

Atlas

zu dem

Leitfaden des Eisenbahnwesens

mit besonderer

Rücksi^Rcht auf den Dienst der Feld-Eisenbahn-Abtheilungen.



Inserirung. sub Litt. P. II. do. 197.



Wien.

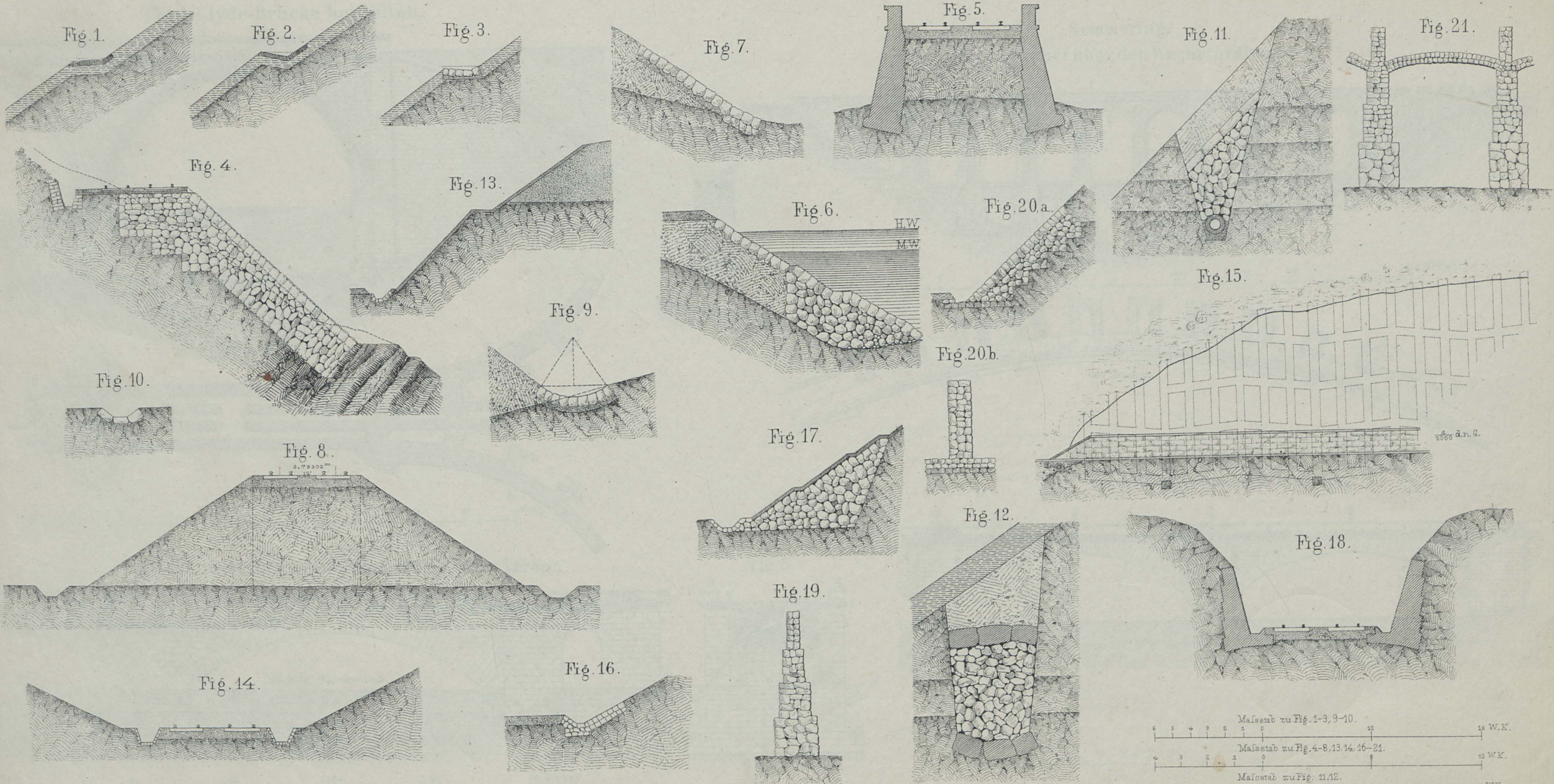
Lithographirt im kaiserlich-königlich technischen und administrativen Militär-Comité.

1872.



BIBLIOTEKA CYFROWA POLITECHNIKI KRAKOWSKIEJ

XXX



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Fig.1. Clyde-Brücke bei Milton.

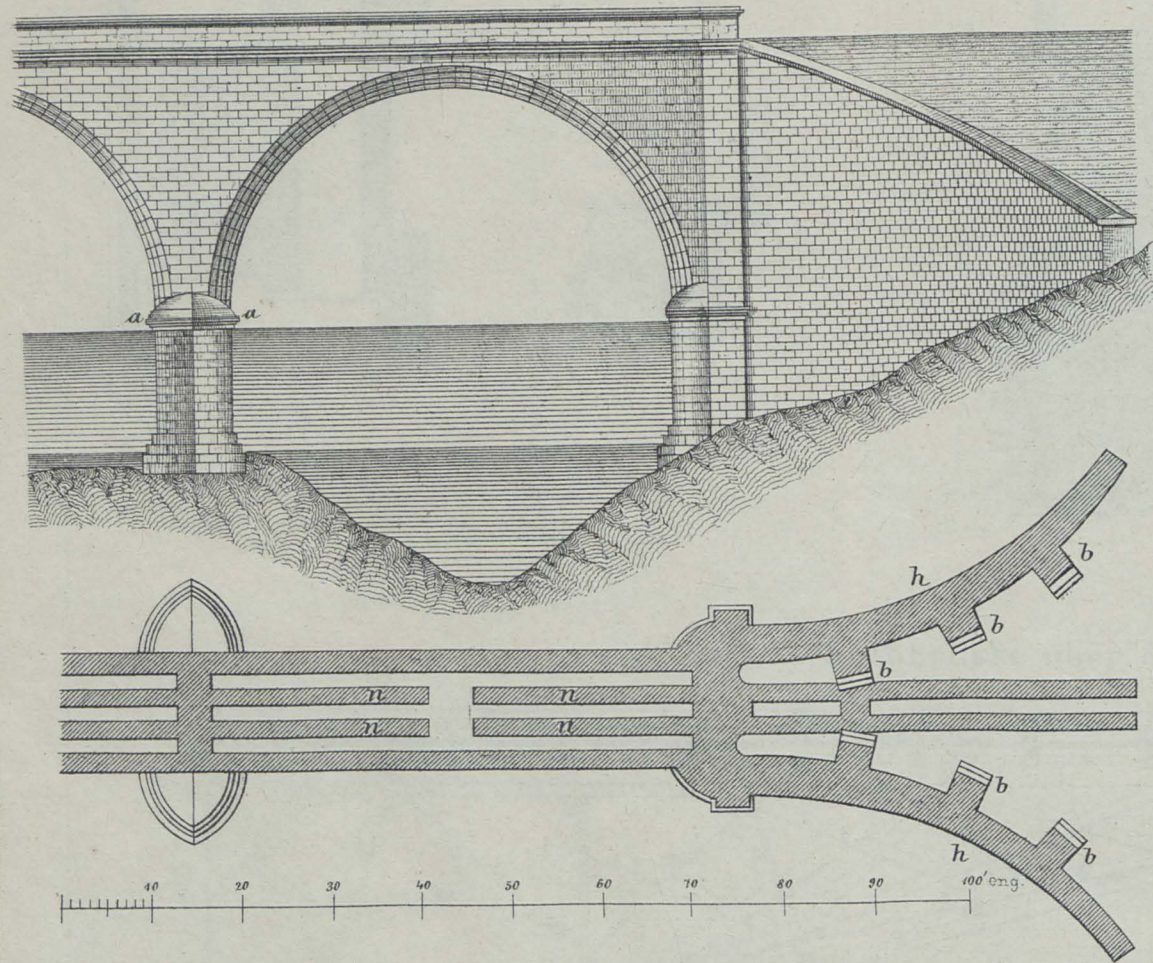


Fig.3. Franz-Josef-Brücke über die Etsch in Verona.

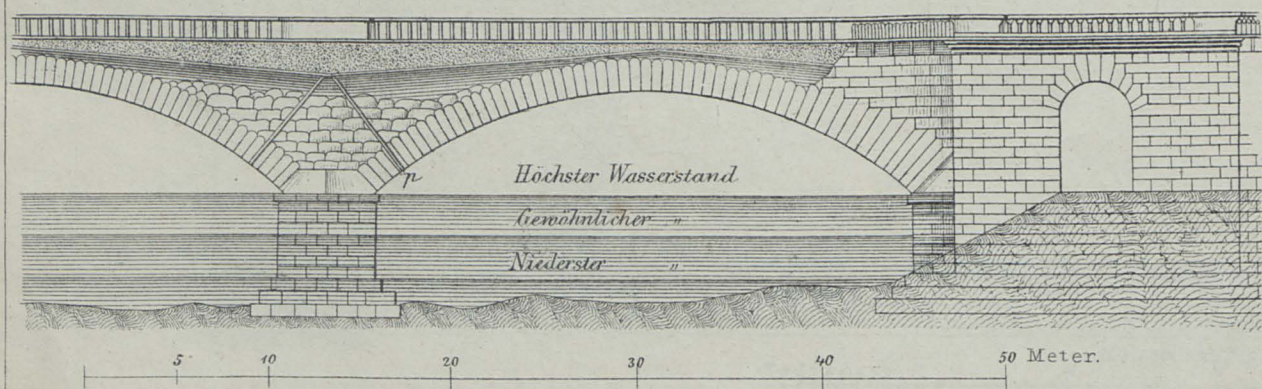
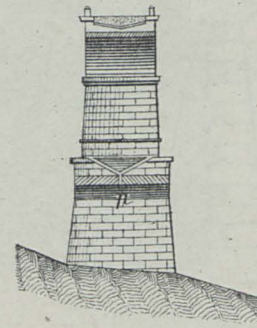


Fig.2.a



Semmering.
Fig.2. Viaduct über den Wagnergraben.

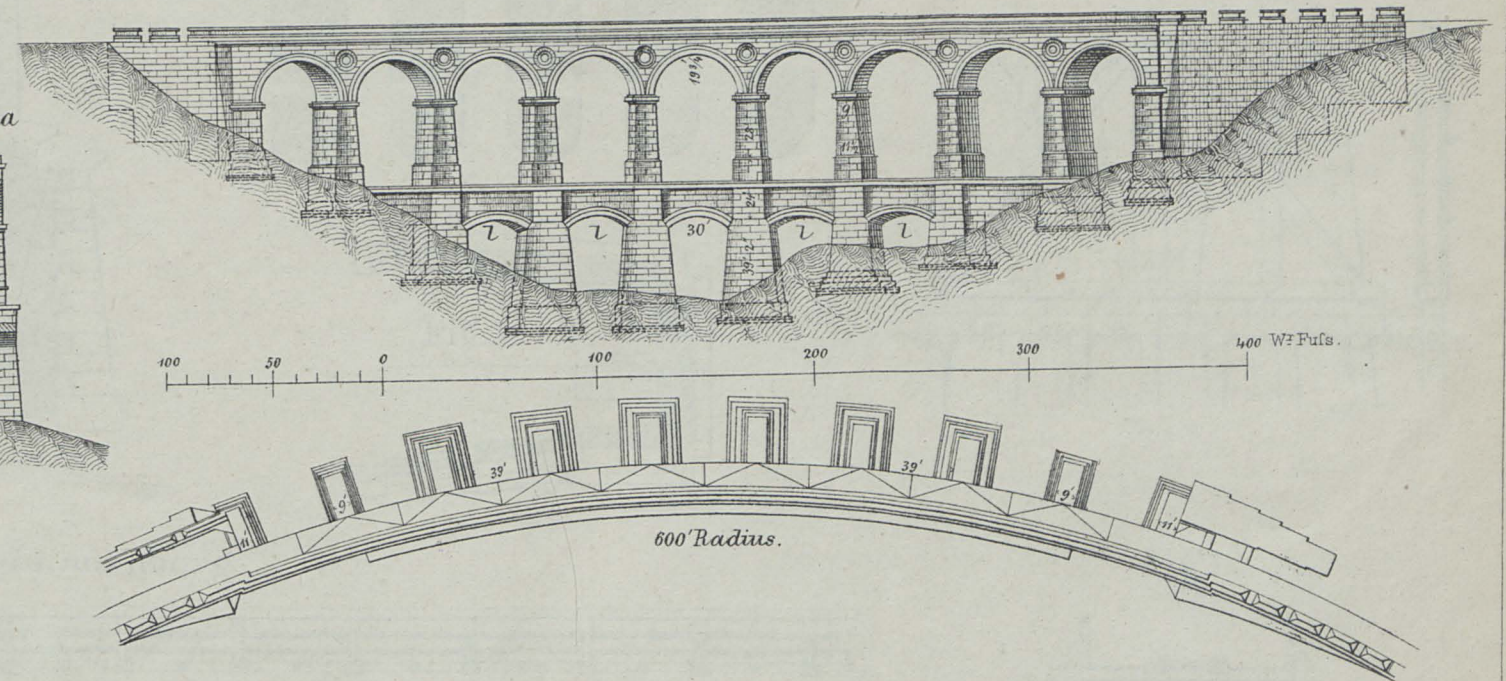


Fig.5.

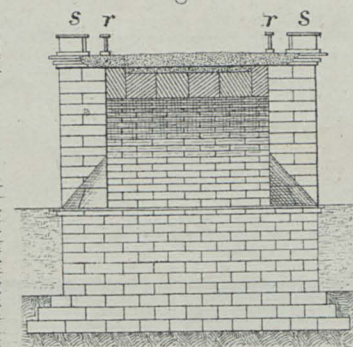
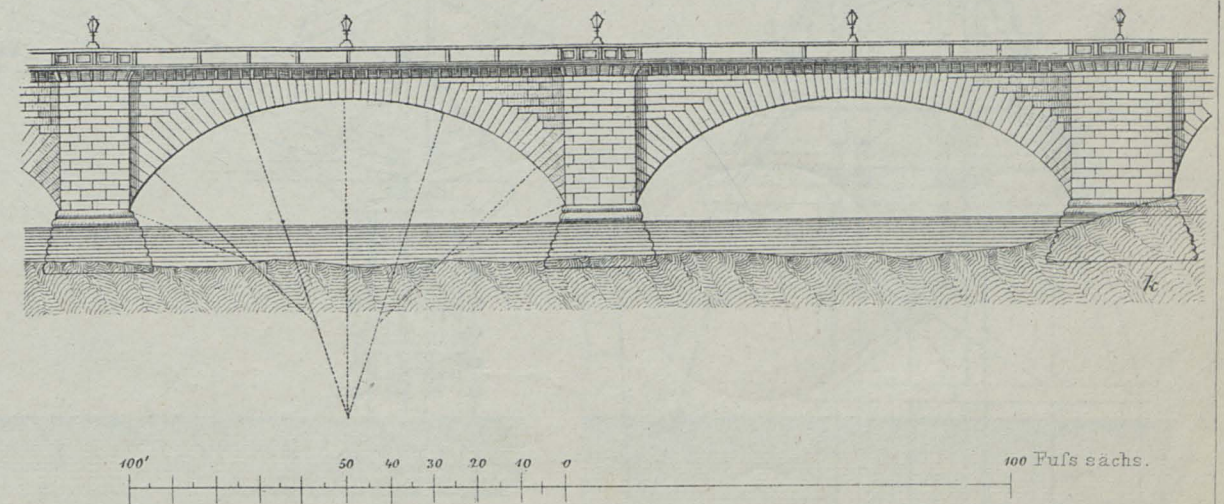


Fig.4. Marienbrücke in Dresden.



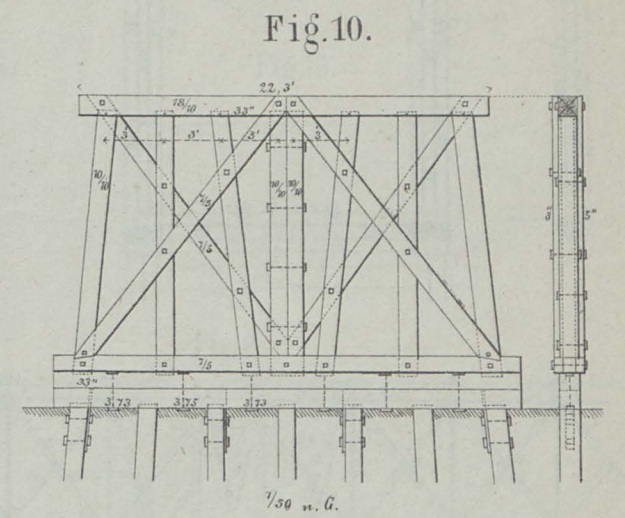
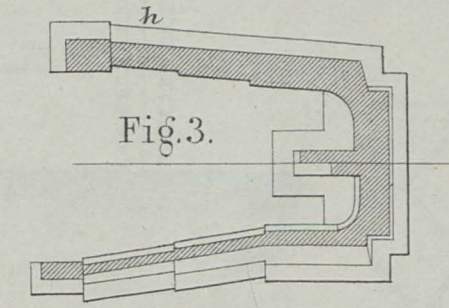
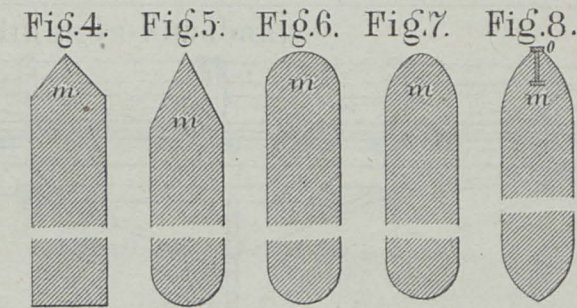
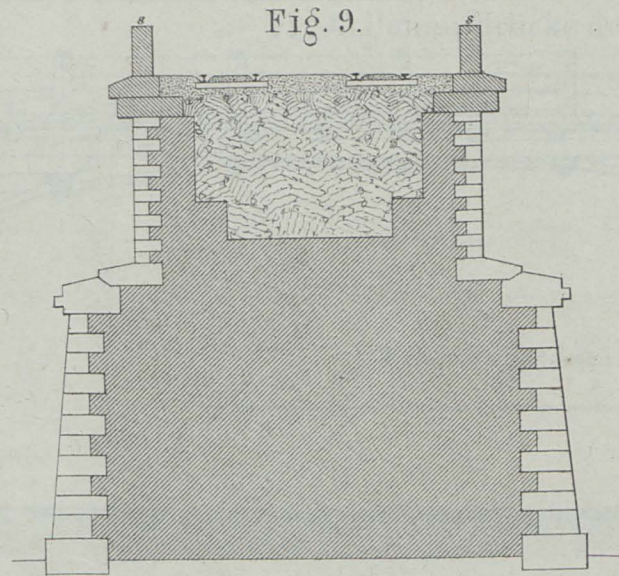
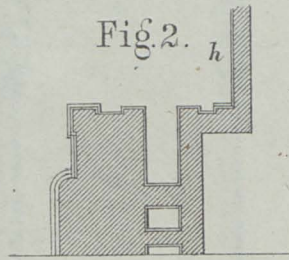
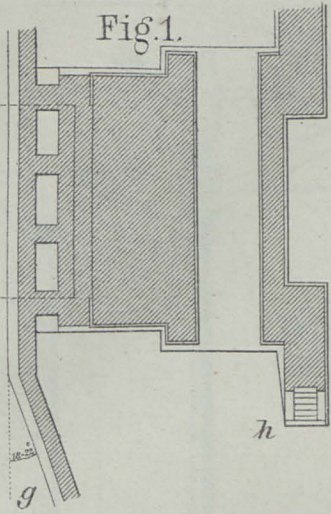
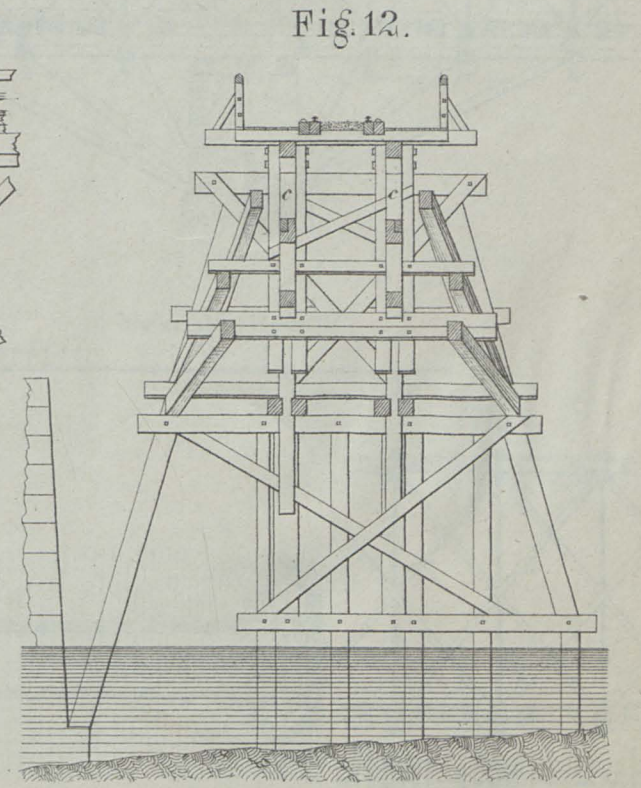
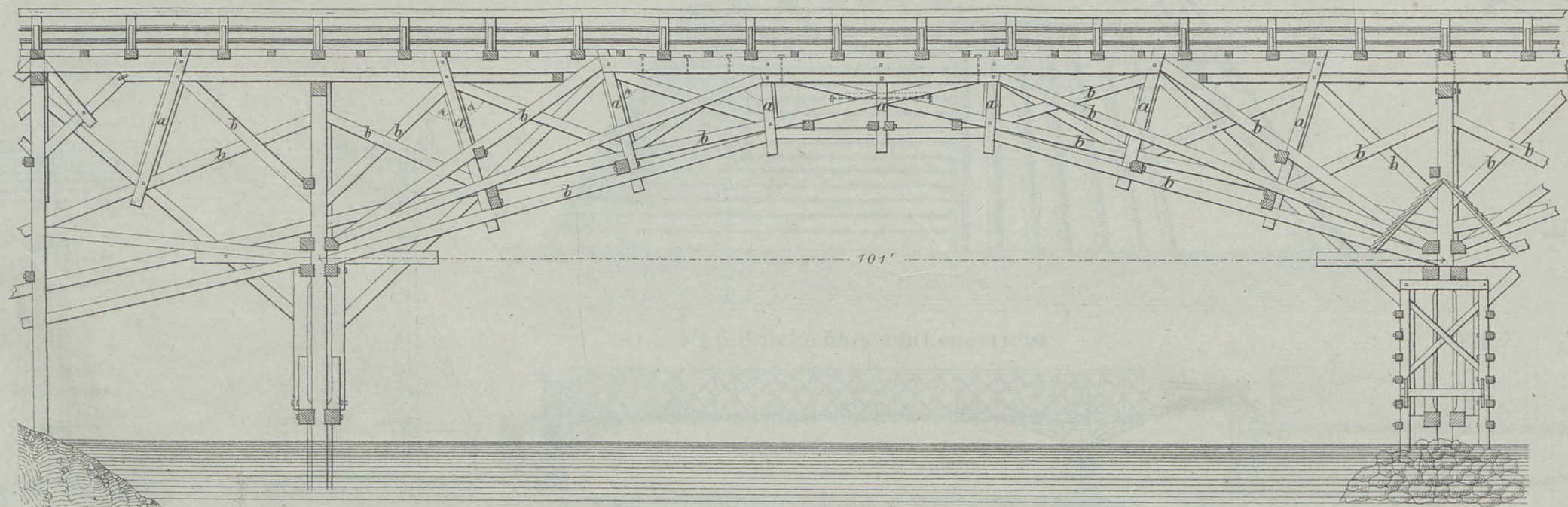


Fig. 11.
Nothbrücke über den Nekar bei Ladenburg.



Mafsstab zu Fig. 11 und 12.
10 9 8 7 6 5 4 3 2 1 0 10 20 30 40 50 Bad. Fufs.

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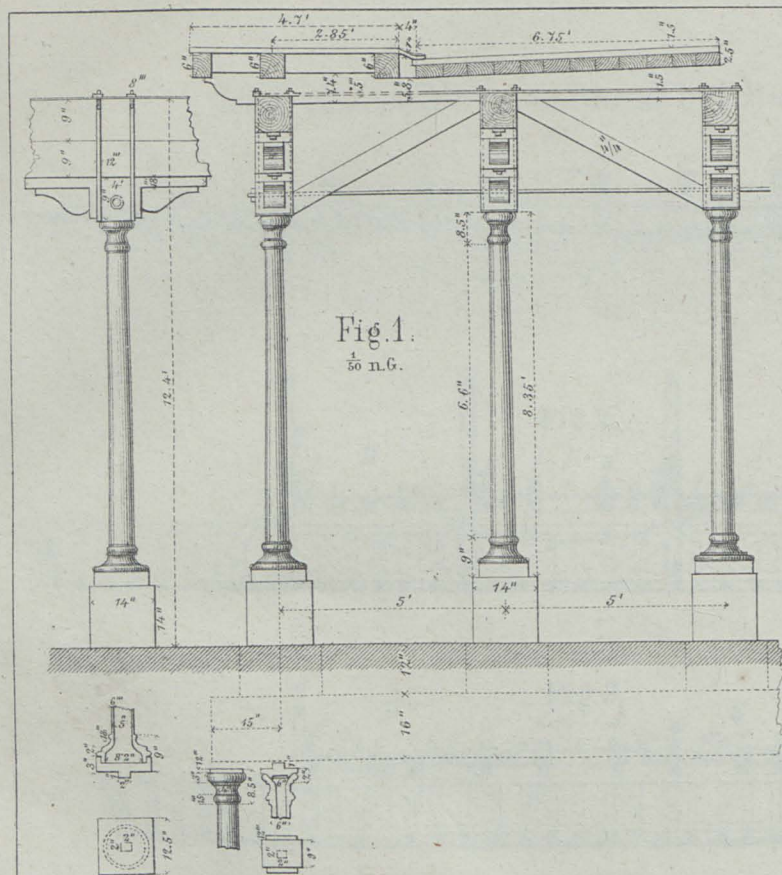


Fig. 1.
1/50 n.G.

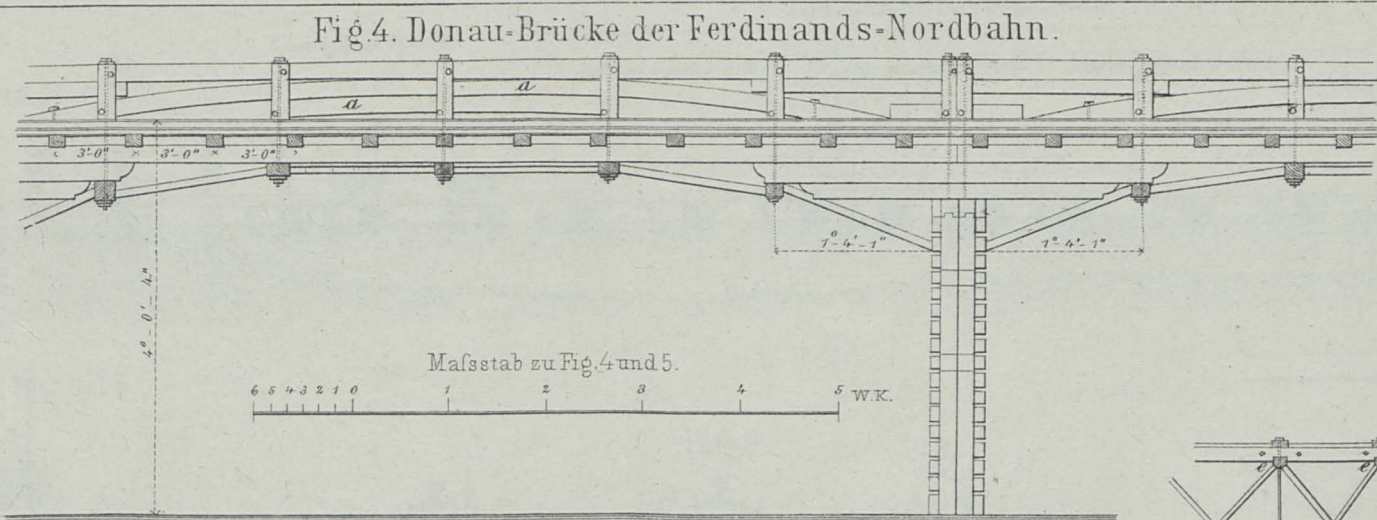


Fig. 4. Donau-Brücke der Ferdinands-Nordbahn.

Mafsstab zu Fig. 4 und 5.

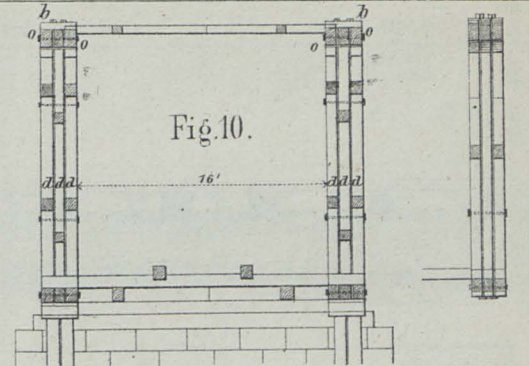
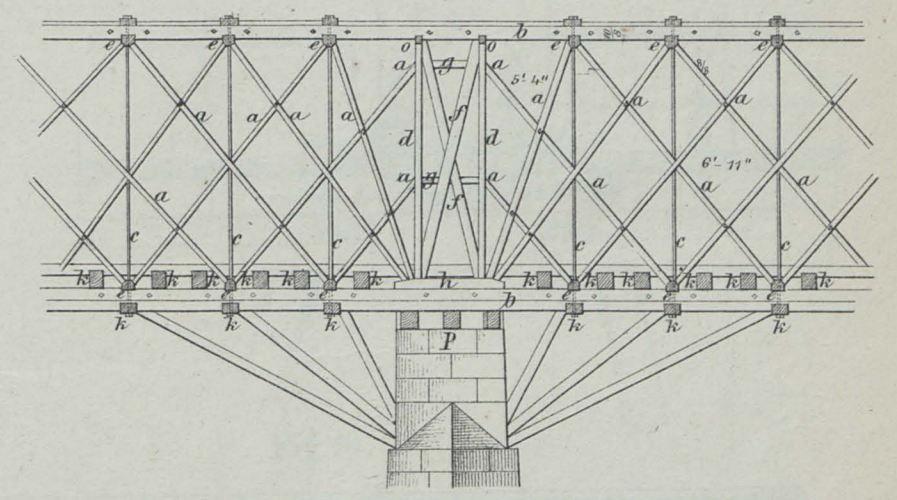


Fig. 10.

Fig. 8.



Mafsstab zu Fig. 8-10.

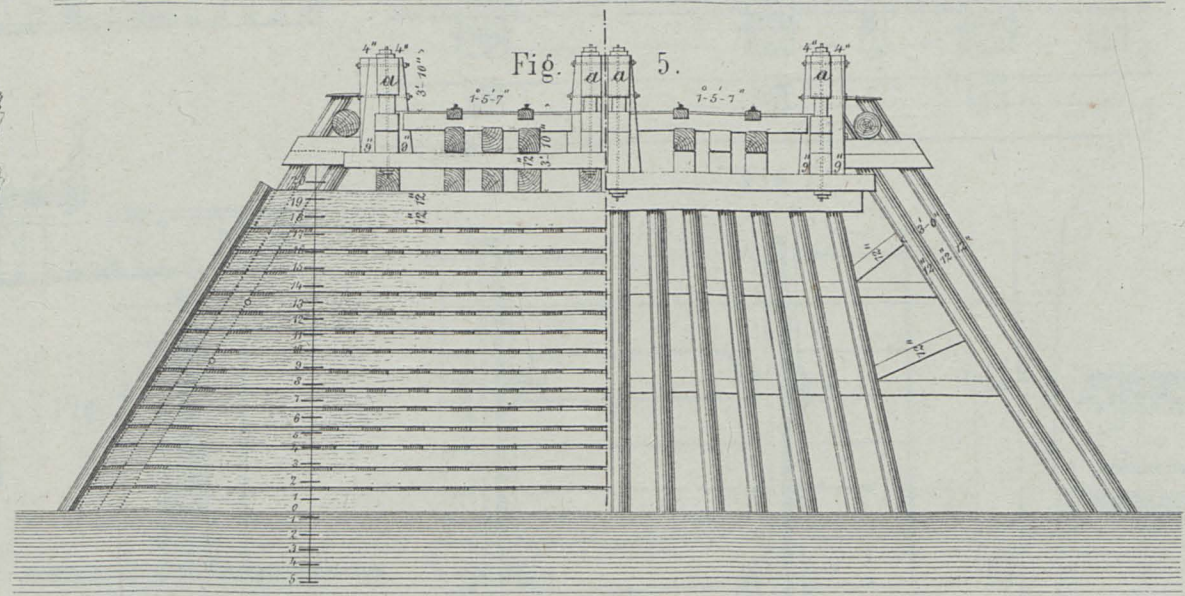


Fig. 5.

