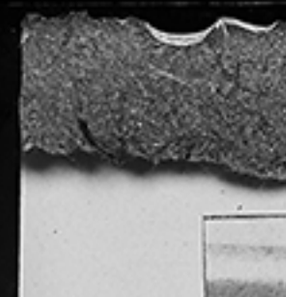
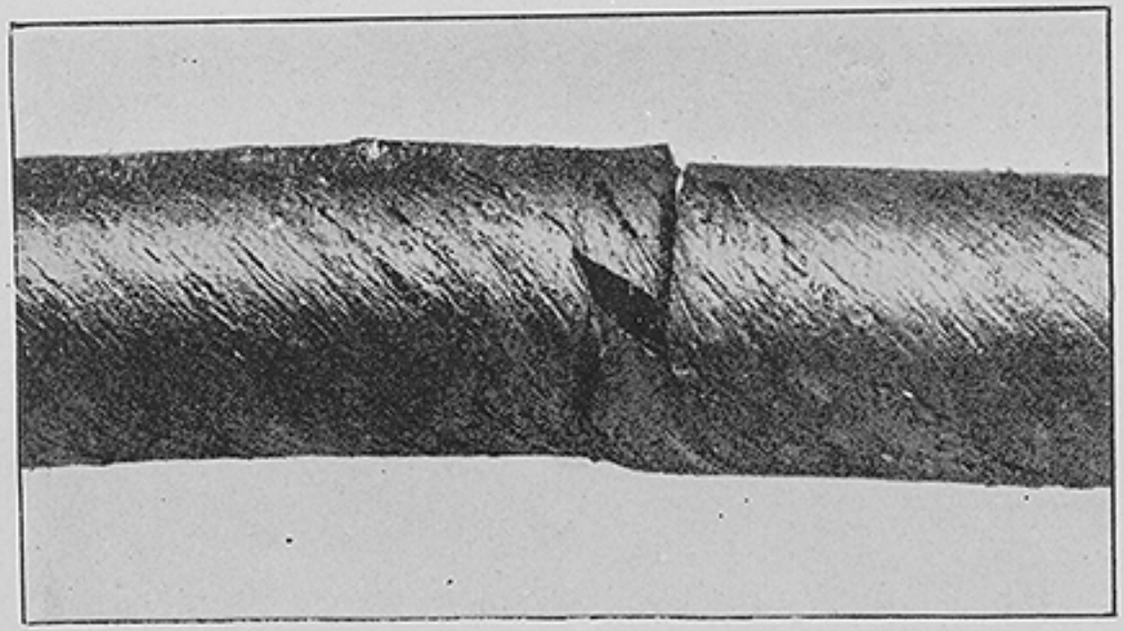
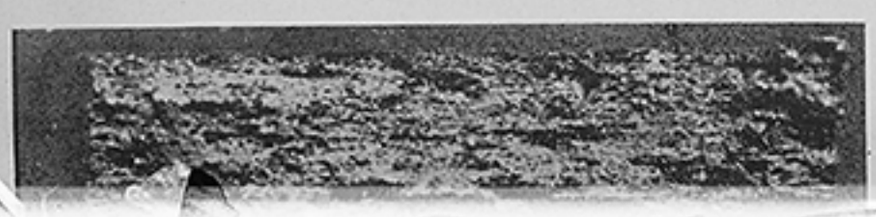
Figur 502. $V = 1/2$.



$V = 1/2$.



Figur 503. $V = 3/4$.



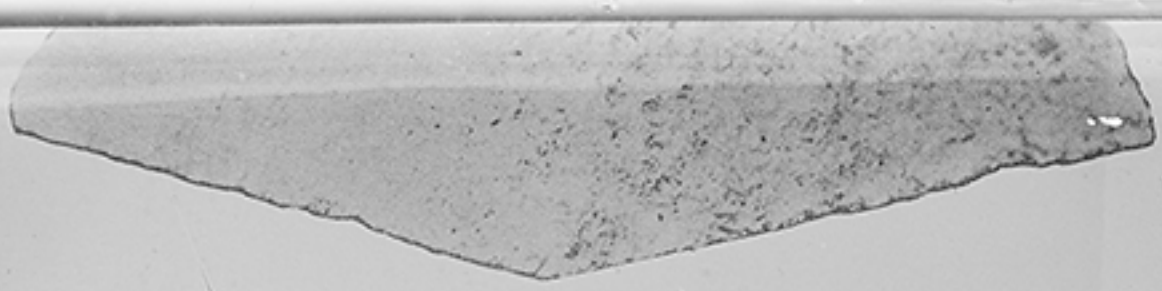
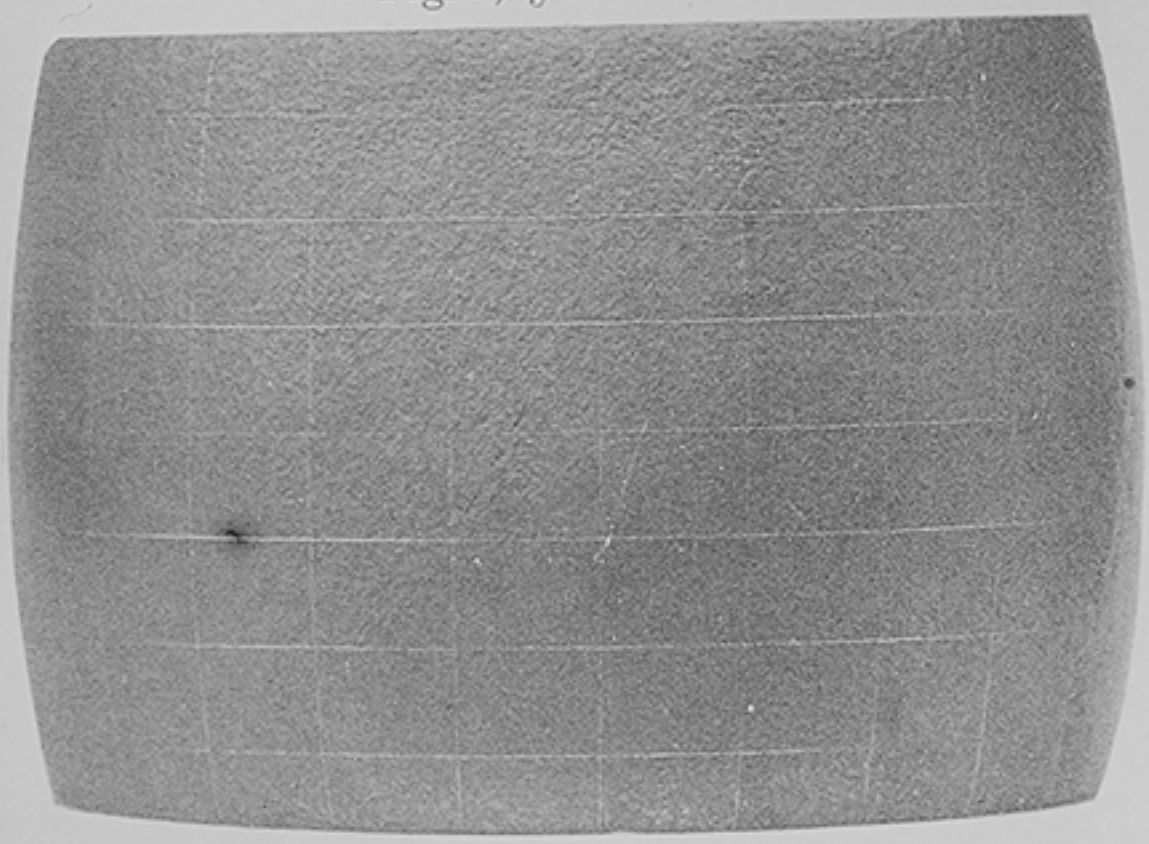


