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Note	1er volume de la deuxième édition

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Volume	Etudes sur l'Exposition de 1867 annales et archives de l'industrie au XIXe siècle nouvelle technologie des arts et métiers, des manufactures, de l'agriculture, des mines etc. Atlas des tomes V, VI, VII et VIII. Fascicules 21 à 41
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8^e Xae 78

ÉTUDES
SUR
L'EXPOSITION DE 1867



Note pour la reliure des volumes et des planches

Il y a deux modes à adopter :

1° Relier chaque volume avec les planches qui lui appartiennent et c'est pourquoi nous donnons les indications ci-dessous.

2° Relier chaque volume à part et les planches en deux atlas, et alors faire suivre les planches dans l'ordre indiqué par les tables.

Il faut, pour bien relier les atlas, déplier toutes les planches, les mettre par format, les mouiller et les poser les unes sur les autres en les séparant par une feuille de papier sèche, faire un paquet de toutes celles de la même grandeur et les mettre sous presse pour faire disparaître les plis. Ensuite le relieur devra les coller sur onglet en les laissant dans toute leur grandeur pour former un atlas in-4° oblong et ne plier que celles qui dépassent la grandeur du cadre habituel. On obtiendra ainsi des atlas qui, étant de la même hauteur que les volumes, seront doubles en largeur, ce qui est quelquefois un inconvénient pour les placer dans un corps de bibliothèque qui n'aurait pas au moins 33 cent. de profondeur. On peut, si on veut éviter que cela arrive, les faire relier dans le format en pliant les planches en deux par le milieu, et alors on a des atlas du même format que les volumes.

Pour la reliure des volumes il n'y a aucune recommandation à faire, si ce n'est de ne pas trop les presser pour que les gravures dans le texte ne viennent pas décharger sur le feuillet en regard, et encore on peut éviter cet inconvénient par l'intercalation d'un petit papier de soie; et enfin, comme dernière observation, si l'on veut économiser 4 reliures on peut faire mettre 2 volumes ensemble.

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Tome IV. — A ce volume appartiennent les planches 52, 87, 88, 89, 90, 91, 92, 93, 95, 96, 97, 98, 99, 100, 101, 104, 108, 110, 111, 112, 113, 118, 119, 131, 132, 134, 135, 136, 143, 160, 165, 166, 181, 182.

Tome V. — A ce volume appartiennent les planches 9, 42, 43, 102, 103, 105, 106, 107, 115, 120, 130, 137, 138, 139, 140, 144, 145, 146, 147, 148, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 161, 162, 163, 164, 167, 168, 183, 184, 185, 186, 187, 188, 189, 190, 197, 198, 202, 203.

Tome VI. — A ce volume appartiennent les planches 51, 109, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 200, 201.

Tome VII. — A ce volume appartiennent les planches 169, 191, 192, 193, 194, 195, 196, 208, 209, 210, 211, 219, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 238, 239, 240.

Tome VIII. — A ce dernier volume appartiennent les planches 86, 94, 170, 199, 204, 205, 206, 207, 212, 217, 218, 220, 221, 222, 223, 236, 237, 241, 242, 243, 244, 245, 246, 254, 255, 256, 257, 258.

ERRATA

Les planches 141 et 142 représentent les maisons de Poméranie; elles ont par erreur été marquées 41 et 42 sur une partie du tirage : c'est un petit chiffre à faire à la main.

La planche 45 *bis*, représente la vue de Roquefort, le mot *bis* a été oublié sur une partie du tirage : l'ajouter à la main.

La planche 48 a été marquée par erreur 47 sur une partie du tirage; elle représente les fusées porte-amarres.

Pour la planche CLV (tome V), Canon Armstrong de 9 pouces, quelques épreuves portent par erreur le n° CLIV.

Pour la planche CLVI (tome V), Rayures et Projectiles, quelques épreuves portent par erreur le n° CLIII.

La planche 181 (tome VI) Machines électriques, Piles, etc., doit être corrigée et prendre le n° 109.

La planche 169 (Tome VII), Machines Ransomes, est indiquée par erreur sous le n° 223 dans le texte, pages 250 et 259.

La planche 246 (Tome VIII) est indiquée par erreur sous le n° 221 dans le texte.

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ÉTUDES SUR L'EXPOSITION DE 1867

ANNALES

ET

ARCHIVES DE L'INDUSTRIE AU XIX^e SIÈCLE

NOUVELLE TECHNOLOGIE

DES ARTS ET MÉTIERS

des MANUFACTURES, de L'AGRICULTURE,
des MINES, etc.

DESCRIPTION GÉNÉRALE, ENCYCLOPÉDIQUE, MÉTHODIQUE ET RAISONNÉE

DE L'ÉTAT ACTUEL

**des Arts, des Sciences, de l'Industrie et de l'Agriculture,
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PAR MM. LES RÉDACTEURS DES *Annales du Génie civil*

Avec la collaboration

DE SAVANTS, D'INGÉNIEURS ET DE PROFESSEURS FRANÇAIS ET ÉTRANGERS

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Membre de la Société Industrielle de Mulhouse

Directeur de la Publication

OUVRAGE TERMINÉ

ATLAS

des tomes V, VI, VII et VIII

Fascicules 21 à 41

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TABLE DES PLANCHES

CONTENUES DANS LES TOMES 5 A 8.

Pour les planches des tomes I à IV, voir la Table de l'Atlas des planches des tomes I à IV ou la Table de chacun de ces tomes.

(Les numéros placés dans les colonnes indiquent généralement la page du texte où les auteurs ont commencé à faire mention des sujets représentés dans les planches.)

DÉSIGNATION DES PLANCHES.	SÉRIES ou VOLUMES			
	5 ^e	6 ^e	7 ^e	8 ^e
GAUDRY et ORTOLAN. — <i>Machines à vapeur.</i>				
9 — Chaudière de navigation pour une machine de 120 chevaux nominaux.....	162 ¹			
42 — Machine du Friedland à 3 cylindres.....	167			
43 — Machine pour chaloupe à vapeur.....	157			
BALTET. — <i>Arboriculture fruitière et viticulture.</i>				
51 — Greffage des arbres fruitiers.....		250		
VIGREUX. — <i>Moteurs hydrauliques.</i>				
86 — Béliet perfectionné de M. Bolée.....				526
VIGREUX. — <i>Machines-outils à travailler le bois.</i>				
94 — Les scieries.....				14
ROUS (Capitaine). — <i>Artillerie.</i>				
102 — Canons Armstrong.....	323-328			
103 — Divers systèmes d'affûts.....	310		127-137	
105 — Système d'artillerie Whitworth.....	346			
106 — Fusées de projectiles creux.....	339		139	
107 — Fusées anglaises pour projectiles creux.....	340			
GARNAULT. — <i>Instruments de précision, de physique et de navigation.</i>				
109 ² — Machines électriques, piles, acoustique, etc....		318-333		
GAUDRY. — <i>Machines fixes.</i>				
114 — Systèmes Harvey, Watt, Grissel, Lebrun, Wilkins, Dickof, Crayford.....				311
SOULIÉ et LACOUR. — <i>Exploitation des mines.</i>				
115 — Appareils de sondage.....	264			
120 — —.....	266-273			
KAEPPÉLIN. — <i>Blanchiment.</i>				
130 — Chaudière à blanchir 150 pièces.....	382			
ROUS et SCHWÆBLÉ. — <i>Art militaire.</i>				
137 — Armes portatives, armes à feu, fusils à aiguille..	107			
CHAUVEAU DES ROCHES et BELIN. — <i>Appareils servant à élever l'eau.</i>				
138 — Pompe de M. Farcot pour l'alimentation de la ville de Lisbonne.....	52			
139 — Turbine élévatoire à cinq couronnes.....	69			
140 — Pompe à force centrifuge de Gwynn.....	140			
PALAA. — <i>Engins et appareils des grands travaux publics.</i>				
144 — Ponts métalliques.....	6			
145 — Mise en place des tabliers.....	8			
146 — Vue générale du phare et des constructions générales à Port-Saïd.....	12			
147 — Travaux maritimes. Appareils de construction des digues (Biarritz).....	12			
148 — Détails de la construction des travaux maritimes.	13			

(1) Voir aussi tome I^{er}, pages 128 et 131.

(2) Par erreur quelques exemplaires de cette planche portent le numéro 169.

DÉSIGNATION DES PLANCHES.	SÉRIES ou VOLUMES			
	5 ^e	6 ^e	7 ^e	8 ^e
GAUDRY. — <i>Machines fixes.</i>				
149 — Souffleries à balancier, souffleries verticales directes.....				318
SOULIÉ et LACOUR. — <i>Exploitation des mines.</i>				
150 — Appareils de sondages.....	264-277			
ROUS. — <i>Art militaire : artillerie.</i>				
151 — Artillerie prussienne.....			153	
152 — — — — —			156	
153 — — — américaine. — Canons Ferris.....			148	
154 — — — — — Batterie de M. Gastling.....	133			
155 — — — anglaise.....			328	
156 — Rayures et projectiles.....	314		140	
ORTOLAN. — <i>Chaudières marines.</i>				
157 — Chaudière à haute pression, système Claparède, chaudière du même système pour canots à vapeur. — Chaudière tubulaire basse à double retour de flammes.....	134			
158 — Chaudière de la Comtesse Luba. — Machines Wooff.....	139			
159 — Chaudière anglaise à surface de chauffe ondulée. Chaudière des paquebots du Danube. — Chaudière Field. — Tubes amovibles.....	139-144			
161 — Chaudières Chevalier à foyers amovibles, <i>id.</i> — Laurens et Thomas, Carville, Thompson.....	146			
162 — Chaudière Belleville inexplosible, chaudière Green.....	155-158			
163 — Chaudière basse à tubes transversaux. — <i>Id.</i> , à circulation d'eau forcée.....	157			
L'ORIENT.				
164 — Maisons flottantes et maisons sur pilotis (royaume de Siam).....	438			
ORTOLAN. — <i>Machines à vapeur.</i>				
167 — Chaudière Normand. — Chaudière du docteur Payern. — Sécheurs de la vapeur.....	160-162			
CHAUVEAU DES ROCHES et BELIN. — <i>Machines à élever l'eau.</i>				
168 — Pompes de divers systèmes (Girard, Coignard, Champonnois).....	53-69			
GRANDVOINET. — <i>Le Génie rural.</i>				
169 — Machine Ransomes.....			262	
VIGREUX. — <i>Papeterie.</i>				
170 — Pile raffineuse de MM. Vassal et C ^s				473
GARNAULT. — <i>Instruments de précision, etc.</i>				
171 — Instruments de navigation.....		7		
172 — Mesure des distances.....		18, 52		
173 — — — — —		23		
174 — Distanciomètres. Chronographes.....		31, 51		
175 — Machines pneumatiques. Spectroscopes.....		52, 324		
176 — Machines pneumatiques.....		53		
177 — — — — —		55		
178 — Pyrométrie. Optique.....		321-338		
179 — Machines pneumatiques.....		343		
180 — Machines électriques.....		345-351		
CHAUVEAU DES ROCHES et BELIN. — <i>Appareils servant à élever l'eau.</i>				
183 — Pompes de divers systèmes (Marschal, Earle, Stols, Behrens, Farcot, Bastier-Champsaur).....	47-65			
184 — Pompes Laburthe, Castraise, Neut et Dumont, Prudhomme.....	63-67			
CHAMPION. — <i>L'Extrême-Orient.</i>				
185 — Fabrication du papier. — Préparation du noir de fumée.....	305			
186 — Extraction du zinc. Plomb japonais. Cloches et statuettes de Bouddha.....	305			
187 — Pressoirs à coins pour graines oléagineuses.....	305			

(1) Par erreur cette planche est indiquée dans le texte sous le numéro 223.

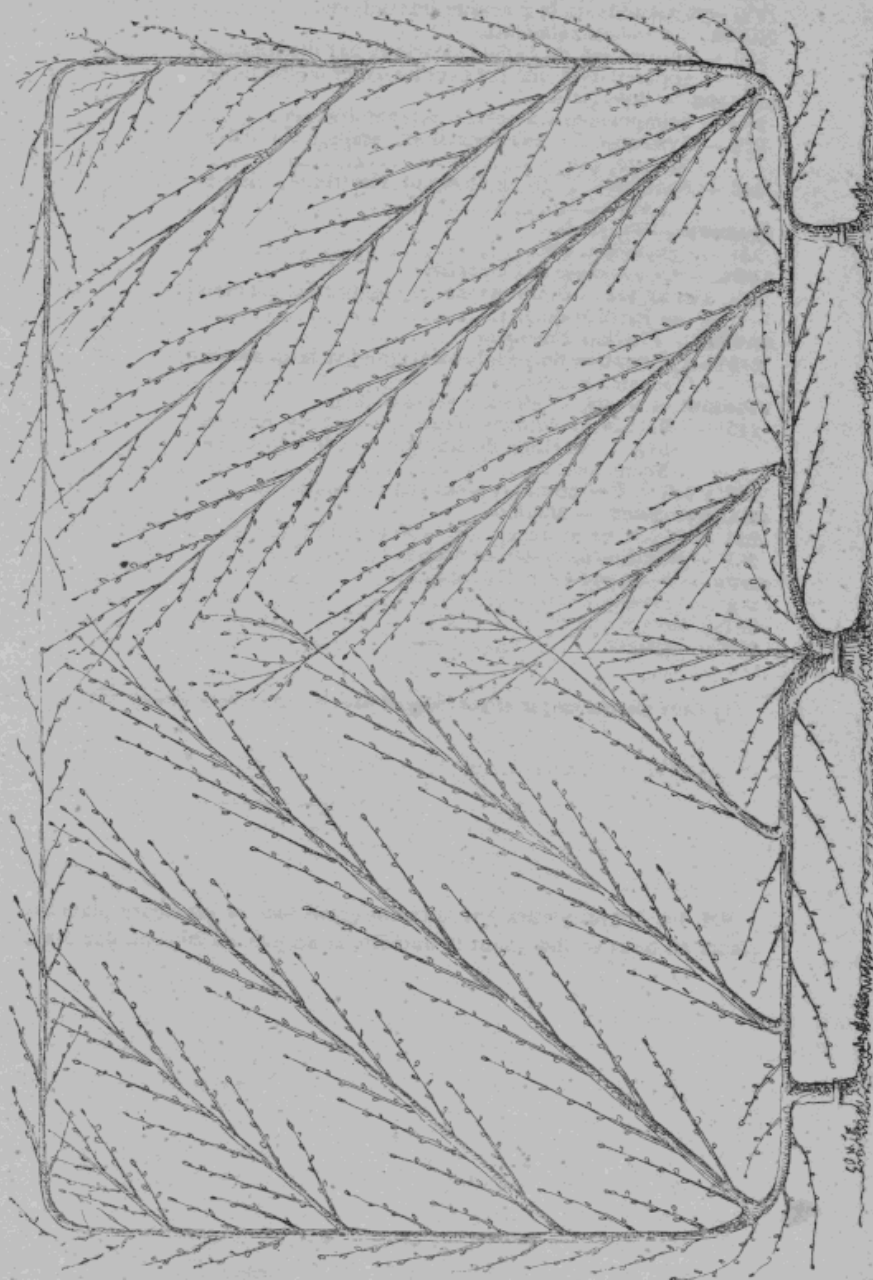
DÉSIGNATION DES PLANCHES.	SÉRIES ou VOLUMES			
	5 ^e	6 ^e	7 ^e	8 ^e
188 — Préparation du mercure, broyage des minerais, forage des puits.....	305			
189 — Fabrication des gongs et cymbales. — Roue hydraulique.....	305			
190 — Exploitation d'une mine de houille.....	305			
BENOIT-DUPORTAIL et JULES MORANDIÈRE — <i>Chemins de fer : Voitures et Wagons.</i>				
191 — Matériel français.....			161	
192 — Matériel belge et prussien.....			184, 414	
193 — Matériel suisse et des Etats-Unis.....			193, 415	
194 — Voitures diverses.....			199, 412	
195 — Wagons de marchandises.....			201	
196 — Détails divers, boîtes à graisse, frein aérateur.....			196, 211	
GRANDVOINET. — <i>Les appareils de distillation.</i>				
197 — Appareils divers.....	432			
198 — Appareils à distiller les vins de Cognac.....	436			
VIGREUX. — <i>Machines-outils à travailler le bois.</i>				
199 — Machine à tailler les queues d'aronde, système Armstrong.....				14
BALTET. — <i>Arboriculture fruitière et viticulture.</i>				
200 — Poiriers en palmette, pêcheurs, etc.....		250		
201 — Plan d'un établissement d'horticulture.....		246		
KAEPPELIN. — <i>Blanchiment.</i>				
202 — Cuve à lessiver les tissus.....	384			
203 — Appareil de blanchiment du système Wadington.....	383			
VIGREUX. — <i>Machines à travailler le bois.</i>				
204 — Scie à découper et à pédale de Gérard; scie à lame sans fin de Schwindt et Zimmermann.....				201
205 — Machine à mortaises obliques.....				17
206 — Scie à lame sans fin de M. Perrin.....				10
207 — Scie à mouvement continu de M. Perrin.....				11
SAMBUG. — <i>Chemins de fer : matériel de la voie.</i>				
208 — Systèmes divers de voies.....			427	
209 — — — — —			432	
210 — — — — —			434	
211 — — — — —			428	
DROUX. — <i>Produits chimiques.</i>				
212 — Appareil pour la concentration de l'acide sulfurique.....				185
PALAA. — <i>Engins et appareils des grands travaux publics.</i>				
213 — Machines pour le montage des matériaux.....		423		
214 — Appareils de levage et machines diverses.....		428-444		
215 — Machines à battre et à receper les pieux.....		440		
216 — Machines pour travaux hydrauliques.....		442		
BARDIN. — <i>Machines servant à la confection des vêtements.</i>				
217 — Machines à bastir les chapeaux de feutre, etc.....				45
218 — Machines à repasser les chapeaux.....				55
MORANDIÈRE. — <i>Chemins de fer : signaux, etc.</i>				
219 — Bifurcations, embranchements, signaux.....			450	
DROUX. — <i>Produits chimiques.</i>				
220 — Fabrication de l'acide stéarique par saponification calcaire.....				233
VIGREUX. — <i>Papeterie.</i>				
221 — Machine Voelter à fabriquer la pâte de bois.....				475
222 — Raffineuse centrifuge, épurateur, etc.....				477
223 — Garde-toile, surchauffage, transmissions, etc.....				481
GRANDVOINET. — <i>Le Génie rural.</i>				
224 — Les râteliers. Râtelage à la main, etc.....			267	
225 — Râteliers divers.....			279	
226 — — — — —			282	
227 — — — — —			283	
228 — — — — —			291	
229 — — — — —			292	
BONNEVILLE. — <i>Briques et tuiles.</i>				
230 — Moule à briques, etc.....			363	
231 — Machines, etc.....			381-403	
232 — Machine à tuiles, etc.....			395	

DÉSIGNATION DES PLANCHES.	SÉRIES ou VOLUMES			
	5 ^e	6 ^e	7 ^e	8 ^e
233 — Tailleuse et malaxeur.....			370-375	
234 — Machines à fabriquer les briques creuses.....			395	
235 — Ensemble de la machine Durand, etc.....			382	
DROUX. — <i>Produits chimiques.</i>				
236 — Fabrication de l'acide stéarique par distillation.				253
237 — Appareil de M. Havrez pour lessivage méthodique.				210
BERLIOZ. — <i>Horlogerie.</i>				
238 — Échappements à ancras, remontoirs, etc.....			318	
239 — Systèmes de compensation, emploi de l'élec- tricité, etc.....			323	
240 — Sonneries à déclenchement électrique, chape- rons, etc.....			337	
VIGREUX. — <i>Papeterie.</i>				
241 — Coupeuses, etc.....				491
ROUS. — <i>Charronnage et Carrosserie.</i>				
242, 243 et 244 — Omnibus de la Compagnie générale de Paris et détails.....				445
DROUX. — <i>Produits chimiques.</i>				
245 — Fabrication de l'acide stéarique par la décompo- sition aqueuse.....				243
VIGREUX et RAUX. — <i>Moteurs hydrauliques.</i>				
246 ' — Machine à colonne d'eau verticale de Rechen- bag. — Machine de Huelgoat. — Béliet de Le- blanc, etc.....				522
247 à 253 — Ces numéros n'ont pas été employés.				
GRANDVOINET. — <i>Moulins.</i>				
254 — Pressions exercées, etc. — Moulin à l'huile, etc..				384
255 — Moulins de systèmes divers.....				412
ROUX. — <i>Charronnage et Carrosserie.</i>				
256 — Voitures de luxe.....				445
257 — Sellerie.....				429
258 — Sellerie.....				430

(1) Cette planche est par erreur indiquée dans le texte sous le numéro 221.

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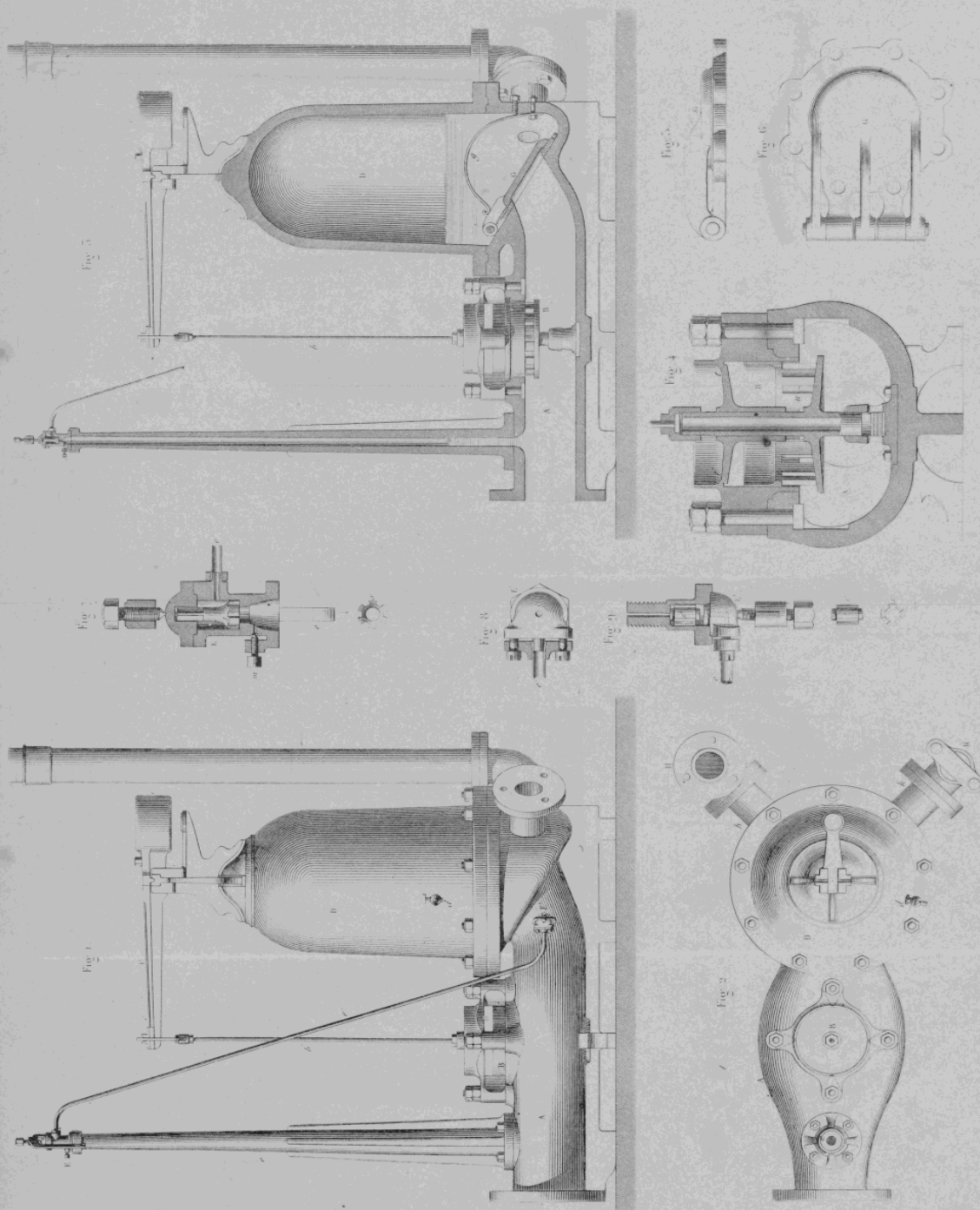
**Greffage en approche de trois arbres fruitiers, coopérant
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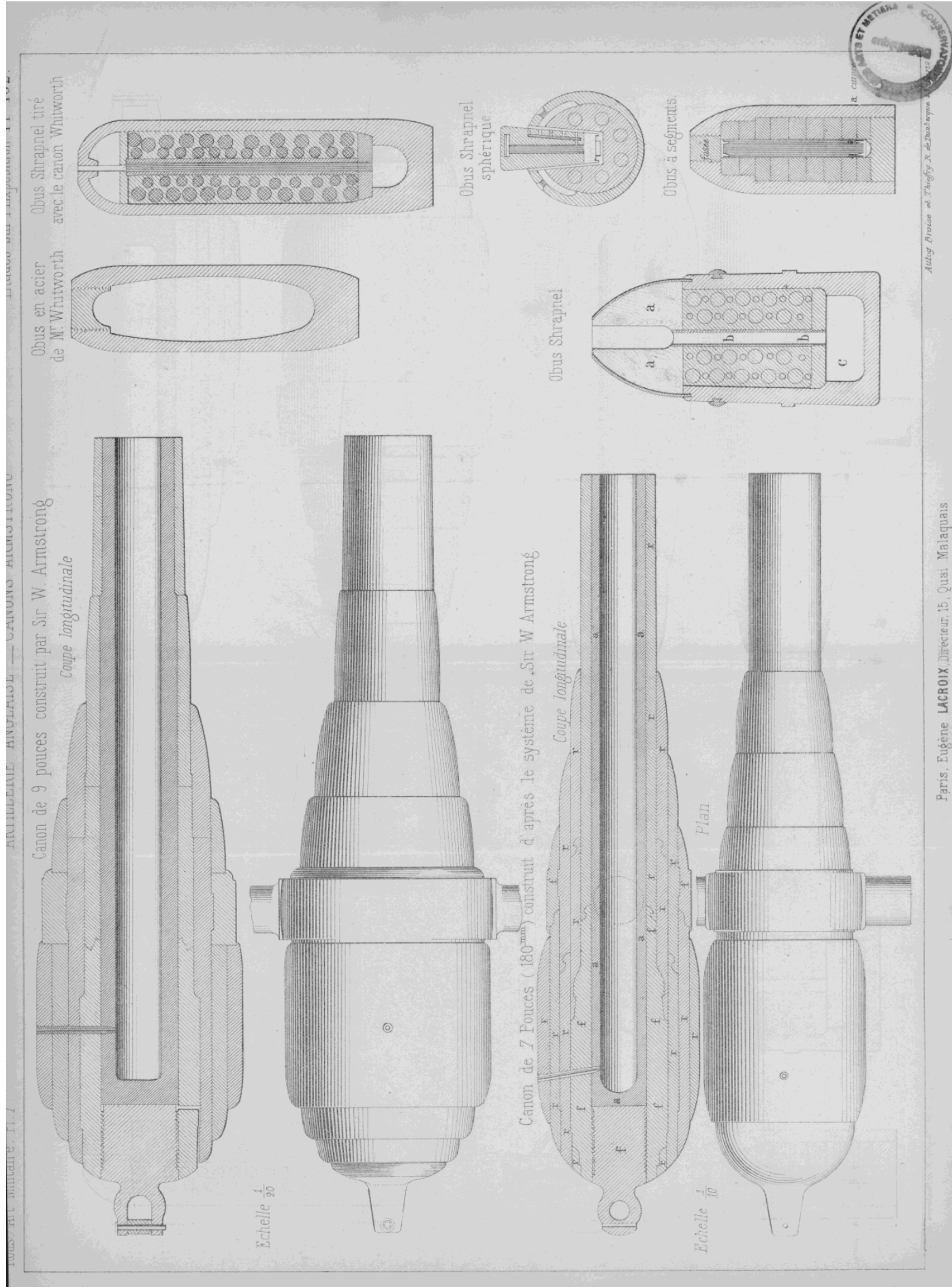


Fig. 1.
Canon Prussien. (Long^r 5^m00.)

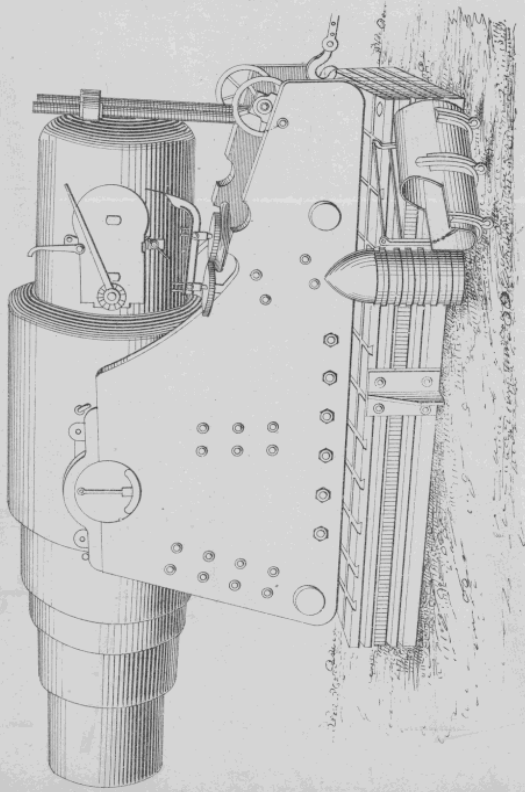


Fig. 2.
Canon de 30 rayé, se chargeant par la culasse (Long^r totale = 3^m.6)

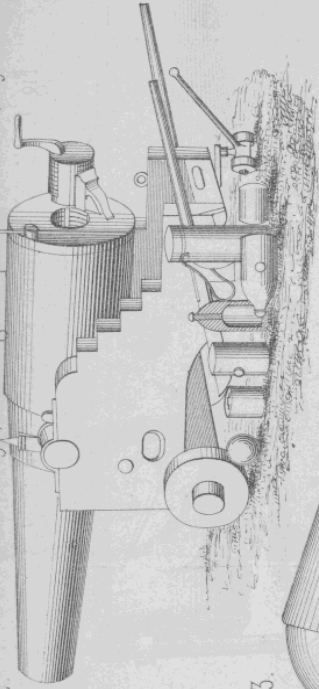


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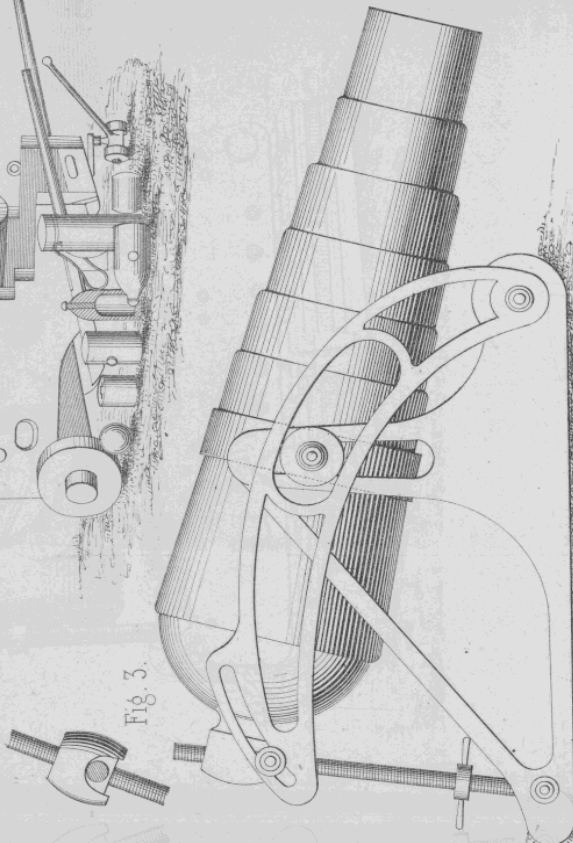


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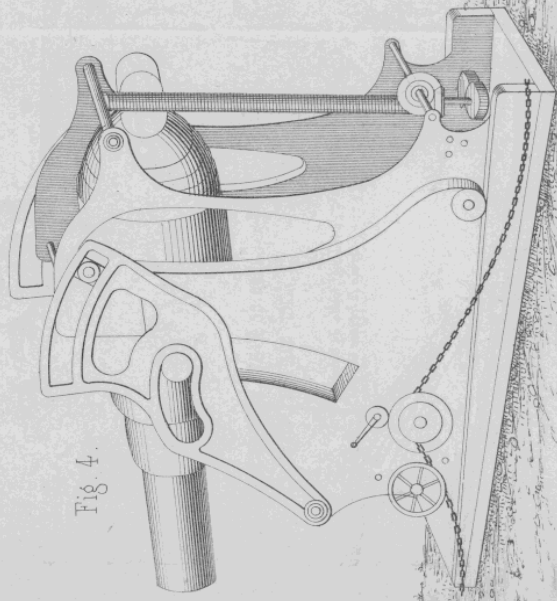


Fig. 5.

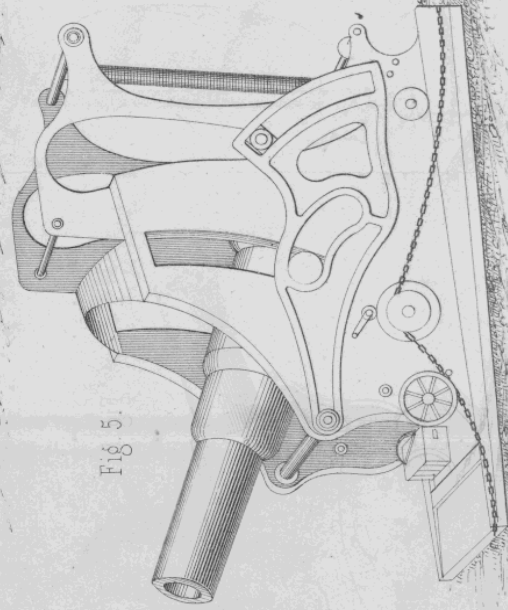
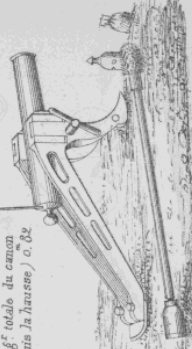


Fig. 6.

Canon de 4 rayé, léger, de montage,
en acier, sur son affût en acier.

Long^r totale du canon
(égale à la hausse) 0.82



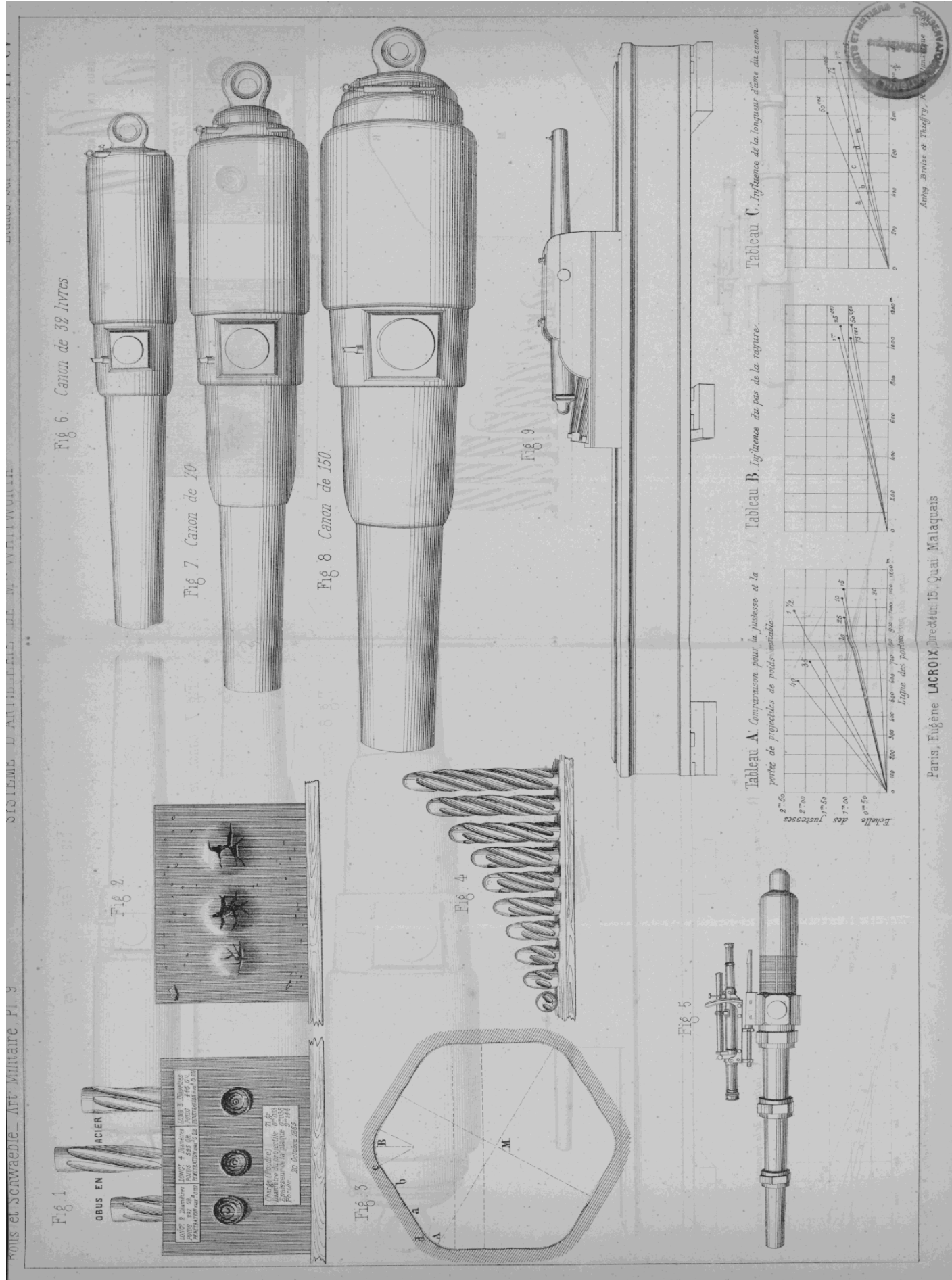


Fig. 1.

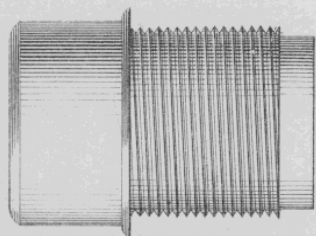


Fig. 2.

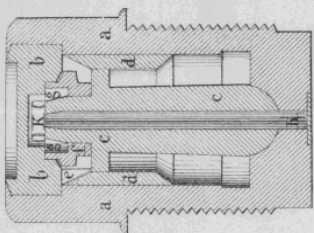


Fig 3

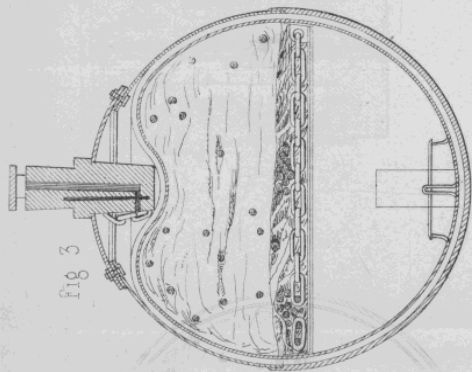
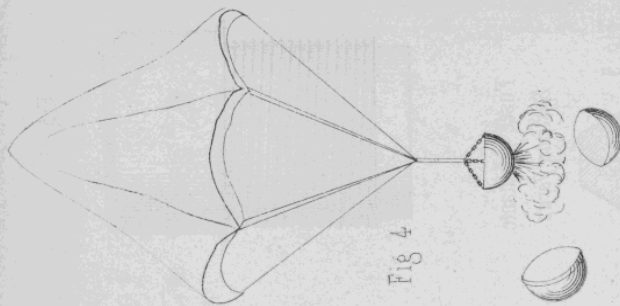
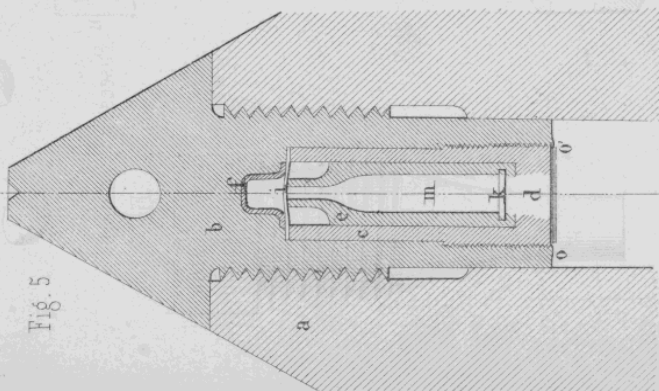


Fig 4



Fusée percutante
Système Voruz.

Fig. 5



Fusées pour Obus oblongs à balles.
à 4 durées.

Fig 6

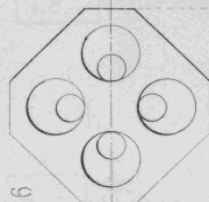


Fig 7

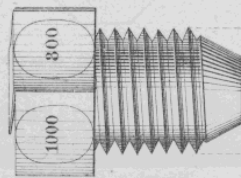
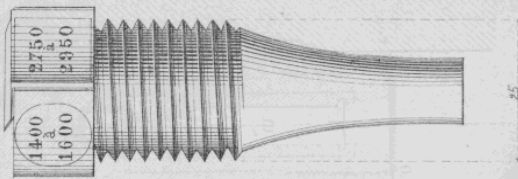


Fig 8



Fusées à 2 durées

Fig 9



Fusée percutante.

Fig 10

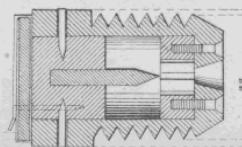
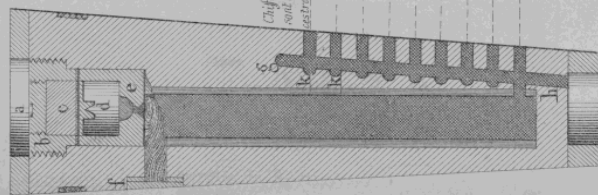


Fig 1

Fusée du Colonel Boxer
(en bois, à temps et à percussion)



Fusée en bronze à percussion du Colonel Boxer
pour la marine

Fig 3. Vue de la partie supérieure

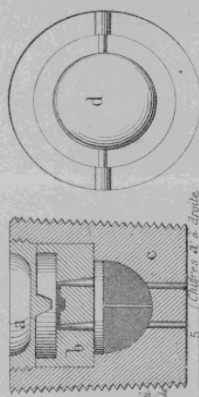


Fig 2. Coupe longitudinale

Chiffres à qui sont à droite et à gauche d'un autre système de trous placés à angle droit les uns les autres

5 6 7 8 9 10 11 12 13 14 15 16 17 18 19

Fig 5.

Fusée à temps et à percussion.

