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## IVb 4

Bridges in the New Maritime Station at Naples.

Brücken im neuen Hafenbahnhof in Neapel.

Les ponts dans la nouvelle gare maritime de Naples.

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In the new maritime station at Naples, shown in Figs. 1 and 2, which was constructed by the Società Anonima Italiana Ferro-Beton, the chief point of interest is the two bridges which connect the two portions of the construction at the landward and seaward ends. The building is a two storey one and its

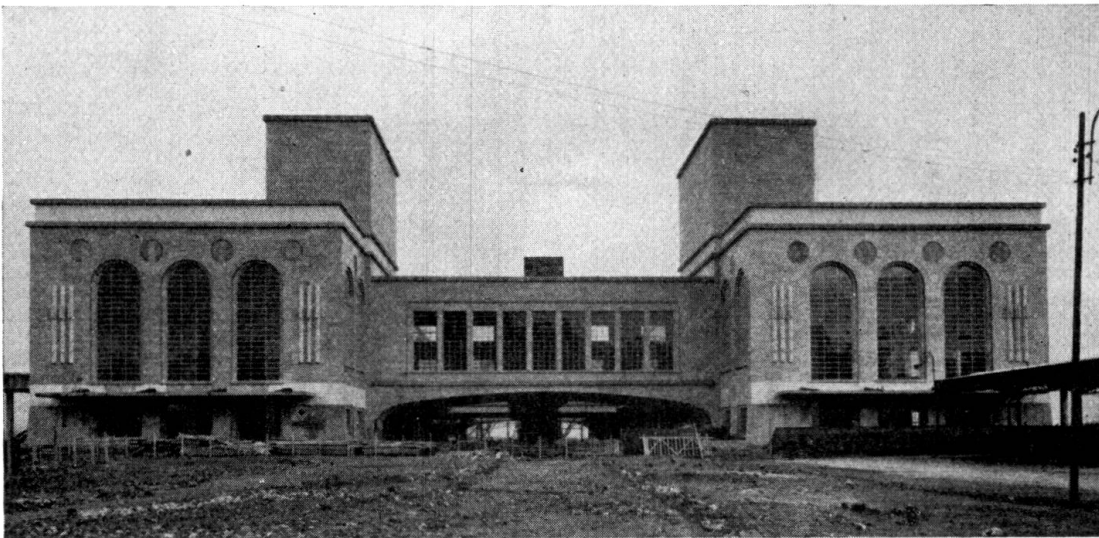


Fig. 1.

supports are the two side walls. One of these walls forms a closed frame in which the hangers are sufficiently slender to allow of its bending resistance being neglected; the other is a double Vierendeel girder as shown in Fig. 4. The two storeys are respectively at 10.15 and 19.10 m above sea level, and span across the railway tracks which are situated at R.L. 3.0 with a clear span of 35 m. The floor at R.L. 10.15 is of coffered construction, the coffers being rectangular with their sides 3.80 and 3.30 m long. The longitudinal ribs are built into the two transverse box-girders at the ends which are thus made particularly resistant to torsion. The box cross section of the end cross girders is enclosed between the two outermost cross ribs and the corresponding portions of the slab, and the

