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Atlas

Handbuch der Ingenieur-Verfahren

Band II

Der Brückenbau

in seinem ganzen Umfange

von

Dr. August

1880

Atlas

zum

Handbuch der Ingenieur-Wissenschaft

Band II.

Der Brückenbau

in seinem ganzen Umfange

von

Max Becker,

Ober-Baurath bei der Großherzogl. Ober-Direction des Wasser- und Straßenbaues, vormaliger Professor an der technischen Hochschule zu Karlsruhe, Ritter des Großherzogl. badischen Sähringer Löwenordens, des Königl. preuß. Kronordens III. Classe, des Königl. bayerischen Verdienstordens vom 1. Michael, des Königl. Württembergischen Kronordens und des Herzogl. nassauischen Civilverdienstordens Adolf von Nassau.

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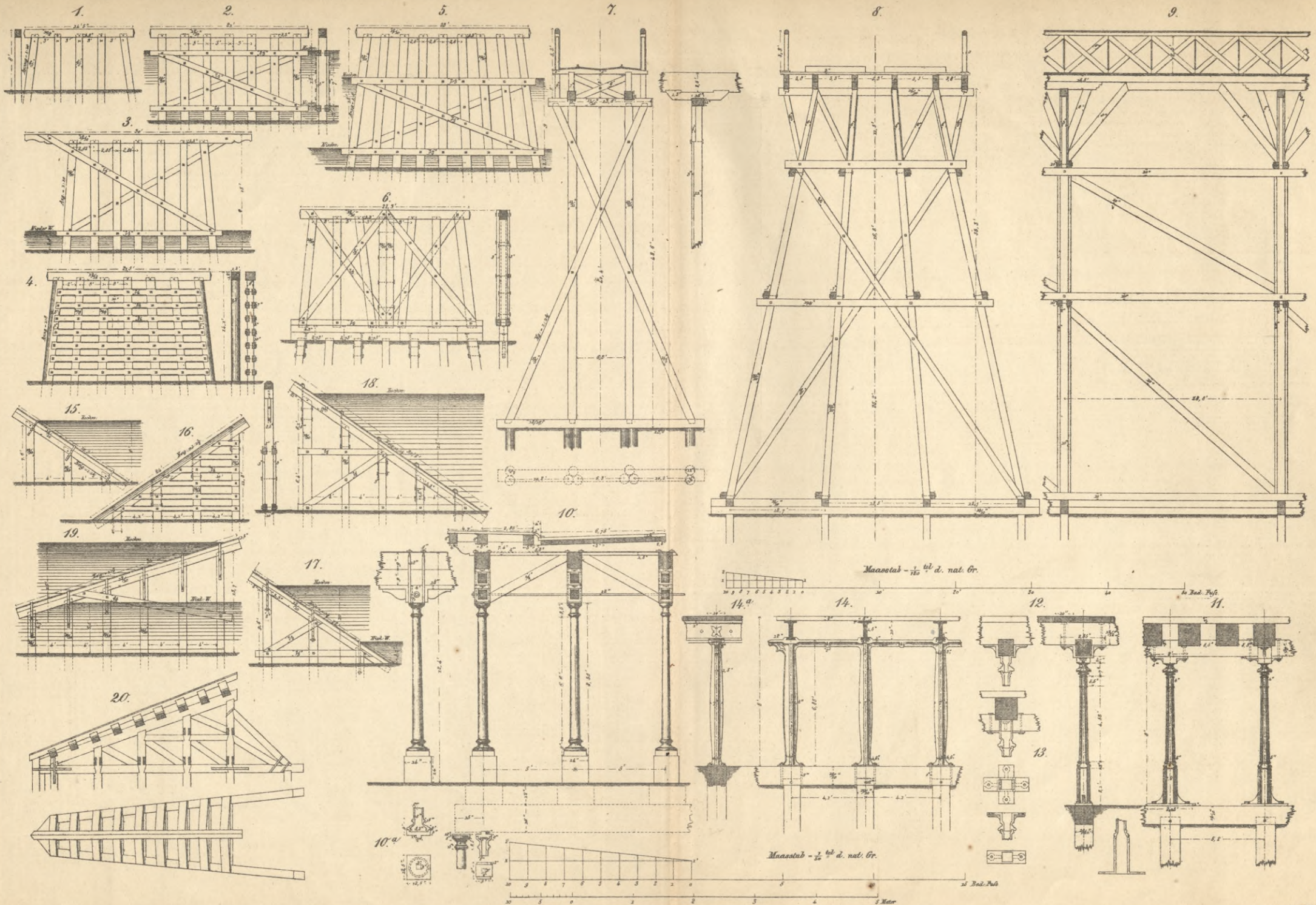
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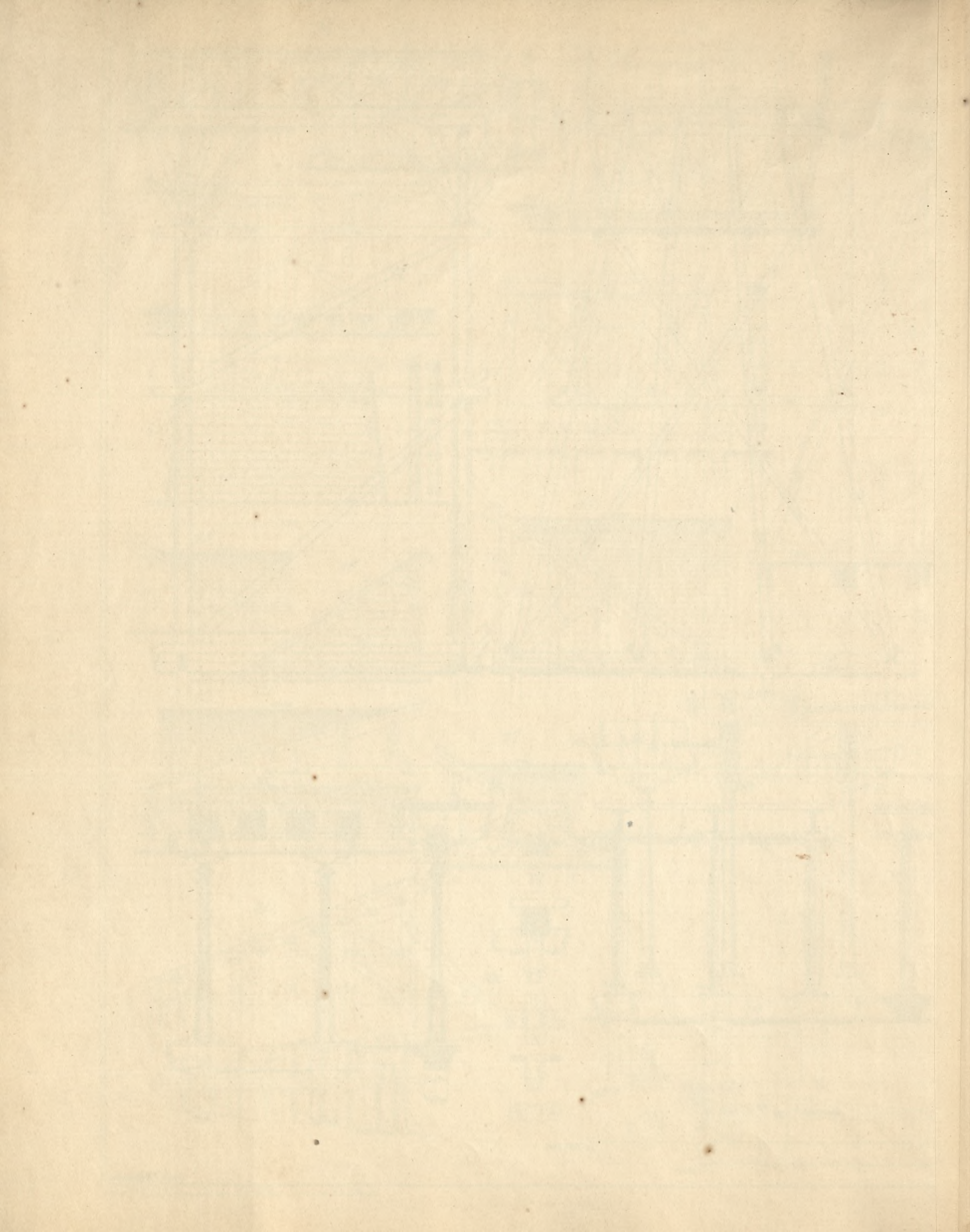
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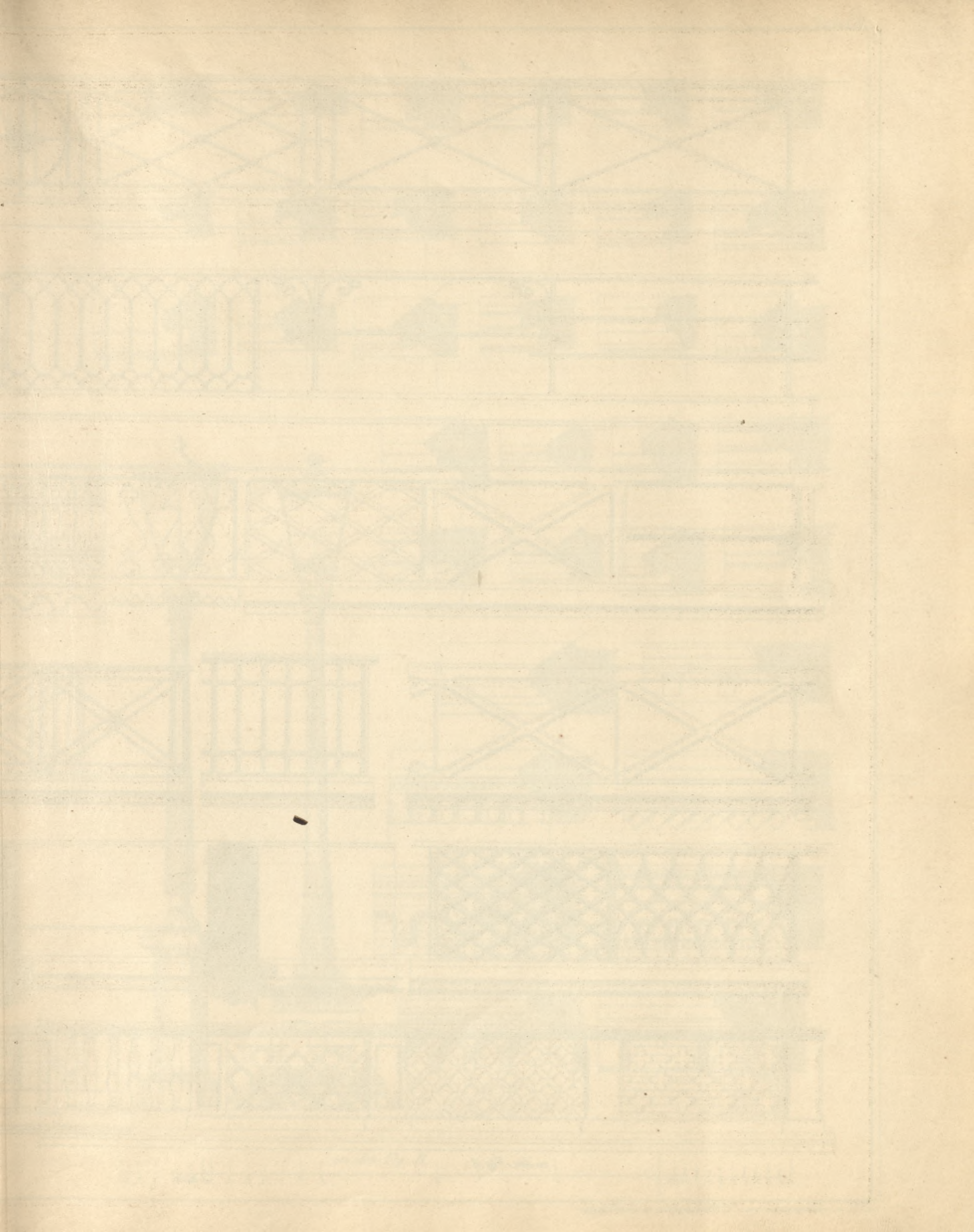
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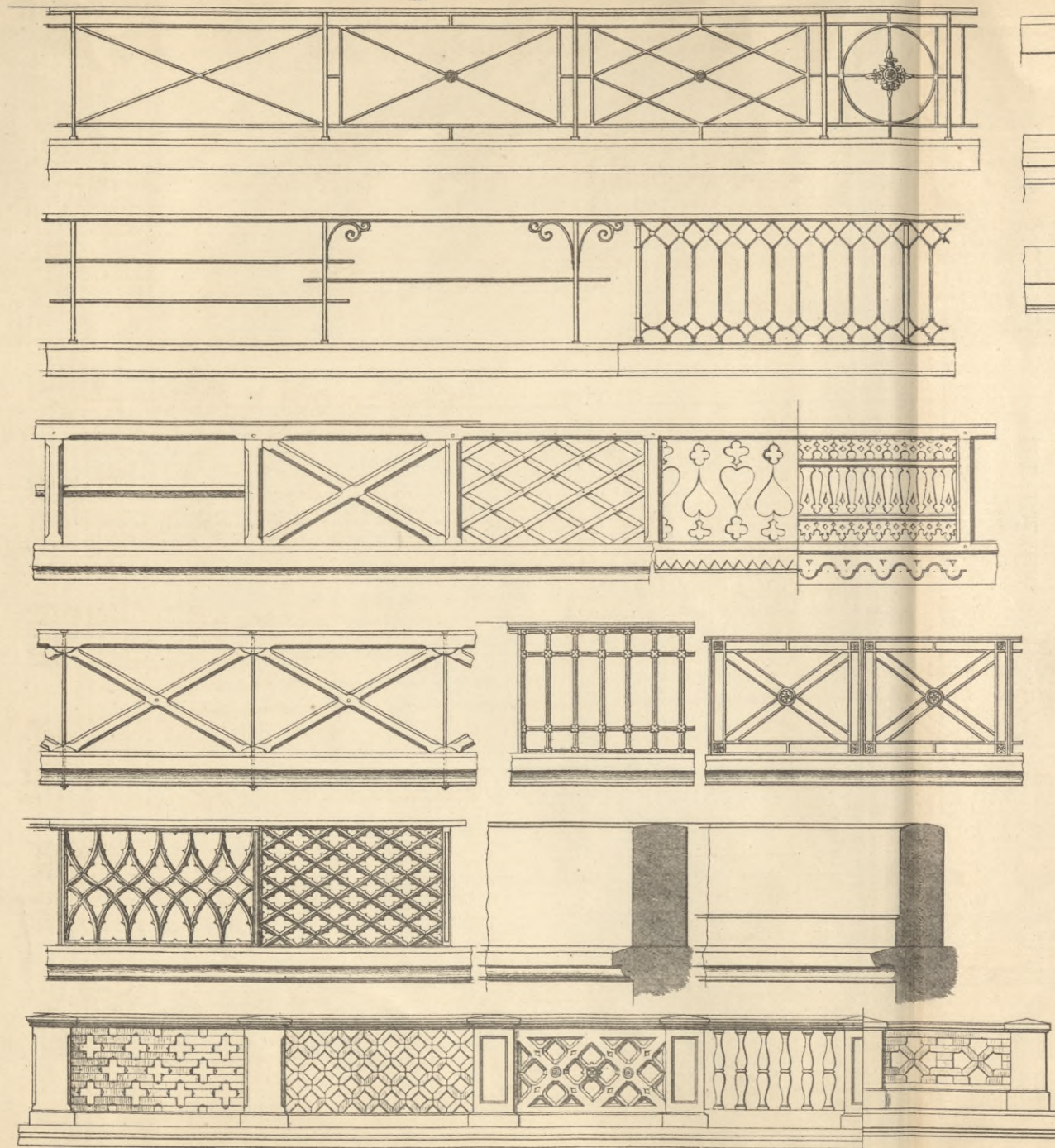
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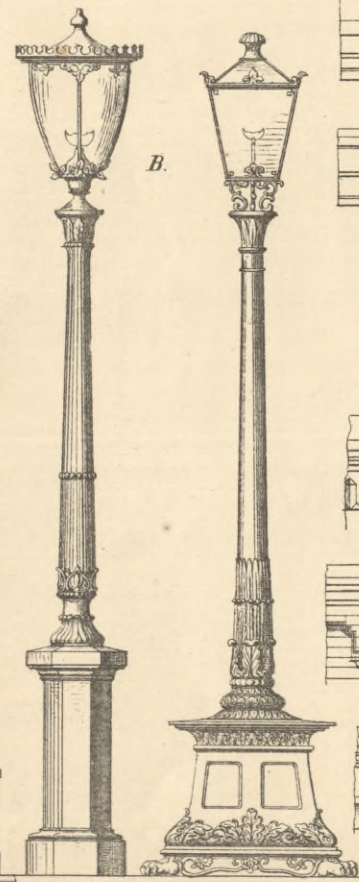
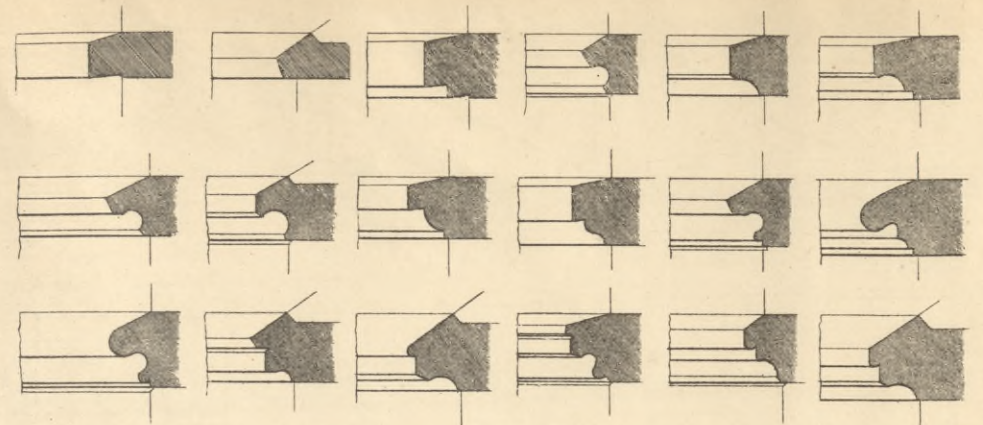
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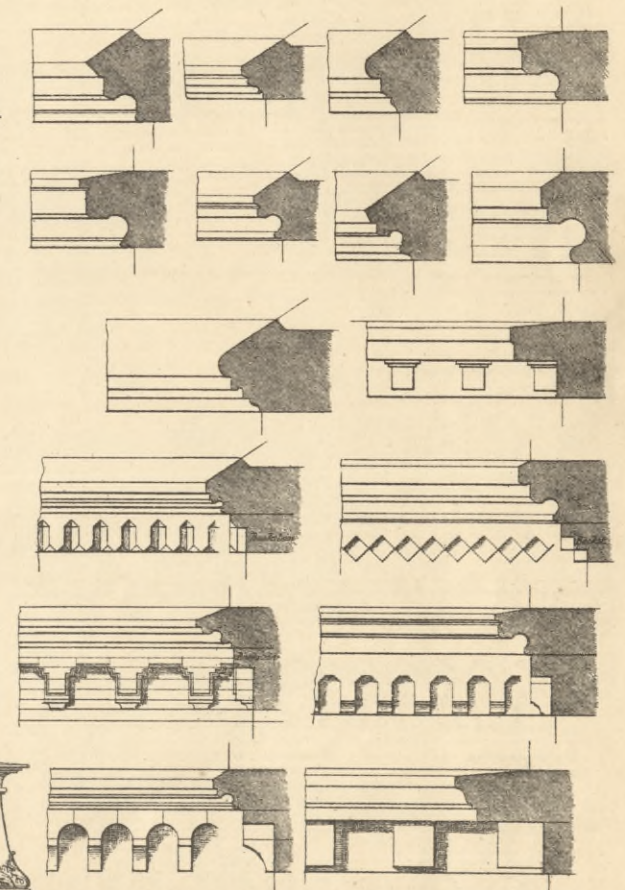
zu den Fig. A.

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4 Meter



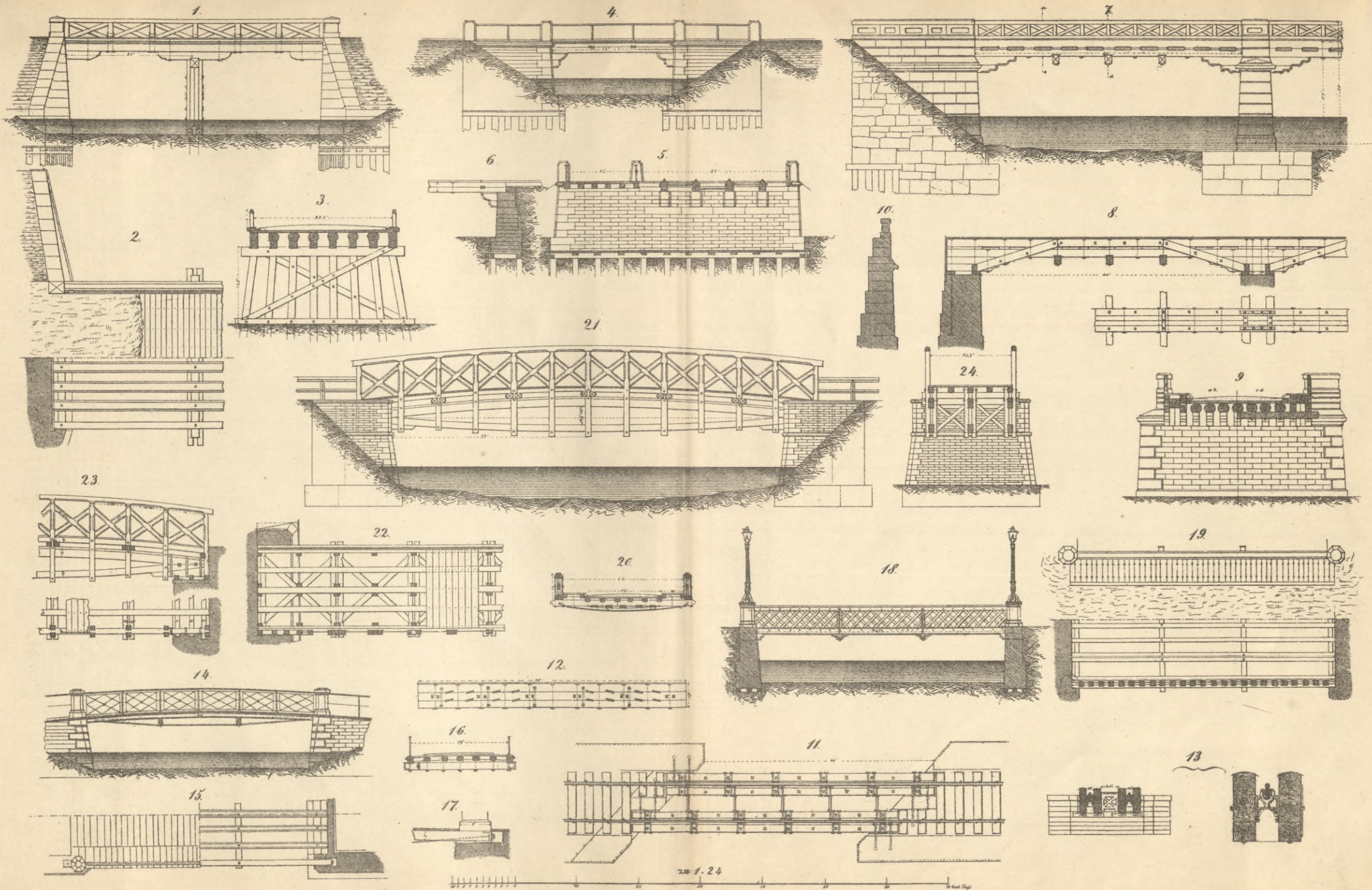
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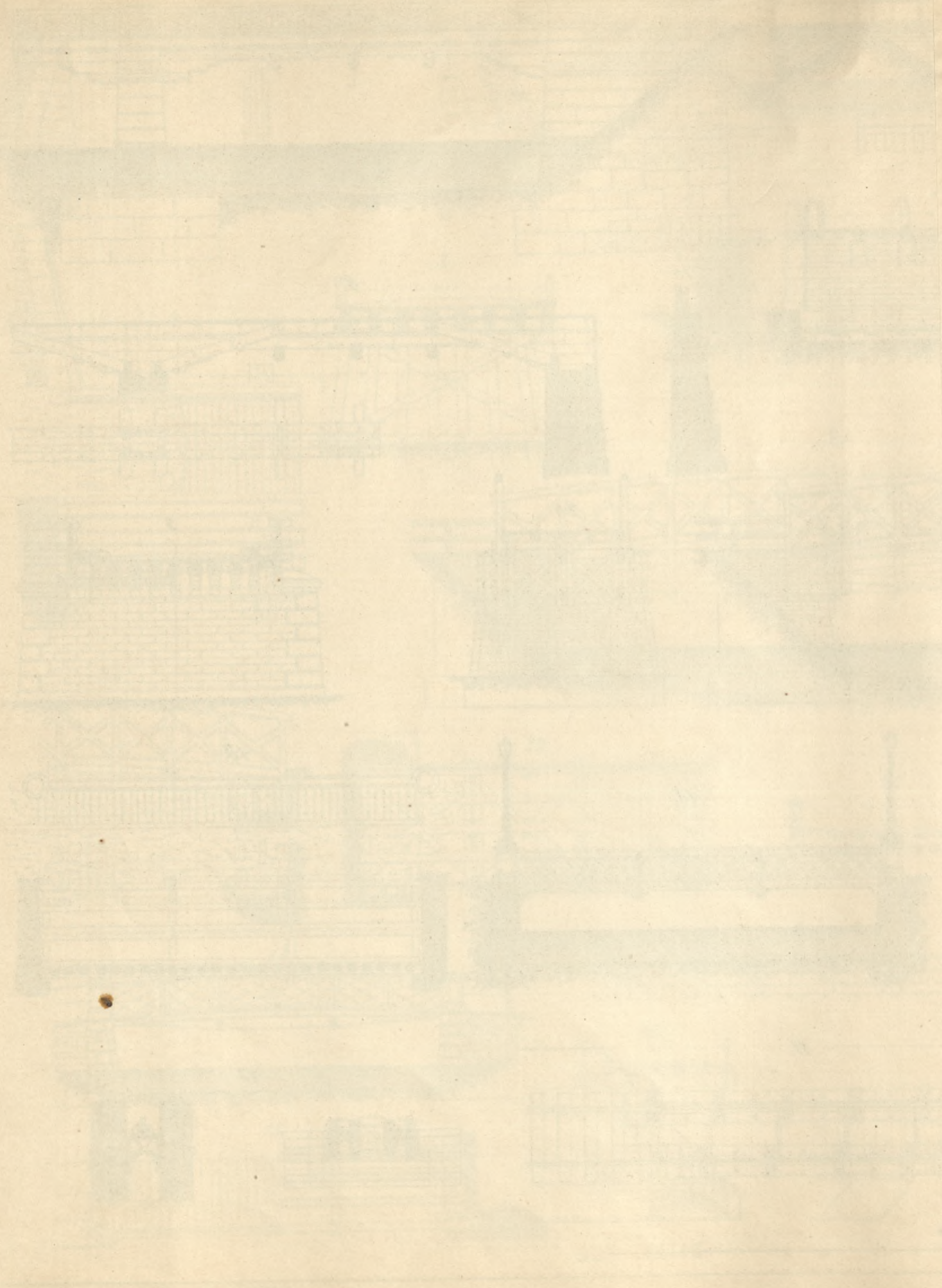


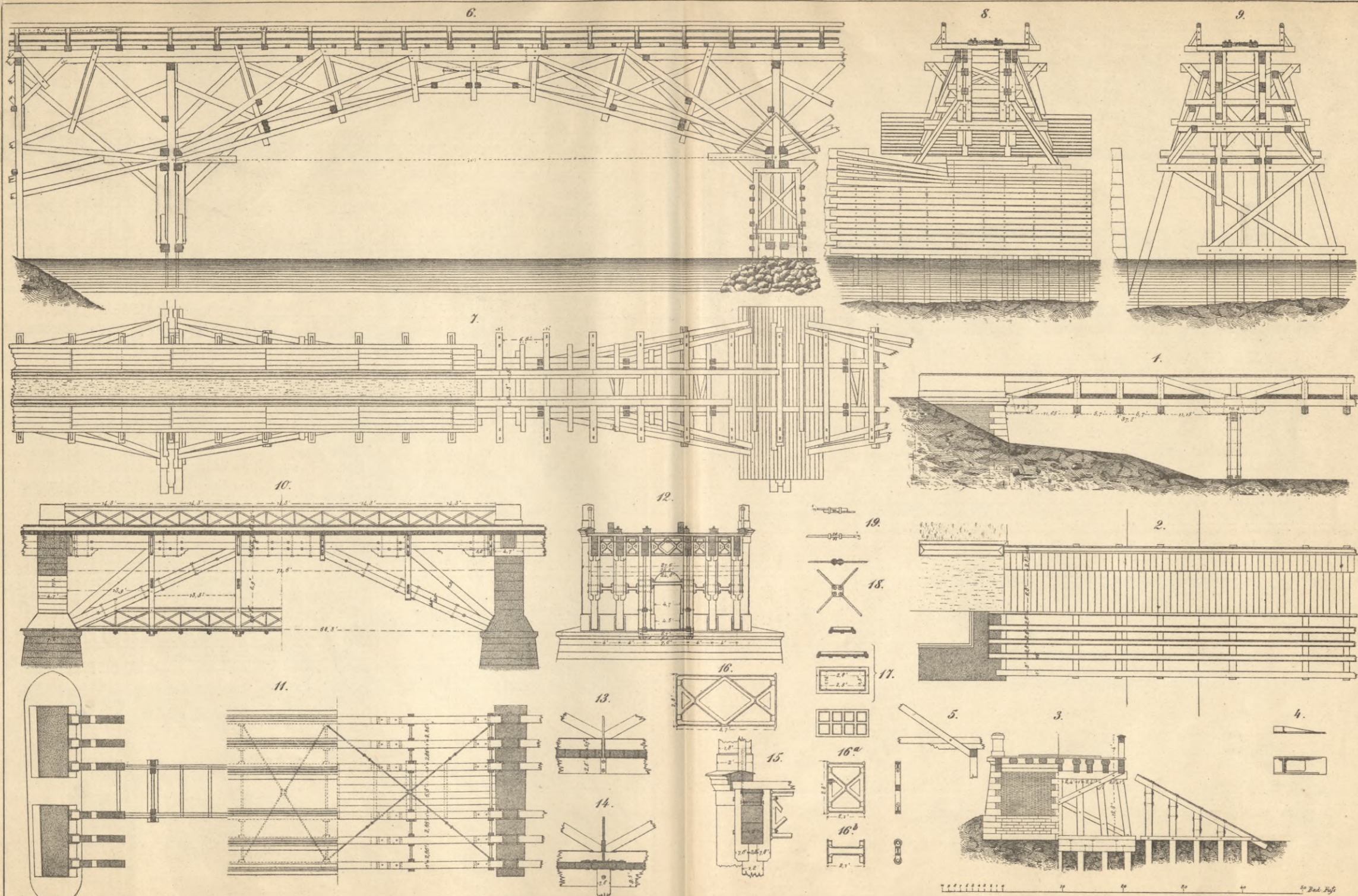
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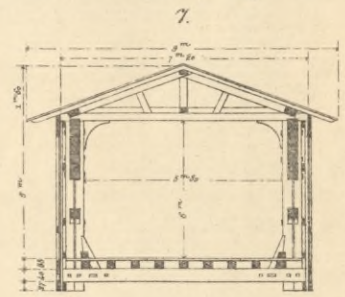
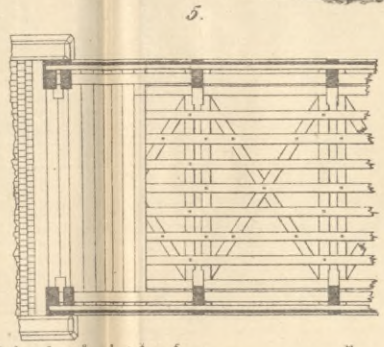
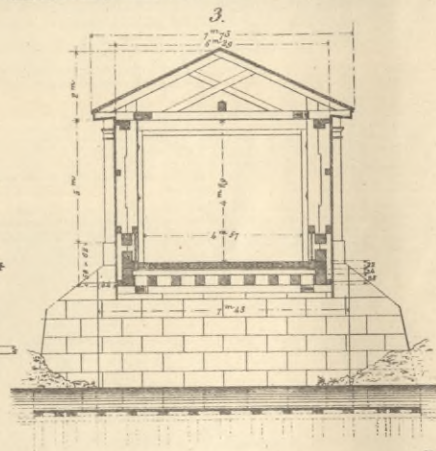
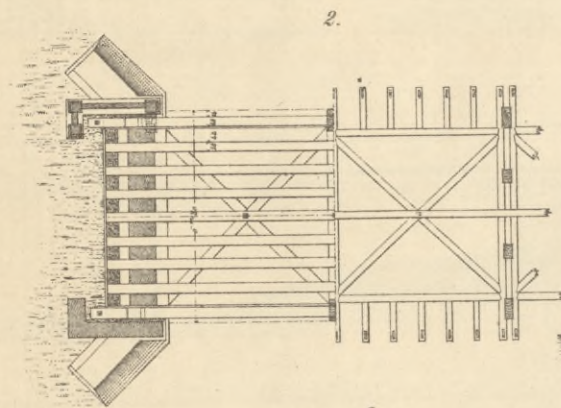
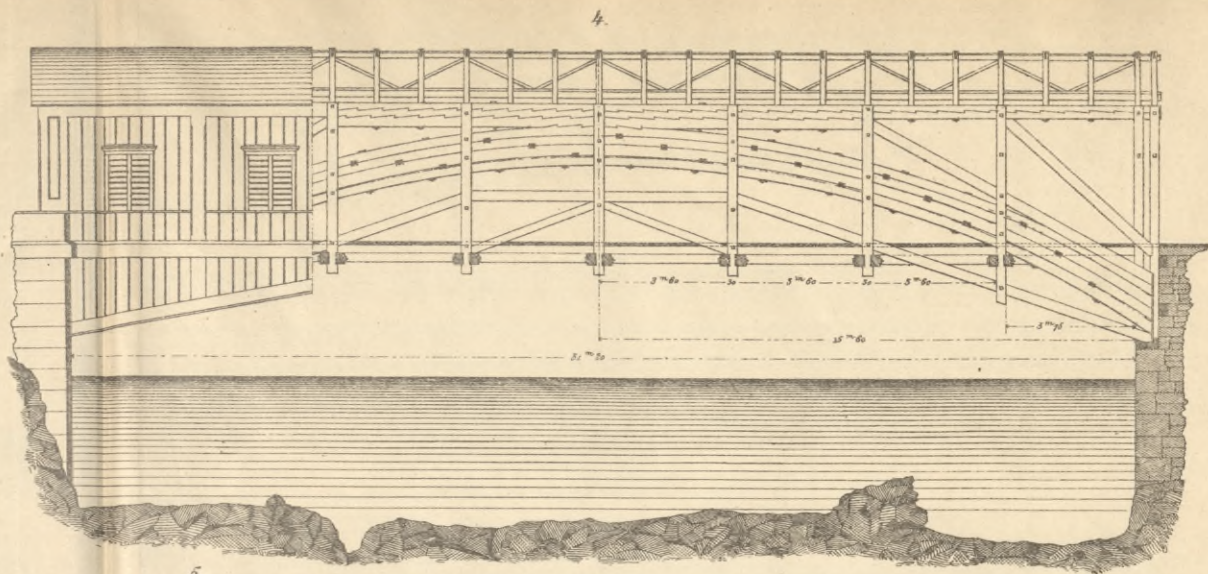
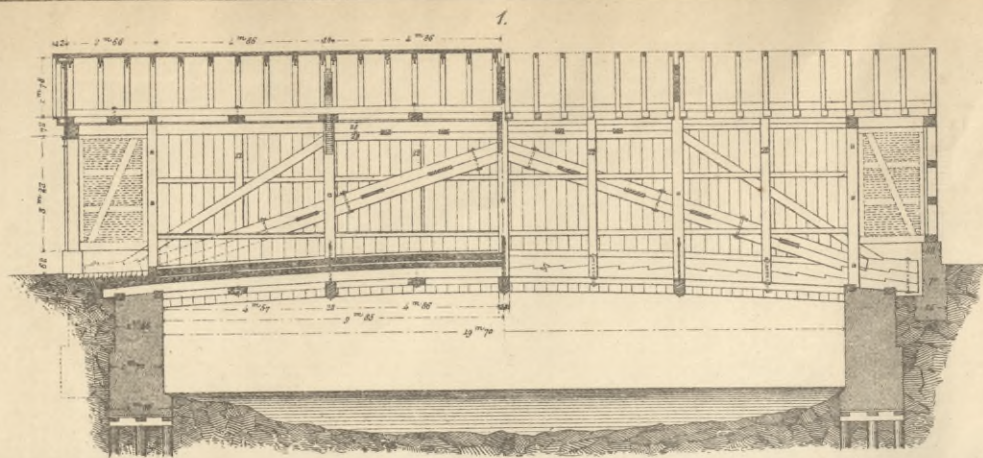
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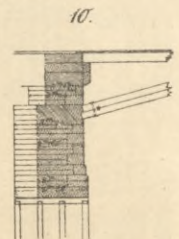
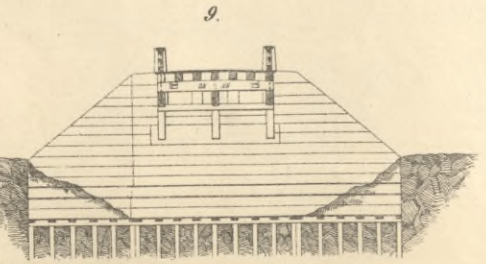
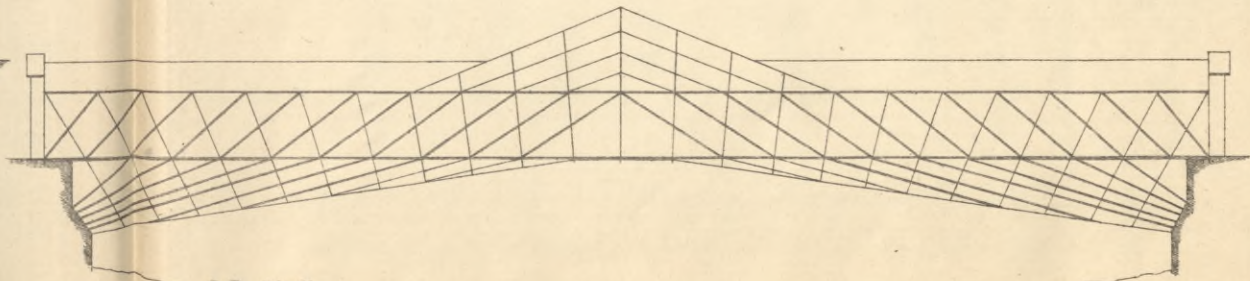
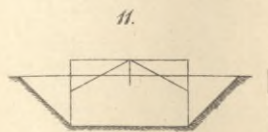
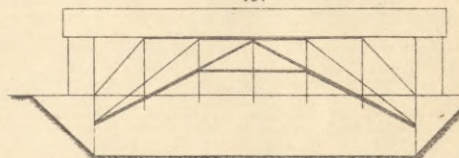
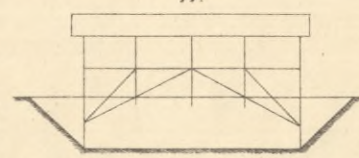
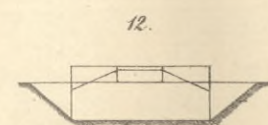
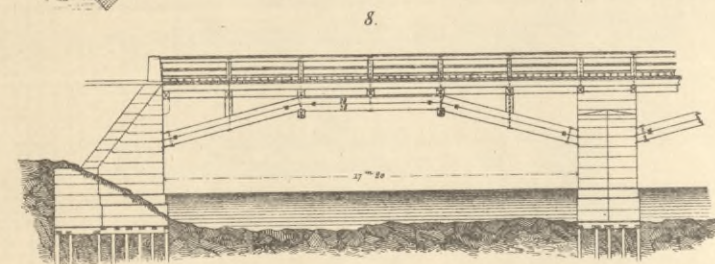








für Fig. 1. 2. 3. 4. 5. 6. 7.