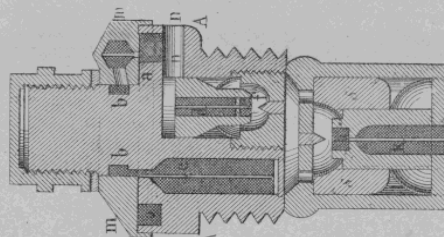


Fig 6

Fusée à percussion destinée à faire éclater les obus par ricochet.

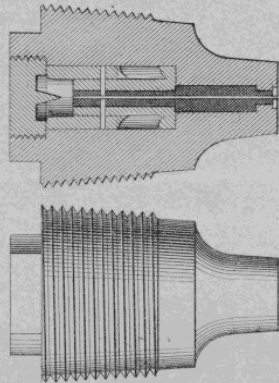


Fig 7.

Fusée à percussion.

(destinée à être tirée entre des réseaux de tous et des ouvrages de fortification en terre.)

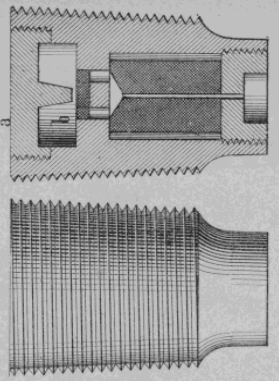


Fig 8 Fusée ordinaire à temps

Elle peut être employée pour être enflammée par les gaz de la charge, toute fois que le vent est suffisant

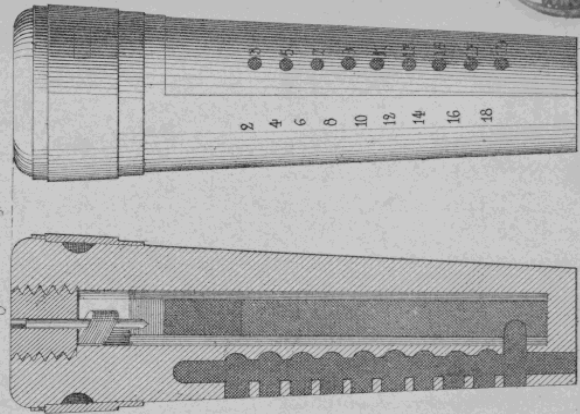


Fig b

Fig c

Fig a

Fig 4 Fusée à percussion en bronze du Colonel Boxer

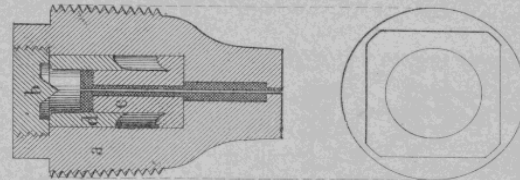


Fig b

Fig c

Fig 9

Fusée à percussion
Système Pezma.

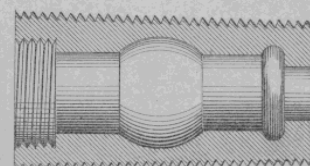


Fig 10

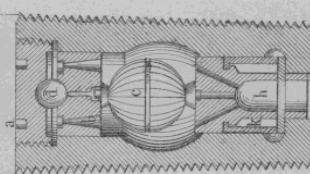


Fig d

Fig k

Fig b

Fig c

Fig d

Fig e

Fig f

Fig g

Fig h

Fig i

Fig j

Fig l

Fig m

Fig n

Fig o

Fig p

Fig q

Fig r

Fig s

Fig t

Fig u

Fig v

Fig w

Fig x

Fig. 1

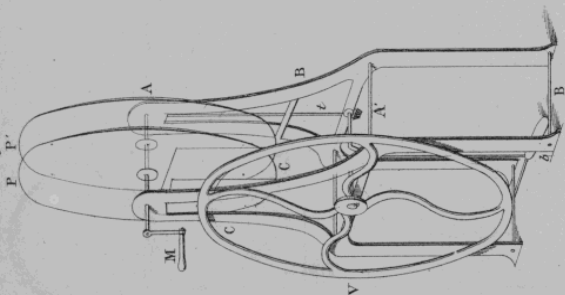


Fig. 2

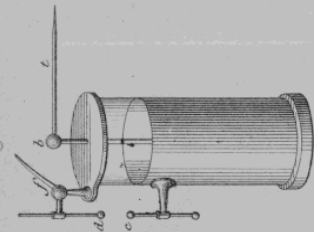


Fig. 6

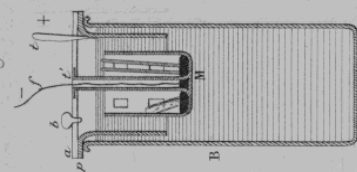


Fig. 11.

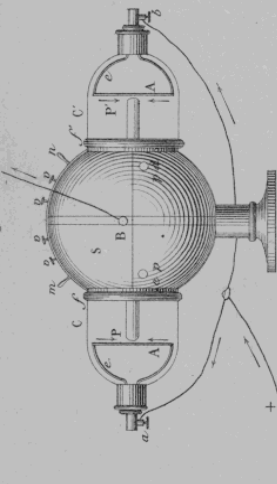


Fig. 12

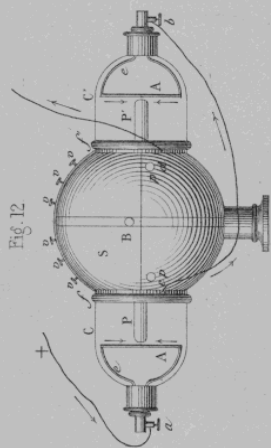


Fig. 9

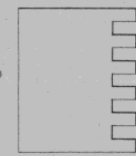


Fig. 5

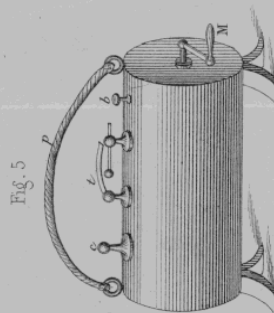


Fig. 3.

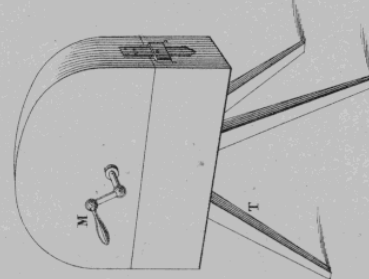


Fig. 7

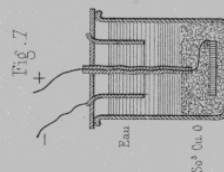


Fig. 10

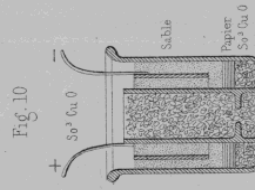


Fig. 8

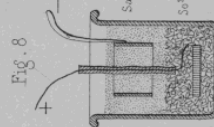


Fig. 4

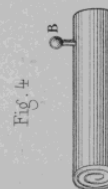


Fig. 14

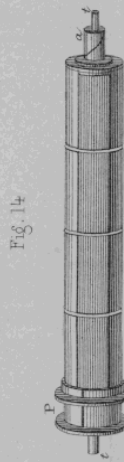


Fig. 16

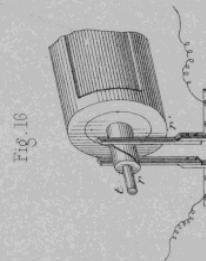


Fig. 13

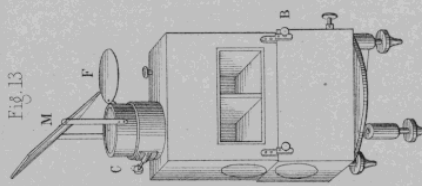


Fig. 15

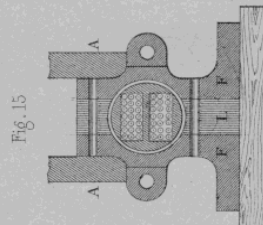


Fig. 20

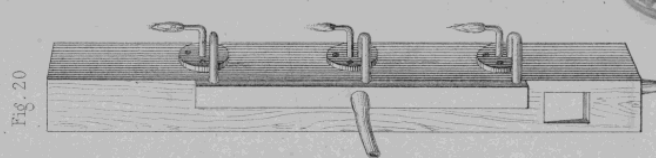


Fig. 19

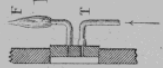


Fig. 18

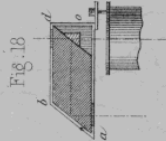


Fig. 17

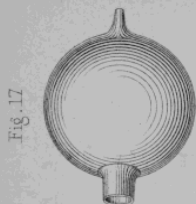
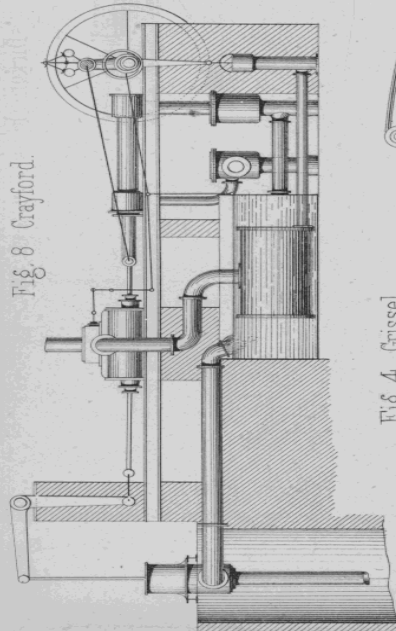


Fig. 8 Crayford.



Dickoff Fig. 7

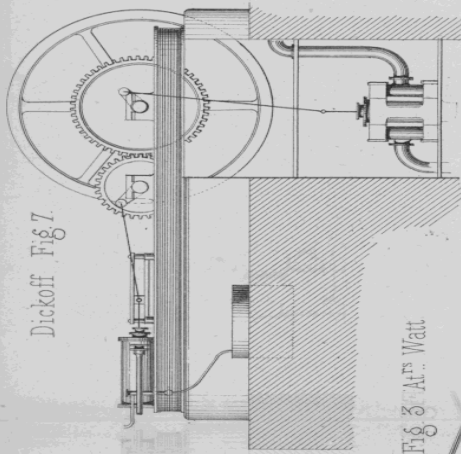


Fig. 6 Wilkins.

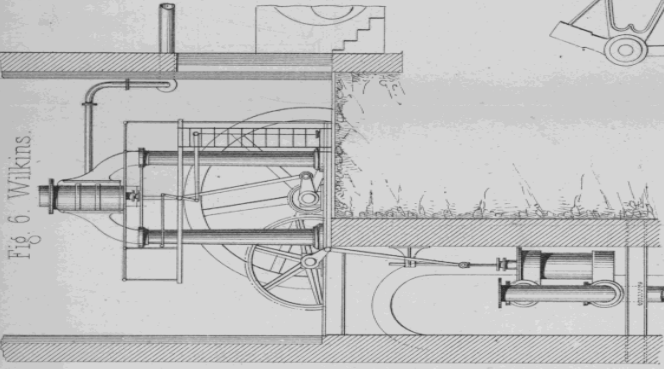


Fig. 5. Lebrun

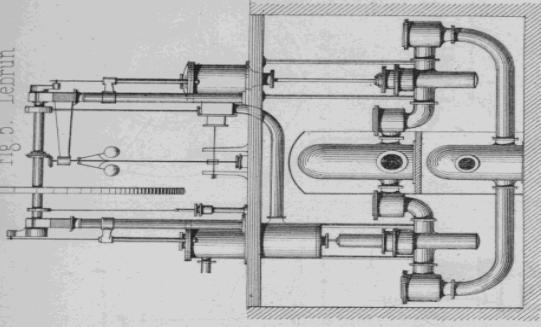


Fig. 4. Grissel

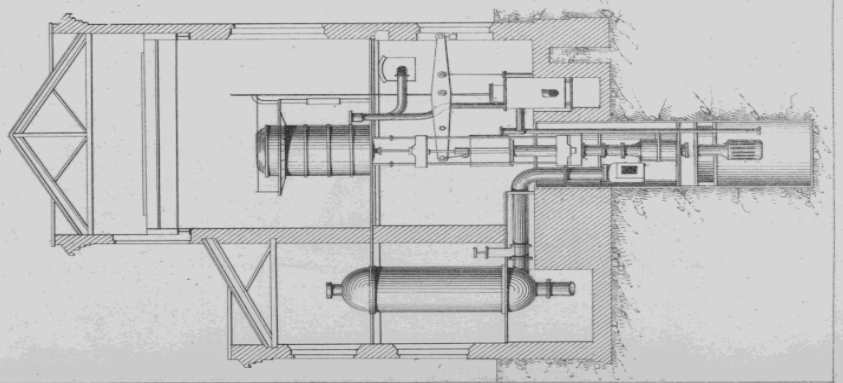


Fig. 3 At's Watt

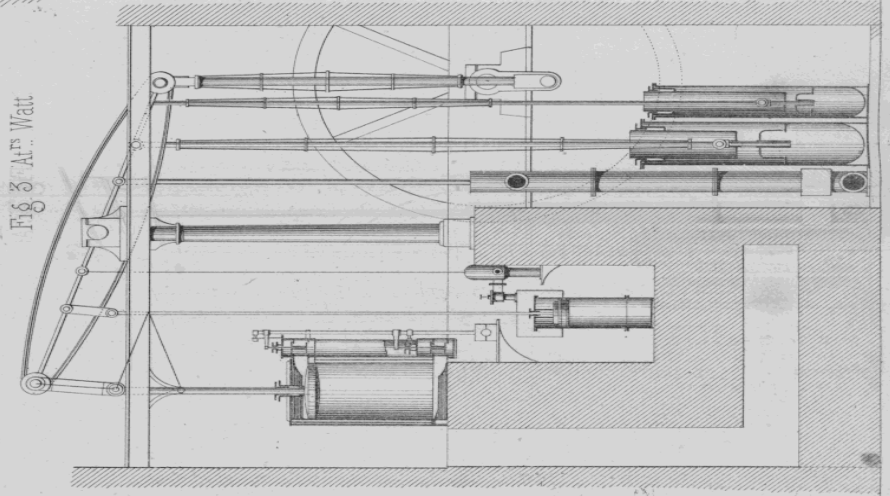


Fig. 2

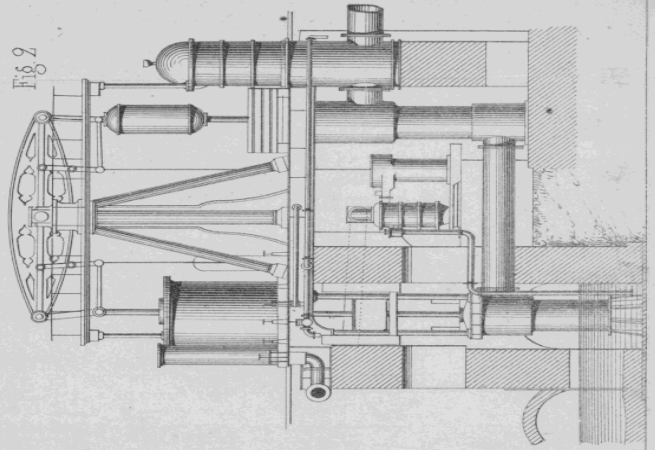
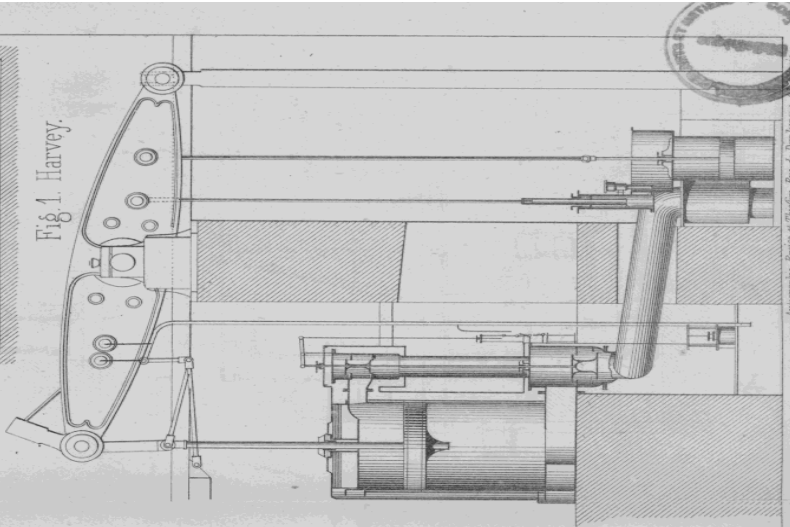
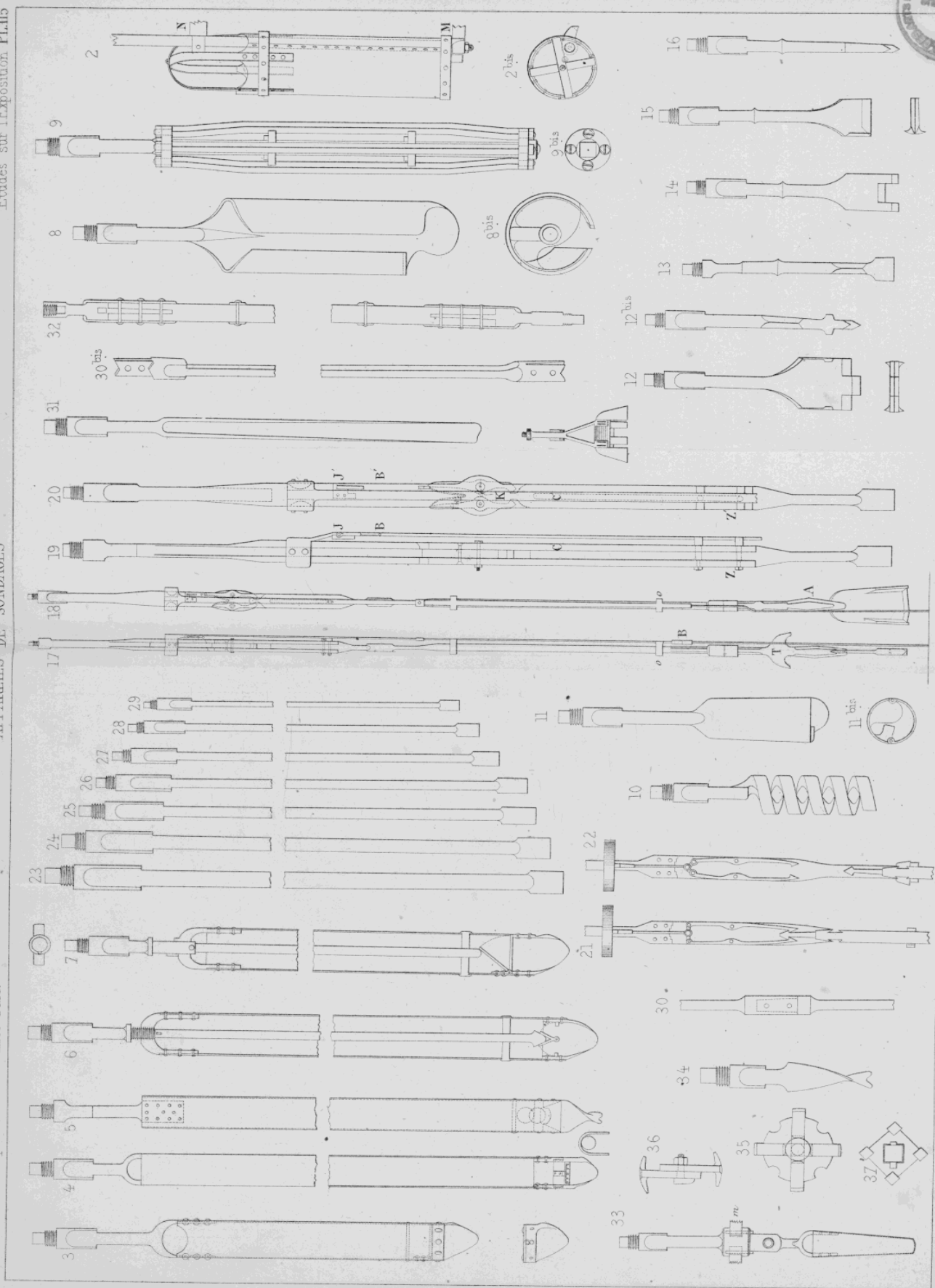
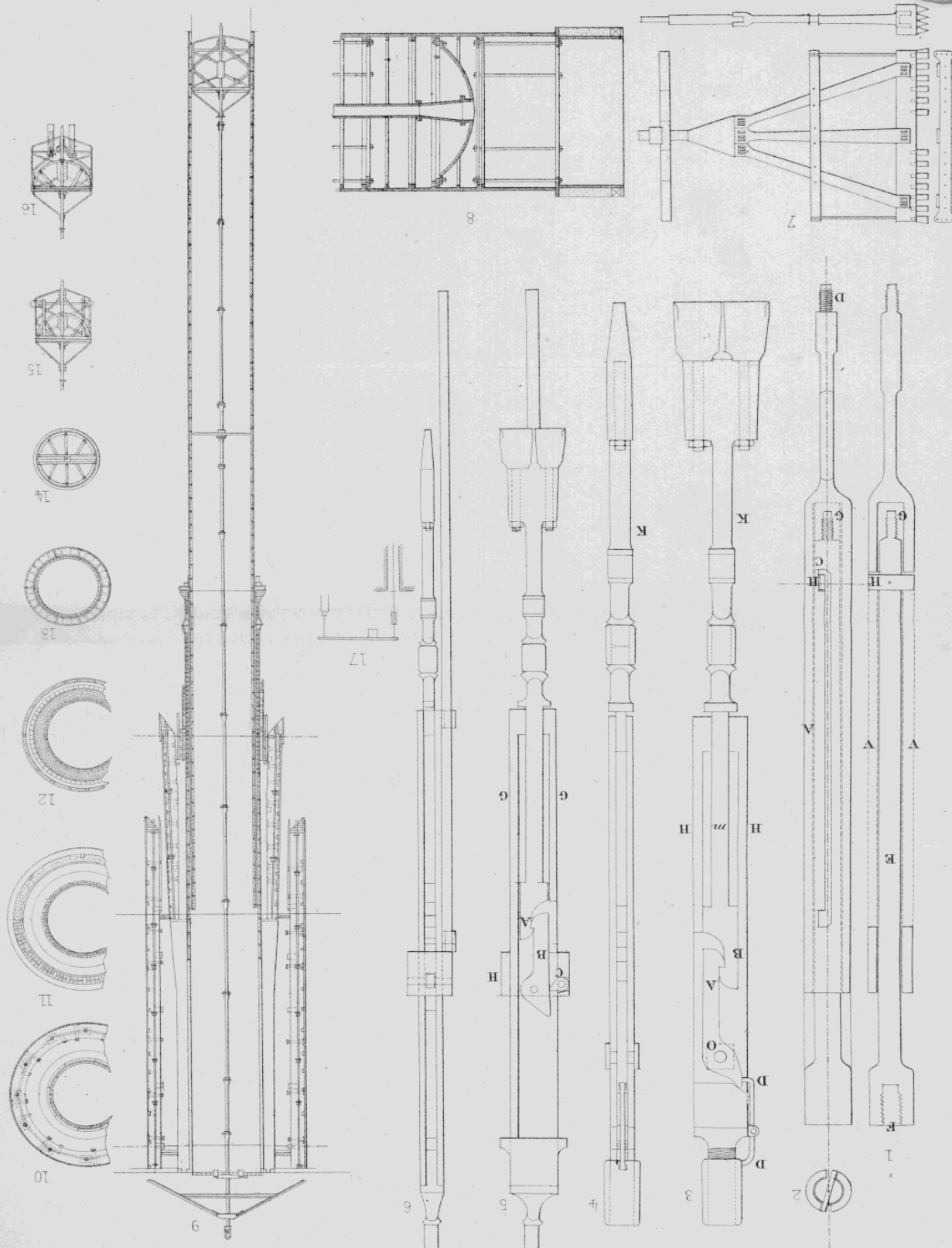
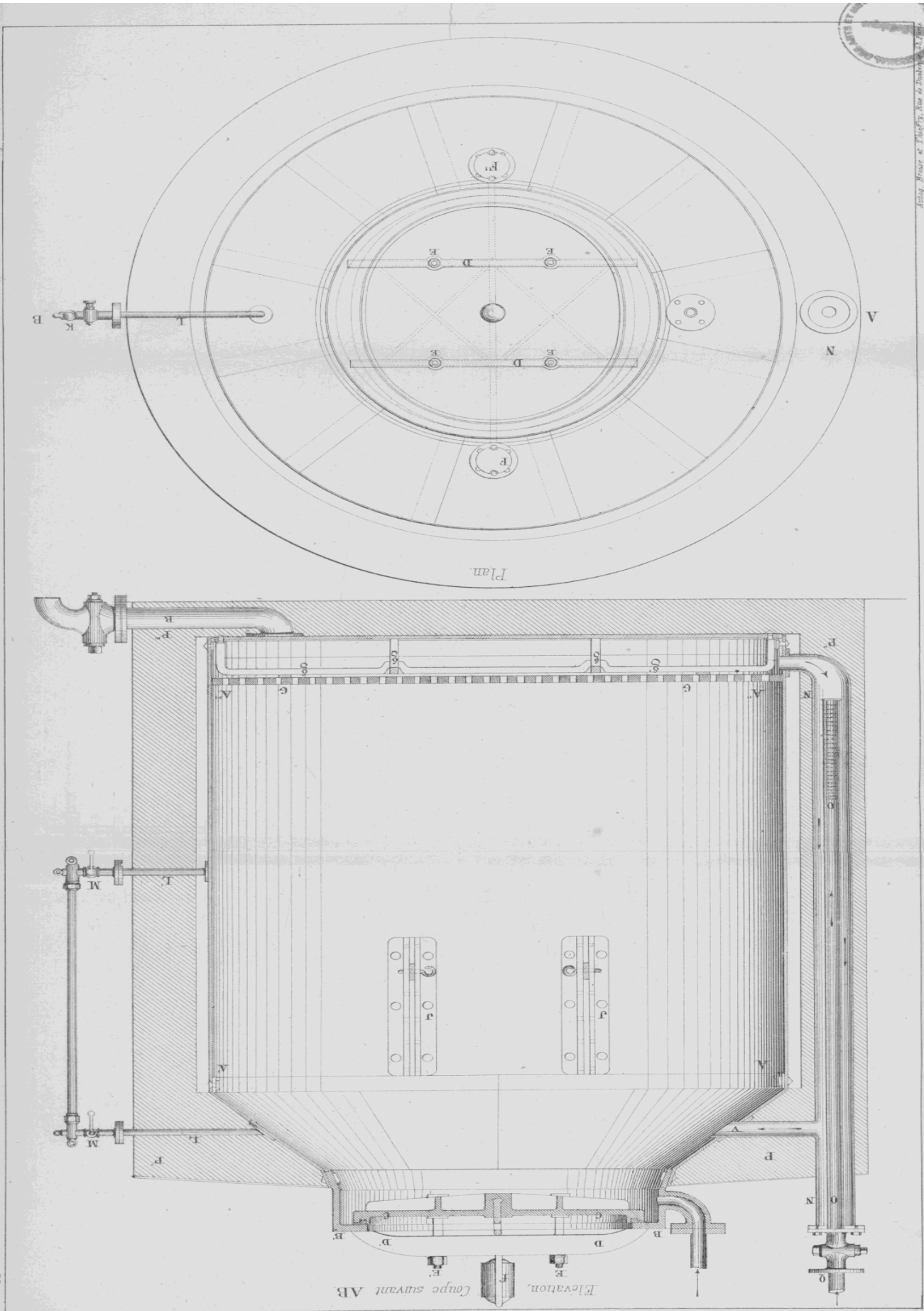


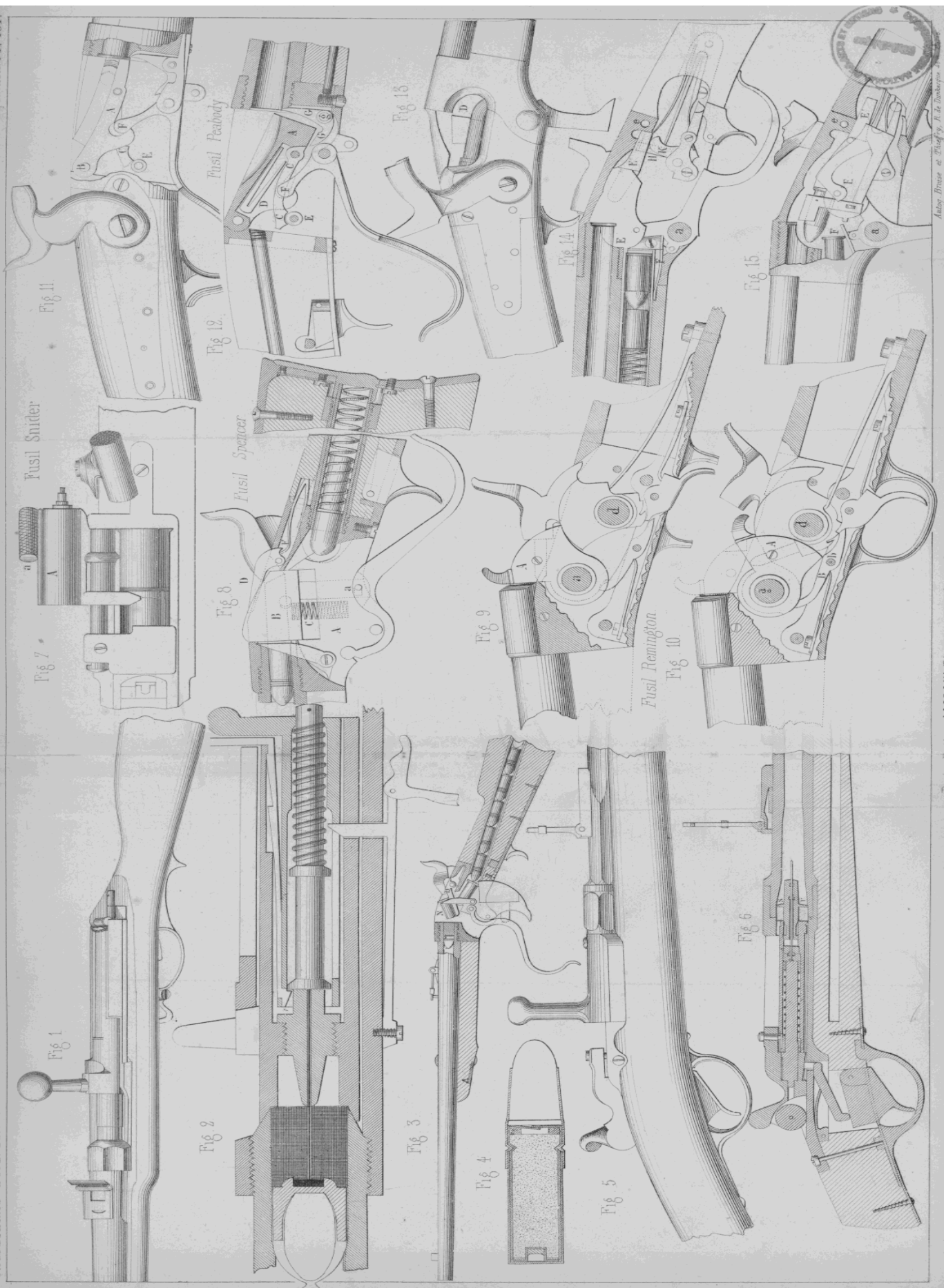
Fig. 1. Harvey.



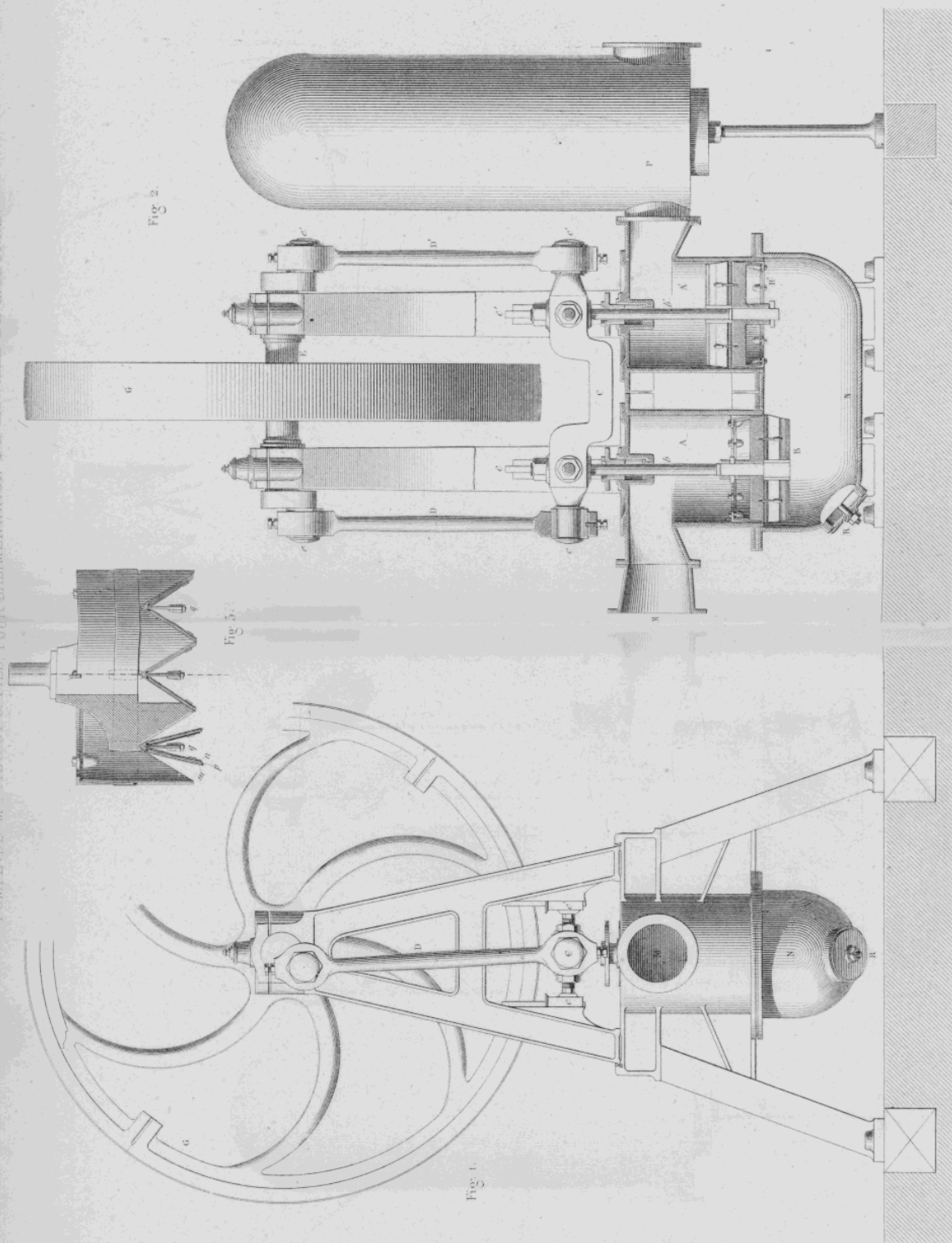








POMPE DE M^{RS} FARCOT & FILS. POUR L'ALIMENTATION DE LA VILLE DE LISBONNE.



Echelle de 1/2 mètre pour l'élévation.

1 mètre

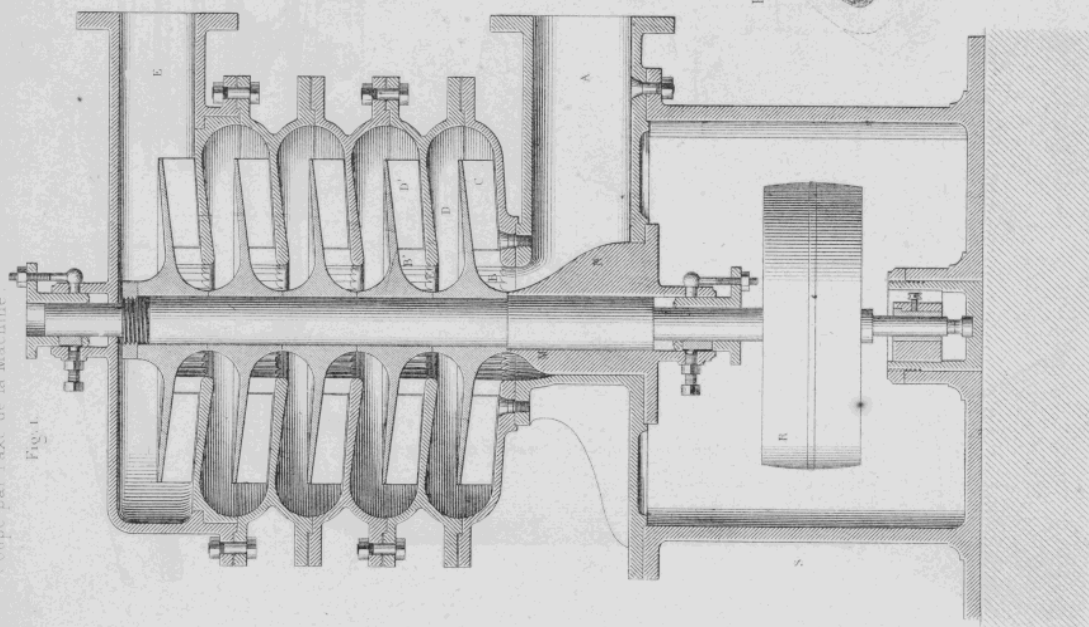
Eugène LACROIX, Directeur Quai Malaquais 15, à Paris.



TURBINE ELEVATOIRE À CINQ COUFRONNES.

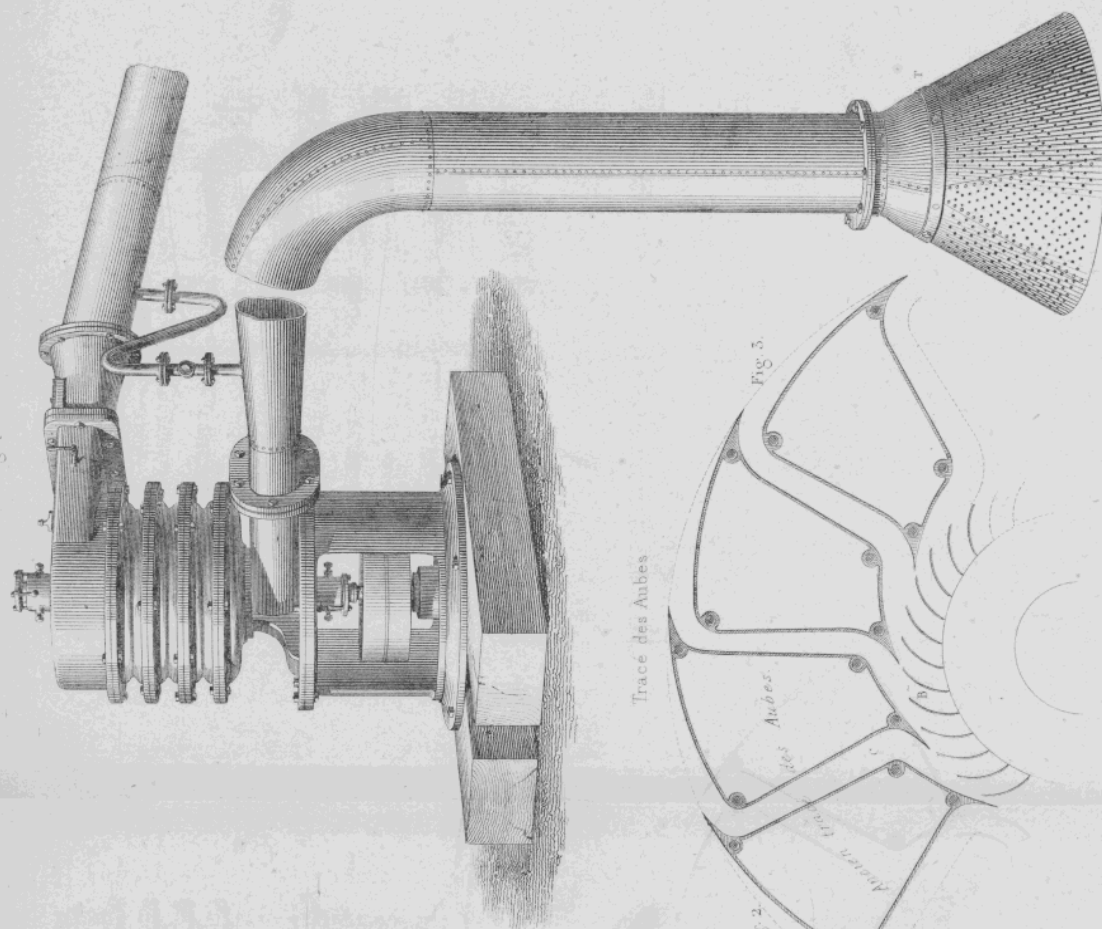
de M^r Girard

Coupe par l'axe de la Machine
Fig. 1.



Echelle de la Fig. 1. de 0,10^m pour 1 mètre

Fig. 4. Vue extérieure de la Machine.



Tracé des Aubes

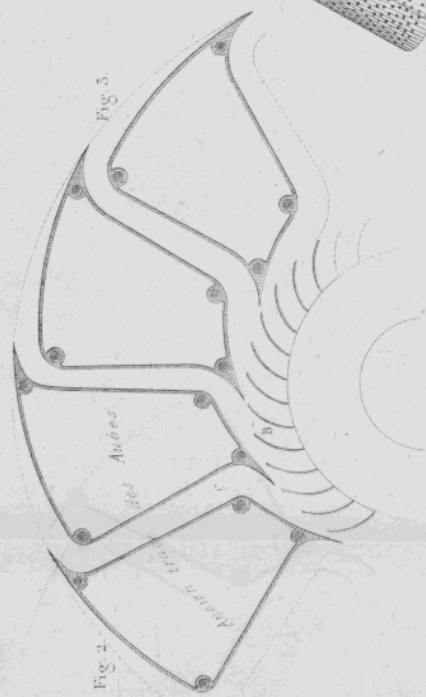


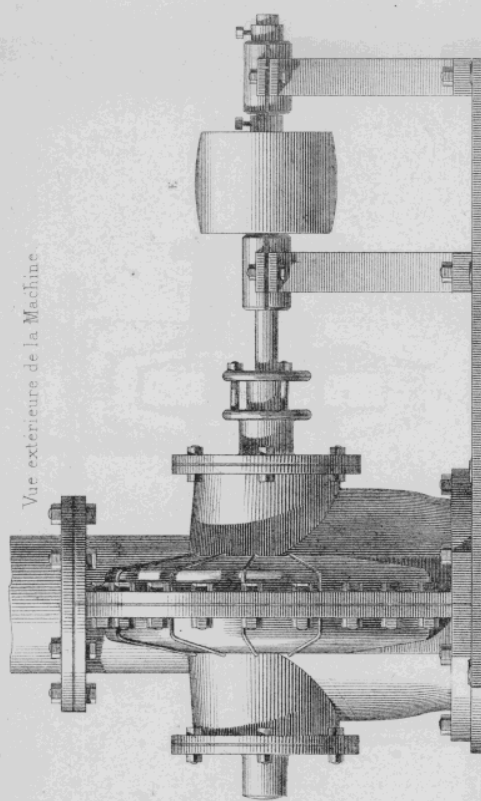
Fig. 3.

