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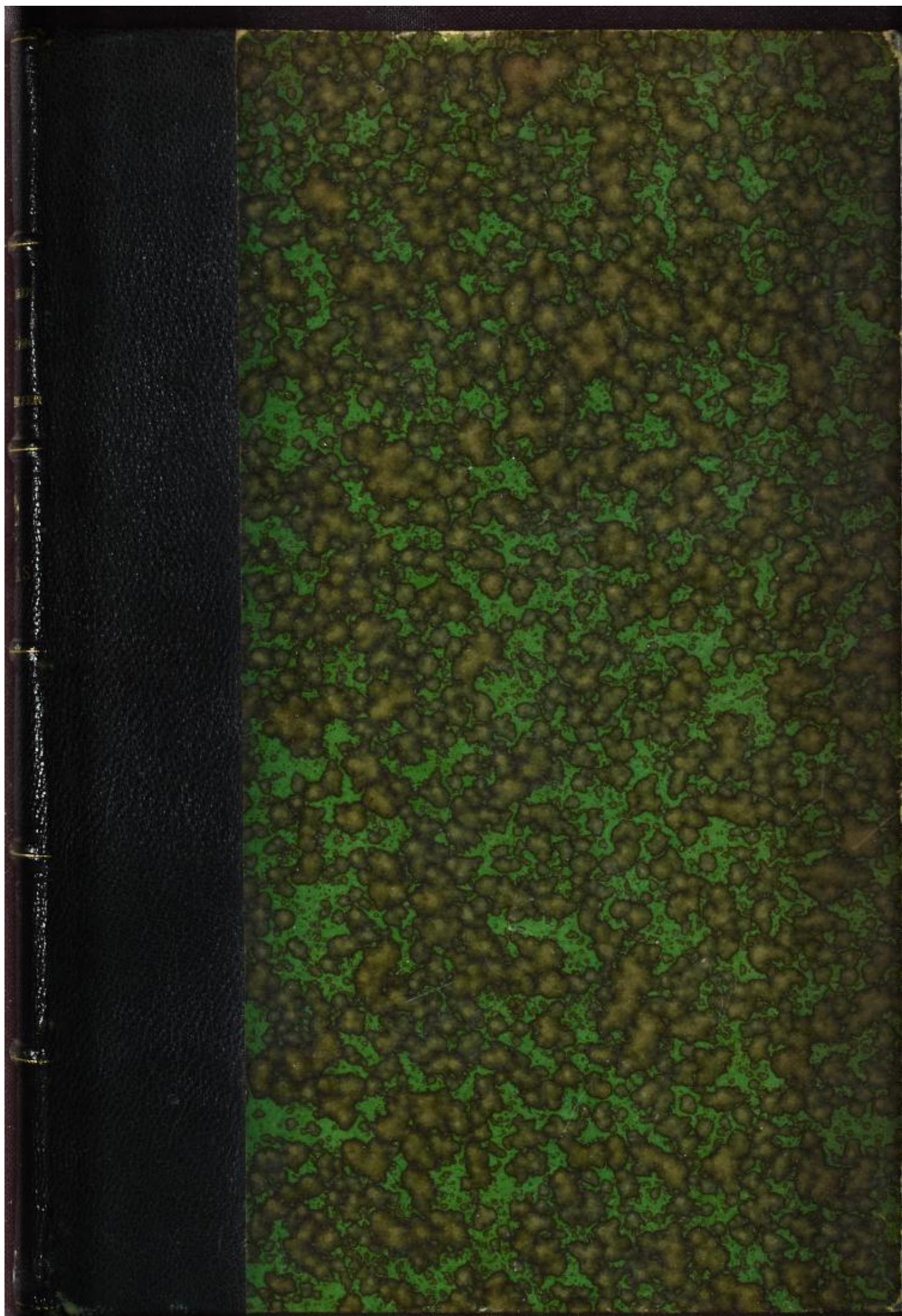
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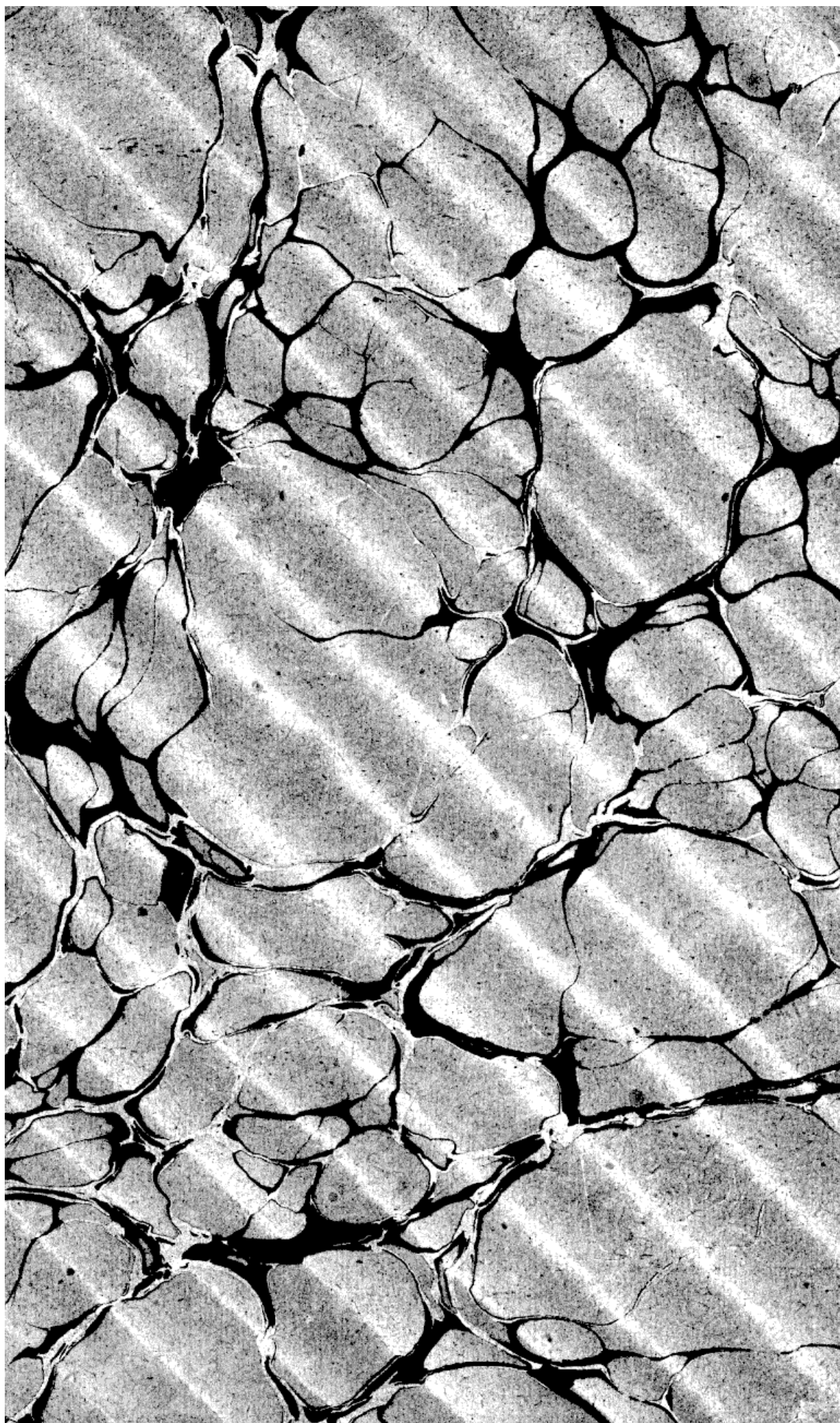
Sujet(s) : Chemins de fer

Date de mise en ligne : 08/11/2016

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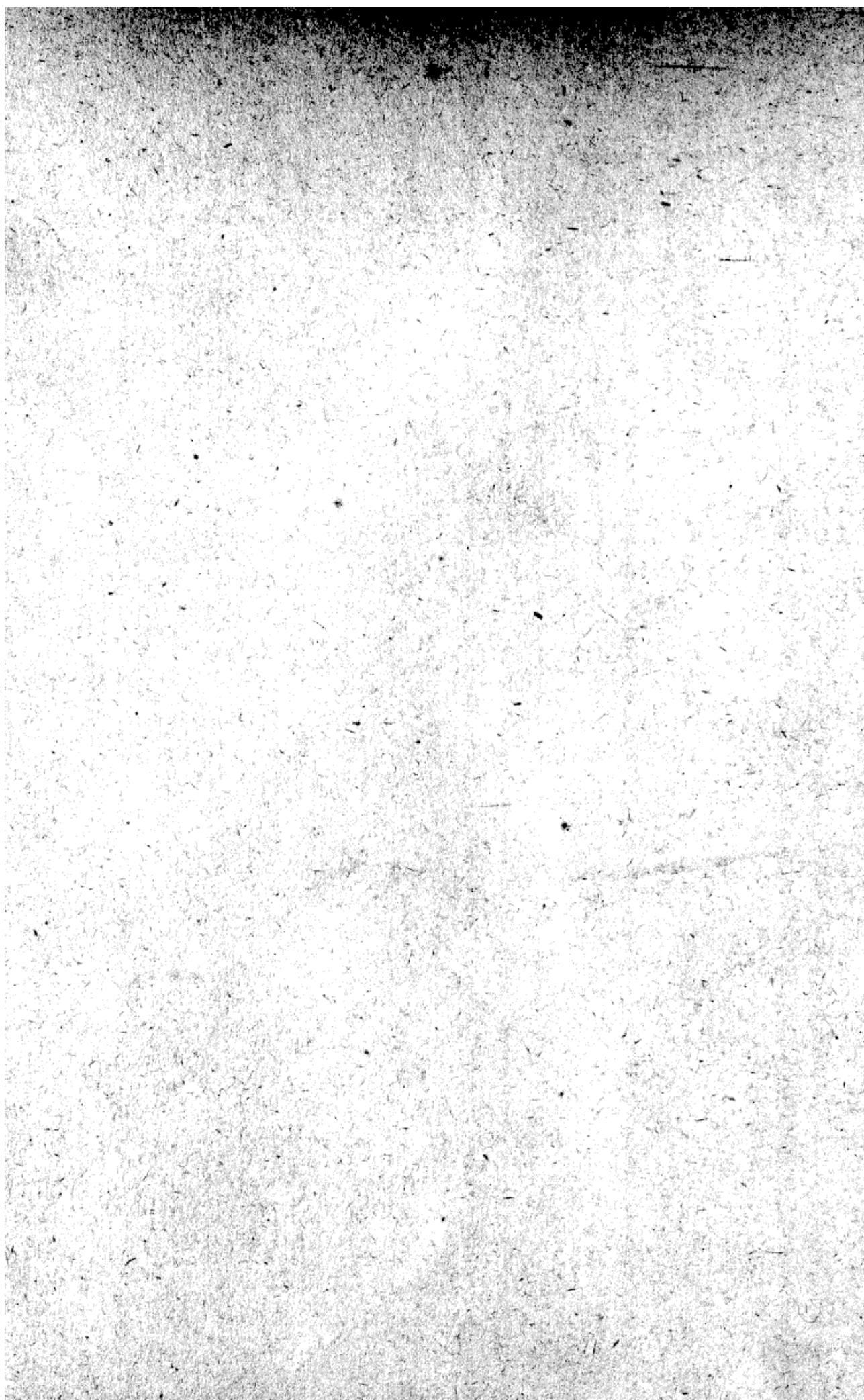
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Droits réservés au Cnam et à ses partenaires





Droits réservés au Cnam et à ses partenaires



# PLANCHES

## DES TOMES I ET II

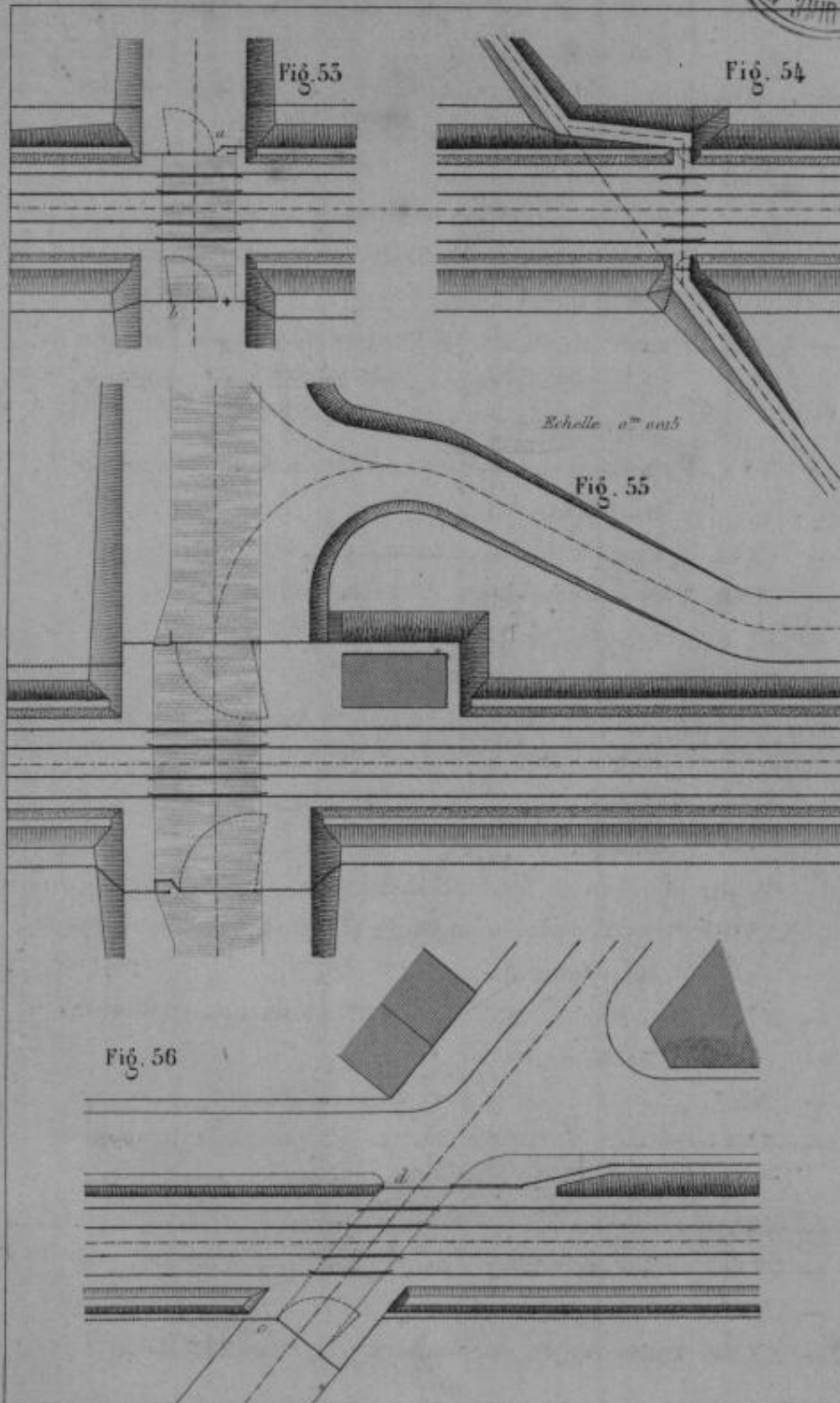
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- PLANCHE 1. Passages à niveau. — Disposition des barrières et maisons de gardes.
- II. Construction d'ouvrages d'art sous une voie en exploitation.
- III. Reconstruction d'ouvrages d'art. — Profils en travers. — Exécution des tranchées. — Restauration des rails avariés.
- IV. Substitution d'un pont en fer à un pont en bois.
- V. Restauration des ponts en fer.
- VI. Substitution d'un pont en maçonnerie à un pont en bois. — Culées renforcées.
- VII. Substitution d'un pont en maçonnerie à un pont en bois. — Cintres.
- VIII. Dispositions employées à la reconstruction du tunnel de Terrenoire.
- IX. Restauration du souterrain d'Armentières.
- X. Anciens systèmes de voies en fonte, en fer sur dés en pierre.
- XI. Divers systèmes de voies sur supports en bois, en fonte et en fer.
- XII. Supports métalliques. — Nouvelles voies sur dés en pierre.
- XIII. Nouvelles voies métalliques. — Systèmes Scheffler, Hilf, Hartwich. — Nouveau rail Vignoles P.-L.-M., en acier.
- XIV. Presse hydraulique. — Epreuves des rails.

- PLANCHE XV. Injection des bois : systèmes Bréant, Renard-Perrin, Boucherie.
- XVI. Injection des bois en vases clos. — Etuvage. — Carbonisation des traverses.
  - XVII. Branchements. — Anciens changements de voie. — Signaux d'aiguilles en Alsace et en Prusse.
  - XVIII. Changements et croisements français et allemands. — Détails d'exécution.
  - XIX. Signaux à distance. — Enclanchements. — Voies aux abords des grandes gares (Paris, Nord; Londres, Cannon-street).
  - XX. Installation des appareils de la voie. — Branchements-traversées.
  - XXI. Plaque tournante en fonte de 3<sup>m</sup>,50 (Est).\*
  - XXII. Plaque tournante en fer et tôle de 4<sup>m</sup>,20 (Midi).
  - XXIII. Chariot à fosse (Est).
  - XXIV. Chariot sans fosse (Ouest).
  - XXV. Elévateur hydraulique (système Armstrong). — Docks de Marseille.
  - XXVI. Grue hydraulique (système Armstrong). — Docks de Marseille.
  - XXVII. Pont-bascule à tablier métallique.
  - XXVIII. Plans d'ensemble de haltes et stations secondaires. — Disposition des voies.
  - XXIX. Plan d'une grande gare de bifurcation (station du Mans).
  - XXX. Plans d'ensemble de grandes stations.
  - XXXI. Stations de marchandises. — Gares de triage. — Bifurcations. — Détails de gares à marchandises.
  - XXXII. Guérites, loges et maisons de gardes.
  - XXXIII. Plans de bâtiments des voyageurs. — Latrines.
  - XXXIV. Halles à marchandises.
  - XXXV. Plans, coupes et élévations d'un wagonnet (Lorry).



PL. I.



H. Freulon del.

Lemaître Graveur de l'Empereur ac.

## PASSAGES À NIVEAU

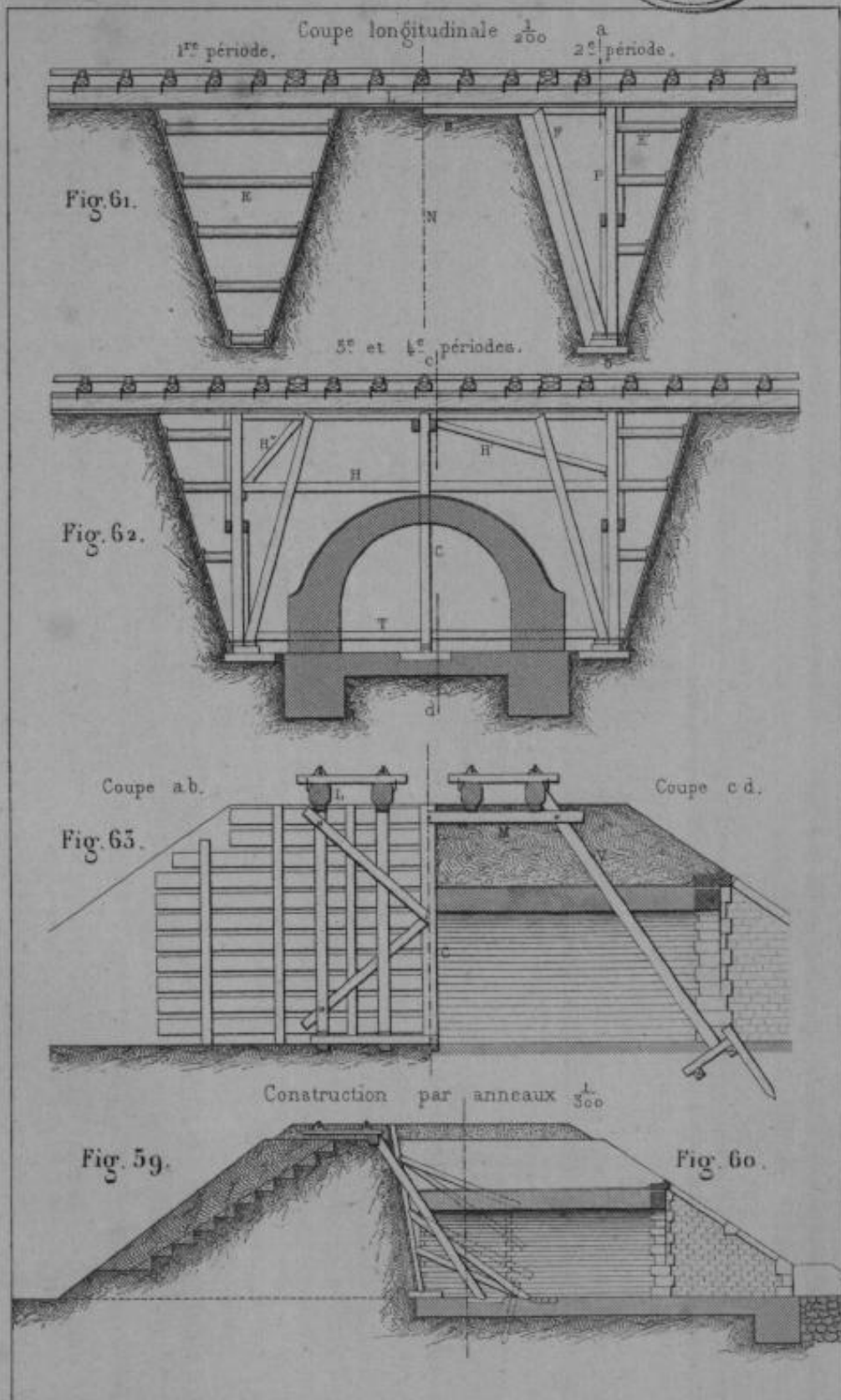
Nablot et Baudry Editeurs

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PL. II.



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# CONSTRUCTION SOUS UNE VOIE EN EXPLOITATION





Restauration des rails avariés.

Appareil en élévation.

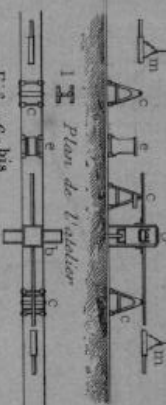


Fig. 62 bis

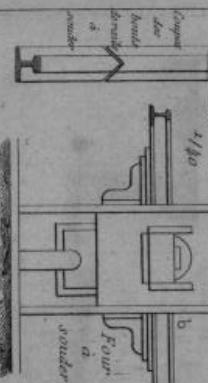
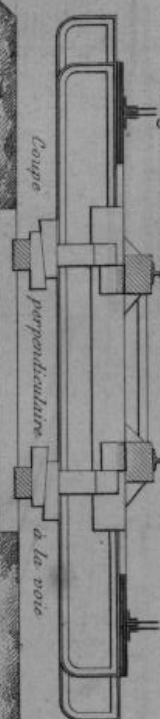


Fig. 64. Viaduc en fer substitué à un remblai.



Charpente supportant la voie pendant la construction du Viaduc.

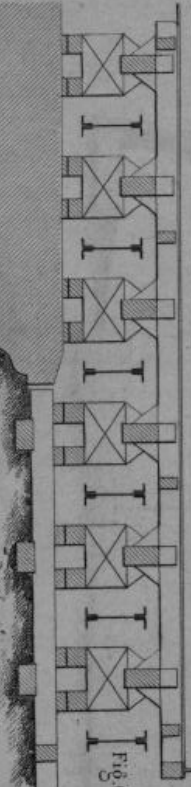


Fig. 100. Cloitures mixtes

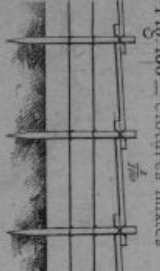
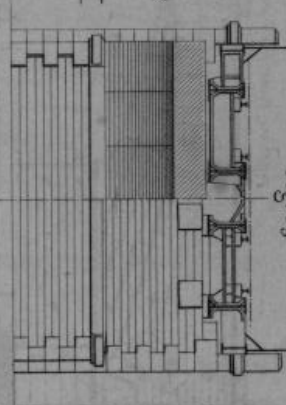


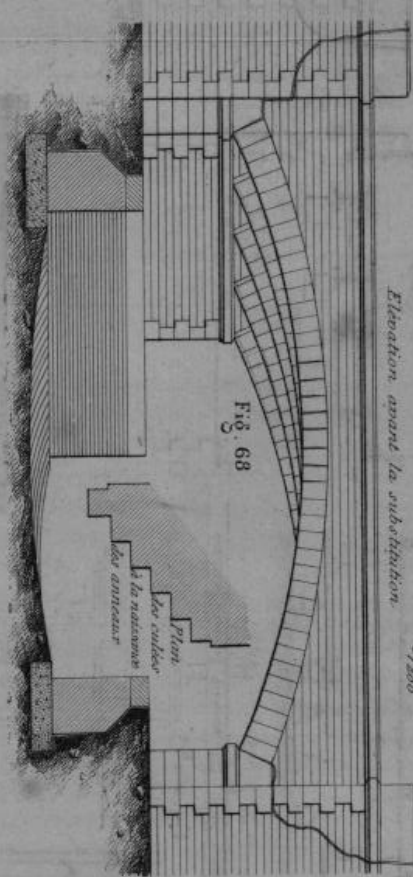
Fig. 69



Pont en fer substitué à un pont en maçonnerie.

