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# PORTFEUILLE

Le 12

DE

# L'INGÉNIEUR DES CHEMINS DE FER

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## Atlas

PARIS

LIBRAIRIE SCIENTIFIQUE-INDUSTRIELLE DE L. MATHIAS (Augustin)  
QUAI MALAQUAIS, 15

1843 — 1846





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Planches.

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TABLEAU INDICANT LES DIMENSIONS PRINCIPALES D'UNE GRANDE CHEMINÉE DE FUMÉE.

[illegible]

## OBSERVATIONS

Quelques explications sont nécessaires pour la parfaite intelligence de ce tableau. Nous allons les donner.

L'ordonnée de chaque gare étant indiquée dans le premier tableau, nous avons donné dans les quatre colonnes suivantes celle de chaque section, nous avons donné dans les quatre colonnes suivantes celle des sections dans lesquelles se subdivise la gare, sections dont le nombre ne dépasse jamais quatre. Les chiffres de la première colonne doivent donc s'obtenir par addition de ceux des quatre colonnes suivantes. Il n'a pas toujours été possible d'établir une ligne de démarcation bien distincte entre les espaces consacrés aux différents services; nous nous sommes contentés dans ce cas d'une approximation suffisamment exacte pour permettre aux notes comparatives.

[illegible][illegible]

notés pour le chemin de Strasbourg à Bâle, M. Poincheau, directeur des chemins de fer de l'Alsace, a été nommé directeur des chemins de fer de la région de Strasbourg. La plupart des chemins anglais ont été relevés récemment en Angleterre par l'un de nous, M. Poincheau. Le mou-

L'étendue que nous assignons à la gare d'Orléans est plus que le double de celle qui se trouve indiquée sur le plan gravé et de celle que nous a donnée l'architecte. Elle est plus grande que celle que nous a donnée l'architecte.

[illegible]

des ombrines. 20° D'un lambeau de 8300 mètres à peu près carré, à l'ordre de 100 mètres de large, qui s'étendait sur la rive gauche du fleuve, au-delà du campement, tout près du pont en fort, jusqu'à présent entièrement en ruine, 3° D'une rue qui conduisit du bâtiment des marchandises à la rivière, et dont la surface est de 2604 mètres carrés. 4° Des vastes terrasses situées au-delà du mur d'enceinte, longeant la rue marquée M. Mais dans le plan, à l'extrémité de la gare voisine de la remise polygonale, terrans qu'il, tendant à droite et à gauche de la ligne jusqu'aux fortifications, couvrant une surface de 87754 mètres carrés.

D'autres terrains vont encore devenir la propriété de la compagnie.

La gare du chemin d'Orléans à Paris finira donc prochainement à couvrir un espace de près de 30 hectares. Ce sera la plus grande œuvre d'un genre de ce genre que nous ne puissions pas qu'elle soit trop grande pour le mouvement, énorme de marchandises qui aura lieu sur les deux rails, à un très petit nombre d'années sur les chemins et sur les chemins d'Orléans à Paris. La surface de la portion de la gare du chemin d'Orléans à Paris sera consacrée aux voyageurs, et elle indiquera comme étant d'importance, tandis que le chiffre que nous avons donné dans le texte n'est pas exact.

que 2,12 hectares, parce que l'on a composé cette surface de port de terre et non comprises dans la première évaluation. Elle a été en fait sur toute la partie de la grève entourée de murs, depuis les bâtiments de l'administration jusqu'au pont en fonte.

L'étendue de la surface couverte par les ateliers et leurs dépendances, qu'ils sont indiqués sur le plan, n'est bien que de 4 hectares environ, comme nous l'avons marqué page 39 du texte; mais on est sûr de la justesse de l'agrandissement de la surface de l'épave à droite de la voie où se trouvent les bâtiments, les quais, les pontons, etc., comme nous en avons fait mention dans le chapitre

Si l'on compare la surface des salées d'attente à Orléans indiquée sur notre carte, et qui n'a servi jusqu'à ce moment qu'à l'usage d'un manège, on trouve qu'elle est de 100 mètres carrés, tandis que le tableau à elle mesurée sur le plan, on trouve que la première plus grande que la seconde : cela tient à ce que, depuis la publication plus récente que la seconde, ont été ajoutées. Il en est de même du plan, les salées d'attente ont été ajoutées, des trottoirs, etc., etc., tout cela a augmenté la longueur.

Il faut l'attention remarquer que ces gares des voyageurs et marchandises ont augmenté la longueur.

La partie jusqu'à présent inoccupée de la gare du chemin d'Orléans, consiste en un terrain assez vaste contigu aux ateliers.

La gare des marchandises du chemin de Saint-Germain comptait en 1906, au moment où elle fut abandonnée, plus de 7000 mètres quarrés de superficie ; si le tableau indiquait que ce chiffre eût été divisé par dix, il n'aurait pas été exagéré. A cet égard, la gare vient à l'appui de nos arguments d'environ 8000 mètres carrés pour les salles d'attente du chemin de Saint-Germain au Havre.

Une partie des salles d'attente du chemin de Saint-Germain couvrait une surface de 480 mètres quarrés, et tout s'est abandonné à la démolition.

La gare comme aux chemins de Saint-Germain, Versailles R., Rouen, se subdivise en trois parties :

La partie affectée au service du chemin de Saint-Germain comprenait

Rouen.....		8675	
Versailles.....		13012	
Saint Germain.....		50	190
Versailles.....		50	265
Rouen.....		110	110

Les ateliers se trouvent à 2 km. de la gare ne servant qu'aux chemins de fer.

Saint-Germain et Versailles.

Les voies de rattachement de la gare commencent aux chemins de Saint-Germain et Versailles, sont insuffisantes, mais cet état de choses est provisoire, la gare sera prochainement agrandie.

La gare de Mithouaise est tout à fait insuffisante en graderie, tant pour les voyageurs que pour ceux des marchandises.

On a aussi construit des bureaux pour les bagages et de nouvelles r

[illegible]

Les documents nous ont permis pour nous en rendre compte, de visiter les bureaux de la douane de Londres.

Nous avons supposé la gare des marchandises du chemin de fer de la gare de Londres, mais elle se trouve entièrement occupée : elle ne l'est pas encore, mais elle se trouve entièrement occupée, lors d'un voyage que nous avons fait à Londres, le 11 novembre 1846, à pied des voies dans la partie occupée.

L'espace qui avait été consacré au service des marchandises, a été occupé par la gare de la douane de Londres, le 11 novembre 1846, à pied des voies dans la partie occupée.

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FERRÉ, PERDONNET ET POLOUËAU  
(2<sup>e</sup> Livraison)  
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Fig. 1.



Fig. 2.

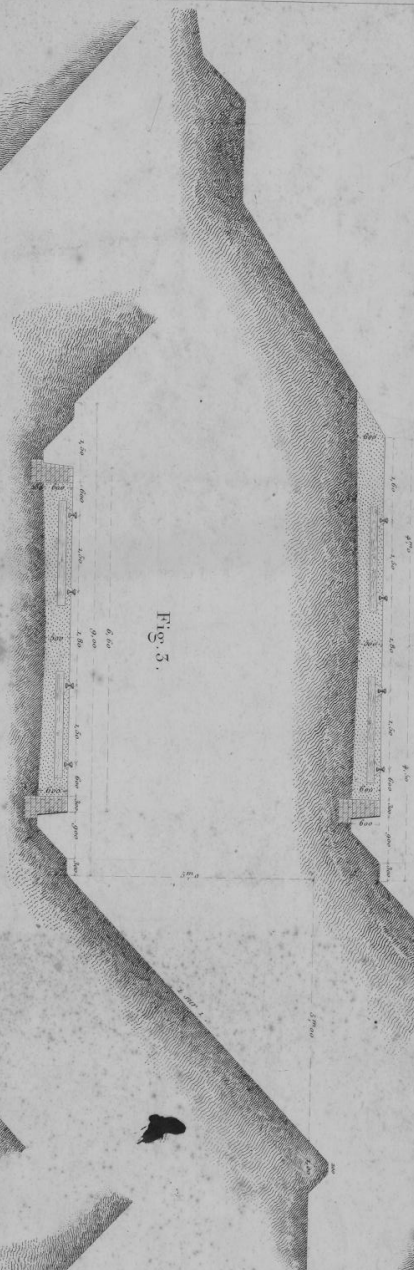


Fig. 3.

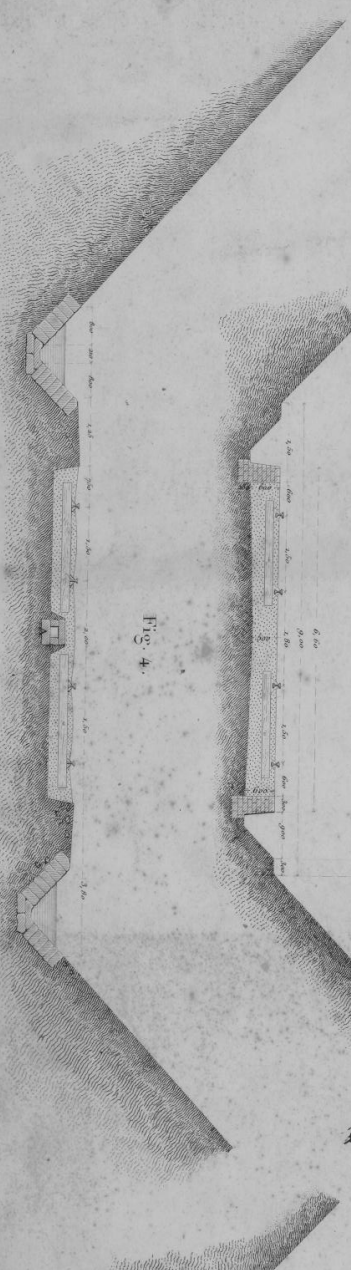


Fig. 4.



Fig. 5.

Fig. 6.



Fig. 7.



Fig. 7.

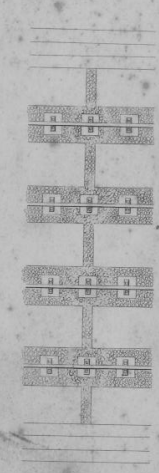


Fig. 8.

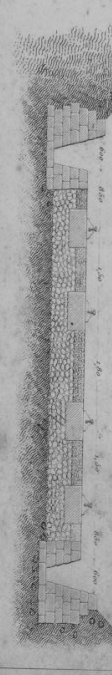
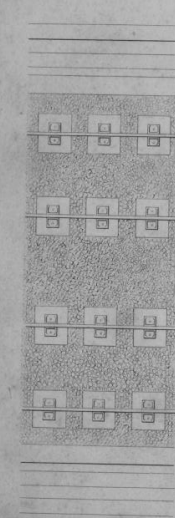


Fig. 8.



Échelle de comparaison mètres = 100.

1 2 3 4 5 6 7 8 9 10

Y. L. Laffont sculp.



Fig. 1.

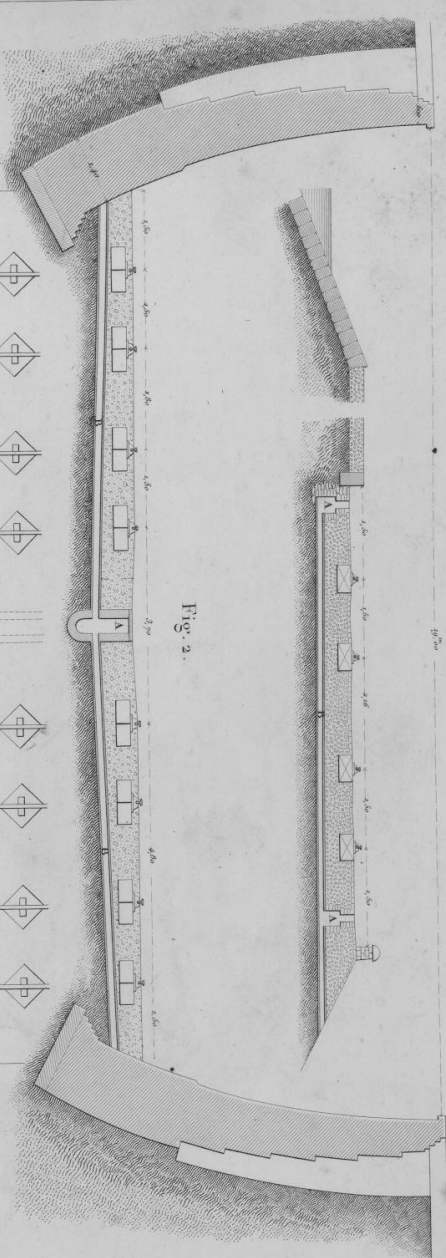


Fig. 2.

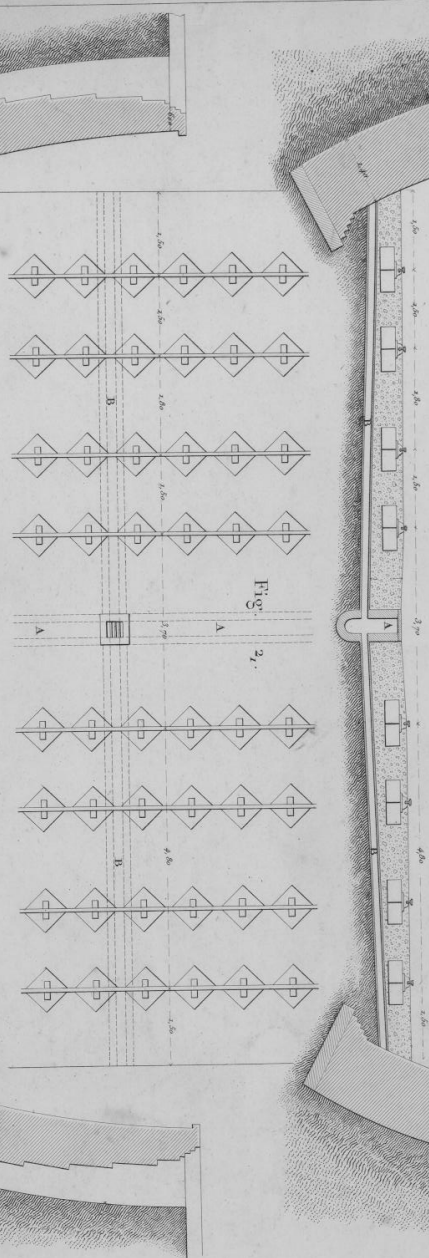


Fig. 3.

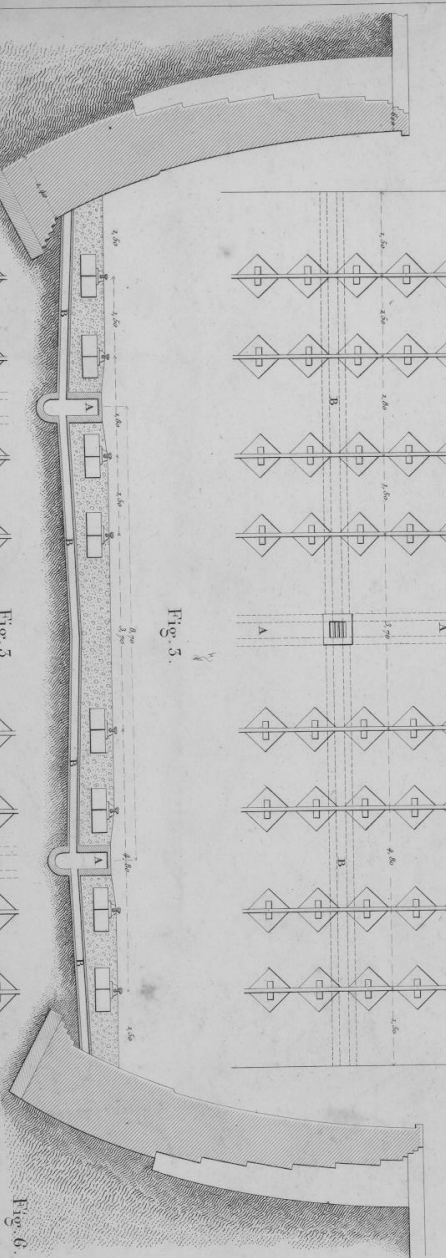


Fig. 4.

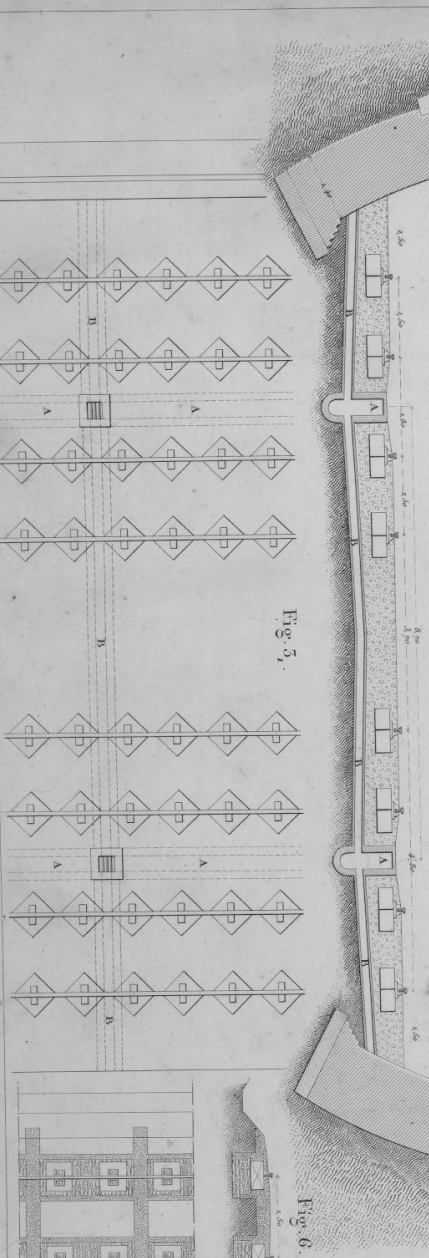


Fig. 4.

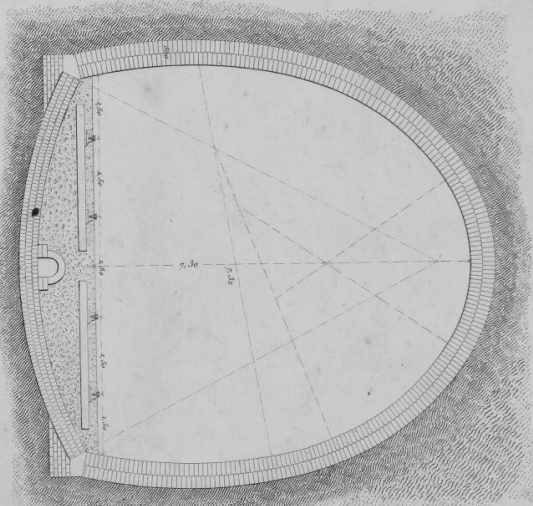


Fig. 5.

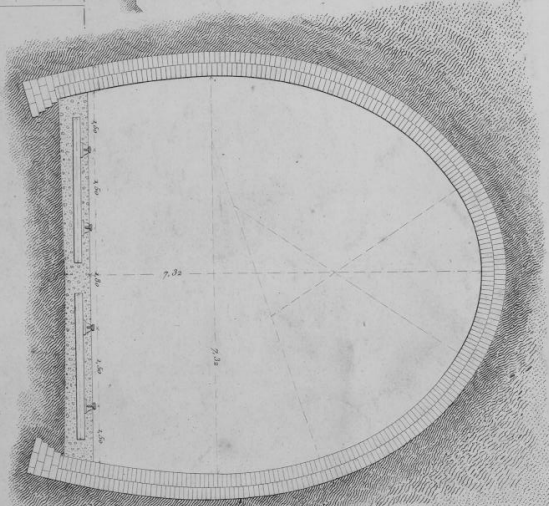
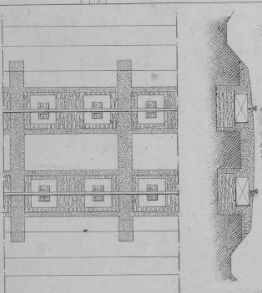
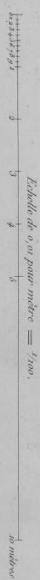
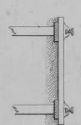
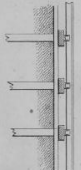
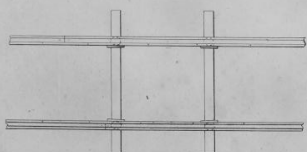
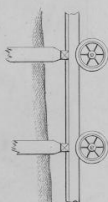
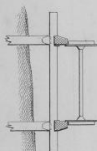
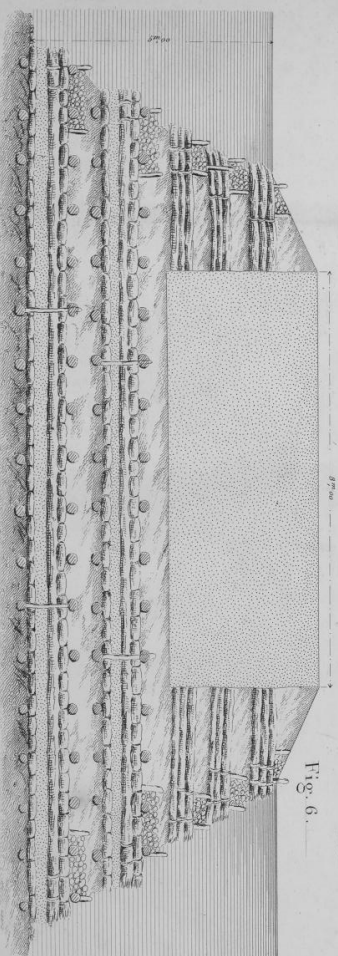
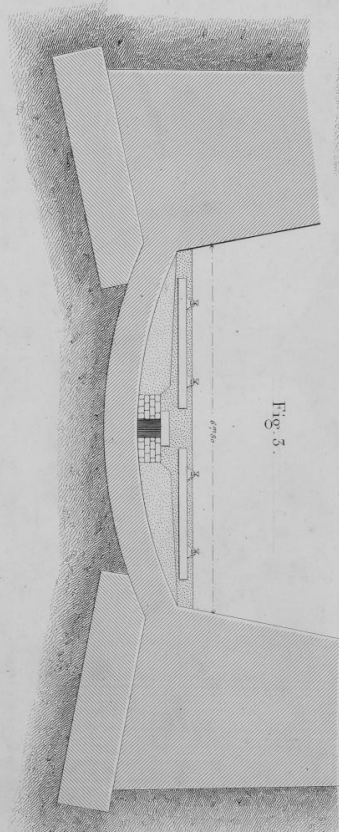
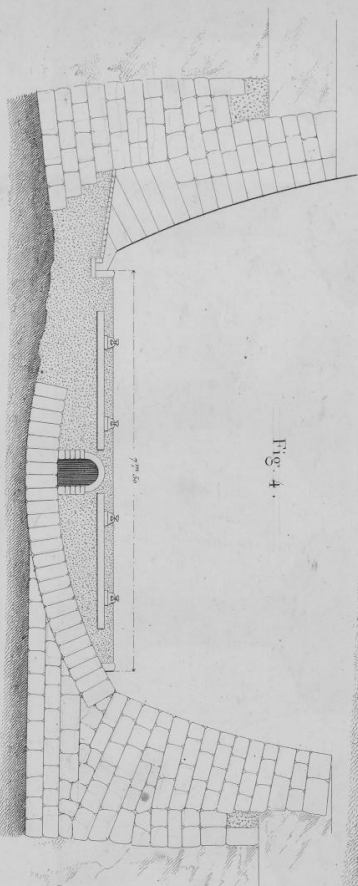
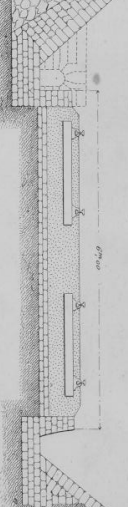
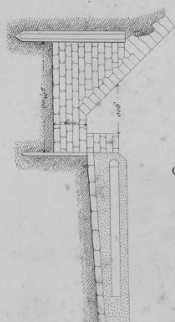
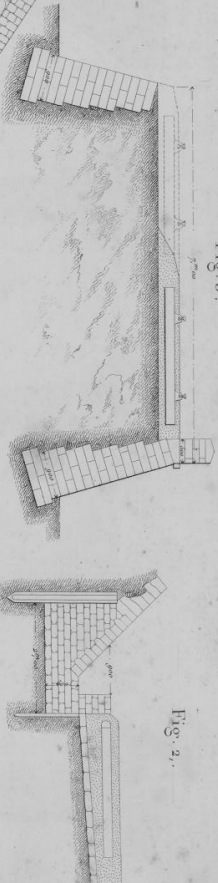
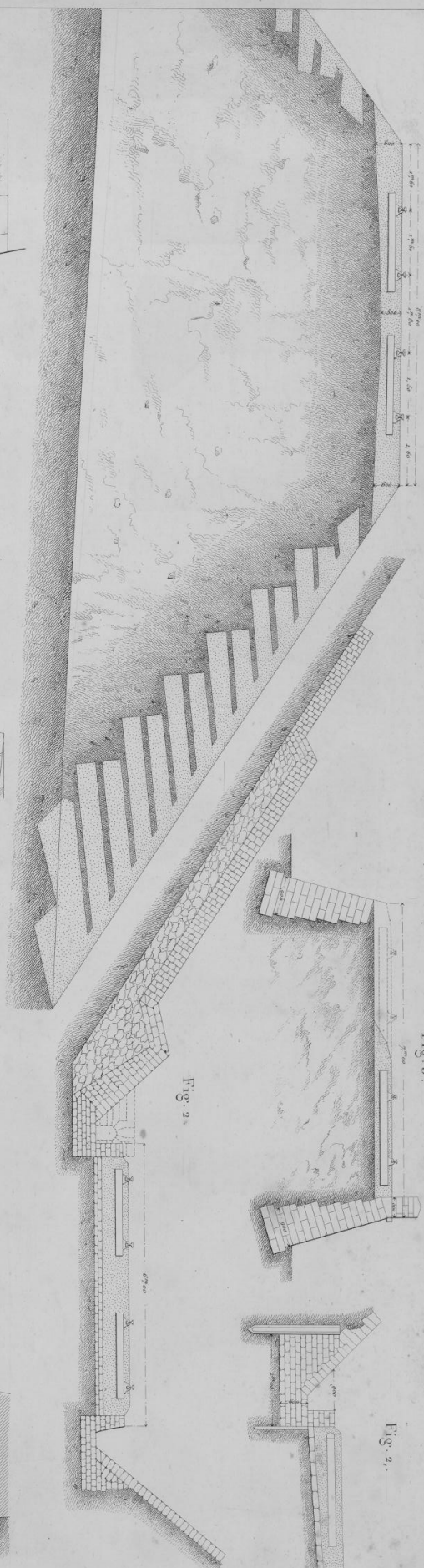


Fig. 6.

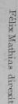


Echelle de 0,00 pour mètre = 1/100.  
1 2 3 4 5 mètres.



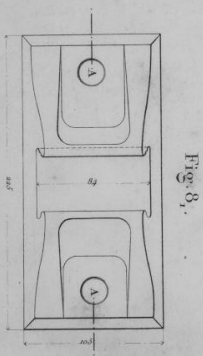
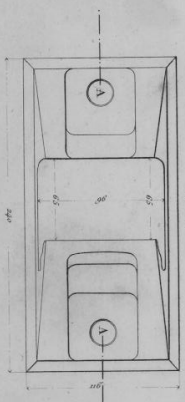
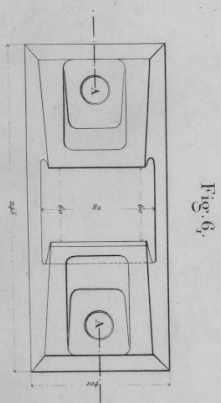
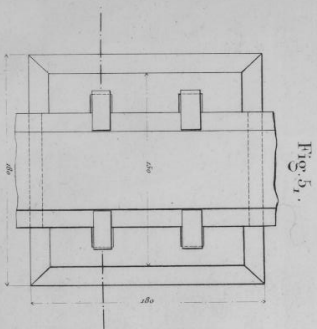
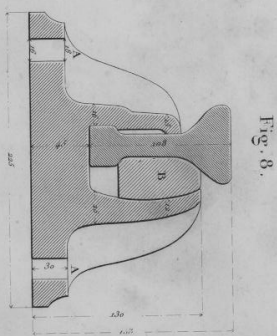
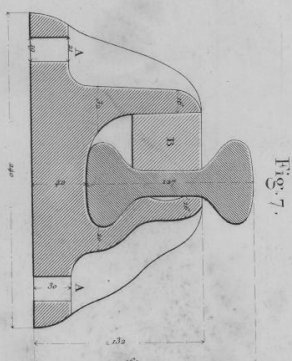
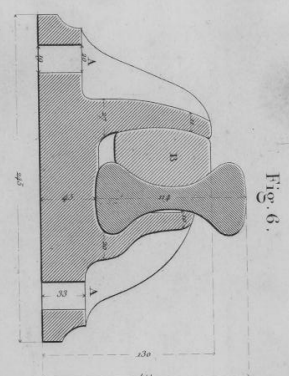
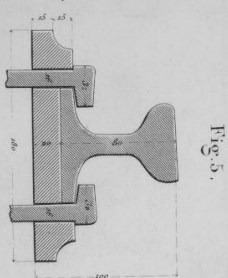
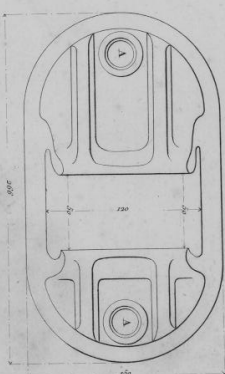
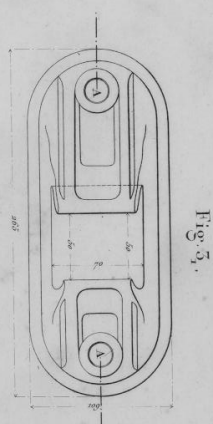
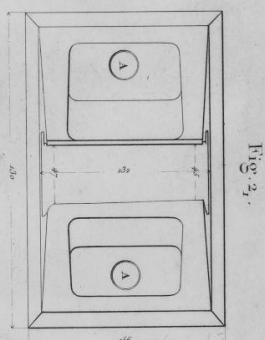
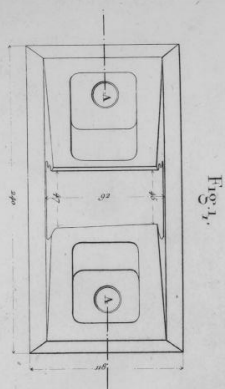
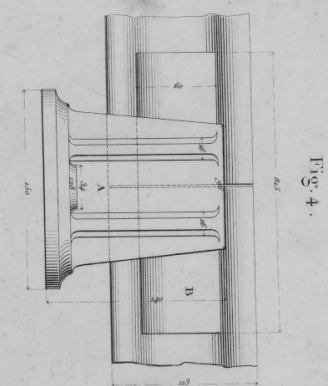
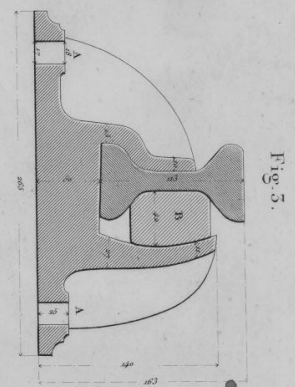
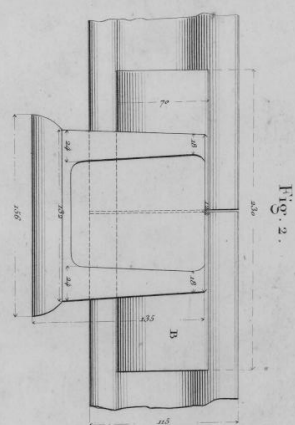
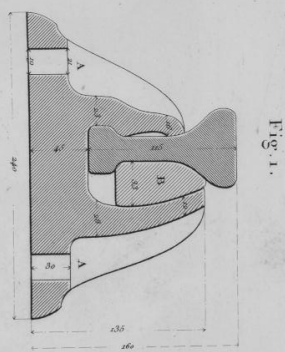






Dr. Matthias, Editor, *quai* Madagascari, 10.



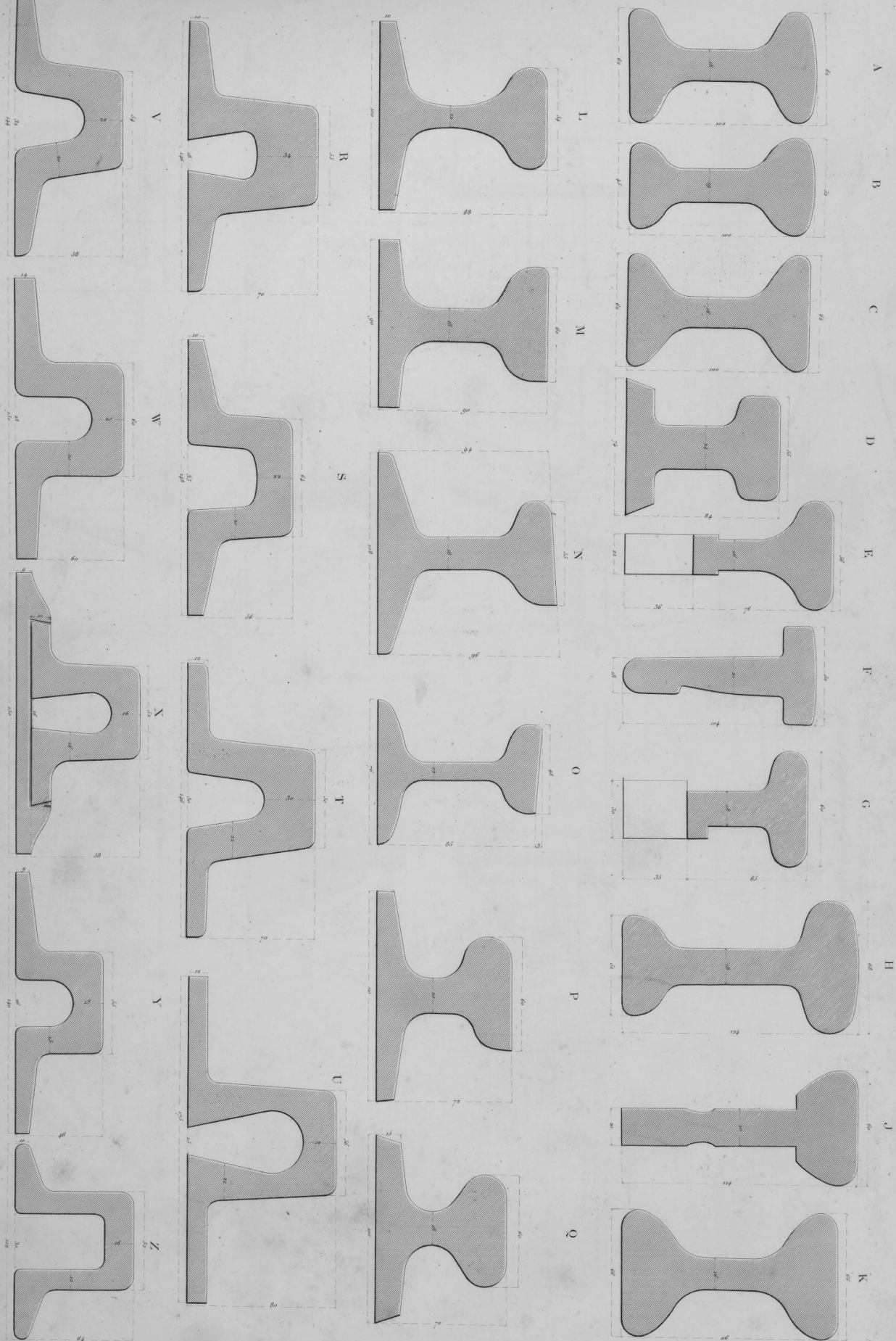


Échelle de 0<sup>m</sup>.25 pour mètre =  $\frac{1}{4}$ .

0 1 2 3 4 5 6 7 8 9 10

mètres







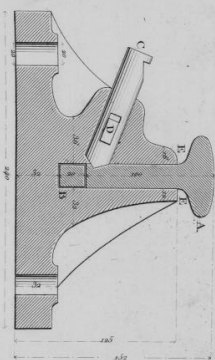


Fig. 1.

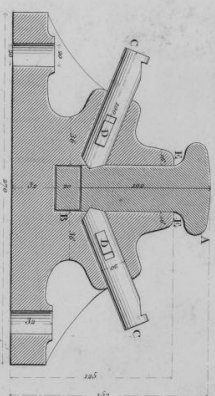


Fig. 2.

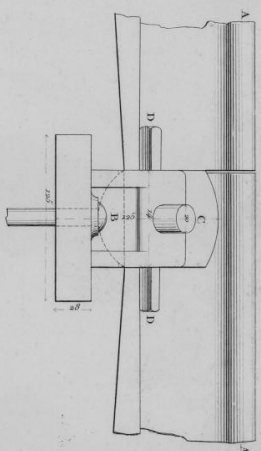


Fig. 2x.

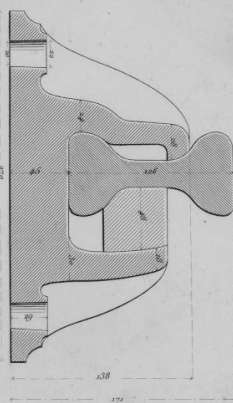


Fig. 3.

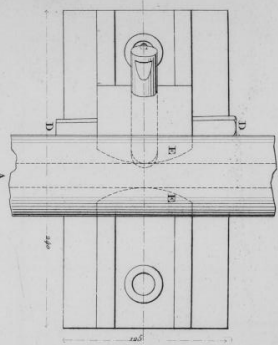


Fig. 1x.

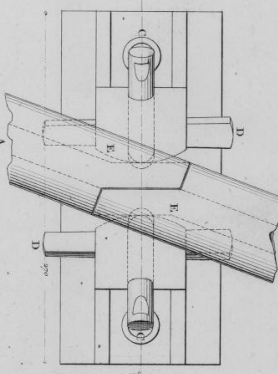


Fig. 2x.

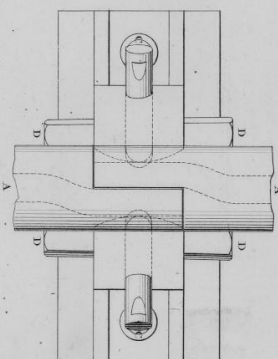


Fig. 2x.

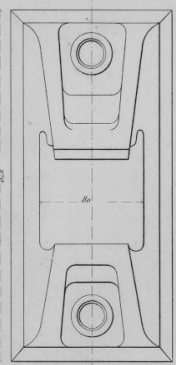


Fig. 5.

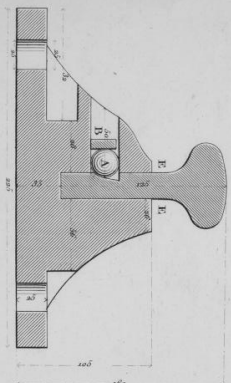


Fig. 4.

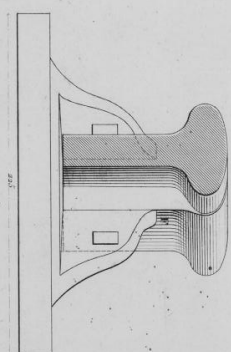


Fig. 4x.

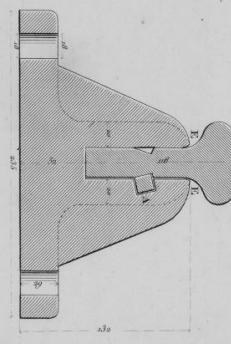


Fig. 5.

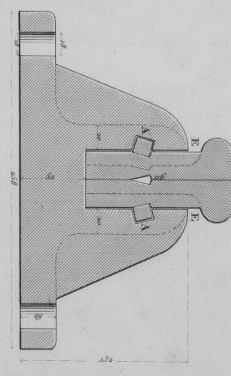


Fig. 6.

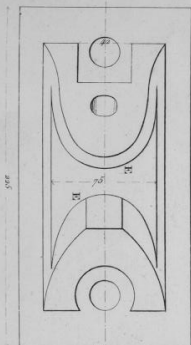


Fig. 4.

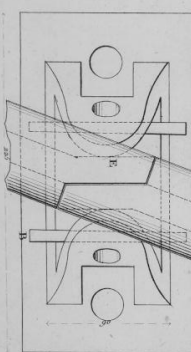


Fig. 4x.

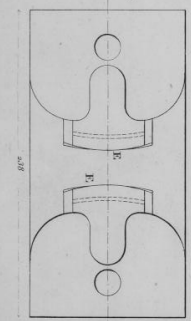


Fig. 5.

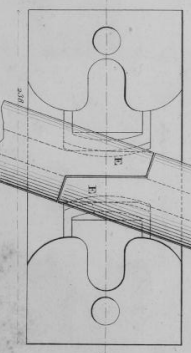


Fig. 6.

Échelle de 0.25 pour un mètre 1/4  
0 1 2 3 4 5 6 7 8 9 10  
5 décimètres.







Fig. 1.

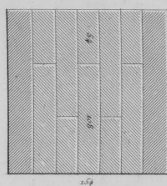


Fig. 3.

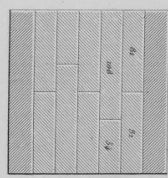


Fig. 5.

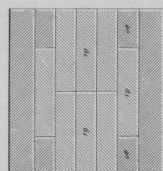


Fig. 7.

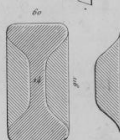


Fig. 8.

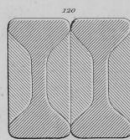


Fig. 9.



Fig. 11.

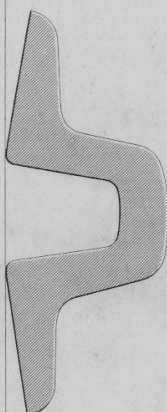


Fig. 2.

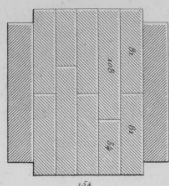


Fig. 4.

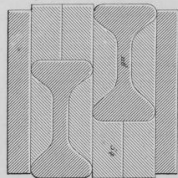


Fig. 6.

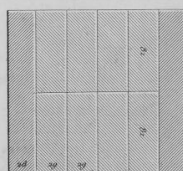


Fig. 10.

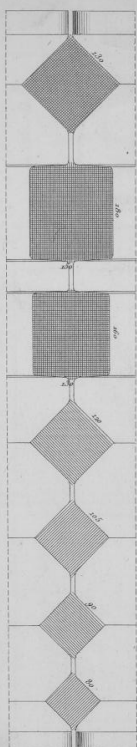


Fig. 12.

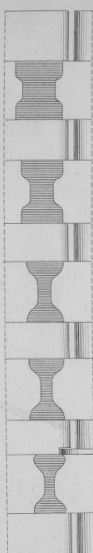


Fig. 14.

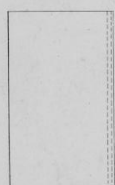


Fig. 14.



Fig. 15.

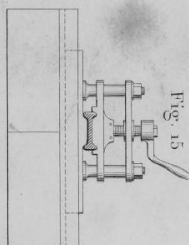


Fig. 15.

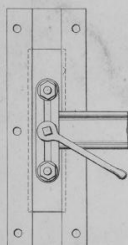


Fig. 16.

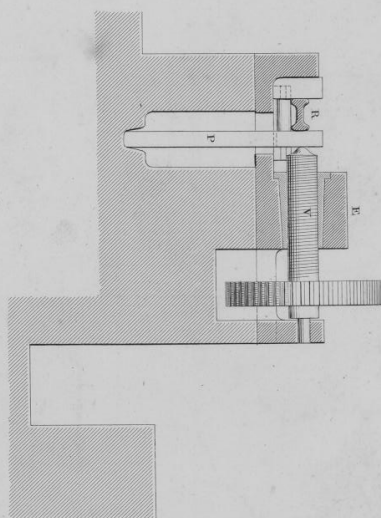
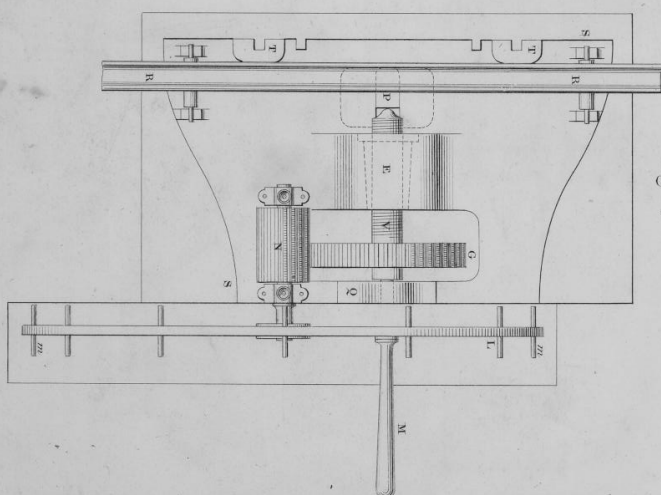


Fig. 16.



Echelle de 0,75 pour mètre = 5, fig. 11.

0 1 2 3 4 5 6 7 8 9

Echelle de 0,75 pour mètre = 5, fig. 12 et 13.

0 1 2 3 4 5 6 7 8 9

Echelle de 0,75 pour mètre = 5, fig. 15 et 16.

0 1 2 3 4 5 6 7 8 9

0 1 2 3 4 5 6 7 8 9



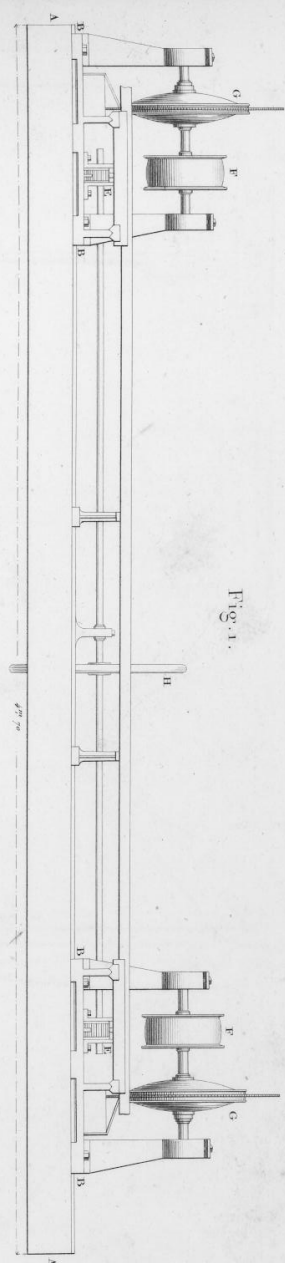


Fig. 1.

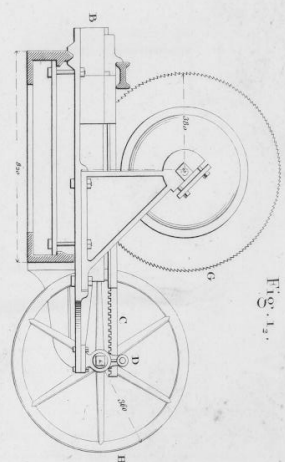


Fig. 2.

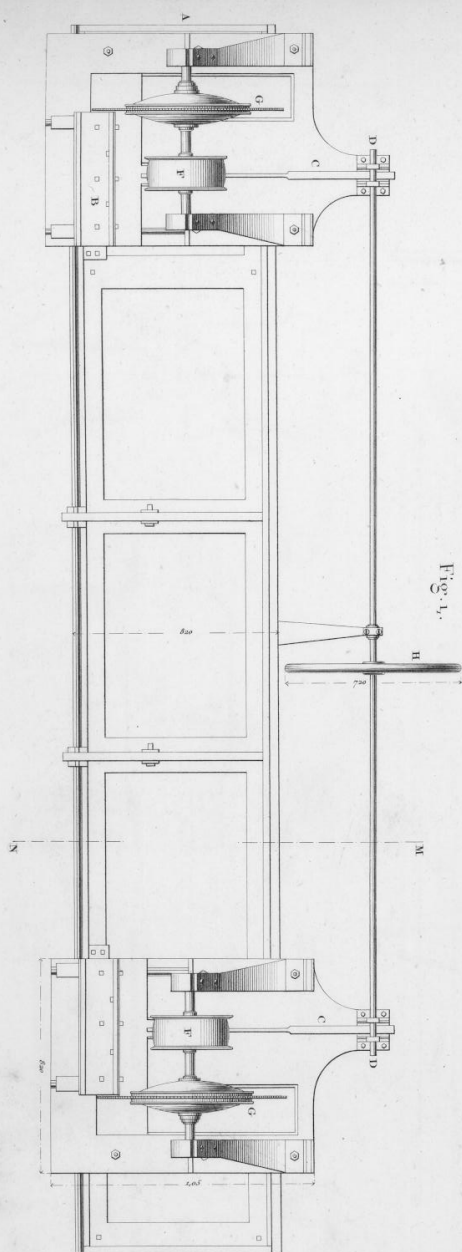


Fig. 1.

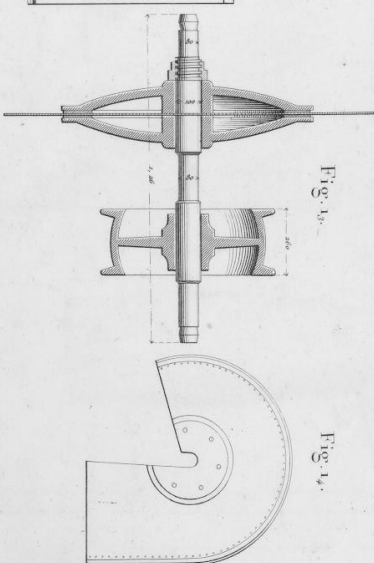


Fig. 1.

Fig. 2.

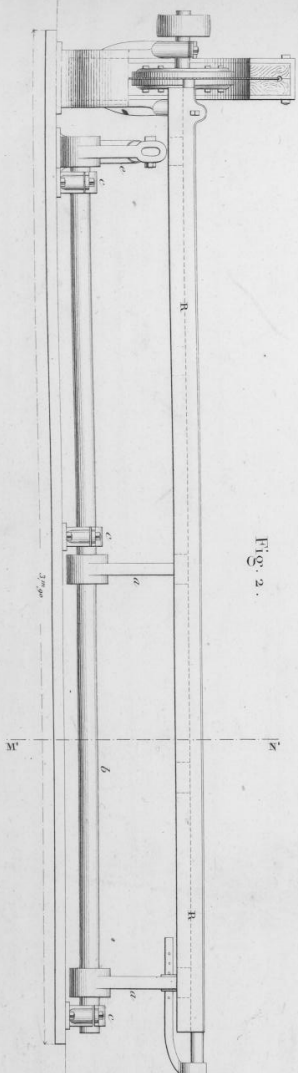


Fig. 2.

Echelle de 0,5 pour mètre = 1/2 m.

3 mètres.

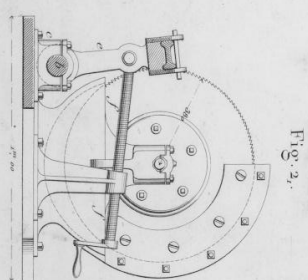


Fig. 2.

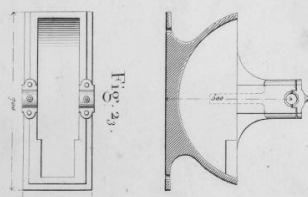


Fig. 2.

Fig. 2.

Echelle de 0,5 pour mètre = 1/2 m.

3 mètres.



Fig. 15.



Fig. 2.

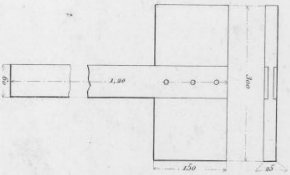


Fig. 1.

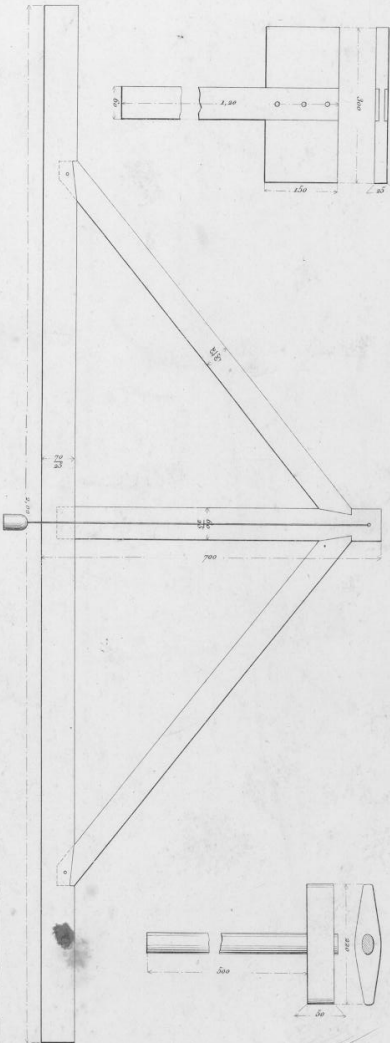


Fig. 14.

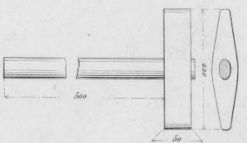


Fig. 8.

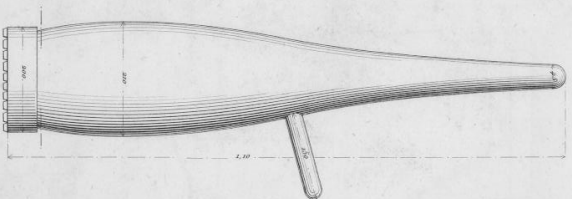


Fig. 9.

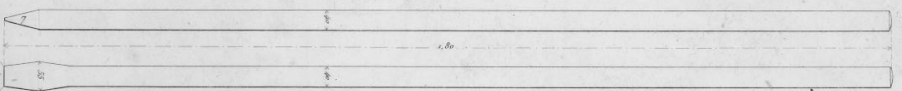


Fig. 3.

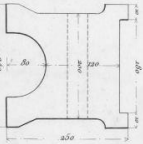


Fig. 3.

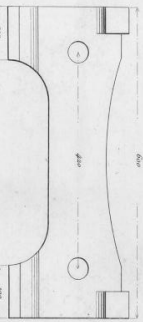


Fig. 6.

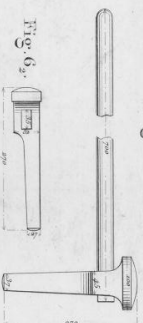


Fig. 6.



Fig. 6.



Fig. 8.



Fig. 4.

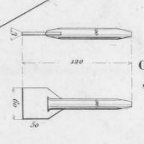


Fig. 3.



Fig. 10.

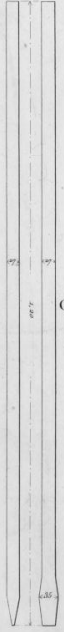


Fig. 11.



Fig. 12.



Échelle de 0,001 mètre = 1/1000 mètre.



Fig. 2.

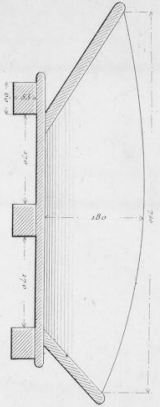


Fig. 1.

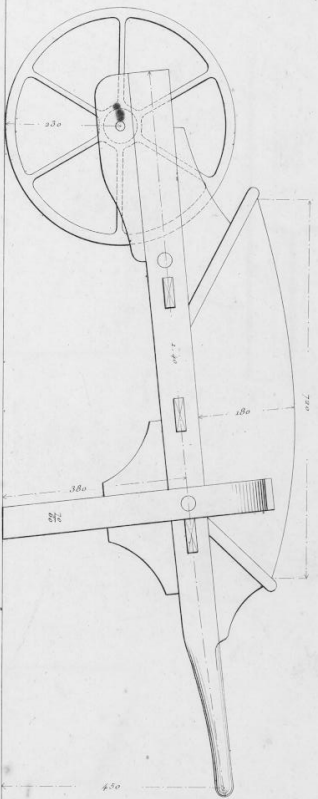


Fig. 3.

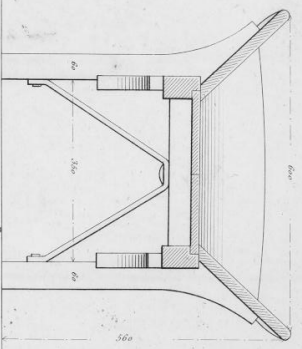


Fig. 4.

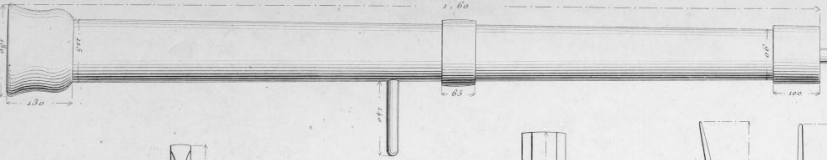


Fig. 5.

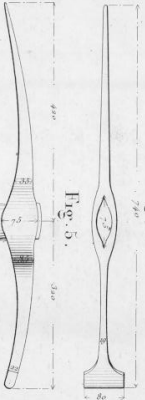


Fig. 6.



Fig. 7.

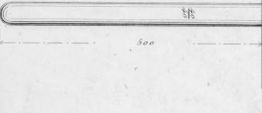


Fig. 8.



Fig. 9.

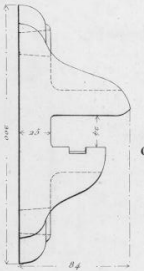


Fig. 10.

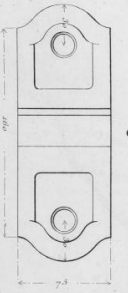


Fig. 11.



Fig. 12.

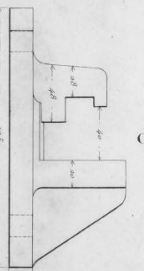


Fig. 13.

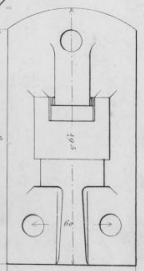


Fig. 14.

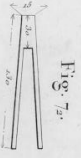


Fig. 15.

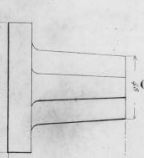


Fig. 16.

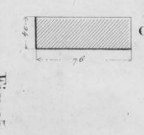


Fig. 17.



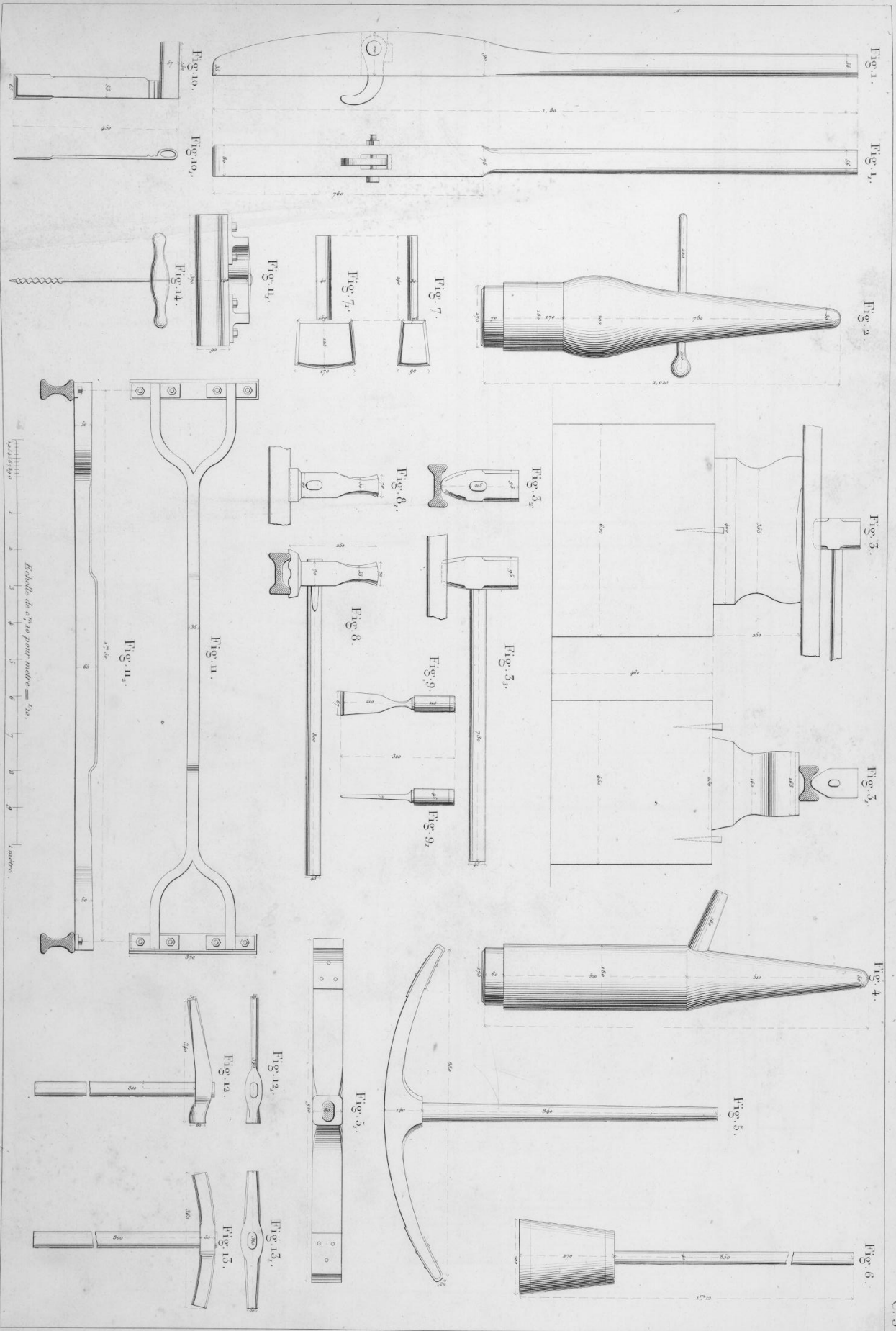
Échelle de 0.25 mètre pour les dimensions en 1/2

Échelle de 0.25 mètre pour les outils

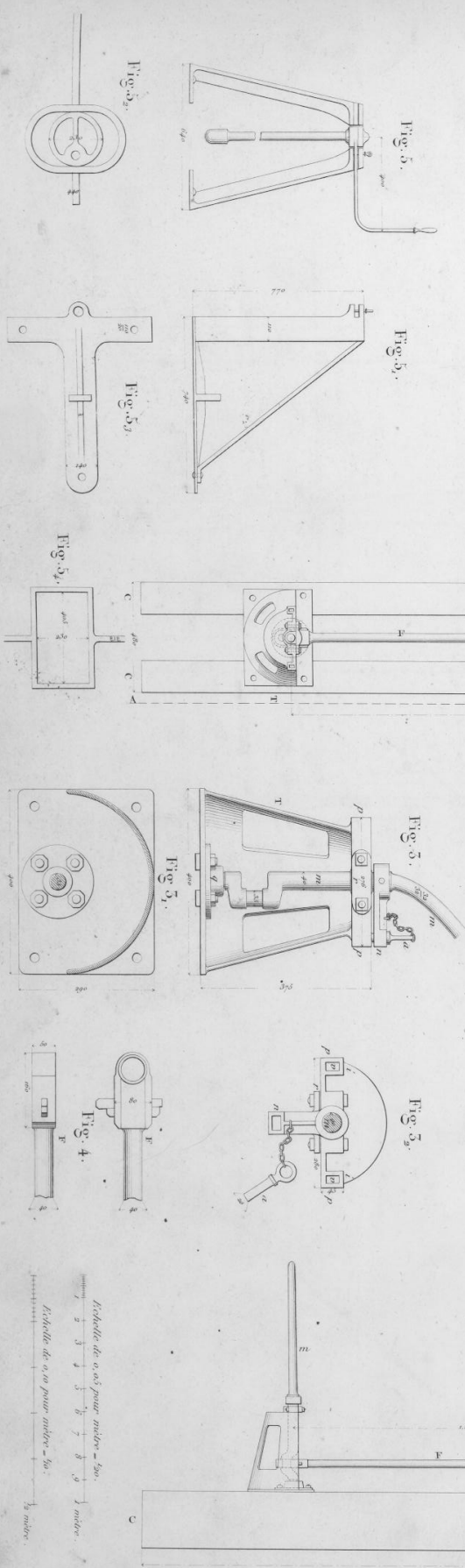
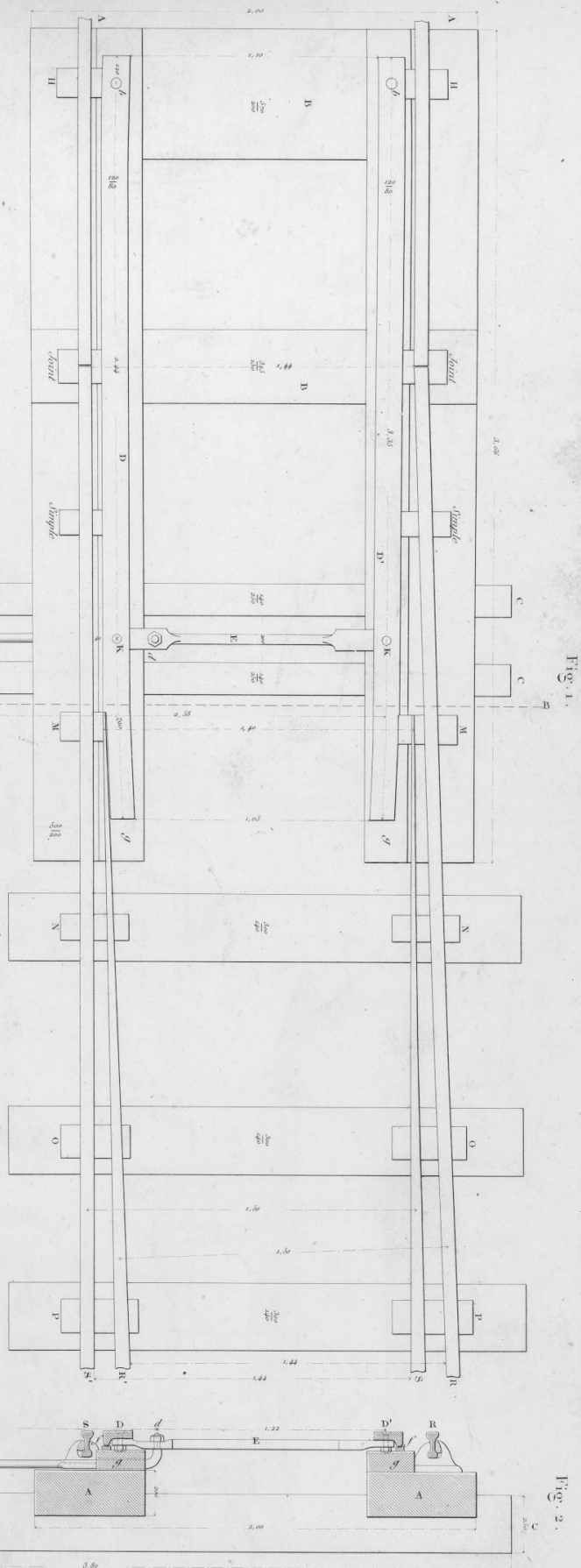


# Outils de poseurs du chemin de Strasbourg à Bâle.

C. 3.







Échelle de 0,05 pour mètres = 500.  
Échelle de 0,10 pour mètres = 100.  
1 2 3 4 5 6 7 8 9 10 mètres.



Fig. 1.

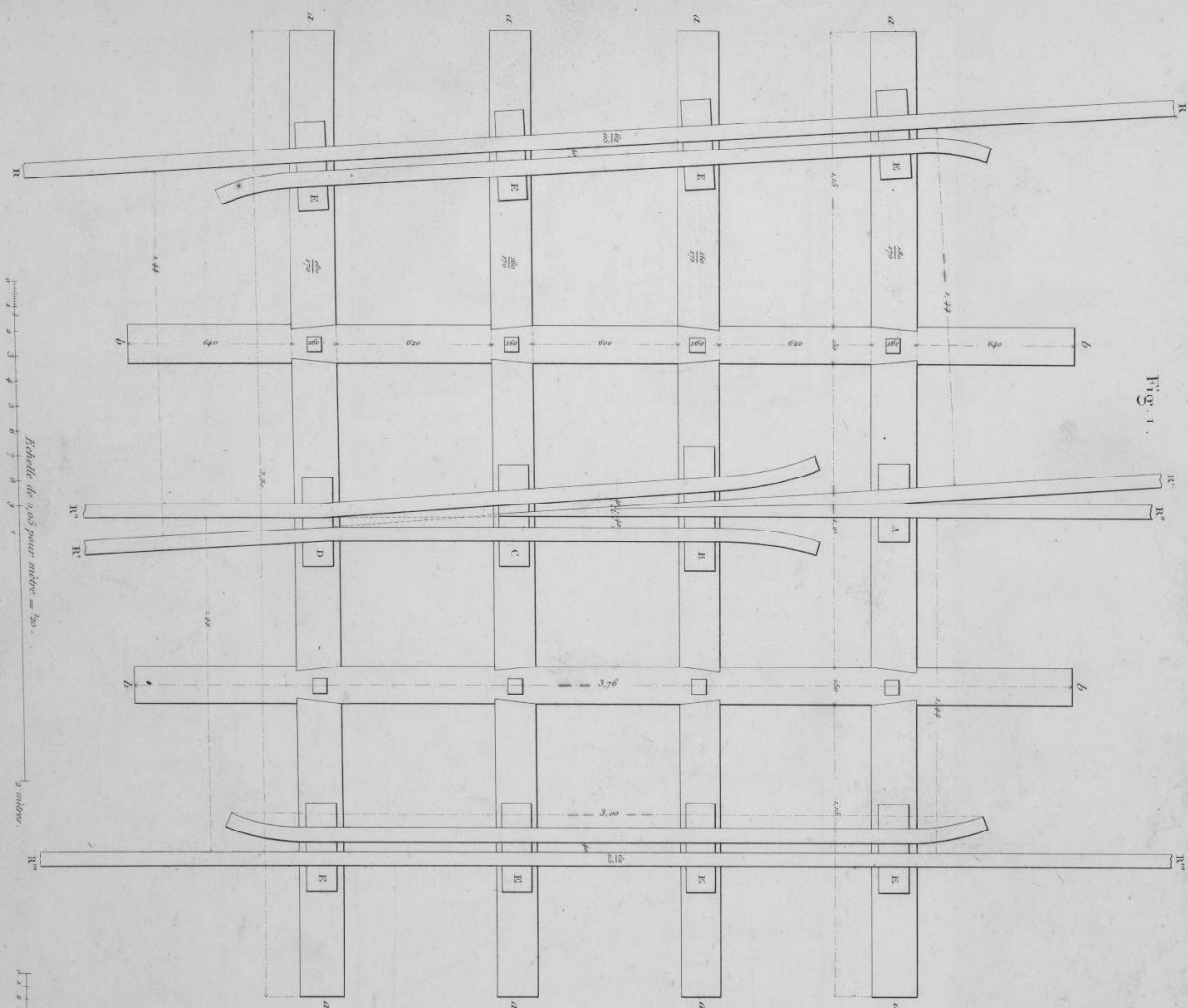


Fig. 2. (E.)

