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COSTRUZIONE DEI PONTI METALLICI

AD USO

DEGLI INGEGNERI E COSTRUTTORI

E

DEGLI ALLIEVI DELLE SCUOLE D'APPLICAZIONE

PER L'INGEGNERE

PIO D. CHICCHI

PROFESSORE DI PONTI, STRADE E FERROVIE NELLA R. SCUOLA DI APPLICAZIONE
ANNESSA ALL'UNIVERSITA' DI PADOVA

SECONDA EDIZIONE

RIORDINATA CON MOSTRE AGGIUNTE

L'opera si compone di un Volume di testo, di un Atlante di 60 Tavole in folio
e di un Atlante di 45 Tavole in 4.

ATLANTE

DI 60 TAVOLE IN FOLIO



EDITORI

AUG. FED. NEGRO
Via Alfieri, N. 4.
Torino

ANGELO DRAGHI
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Padova

1886

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*Per Pont. vet. Leoni
per Tuttor 11/1922*

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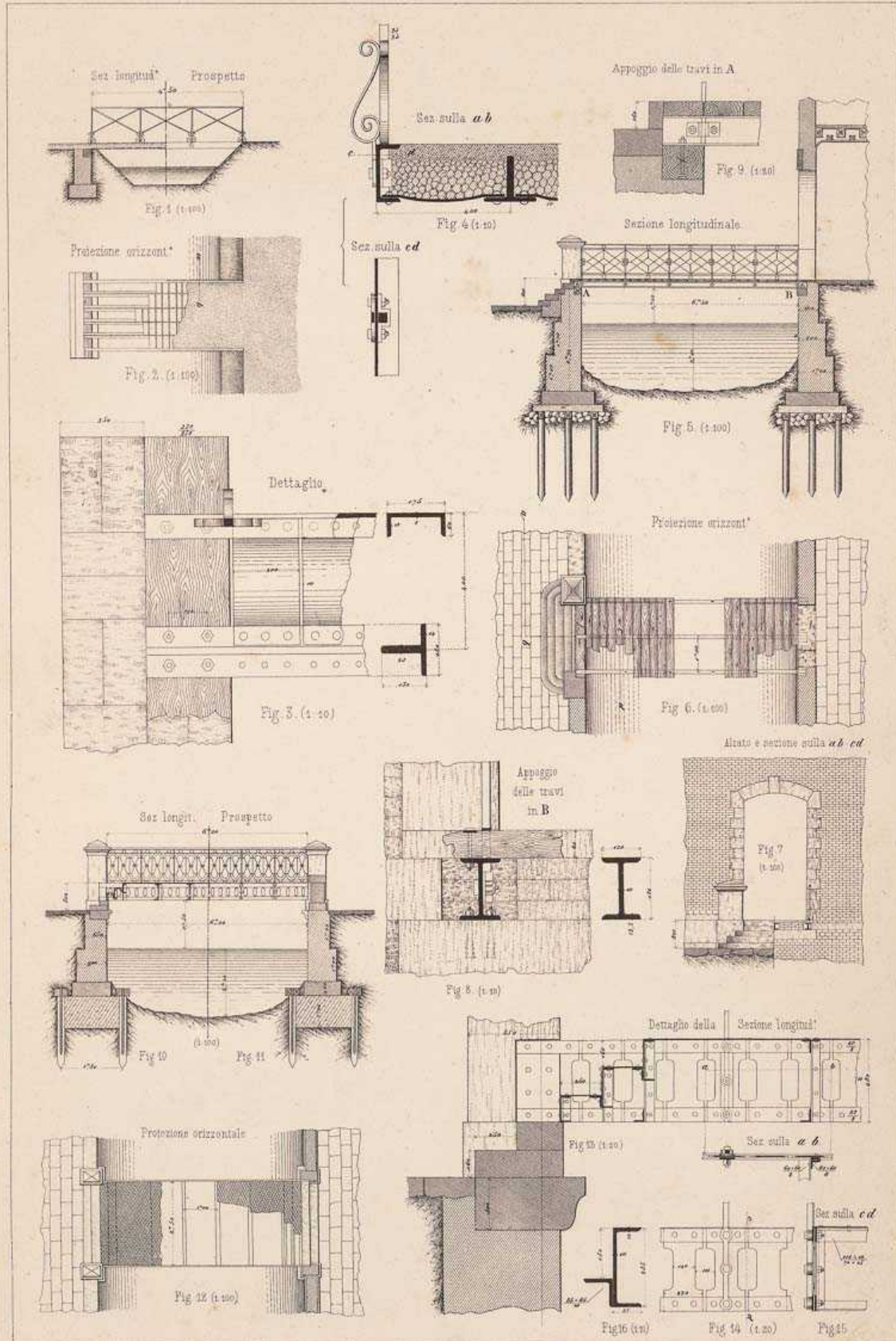
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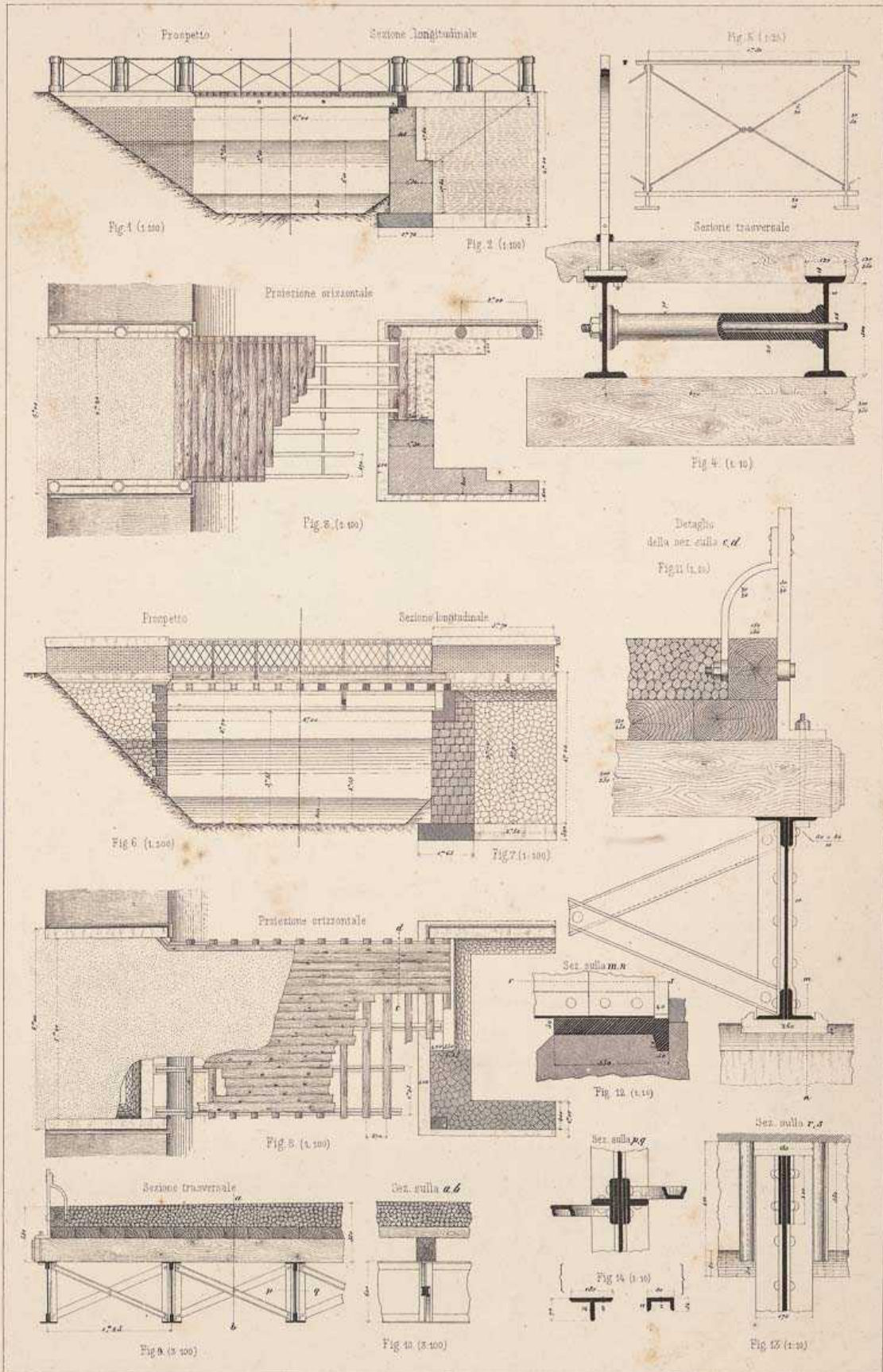
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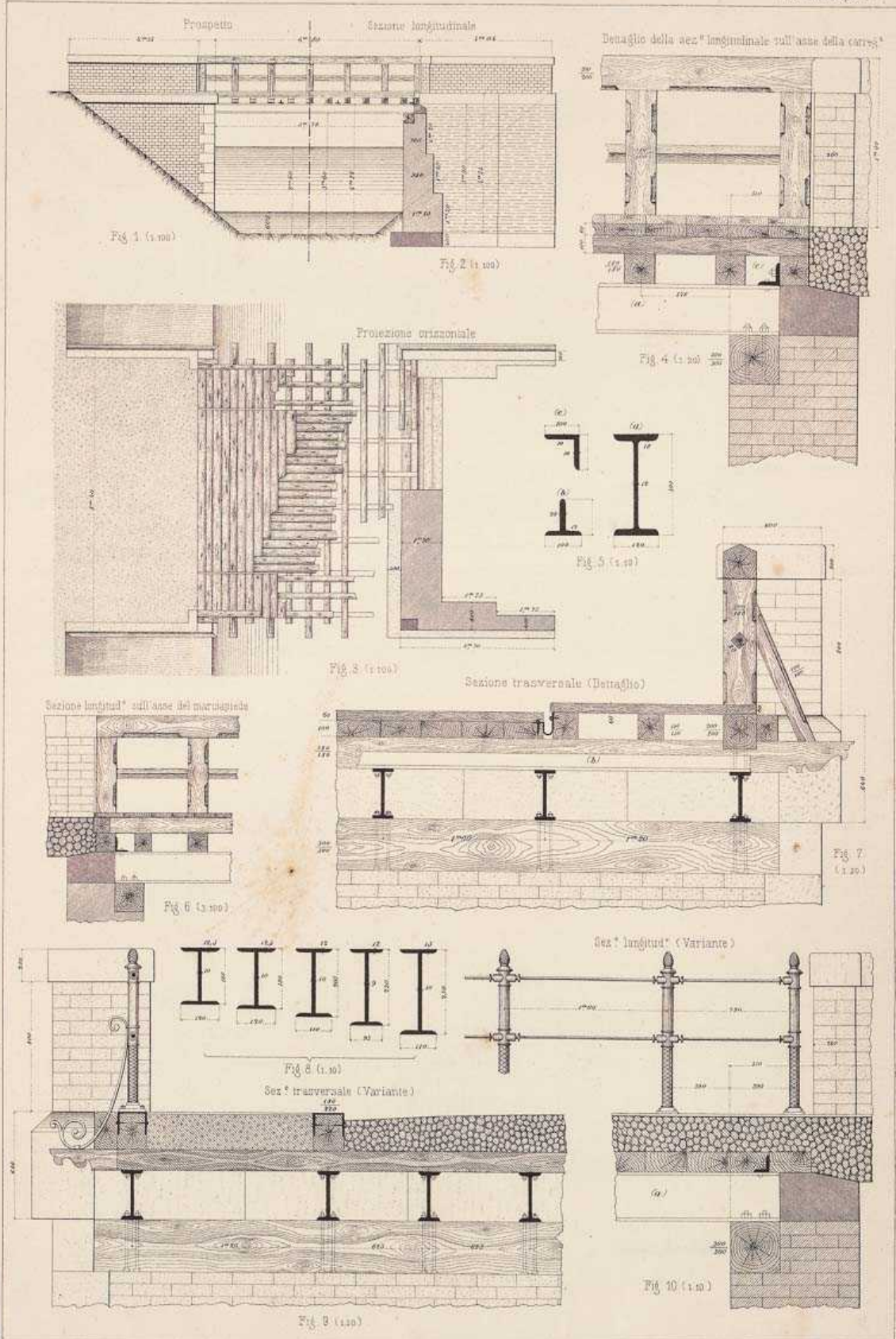
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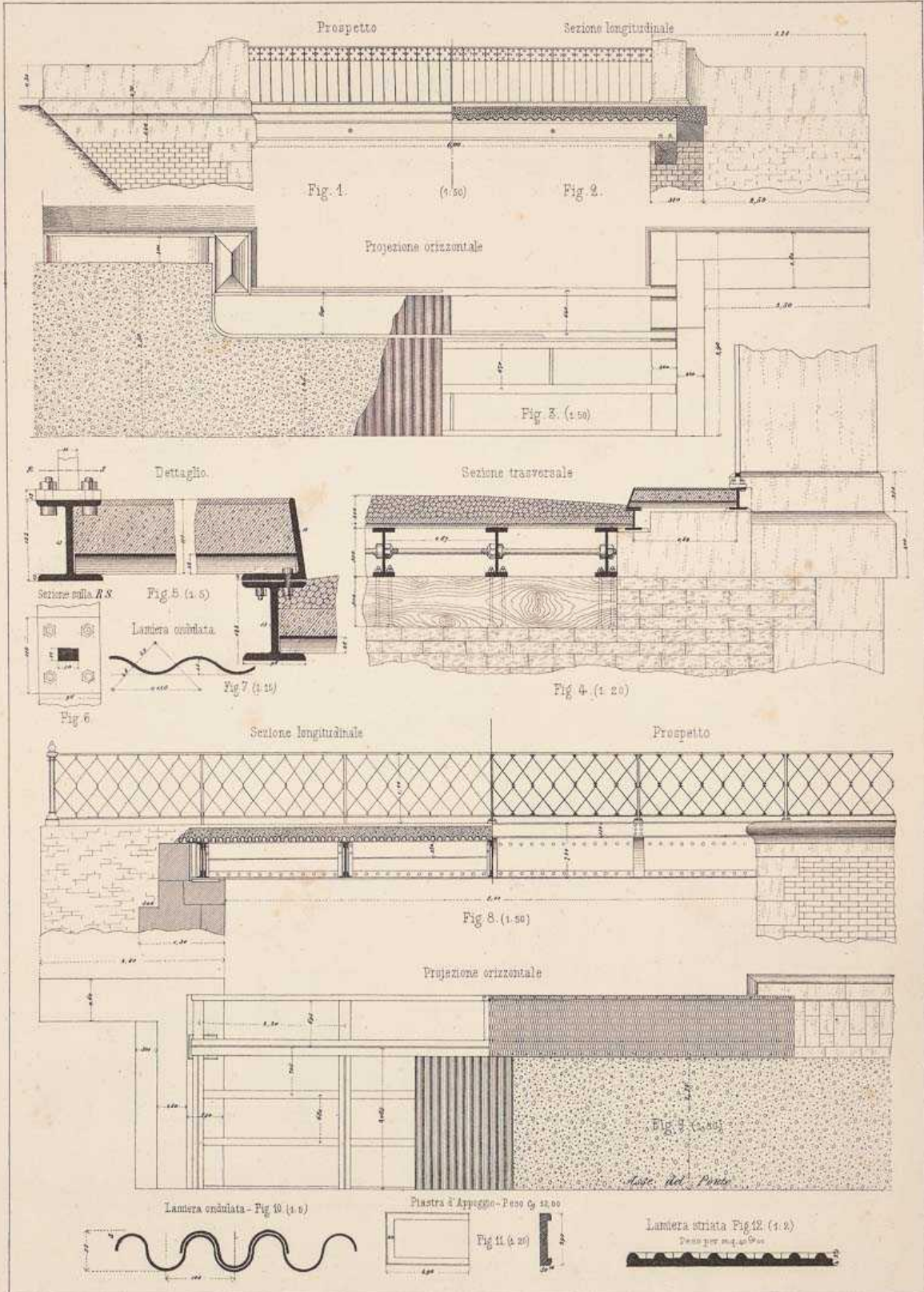
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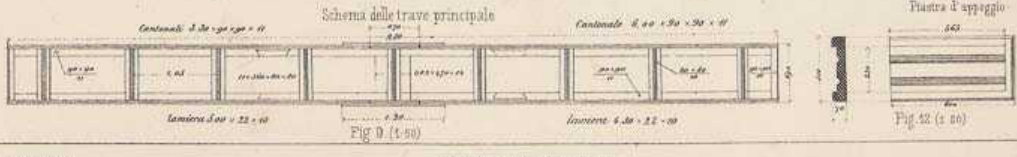
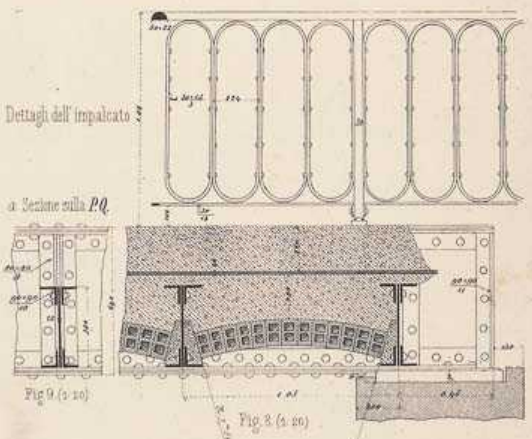
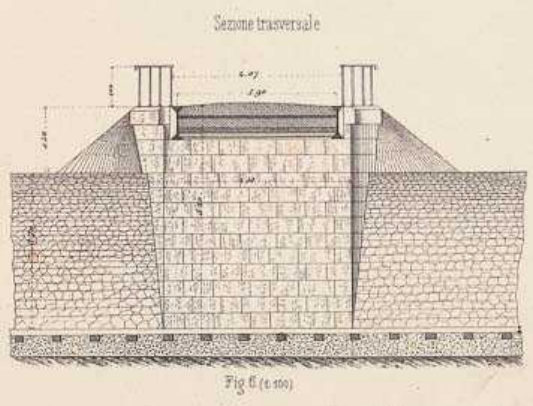
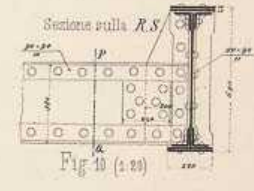
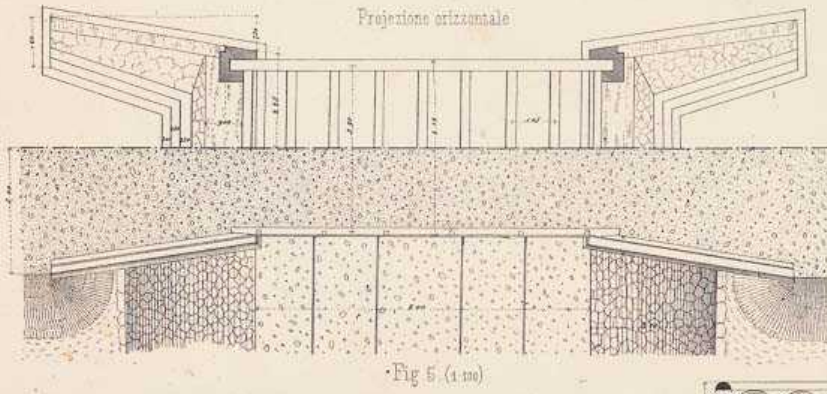
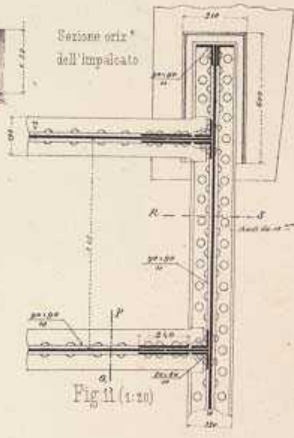
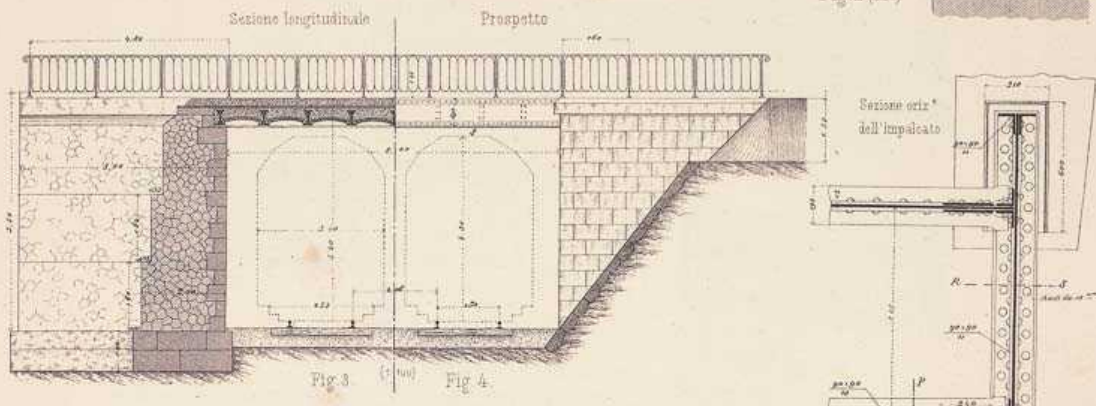
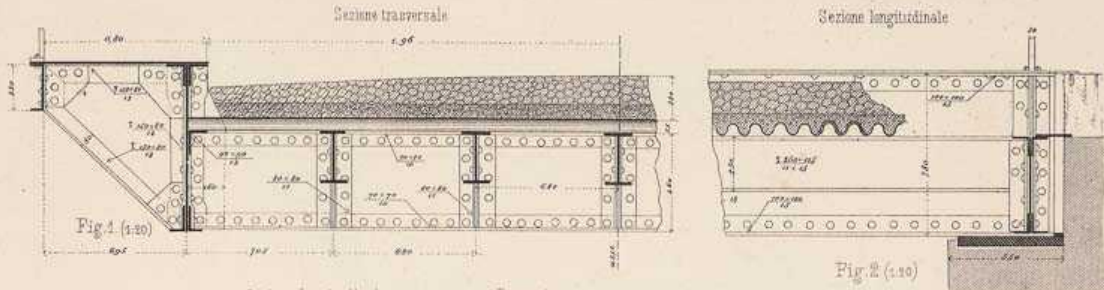
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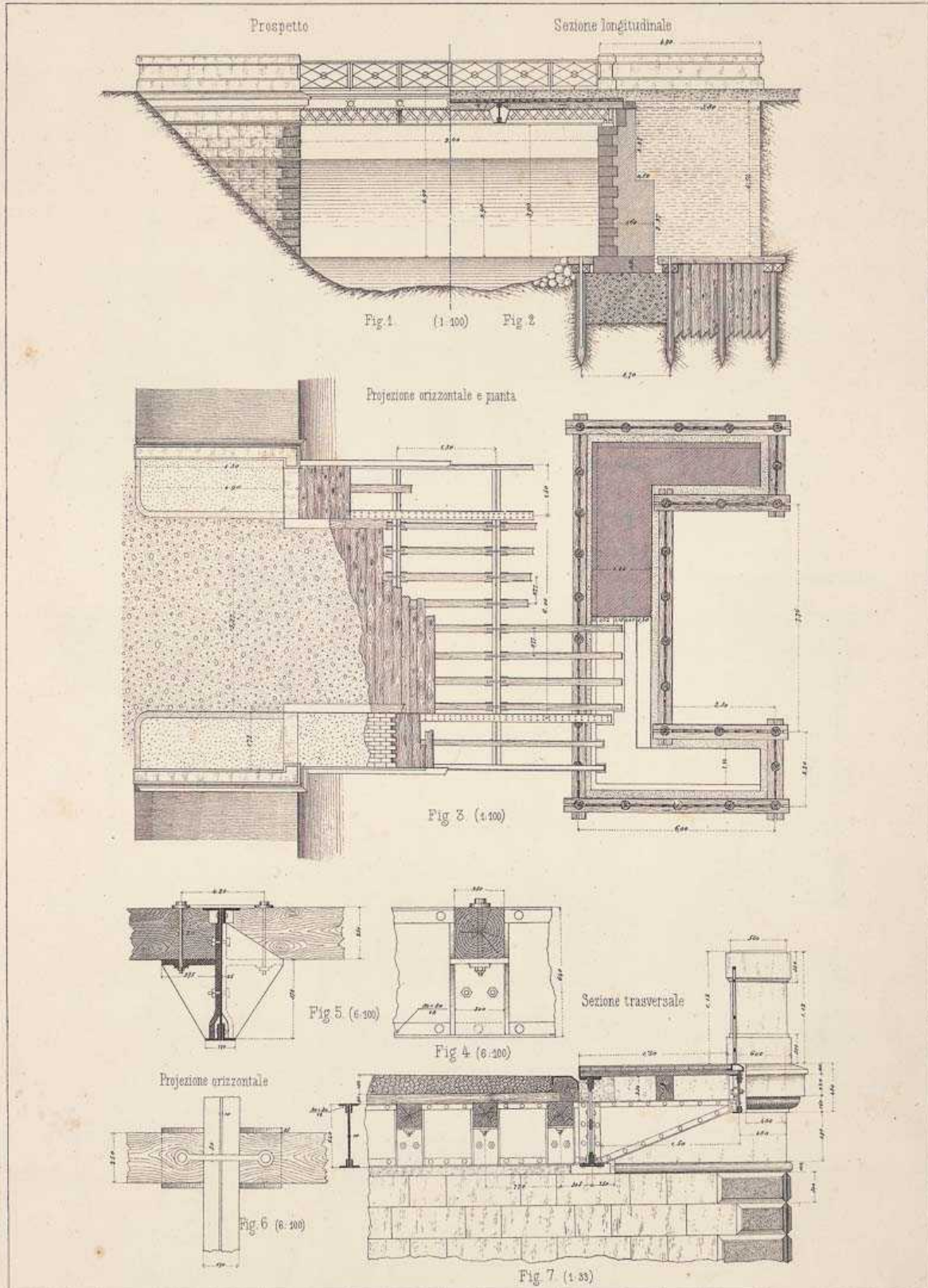
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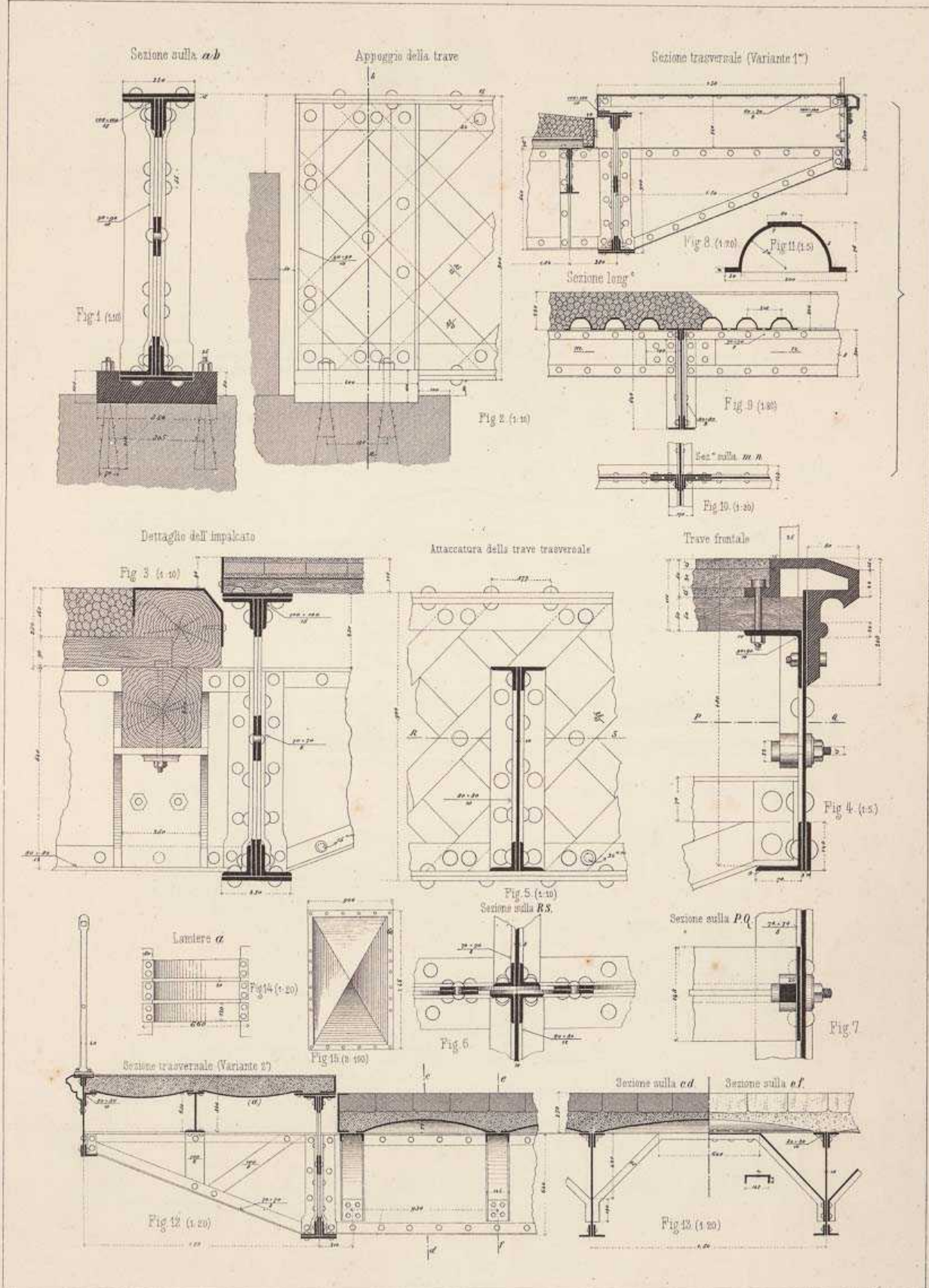
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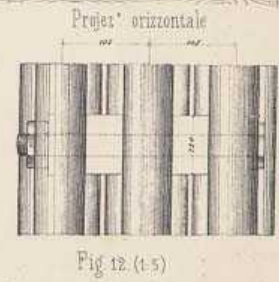
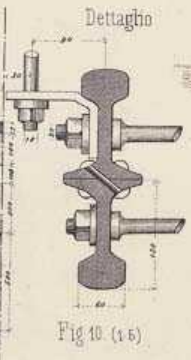
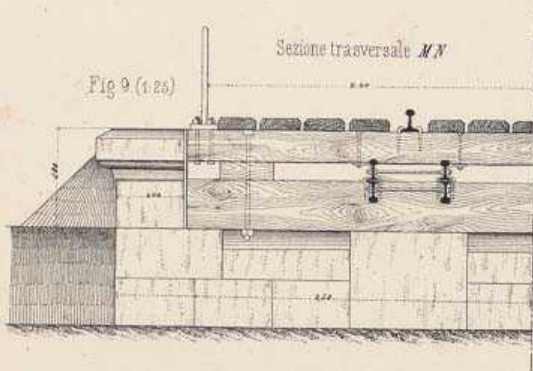
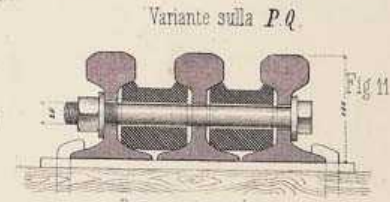
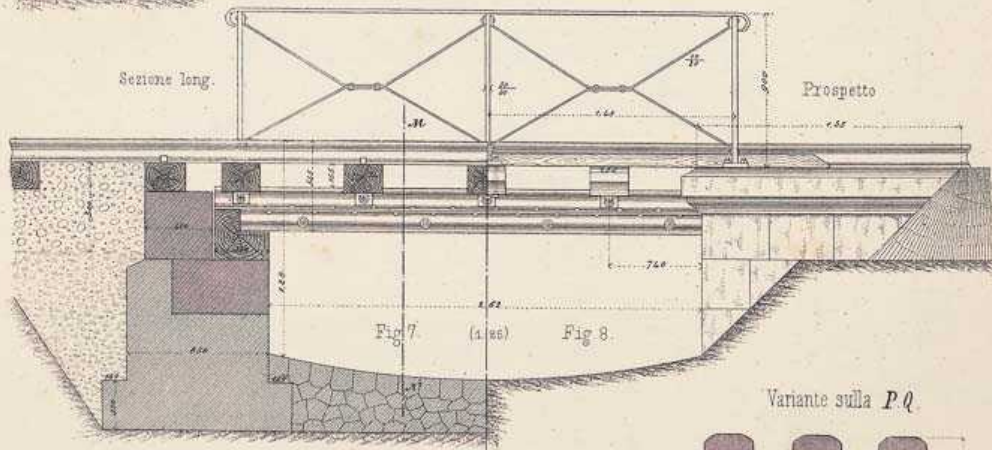
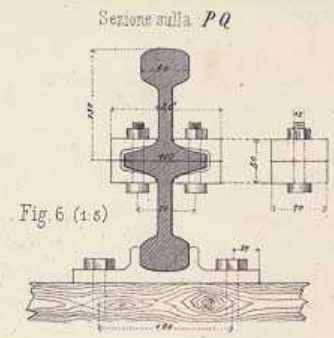
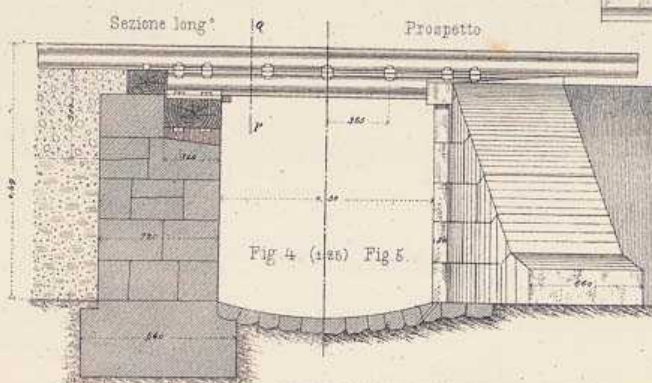
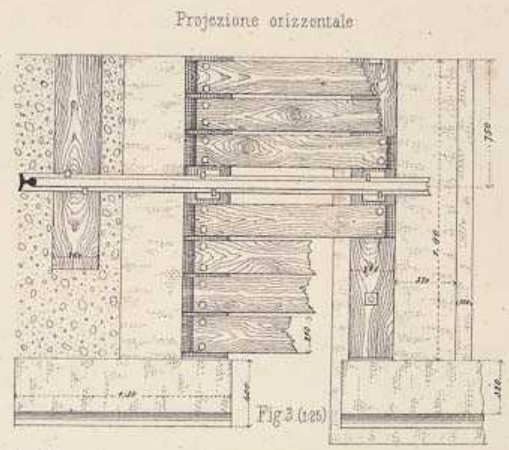
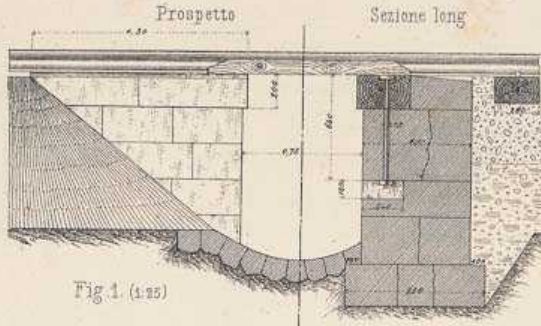
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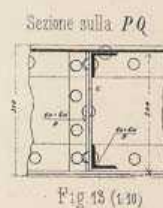
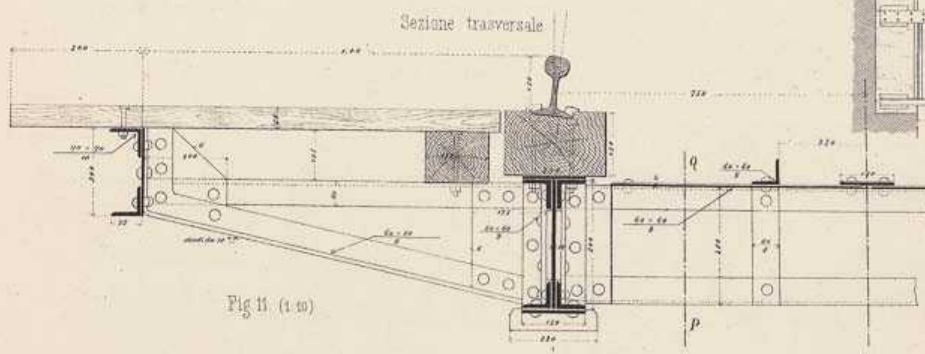
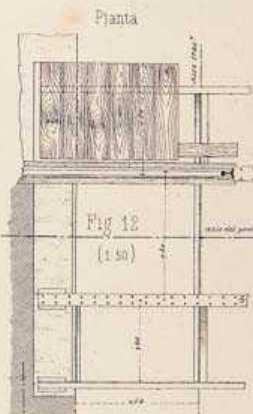
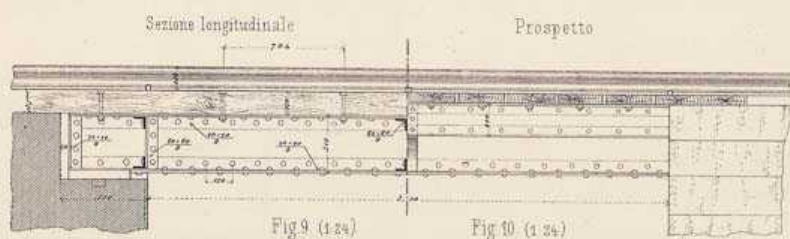
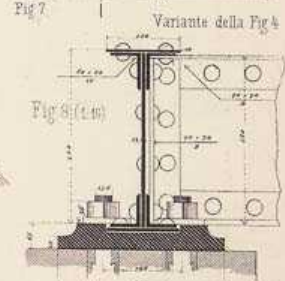
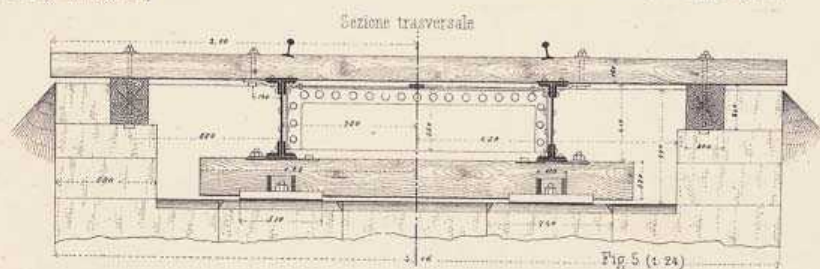
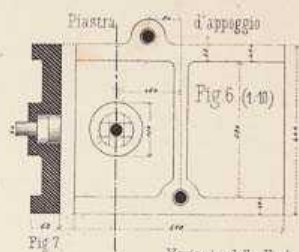
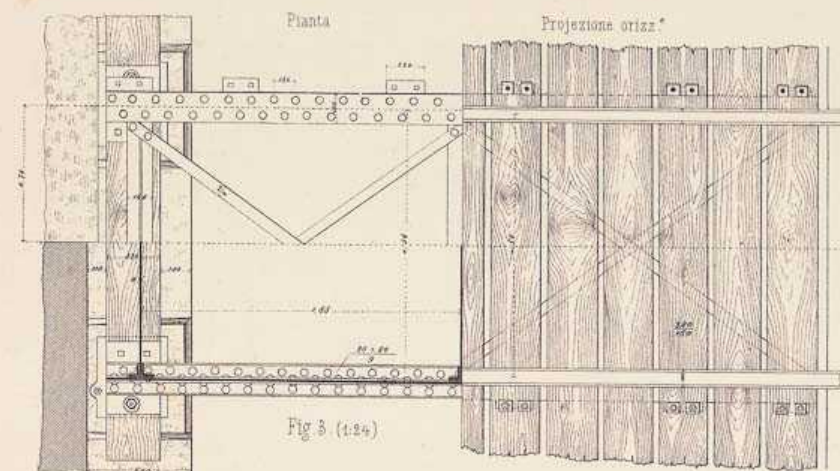
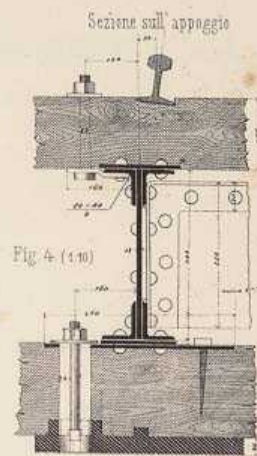
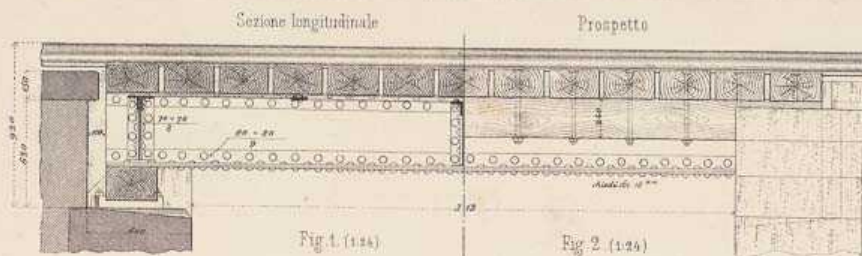




