

NEUNZEHN TAFELN

ZU

L. HENZ

PRAKTISCHE ANLEITUNG ZUM ERDBAU

DRITTE AUFLAGE

UMGEARBEITET UND VERMEHRT

VON

W. STRECKERT

Inventar. sub Litt. D. I. 134^a

BERLIN

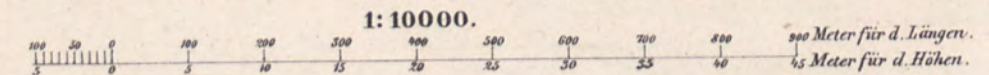
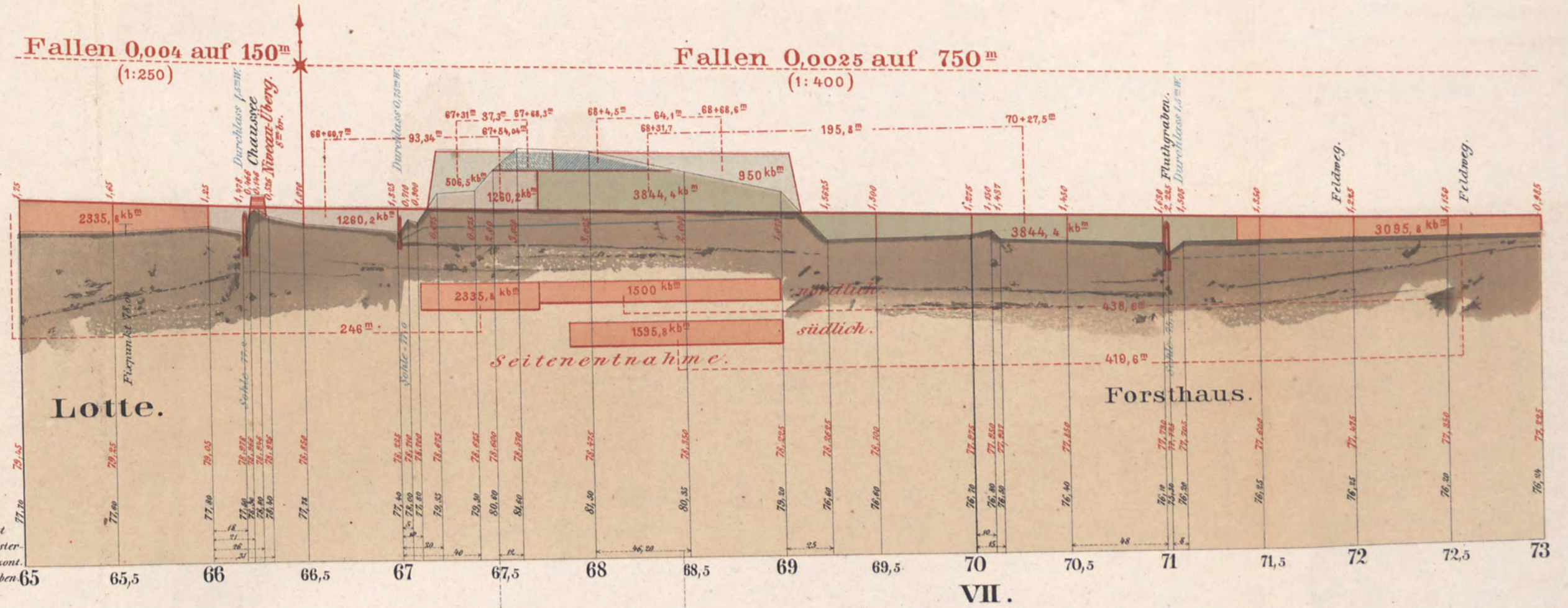
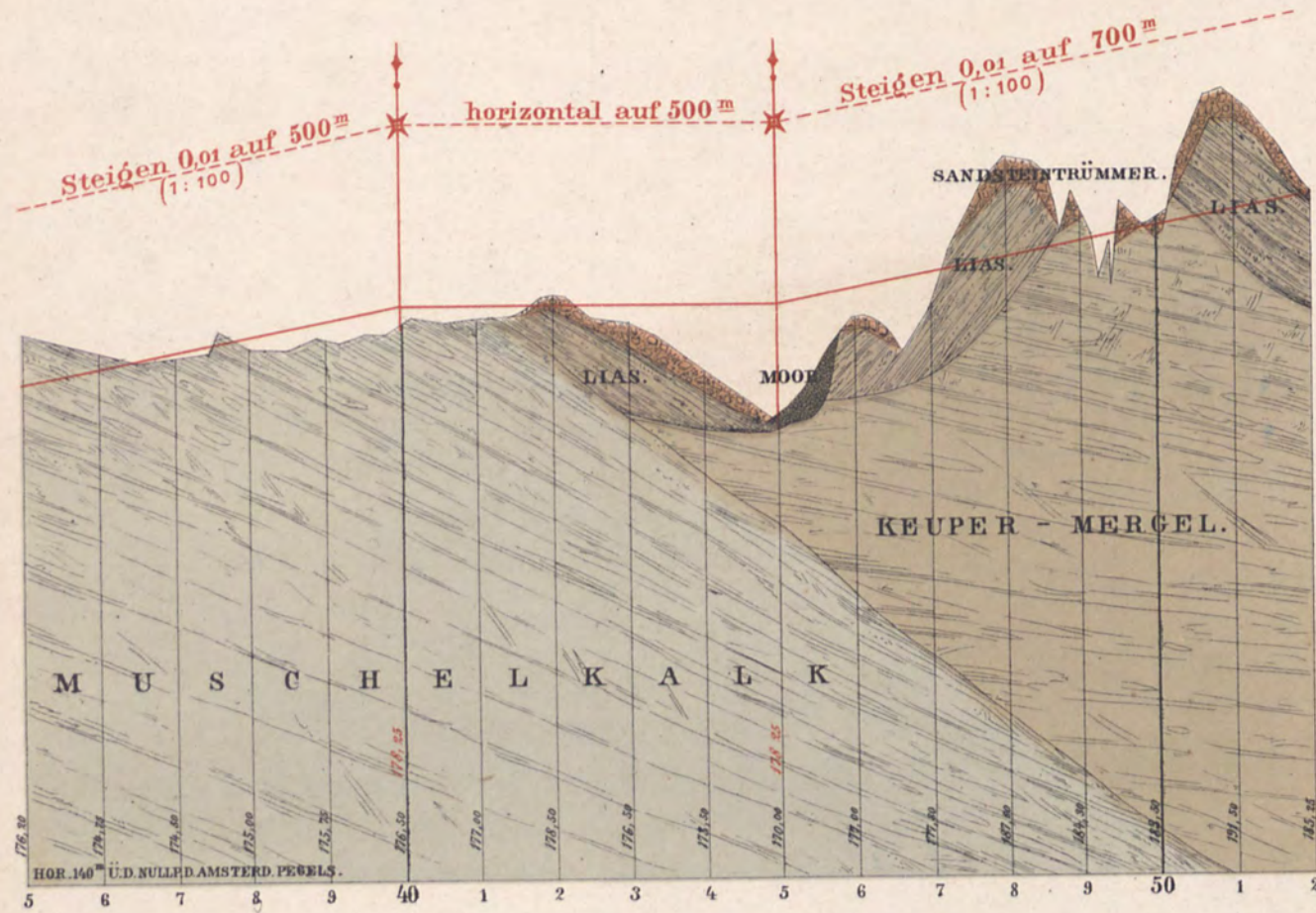
VERLAG VON ERNST & KORN

(GROPIUS'SCHE BUCH- UND KUNSTHANDLUNG)

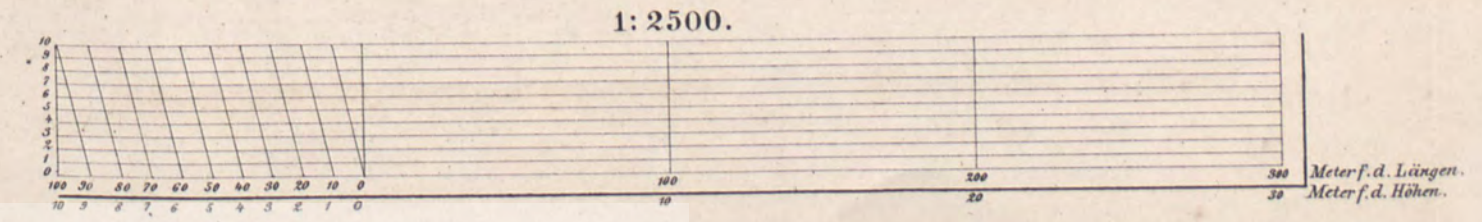
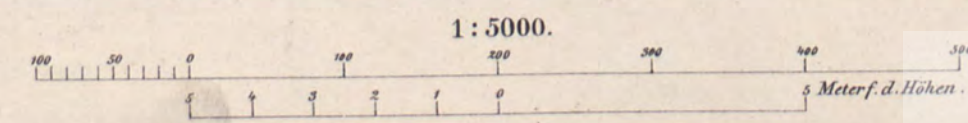
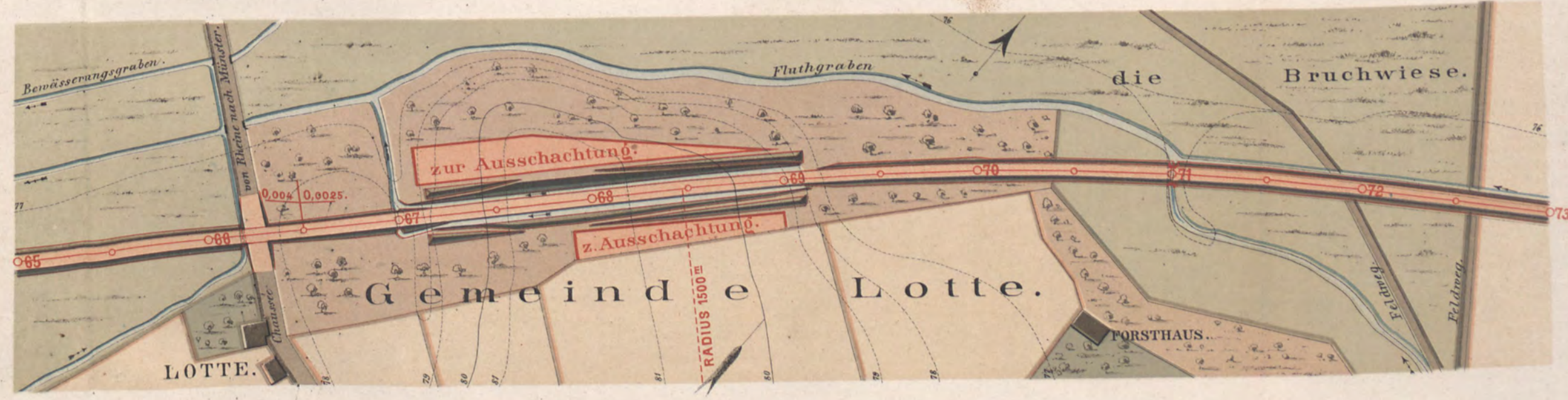
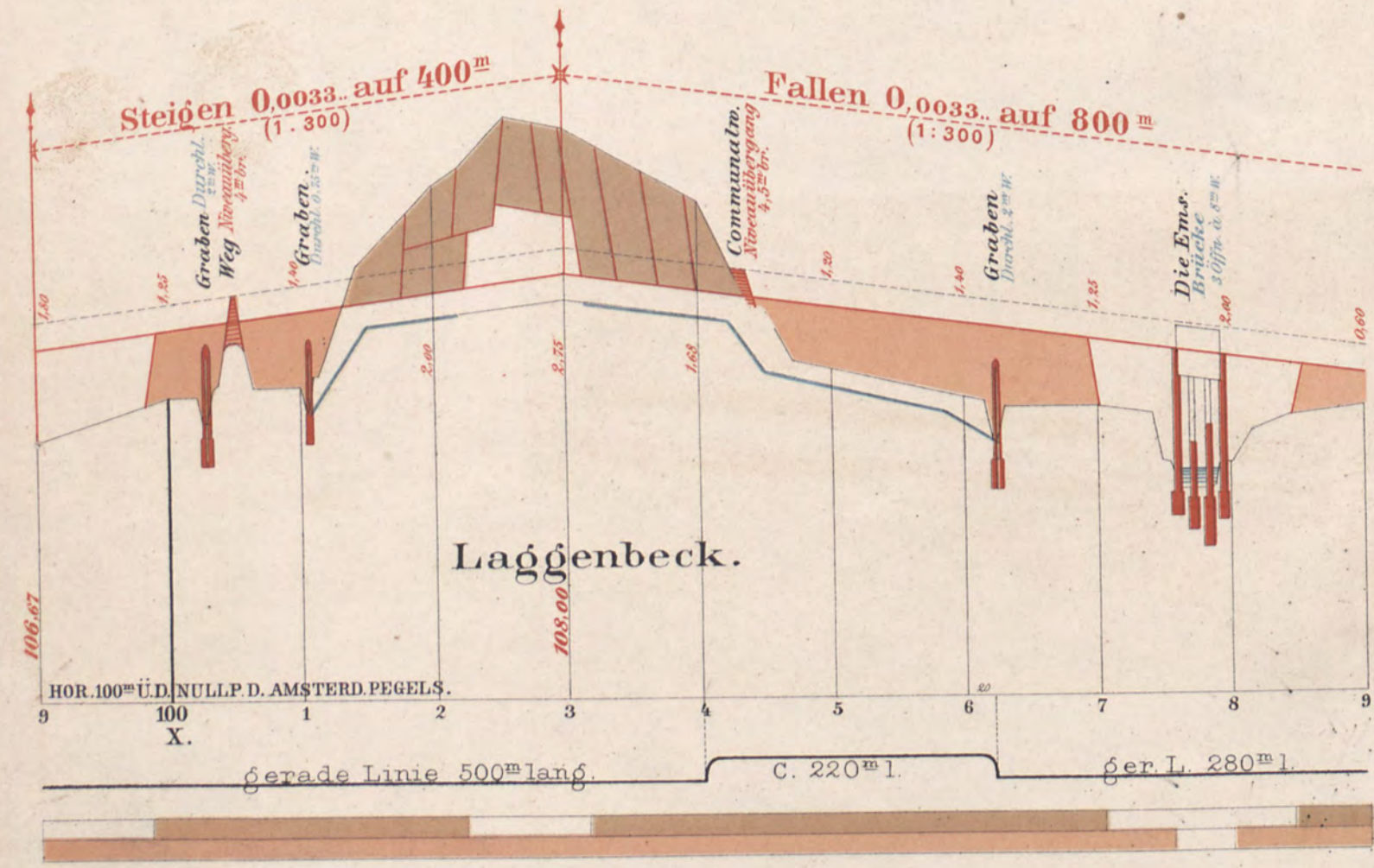
1874.

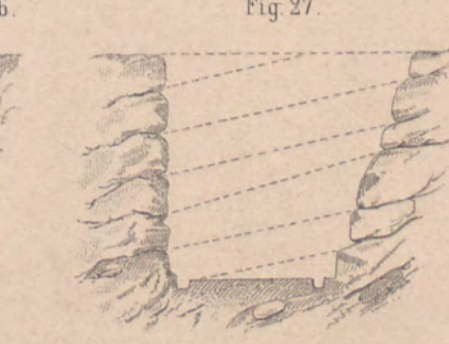
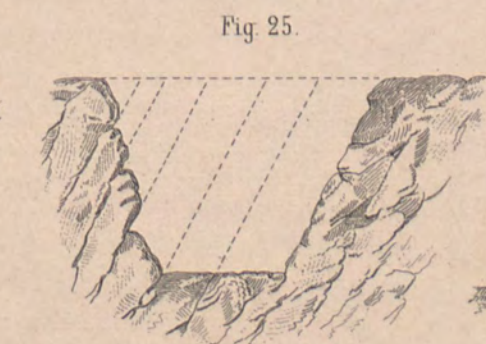
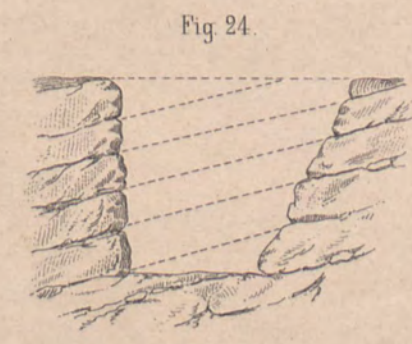
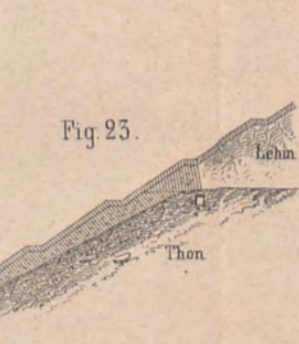
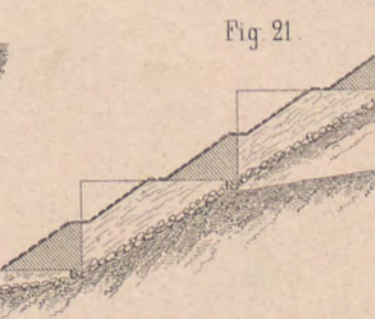
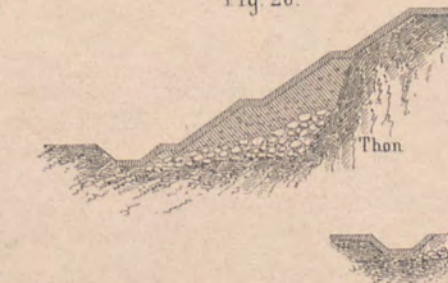
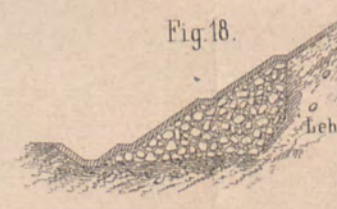
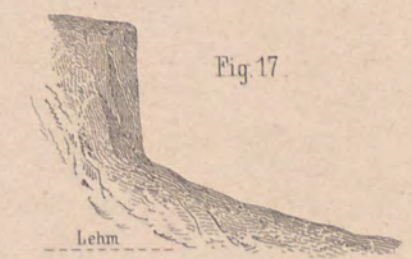
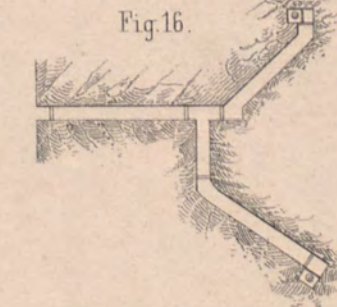
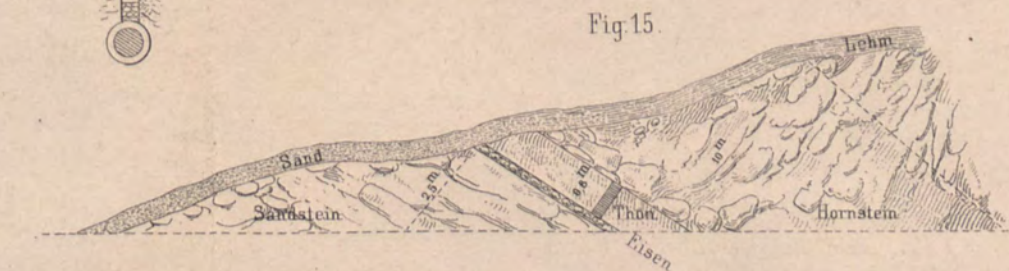
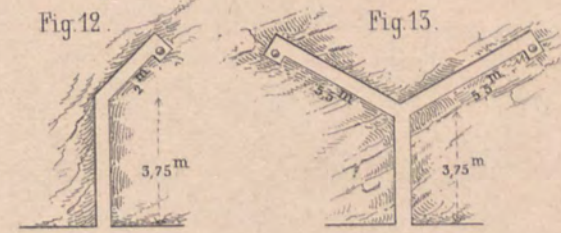
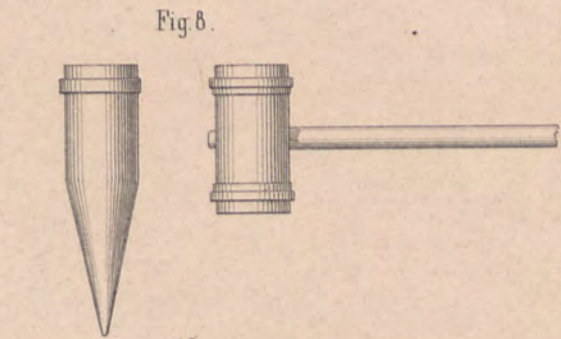
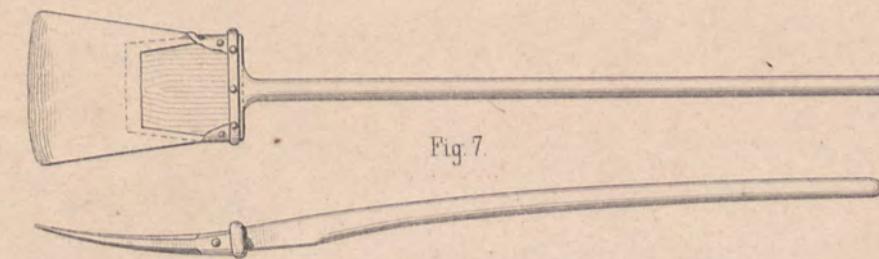
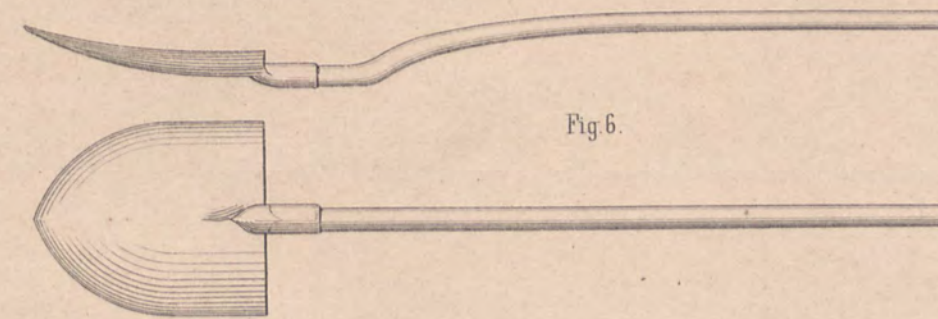
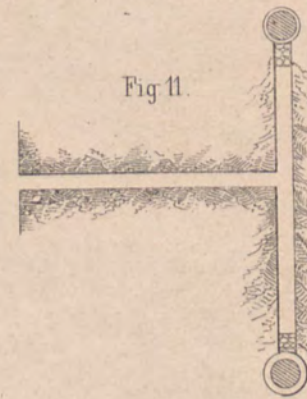
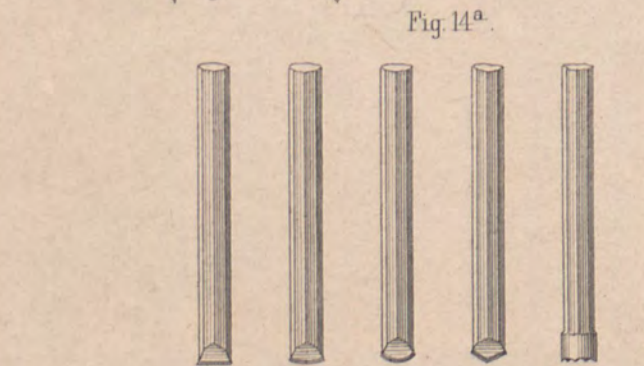
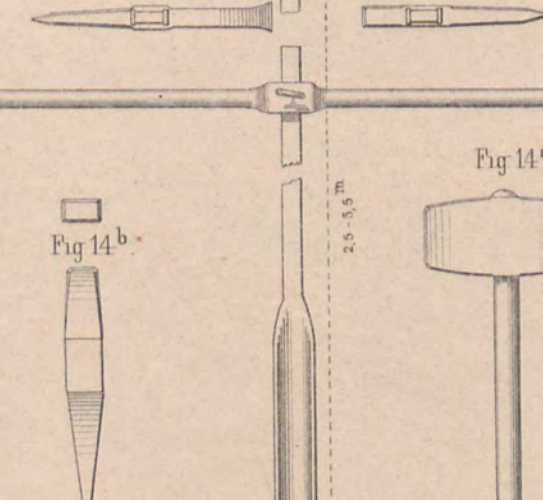
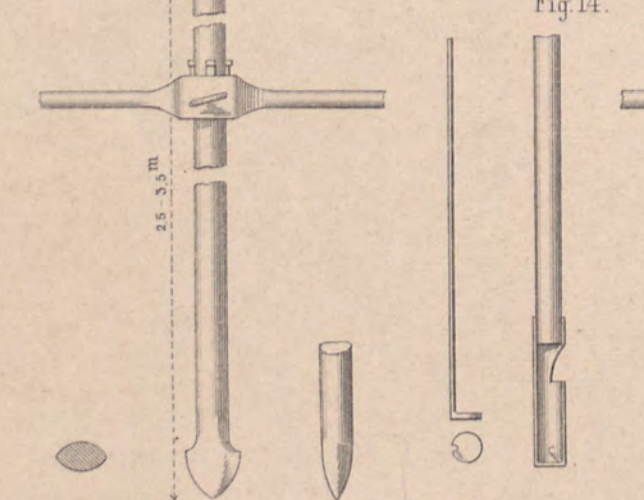
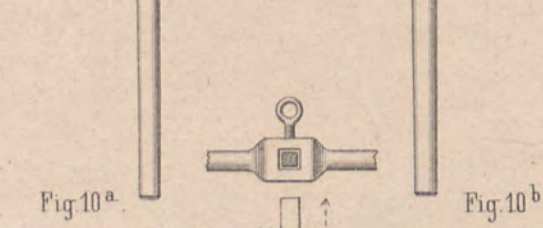
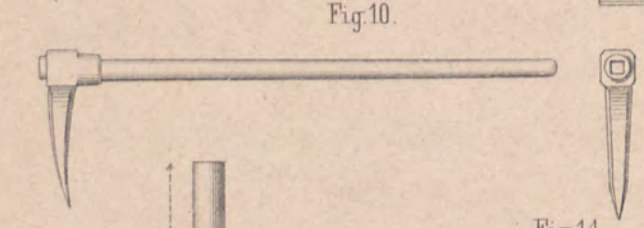
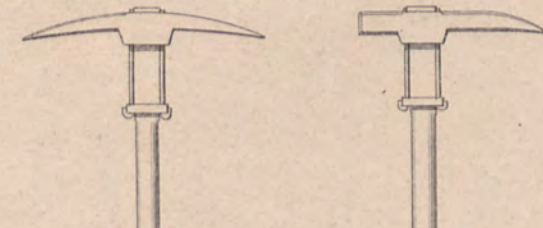
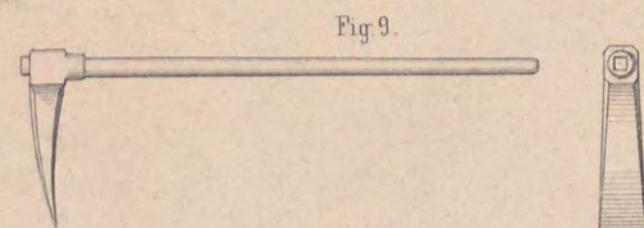
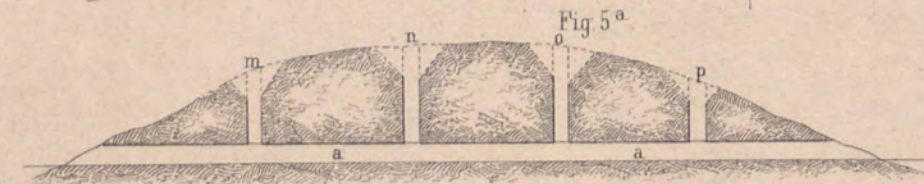
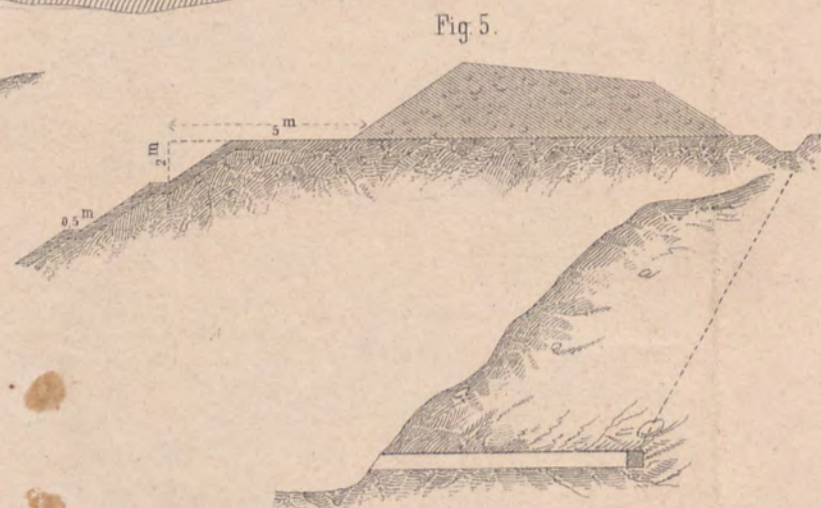
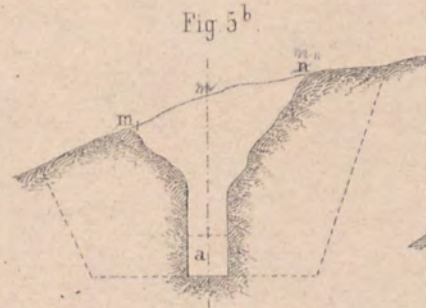
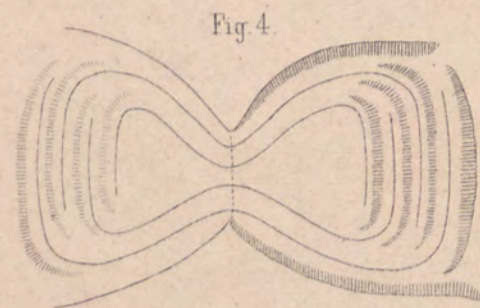
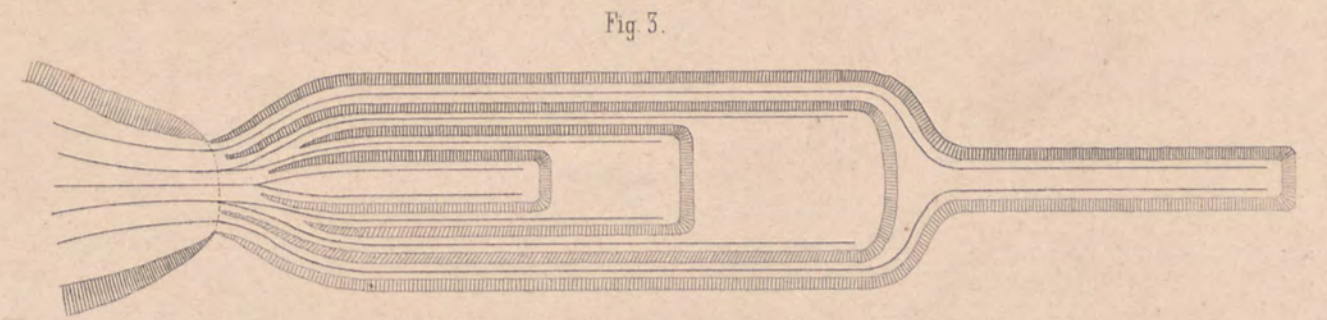
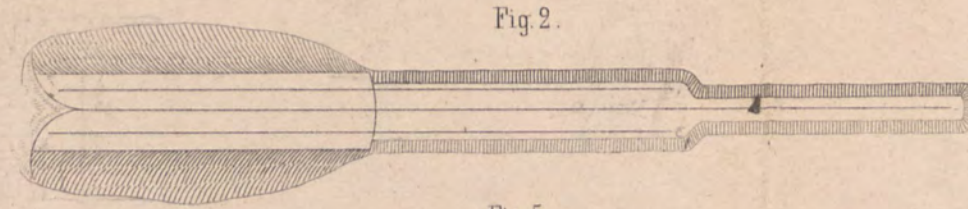
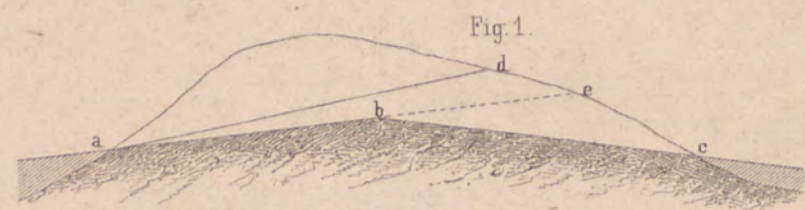
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973