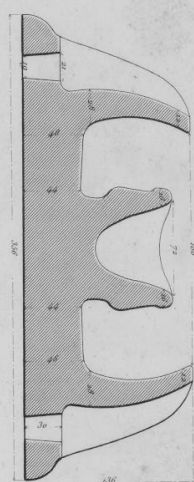


Fig. 2.

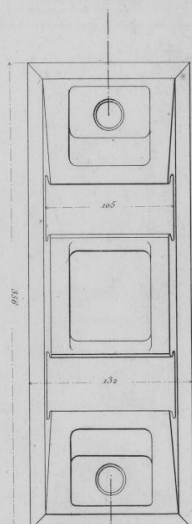


Fig. 3. (C.)

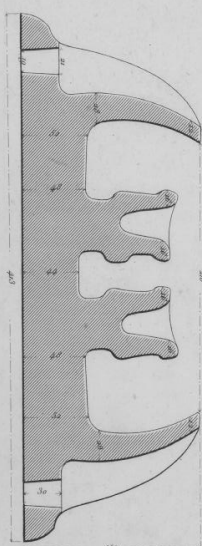
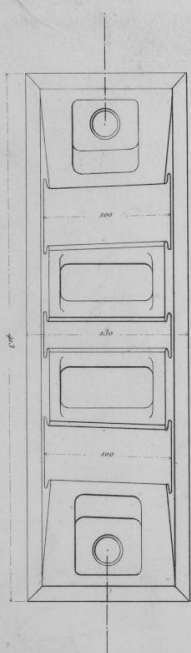
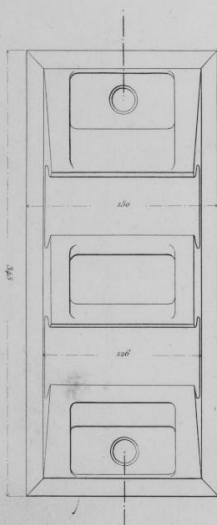
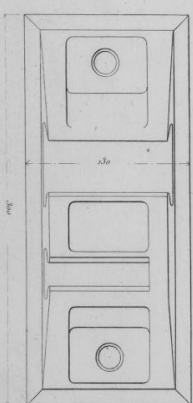
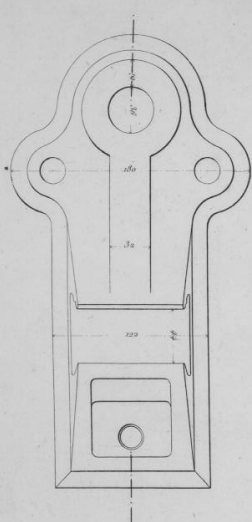
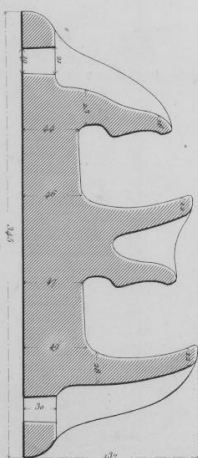
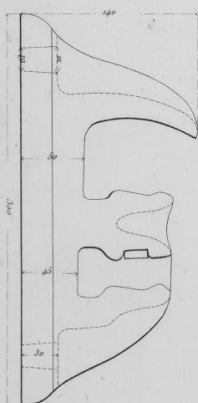
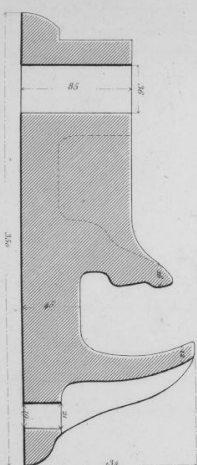
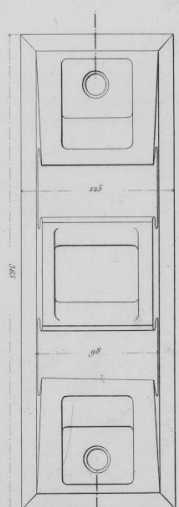
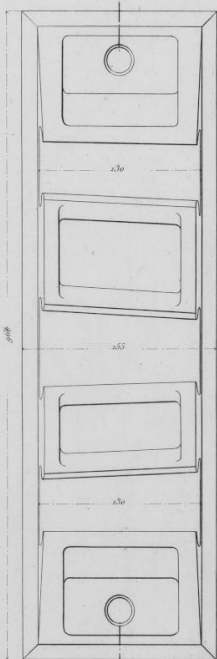
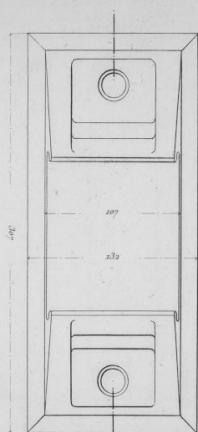
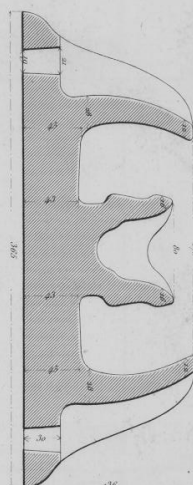
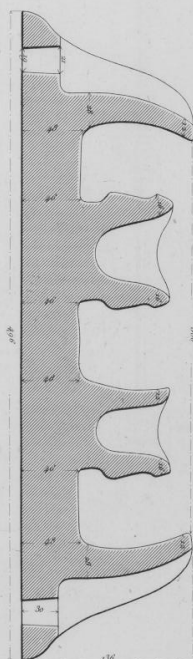
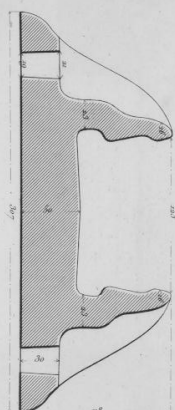


Fig. 3.







Échelle de 0,25 pour mètre =  $\frac{1}{4}$

*5. determinatus*



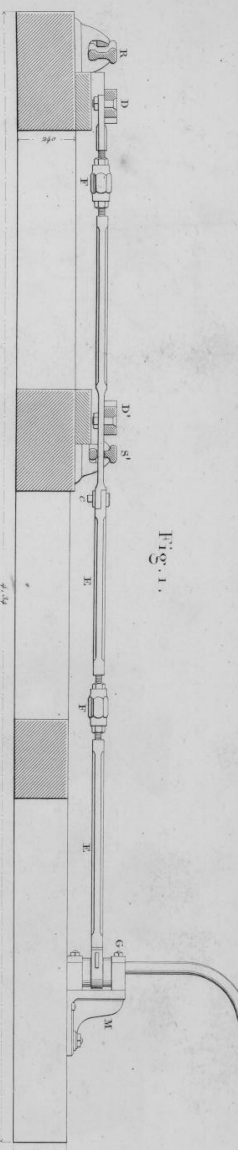


Fig. 1.

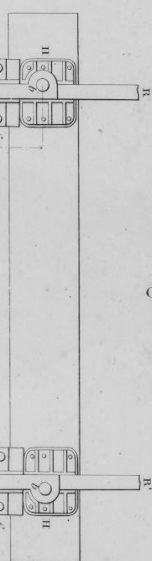


Fig. 5.

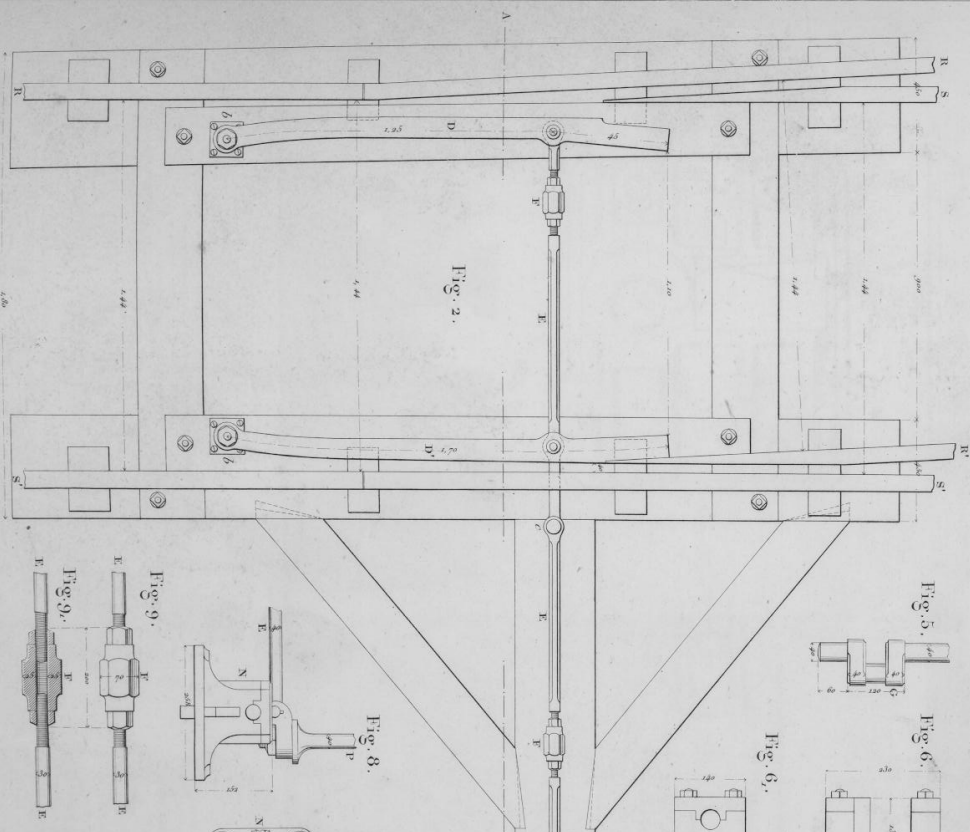


Fig. 2.

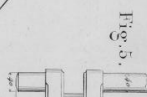


Fig. 5.

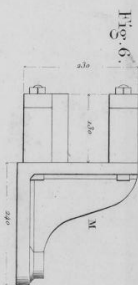


Fig. 6.

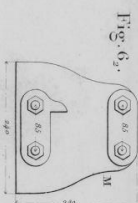


Fig. 6.

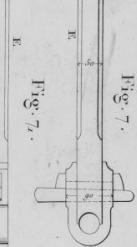


Fig. 7.



Fig. 7.

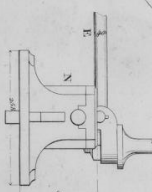


Fig. 8.

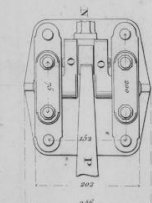


Fig. 8.

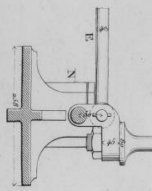


Fig. 8.

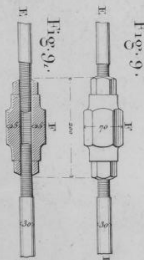


Fig. 9.



Fig. 9.

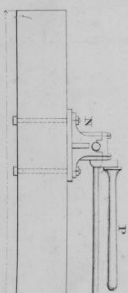


Fig. 4.

Echelle de 0,05 pour mètre = 50.

Echelle de 0,05 pour les détails = 50.



Fig. 1. (H.)

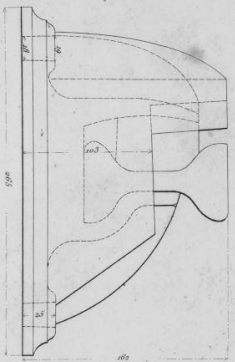


Fig. 1.

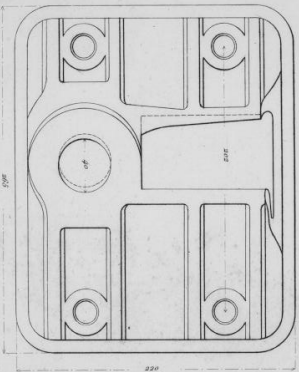


Fig. 2.

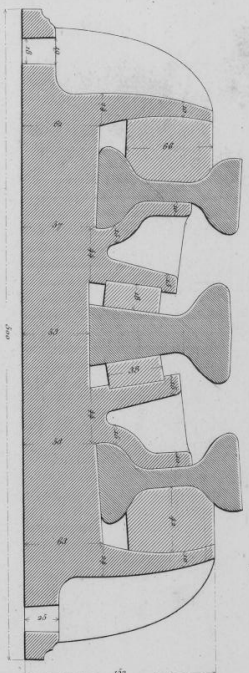


Fig. 2.

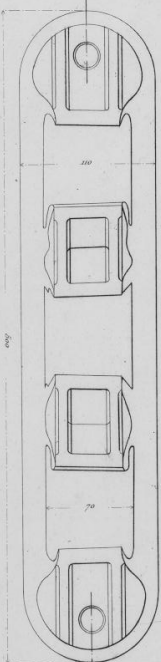


Fig. 3.

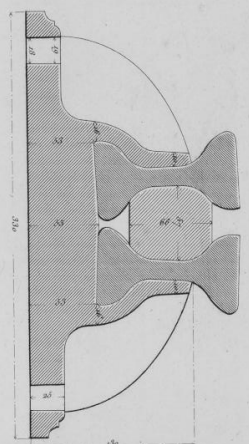


Fig. 3.

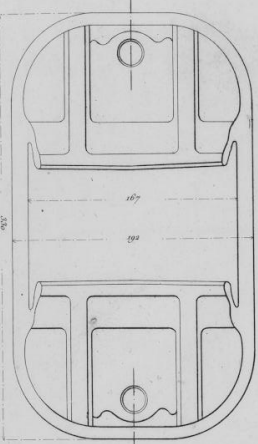


Fig. 4.

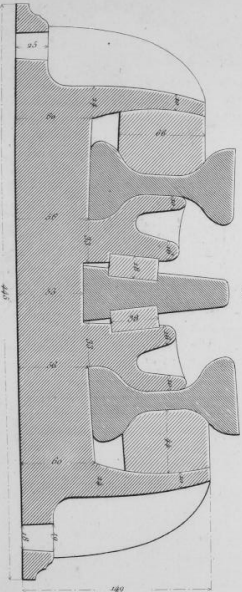


Fig. 5.

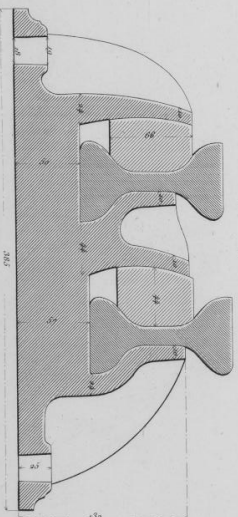


Fig. 6.

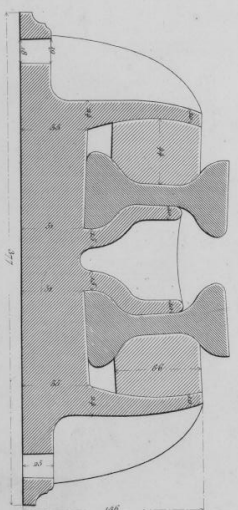


Fig. 4.

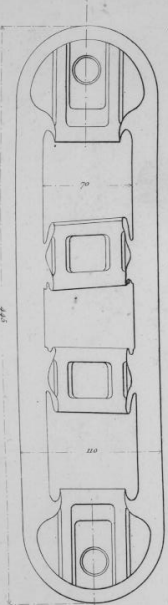


Fig. 5.

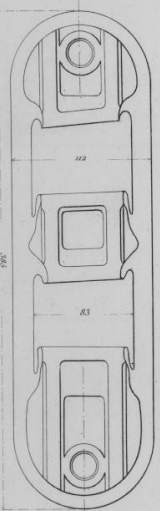
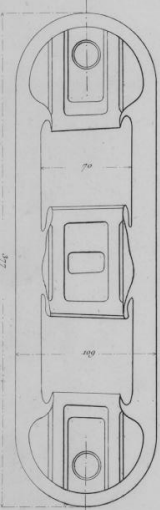
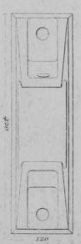
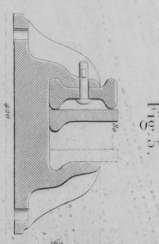
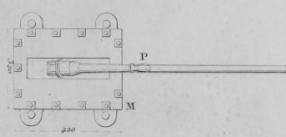
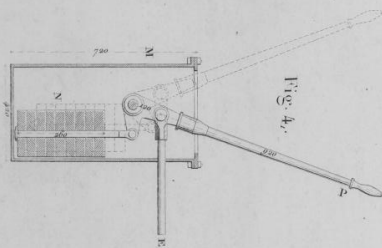
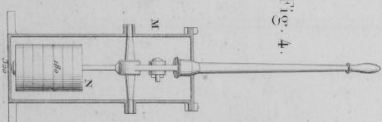
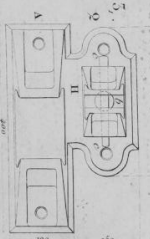
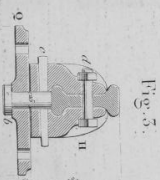
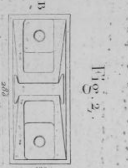
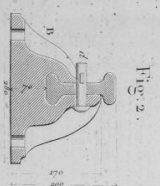


Fig. 6.



Échelle de 0.25 pour mètres = 4. 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

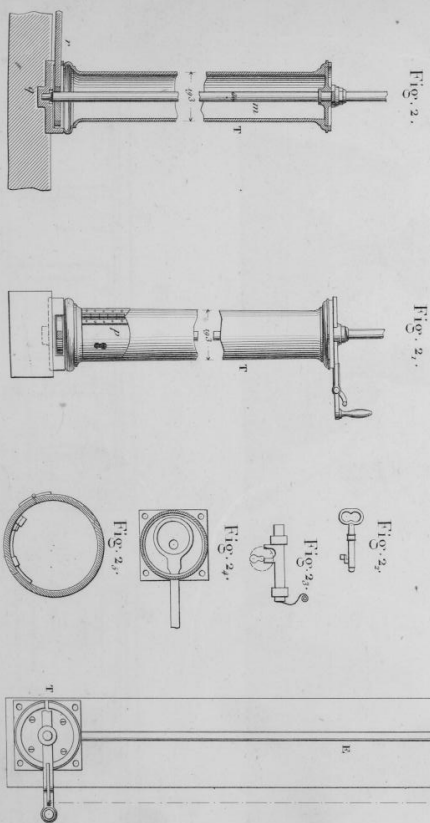
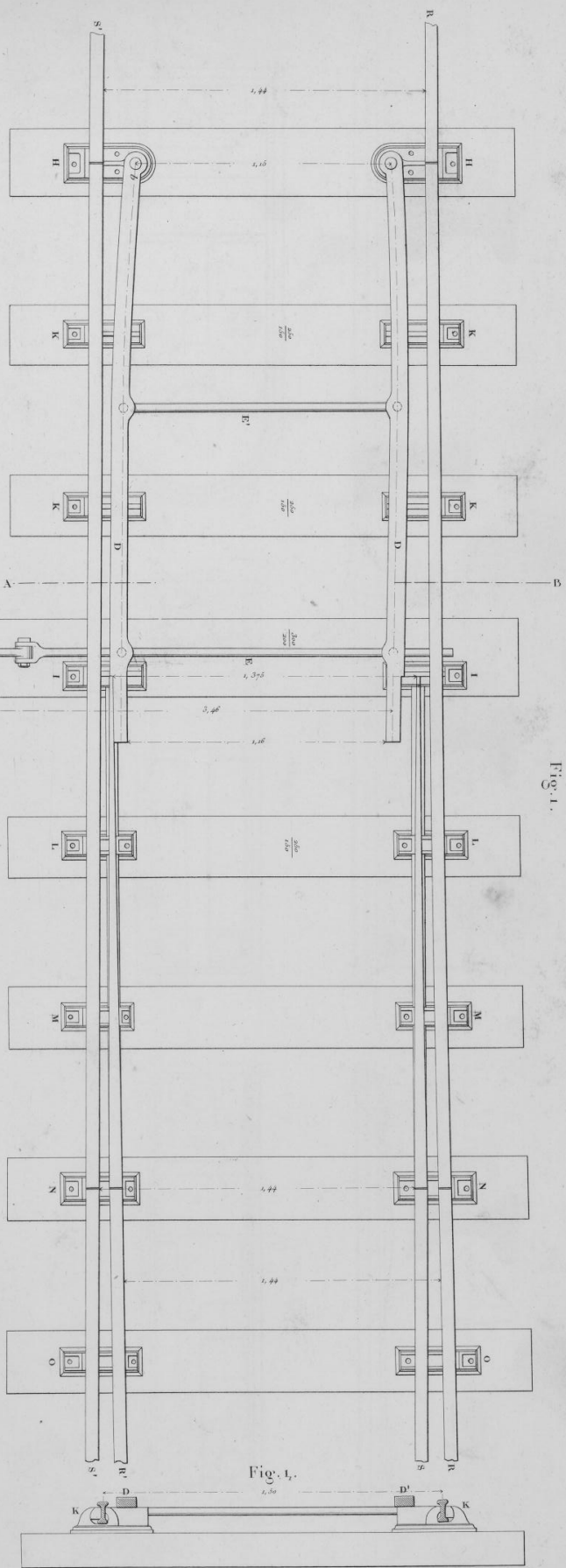




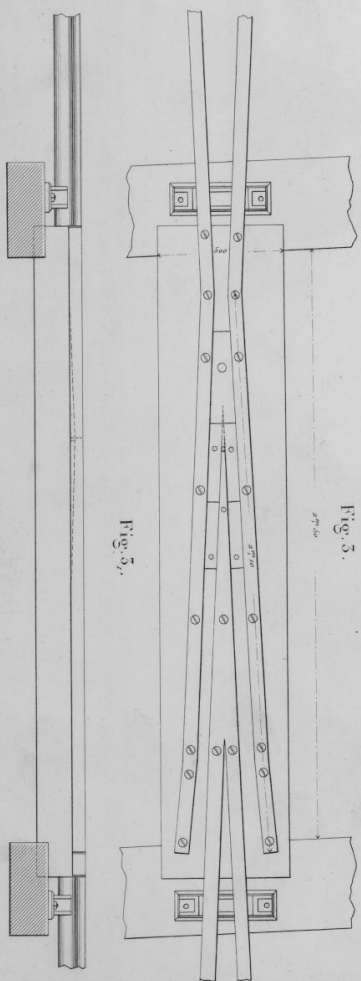
Échelle de 0,10 pour mètre = 1/10 pour les fig. 4, 5 et 6.

Échelle de 0,5 pour motif = 50 pour les 1/2, 1, 2 et 3





Echelle de 0,5 m pour mètres = 1/500.





Cousinets de changement de voies du chemin de Bâle.

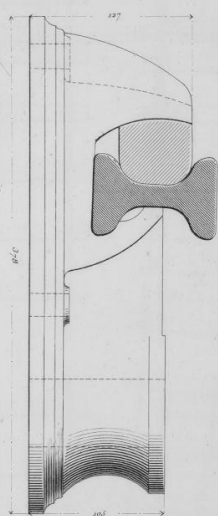
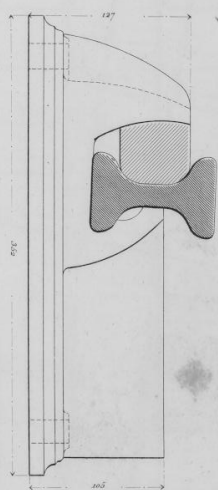
 $\text{Fe}_{0.1}(\text{H})$ .

Fig. 2 (K).

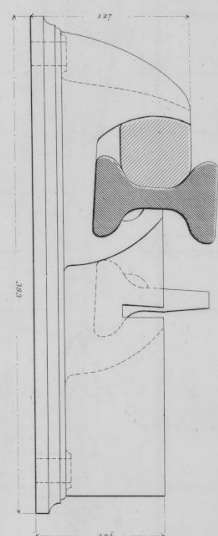


Fig. 5 (1).

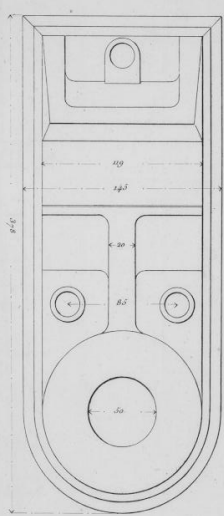


Fig. 4.

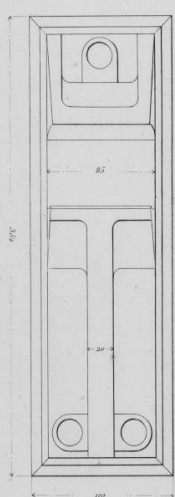


Fig. 2.

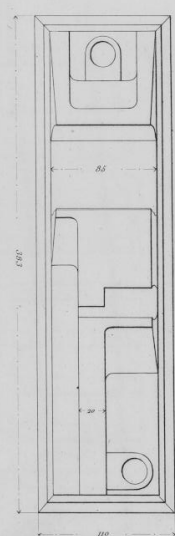


Fig. 5.

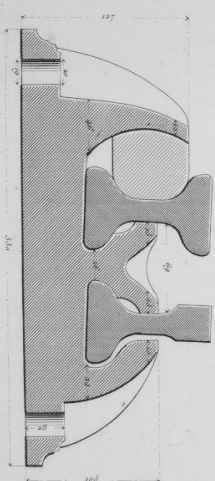


Fig. 4 (L).

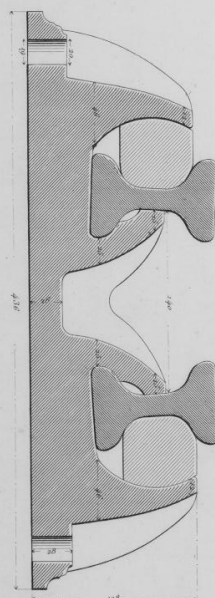


Fig. 5 (O).

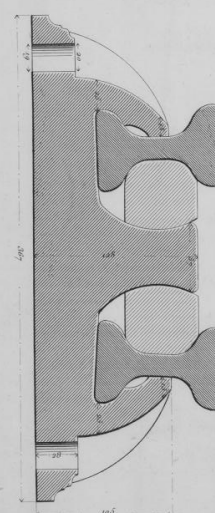


Fig. 6 (M).

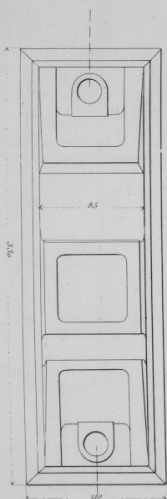


Fig. 4.

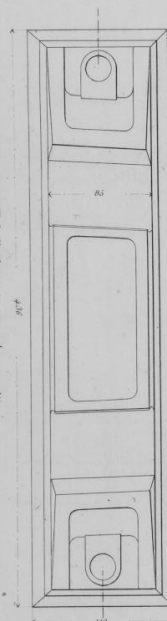


Fig. 5.

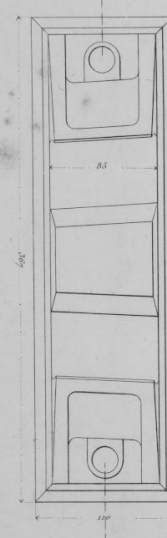


Fig. 6.

*Echelle de 0<sup>m</sup> 25 pour mètre = 1/4.*



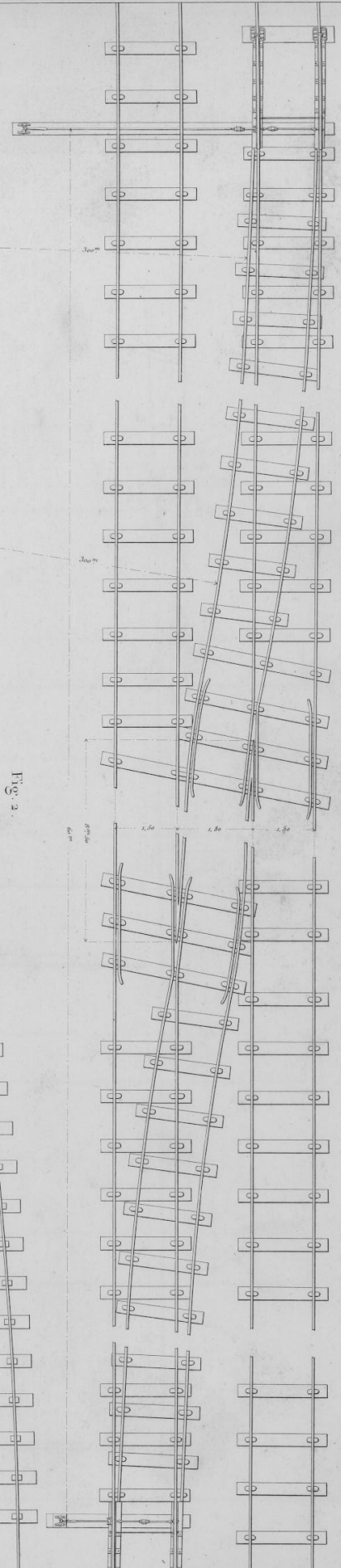


Fig. 1.

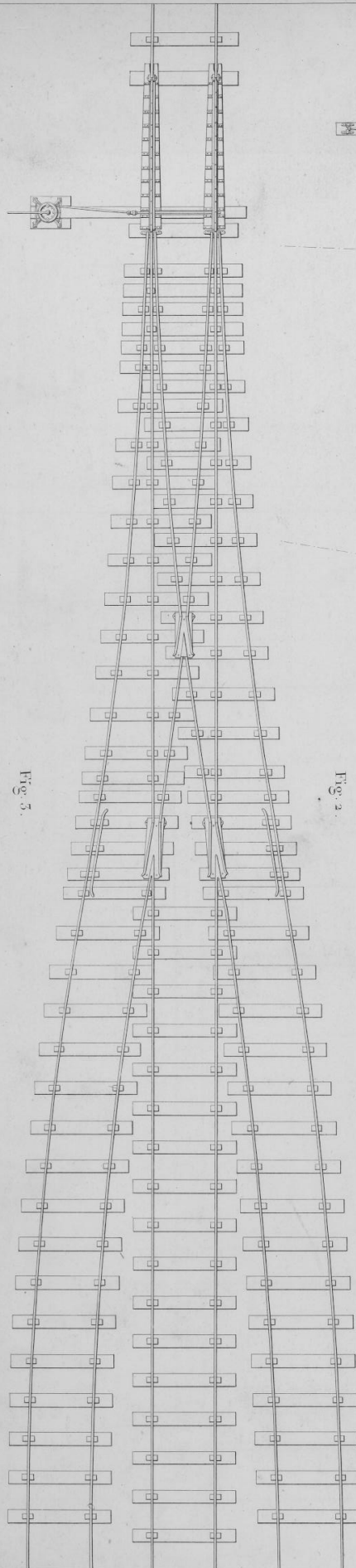


Fig. 2.

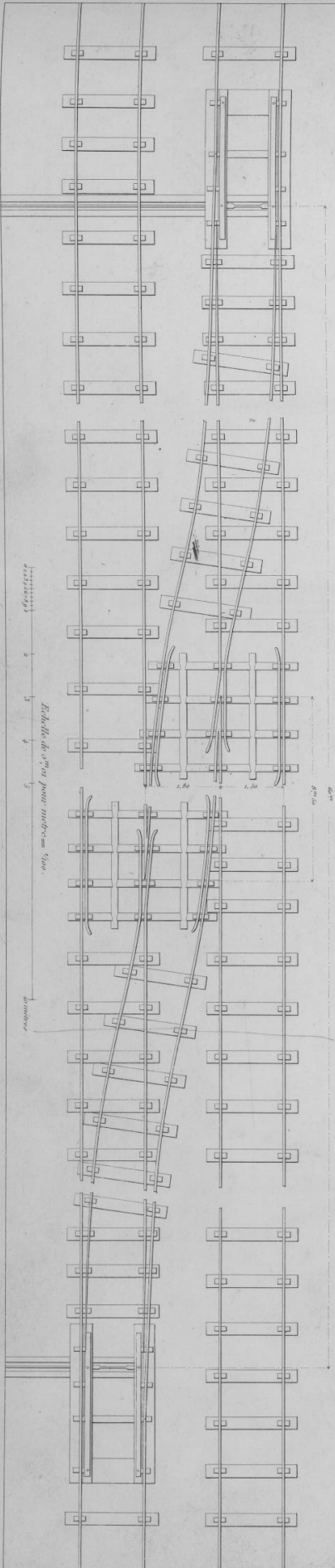


Fig. 3.





Fig. 1.

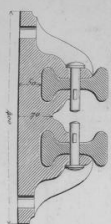
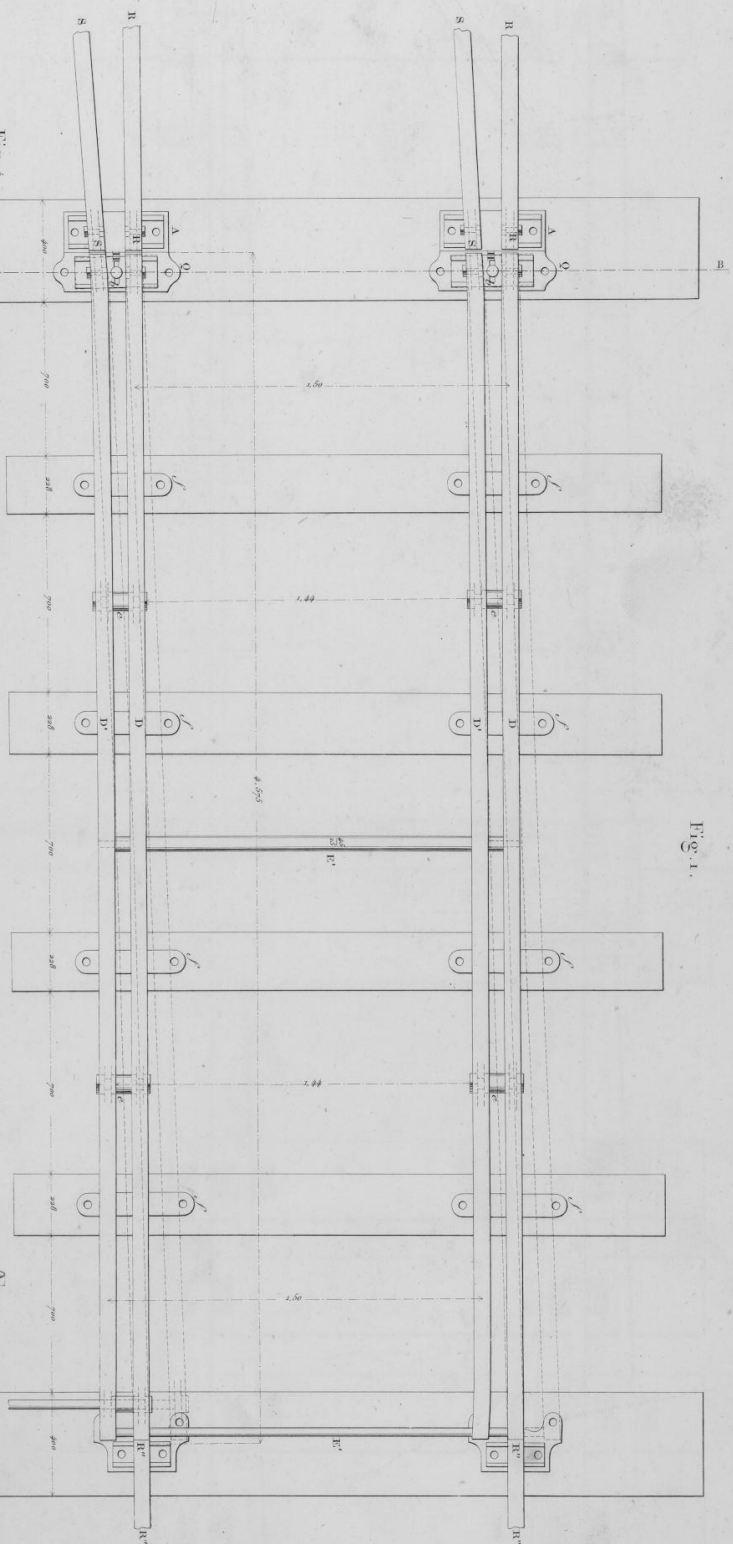


Fig. 2.

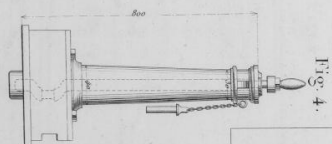
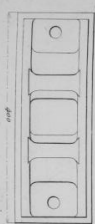


Fig. 4.

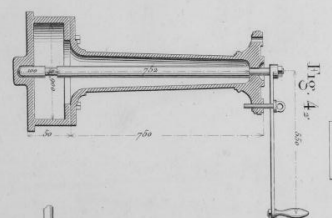
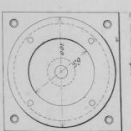


Fig. 4.

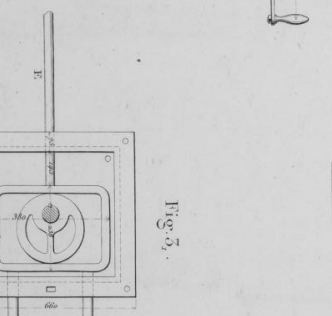


Fig. 5.

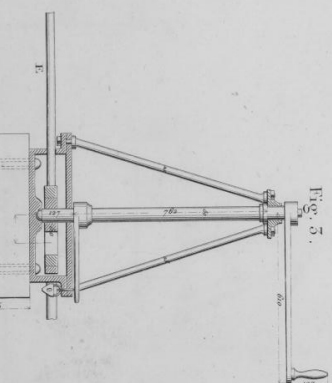
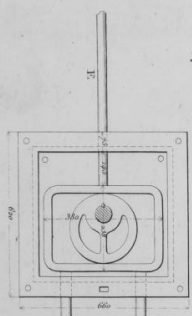
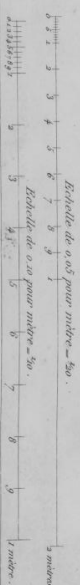
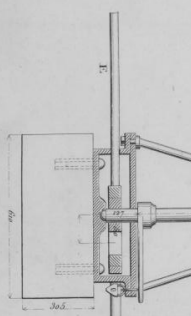
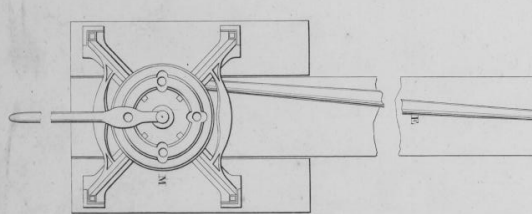
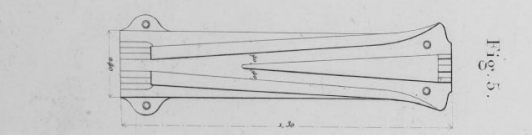
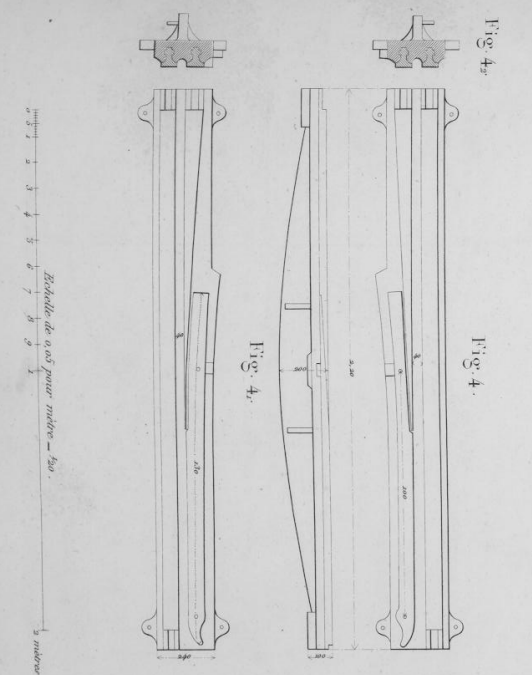
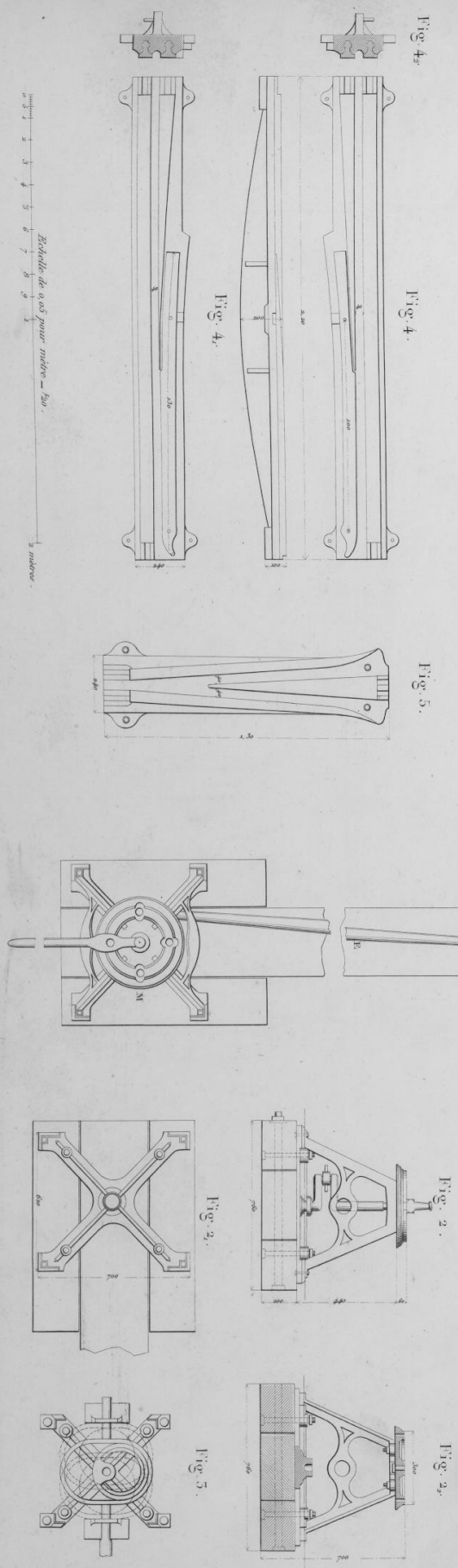
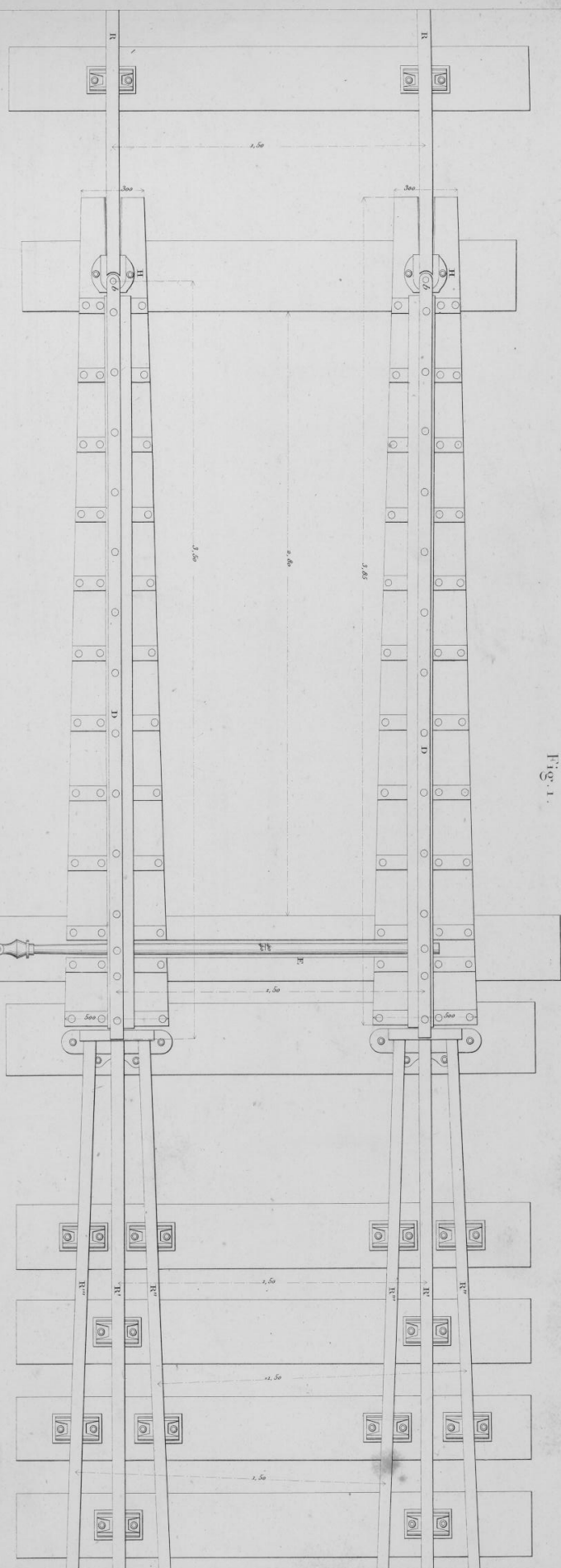


Fig. 5.

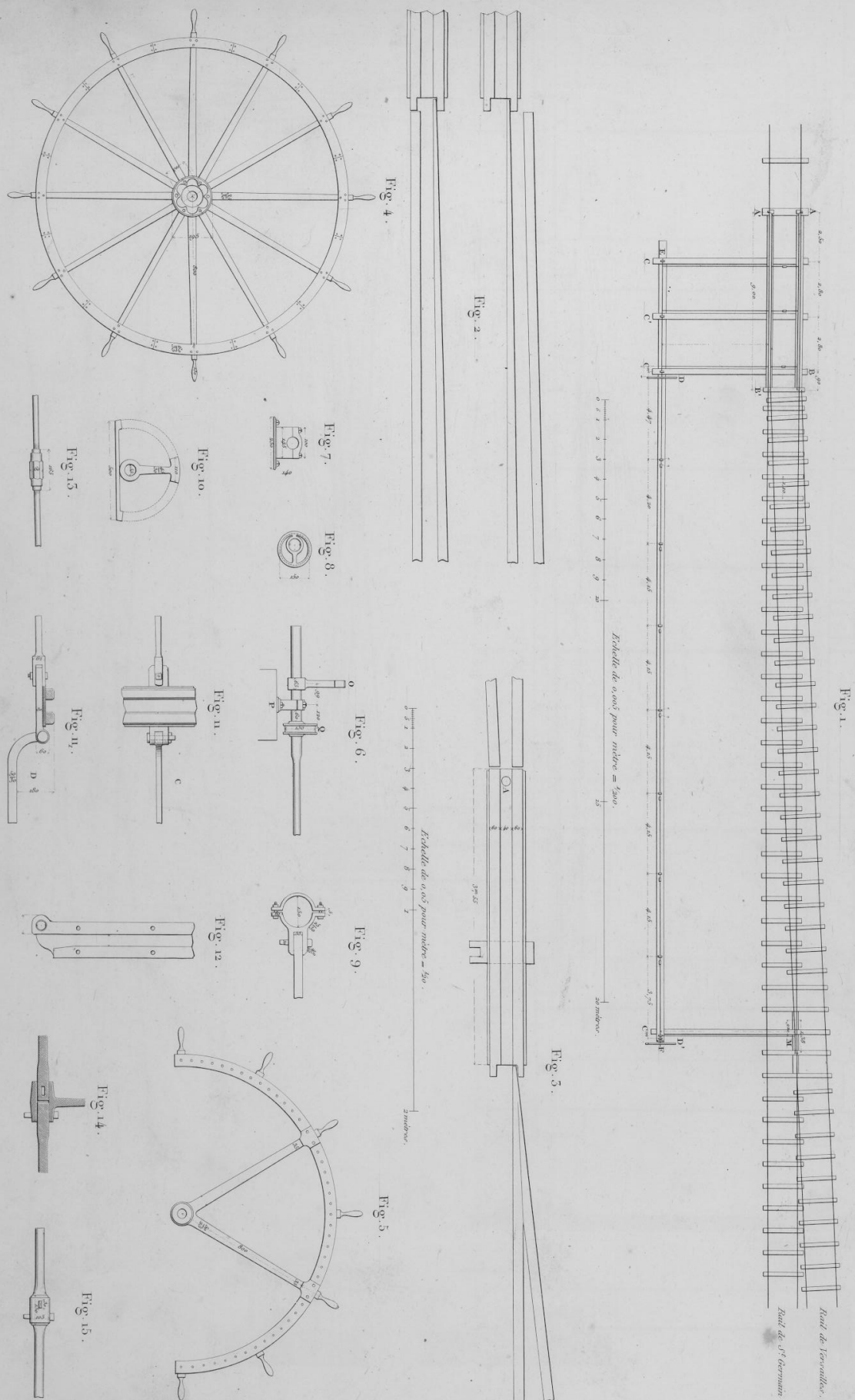








Embranchement des chemins de fer de St Germain et Versailles (R.D.).





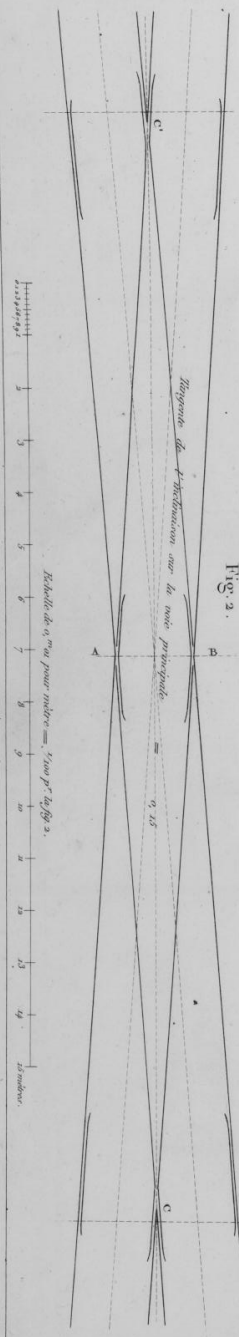
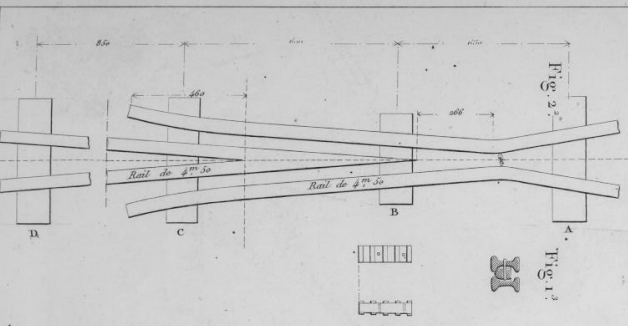
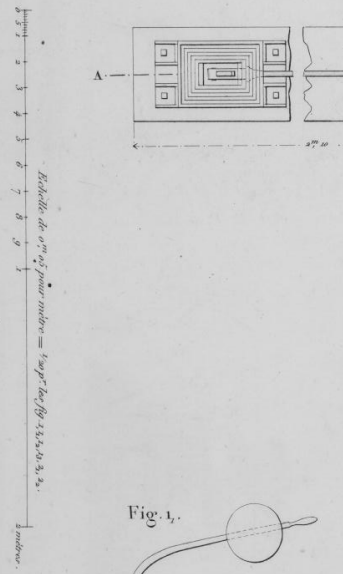
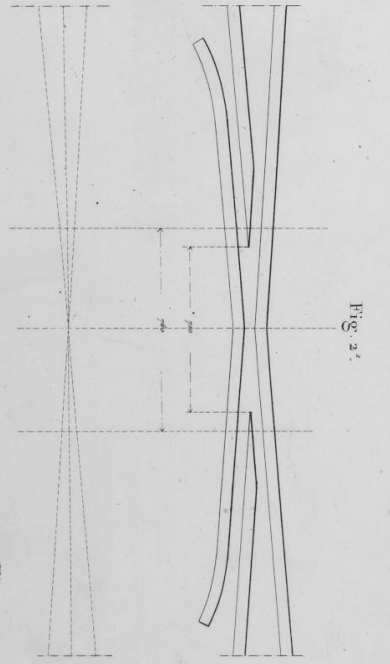
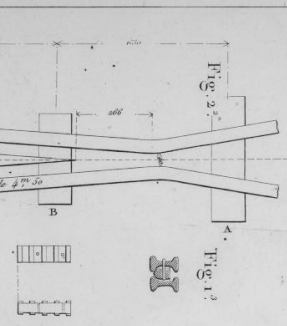
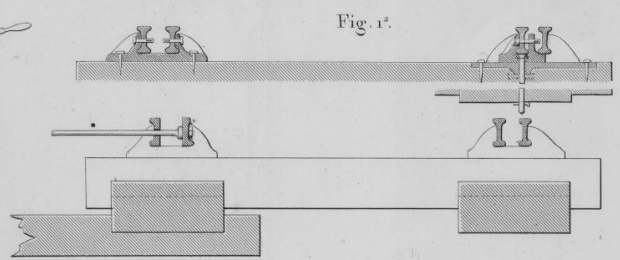
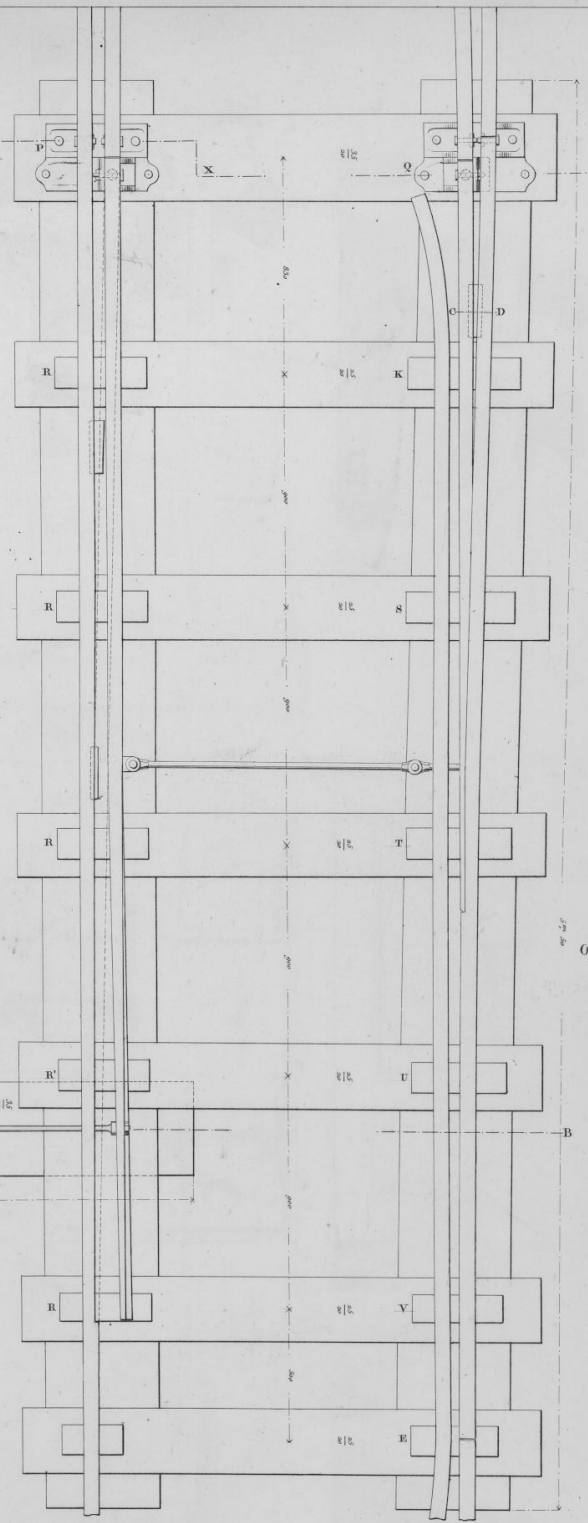




Fig. 1<sup>re</sup>.

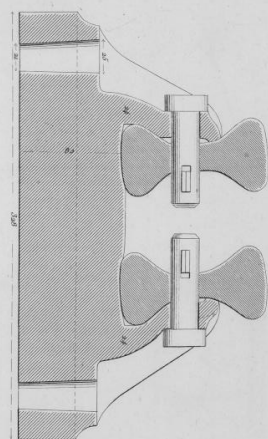


Fig. 1<sup>re</sup>.

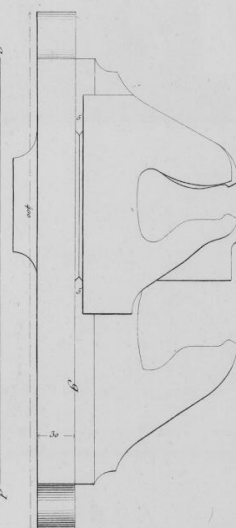


Fig. 3<sup>re</sup>.

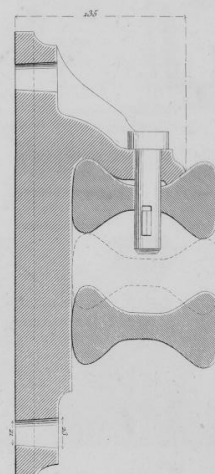


Fig. 1<sup>re</sup>.

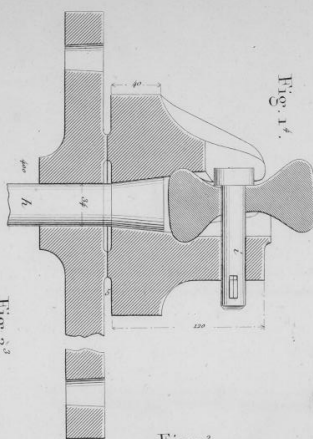


Fig. 1<sup>re</sup>.

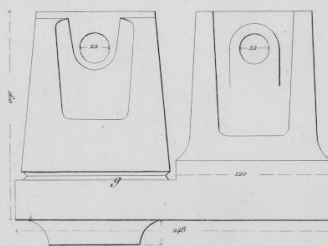


Fig. 2<sup>re</sup>.

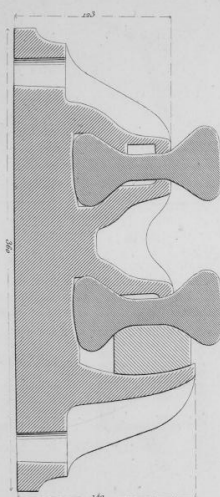


Fig. 2<sup>re</sup>.

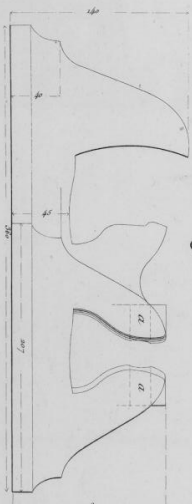


Fig. 4<sup>re</sup>.

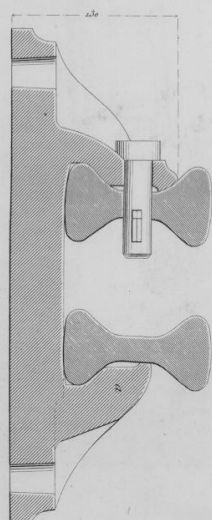


Fig. 2<sup>re</sup>.

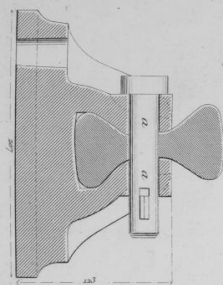


Fig. 2<sup>re</sup>.

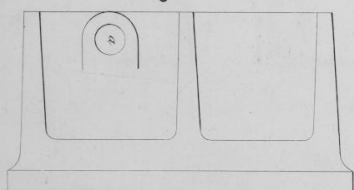


Fig. 2<sup>re</sup>.

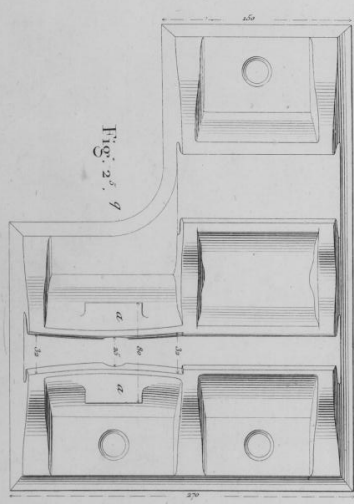
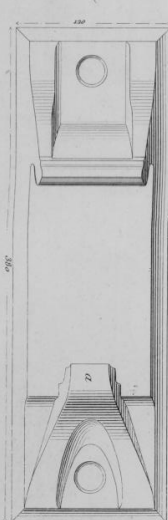


Fig. 4<sup>re</sup>.



Échelle de 0<sup>m</sup>25 pour mètre = 1/4.  
100 200 300



Fig. 1<sup>1</sup>

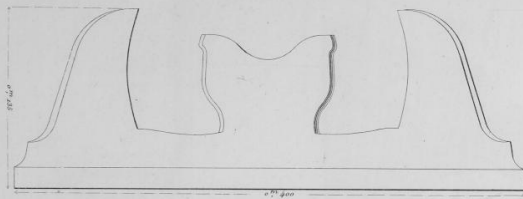


Fig. 2<sup>1</sup>

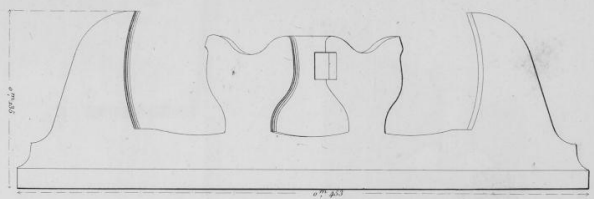


Fig. 1<sup>2</sup>

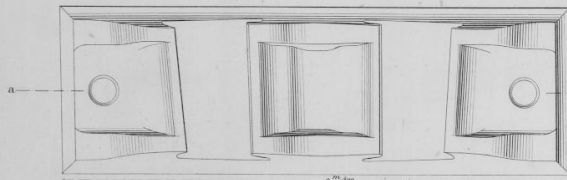


Fig. 2<sup>2</sup>

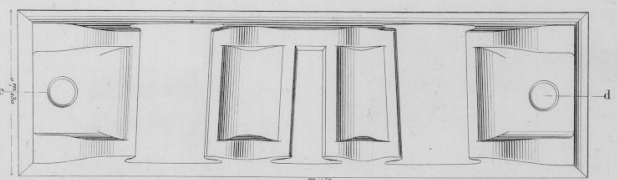


Fig. 1<sup>3</sup>

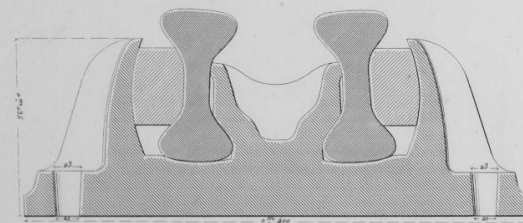


Fig. 2<sup>3</sup>

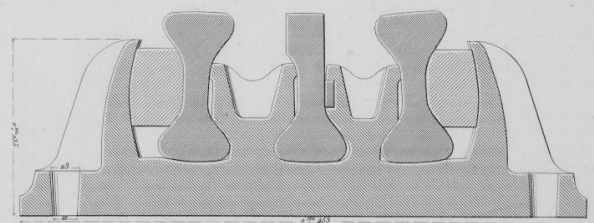


Fig. 3<sup>1</sup>

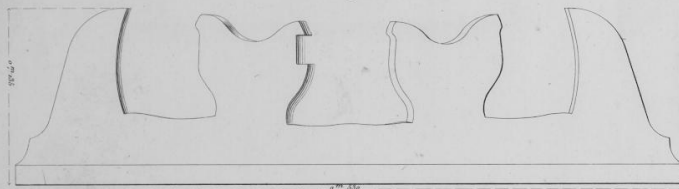


Fig. 4<sup>1</sup>

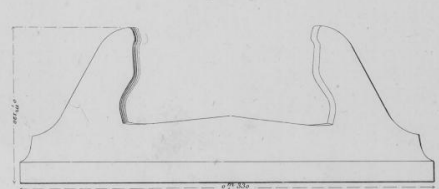


Fig. 3<sup>2</sup>

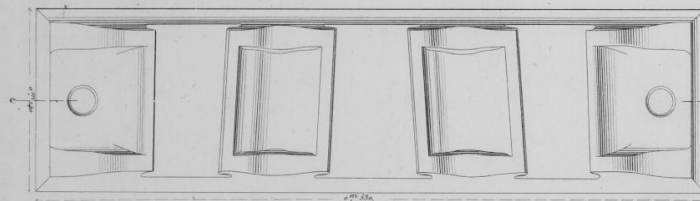


Fig. 4<sup>2</sup>

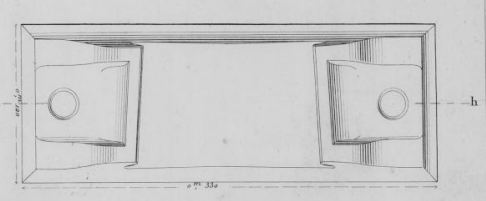


Fig. 3<sup>3</sup>

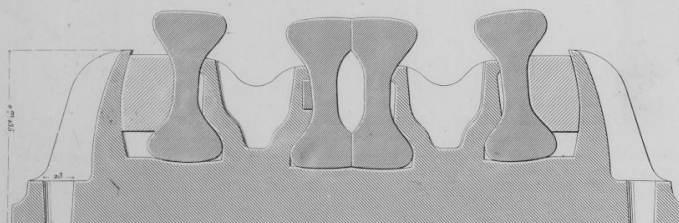
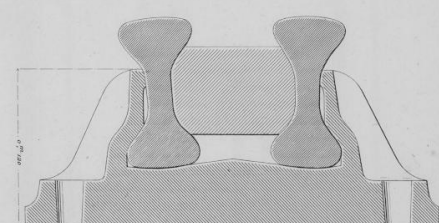


Fig. 4<sup>3</sup>



Echelle de 0<sup>m</sup> 25<sup>e</sup> pour 1<sup>m</sup> 00<sup>e</sup> = 4.

1 2 3 4 5 6 7 8 9 10 centimètres

5 décimètres



Fig. 1<sup>a</sup>.

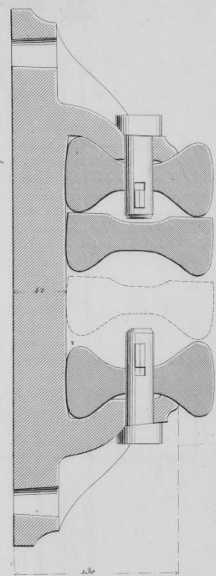


Fig. 1<sup>b</sup>.



Fig. 5<sup>a</sup>.



Fig. 5<sup>b</sup>.

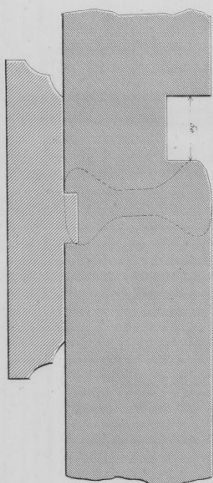


Fig. 5<sup>a</sup>.

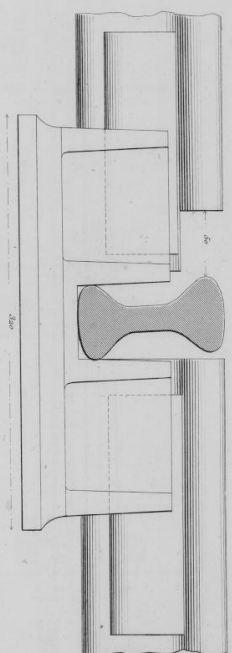


Fig. 5<sup>b</sup>.

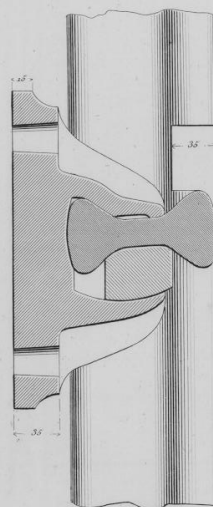


Fig. 2<sup>a</sup>.

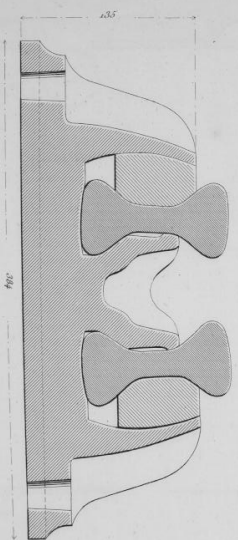


Fig. 5<sup>a</sup>.

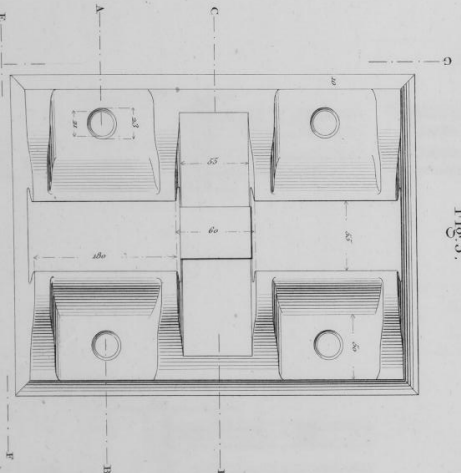


Fig. 5<sup>b</sup>.