Echelle des Fig. 2 et 3. de 0,10^m pour 1 mètre

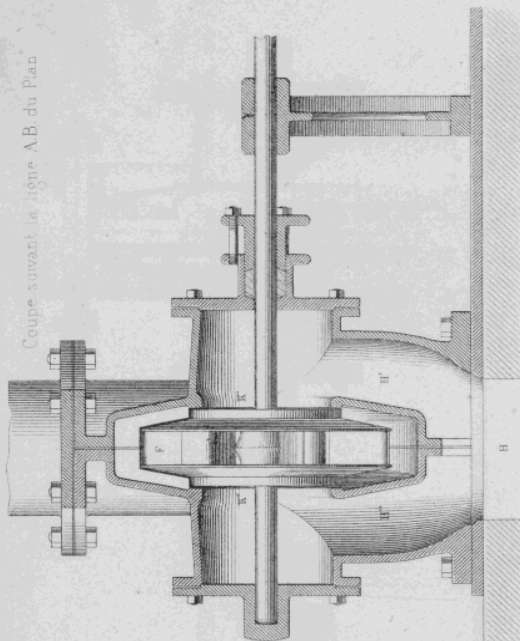
POMPE A FORCE CENTRIFUGE

de M^r Gwynne de Londres

Vue extérieure de la Machine



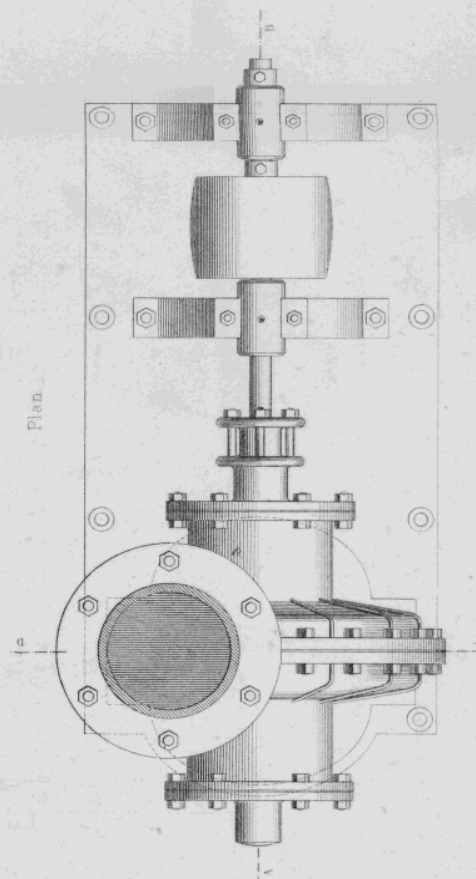
Coupe suivant la ligne A.B. du Plan



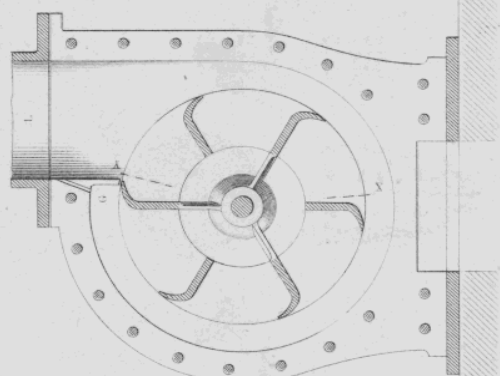
Echelle verticale sur divers points



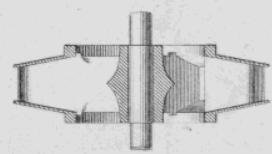
Plan



Coupe suivant la ligne C.D. du Plan



Coupe suivant X.Y.



Eugène LA CROIX, Directeur, Quai Malaquais 15, à Paris.



Fig. 1 (Pont d'Argenteuil) Plan du palan et des galets pour le halage du tablier (Echelle de $\frac{1}{100}$)

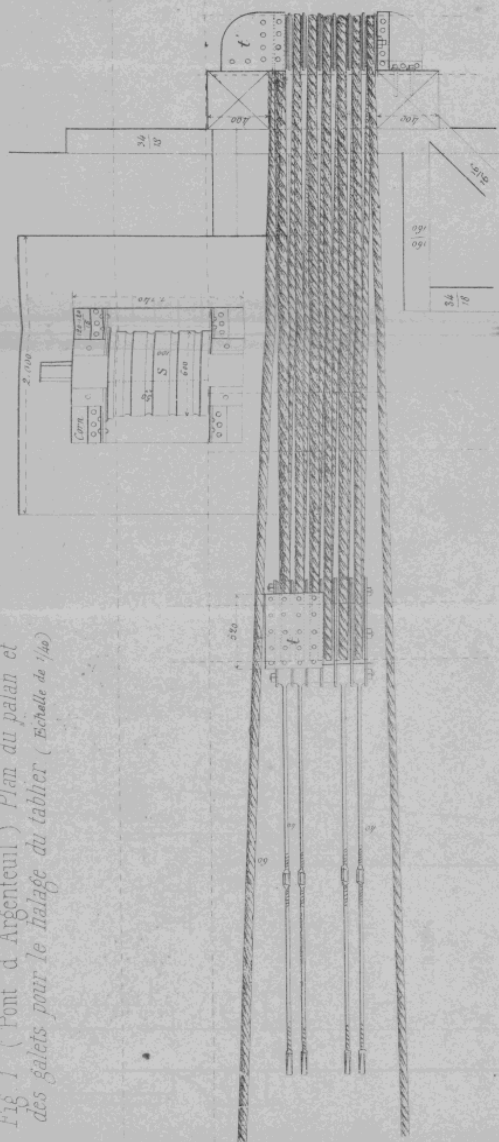


Fig. 2 (Pont d'Argenteuil) Elevation du palan et des galets pour le halage du tablier (Echelle de $\frac{1}{100}$)

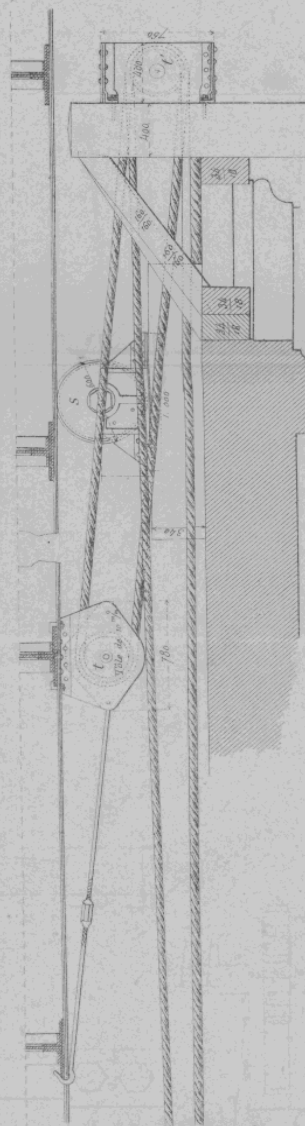


Fig. 3 Coupe de la vis

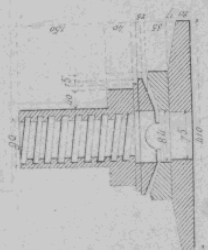


Fig. 4 Plan supérieur du Verrin de suspension

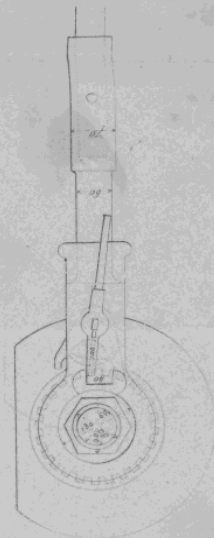


Fig. 5 Plan inférieur

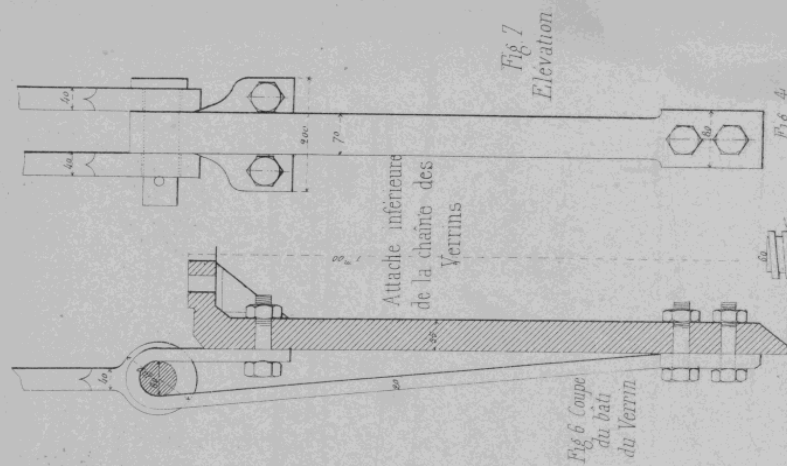
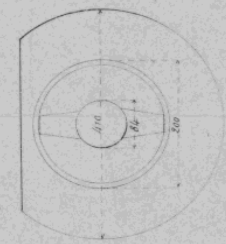


Fig. 6 Coupe du bâti du Verrin

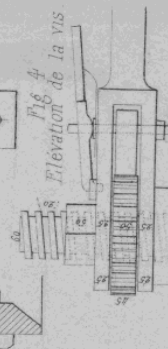


Fig. 7 Elevation



Fig 1 à 12 Détails de l'ancrage du Tablier du Viaduc métallique de la Cère.

Fig 1 Elevation des engins

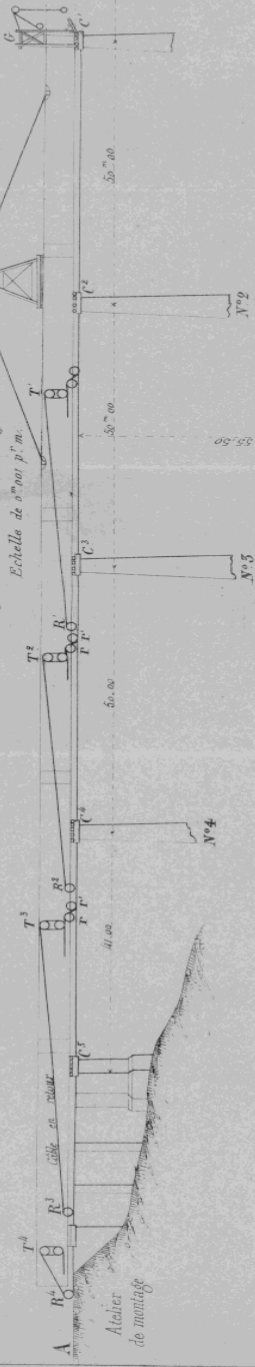


Fig 2 Plan du l'ancrage (Echelle des largeurs 0m 005 p 1 m)

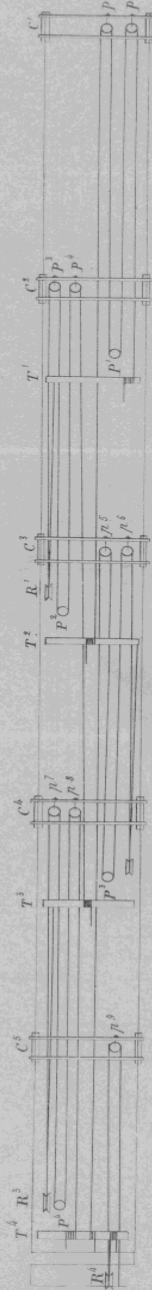


Fig 3 Plan d'un chassis

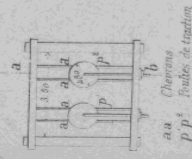


Fig 5 et 6. Galets de l'ancrage

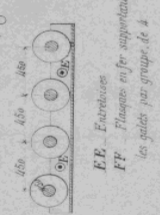


Fig 4 Coupe suivant ab

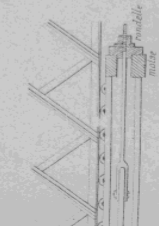


Fig 7

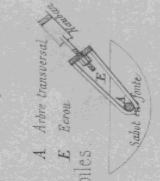


Fig 8 Arrivée du tablier sur les piles

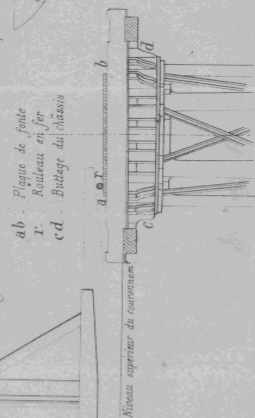


Fig 10 Disposition du Cable pour un premier l'ancrage



Fig 11 Plan

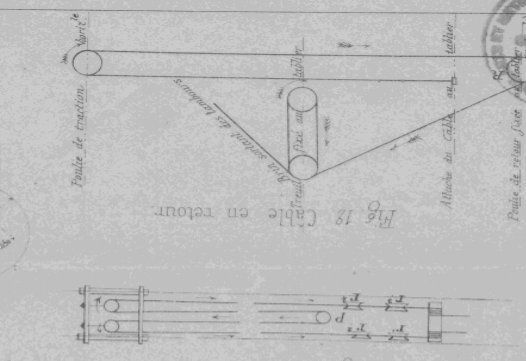
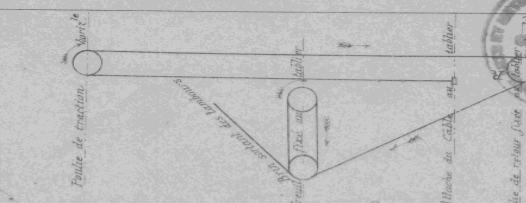


Fig 12



Echelles : Fig 1 et 2 0m 001 pour les largeurs Fig 3 5 6 7 et 8 0m 01 p 1 mètre Fig 9 0 02 p 1 mètre Fig 4 10 11 et 12 Echelles inverses

Vue générale du Phare et des Constructions de Port-Saïd.



Eugène LACROIX, Directeur, Paris, quai Malaquais.

IMP. BOUILLON.

Appareils de Construction des digues (Port de Biarritz)

Fig. 1 bis et 1^{er} Plan et détails des pontons accolés pour le transport et le coulage des blocs de 90 m³

Fig. 1 Profil moyen de la 1^{re} partie de la jetée

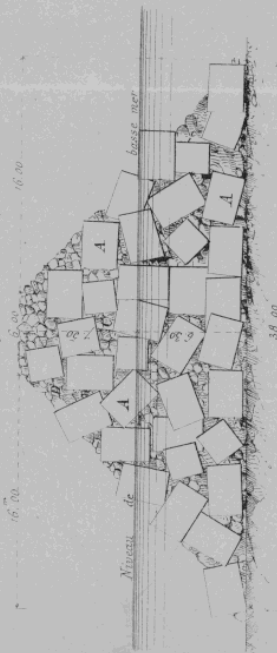
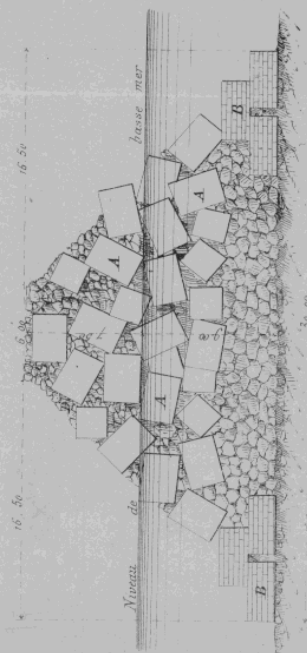


Fig. 1 bis (2^e partie de la jetée)



Echelle des Fig. 1 et 1^{bis} 0.0025 par mètre

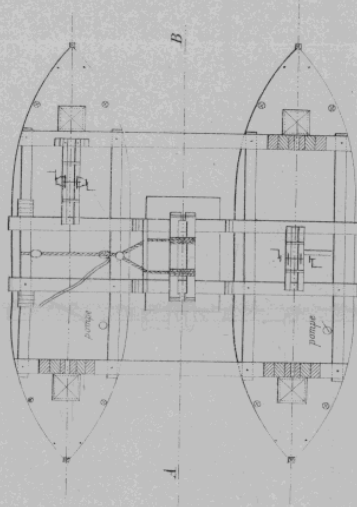


Fig. 2 bis Elevation longitudinale (A.B) des pontons

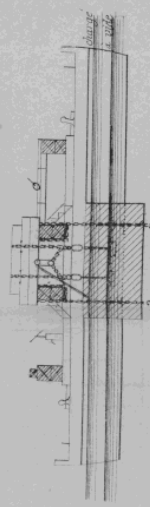


Fig. 2^{ter} Elevation transversale des pontons

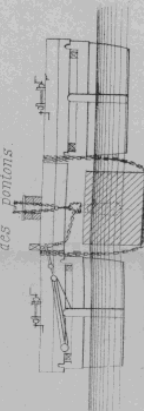


Fig. 3 bis et 3^{ter} Plan et détails du bateau servant au coulage des blocs naturels

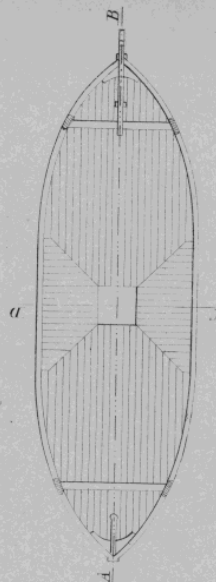
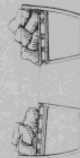


Fig. 3 bis Coupe du bateau servant AB



Fig. 3^{ter} Coupe du bateau servant CD



Echelle des Fig. 3 bis et 3^{ter} 0.005 par mètre

(Les dimensions des pontons peuvent varier suivant le volume des blocs)

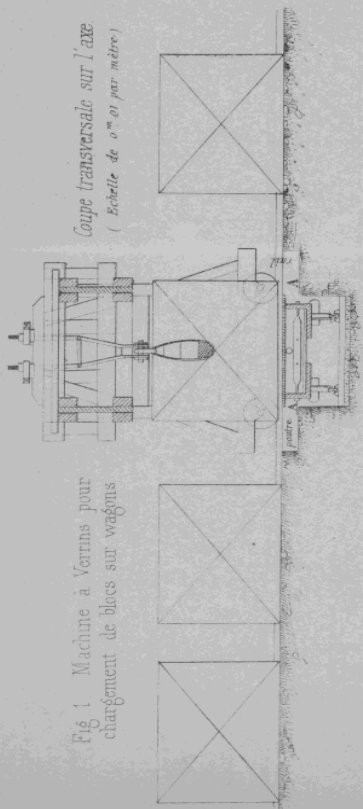


Fig. 1. Machine à Verrins pour chargement de blocs sur wagons

Coupe transversale sur l'axe
(Echelle de 0^m 01 par mètre)

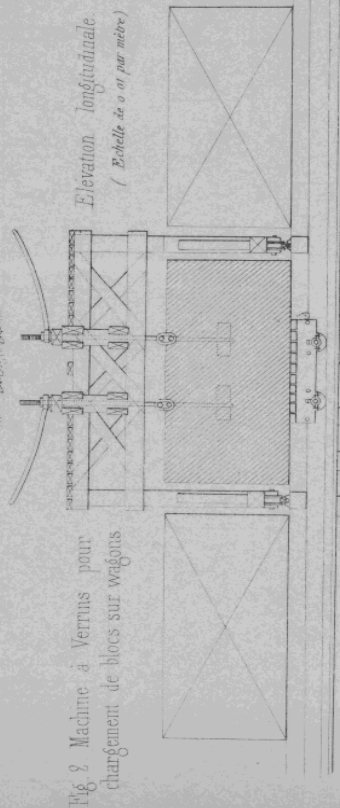


Fig. 2. Machine à Verrins pour chargement de blocs sur wagons

Elevation longitudinale
(Echelle de 0^m 01 par mètre)

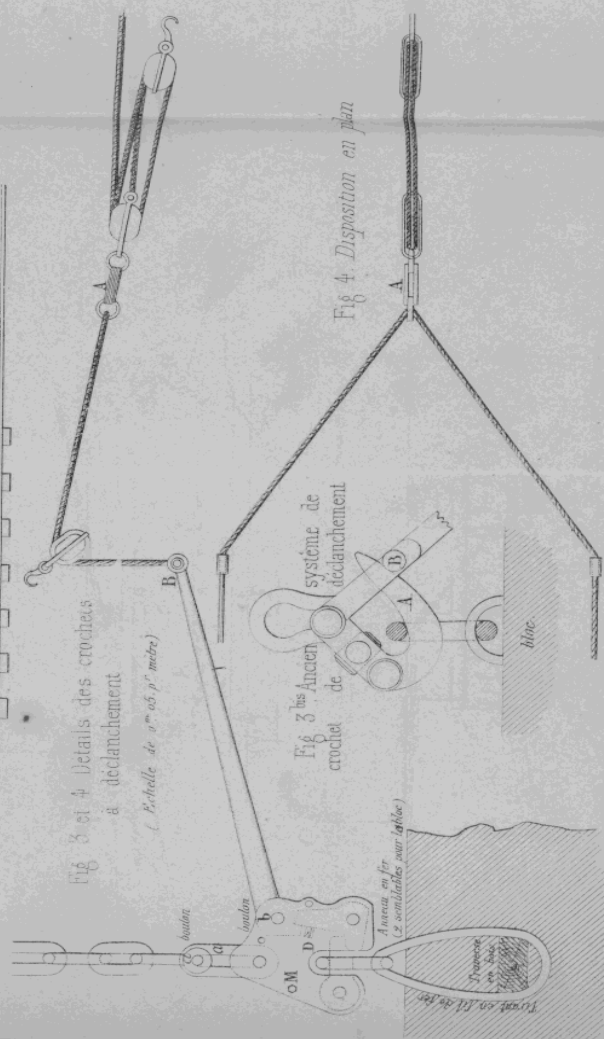


Fig. 3 et 4. Détails des crochets à déchaînement

(Echelle de 0^m 05 par mètre)

Fig. 3 bis. Ancien système de crochets de déchaînement

Fig. 4. Disposition en plan



Fig. 5. Descente sur le plan incliné, crochage et mise à flot du bloc de 20^{m³}
(Echelle de 0^m 05)

Fig. 6 et 7. Embarcadere des blocs naturels

Fig. 6. Elevation longitudinale

Fig. 7. Coupe transversale

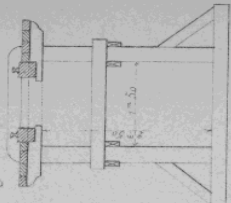


Fig. 8 et 9. Wagon porte bloc chargé.

Fig. 8. Elevation laterale

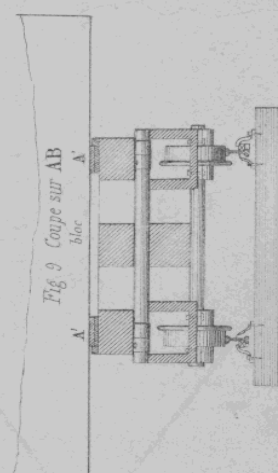
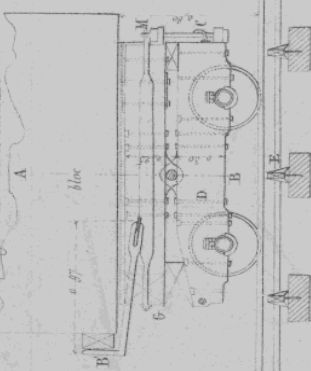


Fig. 9. Coupe sur AB

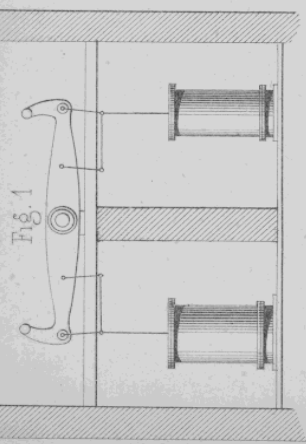


Fig. 1

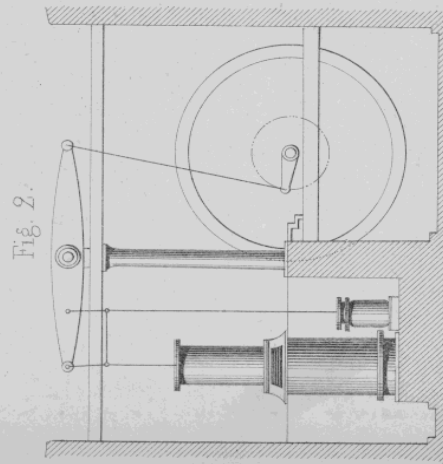


Fig. 2.

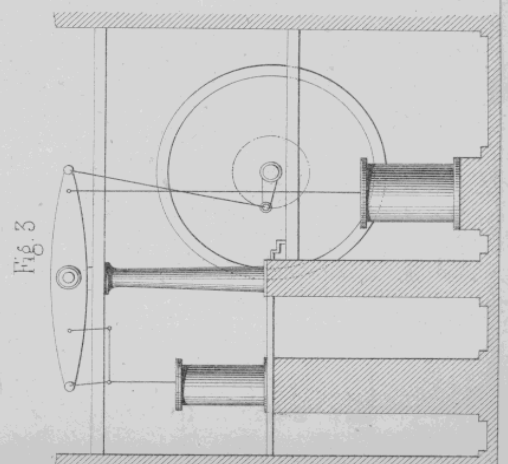


Fig. 3

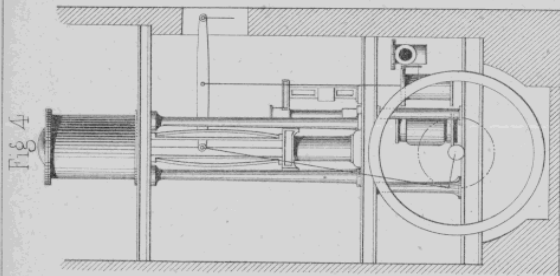


Fig. 4

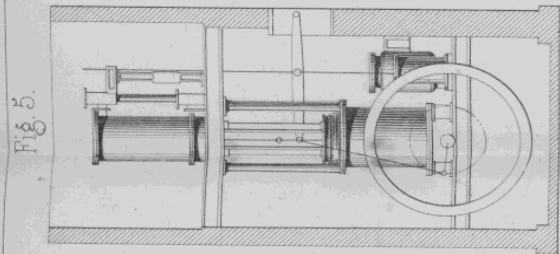


Fig. 5.

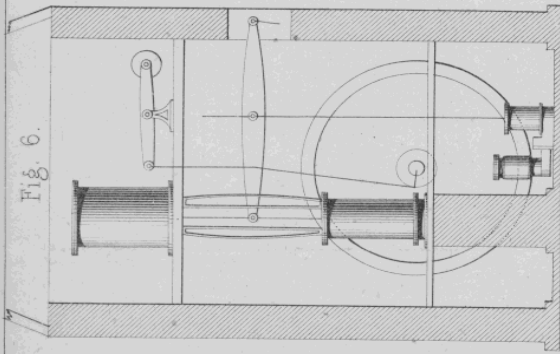


Fig. 6.

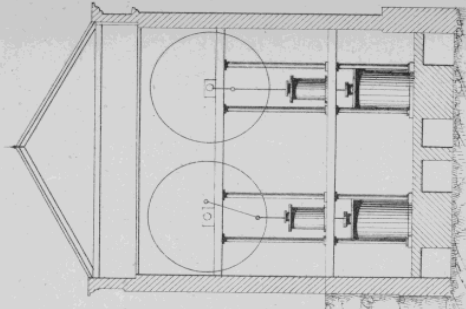


Fig. 7. Creusot.

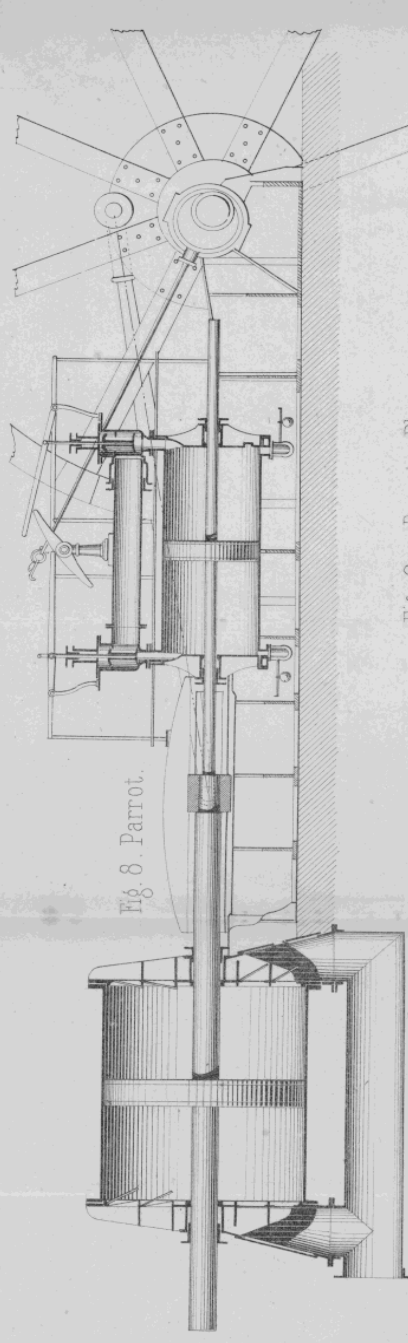
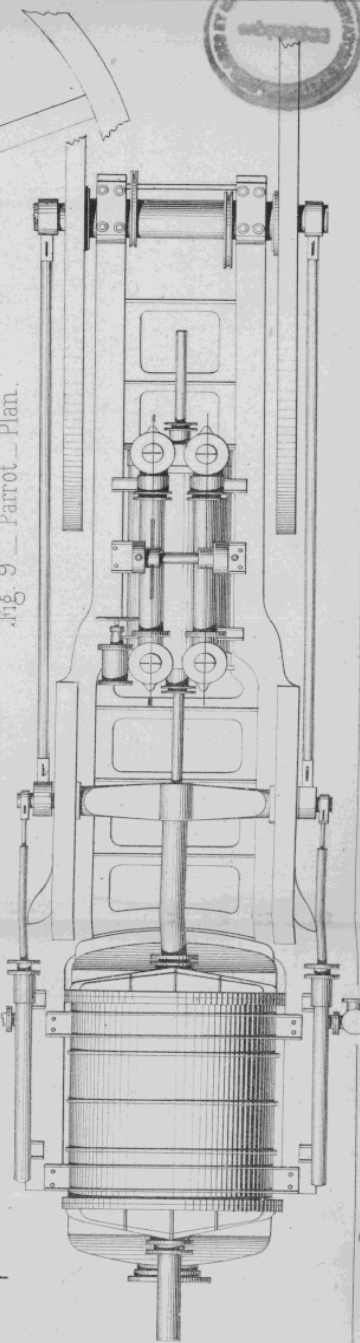


Fig. 8. Parrot.

Fig. 9 — Parrot — Plan.



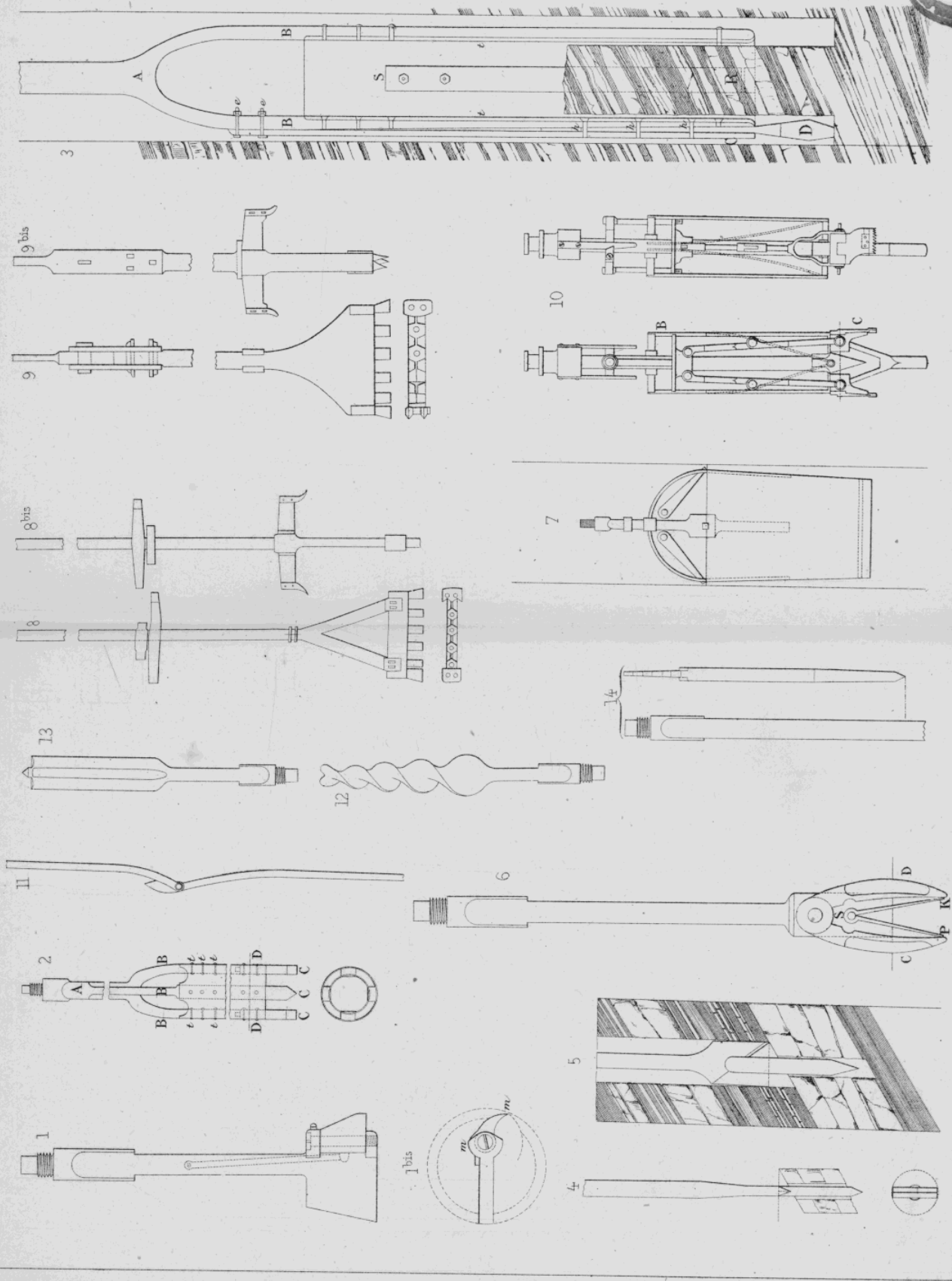


Fig. 1

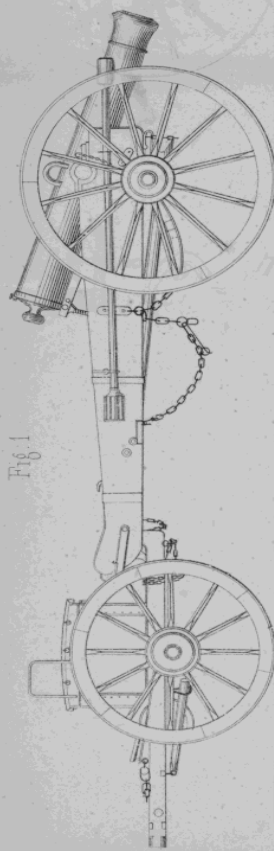
Fig. a ($\frac{1}{32}$)Fig. b ($\frac{1}{3}$)Fig. c ($\frac{1}{10}$)Fig. d ($\frac{1}{10}$)Fig. e ($\frac{1}{32}$)Fig. f ($\frac{1}{32}$)

Fig. 2

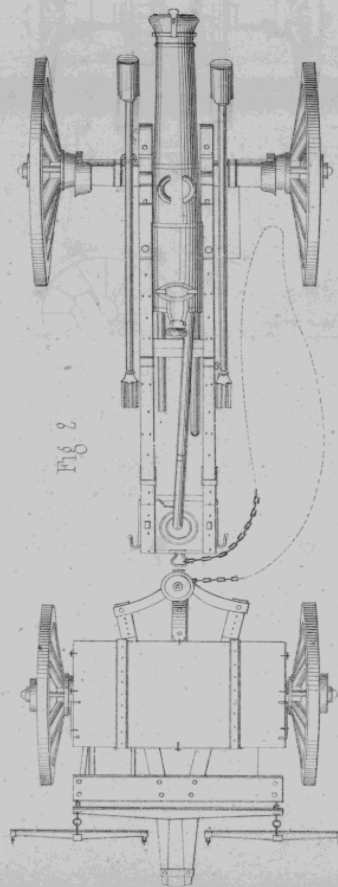
Fig. 3 ($\frac{1}{66}$)

Fig. 4



Fig. 5

Fig. 6 ($\frac{1}{3}$)

Fig. 7



Fig. 8



Fig. 9



Fig. 10



Fig. 11



Fig. 12



Fig. 13



Fig. 14



Fig. 15



Fig. 16



Fig. 17



Fig. 18



Fig. 19



Fig. 20



Fig. 21



Fig. 22



Fig. 23



Fig. 24



Fig. 25



Fig. 26



Fig. 27



Fig. 28



Fig. 29



Fig. 30



Fig. 31



Fig. 32



Fig. 33



Fig. 34



Fig. 35



Fig. 36



Fig. 37



Fig. 38



Fig. 39



Fig. 40



Fig. 41



Fig. 42



Fig. 43



Fig. 44



Fig. 45



Fig. 46



Fig. 47



Fig. 48



Fig. 49



Fig. 50



Fig. 51



Fig. 52



Fig. 53



Fig. 54



Fig. 55



Fig. 56



Fig. 57



Fig. 58



Fig. 59



Fig. 60



Fig. 61



Fig. 62



Fig. 63



Fig. 64



Fig. 65



Fig. 66



Fig. 67



Fig. 68



Fig. 69



Fig. 70



Fig. 71



Fig. 72



Fig. 73



Fig. 74



Fig. 75



Fig. 76



Fig. 77



Fig. 78



Fig. 79



Fig. 80



Fig. 81



Fig. 82



Fig. 83



Fig. 84



Fig. 85



Fig. 86



Fig. 87



Fig. 88



Fig. 89



Fig. 90



Fig. 91



Fig. 92



Fig. 93



Fig. 94



Fig. 95



Fig. 96



Fig. 97



Fig. 98

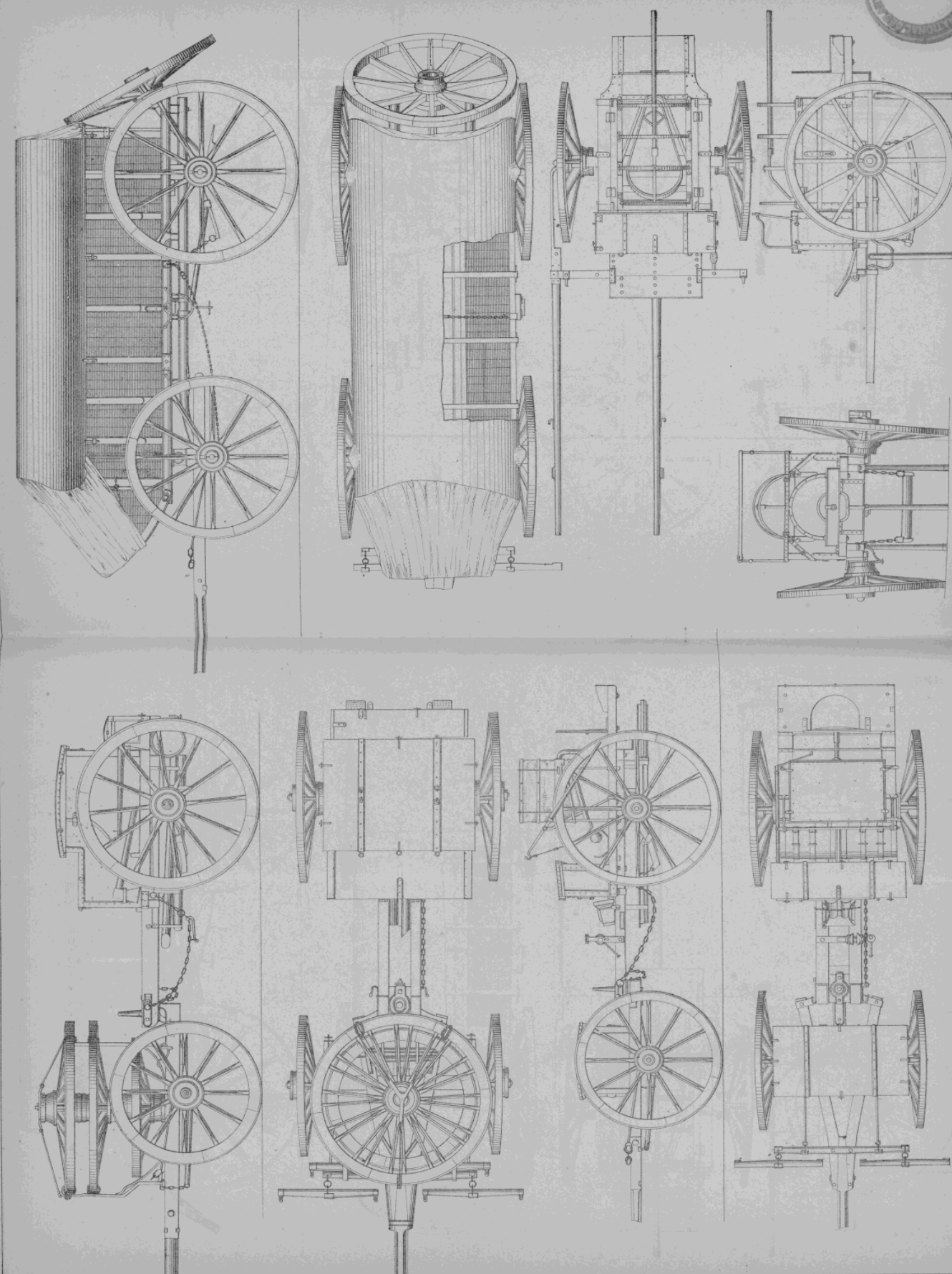


Fig. 99



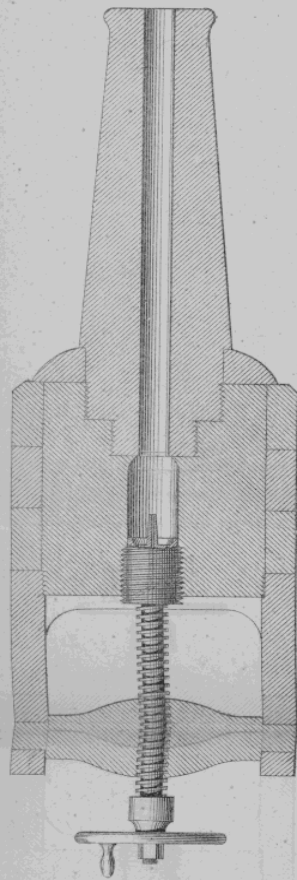
Fig. 100



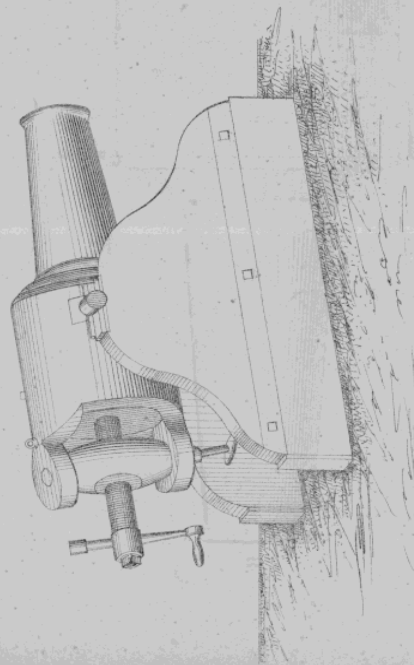


Atelier Brune et Thodry N. de Dantzig

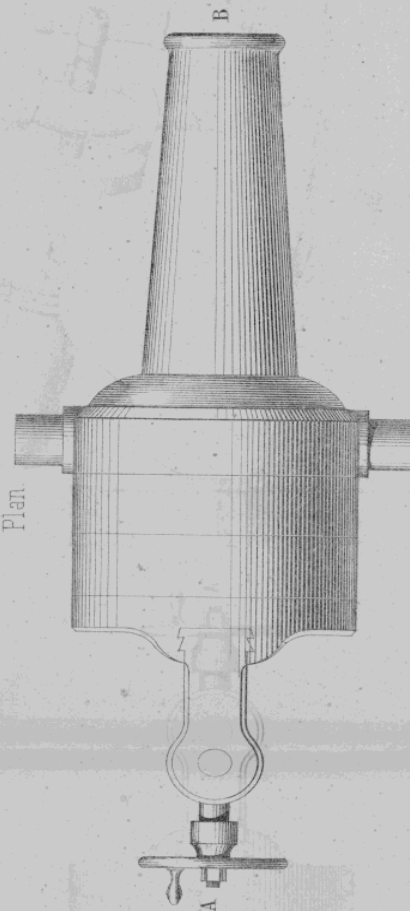
Coupe suivant AB (Echelle de $\frac{1}{10}$)



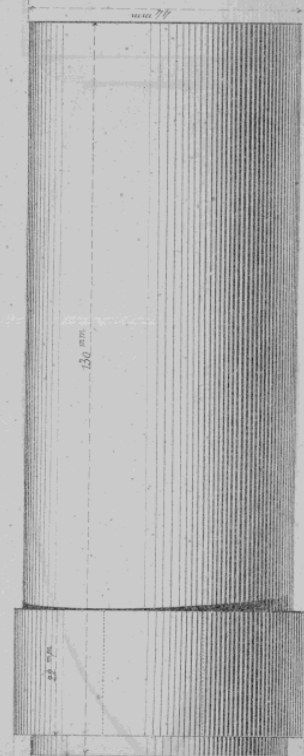
Vue du Canon et de l'affût
Echelle $\frac{1}{20}$



Plan



Boulet d'acier pour percer les plaques
Echelle $\frac{1}{4}$



Boulet pour les grandes portées
Echelle $\frac{1}{7}$



Fig. 1.

