



BIBLIOTEKA POLITECHNICZNA TOM VII.

# MOSTY DREWNIANE

CZĘŚĆ I.

MOSTY BELKOWE I JARZMA

WYKŁADY

D<sup>RA</sup> MAKSYMILIANA THULLIEGO

RADCY DWORU, PROFESORA SZKOŁY POLITECHNICZNEJ WE LWOWIE.

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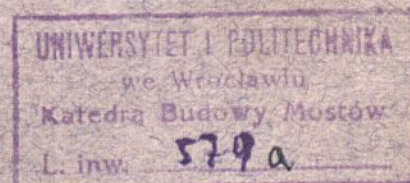
B. ATLAS.

WYDANIE TRZECIE.

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Cena za tekst i atlas 12 K, 50 h.

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LWÓW, 1913.

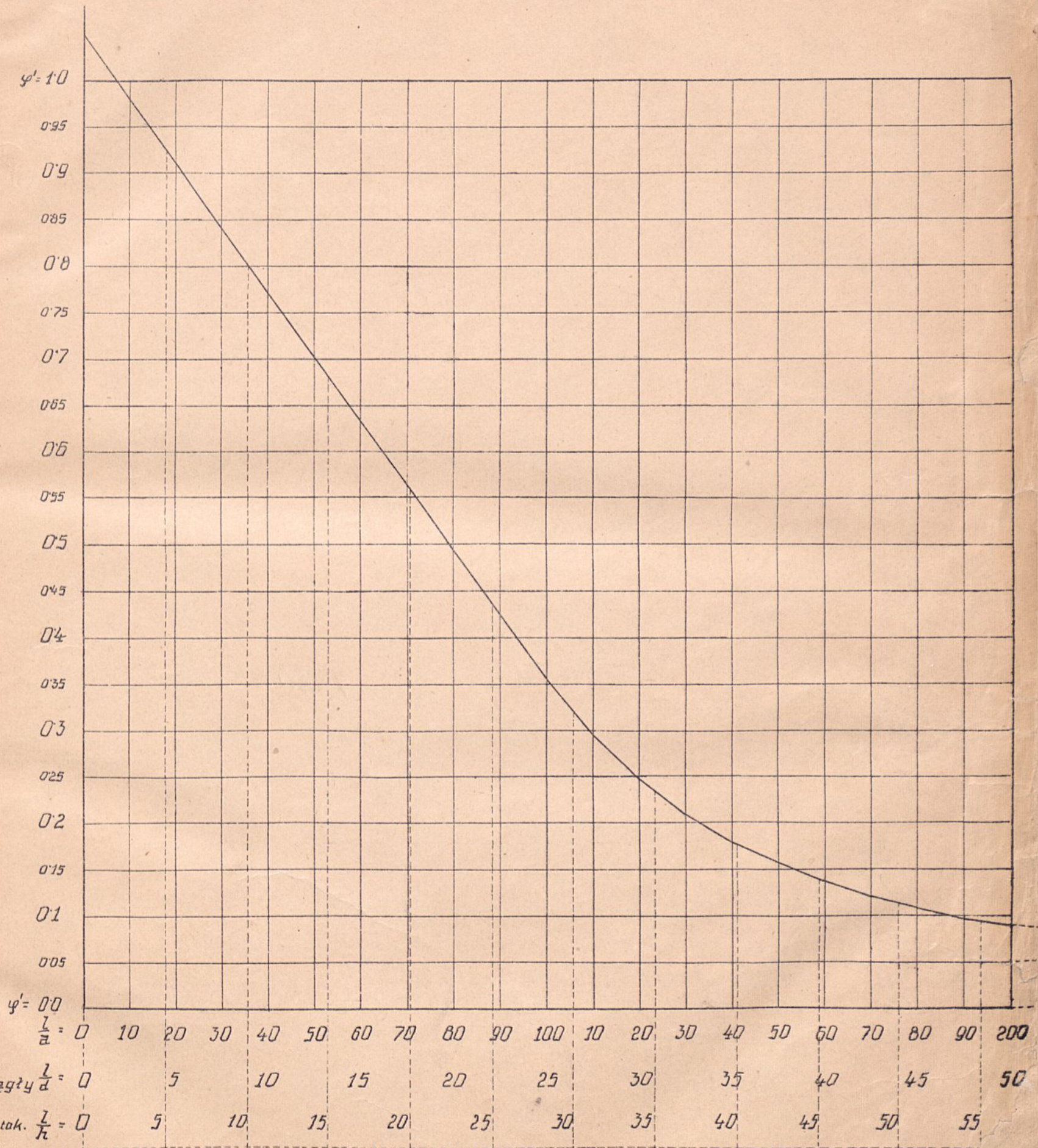
SKŁAD GŁÓWNY W KSIĘGARNI ZIENKOWICZA I CHECIŃSKIEGO WE LWOWIE.  
Z I. ZWIĄZKOWEJ DRUKARNI WE LWOWIE, UL. LINDEGO L. 4.

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# Spółczynnik zmniejszający dla drzewa według Tetmajera

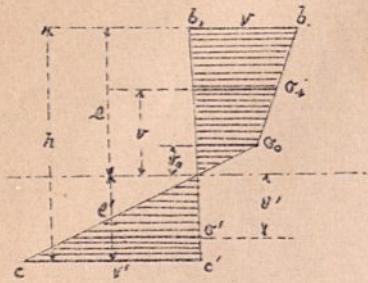


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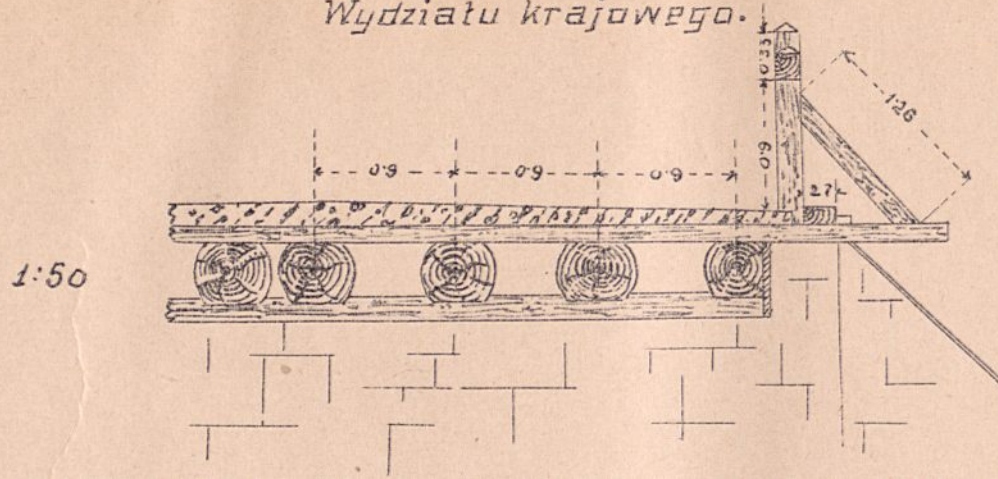


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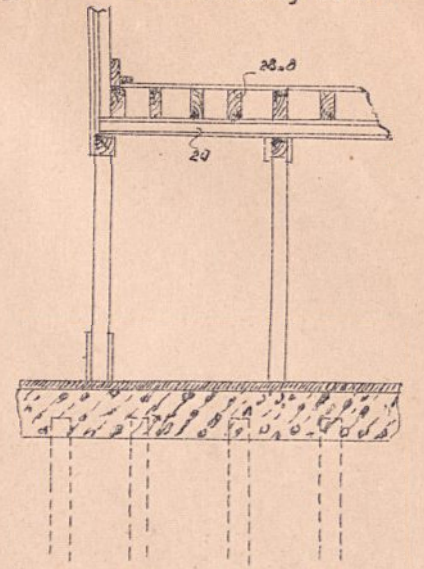
Rys 1. Napięcia normalne.



Rys.2. Most drogowy wedle normali Wydziatu krajowego.

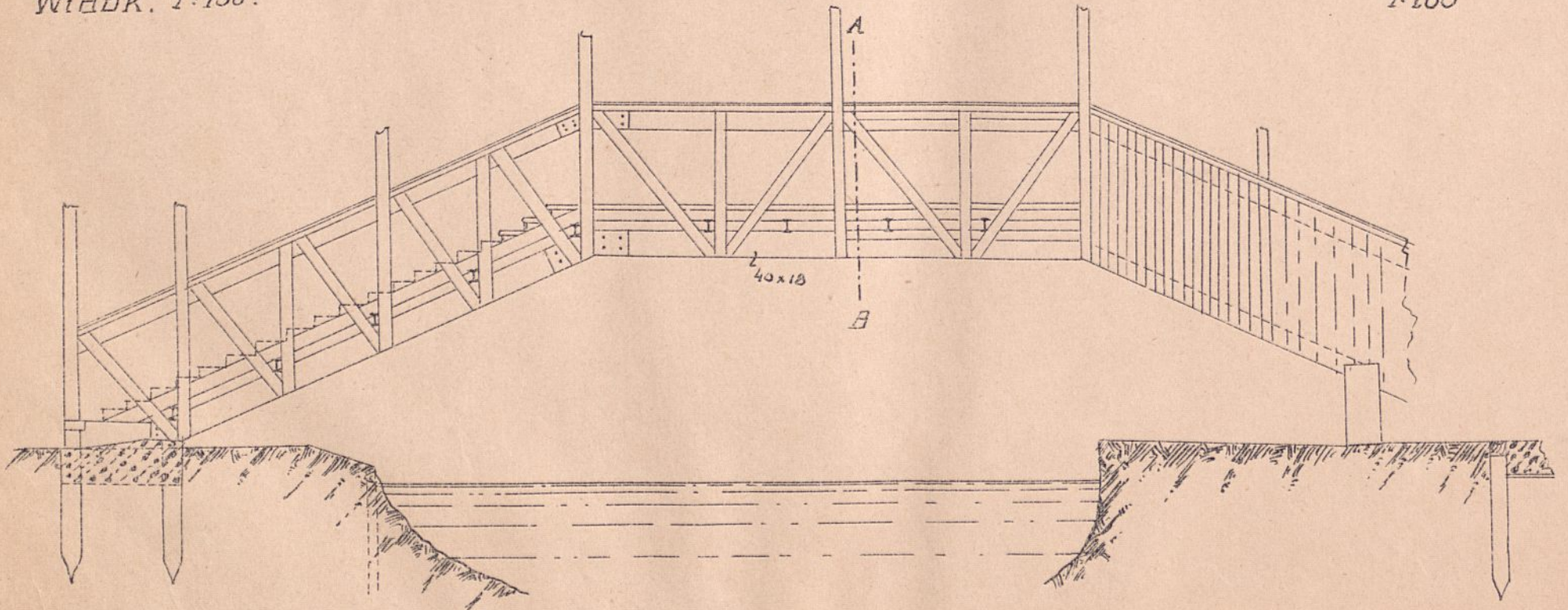


Rys.3.b. Przekrój A-B



Rys 3a. Kładka na kanale w Edynburgu.

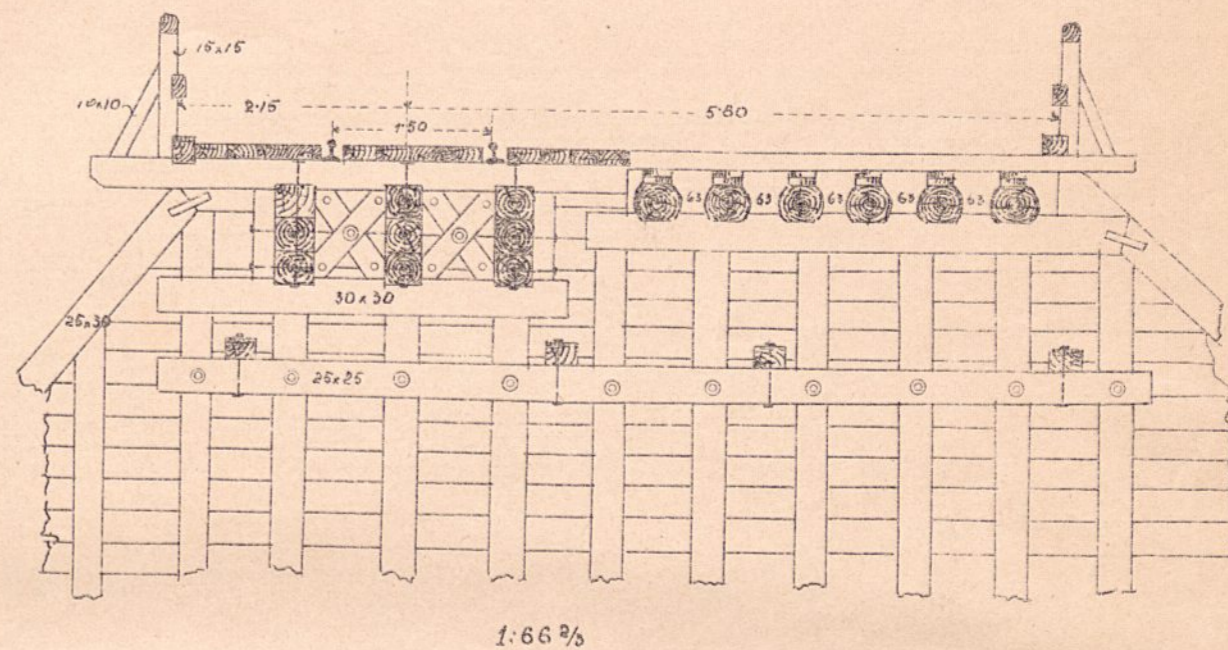
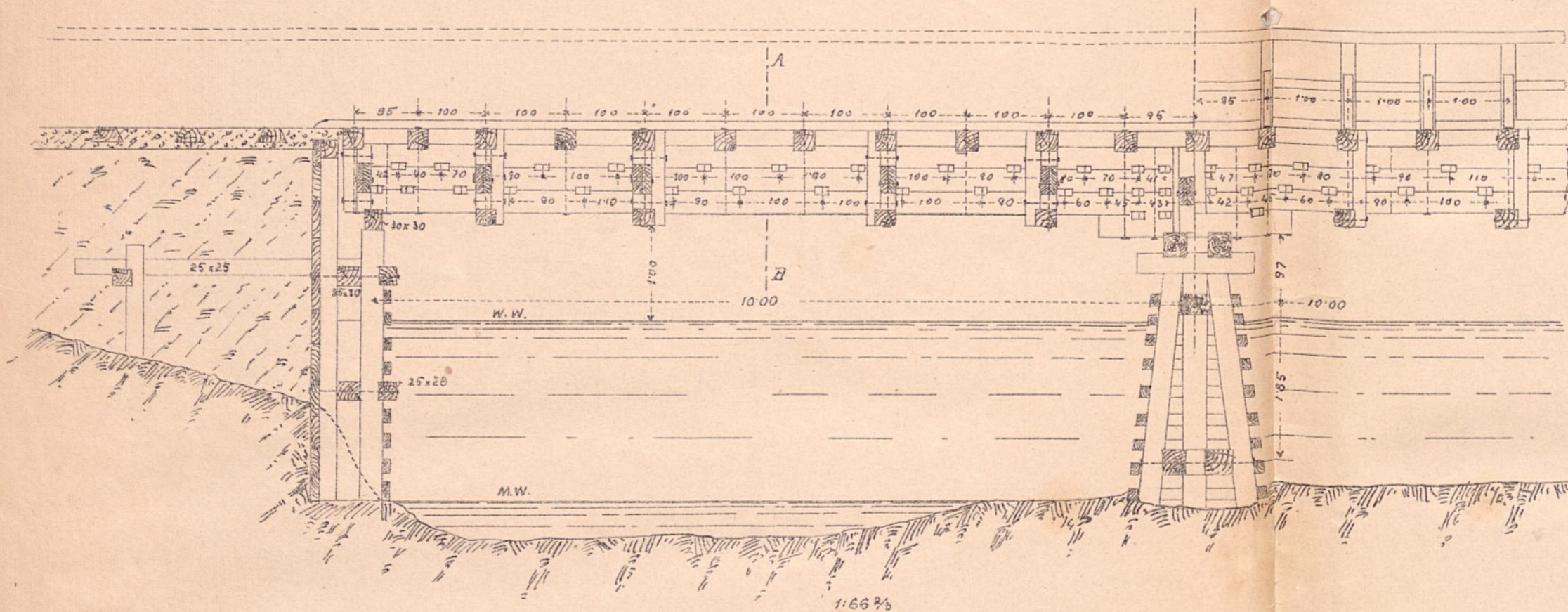
Widok. 1:180.



1:180

Rys. 1.a. Most drogowy i kolejowy na Serecie, kolei Berhomiet-Meżobrody.

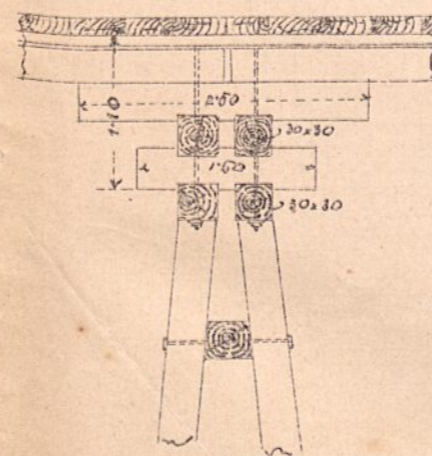
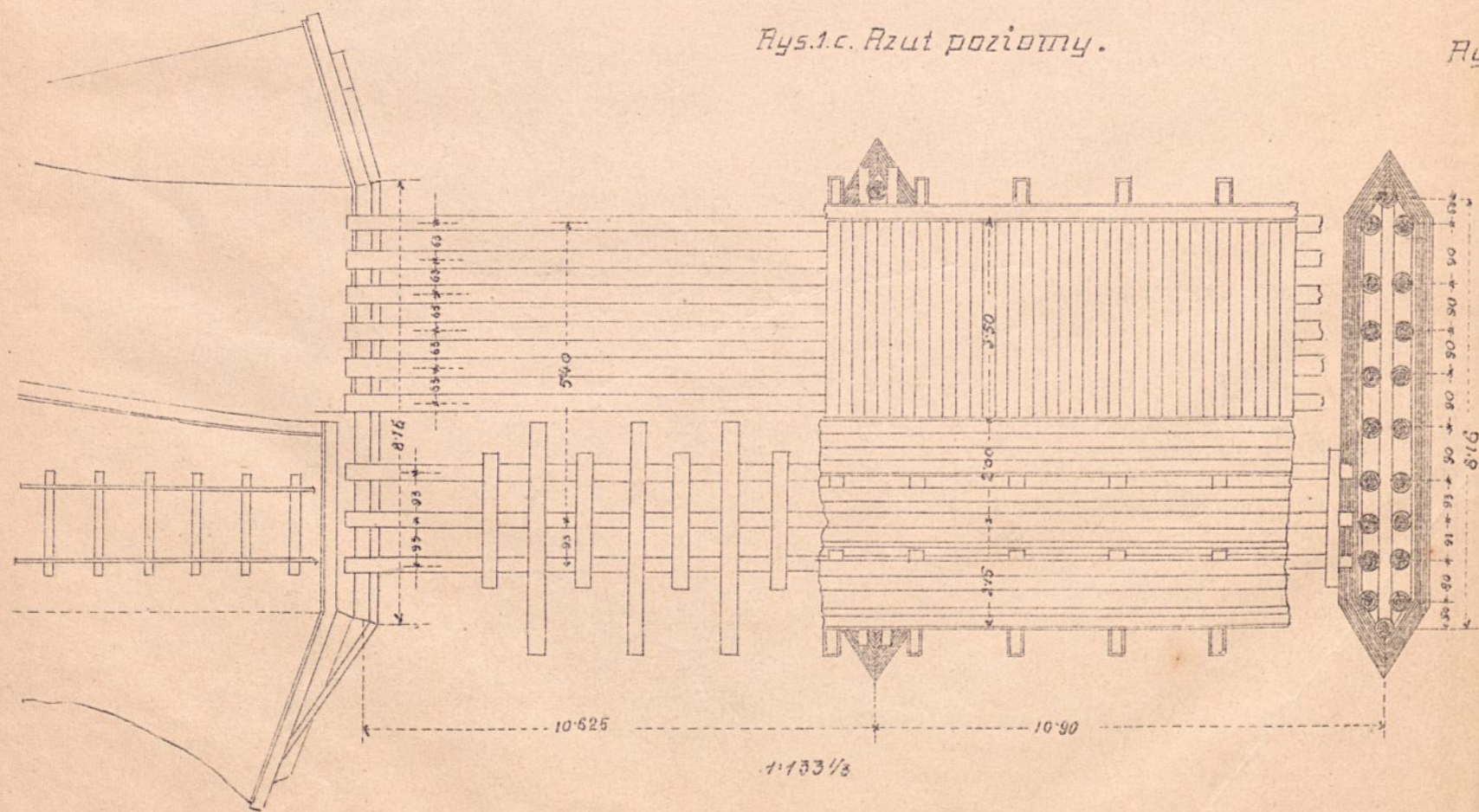
Rys. 1.b. Przekrój A-B



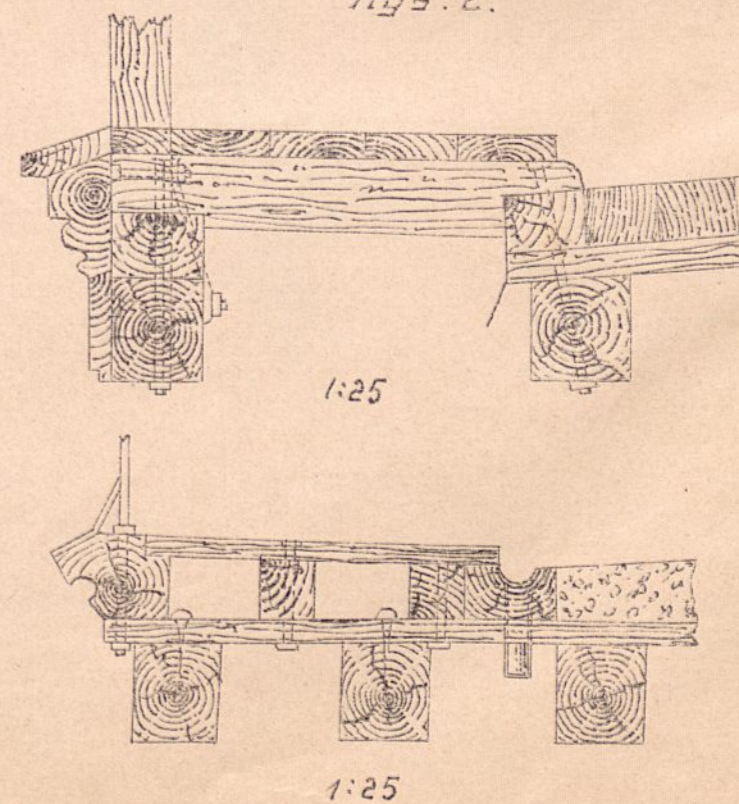
Rys. 1.c. Rzut poziomy.

Rys. 1.d. Przekrój pod. jarzma.

Szczegóły pokrycia.



Rys. 3.

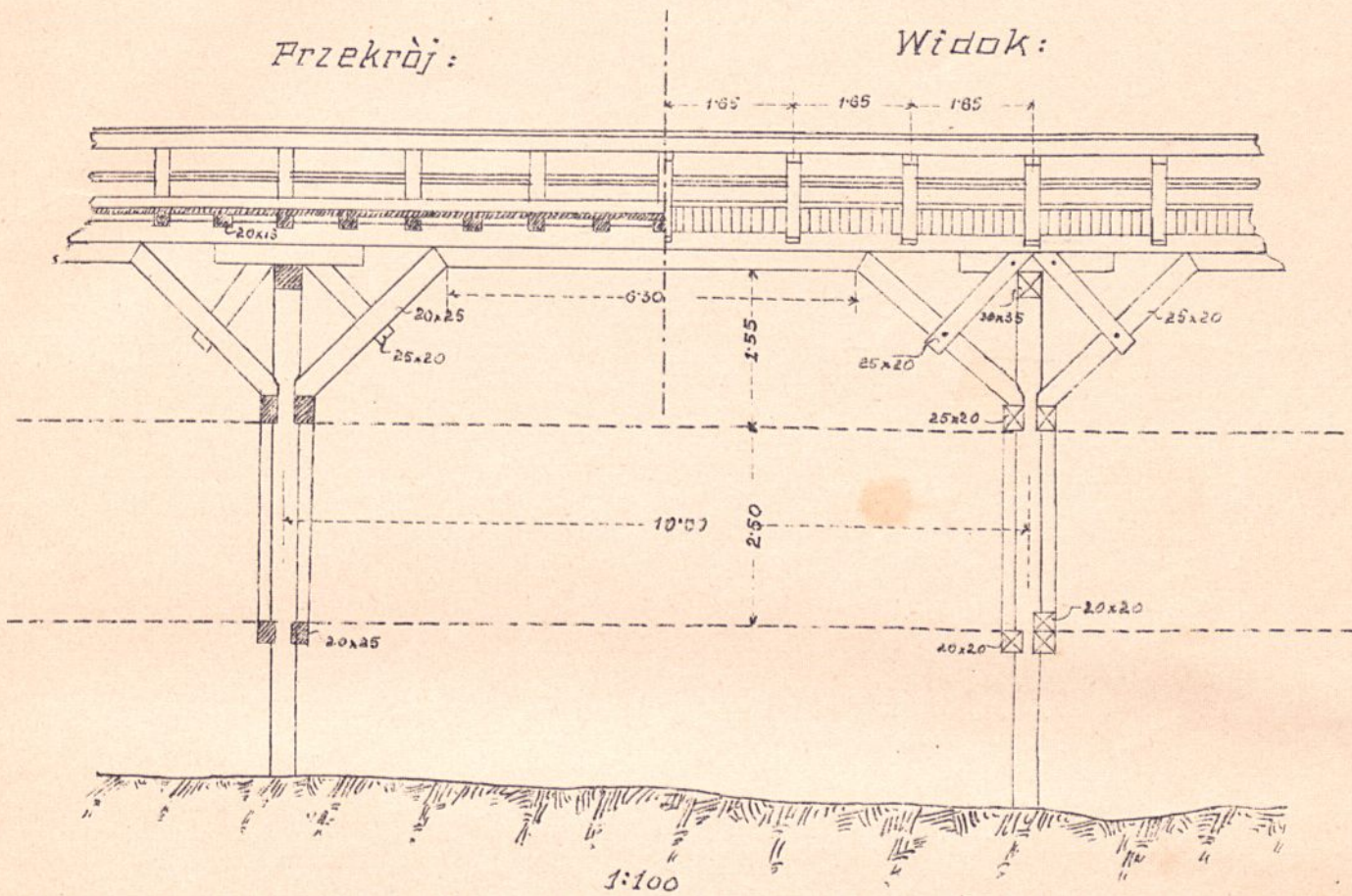


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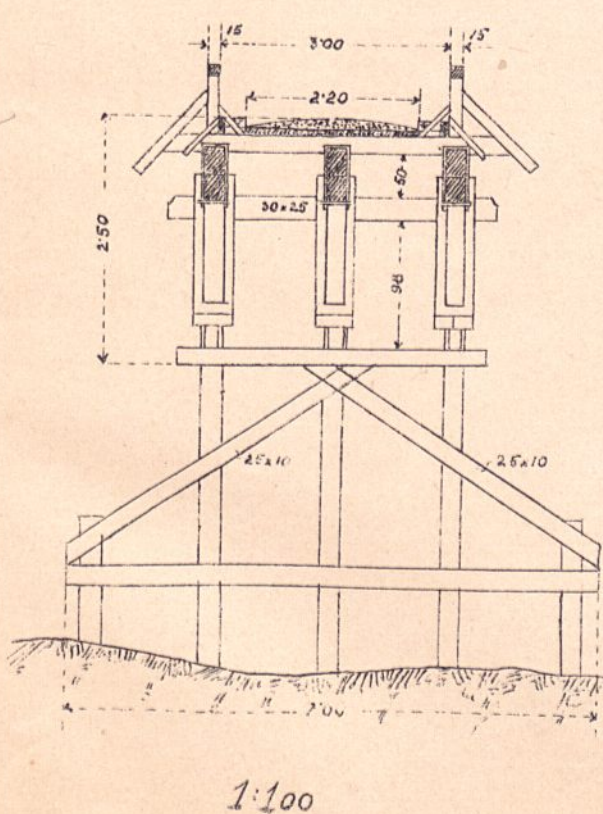




Rys. 1. a. Most nad rzeką Hère.



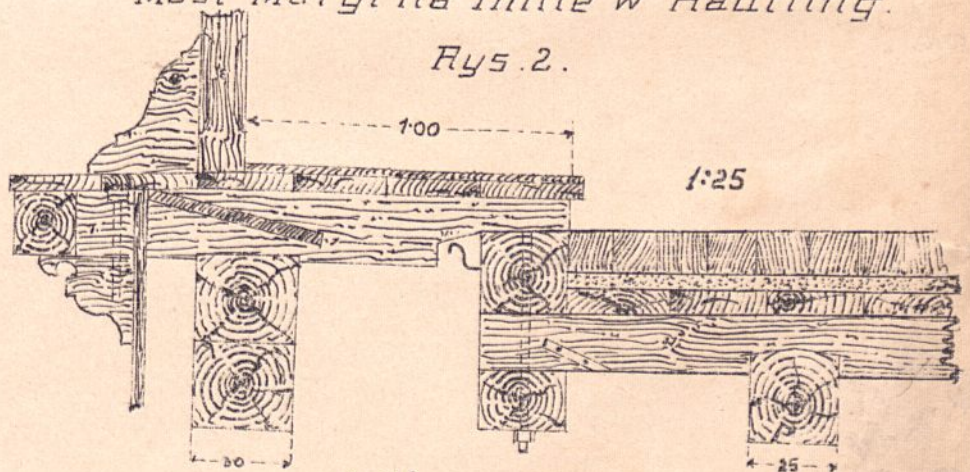
Rys. 1. b. Przekrój A-B.



Szczegóły pokrycia:

Most Maryi na Innie w Raatling.

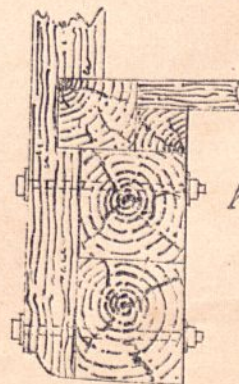
Rys. 2.



Rys. 3.

Kolej południowa

1:20

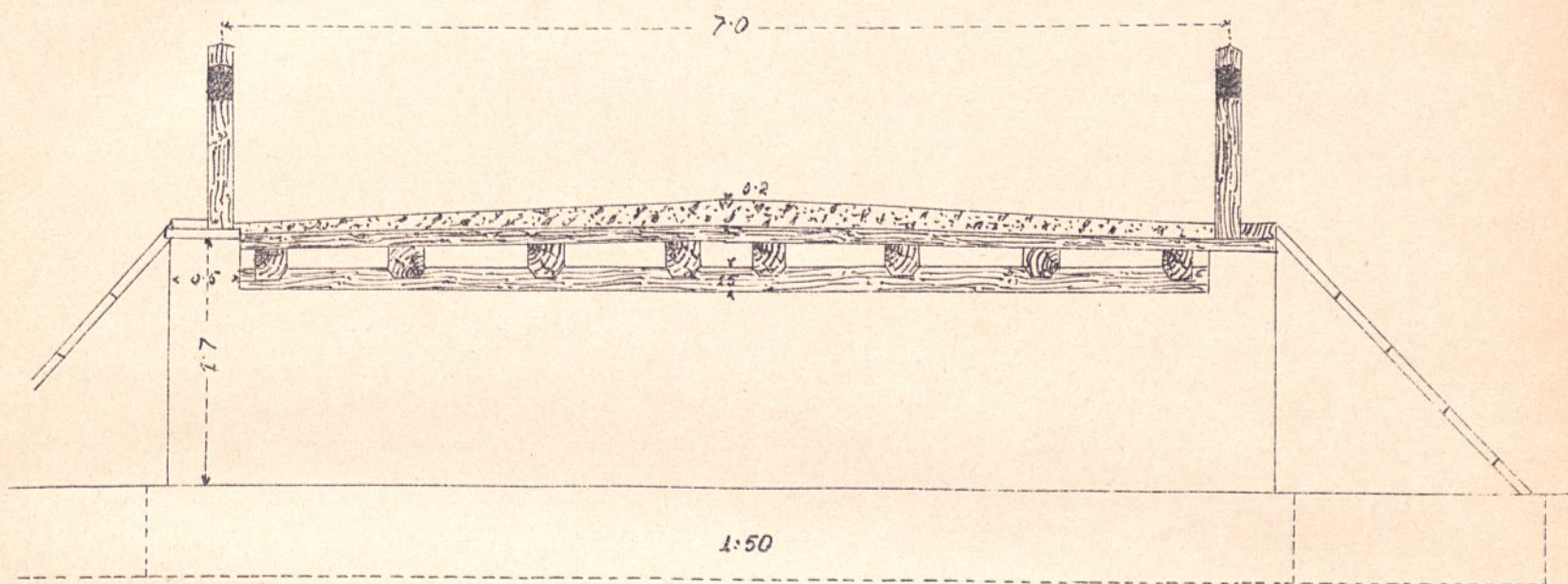


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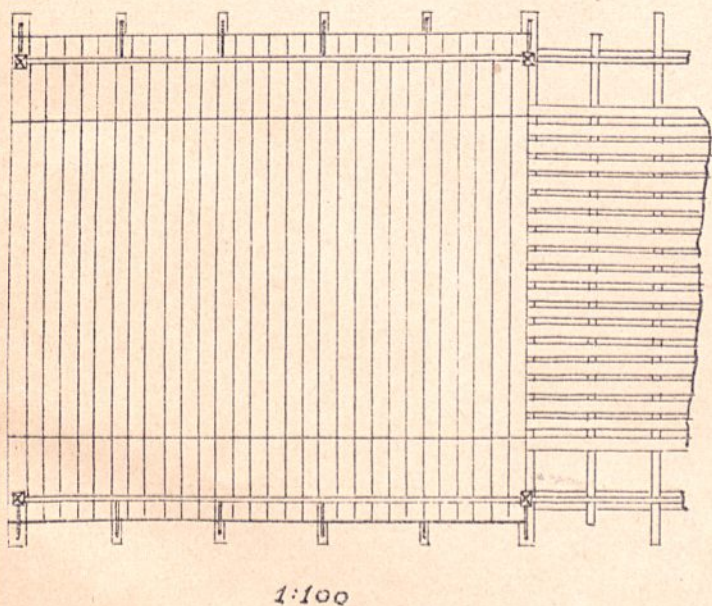
Pomosty:

Rys. 1. Mosty galicyjskie krajowe.

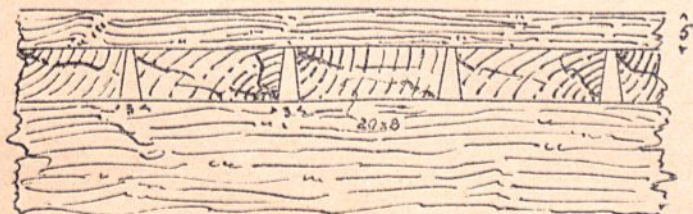
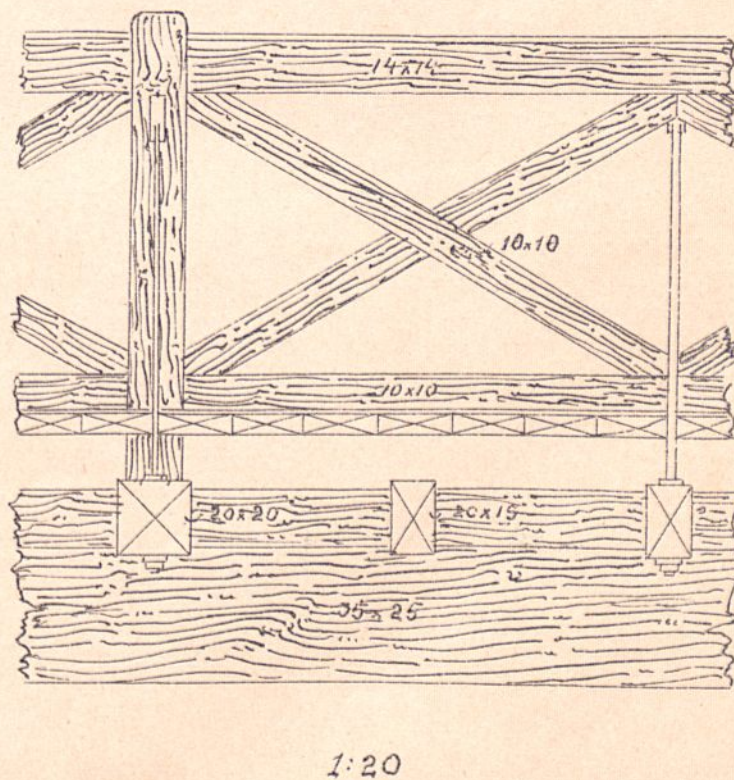


Most na drodze Paryż-Orlean :

Rys. 2.a. Rzut poziomy.



Rys. 2.b. Widak.



1:10 Rys. 2.c. Szczegół pokrycia.



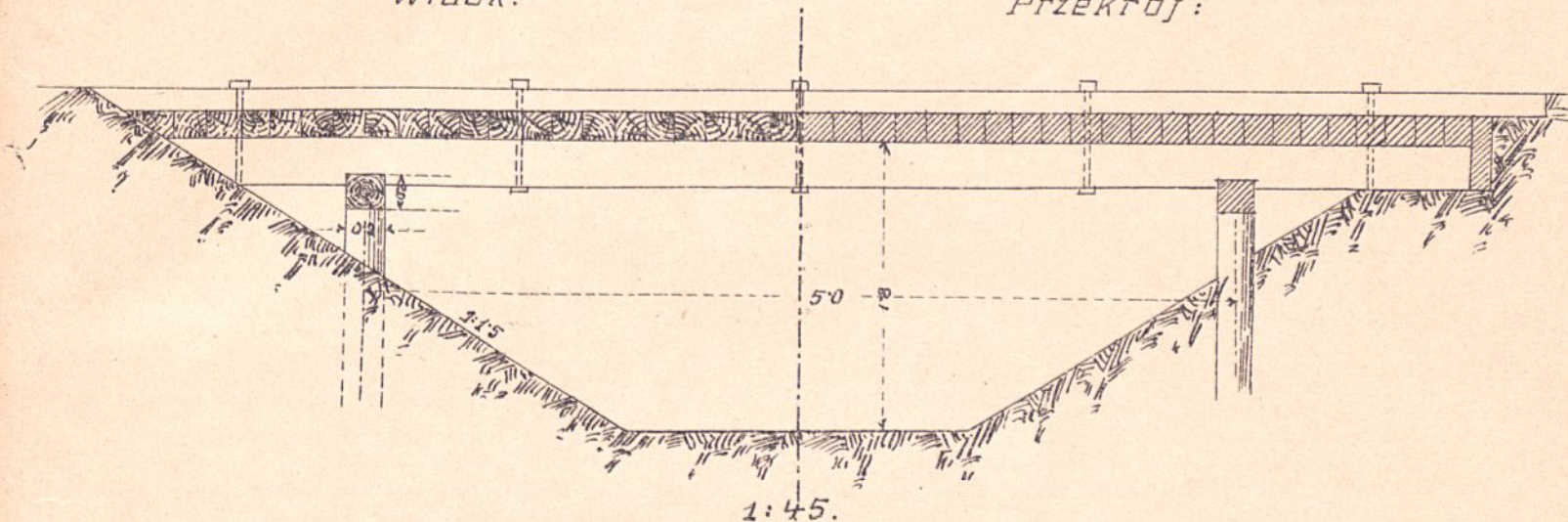
# Pomosty.

Kolej austr. półn.-zachodnia.

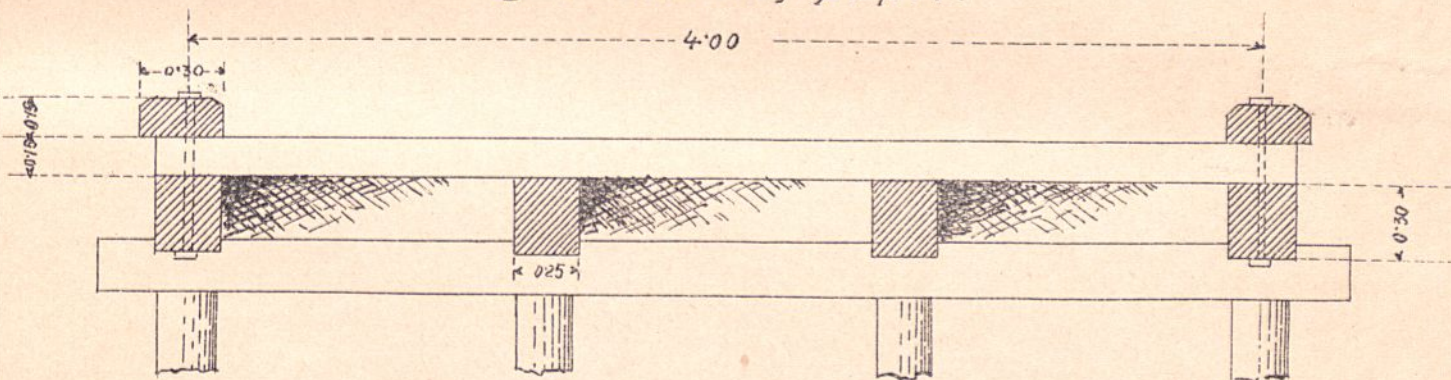
Rys. 1a.

Widok:

Przekrój:



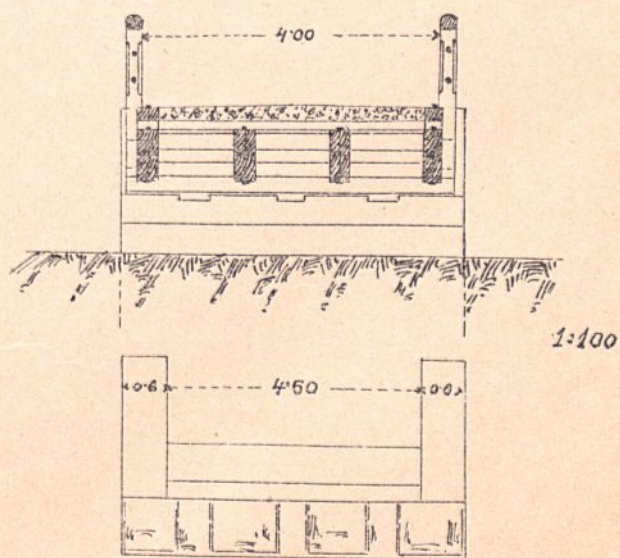
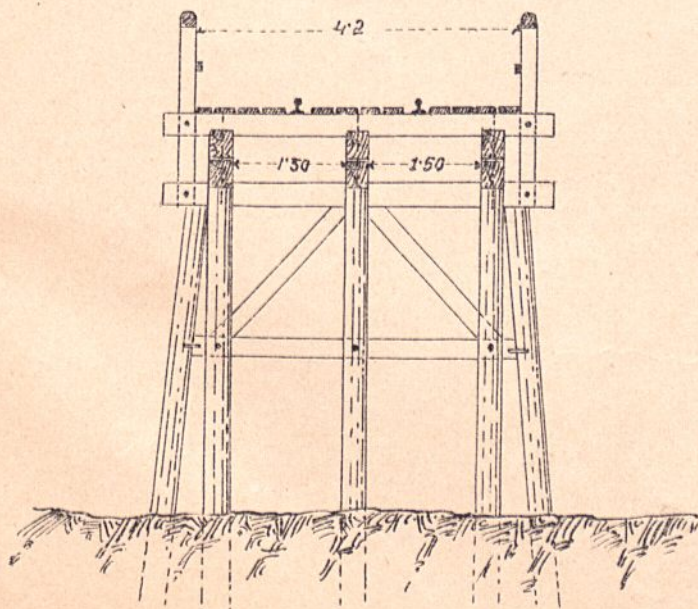
Rys. 1b. Przekrój poprz.



Kolej austr. południowa:

Rys. 2.

Rys. 3.

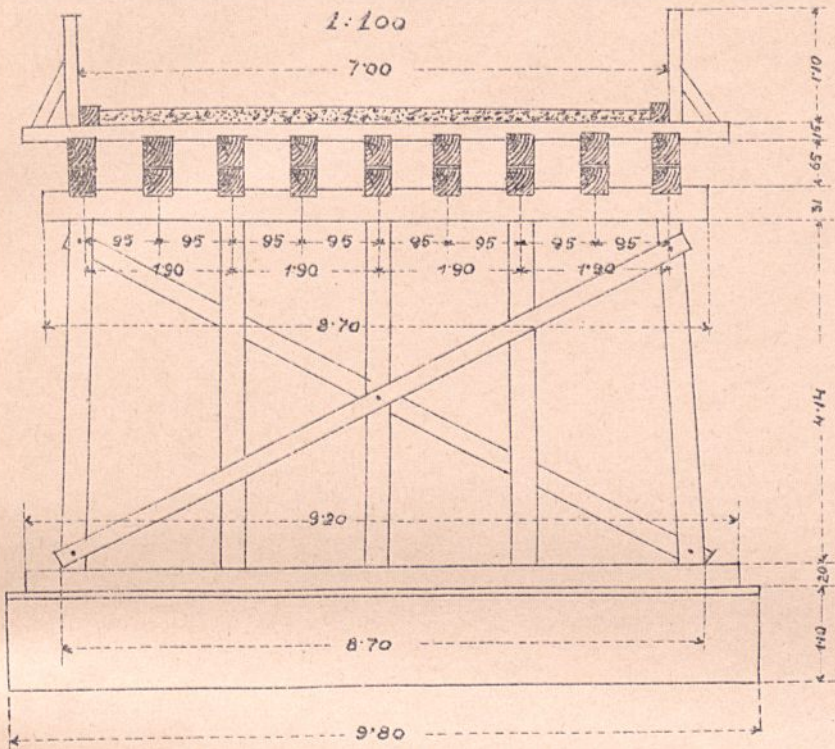




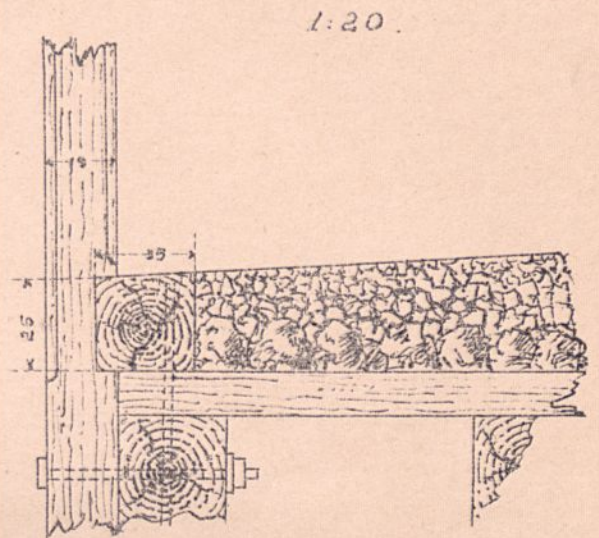
Pomosty.

Most drogowy kolei Karola Ludwika.

Rys. 1.



Rys. 2. Most kolei półn.-wschodniej.

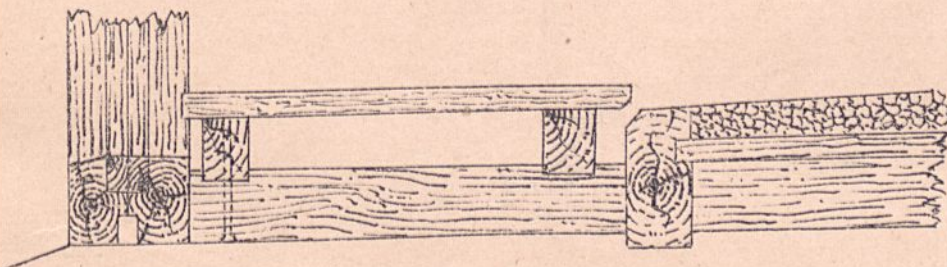


Rys. 4.

Most przy hotelu Europejskim w Badeniu.

Rys. 3.

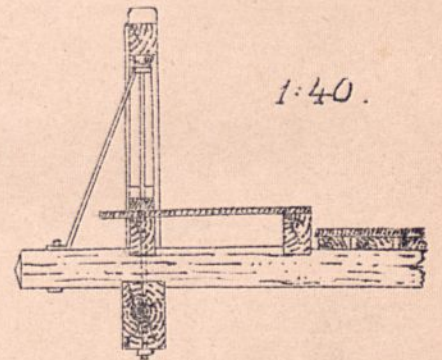
1:20



Rys. 5

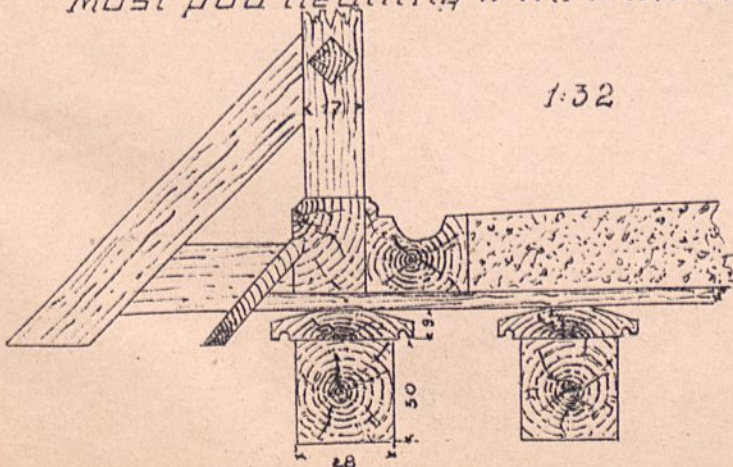
Most kolei Paryż - Orlean

1:40.



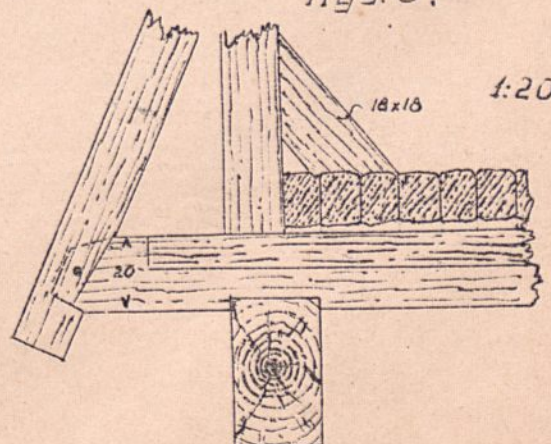
Most pod Heutling w Wirtembergii.

1:32



Rys. 6.

1:20

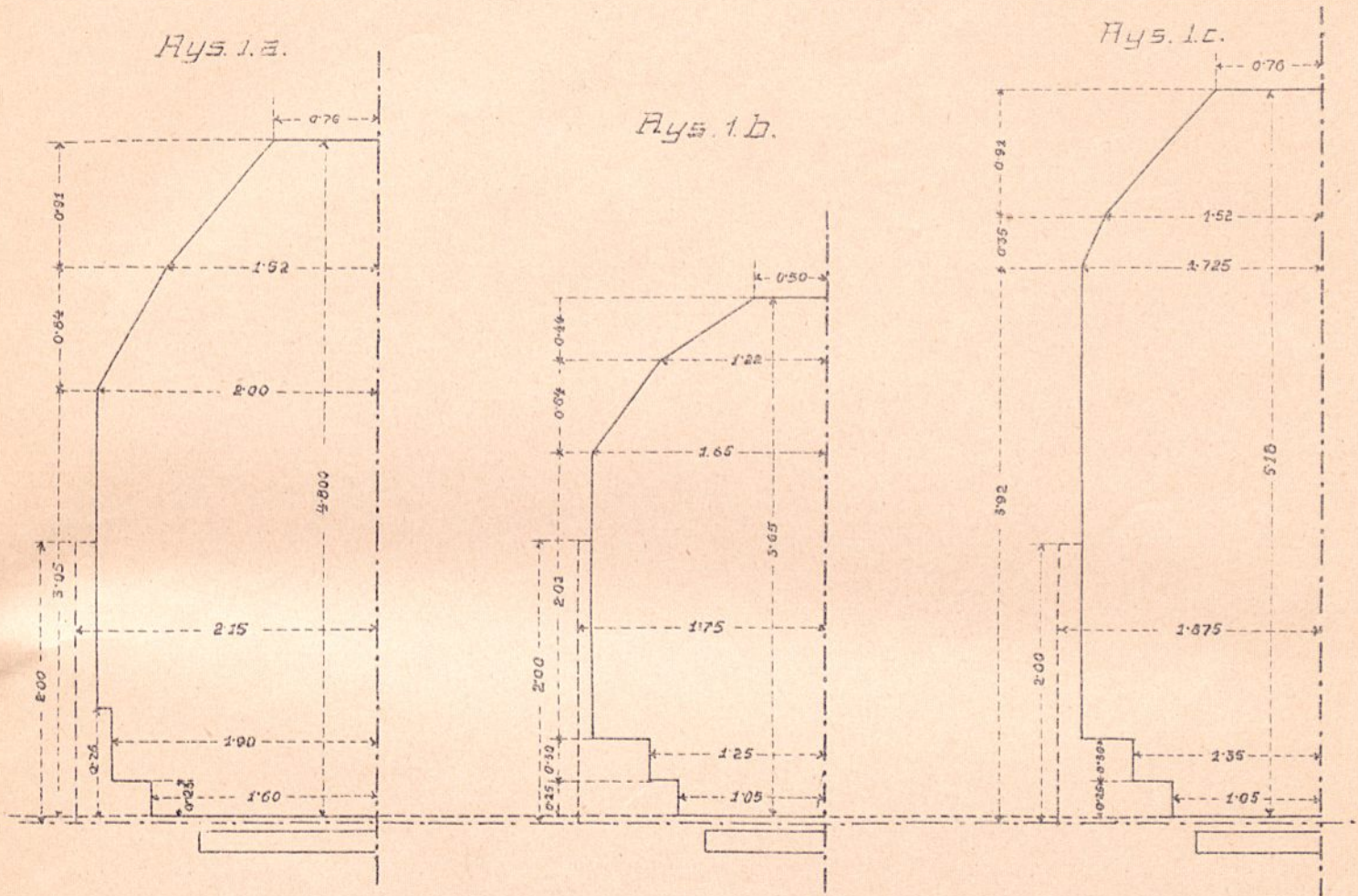






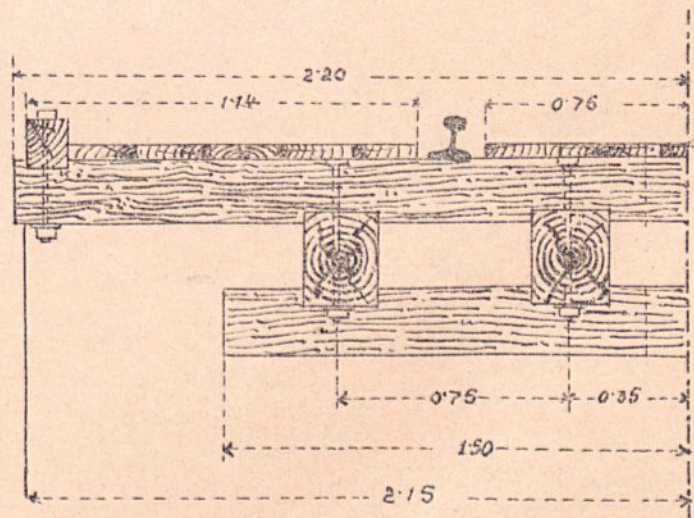
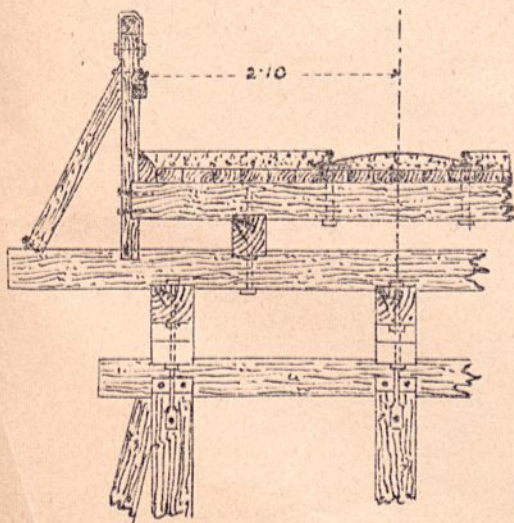
Szerokość pomostu:

Profile wolnego przejazdu dla kolei.



Rys. 2.  
Most na Manawacie  
N. Zelandya.

Rys. 3.  
Most kolei Jarostaw-Sokal.



Rys. 4.

Most na Nekarze przy Carstadt

1:10



# Podkłady poprzeczne.

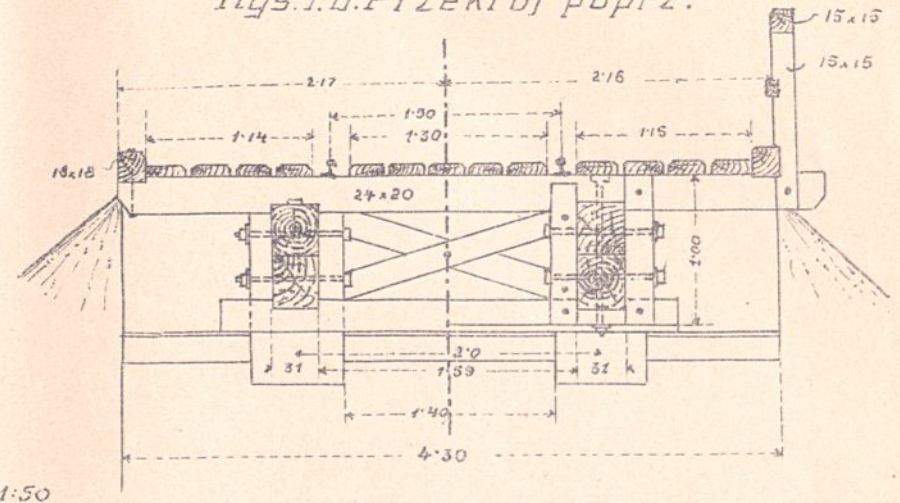
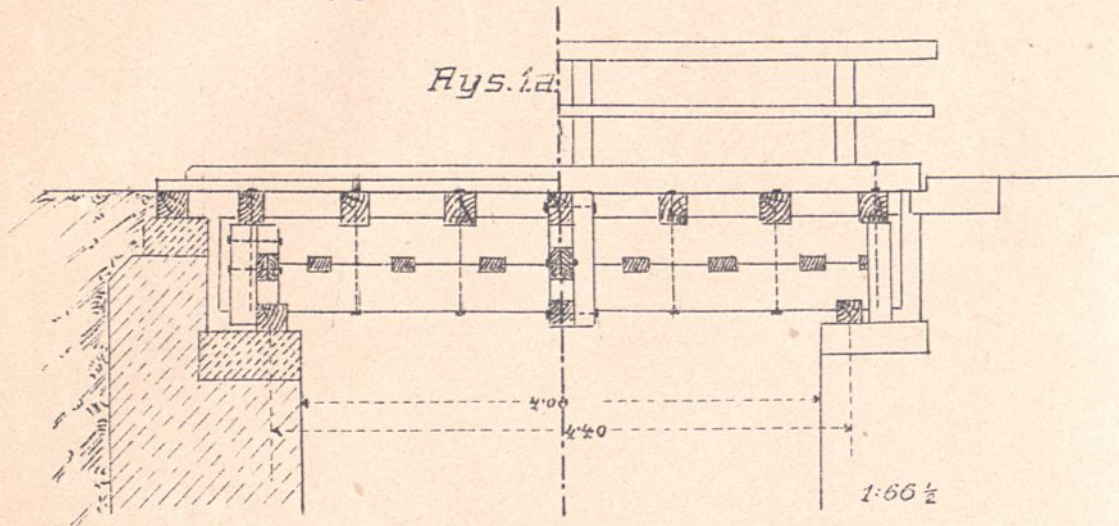
Tabl. 10.

Most kolei lokalnej bukowińskiej:

Przekrój podł.

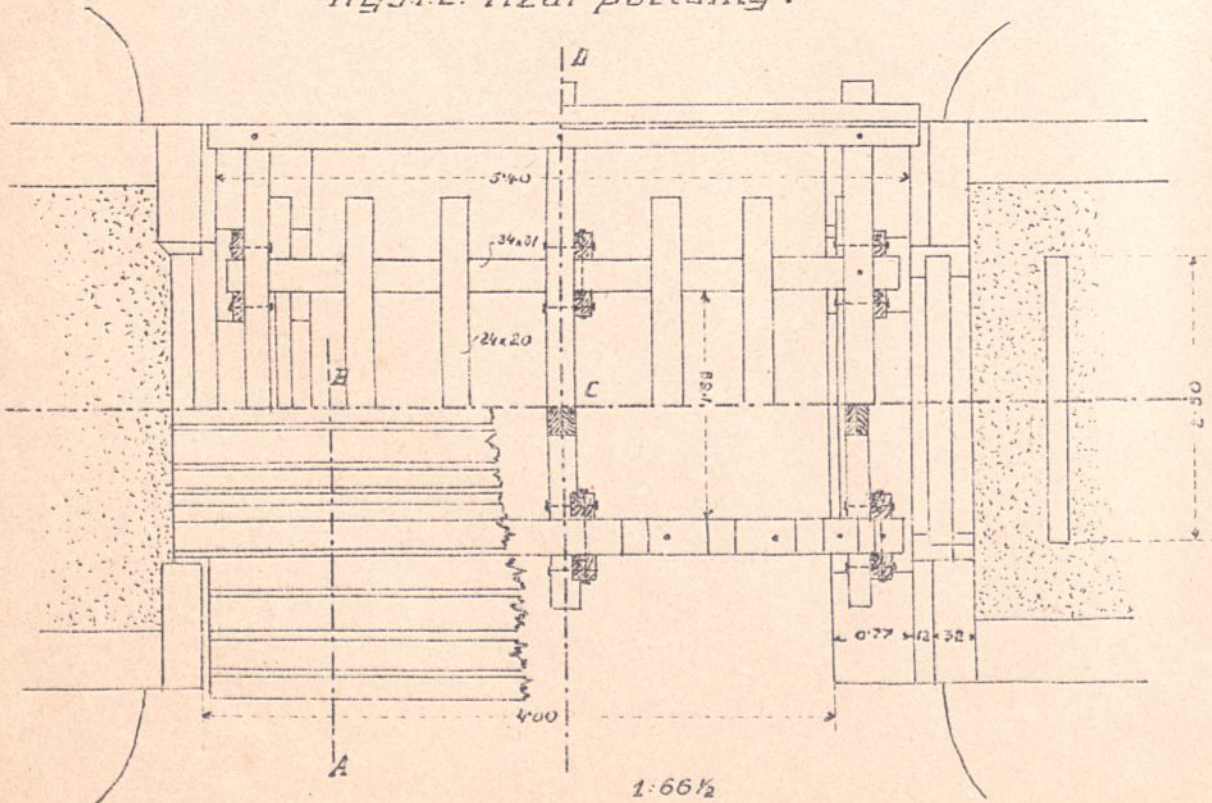
Widok

Rys. 1.b. Przekrój poprz.

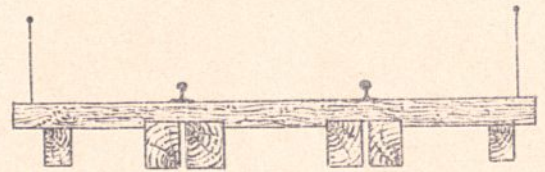


Rys. 1.c. Rzut poziomy.

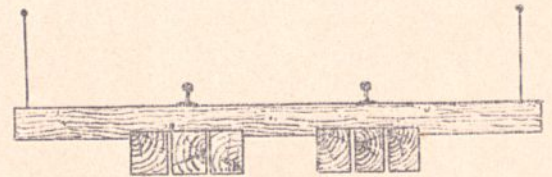
Rozkład belek głównych.



Rys. 2.



Rys. 3.



Rys. 4.



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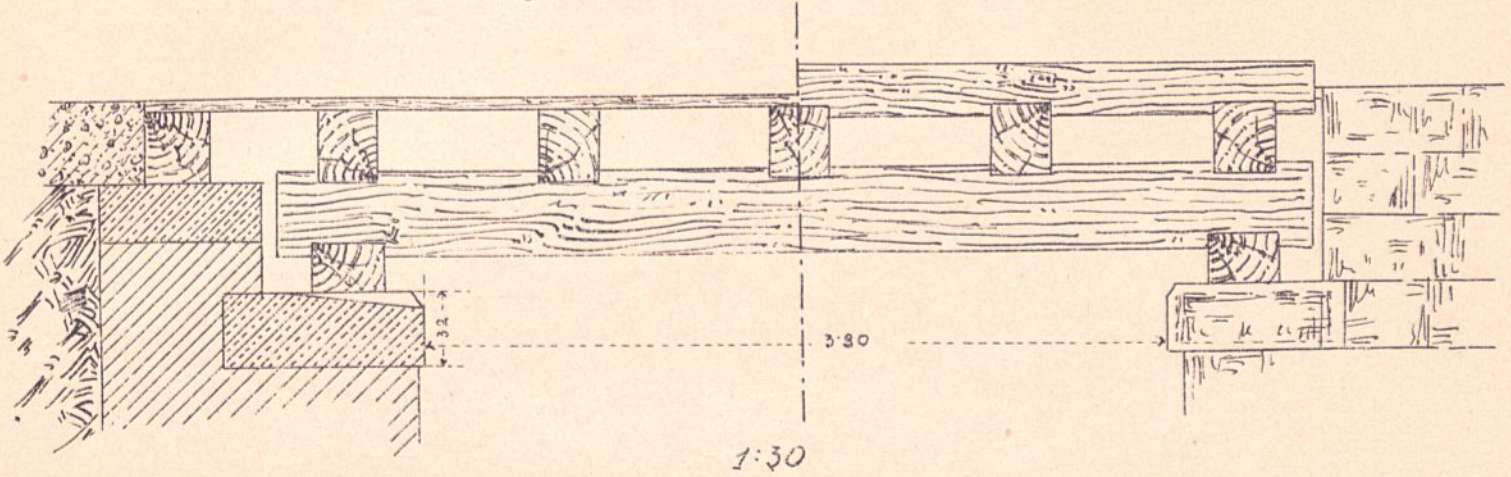
Podkłady poprzeczne.

Kolej arcyks. Rudolfa :

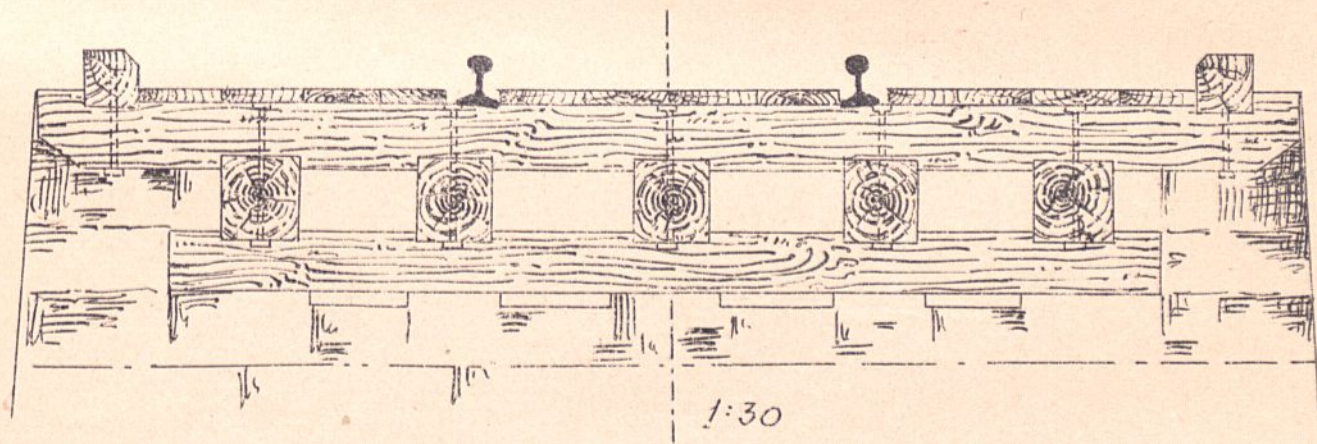
Przekrój:

Rys. 1.a

Widok:

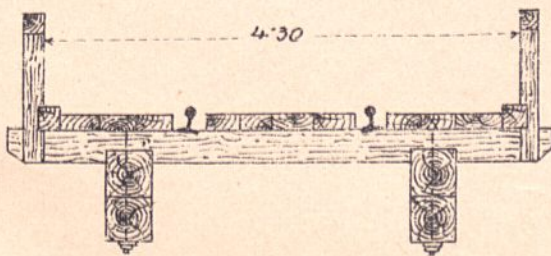


Rys. 1.b. Przekrój poprz.

