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Nr. ~~203/1~~ 206/2







# MOSTY DREWNIANE

CZEŚĆ I.

MOSTY BELKOWE I JARZMA

WYKŁADY

D<sup>RA</sup> MAKSYMILIANA THULLIEGO

RADCY DWORU, PROFESORA SZKOŁY POLITECHNICZNEJ WE LWOWIE.

---

B. ATLAS.

WYDANIE TRZECIE.

---

Cena za tekst i atlas 12 K 50 h.

---

LWÓW, 1913.

SKŁAD GŁÓWNY W KSIĘGARNI ZIENKOWICZA I CHĘCIŃSKIEGO WE LWOWIE.  
Z I. ZWIĄZKOWEJ Drukarni we Lwowie, ul. Lindego L. 4.

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Nr. 203/1  
206/2





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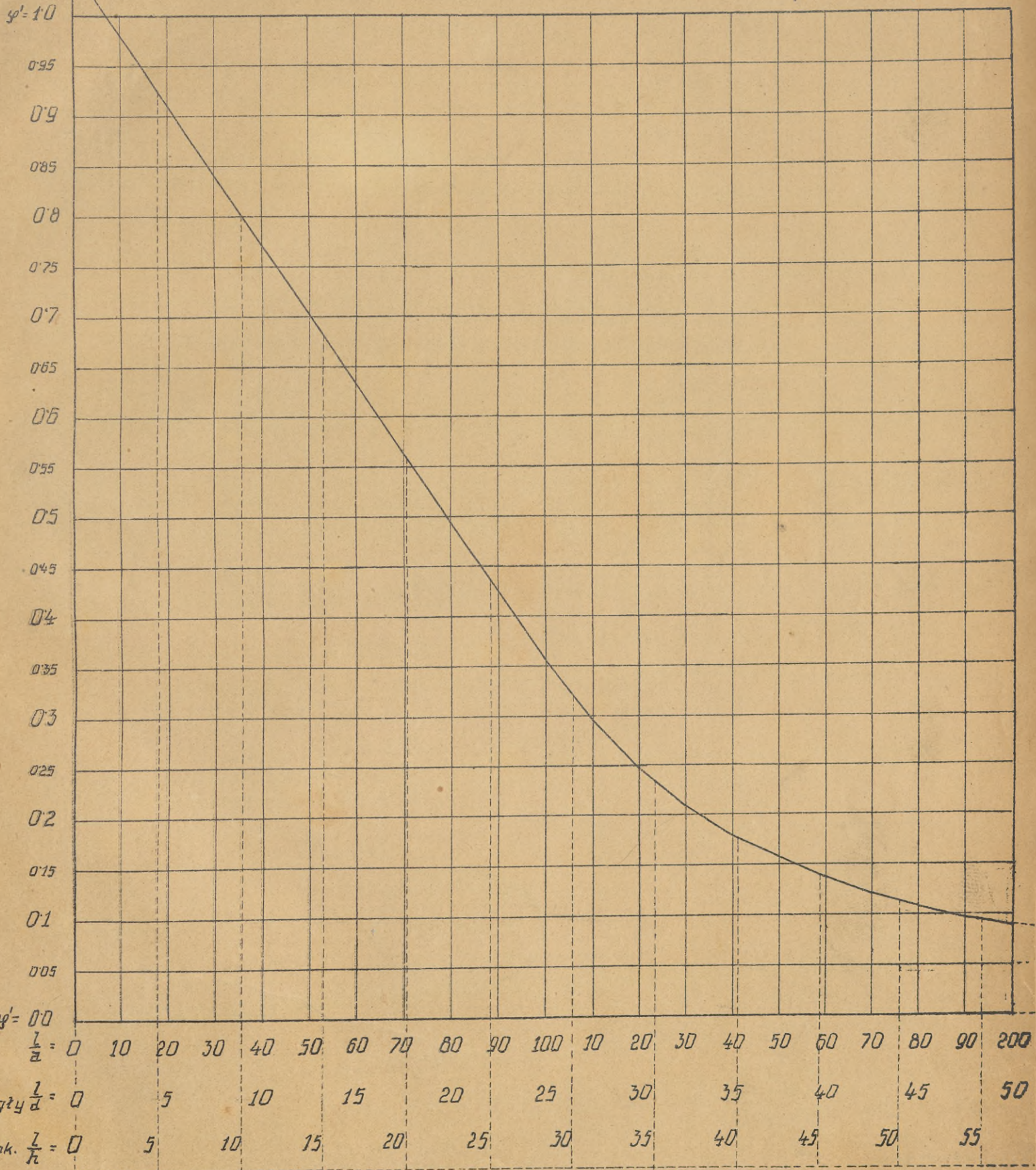


# Spółczynnik zmniejszający dla drzewa

według Tetmajera

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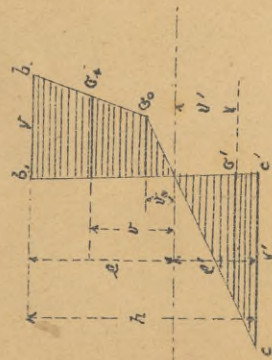




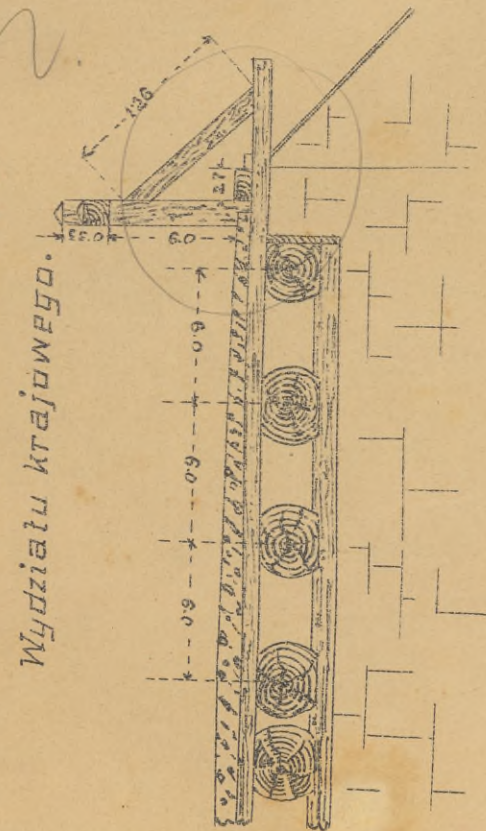
ПОМОСТЫ.

Рис. 2. Мост дорожный в виде нормали.

Выдѣлу krajowego.



1:50

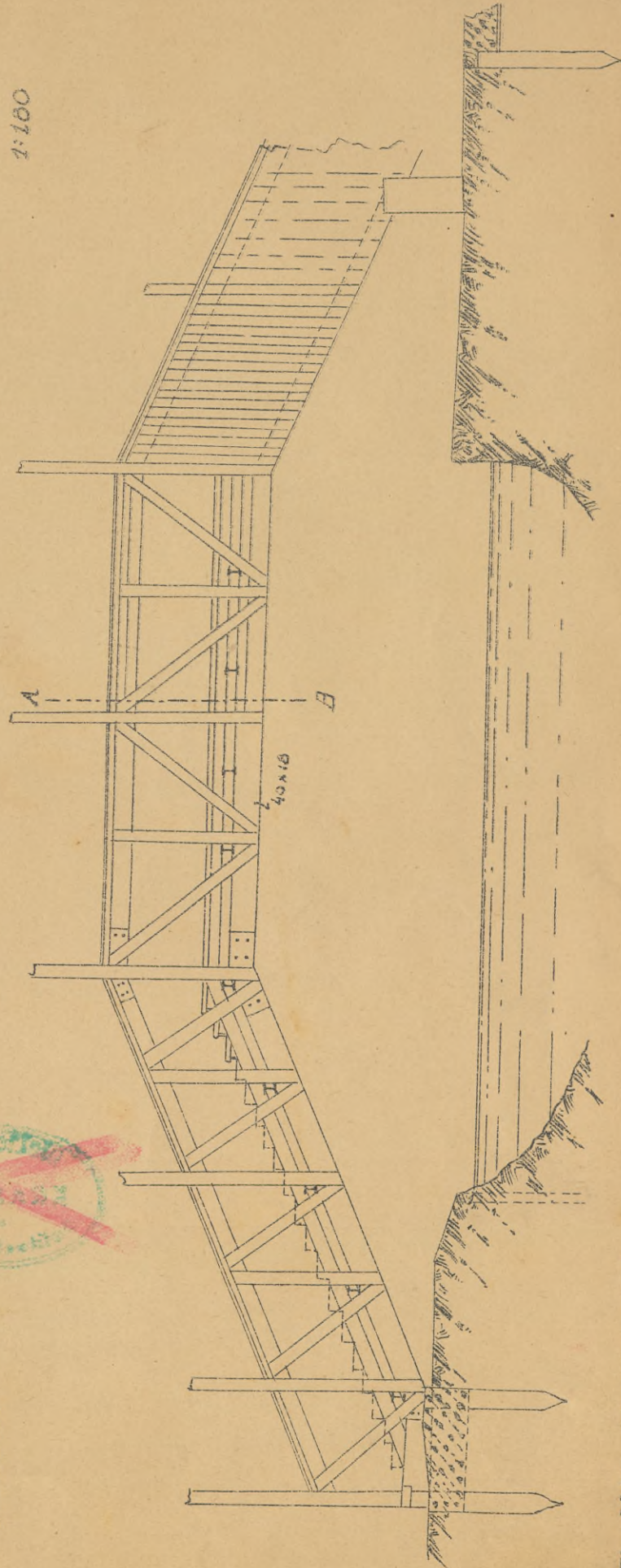


1:50

Рис. 3а. Кладка на канале в Еднбург.

Видок. 1:180.

1:180



Er.M. Thullie. Мосты дров. I

Жуков











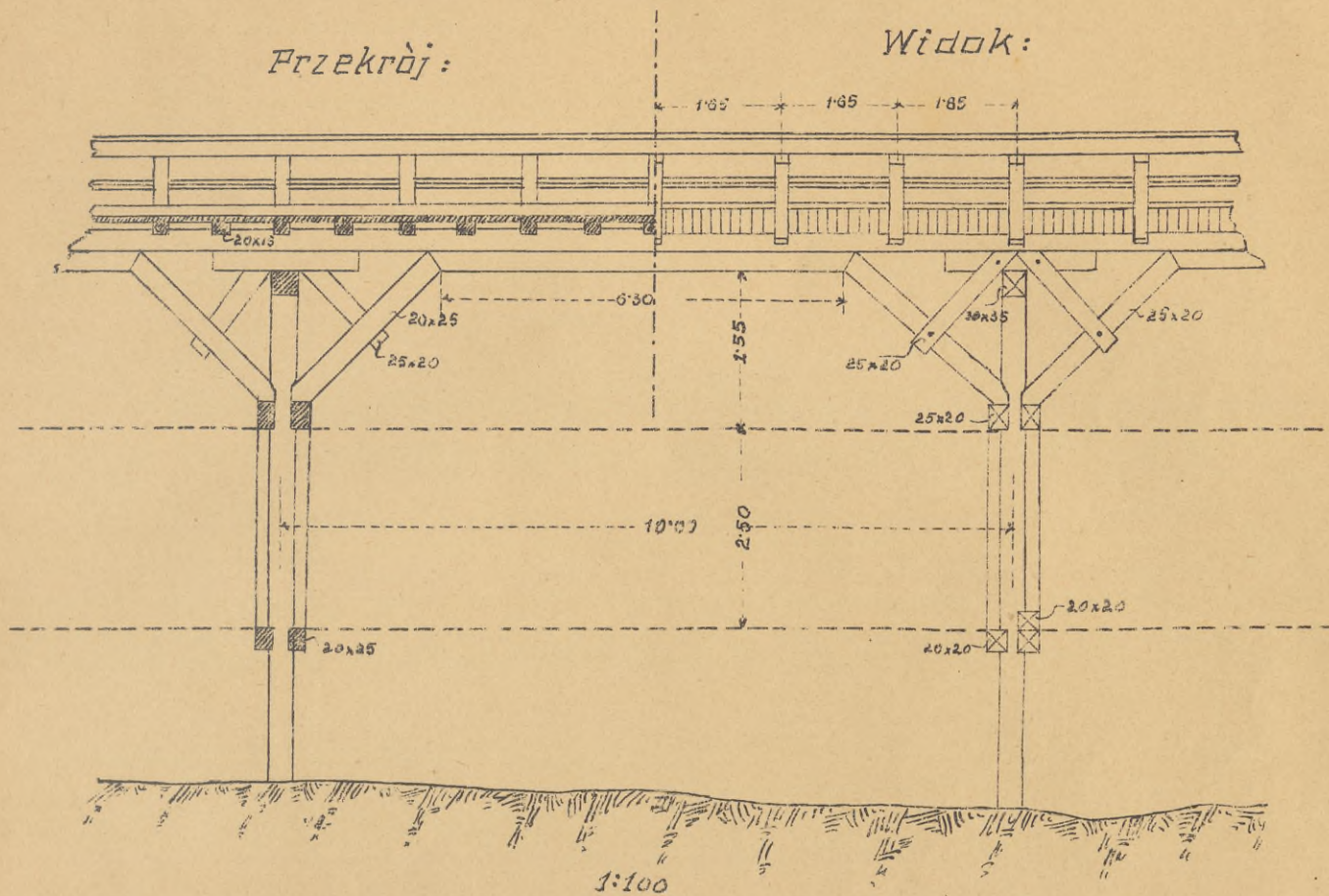




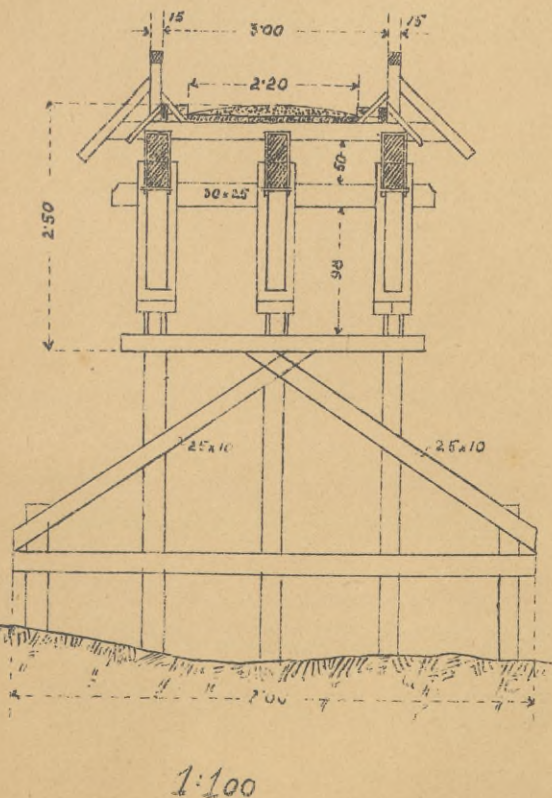




Rys. 1. a. Most nad rzeką Hère.



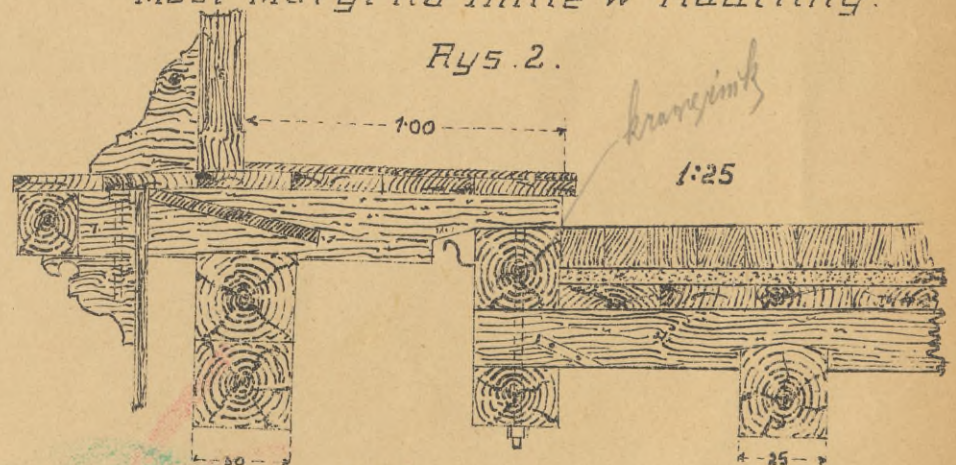
Rys. 1. b. Przekrój A-B.



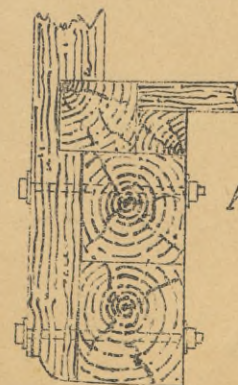
Szczegóły pokrycia:

Most Maryi na Innie w Hautling.

Rys. 2.



Rys. 3.



Kolej południowa

1:20

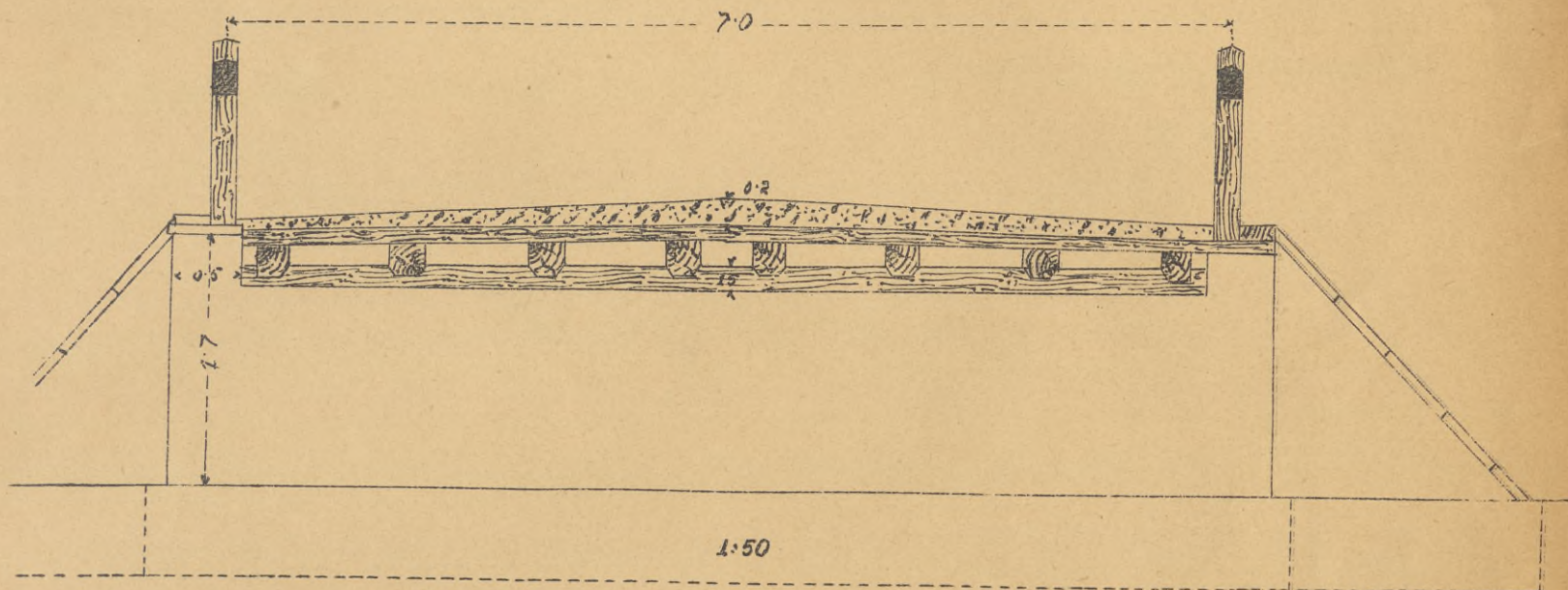






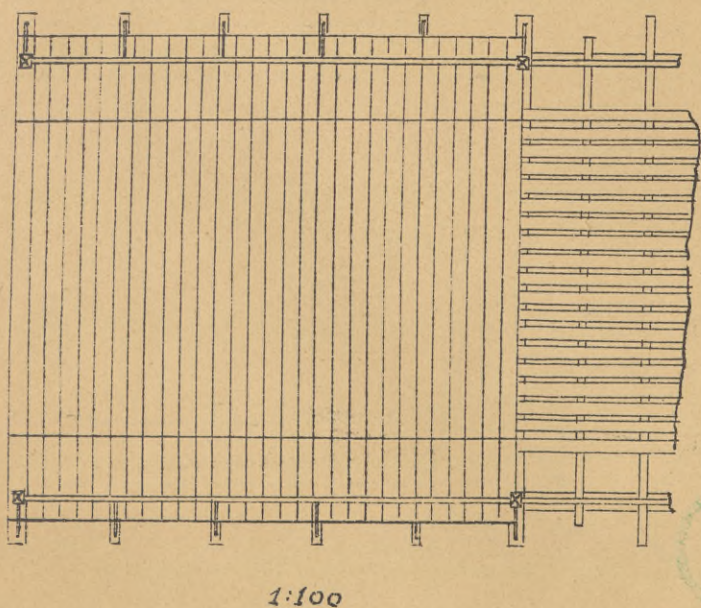
Pomosty:

Rys. 1. Mosty galicyjskie krajowe.

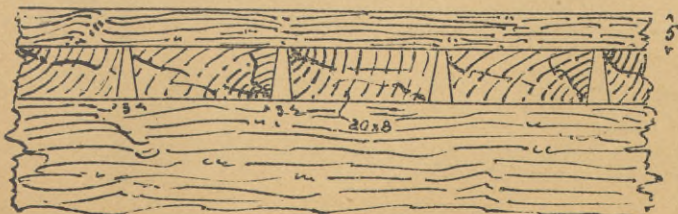
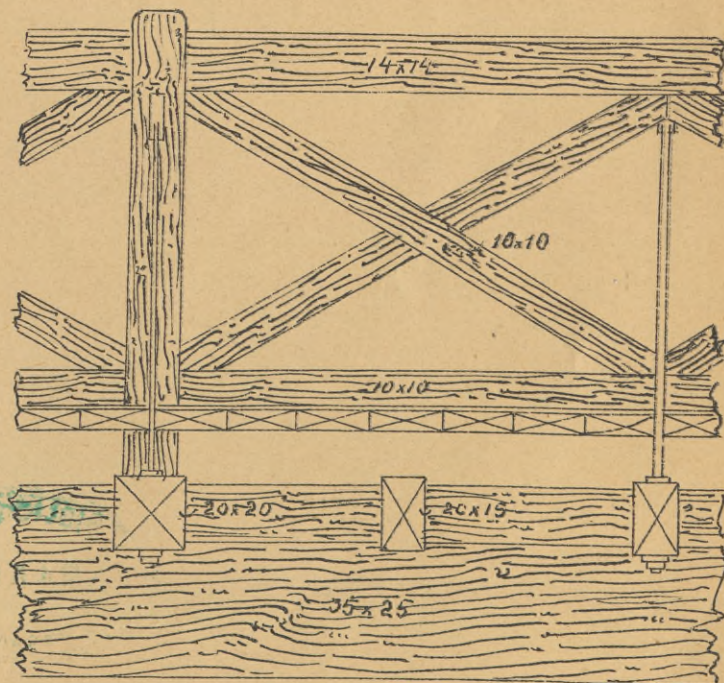


Most na drodze Paryż-Orlean:

Rys. 2a. Rzut poziomy.



Rys. 2.b. Widok.



1:10 Rys. 2.c. Szczegół pokrycia.







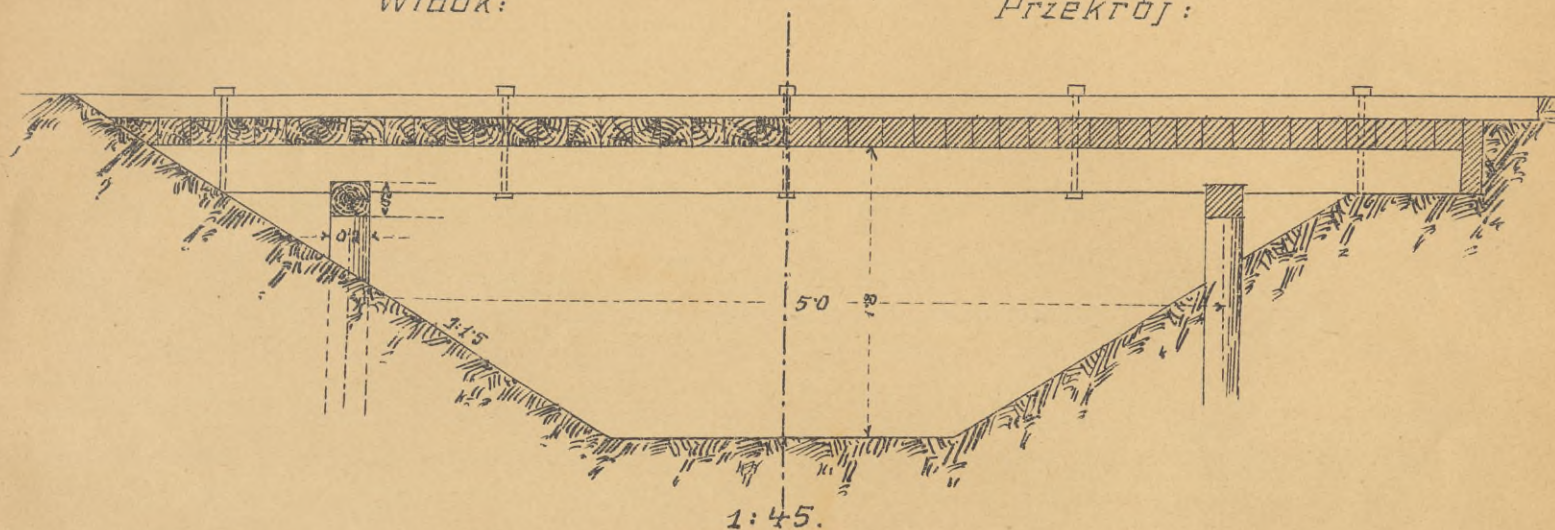
# Pomosty.

Kolej austr. półn.-zachodnia.

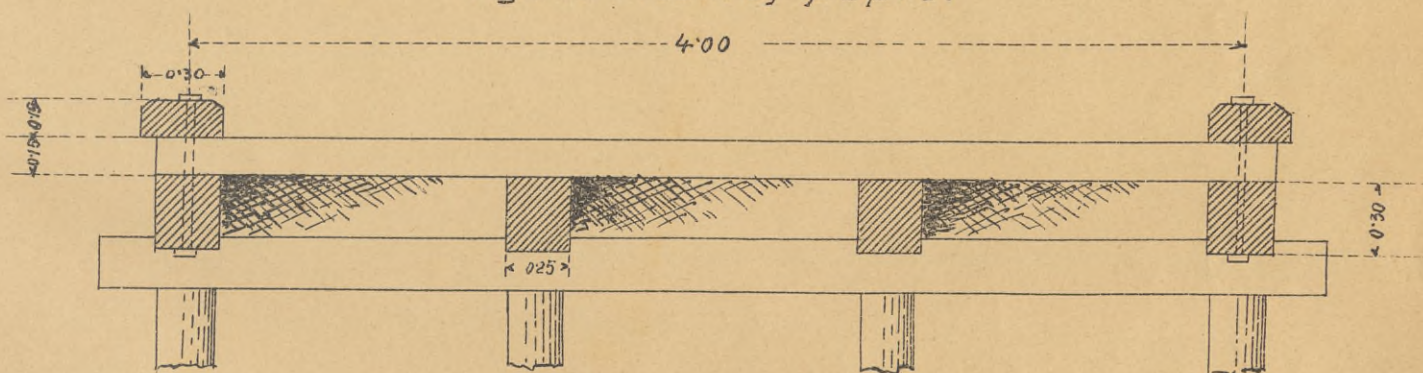
Rys. 1a.

Widok:

Przekrój:

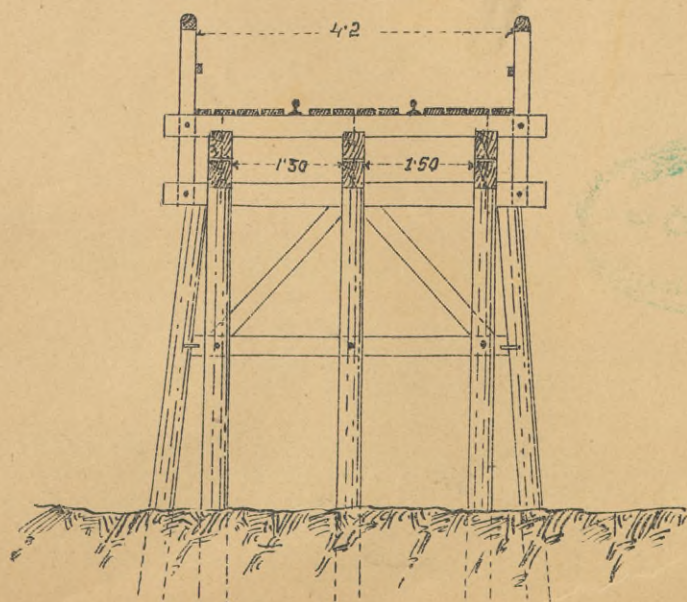


Rys. 1b. Przekrój poprz.

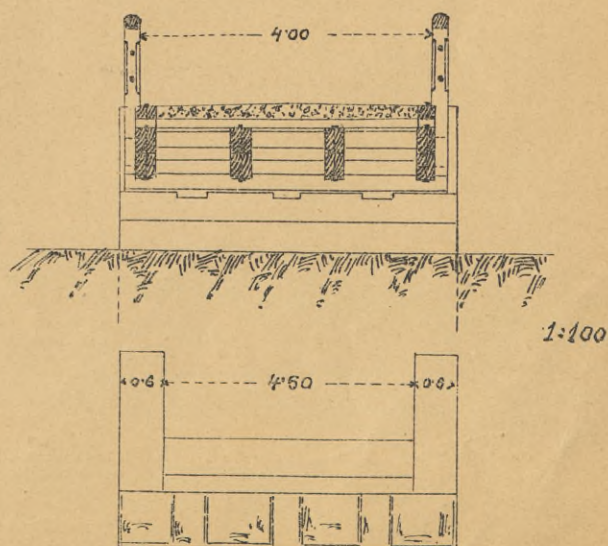


Kolej austr. południowa:

Rys. 2.



Rys. 3.





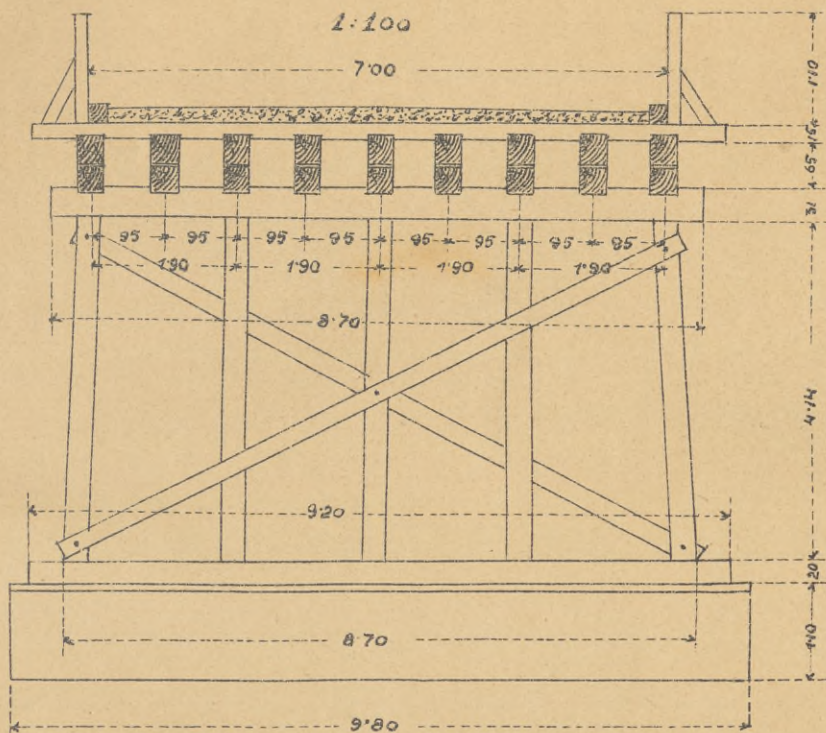




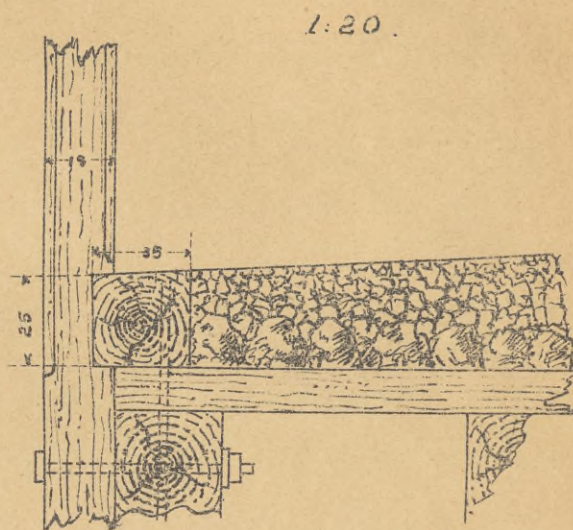
# Pomosty.

Most drogowy kolei Karola Ludwika.

Rys. 1.



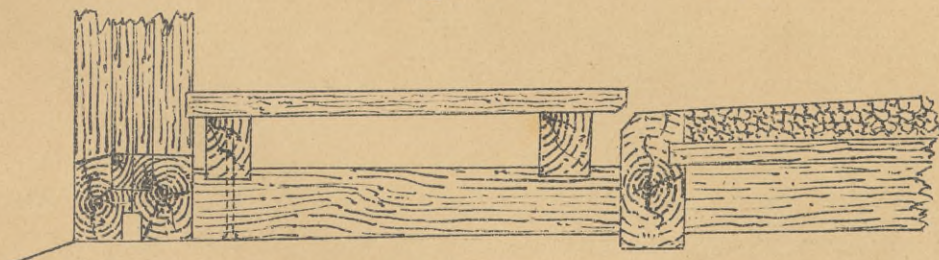
Rys. 2. Most kolei półn.-wschodniej.



Most przy hotelu Europejskim w Badeniu.

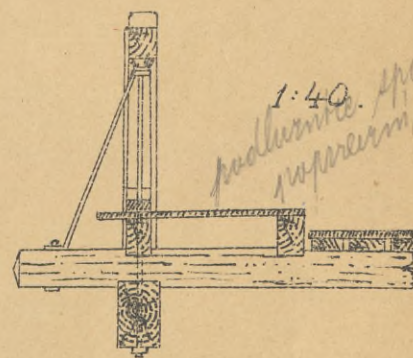
Rys. 3.

1:20



Most kolei Paryż - Orlean

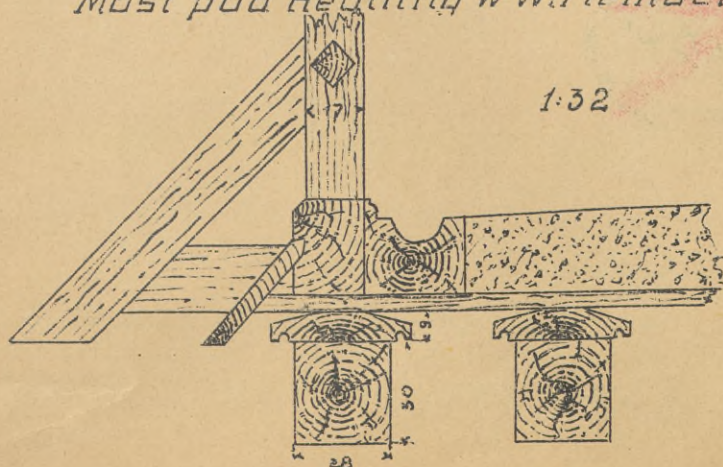
Rys. 4.



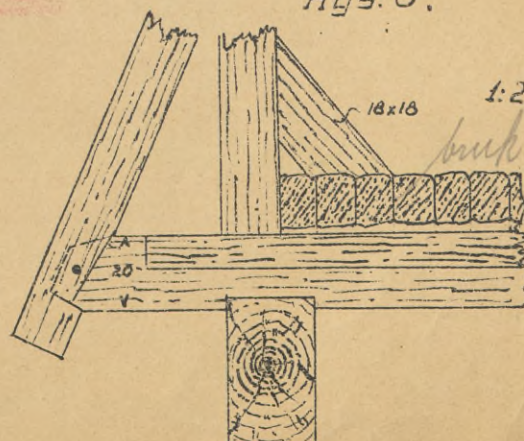
Rys. 5

Most pod Heutling w Wirtembergii.

1:32



Rys. 6.





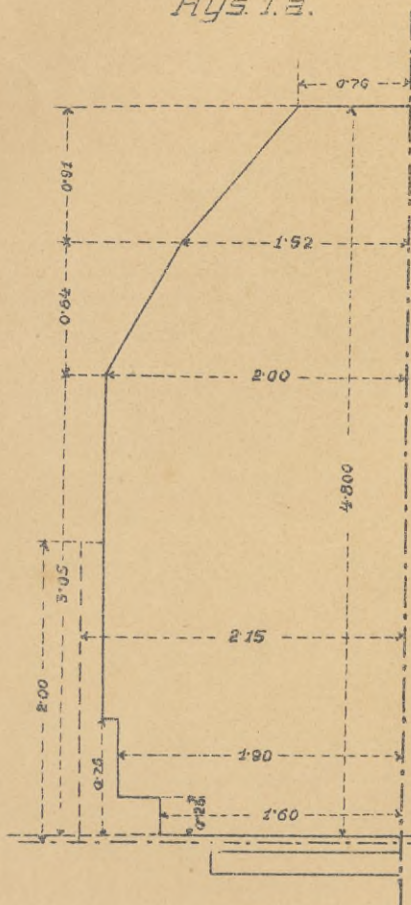




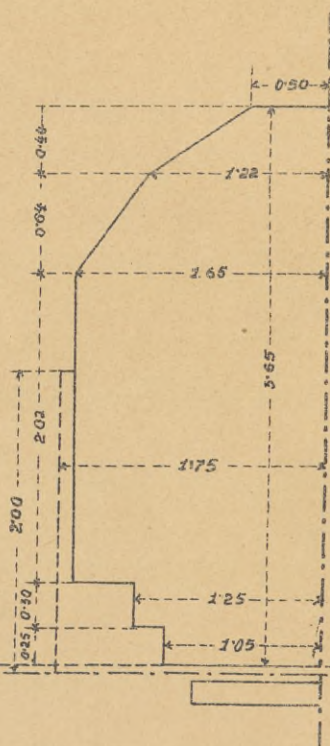
## Szerokość pomostu:

Profile wolnego przejazdu dla kolei.

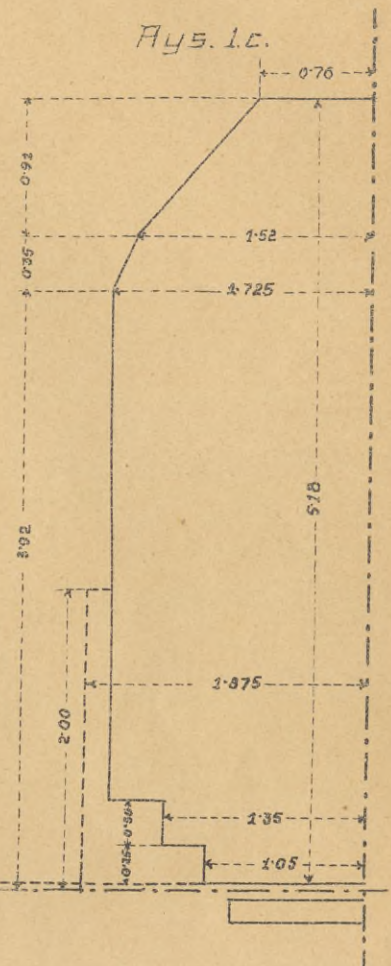
Rys. 1.a.



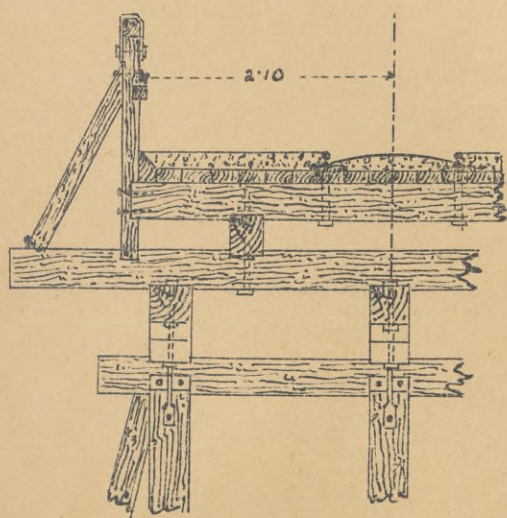
Rys. 1.b.



Rys. 1.c.

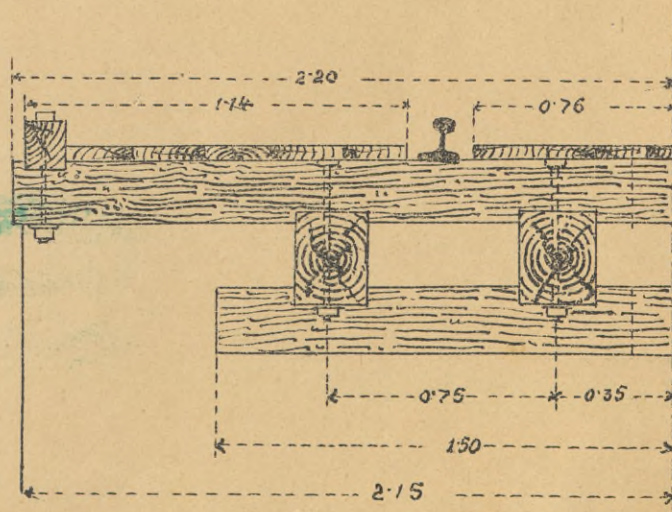


Rys. 2.

Most na Manawacie  
N. Zelandya.

Rys. 3.

Most kolei Jarosław-Sokal.



Rys. 4.



Most na Nekarze przy Canstadt

1:100



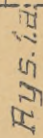




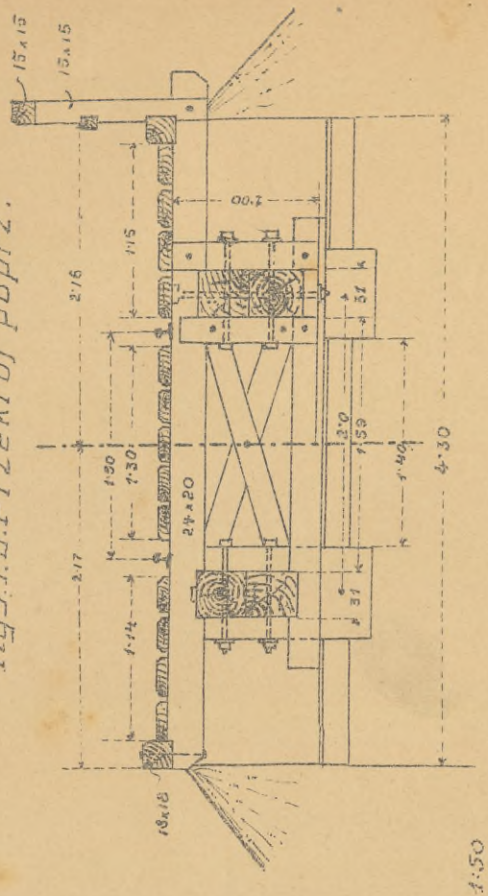
Tabl. 10.

Most kolei lokalnej bukowinskiej:

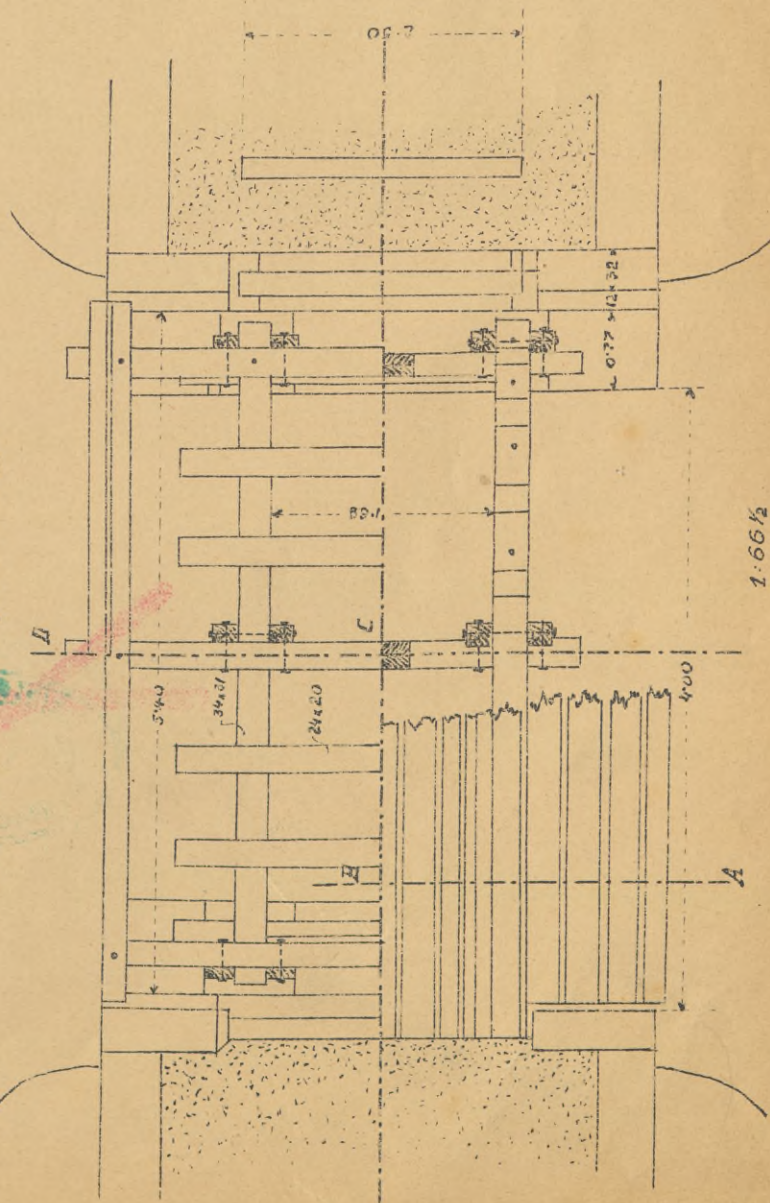
Widok



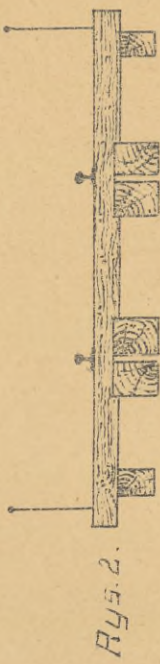
Рыс. 1. б. Пржектòй поргз.



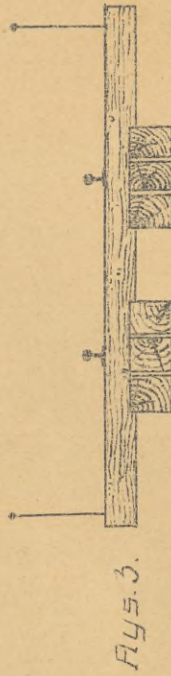
Hozkład belek głównych.



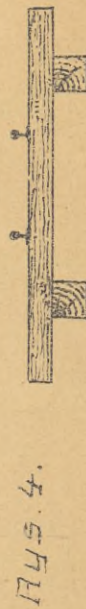
Flu. i. c. H<sub>2</sub>Ot poziony.



Aug. 2.



Aug. 3.



1745.4.

Dr. M. Thullie. Mosz drew. I







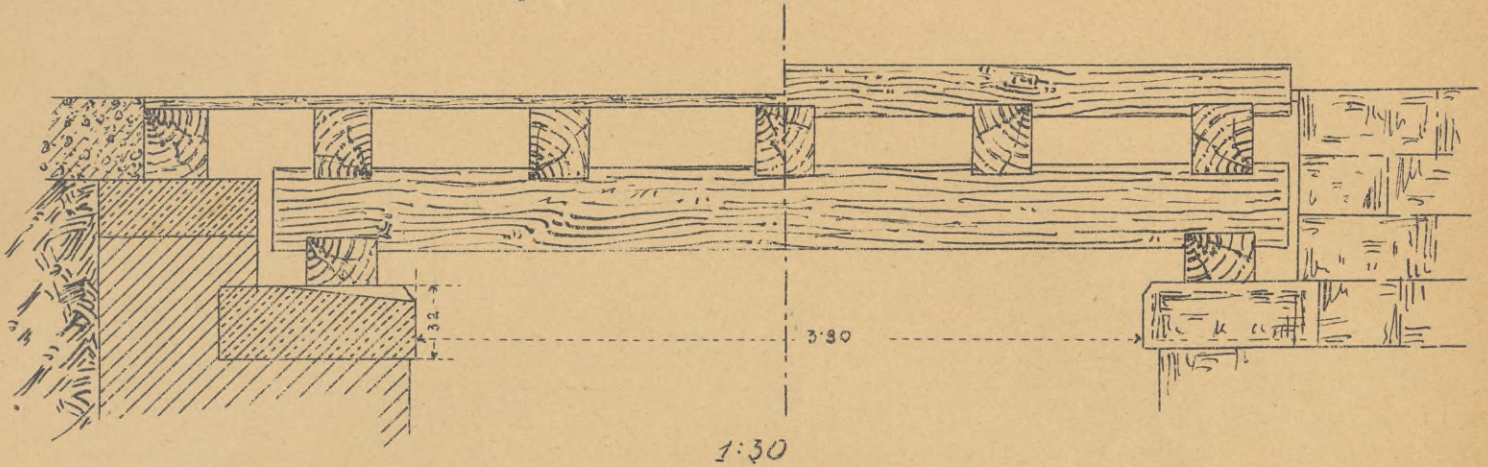
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Kolej arcyks. Rudolfa :

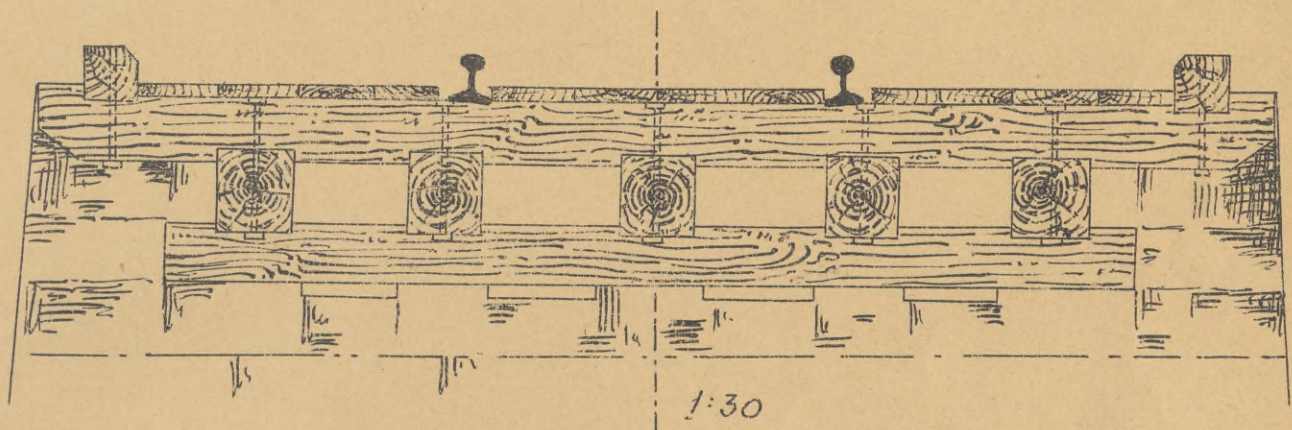
Przekrój:

Rys. 1a

Widok:

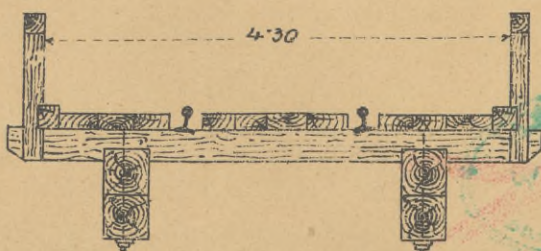


Rys. 1b. Przekrój poprz.

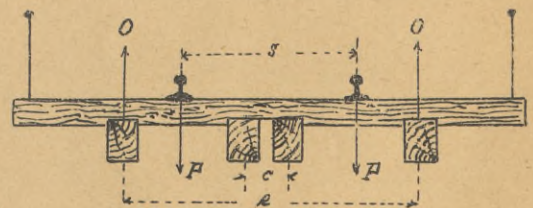


Obliczenie podkładów:

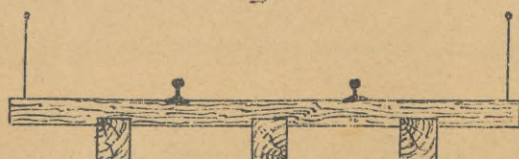
Rys. 2.



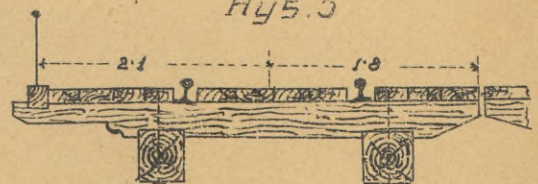
Rys. 3.



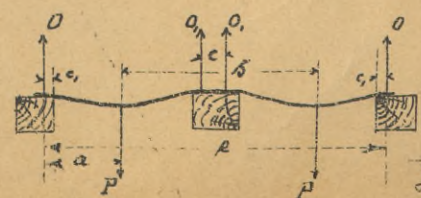
Rys. 4.



Rys. 5.



Rys. 6.





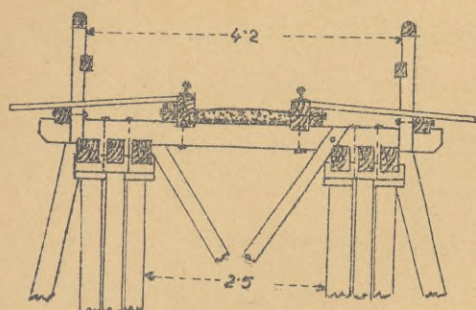




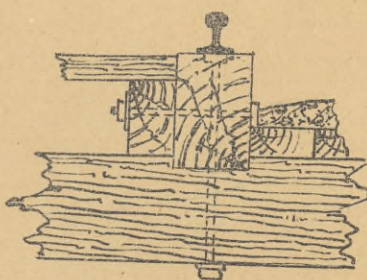
# Podkłady podłużne.

Kolej austr. południowa:

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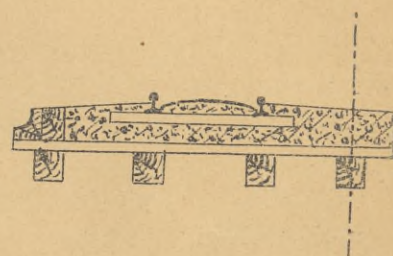


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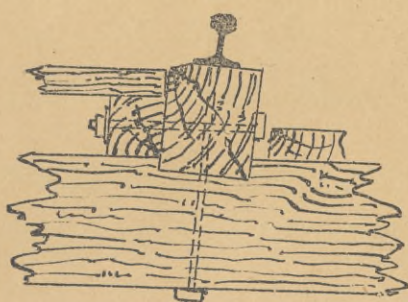
Mosty angielskie:

Rys. 3.



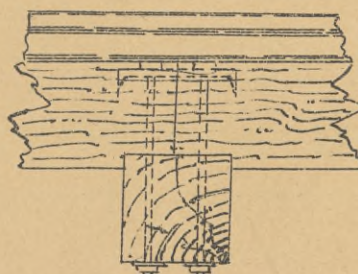
Układ podłużnic:

Rys. 4.

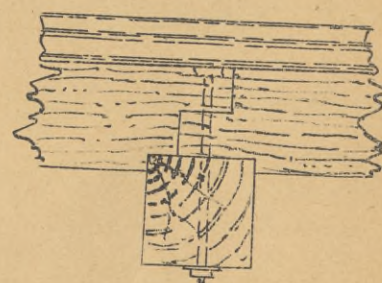


Połączenie podłużnic:

Rys. 5.

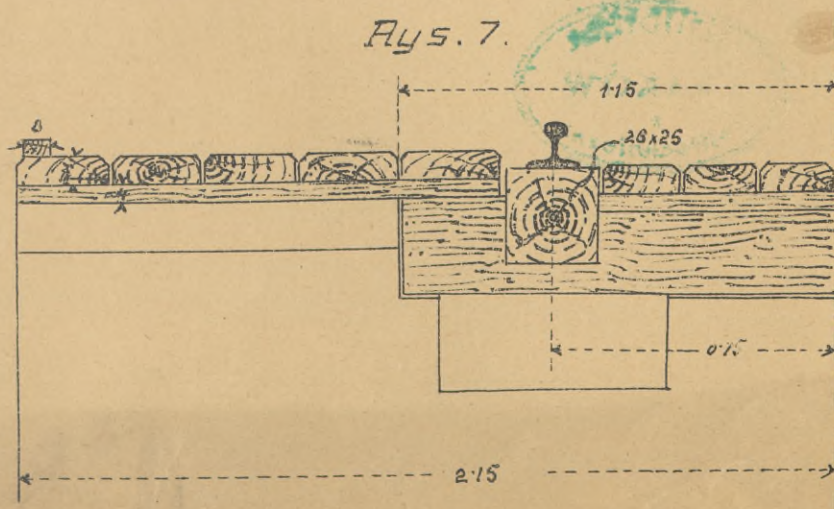


Rys. 6.



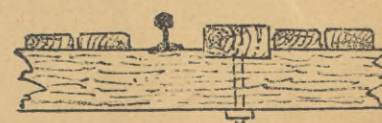
Kolej austr. państwowa:

Rys. 7.