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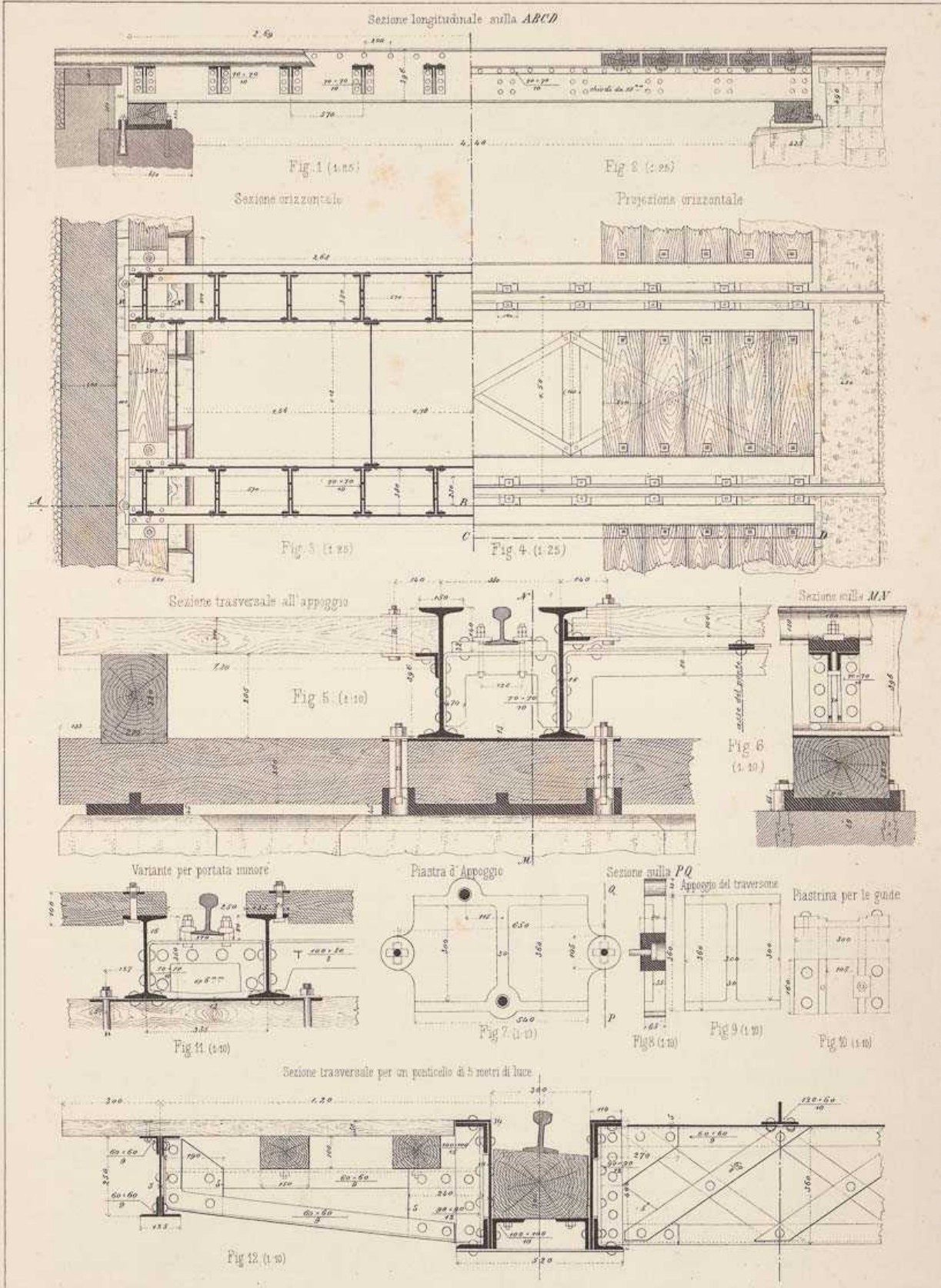
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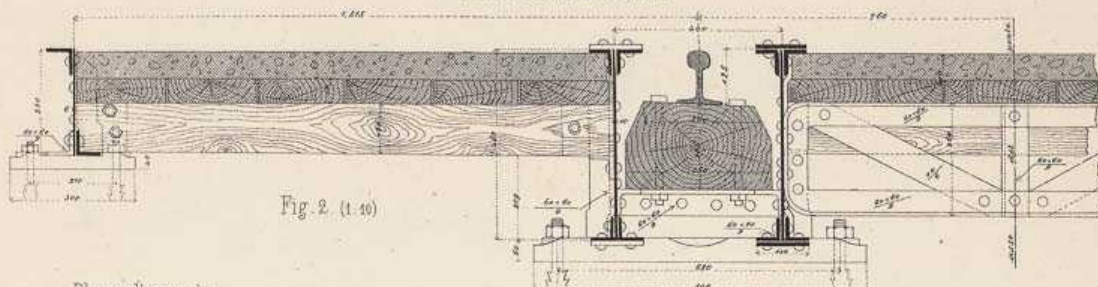


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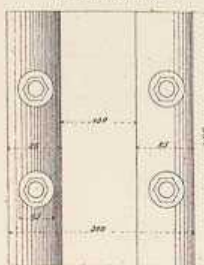
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Sezione trasversale ABCD



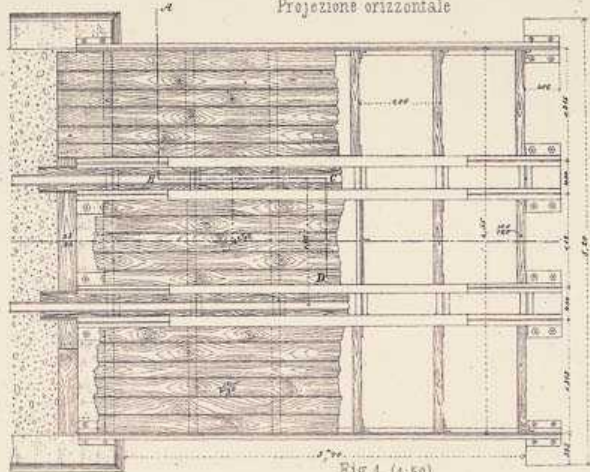
Placca d'appoggio per le travi esterne



Prospetto



Proiezione orizzontale



Piastra d'appoggio per le travi gemelle

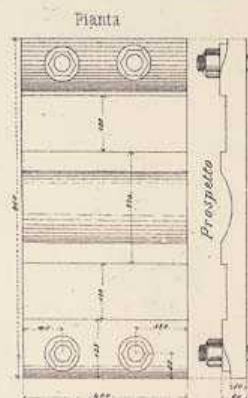


Fig. 10

Trave gemella - alzato

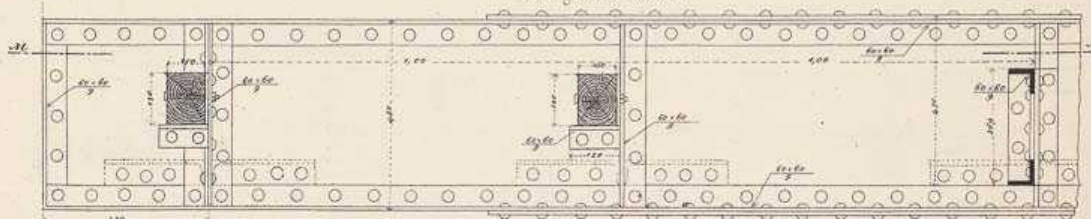


Fig. 3 (1:10)

Sezione orizzontale - H.V'

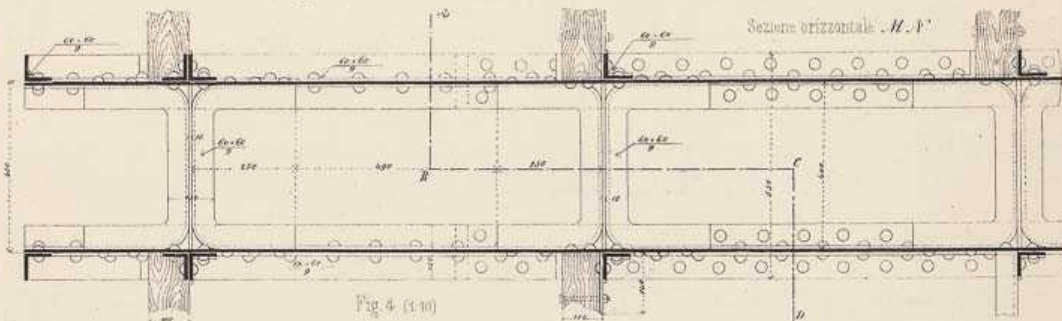


Fig. 4 (1:10)

Trave esterna - alzato

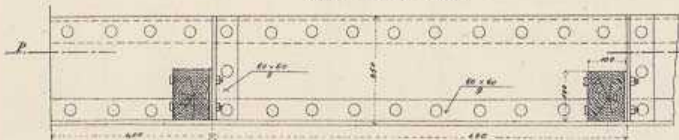


Fig. 5 (1:10)

Sezione orizzontale PQ

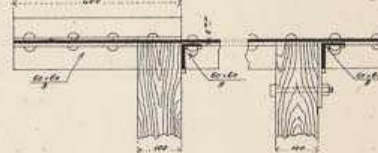


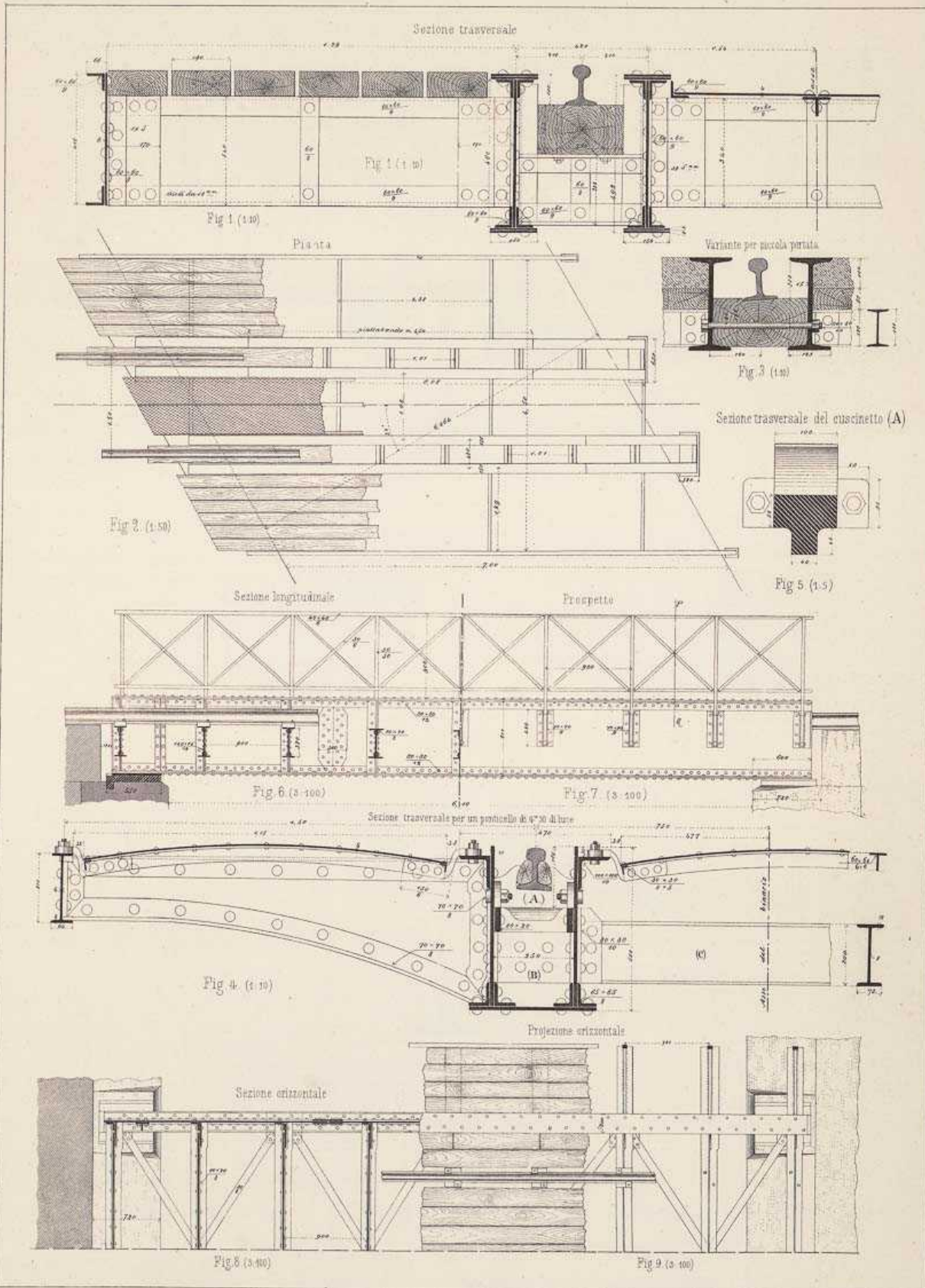
Fig. 6 (1:10)

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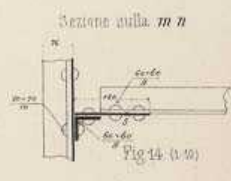
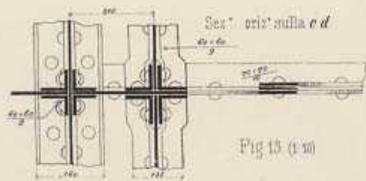
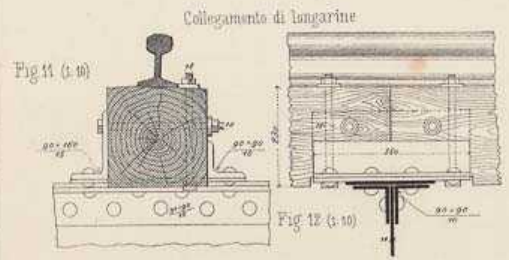
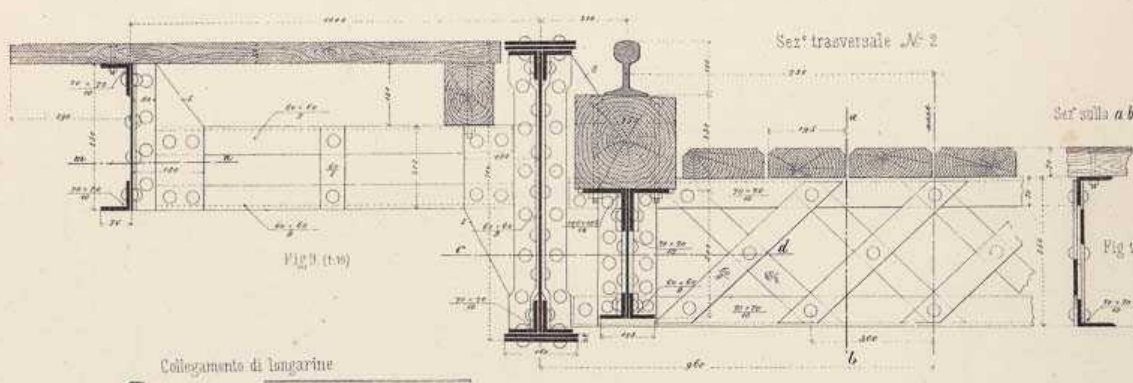
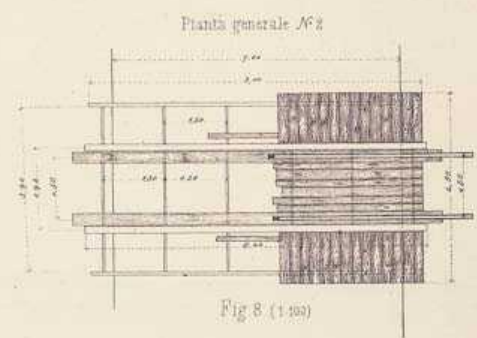
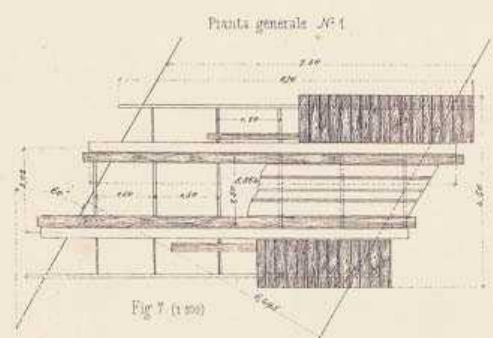
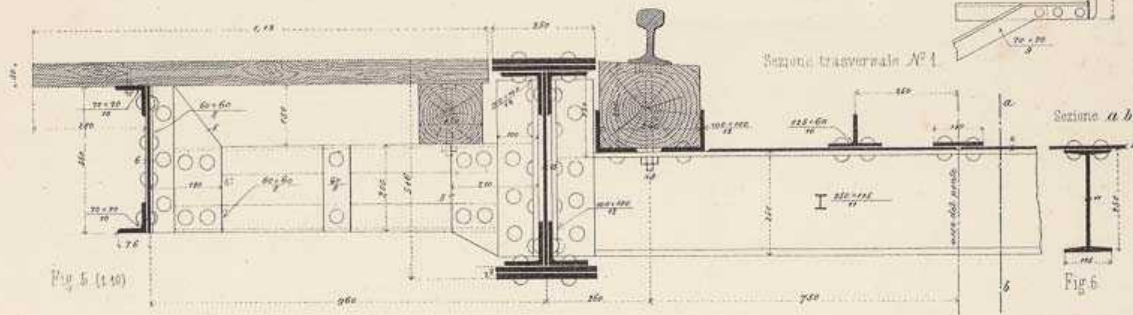
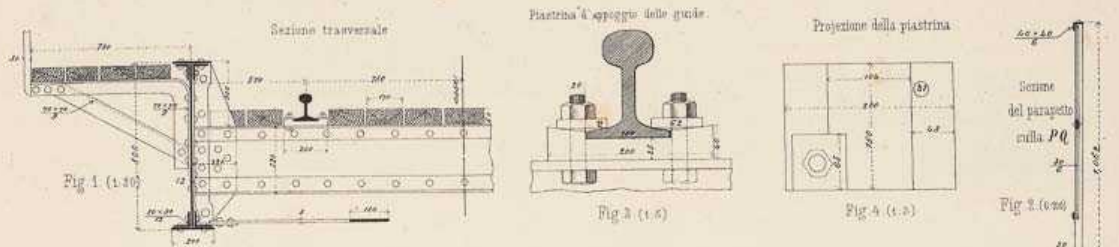
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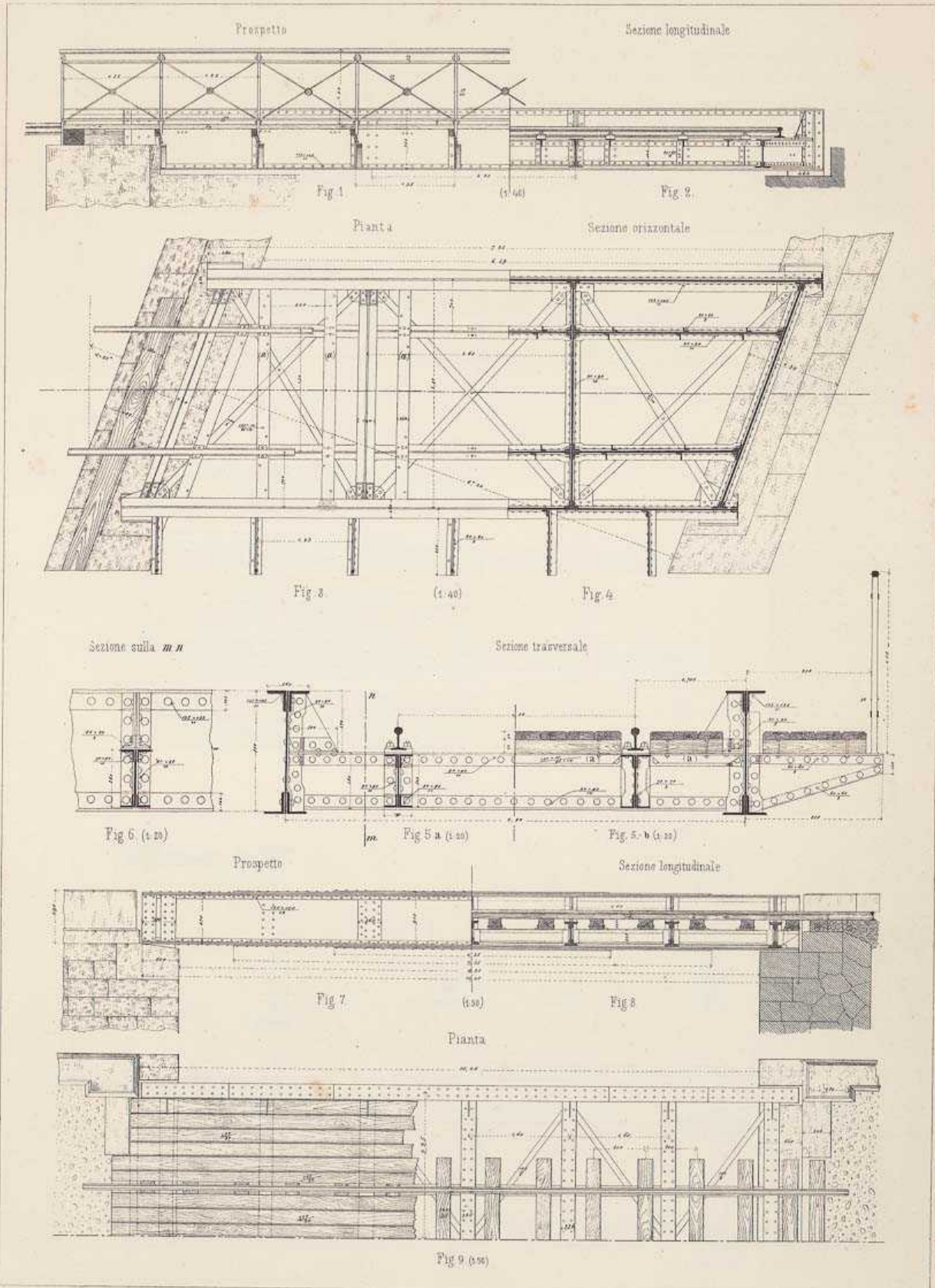
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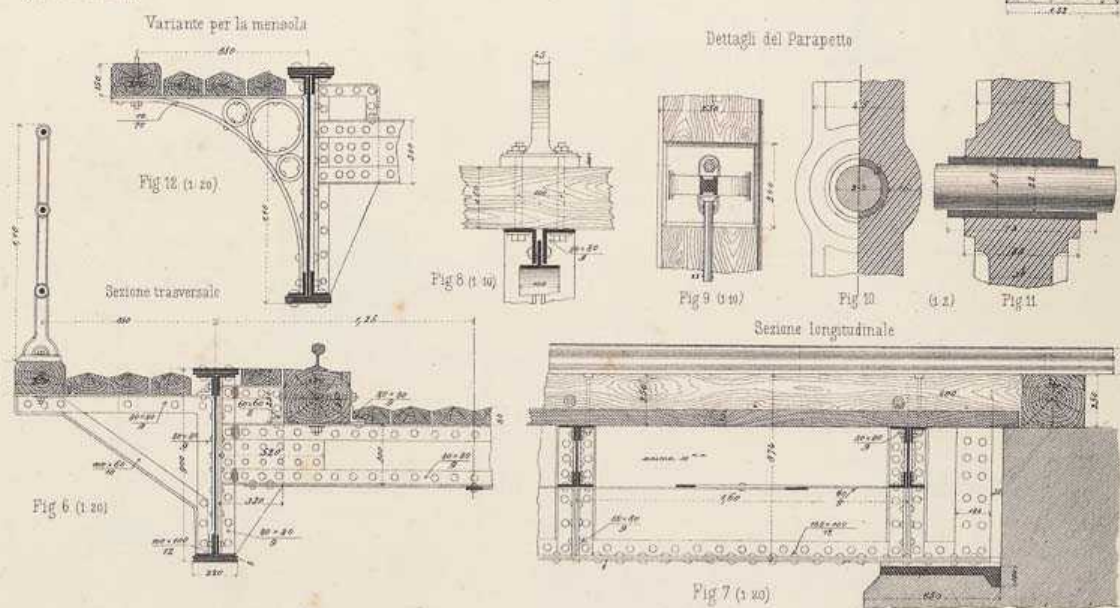
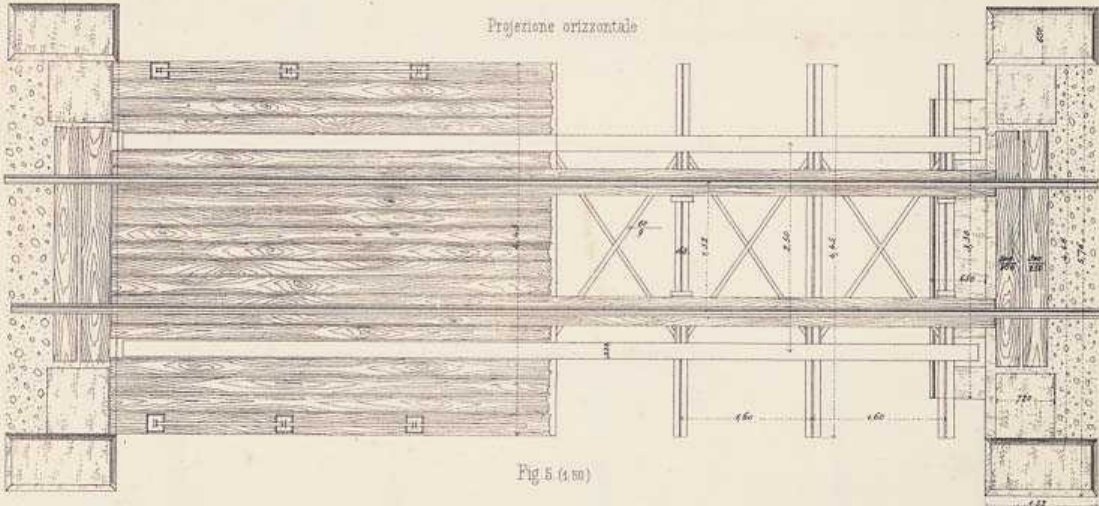
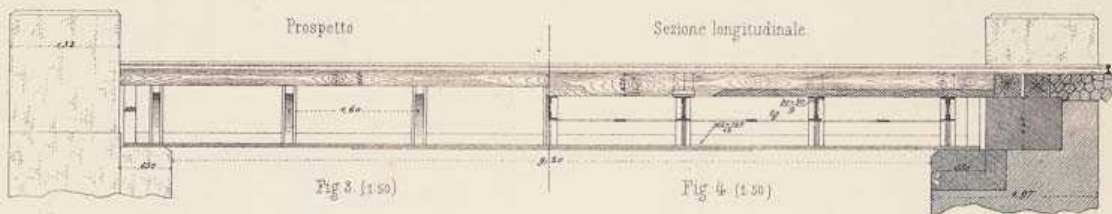
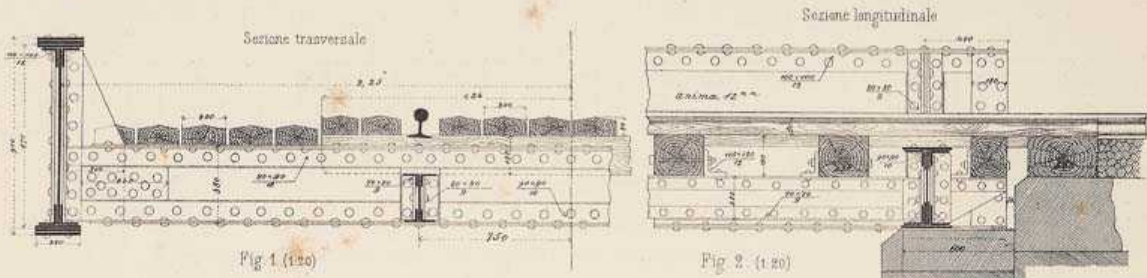
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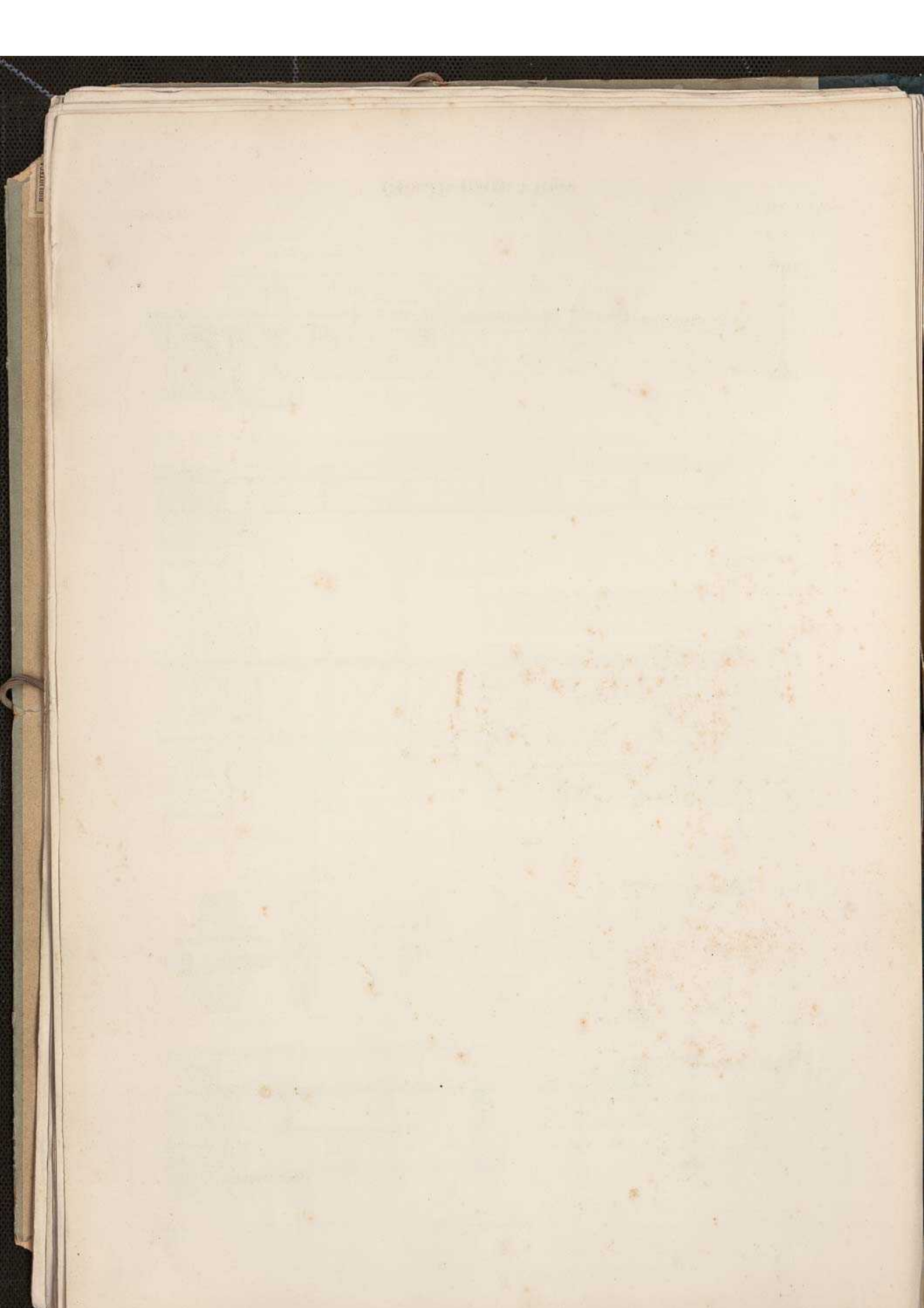


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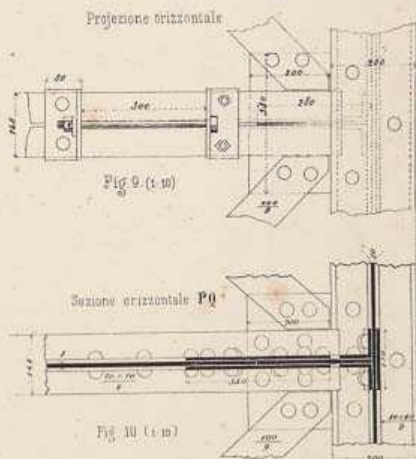
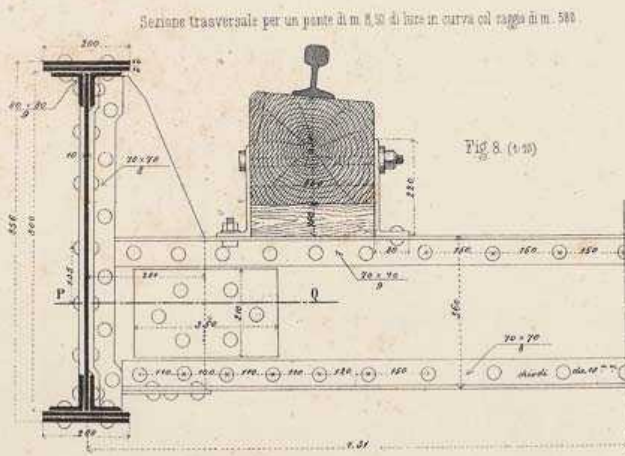
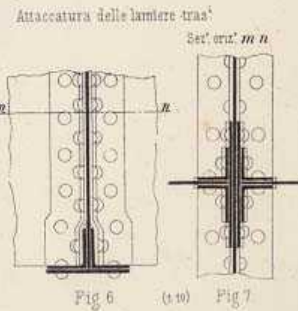
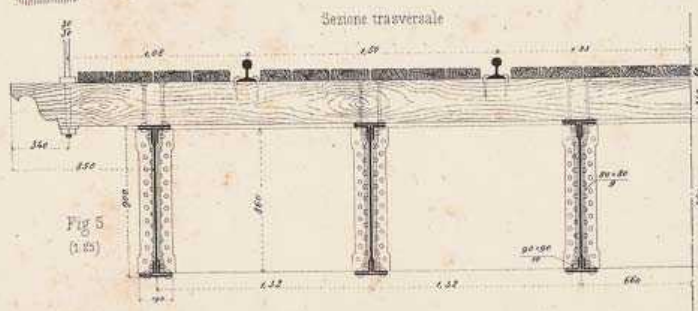
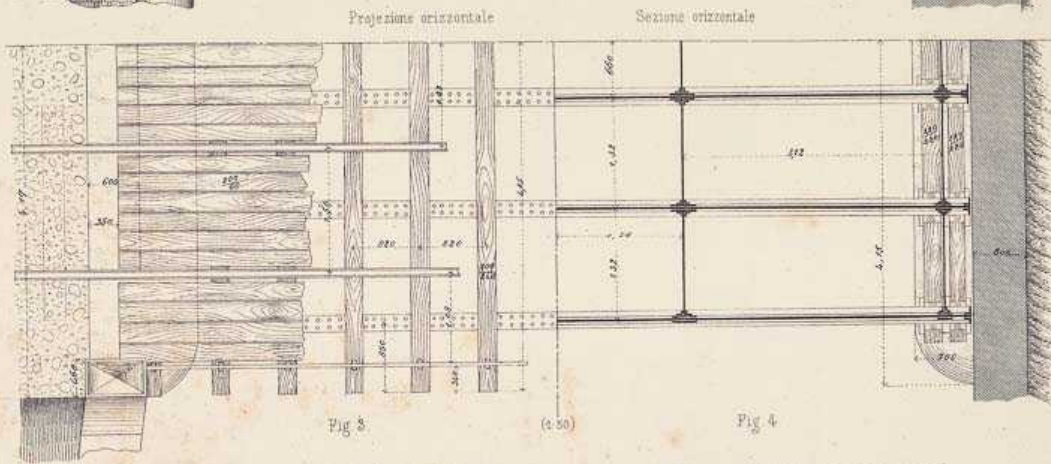
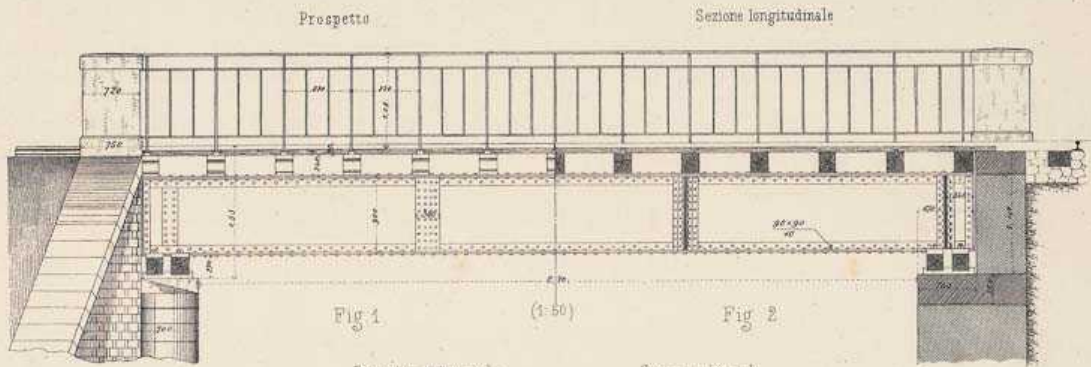




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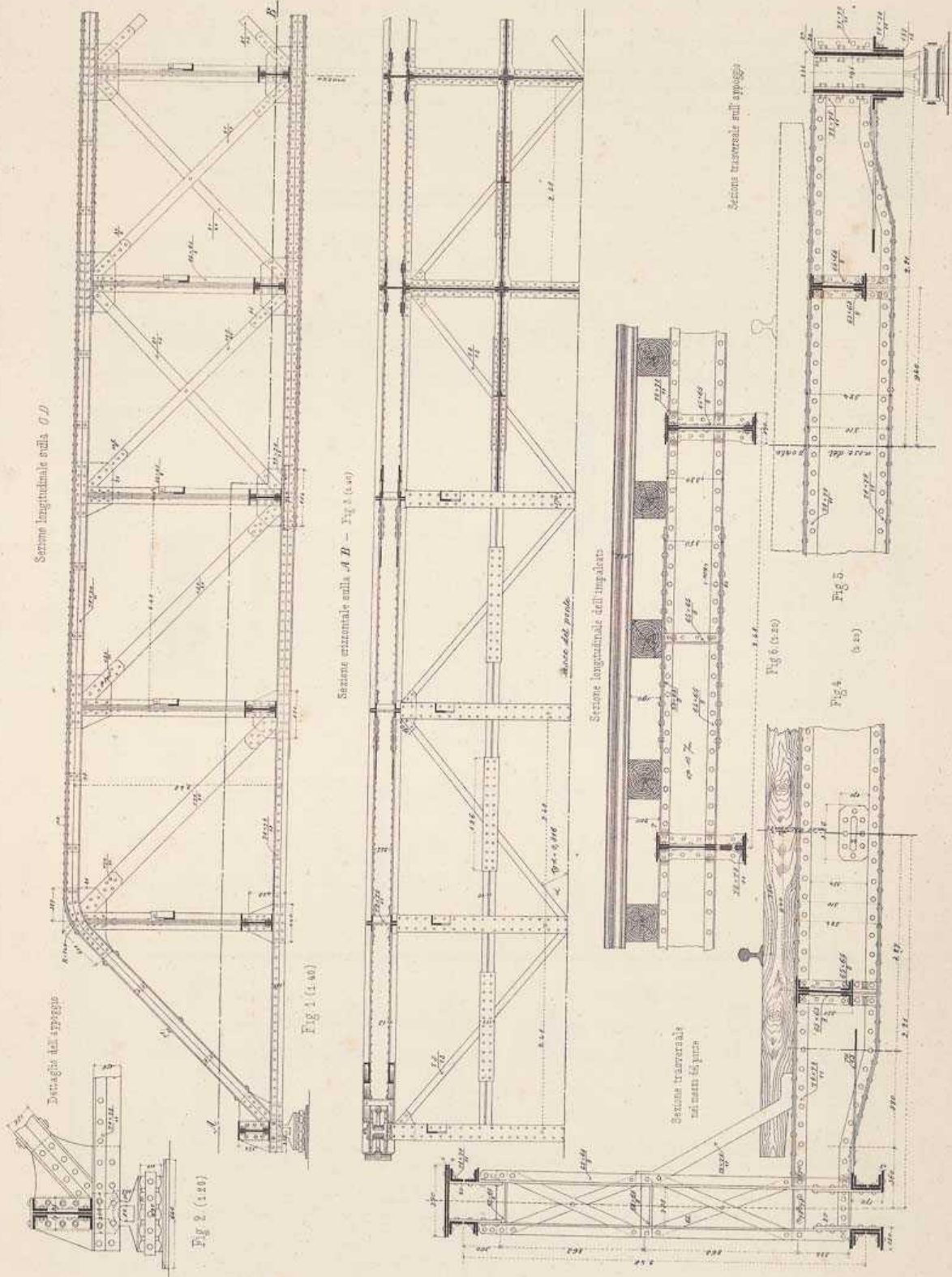


PONTI A TRAVATA RETTILINEA

Ponte sul Lago con tre campate di m. 28.53 di luce (Ferrovia Verdis-Amburgo)

GRANDE PORTATA

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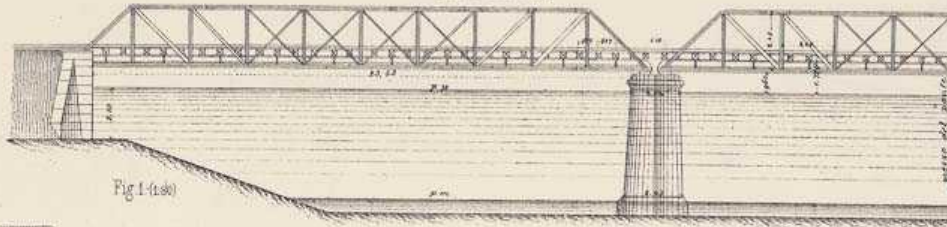
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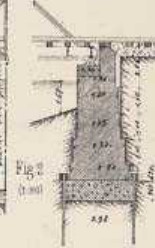
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Ponte sul Lippe (Ferrovia Vene - Hamburgo)

Progetto di mezzo ponte.