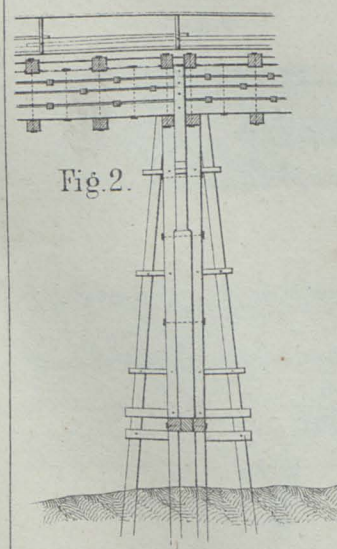


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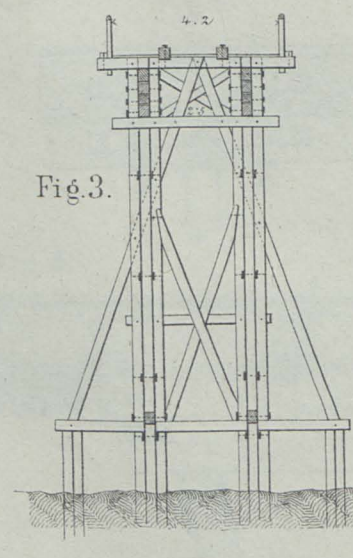


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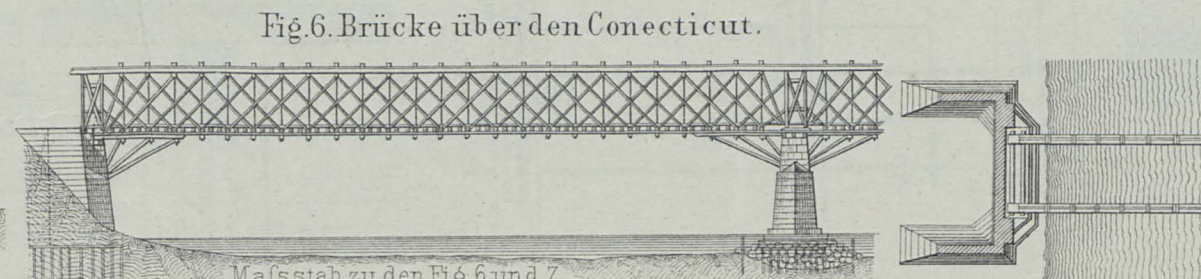


Fig. 6. Brücke über den Connecticut.

Mafsstab zu den Fig. 6 und 7.

Fig. 7.

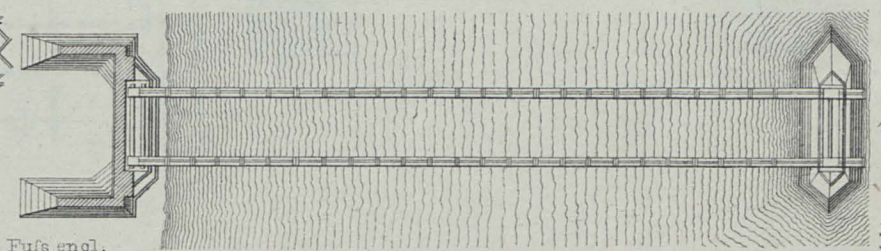
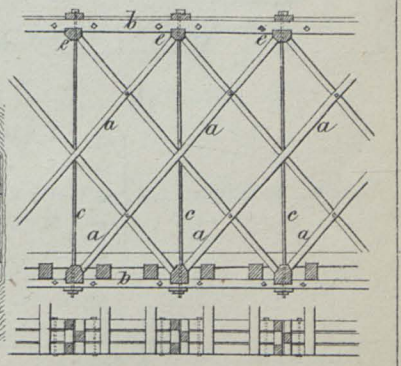


Fig. 9.



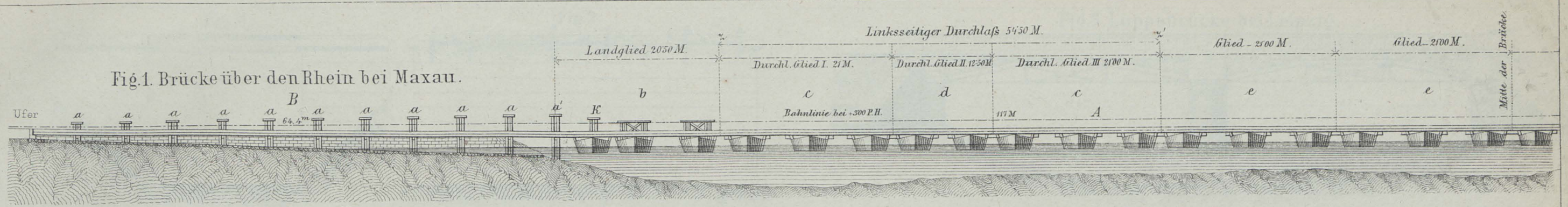


Fig. 1. Brücke über den Rhein bei Maxau.

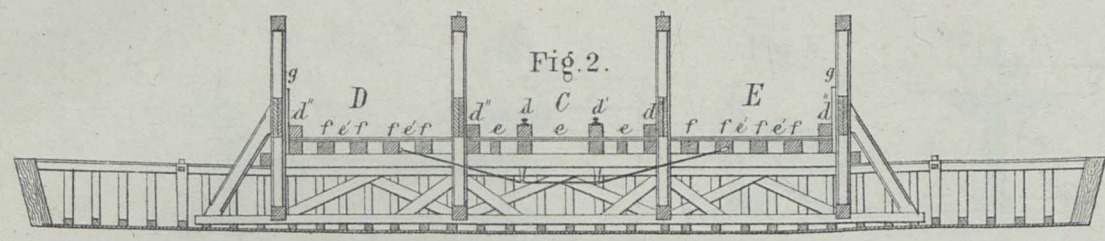


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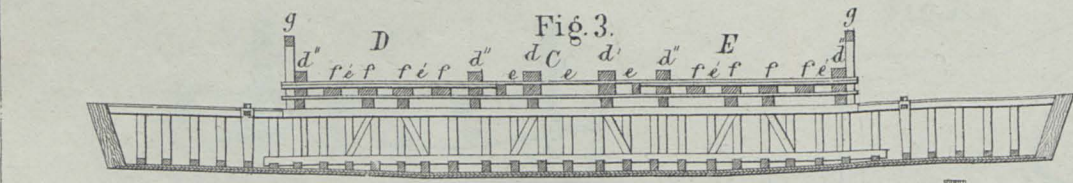


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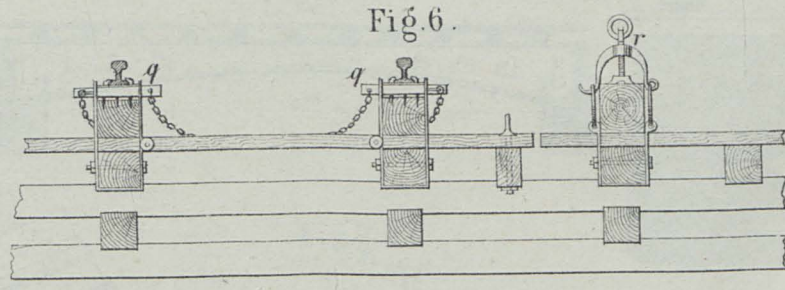


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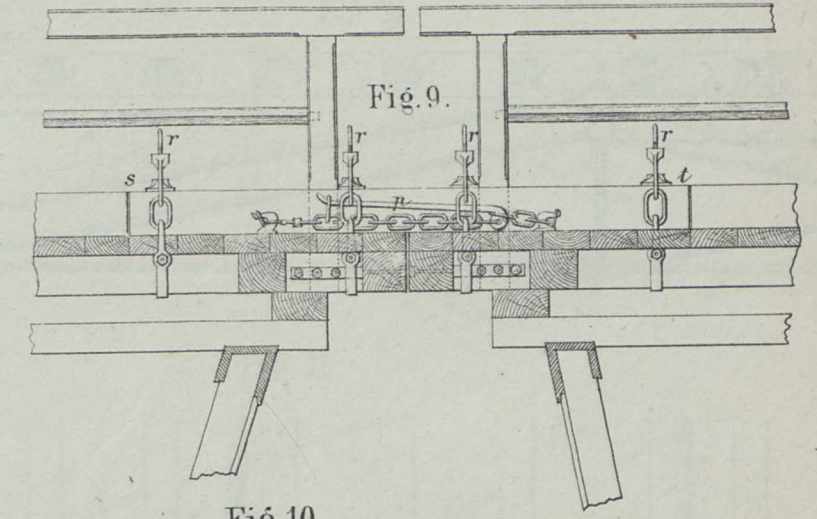


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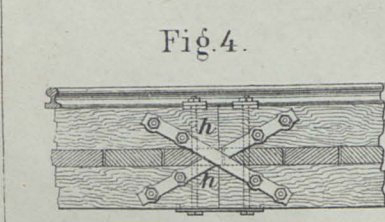


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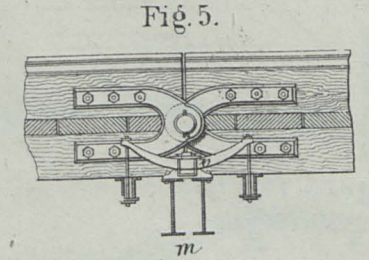


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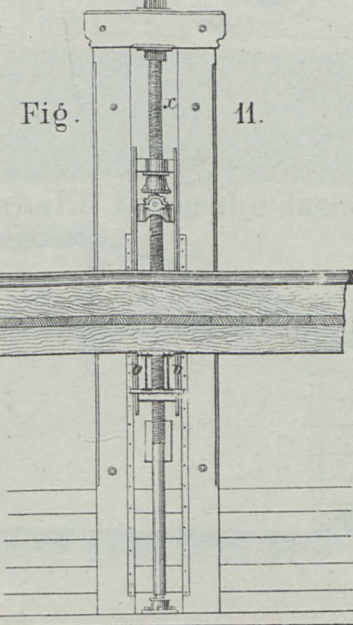


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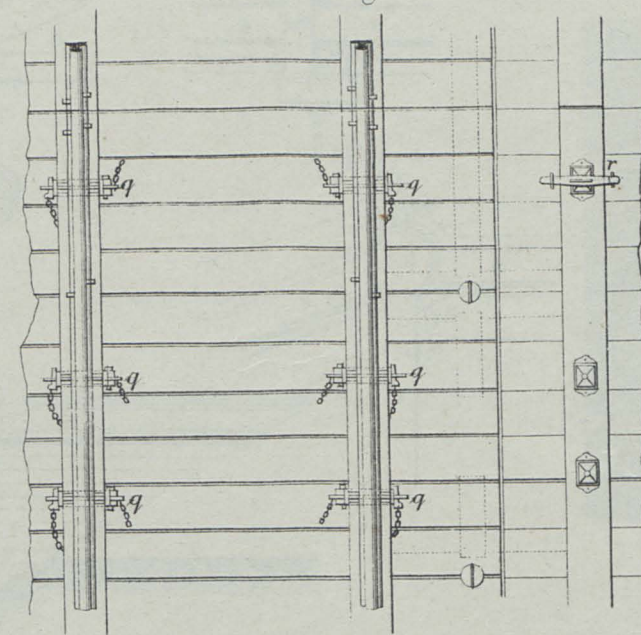


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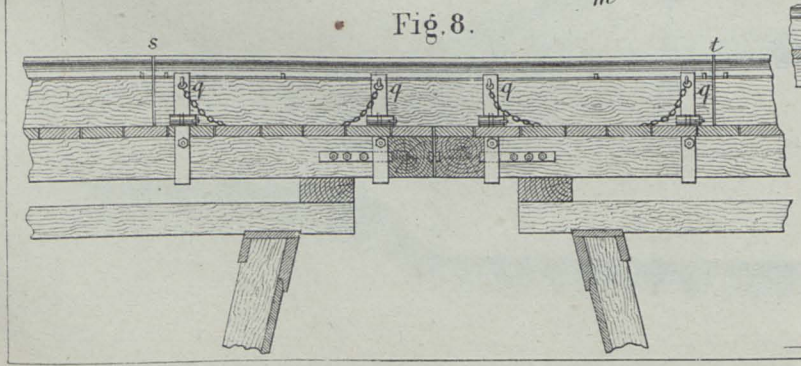


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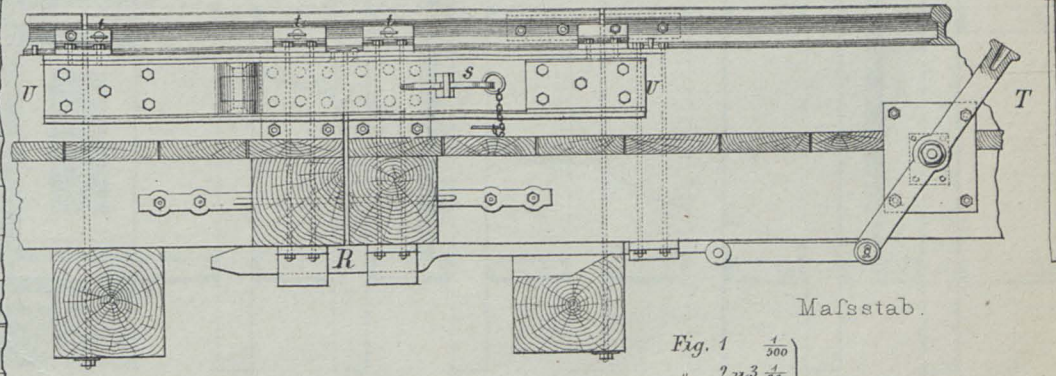


Fig. 10.

Mafsstab.
 Fig. 1 $\frac{1}{500}$
 " 2 u. 3 $\frac{1}{10}$
 " 4 - 9 $\frac{1}{20}$
 " 10 $\frac{1}{10}$
 " 11 $\frac{1}{30}$
 } der natürlichen Größe.

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Fig.9. Luppebrücke bei Leipzig.

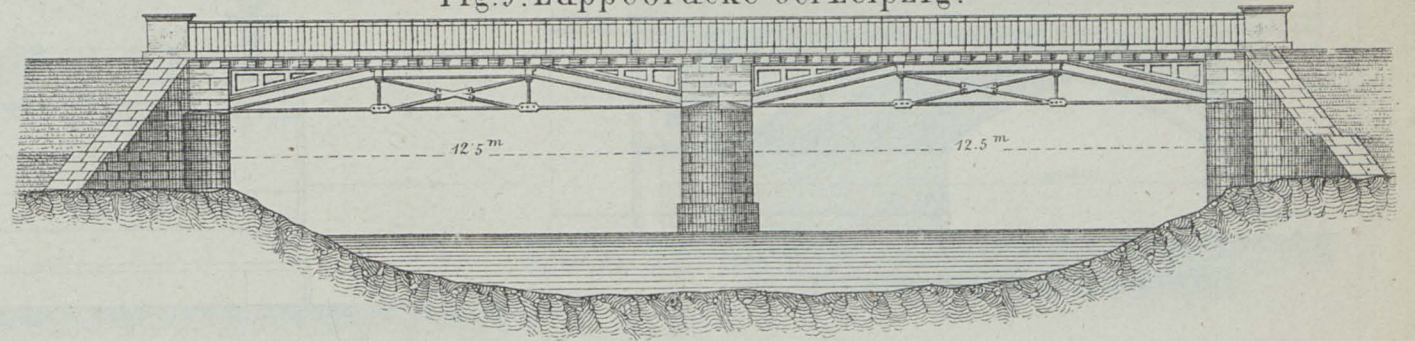


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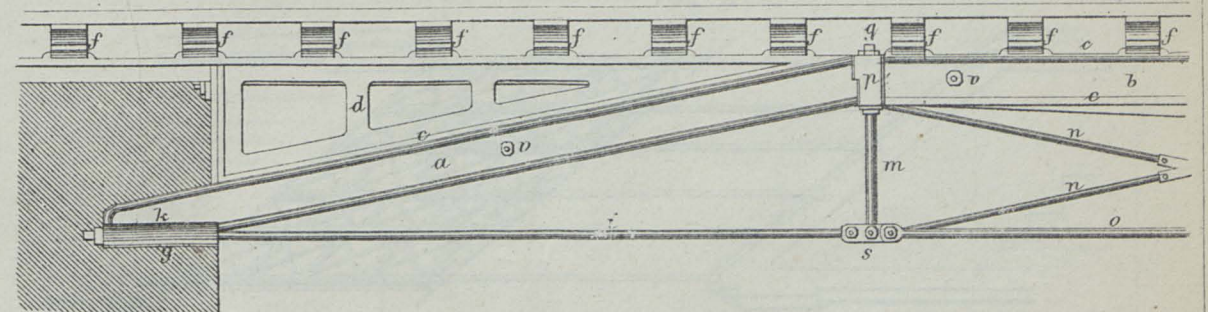
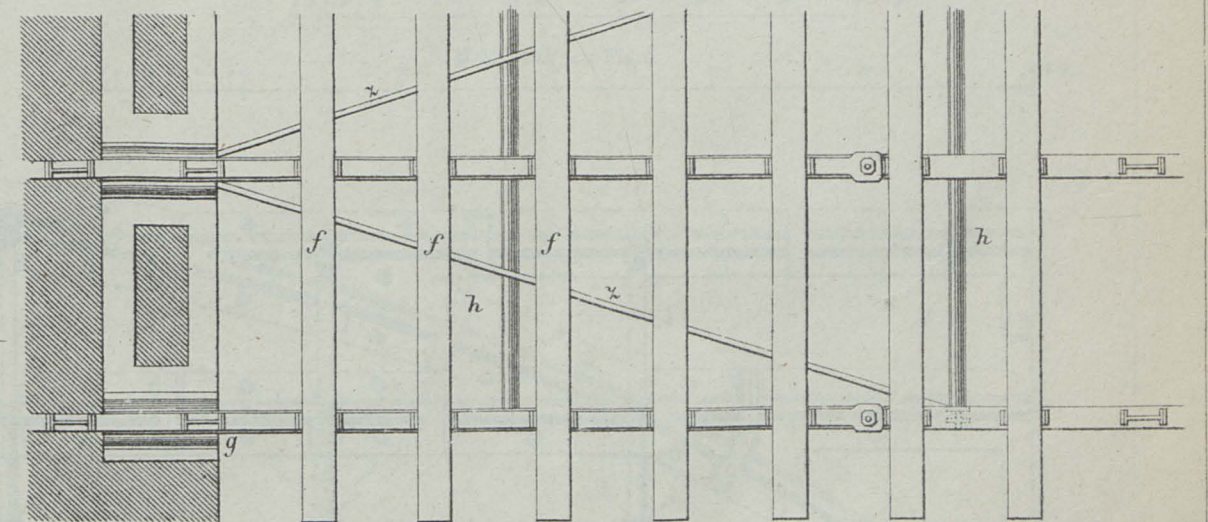
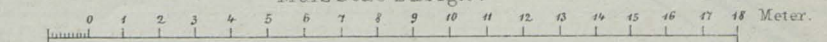


Fig. 11.



Mafsstab zu Fig. 9.



Mafsstab zu Fig. 10 u. 11.

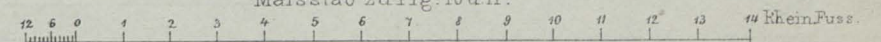


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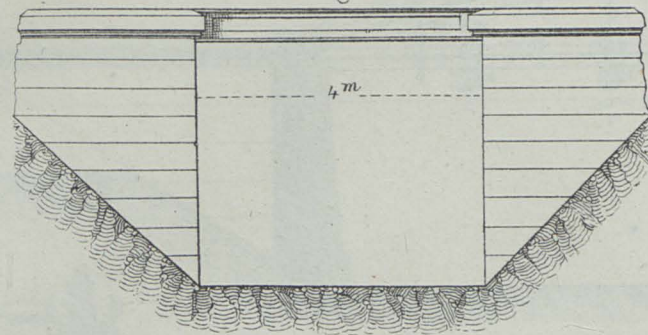


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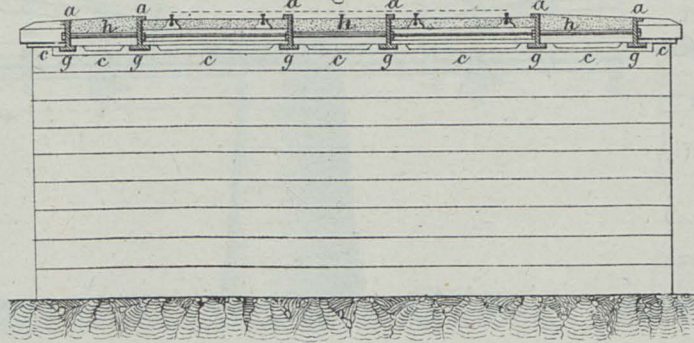


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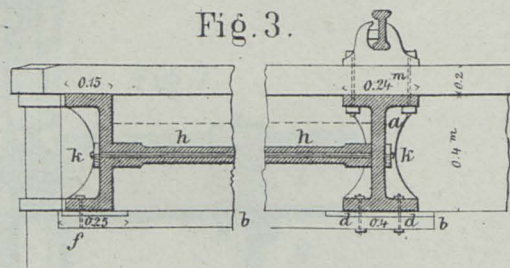


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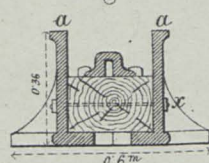


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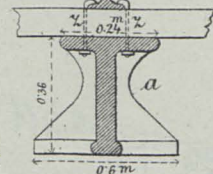


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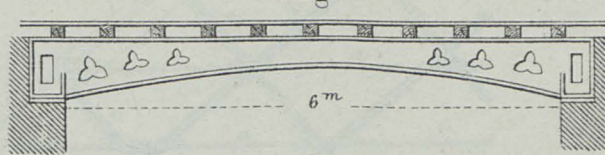


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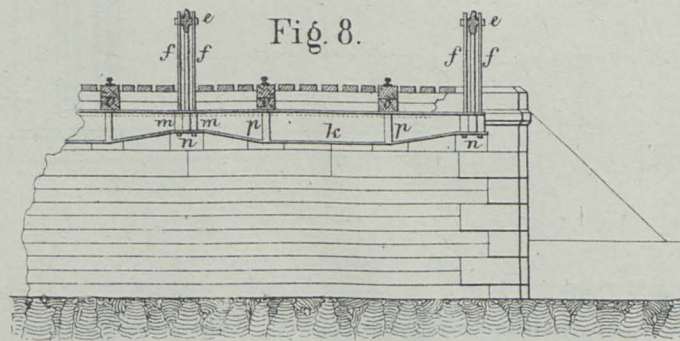


Fig. 7. c.

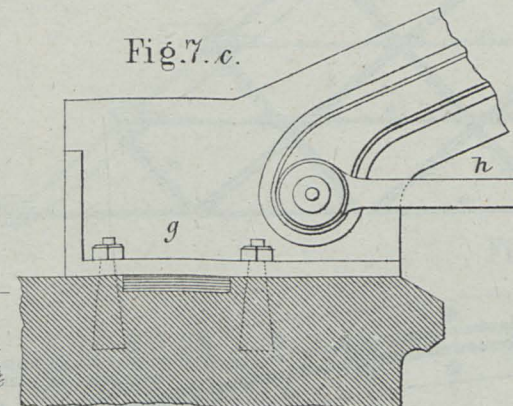


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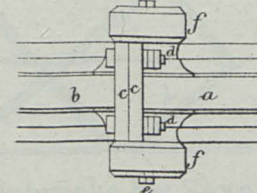


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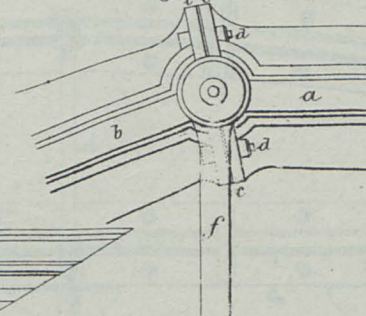
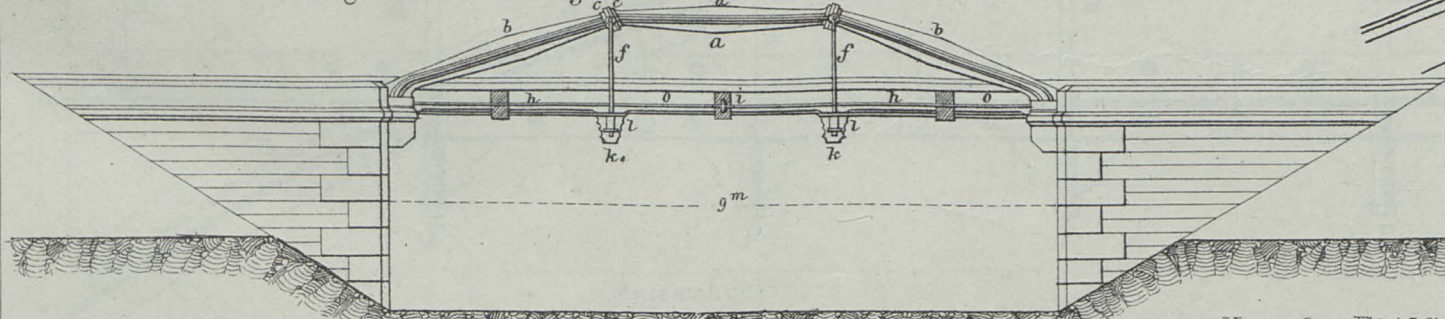
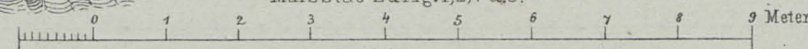
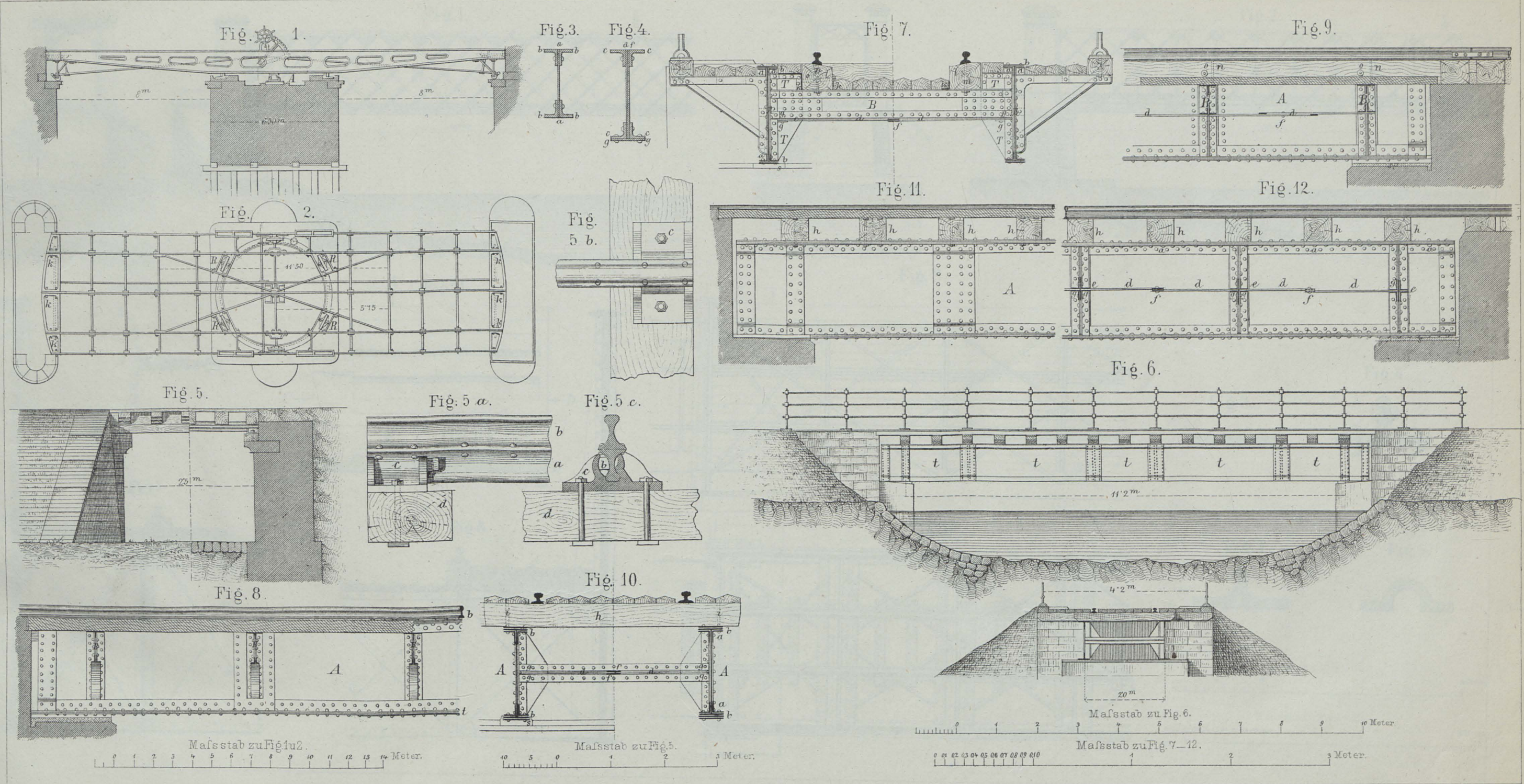