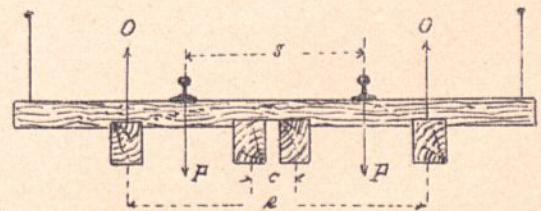


Obliczenie podkładów:

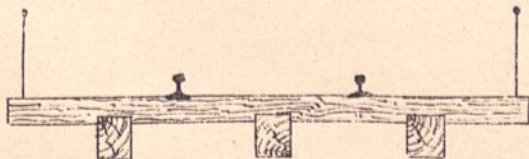
Rys. 2.



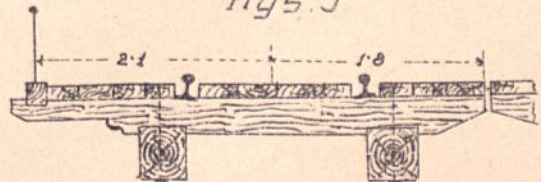
Rys. 3.



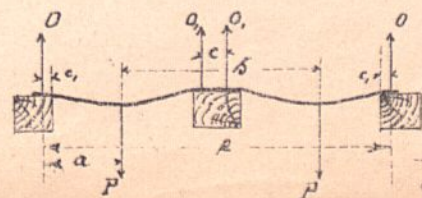
Rys. 4.



Rys. 5.



Rys. 6.



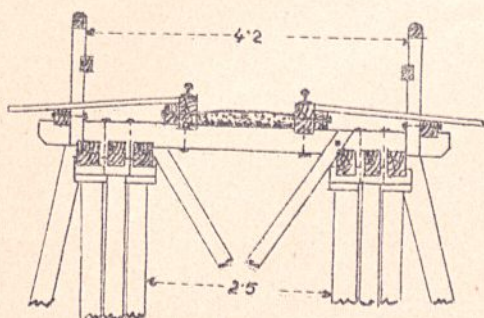
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Podkłady podłużne.

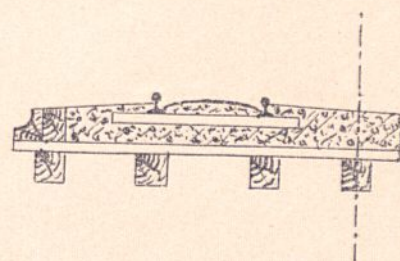
Kolej austr. południowa:

Rys. 1.



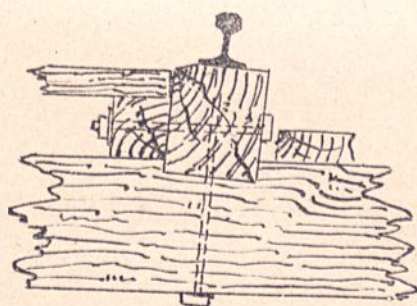
Mosty angielskie:

Rys. 3.



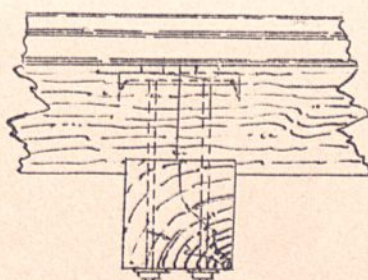
Układ podłużnic:

Rys. 4.

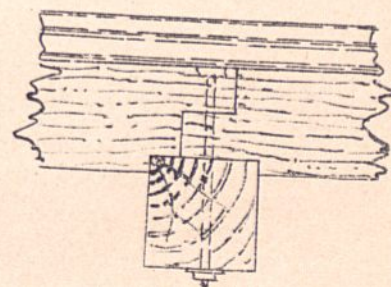


Połączenie podłużnic:

Rys. 5.

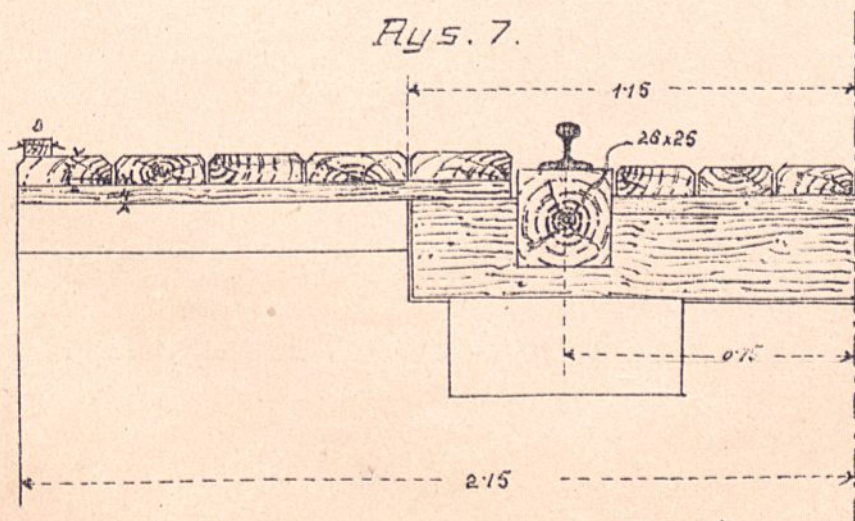


Rys. 6.

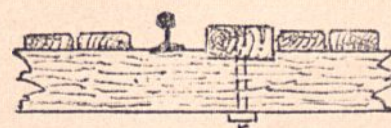


Kolej austr. państwowa:

Rys. 7.



Koleje lokalne kotomyjskie:



Rys. 8.





# Poretze

## Mosty drogowe galicyjskie

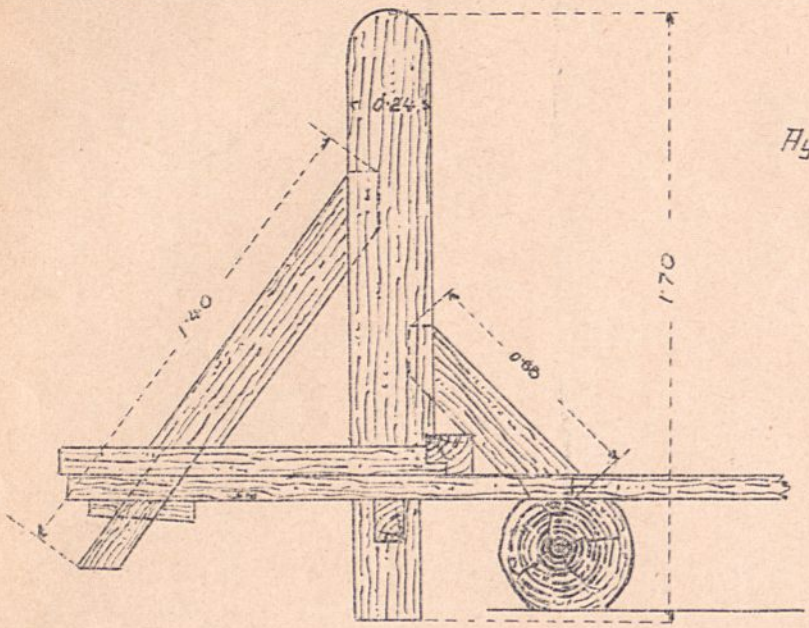


Fig. 1a.

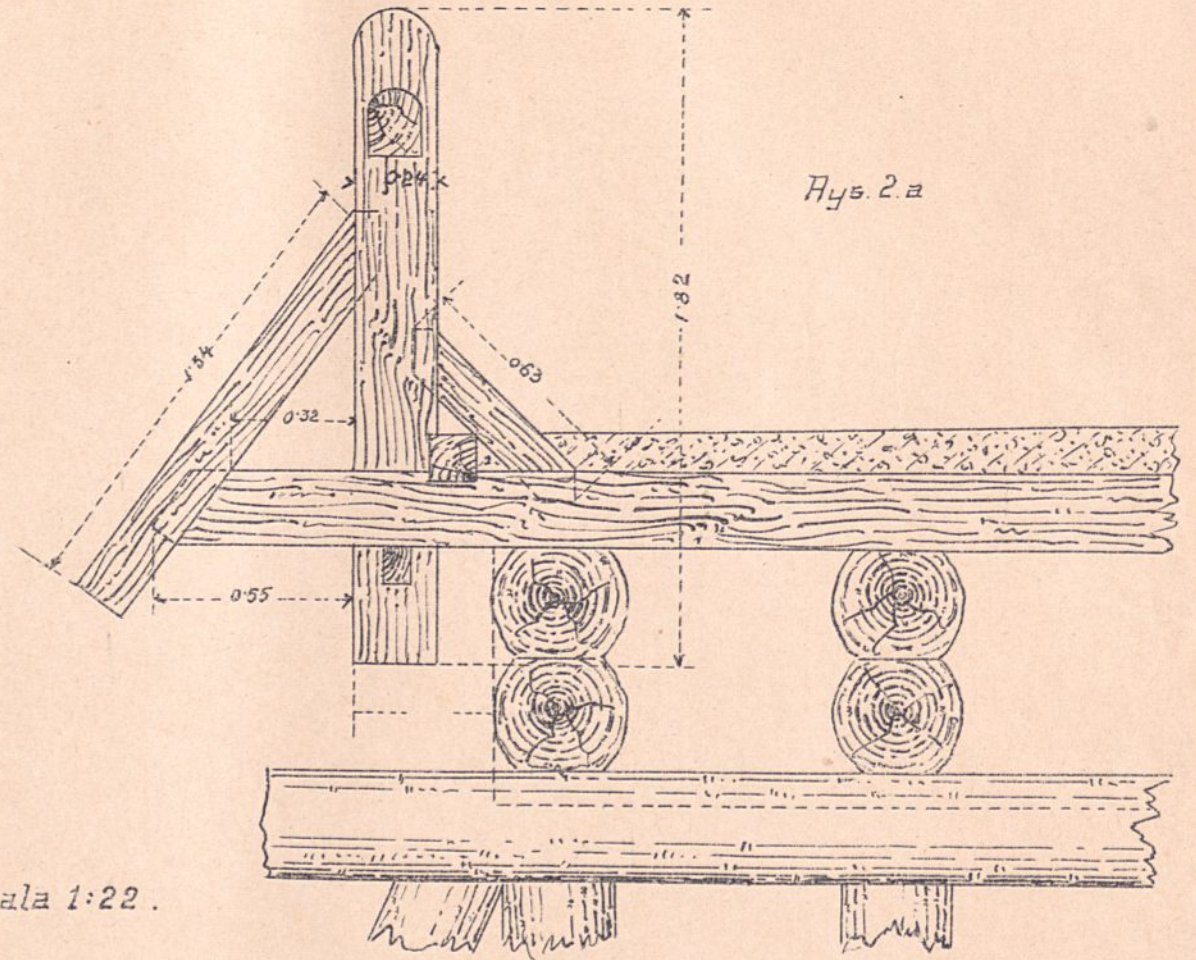


Fig. 2a

Skala 1:22.

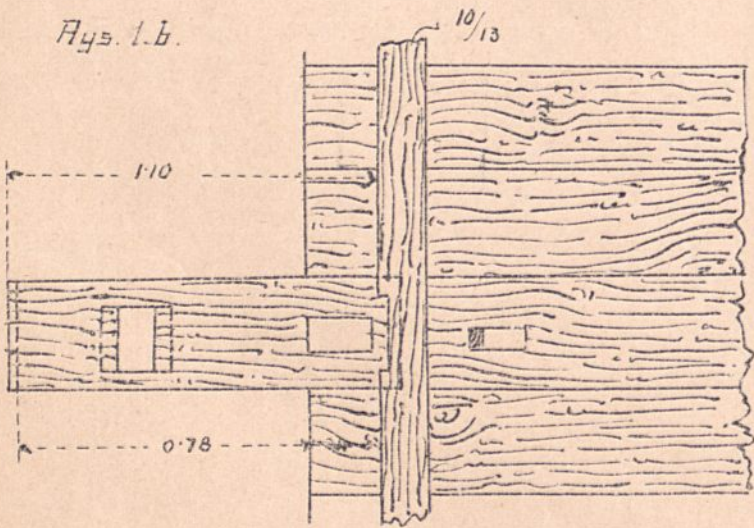


Fig. 1b.

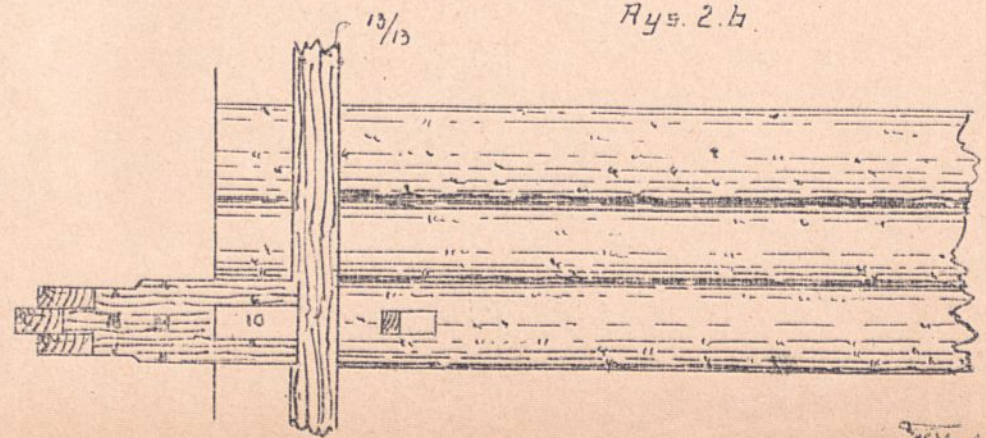


Fig. 2b.



Fig. 2c.

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PORĘCZE:

Most na Reuss w Lucernie:

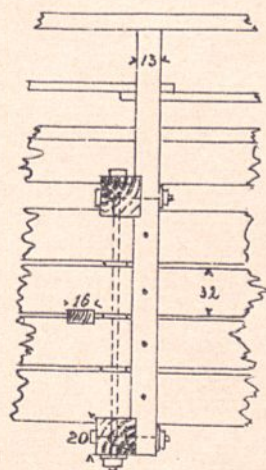
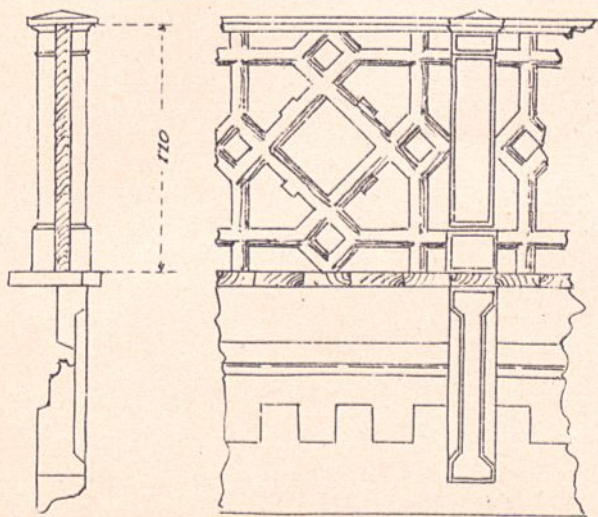
Most kolei południowej:

Rys. 1.a.

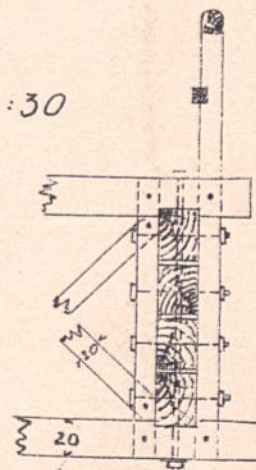
Rys. 1.b.

Rys. 2.a

Rys. 2.b



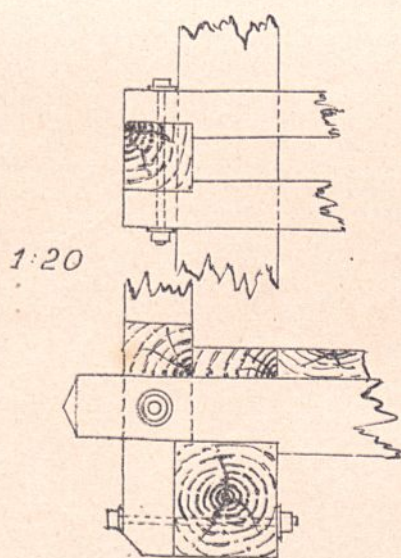
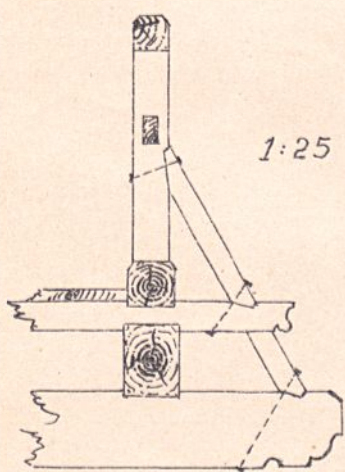
1:30



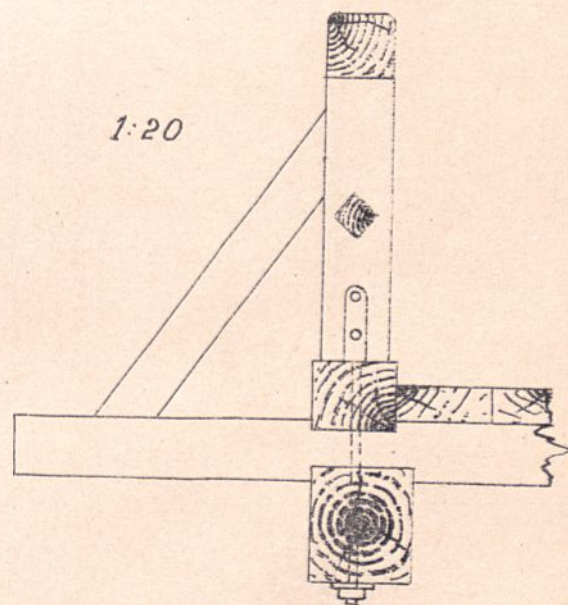
Rys. 3.

Rys. 2.c.

Most francuski:



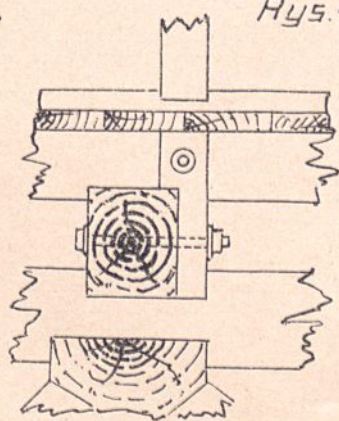
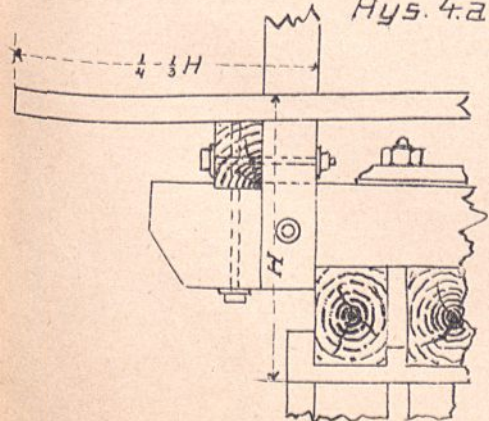
1:20



Most kolei austr. państw.

Rys. 4.a.

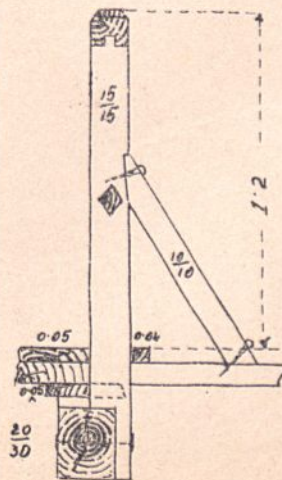
Rys. 4.b.



1:25

Rys. 5.

1:25

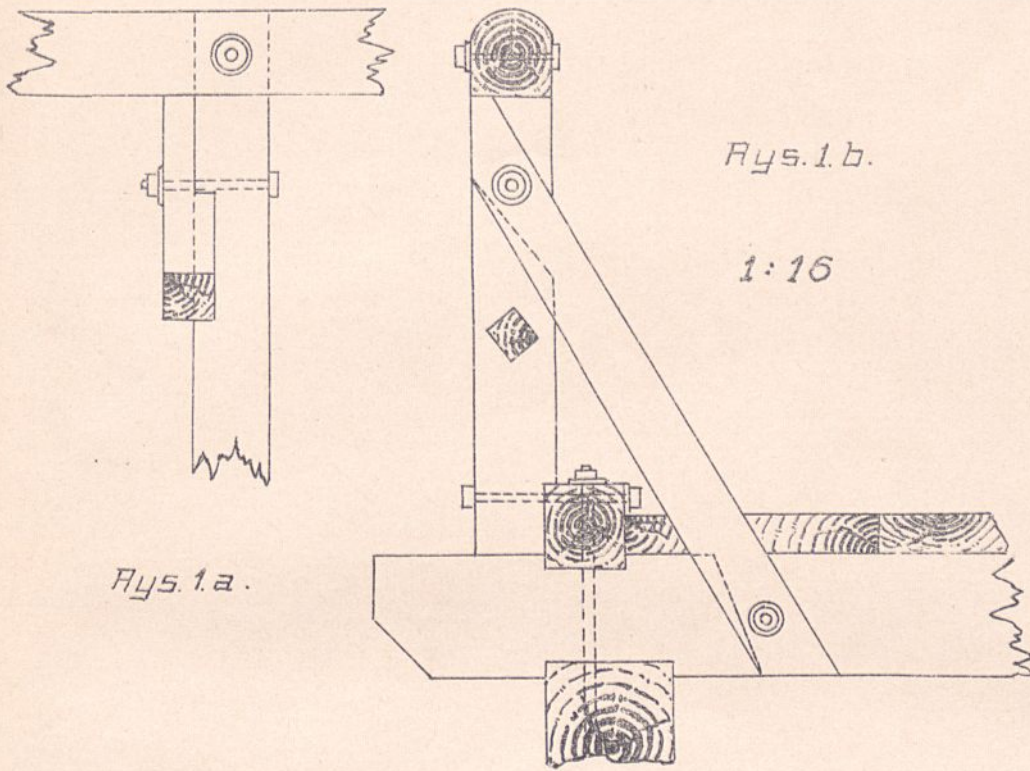


Thullie

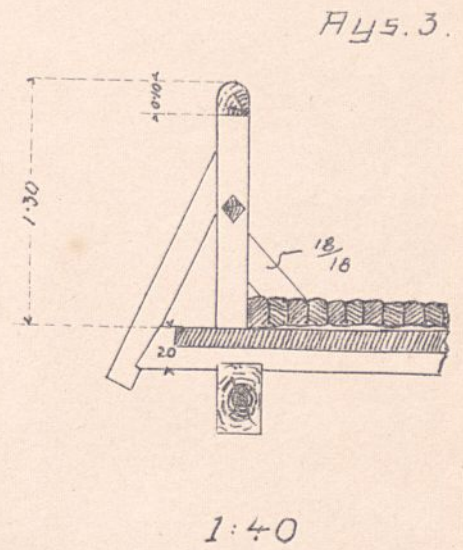


# Poręcze:

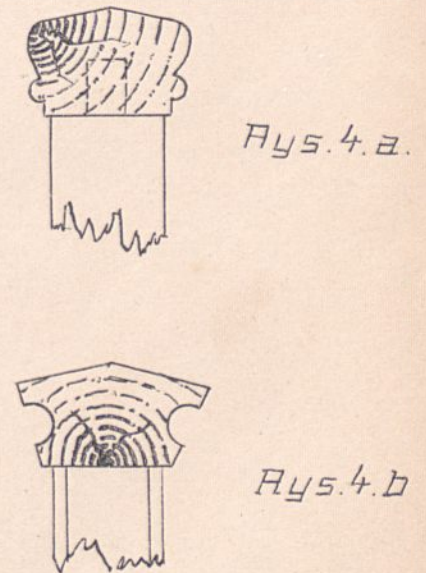
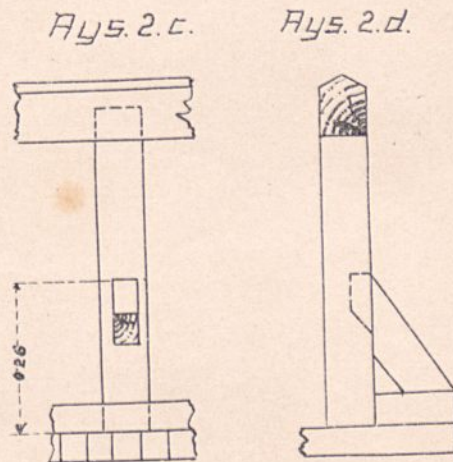
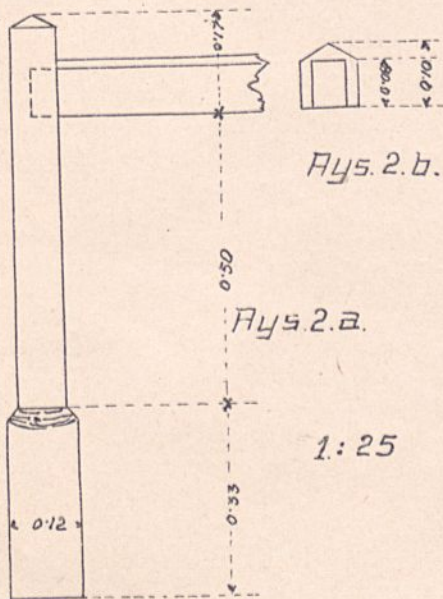
Most kolei państwowej austr.:



Most kolei Paryż-Orlean:

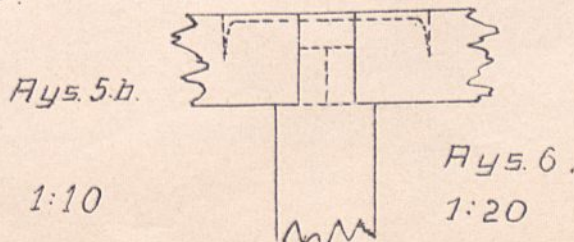
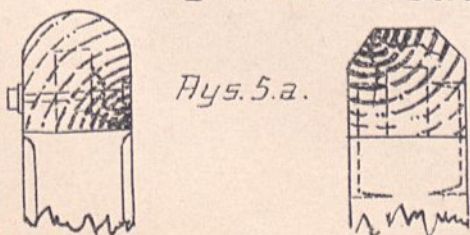


Normalia Wydziatu kraj.:



Kolej państwowa: Kolej południowa:

Mosty francuskie:





# PORĘCZE :

Most kolei południowej :

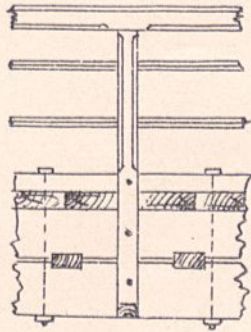
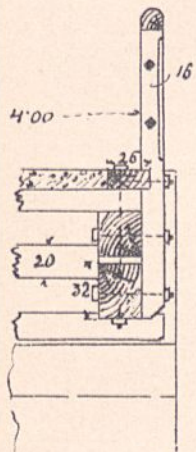
Przekroje prętów

Ays. 1.a.

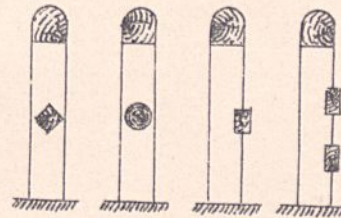
Ays. 1.b.

Ays. 2.a.

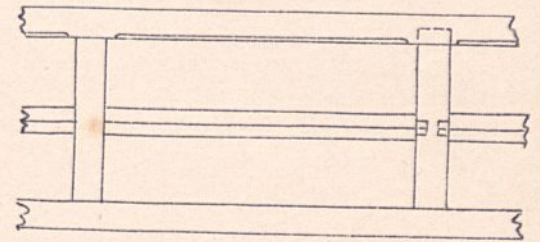
Ays. 2.b.



1:30.



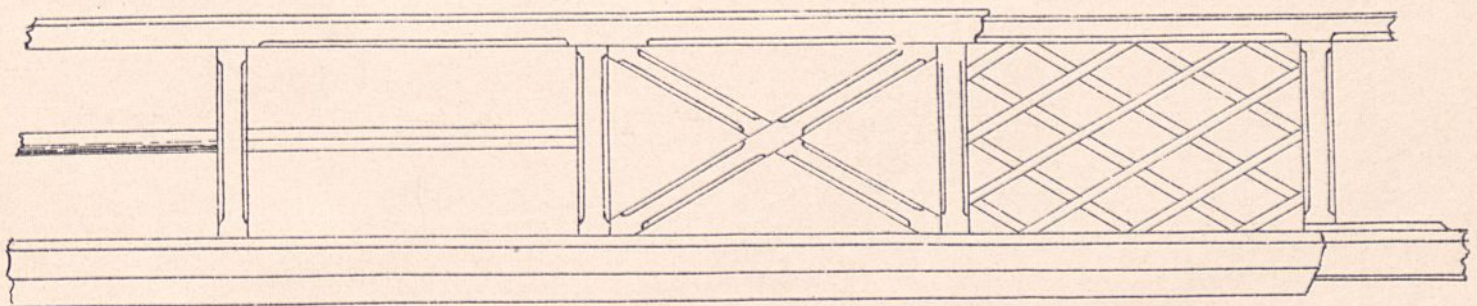
1:40



Rodzaj kraty przy poręczach :

Ays. 3.

1:40

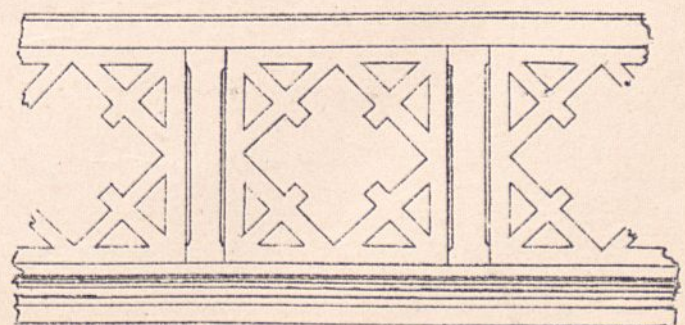
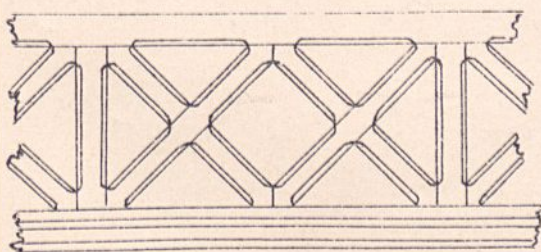


Krata mostów francuskich :

Ays. 4.

1:40

Ays. 5.

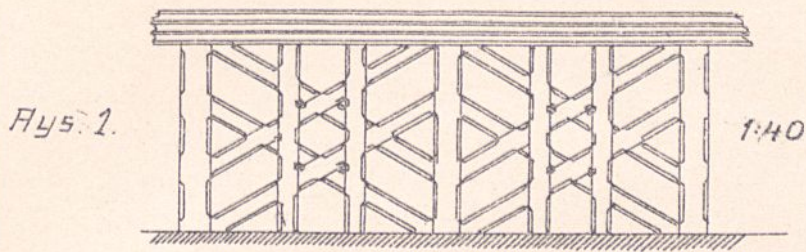






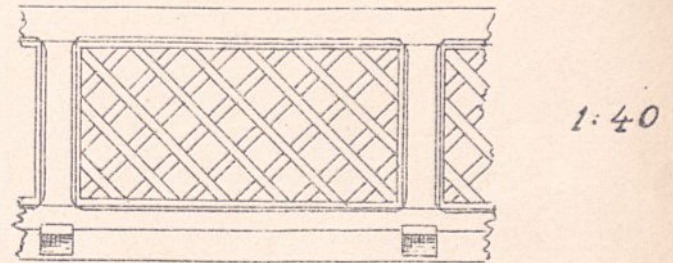
Porecze:

Most nad Wiedenką  
w Wiedniu:



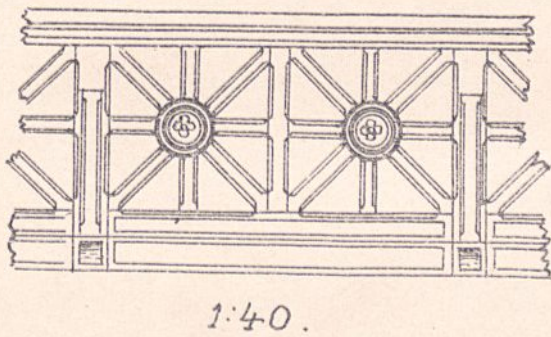
Krata siatkowa:

rys. 2.



Most na Izarze w Monachium:

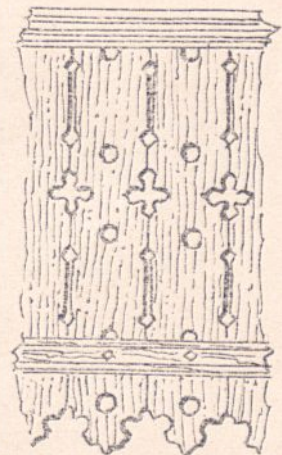
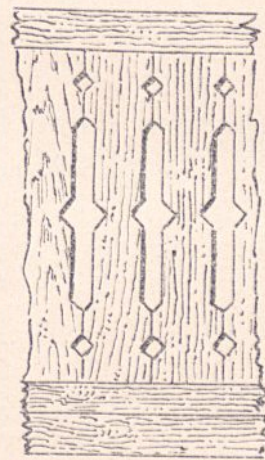
rys. 3.



Ścianki wycinane:

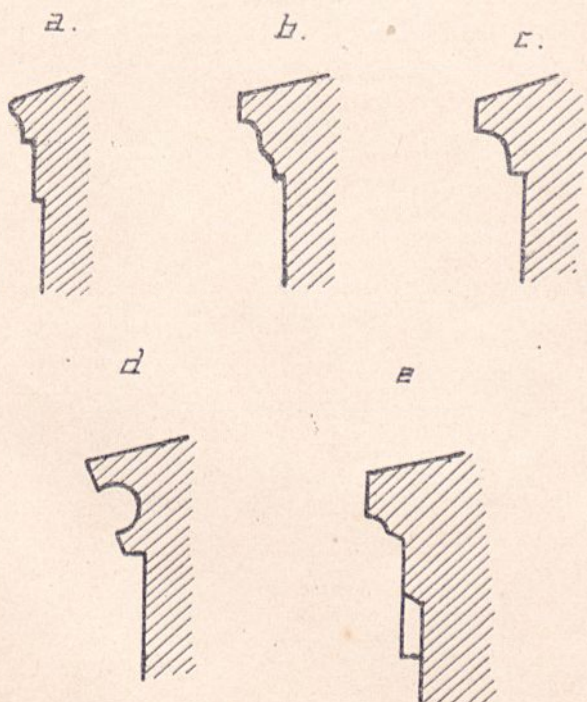
rys. 4.

rys. 5.



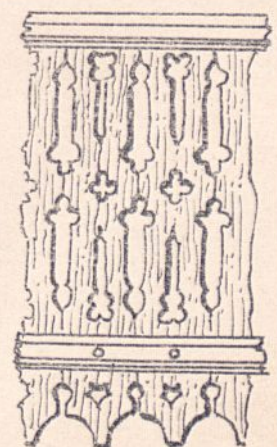
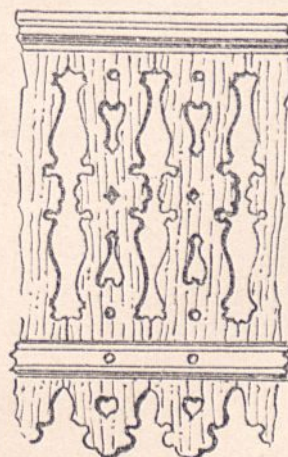
Przekroje gzymsów:

rys. 8



rys. 6.

rys. 7.





PORĘCZE:

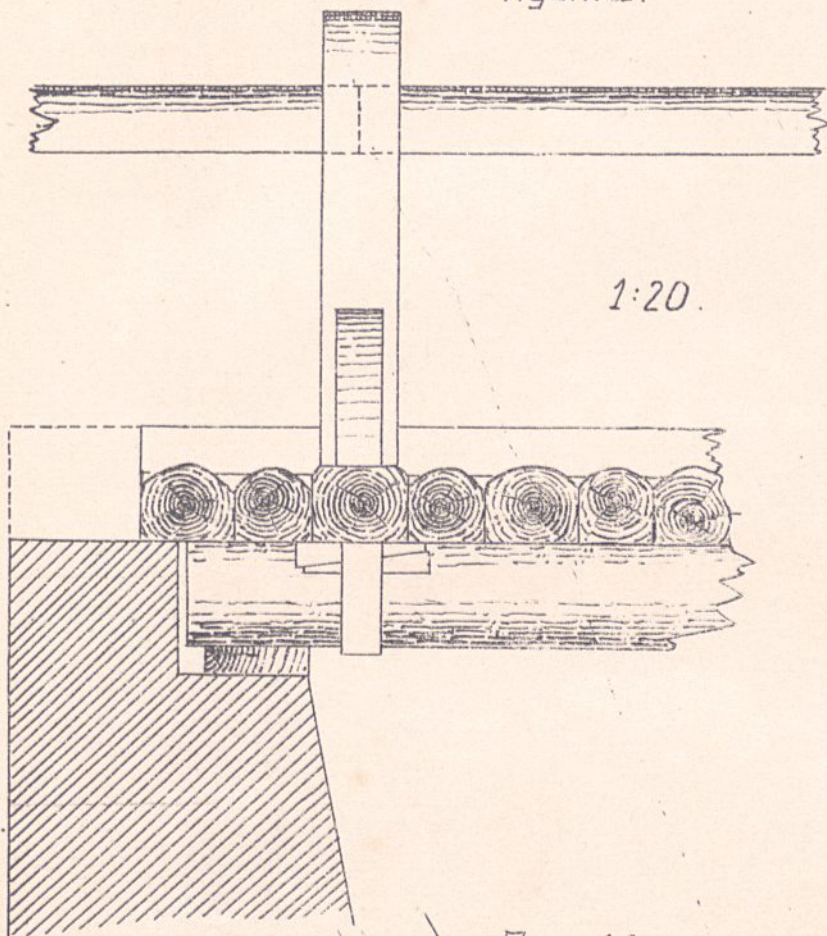
Most drogowy galicyjski:

Zetknięcie pochwyty:

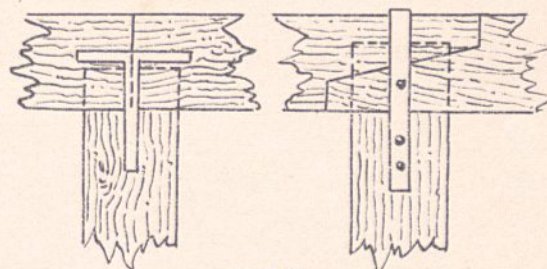
Rys. 1. a.

Rys. 2.

a. b.



1:20.



1:12.

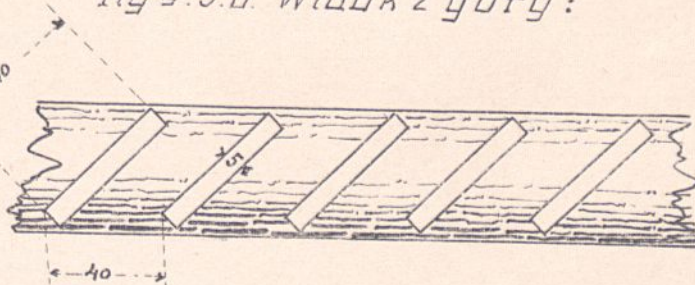
Przekrój podłużny:

Rys. 3. a.



3:1

Rys. 3. b. Widok z góry:



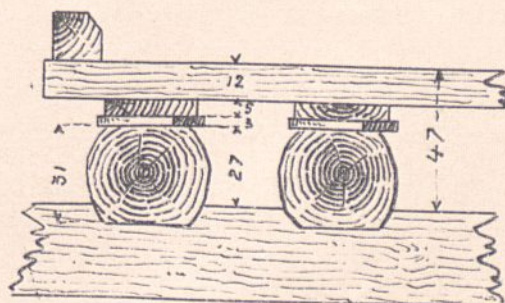
50

5

40

Przekrój poprzeczny:

Rys. 3. c.



12

27

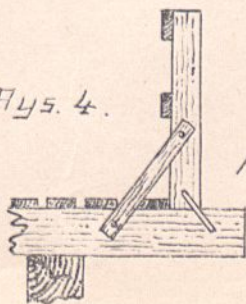
47

31

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

Rys. 4.

Most tymczasowy.

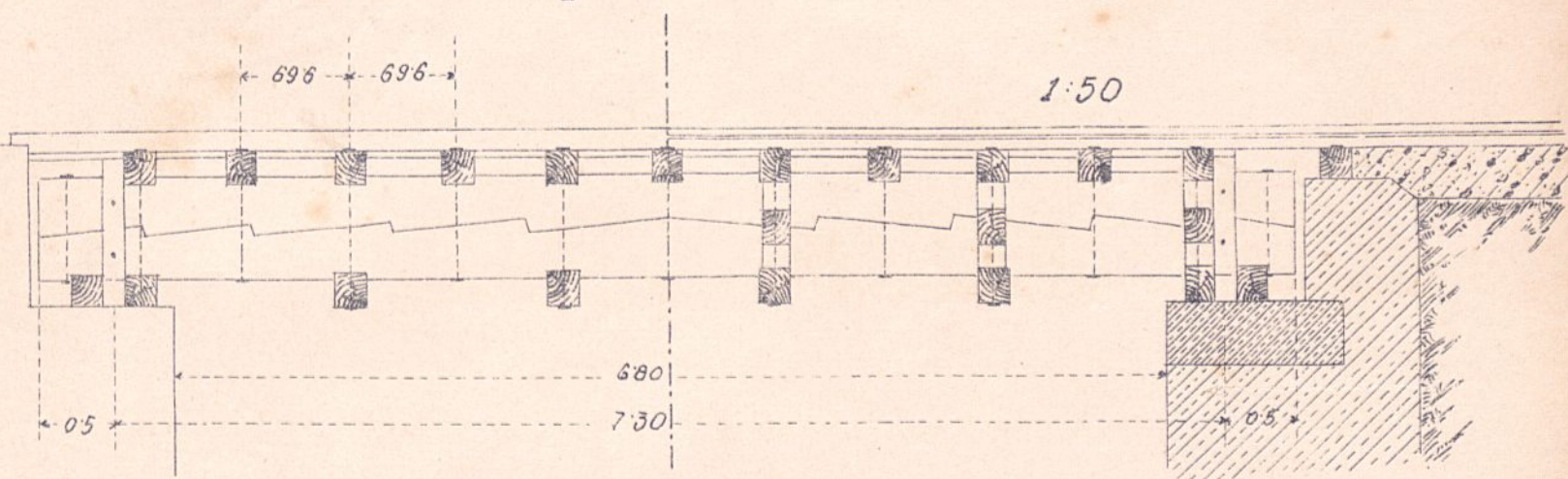




# Belki główne :

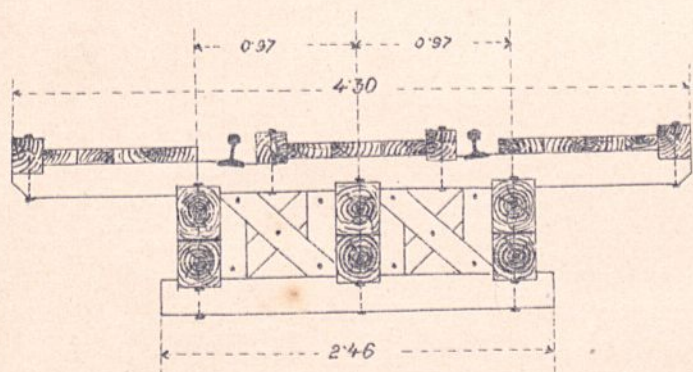
Mosty kolei lokalnych katomyjskich :

Rys. 1.a. Widok.

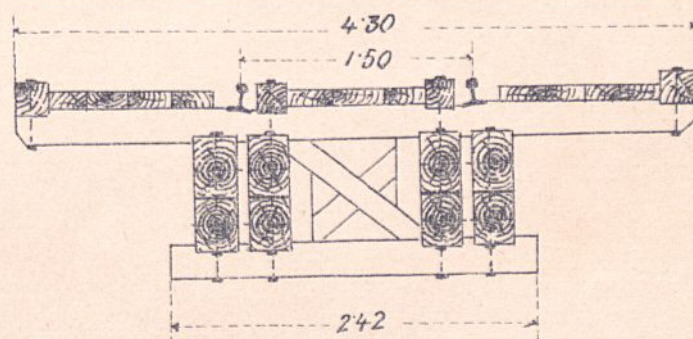


Przekroje poprzeczne :

Rys. 1.b.

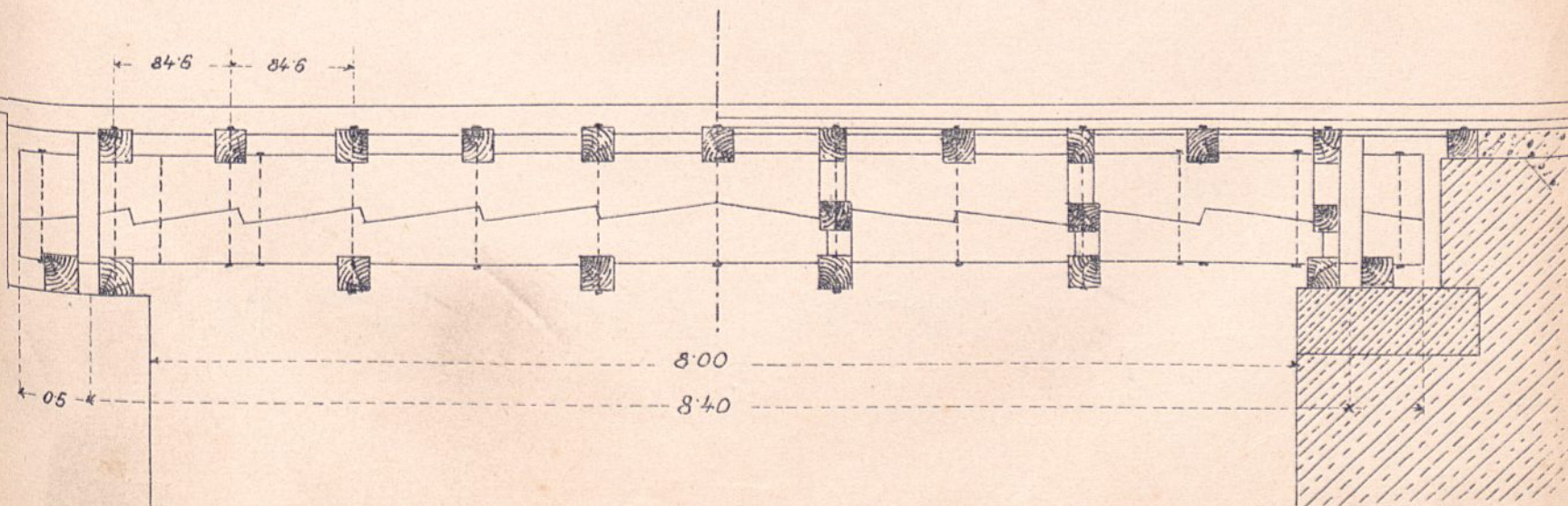


Rys. 2.b.



1:50.

Rys. 2.a. Widok.



1:50.



# Belki główne:

Przekroje belek gt.:

Pakrycie belek gt.:

Rys. 1.

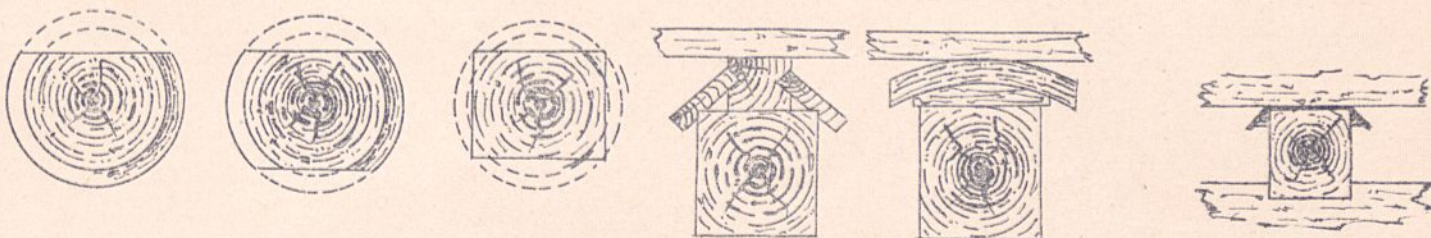
Rys. 2.

Rys. 3.

Rys. 4.

Rys. 5.

Rys. 6.

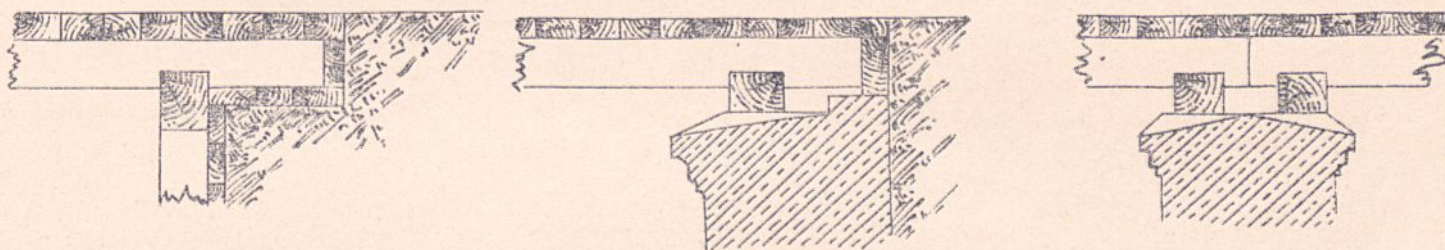


Zakończenie mostów:

Rys. 7.

Rys. 8.

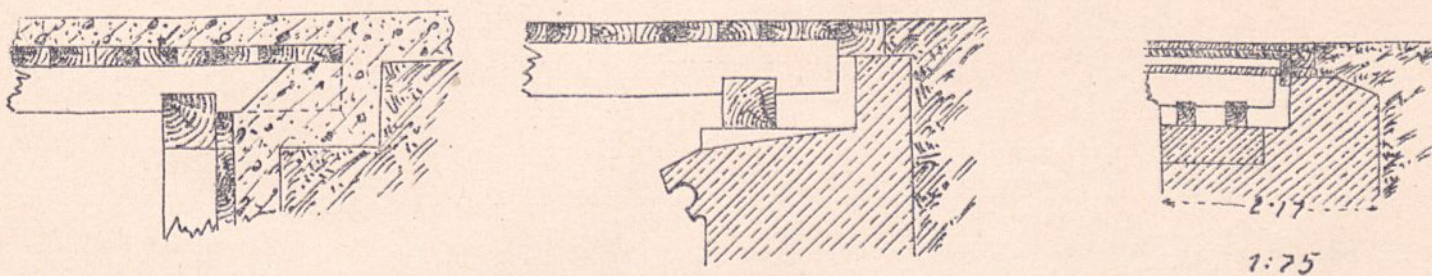
Rys. 9.



Rys. 10.

Rys. 11.

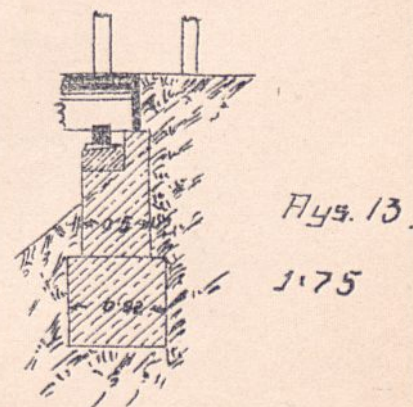
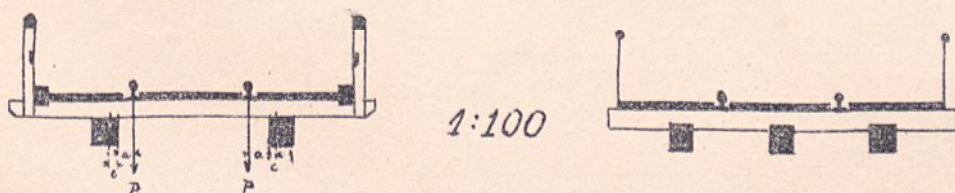
Rys. 12.



Rozkład belek gt.:

Rys. 14.

Rys. 15.

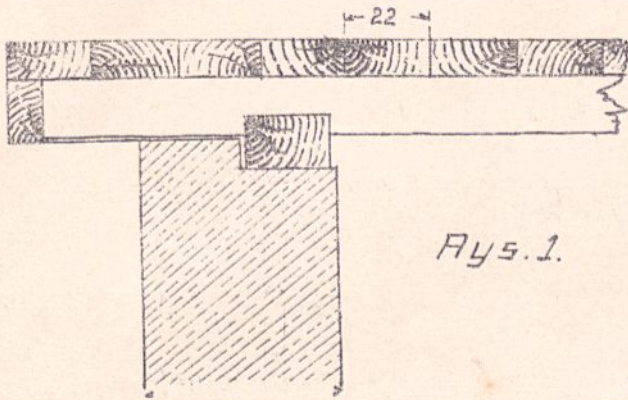




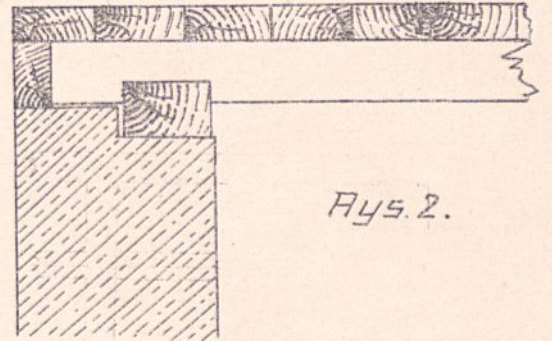


# Belki główne:

Zakończenie mostów galicyjskich krajowych:



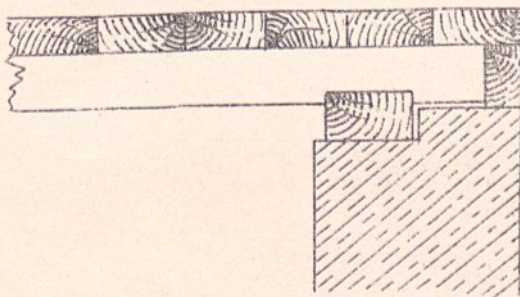
Rys. 1.



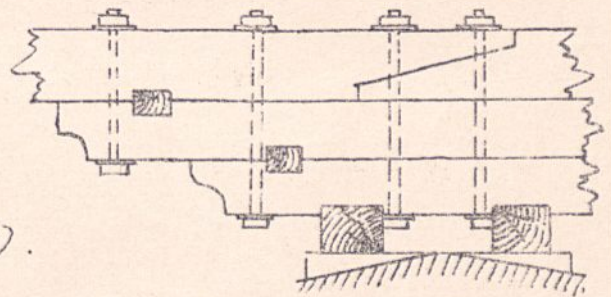
Rys. 2.

1:20.

Rys. 3.



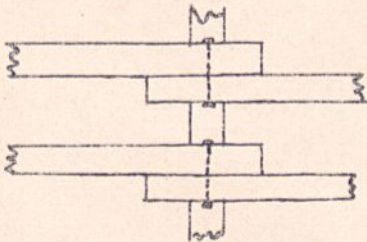
Rys. 4. Styk belek na filarze:



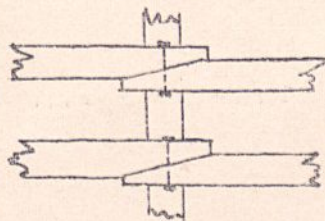
1:20.

Mosty kolei lokalnych kotomyjskich:

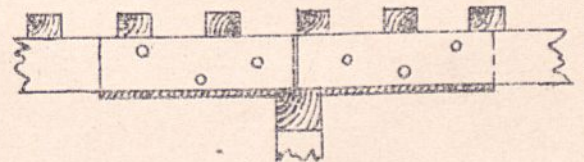
Rys. 5.



Rys. 6.



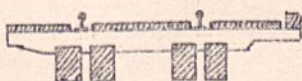
Rys. 7.



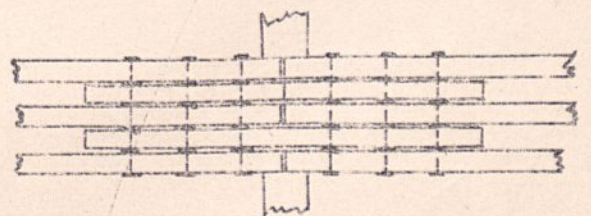
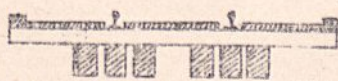
Rys. 8.

Układ belek głównych:

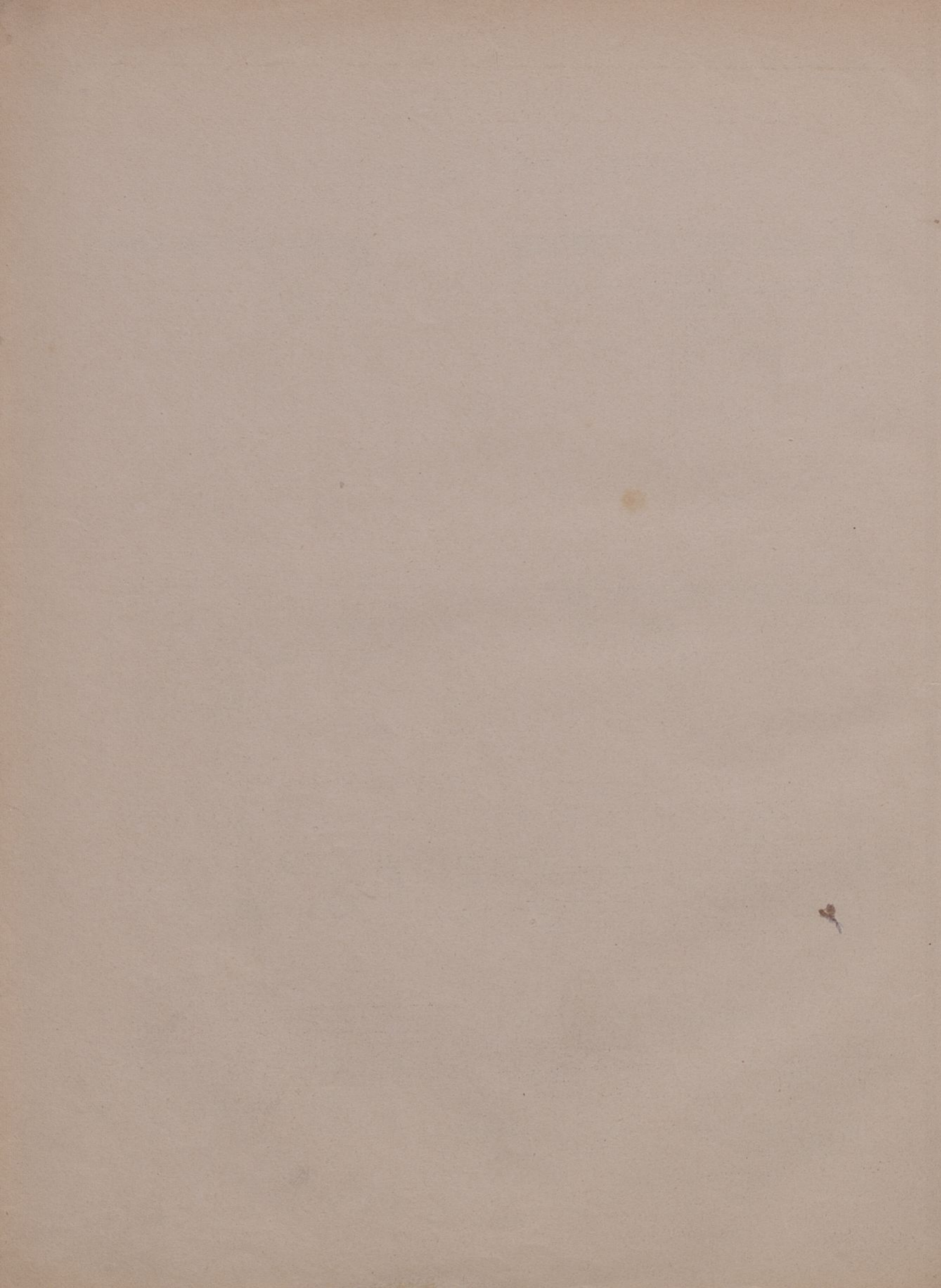
Rys. 9.



Rys. 10.



Sty mi mda



# Belki główne:

Most kolei lokalnej kotomyjskiej:

Fig. 1. Widok.

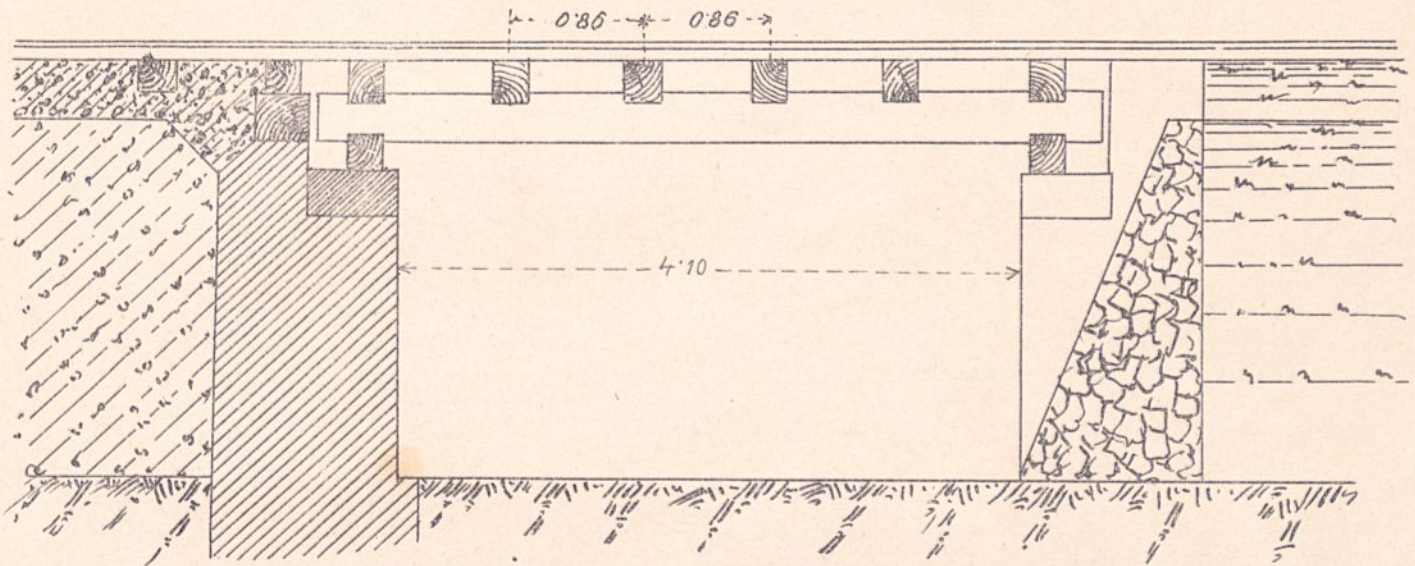
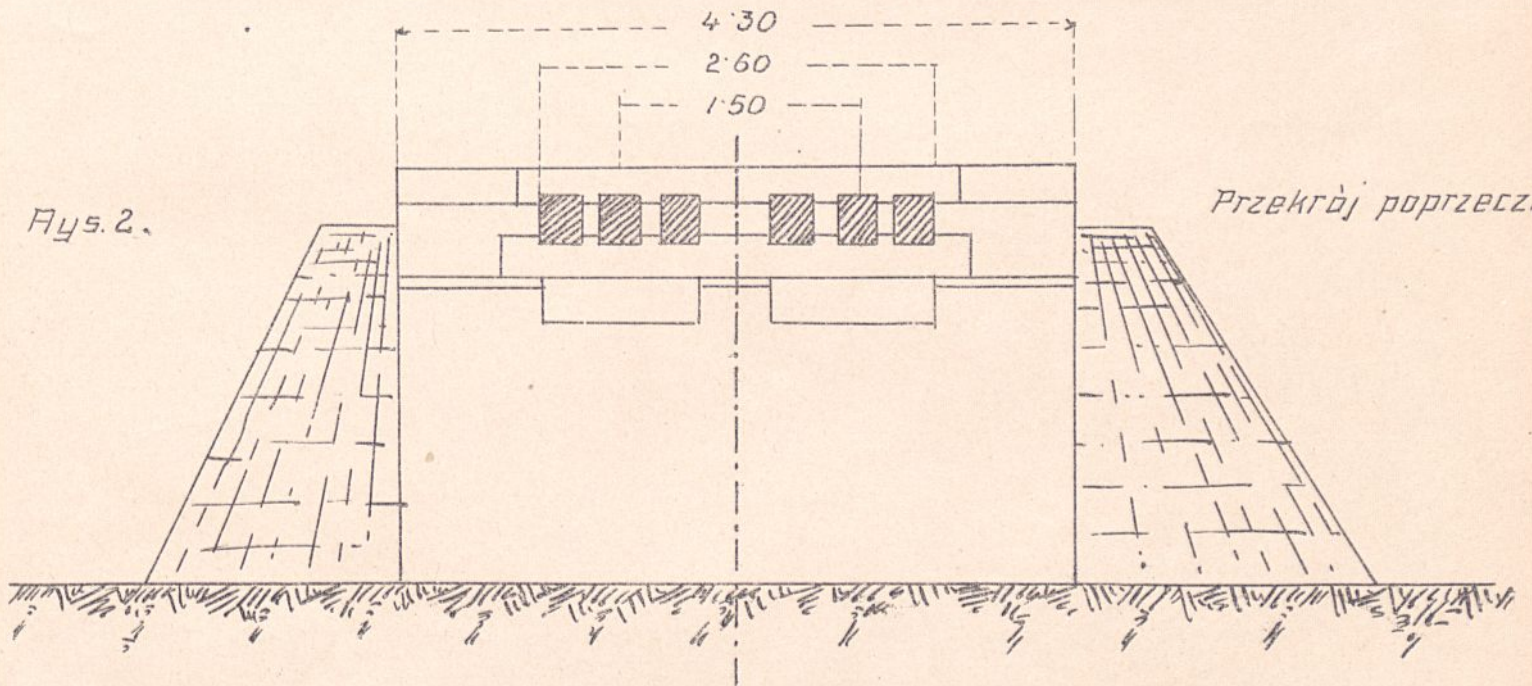


Fig. 2.

Przekrój poprzeczny.



Zakończenie mostu.