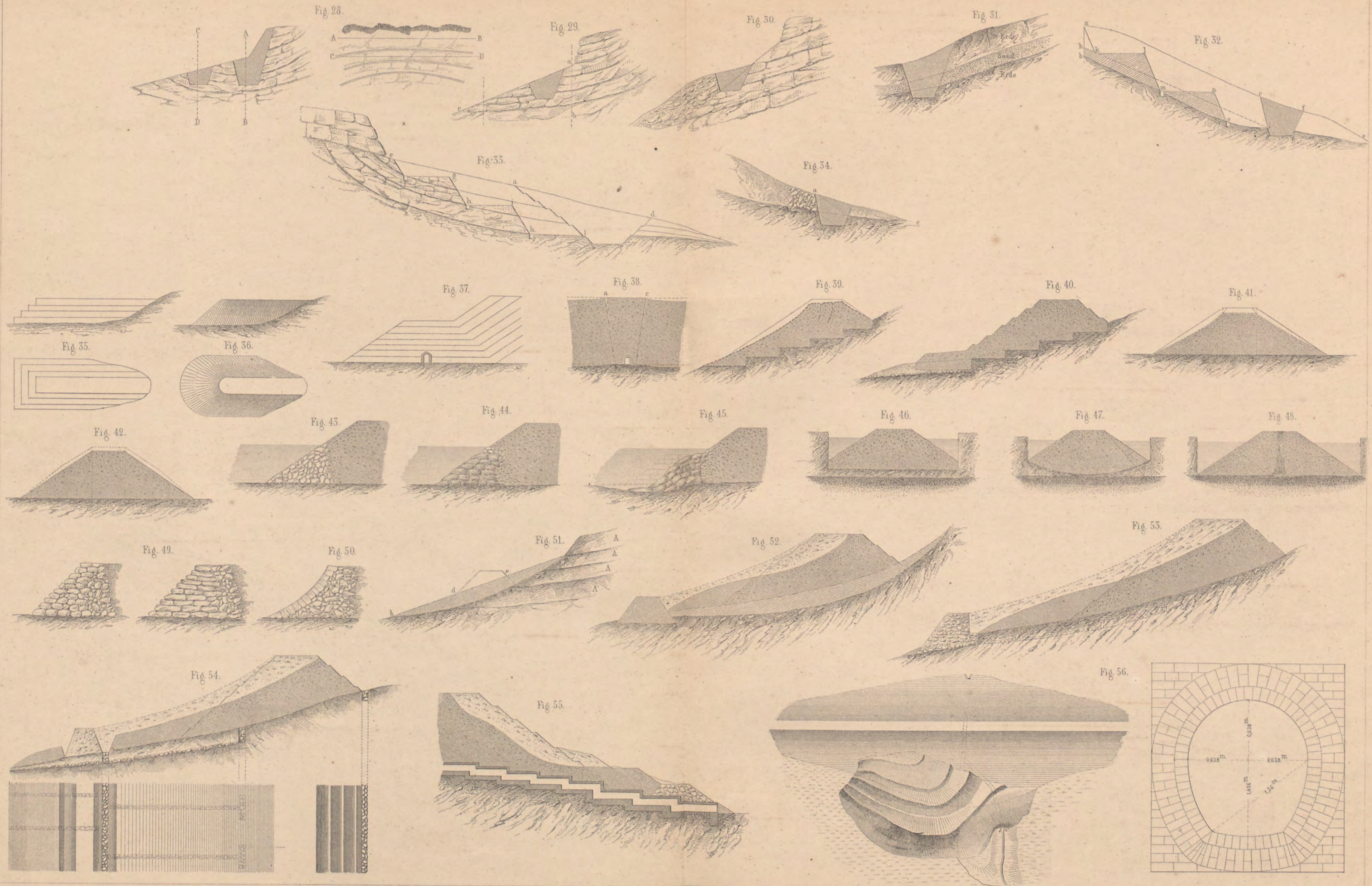
NIVELLEMENTS - UND SITUATIONSPLAN Kilometer VI⁺⁵ bis VII⁺³.



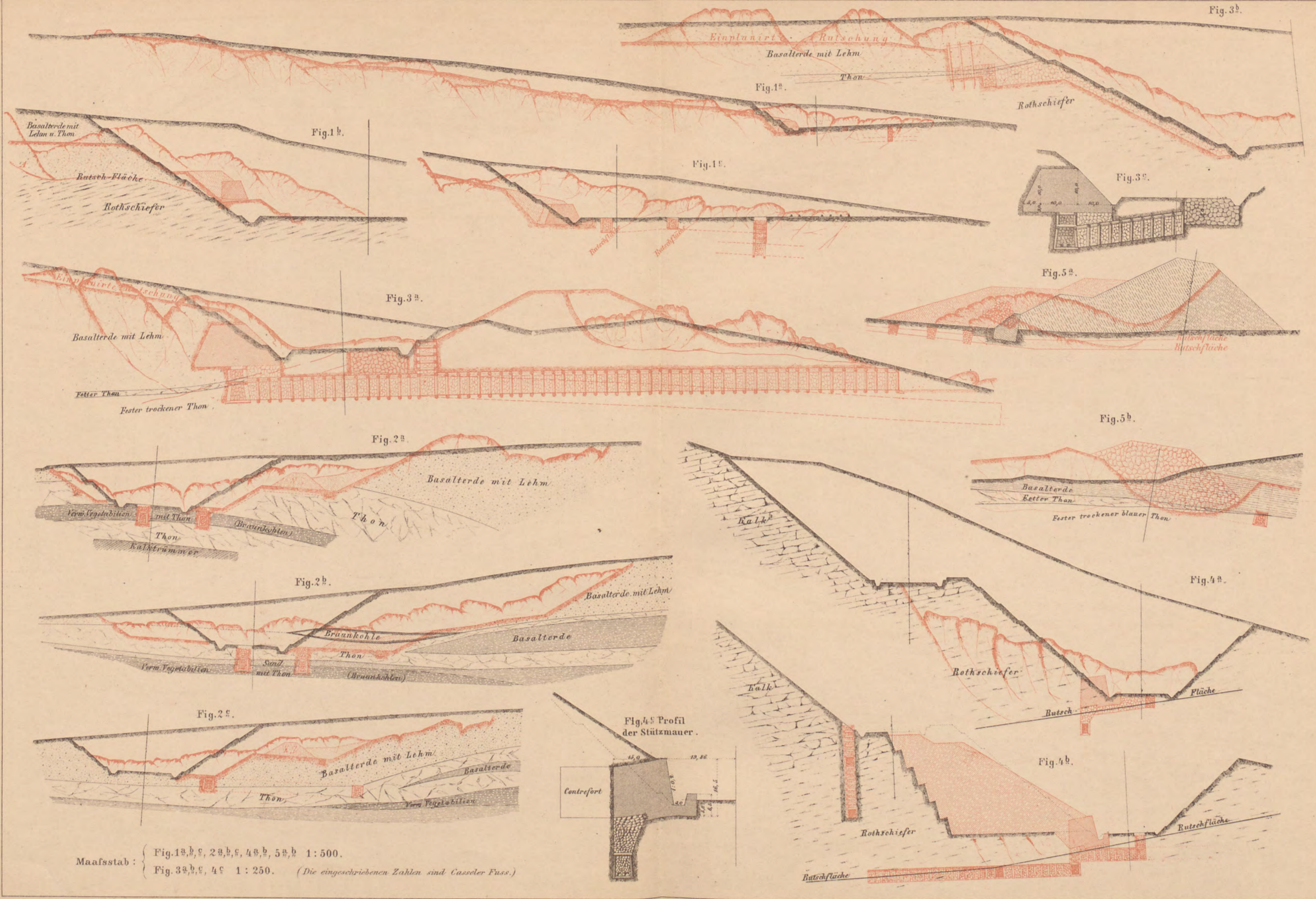
gerade Linie 346,20^m lang
Curve 453,8^m lang, Radius 1500^m
0,9 Mln.







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Maafsstab: { Fig. 1^a, b, c, 2^a, b, c, 4^a, b, 5^a, b 1:500.
 Fig. 3^a, b, c, 4^c 1:250. (Die eingeschriebenen Zahlen sind Casseler Fuss.)

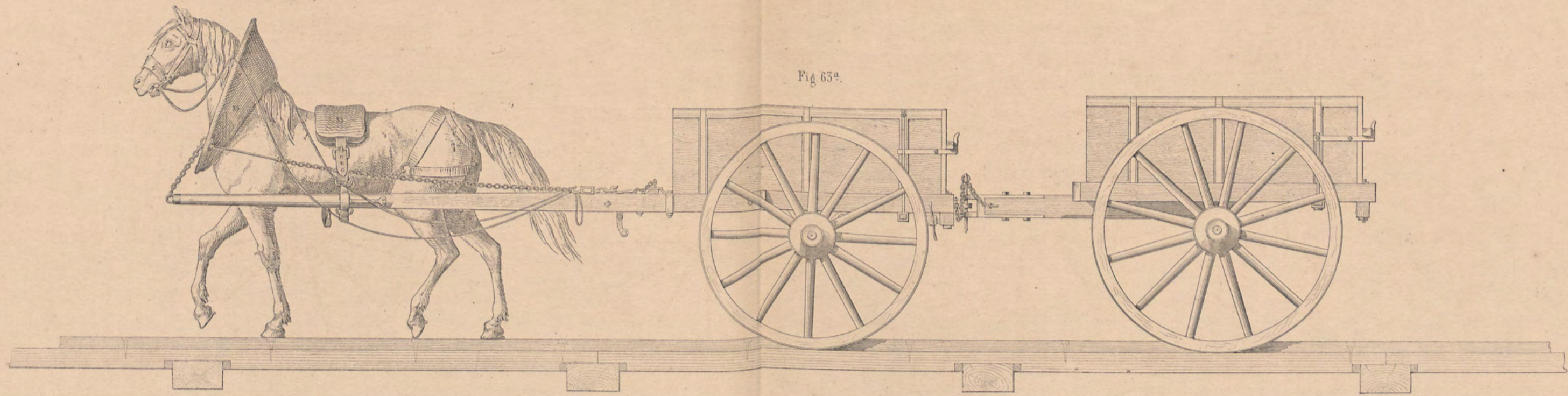


Fig 63a.

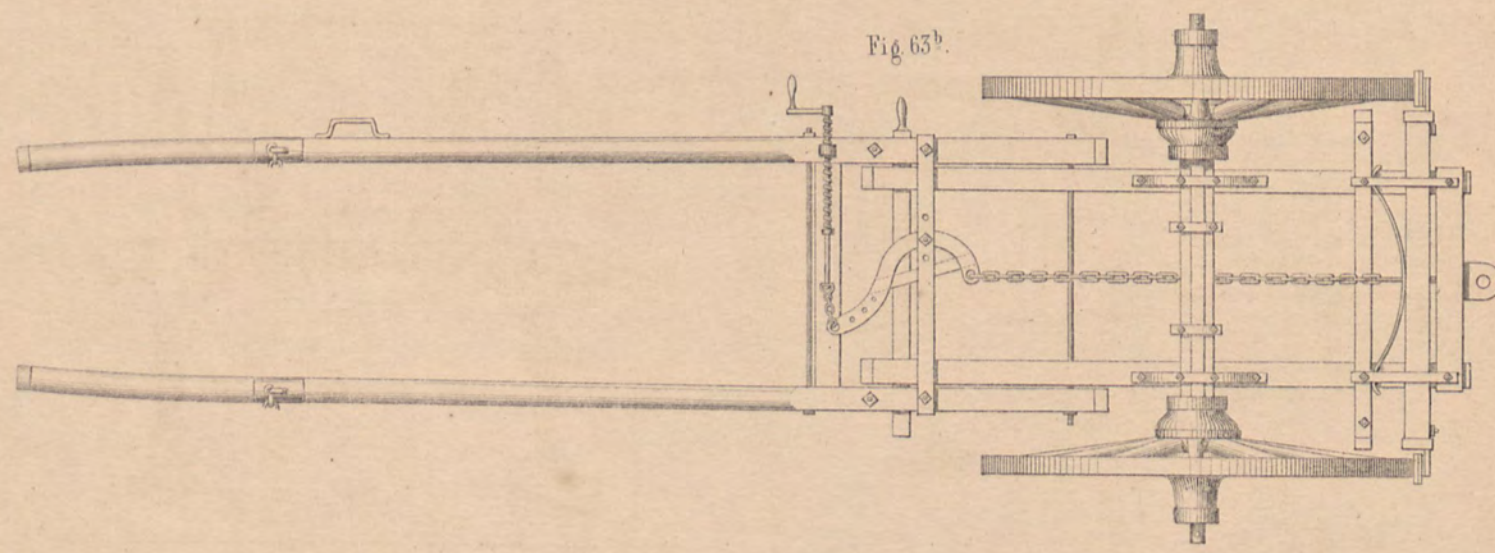


Fig 63b.

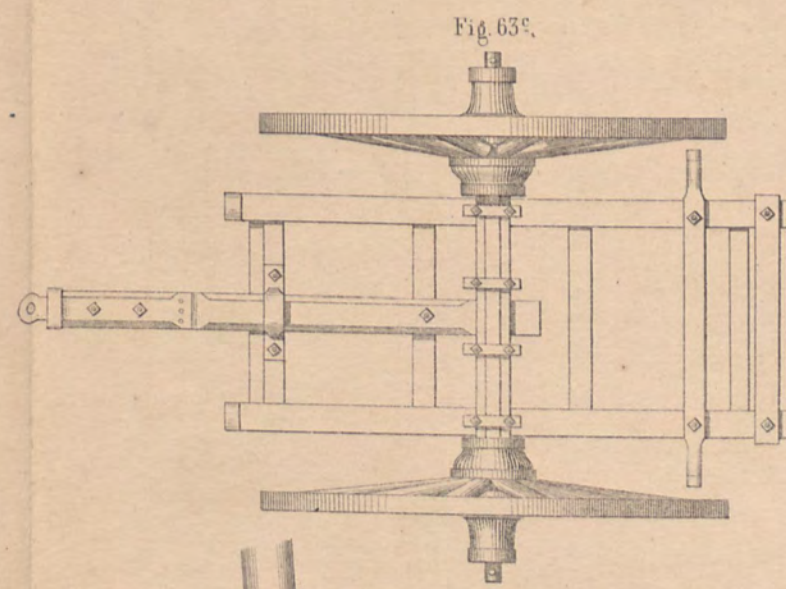


Fig 63c.

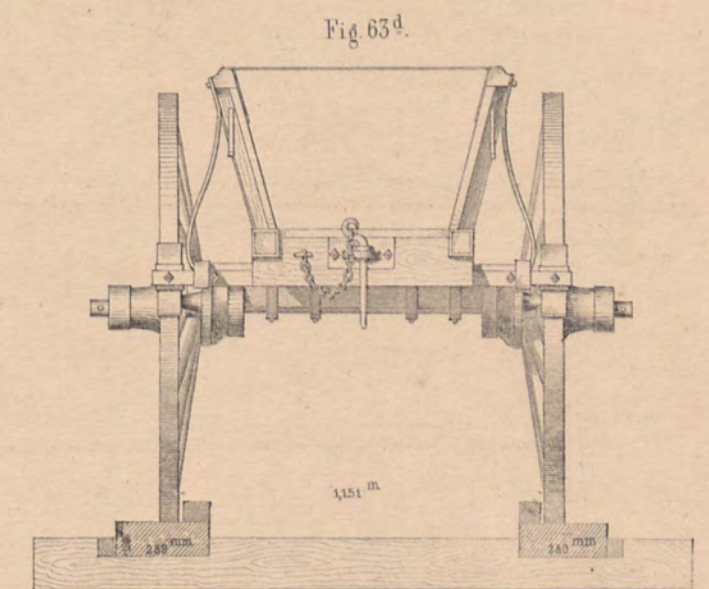


Fig 63d.

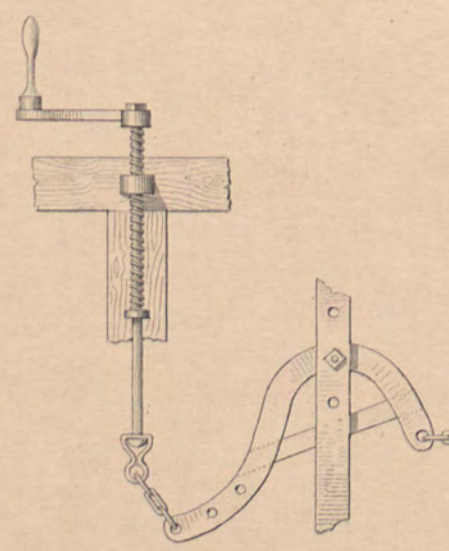


Fig 63e.

