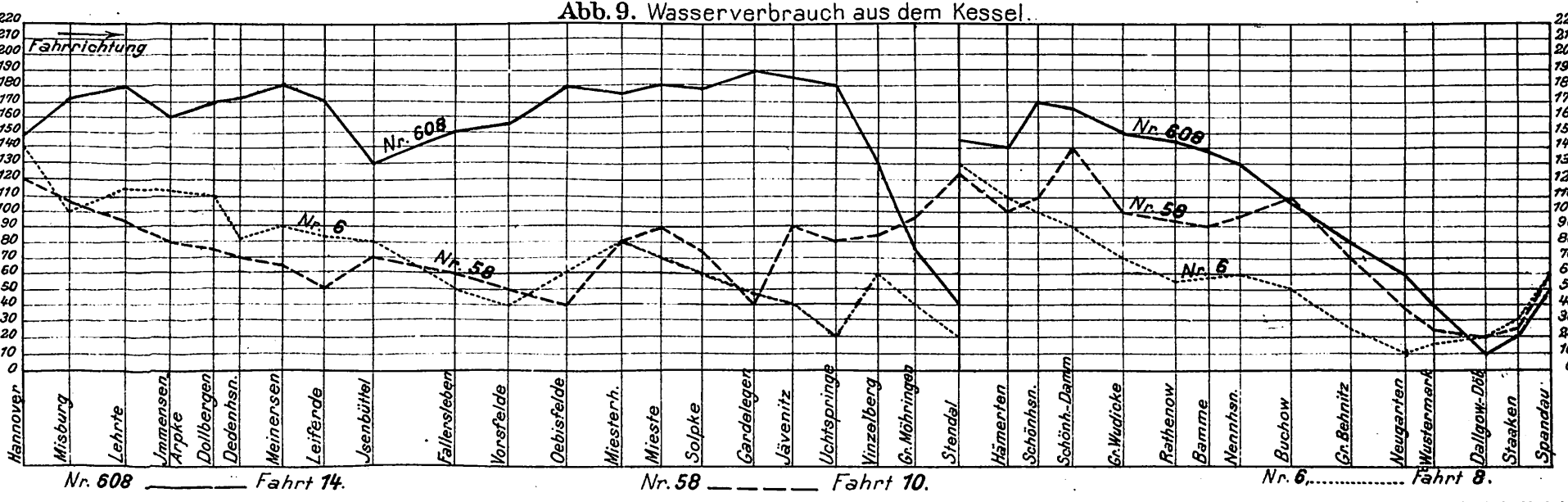
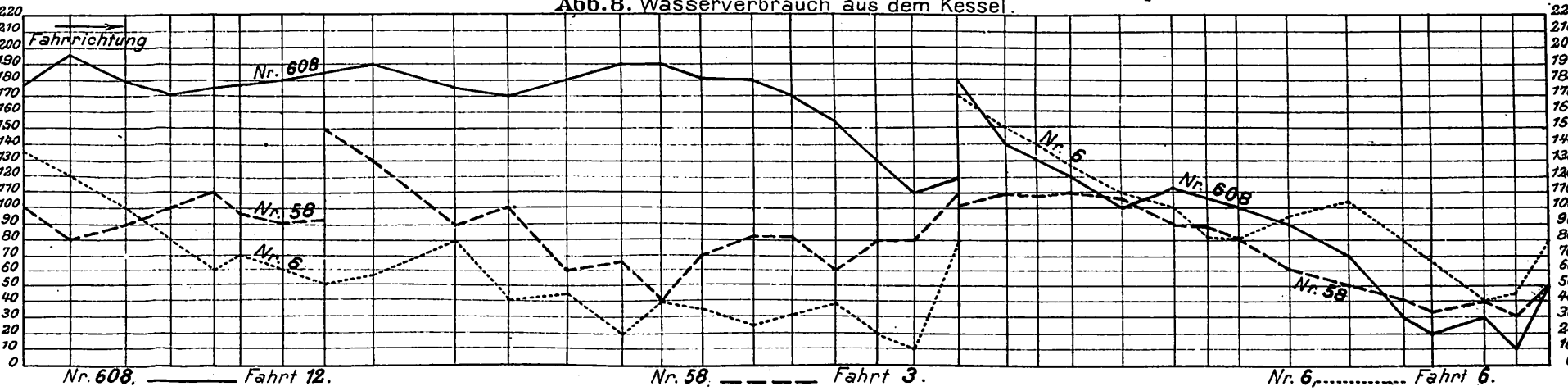
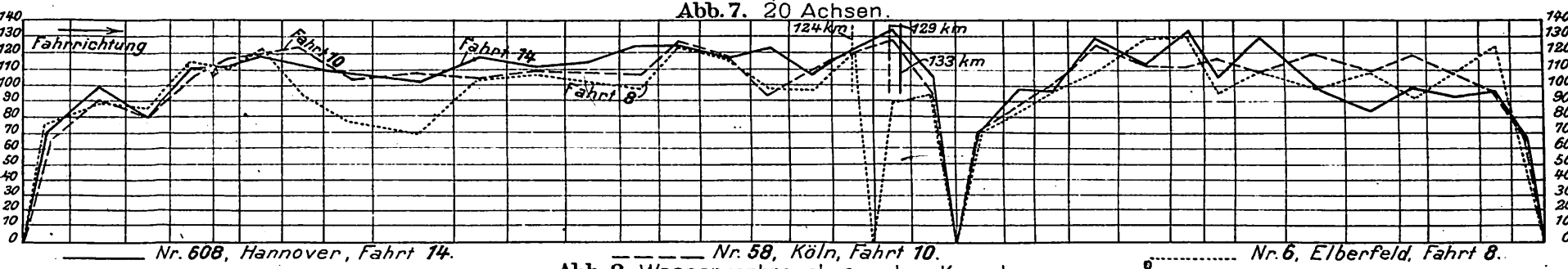
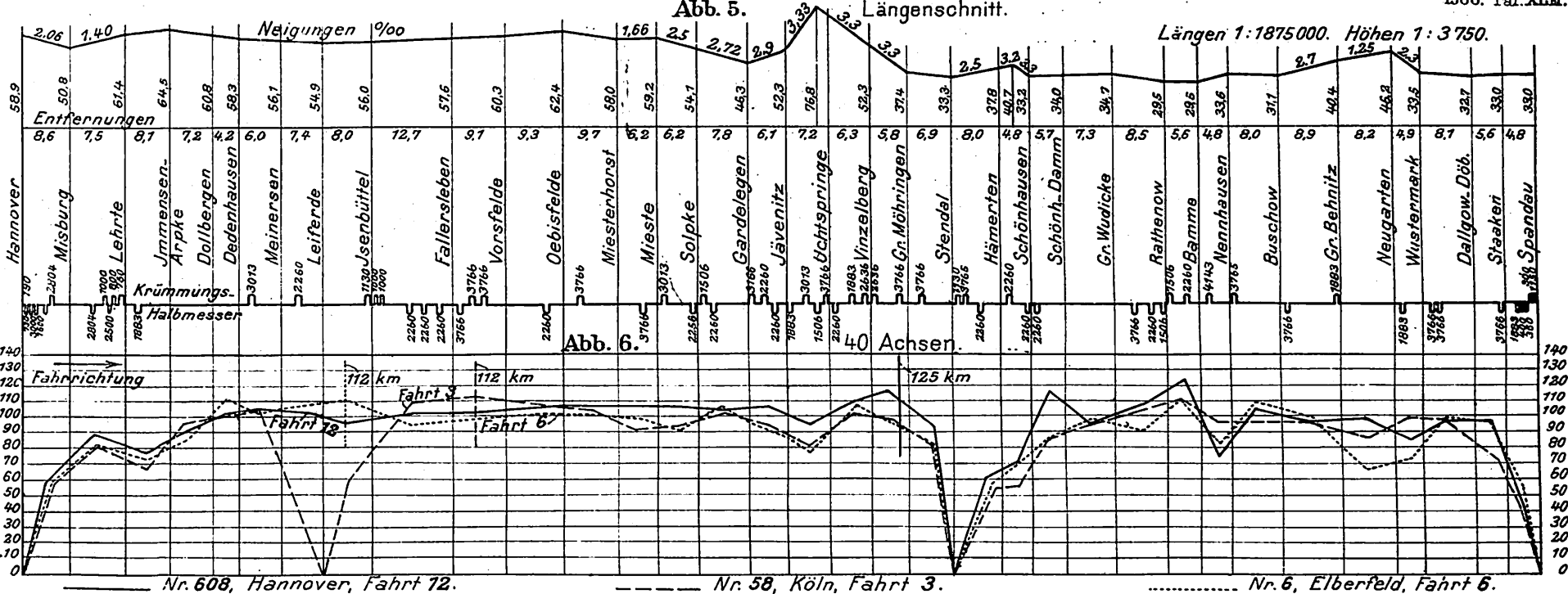
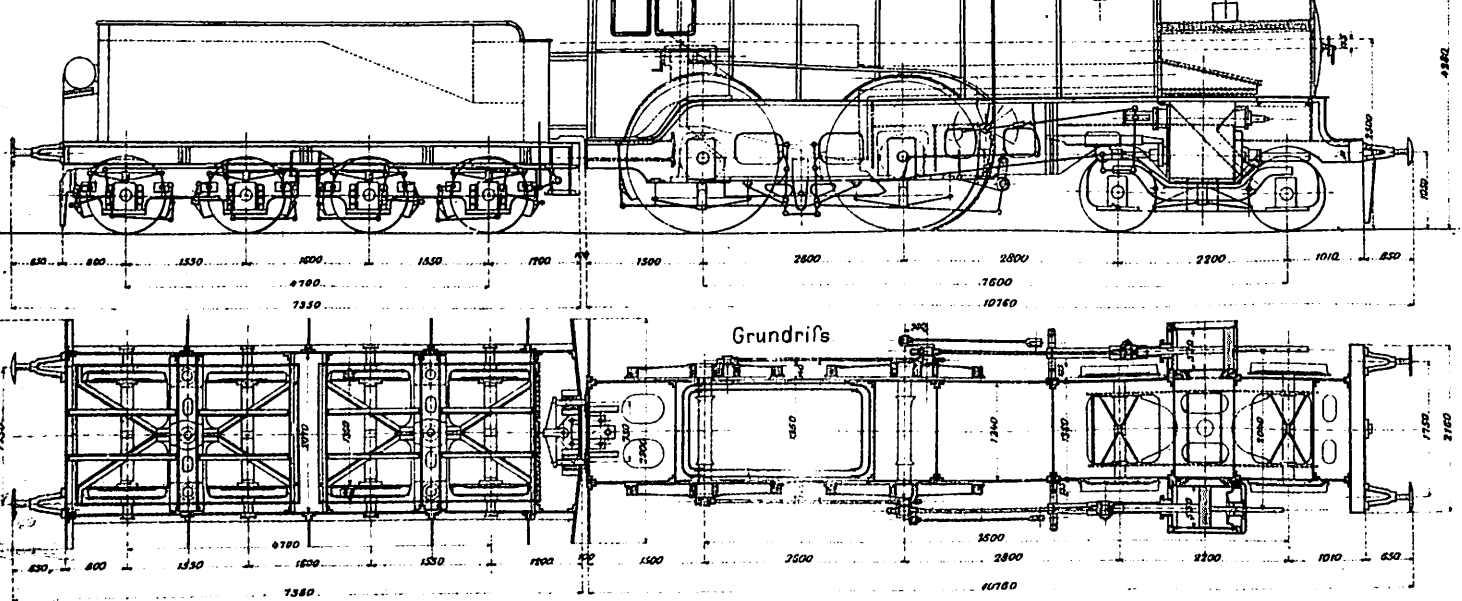
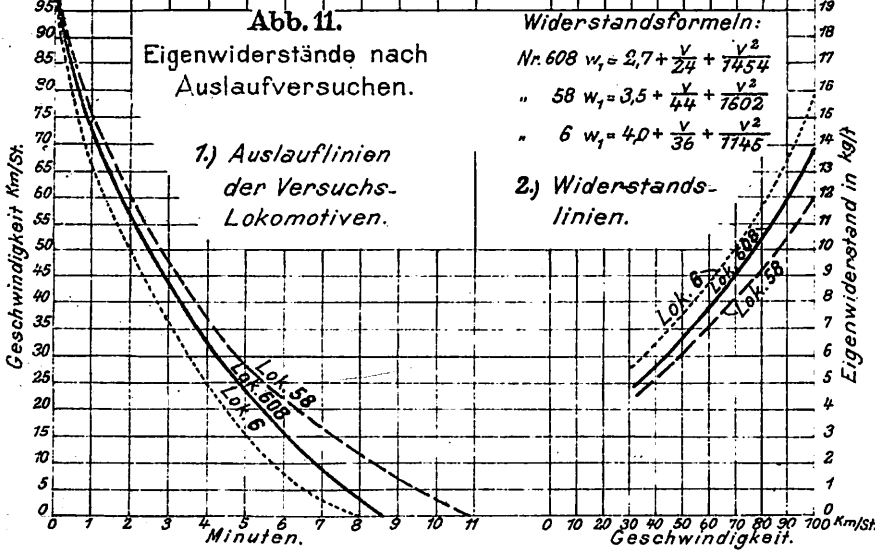
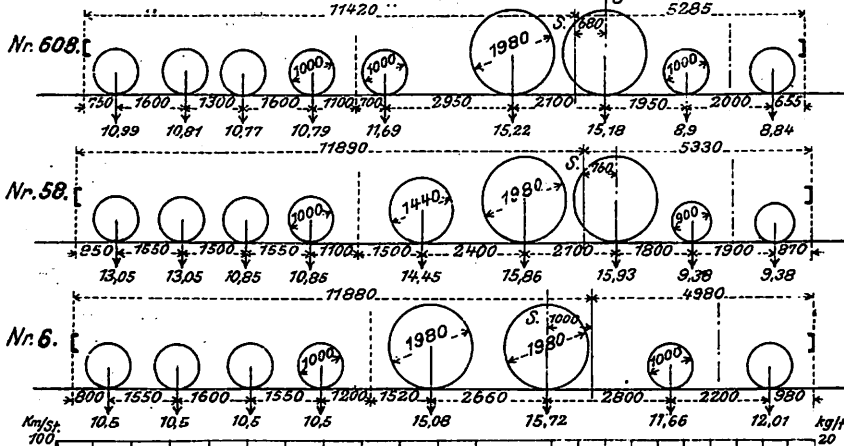