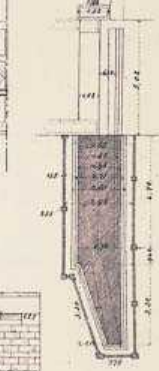
Sezione della testata sinistra



Proiezione orizzontale e pianta



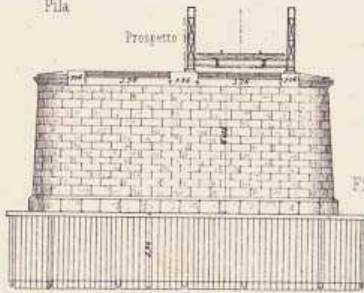
Pianta della testata di destra



Sezione

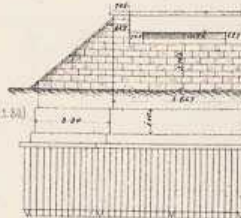
Pila

Prospetto



Prospetto della testata di destra

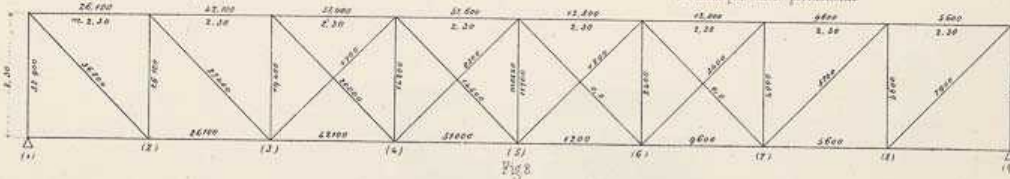
Fig. 7 (1:50)



Ponte nella Linea Monaco - Ingolstadt

Tensioni per carico accidentale

Tensioni per carico permanente



Sezione longitudinale di mezzo ponte

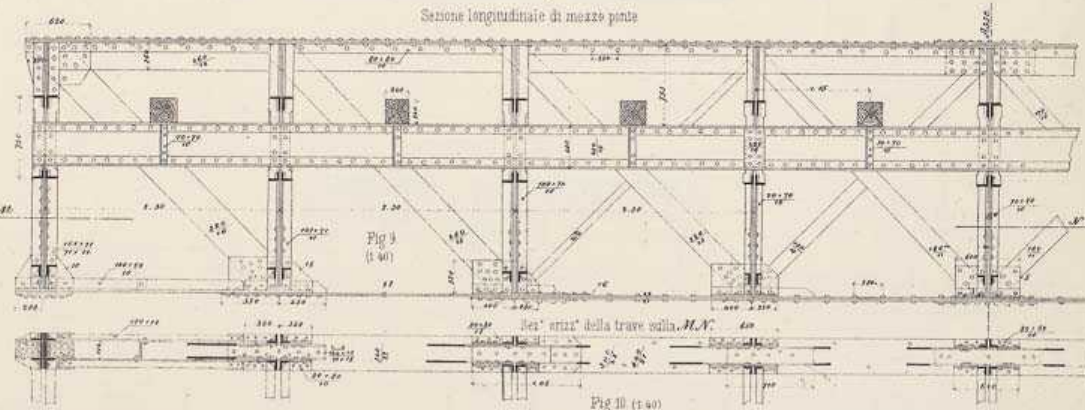


Fig. 10 (1:50)

PONTI A TRAVATA RETTILINEA

(Ponte sulla linea Monaco - Ingolstadt.)

GRANDE PORTATA

PER FERROVIA

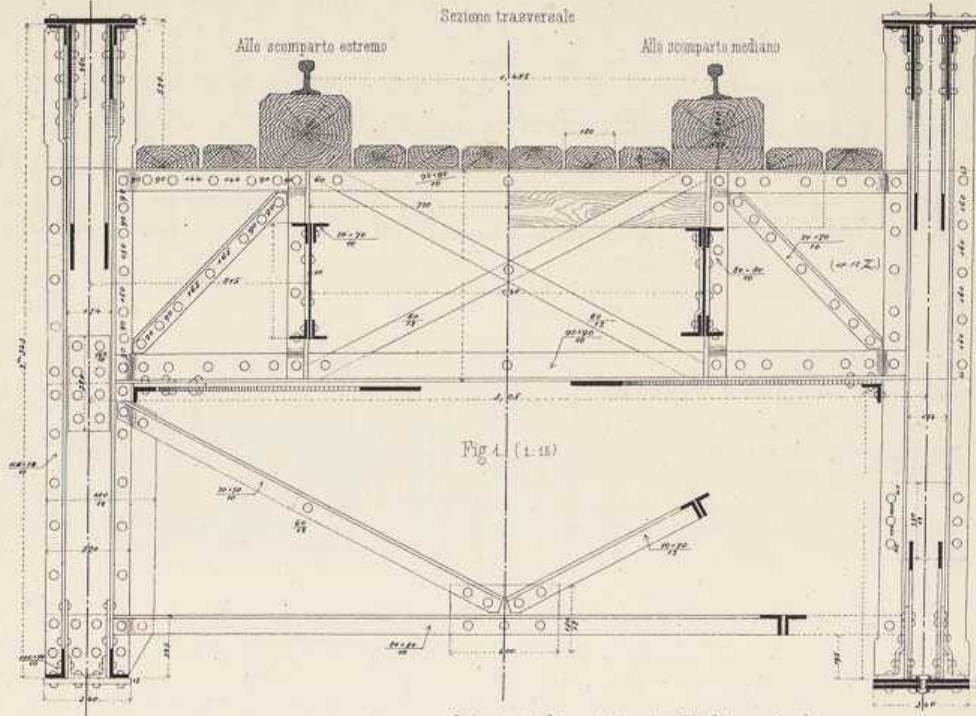


Fig. 1. (1:15)

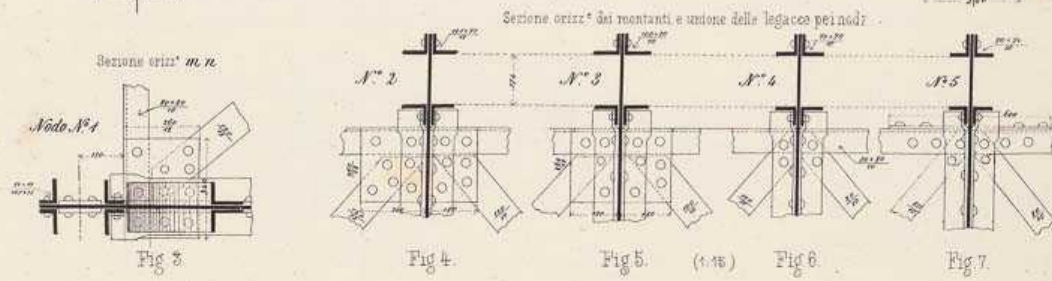


Fig. 2.

Fig. 4.

Fig. 5. (1:15)

Fig. 6.

Fig. 7.

Prospetto laterale dei viti estremi e degli Appoggi fissi e mobili

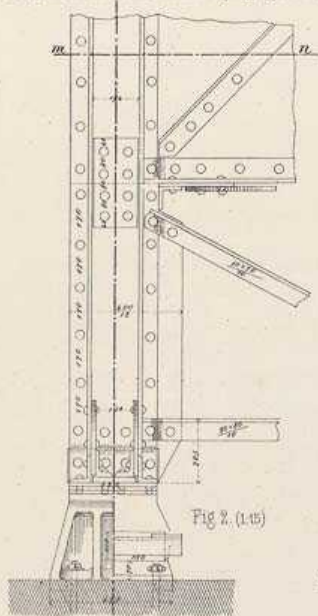


Fig. 2. (1:15)

Appoggio fisso del Ponte Harnad (Ungheria)

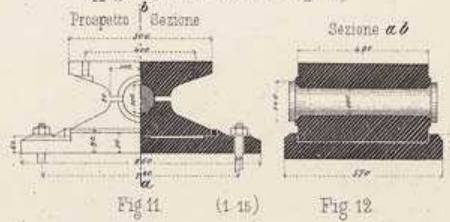


Fig. 11. (1:15)

Fig. 12.

Sezione orizzontale sulla p q

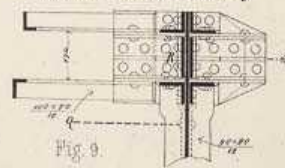


Fig. 9.

Montante estremo e Appoggio fisso e mobile

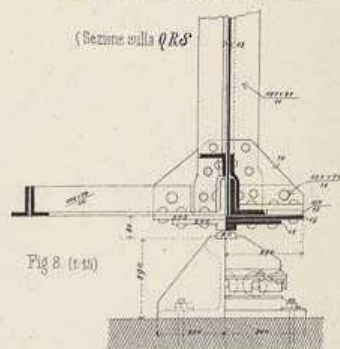


Fig. 8. (1:15)

Attaccatura della longarina alle travi tras' (Ponte sulla Mosella presso Eller)

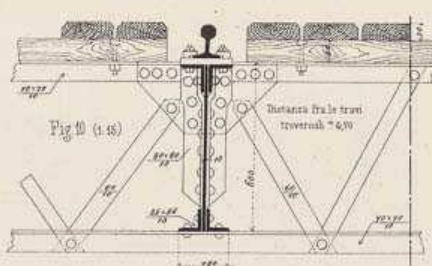
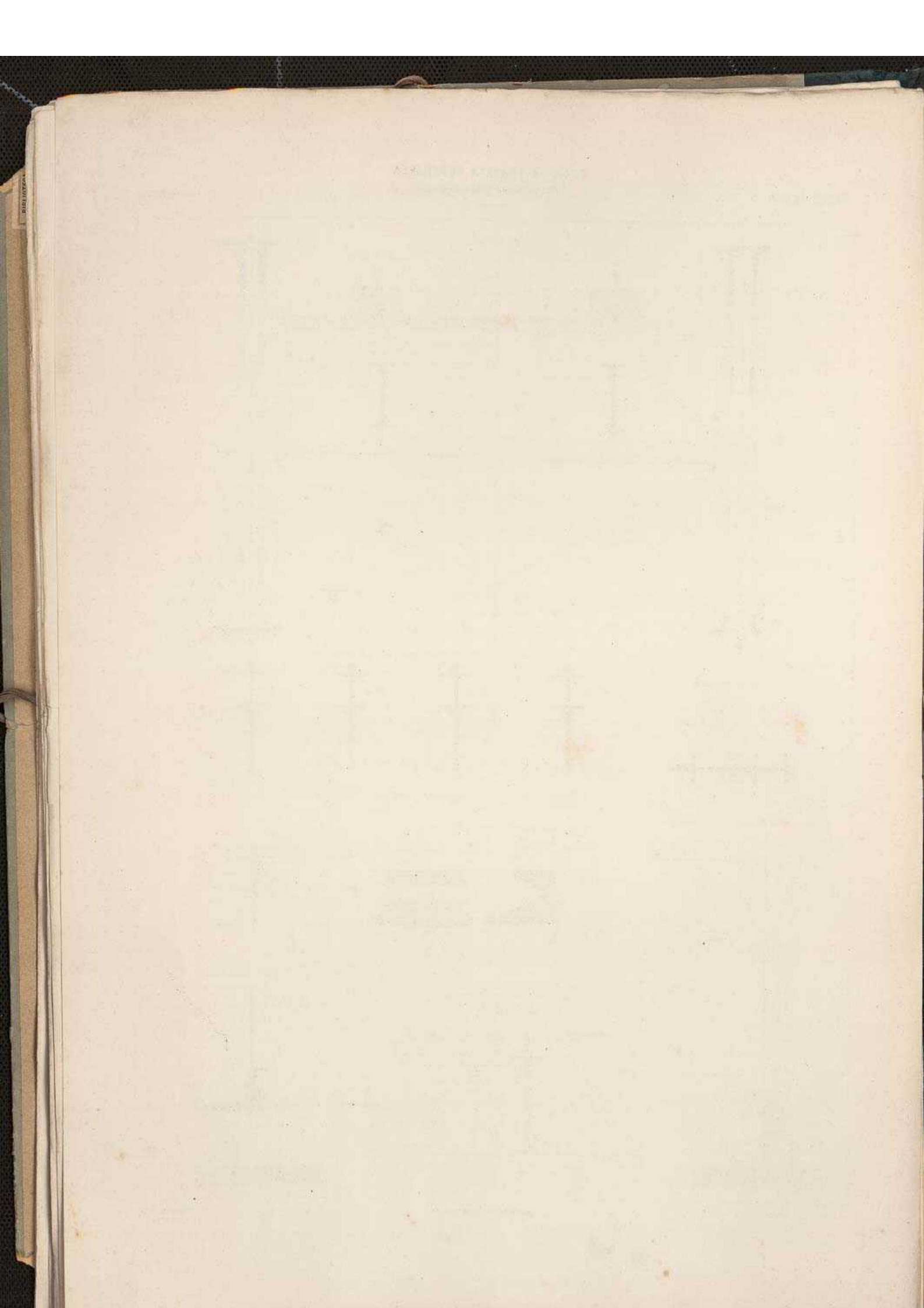


Fig. 10. (1:15)



PONTI A TRAVATA RETTILINEA

GRANDE PORTATA

Ponte sulla Saale presso Bernburg (in 4 travate indipendenti)

PER FERROVIA

Dettagli di una travata

Prospetto longitudinale

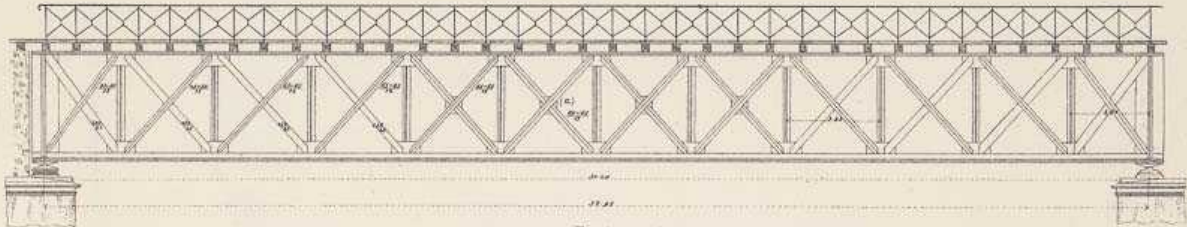


Fig. 1 (1:1000)

Proiezione orizzontale

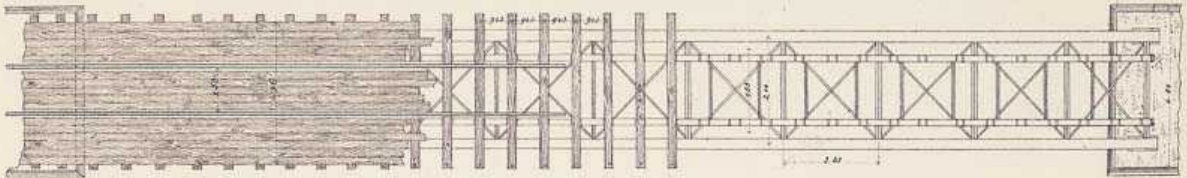


Fig. 2 (1:1000)

Dettaglio del prospetto agli appoggi

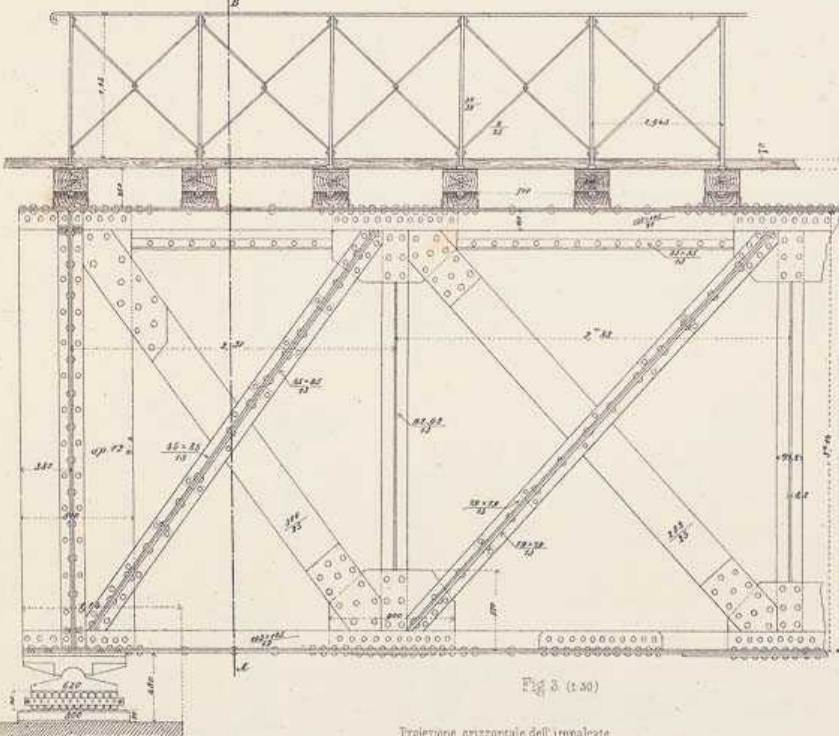


Fig. 3 (1:50)

Sezione trasversale A B

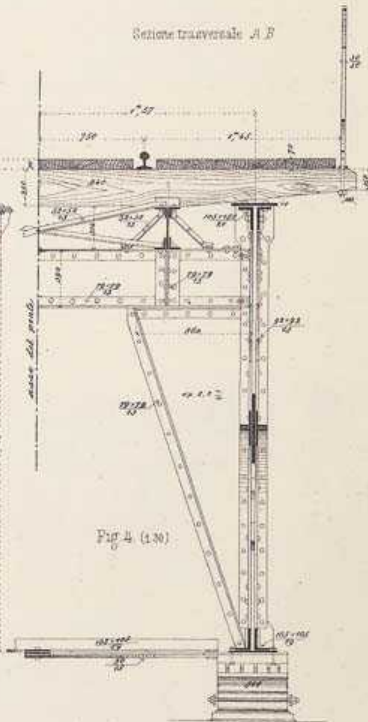


Fig. 4 (1:50)

Proiezione orizzontale dell'impalcata

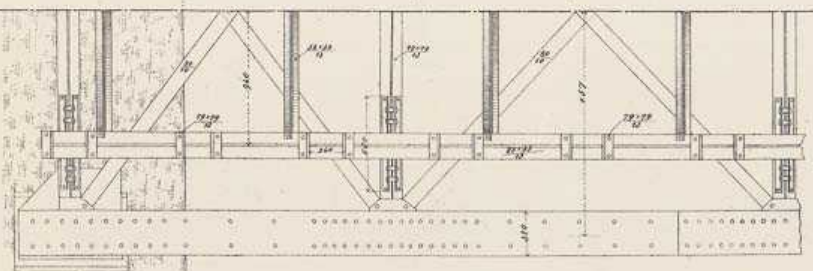


Fig. 5 (1:50)

(a) Collegamento delle sbarre negli scampati centrali

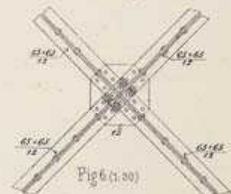


Fig. 6 (1:50)

PONTI A TRAVATA RETTILINEA

GRANDE PORTATA

PER FERROVIA
(Ferrovie Austriache del Nord-Ovest.)

Unione delle longarine ai traversi

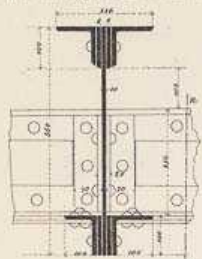


Fig 7 (1:10)

Sezione M. N.

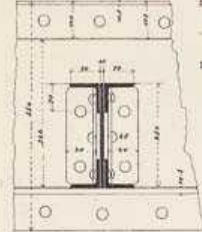


Fig 8 (1:10)

Estremo delle trave principale

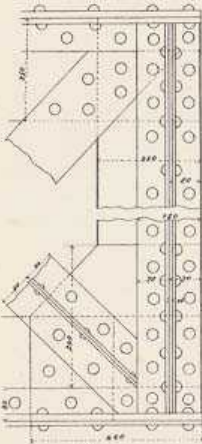


Fig 9 (1:10)

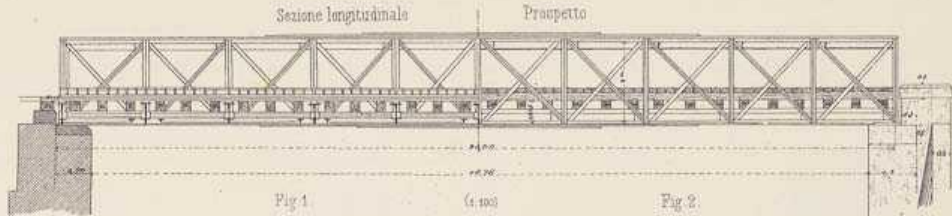


Fig 1

(1:100)

Fig 2

Pianta

Proiezione orizzontale

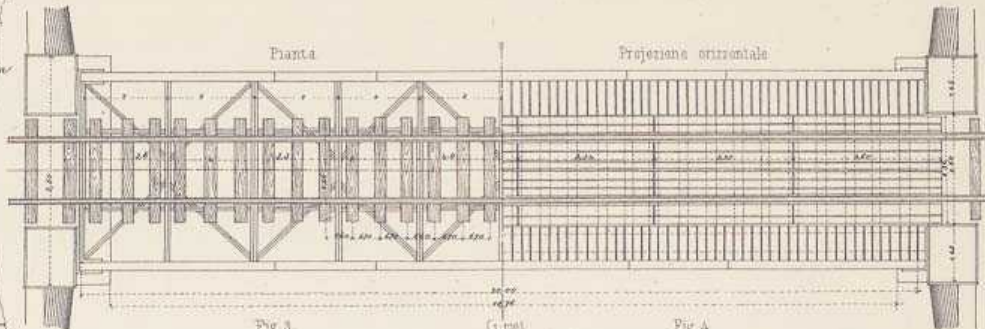


Fig 3

(1:100)

Fig 4

Sezione longitudinale

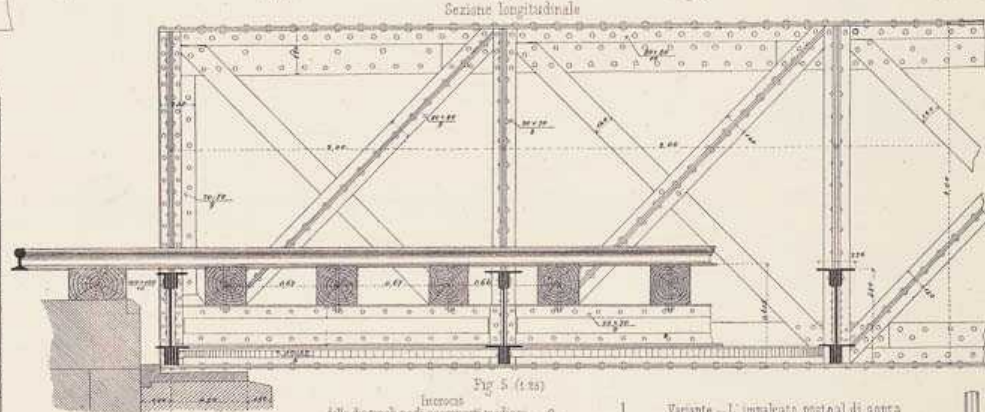


Fig 5 (1:25)

Incontro delle diagonali negli scomparti mediani

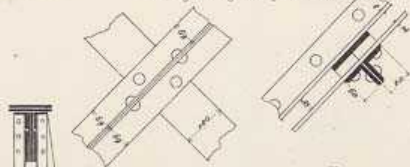


Fig 13

(1:10)

Fig 14

Variante - L'impalcato postalo di sopra

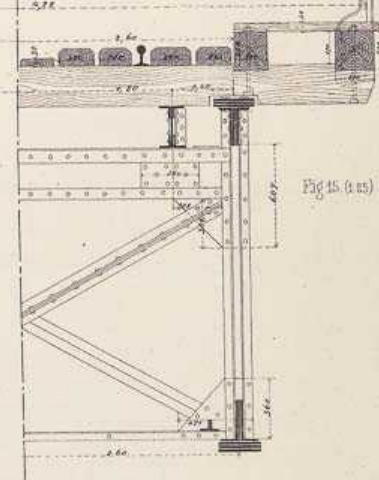


Fig 15 (1:25)

Dettaglio della Fig 15

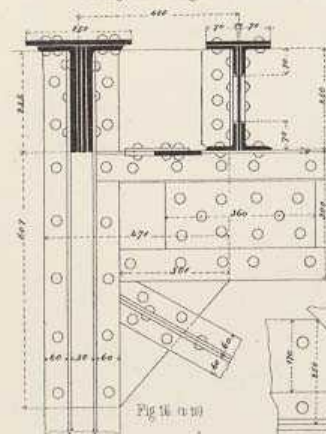


Fig 16 (1:10)

Sezione trasversale

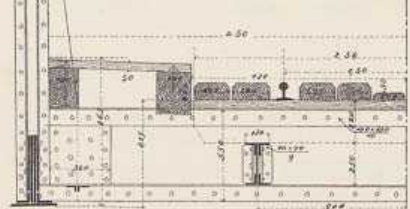


Fig 6 (1:25)

Dettaglio di un nodo

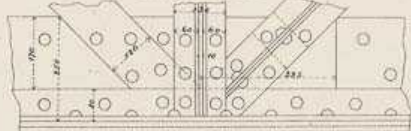


Fig 10

Sez' orizz' della trave principale al secondo montante

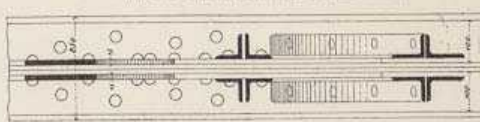


Fig 11 (1:10)

PONTI A TRAVATA RETTILINEA

GRANDE PORTATA

PER FERROVIA

Ponte sul Cervaro - Linea Ariano - Bovino

Prospetto

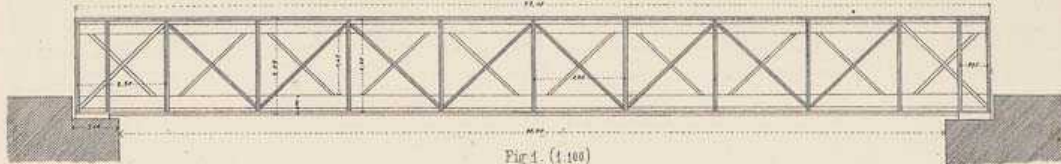


Fig. 1 (1:100)

Proiezione orizzontale

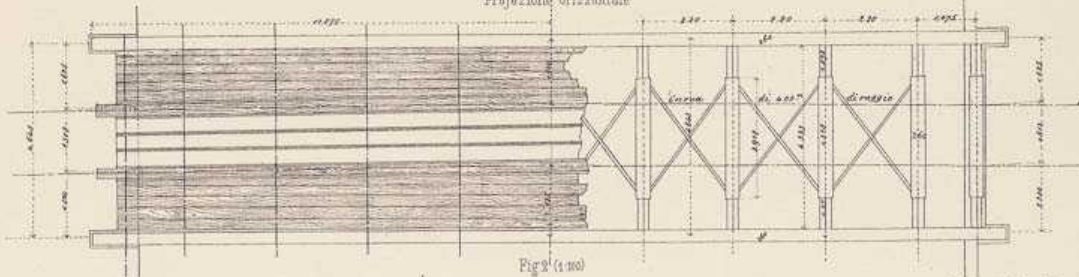


Fig. 2 (1:100)

Prospetto

Sezione longitudinale

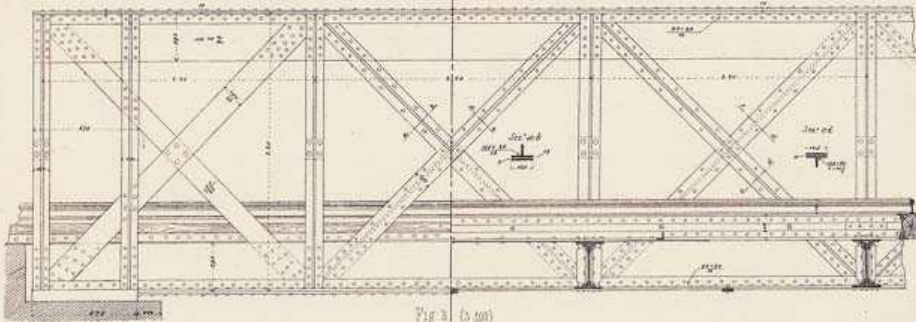


Fig. 3 (1:100)

Sezione della lungherina

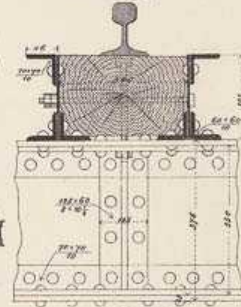


Fig. 4 (1:10)

Alzato della lungherina

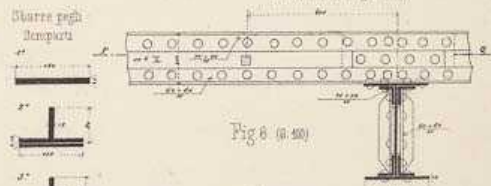


Fig. 5 (1:10)

Sezione trasversale al mezzo della travata

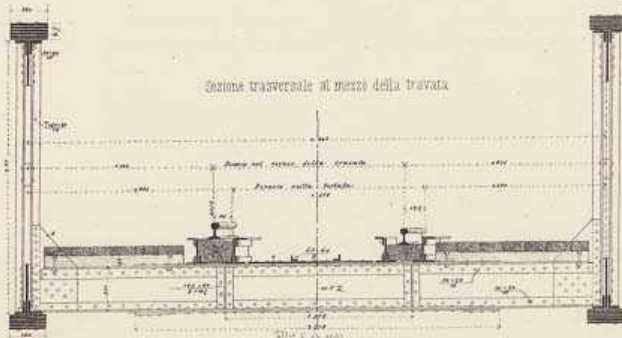
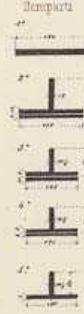


Fig. 6 (1:100)

Fig. 8 (1:10)

Storre per il riempimento



Sezione PQ della lungherina

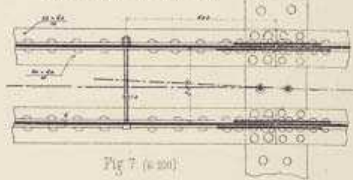


Fig. 7 (1:100)

Sez. trasv. all'estremo della travata principale del Ponte sul Cervaro (L. 407'00)

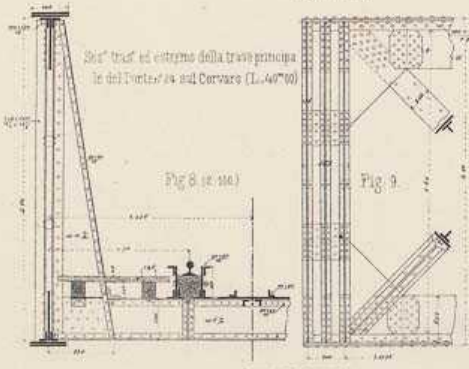


Fig. 9 (1:100)

Fig. 9

Sezione del Ponte sul Cervaro (Bovino - Ariano) L. 57' 00

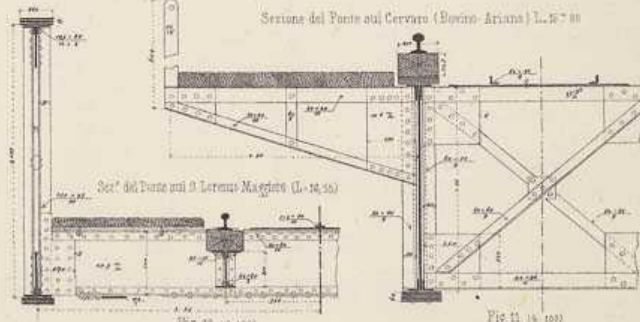


Fig. 10 (1:100)

Sez. del Ponte sul D. Lorenza Maggiore (L. 141' 50)

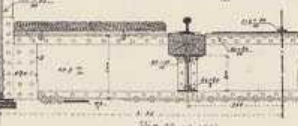


Fig. 11 (1:100)

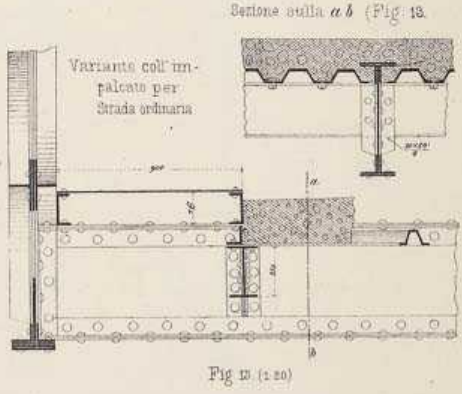
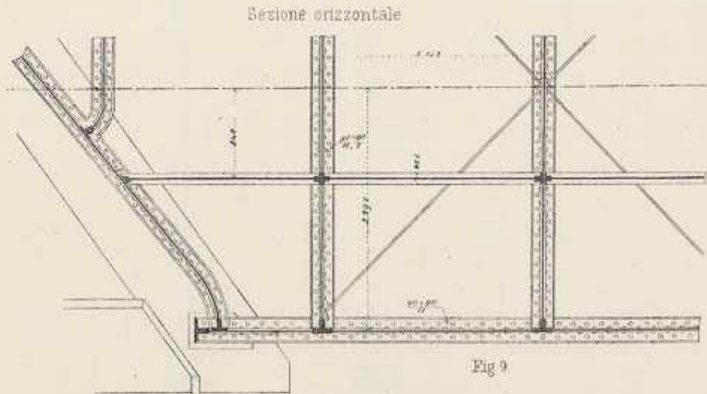
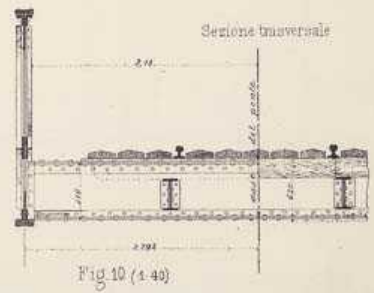
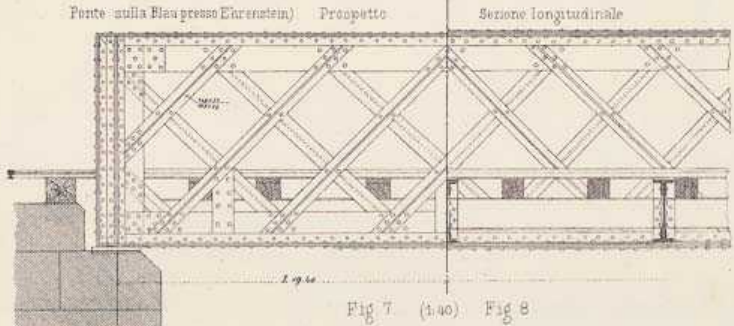
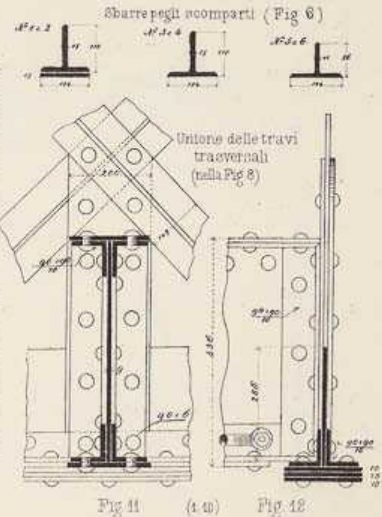
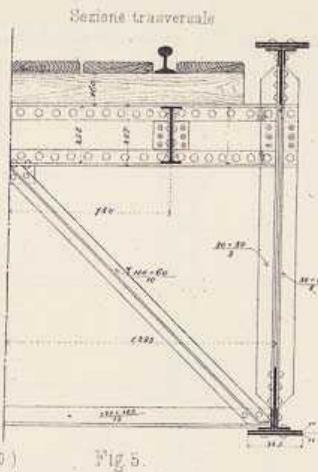
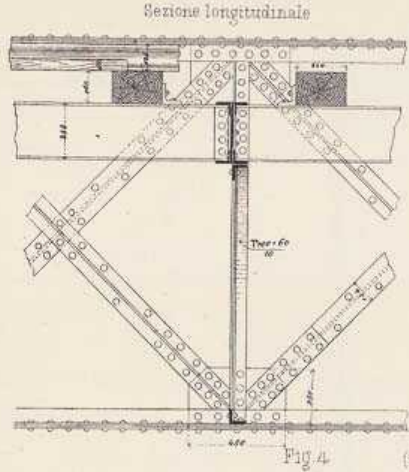
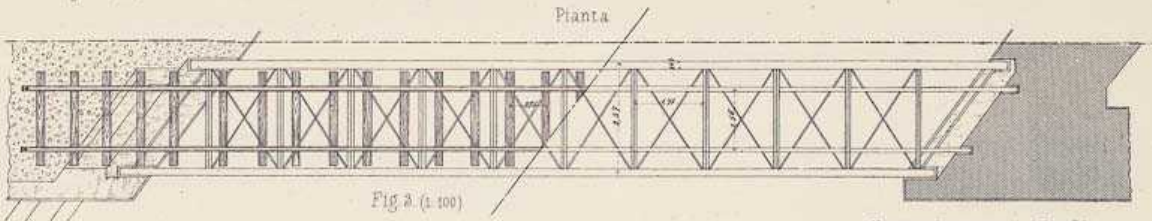
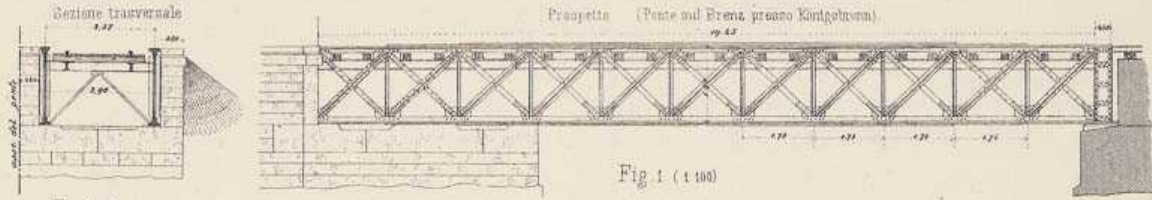
1870

The first part of the year was spent in the
 study of the history of the country and
 the progress of the war. The second part
 was spent in the study of the history of
 the world and the progress of the war.
 The third part was spent in the study of
 the history of the world and the progress
 of the war. The fourth part was spent
 in the study of the history of the world
 and the progress of the war. The fifth
 part was spent in the study of the history
 of the world and the progress of the war.
 The sixth part was spent in the study of
 the history of the world and the progress
 of the war. The seventh part was spent
 in the study of the history of the world
 and the progress of the war. The eighth
 part was spent in the study of the history
 of the world and the progress of the war.
 The ninth part was spent in the study of
 the history of the world and the progress
 of the war. The tenth part was spent
 in the study of the history of the world
 and the progress of the war.