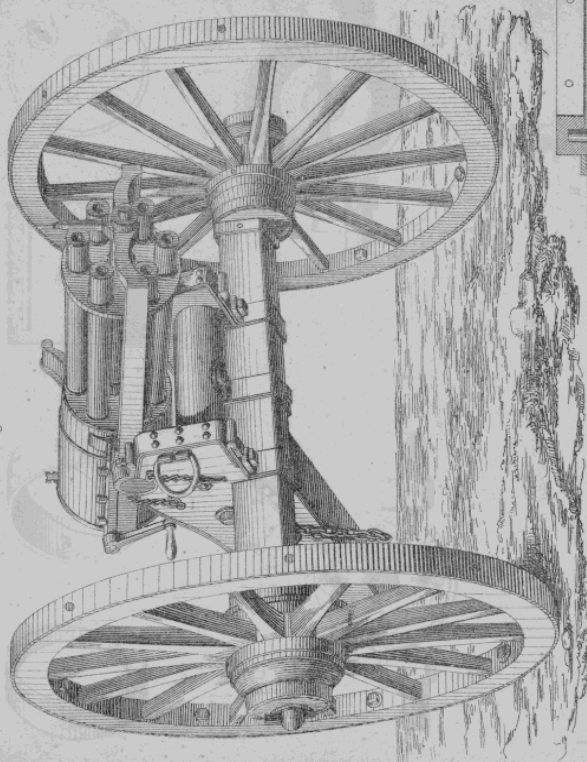


Fig. 15



Fig. 16

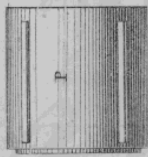


Fig. 10

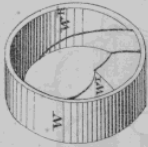


Fig. 9

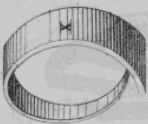


Fig. 11. Coupe suivant

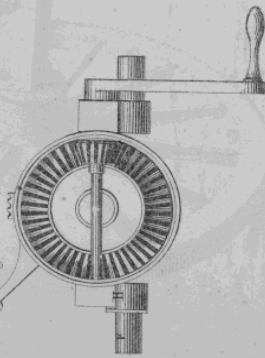


Fig. 13

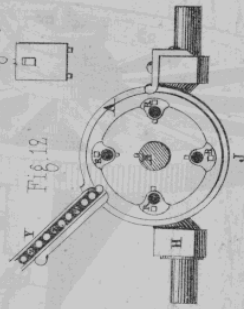


Fig. 12

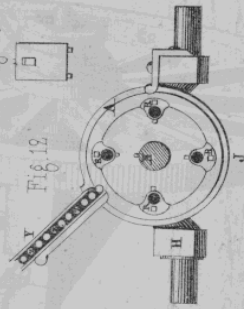


Fig. 6. Coupe longitudinal suivant l'axe par un plan horizontal

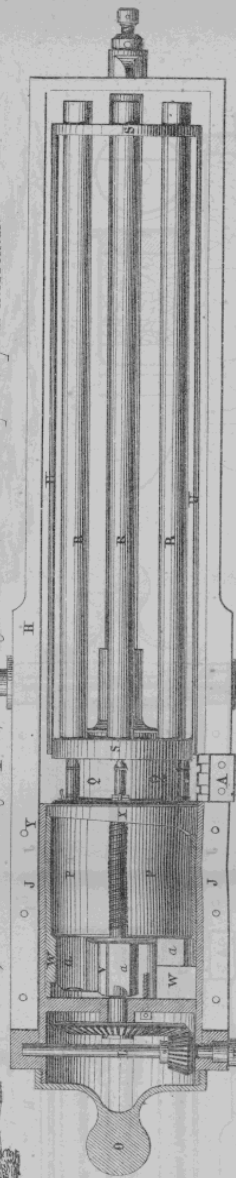


Fig. 7. Coupe verticale suivant l'axe

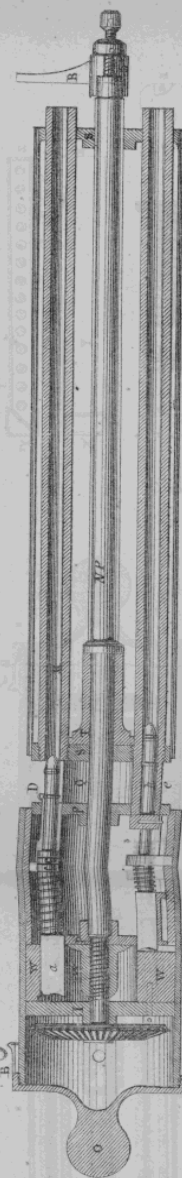


Fig. 2. Balle à longue portée



Fig. 3. Mitraille pour les petites portées

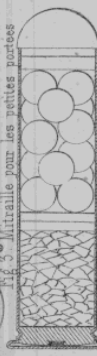


Fig. 5. Coupe suivant

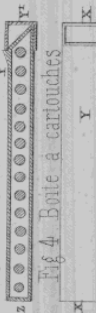


Fig. 4. Boite à cartouches



Fig. 7



Fig. 8



Canon Armstrong de 9 pouces, monté sur affut marin en tôle de fer

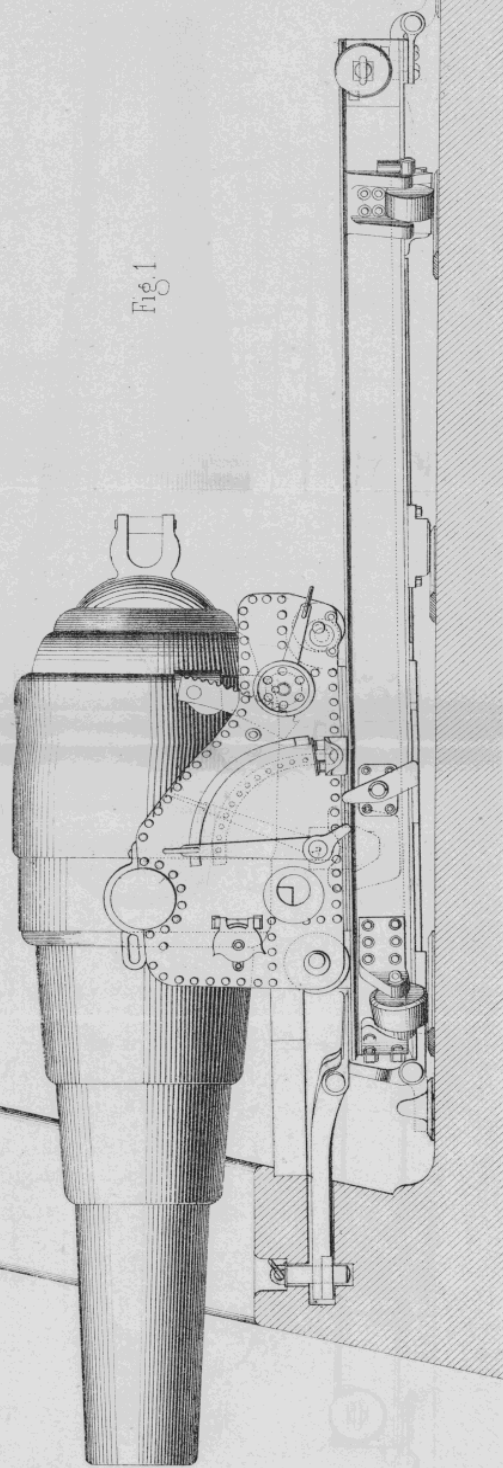


Fig. 1

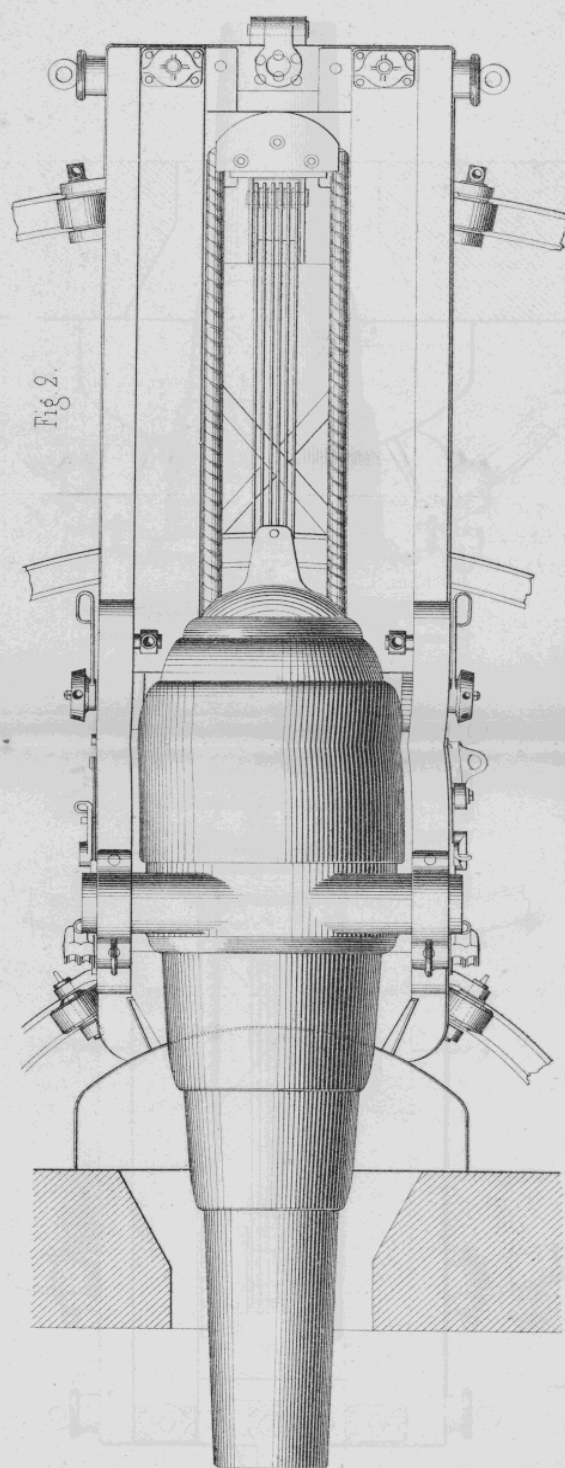


Fig. 2.

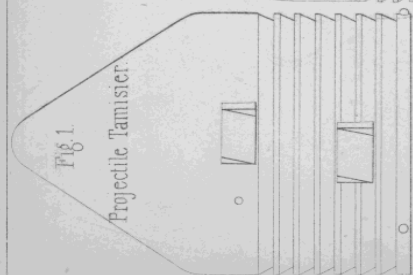


Fig. 1.

Projectile Tamisier.

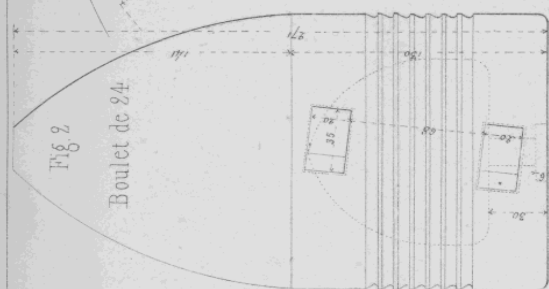


Fig. 2.

Boulet de 24.

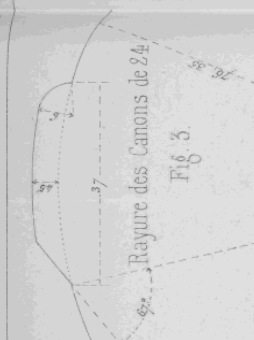


Fig. 3.

Rayure des Canons de 24.

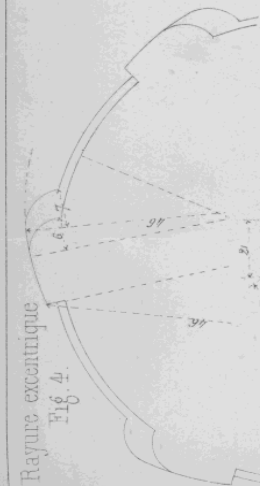


Fig. 4.

Rayure excentrique.

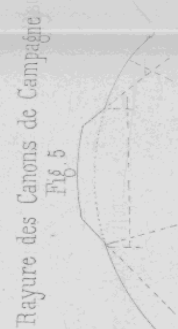


Fig. 5.

Rayure des Canons de Campagne.



Fig. 6.

Profil exécuté pour le Mitrailleur.

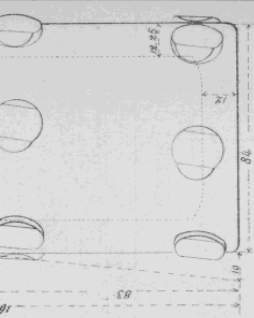


Fig. 7.

Obus à balles de 4.

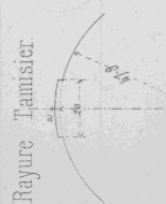


Fig. 8. Rayure de M. Jeffery.

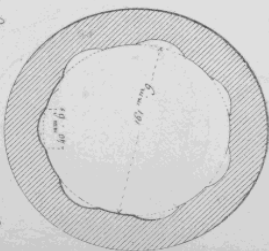


Fig. 9. Rayure de M. Bashley Britten.



Fig. 10.

Rayure en scie du Cap. Blakely pour obus Britten.

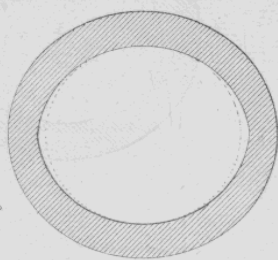


Fig. 11.

Rayure de M. Lancaster.

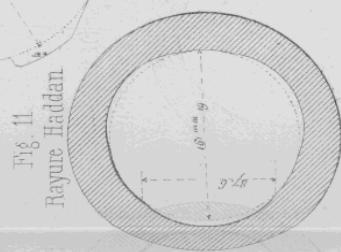


Fig. 12.

Rayure Hadden.

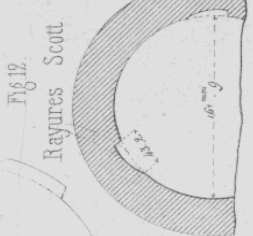


Fig. 13.

Rayures Scott.

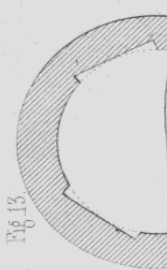


Fig. 14.

Rayure Armstrong.

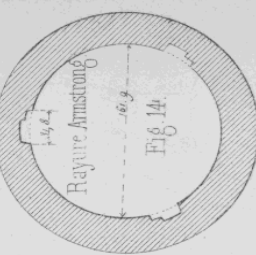


Fig. 15. Obus Jeffery.

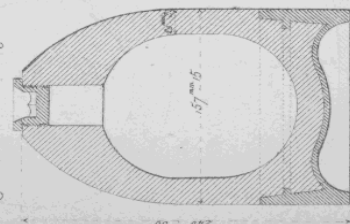


Fig. 16. Obus Britten.

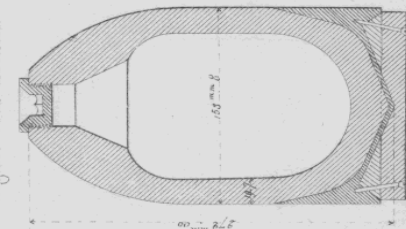


Fig. 17. Obus Lancaster.

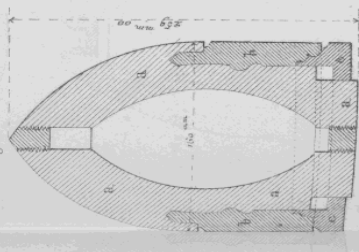


Fig. 18.

Obus Lynall Thomas.

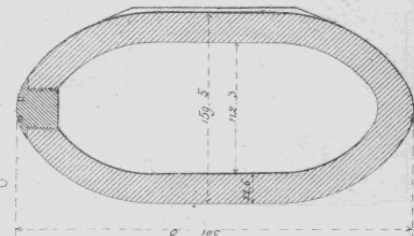


Fig. 19. Obus Scott.

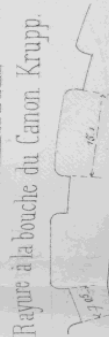


Fig. 20.

Rayure de Woolwich.

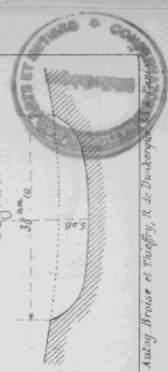


Fig. 1.

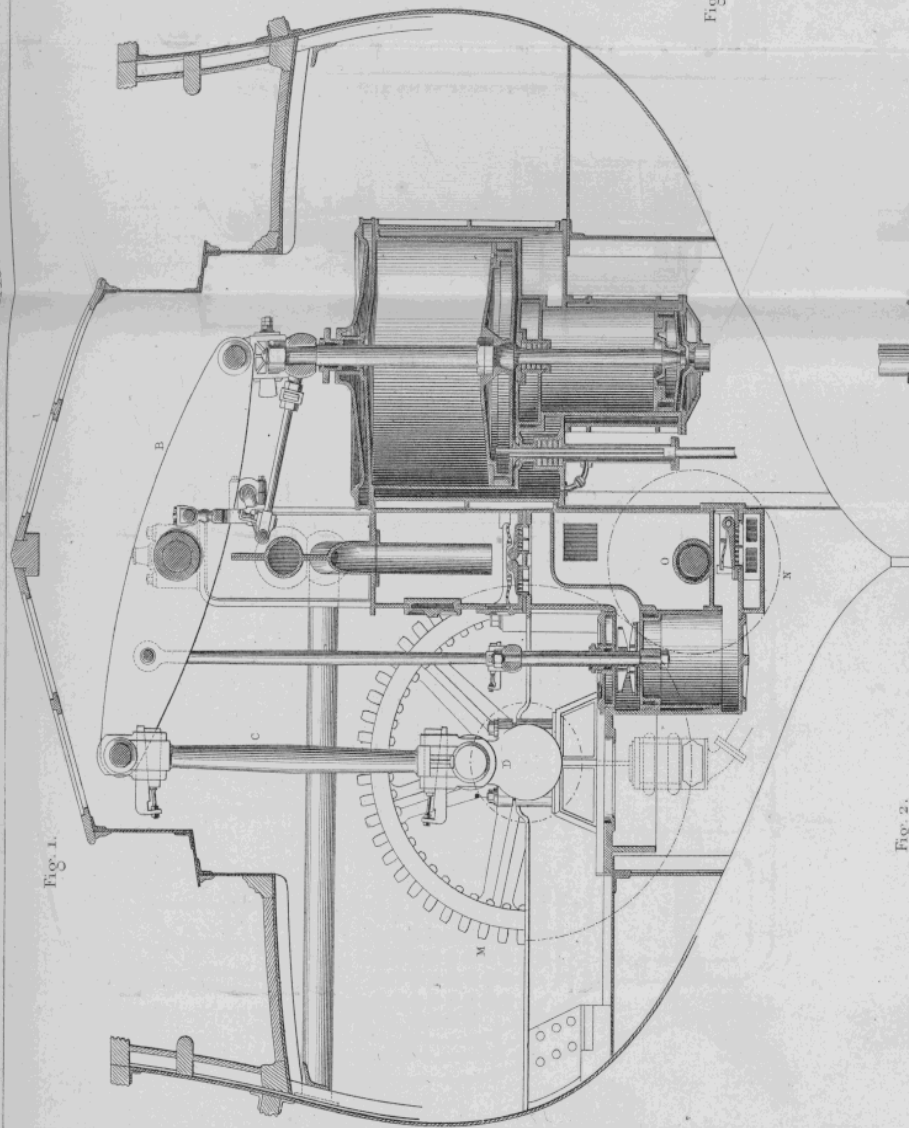


Fig. 3.

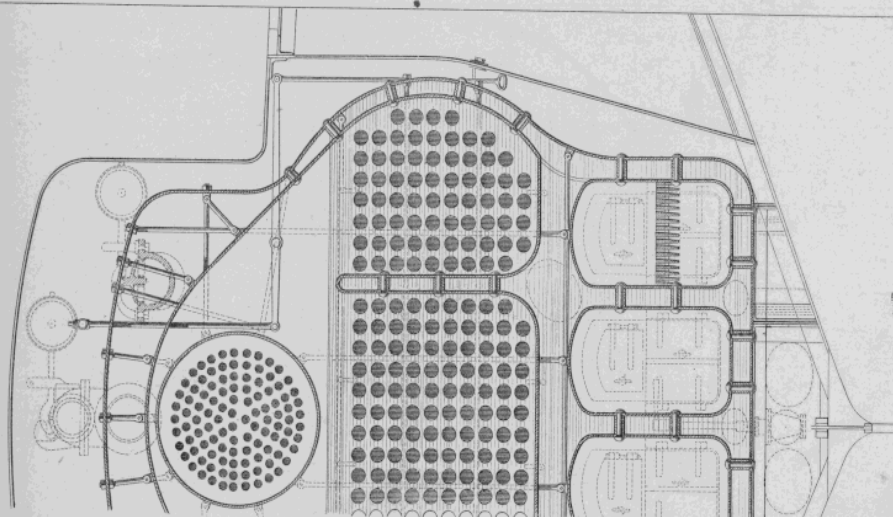


Fig. 2.

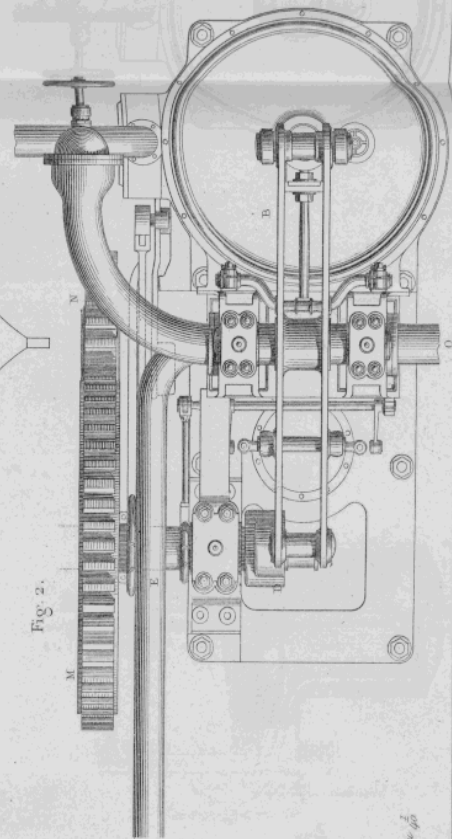
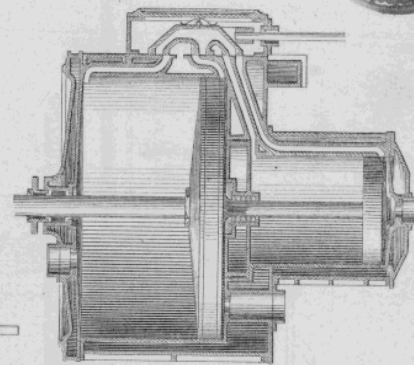


Fig. 4.



Echelle au 1/20

Imp. Moravcsz Paris

Paris. EUGÈNE LACROIX Dessiné par 15. Quai Malaquais.



Fig. 1.

Chaudière Anglaise
à surface de chauffe
ondulée.

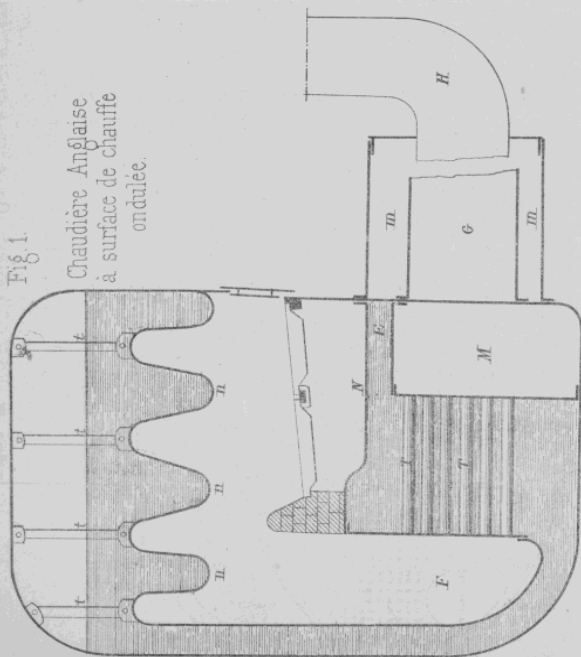


Fig. 2.

Chaudière des paquebots
du Danube.

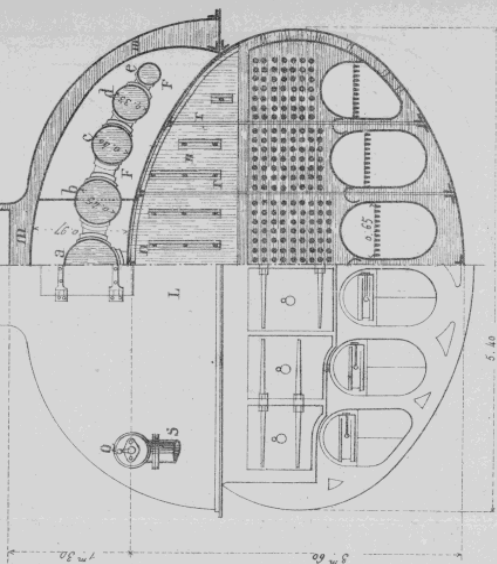


Fig. 3.

Chaudière Fields.

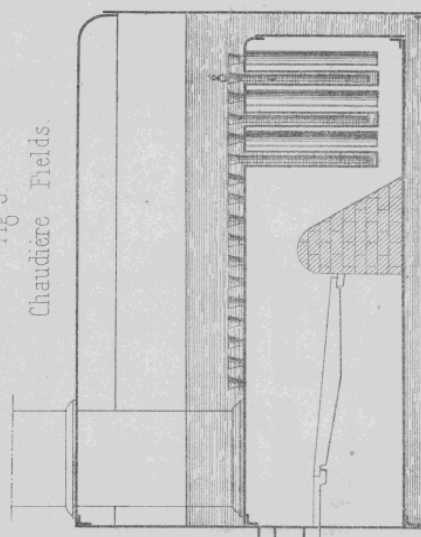


Fig. 4.

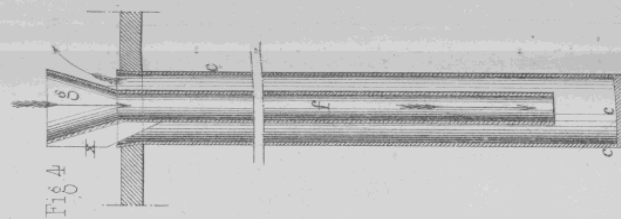


Fig. 5.

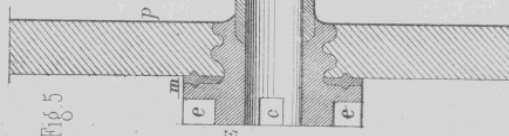
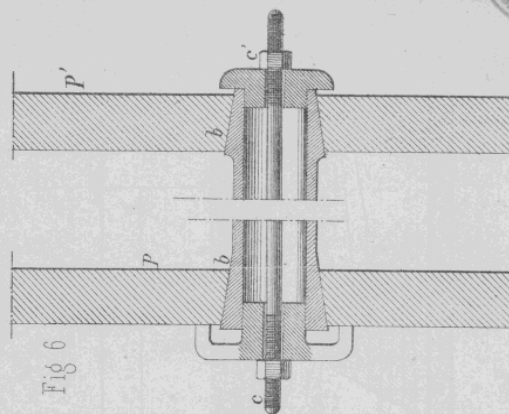


Fig. 6.



Tubes amovibles Berendorff.

Fig. 1.

Chaudière Chevallier.

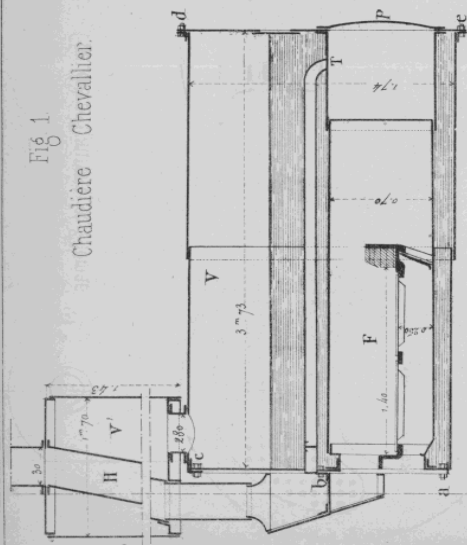
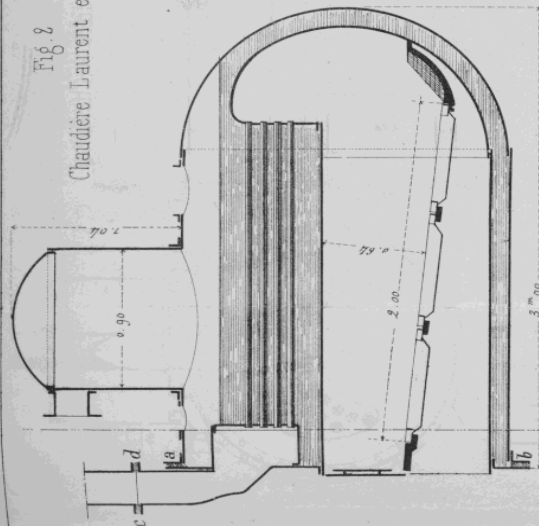


Fig. 2

Chaudière Laurent et Thomas.



Chaudière Carville.

Fig. 3

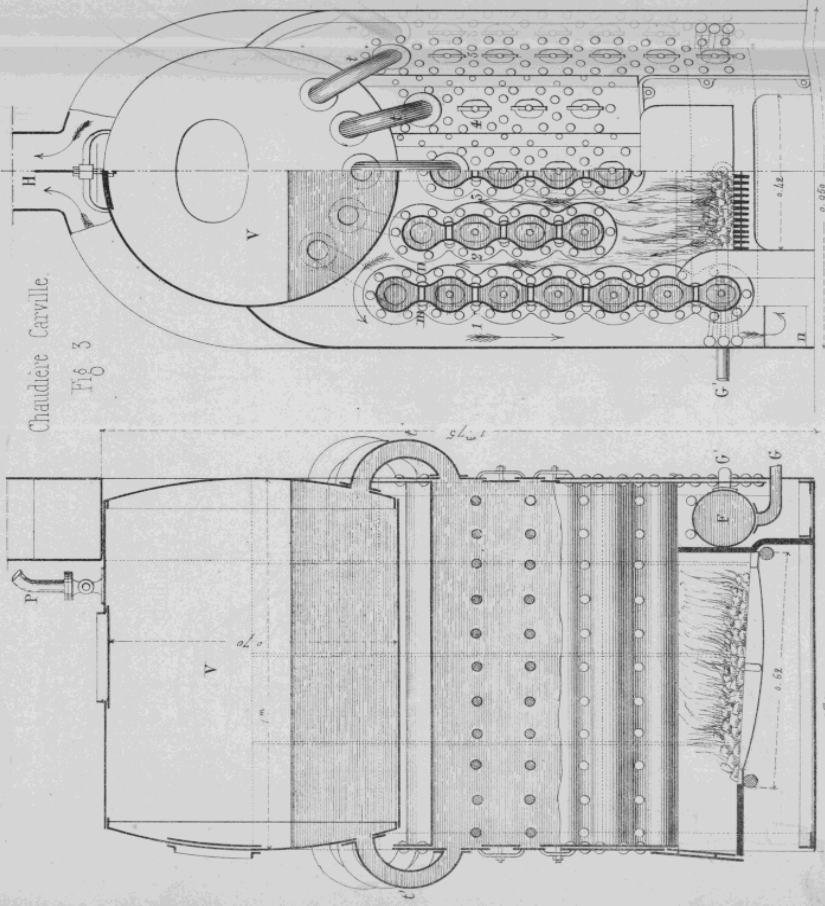


Fig. 6

Chaudière

Thompson

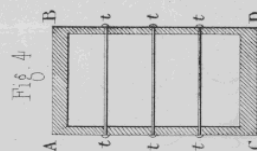
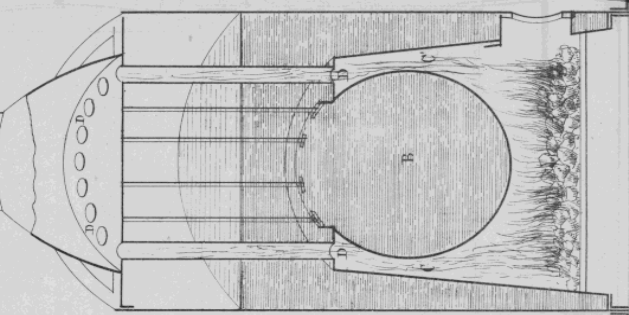
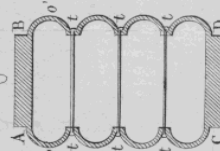
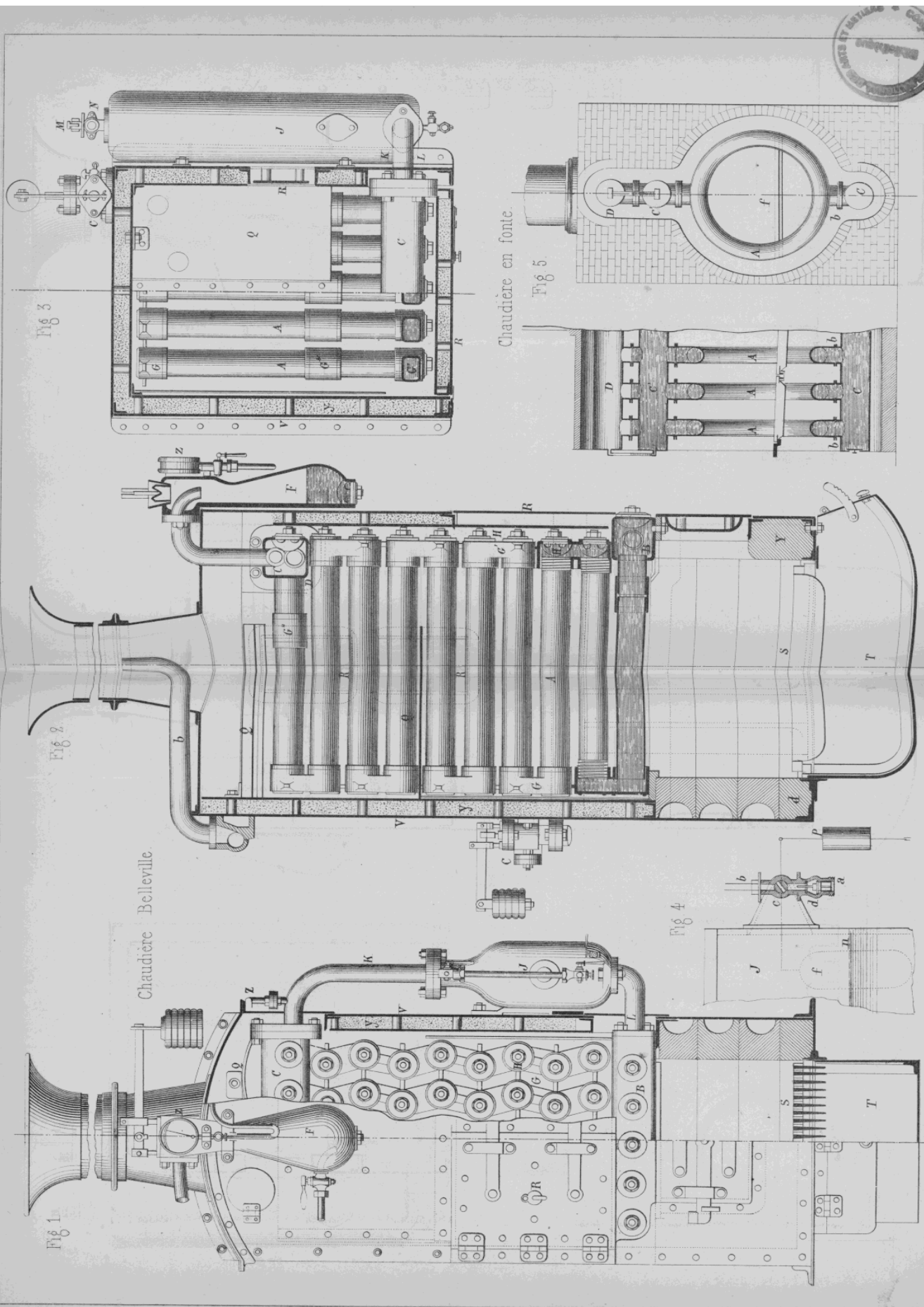
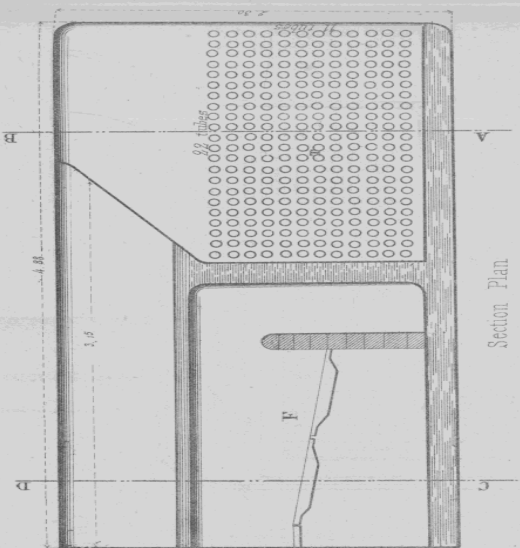


Fig. 5

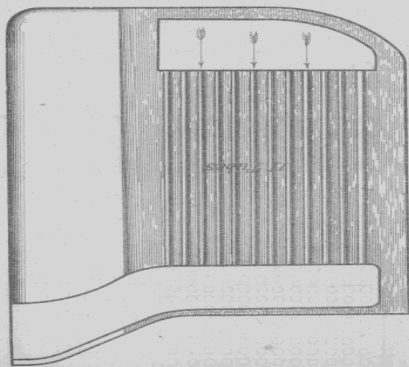




Section suivant FG.



Section suivant AB.



Section Plan.

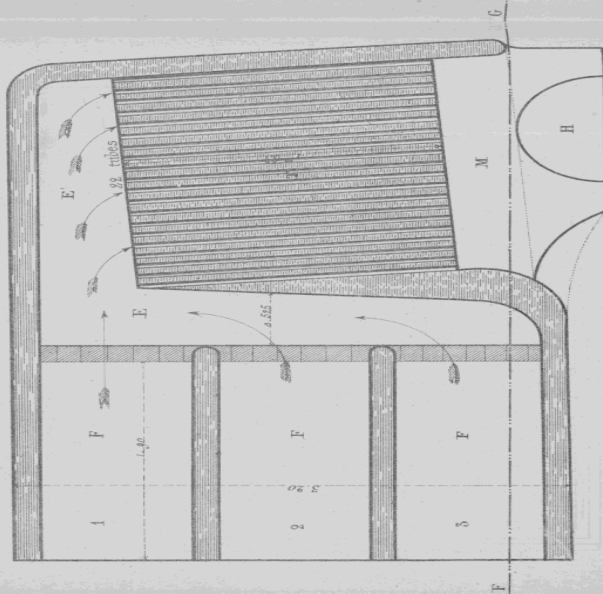


Fig. 2

Section suivant CD.

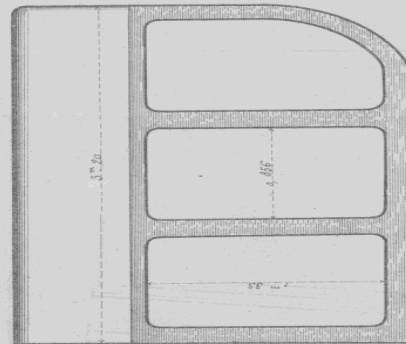


Fig. 3.