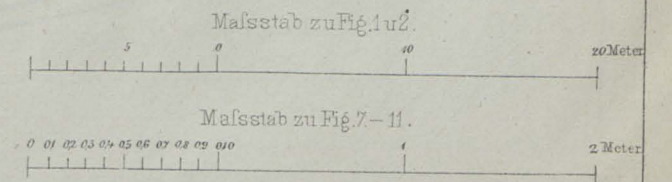
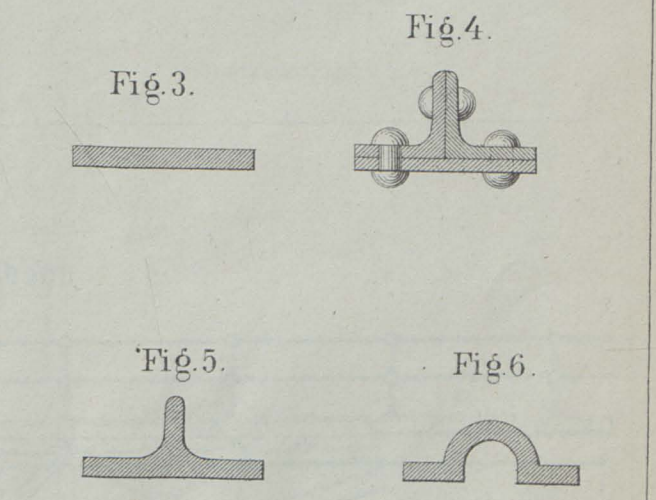
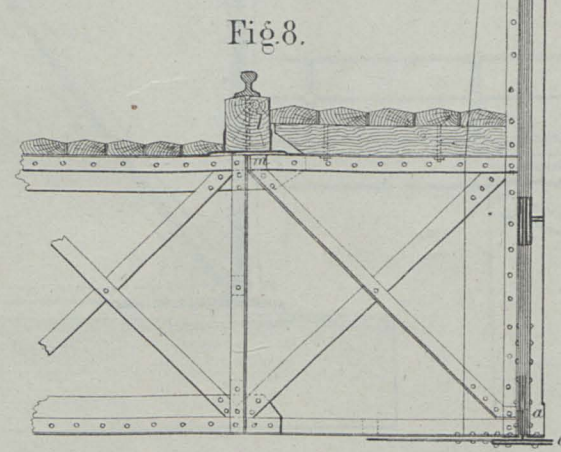
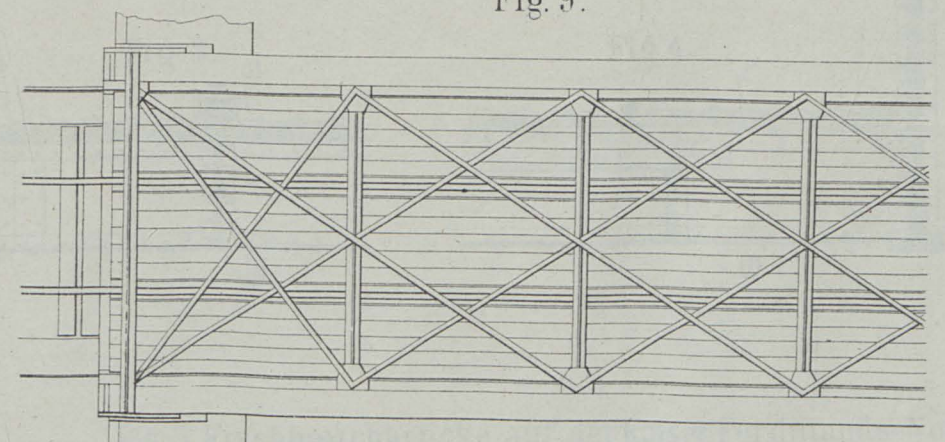
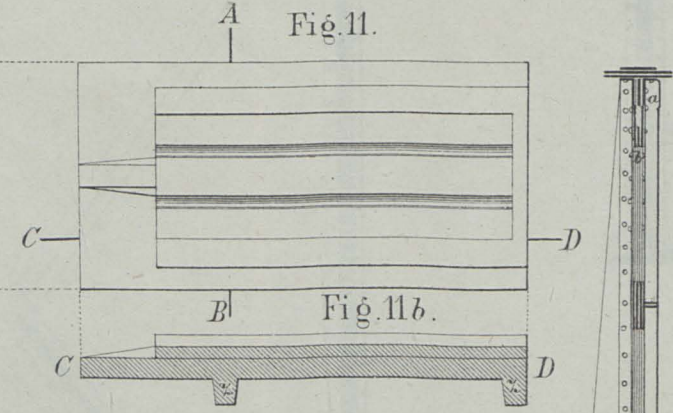
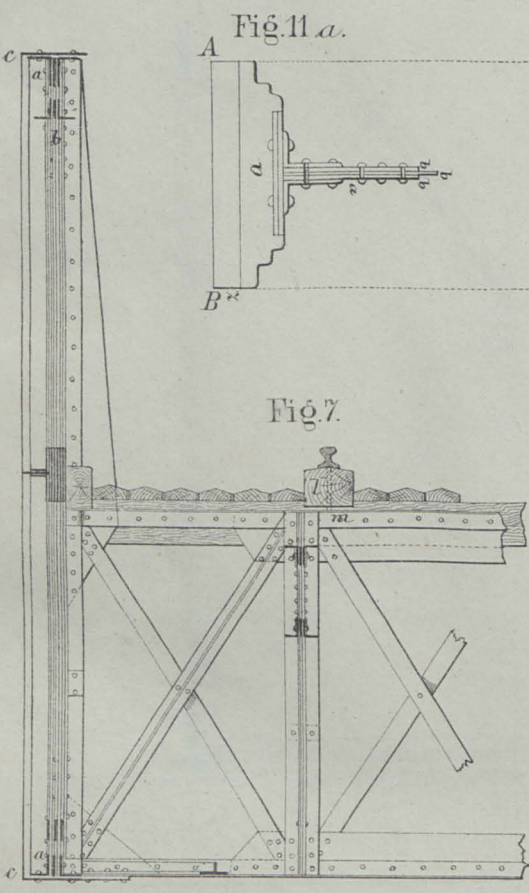
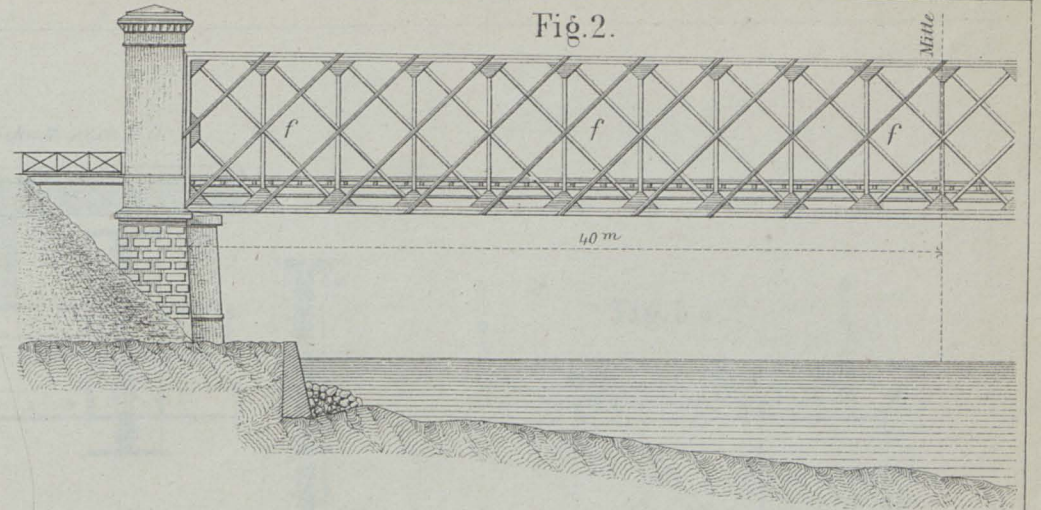
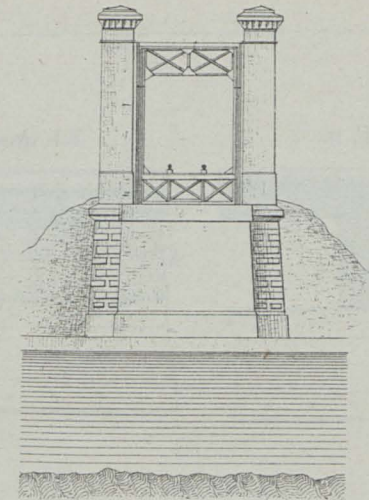
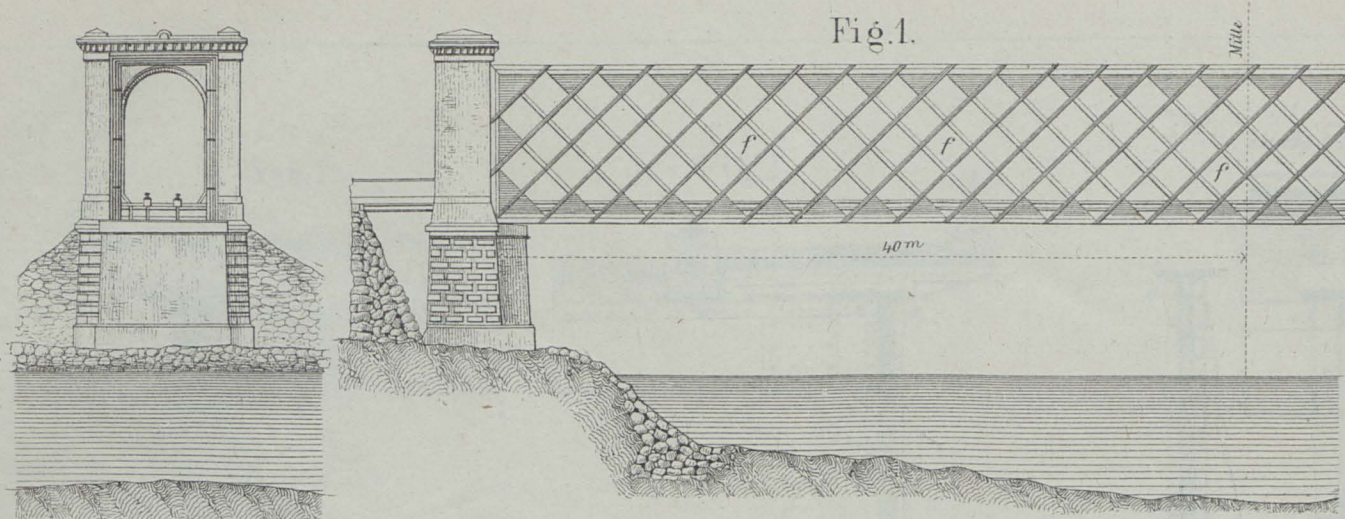
Fig. 7. Brücke auf der Eisenbahn Karlsruhe-Rastatt.



Mafsstab zu Fig. 1, 2, 7 u. 8.

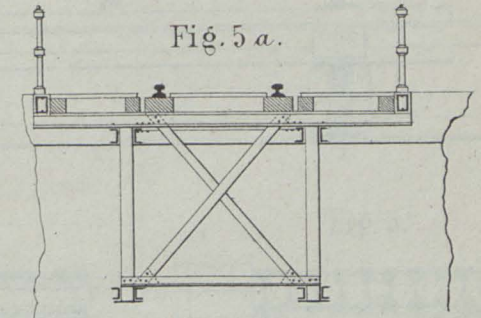
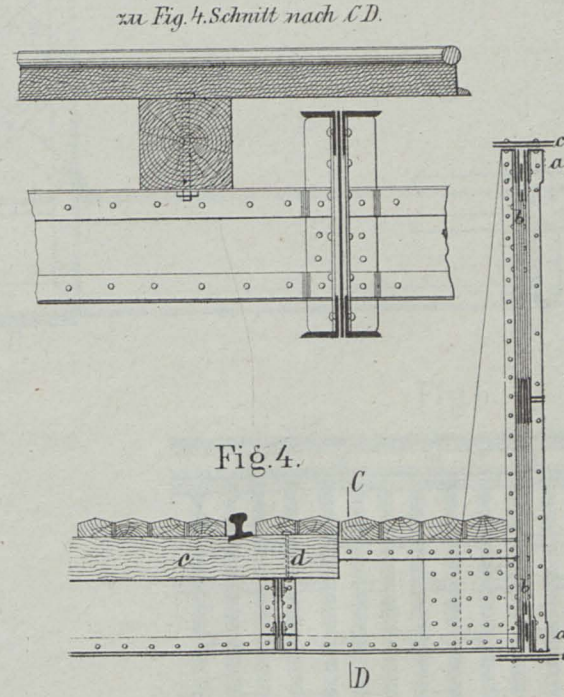
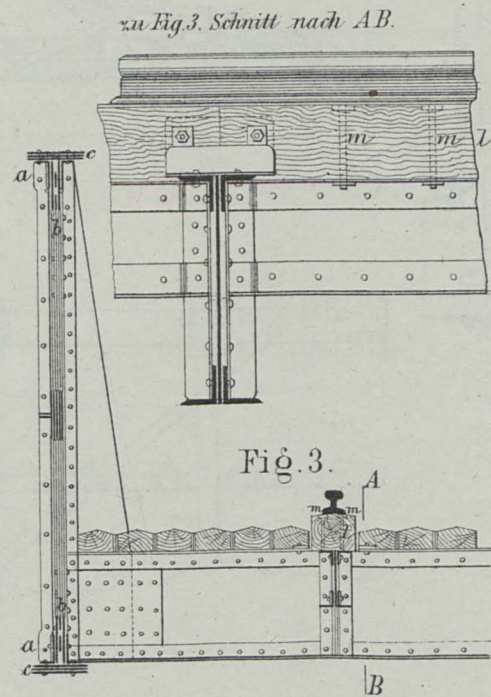
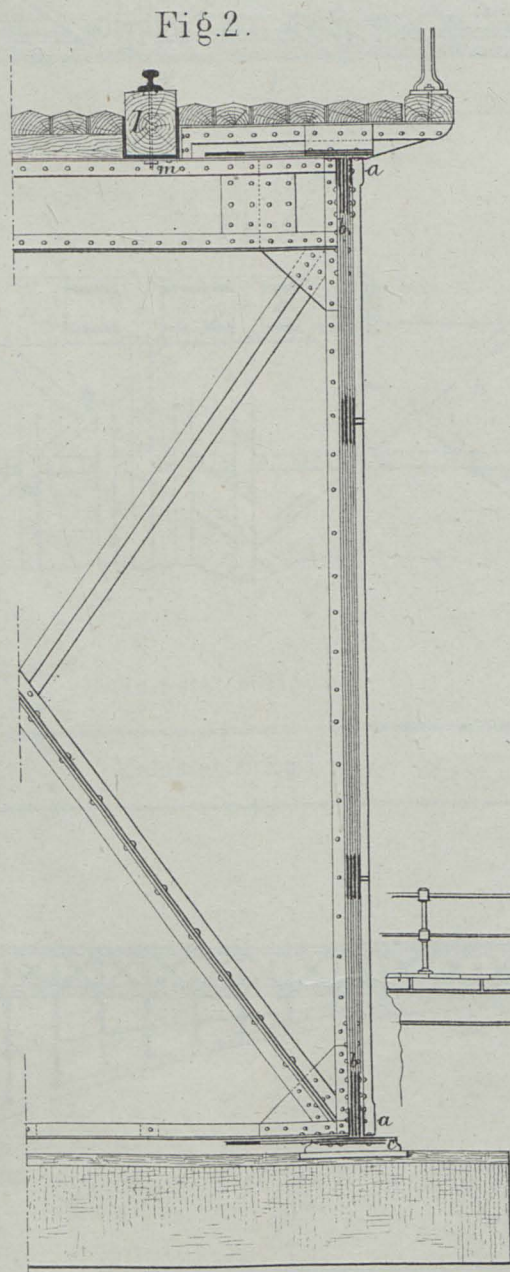
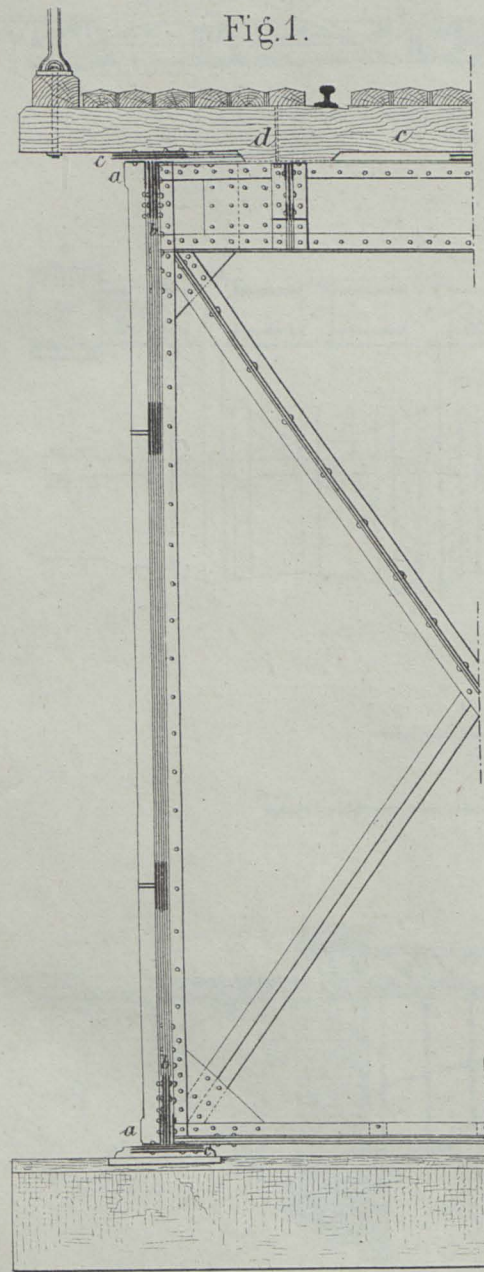






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Maßstab zu Fig. 5 u 5 a.

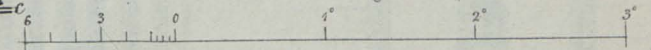
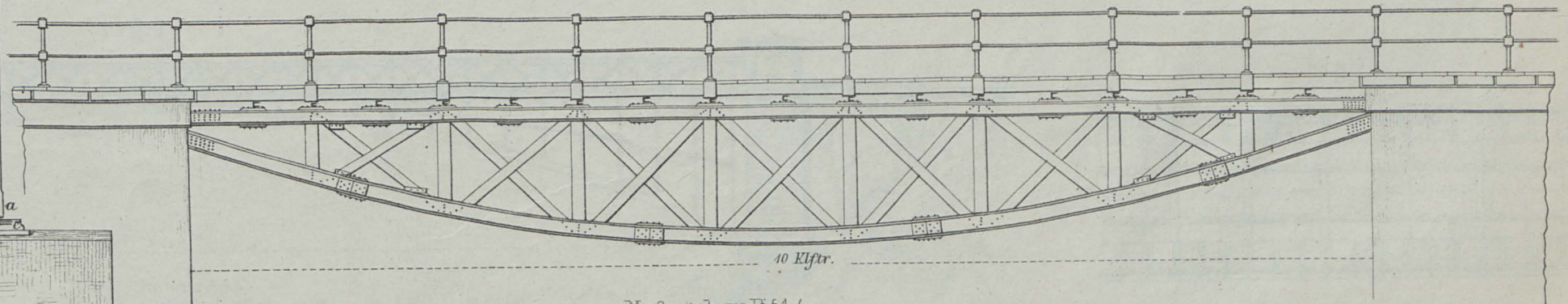
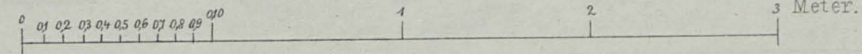


Fig. 5. Fischbauchbrücke auf der Kaiser Ferdinands-Nordbahn.



Maßstab zu Fig. 1-4.



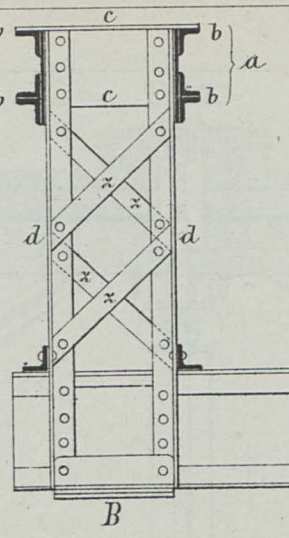
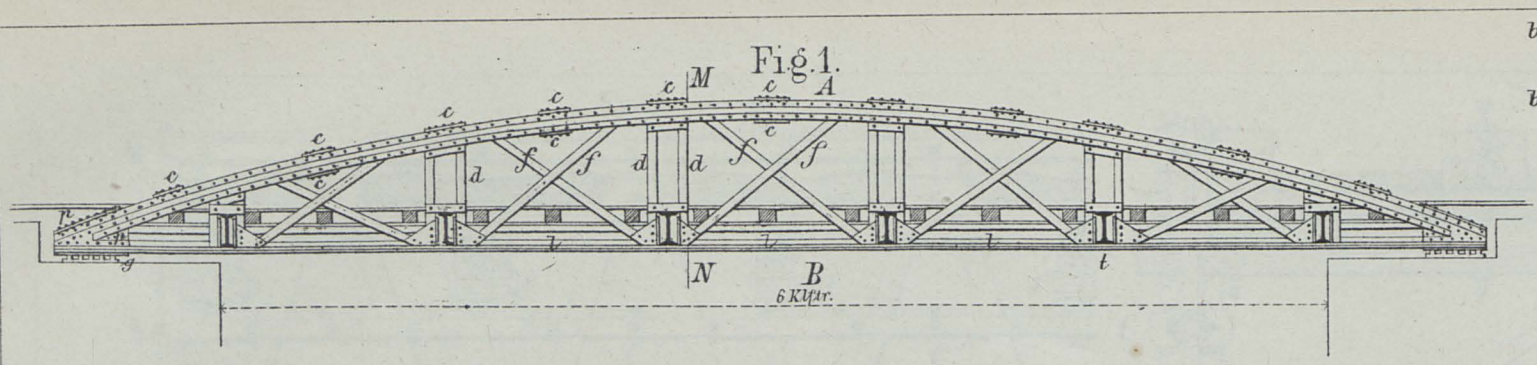


Fig. 3.
Schnitt MN.

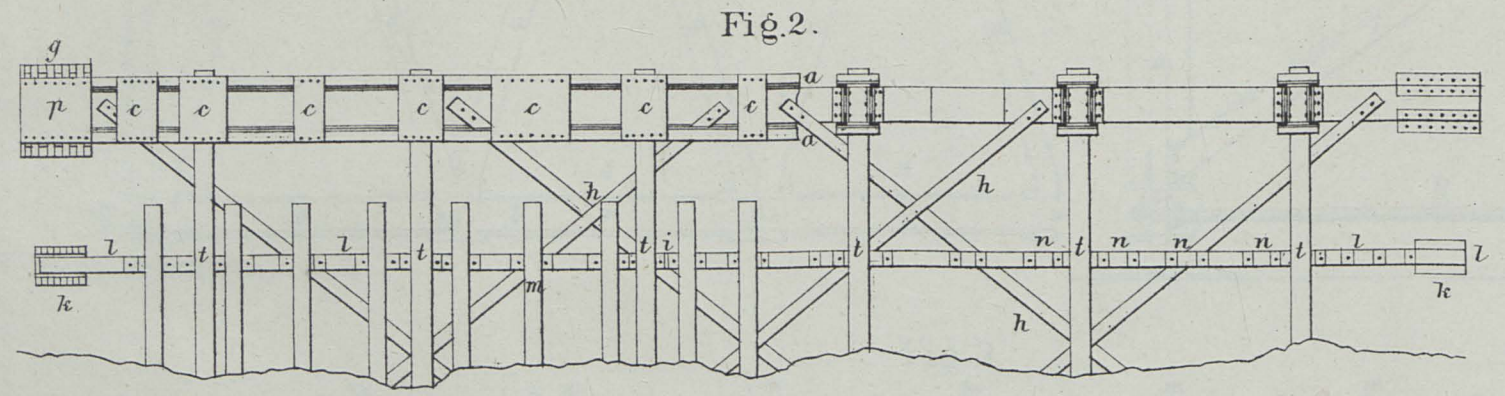
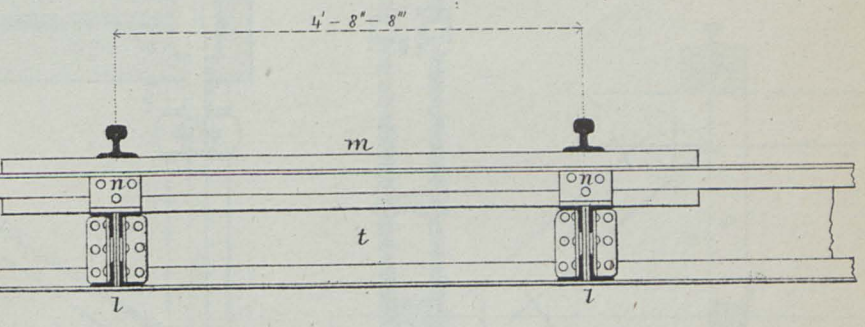


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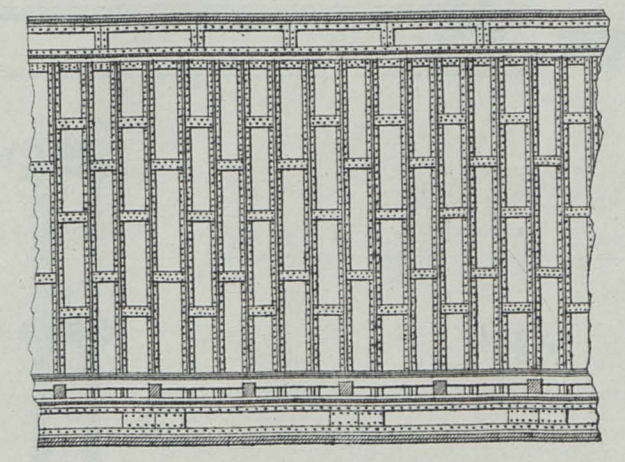


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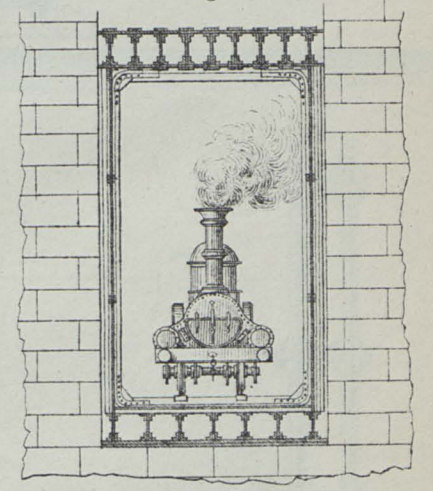


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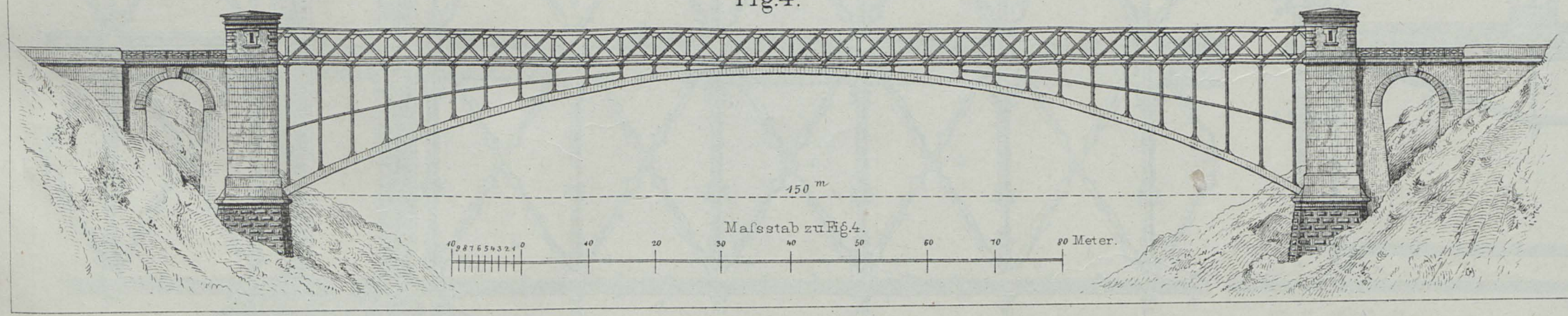
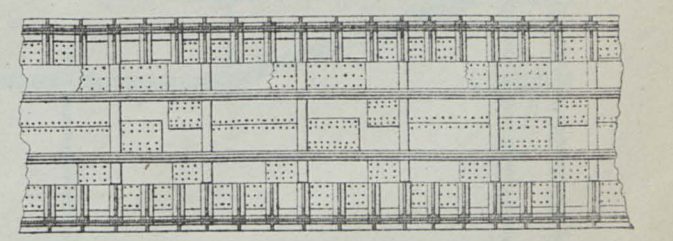


Fig. 7.



Lith. von K. K. & A. Müller-Cunzle 1891.

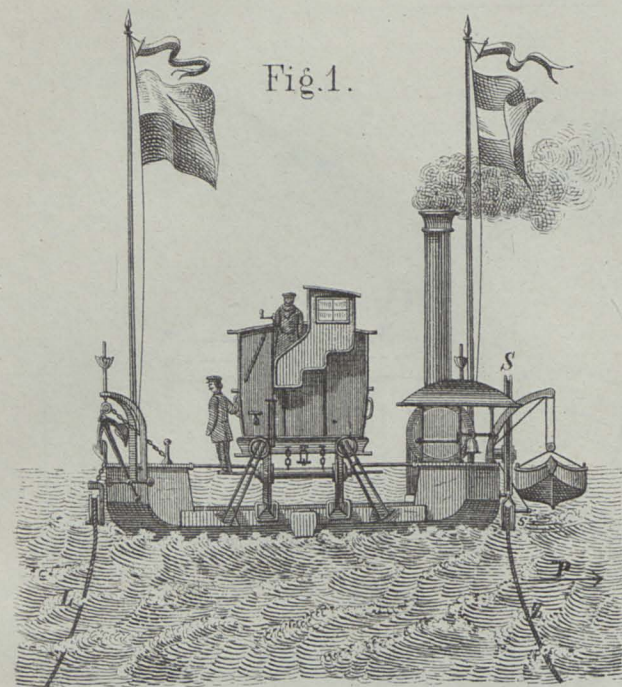


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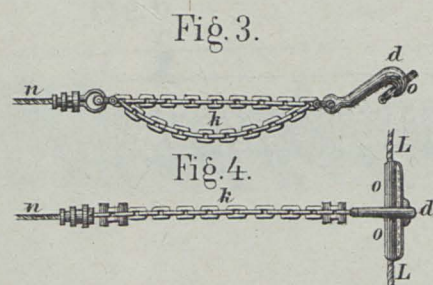


Fig. 3.

Fig. 4.

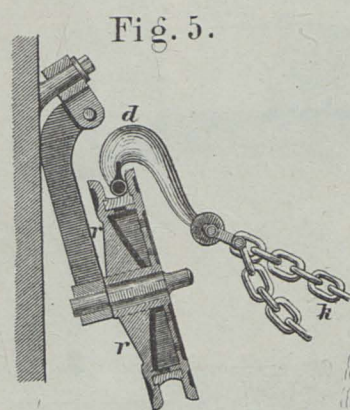


Fig. 5.

Fig. 6. Pressburger Tunnel.

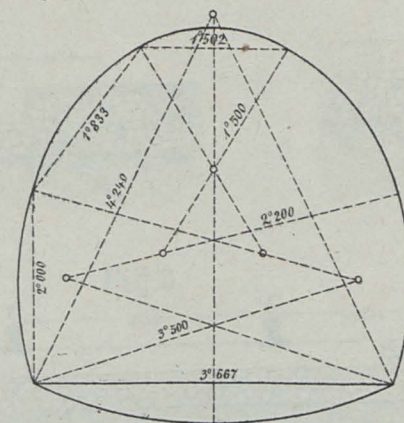


Fig. 7. Semmering-Tunnel.

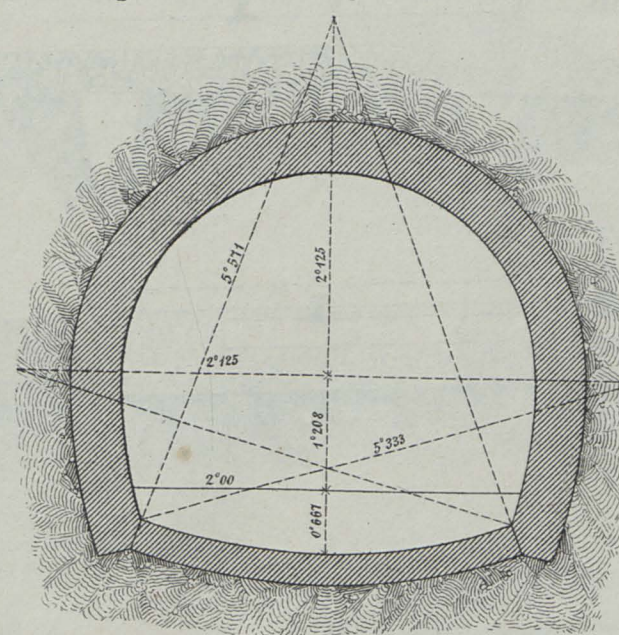


Fig. 12. Normal-Profil des lichten Raumes für die freie Bahn die Bahnhöfe

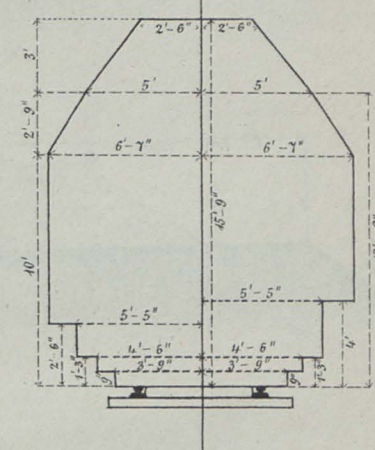


Fig. 9. Triebitzer Tunnel. (Wien-Bodenbach)

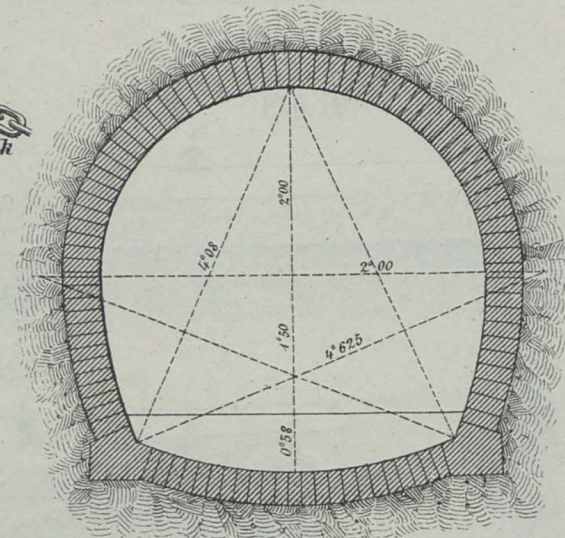


Fig. 8. Karst-Tunnel.