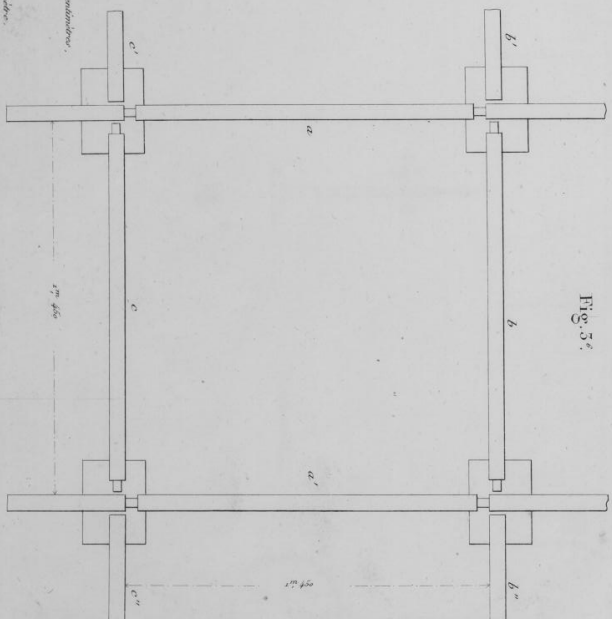
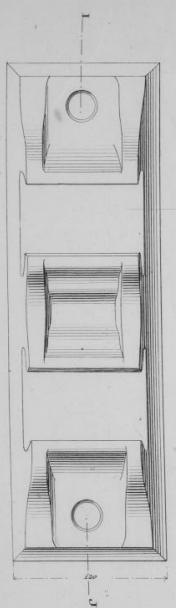
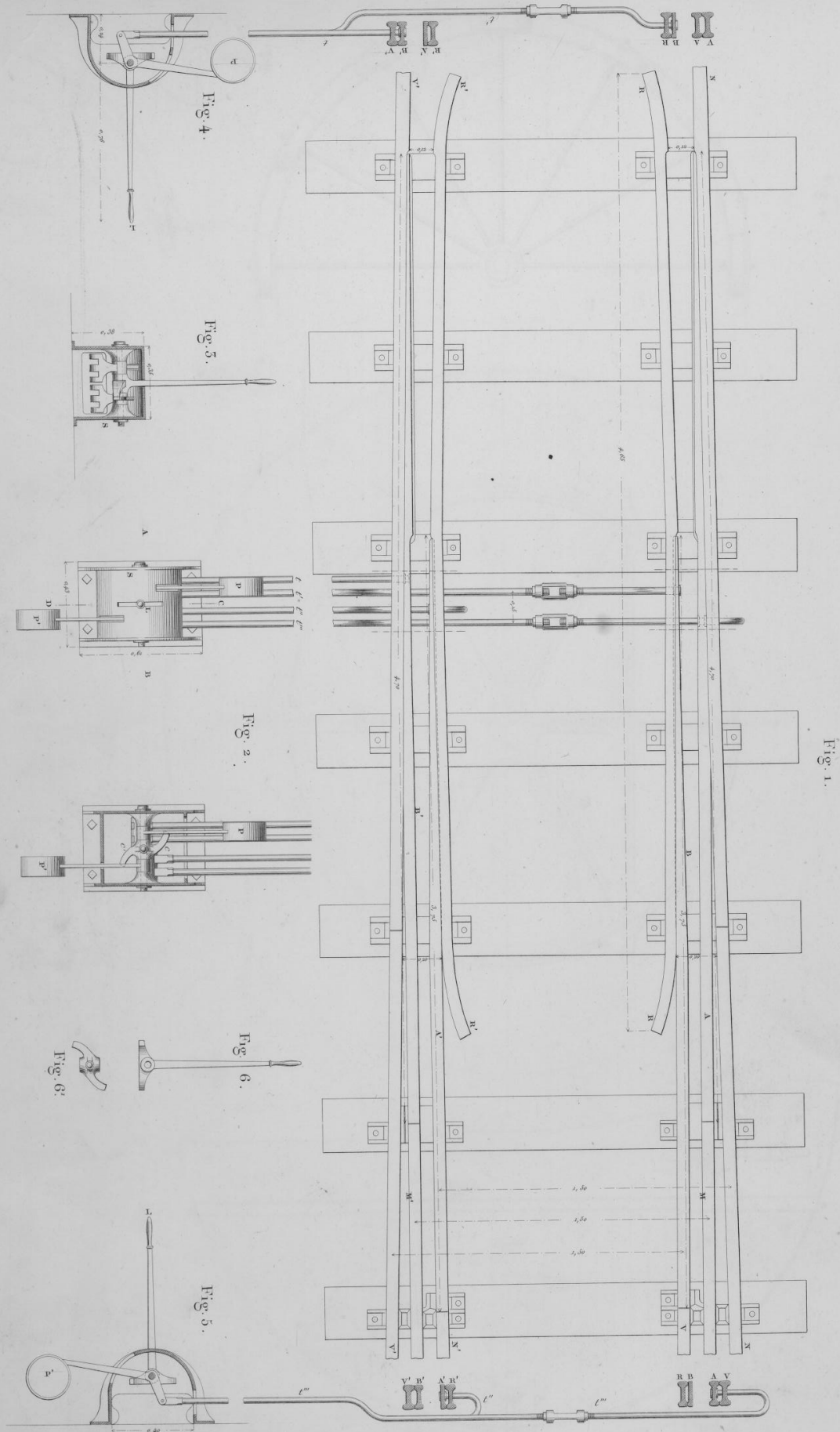


Fig. 2<sup>a</sup>.



Échelle de 0<sup>m</sup> 5 pour mètres = 1/4.  
Échelle de 0<sup>m</sup> 5 pour mètres = 1/20.  
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100 101 102 103 104 105 106 107 108 109 110 111 112 113 114 115 116 117 118 119 120 121 122 123 124 125 126 127 128 129 130 131 132 133 134 135 136 137 138 139 140 141 142 143 144 145 146 147 148 149 150 151 152 153 154 155 156 157 158 159 160 161 162 163 164 165 166 167 168 169 170 171 172 173 174 175 176 177 178 179 180 181 182 183 184 185 186 187 188 189 190 191 192 193 194 195 196 197 198 199 200 201 202 203 204 205 206 207 208 209 210 211 212 213 214 215 216 217 218 219 220 221 222 223 224 225 226 227 228 229 230 231 232 233 234 235 236 237 238 239 240 241 242 243 244 245 246 247 248 249 250 251 252 253 254 255 256 257 258 259 260 261 262 263 264 265 266 267 268 269 270 271 272 273 274 275 276 277 278 279 280 281 282 283 284 285 286 287 288 289 290 291 292 293 294 295 296 297 298 299 300 301 302 303 304 305 306 307 308 309 310 311 312 313 314 315 316 317 318 319 320 321 322 323 324 325 326 327 328 329 330 331 332 333 334 335 336 337 338 339 340 341 342 343 344 345 346 347 348 349 350 351 352 353 354 355 356 357 358 359 360 361 362 363 364 365 366 367 368 369 370 371 372 373 374 375 376 377 378 379 380 381 382 383 384 385 386 387 388 389 390 391 392 393 394 395 396 397 398 399 400 401 402 403 404 405 406 407 408 409 410 411 412 413 414 415 416 417 418 419 420 421 422 423 424 425 426 427 428 429 430 431 432 433 434 435 436 437 438 439 440 441 442 443 444 445 446 447 448 449 450 451 452 453 454 455 456 457 458 459 460 461 462 463 464 465 466 467 468 469 470 471 472 473 474 475 476 477 478 479 480 481 482 483 484 485 486 487 488 489 490 491 492 493 494 495 496 497 498 499 500 501 502 503 504 505 506 507 508 509 510 511 512 513 514 515 516 517 518 519 520 521 522 523 524 525 526 527 528 529 530 531 532 533 534 535 536 537 538 539 540 541 542 543 544 545 546 547 548 549 550 551 552 553 554 555 556 557 558 559 560 561 562 563 564 565 566 567 568 569 570 571 572 573 574 575 576 577 578 579 580 581 582 583 584 585 586 587 588 589 590 591 592 593 594 595 596 597 598 599 600 601 602 603 604 605 606 607 608 609 610 611 612 613 614 615 616 617 618 619 620 621 622 623 624 625 626 627 628 629 630 631 632 633 634 635 636 637 638 639 640 641 642 643 644 645 646 647 648 649 650 651 652 653 654 655 656 657 658 659 660 661 662 663 664 665 666 667 668 669 670 671 672 673 674 675 676 677 678 679 680 681 682 683 684 685 686 687 688 689 690 691 692 693 694 695 696 697 698 699 700 701 702 703 704 705 706 707 708 709 710 711 712 713 714 715 716 717 718 719 720 721 722 723 724 725 726 727 728 729 730 731 732 733 734 735 736 737 738 739 740 741 742 743 744 745 746 747 748 749 750 751 752 753 754 755 756 757 758 759 760 761 762 763 764 765 766 767 768 769 770 771 772 773 774 775 776 777 778 779 780 781 782 783 784 785 786 787 788 789 790 791 792 793 794 795 796 797 798 799 800 801 802 803 804 805 806 807 808 809 810 811 812 813 814 815 816 817 818 819 820 821 822 823 824 825 826 827 828 829 830 831 832 833 834 835 836 837 838 839 840 841 842 843 844 845 846 847 848 849 850 851 852 853 854 855 856 857 858 859 860 861 862 863 864 865 866 867 868 869 870 871 872 873 874 875 876 877 878 879 880 881 882 883 884 885 886 887 888 889 890 891 892 893 894 895 896 897 898 899 900 901 902 903 904 905 906 907 908 909 910 911 912 913 914 915 916 917 918 919 920 921 922 923 924 925 926 927 928 929 930 931 932 933 934 935 936 937 938 939 940 941 942 943 944 945 946 947 948 949 950 951 952 953 954 955 956 957 958 959 960 961 962 963 964 965 966 967 968 969 970 971 972 973 974 975 976 977 978 979 980 981 982 983 984 985 986 987 988 989 990 991 992 993 994 995 996 997 998 999 1000





Echelle de 0<sup>m</sup>05 pour 1 mètre ou 1/20.



Fig. 4.

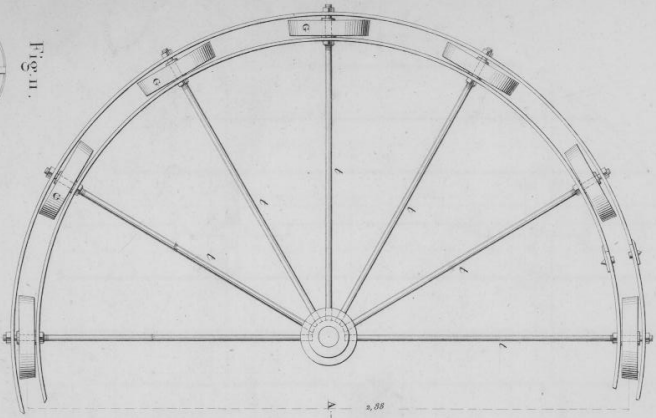


Fig. 1.

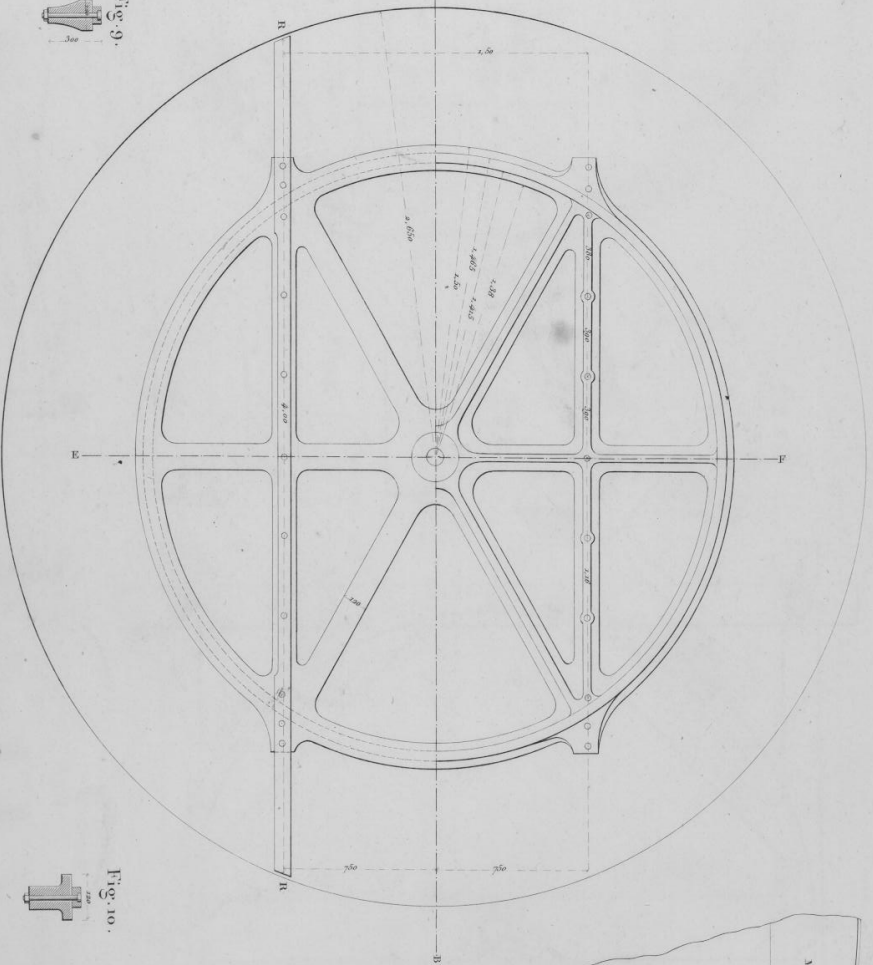


Fig. 5.

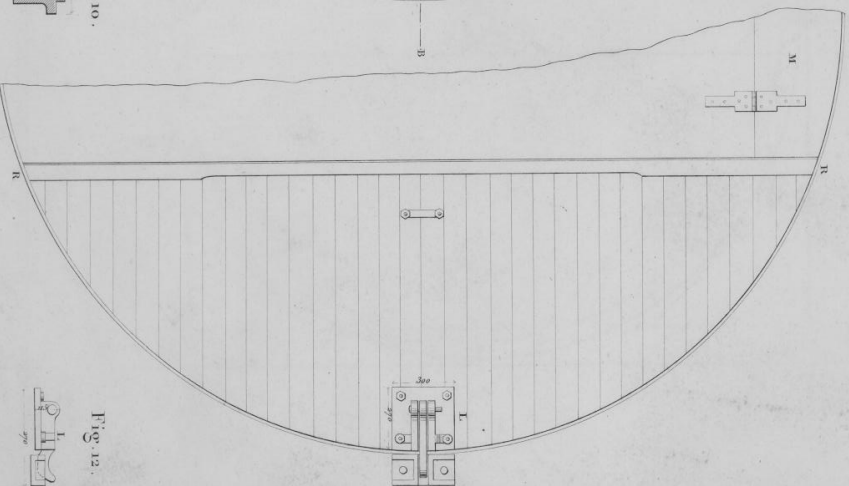


Fig. 11.

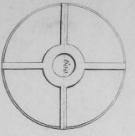


Fig. 9.



Fig. 10.



Fig. 12.



Fig. 6.

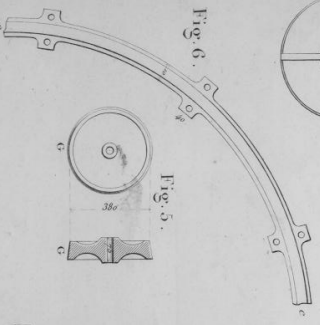


Fig. 5.



Fig. 2.

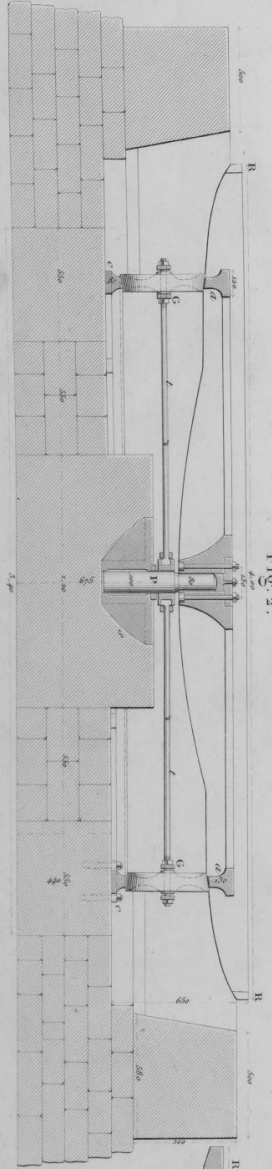


Fig. 7.

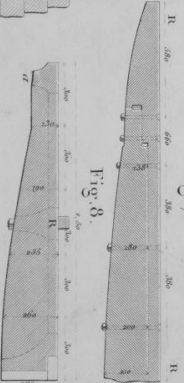
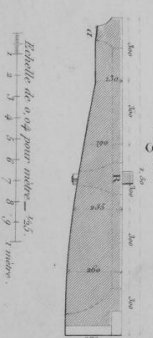


Fig. 8.



Échelle de 0,01 pour mètres - 1/25

Voir la planche adjointe.

*Ch. Mathieu, Éditeur, pour M. Mathieu, 15*



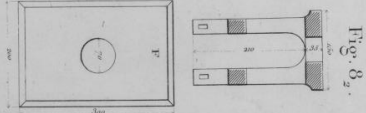
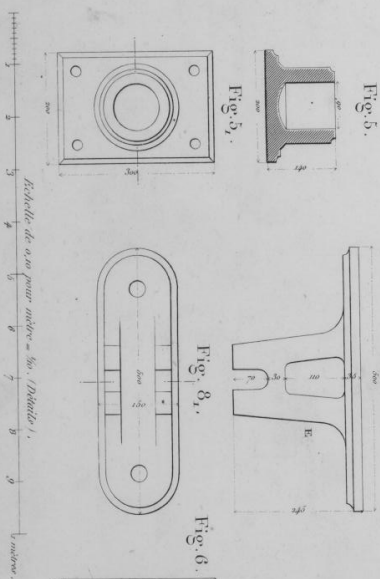
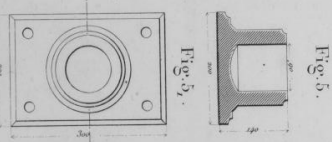
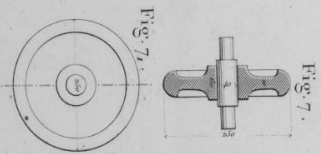
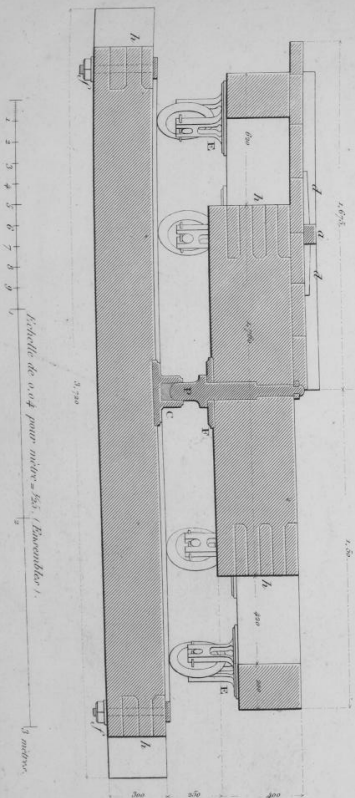
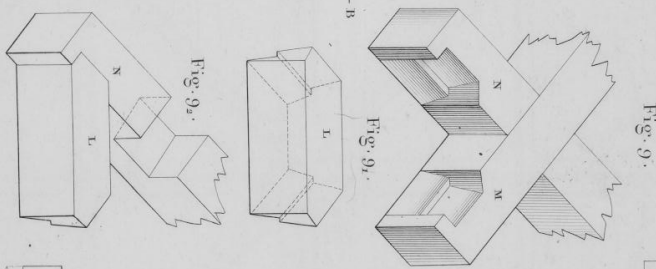
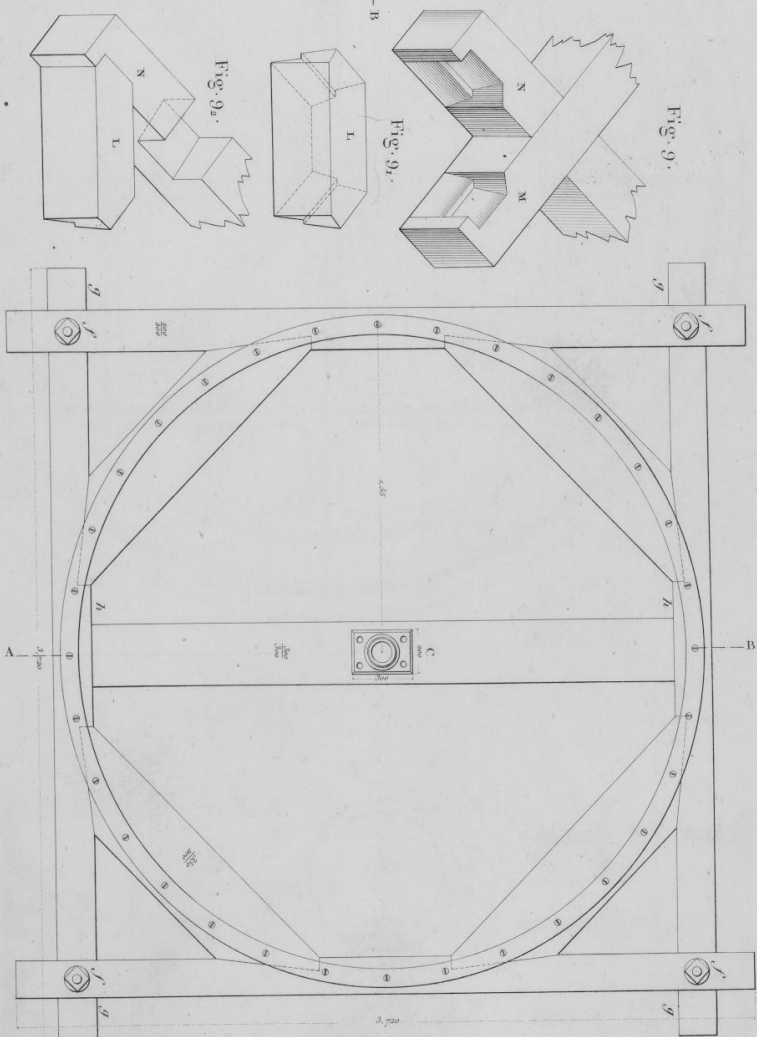
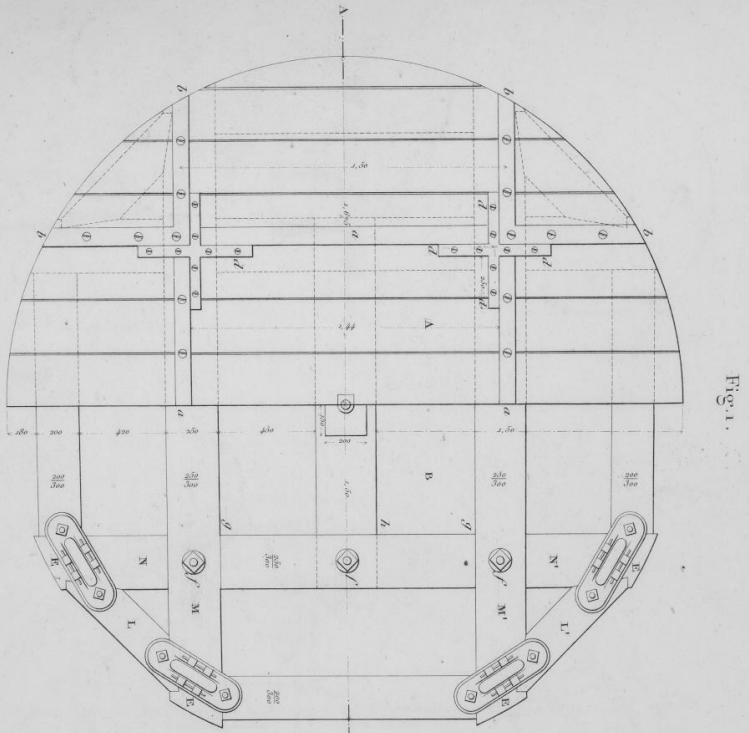




Fig. 3.

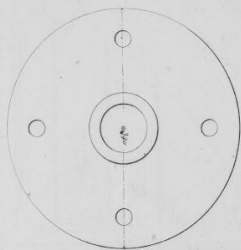


Fig. 5.

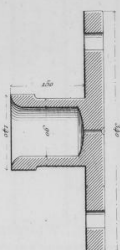


Fig. 4.

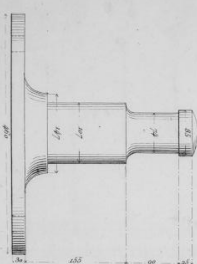


Fig. 4.

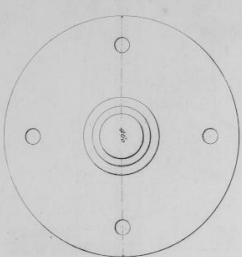


Fig. 1.

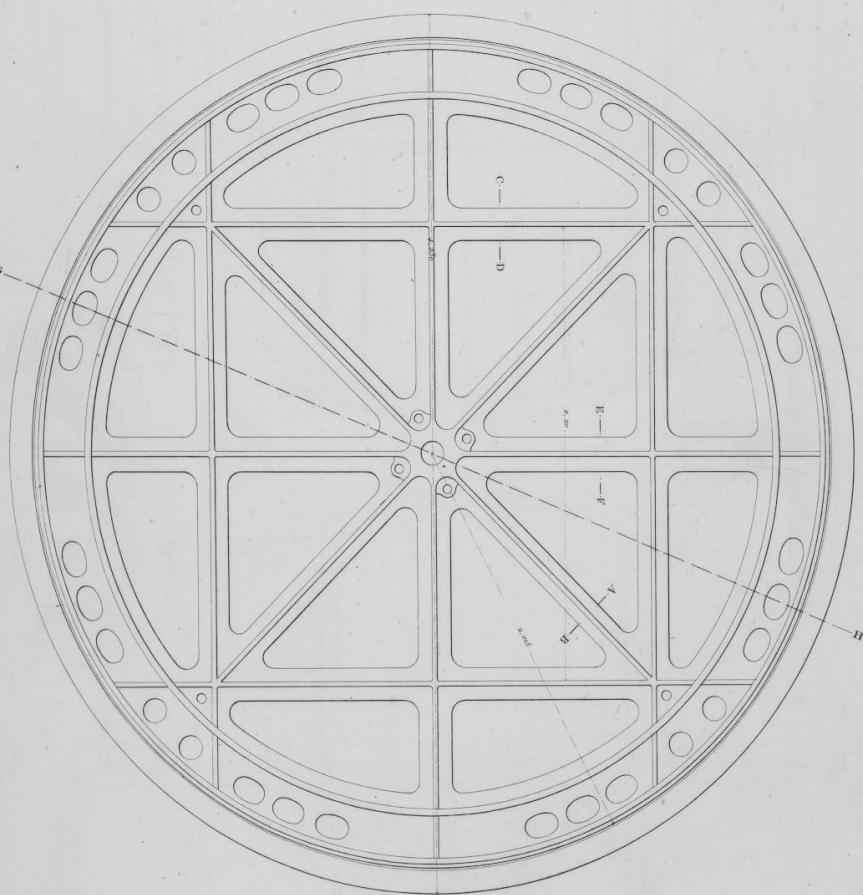


Fig. 2.

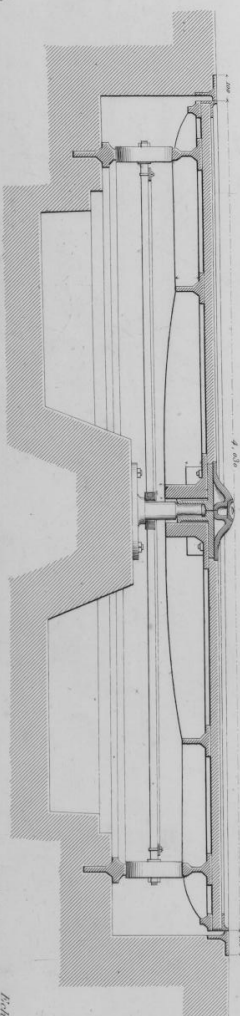


Fig. 5.



Fig. 6.



Fig. 7.



Fig. 8.



Fig. 9.



Fig. 10.



Fig. 10.



Fig. 11.



Fig. 12.

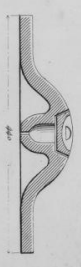


Fig. 13.

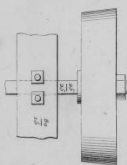


Fig. 13.

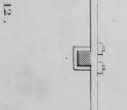
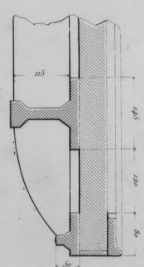


Fig. 12.



Échelle de 0,01 pour mètres = 1/100.

5 mte.

Échelle de 0,01 pour mètres pour les détails.

5 mte.







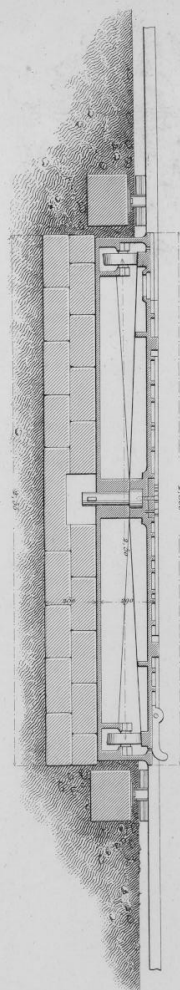


Fig. 1.

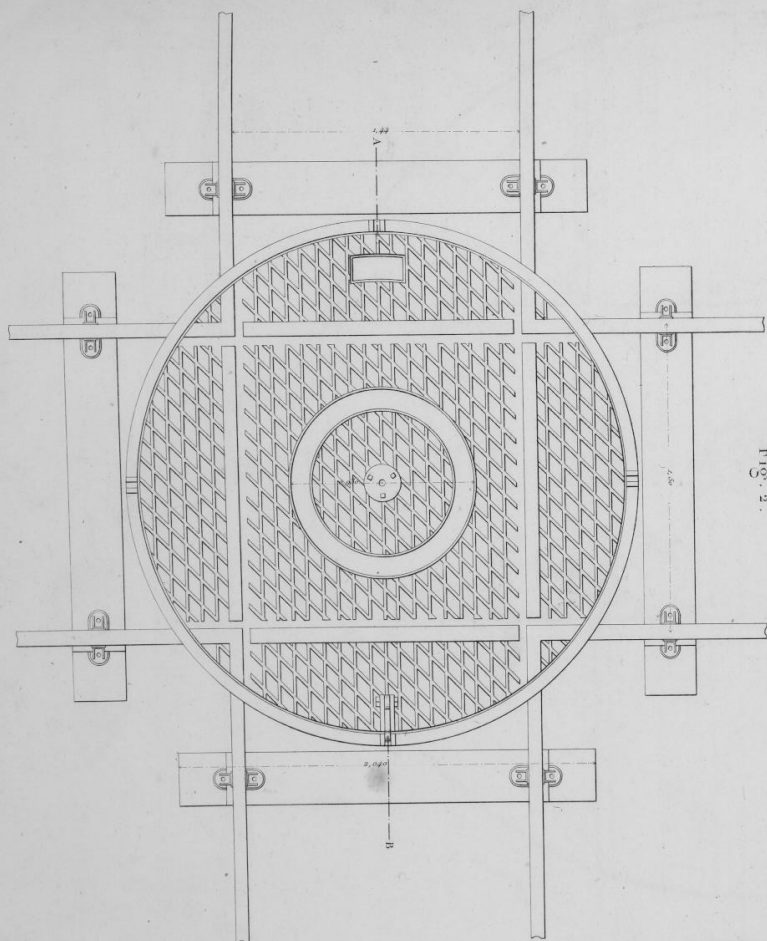


Fig. 2.

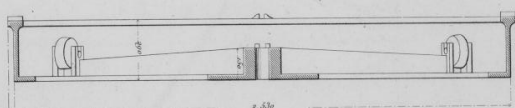


Fig. 3.

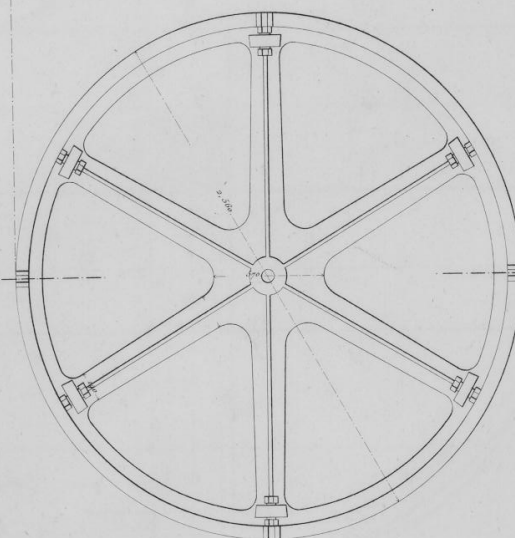


Fig. 3.

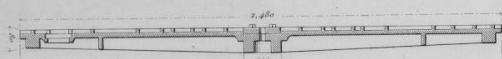


Fig. 4.

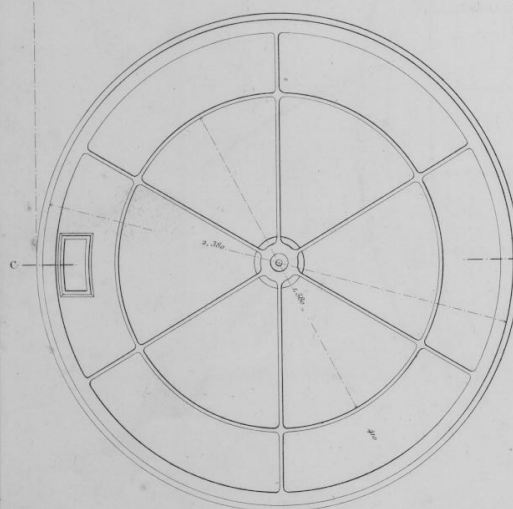


Fig. 4.



Fig. 1.

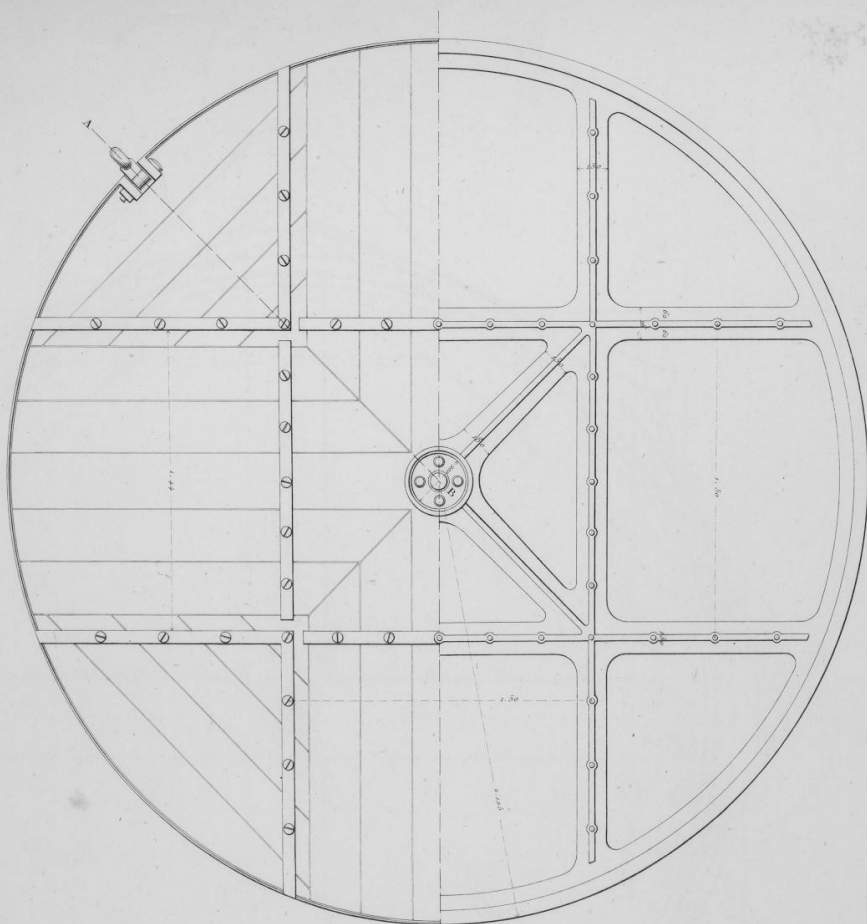


Fig. 5.

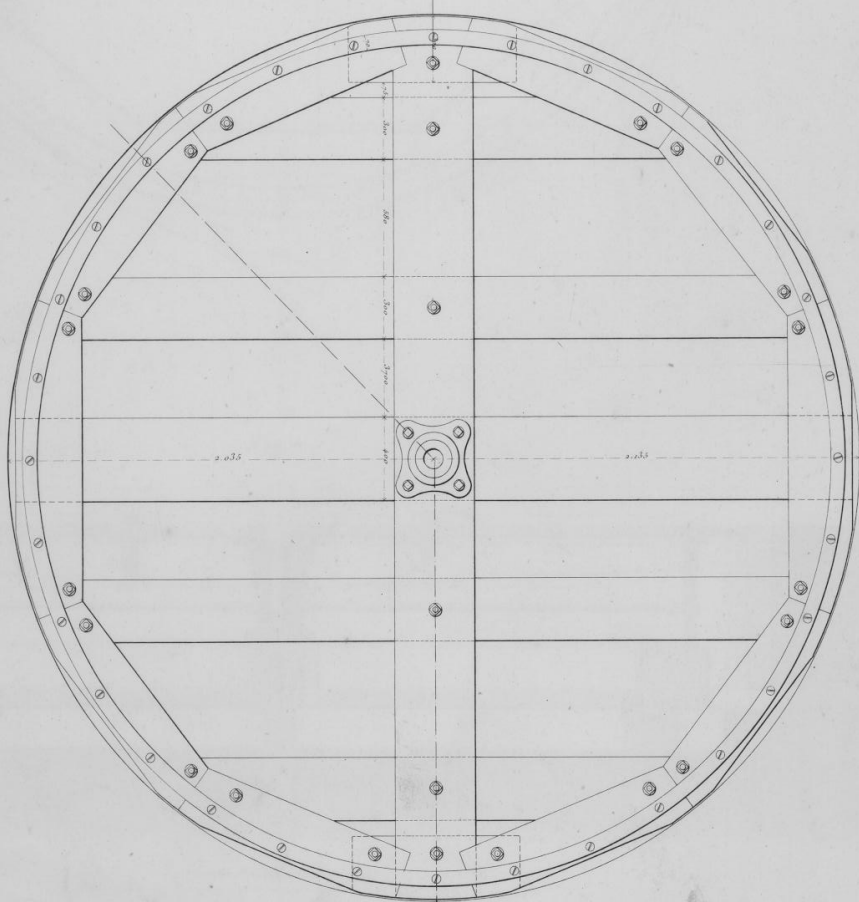


Fig. 2.

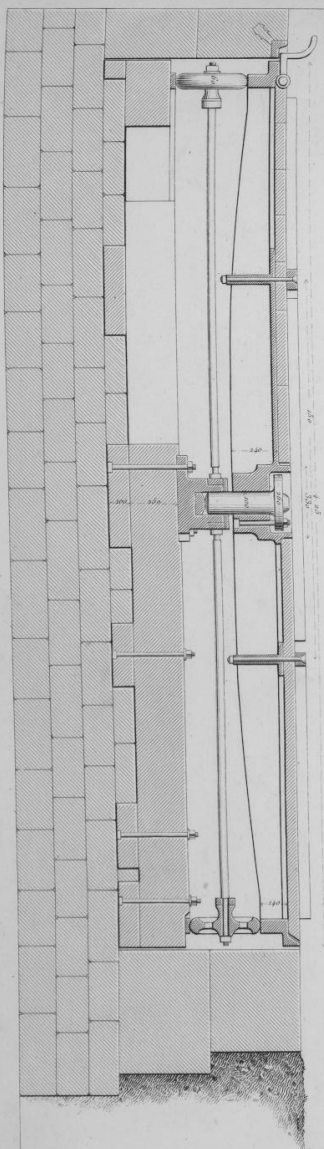
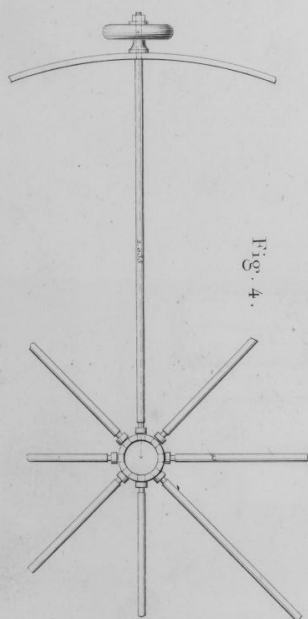


Fig. 4.



Echelle de 0.01 pour mètres = 1/25.  
mètres



Fig. 1.

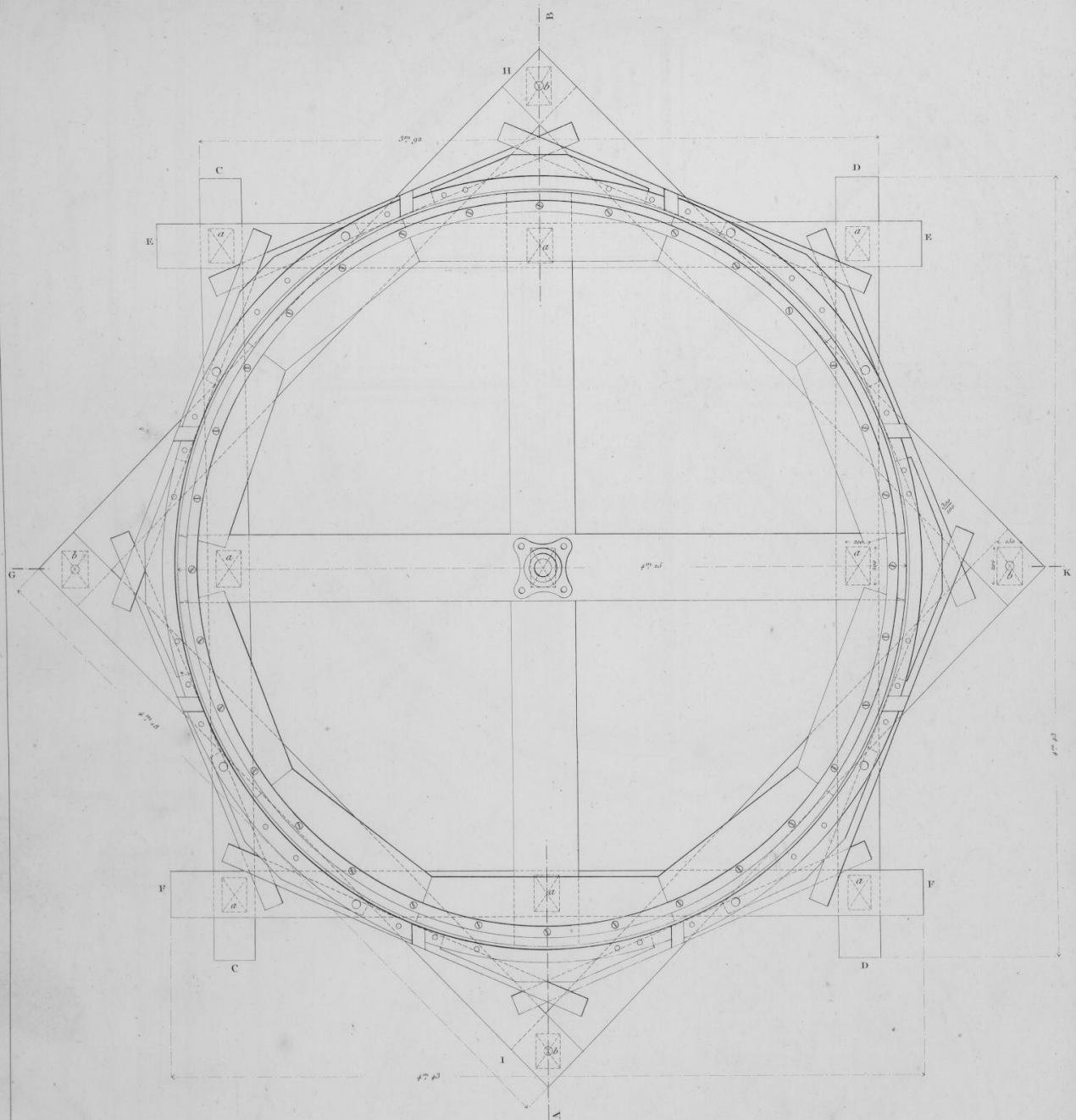
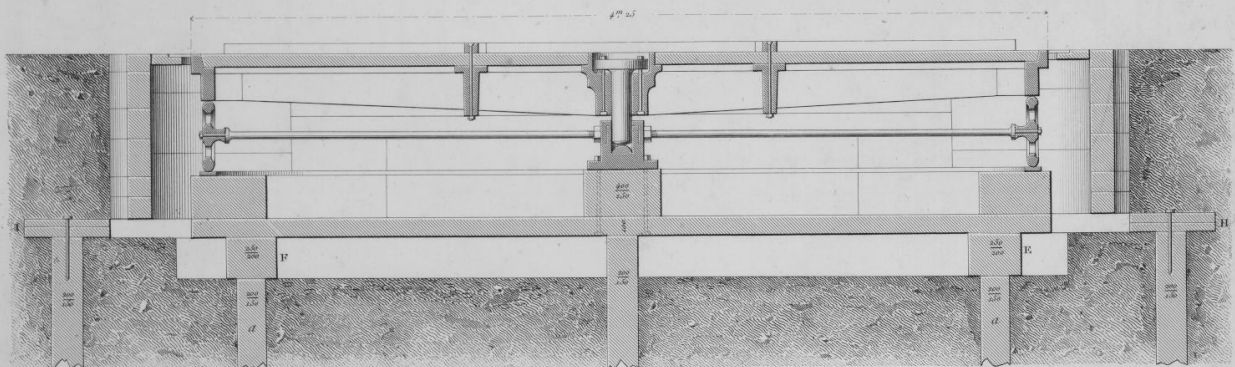


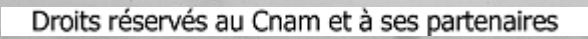
Fig. 2.



Echelle de 0,04 pour mètre = 1/25.

0 1 2 3 4 5 6 7 8 9 10 mètres.







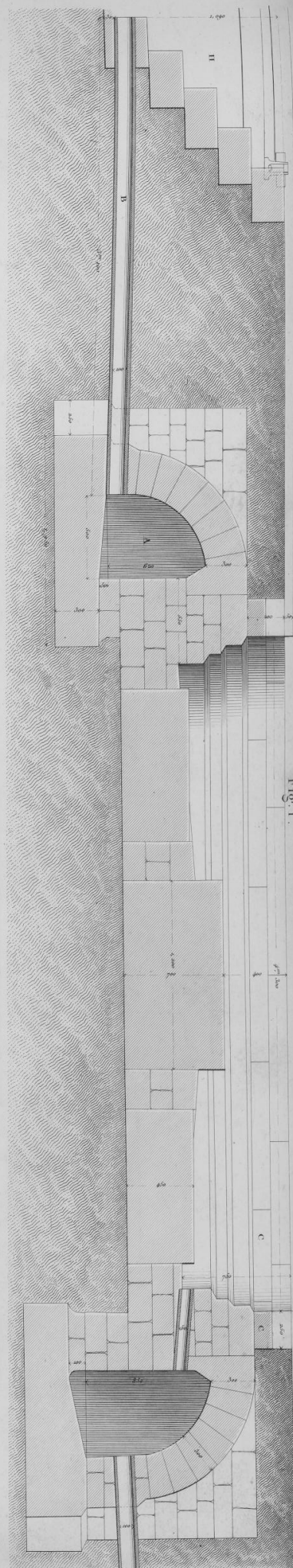


Fig. 1.

E. 9.

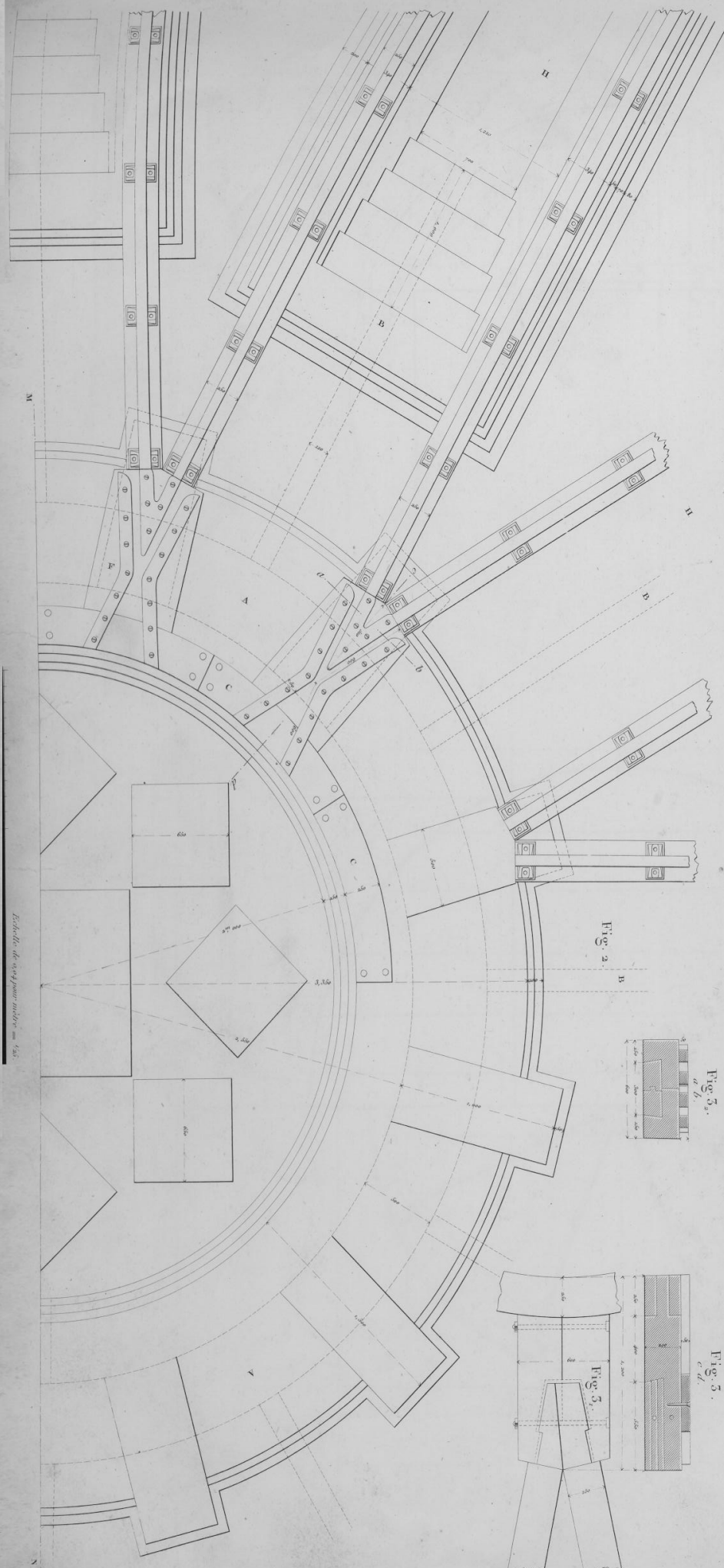


Fig. 2.

Fig. 3.

Fig. 4.



Fig. 1.

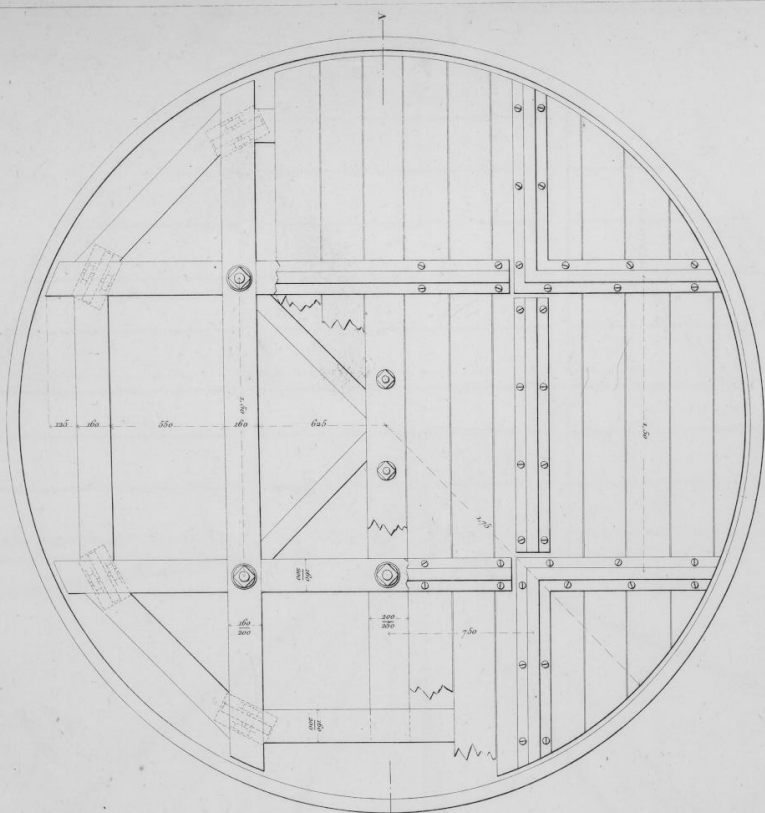


Fig. 2.

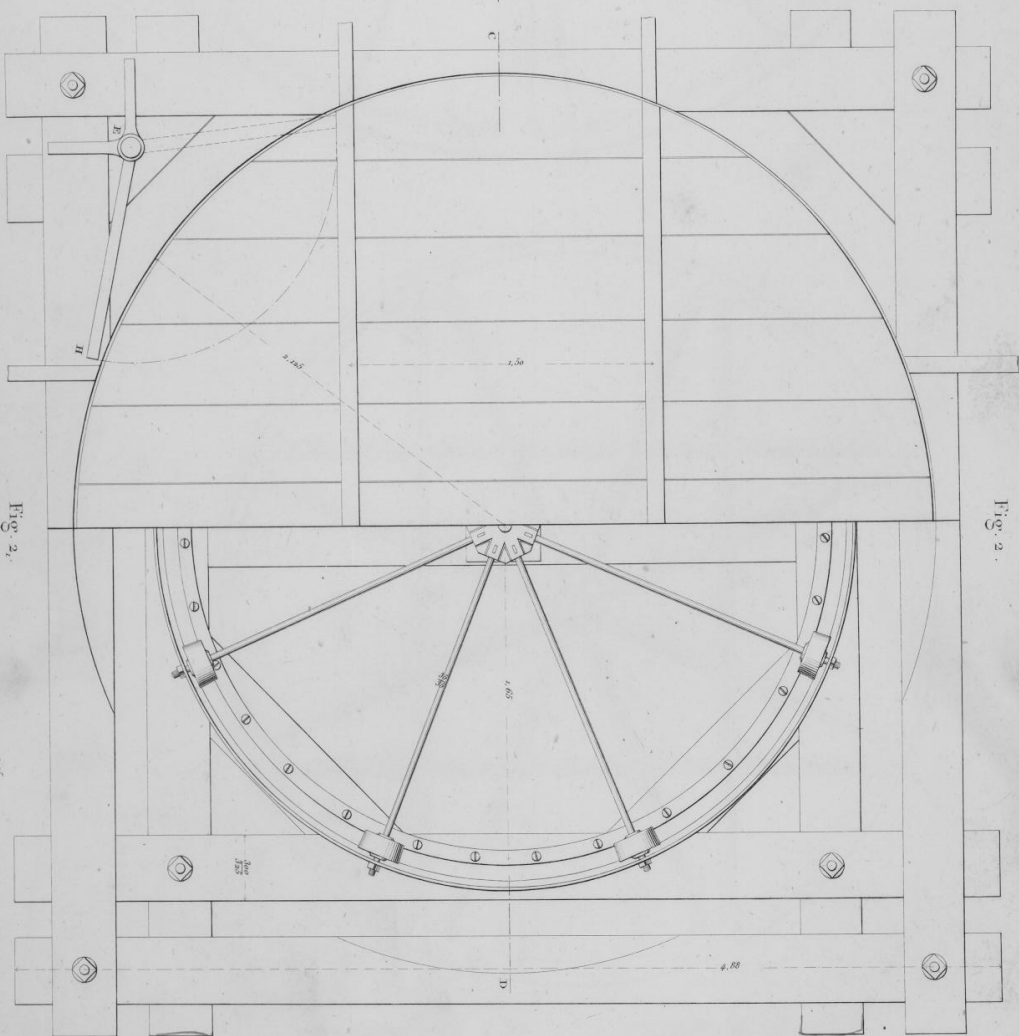


Fig. 1.

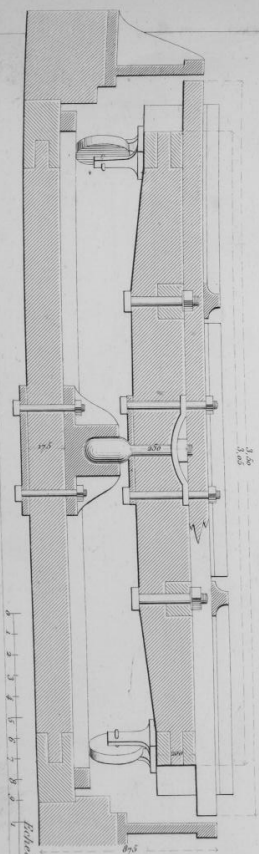


Fig. 2.

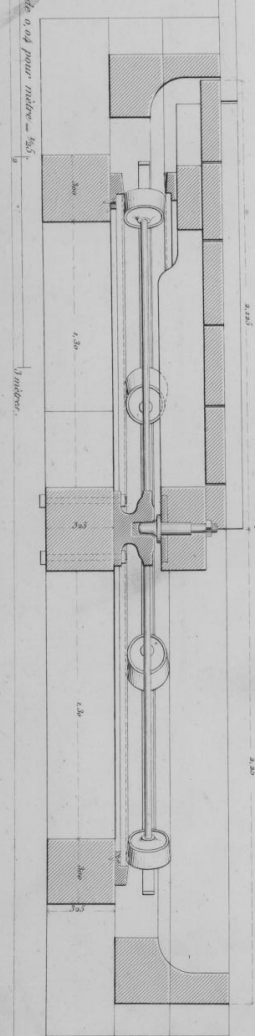




Fig. 1.

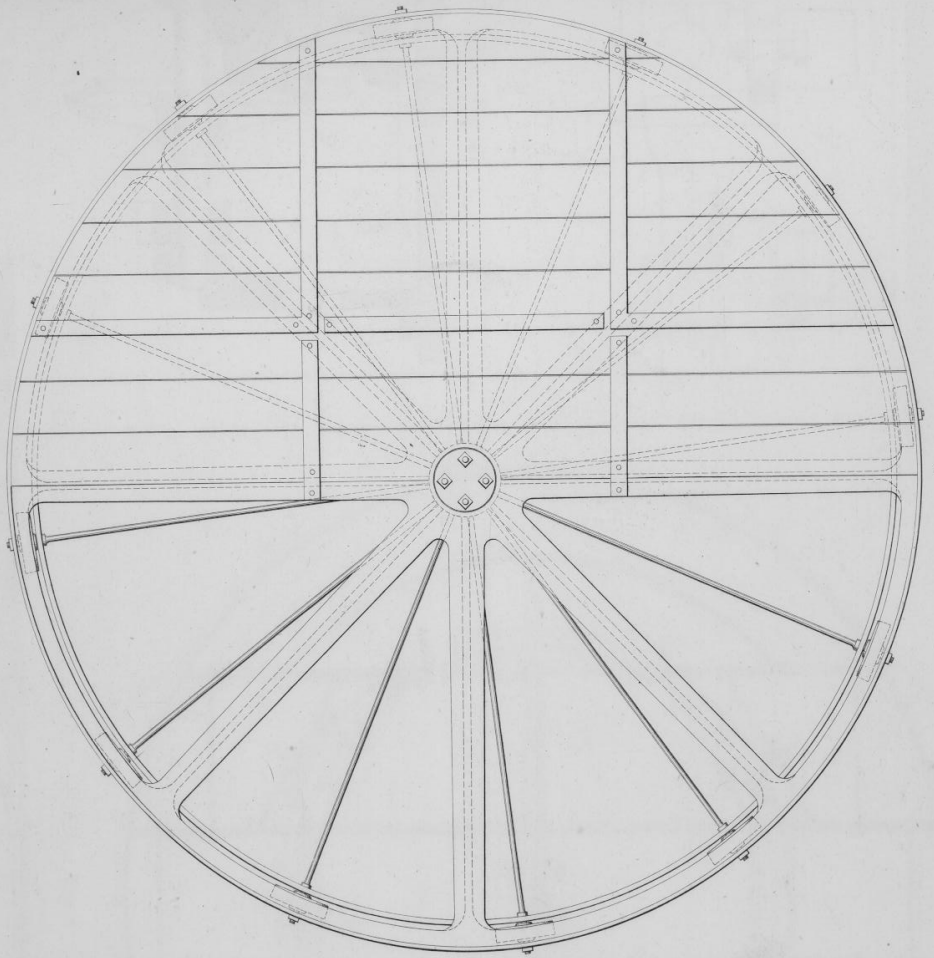


Fig. 1.

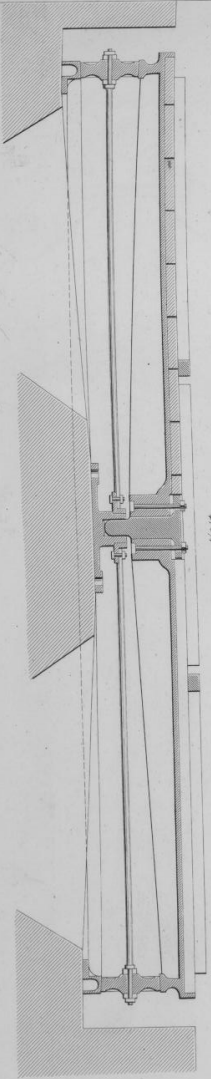


Fig. 2.

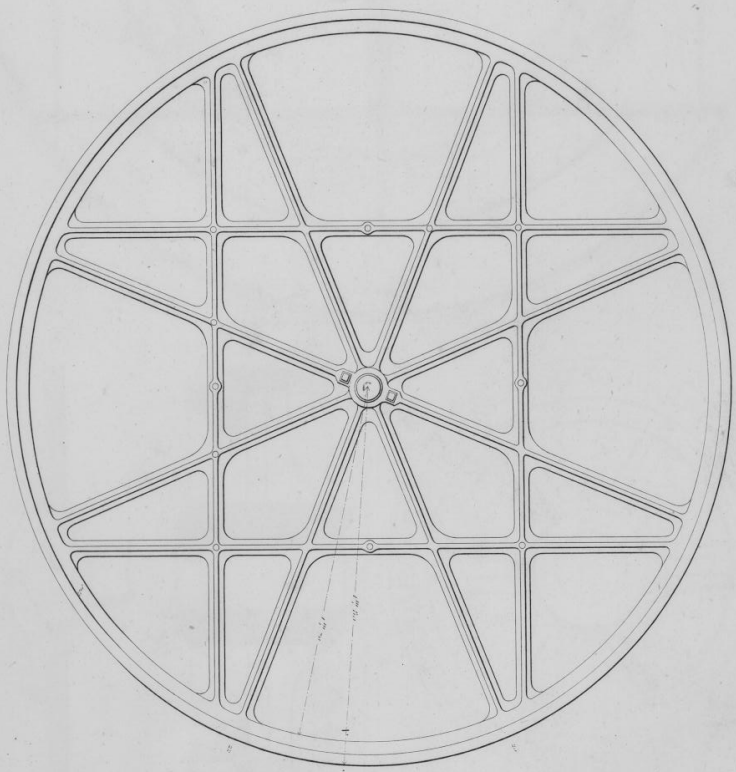


Fig. 1.

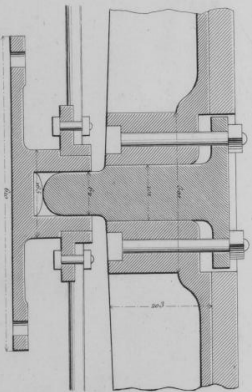


Fig. 2.

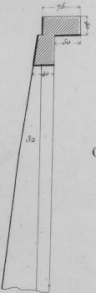
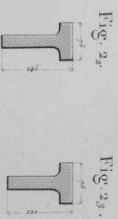


Fig. 2.



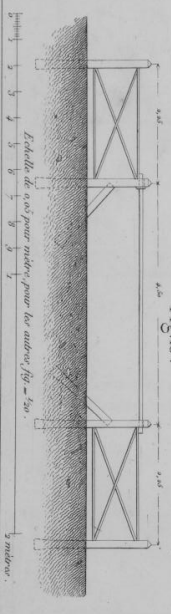
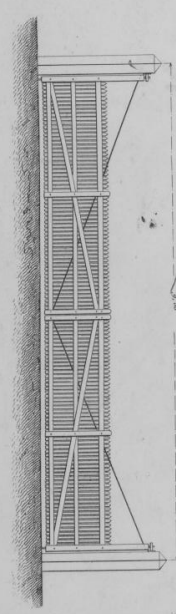
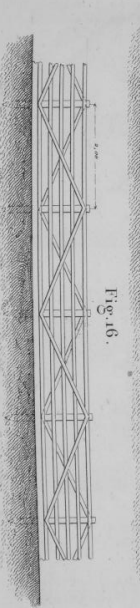
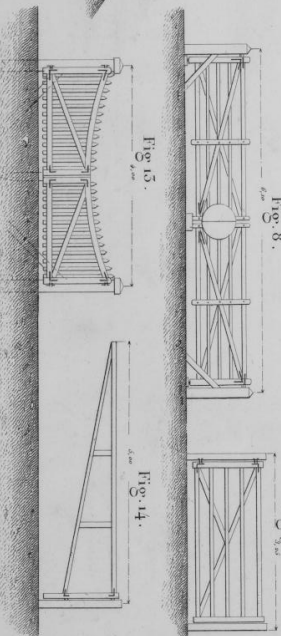
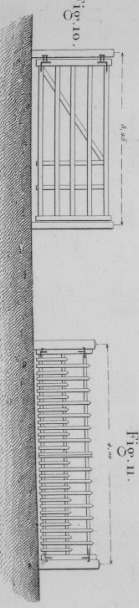
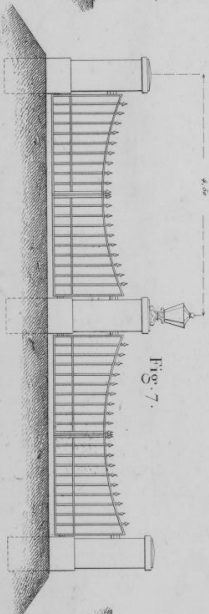
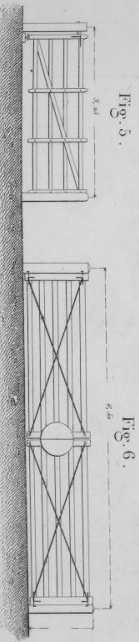
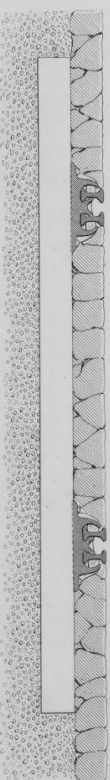
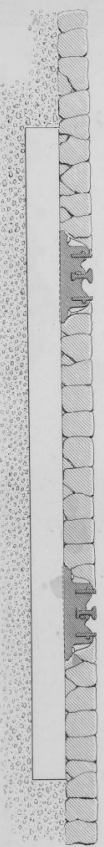
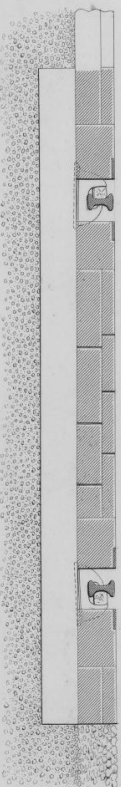
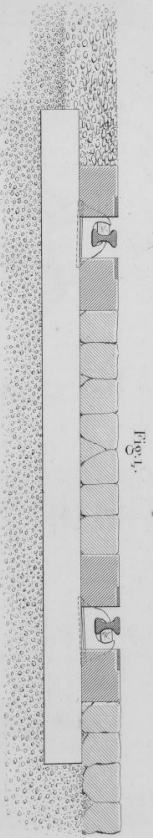
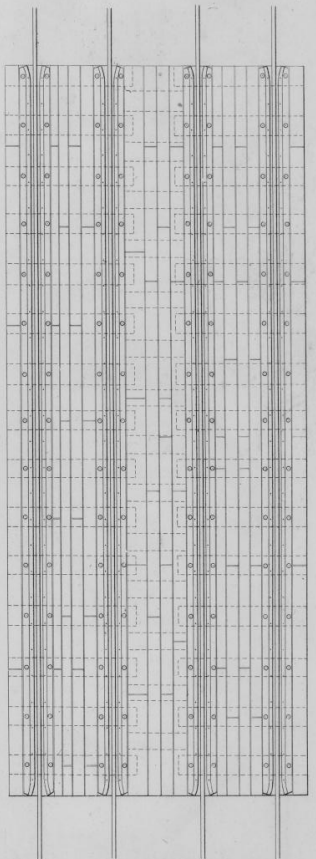
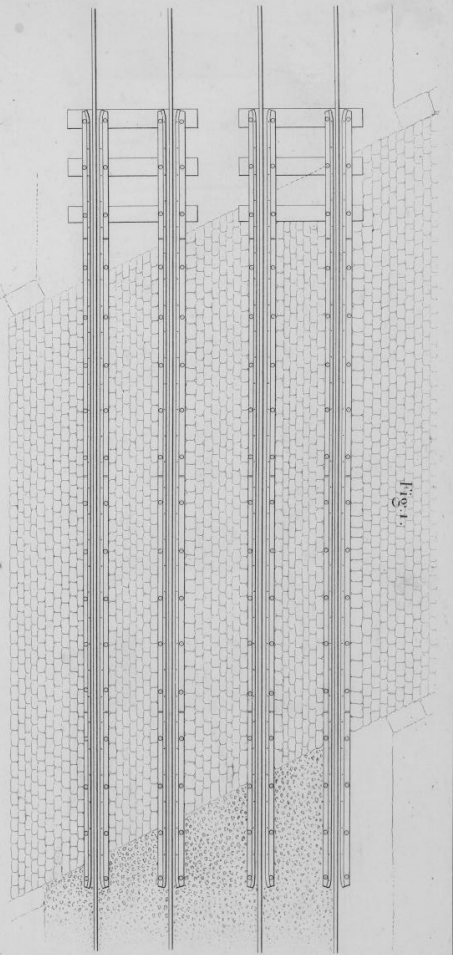
Échelle de 0,50 mètre pour la fig. 1 et 2.