Normalia kolei rosyjskich.

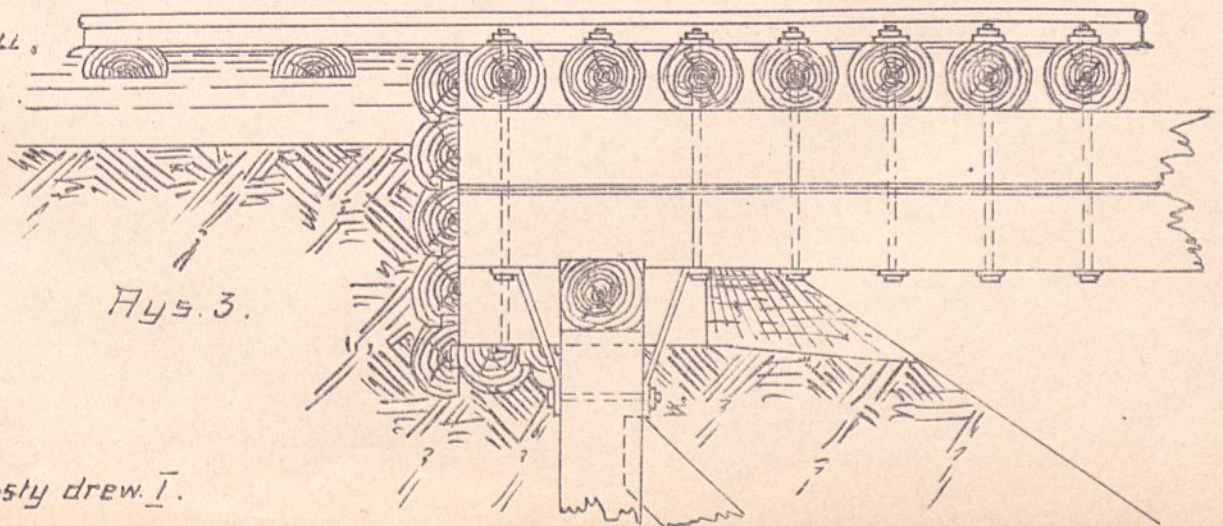
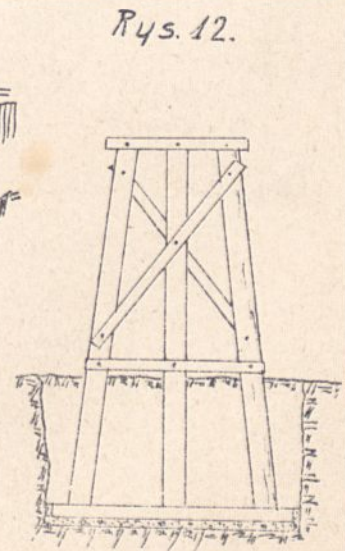
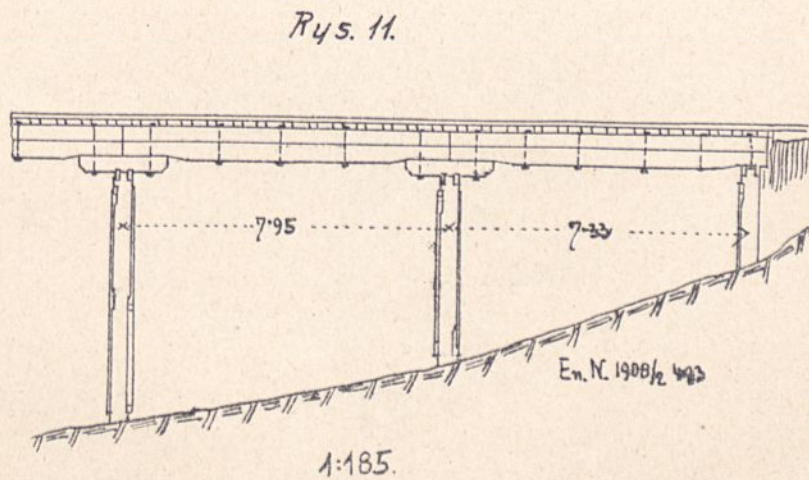
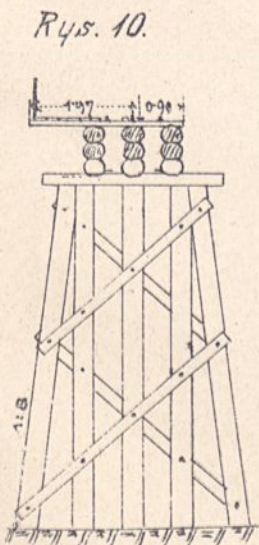
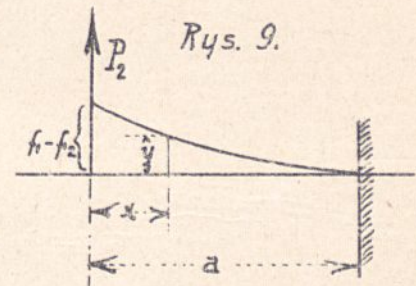
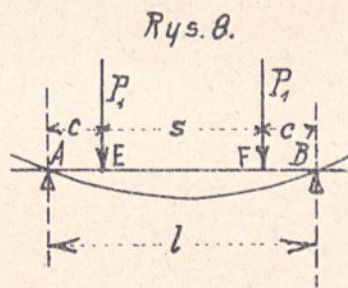
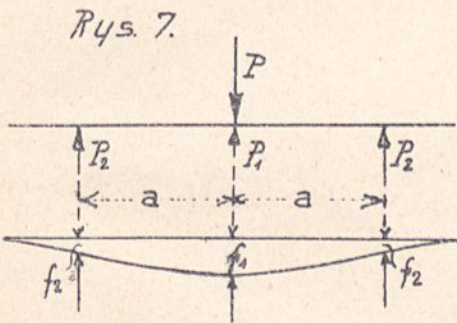
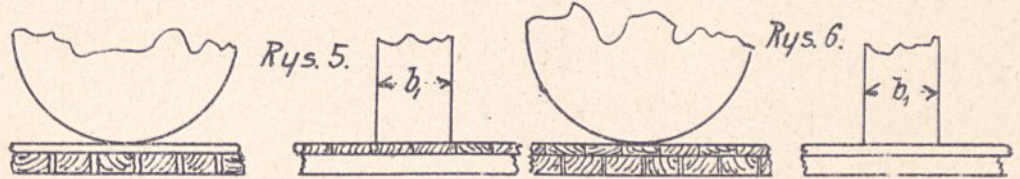
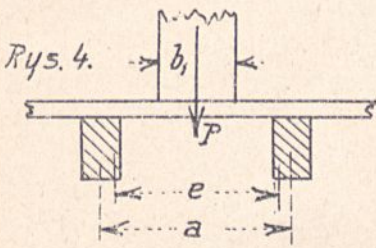
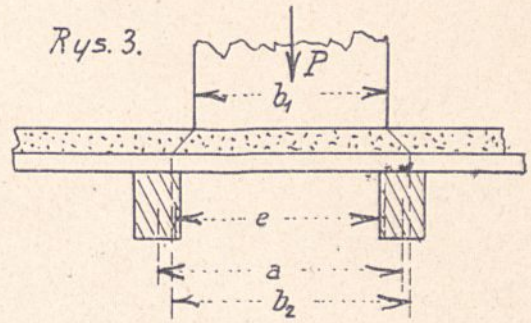
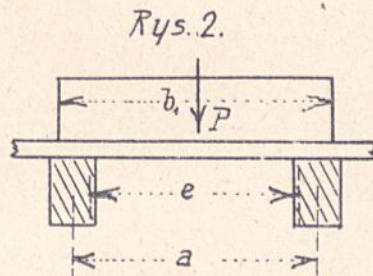
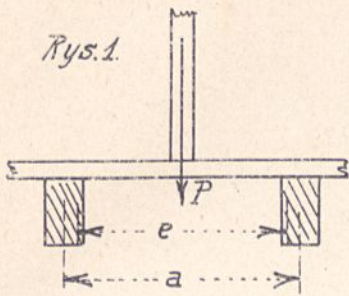


Fig. 3.

*[Handwritten signature]*

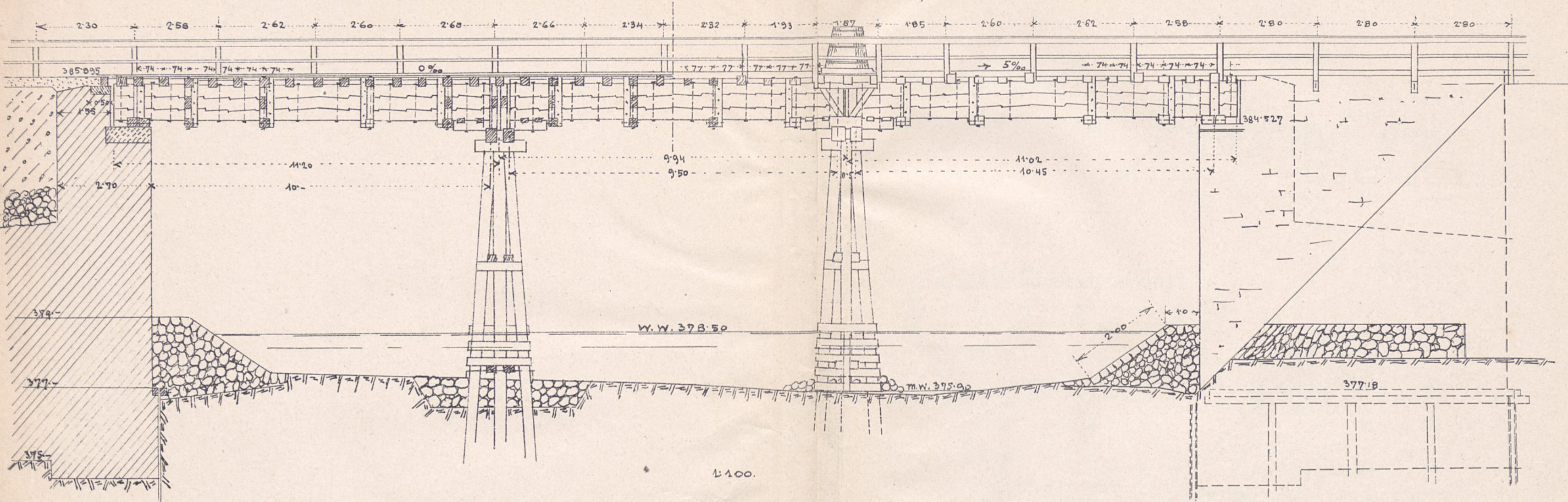




Most queenslandzki w Australii.

R. 1. Przekrój podłużny.

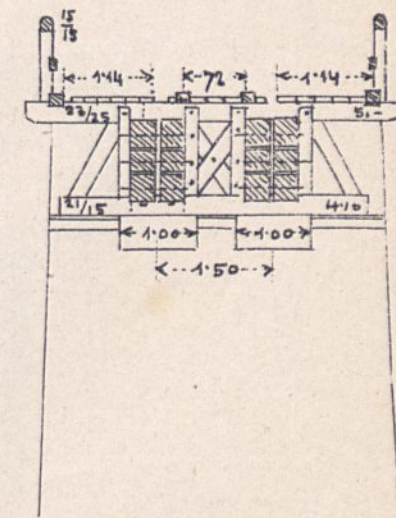
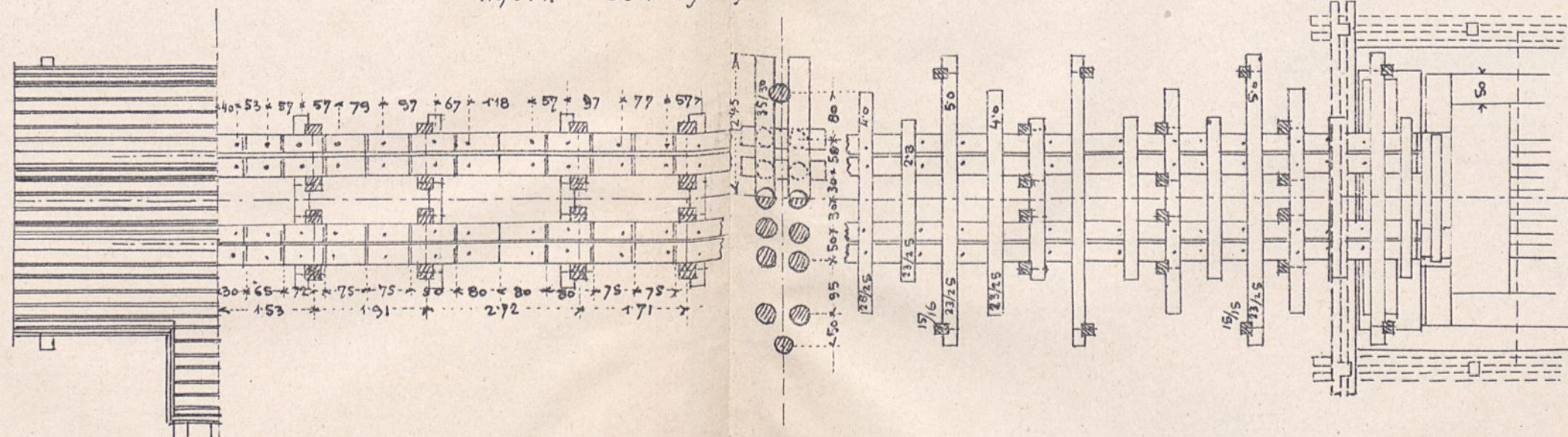
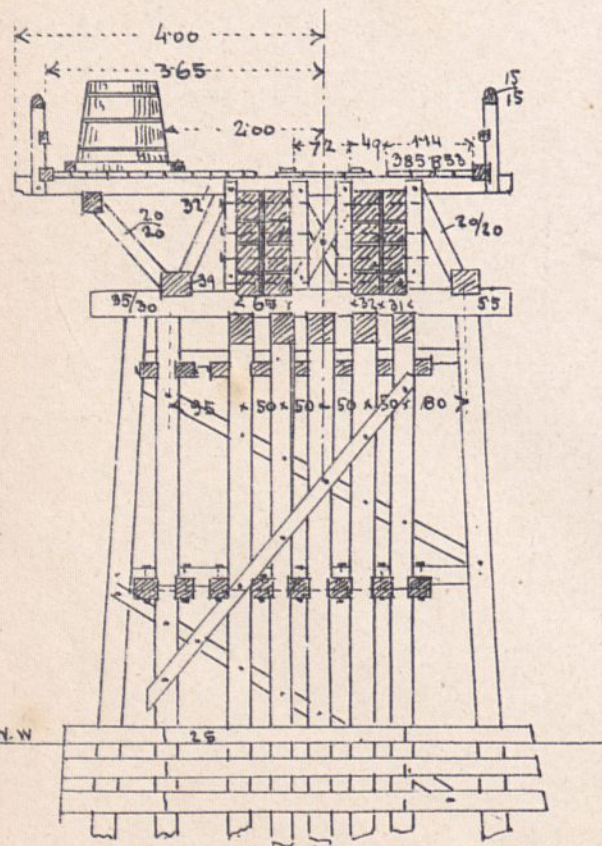
Rys. 2. Widok.



Rys. 3. Przekrój przez jartwo.

Rys. 4. Przekroje poziome i widok.

R. 5. Przekrój poprzeczny.



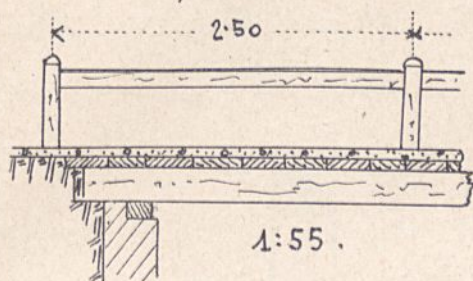
Most na Sotońcu kolei Hatna-Kimpolung.



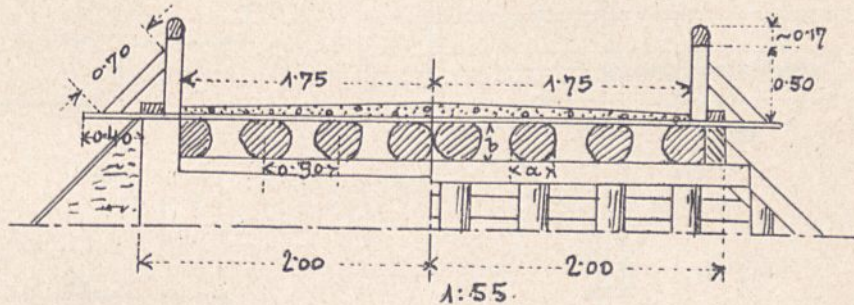
Poręcze i siodełka.

Mosty galicyjskie. (dawne.)

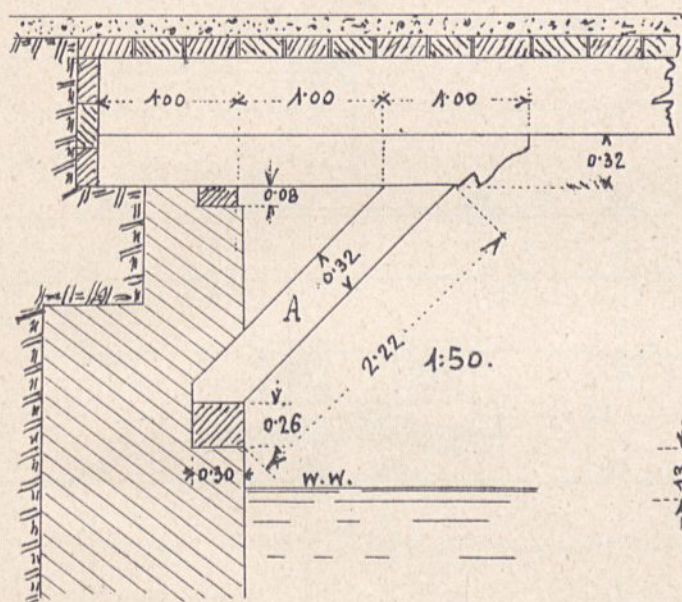
Rys. 1.



Rys. 2.

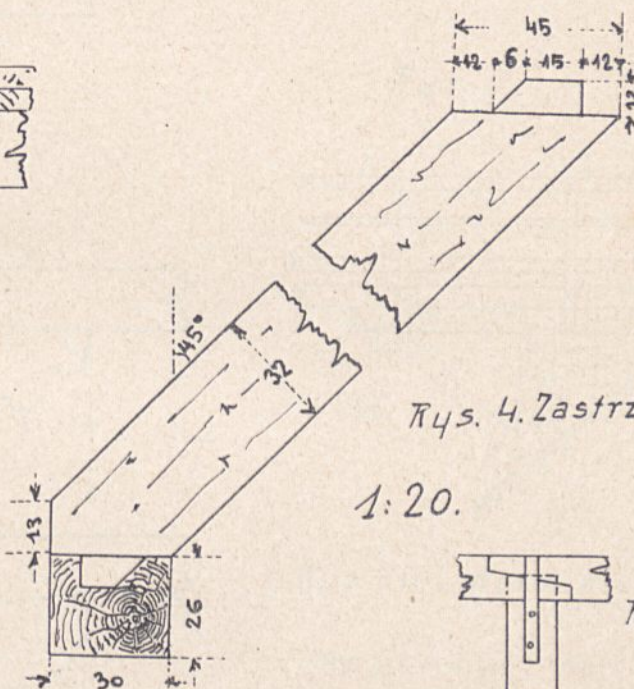


Rys. 3.

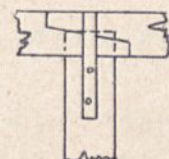


Rys. 4. Zastrzał A.

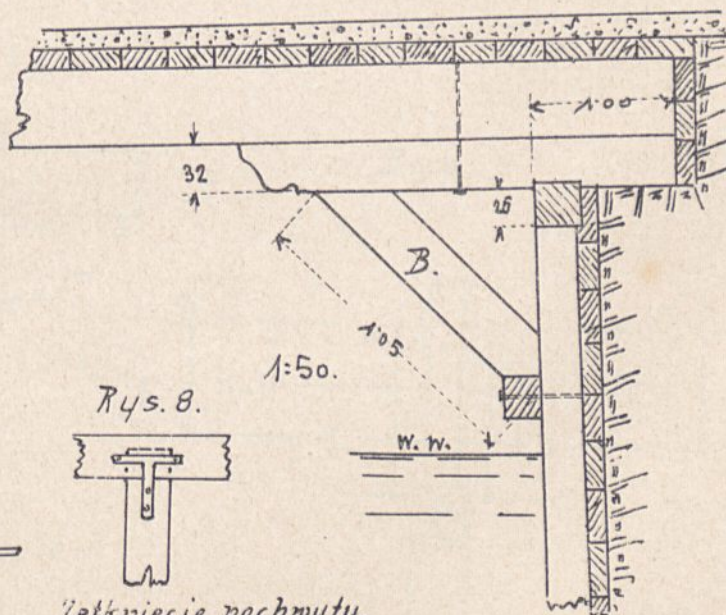
1:20.



Rys. 7.

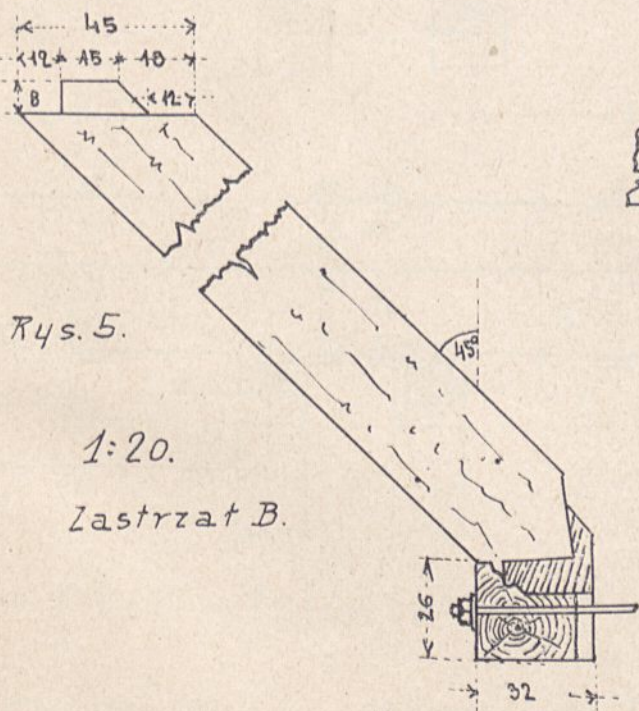
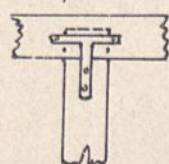


Rys. 6.



Rys. 8.

Zetknięcie pochwytu.



Rys. 5.

1:20.

Zastrzał B.

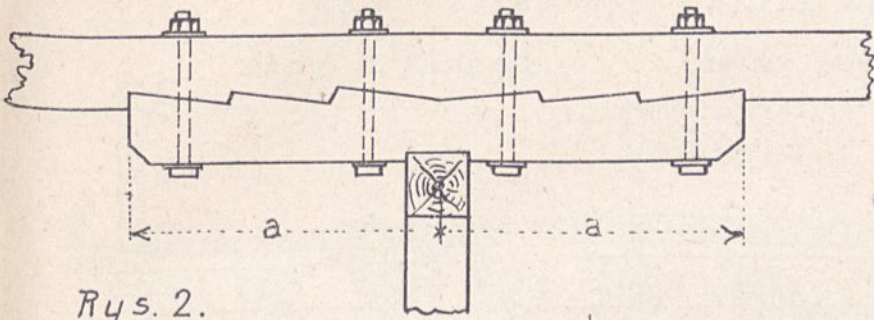
TWS



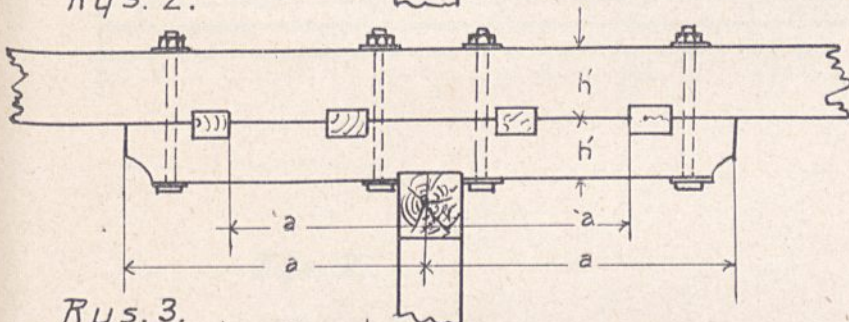


Siodetka.

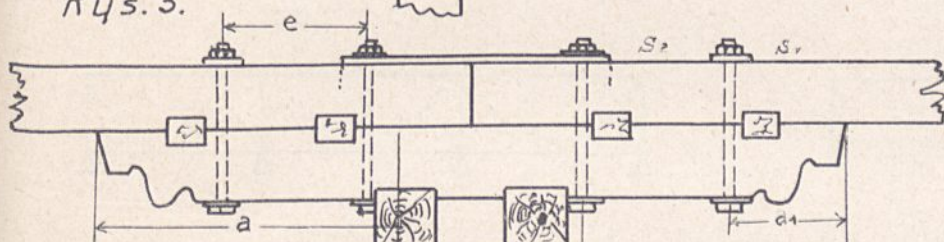
Rys. 1.



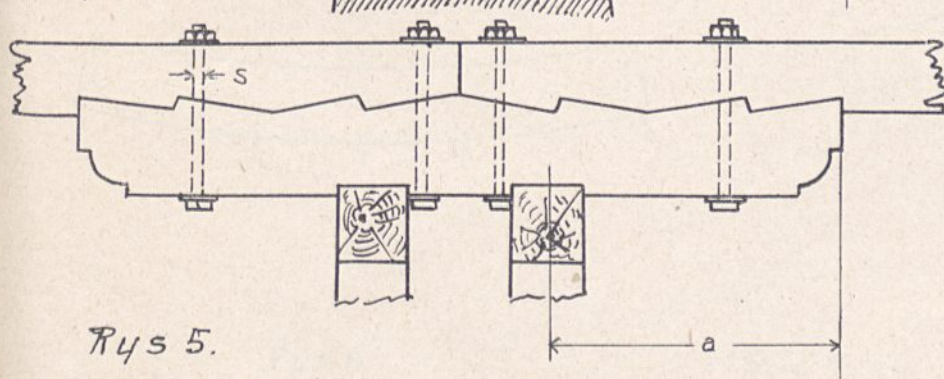
Rys. 2.



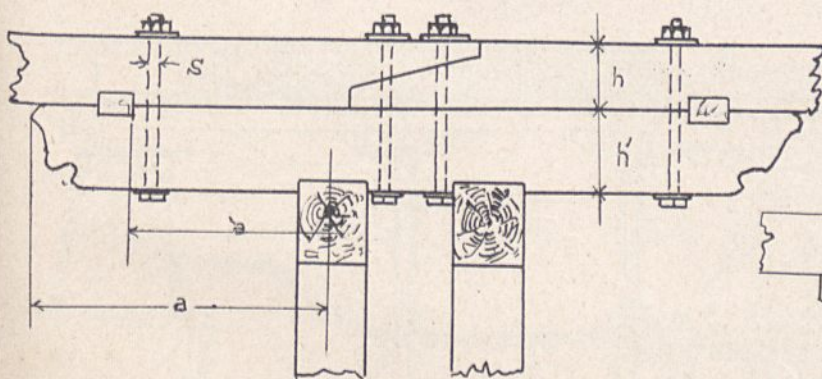
Rys. 3.



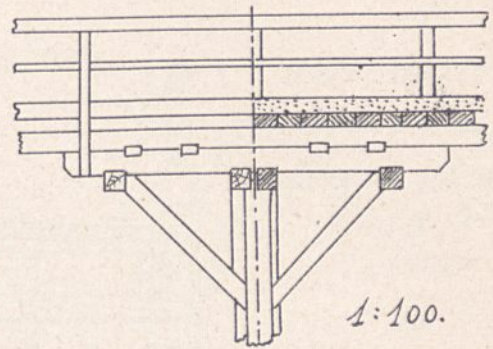
Rys. 4.



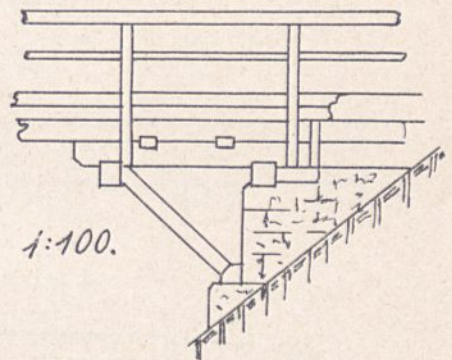
Rys 5.



Rys. 6.

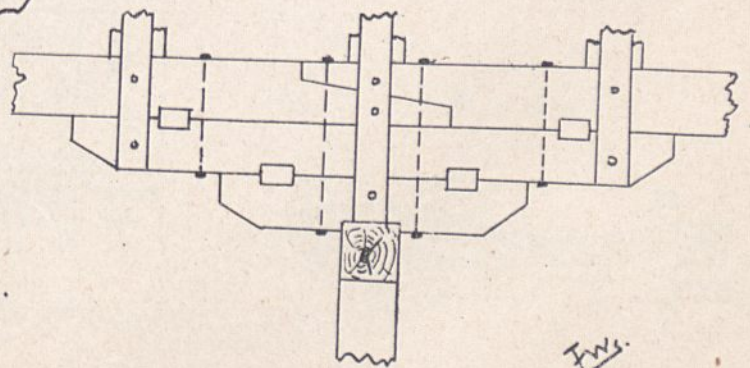


Rys. 7.



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

Rys. 8



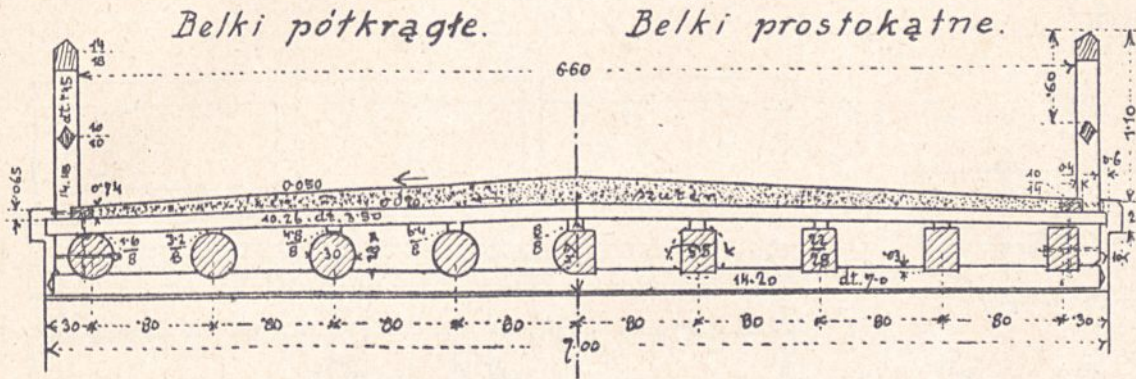
Rys. 1-5 i 8. Mosty galicyjskie.

Inz.



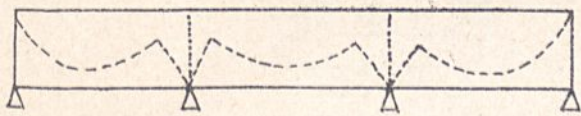
Pomost i siodełka.

Rys. 1. Przekroje poprzeczne.

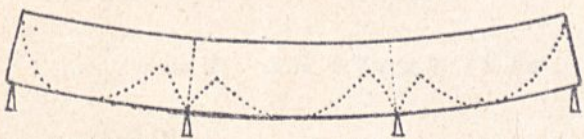


Most galicyjski.  
 (Normal Wydz. kraj.)  
 Światło 30 m. - rozp. 336 m.  
 droga 3 klasy.  
 1:50.

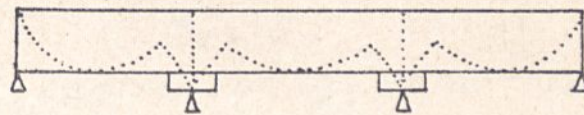
Rys. 2.



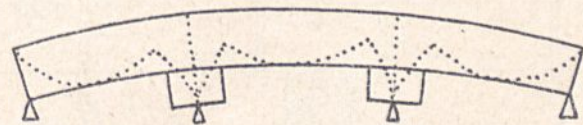
Rys. 3.



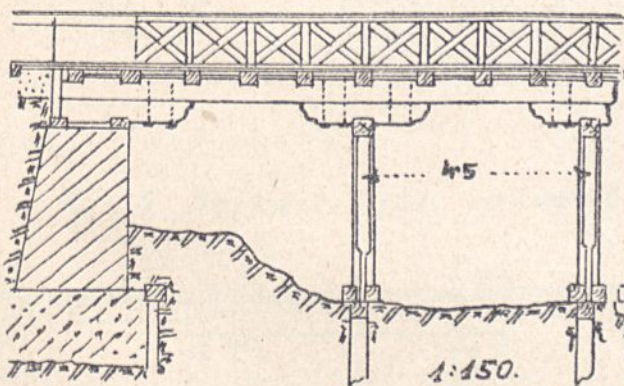
Rys. 4.



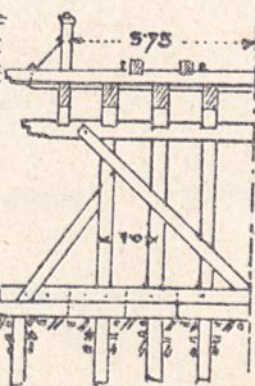
Rys. 5.



Rys. 6.



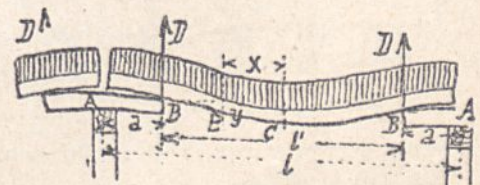
Rys. 7.



Rys. 8.



Rys. 9.

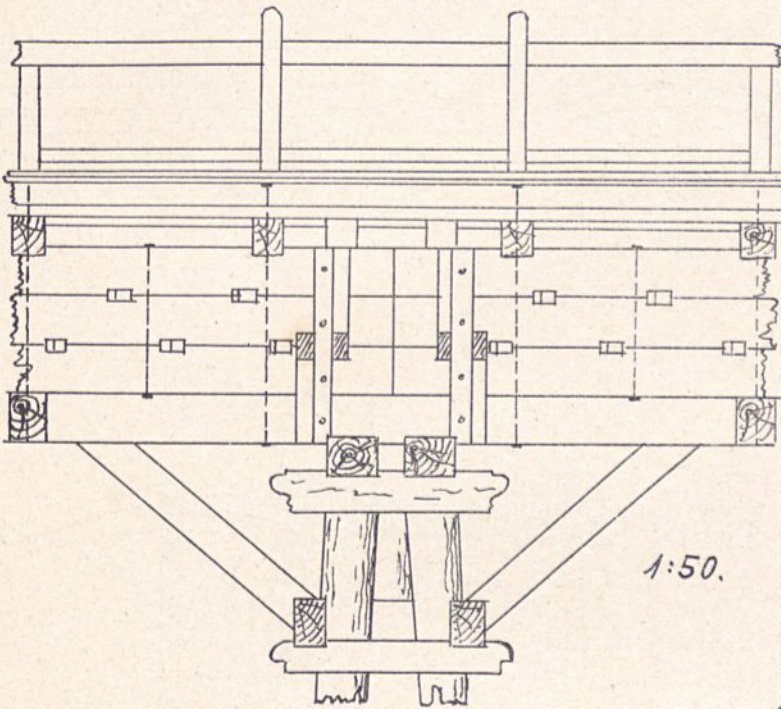


Most francuskiej kolei północnej.



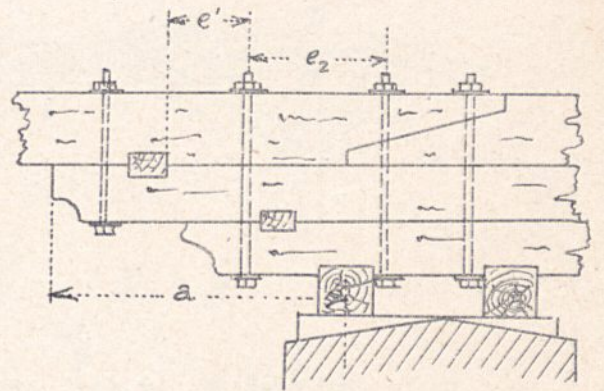
Siodełka.

Rys. 1. Most kolei rumuńskiej Roman-Botuszani.



1:50.

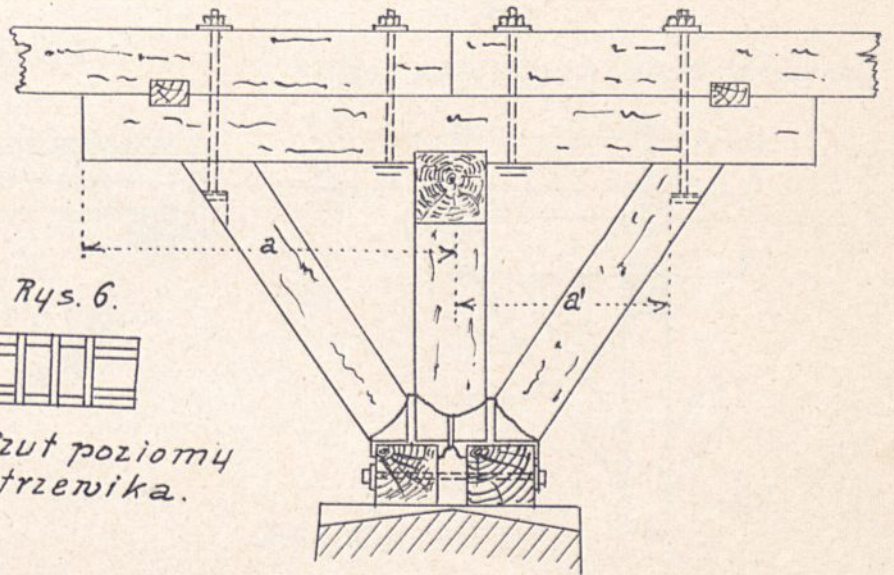
Rys. 2.



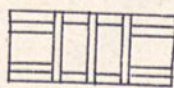
Siodełko podwójne.

Rys. 5.

Zastrzaty ujęte w trzewik.



Rys. 6.

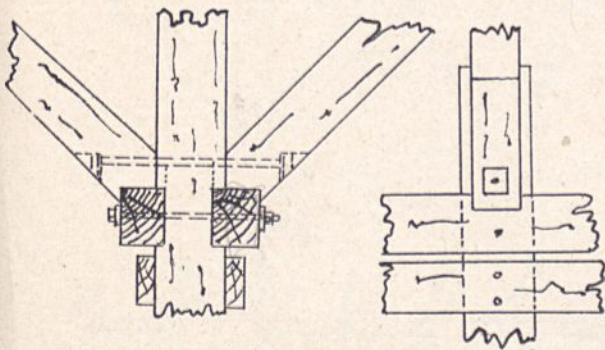


Rzut poziomy trzewika.

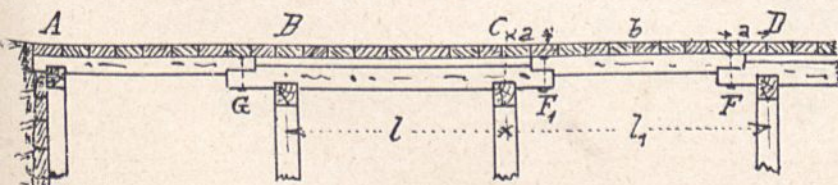
Rys. 3.

Rys. 4.

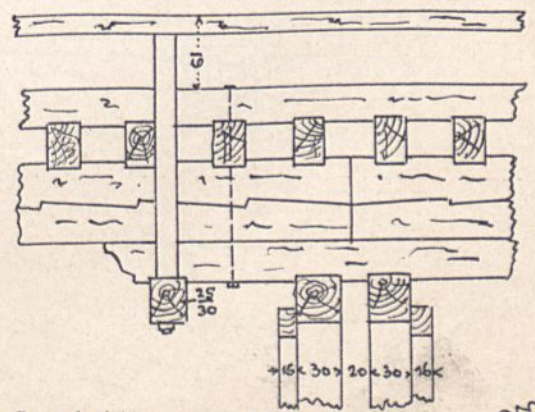
Ujęcie zastrzatów.



Rys. 7. Belka ciągła przegubowa.



Rys. 8.

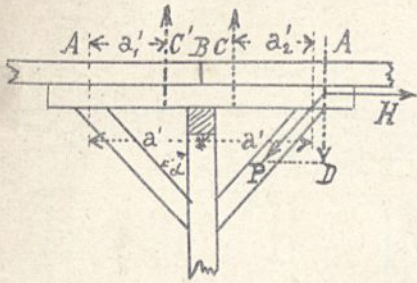


Siodełko z podciągiem.

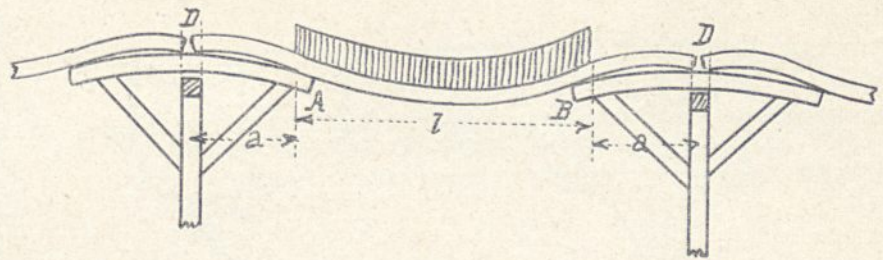


*Siodełka z zastrzátami.*

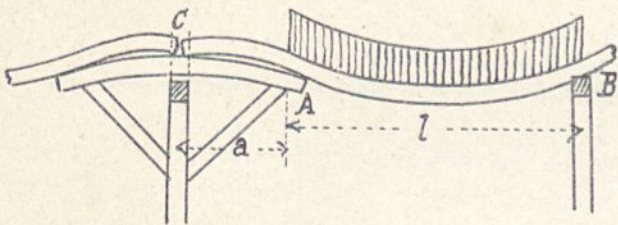
Rys. 1.



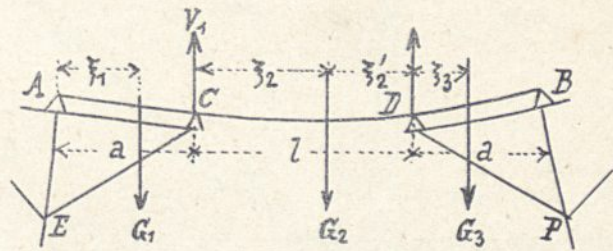
Rys. 2.



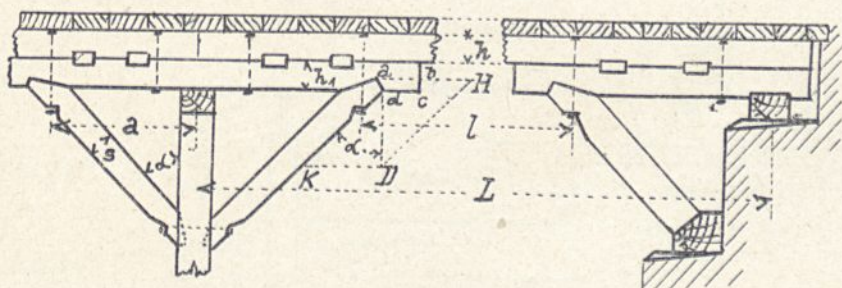
Rys. 3.



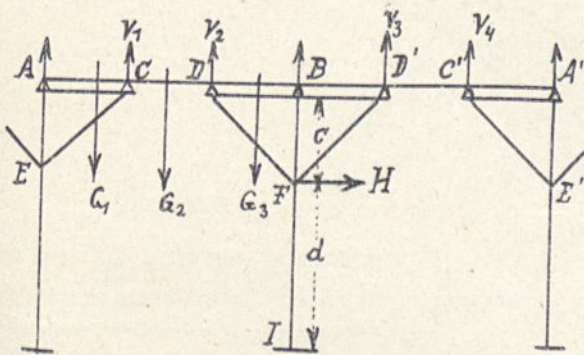
Rys. 4.



Rys. 5.



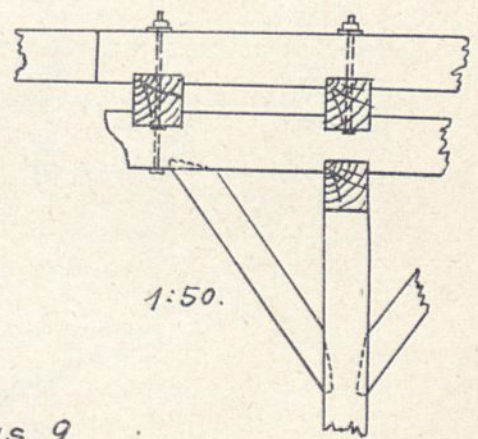
Rys. 6.



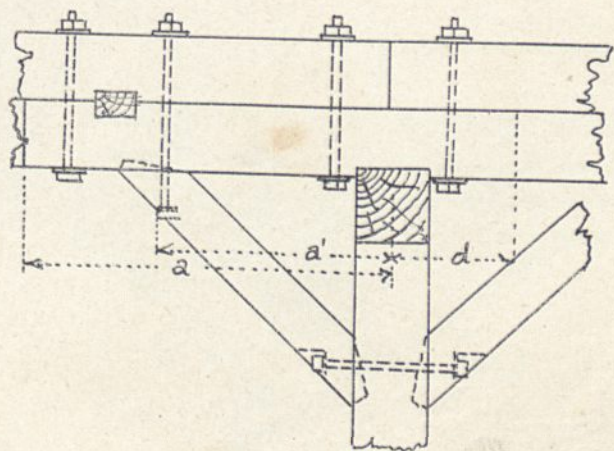
Rys. 8.

Rys. 7.

*Most koto Apahida. (Siedmiogród)*



Rys. 9.

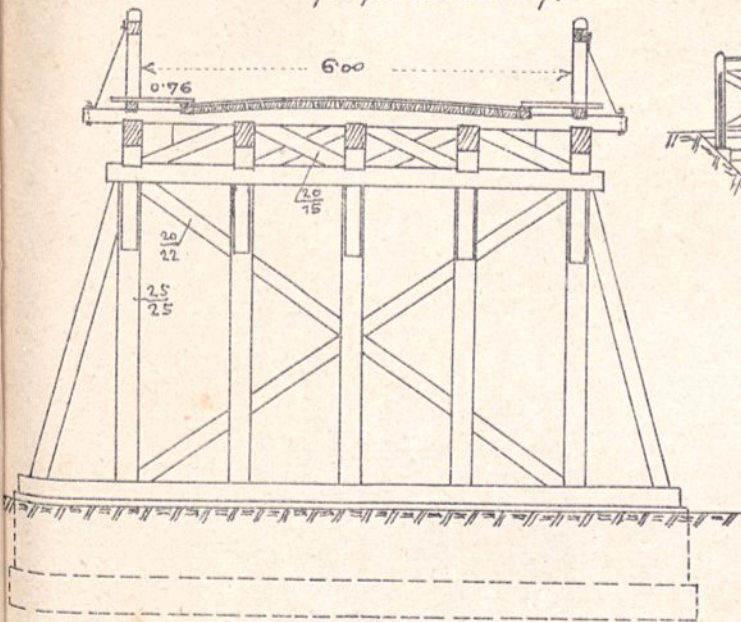


TH

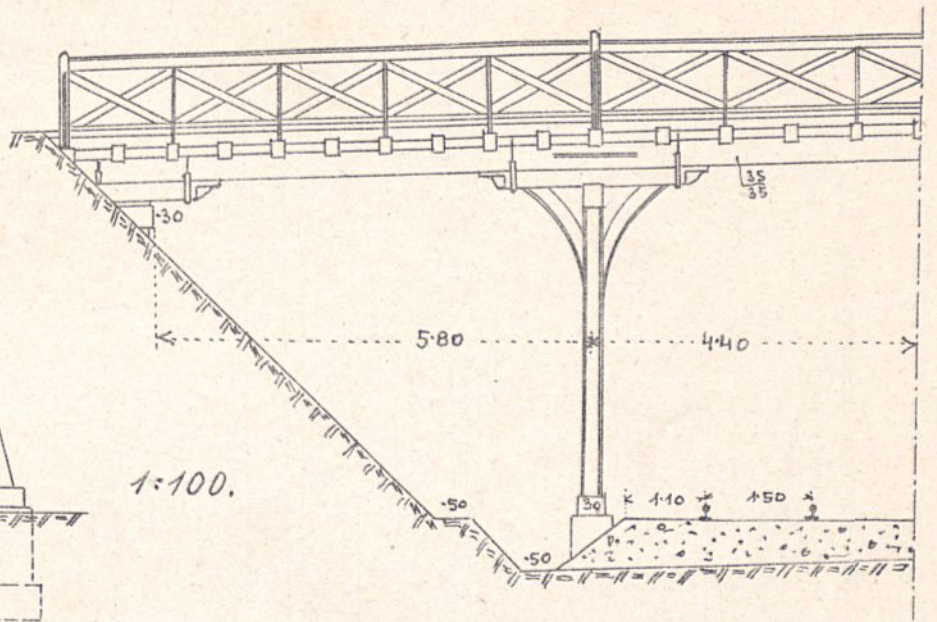




Rys. 1. Przekrój poprzeczny.



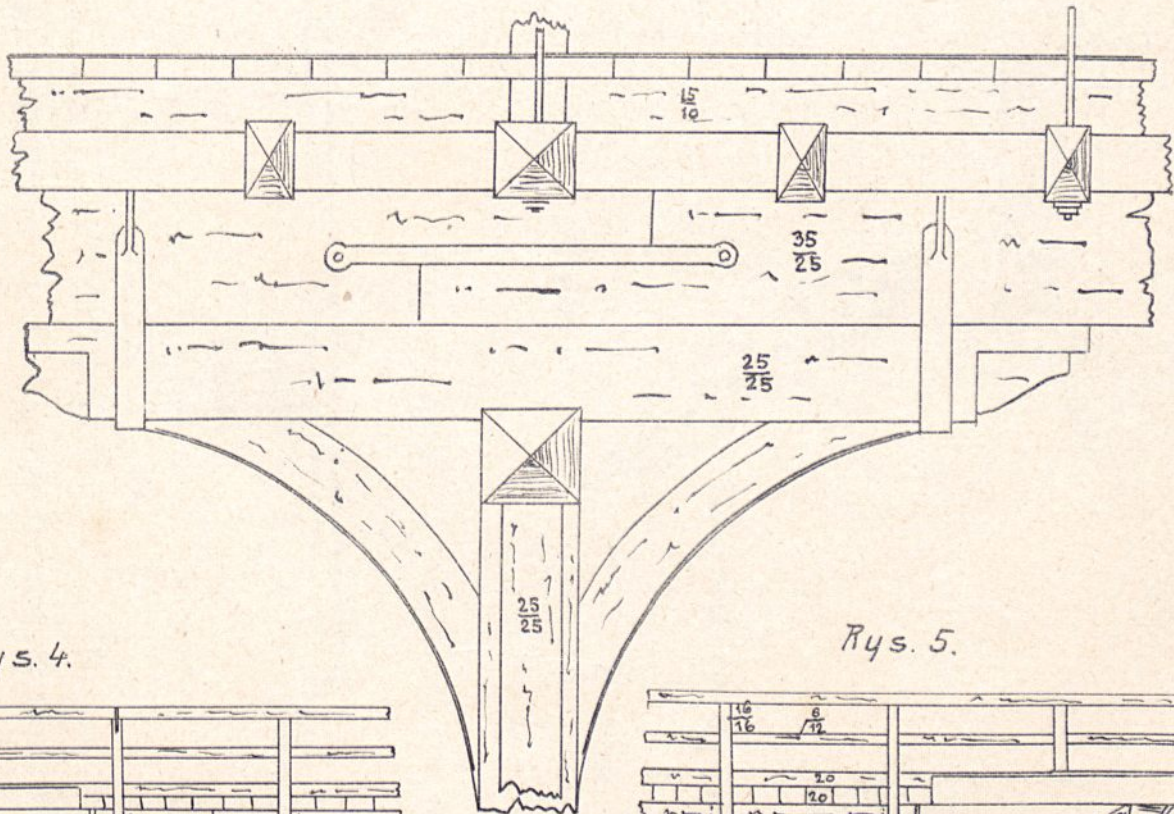
Rys. 2. Widok.



Rys. 1-3: Podjazd kolei Paryż - Orlean.

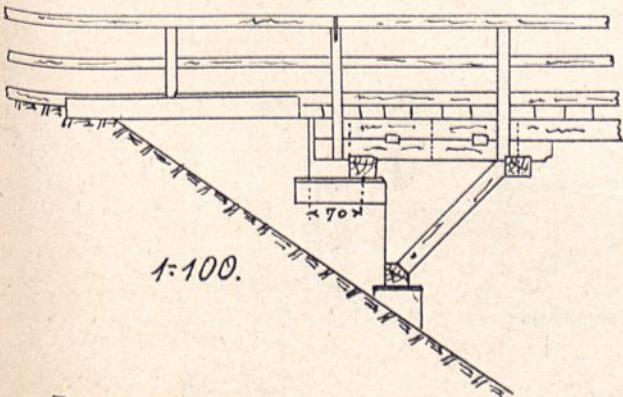
Rys. 3.

1:20.



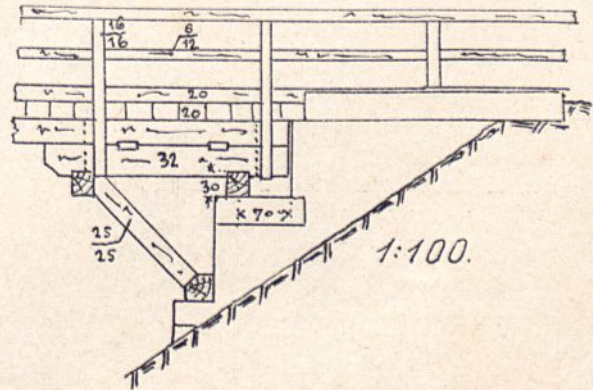
Rys. 4.

1:100.



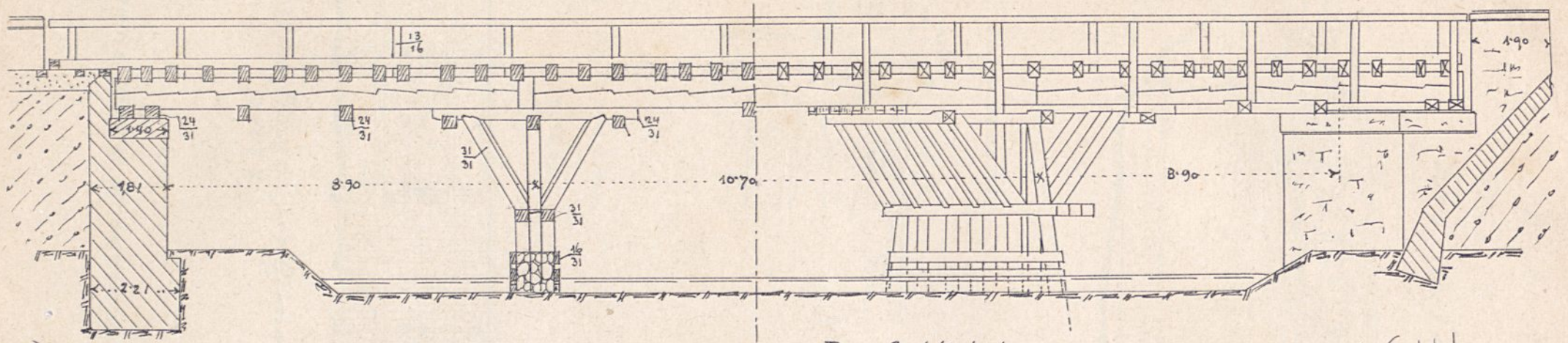
Rys. 5.

1:100.



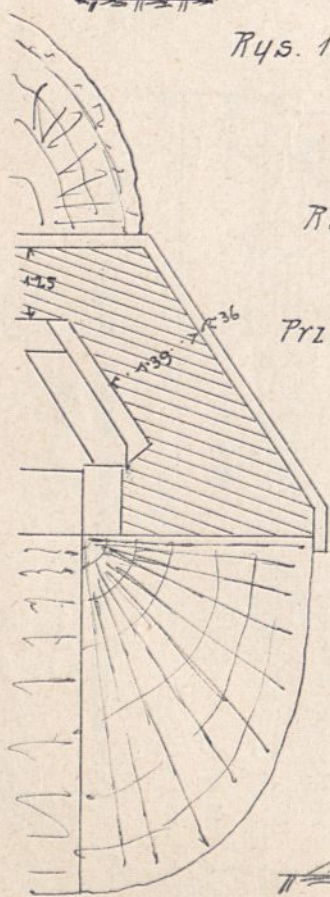


Most kolei Rudolfa na Liesingu.



Rys. 1. Przekrój podłużny.

Rys. 2. Widok.

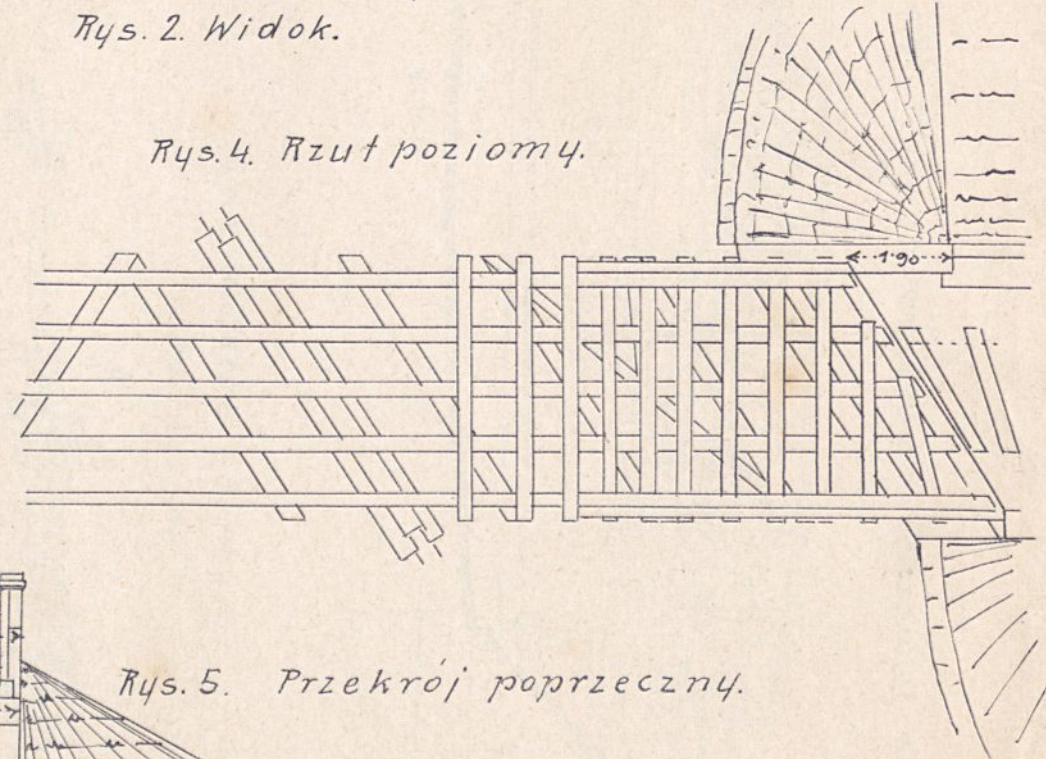


Rys. 3.  
Przekrój poziomy.

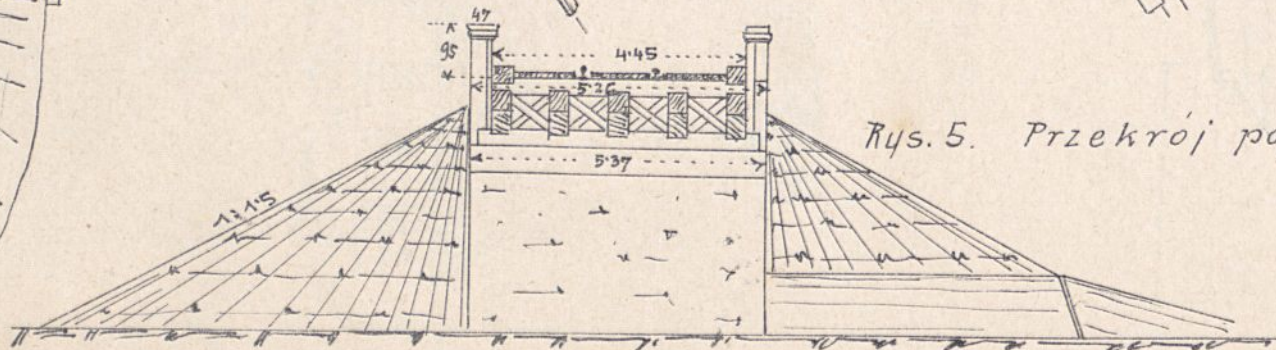


1:150.

Rys. 4. Rzut poziomy.

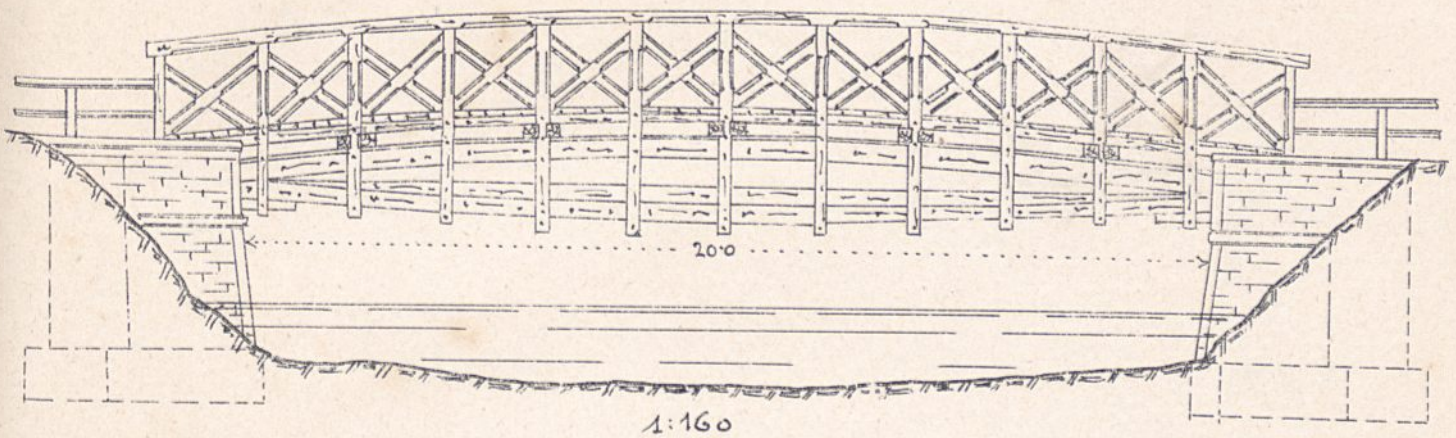


Rys. 5. Przekrój poprzeczny.

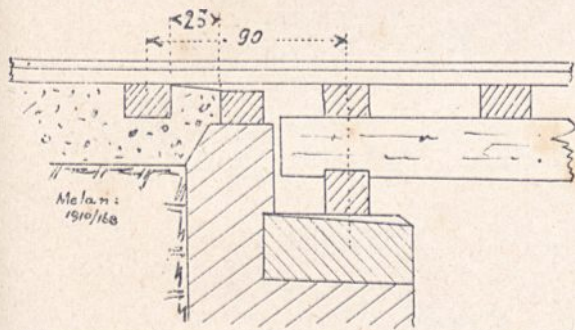




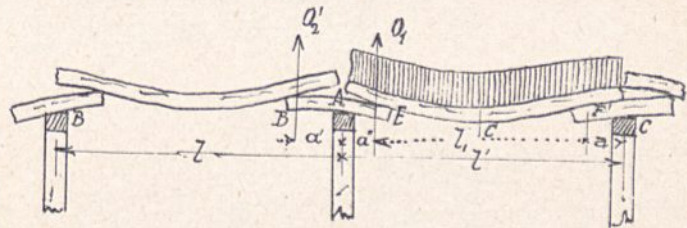
Rys. 1. Most na Plauenscher-Grund. (Saksonia). p. rys. 4.



Rys. 2. Zakończenie.

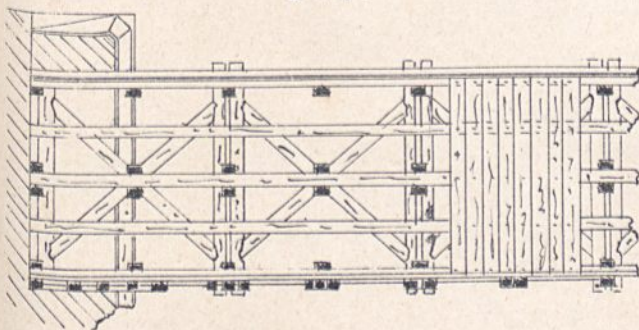


Rys. 3. Siodełka z belkami niepotączone.



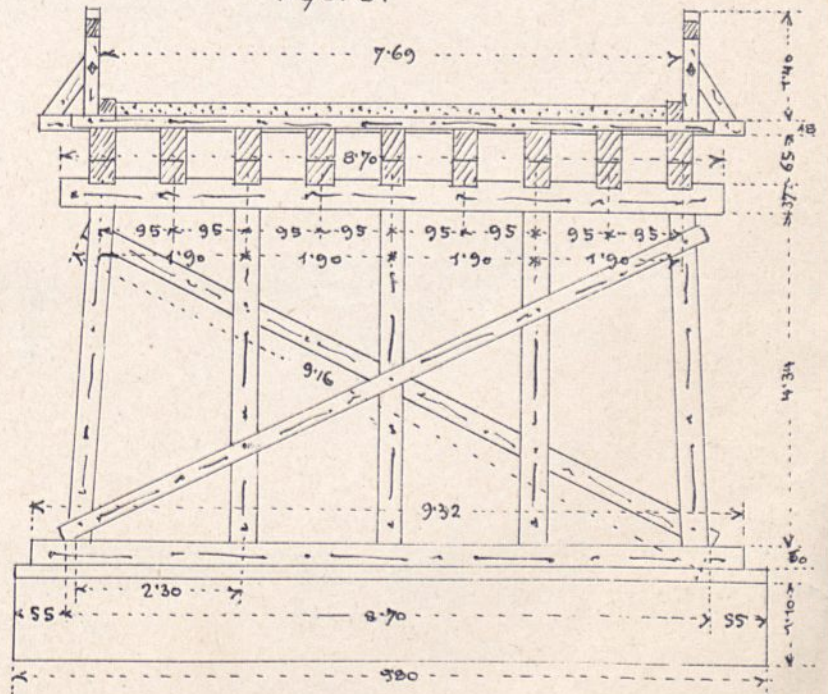
Rys. 4. Rzut poziomy.

1:160.



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

Rys. 5.

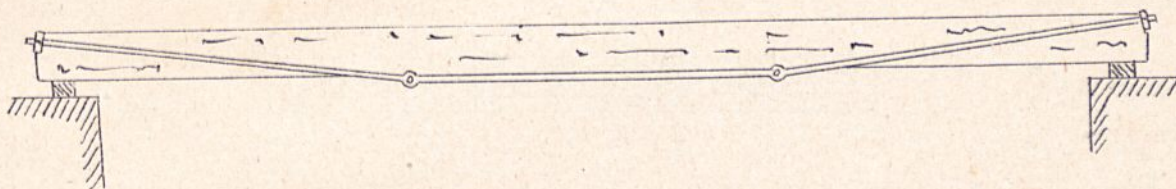


Przejazd nad koleją w Gatochowie.  
(Galicja)

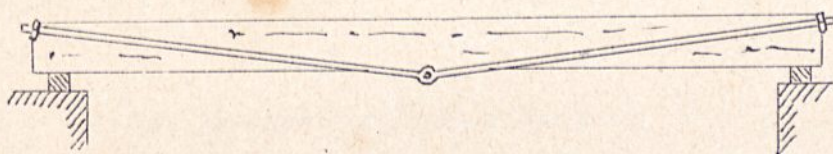


# Dźwigary wzmocnione.

Rys. 1.