Fig. 2, § 11. S. 161.



Figur 35. $V = 1$.

Figur 36. $V = 1$.

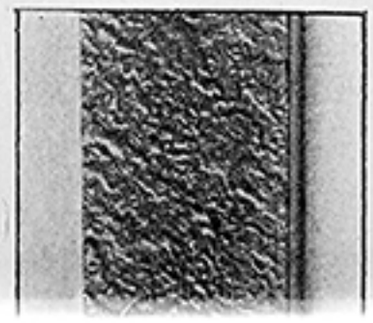
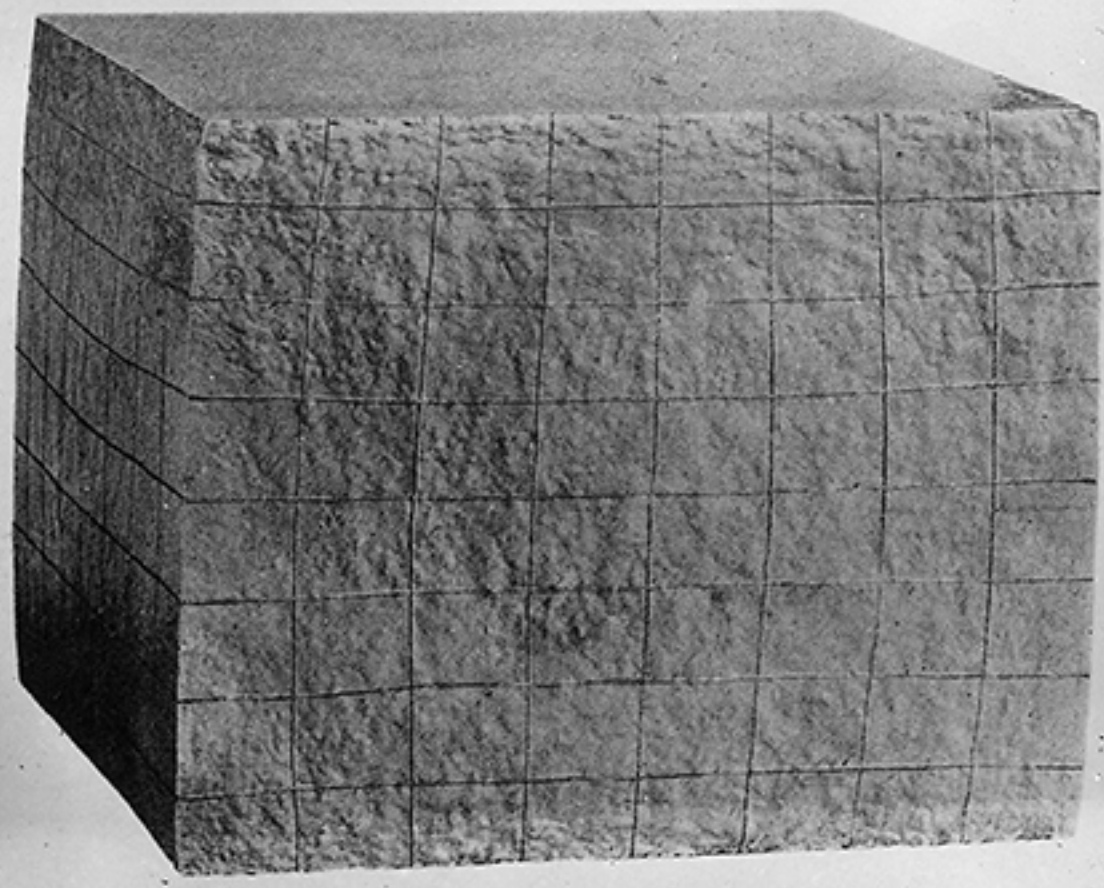


Fig. 6, § 11, S. 162.

Fig. 3, § 11, S. 162.