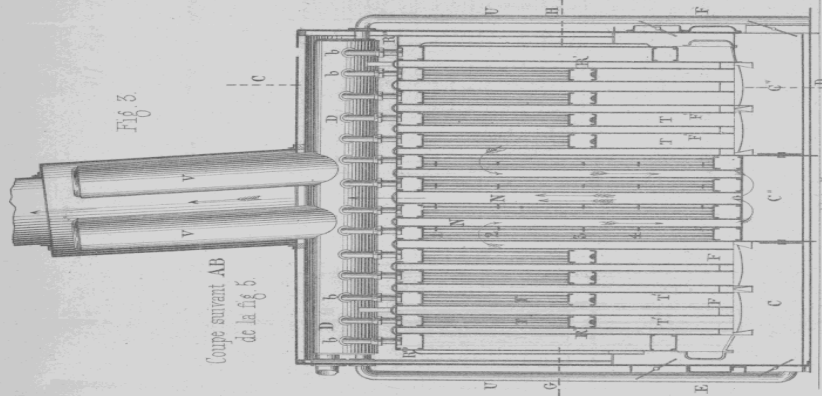
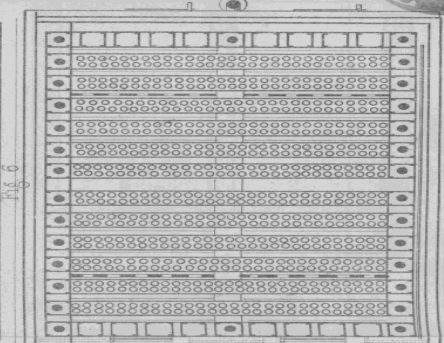
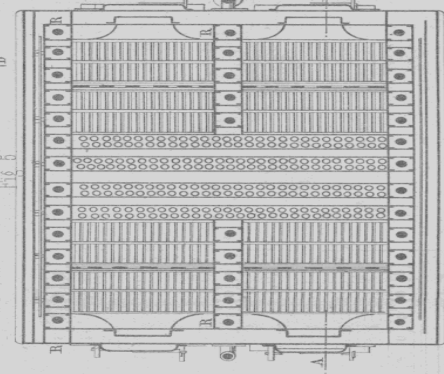
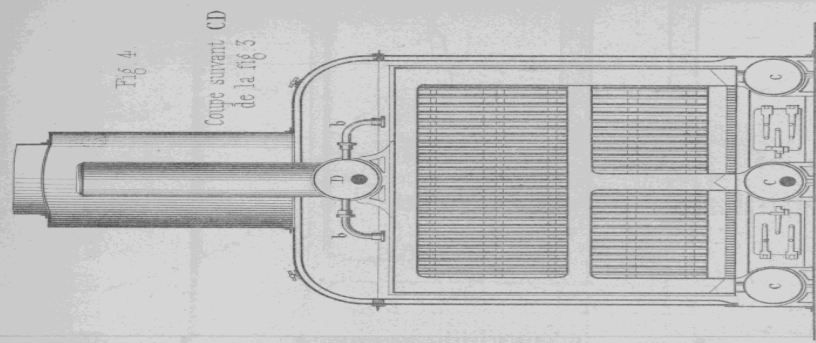
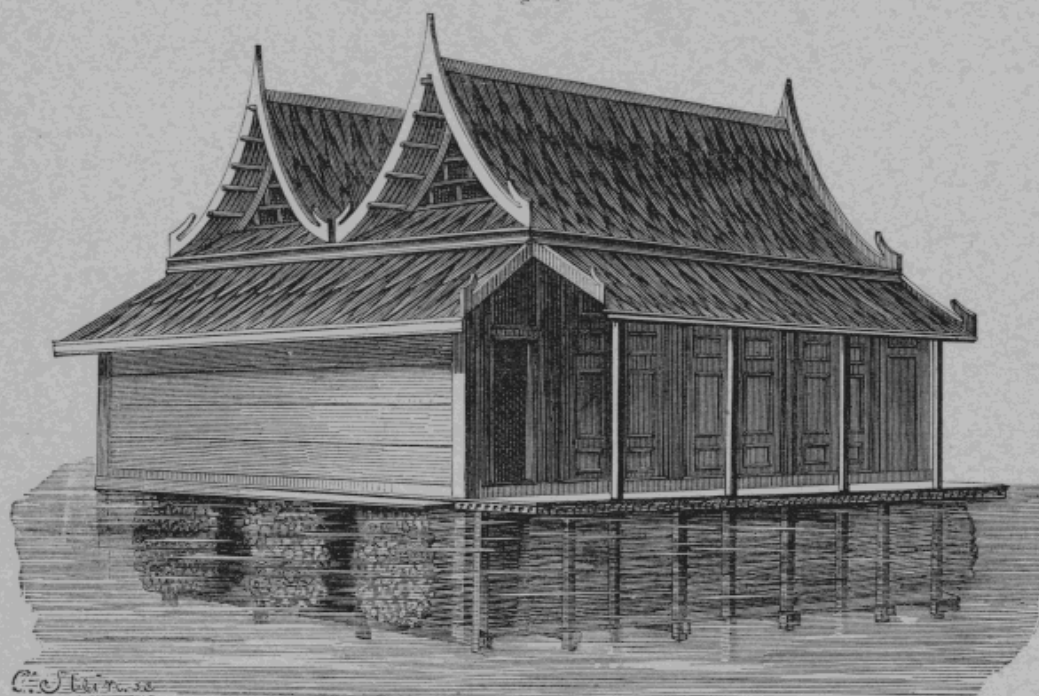


Fig. 4.



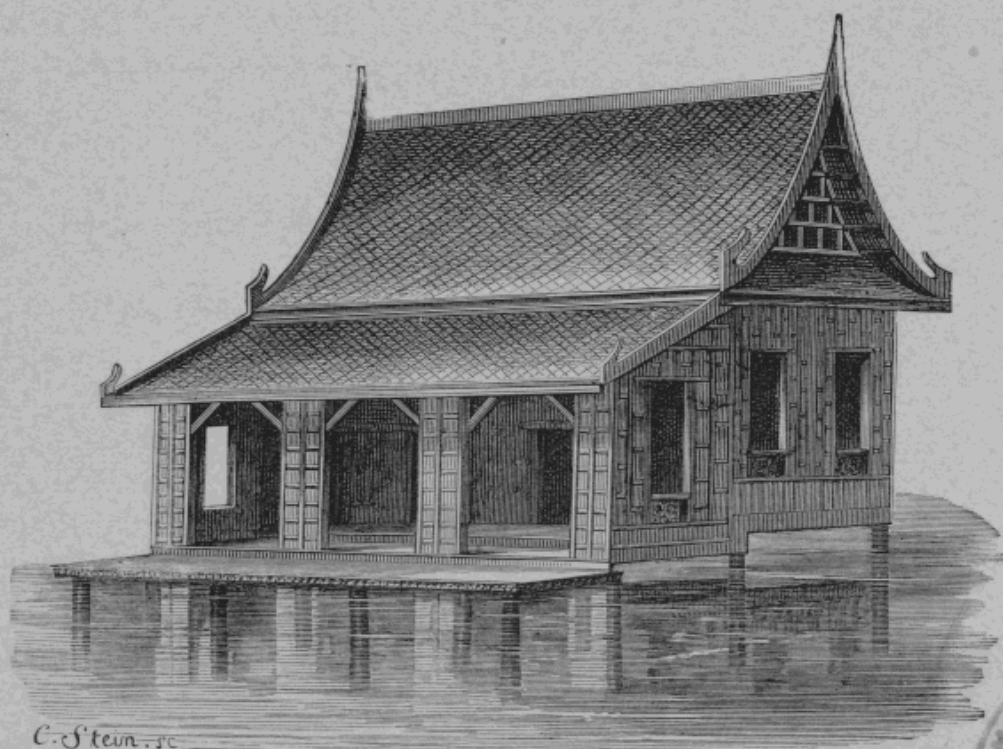
ROYAUME DE SIAM (MAISON FLOTTANTE).

Fig. 1.



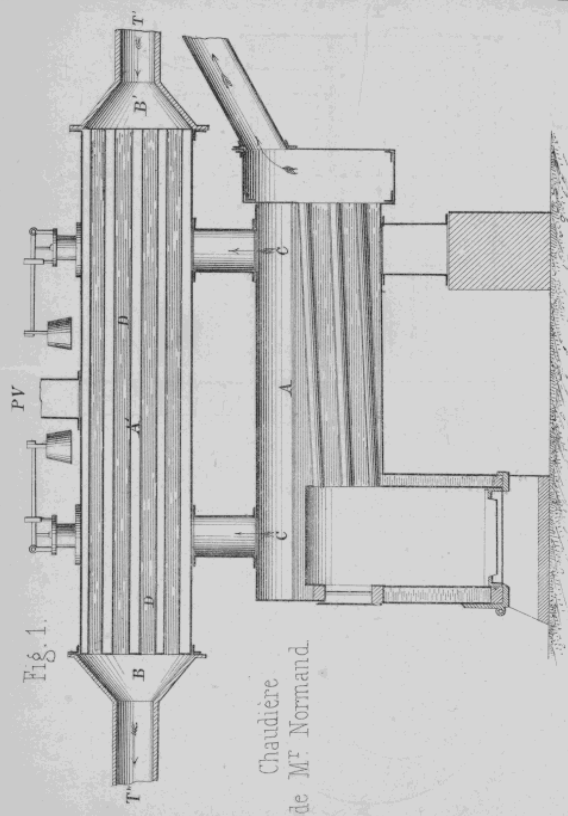
ROYAUME DE SIAM (MAISON SUR PILOTIS).

Fig. 2.



Eugène LACROIX, Directeur, Paris, quai Malaquais.

IMP. BOURDIER.



Chaudière Pyrothecmique de M. Payenne

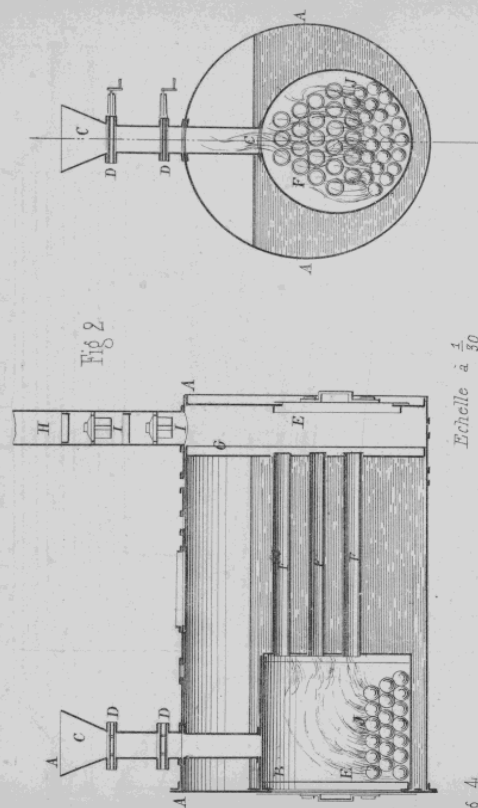
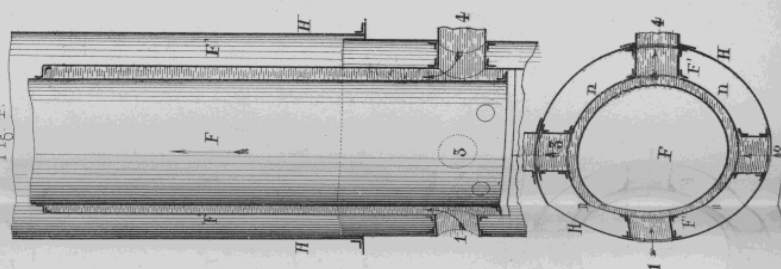
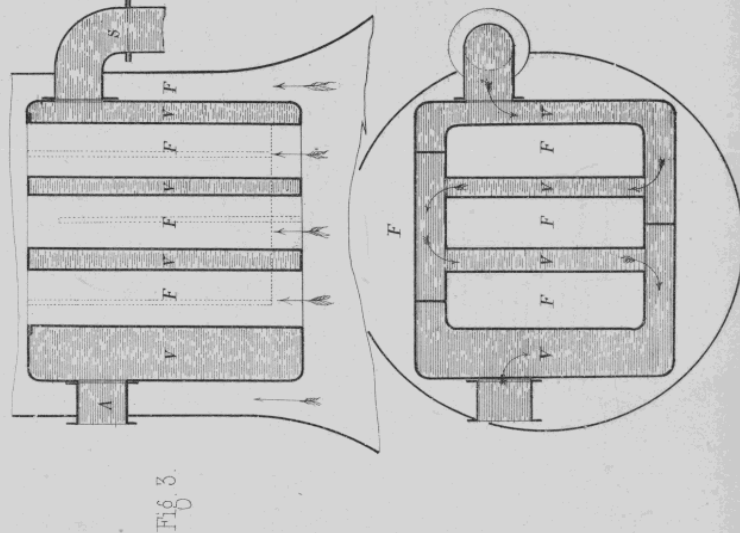


Fig. 4.

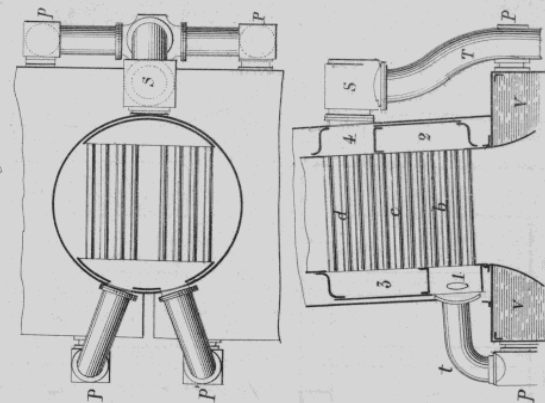


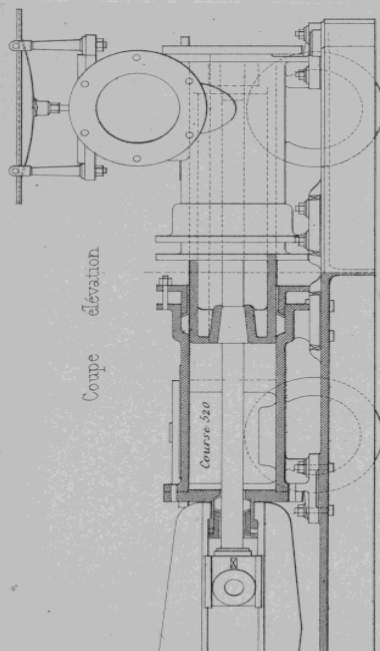
Sécheurs Système Anglais



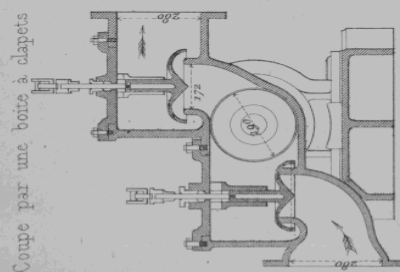
Sécheur Système Anglais

Fig. 5.

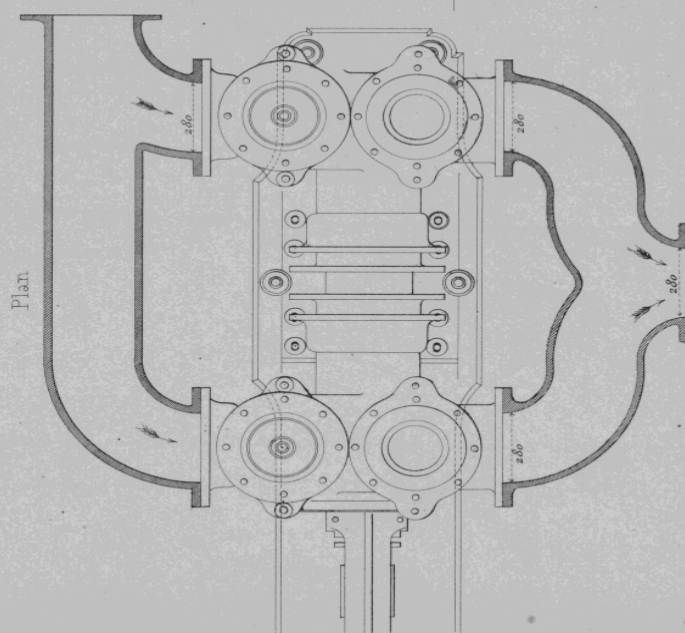
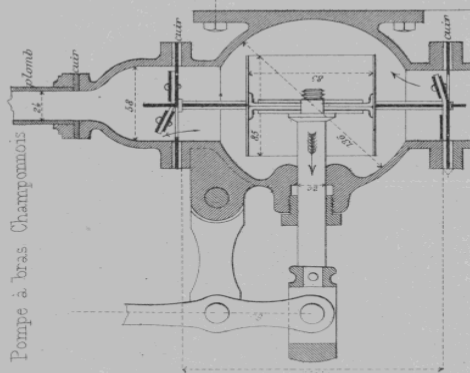




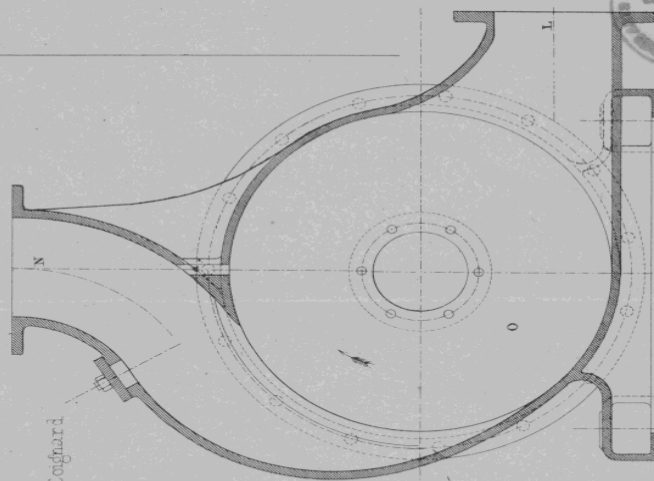
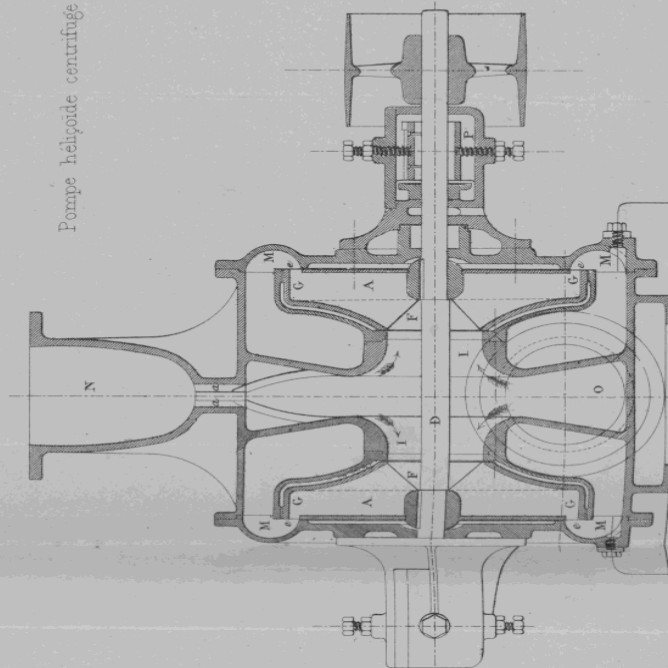
Pompe Gard, à moteur inanimé



Pompe à bras Champonnais  plomb



Pompe hélicoïde centrifuge Coignard



Paris... **EUGÈNE LACROIX** Directeur 15, Quai Malaquais.
Paris, Imp. Monrocq

Gravé chez Erhard.

Fig. 1. Elevation de côté.

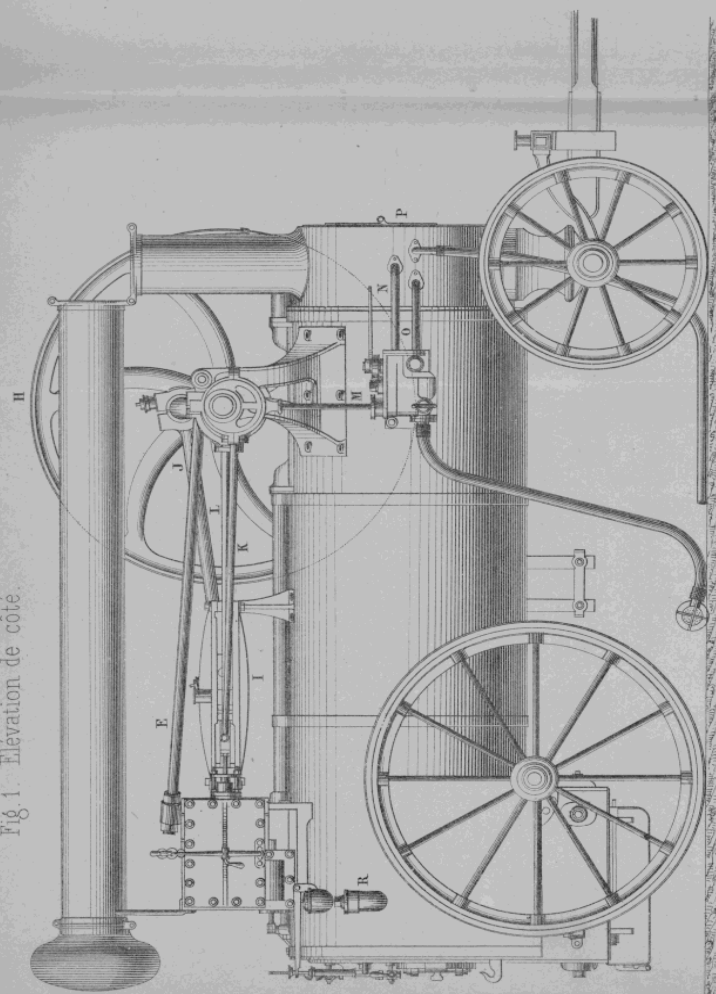


Fig. 2. Elevation de face.

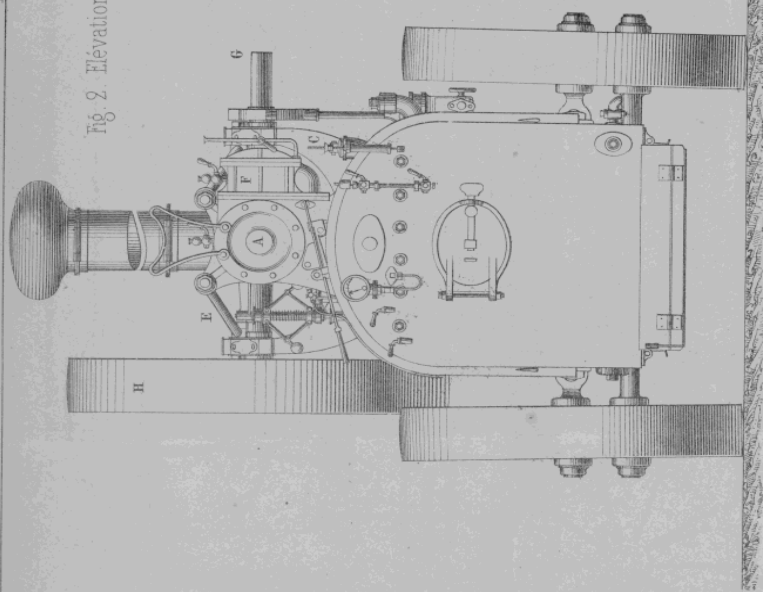


Fig. 3. Plan.

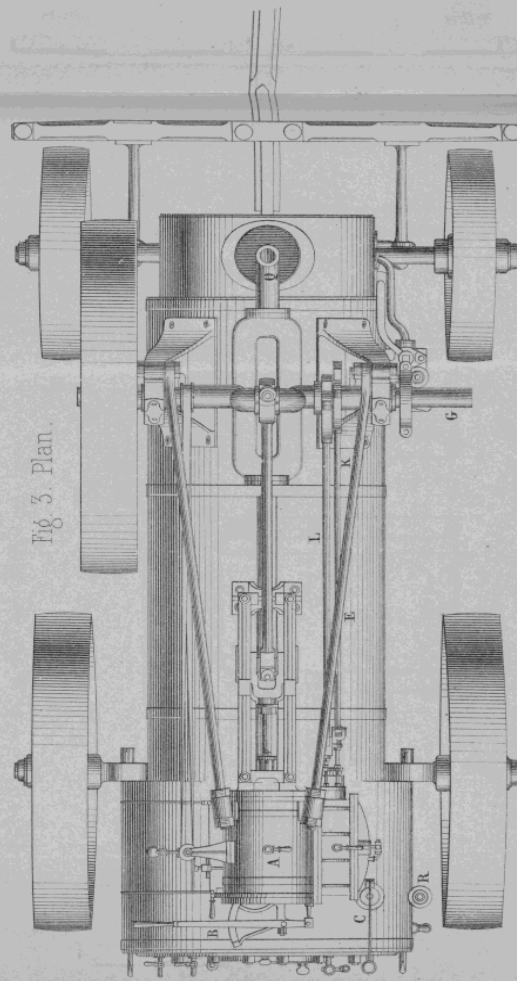


Fig. 4. Coupe verticale du Foyer par a b

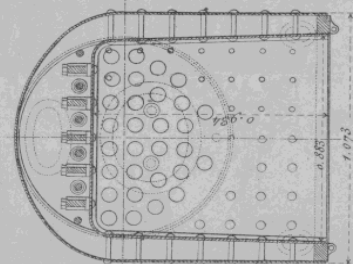
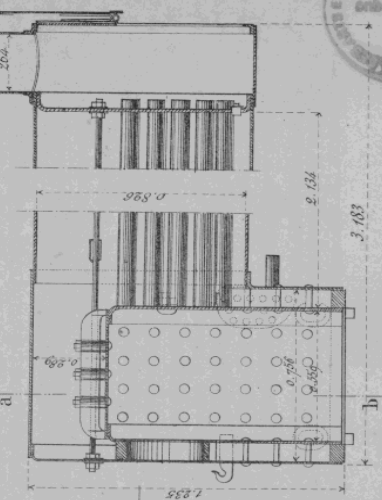


Fig. 5. Coupe longitudinale du générateur par l'axe.



Echelle de $1/92^{\text{ème}}$ ou de $41 \frac{2}{3}$ par mètre

A handwritten signature or mark, possibly a stylized 'M' or 'W', located in the center of the page.

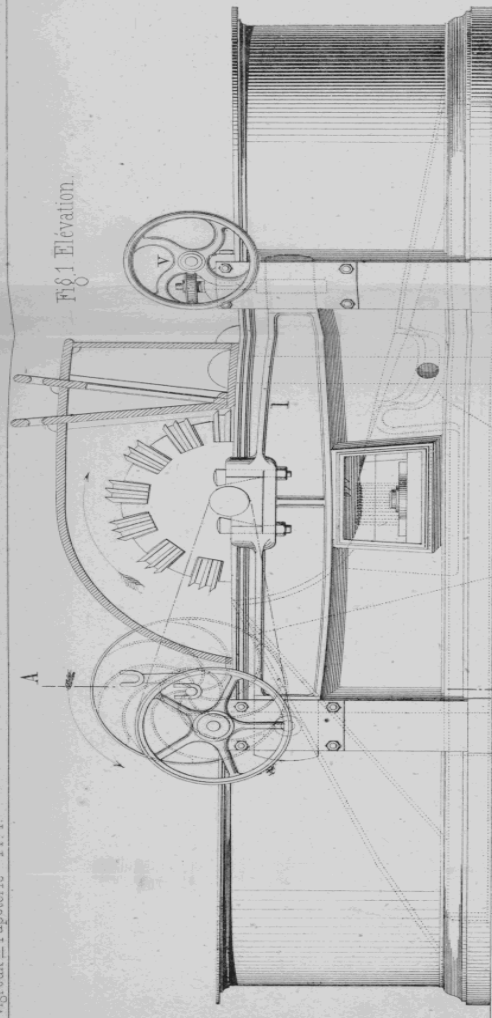


Fig 3 Coupe suivant AB.

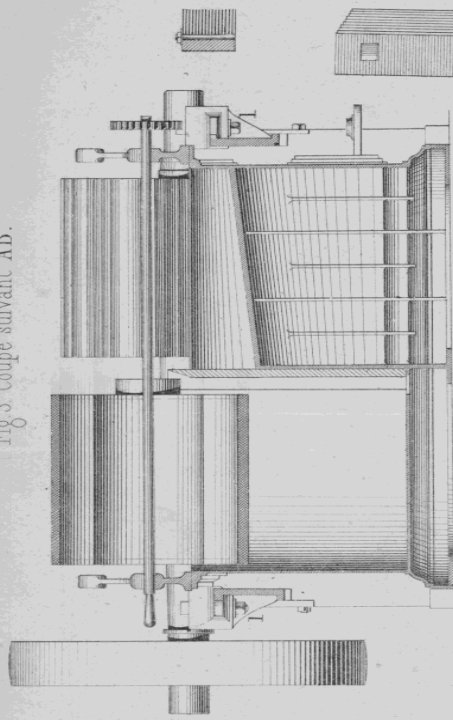


Fig 2 Plan.

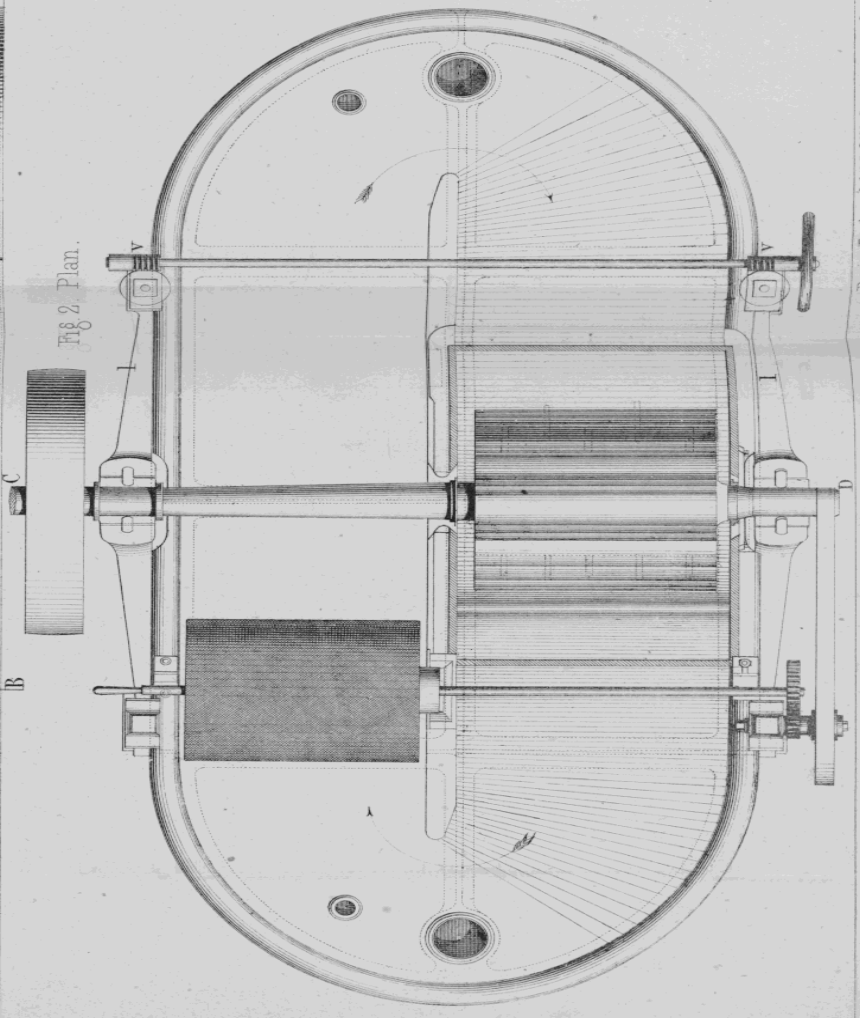


Fig 4 Coupe suivant CD.

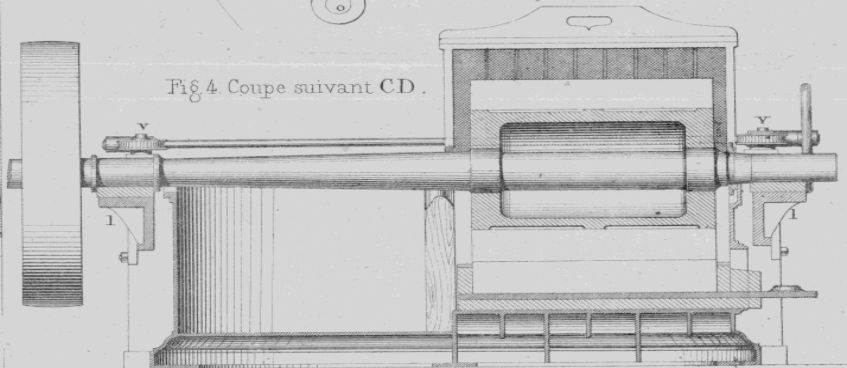


Fig 8. Platine américaine.

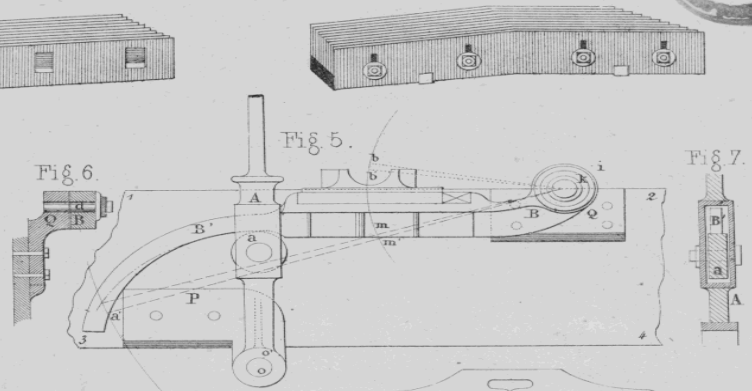


Fig. 1.

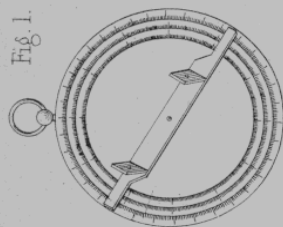


Fig. 2.

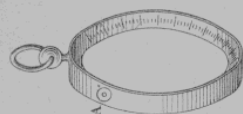
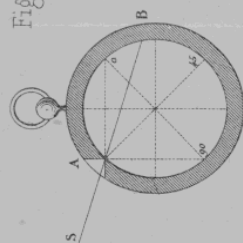


Fig. 3.

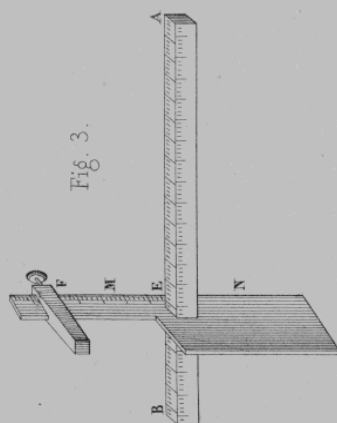


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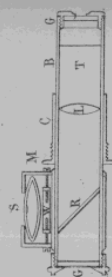


Fig. 10.



Fig. 6.

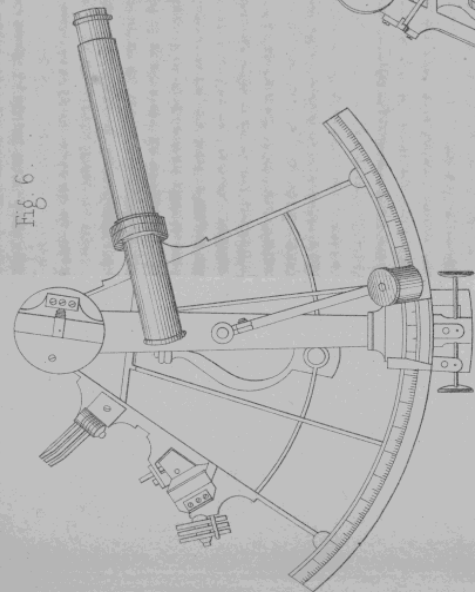


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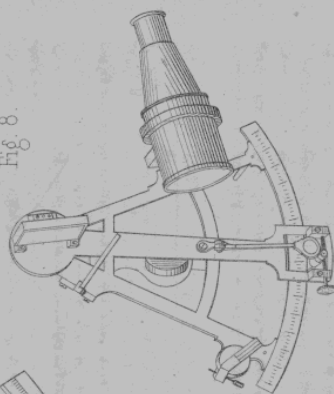


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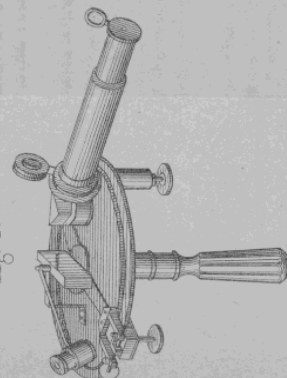


Fig. 7.

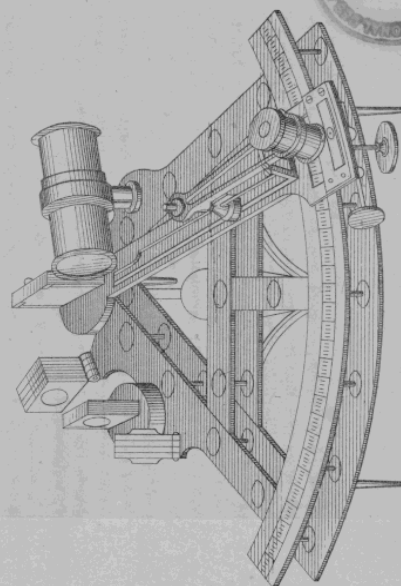


Fig. 5.

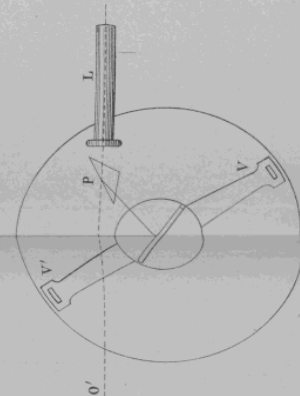
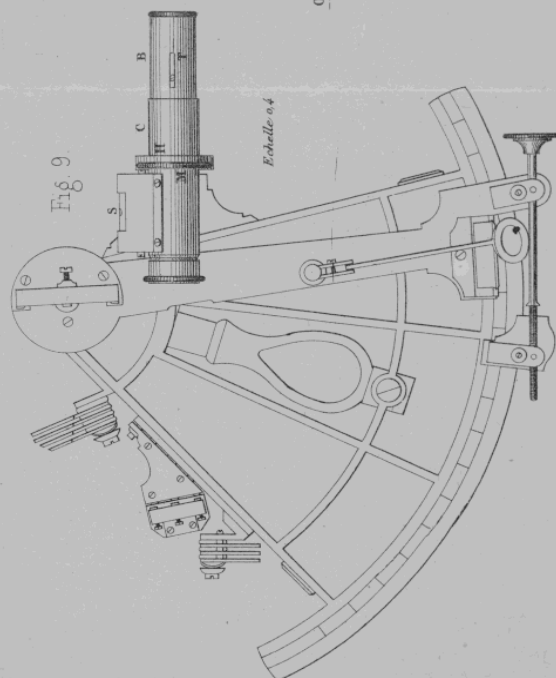


Fig. 9.



Echelle de 4

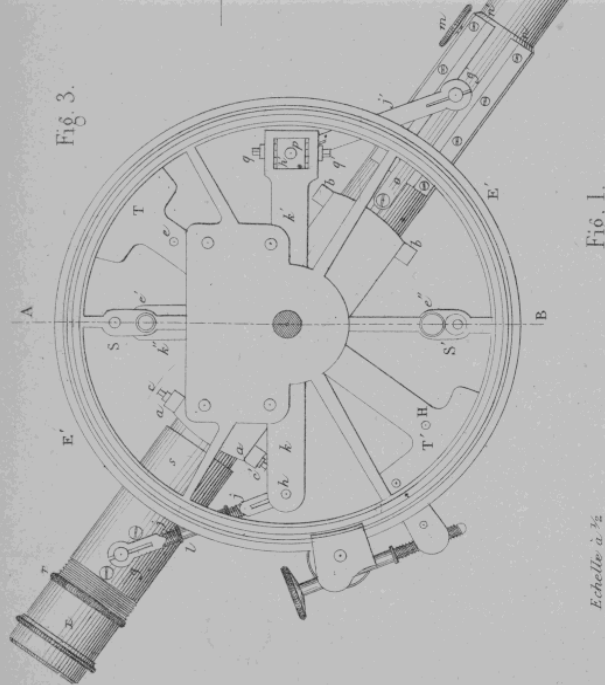


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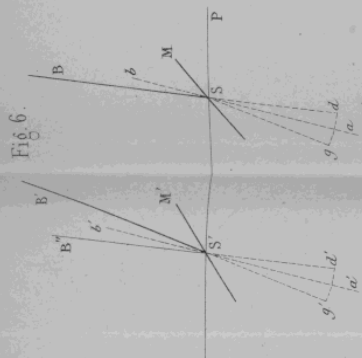


Fig. 6.

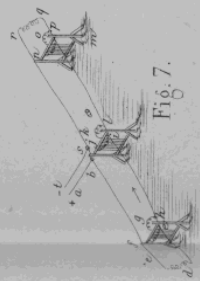


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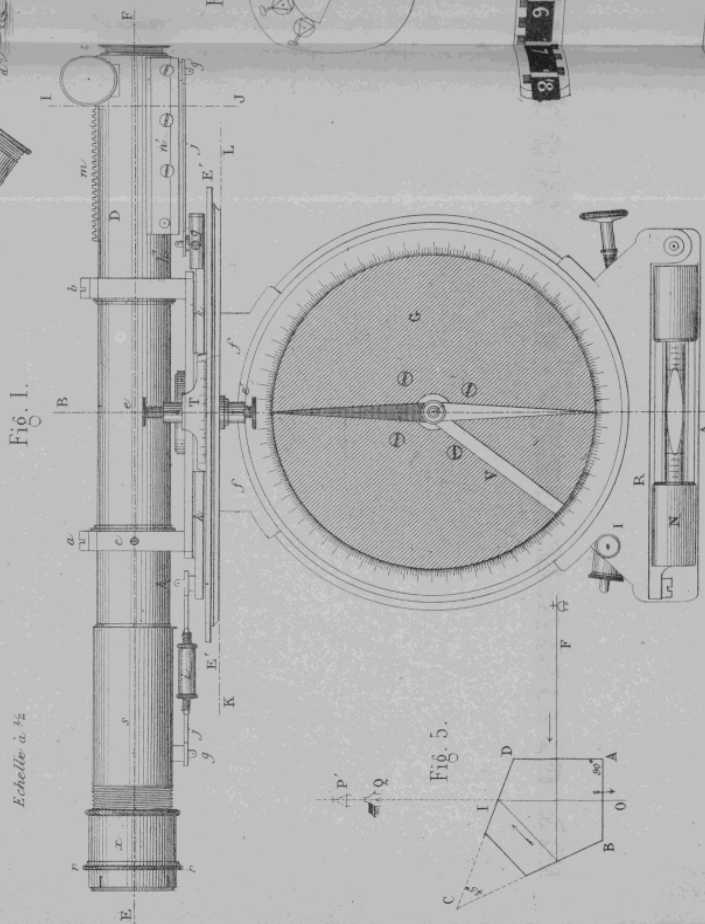


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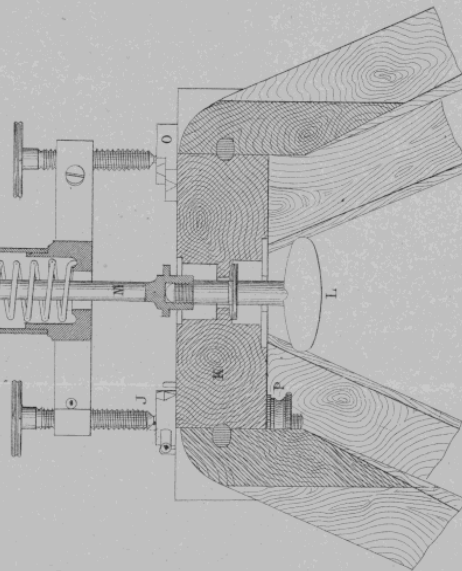


Fig. 2.