Koleje lokalne

kołomyjskie:



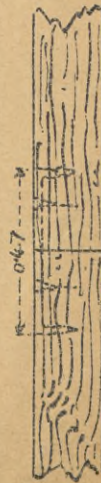
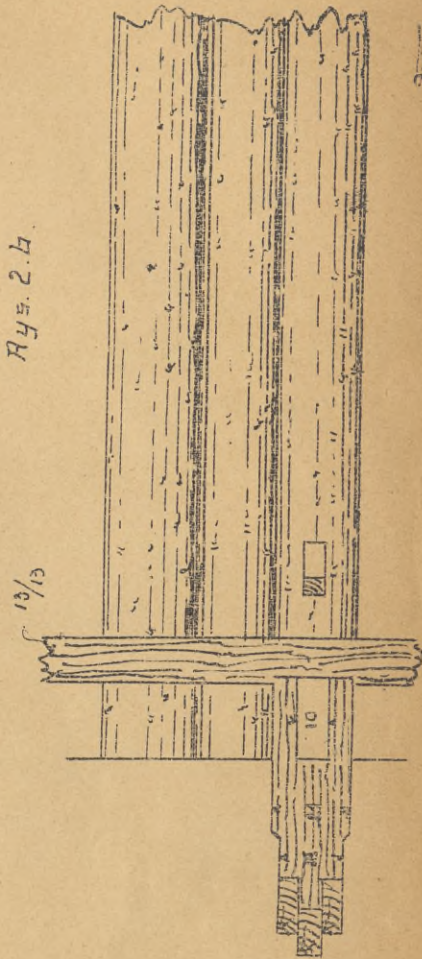
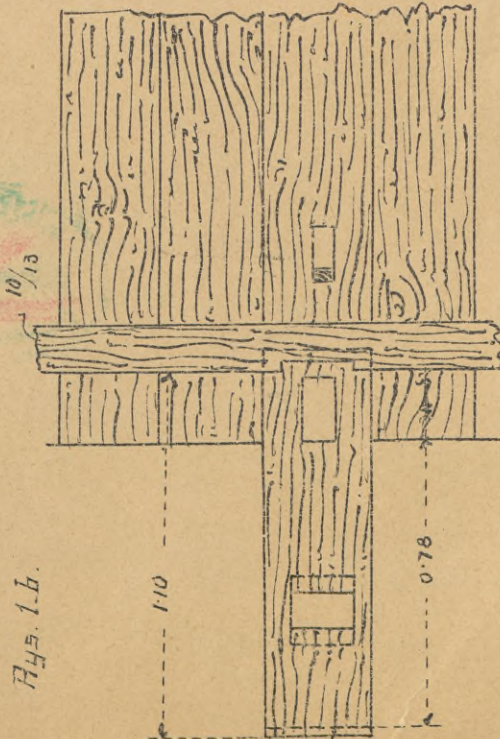
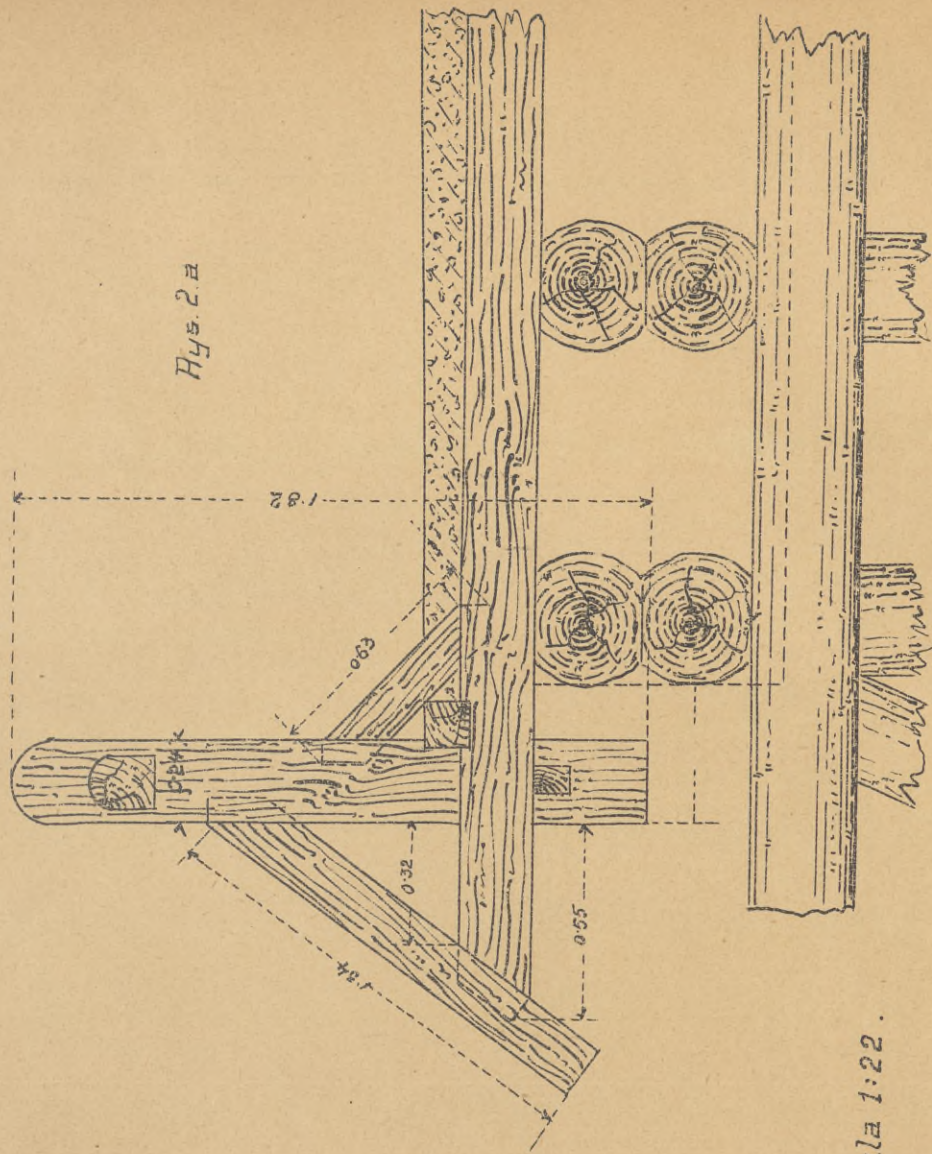
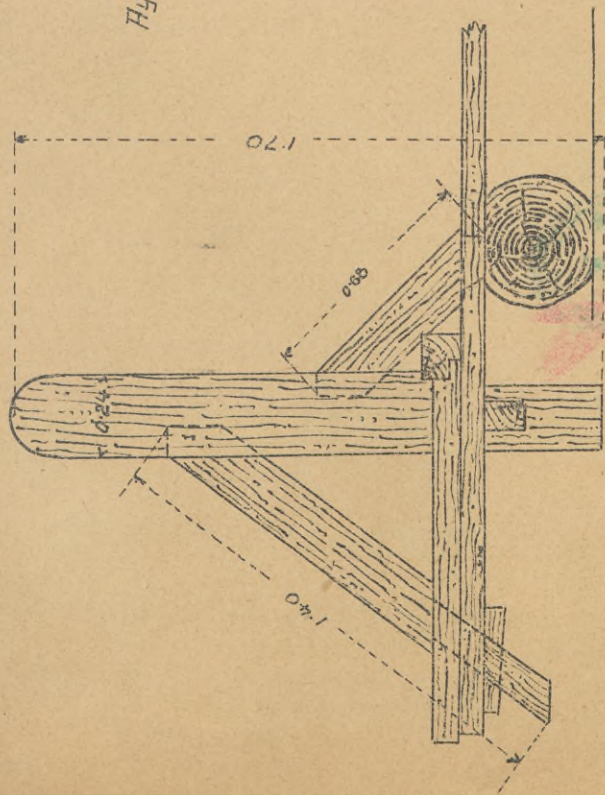
Rys. 8.







# Porecze Mosty drogowe galicyjskie



Skala 1:22.







Porecze:

Most na Reuss w Lucernie:

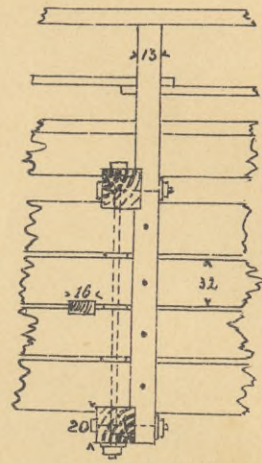
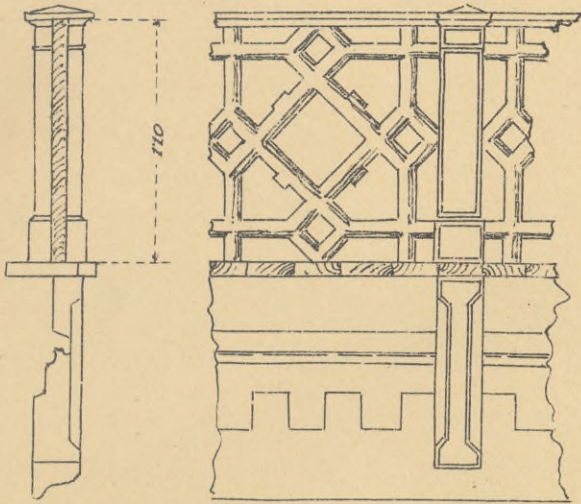
Most kolei południowej:

Rys. 1.a.

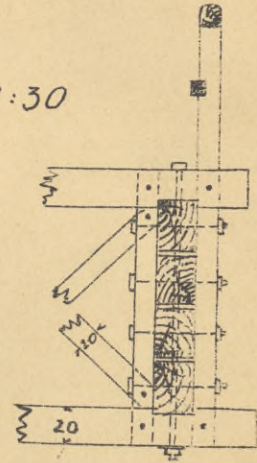
Rys. 1.b.

Rys. 2.a

Rys. 2.b.



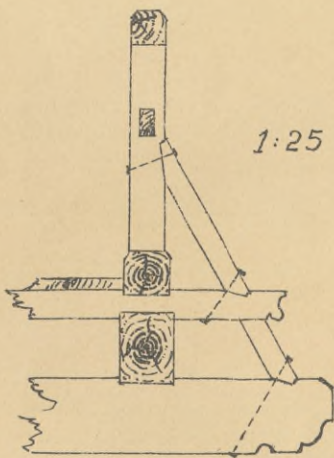
1:30



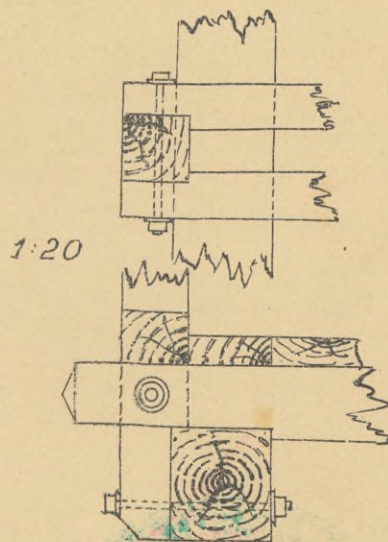
Rys. 3.

Rys. 2.c.

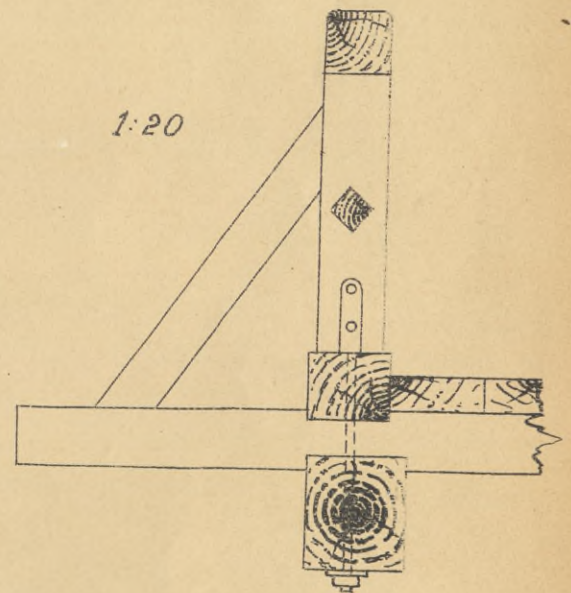
Most francusk:



1:25



1:20

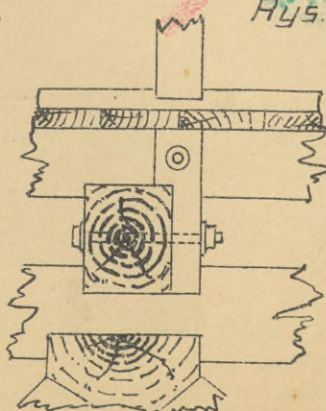
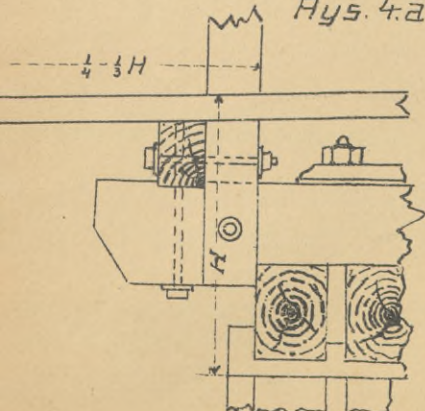


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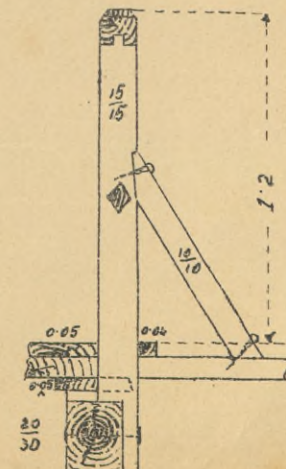
Most kolei austr. państw.

Rys. 4.a.

Rys. 4.b.



1:25



Rys. 5

1:25

Thullie



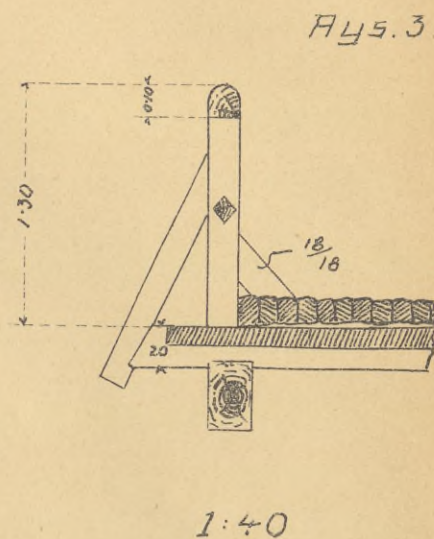
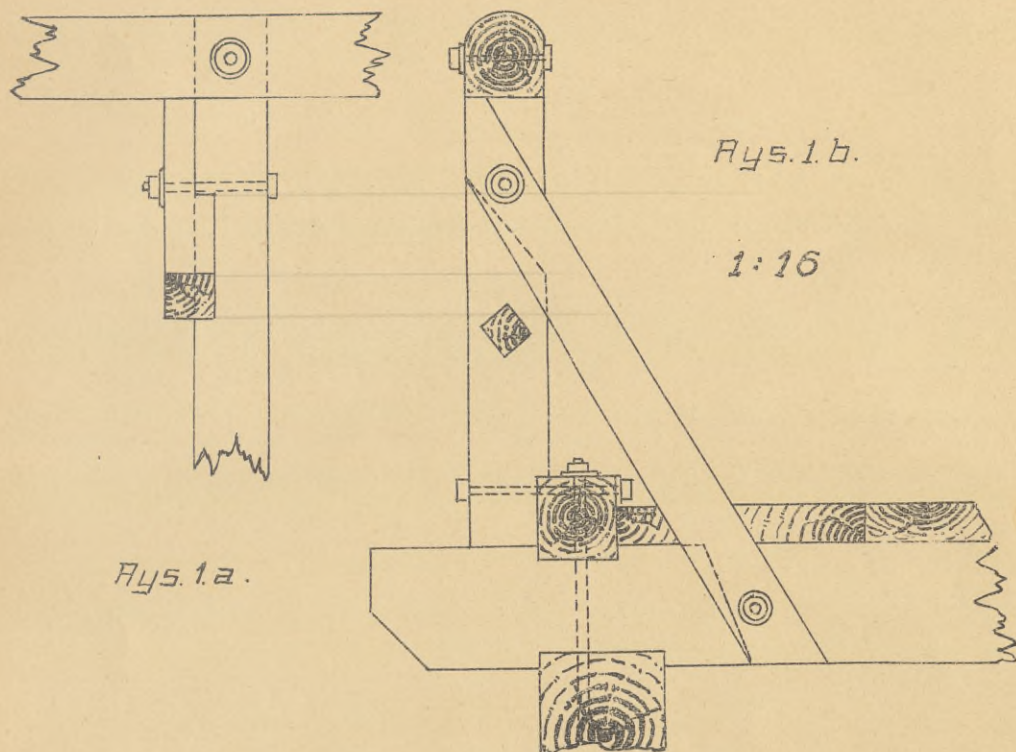




# Poręcze:

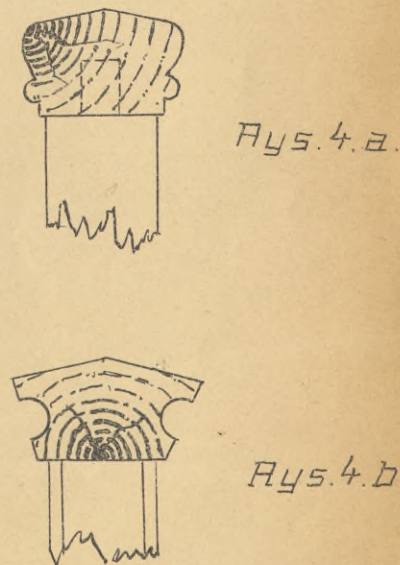
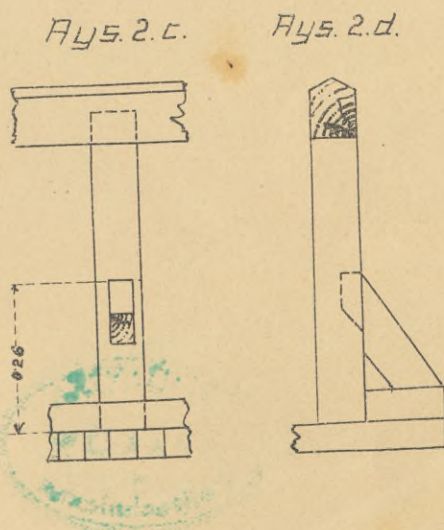
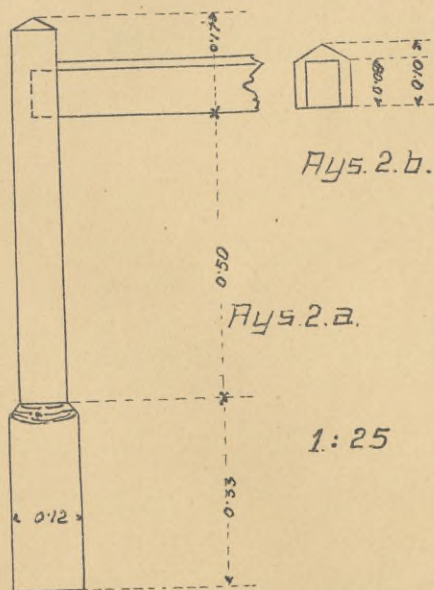
Most kolei państwowej austr.:

Most kolei Paryż-Orlean:



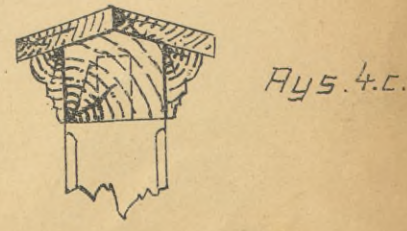
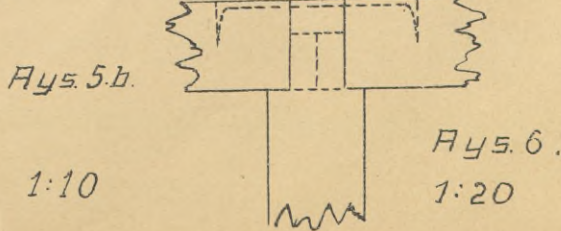
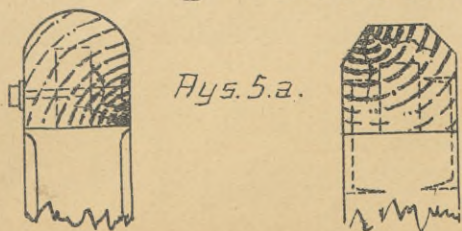
Pochwyt:

Normalia Wydziału kraj.:



Kolej państwowa: Kolej południowa:

Mosty francuskie:







150  
H 24



# PORĘCZE :

Most kolei południowej :

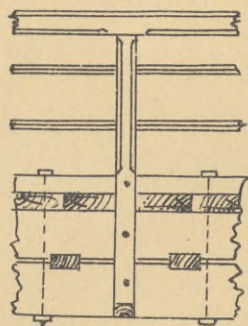
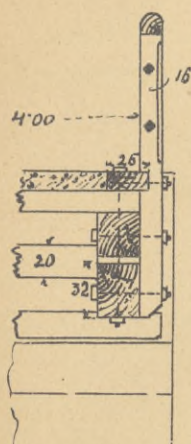
Przekroje prętów

Ays. 1.a.

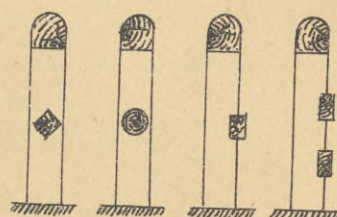
Ays. 1.b.

Ays. 2.a.

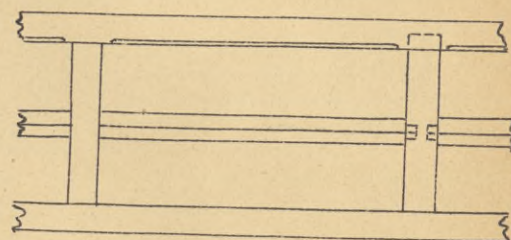
Ays. 2.b.



1:30.



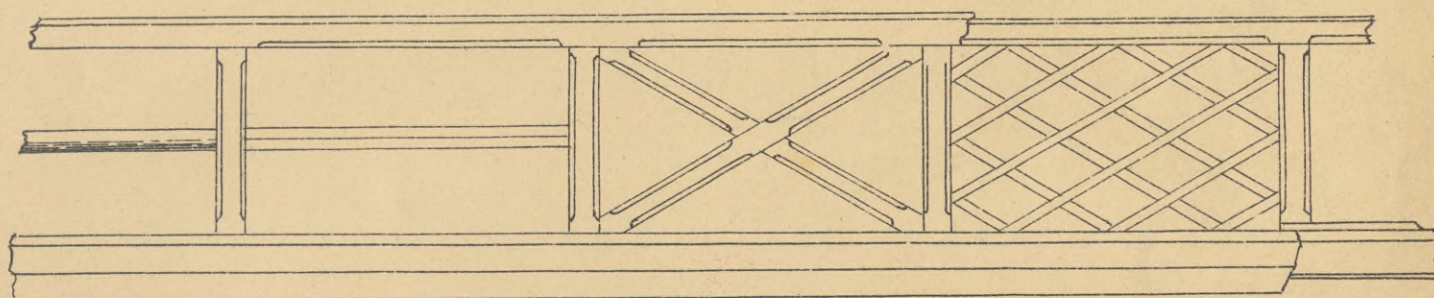
1:40



Rodzaj kraty przy poręczach :

Ays. 3.

1:40

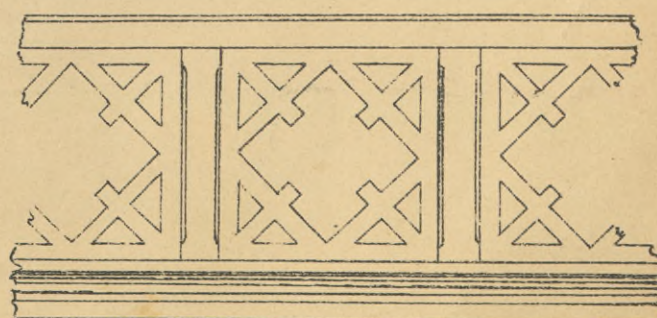
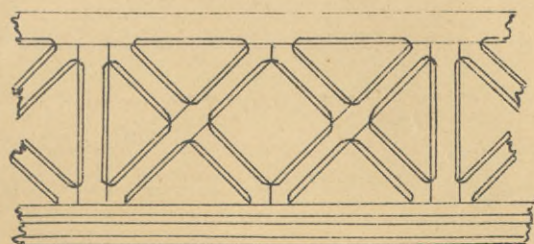


Krata mostów francuskich :

Ays. 4.

1:40

Ays. 5.





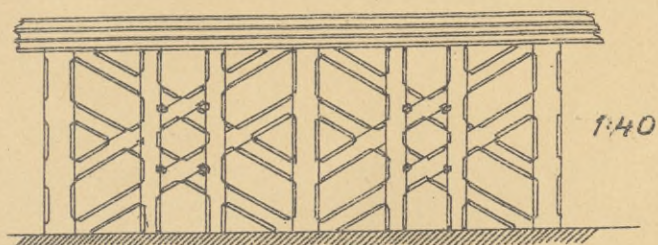




# Poręcze:

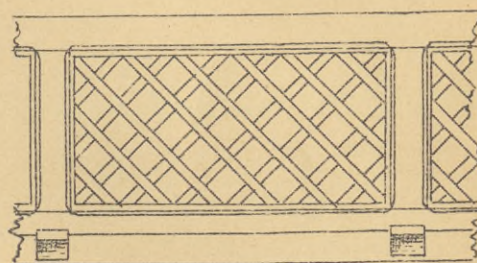
Most nad Wiedenką  
w Wiedniu:

Rys. 1.



Krata siatkowa:

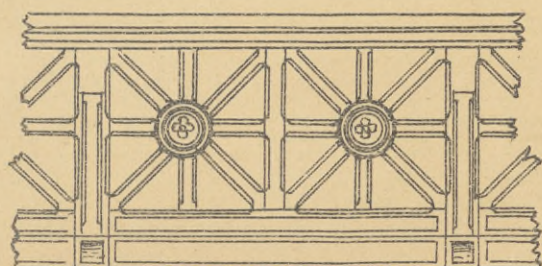
Rys. 2.



1:40

Most na Izarze w Monachium:

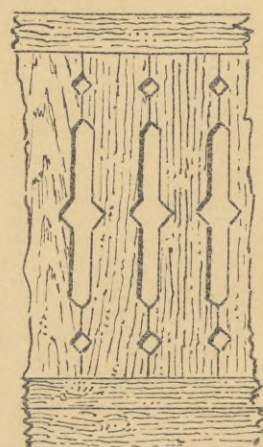
Rys. 3.



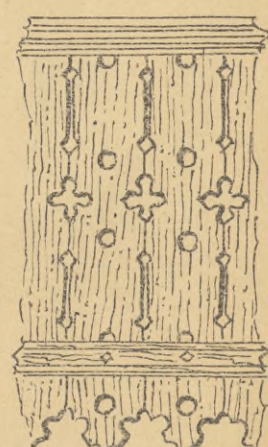
1:40.

Ścianki wycinane:

Rys. 4.



Rys. 5.



1:25.

Przekroje gzymsów:

Rys. 8

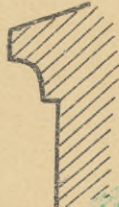
a.



b.



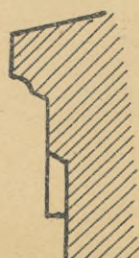
c.



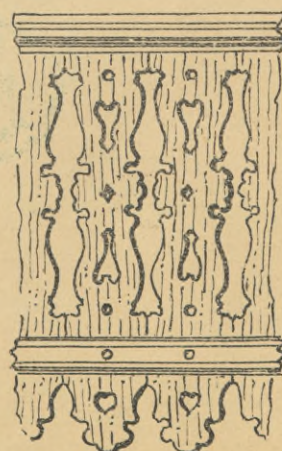
d.



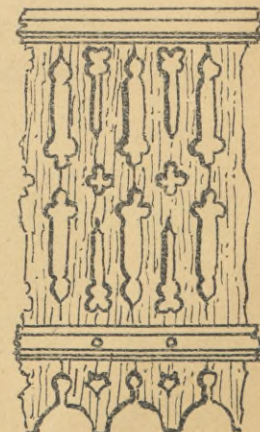
e.



Rys. 6.



Rys. 7.



1:25.



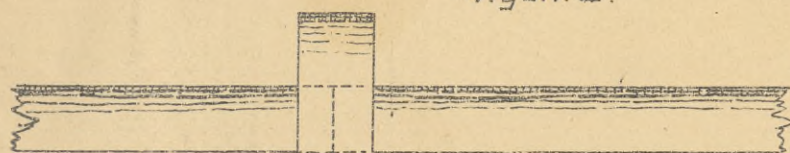




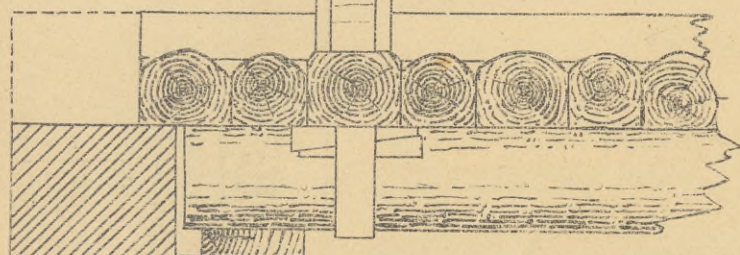
# Poręcze:

Most drogowy galicyjski:

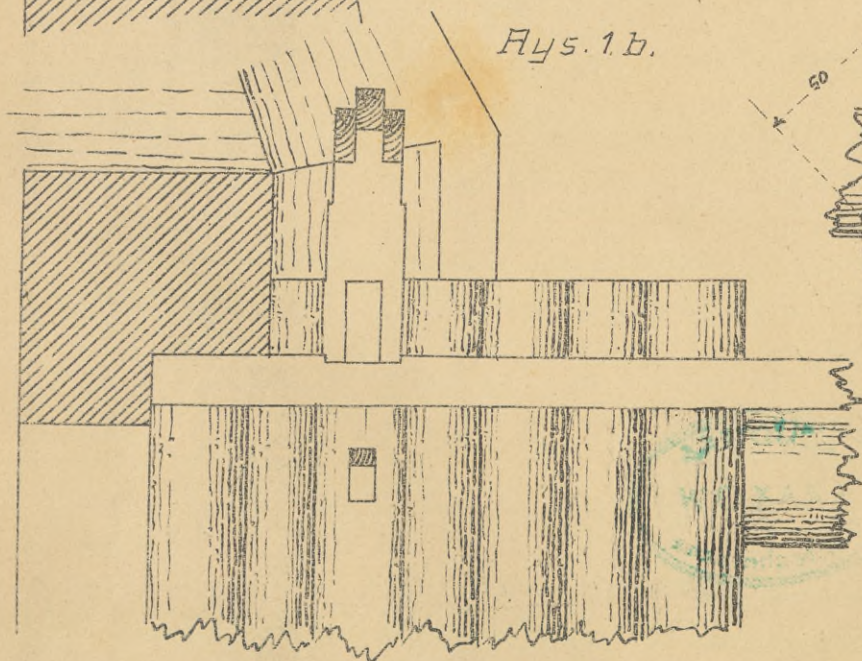
Rys. 1. a.



1:20.



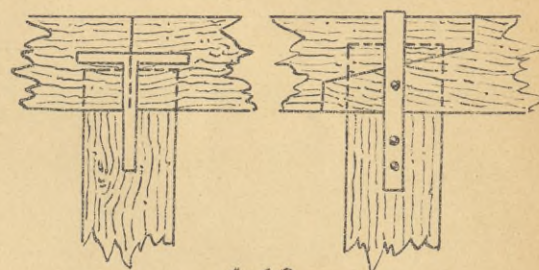
Rys. 1. b.



Zetknięcie pochwytu:

Rys. 2.

a. b.



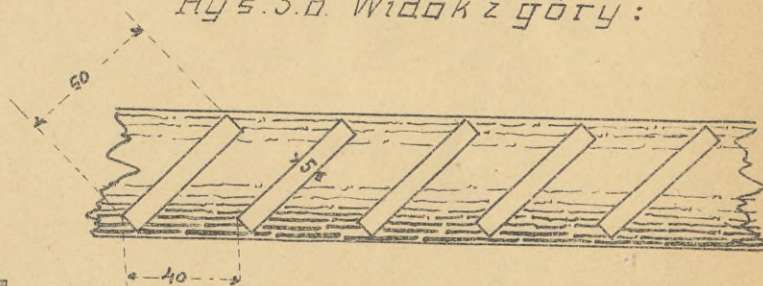
1:12.

Przekrój podłużny:

Rys. 3. a.

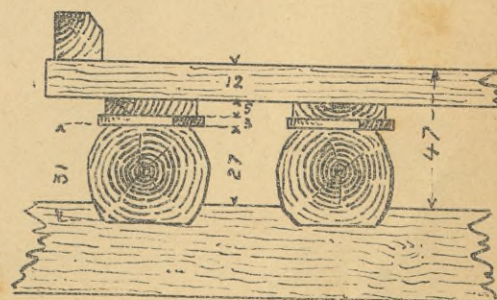


Rys. 3. b. Widok z góry:



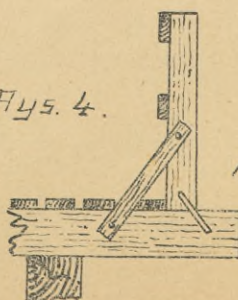
Przekrój poprzeczny:

Rys. 3. c.



Rys. 3. a. b. c. Most drogowy na Serecie, kolei lok. bukowińskiej.

Rys. 4.



Most tymczasowy.



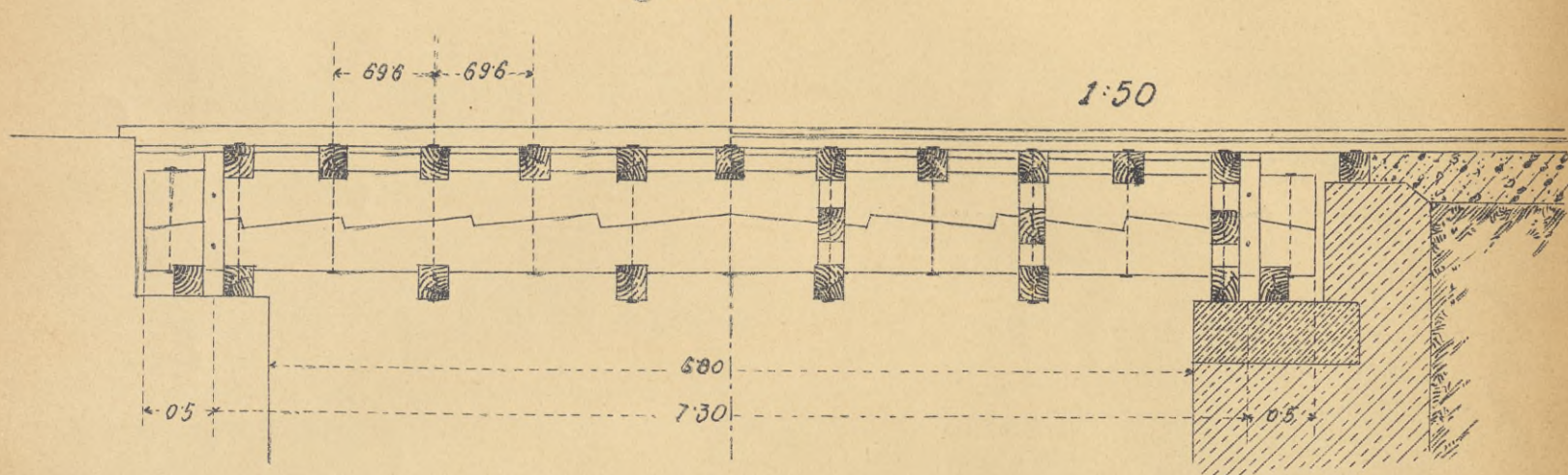




# Belki główne :

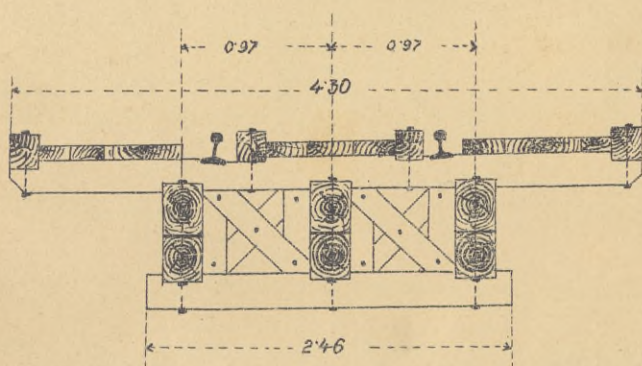
Mosty kolei lokalnych kotłomyjskich :

Rys. 1 a. Widok.

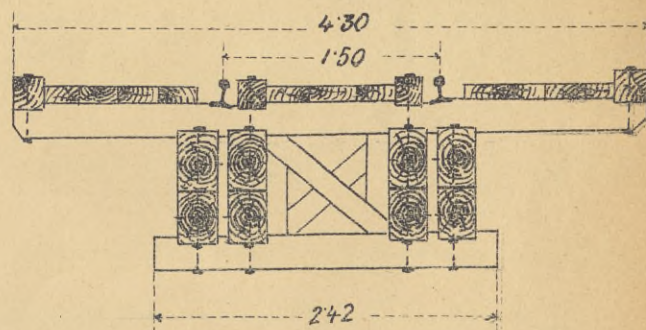


Przekroje poprzeczne :

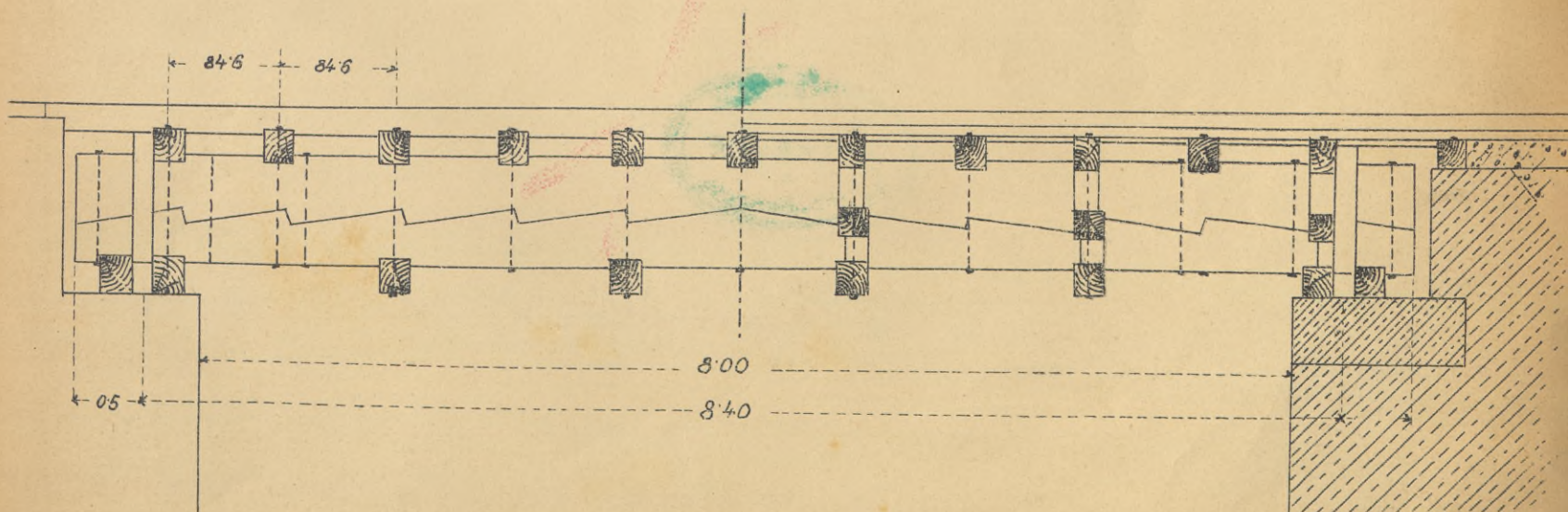
Rys. 1 b.



Rys. 2 b.



Rys. 2 a. Widok.



1:50.







# *Belki główne:*

*Przekroje belek gt.:*

*Pokrycie belek gt.:*

*Rys. 1.*

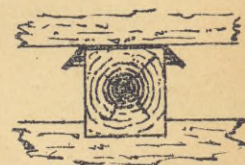
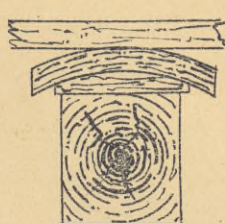
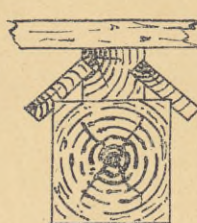
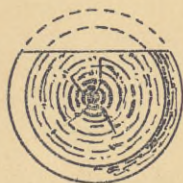
*Rys. 2.*

*Rys. 3.*

*Rys. 4.*

*Rys. 5.*

*Rys. 6.*

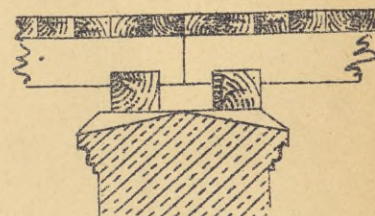
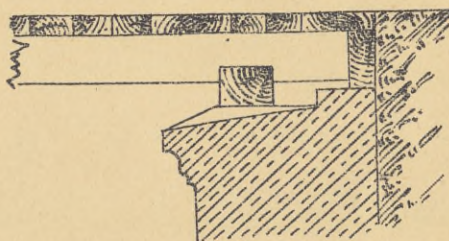
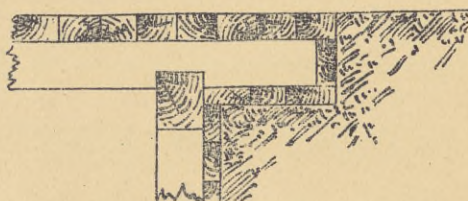


*Zakończenie mostów:*

*Rys. 7.*

*Rys. 8.*

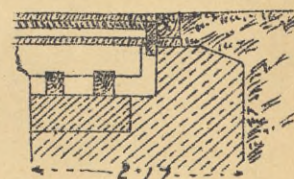
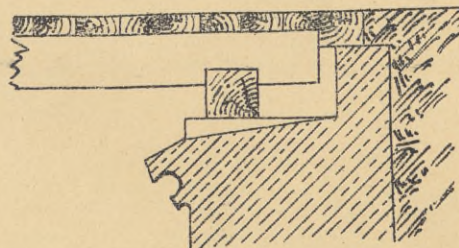
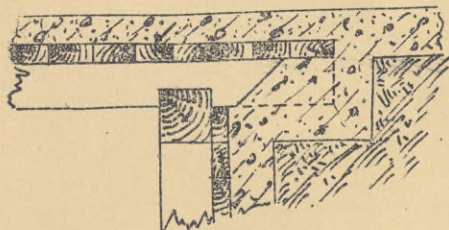
*Rys. 9.*



*Rys. 10.*

*Rys. 11.*

*Rys. 12.*

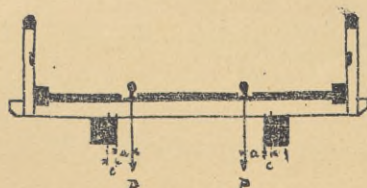


1:75

*Rozkład belek gt.:*

*Rys. 14.*

*Rys. 15.*

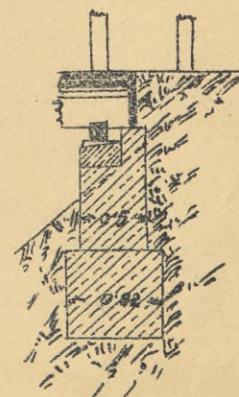


1:100



*Rys. 13.*

1:75









# Belki główne:

Zakończenie mostów galicyjskich krajowych:

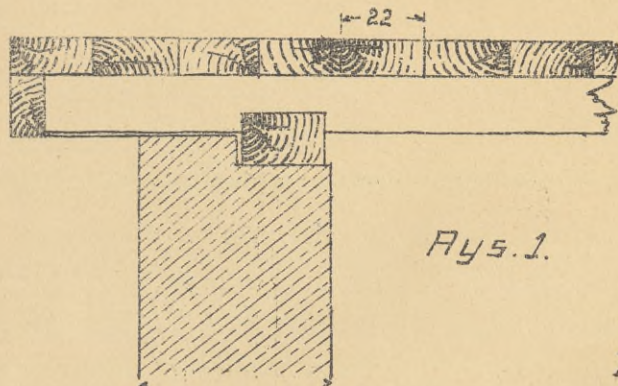


Fig. 1.

1:20.

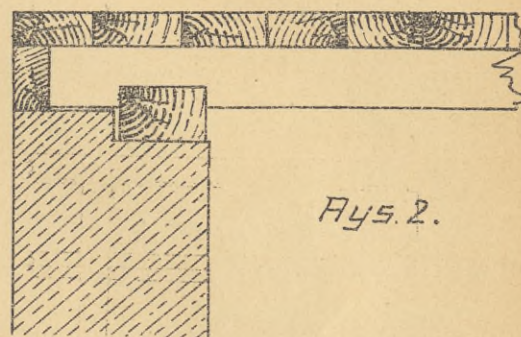
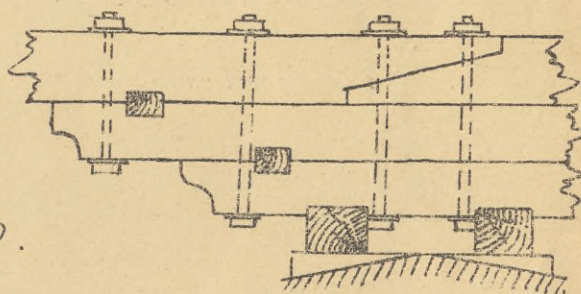
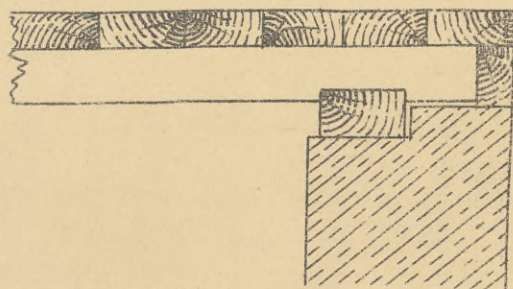


Fig. 2.

Fig. 3.

Fig. 4. Styk belek na filarze:



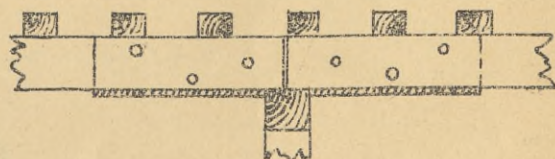
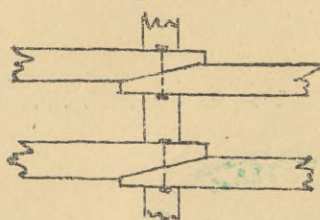
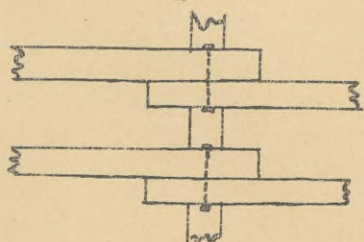
1:20.

Mosty kolei lokalnych kołomyjskich:

Fig. 5.

Fig. 6.

Fig. 7.

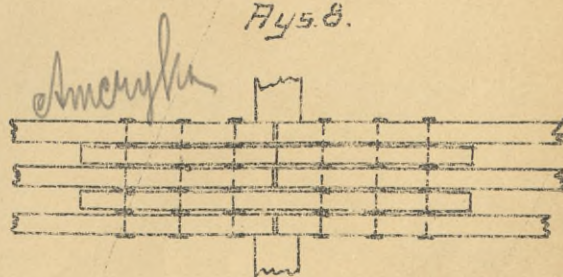
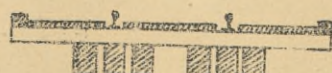
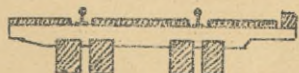


Układ belek głównych:

Fig. 9.

Fig. 10.

Fig. 8.



Ameryka

Styminski



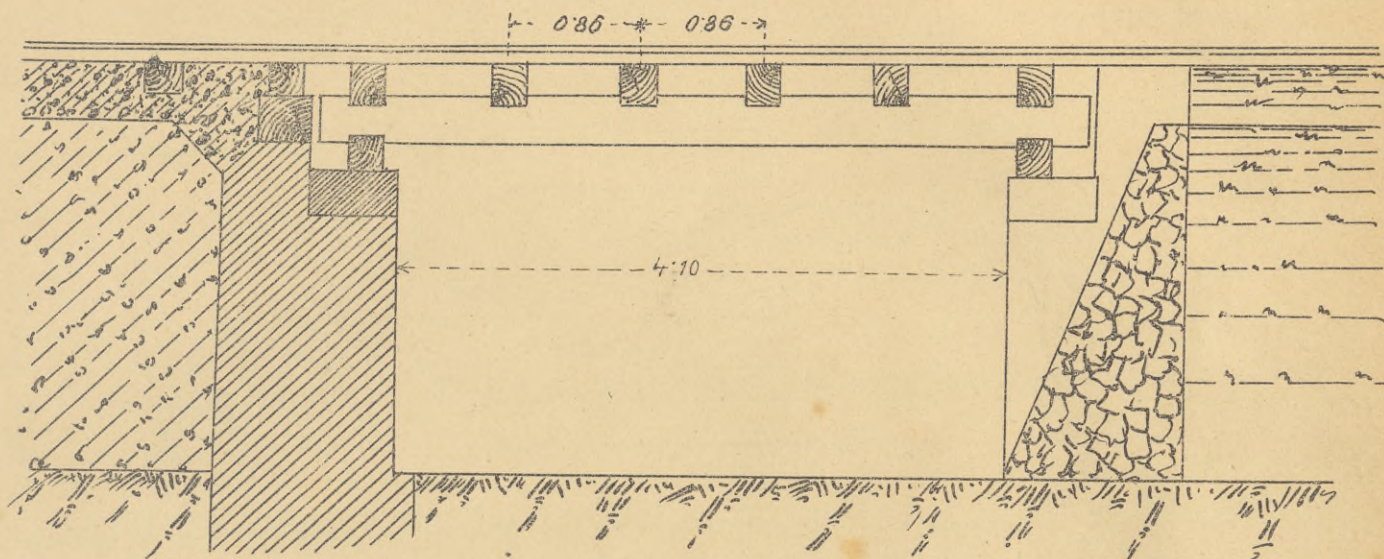




# Belki główne:

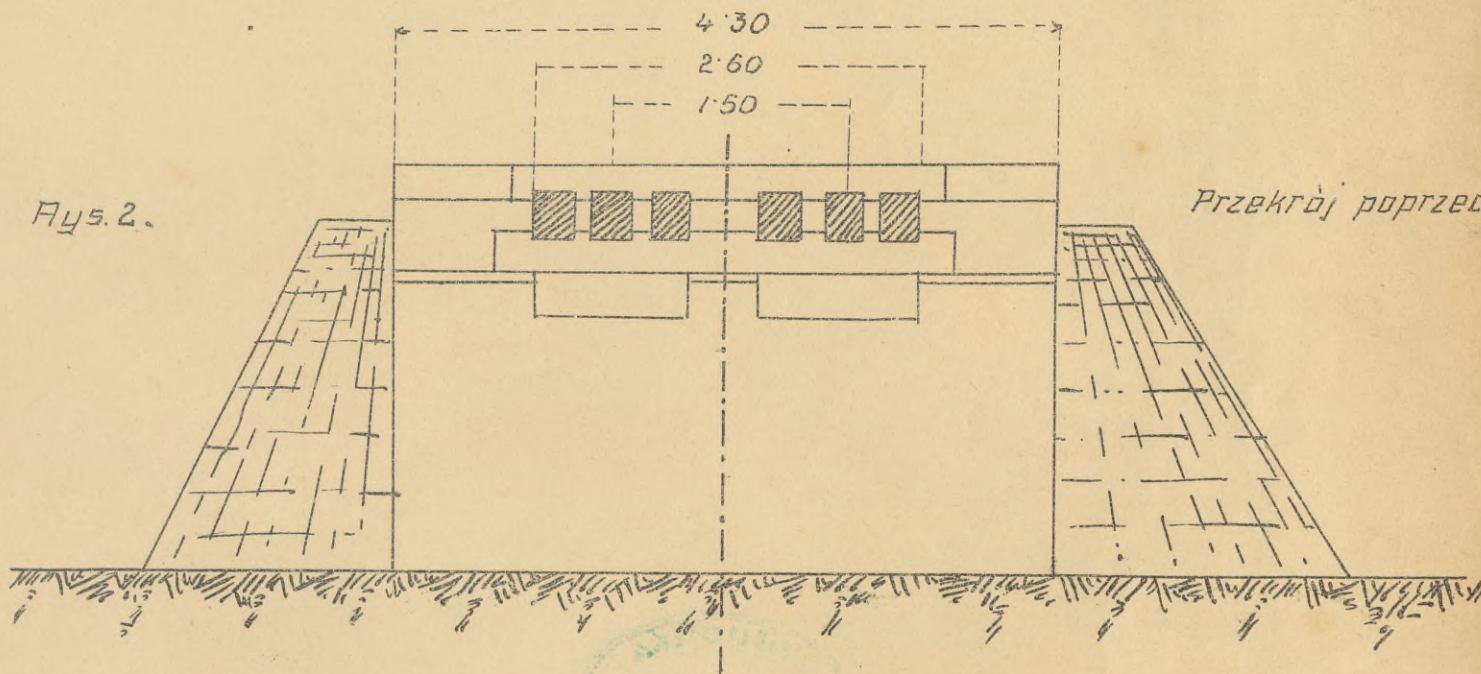
Most kolei lokalnej kotłomyjskiej:

Rys. 1. Widok.



Rys. 2.

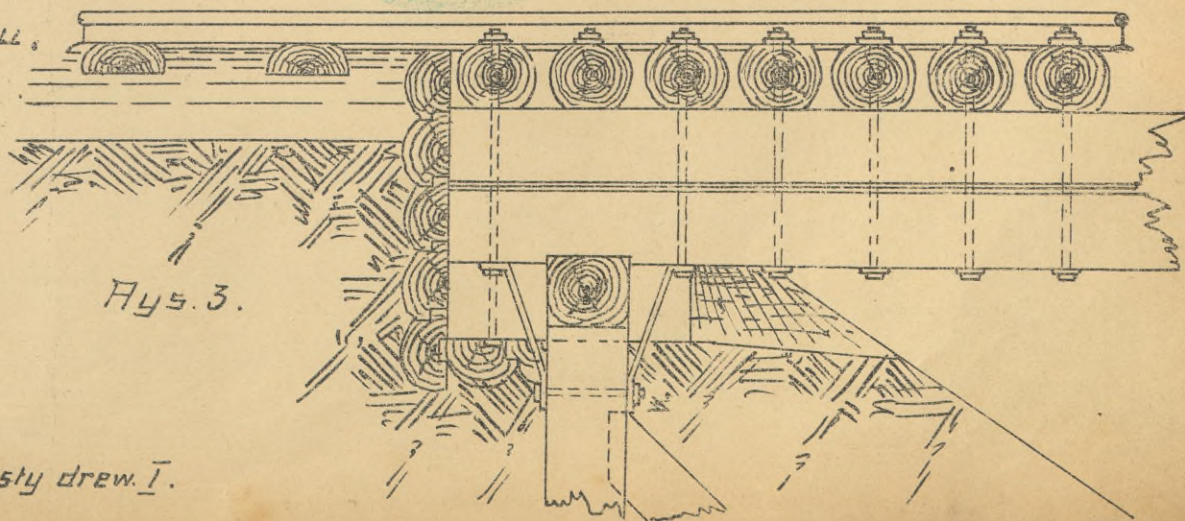
Przekrój poprzeczny.



Zakończenie mostu.

Normalia kolei  
rosyjskich.

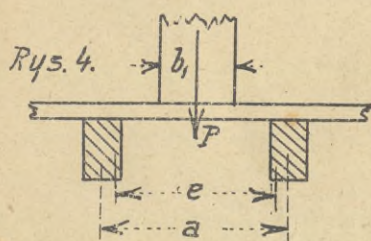
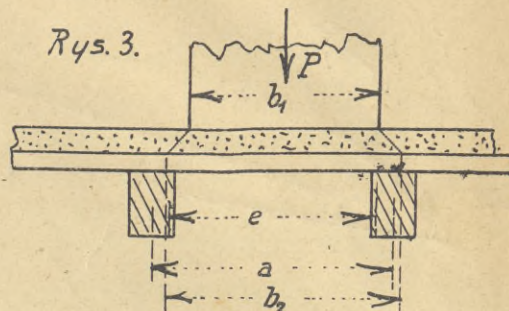
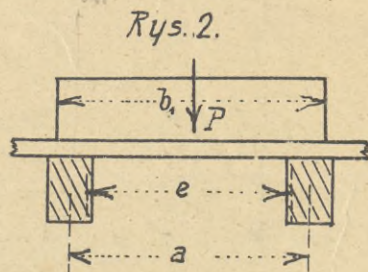
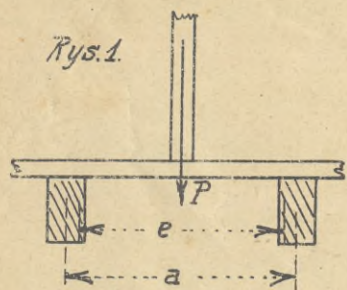
Rys. 3.



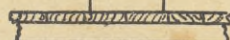




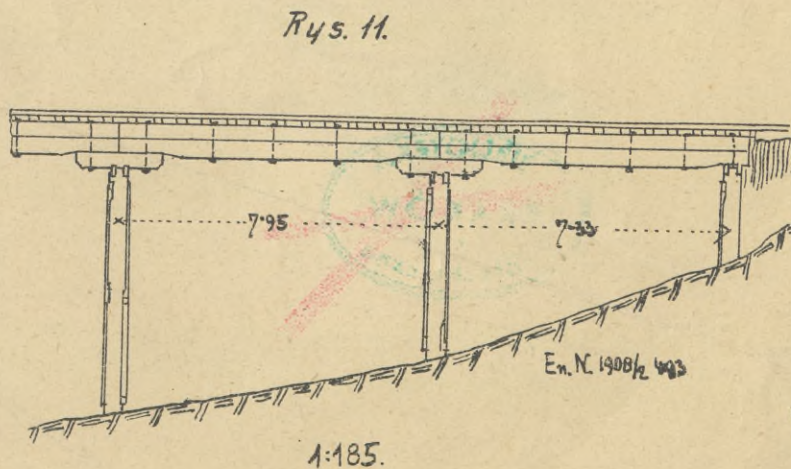
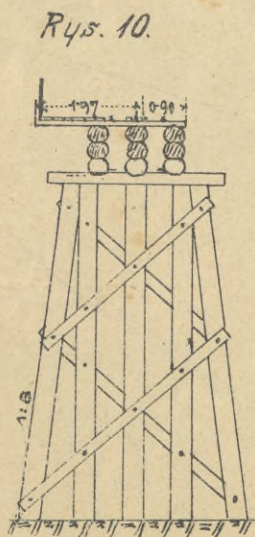
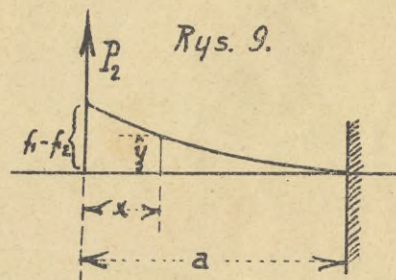
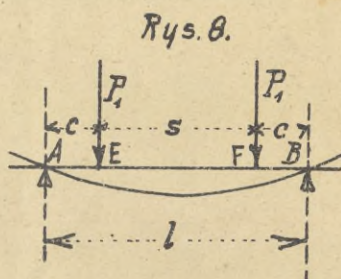
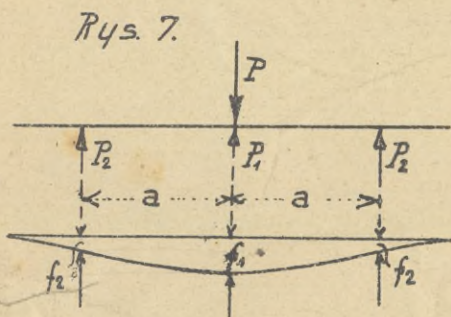
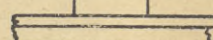




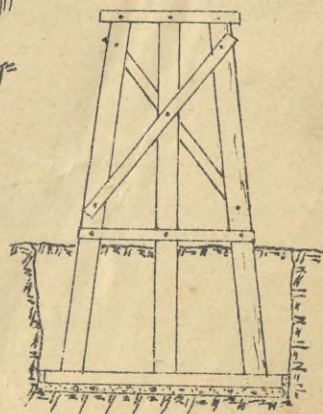
Rys. 5.