PONTI A TRAVATA RETTILINEA

GRANDE PORTATA

PER FERROVIA



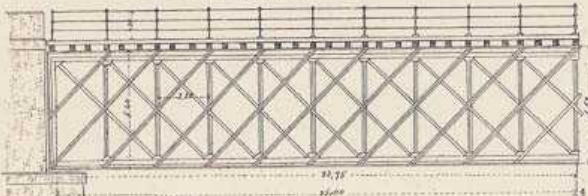
PONTI A TRAVATA RETTILINEA

GRANDE PORTATA

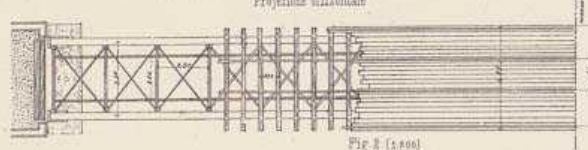
PER FERROVIA

Tipo per le ferrovie della Sudafrica.

Prospetto di mezzo ponte



Prospetto orizzontale



Sez' della traversata



Unione delle longhera alle travi trasversali Tipo A

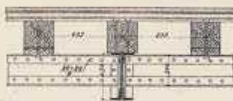


Fig. 3 (1:40)

Sez' long' dell'impalcato nel Tipo B



Fig. 4 (1:40)

Dettaglio del Prospetto nel mezzo delle travi



Fig. 7 (1:40)

Prospetto all'appoggio

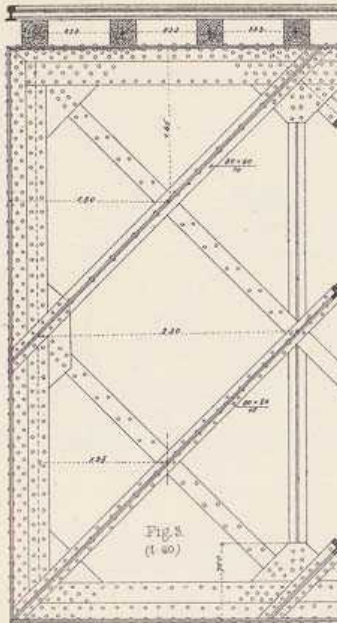


Fig. 3 (1:40)

(Dettaglio)

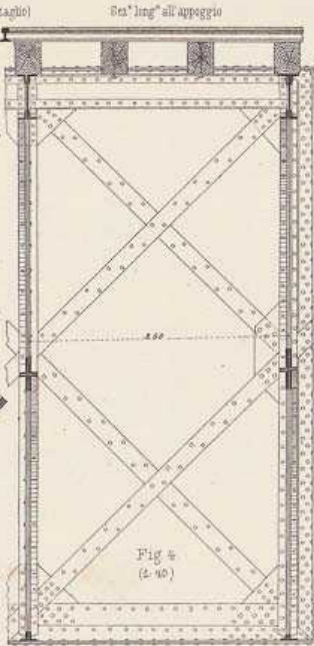


Fig. 4 (1:40)

Sez' long' all'appoggio

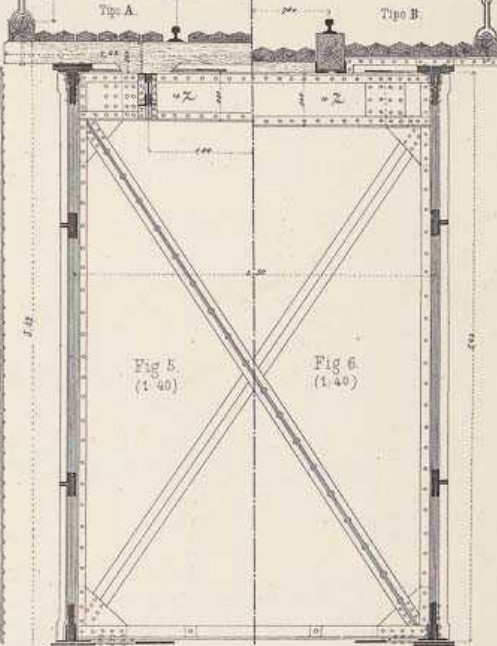


Fig. 5 (1:40)

Fig. 6 (1:40)

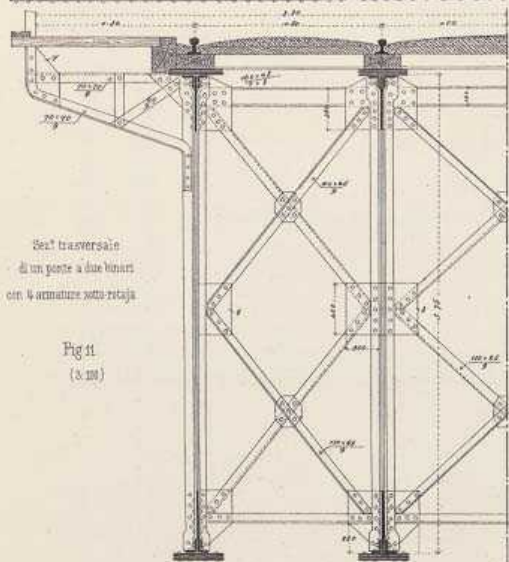


Fig. 11 (1:100)

Sez' trasversale di un ponte a due binari con 4 armature sotto testata

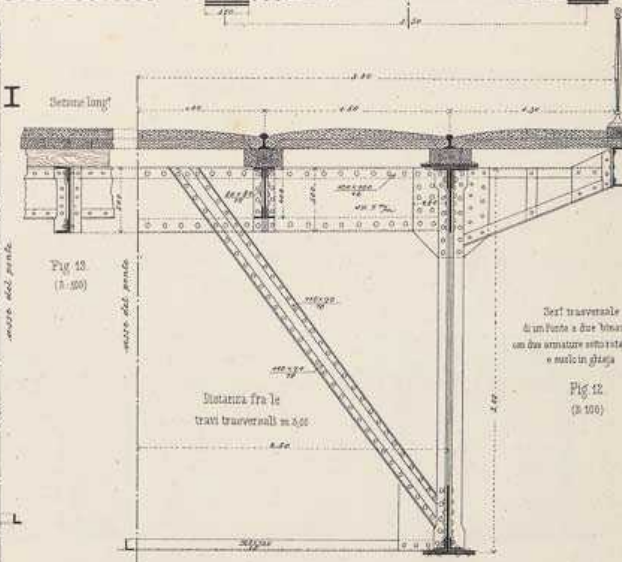


Fig. 12 (1:100)

Sez' trasversale di un ponte a due binari con due armature sotto testata, e nudo in gamba

Sez' long'

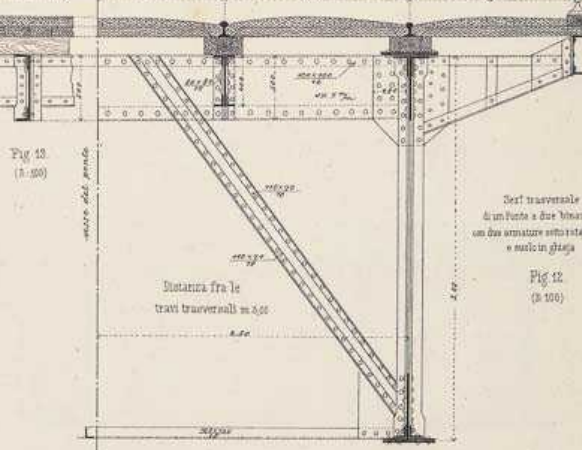
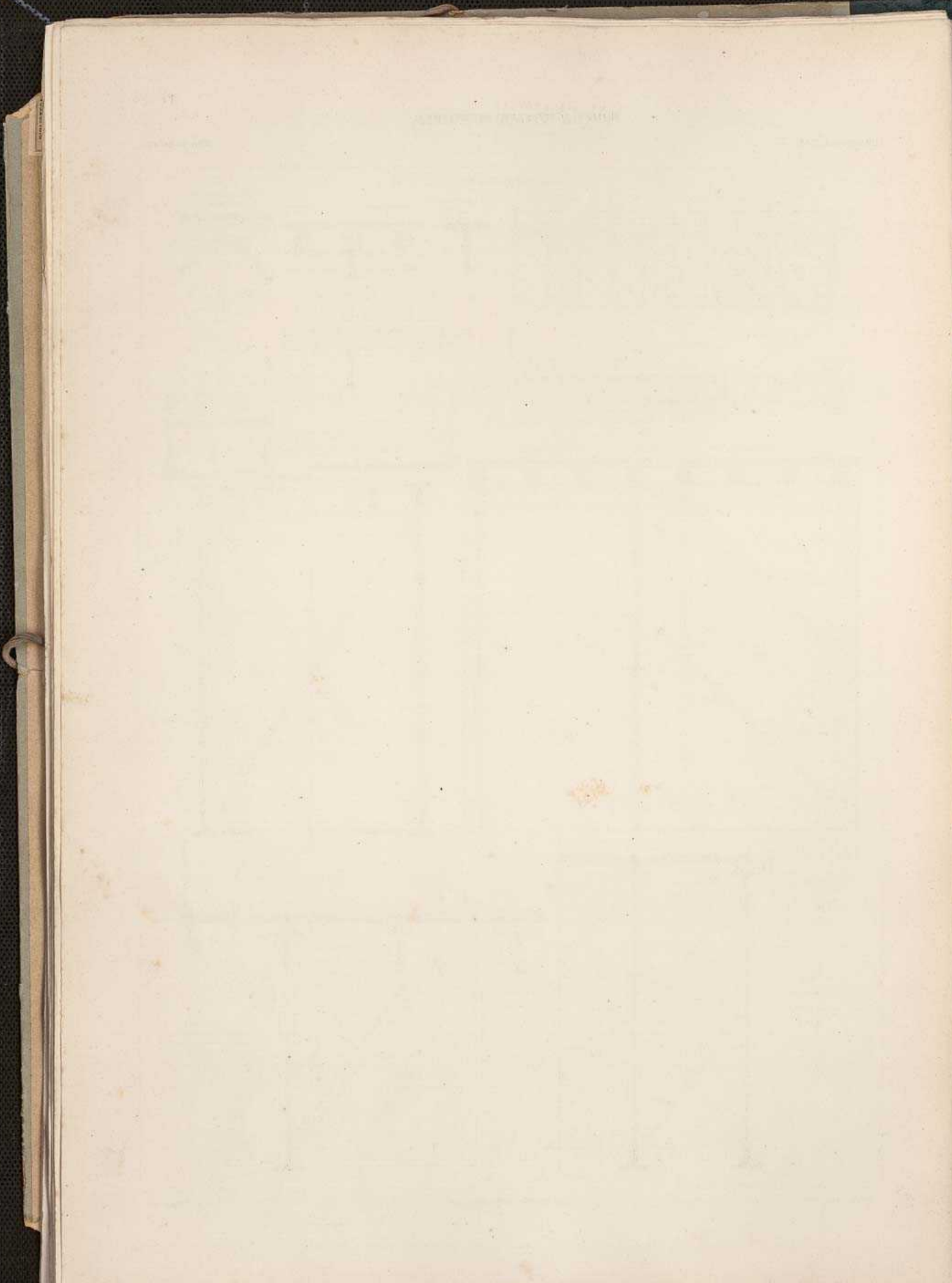


Fig. 13 (1:100)

Distanza fra le travi trasversali in 400

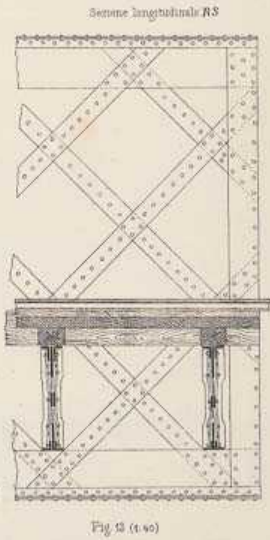
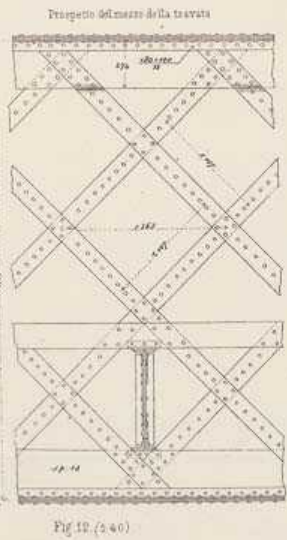
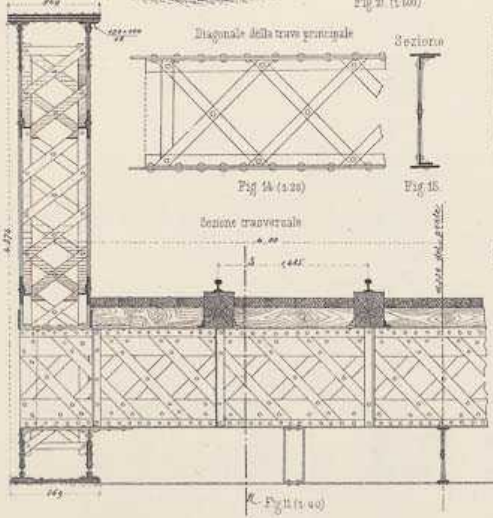
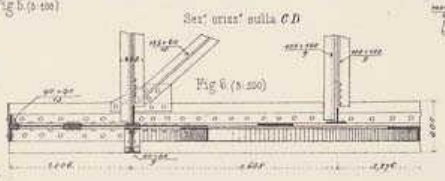
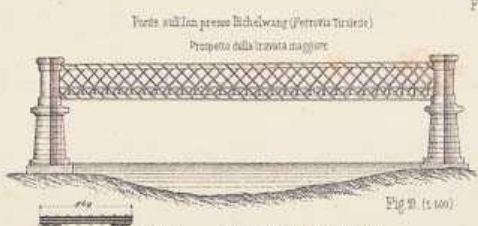
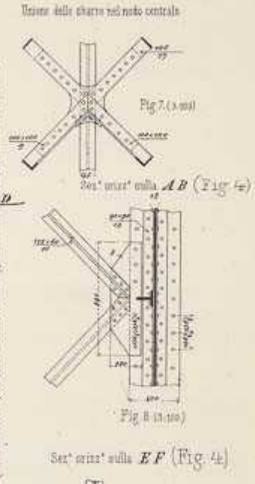
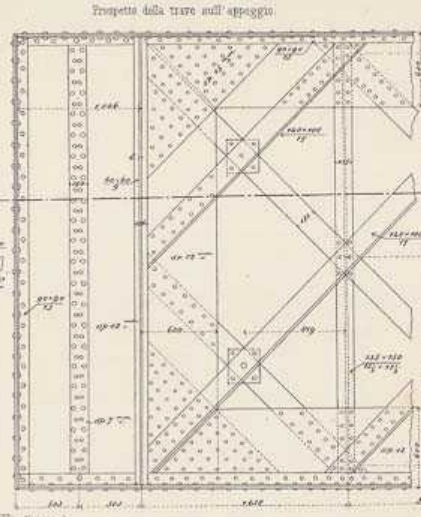
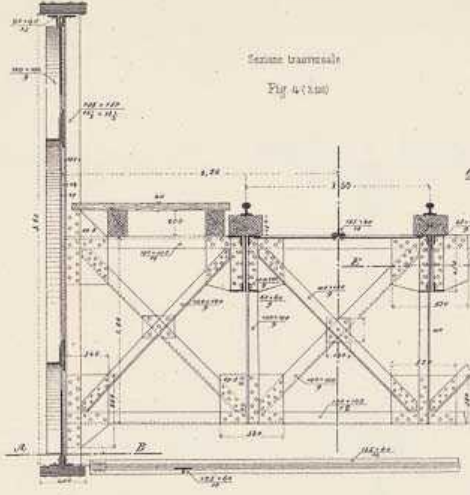
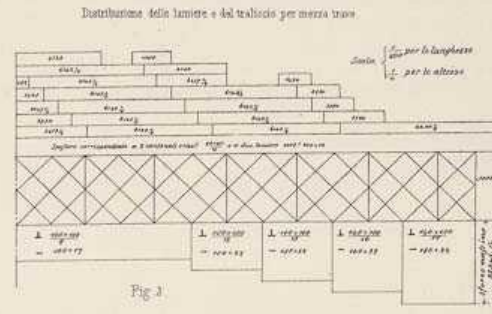
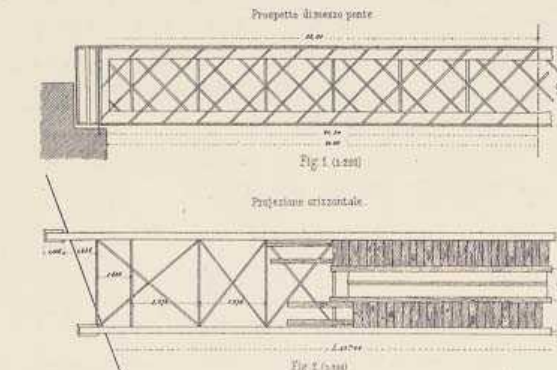


PONTI A TRAVATA RETTILINEA

GRANDE PORTATA

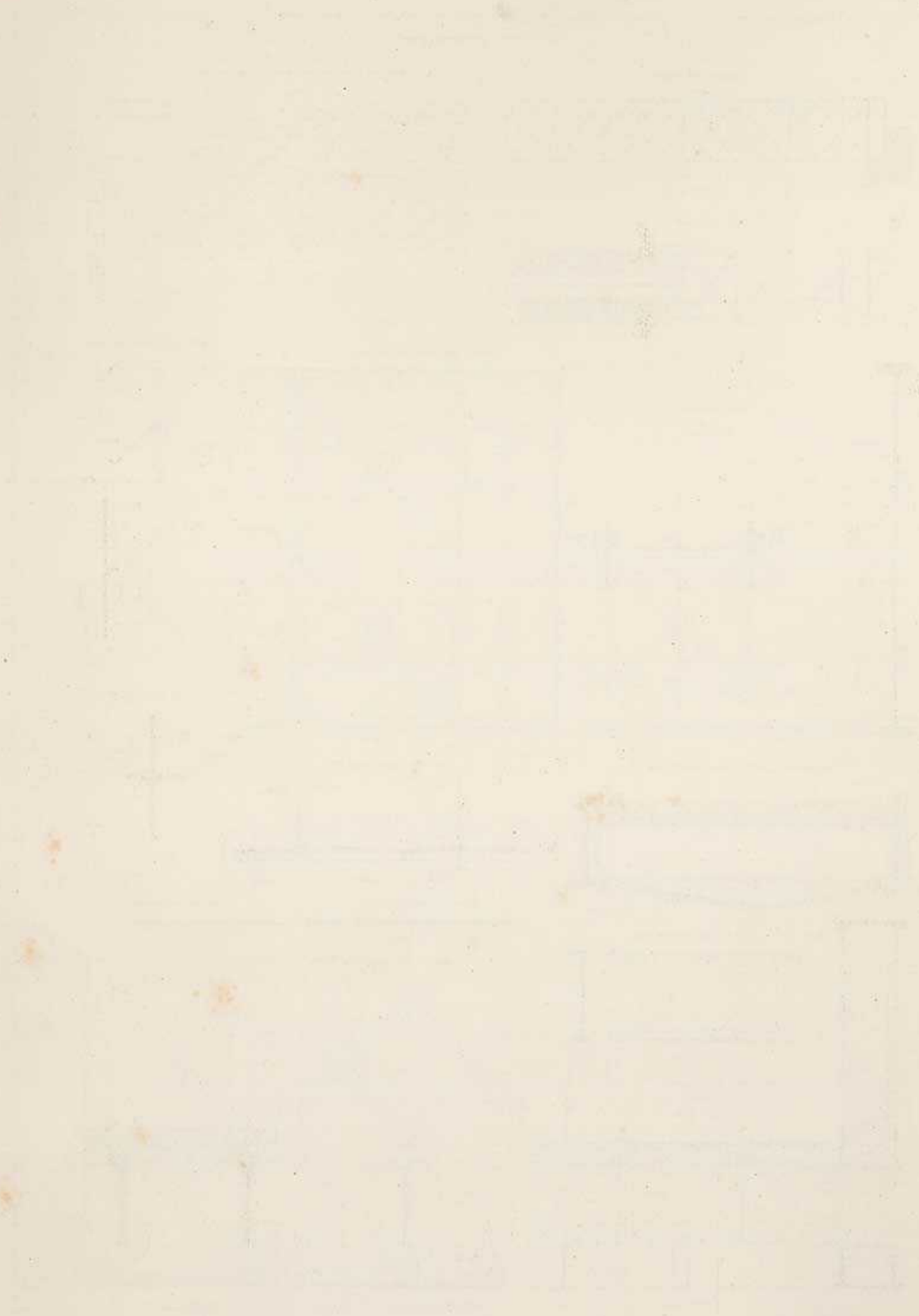
PER FERROVIA

Ponte sul Masiano (Linea Benevento-Ariano)



1871

1871

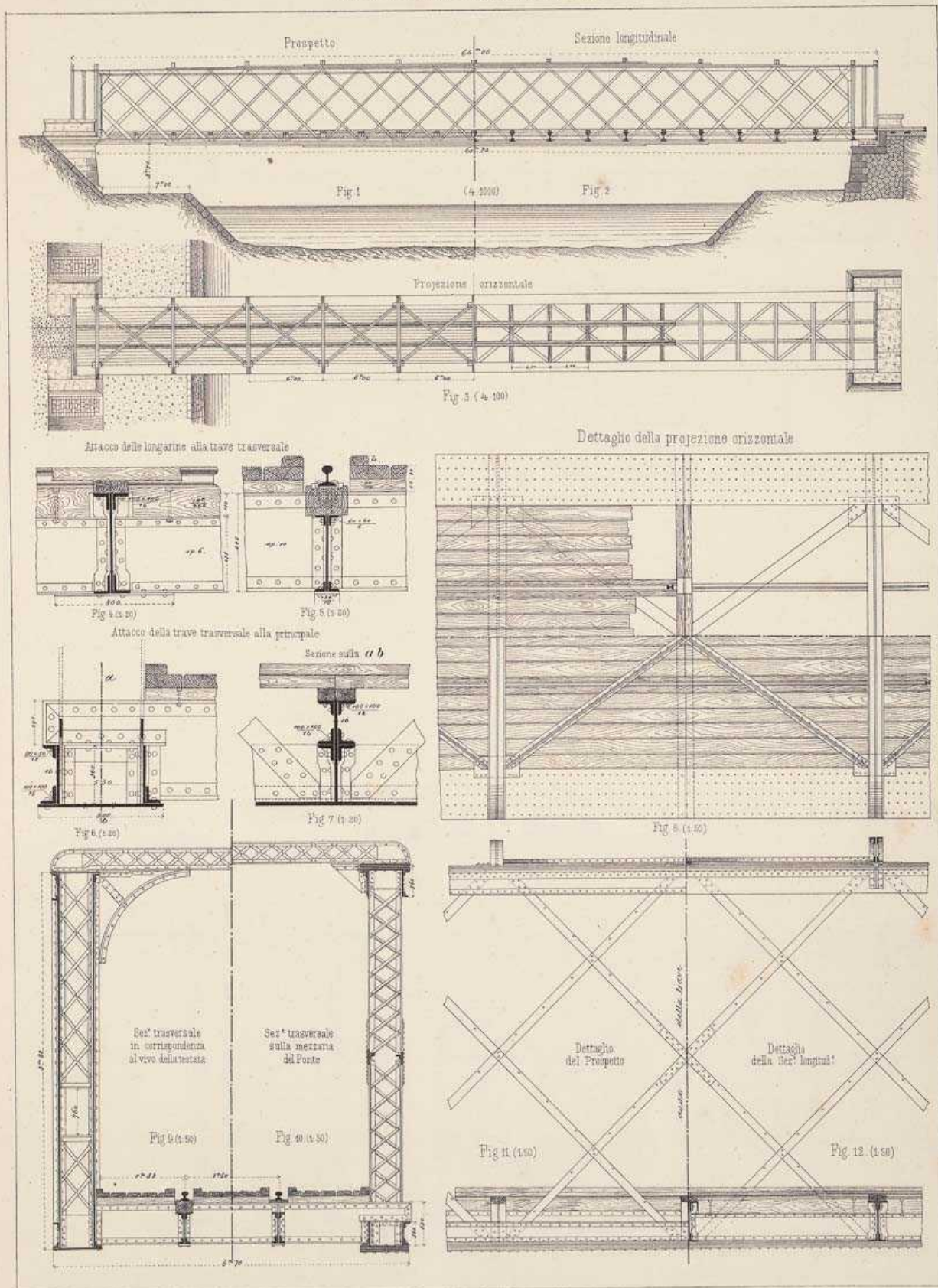


PONTI A TRAVATA RETTILINEA

GRANDE PORTATA

Ponte sul Bacchiglione a Brusetana (Linea Padova-Rovigo)

PER FERROVIA



THE UNIVERSITY OF CHICAGO

PHYSICS DEPARTMENT



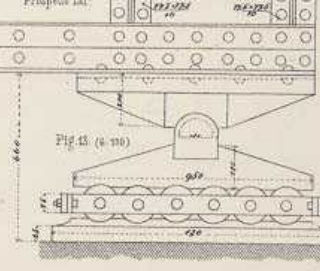
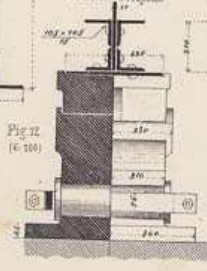
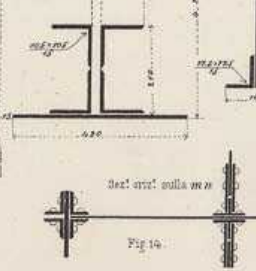
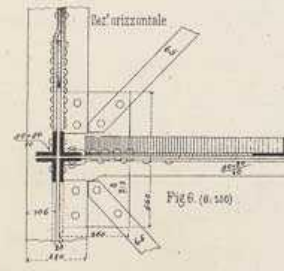
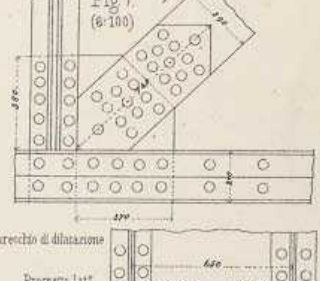
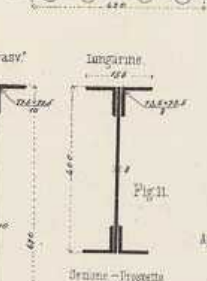
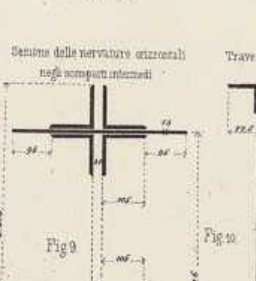
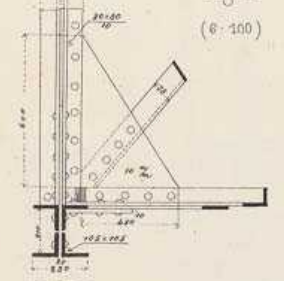
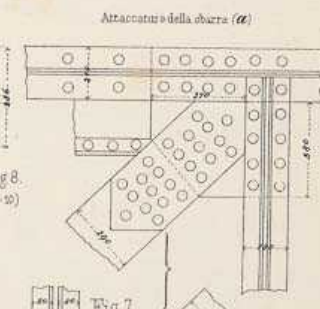
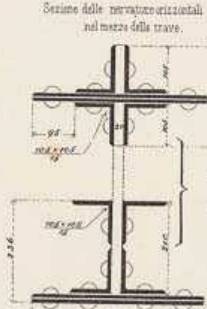
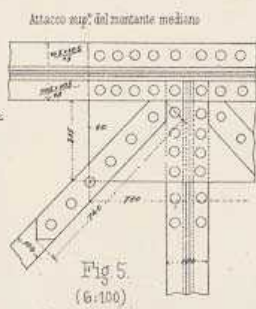
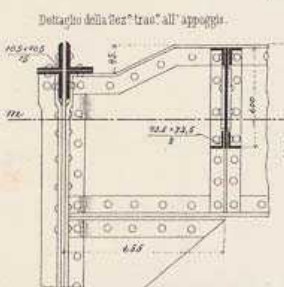
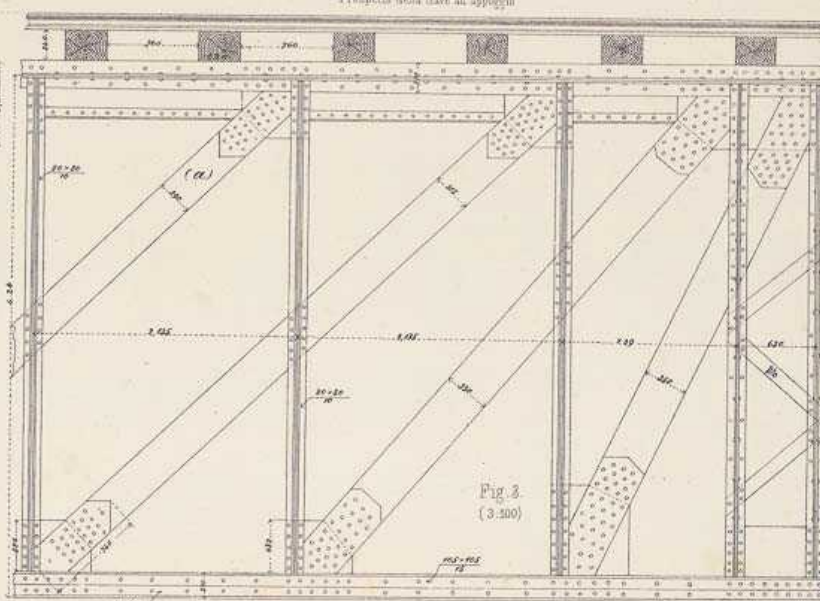
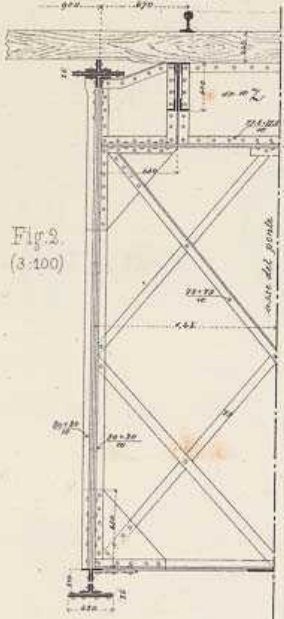
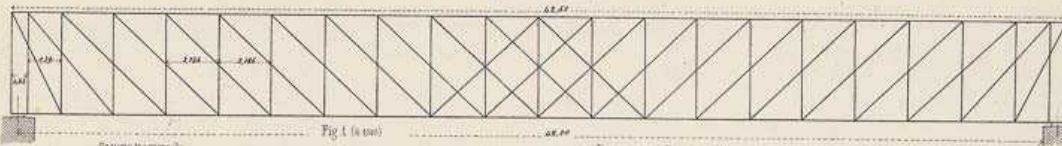