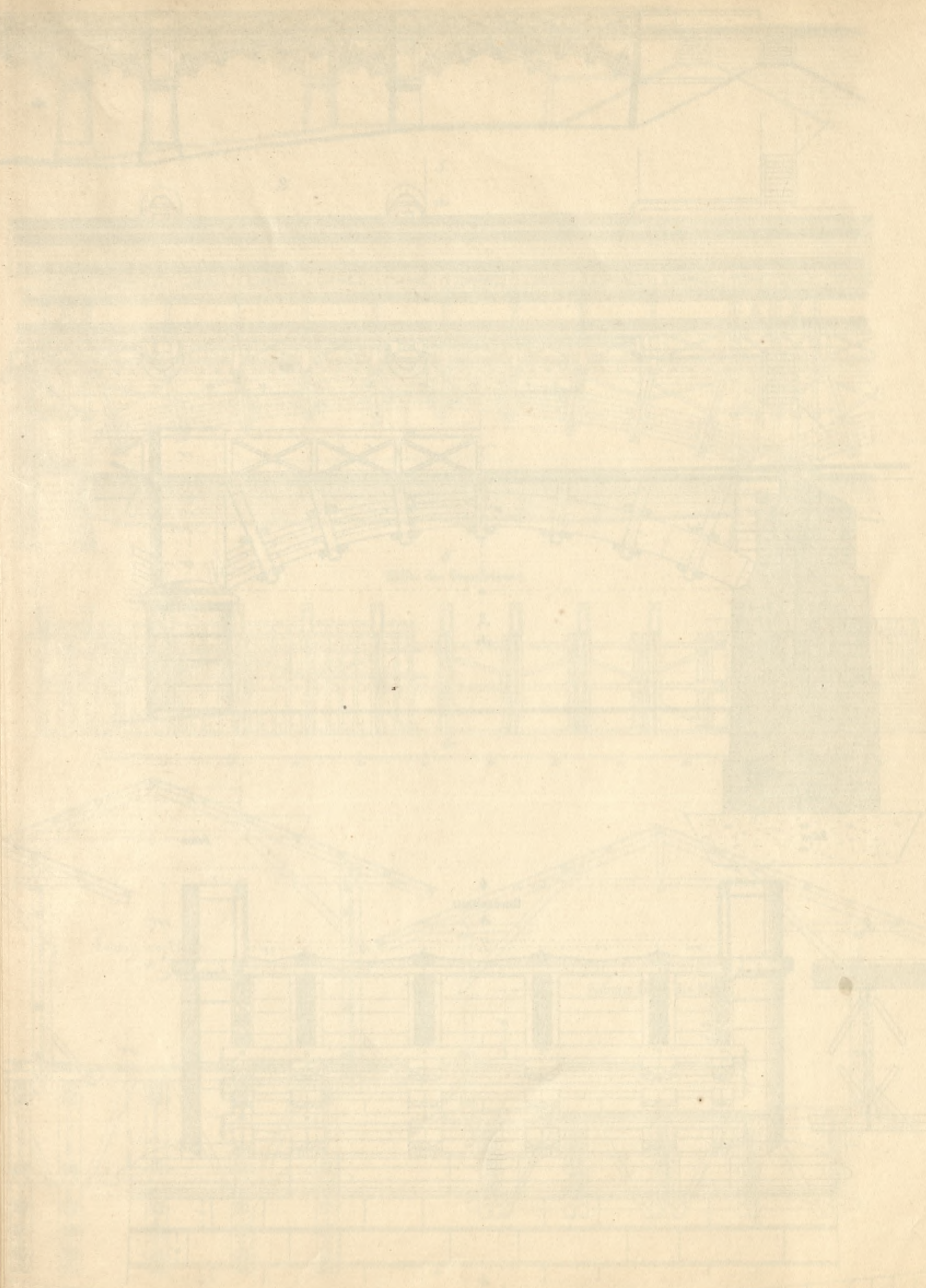


für Fig. 8. 9. 10.

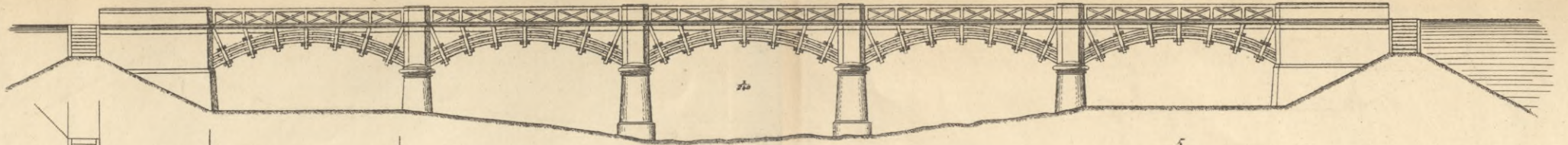
für Fig. 11. bis 16.

0 5 10 15 20 Meter

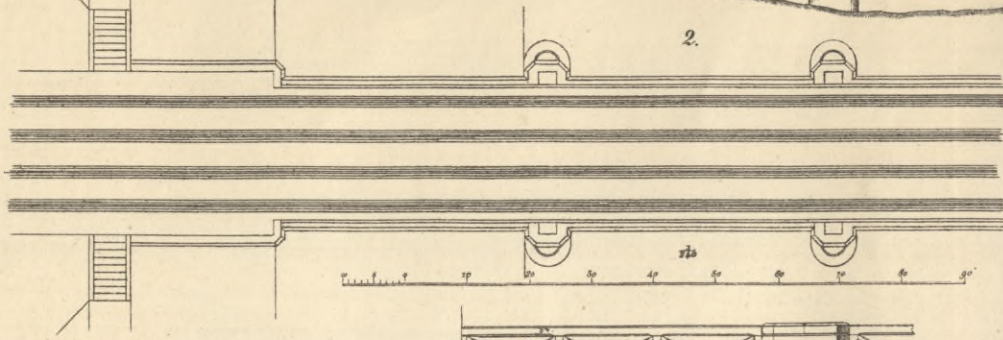
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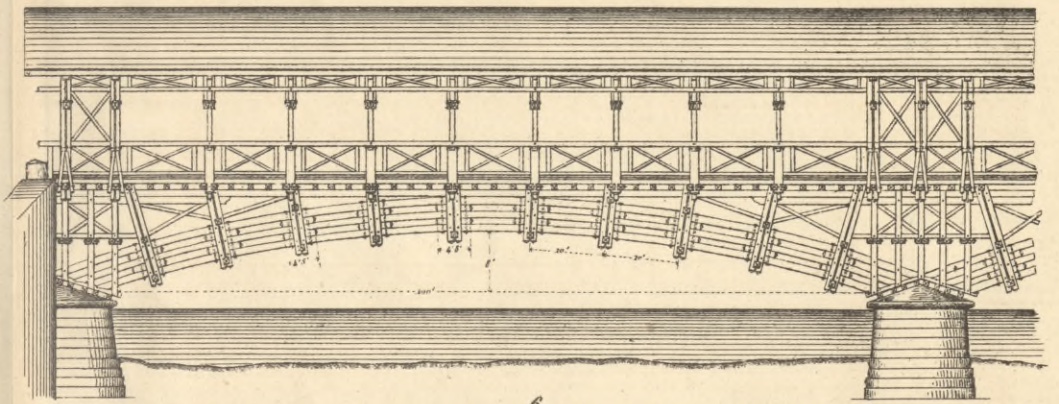
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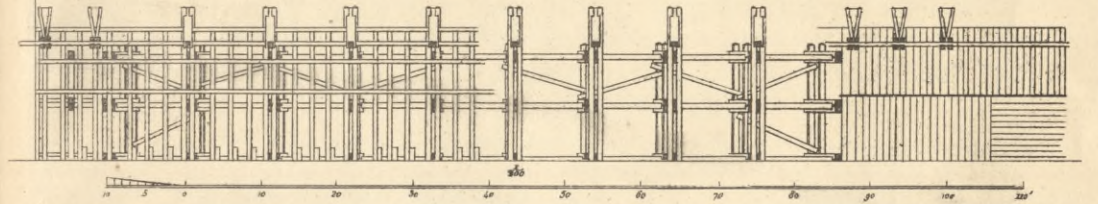


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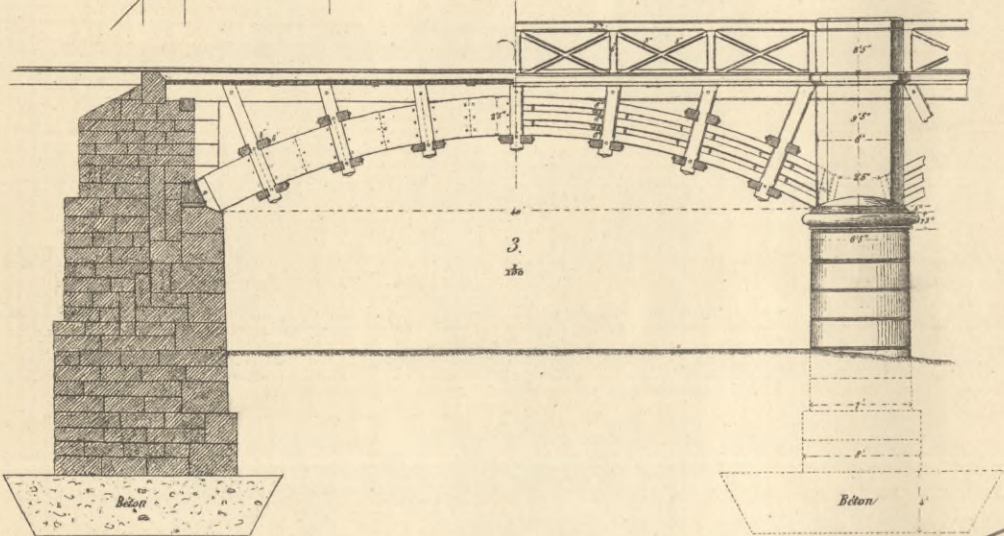


6.

Hälfte des Grundrisses.

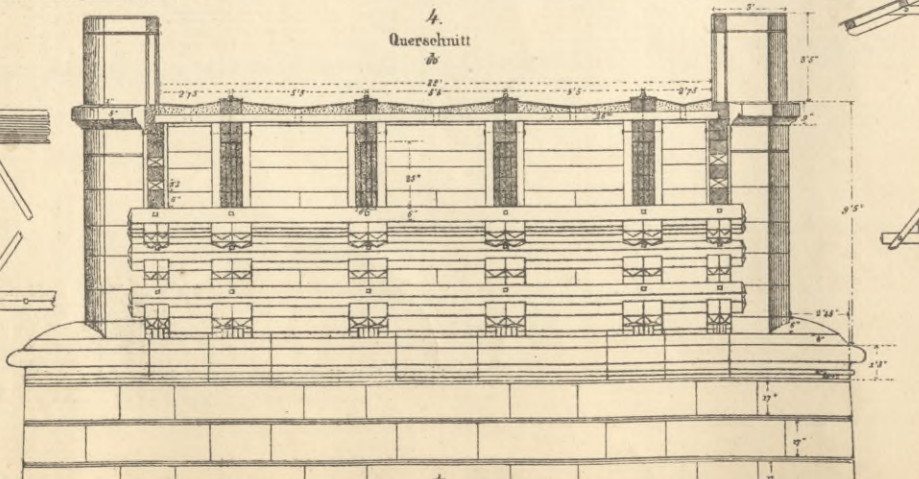


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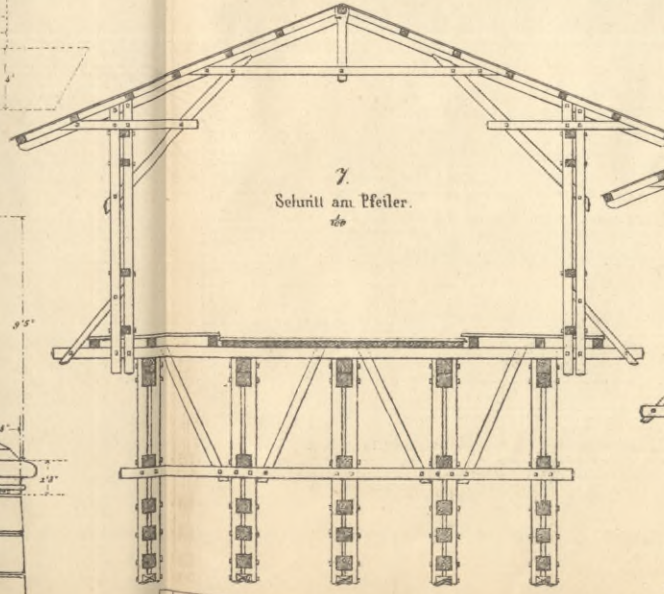
3a

4. Querschnitt



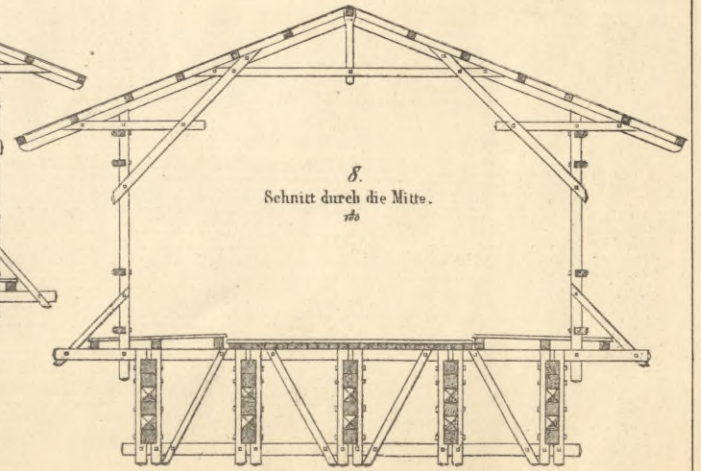
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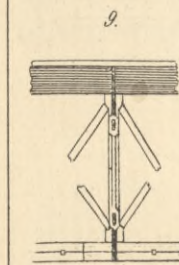


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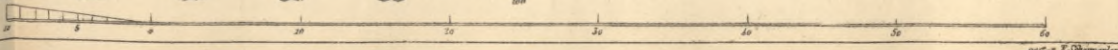
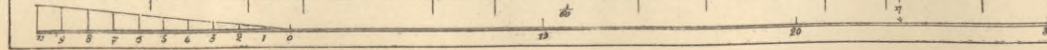
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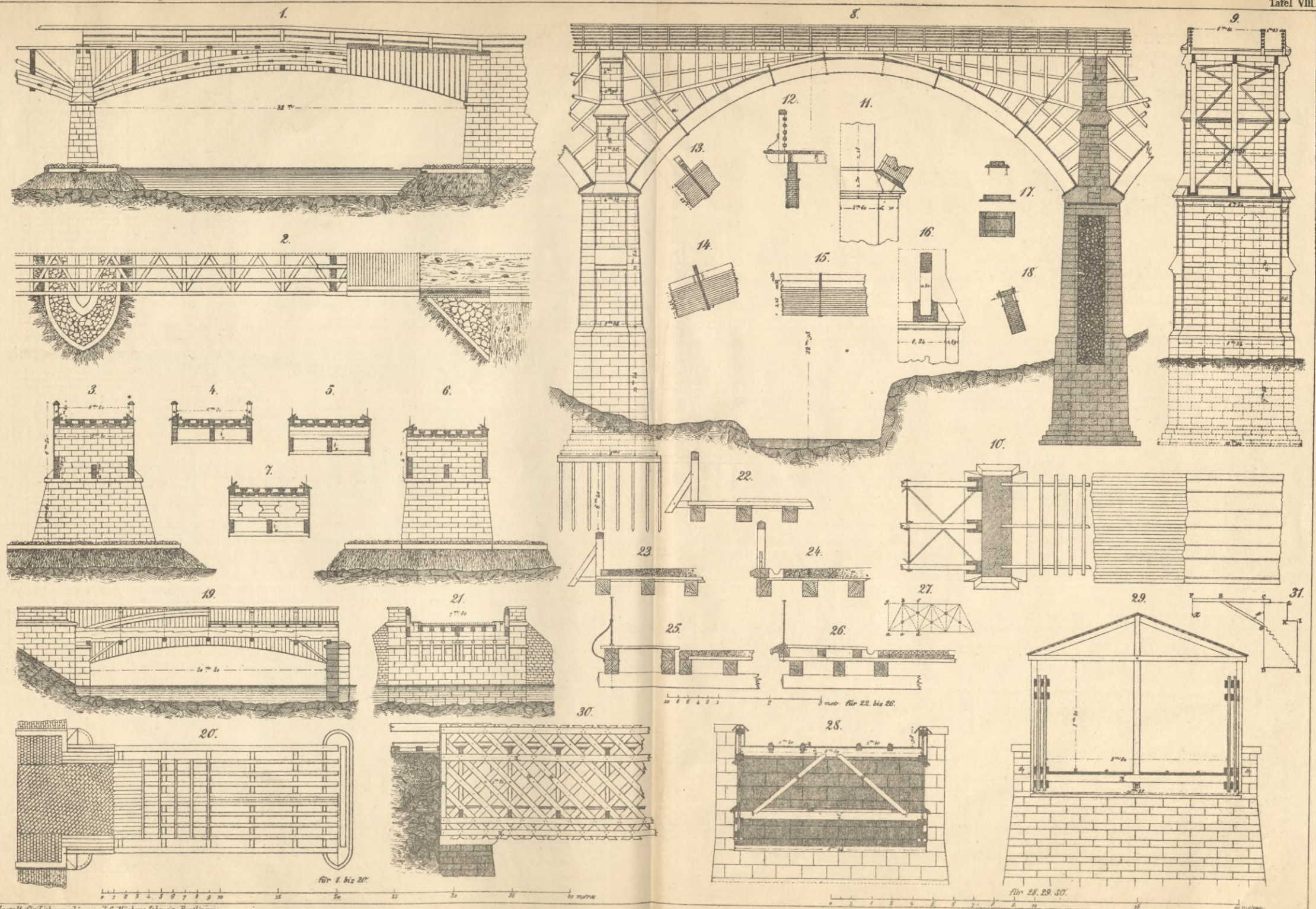


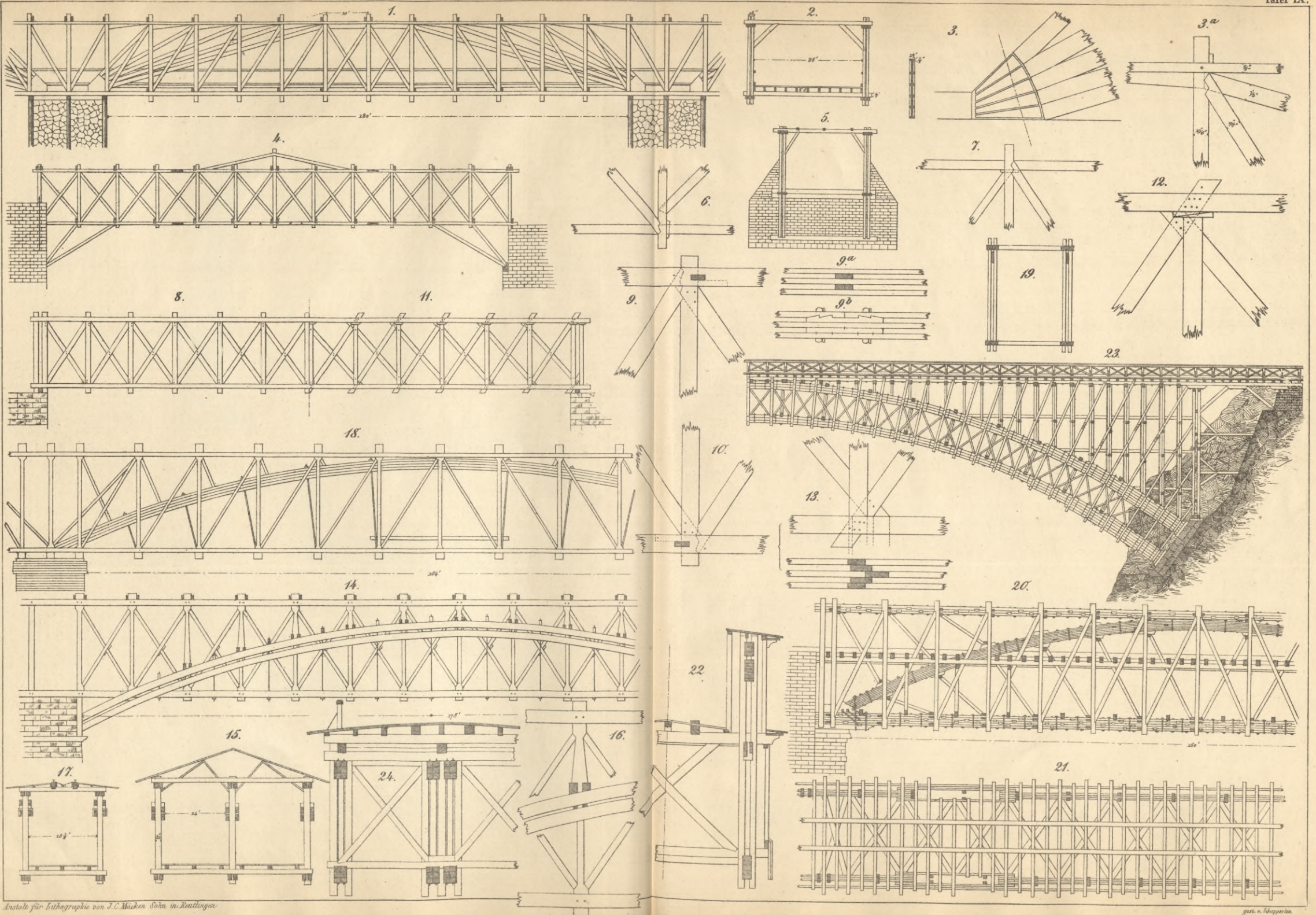
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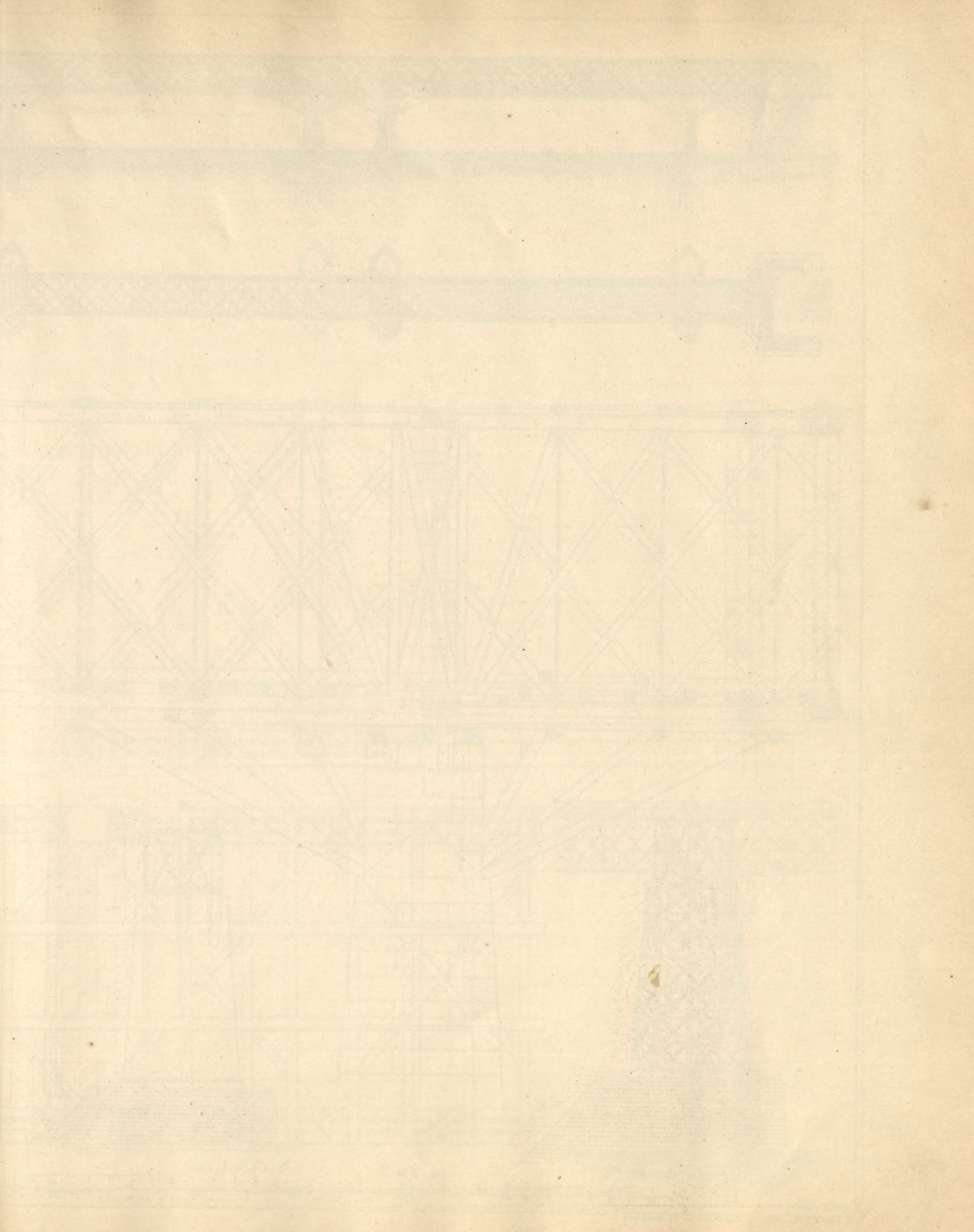


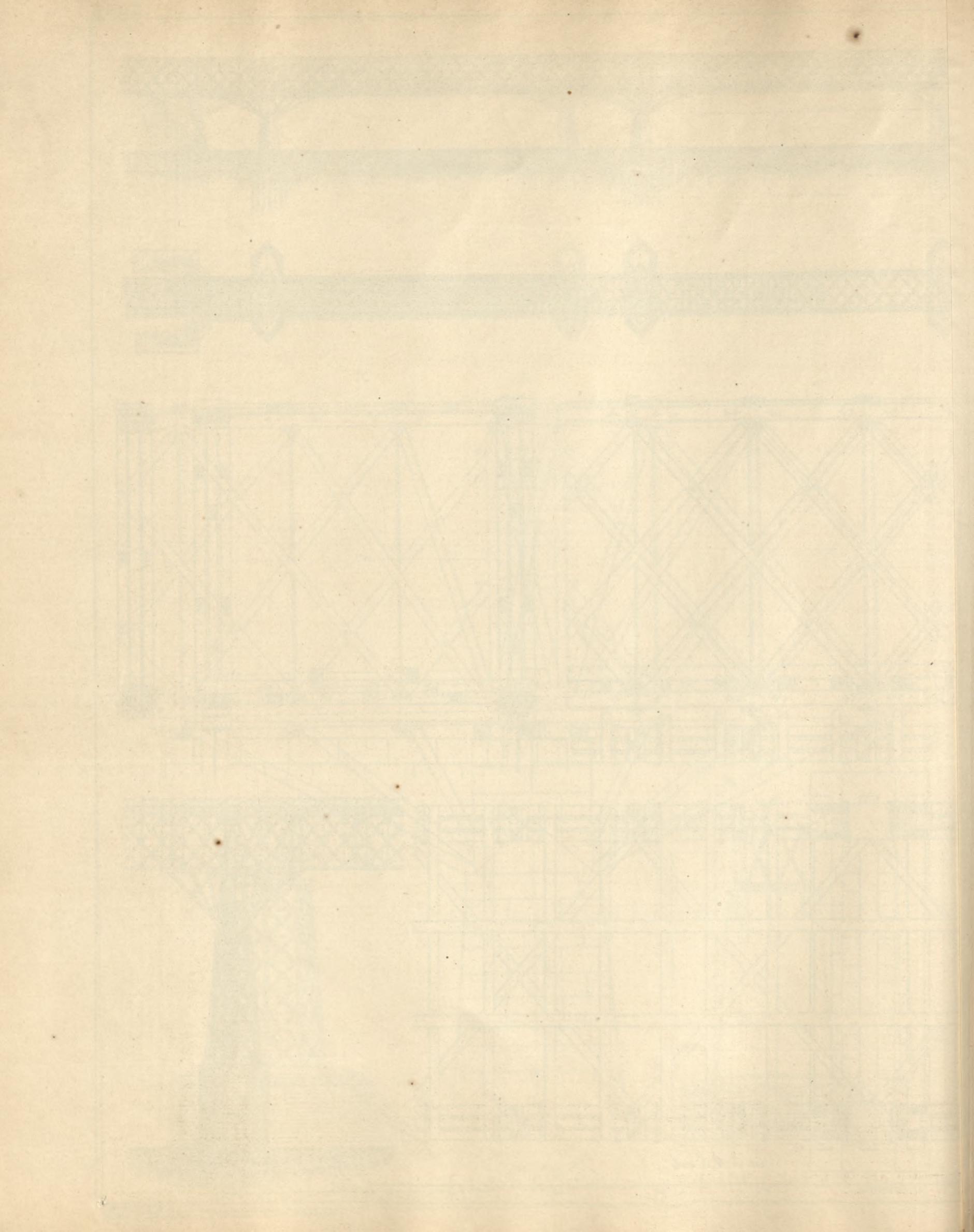
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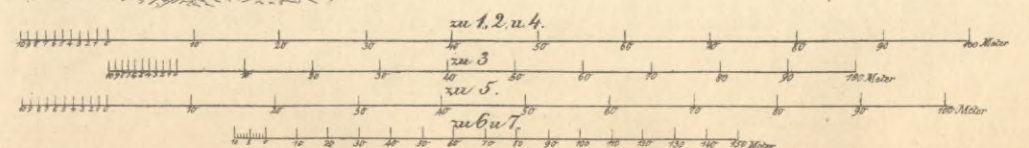
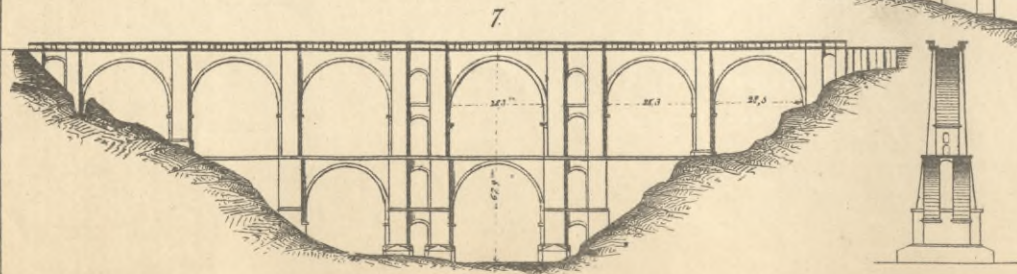
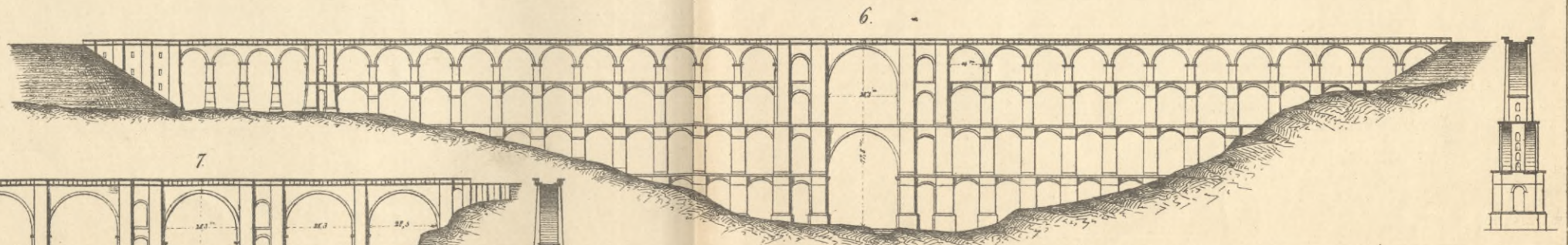
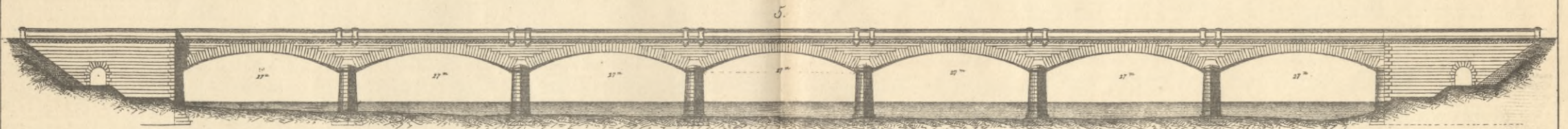
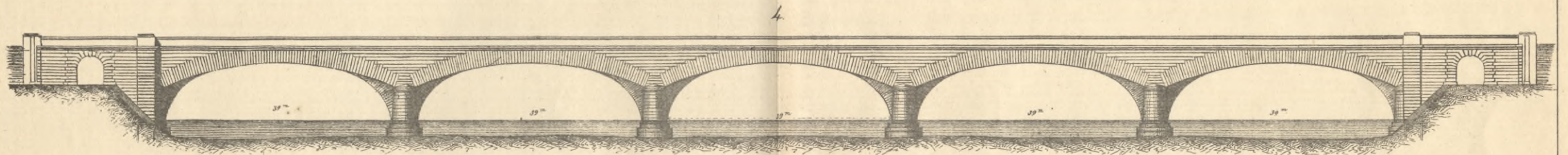
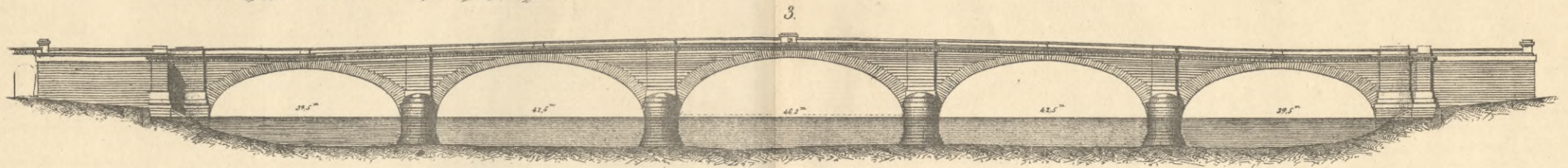
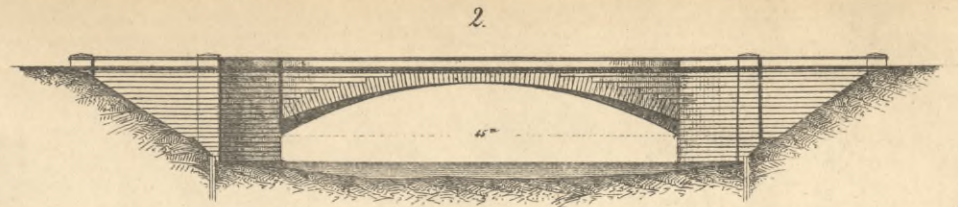
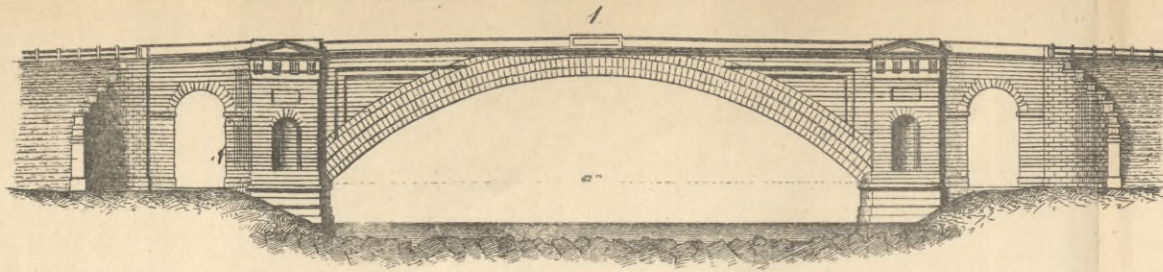