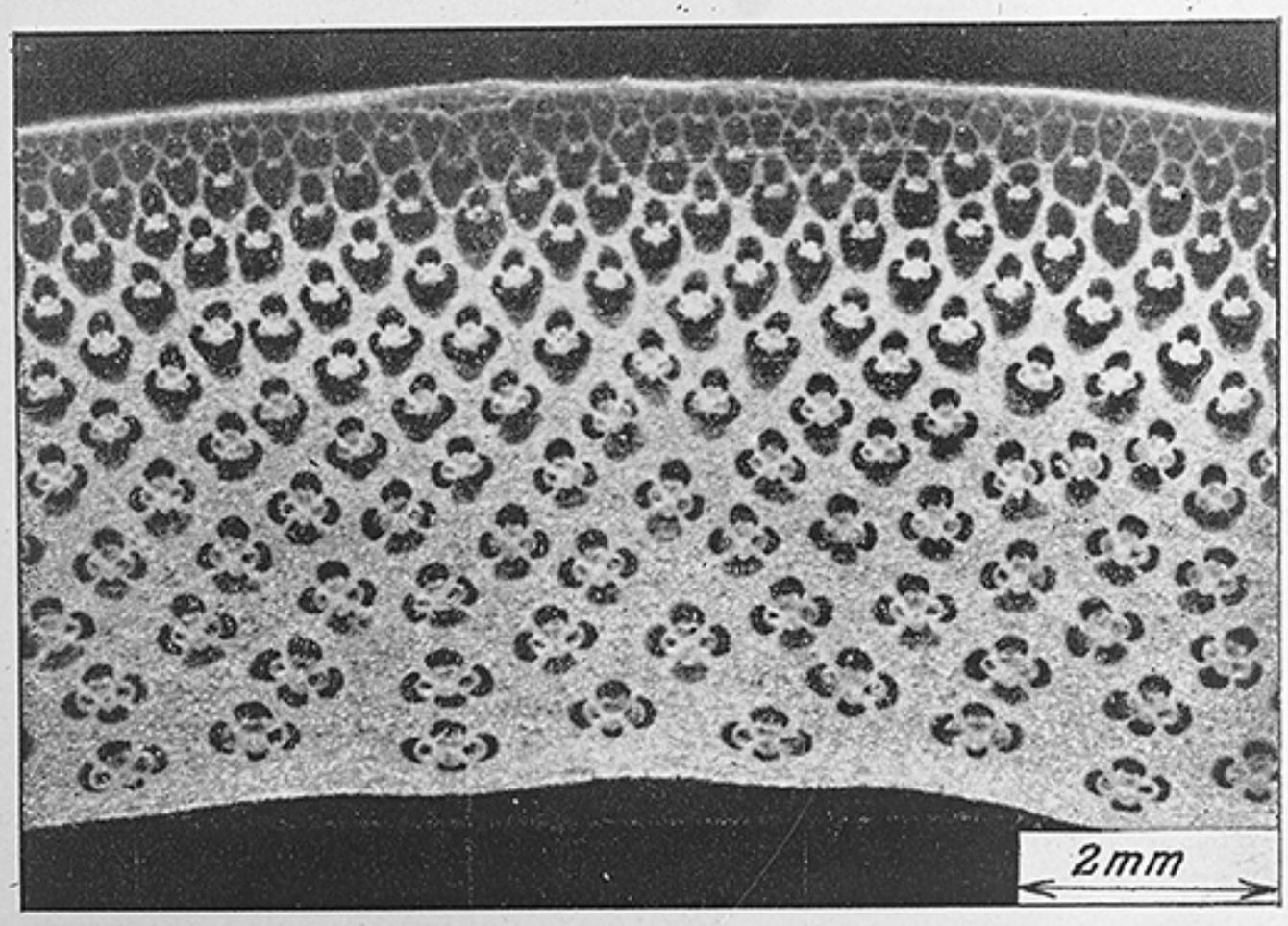


Figur 708. $V = {}^1/_2$.

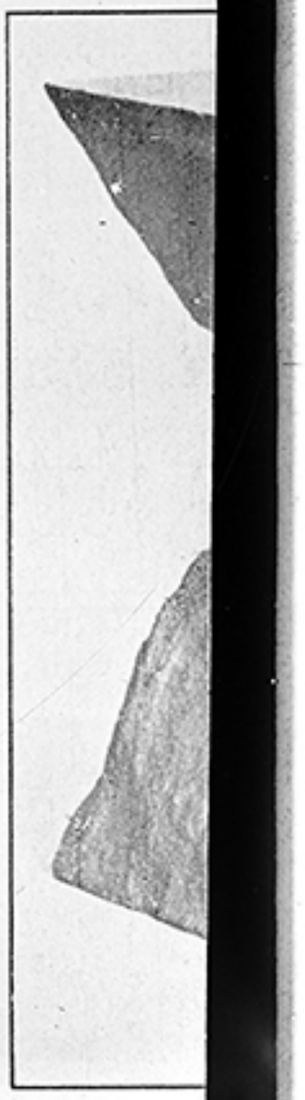
$^1/_7$.

Figur 710. $V = {}^1/_8$.

e des Dehnungskoeffizienten erweisen
en unter sonst gleichen Verhältnissen
die Formänderungen für gleiche Be-



Figur 706. $V = 7{,}5$.