Abb. 3. $\frac{2}{4}$ gekuppelte zweizylindrige Zwillings-Heißdampf-Schnellzug-Lokomotive Nr. 6, Elberfeld. Maßstab 1:100.



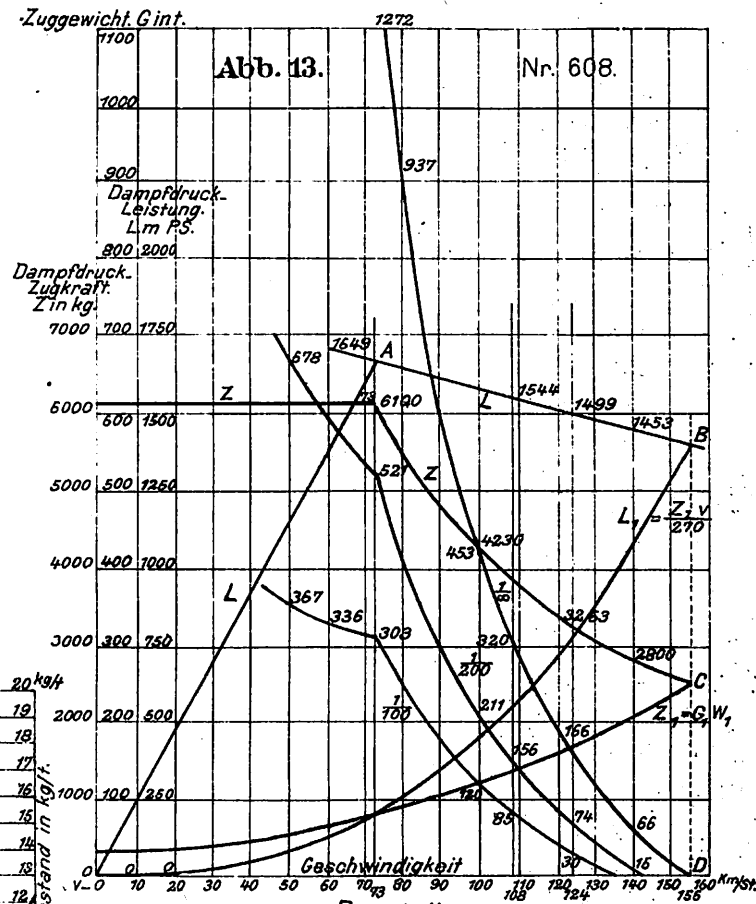
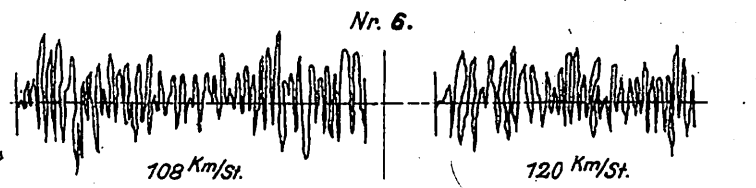
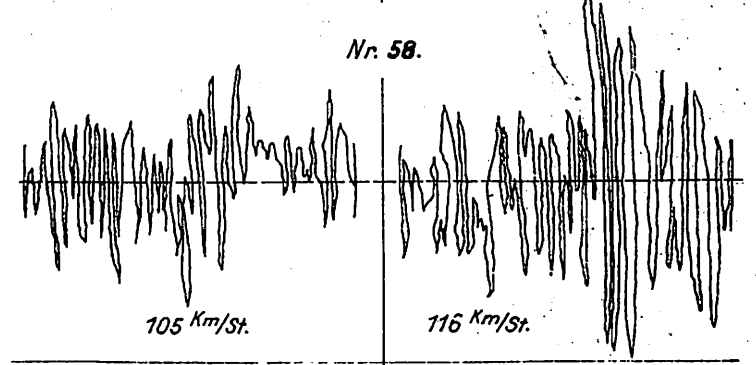
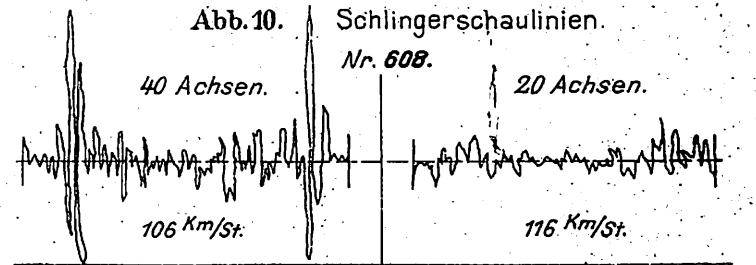
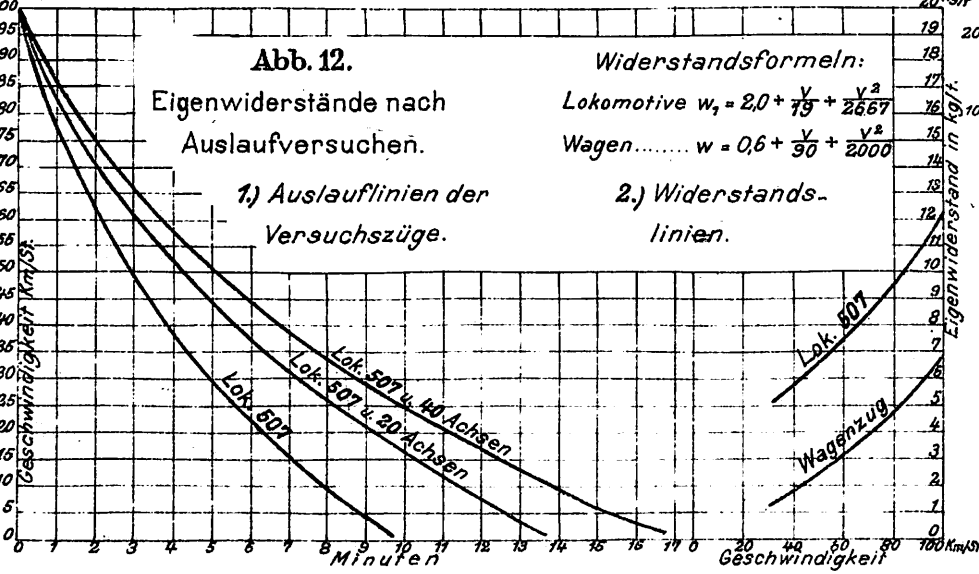
Schnellfahrversuche mit drei verschiedenen Lokomotivgattungen auf der Strecke Hannover-Spandau.

Abb. 4. Achs-Stände und -Belastungen.