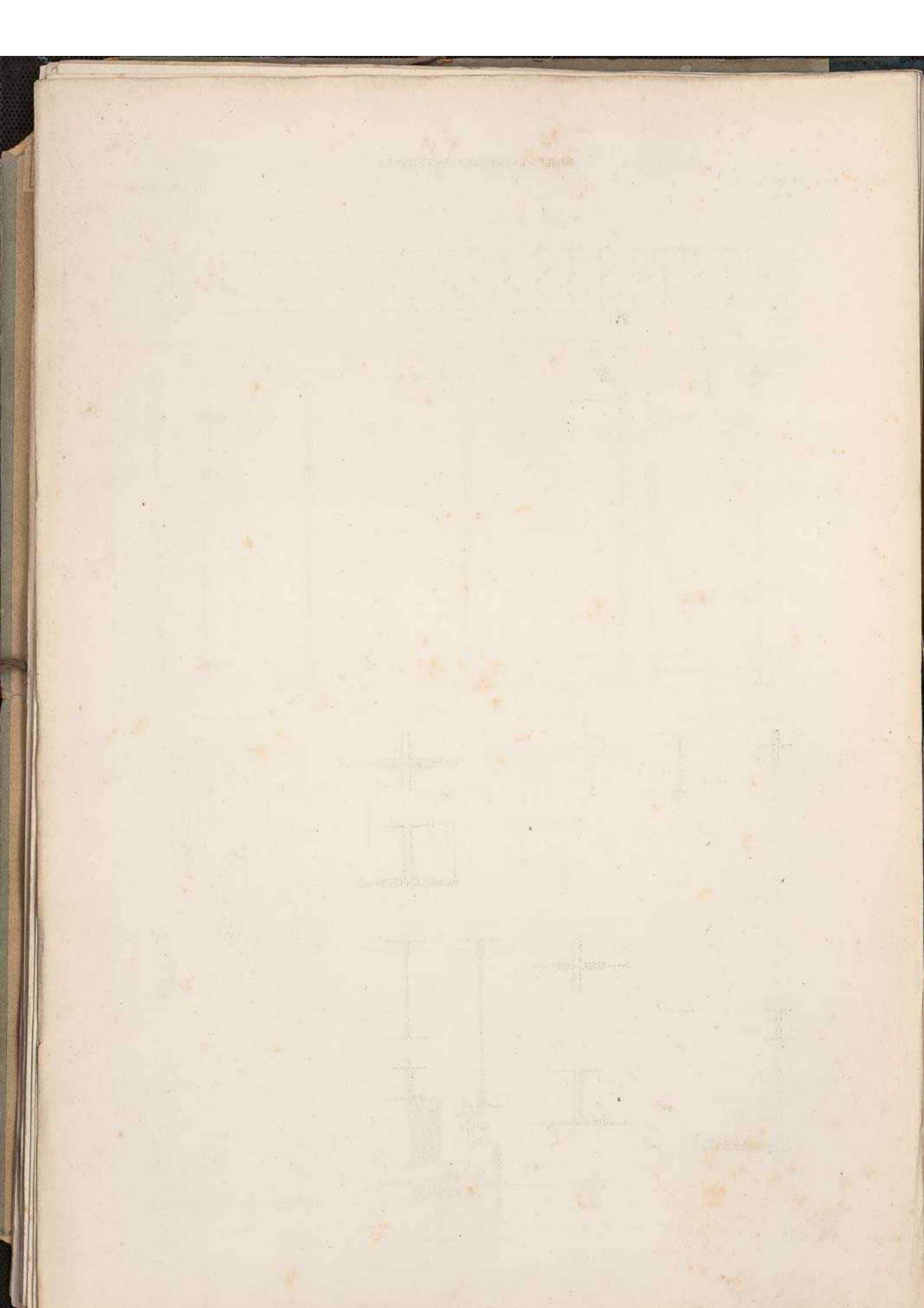
PONTI A TRAVATA RETTILINEA

GRANDE PORTATA

PER FERROVIA

Ponte Eger presso Kloosterlin
Tipo della trave principale

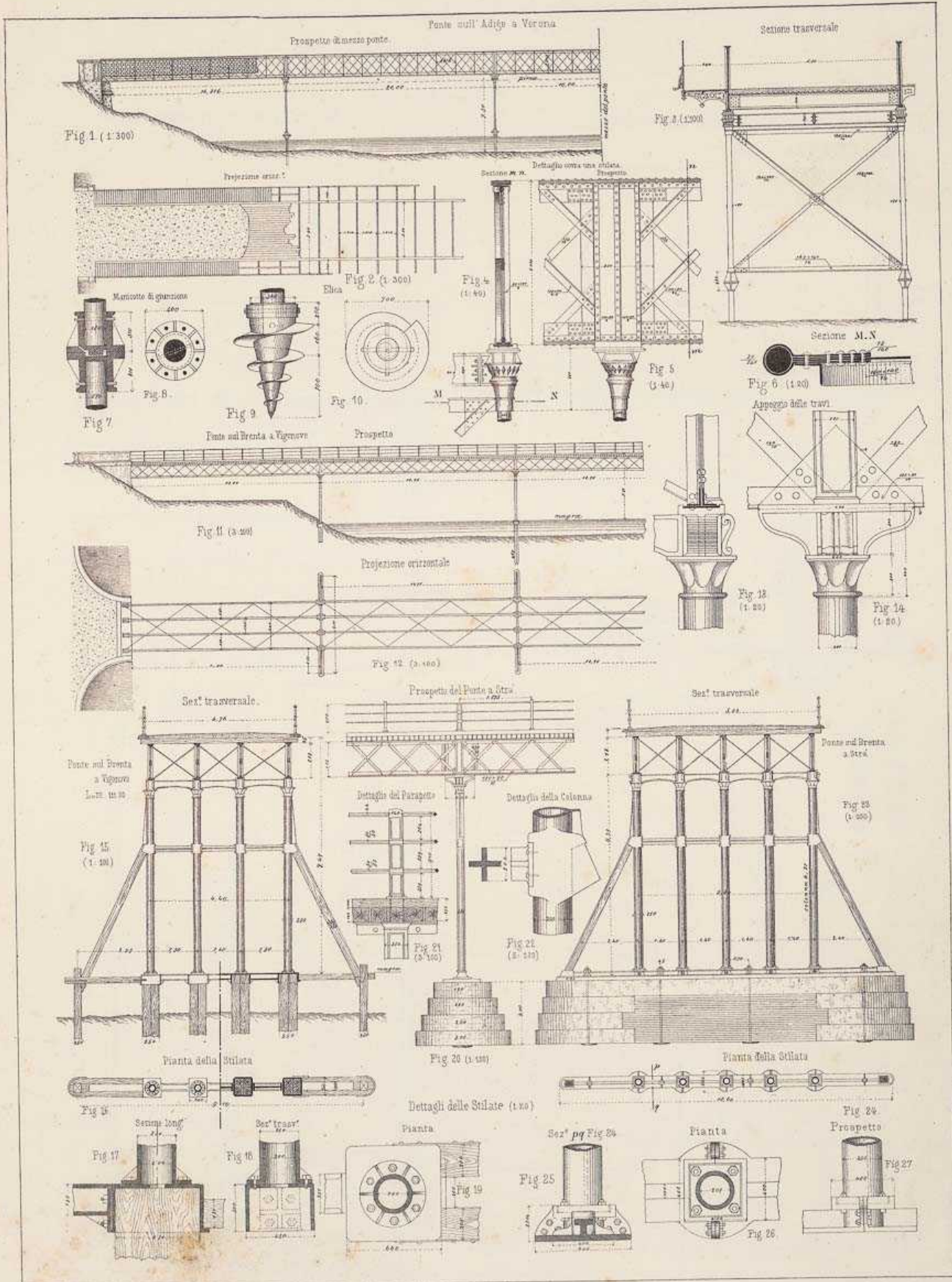


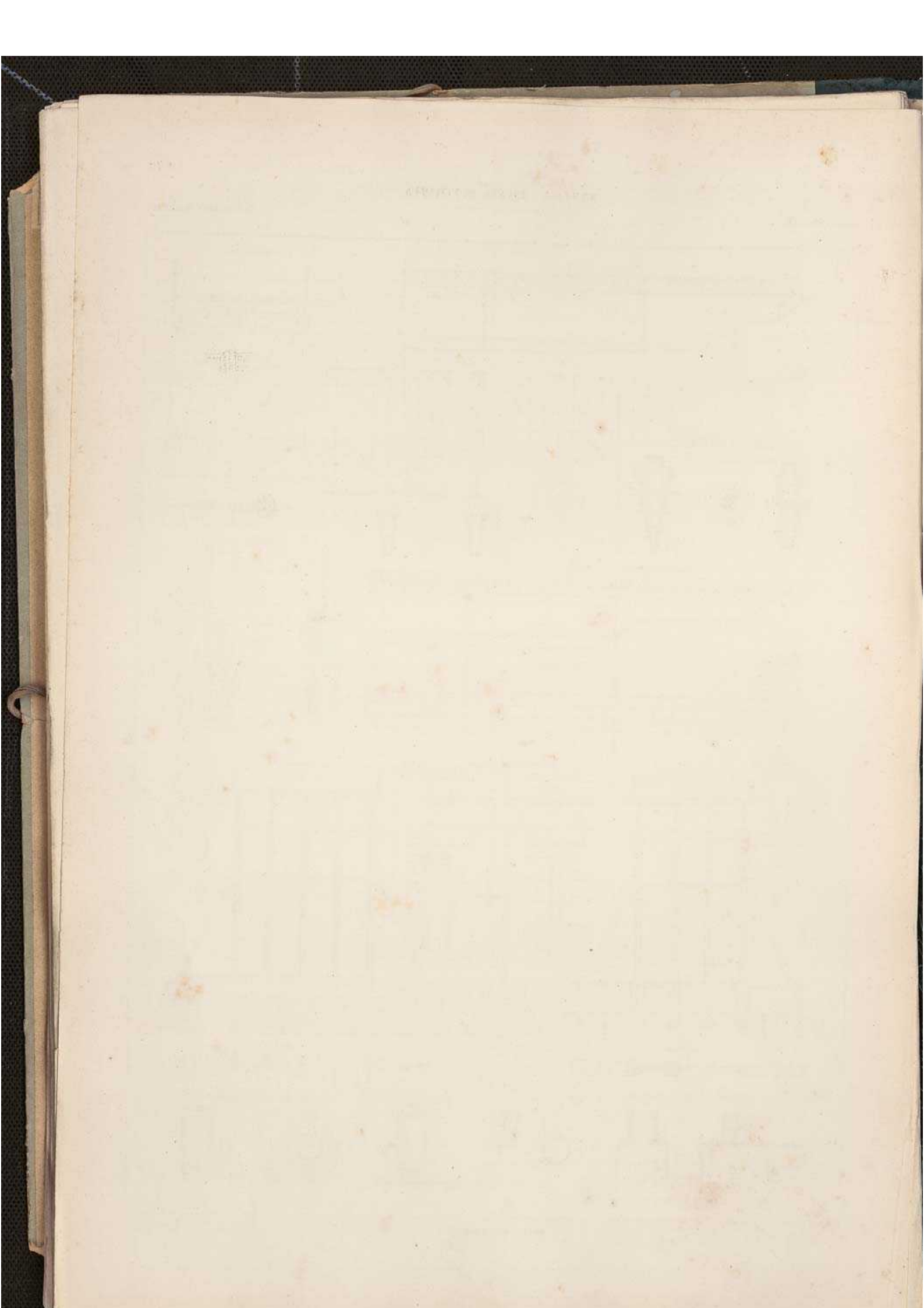


PONTI A TRAVATA RETTILINEA

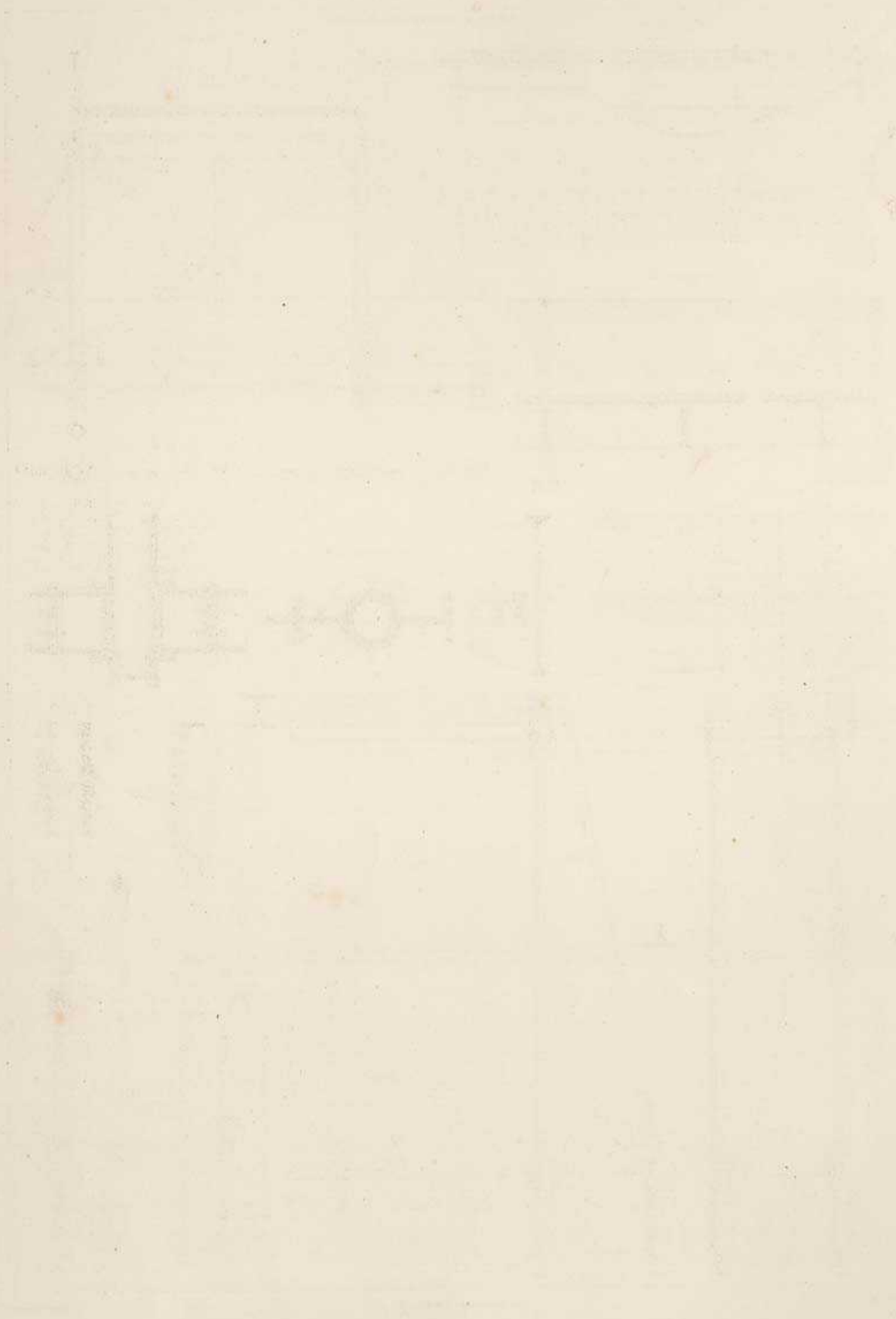
PER STRADA ORDINARIA

A PIU' CAMPATE





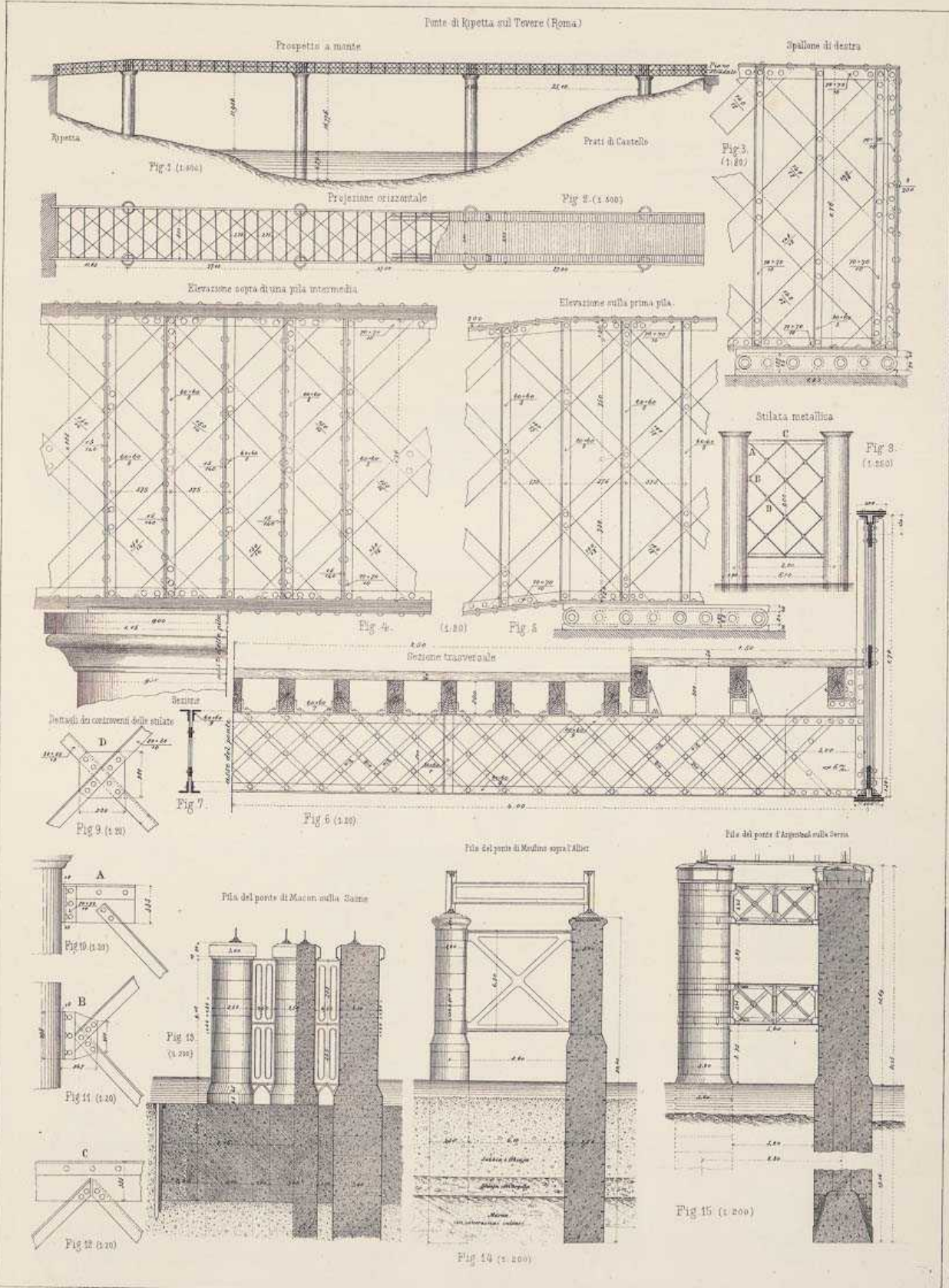
THE UNIVERSITY OF CHICAGO

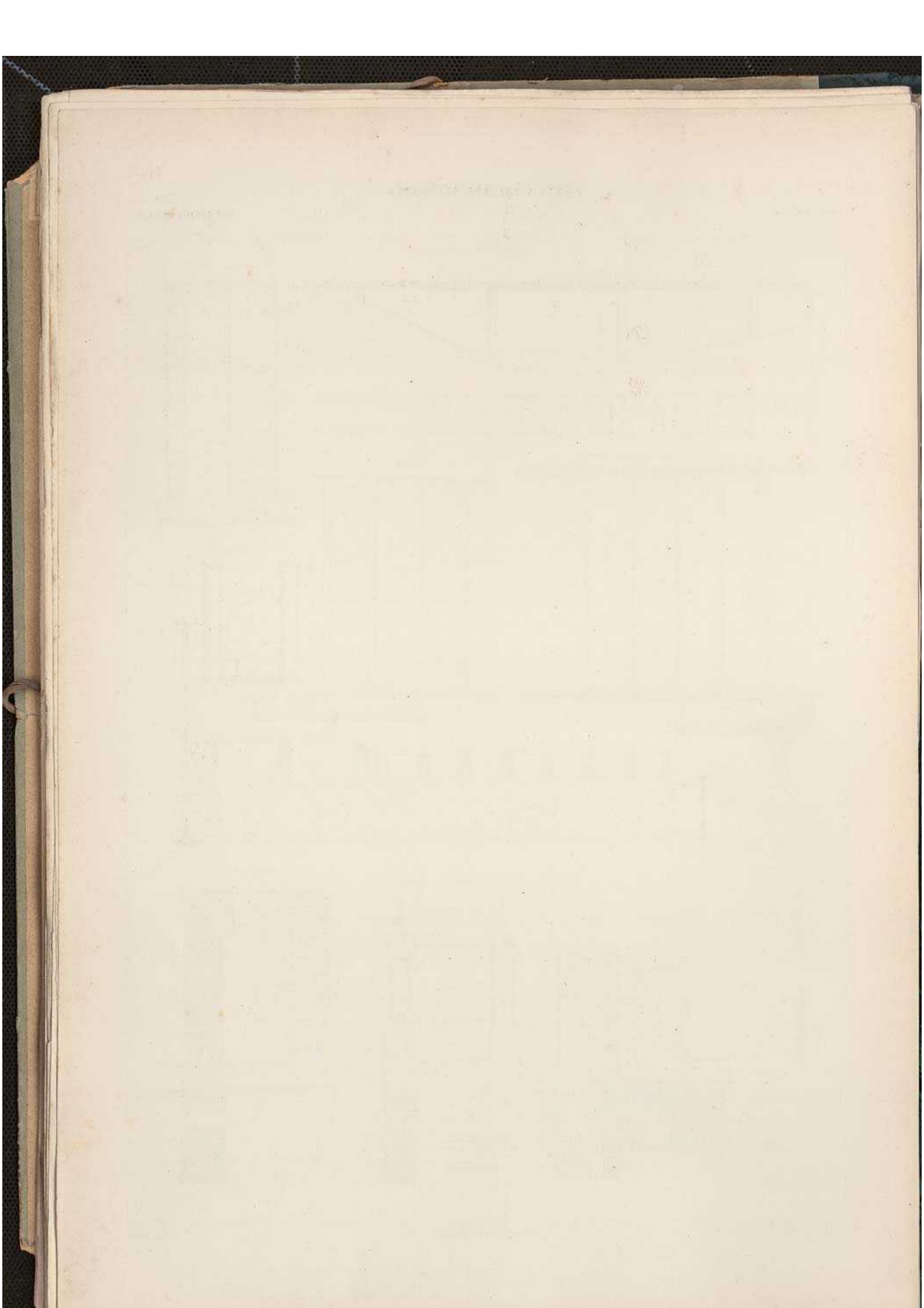


PONTI A TRAVATA RETTILINEA

A PIU' CAMPATE

PER STRADA ORDINARIA



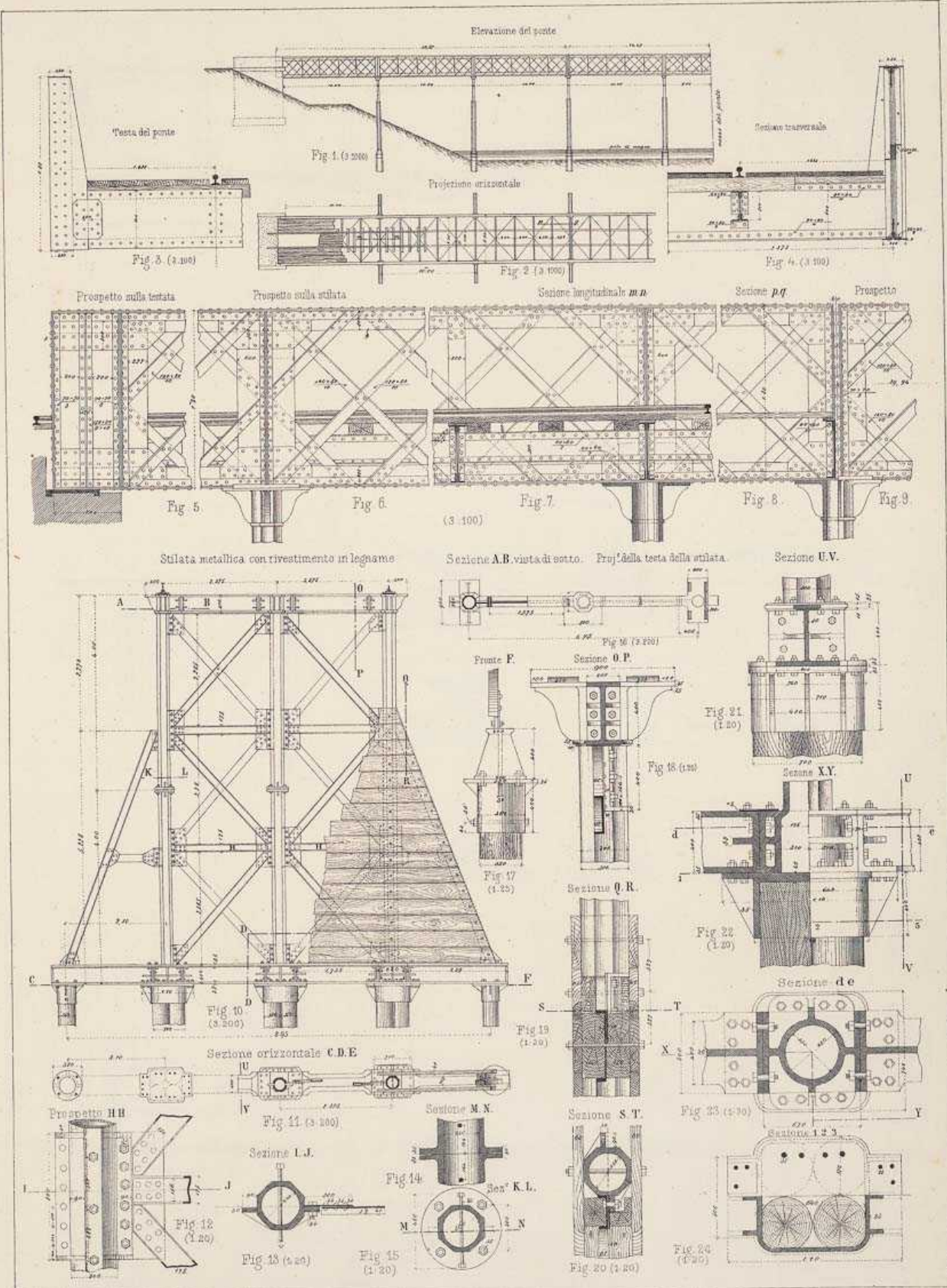


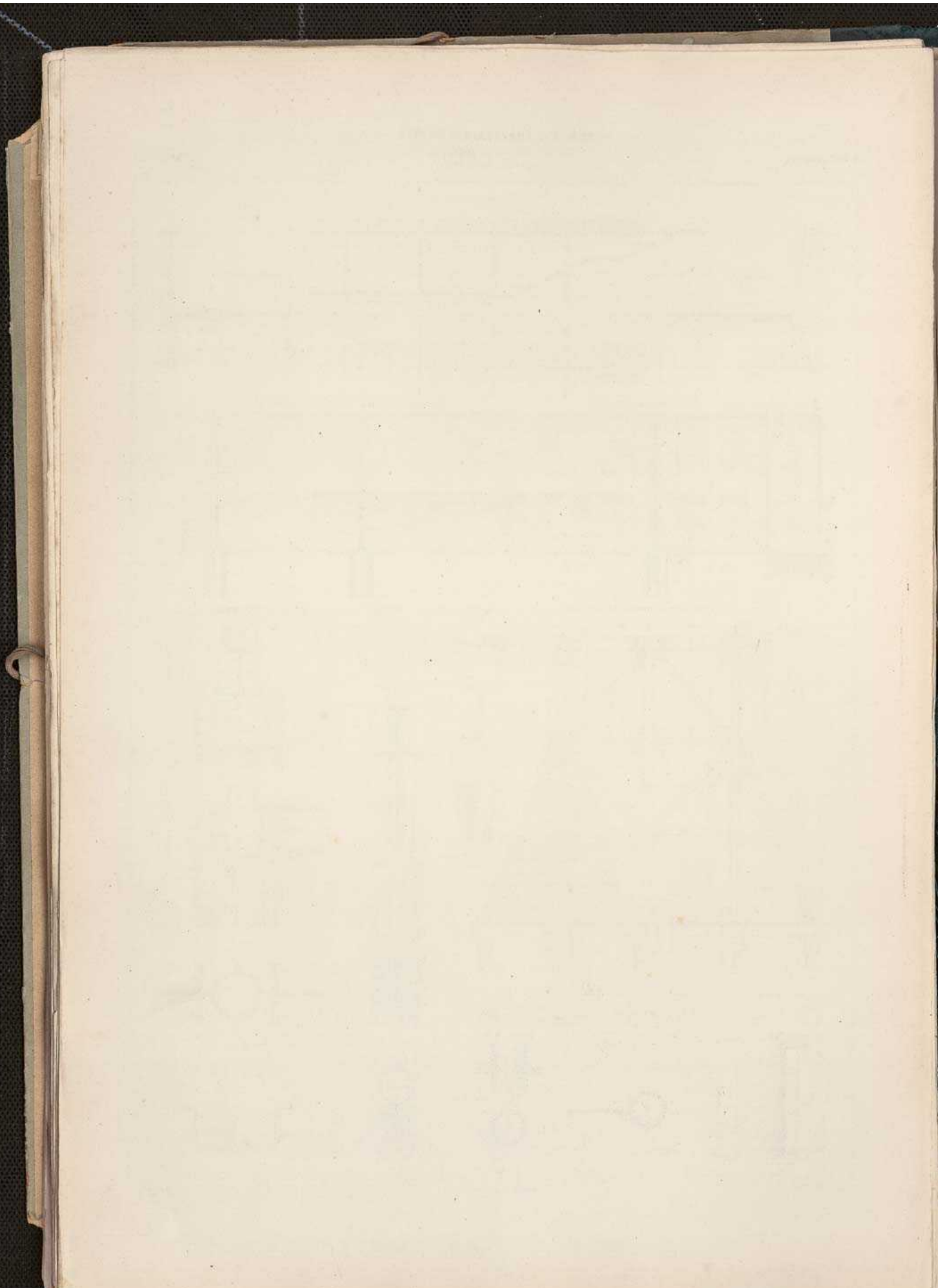
PONTI A TRAVATA RETTILINEA

Ponte sul Brenta (Linea Padova-Bressana)

PER FERROVIA

A PIU' CAMPATE



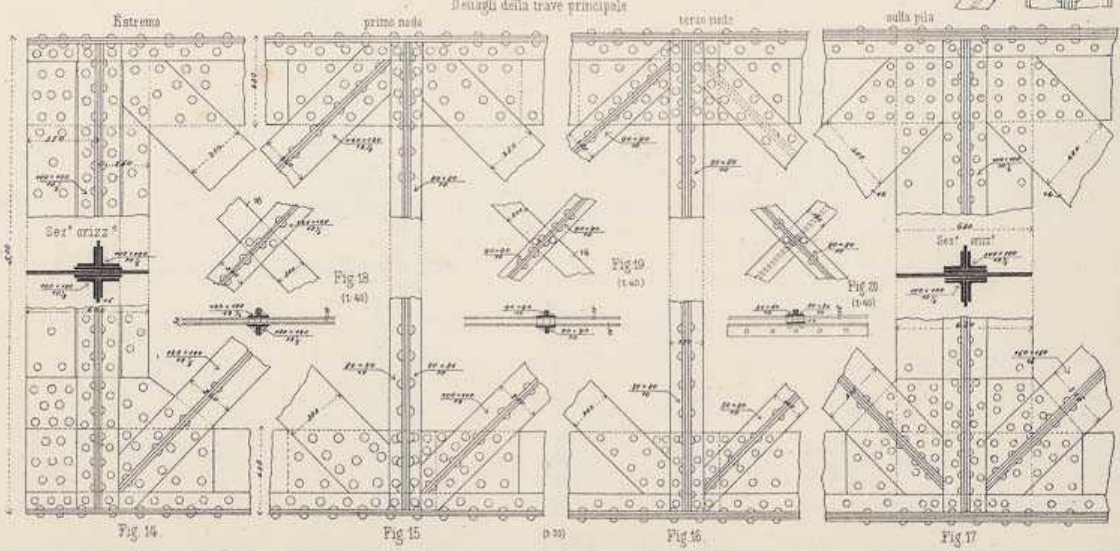
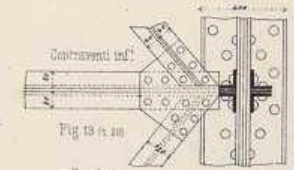
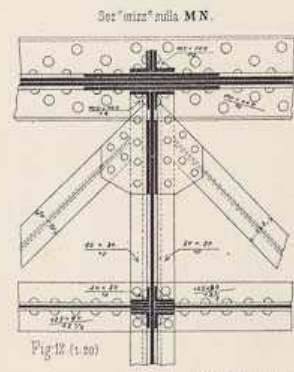
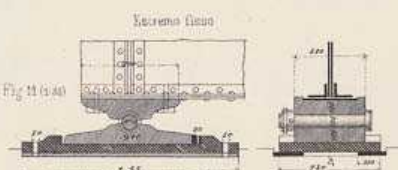
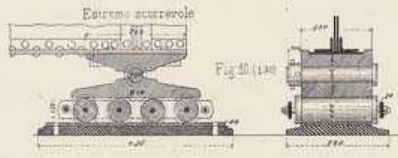
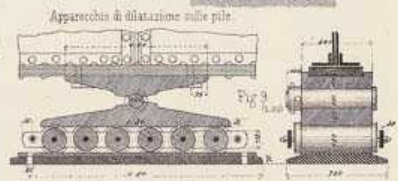
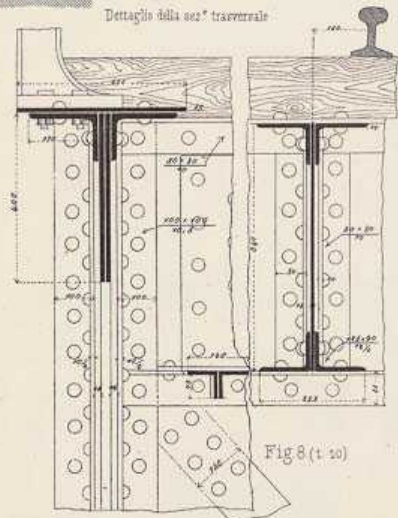
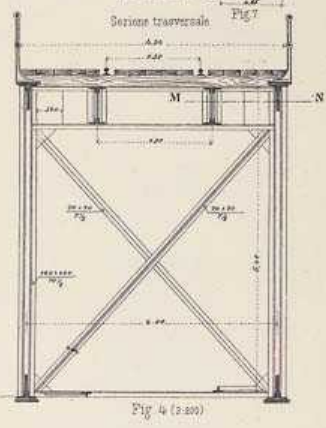
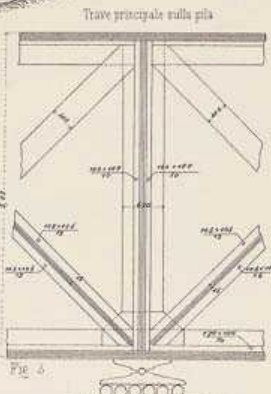
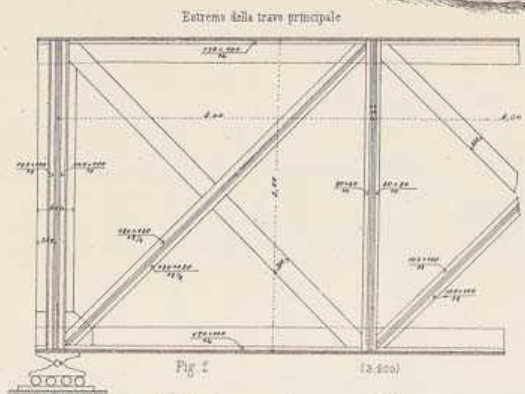
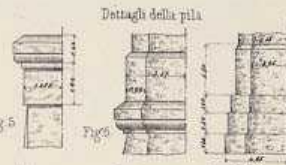
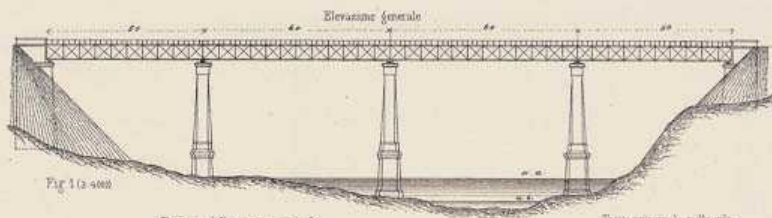


PONTI A TRAVATA RETTILINEA

Fonte Thaya presso Znaim

A PIU' CAMPATE

PER FERROVIA

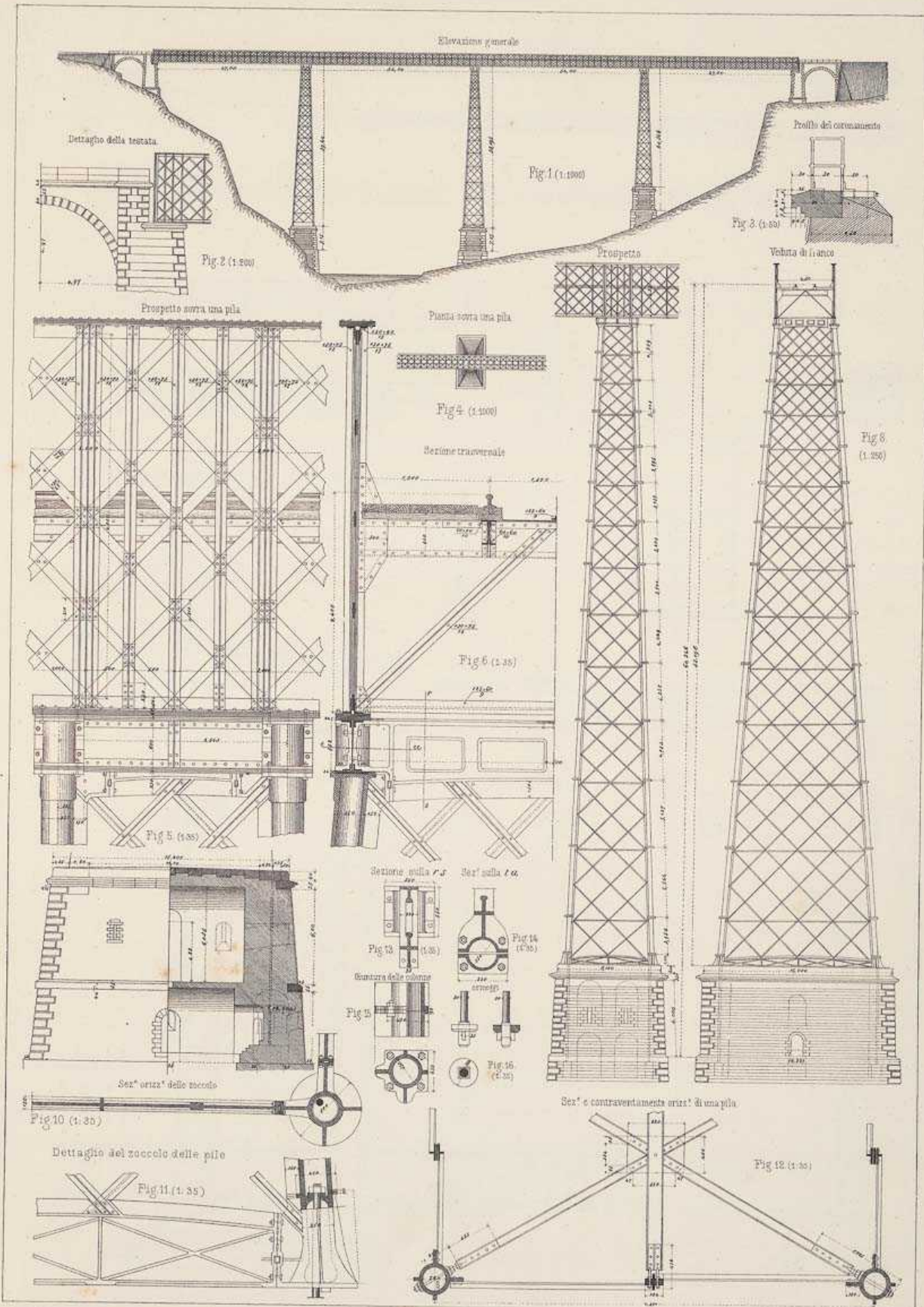


PONTI A TRAVATA RETTILINEA

Vadagna sulla Strada (Linea Bari - Taranto)

A PIU' CAMPATE

PER FERROVIA

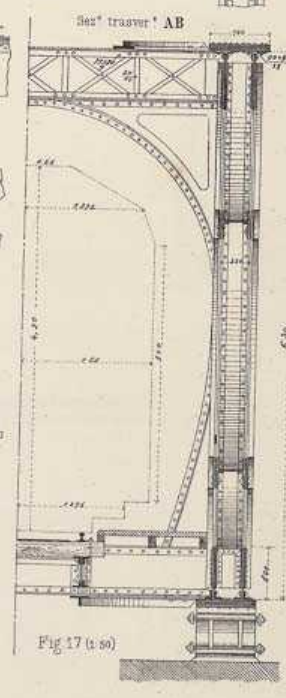
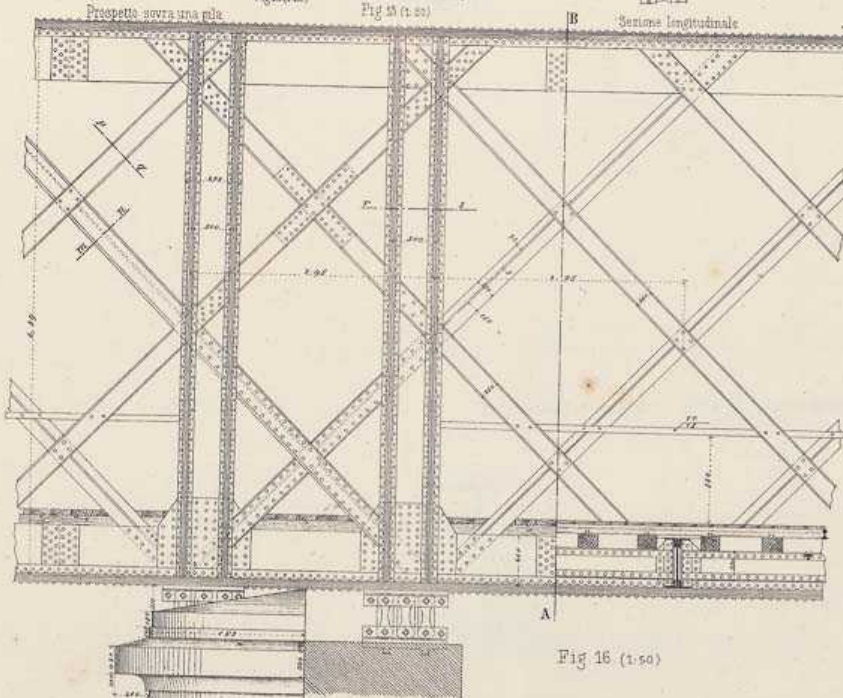
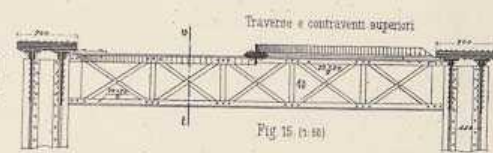
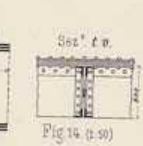
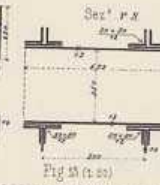
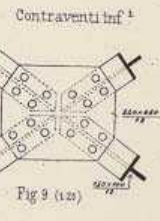
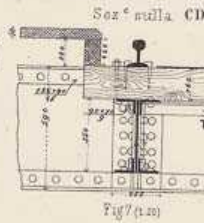
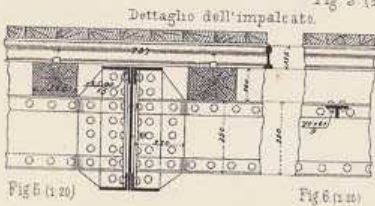
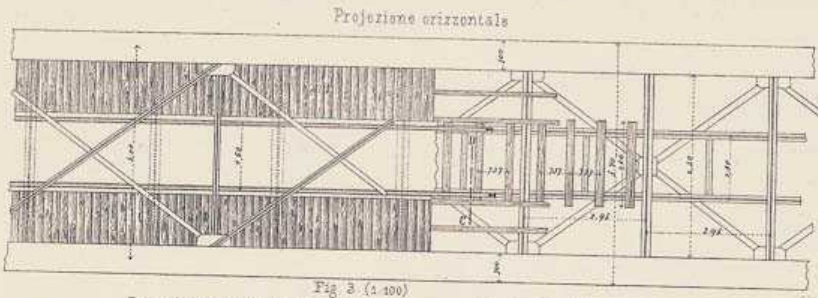
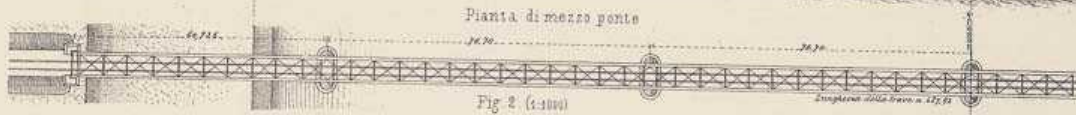