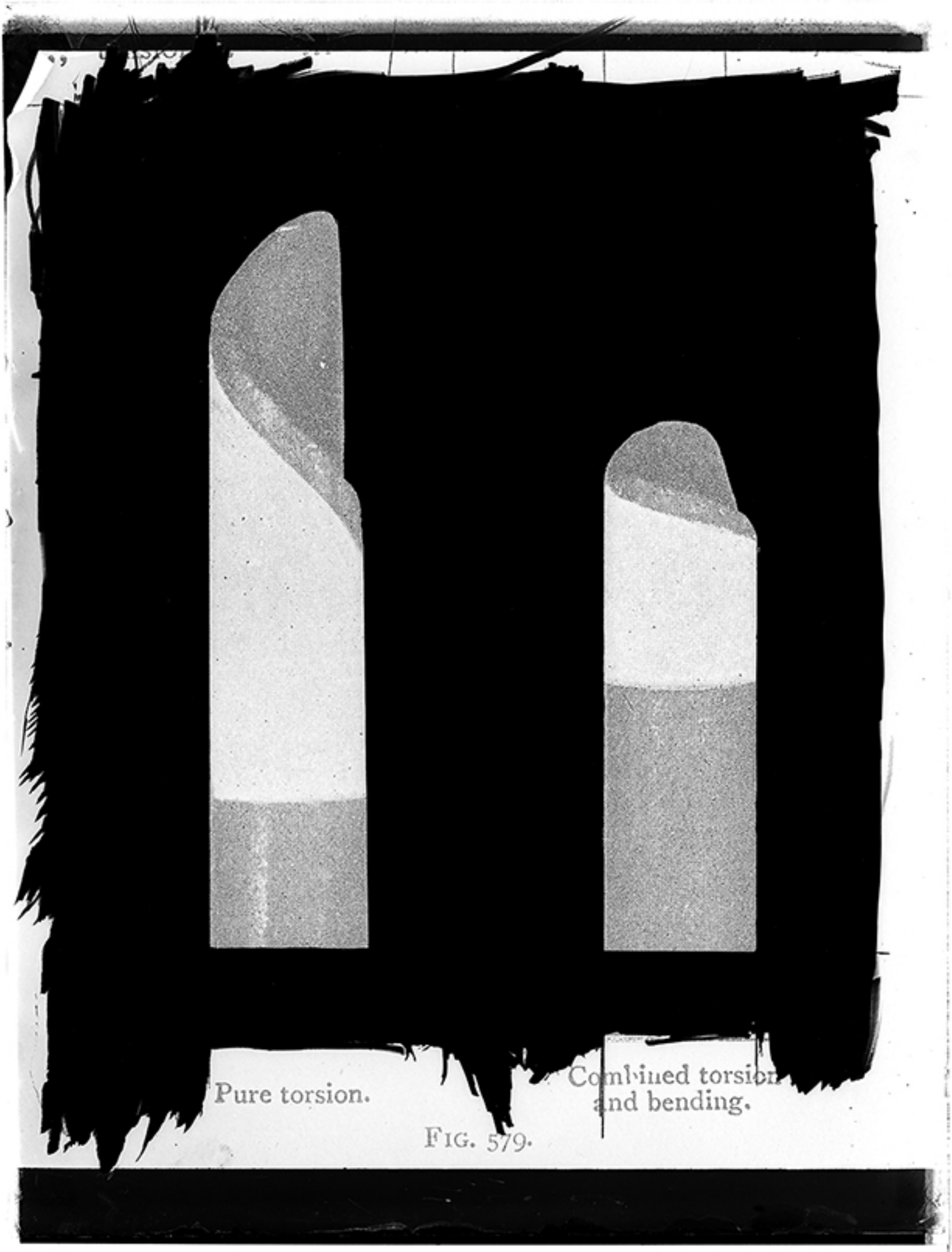


FIG. 579.

of very uniform structure will fail in this way (by shear entirely across the section in one plane). Most blocks fail by a combi-

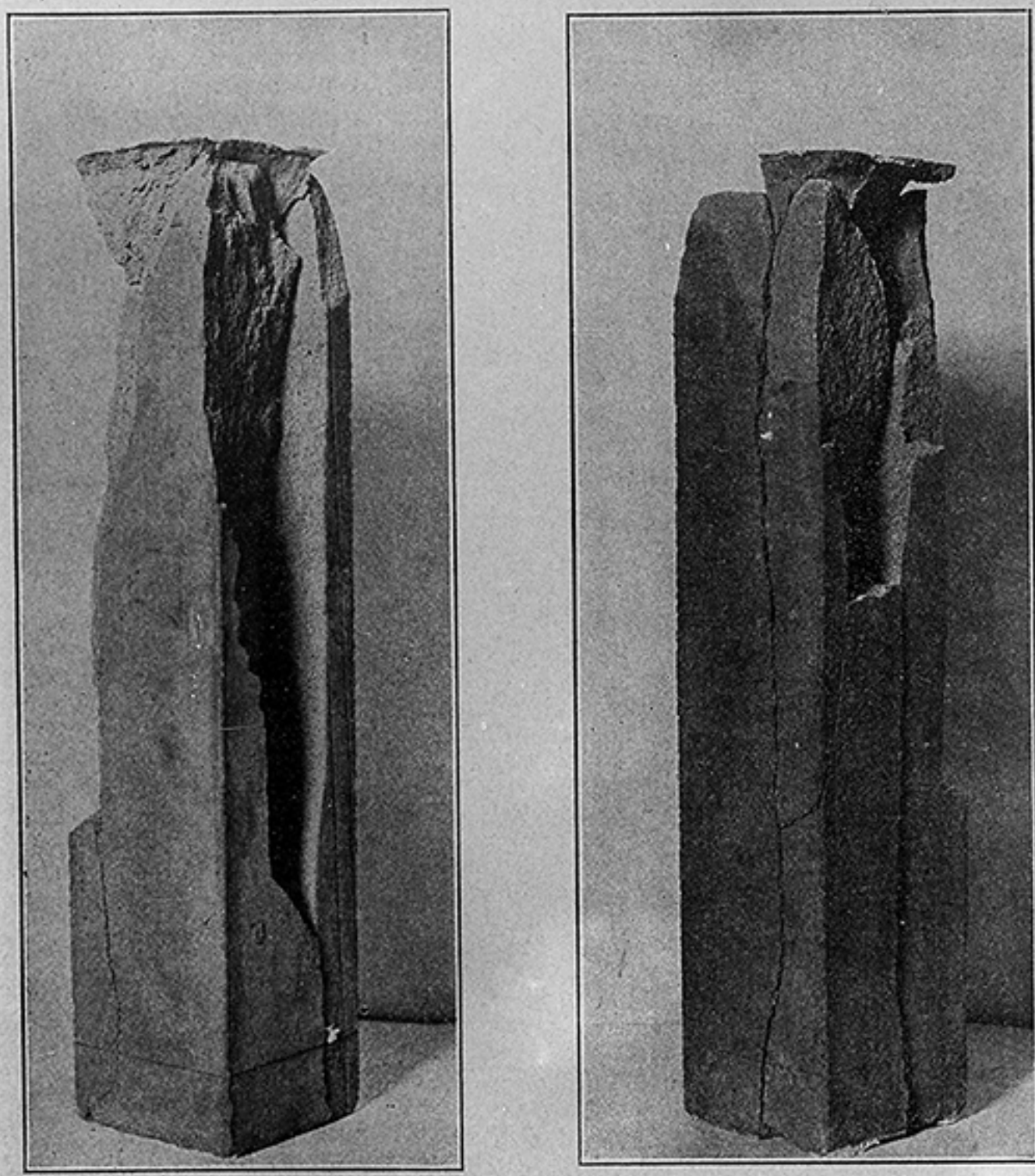
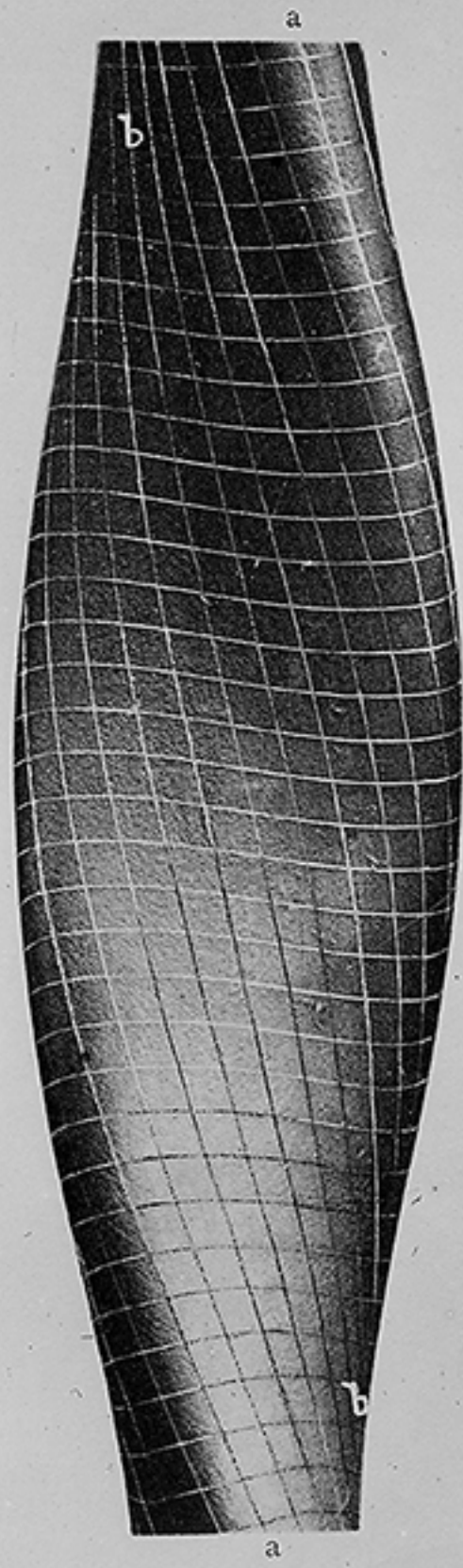