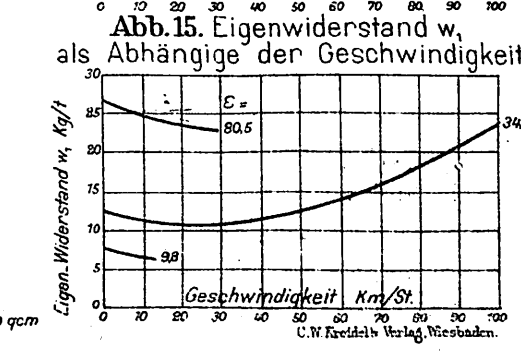
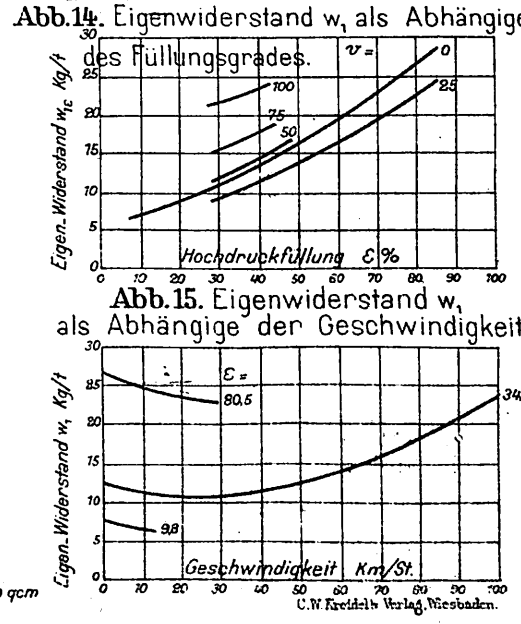
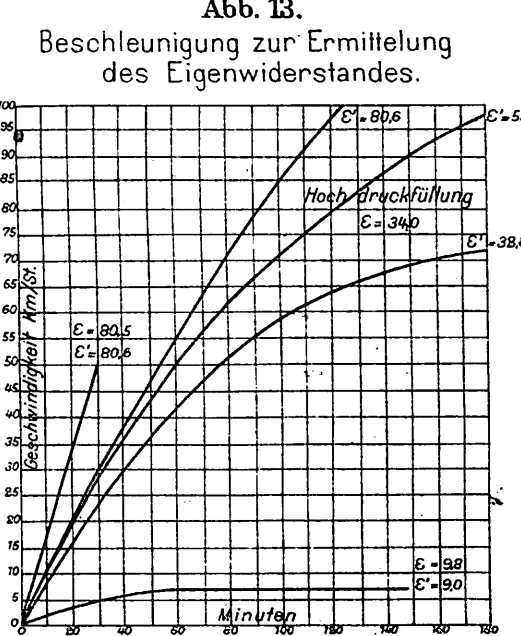
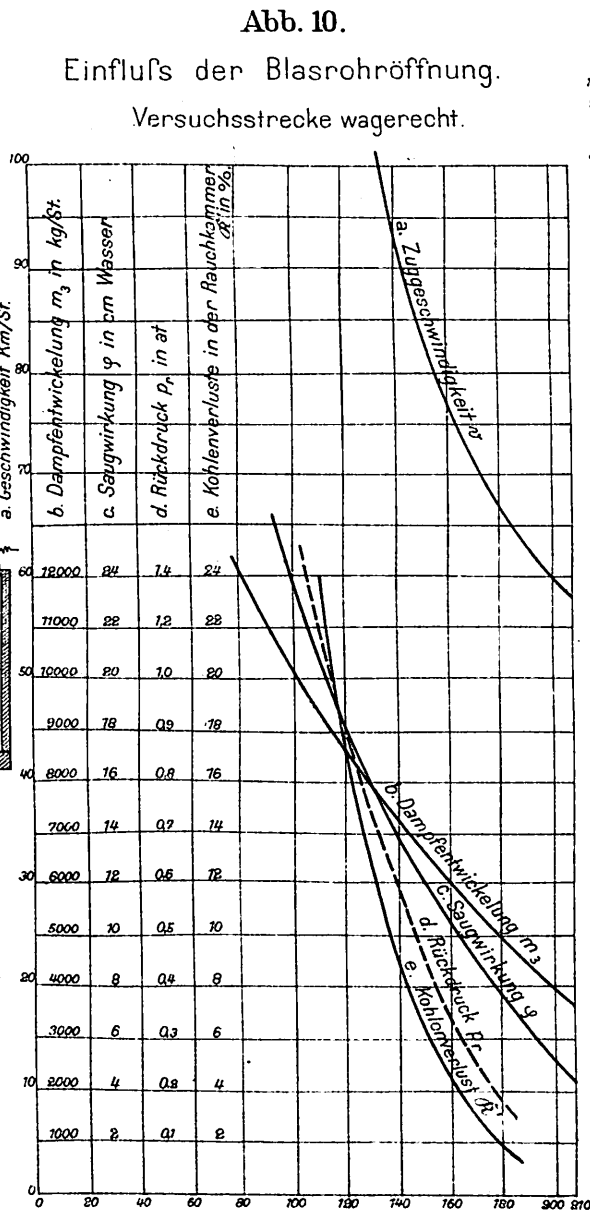
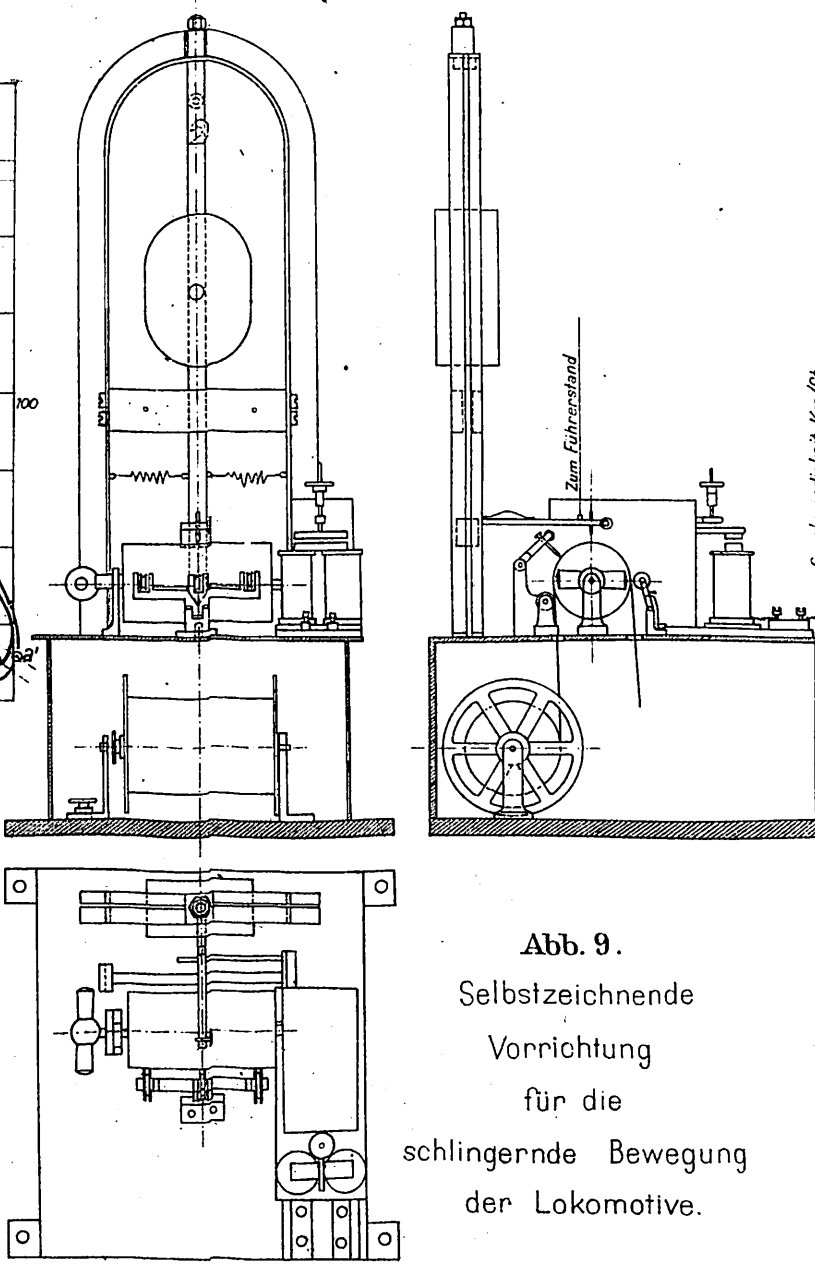