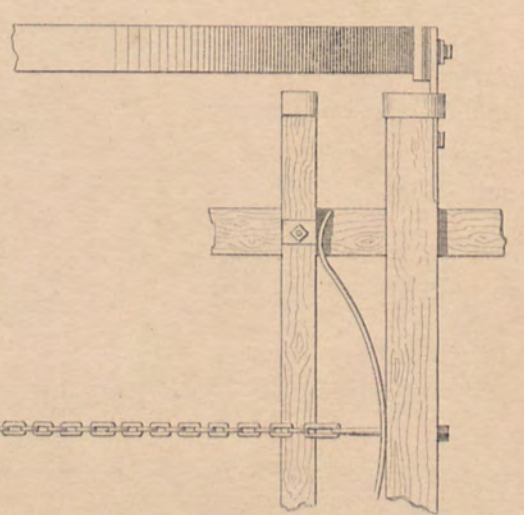


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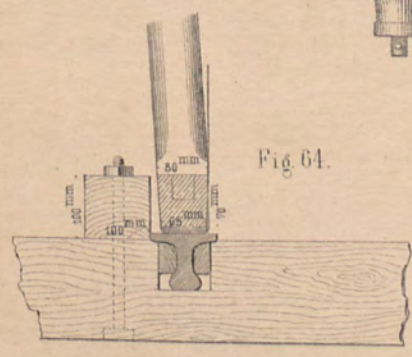


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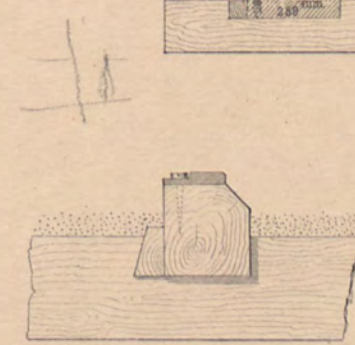
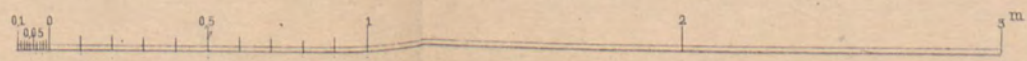
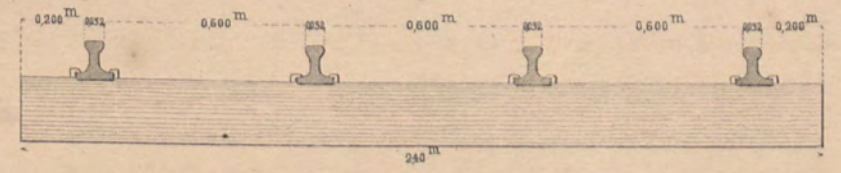


Fig 66.



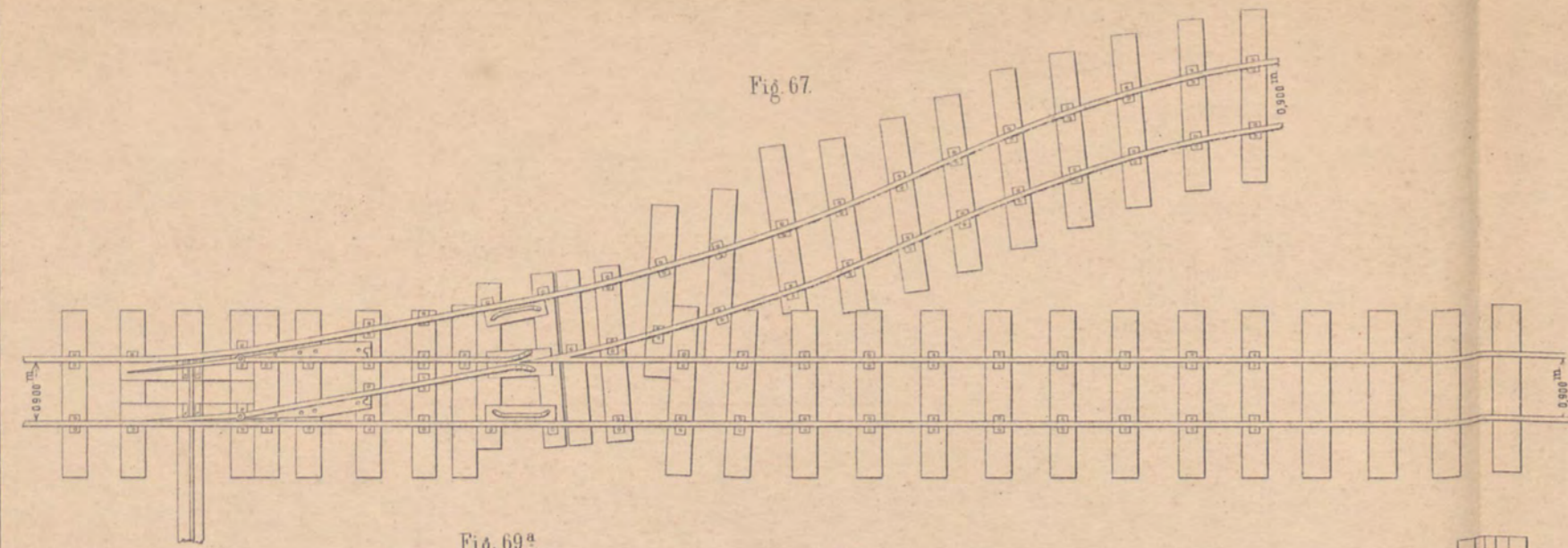


Fig. 67.

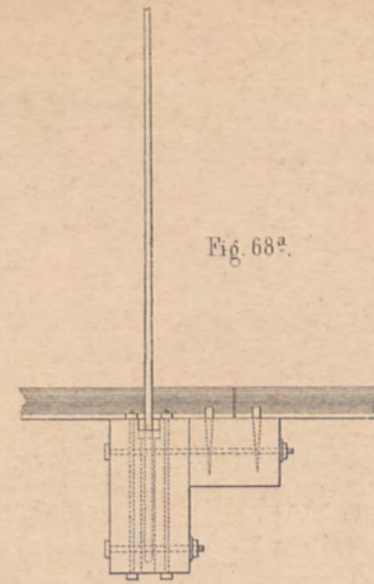


Fig. 68a.

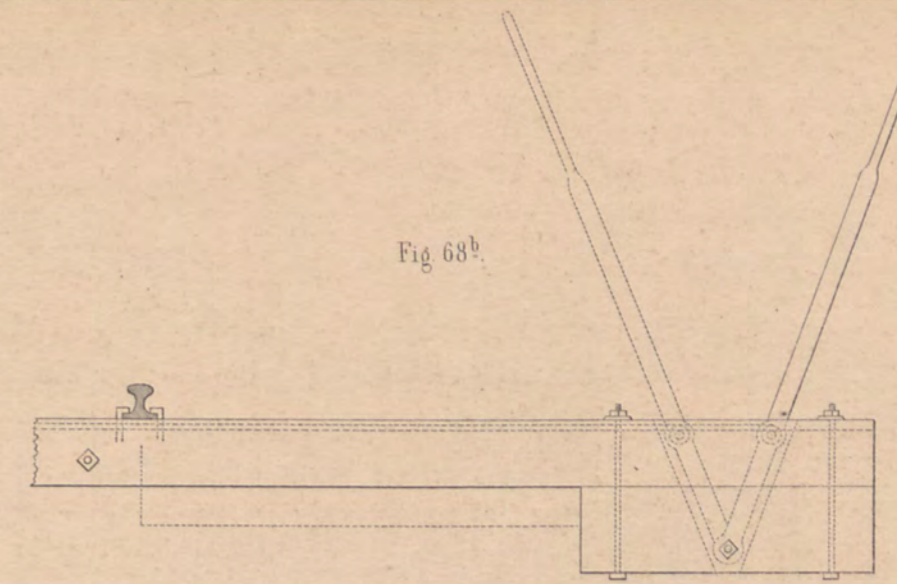


Fig. 68b.

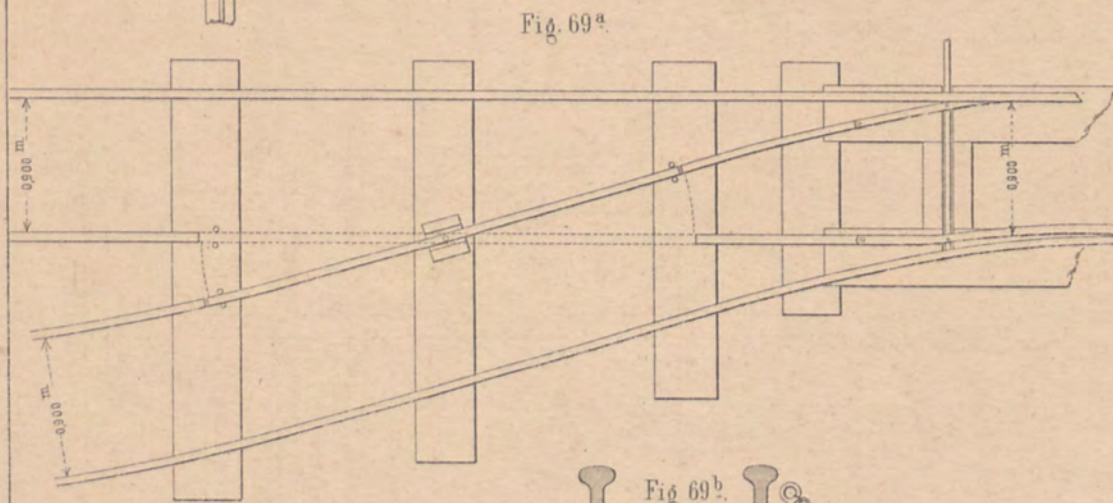


Fig. 69a.

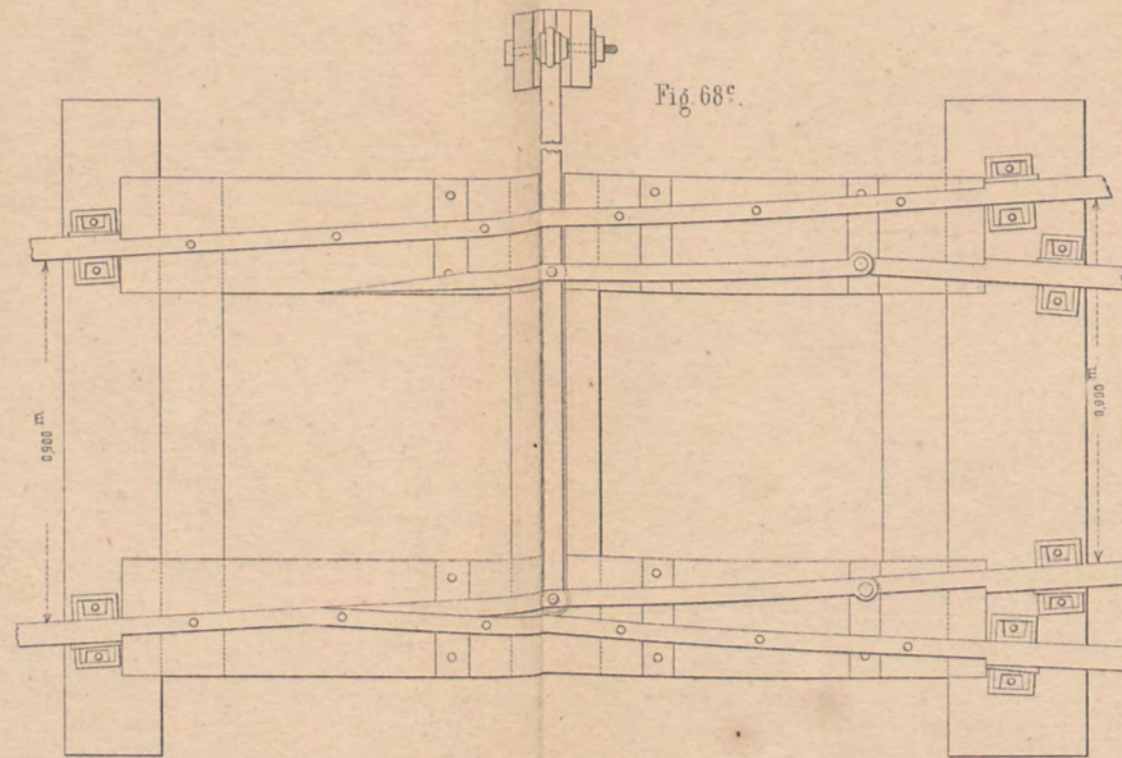


Fig. 68c.

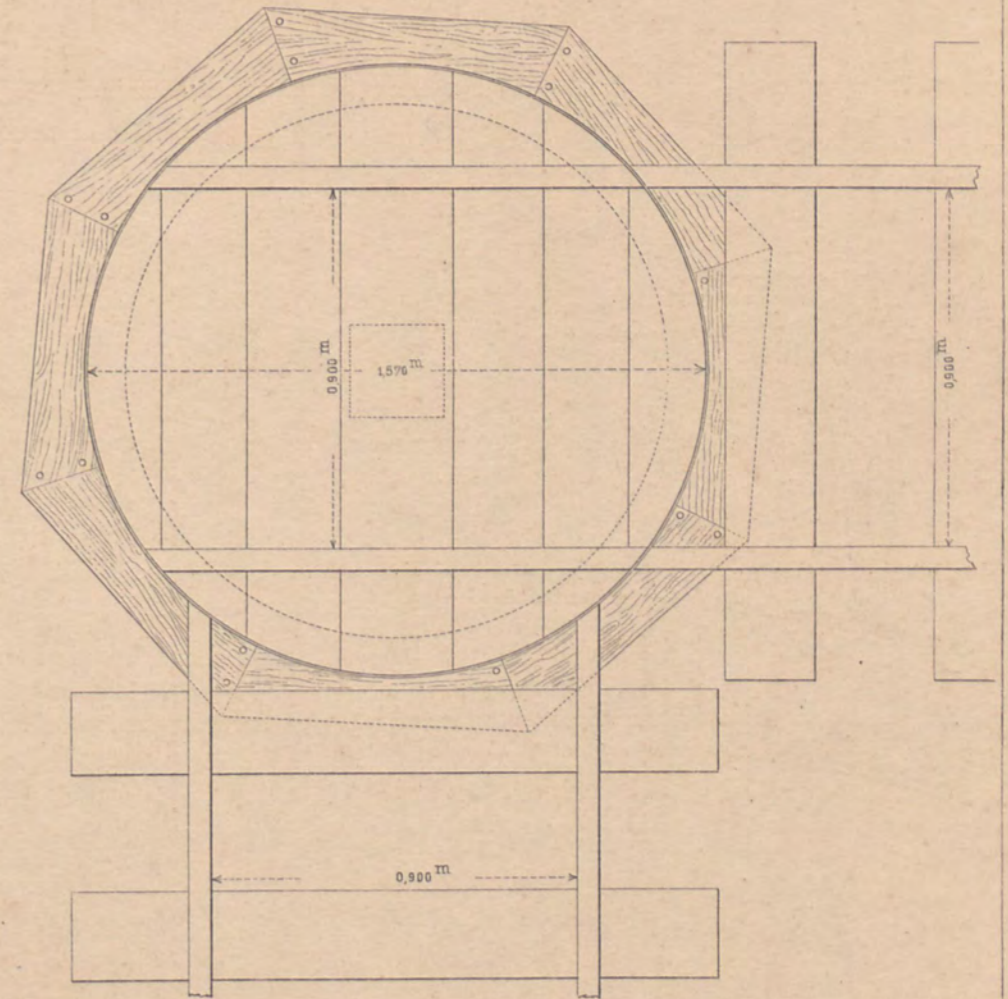


Fig. 70.

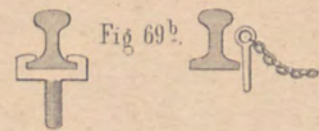


Fig. 69b.

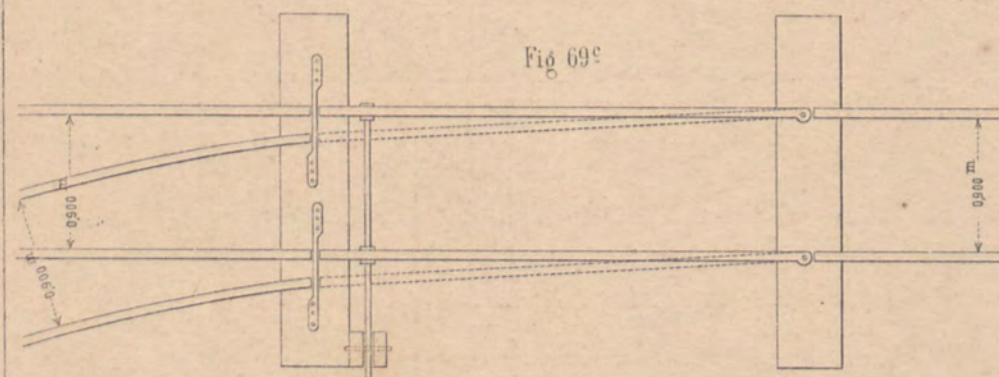


Fig. 69c.

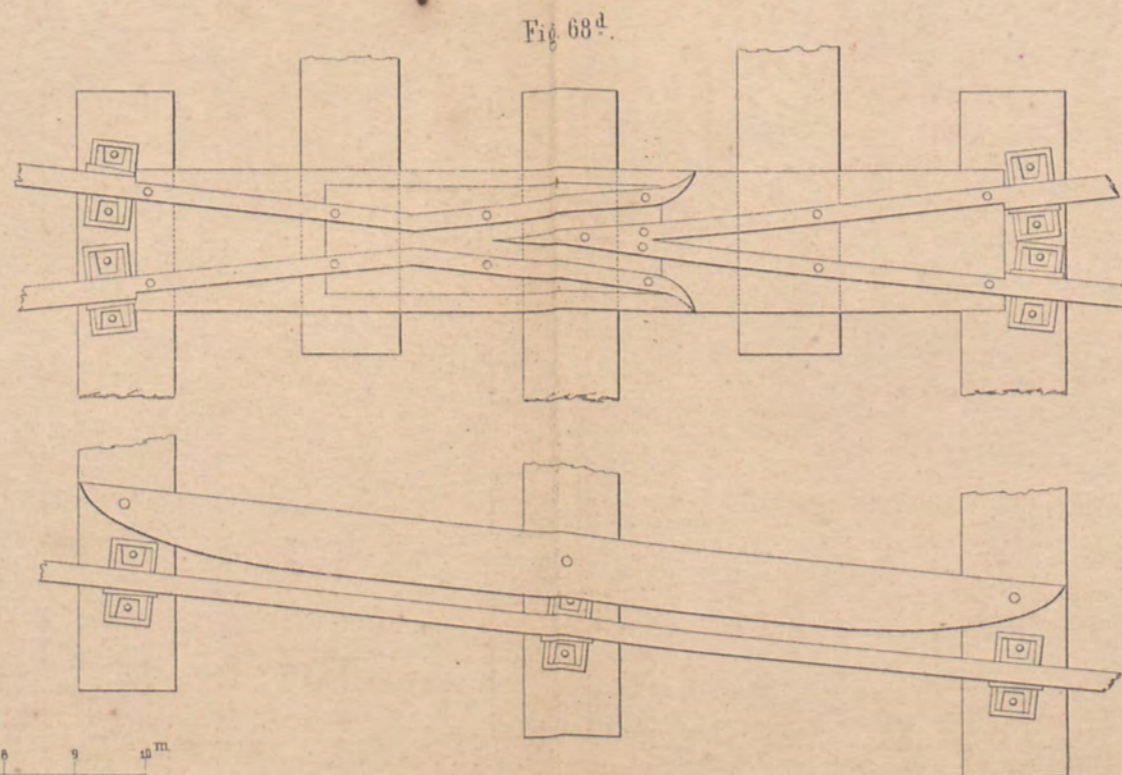


Fig. 68d.

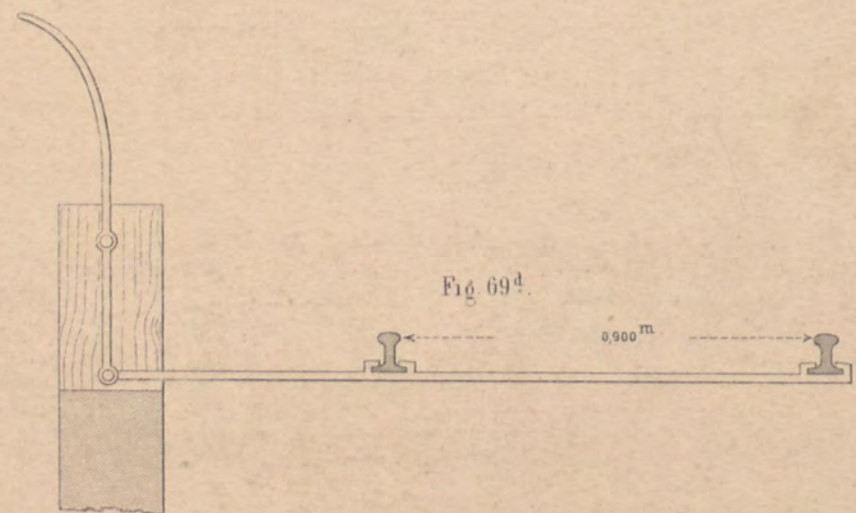
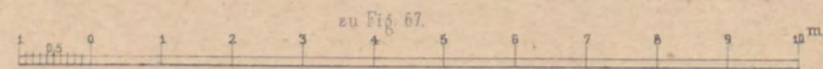
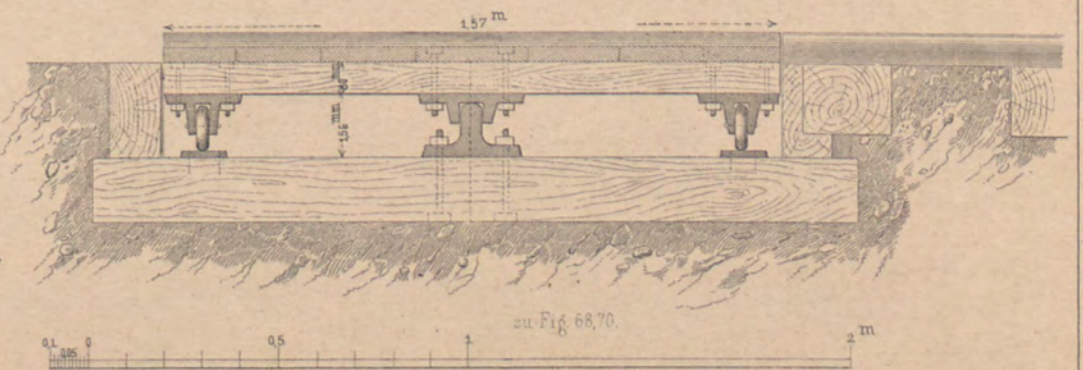


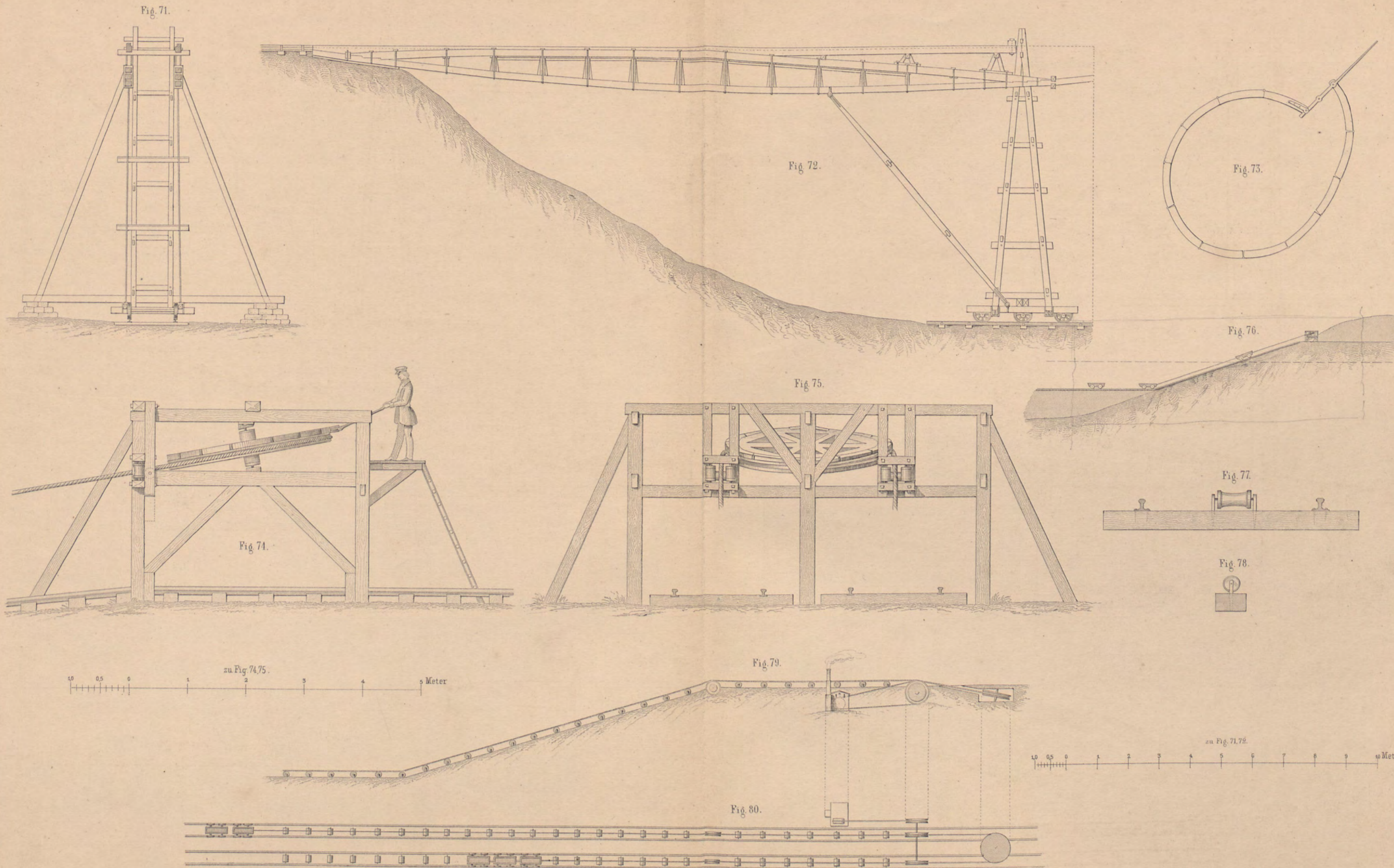
Fig. 69d.



zu Fig. 67.



zu Fig. 68, 70.