Rys. 6.



Rys. 12.



Most queenslandzki w Australii.











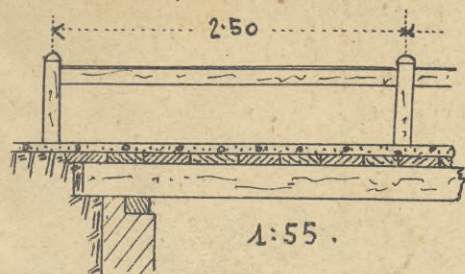




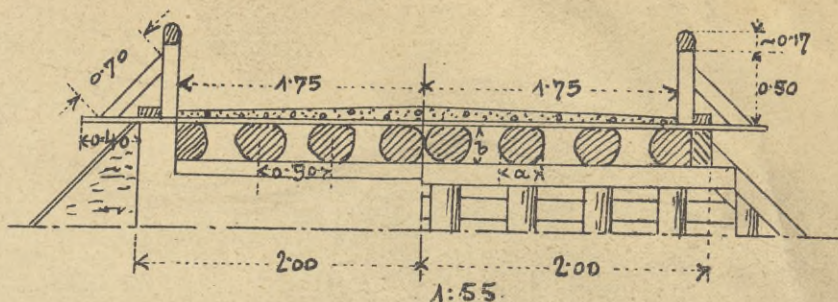
## Poręcze i siodełka.

Mosty galicyjskie. (dawne.)

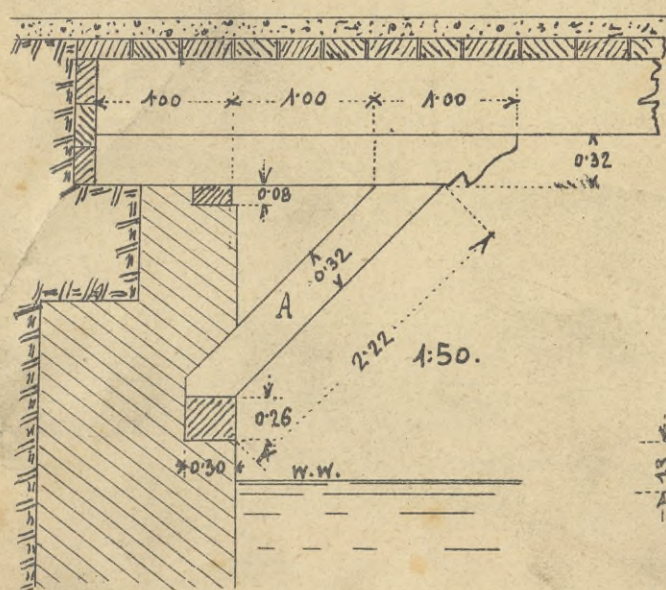
Rys. 1.



Rys. 2.

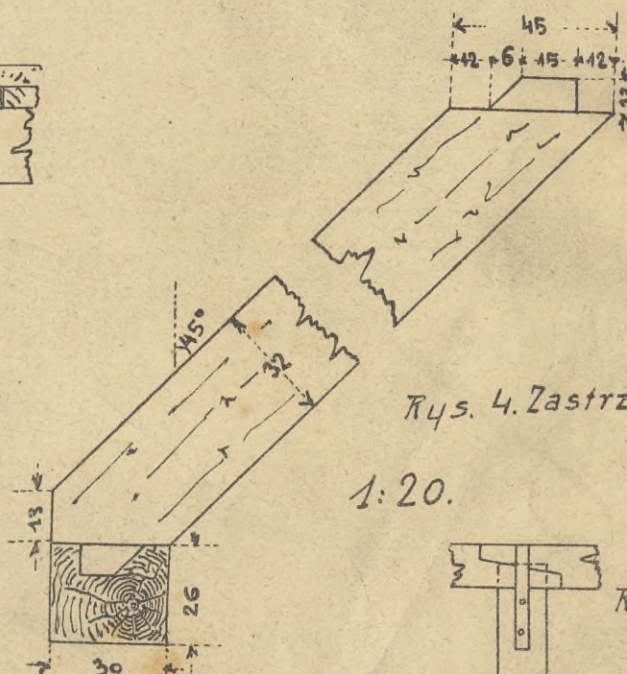


Rys. 3.

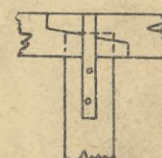


Rys. 4. Zastrzał A.

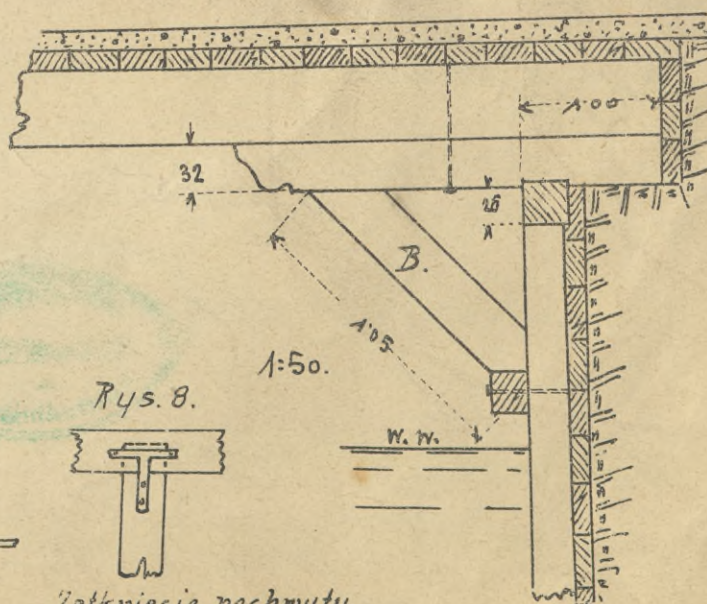
1:20.



Rys. 7.



Rys. 6.



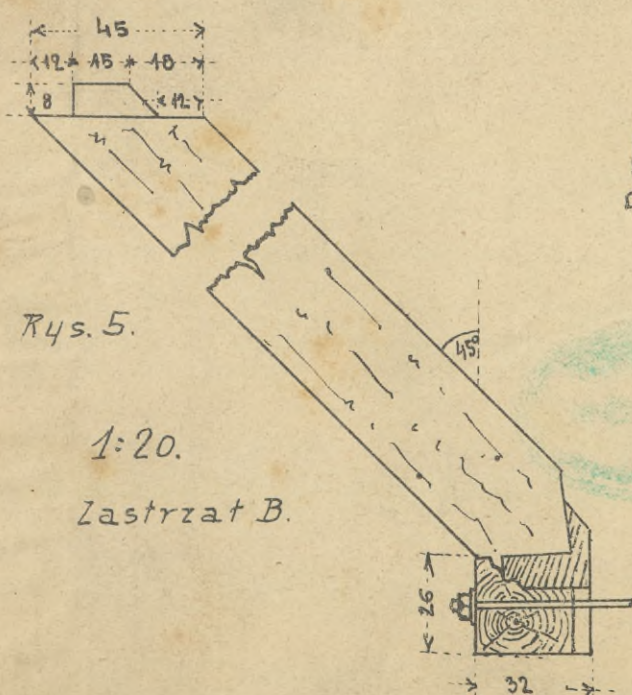
Rys. 8.

Zetknięcie pochwyty.

Rys. 5.

1:20.

Zastrzał B.

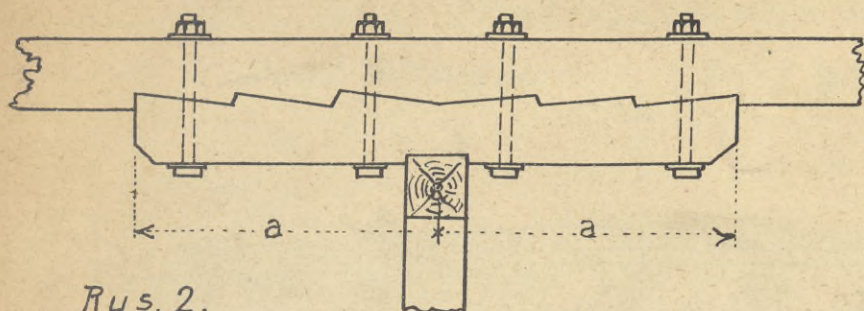




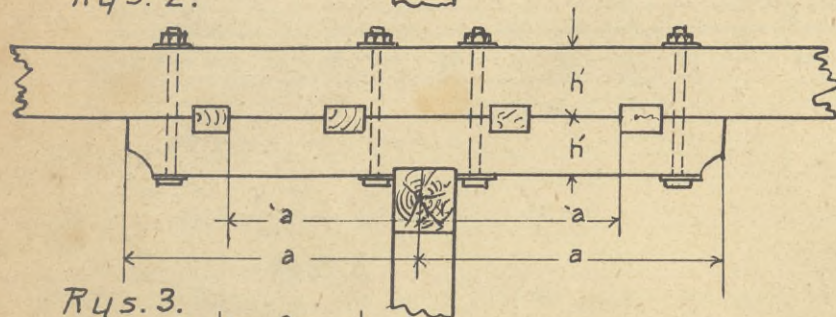




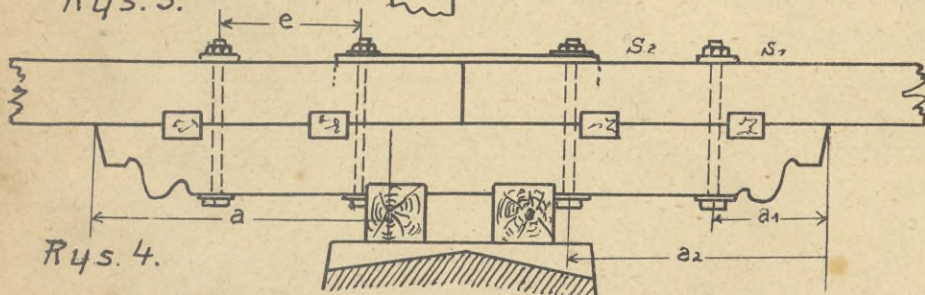
Rys. 1.



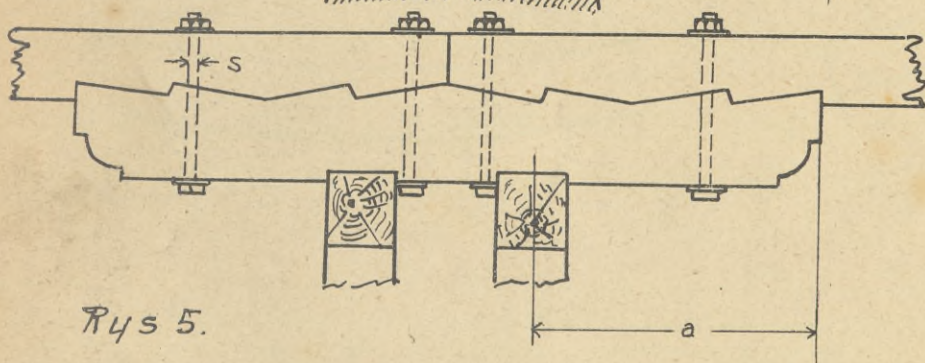
Rys. 2.



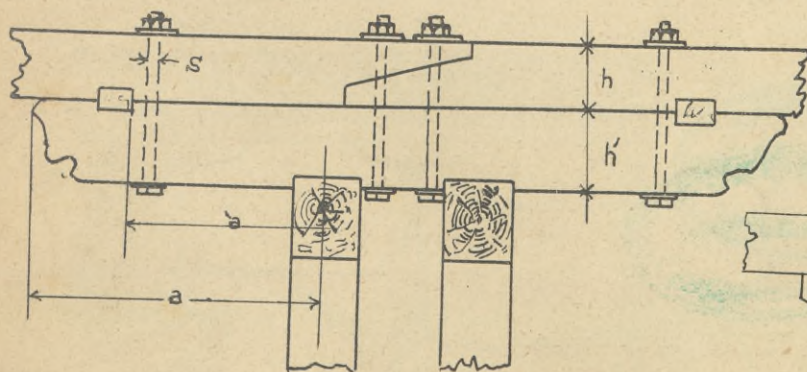
Rys. 3.



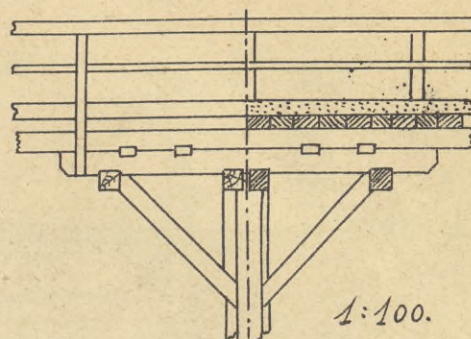
Rys. 4.



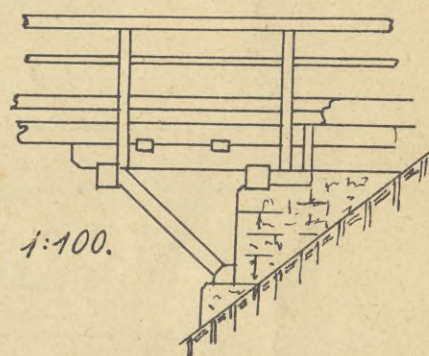
Rys. 5.



Rys. 6.

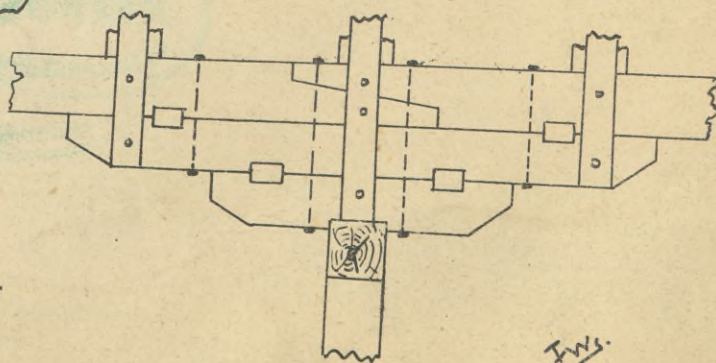


Rys. 7.



Rys. 6 i 7. Normalia gen.  
inspekcyi kolei  
austryackich.

Rys. 8



Rys. 1-5 i 8. Mosty galicyjskie.





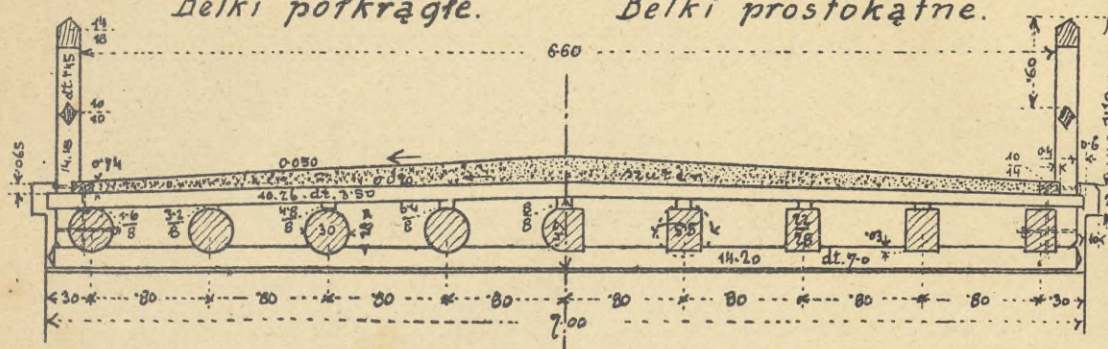


## Pomost i siodełka.

Rys. 1. Przekroje poprzeczne.

Belki półokrągłe.

Belki prostokątne.



Most galicyjski.

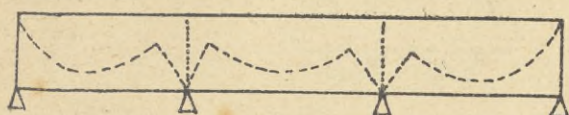
(Normal Wydz. kraj.)

Światło 30 m. - rozp. 336 m.

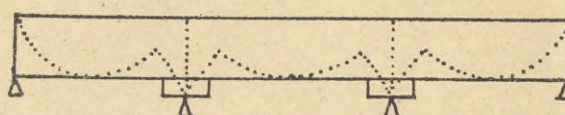
droga 3 klasy.

1:50.

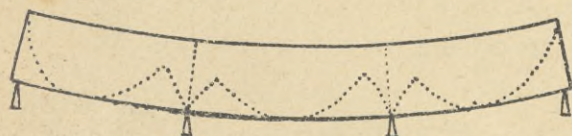
Rys. 2.



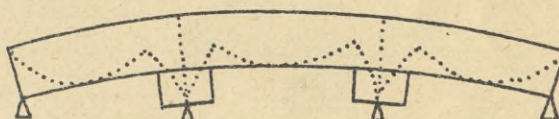
Rys. 4.



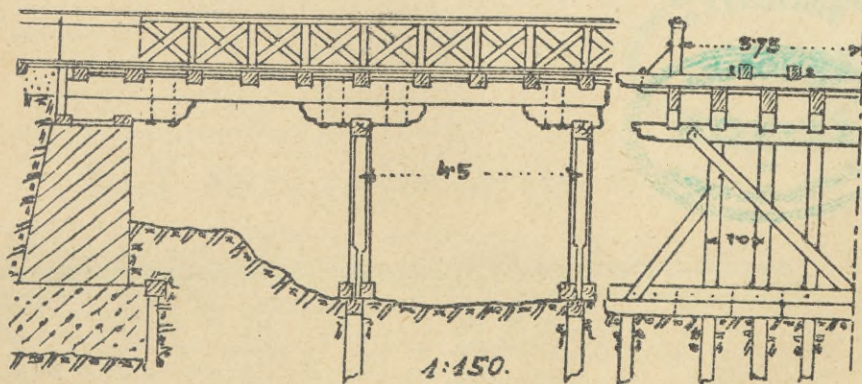
Rys. 3.



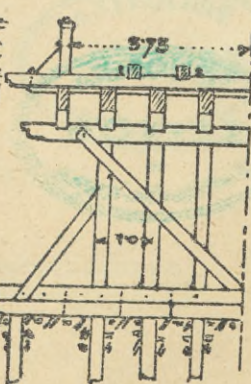
Rys. 5.



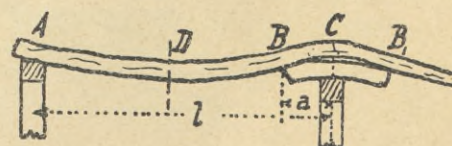
Rys. 6.



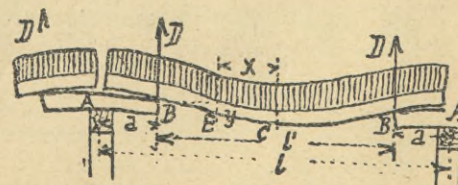
Rys. 7.



Rys. 8.



Rys. 9.



Most francuskiej kolei północnej.

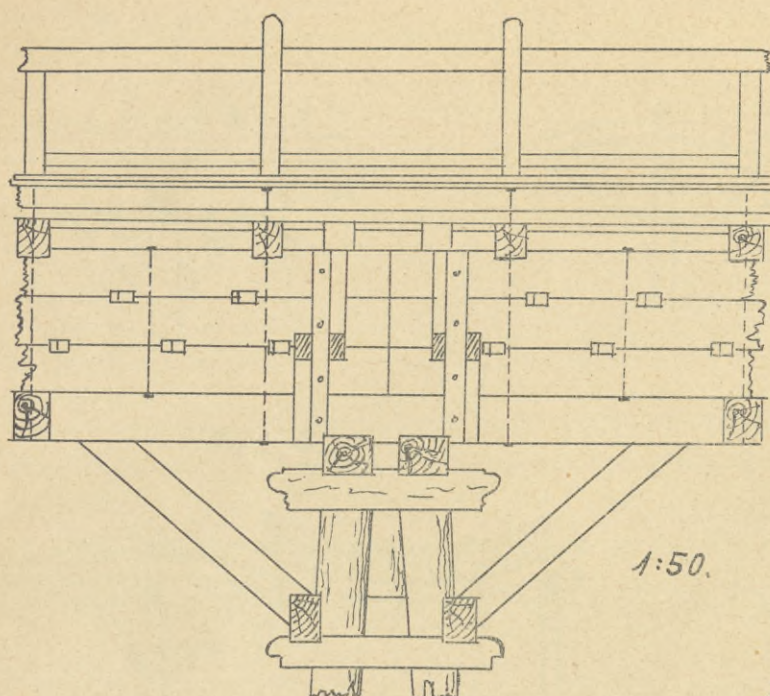




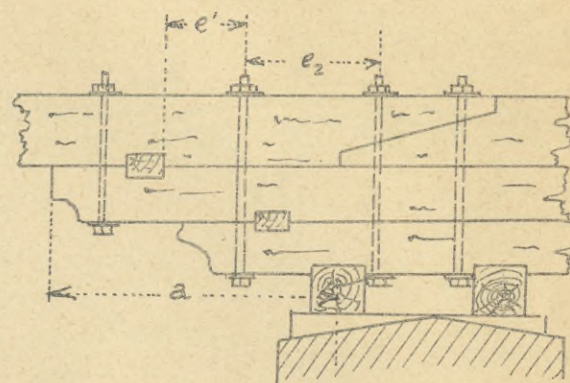


## Siodełka.

Rys. 1. Most kolei rumuńskiej Roman-Botuszani.



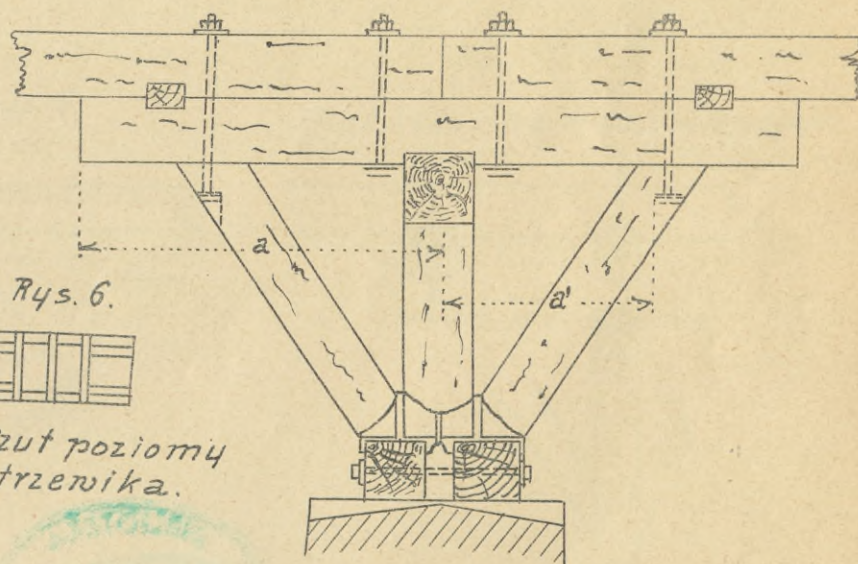
Rys. 2.



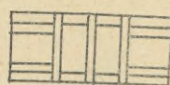
Siodełko podwójne.

Rys. 5.

Zastrzaty ujęte w trzewik.



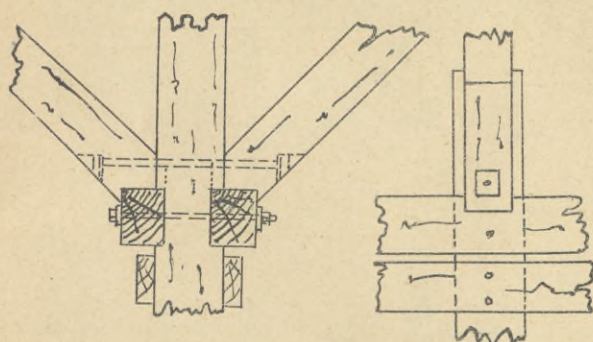
Rys. 6.

Rzut poziomy  
trzewika.

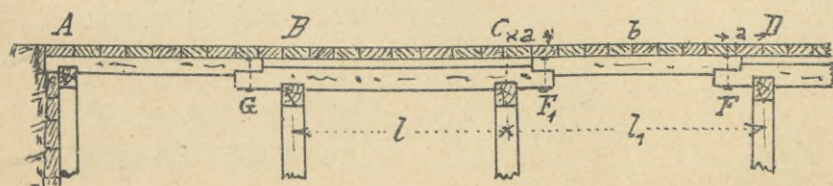
Rys. 3.

Rys. 4.

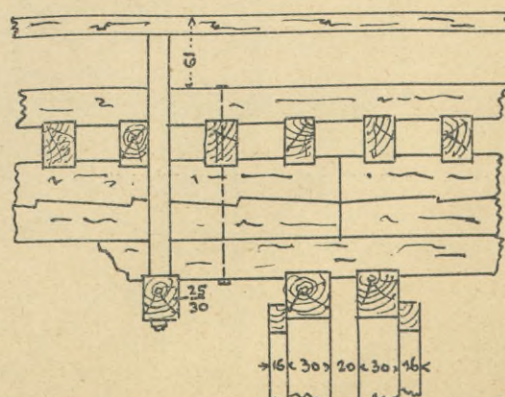
Ujęcie zastrzatów.



Rys. 7. Belka ciągła przequbowa.



Rys. 8.



Siodełko z podciąganiem.

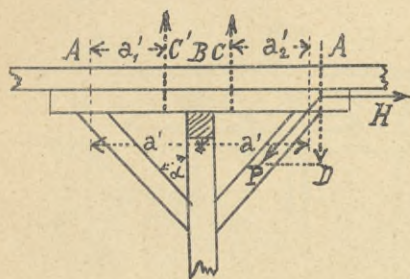




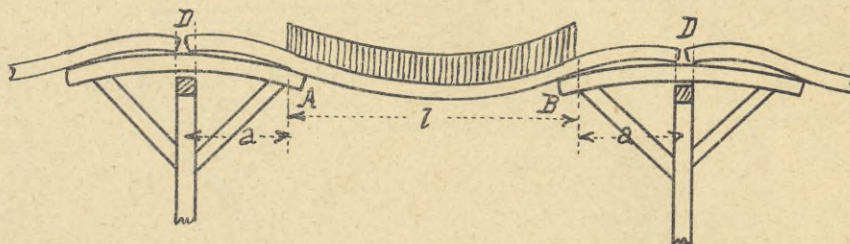


## Siodełka z zastrzałami.

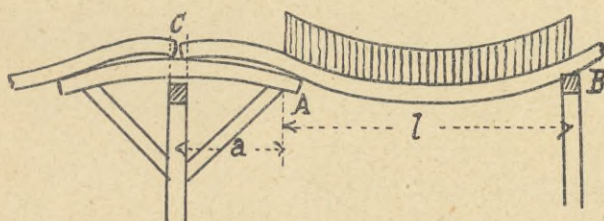
Rys. 1.



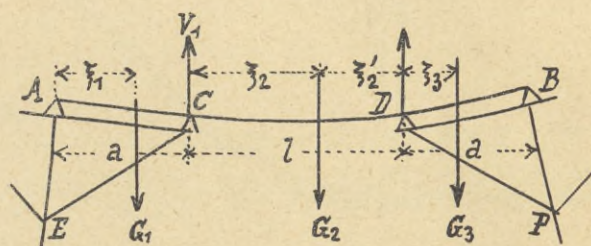
Rys. 2.



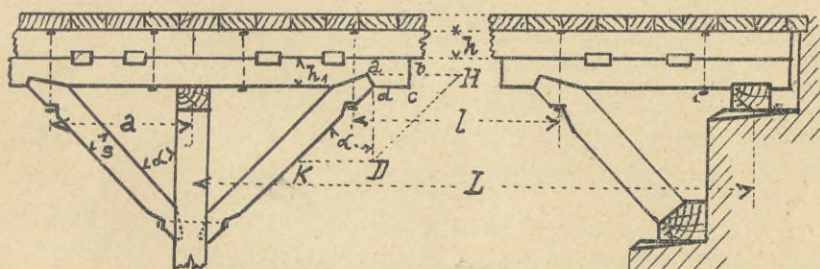
Rys. 3.



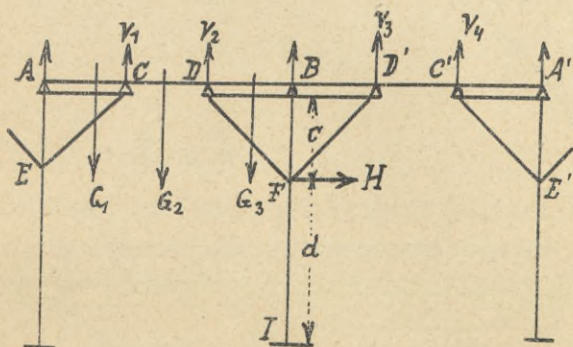
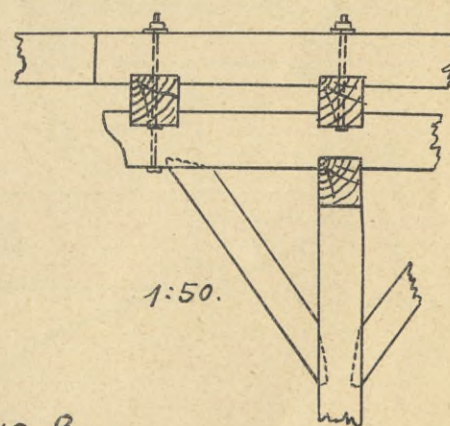
Rys. 4.



Rys. 5.

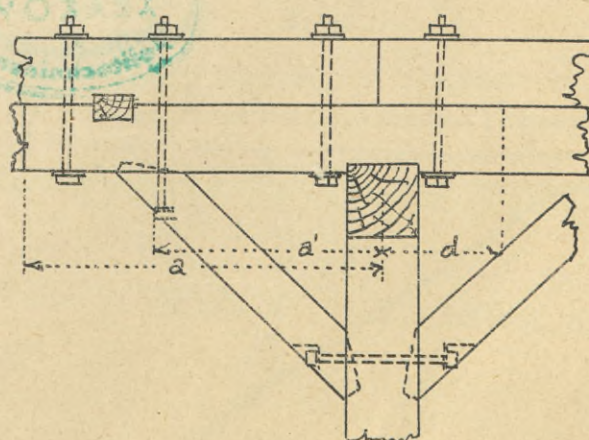


Rys. 6.

Rys. 7.  
Most koto Apahida. (Siedmiogród)

Rys. 8.

Rys. 9.

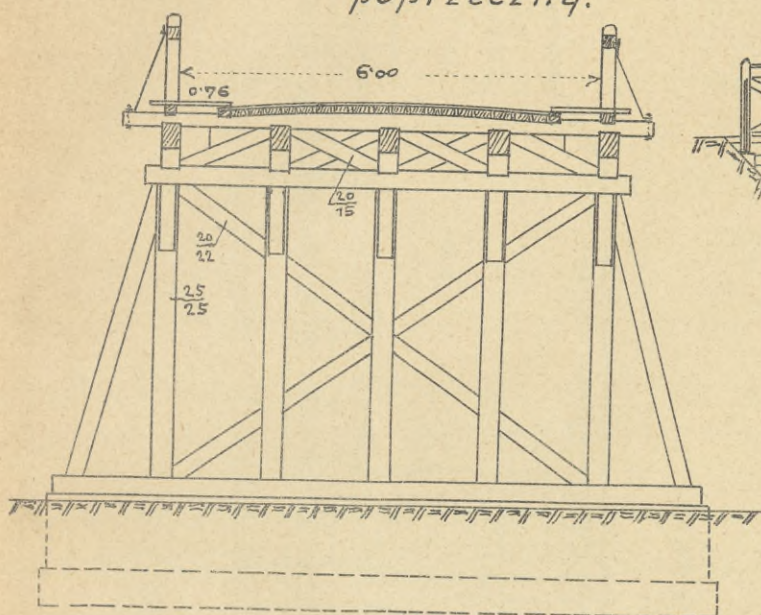




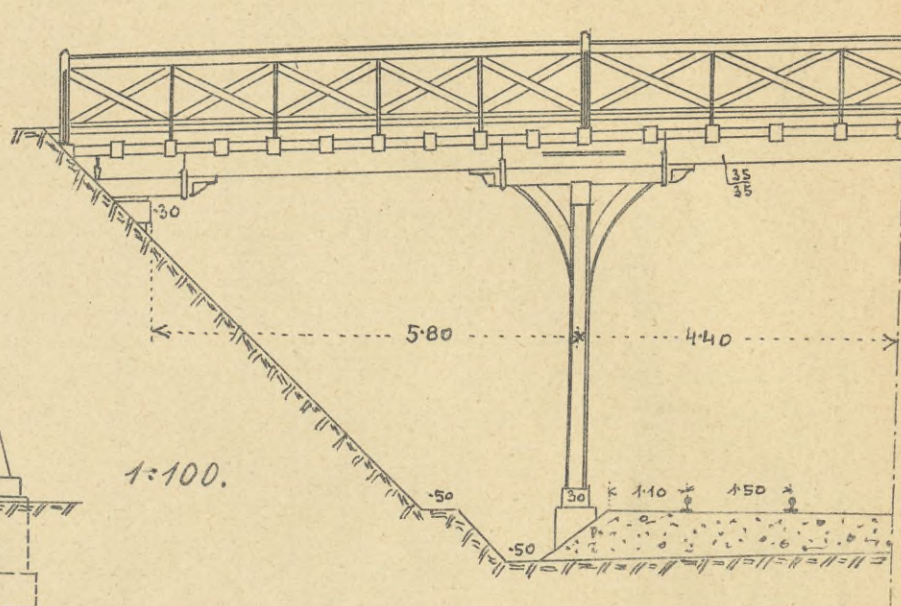




Rys. 1. Przekrój  
poprzeczny.



Rys. 2. Widok.

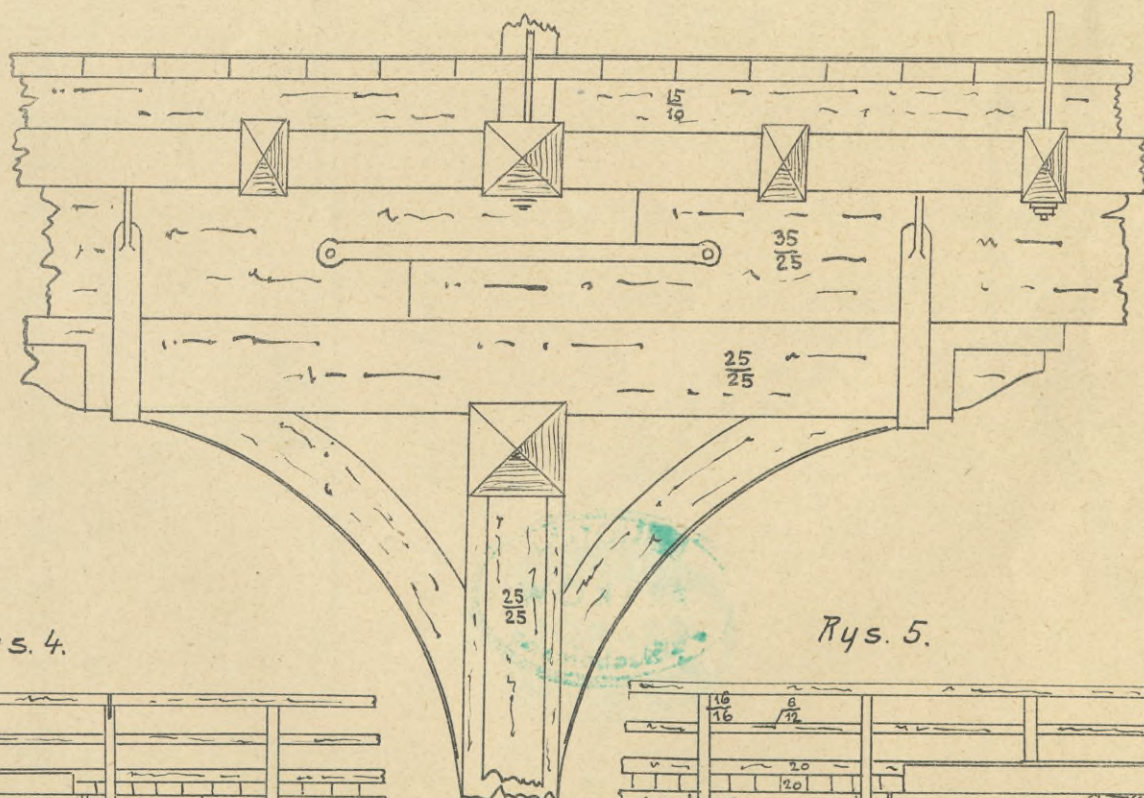


Rys. 1-3: Podjazd kolei Paryż-Orlean.

Rys. 3.

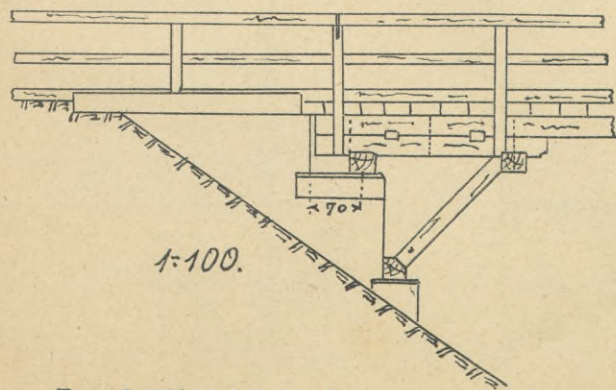
1:20.

Szczegół  
jarzma.



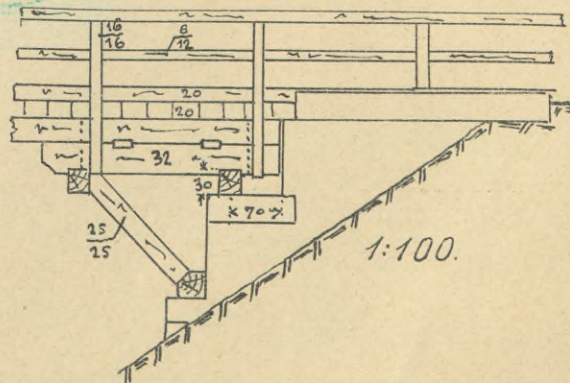
Rys. 4.

1:100.



Rys. 5.

1:100.

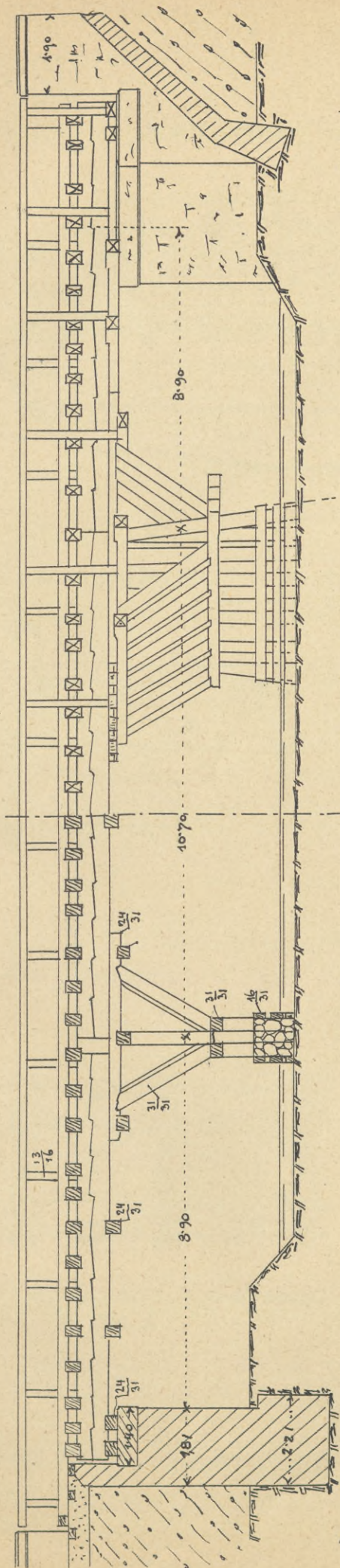




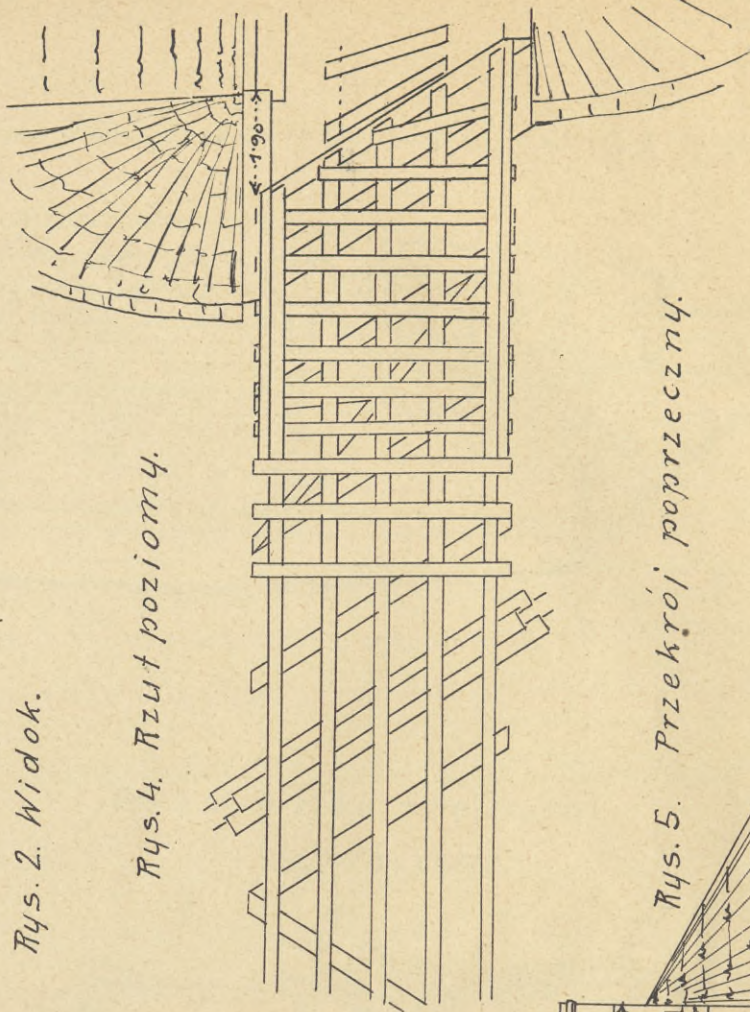




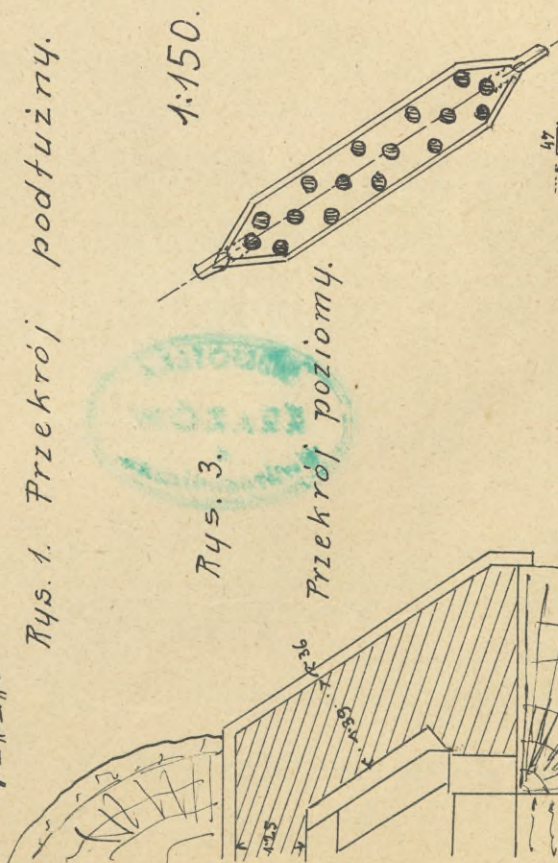
Most kolei Rudolfa na Liesingu.



Rys. 1. Przekrój podłużny.



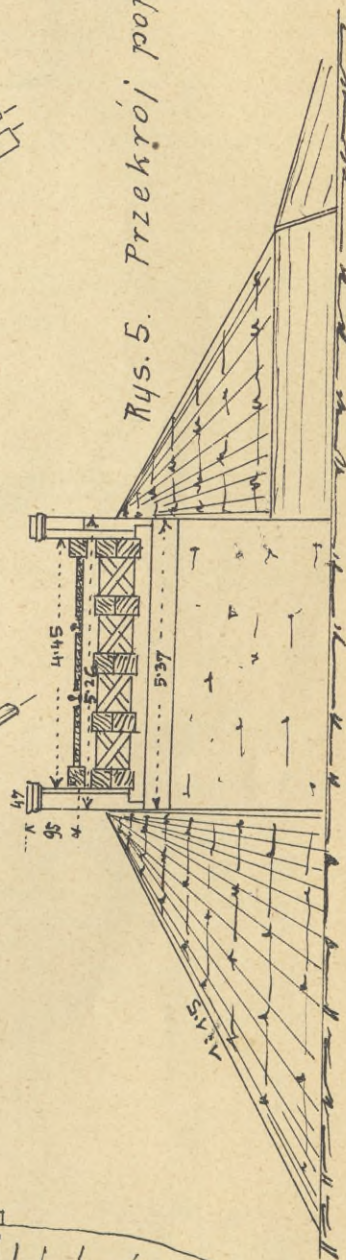
Rys. 2. Widok.



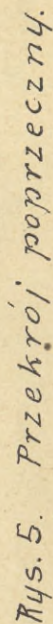
Р45. 3.

Przekrój poziom.

4:150.



Rys. 4. Rzut poziomy.



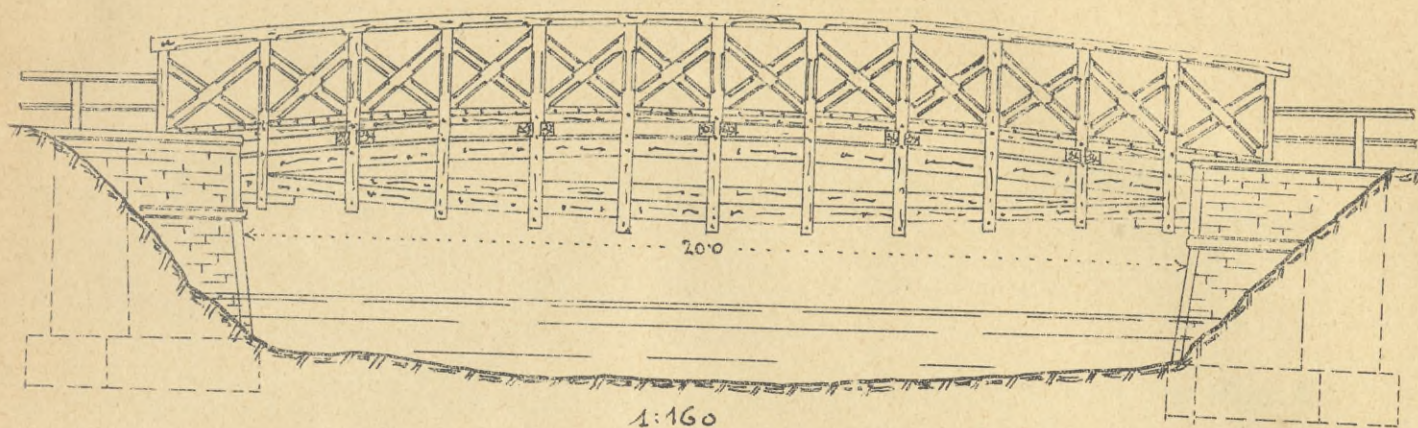
Rys. 5. Przekrój poprzeczny.



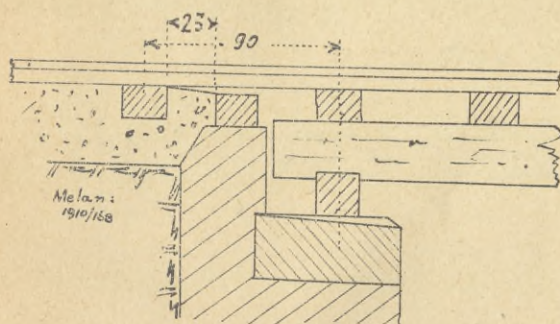




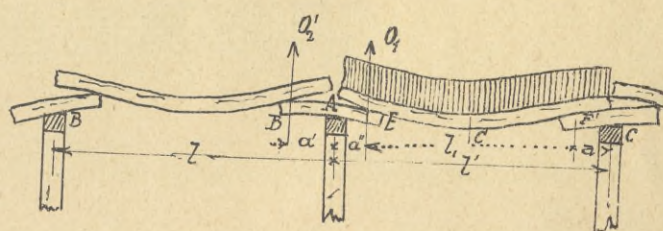
Rys. 1. Most na Plauenscher-Grund. (Saksonia). p. rys. 4.



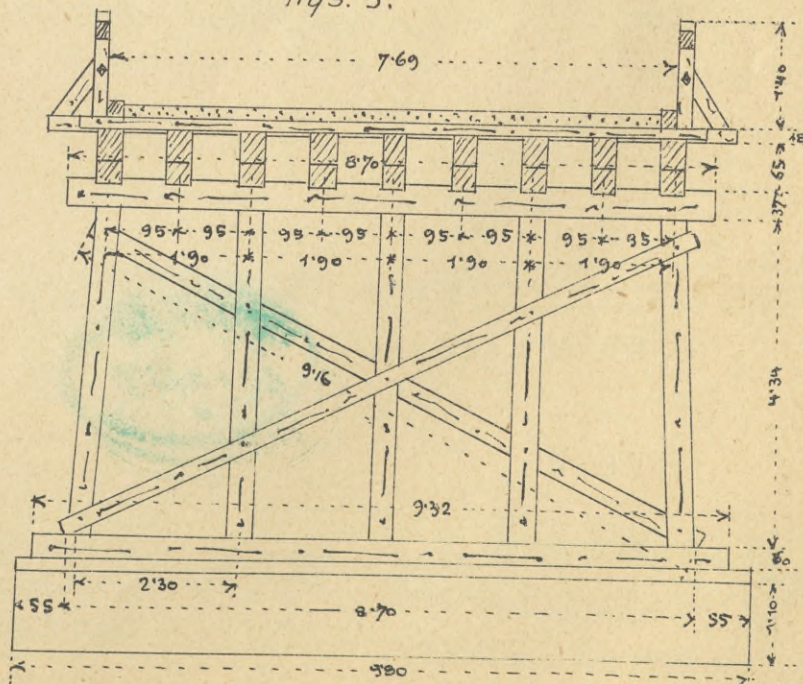
Rys. 2. Zakończenie.



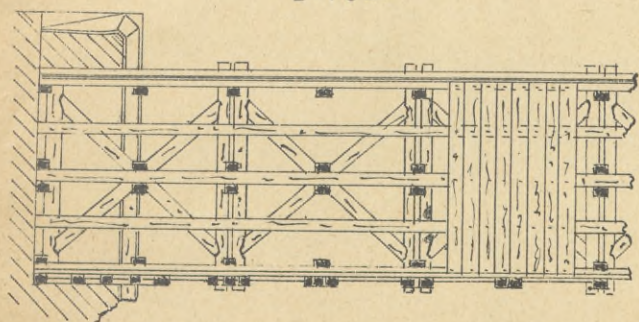
Rys. 3. Siodełka z belkami niepotączone.



Rys. 5.



Rys. 4. Rzut poziomy.



Most na Plauenscher-Grund.  
p. rys. 1.

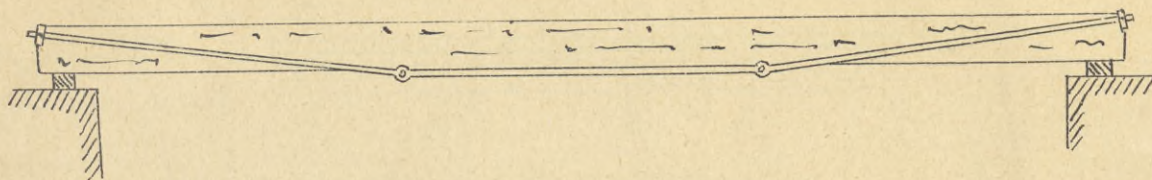




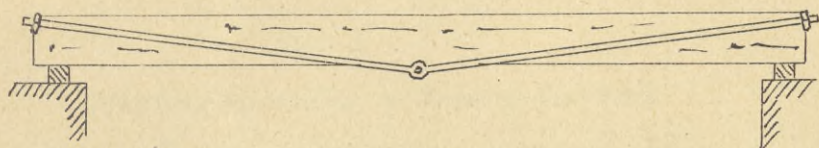


## Dźwigary wzmocnione.

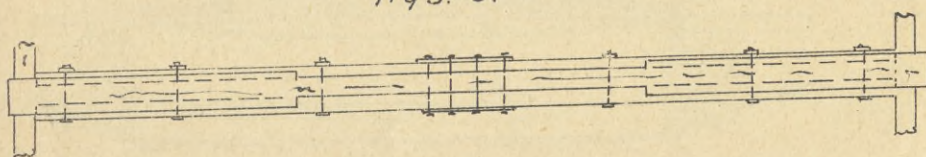
Rys. 1.



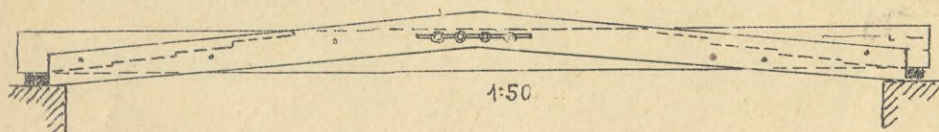
Rys. 2.



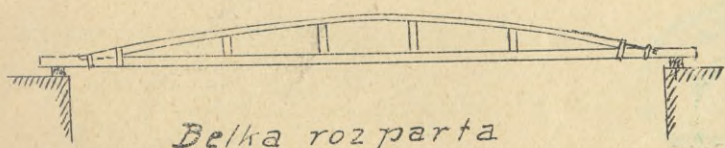
Rys. 3.



Rys. 4.

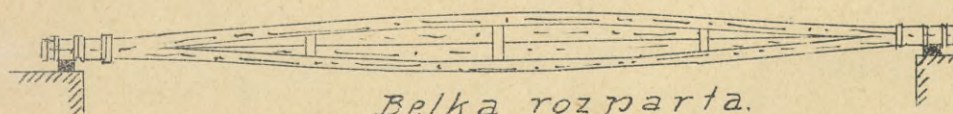


Rys. 7.



Belka rozparta

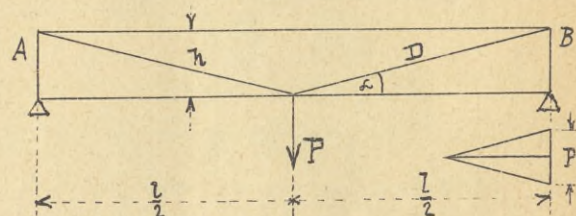
Rys. 8.



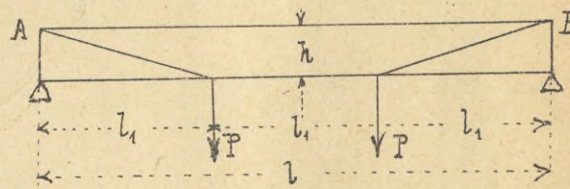
Belka rozparta.

Dr. M. Thullie. Mosty drewniane I.

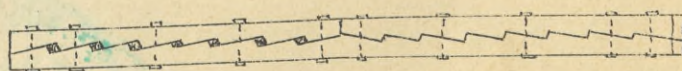
Rys. 5.



Rys. 6.

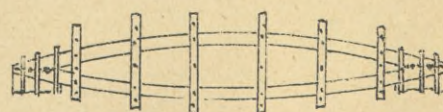


Rys. 9.



Belka zazębiona.

Rys. 10.



Belka Lavesa.

W

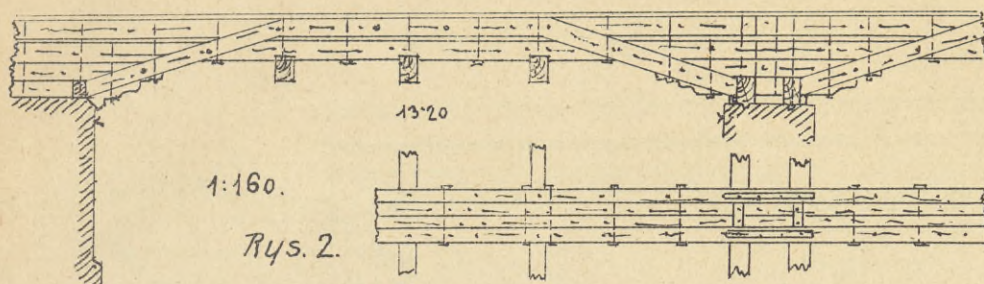






*Belki wzmacnione.*

Rys. 1.

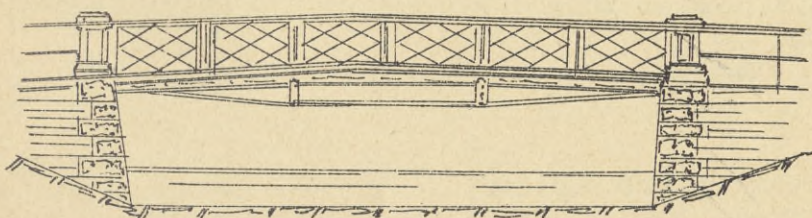


1:160.

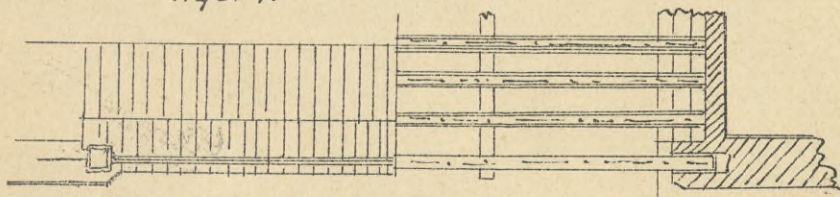
Rys. 2.