PONTI A TRAVATA RETTILINEA

Ponte sul Po a Pontelagoscuro

A PIU' CAMPATE

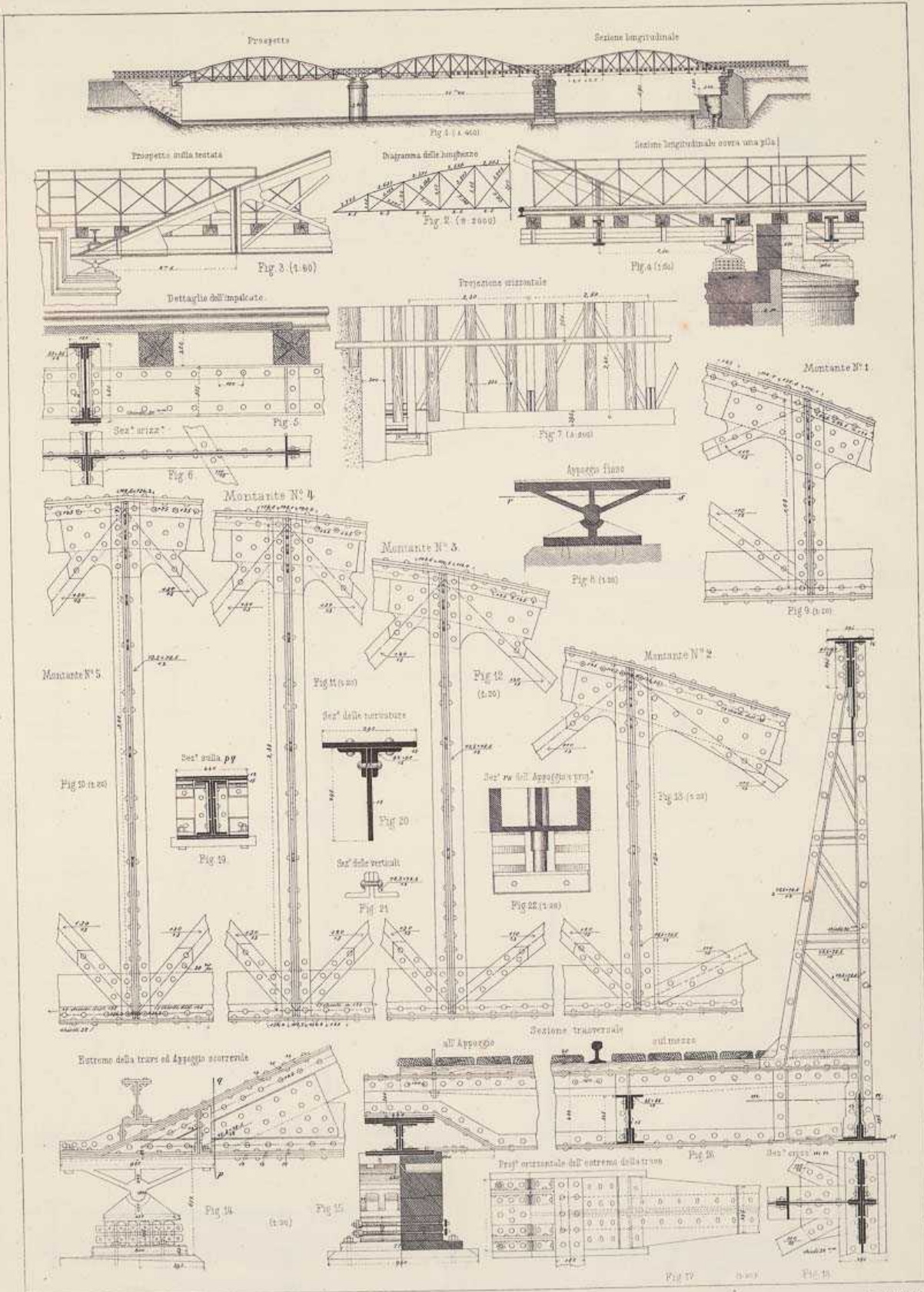
PER FERROVIA



PONTI A TRAVATA POLIGONALE

TRAVI PARABOLICHE

PER FERROVIA

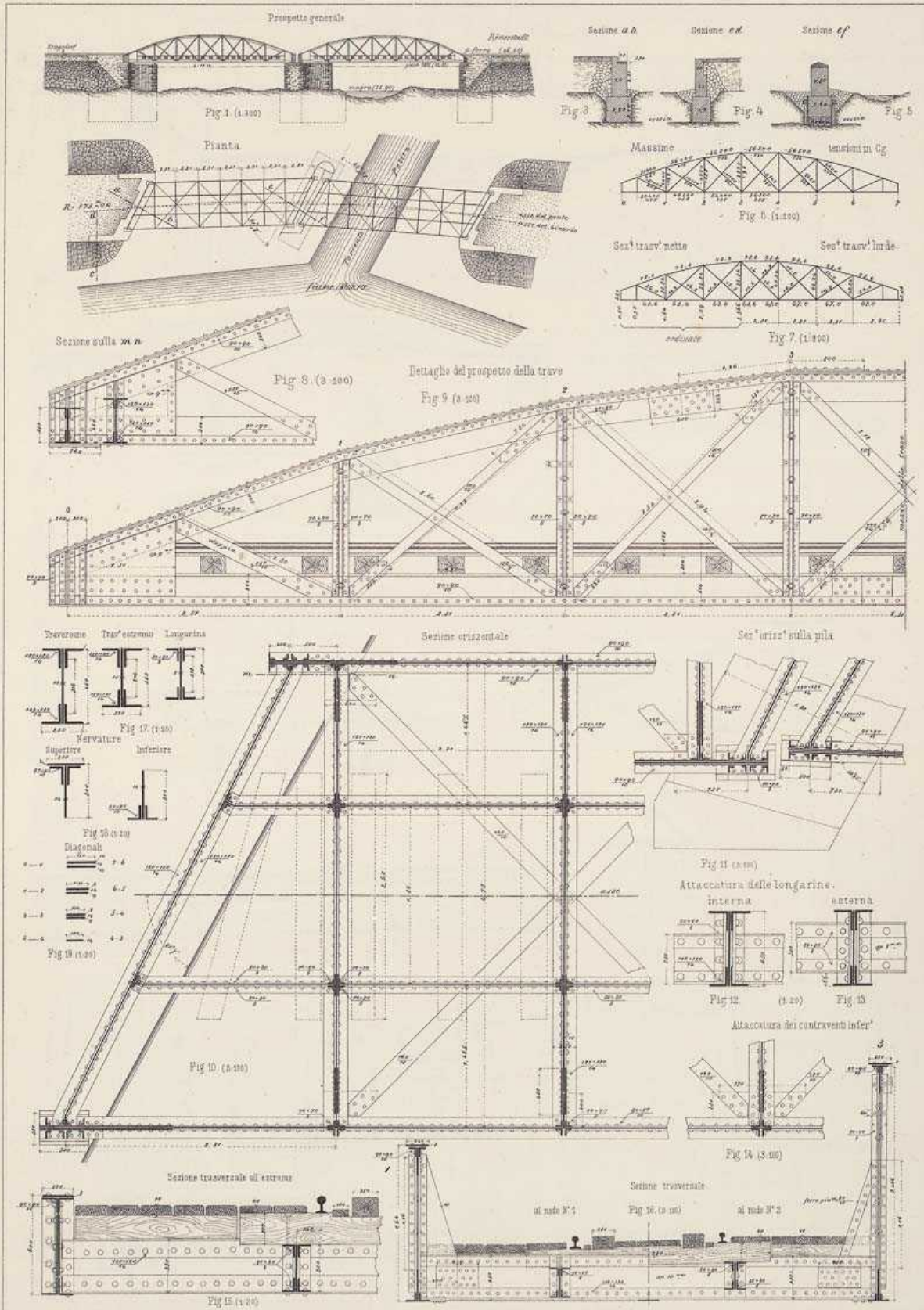


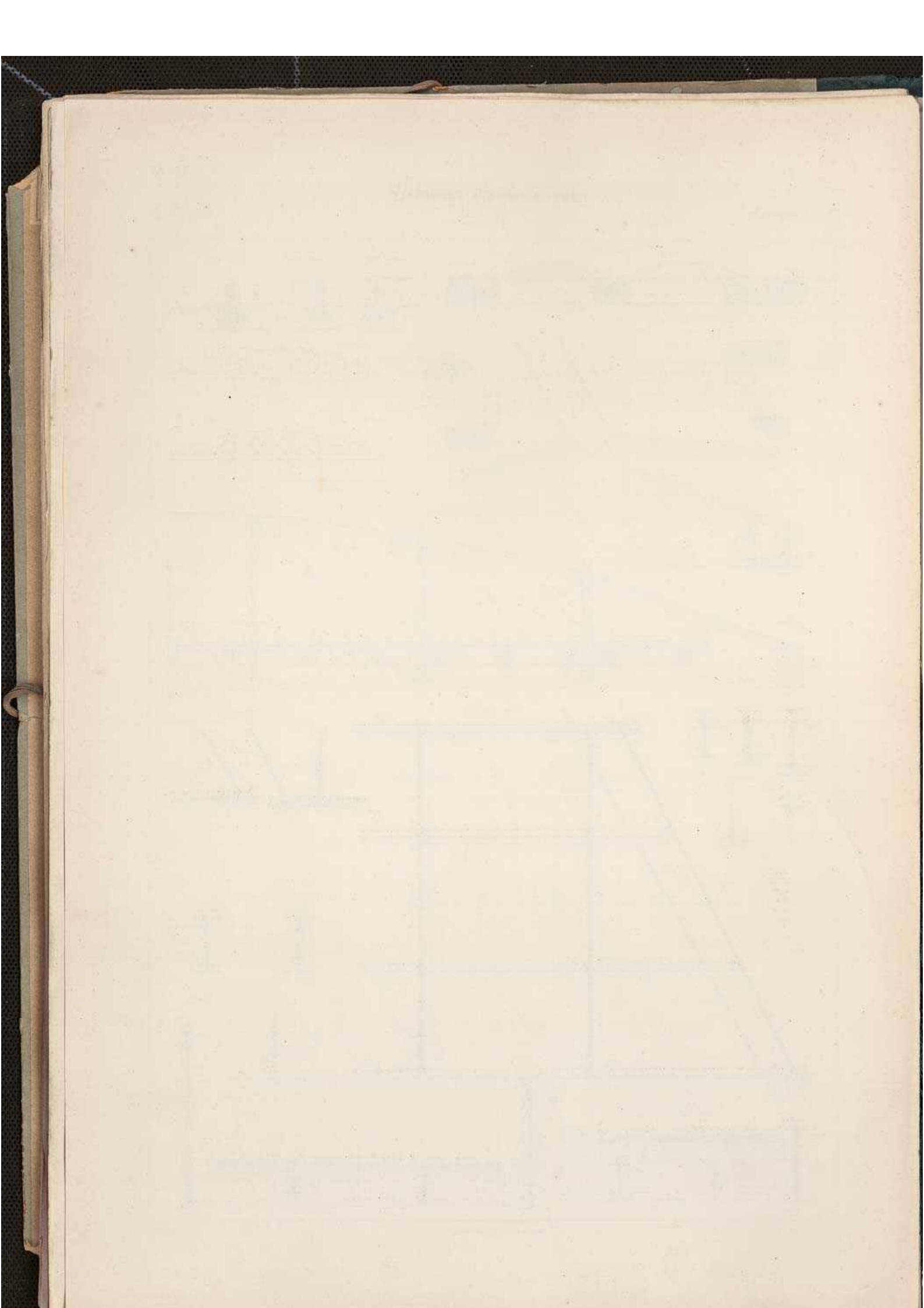
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Ponte sul torrente Polzix

TRAVI PARABOLICHE

PER FERROVIA



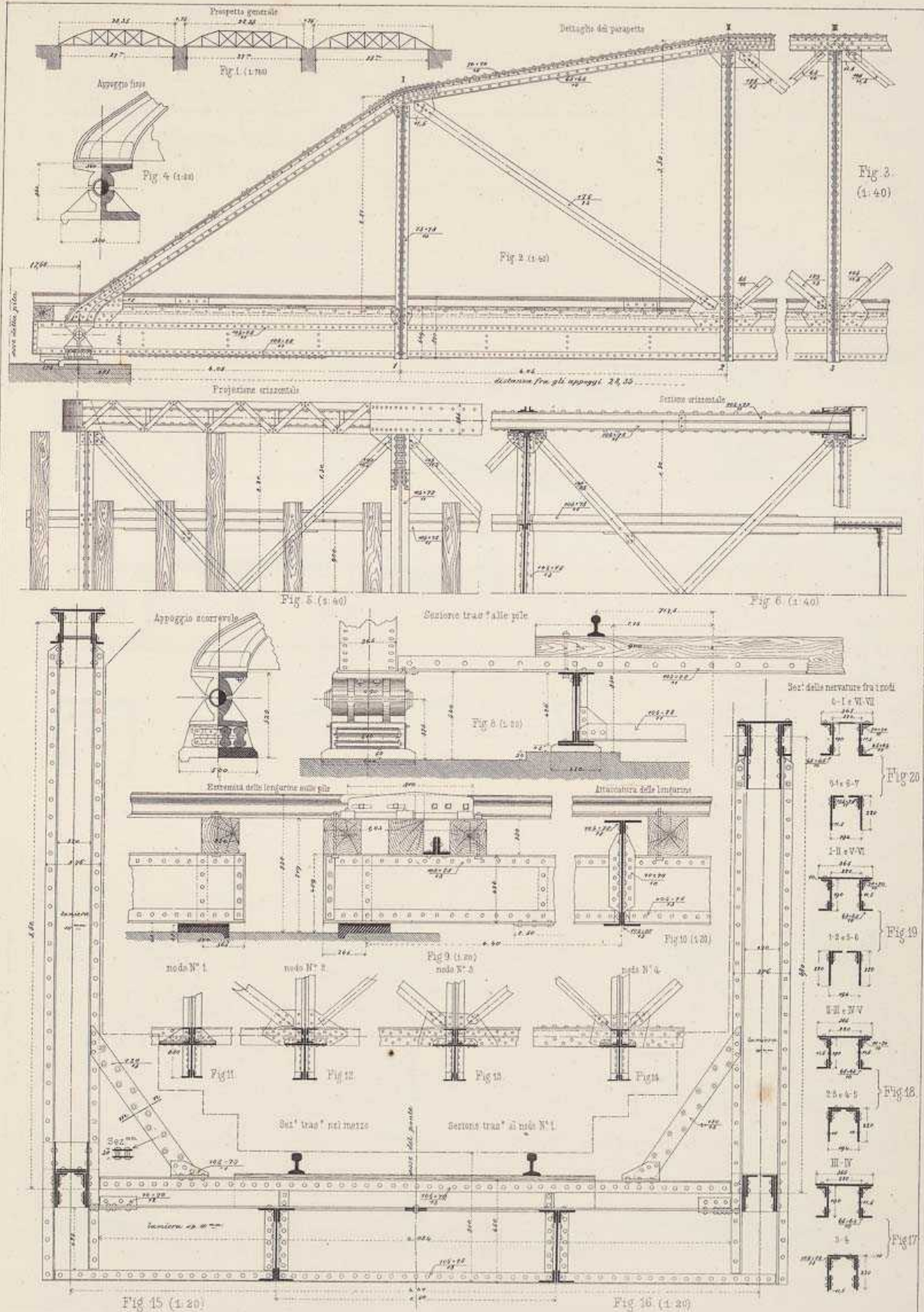


PONTI A TRAVATA POLIGONALE

Ponte della ferrovia Breslavia-Friburgo

TRAVI SCHWEDLER

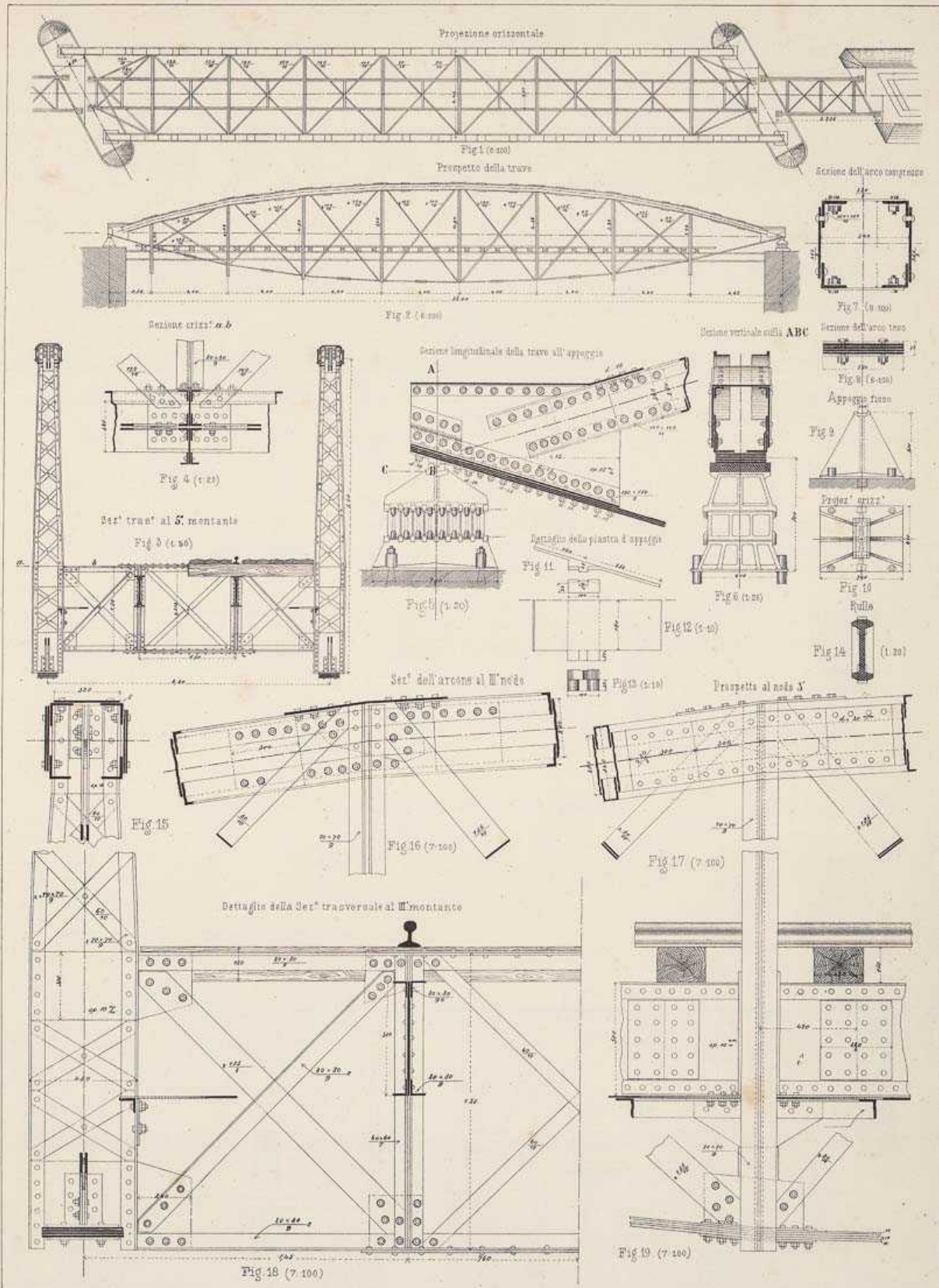
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PONTI A TRAVATA POLIGONALE
Ponte sul Rodach (Linea Hochstadt-Stockholm)

TRAVI PAULI

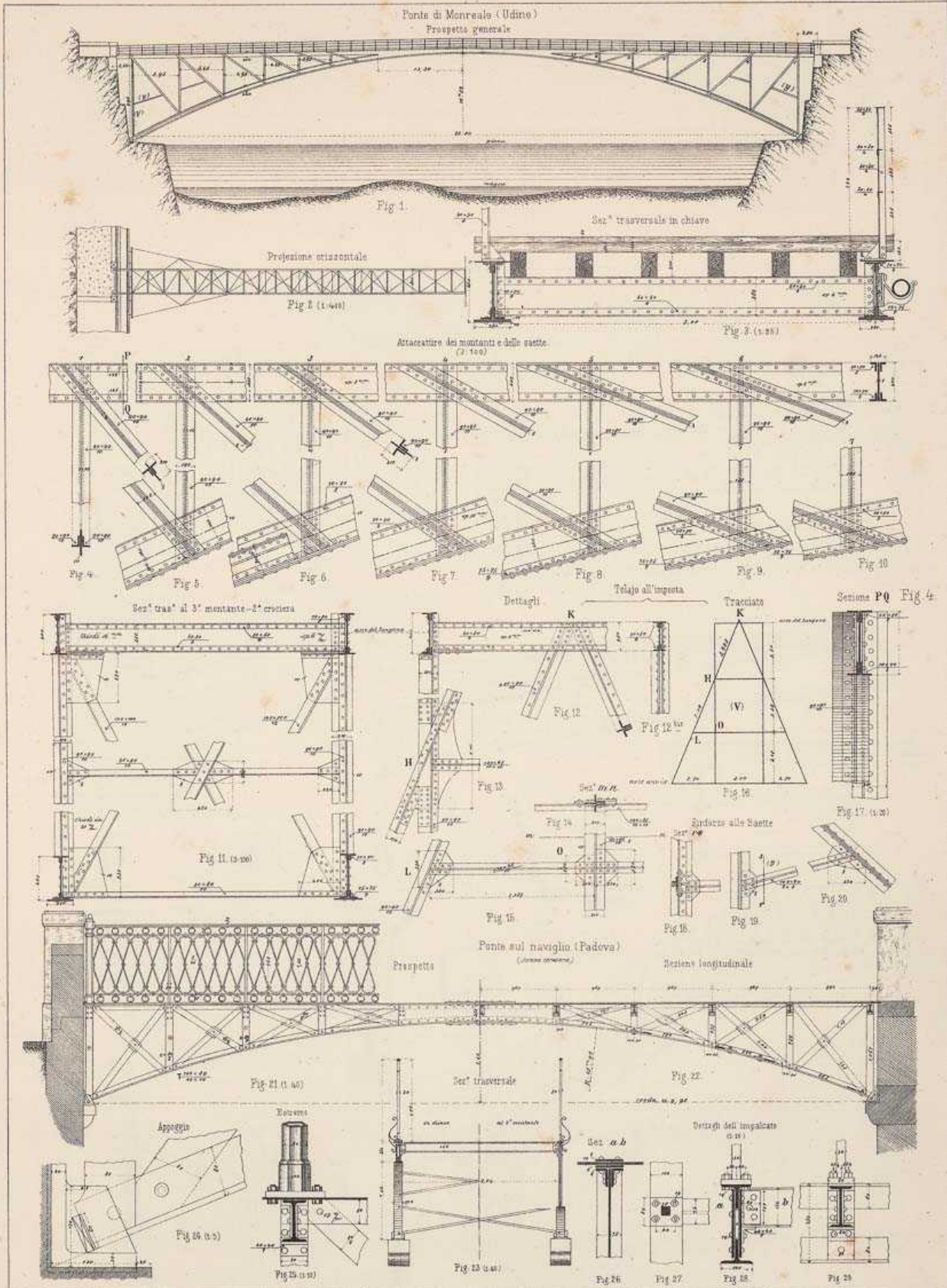
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PONTI AD ARCO

CON E SENZA CERNIERE

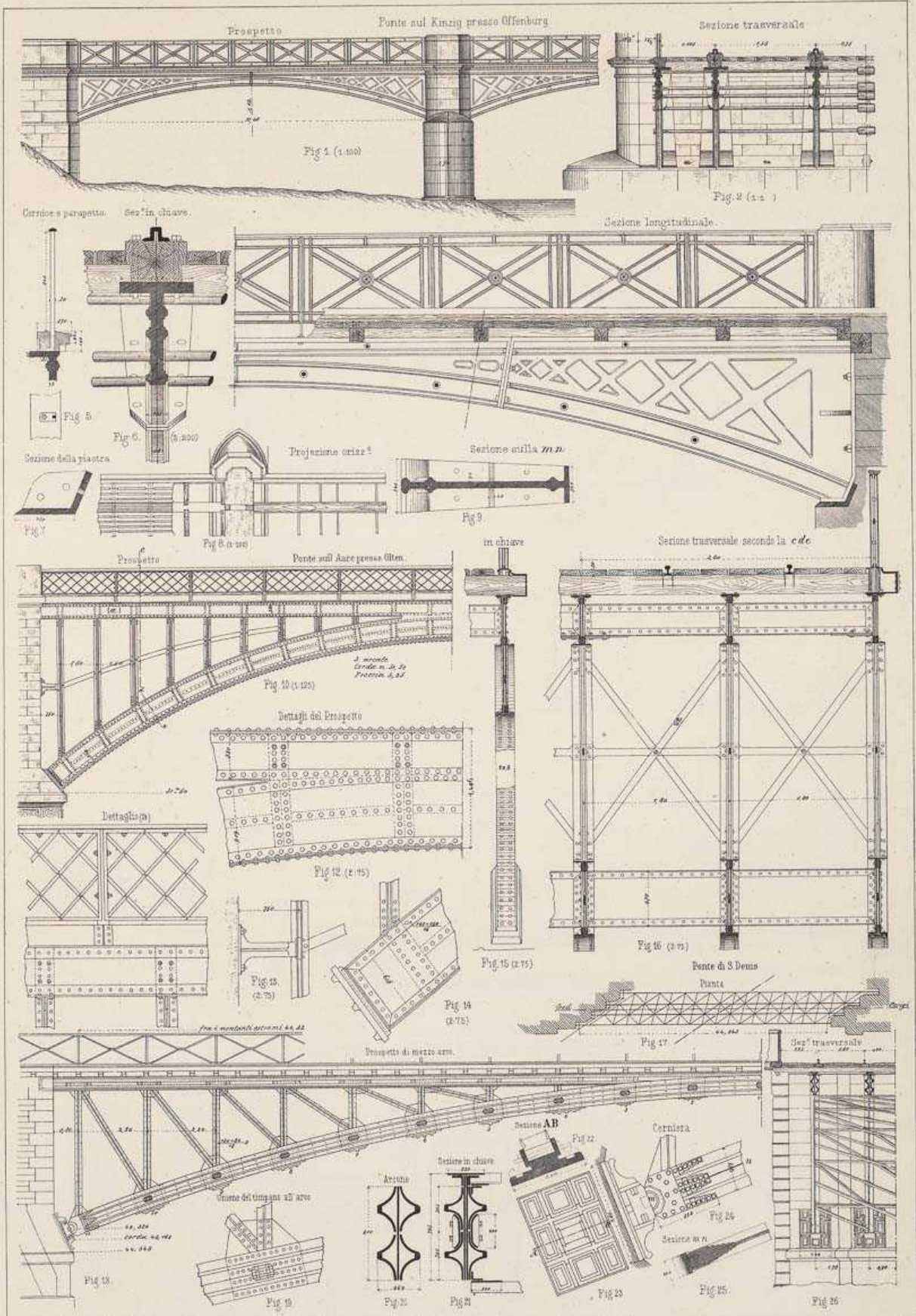
PER PEDONI



PONTI AD ARCO

CON E SENZA CERNIERE

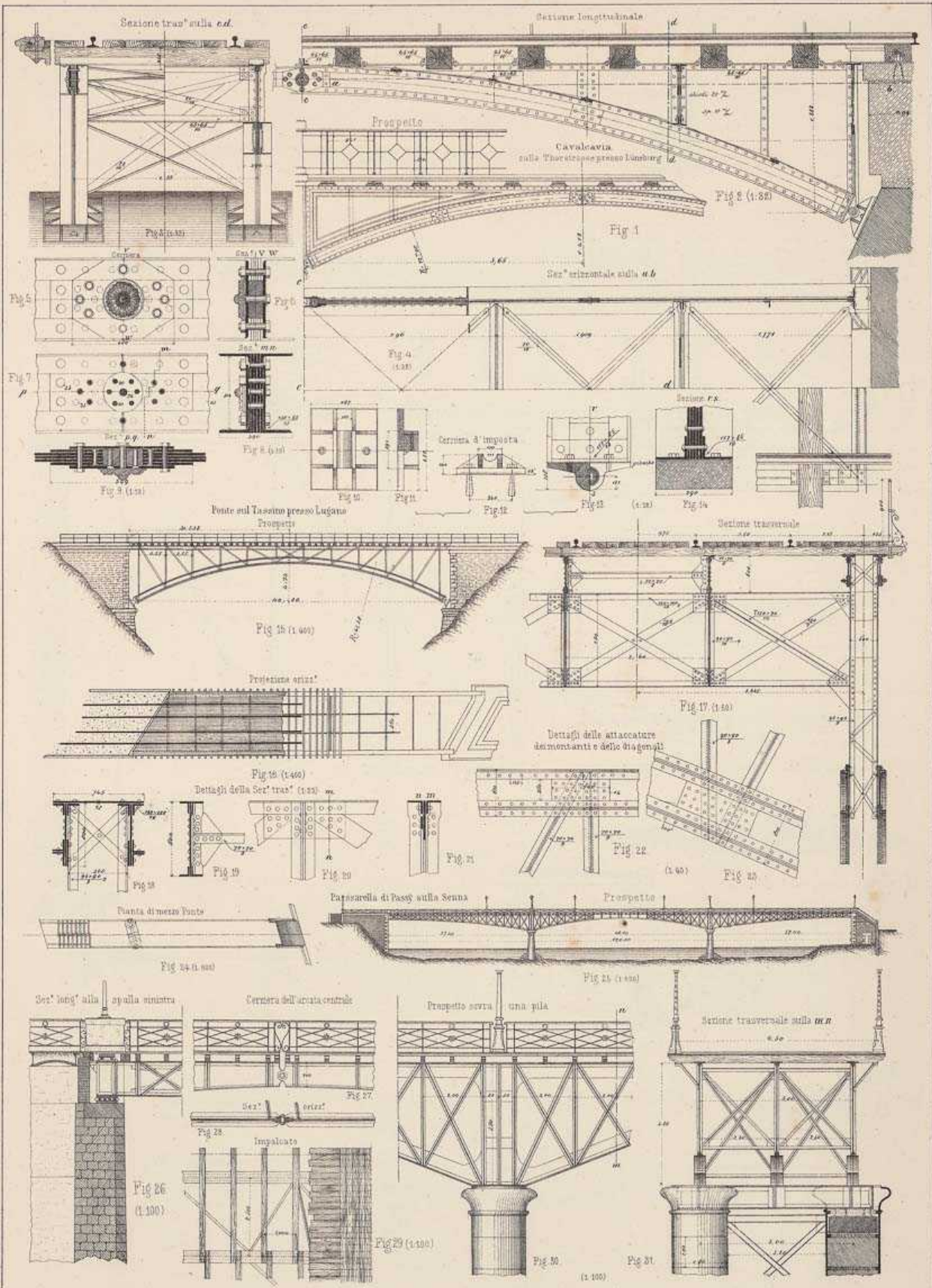
PER FERROVIA



PONTI AD ARCO

CON CERNERE

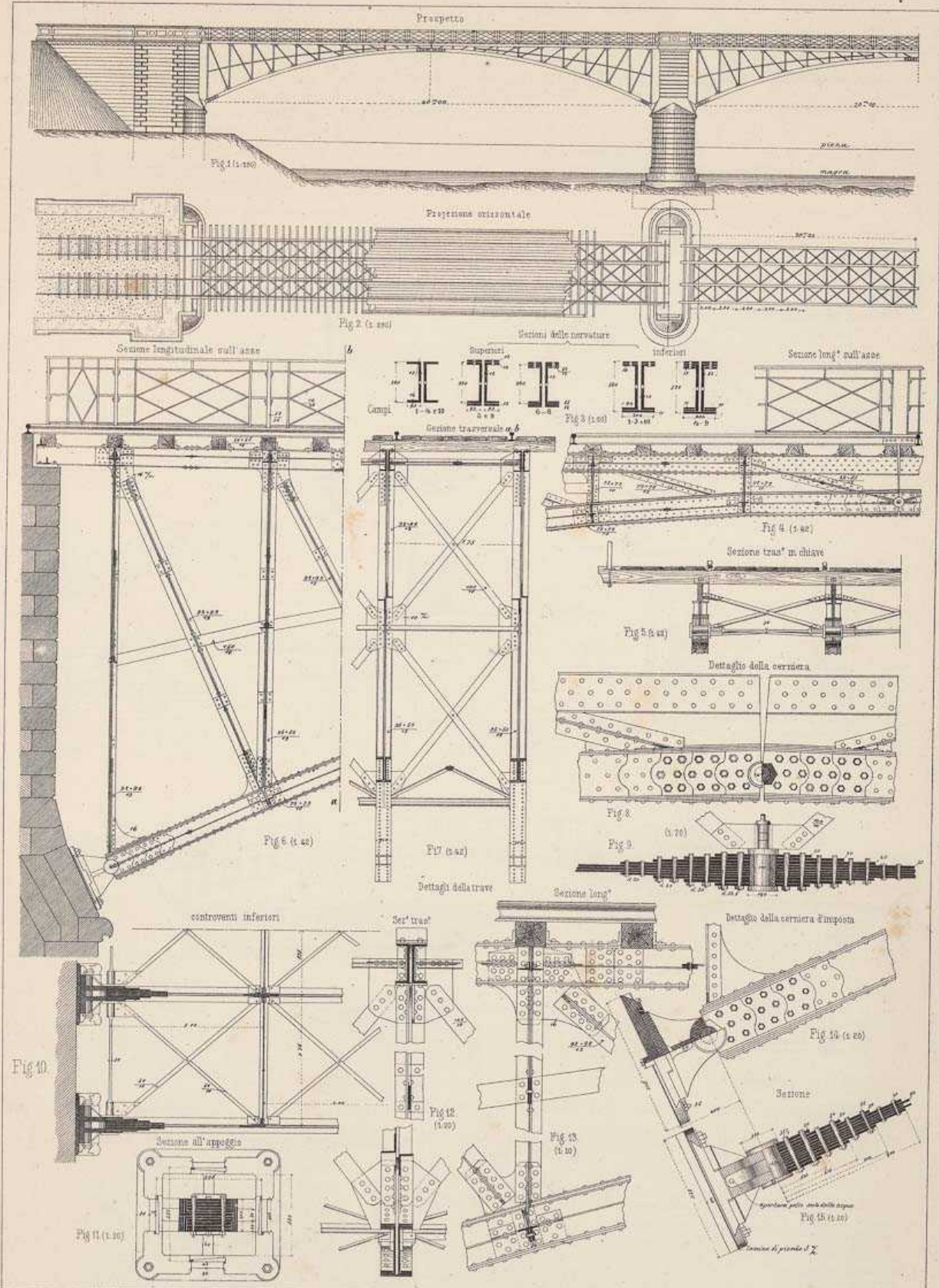
PER FERROVIA E PEDONI



PONTI AD ARCO

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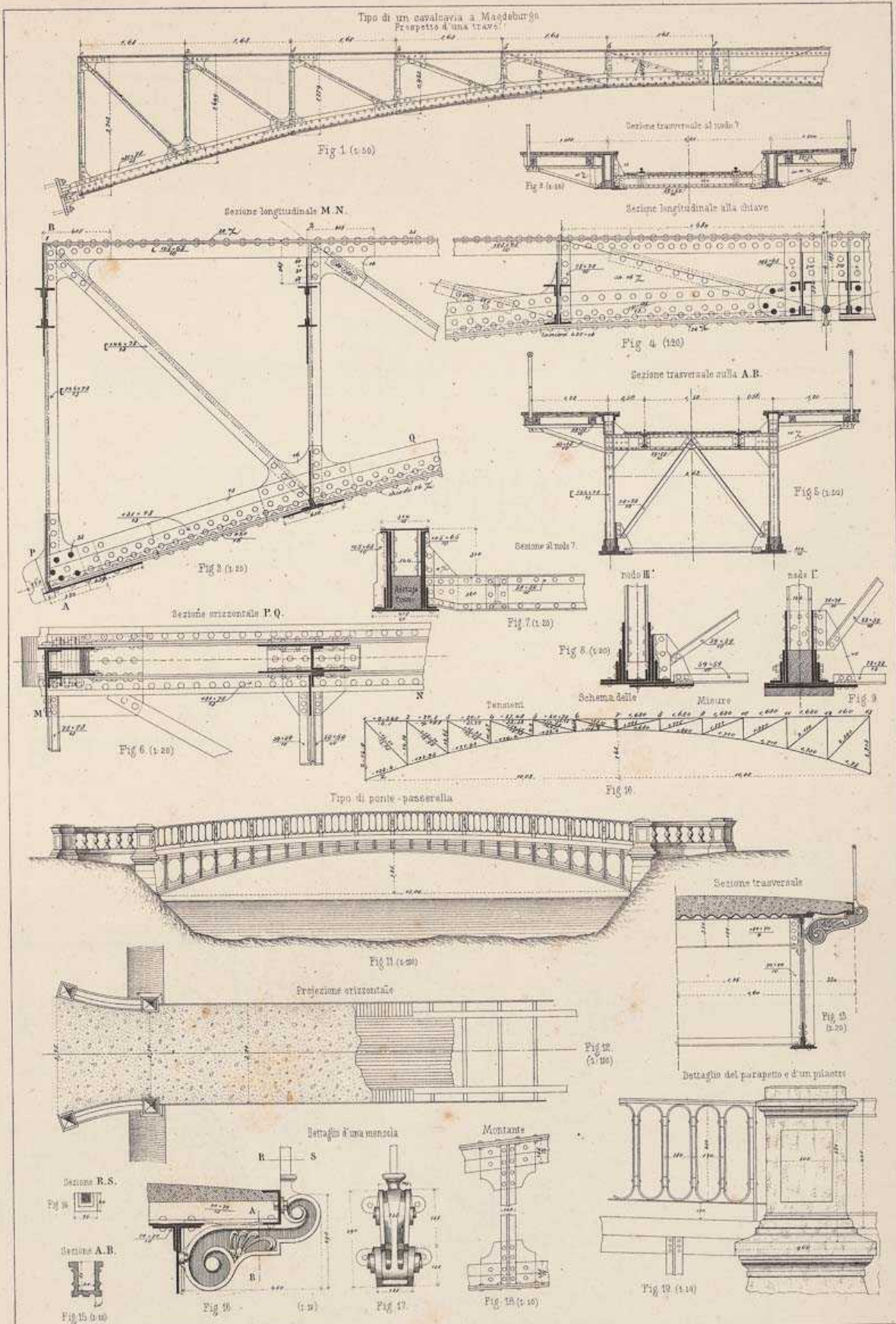
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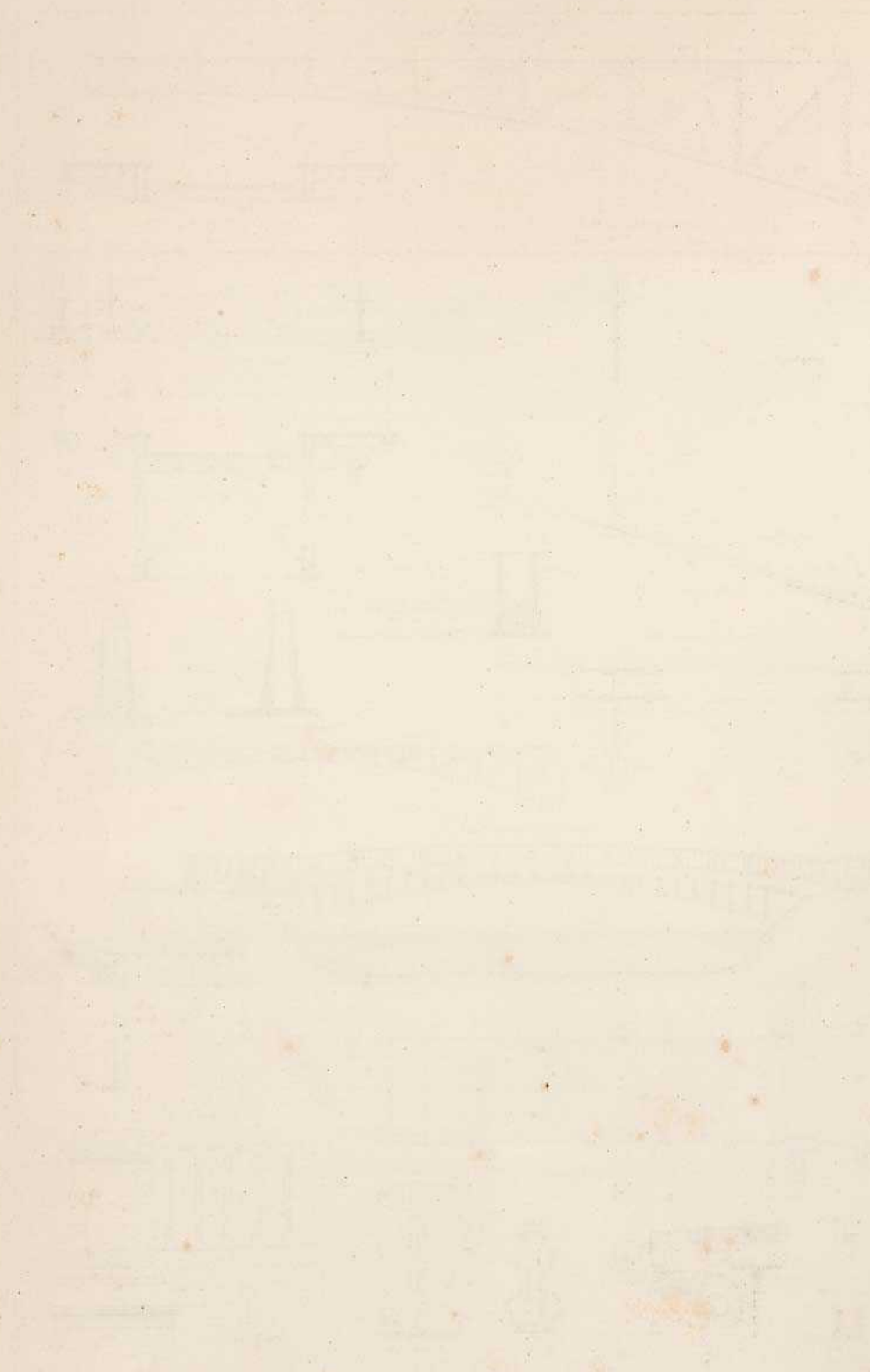
PONTI AD ARCO

CON E SENZA CERNIERE

PER FERROVIA E PER VIA ORDINARIA



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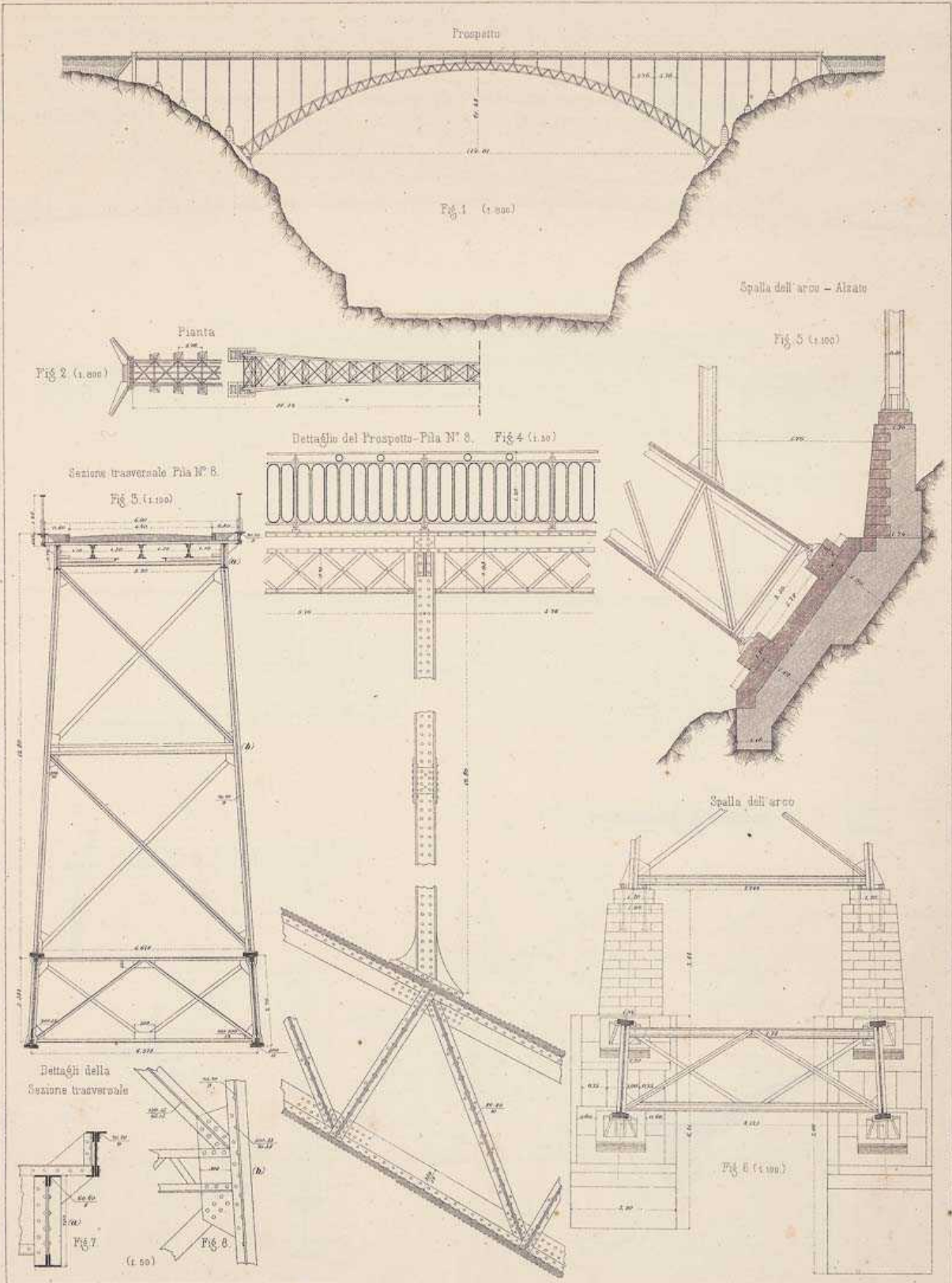