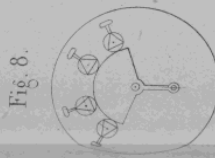


Fig. 8.

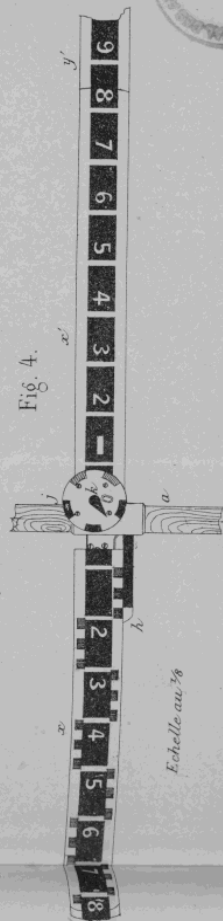


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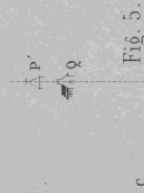


Fig. 5.

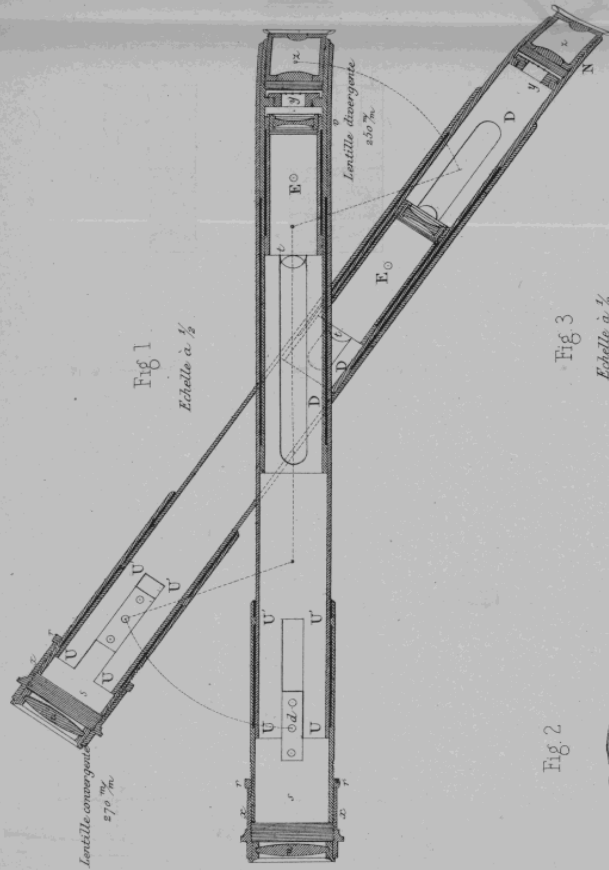


Fig. 2

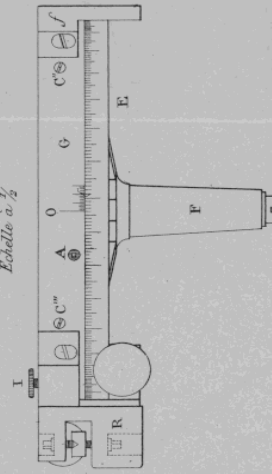
Fig. 3
Echelle à $\frac{1}{2}$ 

Fig. 8



Fig. 9



Fig. 10



Fig. 4



Fig. 5

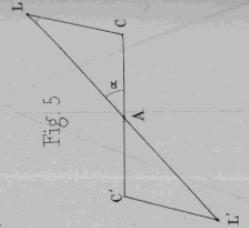


Fig. 6

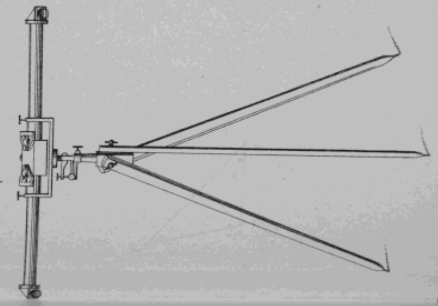


Fig. 7

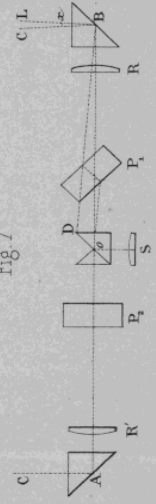


Fig. 15

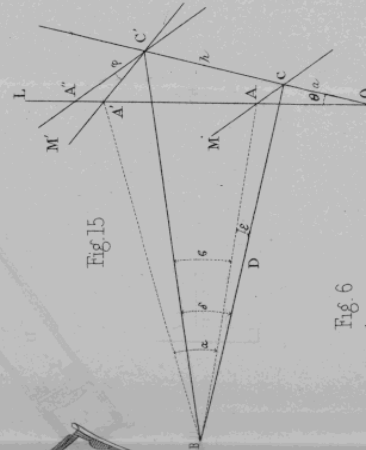


Fig. 11



Fig. 12

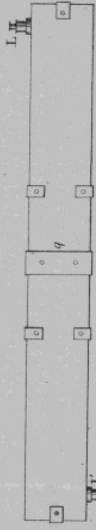


Fig. 13

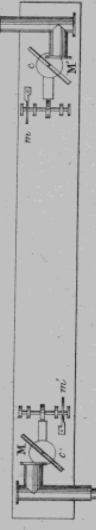
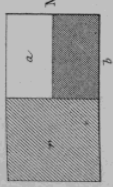
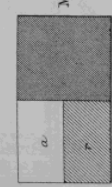
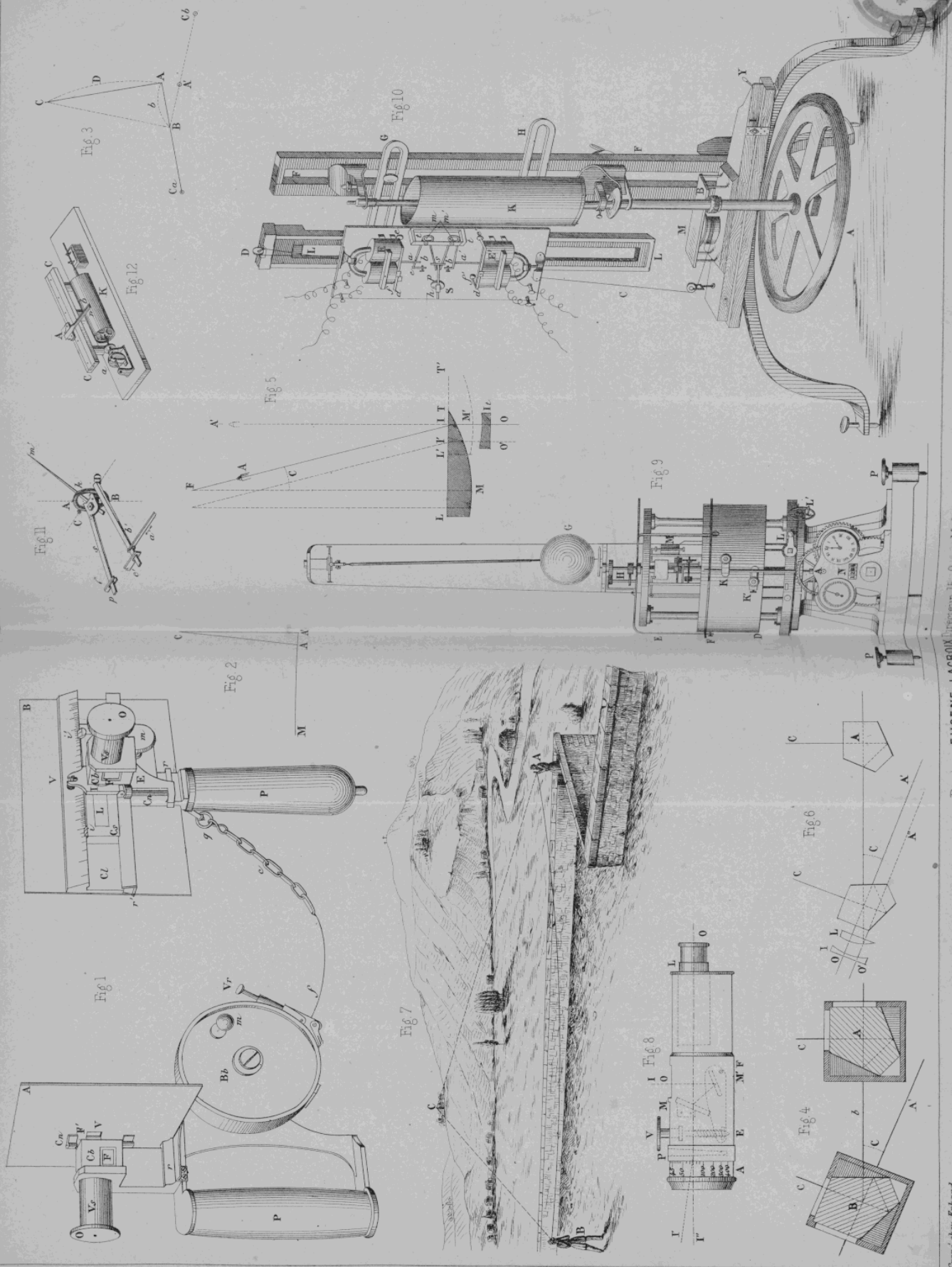


Fig. 14





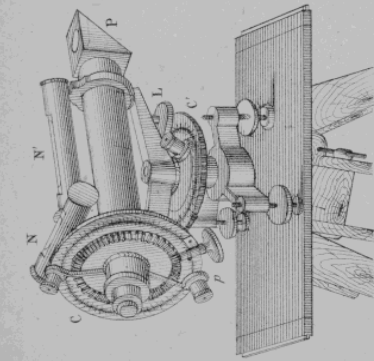


Fig. 1

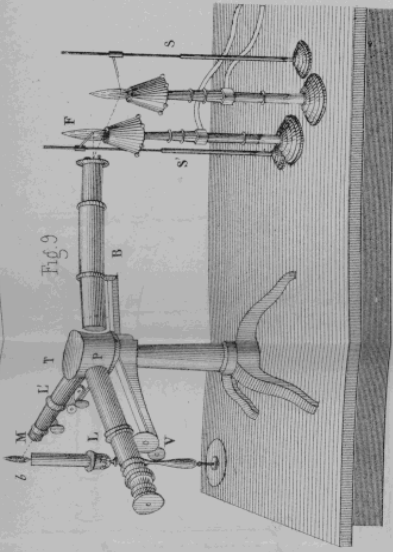


Fig. 9

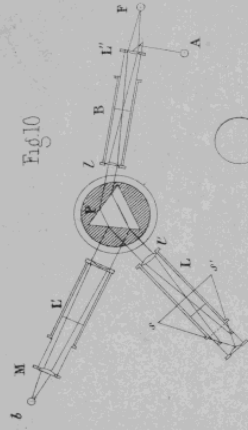


Fig. 10

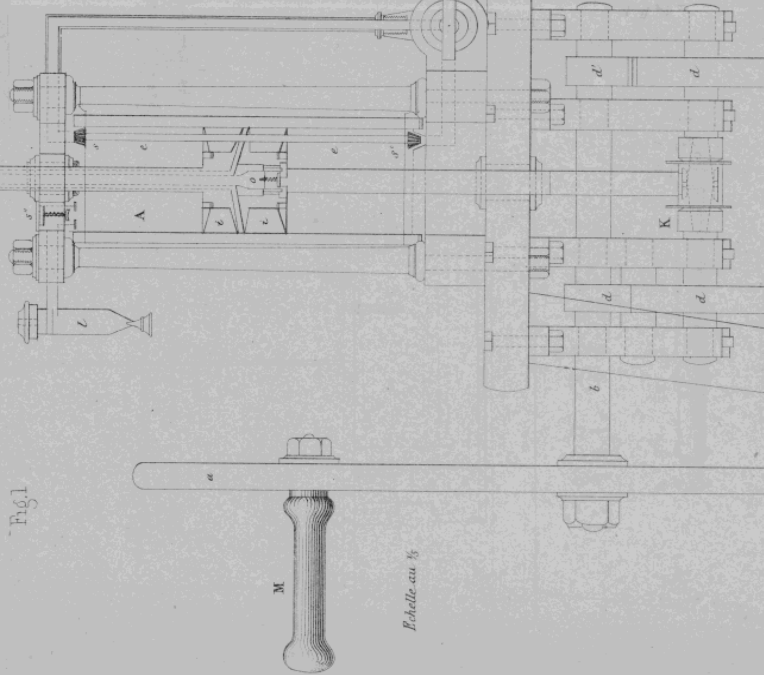


Fig. 4

O P O

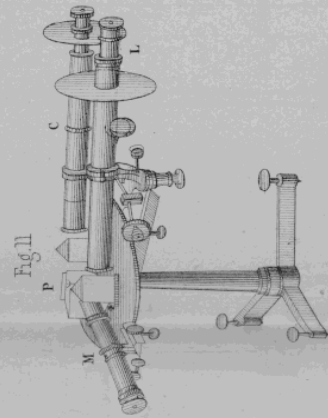


Fig. 11

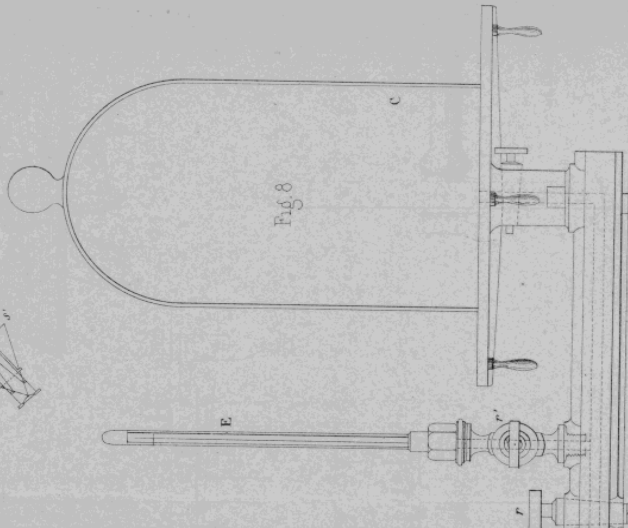


Fig. 8

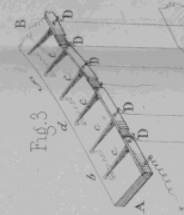


Fig. 3

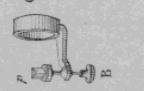


Fig. 2



Fig. 12

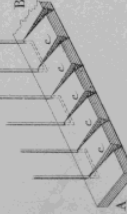
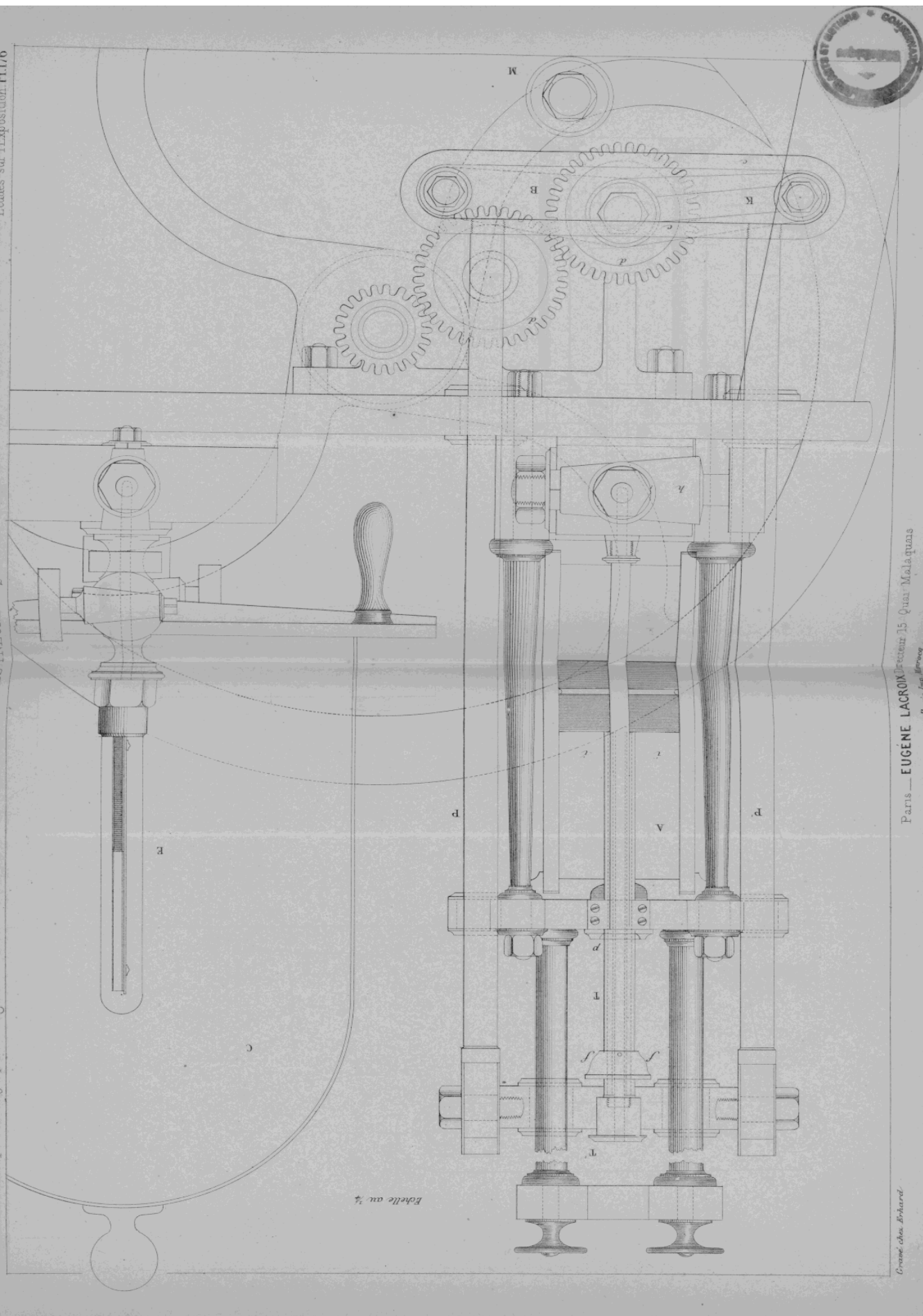
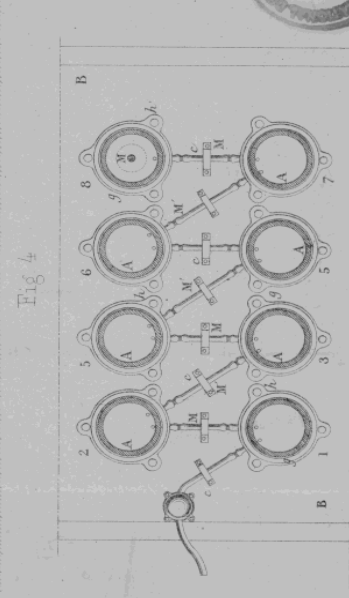
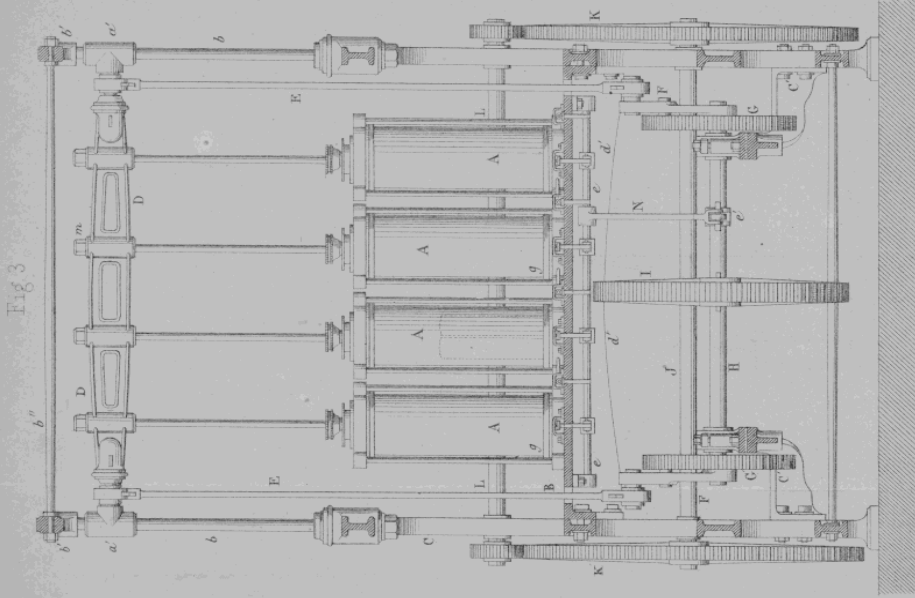
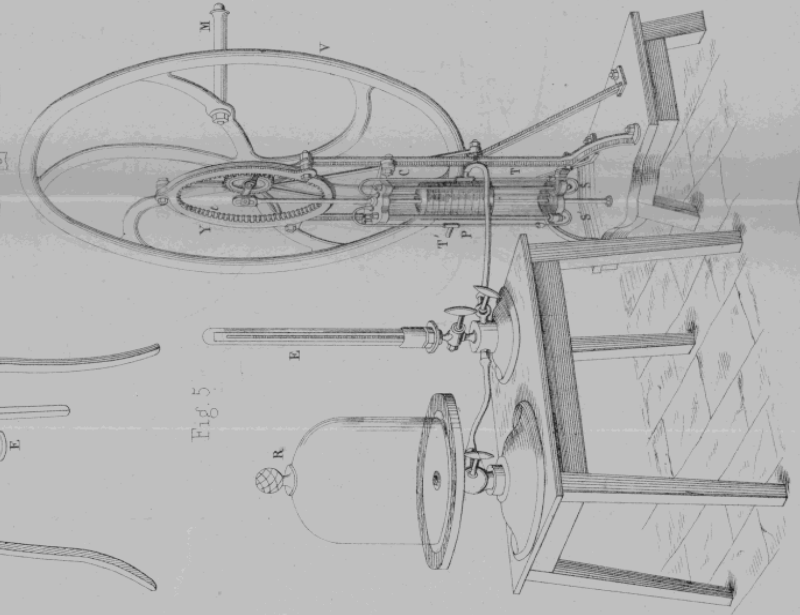
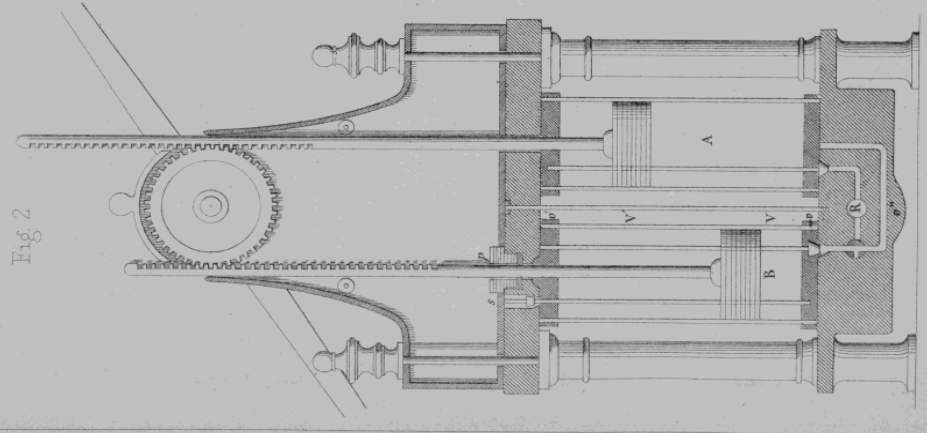
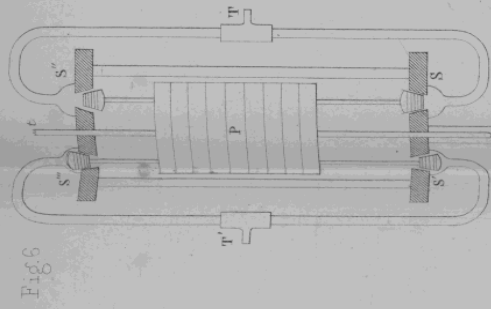
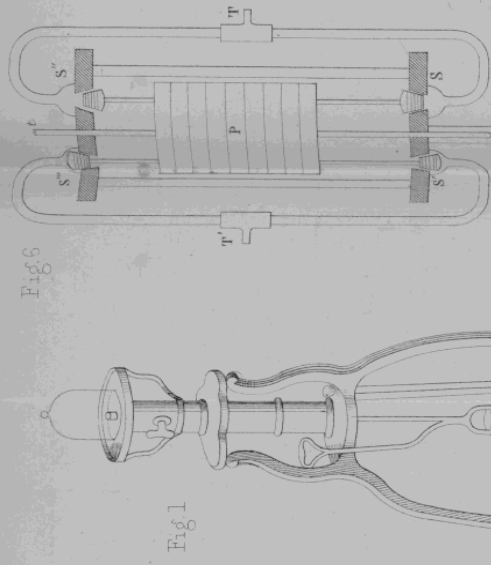


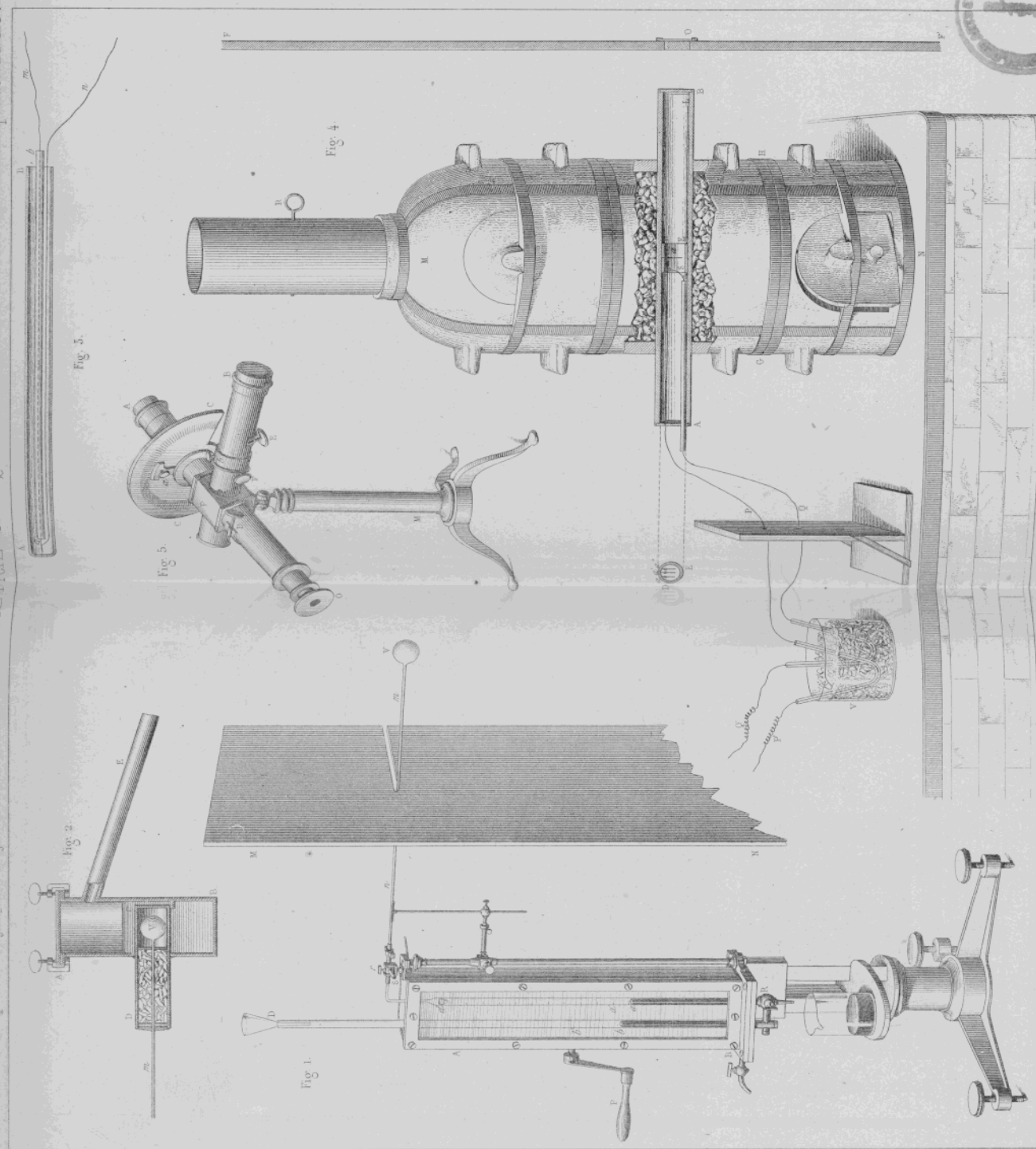
Fig. 5

Fig. 6

Fig. 7







Imp. Koenig, Paris.

Paris - EUGÈNE LACROIX Directeur, 15, Quai Malaquais.

Exposition Universelle de 1889

Fig 1

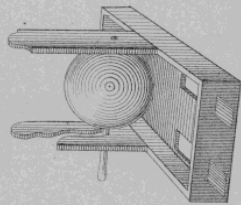


Fig 3

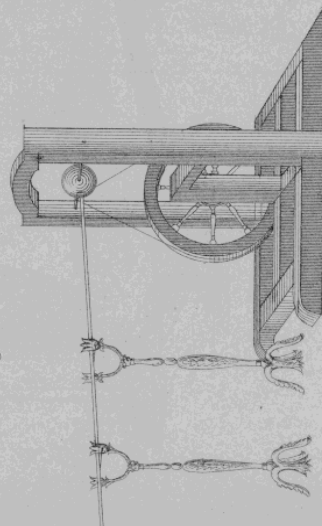


Fig 2

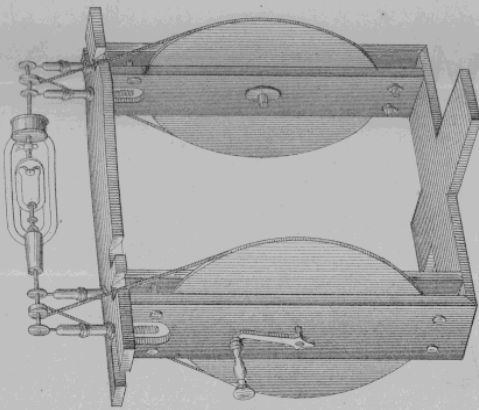


Fig 8

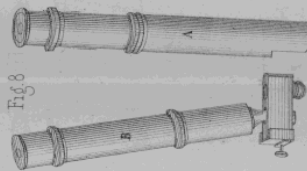


Fig 4

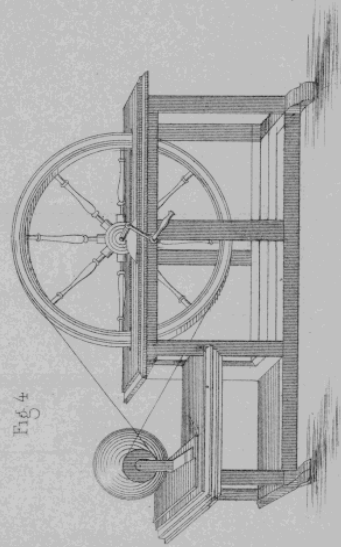


Fig 5

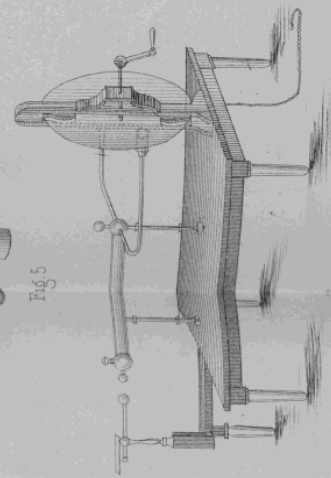


Fig 7

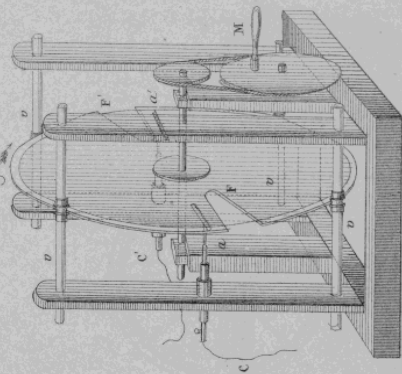


Fig 6

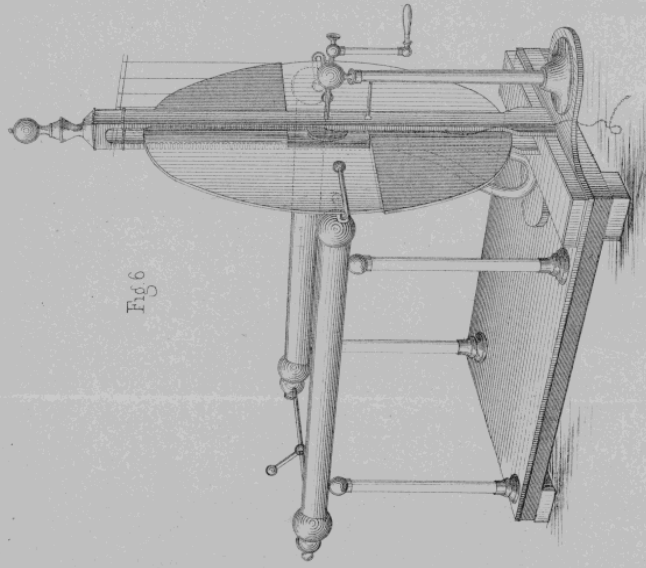


Fig 1

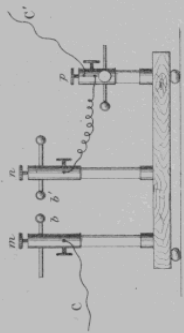


Fig 2

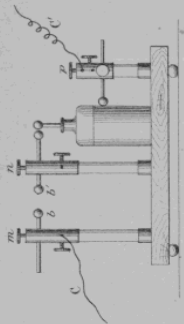


Fig 5

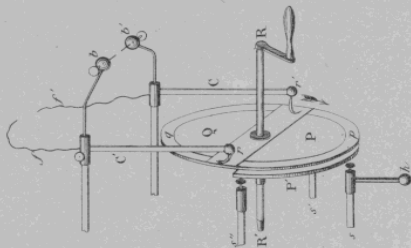


Fig 4

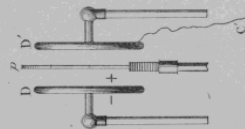


Fig 6

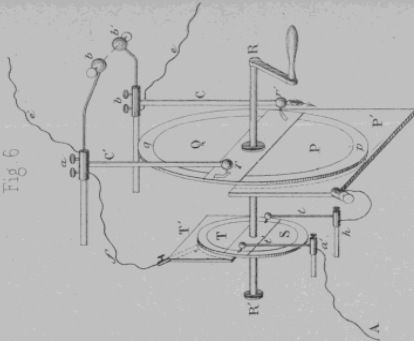


Fig 3

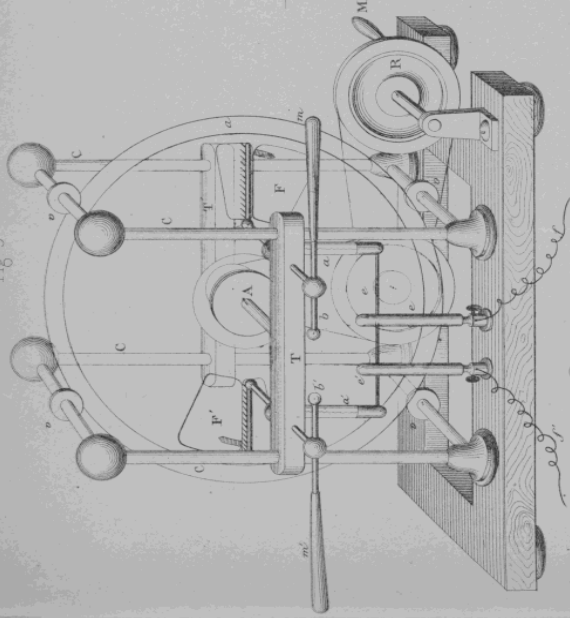


Fig 10

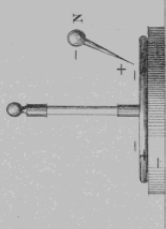


Fig 7

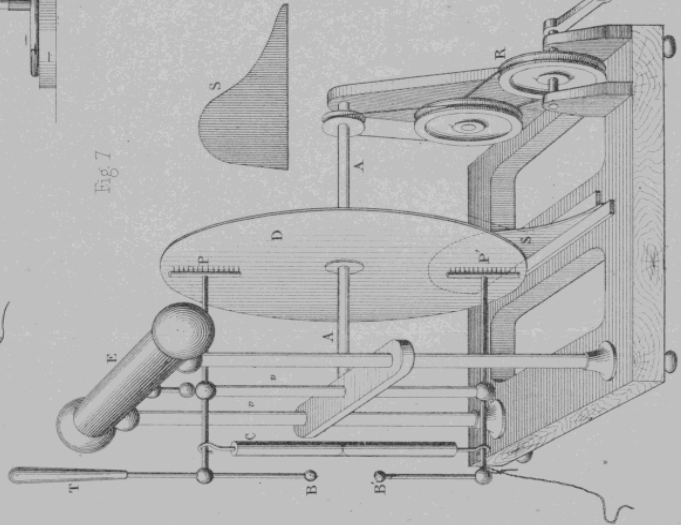


Fig 8

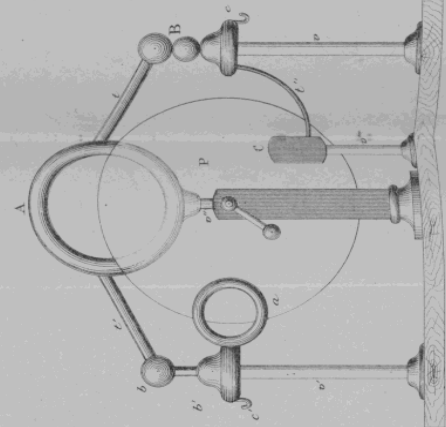
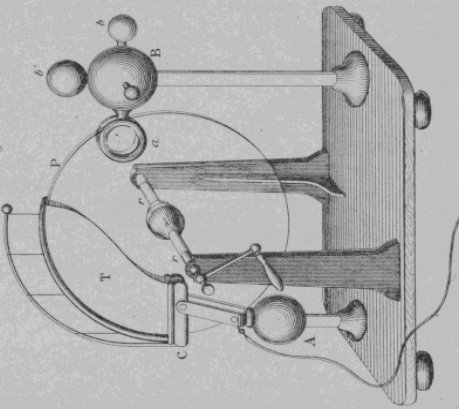
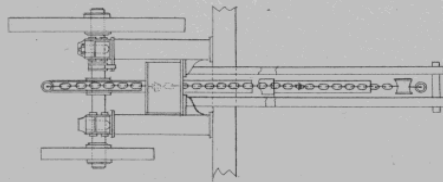
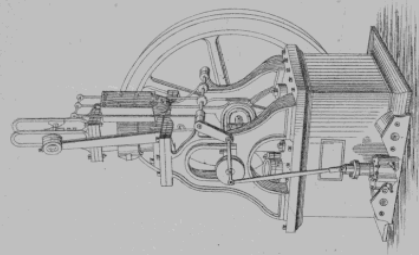


Fig 9

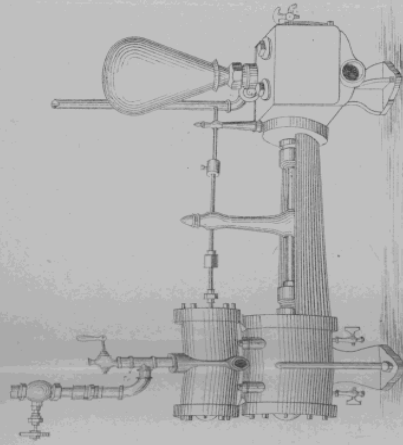




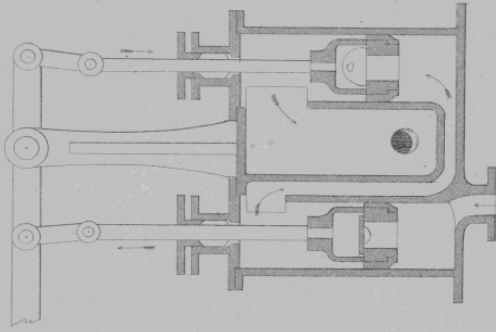
Chaîne-pompe Bastier



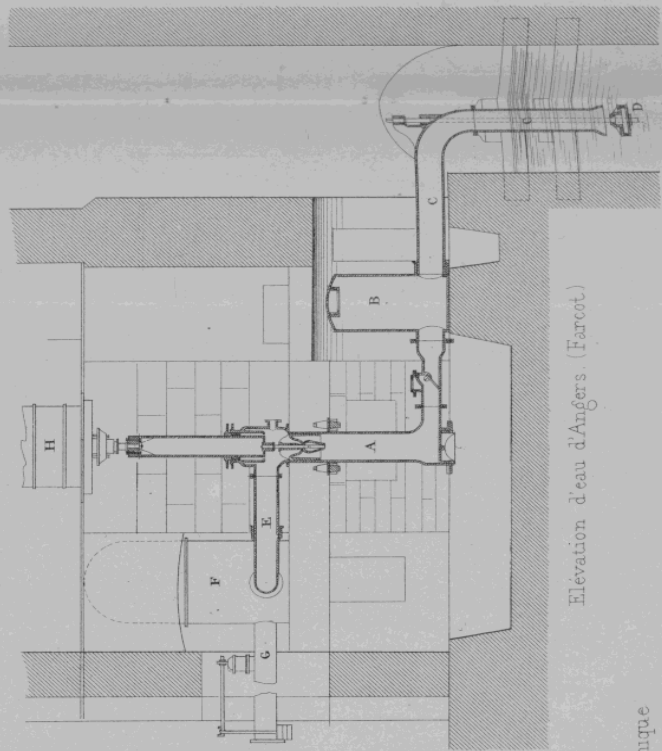
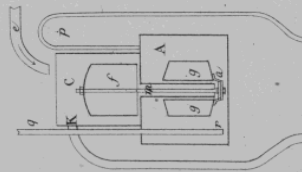
Pompe à vapeur Carrett, Marshall & Co.