*Most na Tauberze pod Bischofsheimem.*

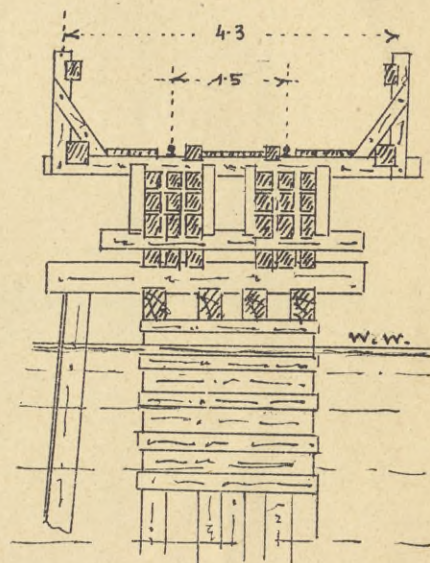
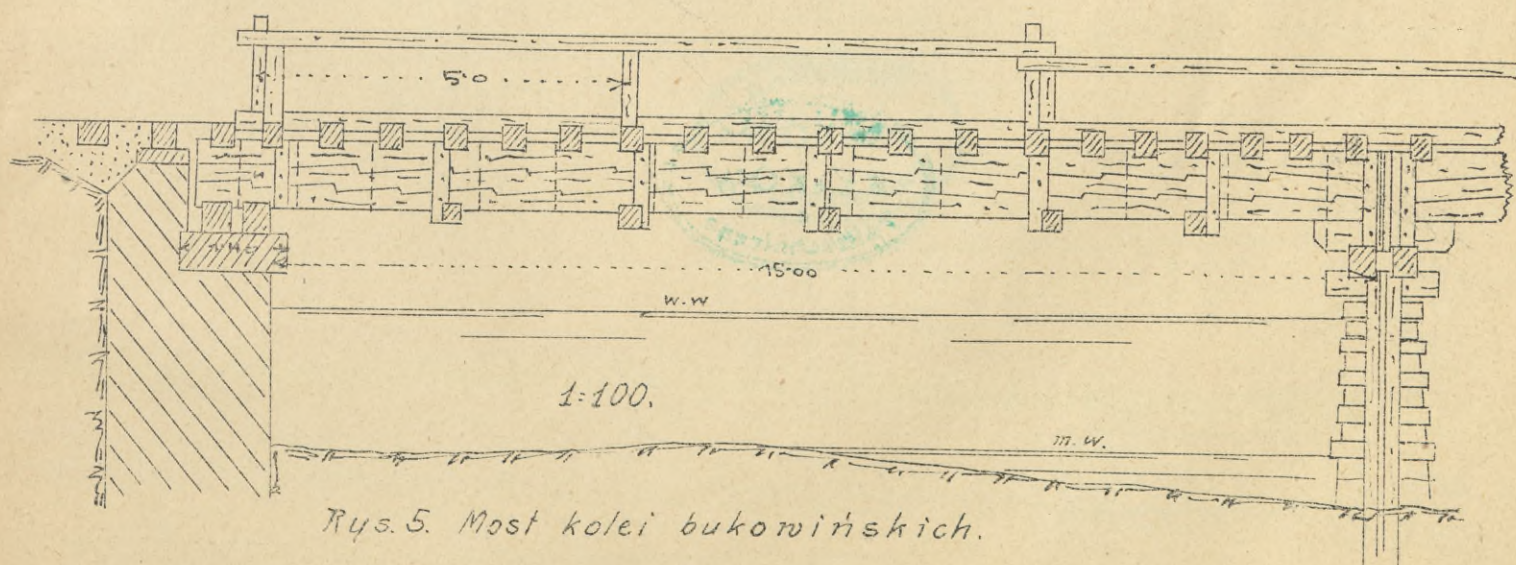
Rys. 3.

*Most na Voshachu w Baden-Badenie.*

Rys. 4.



Rys. 6

*Przekrój poprzeczny.*  
1:100.*Most kolei bukowickich.*  
(p. r. 5.)Rys. 5. *Most kolei bukowickich.*



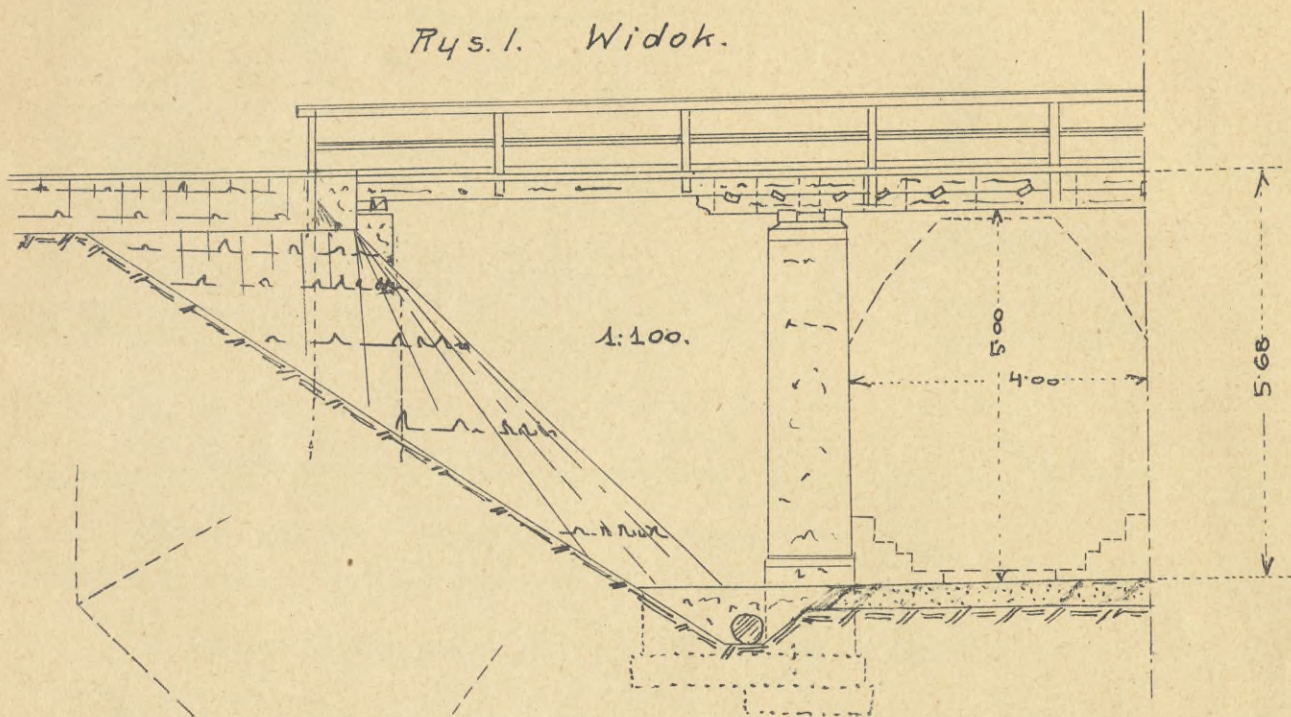




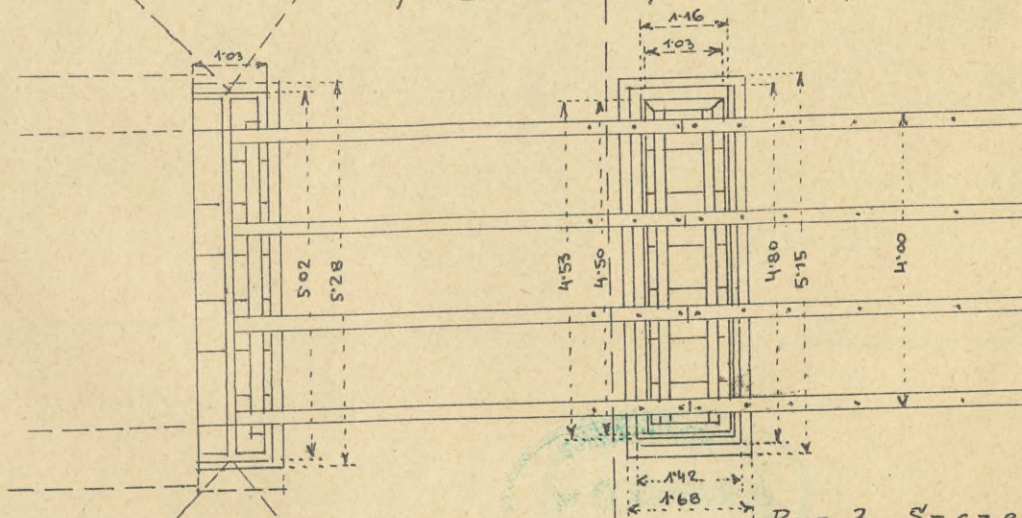
## Belki złożone.

Most kolei Poznań-Krzyż.

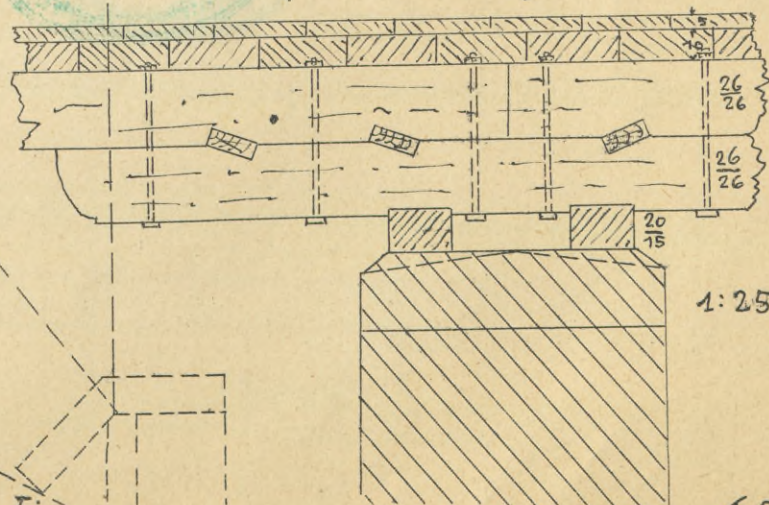
Rys. 1. Widok.



Rys. 2. Rzut poziomy.



Rys. 3. Szczegół podpory.



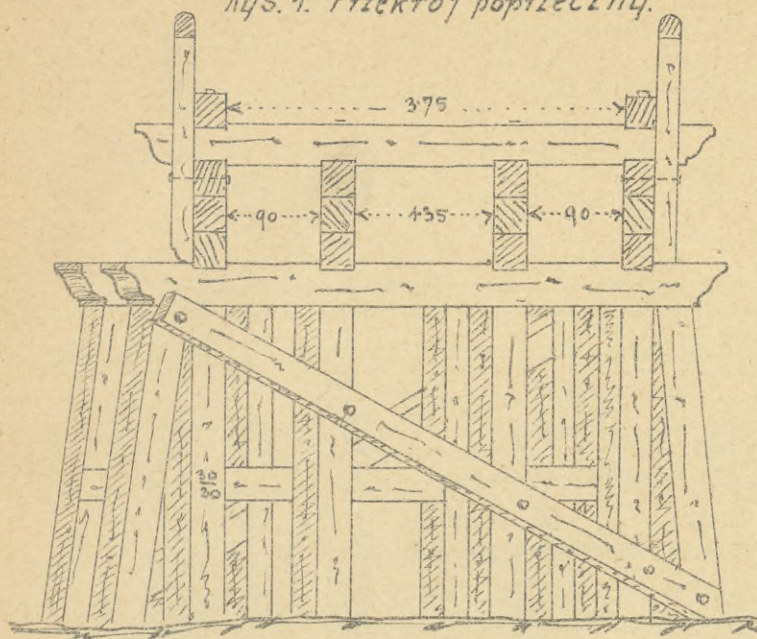






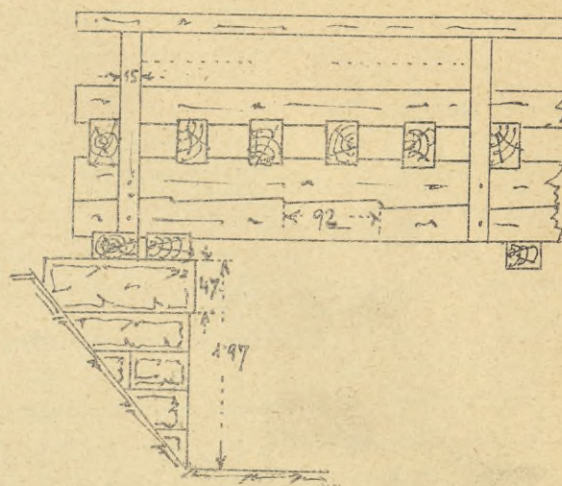
## Belki złożone.

Rys. 1. Przekrój poprzeczny.



Rys. 2. Widok.

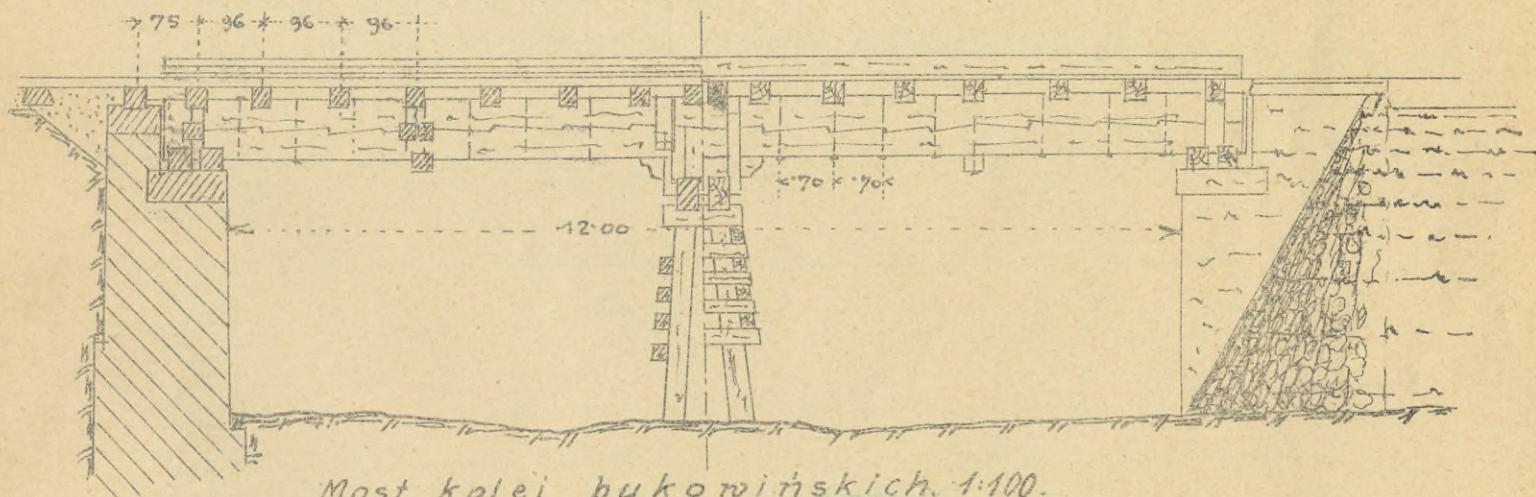
1:70.



Most na Poltenbachu w Bernsdorfie.

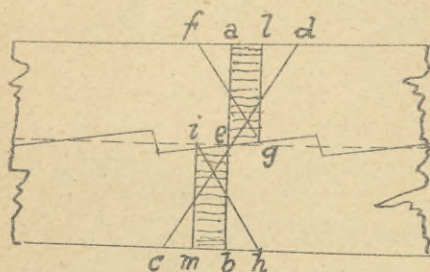
Rys. 3. Przekrój.

Rys. 4. Widok.

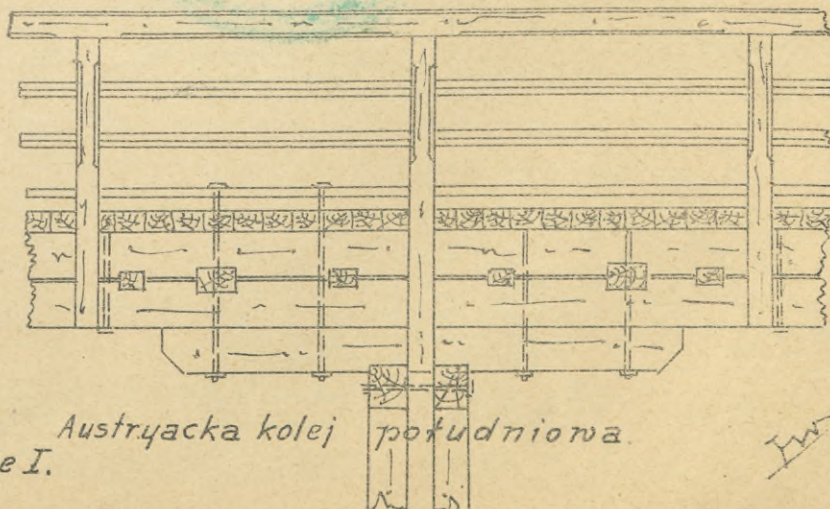


Most kolei bukowskińskich 1:100.

Rys. 5.



Rys. 6.



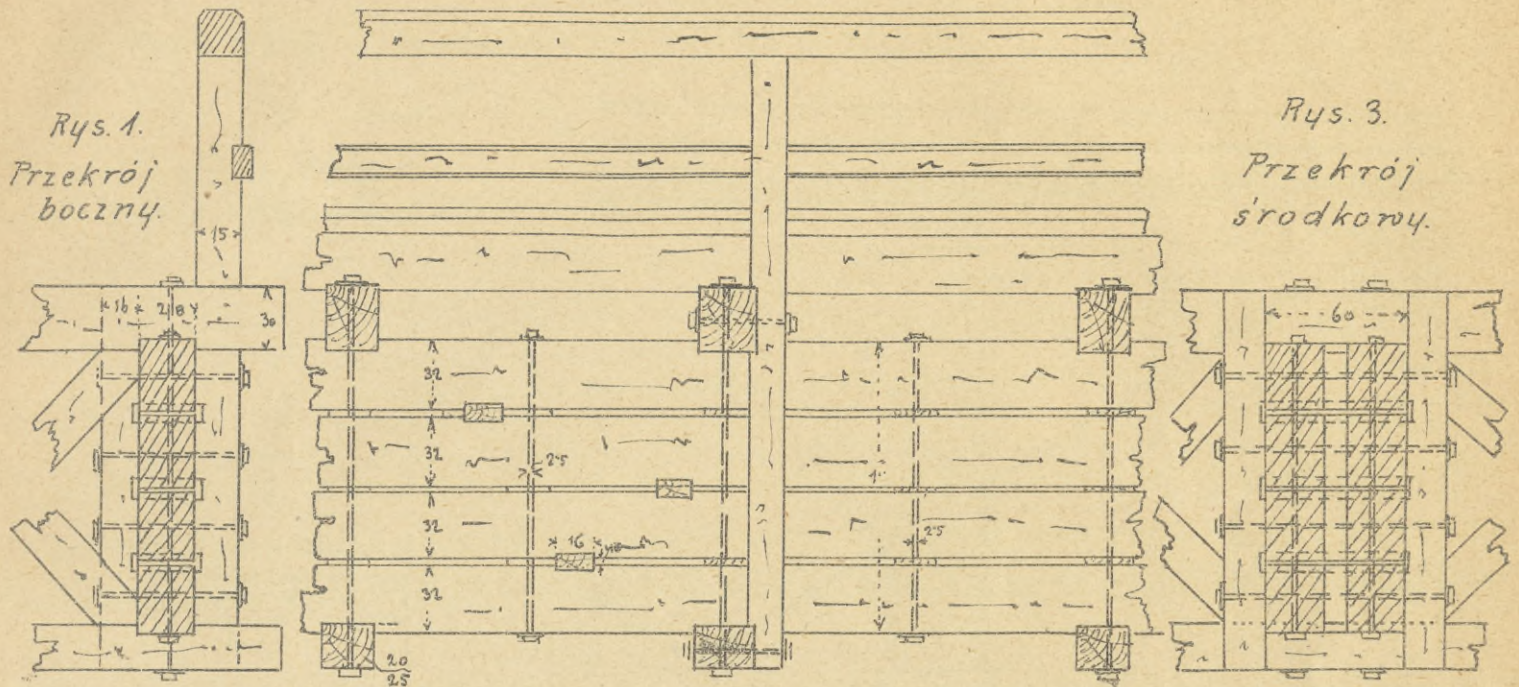
Austriacka kolej południowa.





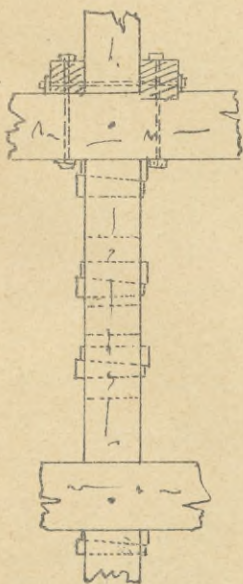


Rys. 2. Widok.



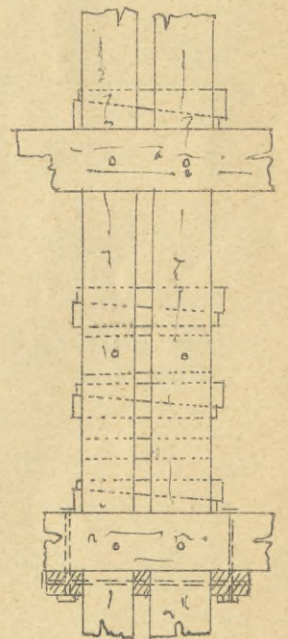
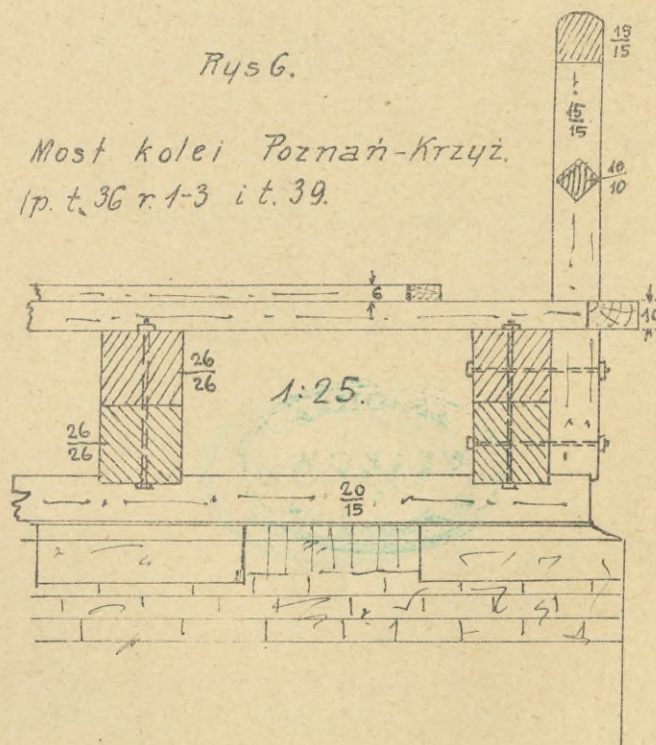
Rys. 4. Widok z góry.

Rys. 1-5. Most austr. kolei południowej. 1:33. Rys. 5. Widok z góry.

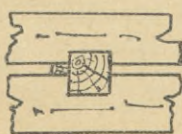


Rys. 6.

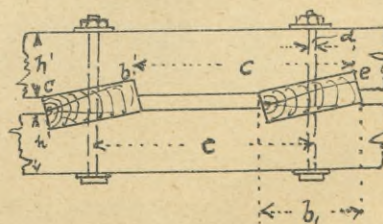
Most kolei Poznań-Krzyż.  
lp. t. 36 r. 1-3 i t. 39.



Rys. 7.



Klin z odsadzką



Rys. 8.

Kliny ukośne.



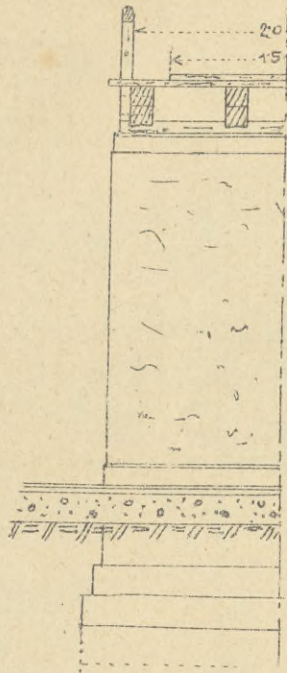




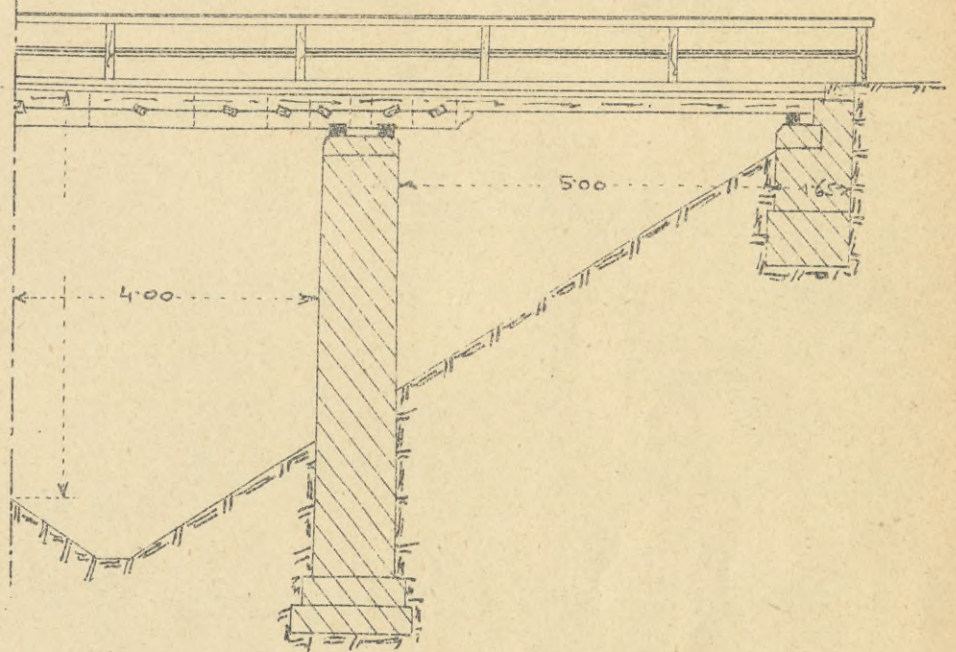
## Belki złożone.

Most kolei Poznań-Krzyż. 1:100.

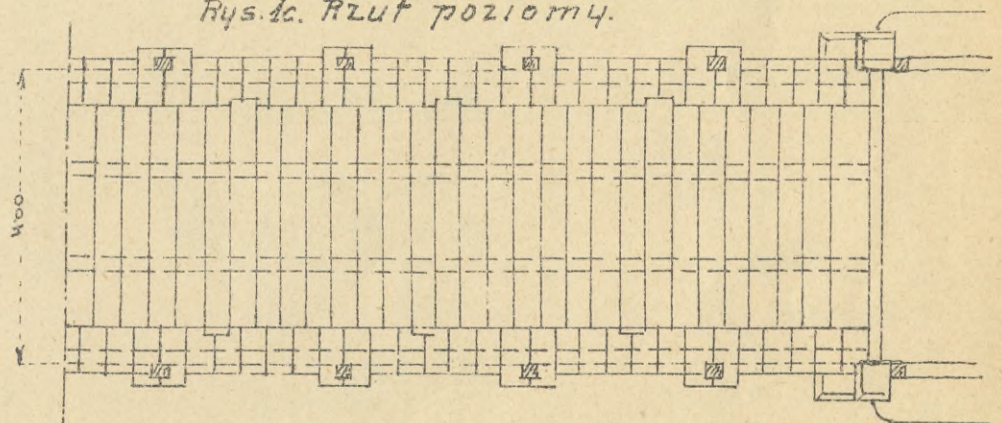
Rys.1a. Przekrój poprzeczny.



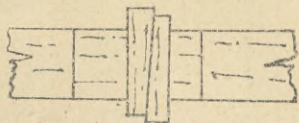
Rys.1b. Przekrój podłużny.



Rys.1c. Rzut poziomy.



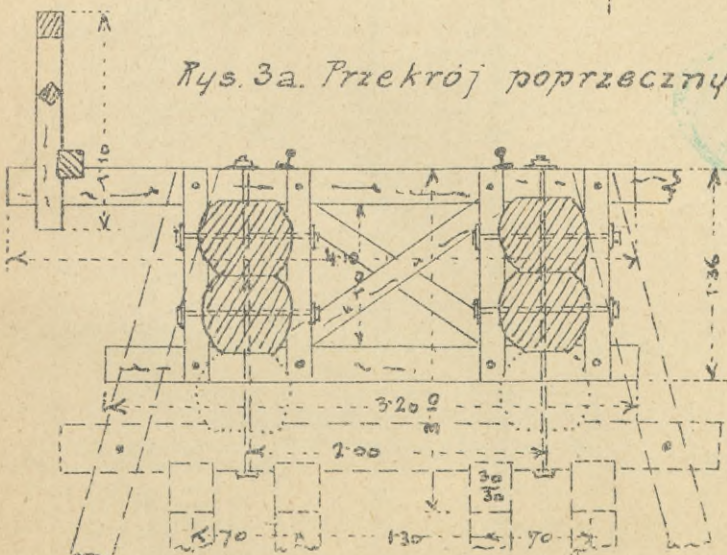
Rys. 2.



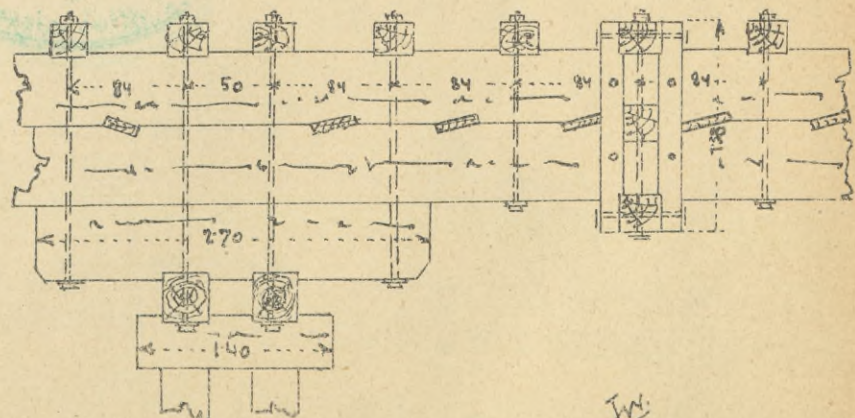
Szczegół Klinów.

Rys.3a. Przekrój poprzeczny

1:67



Rys.3b. Widok.



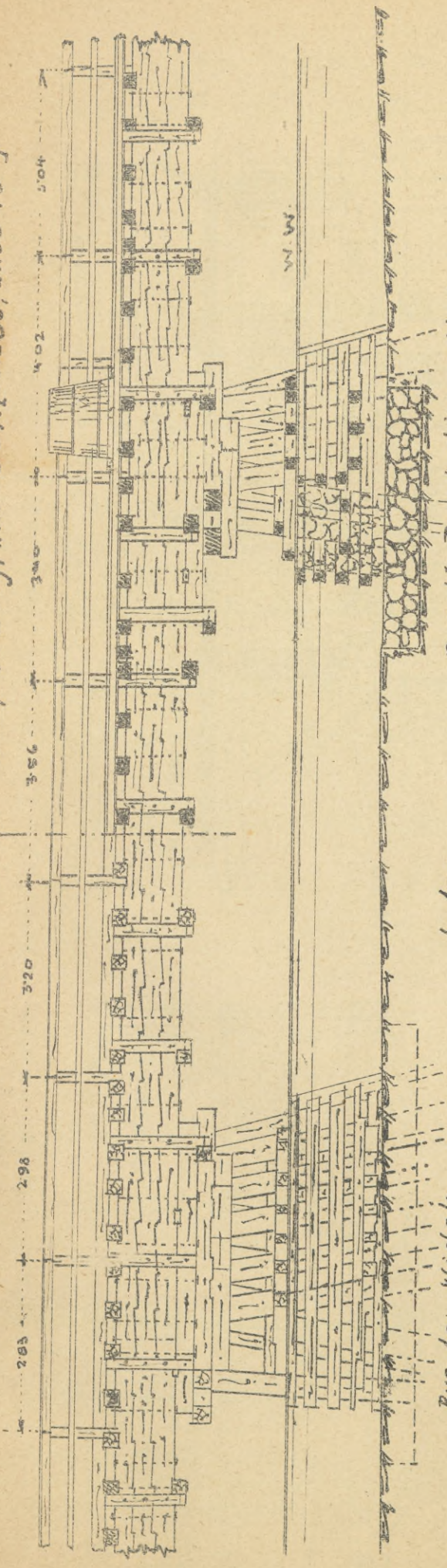
Most na Eisaku pod Kolmanem.

Dr. M. Thullie. Mosty drewniane I.





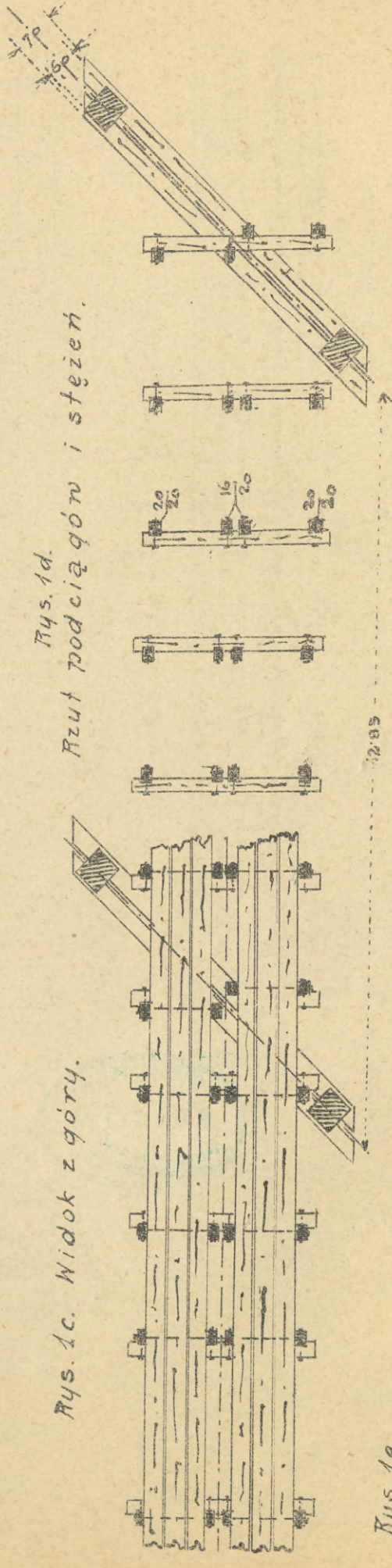




Rys. 1a. Widok.

1:100.

Rys. 1b. Przekrój podłużny.

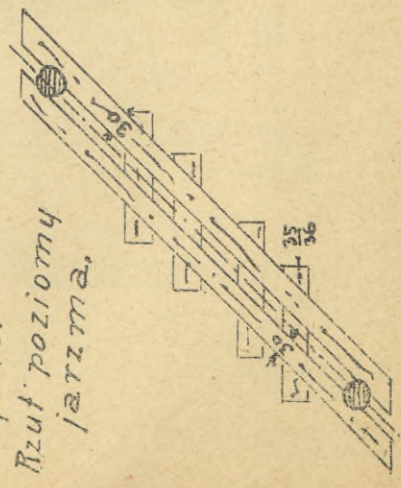


Rys. 1c. Widok z góry.

Rys. 1d. Rzut podciągów i stężeń.

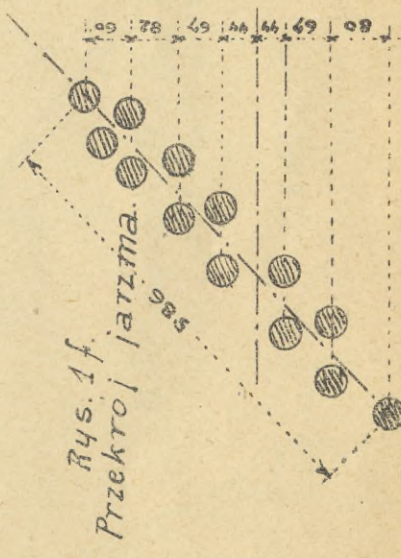
Rys. 1e.

Rzut poziomy  
jarzma.

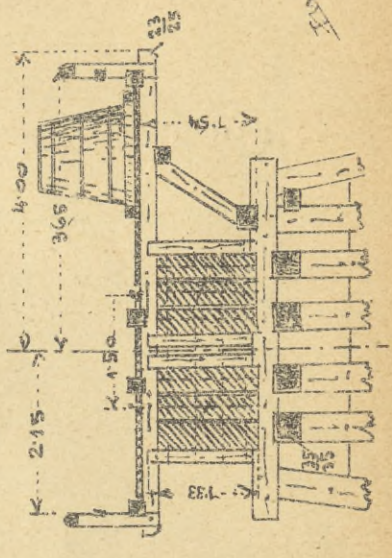


Rys. 1f.

Przekrój jarzma.



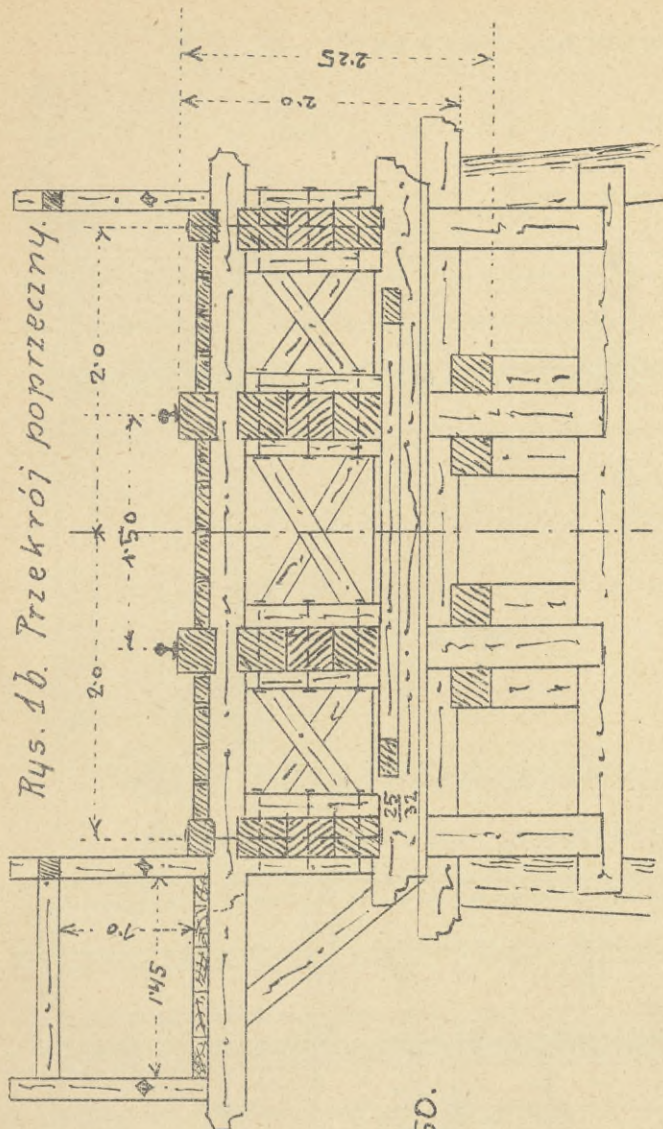
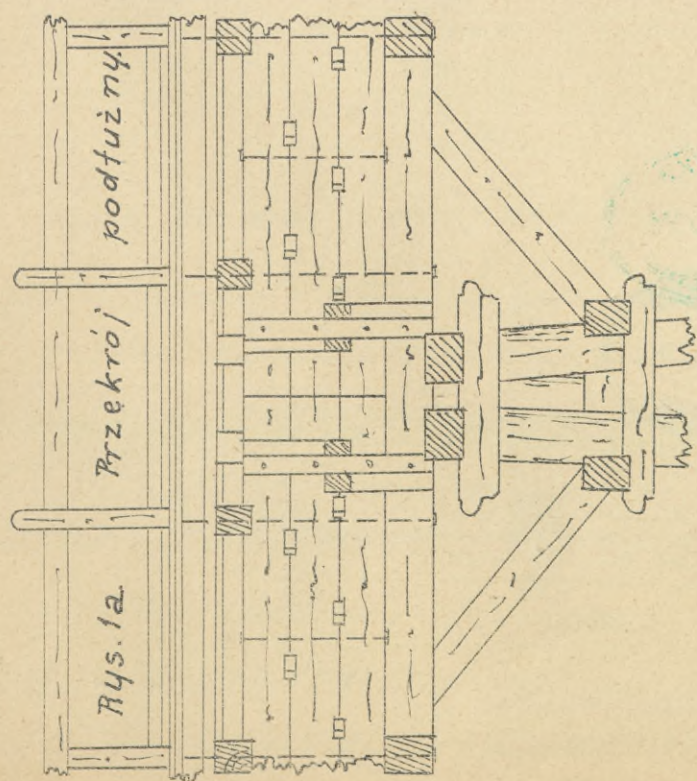
Rys. 1g. Przekrój poprzeczny.



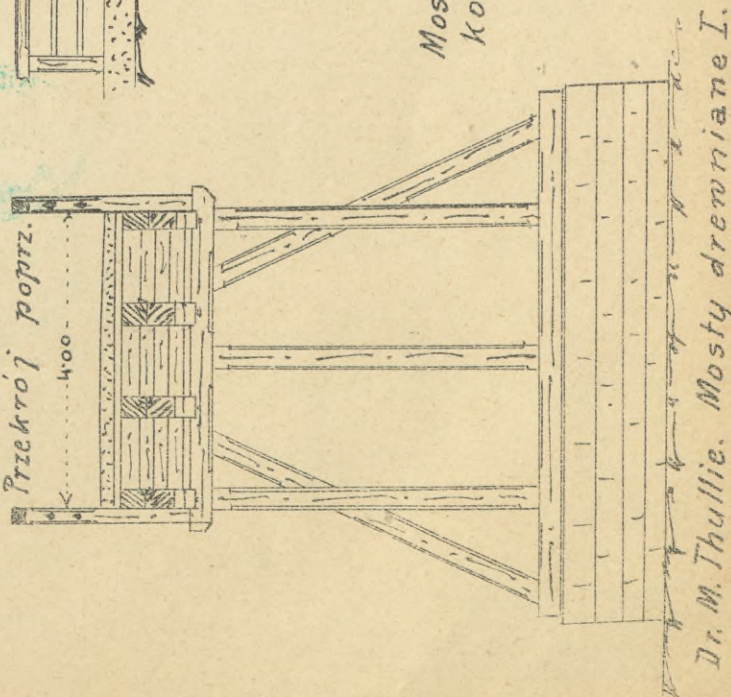




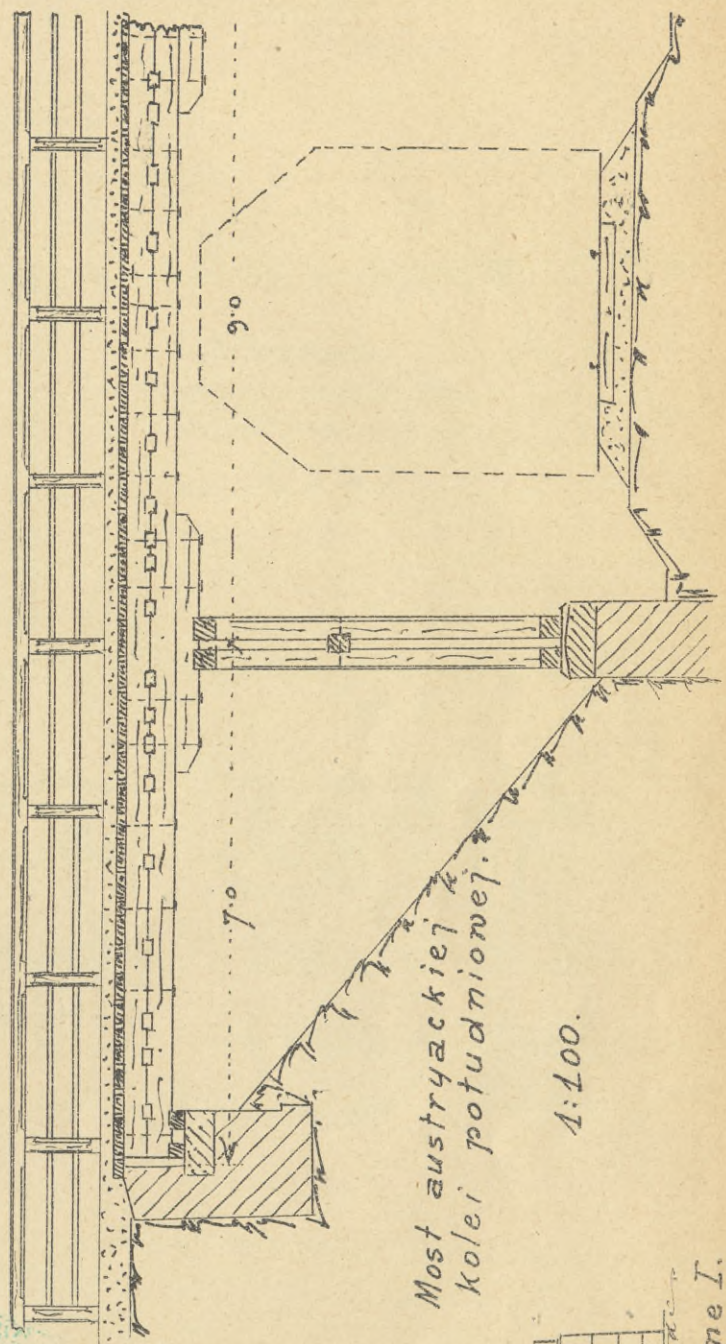




Rys. 2a. Przekrój poprz.



Rys. 2b. Przekrój podłużny.



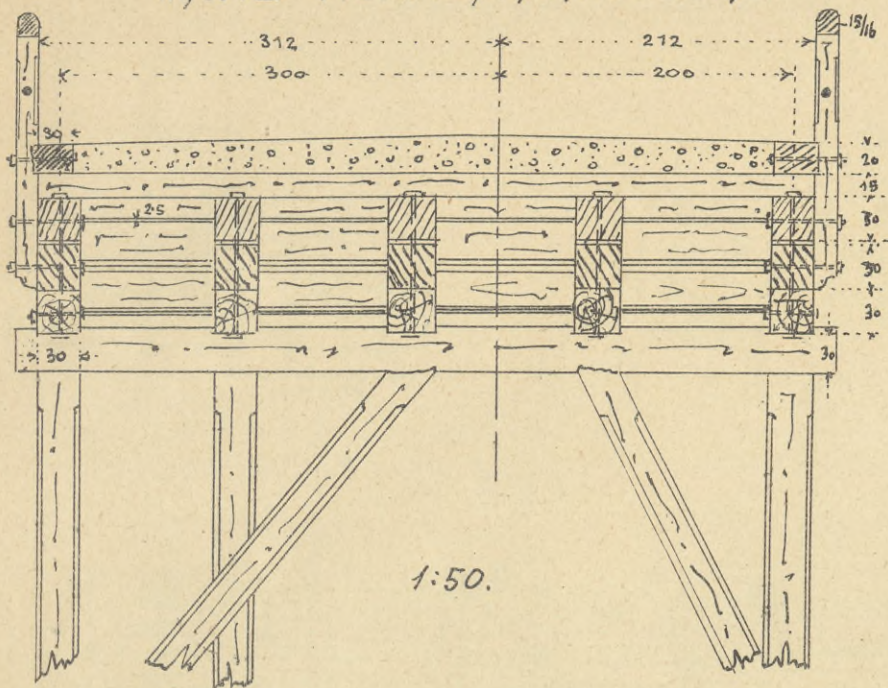
Most austriackiej kolei południowej.





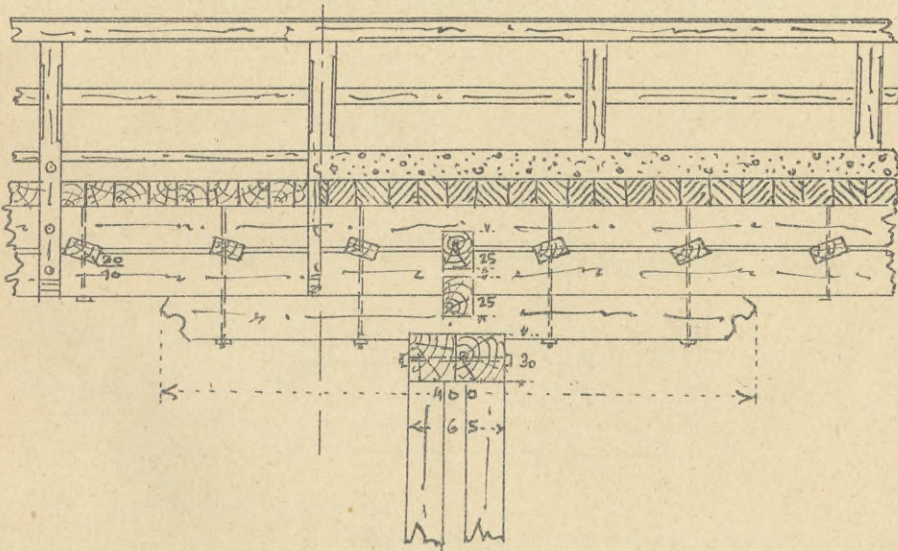


Rys. 12. Przekrój poprzeczny.

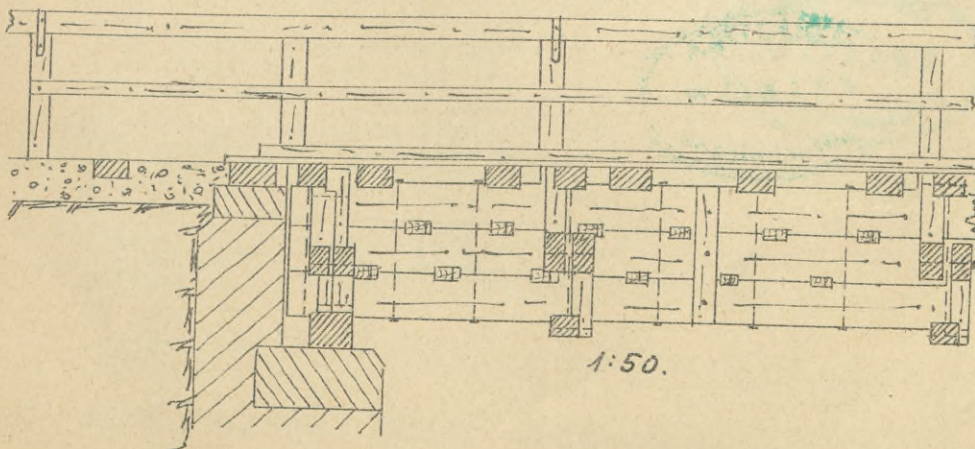


Most kolei południowej.

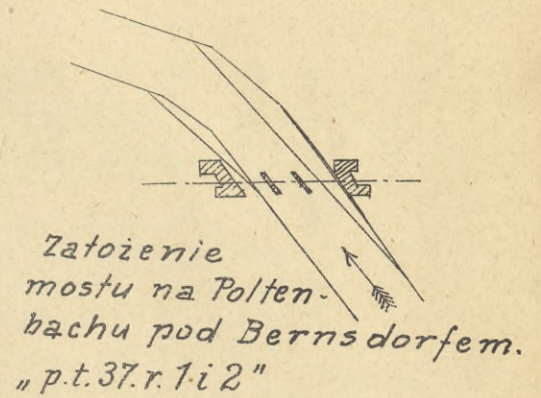
Rys. 16. Przekrój podłużny.



Rys. 4. Normal węgierskich kolei państw.

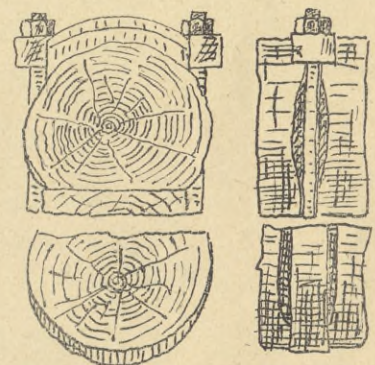


Rys. 2.

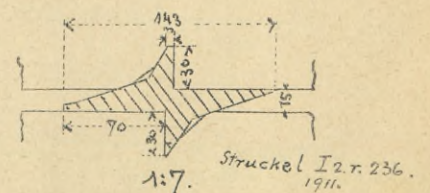


Założenie mostu na Poltenbachu pod Bernsdorfem. „p.t. 37. r. 1 i 2”

Rys. 3.



Rys. 5.



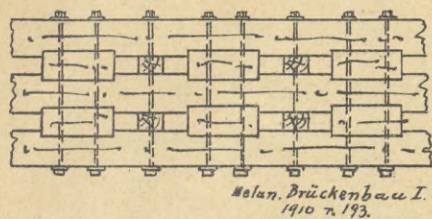




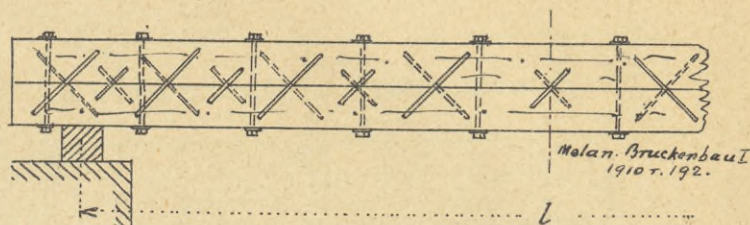


## Dźwigary złożone.

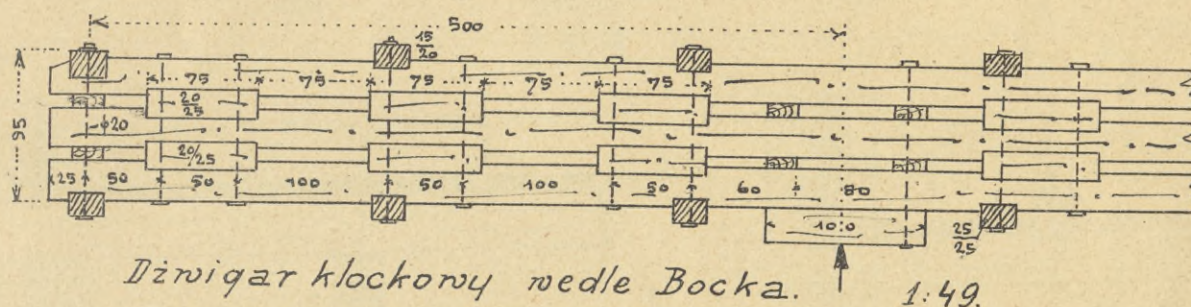
Rys. 1.



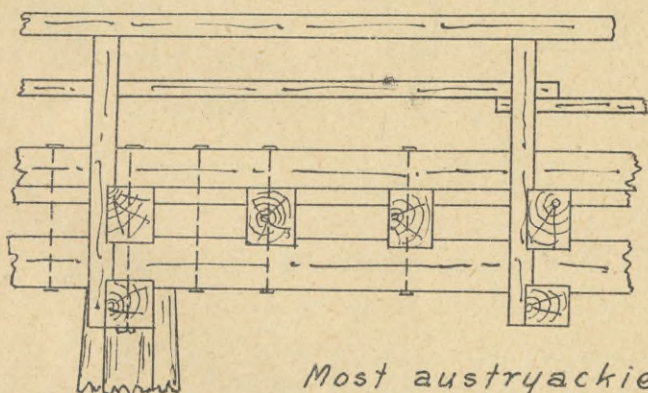
Rys. 2.



Rys. 3.

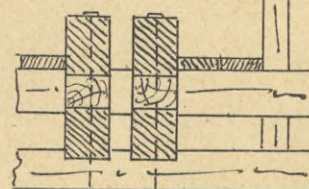


Rys. 4a. Widok.

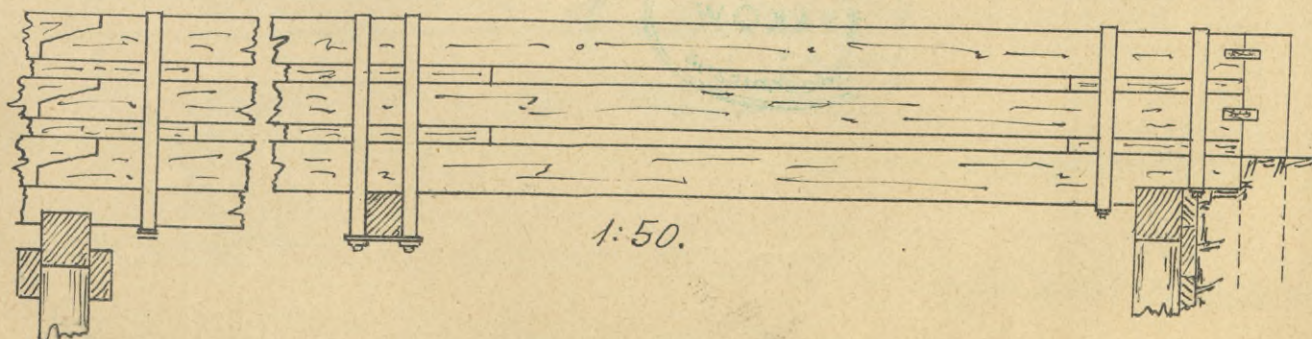


Rys. 4b.

Przekrój poprzeczny.



Rys. 5. Dawny austriacki dźwigar klockowy.







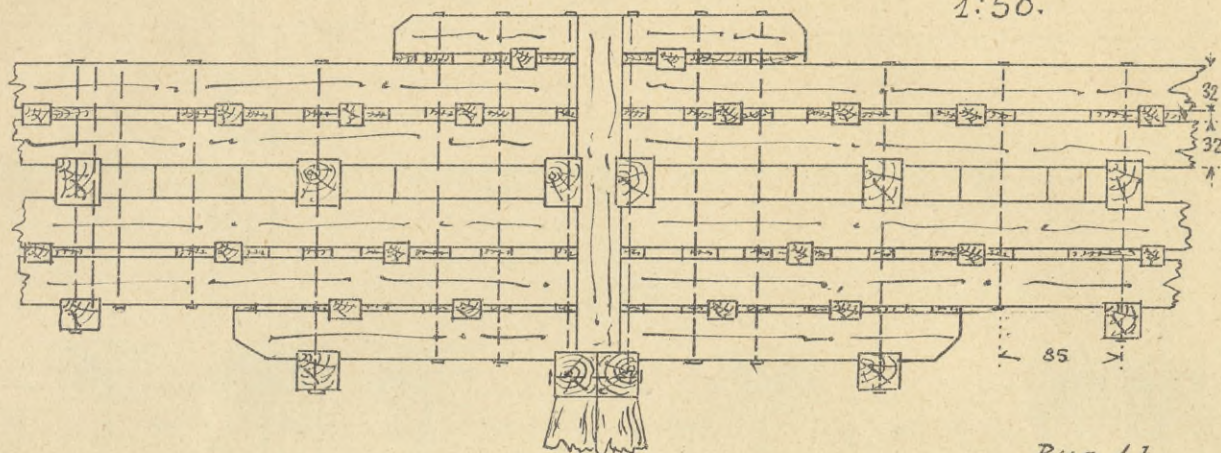


## Belki złożone.

Rys. 1-2. Mosty południowej kolei austriackiej.

Rys. 1a. Widok.

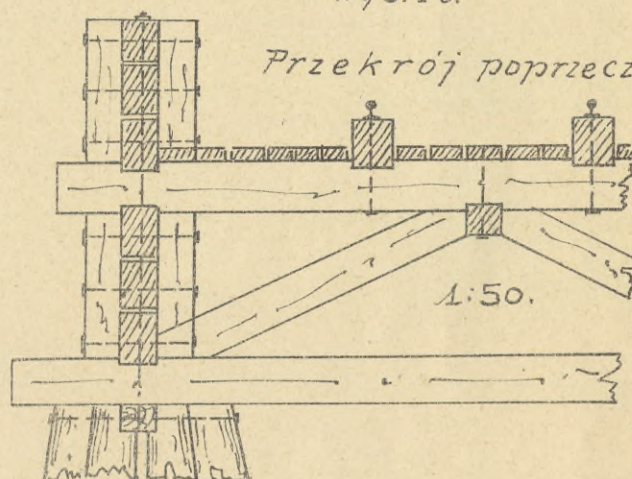
1:50.



Rys. 1b.