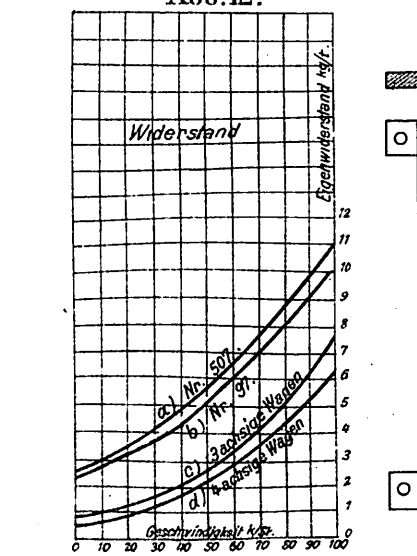
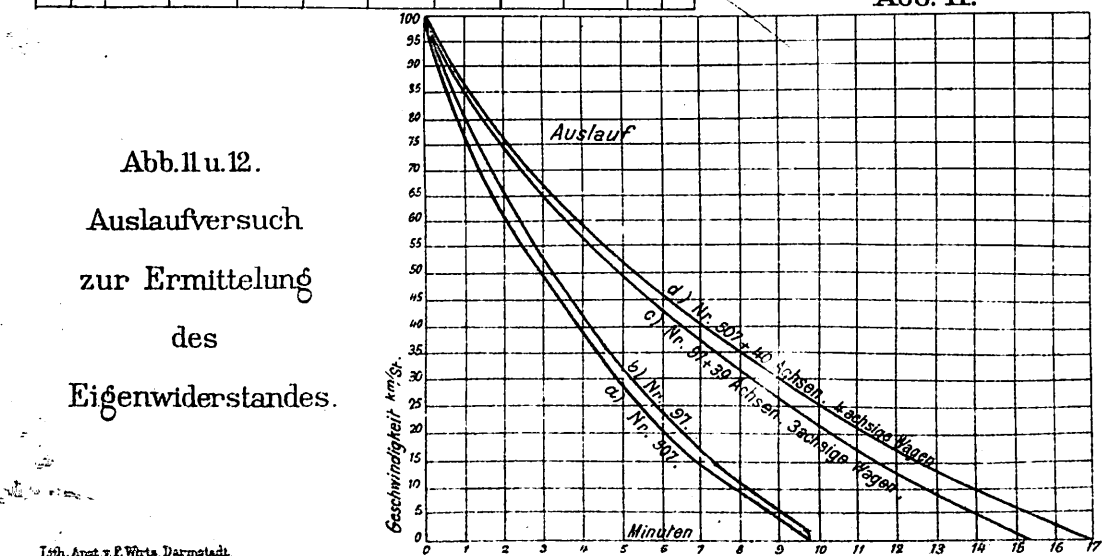
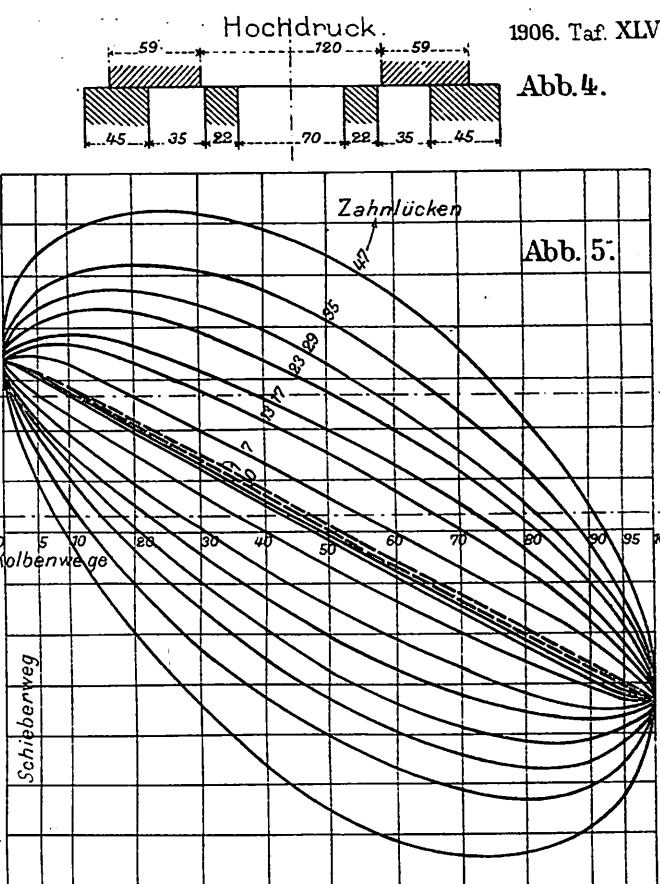
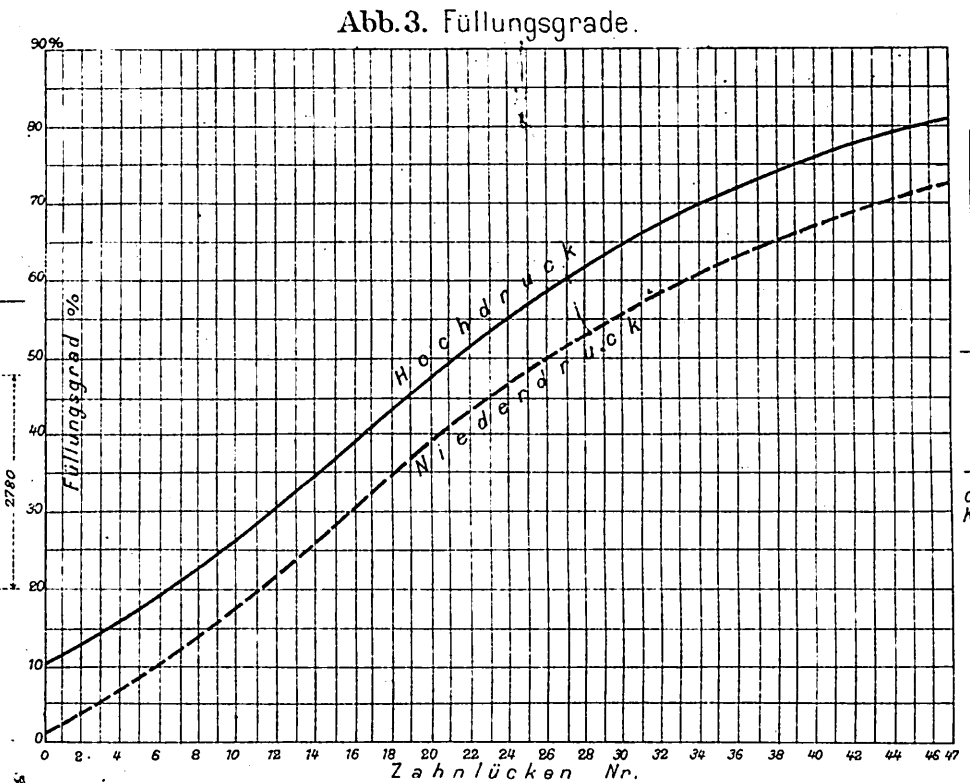
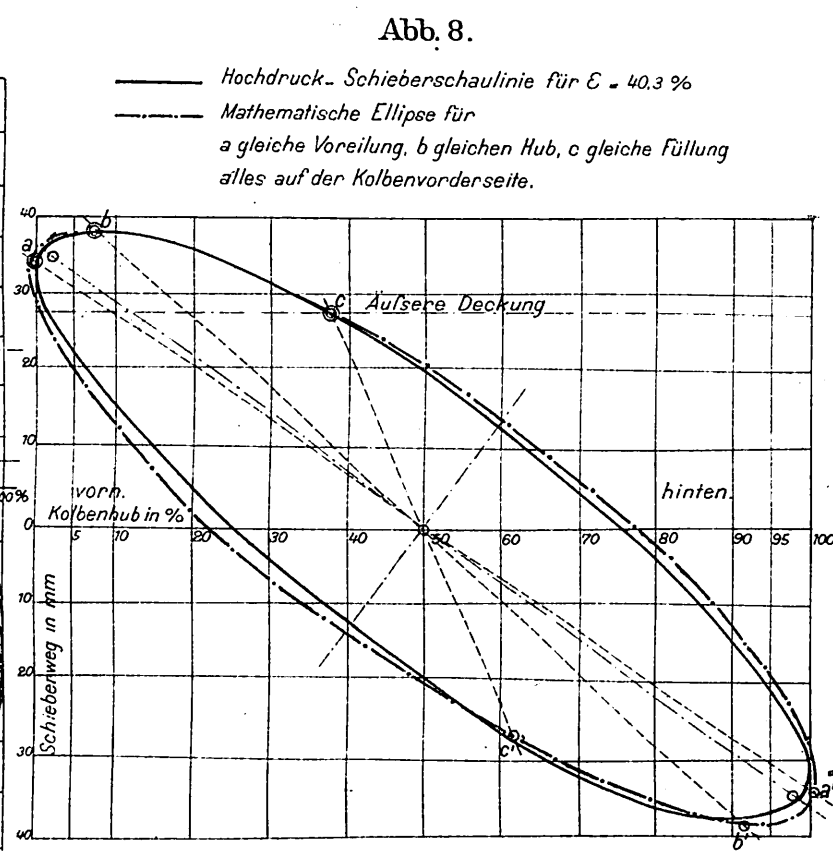
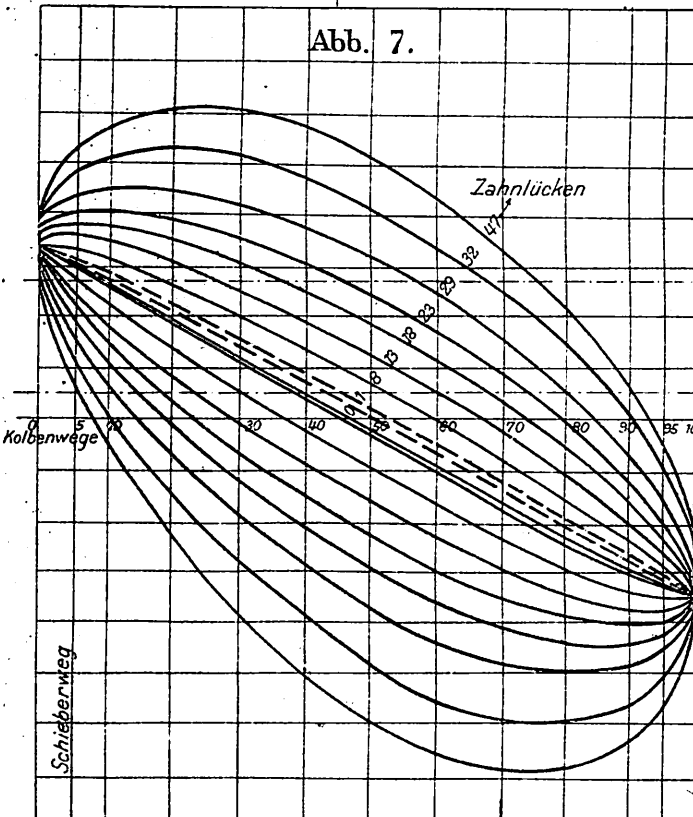