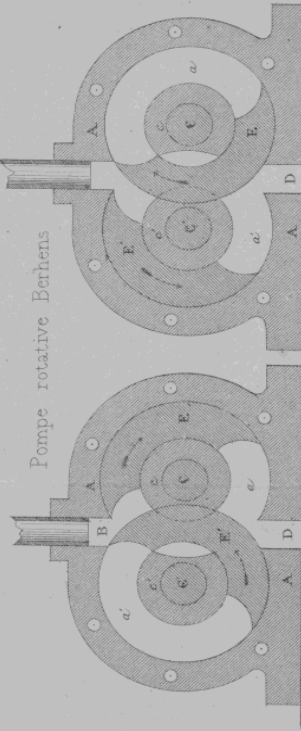
Pompe à vapeur Earle



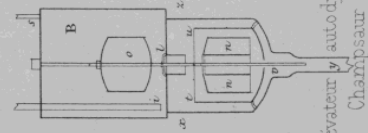
Pompes jumelles Stolz



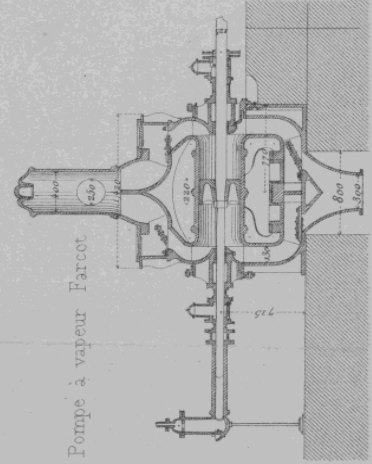
Elevation d'eau d'Angers (Farcot)



Pompe rotative Berhens

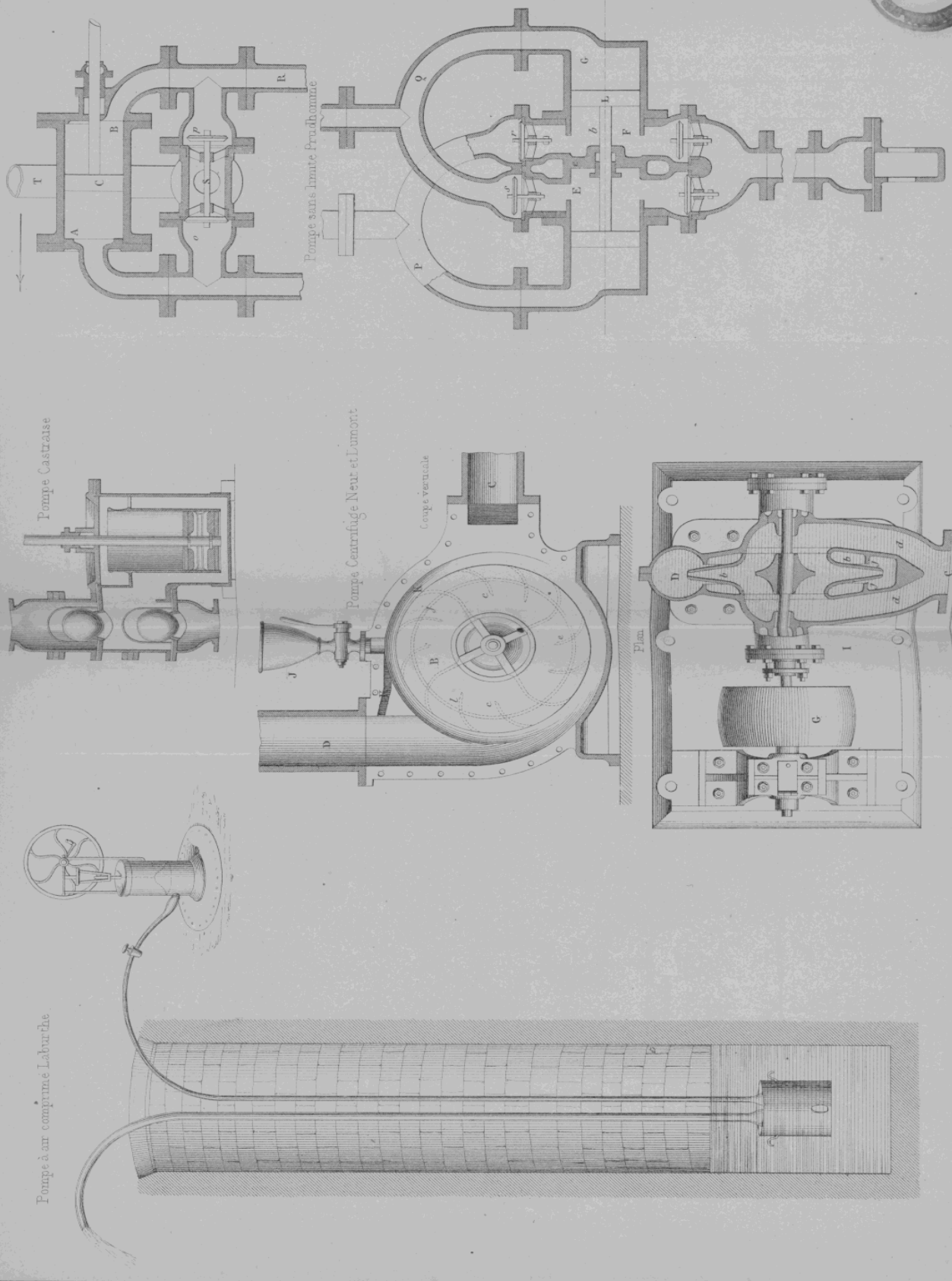


Elevateur y autodynamique
Champsaur

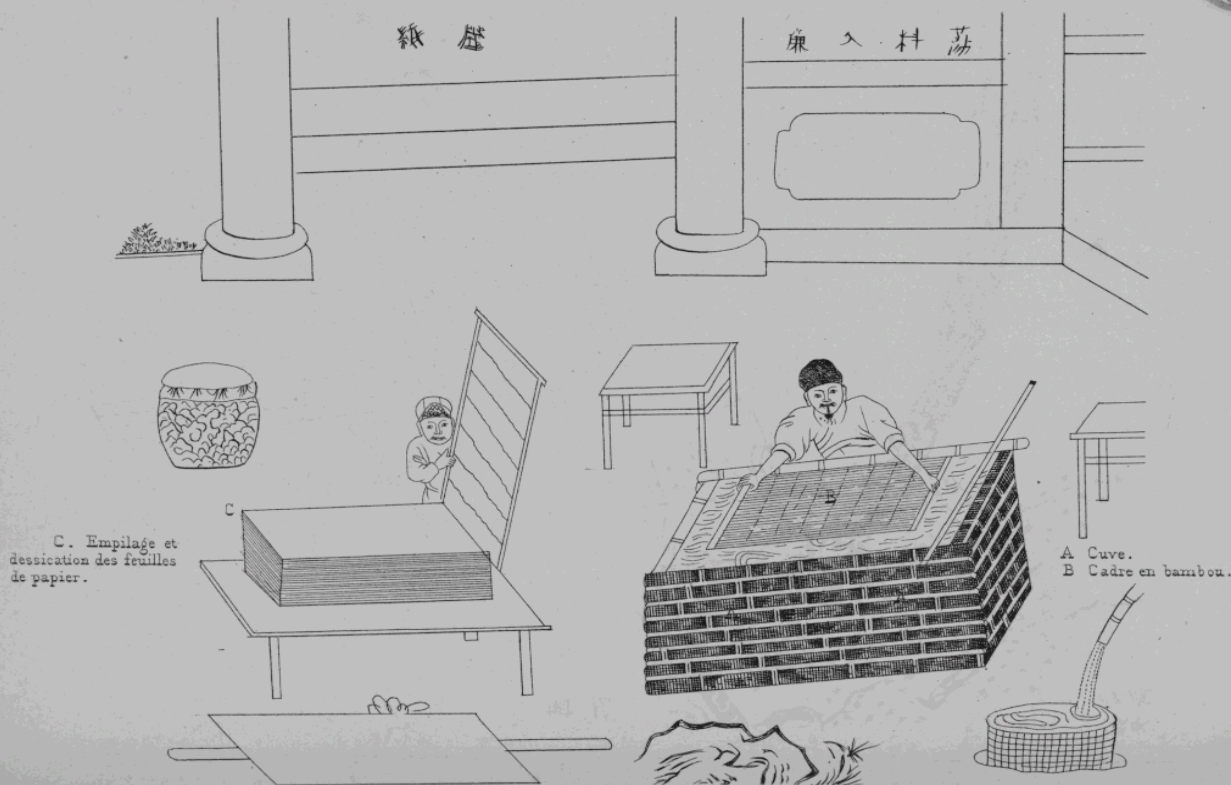


Pompe à vapeur Farcot



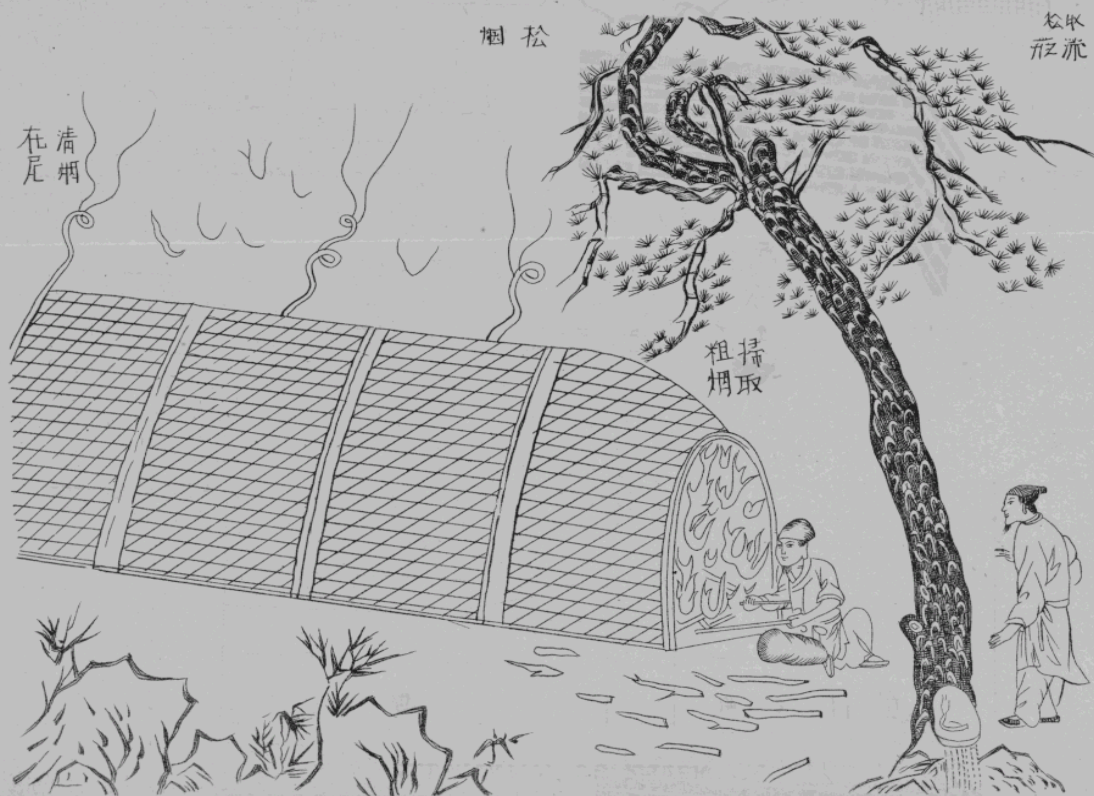


FABRICATION DU PAPIER.



Fac-simile extraits du Tien-Kong-Kaiwe par Sang-ling-Seng

PRÉPARATION DU NOIR DE FUMÉE DESTINÉ À LA FABRICATION DE L'ENCRE DE CHINE AU MOYEN DE BOIS RÉSINEUX



EXTRACTION DES MINÉRAIS

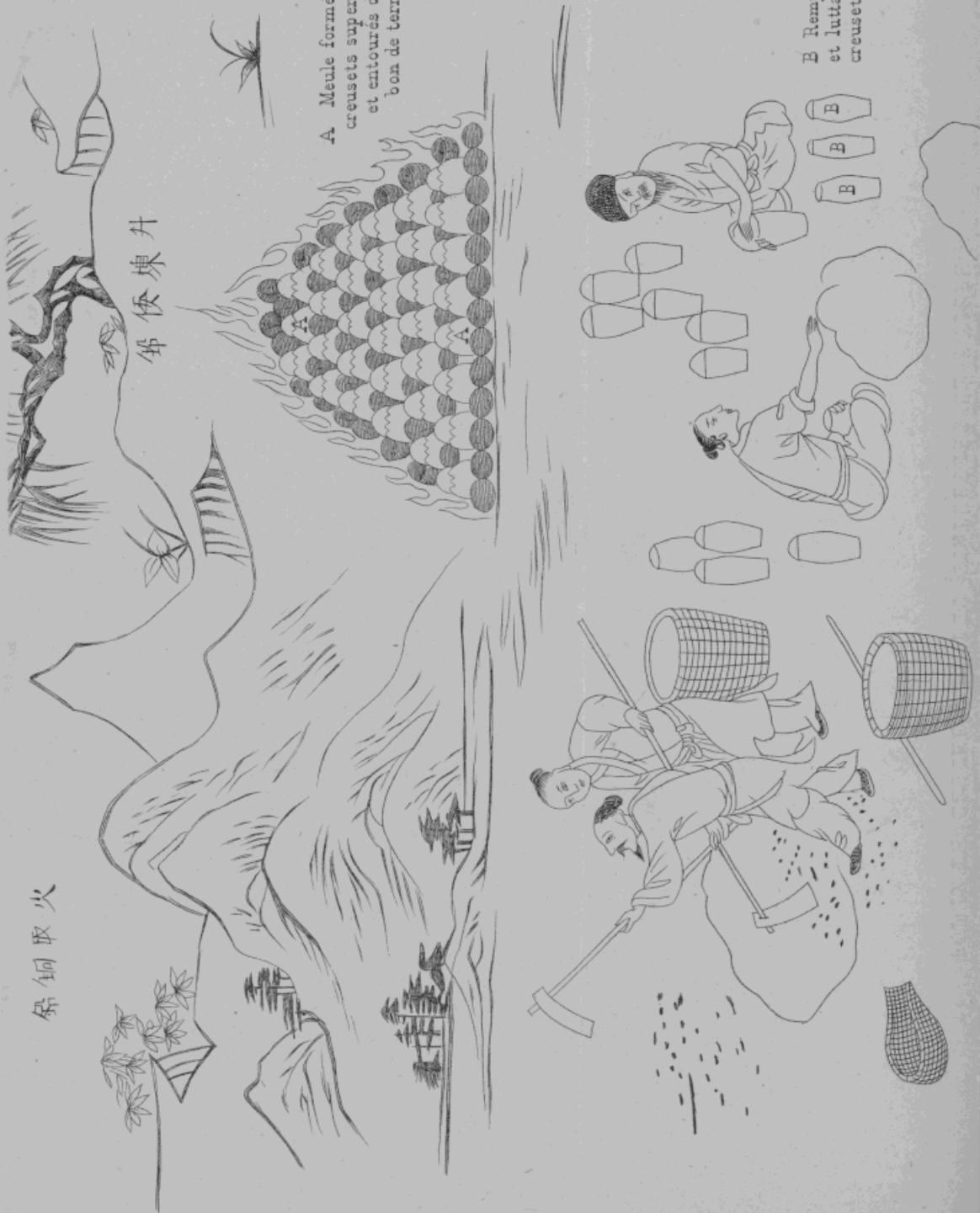
鉛銅取火

EXTRACTION DU ZINC (PLOMB JAPONAIS)

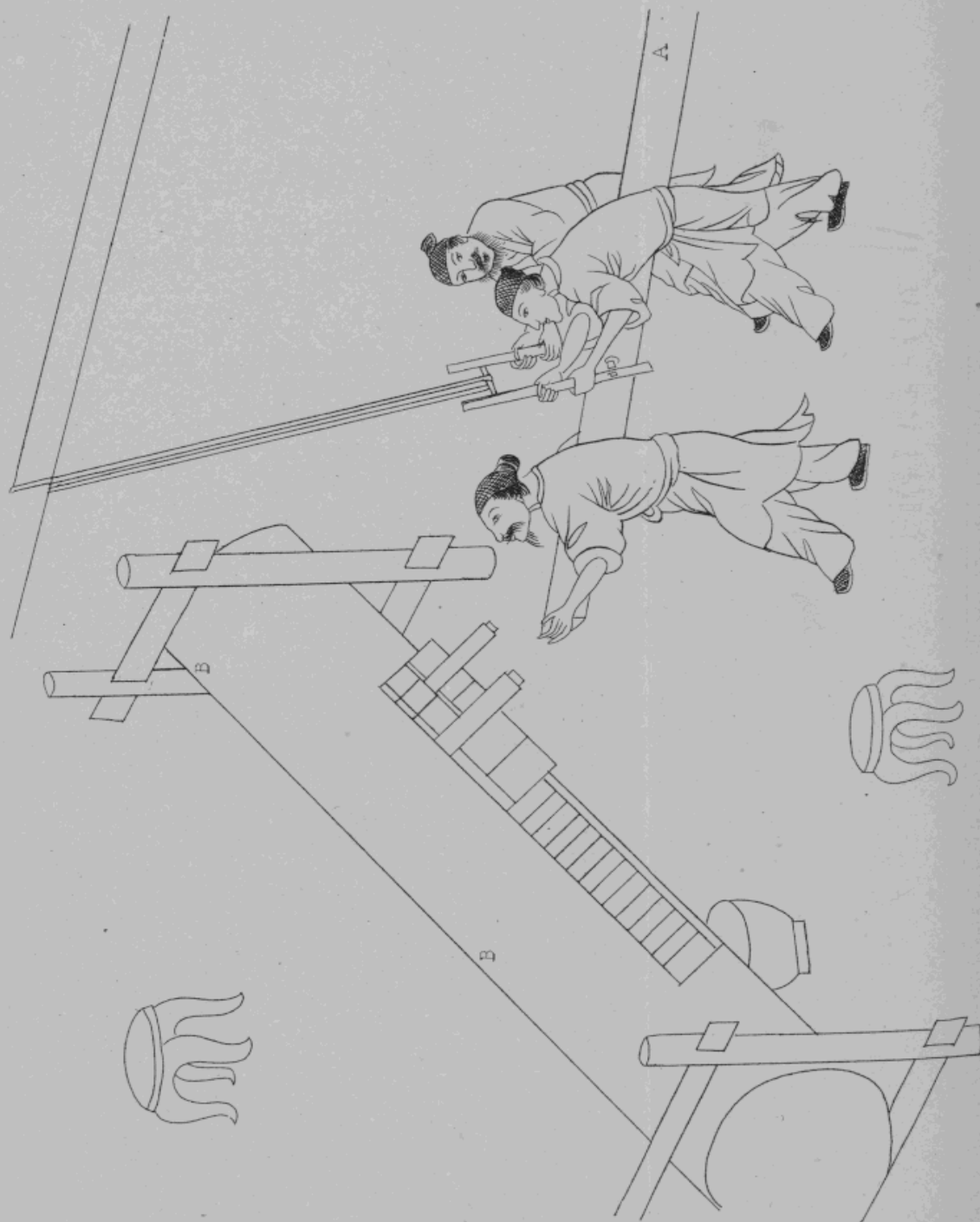
鉛倭煉升

A Meule formée de creusets superposés et entourés de Charbon de terre.

B Remplissage et lutage des creusets.



PRESSOIR A COINS POUR GRAINES OLÉAGINEUSES



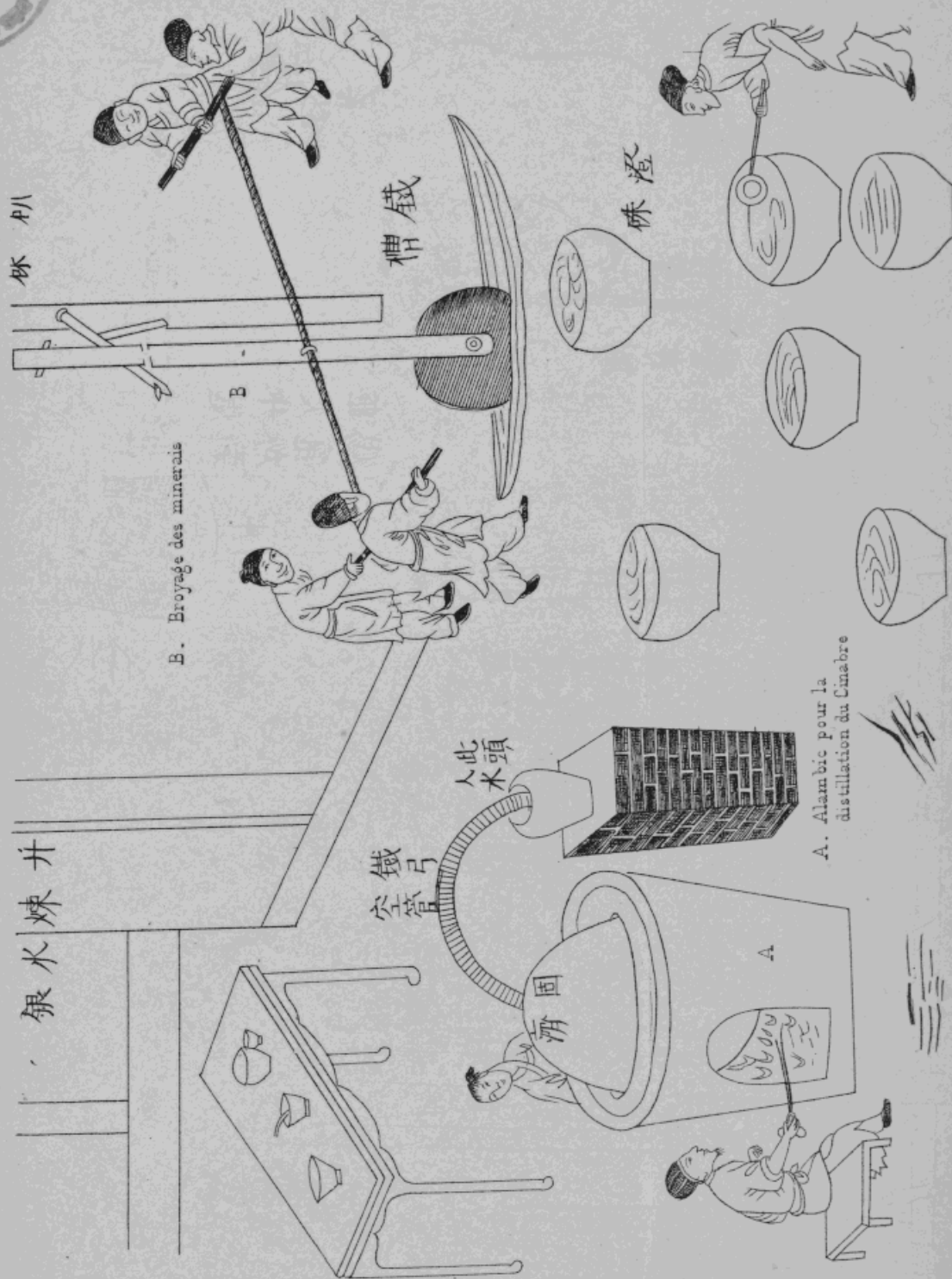
Etudes sur l'Exposition Pl. 187



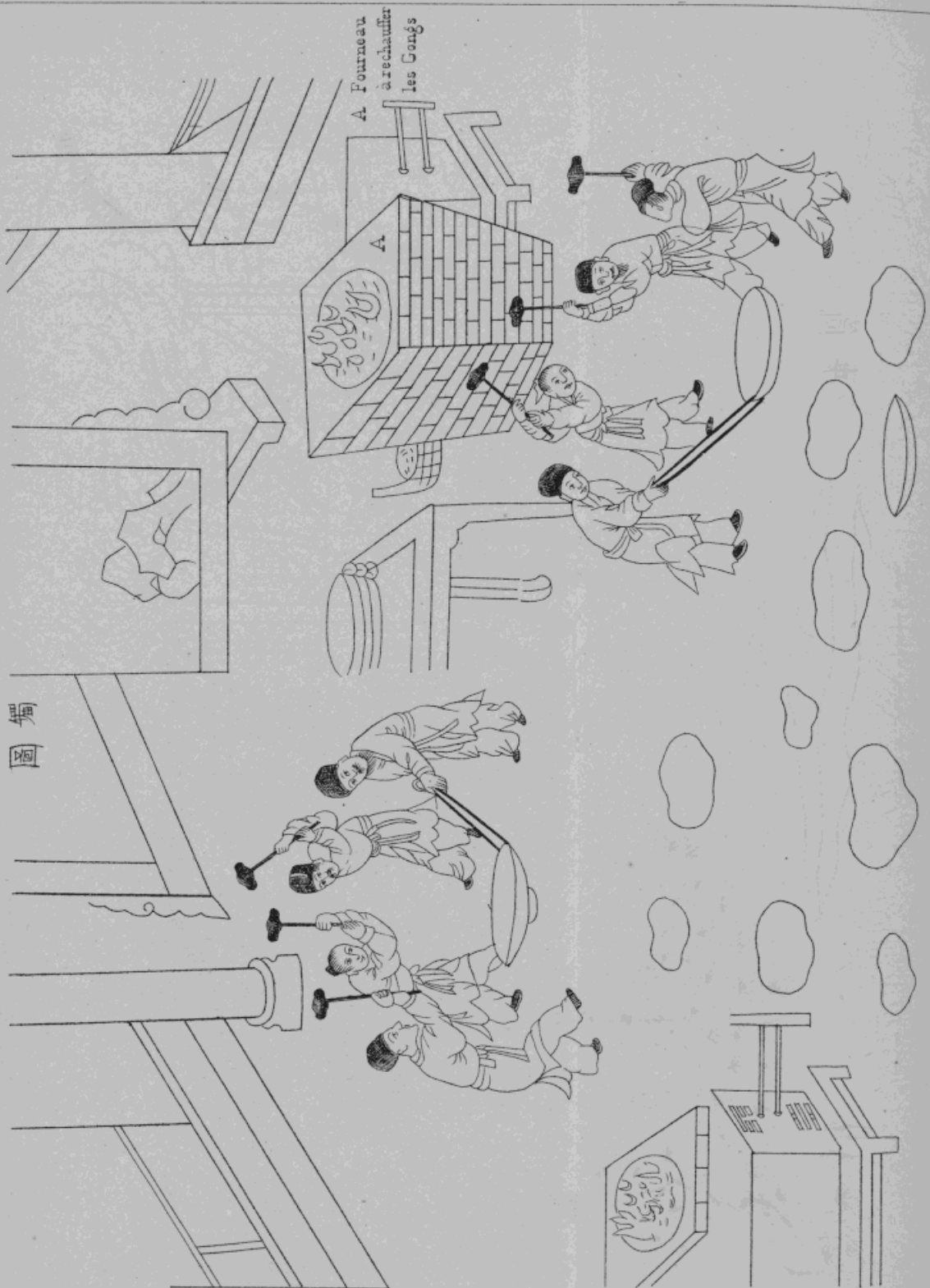
recteur 15, Quai Malaquais.

PRÉPARATION DU MERCURE ET BROYAGE DES MINÉRAIS

銀水煉丹



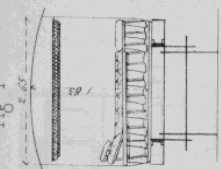
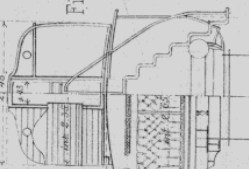
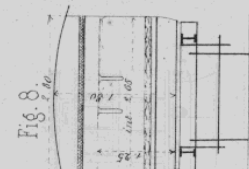
烟



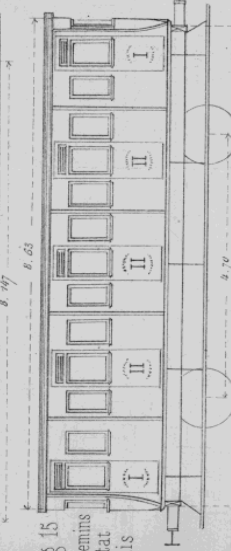


Gravé chez Bihard. Paris — EUGÈNE LACROIX, Directeur 15, Quai Malaquais.

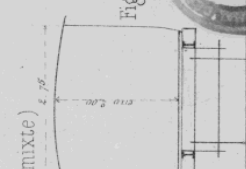


Lyon 1^{re} à courmé lit.Fig. 7 Est. 2^e Classe

1



Amsterdam - Rotterdam (Voiture mixte)



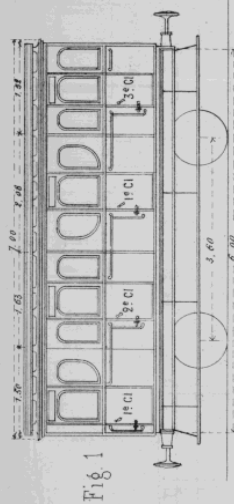


Fig. 1

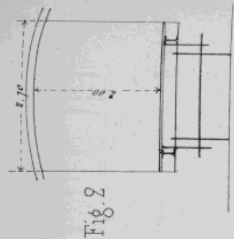


Fig. 2

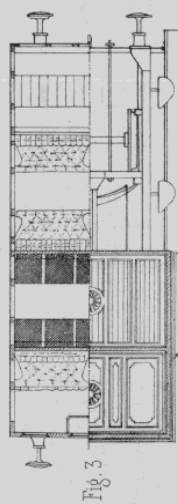


Fig. 3

Société Belge du
Matériel
Dir. Ch. Evrard
Voiture mixte

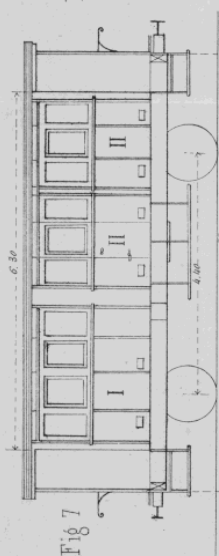


Fig. 7

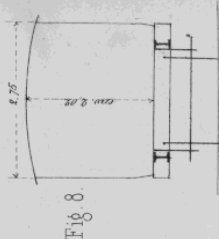


Fig. 8

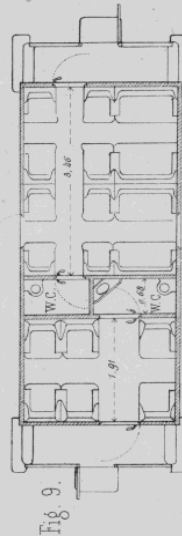


Fig. 9.

Société du Matériel
de Berlin
Mixte avec cabinets
Berlin, Stetin.

Lüders. Voiture mixte de Halle Cassel

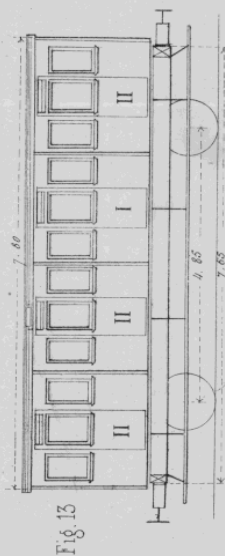


Fig. 13

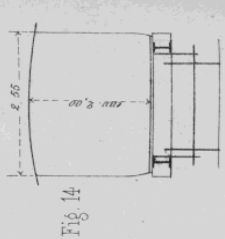


Fig. 14

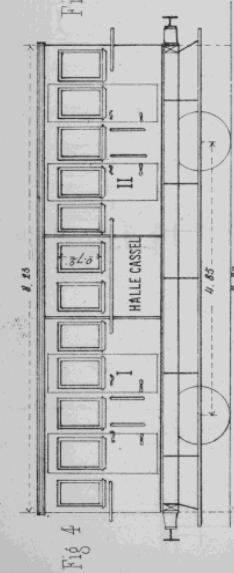


Fig. 4

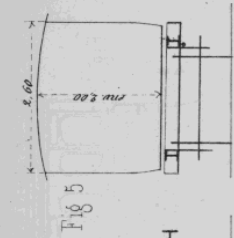


Fig. 5

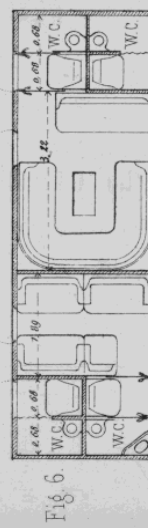


Fig. 6

Société du Matériel
de Berlin
Mixte avec cabinets
Halle Cassel

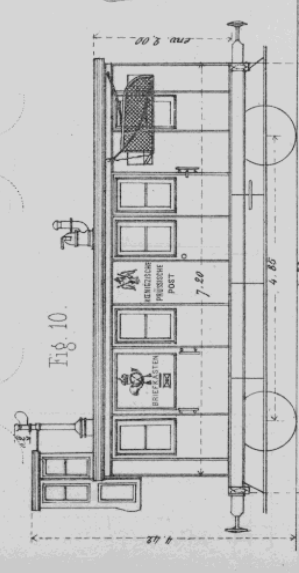


Fig. 10.

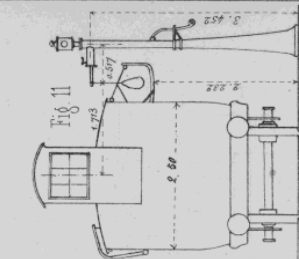


Fig. 11

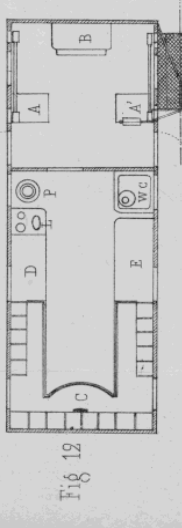


Fig. 12

Société du Matériel
de Berlin
Wagon Poste
de l'Est prussien

Voiture mixte des chemins prussiens (non exposée)

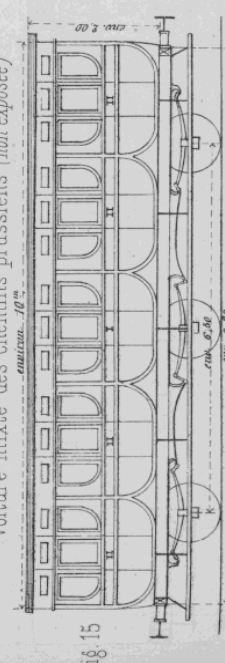


Fig. 15



Fig. 16

Fig. 1 Nord Est Suisse, mixte 2^e et 3^e Cl.

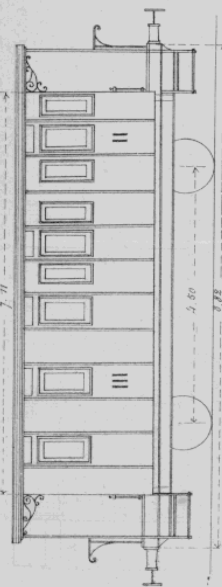


Fig. 4 Plan d'une voiture suisse mixte 1^{re} et 2^e Cl. (non exposée)

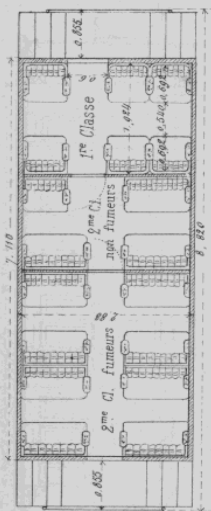


Fig. 3.

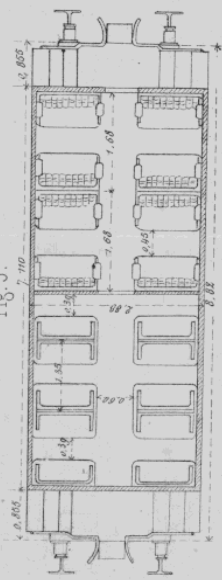


Fig. 5 L.N. Western, 2^e Cl à bagages (non exposée)

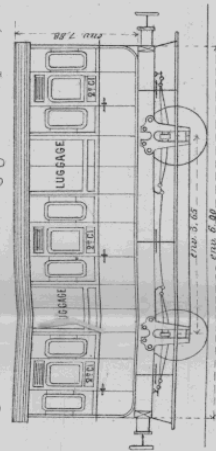


Fig. 6 L.N. Western 1^{re} Cl. mixte (non exposée)

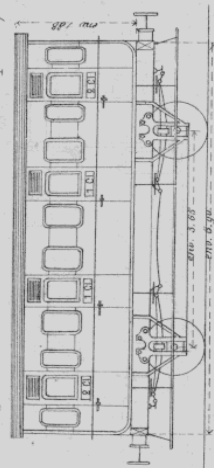


Fig. 8. Elevation des lits de la Fig. 7

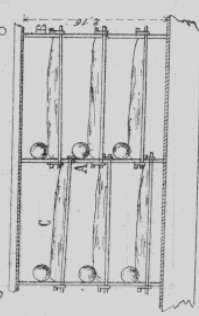


Fig. 9. Détail de la bride B en caoutchouc ($\frac{1}{10}$)



Fig. 7 Wagon ambulance des Etats-Unis

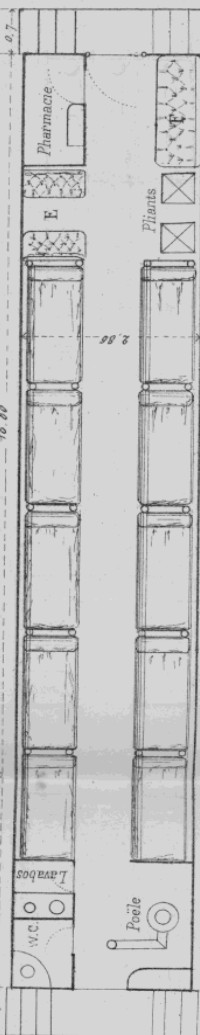
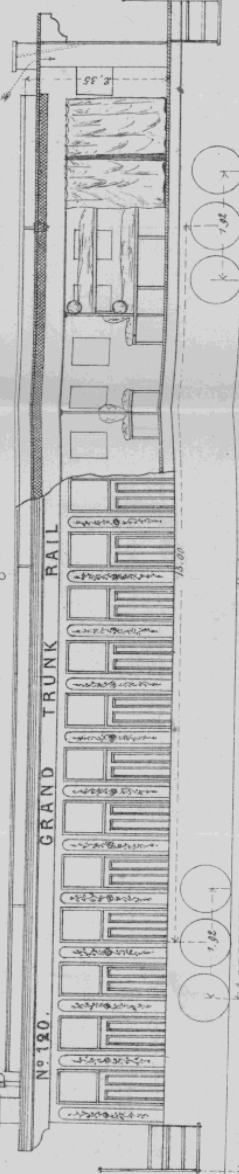


Fig. 10.



Canada Wagon dortoir

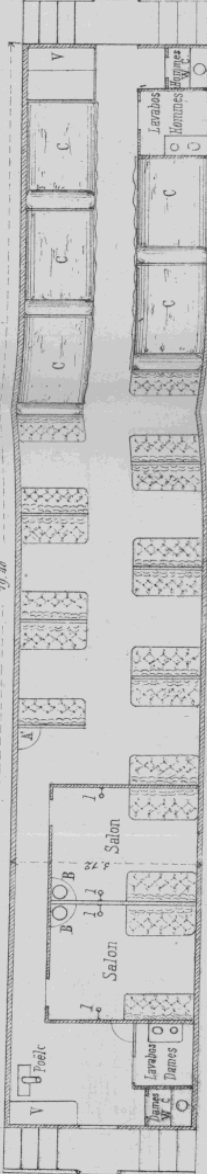
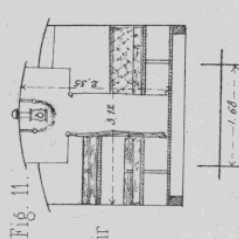


Fig. 12.

Suspension du Truck de la Fig. 10

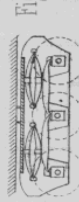
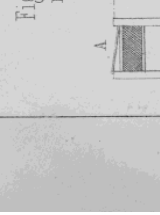
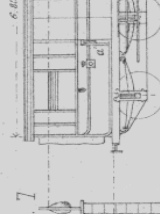
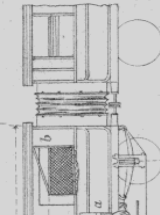
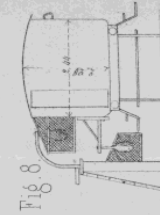
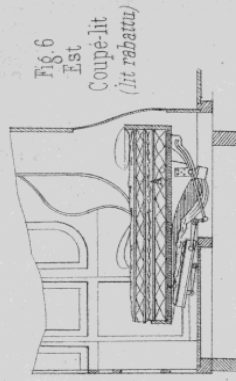
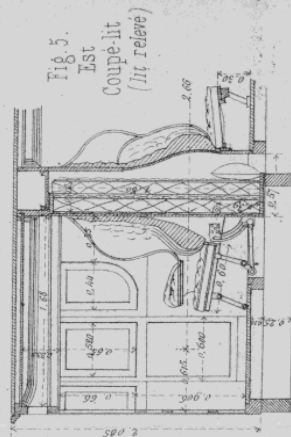
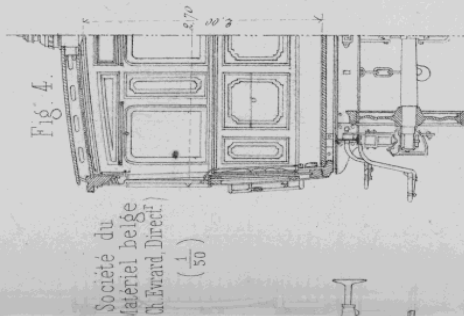
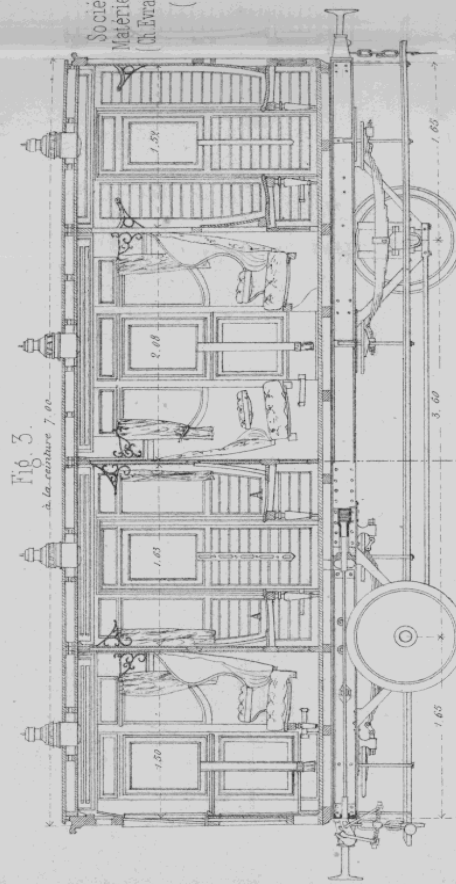
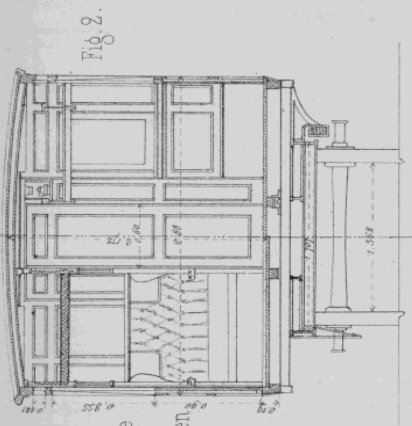
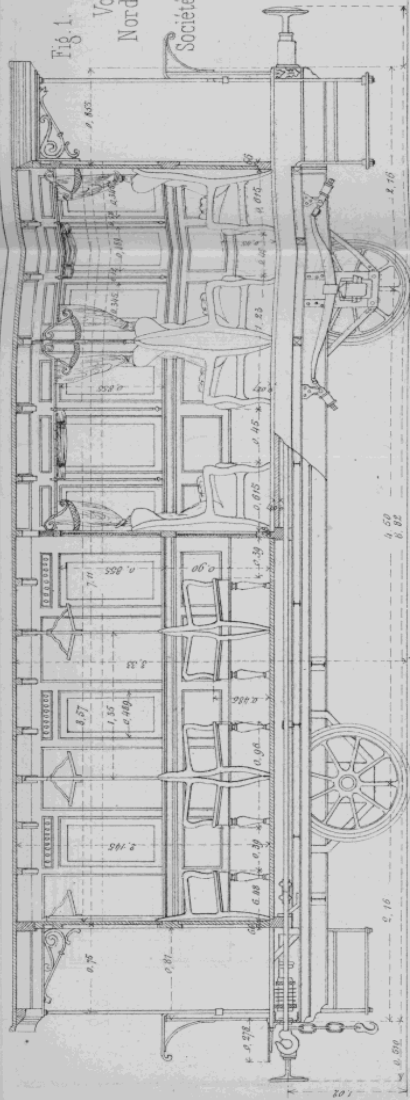


Fig. 13.