Échelle de 0,50 mètre pour la fig. 3 et 4.









Echelle de 0.00 pour autre pour les fig. 1 et 2 = 1/100.

Echelle de 0.05 pour autre pour les autres fig. = 1/50.



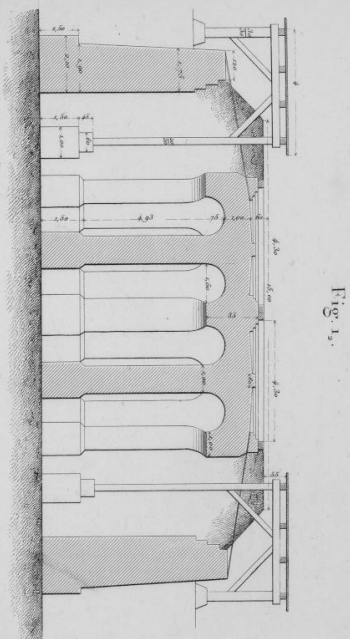


Fig. 12.

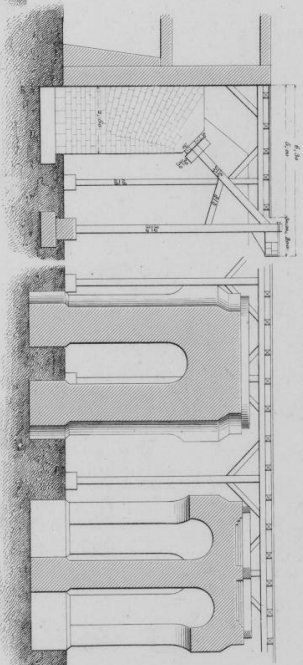


Fig. 13.

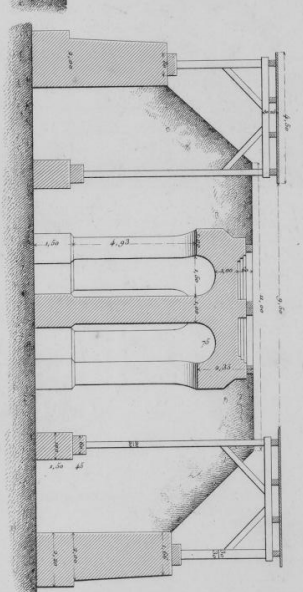


Fig. 14.

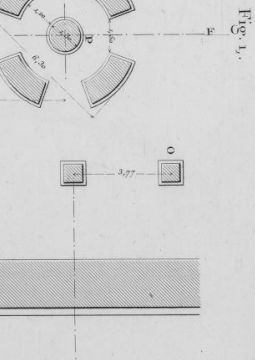


Fig. 15.

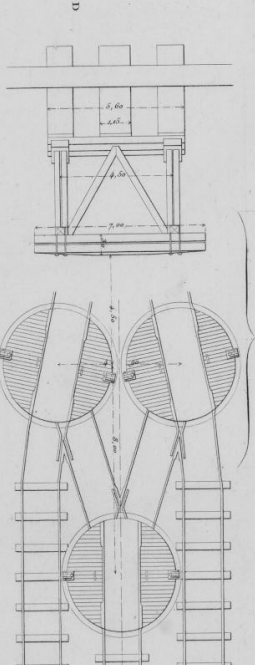


Fig. 16.

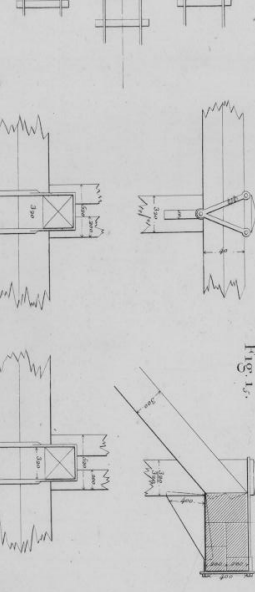


Fig. 17.

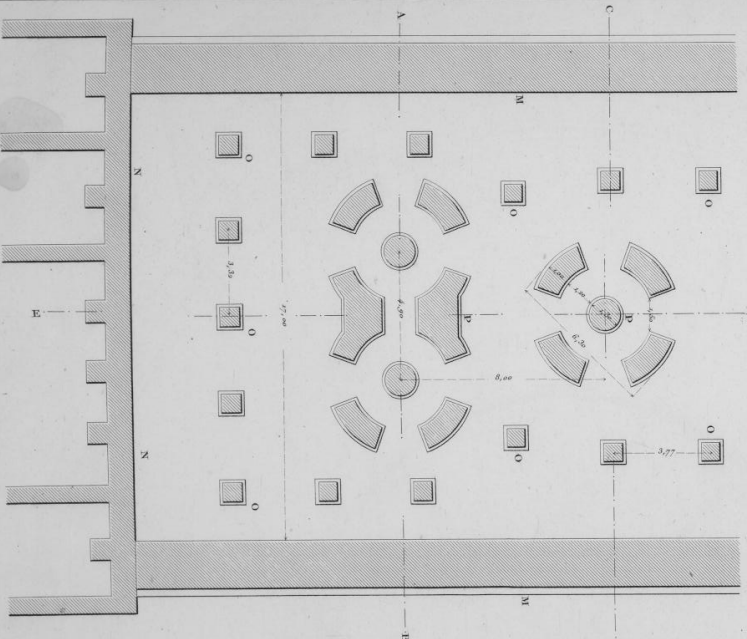


Fig. 18.

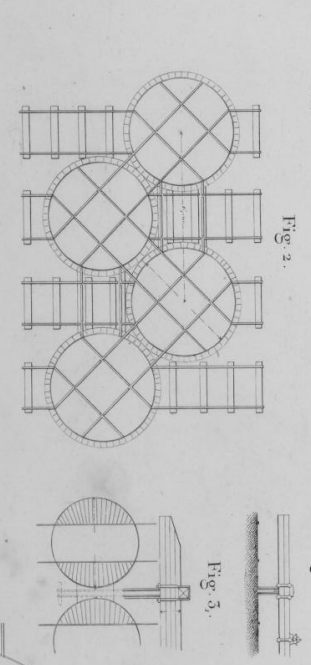


Fig. 19.

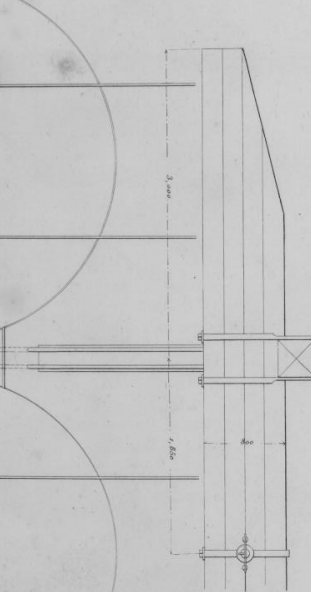


Fig. 20.

Échelle de 0,01 pour les figures 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20.  
Échelle de 0,01 pour les figures 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20.  
N.B. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20.

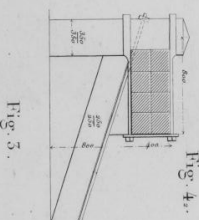


Fig. 21.

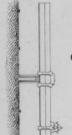


Fig. 22.

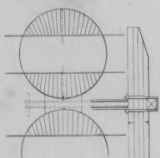


Fig. 23.

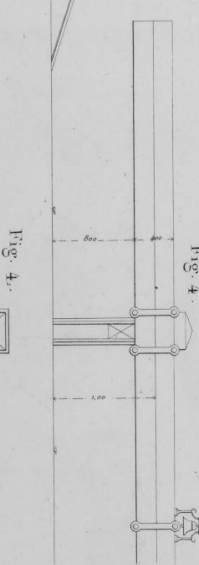


Fig. 24.

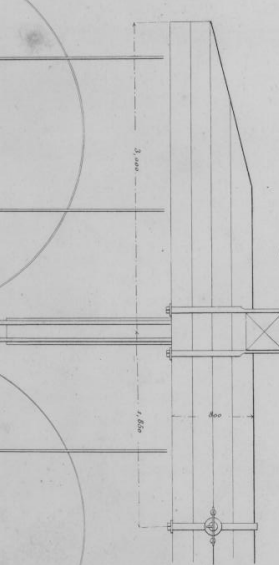
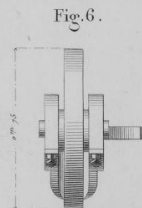
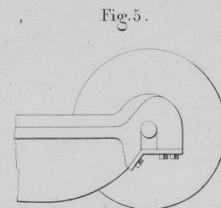
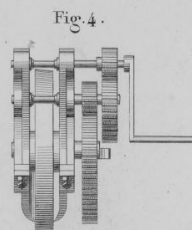
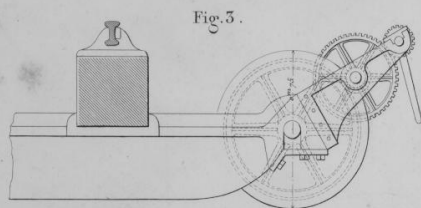
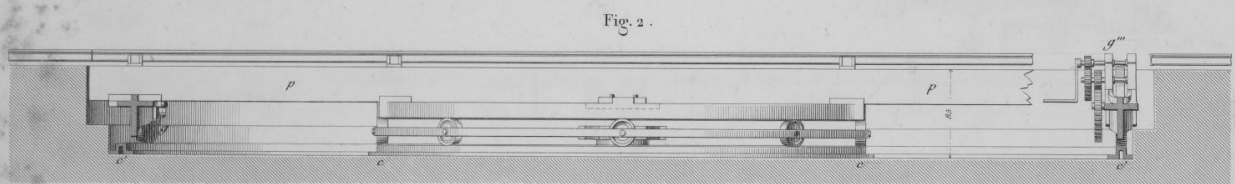
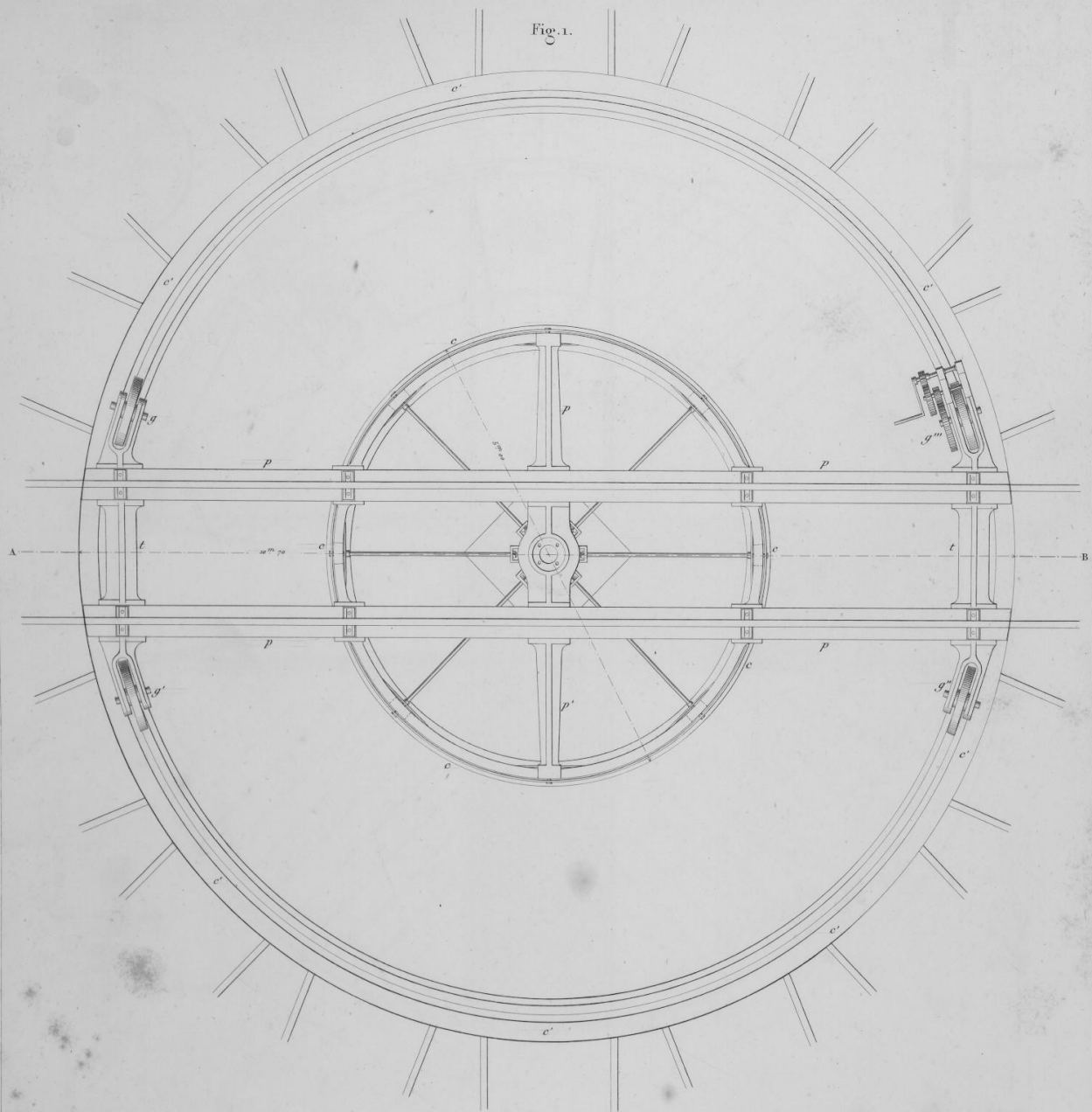


Fig. 25.





Echelle de 0<sup>m</sup> 02 pour mètre = 50 pour les fig. 1 et 2.

Echelle de 0<sup>m</sup> 04 pour mètre = 25 pour les détails.



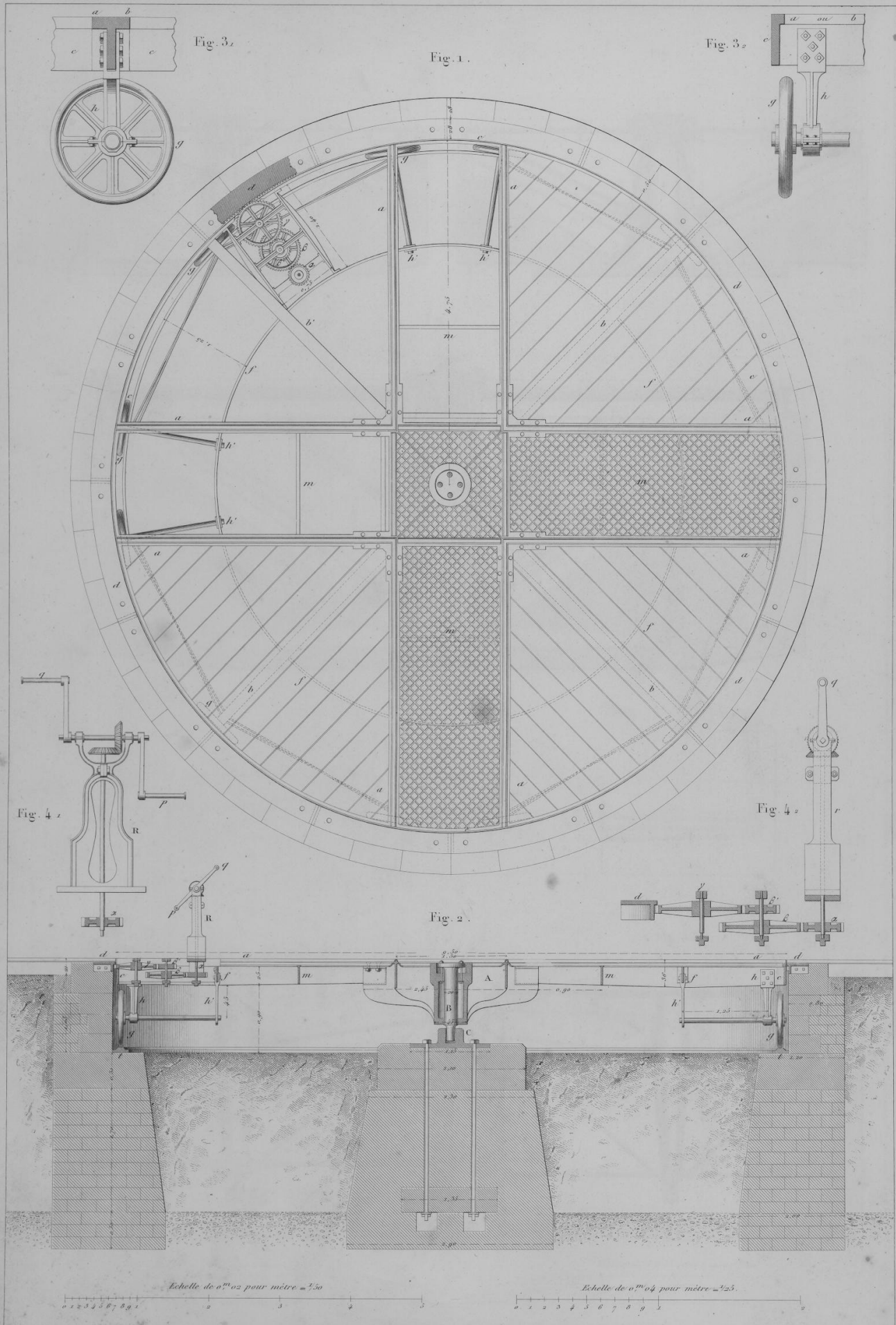




Fig. 1.

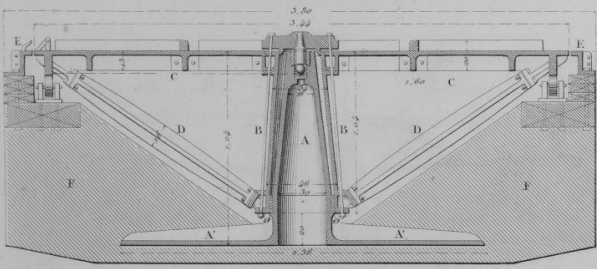


Fig. 2.

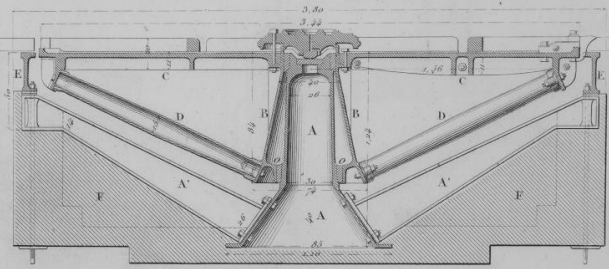


Fig. 3.

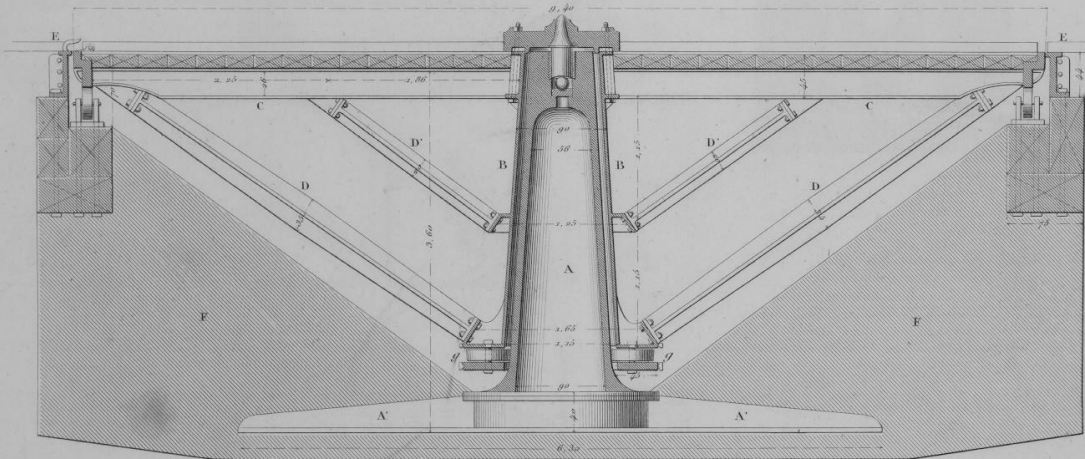


Fig. 4.

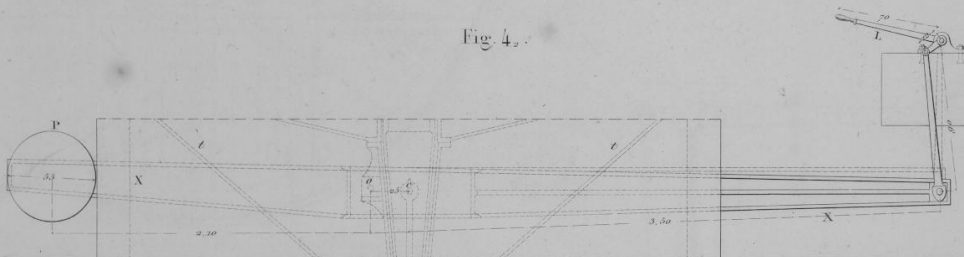


Fig. 4.

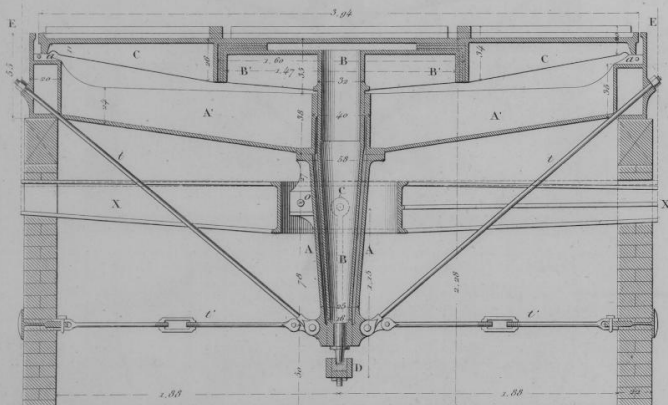
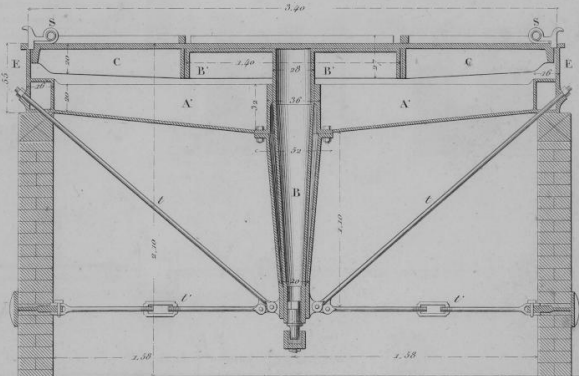
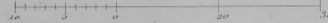


Fig. 5.



Echelle de 0<sup>m</sup>02 pour 1 mètre 50.



Echelle de 0<sup>m</sup>03 pour 1 mètre 50.

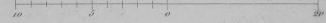
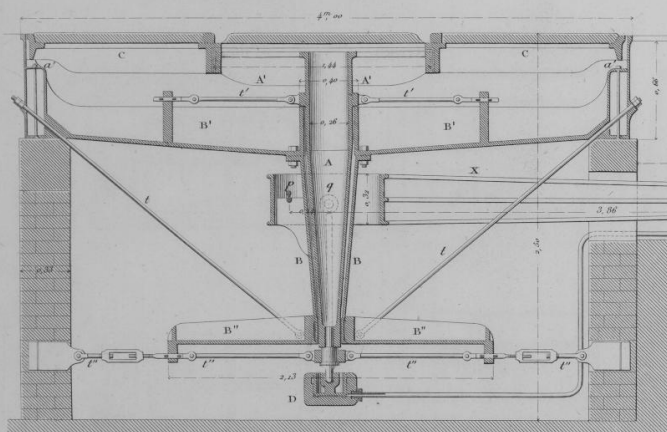




Fig. 1.





# Diligences belges.

Fig. 1.

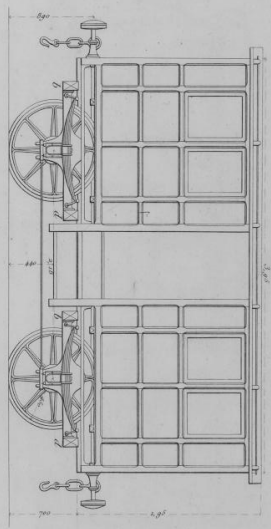


Fig. 2.

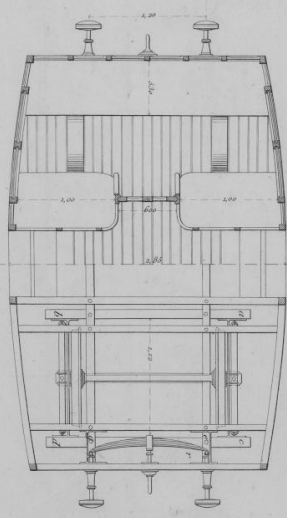


Fig. 3.

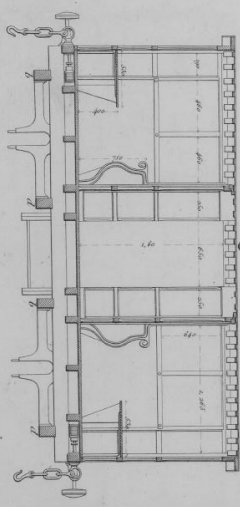


Fig. 4.

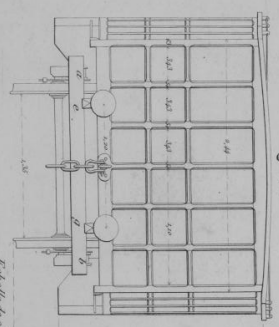
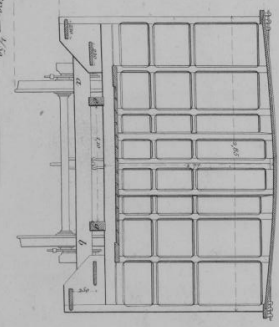


Fig. 5.



Echelle de 0<sup>m</sup> 25 en pouces mètres = 1/50.

4 mètres.

Felix Mathias direct.

# Wagons belges.

Fig. 6.

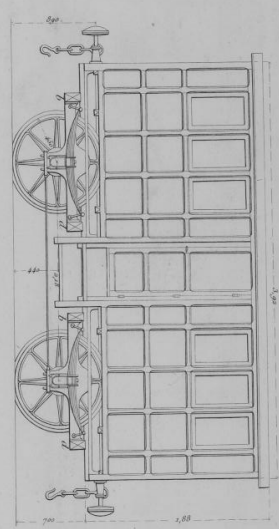


Fig. 7.

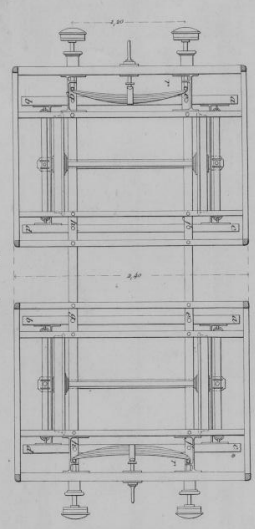


Fig. 8.

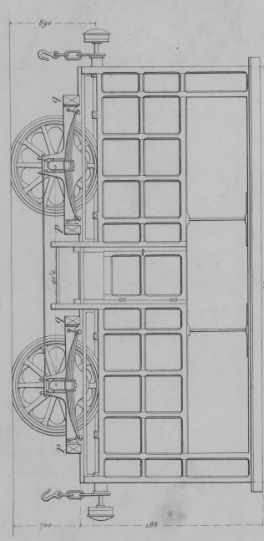


Fig. 9.

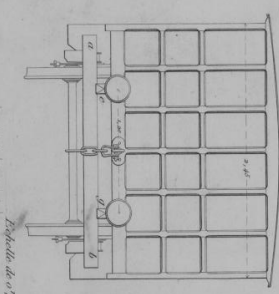
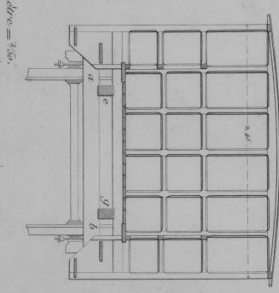


Fig. 10.



Echelle de 0<sup>m</sup> 25 en pouces mètres = 1/50.

4 mètres.

Voir le plan rectif.

Felix Mathias, Editeur, pour l'Etat, Bruxelles, 1850.



Fig. 1.

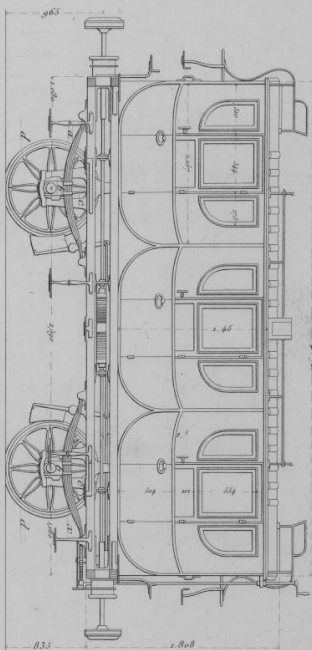


Fig. 2.

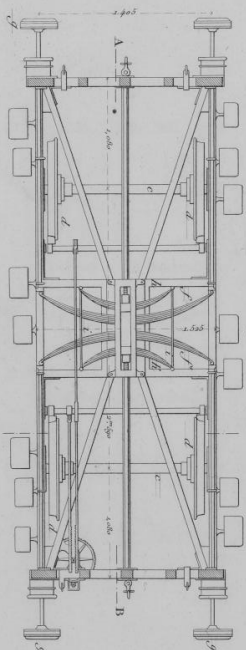


Fig. 3.

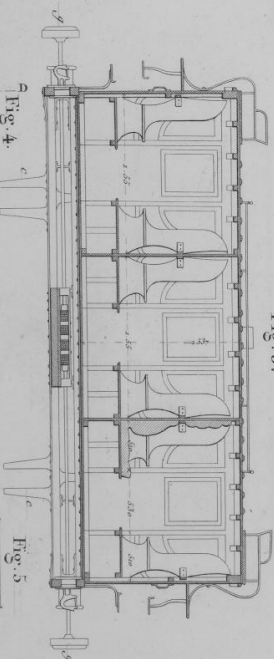
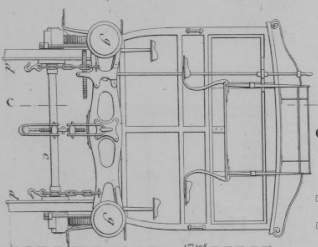


Fig. 4.



Échelle de 0<sup>m</sup> au point 1 mètre.

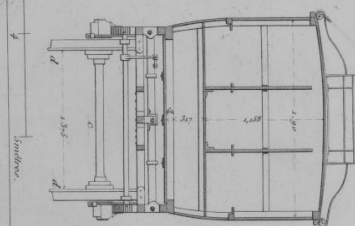


Fig. 6.

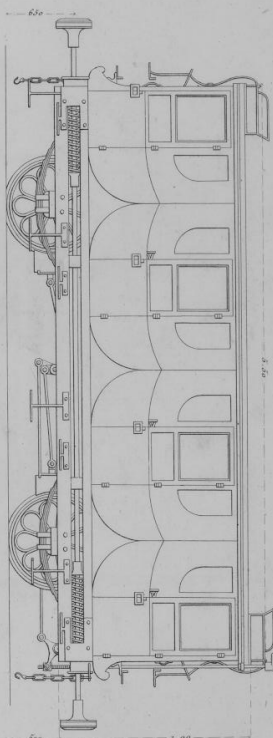


Fig. 7.

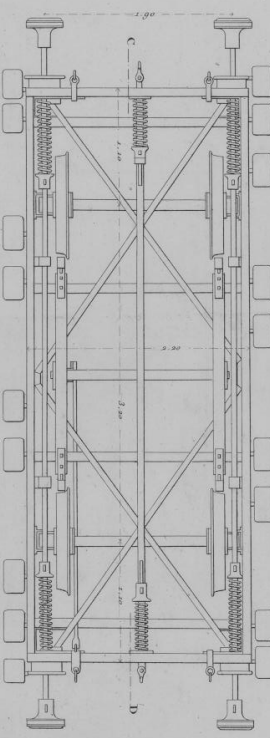


Fig. 8.

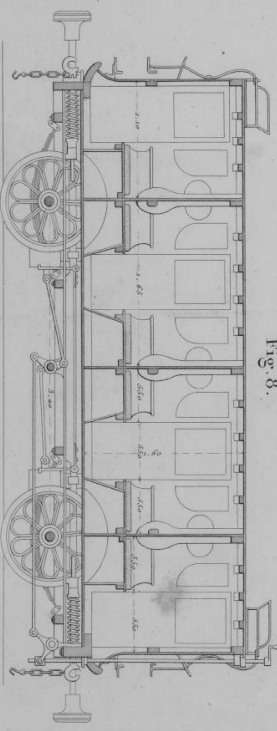
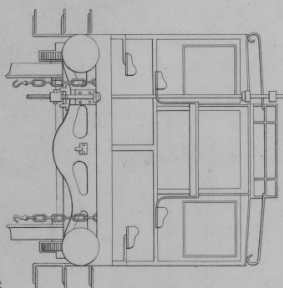
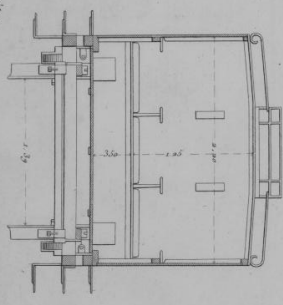


Fig. 9.



Échelle de 0<sup>m</sup> au point 1 mètre.





Wagon de 2<sup>e</sup> classe (L. à Birmingham).

Fig. 1.

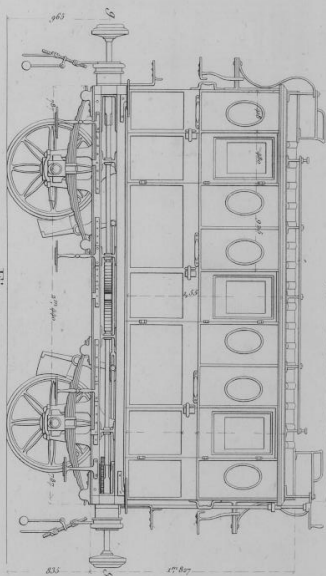


Fig. 2.

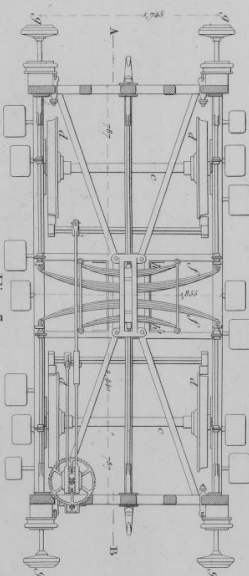


Fig. 3.

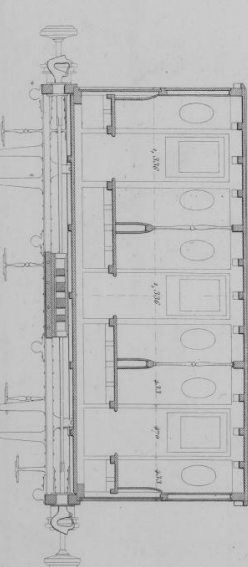


Fig. 4.

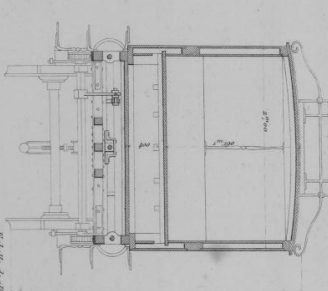


Fig. 5.

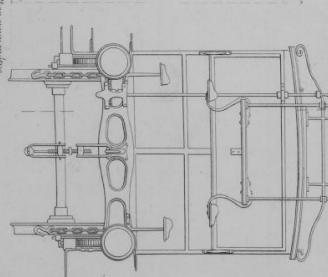


Fig. 6.

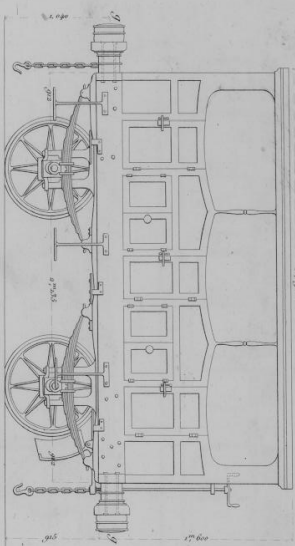


Fig. 7.

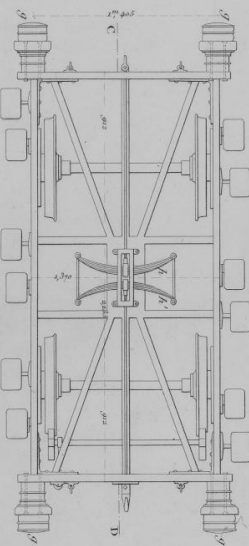


Fig. 8.

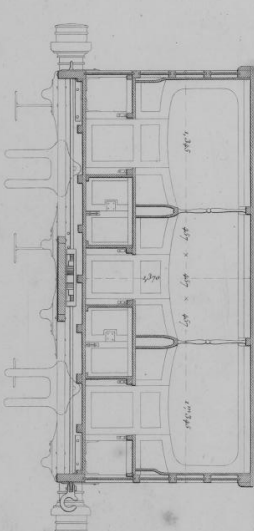


Fig. 9.

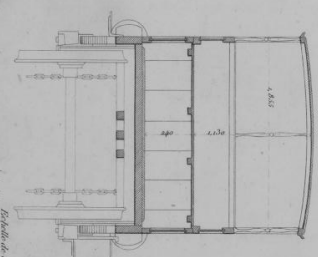
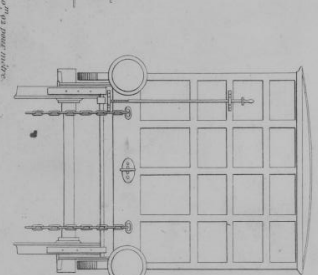


Fig. 10.



Wagon de 5<sup>e</sup> classe (L. à Birmingham).



Fig. 1.

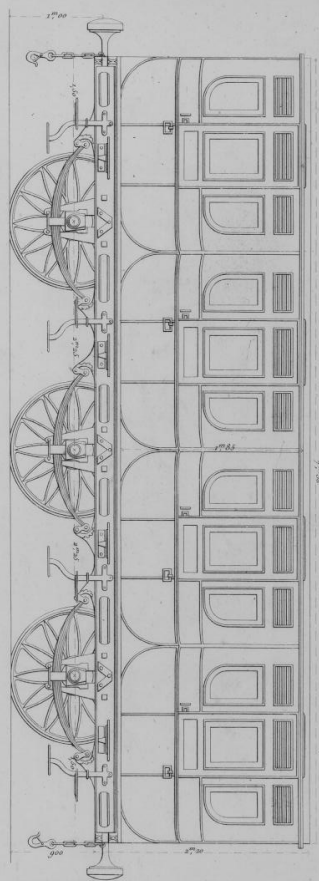


Fig. 5.

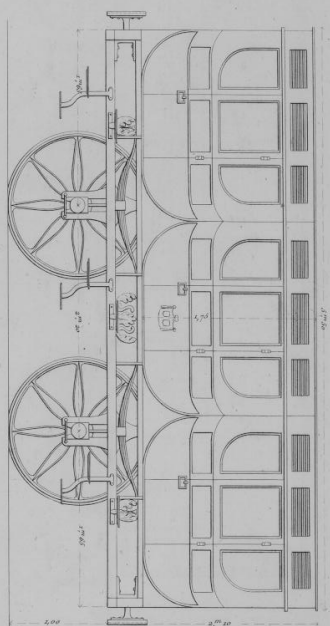


Fig. 4.

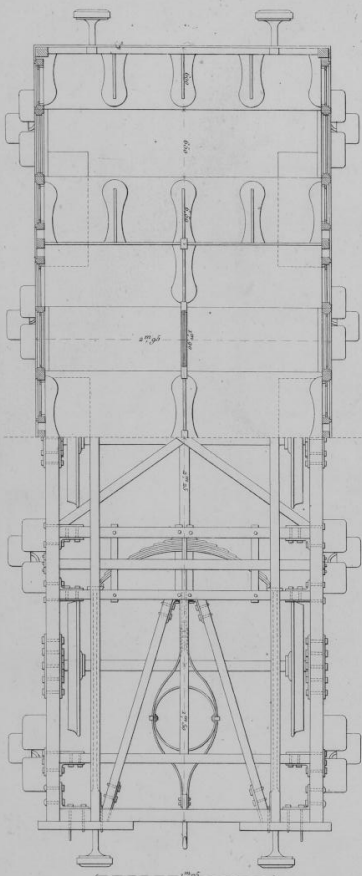


Fig. 3.

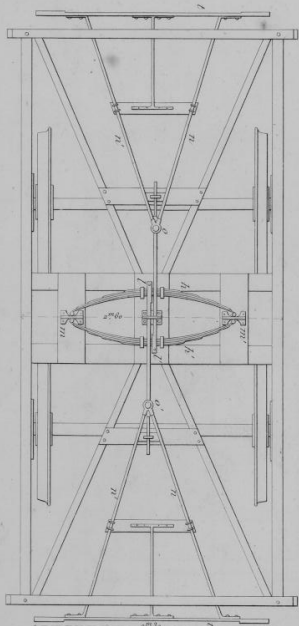


Fig. 2.

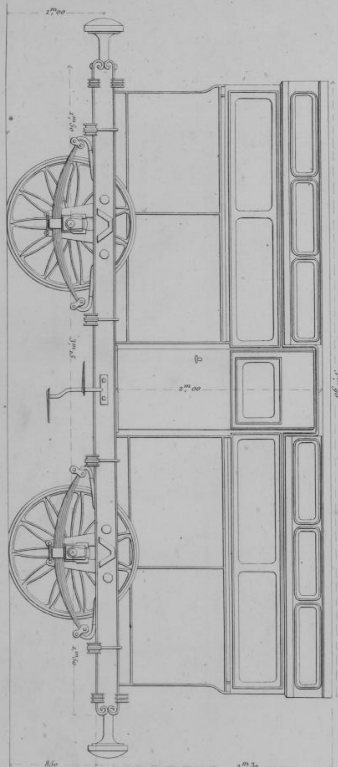


Fig. 2.

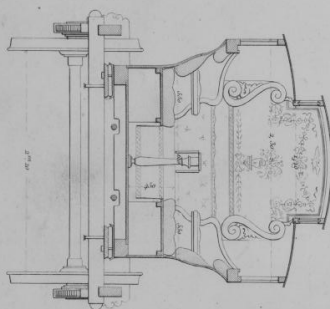
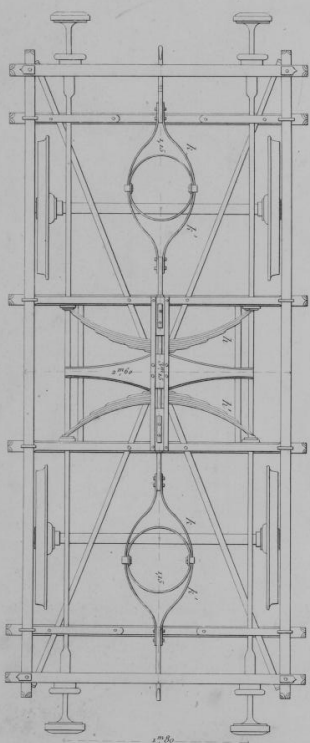


Fig. 2.



Echelle de 0<sup>m</sup> 100 pour mètres = 1/50



Fig. 1.

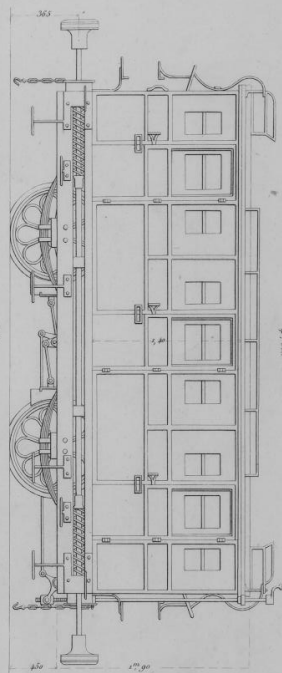


Fig. 1.

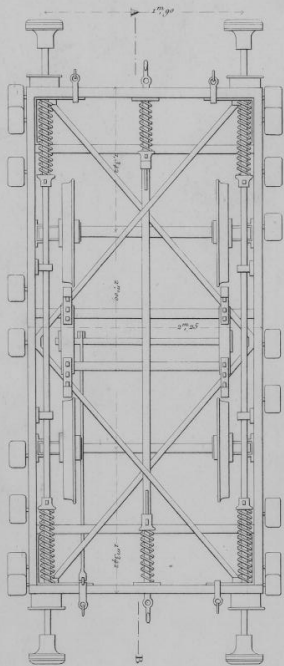


Fig. 1.

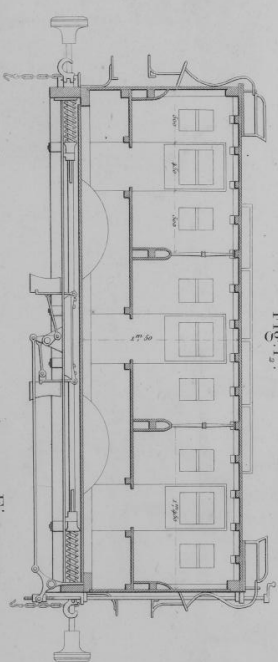


Fig. 1.

Fig. 1.

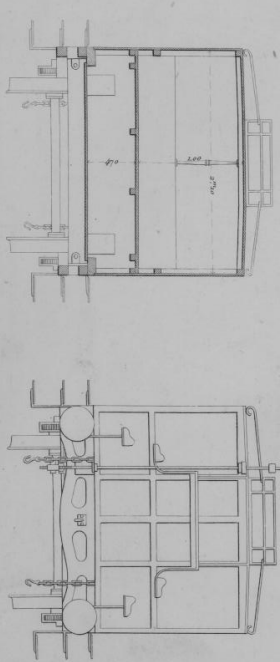


Fig. 2.

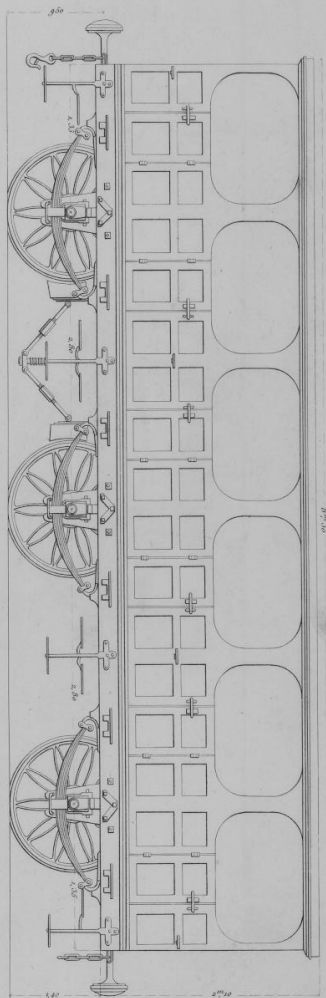


Fig. 2.

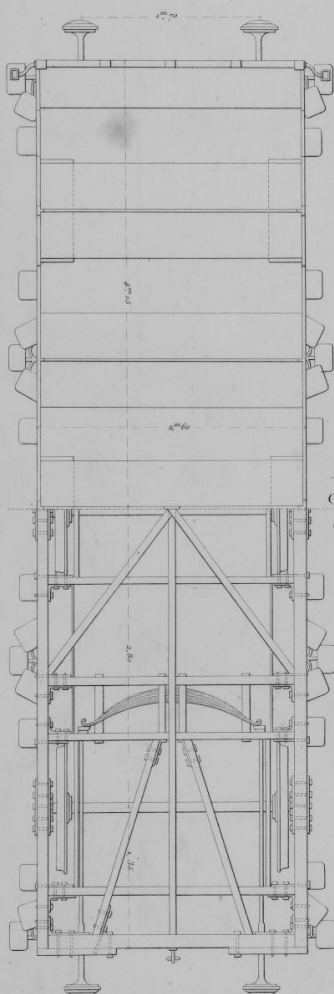


Fig. 2.

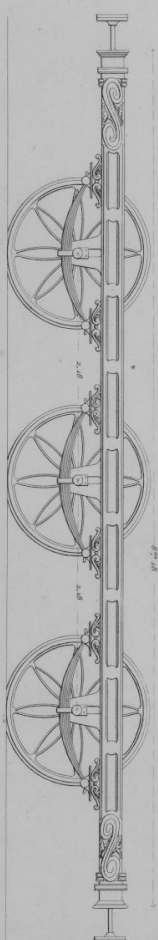
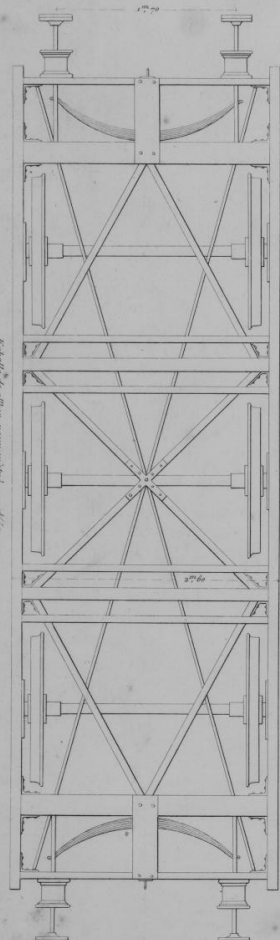


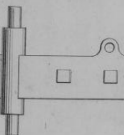
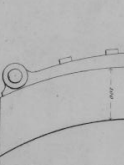
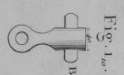
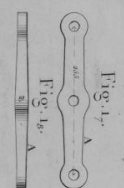
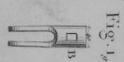
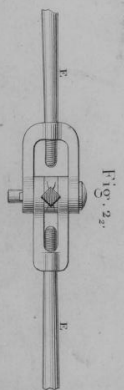
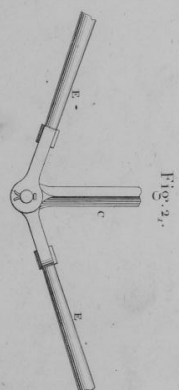
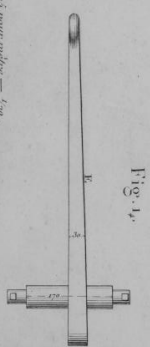
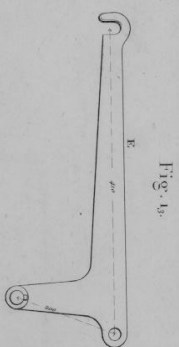
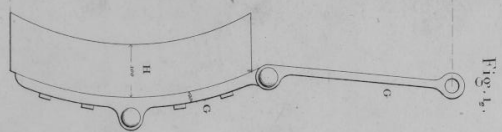
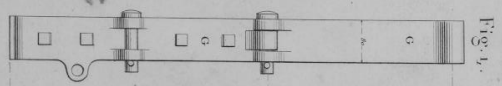
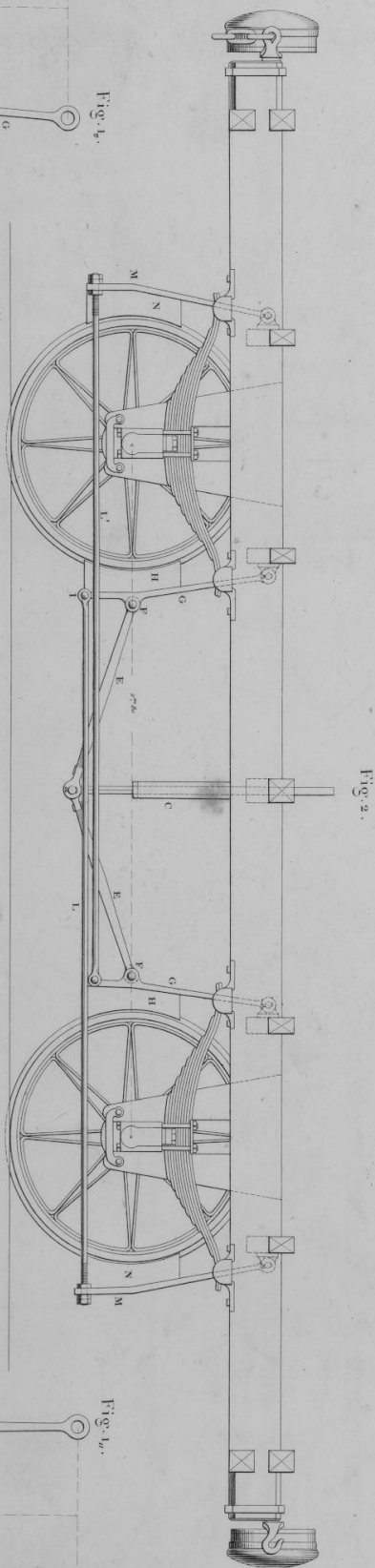
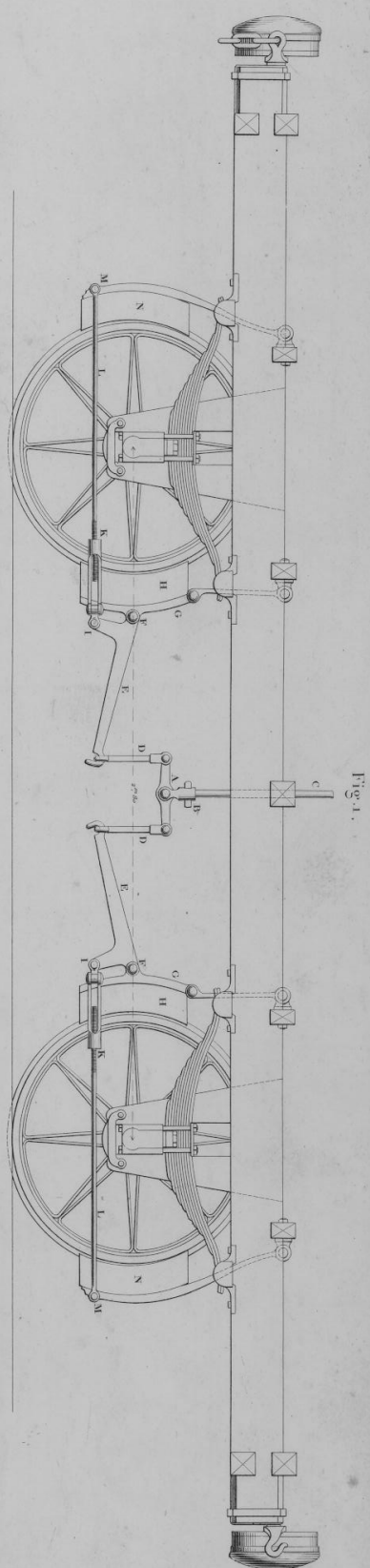
Fig. 2.





## Freins de Wagons de Versailles (R.G.).

F. 6.



Échelle de  $a_1^m$  où  $a_1^m$  pour mètre = 1,20

2 metres

*Echelle de 0<sup>m</sup>10 pour mètre = 1<sup>m</sup>10*

7 mch



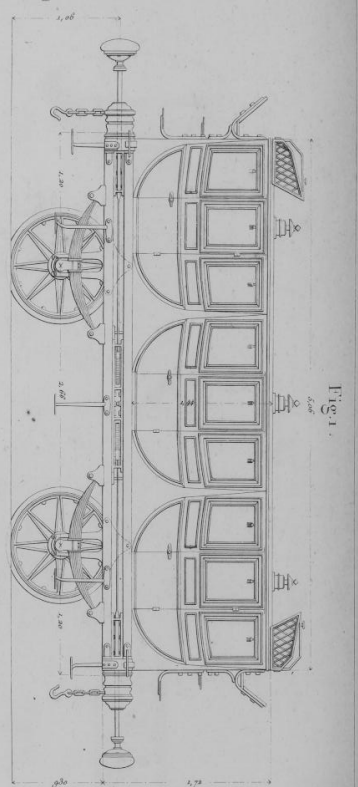


Fig. 1.

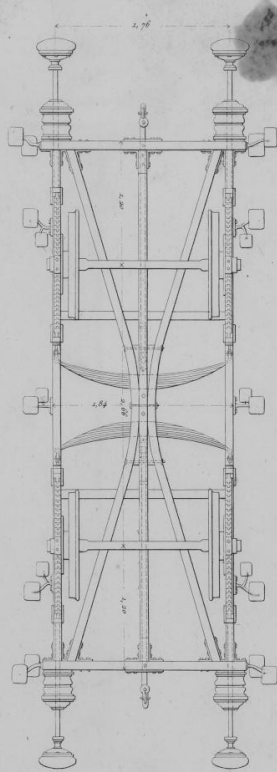


Fig. 2.

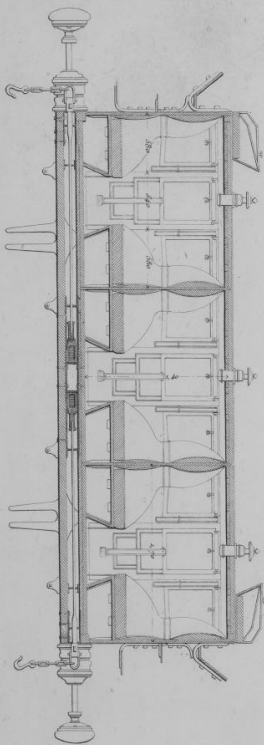


Fig. 3.

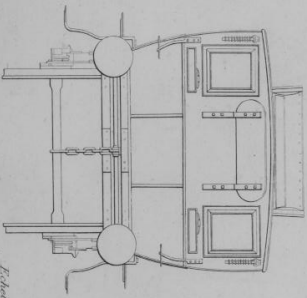


Fig. 4.

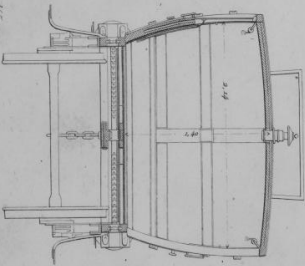


Fig. 5.

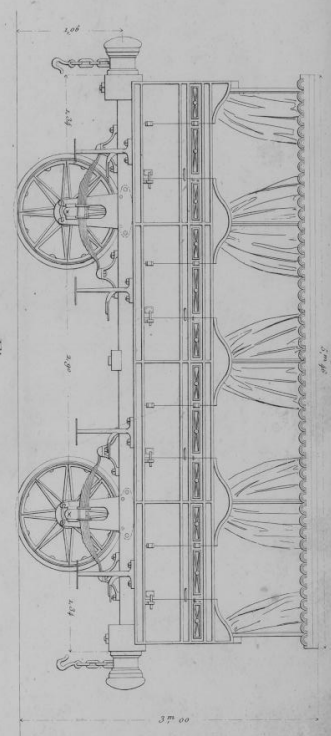


Fig. 6.

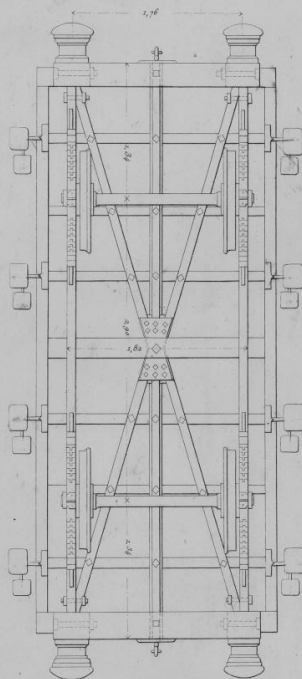


Fig. 7.

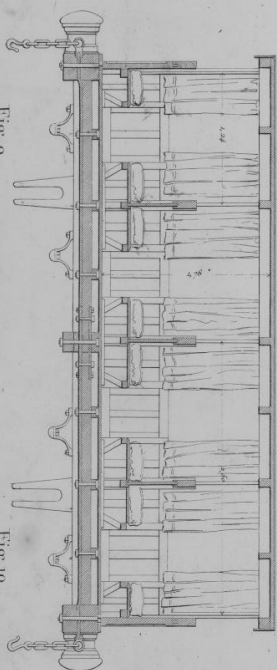


Fig. 8.

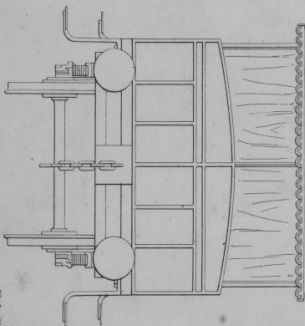


Fig. 9.

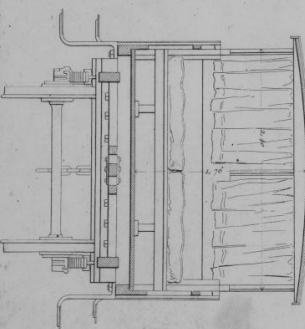
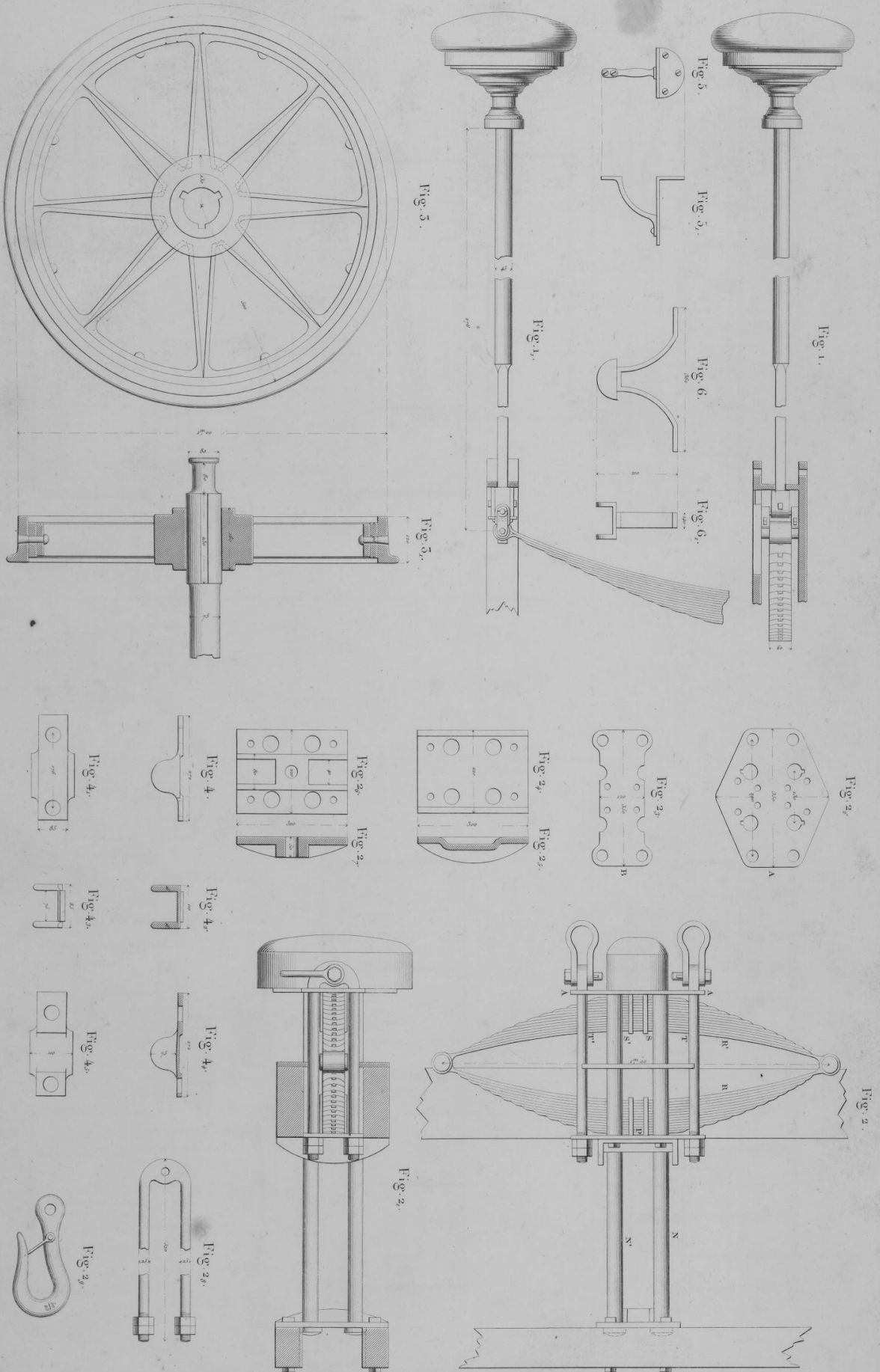


Fig. 10.







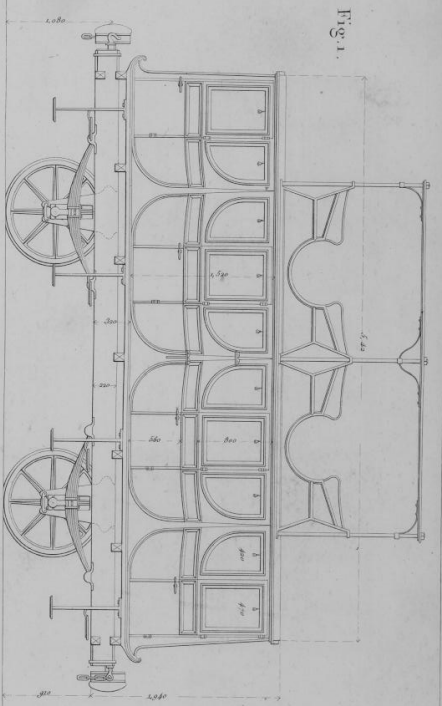


Fig. 1.

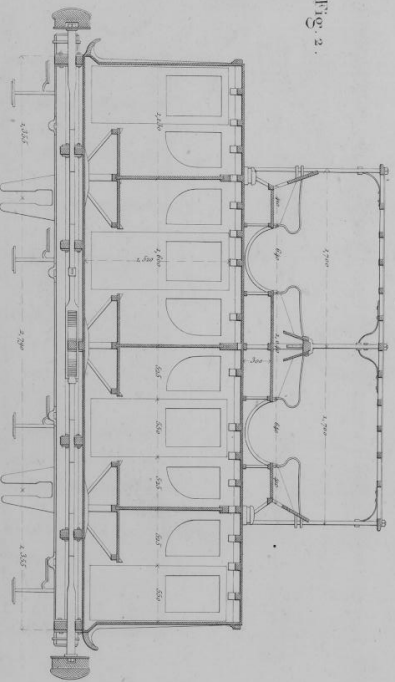


Fig. 2.

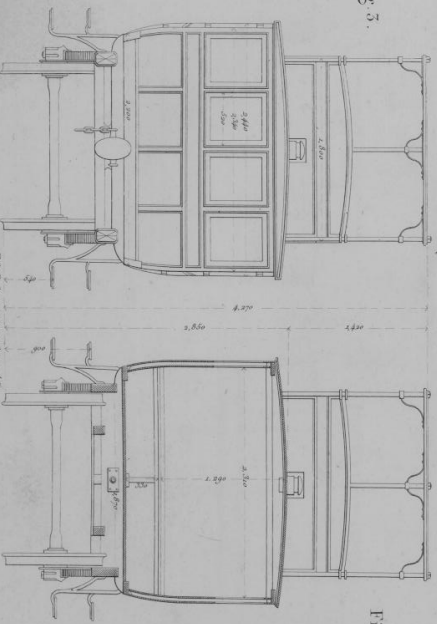


Fig. 3.

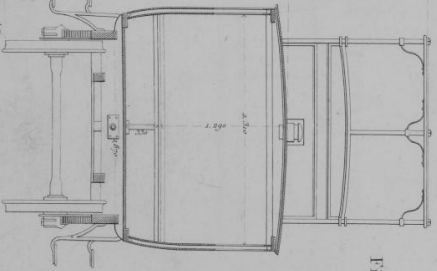


Fig. 4.

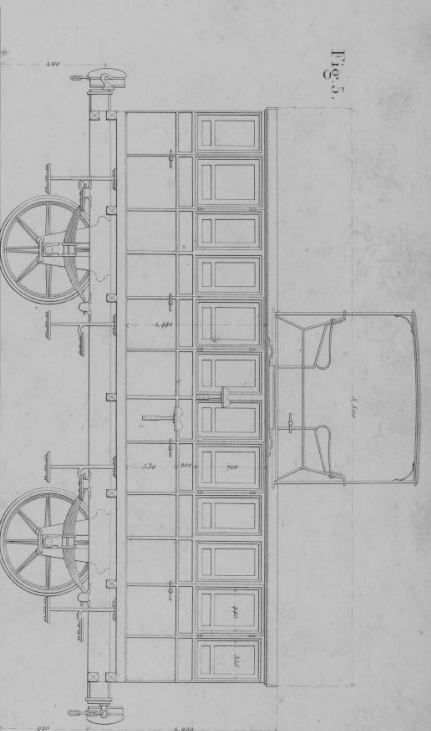


Fig. 5.

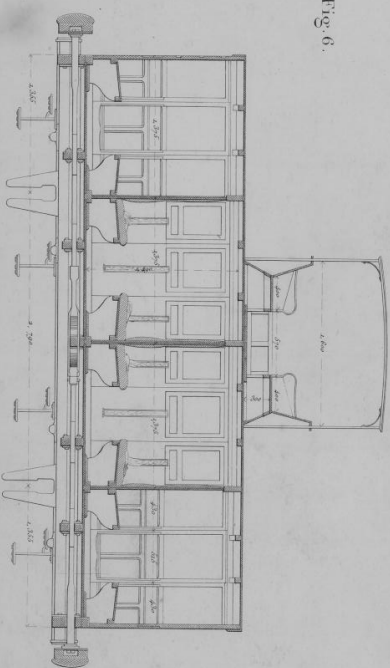


Fig. 6.