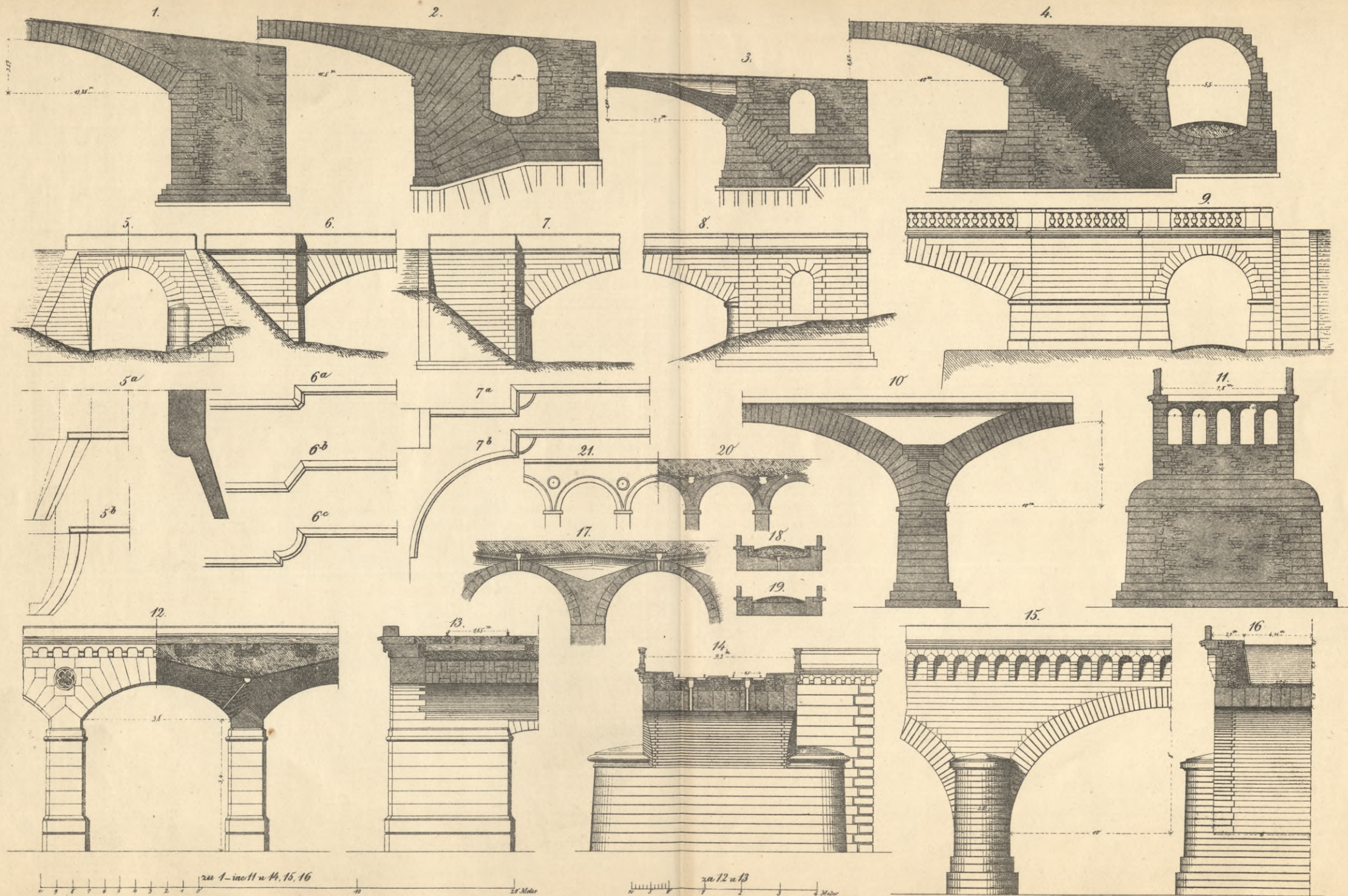








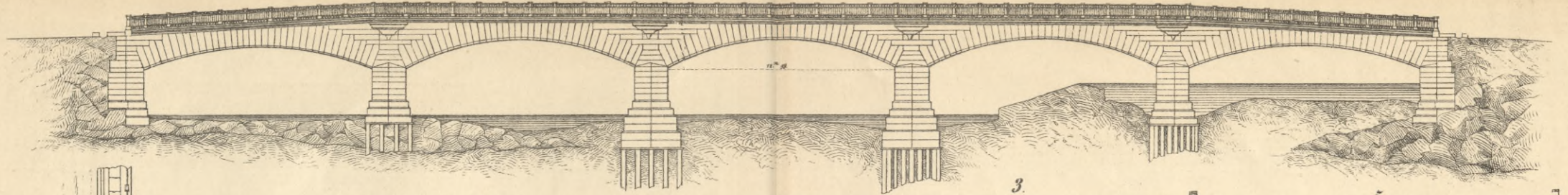




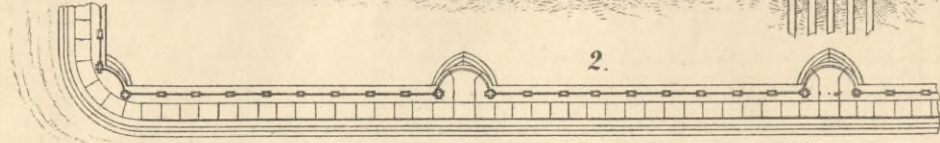
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zu 12 u 13

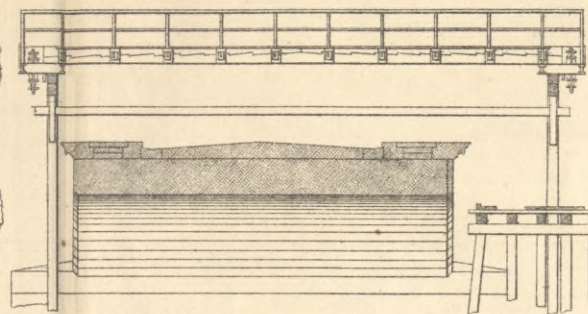
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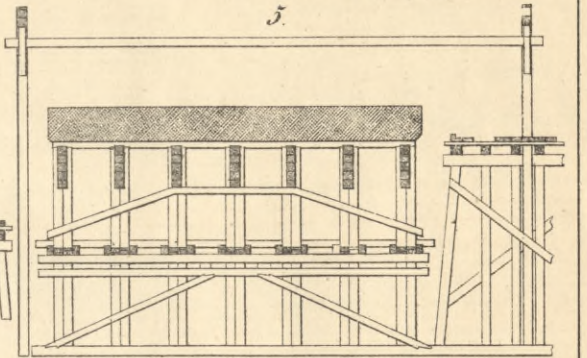
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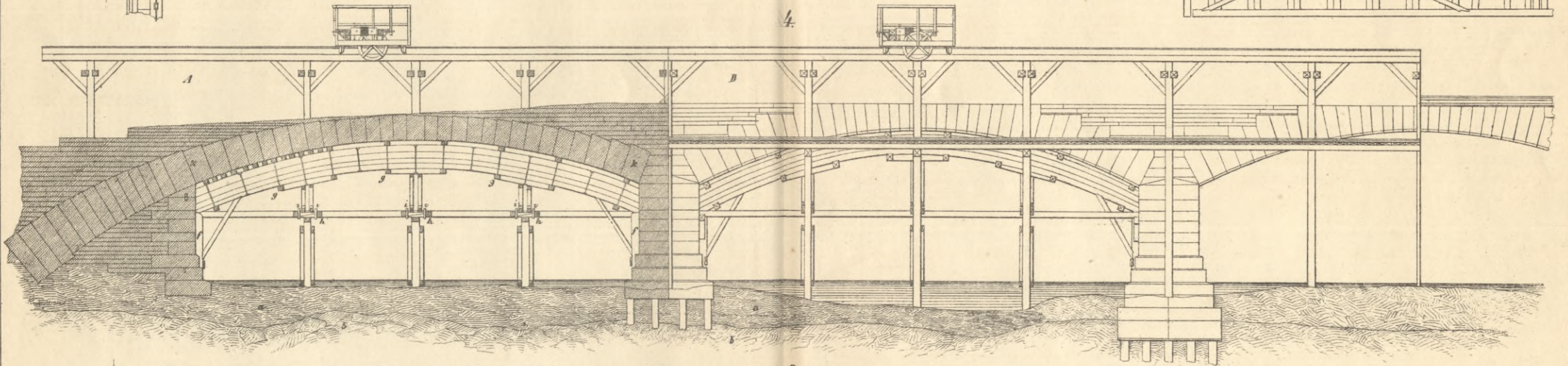
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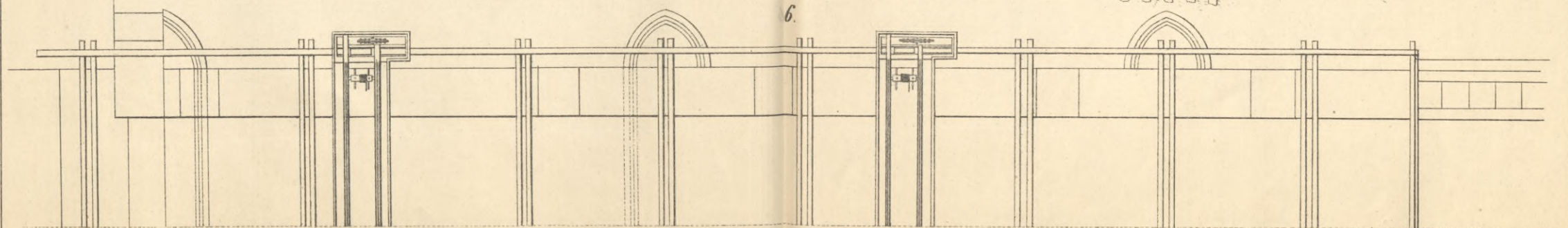
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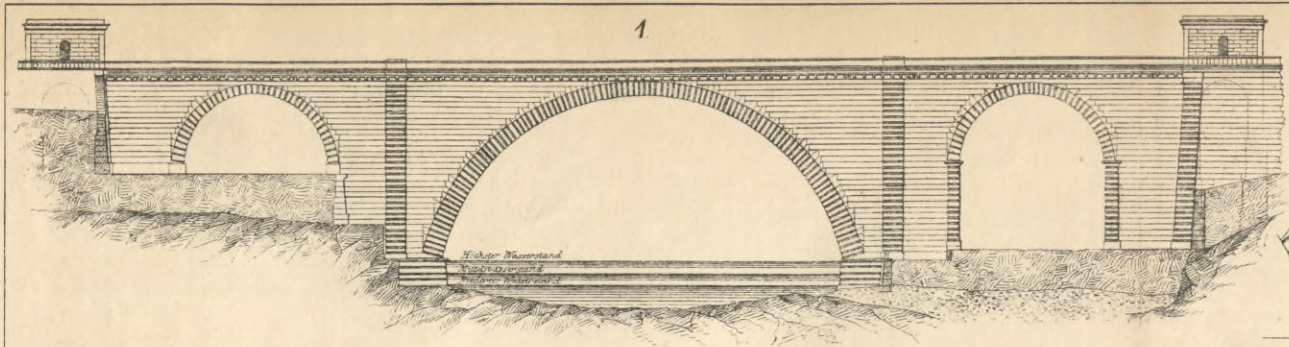


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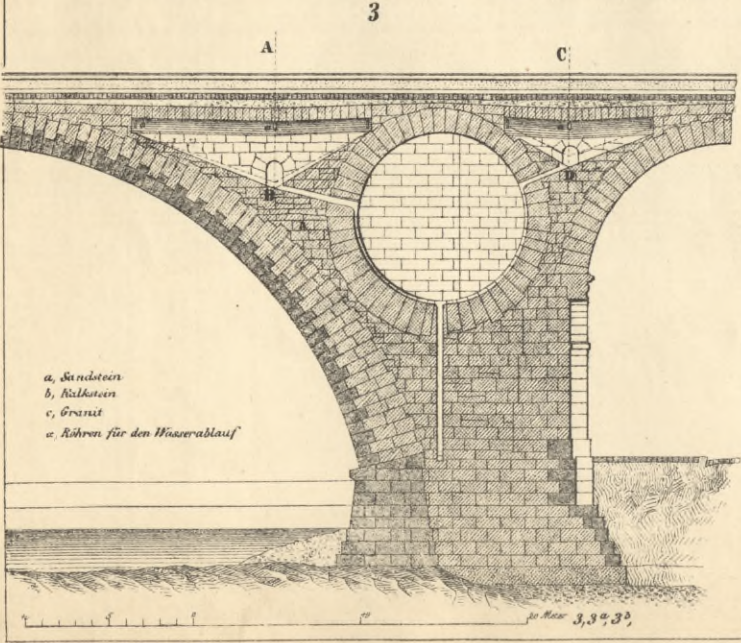
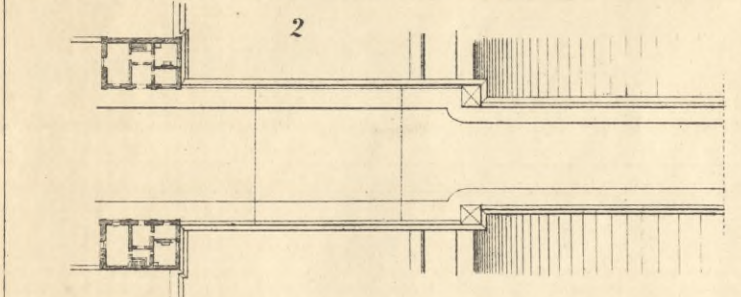
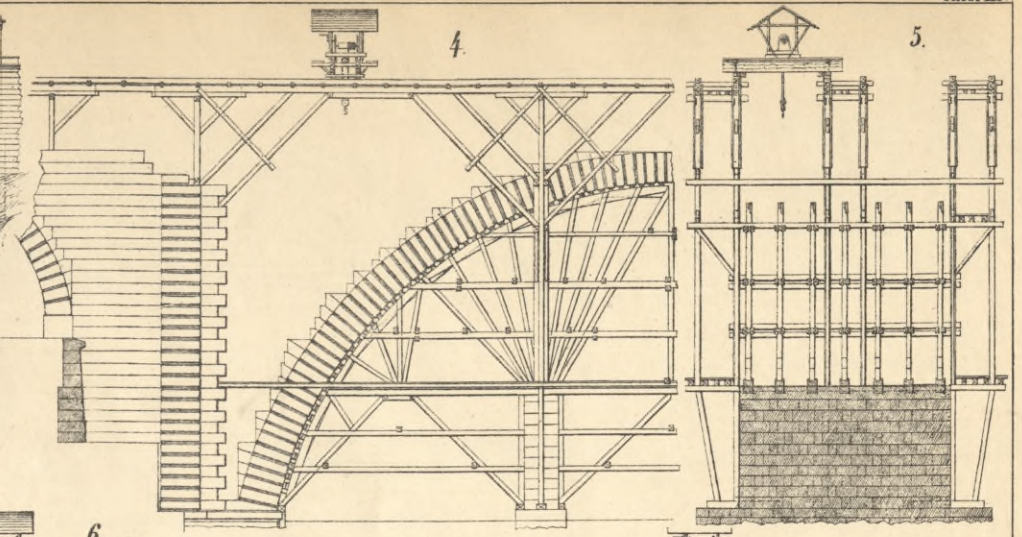


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zu 34, 56 0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 Meter

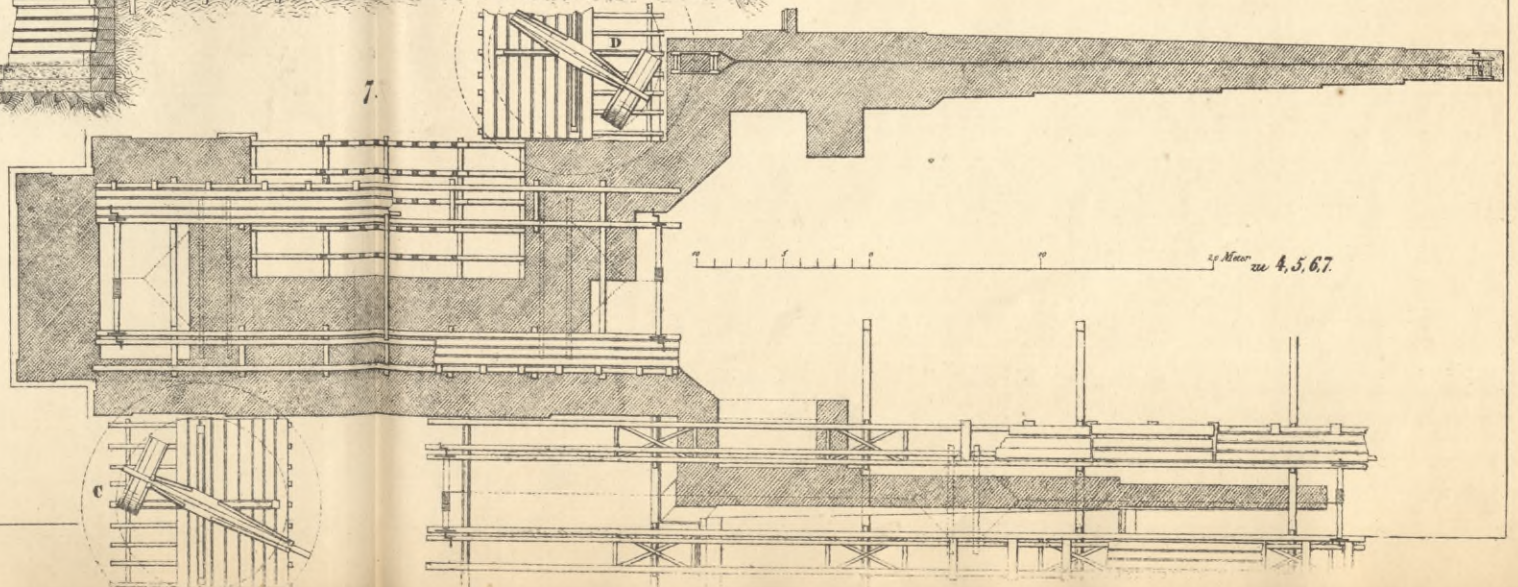
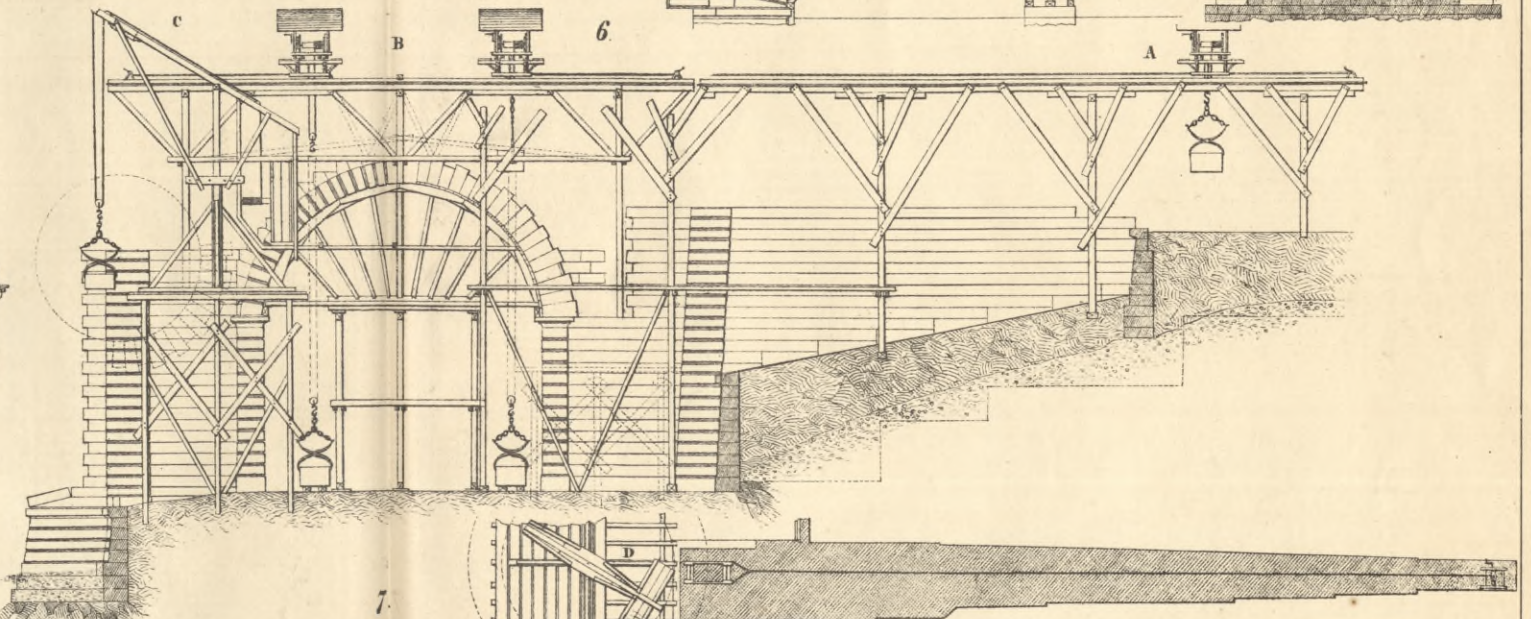


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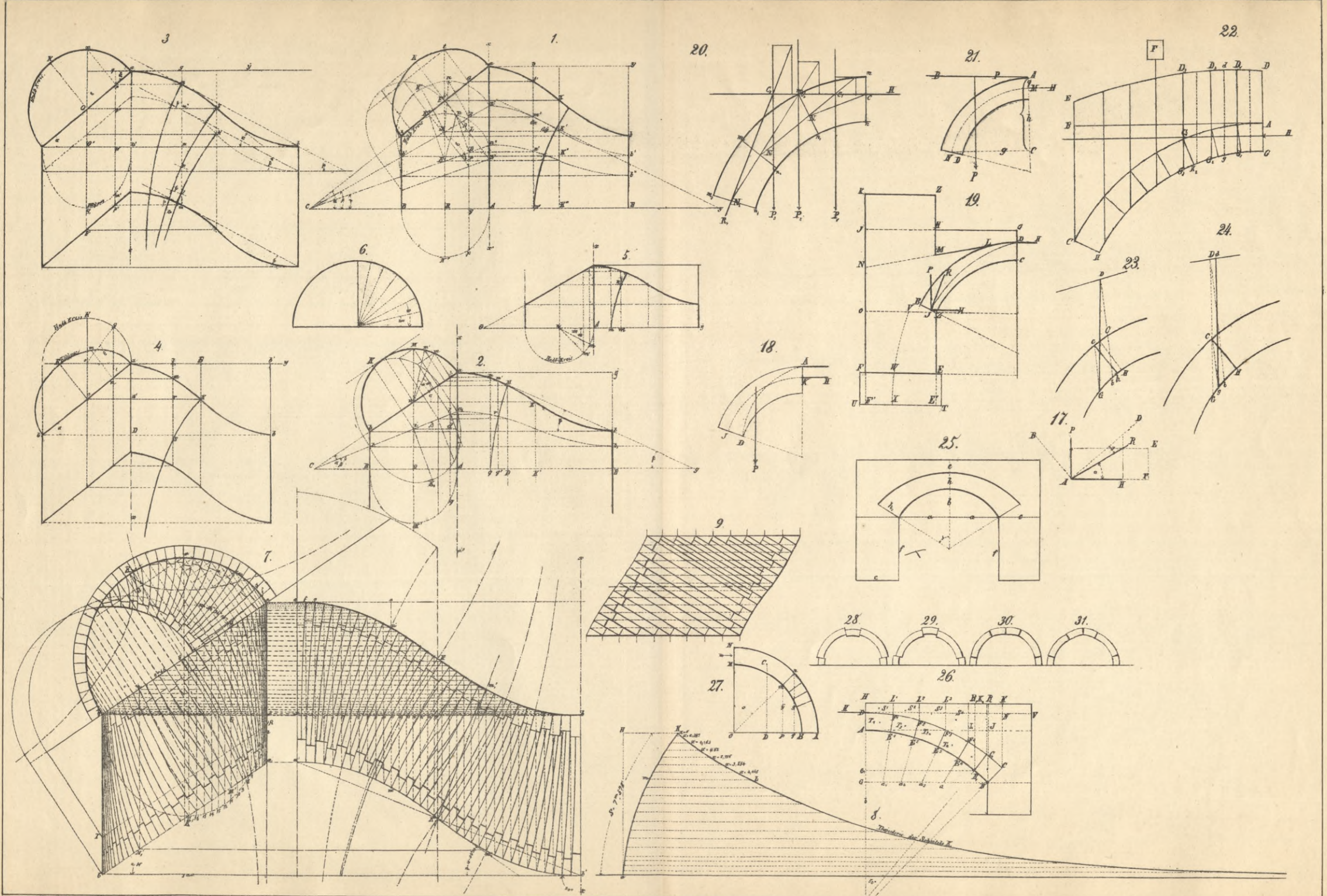


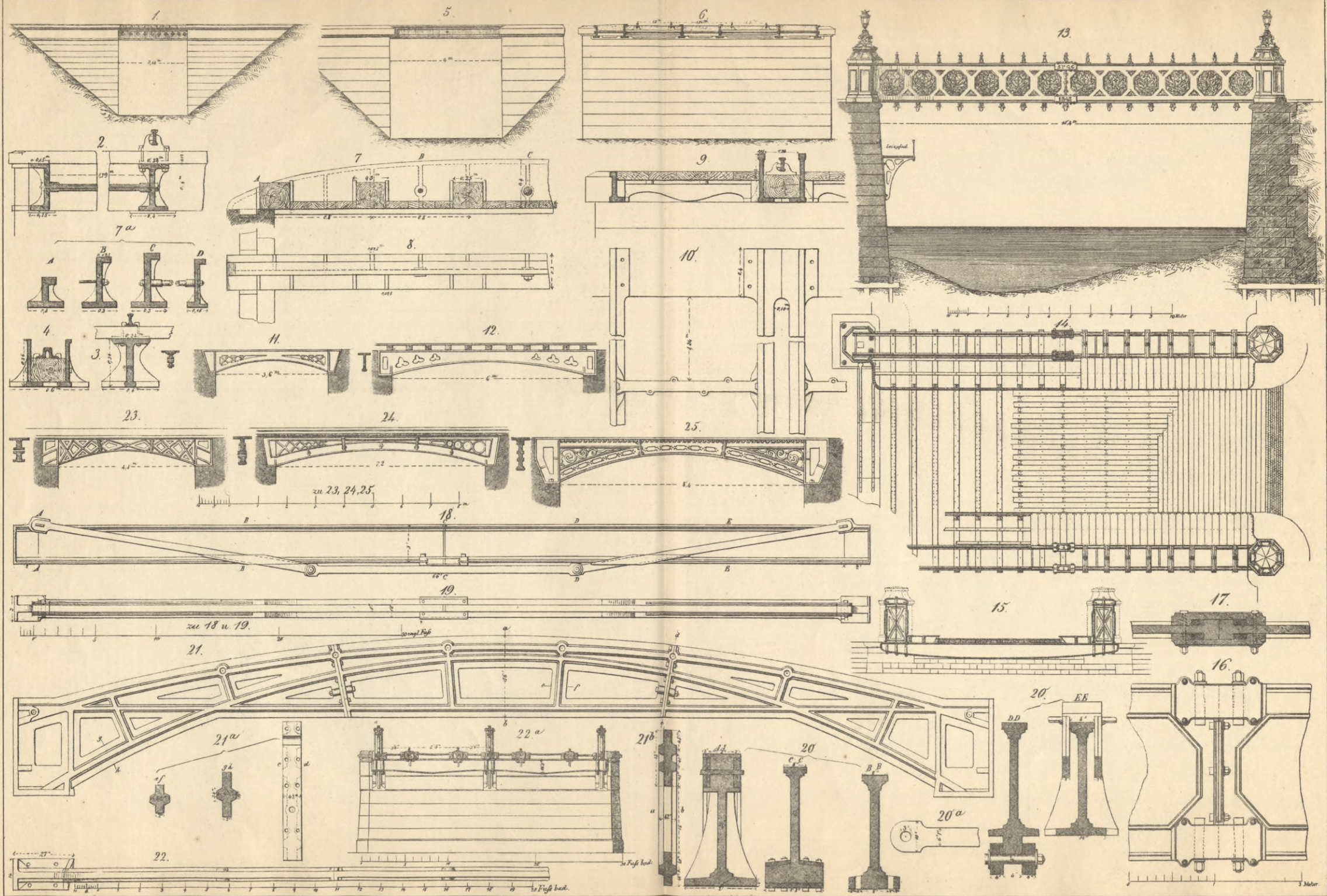
a, Sandstein
 b, Kalkstein
 c, Granit
 e, Röhren für den Wasserablauf

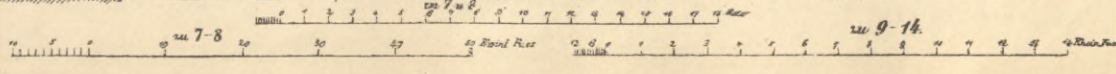
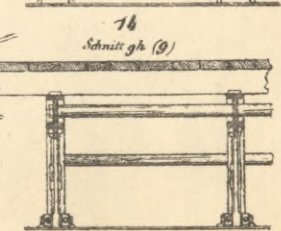
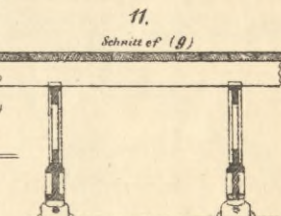
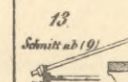
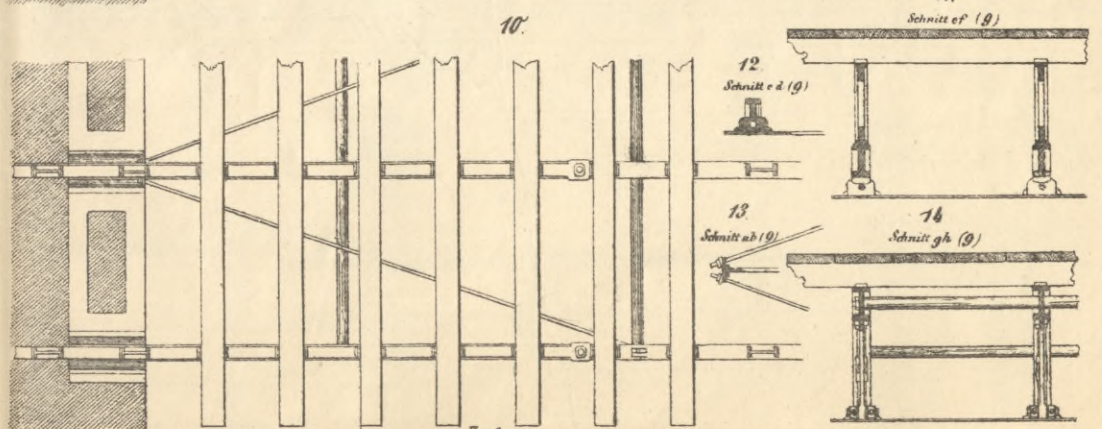
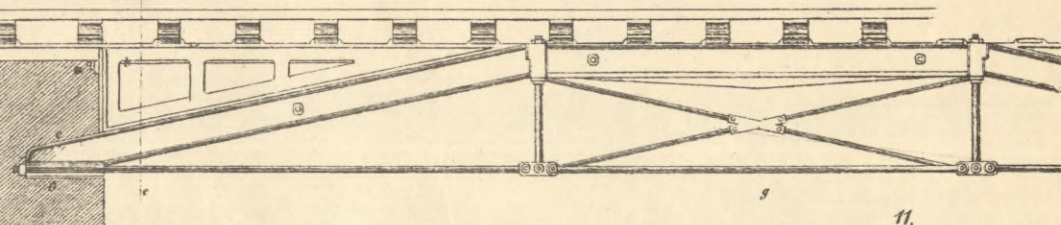
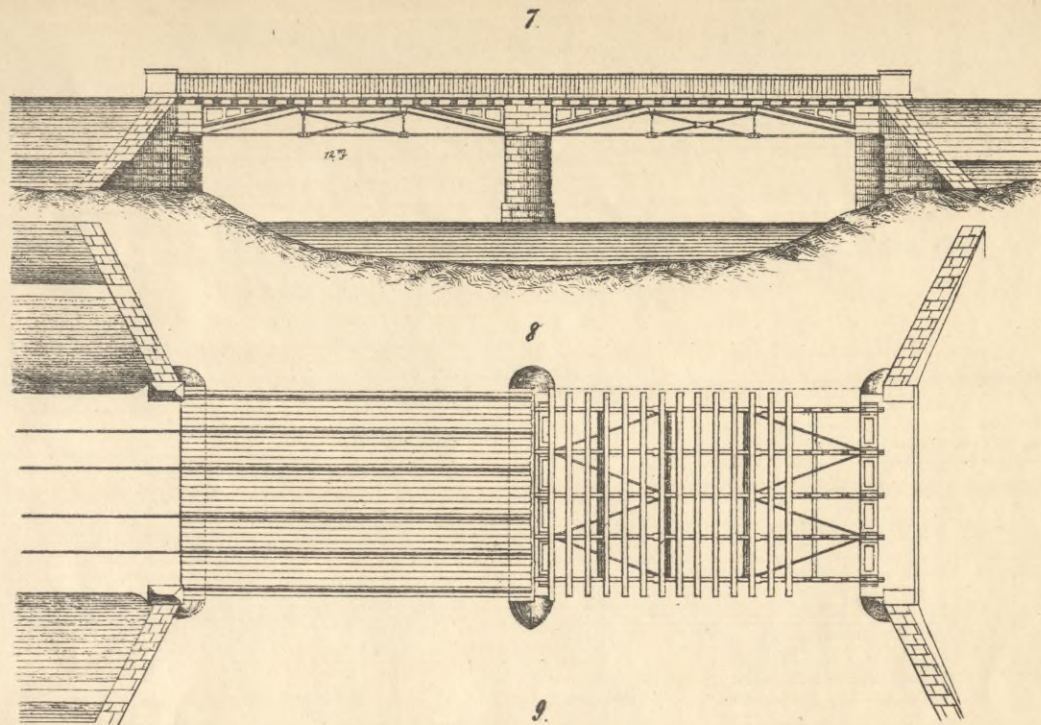
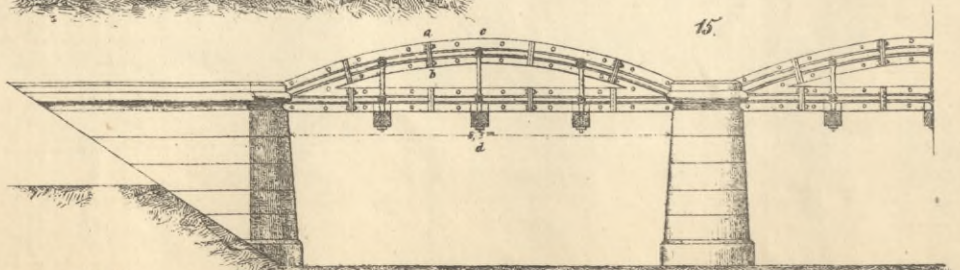
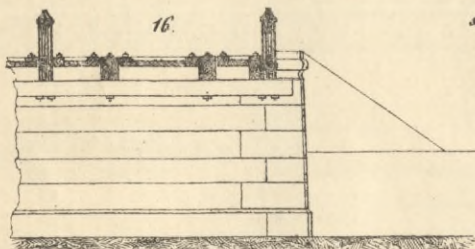
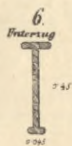
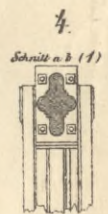
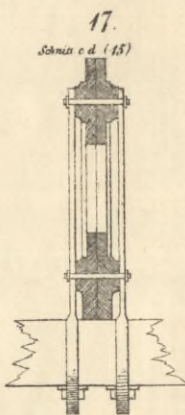
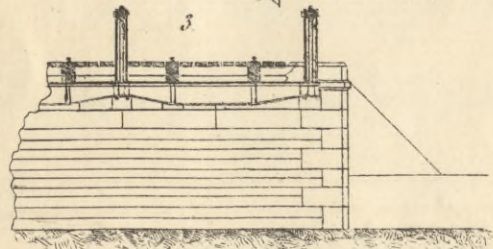
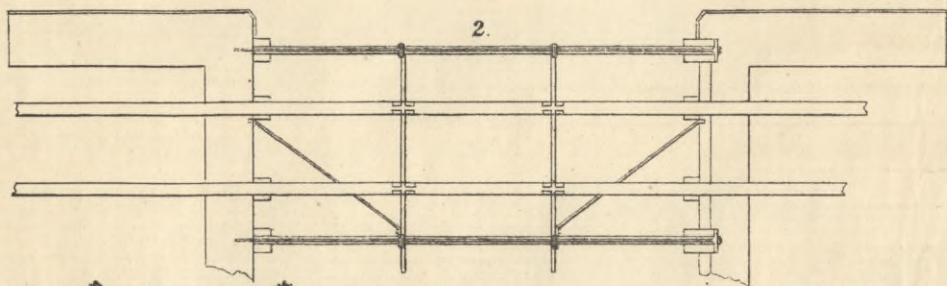
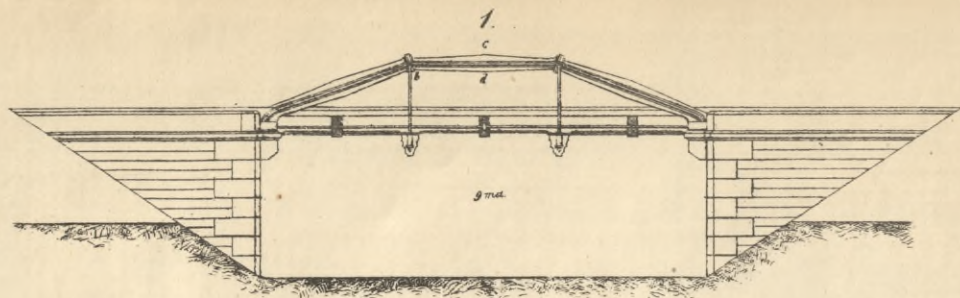
zu Meter 3,39,30