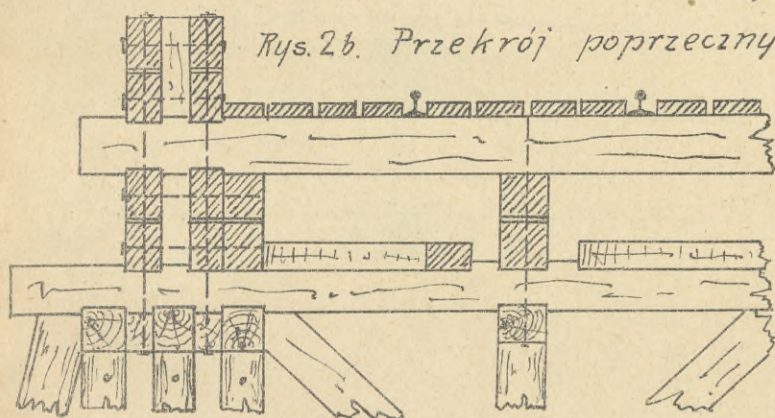
Przekrój poprzeczny.

1:50.

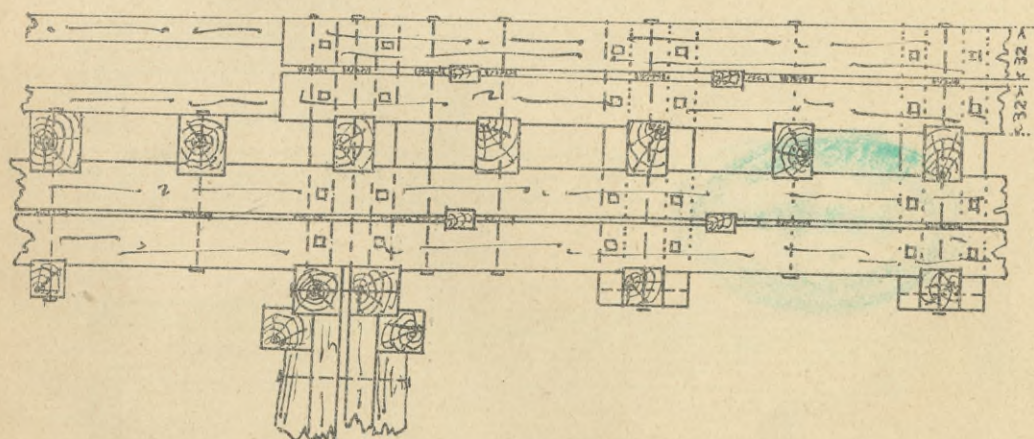


Rys. 2b. Przekrój poprzeczny.

1:50.



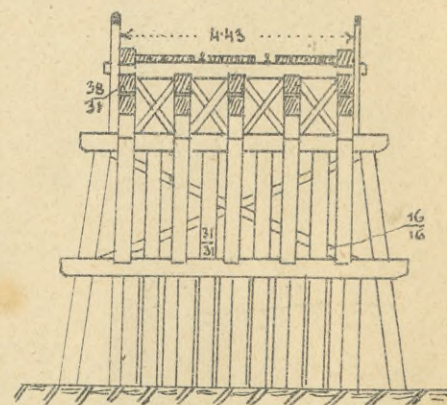
Rys. 2a. Widok. 1:50.



Rys. 3.

Przekrój poprzeczny.

1:150.



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Most kolei Rudolfa na Liesingu.



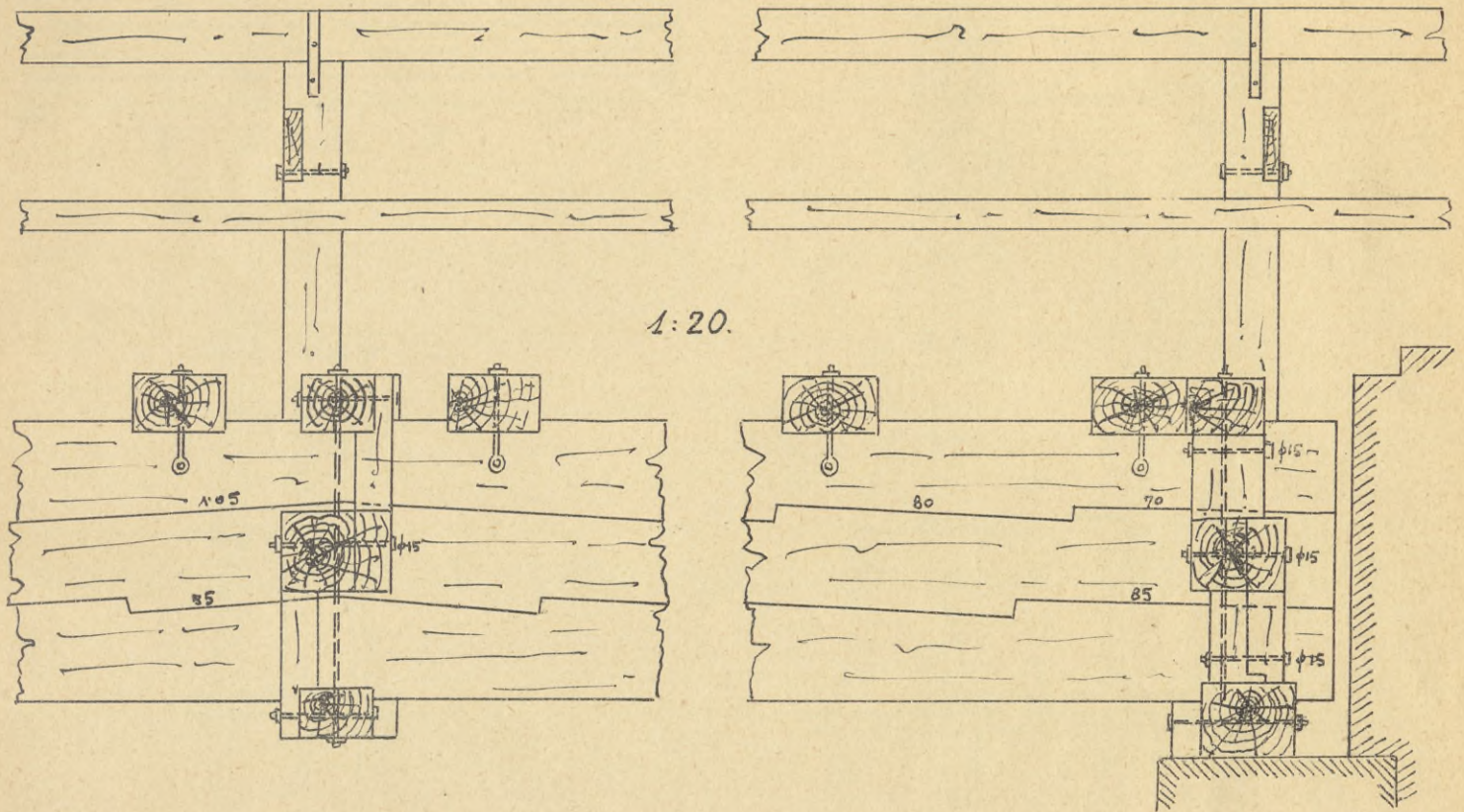




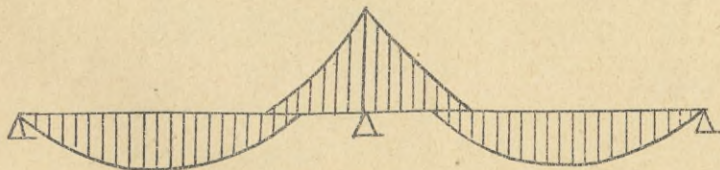
# Belki złożone.

Most kolei Albrechta.

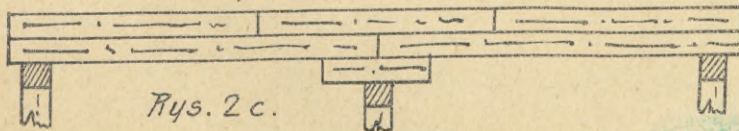
Rys. 1. Przekrój podłużny.



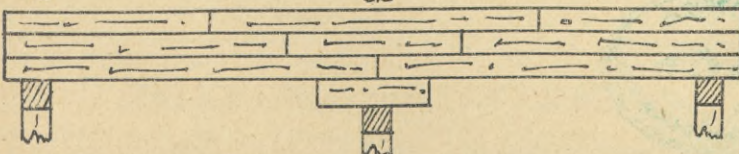
Rys. 2a.



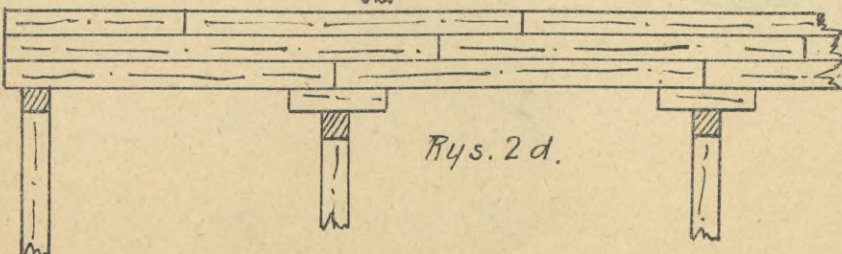
Rys. 2b.



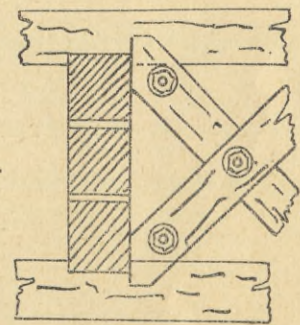
Rys. 2c.



Rys. 2d.

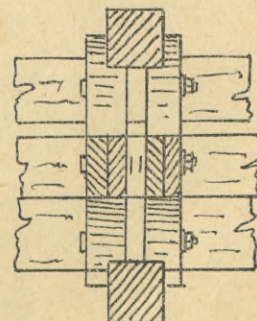


Rys. 3a.



Przekrój poprzeczny.

Rys. 3b.

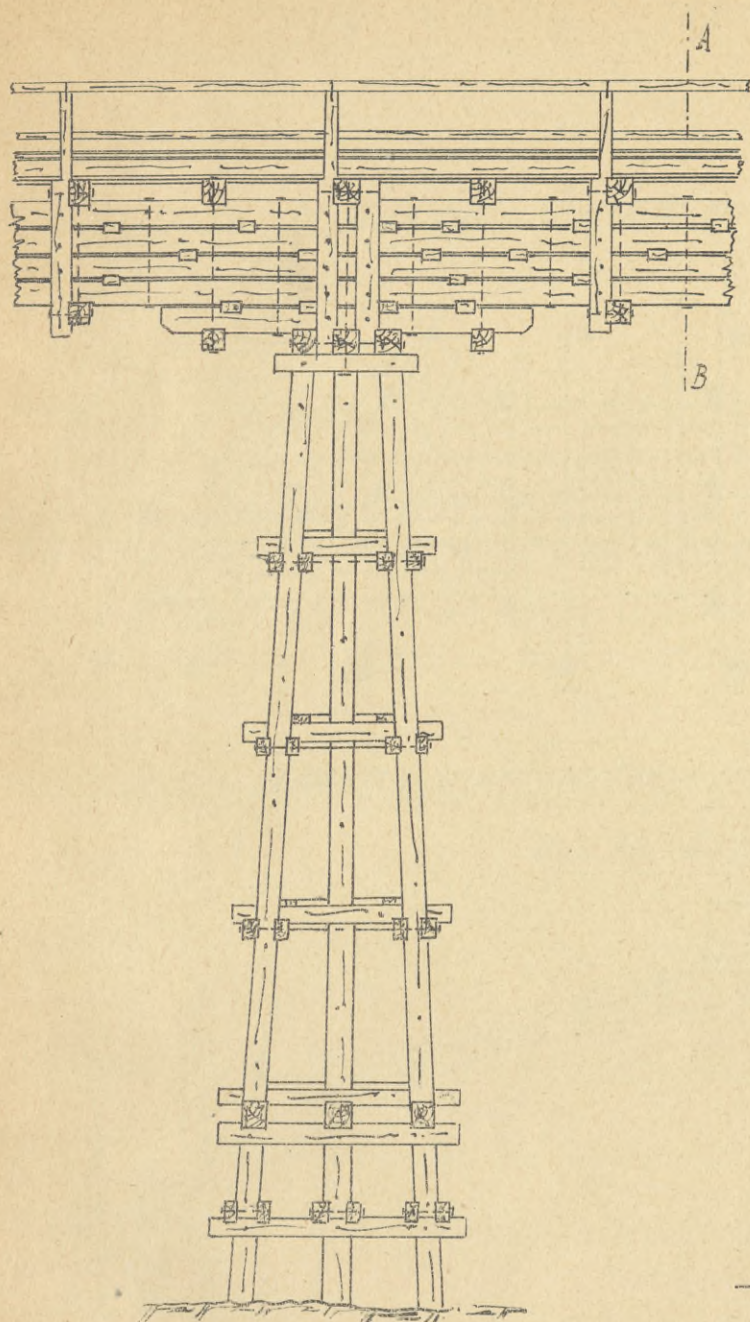


Przekrój podłużny.

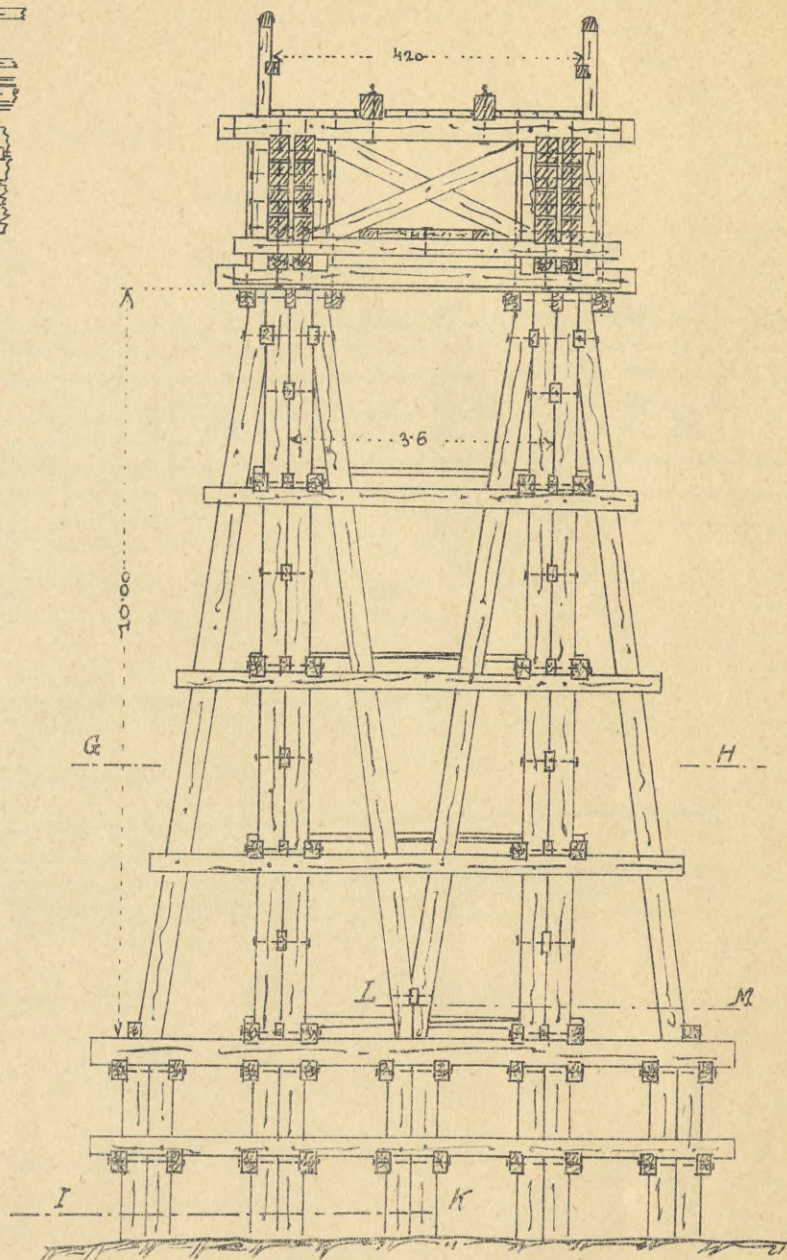








Rys. 1a. Widok.

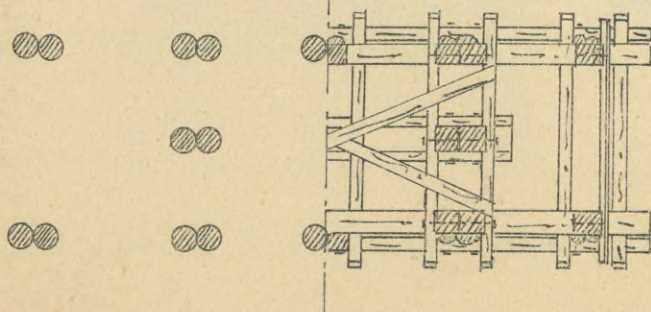


Rys. 1b. Przekrój poprzeczny A-B.

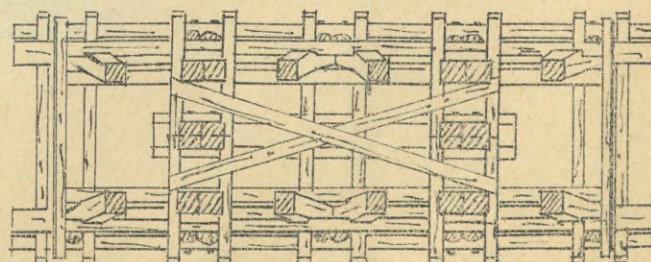
Most austriackiej kolei południowej.

A:100.

Rys. 1c. Przekroje IK i LM.



Rys. 1d. Przekrój G-H.



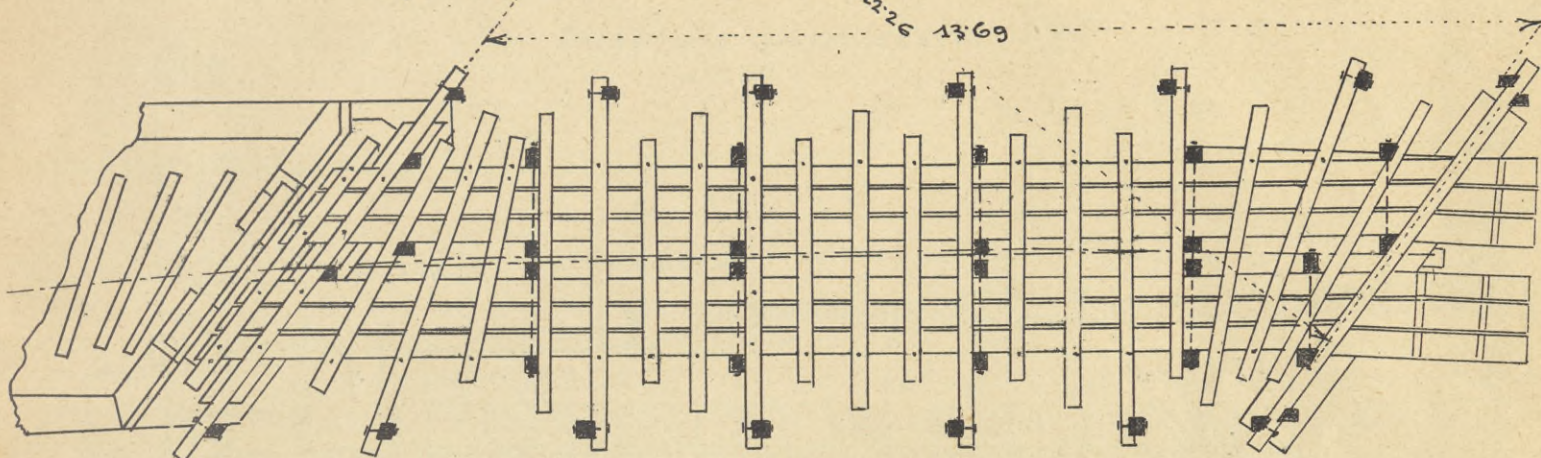






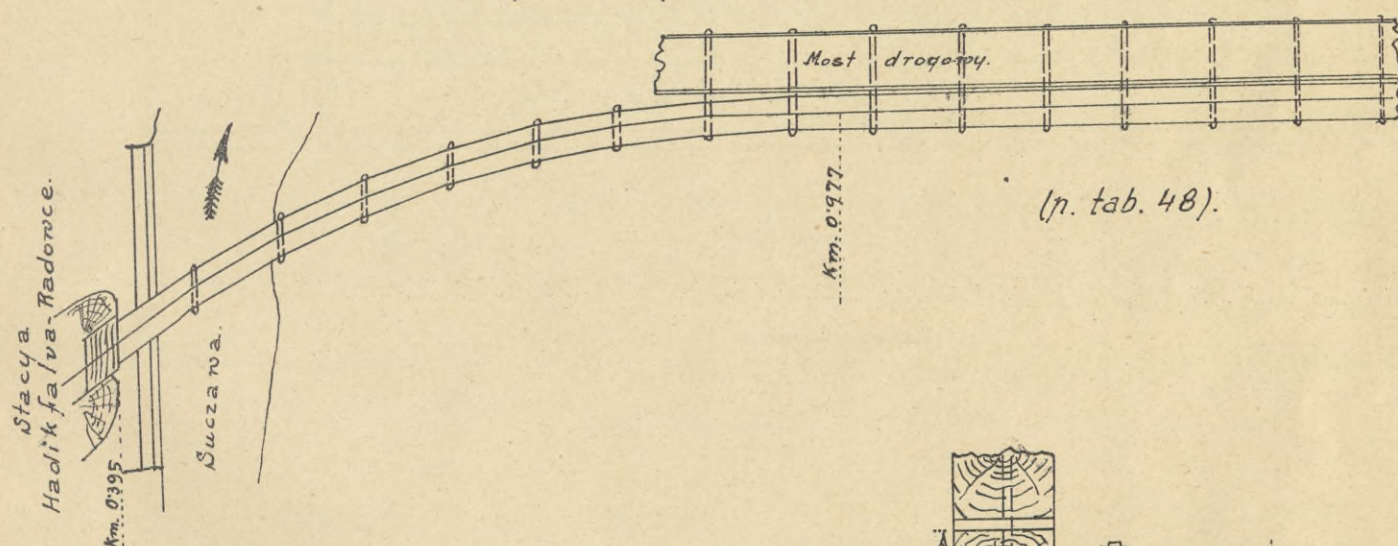
## Mosty w tuku i tężniki poprzeczne.

Rys. 1a. Układ pomostu 1:100.

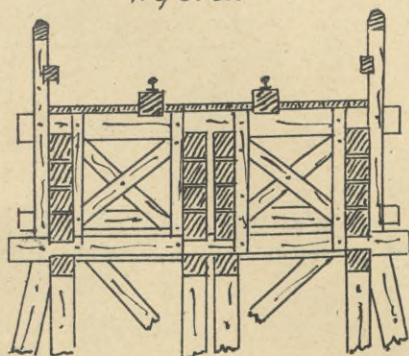


Ukośny most w tuku miejscowej kolei bukowińskiej.

Rys. 1b. Sytuacja 1:1000.

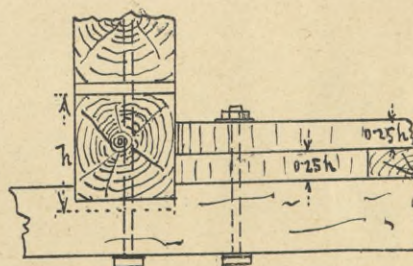


Rys. 2.

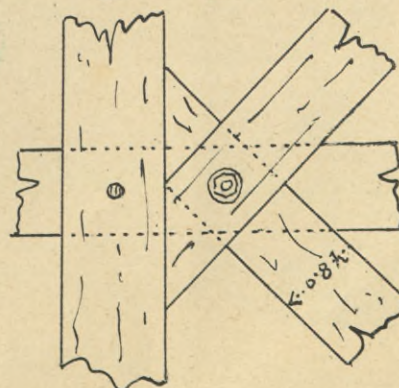


1:100.

Rys. 3a.



Rys. 3b.



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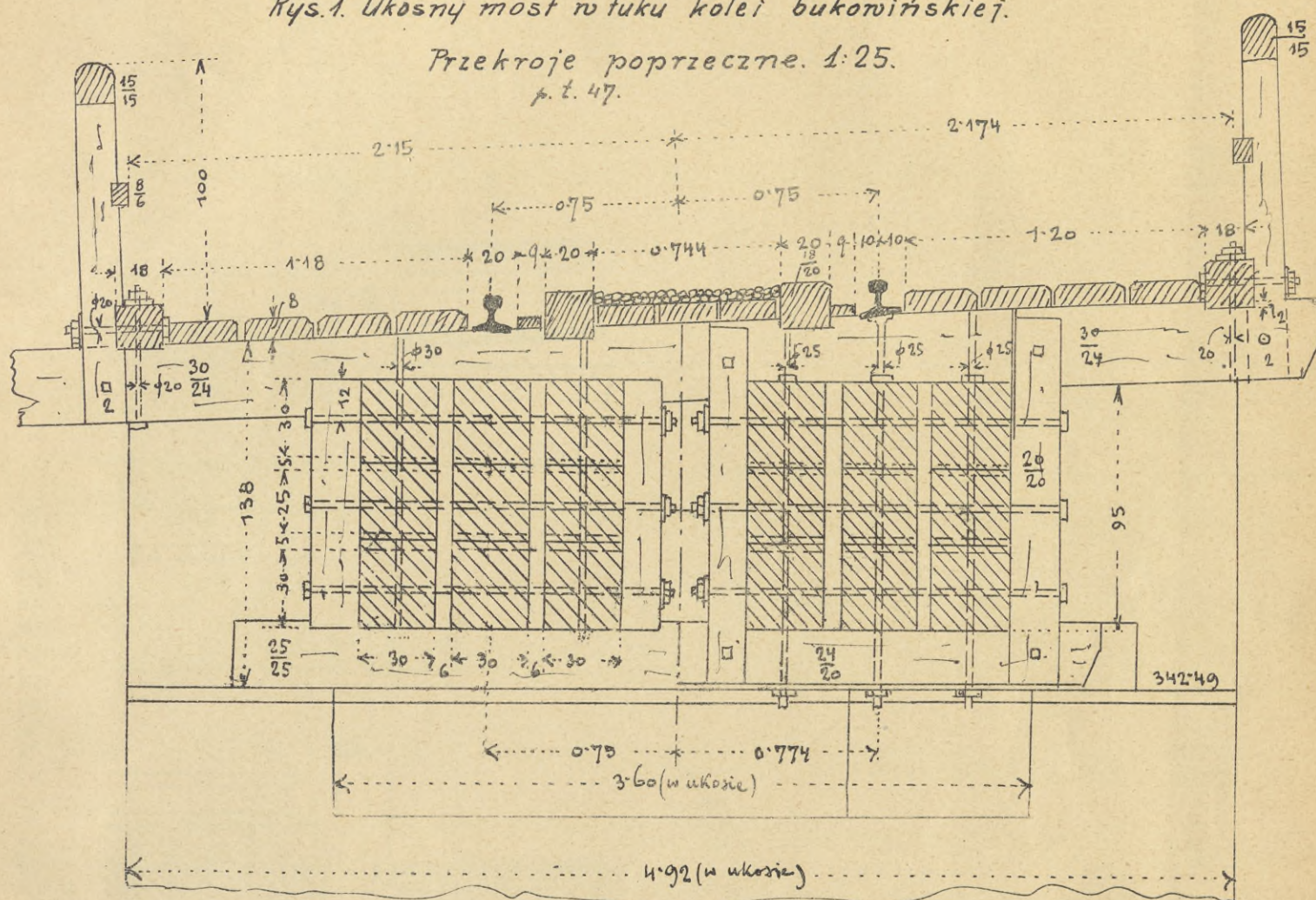


# Mosty w tuku i łożniki poprzeczne.

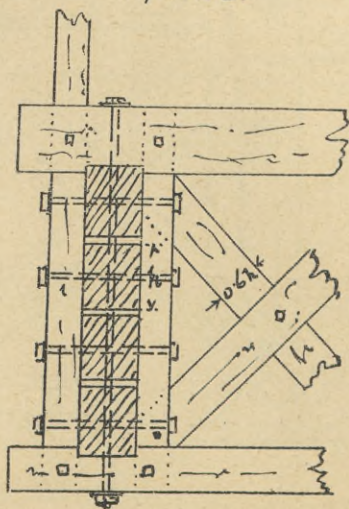
Rys. 1. Ukośny most w tuku kolei bukowiańskiej.

Przekroje poprzeczne. 1:25.

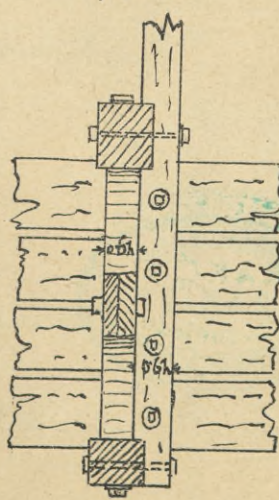
p. ł. 47.



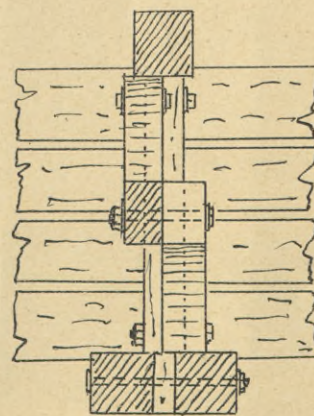
Rys. 2a.



Rys. 2b.



Rys. 3.





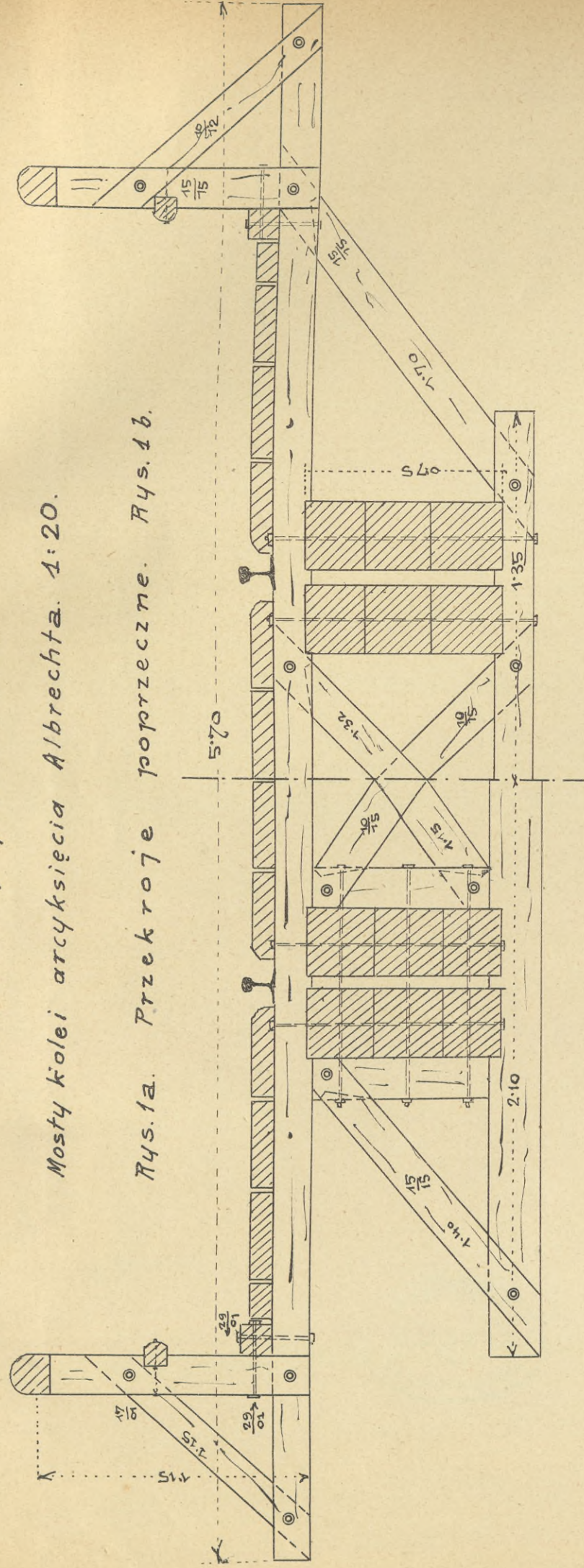




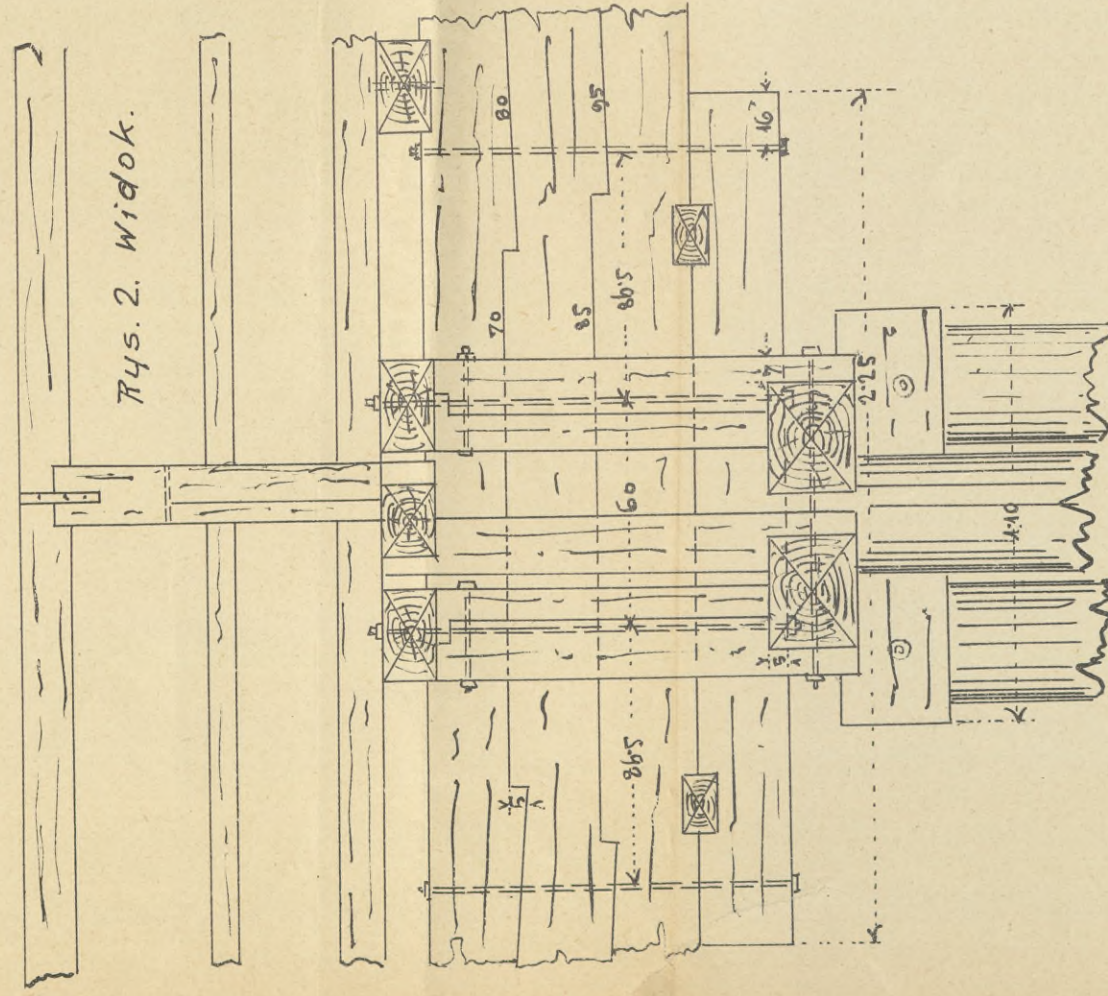
*Techniki poprzeczne.*

Mosty kolei arcyksięcia Albrechta. 1:20.

Rys. 1a. Przekroje poprzeczne. Rys. 1b.

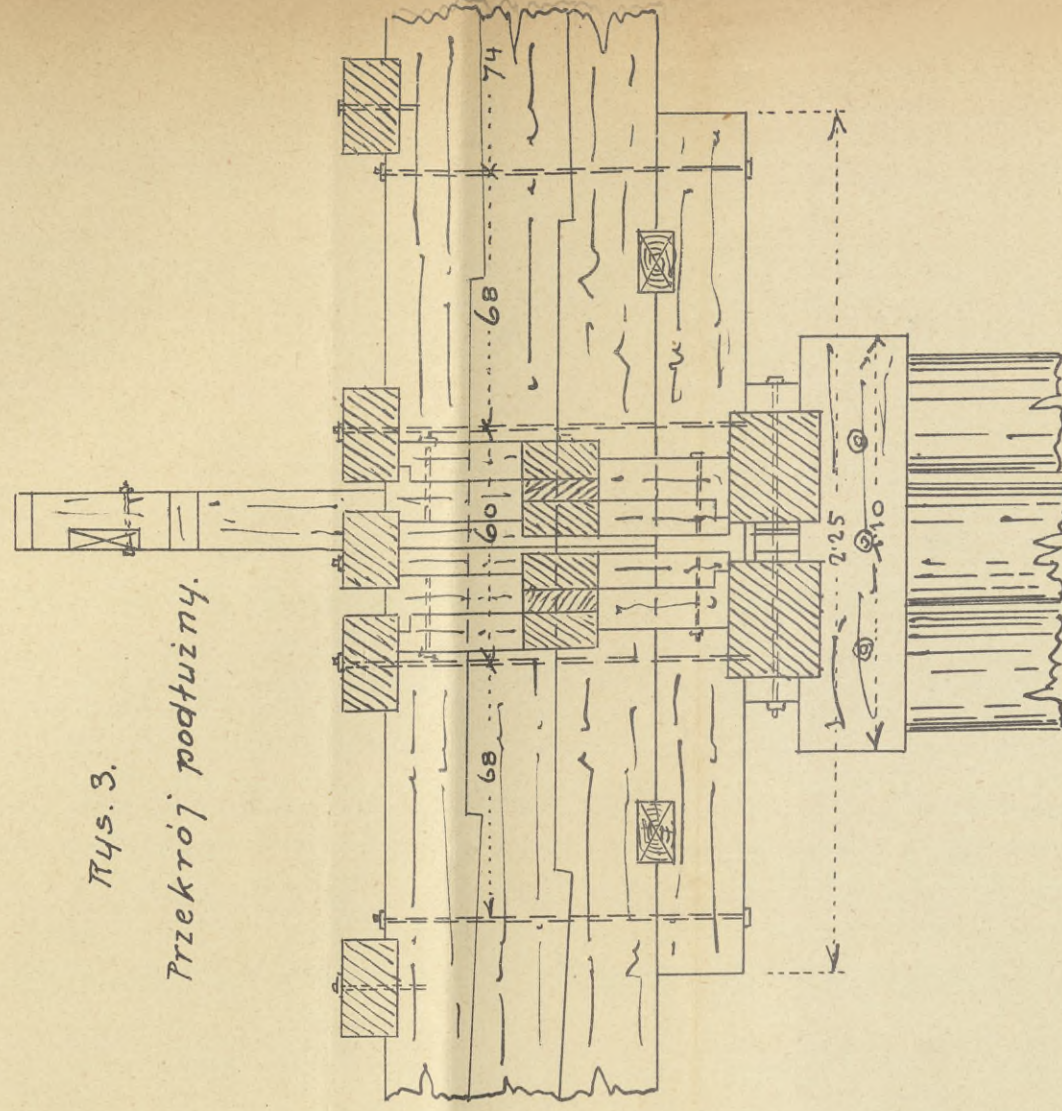


Rys. 2. Widok.

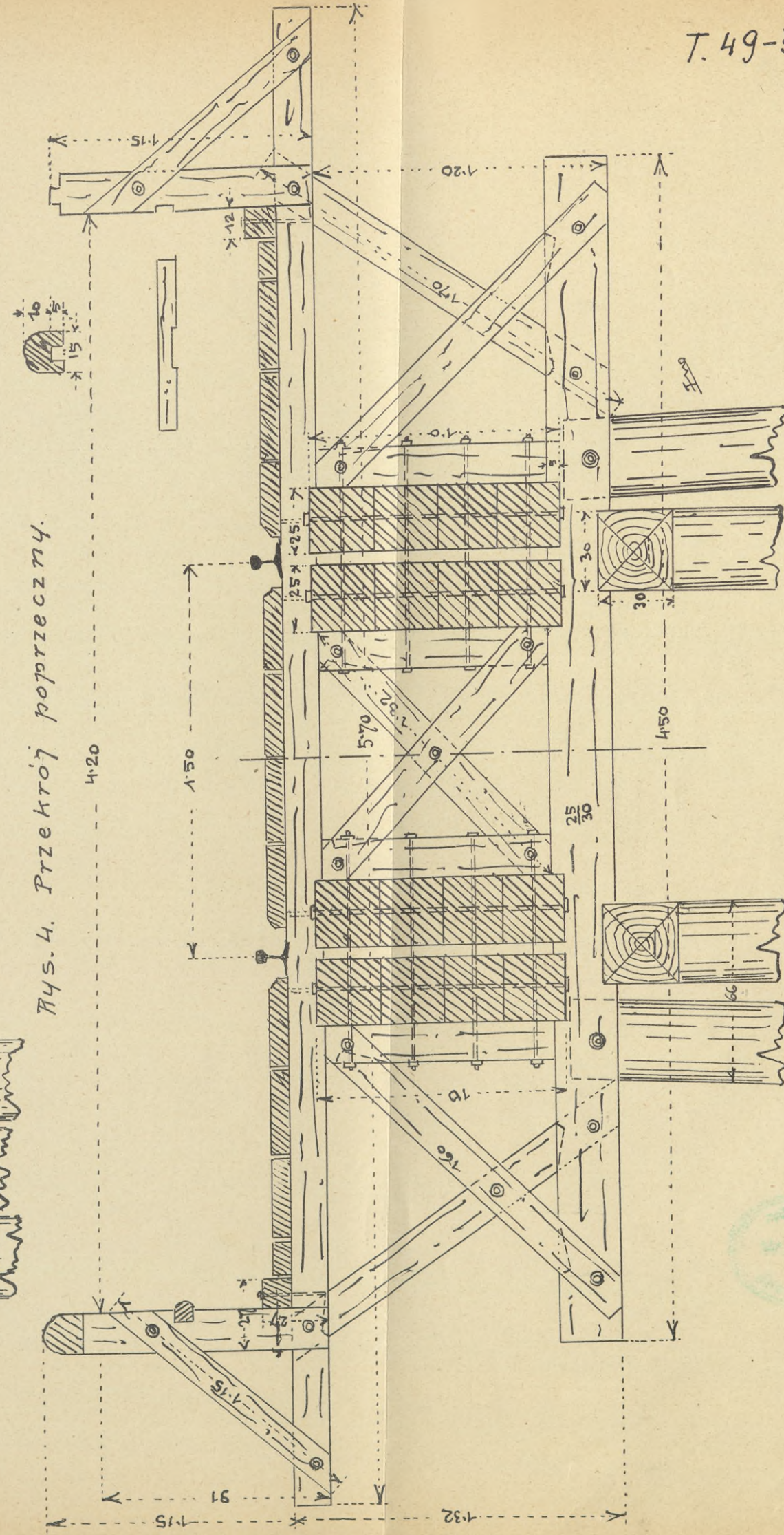


Пыс. 3.

Przekrój podłużny.



Rys. 4. Przekrój poprzeczny.





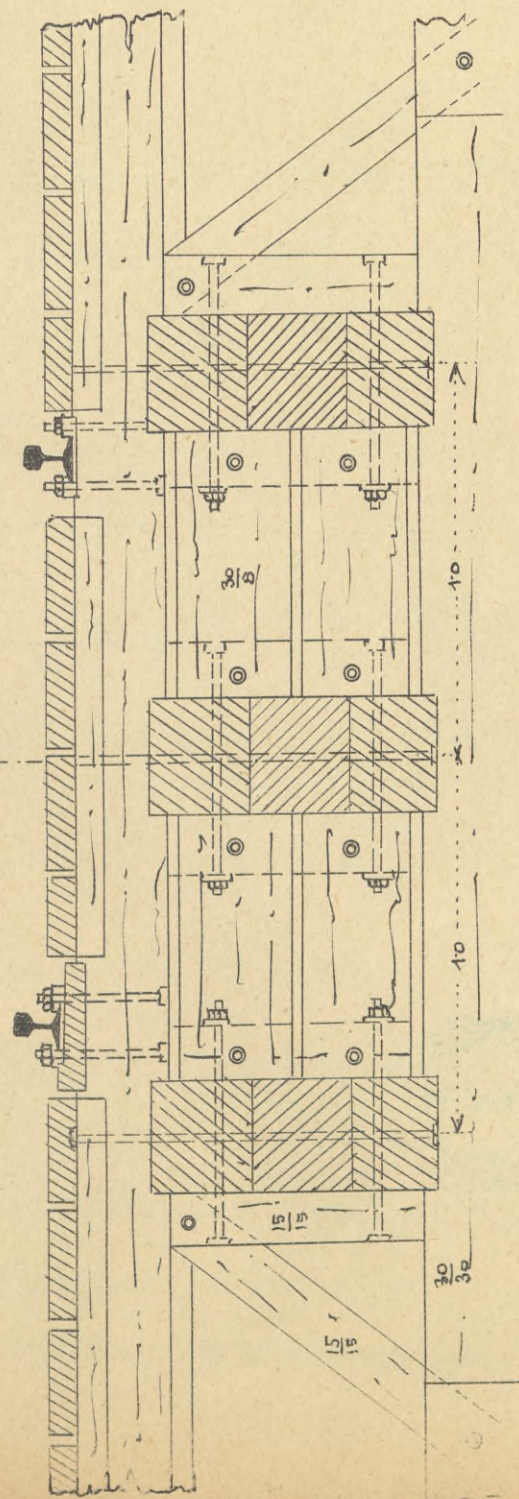




*Techniki poprzeczne i poziome.*

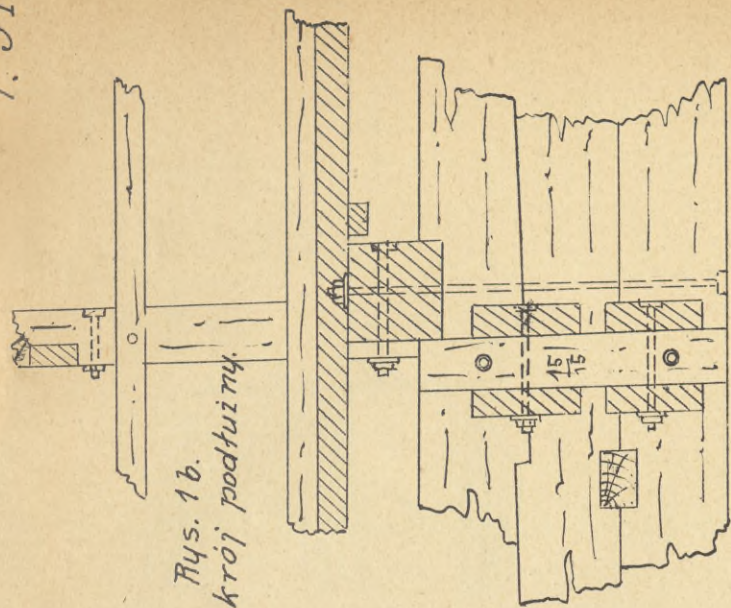
*Rys. 1. Most kolei Albrechta. 1:20.*

*Rys. 1a. Przekrój poprzeczny.*

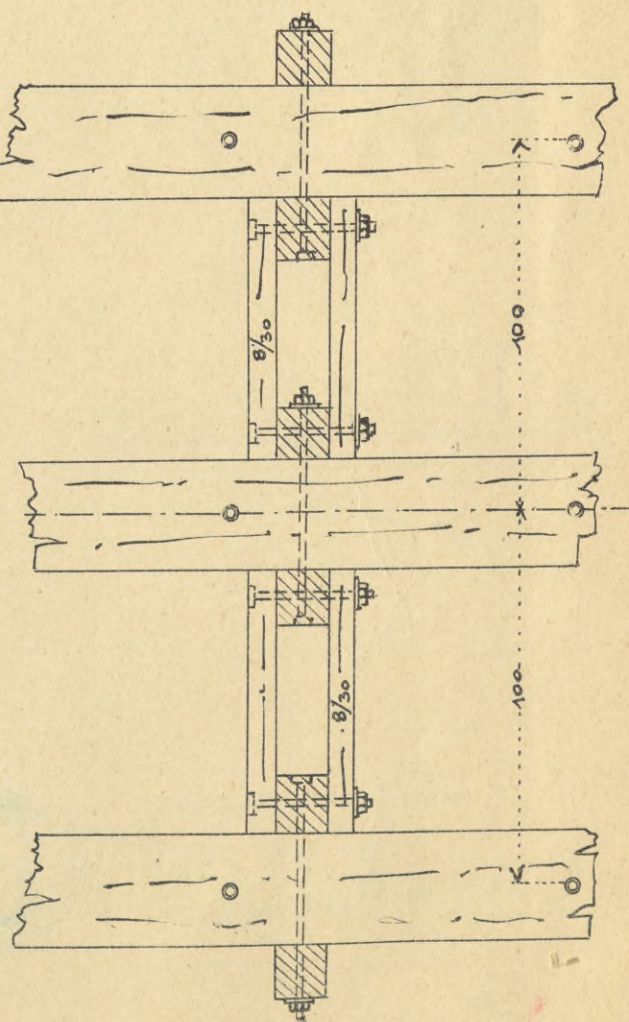


*Rys. 1b.*

*Przekrój podłużny.*

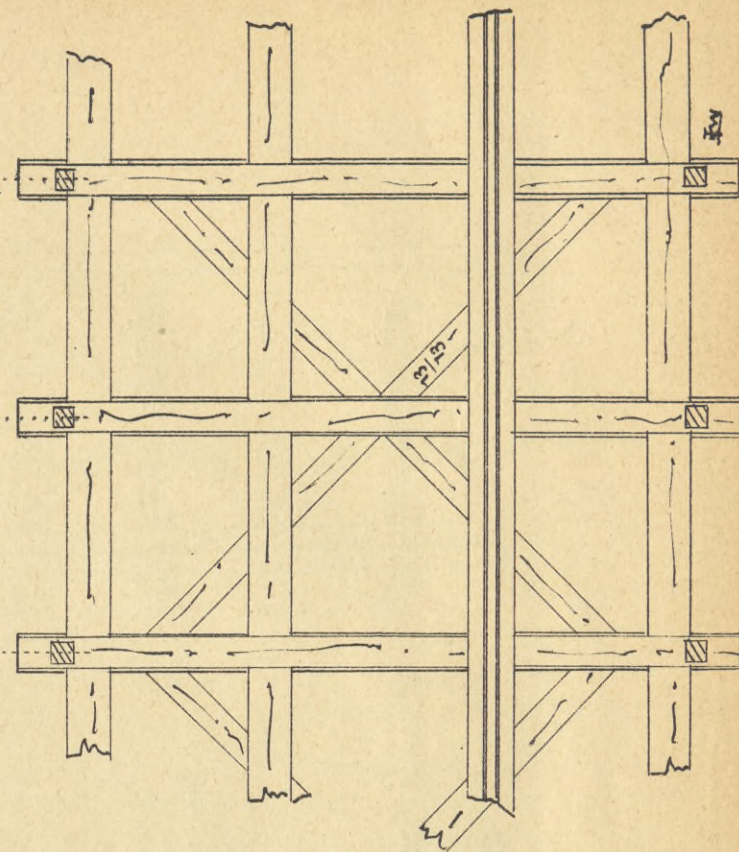


*Rys. 1c. Rzut poziomy.*



*Rys. 2. Most kolei rumuńskiej.*

*155..... 155.....*



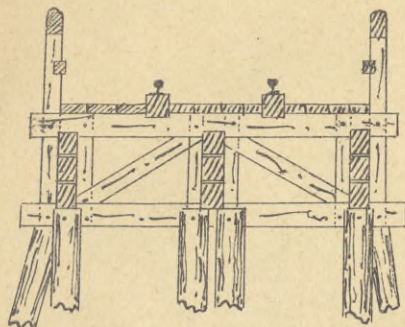




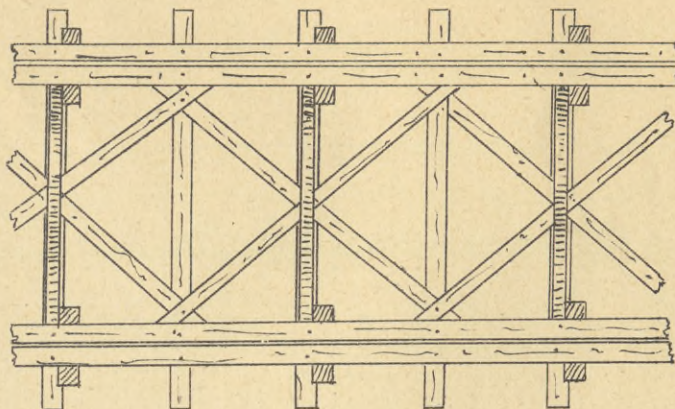


Techniki, siodełka i kliny.

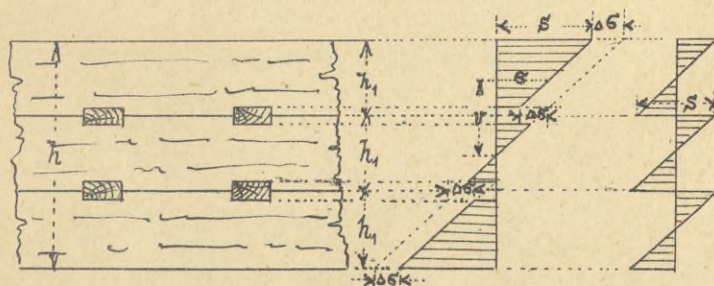
Rys. 1.



Rys. 2.



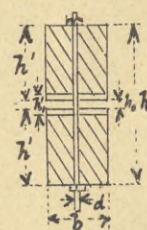
Rys. 3a.



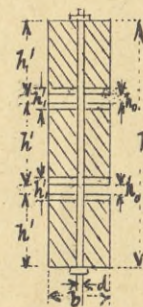
Rys. 3b.

Rys. 3c.

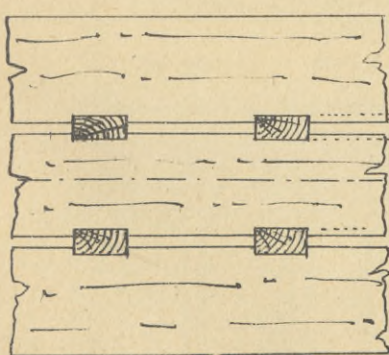
Rys. 4.



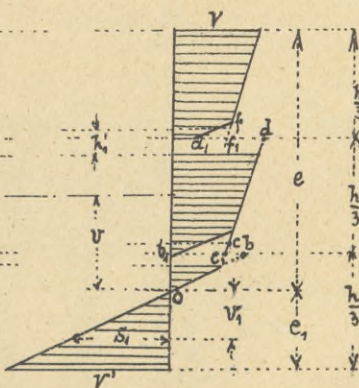
Rys. 5.



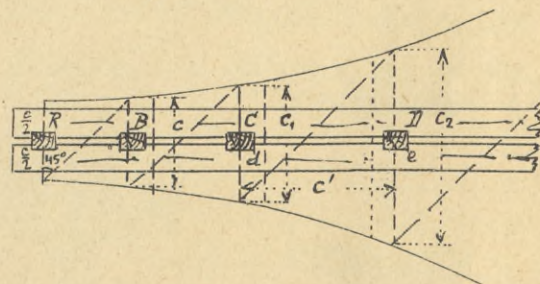
Rys. 6a.



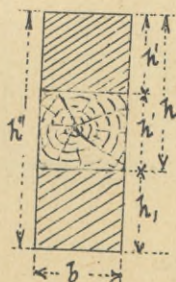
Rys. 6b.



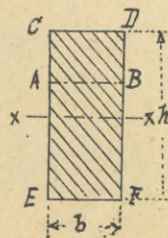
Rys. 7.



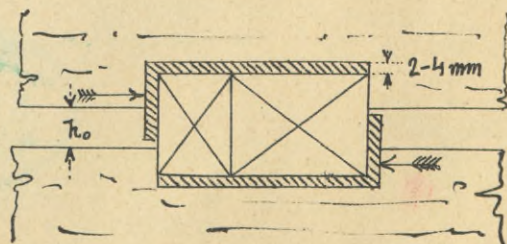
Rys. 8.



Rys. 9.



Rys. 10.



Klin z blaszkami.

Fig.

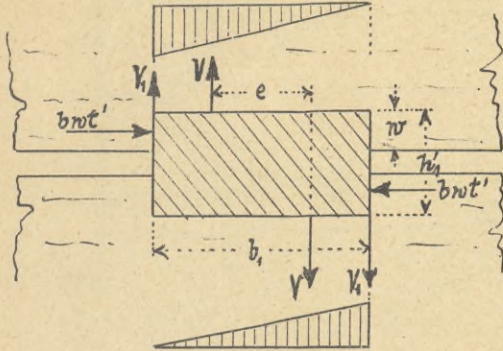




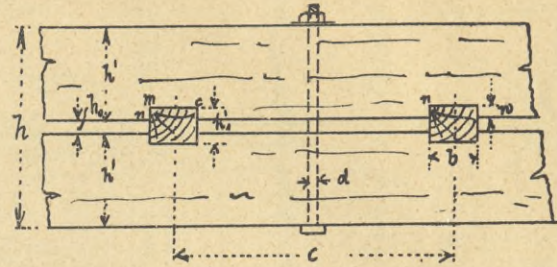


## Obliczanie śrub i jarzma.

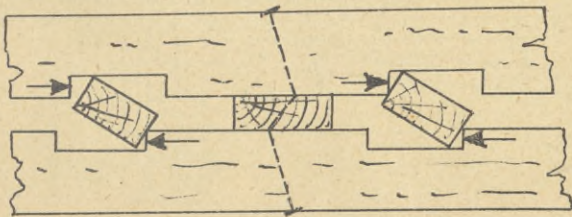
Rys. 1. Rozkład ciśnienia na klin.



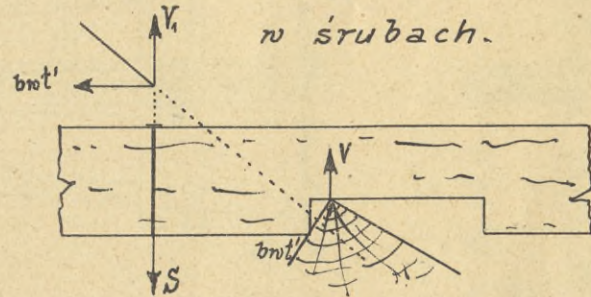
Rys. 2. Klíny pionowe.



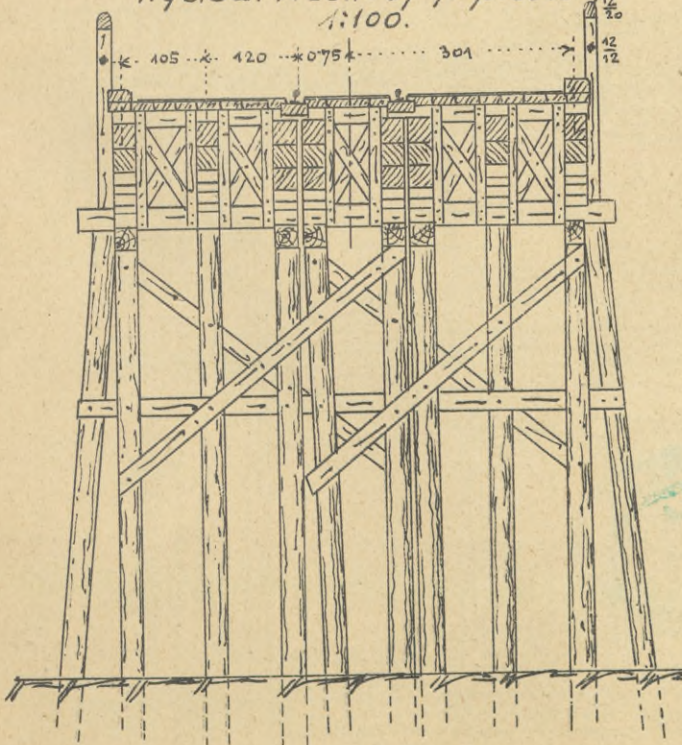
Rys. 3. Działanie śrub.