Elévation avant la substitution.

Fig. 68



Coupe en long de la route brisée

Fig. 70

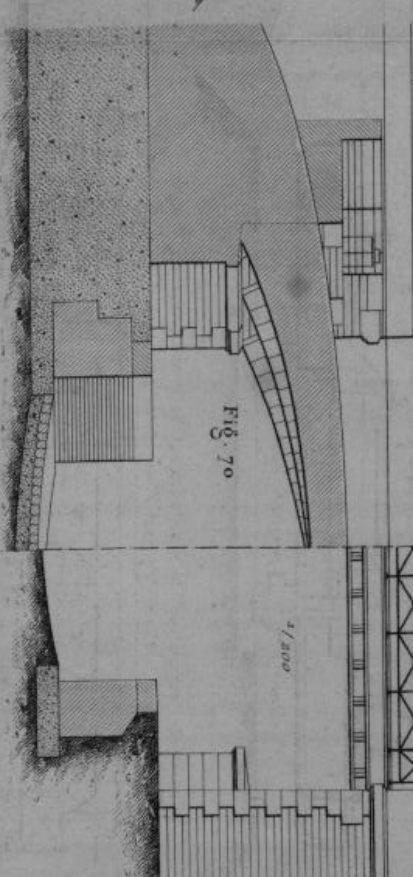
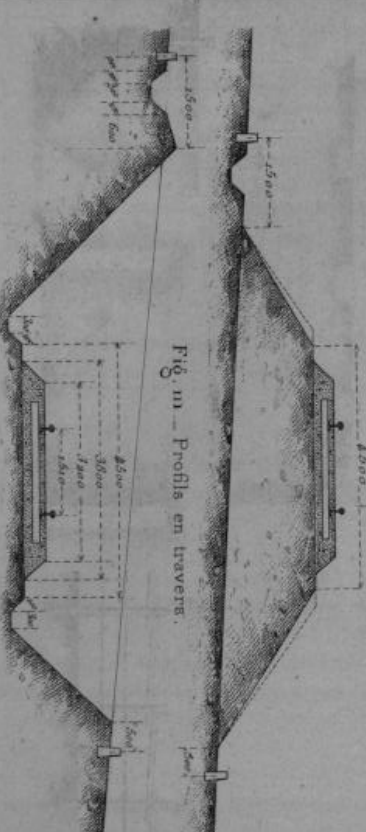
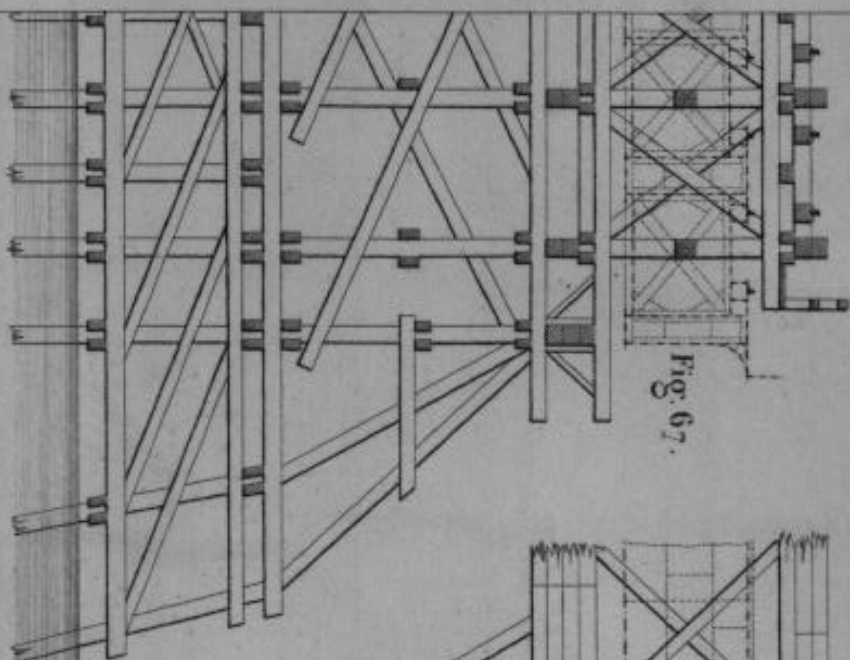


Fig. 71. Profils en travers.

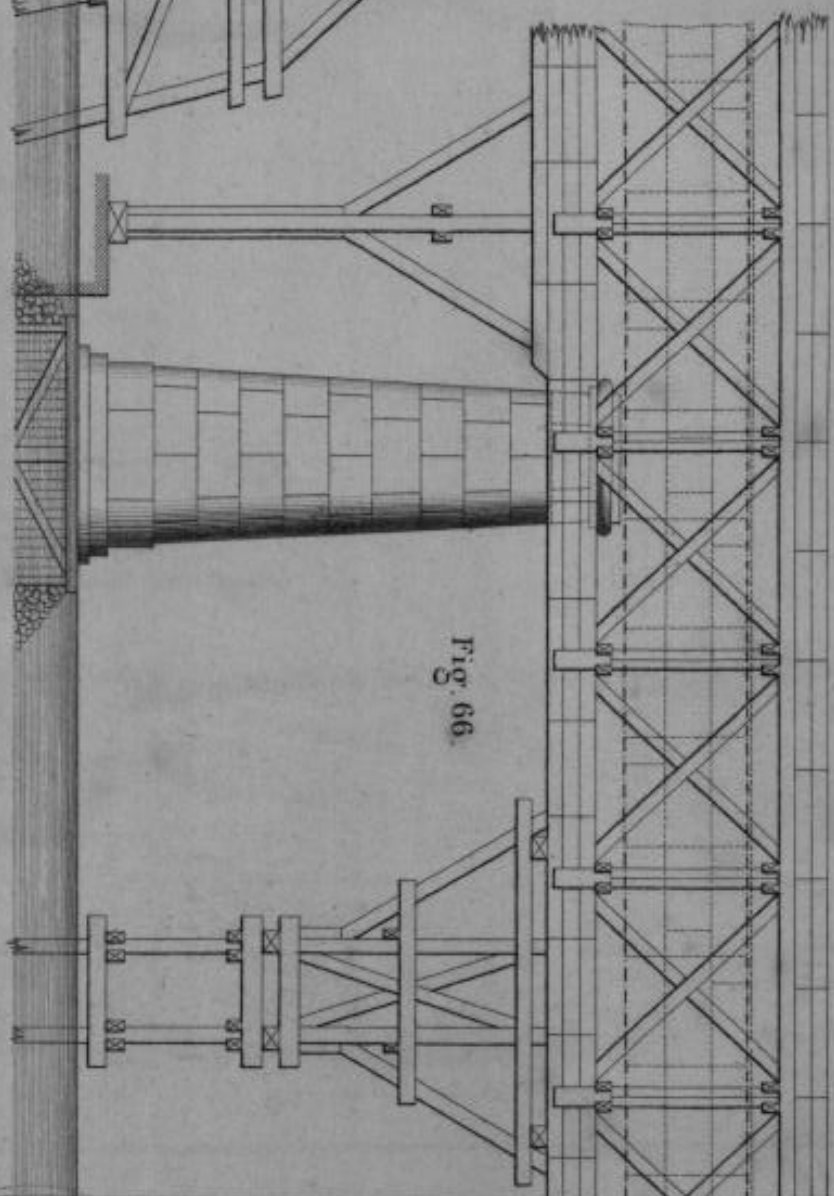




Coupe suivant l'axe d'une palée.



Élévation du pont provisoire.



Échelle de 0<sup>m</sup> 005 p. m.

3<sup>m</sup> Mètres.

# PONT D'ASNIÈRES

H. Fresslon del.

Lemaître, Graveur de l'Empereur. 86.

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Lamoureux imp. Paris.







Fig. 71 - Pont sur la ligne de Culoz à St. Michel.

*Elevation avant la restauration*

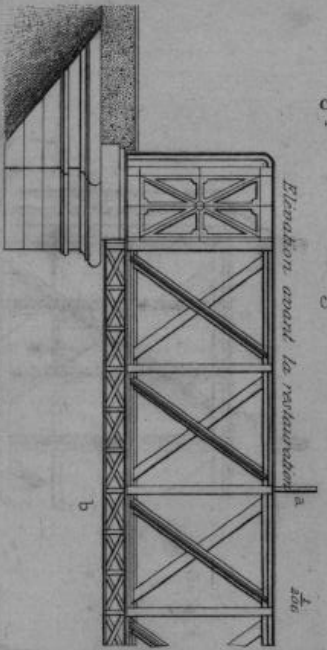


Fig. 126 - Barrière en fer à vantaux tournants - Est.

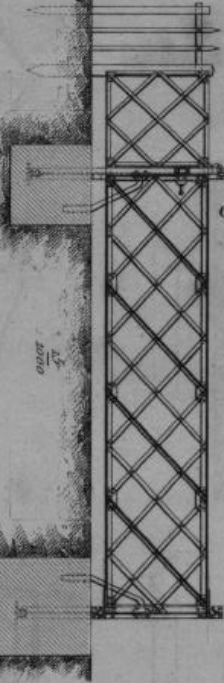


Fig. 128 - Barrière en fer à vantaux roulants - Midi.

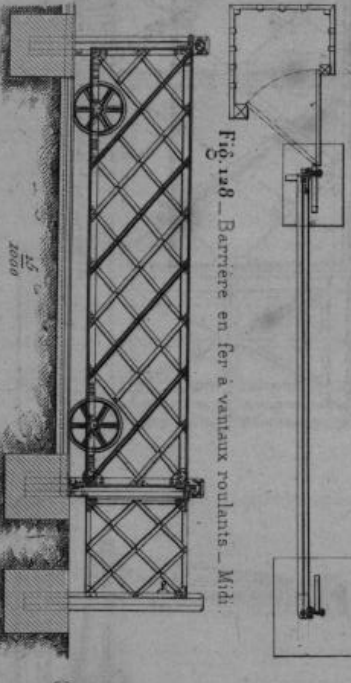
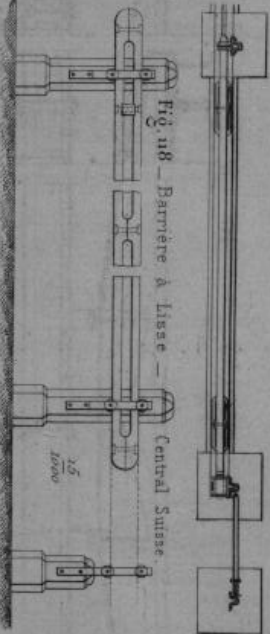


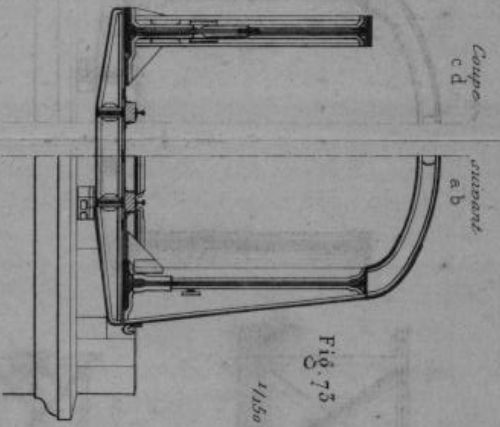
Fig. 128 - Barrière à liasse - Central Suisse.



*Coupe*  
c d

*avant*  
a b

Fig. 73



Restauration - 1<sup>er</sup> Système.

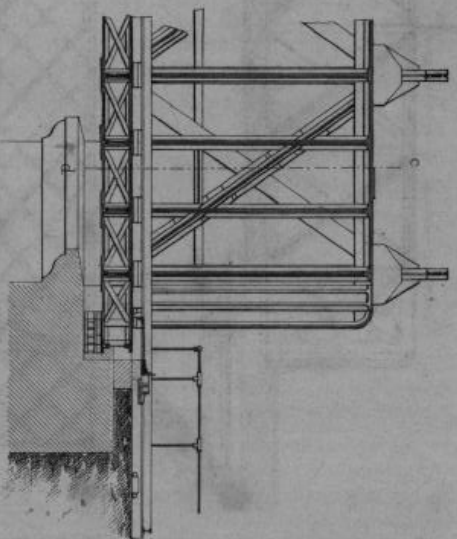


Fig. 72 - Restauration - 2<sup>e</sup> Système

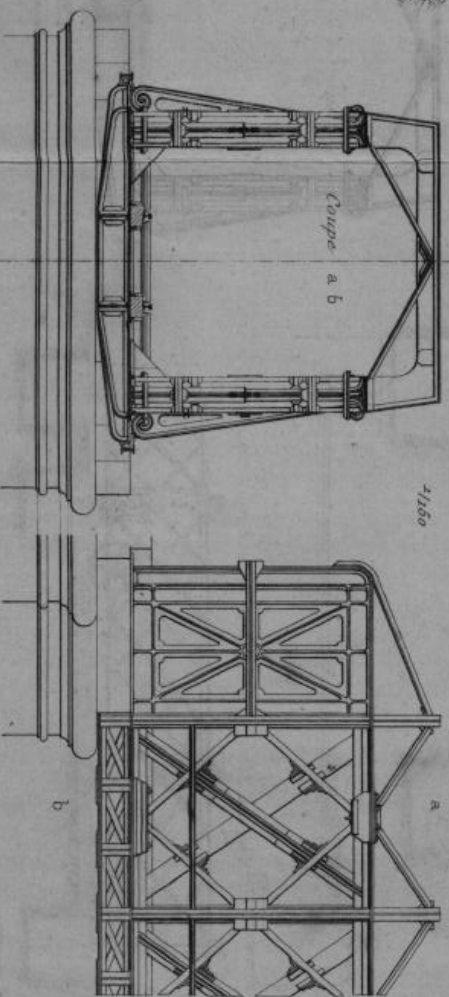
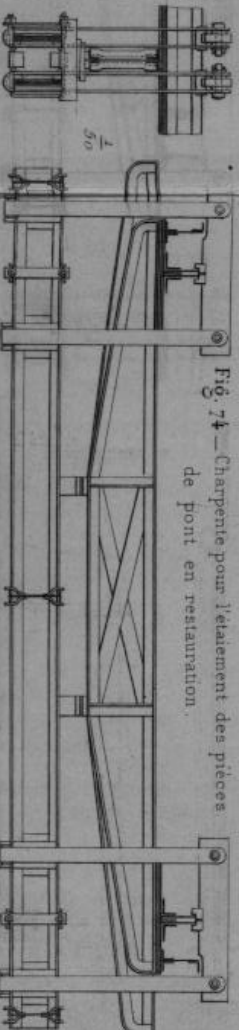
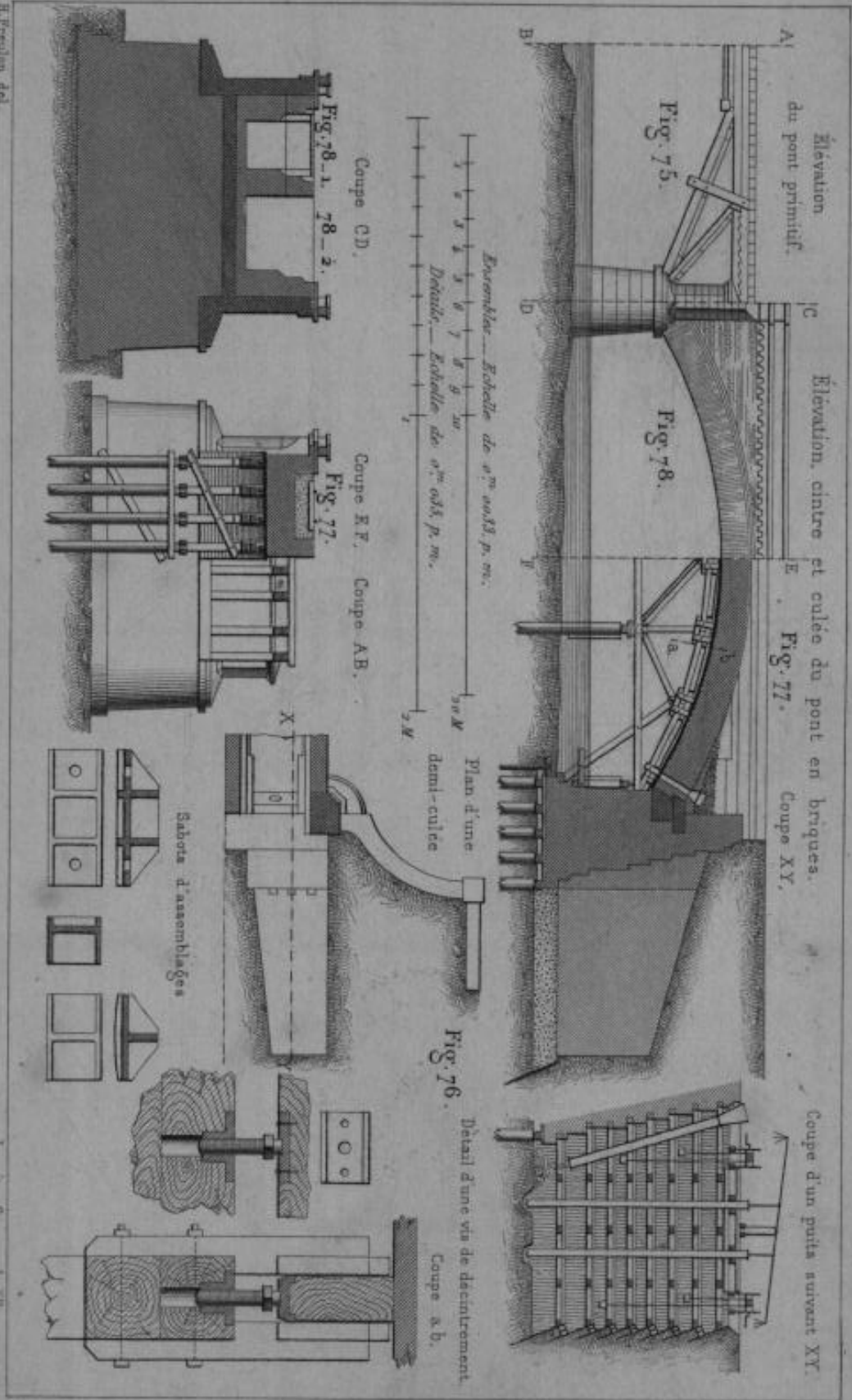


Fig. 74 - Charpente pour l'éclatement des pièces de pont en restauration.