PONTI AD ARCO

SENZA CERNIERE

Ponte sullo Schwarzwasser

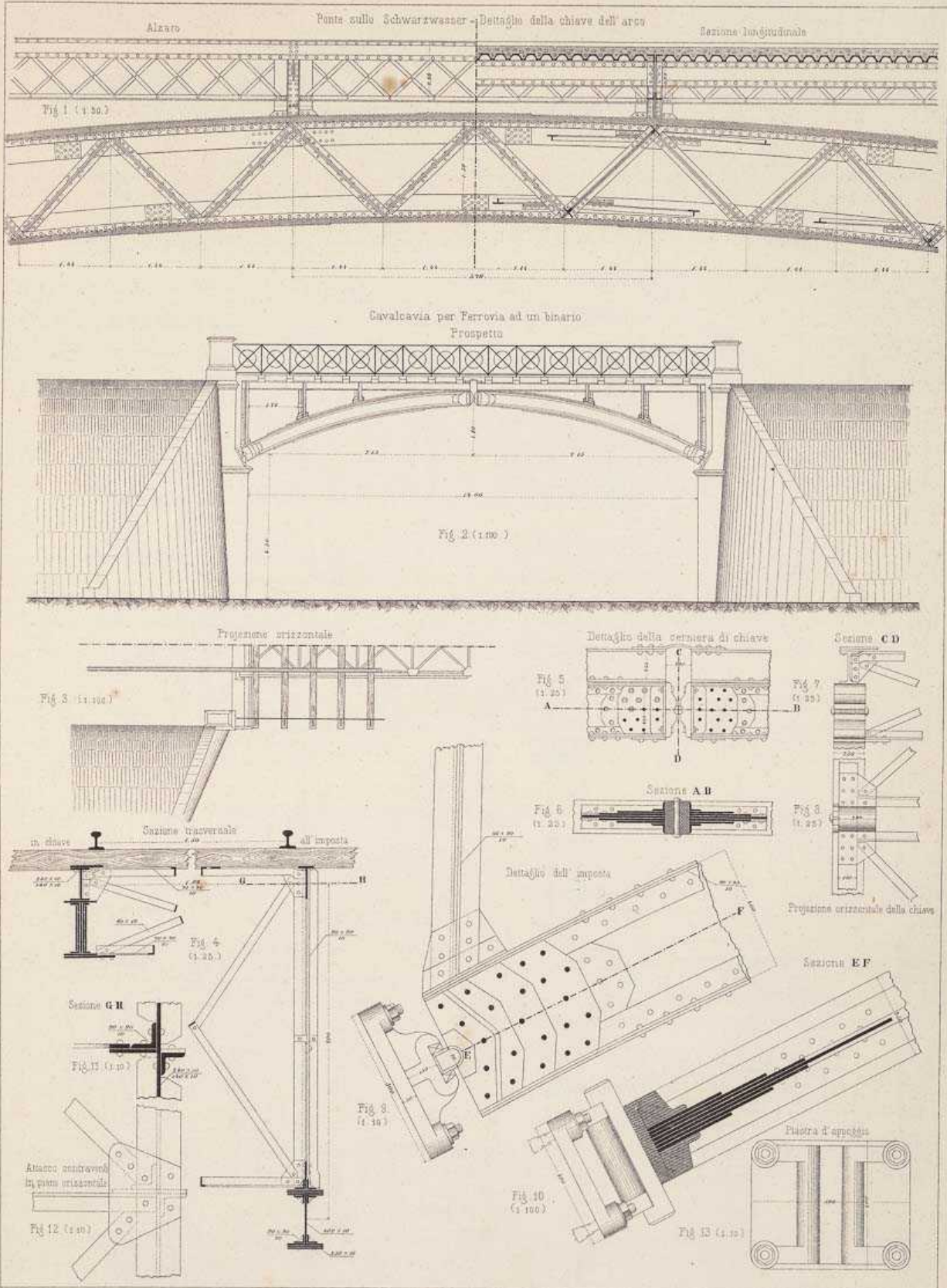
PER STRADA ORDINARIA



PONTI AD ARCO

CON TRE CERNIERE

PER FERROVIA

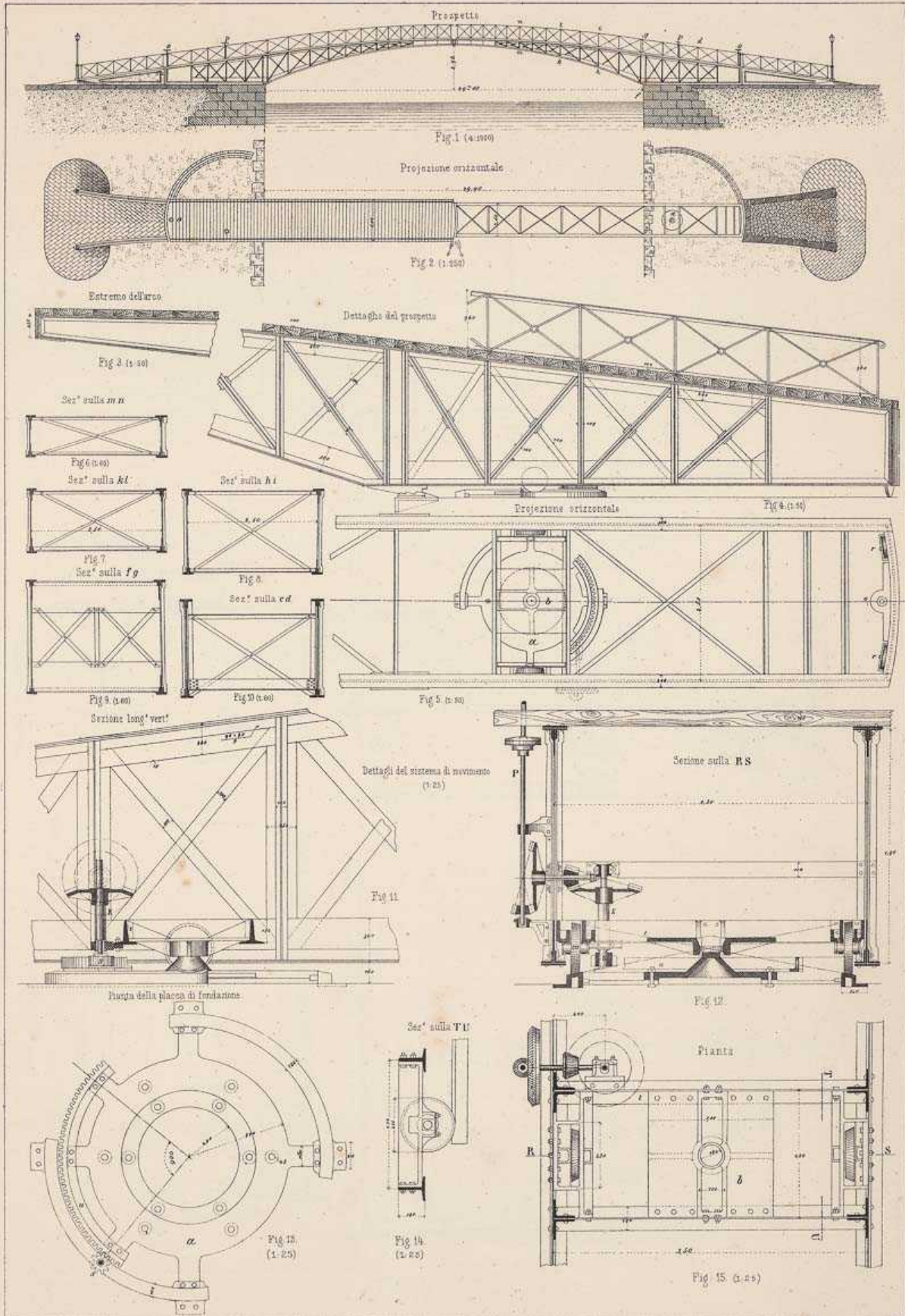


PONTI GIREVOLI

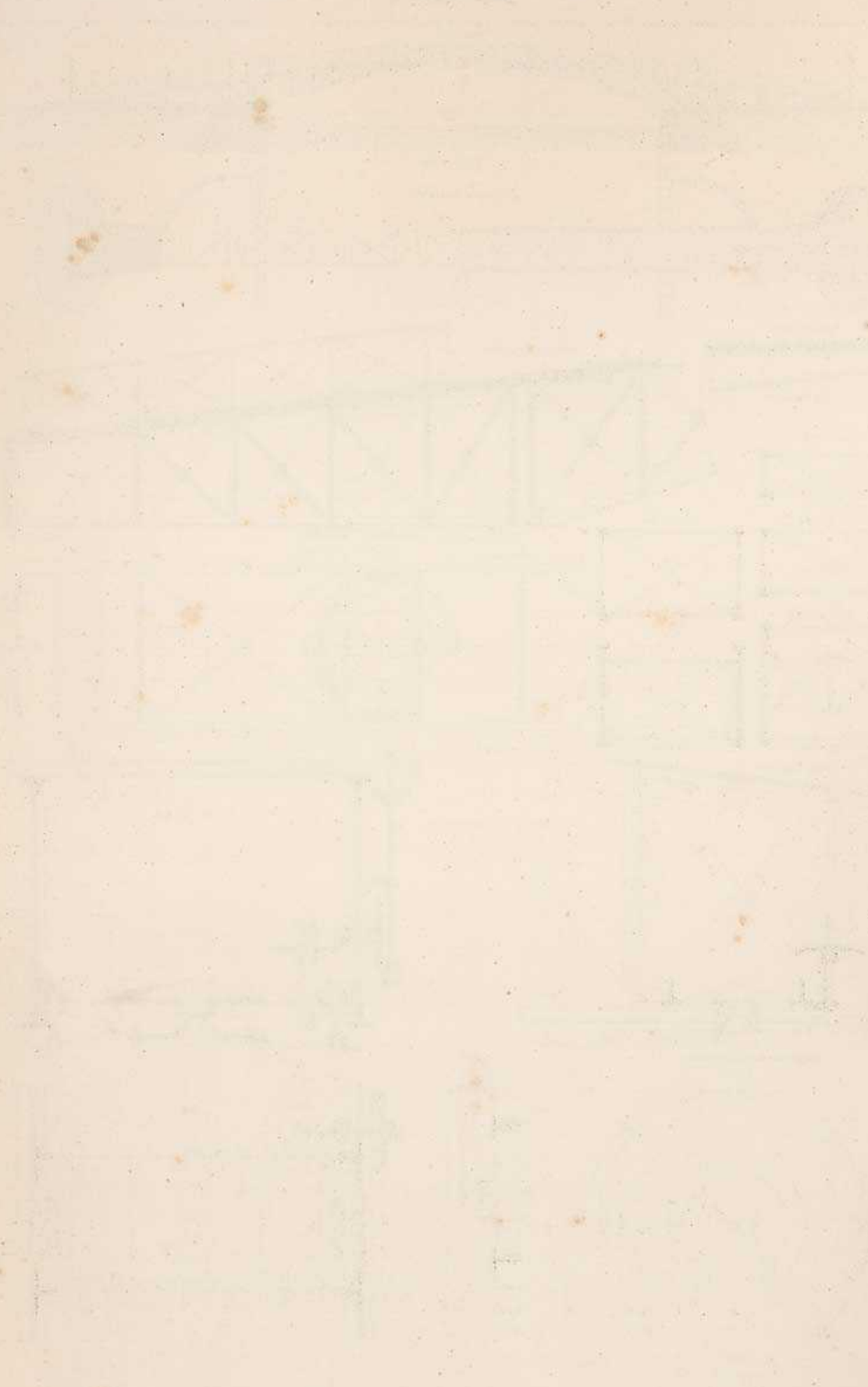
Ponte nell'Arco di Spina

AD ARCO

PER PEDONI



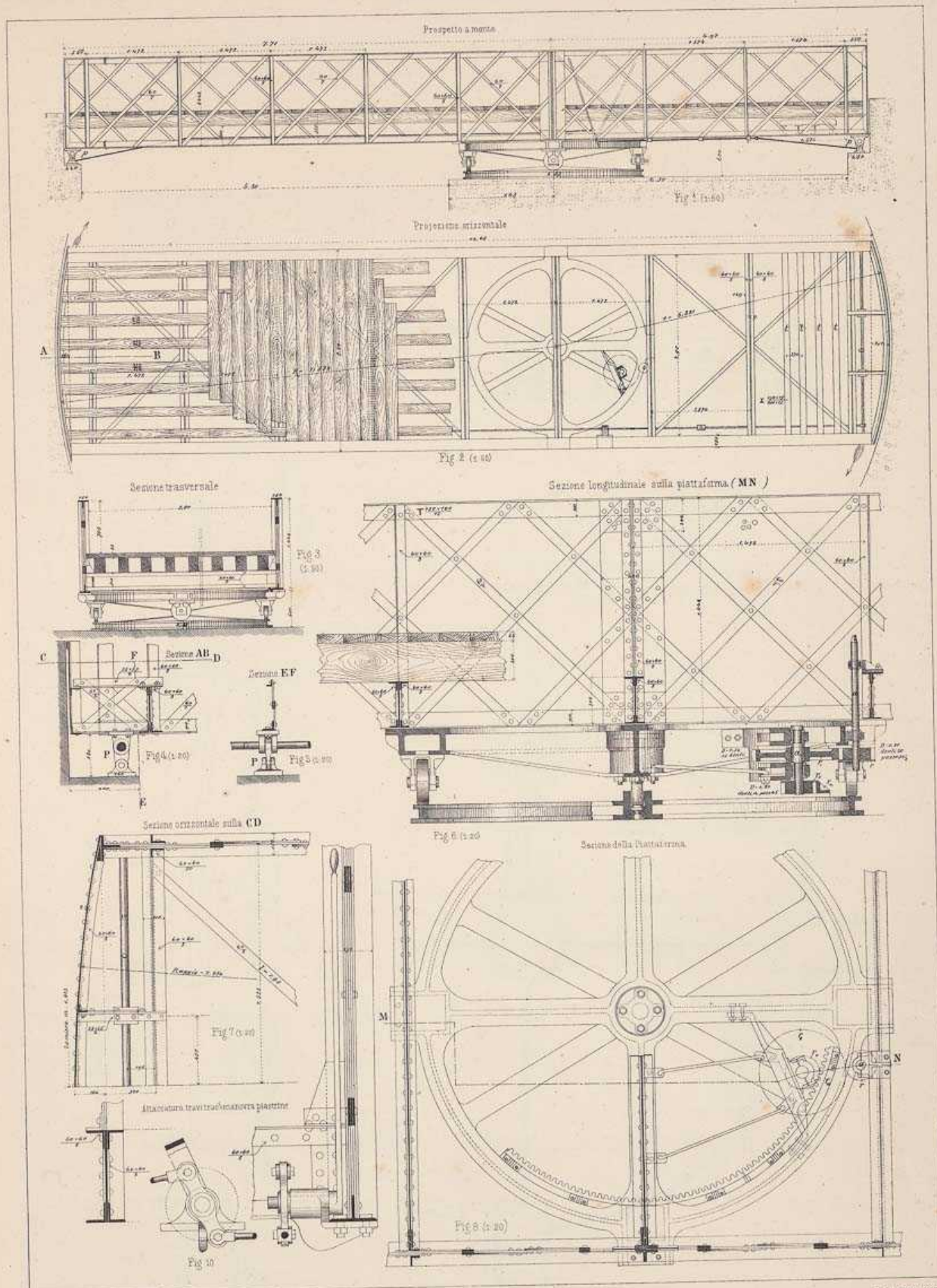
DAVIDSON COUNTY



PONTI GIREVOLI
Ponte sul naviglio Mira

PER VIA ORDINARIA

A TRAVE RETTILINEA

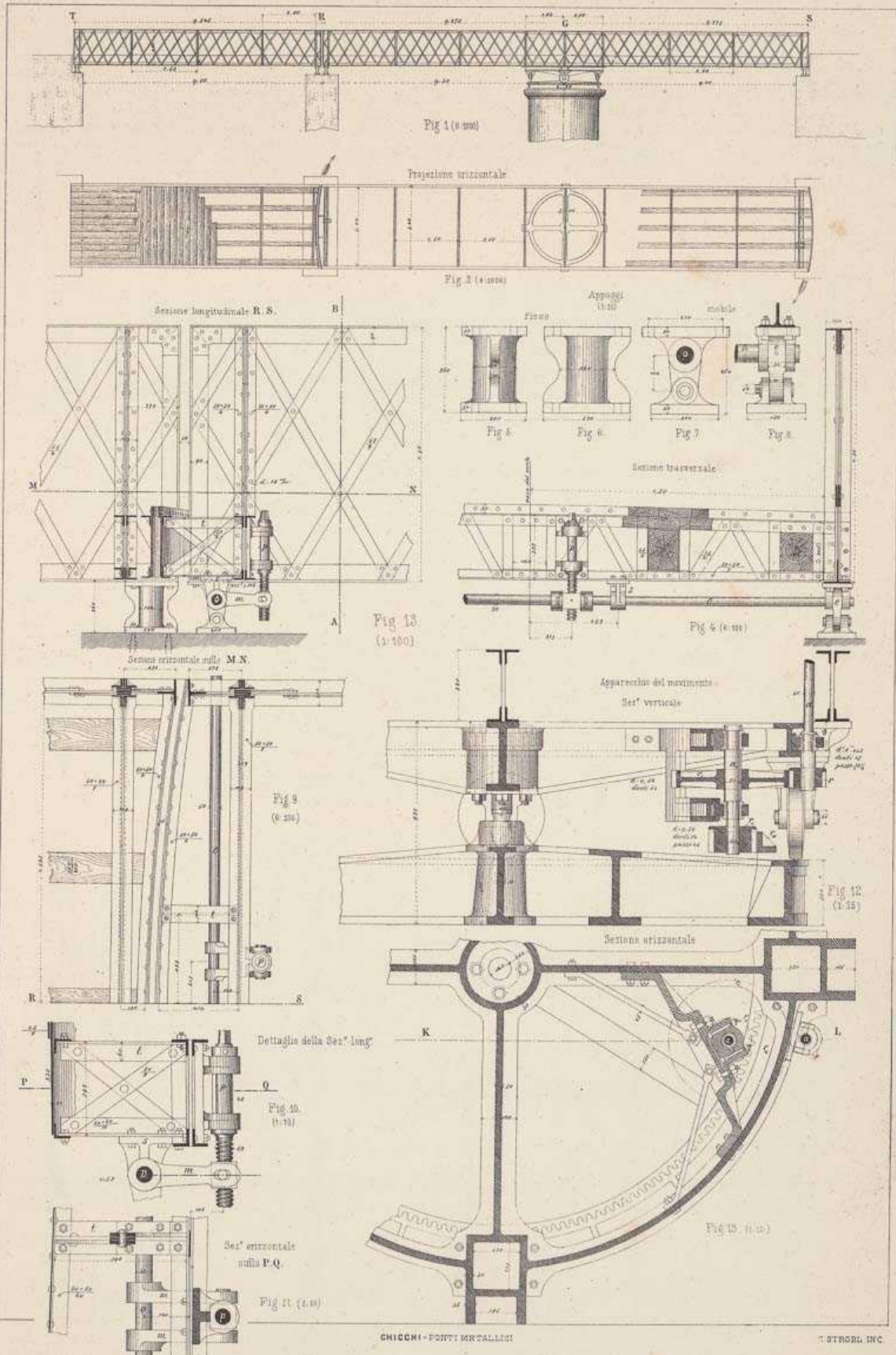


PONTI GIREVOLI

Novissimo a Pizzo Marittimo

A TRAVE RETTILINEA

PER VIA ORDINARIA



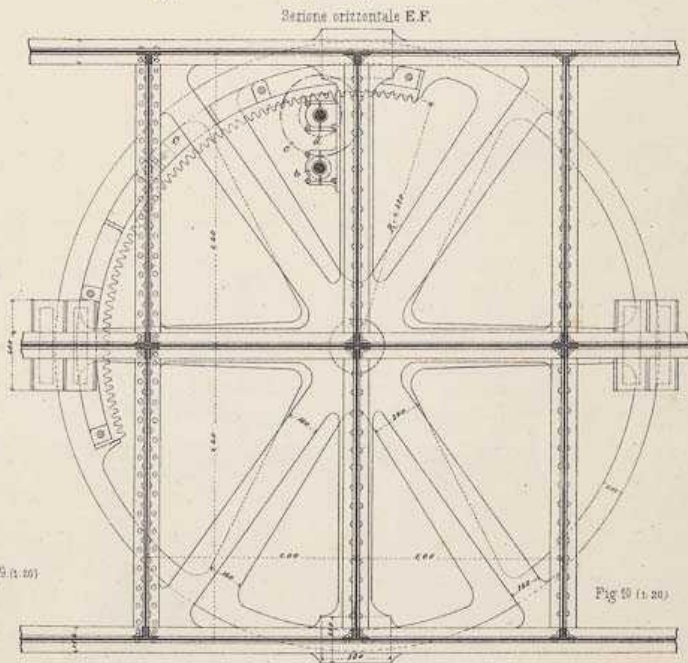
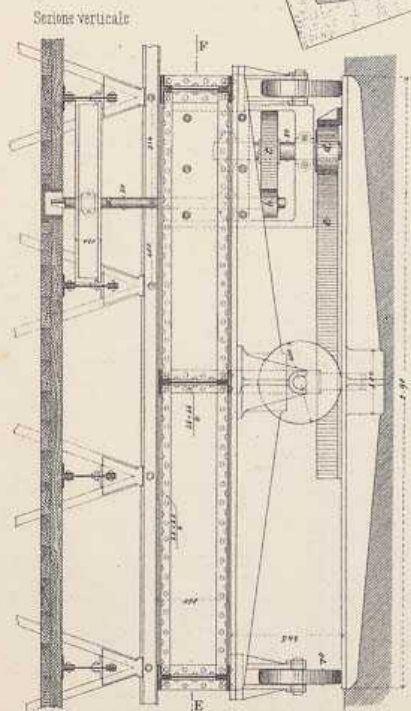
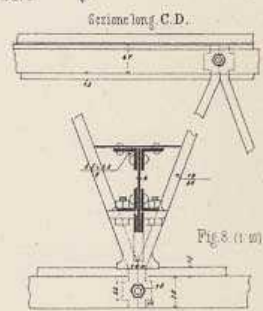
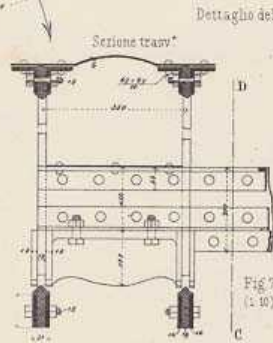
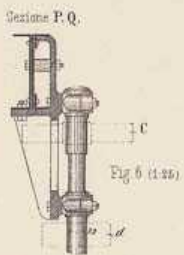
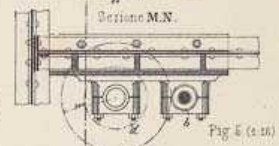
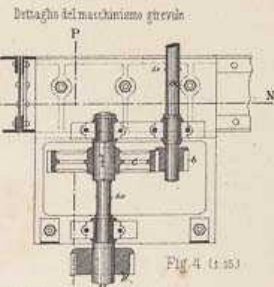
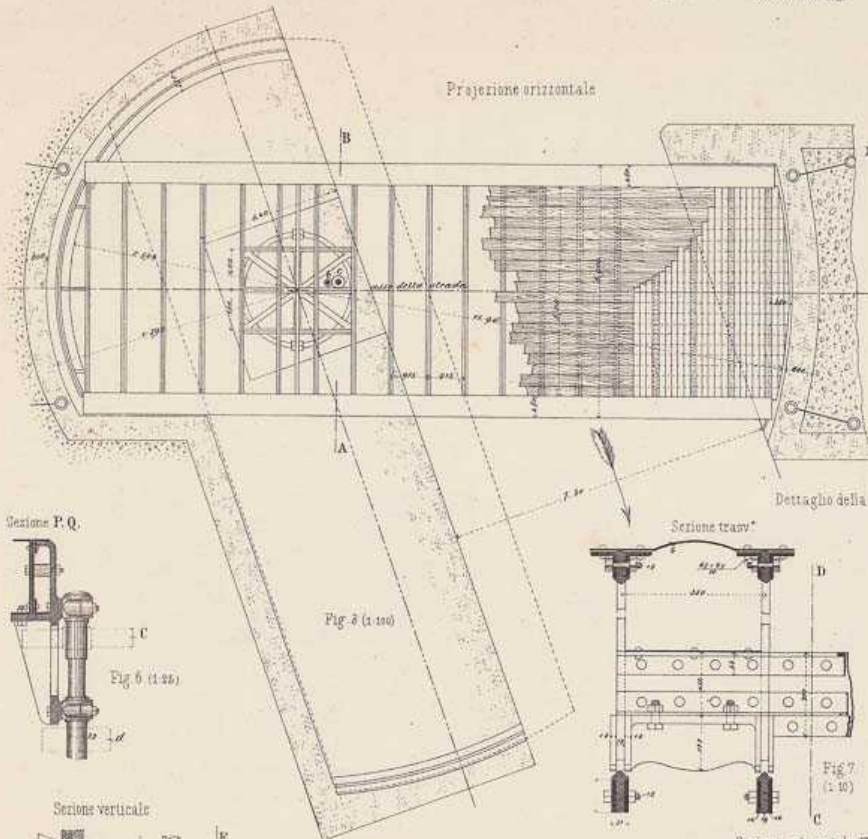
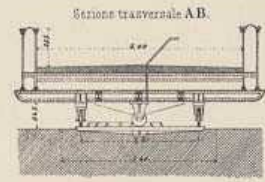
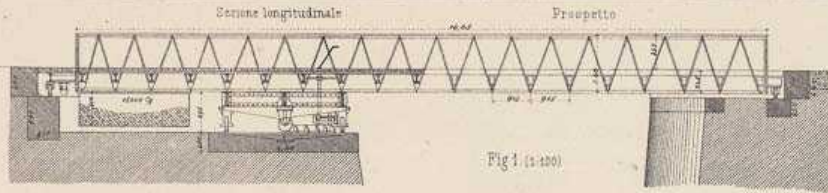
STAB. FROBENINI

PONTI GIREVOLI

Ponte sul naviglio Sra-Dalo

PER VIA ORDINARIA

A TRAVE RETTILINEA

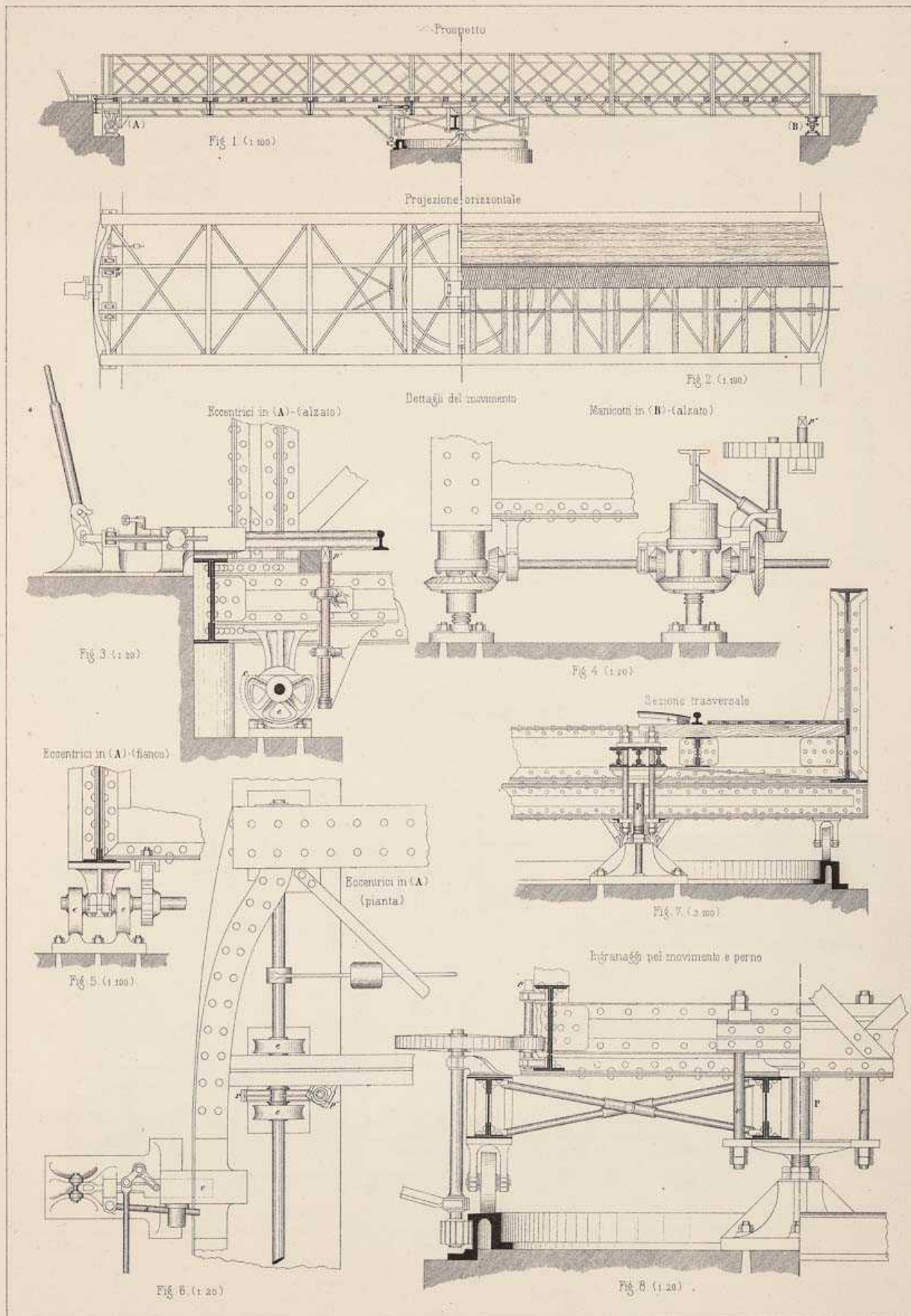


PONTI GIREVOLI

A TRAVATA

Ponte di Loro (Linea Adria-Chioggia)

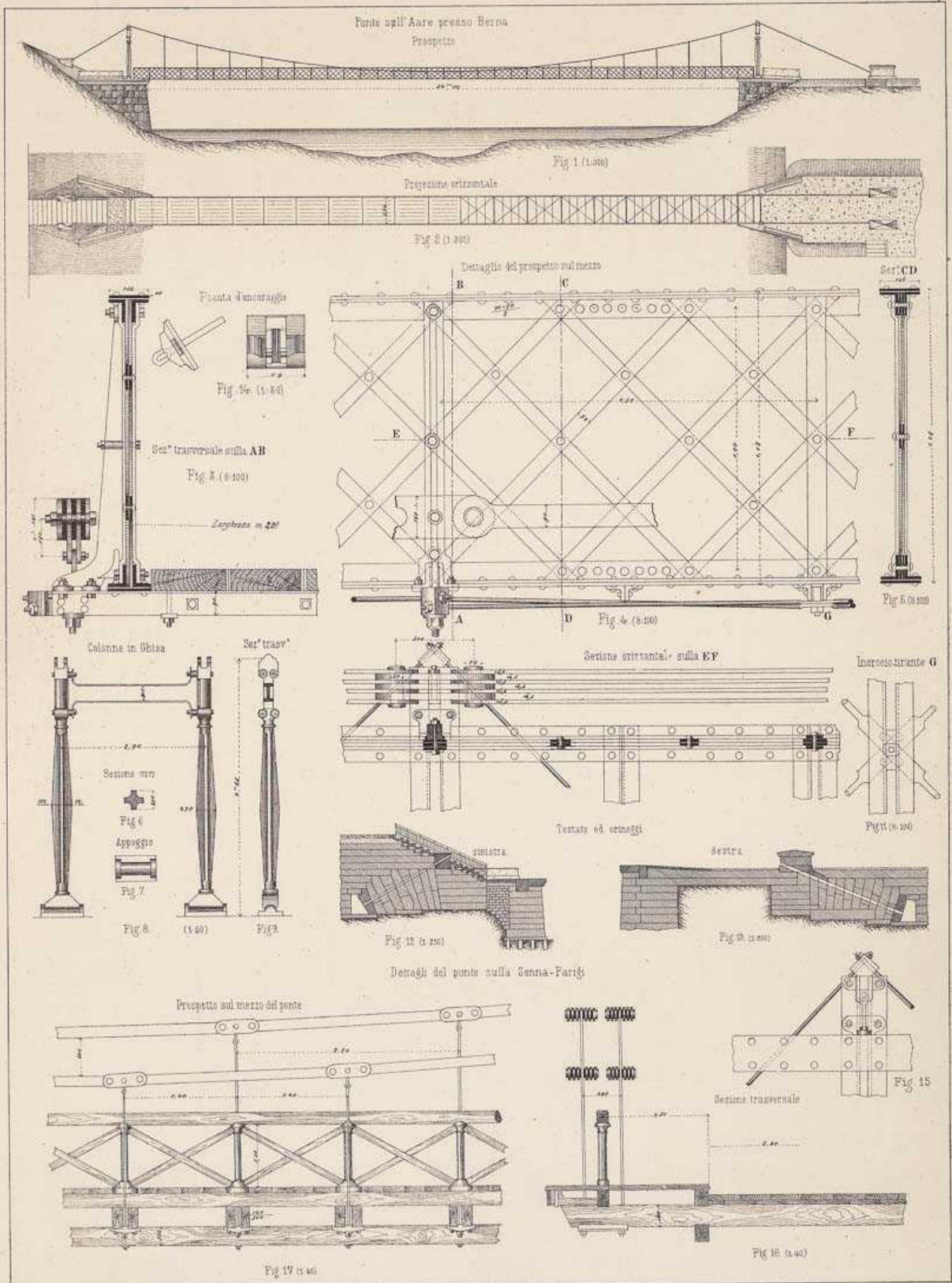
PER FERROVIA



PONTI SOSPESI

AD UNA CAMPATA

PER VIA ORDINARIA



STAN PROSPERINI

CHICCHI - PONTI METALLICI

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STATE OF NEW YORK

IN SENATE

1887

REPORT OF THE

COMMISSIONERS OF THE LAND OFFICE

IN ANSWER TO A RESOLUTION PASSED BY THE SENATE

APRIL 18, 1887

ALBANY:

ANDREW DEWEY, PRINTER.

1887.

THE STATE OF NEW YORK

OFFICE OF THE COMMISSIONERS OF THE LAND OFFICE

ALBANY, N. Y.

ALBANY:

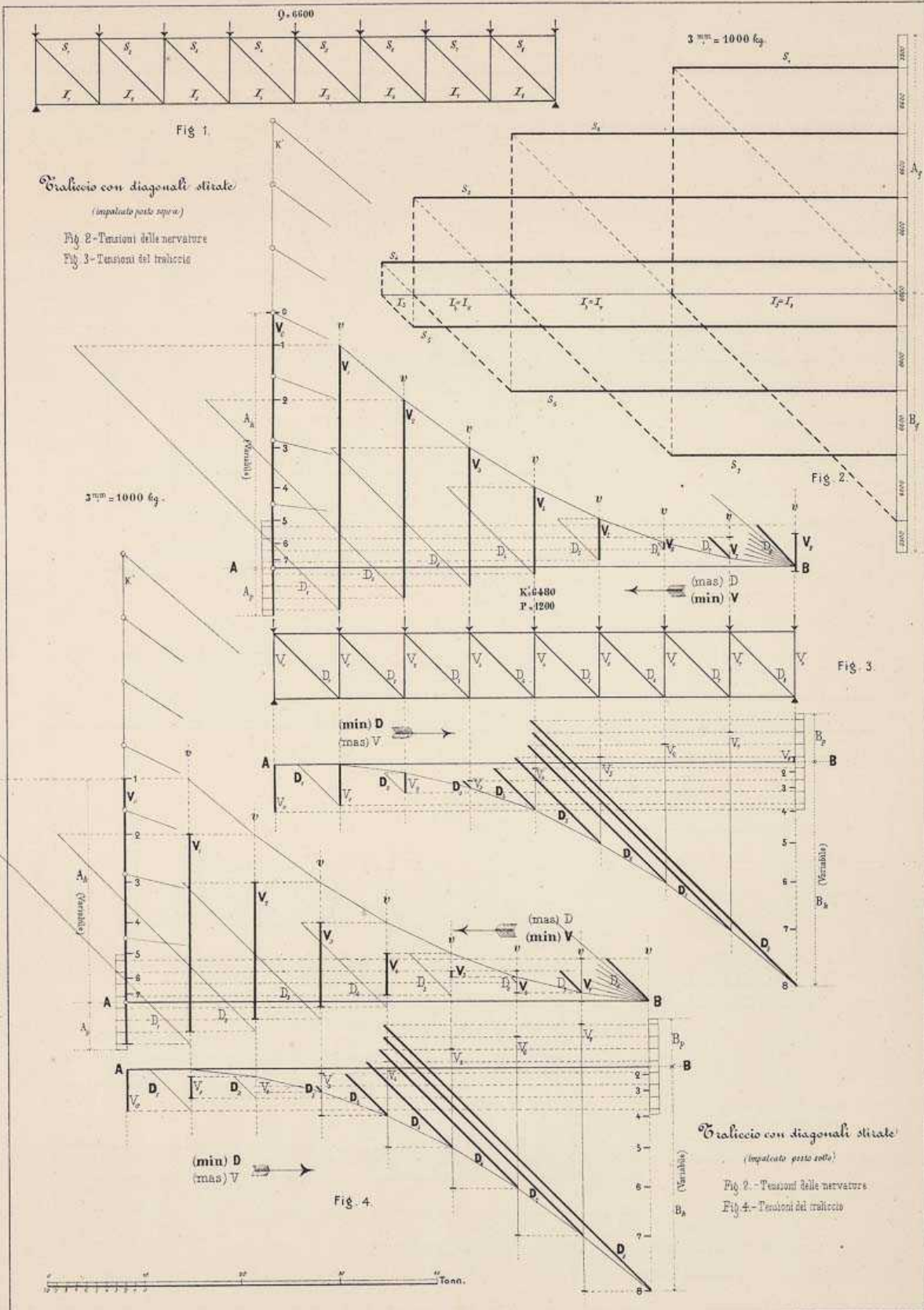
ANDREW DEWEY, PRINTER.

1887.

COSTRUZIONI GRAFICHE PER IL CALCOLO DELLE TENSIONI

TRAVATE RETTILINEE

TRALICCIO DISSIMETRICO



THE UNIVERSITY OF CHICAGO

The table is extremely faint and difficult to read. It appears to have several columns and rows, possibly representing a ledger or account book. The lines are very light and some are missing, making the structure hard to discern. There are some diagonal lines in the lower half of the page, which might be part of the table's structure or just scratches on the paper.