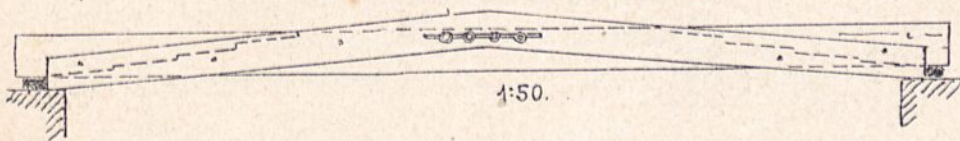
Rys. 2.



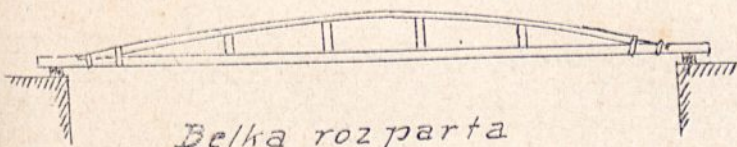
Rys. 3.



Rys. 4.



Rys. 7.



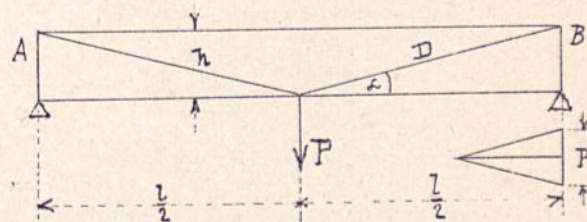
Belka rozparta

Rys. 8.

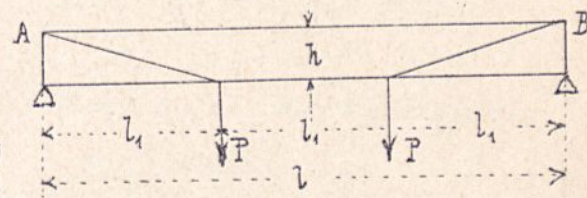


Belka rozparta.

Rys. 5.



Rys. 6.

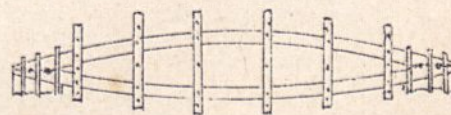


Rys. 9.



Belka ząbiona.

Rys. 10.



Belka Lavesa.





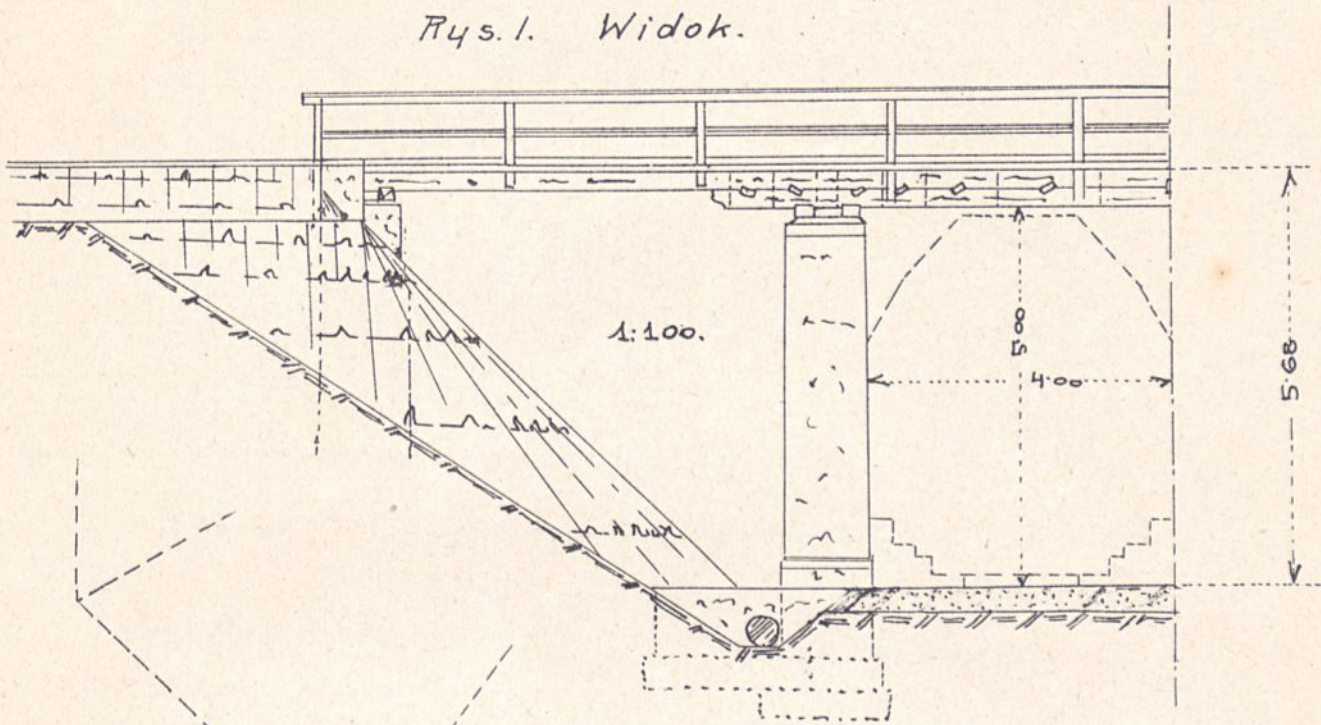




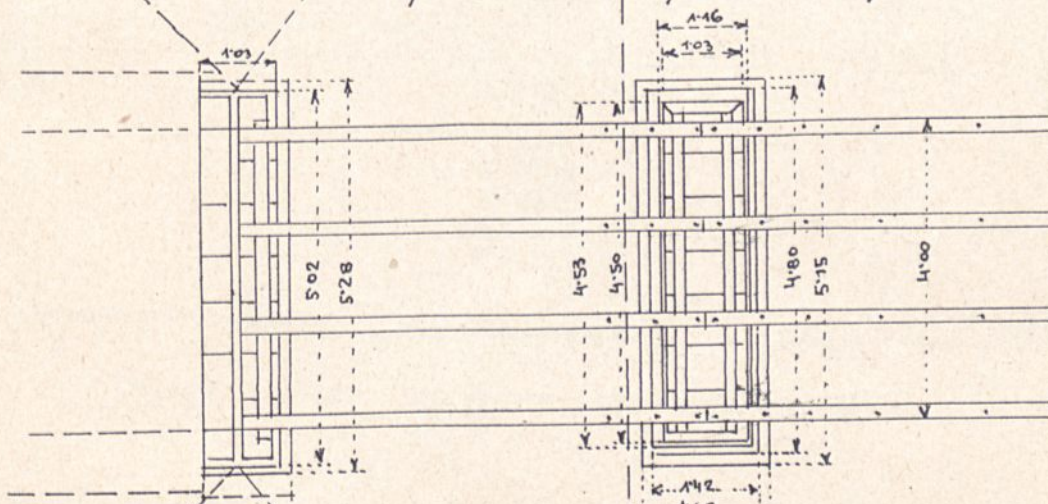
Belki złożone.

Most kolei Poznań-Krzyż.

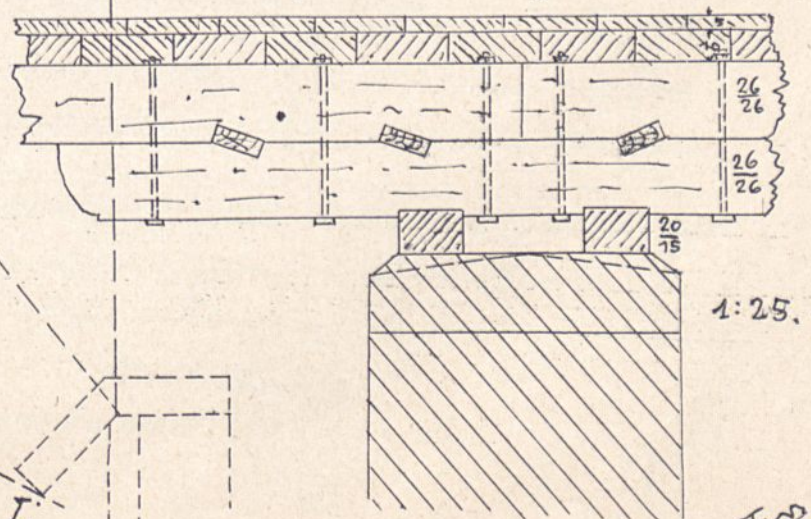
Rys. 1. Widok.



Rys. 2. Rzut poziomy.



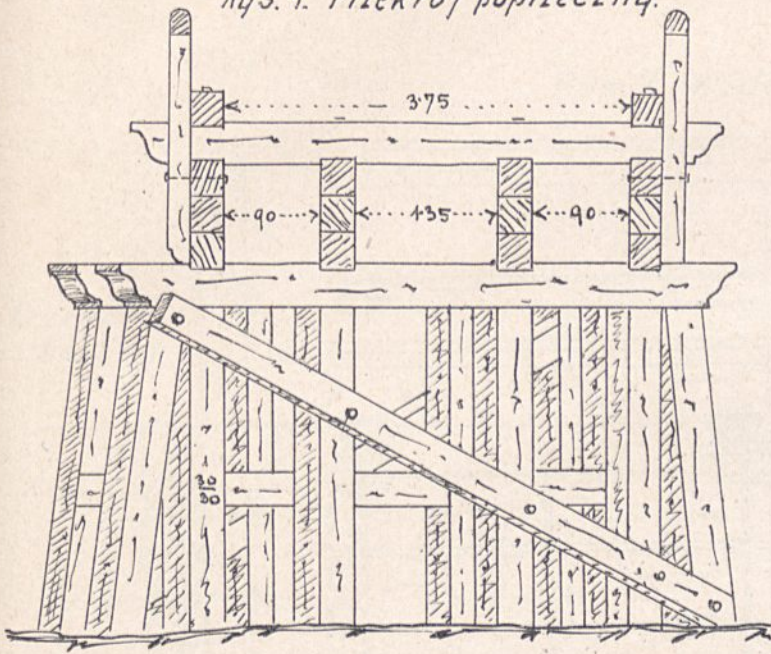
Rys. 3. Szczegół podpory.





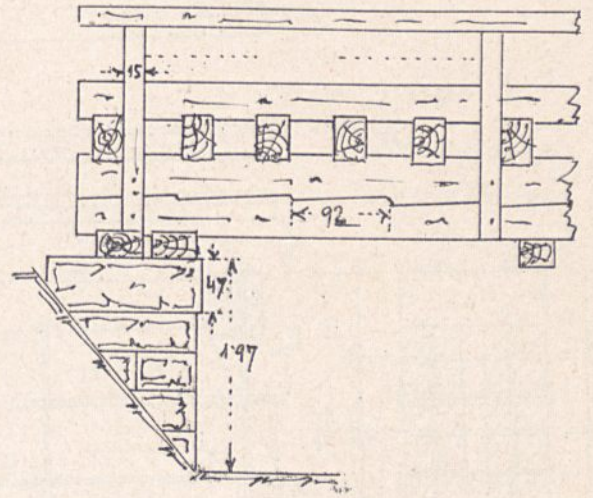
Belki złożone.

Rys. 1. Przekrój poprzeczny.



Rys. 2. Widok.

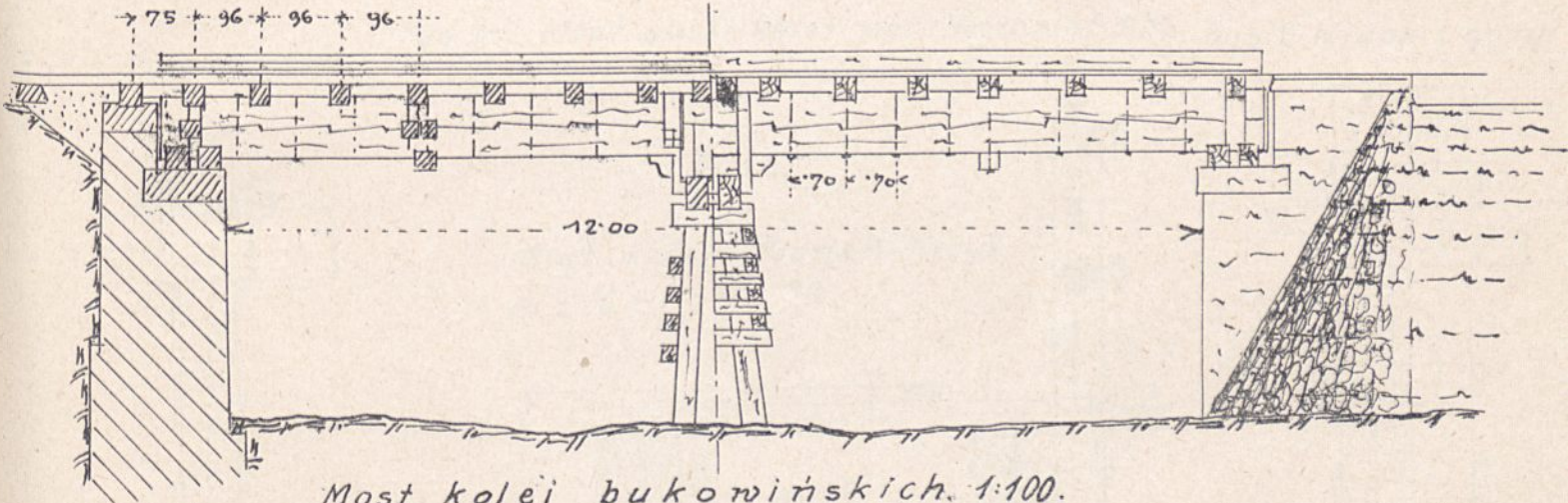
1:70.



Most na Poltenbachu w Bernsdorfie.

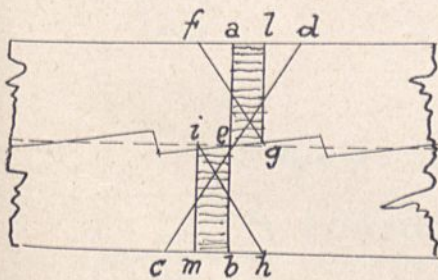
Rys. 3. Przekrój.

Rys. 4. Widok.

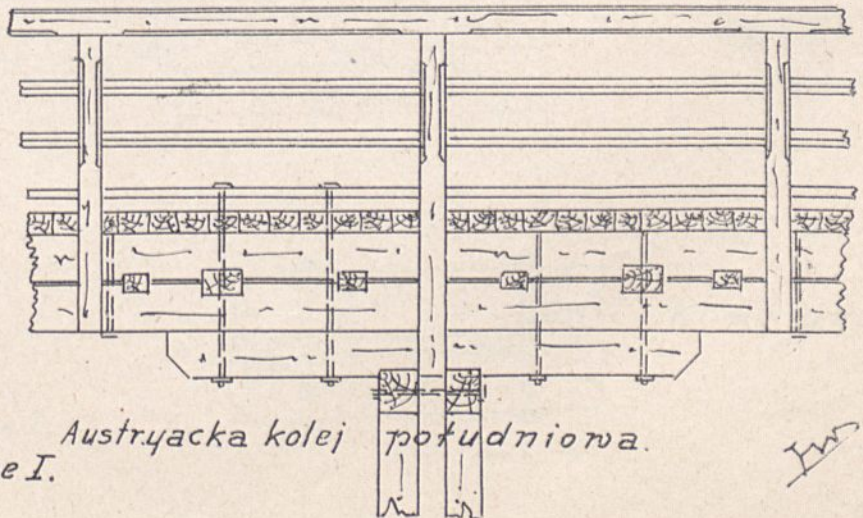


Most kolei bukowińskich 1:100.

Rys. 5.



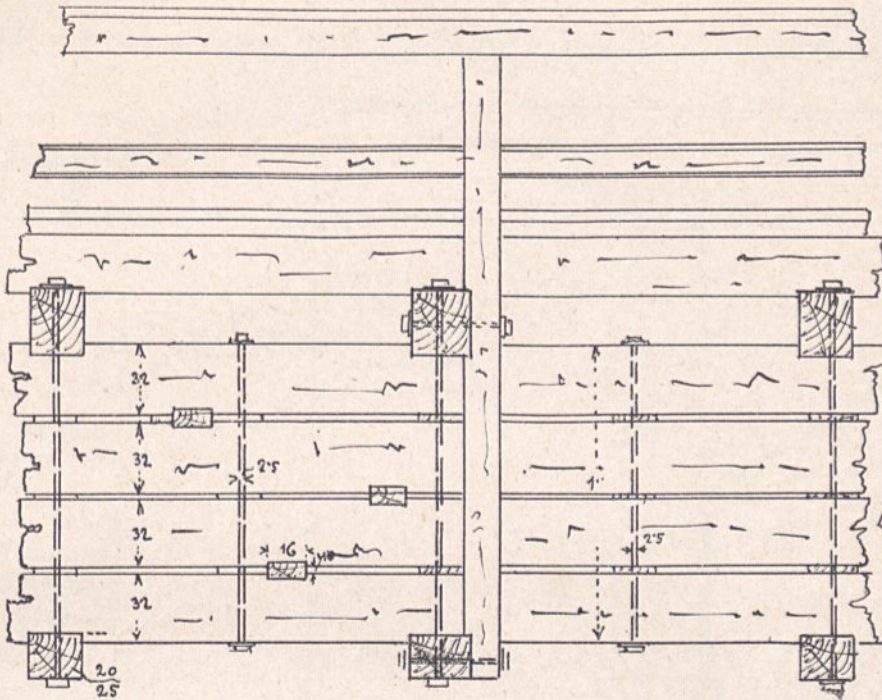
Rys. 6.



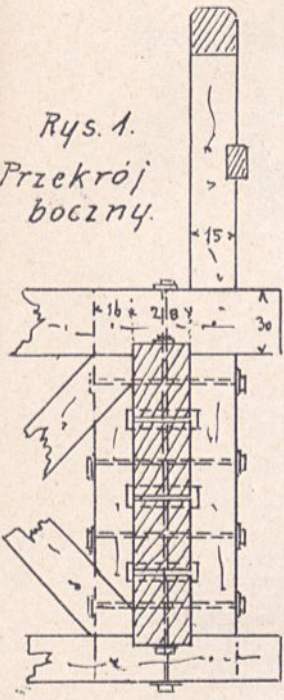
Austryacka kolej południowa.



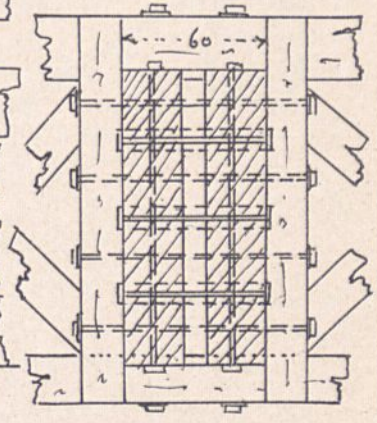
Rys. 2. Widok.



Rys. 1. Przekrój boczny.

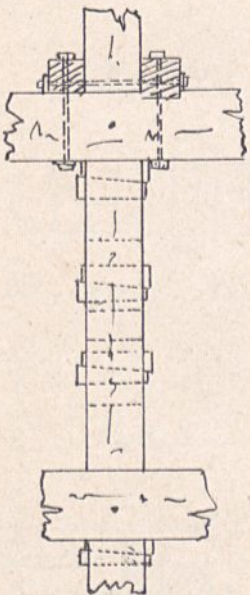


Rys. 3. Przekrój środkowy.



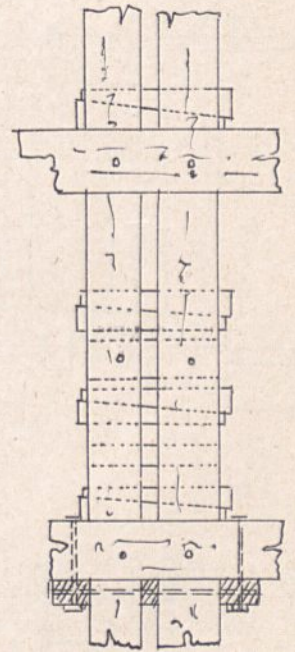
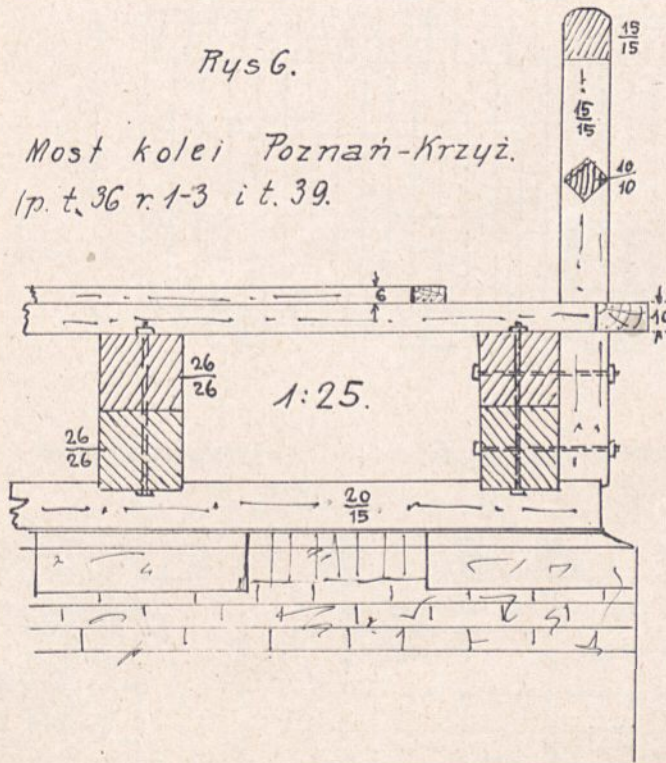
Rys. 1-5. Most austr. kolei południowej. 1:33. Rys. 5. Widok z góry.

Rys. 4. Widok z góry.

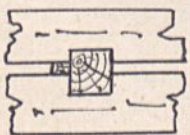


Rys. 6.

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



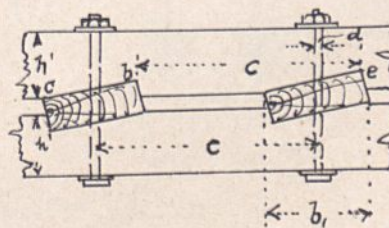
Rys. 7.



Klin z odsadzką

Rys. 8.

Kliny ukośne.







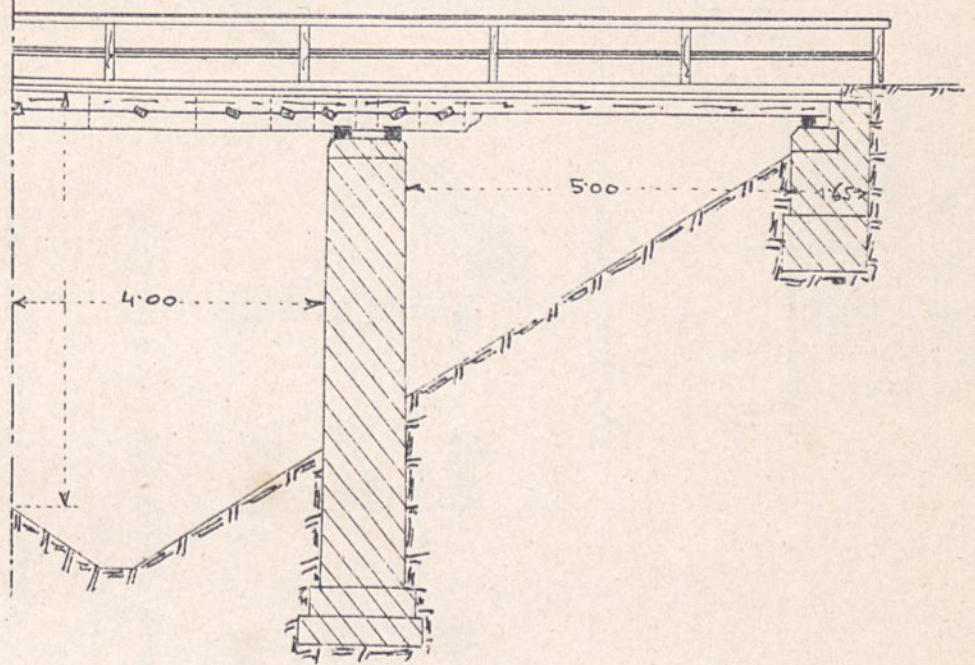
# Belki złożone.

Most kolei Poznań-Krzyż. 1:100.

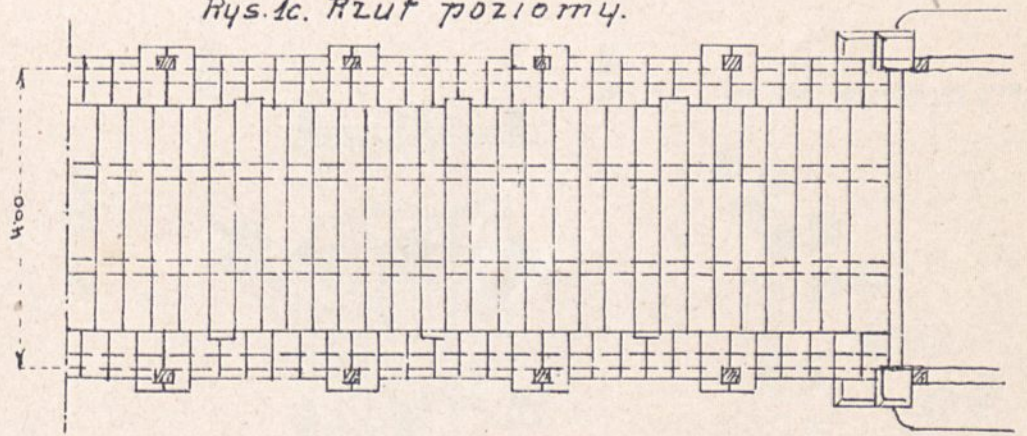
Rys.1a. Przekrój poprzeczny.



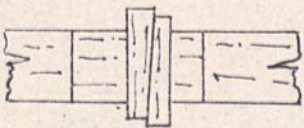
Rys.1b. Przekrój podłużny.



Rys.1c. Rzut poziomy.



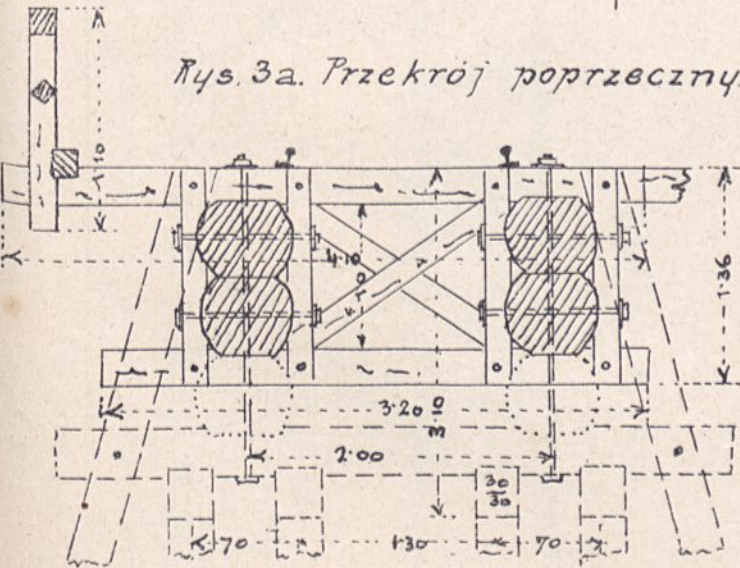
Rys. 2.



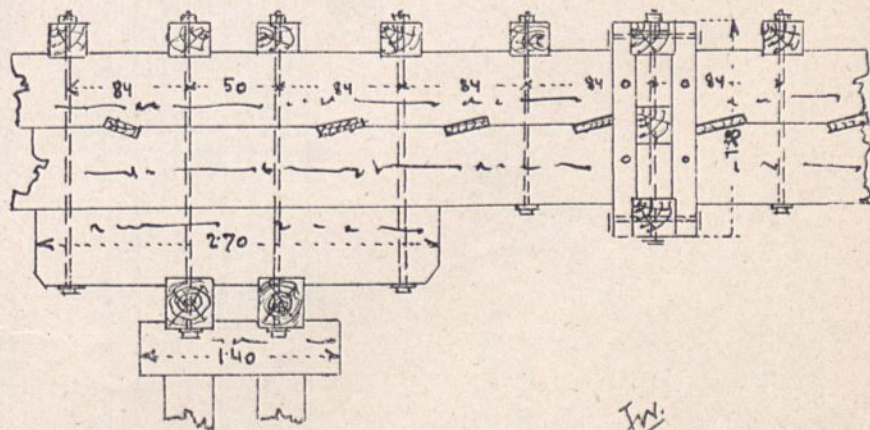
Szczegół Klinów.

Rys.3a. Przekrój poprzeczny.

1:67



Rys.3b. Widok.

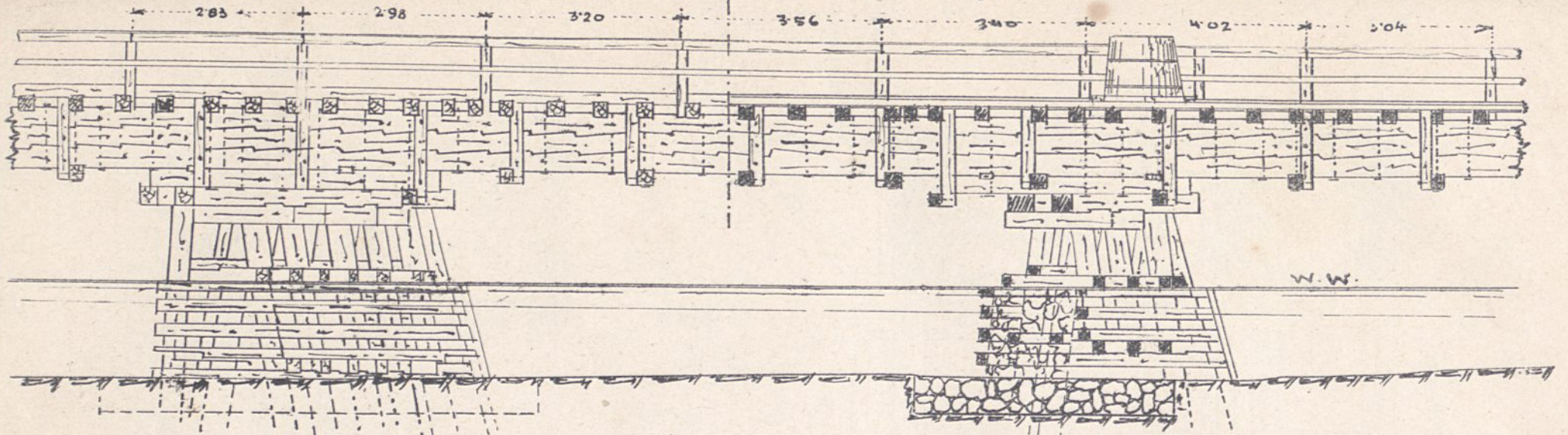


J.W.

Most na Eisaku pod Kolmanem.

Dr. M. Thullie. Mosty drewniane I.



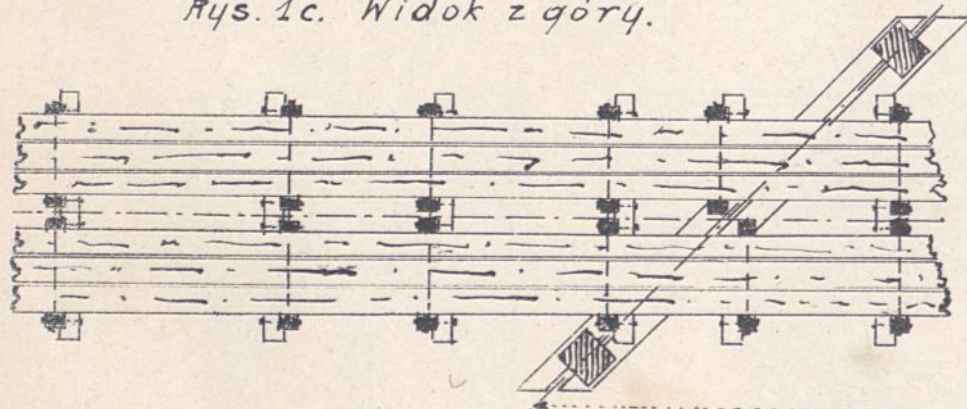


Rys. 1a. Widok.

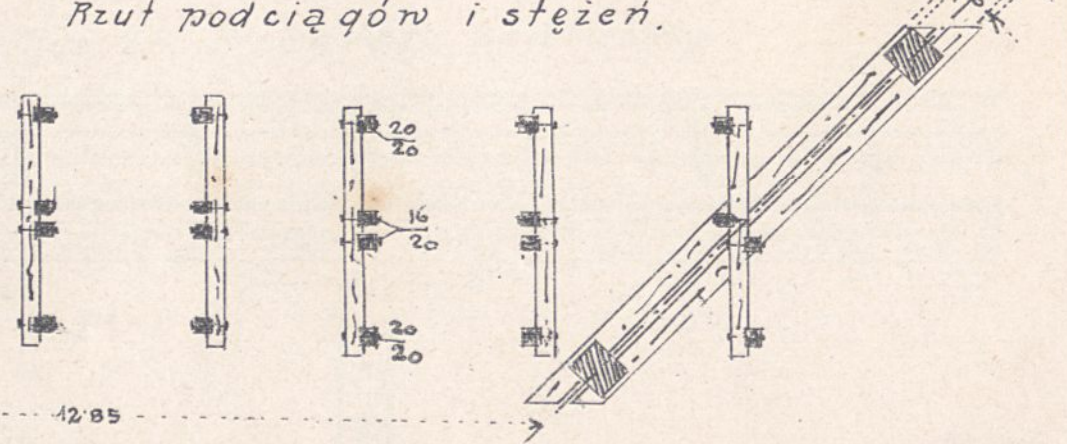
1:100.

Rys. 1b. Przekrój podłużny.

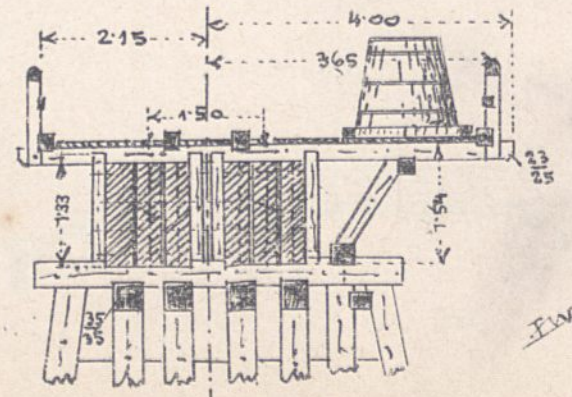
Rys. 1c. Widok z góry.



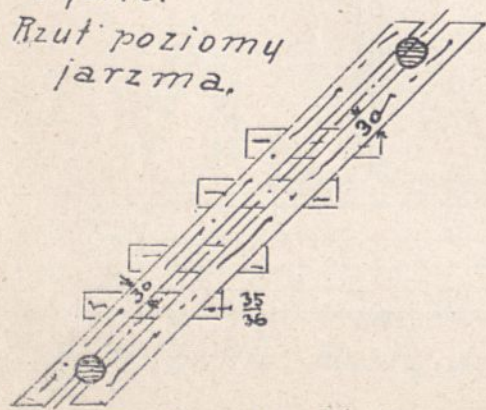
Rys. 1d. Rzut podciągów i stężeń.



Rys. 1g. Przekrój poprzeczny.



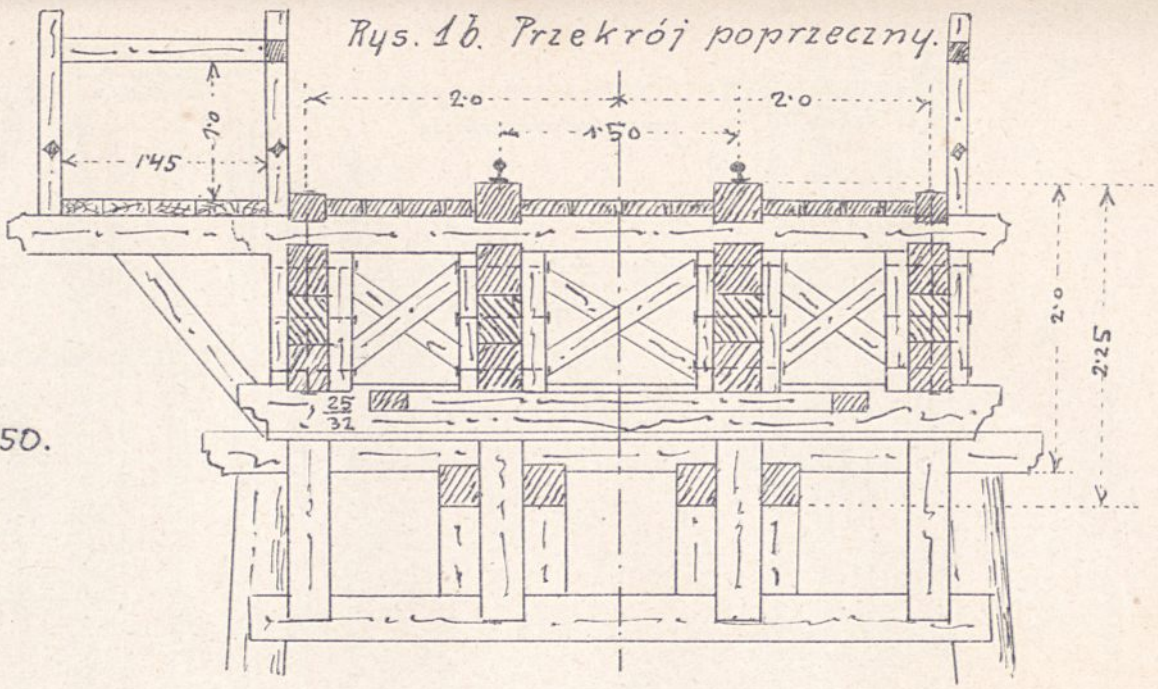
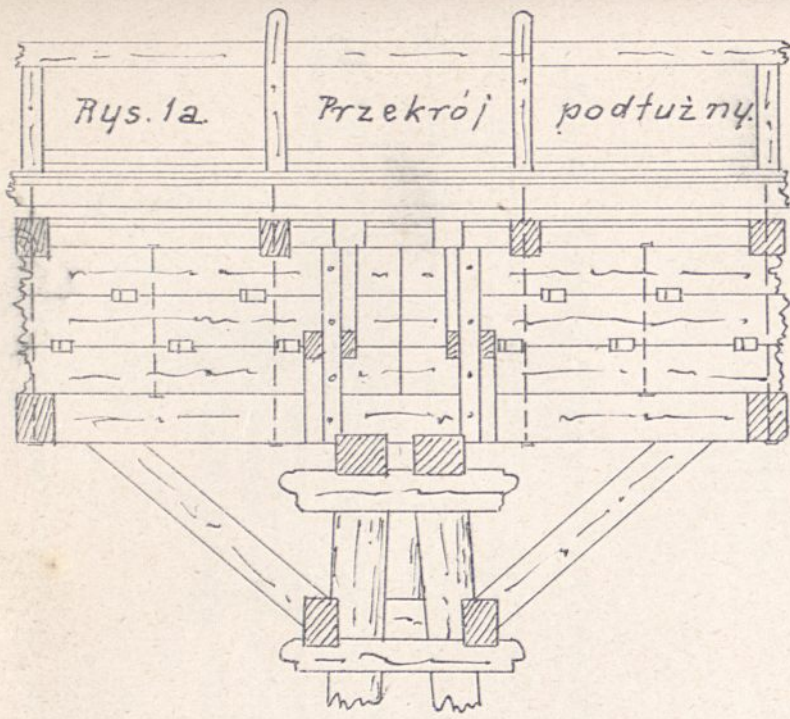
Rys. 1e. Rzut poziomy jarzma.



Rys. 1f. Przekrój jarzma.

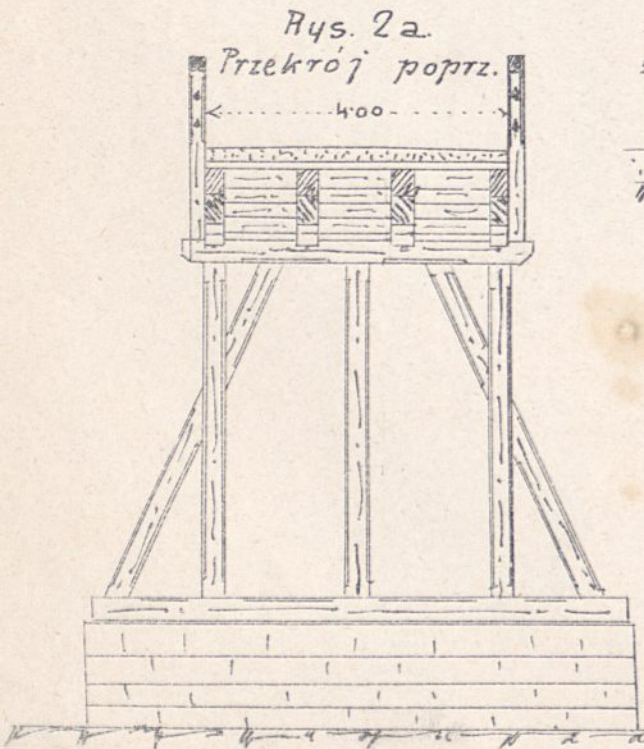




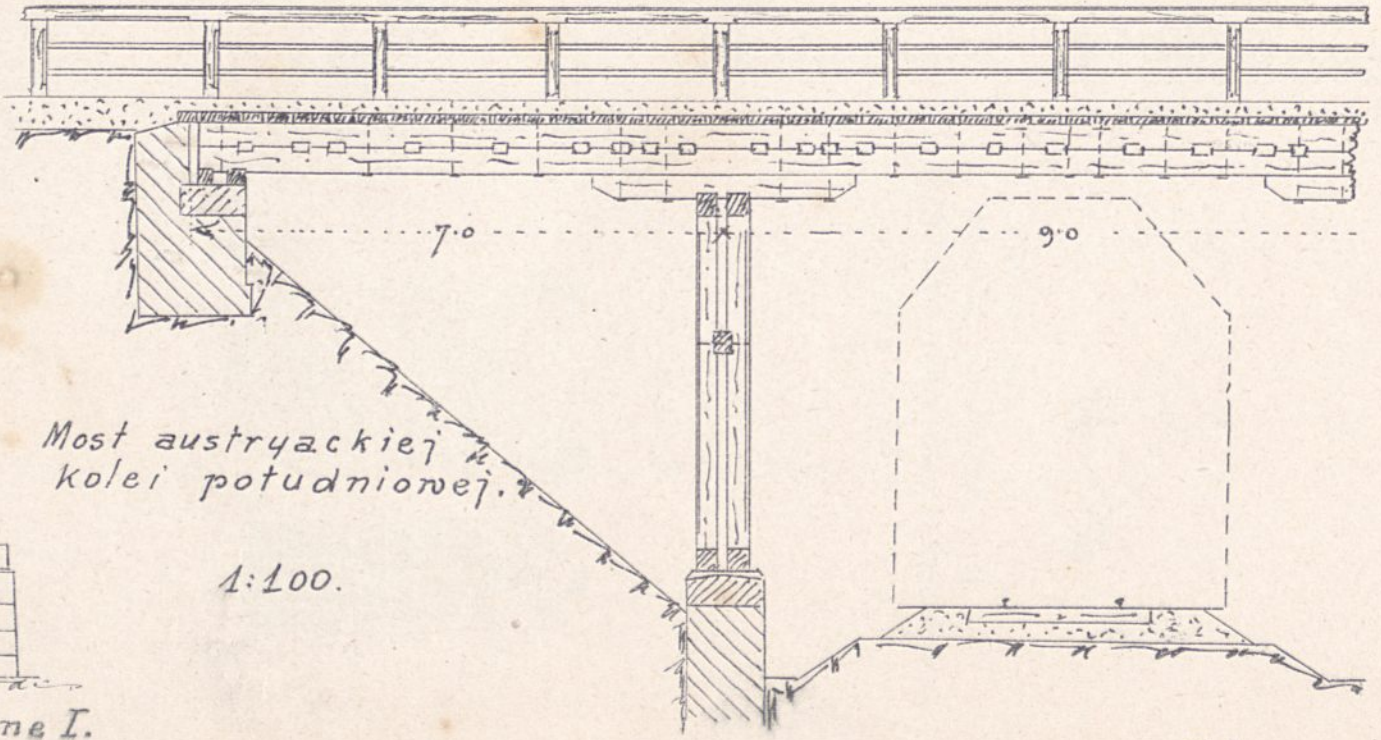


1:50.

Belki klinowe.



Rys. 2b. Przekrój podłużny.



Most austriackiej kolei południowej.

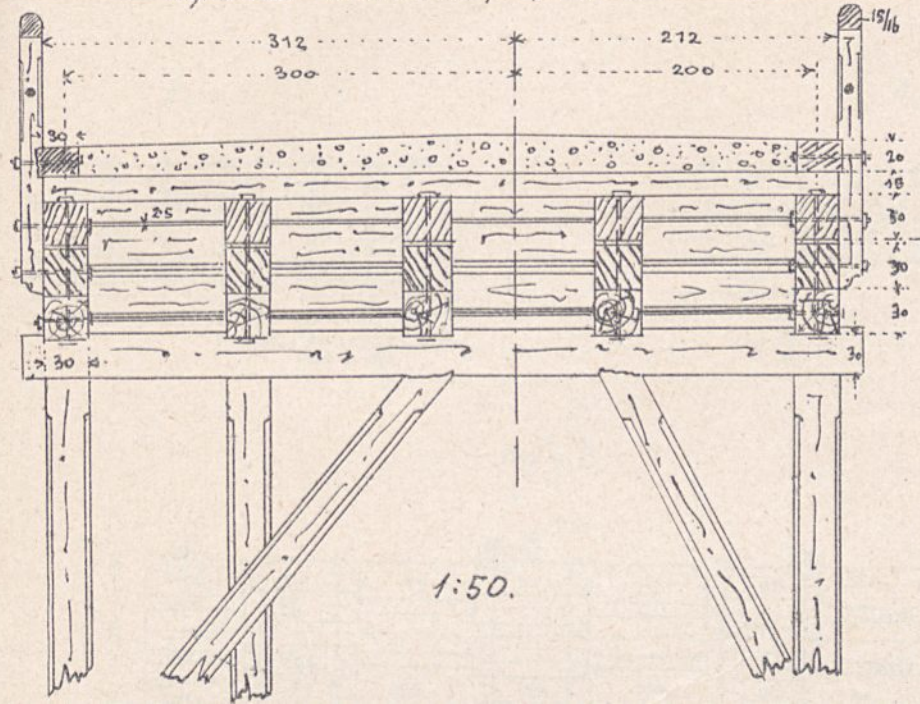
1:100.

Fw



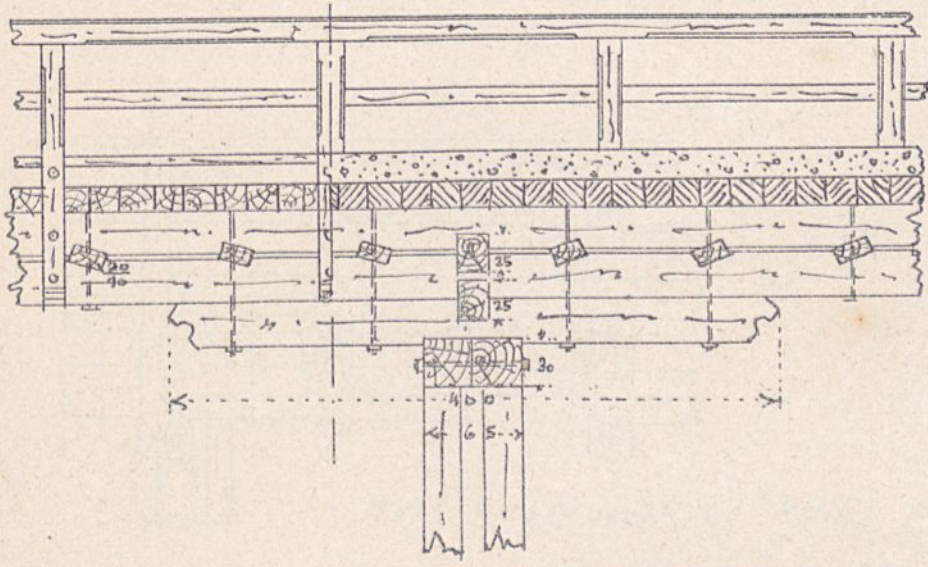
# Belki klinowe.

Rys. 1a. Przekrój poprzeczny.

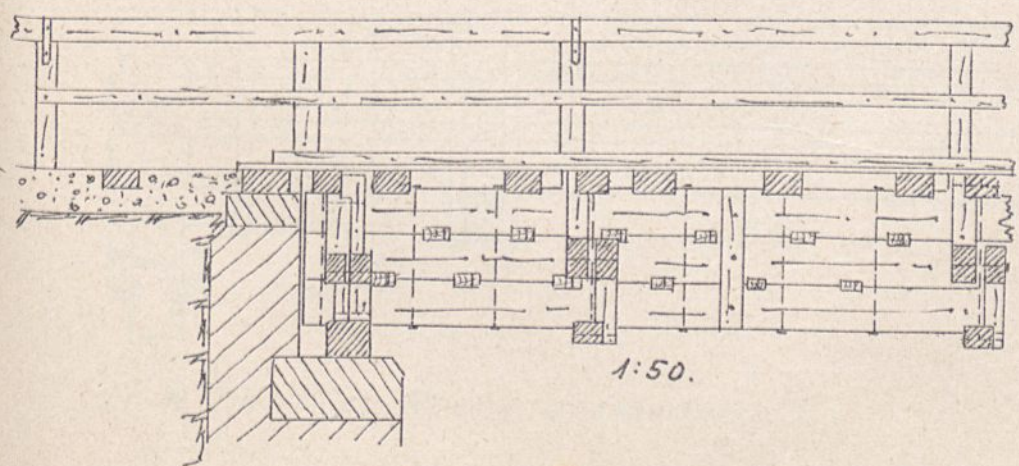


Most kolei południowej.

Rys. 1b. Przekrój podłużny.

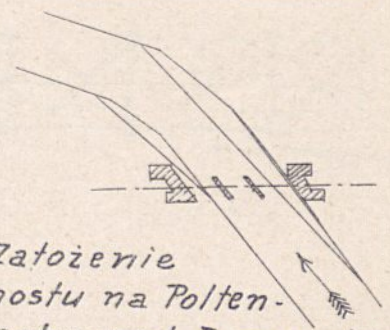


Rys. 4. Normal węgierskich kolei państw.



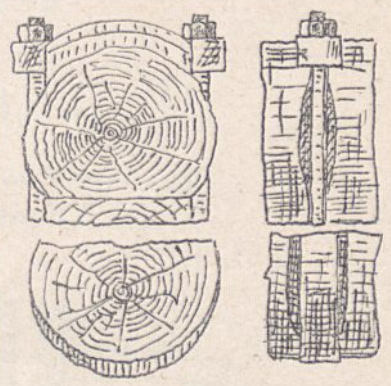
Dr. M. Thullie. Mosty drewniane I.

Rys. 2.

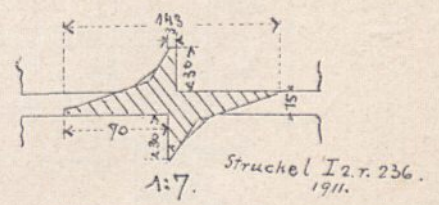


Założenie mostu na Poltenbachu pod Bernsdorfem. „p.t. 37.r. 1 i 2”

Rys. 3.



Rys. 5.



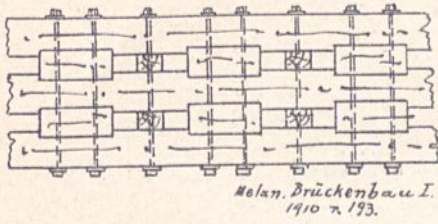
FW



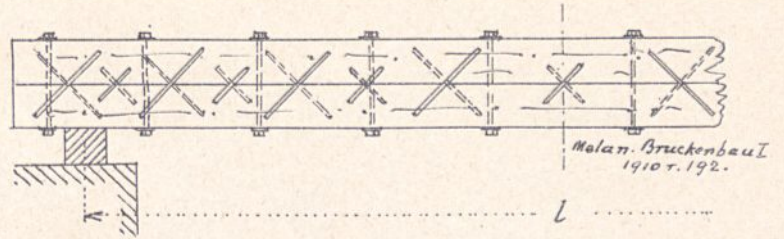


# Dźwigary złożone.

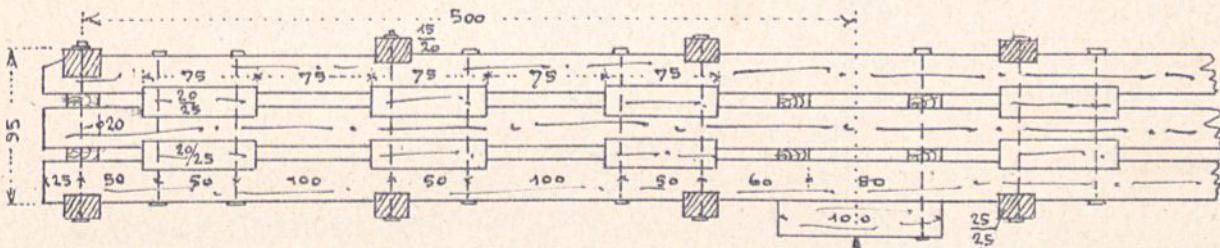
Rys. 1.



Rys. 2.

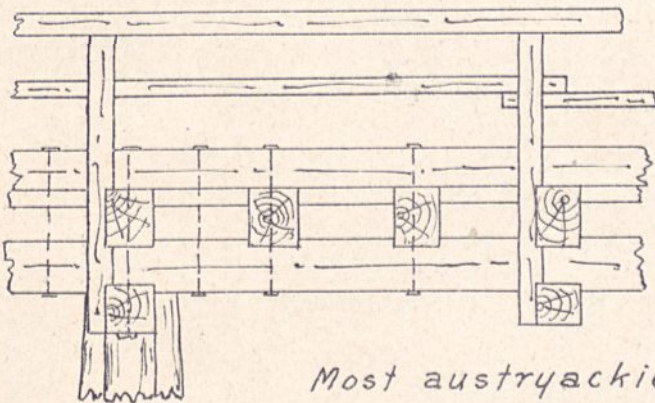


Rys. 3.



Dźwigar klockowy wedle Bocka. 1:49.

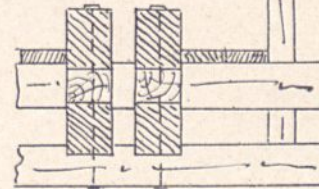
Rys. 4a. Widok.



1:50.

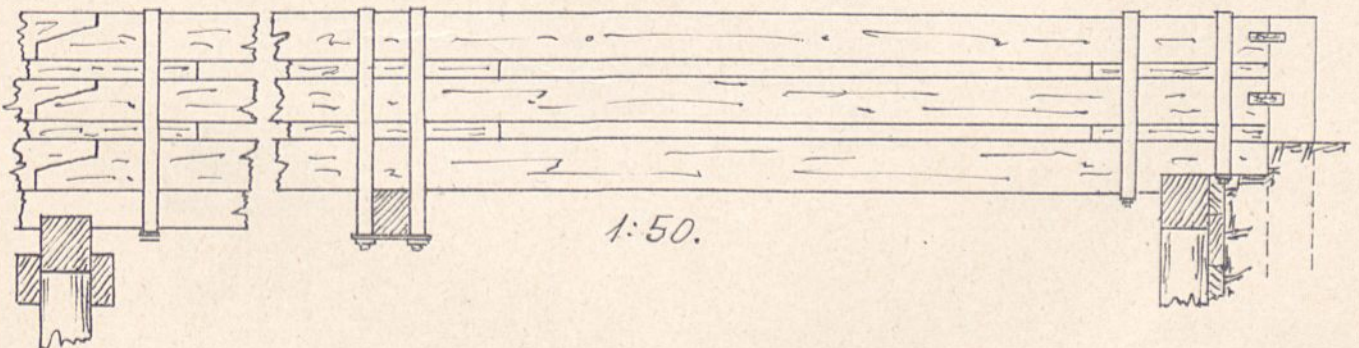
Rys. 4b.

Przekrój poprzeczny.



Most austriackiej kolei południowej.

Rys. 5. Dawny austriacki dźwigar klockowy.



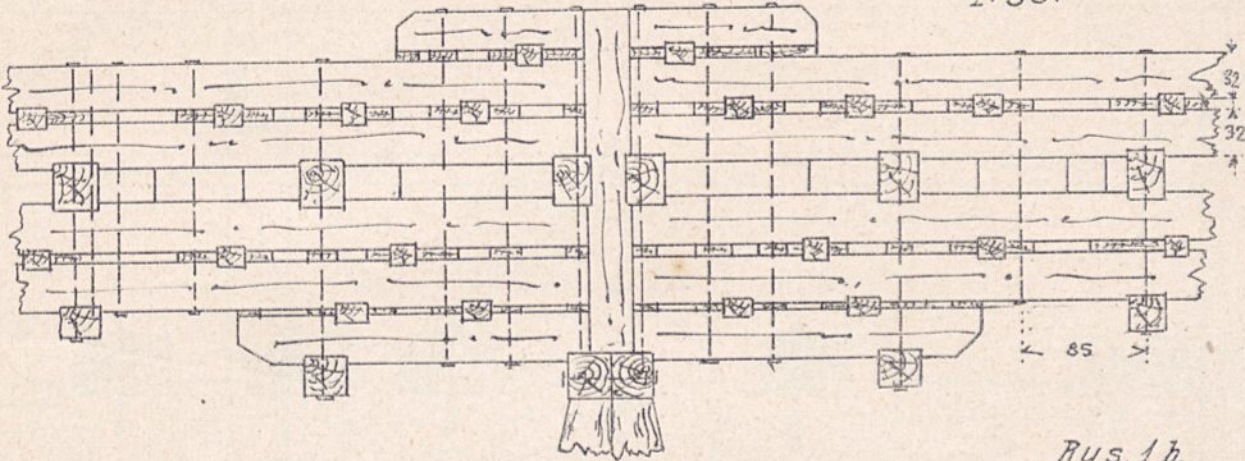


Belki złożone.

Rys. 1-2. Mosty południowej kolei austriackiej.

Rys. 1a. Widok.

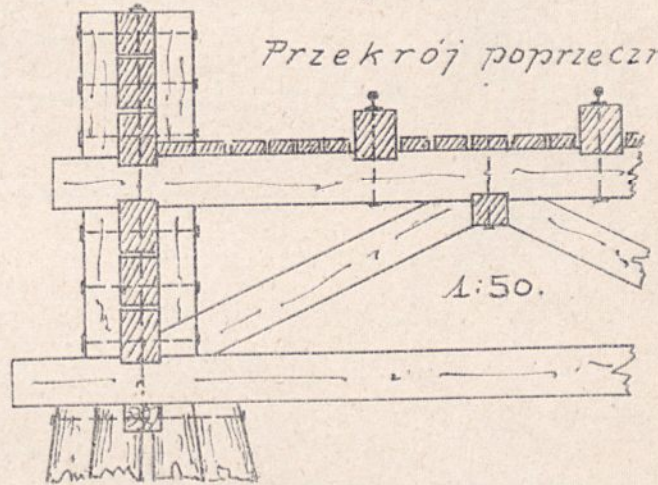
1:50.



Rys. 1b.

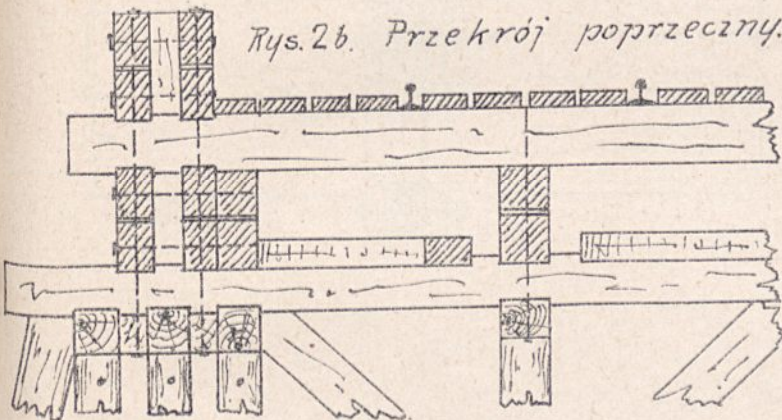
Przekrój poprzeczny.

1:50.

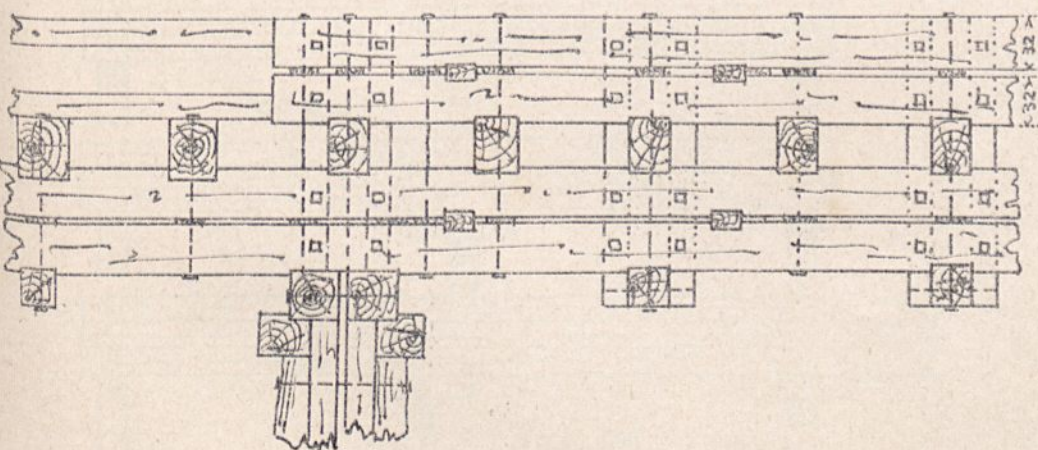


Rys. 2b. Przekrój poprzeczny.

1:50.



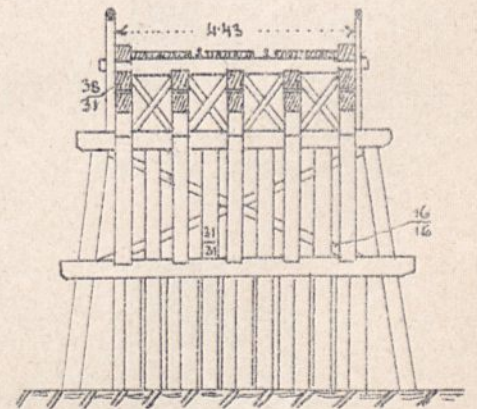
Rys. 2a. Widok. 1:50.



Rys. 3.

Przekrój poprzeczny.

1:150.



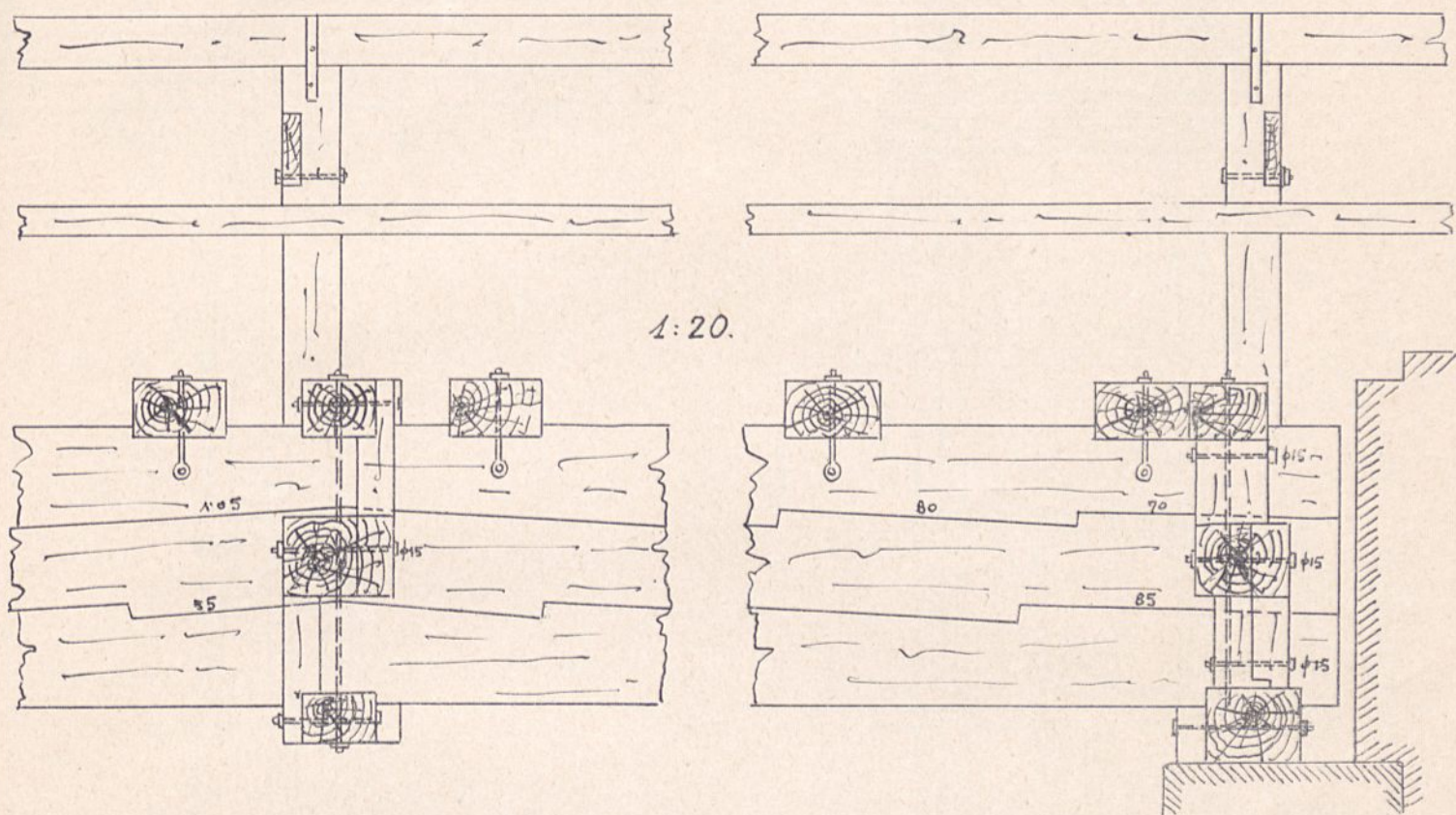
Most kolei Rudolfa na Liesingu.



# Belki złożone.

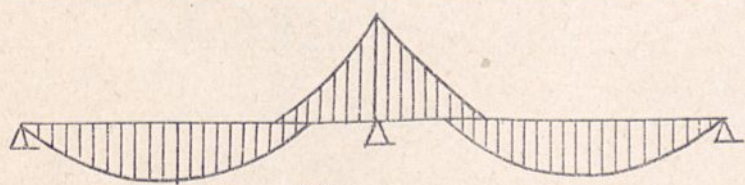
Most kolei Albrechta.

Rys. 1. Przekrój podłużny.



1:20.