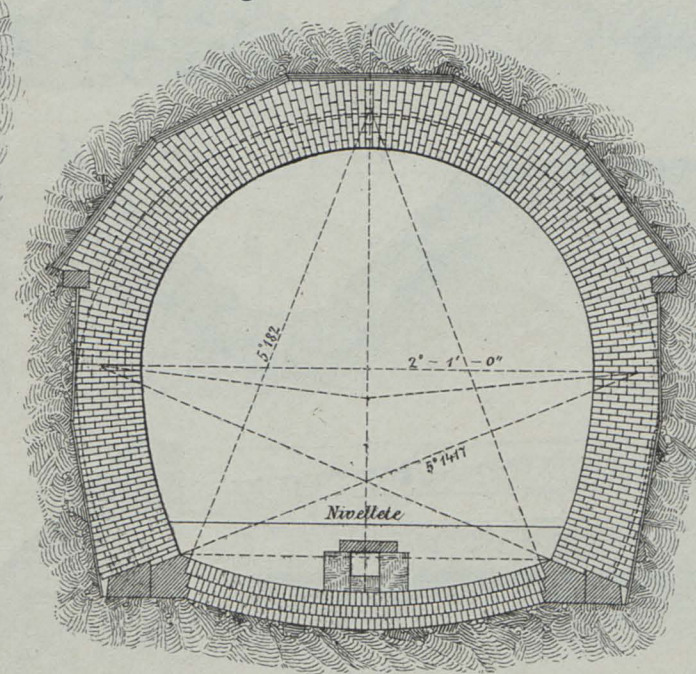


Fig. 10.

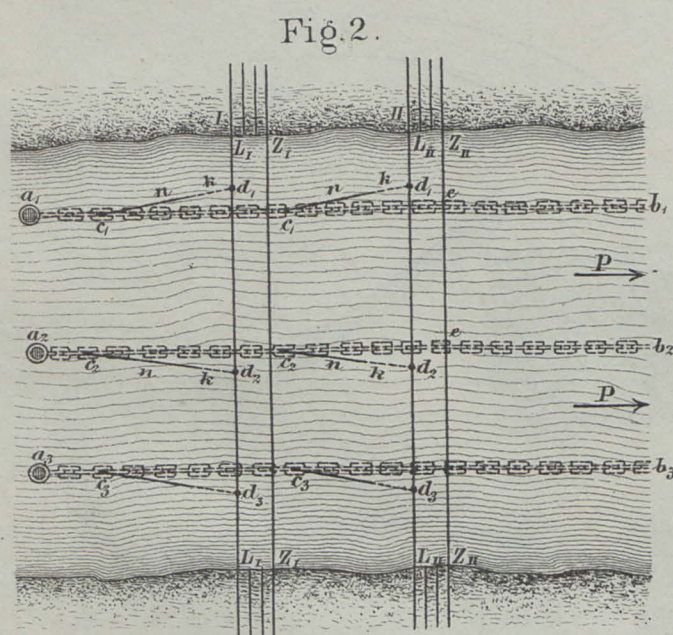
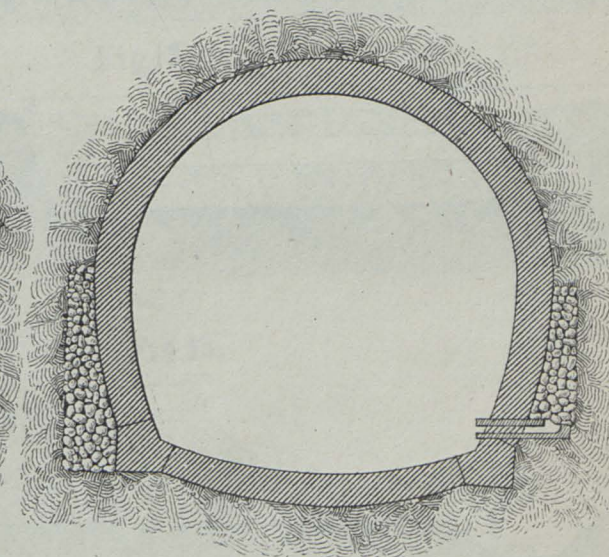
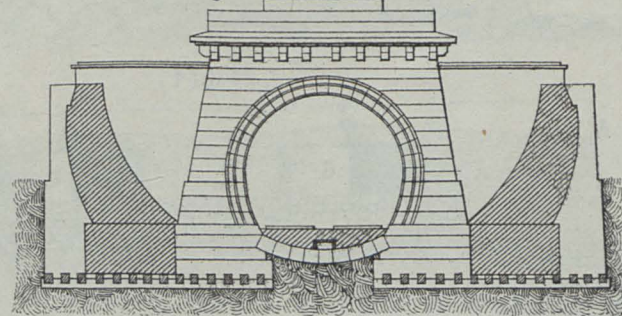
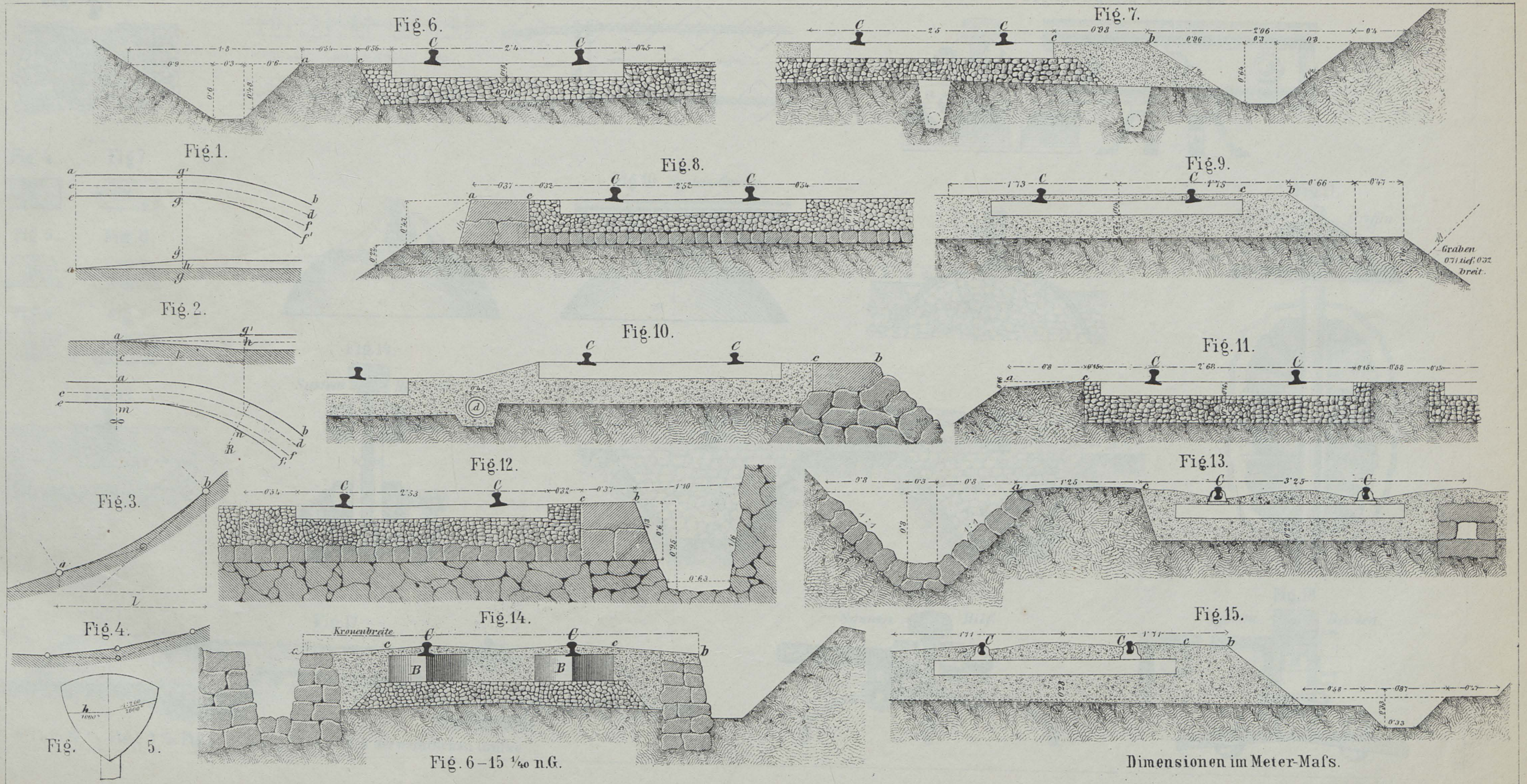


Fig. 2.

Fig. 11. Triebitzer Tunnel.





lith. in k.k. t. & a. Mil.-Comité 1871.



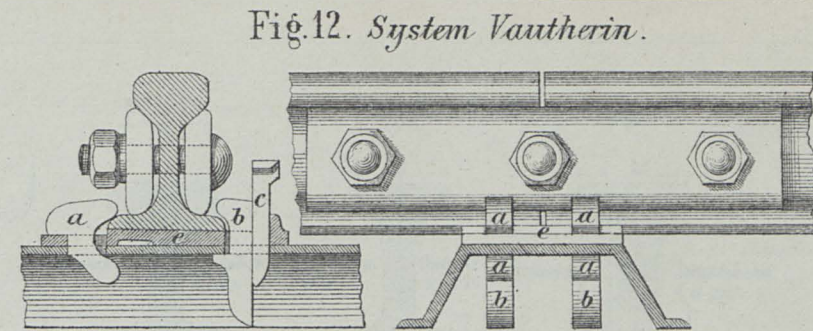
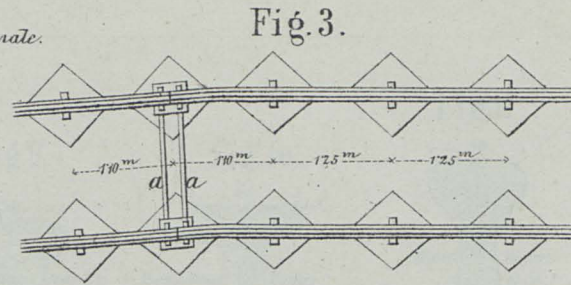
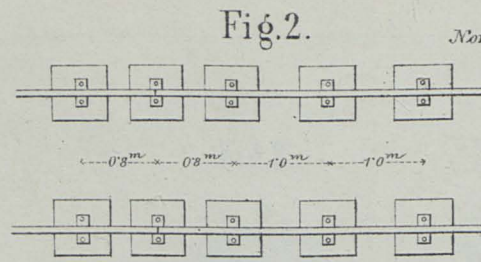
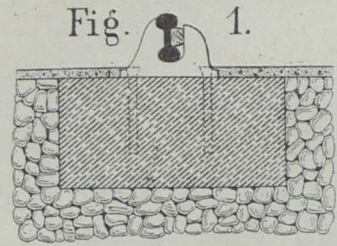


Fig. 4.



Fig. 7.



Fig. 5.



Fig. 8.



Fig. 6.



Fig. 9.

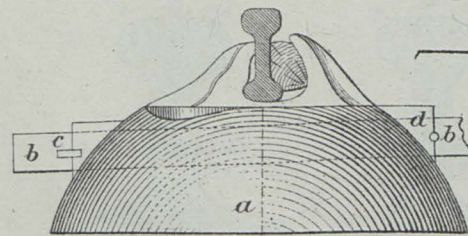


Fig. 10. System Greave.

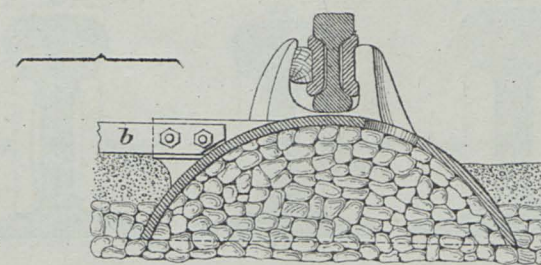
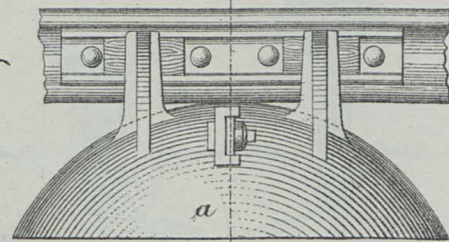


Fig. 11.

System Griffin.

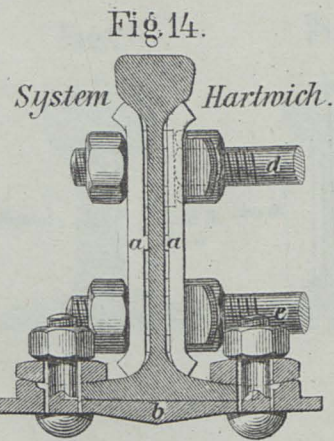
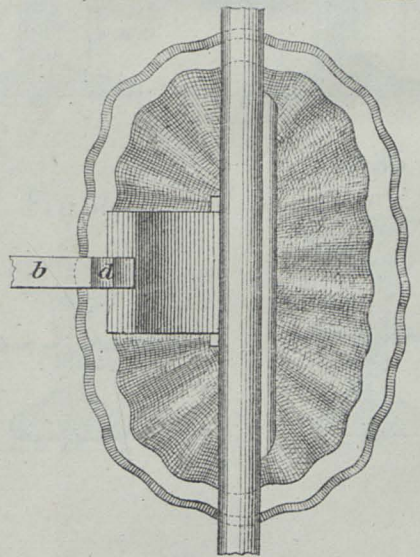
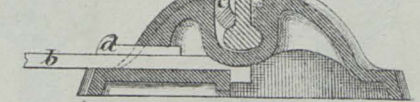


Fig. 14.

System Hartwich.

Fig. 15.

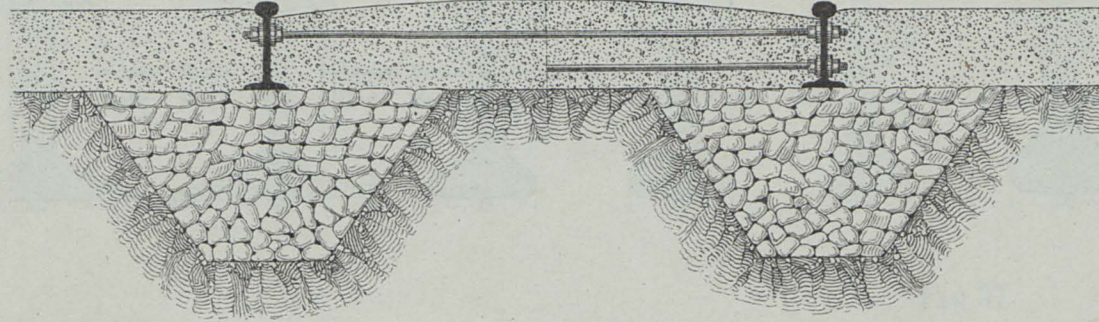
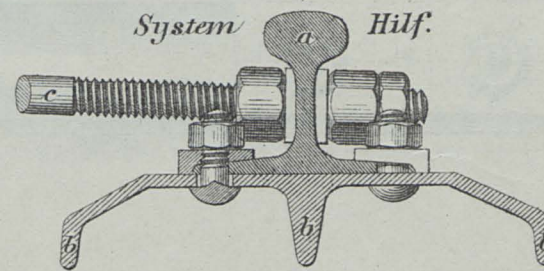


Fig. 13.

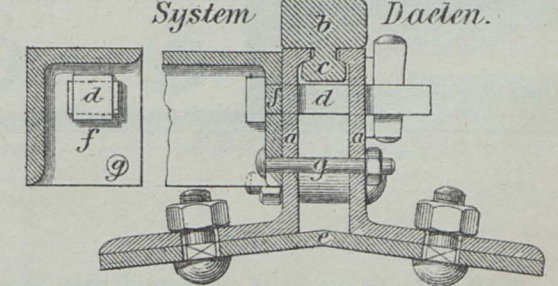


Fig. 16.



System Hilf.

Fig. 18.



System Daelen.

Fig. 17.

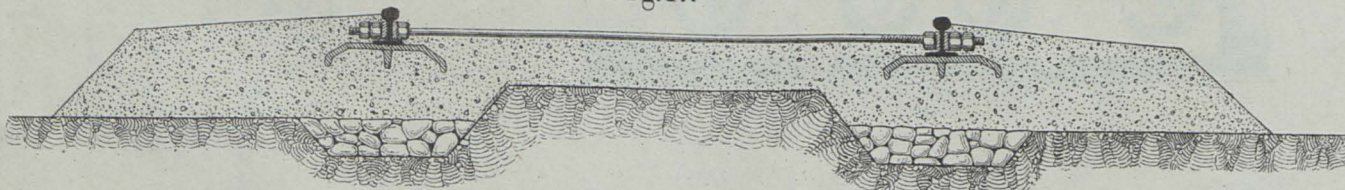


Fig. 1, 4-9, 13, 15, 17 1/20, Fig. 2, 3 1/30, Fig. 10, 11, 1/10, Fig. 12, 14, 16, 18 1/3 der natürlichen Größe.

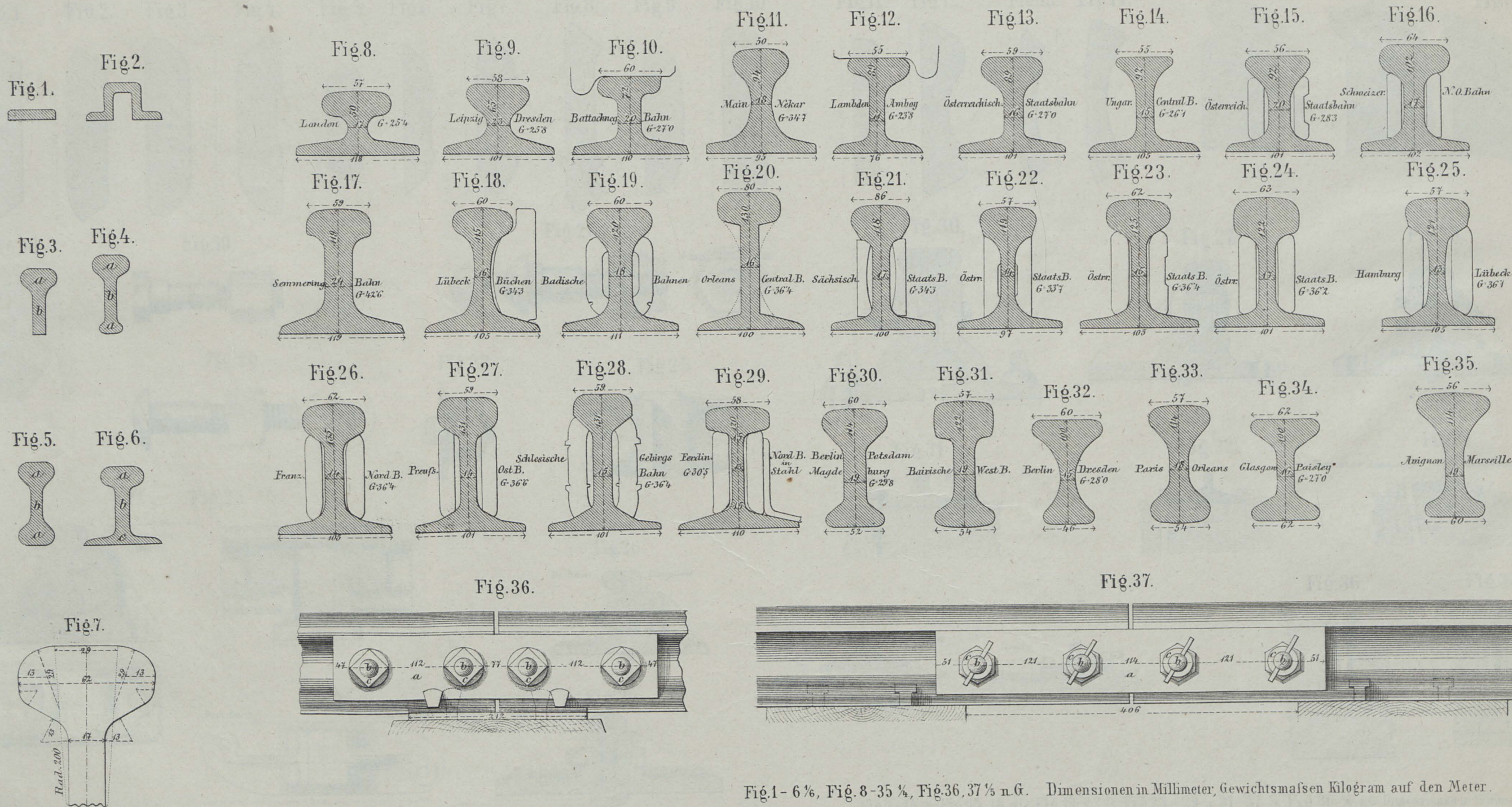


Fig. 1-6 ½, Fig. 8-35 ¼, Fig. 36, 37 ½ n.G. Dimensionen in Millimeter, Gewichtsmassen Kilogramm auf den Meter.

Lith. im K. k. t. & a. Mil. Comité, 1871.

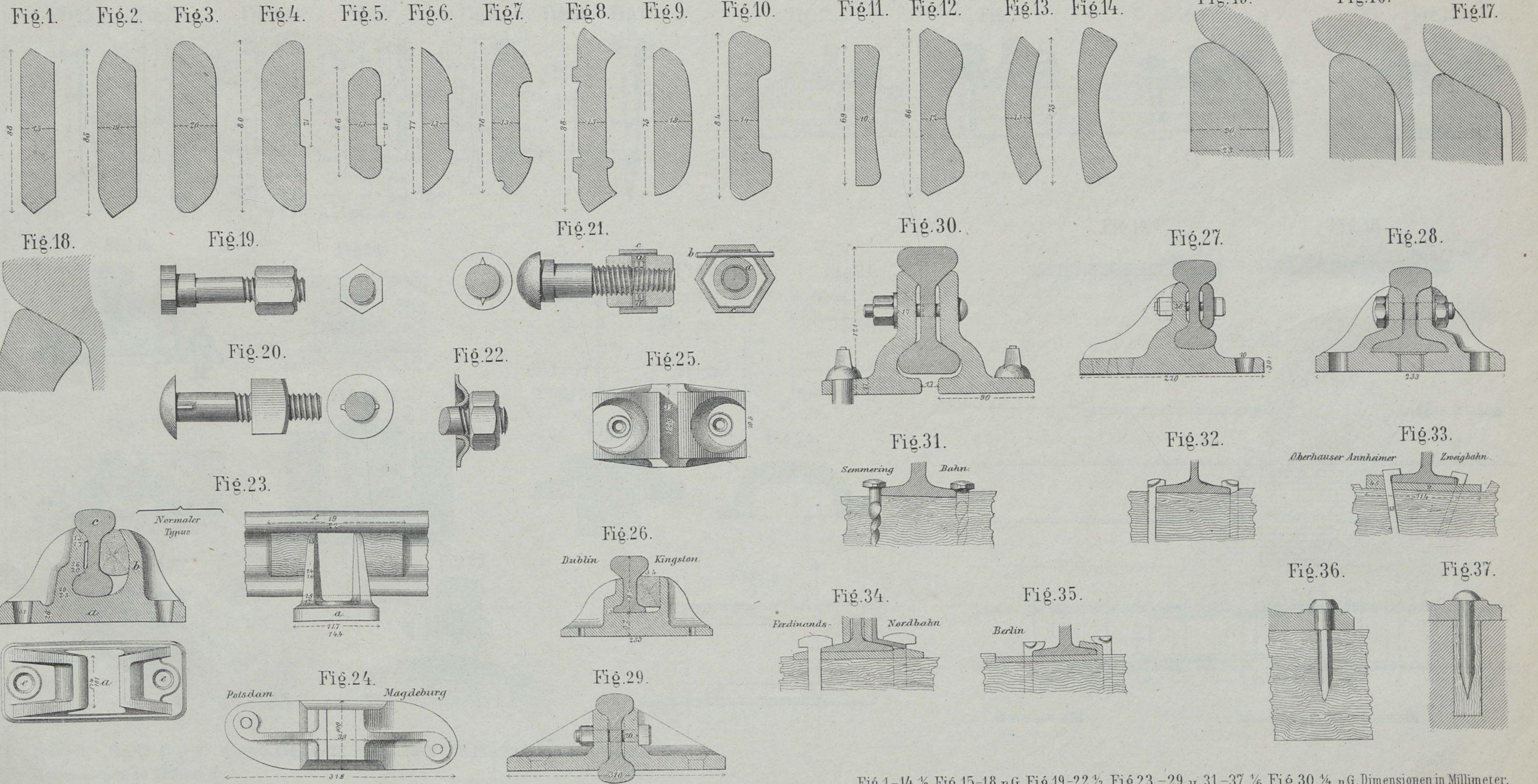
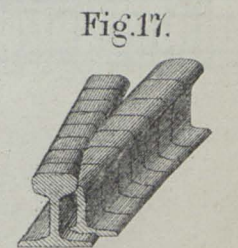
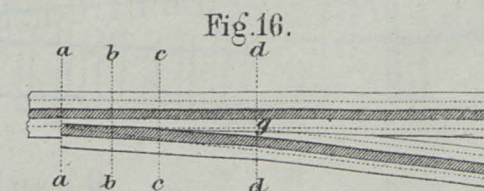
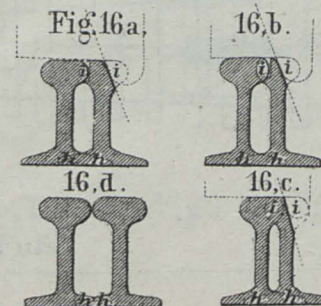
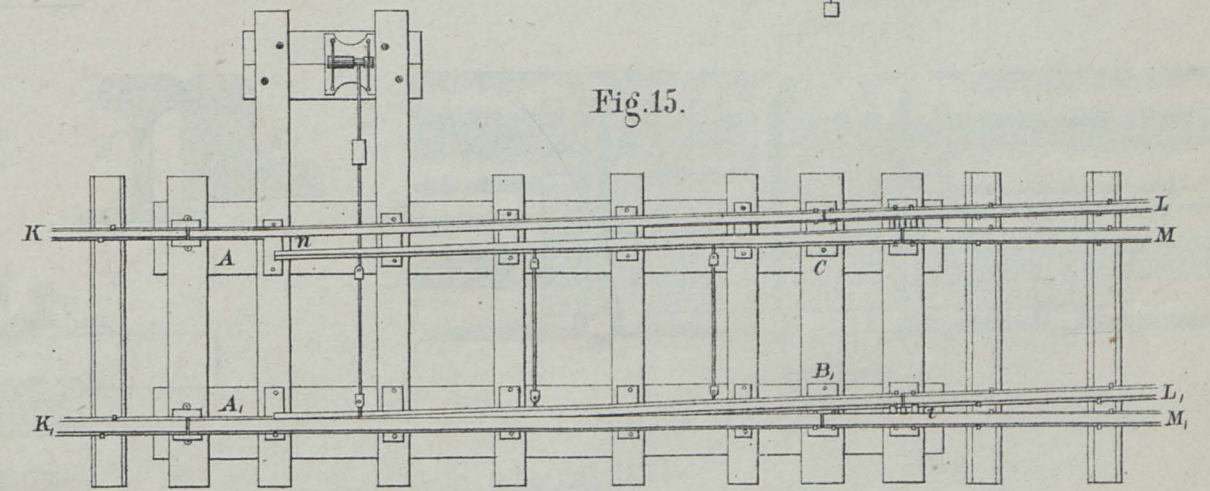
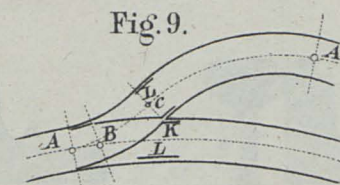
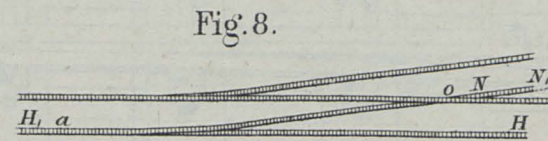
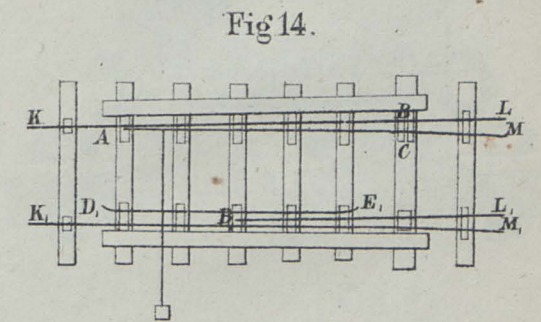
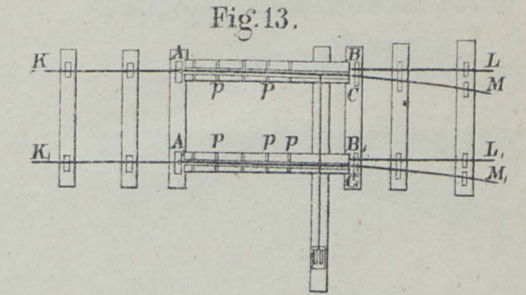
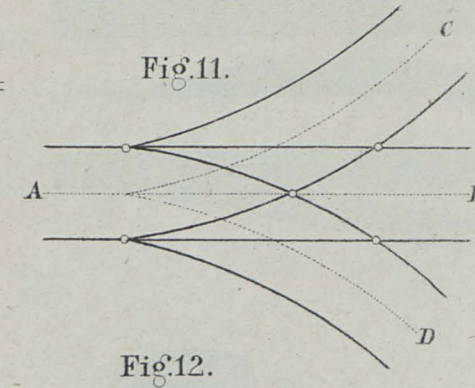
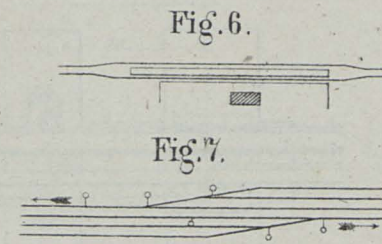
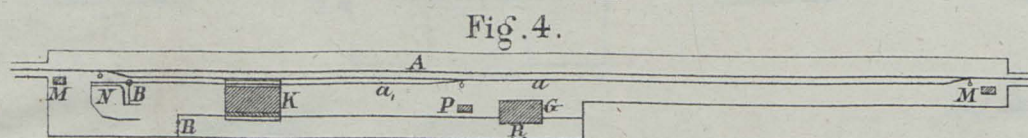
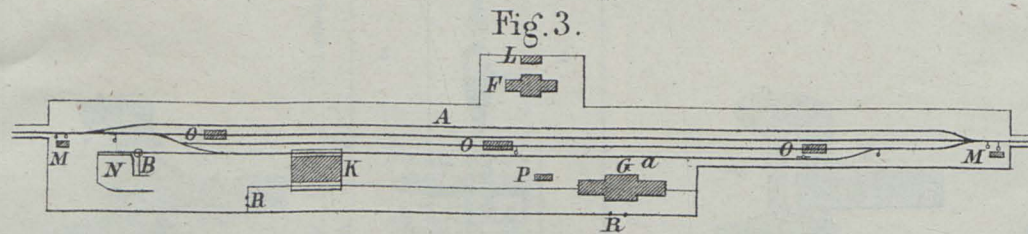
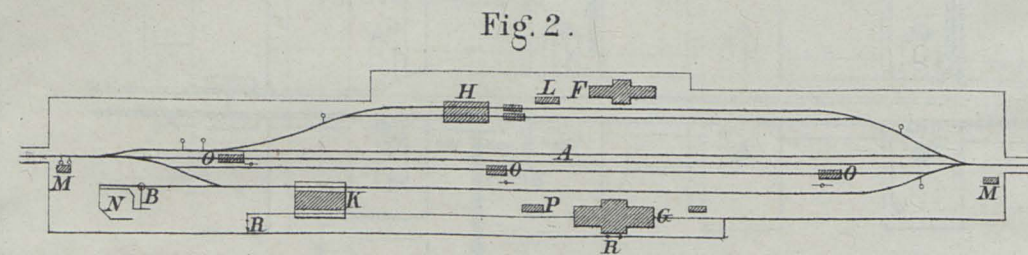
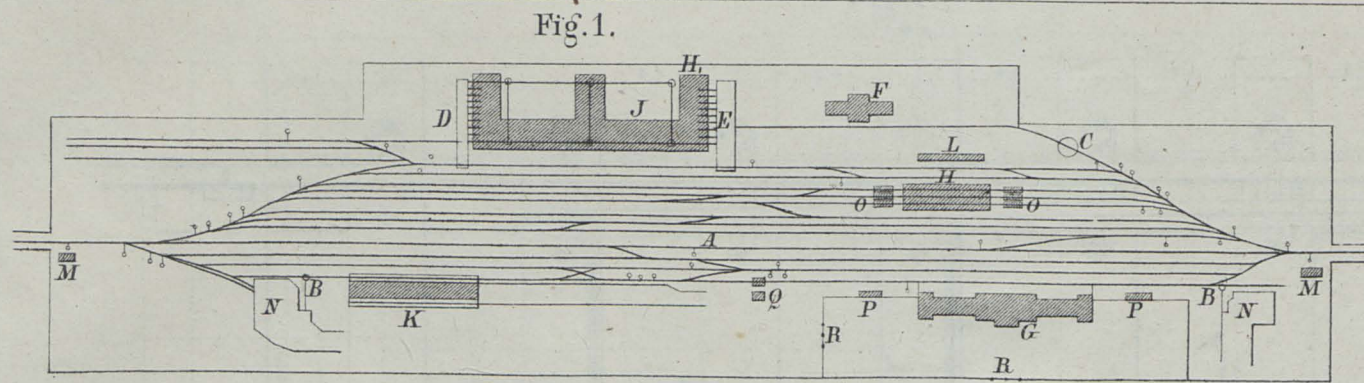


Fig.1-14 1/2, Fig.15-18 nG, Fig.19-22 1/3, Fig.23-29 u. 31-37 1/6, Fig.30 1/4 nG. Dimensionen in Millimeter.