*Oben Anfang
halten sich
nicht genau
flauer*

zu Fig. 74, 75.
0 0.5 1 2 3 4 5 Meter

zu Fig. 71, 78.
0 0.5 1 2 3 4 5 6 7 8 9 10 Meter

Fig 81.

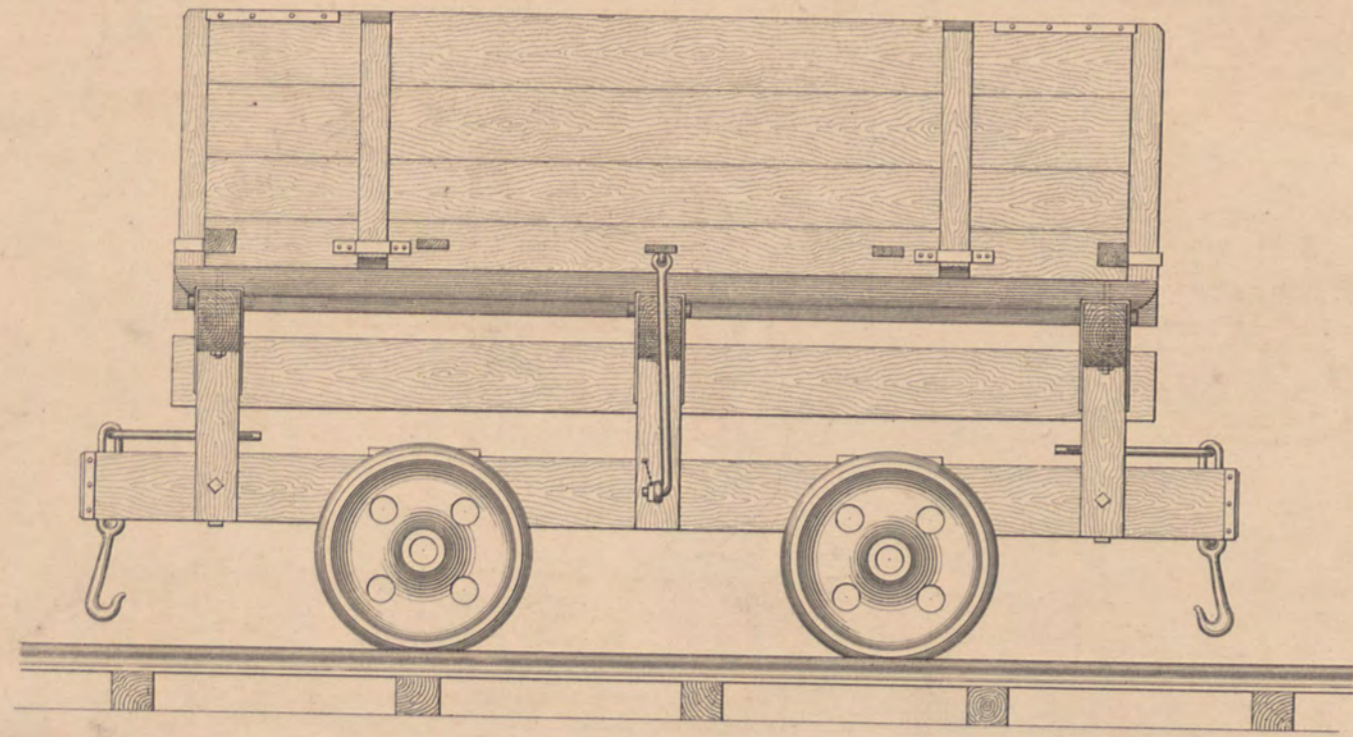
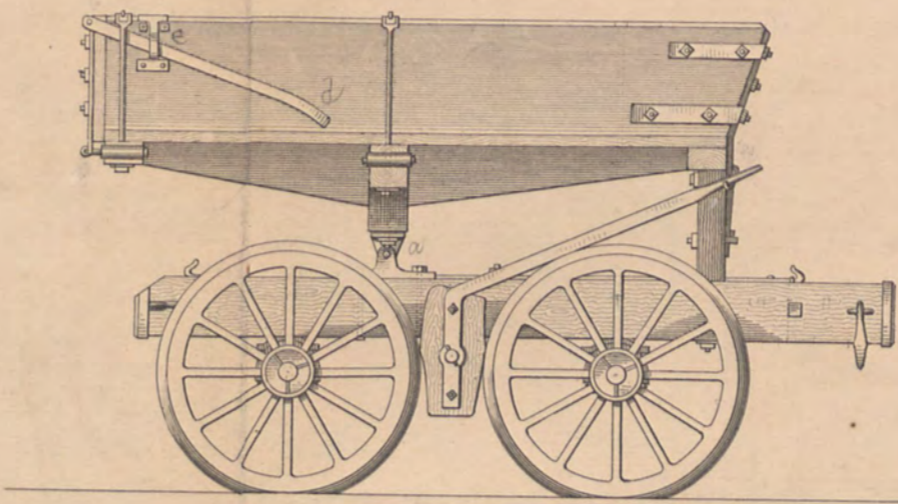


Fig 83.



Vorkipper von der Westphal Eisenbahn.

Fig 84.

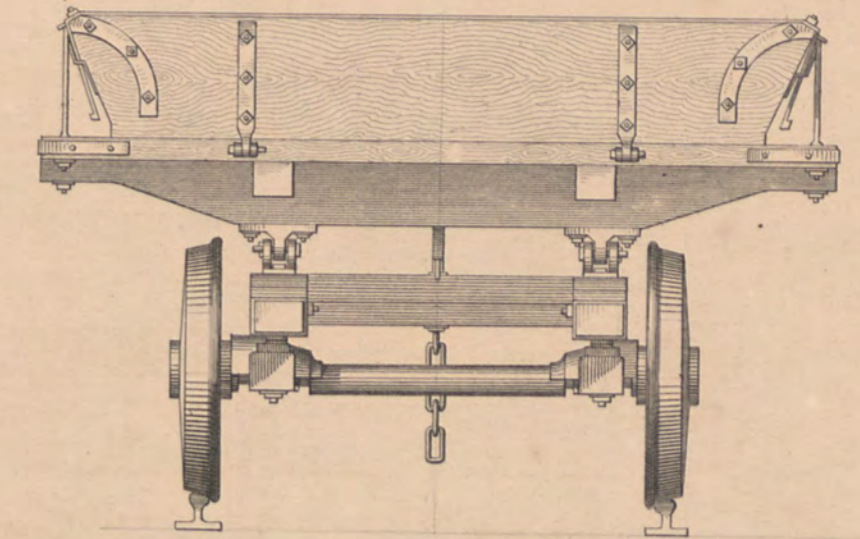
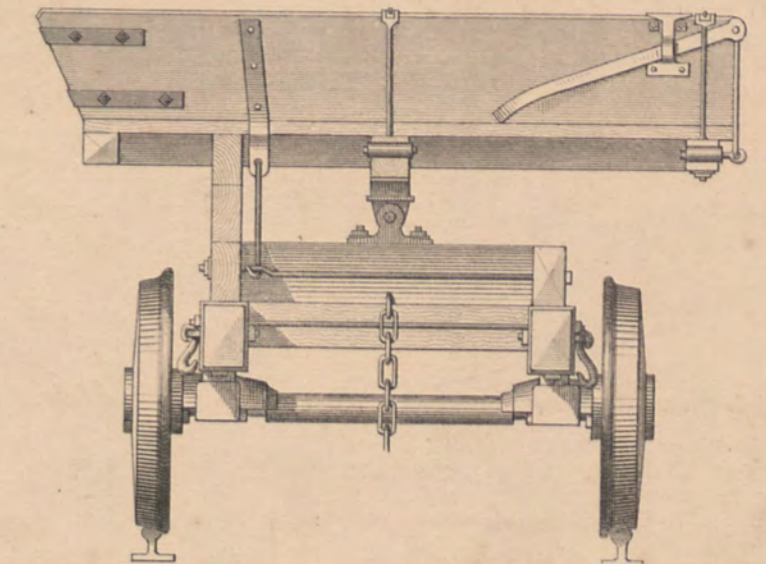
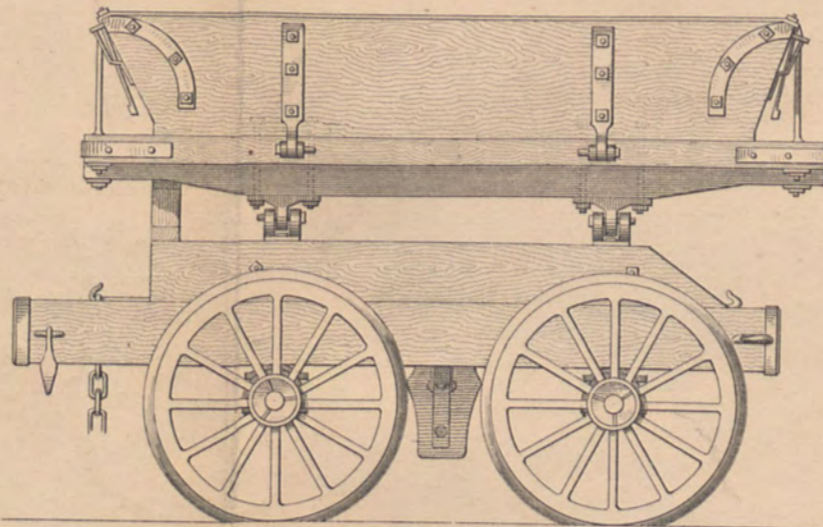


Fig 85.

Seitenkipper von Dortmund-Soest.

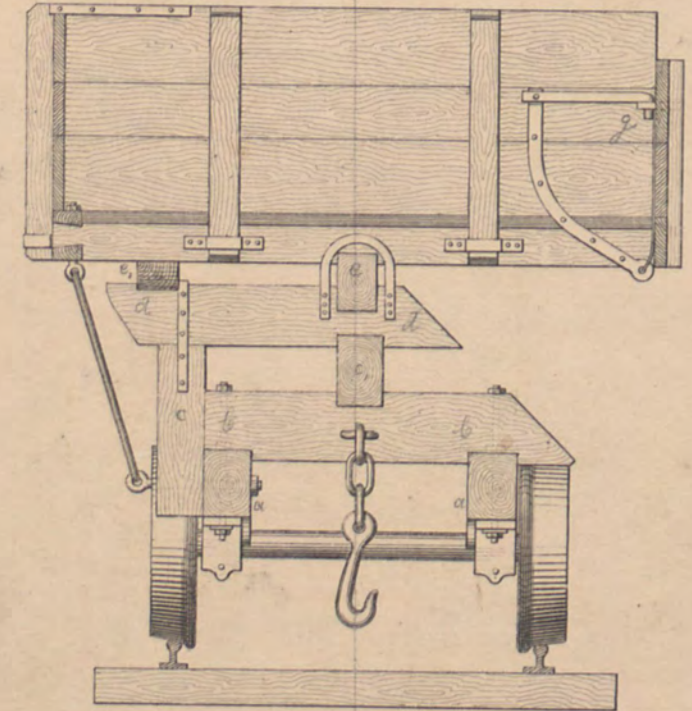
Fig 86.



Seiten-Kipper der Vorpommerschen Bahnen (Bau-Unt Steinfeld)

1,78 kb^m Inhalt

Fig 82.



Seiten-Kipper der Nordhausen Erfurter Eisenbahn (Baumeister Meske)

1,5 kb^m Inhalt

Fig 88.

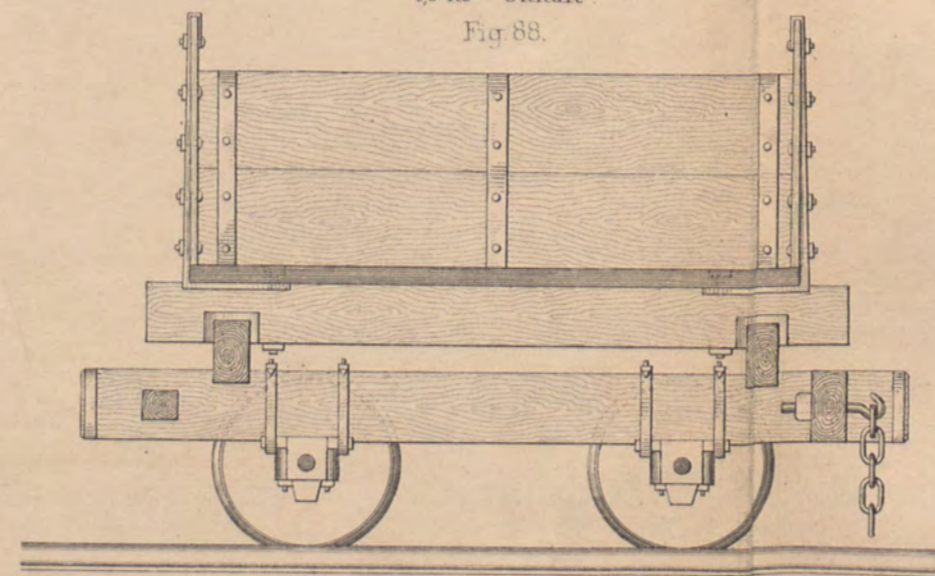
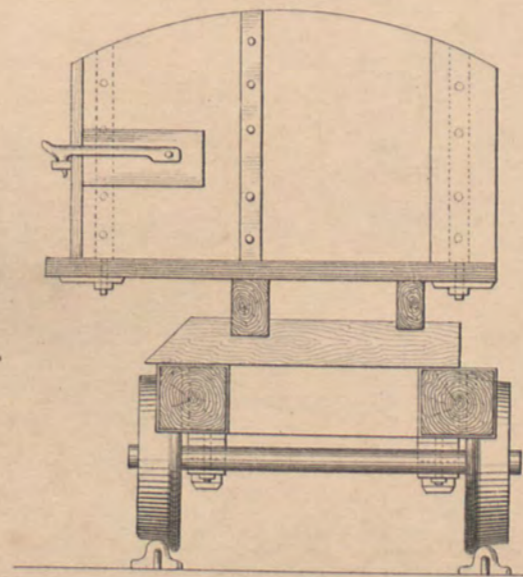
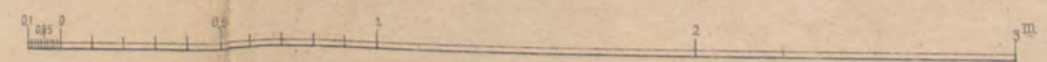
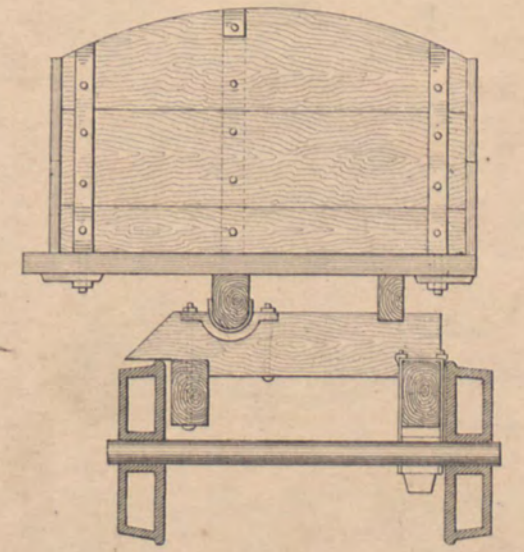


Fig 89^a



89^b



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Kadedler gest.



Untergestell eines grossen Seiten-Kippers 4,45^{km} Inhalt (Baumeister Meske).

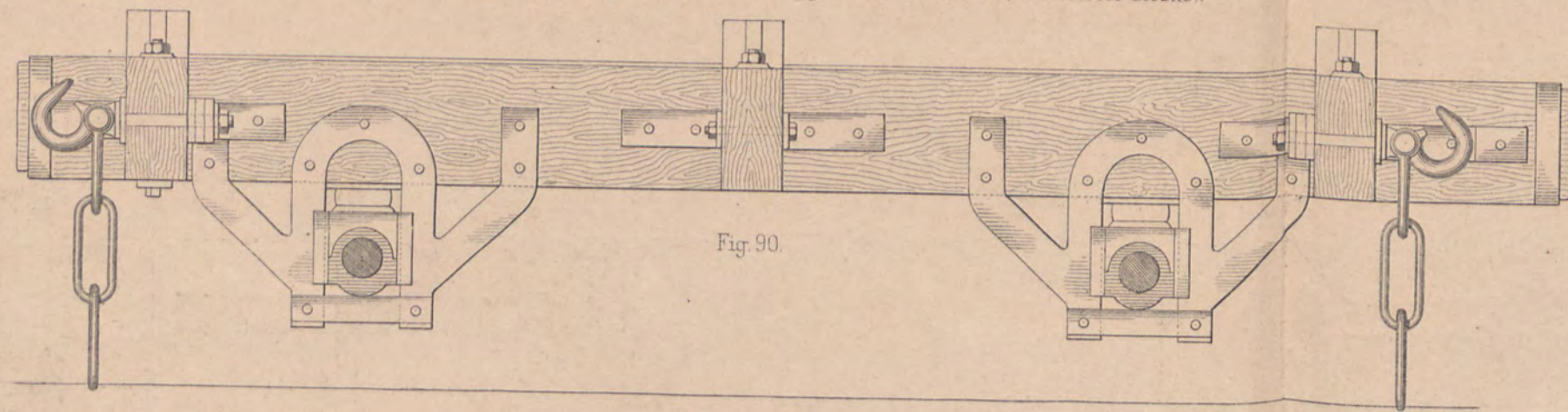


Fig. 90.

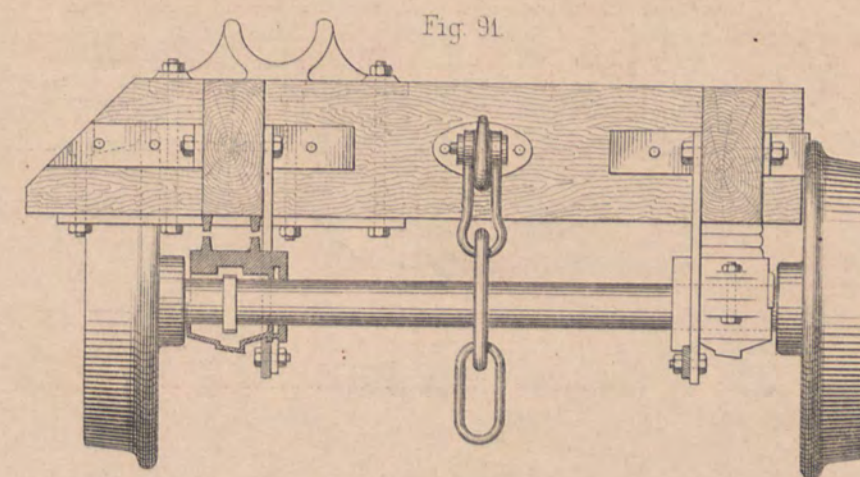
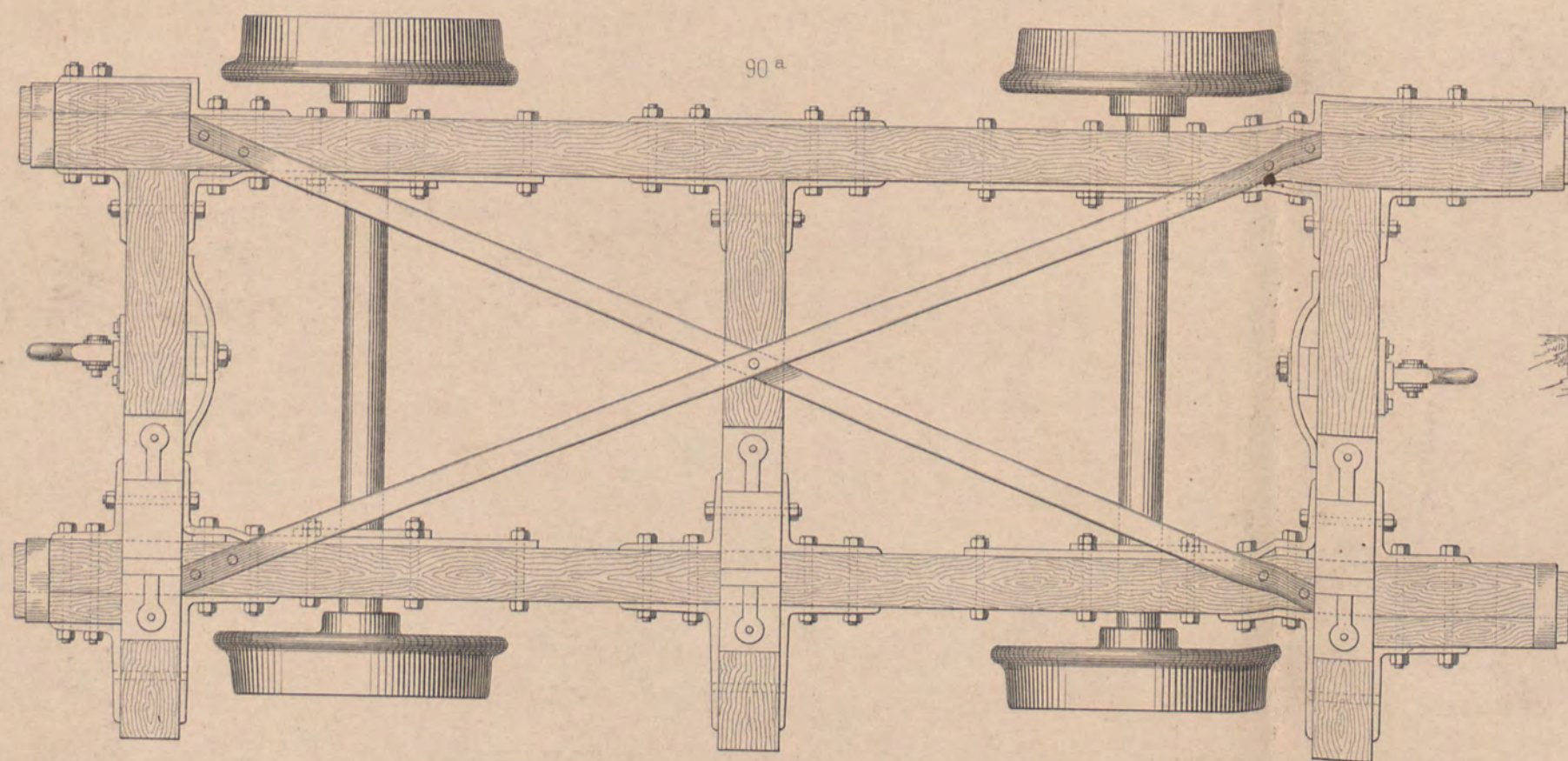


Fig. 91.



90^a

Fig. 93^a.

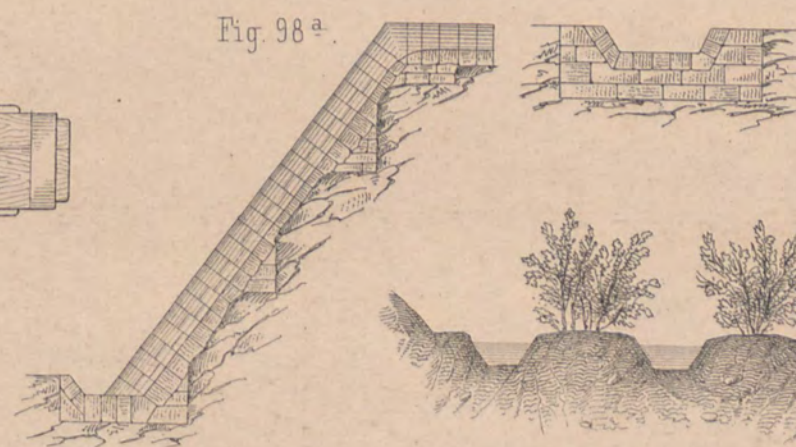


Fig. 98^a.

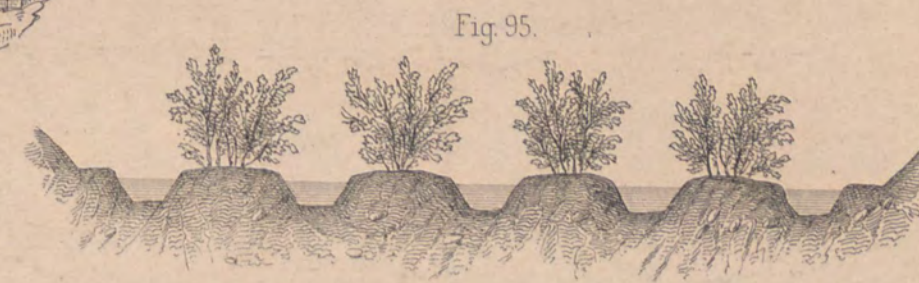


Fig. 95.

