Cm2 To Psi

Strangling

with a pressure of around 3.4 N/cm2 (4.9 psi), while the trachea demands six times more at approximately 22 N/cm2 (32 psi). As in all cases of strangulation

Strangling or strangulation is the compression of the neck that could lead to unconsciousness or even death by causing an increasingly hypoxic state in the brain by restricting the flow of oxygen through the trachea. Fatal strangulation typically occurs in cases of violence, accidents, and is one of two main ways that hanging causes death (alongside breaking the victim's neck).

Strangling does not have to be fatal; limited or interrupted strangling is practised in erotic asphyxia, in the choking game, and is an important technique in many combat sports and self-defense systems. Strangling can be divided into three general types according to the mechanism used:

Hanging — Suspension from a cord wound around the neck

Ligature strangulation — Strangulation without suspension using some form of cord-like object (ligature) called a garrote

Manual strangulation — Strangulation using the fingers, hands, or other extremity

DRG Class 44

reduced to 20 bars (20.4 kgf/cm2; 290 psi) in 1935 and again to 16 bars (16.3 kgf/cm2; 232 psi) in 1939. After the Second World War, number 44 011 went to the

The Class 44 (German: Baureihe 44 or BR 44) was a ten-coupled, heavy goods train steam locomotive built for the Deutsche Reichsbahn as a standard steam engine class (Einheitsdampflokomotive). Its sub-class was G 56.20 and it had triple cylinders. It was intended for hauling goods trains of up to 1,200 tonnes (1,200 long tons; 1,300 short tons) on the routes through Germany's hilly regions (Mittelgebirge) and up to 600 tonnes (590 long tons; 660 short tons) on steep inclines. They were numbered 44 001-44 1989.

DRG Class 05

sent to Krauss-Maffei to be restored. 05 003 went into regular service in 1950, the other two in 1951. Boiler pressure was reduced to 16 bar or 230 psi, meaning

The DRG Class 05 was a class of three Deutsche Reichsbahn 4-6-4 steam locomotives (2?C2? h3 in the UIC notation) used on express passenger trains in continental Europe. They were part of the DRG's standard locomotive (Einheitslokomotive) series.

DRG Class 24

boiler. These locos ran with a boiler overpressure of 25 bar (25.5 kgf/cm2; 363 psi), but were rebuilt by DB in 1952. The Deutsche Bundesbahn took over 38

The DRG Class 24 steam engines were German standard locomotives (Einheitslokomotiven) built for the Deutsche Reichsbahn between 1928 and 1939 to haul passenger trains.

Duquesne-class cruiser

eight Guyot du Temple small tube boilers built by Indret rated at 20 kg/cm2 (280 psi) while operating at 215 °F (102 °C) setup in four boiler rooms. The forward

The Duquesne-class cruiser was a group of two heavy cruisers built for the French Navy in the mid 1920s, the first such vessels built for the French fleet. The two ships in the class were the Duquesne and Tourville.

With the ratification of the Washington Naval Treaty of 1922, France could not ignore the ramifications of the cruiser article. To maintain her position of a major naval power she would have to follow the other four major naval powers with her own 10,000-ton, 8-inch gun cruiser. The only modern cruiser design the Service techniques des constructions navales (STNC - Constructor's Department) had to draw on was the recently designed 8,000-ton Duguay-Trouin-class design. The cruiser design authorized under the 1924 build program would sacrifice protection for speed while maintaining the 10,000-ton displacement restriction while mounting 8 inch guns. Two vessels would be authorized and would be known as the Duquesne-class cruiser.

Initially classed as a light cruiser, both ships were reclassified on 1 July 1931 as first class cruisers. The French Navy did not have a vessel classification of heavy cruiser instead used armoured cruiser and light cruiser prior to the London Naval Treaty then first class cruiser and second class cruiser afterwards.

DRG Class 61

at the higher level of 20 atm (293.9 psi), whereas those of the standard locos were operated at 16 atm (235.1 psi). Both locomotives were fitted with a

The two German DRG Class 61 steam engines were express train locomotives specifically built by Henschel for the Henschel-Wegmann train in service with the Deutsche Reichsbahn. The Henschel-Wegmann train was an initiative of the German locomotive construction industry, intended to be able to demonstrate a powerful steam locomotive-hauled train alongside the emerging express diesel multiple units, such as the Hamburg Flyer.

DRG Class 80

locomotives (Einheitsloks) with the Deutsche Reichsbahn. They were intended to replace the aging state railway line engines on shunting duties at large stations

The Class 80 tank engines were German standard locomotives (Einheitsloks) with the Deutsche Reichsbahn. They were intended to replace the aging state railway line engines on shunting duties at large stations.

Italian aircraft carrier Aquila

at a pressure of 29 kg/cm2 (410 psi), with the superheated steam being fed to the turbines at a pressure of 26 kg/cm2 (370 psi) and a temperature of 320 °C

Aquila (Italian for "Eagle") was an Italian aircraft carrier converted from the transatlantic passenger liner SS Roma. During World War II, work on Aquila began in late 1941 at the Ansaldo shipyard in Genoa and continued for the next two years. With the signing of the Italian armistice on 8 September 1943, however, all work was halted and the vessel remained unfinished. She was captured by the National Republican Navy of the Italian Social Republic and the German occupation forces in 1943, but in 1945 she was partially sunk by a commando attack of Mariassalto, an Italian royalist assault unit of the Co-Belligerent Navy of the Kingdom of Italy, made up by members of the former Decima Flottiglia MAS. Aquila was eventually refloated and scrapped in 1952.

DRG Class 04

1932, the Deutsche Reichsbahn tried to raise boiler overpressures from 156.9 to 245.1 N/cm2 (227.6 to 355.5 psi) by using high-tensile steel. These engines

The two German Class 04 steam locomotives were experimental engines with the Deutsche Reichsbahn, that were derived from the Class 03 standard locomotives (Einheitsloks).

Soviet locomotive class OR23

transferred power to the wheels. The purpose was to balance the driving forces on the wheels, allowing the counterweights on the wheels to be smaller and

The OR23 was a Soviet experimental locomotive built in 1949. Its cylinders were placed above the center driving axle, and had rods on both ends which transferred power to the wheels. The purpose was to balance the driving forces on the wheels, allowing the counterweights on the wheels to be smaller and reducing hammer blow on the track. The design was a failure and no further examples were built. The locomotive was never used beyond testing and was returned to its builder, the Voroshilovgrad Works, and scrapped sometime afterward.