H. Freulin del.

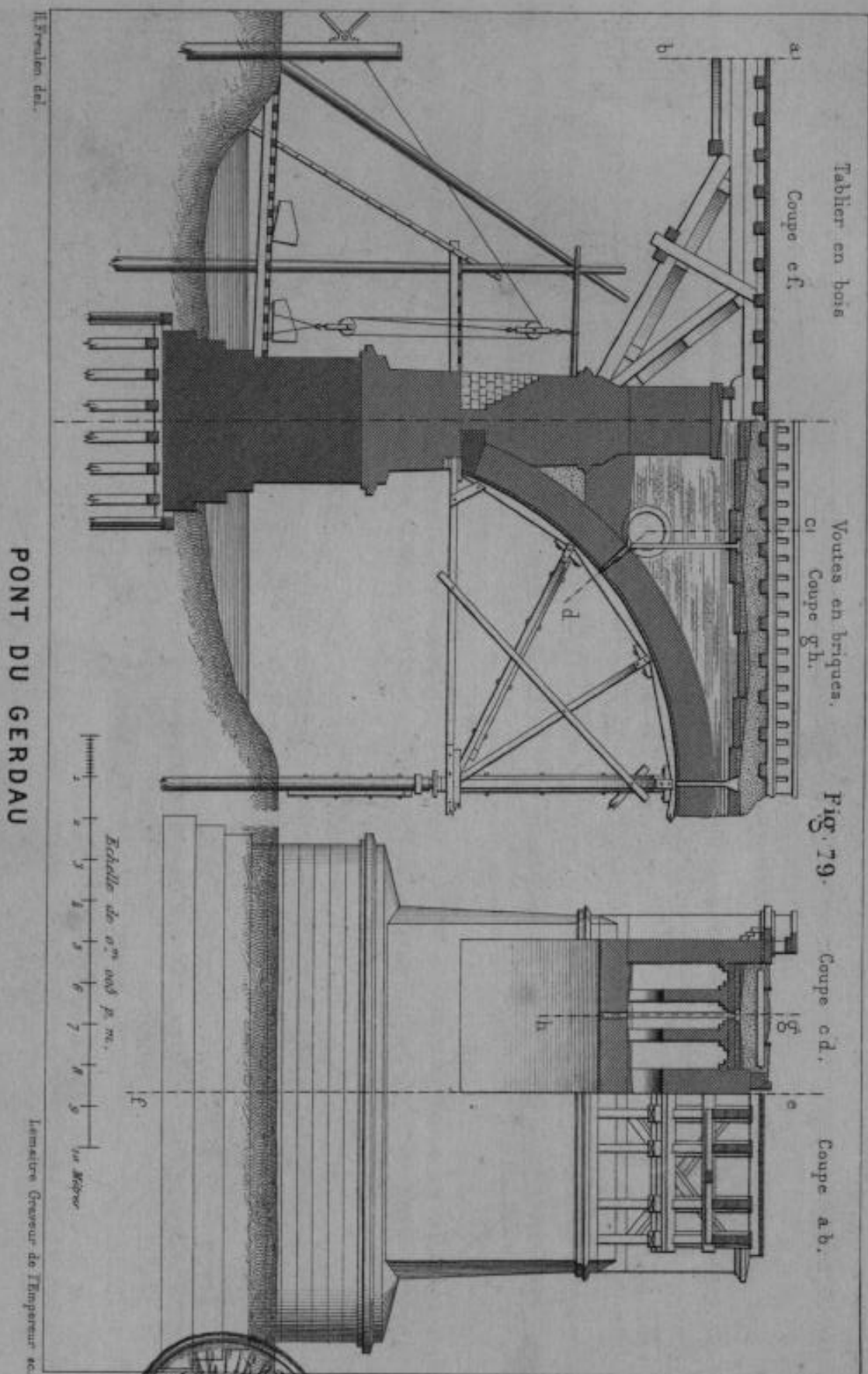
PONT DE L'ILMENAU

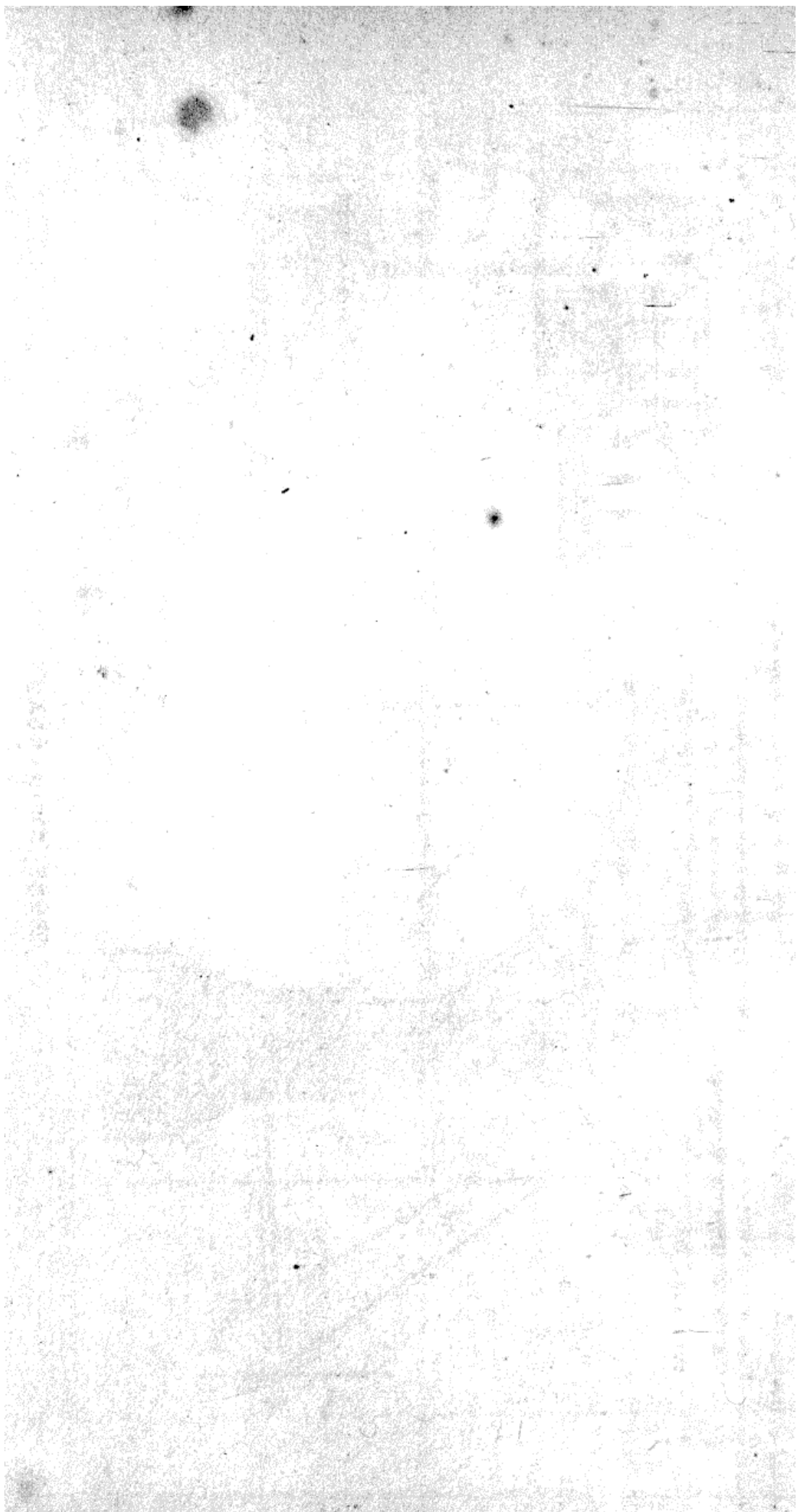
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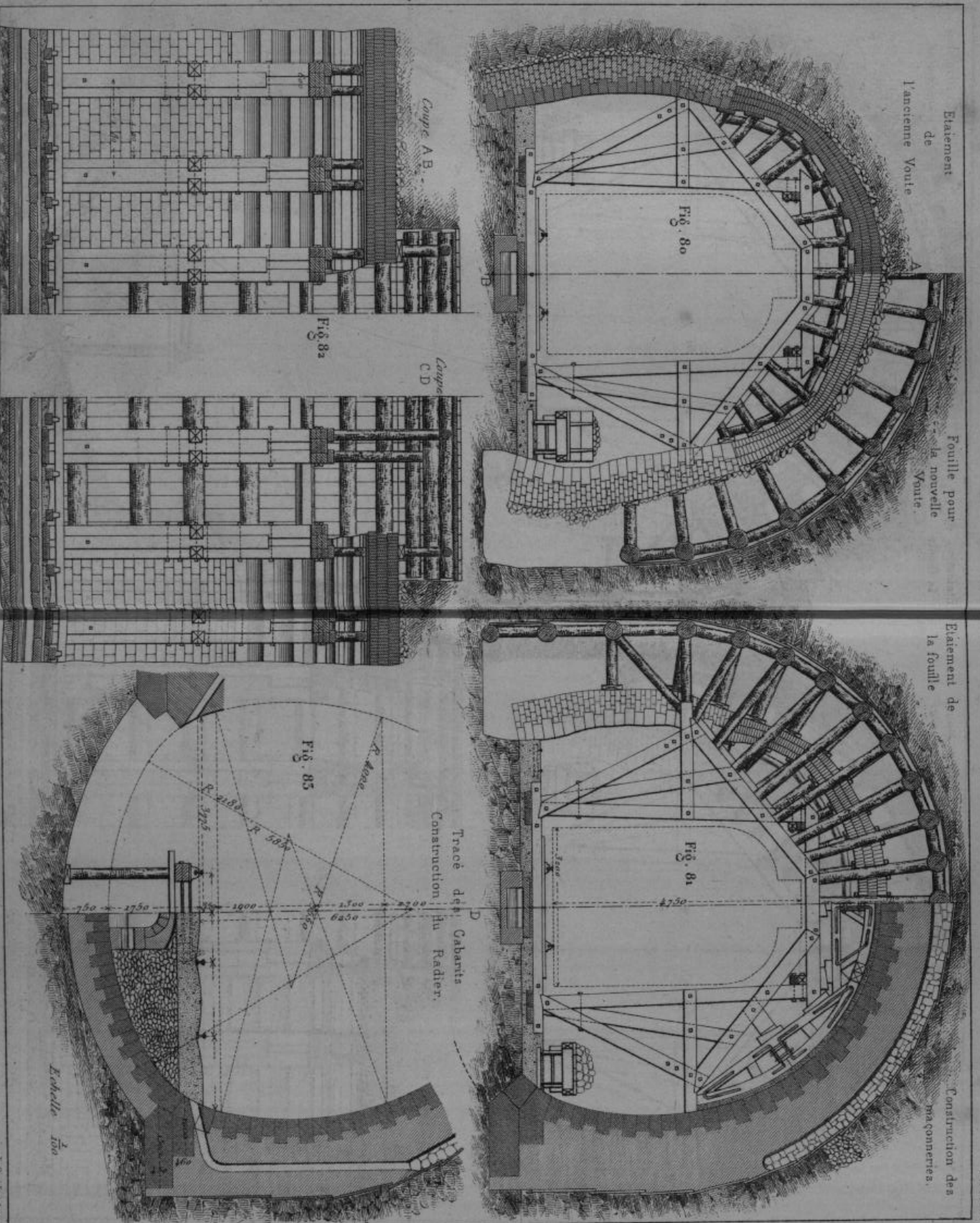
Lamoureux imp. Paris.













Elevation du Cintre / Cintre armé des échafauds, roues et couchis.

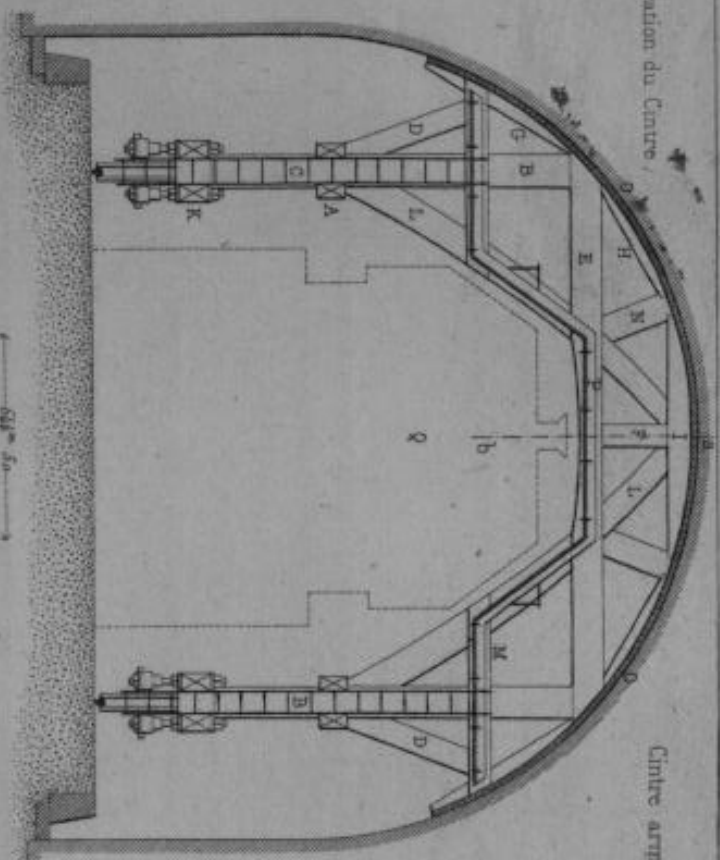


Fig. 86.

Coupe a. b.

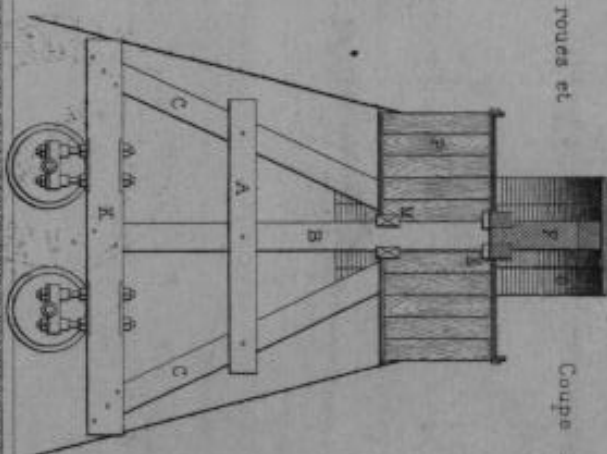
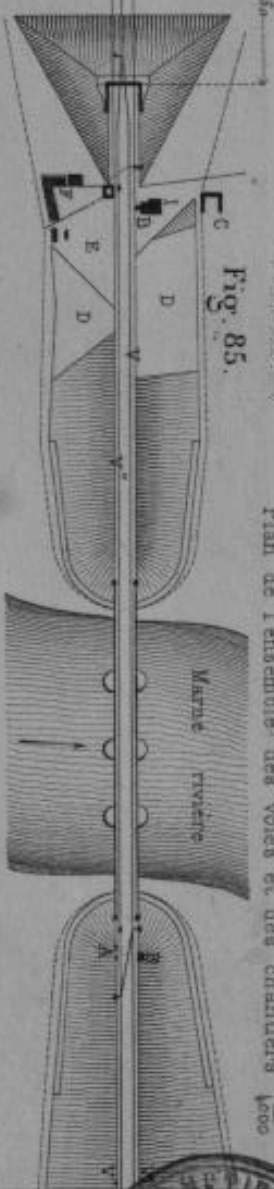


Fig. 85.



Plan de l'ensemble des voies et des chantiers

MATÉRIEL

# SOUTERRAIN D'ARMENTIÈRES

H. Freulon del.

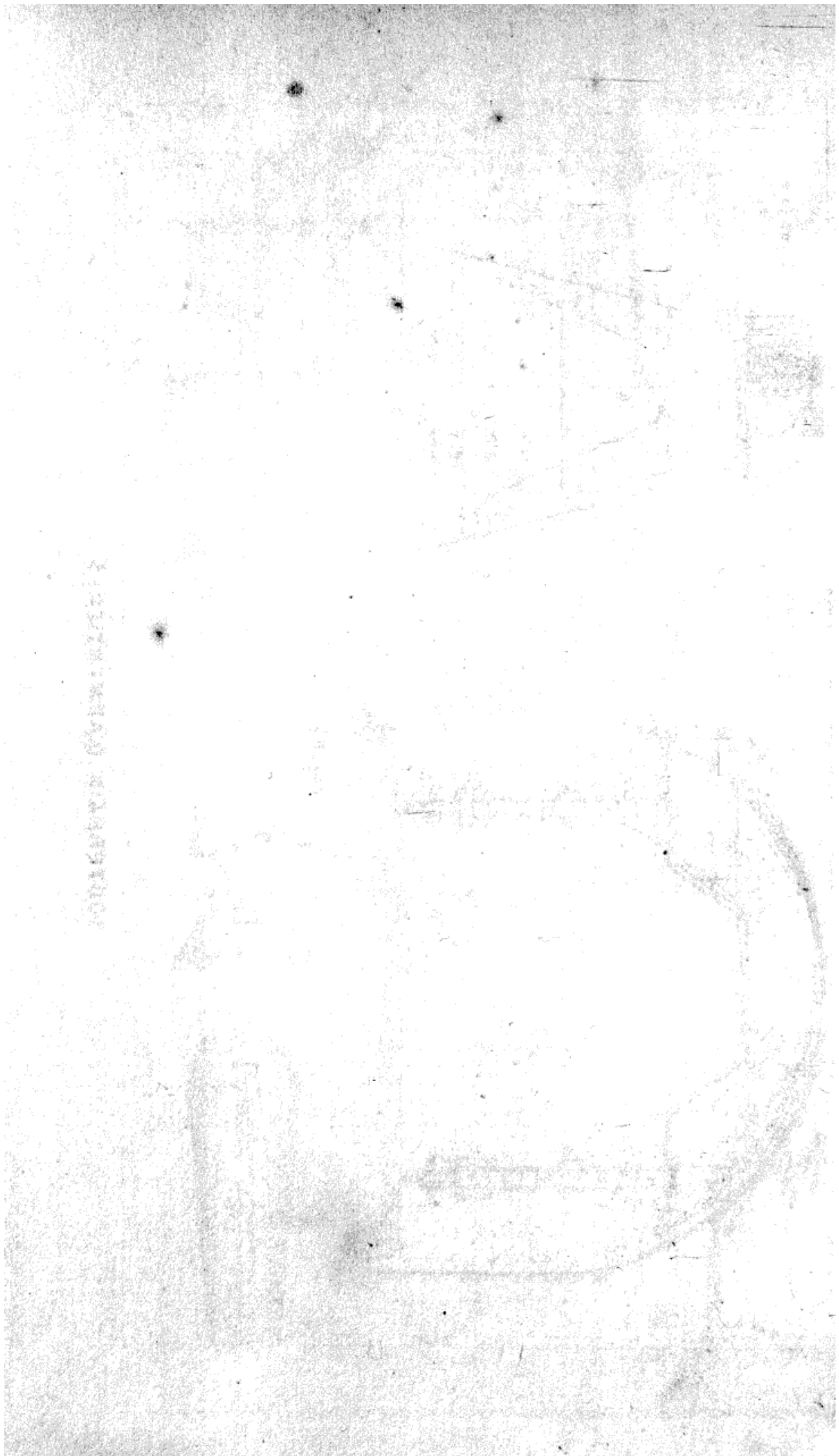
Echelle des 0<sup>m</sup> 00 p. m.

Nebiet et Baudry Éditeurs.

L'éditeur Grawer de l'Empereur st.

Lamoureux imp. Paris.



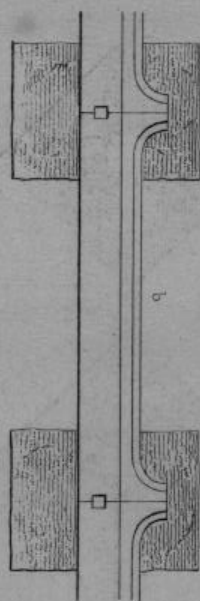




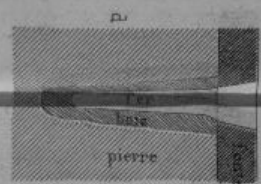
Rails en fonte—Ornière



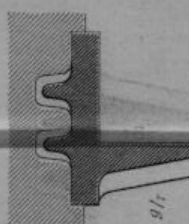
Fig. 129.



Cheville en fer



Coupe du rail derrière



Rails ondulés en fer laminé.

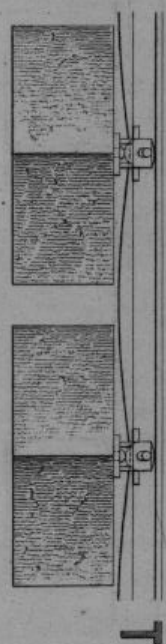
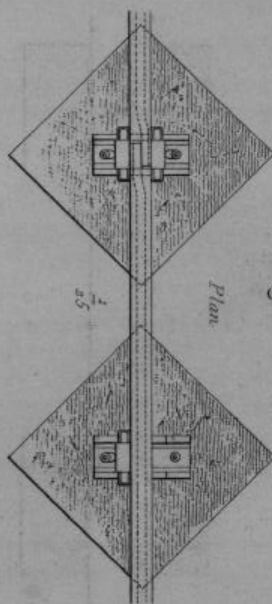
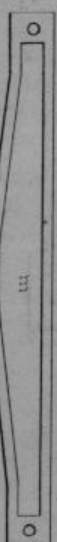
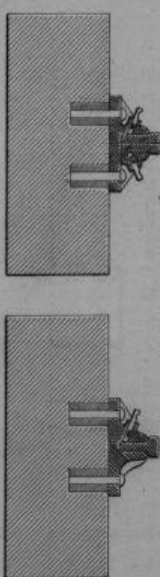


Fig. 131

Plan



Coupe des Consigneurs et des



Rails en fonte et Consigneurs

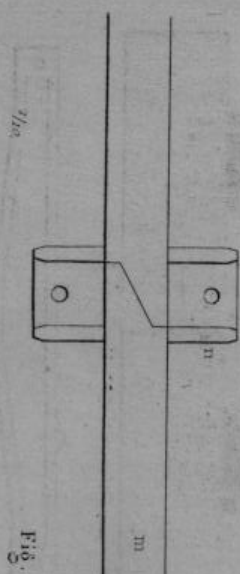
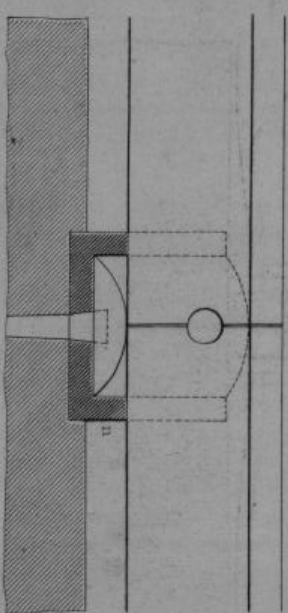
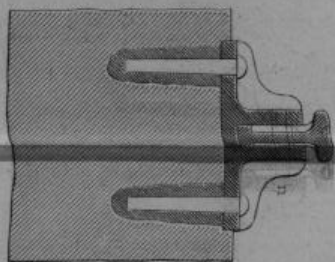
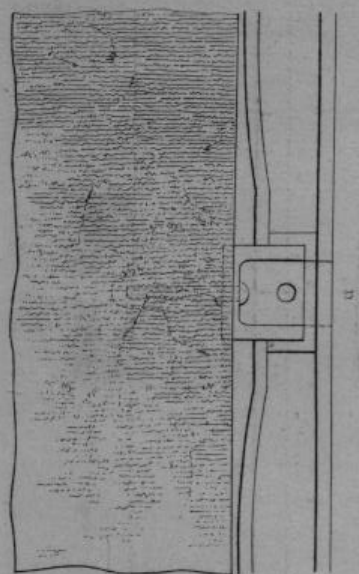


Fig. 130.







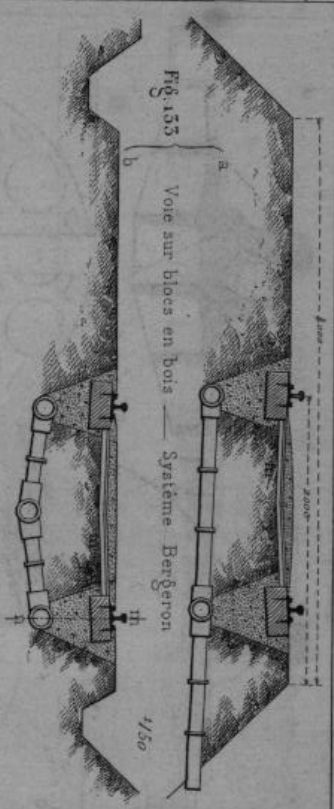
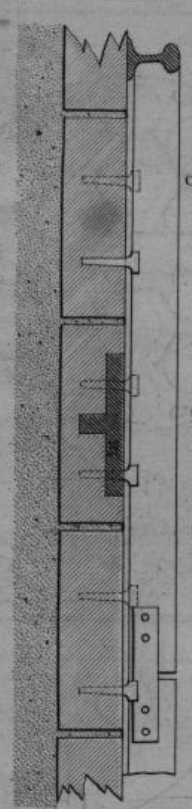
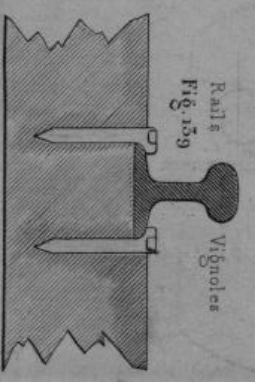
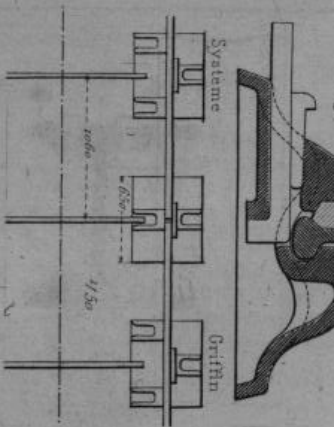


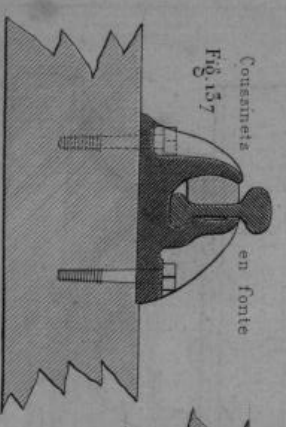
Fig. 133 c d Coupe longitudinale m.n.



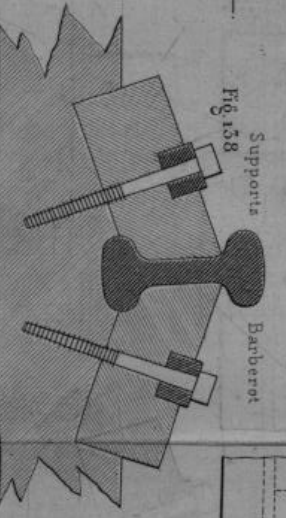
Cylindres  
Fig. 136  
Cousinets  
1/10



Rails  
Fig. 139  
Vigoules  
1/50



Cousinets  
en fonte  
Fig. 137  
1/50



Supports  
Fig. 138  
Barberot  
1/5

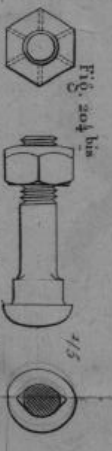
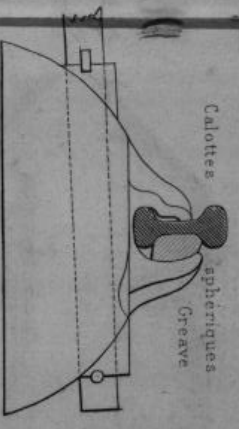
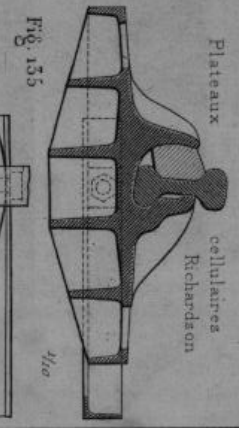


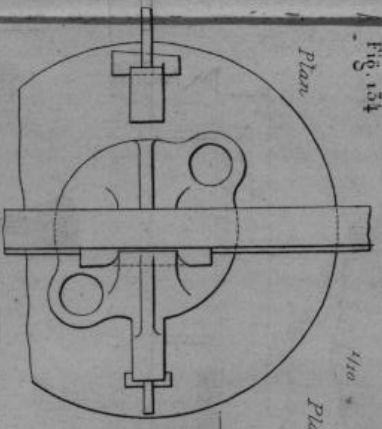
Fig. 140 bis  
Boulon d'éclisse — Sarthe  
1/5



Calottes  
sphériques  
Fig. 134  
Creave  
1/10



Plateaux  
cellulaires  
Fig. 135  
Richardson  
1/10



Traverses Desbrières  
Fig. 140  
1/10

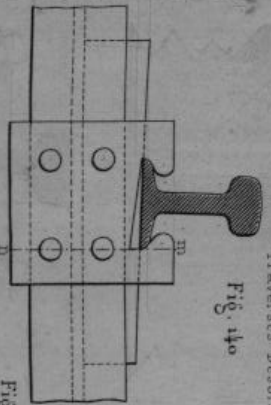
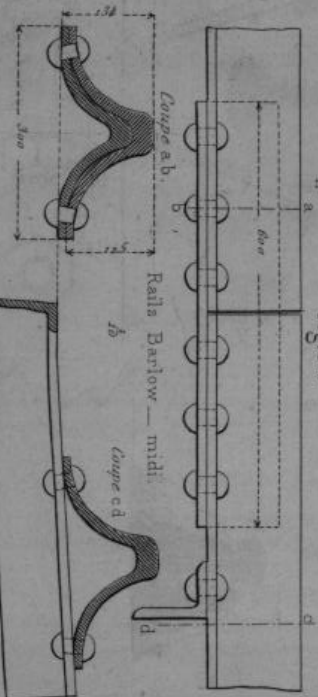


Fig. 160

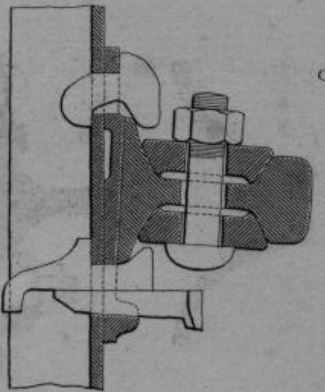


Rails Barlow — midi  
1/50





Fig. 143 — Traverse Vautherin



Est — Essais de traverses en fer.