COSTRUZIONI GRAFICHE PER IL CALCOLO DELLE TENSIONI

TRAVATE RETTILINEE

TRALICCIO DISSIMETRICO
(multiplo e combinato)

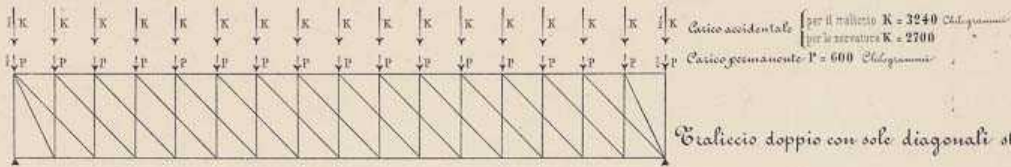
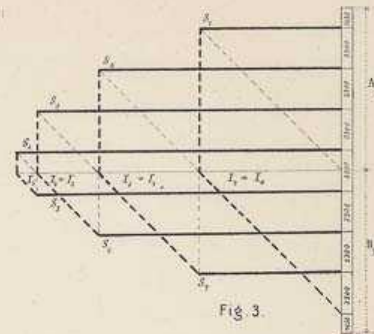
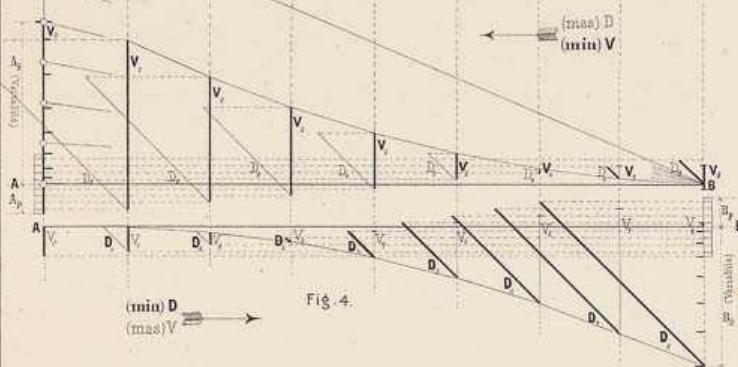
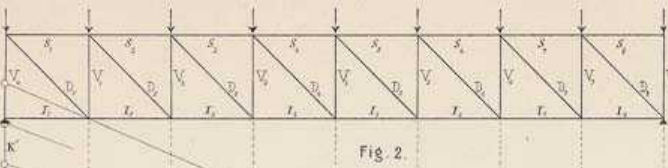


Fig. 1.

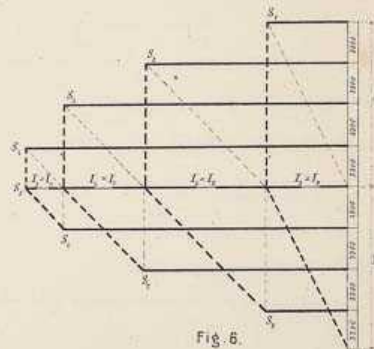
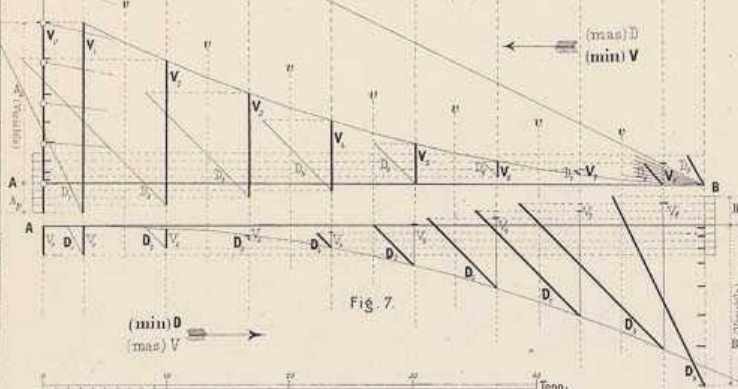
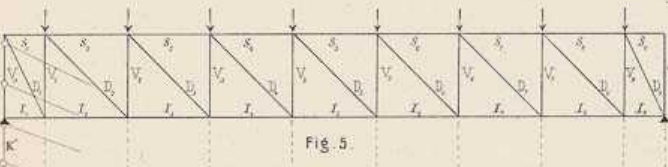


I° SISTEMA

Fig. 3 - Tensioni delle nervature

Fig. 4 - Tensioni del traliccio

$3^{200} = 1000$ kg.



II° SISTEMA

Fig. 6 - Tensioni delle nervature

Fig. 7 - Tensioni del traliccio

Traliccio con diagonali stirate e compresse

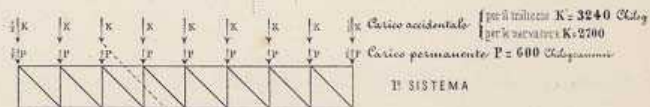
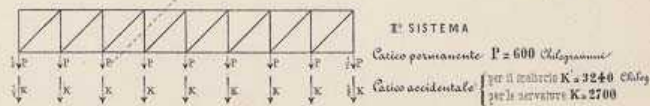
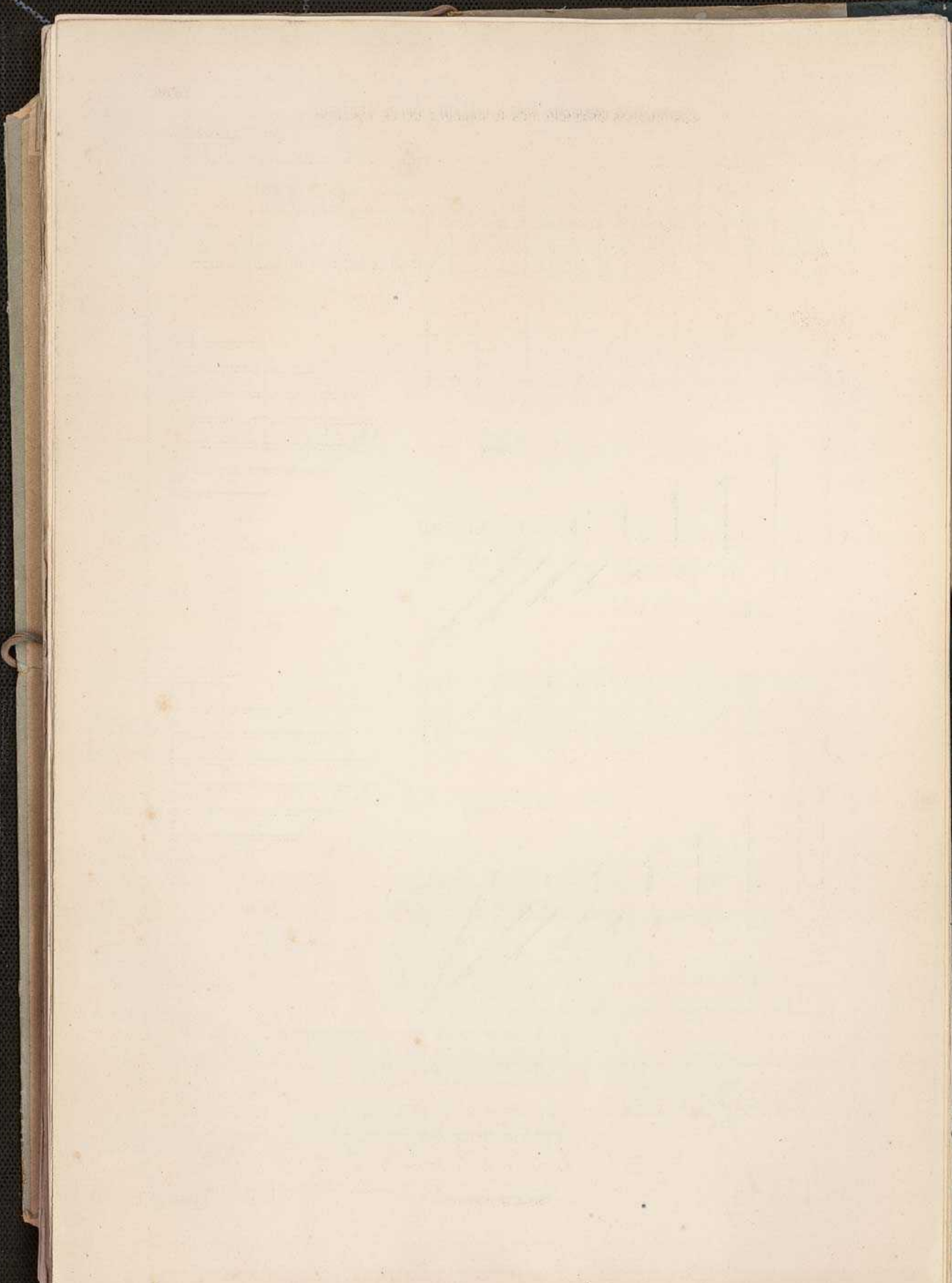


Fig. 9.

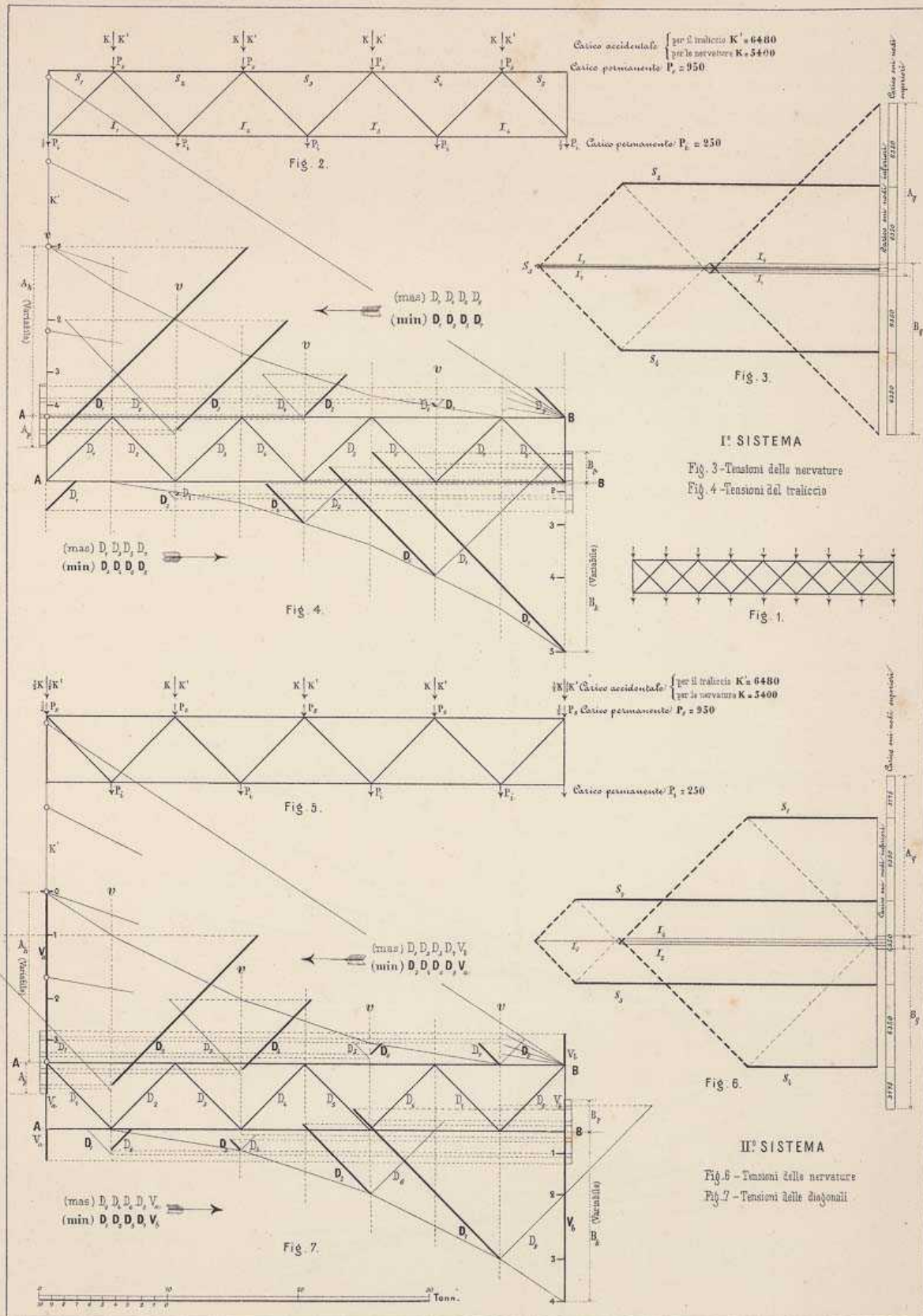




COSTRUZIONI GRAFICHE PER IL CALCOLO DELLE TENSIONI

TRAVATE RETTILINEE

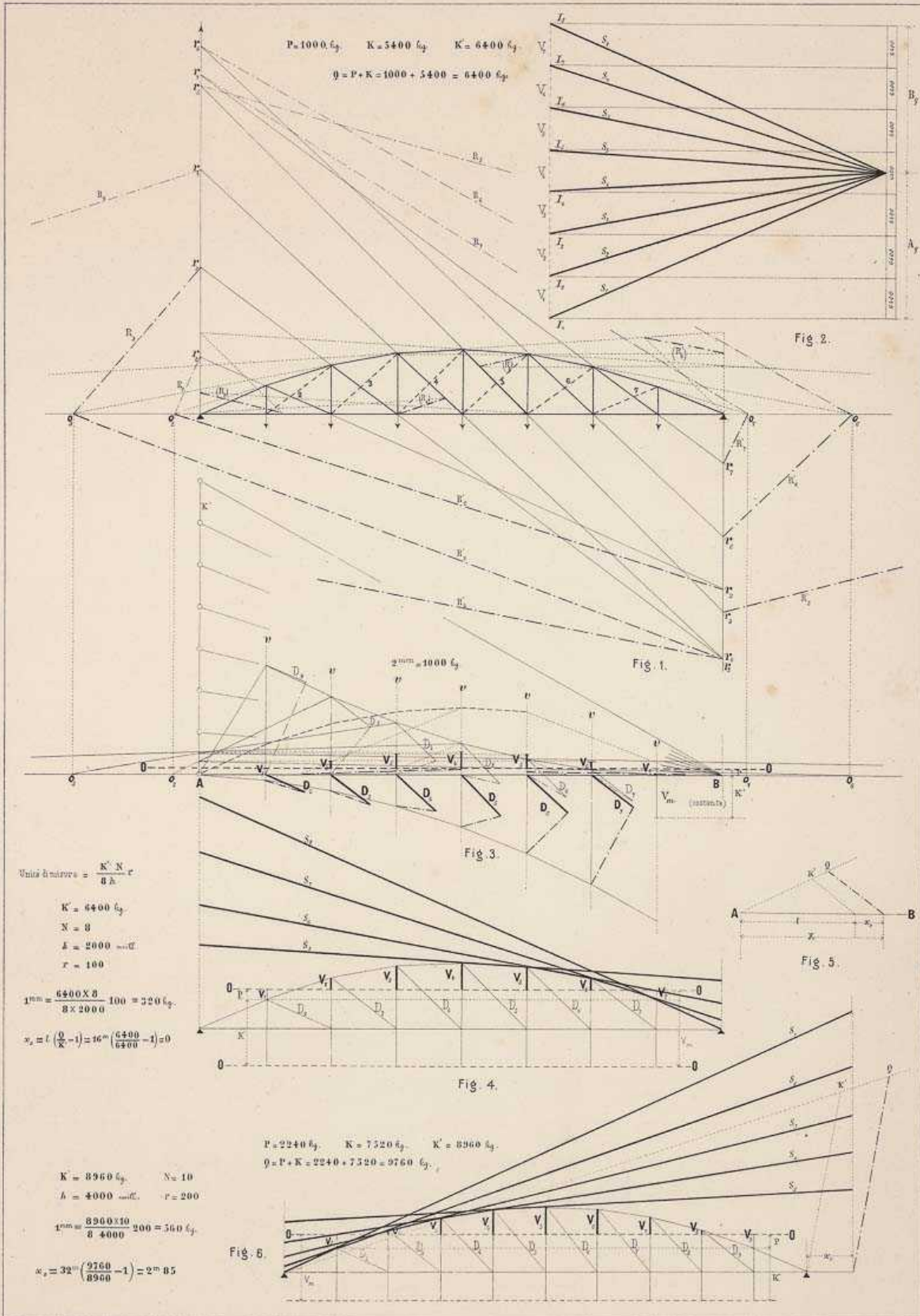
TRALICCIO SIMETRICO



COSTRUZIONI GRAFICHE PER IL CALCOLO DELLE TENSIONI

TRAVATE POLIGONALI

TRAVI PARABOLICHE



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COSTRUZIONI GRAFICHE PER IL CALCOLO DELLE TENSIONI

TRAVATE POLIGONALI

TRAVI SCHWEDLER
(Iperboliche)

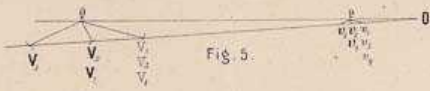


Fig. 5.

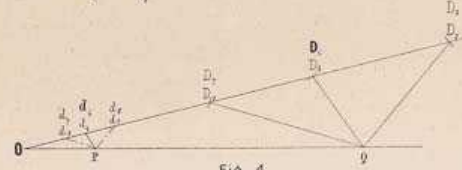


Fig. 4.

$2^{1000} = 1000 \text{ kg}$

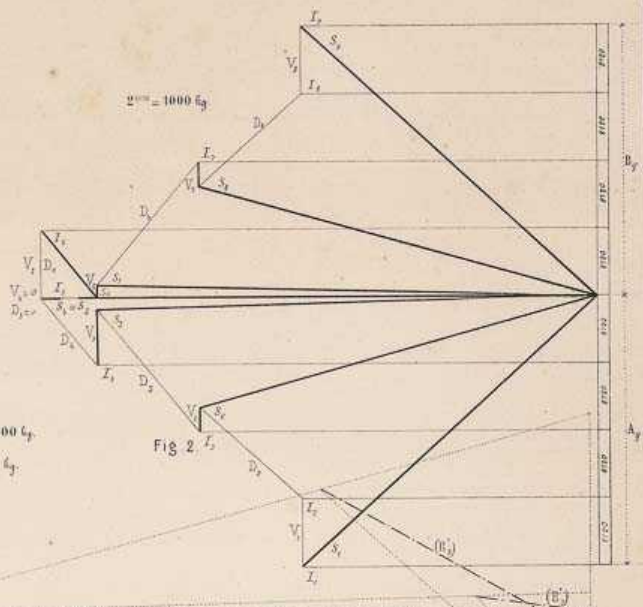


Fig. 2.

$P = 1620 \text{ kg}$ $K = 6500 \text{ kg}$
 $Q = 1620 + 6500 = 8120 \text{ kg}$
 $K' = 7750 \text{ kg}$

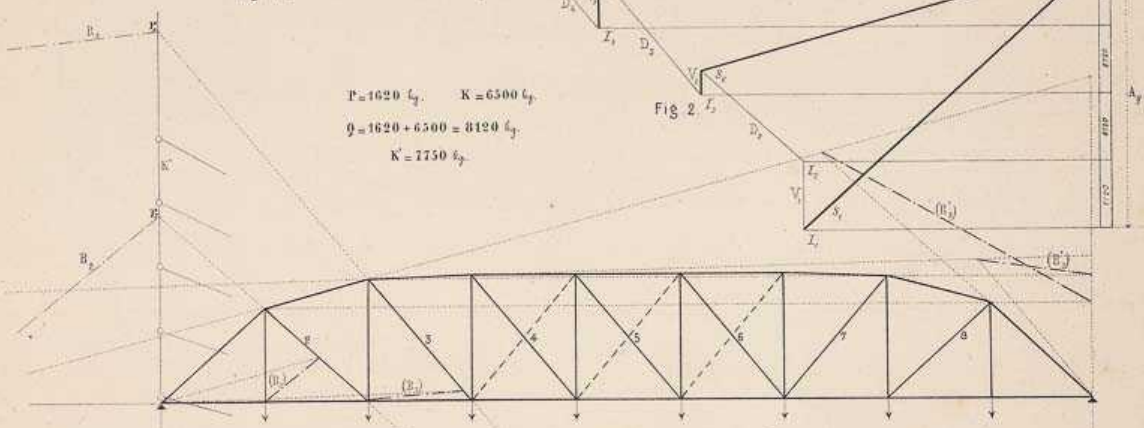


Fig. 1.

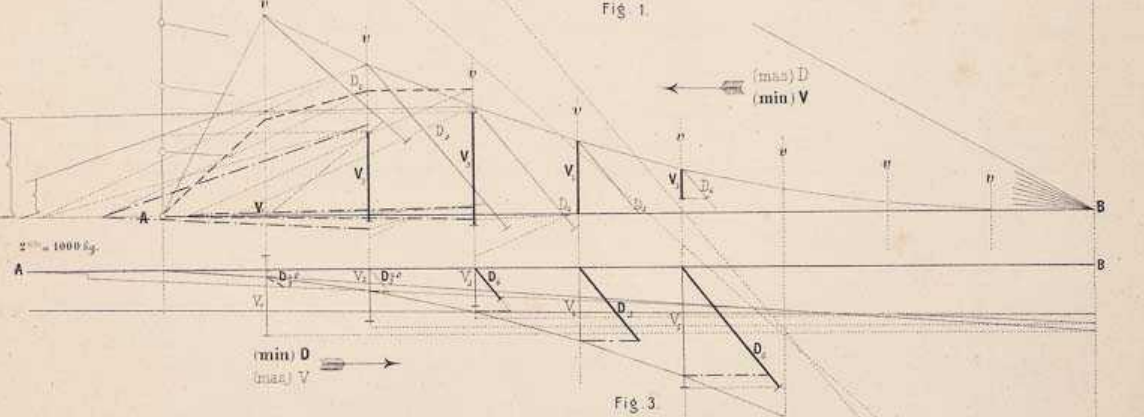


Fig. 3.

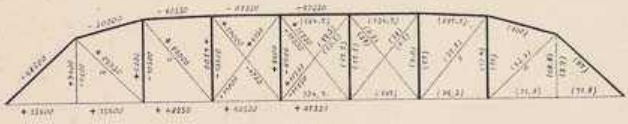


Fig. 6.



Fig. 7.

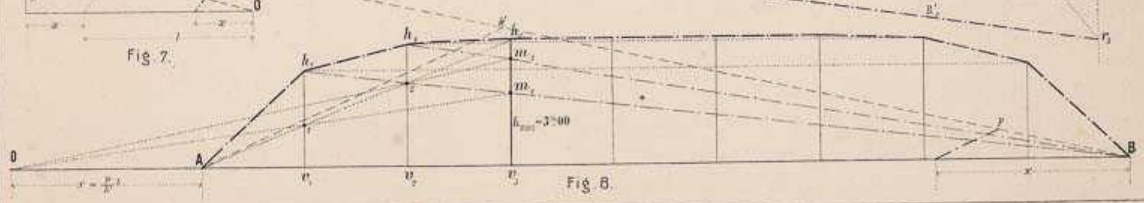


Fig. 8.

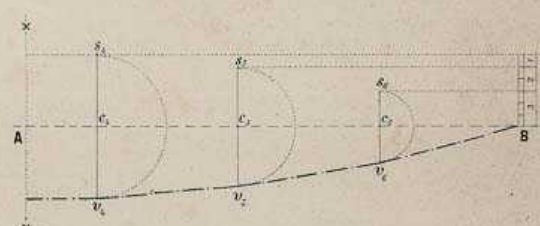
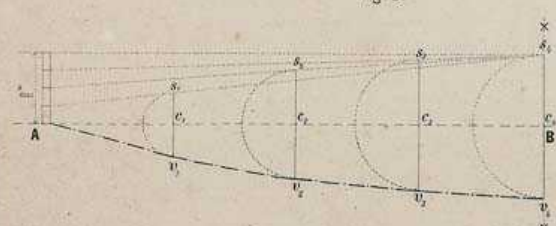
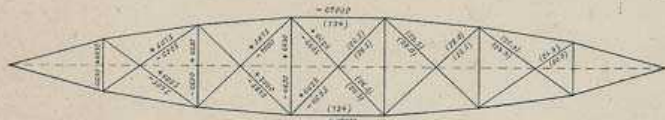
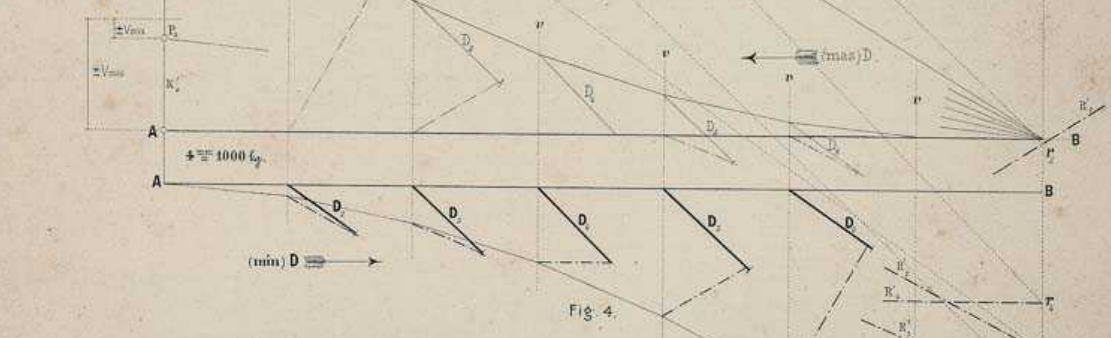
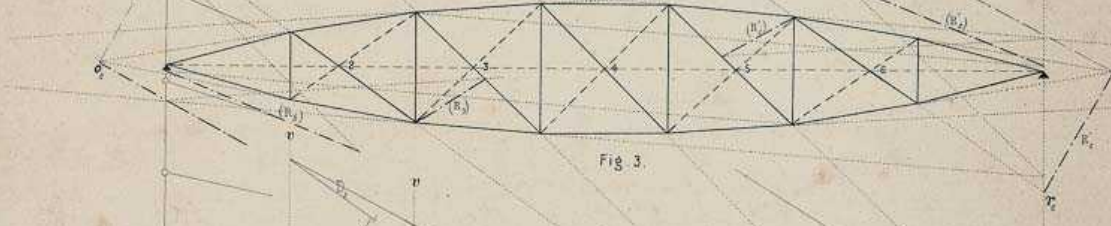
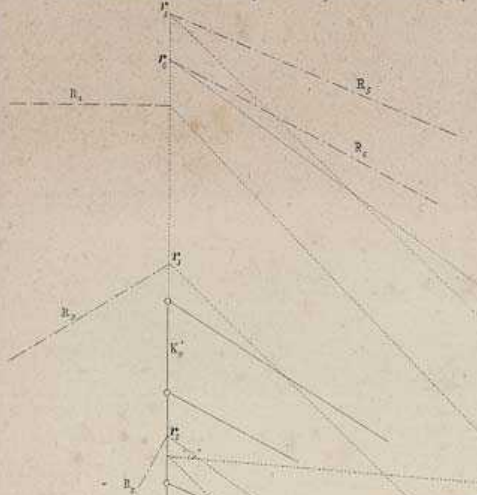
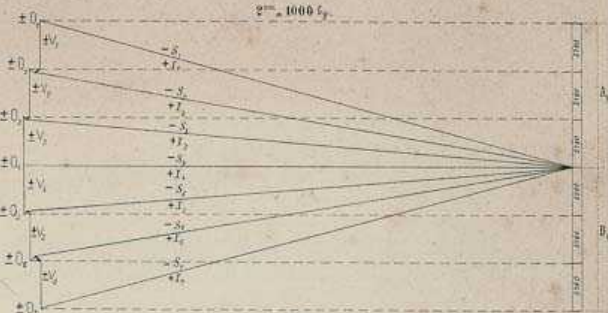
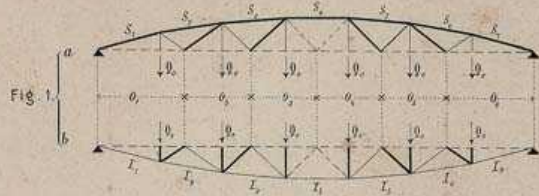
COSTRUZIONI GRAFICHE PER IL CALCOLO DELLE TENSIONI

TRAVATE POLIGONALI

TRAVI PAULI

$P = 2270 \text{ kg}$
 $Q = 2270 + 9290 = 11560 \text{ kg}$
 $K = 10990 \text{ kg}$
 $Q' = 2270 + 10990 = 13260 \text{ kg}$

$K = 9290 \text{ kg}$
 $Q_1 = \frac{1}{2} 11560 = 5780 \text{ kg}$
 $K_1 = \frac{1}{2} 10990 = 5495 \text{ kg}$
 $Q'_1 = \frac{1}{2} 13260 = 6630 \text{ kg}$



INDICE DELL' ATLANTE

I. PONTI A TRAVATA CON TRAVI DIRITTE.

α) di piccola portata.

1) Pedonali.

Ponticello per giardino — Fig. 1 a 4 Tav. 1.
Ponticello con gradini in pietra e tavolato di legname — Fig. 5 a 9 Tav. 1.
Ponticello con gradini e tavolato metallici — Fig. 10 a 16 Tav. 1.

2) Per strada ordinaria.

Ponticello col tavolato in legname sovrapposto direttamente alle travi principali — Fig. 1 a Fig. 5 Tav. 2.
Ponticello col tavolato sopra travi trasversali in legname — Fig. 6 a 14 Tav. 2.
Idem con marciapiedi — Fig. 1 a 7 — Variante — Fig. 8 a 10 Tav. 3.
Ponticello con tavolato di lamiera ondulata posto direttamente sulle travi principali — Fig. 1 a Fig. 7 Tav. 4.
Ponticello con tavolato di lamiera ondulata sopra travi trasversali — Fig. 8 a 12 Tav. 4 e Fig. 1, 2 Tav. 5.
Cavalcaria con voltino in mattoni cavi — Fig. 3 a 12 Tav. 5.
Ponticello colle travi principali reticolate e col tavolato sopra correntini di legname — Fig. 1 a Fig. 7 Tav. 6 e Fig. 1 a 7 Tav. 7.
Varianti dello stesso ponticello con tavolati metallici — Fig. 8 a 15 Tav. 7.

3) Per ferrovia.

Sovrapassaggio con rotaie uguali — Fig. 1 a 3 Tav. 8.
Idem con rotaie doppie — Fig. 4 a 6 Tav. 8. — Variante con rotaie triple — Fig. 11, 12 Tav. 8.
Idem con rotaie quaduple — Fig. 7 a 10 Tav. 8.
Ponticello con travi sotto rotaie — tipo tedesco (con traversine) — Fig. 1 a 9 Tav. 9.
Ponticello con travi sotto rotaie — tipo francese (con longarine) — Fig. 9 a 13 Tav. 9.
Ponticello con travi gemelle — tipo tedesco — Fig. 1 a 11 Tav. 10. — Variante, tipo francese — Fig. 12 Tav. 10.
Ponticello con travi gemelle — tipo italiano — Fig. 1 a 10 Tav. 11.
Ponticello sbioco con travi gemelle — tipo francese — Fig. 1 a 3 Tav. 12.
Tipo italiano di ponticello con travi gemelle (Ferrovia Venezia-Padova) — Fig. 4, 5 Tav. 12.
Ponticello colle rotaie poste direttamente sulle travi trasversali — tipo tedesco — Fig. 6 a 9 Tav. 12 e Fig. 1 a 4 Tav. 13.
Ponticello colle rotaie sostenute da longarine metalliche con sovrapposte longarine di legname — tipo francese — Fig. 5 a 14 Tav. 13.
Ponticello colle rotaie sostenute da longarine metalliche mediante traversine pure metalliche — tipo tedesco — Fig. 1 a 6 Tav. 14.
Ponticello colle rotaie sostenute da longarine metalliche mediante traversine di legno — tipo tedesco — Fig. 7 a 9 Tav. 14 e Fig. 1 a 2 Tav. 15.
Ponticello colle rotaie sostenute dalle travi trasversali mediante longarine di legname — Fig. 3 a Fig. 12 Tav. 15.
Ponticello col binario sopportato da tre travi principali mediante traversine — tipo tedesco — Fig. 1 a Fig. 7 Tav. 16.

β) di grande portata.

NB. Si prevede in considerazione soltanto la forma delle travi principali e la posizione dell'impalcato.

A) Ad una travata (per ferrovia).

Ponte con travi a traliccio dissimetrico uguale e coll'impalcato posto inferiormente — Fig. 1 a Fig. 6 Tav. 17 e Fig. 1 a 7 Tav. 18.
Ponte con travi a traliccio dissimetrico uguale e coll'impalcato a mezza altezza — Fig. 8 a Fig. 10 Tav. 18 e Fig. 1 a 9 Tav. 19.
Ponte con travi a traliccio dissimetrico composto e coll'impalcato posto sopra — Fig. 1 a Fig. 6 Tav. 20.
Idem coll'impalcato posto inferiormente — Fig. 1 a 4 Tav. 21. — Variante coll'impalcato posto sopra — Fig. 15 a 16 Tav. 21.
Idem coll'impalcato in curva posto inferiormente — Fig. 1 a 8 Tav. 22.
Ponte sbioco con travi a traliccio dissimetrico composto e coll'impalcato posto sopra — Fig. 1 a Fig. 8 Tav. 23.
Ponte sbioco con travi a traliccio simmetrico triplo e coll'impalcato posto inferiormente — Fig. 7 a Fig. 12 Tav. 23 — Variante per strada ordinaria — Fig. 13 Tav. 23.
Ponte con travi a traliccio dissimetrico multiplo composto e coll'impalcato posto sopra — Fig. 1 a Fig. 6 Tav. 24.
Ponte sbioco con travi a traliccio simmetrico multiplo rinforzato da montanti e coll'impalcato a mezza altezza — Fig. 1 a 9 Tav. 25.
Ponte con travi tubolari a traliccio simmetrico multiplo e coll'impalcato a mezza altezza — Fig. 10 a 15 Tav. 25.
Ponte con travi tubolari a traliccio simmetrico multiplo, coll'impalcato posto inferiormente e con controventi superiori — Fig. 1 a 13 Tav. 26 e Fig. 1 a 10 Tav. 27.
Tipi a traliccio dissimetrico multiplo coll'impalcato posto sopra — Fig. 12 a 14 Tav. 27.
Ponte a traliccio dissimetrico multiplo (doppio) coll'impalcato posto sopra — Fig. 1 a 14 Tav. 28.

B) A più travate con travi continue.

1) Per strada ordinaria.

Ponte sull'Adige in Verona in 5 campate con stilate metalliche (distrutto dalla piena del 1882). Due sole travi coll'impalcato posto al basso e coi marciapiedi esterni sorretti da mensole — Fig. 1 a 10 Tav. 29.
Ponte sul Brenta a Vigonovo e Strà, con stilate metalliche (costruito nella fonderia Rocchetti di Padova). — Parecchie travi coll'impalcato posto sopra — Fig. 11 a 27 Tav. 29.
Ponte sul Tevere a Roma, con una travata in pendenza e con pile metalliche fondate all'aria compressa (costruito nella fonderia dell'Impresa industriale italiana di costruzioni metalliche di Napoli). — Due sole travi coll'impalcato posto inferiormente e marciapiedi interni — Fig. 1 a 12 Tav. 31.
Tipi di pile metalliche fondate ad aria compressa — Fig. 13 a 15 Tav. 31.
Ponte sul Bacchiglione a Tenebra con stilate metalliche (costruito nella fonderia Rocchetti). — Due sole travi, coll'impalcato posto inferiormente senza marciapiedi — Fig. 1 a 7 Tav. 32.
Palata metallica del ponte sul Brenta a Curinolo (distrutto dalla piena del 1882) — Fig. 8 a 14 Tav. 32.

2) Per ferrovia.

Ponte sul Brenta a Vigodarzere in 9 campate (piccola portata) con stilate metalliche (costruito nella fonderia Rocchetti) — binario posto inferiormente — Fig. 1 a 24 Tav. 30.

Viadotto con pile in muratura — Due sole travi con binario posto sopra — Fig. 1 a 20 Tav. 33.
Viadotto di Castellana con pile metalliche a pareti reticolate (costruito nella fonderia dell'Impresa industriale sud) — Fig. 1 a 10 Tav. 34.
Ponte sul Po a Pontelagoscuro con pile in muratura fondate con cassoni ad aria compressa. — Travi tubolari col binario posto inferiormente e controventi superiori — Fig. 1 a 17 Tav. 35.

II. PONTI A TRAVATA CON TRAVI POLIGONALI.

α) Con travi paraboliche.

Ponte per ferrovia colle travi rinforzate da controventi verticali (montanti di rigidità) — Fig. 1 a Fig. 18 Tav. 36.
Ponte sbioco per ferrovia con travi ammassate — Fig. 1 a 10 Tav. 37.
Ponte con travi ammassate e con controventi superiori — Fig. 1 a 11 Tav. 38.

β) Con travi Schwedler (iperboliche).

Ponte per ferrovia — Fig. 1 a 10 Tav. 39.

γ) Con travi Pauli.

Ponte per strada ordinaria coll'impalcato posto a mezza altezza — Fig. 12 a 18 Tav. 38.
Ponte per ferrovia coll'impalcato posto a mezza altezza — Fig. 1 a 19 Tav. 40.

III. PONTI AD ARCHI.

1) Pedonali.

Ponticello senza corniere — Fig. 21 a 29 Tav. 41.
Ponte sulla Collina a Mourale, di grande portata con archi senza corniere (costruito nella fonderia Galopin-Sire Jacob e C. di Savoia) — Fig. 1 a 29 Tav. 41.
Passerella con gradini senza corniere — Fig. 17 a 22 Tav. 42.
Ponte a tre luci con archi ad una corniera (Passerella di Passy sulla Senna) — Fig. 21 a Fig. 31 Tav. 44.

2) Per strada ordinaria.

Ponticello senza corniere — Fig. 11 a 19 Tav. 46.
Ponte sul Bacchiglione in Padova con più archi senza corniere (costruito nella fonderia Rocchetti sopra progetto dell'Ufficio tecnico municipale) — Fig. 1 a 16 Tav. 42.
Viadotto sullo Schwarzwasser — Fig. 1 a 7 Tav. 47 e Fig. 1 Tav. 48.

3) Per ferrovia.

Ponte con archi in ghisa senza corniere — Fig. 1 a 9 Tav. 43.
Ponte con più archi senza corniere — Fig. 10 a 16 Tav. 43.
Ponte sbioco con archi a due corniere — Fig. 17 a 20 Tav. 43.
Ponte a due binari con due soli archi a due corniere — Fig. 15 a 23 Tav. 44.
Ponticello con archi a tympani pieni e con tre corniere — Fig. 1 a 14 Tav. 44.
Ponte a due binari con archi a tre corniere — Fig. 1 a 15 Tav. 45.
Ponte ad un binario con archi a tre corniere e marciapiedi sorretti da mensole — Fig. 1 a Fig. 10 Tav. 46.
Cavalcaria ad un binario con archi a tre corniere — Fig. 1 a 13 Tav. 46.

IV. PONTI GIREVOLI.

1) Ponti pedonali.

Ponte nell'Arzenale di Spezia, composto di due parti eguali girevoli sulle sponde (costruito nella fonderia Guppy di Napoli) — Fig. 1 a 15 Tav. 49.

2) Per strada ordinaria.

Ponte ad una sola campata sul Naviglio Mira (costruito nella fonderia Rocchetti) — Fig. 1 a Fig. 10 Tav. 50.
Ponte ad una sola campata sul Naviglio Strà-Dolo (costruito nella fonderia Neville di Venezia) — Fig. 1 a 10 Tav. 52.
Ponte con due campate mobili sul Novissima, (costruito nella fonderia Rocchetti) — Fig. 1 a Fig. 13 Tav. 51.

3) Per ferrovia.

Ponte di Loreo a due campate, Linea Adria-Chioggia. — Fig. 1 a 8 Tav. 53.

V. PONTI SOSPESI.

Ponte per strada ordinaria con catene e travi metalliche — Fig. 1 a 15 Tav. 54.
Idem con travi di legno — Fig. 16 e 17 Tav. 54.

VI. COSTRUZIONI GRAFICHE PER IL CALCOLO DELLE TENSIONI NELLE TRAVI RETICOLARI.

Travate rettilinee — Traliccio dissimetrico semplice — Fig. 1 a 4 Tav. 55.
" " — Traliccio dissimetrico multiplo — Fig. 1 a 7 Tav. 56.
" " — Traliccio dissimetrico combinato — Fig. 8 e 9 Tav. 56.
" " — Traliccio simmetrico — Fig. 1 a 7 Tav. 57.
Travate poligonali — Travi paraboliche — Fig. 1 a 6 Tav. 58.
" " — Travi Schwedler — Fig. 1 a 8 Tav. 59.
" " — Travi Pauli — Fig. 1 a 7 Tav. 60.

Cl. Invent. 28089