Fig. 30. — Cement in Compression.

nation of shear and splitting, as shown in the other cases. In fact, all of these are selected samples. Generally the shear planes will run for only a short distance and then split or run the other

Fig. 3, § 32, S. 300.

Fig. 1, § 38, S. 306.



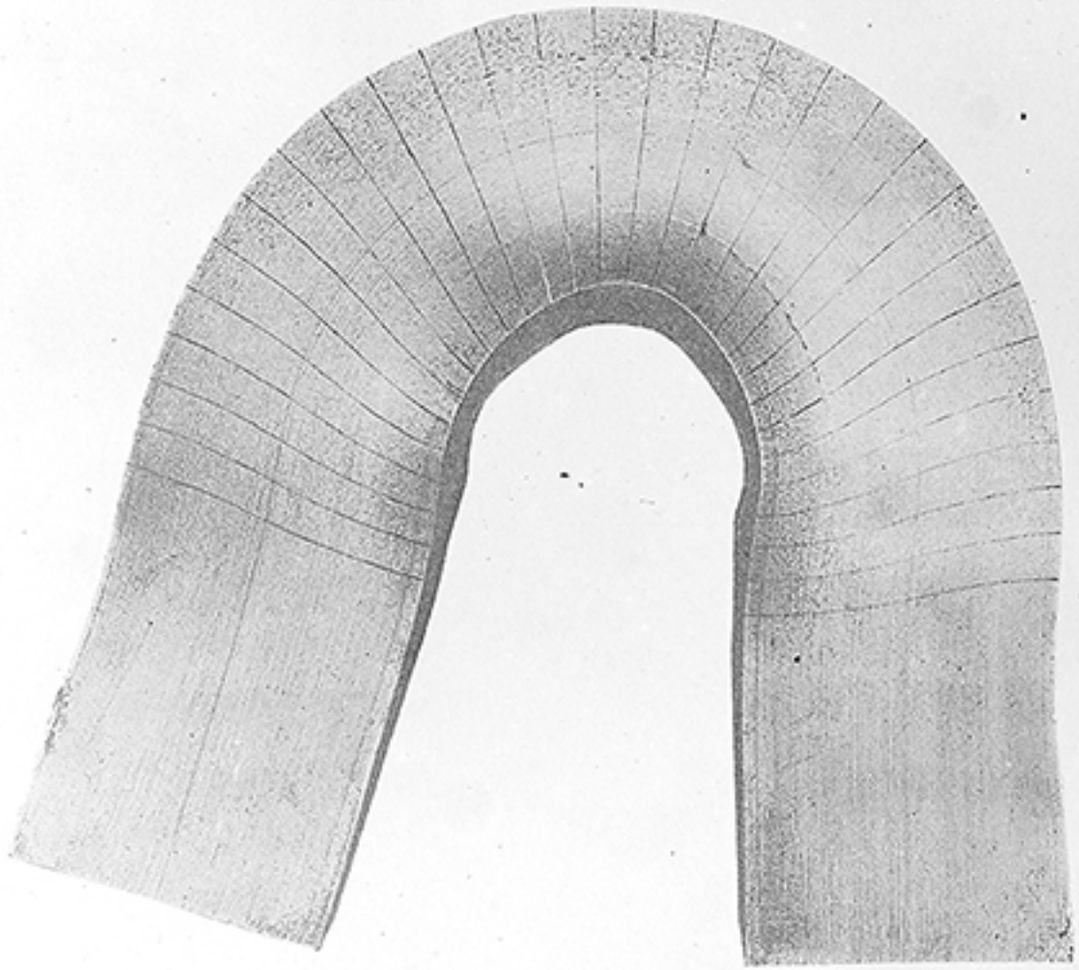
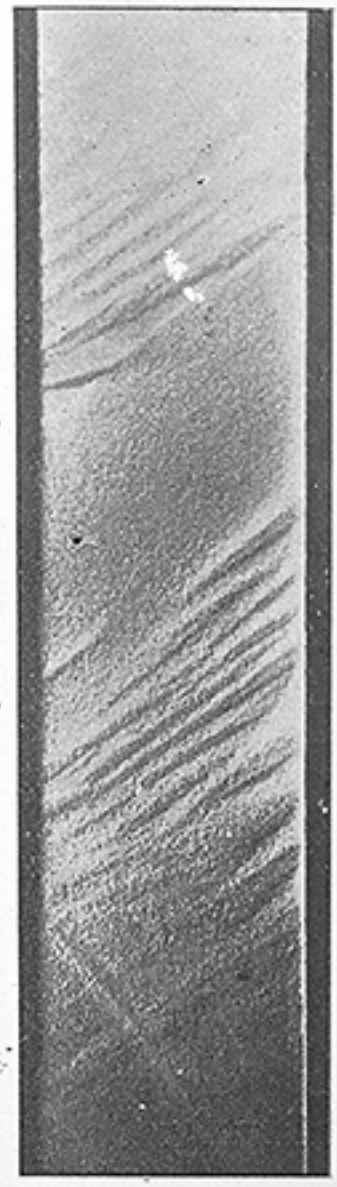