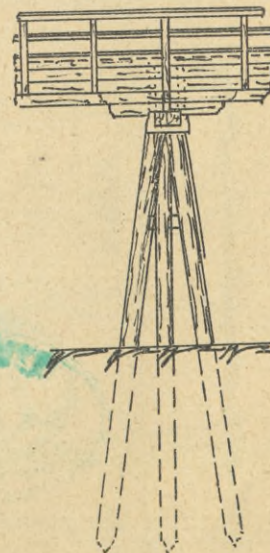
Rys. 4. Ciężnienie w śrubach.



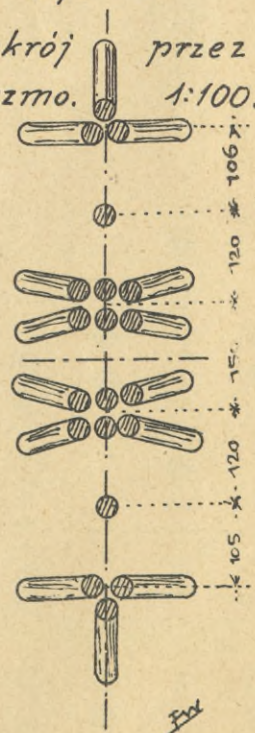
Rys. 5a. Przekrój poprzeczny 1:100.



Rys. 5b. Widok 1:150.



Rys. 5c. Przekrój przez jarzmo 1:100.



Most zalewny na Sawie pod Brodem.

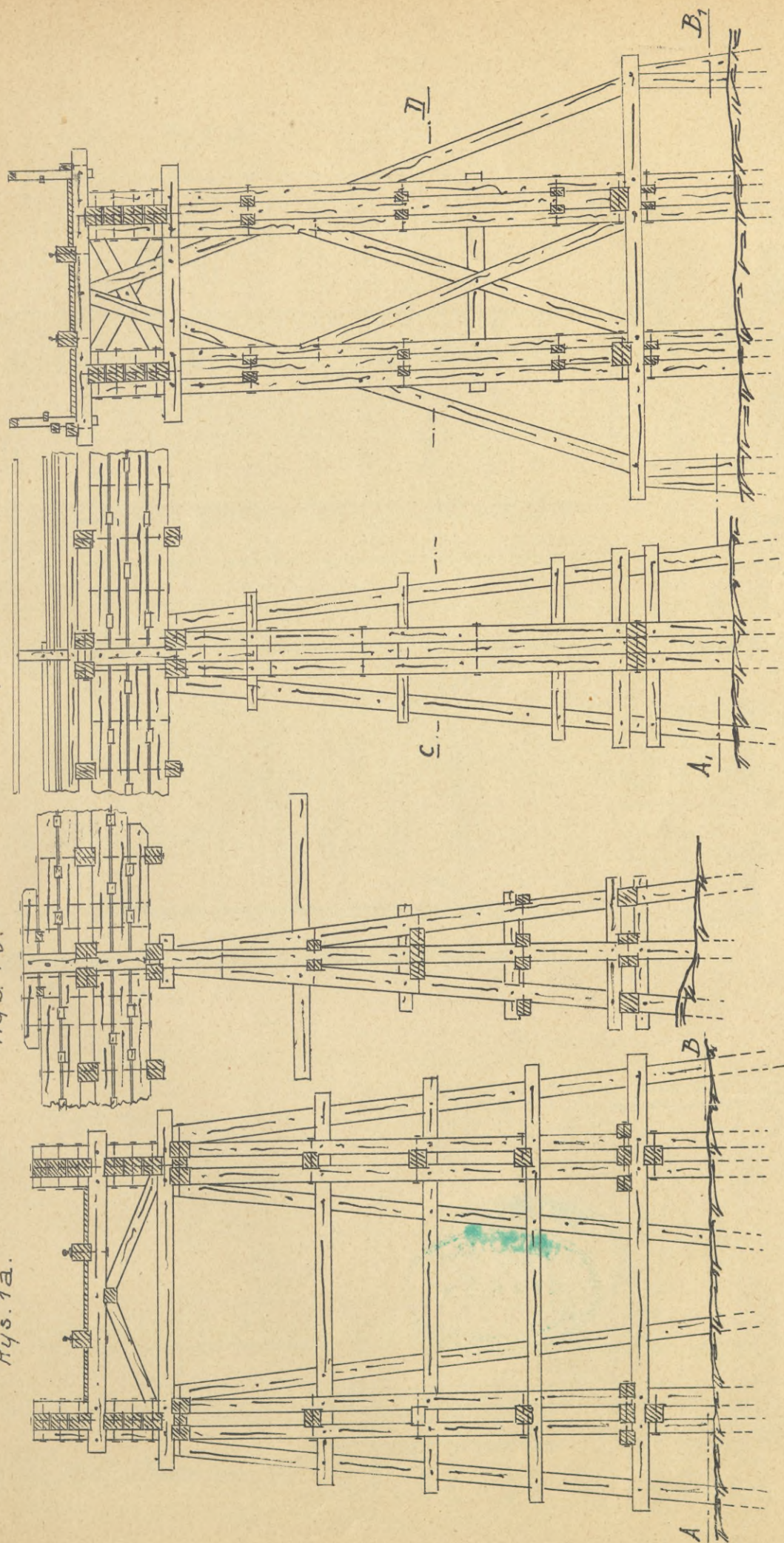
Dr. M. Thullie. Mosty drewniane I.







1:100. Mosty potudniowej kolei austriackiej. 1:100. Rys. 2a;  
Rys. 1a.

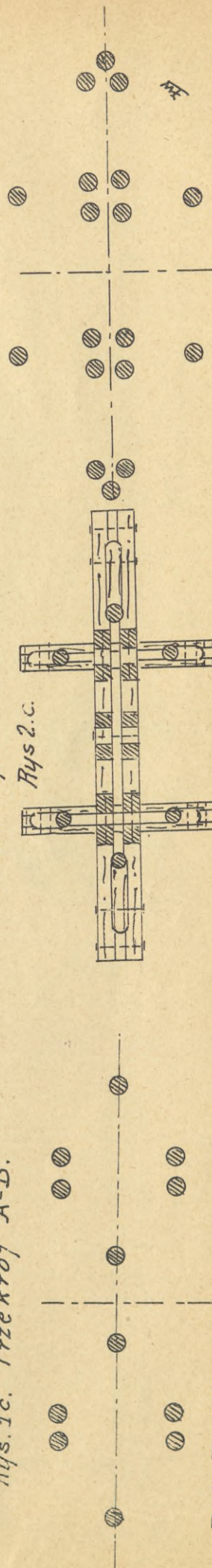


Rys. 2d. Przekrój A-B.

Przekrój C-D.

Rys. 2.c.

Rys. 1c. Przekrój A-B.

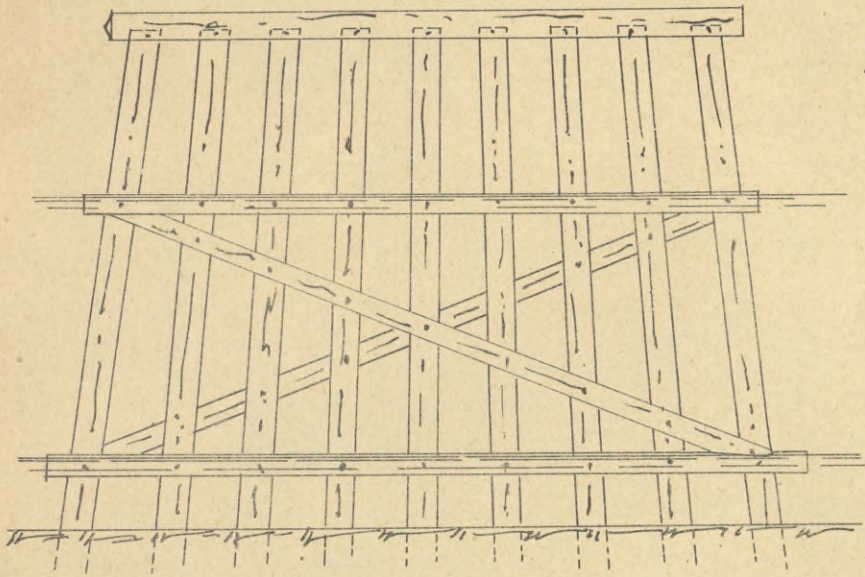








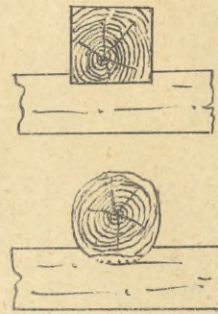
Rys. 1.



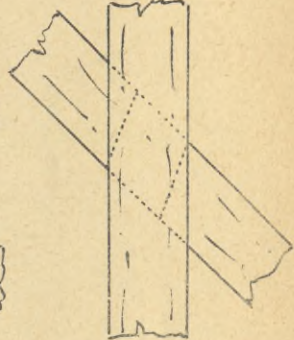
Rys. 2.



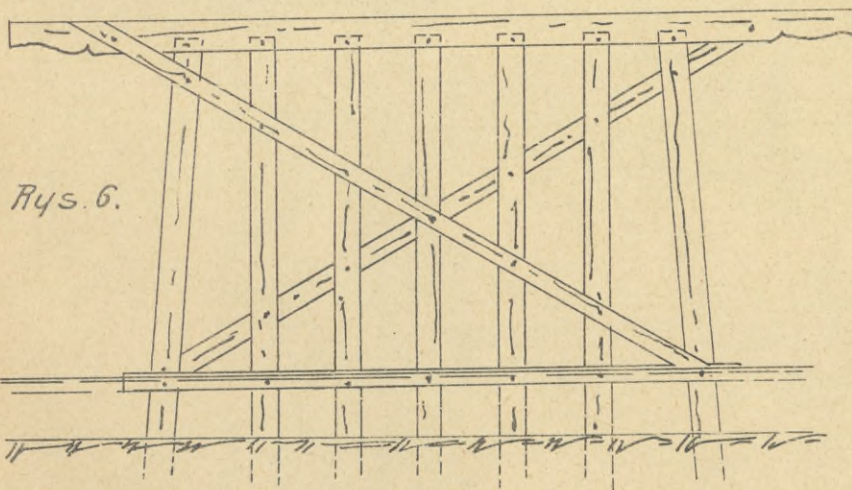
Rys. 3.



Rys. 4.

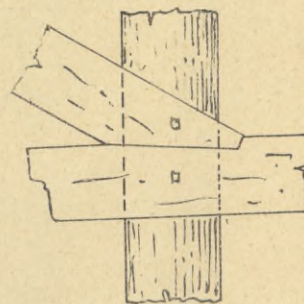


Rys. 5.

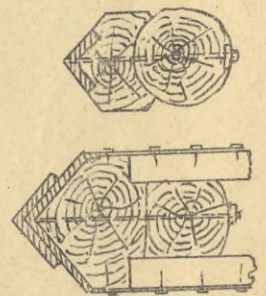


Rys. 6.

Rys. 7.

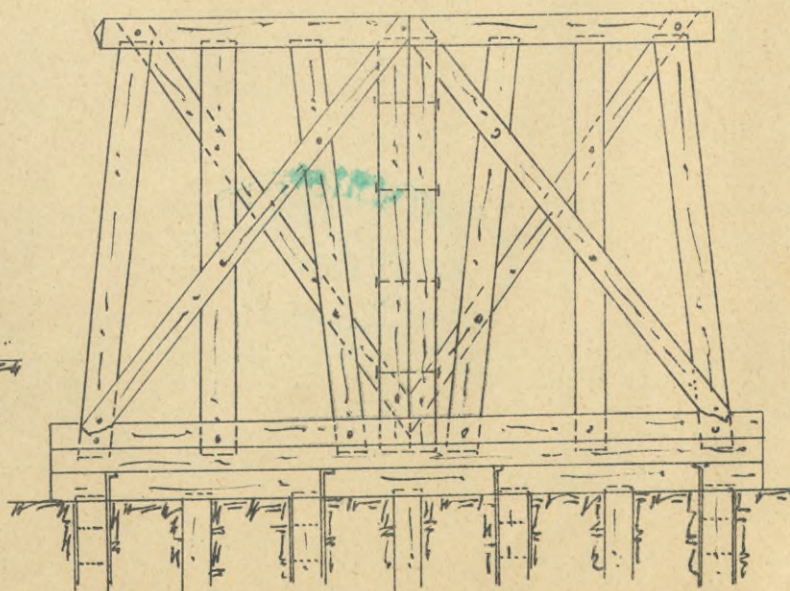


Rys. 8.

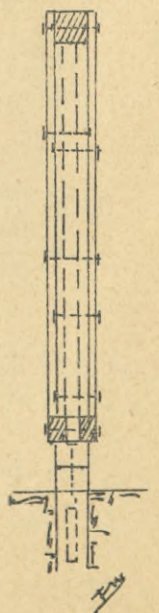


Rys. 9.

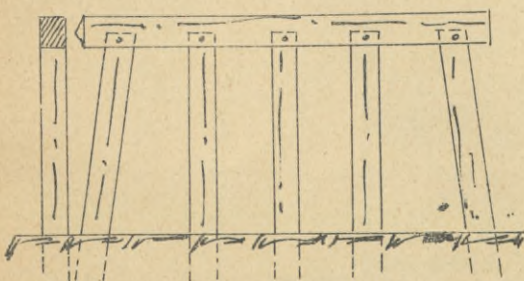
Rys. 11a.



Rys. 11b.



Rys. 10.



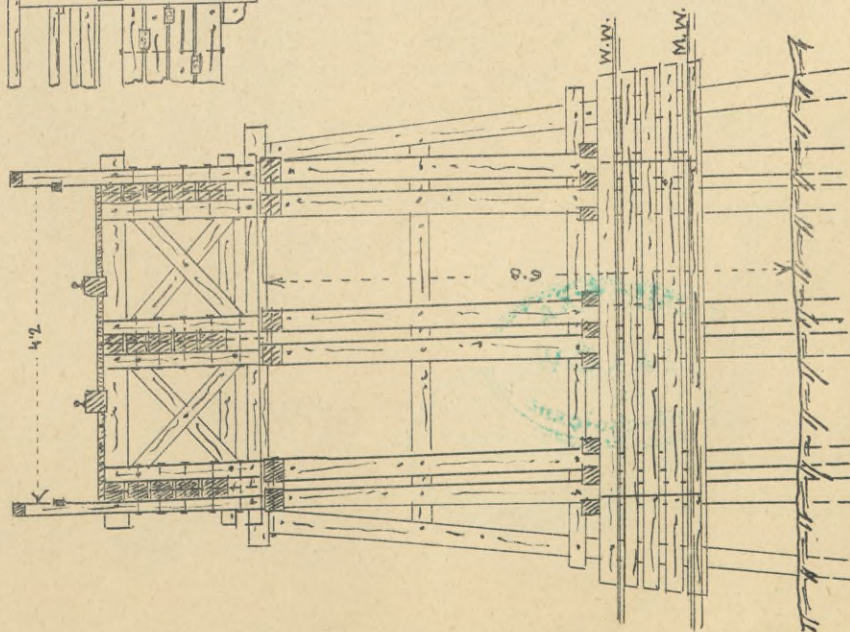




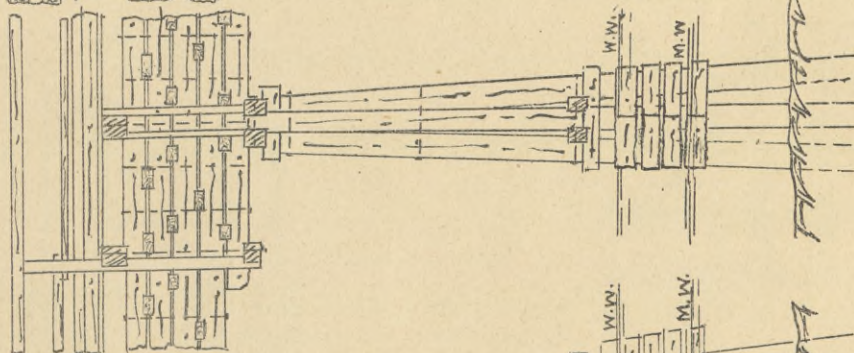


JARZMA TRZECZNE.

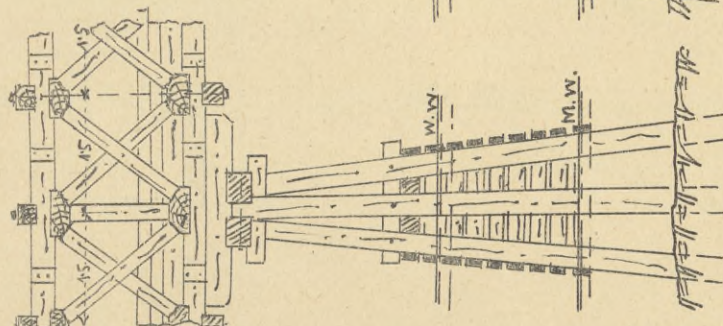
Rys. 1a.



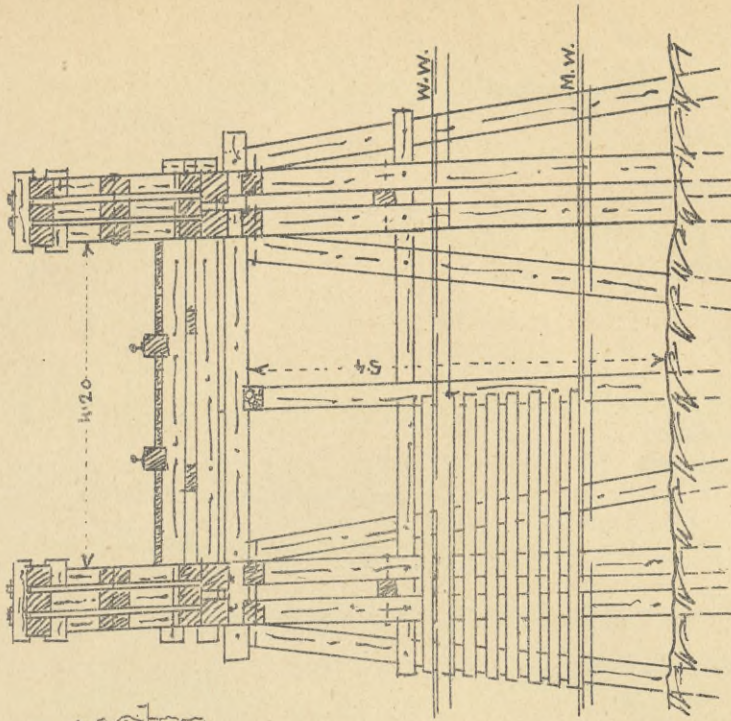
Rys. 1b.



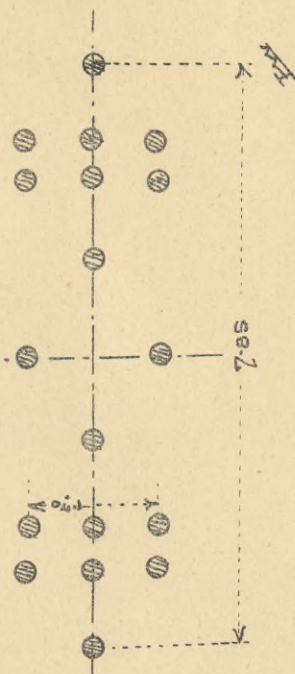
Rys. 2b.



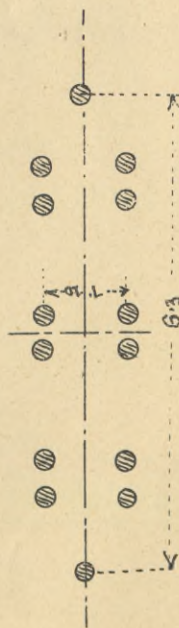
Rys. 2a.



Rys. 2c.



Rys. 1c.



Mosty austriackiej kolei  
potudnionej. 1:100.



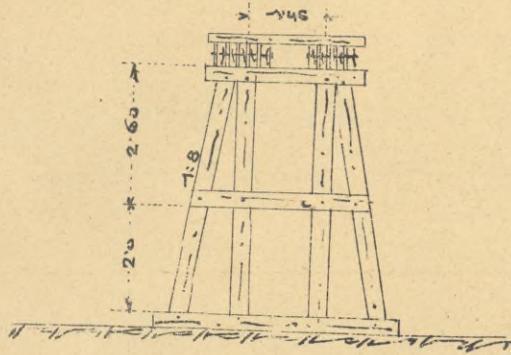




## Jarzma.

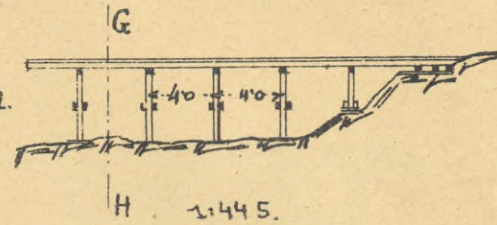
Most kolei pacyficznej w Ameryce.

Rys. 1a.



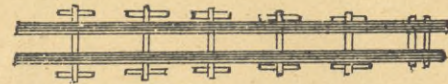
1:125

Rys. 1a.



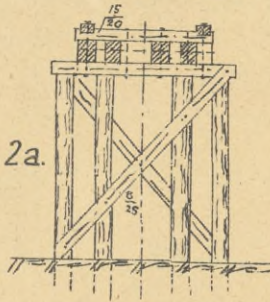
H 2.445.

Rys. 1b.

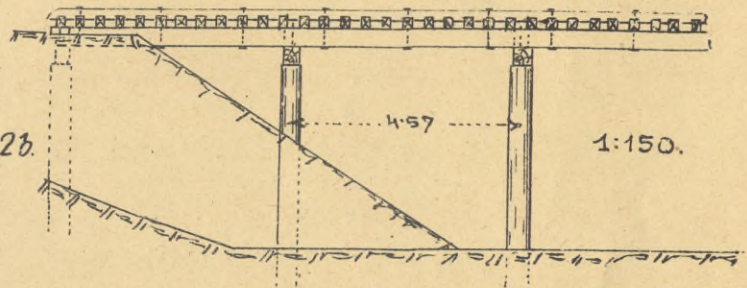


Most zachodnich kolei amerykańskich.

Rys. 2a.

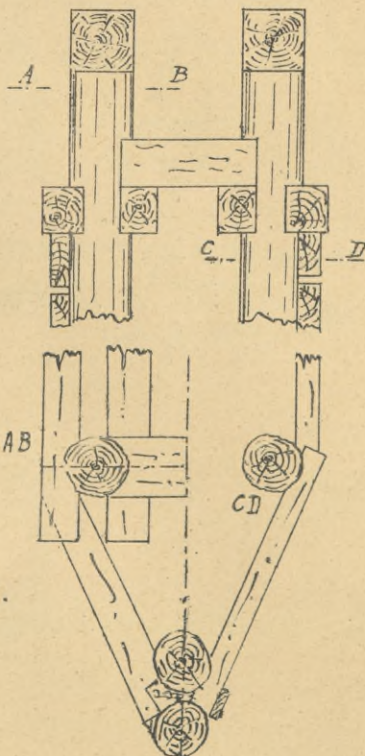


Rys. 2b.

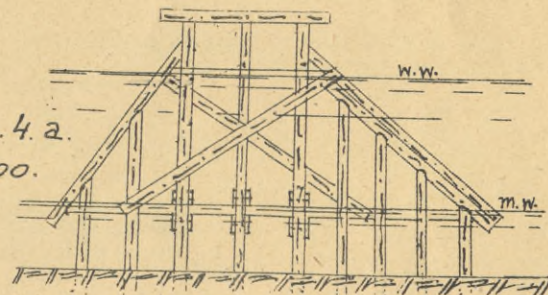


1:150.

Rys. 3.



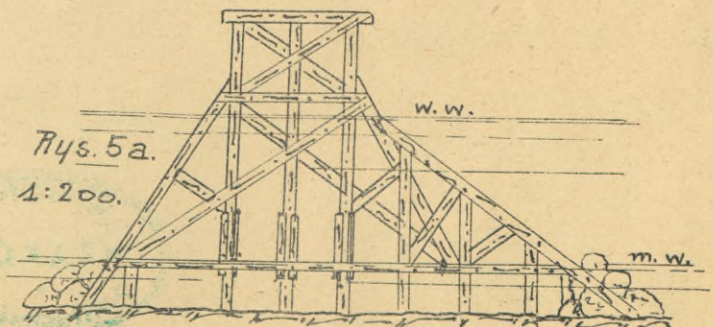
1:40.

Rys. 4a.  
1:200.

Rys. 4b.



Rys. 4c.

Rys. 5a.  
1:200.

Rys. 5b.



Dr. M. Thullie: Mosty drewniane I.

Rys. 4 i 5. Mosty norwesk.

Ivy.



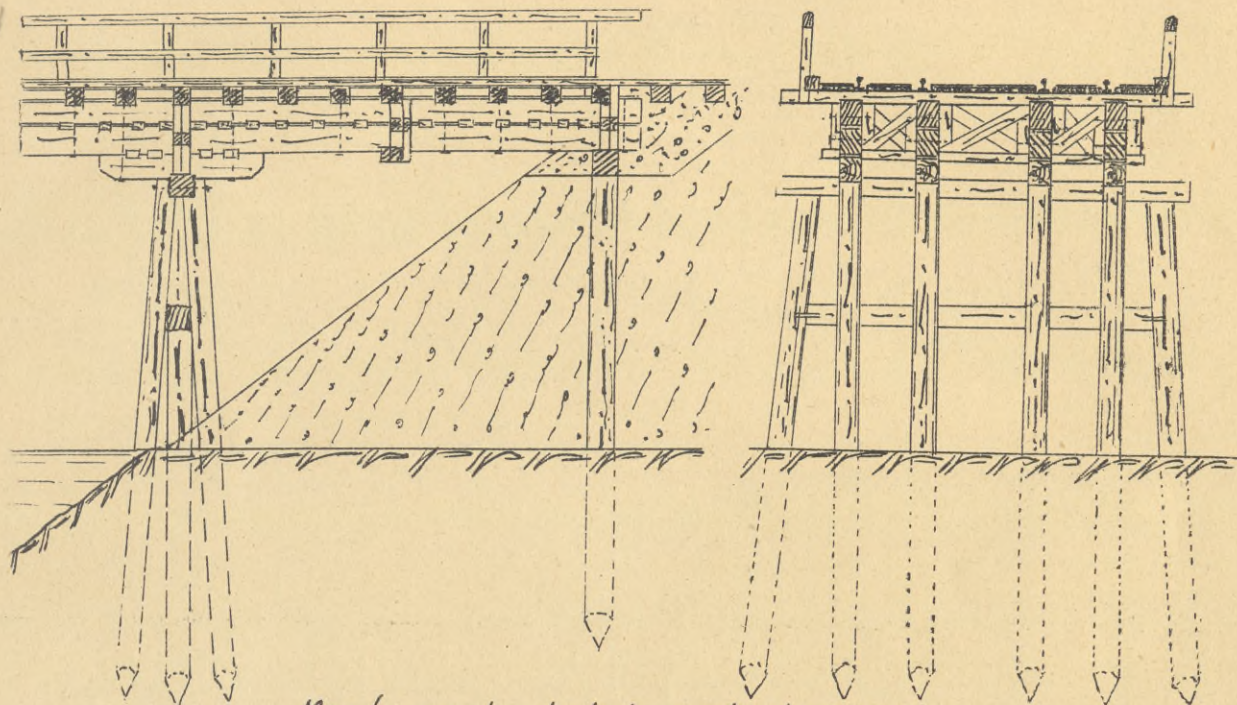




Rys. 1a. Przekrój podłużny.

Rys. 1b. Przekrój poprzeczny.

1:100.



Most austr. kolei południowej.

Rys. 2a.

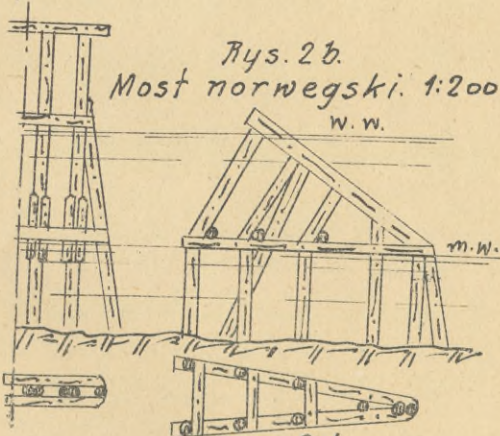
Rys. 2b. Most norwegijski. 1:200.

w.w.

m.w.

Rys. 2c.

Rys. 2d.

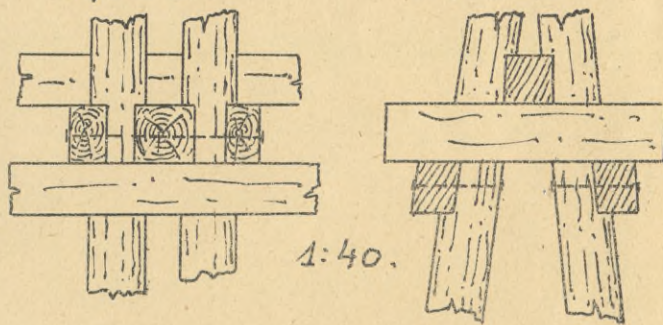


Szczegół jarzma.

Rys. 3a.

Rys. 3b.

1:40.

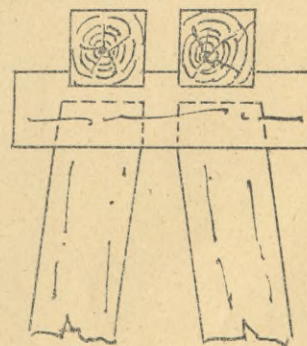
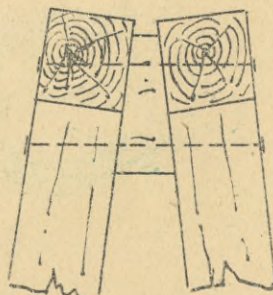
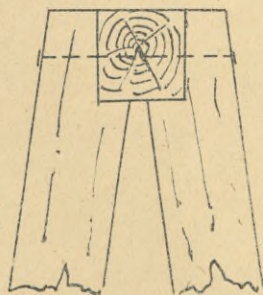
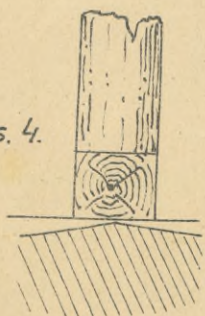


Rys. 4.

Rys. 5.

Rys. 6.

Rys. 7.









Jarzma rzeczne.

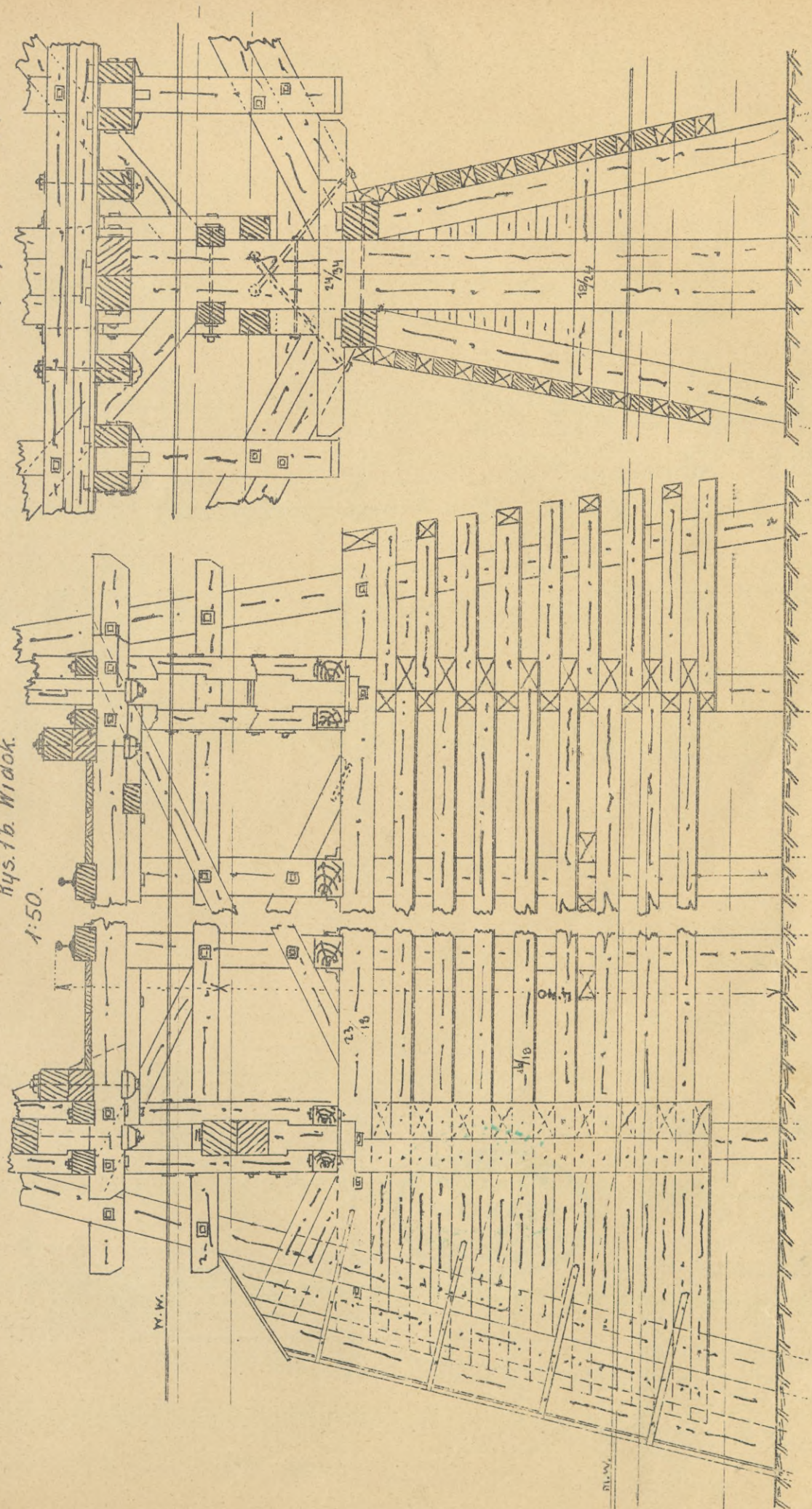
Rys. 1a. Przekrój podłużny jarzma.

Most kolei państwowej w Praterze.

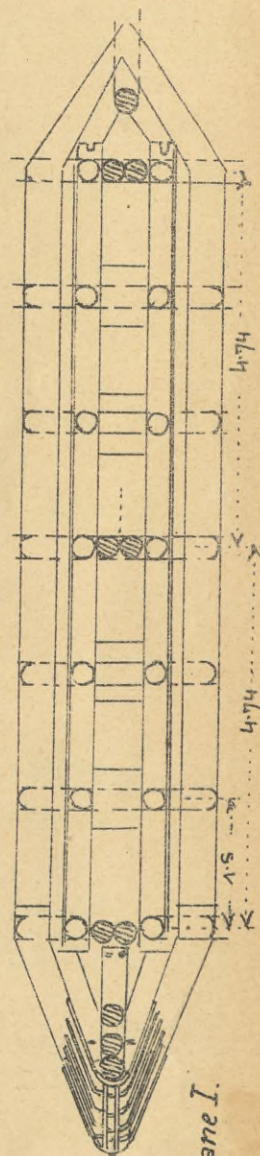
Rys. 1c.  
Przekrój poprzeczny.

Rys. 1b. Wiodok.

4:50.



Rys. 1d. Rzut poziomy. 1:100.



Dr. M. Thullie. Mosty drewniane I.

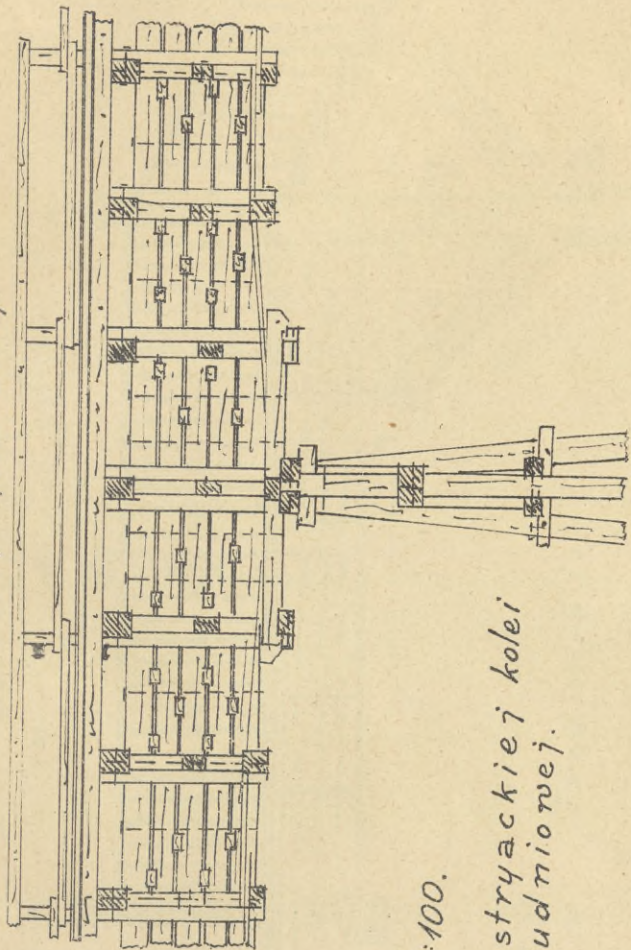






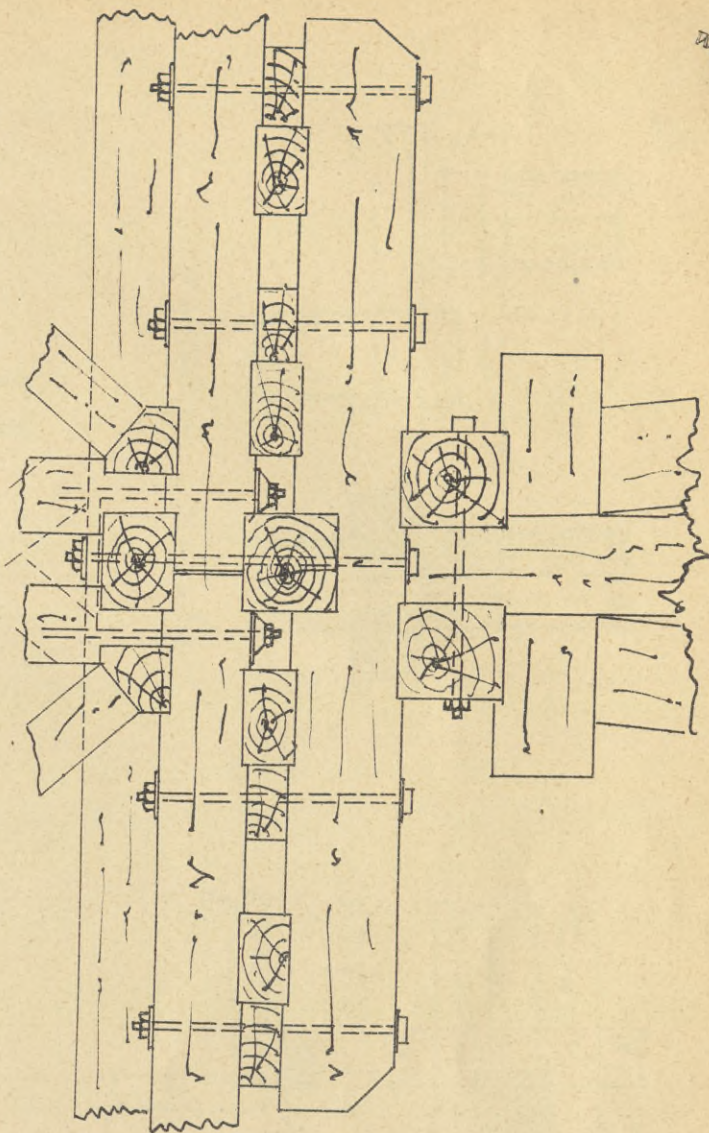
podvojne.

Rys. 1b. Przekrój podłużny.



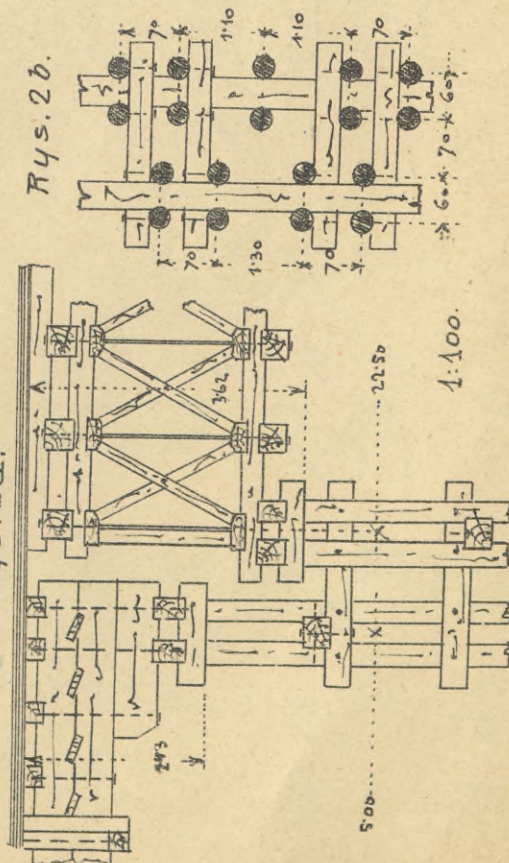
Most austriackiej kolei  
potudniowej.

Rys. 3. Most na Śanie w Przemyślu.



R45.22.

Rys. 2b.



1:100.

Dr. M. Thullie. Mosty drewniane I.



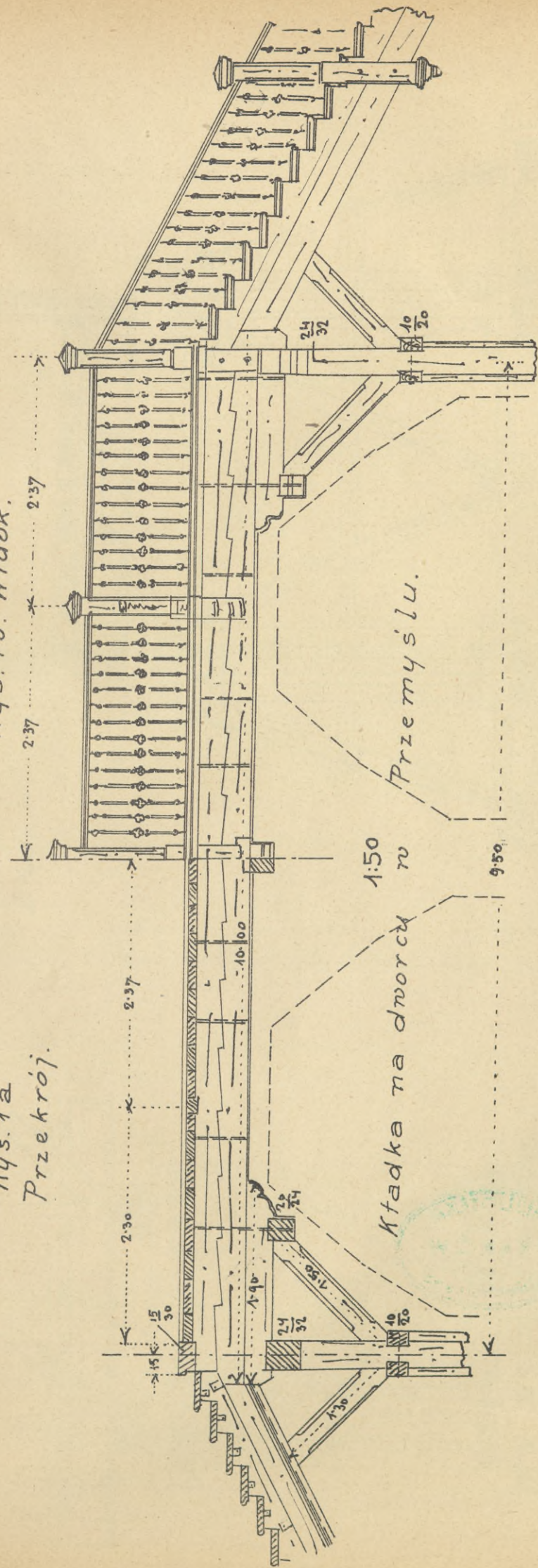




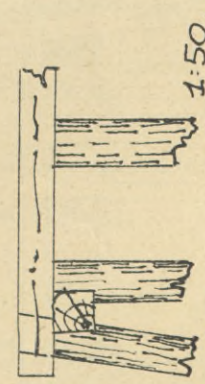
Jarżma.

Rys. 1a  
Przekrój.

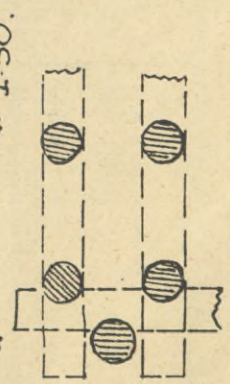
Rys. 1b. Widok.



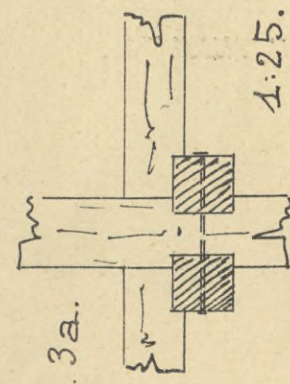
Rys. 2a.



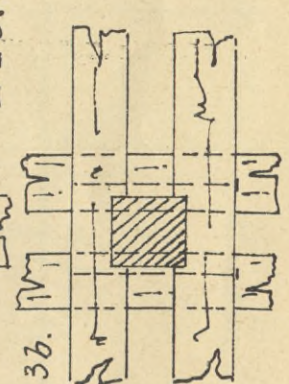
Rys. 2b.



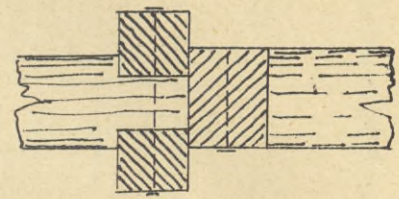
Rys. 3a.



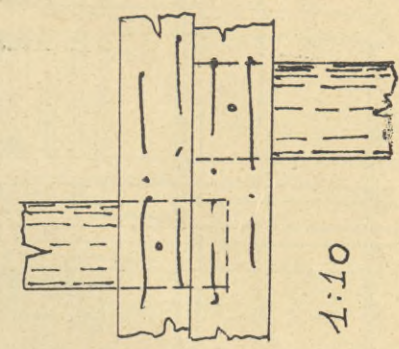
Rys. 3b.



Rys. 4a.



Rys. 4b.





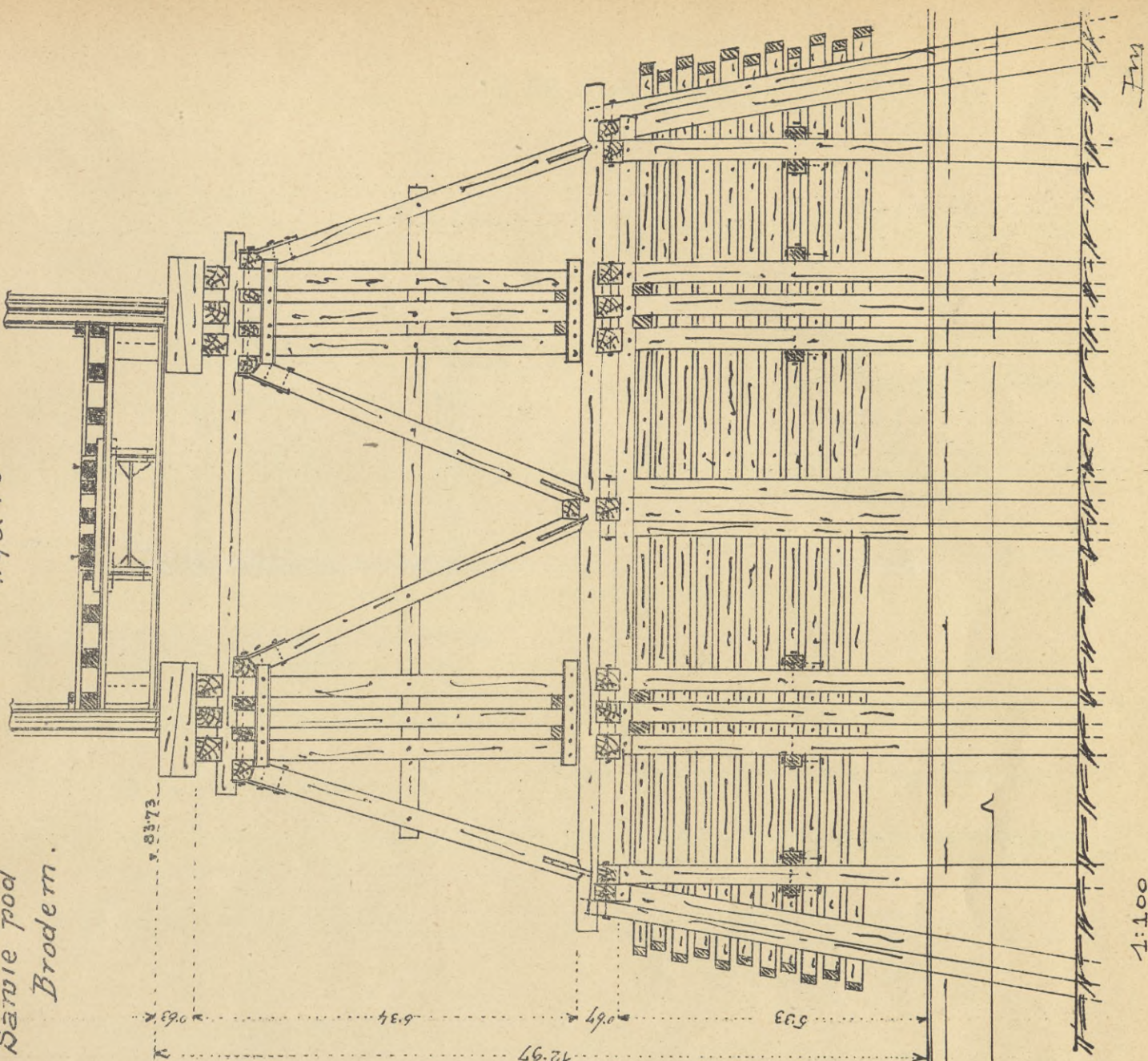




Jarzma nasadzone.

Rys. 1b

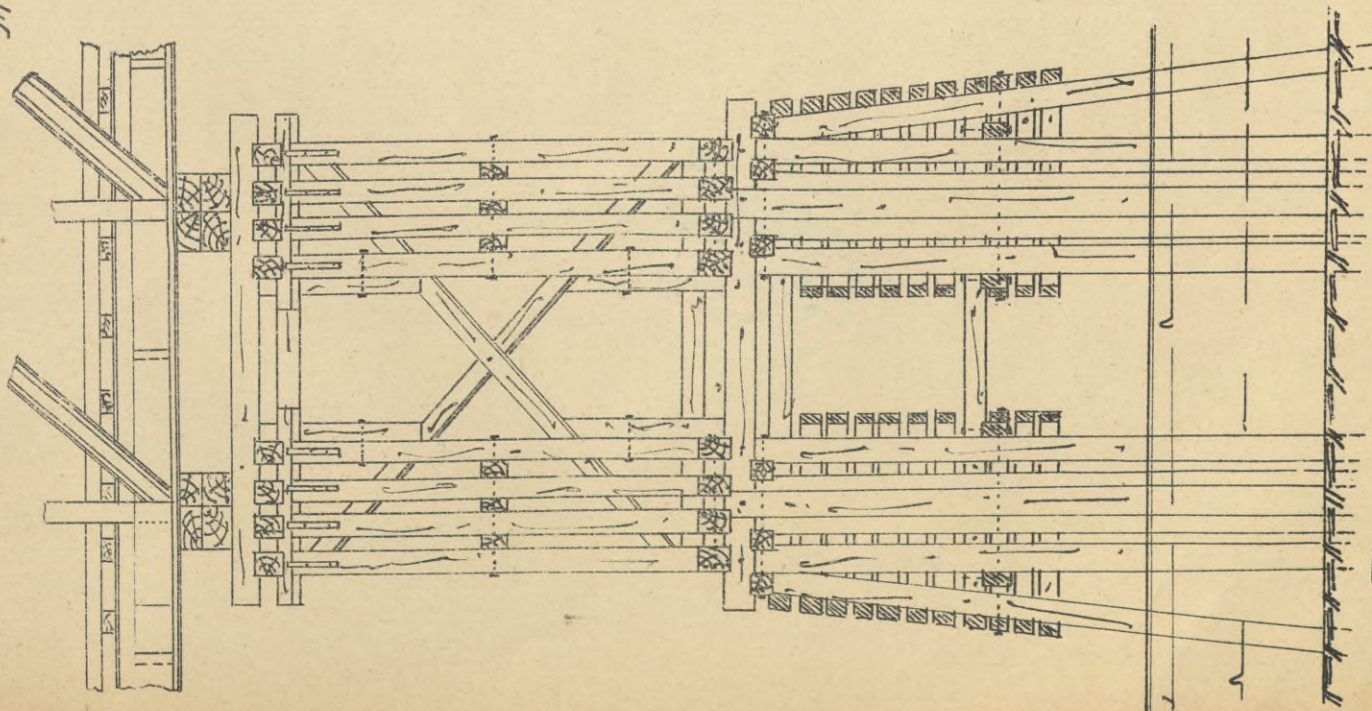
Most na Sarwie pod  
Brodem.



1:100

Tras

Rys. 1a.



Dr. M. Thullie. Mosty drewniane I.

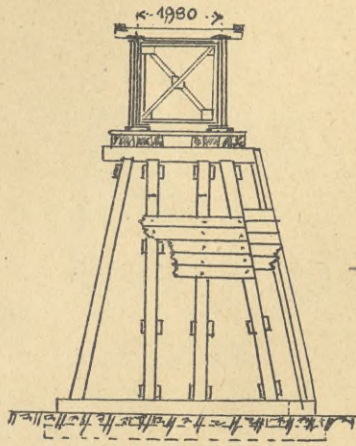




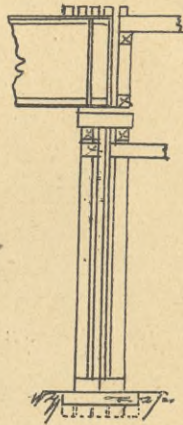


## Jarzma.

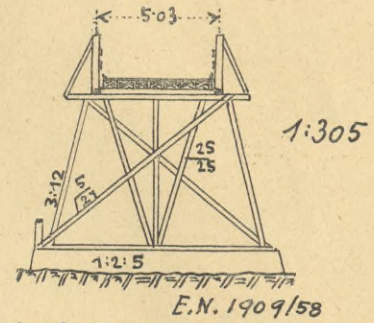
Rys. 1a.



Rys. 1b.

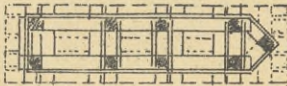


Rys. 2.



Most kolei Clinchfield-Ohio.

Rys. 1c.

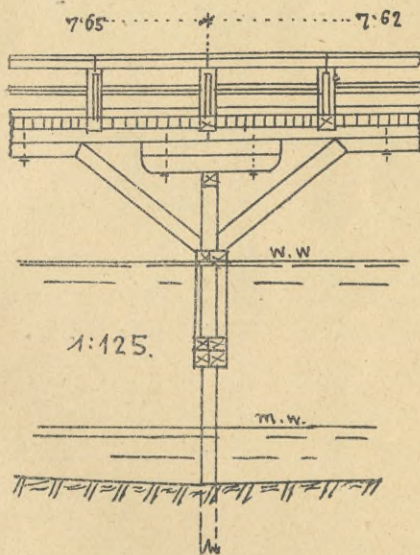


E.N. 1909/55.

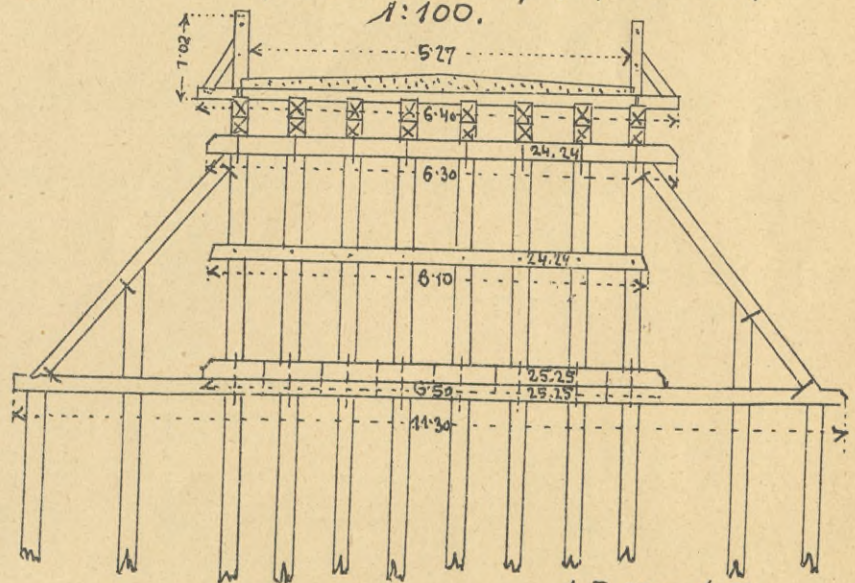
1:185.

Most kolei Clinchfield-Ohio.

Rys. 3a. Widok.

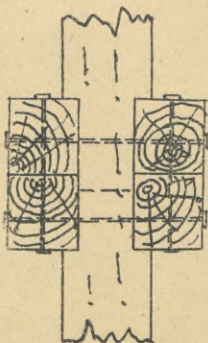


Most drogowy dalmatyński

Rys. 3b. Przekrój poprzeczny  
1:100.

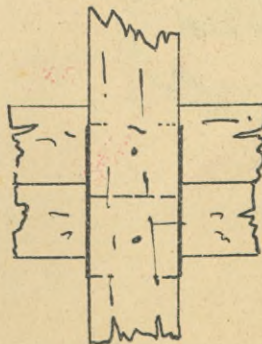
A.B. 1909. t. 34.

Rys. 4a.

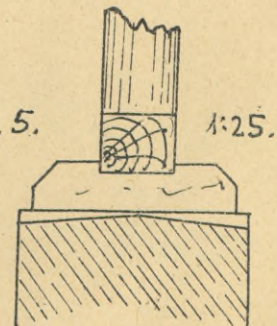


1:25.

Rys. 4b.



Rys. 5.



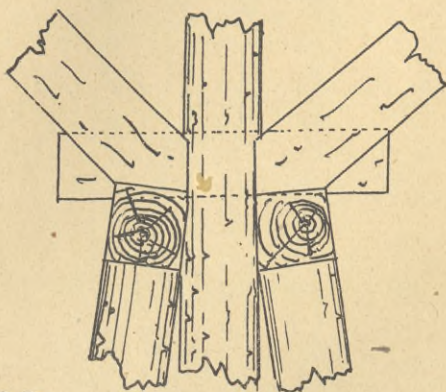
Dr.