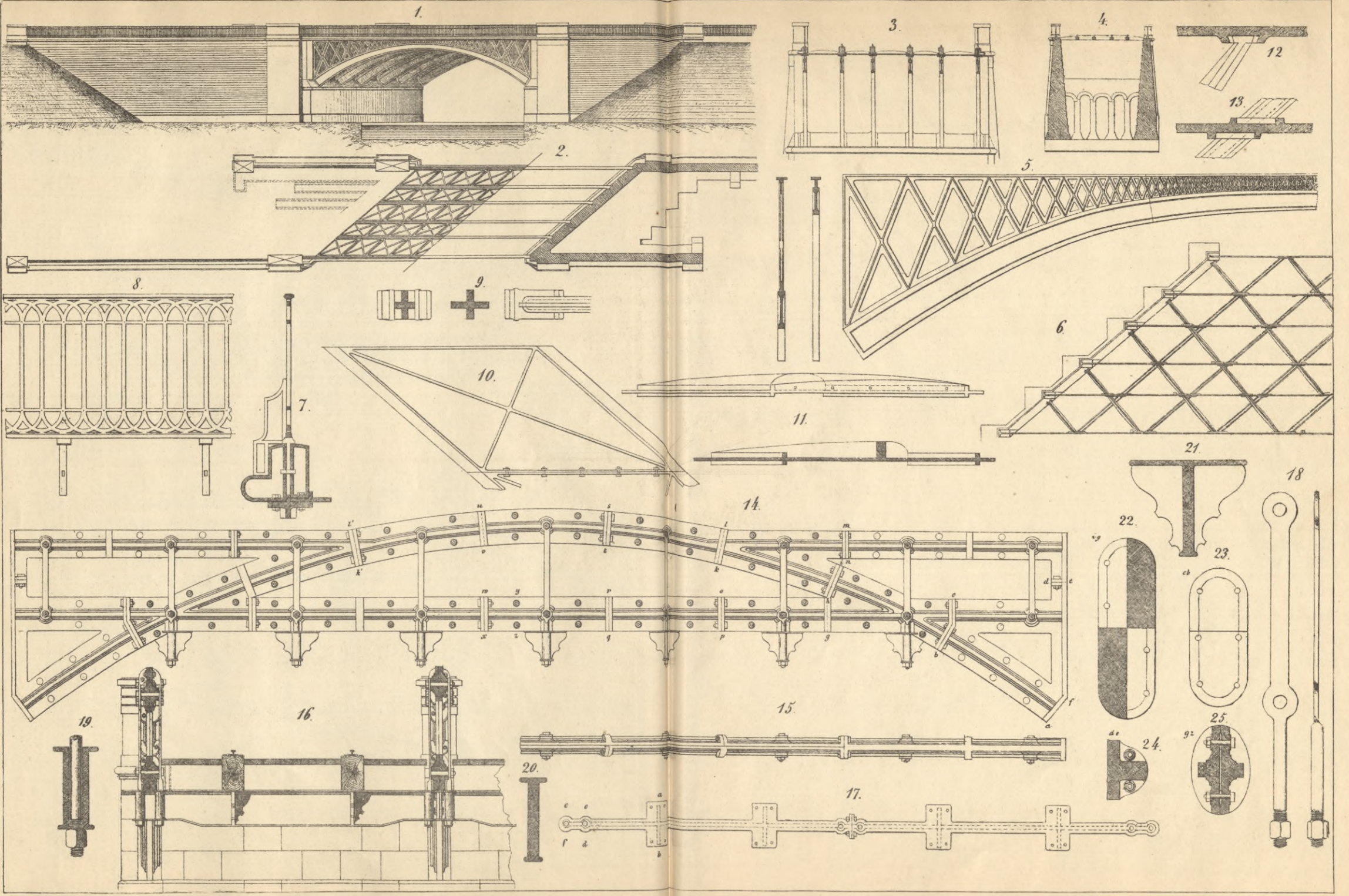


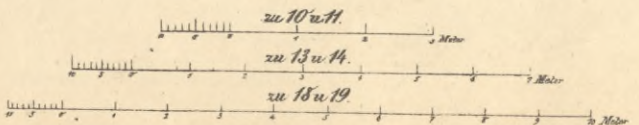
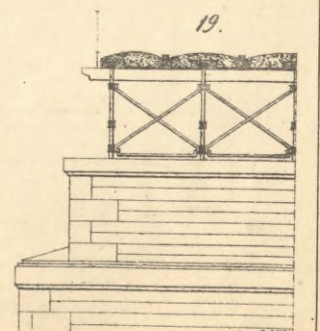
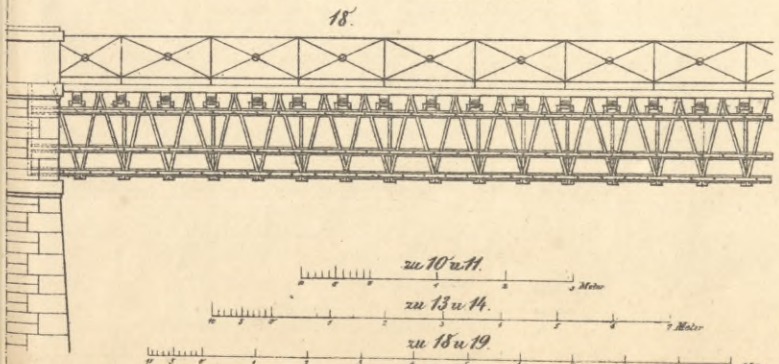
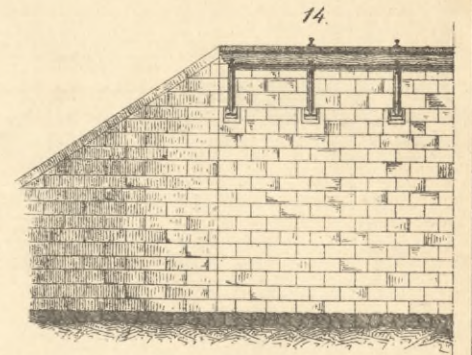
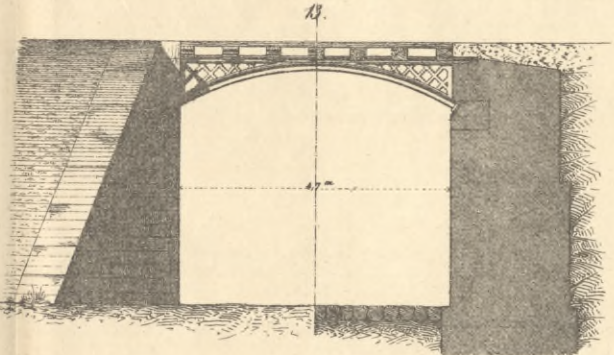
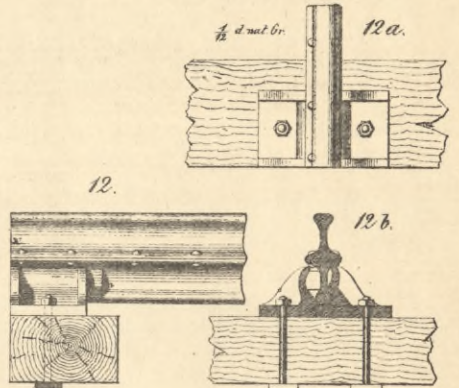
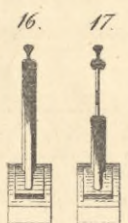
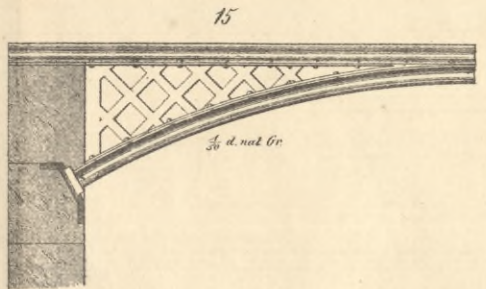
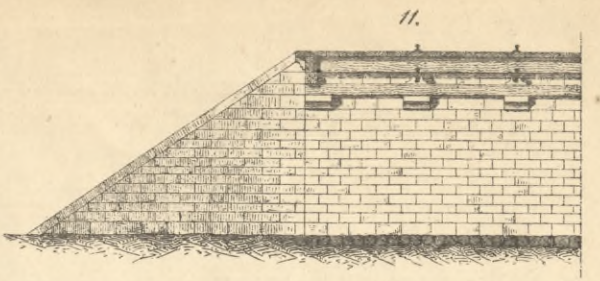
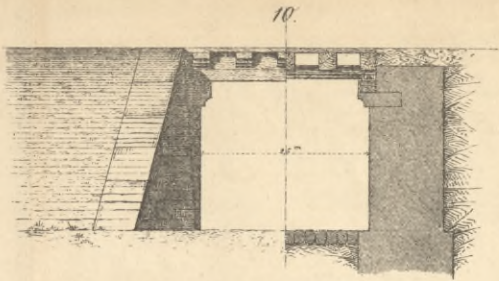
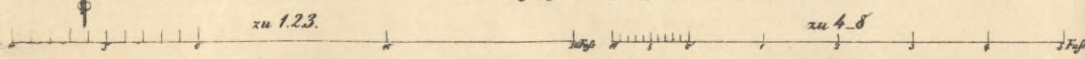
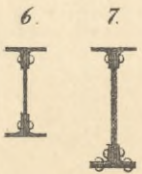
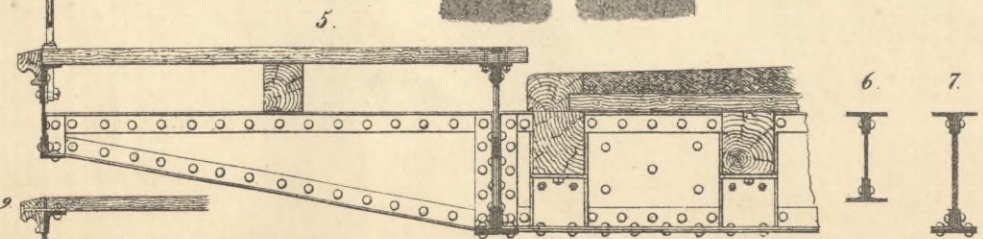
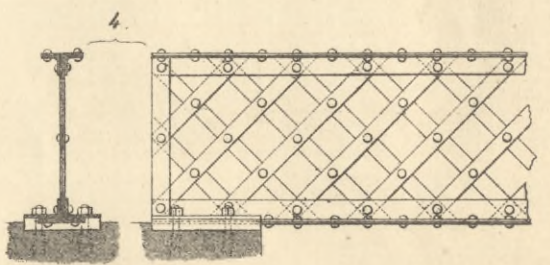
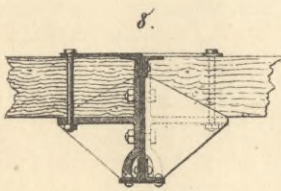
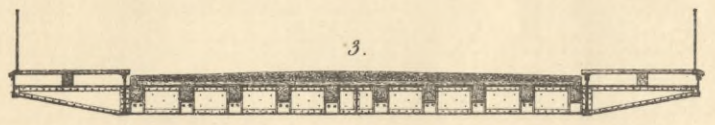
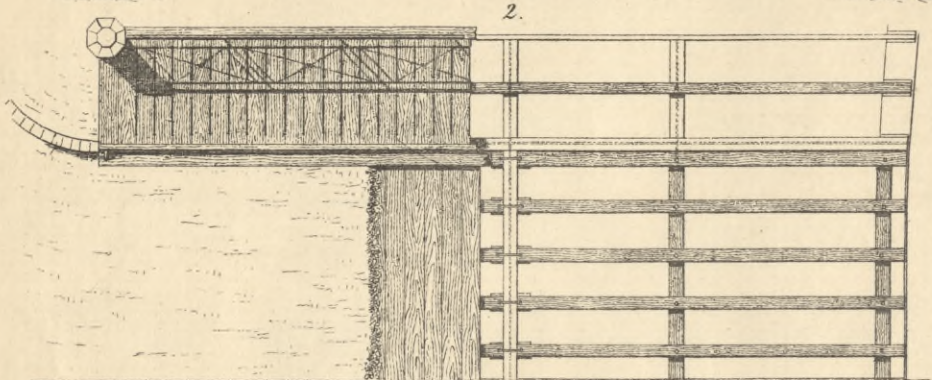
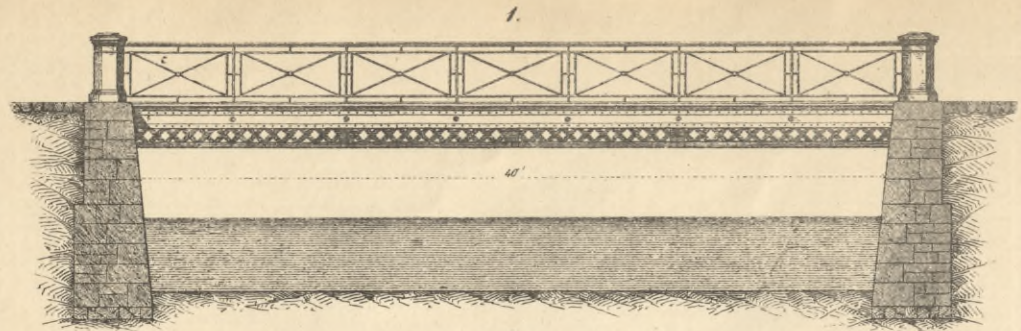
10 20 30 40 50 60 70 80 90 100
 in Meter zu 4, 5, 6, 7.



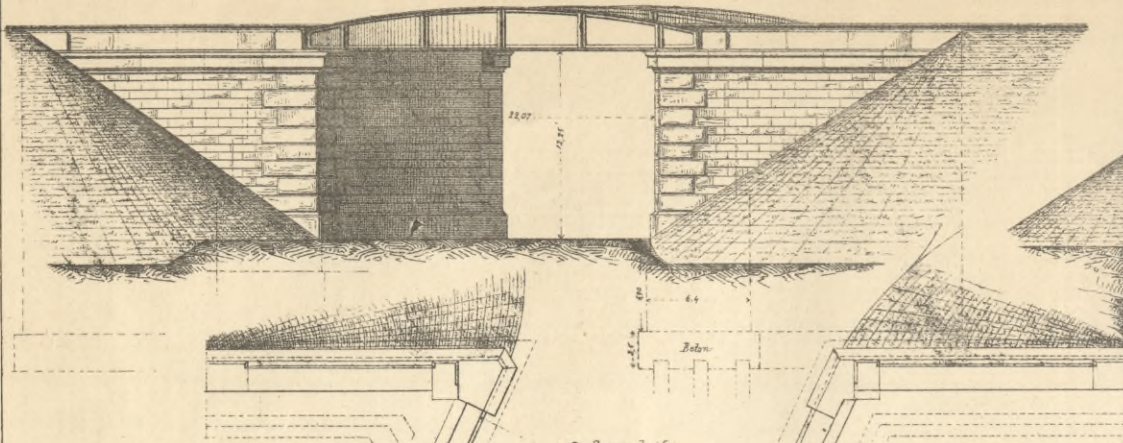






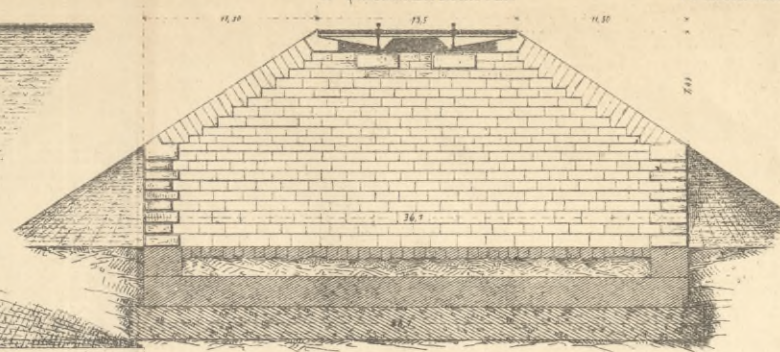


Schiefer Eisenbahn Viaduct von 20' Lichtweite
1. Ansicht



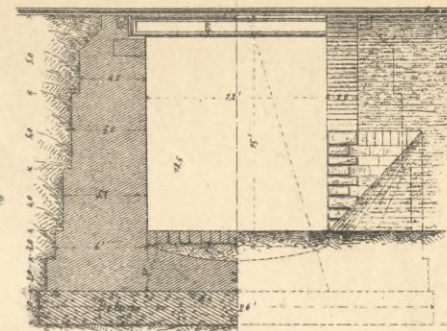
Barrenbrücken aus gewalztem Eisen
(Meckesheim-Jaxtfelder Eisenbahn)

9 Querschnitt in der Axe



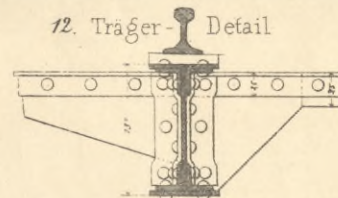
Winkelrechte Durchfahrt für einspurigen Eisenbahndamm
12' Lichtweite

Langenschnitt 10. Ansicht

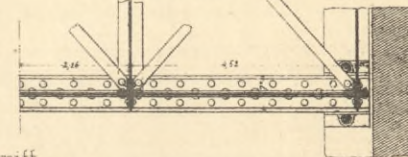


2. Grundriss

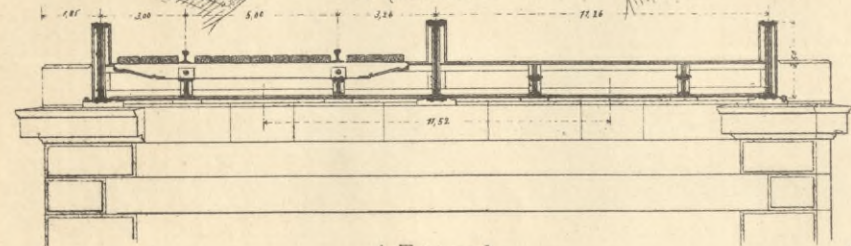
12. Träger-Detail



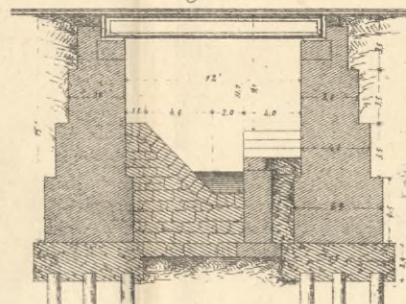
11. Grundriss



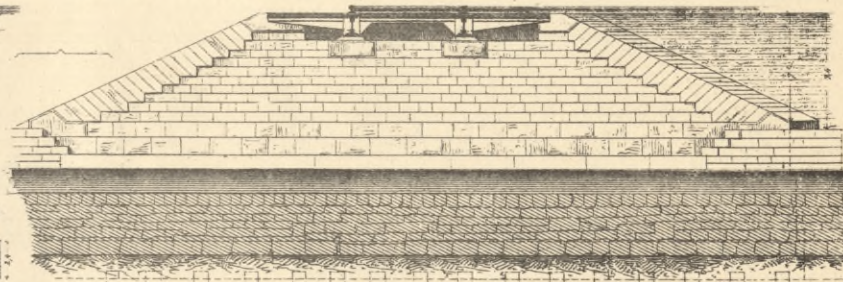
3. Querschnitt



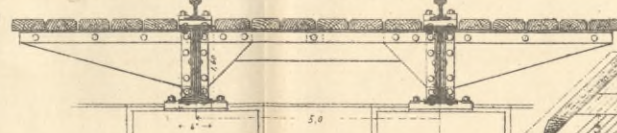
15. Langenschnitt



13. Querschnitt

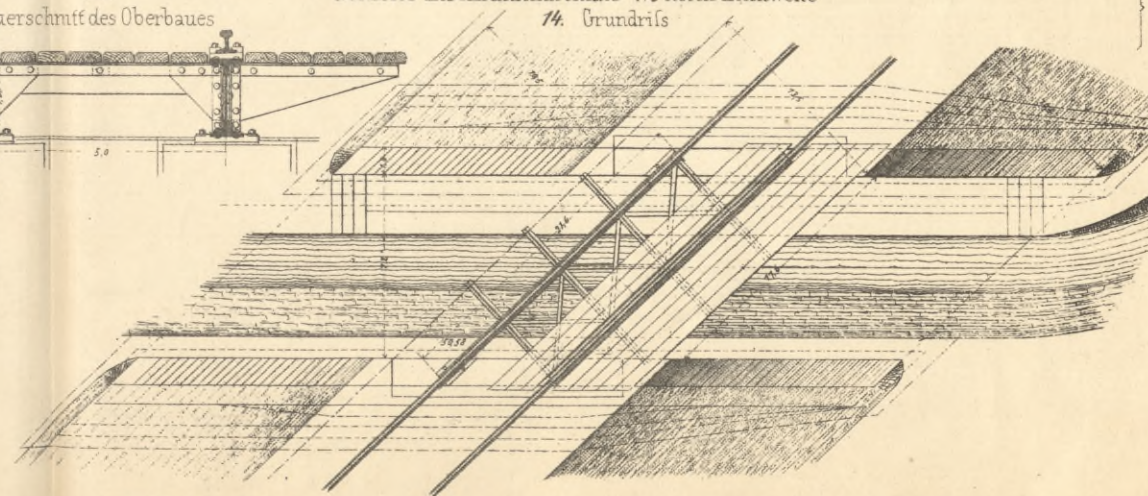


16. Querschnitt des Oberbaues



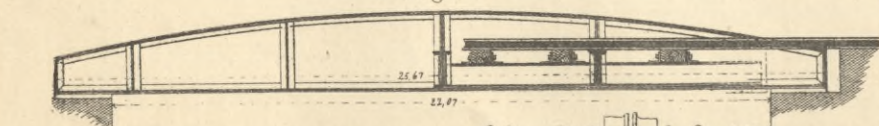
Schiefer Eisenbahndurchlaß 12' norm Lichtweite

14. Grundriss



4. Tragwand

5. Querschnitt des Trägers



8. Äußere Verticalabsteifung
7. Schwellen-(Längs)Träger

6. Querschnitt des Querträgers

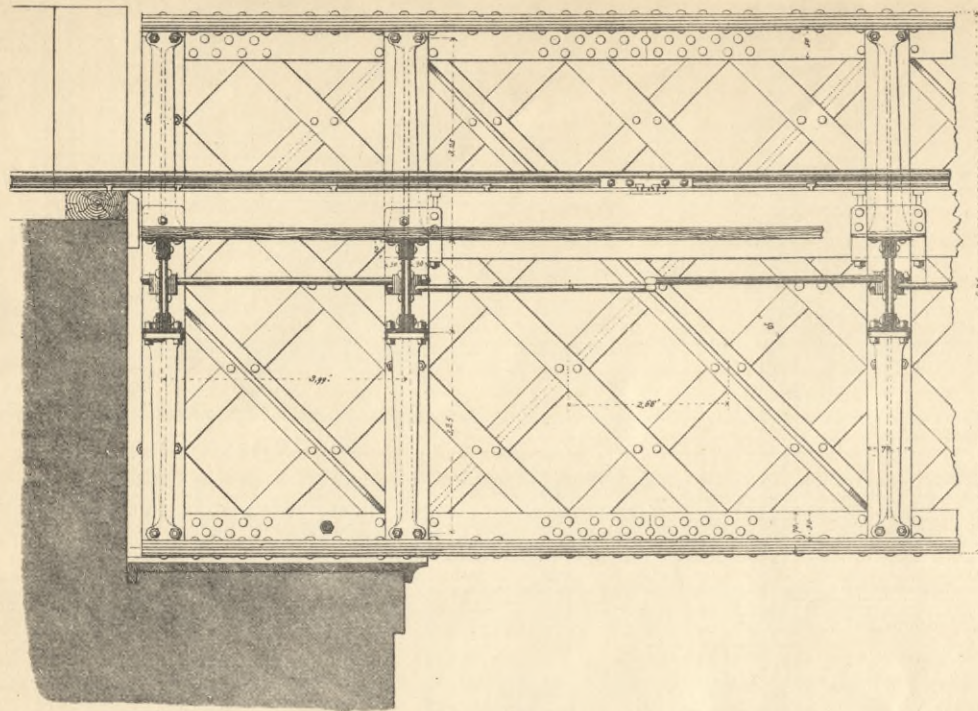
Maasstab - 1/32 zu 5-8 u 12.

Maasstab - 1/80 zu 1 2 9 10 13 14 15.

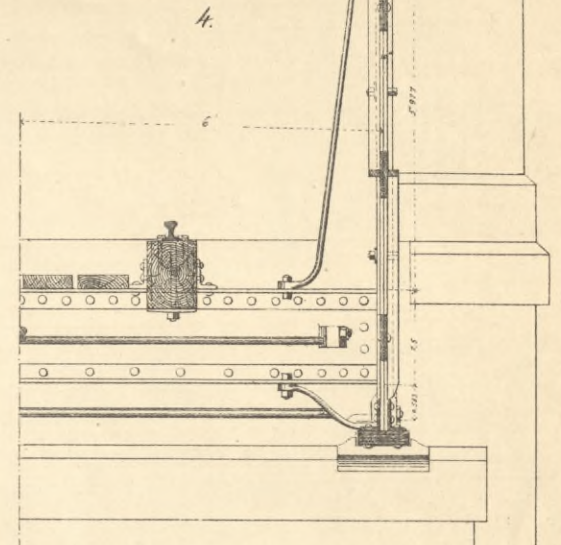
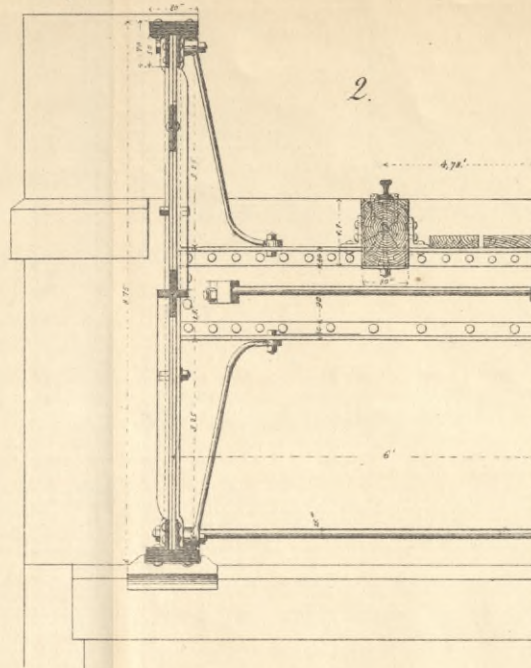
Maasstab - 1/32 zu 3 u 4.

Maasstab - 1/32 zu 11 u 16.

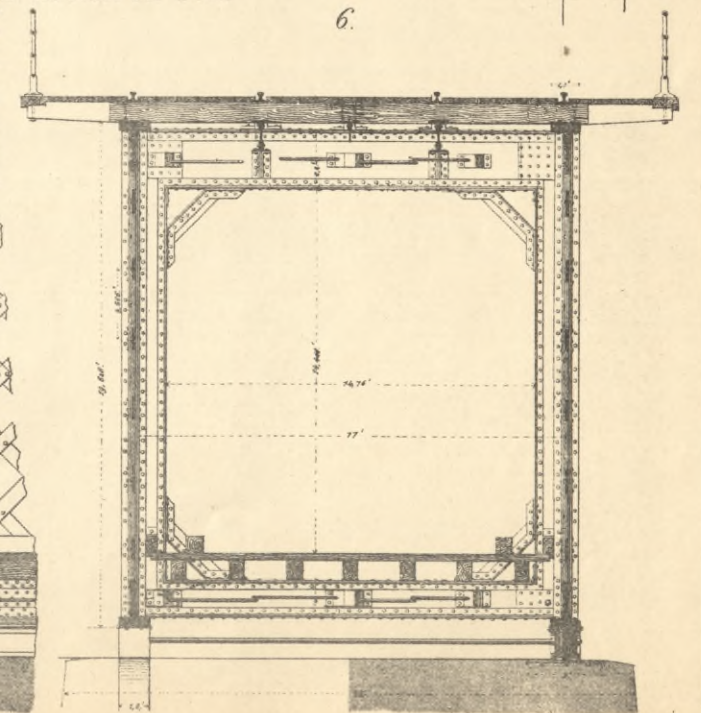
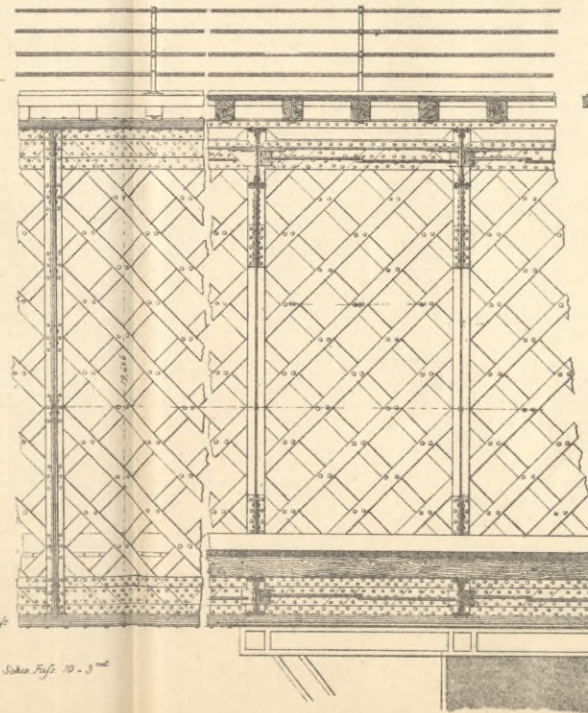
1. Brücke über die Pfaffern bei Niederwyl



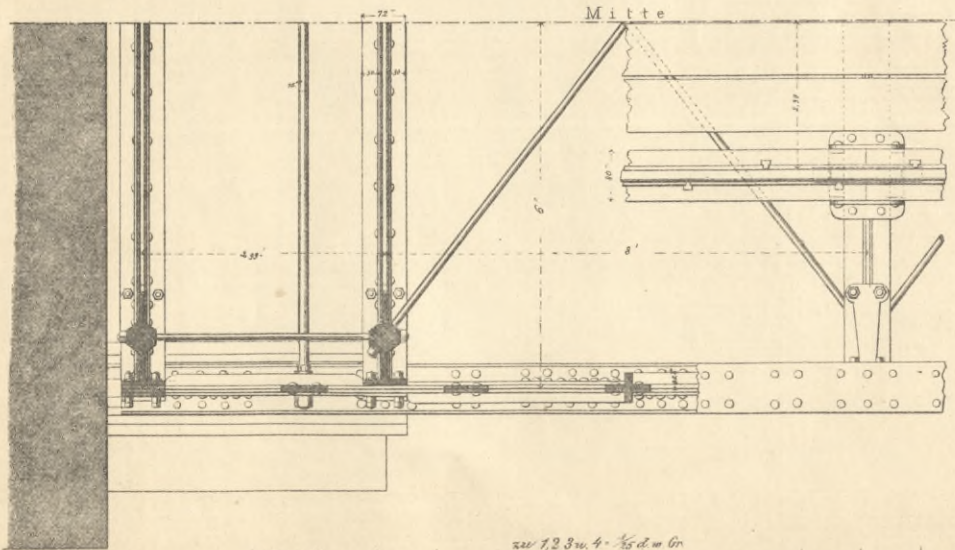
Brücke über die große Emme bei Burgdorf



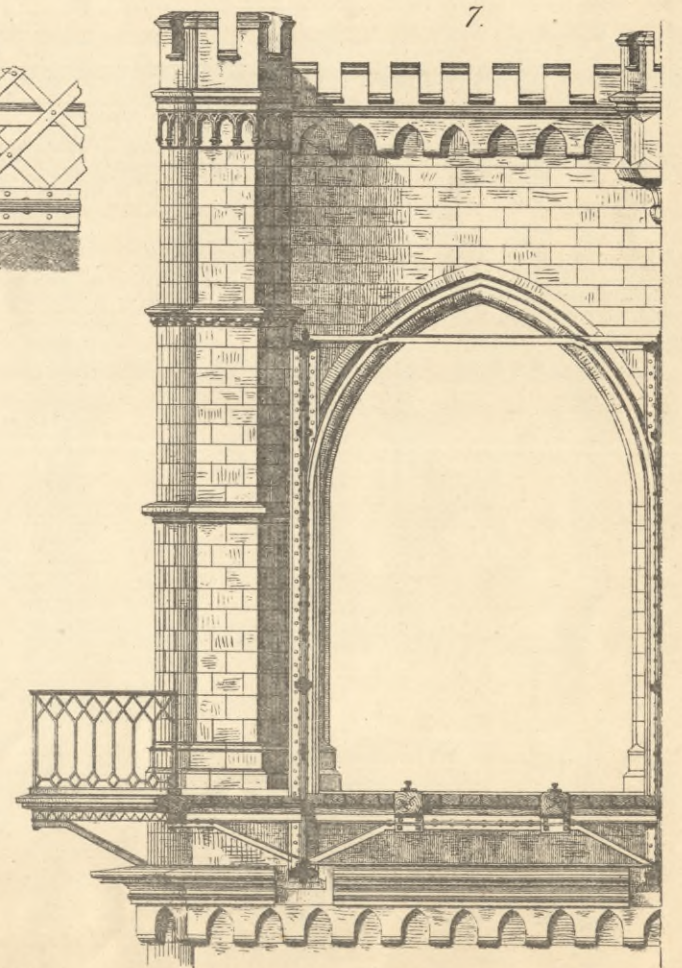
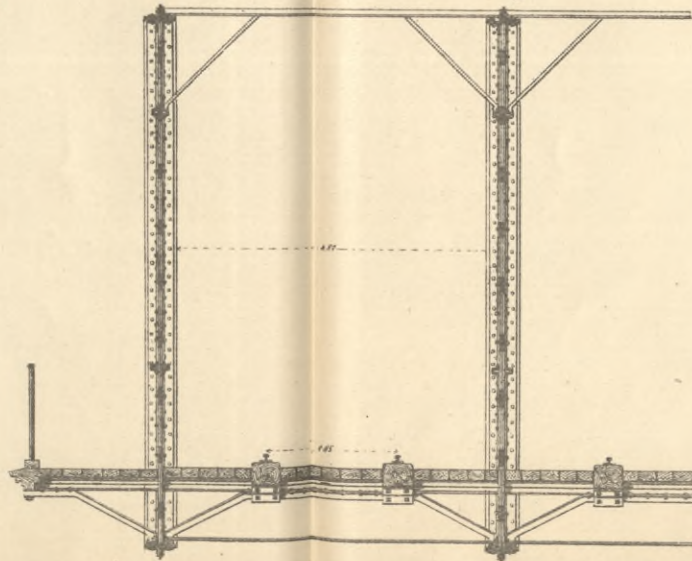
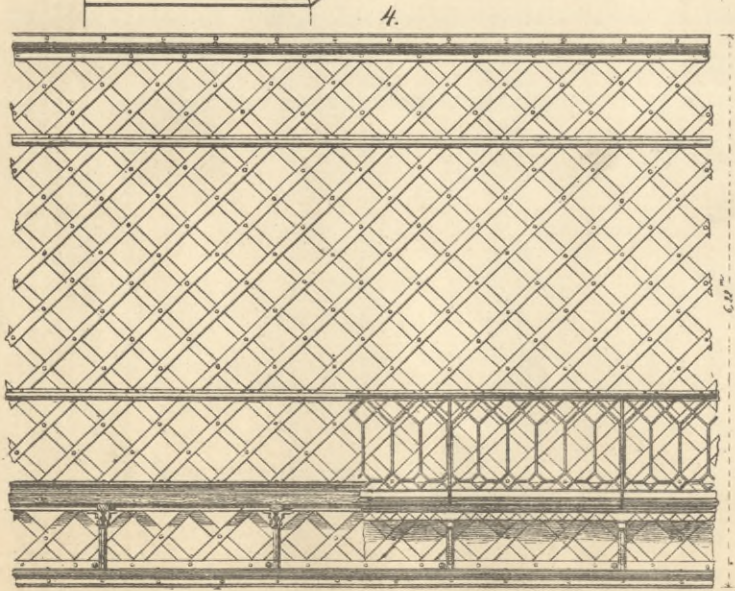
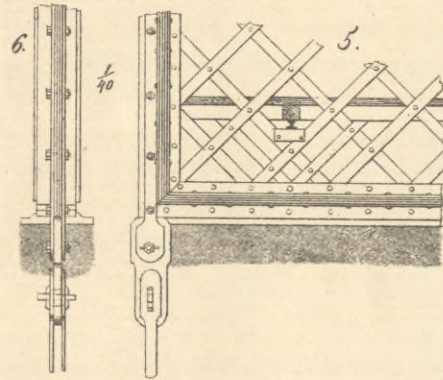
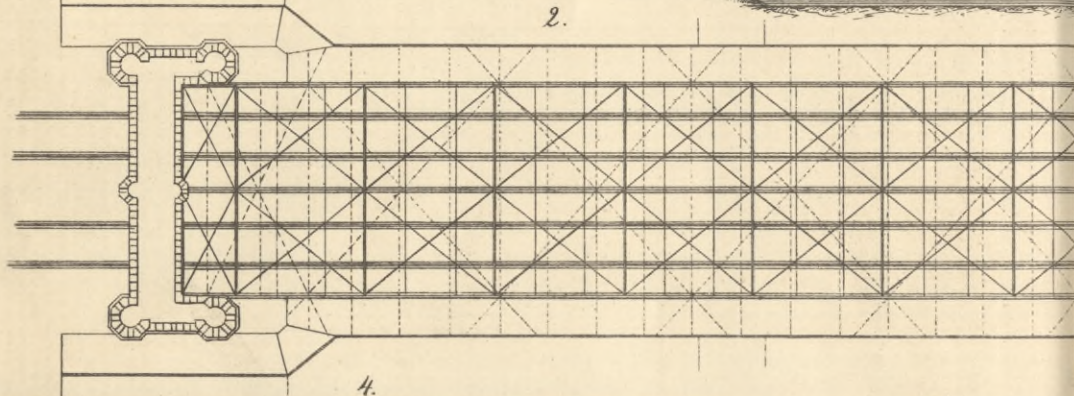
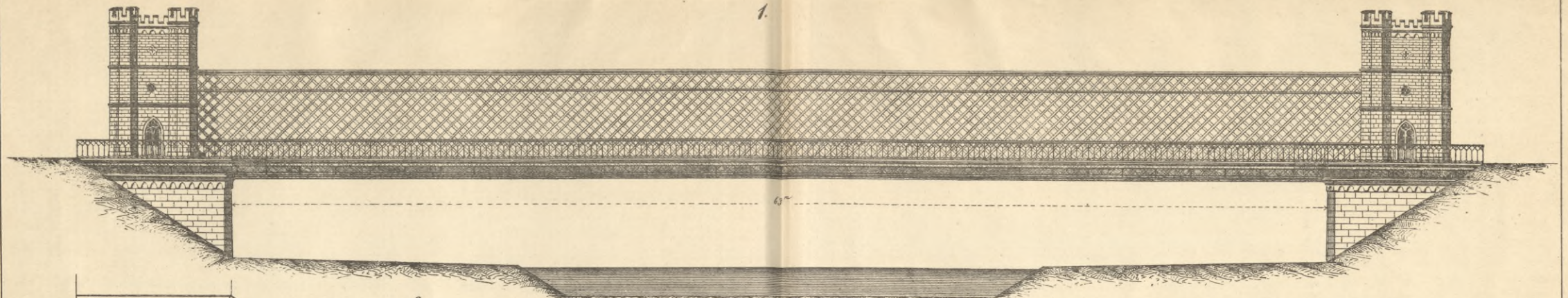
5. Brücke über die Aare bei Bern



3.



Mitte
zur 1, 2, 3 u. 4 - 1/2 d. in Gr.
zur 5 u. 6 - 2/3 d. in Gr.
10 Sek. Fuß.
10 Sek. Fuß. 10 - 5"



zu 1 u. 2.

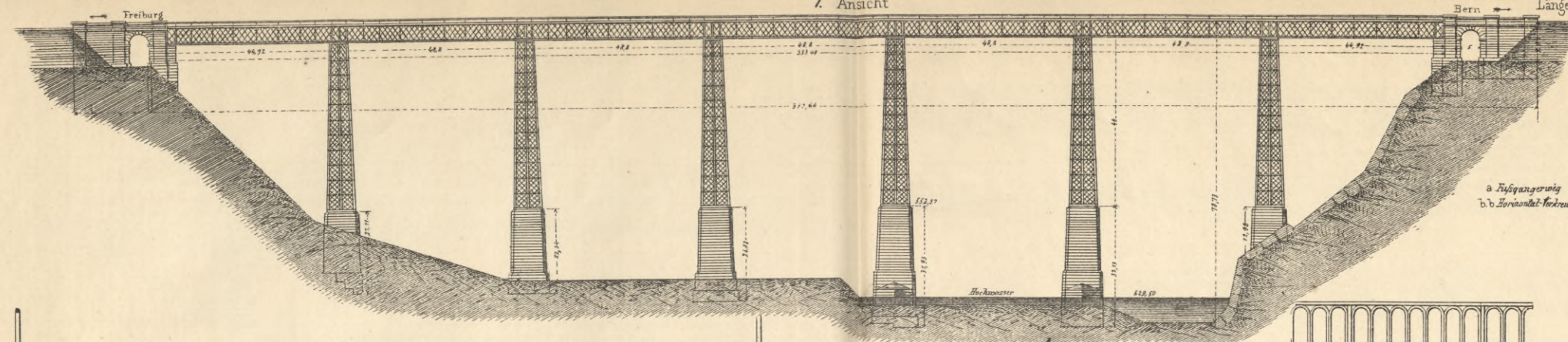
50 Meter

zu 3, 4 u. 7.