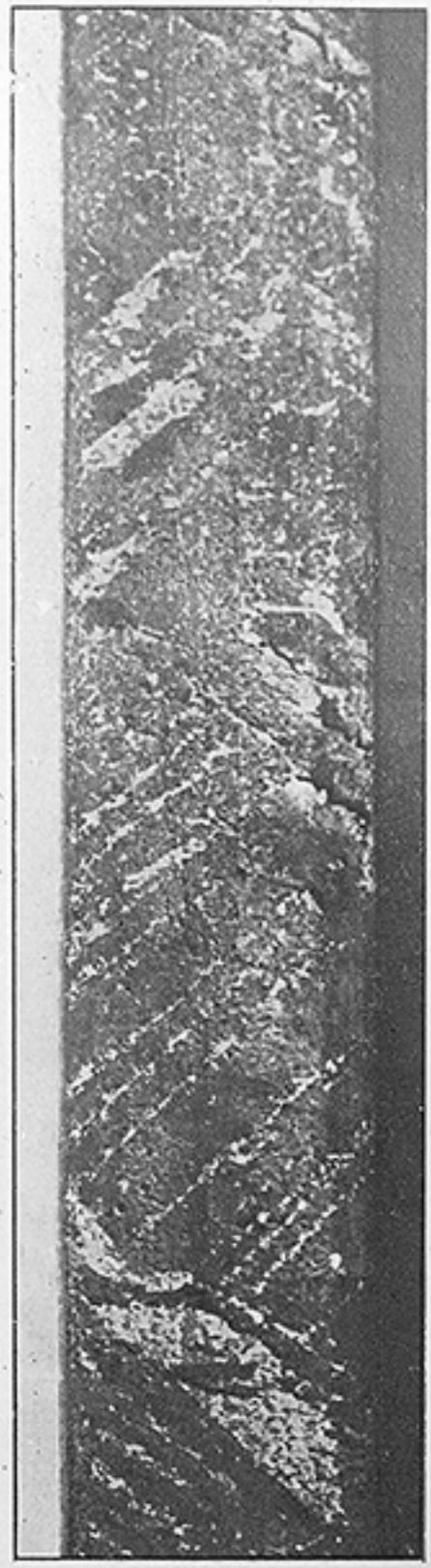
Fig. 8, § 46, S. 403.

Fig. 9, § 46.

Figur 16.

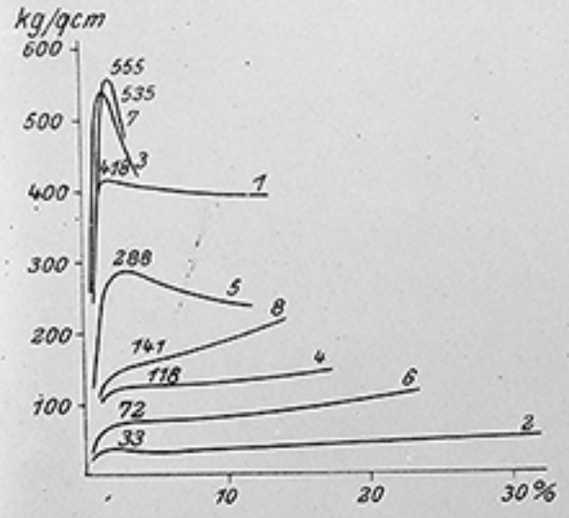


Figur 19. $V = 1$.

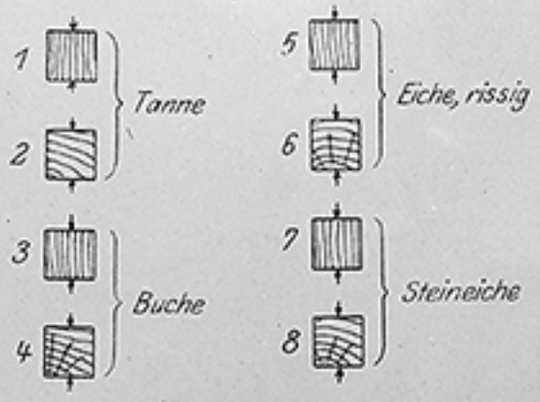


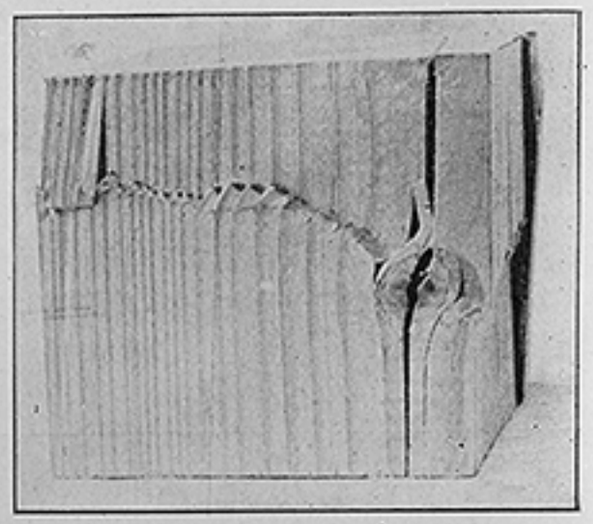
Figur 20. $V = 1$.