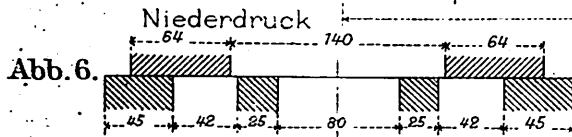
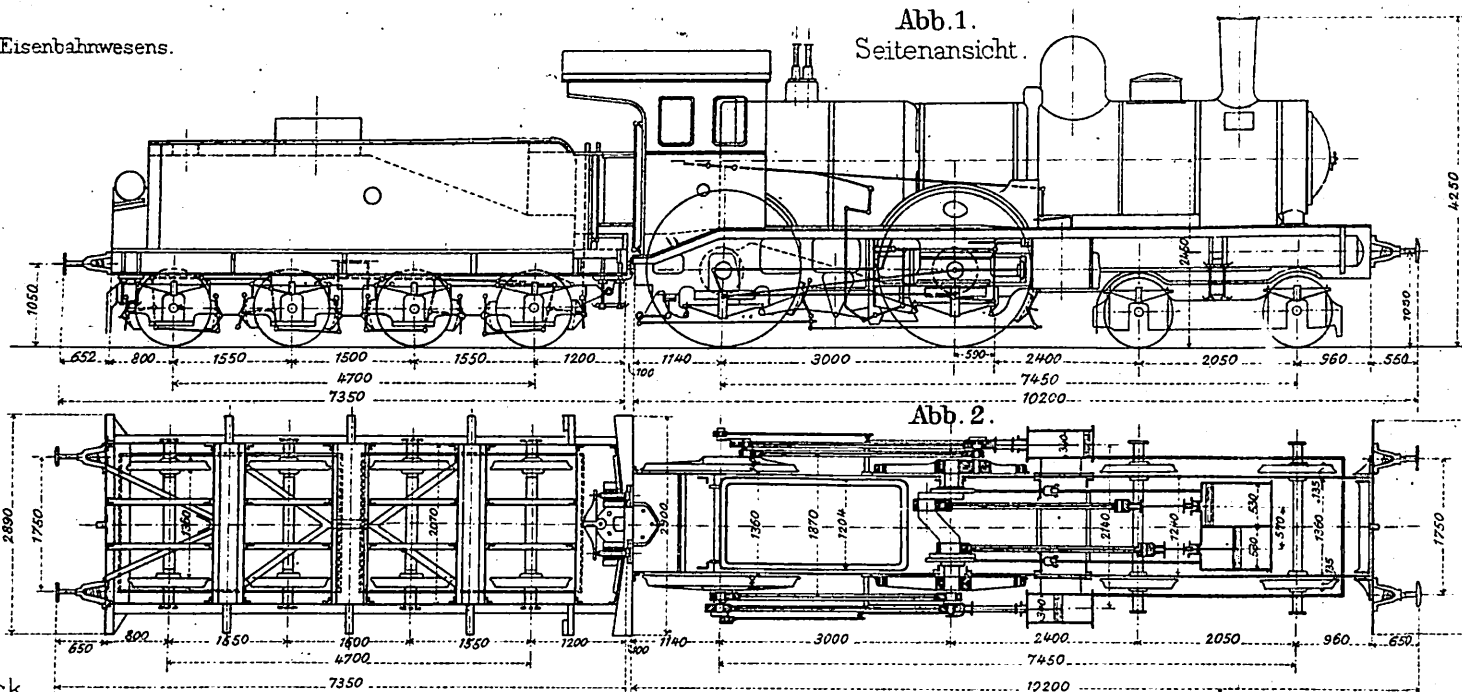
Gewichte.
 Lok. 507 = 94t.
 40 Achsen = 317,92t, $\gamma = \frac{G_L}{G} = 0,23$
 20 " = 156,40t, $\gamma = \frac{G_L}{G} = 0,47$.