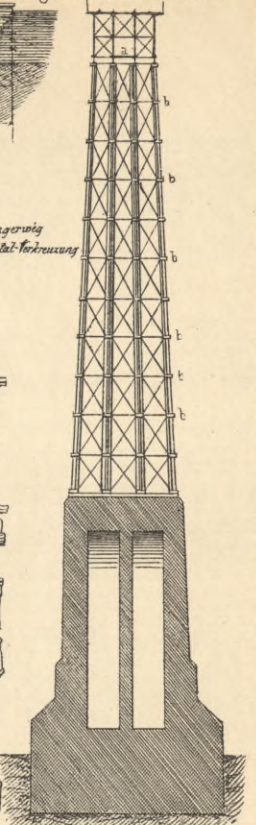
1 Meter

Eisenbahn-Viaduct über die Saane bei Freiburg (Schweiz)

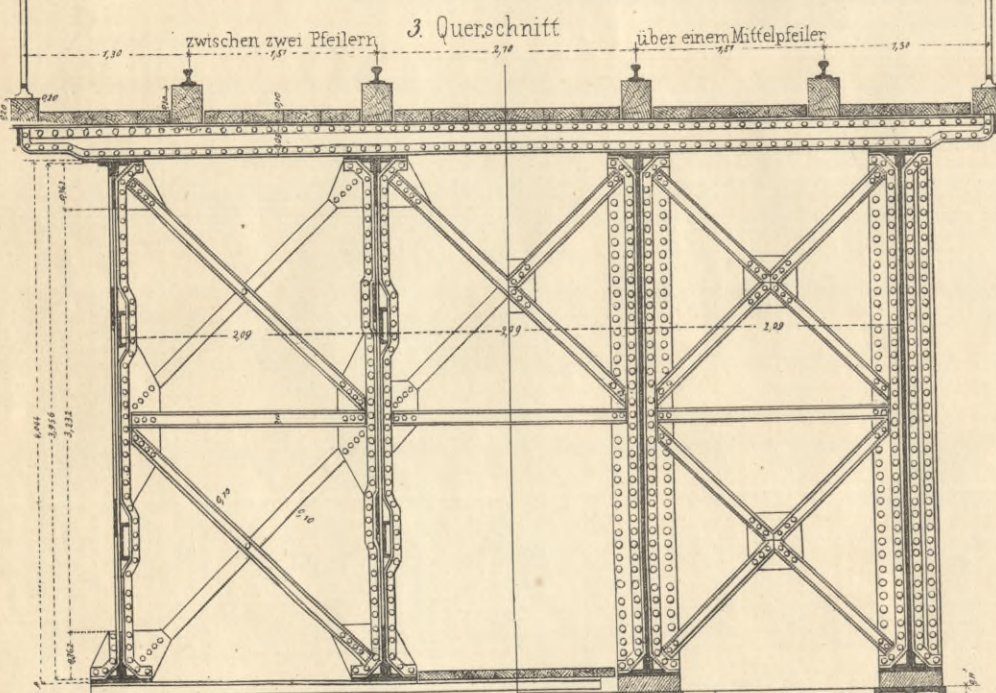
1. Ansicht



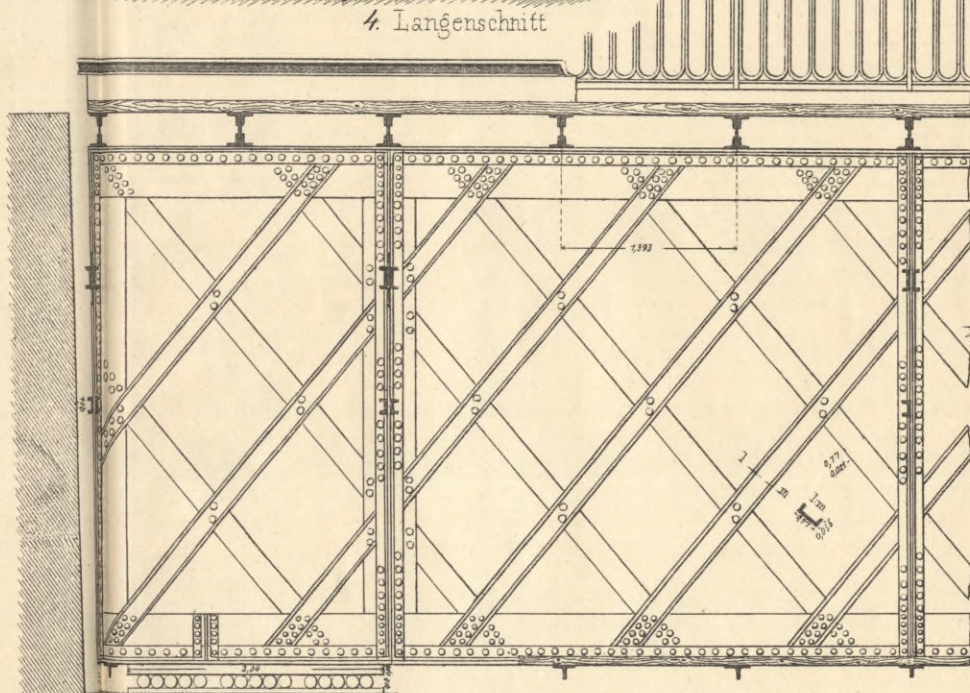
2. Längenschnitt eines Pfeilers



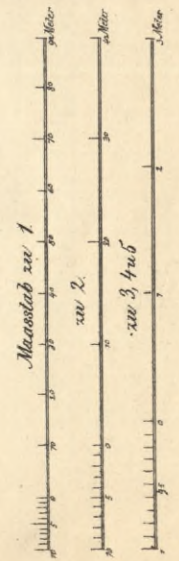
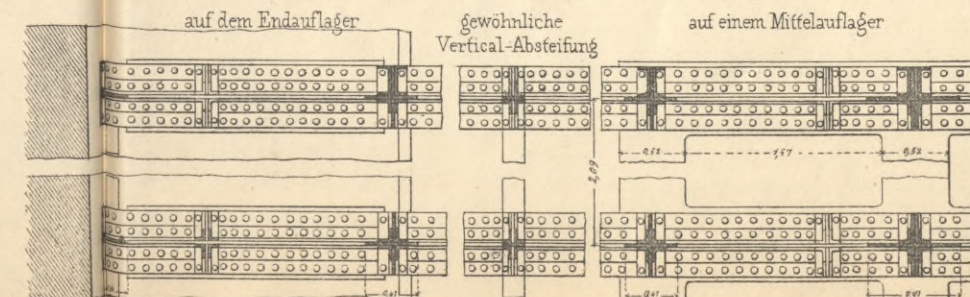
3. Querschnitt



4. Längenschnitt

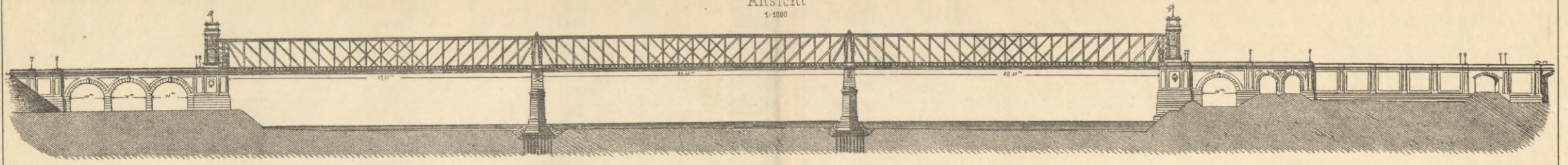


5. Untere Gurtung u. Vertical-Absteifungen

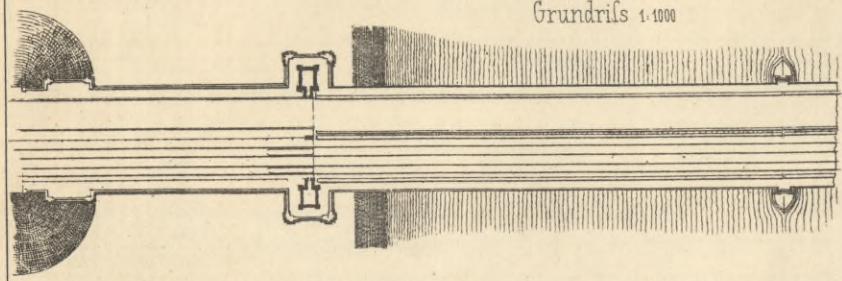


RHEINBRÜCKE ZWISCHEN MANNHEIM UND LUDWIGSHAFEN

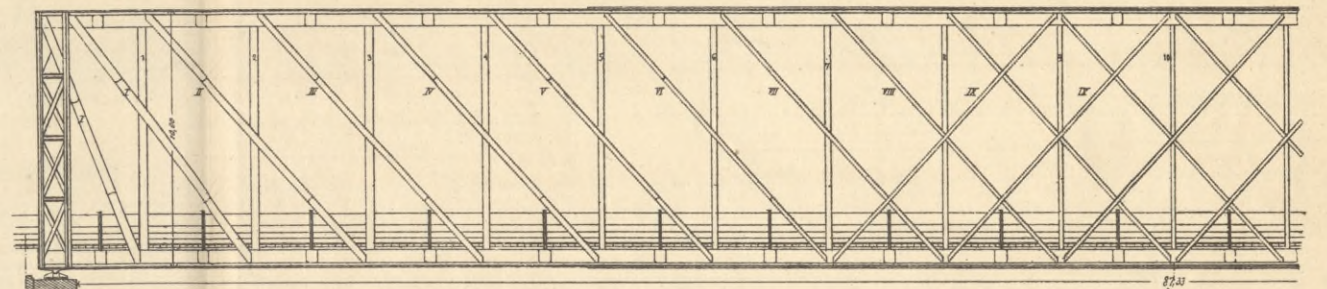
Ansicht
1:1000



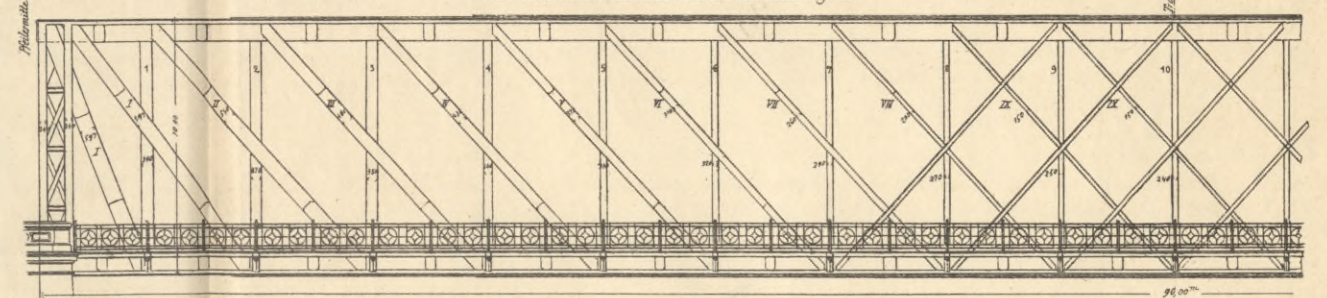
Grundriß 1:1000



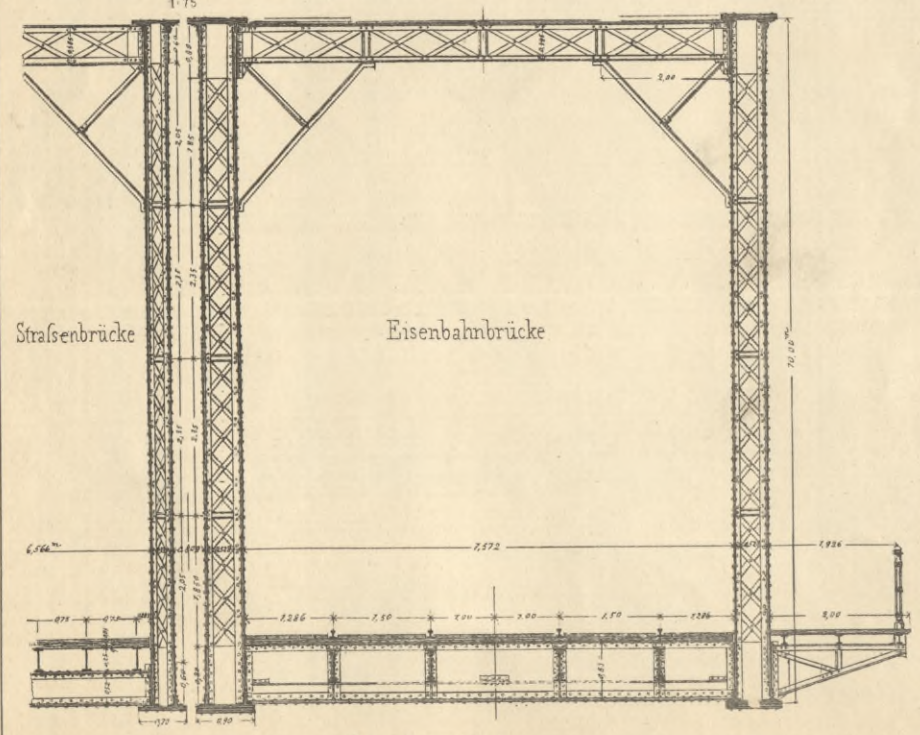
Ansicht eines Straßenbrückenträgers 1:200



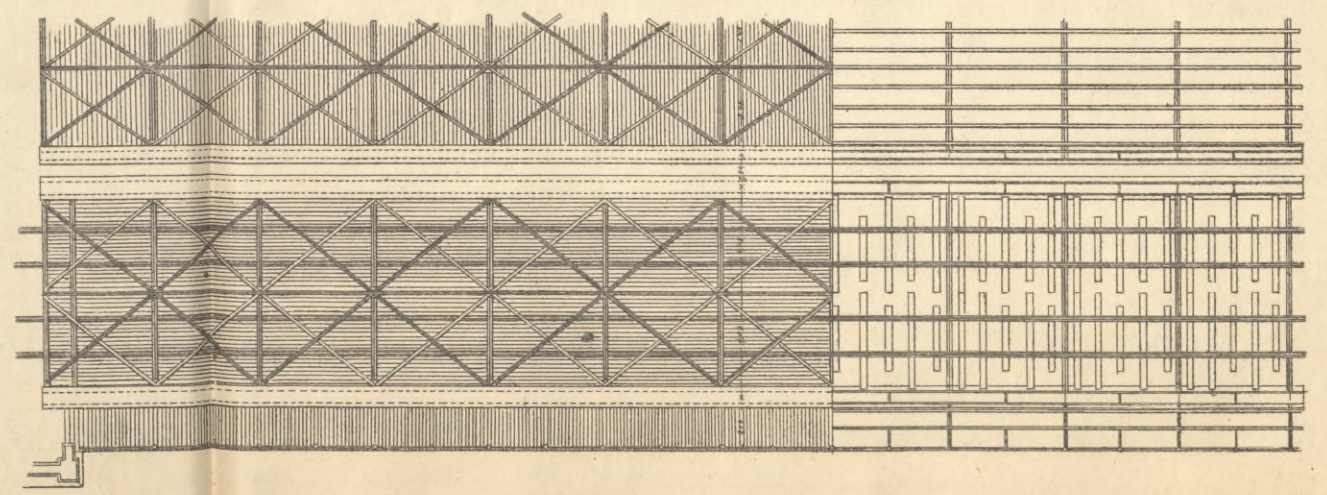
Ansicht eines Eisenbahnbrückenträgers



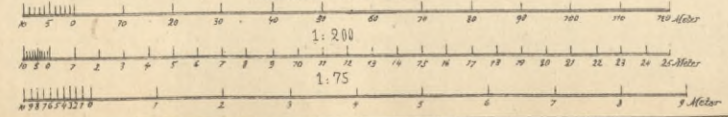
Querschnitt
1:75

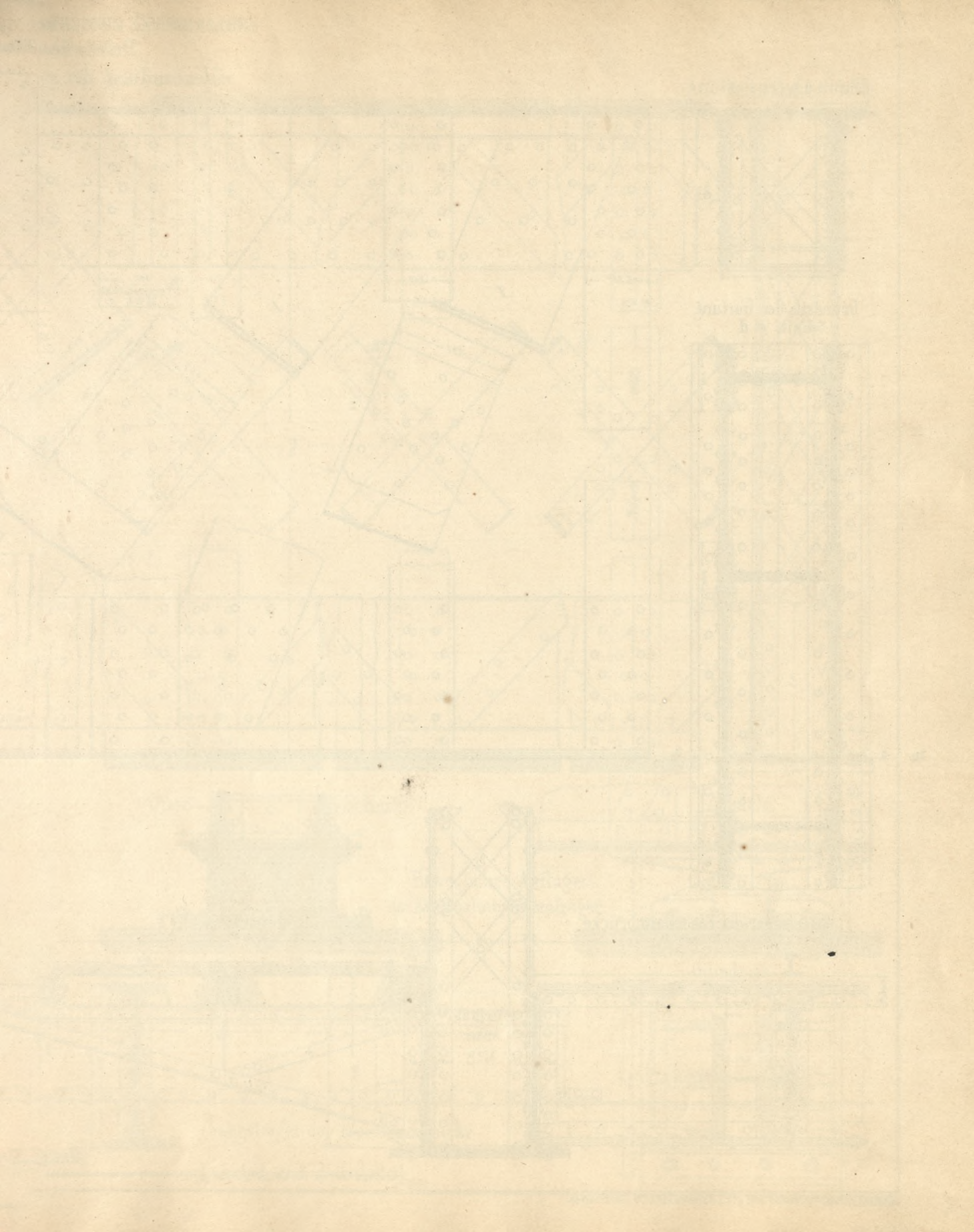


Grundriß der Eisenbahn- und Straßenbrücke



Maasstab - 1:1000 d.w. Gr.



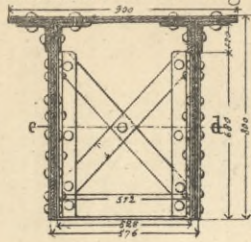


RHEINBRÜCKE ZWISCHEN MANNHEIM UND LUDWIGSHAFEN

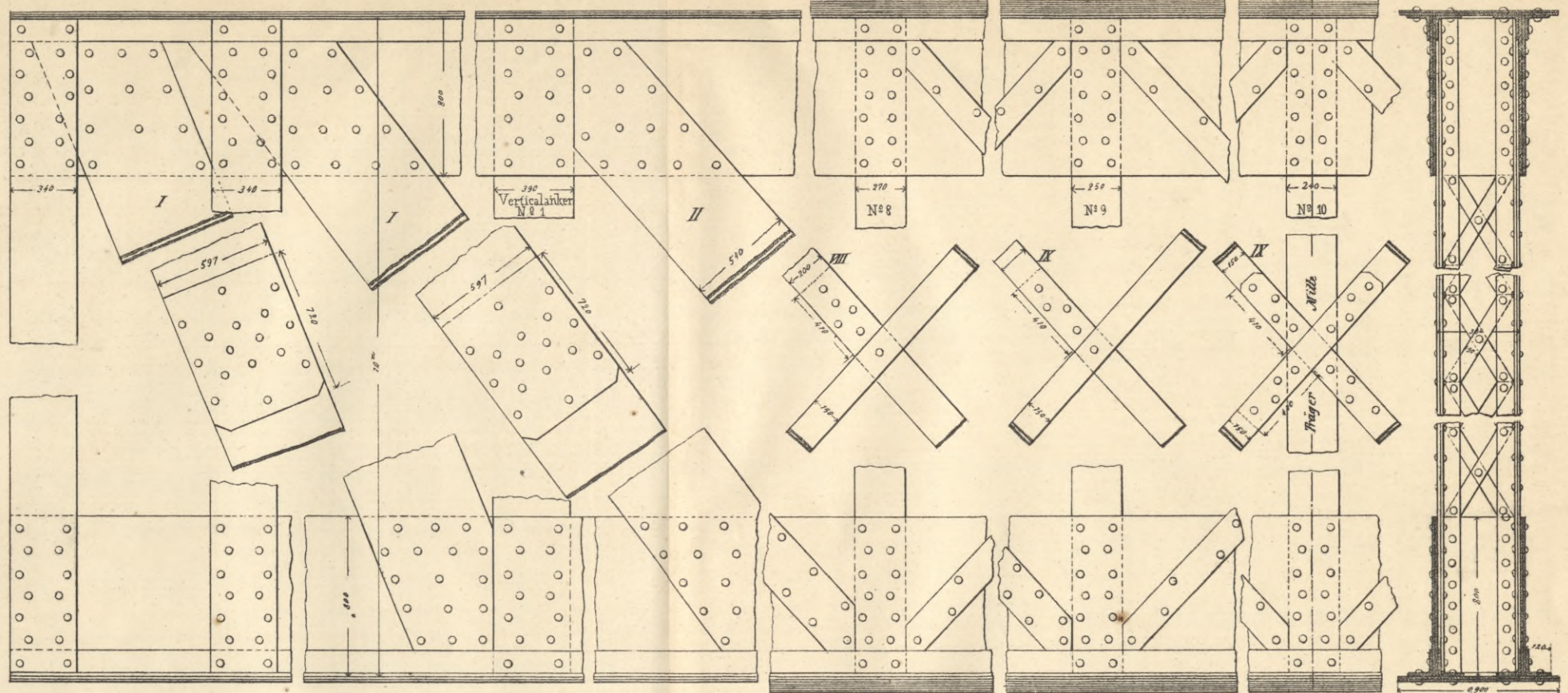
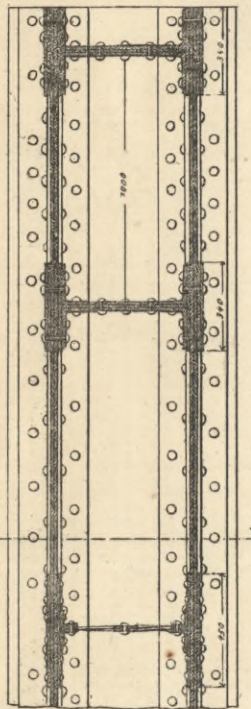
Details der Eisenbahnbrücke

Verbindung der Zugbänder mit den Gurtungen

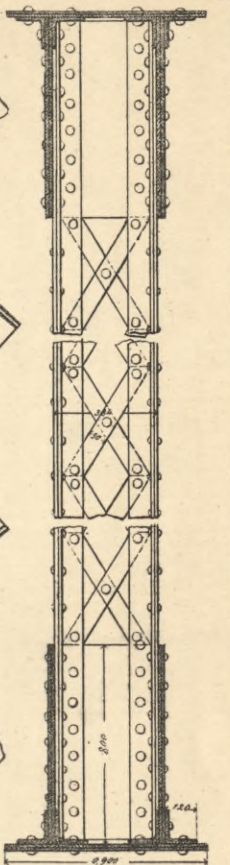
Schnitt a b der Gurtung



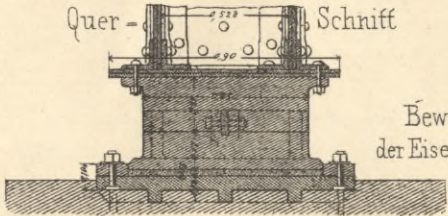
Grundriß der Gurtung
Schnitt c d



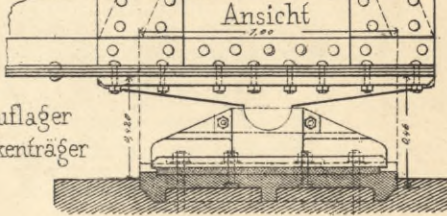
Verticalanker N^o 1



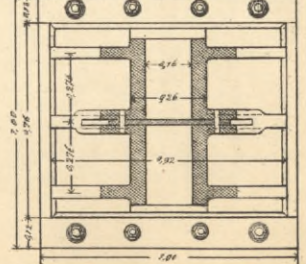
Quer - Schnitt



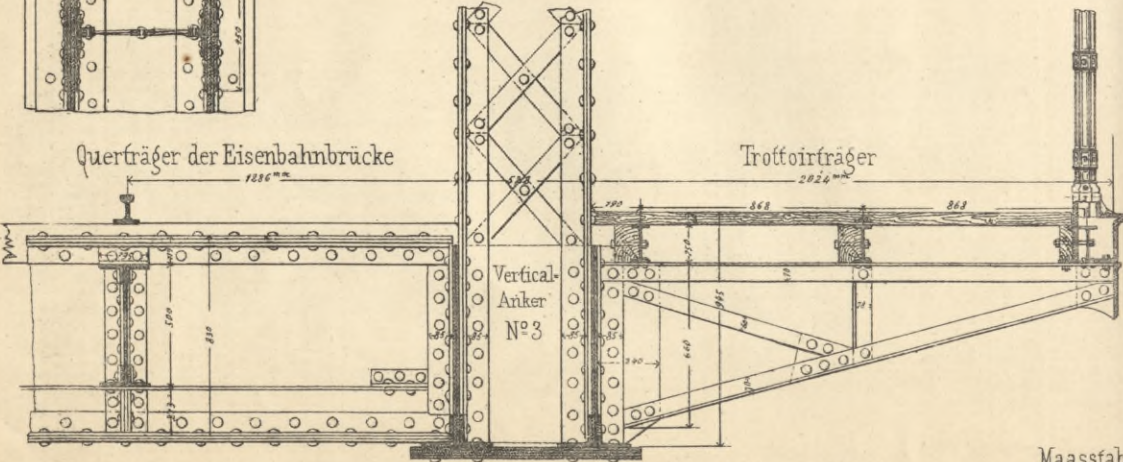
Bewegliches Auflager
der Eisenbahnbrückenträger



Grundriß



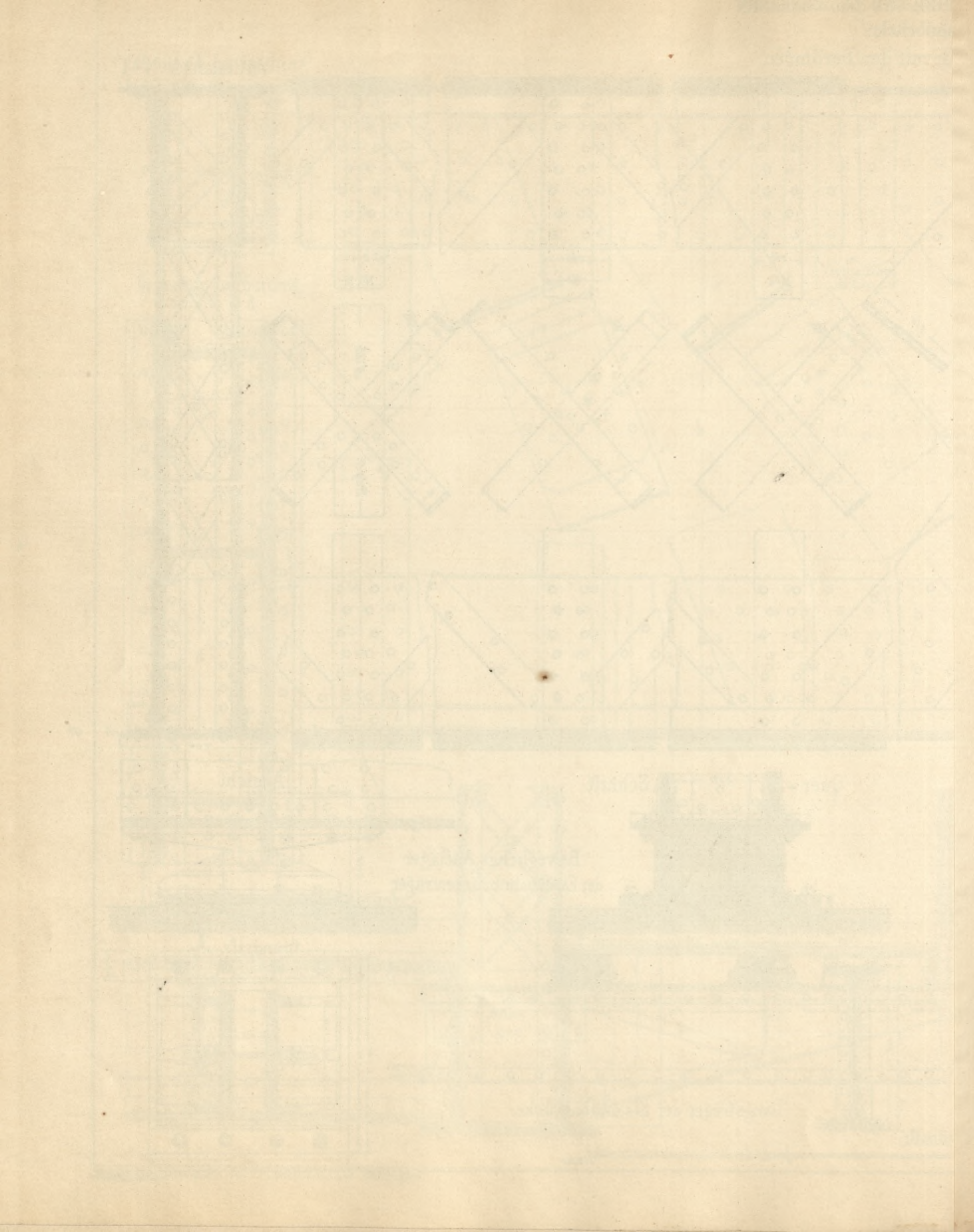
Querträger der Eisenbahnbrücke



Trottoirträger

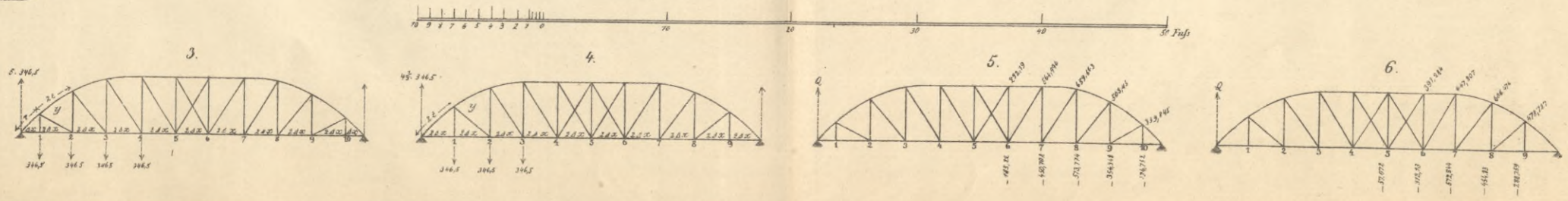
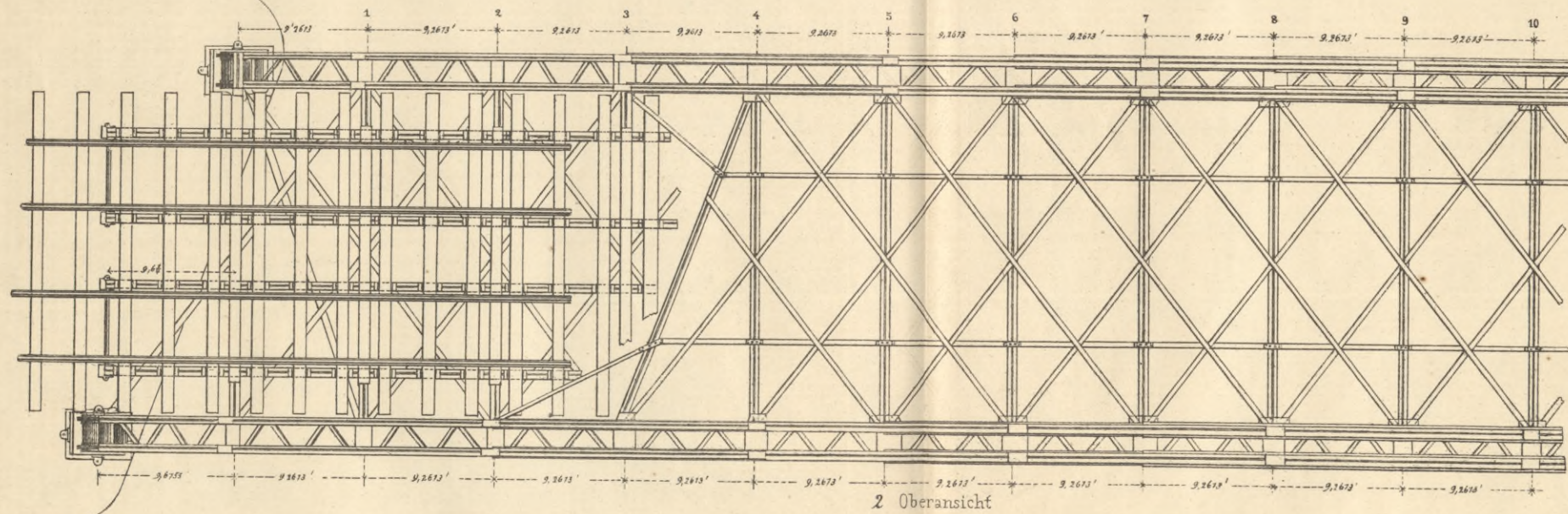
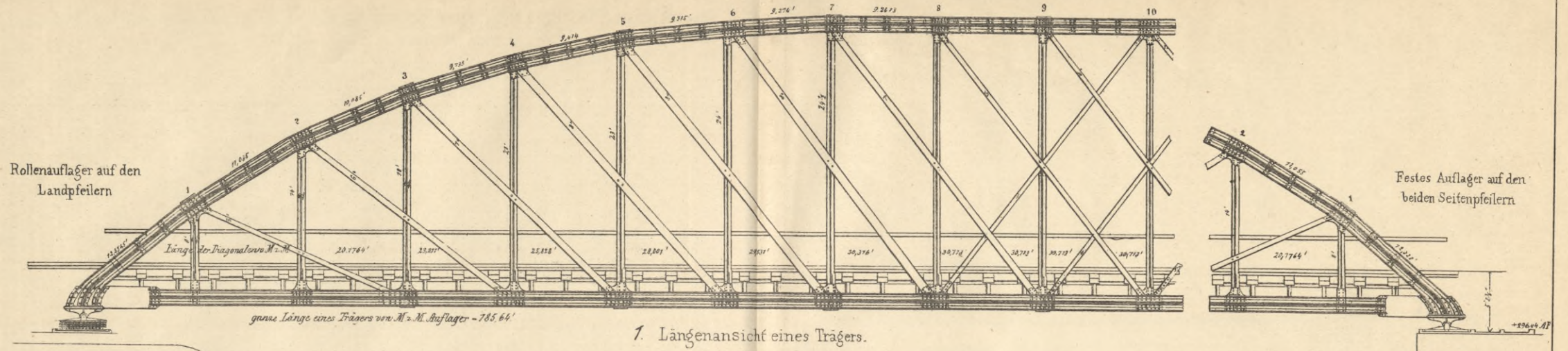
Langträger der Eisenbahnbrücke

Maasstab 1:20 d.w.Gr.