Figur 21. $V = 1$.

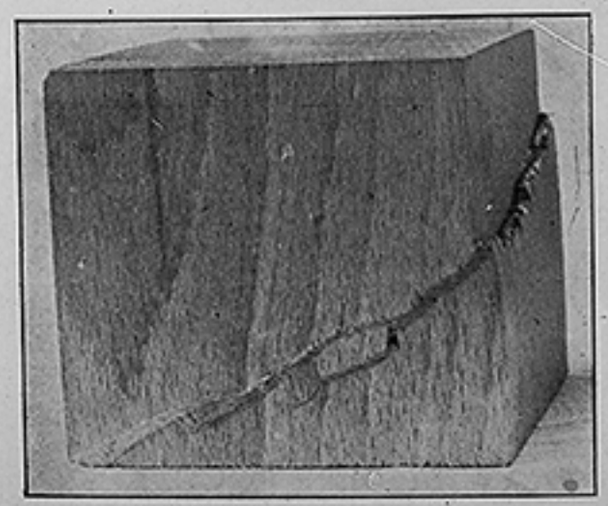


Figur 696.

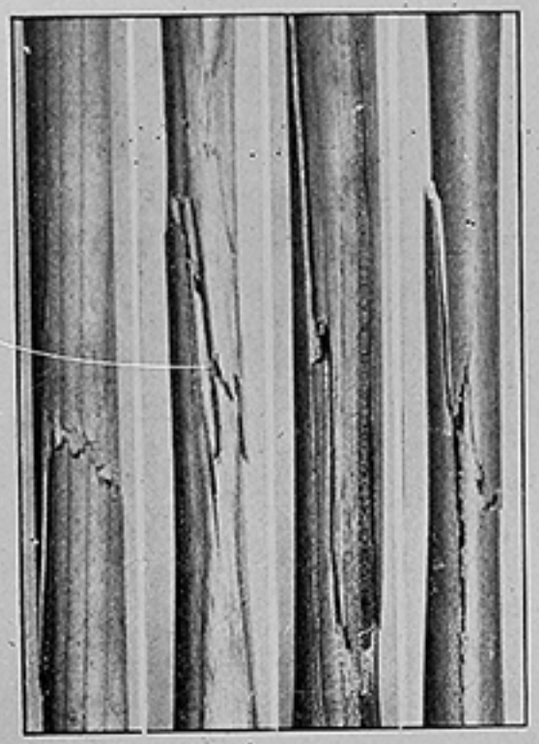




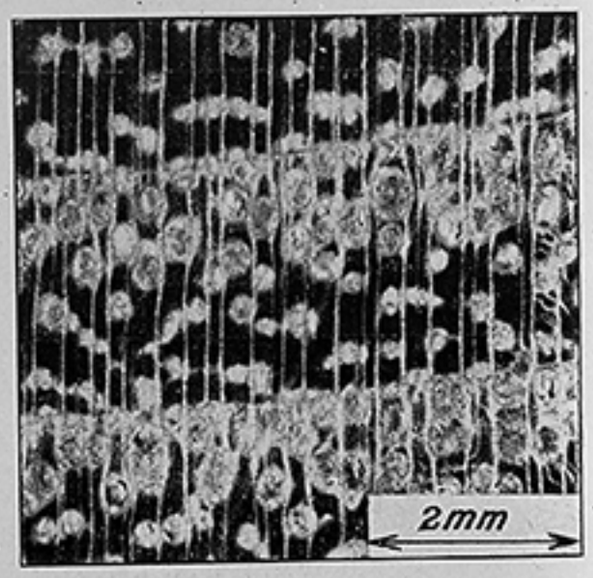
Figur 697. $V = 1/2$.



Figur 698. $V = 1/2$.



Figur 700. $V = 1/3$.



Akazienholz. Figur 702. $V = 7{,}5$.

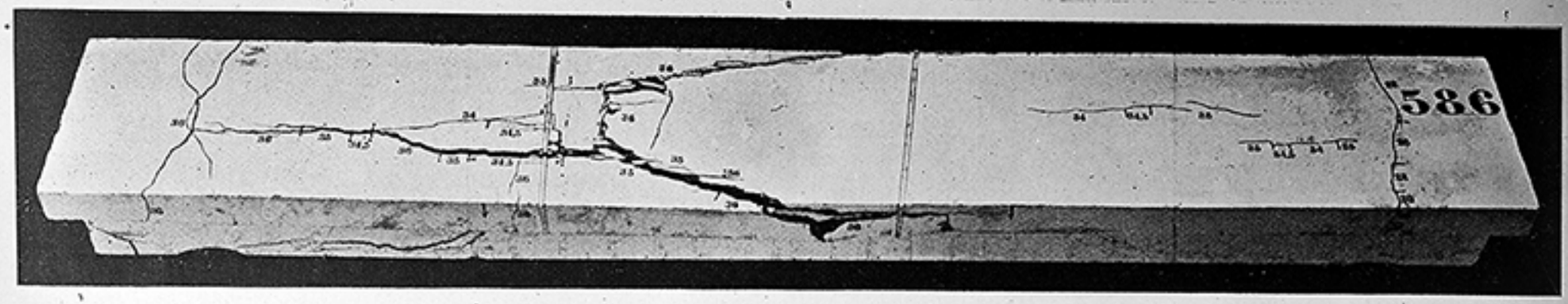


Abb. 173. Obere Fläche des Balkens 586 der Reihe 50 (Bauart nach Abb. 34).