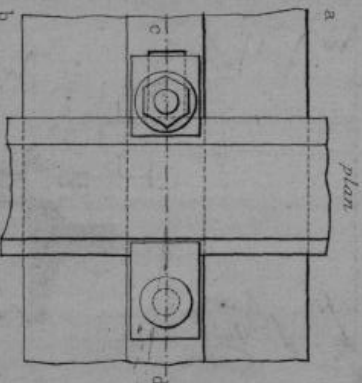
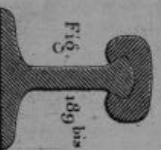
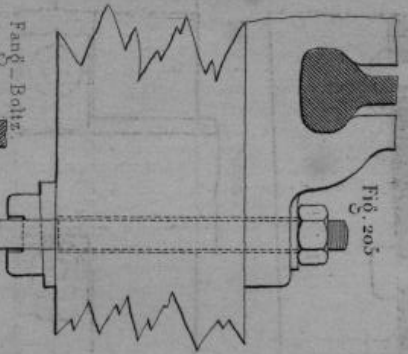
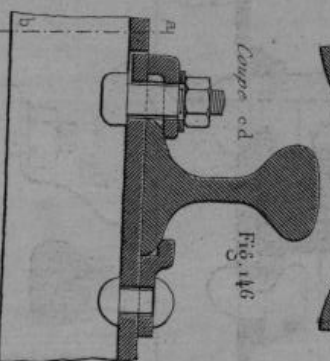
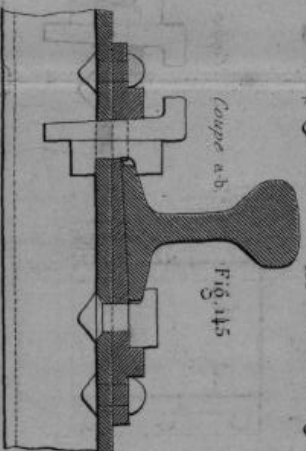
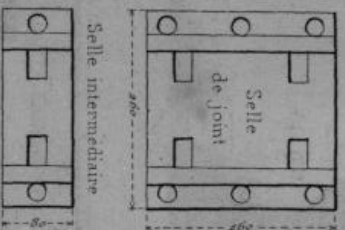
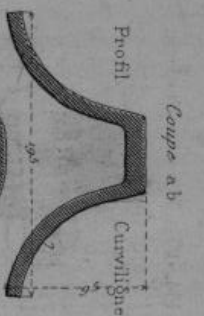
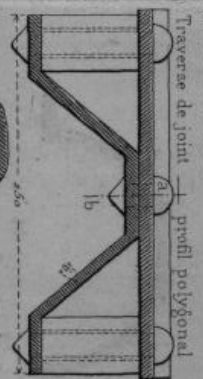
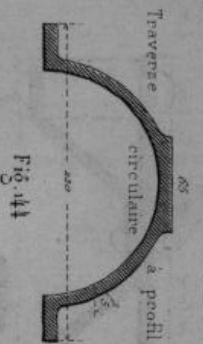


Fig. 203

Fig. 206

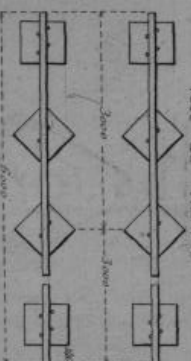
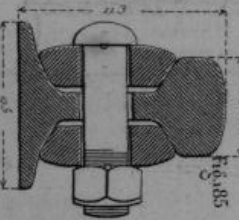
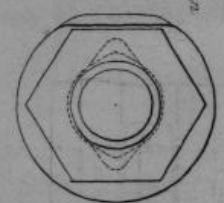
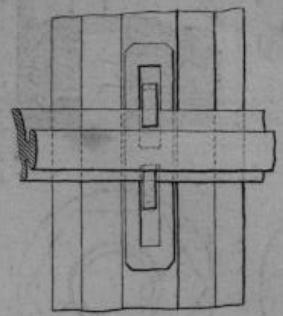
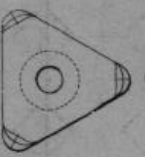
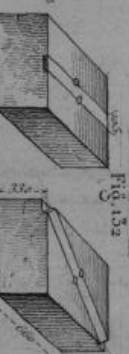
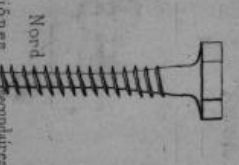
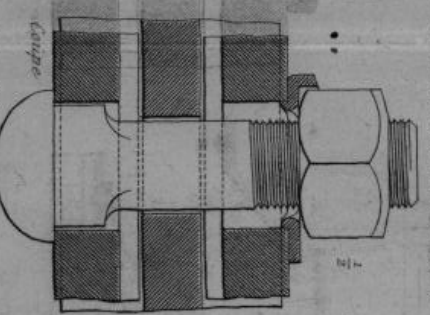
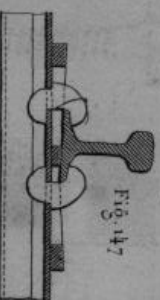






Fig. 151 — Système Scheffler

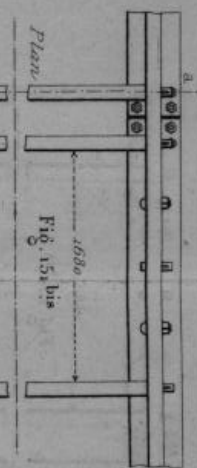
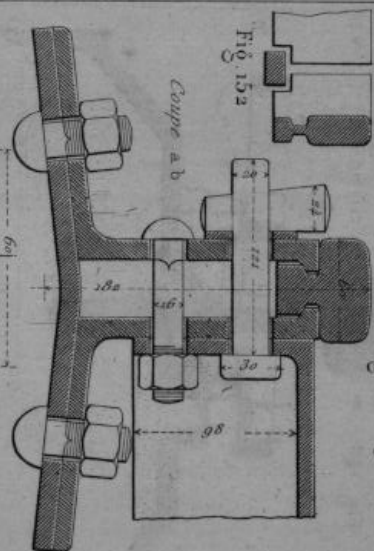
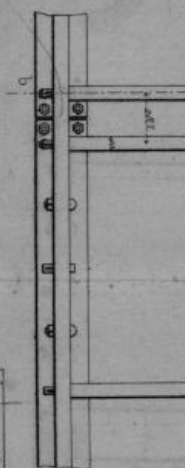


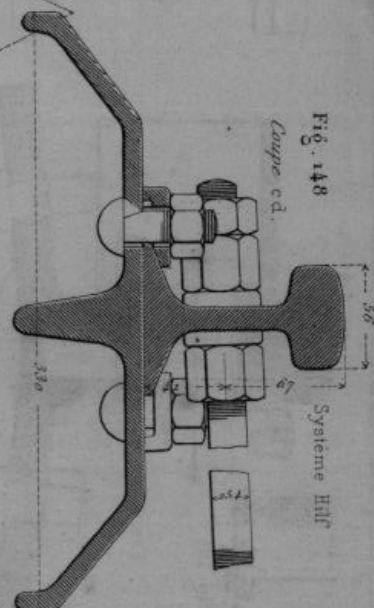
Fig. 152 bis



Plan

Fig. 148

Coupe cd.



Système Hilt

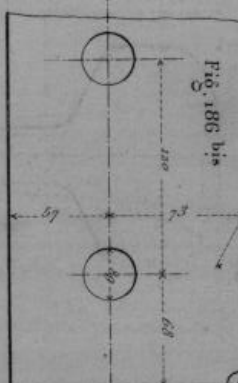


Fig. 186 bis

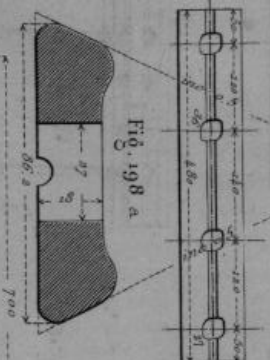


Fig. 198 a

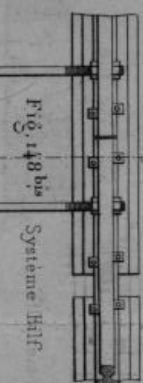


Fig. 148 bis

Système Hilt

Plan

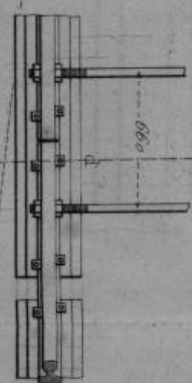


Fig. 186

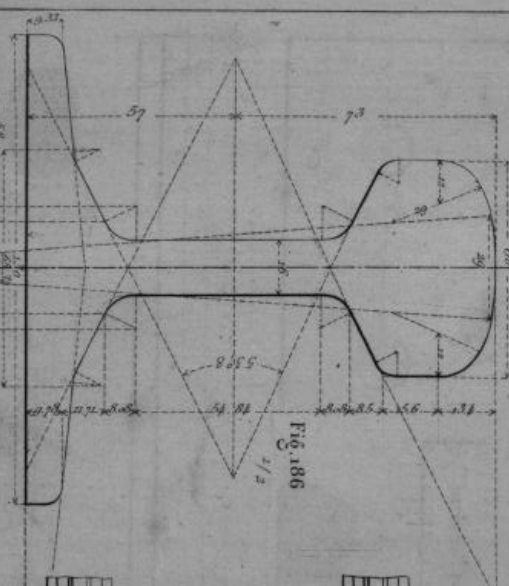


Fig. 198<sup>ter</sup> — Echasse Thor.

Fig. 162 Rail Hartwich  
Cöln — Minden.

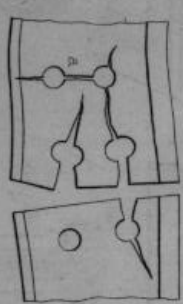


Fig. 164 — Est

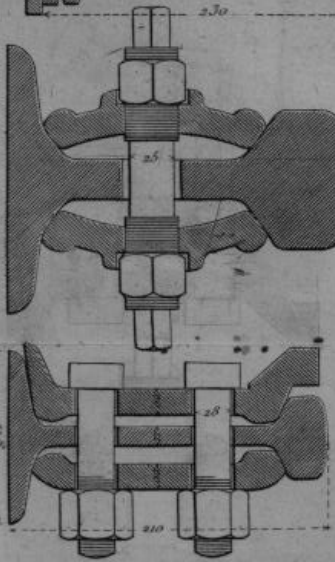
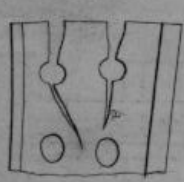
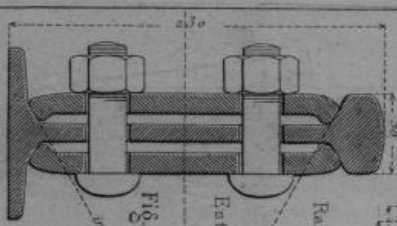


Fig. 163



Rail Hartwich

Est

Fig. 161

Rhenan

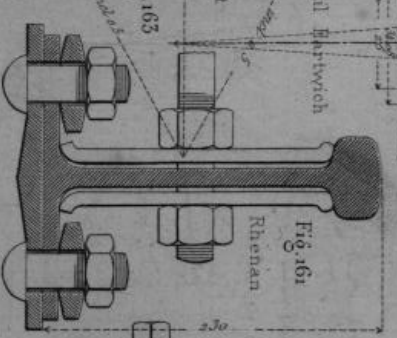
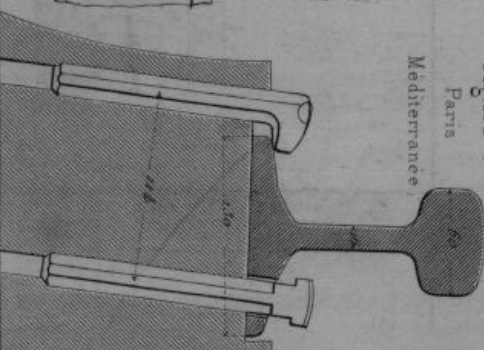


Fig. 186<sup>ter</sup>

Paris

Méditerranée



VOIE — SYSTEMES DIVERS.

J. Baudry — Editeur

Imp. Ch. Chardon aîné, Paris.

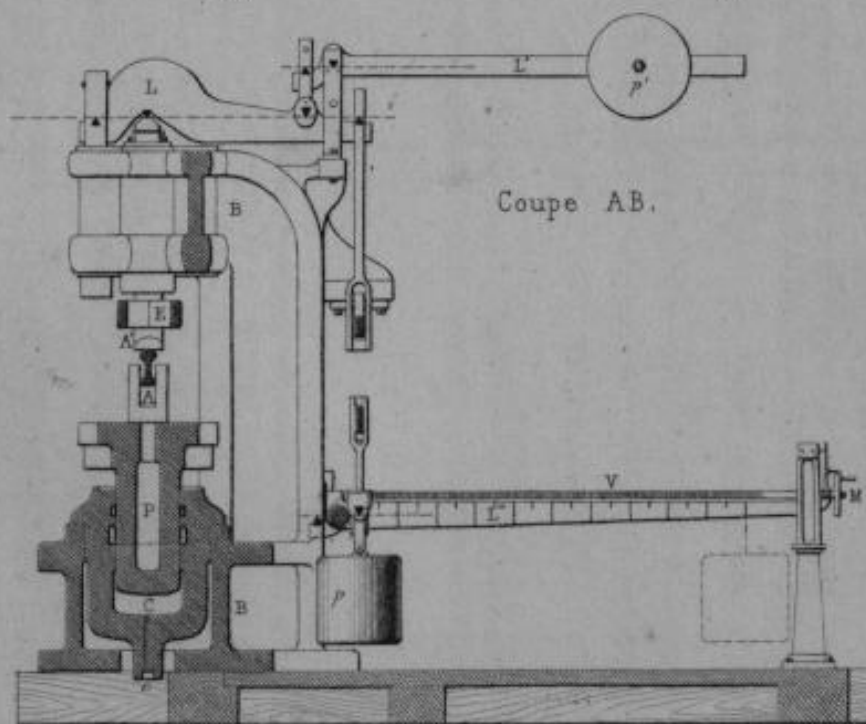
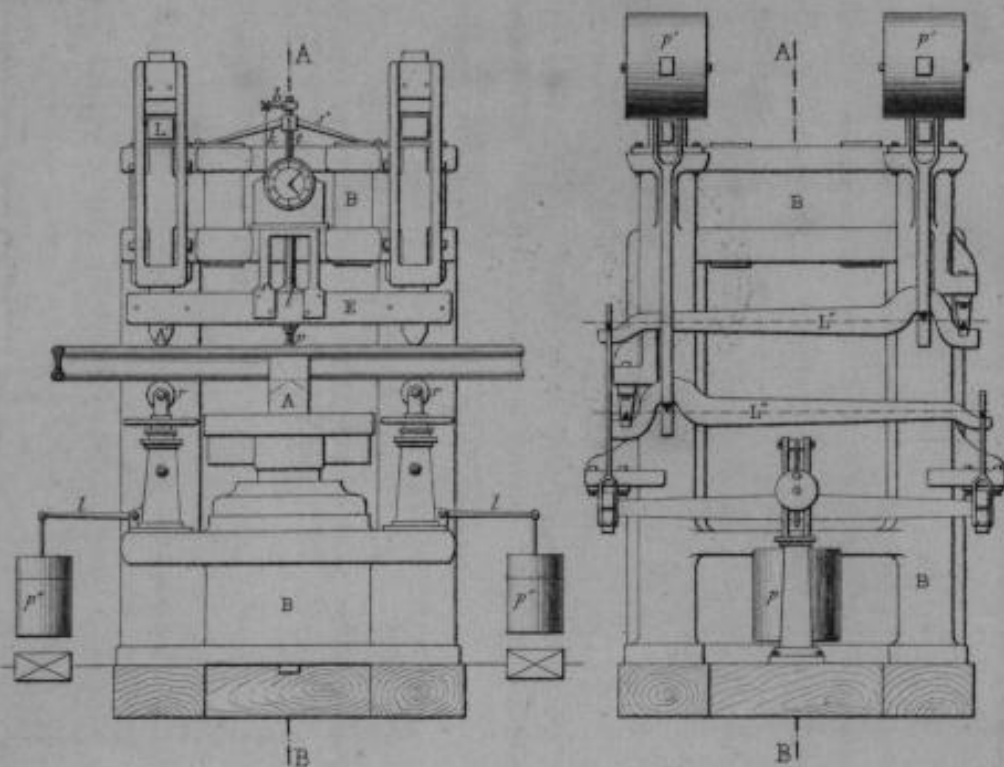
L. Gougeon



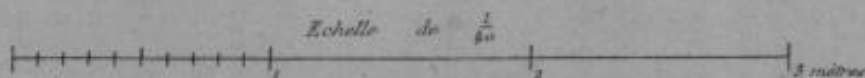
Vue de face.

Fig. 192.

Vue d'arrière.



Coupe AB.



H. Freulon del.

Lemaître Graveur de l'Empereur sc.

**PRESSE HYDRAULIQUE. — ÉPREUVES DES RAILS**

Noblet et Baudry, Éditeurs.

Lamoureux imp<sup>r</sup> Paris.





Fig. 213

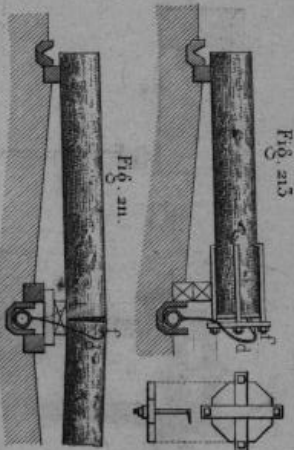


Fig. 211



Elevation 1/100

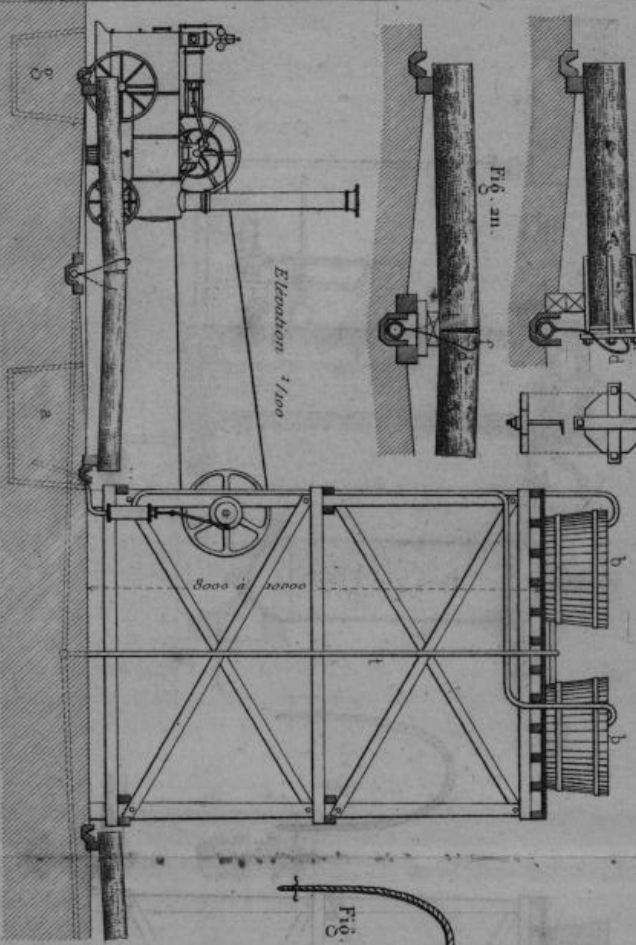
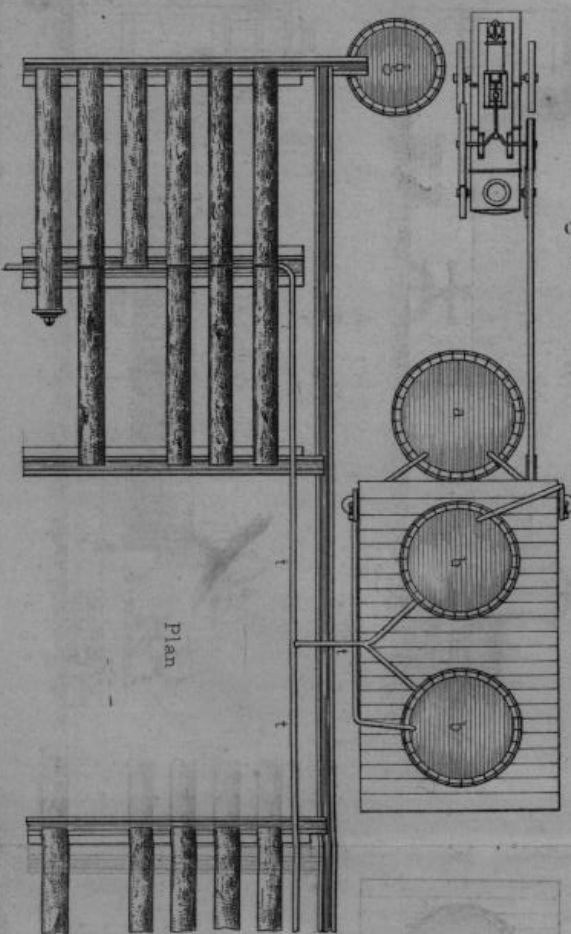


Fig. 214 — Procédé Boucherie



Plan

Procédé Breant

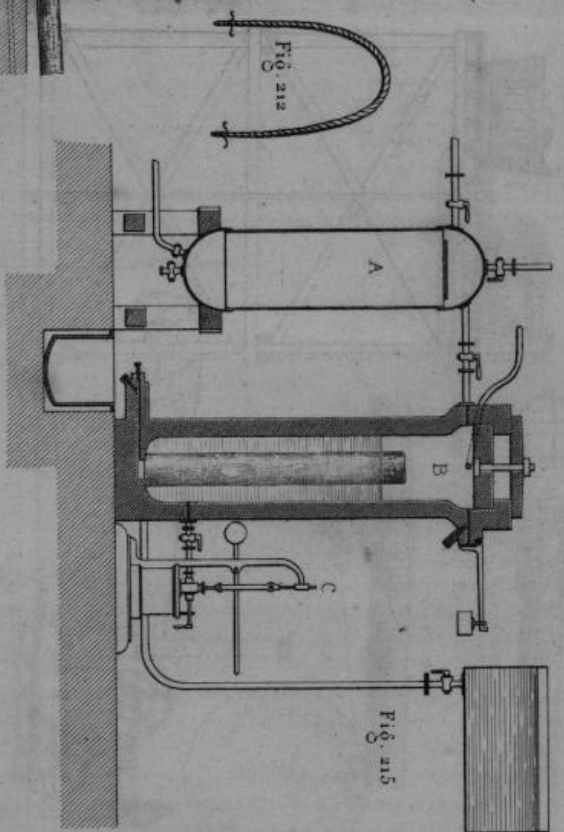
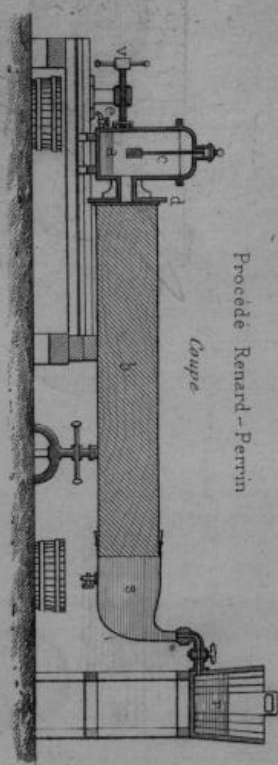


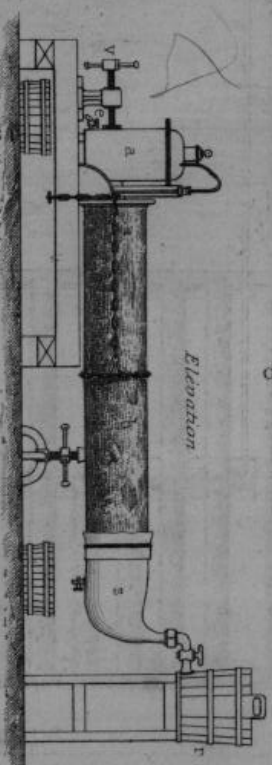
Fig. 215

Procédé Renard-Perrin



Coupe

Fig. 216



Elevation





Fig. 221 — Carbonisation-Appareil Hugon.