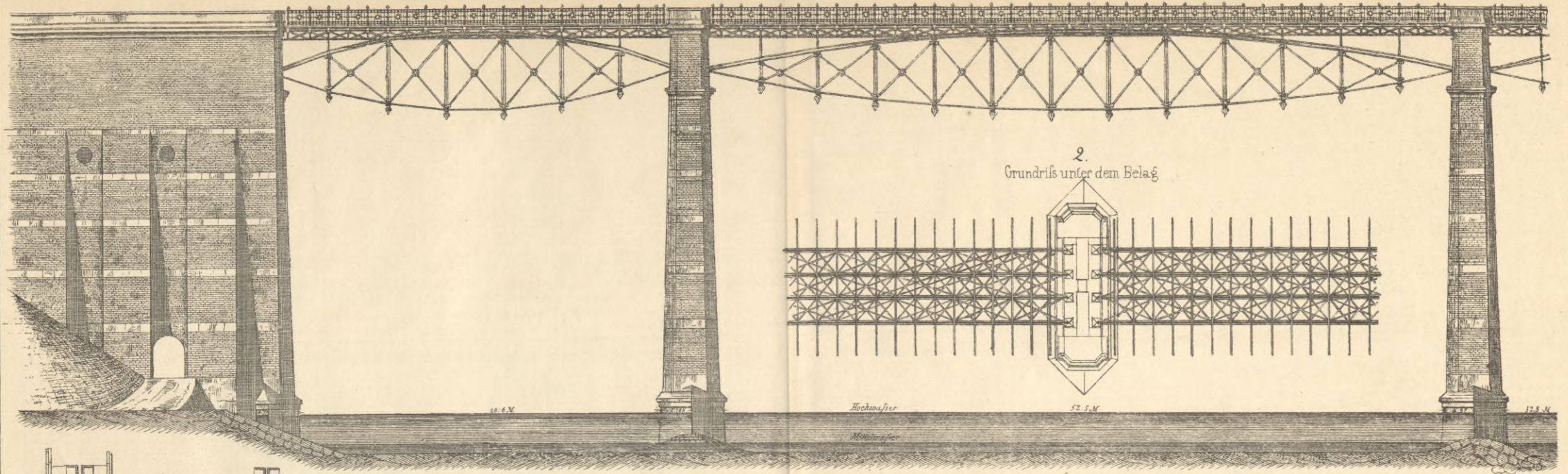
Brücke über die Weser bei Corvey in der Altenbeken Holzinider Eisenbahn

Entworfen von H. Baurath Schwedler

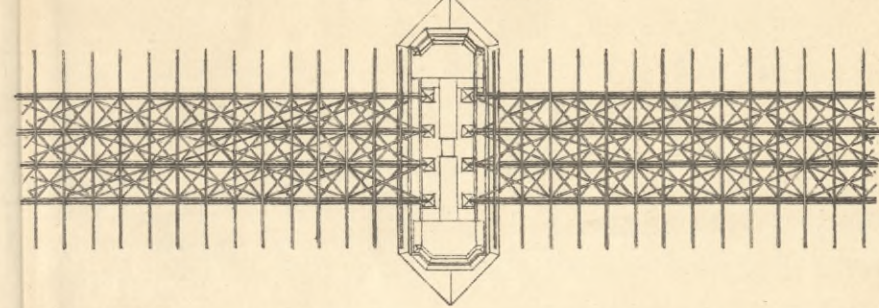


Jsarbrücke bei Großhesele (System Pauli)

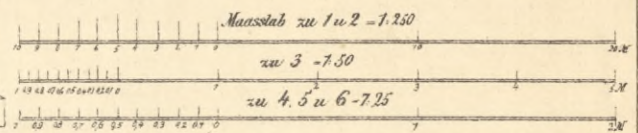
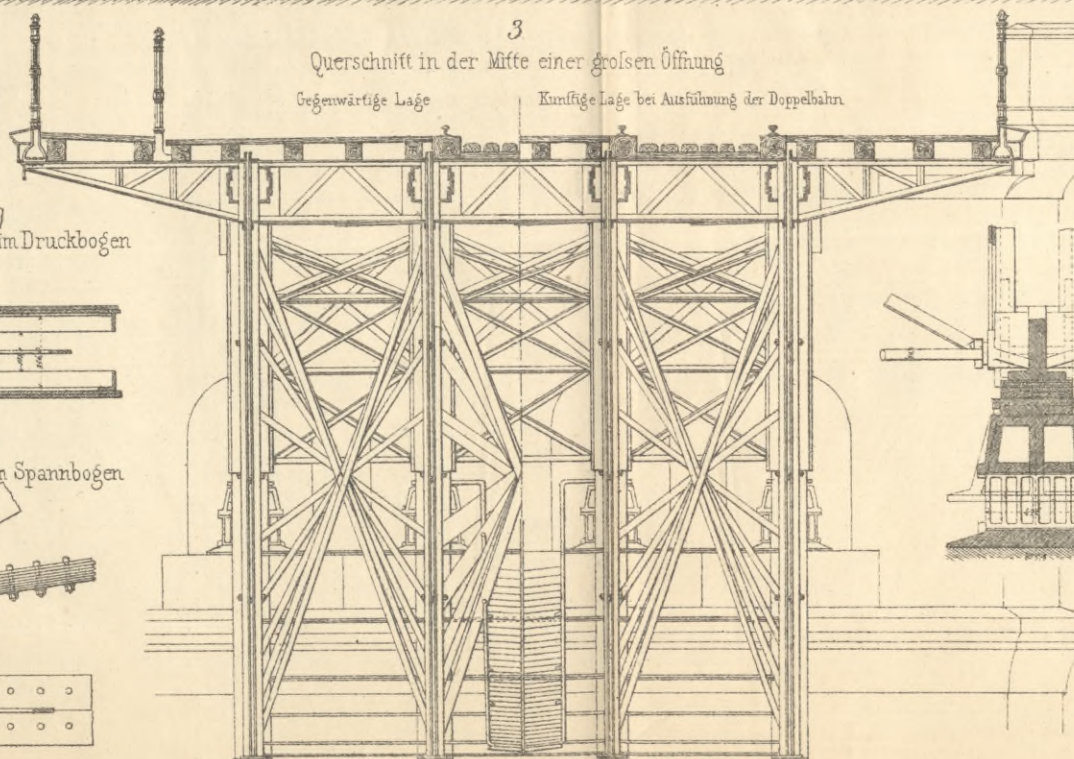
1 Ansicht



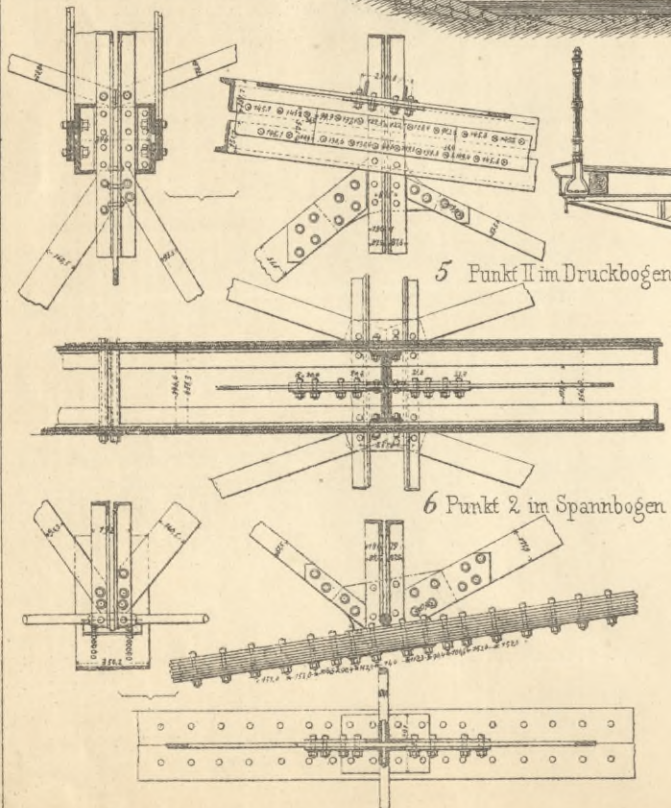
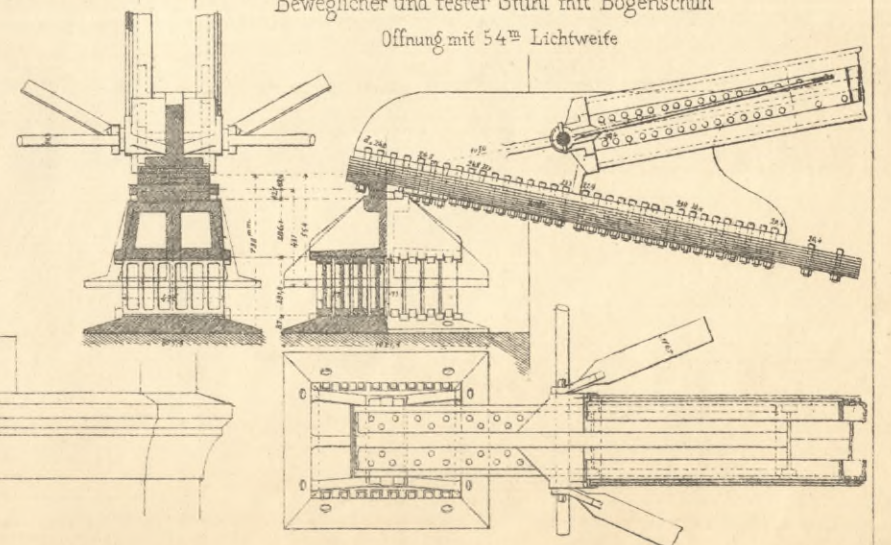
2 Grundriß unter dem Belaß



3 Querschnitt in der Mitte einer großen Öffnung
Gegenwärtige Lage Künftige Lage bei Ausführung der Doppelbahn

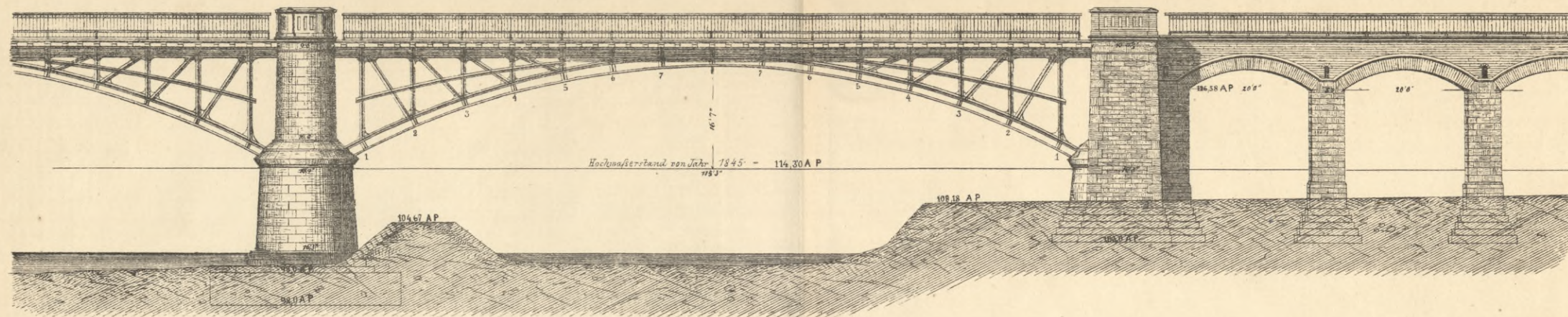


4 Beweglicher und fester Stuhl mit Bogenschuh
Öffnung mit 54^{te} Lichtweite

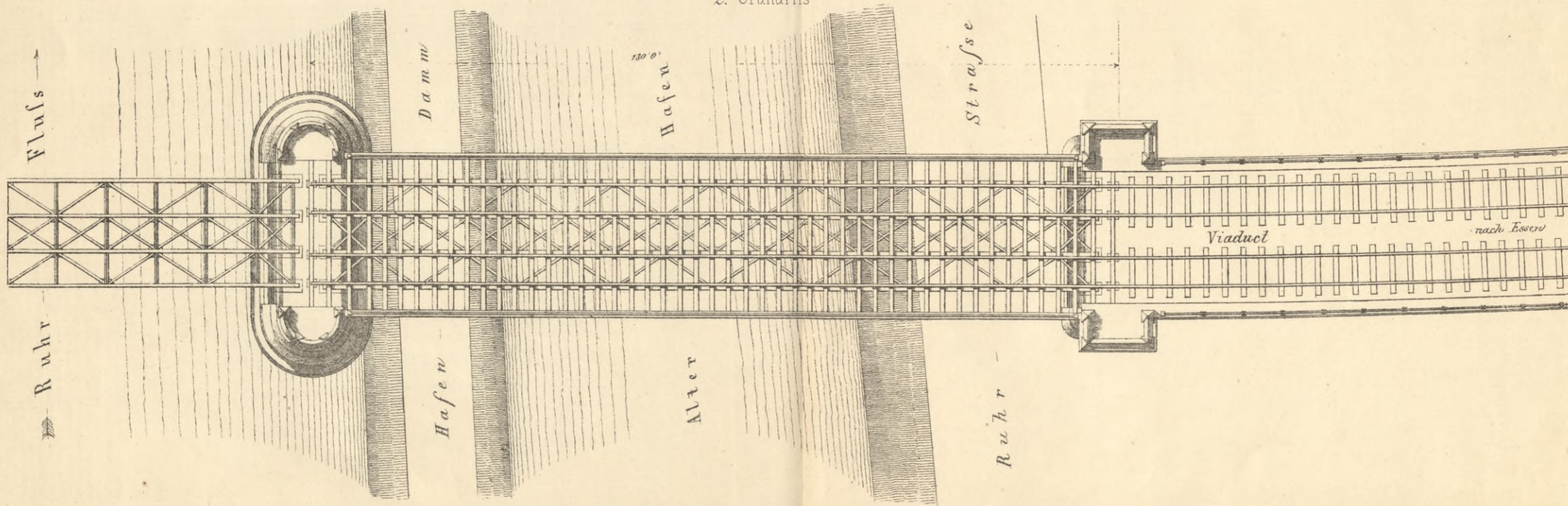


Brücke über die Ruhr bei Mülheim nach dem Entwurfe des H. Oberbaurath E. Hartwich

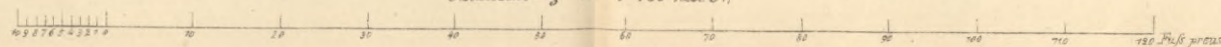
1. Seitenansicht nach Nord



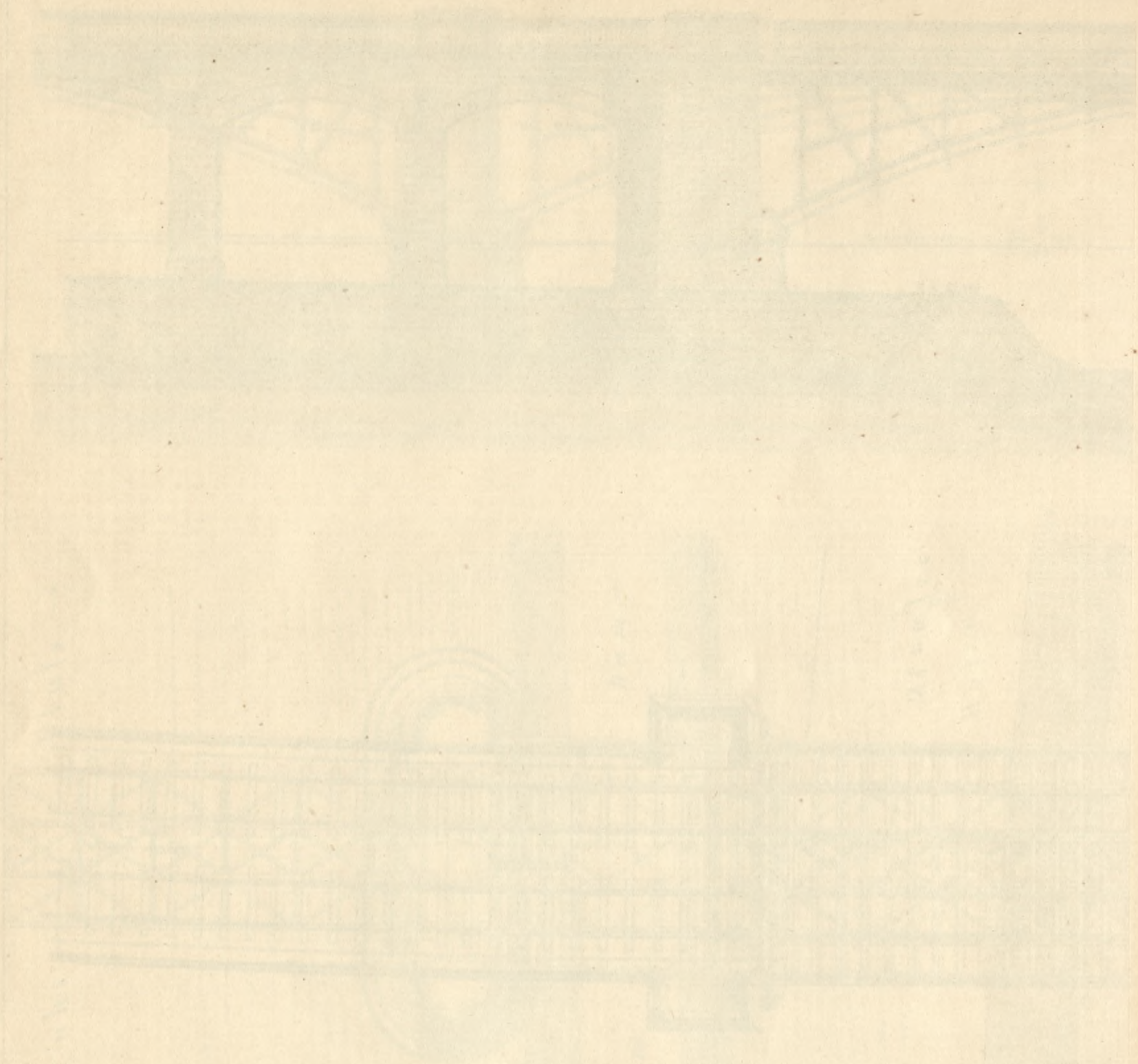
2. Grundriss



Maaßstab = $\frac{2}{3} - 10' = 1:180$ nat. Gr.

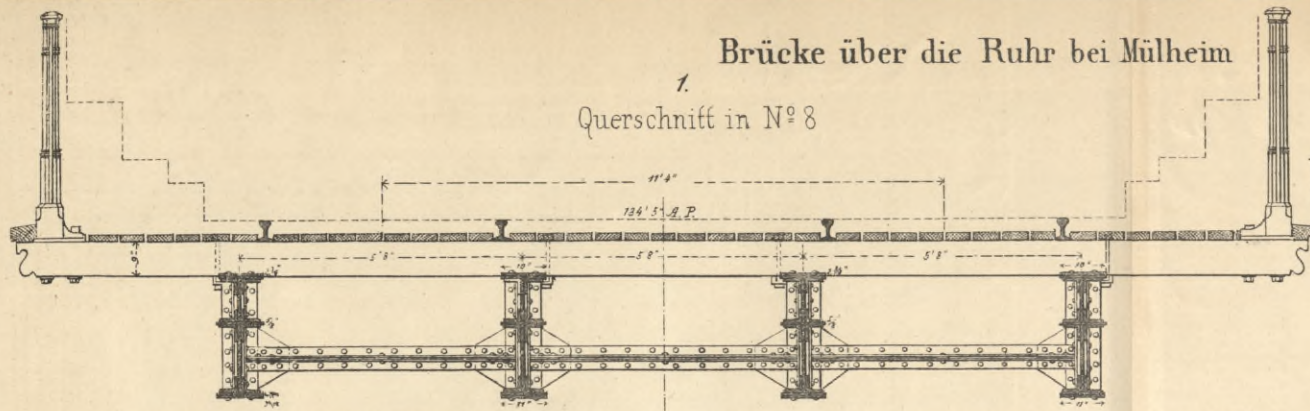


Faint, illegible text at the top of the page, possibly bleed-through from the reverse side.

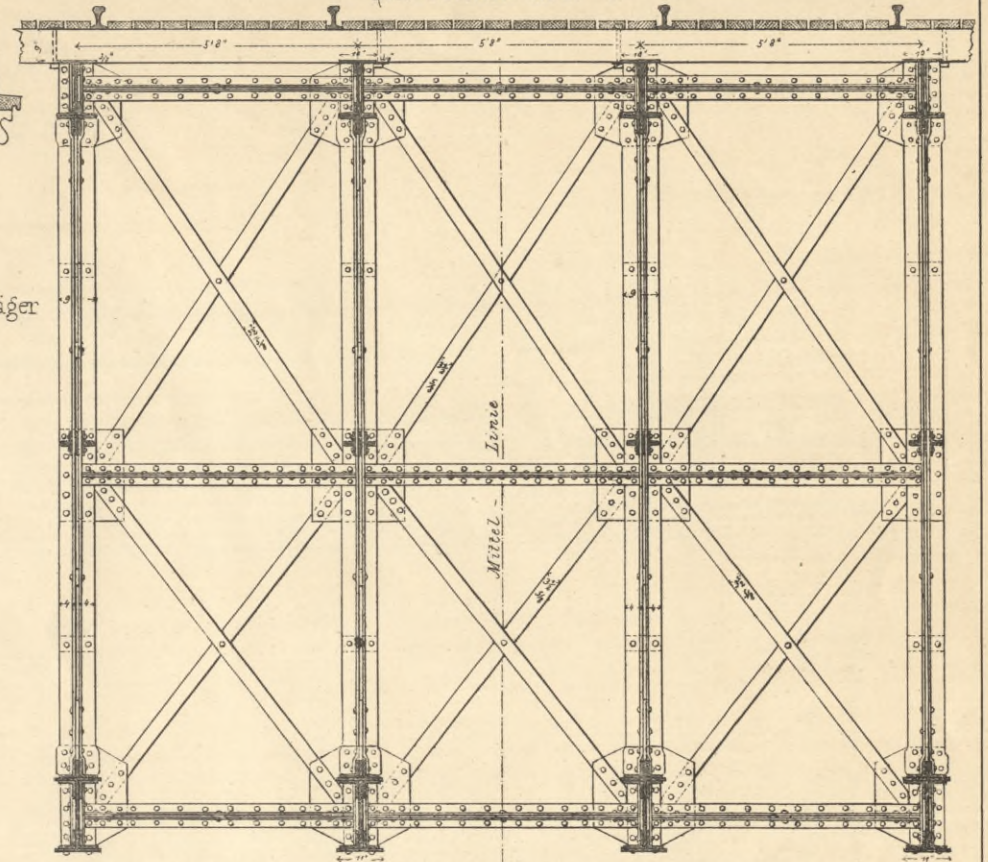


Brücke über die Ruhr bei Mülheim

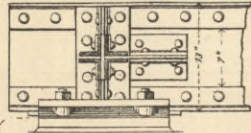
1. Querschnitt in N^o 8



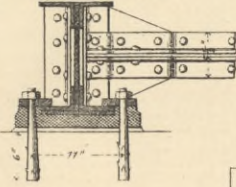
2. Querschnitt in N^o 1.



5. Auflager der obern Gurtung
Seitenansicht

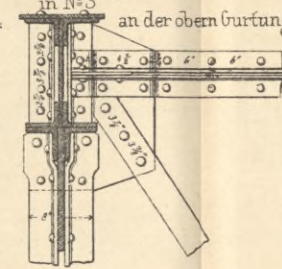


Querschnitt

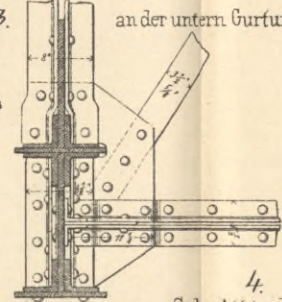


Anschlüsse der Querverbindungen an einen äußern Träger

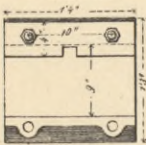
a. in N^o 3 an der obern Gurtung



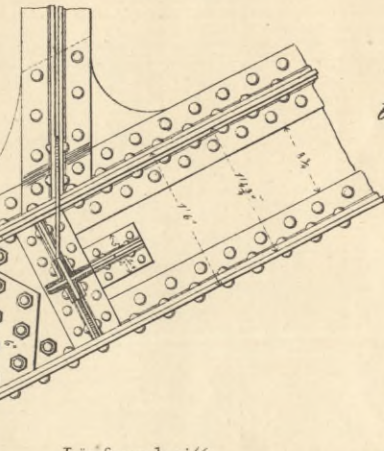
b. an der untern Gurtung



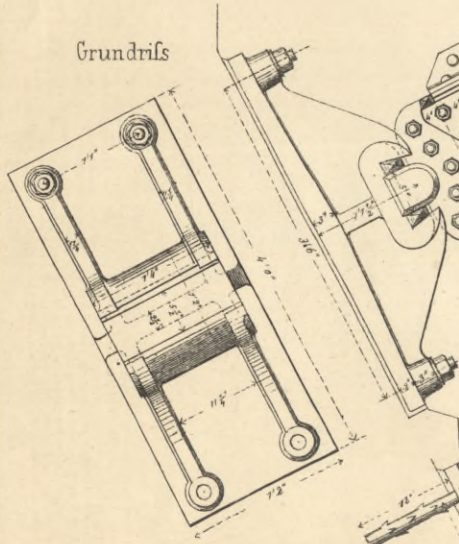
Grundriss



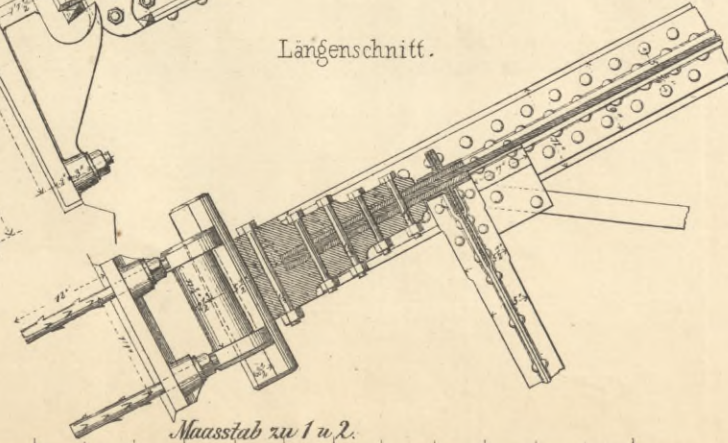
6. Widerlager und Bogenanfang eines äußern Trägers



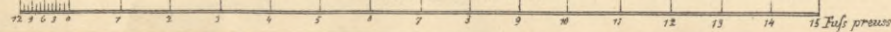
Grundriss



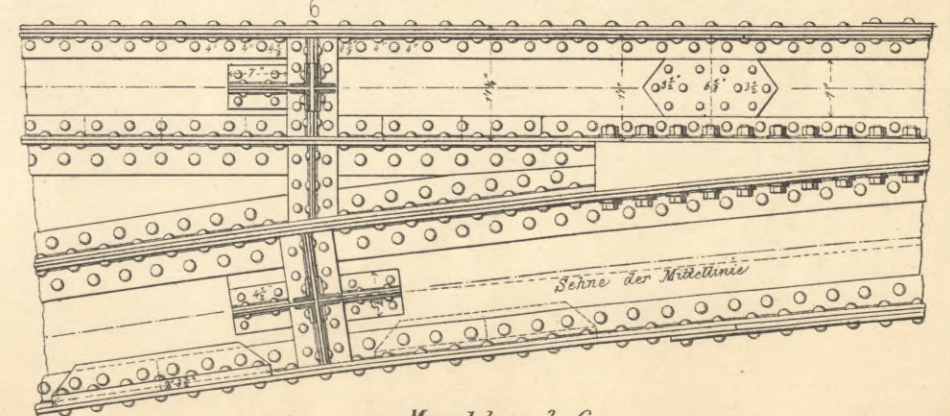
Längenschnitt.



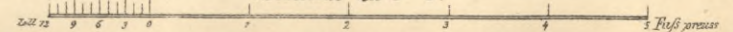
Maasstab zu 1 u. 2.



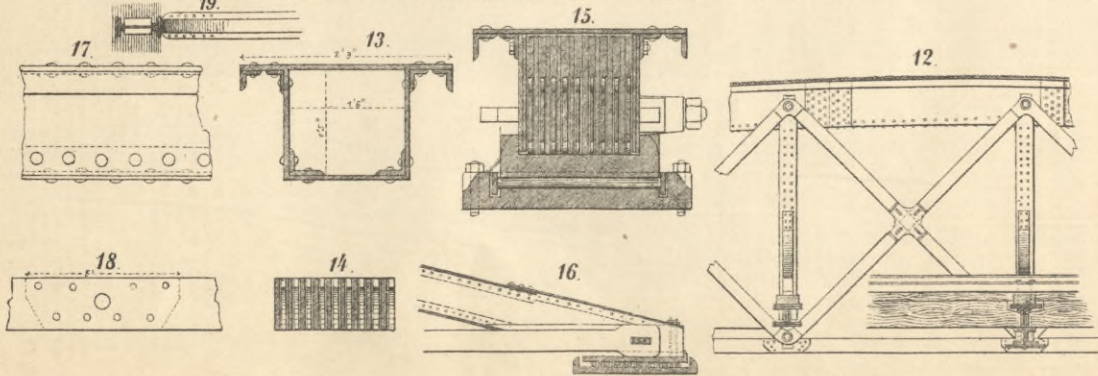
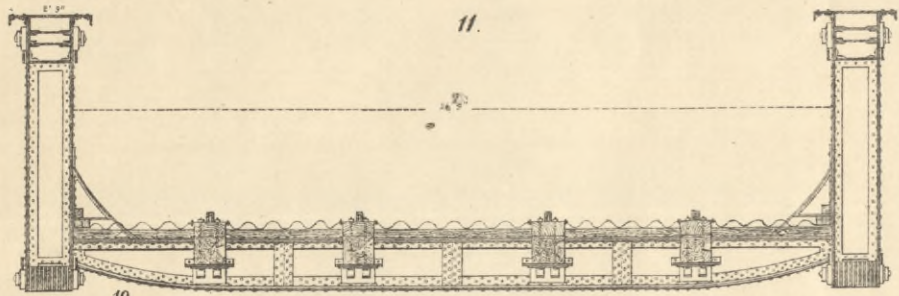
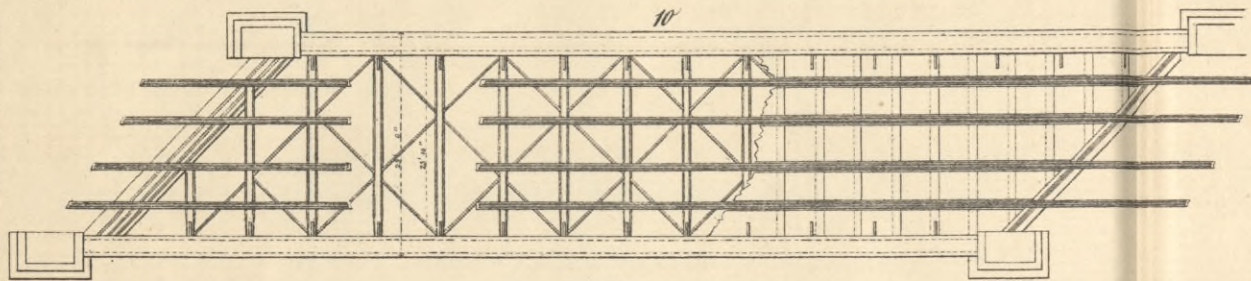
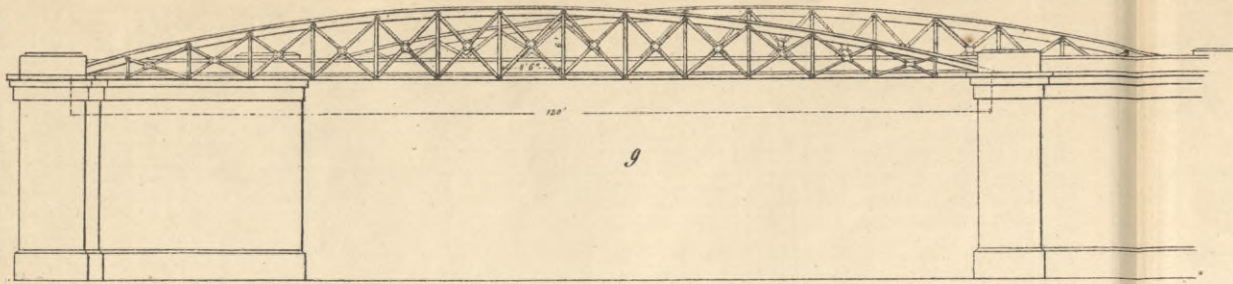
3. Ansicht eines Bogenstücks



Maasstab zu 3-6.

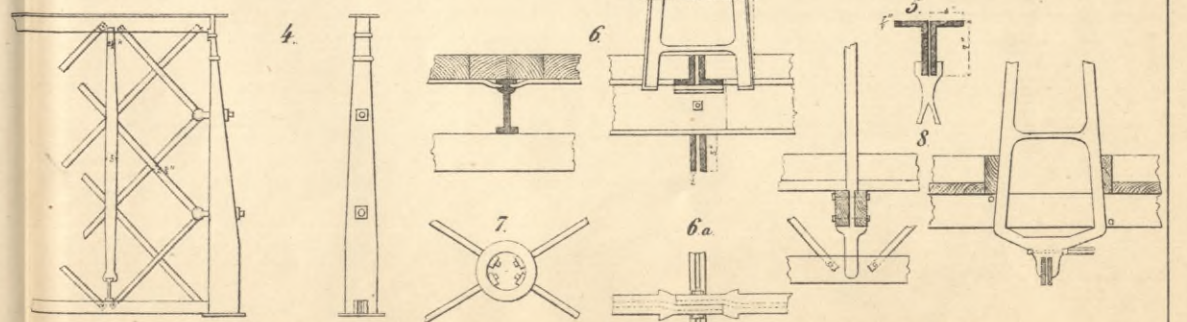
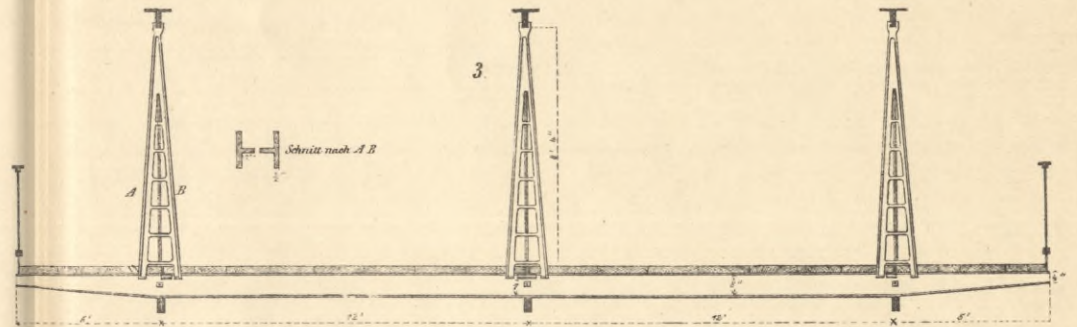
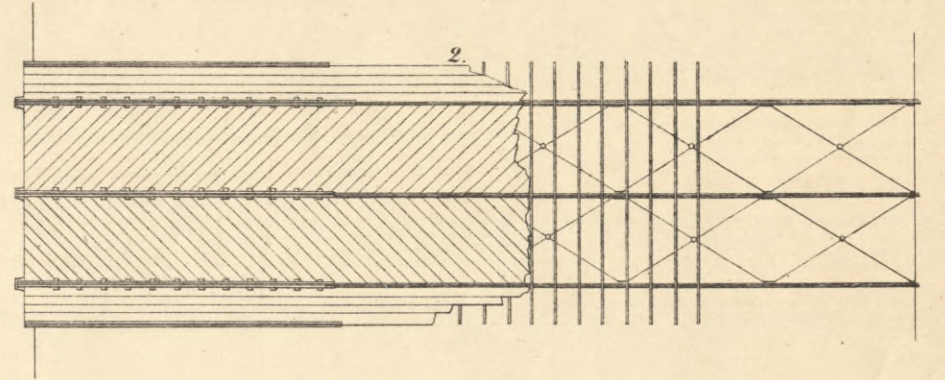
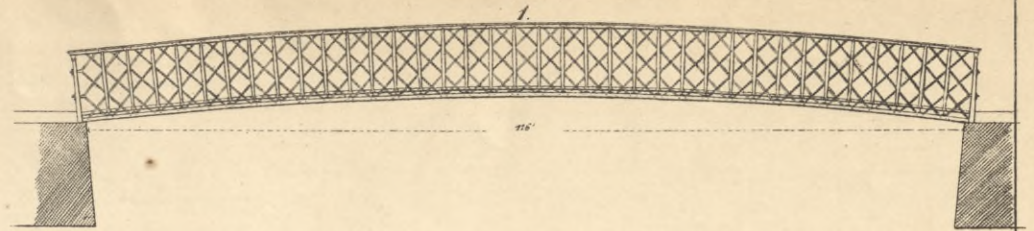


Bogenbrücke bei London von Fox u. Henderson.



40 engl. Fuss zu 9 u. 10.
40 engl. Fuss zu 11, 12, 16.

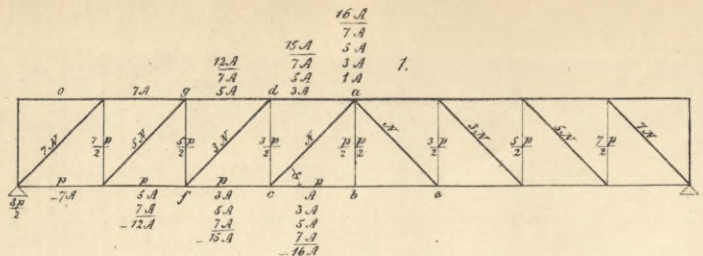
Rieder's eiserne Fachwerk Brücke



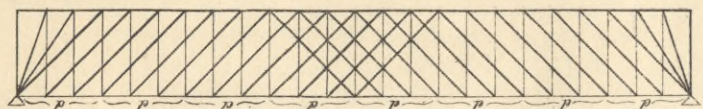
zu 1 u. 2
40 engl. Fuss
zu 3 u. 4
40 engl. Fuss

Theorie der Fachwerkbrücken

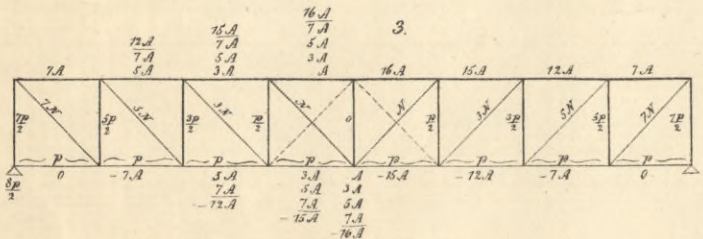
von J. G. Schwedler



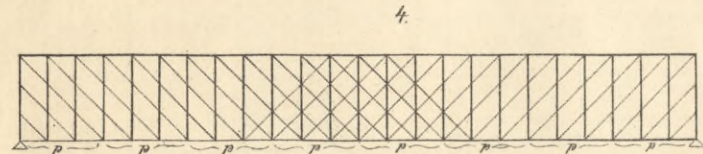
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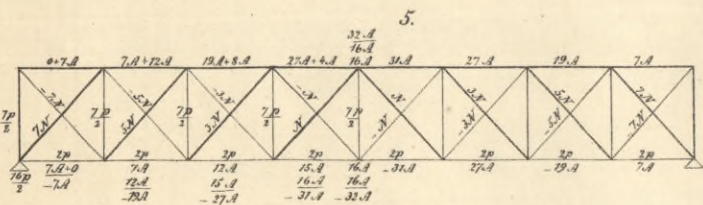
2.



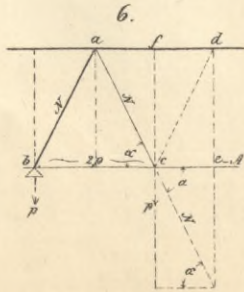
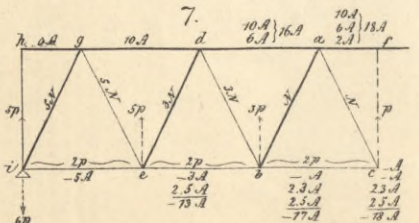
3.



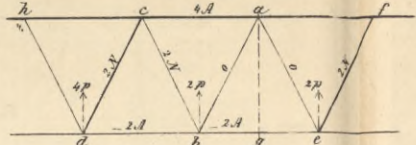
4.