Lith. im k.k. t. & s. Mil-Comité 1871.



A. Durchlaufendes Geleise. E. Schiebebühnen für Locomotive. J. Werkstätten. N. Laderampe.
 B. Drehscheiben für Wagen. F. Wasser-Reservoir. K. Güterschoppen. O. Ausputz-Canal.
 C. " " " Locomotive. G. Aufnahmsgebäude. L. Kohlschoppen. P. Abort.
 D. Schiebebühnen für Wagen. Hu. H. Heitzhaus. M. Wächterhaus. Q. Brückenwage.
 R. Thor.

Fig. 13 u. 14 $\frac{1}{20}$ n. G. Fig. 15 $\frac{1}{60}$ n. G. Fig. 16 Höhe u. Breite $\frac{1}{20}$, Länge $\frac{1}{100}$ n. G. Fig. 16. a, b, c, d $\frac{1}{6}$ n. G.

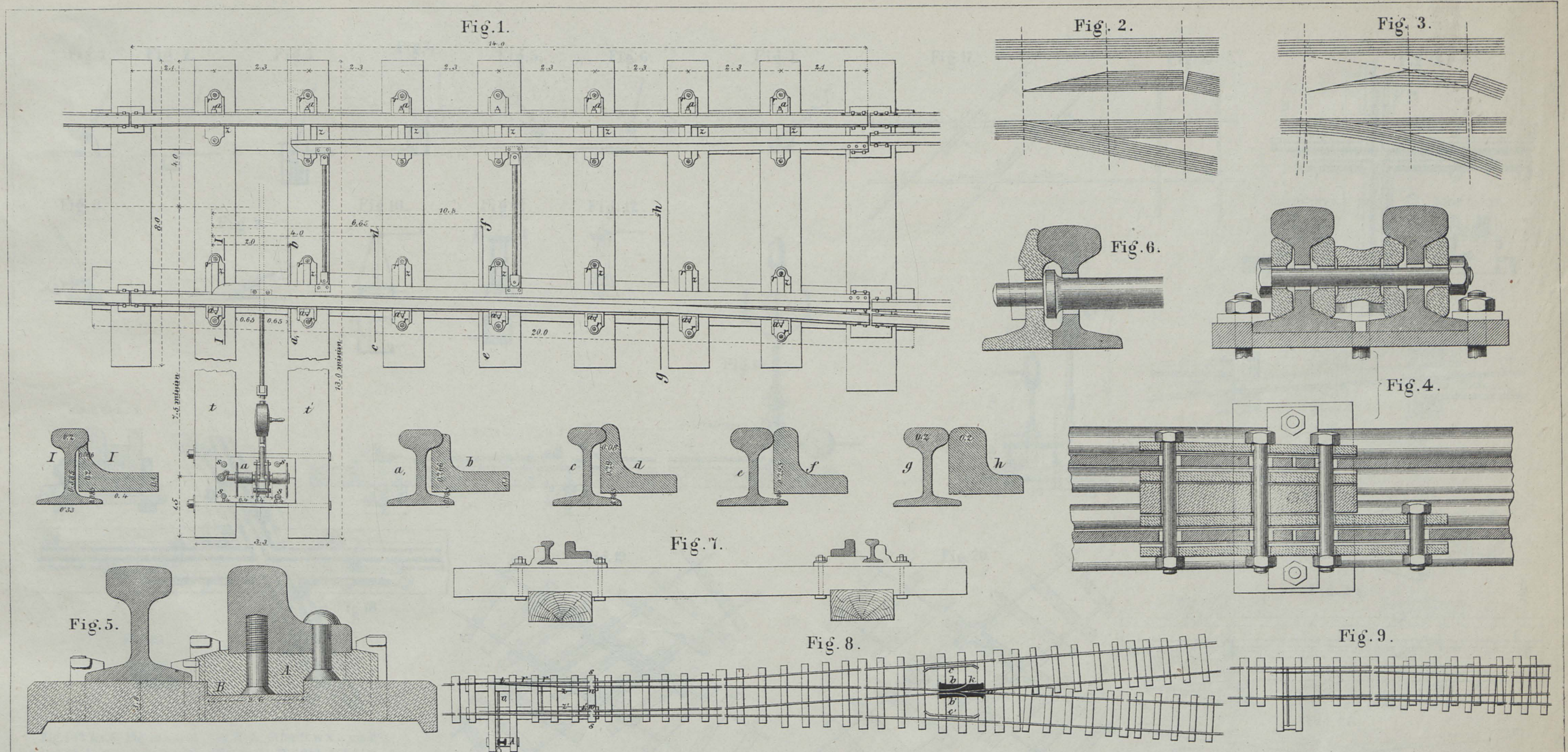


Fig. 1 $\frac{1}{66}$ n. G. Fig. 4 u. 5 Aufriss $\frac{1}{4}$. Grundriss $\frac{1}{6}$, Fig. 6 $\frac{1}{4}$, Fig. 7. $\frac{1}{20}$, Fig. 8 u. 9 $\frac{1}{200}$ n. G.
 Maßen - Wr. Fuß.

Lith. im k. k. t. & a. Mil.-Compté. 1871.

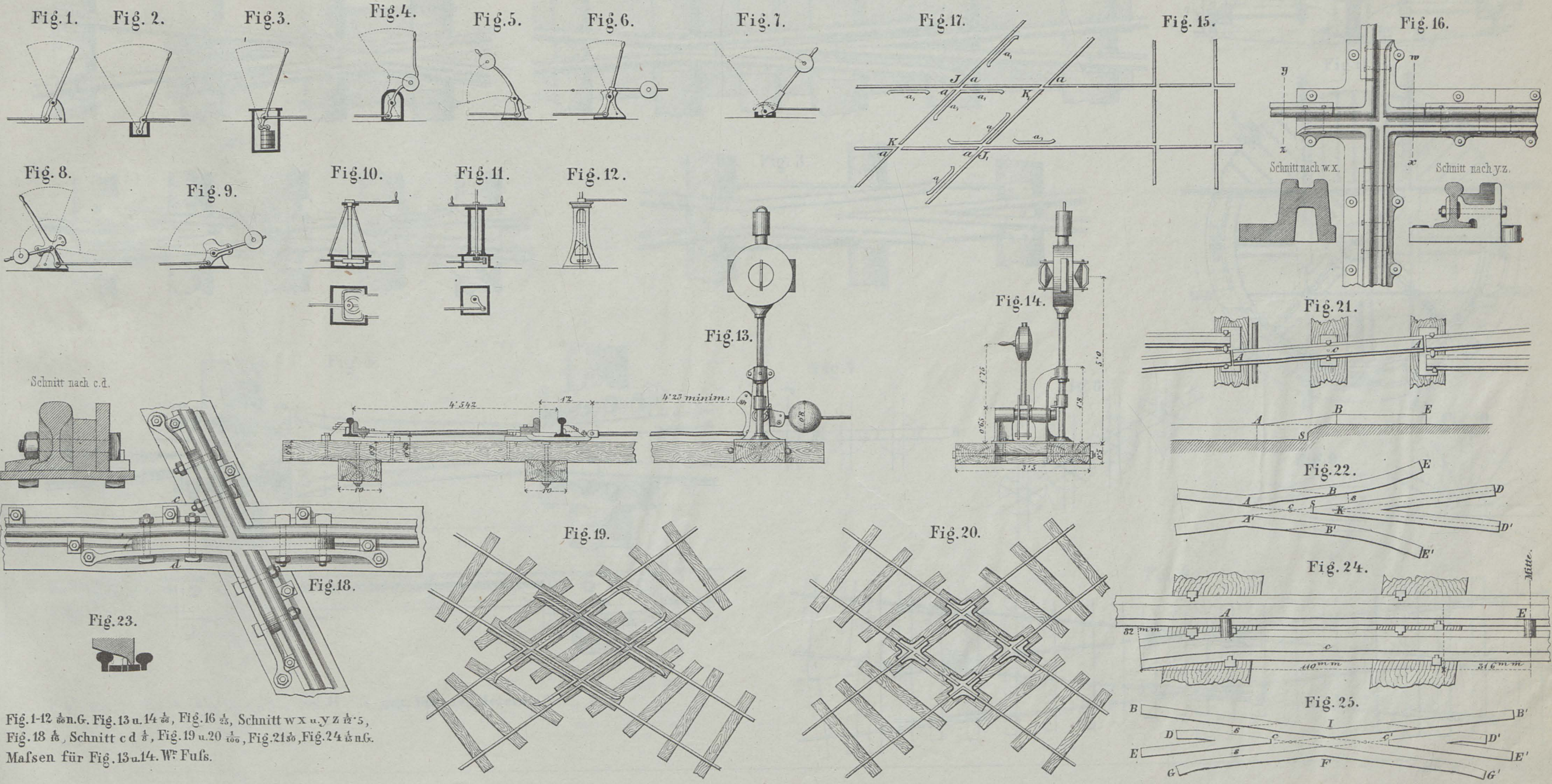


Fig. 1-12 $\frac{1}{100}$ n.G. Fig. 13 u. 14 $\frac{1}{100}$, Fig. 16 $\frac{1}{25}$, Schnitt w x u y z $\frac{1}{25}$,
 Fig. 18 $\frac{1}{10}$, Schnitt c d $\frac{1}{10}$, Fig. 19 u. 20 $\frac{1}{100}$, Fig. 21 $\frac{1}{10}$, Fig. 24 $\frac{1}{10}$ n.G.
 Mafsen für Fig. 13 u. 14. W: Fuß.

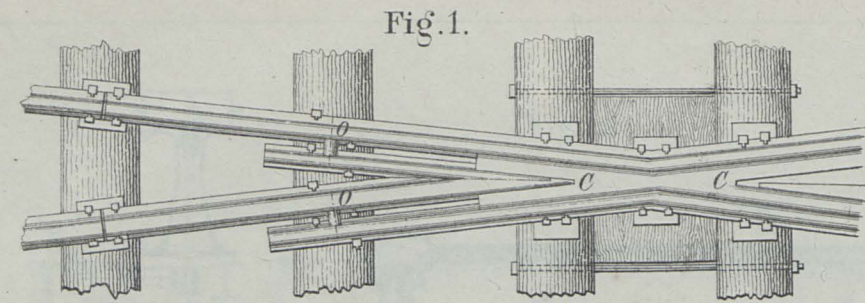


Fig. 1.

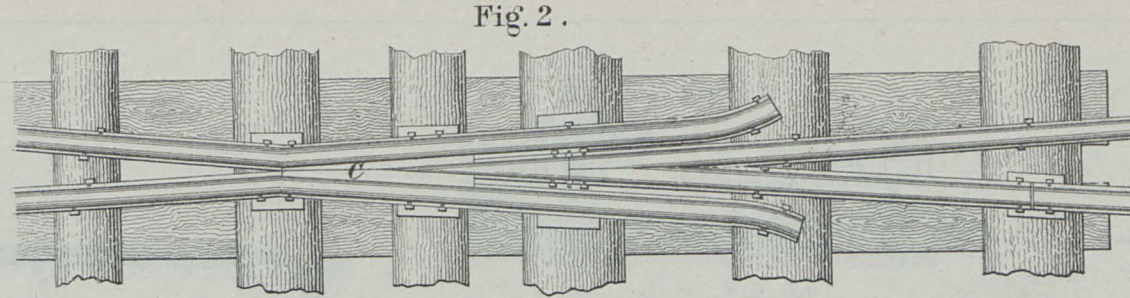


Fig. 2.

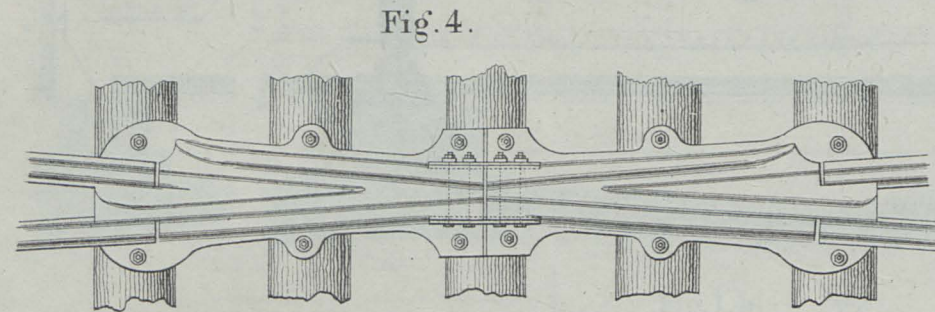


Fig. 4.

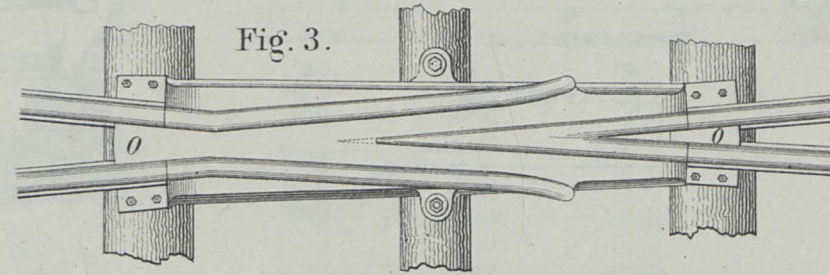


Fig. 3.

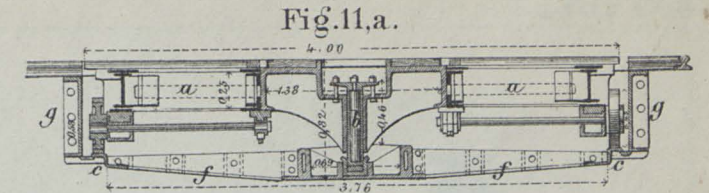


Fig. 11.a.

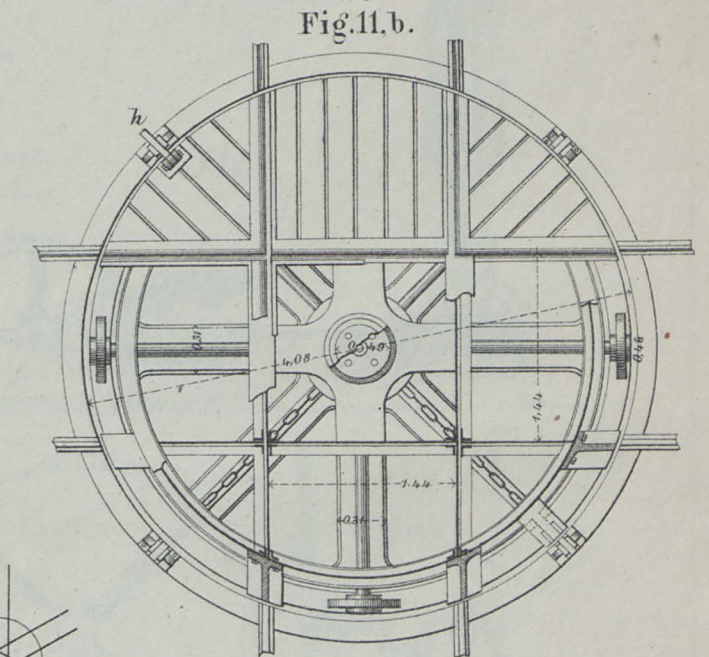


Fig. 11.b.

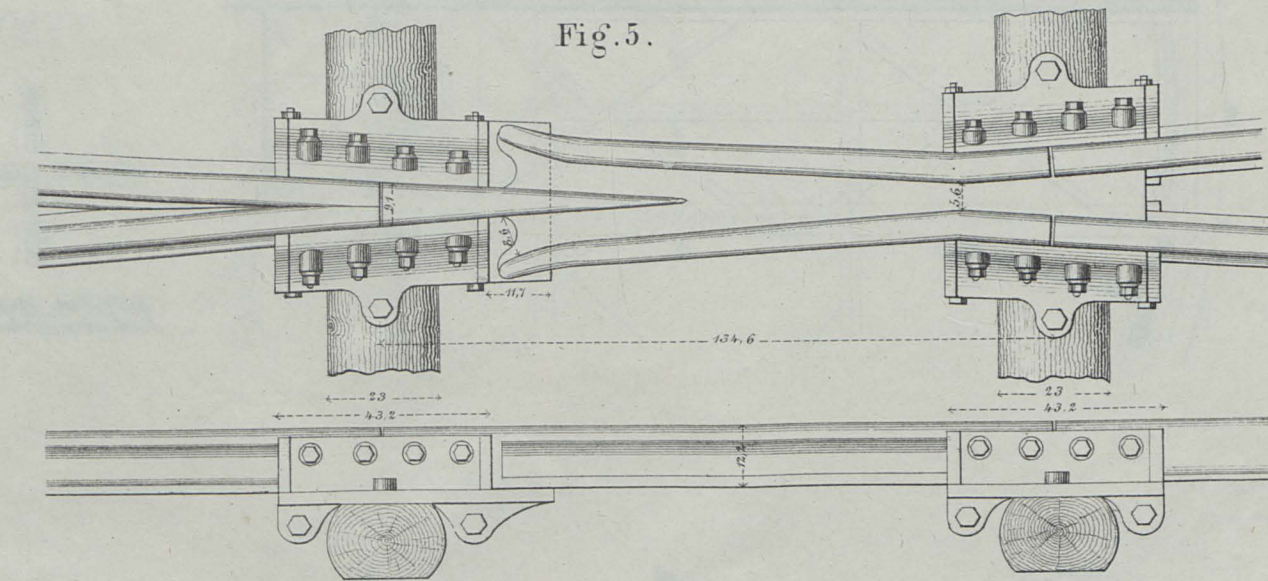


Fig. 5.

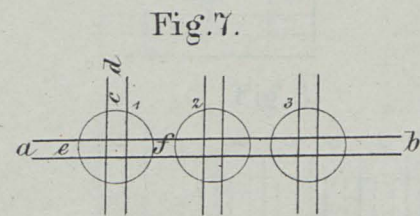


Fig. 7.

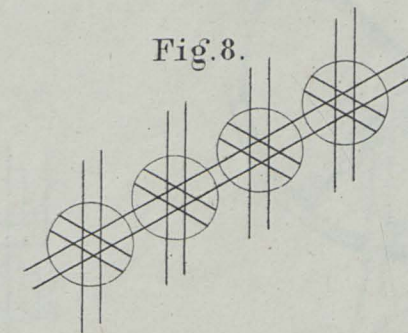


Fig. 8.

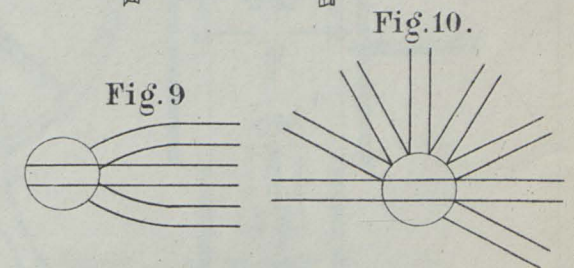


Fig. 9

Fig. 10.

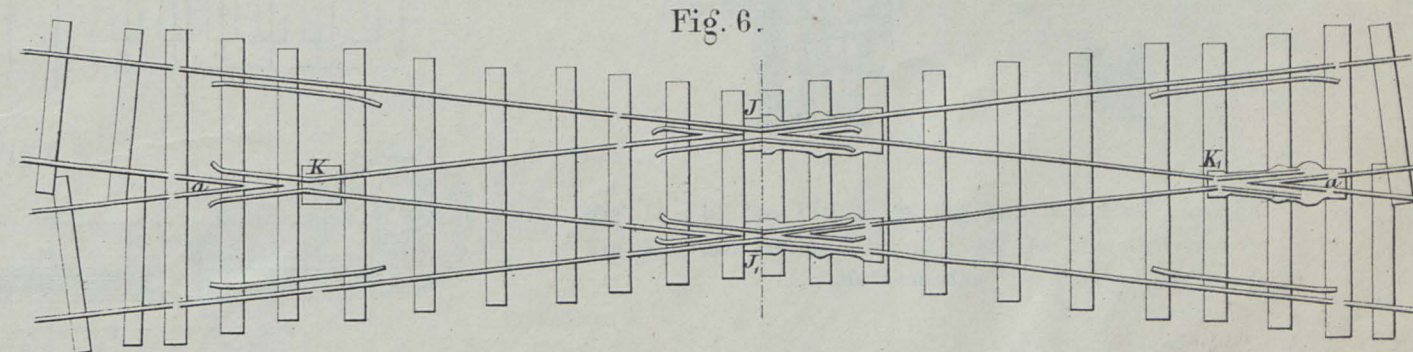


Fig. 6.

Fig. 1. $\frac{1}{30}$, Fig. 5. $\frac{1}{15}$, Fig. 6. $\frac{1}{100}$, Fig. 11. $\frac{1}{50}$ nat. Grösse, Metermafs.

Fig. 1. a.

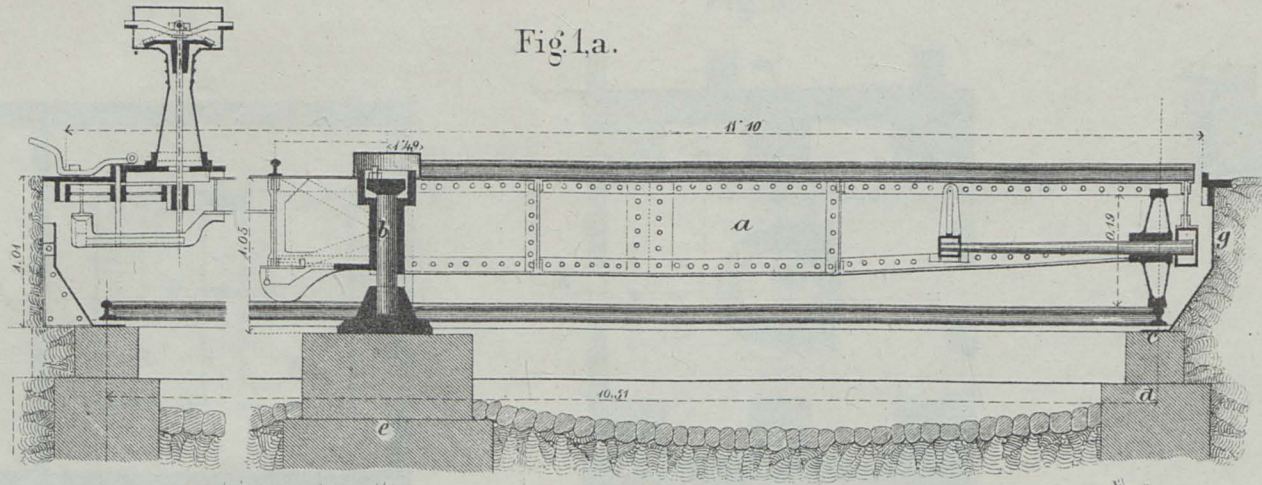


Fig. 1. b.

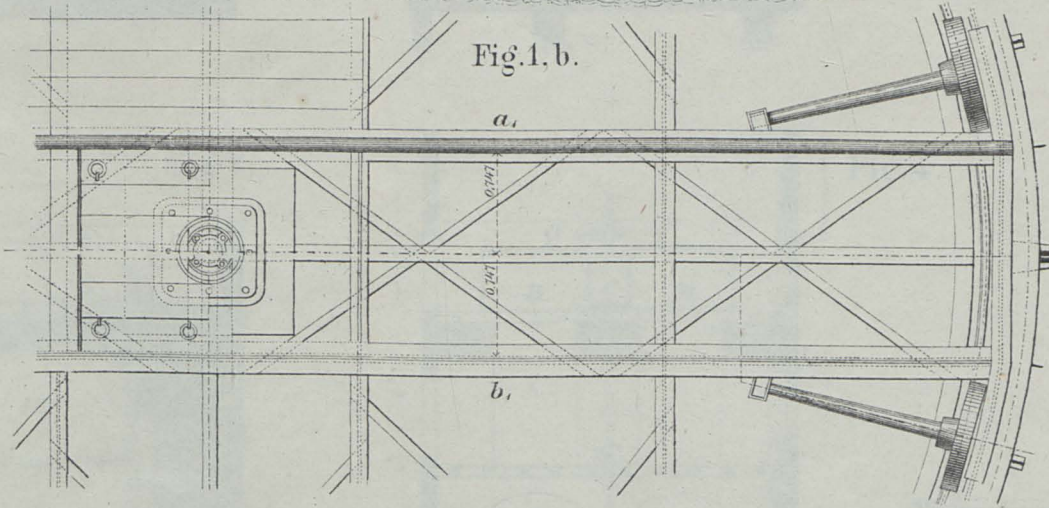


Fig. 2.

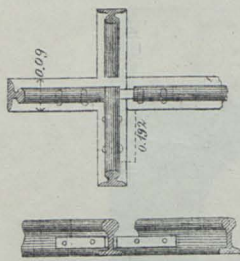


Fig. 5. a.

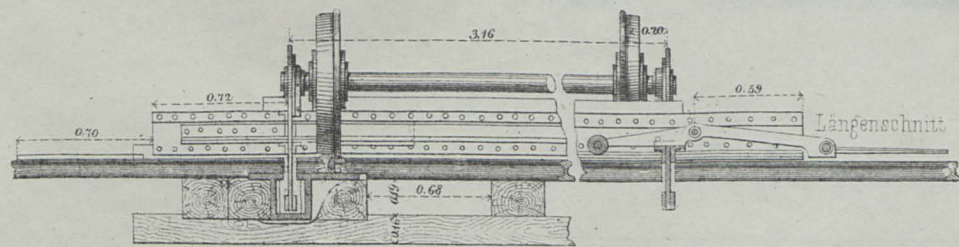


Fig. 5. b.

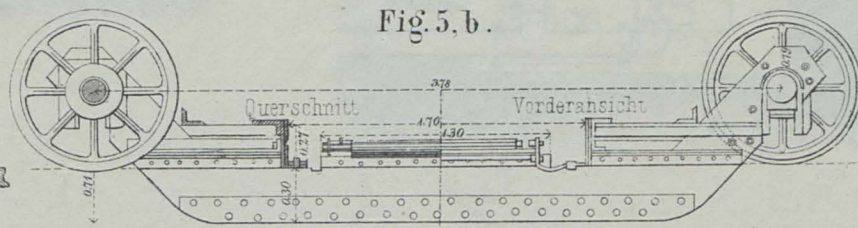


Fig. 4. a.

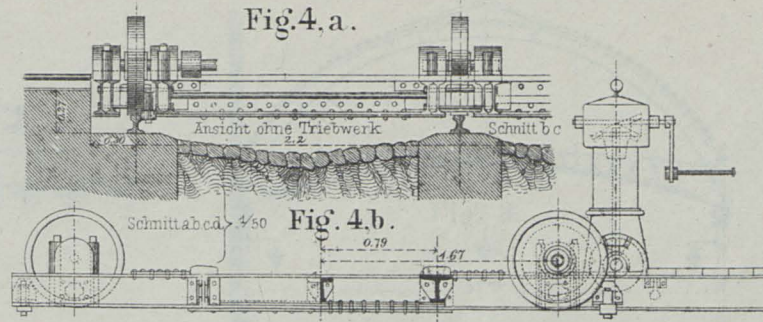


Fig. 4. b.

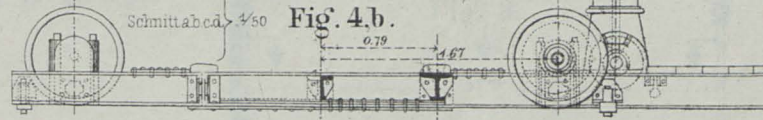


Fig. 4. c.

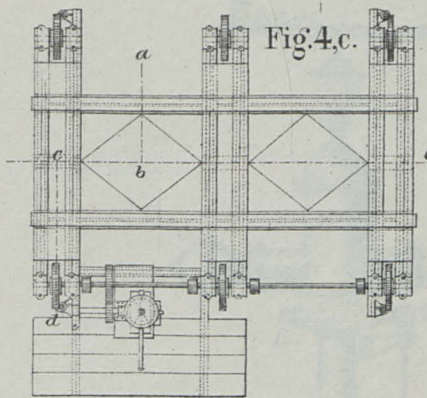


Fig. 3.

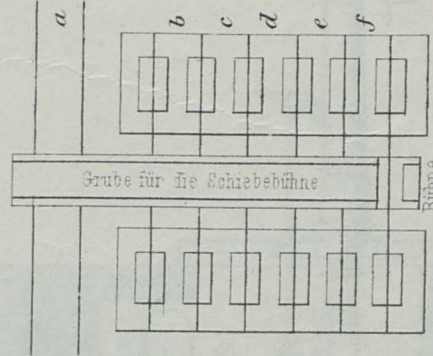


Fig. 7.

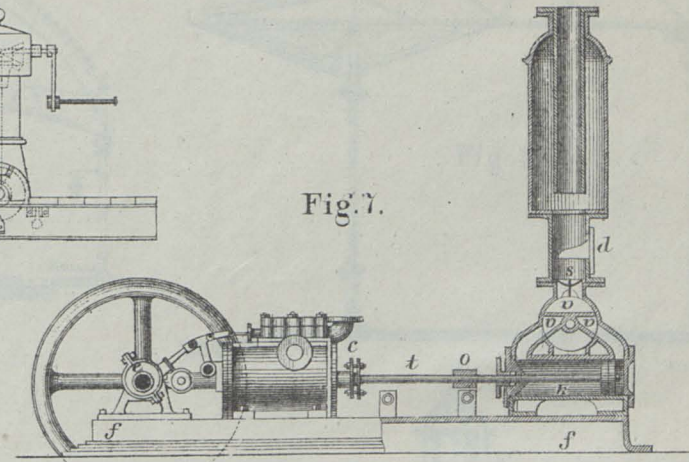


Fig. 6. a.