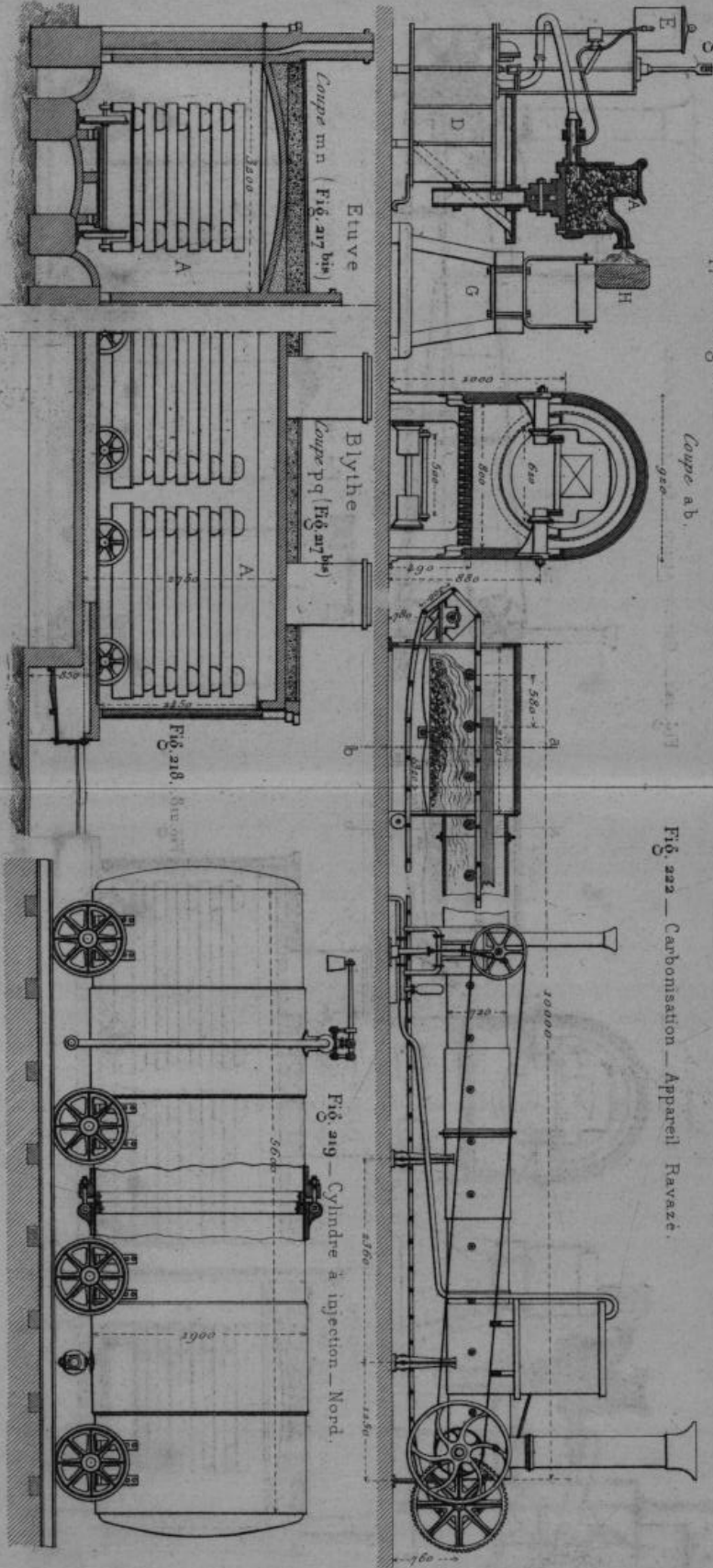


FIG. 222 — Carbonisation — Appareil Ravazé.

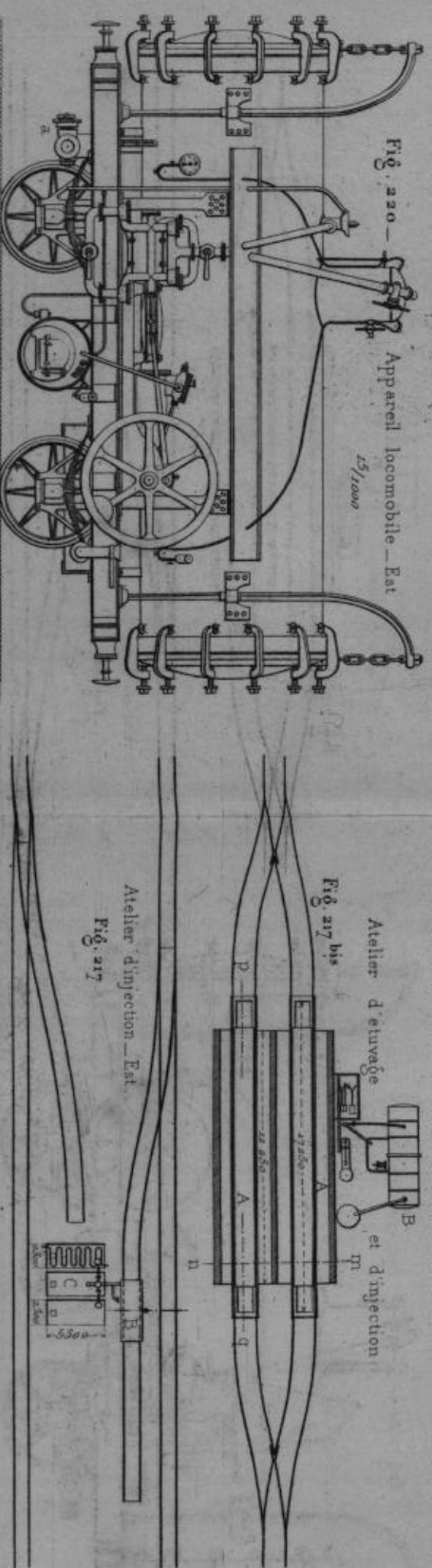


Fig. 220—Apparel locomobile—Est  
15/12000

Atelier d'élevage et d'injection

Fig. 217 bis

Fig. 219 — Cylindre à injection — Nord.





Branchements.

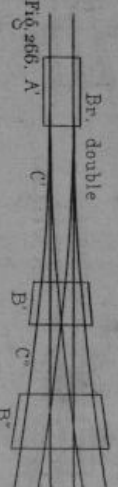
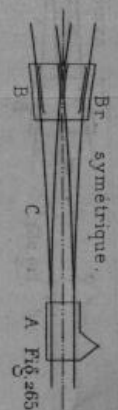
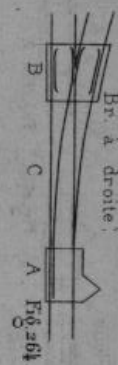
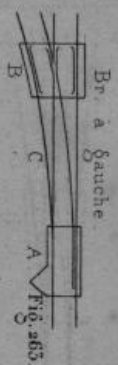
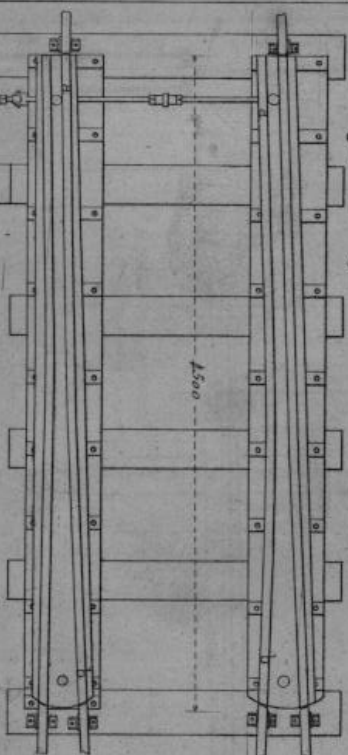


Fig. 268 — Communication de Voies.



Fig. 270 — Changement à doubles rails mobiles.



Changement à aiguilles fixes et contre-rails.

Fig. 271

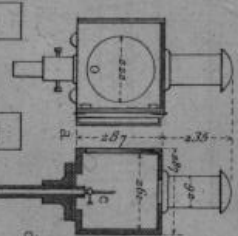
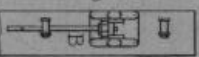
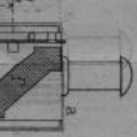


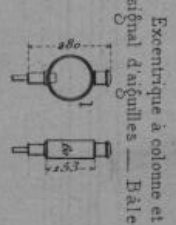
Fig. 272



Levier et signal d'aiguilles. Est Positif.



Fig. 271 bis



Excentrique à colonne et signal d'aiguilles — Bâle.

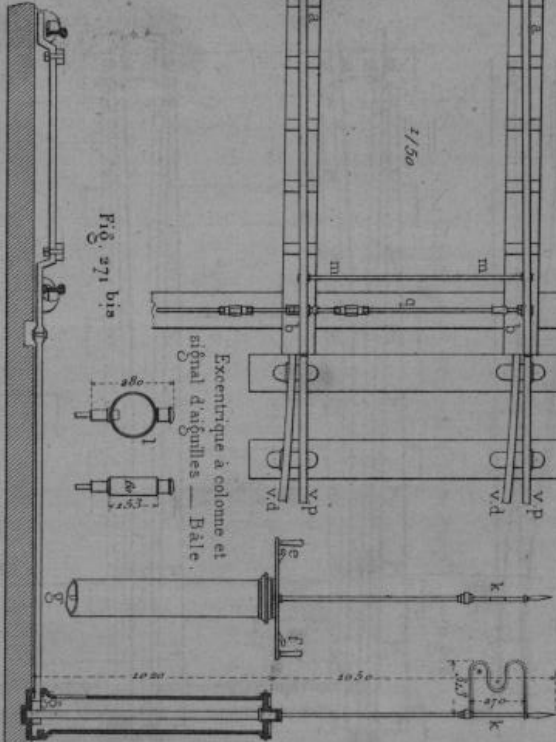
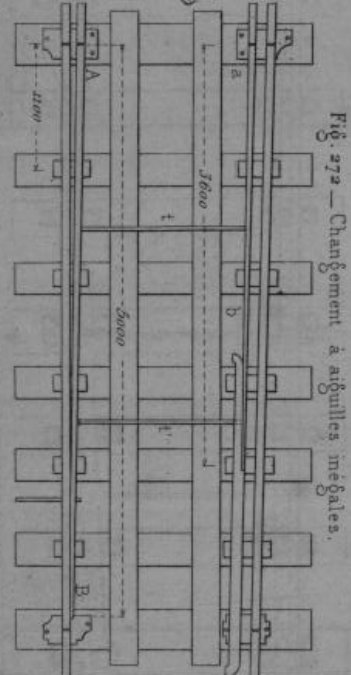
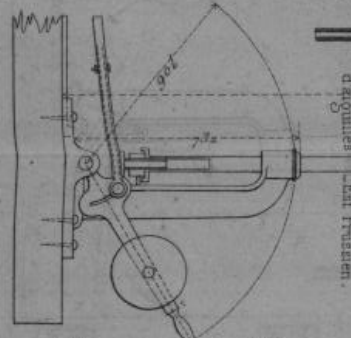
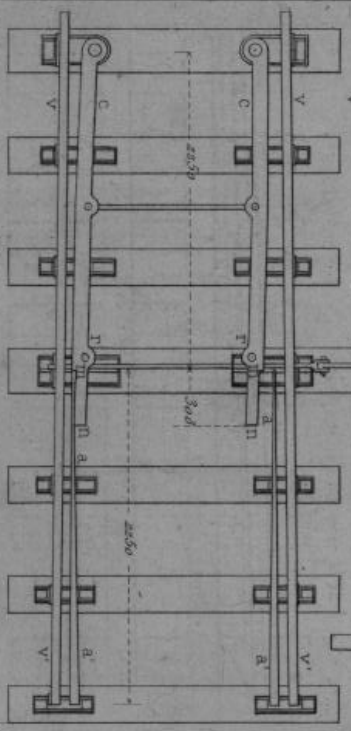


Fig. 272 — Changement à aiguilles inégales.



BRANCHEMENTS — CHANGEMENTS — SIGNAUX D'AIGUILLES.





Fig. 282 bis

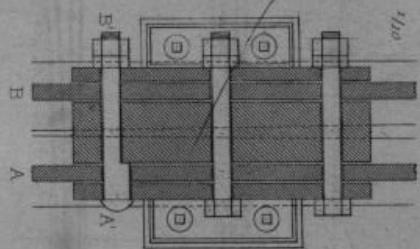


Fig. 275

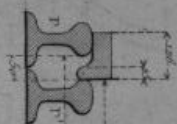


Fig. 283. Est français

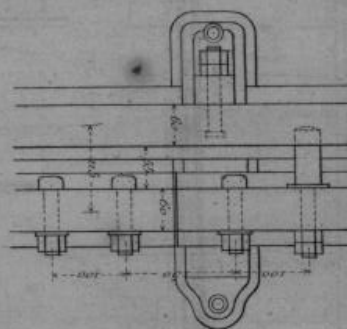


Fig. 316 bis

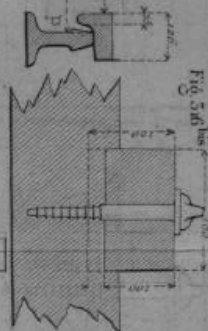


Fig. 316

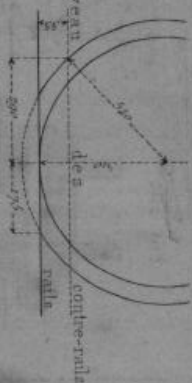
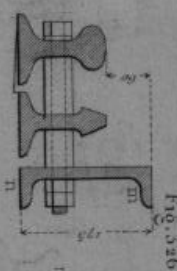


Fig. 314

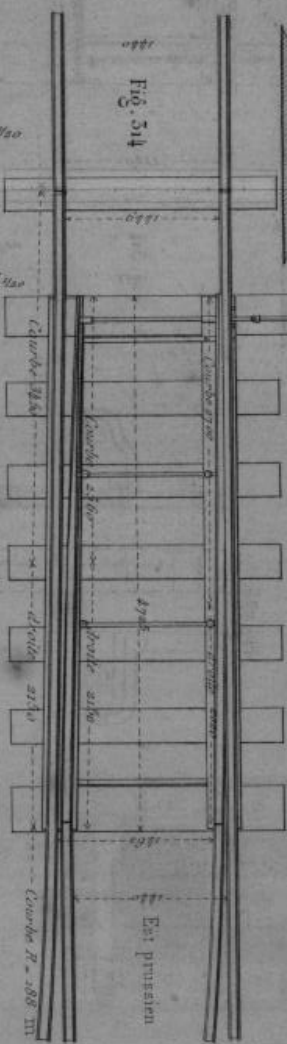


Fig. 317. Chemin Rhénan

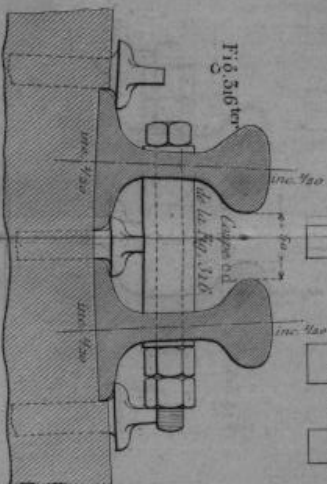


Fig. 316 ter

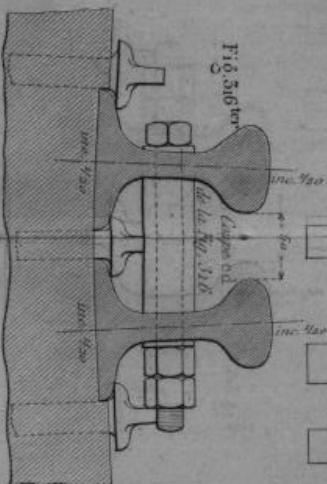


Fig. 315. Est français

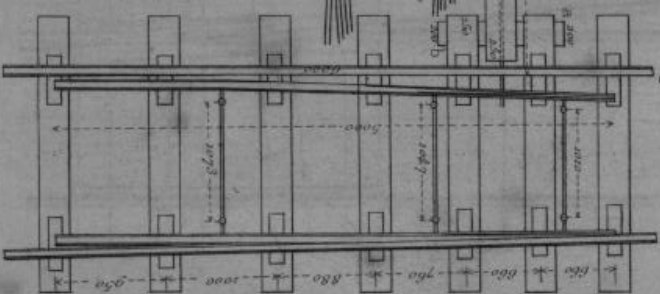


Fig. 325

Est français

traverse

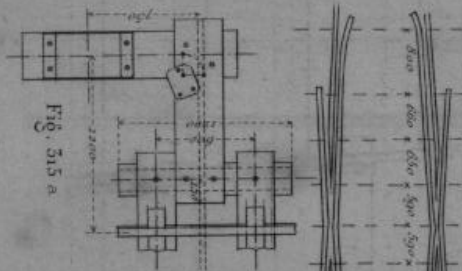


Fig. 315 a

CHANGEMENTS ET CROISEMENTS.

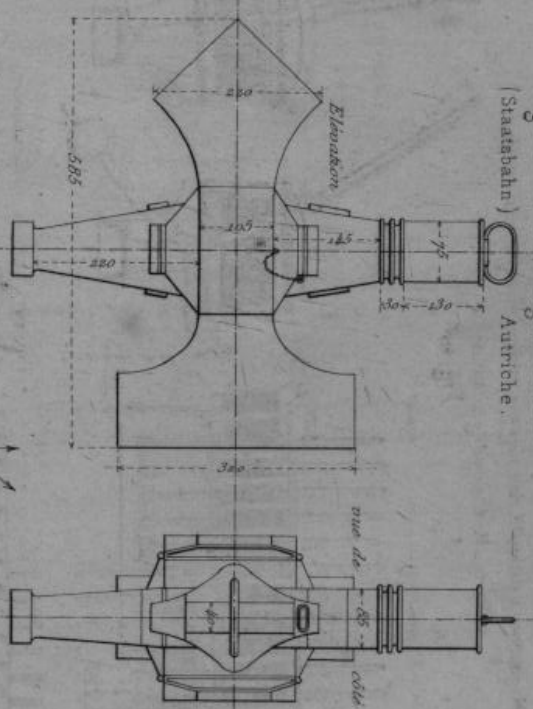
L. Graffart sc.

Imp. Ch. Chardon aîné. Paris.





Fig. 303 — Nouveau Signal Bender.  
(Staatsbahn) Autriche.



Manœuvre à distance des signaux et des changements de Voie  
Paris-Méditerranée — Station de Moret.

Fig. 296

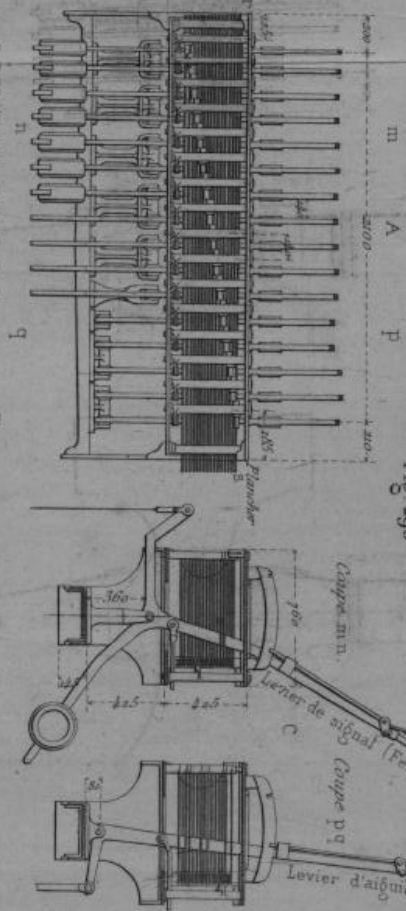


Fig. 297 — Leviers compensateurs.

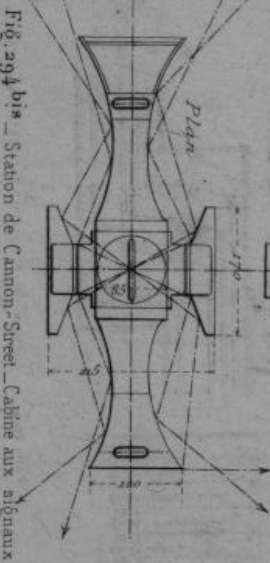
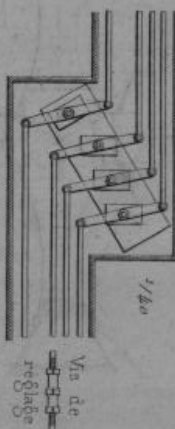


Fig. 294 bis — Station de Cannon-Street. Cabine aux signaux.

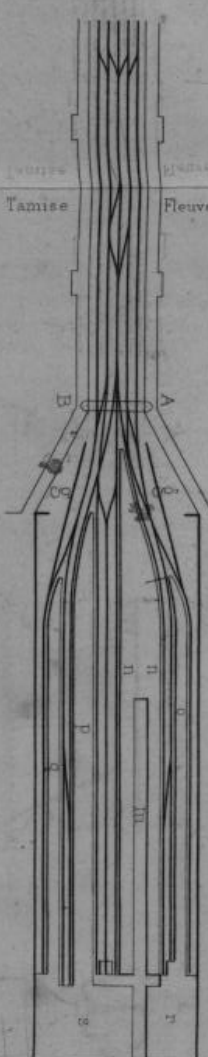
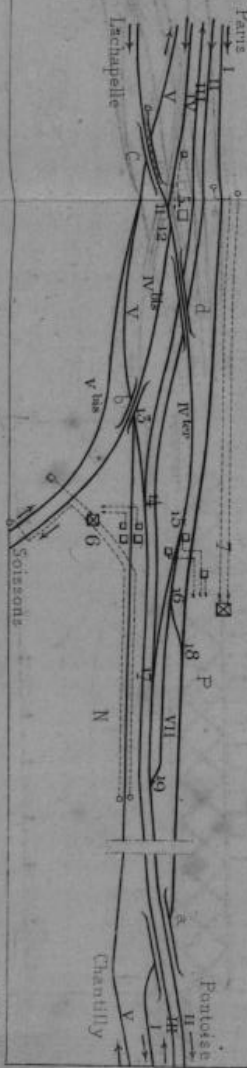


Fig. 294 — Station de Cannon-Street — Londres.

Fig. 295 — Chemin de fer du Nord — Voies aux abords de Paris



SIGNAUX.





Fig. 457 — Elargissement de l'entrevoie



Fig. 452 — Garage direct sur voie unique

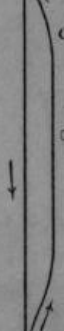


Fig. 458 — Garage à rebroussement.

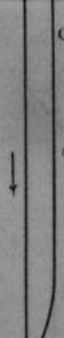


Fig. 459 — Garages directs — ligne à 2 voies.



Fig. 460 — Garage unique à rebroussement — lignes à 2 voies.

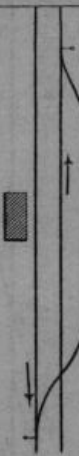


Fig. 329 — Branchement — Traversée

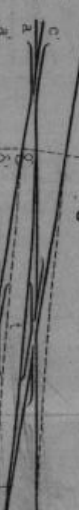


Fig. 327 — Voies reliées par changements ordinaires

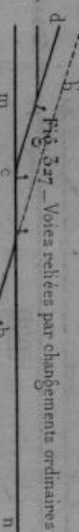


Fig. 328 — Voies reliées par branchements — Traversées.



Fig. 326 bis — Traversées de voies.

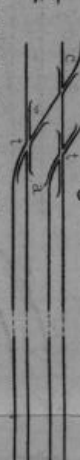


Fig. 461 — Poteaux d'arret.



Fig. 462 — Batterie droite.