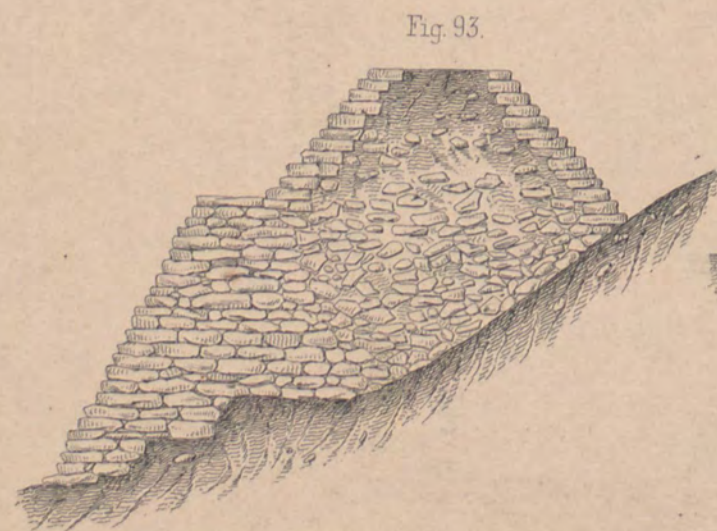


Fig. 93.

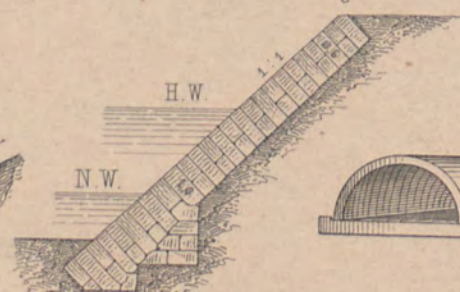


Fig. 96.

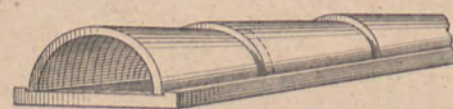


Fig. 94.



Fig. 92.

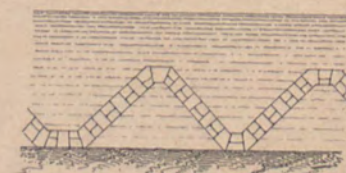


Fig. 92^a.

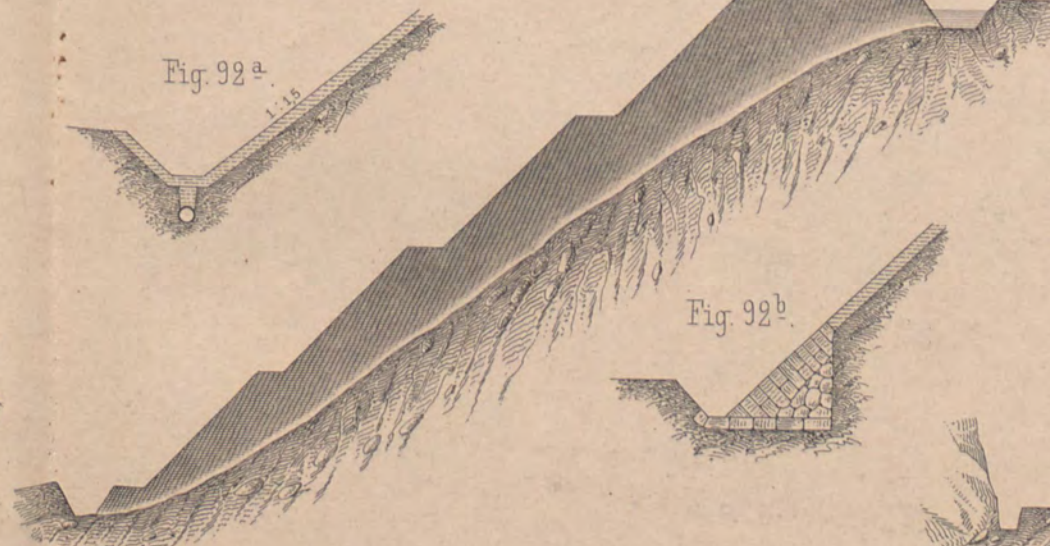


Fig. 97.

Fig. 92^b.



Fig. 98.

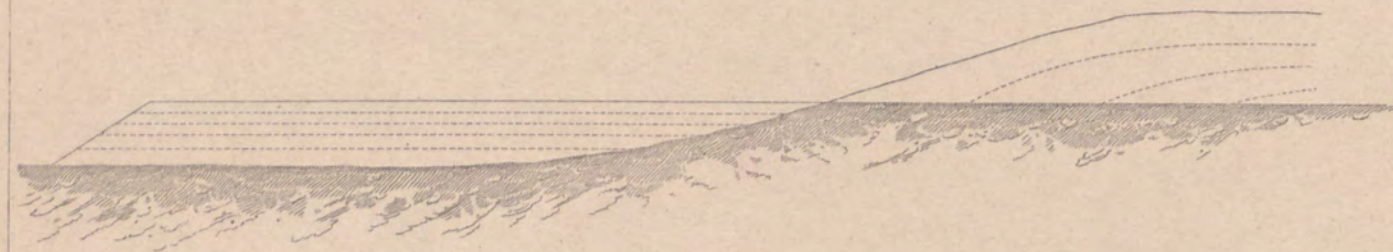


Fig. 99.

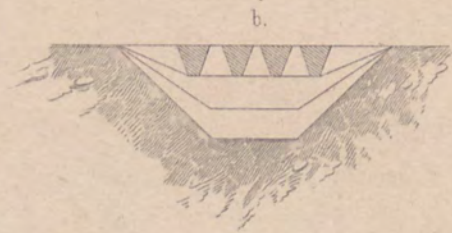
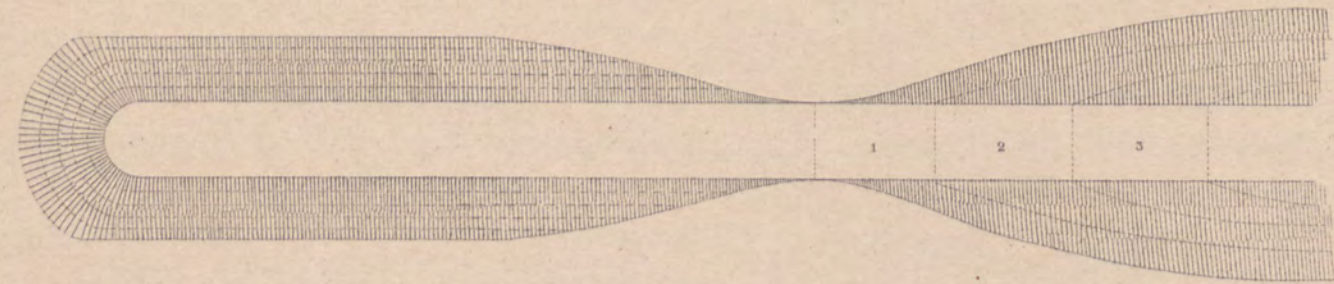


Fig. 100.

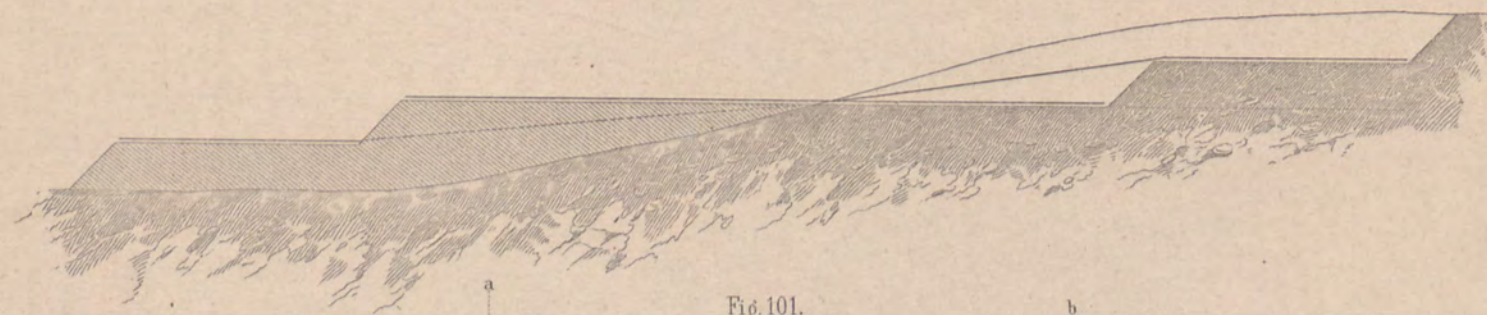
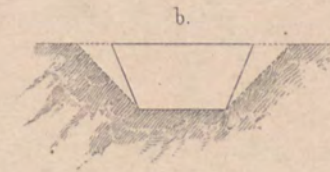
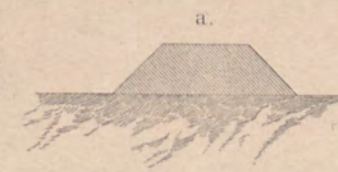
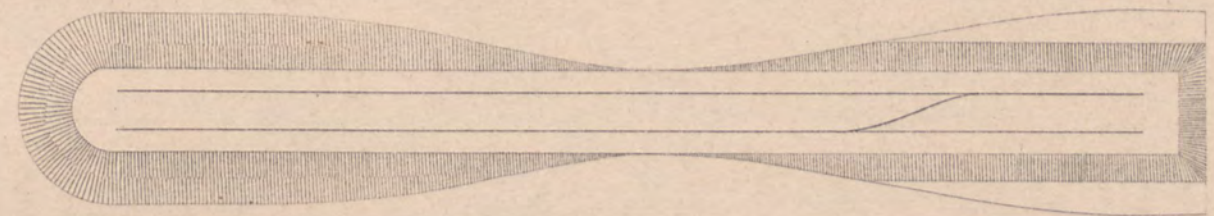


Fig. 101.

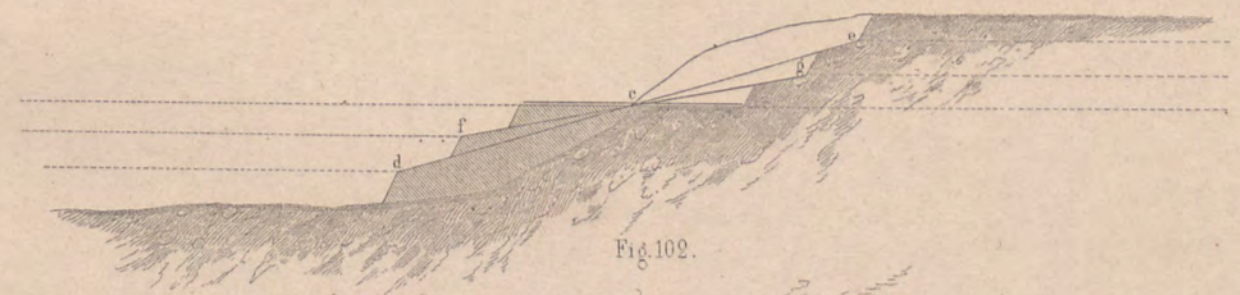
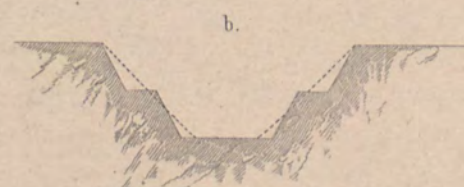
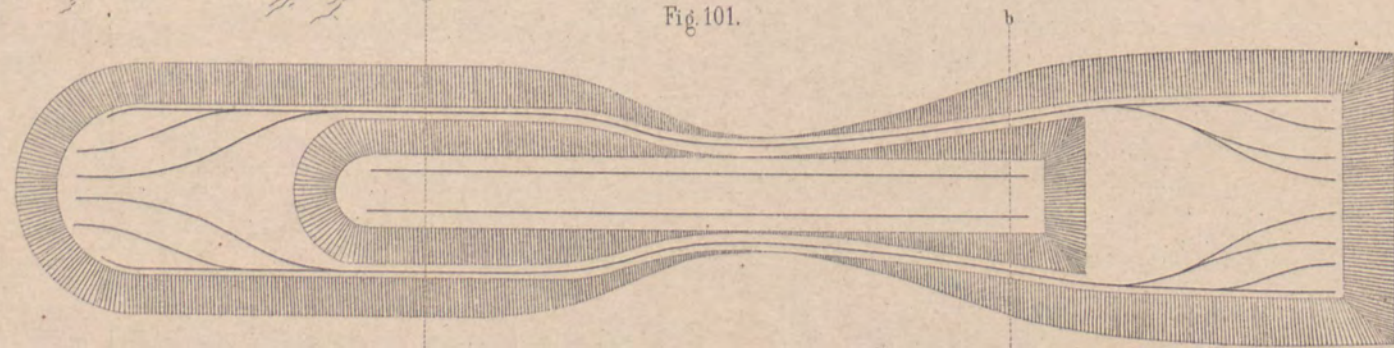
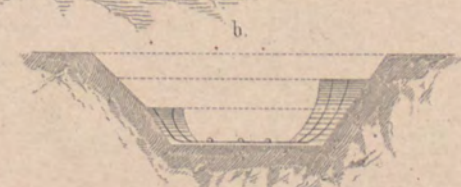
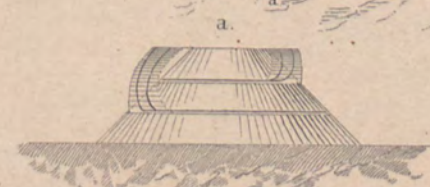
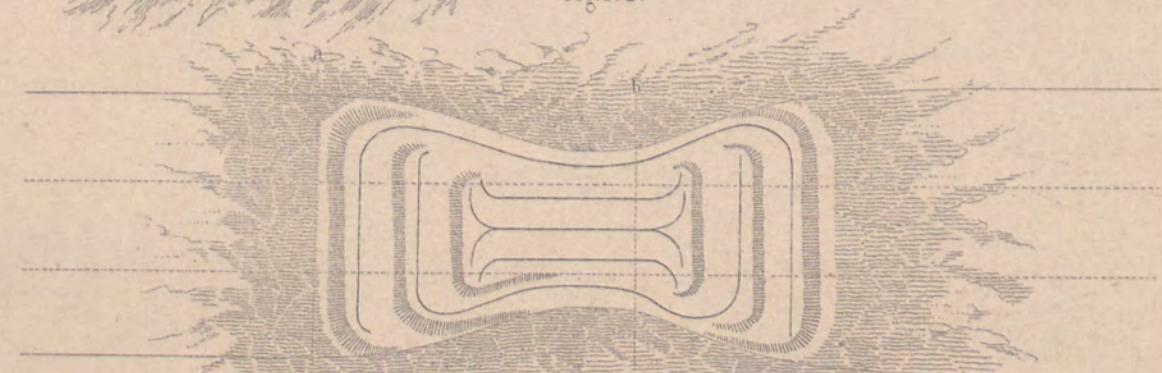


Fig. 102.



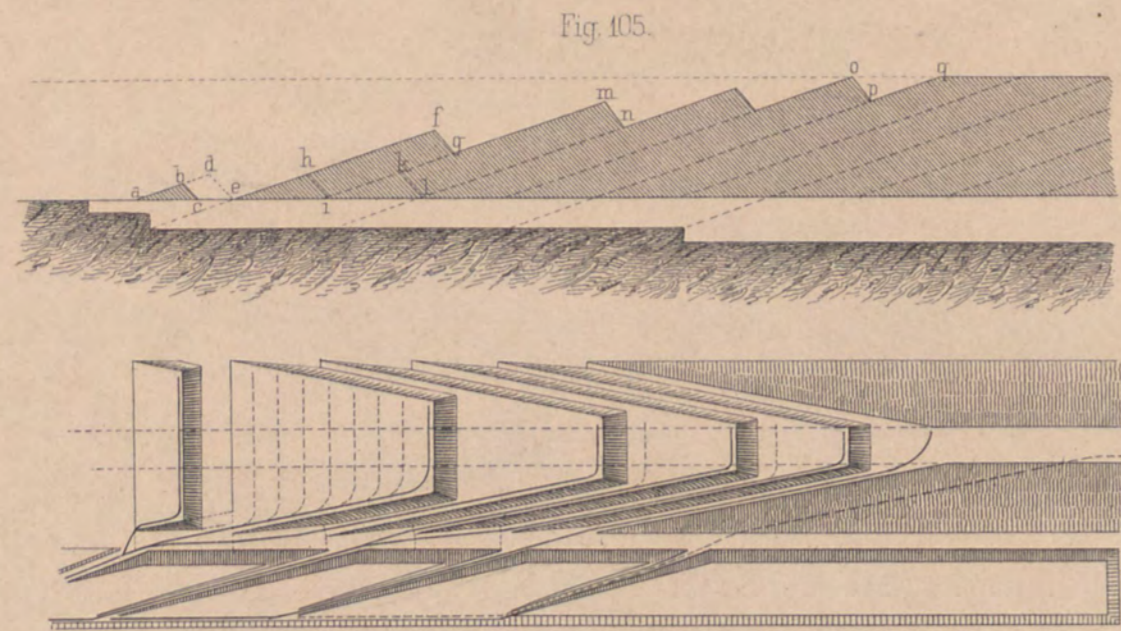


Fig. 105.

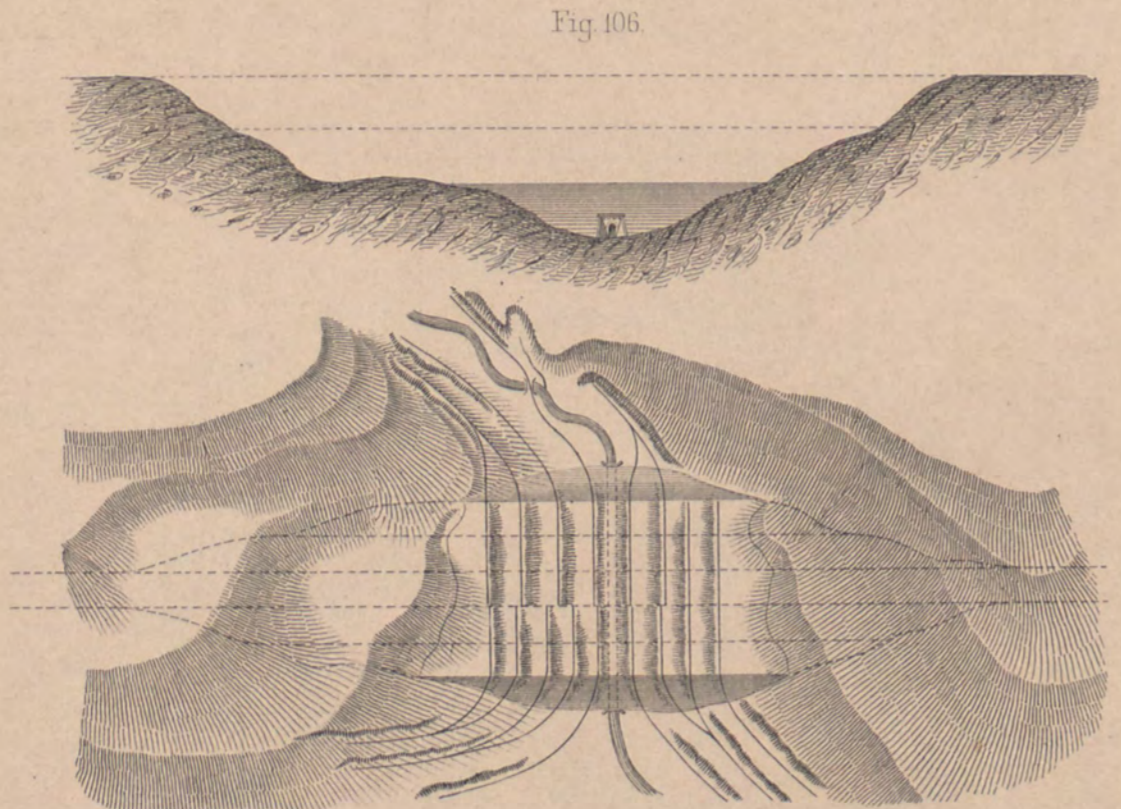


Fig. 106.

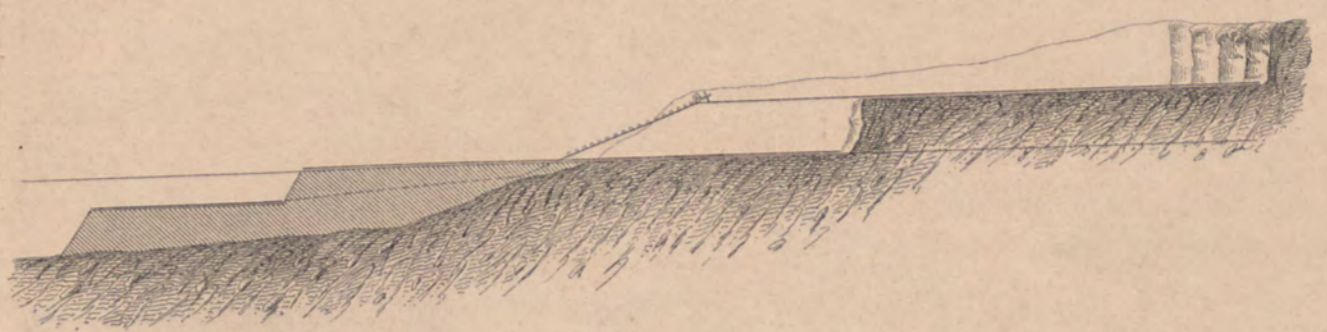
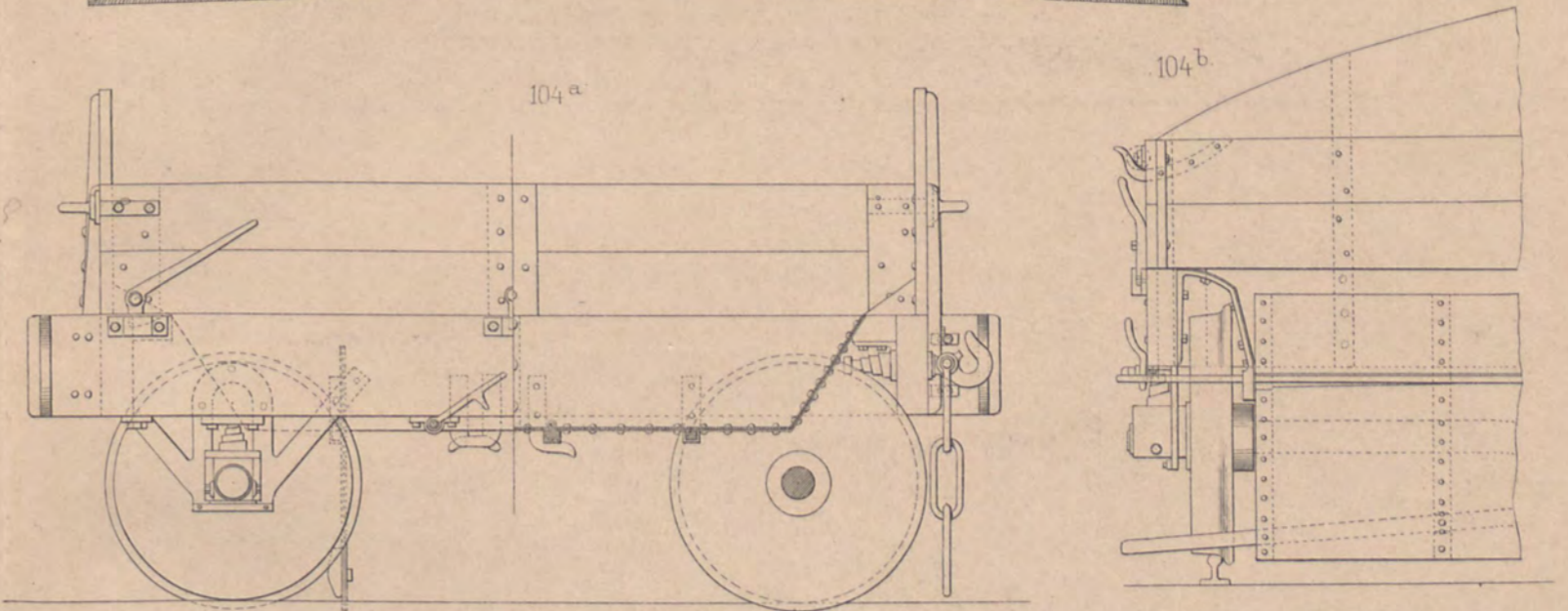
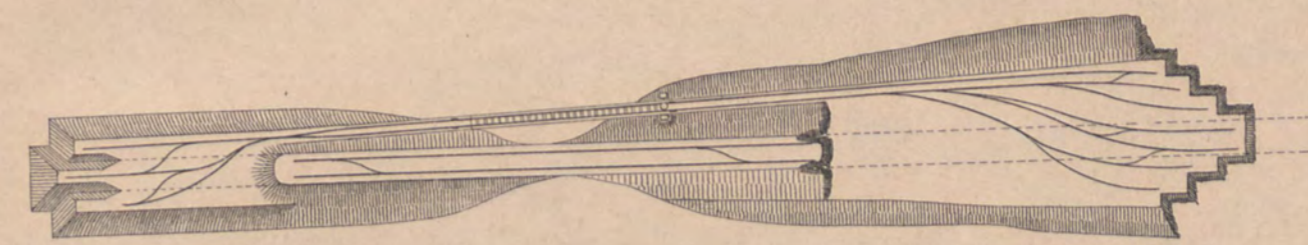


Fig. 103.