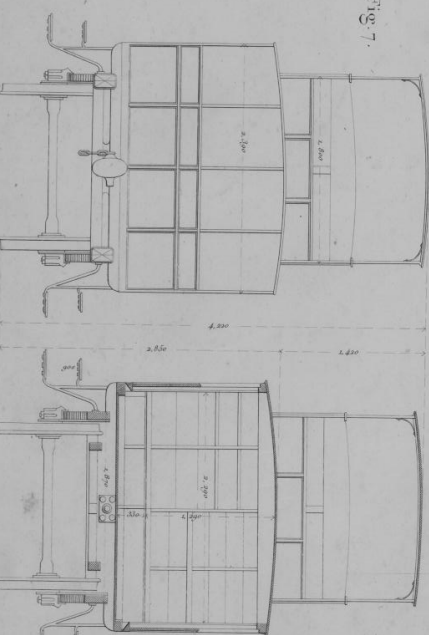


Fig. 7.

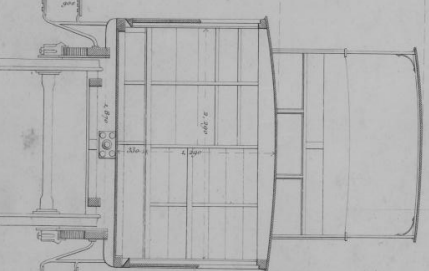


Fig. 8.



# Voiture mixte de Versailles (R.G.).

Fig. 1.

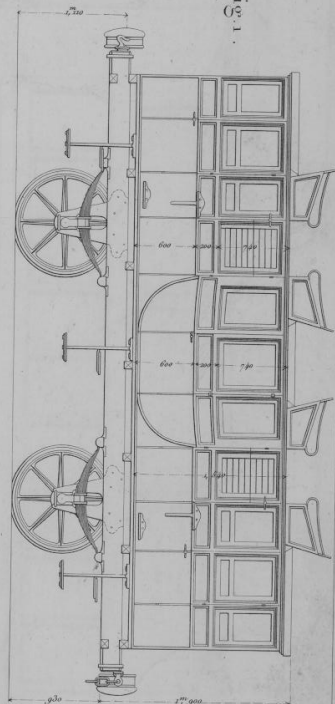


Fig. 2.

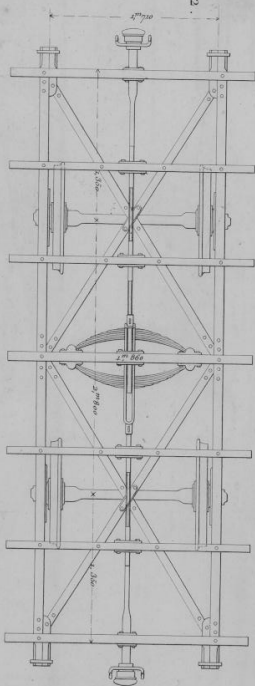


Fig. 3.

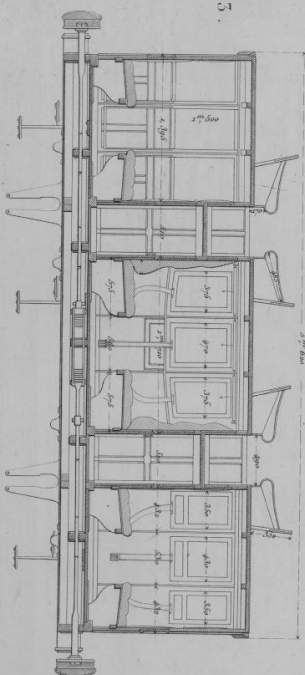


Fig. 4.

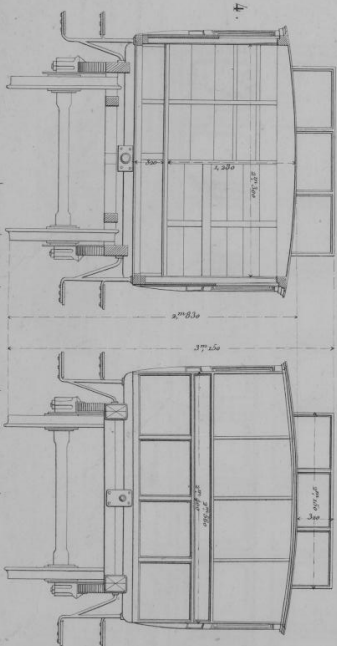


Fig. 5.

# Wagons de Versailles (R.G.).

Fig. 6.

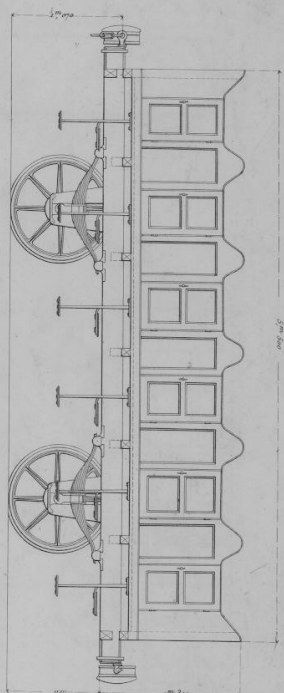


Fig. 7.

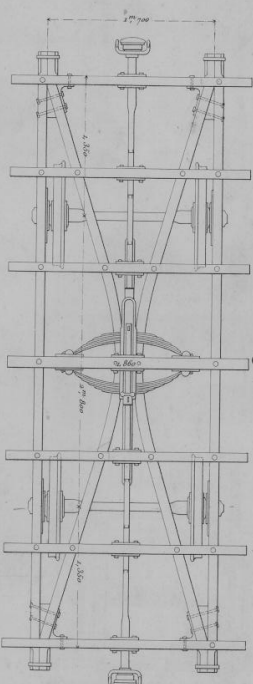


Fig. 8.

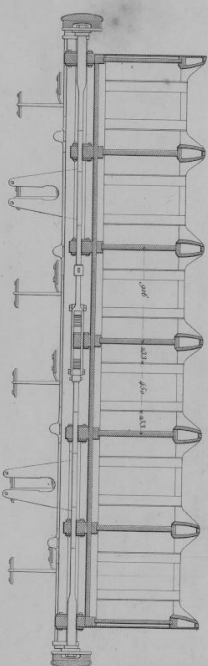


Fig. 9.

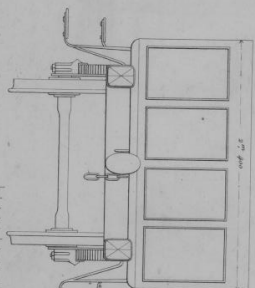
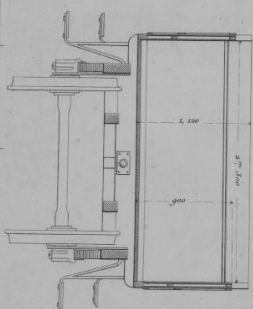


Fig. 10.





Voitures du chemin dit Nordbalm ( à Vienne ) et du chemin de Bâle à Strasbourg .

F. II.

Fig. 1.

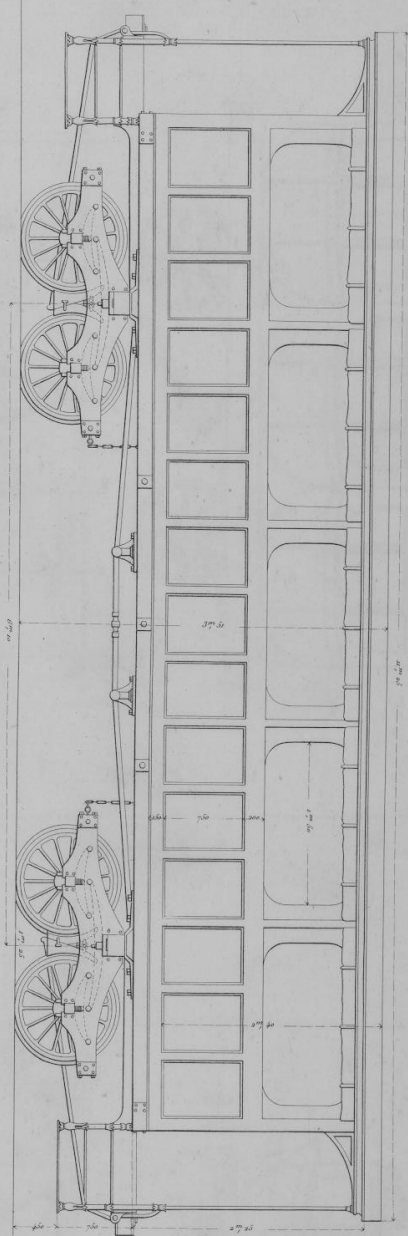


Fig. 2.

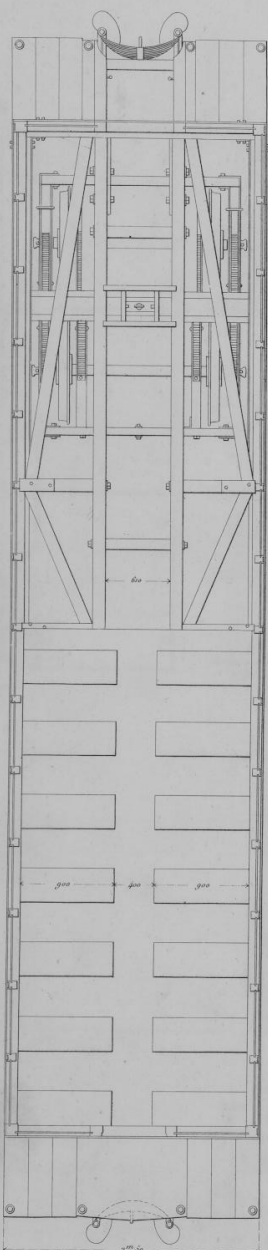


Fig. 3.

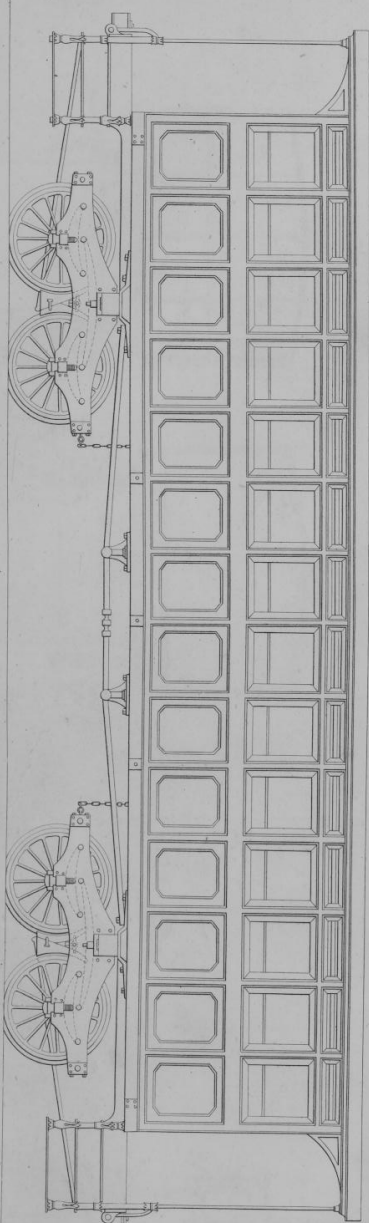


Fig. 4.

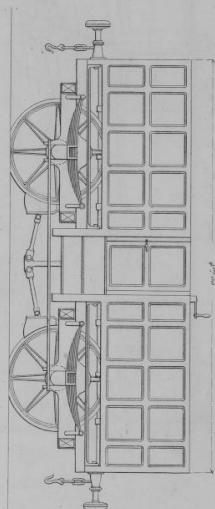


Fig. 5.

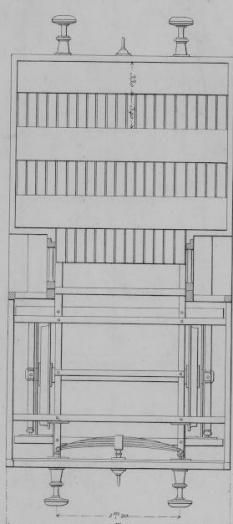


Fig. 6.

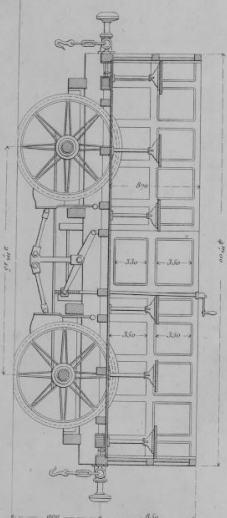


Fig. 7.

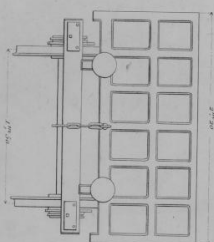
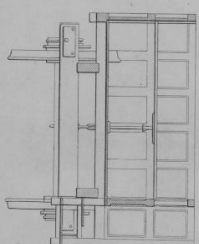


Fig. 8.



Échelle de 0m 25 pour mètres = 1/50.



# Berlines, chemin de fer de Versailles (R.G.).

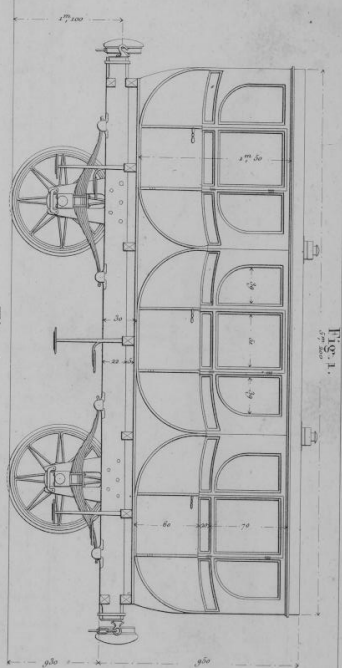


Fig. 1.

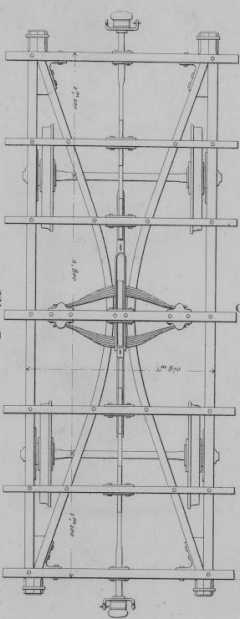


Fig. 2.

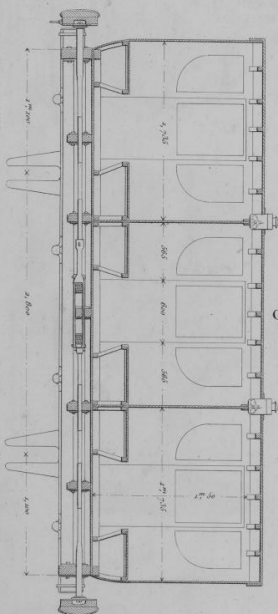


Fig. 3.

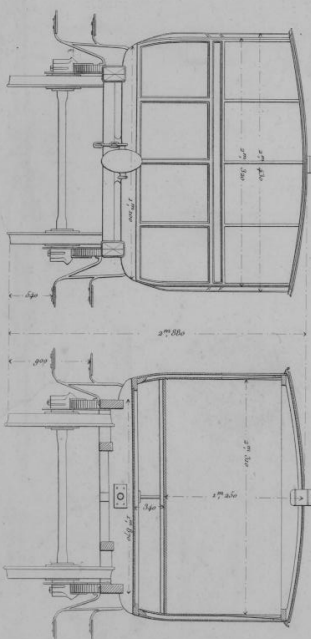


Fig. 4.

Echelle de 0,005 pour mètres = 1/200.

# Voiture de luxe.

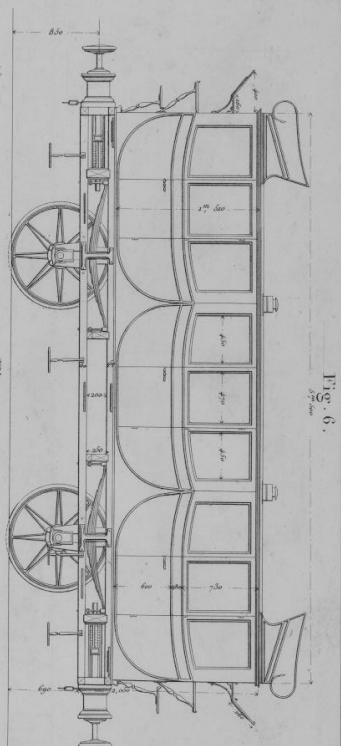


Fig. 6.

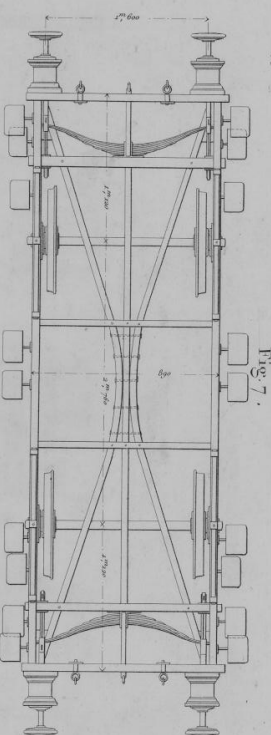


Fig. 7.

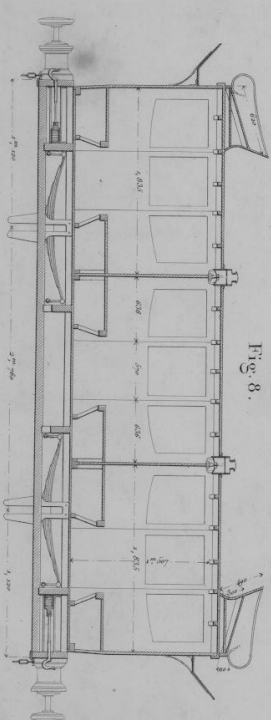


Fig. 8.

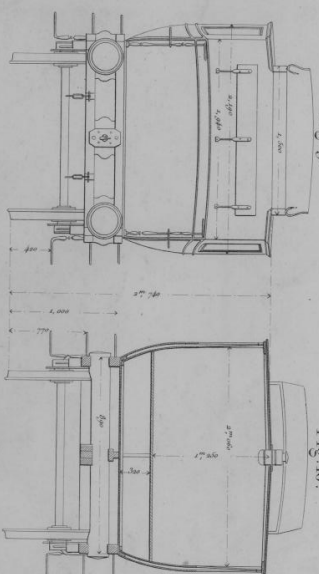


Fig. 9.

Echelle de 0,005 pour mètres = 1/200.











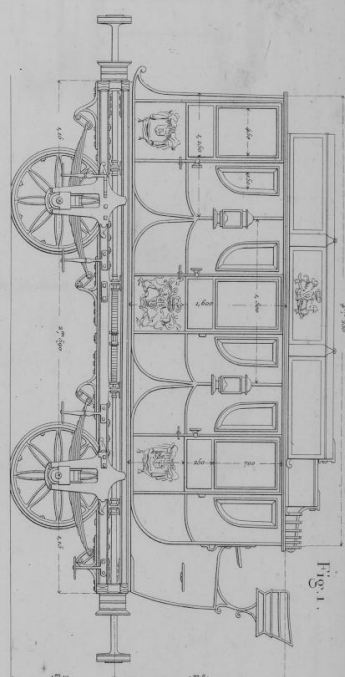


Fig. 5.

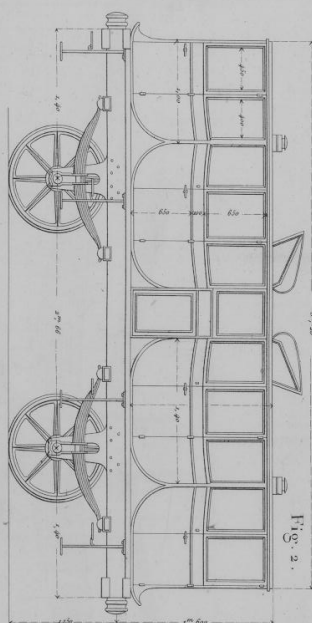


Fig. 6

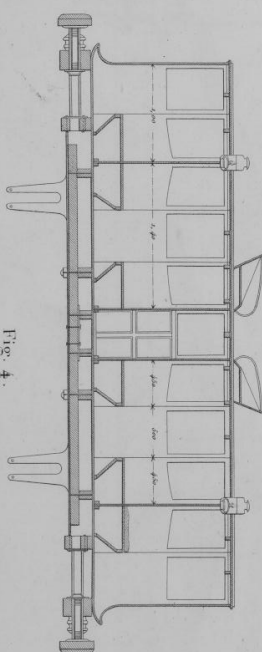


Fig. 7

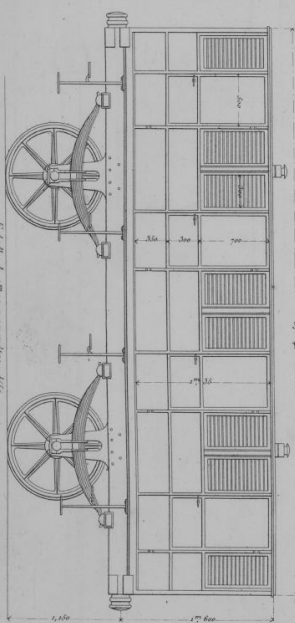


Fig. 8.

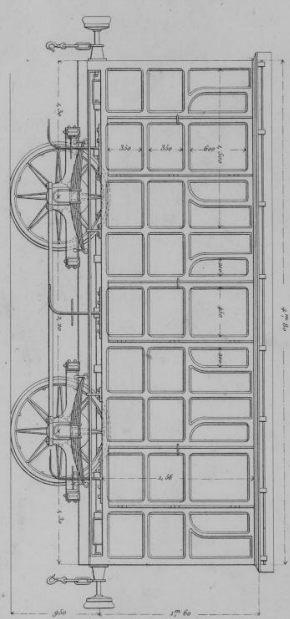


Fig. 5.

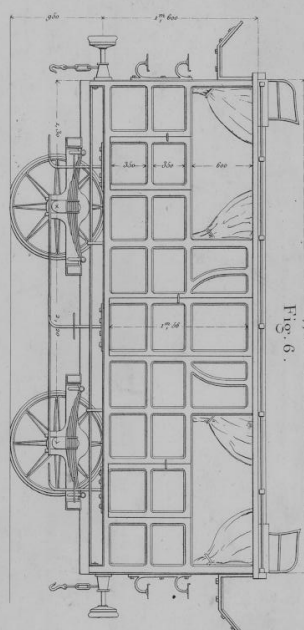


Fig. 6

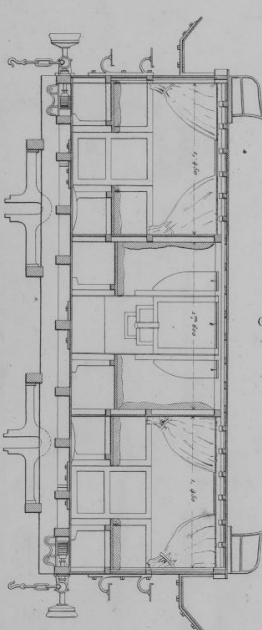


Fig. 7

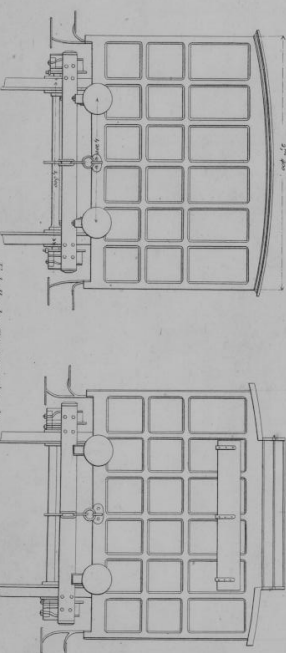


Fig. 8.

Fig. 5

Échelle de 0<sup>m</sup>.02 pour mètre = 1<sup>50</sup>.



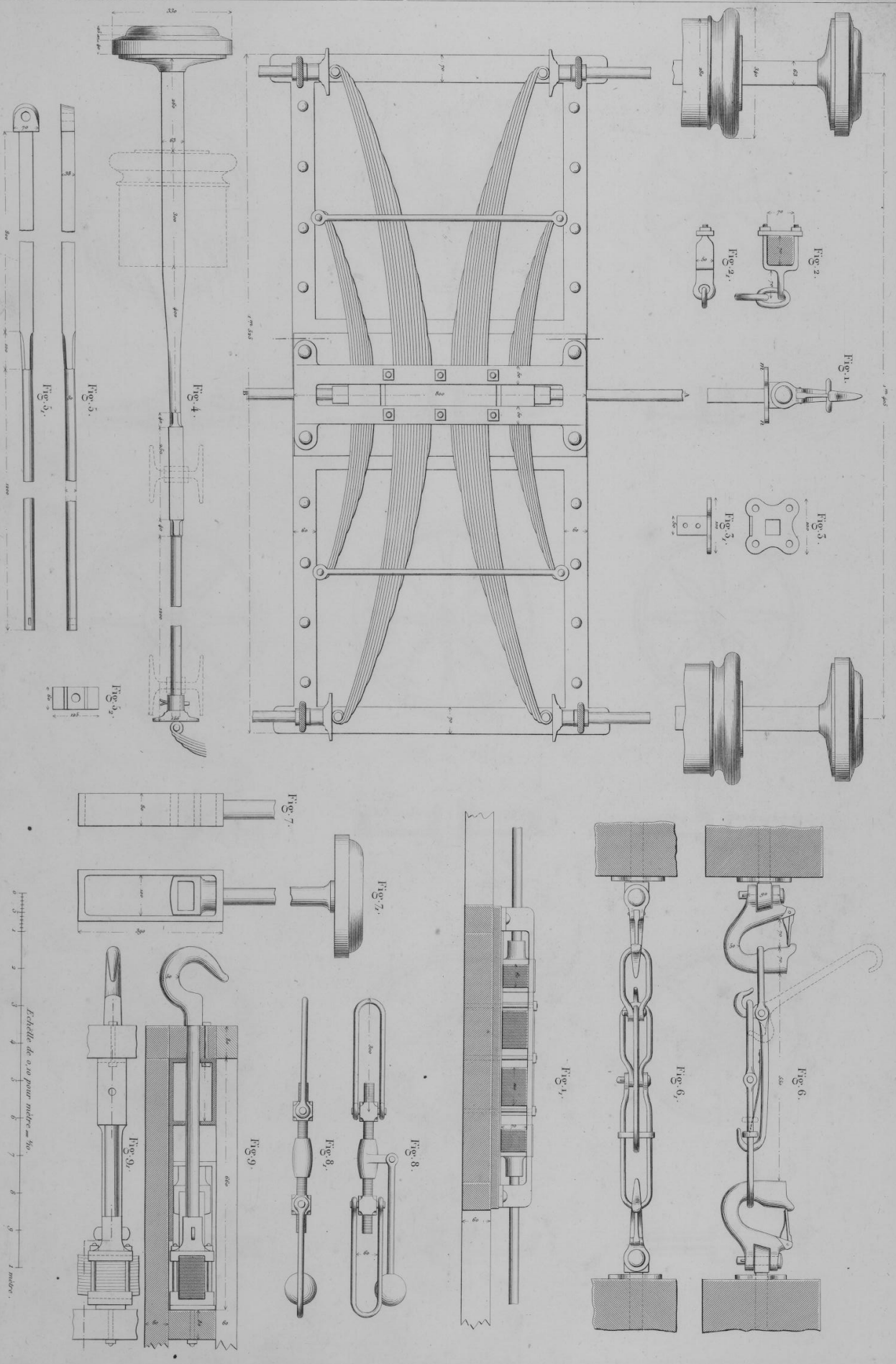




Fig. 1.

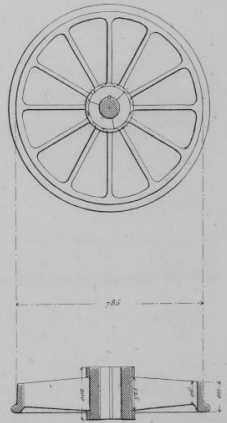


Fig. 4.

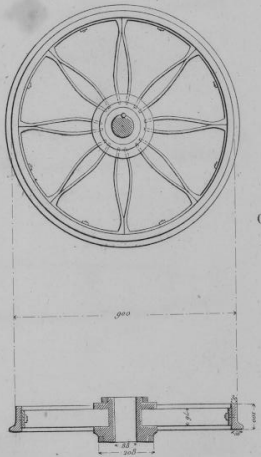


Fig. 7.

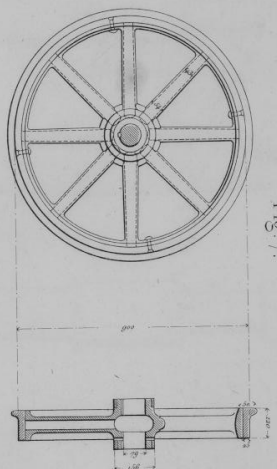


Fig. 2.

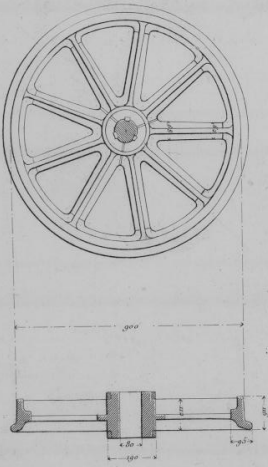


Fig. 5.

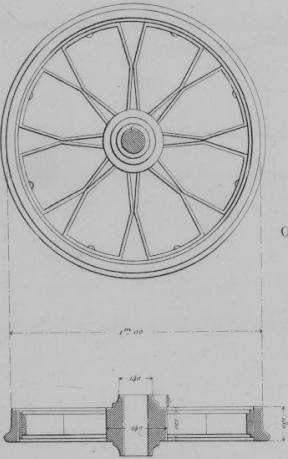


Fig. 8.

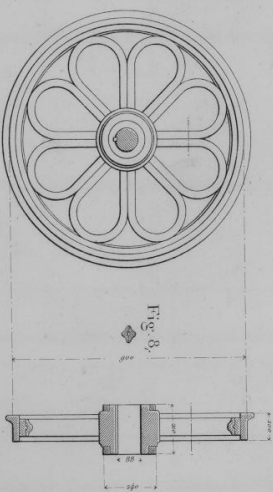


Fig. 3.

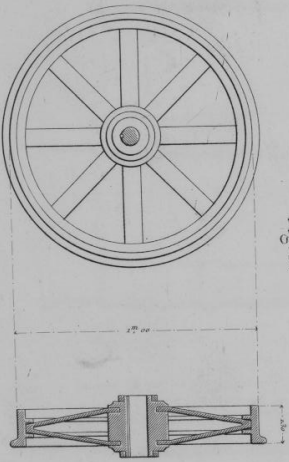


Fig. 6.

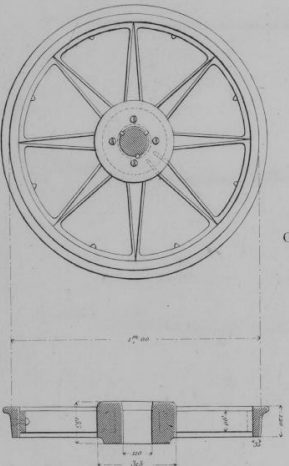
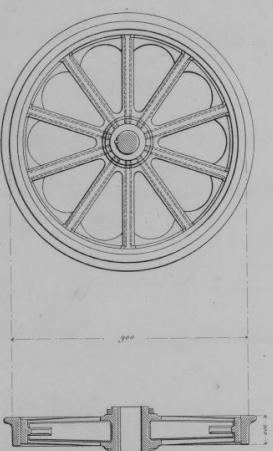
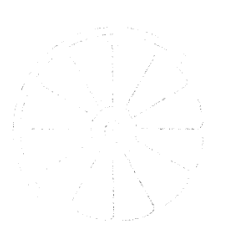
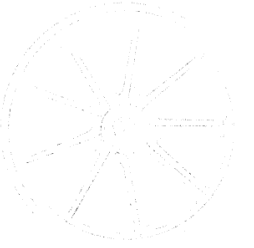
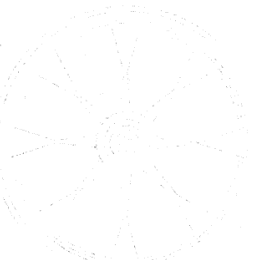
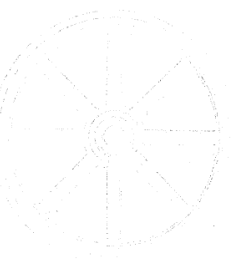
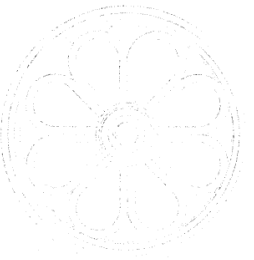
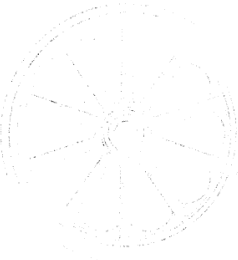


Fig. 9.

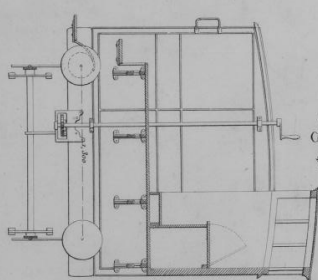
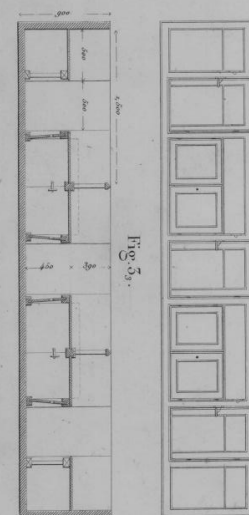
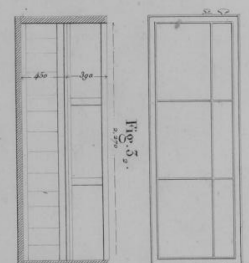
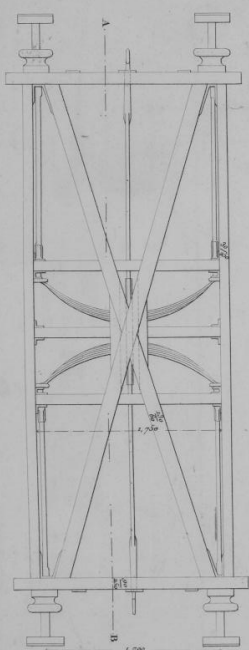
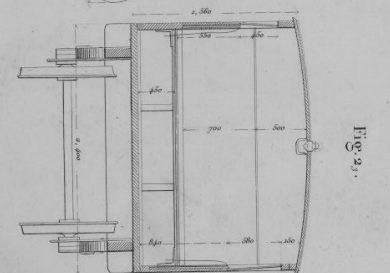
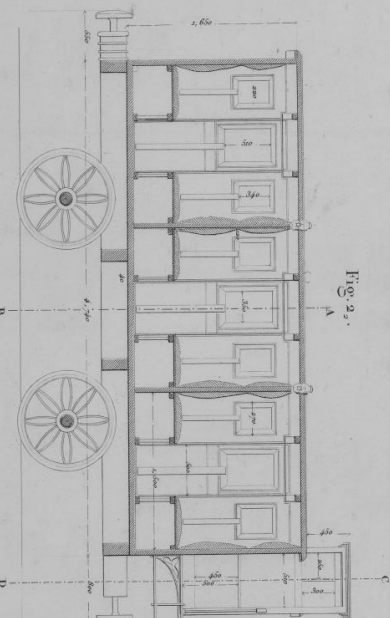
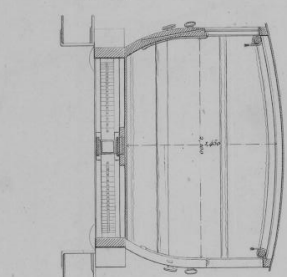
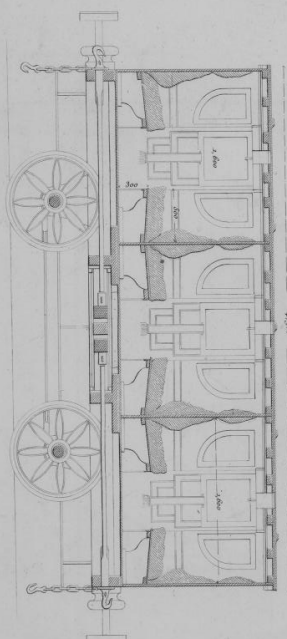
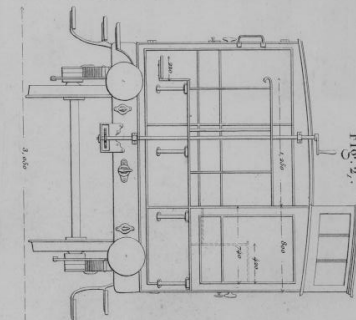
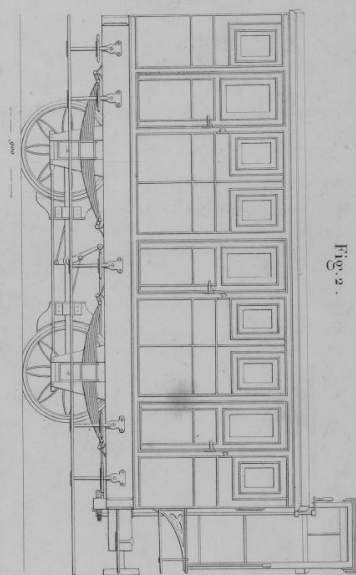
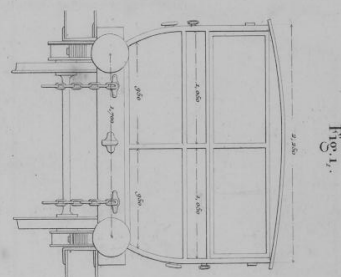
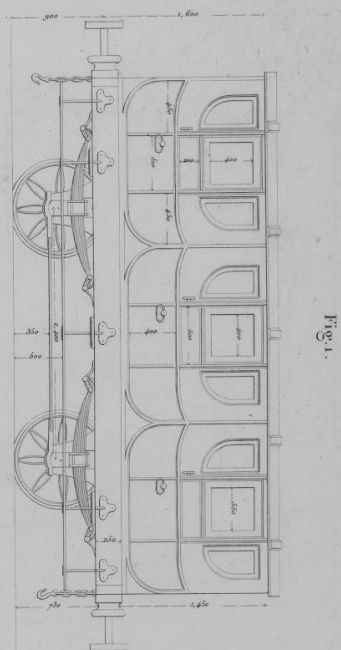


Échelle de 0<sup>m</sup> 05 pour un mètre = 1<sup>m</sup> 00.



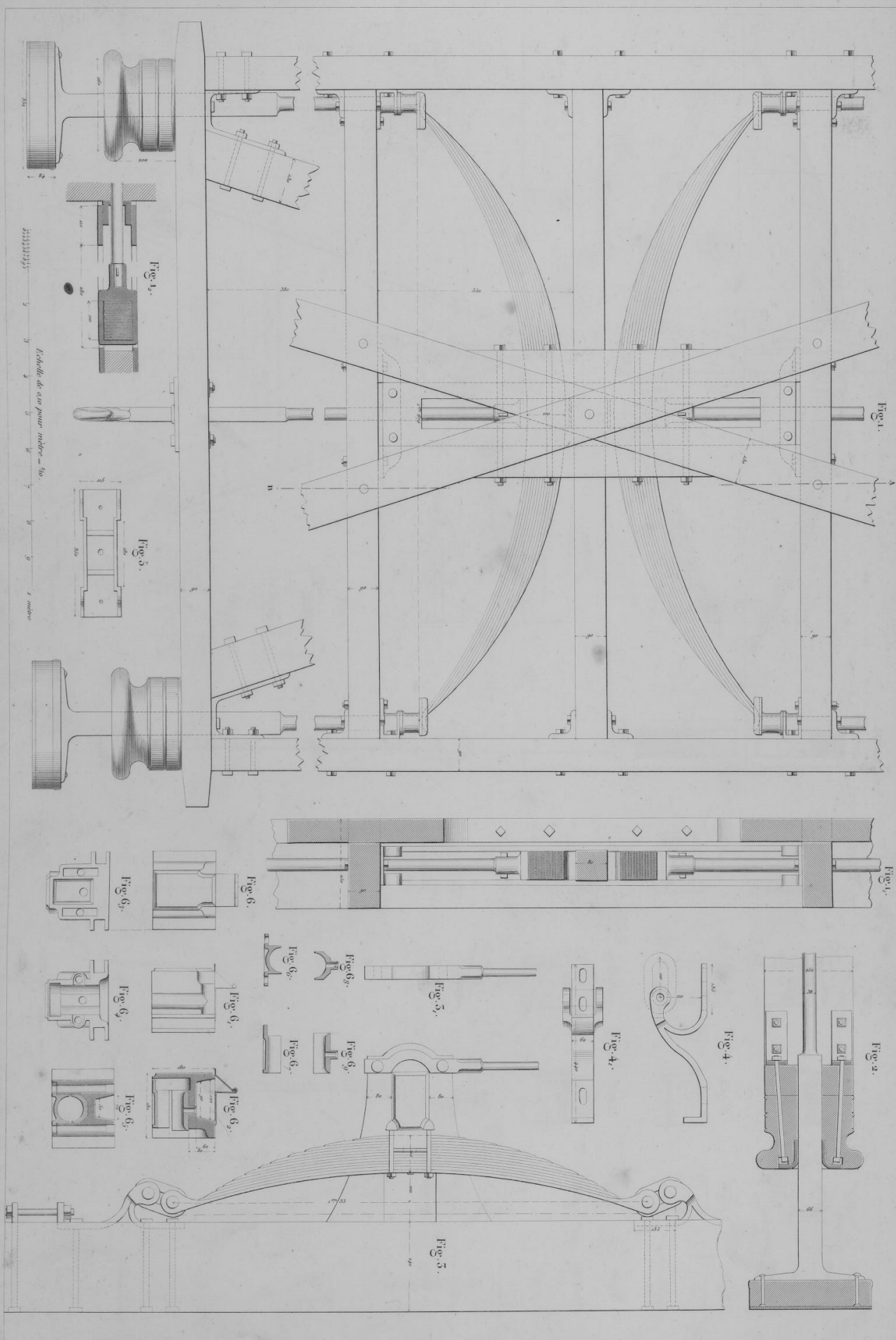






Echelle de 0,02 pour mètre = 1/50  
0 1 2 3 4 5 6 7 8 9 10  
1 mètre













Échelle de 0,02 pouce = 1/50.



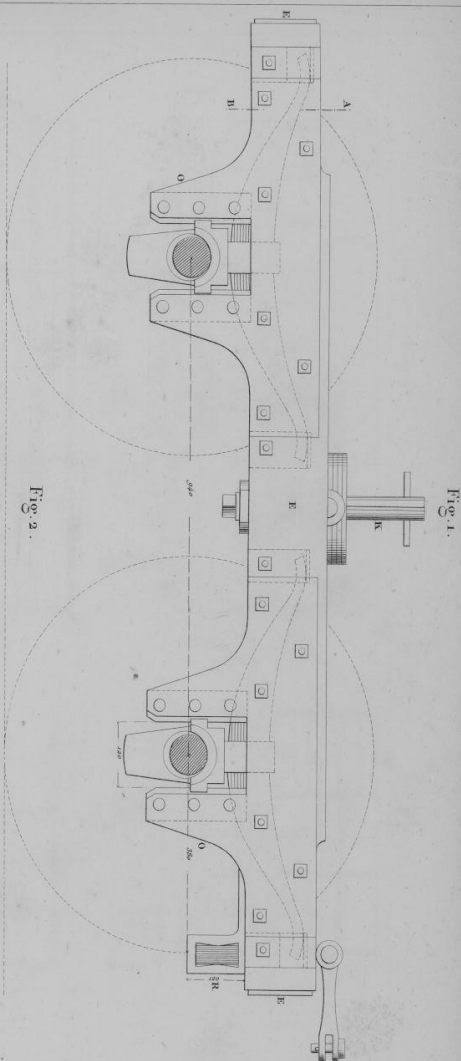


Fig. 1.

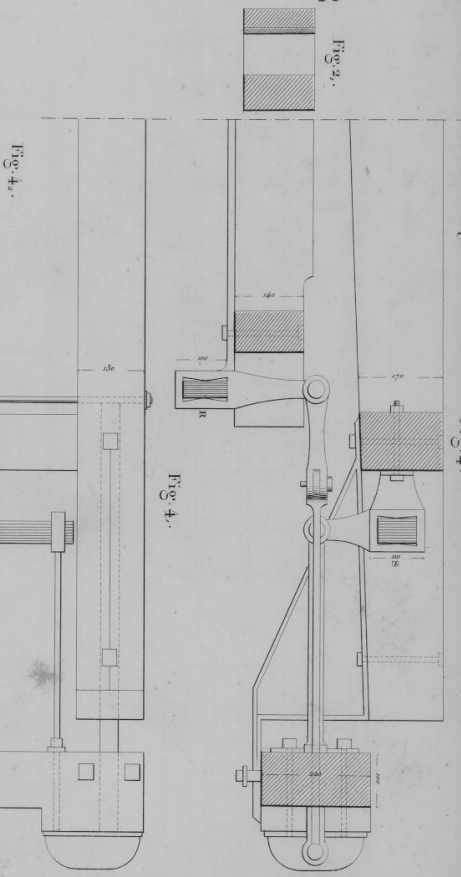


Fig. 2.

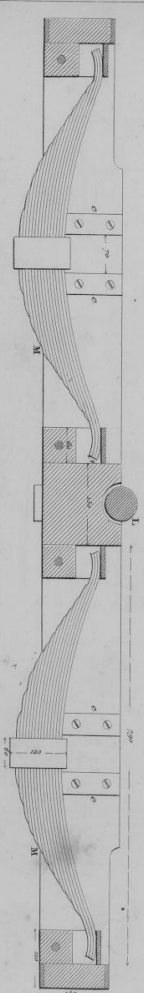


Fig. 3.

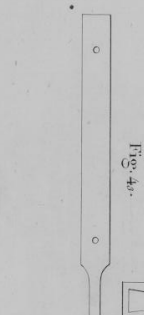


Fig. 4.

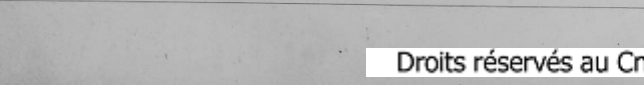
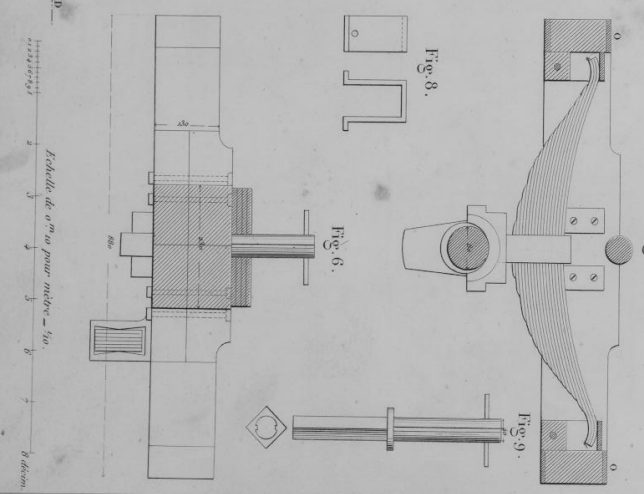
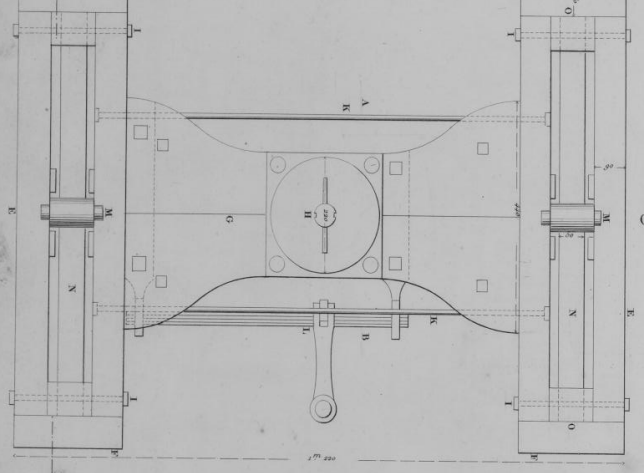
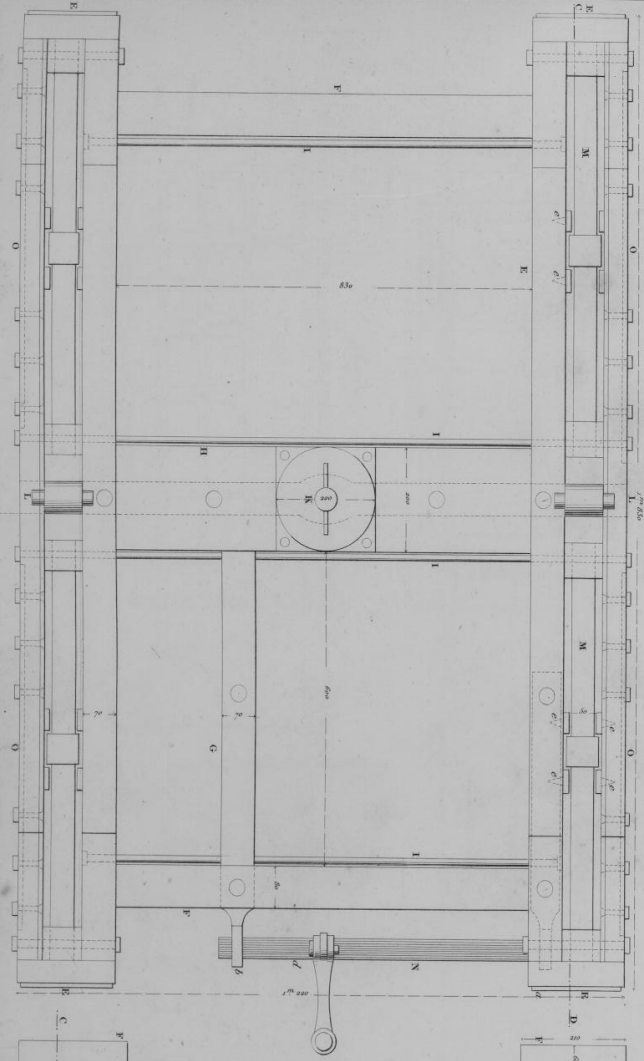




Fig. 1<sup>r</sup>.

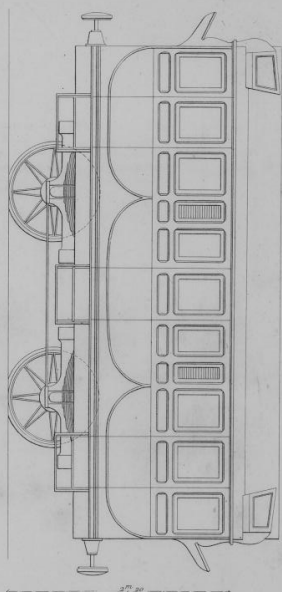


Fig. 1<sup>r</sup>.

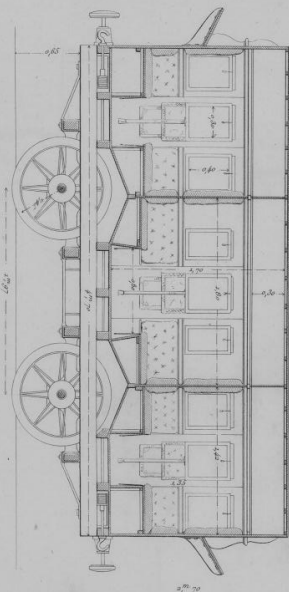


Fig. 1<sup>r</sup>.

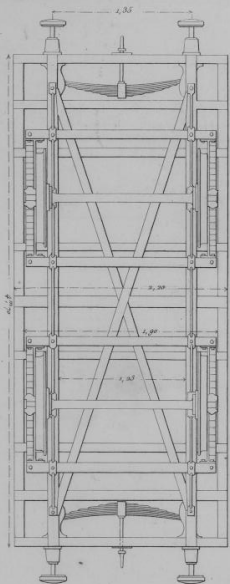


Fig. 5<sup>r</sup>.

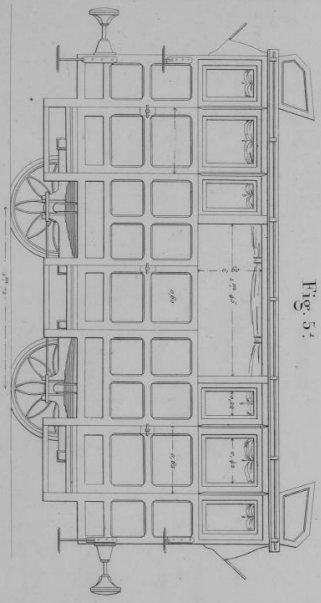


Fig. 1<sup>r</sup>.

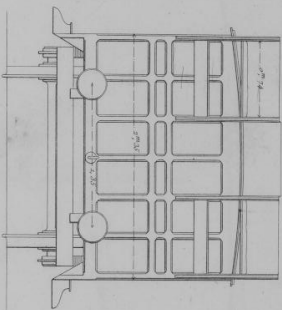


Fig. 1<sup>r</sup>.

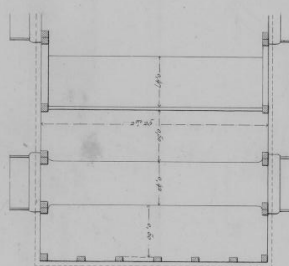


Fig. 4<sup>r</sup>.

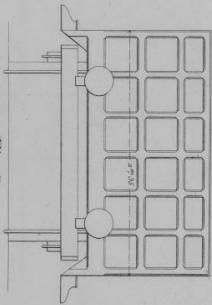


Fig. 5<sup>r</sup>.

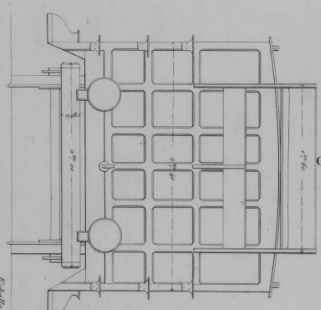


Fig. 2<sup>r</sup>.

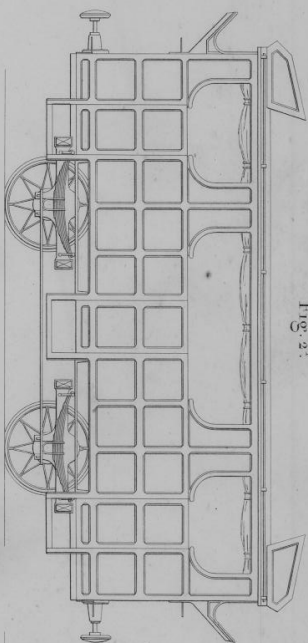


Fig. 5<sup>r</sup>.

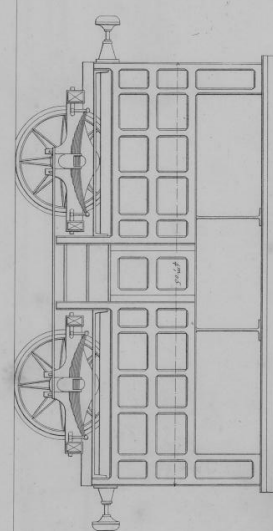


Fig. 4<sup>r</sup>.

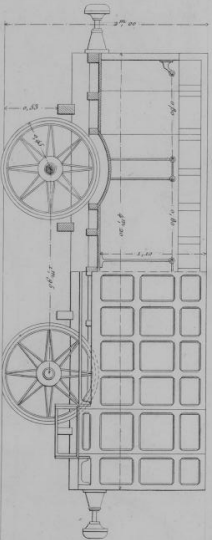


Fig. 5<sup>r</sup>.

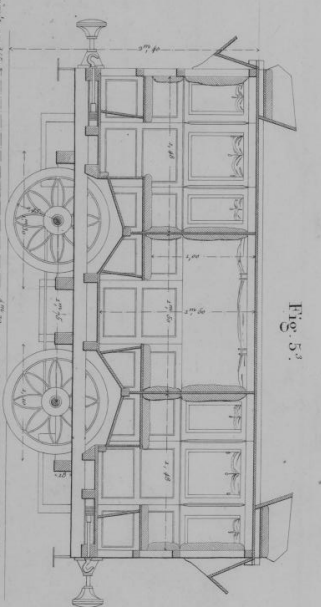


Fig. 2<sup>r</sup>.

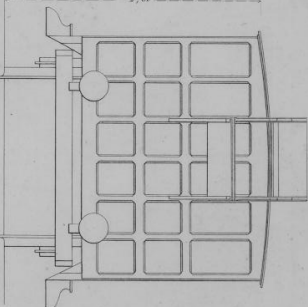


Fig. 5<sup>r</sup>.

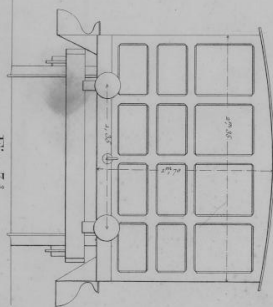


Fig. 4<sup>r</sup>.

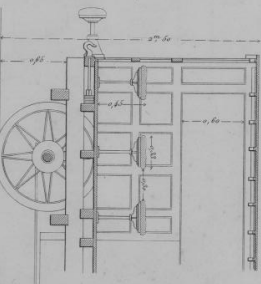
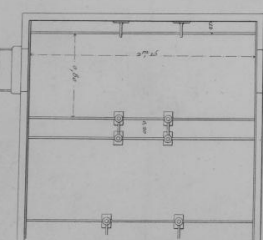
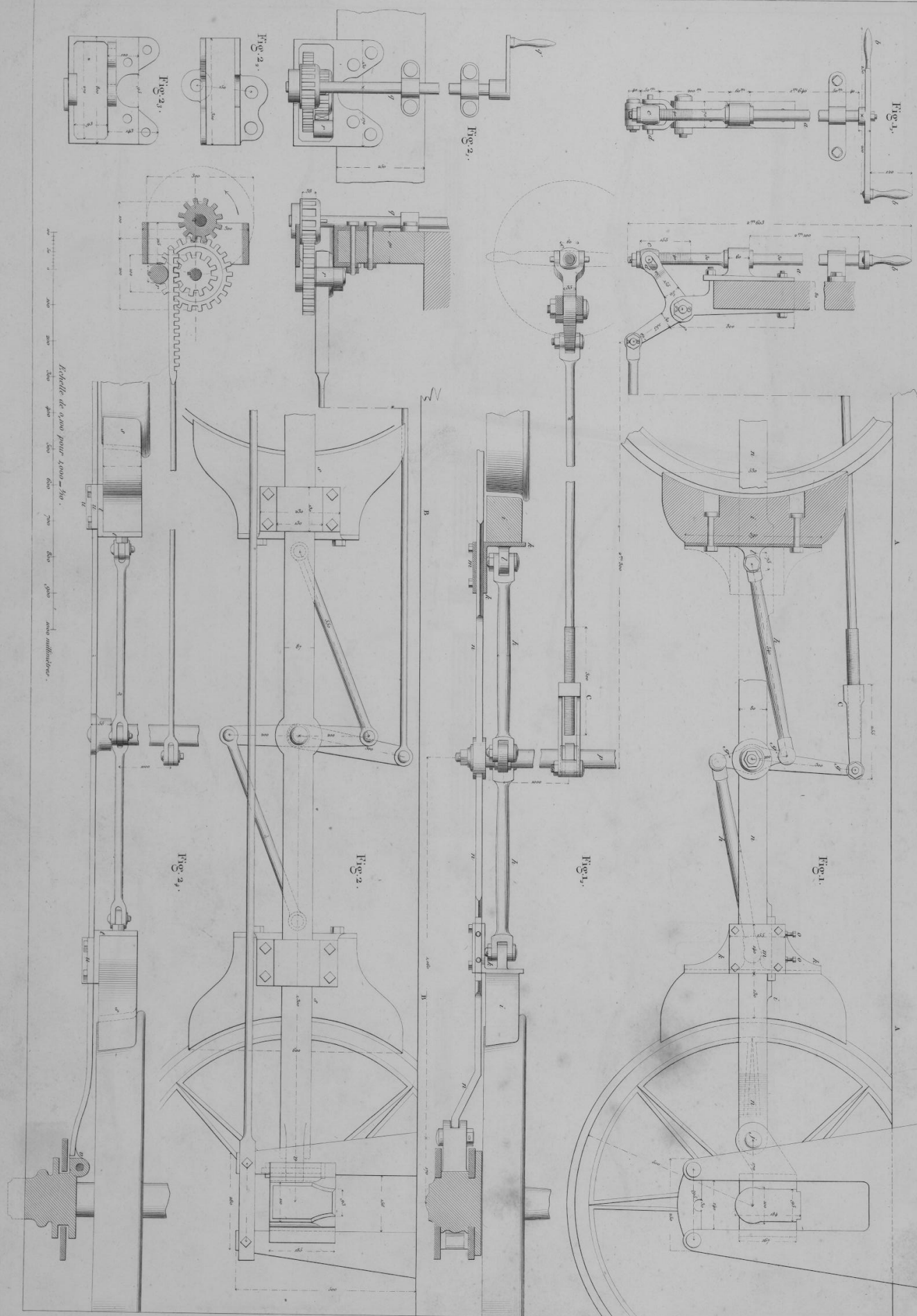


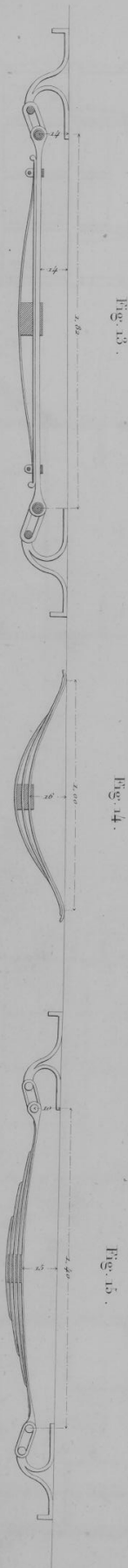
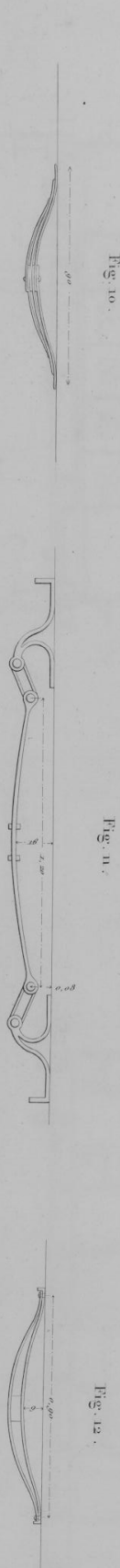
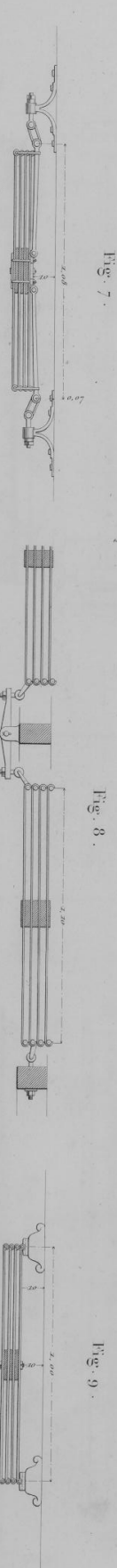
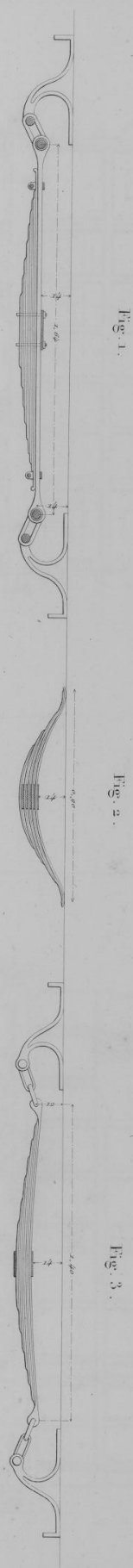
Fig. 5<sup>r</sup>.









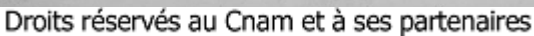


Échelle de 0,1" à 1" pour millim. 250.











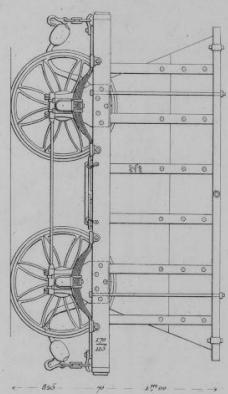


Fig. 1.

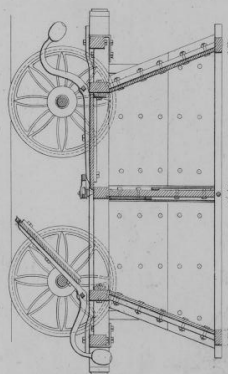


Fig. 1.

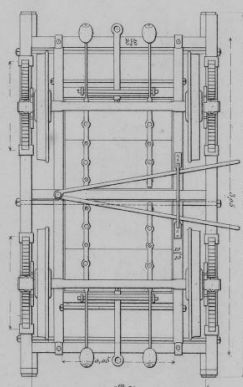


Fig. 1.

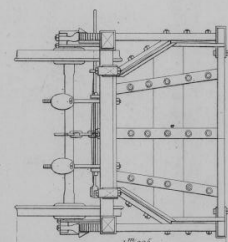


Fig. 1.

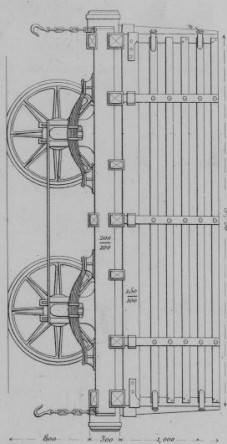


Fig. 2.

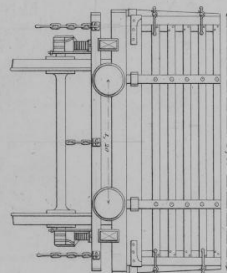


Fig. 2.

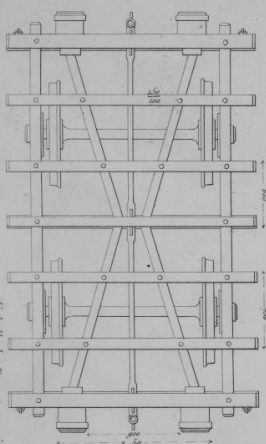


Fig. 2.

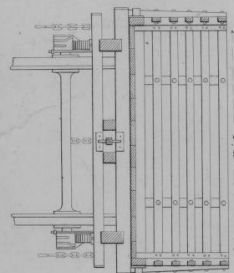


Fig. 2.

Échelle de 0<sup>m</sup>25 pour mètre = 1/40.

Dimensions.

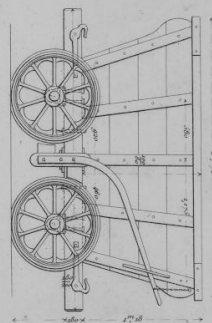


Fig. 5.

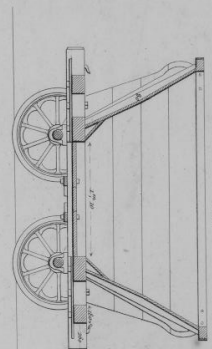


Fig. 5.

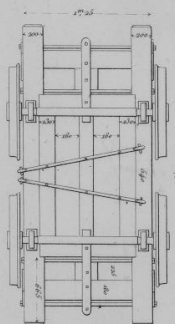


Fig. 5.

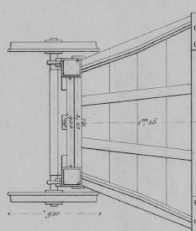


Fig. 5.

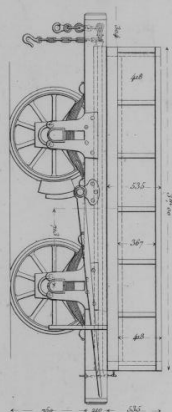


Fig. 4.

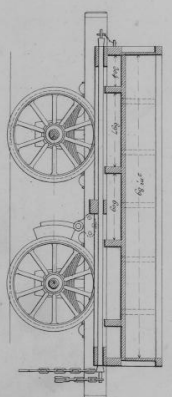


Fig. 4.

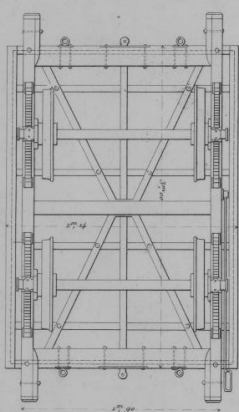


Fig. 4.

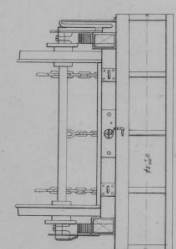


Fig. 4.

Échelle de 0<sup>m</sup>25 pour mètre = 1/40.

Dimensions.



Wagon à huit roues pour le transport des marchandises du chemin de Strasbourg à Bâle.

Fig. 1<sup>r</sup>.

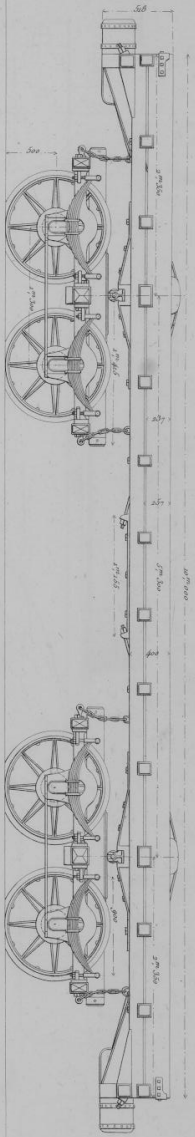


Fig. 1<sup>2</sup>.

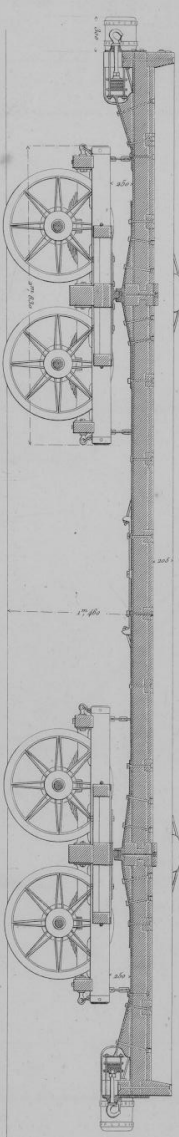


Fig. 2<sup>r</sup>.