Fig. 463 — Batterie oblique.

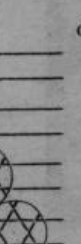


Fig. 464 — Batterie double.

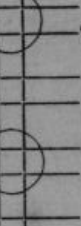


Fig. 465 — Voies en terminus.



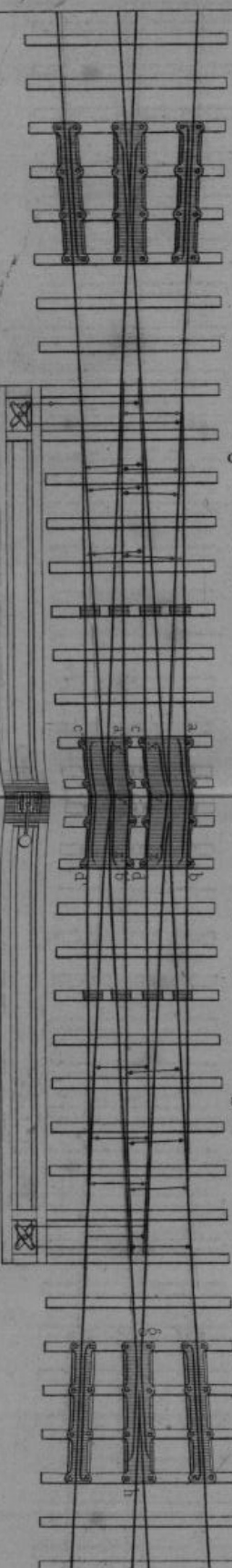
Fig. 466 — Eventail



Fig. 350 — Communication de voies croissantes

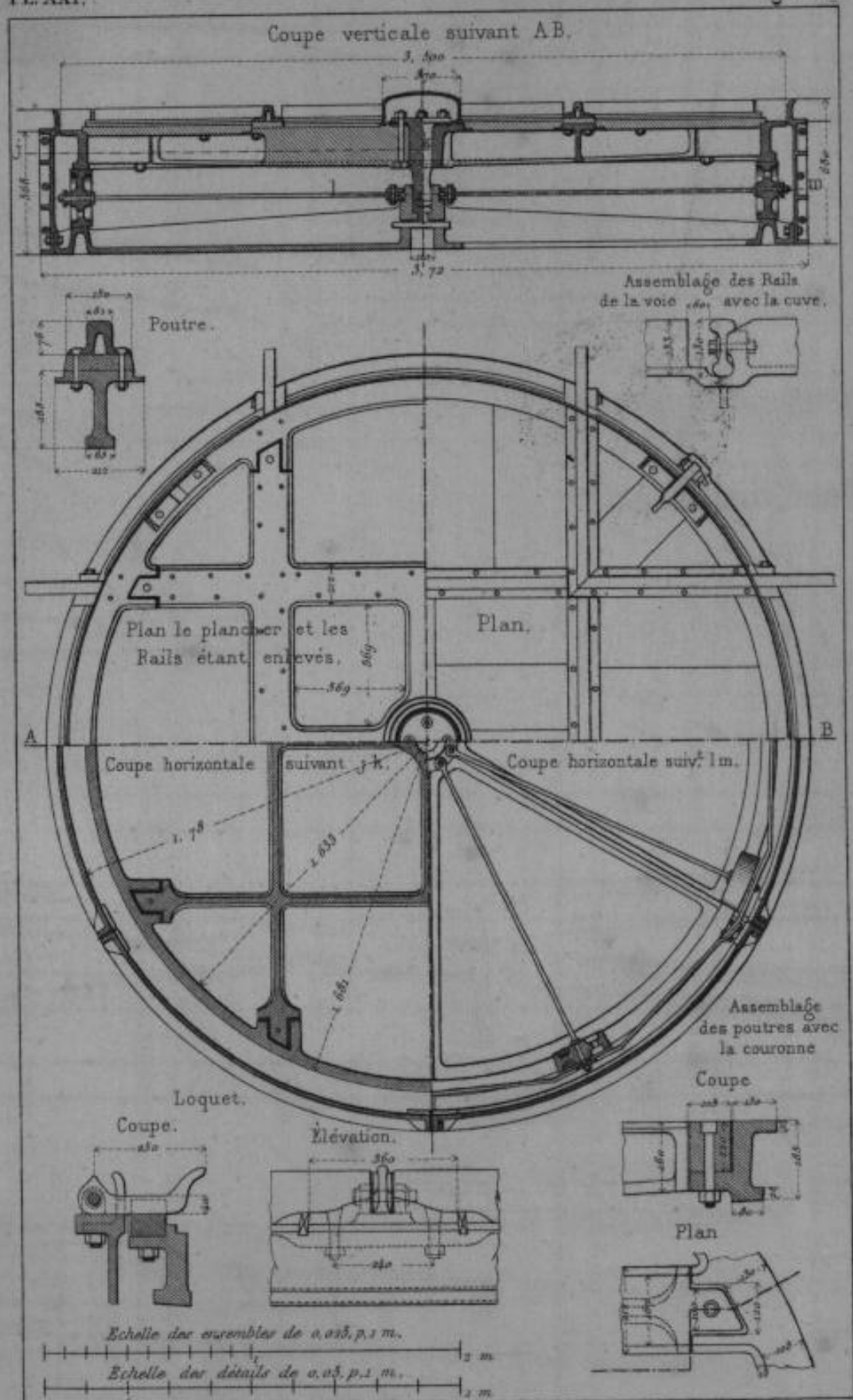


Fig. 351 — Construction de Branchement — Traversée — Rayon moyen 186 m. tang. 1:10.



INSTALLATION DES APPAREILS DE LA VOIE.

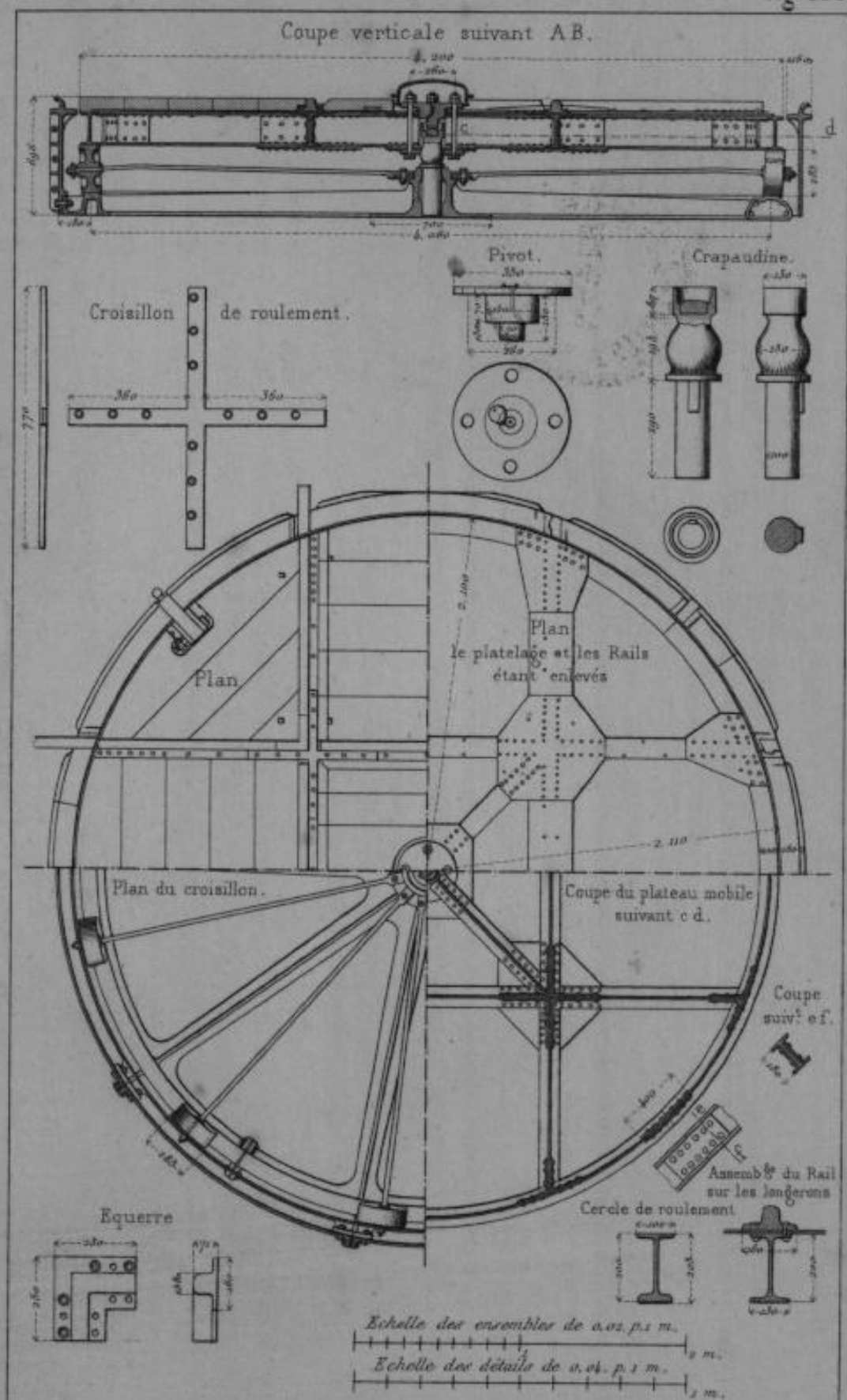




Lemaître Graveur de l'Empereur sc.

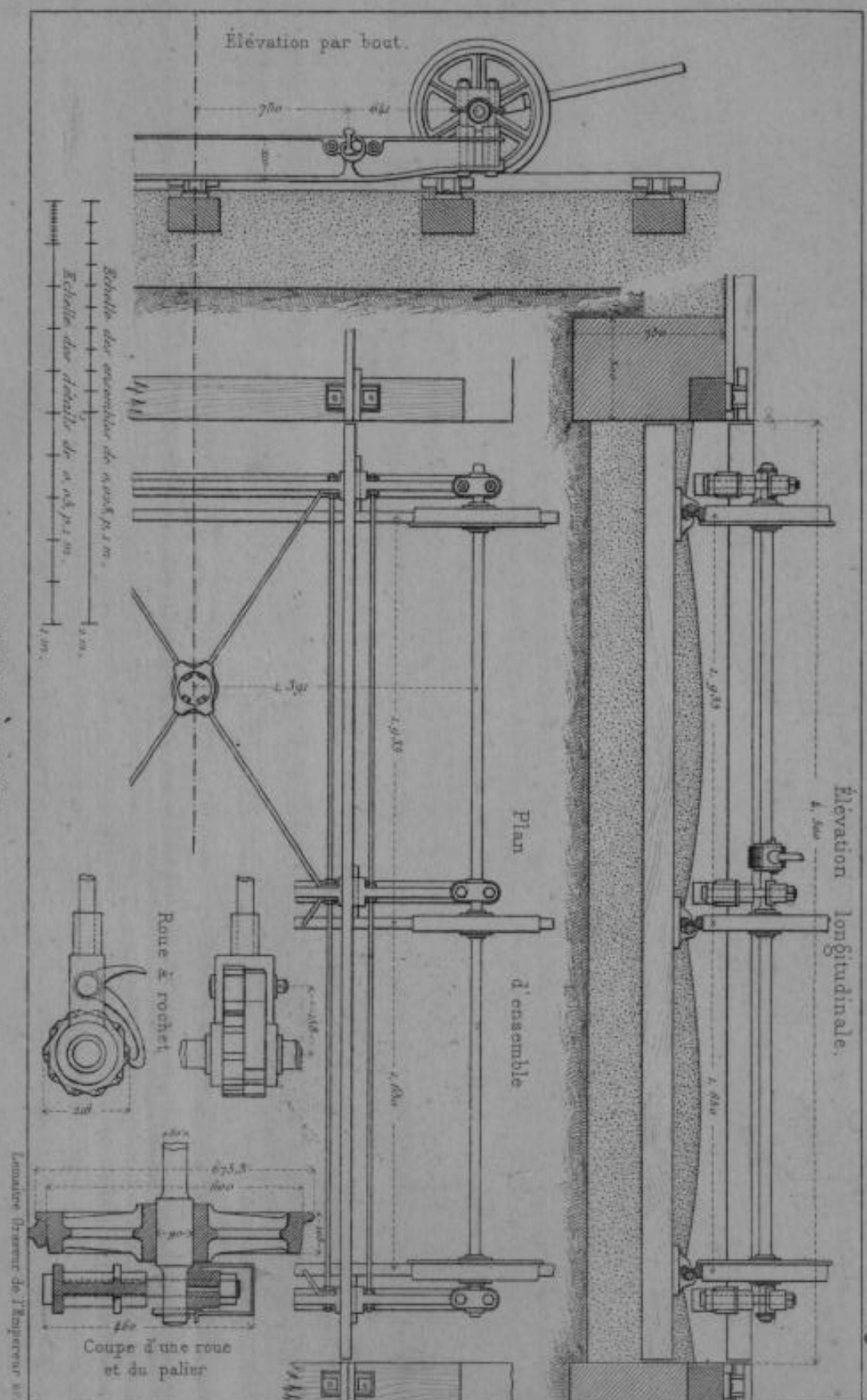
PLAQUE TOURNANTE EN FONTE DE 3<sup>m</sup> 50. (EST.)





**PLAQUE TOURNANTE DE 4<sup>m</sup> 20. (MIDI.)**  
**PLATEAU MOBILE EN FER ET EN TÔLE**

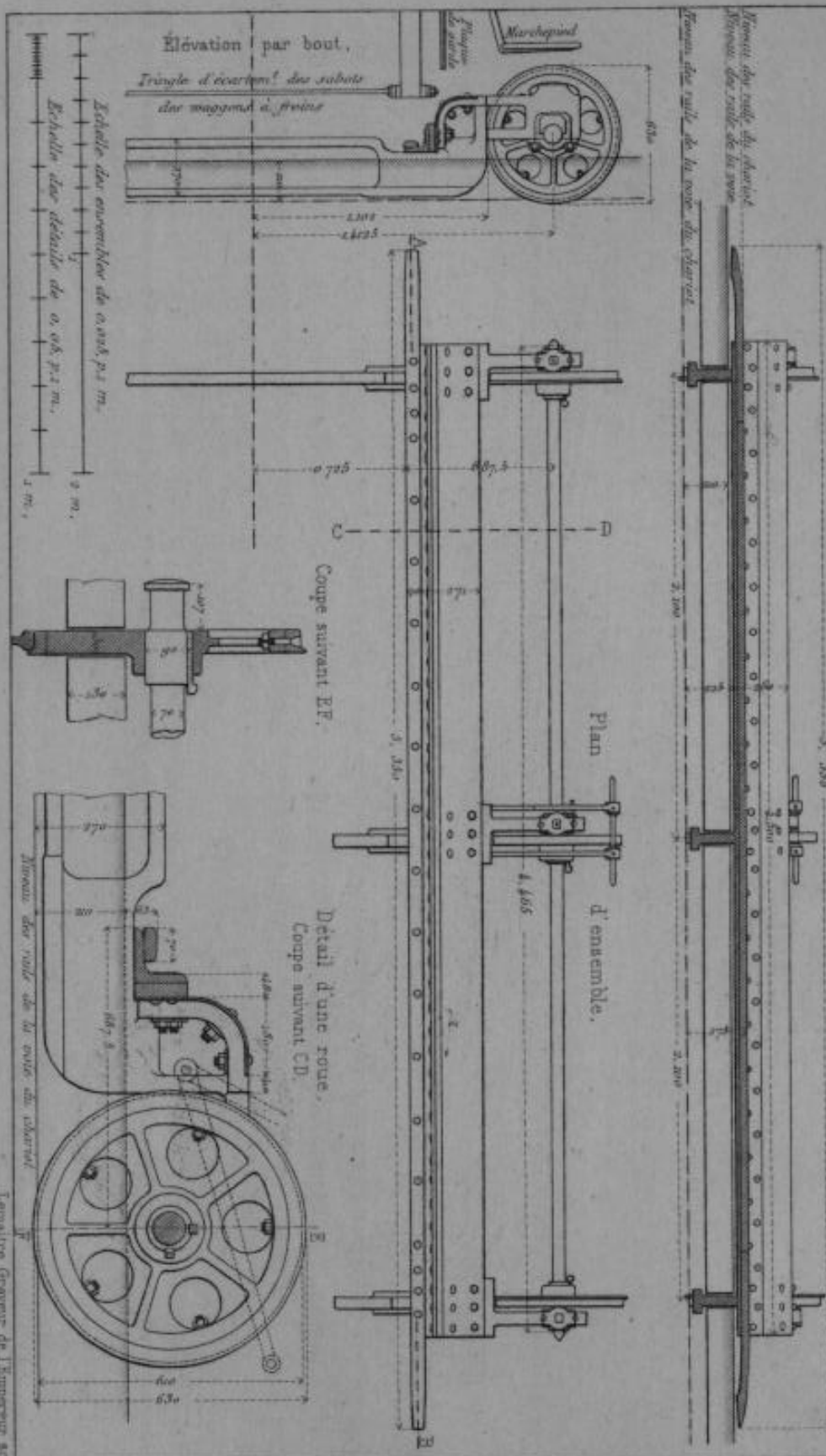




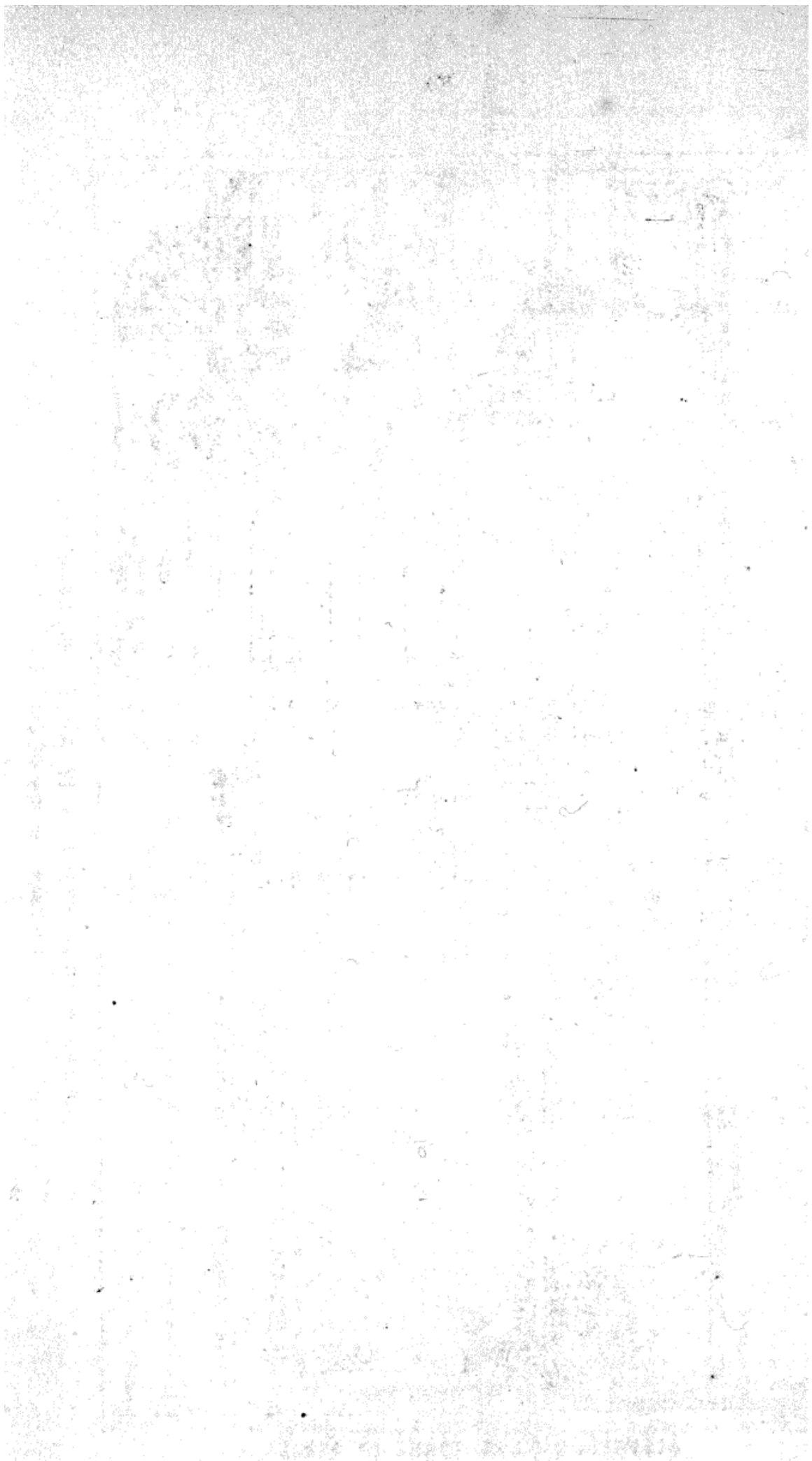
CHARIOT À FOSSE.  
( EST )

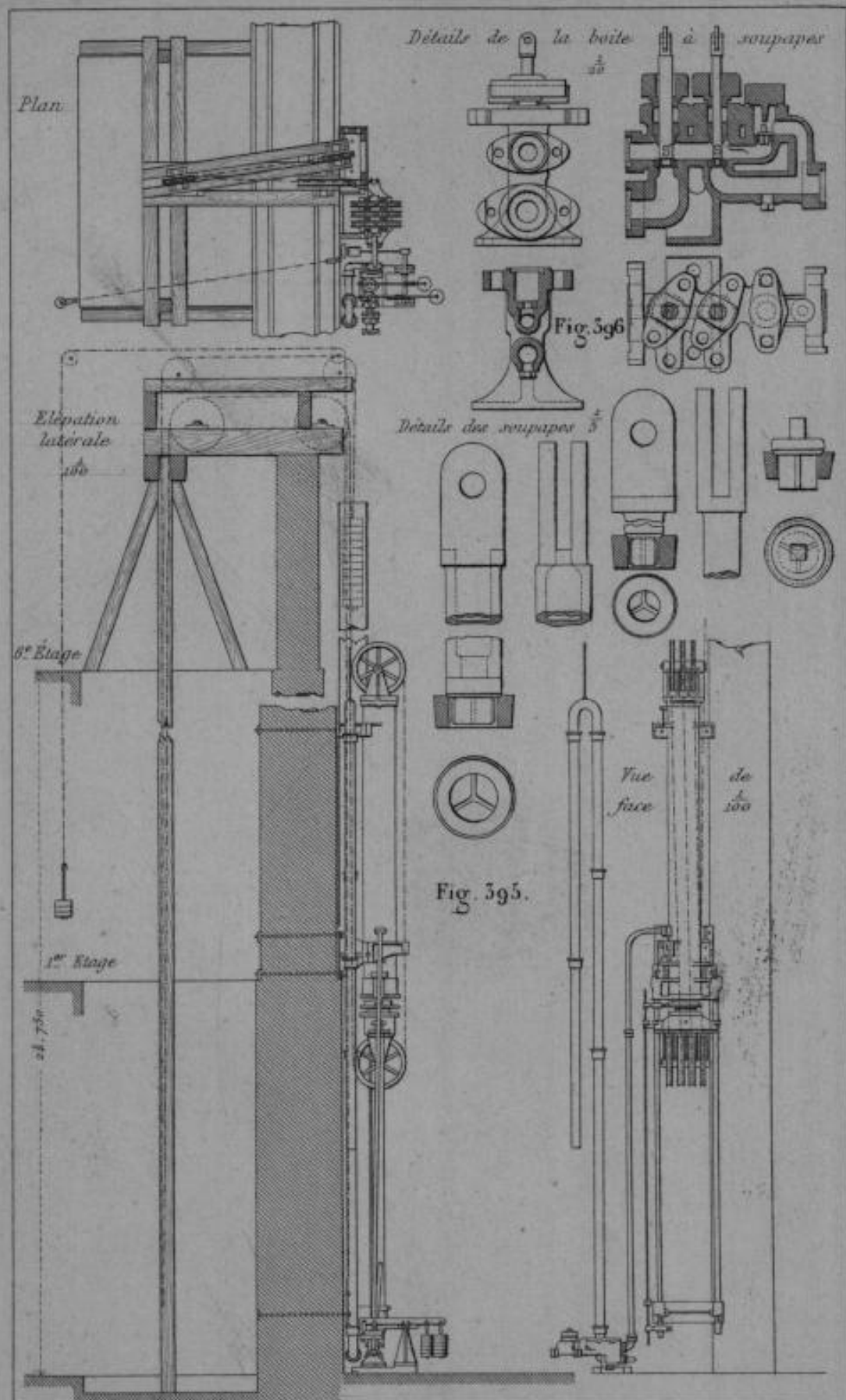


Coupe longitudinale suivant A.B.