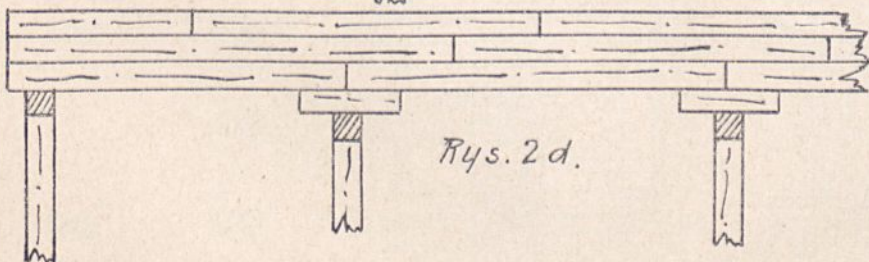
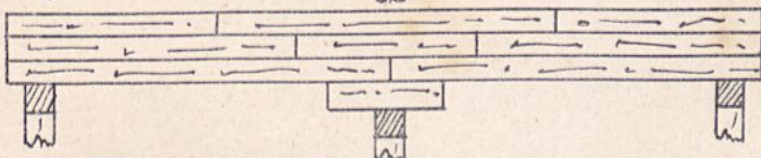
Rys. 2a.



Rys. 2b.

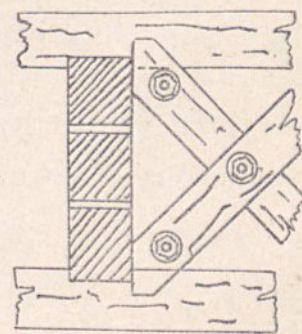


Rys. 2c.



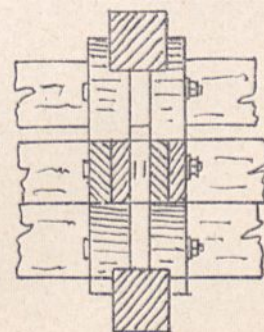
Rys. 2d.

Rys. 3a.



Przekrój poprzeczny.

Rys. 3b.

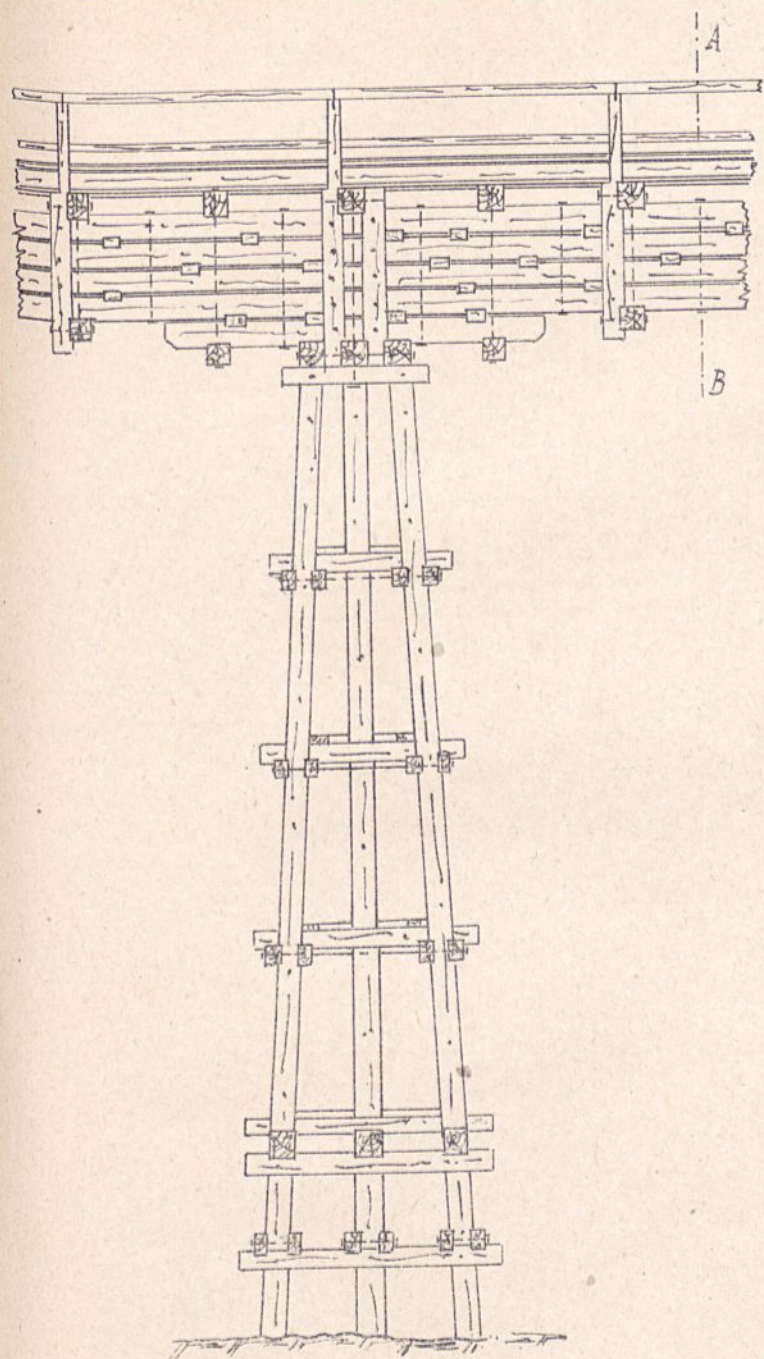


Przekrój podłużny.

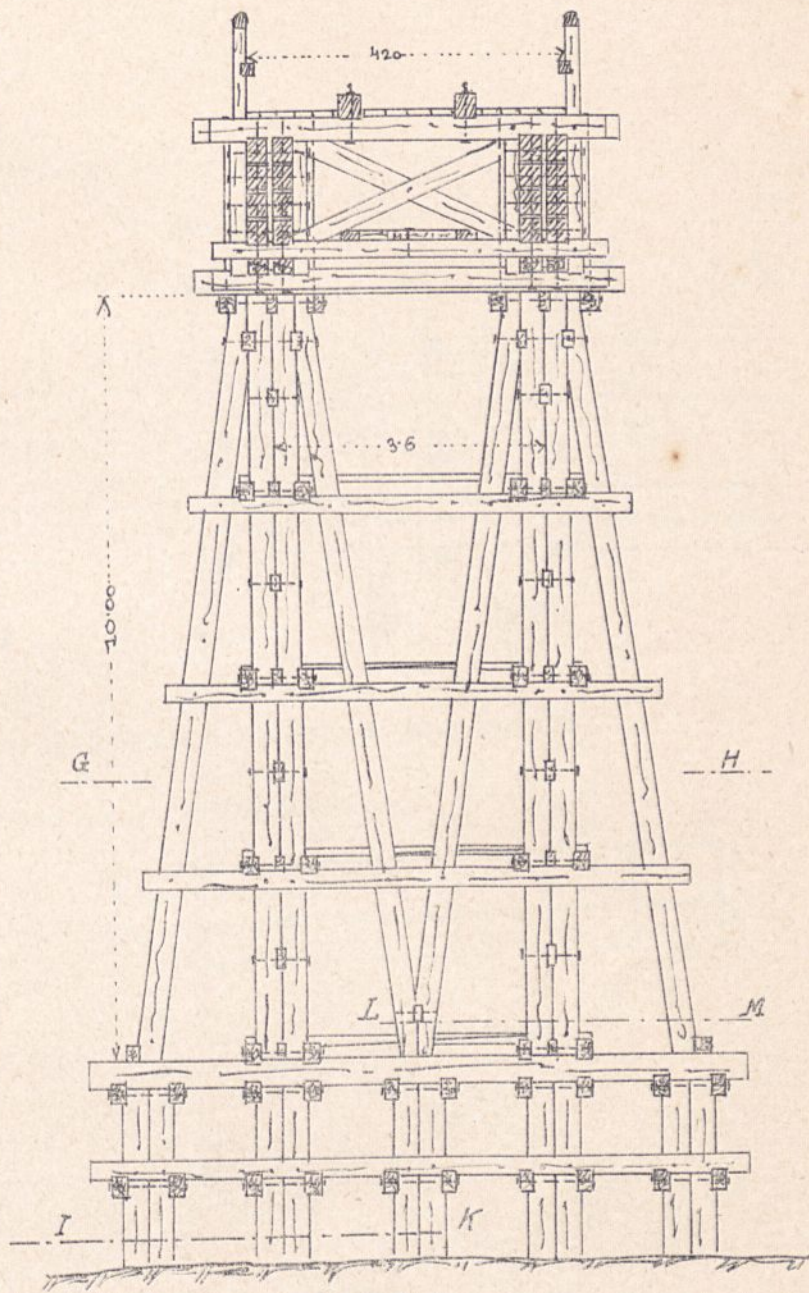
TM



# Belki ztozone.



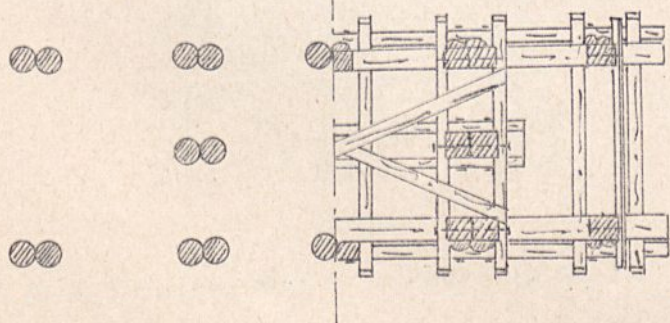
Rys. 1a. Widok.



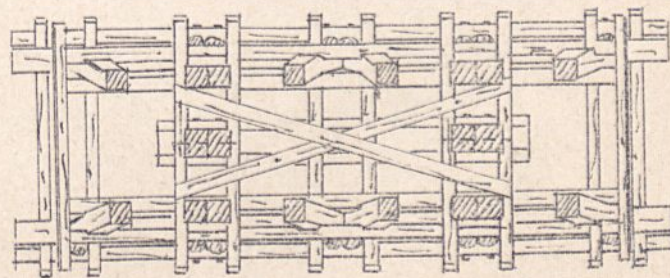
Rys. 1b. Przekrój poprzeczny A-B.

Most austriackiej kolei południowej.  
A:100.

Rys. 1c. Przekroje IK i LM.



Rys. 1d. Przekrój G-H.

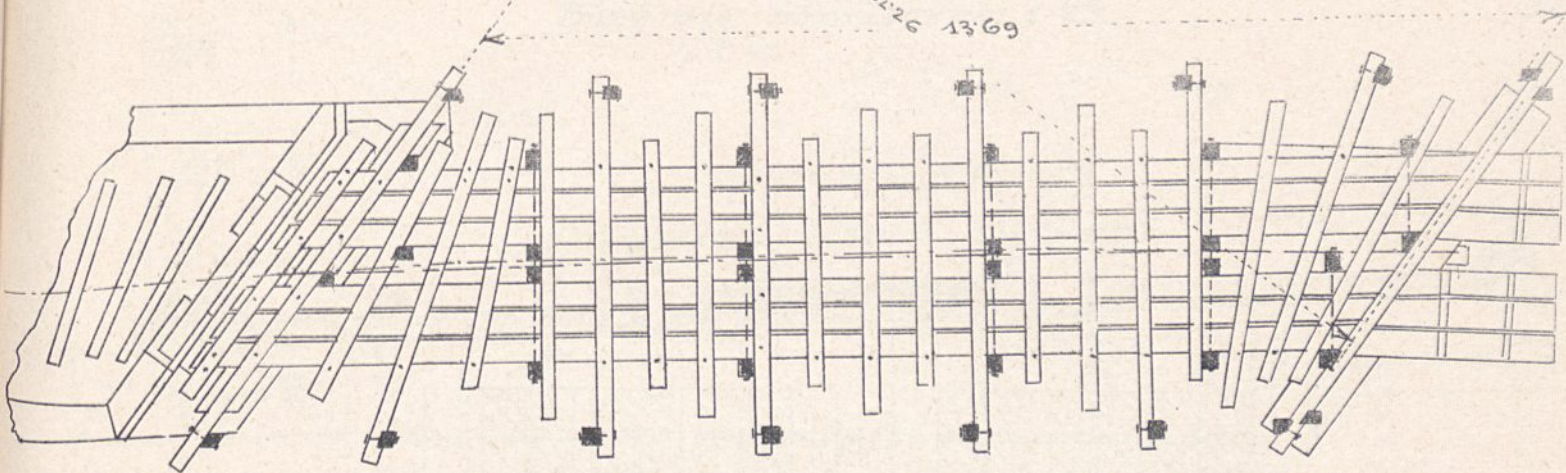






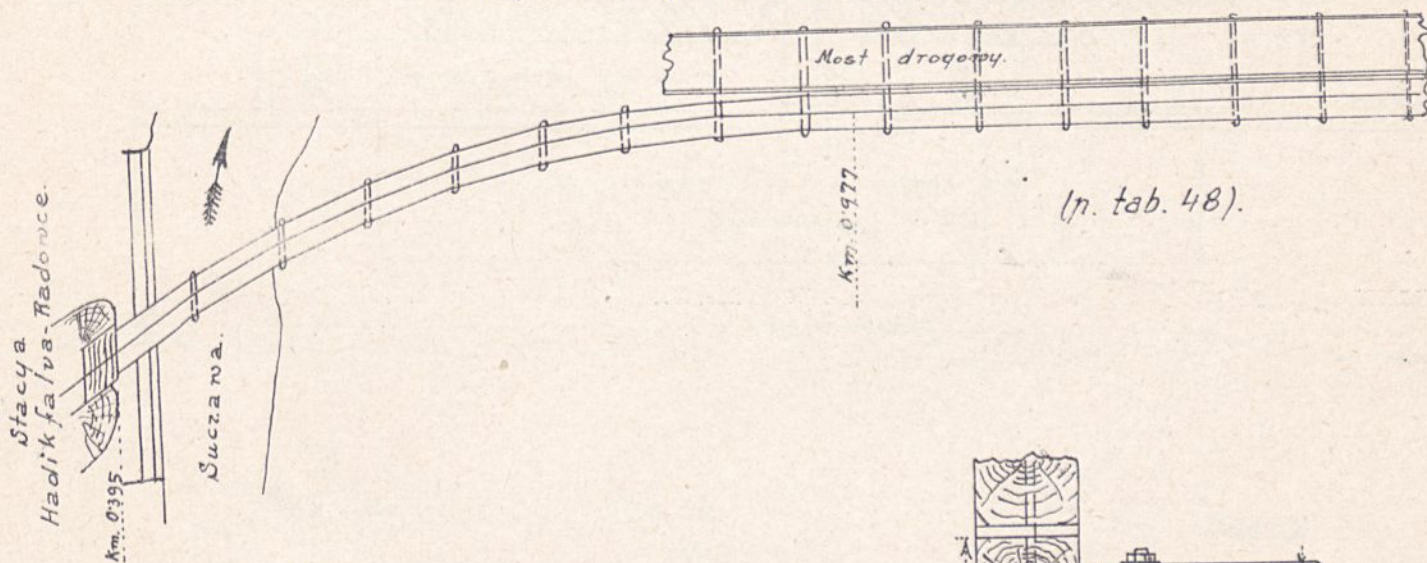
Mosty w tuku i tężniki poprzeczne.

Rys. 1a. Układ pomostu. 1:100.

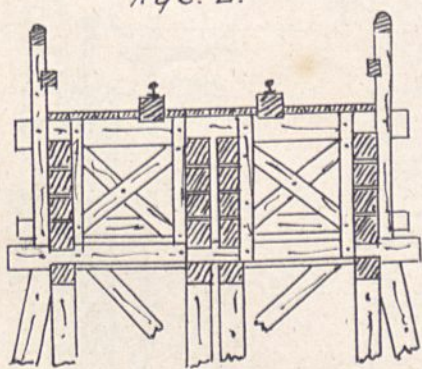


Ukośny most w tuku miejscowej kolei bukowińskiej.

Rys. 1b. Sytuacja 1:1000.

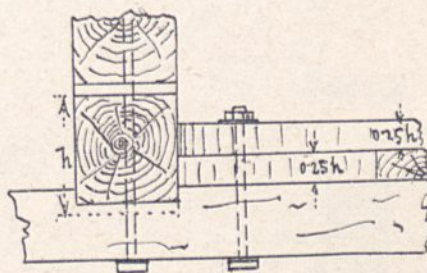


Rys. 2.

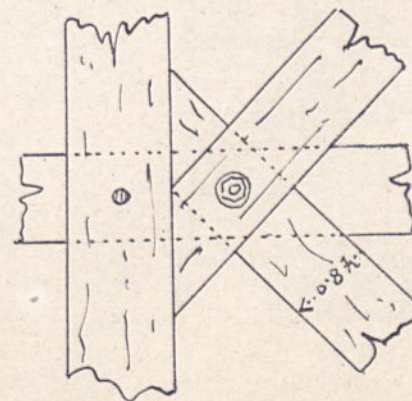


1:100.

Rys. 3a.



Rys. 3b.

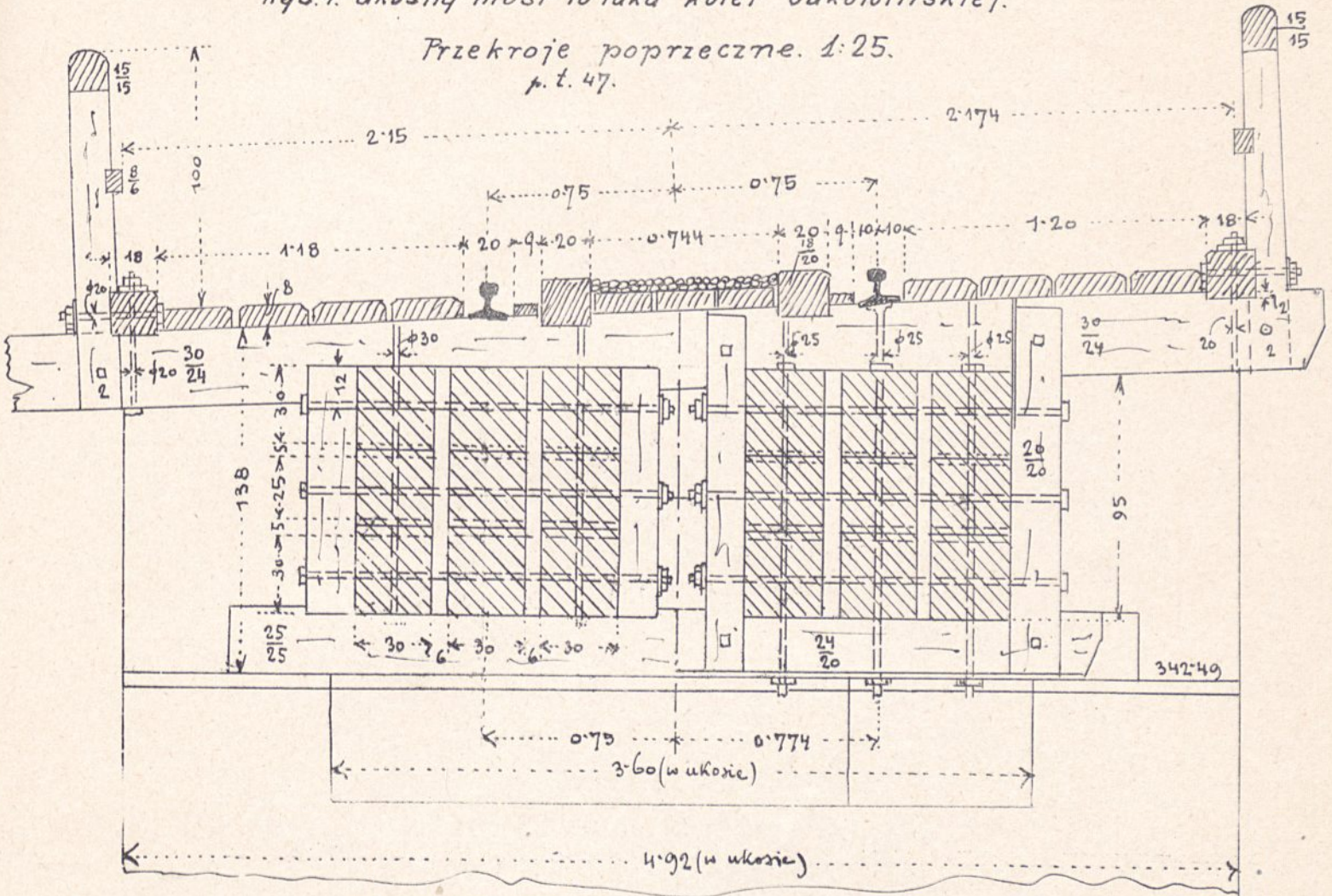




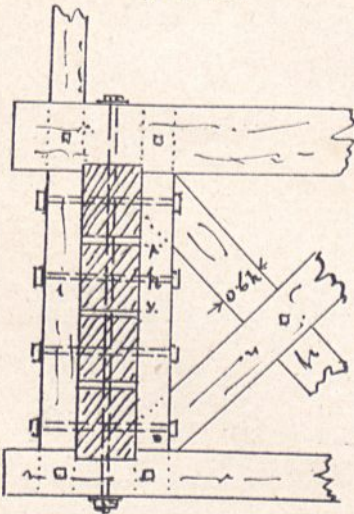
Mosty w łuku i łożniki poprzeczne.

Rys. 1. Ukośny most w łuku kolei bukowickiej.

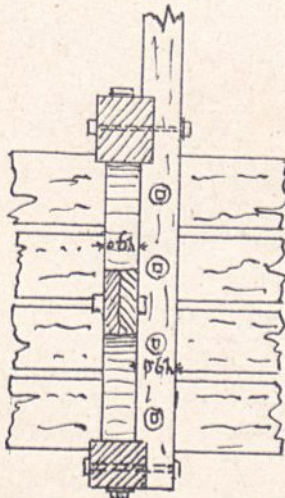
Przekroje poprzeczne. 1:25.  
p. t. 47.



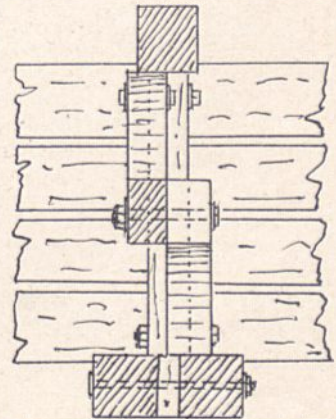
Rys. 2a.



Rys. 2b.



Rys. 3.



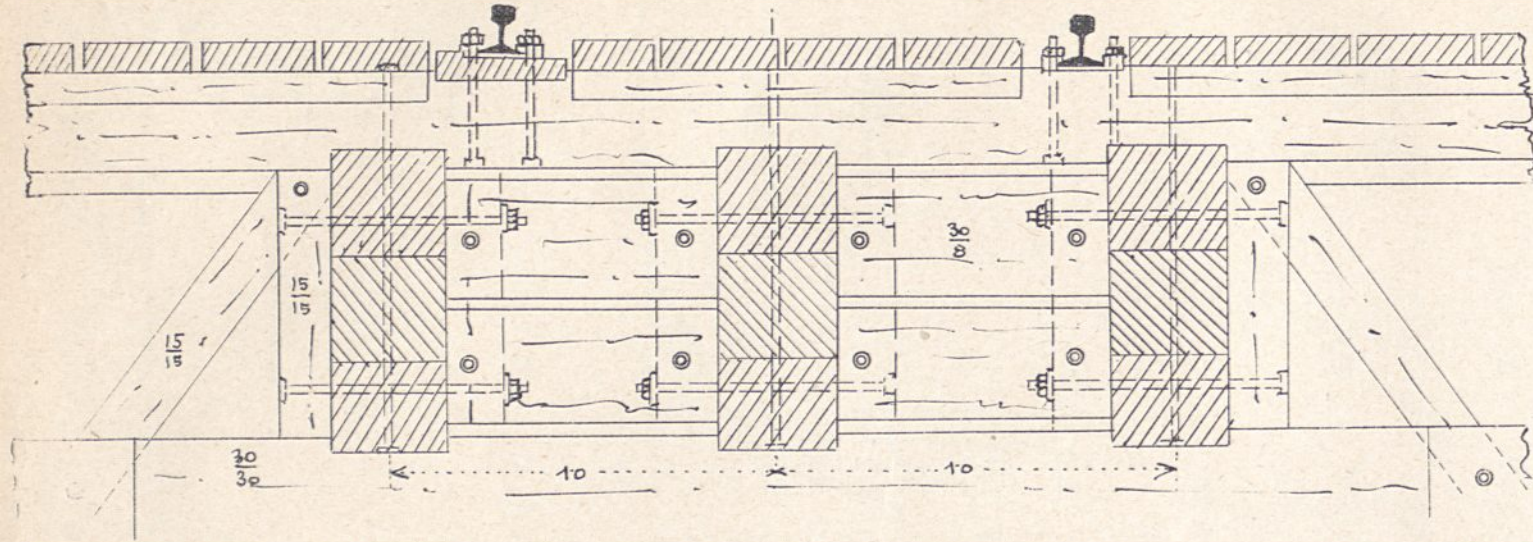




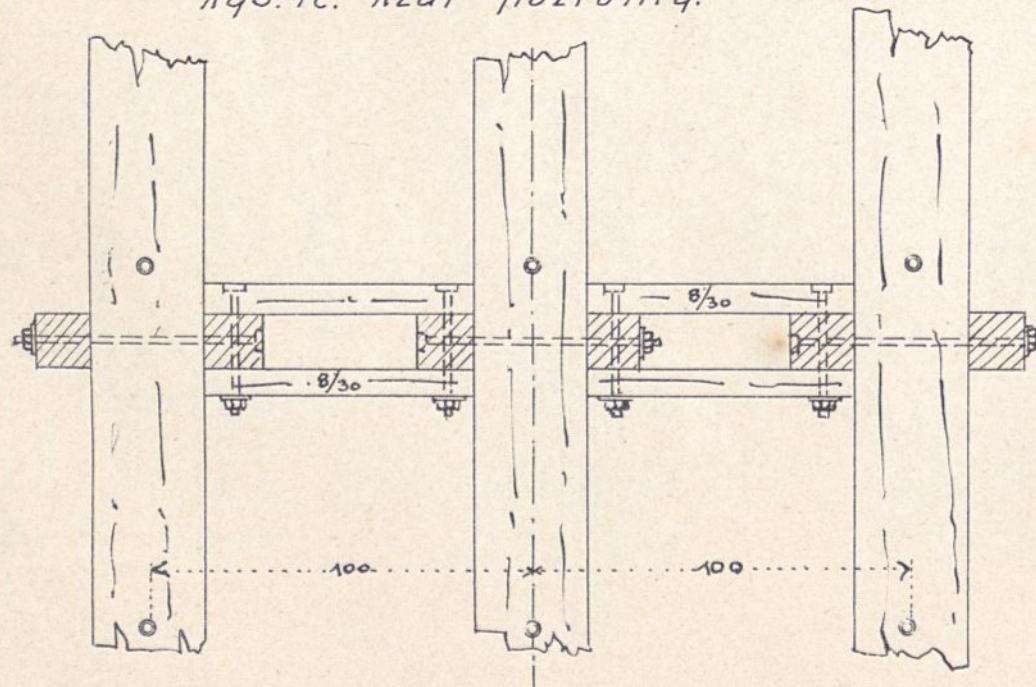
*Tężniki poprzeczne i poziome.*

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

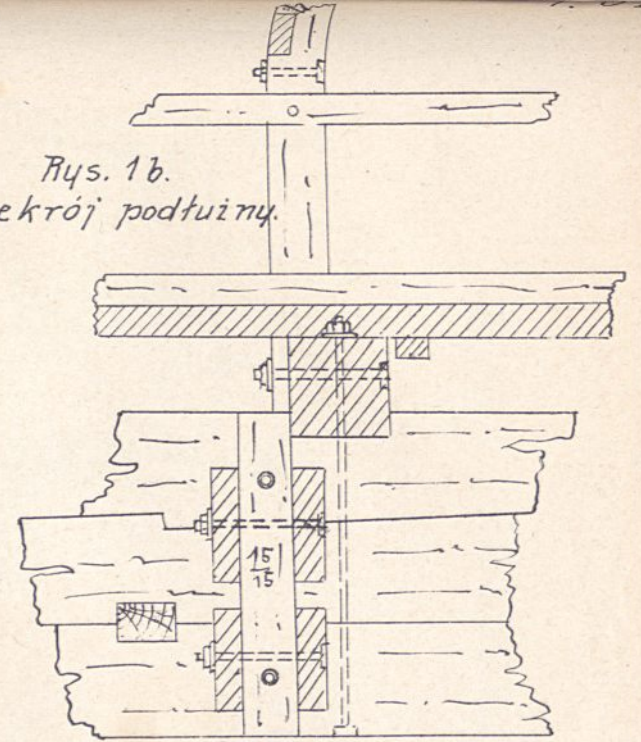
*Rys. 1a. Przekrój poprzeczny.*



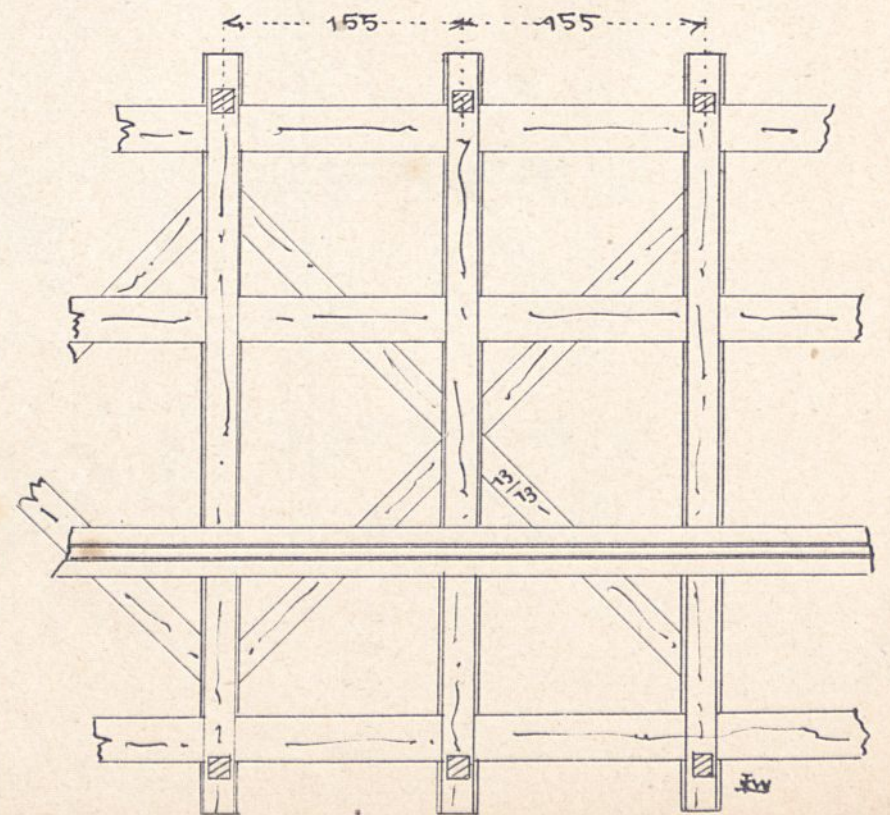
*Rys. 1c. Rzut poziomy.*

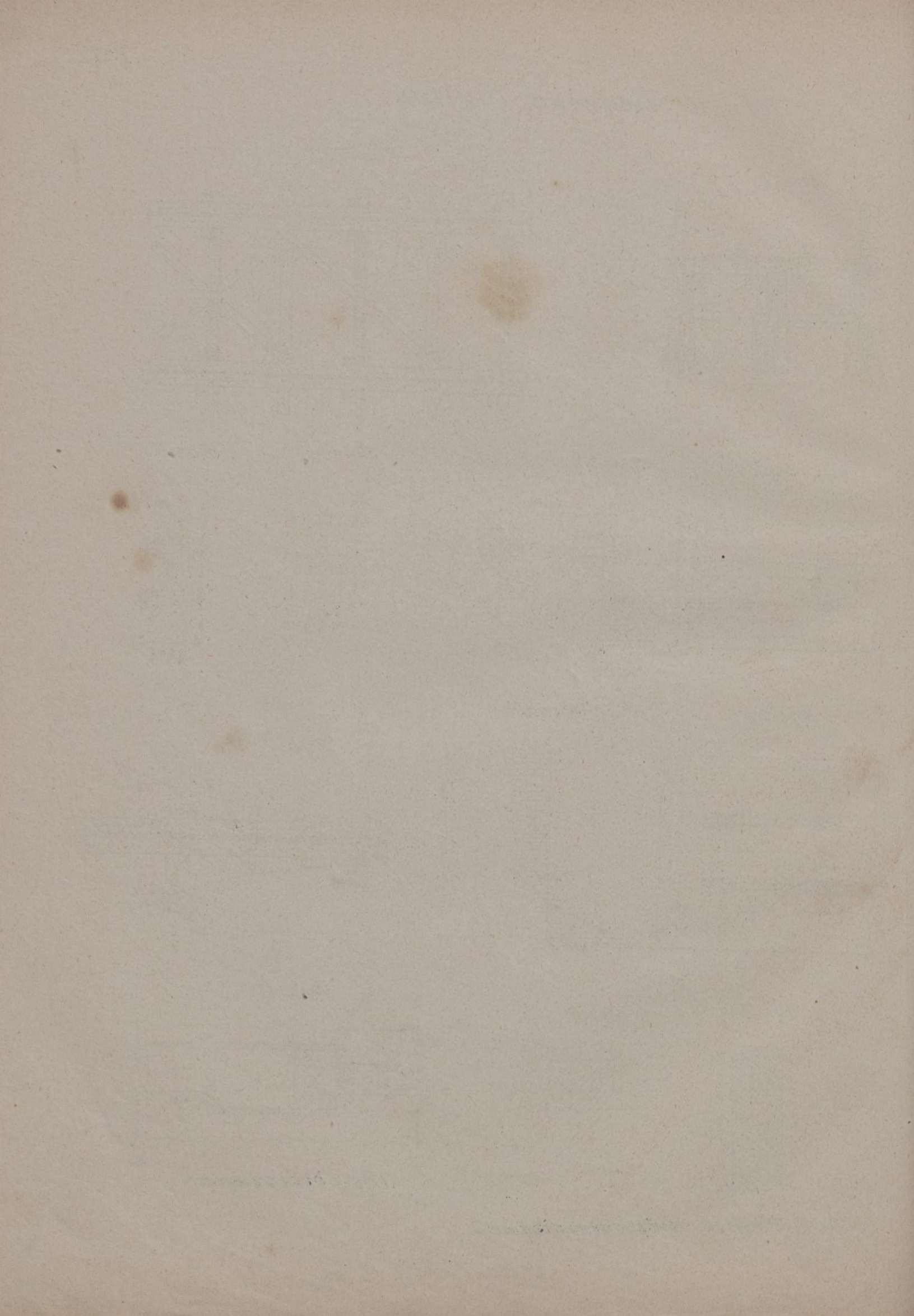


*Rys. 1b. Przekrój podłużny.*



*Rys. 2. Most kolei rumuńskiej.*

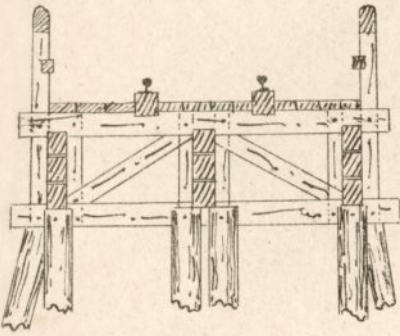




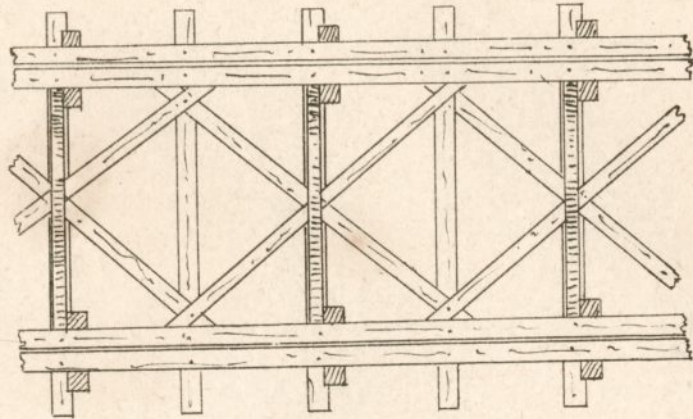


Teżniki, siodetka i kliny.

Rys. 1.



Rys. 2.



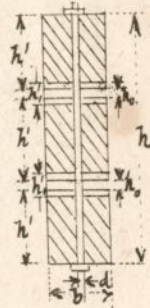
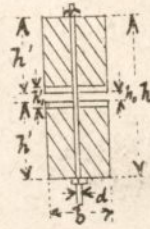
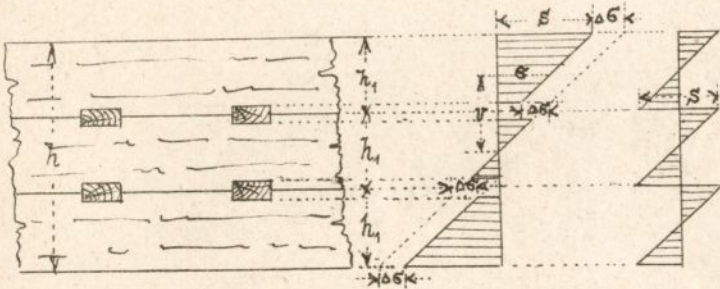
Rys. 3a.

Rys. 3b.

Rys. 3c.

Rys. 4.

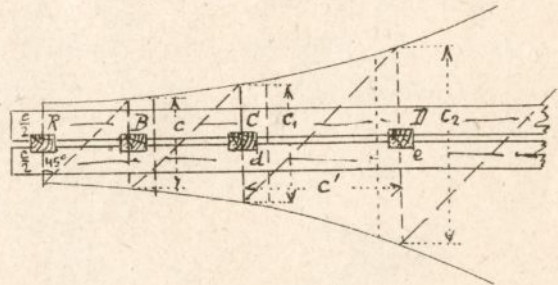
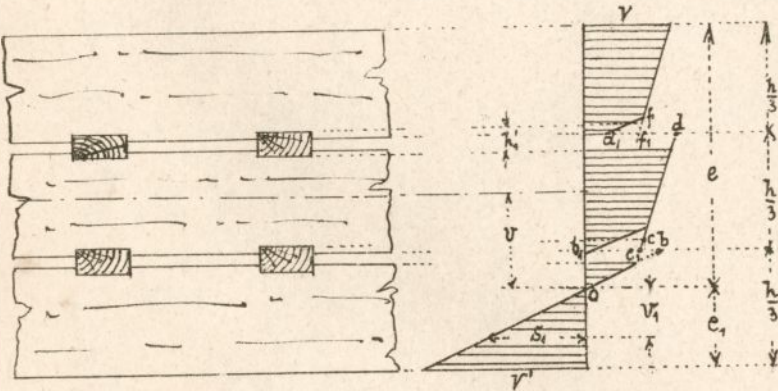
Rys. 5.



Rys. 6a.

Rys. 6b.

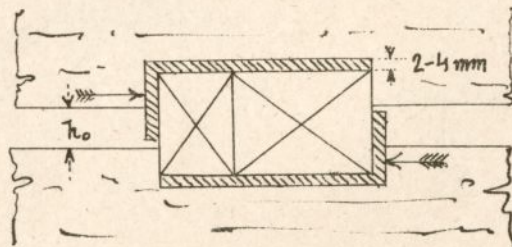
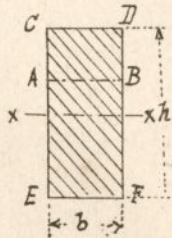
Rys. 7.



Rys. 8.

Rys. 9.

Rys. 10.

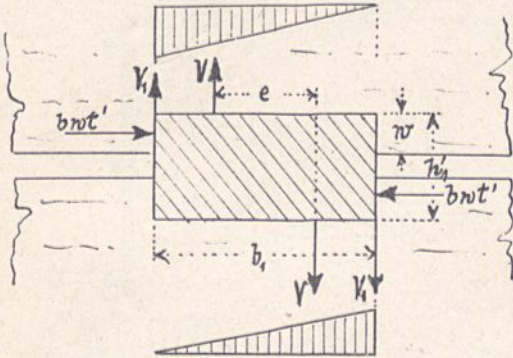


Klin z blaszkami.

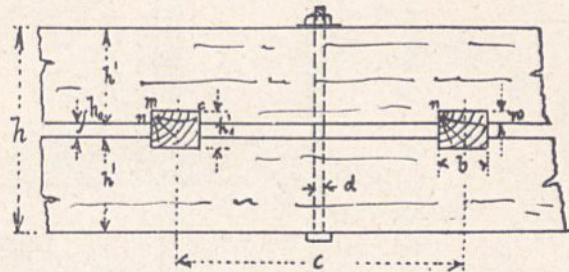
Fv.

Obliczanie śrub i jarzma.

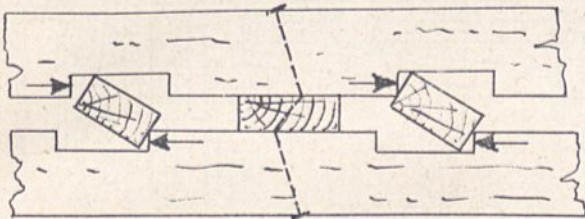
Rys. 1. Rozkład ciśnienia na klin.



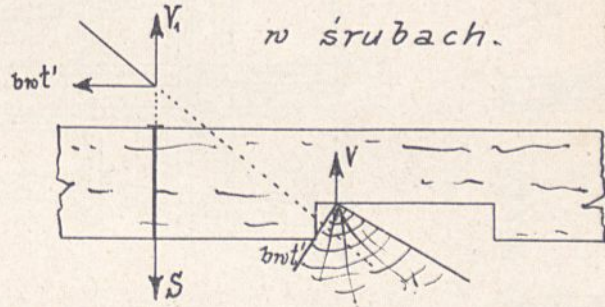
Rys. 2. Klíny pionowe.



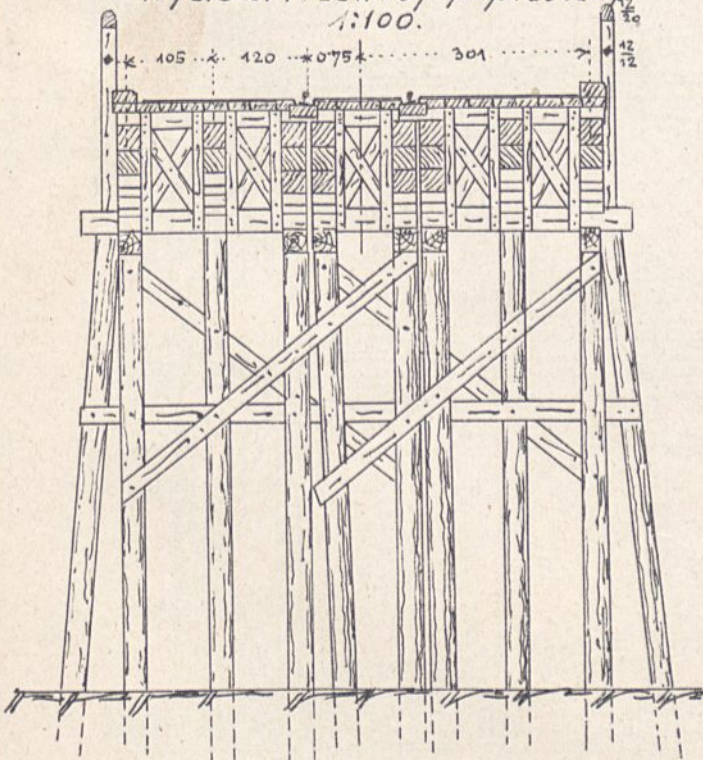
Rys. 3. Działanie śrub.



Rys. 4. Ciężnienie w śrubach.

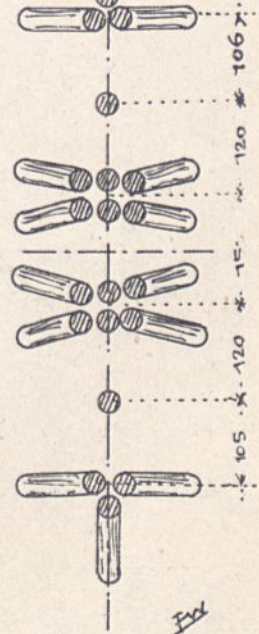


Rys. 5a. Przekrój poprzeczny 1:100.

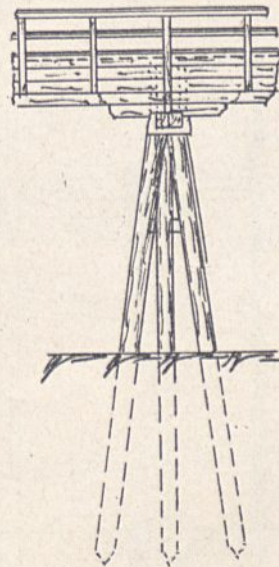


Rys. 5c.

Przekrój przez jarzmo 1:100.



Rys. 5b. Widok 1:150.



Most zalewny na Sawie pod Brodem.

Dr. M. Thullie. Mosty drewniane I.



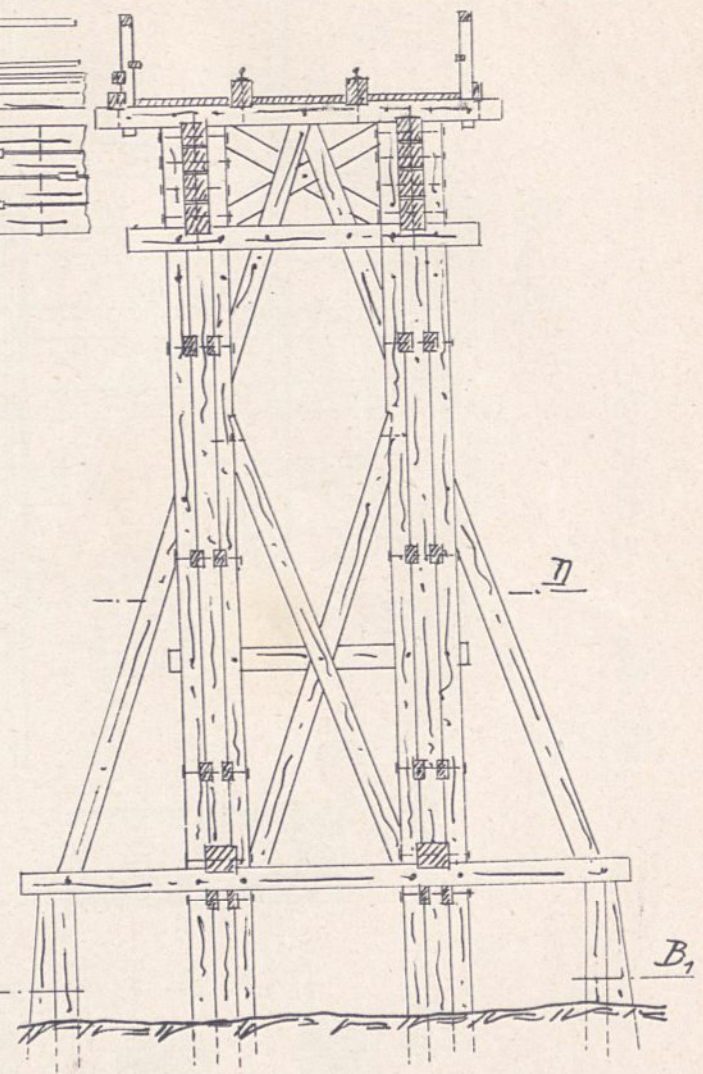
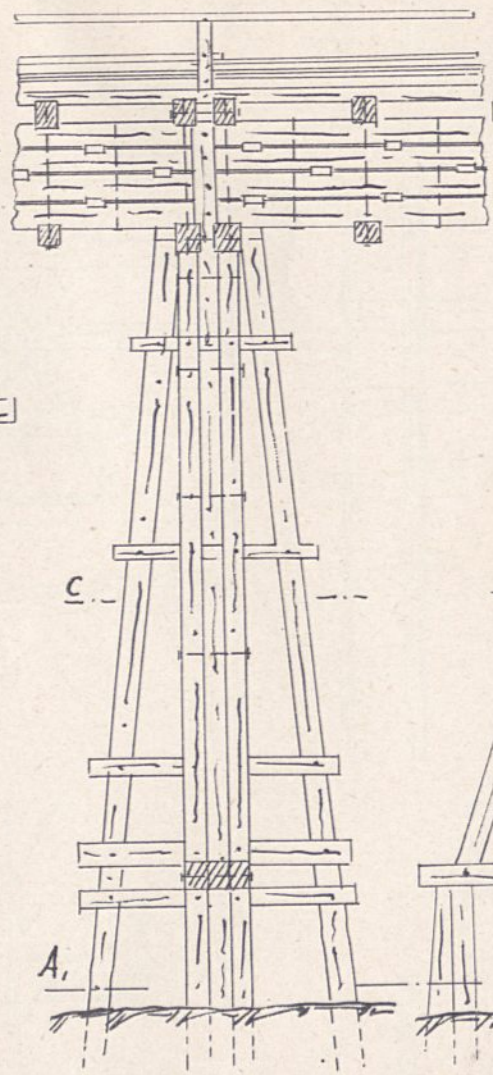
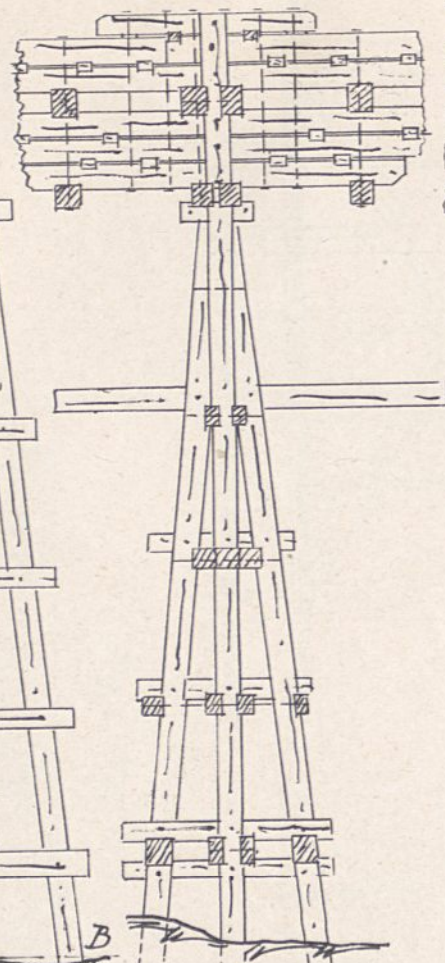
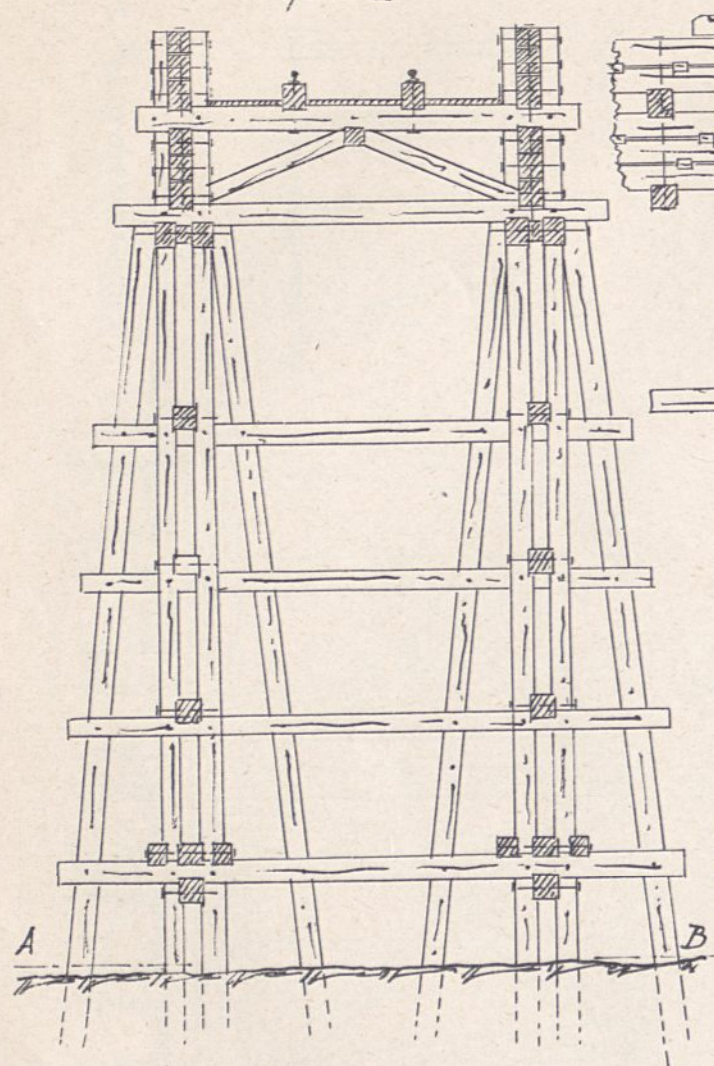
1:100. Mosty południowej kolei austriackiej. 1:100.

Rys. 1a.

Rys. 1b.

Rys. 2b.

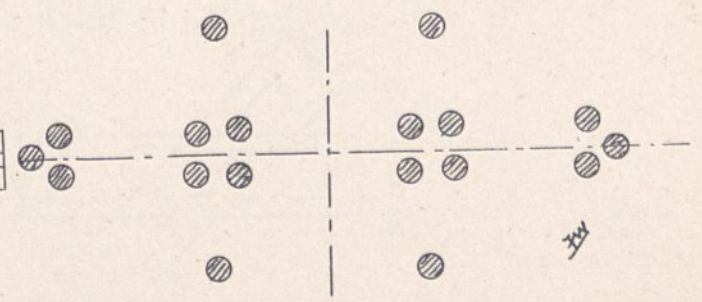
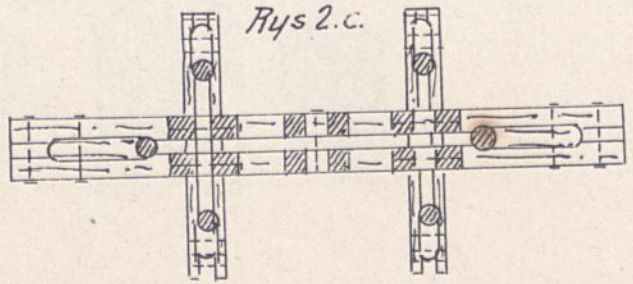
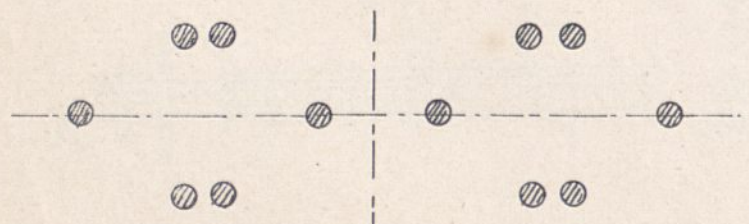
Rys. 2a.

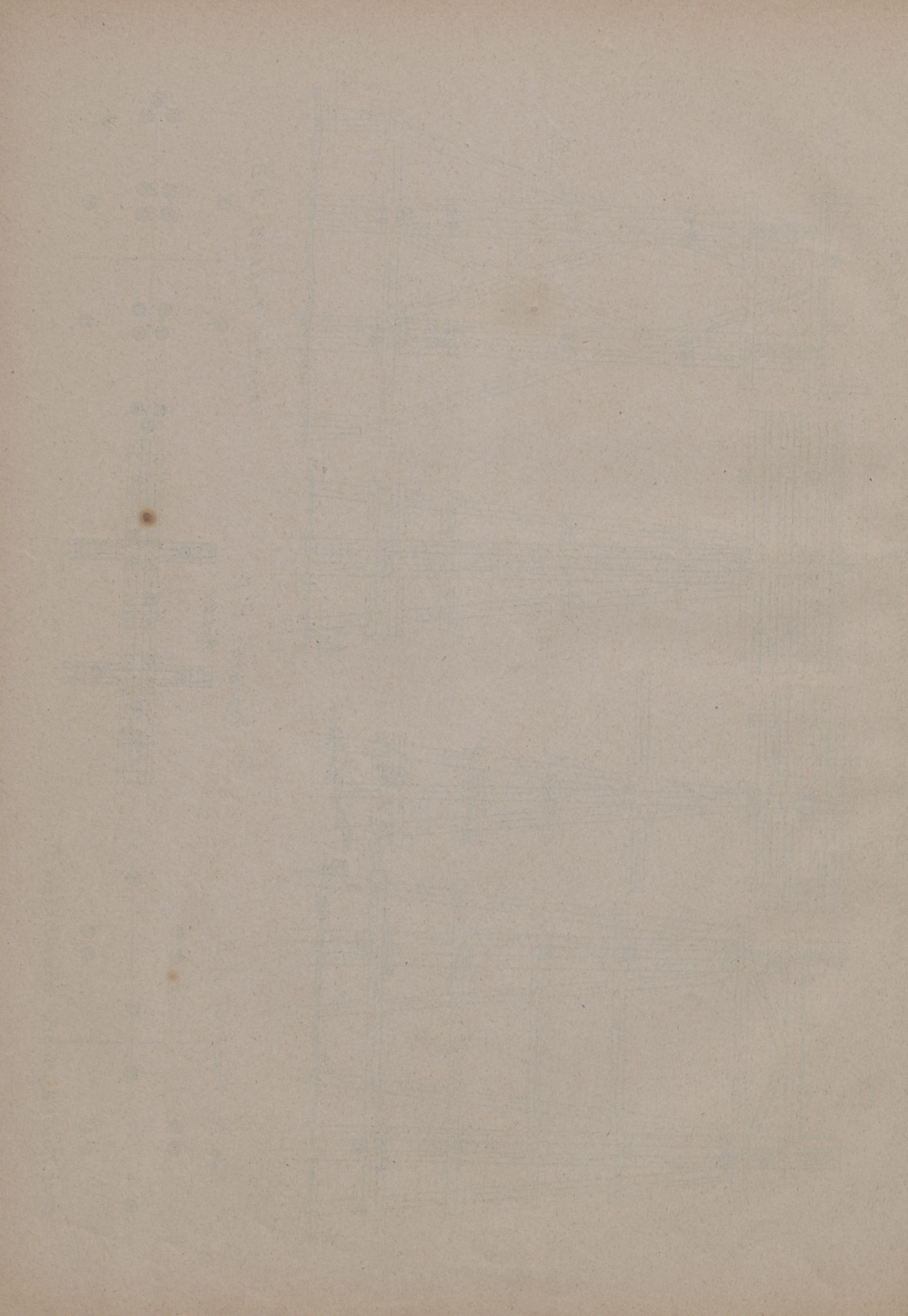


Rys. 1c. Przekrój A-B.

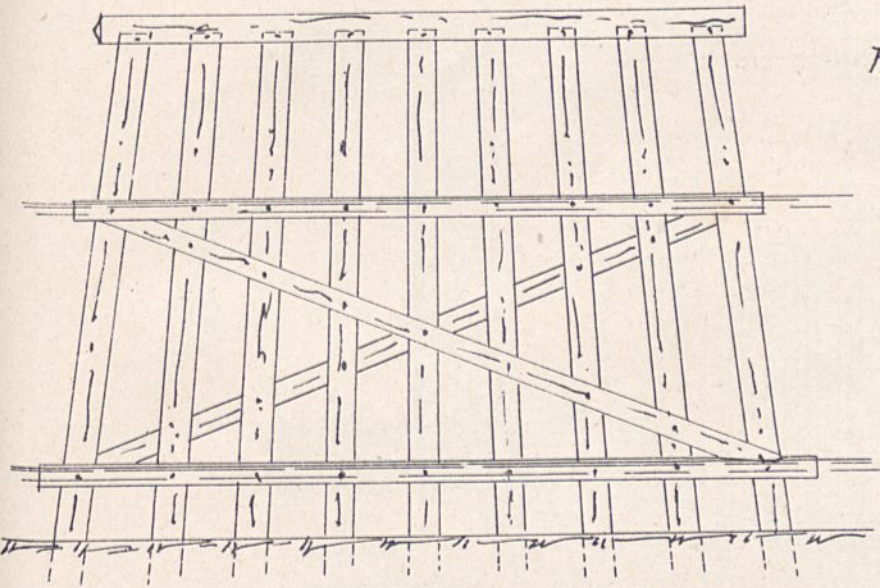
Przekrój C-D.

Rys. 2d. Przekrój A-B.





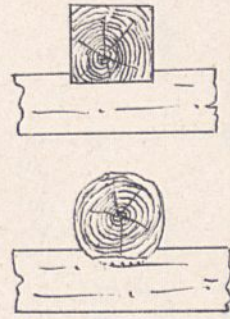
Rys. 1.



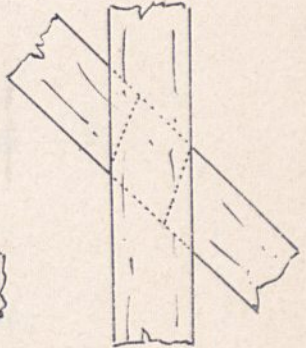
Rys. 2.



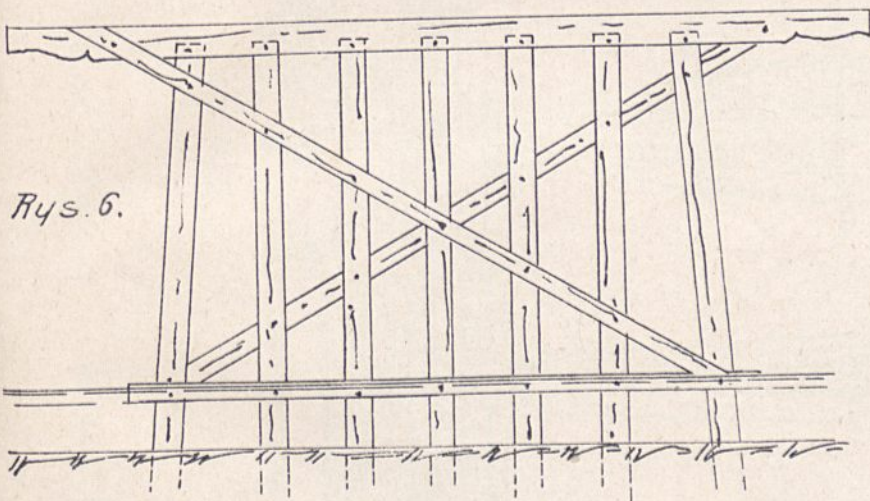
Rys. 3.



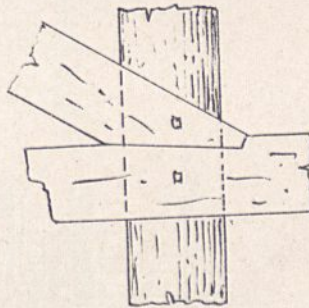
Rys. 4.



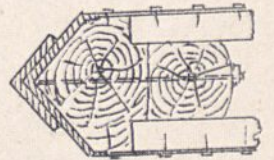
Rys. 5.



Rys. 7.

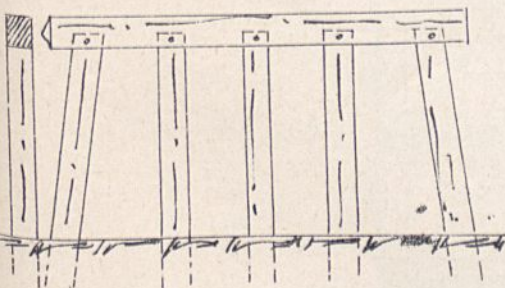


Rys. 8.

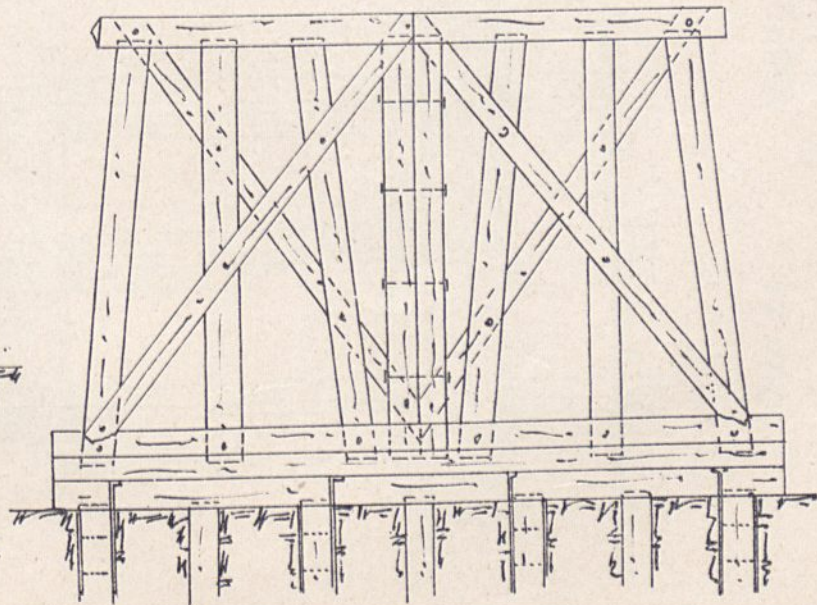


Rys. 9.

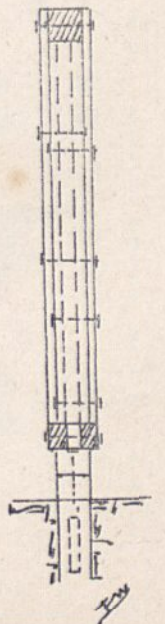
Rys. 10.



Rys. 11a.



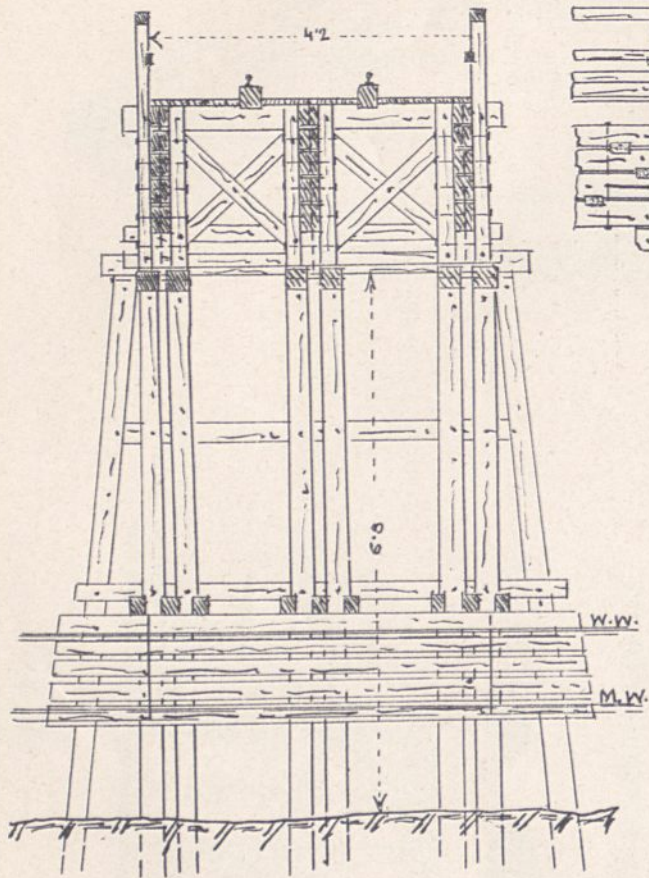
Rys. 11b.