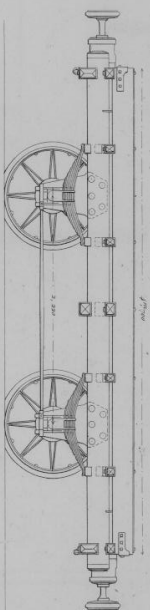


Fig. 2<sup>2</sup>.

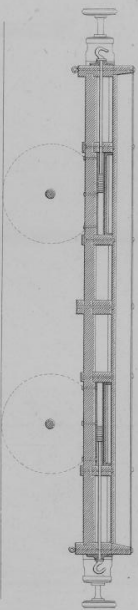


Fig. 1<sup>3</sup>.

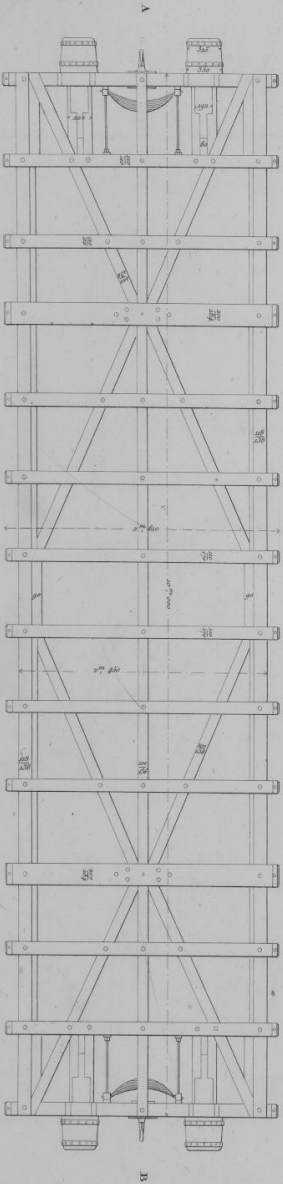


Fig. 2<sup>3</sup>.

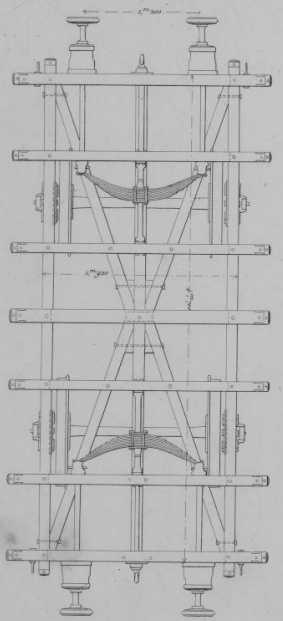


Fig. 1<sup>4</sup>.

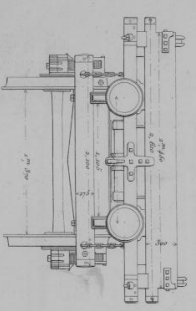


Fig. 1<sup>5</sup>.

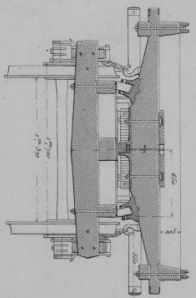


Fig. 1<sup>6</sup>.

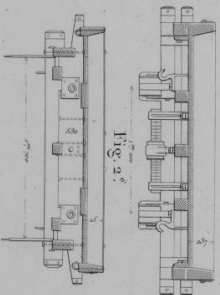


Fig. 2<sup>4</sup>.

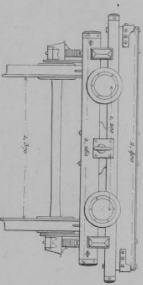
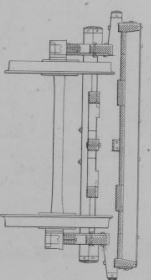


Fig. 2<sup>5</sup>.



Échelle de 0<sup>m</sup> 75 pour 1 mètre = 1/13.

1 2 3 4 5 6 7 8 9 10

1 mètre.



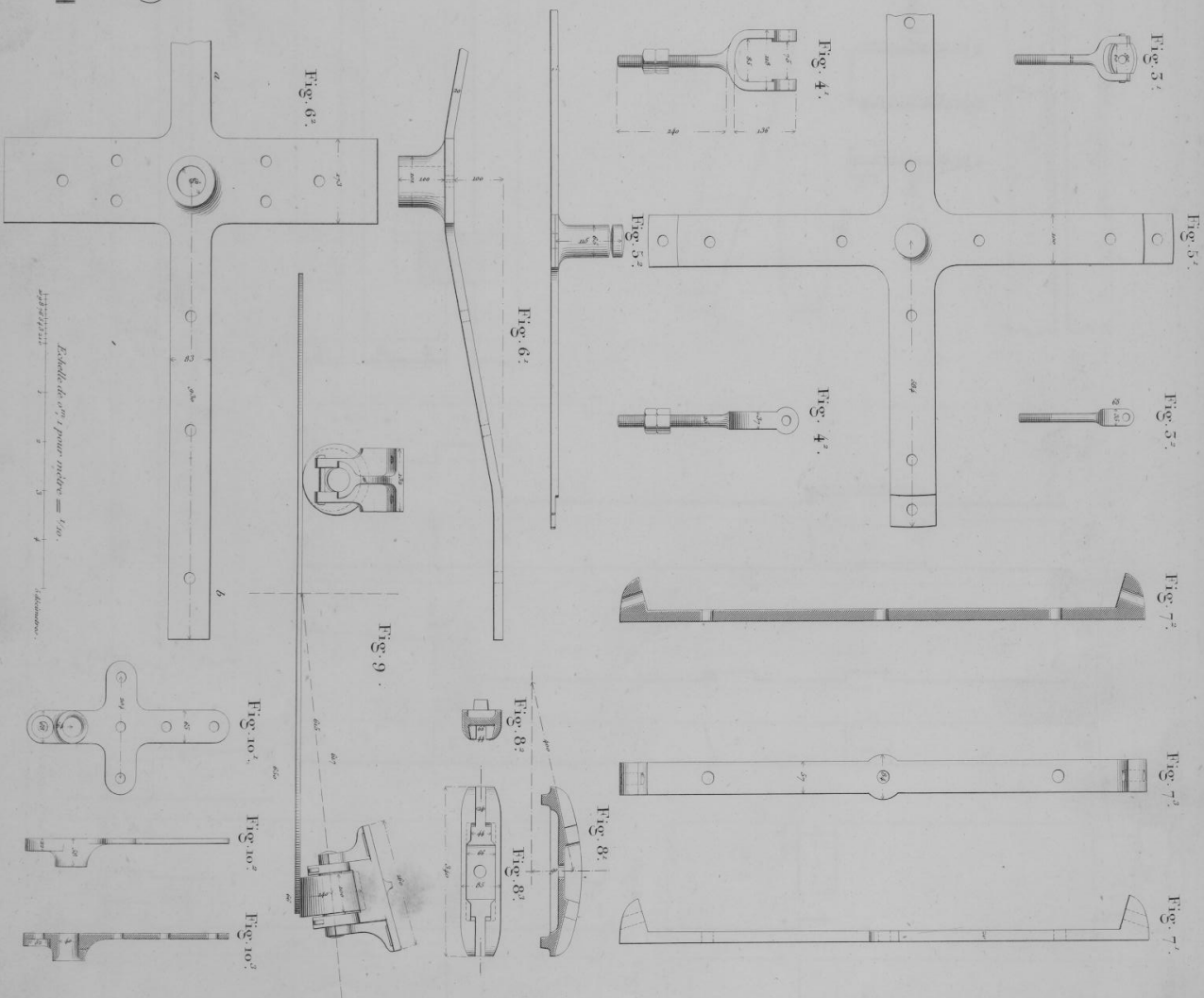
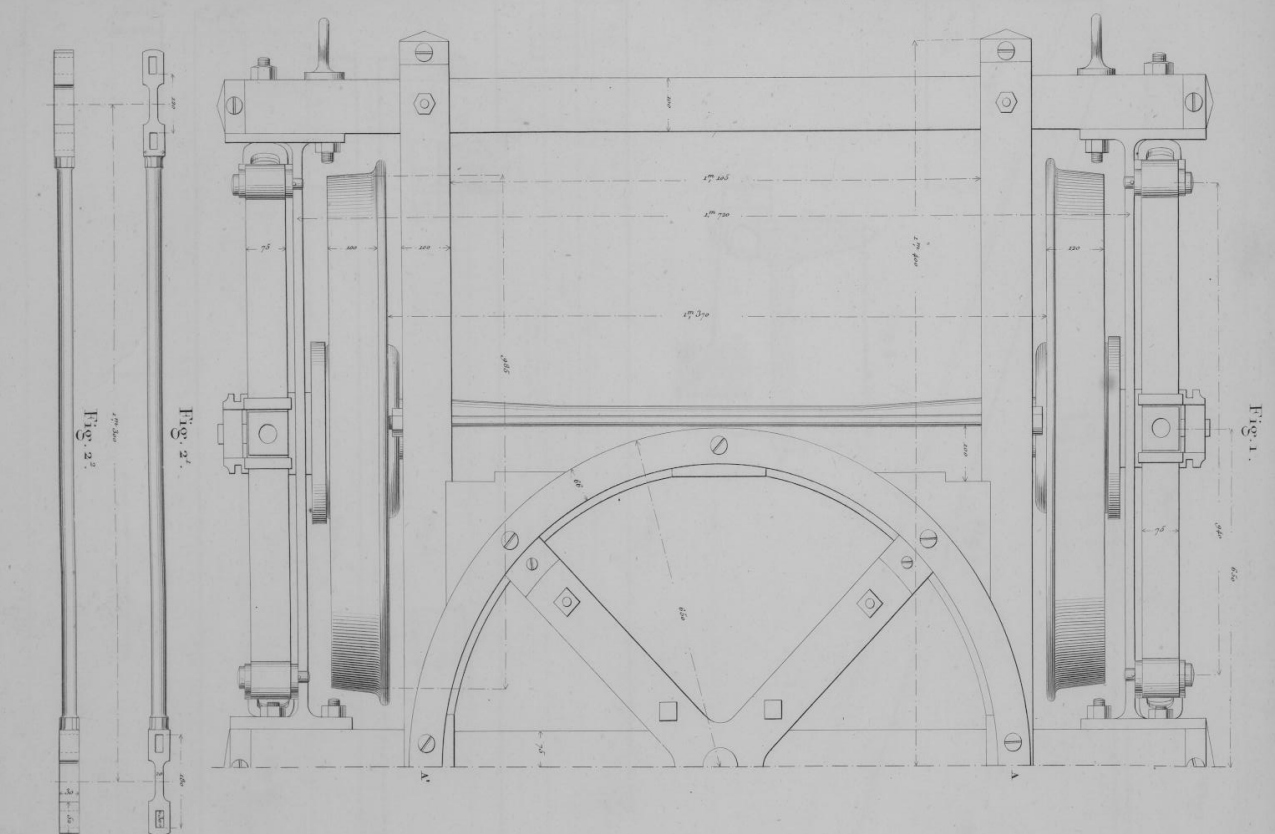




Fig. 1.



Fig. 2.

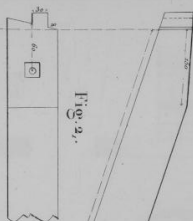


Fig. 4.

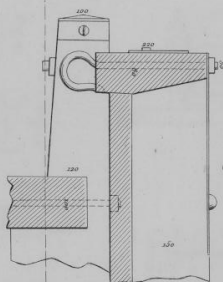


Fig. 5.



Fig. 5.

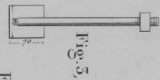


Fig. 2.

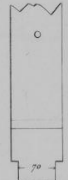


Fig. 5.

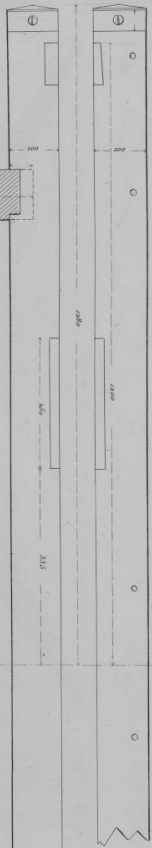


Fig. 5.

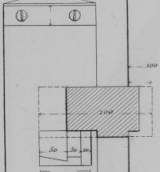


Fig. 5.

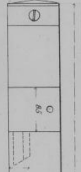


Fig. 6.



Fig. 6.

Echelle de 0 m pour 1 mètre = 1/10.

Fig. 7.

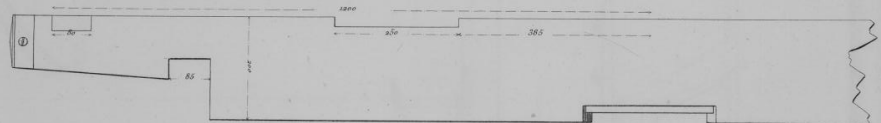


Fig. 7.

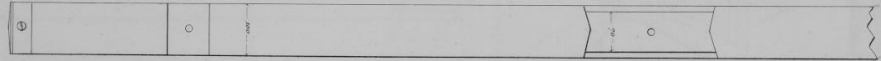


Fig. 7.



Fig. 7.

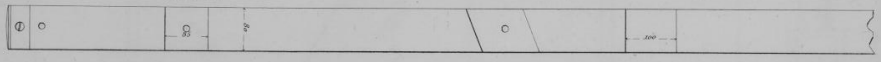


Fig. 8.

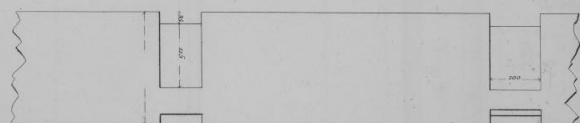
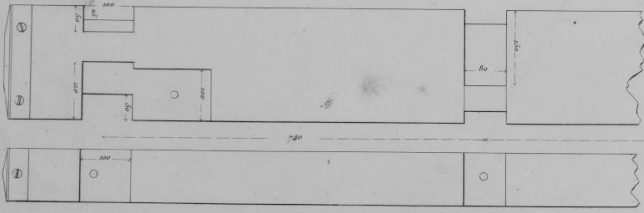
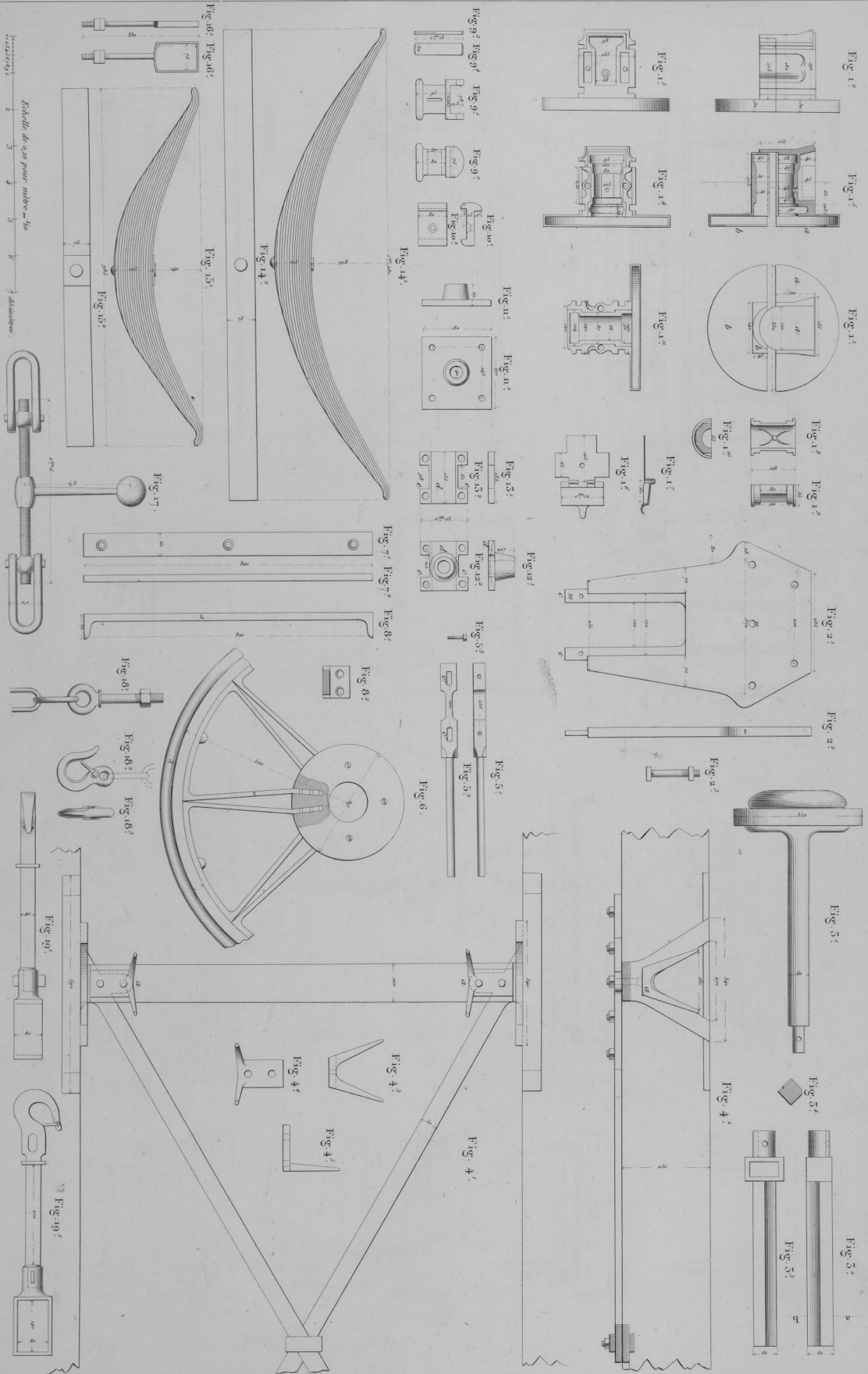


Fig. 8.









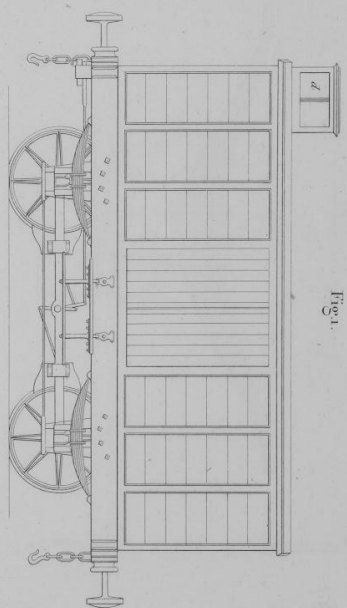


Fig. 1.

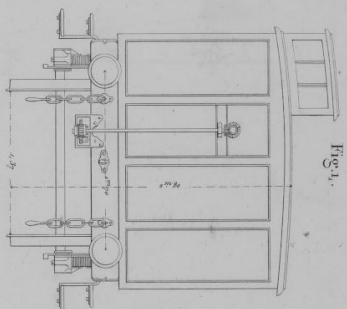


Fig. 1.

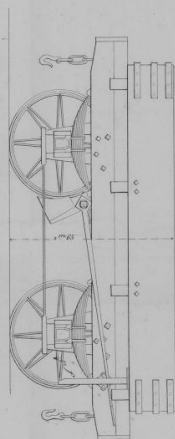


Fig. 2.

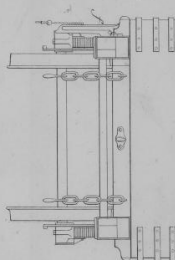


Fig. 2.

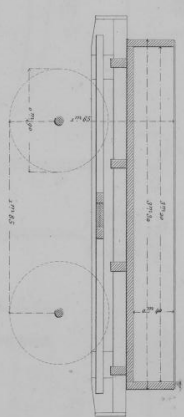


Fig. 2.1.

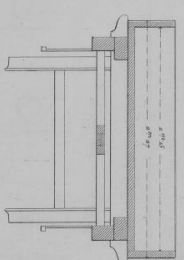


Fig. 2.2.

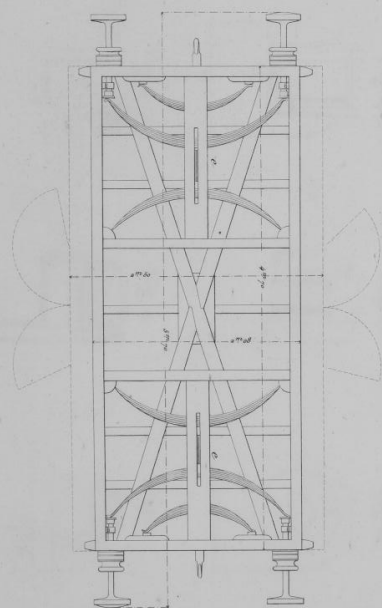


Fig. 3.

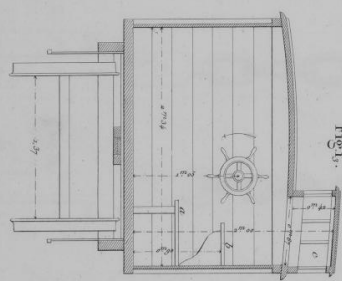


Fig. 3.

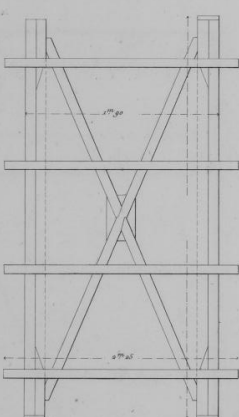


Fig. 3.1.

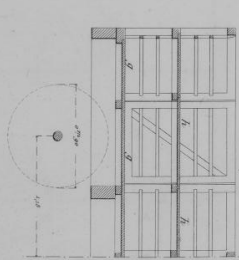


Fig. 3.2.

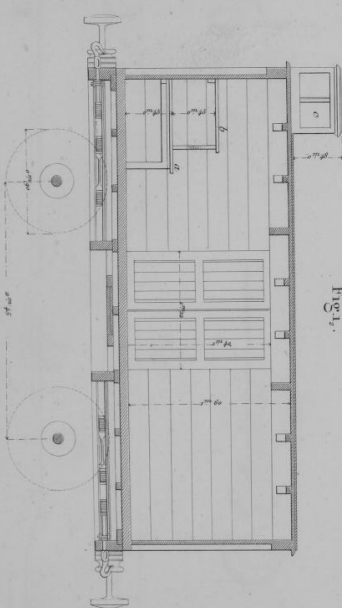


Fig. 4.

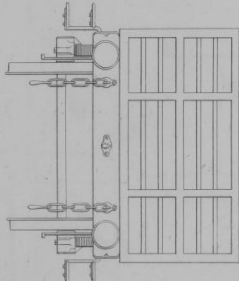


Fig. 4.

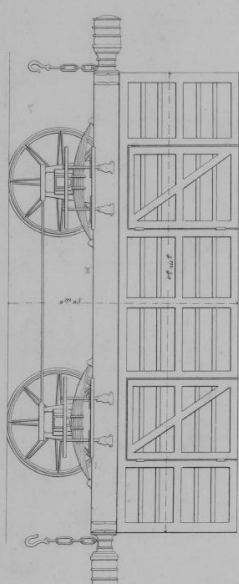


Fig. 4.1.

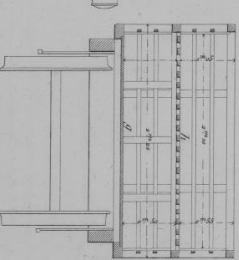


Fig. 4.2.

Échelle de 0<sup>m</sup>10 pour 1<sup>m</sup>10 = 1/10  
1 2 3 4 5 6 7 8 9 10  
à mètres.



Fig. 1.

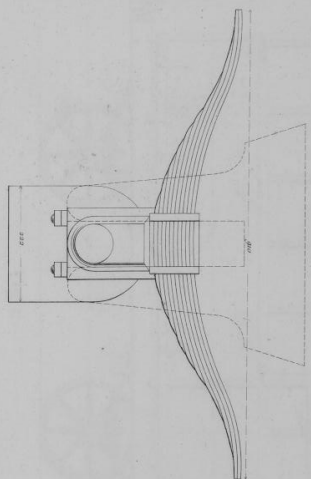


Fig. 1.

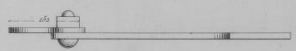


Fig. 1.

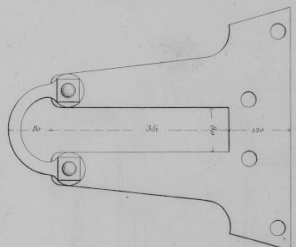


Fig. 1.

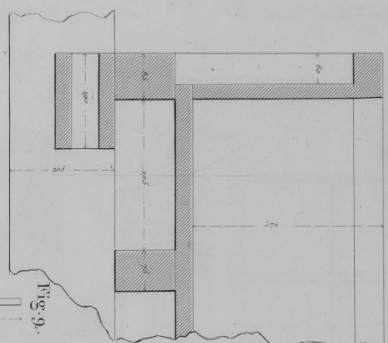


Fig. 1.

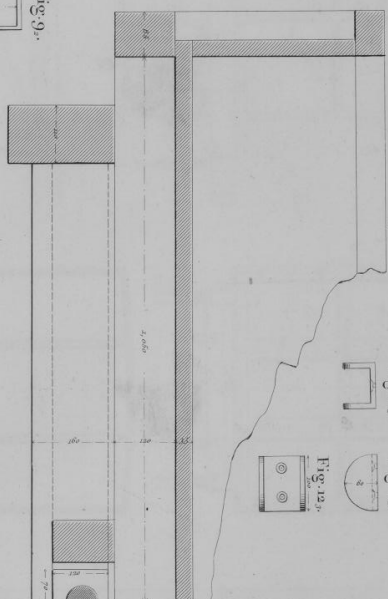


Fig. 1.

Fig. 1.

Fig. 1.

Fig. 1.

Fig. 2.

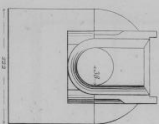


Fig. 2.

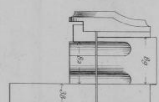


Fig. 2.

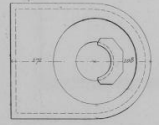


Fig. 2.

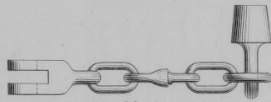


Fig. 2.

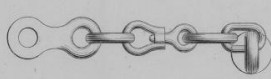


Fig. 2.



Fig. 2.

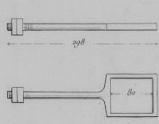


Fig. 2.



Fig. 2.

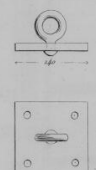


Fig. 2.



Fig. 2.

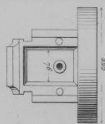


Fig. 2.

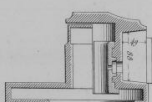


Fig. 2.

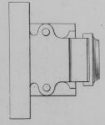


Fig. 2.

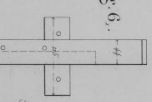


Fig. 2.

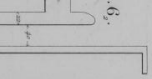


Fig. 2.



Fig. 2.



Fig. 2.



Fig. 2.

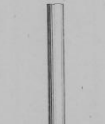


Fig. 2.

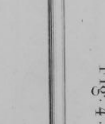


Fig. 2.

Fig. 2.





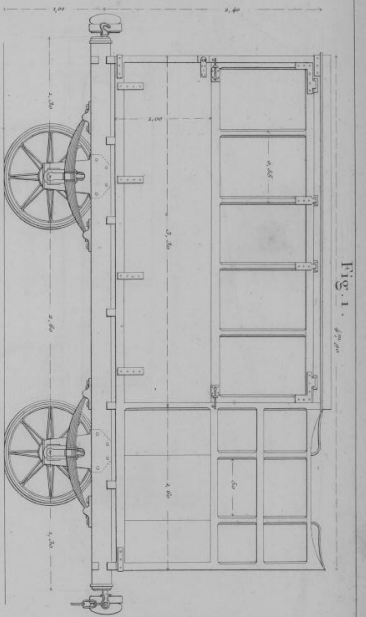


Fig. 1.

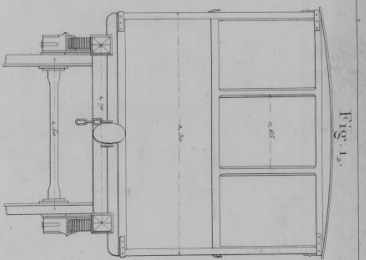


Fig. 2.

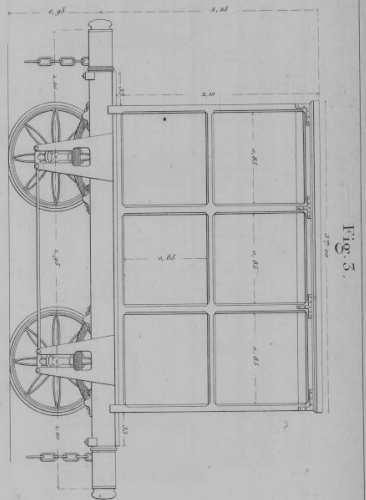


Fig. 3.

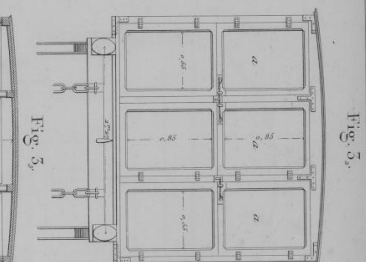


Fig. 4.

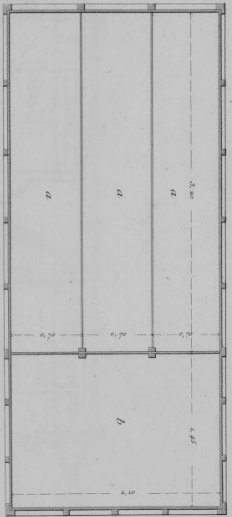


Fig. 1.

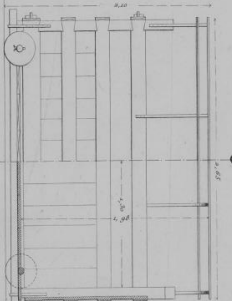


Fig. 2.

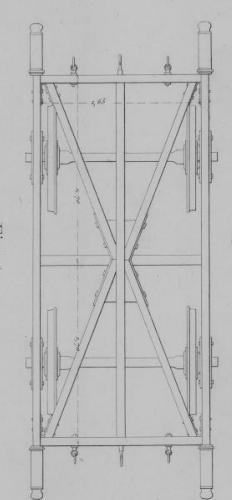


Fig. 3.

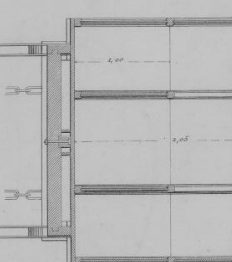


Fig. 4.

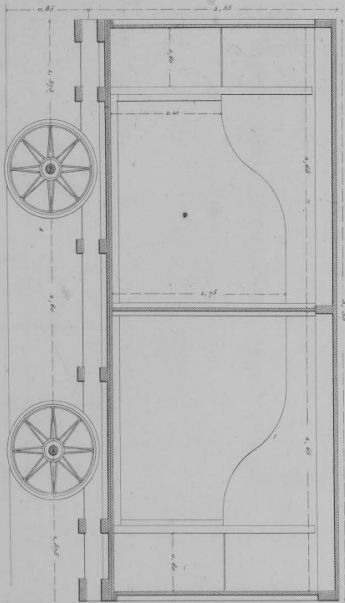


Fig. 2.

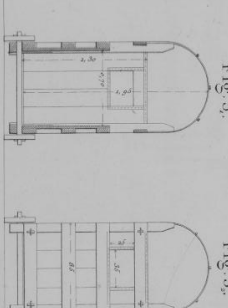


Fig. 3.

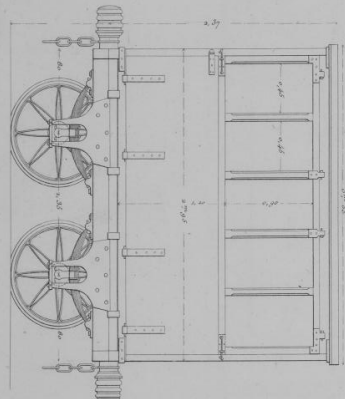


Fig. 4.

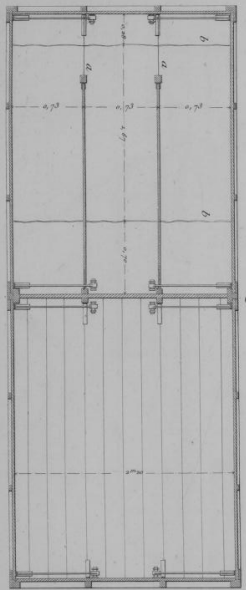


Fig. 1.

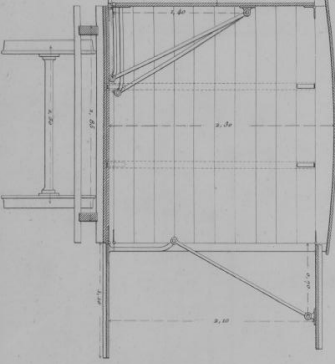


Fig. 2.

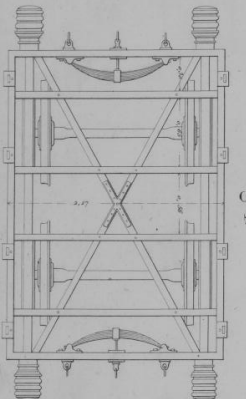


Fig. 3.

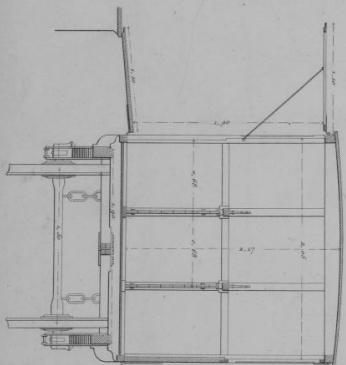


Fig. 4.

Échelle de 0 m. 01 par mètre = 1/50.



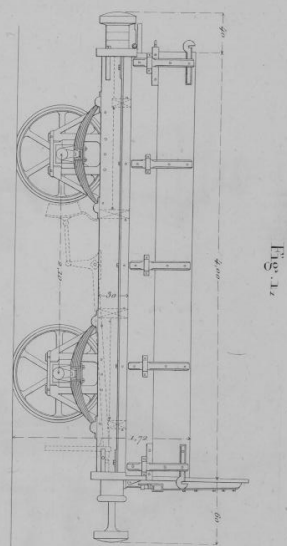


Fig. 1, 1

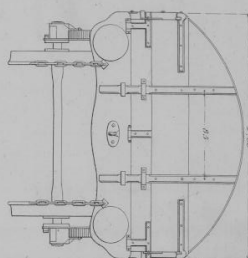


Fig. 1, 2

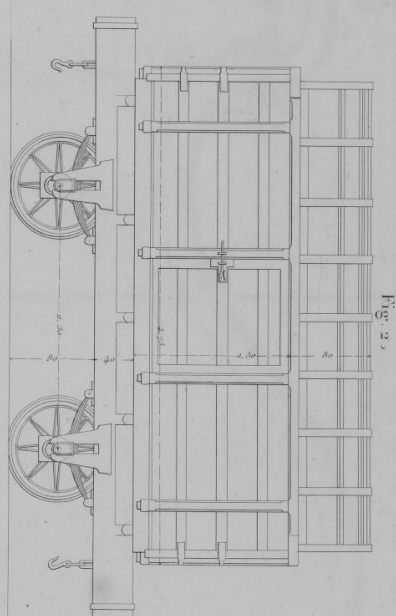


Fig. 2, 1

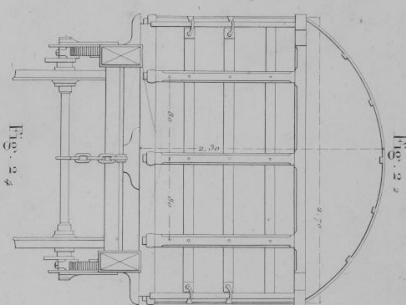


Fig. 2, 2

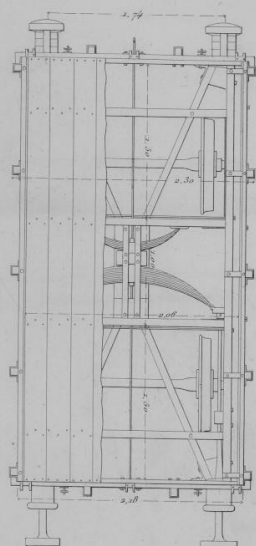


Fig. 1, 3

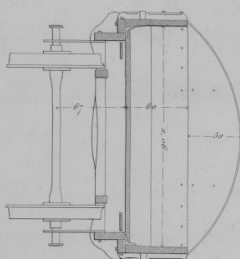


Fig. 1, 4

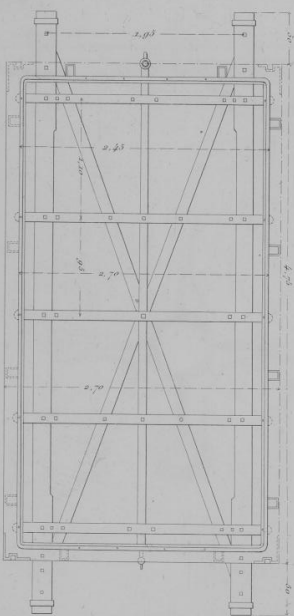


Fig. 2, 3

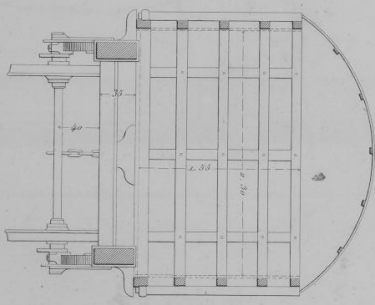


Fig. 2, 4

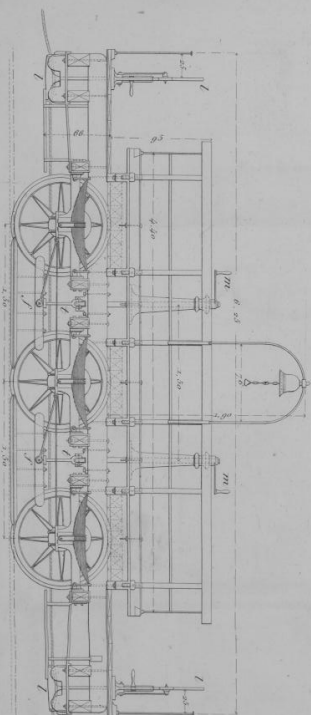


Fig. 3, 1

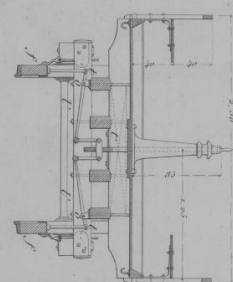


Fig. 3, 2

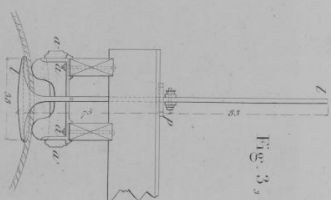


Fig. 3, 3

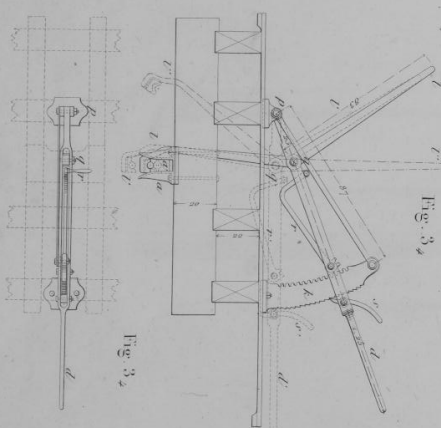


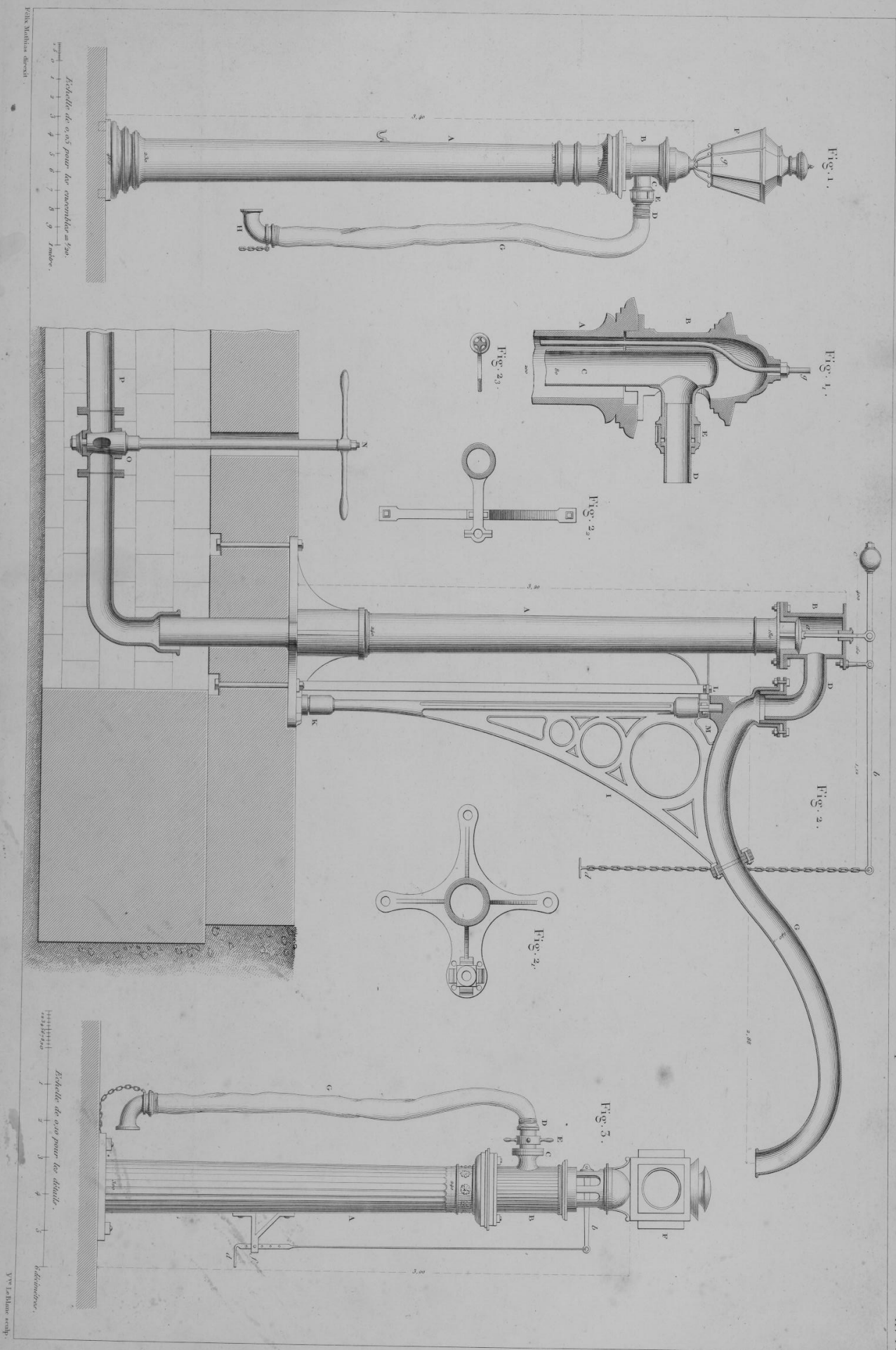
Fig. 3, 4

Fig. 3, 5

Échelle de 0.0002 pour mètres = 1/500.

Échelle de 0.0002 pour mètres = 1/500.







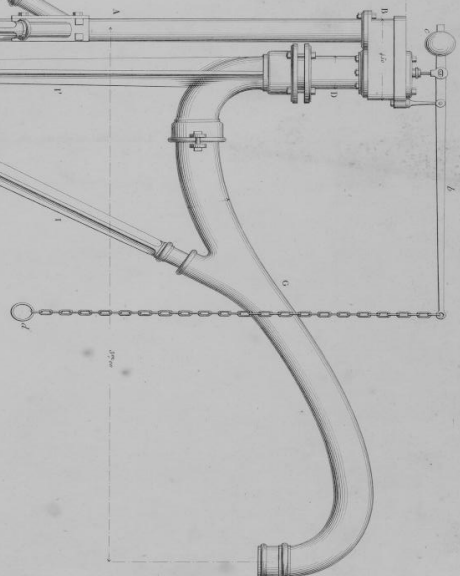


Fig. 1

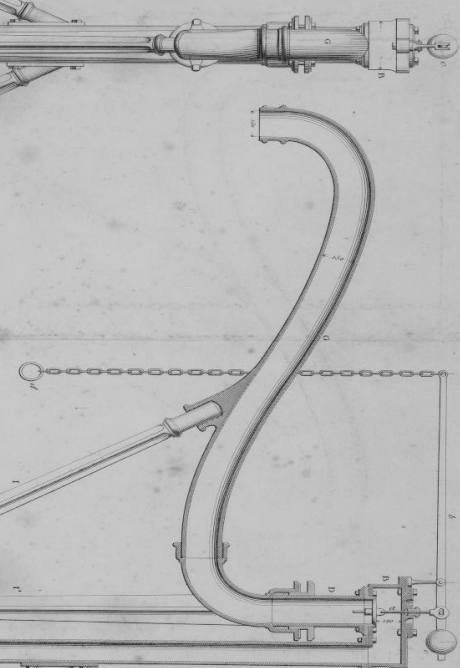


Fig. 2.

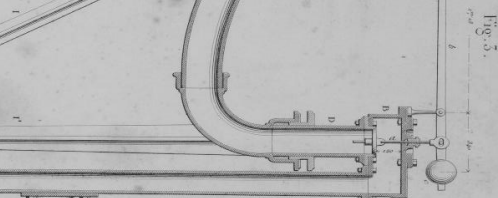
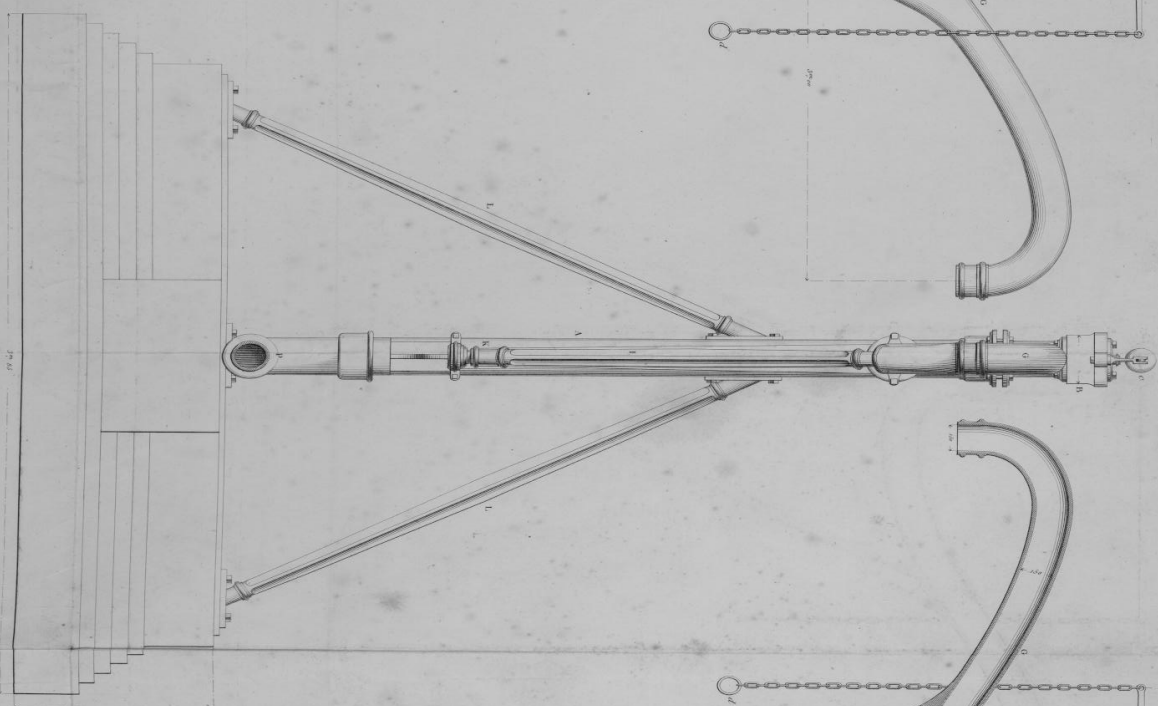
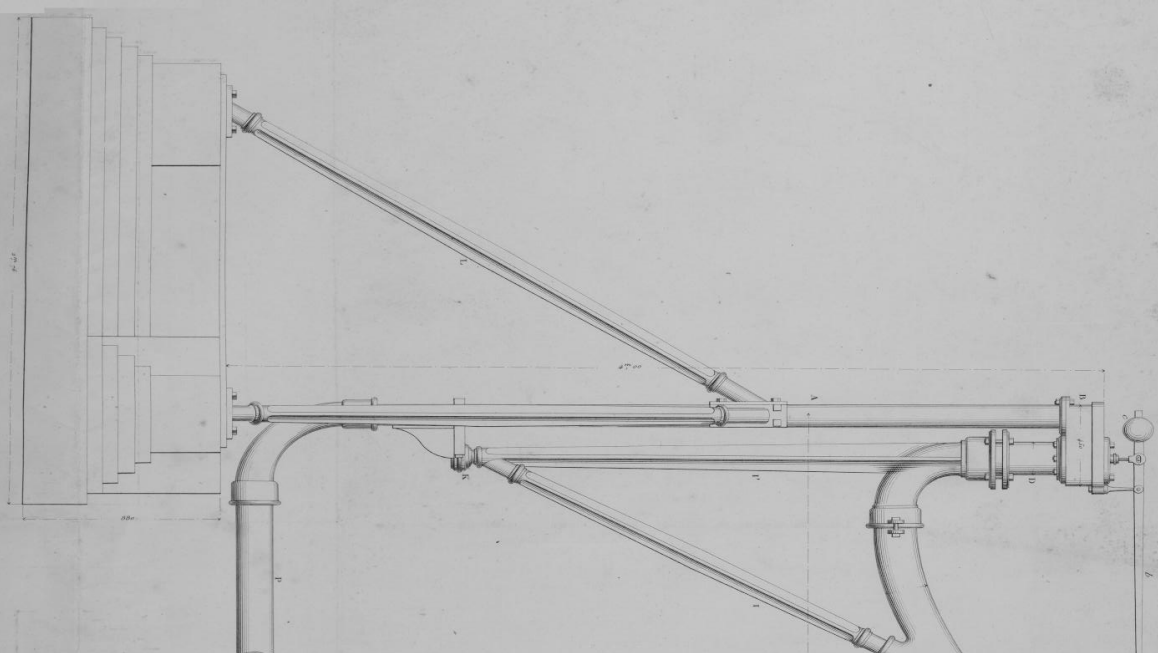


Fig. 3



Echelle de 0,05 pour mètre =  $1/20$

*f. mollis*



Crue hydraulique du chemin d'Orléans.

Fig. 5.

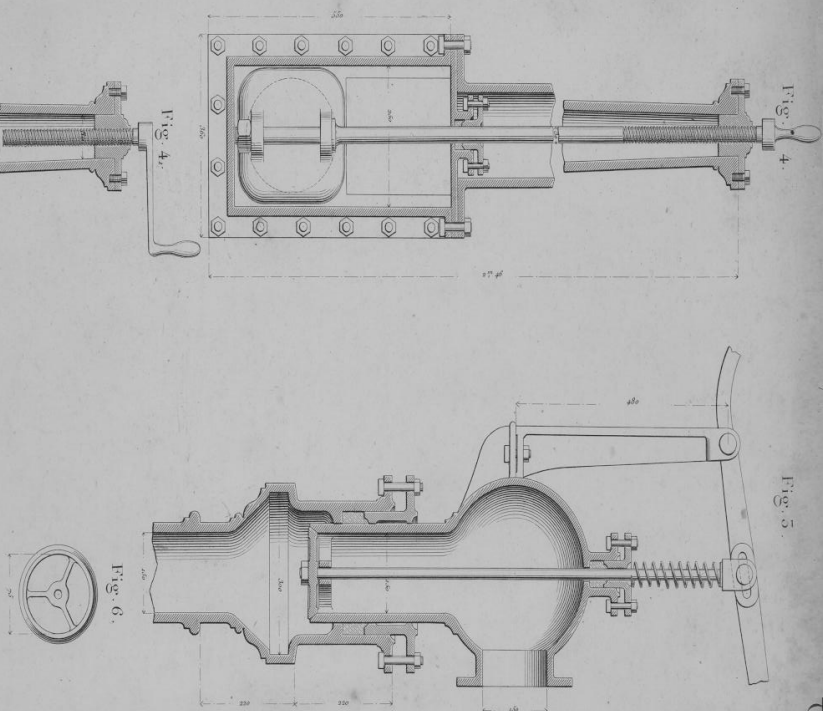


Fig. 1.

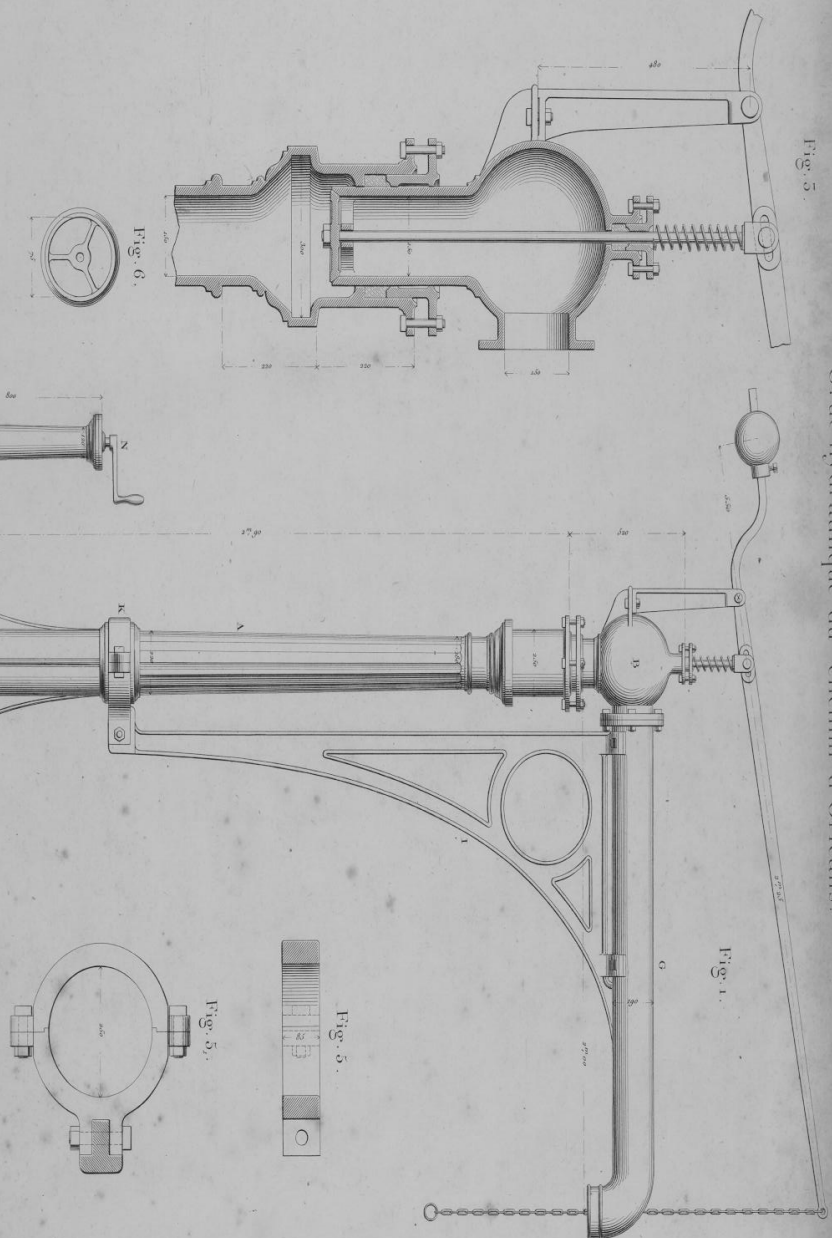


Fig. 2.

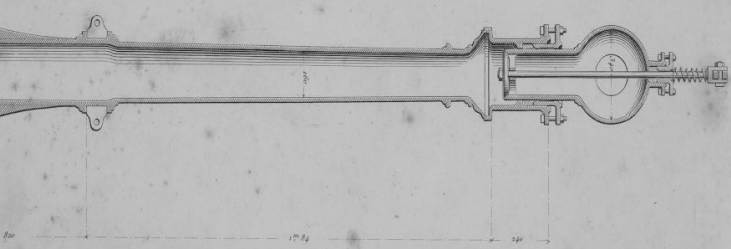


Fig. 5.



Fig. 5.

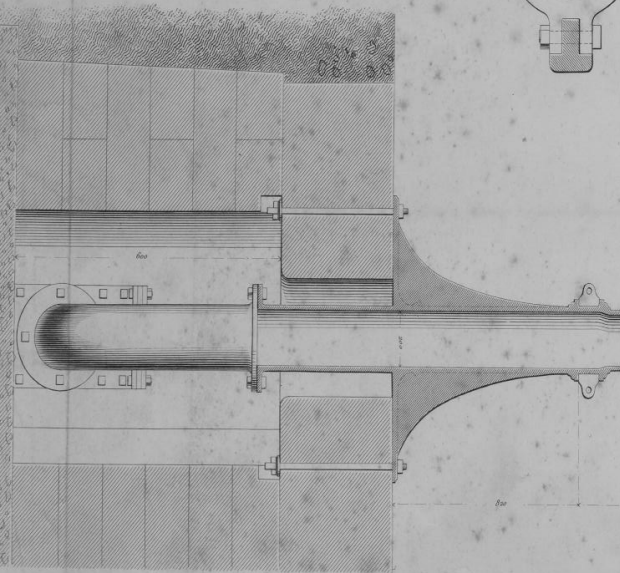
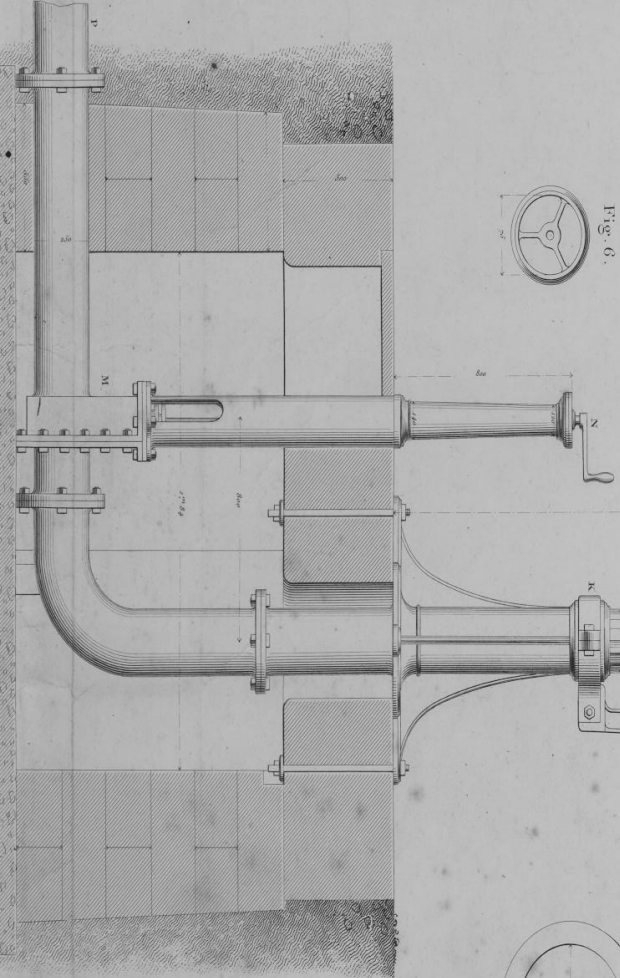
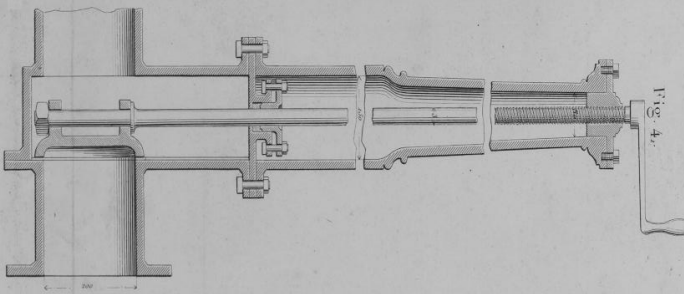
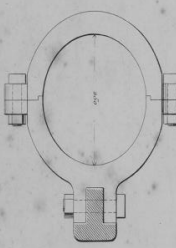




Fig. 6.

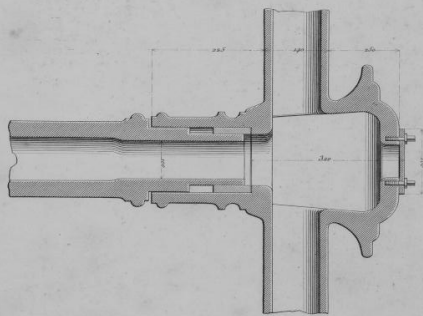


Fig. 1.

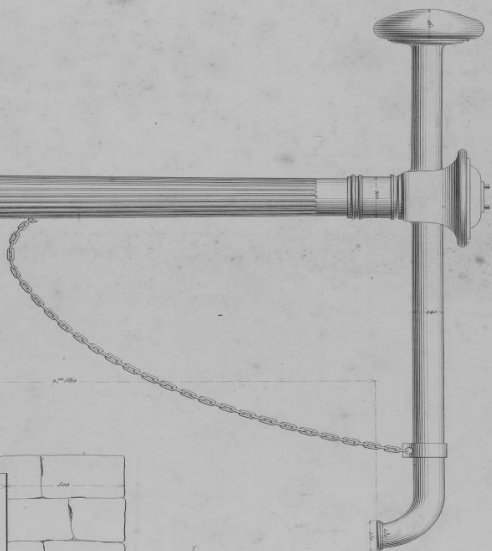


Fig. 3.

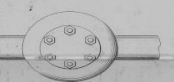


Fig. 2.

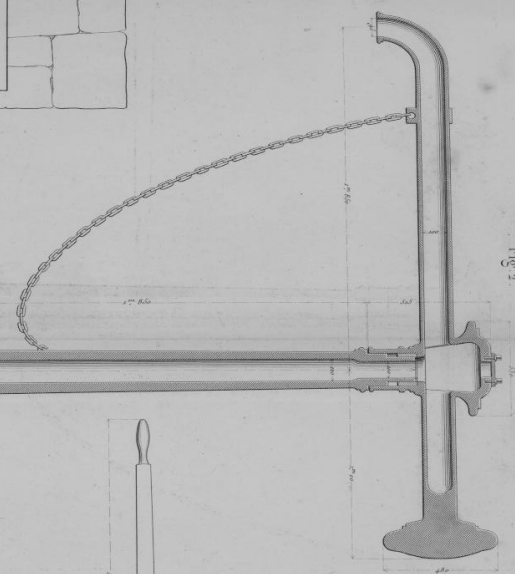


Fig. 4.

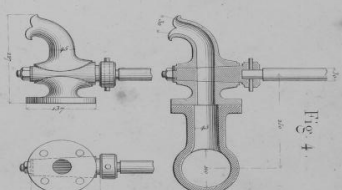
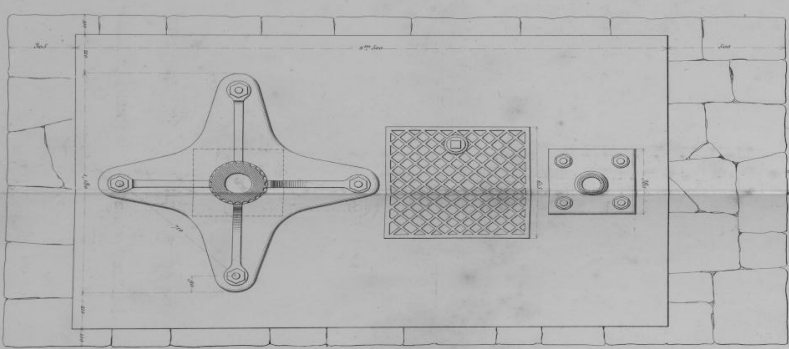
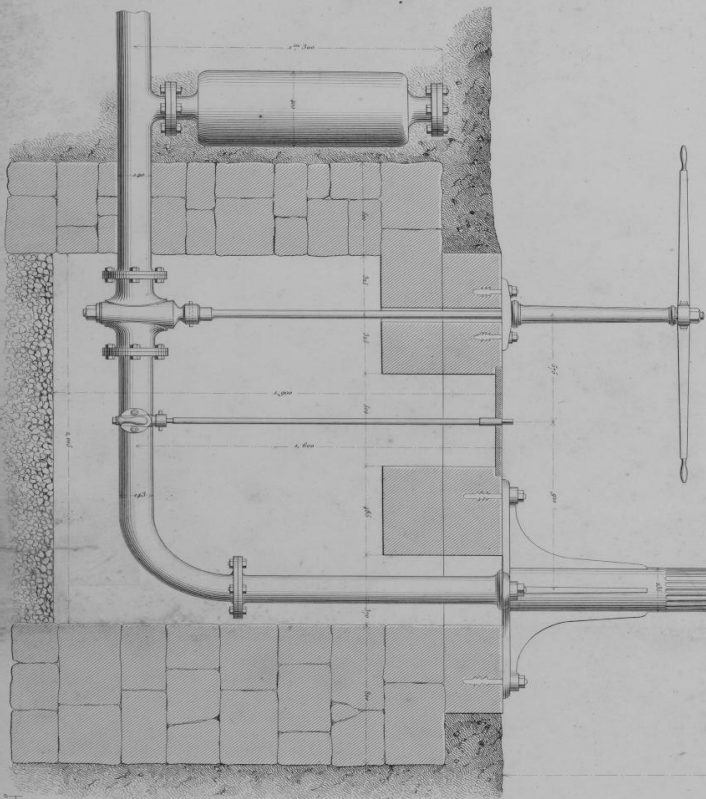
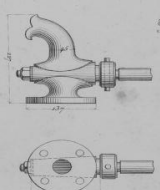
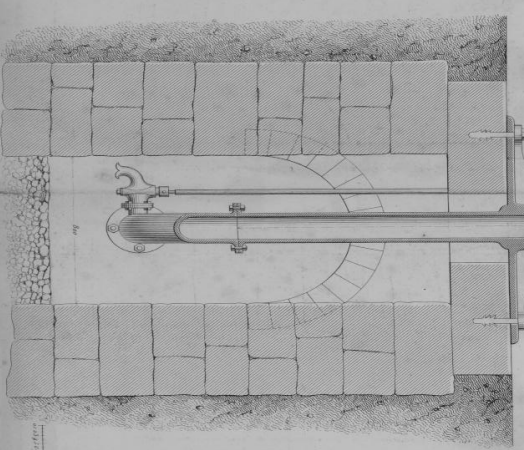


Fig. 4.

Fig. 5.



Echelle de 0<sup>m</sup>50 pour mètres = 1/2 pouce des machines.



Echelle de 0<sup>m</sup>50 pour mètres = 1/2 pouce des machines.

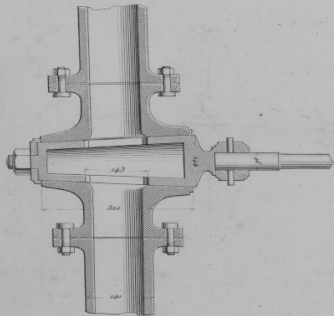




Fig. 1.

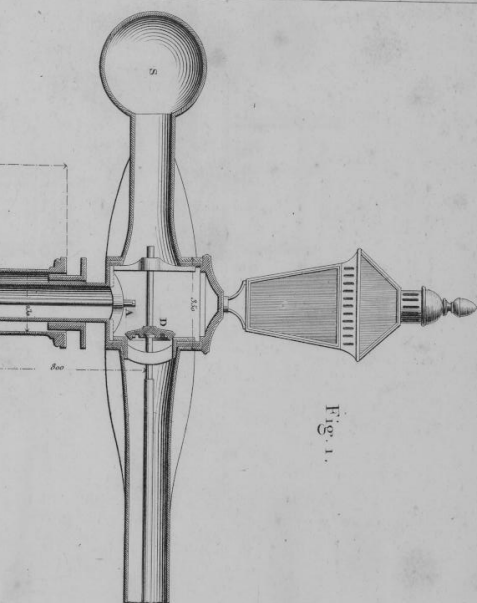


Fig. 2.

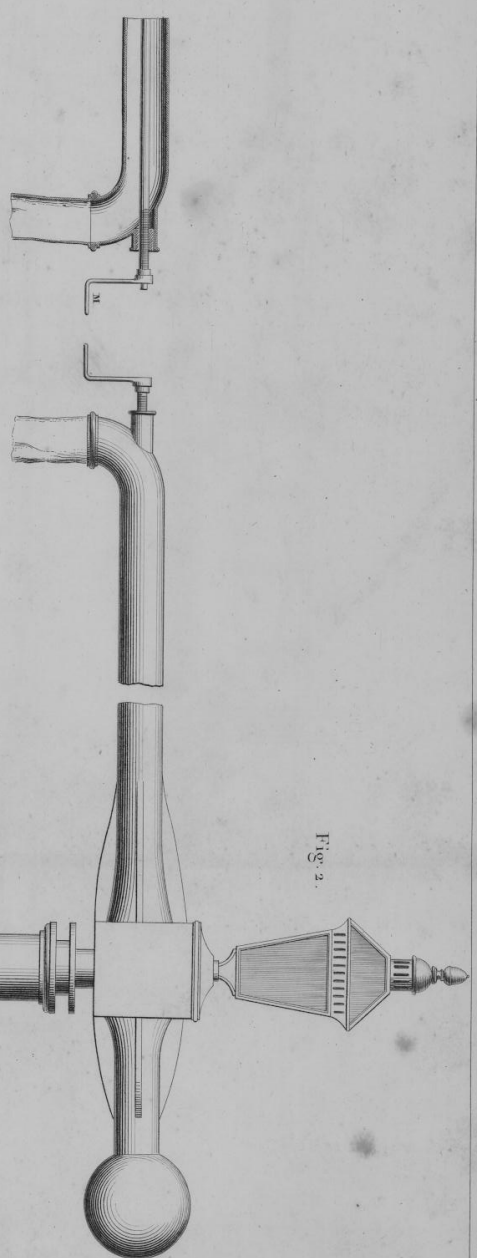


Fig. 4.