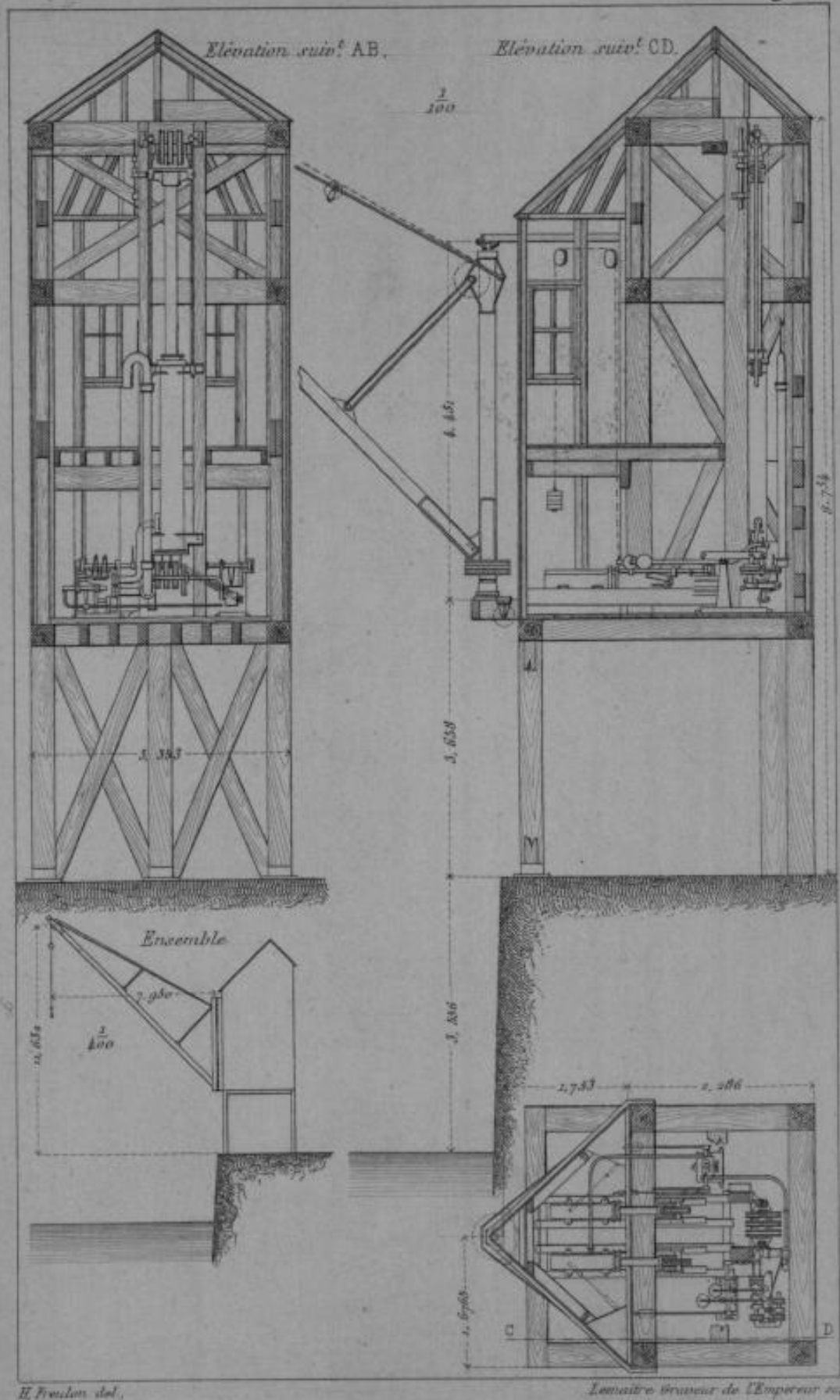
CHARIOT SANS FOSSE AVEC ROUES EXTERIEURES.  
(CHEMINS DE FER DE L'OUEST)





ÉLÉVATEUR D'UNE TONNE ET DEMIE





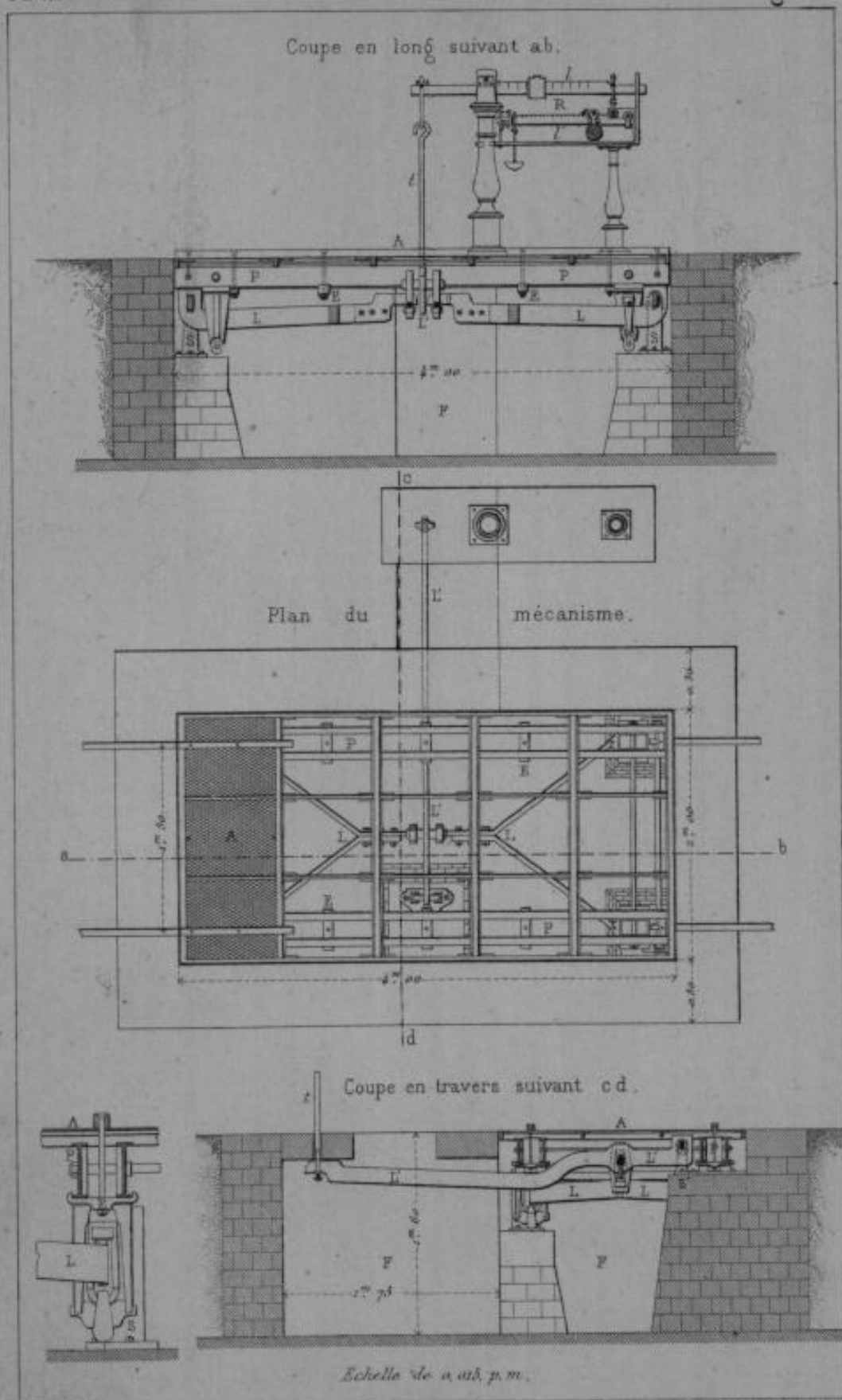
H. Foulon del.

Lemaître constructeur de l'Empereur et.

GRUE DE QUAI D'UNE TONNE

Noblet et Baudry Editeurs.





H. Pivon del.

Lemaître Graveur de l'Empereur sc.

PONT — BASCULE ORDINAIRE  
À TABLIER MÉTALLIQUE.

Noblet et Baudry, Éditeurs.





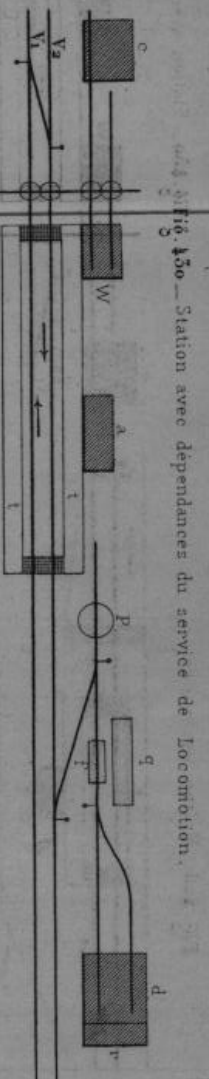
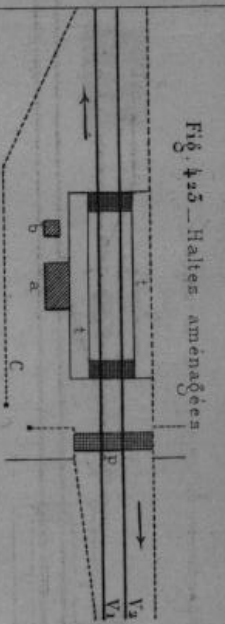


Fig. 424 - Stations secondaires — ligne à 2 voies

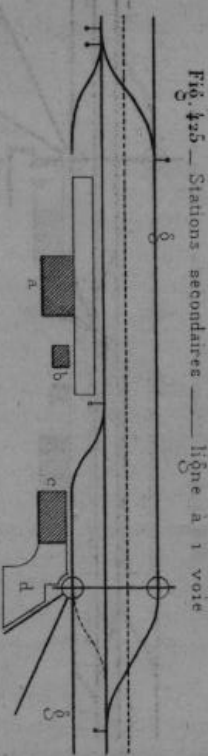
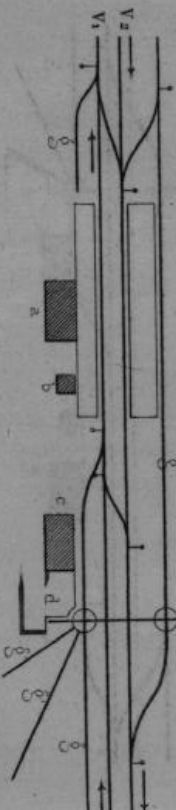


Fig. 426 - Stations des lignes secondaires — Paris Méditerranée

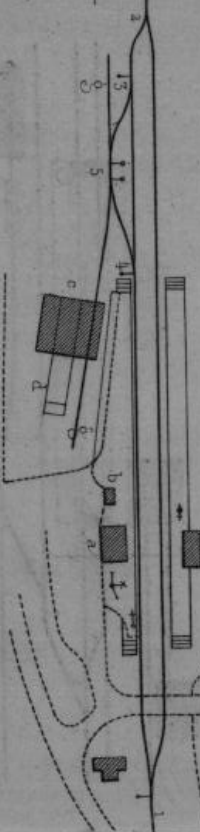


Fig. 427 - Stations de Mamez à St Calais.

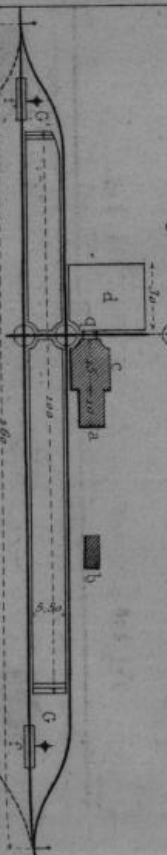


Fig. 453 - Traité des voies des Stations de lignes à 1 voie — Méditerranée

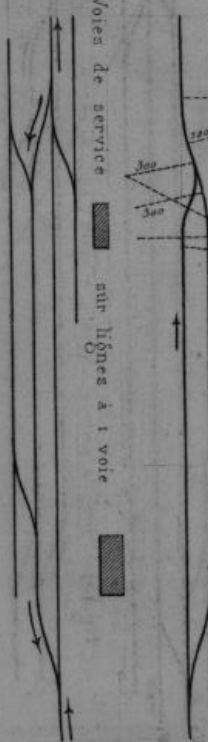


Fig. 456 - Voies de service — sur lignes à 1 voie

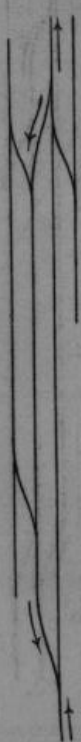


Fig. 451 - Station avec dépendances du service de locomotion

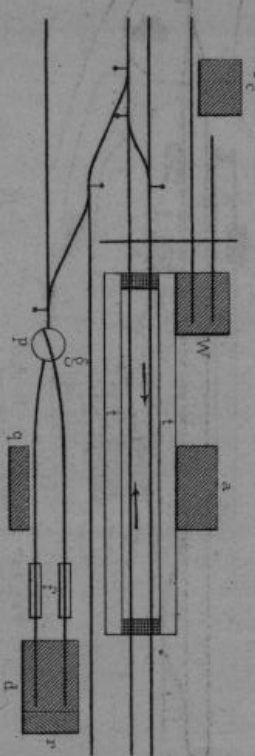


Fig. 428 - Alimentation des Machines — Fig. 429.

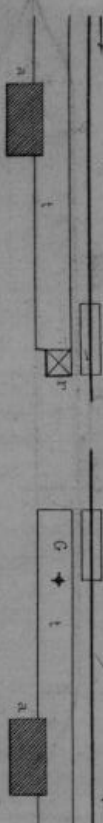


Fig. 455 - Voies de service — lignes à 2 voies — Allemagne

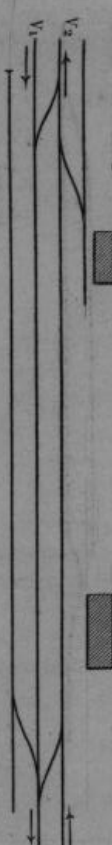
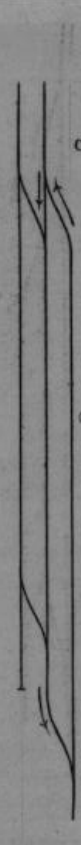


Fig. 454 - Voies de service — ligne à 1 voie — Sud-Autriche



STATIONS.

L. Ouquertse



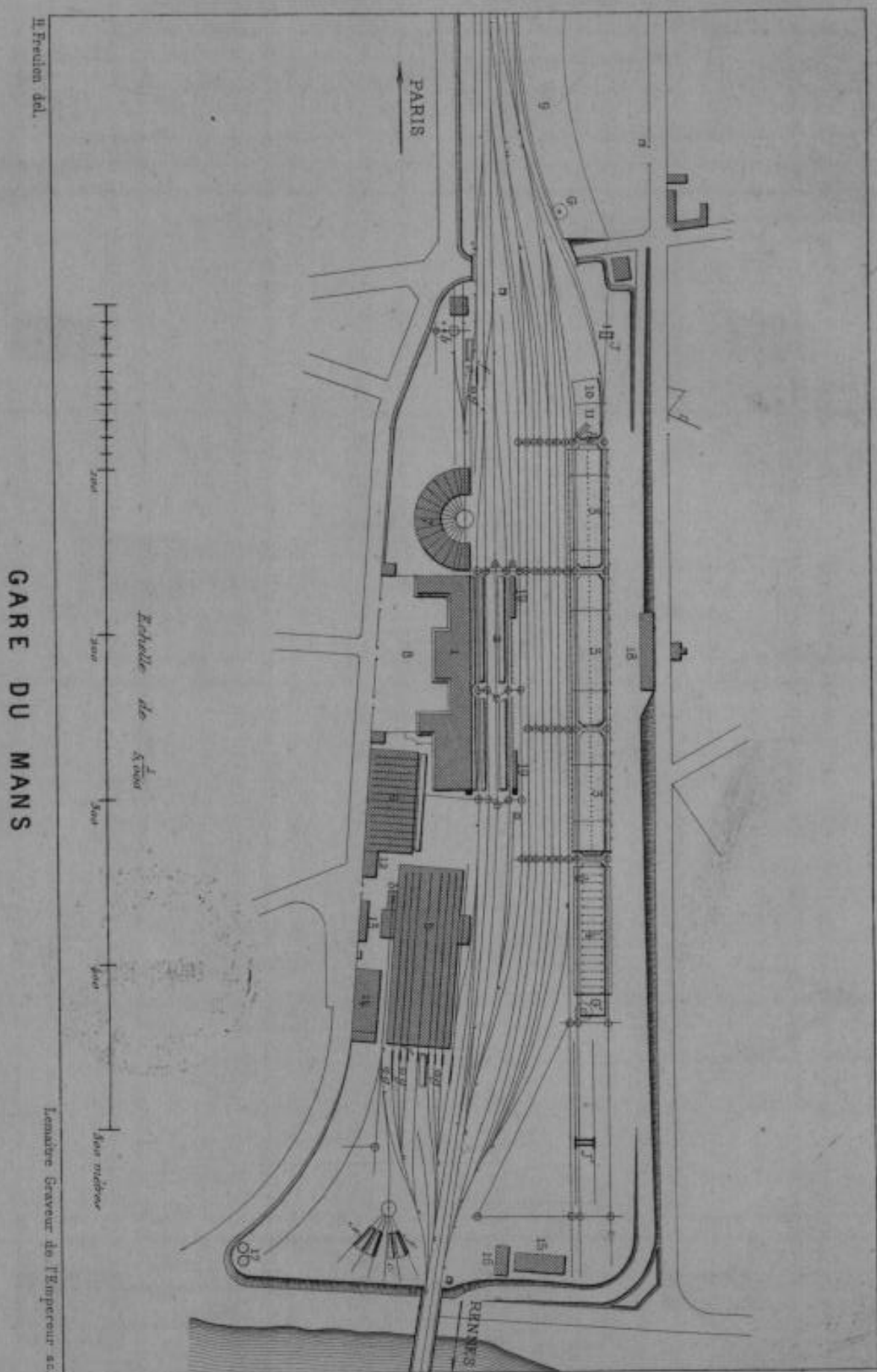






Fig. 136 — Grande Station à rebroussement — Paris — Strasbourg — Munich.

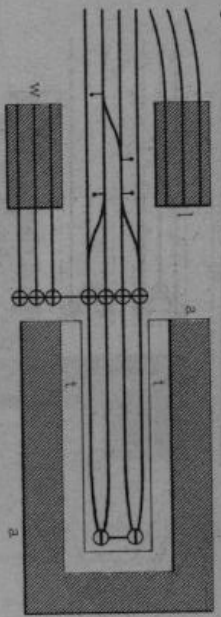


Fig. 134

Station de bifurcation en fleche.

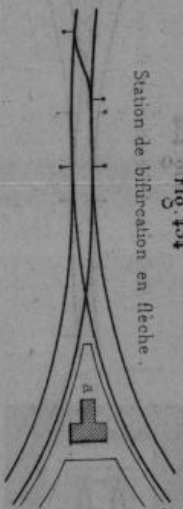


Fig. 141 — Grande Station mixte — Cologne.

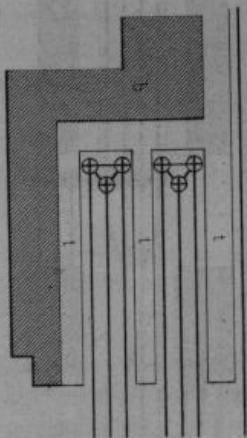


Fig. 142 — Station de marchandises — ancienne disposition.

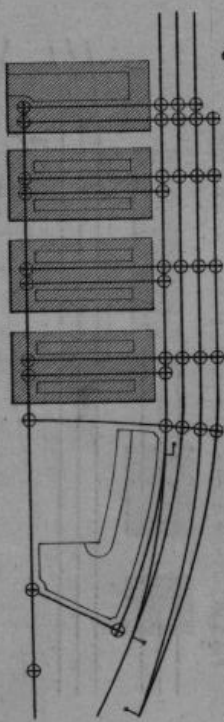


Fig. 133

Changement de marche des locomotives.

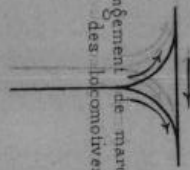


Fig. 138 — Grande Station à circulation continue — Paris — Lyon.

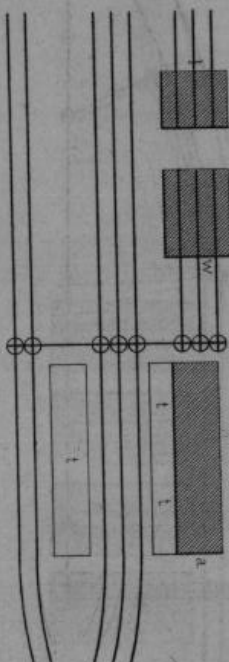


Fig. 143 — Station de marchandises — Nouvelle disposition.

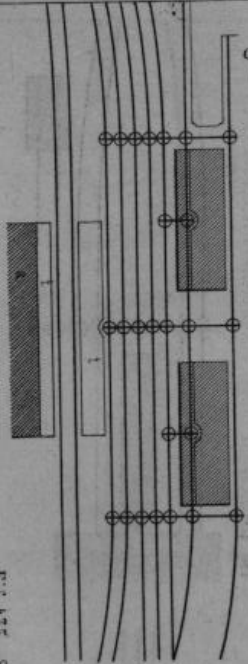


Fig. 140 — Station mixte — Bâle.

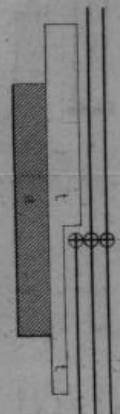


Fig. 137 — Grande Station à rebroussement — Stuttgart.

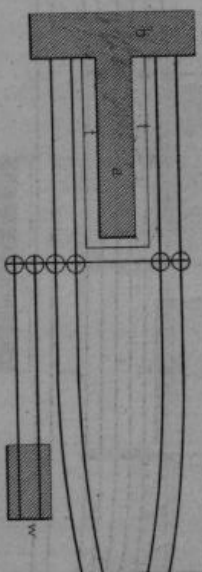
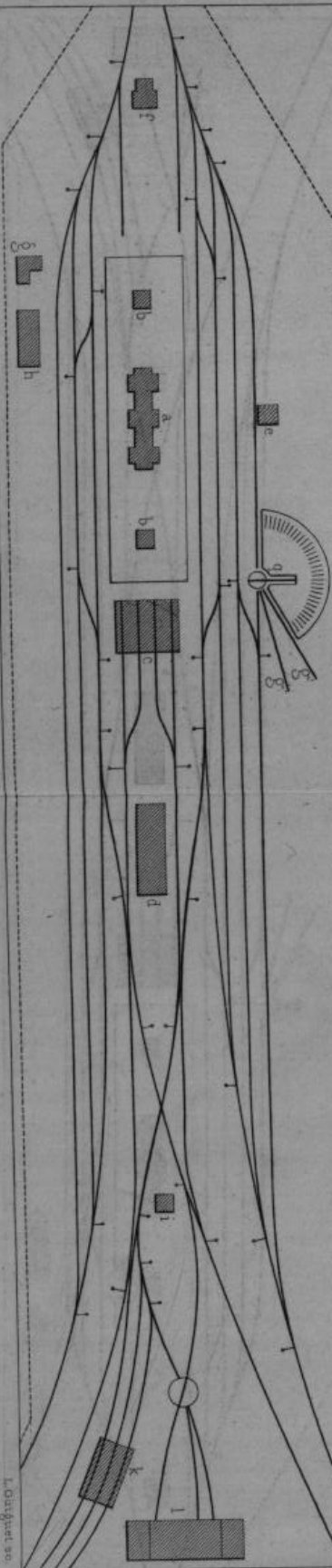


Fig. 135 — Station de Bifurcation de Nordstemmen — Hanovre.



STATIONS.

Impr. Ch. Champion aîné, Paris.