1 Lokomotive 507 Auslaufweg $s = 5465$ m, Auslaufzeit $t = 9$ Minut. 45 Sek.
 2 " " 507 mit 40 Achsen " " $s = 8200$ m, " " $t = 16$ " 52 "
 3 " " 507 " 20 " " $s = 6002$ m, " " $t = 13$ " 44 "



Darstellung der eigenen und Dampfdruck-Zugkraft Z , und Z und der Leistung L , und L und der Zugstärke G .

Ergebnisse
der
Versuchsfahrten
mit einer
Vierzylinder
Lokomotive
Grafenstadener
Bauart.



Ergebnisse der Versuchsfahrten mit einer Vierzylinder-Lokomotive Grafenstadener Bauart.

Strecke Lehrte-Gardelogen.
Längenschnitt. Längen 1:120000. Höhen 1:4000.

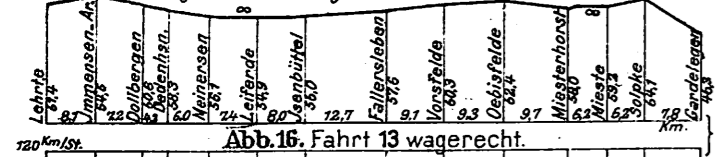
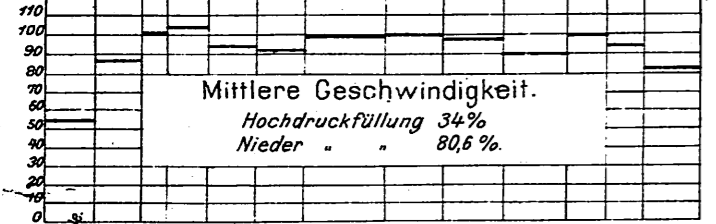


Abb. 16. Fahrt 13 wagerecht.



Mittlere Geschwindigkeit.
Hochdruckfüllung 34%
Nieder " 80,6%

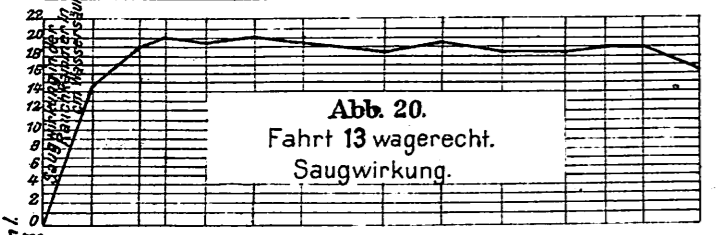


Abb. 20. Fahrt 13 wagerecht. Saugwirkung.

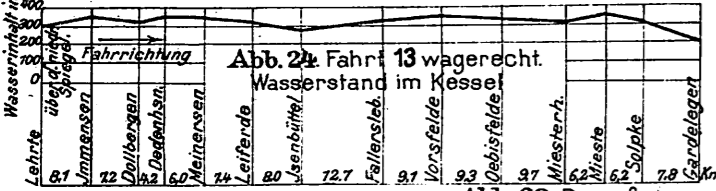


Abb. 24. Fahrt 13 wagerecht. Wasserstand im Kessel.

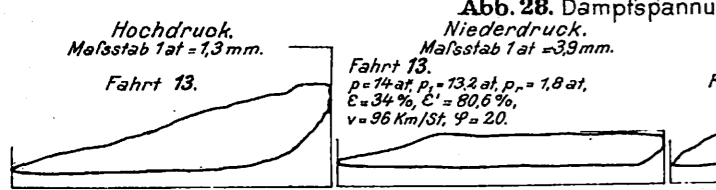


Abb. 28. Dampfspannung. Schaulinien.

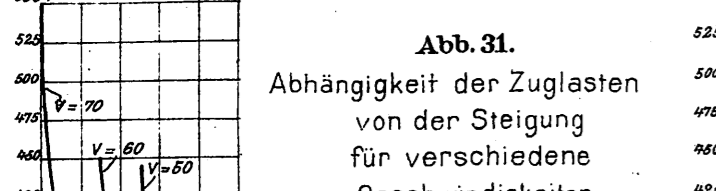
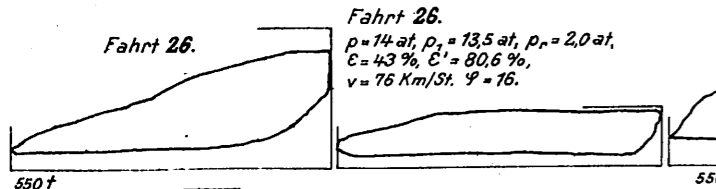
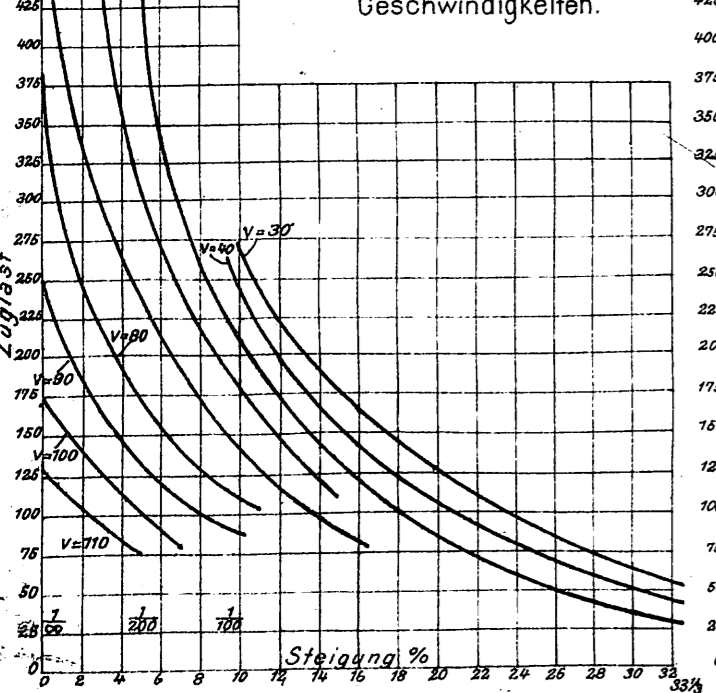


Abb. 31. Abhängigkeit der Zuglasten von der Steigung für verschiedene Geschwindigkeiten.