Boden-Kipper (Thomas in Dresden, beim Bau d. Nordh. Erf. Bahn mit d. Lokomotive fortbewegt)
(Inhalt 3 kb^m lose Masse)

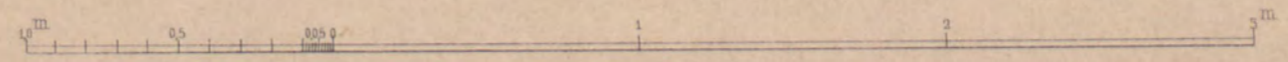
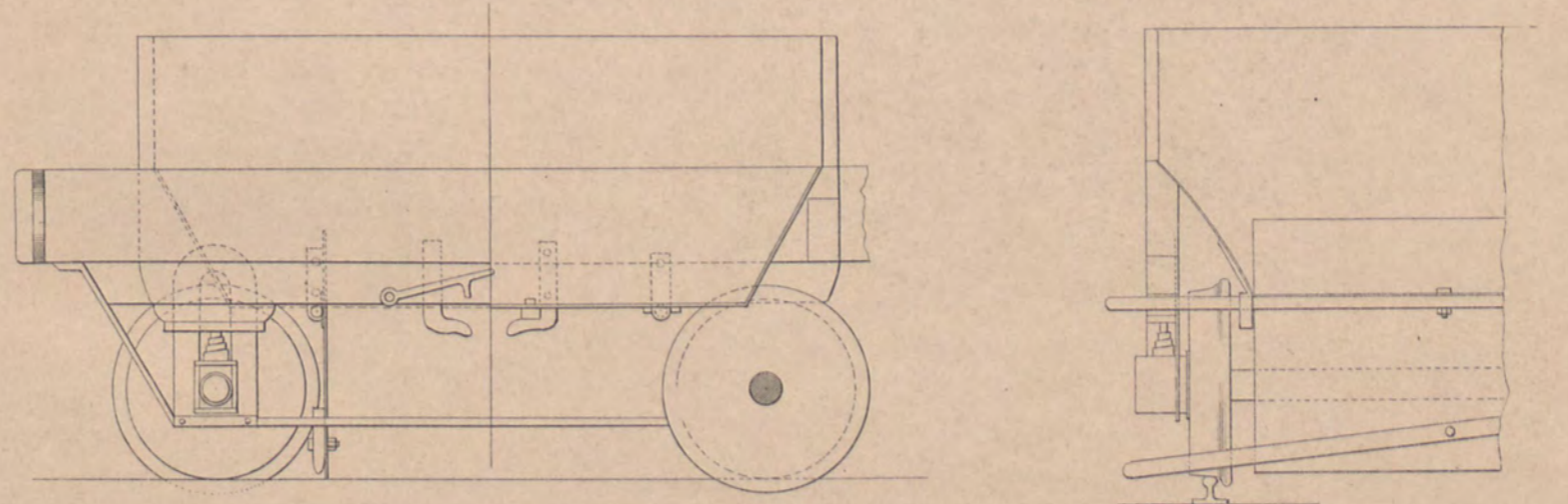
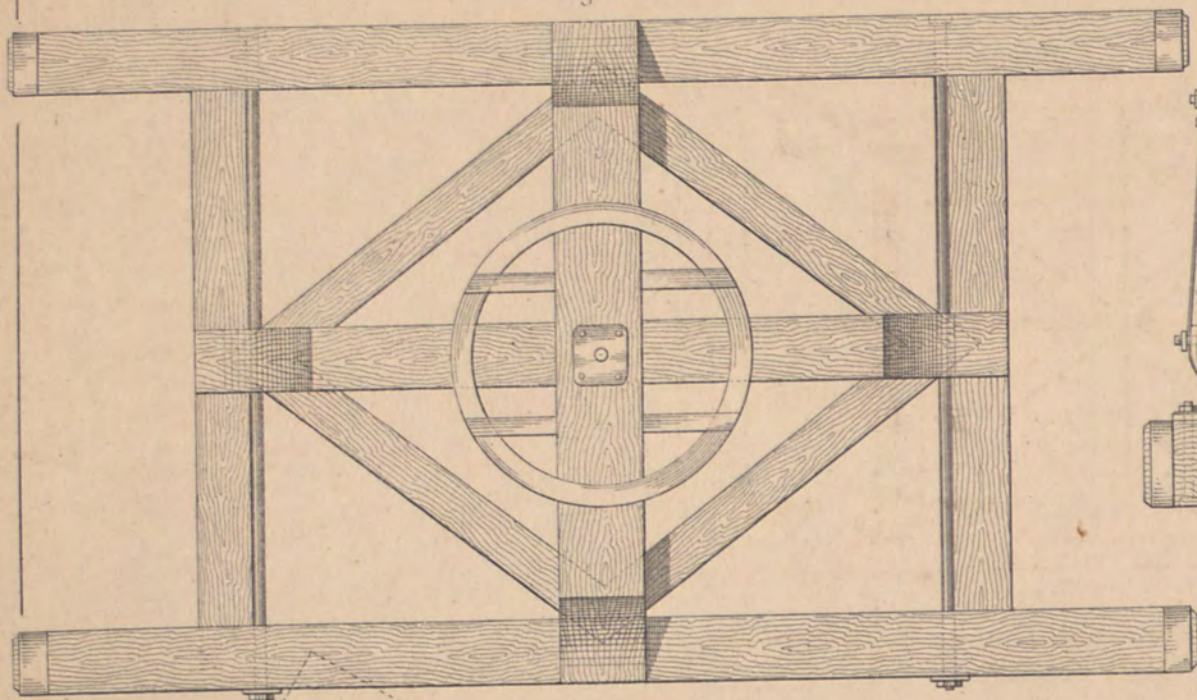
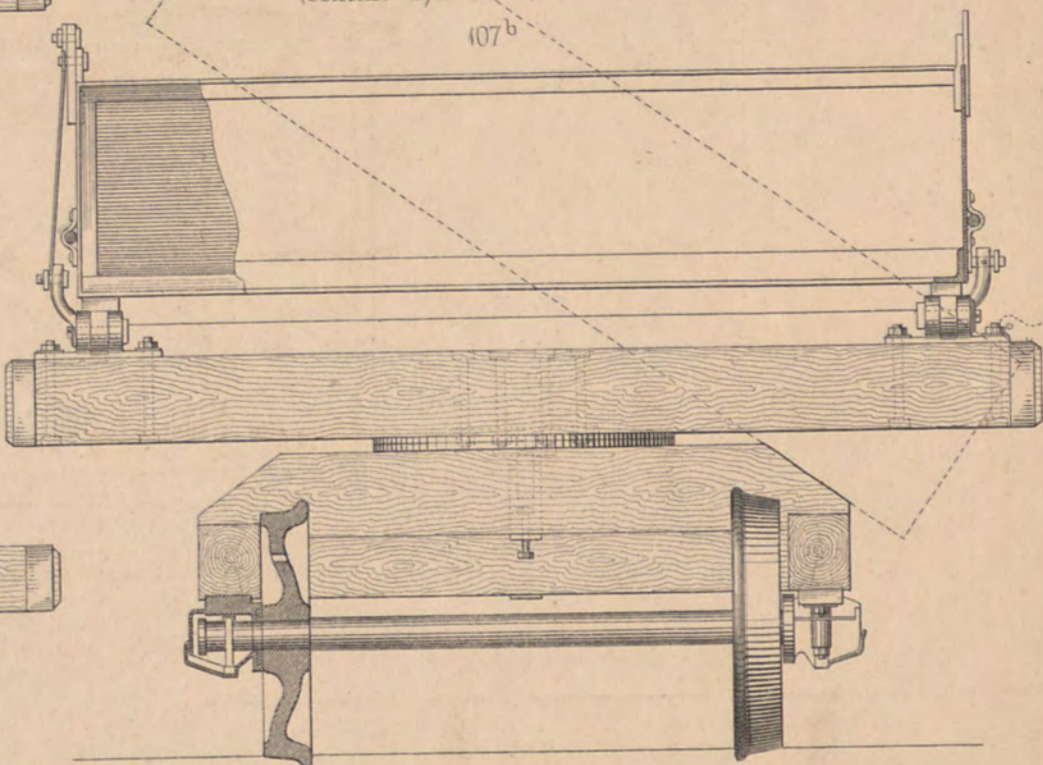


Fig. 107^a



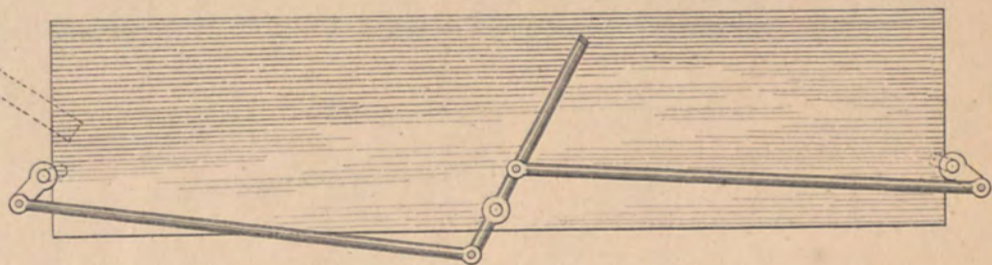
Französischer Universal-Kippwagen auf Drehschemel mit eisernem Kasten.
(Inhalt 1,4 kb^m)

107^b

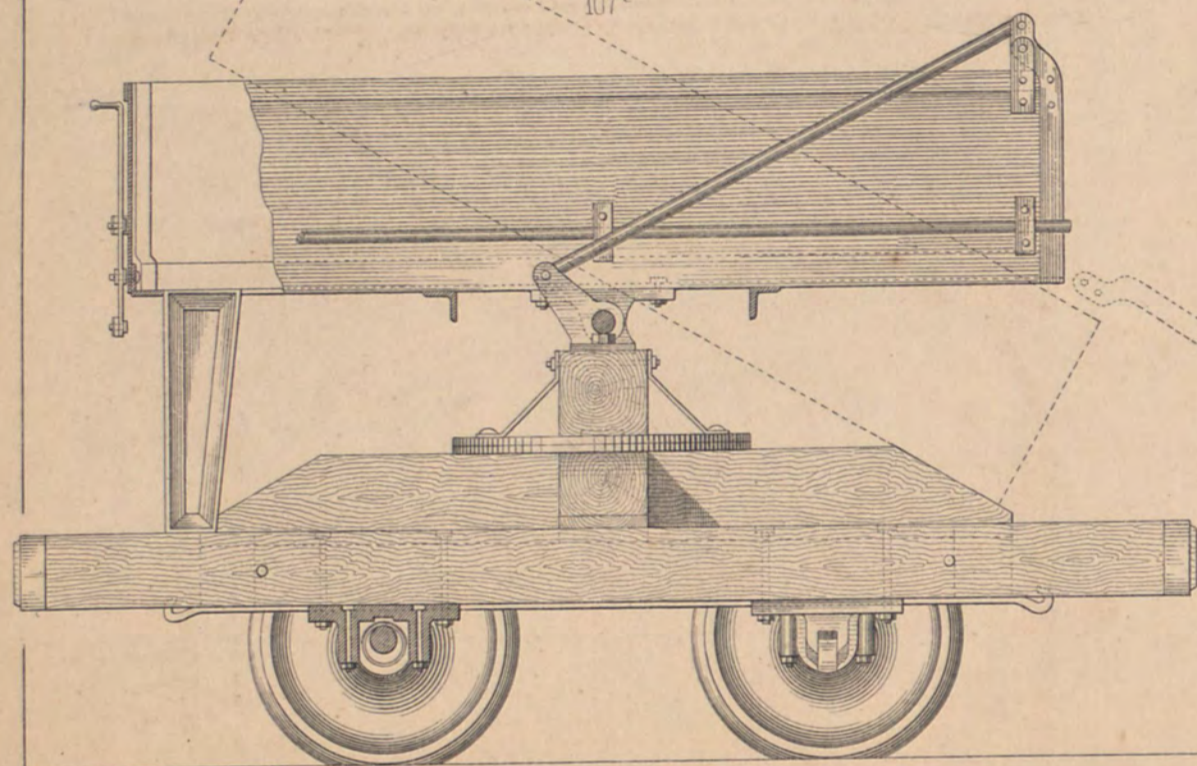


Maassstab 1/16 natürl. Grösse.

107^d

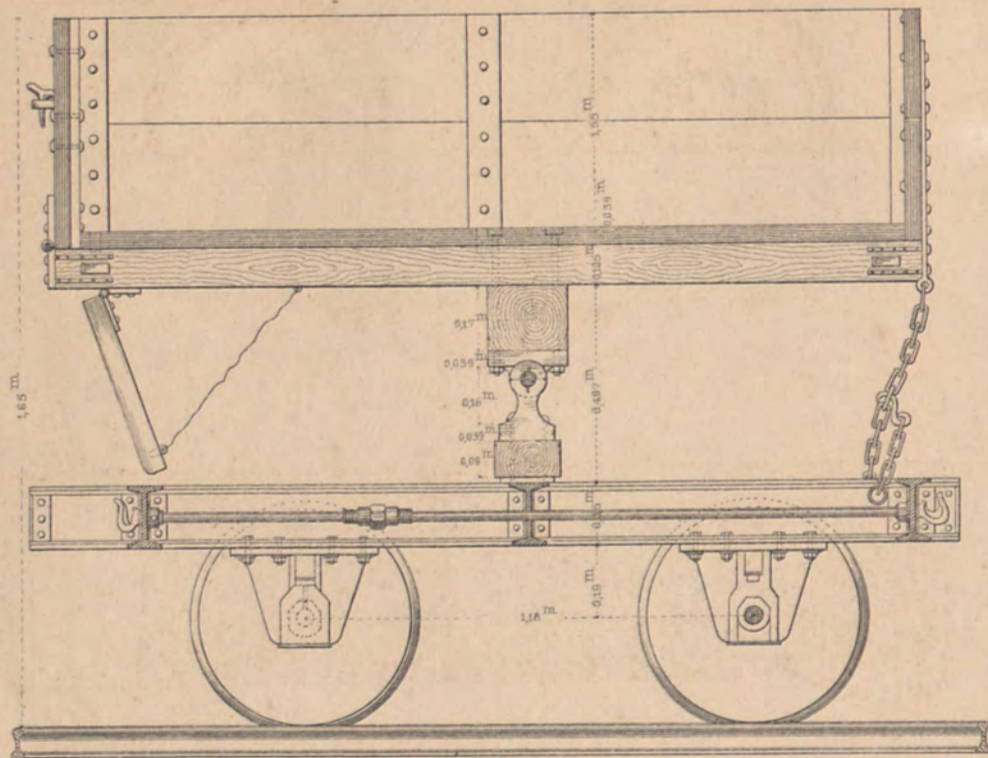


107^c



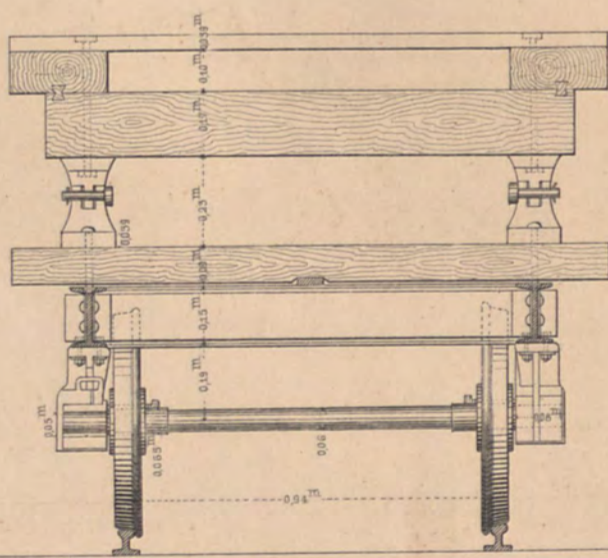
Inhalt des Kastens, massig gehäuft 2 kb^m feste Abtragsmasse.

Fig. 108^a

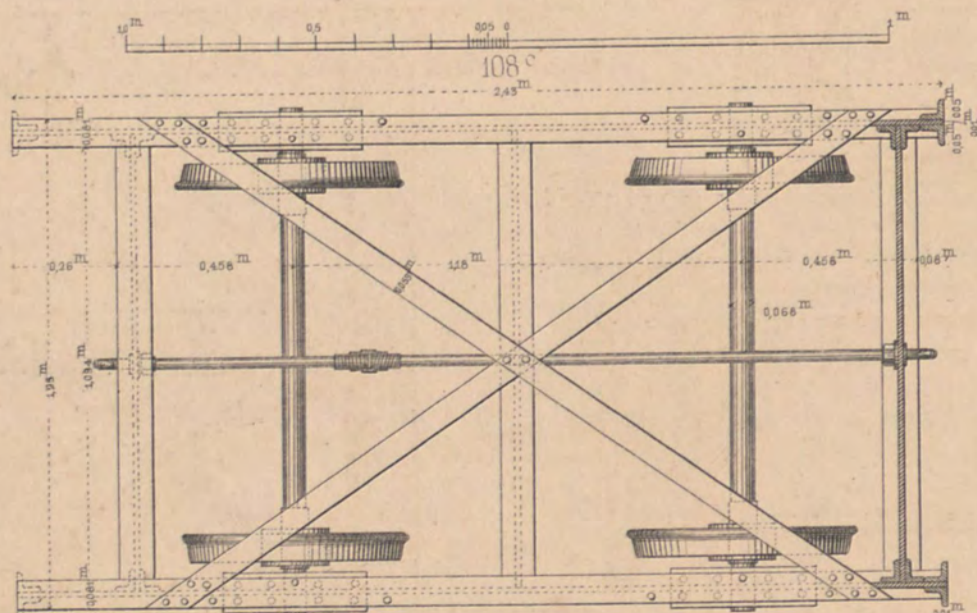


Kippwagen mit eisernem Untergestell (von Plessner)

108^b



108^c



Kipp-Waggon (Patent Wens).