L. Ollivier 36.





Fig. 444 — Station de Nevers  
Paris — Méditerranée

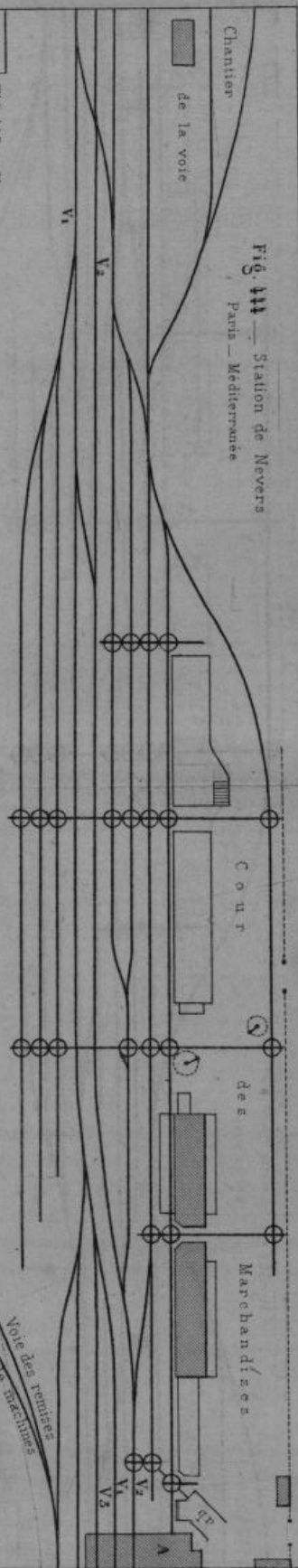


Fig. 445 — Hanovre

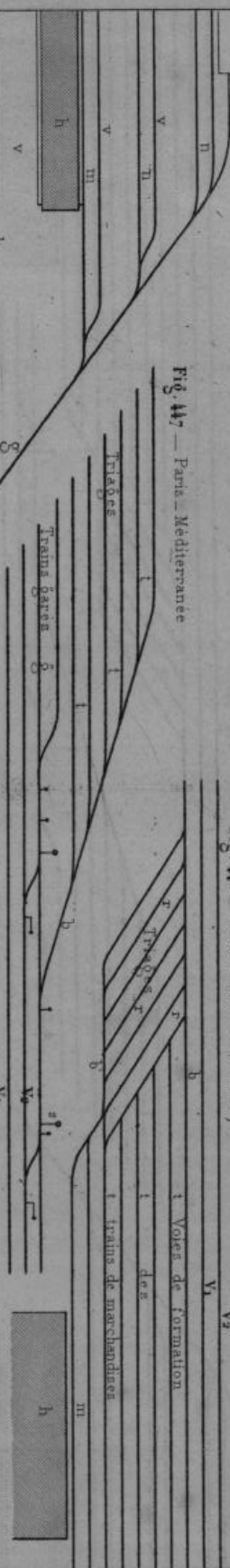


Fig. 447 — Paris — Méditerranée

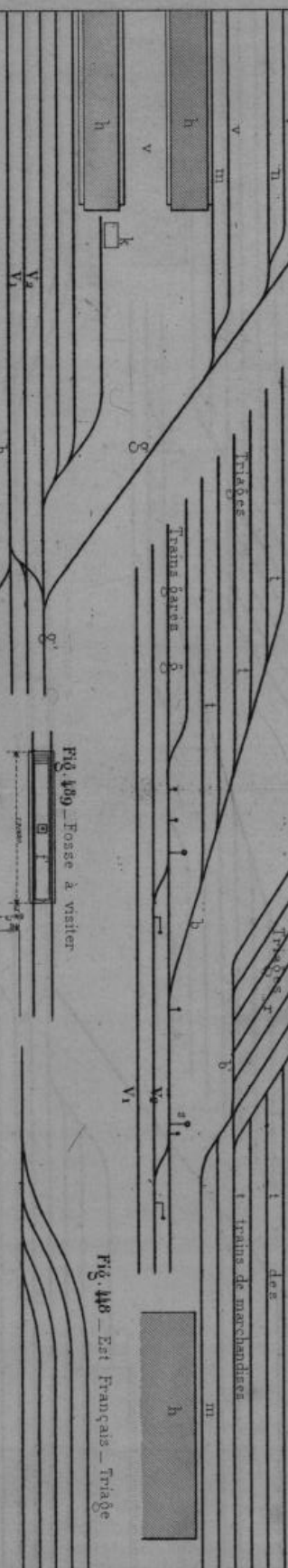


Fig. 446 — Basse Silésie — (Berlin)

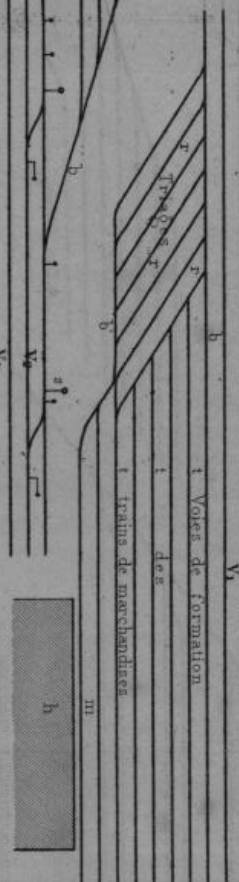


Fig. 449 — Fosse à visiter

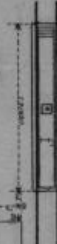


Fig. 500

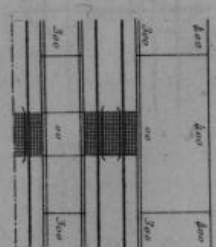
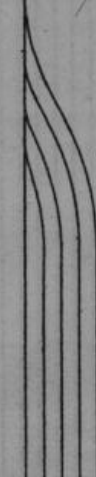


Fig. 448 — Est Français — Triage



Bifurcations

Fig. 449

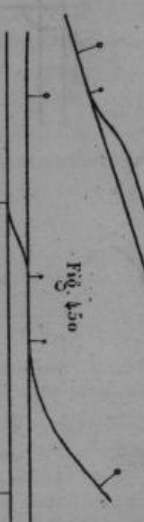


Fig. 450

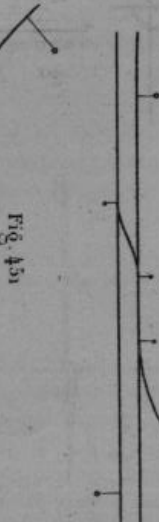


Fig. 451



Fig. 498

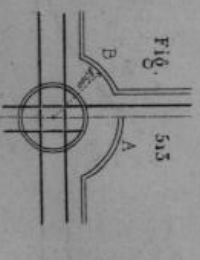


Fig. 499

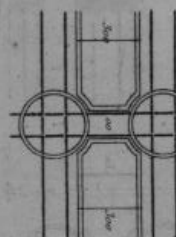


Fig. 506

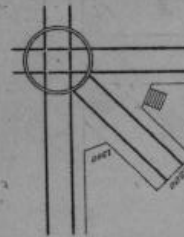


Fig. 505

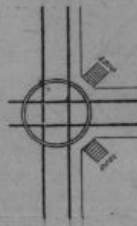


Fig. 503

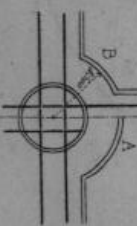
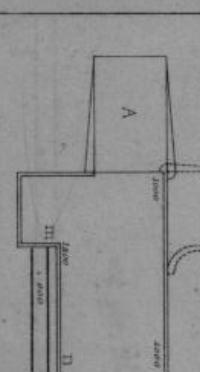
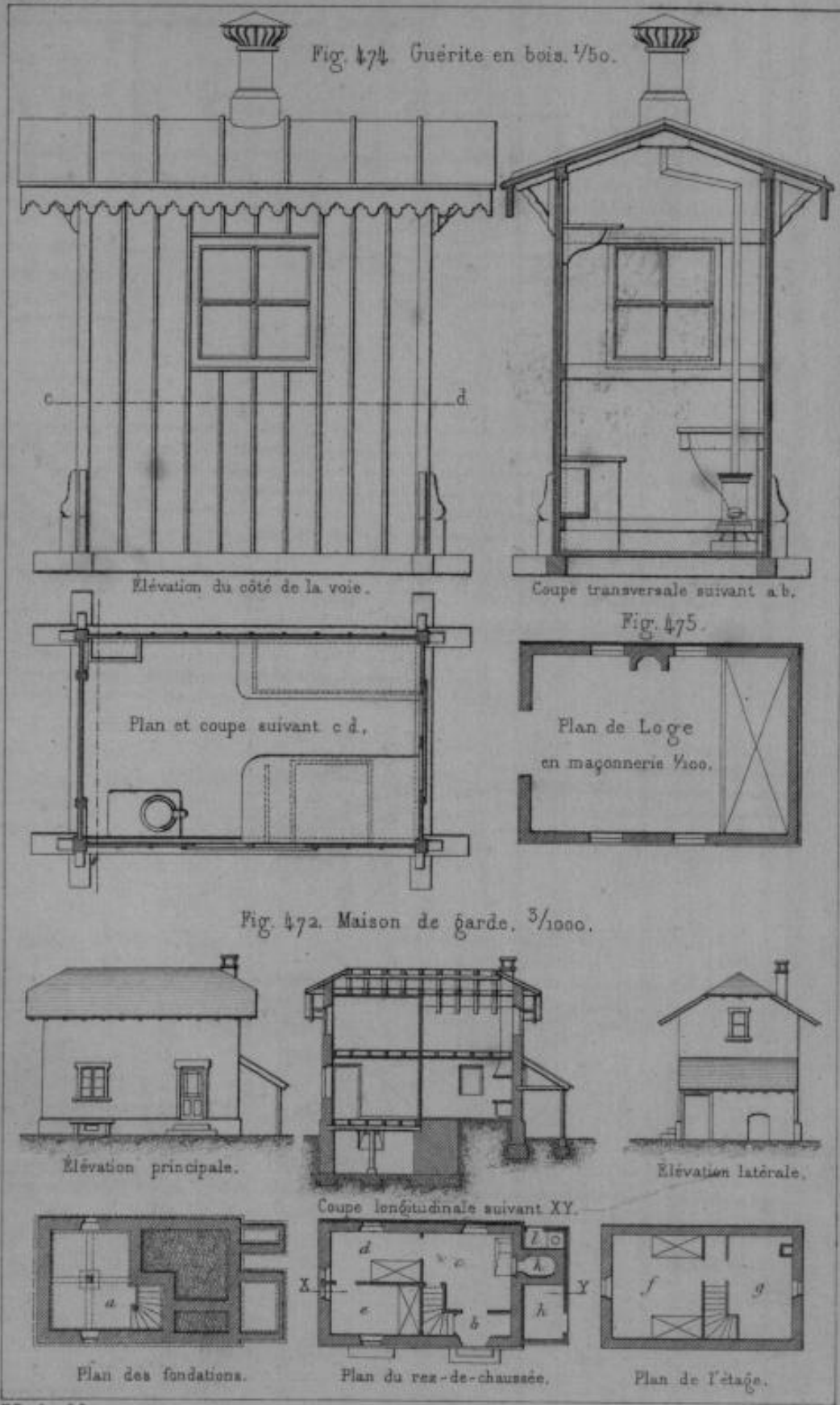


Fig. 504



STATIONS DE MARCHANDISES — TRIAGES — BIFURCATIONS.





H. Froudon del.

Lemaître Graveur de l'Empereur sc.

# GUÉRITES ET MAISON DE GARDE

Noblet et Baudry Éditeurs.



Fig. 477. Halts.



Fig. 478. Stations secondaire.  
*Chemine suisse*

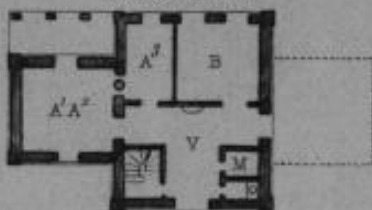


Fig 479. Station secondaire  
*Waxembourg*

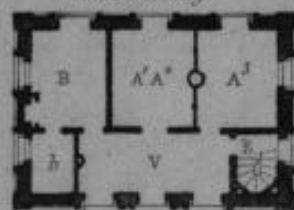


Fig. 481. Station de Soultz.

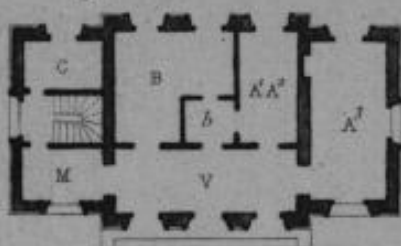


Fig. 480. Halte des chemins de Hanovre

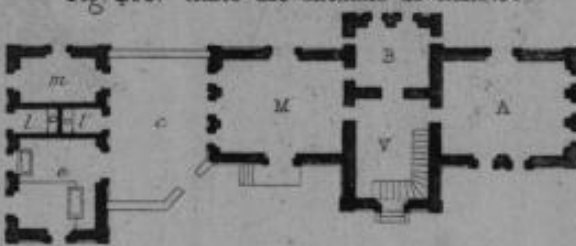


Fig. 48a. Station de bifurcation de Nordstemmen

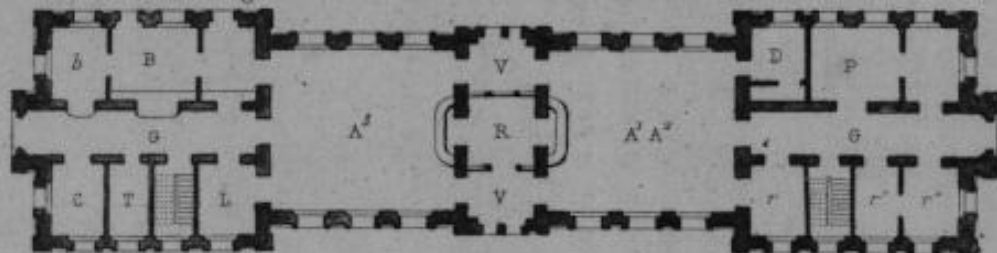


Fig. 483. Station de 1<sup>re</sup> classe (Chemins d'Ancone à Bologne)

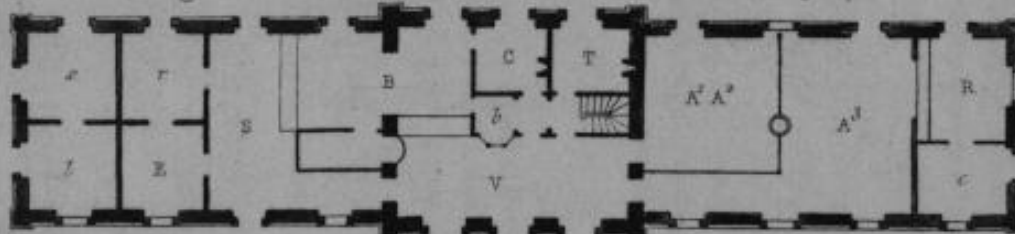


Fig 483 bis 1<sup>er</sup> étage



Fig. 471. Water-closets  
*de grande station.*

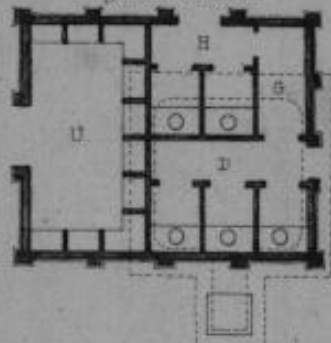
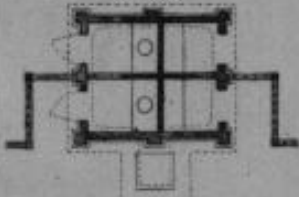


Fig. 470. Water-closet  
*de Indes*



<i>Echelle des Stations</i> . . . . .	500
---------------------------------------	-----

*Echelle des Water-closets.* . . . . .  $\frac{1}{200}$

H. Fruehner. *dead.*

*Lemaître, Grandeur de l'Empereur, etc.*

## BATIMENTS DE STATIONS

*Hôtels et Laundry Réserveurs.*



Fig. 508. Halle à marchandises de Wissembourg

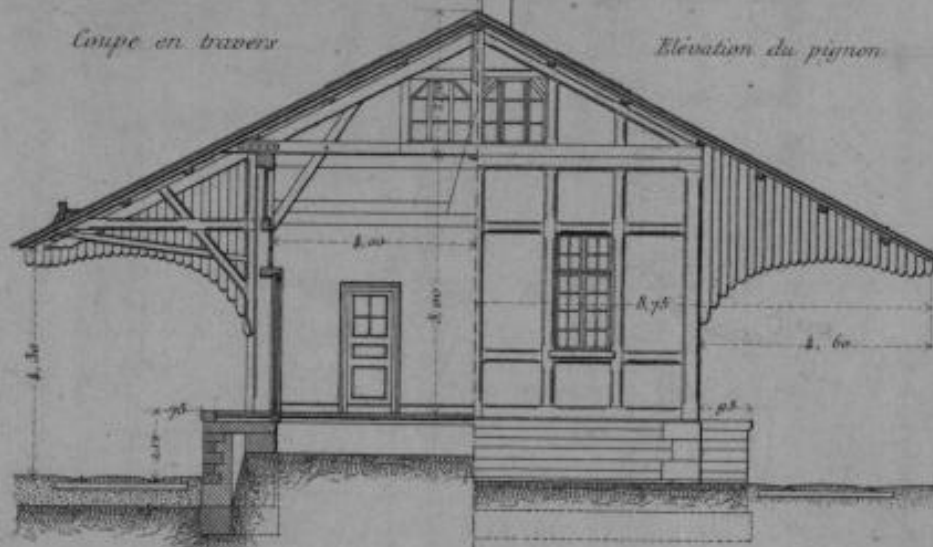
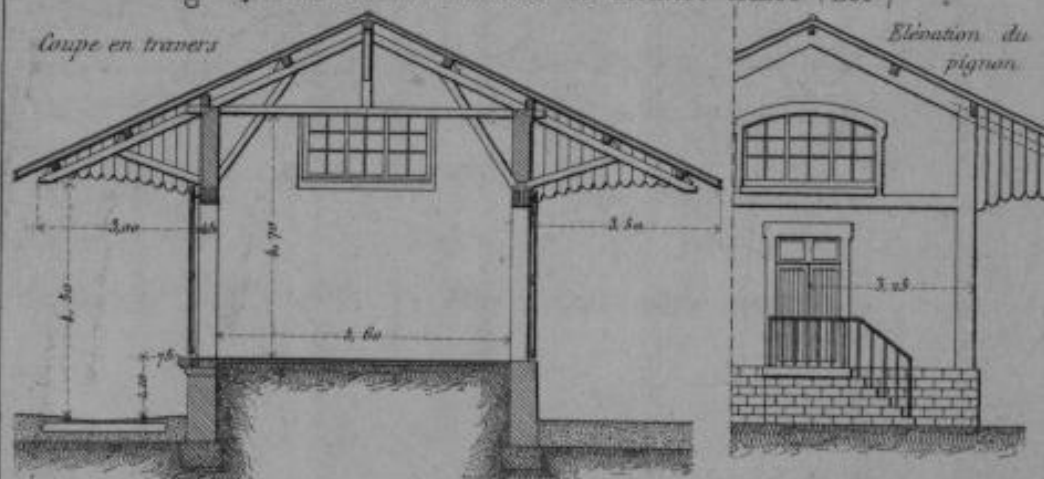
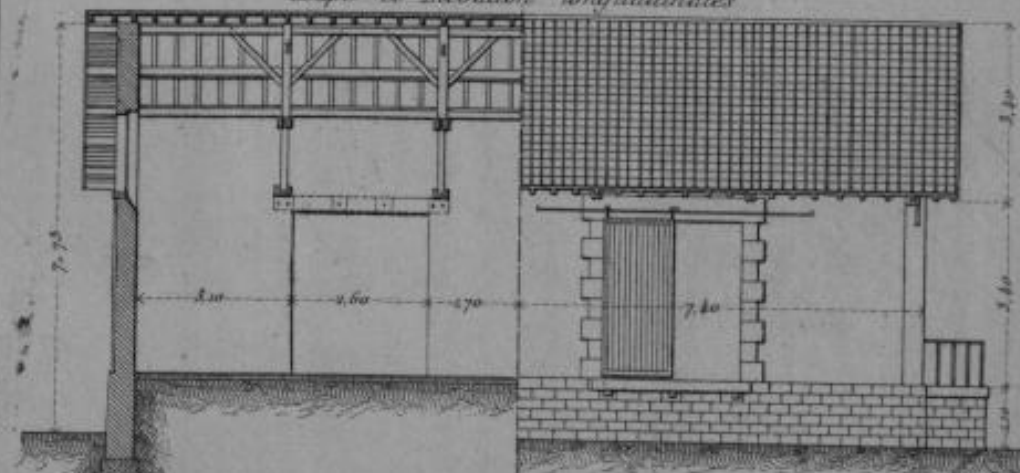


Fig. 507. Halle à marchandises de dernière classe (Est)



Coupe et Elevation longitudinales



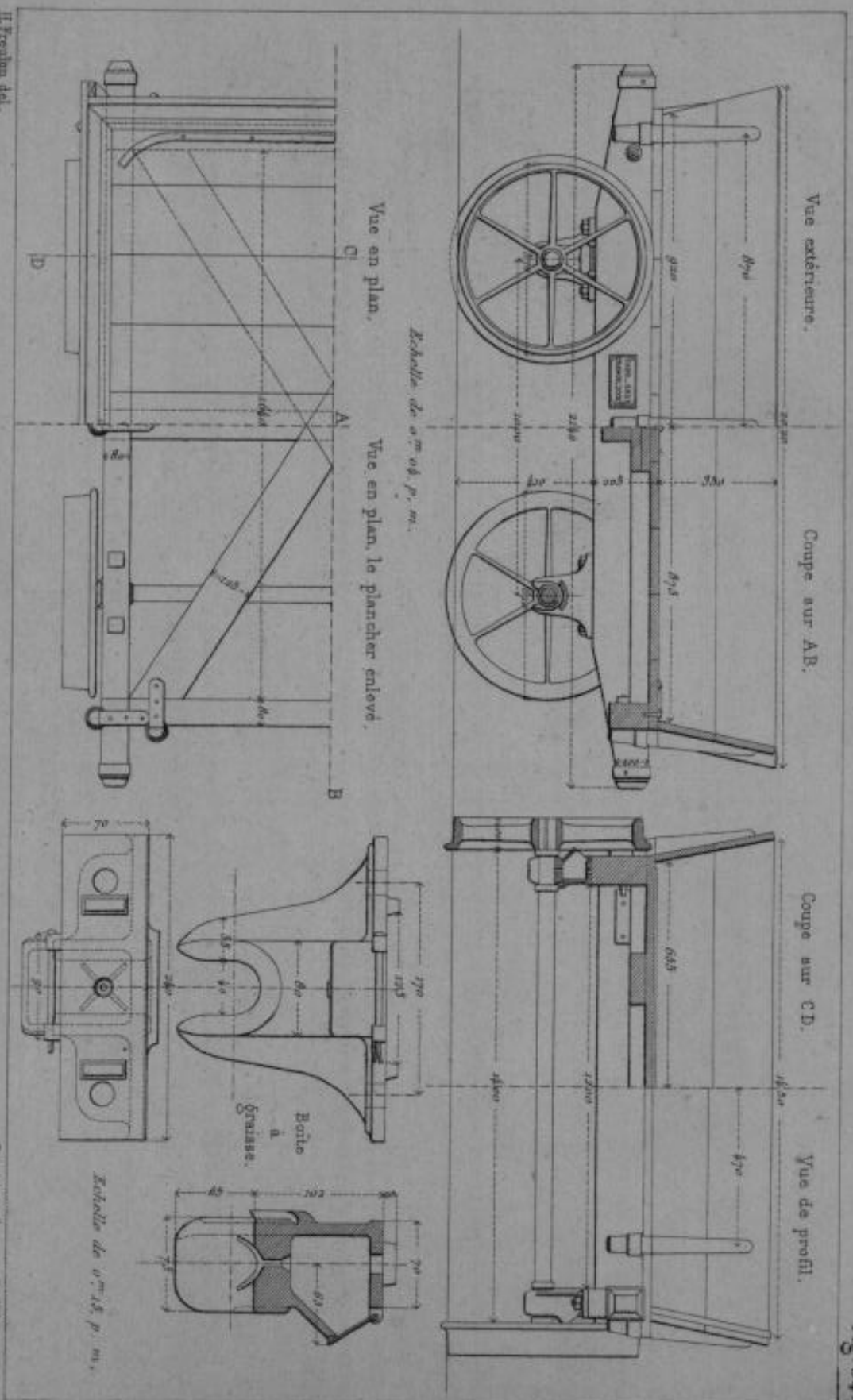
Echelle de 0.005 p. m. 1/200.

H. Breuillon del.

Lemaître Graveur de l'Empereur.

# HALLES À MARCHANDISES





H. Prehm del.

Lemaître Graveur de l'Imprimeur ac.

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