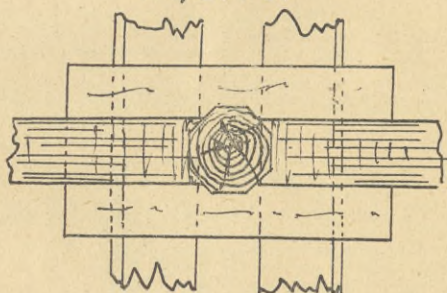


Rys. 1a.

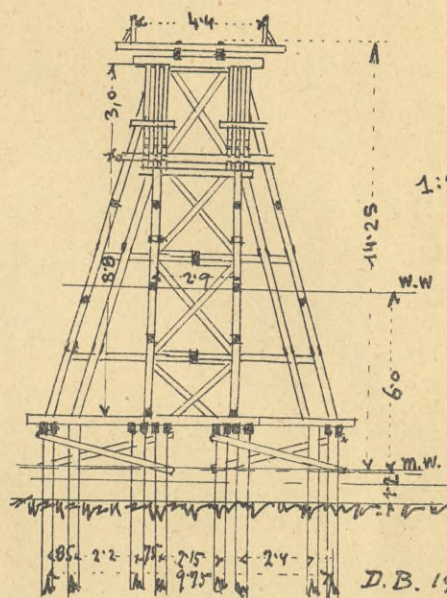


1:25.

Rys. 1b.

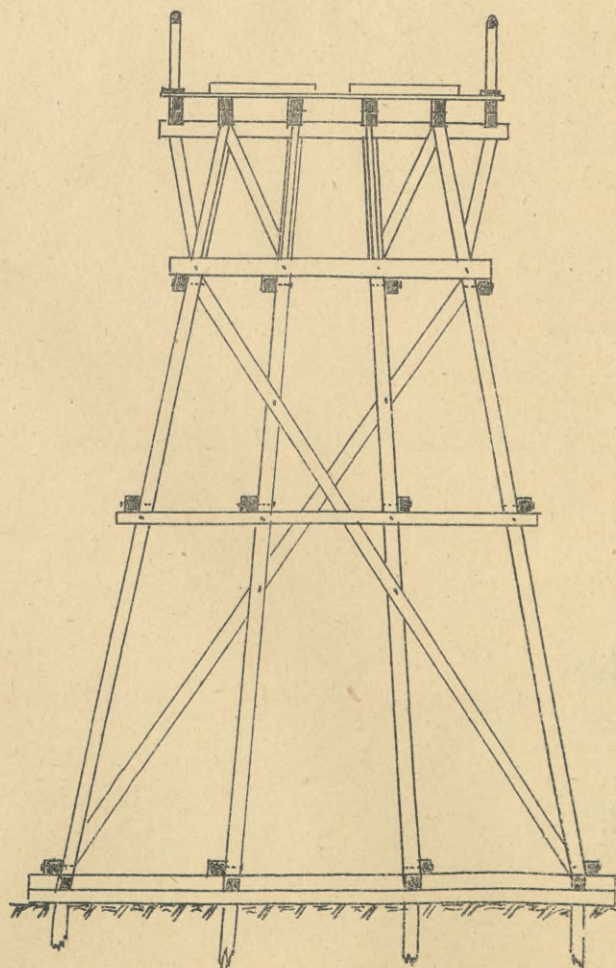


Rys. 2.

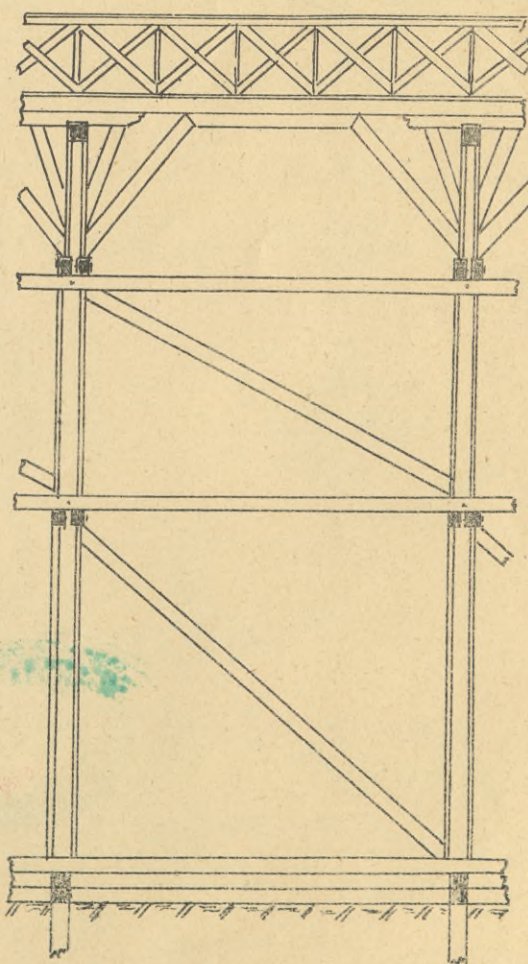


Most na Angerapp p. Instruciem.

Rys. 3a.



Rys. 3b.



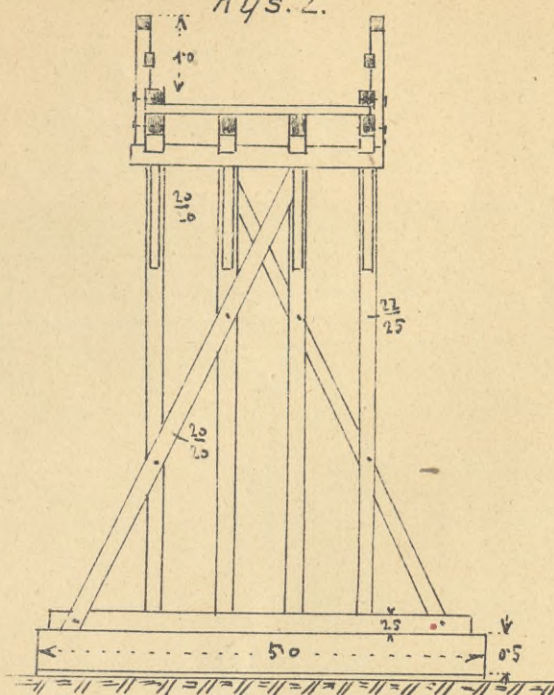
Jarzmo nasadzone.



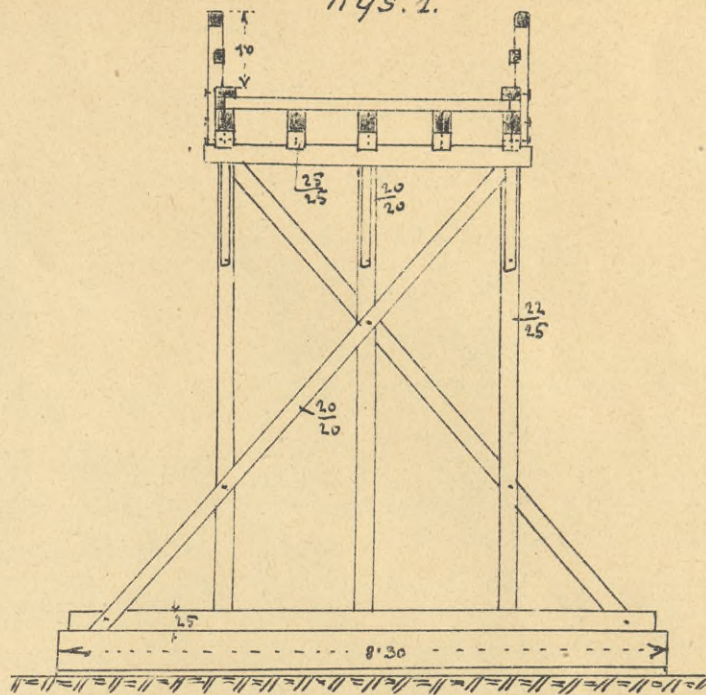




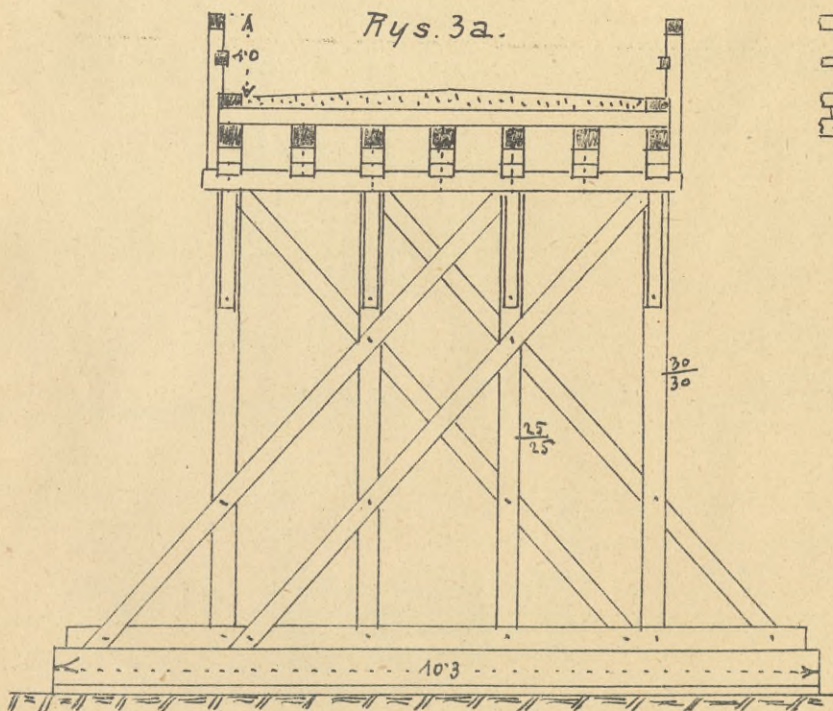
Rys. 2.



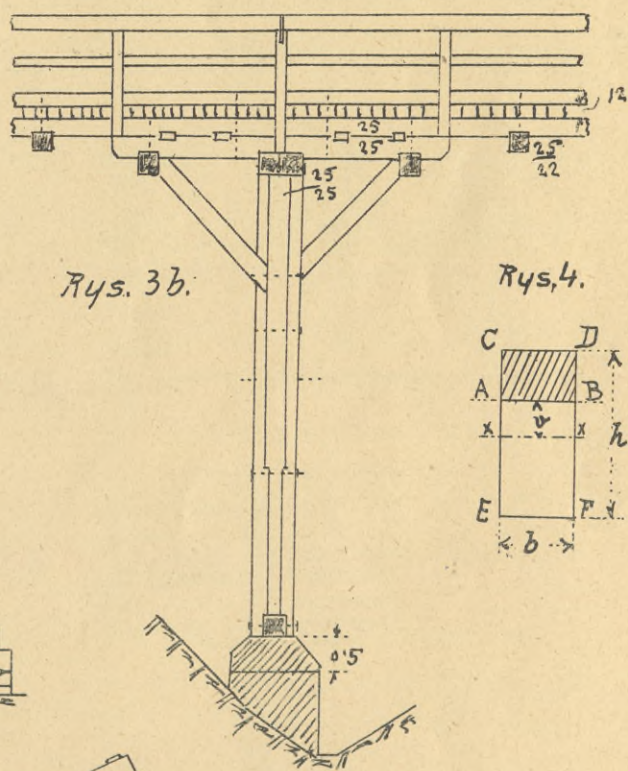
Rys. 1.



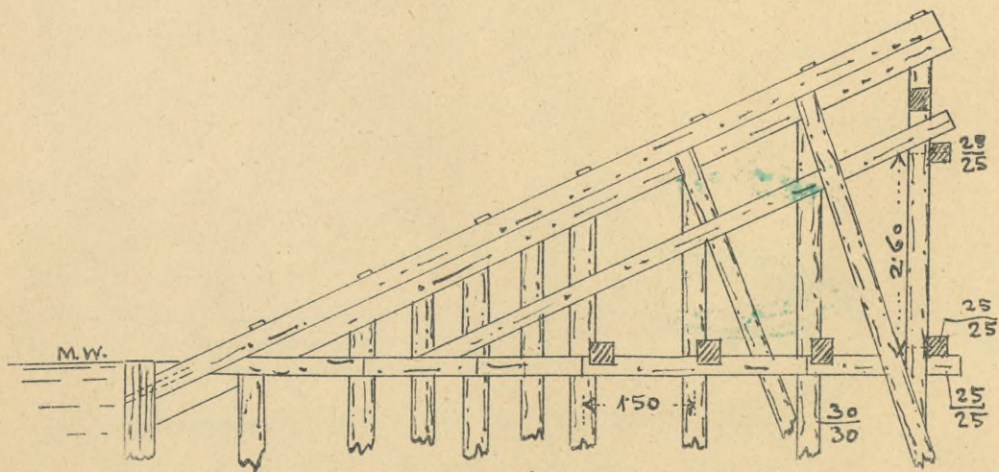
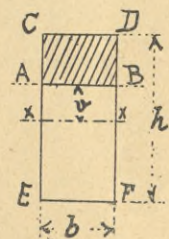
Rys. 3a.



Rys. 3b.



Rys. 4.



1:100.

Rys. 5.

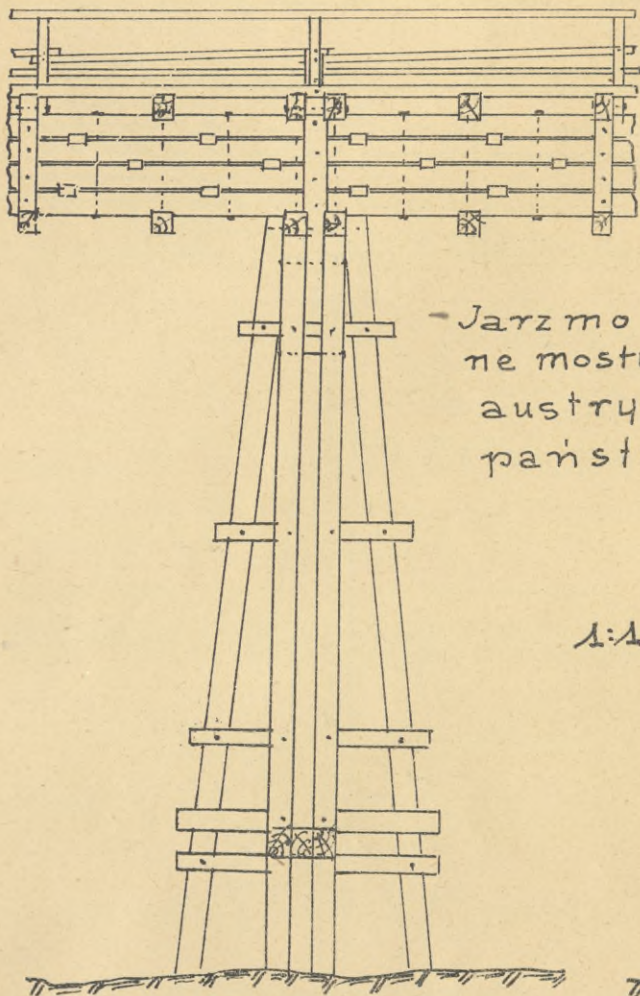
Izbica.



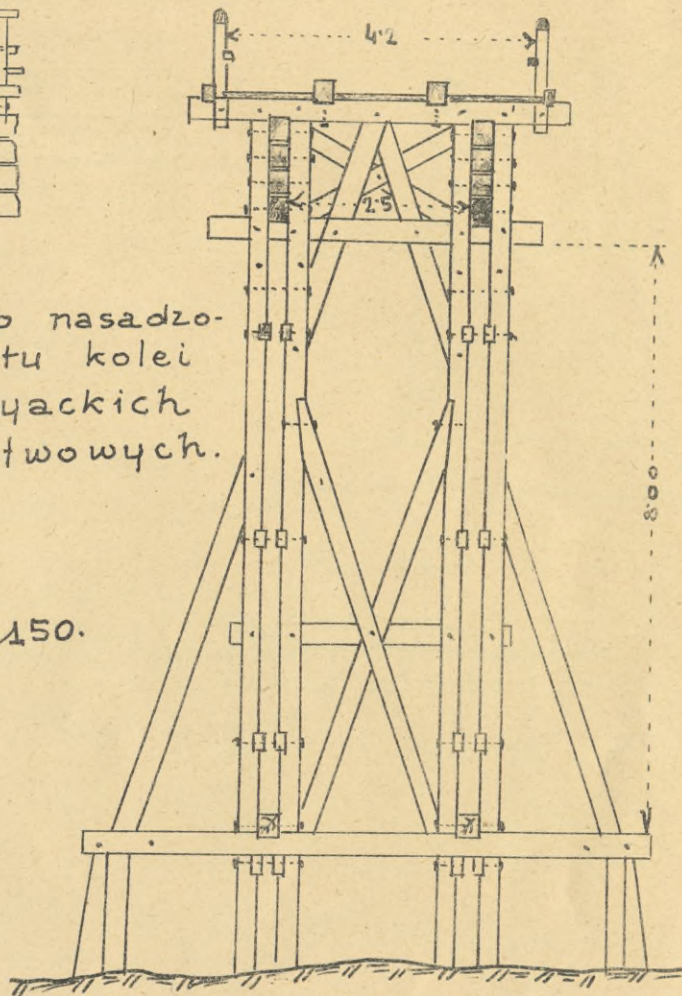




Rys. 1a.



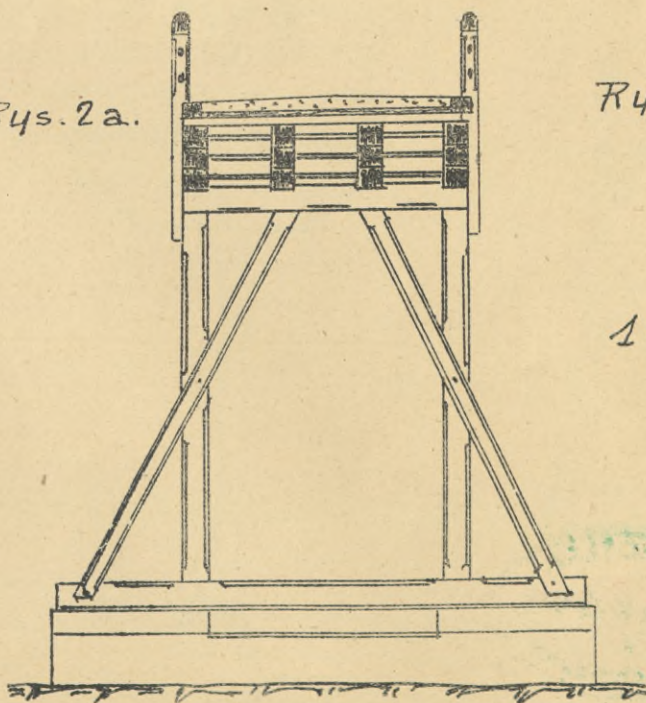
Rys. 1b.



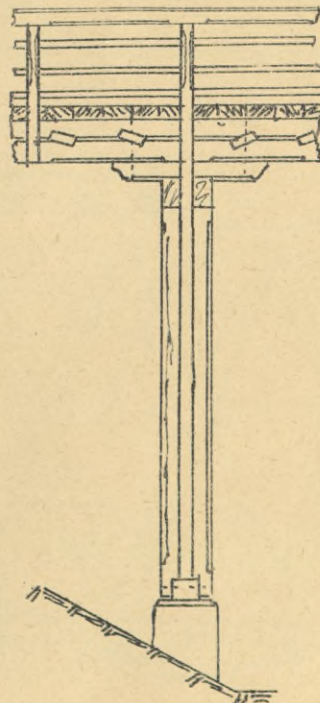
Jarzmo nasadzo-  
ne mostu kolei  
austriackich  
państwowych.

1:150.

Rys. 2a.



Rys. 2b.



1:100.

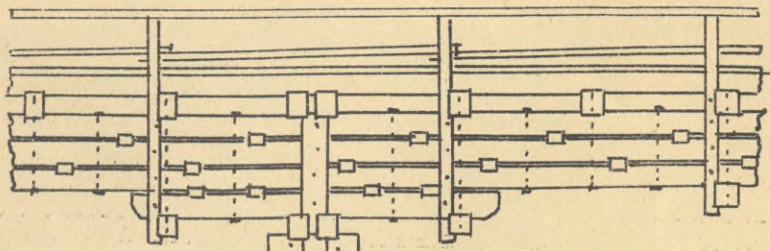




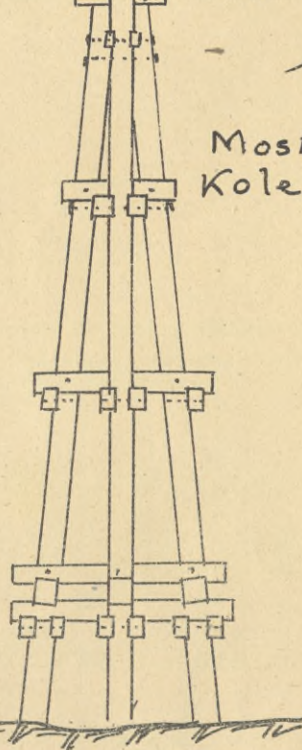


## Jarzma.

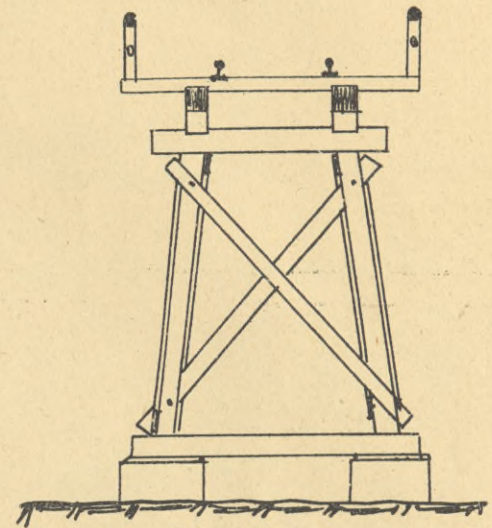
Rys. 1.



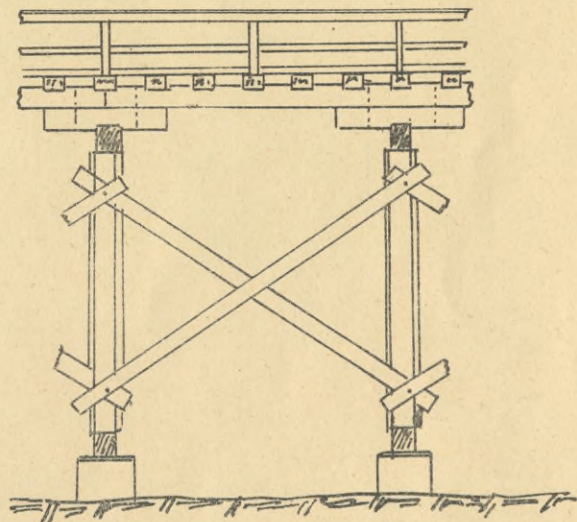
1:150.

Most austr.  
Kolei państw.

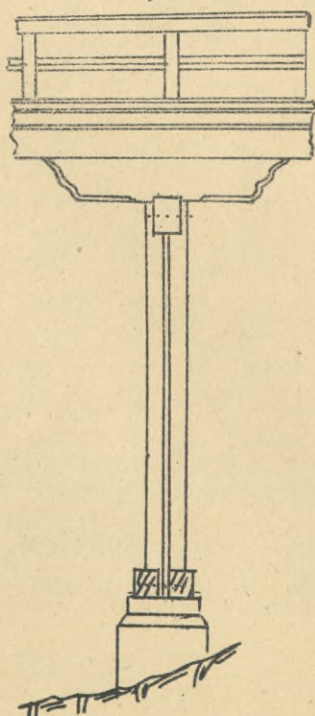
Rys. 2a.



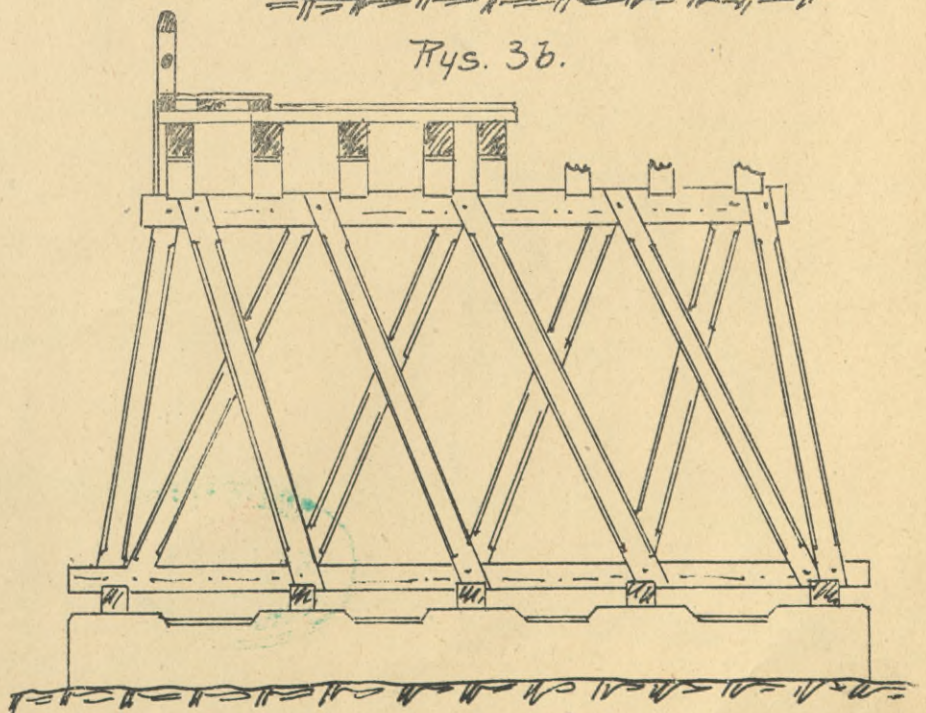
Rys. 2b.



Rys. 3a.



Rys. 3b.









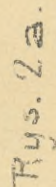






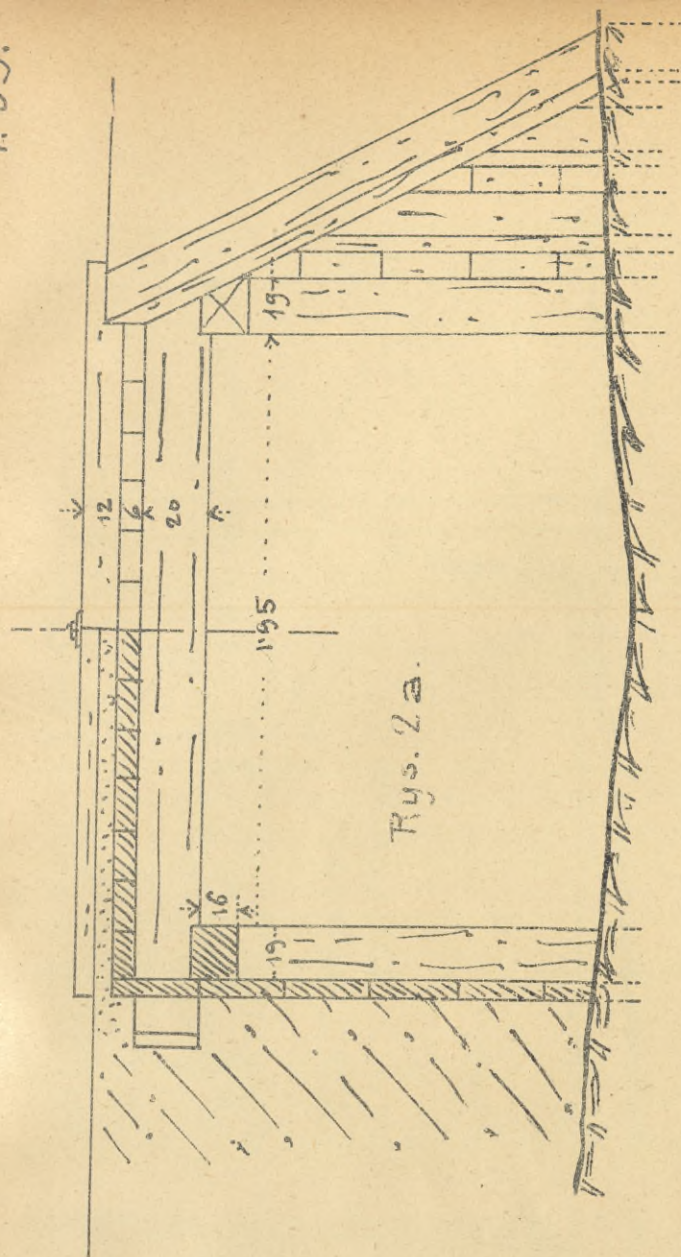


597.

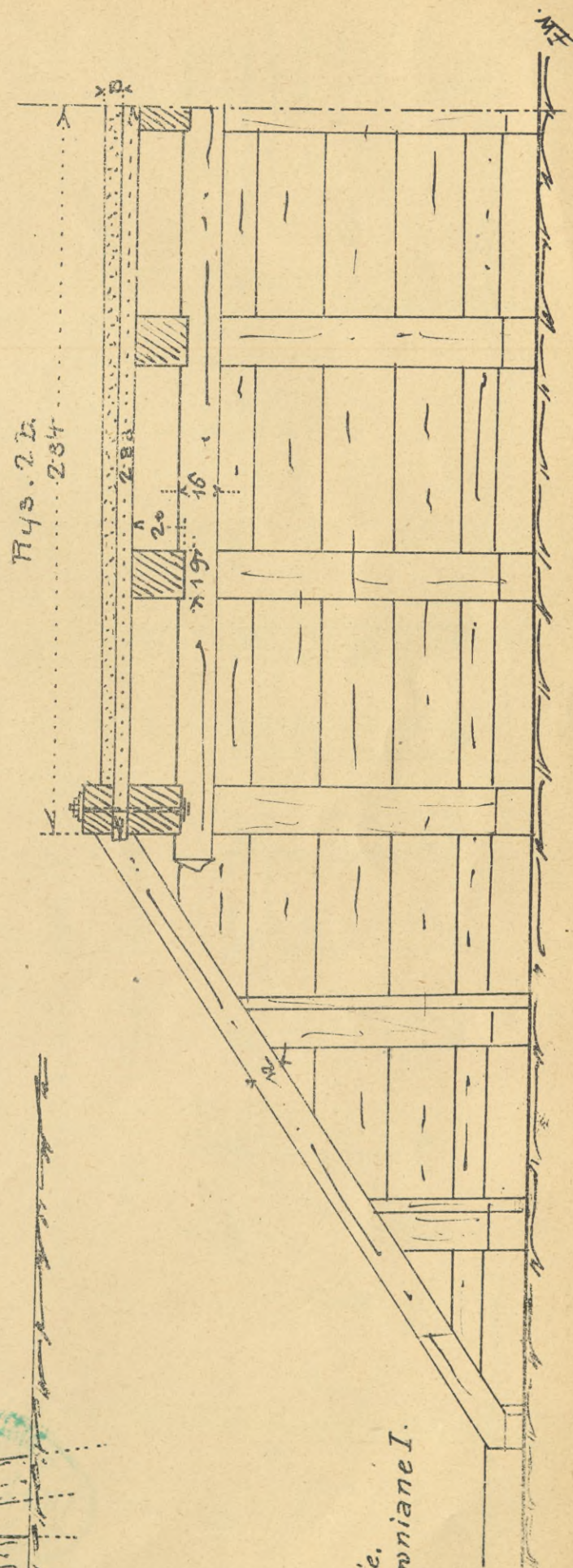


Rys. 1. 1:25.

Most na Sanie  
w Przemyślu.



rys. 2. Przepust kolei czarnowieckiej.



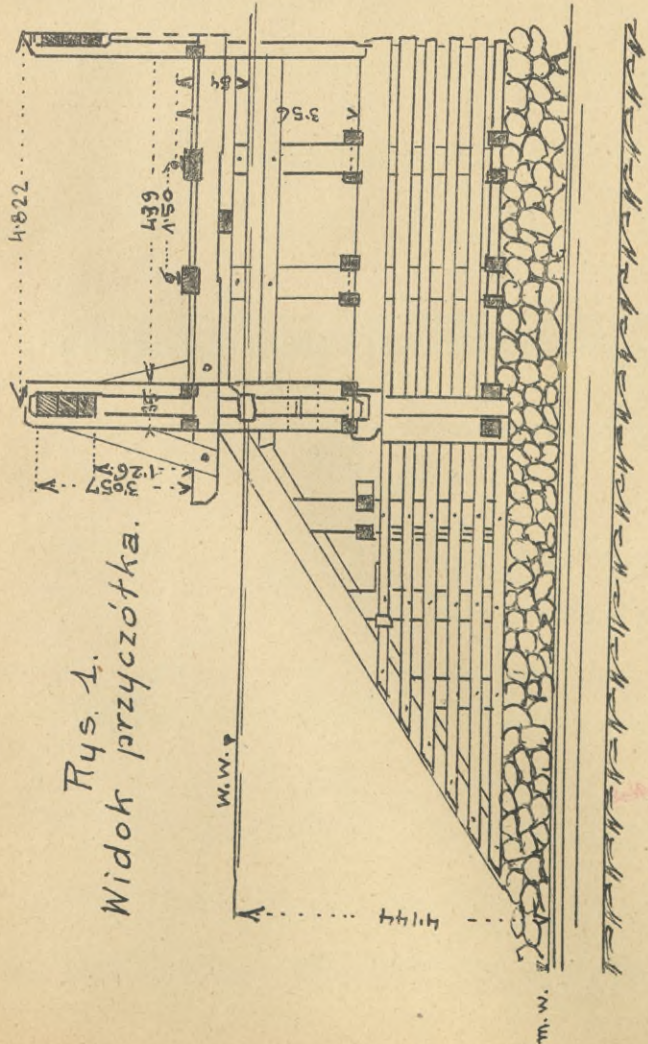
Dr. M. Thullie.  
Mosty drevniane I.

T. 69.

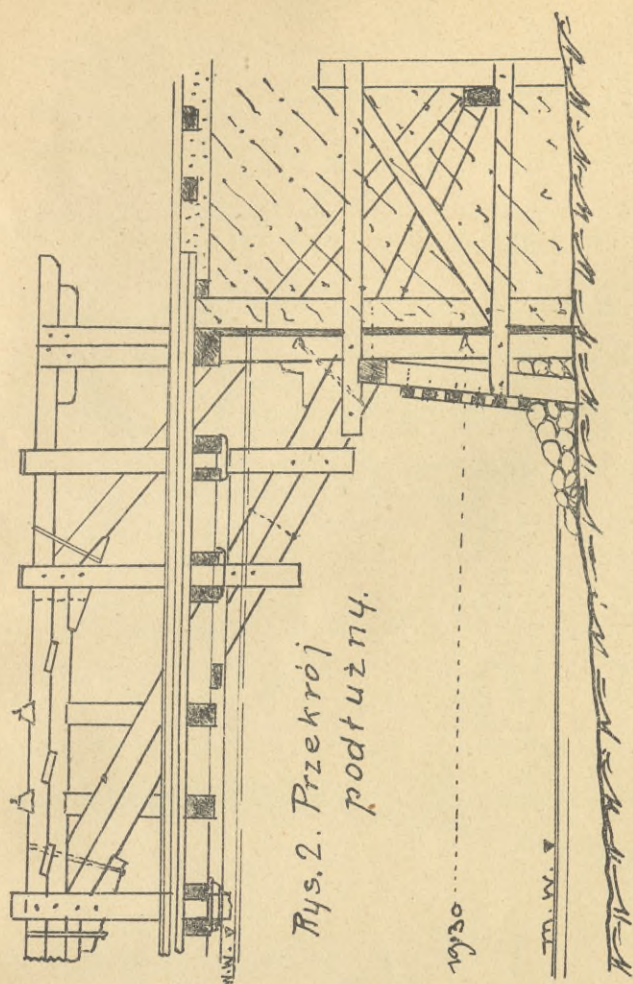








Rys. 1.  
Widok przyczółka.



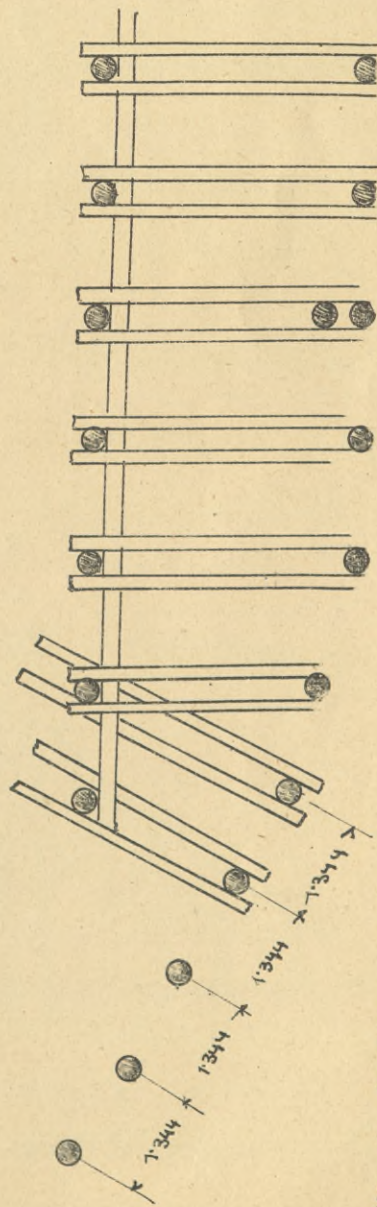
Rys. 2. Przekrój  
podłużny.



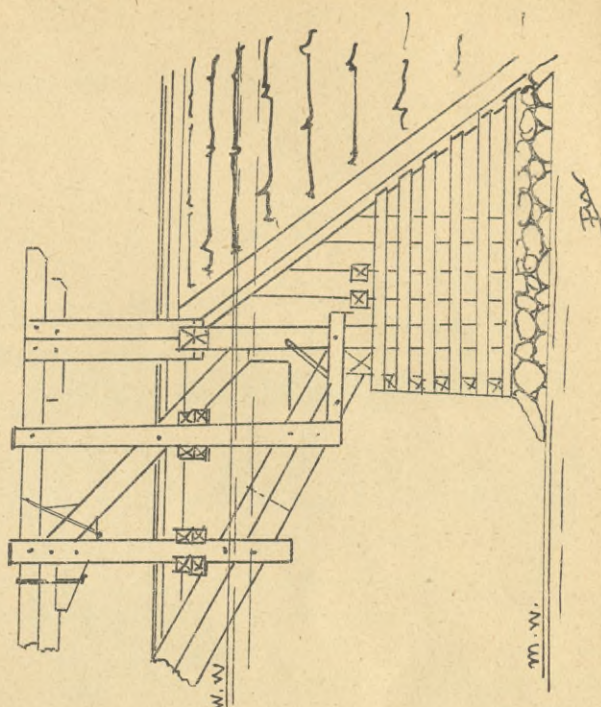
1:100.

Most austr. kolei państwowej.

Rys. 4. Rzut poziomy.



Rys. 3.  
Widok.





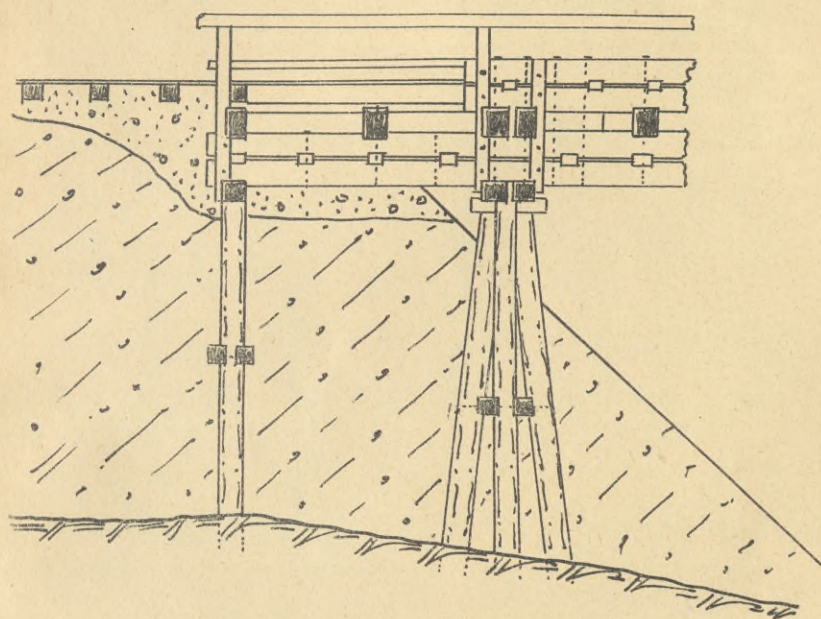




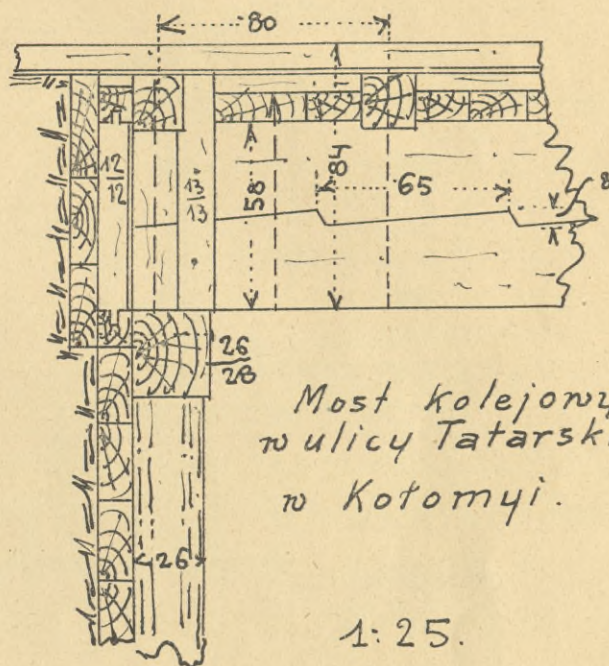
## Mosty bez przyczółków.

Rys. 1.

1:100.

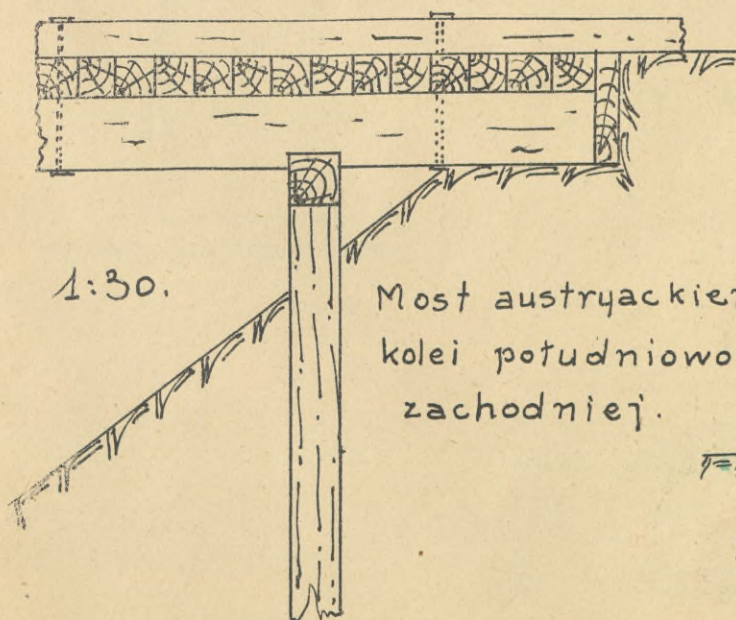
Most austriackiej  
kolei południowej.

Rys. 2.

Most kolejowy  
w ulicy Tatarskiej  
w Kotorze.

1:25.

Rys. 3.

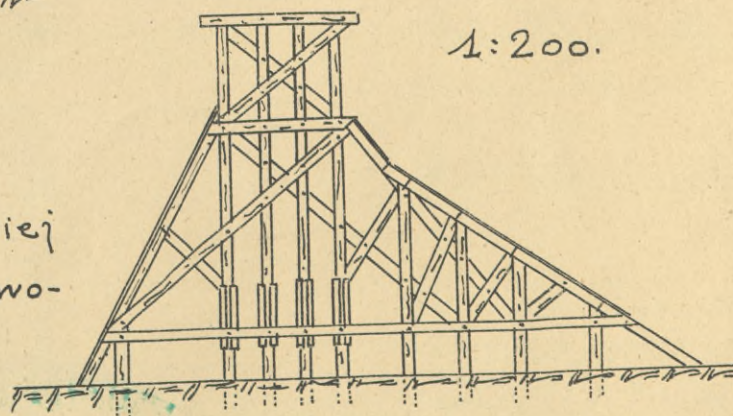


1:30.

Most austriackiej  
kolei południowo-  
zachodniej.

Rys. 4.

1:200.

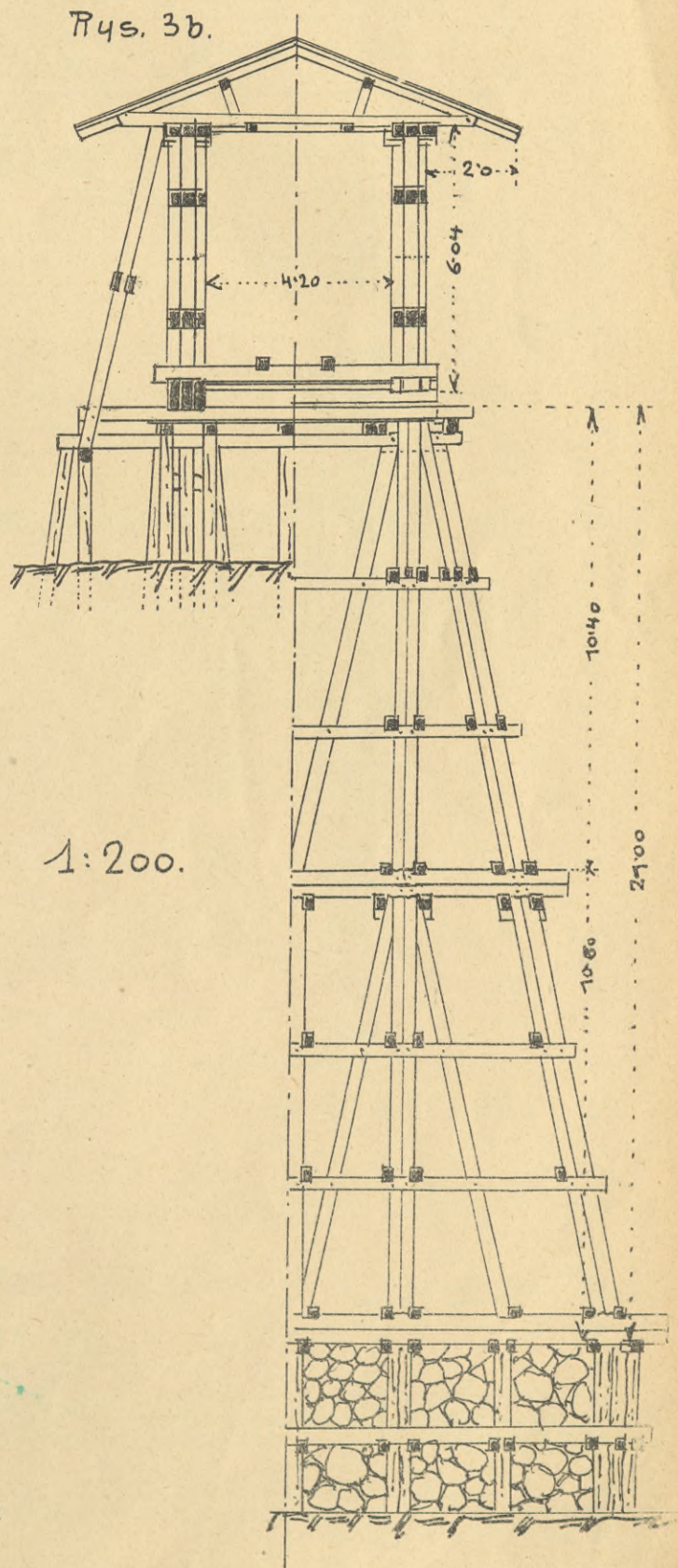
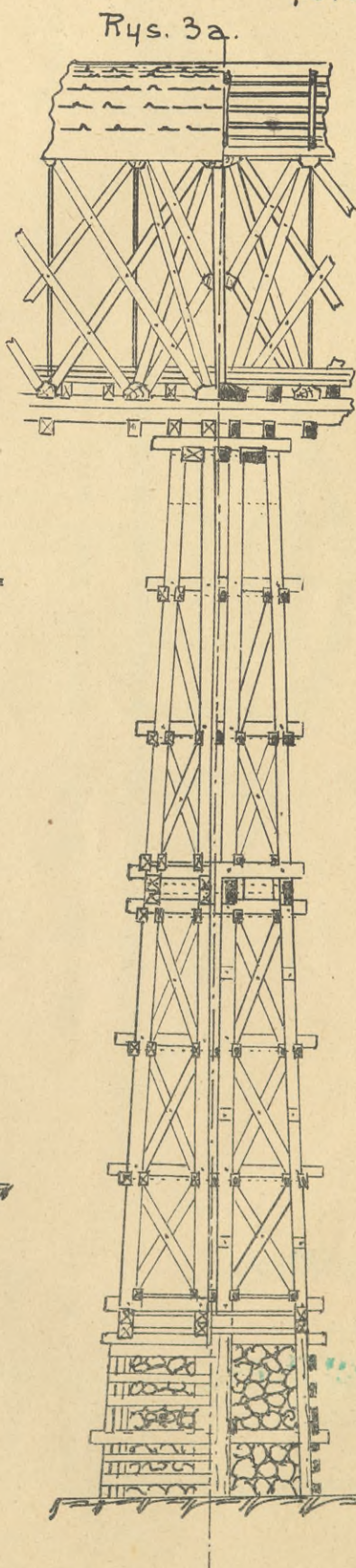
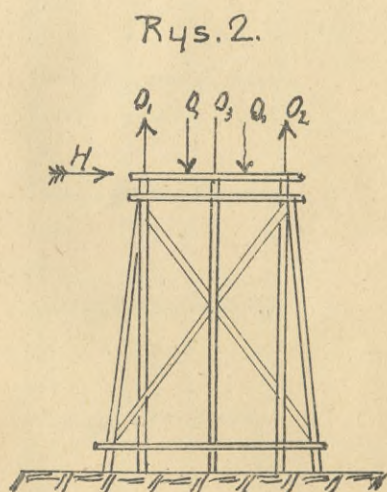
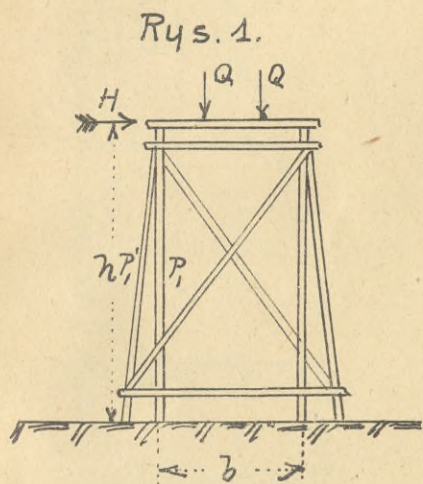
Jarzmo i izbica mostu  
norweskiego.







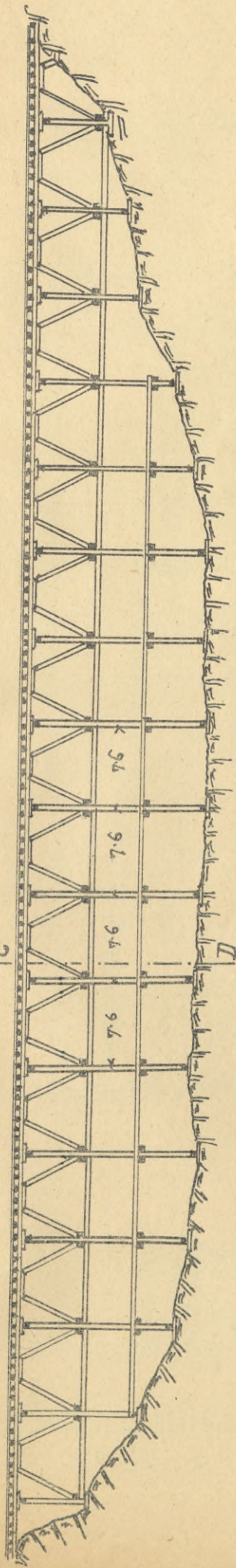
## Jarzma piętrowe.

Rys. 3. Most austriackiej kolei  
południowej. 1:200.







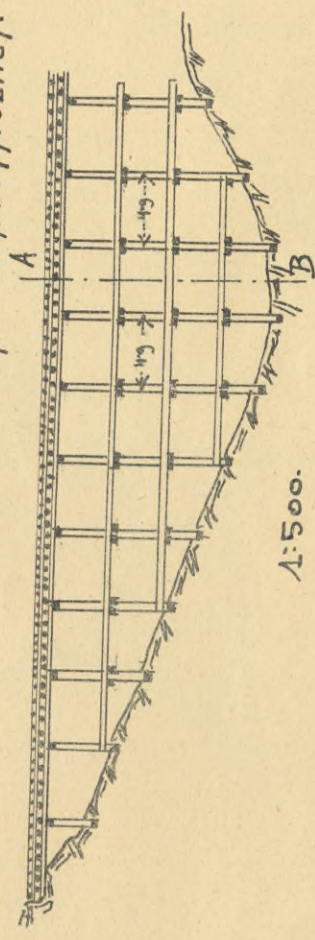


1:500.

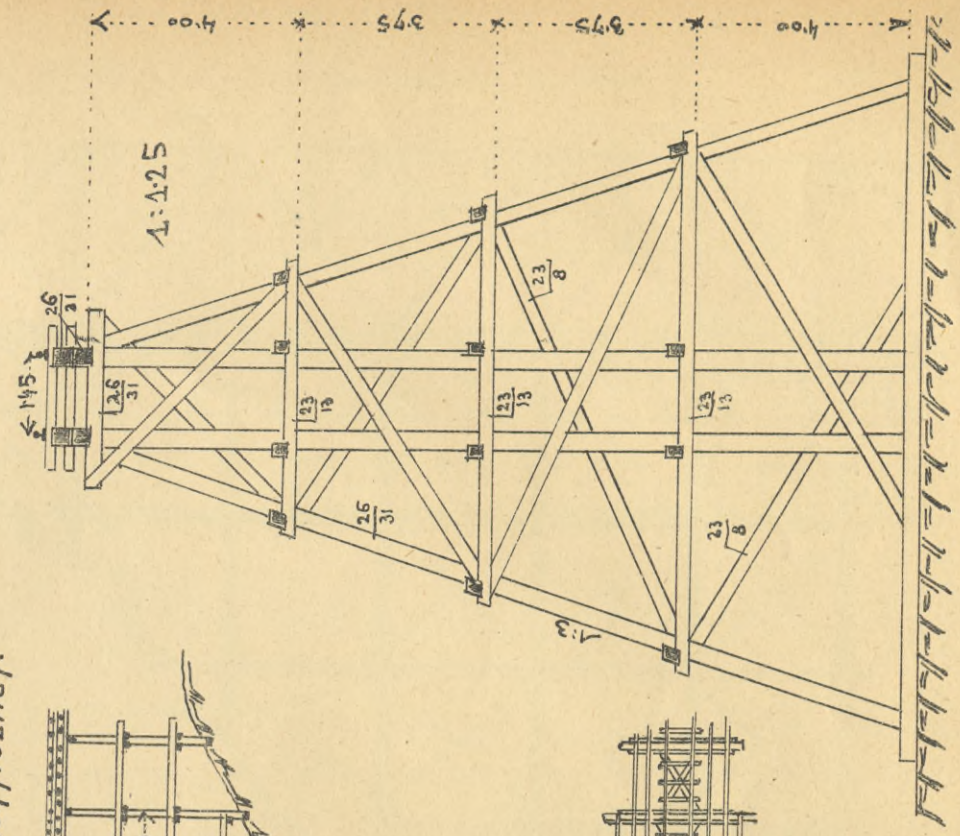
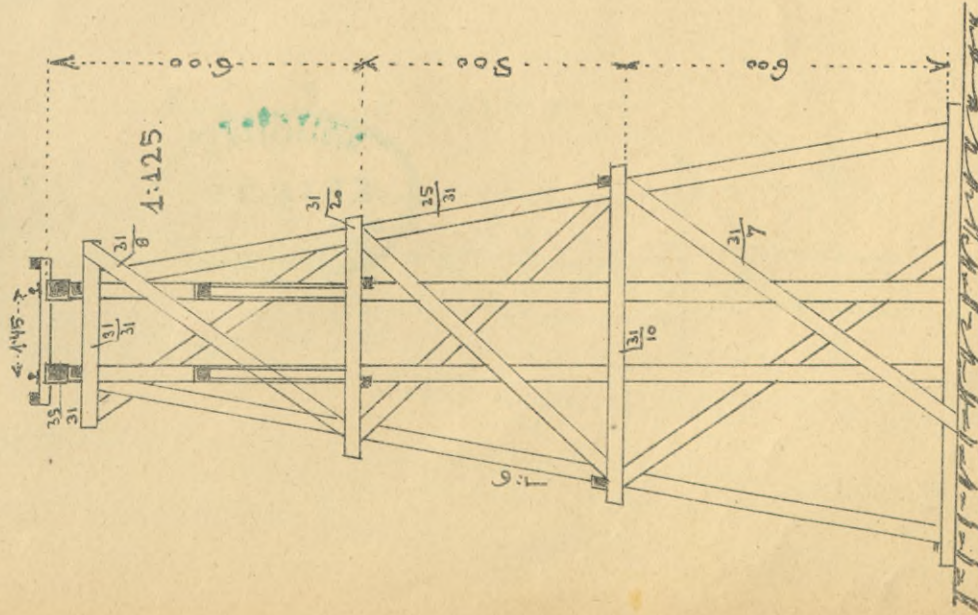
Rys. 1b. Przekrój C-D.

Rys. 2c. Przekrój A-B.

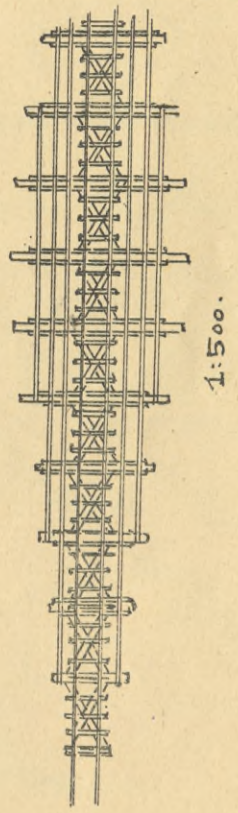
Rys. 2a. Most centralnej kolei pacyficznej.



1:500.



Rys. 2b. Rzut poziomy.