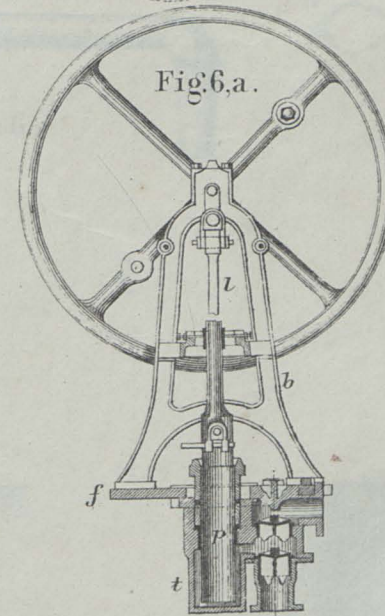


Fig. 6. b.

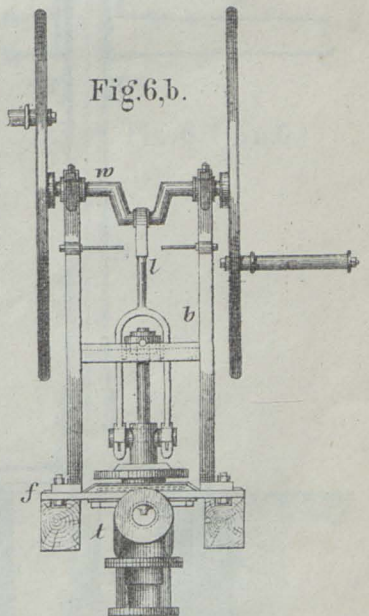


Fig. 1 a, 1 b 1/50, Fig. 2 1/25, Fig. 4 a, 4 b, 5 a, 5 b, 1/50
Fig. 4 c 1/100, Fig. 6 a, 6 b 1/25, Fig. 7 1/32 nat. Grösse
Metermafs.

Fig. 1.

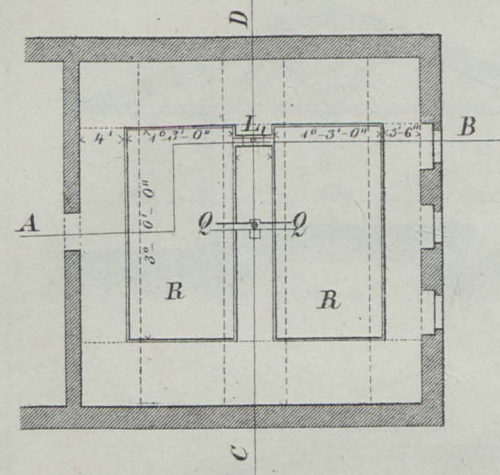


Fig. 3.

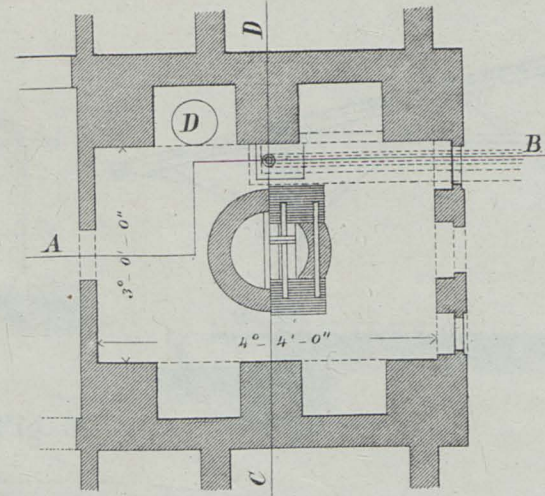


Fig. 7.

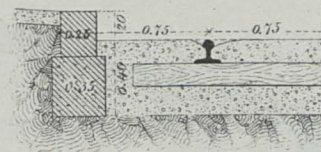


Fig. 8.

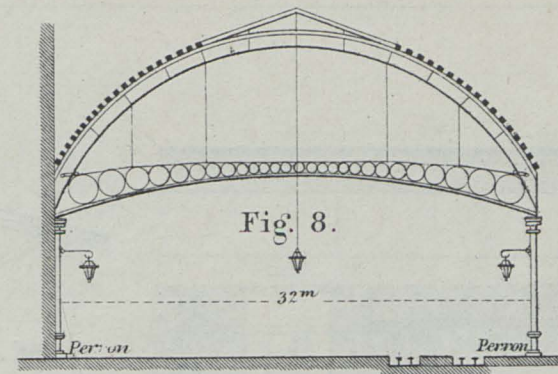


Fig. 9.

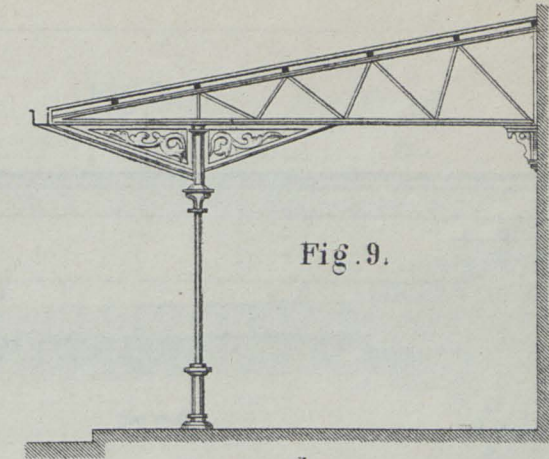


Fig. 2.

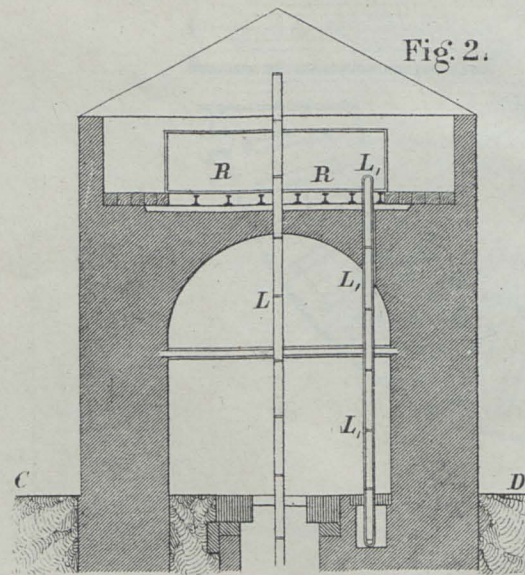


Fig. 4.

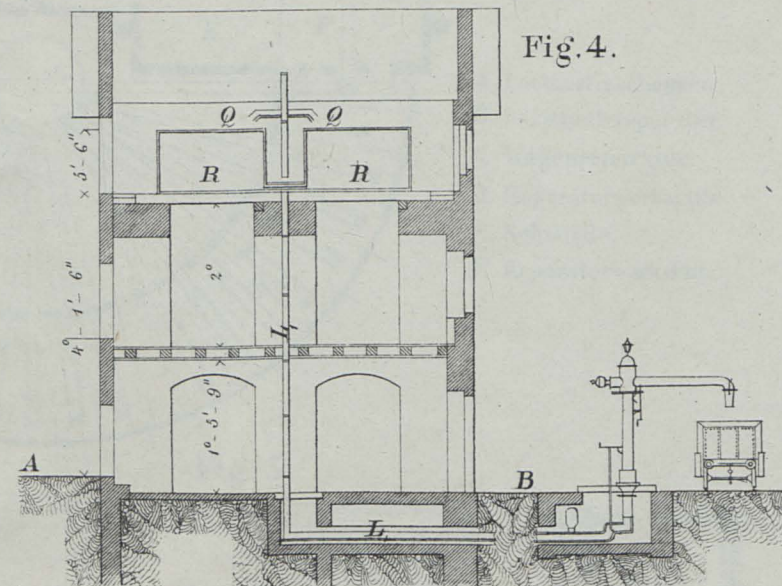


Fig. 5. (1/5 n.G.)

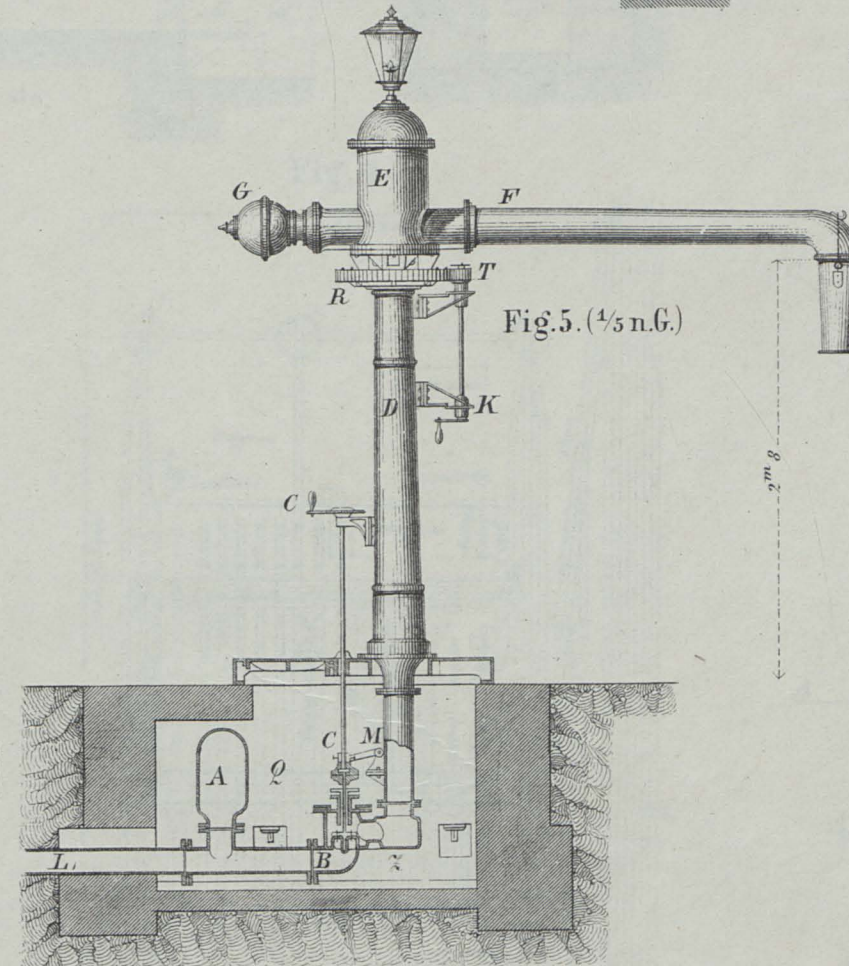
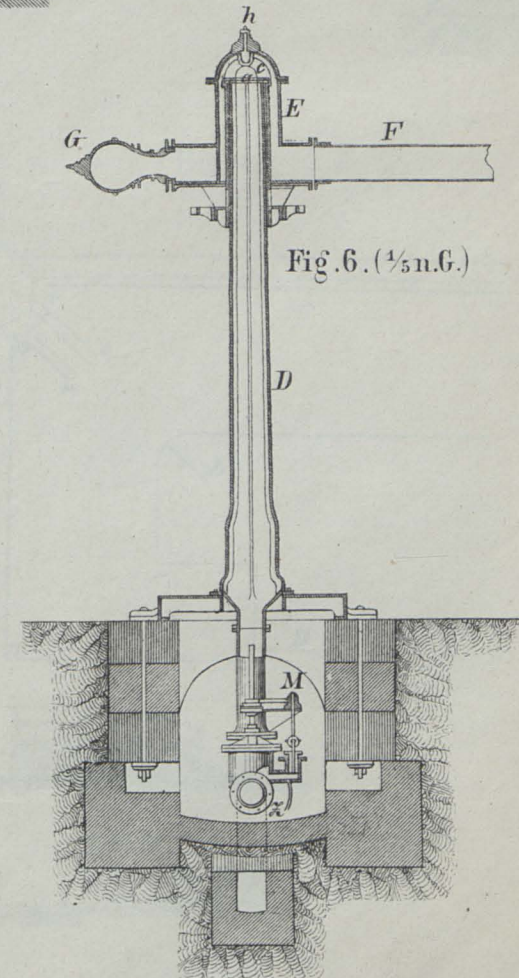


Fig. 6. (1/5 n.G.)



Masstab zu Fig. 1-4

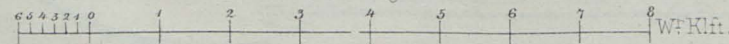


Fig. 1.

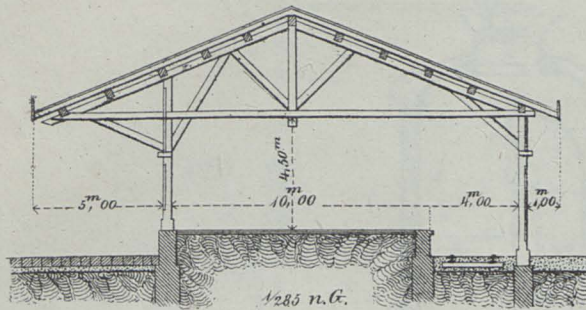


Fig. 2.

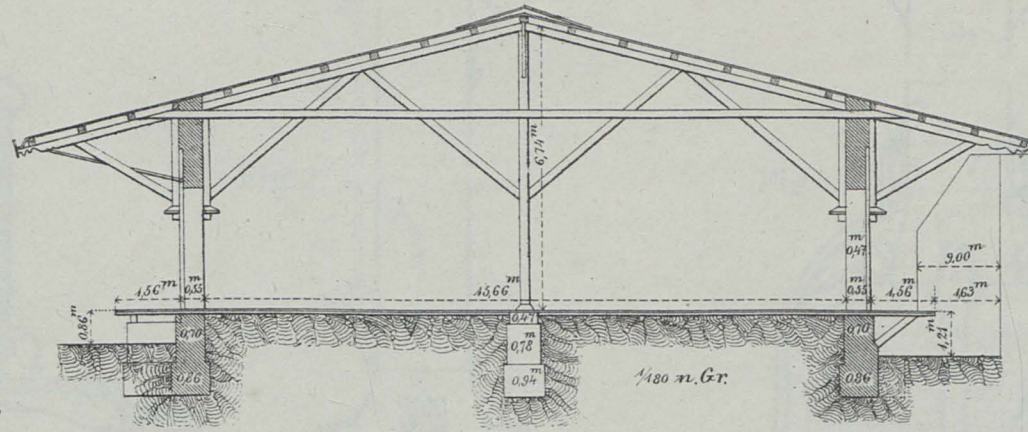


Fig. 7.

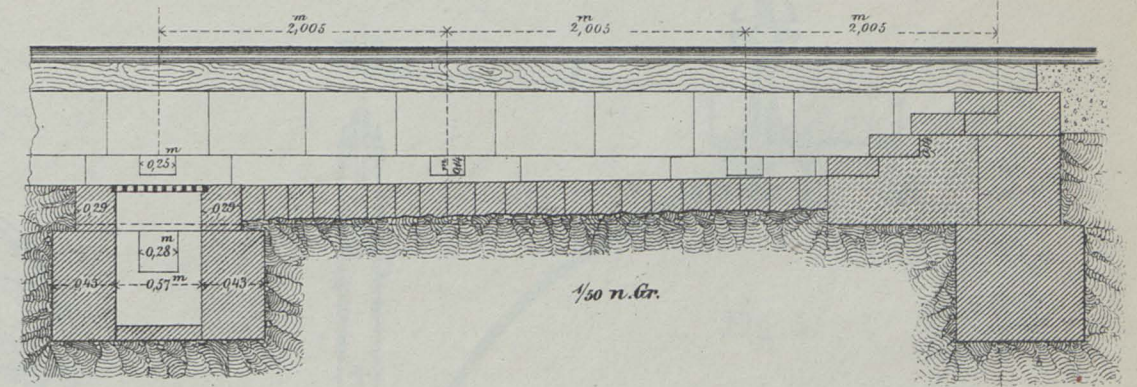
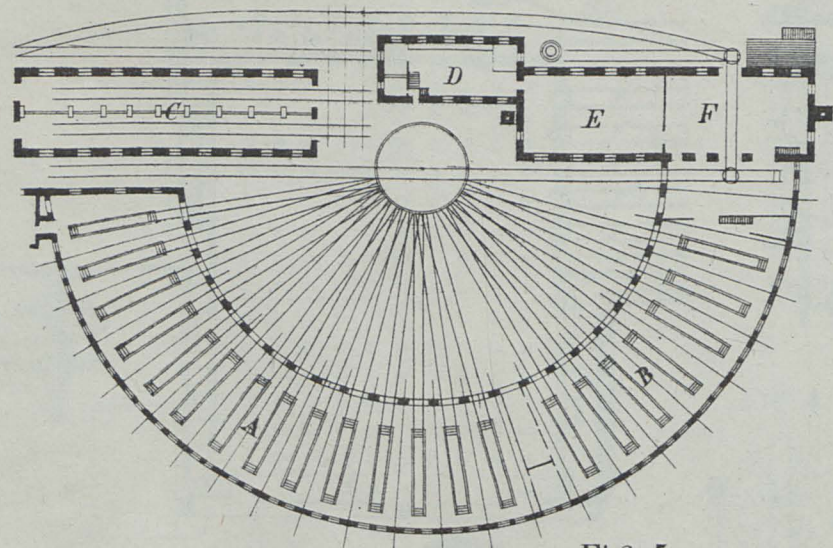


Fig. 3.

Fig. 4.



- A. Locomotivschoppen.
- B. Locomotivreparatur.
- C. Wagenreparatur.
- D. Reparaturwerkstätte.
- E. Schmiede.
- F. Reparaturwerkstätte.

Fig. 5.

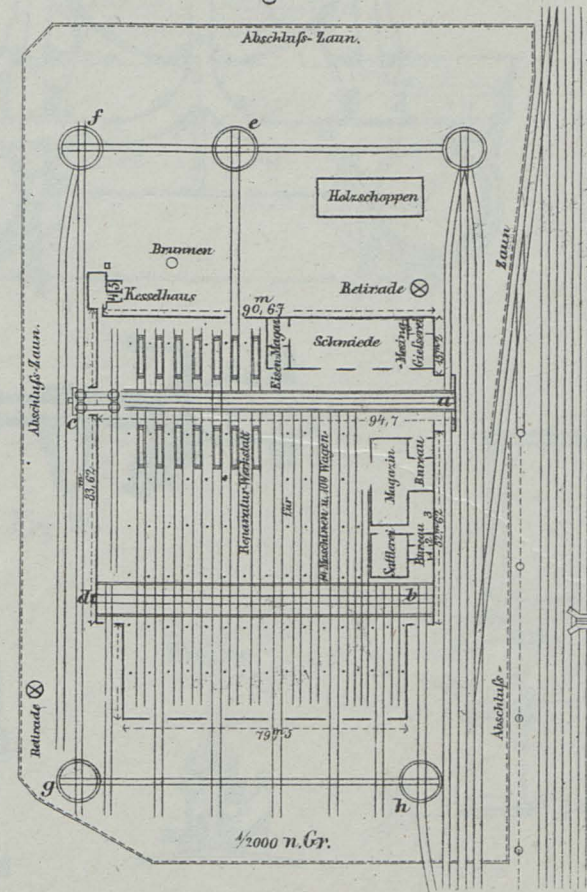
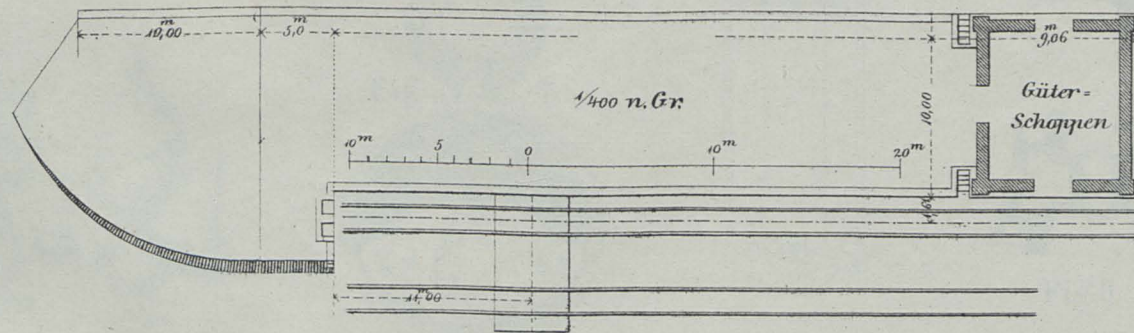
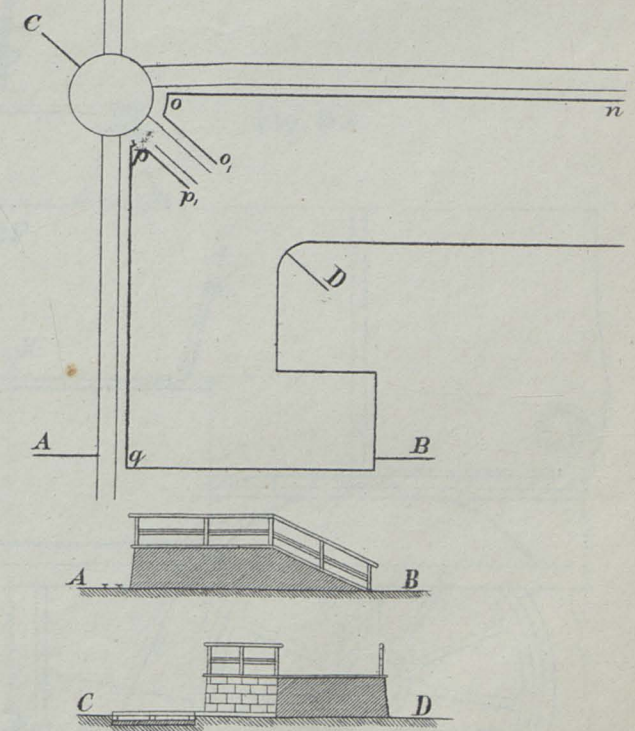


Fig. 6.



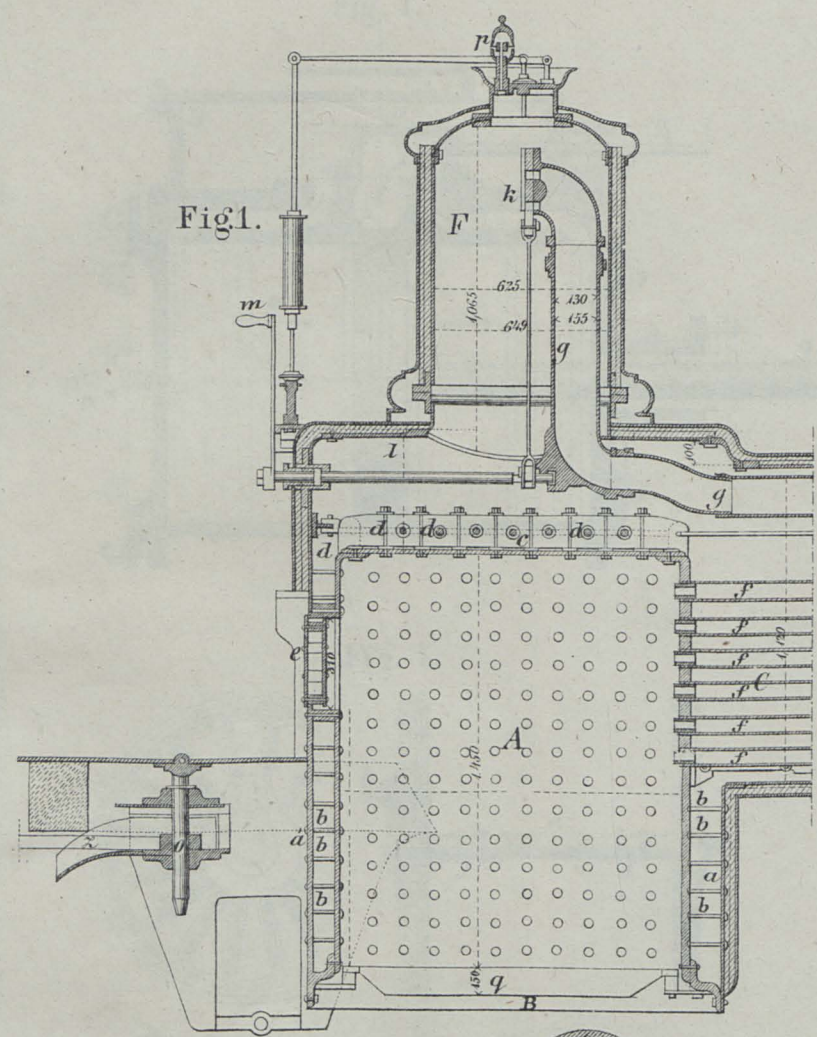


Fig. 1.

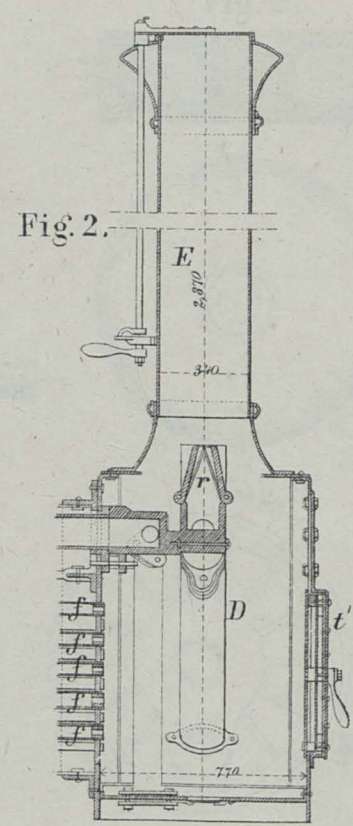


Fig. 2.

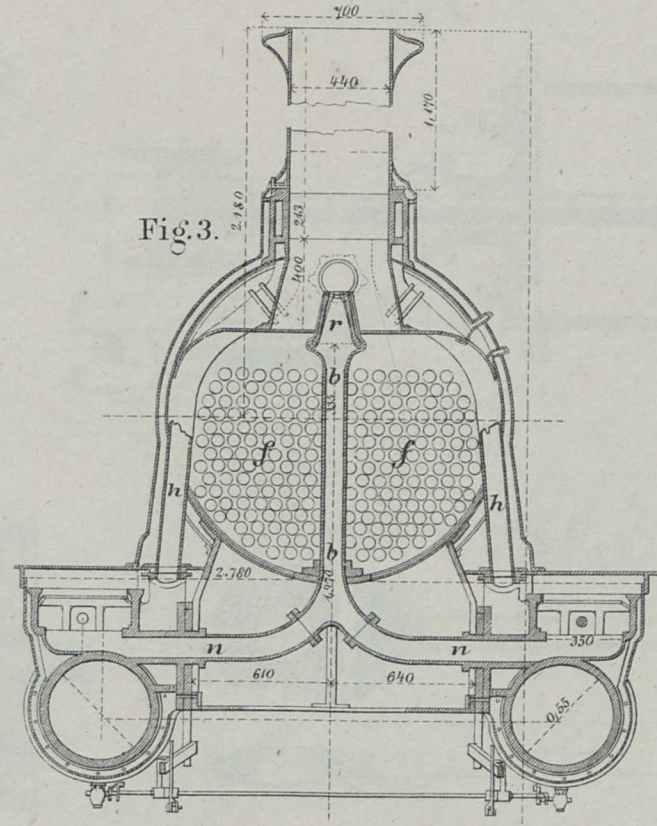


Fig. 3.

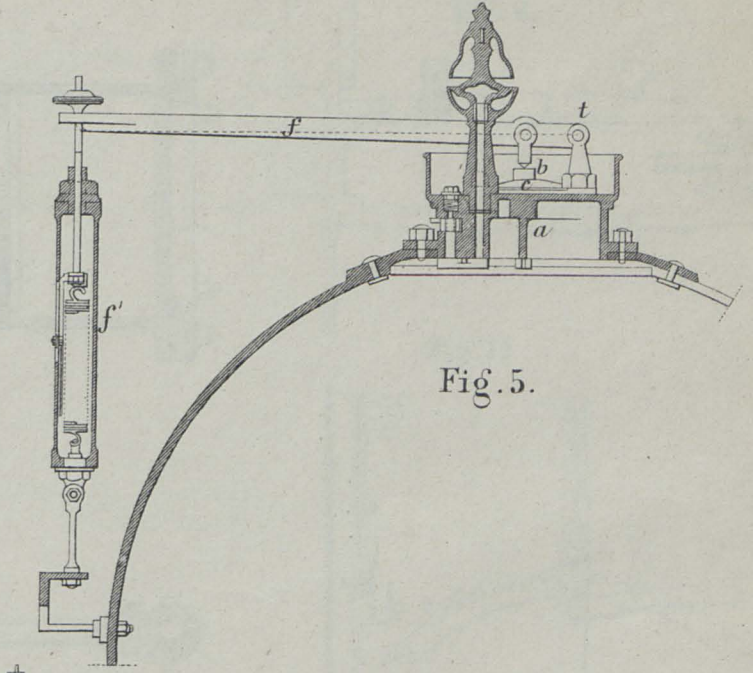


Fig. 5.

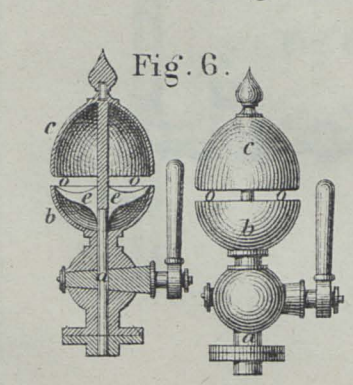


Fig. 6.

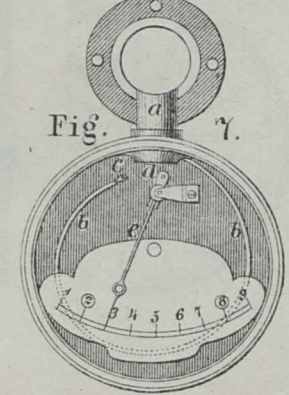


Fig. 7.

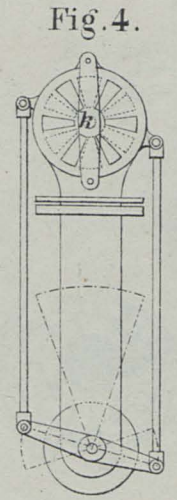


Fig. 4.

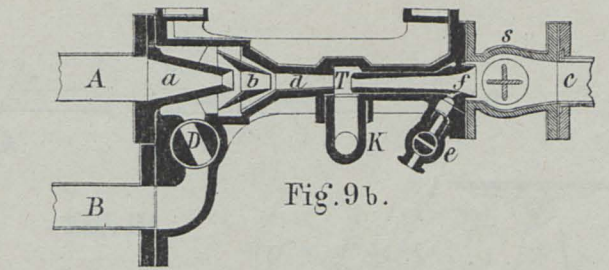


Fig. 9b.

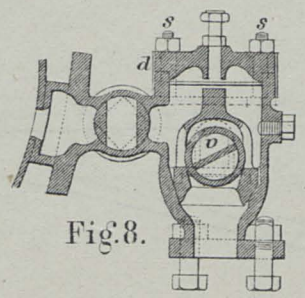


Fig. 8.

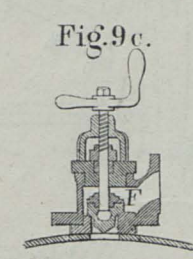


Fig. 9c.