Strecke Gütersloh-Brackwede.
Längenschnitt. Längen 1:40000. Höhen 1:8000. 5‰

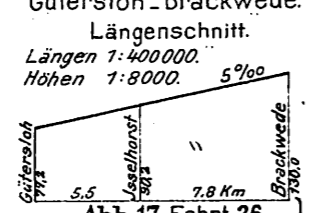
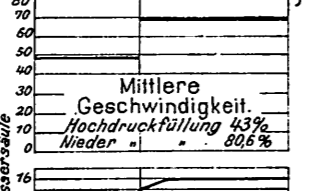


Abb. 17. Fahrt 26.



Mittlere Geschwindigkeit.
Hochdruckfüllung 43%
Nieder " 80,6%



Abb. 21. Fahrt 26. Saugwirkung.

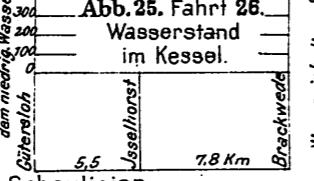


Abb. 25. Fahrt 26. Wasserstand im Kessel.

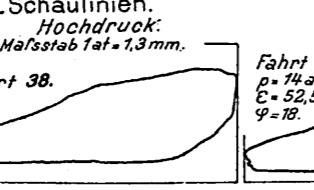
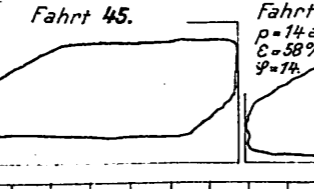


Abb. 28. Dampfspannung. Schaulinien.



Strecke Hettstedt-Mansfeld.
Längenschnitt. Längen 1:40000. Höhen 1:8000.

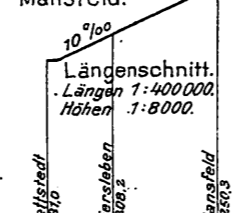
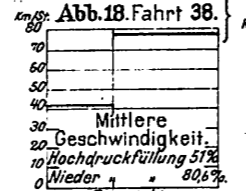


Abb. 18. Fahrt 38.



Mittlere Geschwindigkeit.
Hochdruckfüllung 51%
Nieder " 80,6%

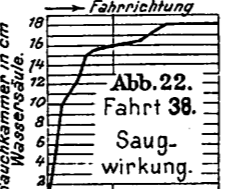


Abb. 22. Fahrt 38. Saugwirkung.

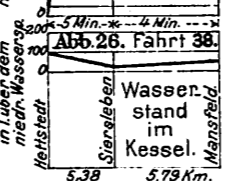


Abb. 26. Fahrt 38. Wasserstand im Kessel.

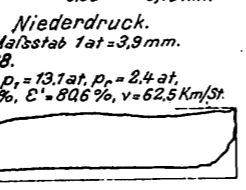
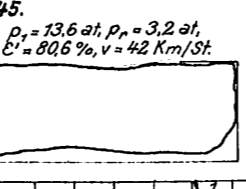


Abb. 28. Dampfspannung. Schaulinien.



Strecke Erkrath-Hochdahl.
Längenschnitt. Längen 1:100000. Höhen 1:4000. 33,3‰

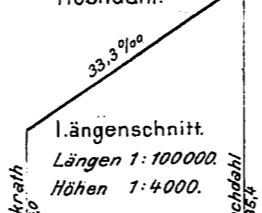
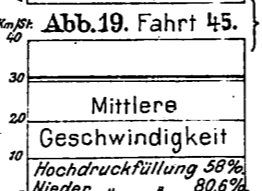


Abb. 19. Fahrt 45.



Mittlere Geschwindigkeit.
Hochdruckfüllung 58%
Nieder " 80,6%

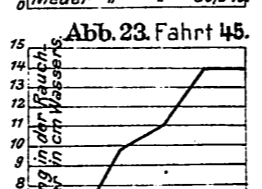


Abb. 23. Fahrt 45. Saugwirkung.

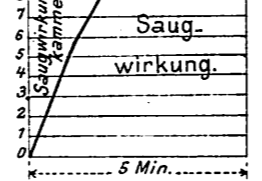


Abb. 27. Fahrt 45. Wasserstand im Kessel.

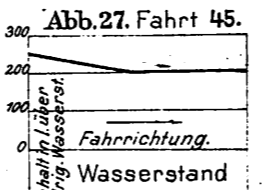


Abb. 28. Dampfspannung. Schaulinien.

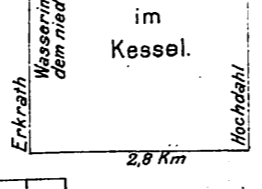


Abb. 30. Leistungslinien.

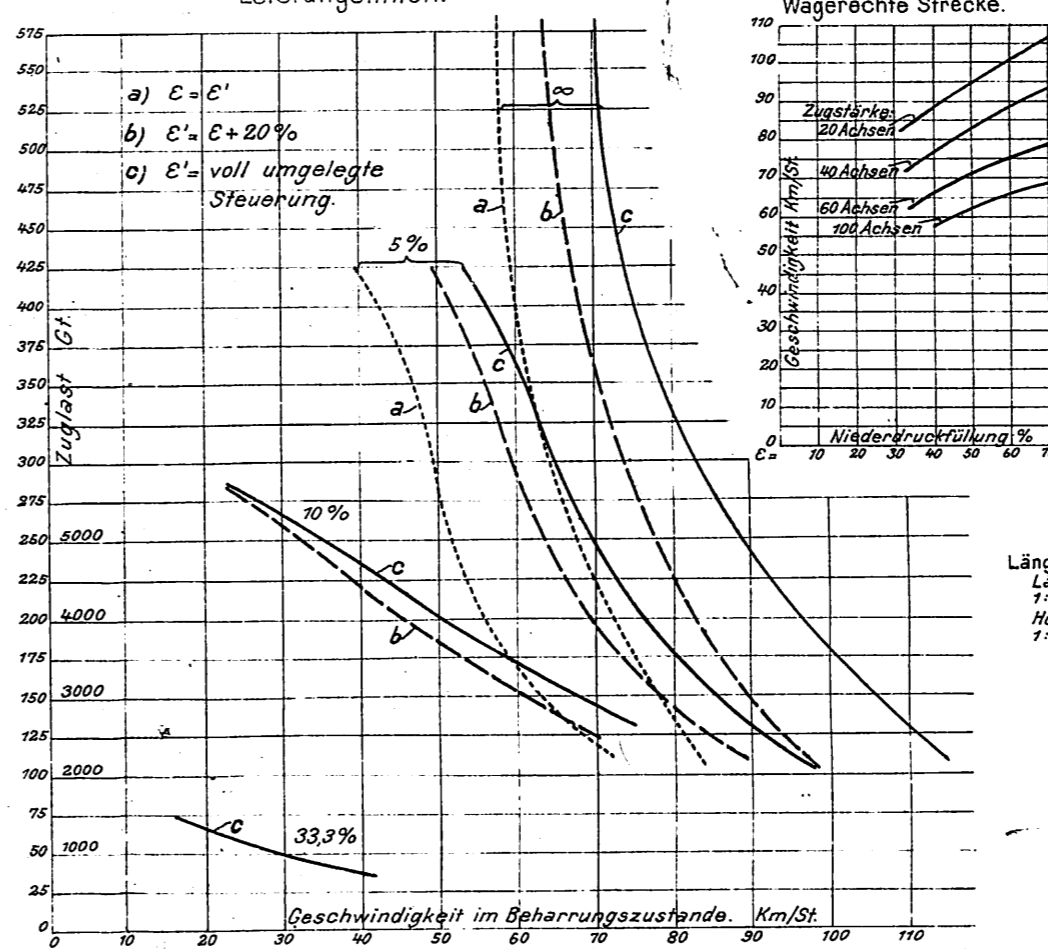


Abb. 34. Eigenwiderstände der Lokomotive unter Dampf w_l der Wagen w_w.