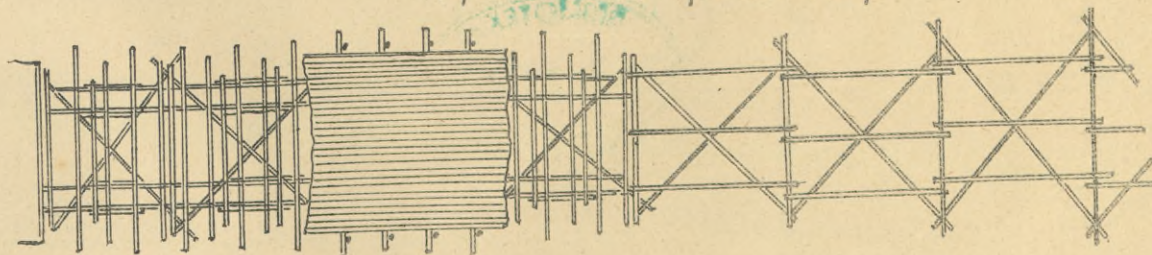
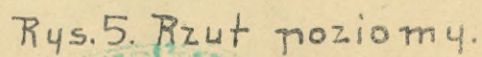
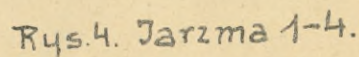
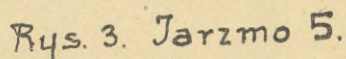
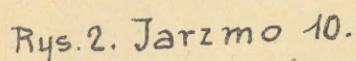
1:500.







Rys. 1. Widok.



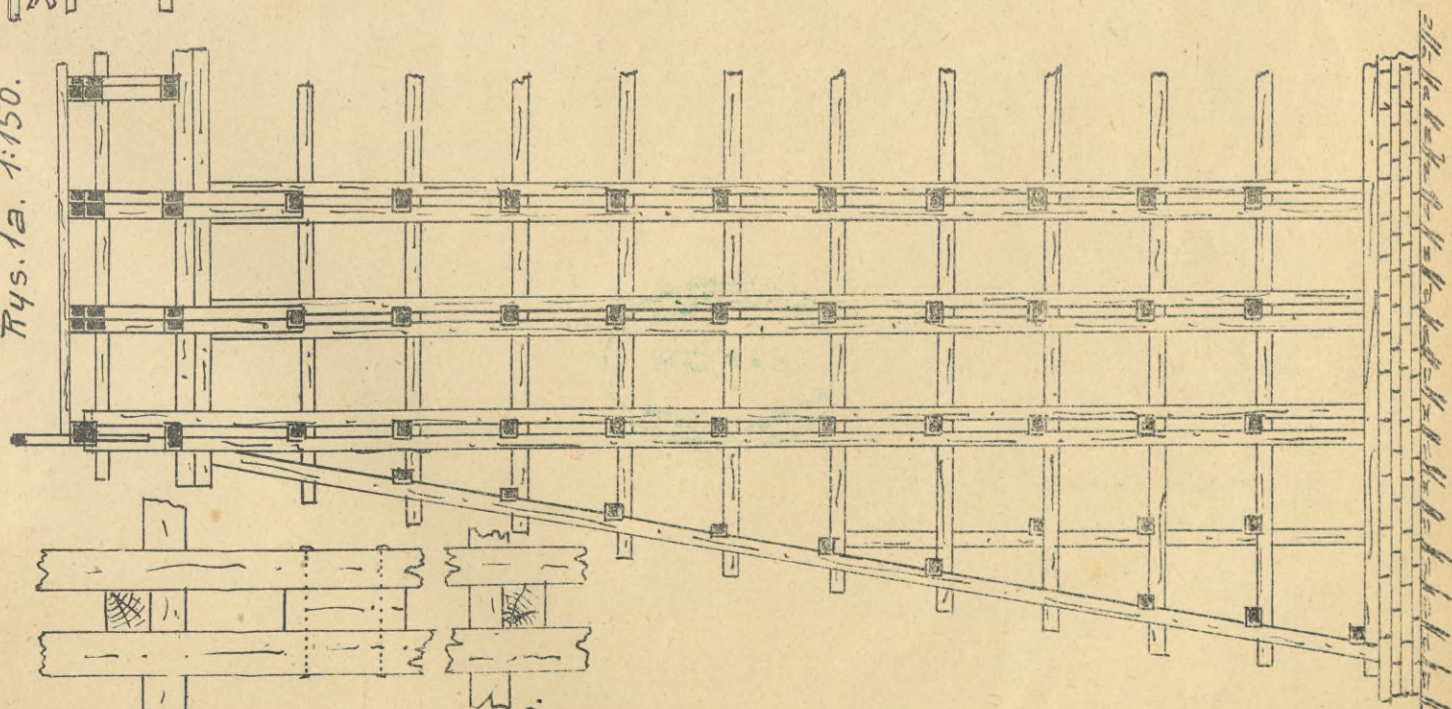






Jarżma rusztowane.  
Most kolei pacyficznej w Ameryce.

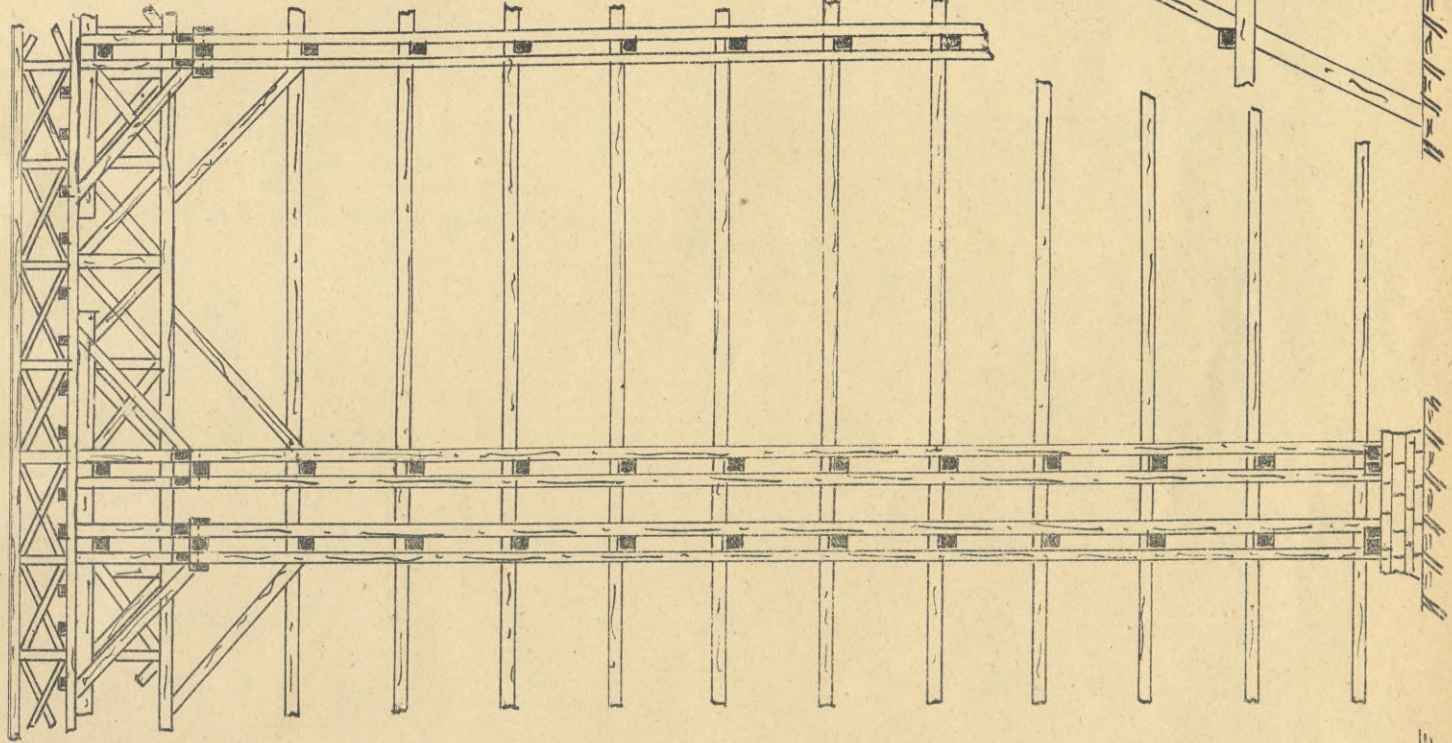
Rys. 1a. 1:150.



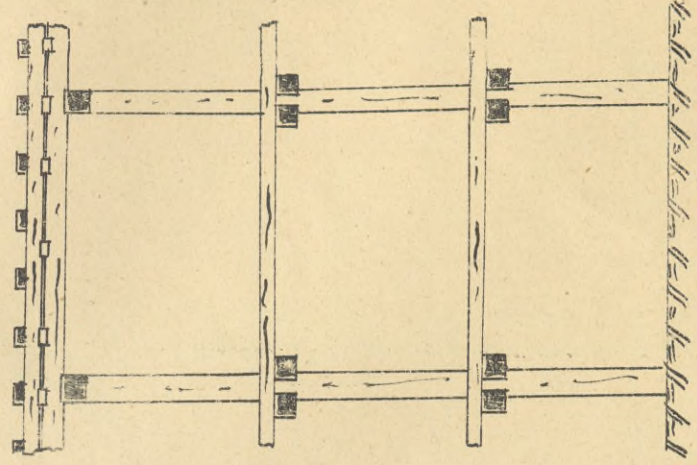
Rys. 3a.

1:50.

Rys. 3b.

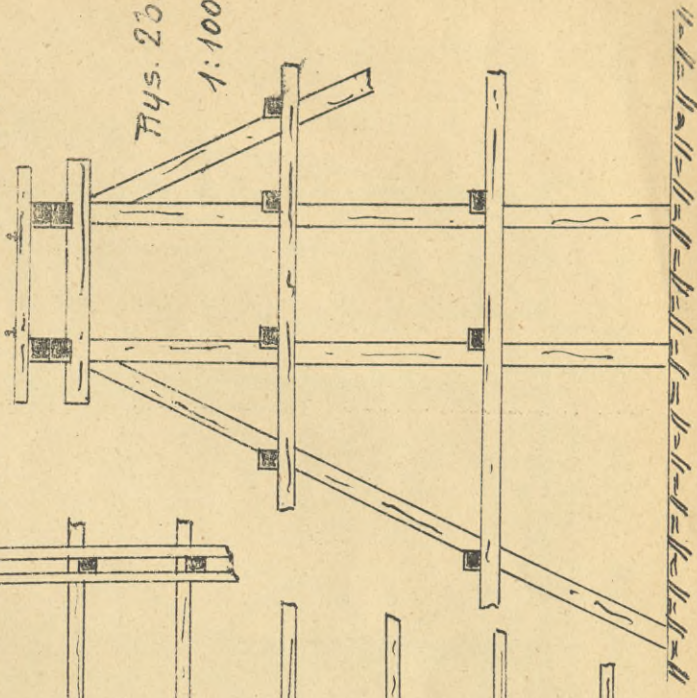


Rys. 2a. 1:100.



Rys. 2b.

1:100.









## Jarzma wysokie.

T. 76.

Wiadukt Portage kolei Buffalo-N. York.

Rys. 1a.

Rys. 1b.

A:250

Dr. M. Thullie. Mosty drewniane I.

Rys. 2a.

Rys. 2b.

Rys. 2. Most na M'sie  
kolei Petersburg-Moskwa.

A:200.

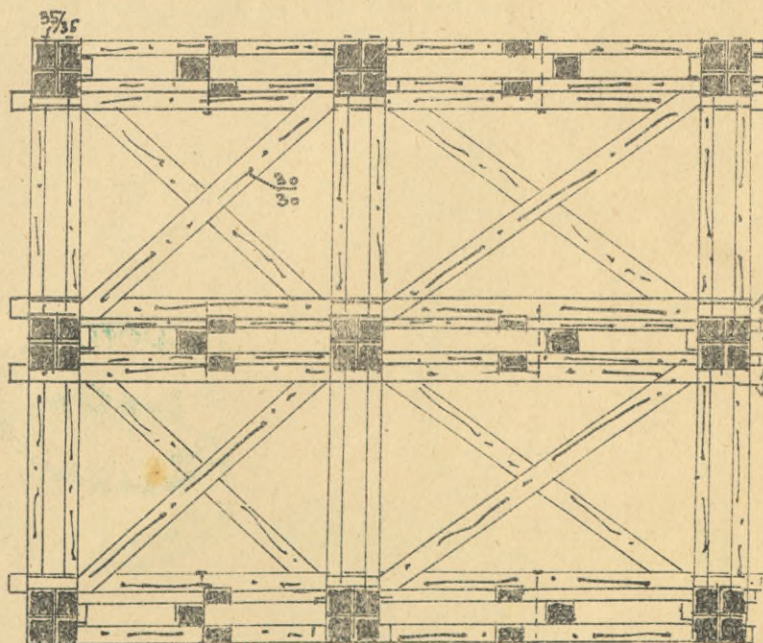
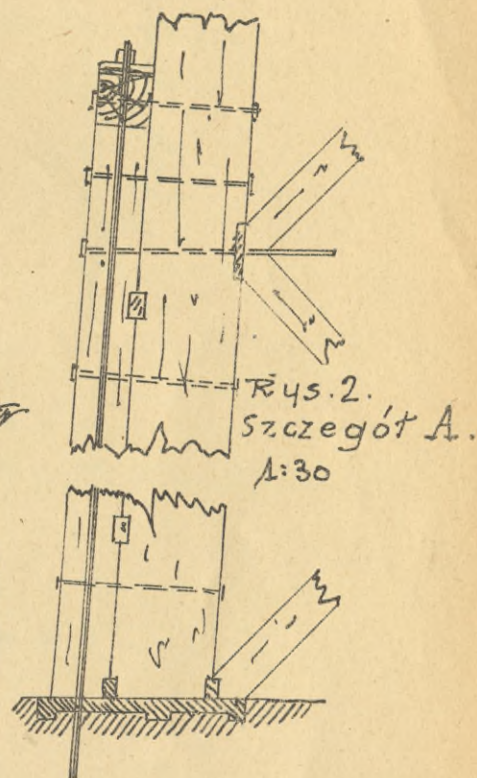
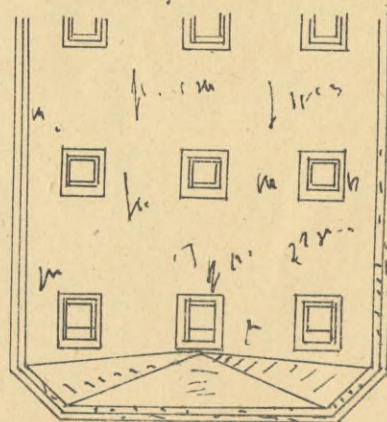
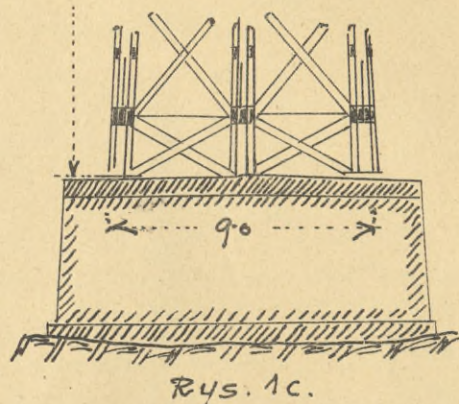
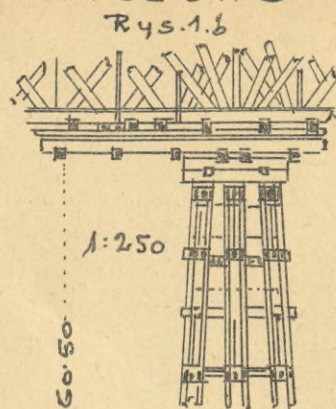
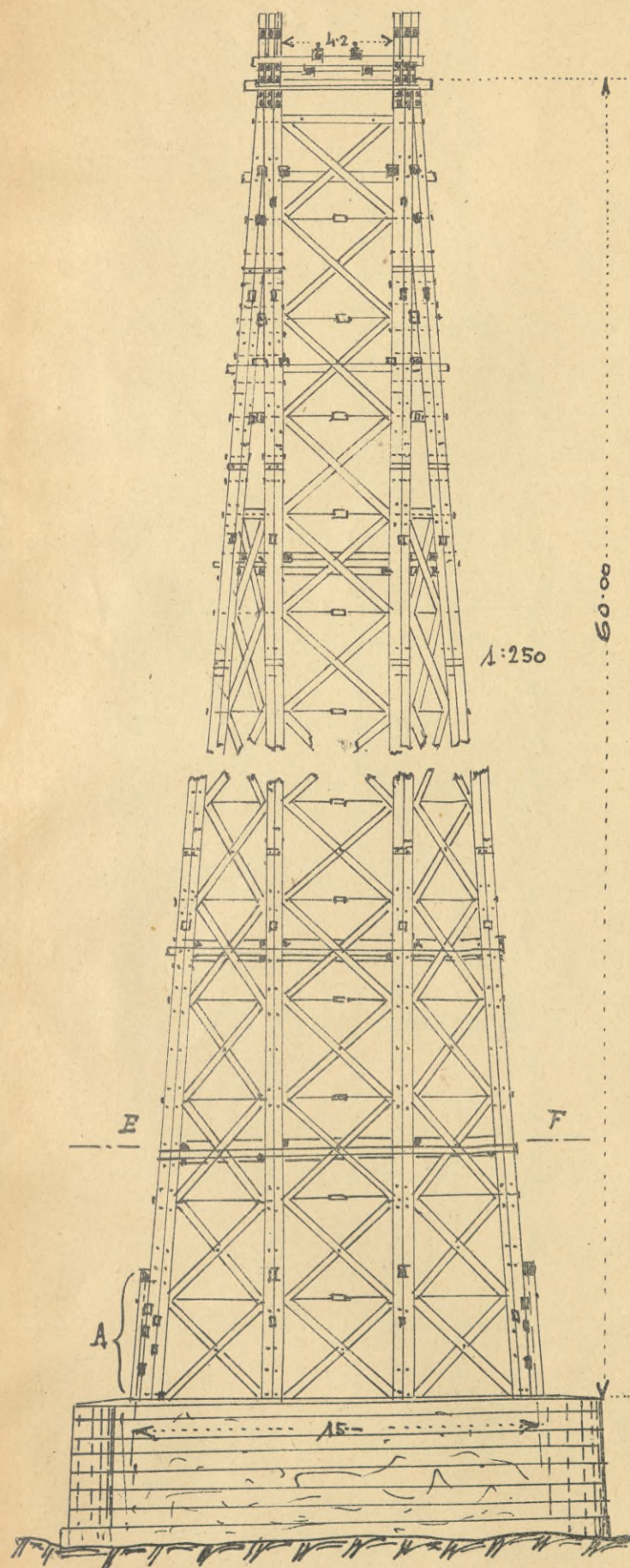






## Filary wieżowe.

Rys. 1a.



Rys. 3. Przekrój E-F.

Filar mostu kolei południowej.  
Dr. M. Thullie. Mosty drewniane I.



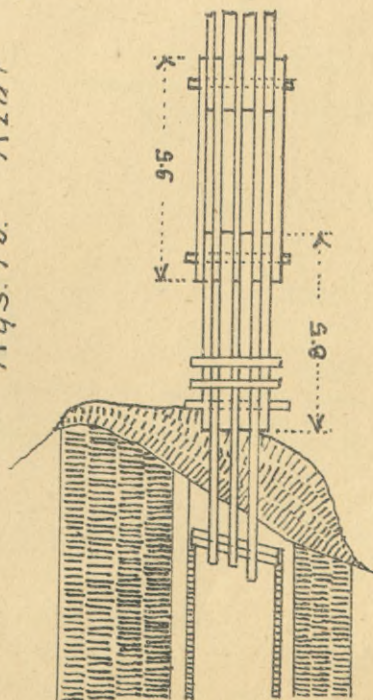




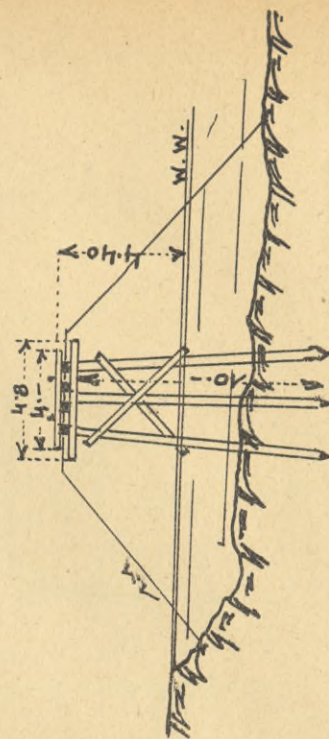
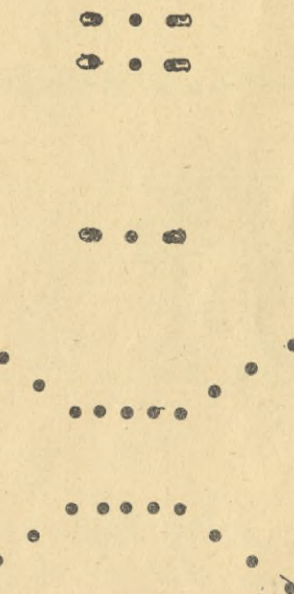
ॐ

Most tymczasowy pod Budziejowicami. 1:300.

Rys. 16. Rzut poziomy.



Rys. 1c. Przekrój poprzeczny.



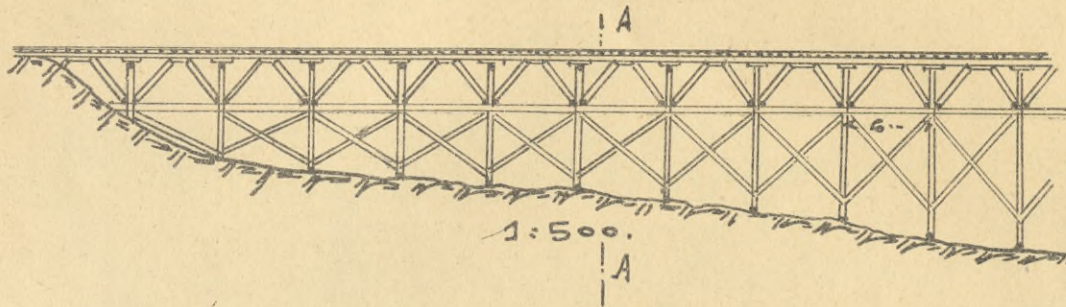






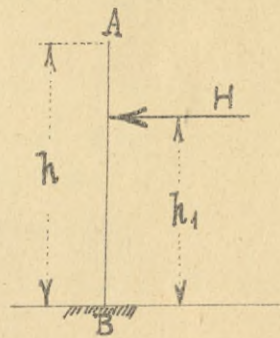
## Mosty rusztowaniowe i filary kratowe.

Rys. 1a. 1:500.

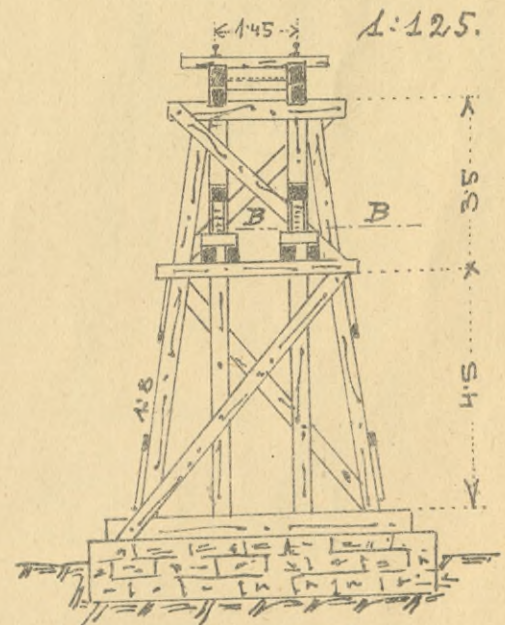


Rys. 1. Most kolei Filadelfia-Reading.

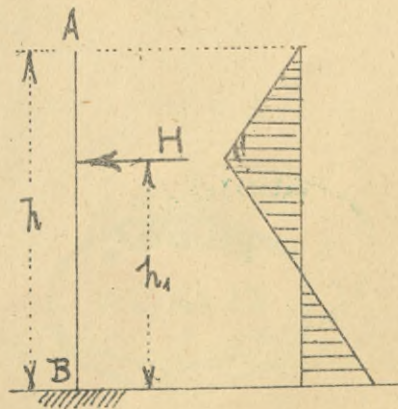
Rys. 4.



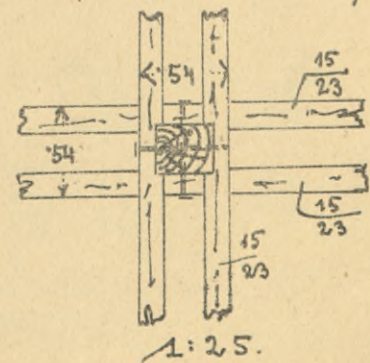
Rys. 1b. Przekrój A-A.



Rys. 3.

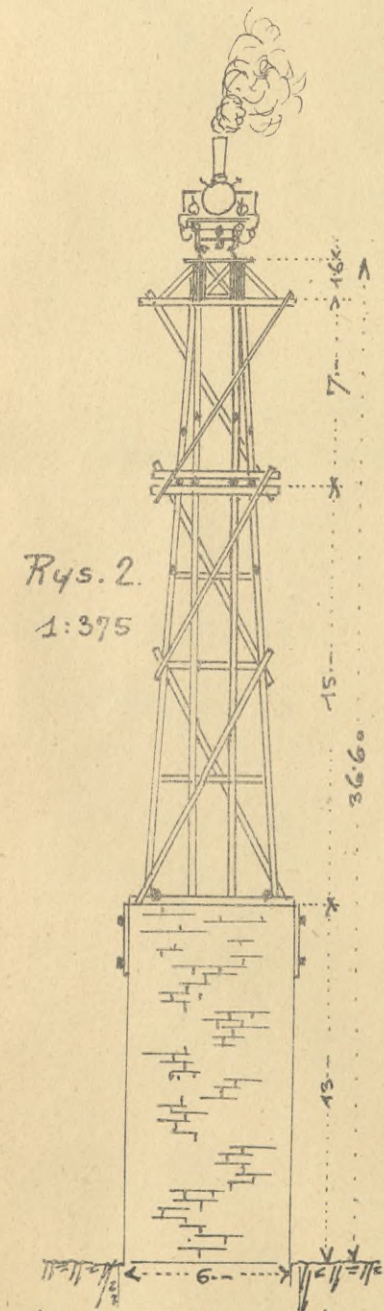


Rys. 1c. Przekrój B-B.



Rys. 2.

1:375



Wiadukt pod Kertigny.

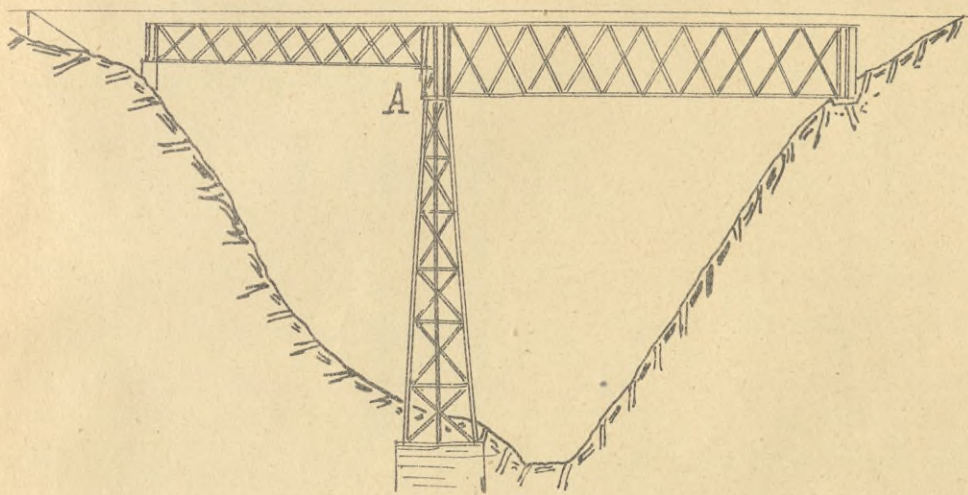
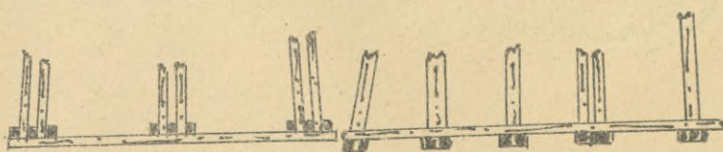
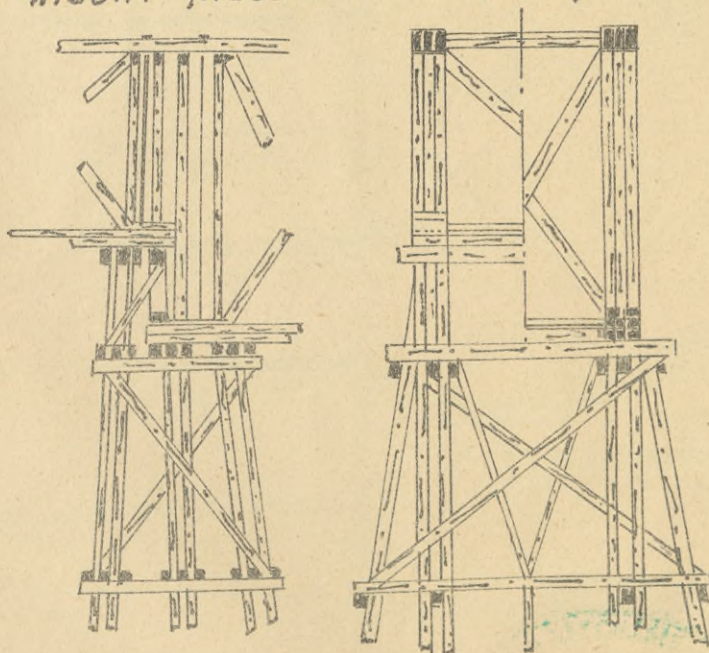




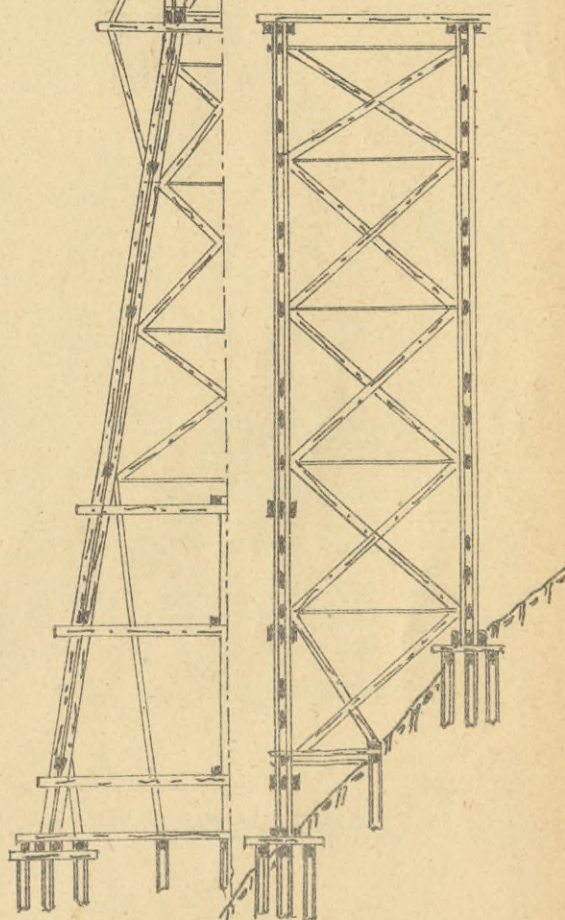


## Filary kratowe.

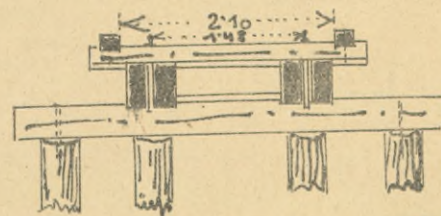
Rys.1. Wiadukt Cedar-Creek.

Rys.1b. Szczegóły filara.  
Widoki: przedni i ... boczny.

Rys.2a

Wiadukt  
Surprise-Creek  
Rys.2b.

Rys.3.



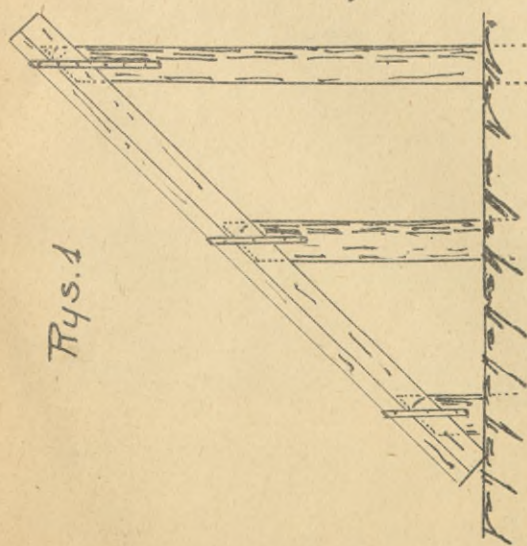
Most kolei St. Louis-Peoria.



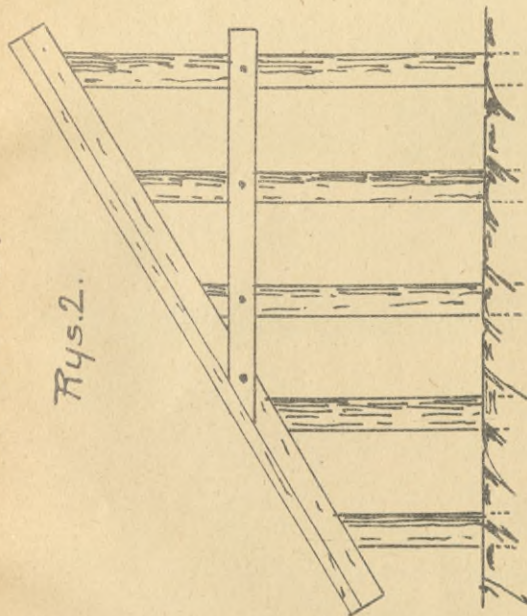




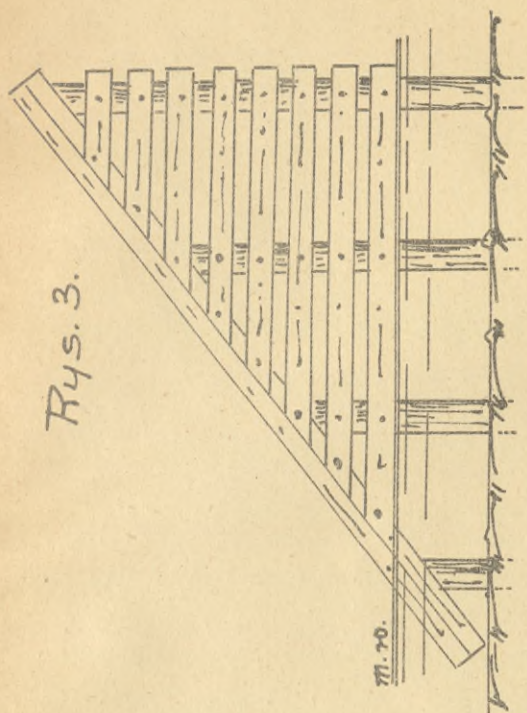
Izbice.



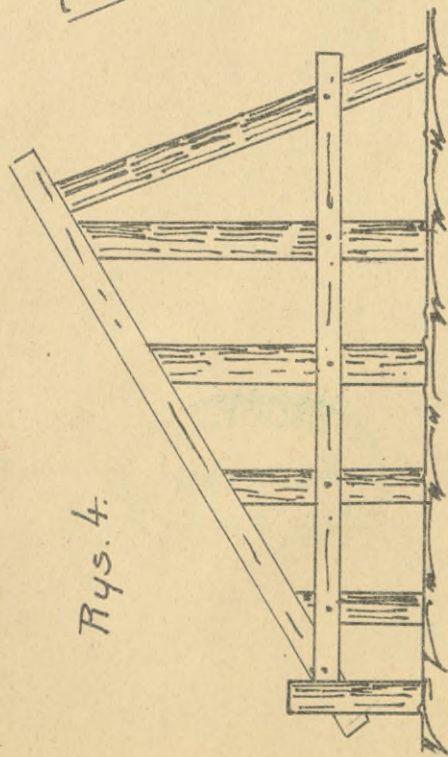
Rys. 1.



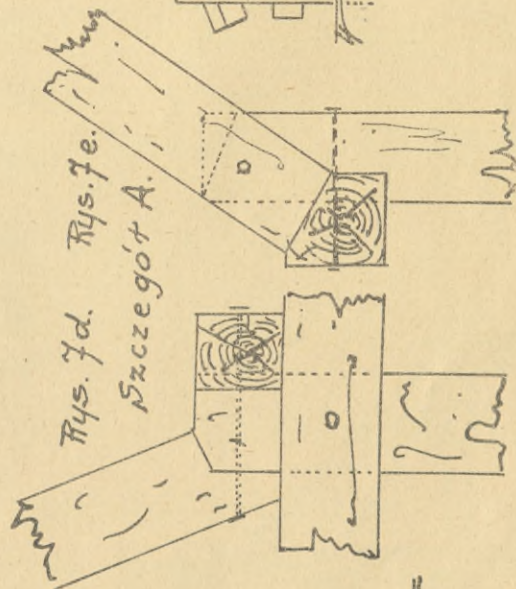
Rys. 2.



Rys. 3.

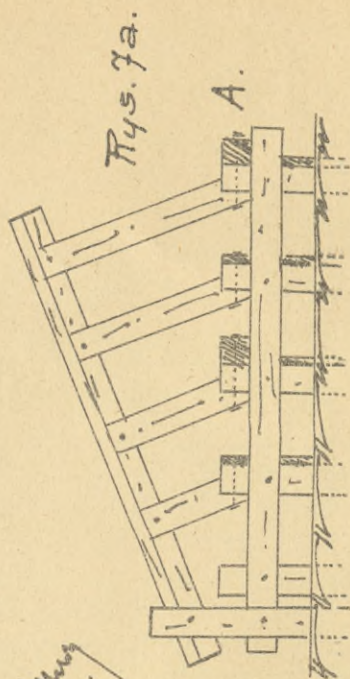


Rys. 4.

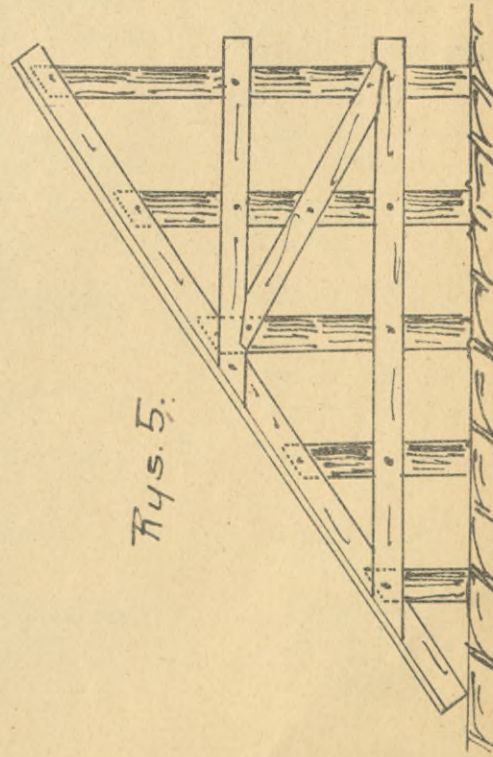


Rys. 7d. Rys. 7e.

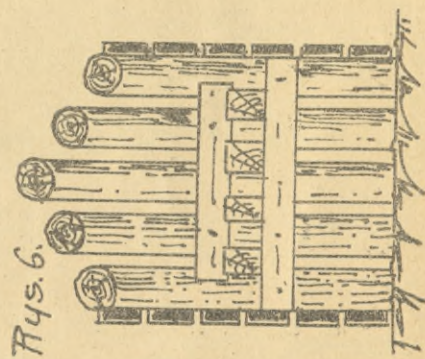
Szczegół A.



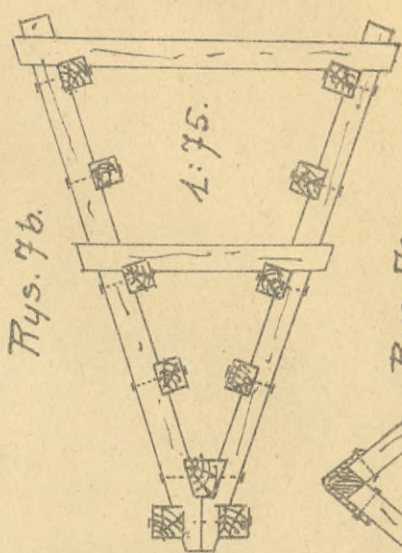
Rys. 7a.



Rys. 5.

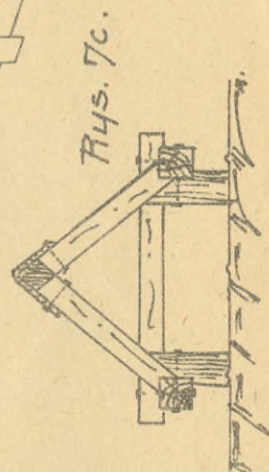


Rys. 6.



Rys. 7b.

1:75.



Rys. 7c.

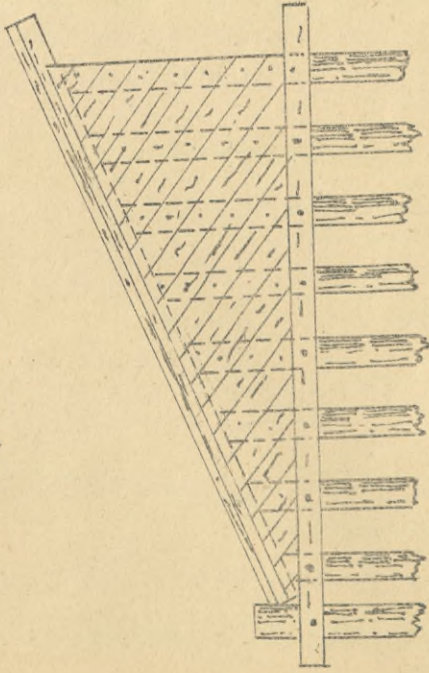






Izbice.

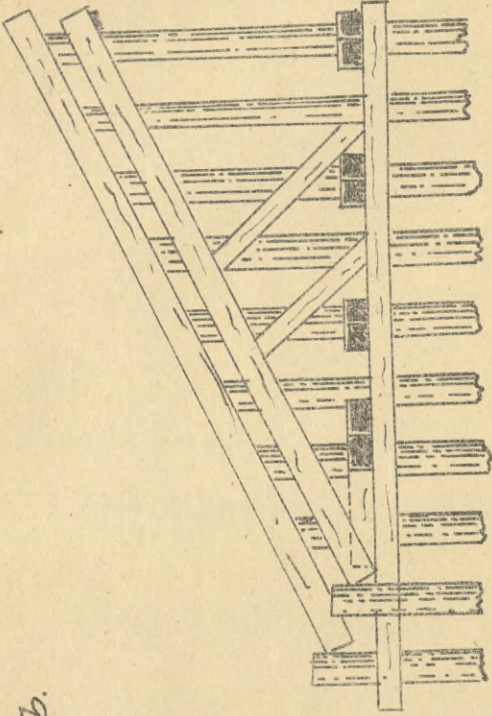
Rys. 1a.



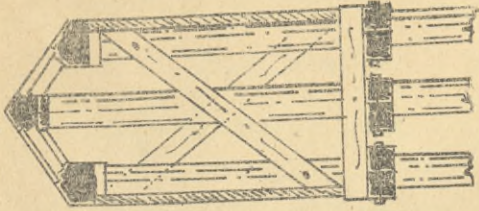
Rys. 1b.



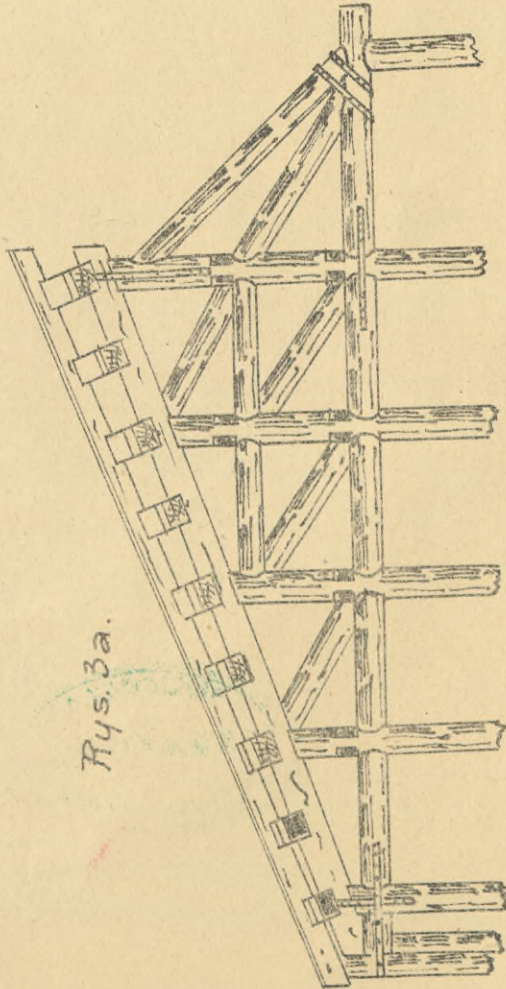
Rys. 2a.



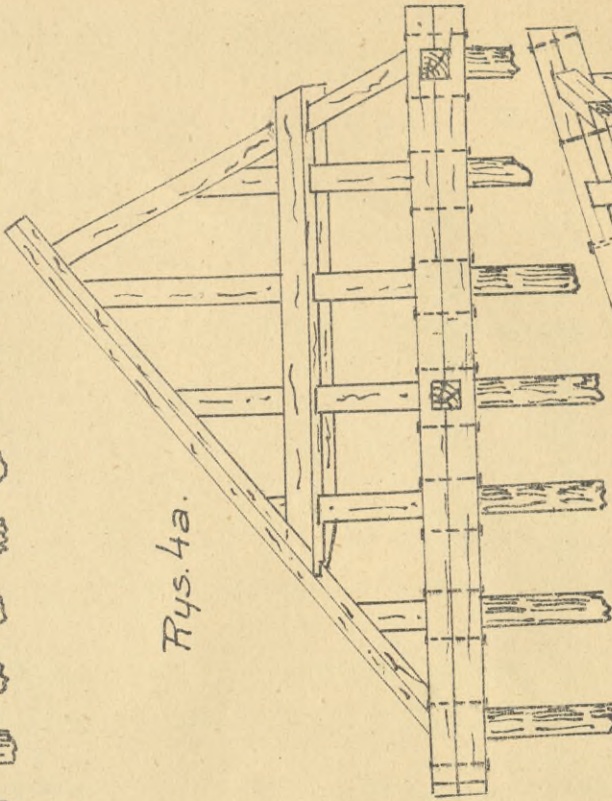
Rys. 2b.



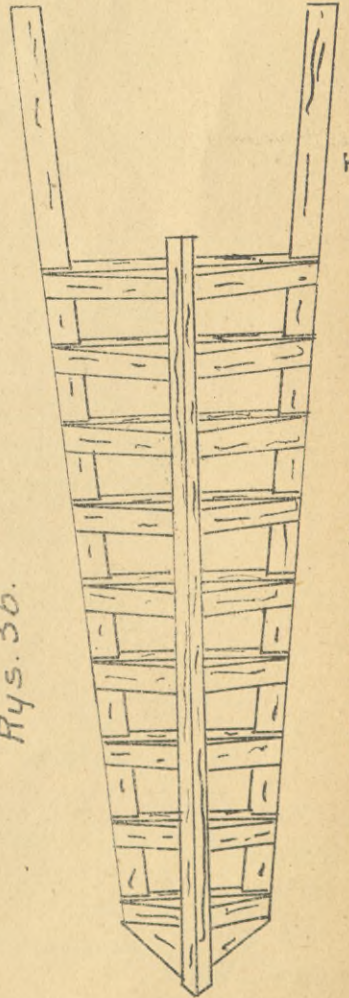
Rys. 3a.



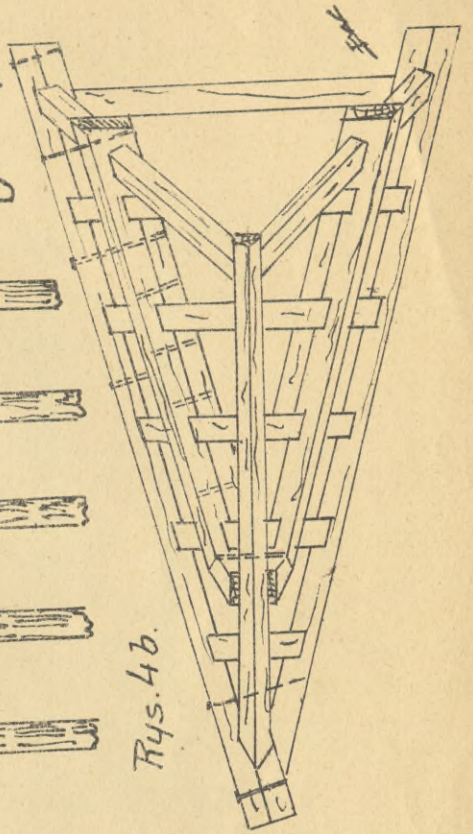
Rys. 4a.



Rys. 3b.



Rys. 4b.





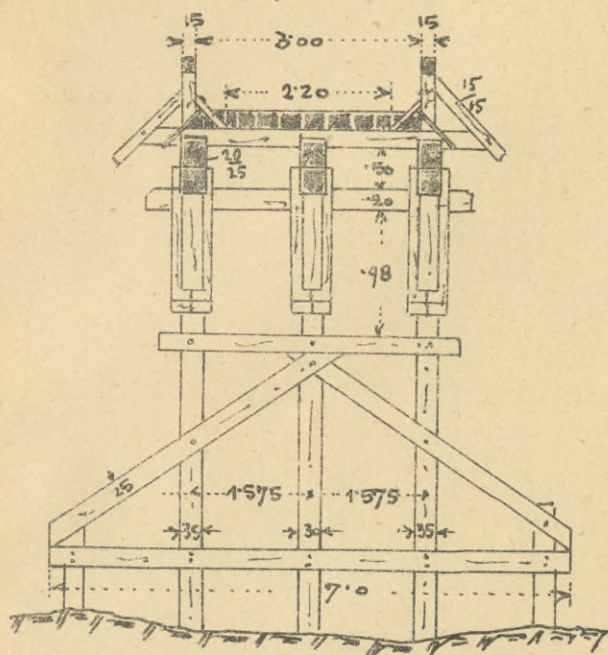




## Jarzma i przyczółki.

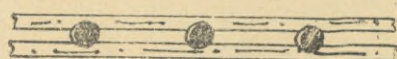
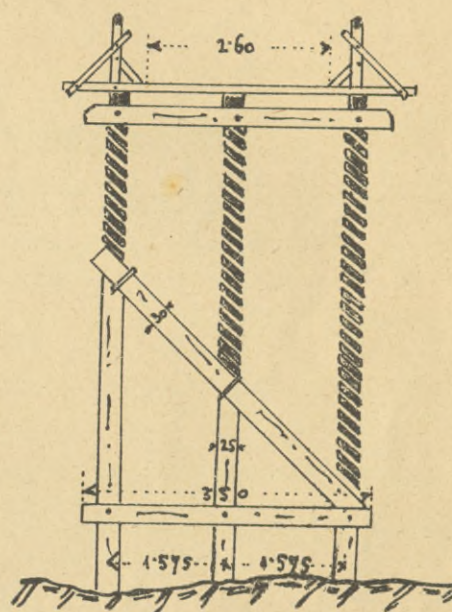
Rys. 1. Most na Hère w Essels-Blay.

Rys. 1a.



1:100.

Rys. 1c.



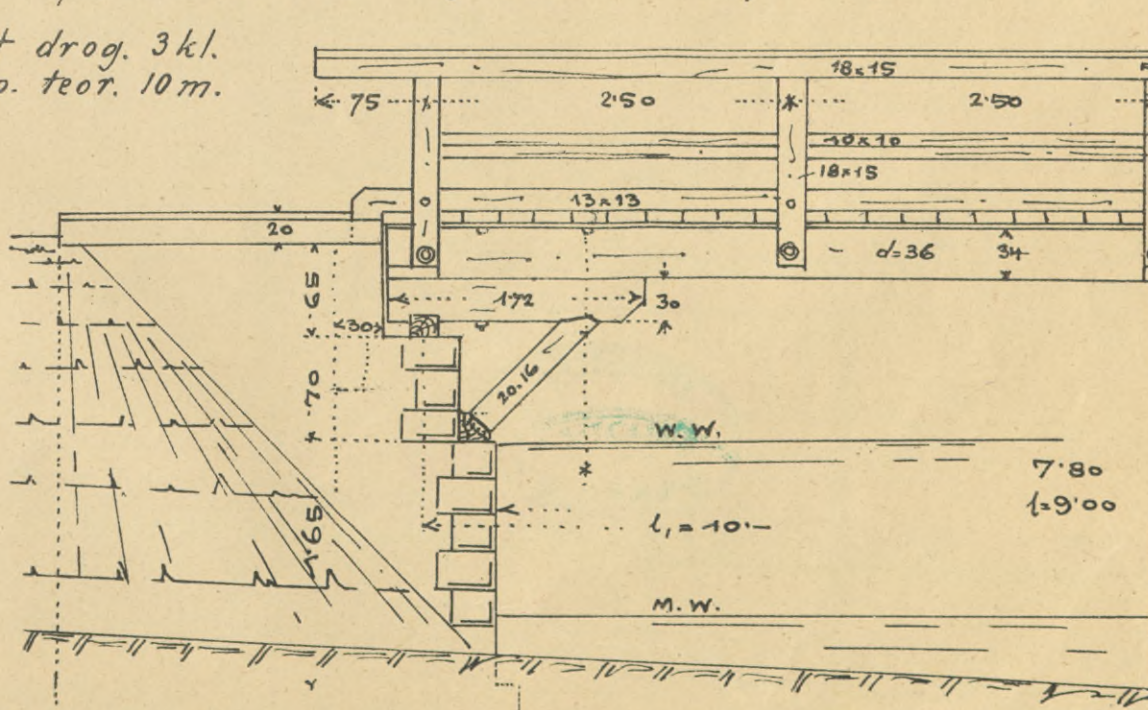
Rys. 1b.



Rys. 1d.

Rys. 2. Normal wydziatu krajowego. 1:50.

Most drog. 3 kl.  
rozp. teor. 10 m.



Dr. M. Thullie. Mosty drewniane I.



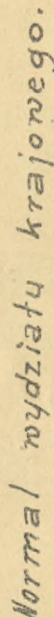




. Droga 3 kl. - Obciążenie zwiększone (dla pojed. wozów 2 kl.)

Widok 1:50.

Rys. 1b.

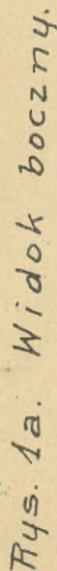




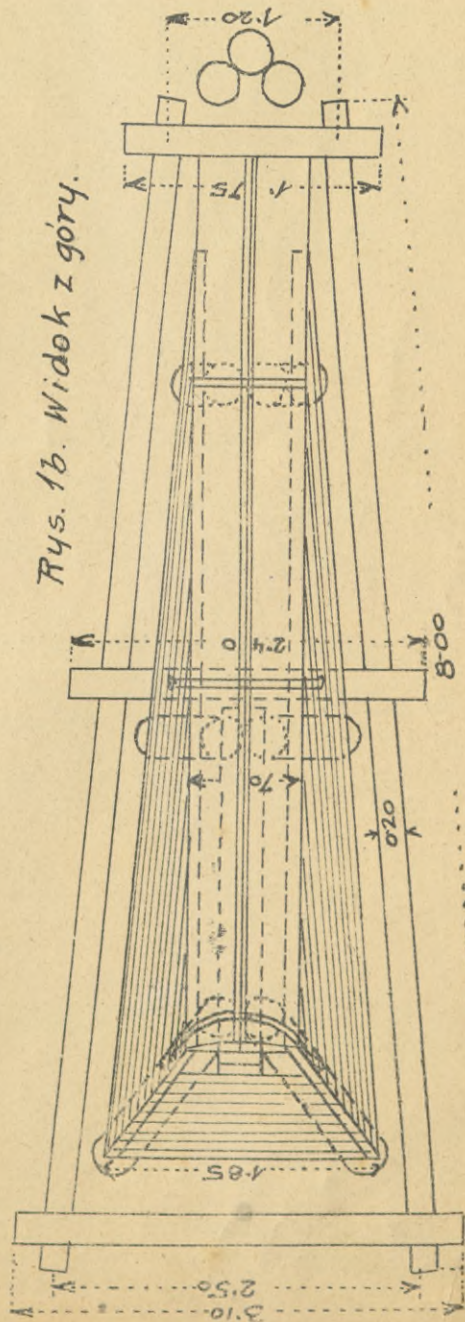




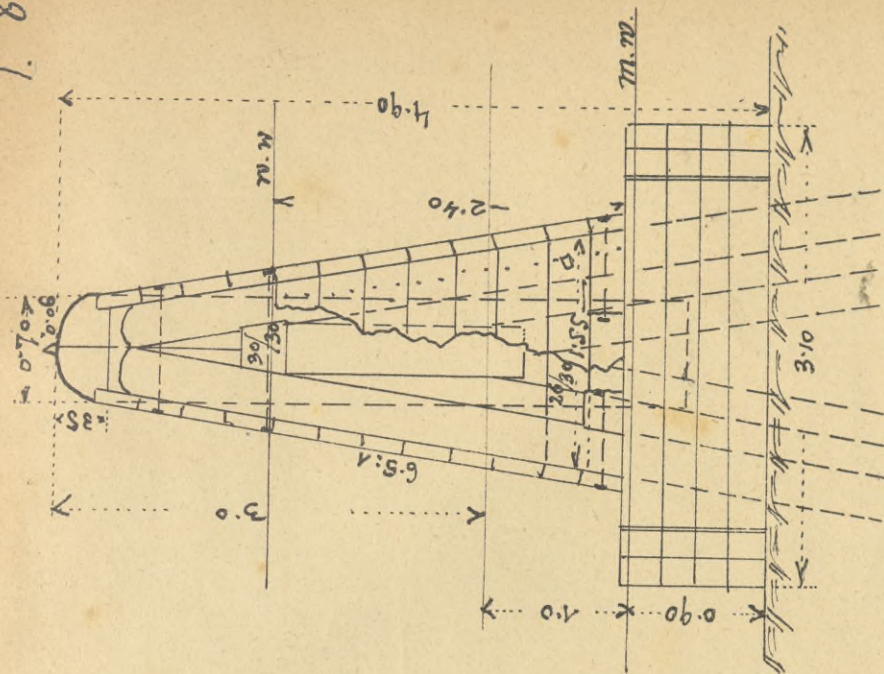
4:50.



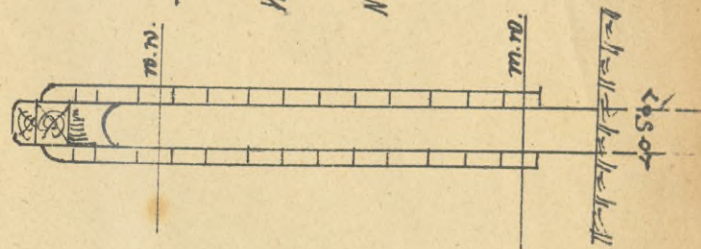
Rys. 1b. Widok z góry.



Dr. M. Thullie. Mosty drewniane I.



Rys. 1c. Widok od czotą.



Rys. 2.

Izbica dla rzek  
matych.

Widok od czotą.  
1:50.

Normal Wydz. kraj.





S. 67







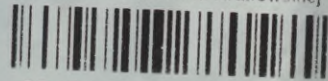








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