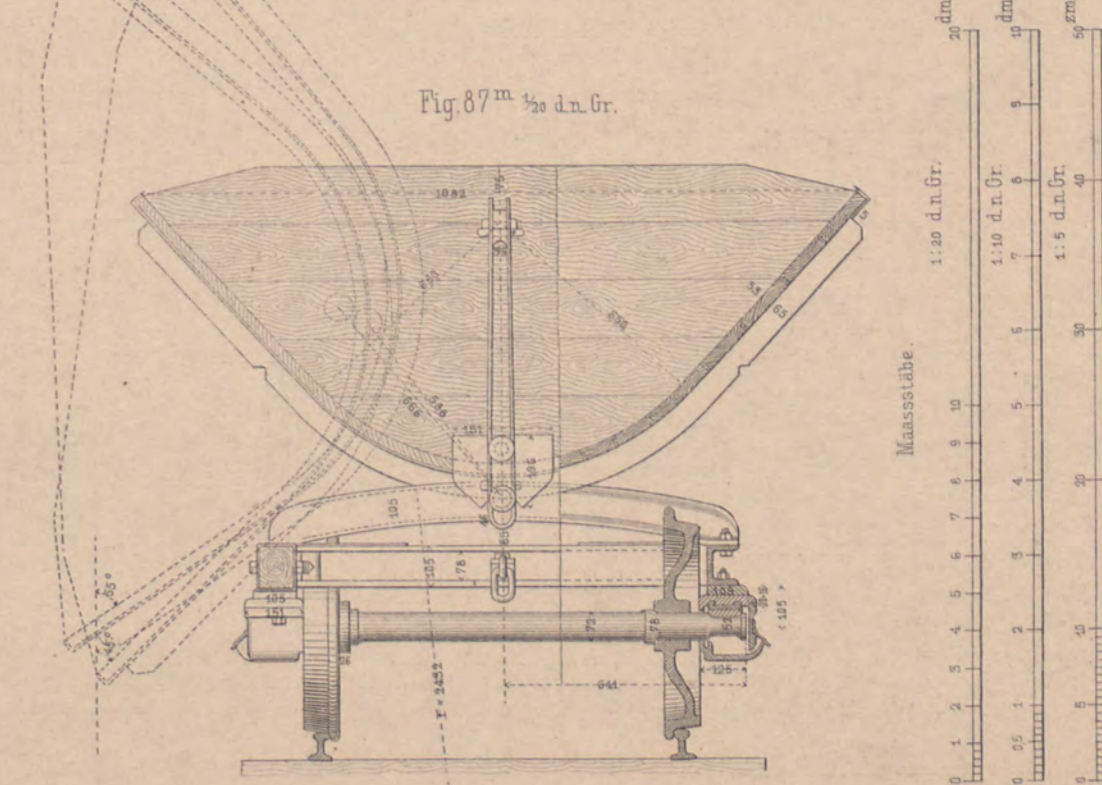
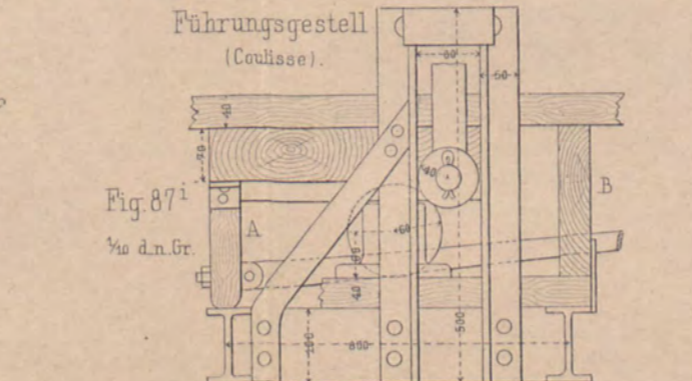
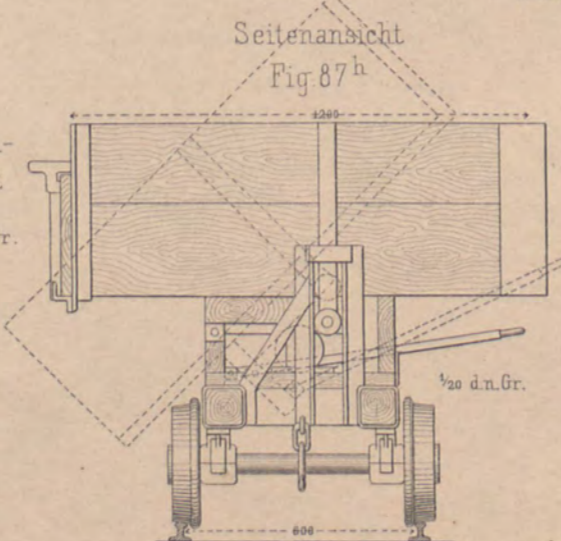
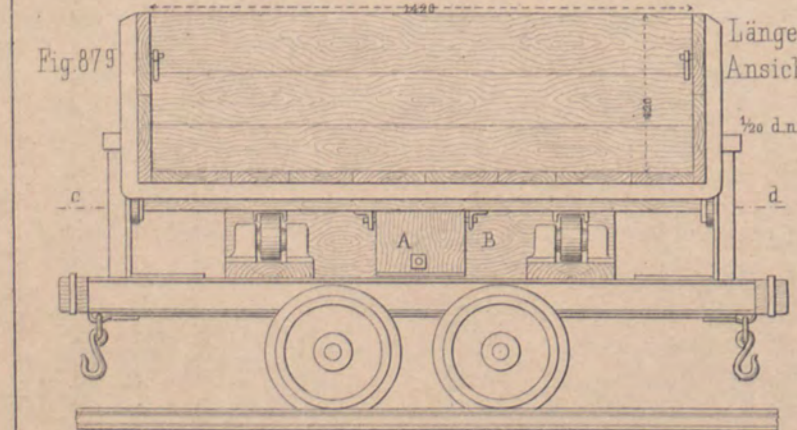
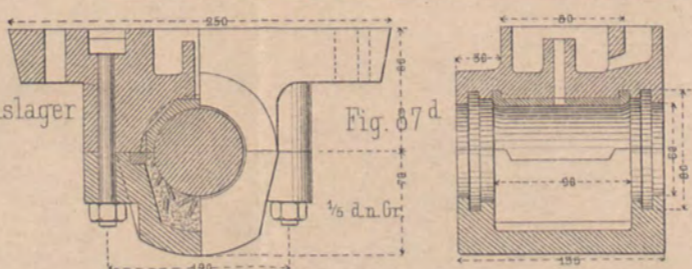
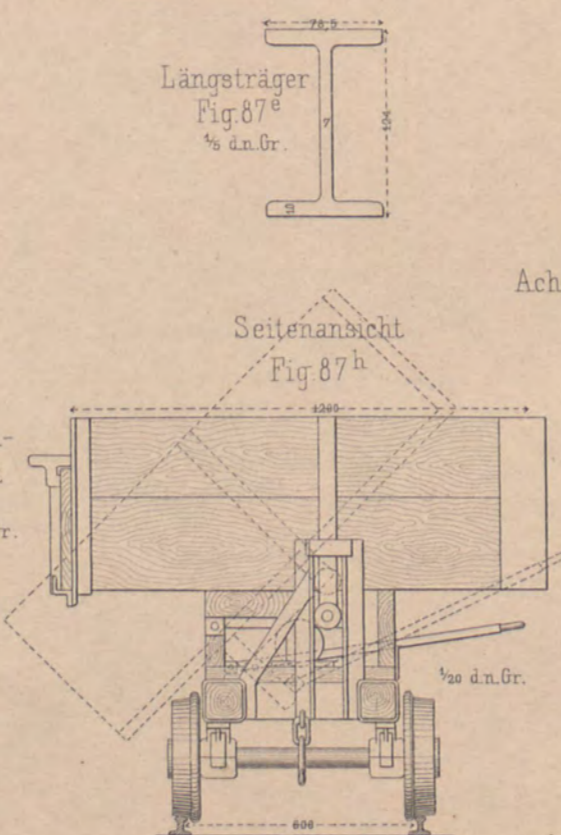
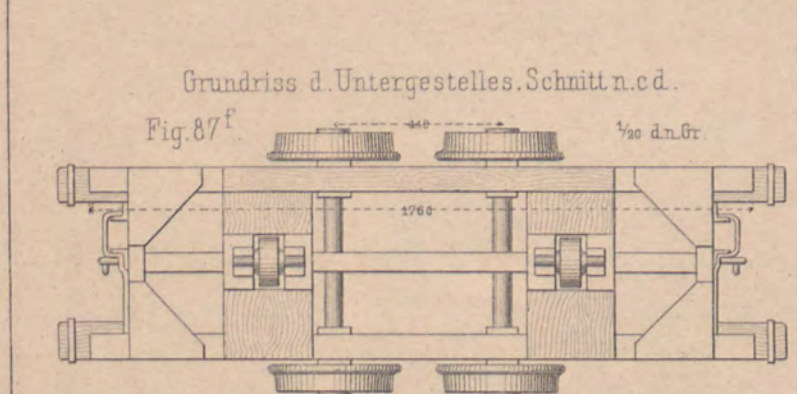
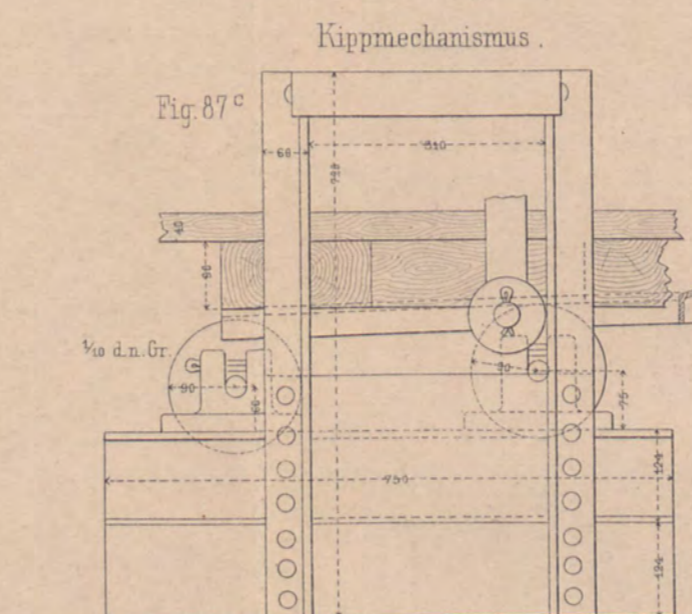
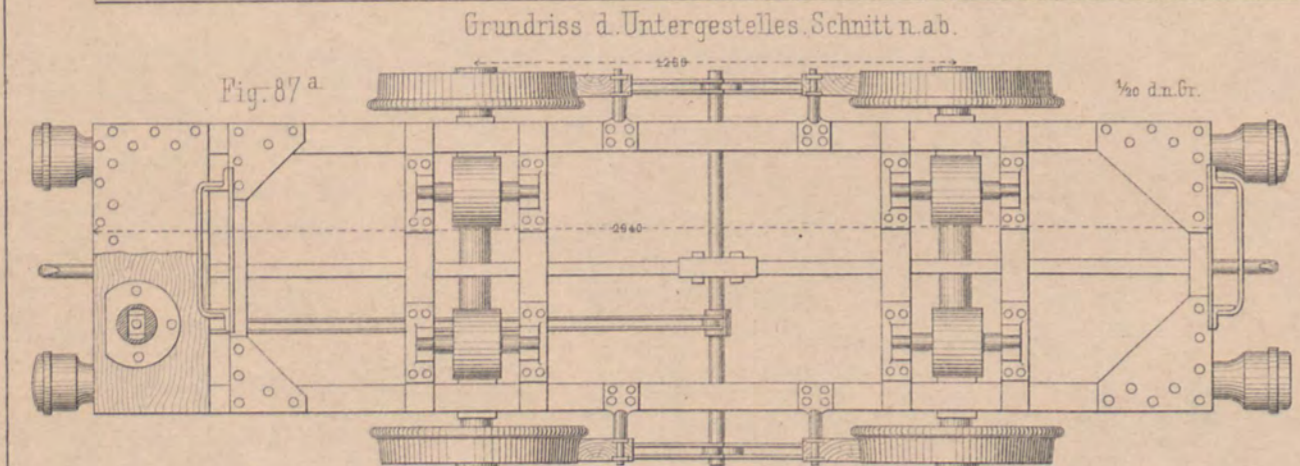
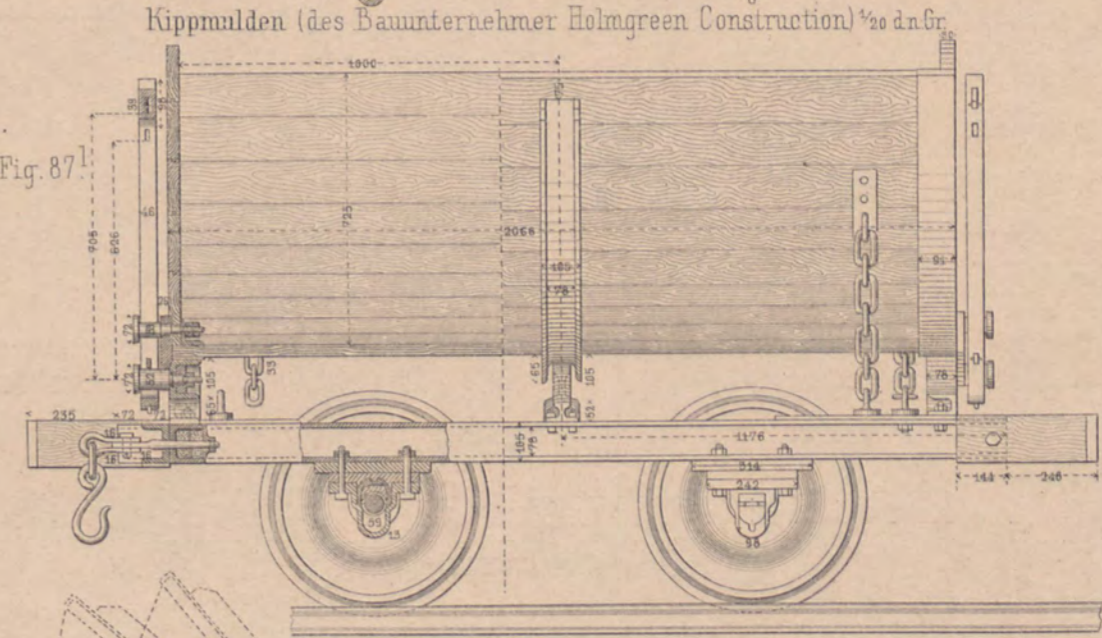
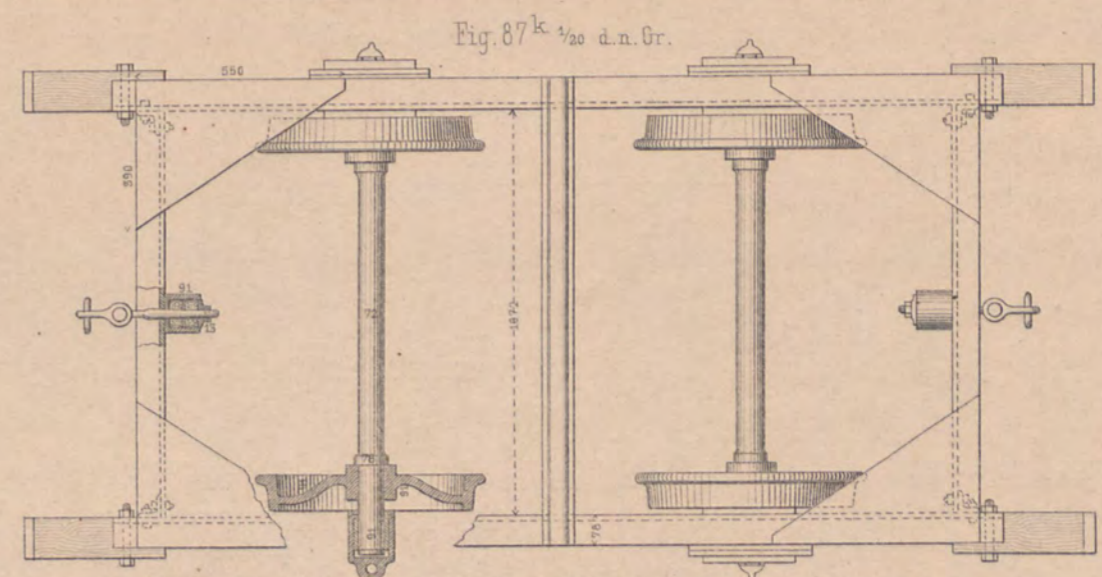
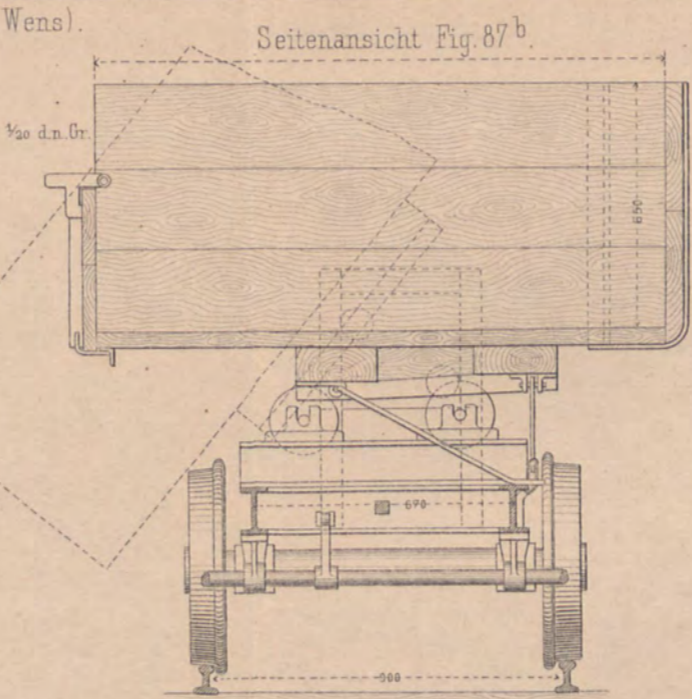
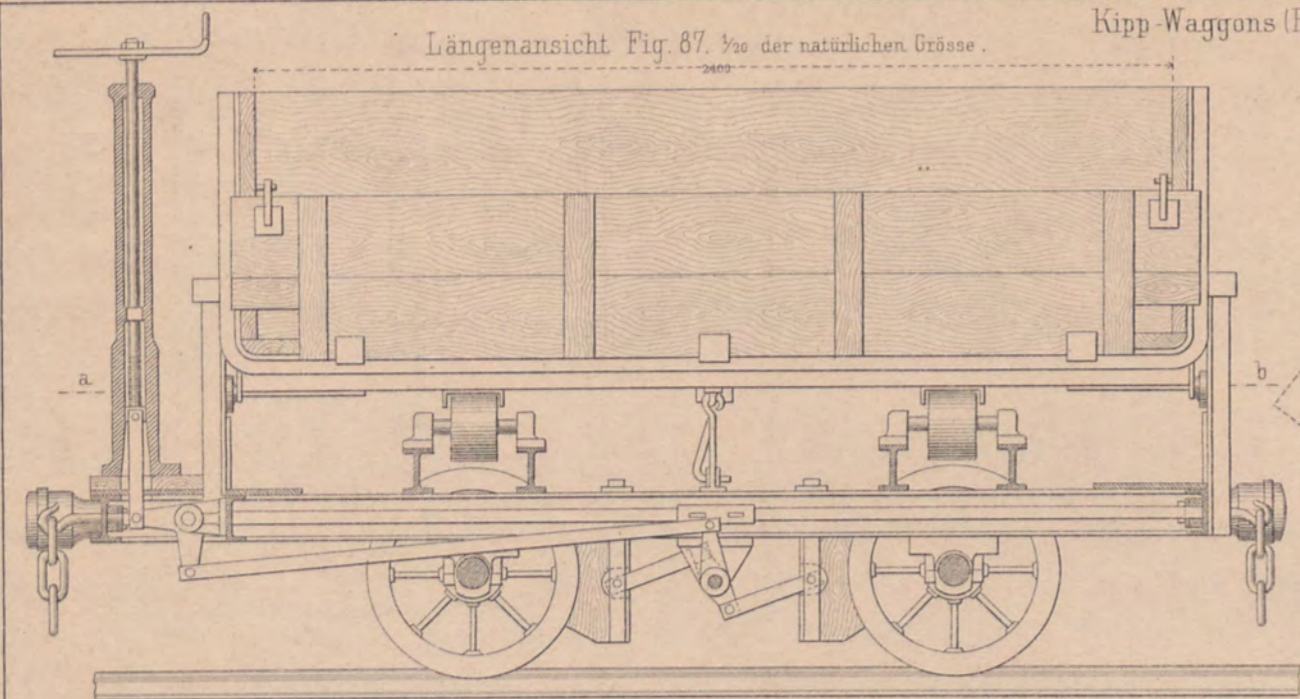


Fig. 109.

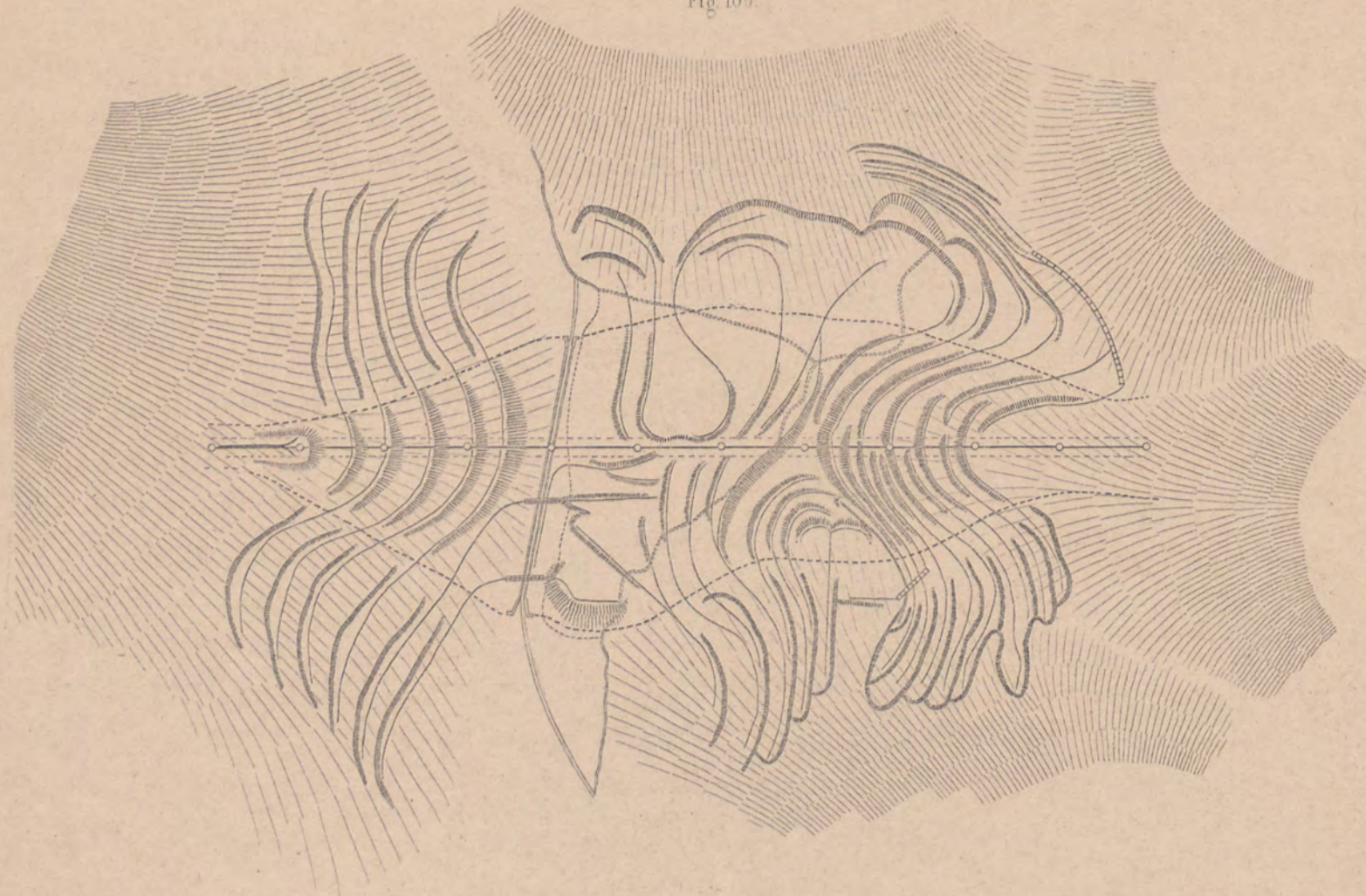


Fig. 110.

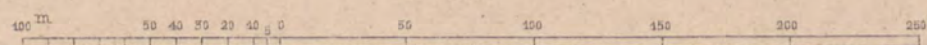
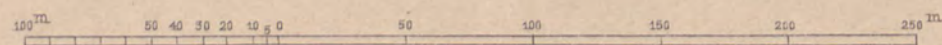
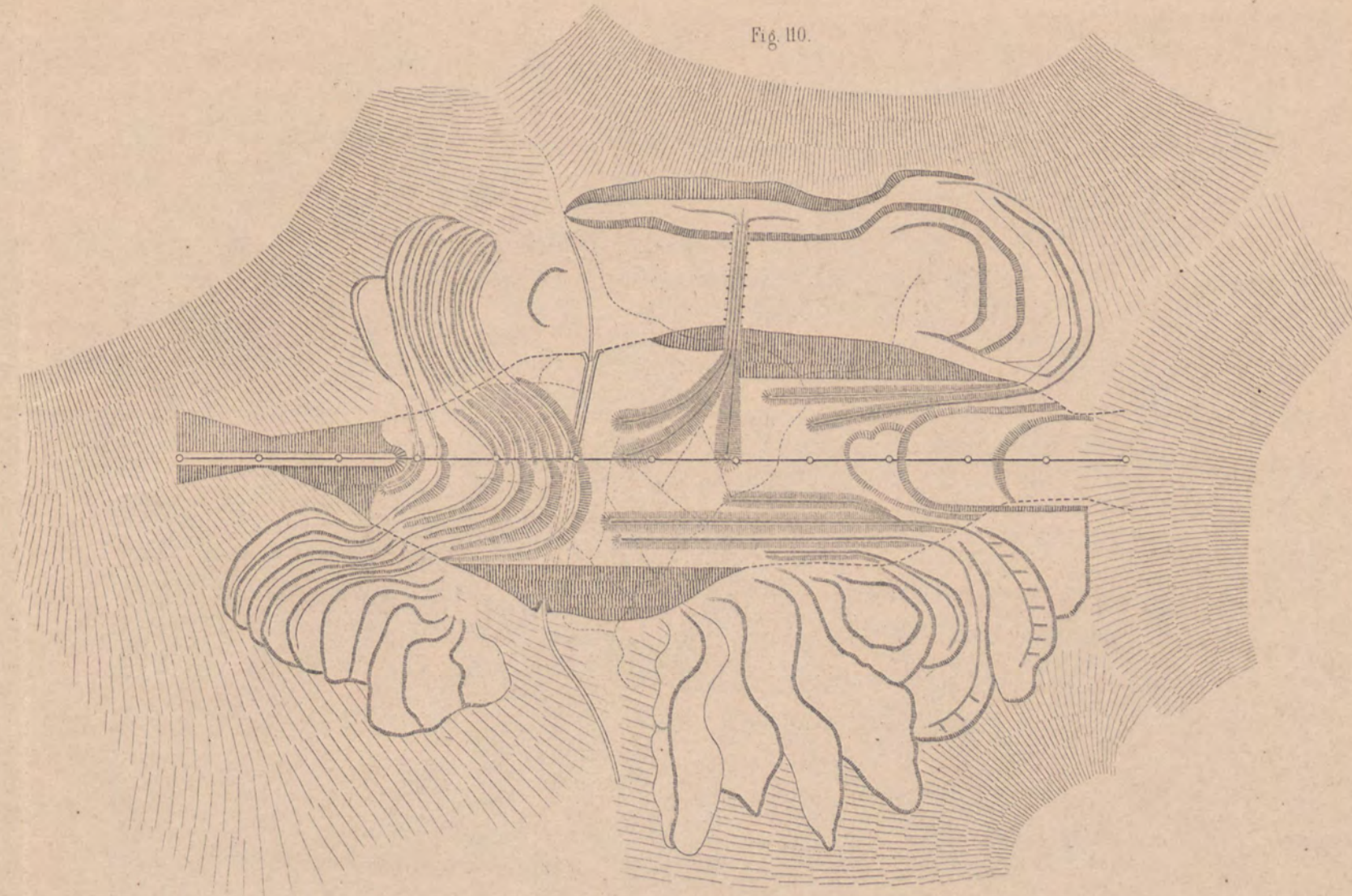


Fig. 111.

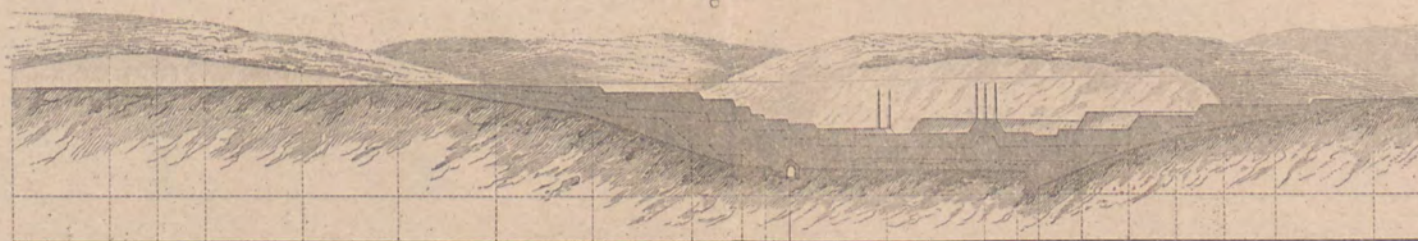


Fig. 112.

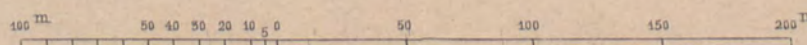
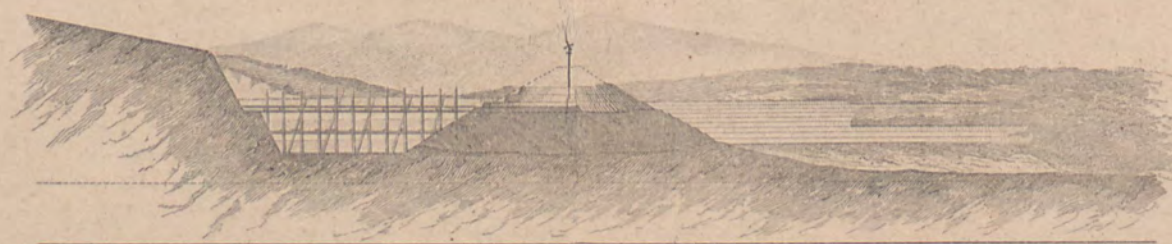


Fig. 113.

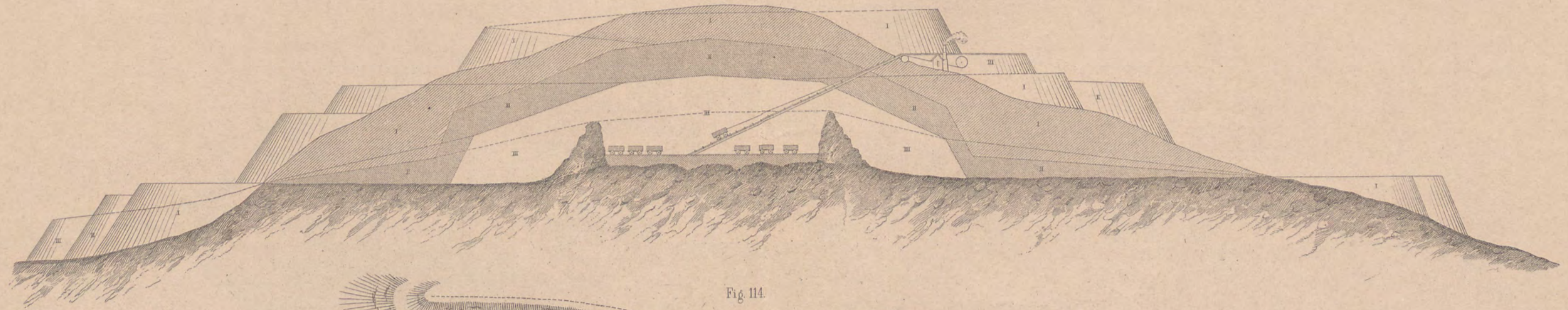


Fig. 114.