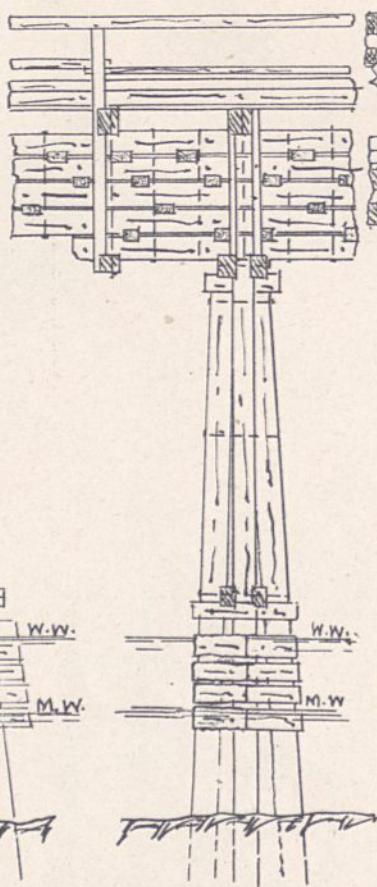


Jarżma rzeczne.

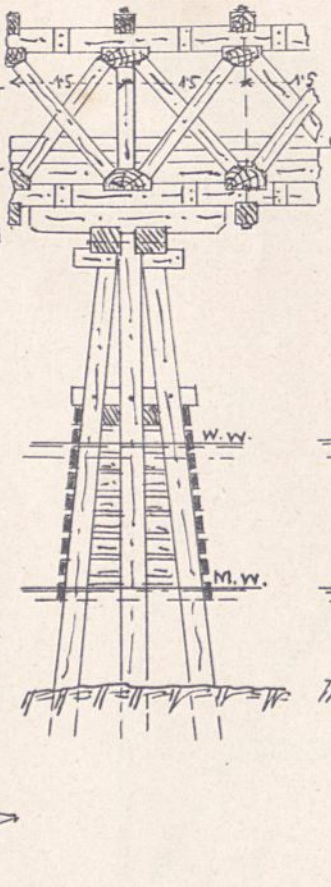
Rys. 1a.



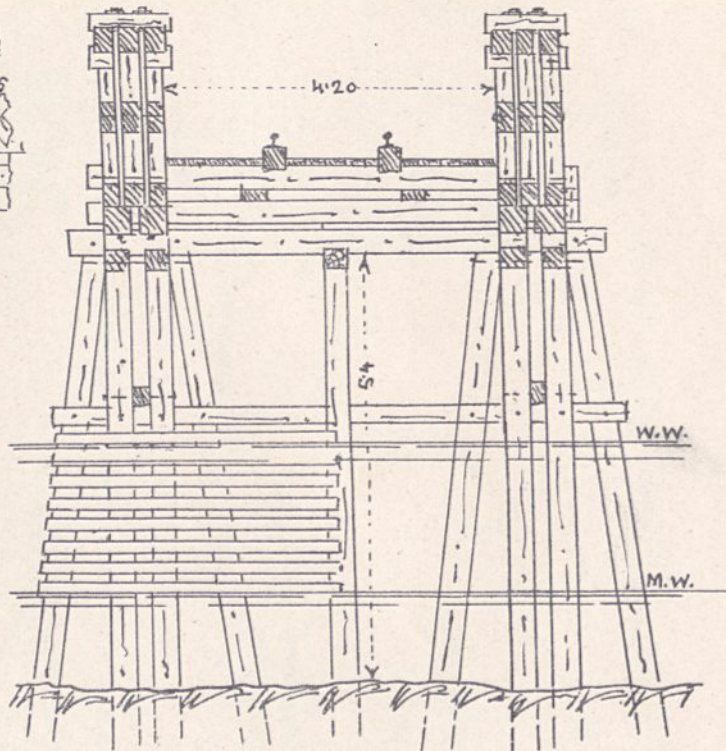
Rys. 1b.



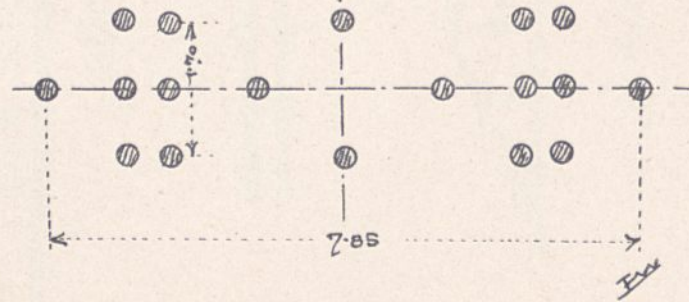
Rys. 2b.



Rys. 2a.



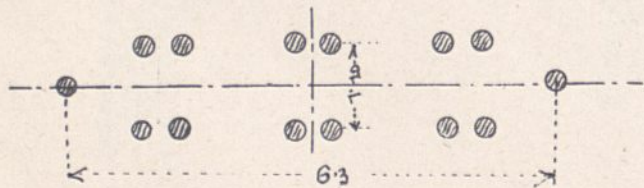
Rys. 2c.



Rys. 1c.

Mosty austriackiej kolei

południowej 1:100.



Dł M. Thullie. Mosty drewniane I.

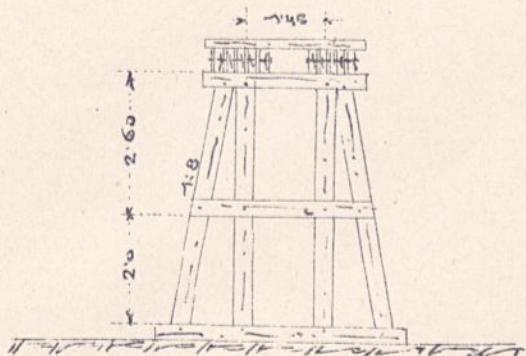




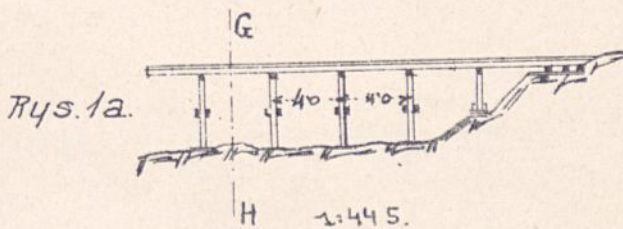
# Jarzma.

Most kolei pacyficznej w Ameryce.

Rys. 1a.



1:125

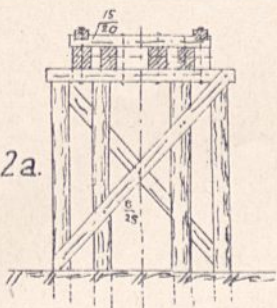


Rys. 1b.

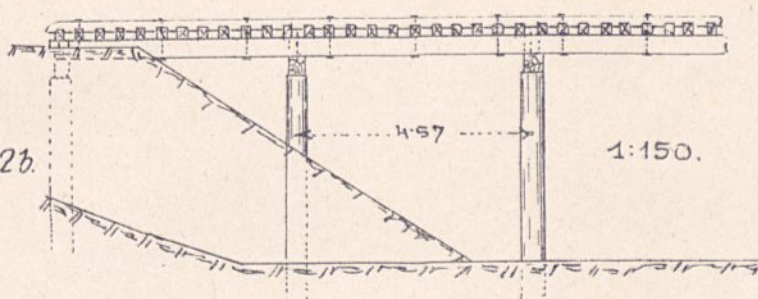


Most zachodnich kolei amerykańskich.

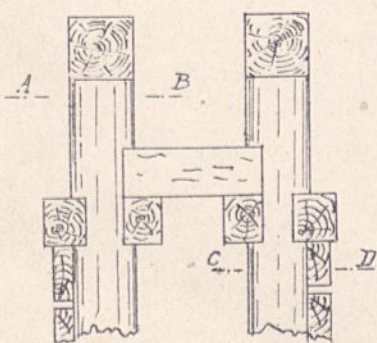
Rys. 2a.



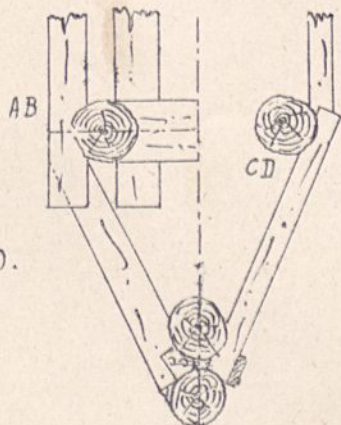
Rys. 2b.



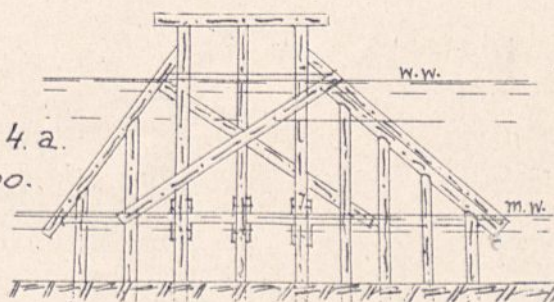
Rys. 3.



1:40.



Rys. 4a.  
1:200.

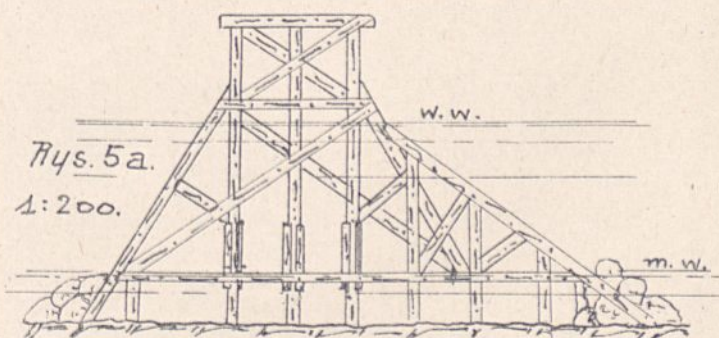


Rys. 4b.



Rys. 4c.

Rys. 5a.  
1:200.

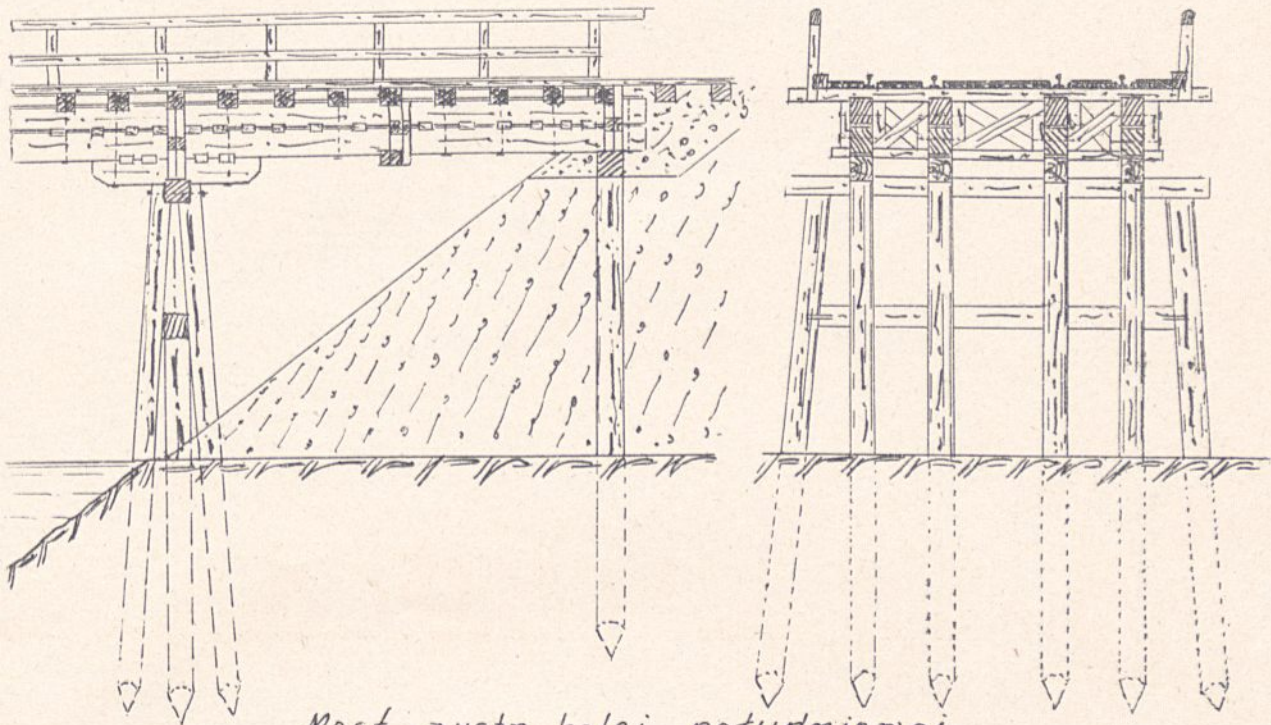


Rys. 5b.



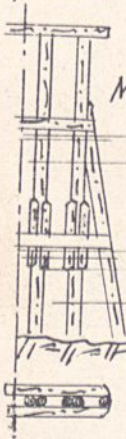


Rys. 1a. Przekrój podłużny. Rys. 1b. Przekrój poprzeczny.  
1:100.

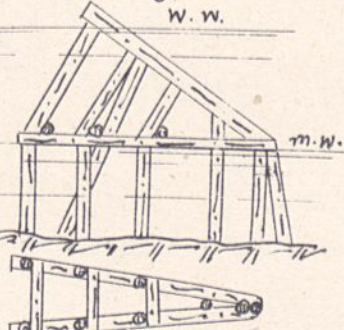


Most austr. kolei południowej.

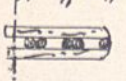
Rys. 2a.



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



Rys. 2c.

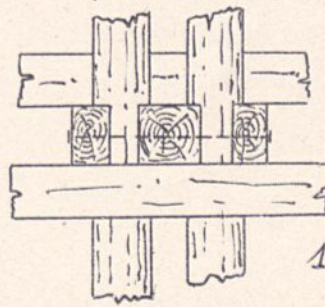


Rys. 2d.



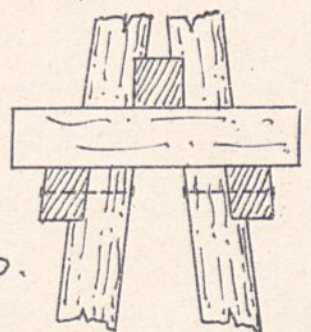
Szczegół jarzma.

Rys. 3a.

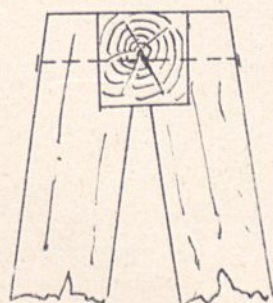


1:40.

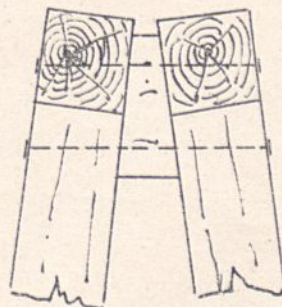
Rys. 3b.



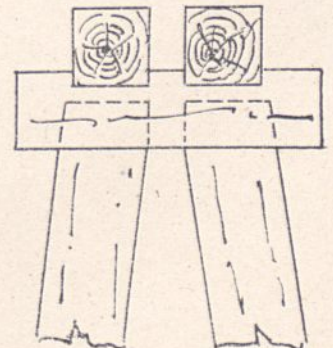
Rys. 5.



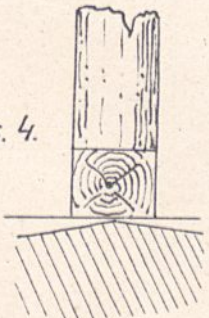
Rys. 6.



Rys. 7.



Rys. 4.





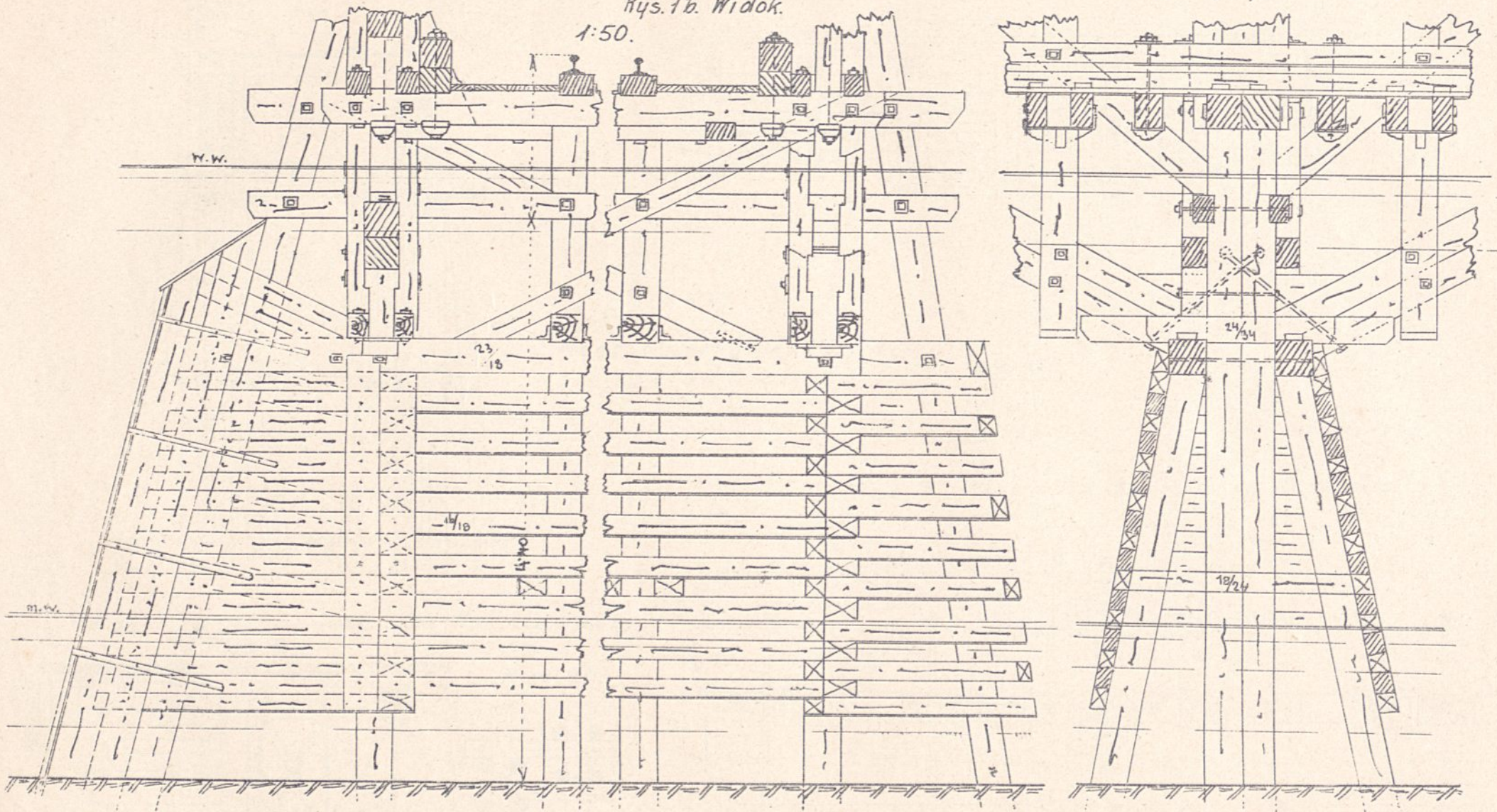
# Jarżma rzeczne.

Rys. 1a. Przekrój podłużny jarżma. Most kolei państwowej w Praterze.

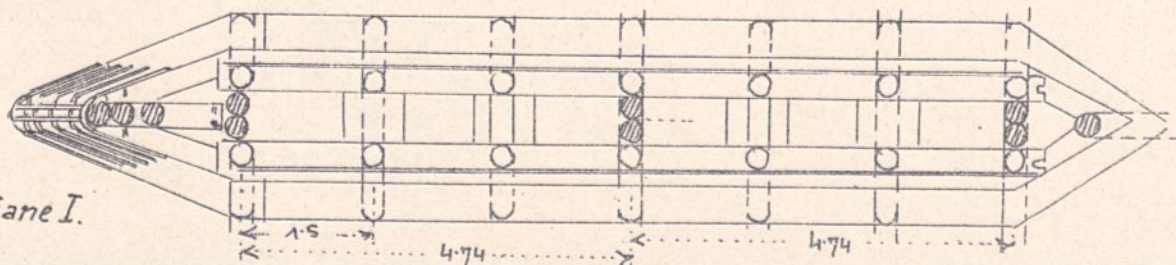
Rys. 1c. Przekrój poprzeczny.

Rys. 1b. Widok.

1:50.



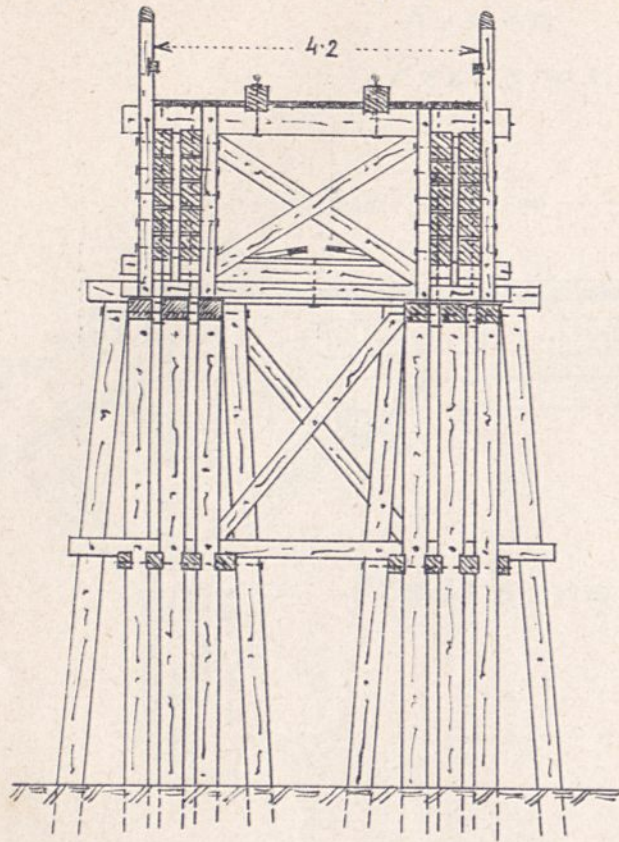
Rys. 1d. Rzut poziomy. 1:100.



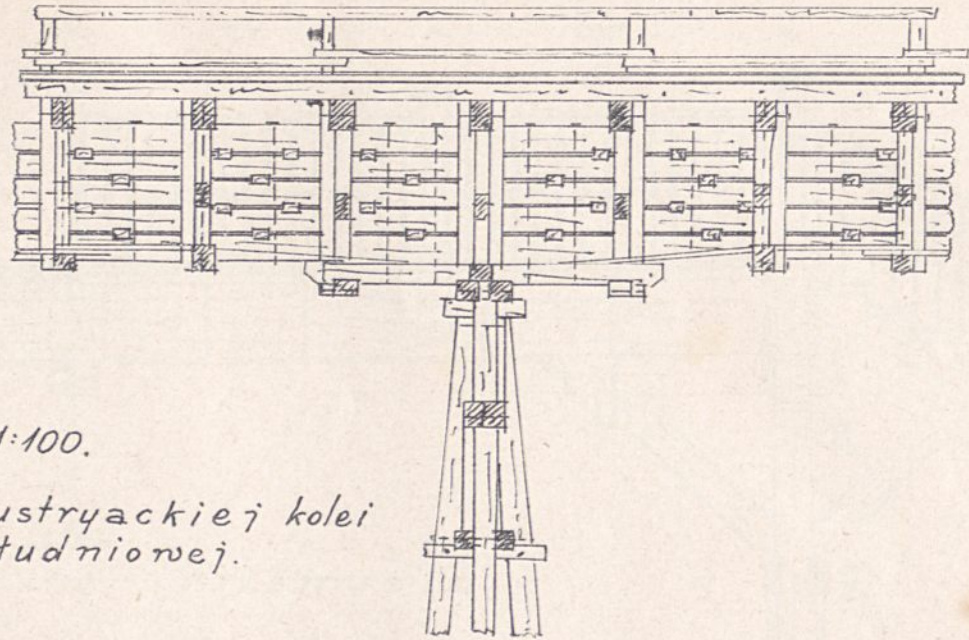


# Jarżma podwójne.

Rys. 1a. Przekrój poprzeczny.



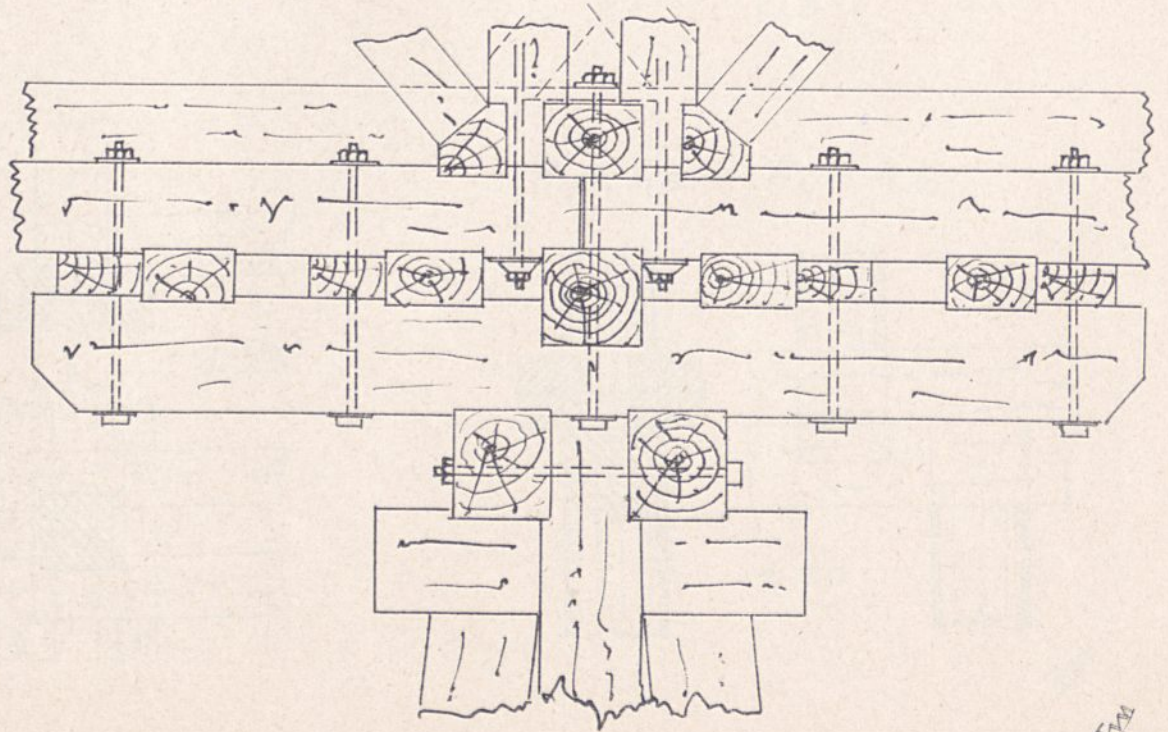
Rys. 1b. Przekrój podłużny.



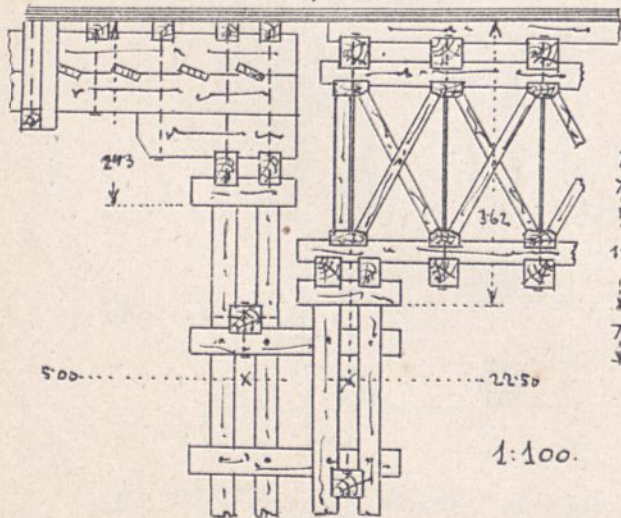
1:100.

Most austriackiej kolei  
południowej.

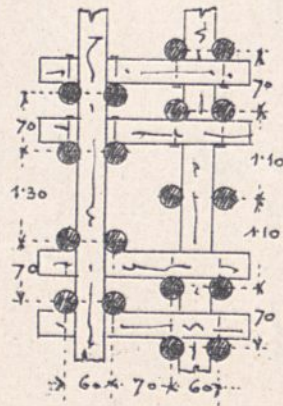
Rys. 3. Most na Sanie w Przemyślu.



Most tymczasowy pod Kollmannem.  
Rys. 2a.



Rys. 2b.



1:100.

Dr. M. Thullie. Mosty drewniane I.

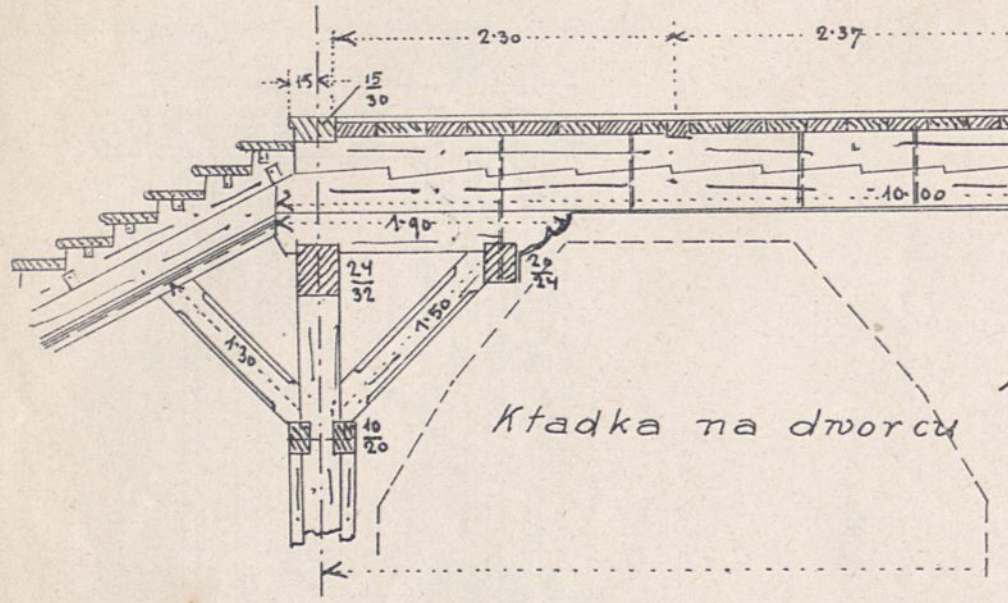
1/24

T. 60

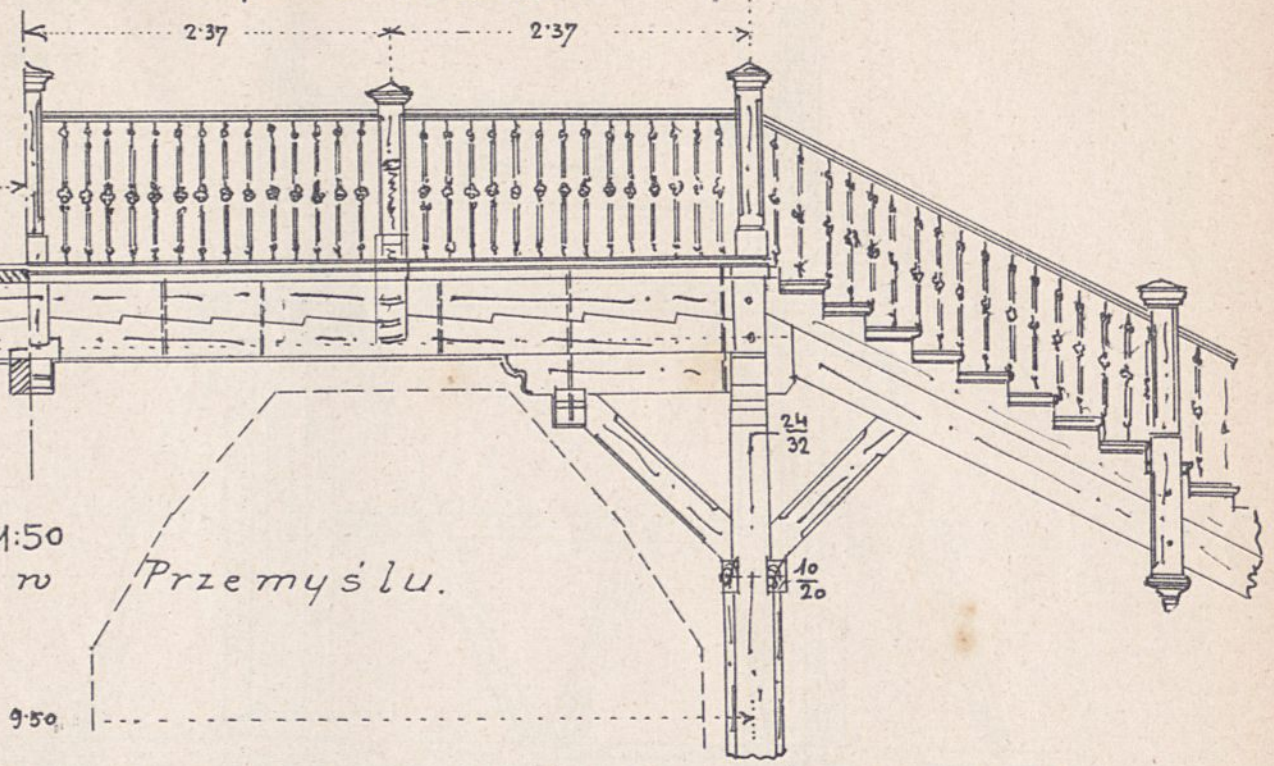




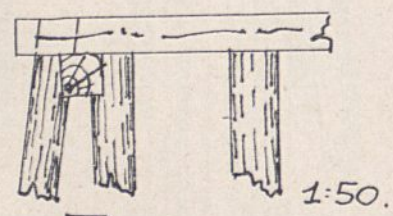
Rys. 1a  
Przekrój.



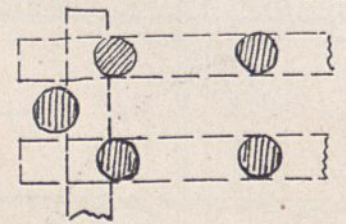
Rys. 1b. Widok.



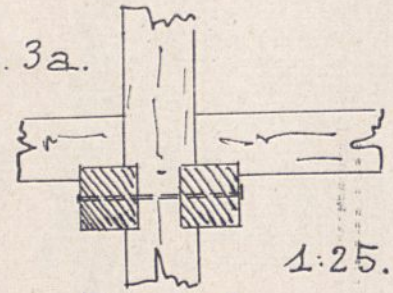
Rys. 2a.



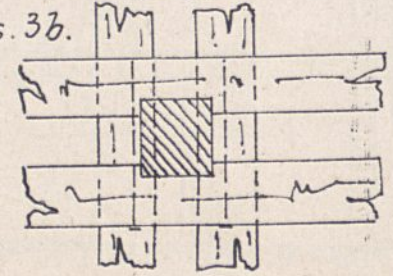
Rys. 2b.



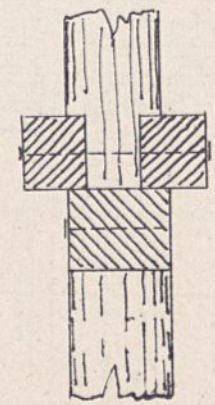
Rys. 3a.



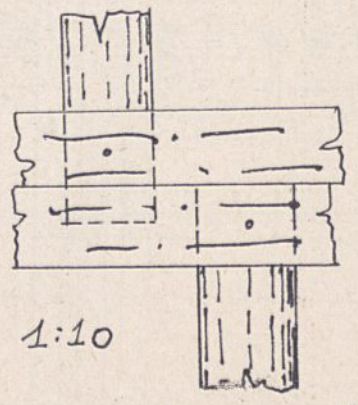
Rys. 3b.



Rys. 4a.



Rys. 4b.

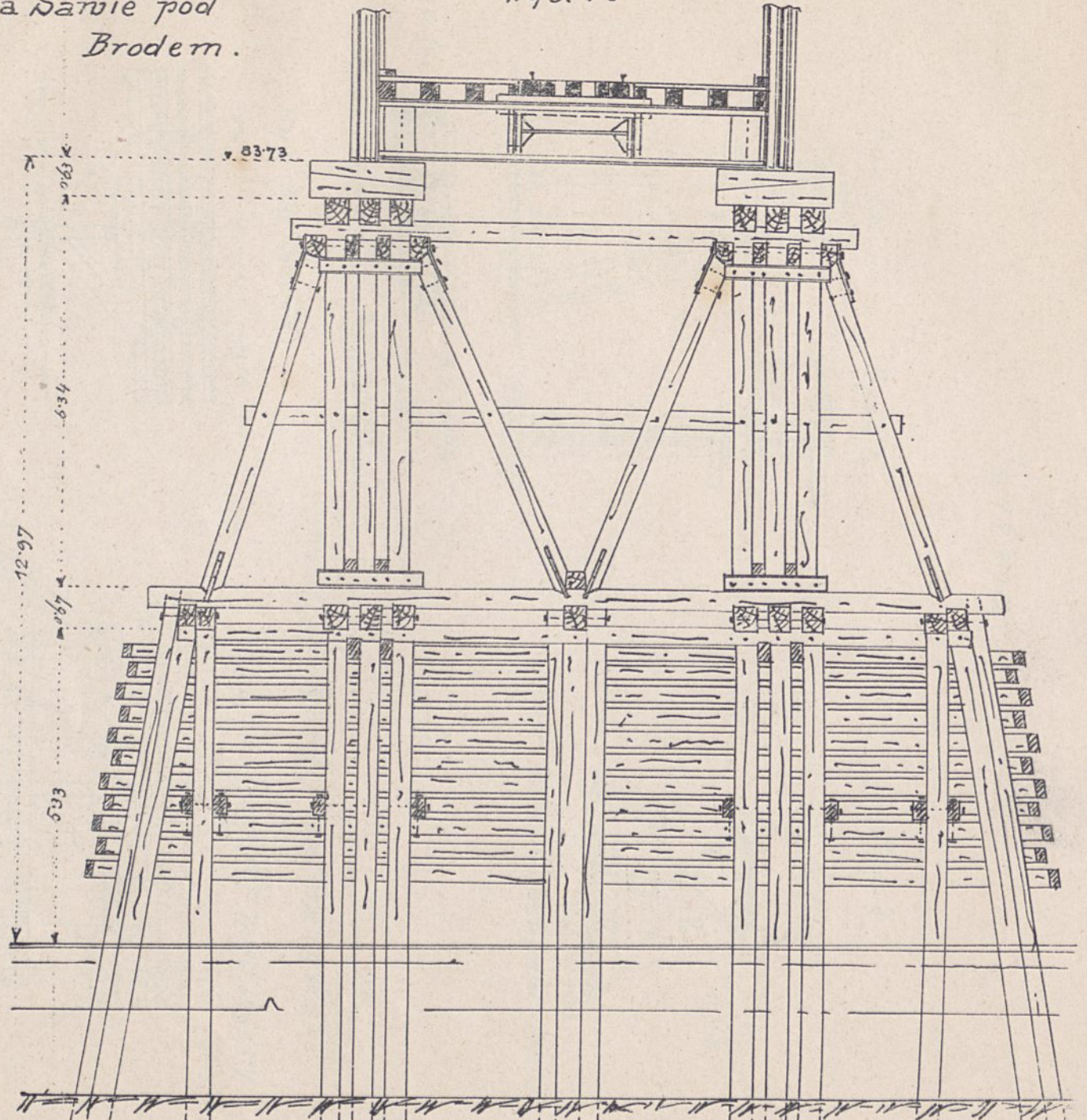
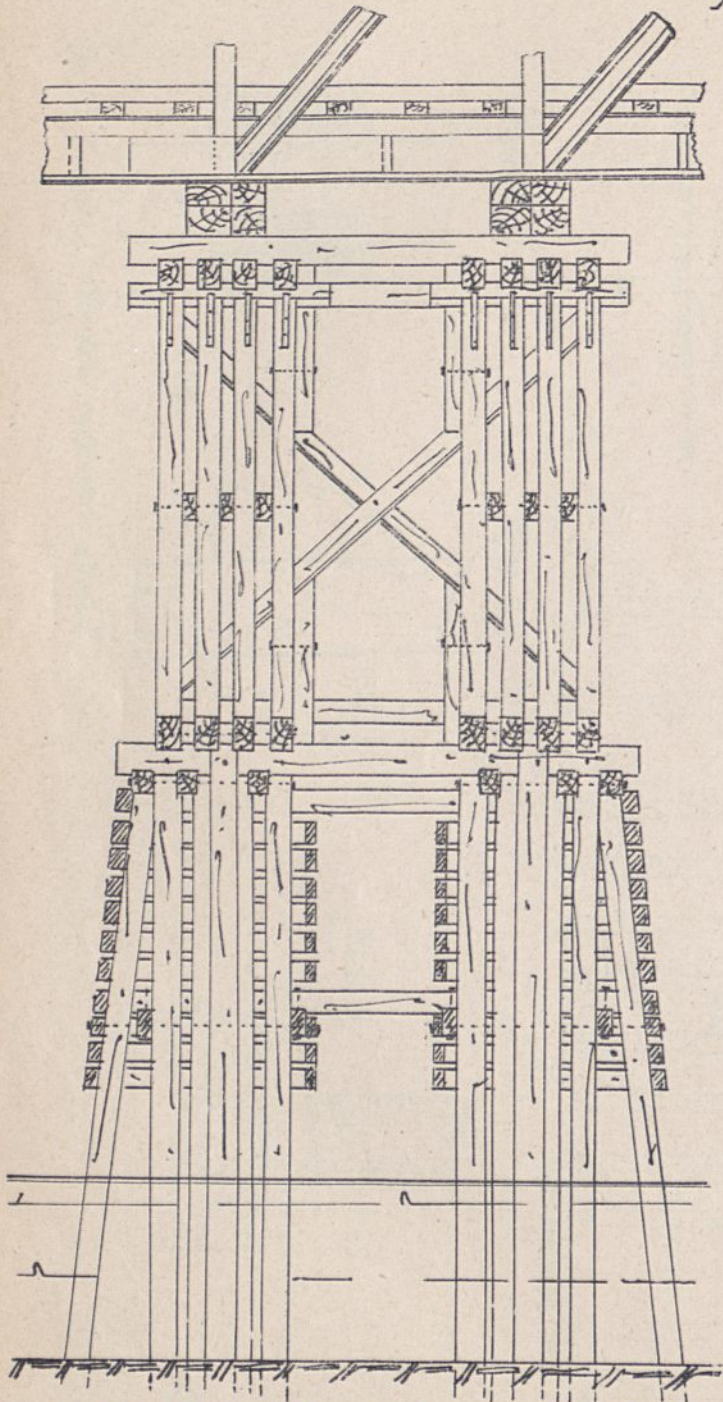




Rys. 1a.

Most na Sawie pod Brodem.

Rys. 1b



Dr. M. Thullie. Mosty drewniane I.

1:100

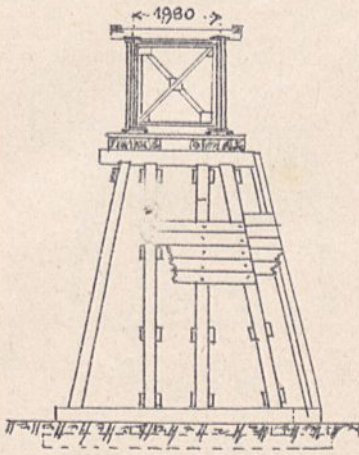
Fms

T. 62.

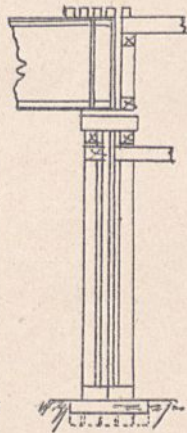


# Jarzma.

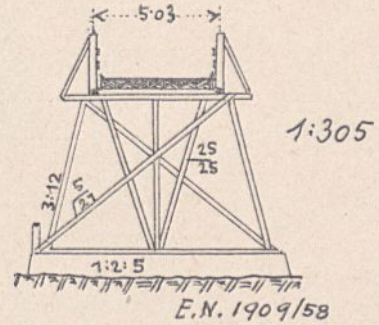
Rys. 1a



Rys. 1b



Rys. 2.



Most kolei Clinchfield-Ohio.  
E.N. 1909/58

Rys. 1c.

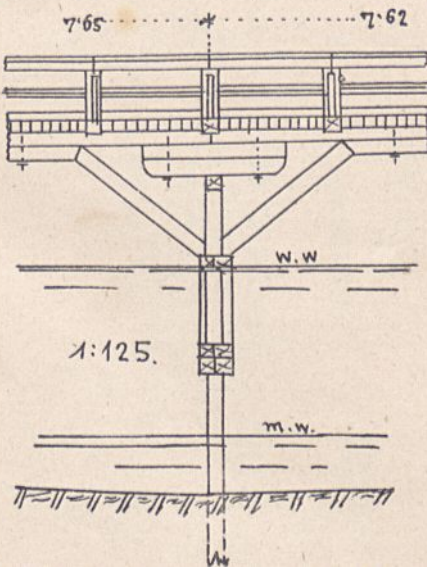


E.N. 1909/58.  
1:185.

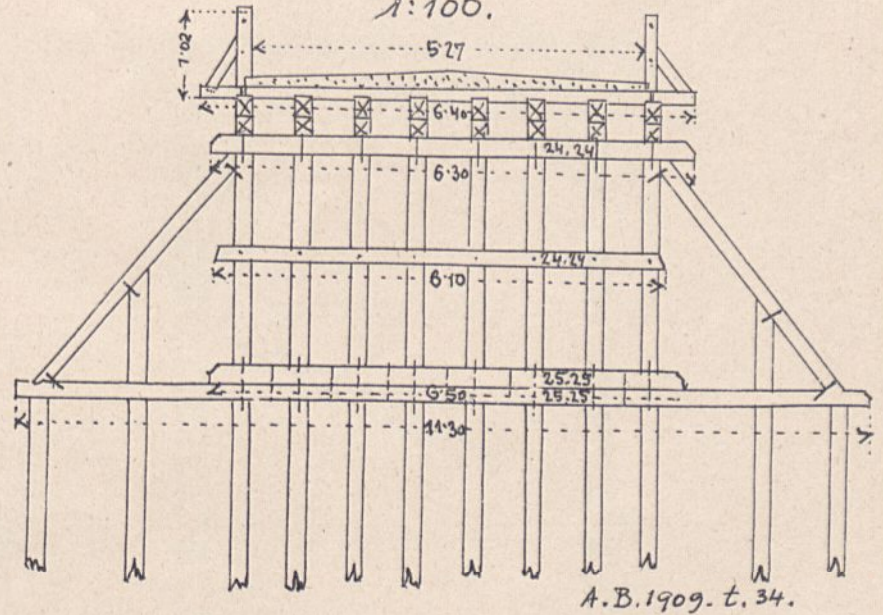
Most kolei Clinchfield-Ohio.

Most drogowy dalmatyński

Rys. 3a. Widok.

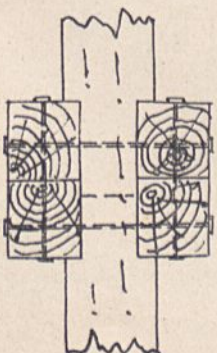


Rys. 3b. Przekrój poprzeczny  
1:100.



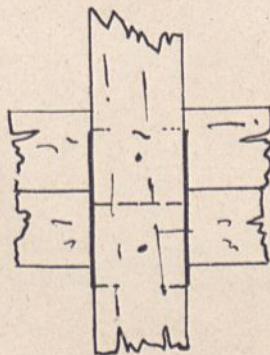
A.B. 1909. t. 34.

Rys. 4a.

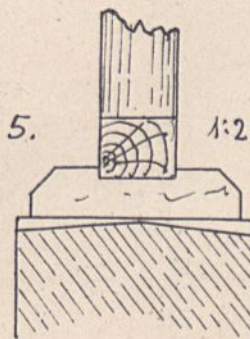


1:25.

Rys. 4b.



Rys. 5.

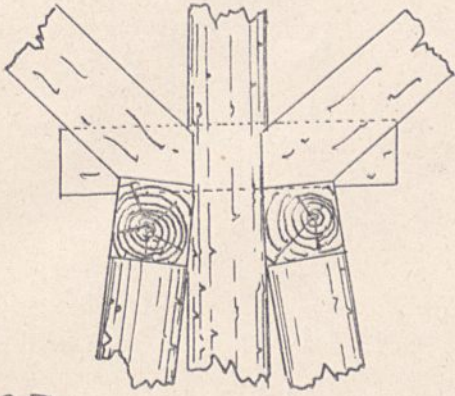


1:25.

AW.

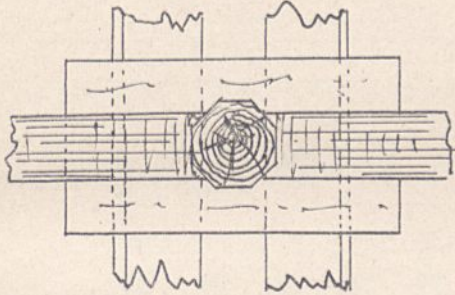


Rys. 1a.

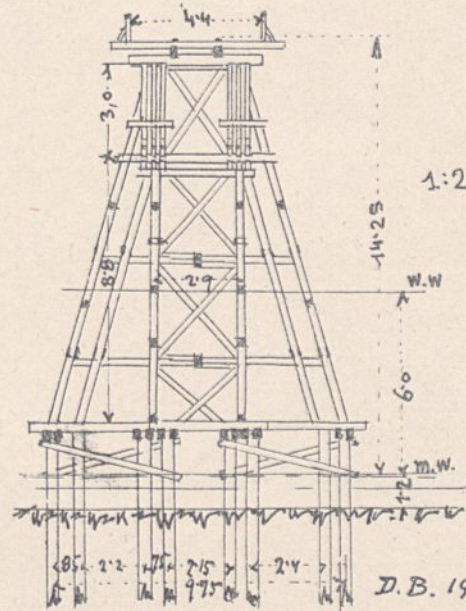


1:25.

Rys. 1b.



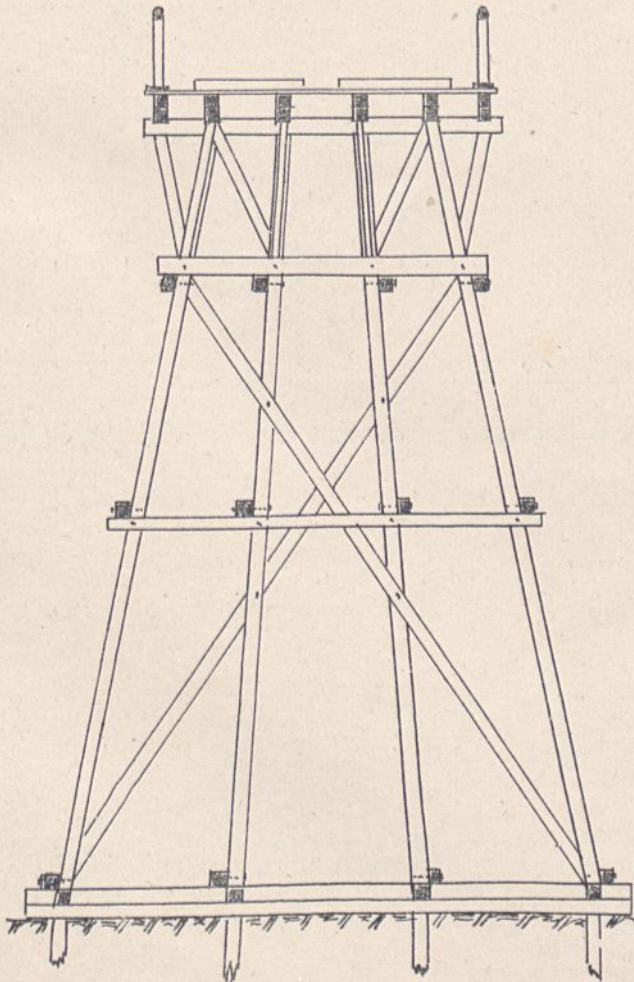
Rys. 2.



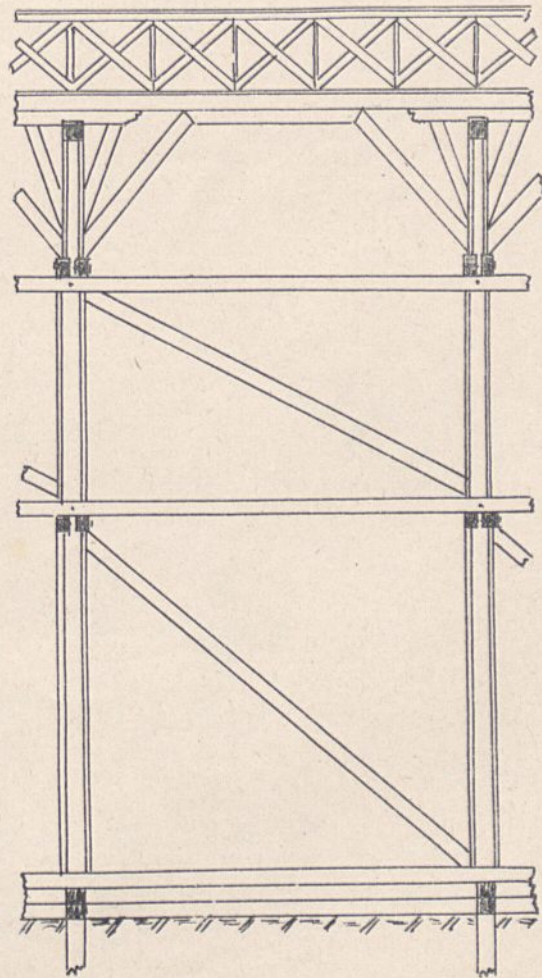
1:250.

Most na Angerapp p. Instruciem.

Rys. 3a.



Rys. 3b.



Jarzmo nasadzone.

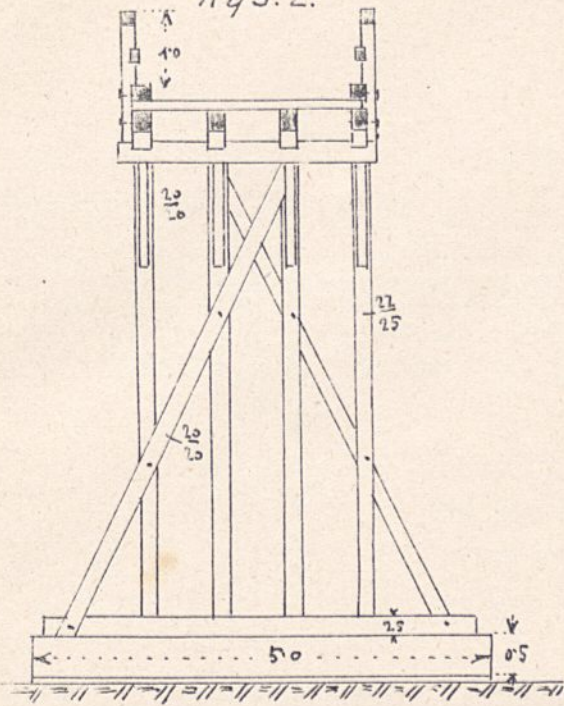
204



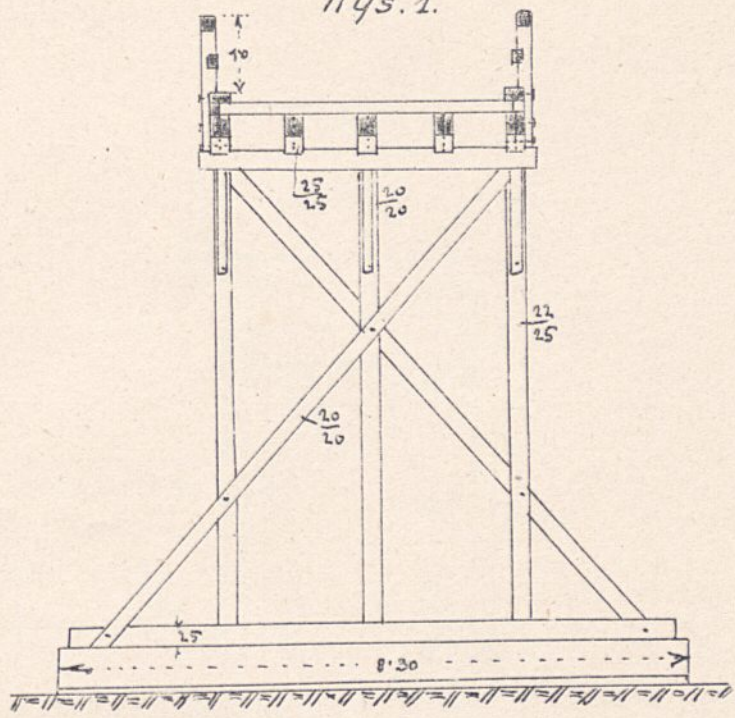


# Jarżma na cokole.

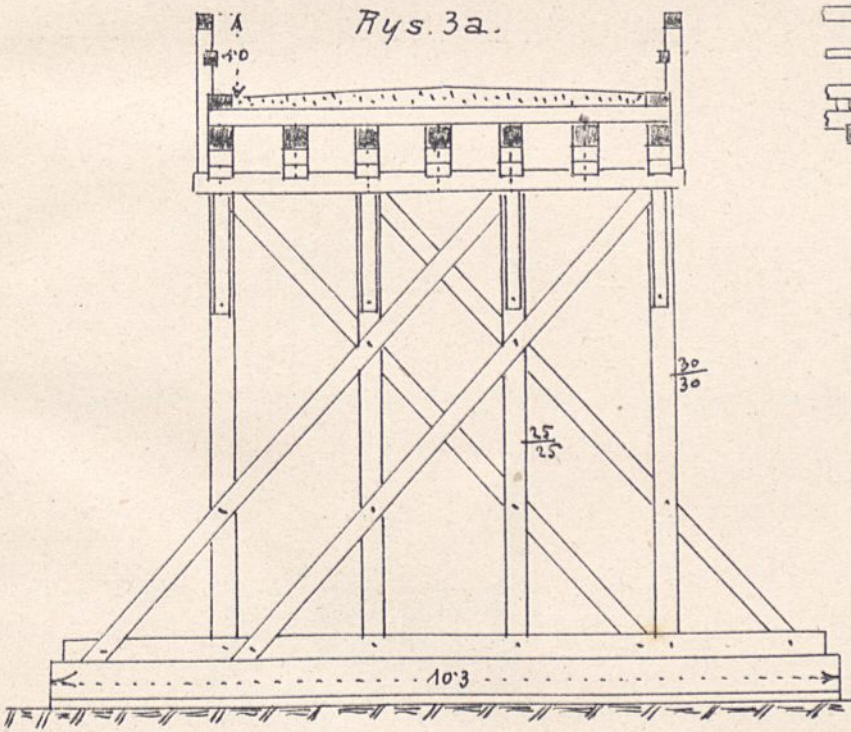
Rys. 2.



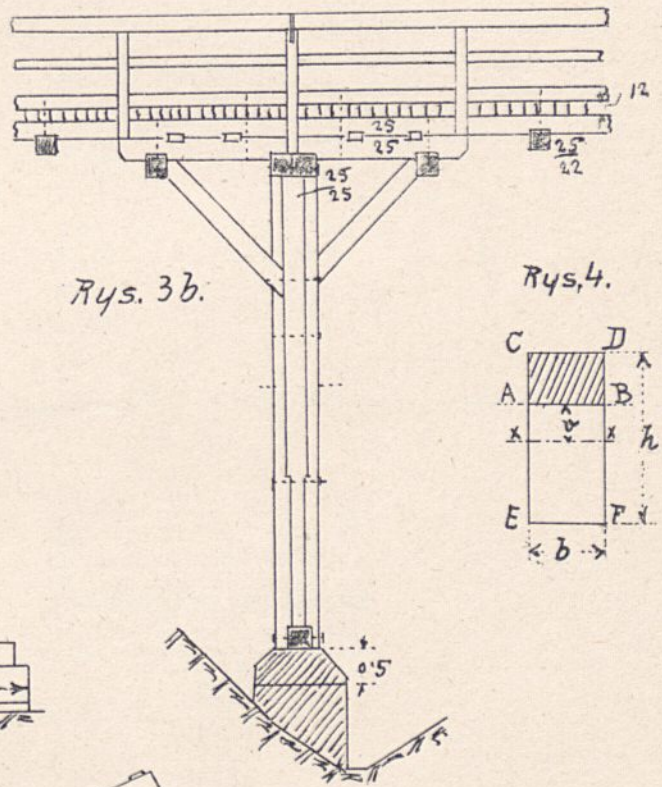
Rys. 1.



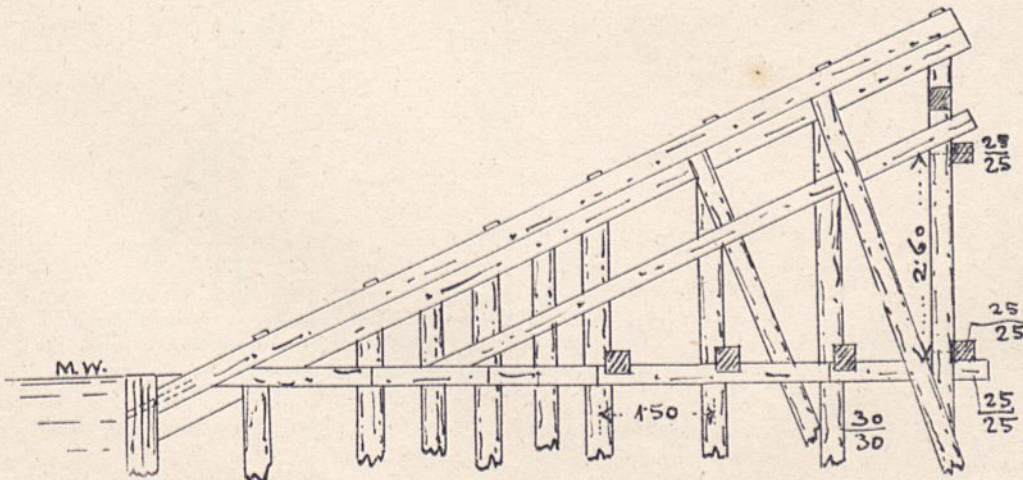
Rys. 3a.



Rys. 3b.



Rys. 4.

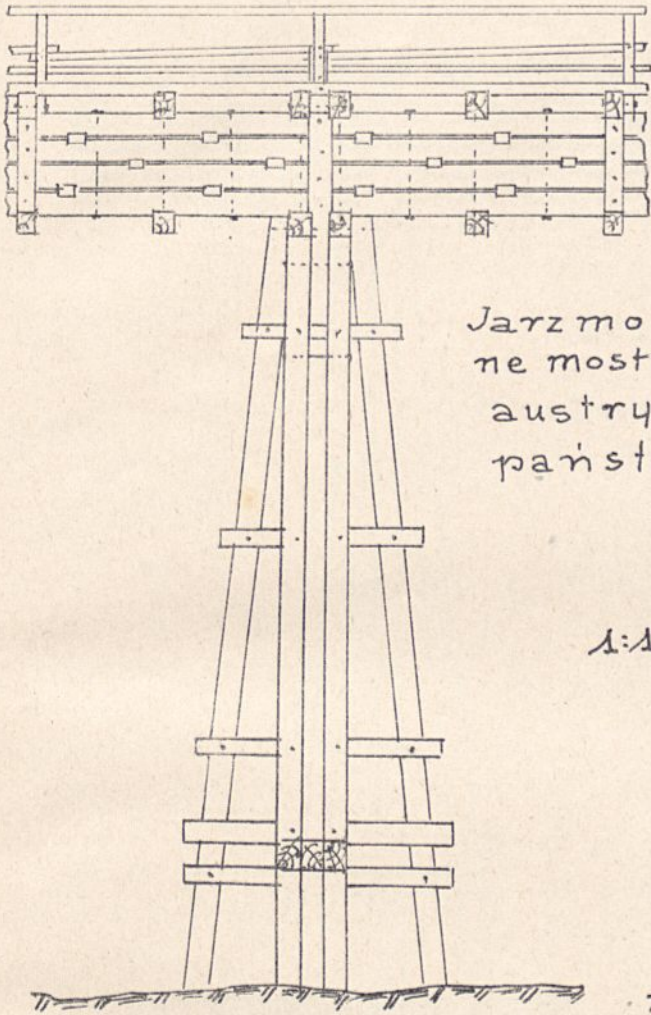


Rys. 5.  
Izbica.

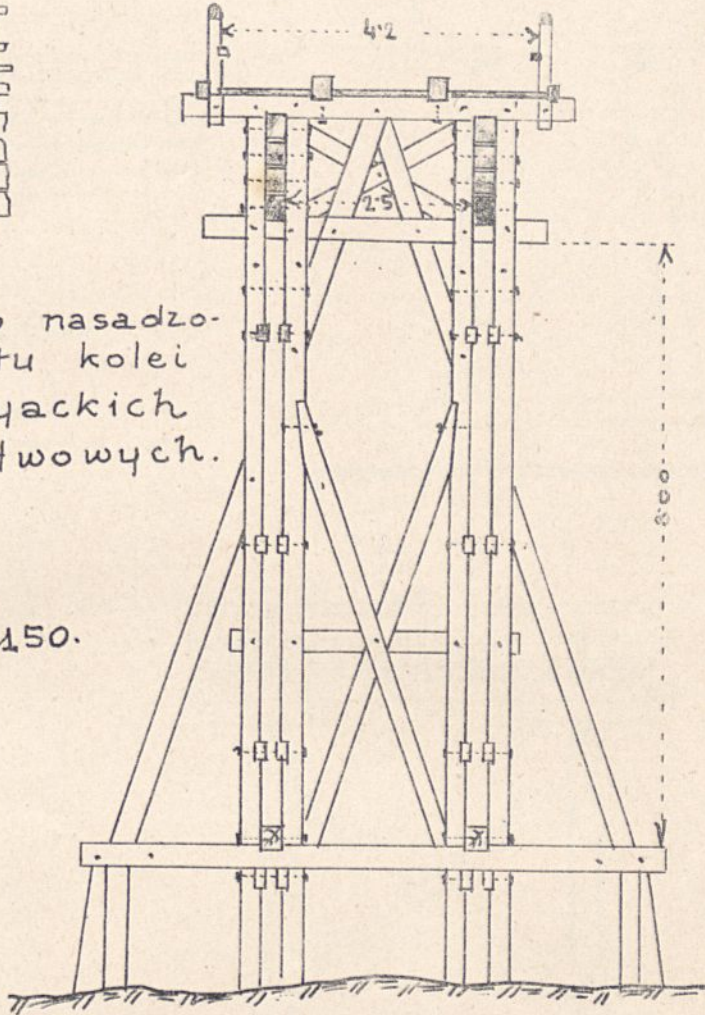
1:100.



Rys. 1a.



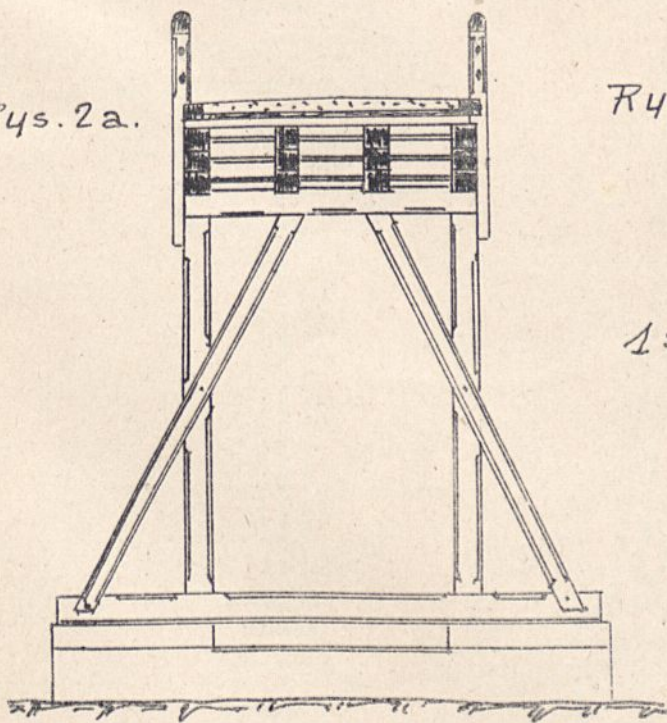
Rys. 1b.