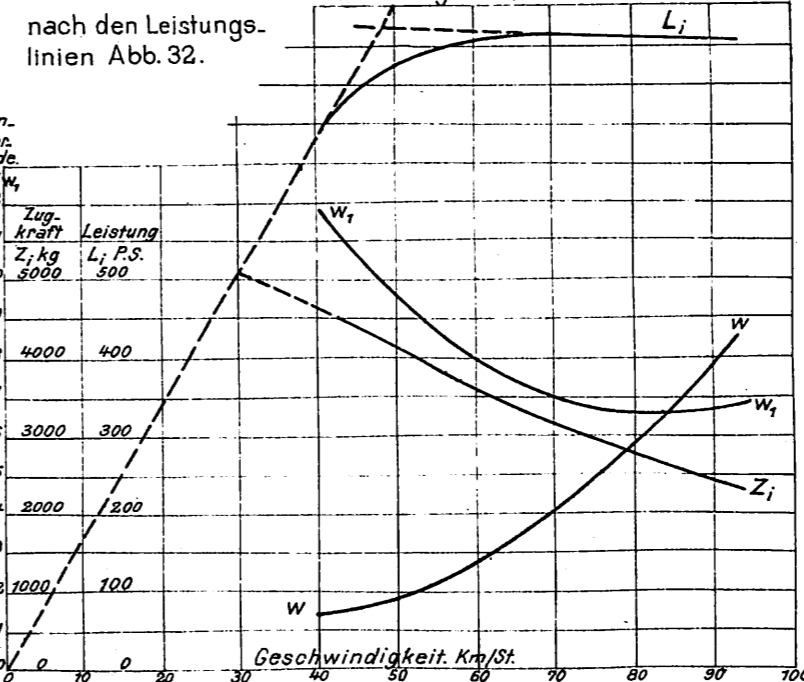


Abb. 29. Schlinger-Aufzeichnungen.

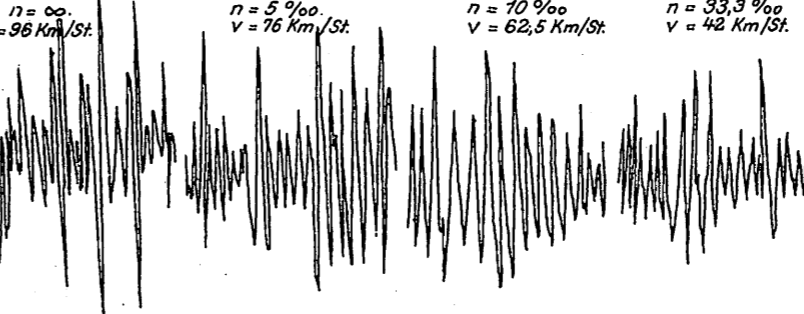


Abb. 40. Einfluss der Niederdruckfüllung. Wagerechte Strecke.

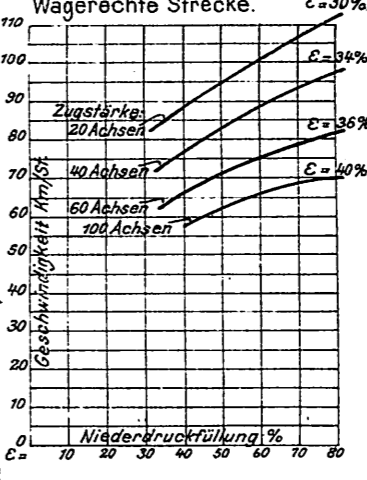


Abb. 33. Annähernde Linie für die Zuggeschwindigkeit als Abhängige der Steigung für verschiedene Zuglasten.

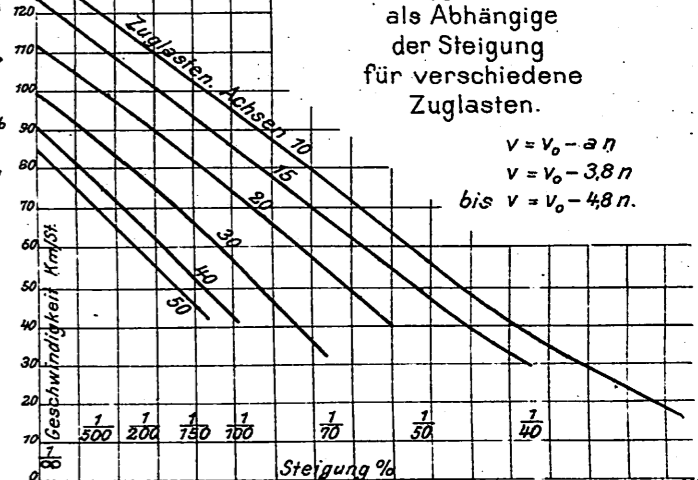
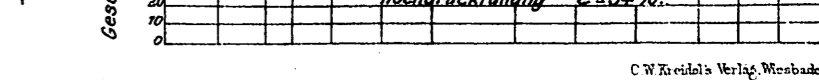
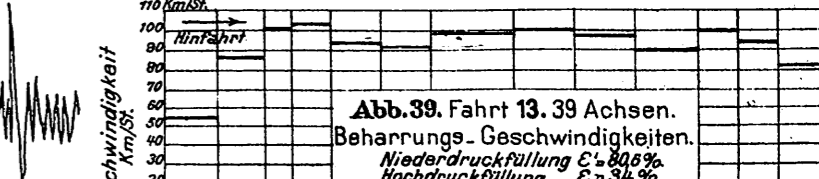
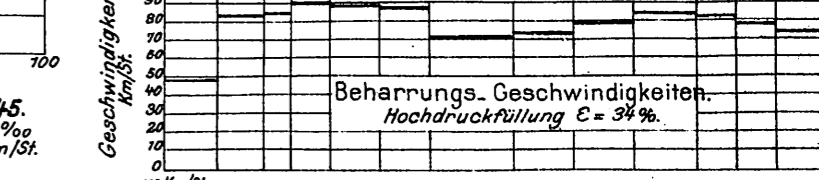
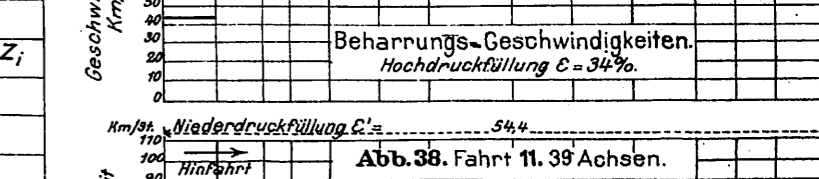
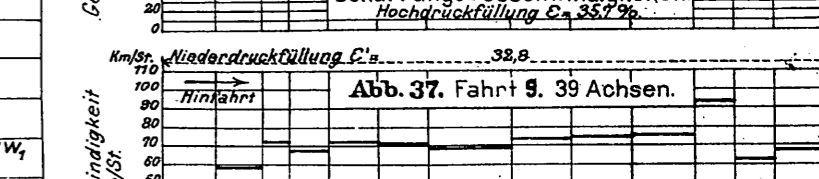
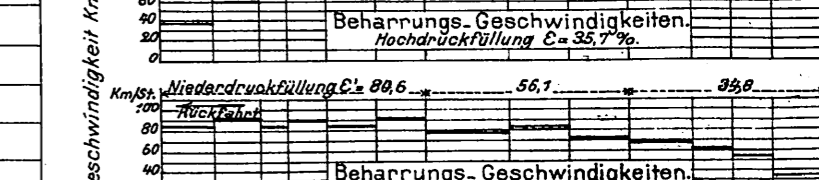
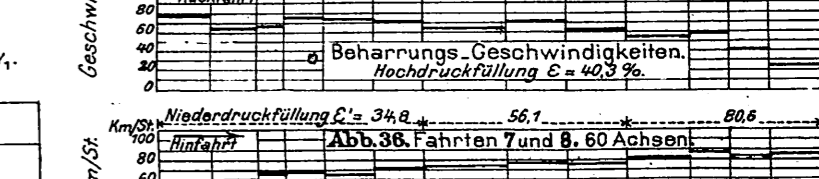
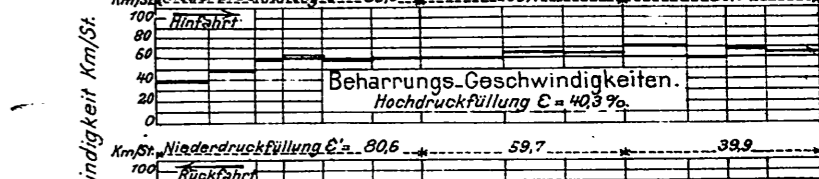
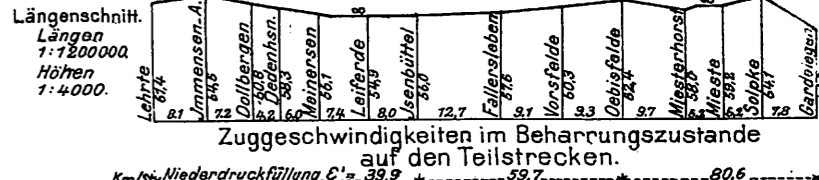


Abb. 35. Fahrten 5 und 6. 100 Achsen.



Ergebnisse der Versuchsfahrten mit einer Vierzylinder Lokomotive Grafenstadener Bauart.