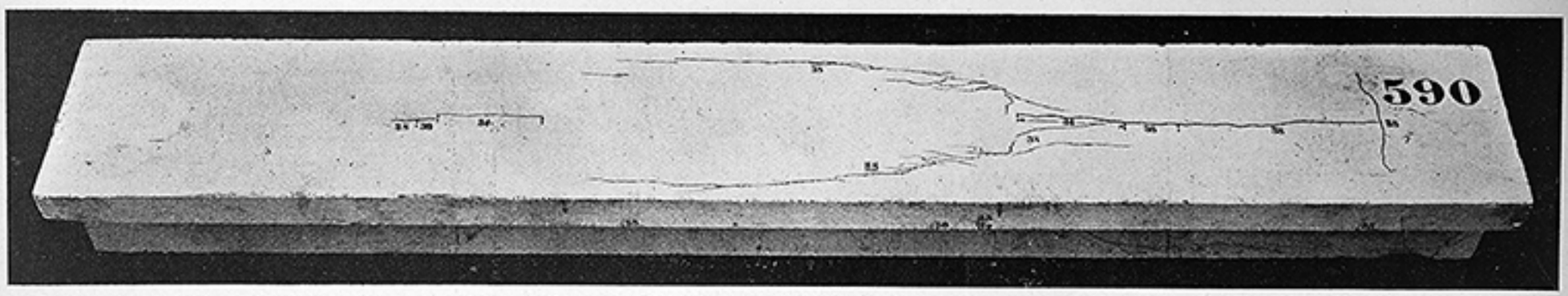


Abb. 174. Obere Fläche des Balkens 590 der Reihe 50 (Bauart nach Abb. 34).

FOOTBRIDGE FOR THE LONDON & SOUTH WESTERN RAILWAY.

This bridge, entirely in Ferro-Concrete, was erected at Heath Lane Crossing, Oxshott, in 1909; has a clear span of 46 feet 10 inches, a clear width between parapets of 4 feet 6 inches, and clear headroom over rail of 14 feet 6 inches. Work was commenced on May 24th, and tested with a uniformly distributed load of 140 lbs. per square foot over the whole bridge on August 26th.

Divisional Engineer—A. W. Szlumper, M.Inst.C.E. *Chief Engineer*—J. W. Jacomb-Hood, M.Inst.C.E.

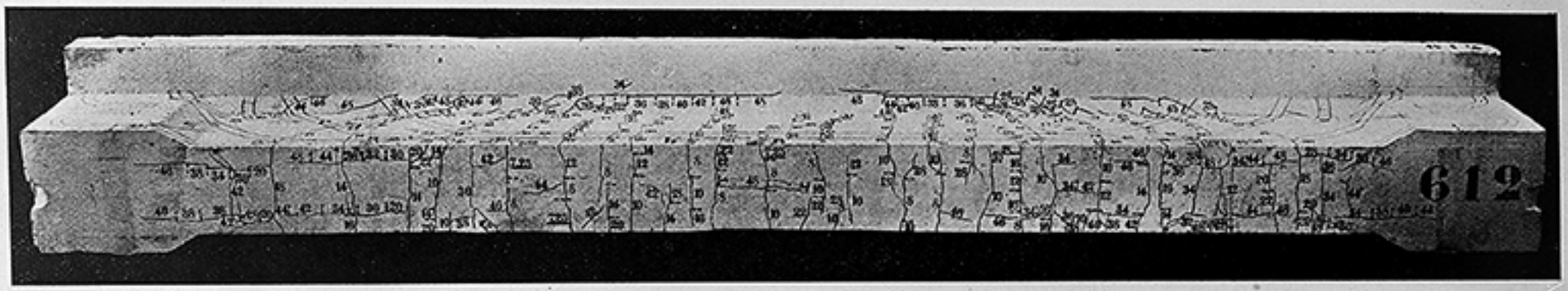


Abb. 168. Untere Flächen des Balkens 612 der Reihe 49 (Bauart nach Abb. 33).

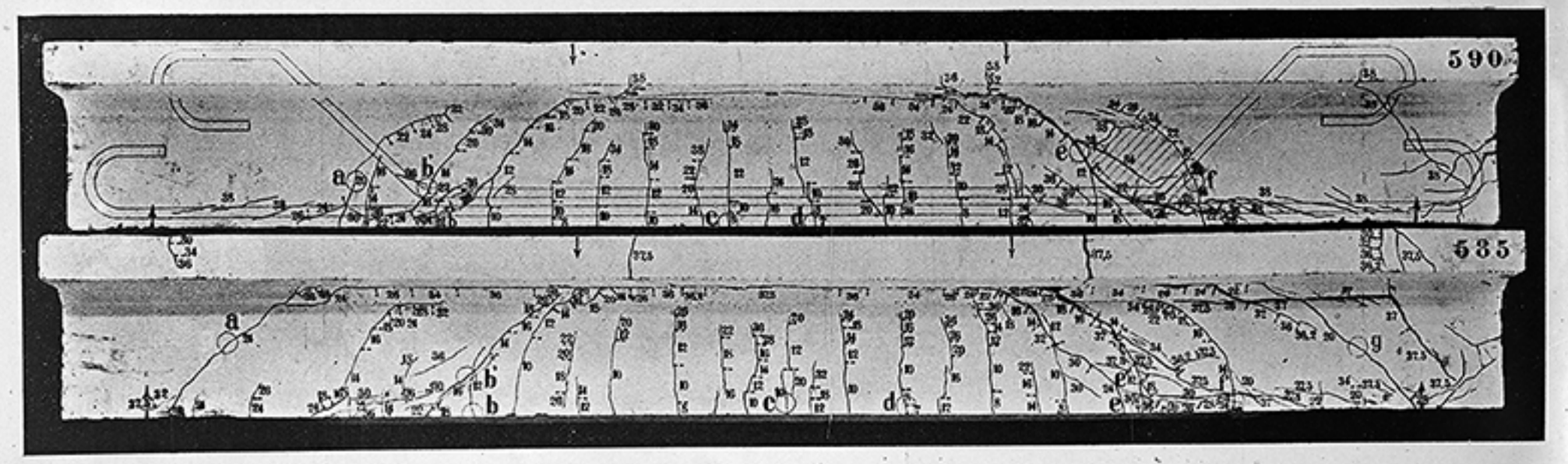


Abb. 169. Seitenflächen von zwei Balken der Reihe 50 (Bauart nach Abb. 34).