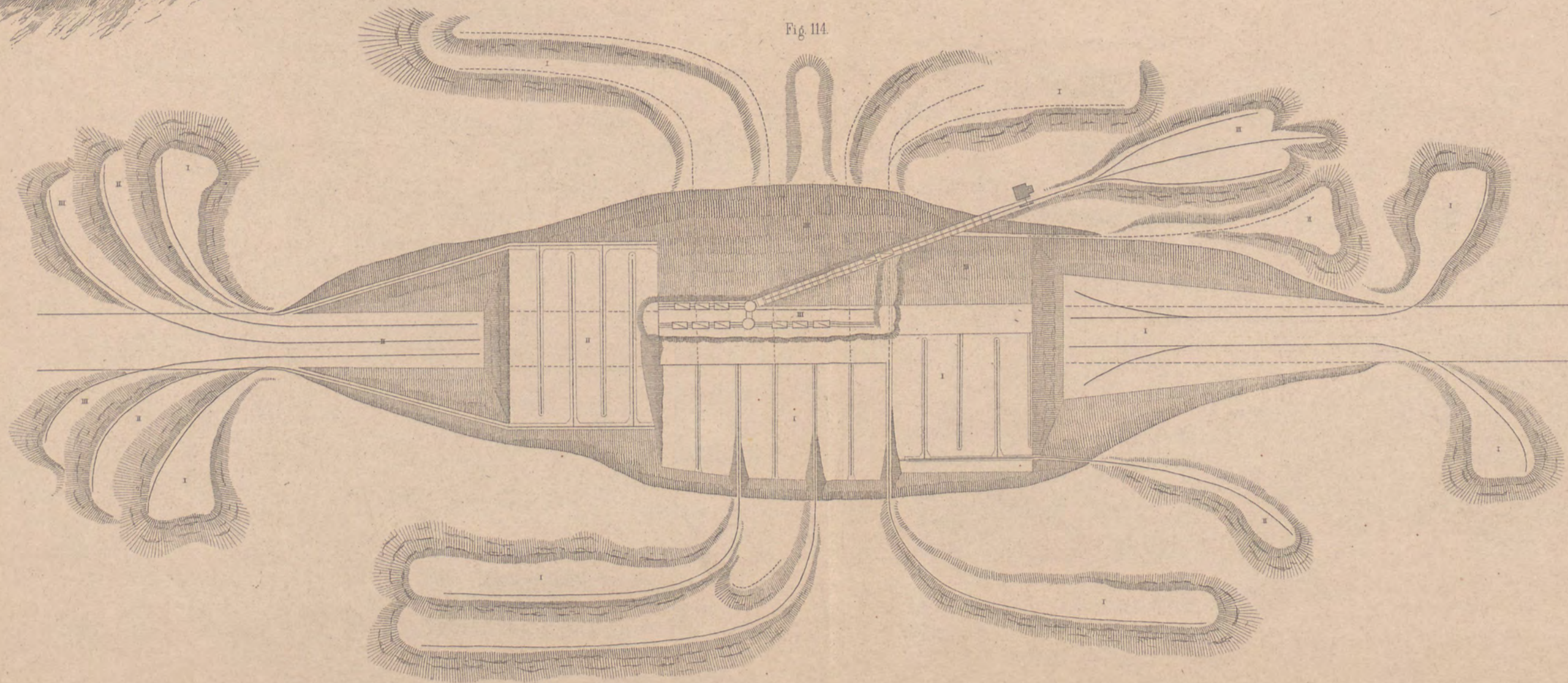


Fig. 115.

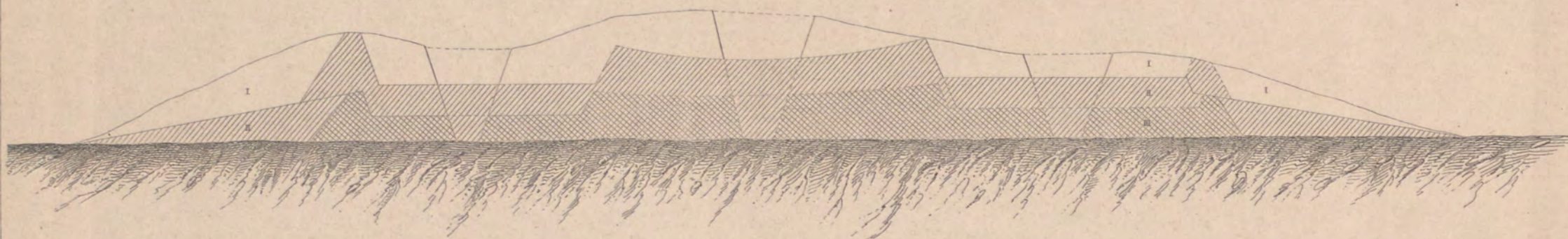


Fig. 116.

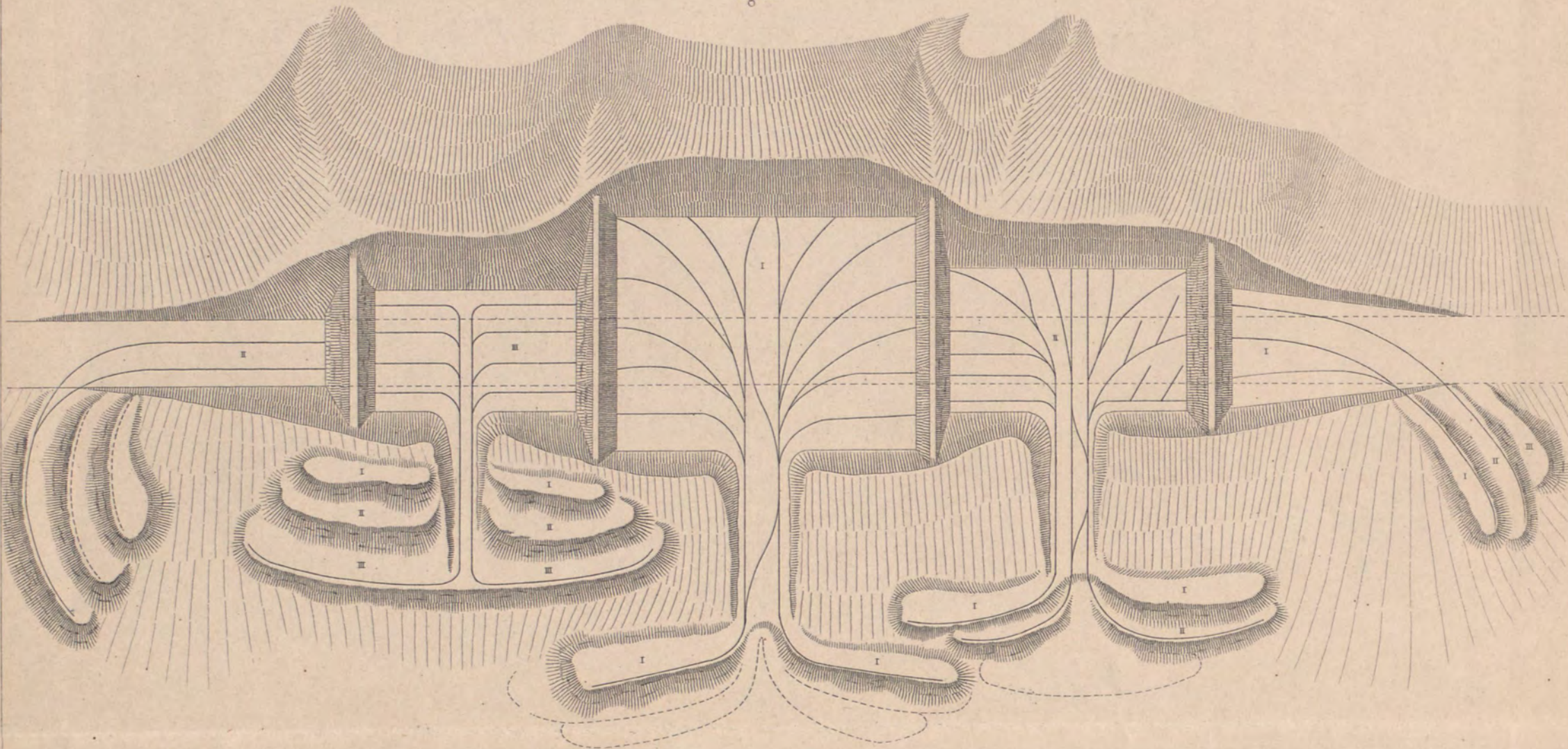


Fig. 117.

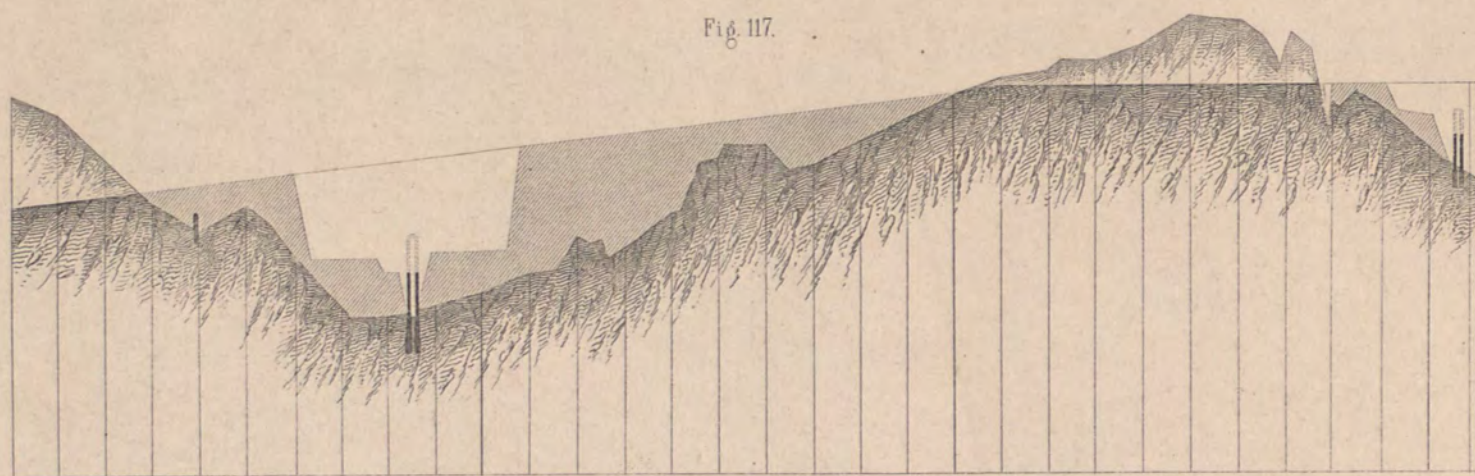


Fig. 118.

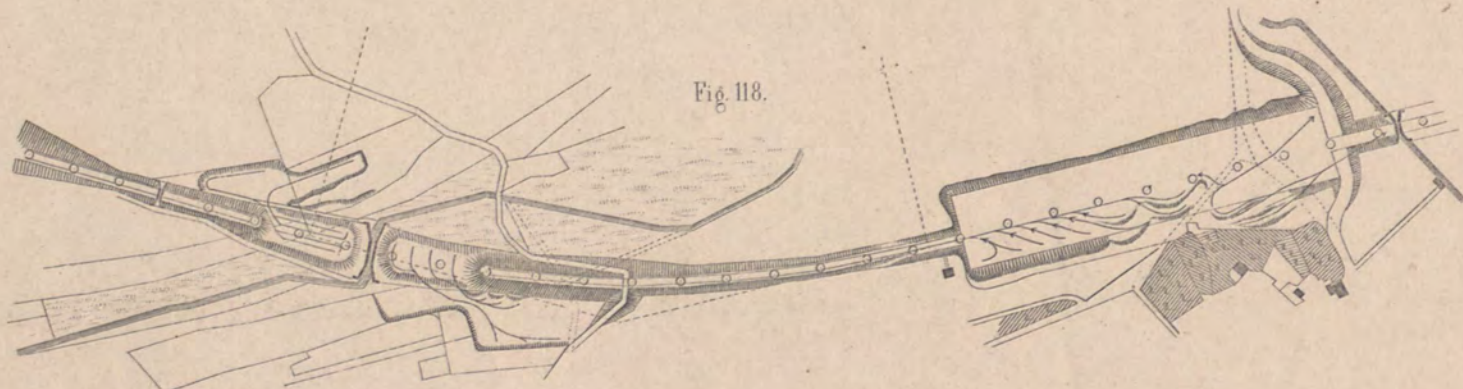


Fig. 119.

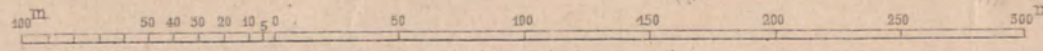
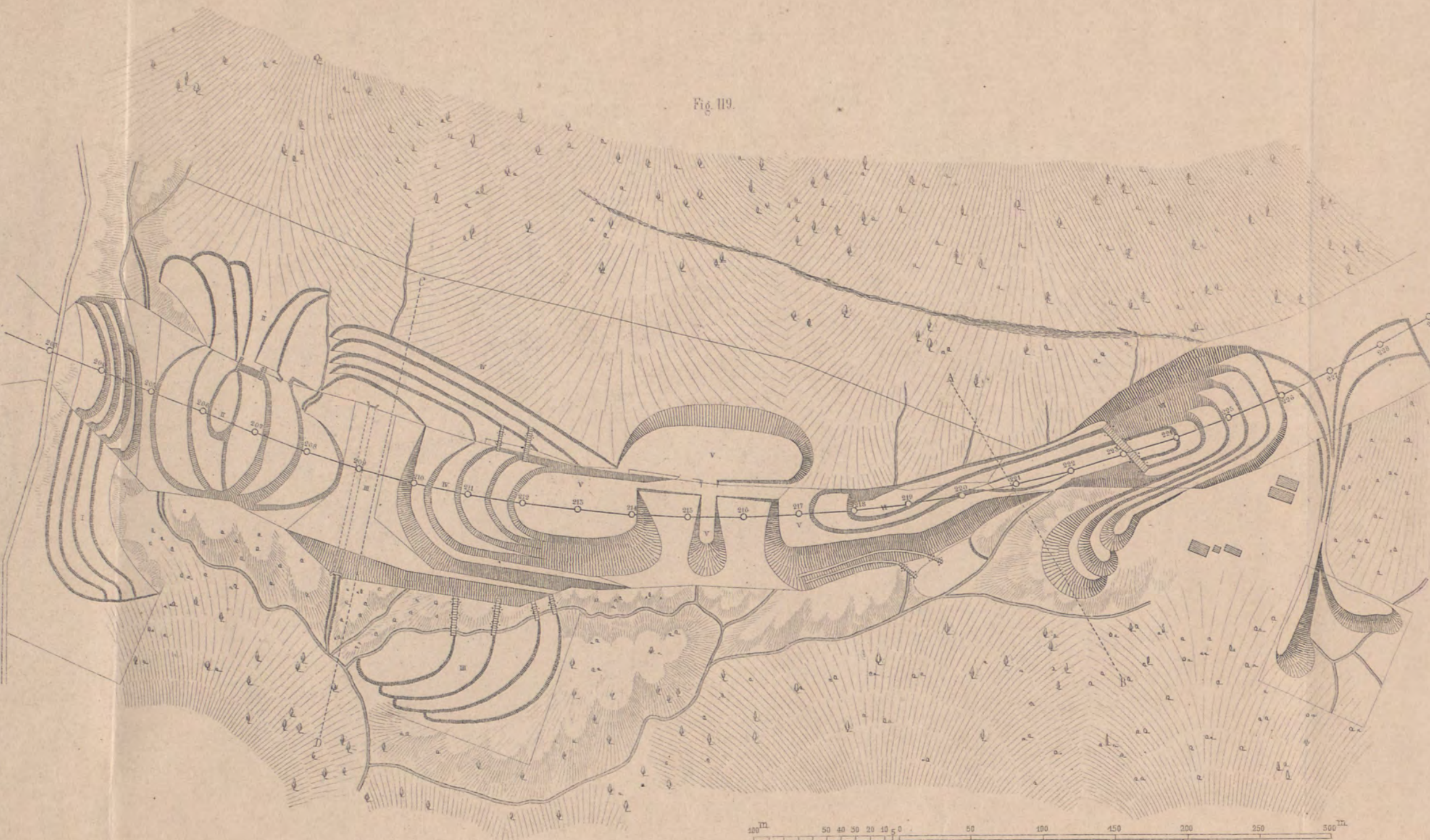


Fig. 120.

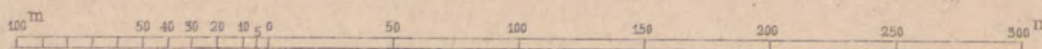
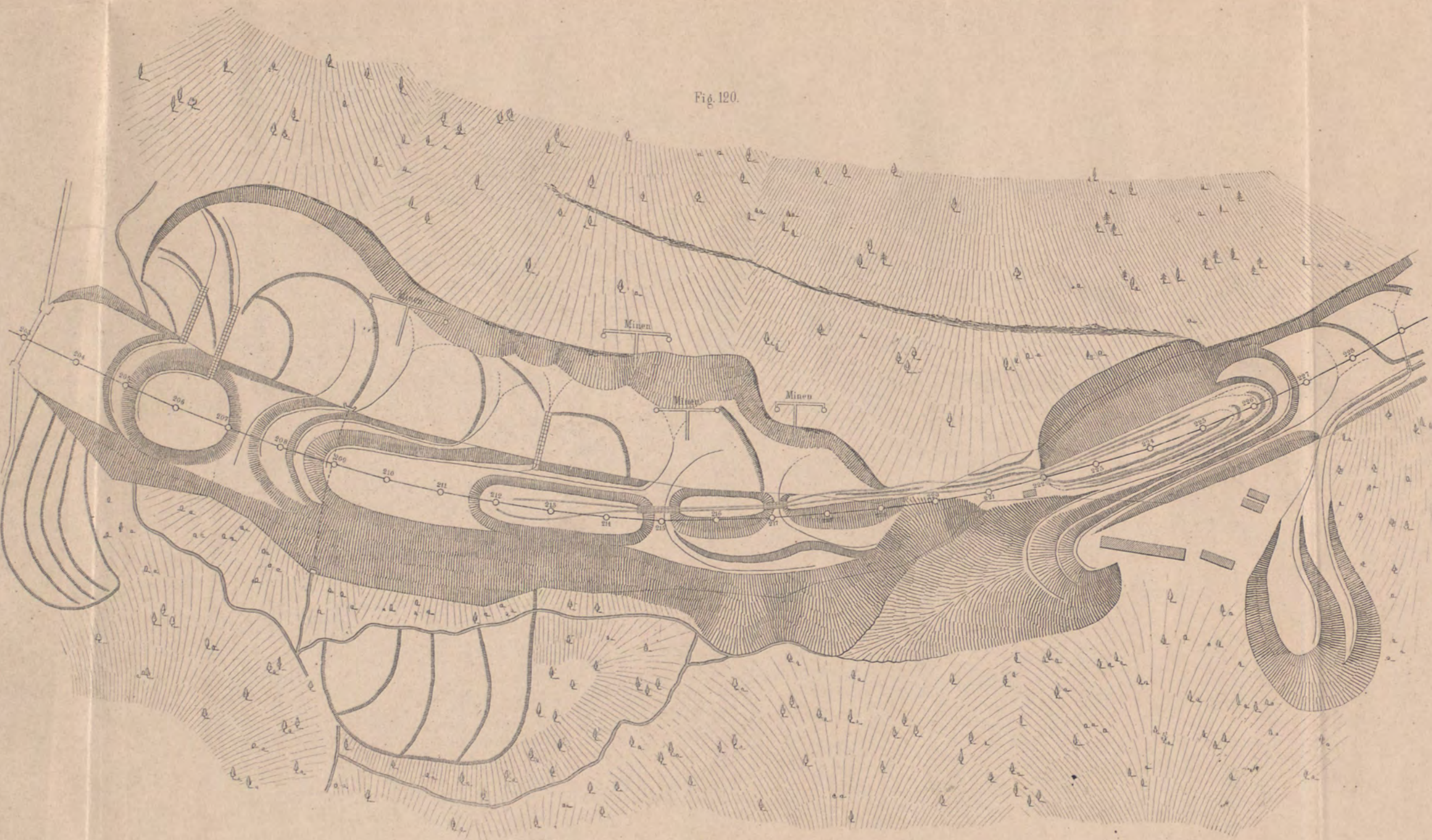


Fig. 121. Längen-Profil.

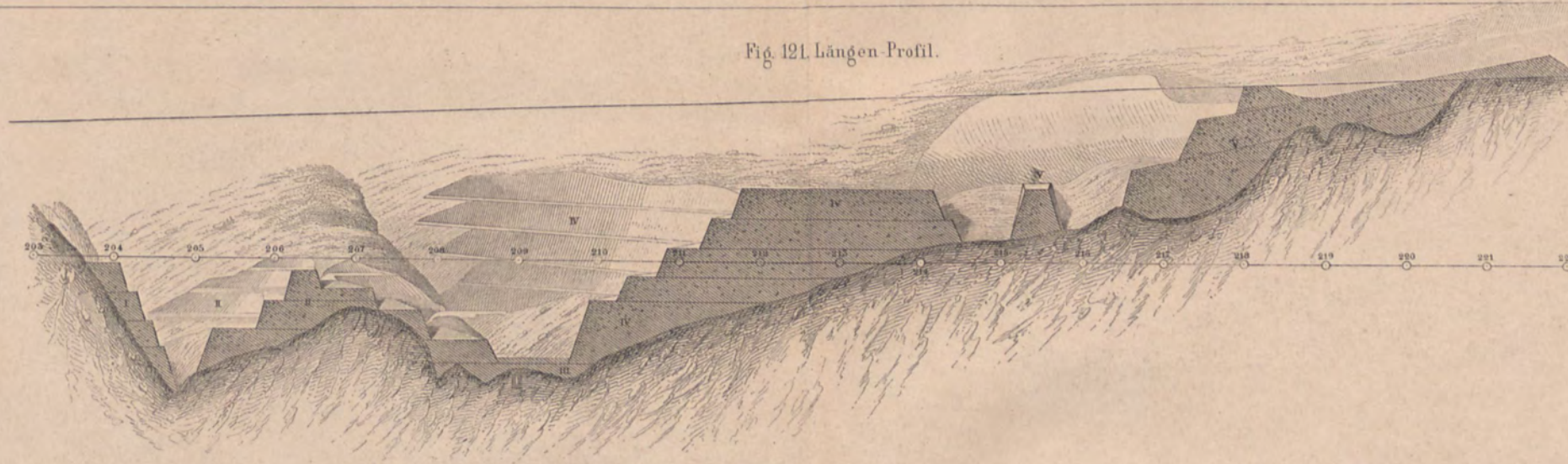


Fig. 122. Quer-Profil AB.

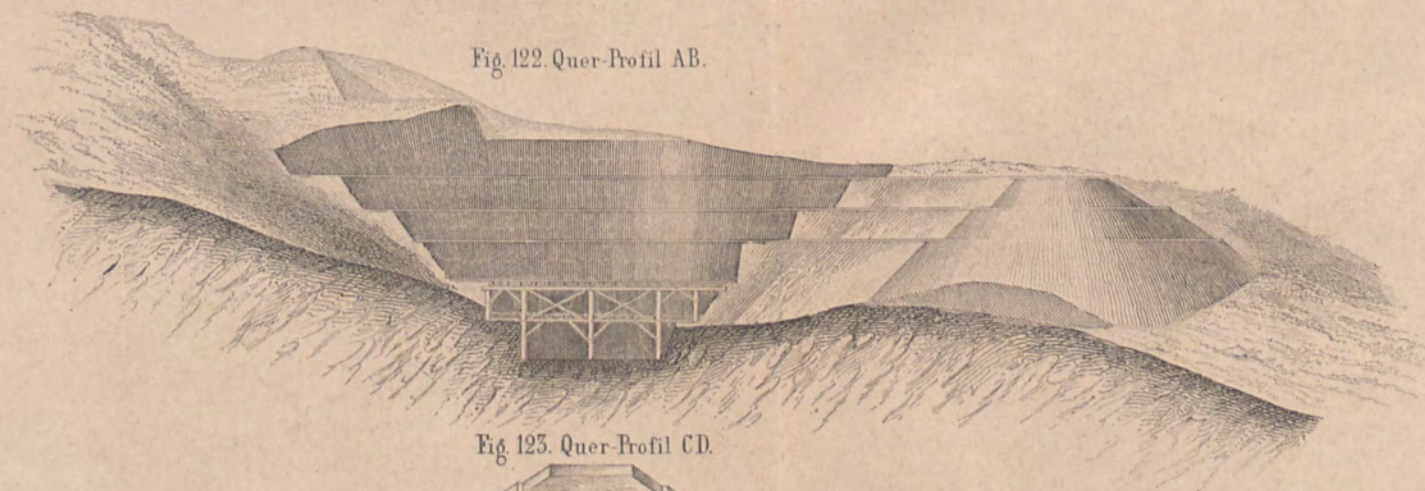


Fig. 123. Quer-Profil CD.