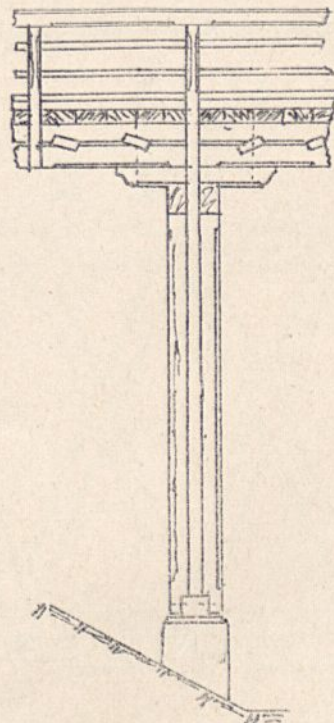
Jarzmo nasadzo-  
ne mostu kolei  
austriackich  
państwowych.

1:150.

Rys. 2a.



Rys. 2b.



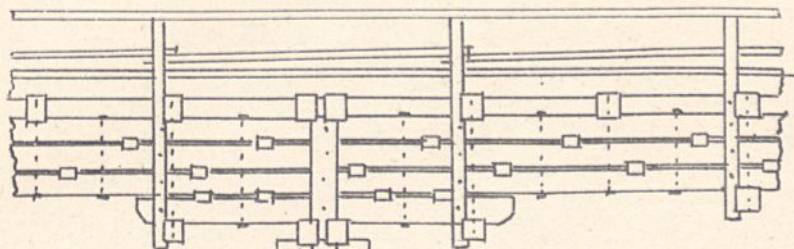
1:100.

*Handwritten signature or mark.*



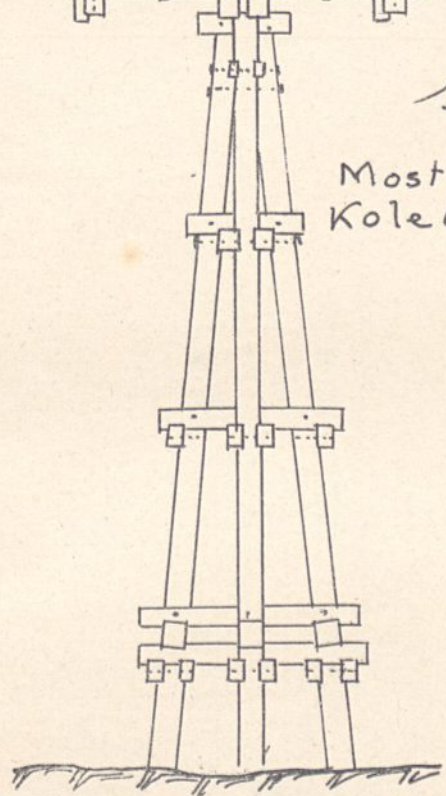
# Jarzma.

Rys. 1.

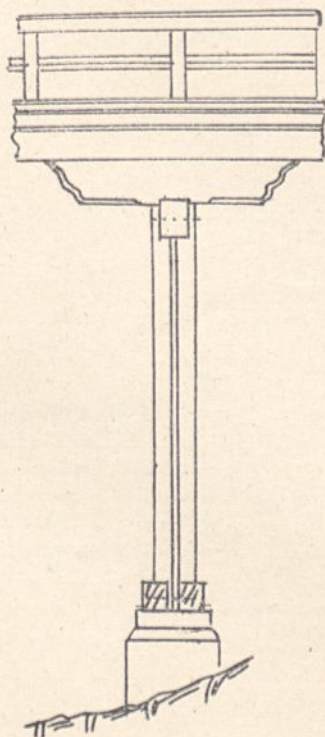


1:150.

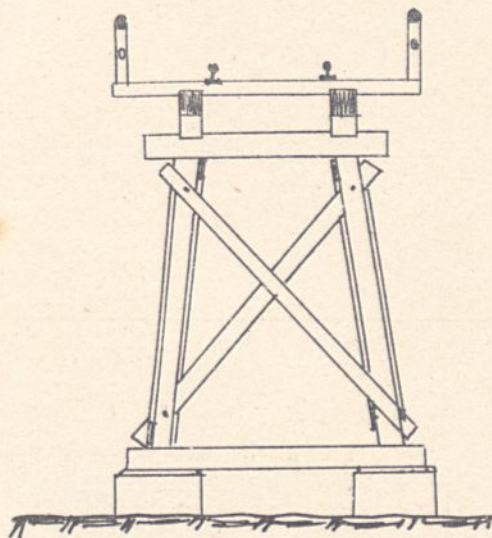
Most austr.  
Kolei paristw.



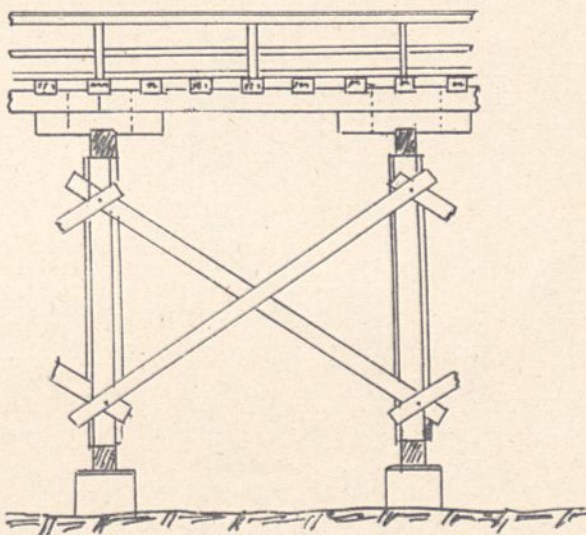
Rys. 3a.



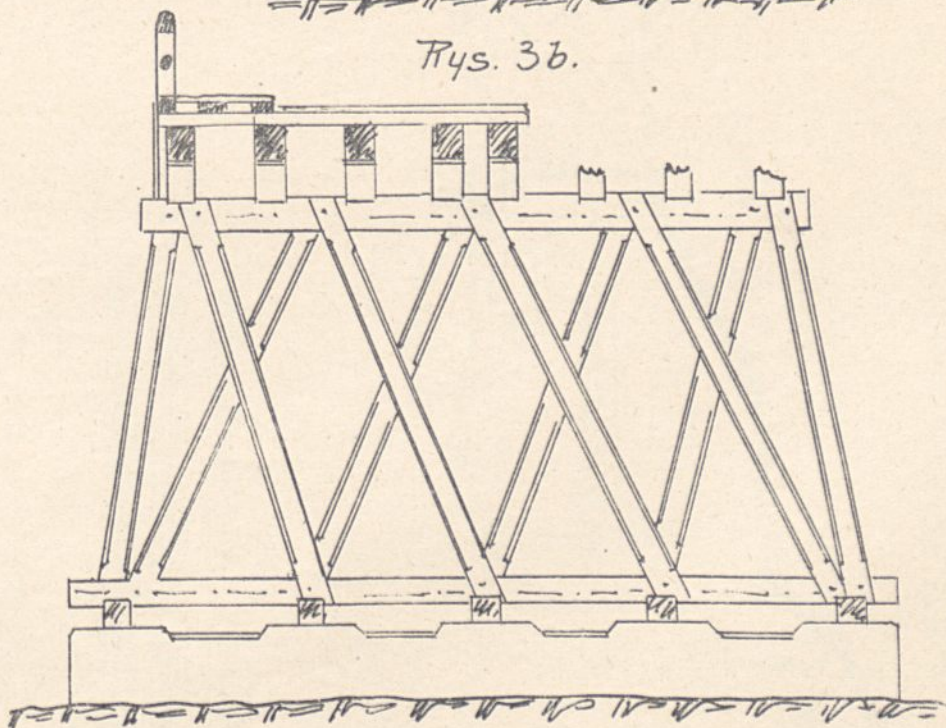
Rys. 2a.



Rys. 2b.



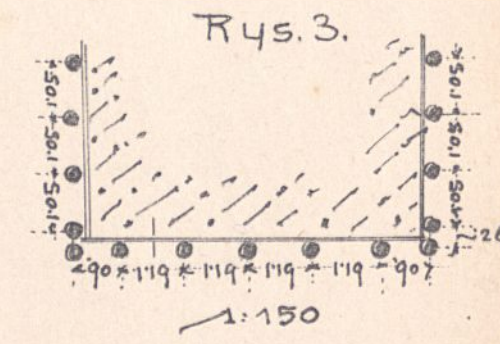
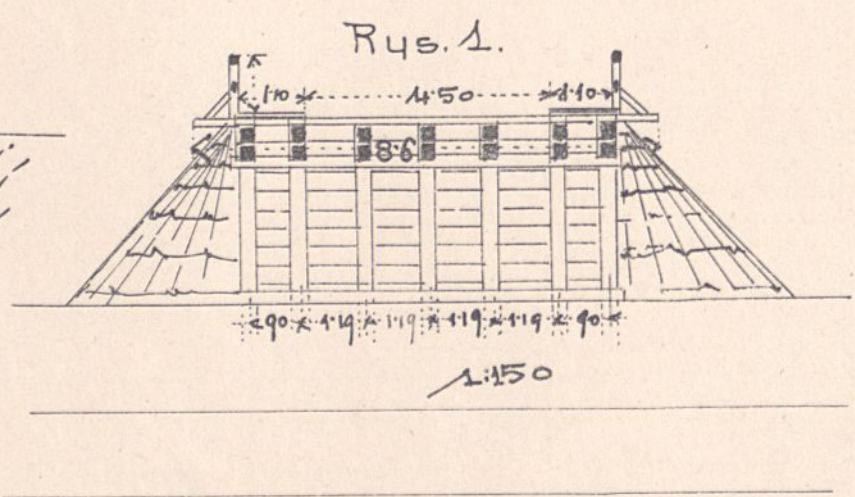
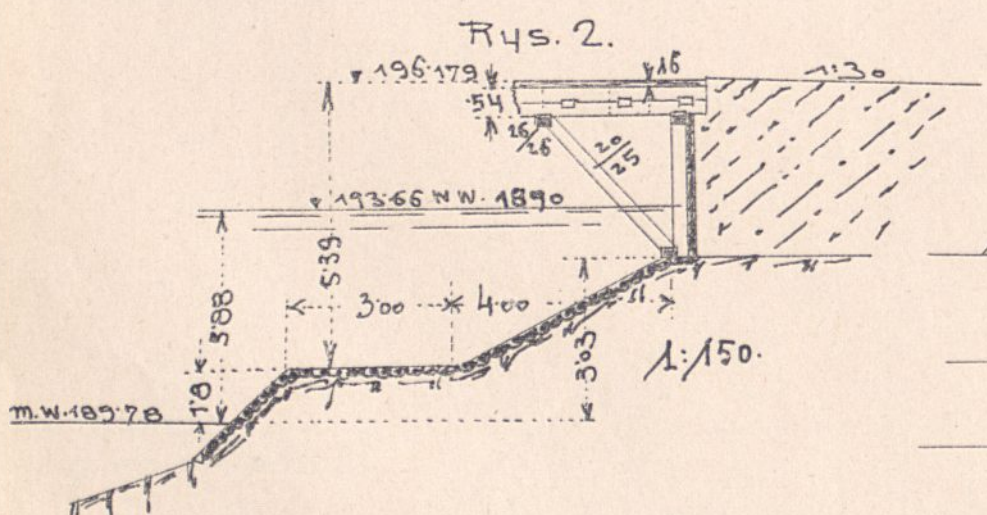
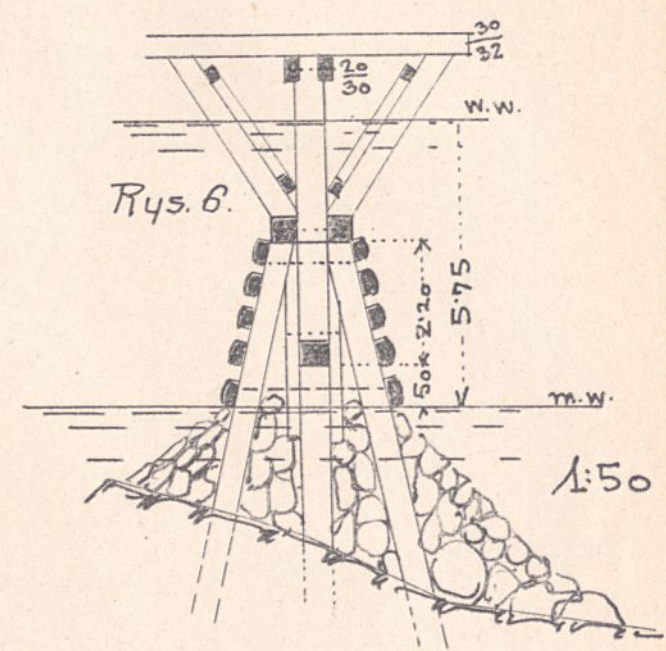
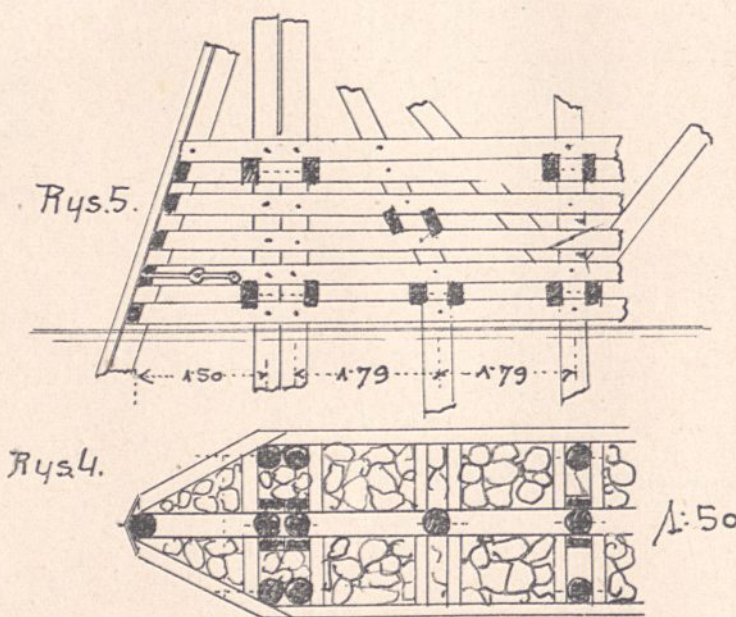
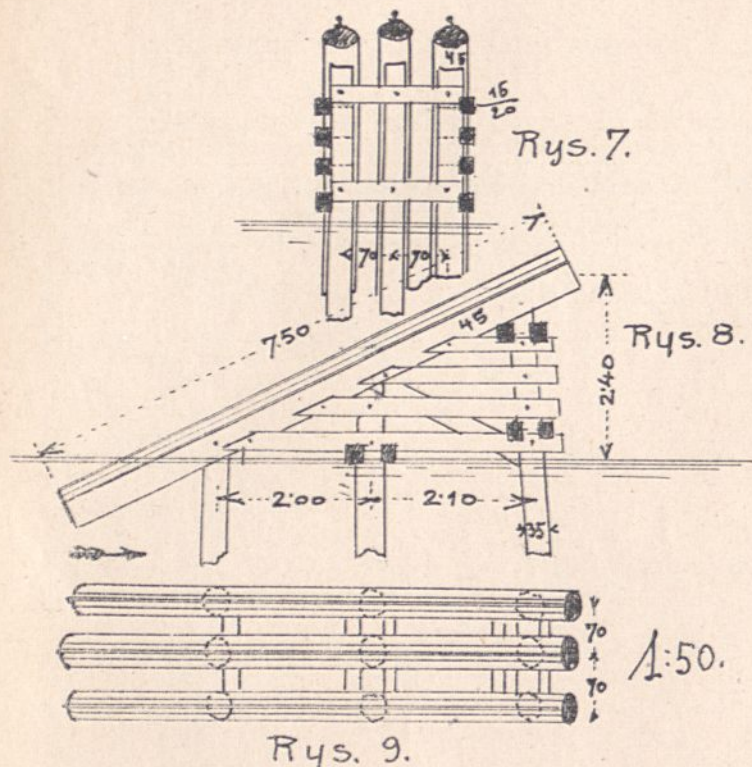
Rys. 3b.





# Jarżma.

Most na Wetławie w Pradze.

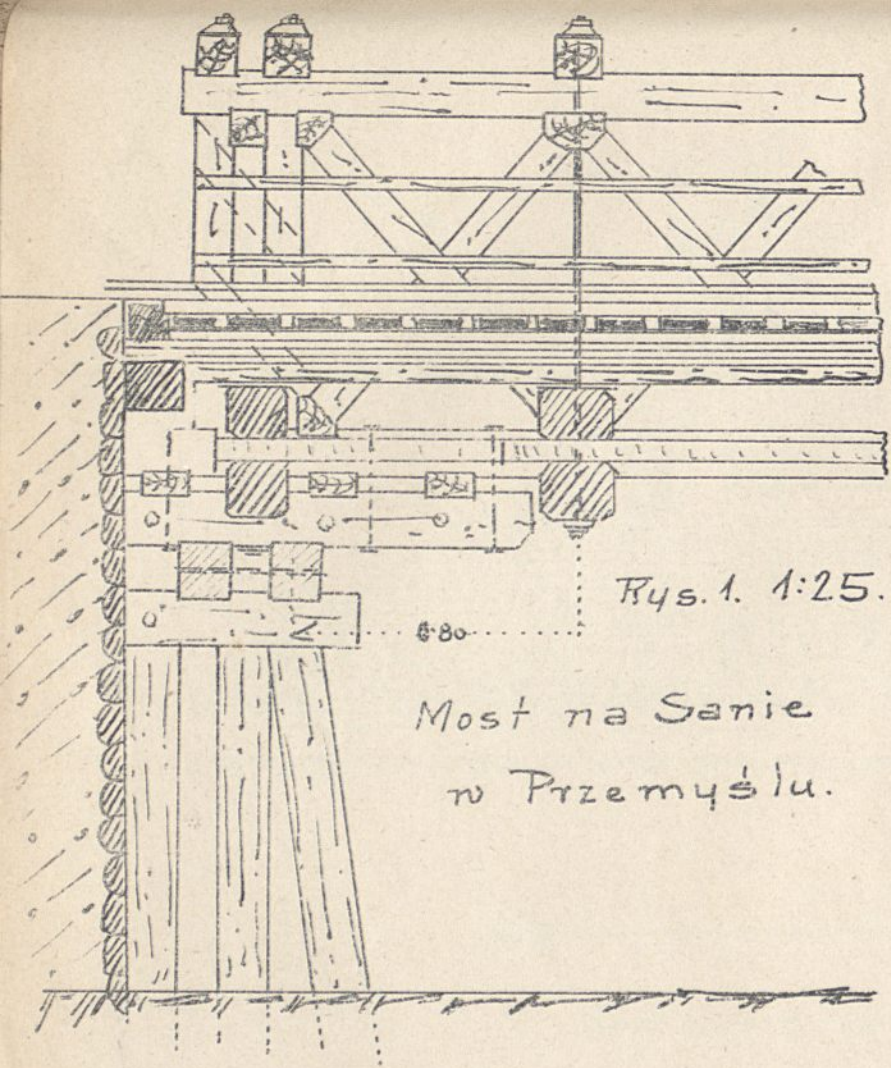


Dr. M. Thullie. Mosty drewniane I.

Fig. T. 68.

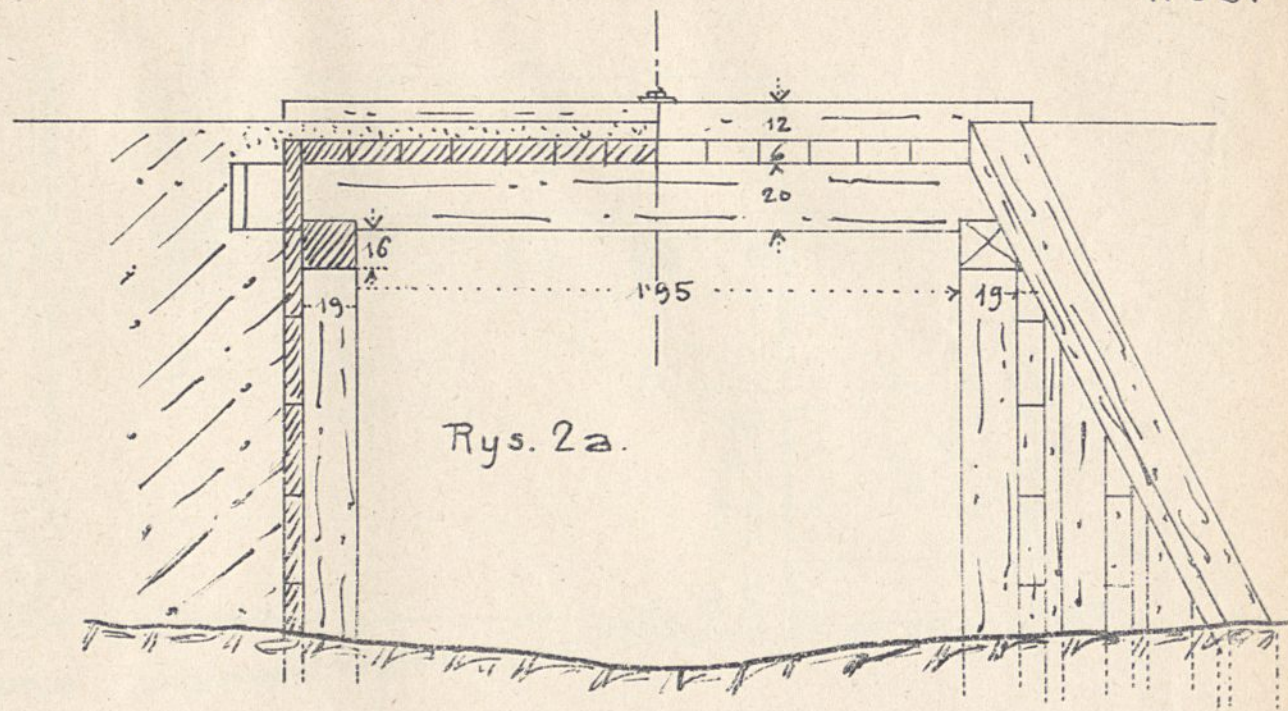






Rys. 1. 1:25.

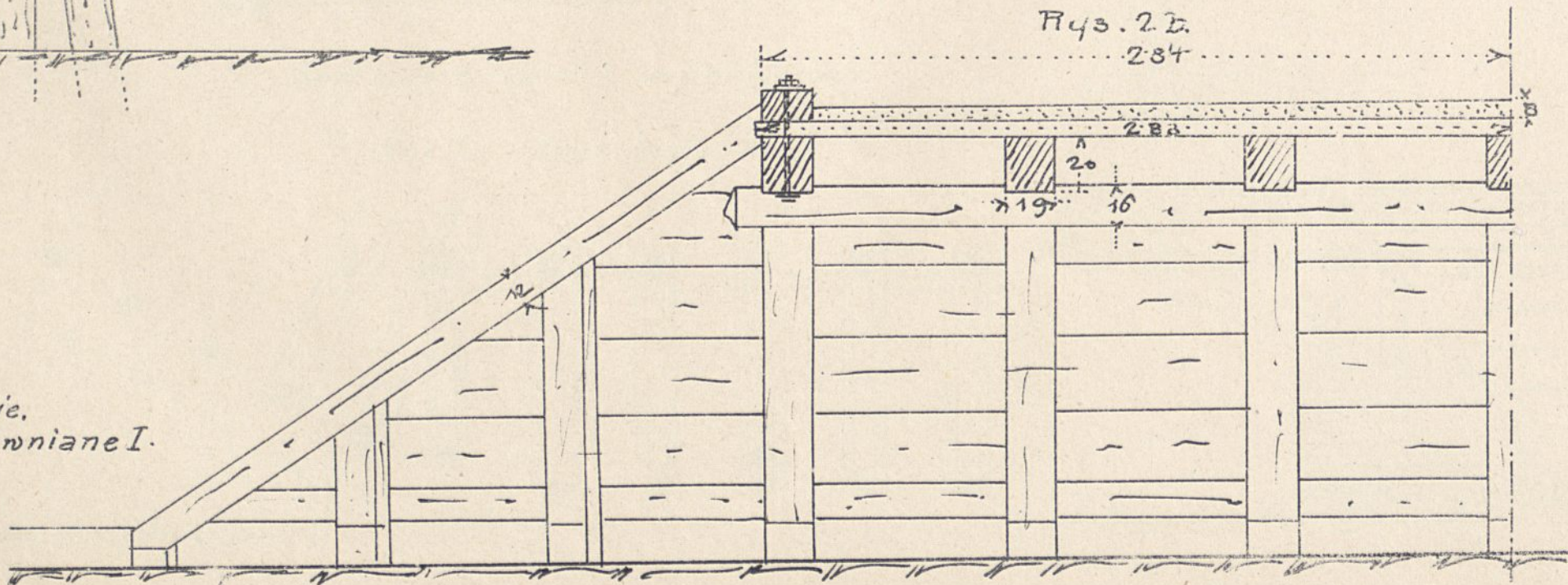
Most na Sanie  
w Przemyślu.



Rys. 2a.

Rys. 2. Przepust kolej czernowieckiej.

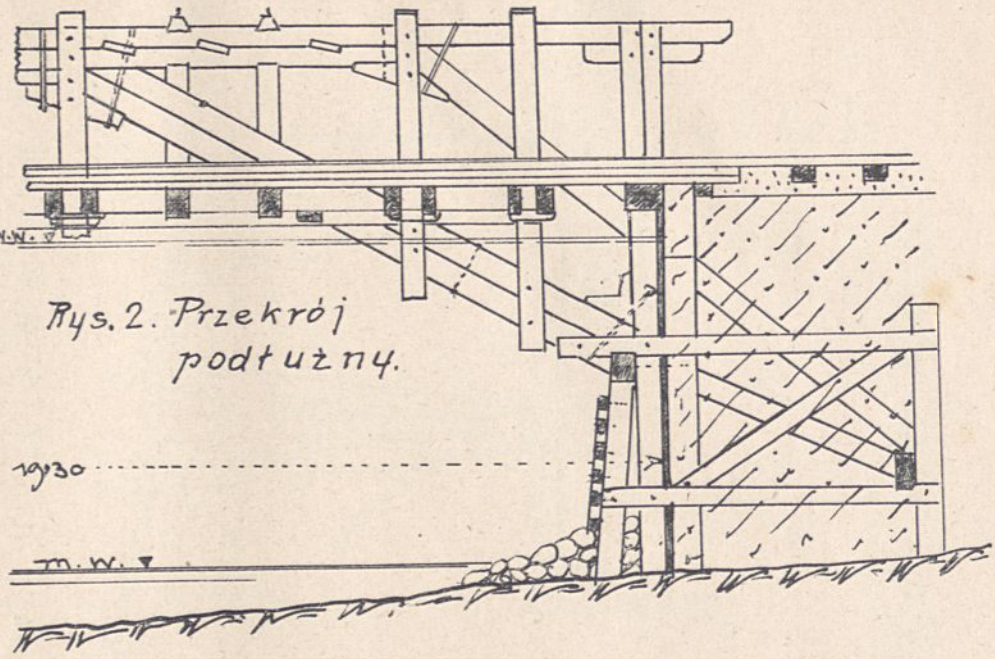
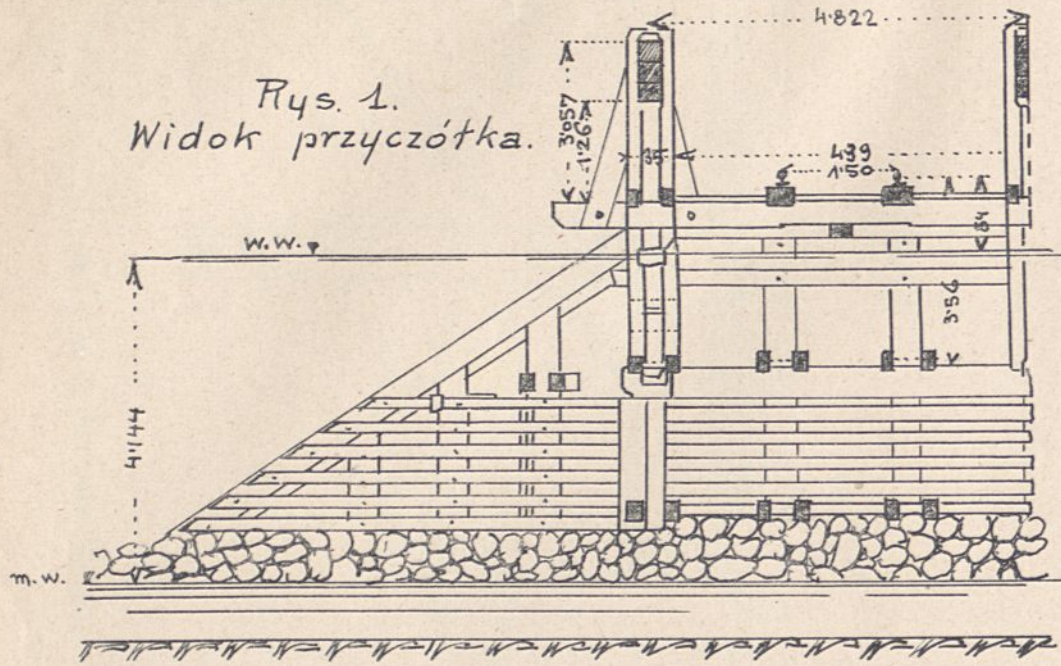
Dr. M. Thullie.  
Mosty drewniane I.



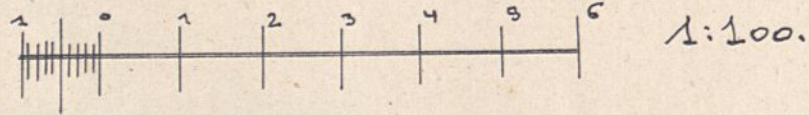
Rys. 2b.



Rys. 1.  
Widok przyczółka.

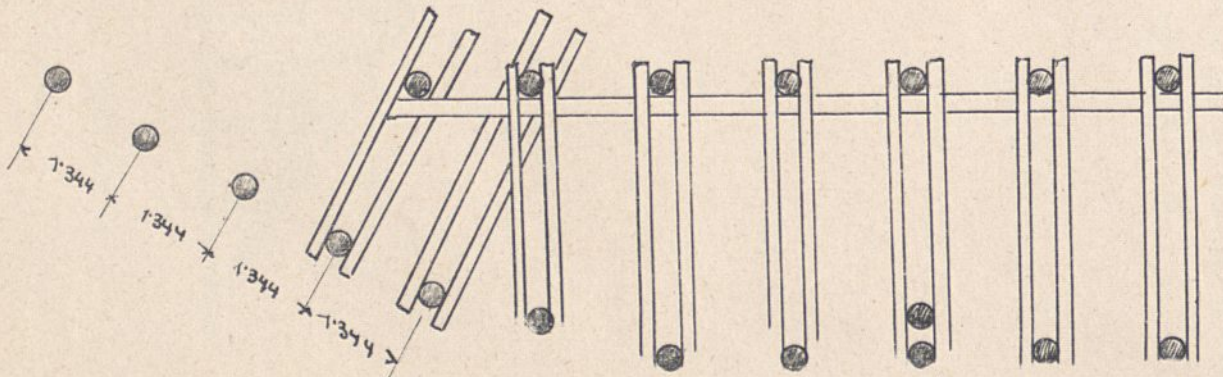


Rys. 2. Przekrój  
podłużny.

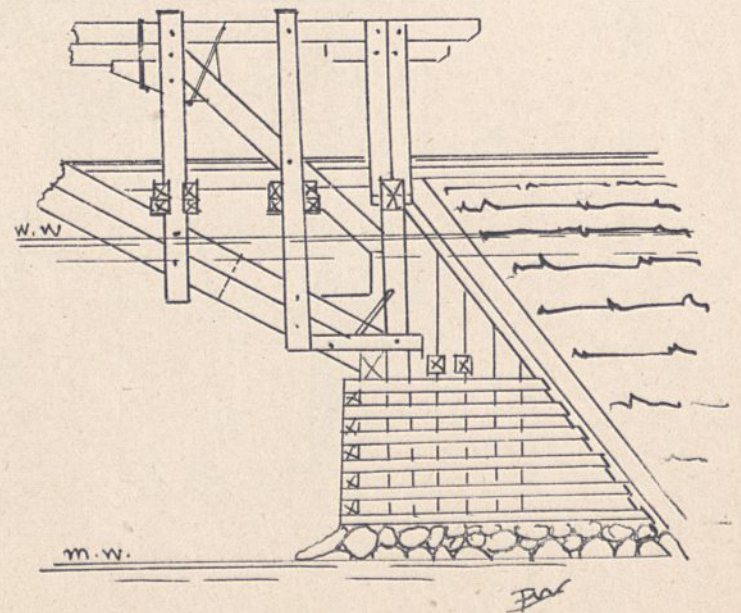


Most austr. kolei państwowej.

Rys. 4. Rzut poziomy.



Rys. 3.  
Widok.

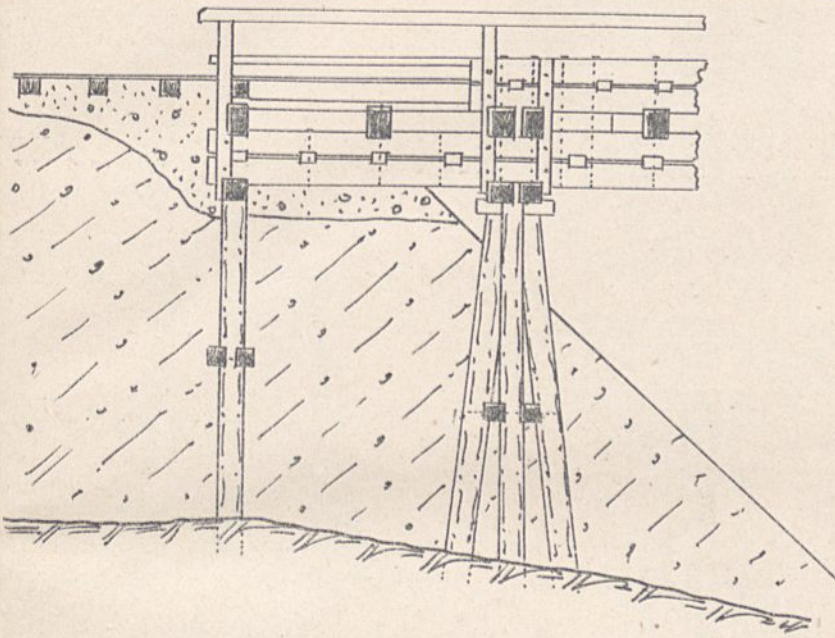




Mosty bez przyczółków.

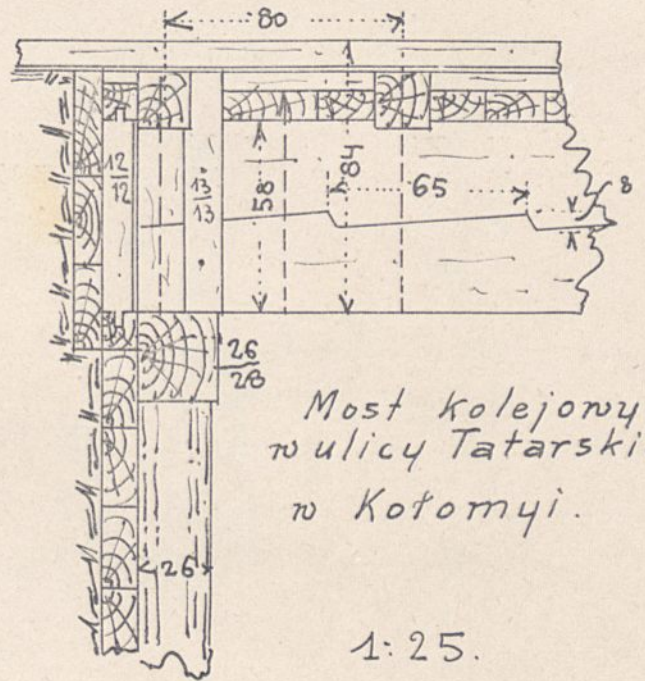
Rys. 1.

1:100.



Most austriackiej  
kolei południowej.

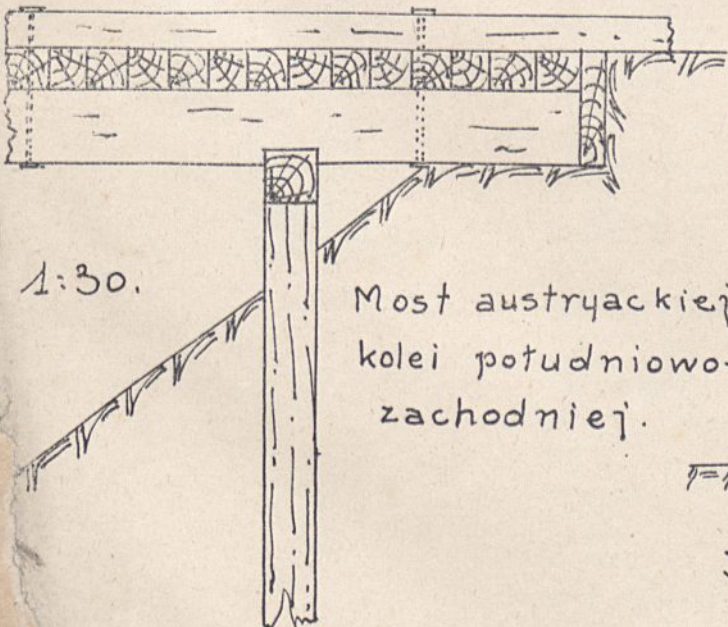
Rys. 2.



Most kolejowy  
w ulicy Tatarskiej  
w Kofomyi.

1:25.

Rys. 3.

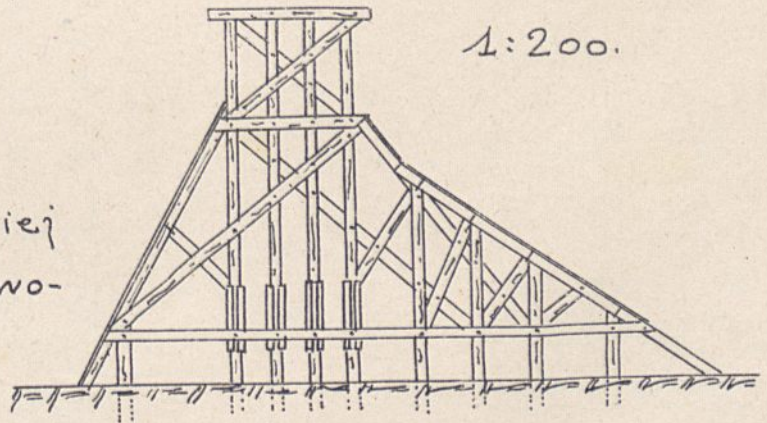


1:30.

Most austriackiej  
kolei południowo-  
zachodniej.

Rys. 4.

1:200.

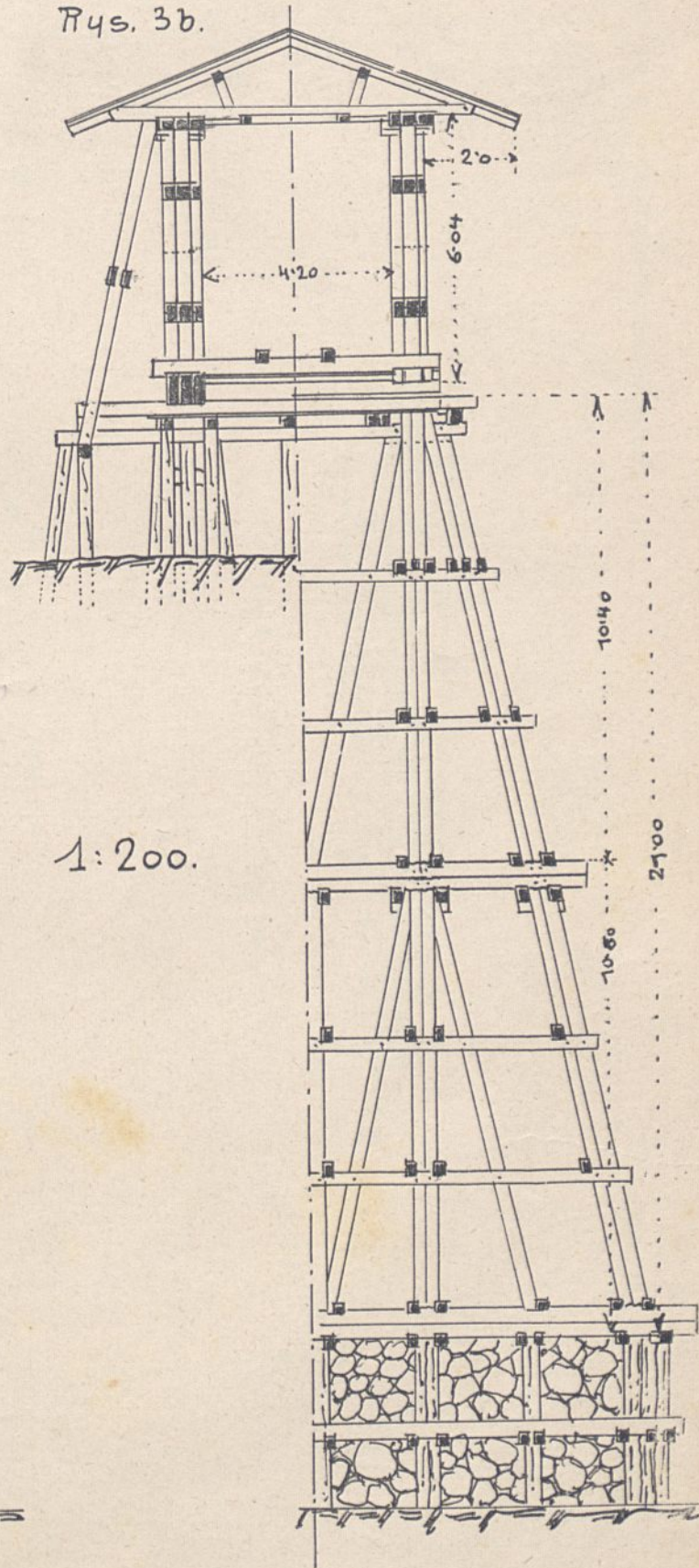
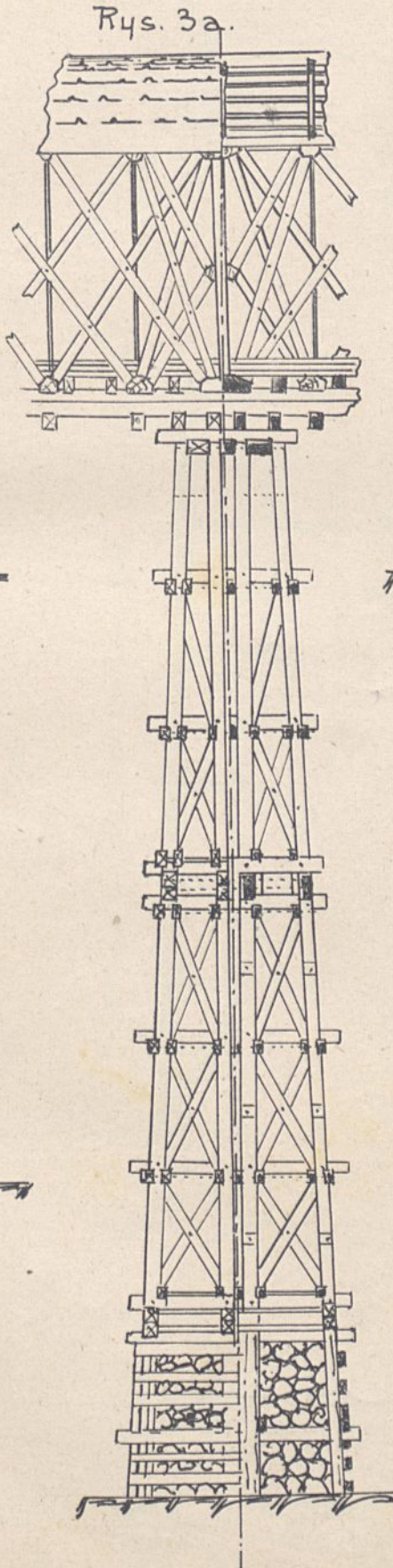
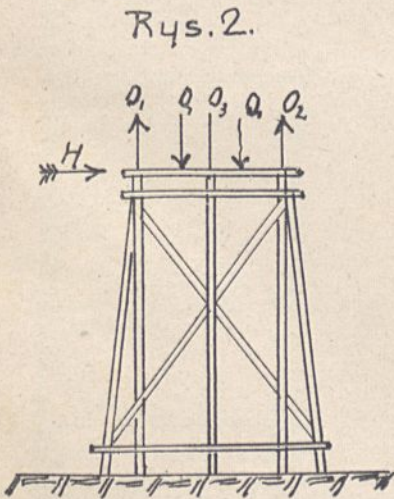
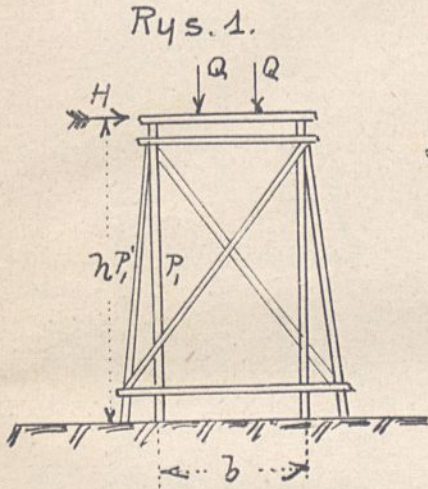


Jarzmo i izbica mostu  
norweskiego.



# Jarżma piętrowe.

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



1:200.

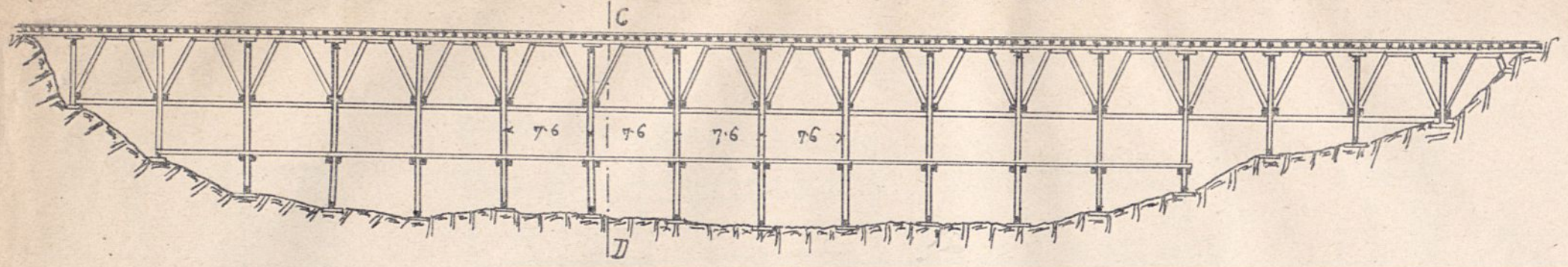
For





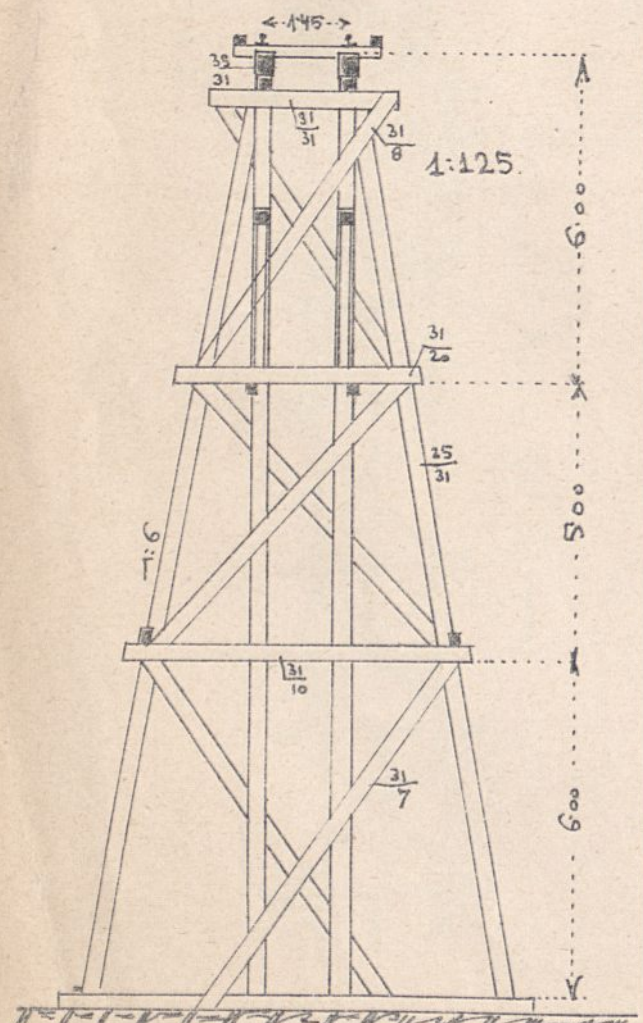
Mosty rusztowaniowe.

Rys. 1a. Most kolei Luisville - Cincinnati.

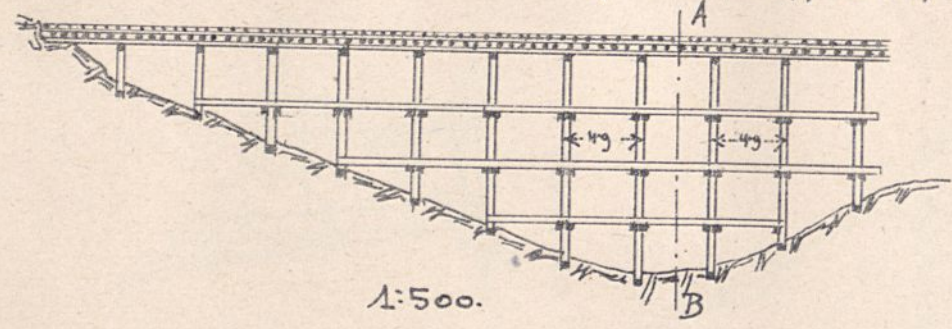


1:500.

Rys. 1b. Przekrój C-D.

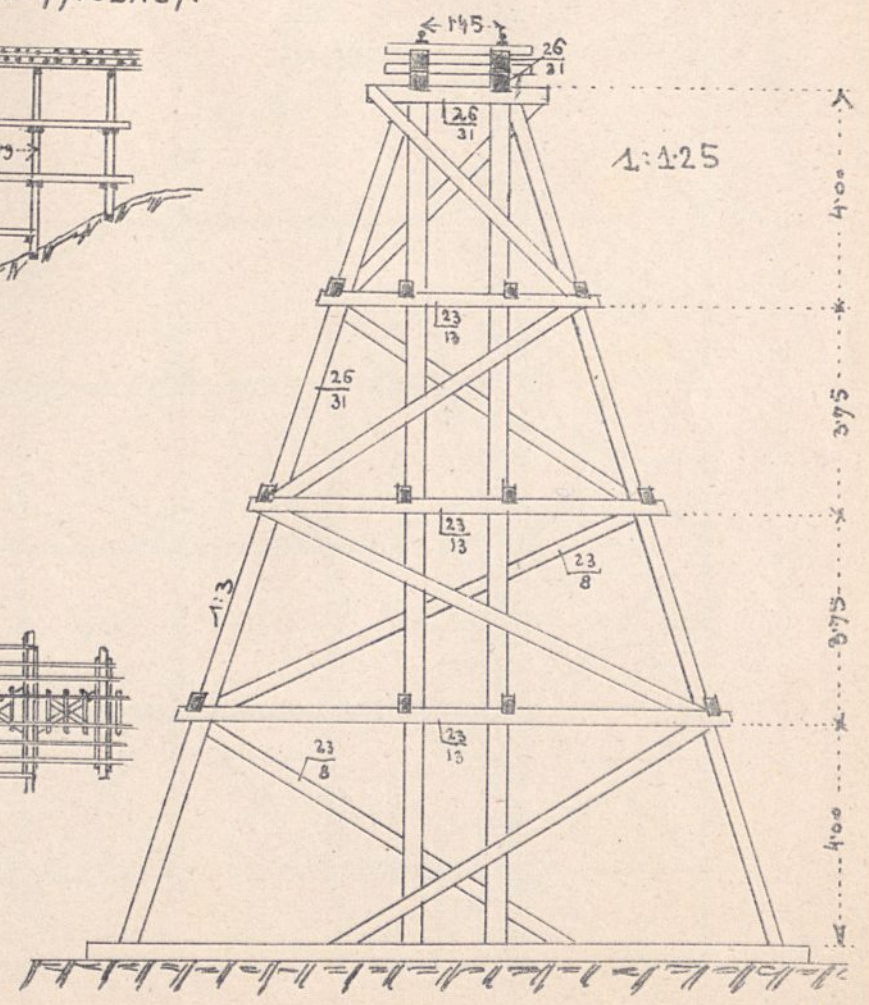


Rys. 2a. Most centralnej kolei pacyficznej.

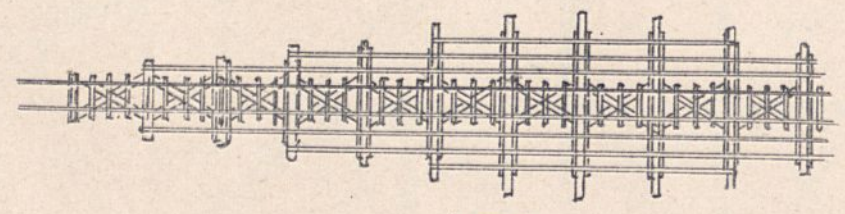


1:500.

Rys. 2c. Przekrój A-B.



Rys. 2b. Rzut poziomy.



1:500.

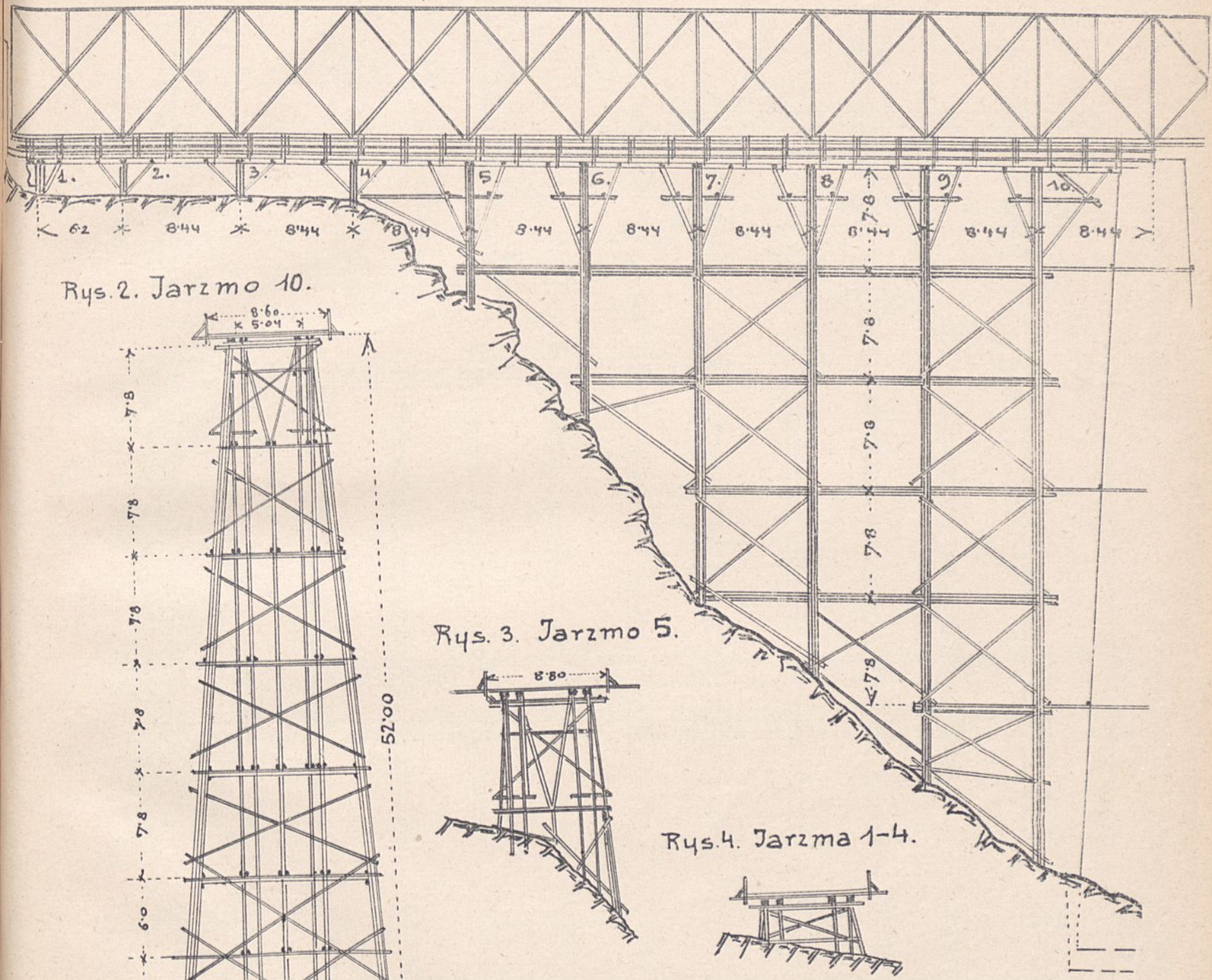


Jarzma rusztowanione.

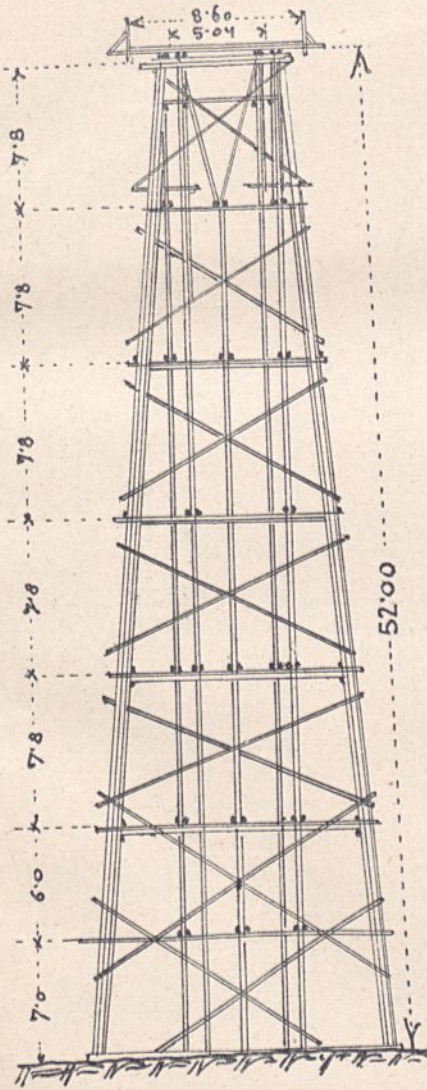
T. 74.

Rusztowanie wiaduktu pod Čerweną. 1:400.

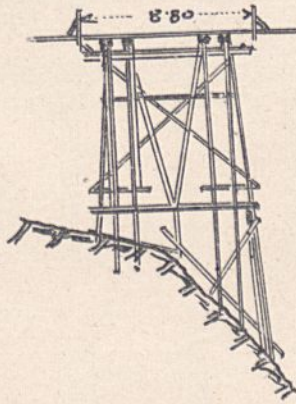
Rys. 1. Widok.



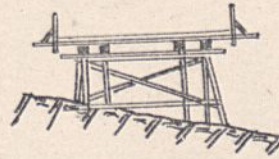
Rys. 2. Jarzmo 10.



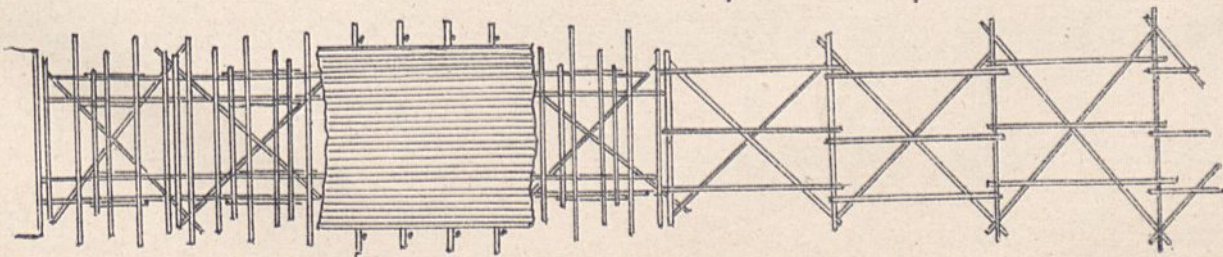
Rys. 3. Jarzmo 5.



Rys. 4. Jarzma 1-4.



Rys. 5. Rzut poziomy.



Fas.



Jarżma rusztowania.

Most kolei pacyficznej w Ameryce.

Rys. 1b. 1:150.

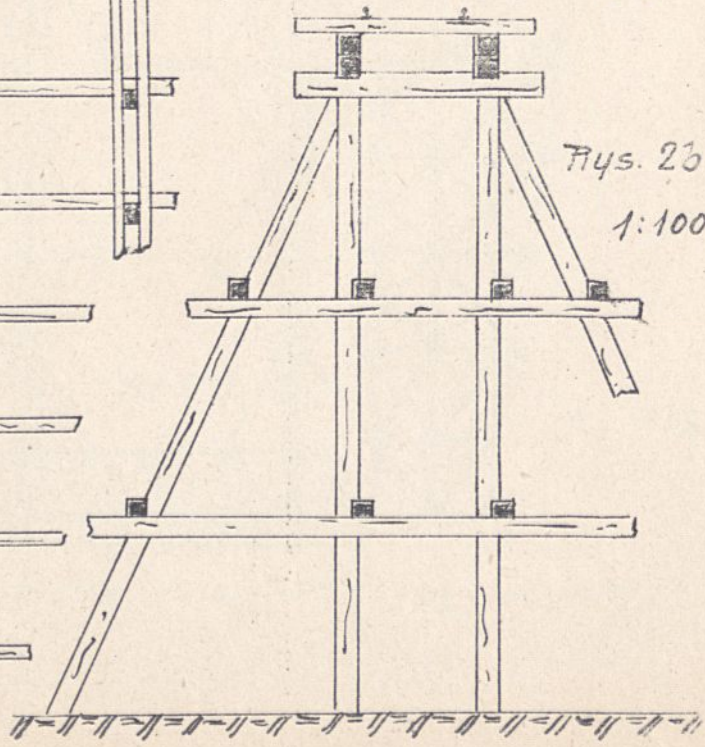
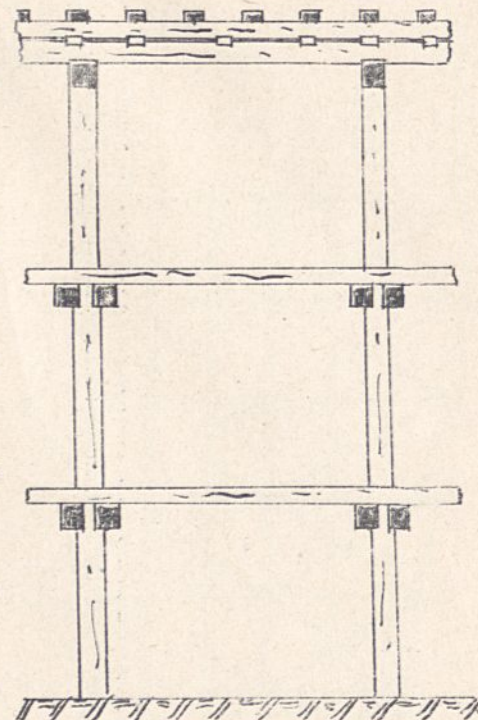
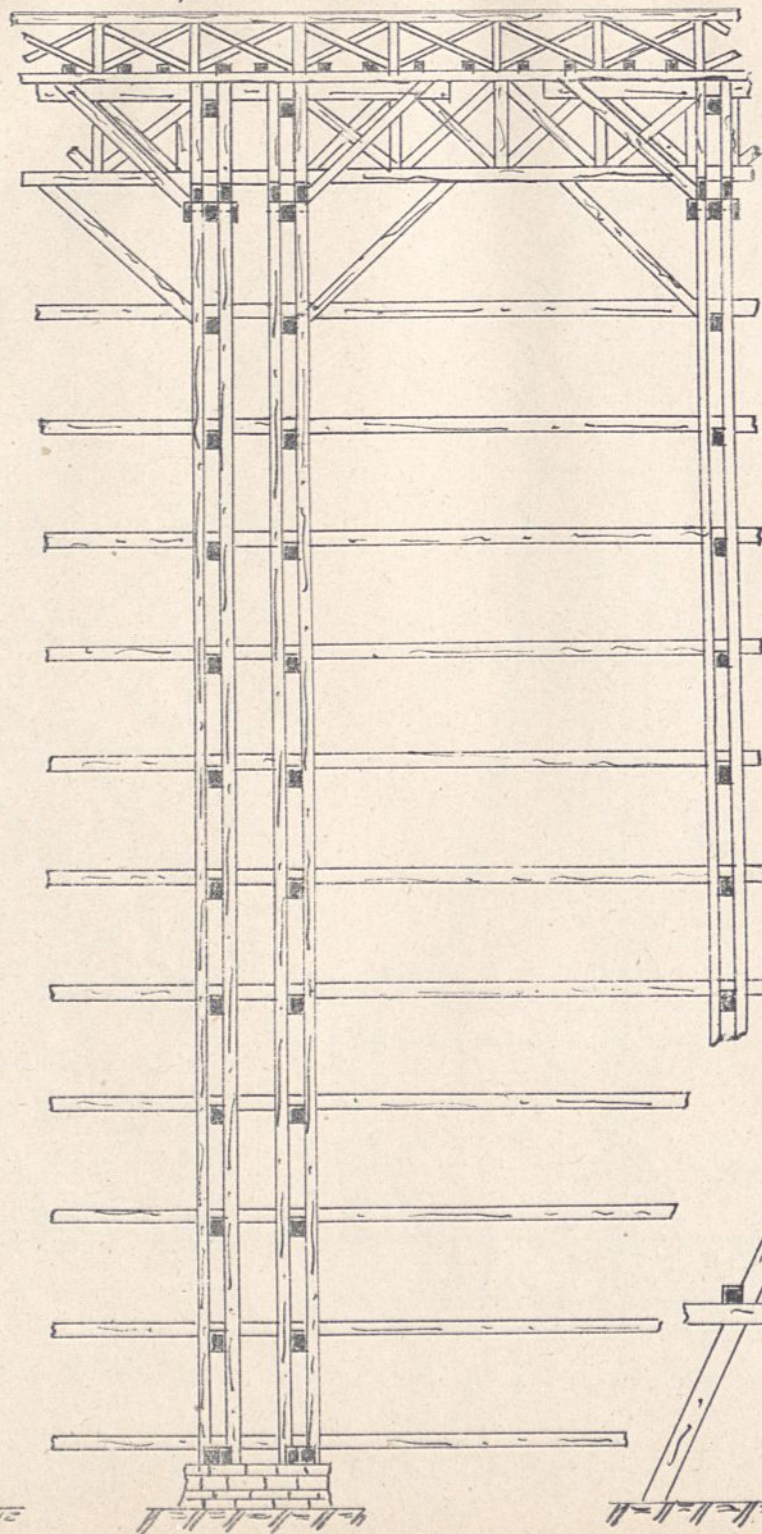
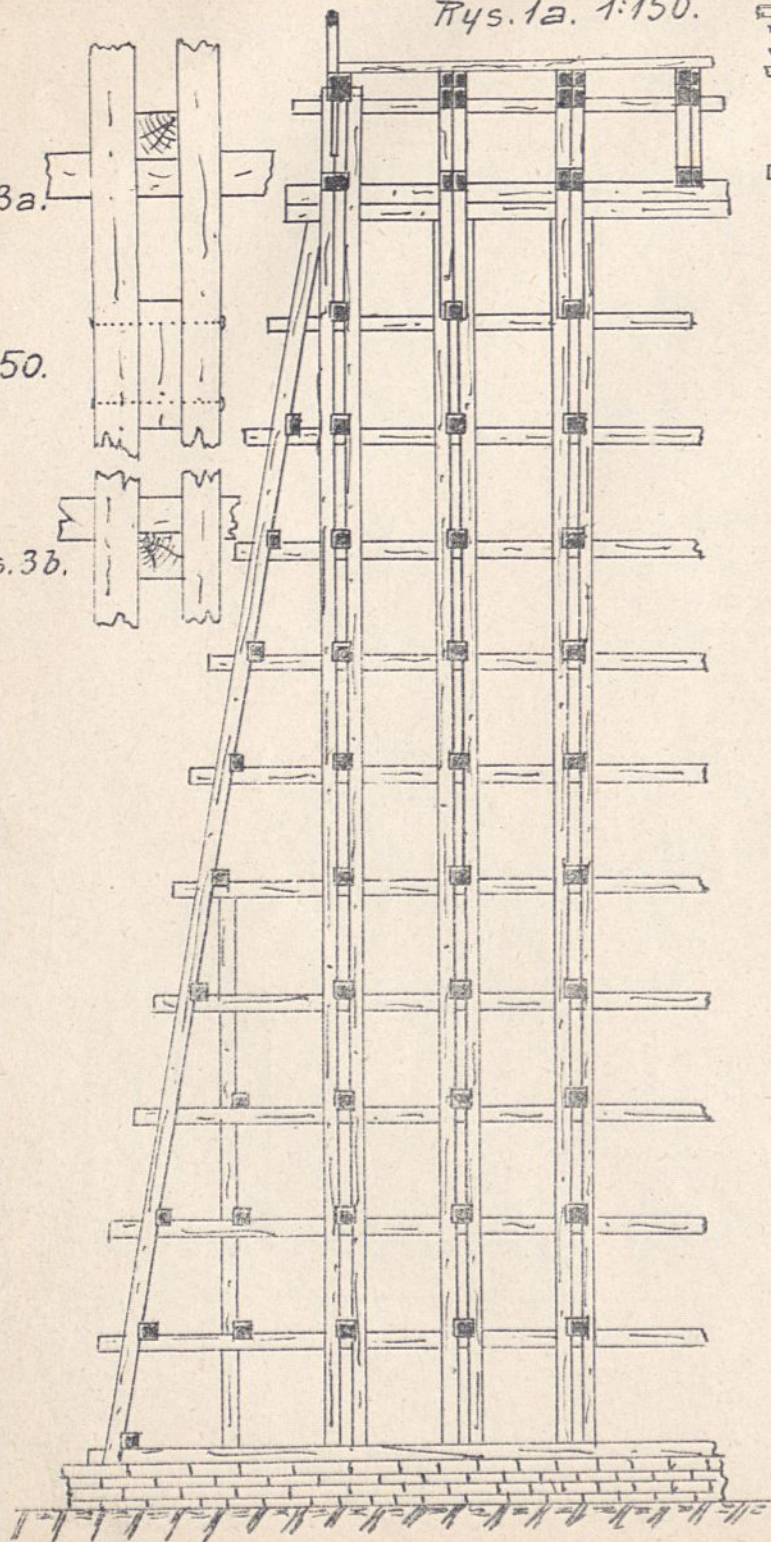
Rys. 1a. 1:150.