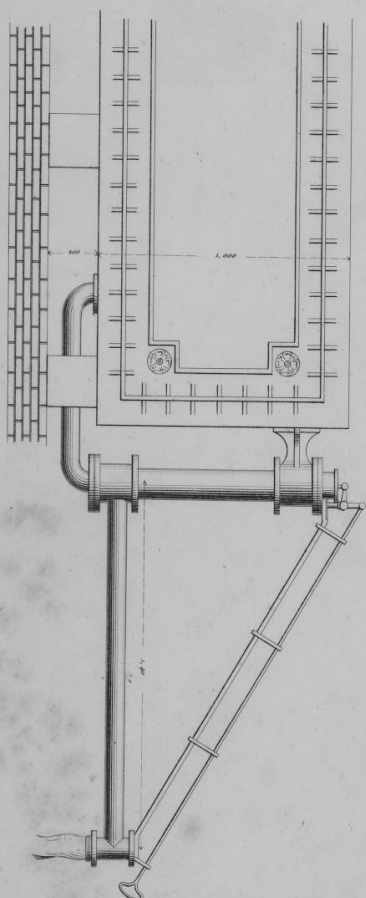
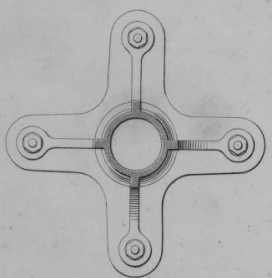
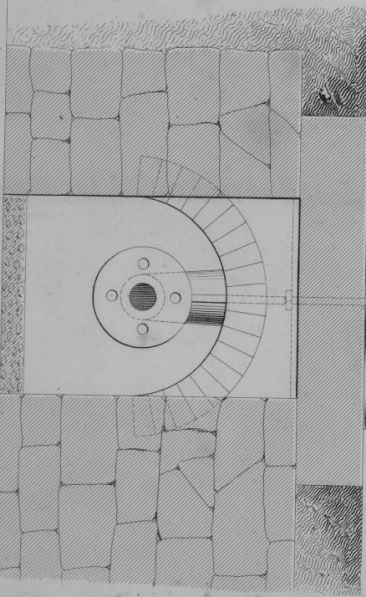
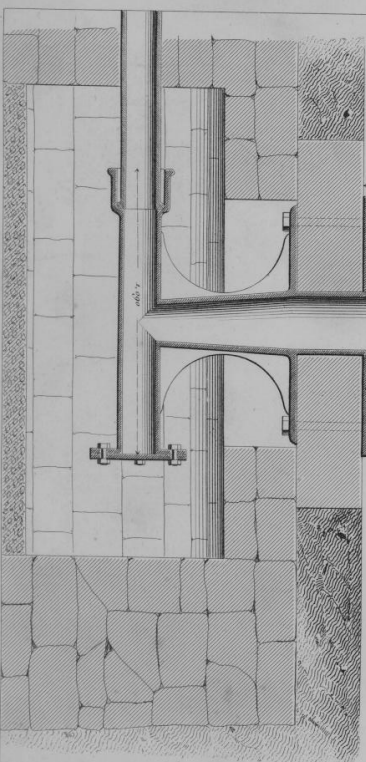


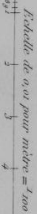
Fig. 5.



Echelle de 0,5 pour un mètre = 1/200









# Changement et croisement de voies provisoires.

Fig. 1.

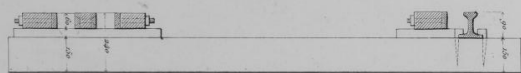


Fig. 2.

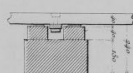


Fig. 2.

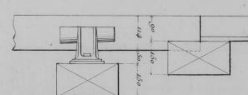


Fig. 1.

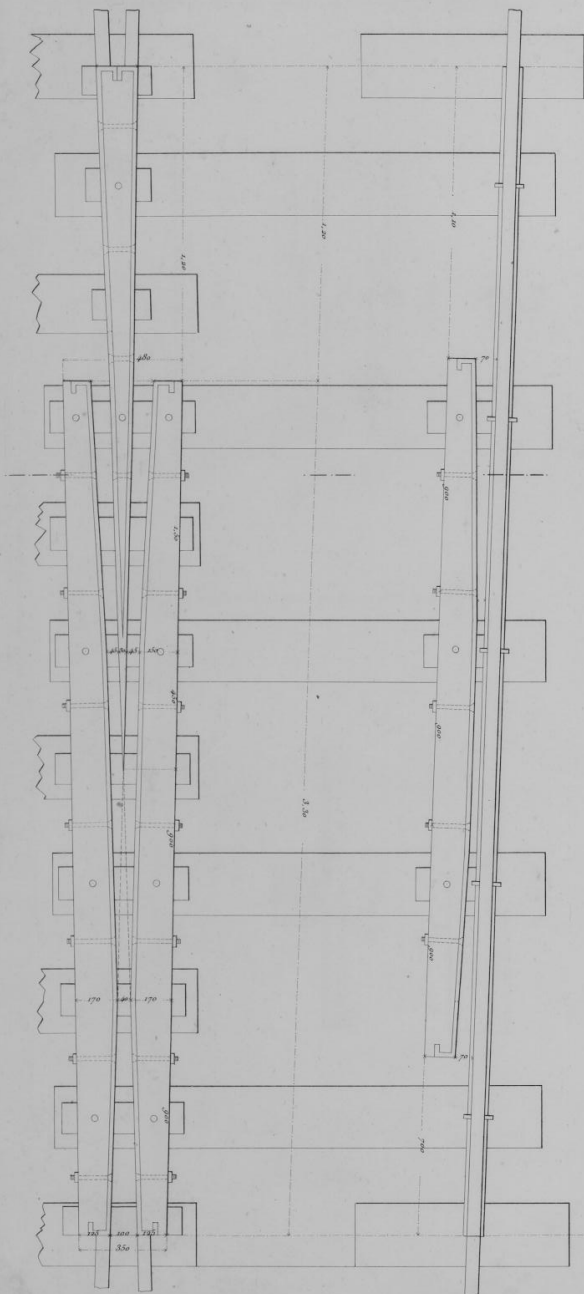


Fig. 2.

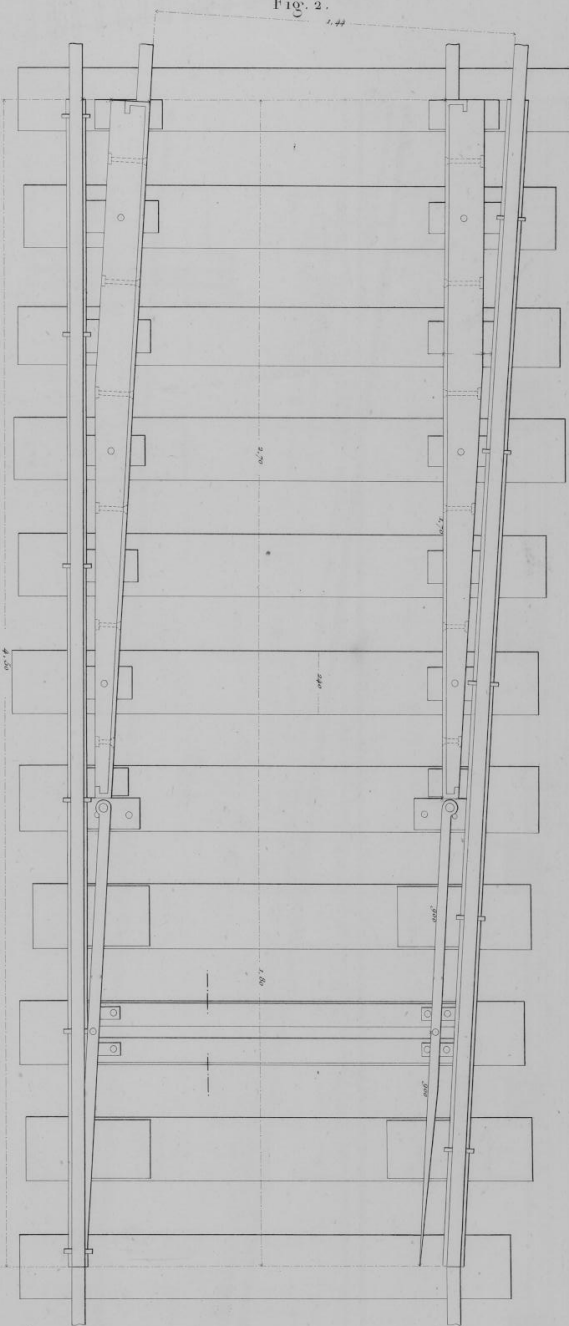


Fig. 3.

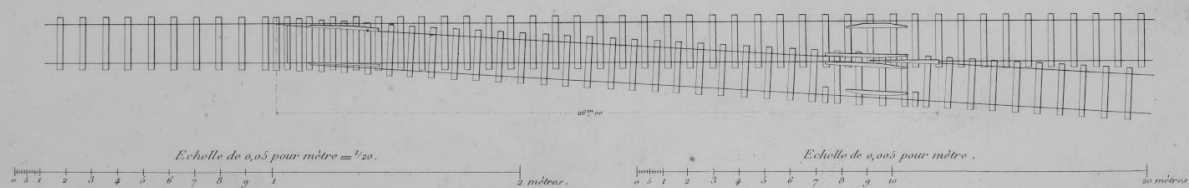








Fig. 1.

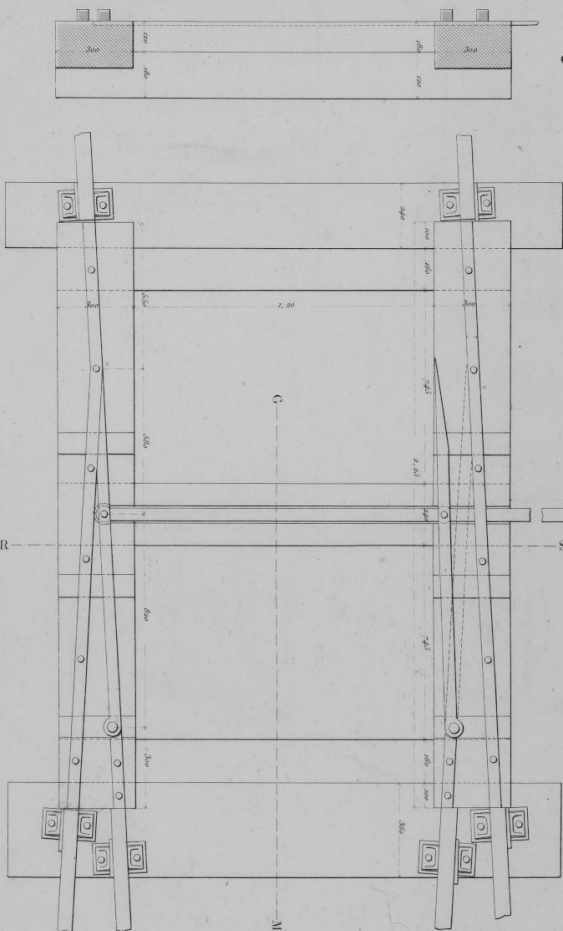


Fig. 1.

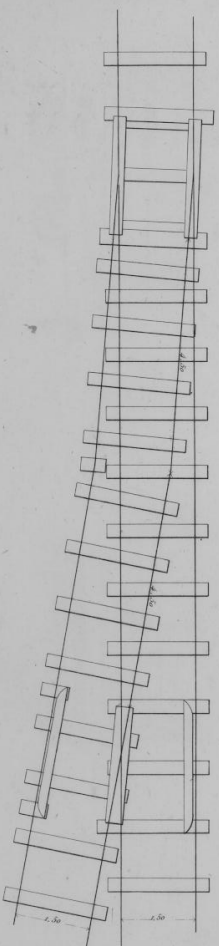


Fig. 1.



Fig. 1.

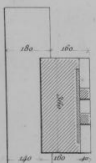
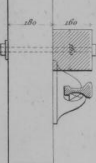


Fig. 1.



Échelle de 0,05 pour mètre — 50 pour les détails de montage de voie = 1/50.  
Échelle de 0,05 pour mètre pour le plan d'ensemble = 1/50.  
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 mètres.

Fig. 1.

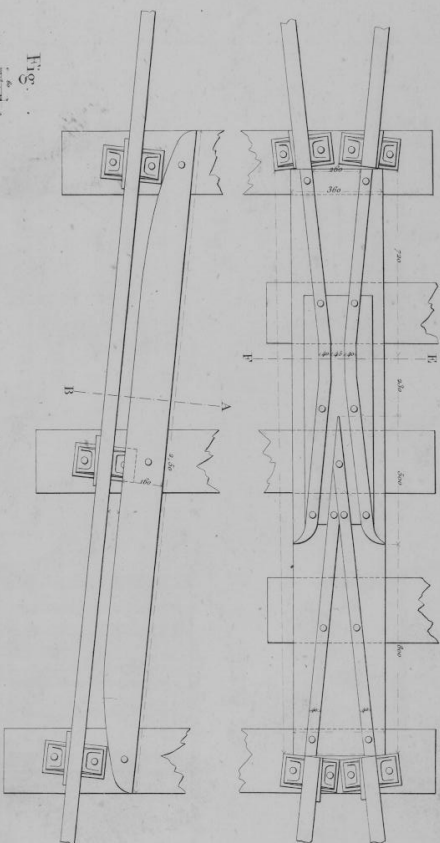


Fig. 2.

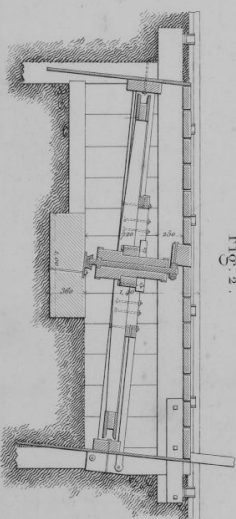
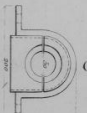
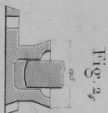
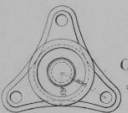
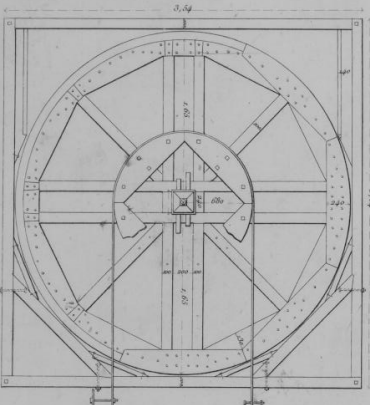
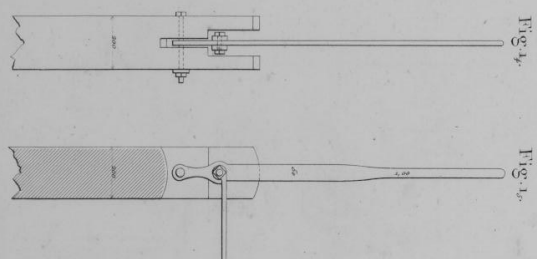


Fig. 2.



Échelle de 0,05 pour mètre pour la poutre = 1/50.  
Échelle de 0,05 pour mètre pour les détails de la poutre = 1/50.  
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 mètres.



Fig. 1.

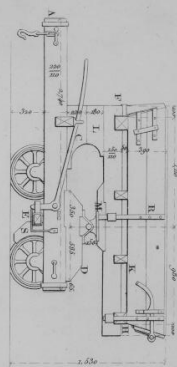
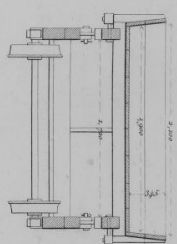
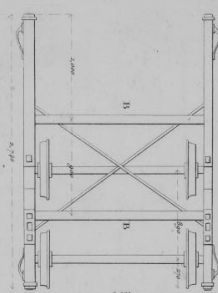
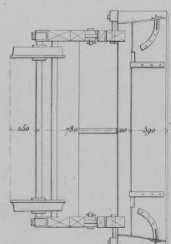
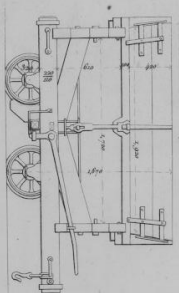
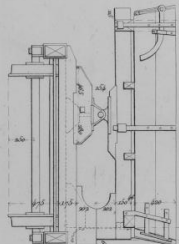
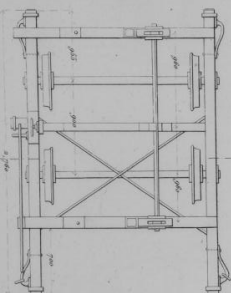
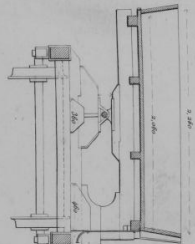
Fig. 1<sub>1</sub>.Fig. 1<sub>2</sub>.Fig. 1<sub>3</sub>.

Fig. 2.

Fig. 2<sub>1</sub>.Fig. 2<sub>2</sub>.Fig. 2<sub>3</sub>.

Échelle de 0<sup>m</sup>25 pour mètres = 1/50  
3 2 3 4 5 6 7 8 9 1  
centimètres.

Fig. 3.

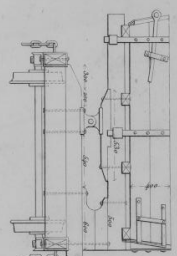
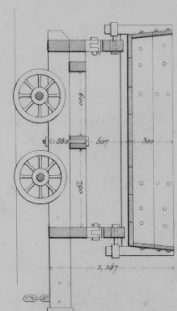
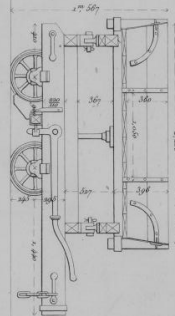
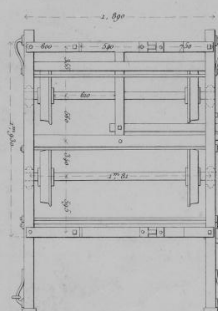
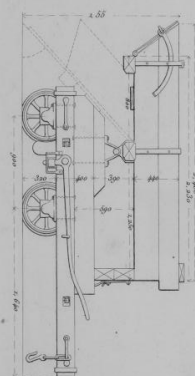
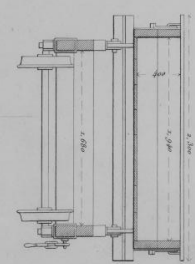
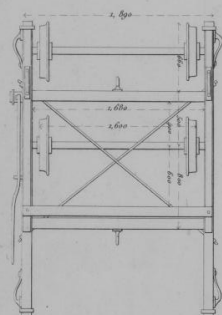
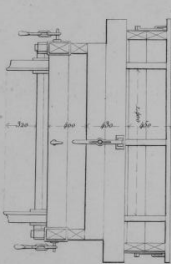
Fig. 3<sub>1</sub>.Fig. 3<sub>2</sub>.Fig. 3<sub>3</sub>.

Fig. 4.

Fig. 4<sub>1</sub>.Fig. 4<sub>2</sub>.Fig. 4<sub>3</sub>.

Échelle de 0<sup>m</sup>25 pour mètres = 1/50  
3 2 3 4 5 6 7 8 9 1  
centimètres.



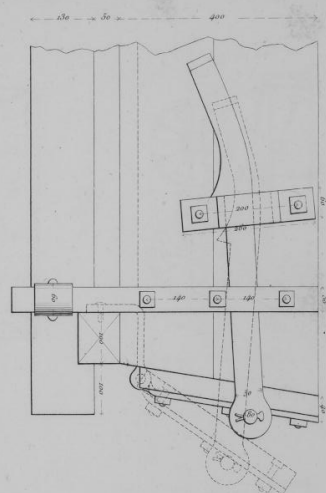


Fig. 1.

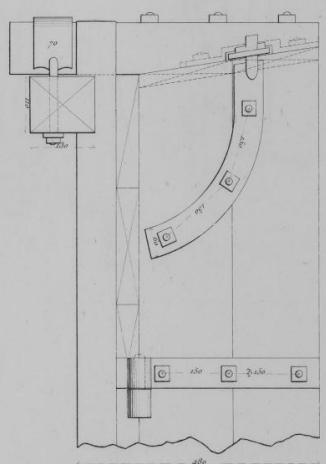


Fig. 1'.

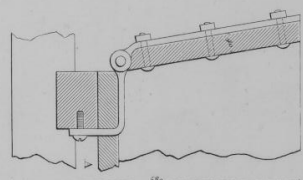


Fig. 2.

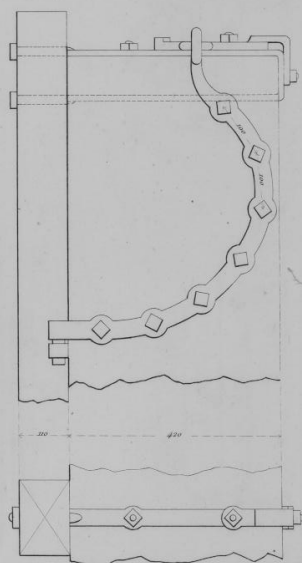


Fig. 2'.

Fig. 2''.

Fig. 3.

Fig. 3'.

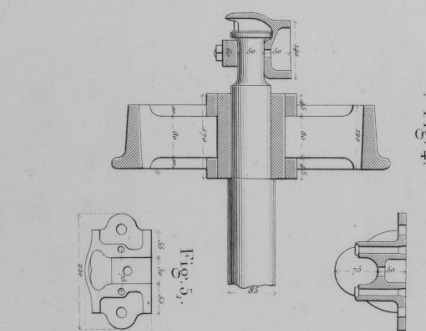
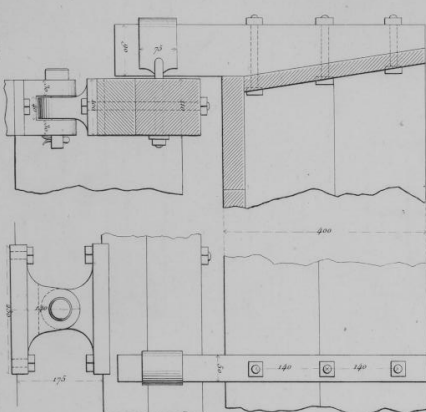


Fig. 4.

Fig. 5.

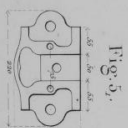
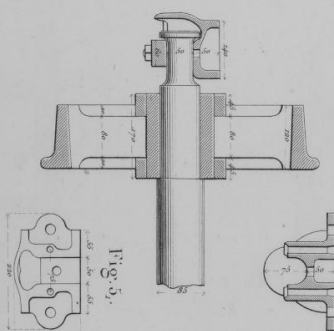


Fig. 4'.

Fig. 5'.

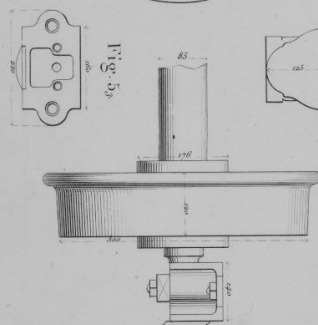
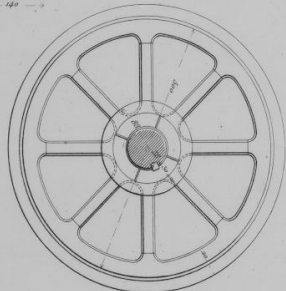


Fig. 4''.

Fig. 6.

Fig. 6'.

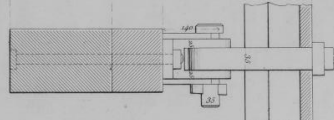
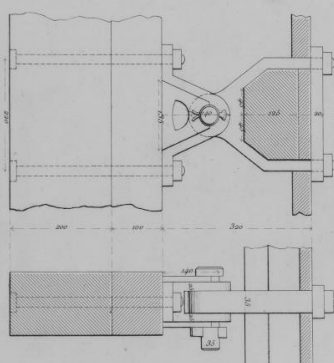


Fig. 7.

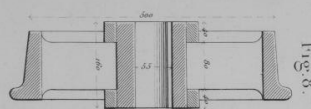


Fig. 8.

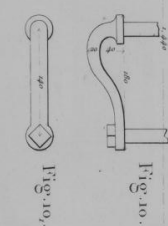
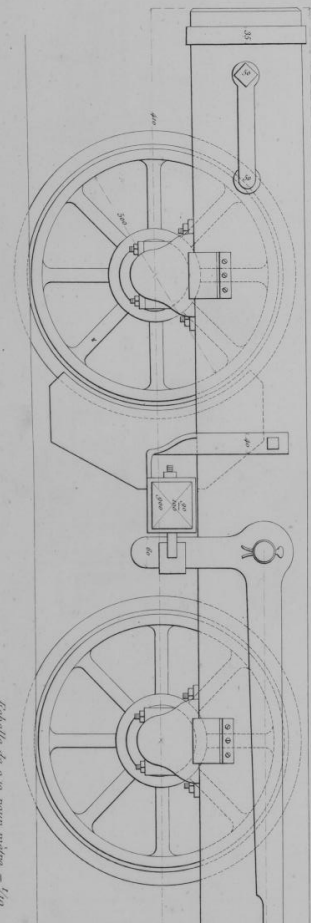


Fig. 10.

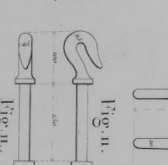


Fig. 11.

Échelle de 0,10 pour mètres = 1/10



Fig. 1.

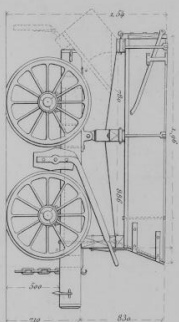


Fig. 1.

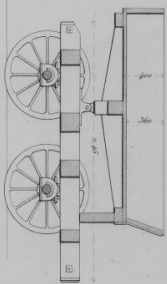


Fig. 1.

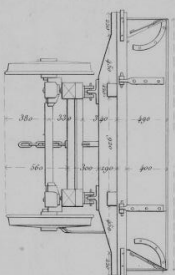


Fig. 1.

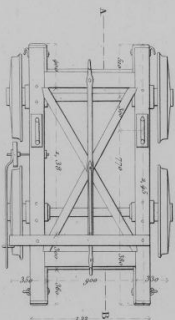


Fig. 2.

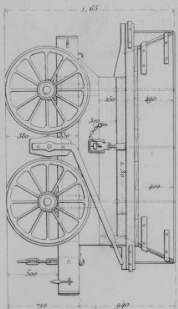


Fig. 2.

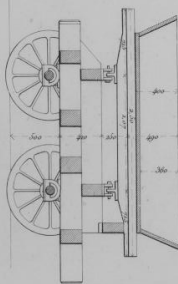


Fig. 2.

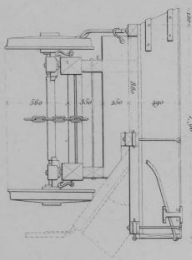
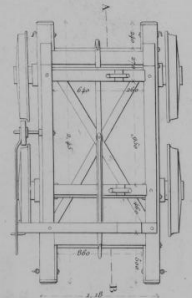


Fig. 2.



Échelle de 0<sup>m</sup>40 pour mètres = 1/20  
1 2 3 4 5 6 7 8 9 10

Fig. 3.

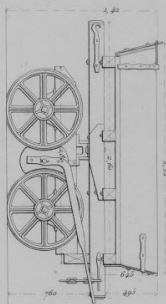


Fig. 3.

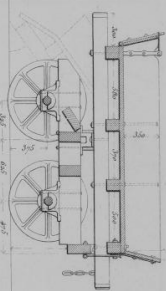


Fig. 3.

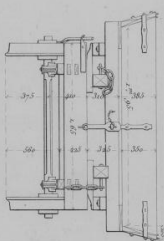


Fig. 3.

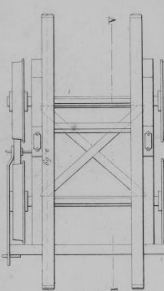


Fig. 4.

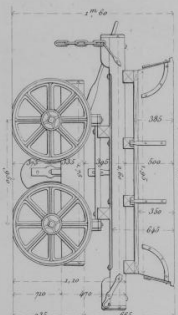


Fig. 4.

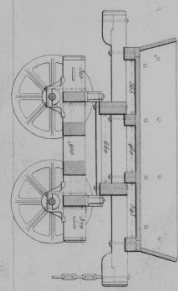


Fig. 4.

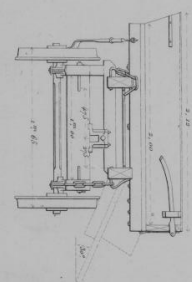
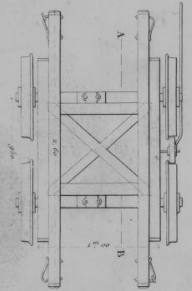
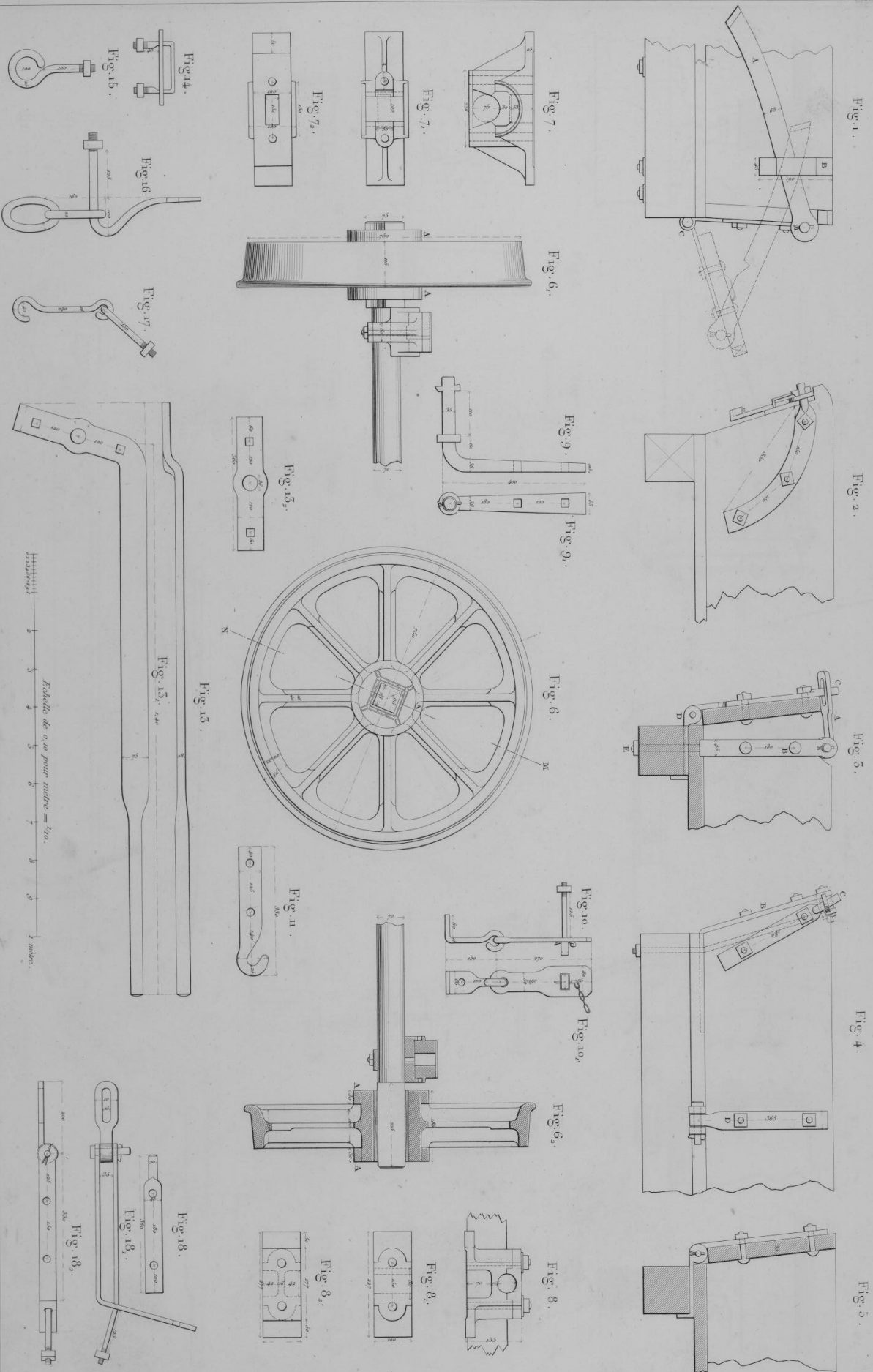


Fig. 4.



Échelle de 0<sup>m</sup>40 pour mètres = 1/20  
1 2 3 4 5 6 7 8 9 10







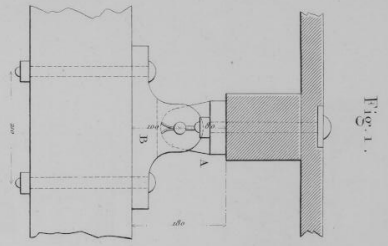


Fig. 1.

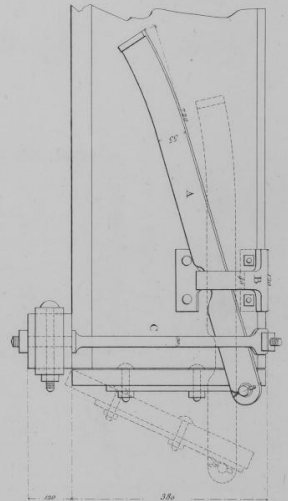


Fig. 2.

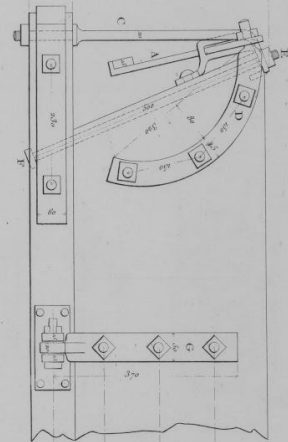


Fig. 3.

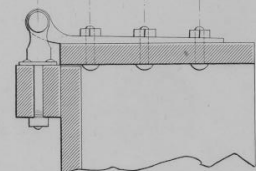


Fig. 4.

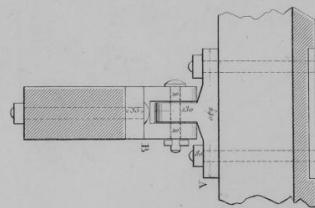


Fig. 5.

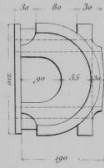


Fig. 6.

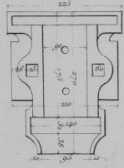


Fig. 6.



Fig. 5.

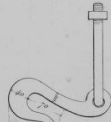


Fig. 7.



Fig. 7.



Fig. 9.

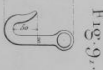


Fig. 9.

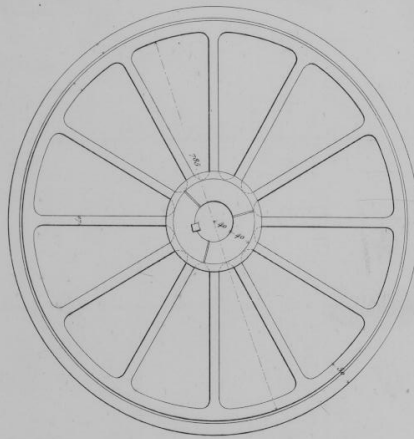


Fig. 5.



Fig. 8.



Fig. 8.

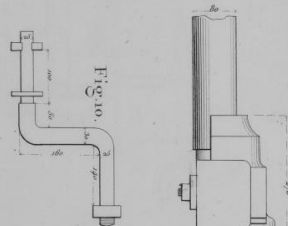


Fig. 10.

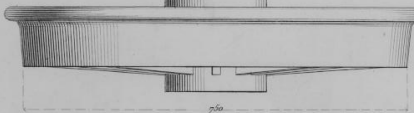


Fig. 5.

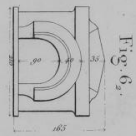


Fig. 6.

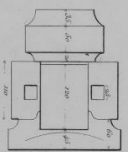


Fig. 6.

Fig. 15.

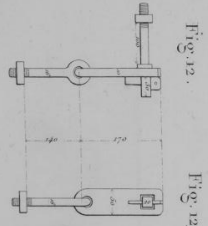


Fig. 12.

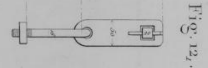


Fig. 12.

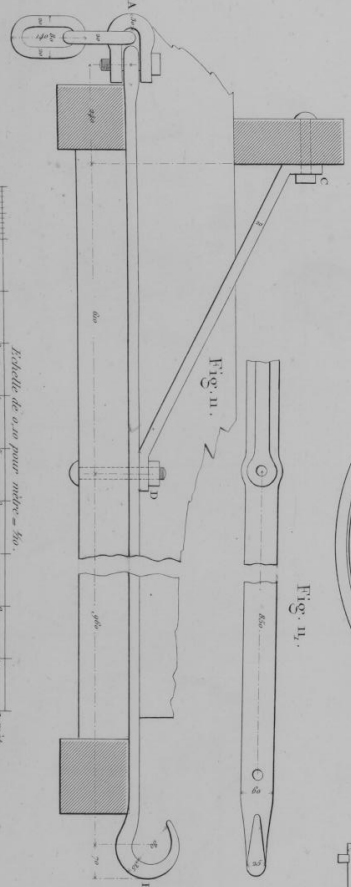


Fig. 11.

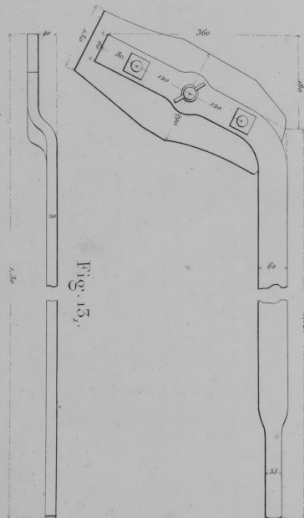


Fig. 13.

Échelle de 1 cm pour infér = 50.  
1 2 3 4 5 6 7 mètre



# Vagons de terrassement du chemin de fer du Nord

Fig. 1.

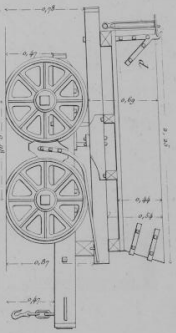


Fig. 1.

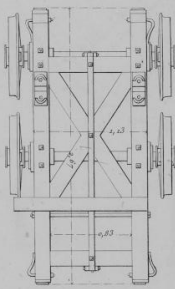


Fig. 1.

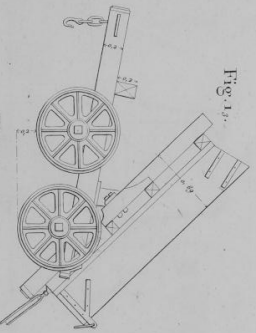


Fig. 1.

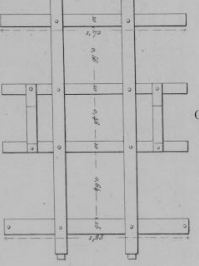


Fig. 4.

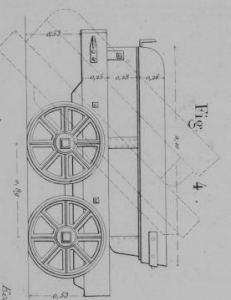


Fig. 1.

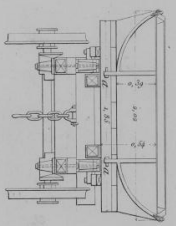


Fig. 1.

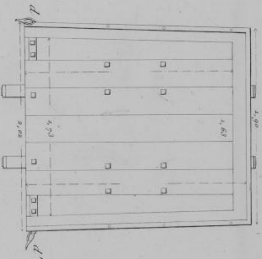


Fig. 1.

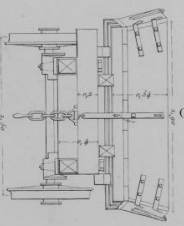


Fig. 4.

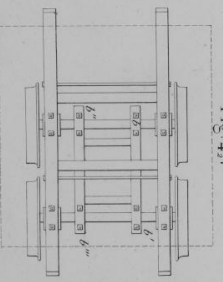
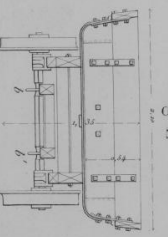


Fig. 4.



Echelle de 1/100 pour l'intérieur = 1/50  
1 2 3 4 5 6 7 8 9 10 11 12

# Vagons de terrassement et des chemins de fer de Rouen.

Fig. 2.

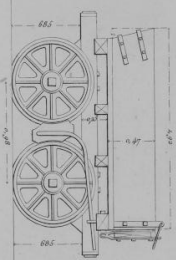


Fig. 2.

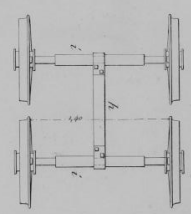


Fig. 5.

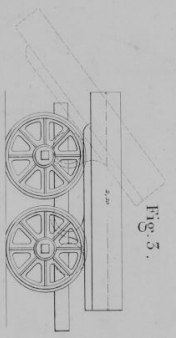


Fig. 5.

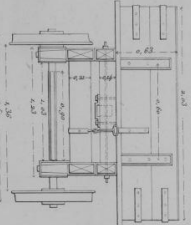


Fig. 5.

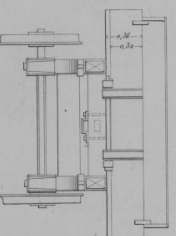


Fig. 2.

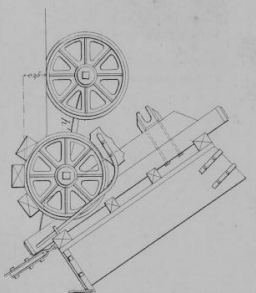


Fig. 2.

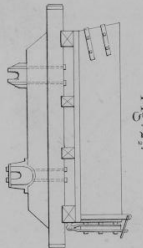


Fig. 5.

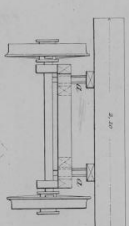


Fig. 5.

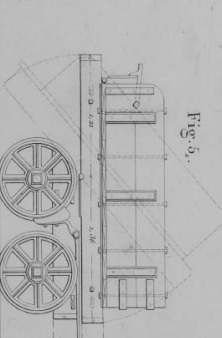
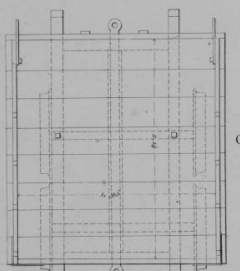


Fig. 5.



Echelle de 1/100 pour l'intérieur = 1/50  
1 2 3 4 5 6 7 8 9 10 11 12



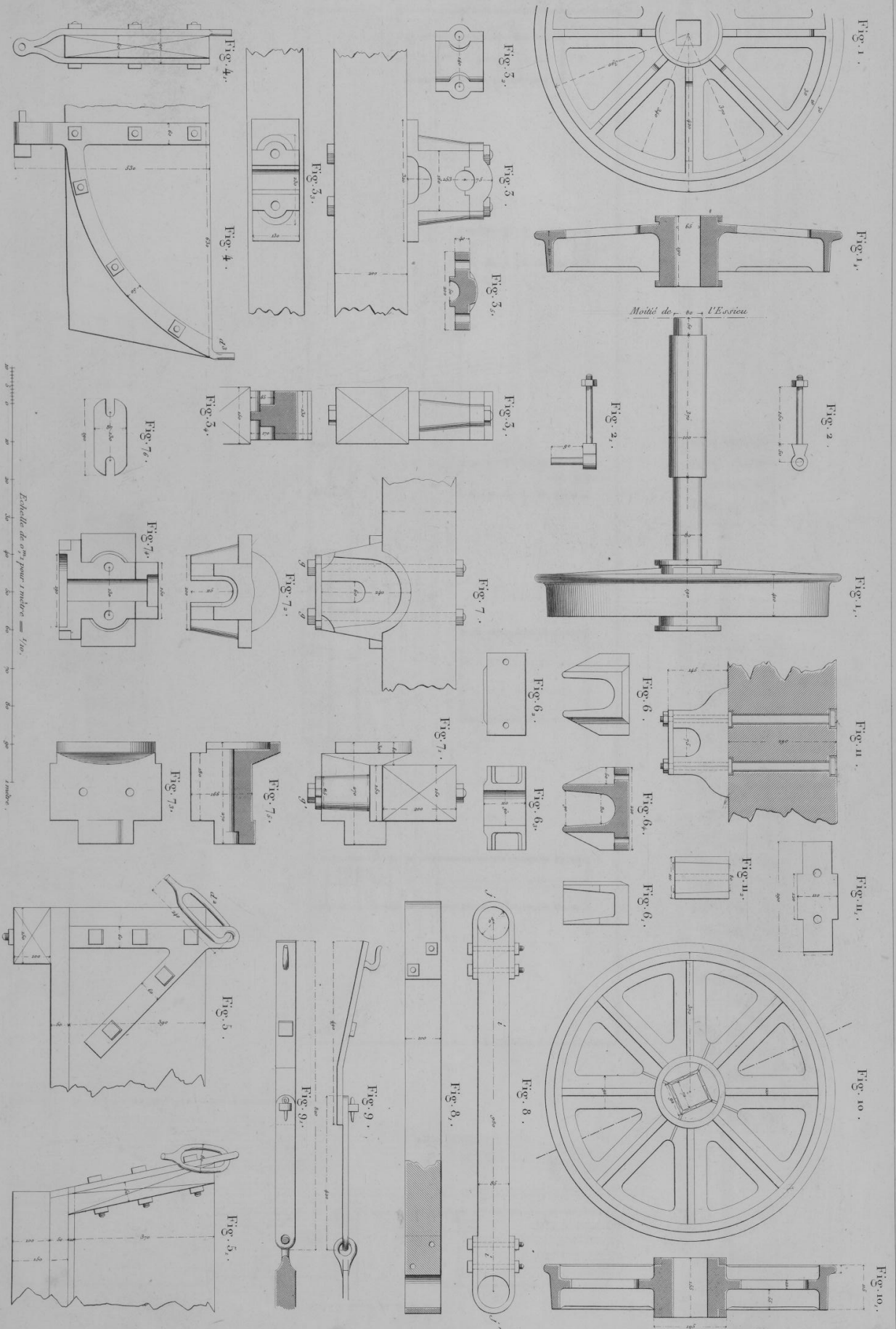








Fig. 9.

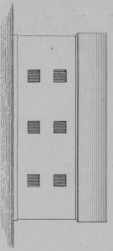


Fig. 10.

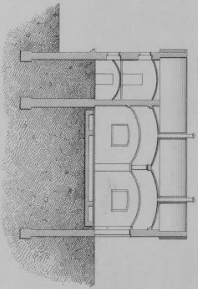


Fig. 4.

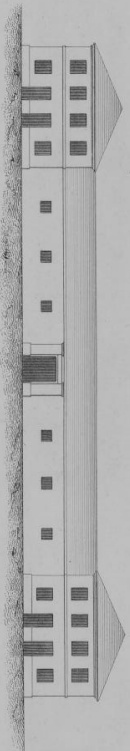


Fig. 6.



Fig. 8.

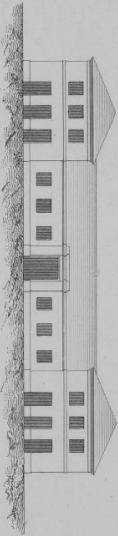


Fig. 5.

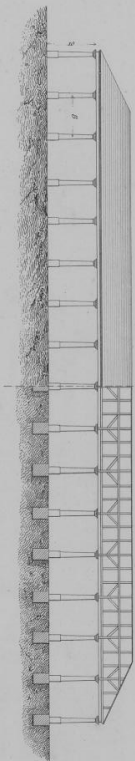


Fig. 7.

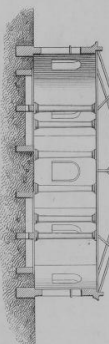


Fig. 2.

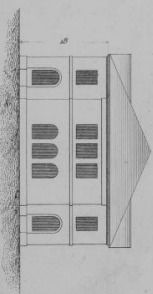


Fig. 1.

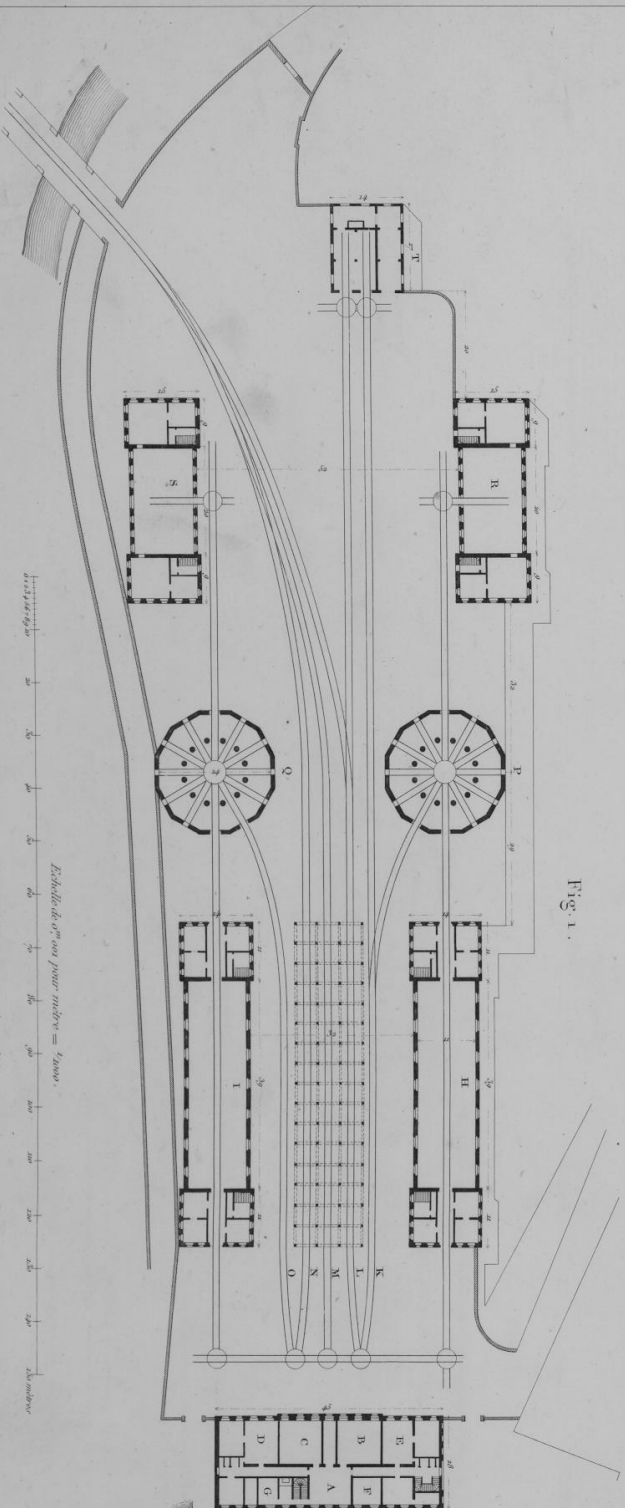
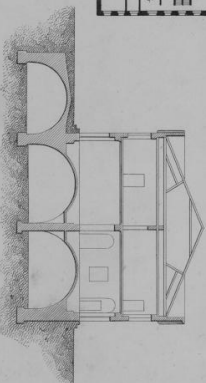


Fig. 3.



Echelle de 0<sup>m</sup> 100 pour mètres = 1:1000.  
 Echelle de 0<sup>m</sup> 100 pour mètres = 1:1000.  
 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100 101 102 103 104 105 106 107 108 109 110 111 112 113 114 115 116 117 118 119 120 121 122 123 124 125 126 127 128 129 130 131 132 133 134 135 136 137 138 139 140 141 142 143 144 145 146 147 148 149 150 151 152 153 154 155 156 157 158 159 160 161 162 163 164 165 166 167 168 169 170 171 172 173 174 175 176 177 178 179 180 181 182 183 184 185 186 187 188 189 190 191 192 193 194 195 196 197 198 199 200 201 202 203 204 205 206 207 208 209 210 211 212 213 214 215 216 217 218 219 220 221 222 223 224 225 226 227 228 229 230 231 232 233 234 235 236 237 238 239 240 241 242 243 244 245 246 247 248 249 250 251 252 253 254 255 256 257 258 259 260 261 262 263 264 265 266 267 268 269 270 271 272 273 274 275 276 277 278 279 280 281 282 283 284 285 286 287 288 289 290 291 292 293 294 295 296 297 298 299 300 301 302 303 304 305 306 307 308 309 310 311 312 313 314 315 316 317 318 319 320 321 322 323 324 325 326 327 328 329 330 331 332 333 334 335 336 337 338 339 340 341 342 343 344 345 346 347 348 349 350 351 352 353 354 355 356 357 358 359 360 361 362 363 364 365 366 367 368 369 370 371 372 373 374 375 376 377 378 379 380 381 382 383 384 385 386 387 388 389 390 391 392 393 394 395 396 397 398 399 400 401 402 403 404 405 406 407 408 409 410 411 412 413 414 415 416 417 418 419 420 421 422 423 424 425 426 427 428 429 430 431 432 433 434 435 436 437 438 439 440 441 442 443 444 445 446 447 448 449 450 451 452 453 454 455 456 457 458 459 460 461 462 463 464 465 466 467 468 469 470 471 472 473 474 475 476 477 478 479 480 481 482 483 484 485 486 487 488 489 490 491 492 493 494 495 496 497 498 499 500 501 502 503 504 505 506 507 508 509 510 511 512 513 514 515 516 517 518 519 520 521 522 523 524 525 526 527 528 529 530 531 532 533 534 535 536 537 538 539 540 541 542 543 544 545 546 547 548 549 550 551 552 553 554 555 556 557 558 559 560 561 562 563 564 565 566 567 568 569 570 571 572 573 574 575 576 577 578 579 580 581 582 583 584 585 586 587 588 589 590 591 592 593 594 595 596 597 598 599 600 601 602 603 604 605 606 607 608 609 610 611 612 613 614 615 616 617 618 619 620 621 622 623 624 625 626 627 628 629 630 631 632 633 634 635 636 637 638 639 640 641 642 643 644 645 646 647 648 649 650 651 652 653 654 655 656 657 658 659 660 661 662 663 664 665 666 667 668 669 670 671 672 673 674 675 676 677 678 679 680 681 682 683 684 685 686 687 688 689 690 691 692 693 694 695 696 697 698 699 700 701 702 703 704 705 706 707 708 709 710 711 712 713 714 715 716 717 718 719 720 721 722 723 724 725 726 727 728 729 730 731 732 733 734 735 736 737 738 739 740 741 742 743 744 745 746 747 748 749 750 751 752 753 754 755 756 757 758 759 760 761 762 763 764 765 766 767 768 769 770 771 772 773 774 775 776 777 778 779 780 781 782 783 784 785 786 787 788 789 790 791 792 793 794 795 796 797 798 799 800 801 802 803 804 805 806 807 808 809 810 811 812 813 814 815 816 817 818 819 820 821 822 823 824 825 826 827 828 829 830 831 832 833 834 835 836 837 838 839 840 841 842 843 844 845 846 847 848 849 850 851 852 853 854 855 856 857 858 859 860 861 862 863 864 865 866 867 868 869 870 871 872 873 874 875 876 877 878 879 880 881 882 883 884 885 886 887 888 889 890 891 892 893 894 895 896 897 898 899 900 901 902 903 904 905 906 907 908 909 910 911 912 913 914 915 916 917 918 919 920 921 922 923 924 925 926 927 928 929 930 931 932 933 934 935 936 937 938 939 940 941 942 943 944 945 946 947 948 949 950 951 952 953 954 955 956 957 958 959 960 961 962 963 964 965 966 967 968 969 970 971 972 973 974 975 976 977 978 979 980 981 982 983 984 985 986 987 988 989 990 991 992 993 994 995 996 997 998 999 1000 1001 1002 1003 1004 1005 1006 1007 1008 1009 1010 1011 1012 1013 1014 1015 1016 1017 1018 1019 1020 1021 1022 1023 1024 1025 1026 1027 1028 1029 1030 1031 1032 1033 1034 1035 1036 1037 1038 1039 1040 1041 1042 1043 1044 1045 1046 1047 1048 1049 1050 1051 1052 1053 1054 1055 1056 1057 1058 1059 1060 1061 1062 1063 1064 1065 1066 1067 1068 1069 1070 1071 1072 1073 1074 1075 1076 1077 1078 1079 1080 1081 1082 1083 1084 1085 1086 1087 1088 1089 1090 1091 1092 1093 1094 1095 1096 1097 1098 1099 1100 1101 1102 1103 1104 1105 1106 1107 1108 1109 1110 1111 1112 1113 1114 1115 1116 1117 1118 1119 1120 1121 1122 1123 1124 1125 1126 1127 1128 1129 1130 1131 1132 1133 1134 1135 1136 1137 1138 1139 1140 1141 1142 1143 1144 1145 1146 1147 1148 1149 1150 1151 1152 1153 1154 1155 1156 1157 1158 1159 1160 1161 1162 1163 1164 1165 1166 1167 1168 1169 1170 1171 1172 1173 1174 1175 1176 1177 1178 1179 1180 1181 1182 1183 1184 1185 1186 1187 1188 1189 1190 1191 1192 1193 1194 1195 1196 1197 1198 1199 1200 1201 1202 1203 1204 1205 1206 1207 1208 1209 1210 1211 1212 1213 1214 1215 1216 1217 1218 1219 1220 1221 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1822 1823 1824 1825 1826 1827 1828 1829 1830 1831 1832 1833 1834 1835 1836 1837 1838 1839 1840 1841 1842 1843 1844 1845 1846 1847 1848 1849 1850 1851 1852 1853 1854 1855 1856 1857 1858 1859 1860 1861 1862 1863 1864 1865 1866 1867 1868 1869 1870 1871 1872 1873 1874 1875 1876 1877 1878 1879 1880 1881 1882 1883 1884 1885 1886 1887 1888 1889 1890 1891 1892 1893 1894 1895 1896 1897 1898 1899 1900 1901 1902 1903 1904 1905 1906 1907 1908 1909 1910 1911 1912 1913 1914 1915 1916 1917 1918 1919 1920 1921 1922 1923 1924 1925 1926 1927 1928 1929 1930 1931 1932 1933 1934 1935 1936 1937 1938 1939 1940 1941 1942 1943 1944 1945 1946 1947 1948 1949 1950 1951 1952 1953 1954 1955 1956 1957 1958 1959 1960 1961 1962 1963 1964 1965 1966 1967 1968 1969 1970 1971 1972 1973 1974 1975 1976 1977 1978 1979 1980 1981 1982 1983 1984 1985 1986 1987 1988 1989 1990 1991 1992 1993 1994 1995 1996 1997 1998 1999 2000 2001 2002 2003 2004 2005 2006 2007 2008 2009 2010 2011 2012 2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023 2024 2025 2026 2027 2028 2029 2030 2031 2032 2033 2034 2035 2036 2037 2038 2039 2040 2041 2042 2043 2044 2045 2046 2047 2048 2049 2050 2051 2052 2053 2054 2055 2056 2057 2058 2059 2060 2061 2062 2063 2064 2065 2066 2067 2068 2069 2070 2071 2072 2073 2074 2075 2076 2077 2078 2079 2080 2081 2082 2083 2084 2085 2086 2087 2088 2089 2090 2091 2092 2093 2094 2095 2096 2097 2098 2099 2100 2101 2102 2103 2104 2105 2106 2107 2108 2109 2110 2111 2112 2113 2114 2115 2116 2117 2118 2119 2120 2121 2122 2123 2124 2125 2126 2127 2128 2129 2130 2131 2132 2133 2134 2135 2136 2137 2138 2139 2140 2141 2142 2143 2144 2145 2146 2147 2148 2149 2150 2151 2152 2153 2154 2155 2156 2157 2158 2159 2160 2161 2162 2163 2164 2165 2166 2167 2168 2169 2170 2171 2172 2173 2174 2175 2176 2177 2178 2179 2180 2181 2182 2183 2184 2185 2186 2187 2188 2189 2190 2191 2192 2193 2194 2195 2196 2197 2198 2199 2200 2201 2202 2203 2204 2205 2206 2207 2208 2209 2210 2211 2212 2213 2214 2215 2216 2217 2218 2219 2220 2221 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Gares du chemin de Versailles (R.D.) à Versailles et du chemin de St. Germain au Pecq.

Fig. 4.

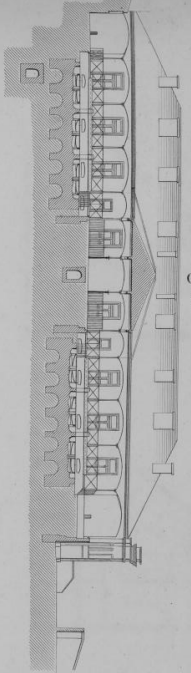


Fig. 2.

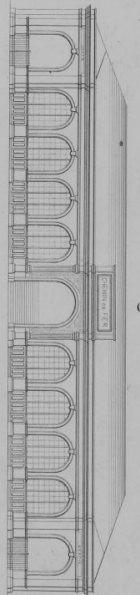


Fig. 5.

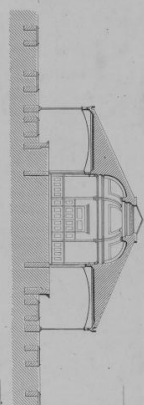


Fig. 1.

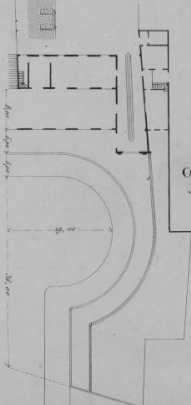


Fig. 1.

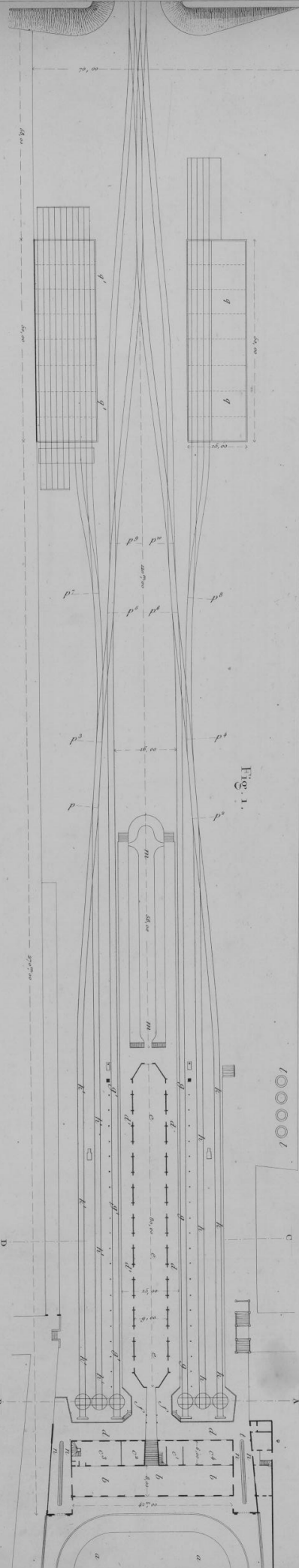


Fig. 7.

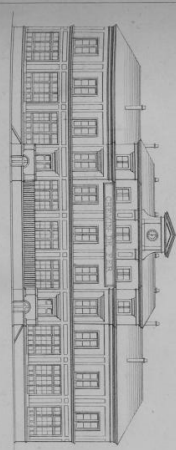


Fig. 8.

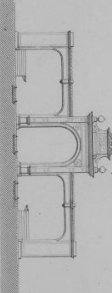


Fig. 5.

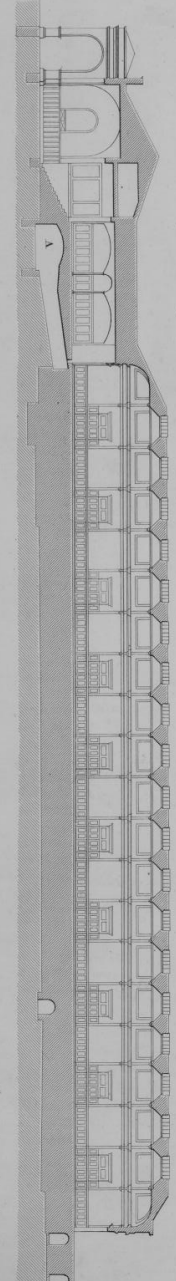


Fig. 6.

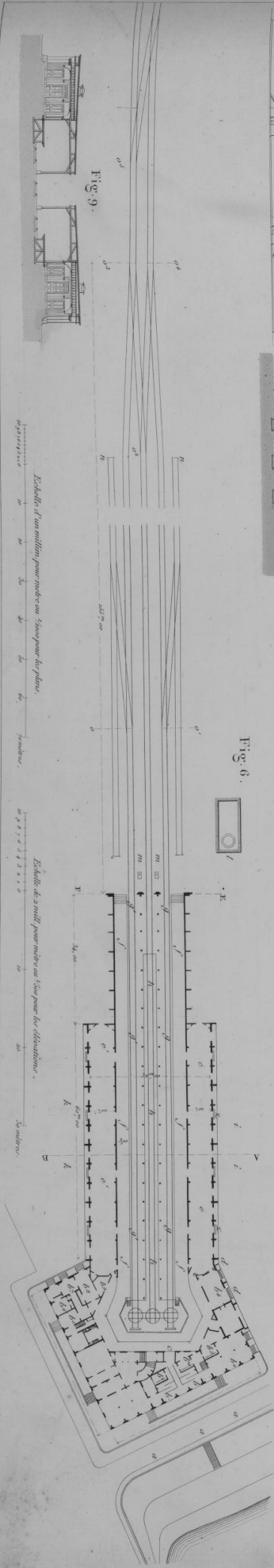
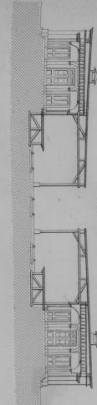


Fig. 9.





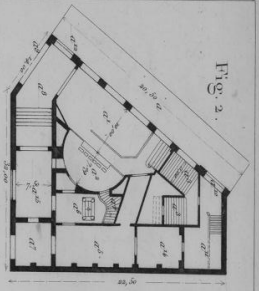


Fig. 3.

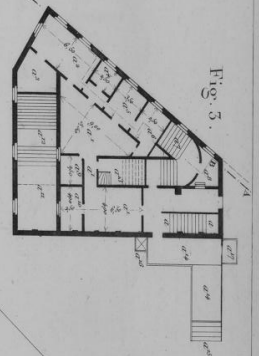


Fig. 1.

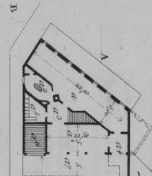
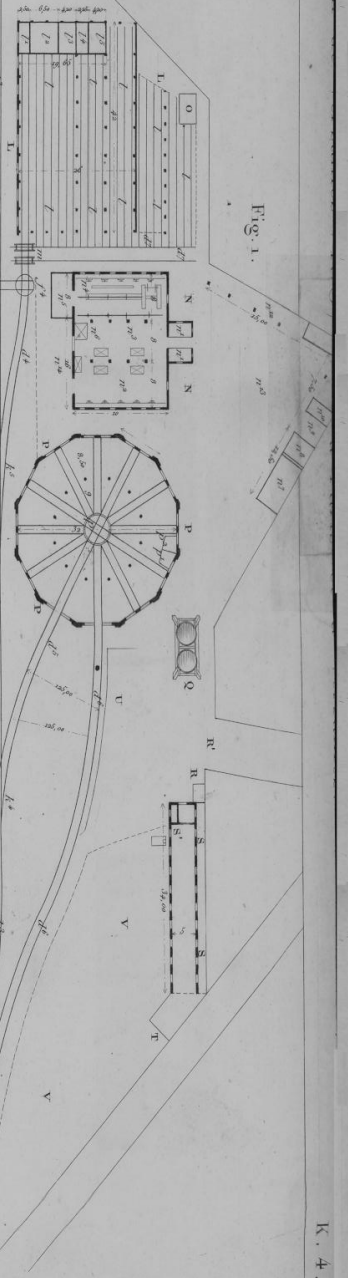


Fig. 4.

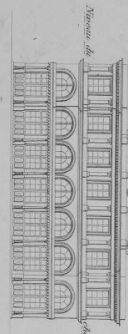


Fig. 5.

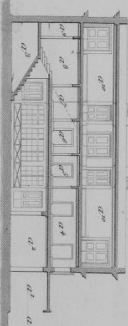


Fig. 7.

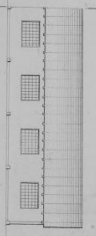


Fig. 8.



Fig. 9.

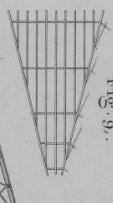


Fig. 9.

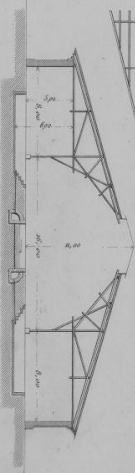


Fig. 9.

Fig. 9.

Fig. 13.



Fig. 14.

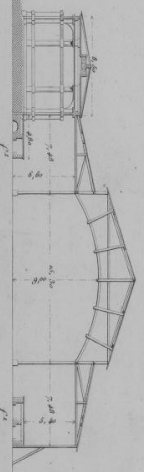


Fig. 10.

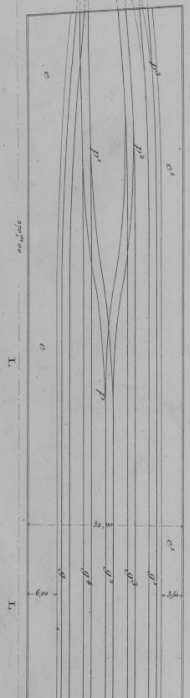


Fig. 11.



Fig. 12.