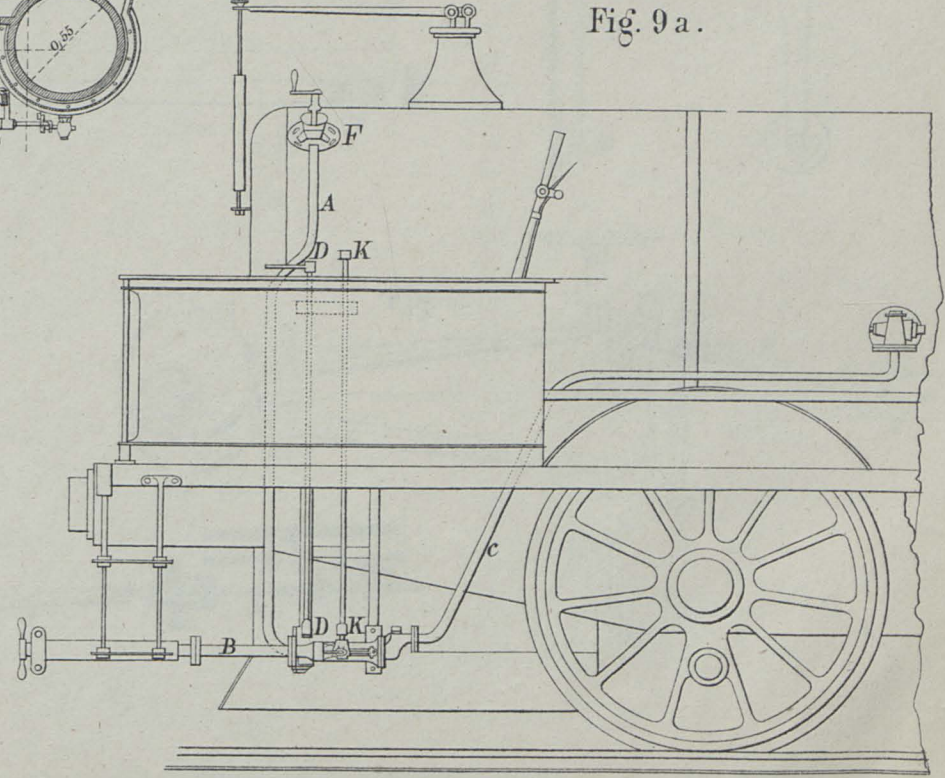
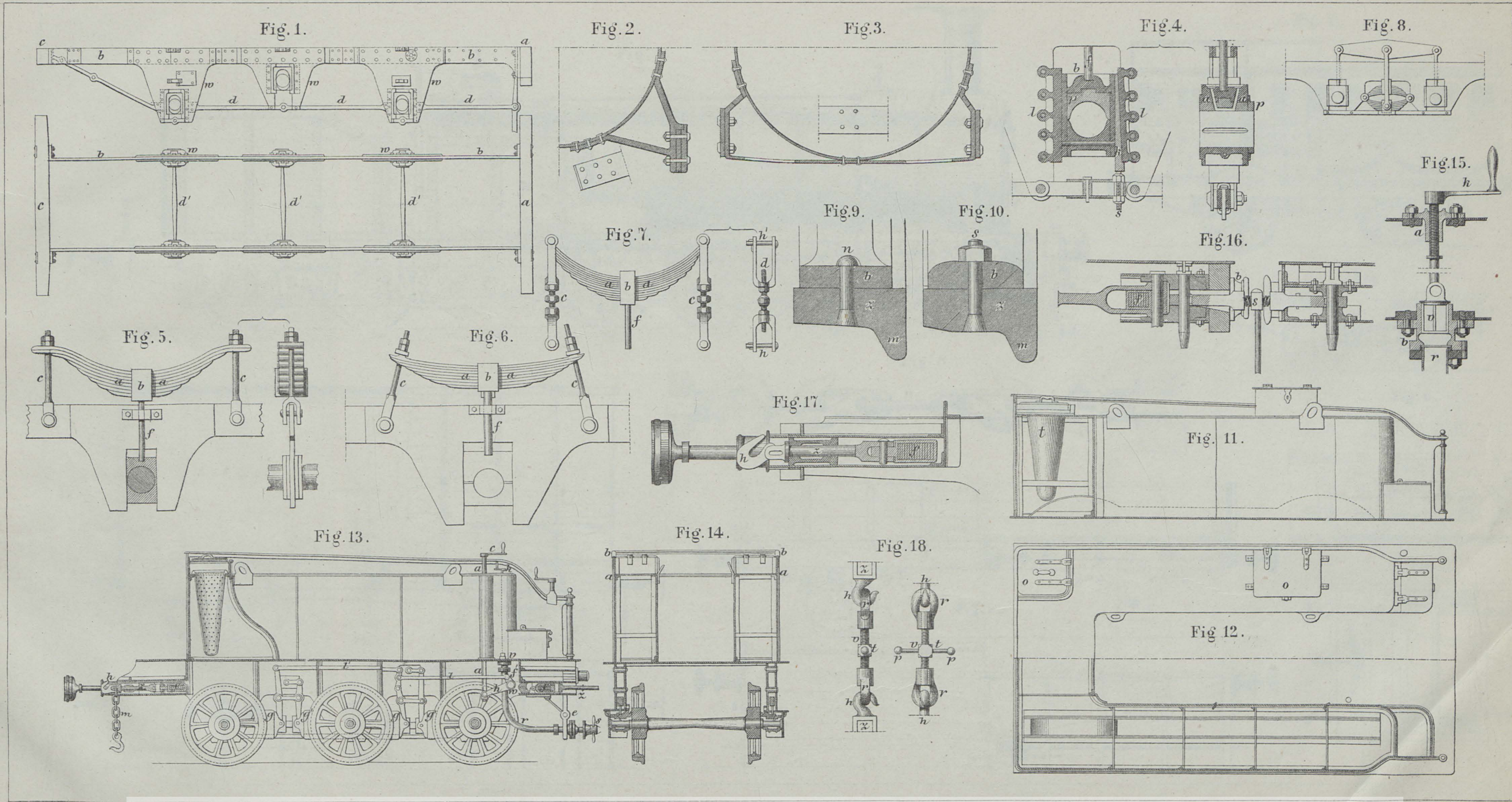


Fig. 9a.

Lith. im. k.k. t. & a. Mil.-Comité. 1871.



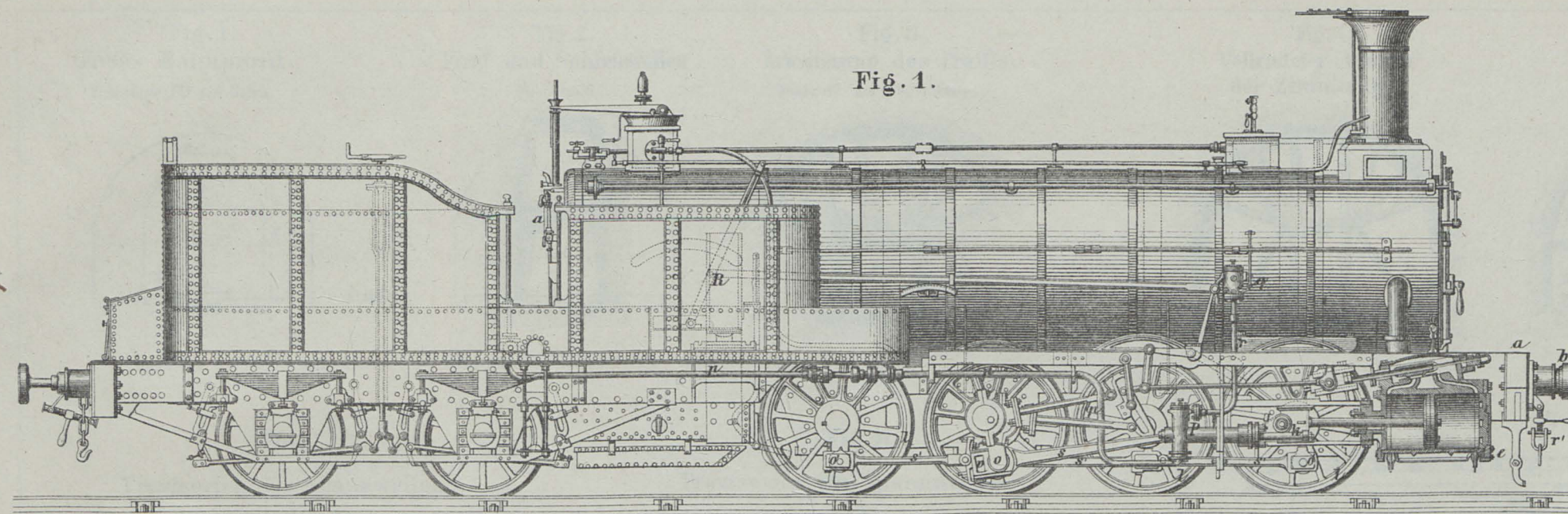


Fig. 1.

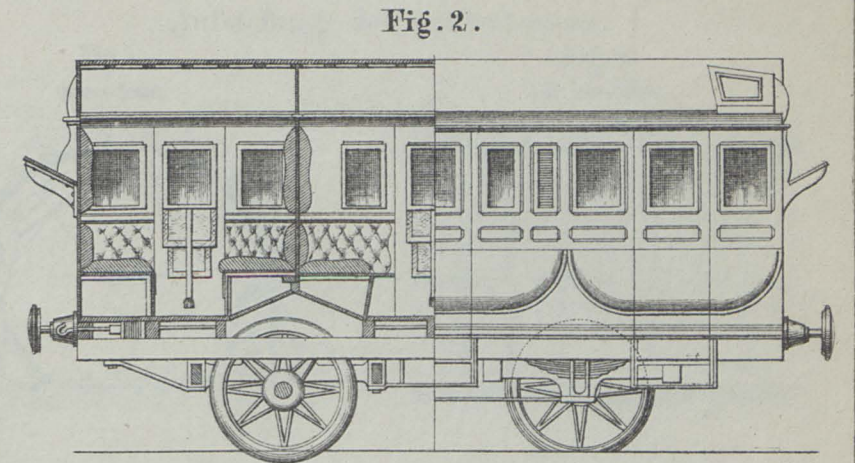


Fig. 2.

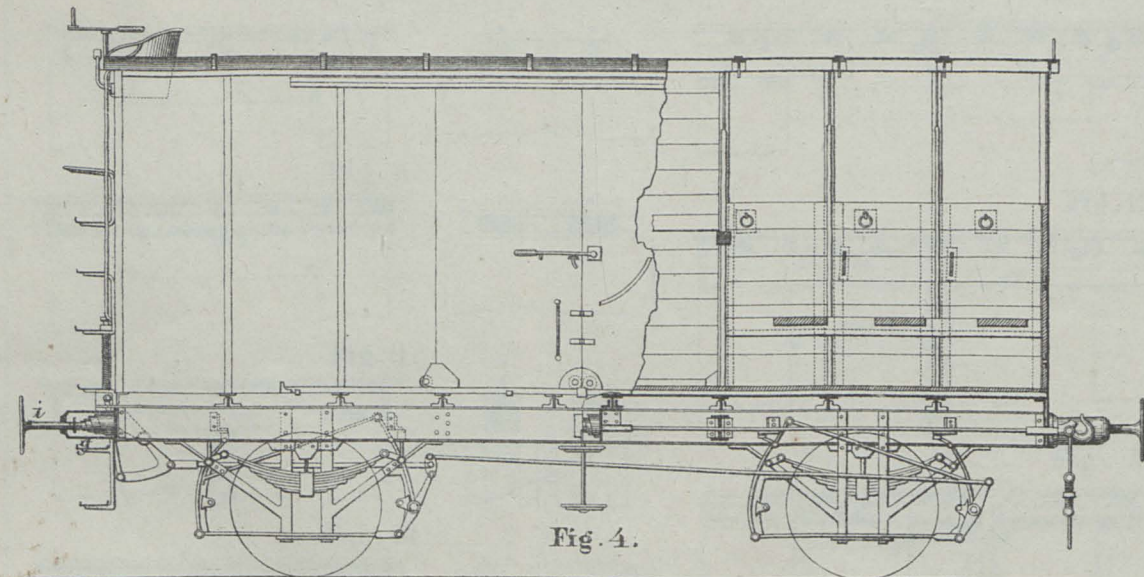


Fig. 4.

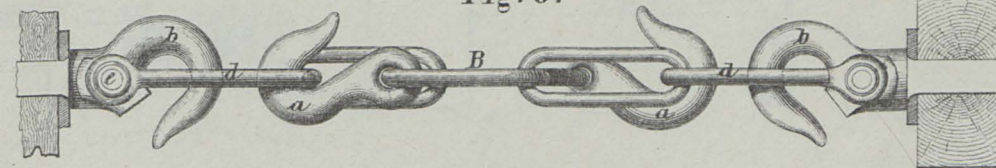


Fig. 8.

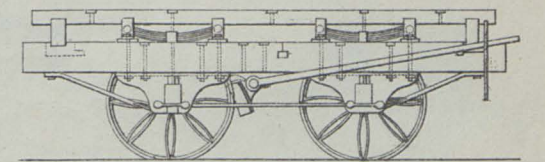


Fig. 7.

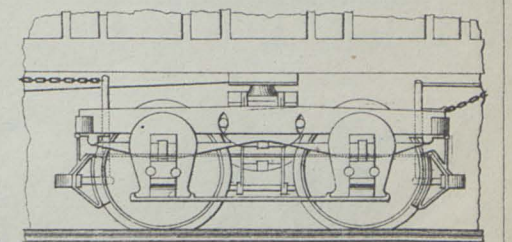


Fig. 6.

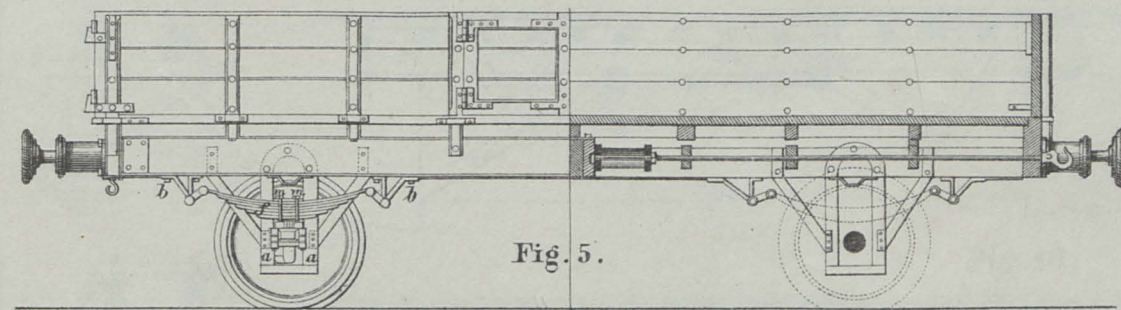


Fig. 5.

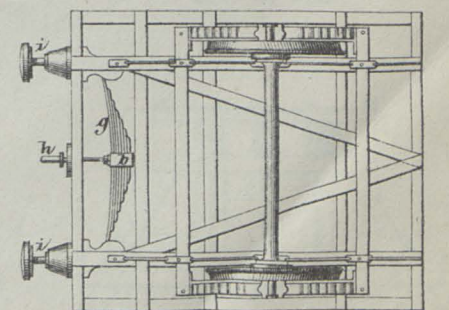
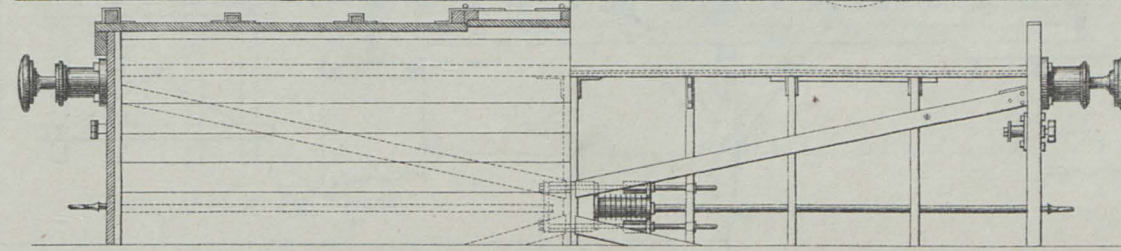
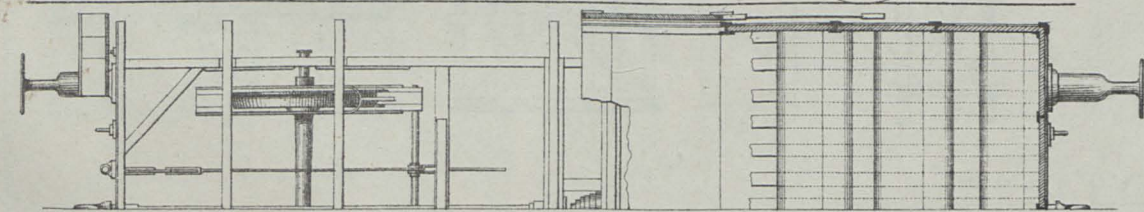


Fig. 3.

Fig. 1.
Freies Bahnprofil.
Schablone für ein Geleis.

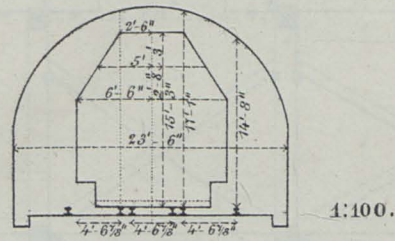


Fig. 2.
First und Sohlenstollen.
Querschnitt.

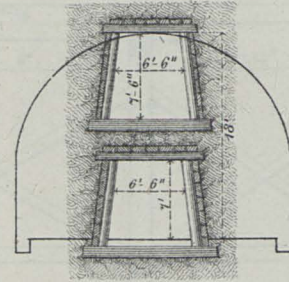


Fig. 3.
Erweiterung des Profils.
Ausbruch der Bogenweite.

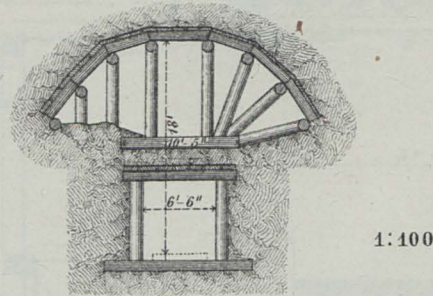


Fig. 4.
Vollendeter Ausbau
der Zimmerung.

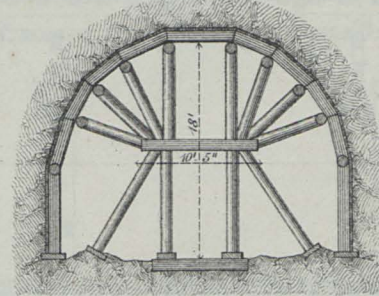
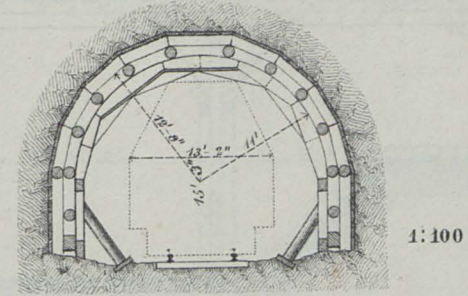


Fig. 5.
Querschnitt.



Aufstellung des Bohlenbogens.
Fig. 6.
Längenschnitt.

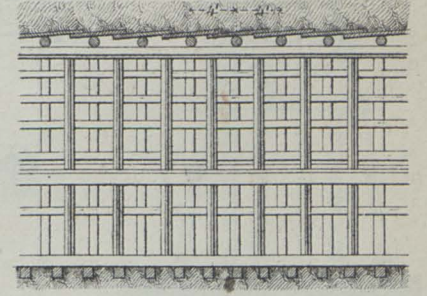


Fig. 7.
Provisorien für Spannweiten
von 1 bis 2°



Fig. 8.

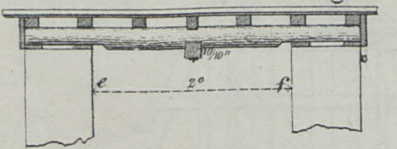


Fig. 9.

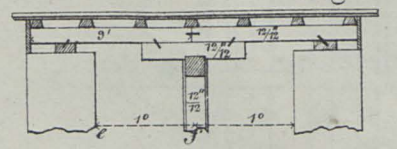


Fig. 10.

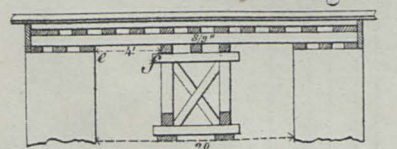


Fig. 11.
Provisorien für Spannweiten
von 3 bis 4°

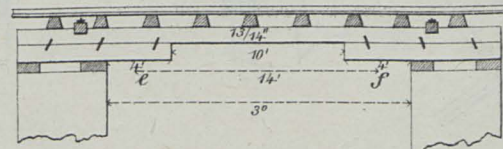


Fig. 12.

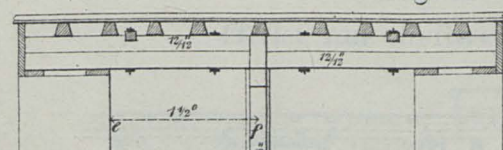


Fig. 13.

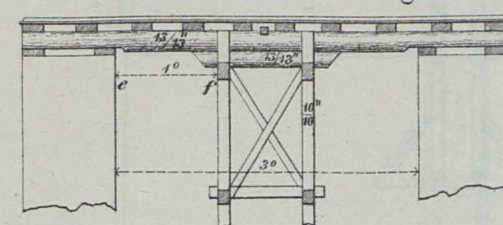


Fig. 14.
Provisorien für Spannweiten von 6 bis 7°

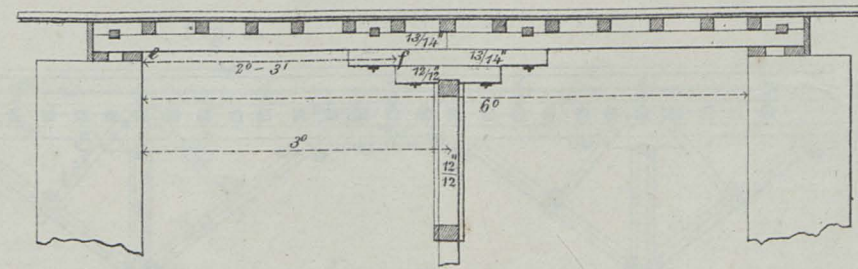


Fig. 15.

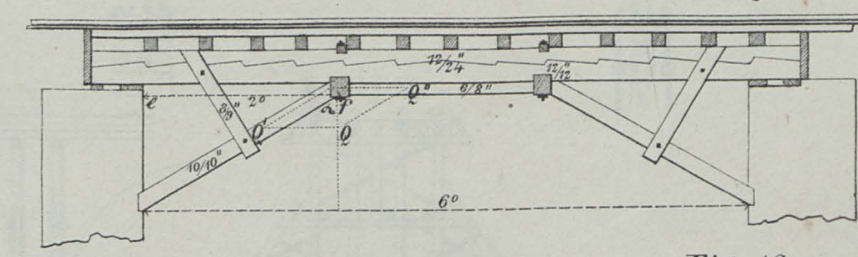
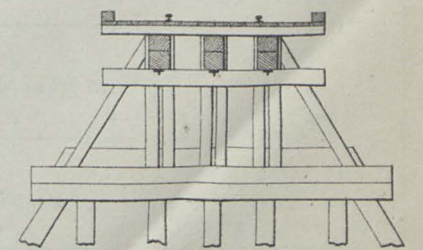
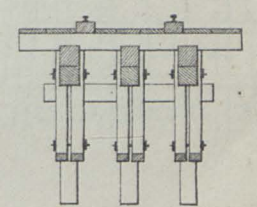
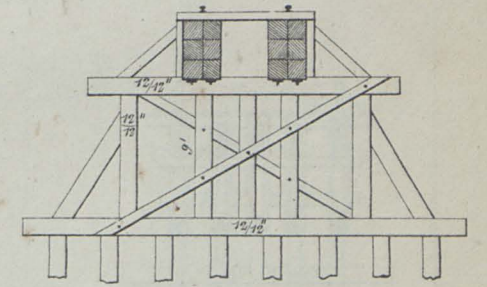
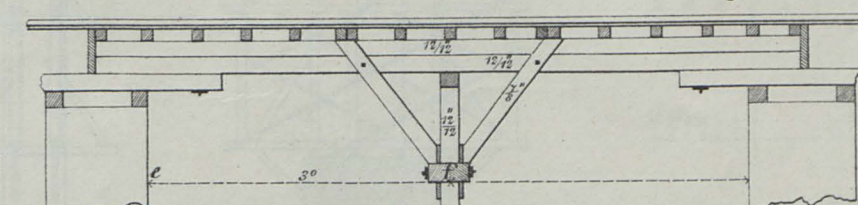
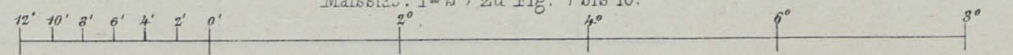


Fig. 16.



Maßstab 1" = 2', zu Fig. 7 bis 16.



Provisorium für Spannweiten von 9-10° bei 6° Höhe.

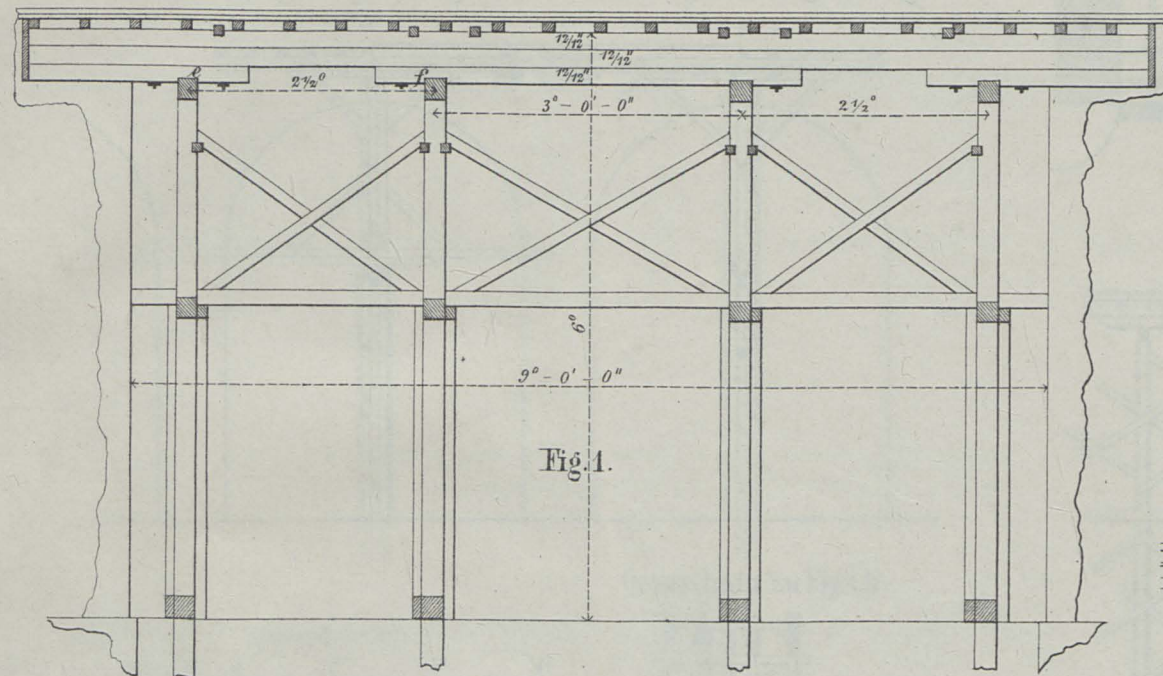


Fig. 1.

Querschnitt zu Fig. 1.

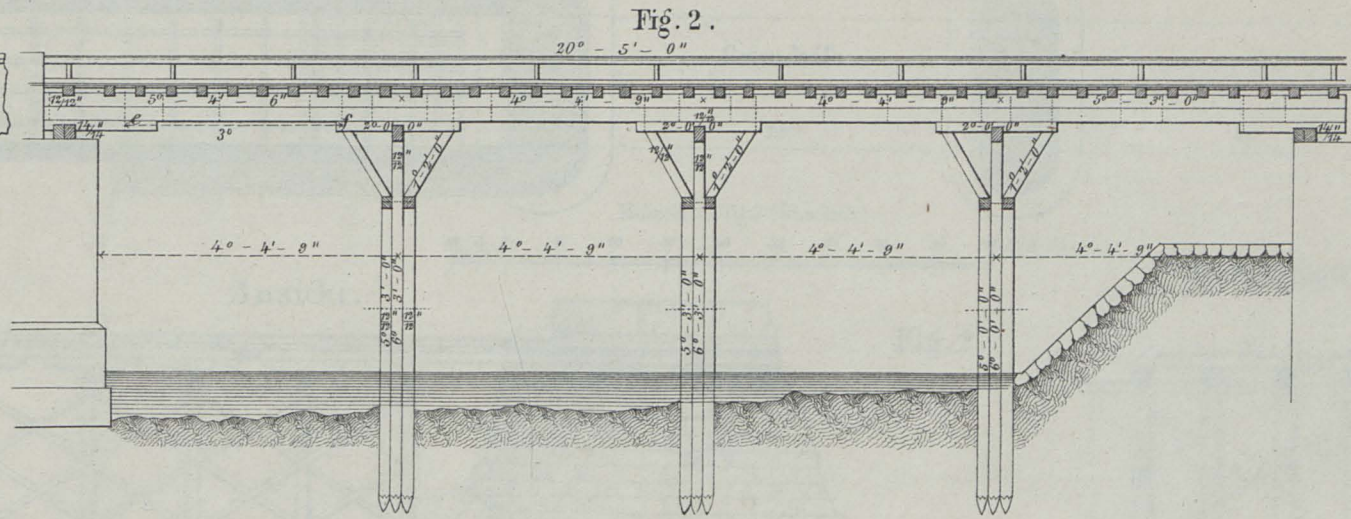
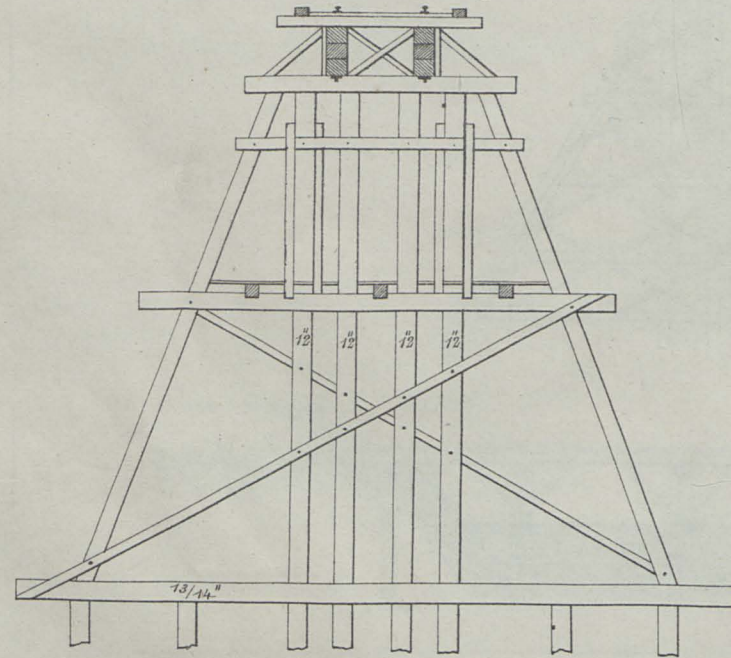


Fig. 2.