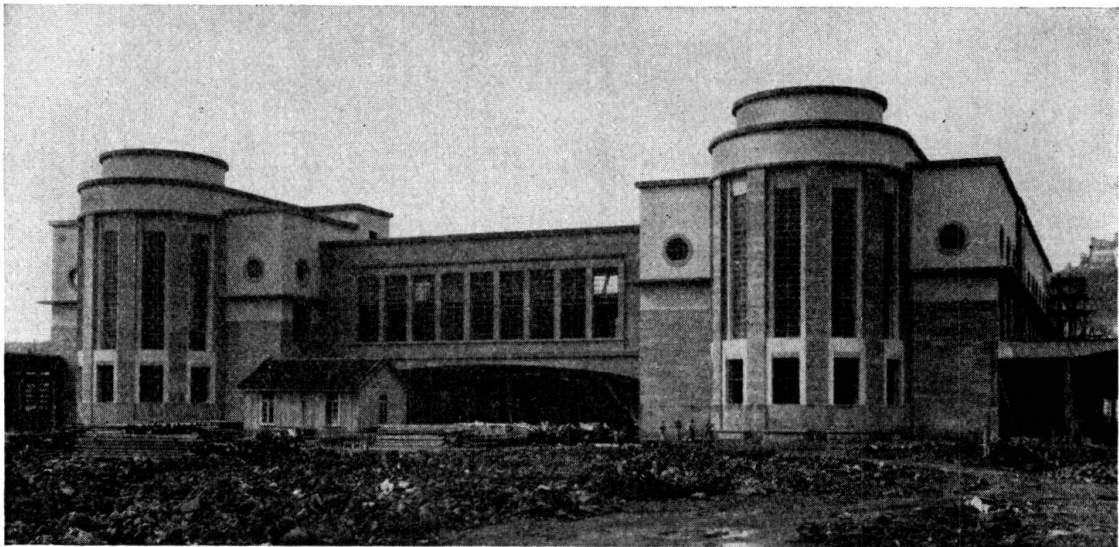


Fig. 2.

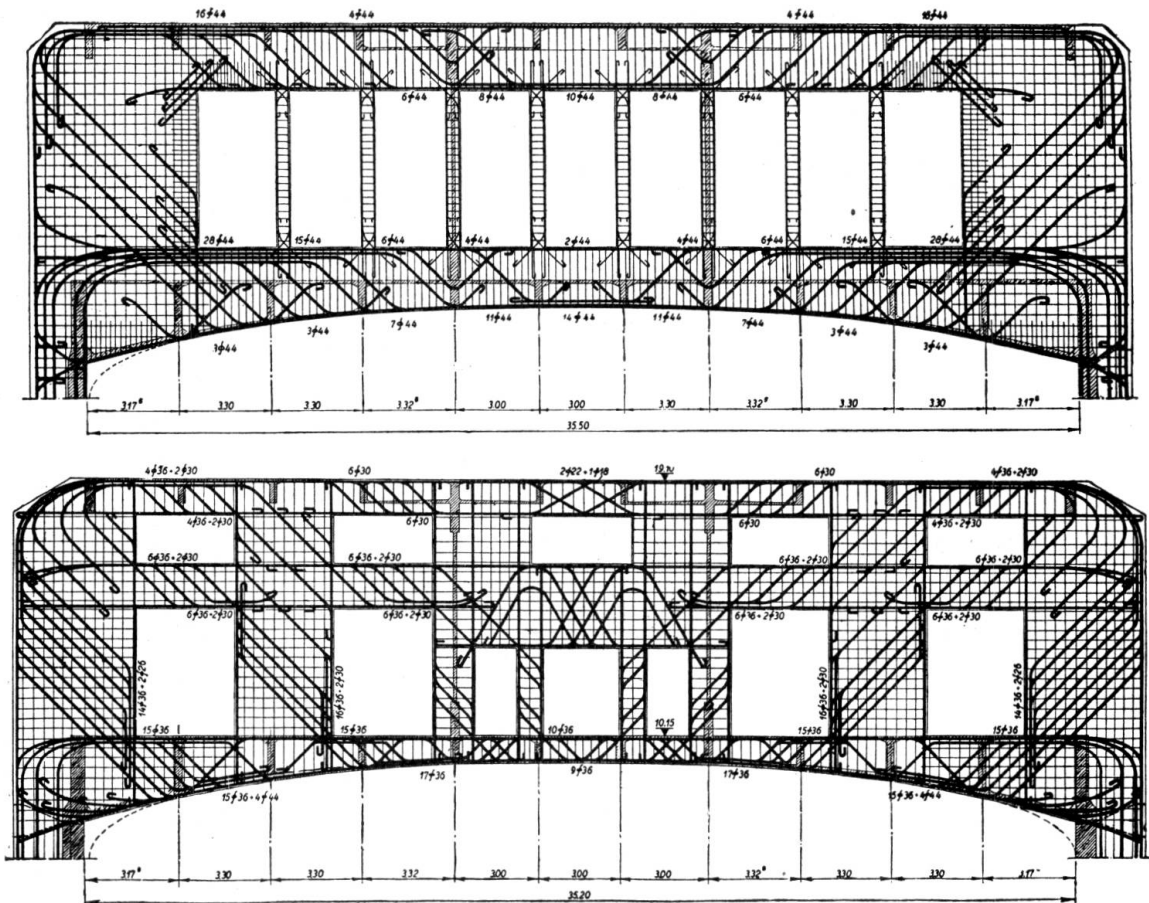


Fig. 3 and 4.

remaining cross ribs may be regarded as suspended from the two main supporting walls. The cross ribs along the axes of the cross walls, which run through the whole height of the storey, may therefore be regarded as infinitely stiff by comparison with the remainder.