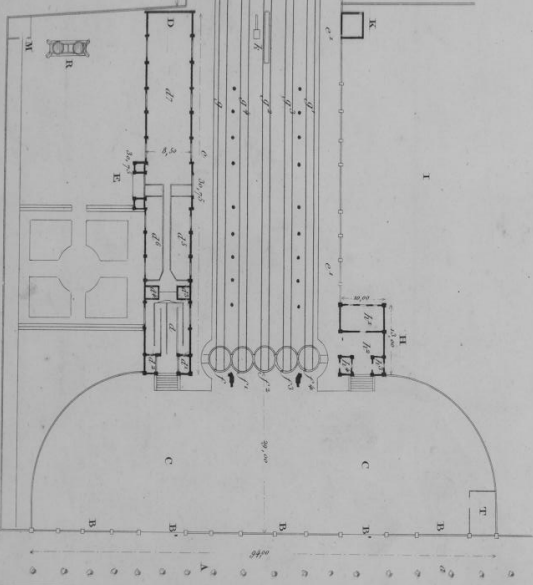
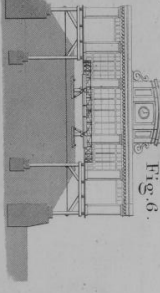


Fig. 6.



Échelle de 0,000 pour mètres — 1/500 pour les courbes.

Échelle de 0,000 pour mètres — 1/500 pour les courbes et les détails.



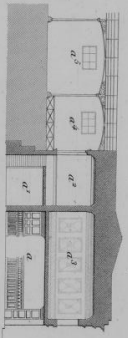


Fig. 1a.



Fig. 1b.

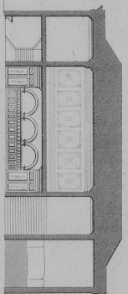


Fig. 1c.

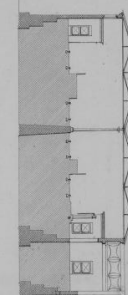


Fig. 1d.

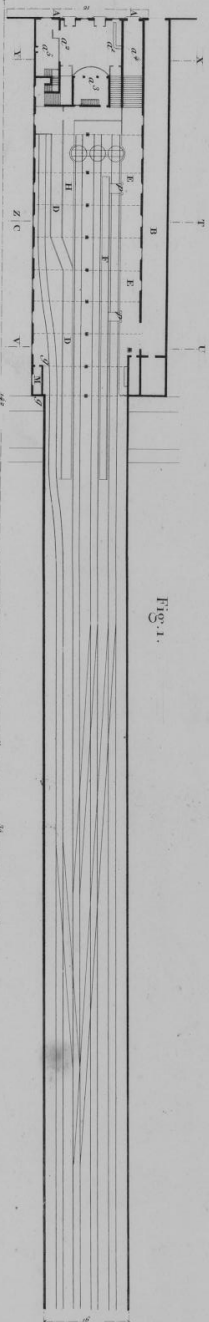


Fig. 1.

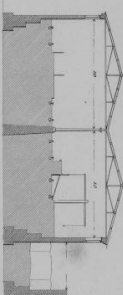


Fig. 1e.



Fig. 2a.

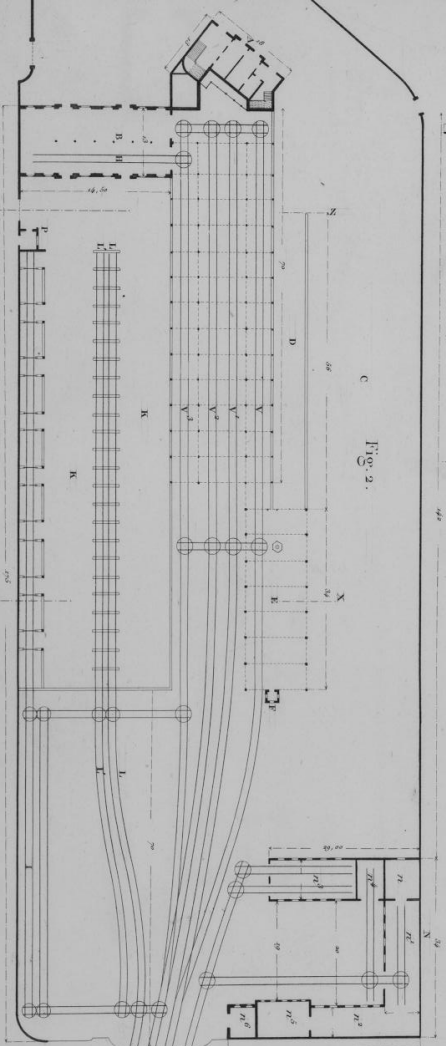


Fig. 2.

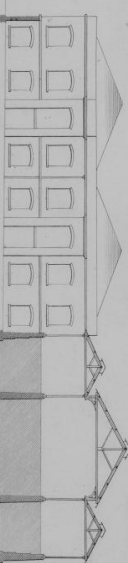


Fig. 2b.

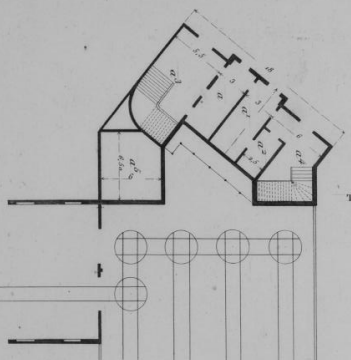


Fig. 2c.

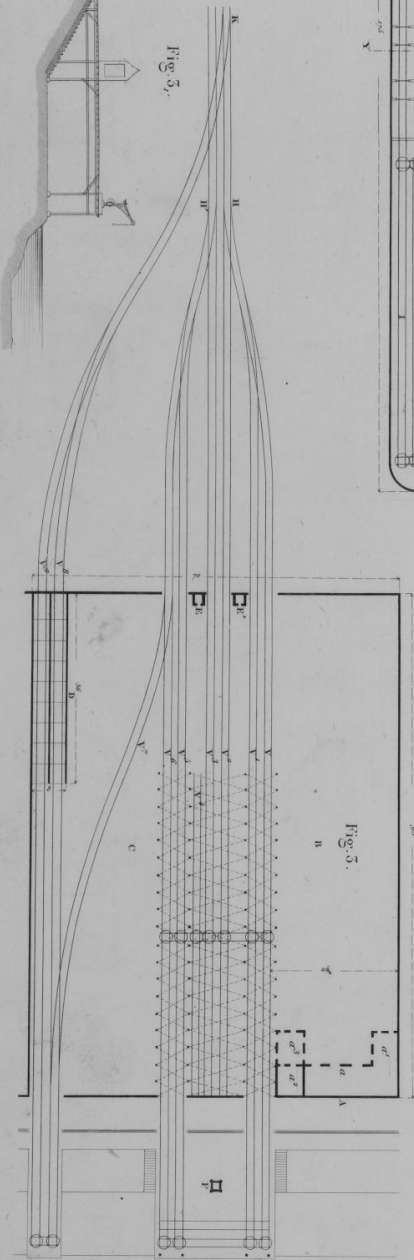
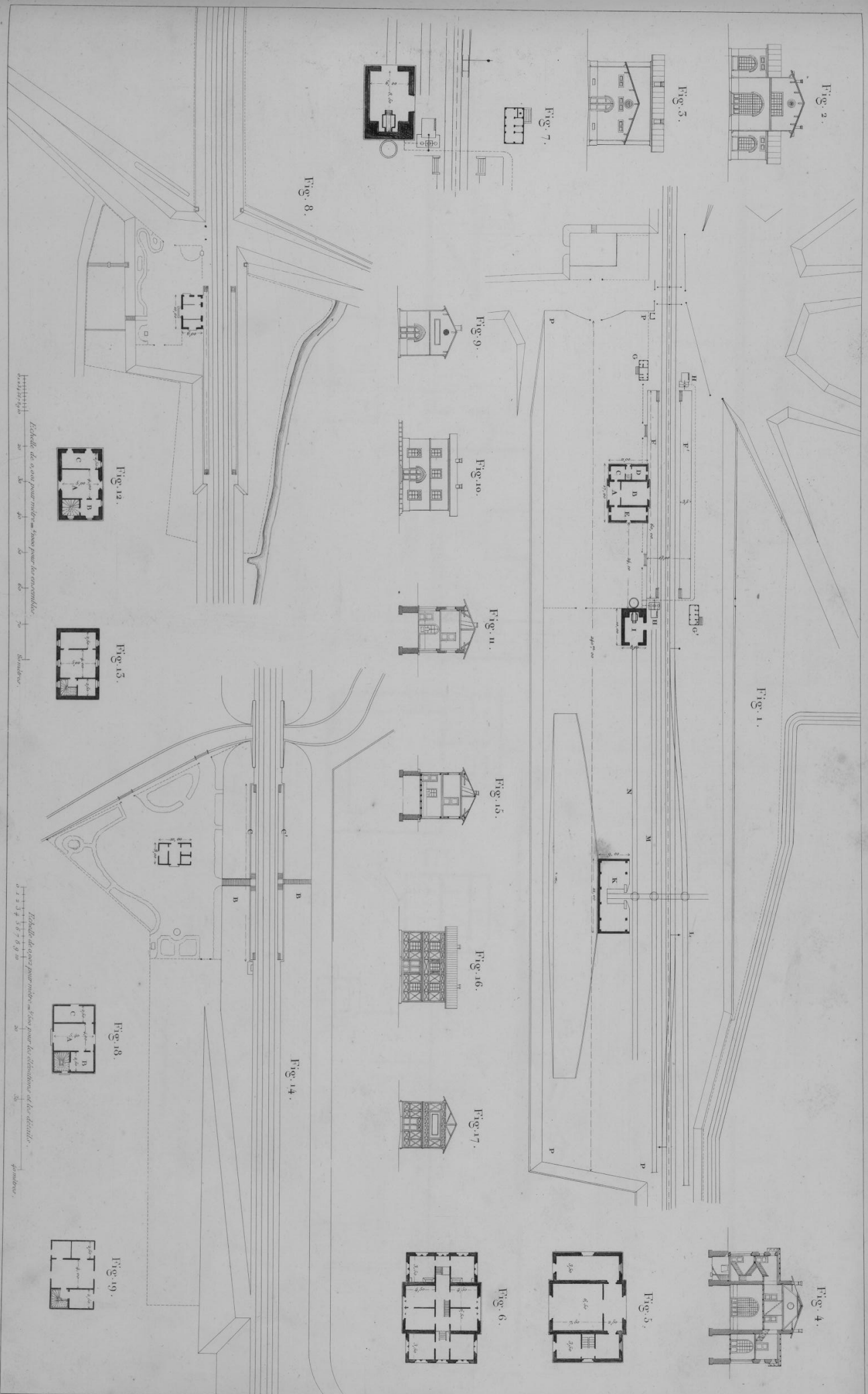


Fig. 3.

Echelle de 0,001 pour mètre = 1/1000

Echelle de 0,001 pour mètre pour les détails et les élévations = 1/1000







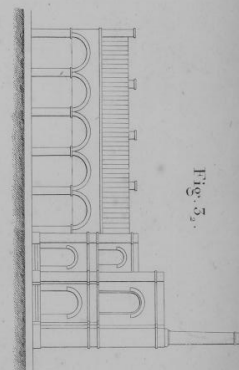
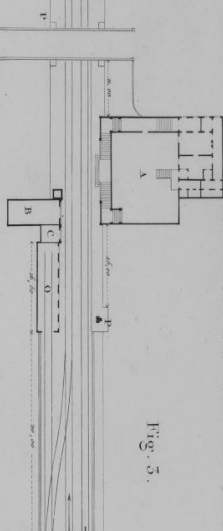


Fig. 3



6

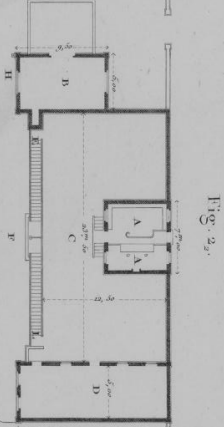


Fig. 2

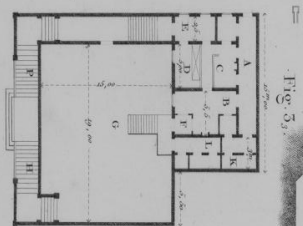


Fig. 5.

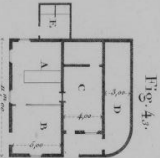


Fig. 43

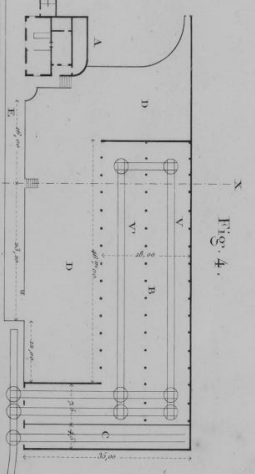


Fig. 4

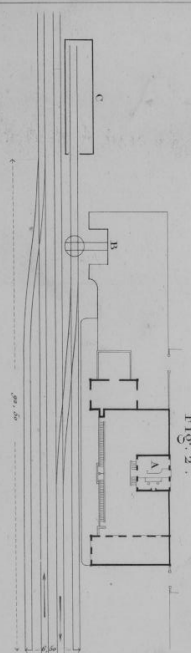


Fig. 2

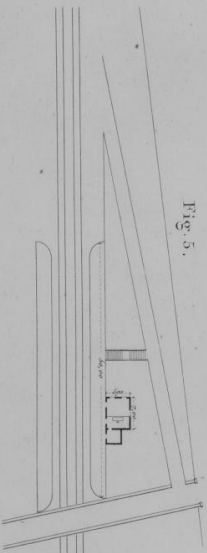


Fig. 5.

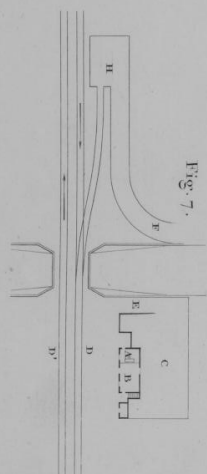


Fig. 7.

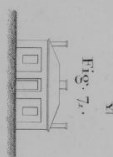


Fig. 7.



Fig. 8.

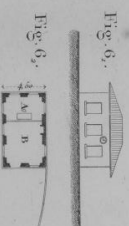


Fig. 6.

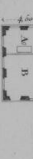


Fig. 6.

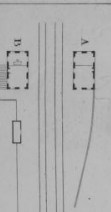


Fig. 6



Fig. 8

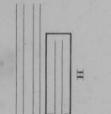


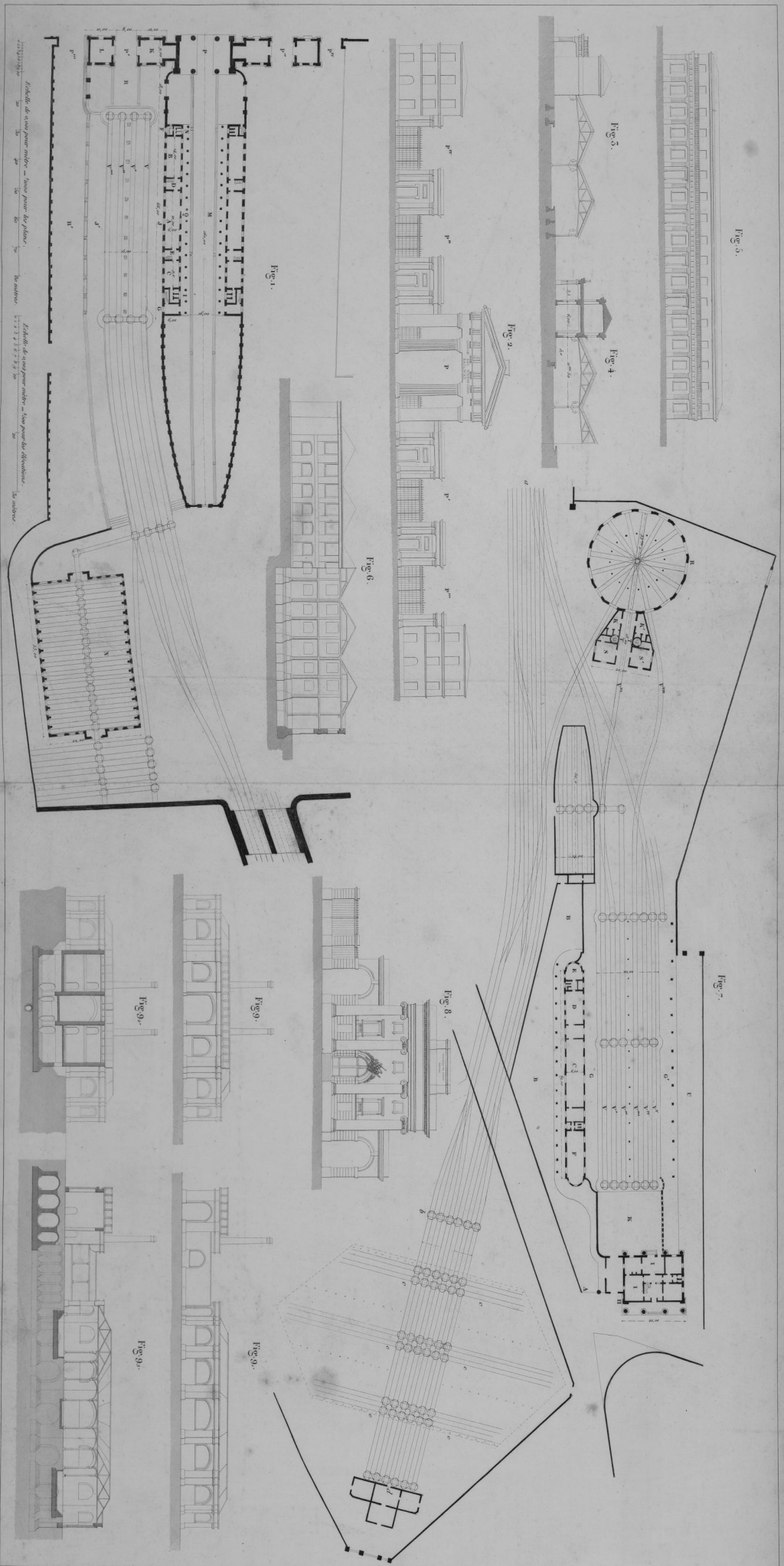
Fig. 8



Échelle de 0,002 pour mètre pour les élévations et les détails = 1/500









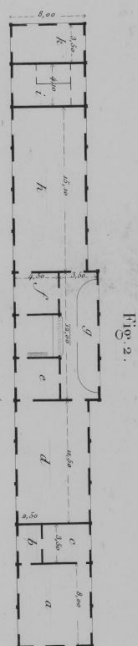


Fig. 2.

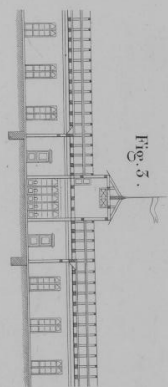


Fig. 3.

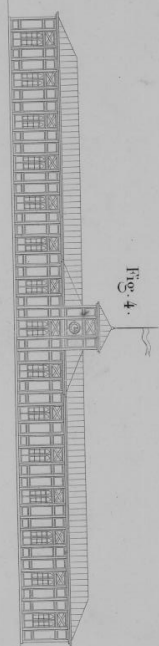


Fig. 4.

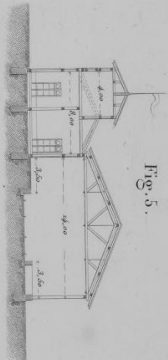


Fig. 5.

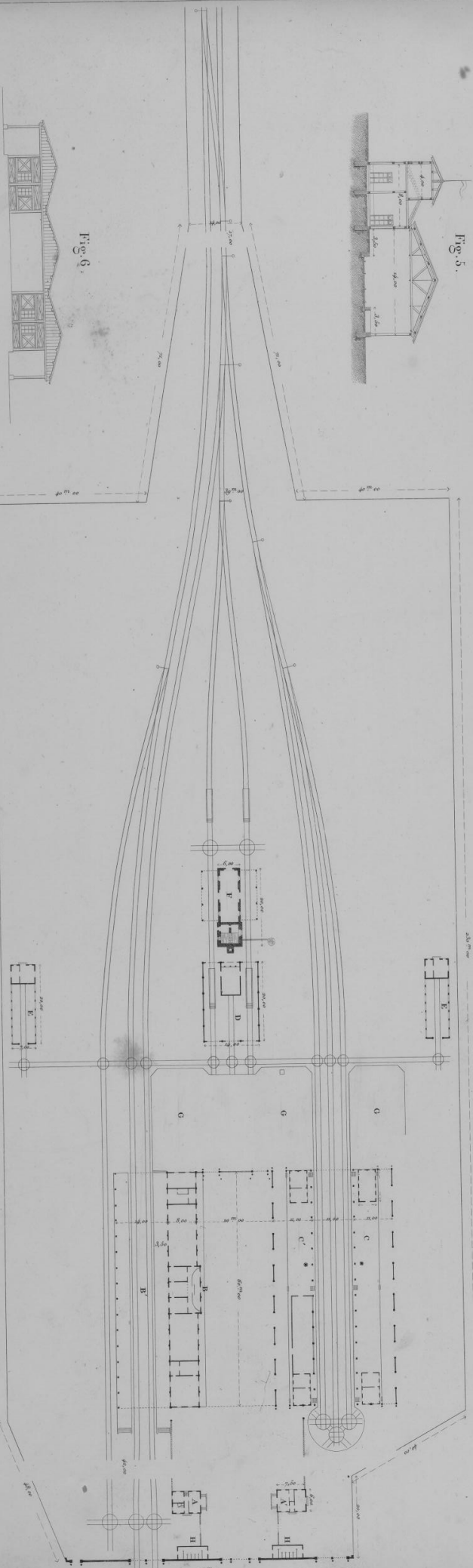


Fig. 1.



Fig. 6.

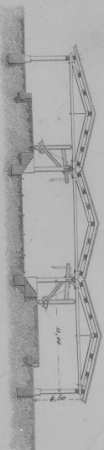


Fig. 7.

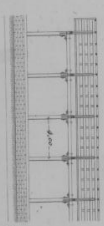


Fig. 8.



Fig. 9.

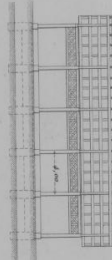


Fig. 10.

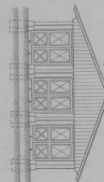


Fig. 11.



Fig. 12.

Echelle de 0 m. pour le plan général.

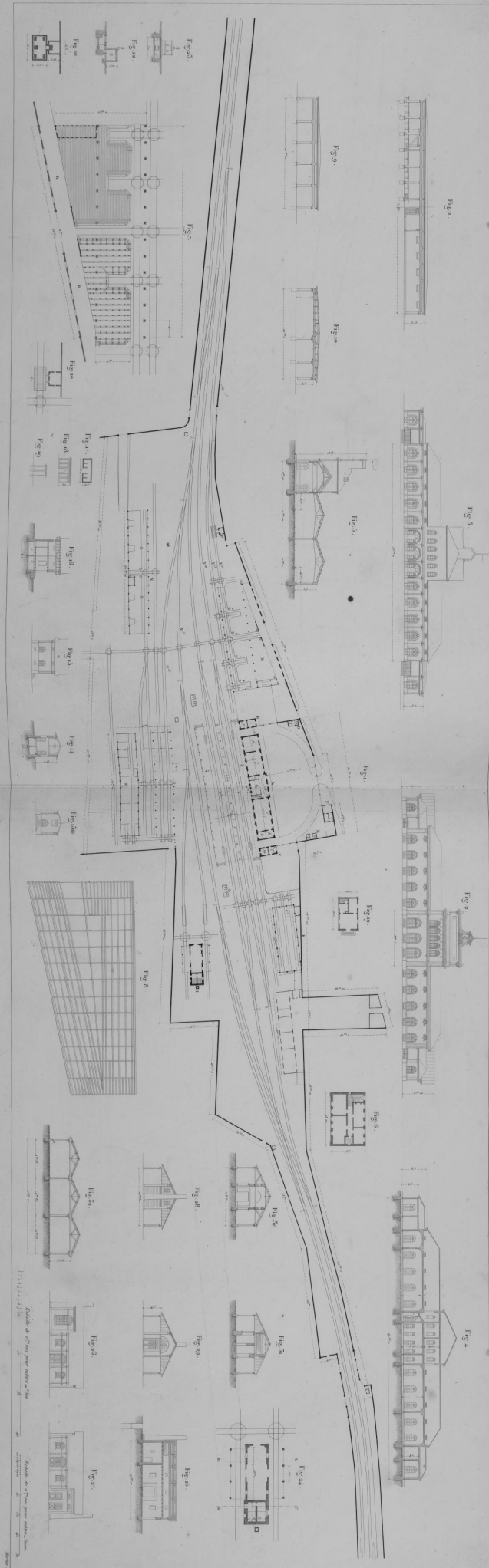
Echelle de 0 m. pour les élévations et les détails.

Musier 1871.



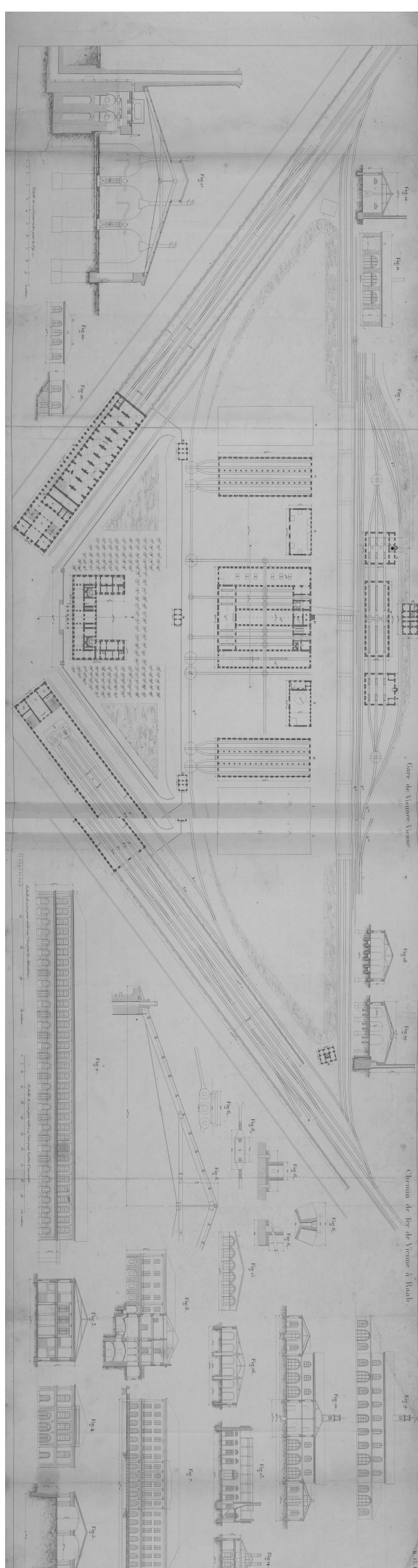


Carte du chemin de Strasbourg à Bâle, à Mulhouse.



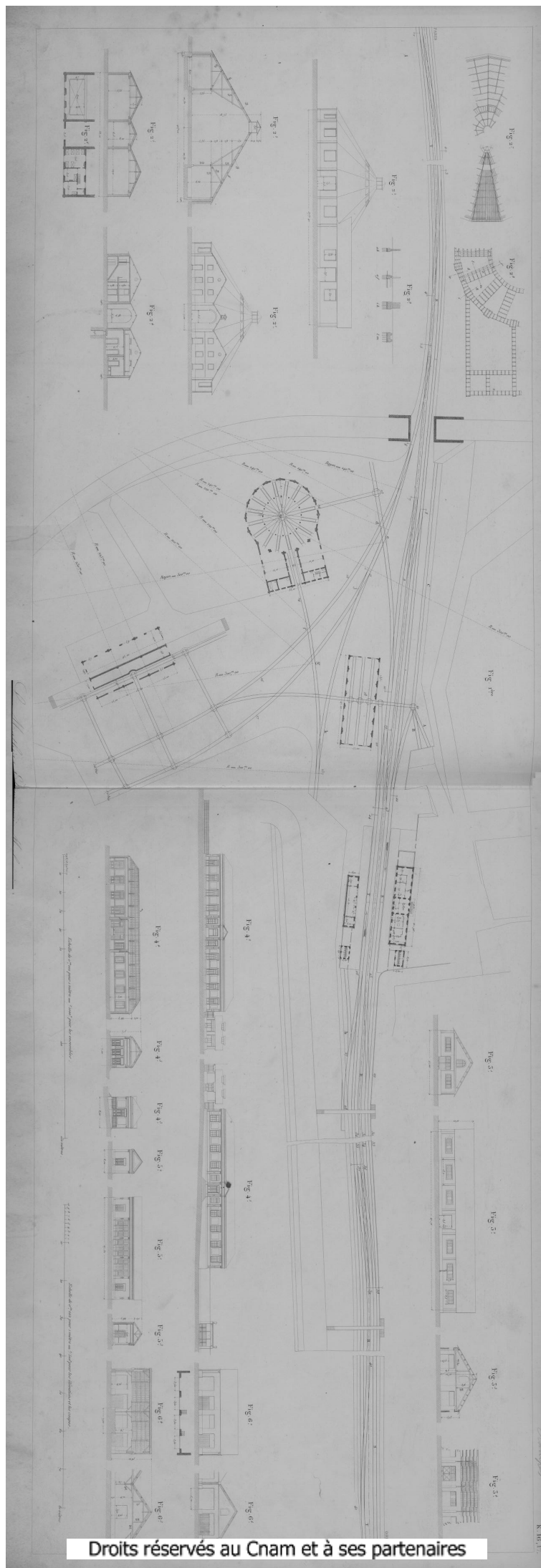














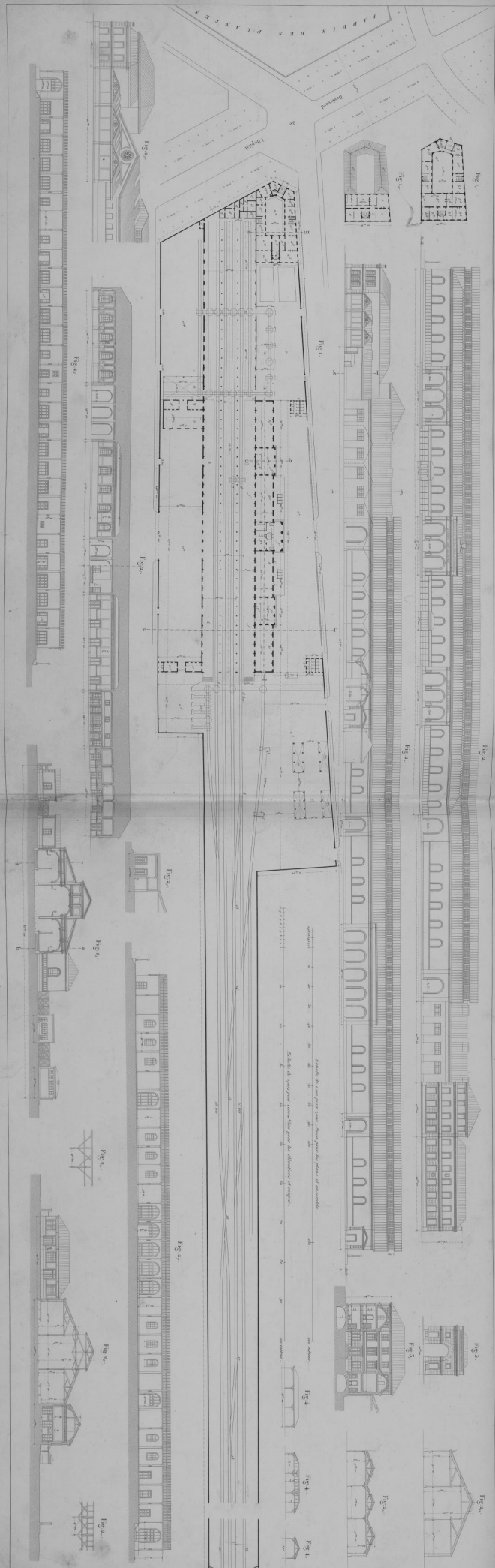






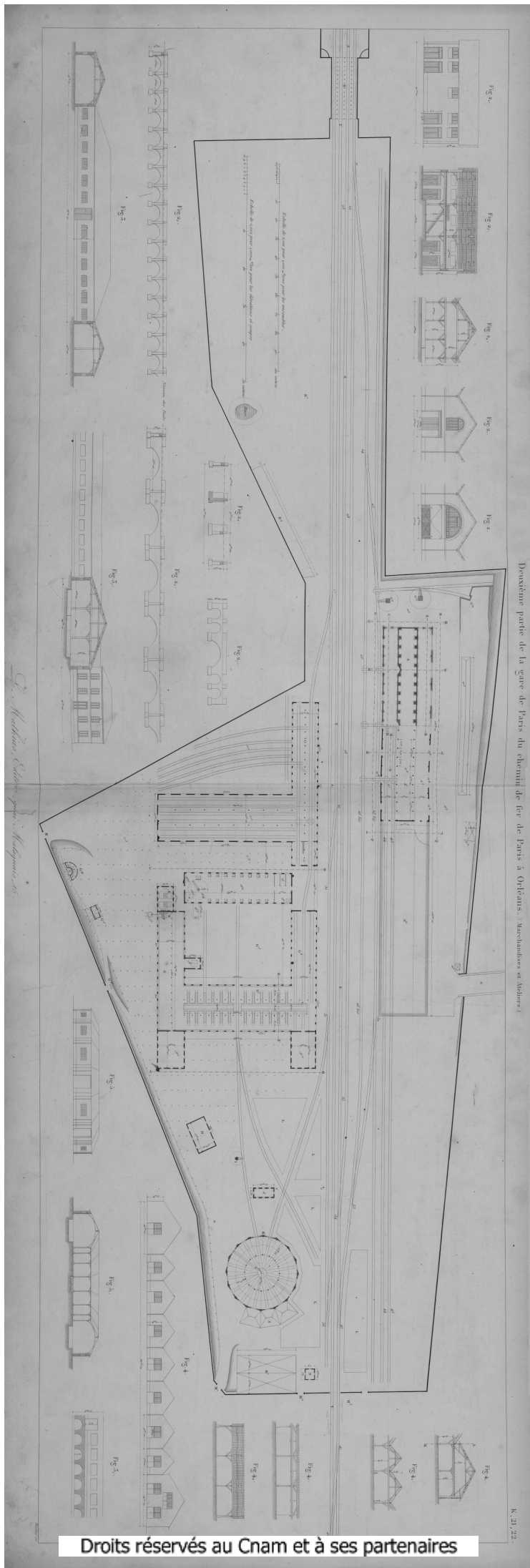
Première partie de la gare de Paris au chemin de fer de Paris à Orléans. Voies et Bâti.

*Chemin de fer de Paris à Orléans.*





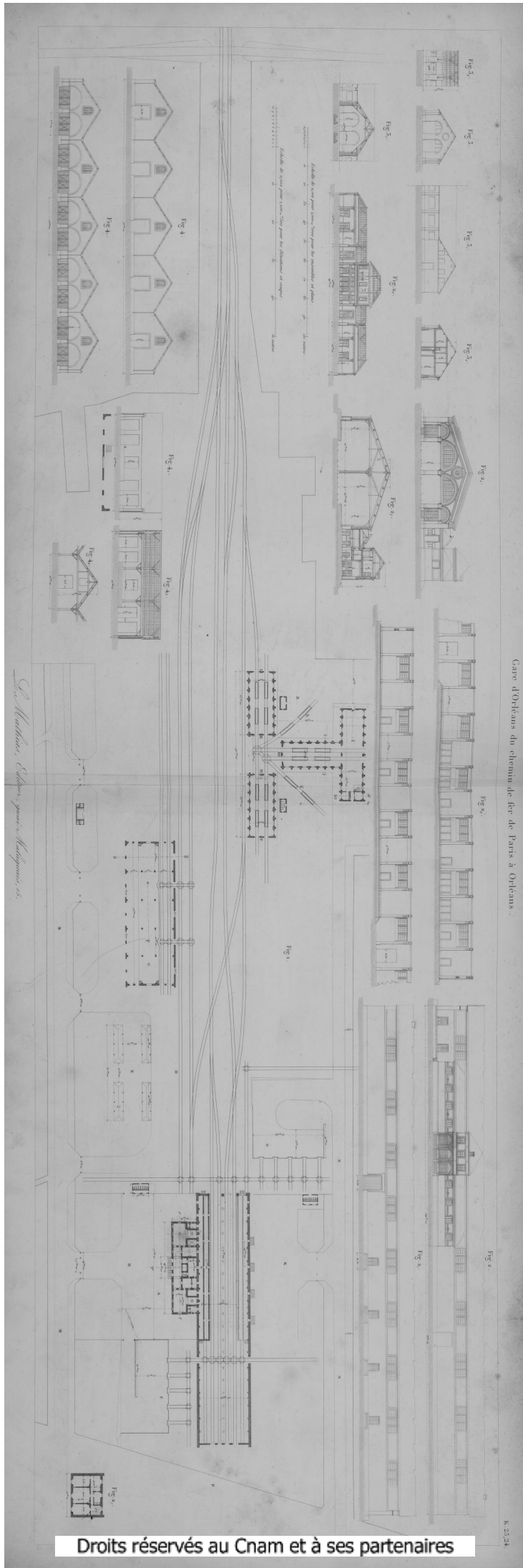








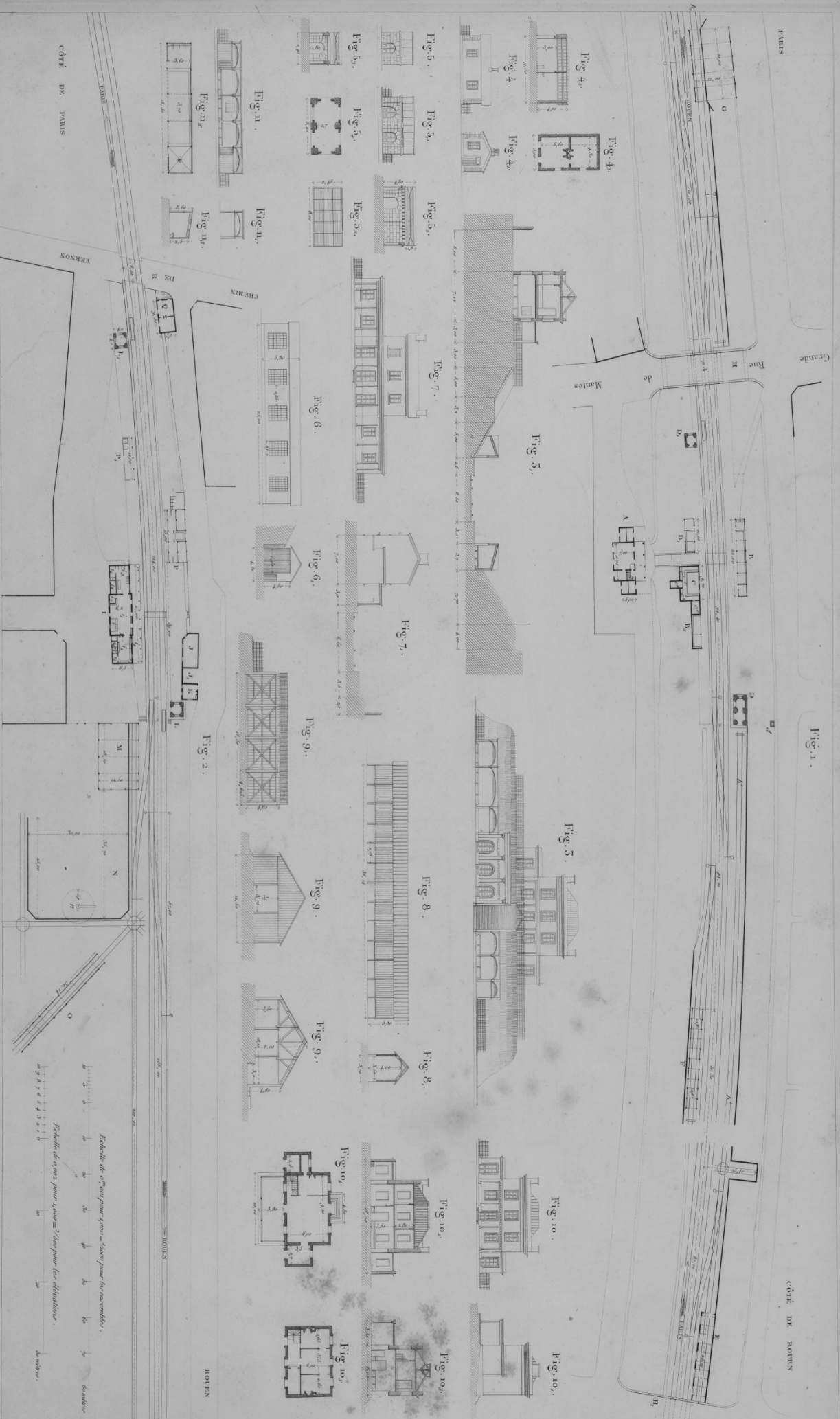
Carte d'Orléans du chemin de fer de Paris à Orléans





# Stations de Mantes et de Vernon, sur le chemin de fer de Paris à Rouen.

K. 25.



*Les Mantes, Station pour le chemin de fer de Paris à Rouen.*

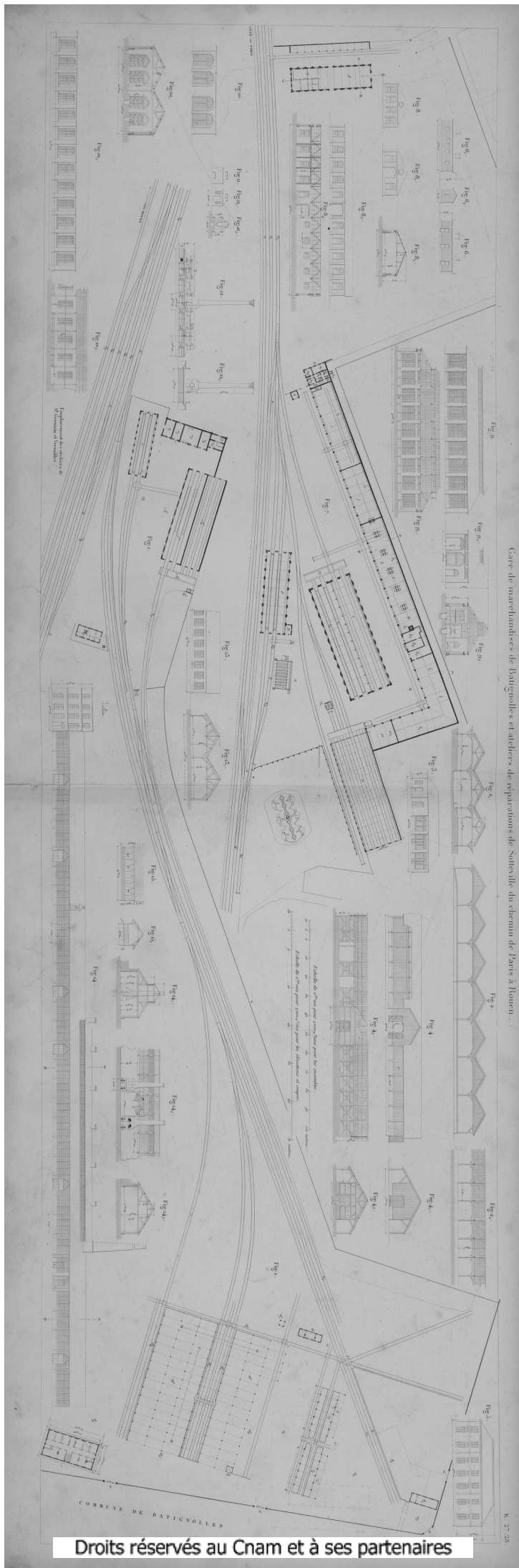






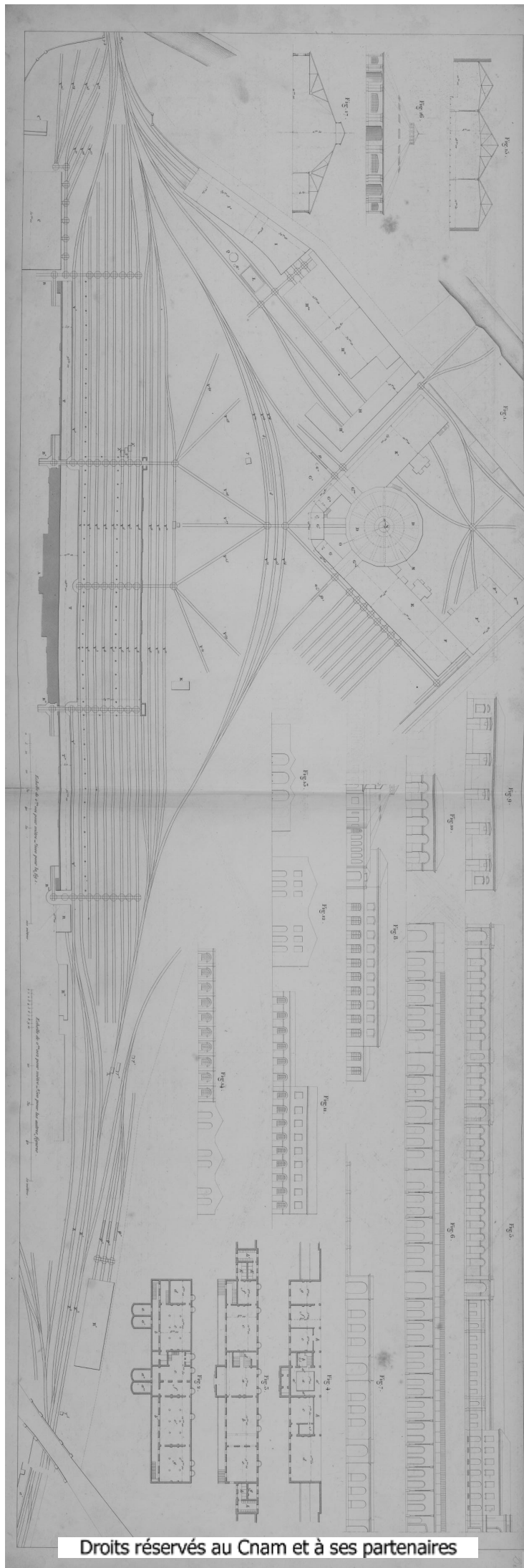


Carte de marchandises de Batignolles et ateliers de réparations de Sotteville du chemin de Paris à Rouen.

















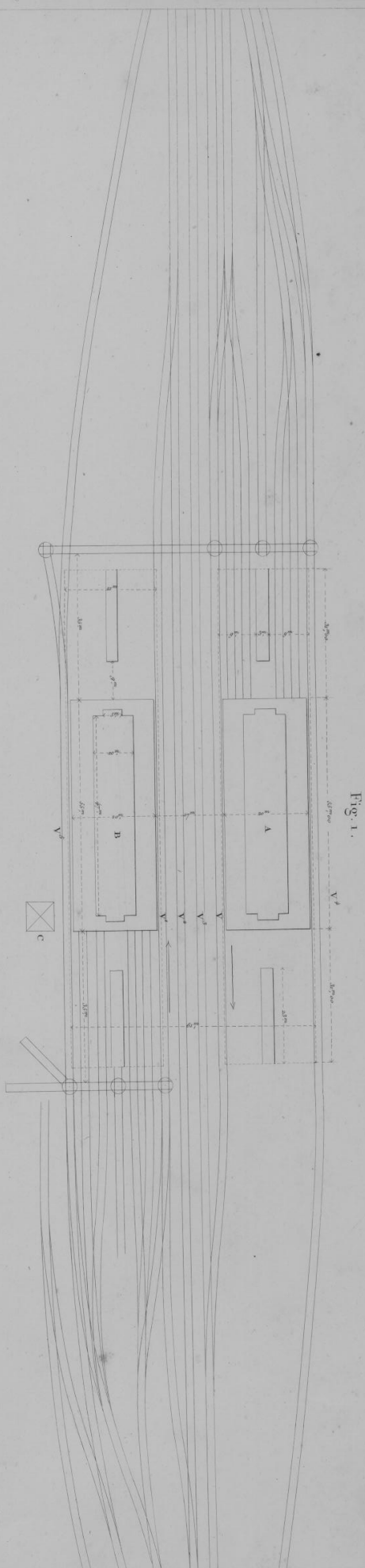


Fig. 5.

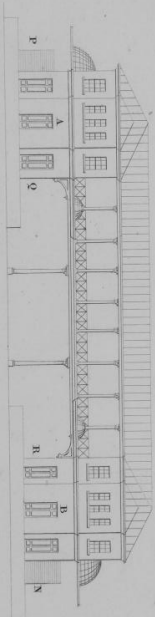


Fig. 2.

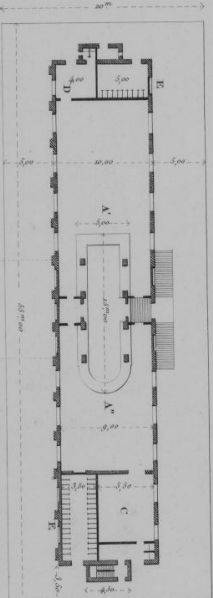


Fig. 5.

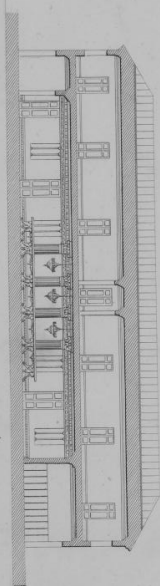


Fig. 4.

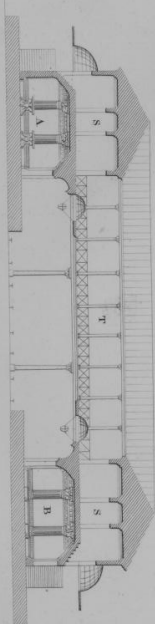
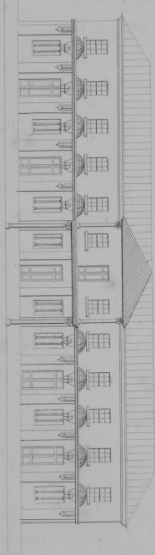


Fig. 6.

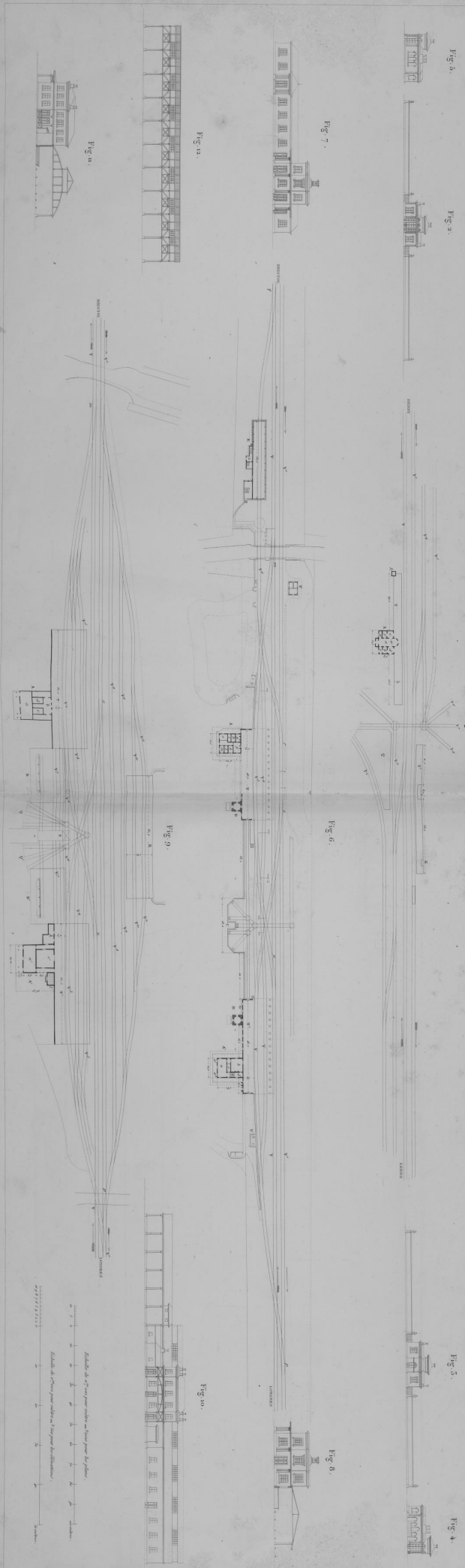


Échelle de 0<sup>m</sup>100 pour 1 mètre = 1/1000 pour la fig. 1.  
0 10 20 30 40 50 60 70 80 90 100 mètres

Échelle de 0<sup>m</sup>100 pour 1 mètre = 1/1000 pour les autres fig.  
0 10 20 30 40 50 60 70 80 90 100 mètres









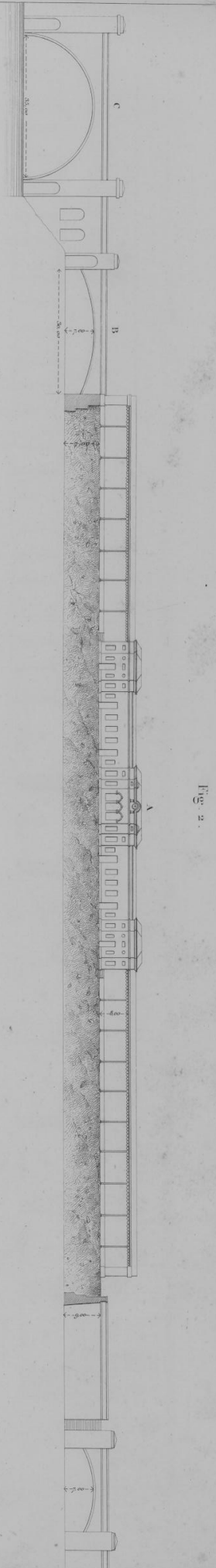


Fig. 2.

Fig. 3.

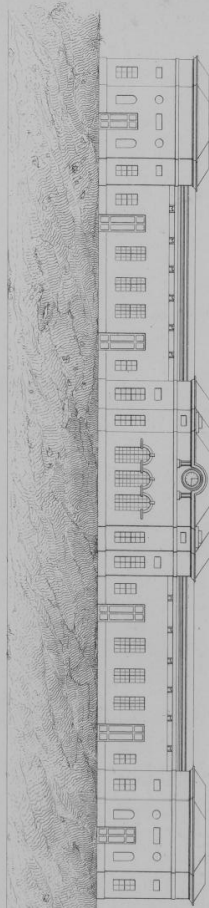


Fig. 4.

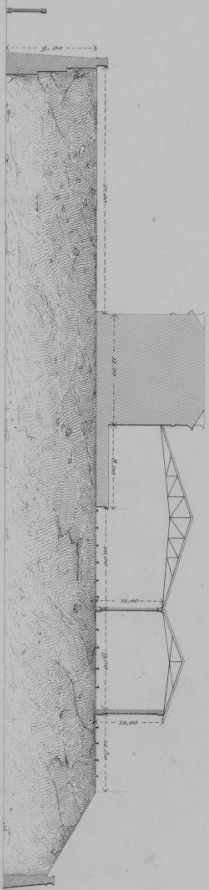
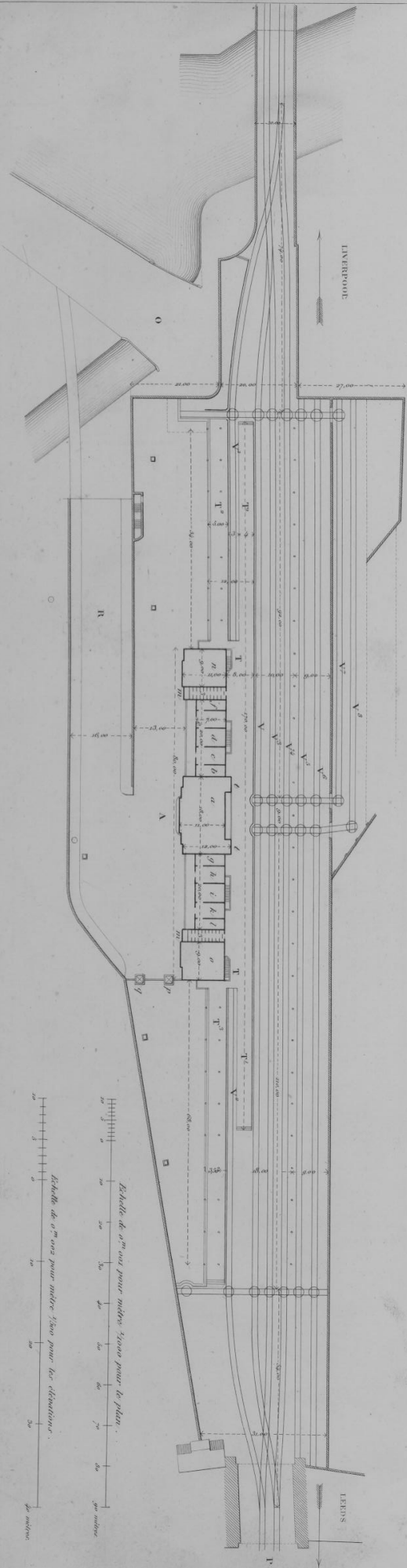


Fig. 1.





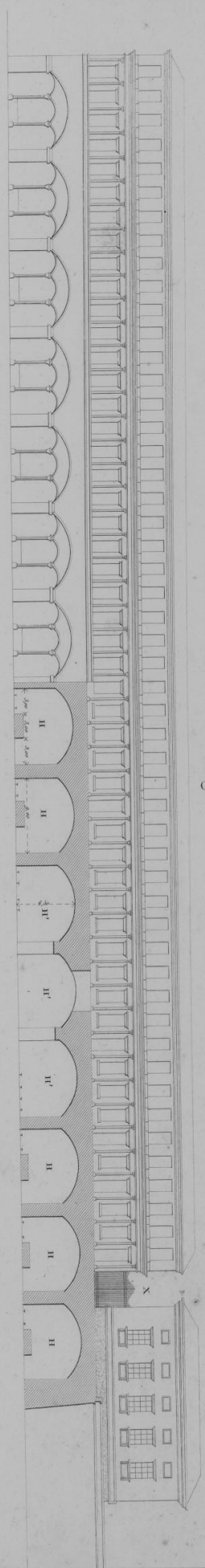


Fig. 2.

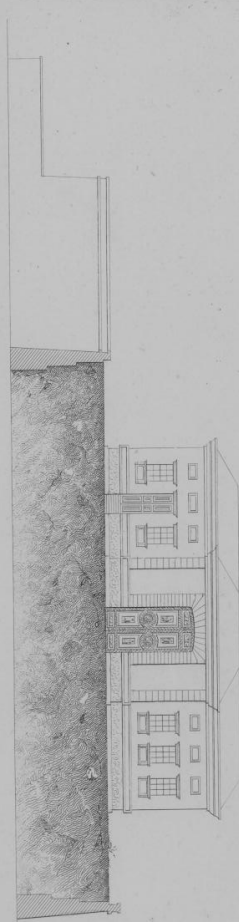


Fig. 4.

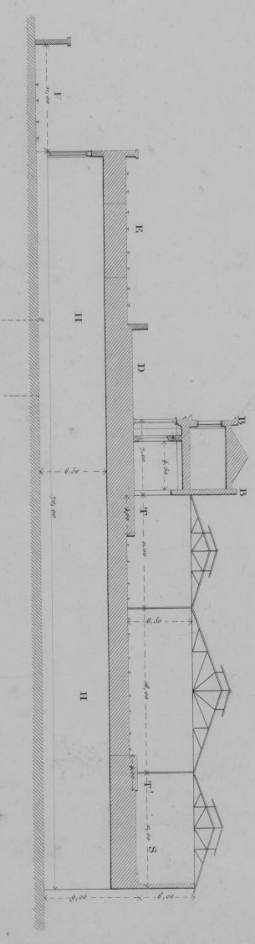


Fig. 5.

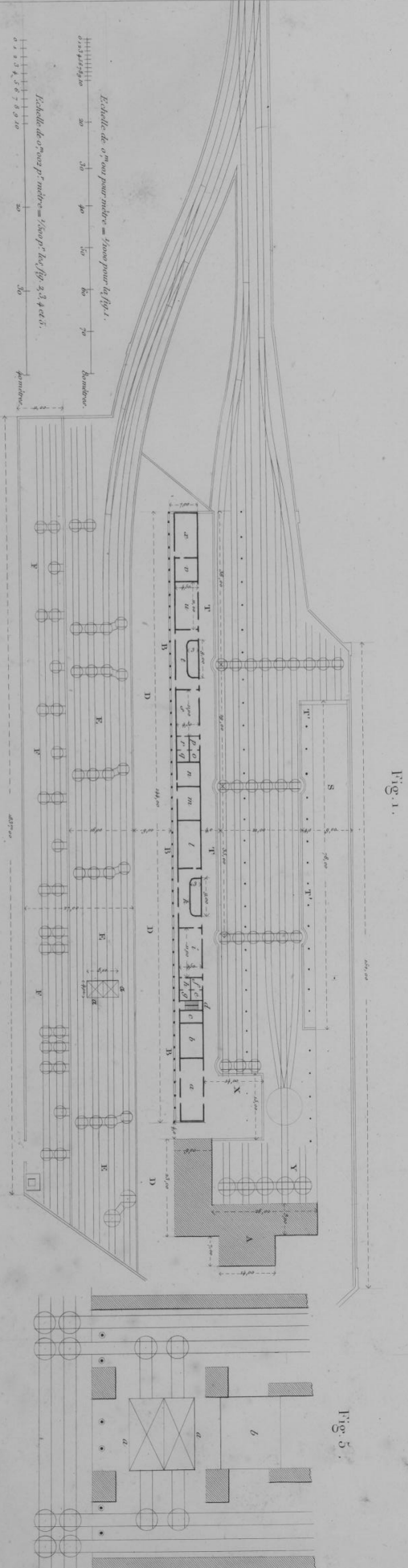


Fig. 1.

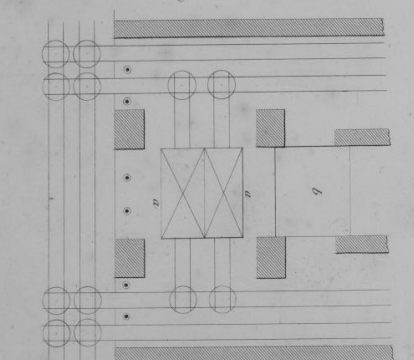
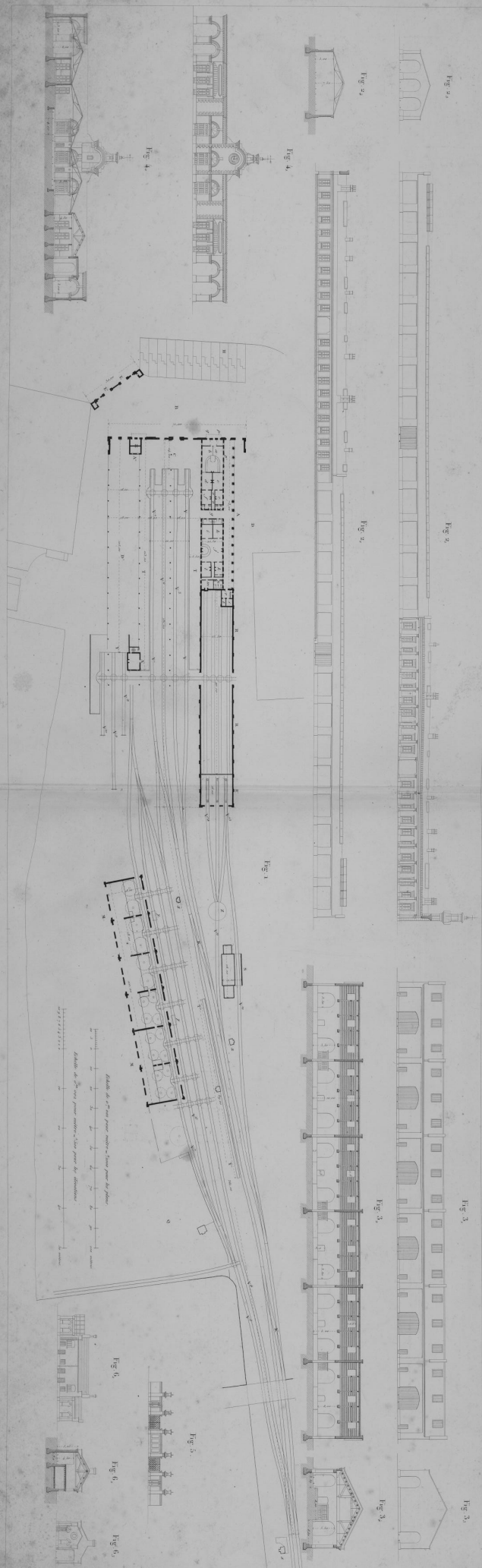


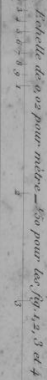
Fig. 5.













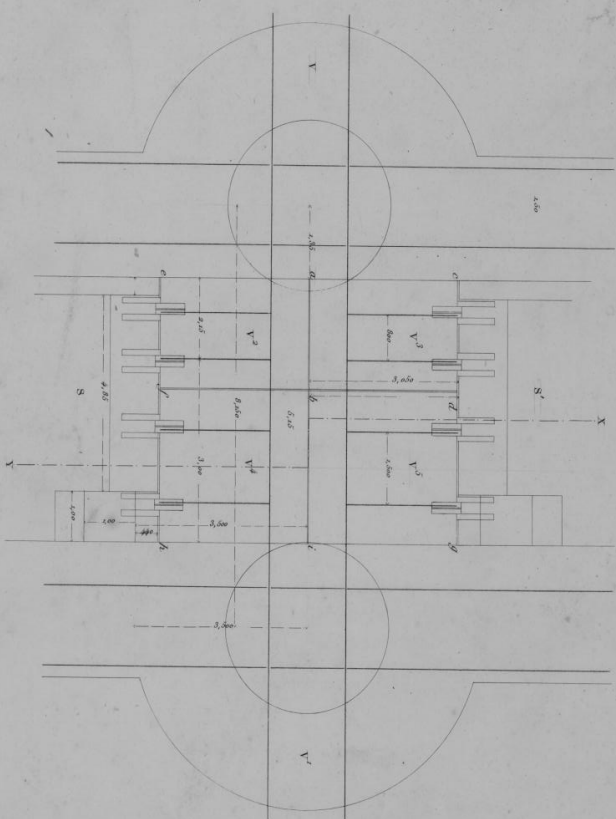


Fig. 1.

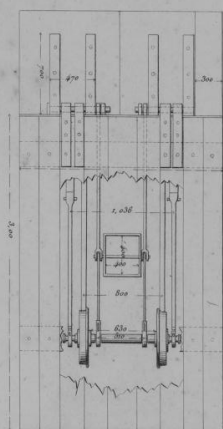


Fig. 2.

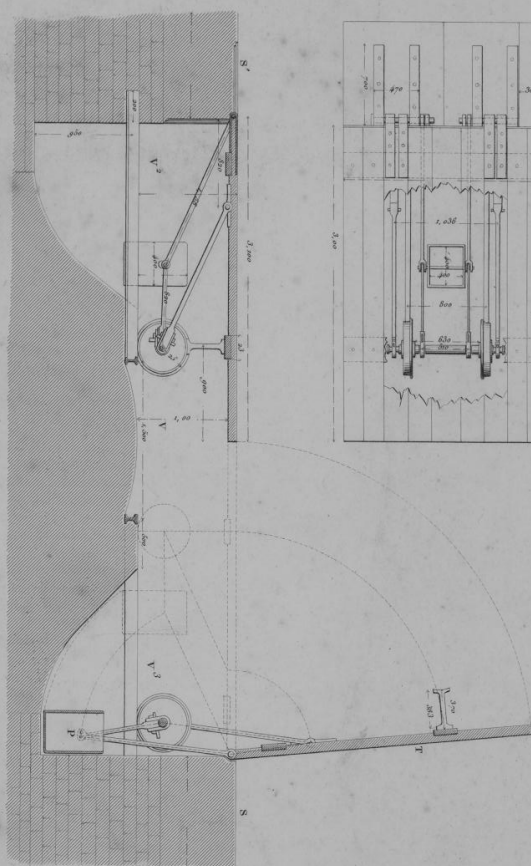


Fig. 3.

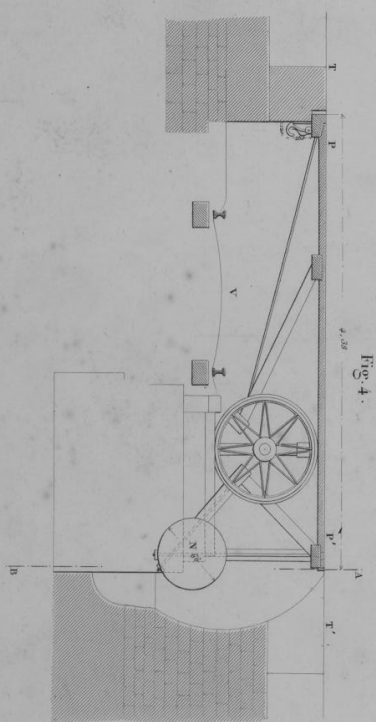


Fig. 4.

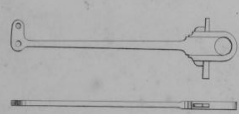
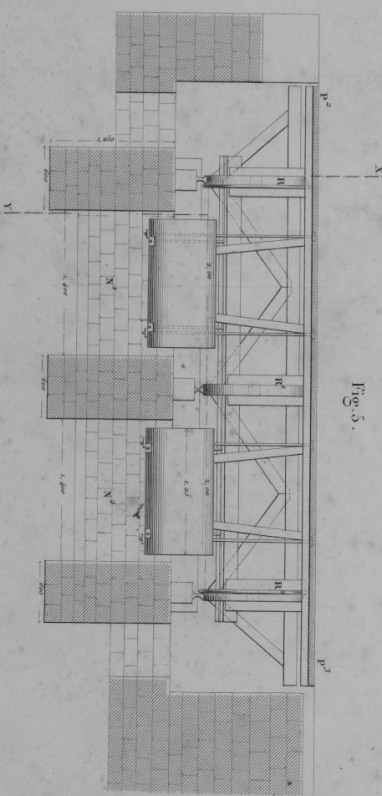


Fig. 5.



Echelle de 0,01 pour mètre = 500 pour la fig. 1.

Echelle de 0,01 pour mètre = 500 pour les fig. 2, 3, 4 et 5.