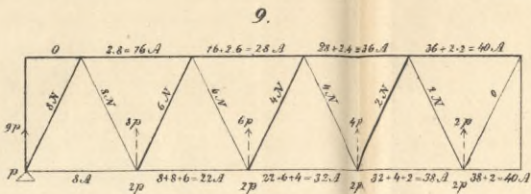
5.



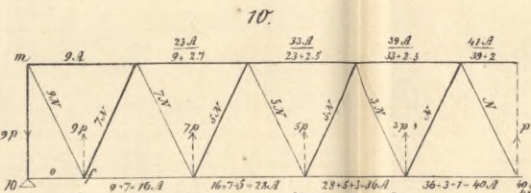
6.



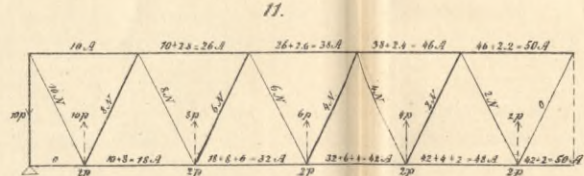
8.



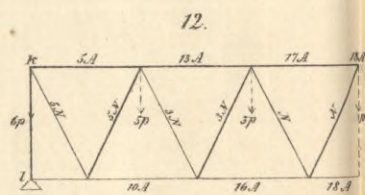
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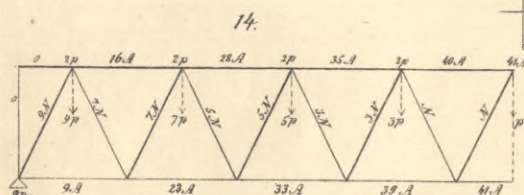
10.



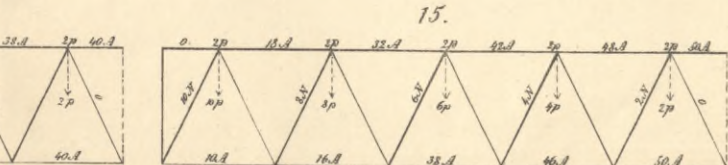
11.



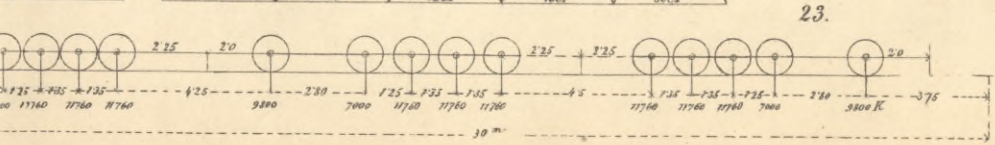
12.



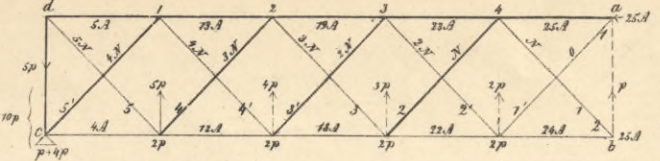
13.



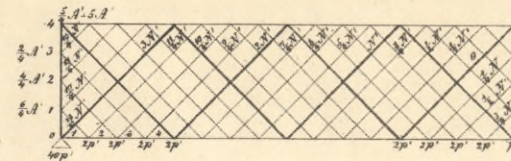
14.



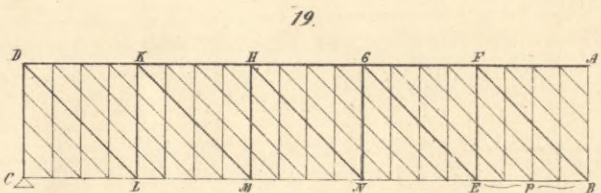
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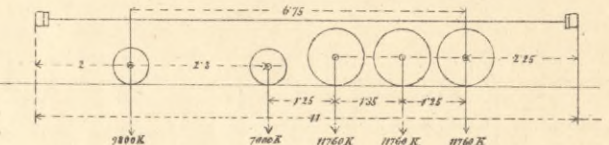
16.



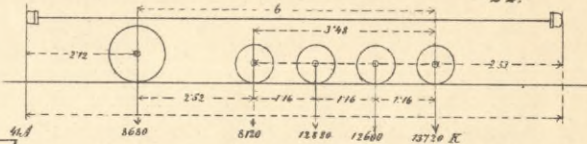
17.



18.



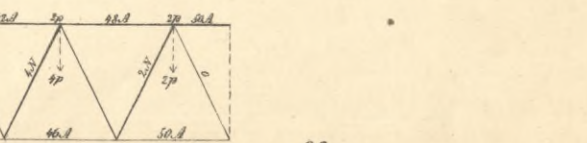
19.



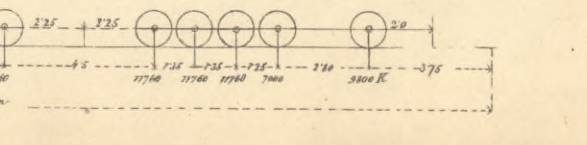
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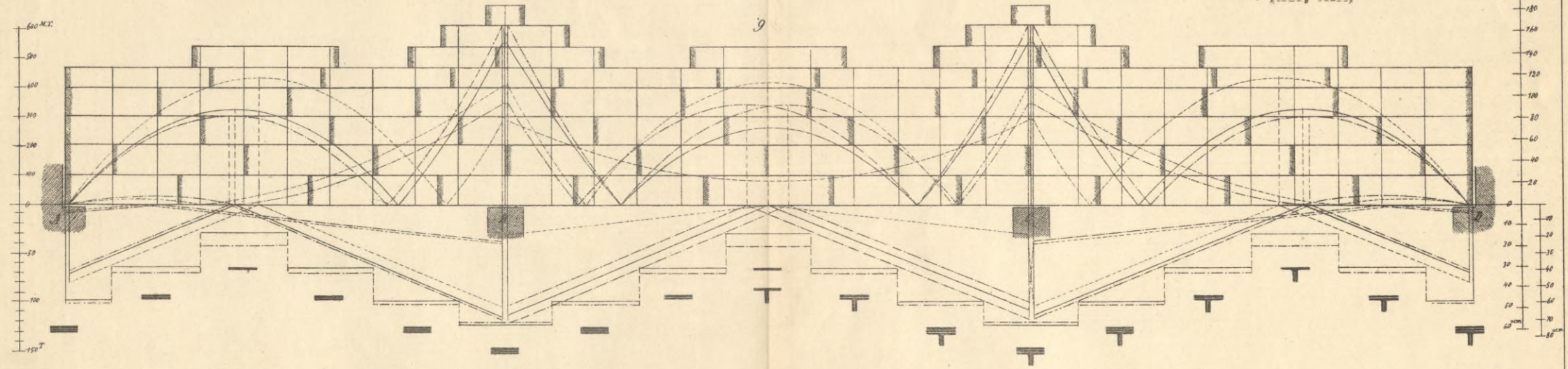
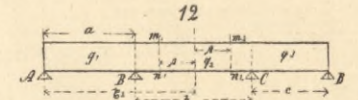
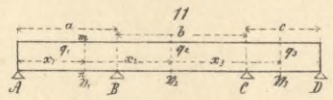
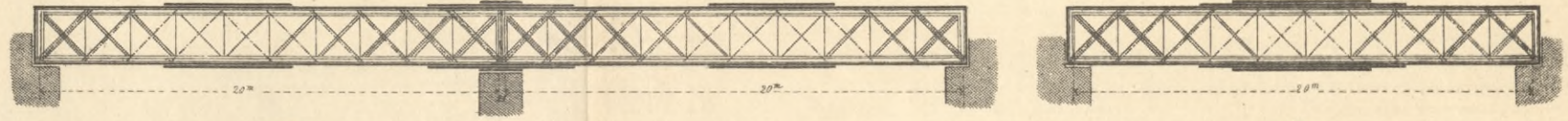
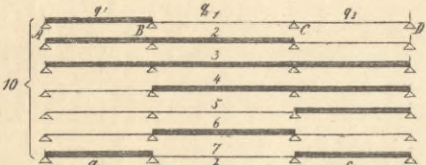
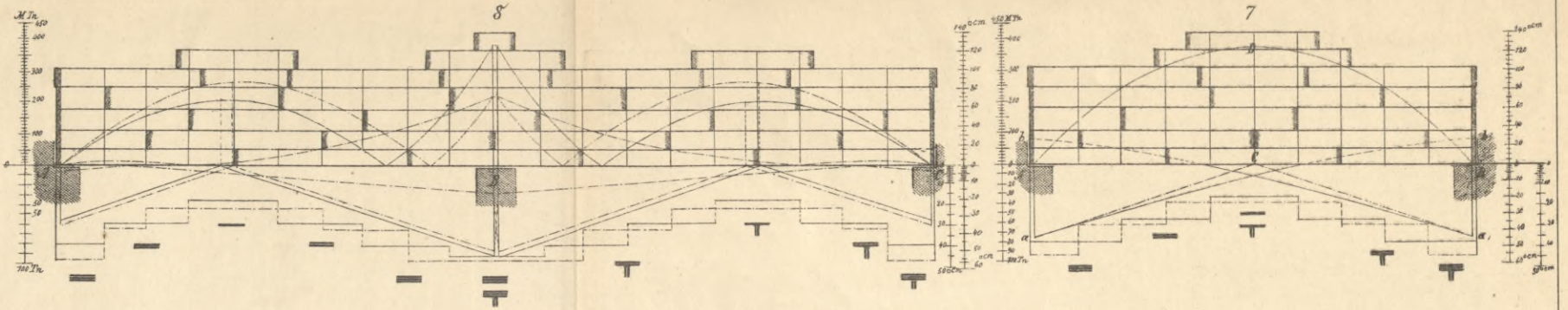
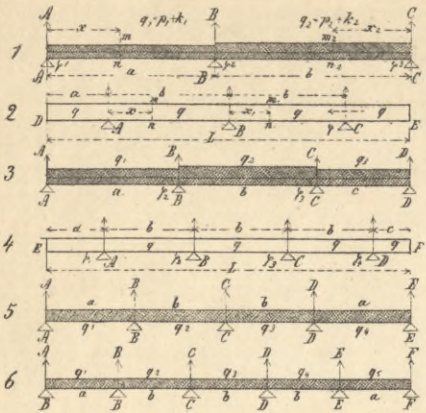
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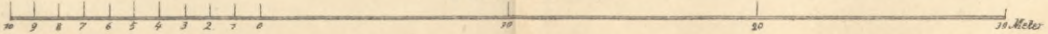
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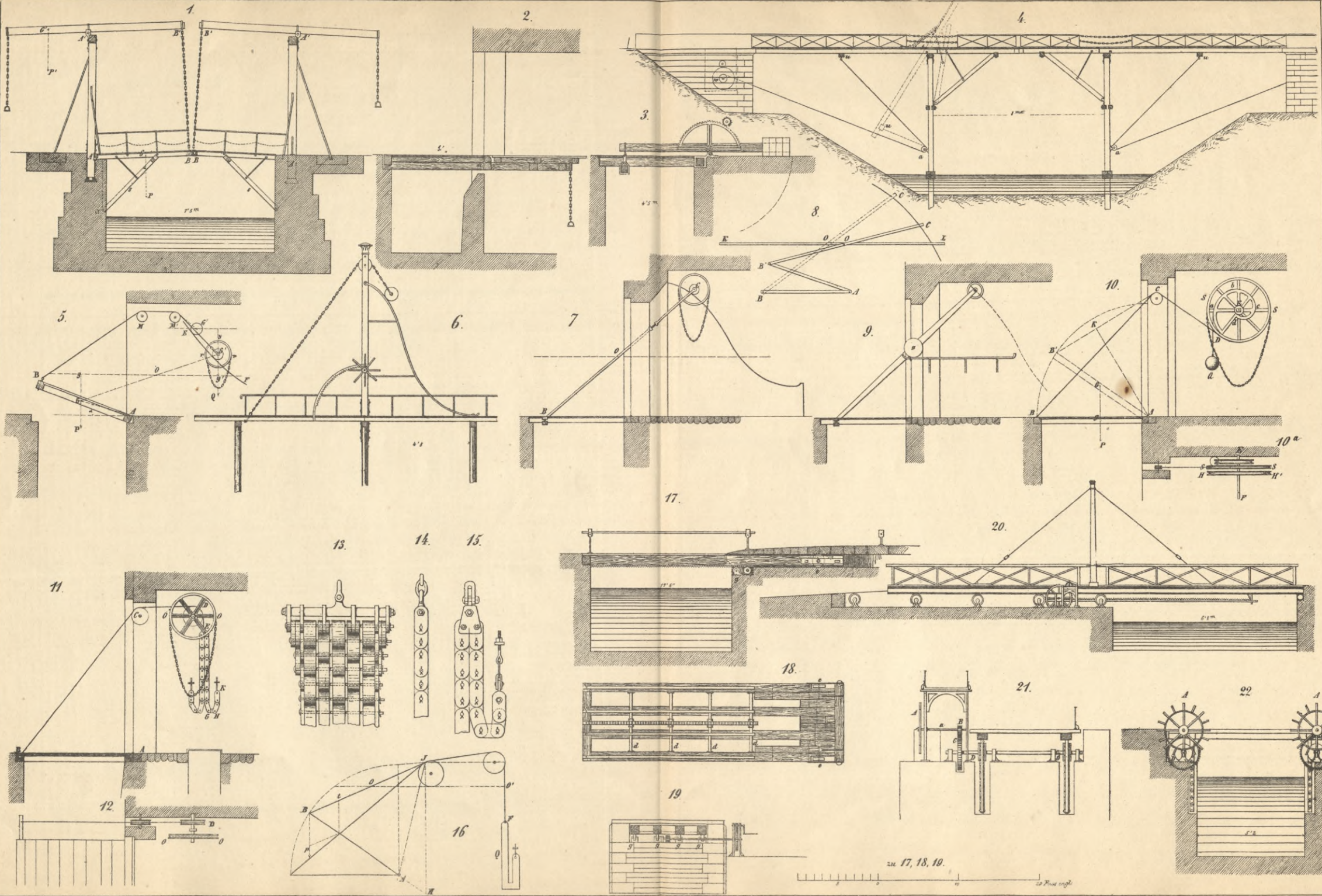


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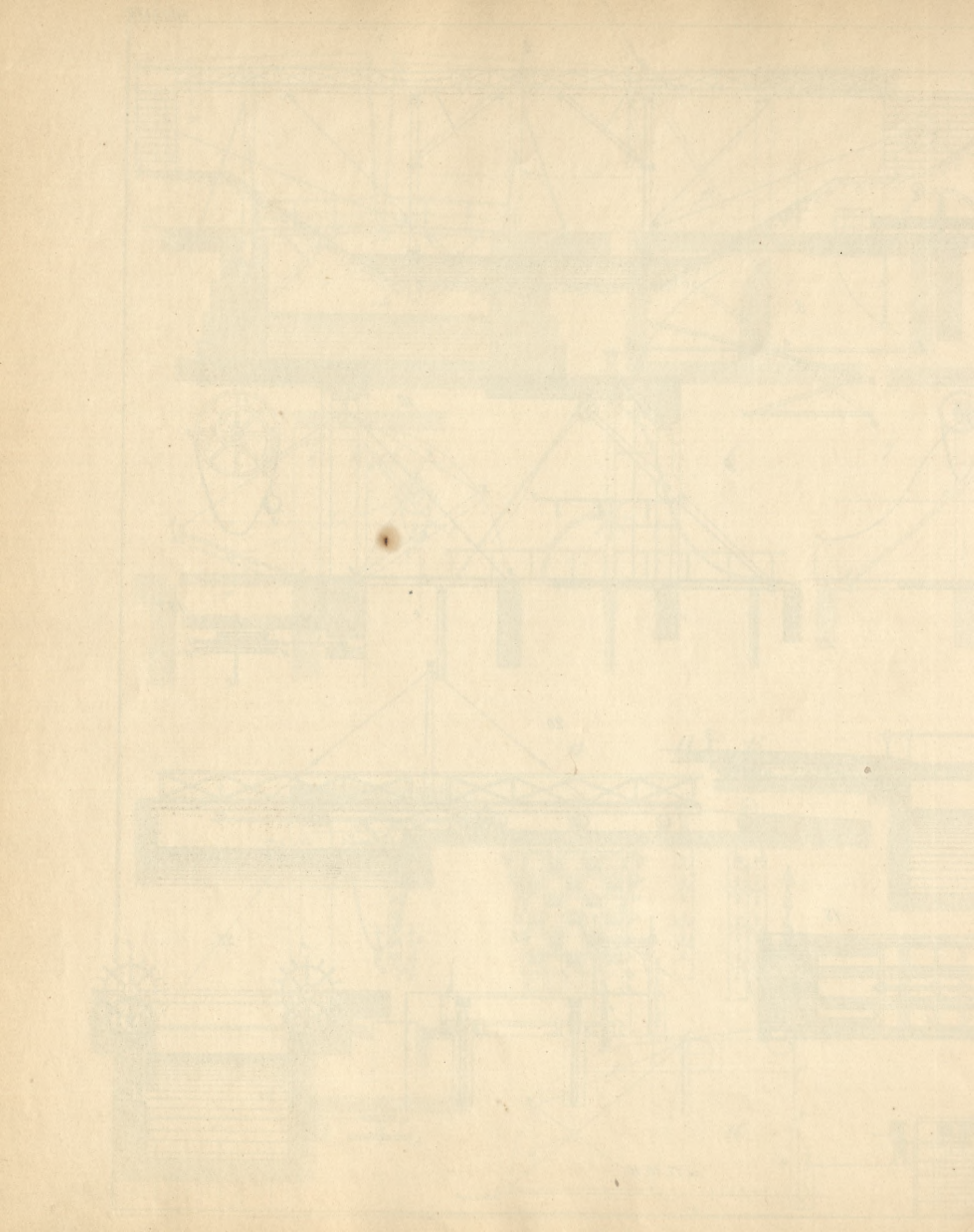


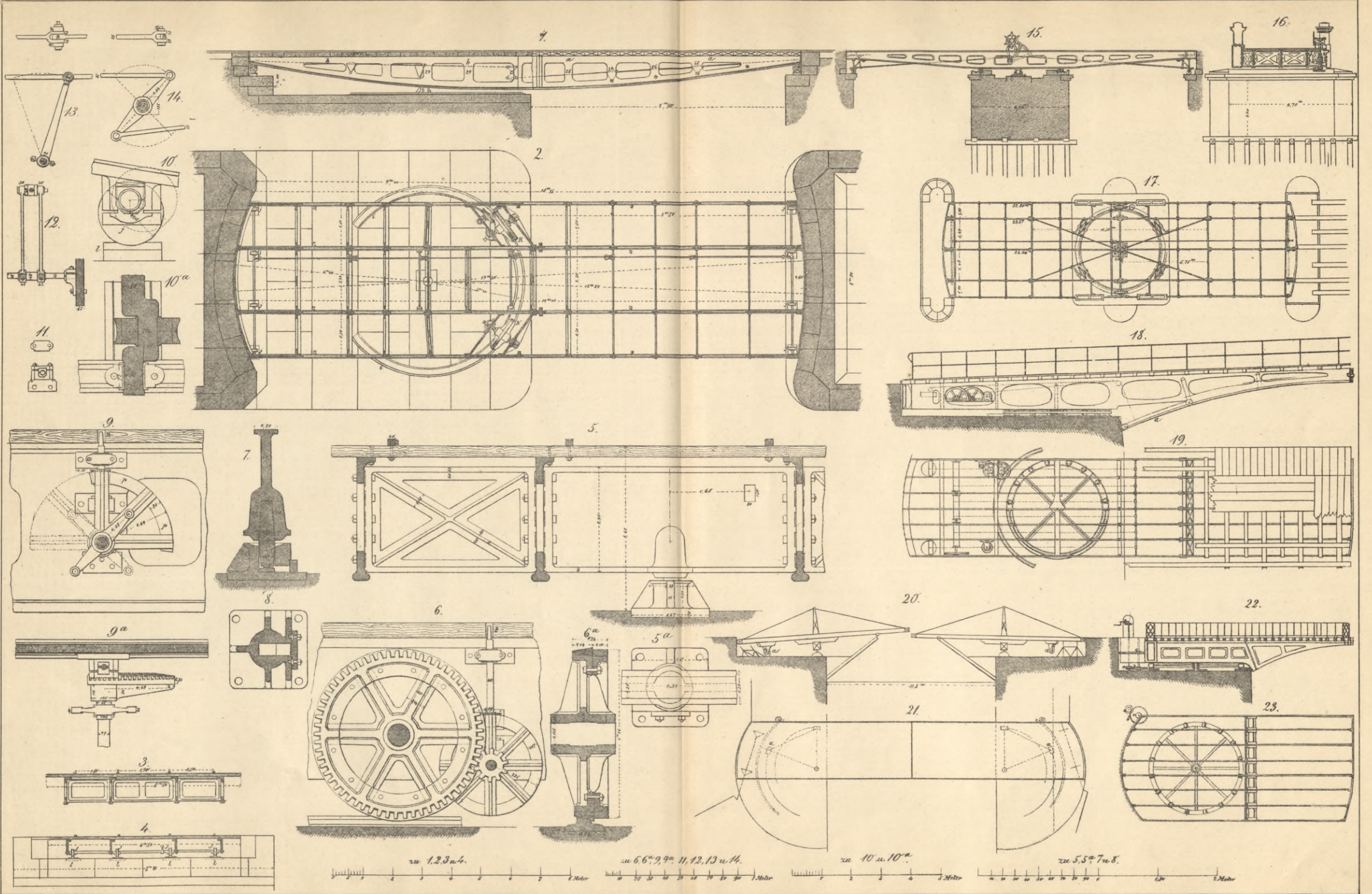
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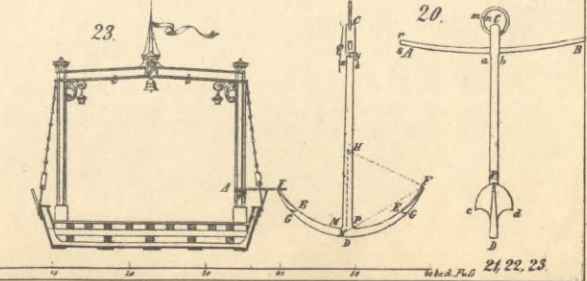
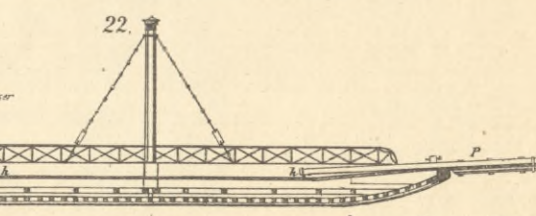
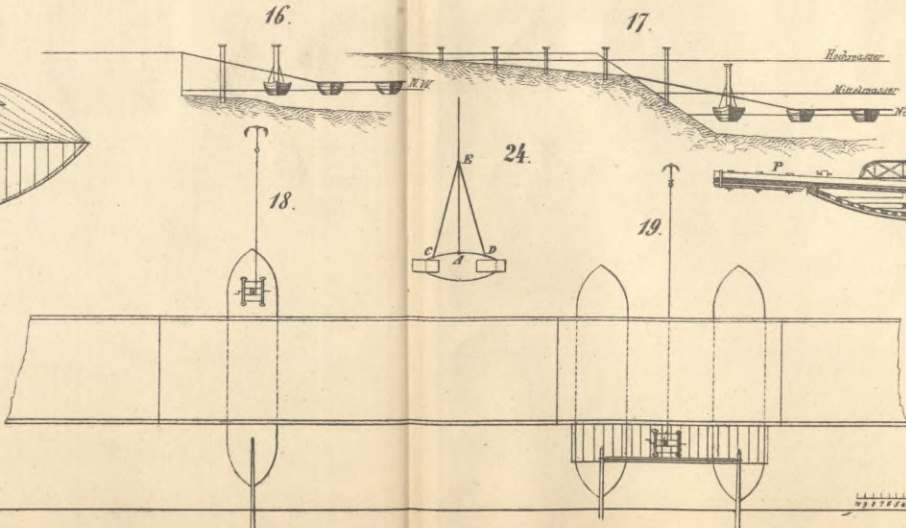
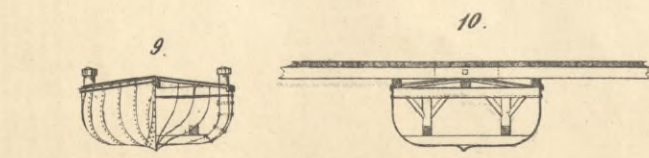
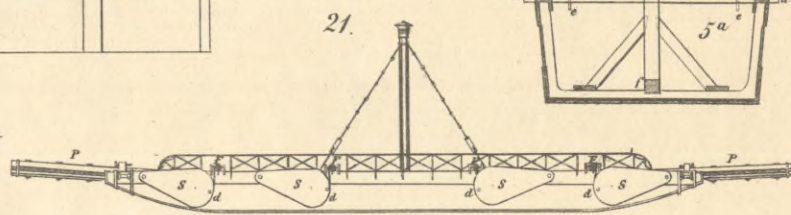
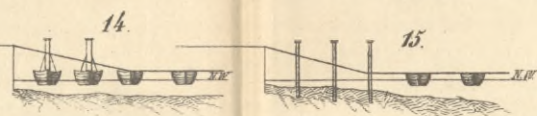
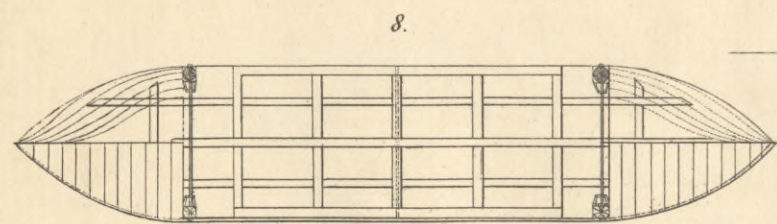
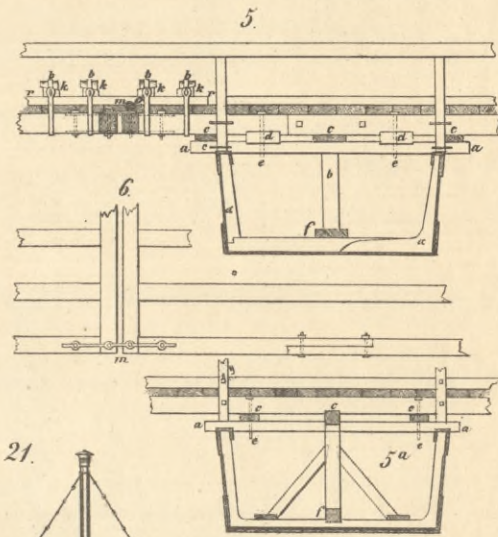
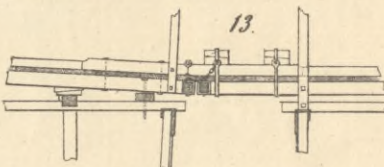
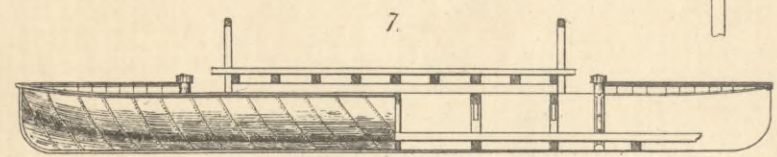
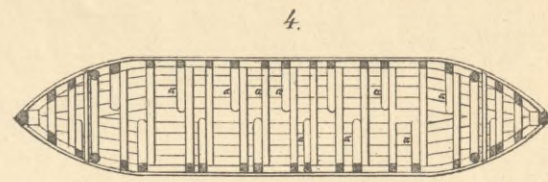
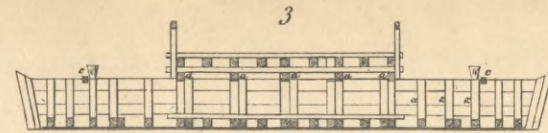
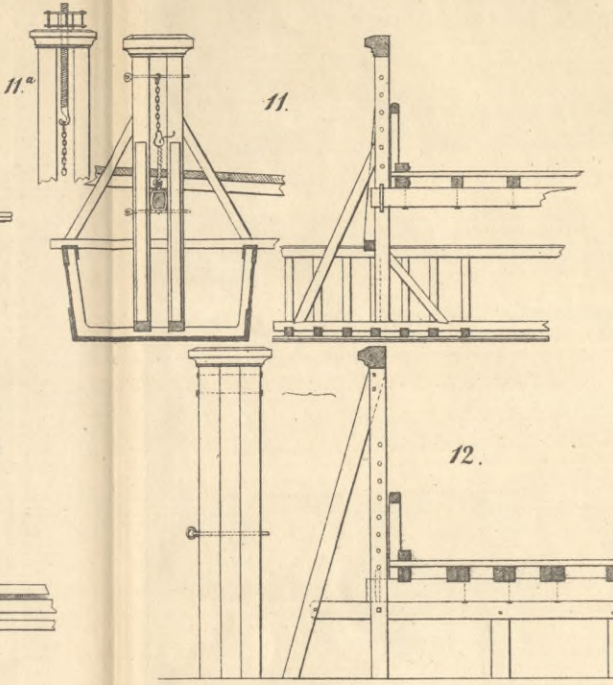
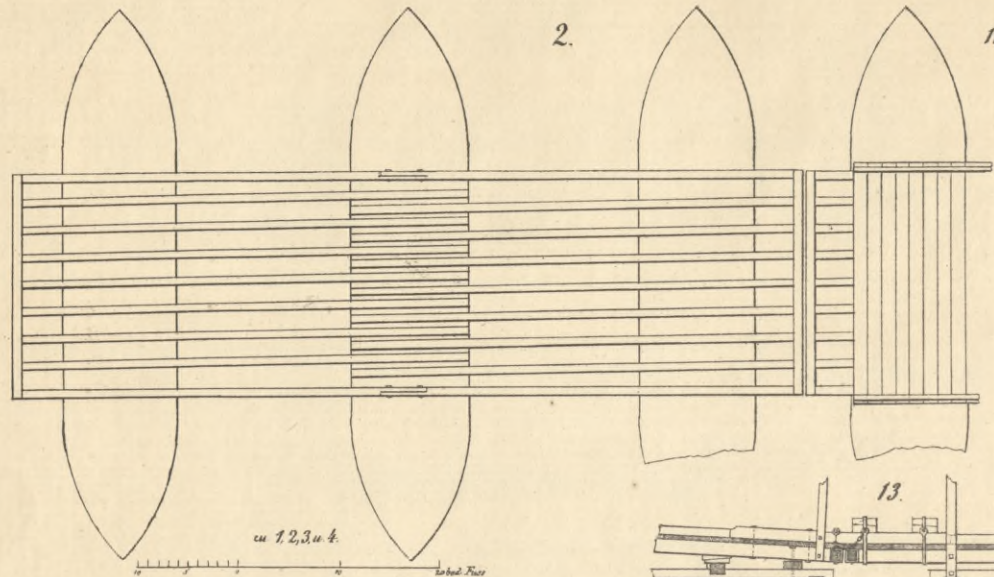
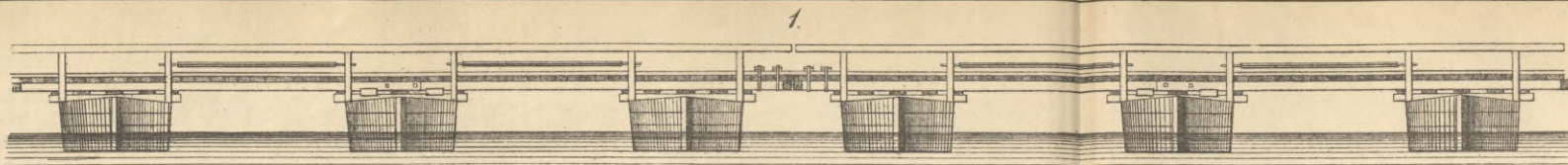




zu 17, 18, 19. 20 Fuss engl.

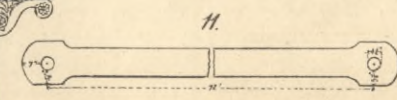
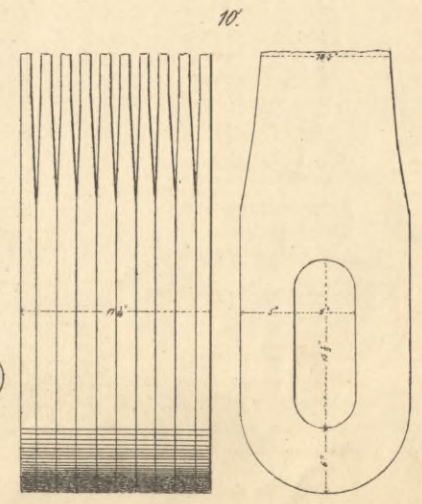
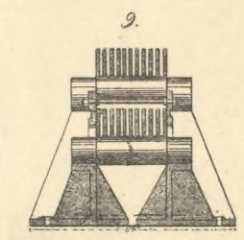
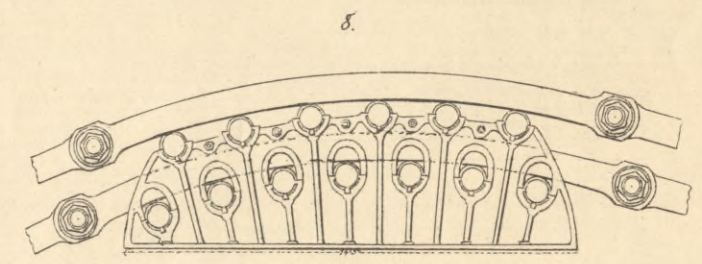
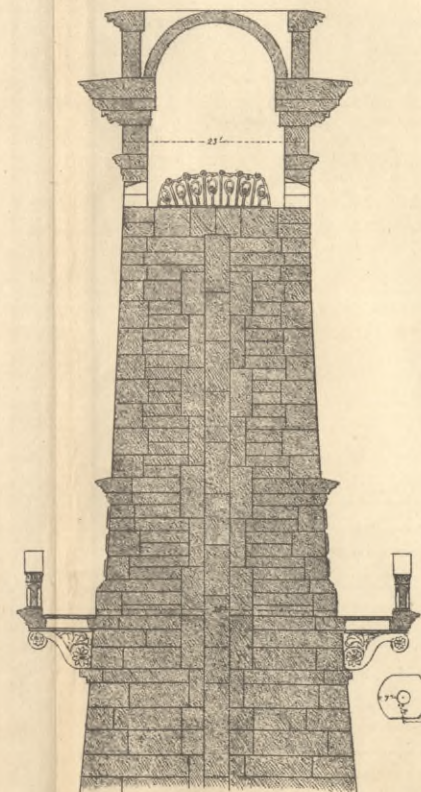
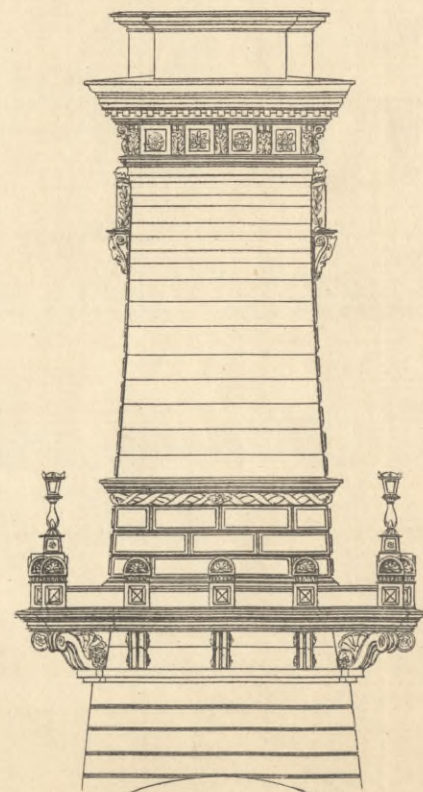
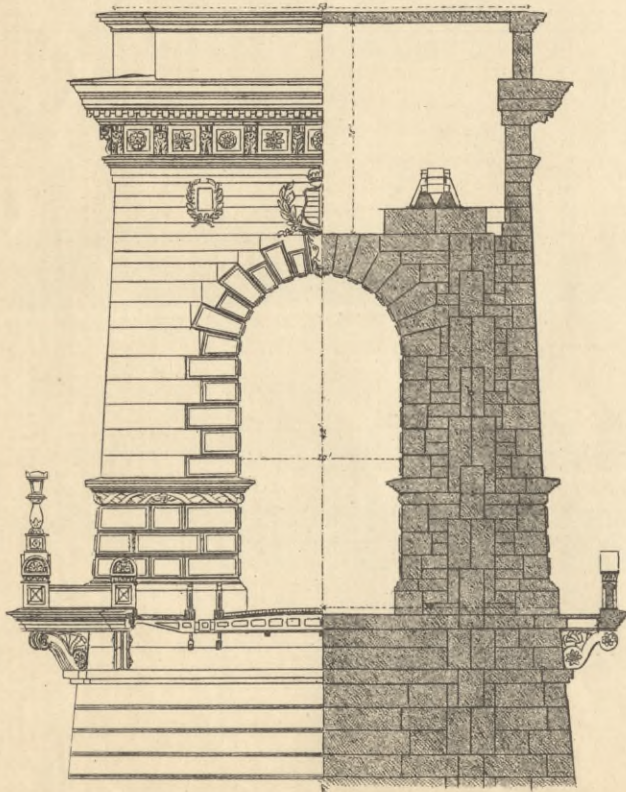
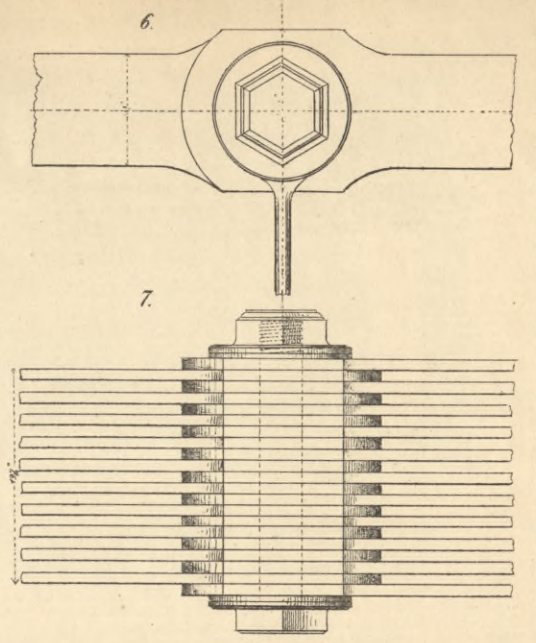
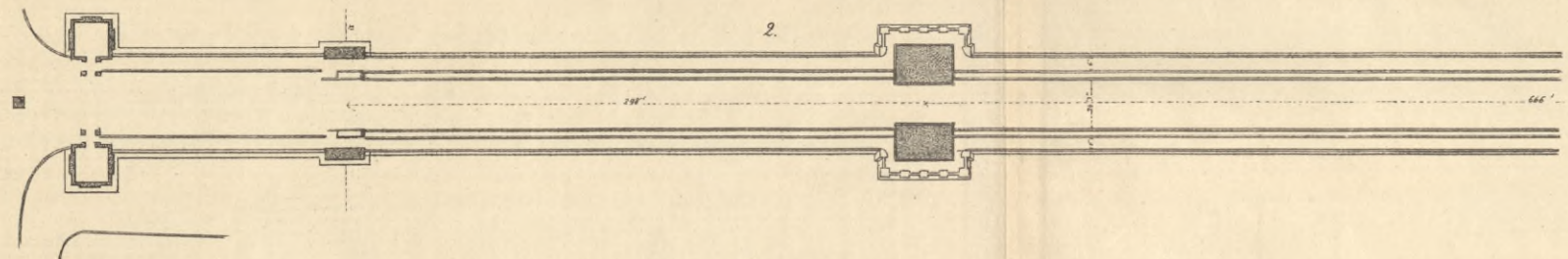
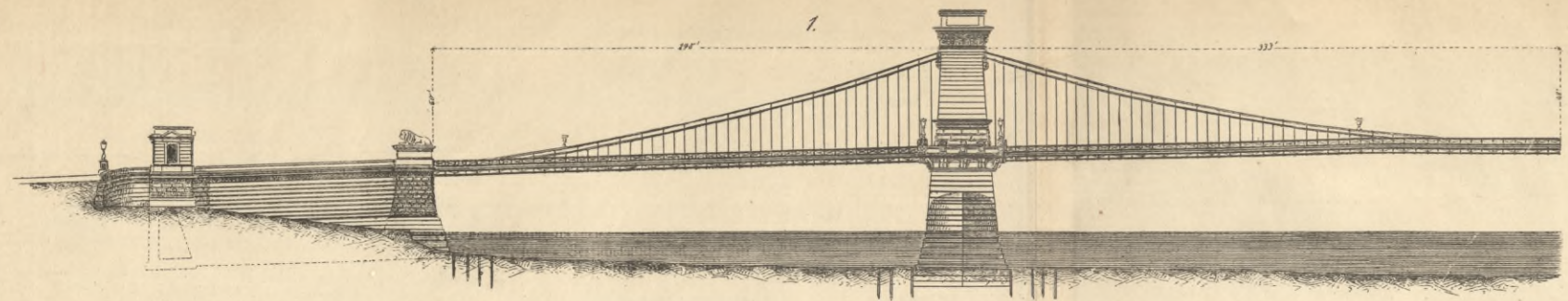