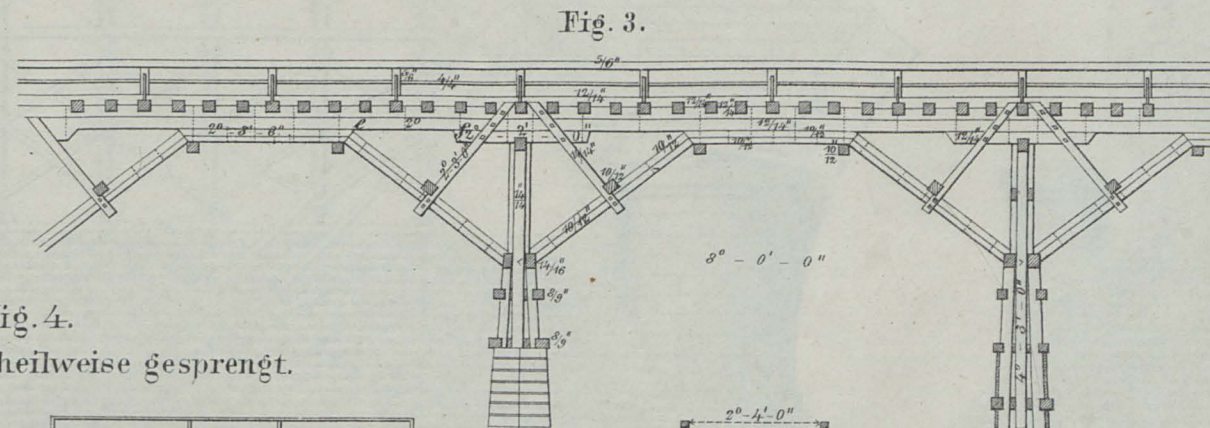
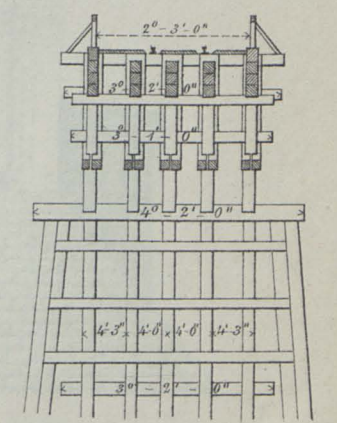
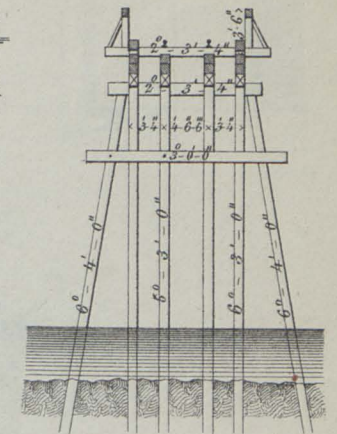
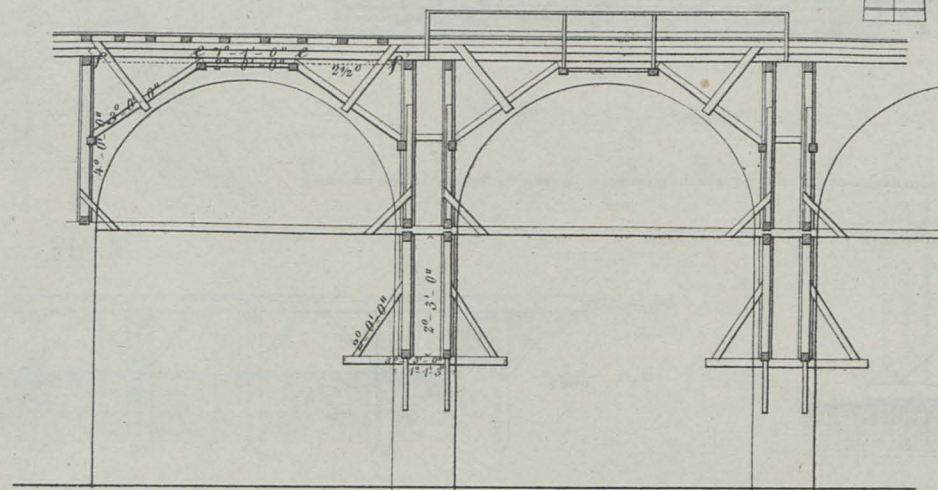
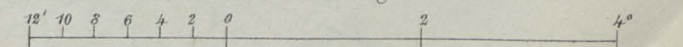


Fig. 3.

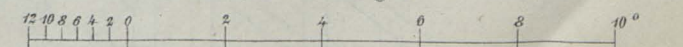
Fig. 4. Pfeiler nur theilweise gesprengt.



Mafsstab: 1"=2° zu Fig. 1



Mafsstab: 1"=4° zu Fig. 4.



Mafsstab zu Fig. 2 u. 3.

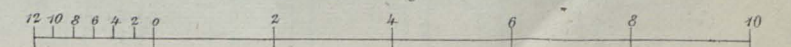
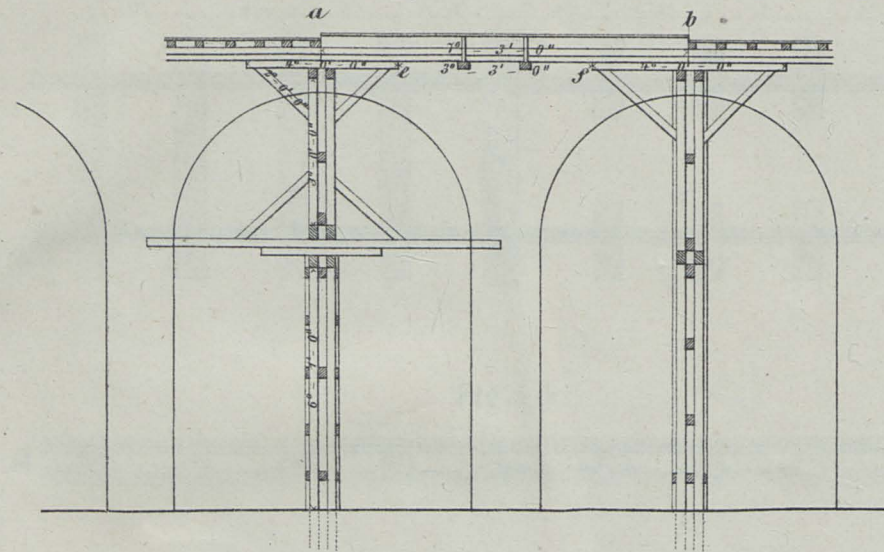


Fig. 1.

Bogen gesprengt.

Pfeiler gänzlich gesprengt.



Querschnitt zu Fig. 1. b.

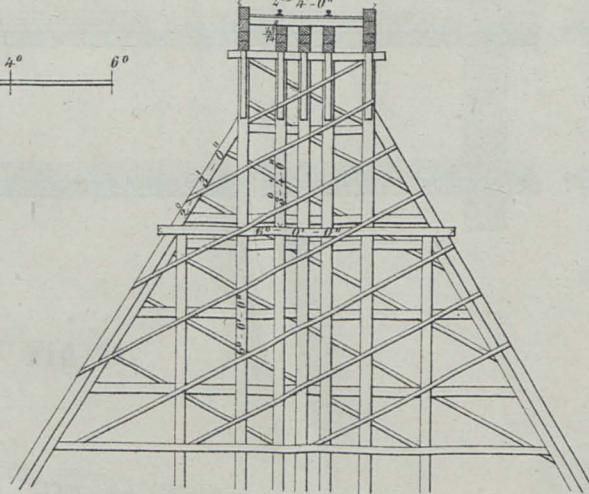
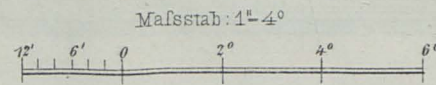
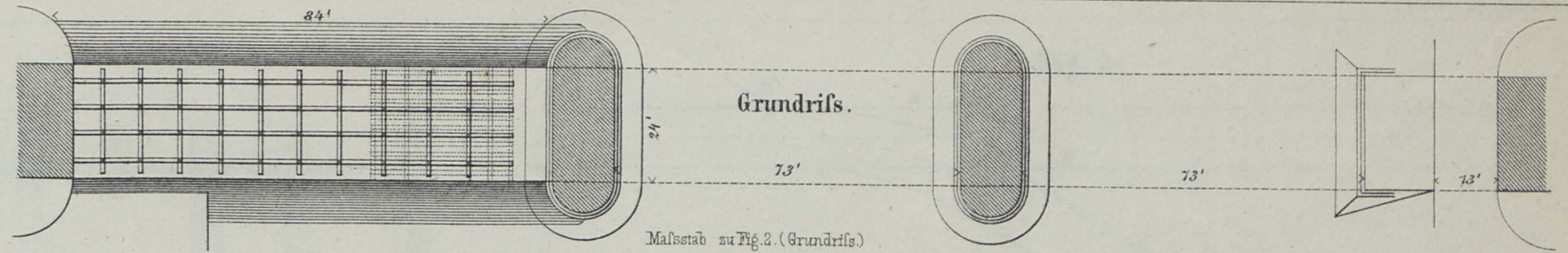
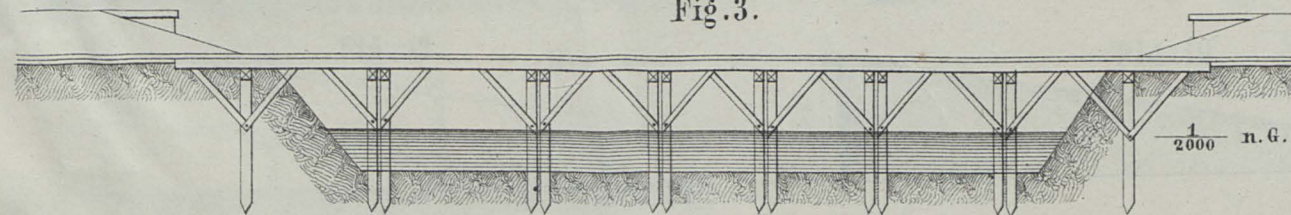


Fig. 3.

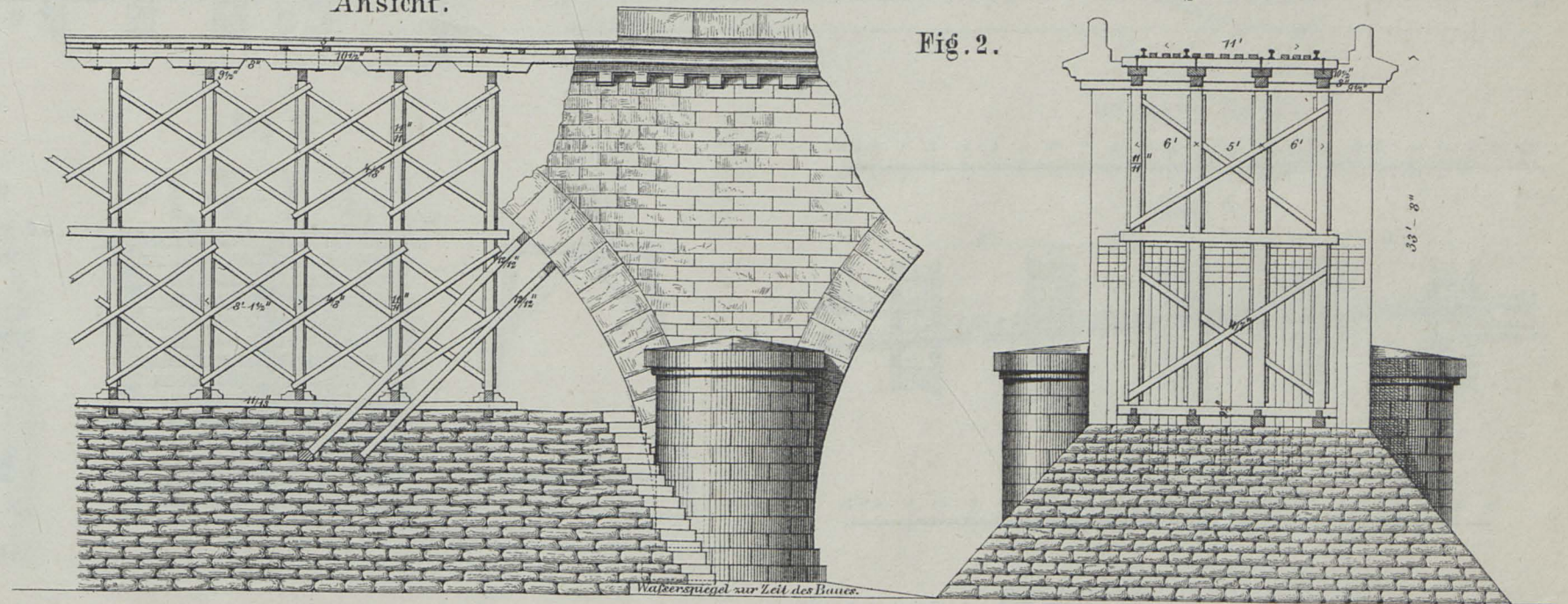


Grundriss.

Querschnitt.

Ansicht.

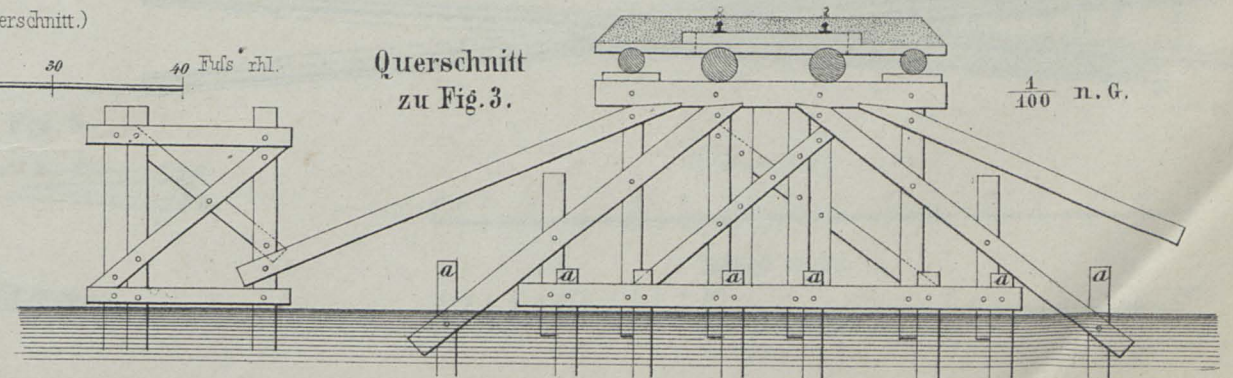
Fig. 2.



Walterspiegel zur Zeit des Baues.

Querschnitt zu Fig. 3.

1/100 n. G.



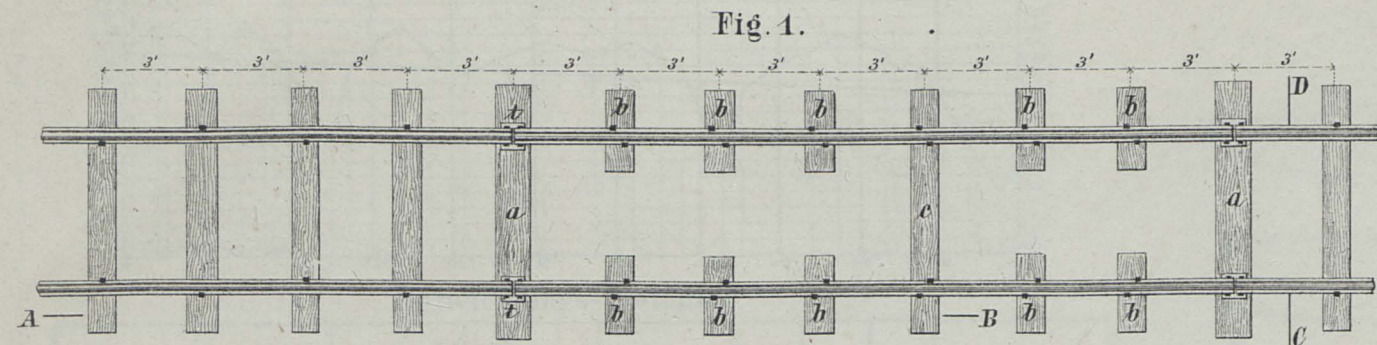


Fig. 1.a.



Fig. 3.

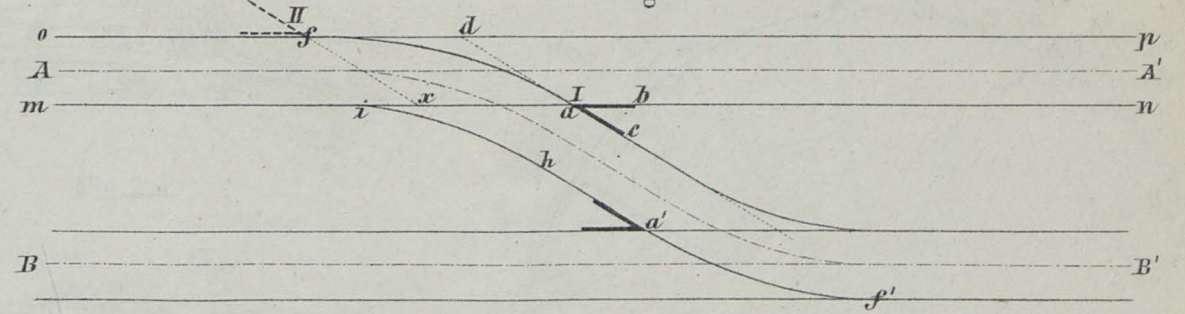


Fig. 1.b.

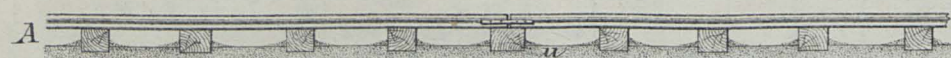


Fig. 7.

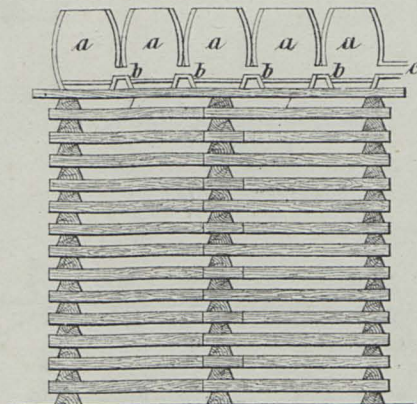
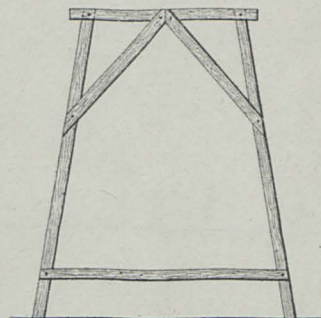


Fig. 8.



Maßstab für Fig. 1 u. 2.

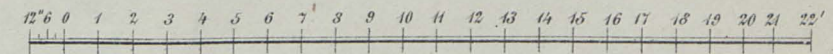


Fig. 2.

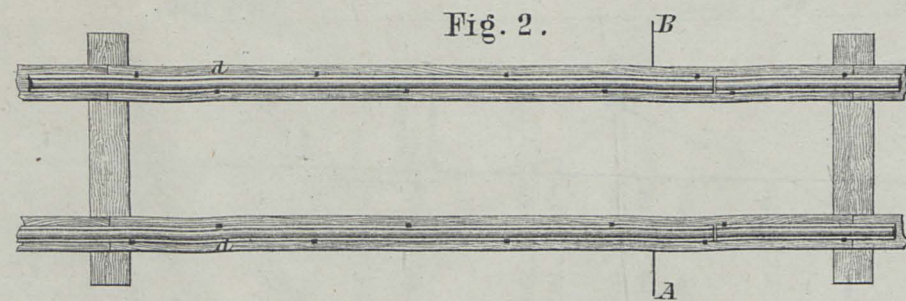
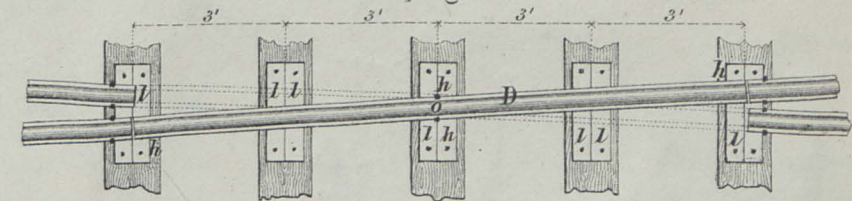


Fig. 2.a.



Fig. 5.



Maßstab für Fig. 10.

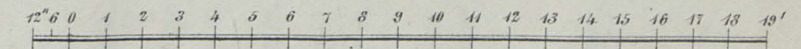


Fig. 11.

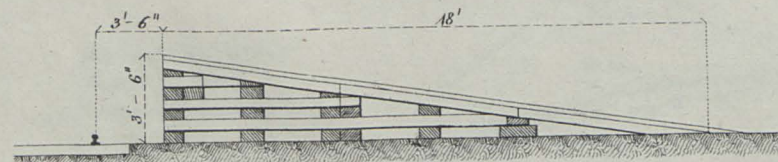


Fig. 9.

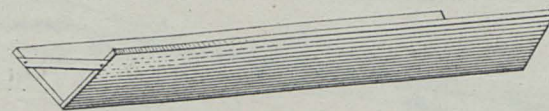


Fig. 6.

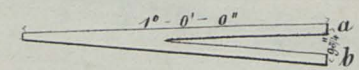
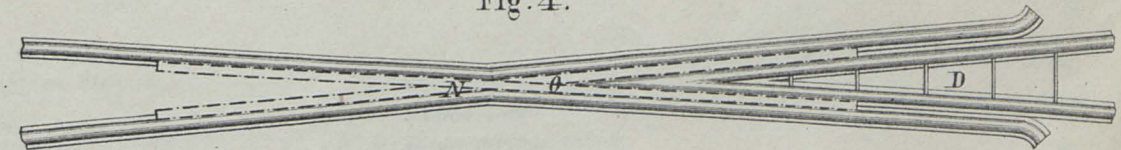


Fig. 4.



Maßstab für Fig. 4, 5 u. 6.

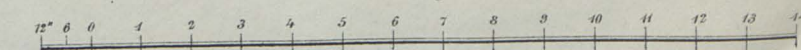


Fig. 12.

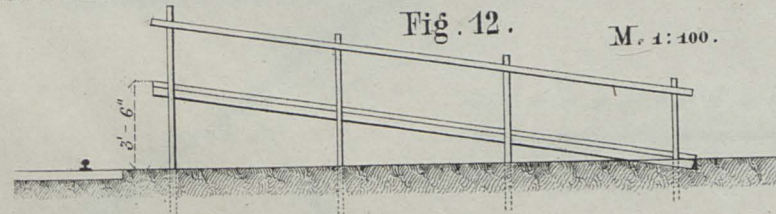
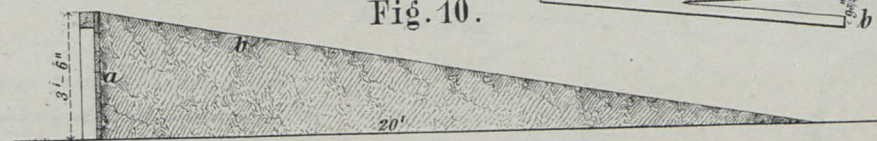
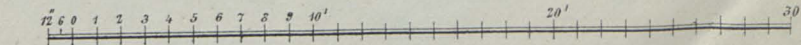


Fig. 10.



Maßstab für Fig. 7 u. 8.



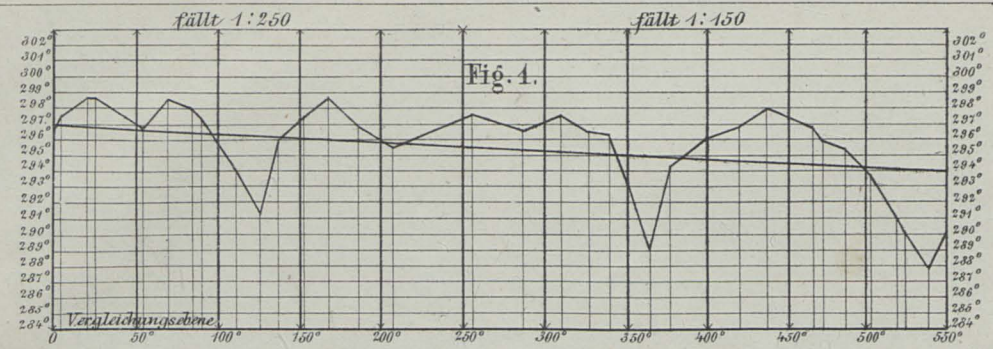


Fig. 4.

Entwicklungs-Protokoll.

Pflöck-N ^o	Distanz		Lattenhöhe (Ablesung)		Visur	Pflöck-Höhe	Differenz	Winkel-ablesung		Winkel	Richtung	Nivellette steigt - fällt.	Anmerkung
	Einzeln.	Zusammen	Vorwärts	Mitte				Rückwärts	Vorwärts				
0						56000	+1000						
1	293	293	1925			54772	+0001	126° 47'	285° 4'	163° 14'	rechts	Fälle 1:130	
2	50	793	1086			54386		247° 34'	73° 13'	185° 39'	rechts	"	

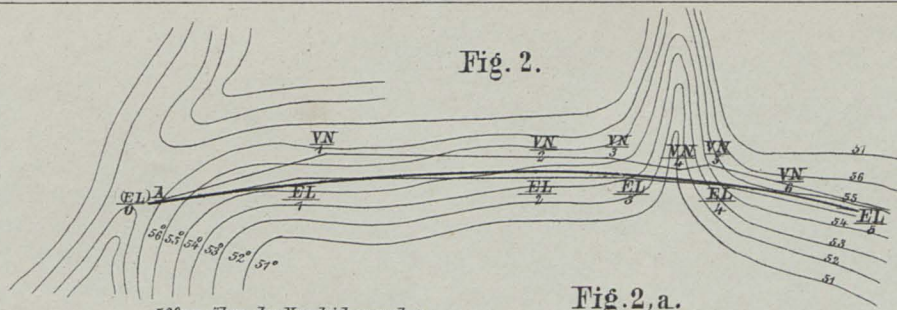


Fig. 2.

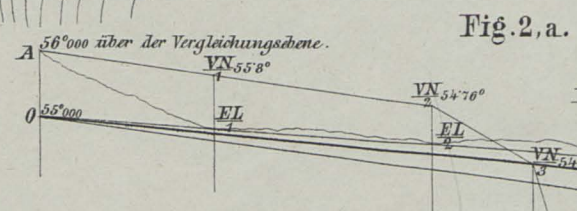


Fig. 2, a.

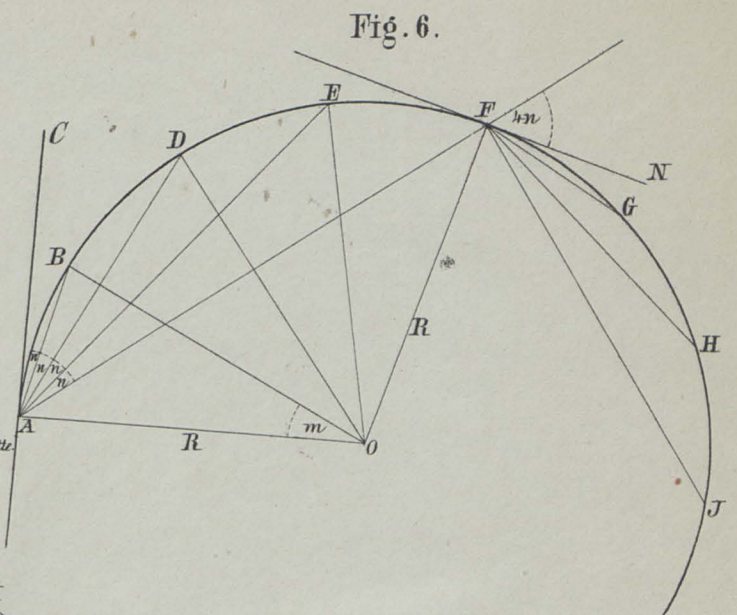


Fig. 6.

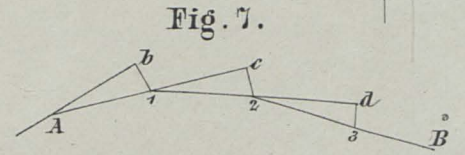


Fig. 7.

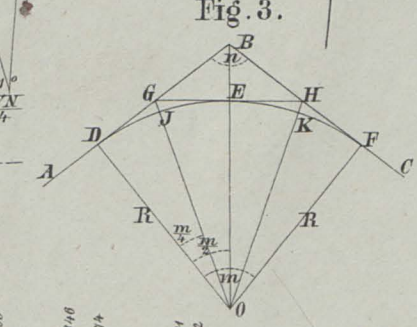


Fig. 3.

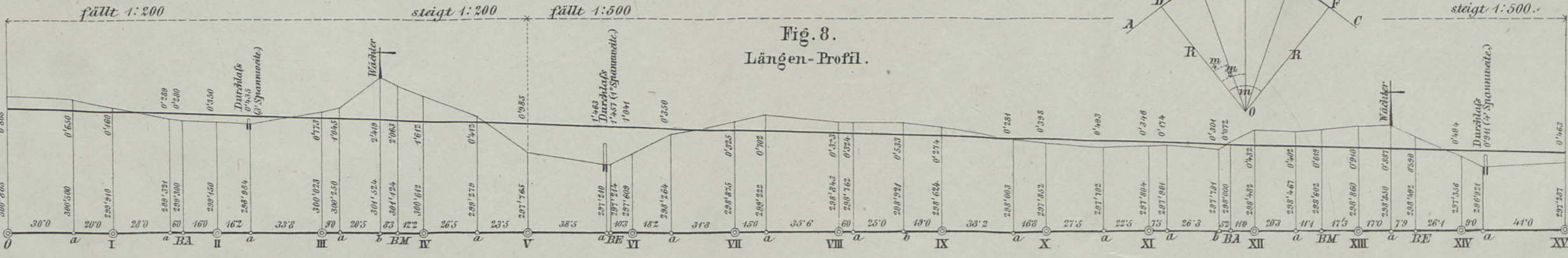


Fig. 8. Längen-Profil.

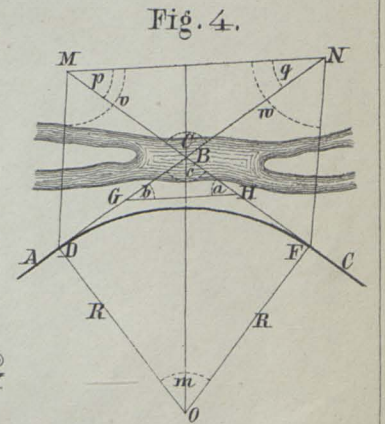


Fig. 4.

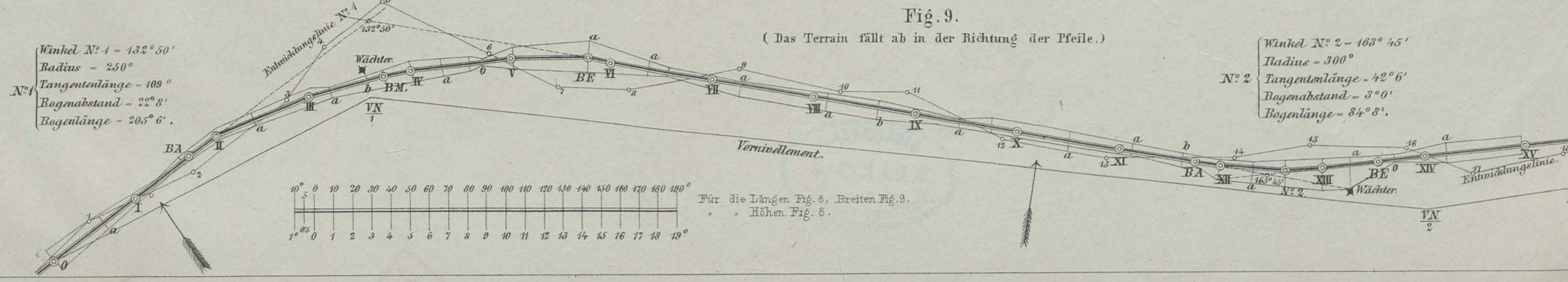


Fig. 9.

(Das Terrain fällt ab in der Richtung der Pfeile.)

Winkel N^o 1 = 132° 50'
 Radius = 250'
 Tangentenlänge = 109'
 Bogenabstand = 22° 8'
 Bogenlänge = 205° 6'.

Winkel N^o 2 = 163° 45'
 Radius = 300'
 Tangentenlänge = 42° 6'
 Bogenabstand = 3° 0'
 Bogenlänge = 84° 8'.

Für die Längen Fig. 8, Breiten Fig. 9.
 Höhen Fig. 8.

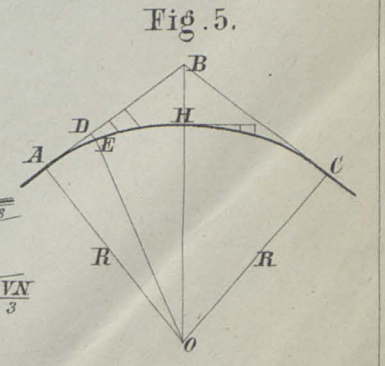


Fig. 5.