Rys. 2a. 1:100.

Rys. 3a.

1:50.

Rys. 3b.



Rys. 2b.

1:100.



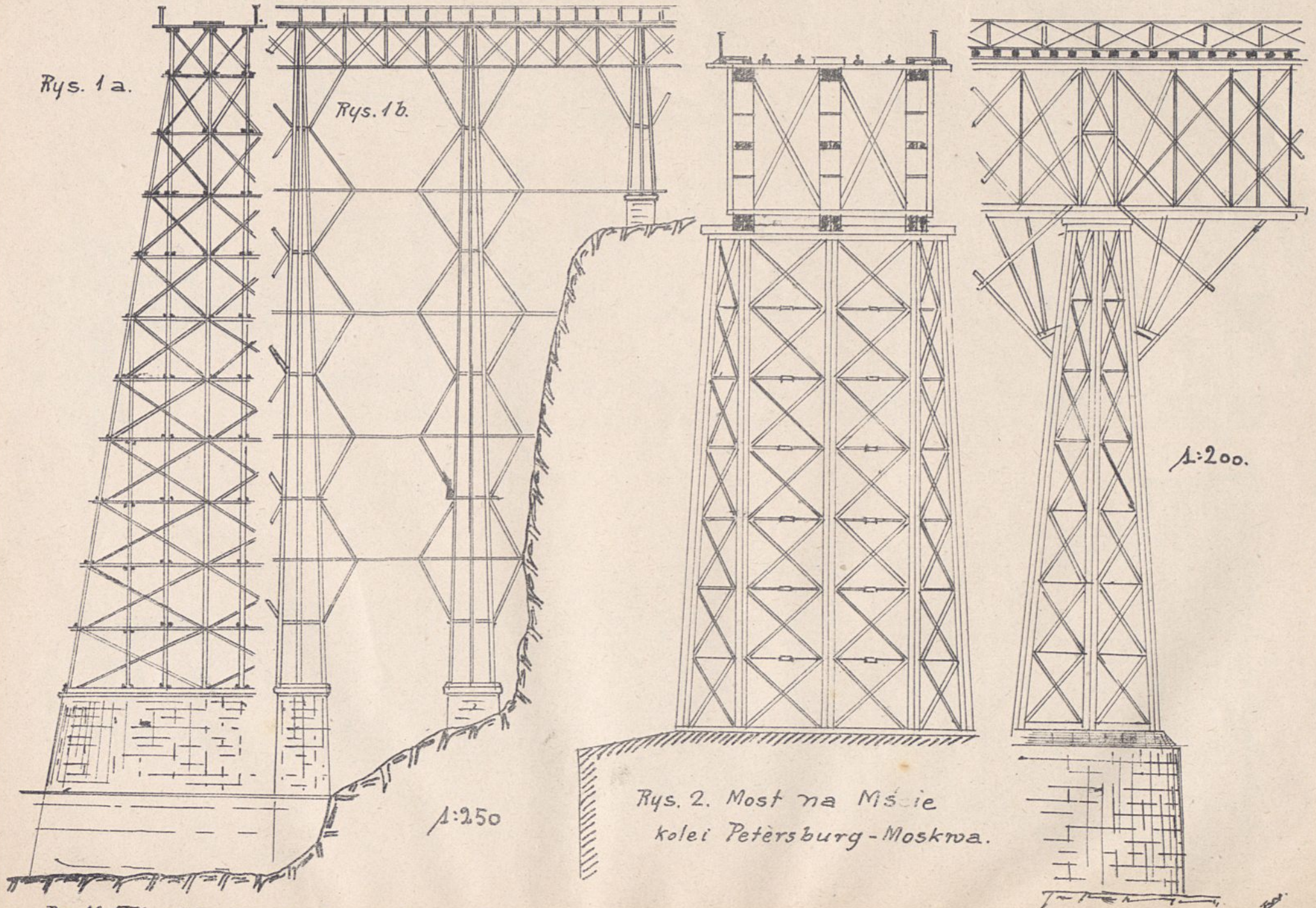
Wiadukt Portage kolei Buffalo-N.York.

Rys. 2a.

Rys. 2b.

Rys. 1a.

Rys. 1b.



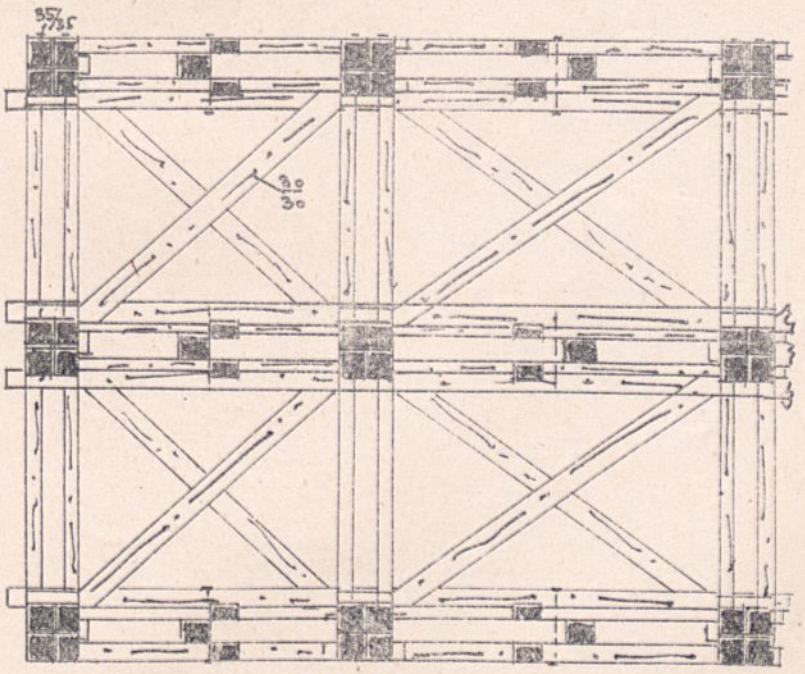
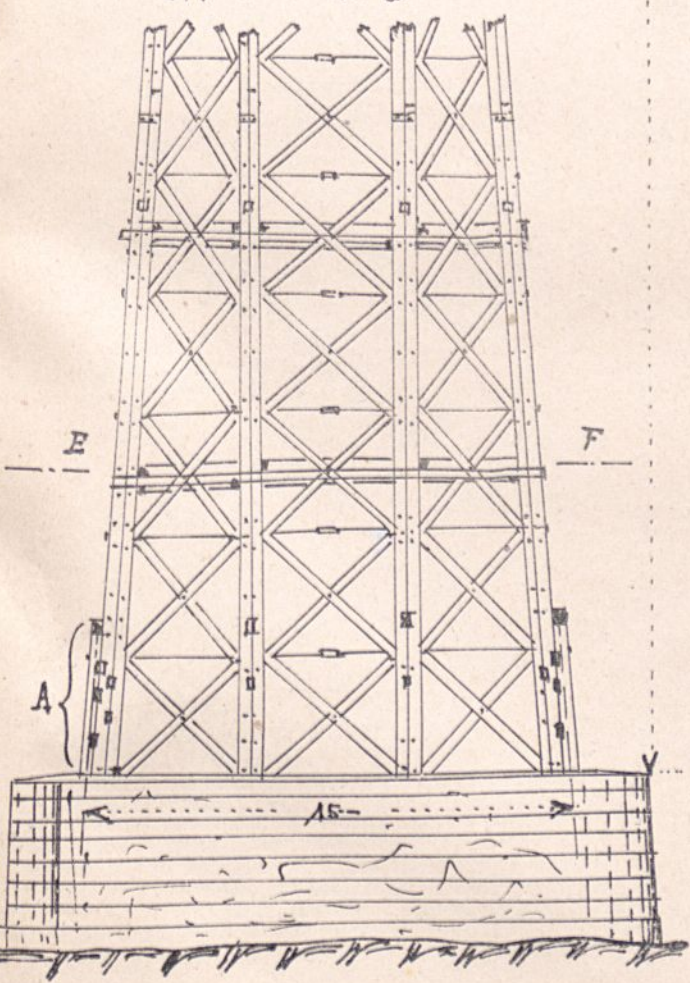
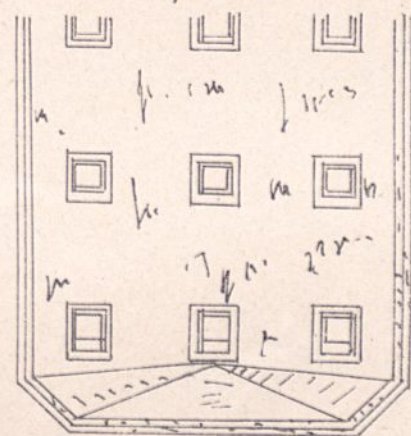
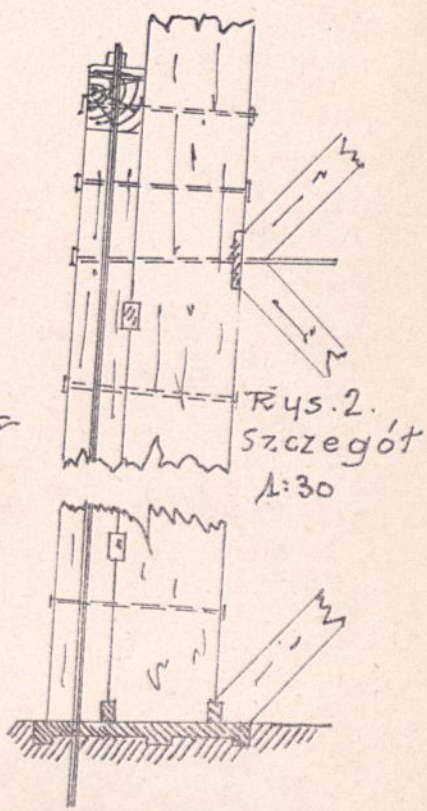
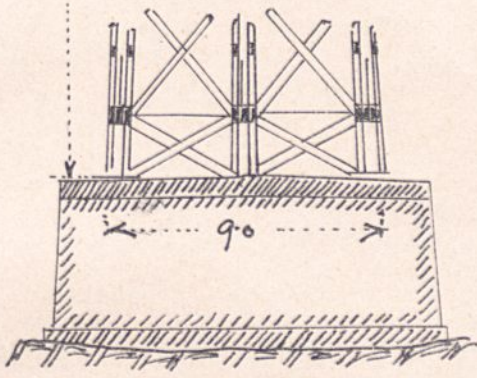
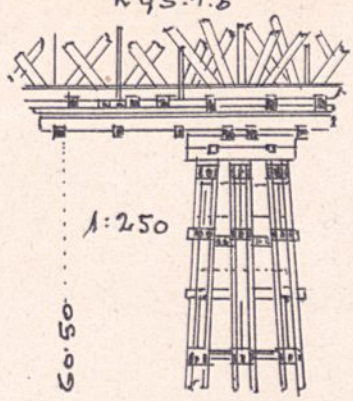
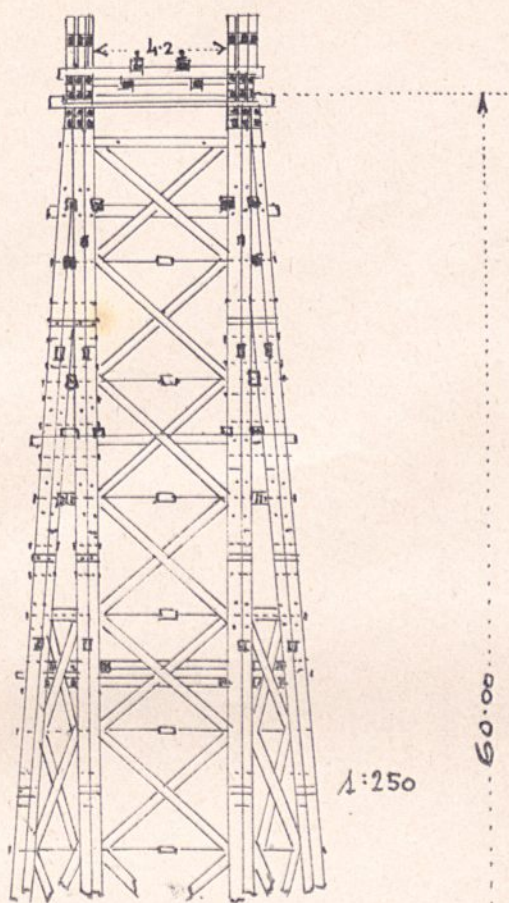
Rys. 2. Most na Mście kolei Petersburg-Moskwa.





# Filary wiezowe.

Rys. 1a.



Rys. 3. Przekrój E-F.

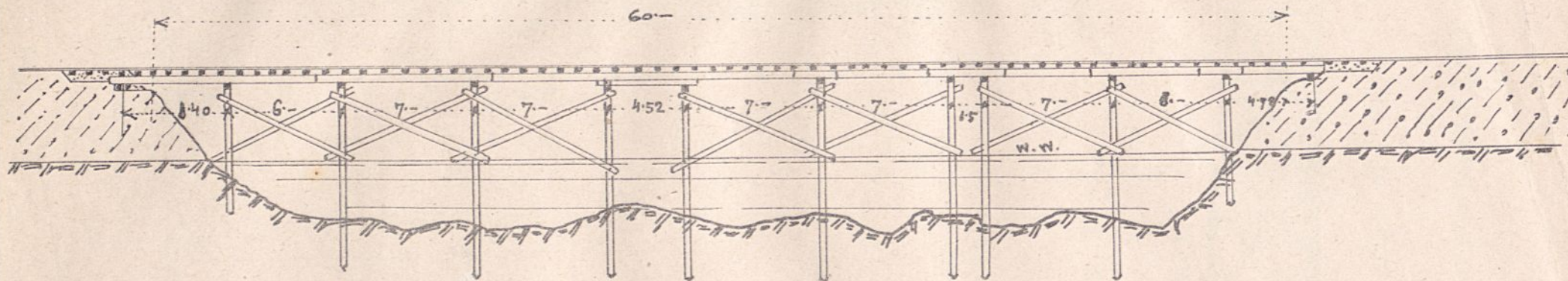
Filar mostu kolei południowej.  
 Dr. M. Thullie. Mosty drewniane I.



# Jarzma potężzone.

T. 78.

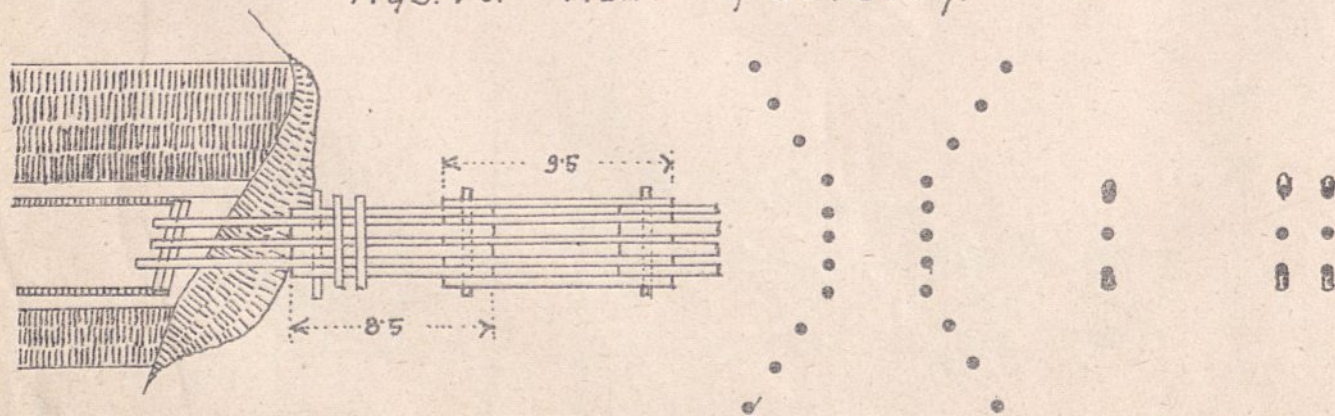
Rys. 1a. Przekrój podłużny.



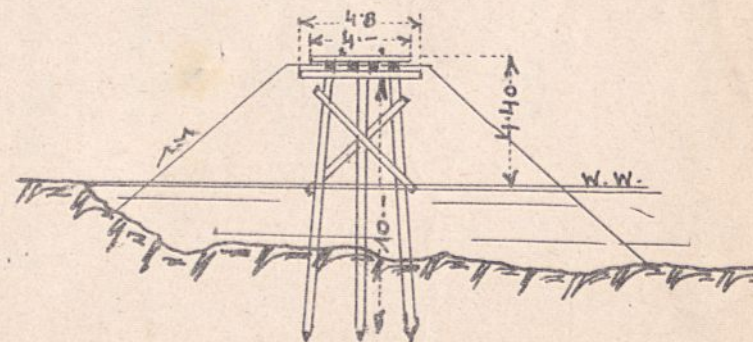
1:300.

Most tymczasowy pod Budziejowicami. 1:300.

Rys. 1b. Rzut poziomy.



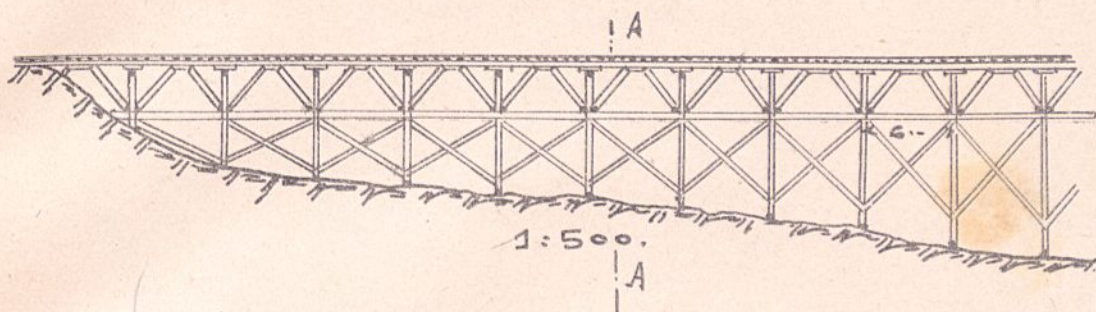
Rys. 1c. Przekrój poprzeczny.



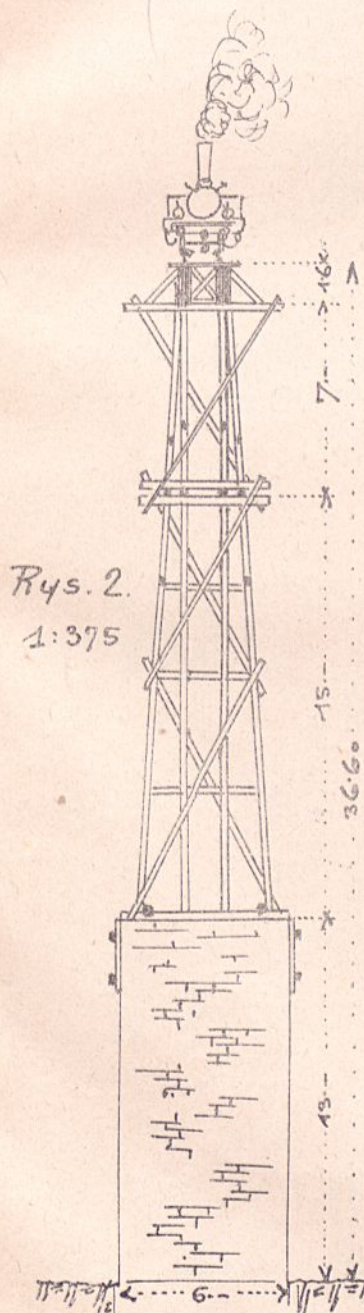


Mosty rusztowaniowe i filary kratowe.

Rys. 1a. 1:500.



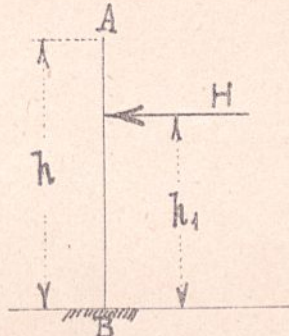
Rys. 1. Most kolei Filadelfia-Reading.



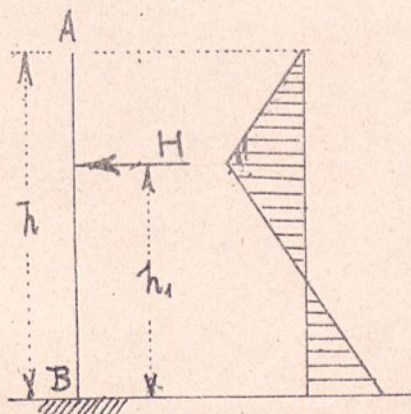
Rys. 2.  
1:375

Wiadukt pod Kertigny.

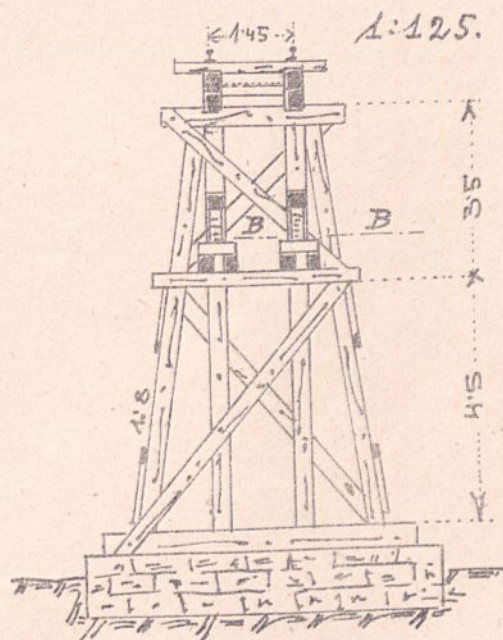
Rys. 4.



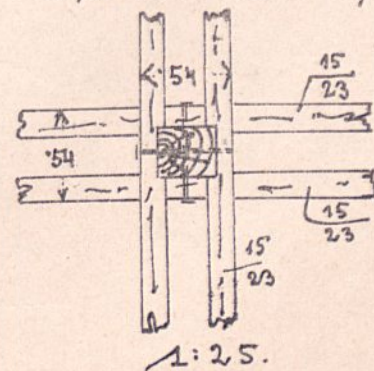
Rys. 3.



Rys. 1b. Przekrój A-A.



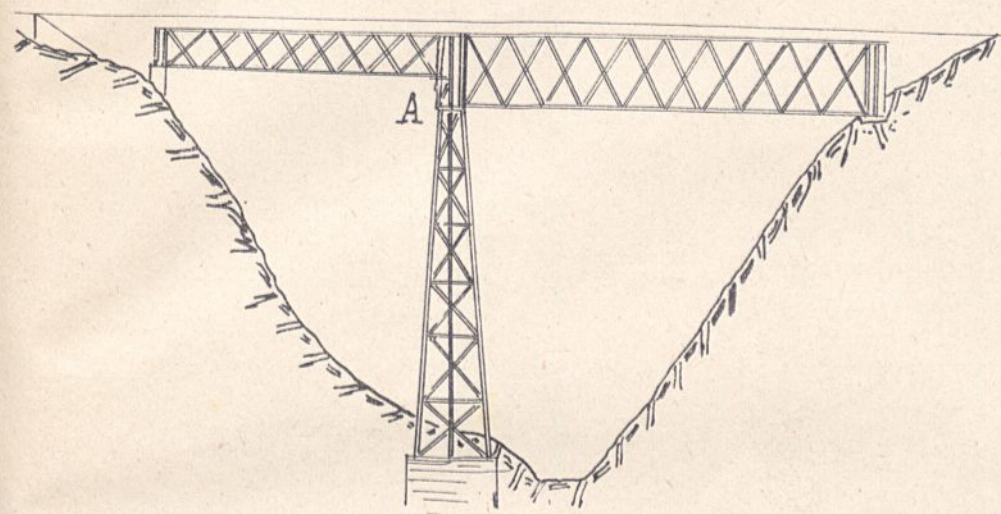
Rys. 1c. Przekrój B-B.





# Filary kratowe.

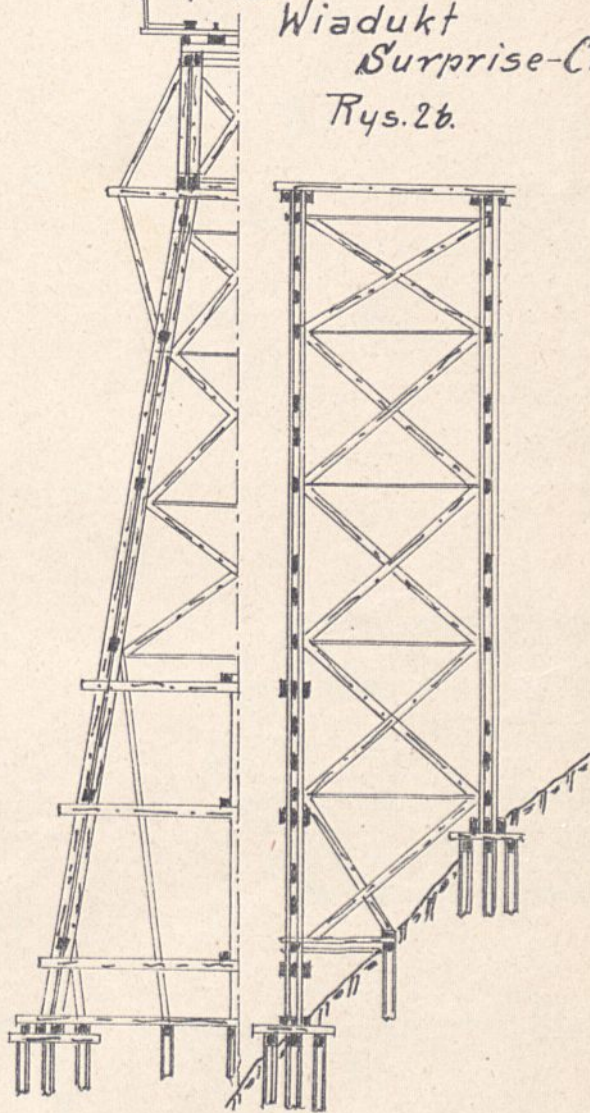
Rys. 1. Wiadukt Cedar-Creek.



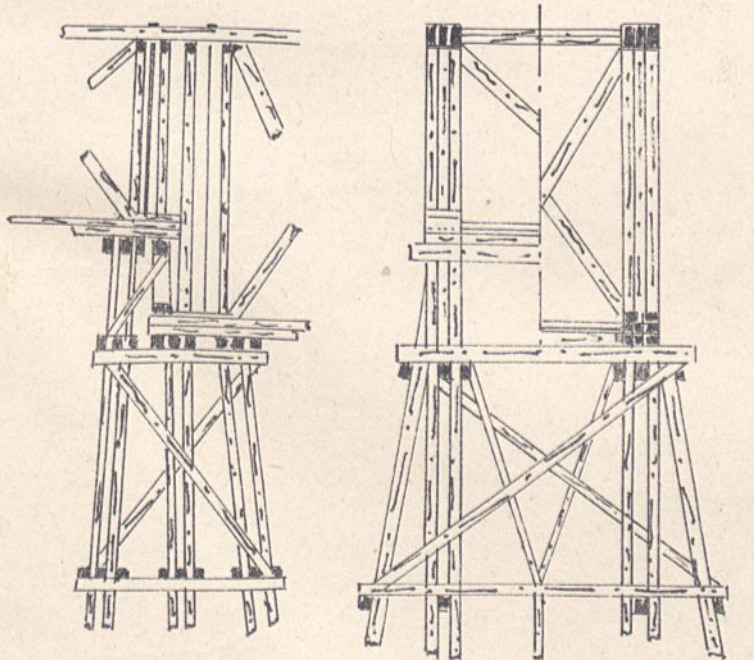
Rys. 2a

Wiadukt Surprise-Creek.

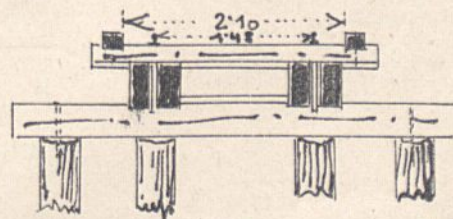
Rys. 2b.



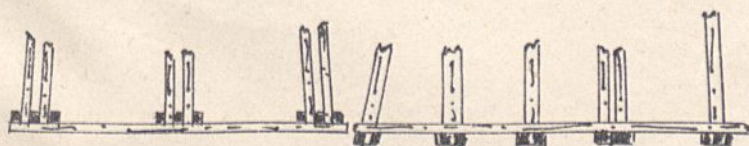
Rys. 1b. Szczegóły filara.  
Widoki: przedni i ... boczny.



Rys. 3.



Most kolei St. Louis - Peoria.

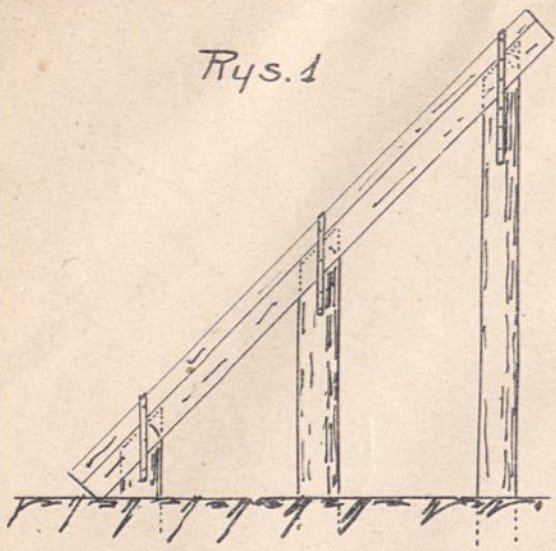




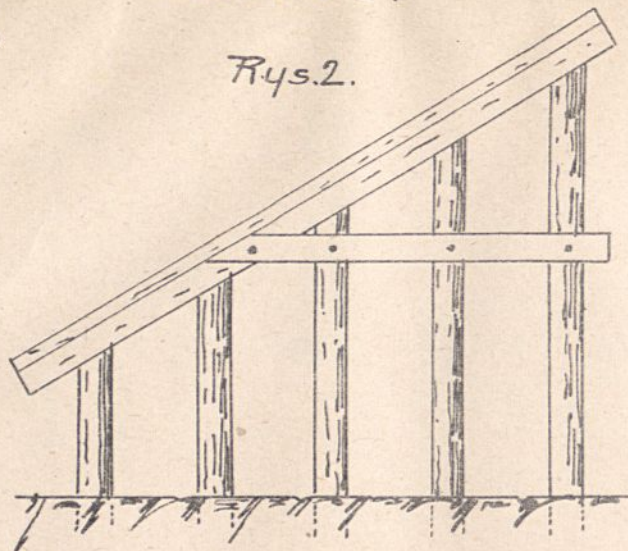


Izbice.

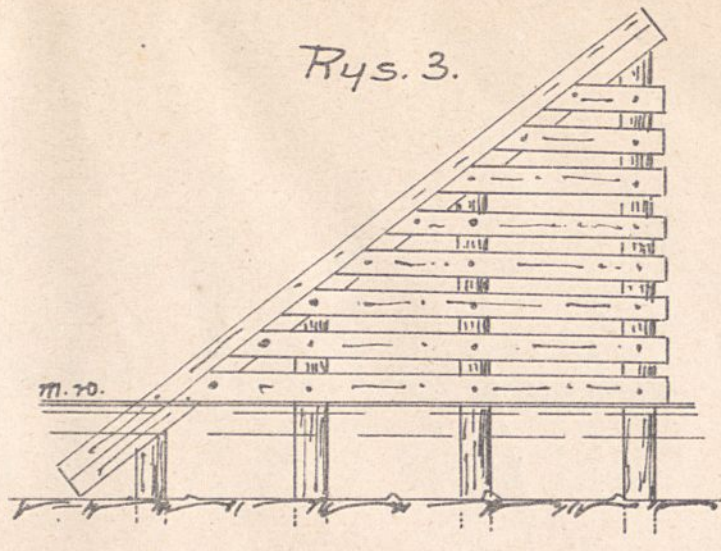
Rys. 1



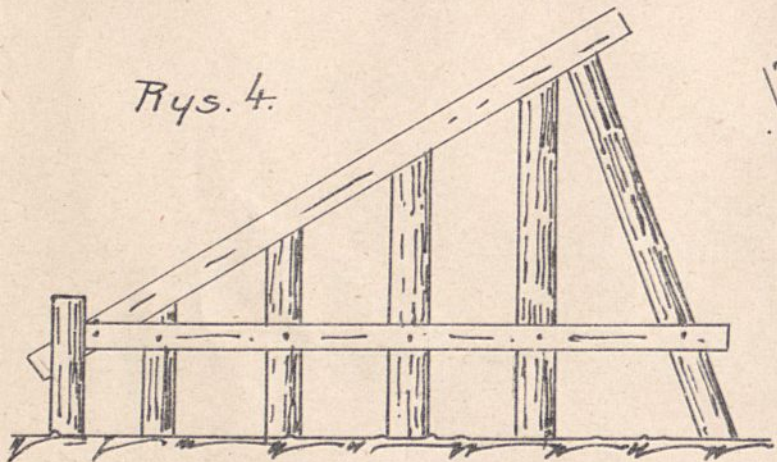
Rys. 2.



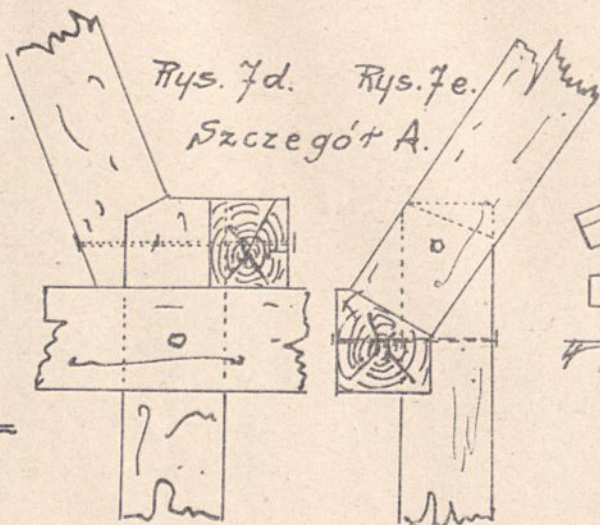
Rys. 3.



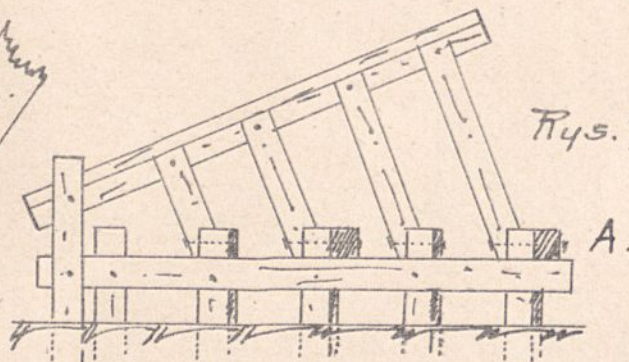
Rys. 4.



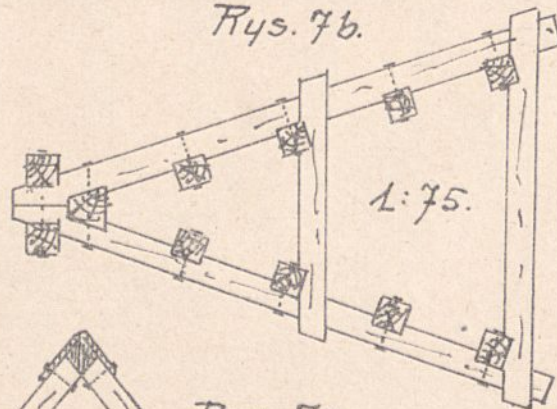
Rys. 7d. Rys. 7e.  
Szczegół A.



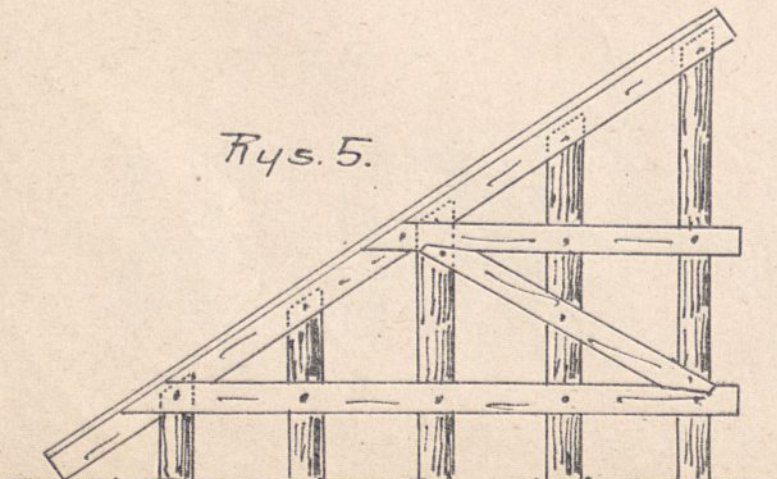
Rys. 7a.



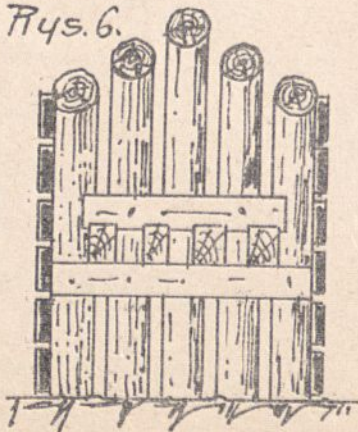
Rys. 7b.



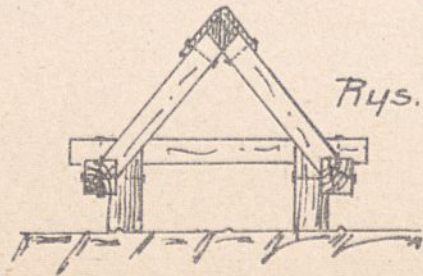
Rys. 5.



Rys. 6.

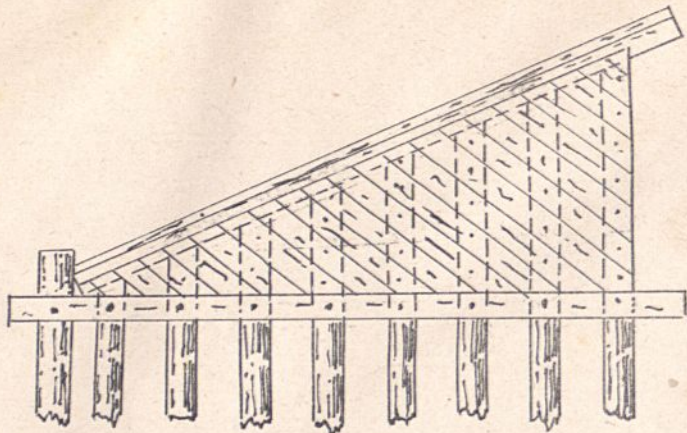


Rys. 7c.

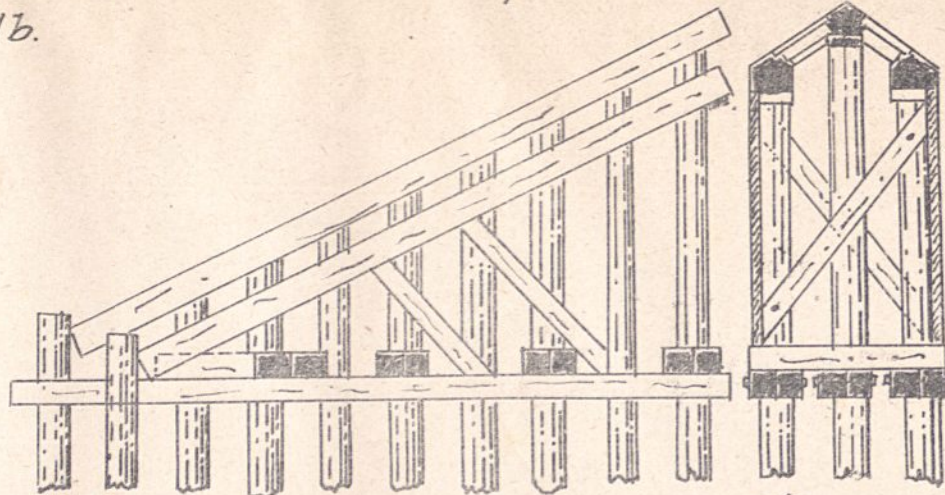
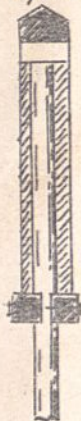




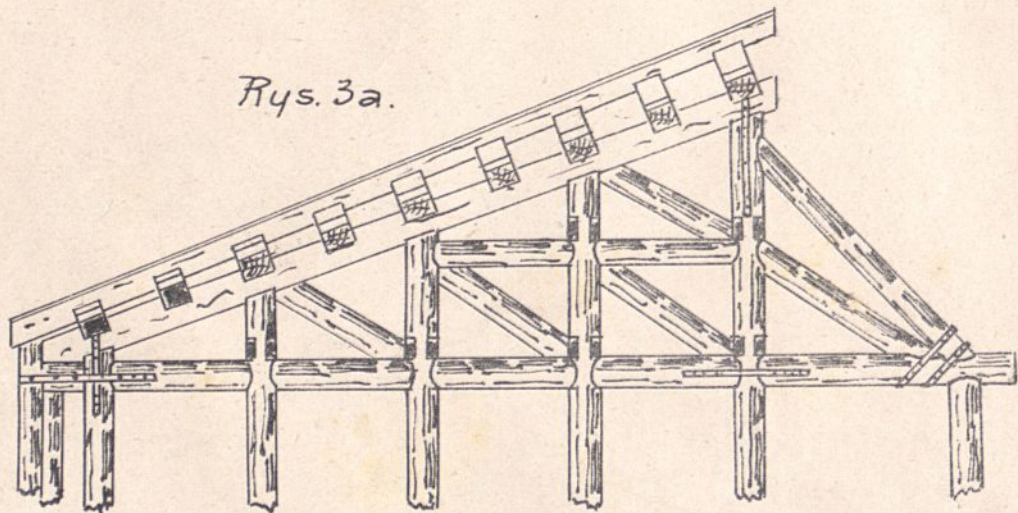
Rys. 1a.



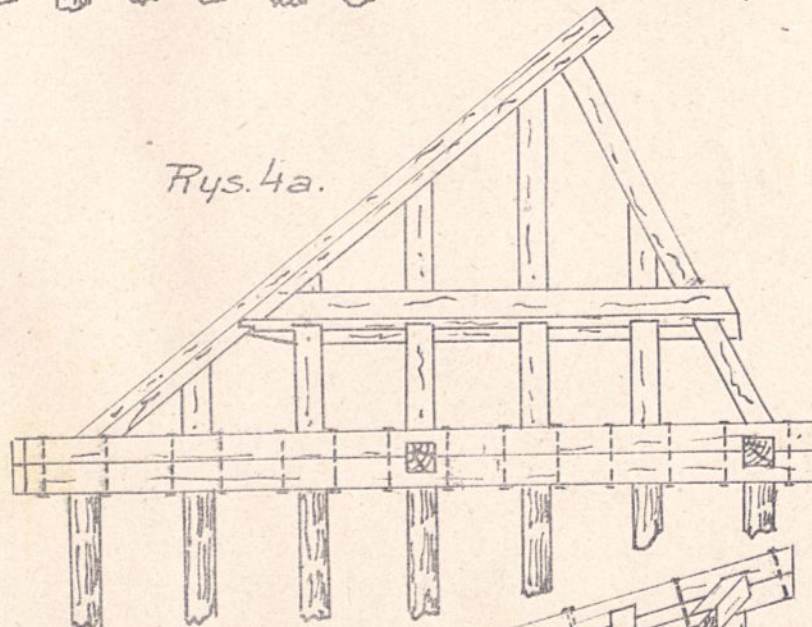
Rys. 1b.



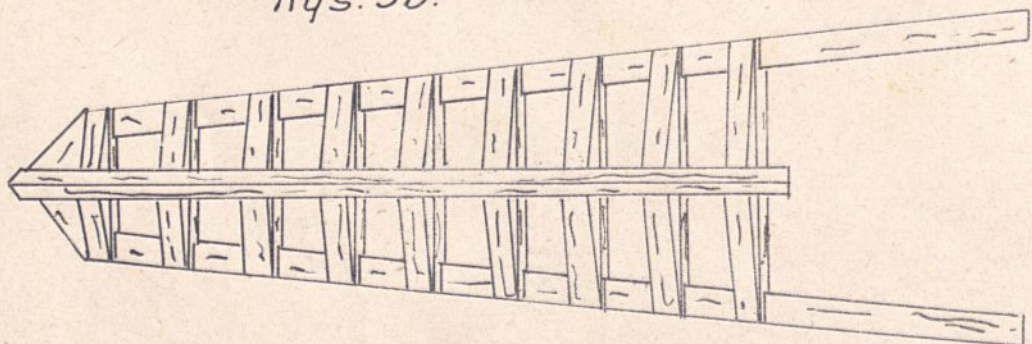
Rys. 3a.



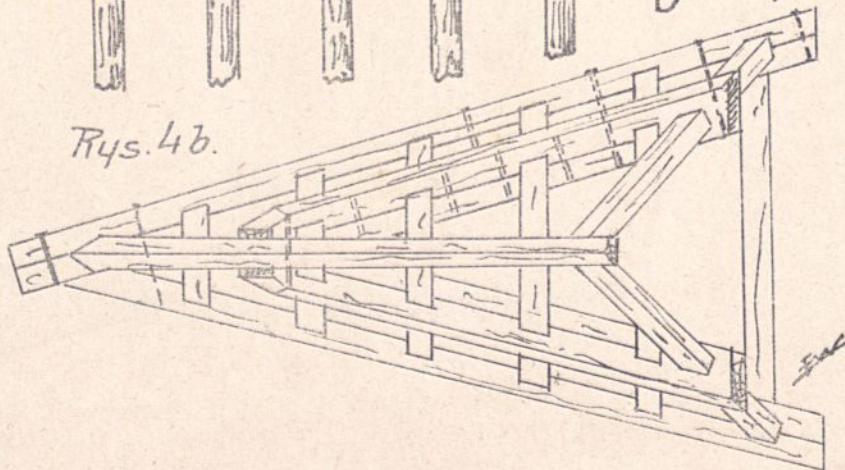
Rys. 4a.



Rys. 3b.



Rys. 4b.

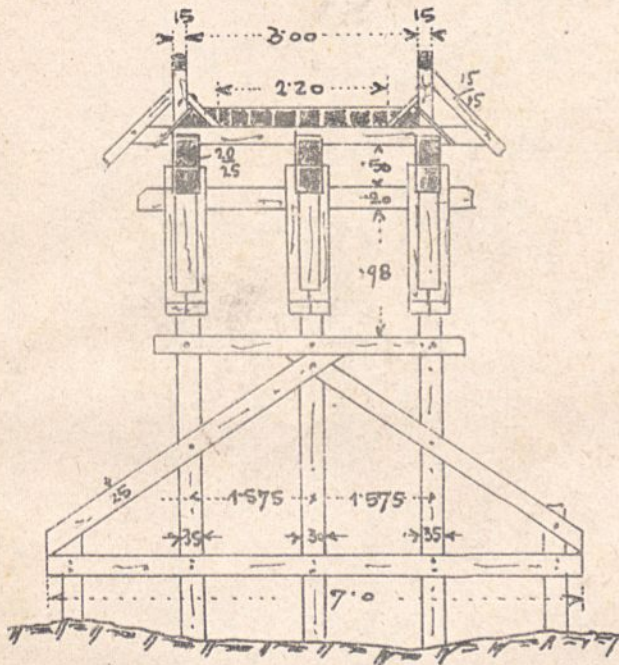




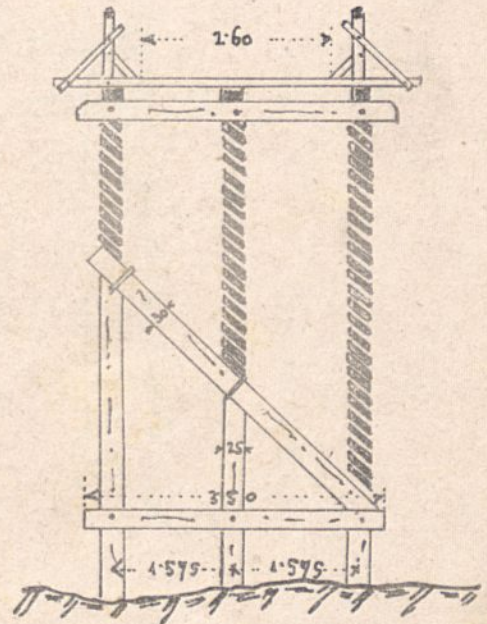
Jarzma i przyczółtki.

Rys. 1. Most na Hère w Essels-Blay.

Rys. 1a.



Rys. 1c.



1:100.



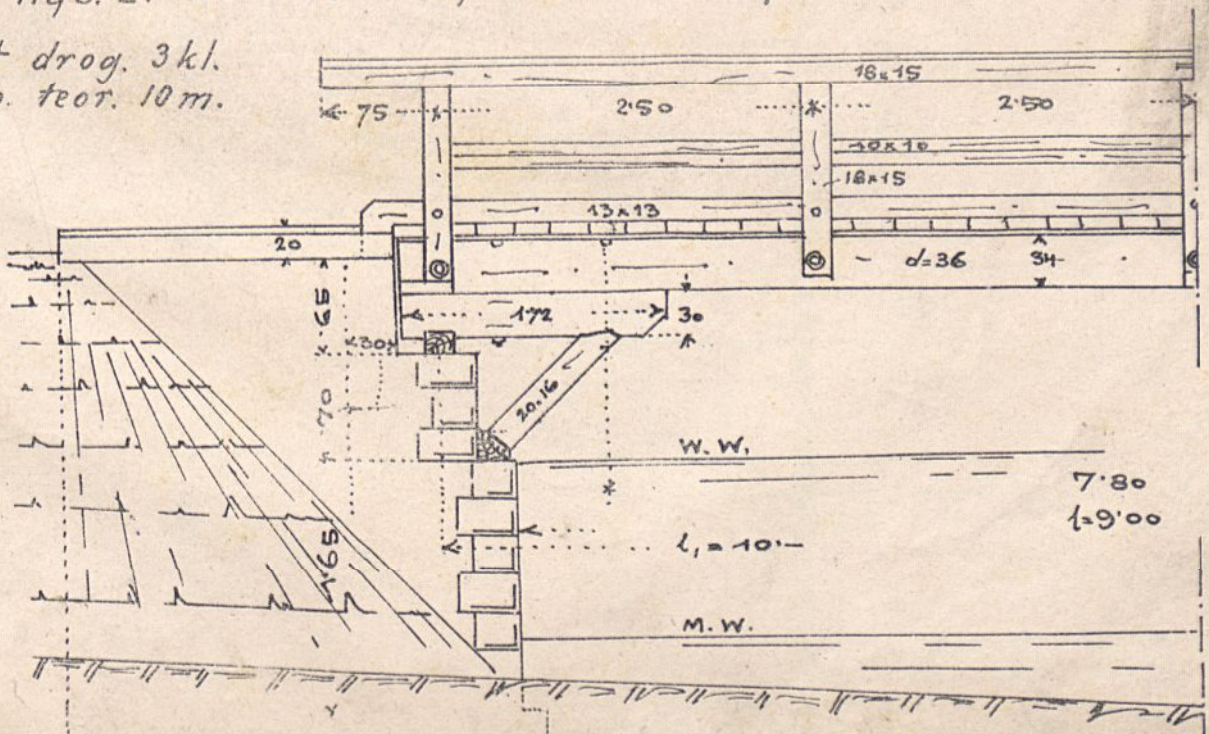
Rys. 1b.



Rys. 1d.

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

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





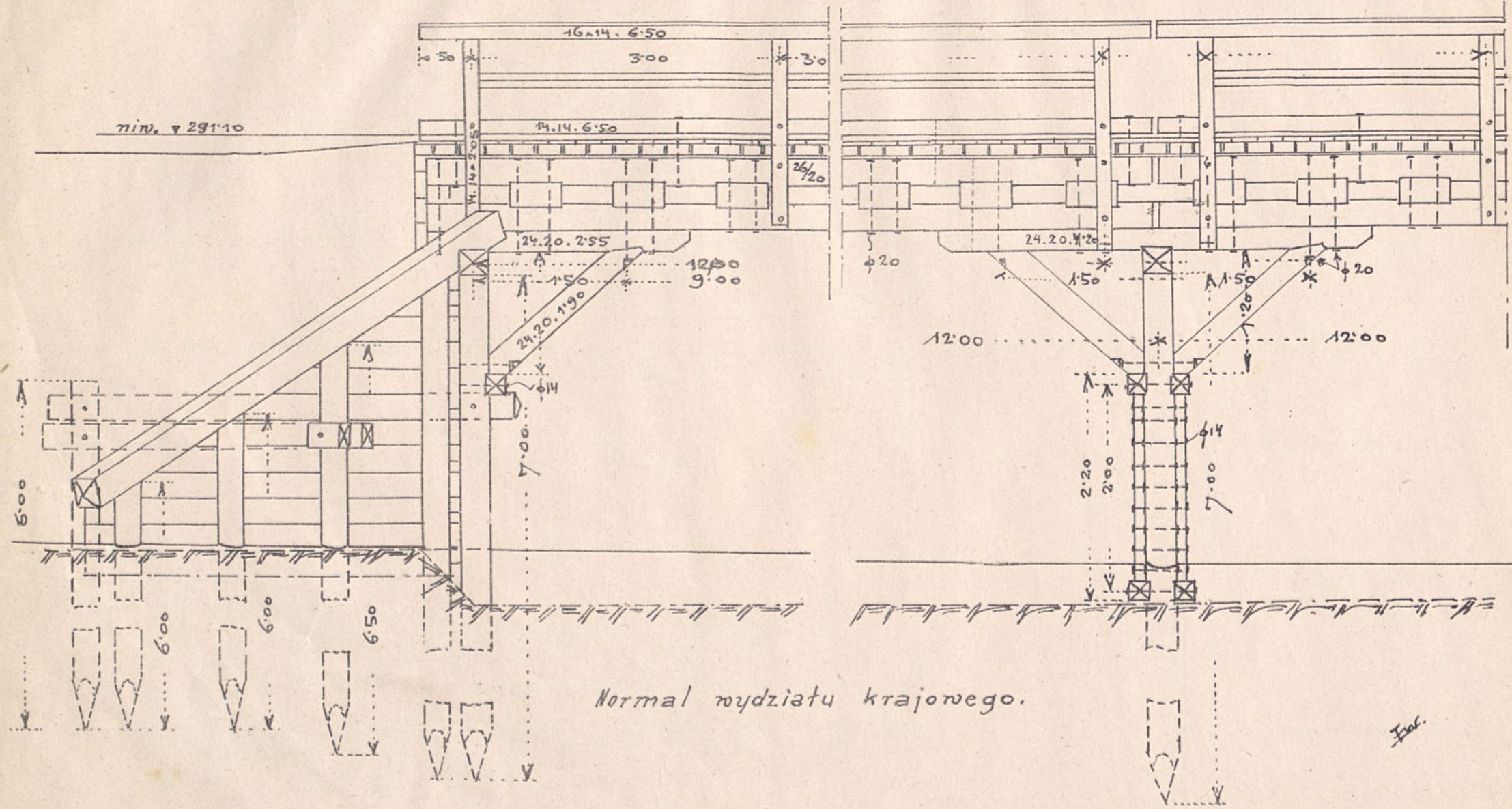
# Most na Łomnicy pod Dobrowlanami.

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

Rys. 1a.

Widok 1:50.

Rys. 1b.



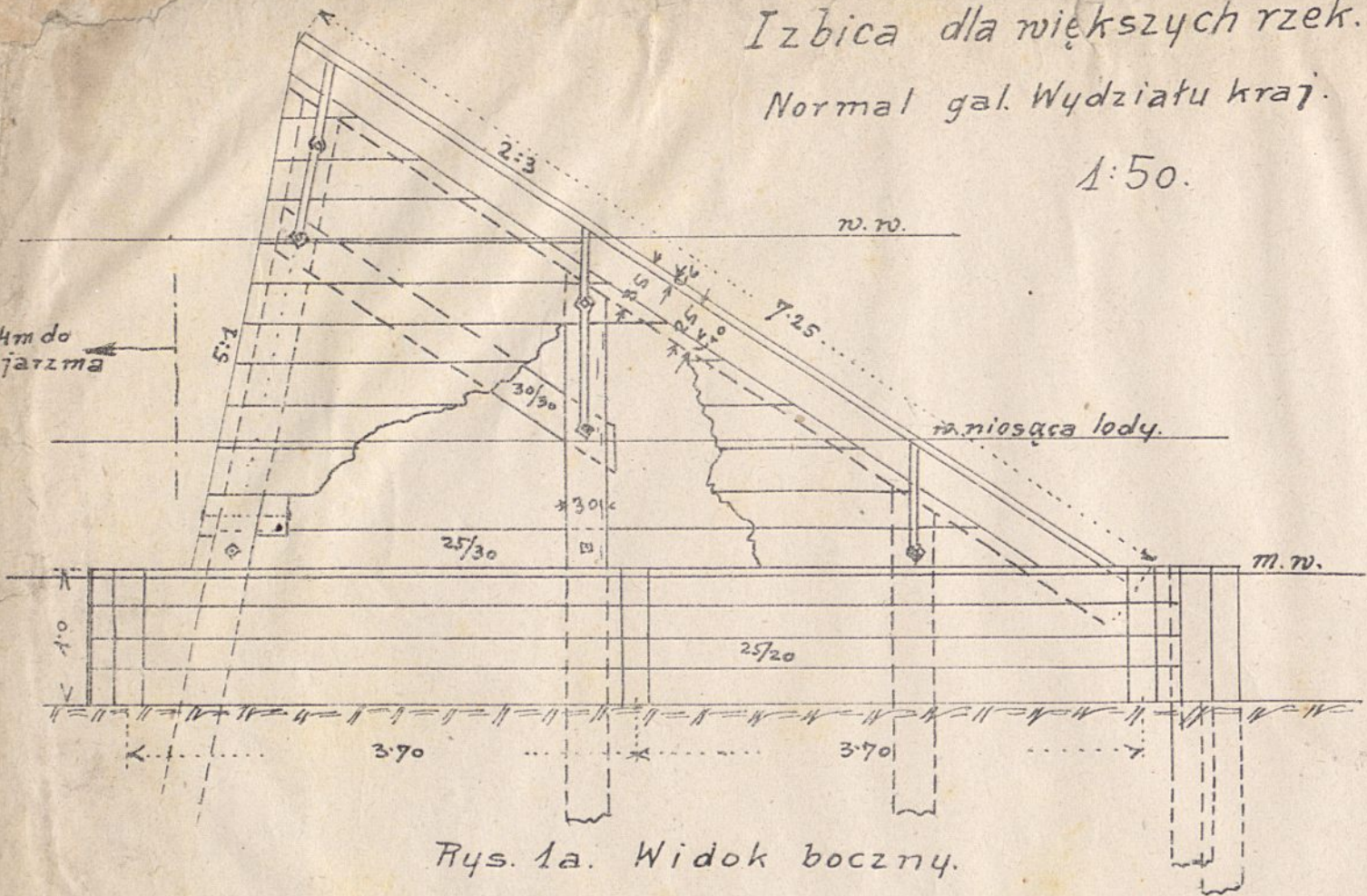
Dr. M. Thullie. Mosty drewniane I.



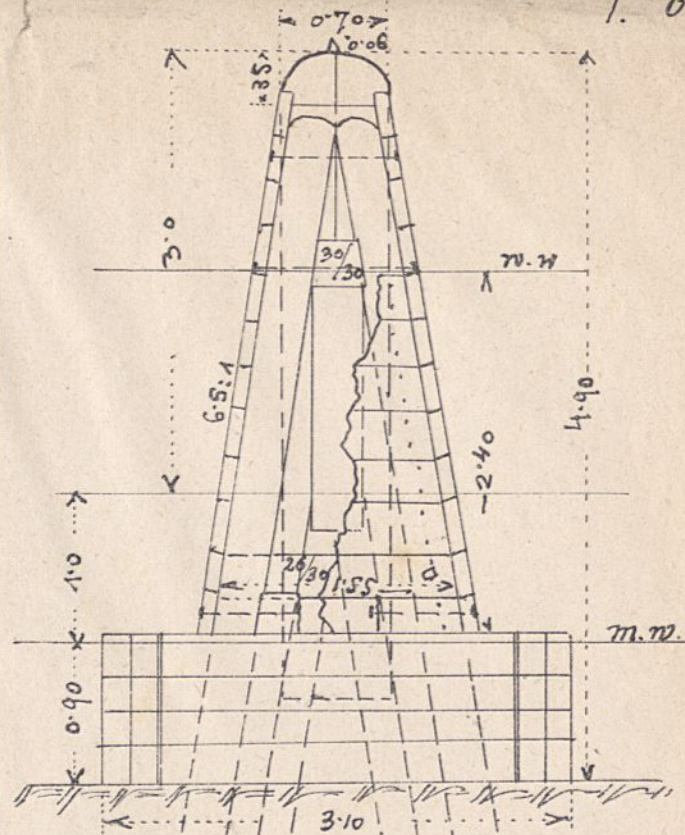


Izbica dla większych rzek.  
Normal gal. Wydziatu kraj.

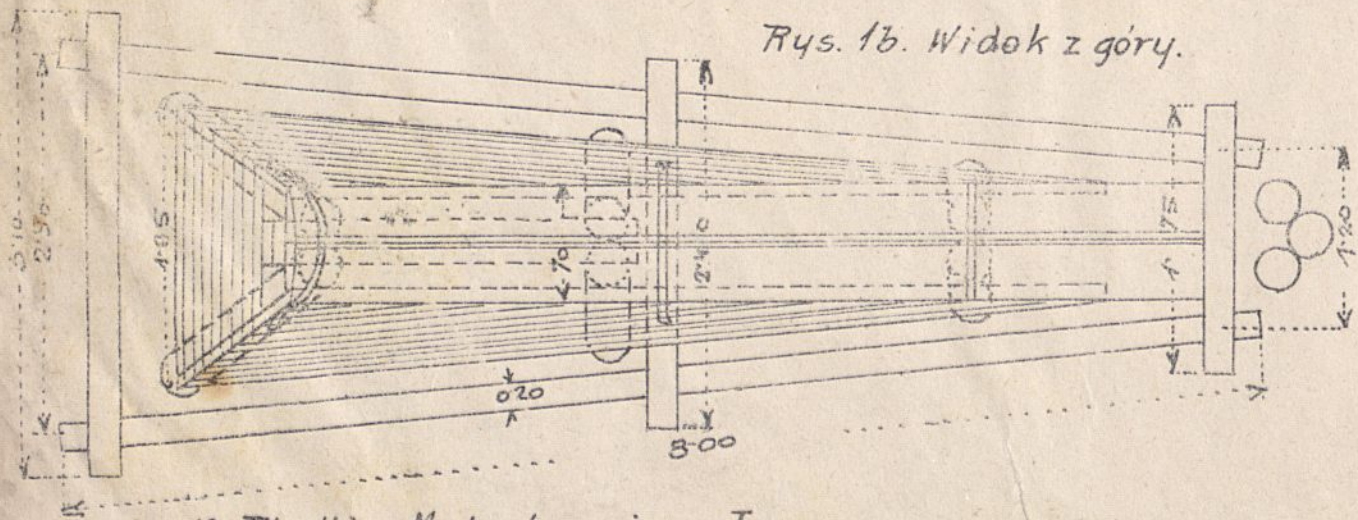
1:50.



Rys. 1a. Widok boczny.



Rys. 1c. Widok od czota.



Rys. 1b. Widok z góry.



Rys. 2.

Izbica dla rzek  
małych.

Widok od czota.  
1:50.

Normal Wydz. kraj.

Dr. M. Thullie. Mosty drewniane I.