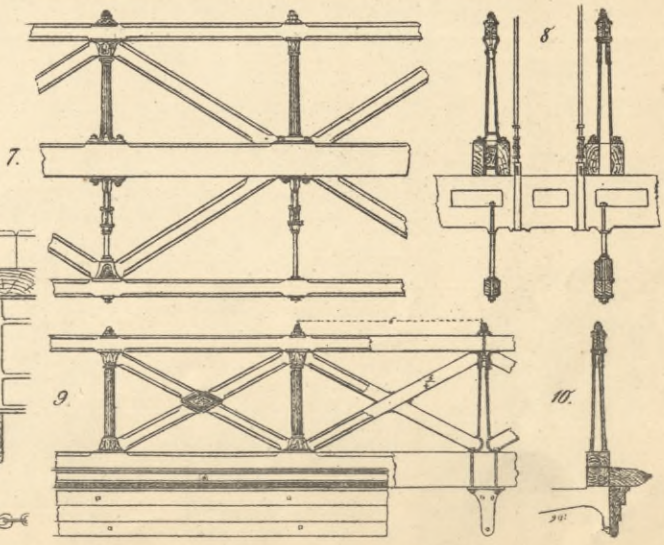
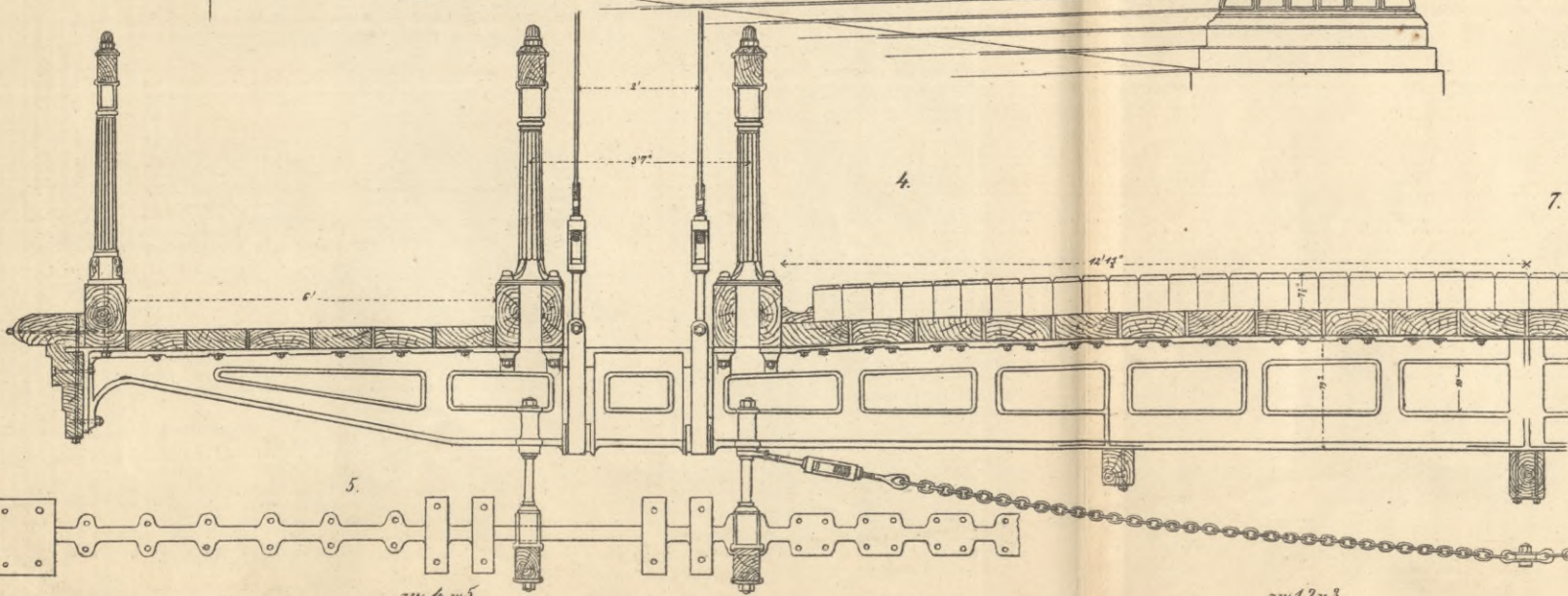
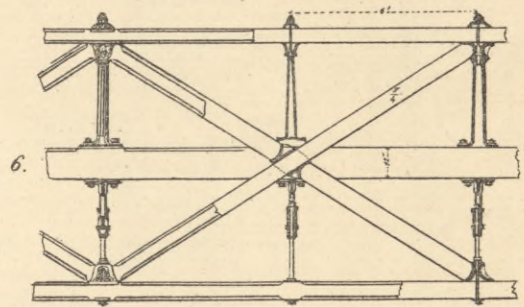
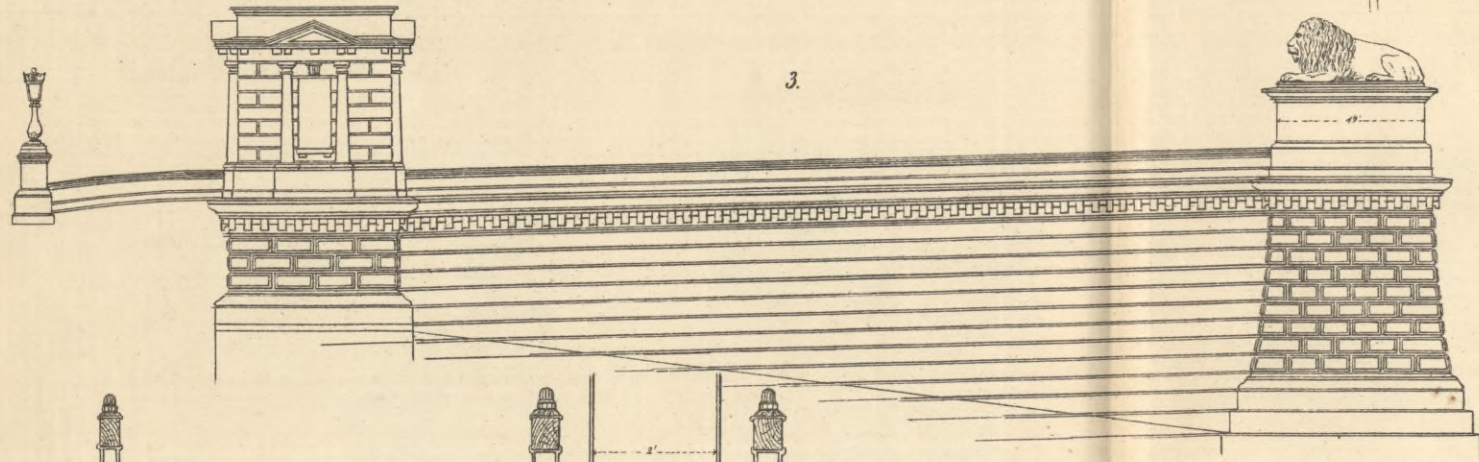
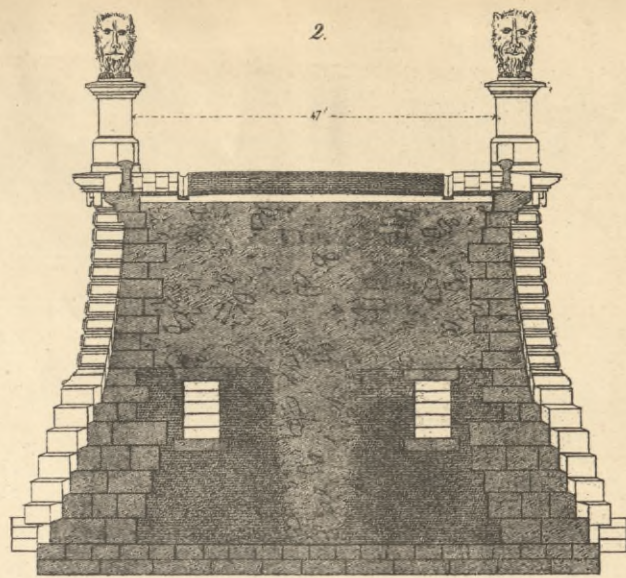
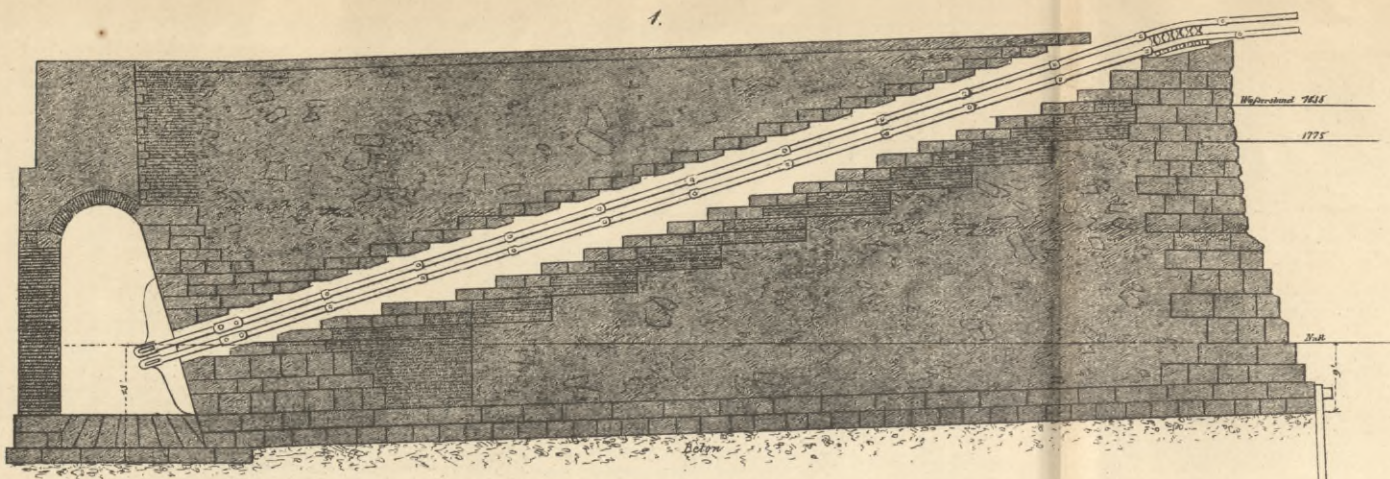
10 holl. Fu. zu 7, 8, 9, 10. 30 holl. Fu. zu 5, 5a, 6, 11 u. 12.

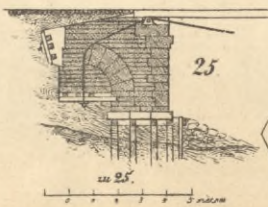
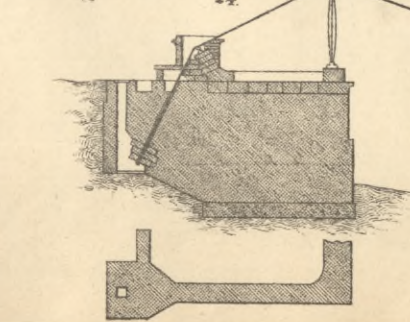
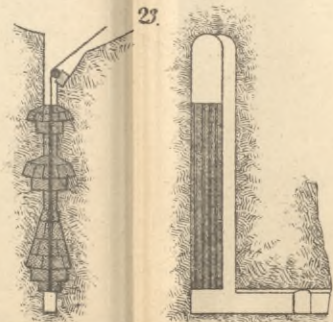
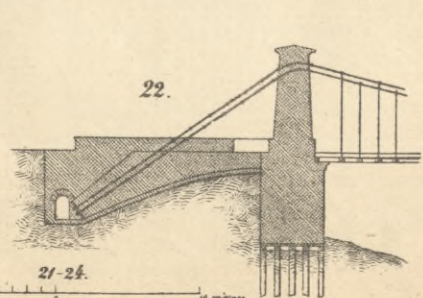
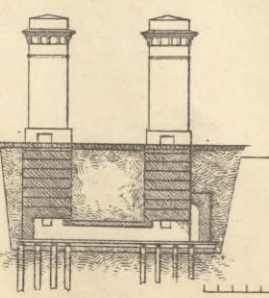
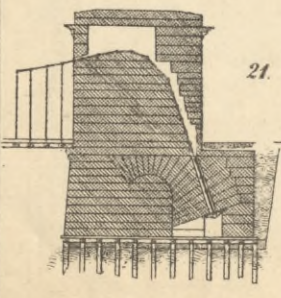
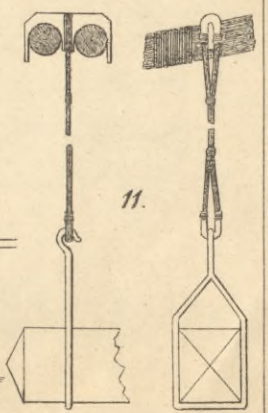
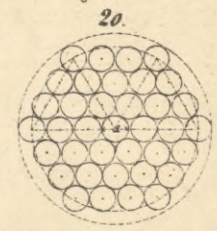
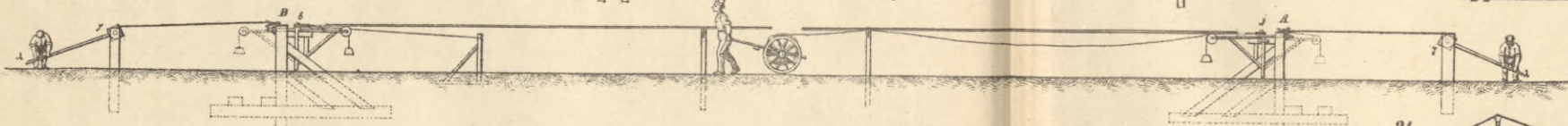
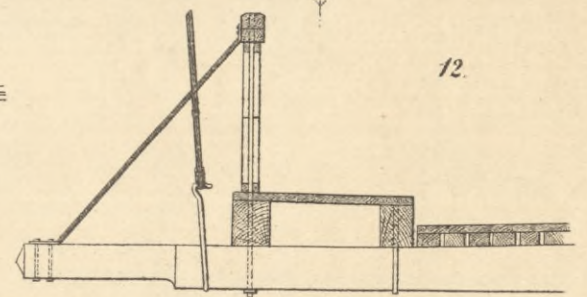
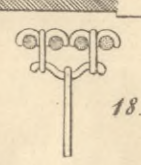
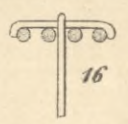
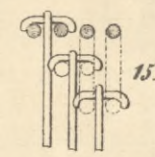
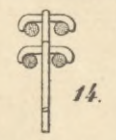
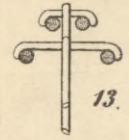
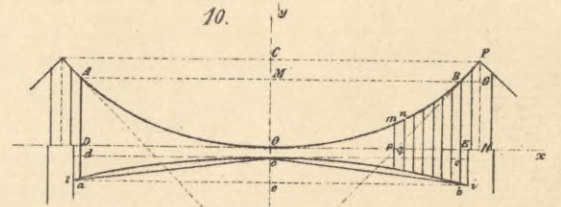
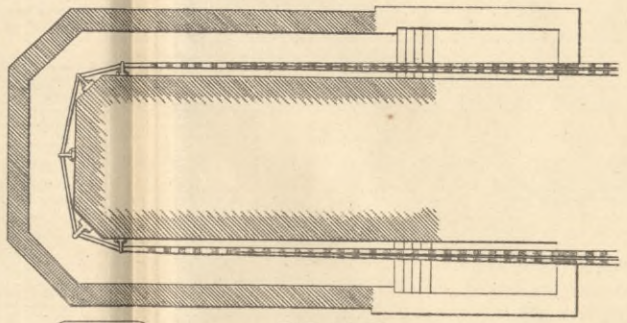
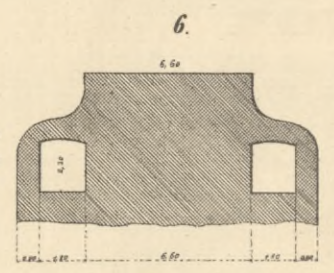
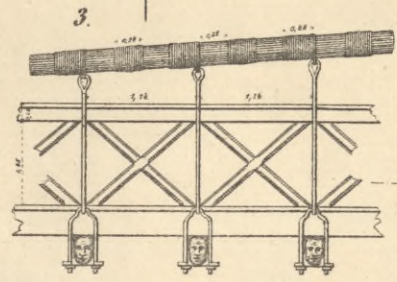
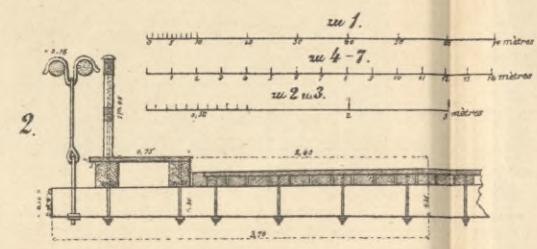
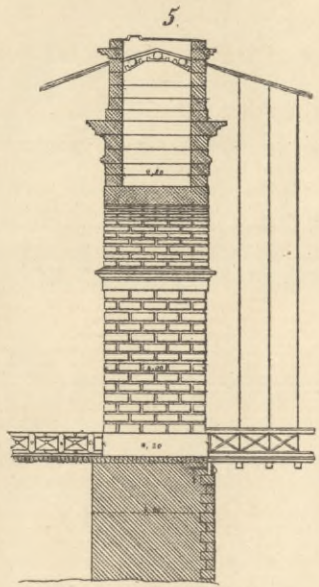
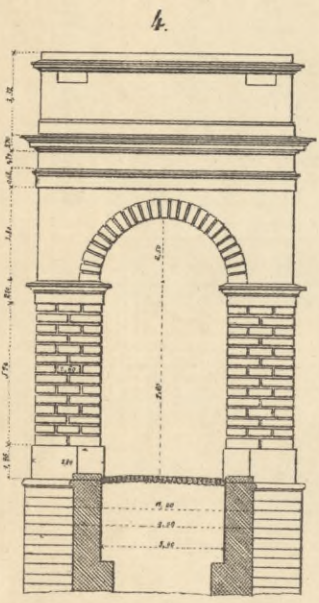
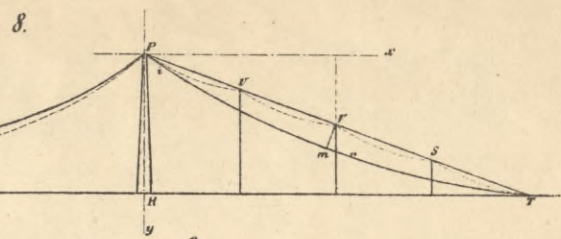
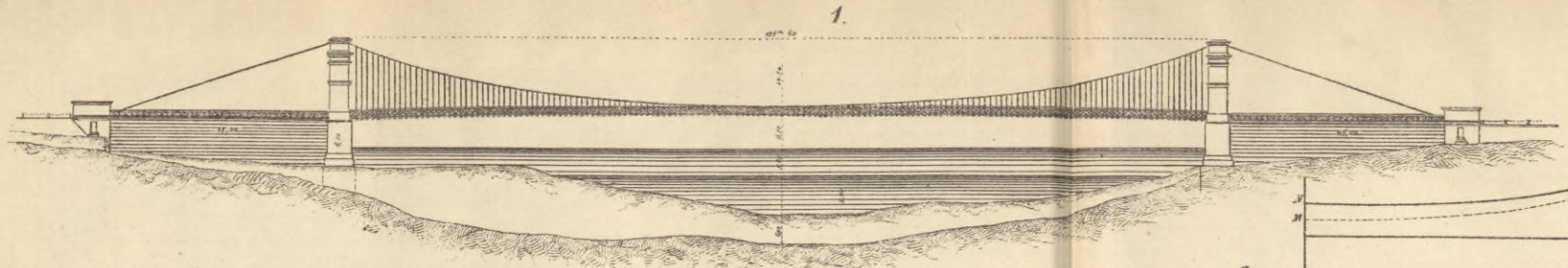
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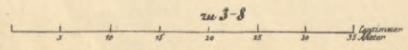
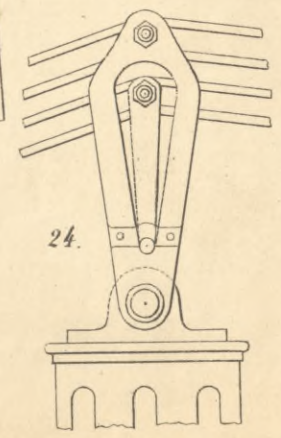
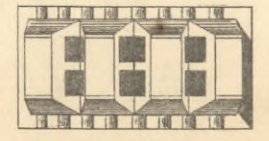
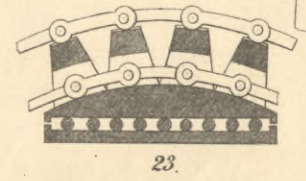
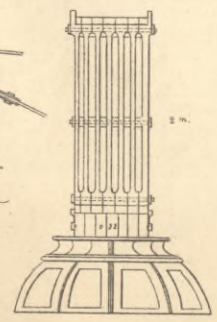
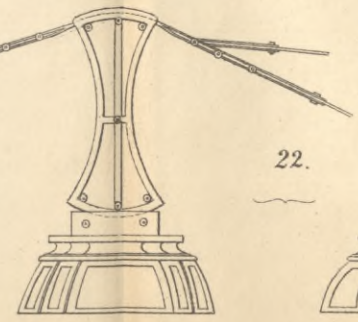
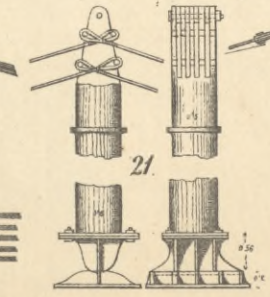
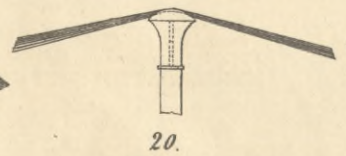
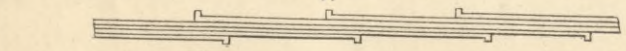
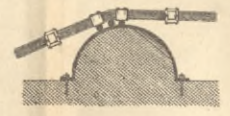
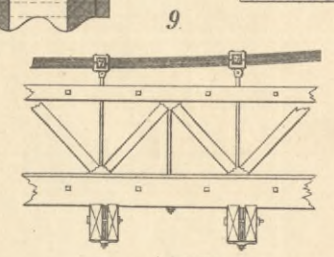
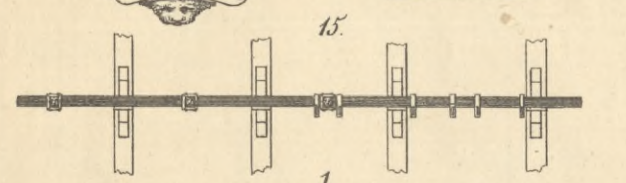
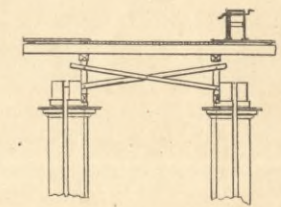
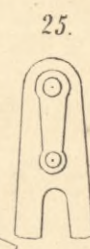
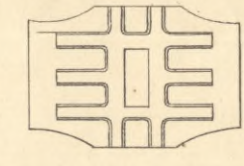
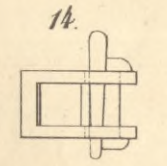
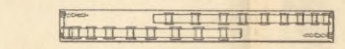
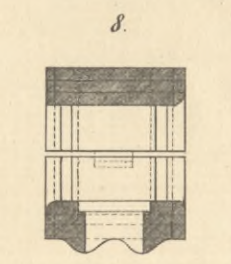
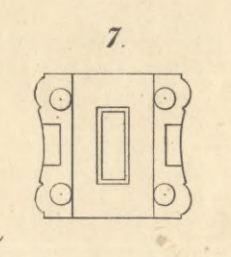
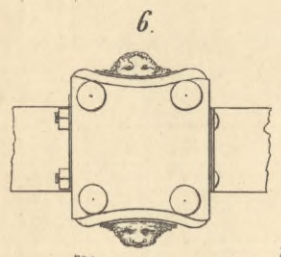
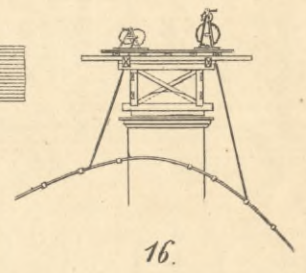
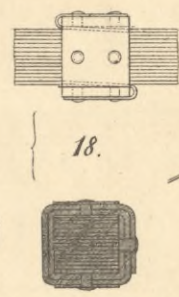
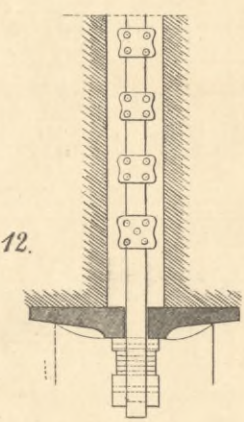
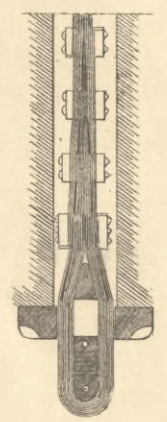
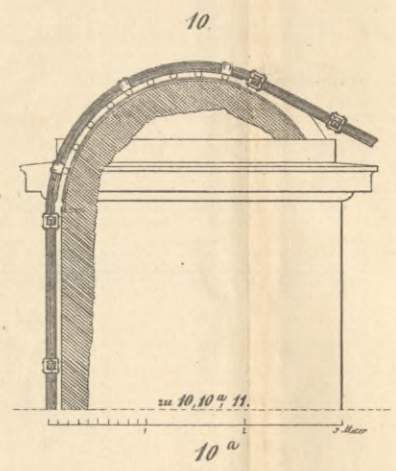
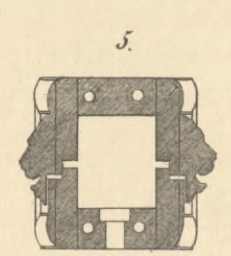
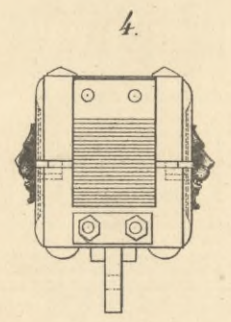
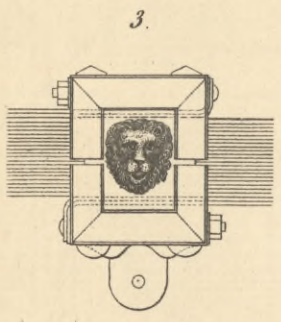
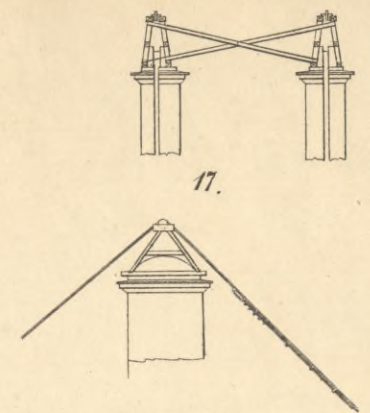
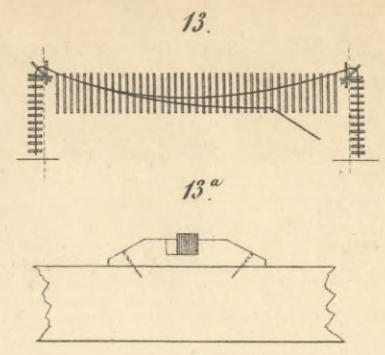
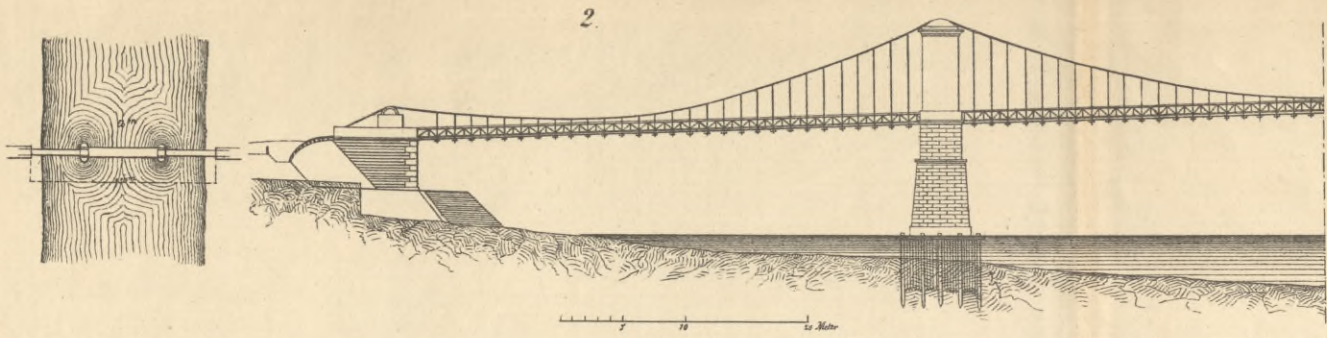


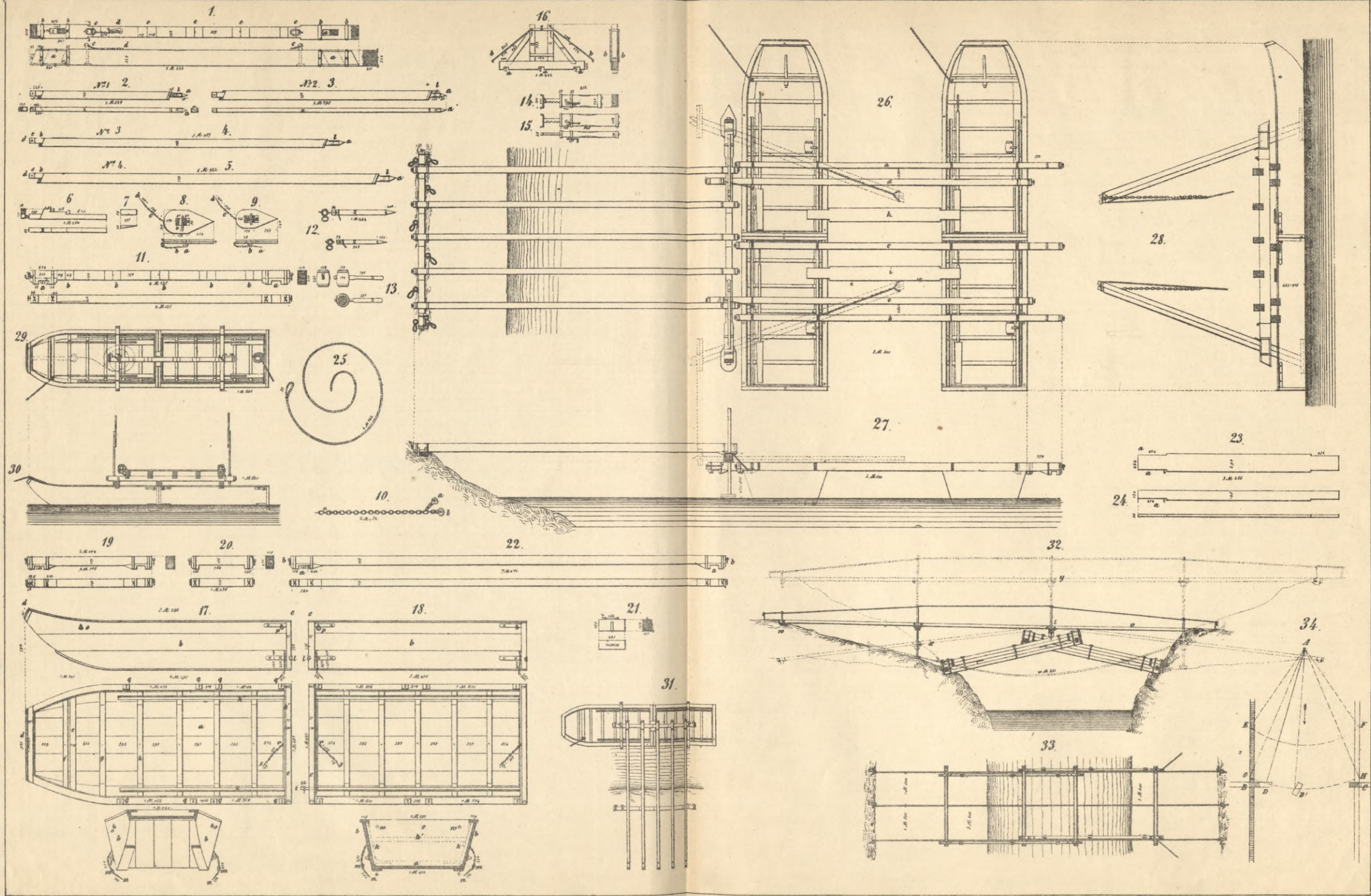
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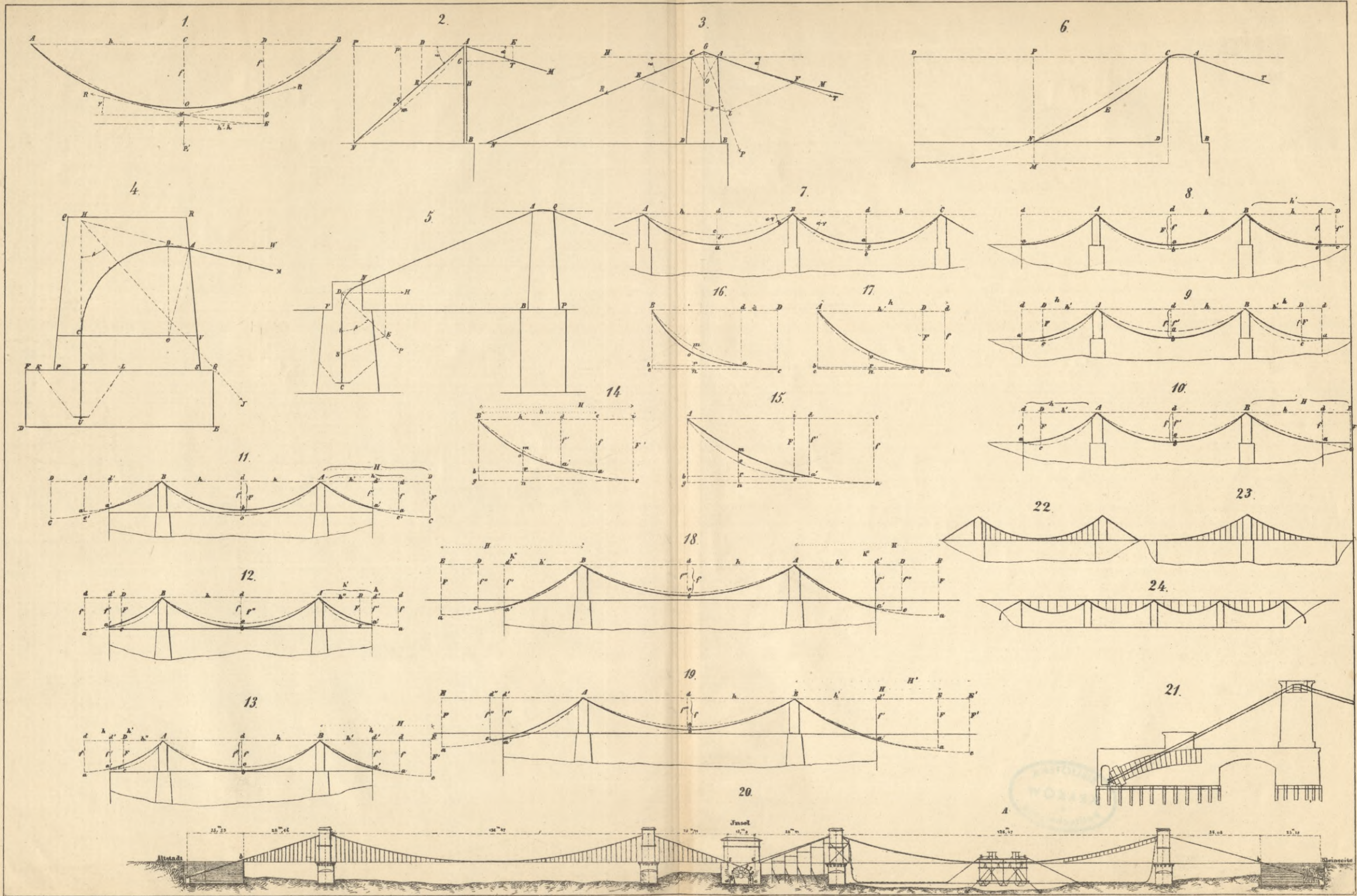
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