Voiture poste anglaise munie de l'appareil d'échange des lettres.

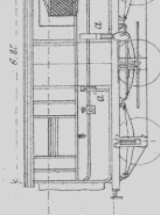
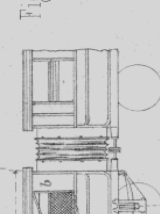
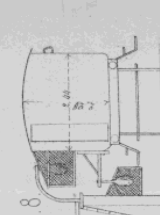
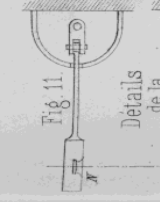
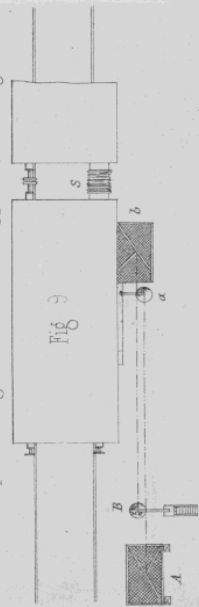


Fig. 15. Voiture russe (plan)

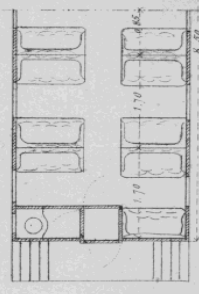


Fig 1. Wagon de la Société du matériel Belge.

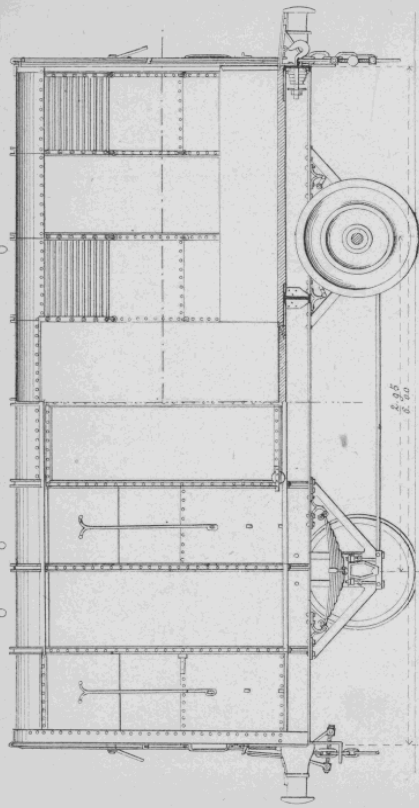


Fig 2. Plan de la Fig 1.

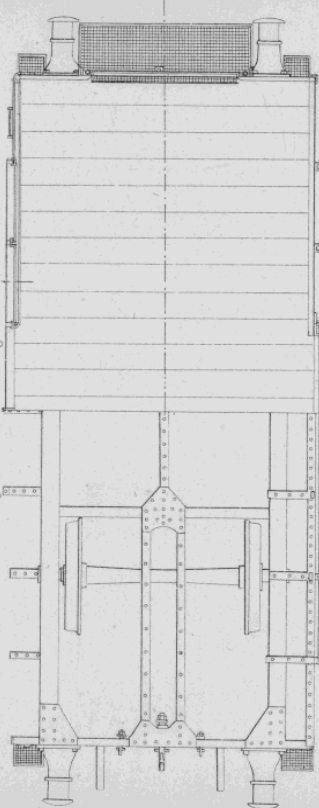


Fig 3. Coupe transversale.

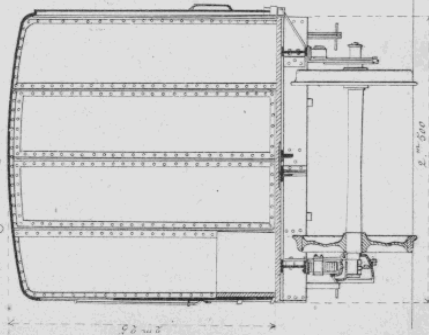


Fig 4. Vue en bout.

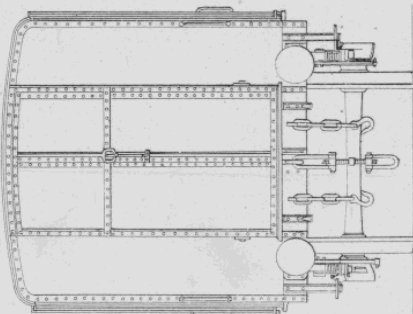


Fig 11. Tampion
des Wagons E.L.M.

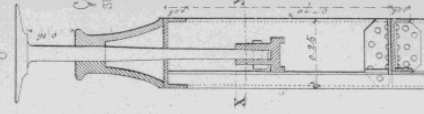


Fig 10.
Coupe de la fig 9
suivant mnxxy.

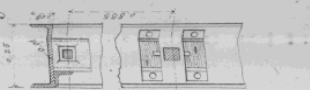


Fig 5. Wagon en fer par M. Schmidt. (Prusse)

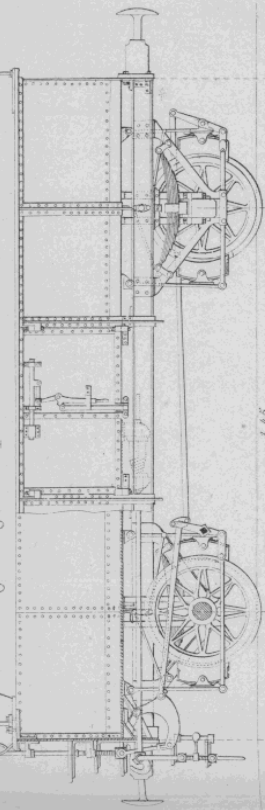


Fig 6 Plan de la fig 5.

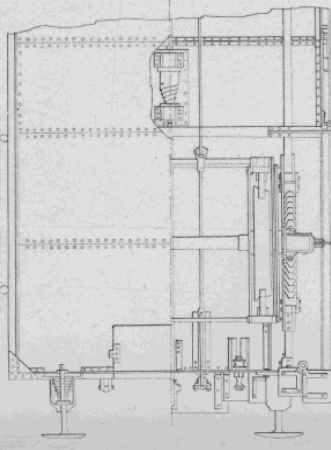


Fig 7
Coupe de la fig 5

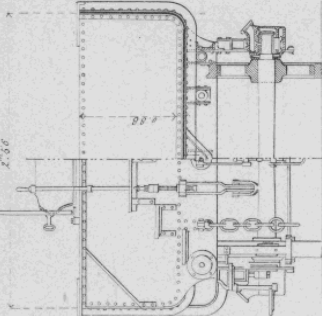


Fig 8 Wagon à rhoulle. P.L.M.

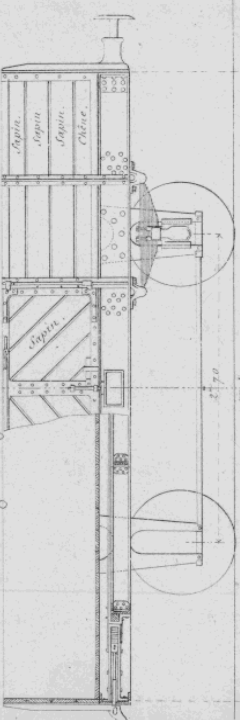


Fig 9 Plan de la fig 8.

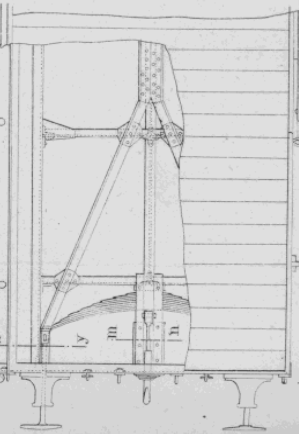
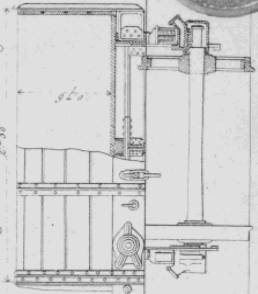


Fig 10. Coupe de la fig 8.



Boîte Delanoy

Fig. 1

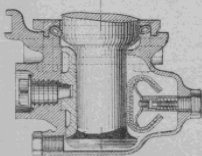


Fig. 2

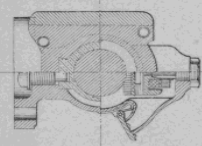


Fig. 3 Boîte Gobet

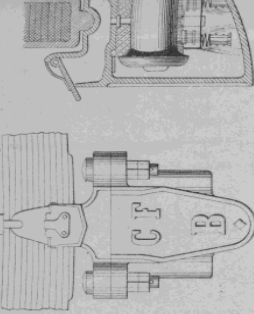


Fig. 4 Boîte Basson

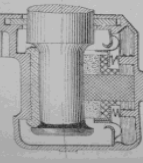


Fig. 10



Lames arrières pour ressorts



Fig. 8 Suspension du Nord

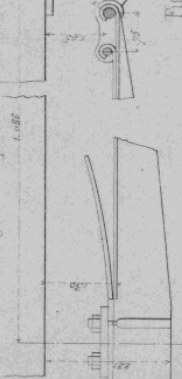


Fig. 9 Rondelle Boulonné

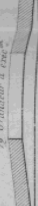


Fig. 13 Activateur Cremer

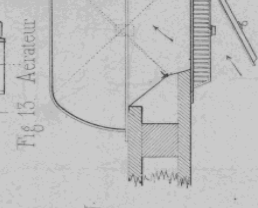


Fig. 12 Jonction des tubes du système Jolly

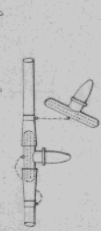


Fig. 17

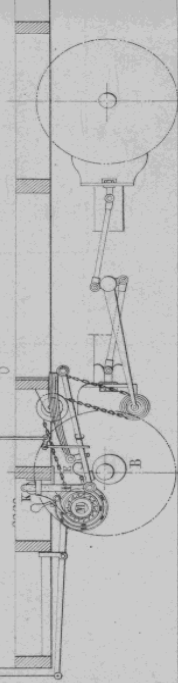


Fig. 18 Frein à embrayage électrique de M^r Achard

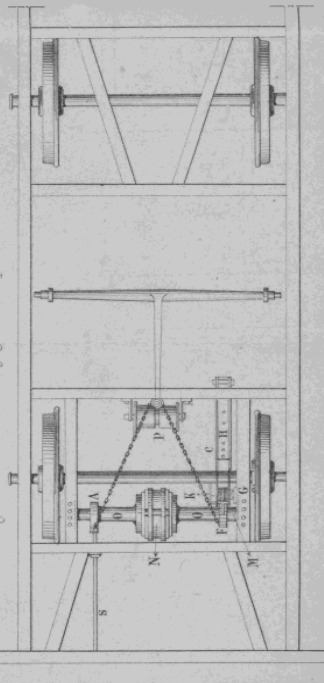


Fig. 5 Boîte du Nord

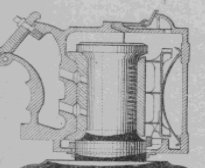


Fig. 11 Suspension sur hélices



Fig. 15 Frein de l'Ouest

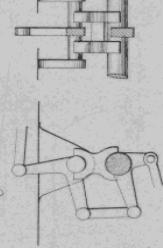


Fig. 19 Frein Clarke

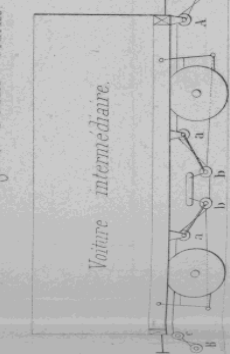


Fig. 20 Anneau de corde (Système Cremer)



Fig. 22 Perfectionnement Dorre

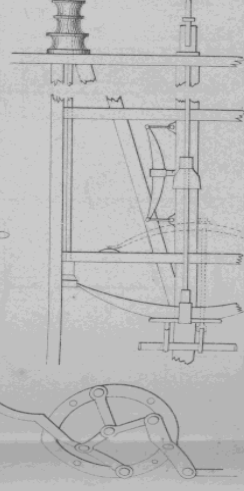


Fig. 23 Pince du frein Cremer

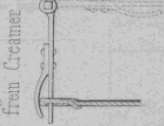


Fig. 16 Frein Cremer

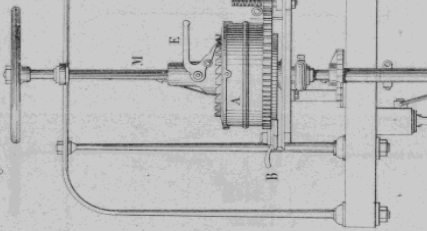


Fig. 24 Frein Prussien à desserrage limité

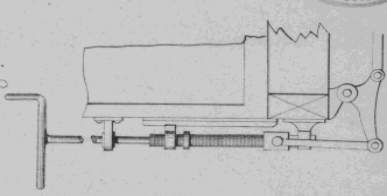


Fig. 1

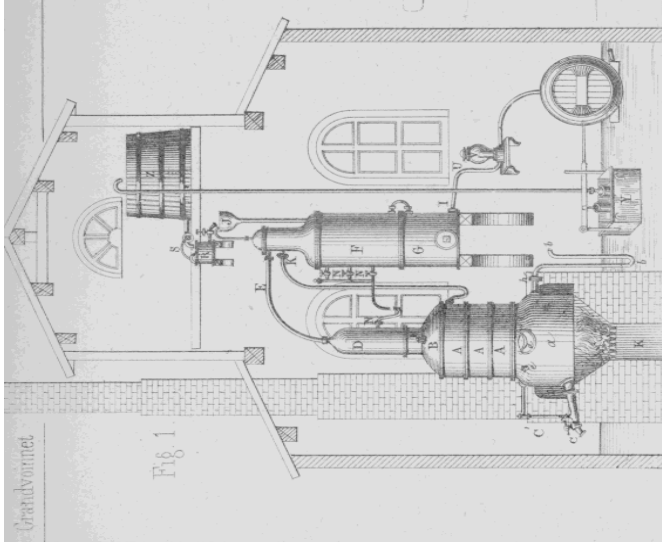


Fig. 2

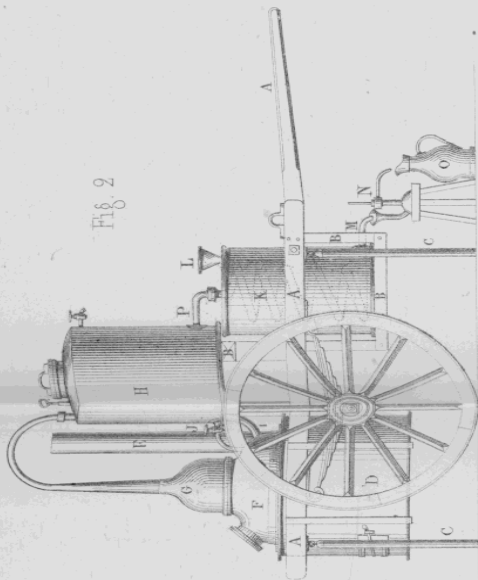


Fig. 5.

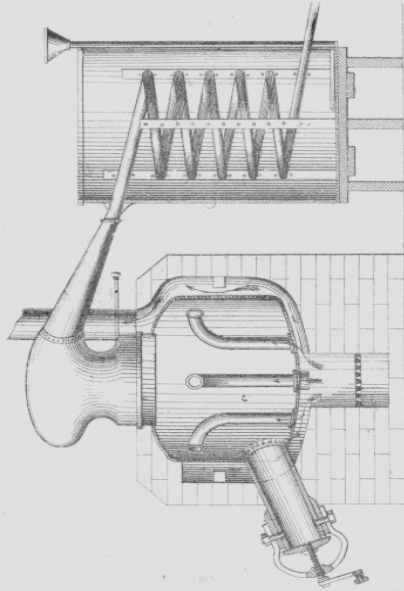


Fig. 3

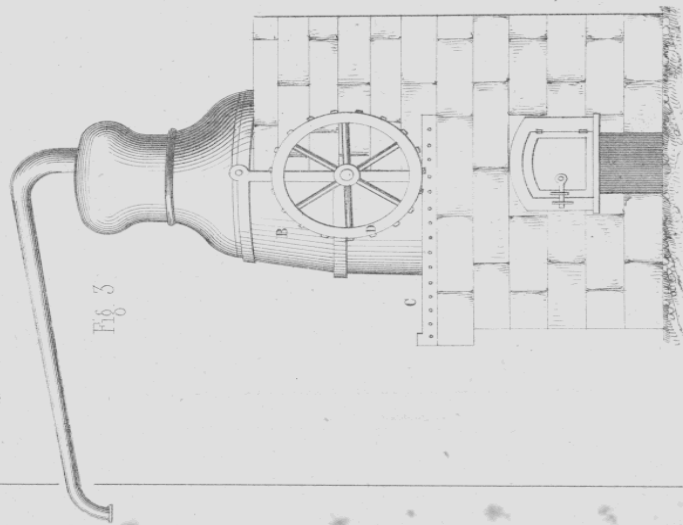


Fig. 4

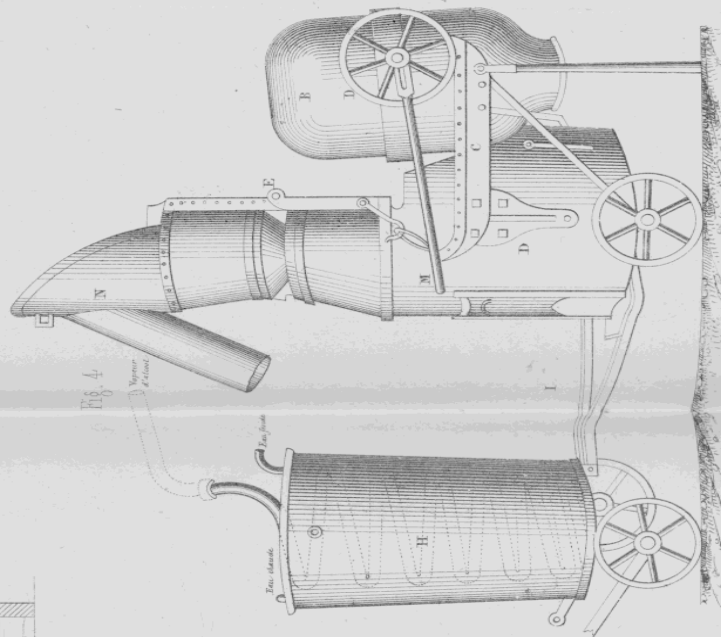


Fig. 6.

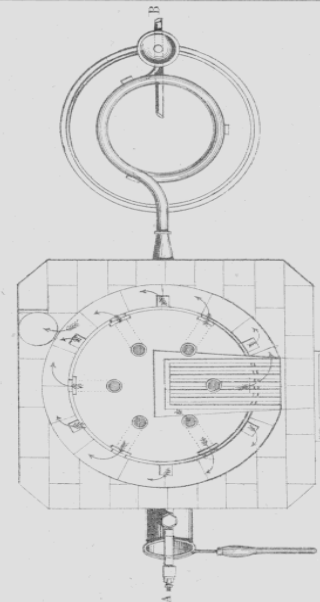


Fig. 9

APPAREILS A DISTILLER LES VINS DE COGNAC

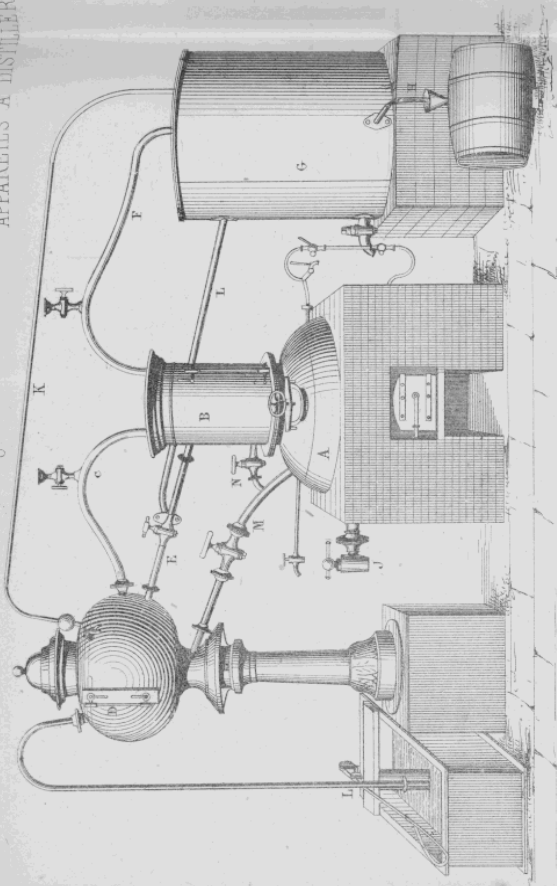


Fig. 10

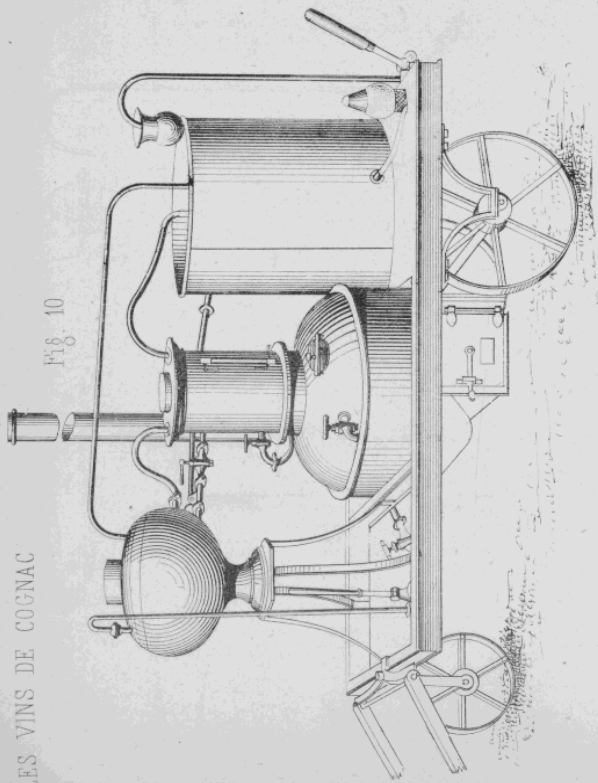


Fig. 7

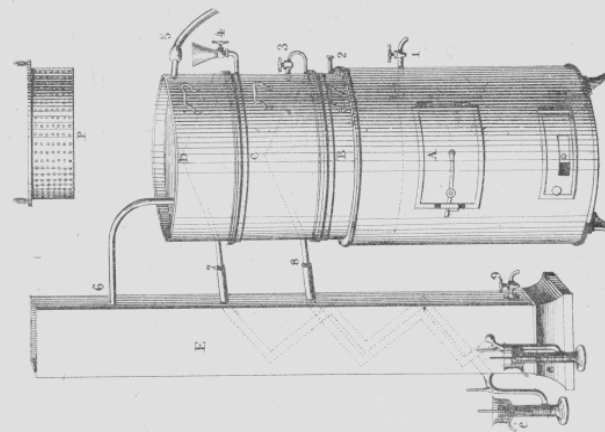
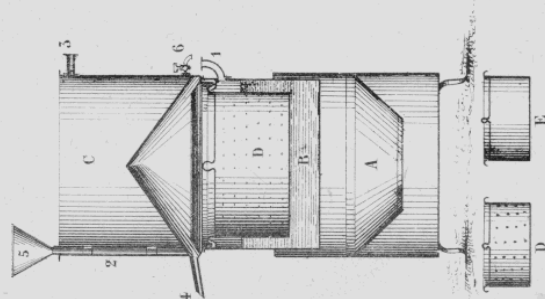


Fig. 8



MACHINE A TAILLER LES QUEUES D'ARONDES

Système Armstrong, Breveté s.g.d.g.

Fig. 4 Plan des axes.

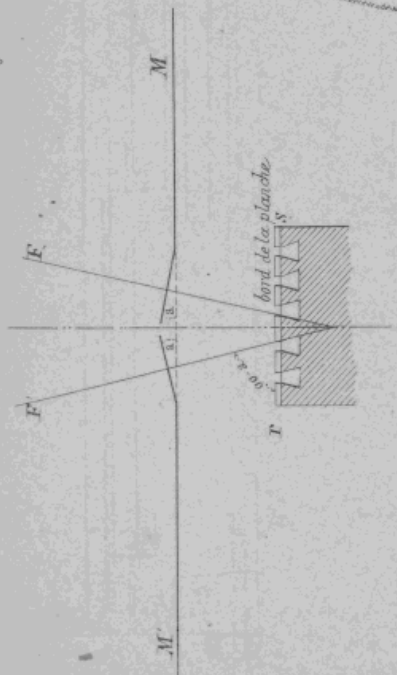


Fig. 1 Elévation latérale

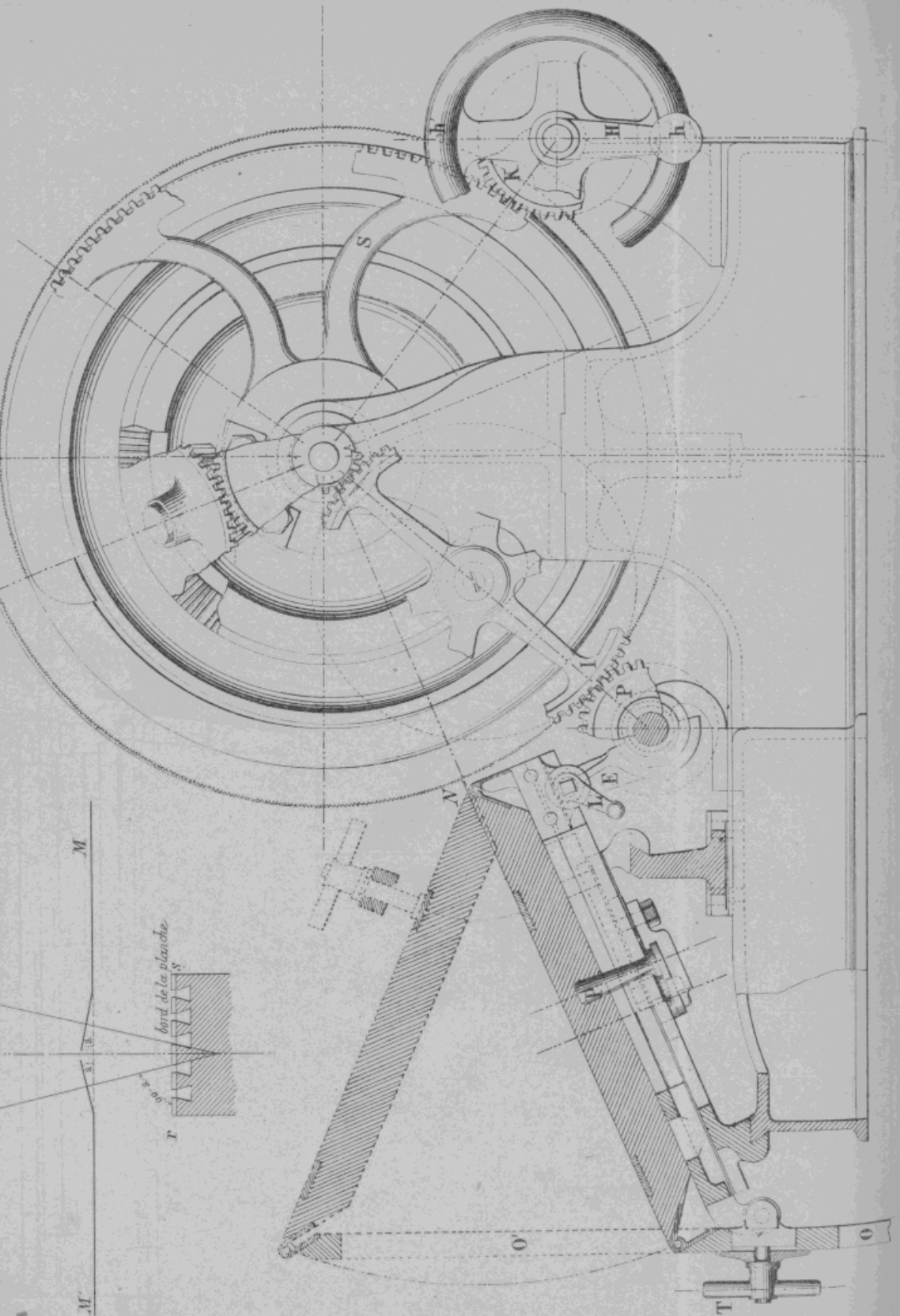


Fig. 9 Demi-vue de face et demi-coupe

Fig. 1.

Poirier en palmette candélabre

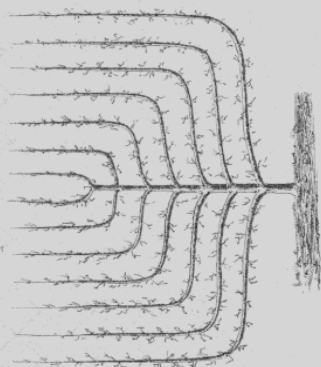
Fig. 5.
Censier petit candélabre

Fig. 6.

API ROSE
hiver

Fig. 12.

Poirier en palmette simple

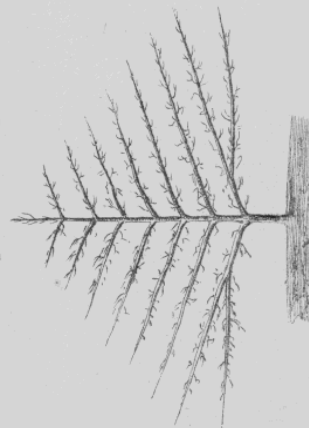


Fig. 2

Vignes de l'Alsace

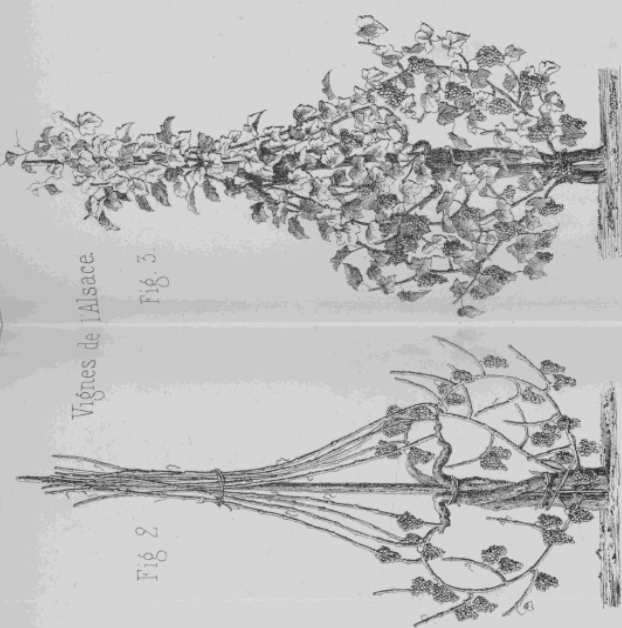


Fig. 3

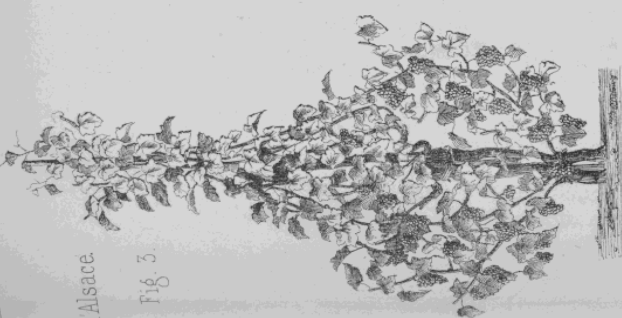


Fig. 11.

Poirier en pyramide.

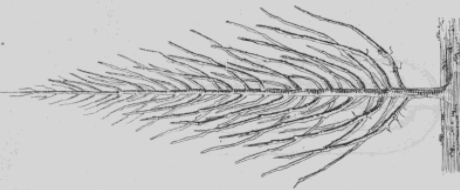


Fig. 10

128



Etiquettes en terre cuite avec caracteres gravés

Fig. 8

DUCHESSÉ
D'ANGOULEME

Fig. 7

DE
MONTMORENCY
mi. Jul.

Fig. 9.

BEURRÉ
DIEL
oct. dec

Fig. 13

Espalier de Pêchers forme de fantasiaie.

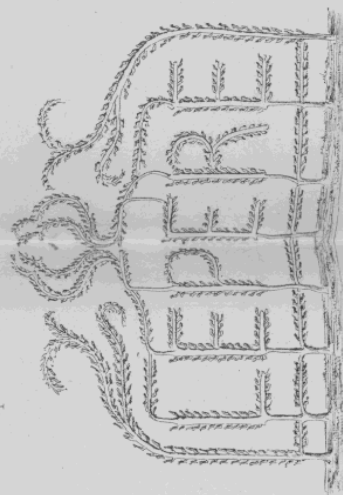
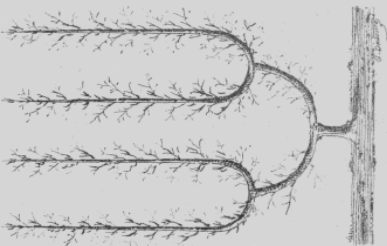
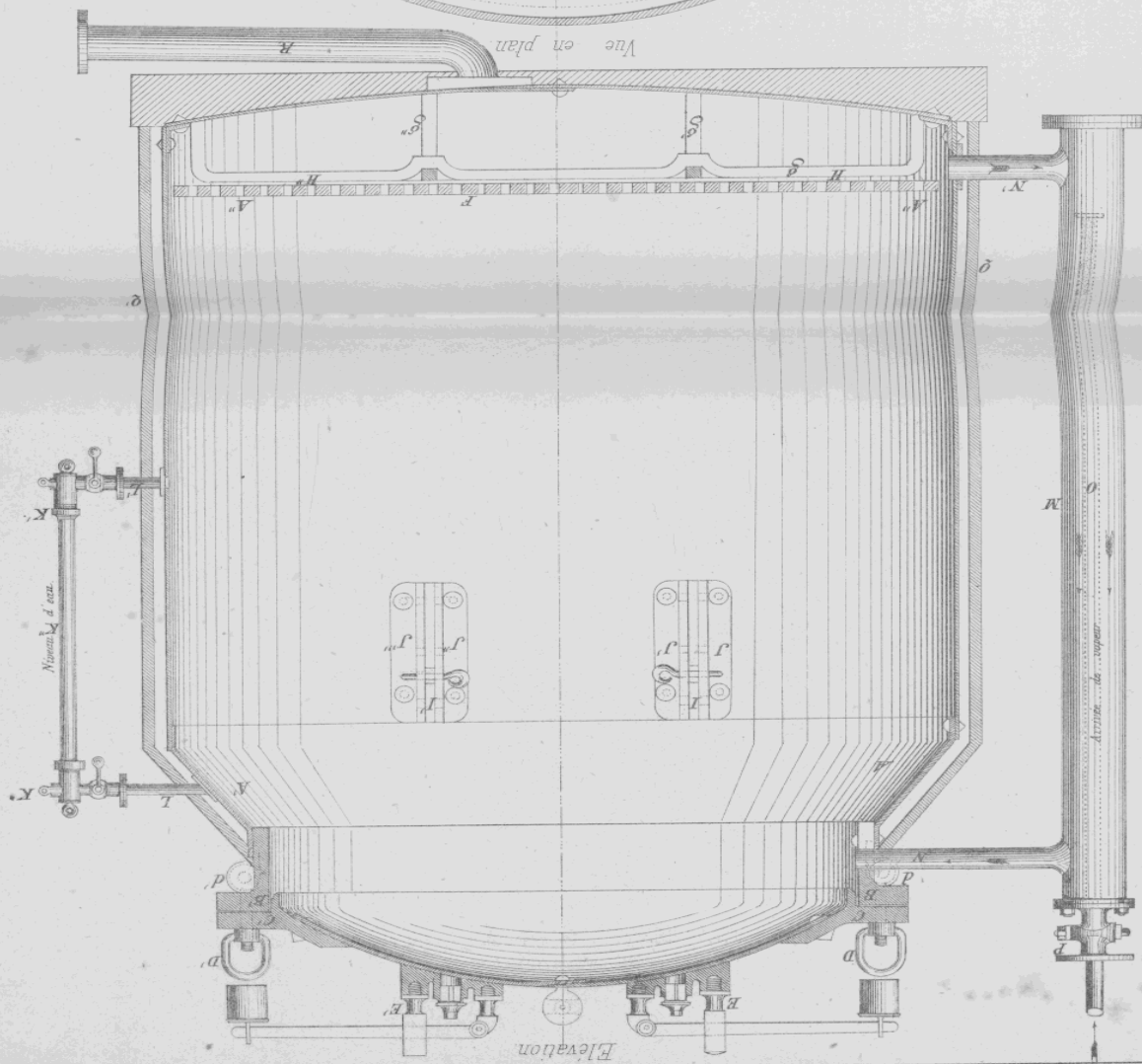


Fig. 14

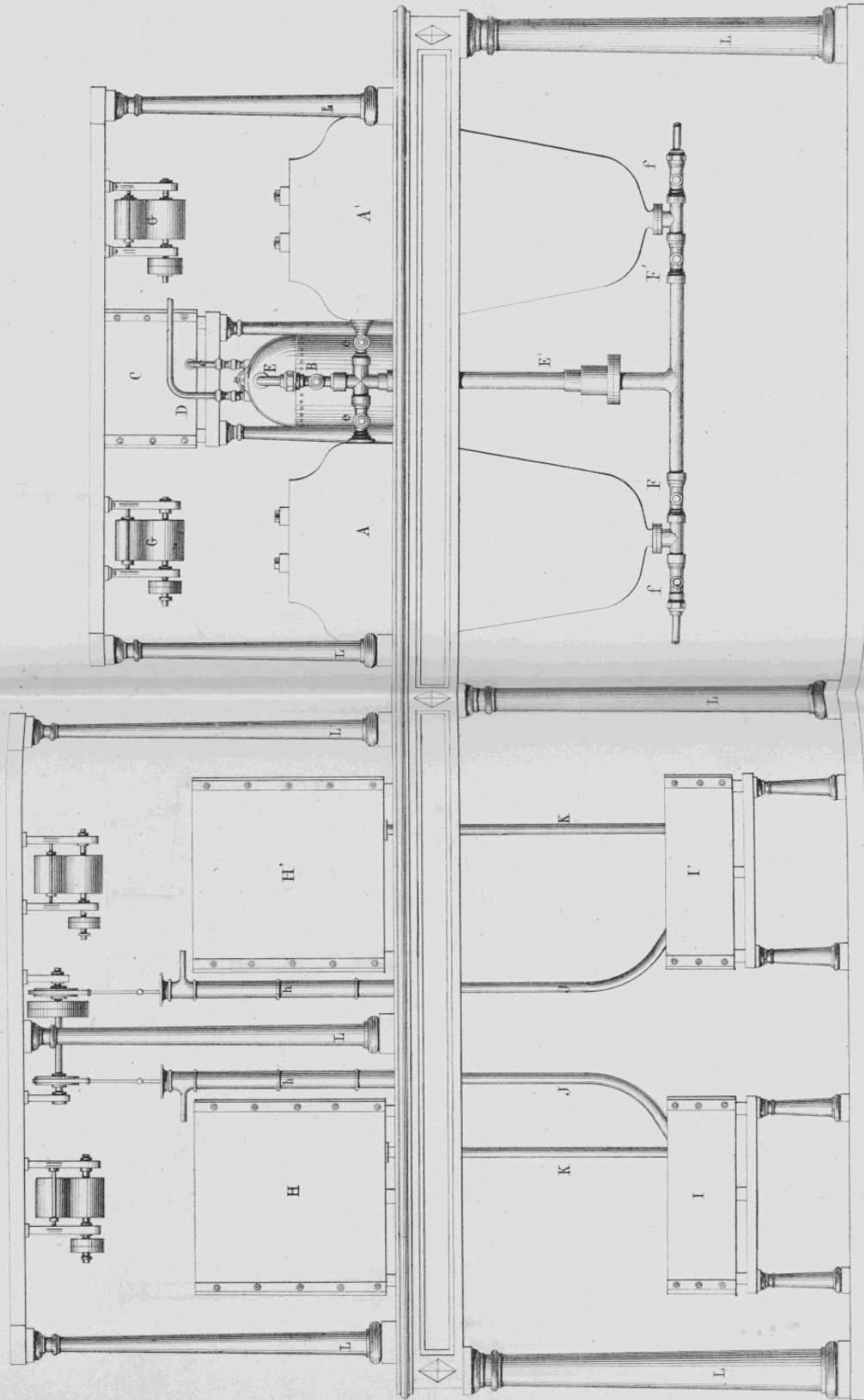
Pêcher candélabre (V double)



Echelle 0.66 pour 1^m ou $\frac{1}{33}$



APPAREILS DU SYSTEME WADDINGTON.



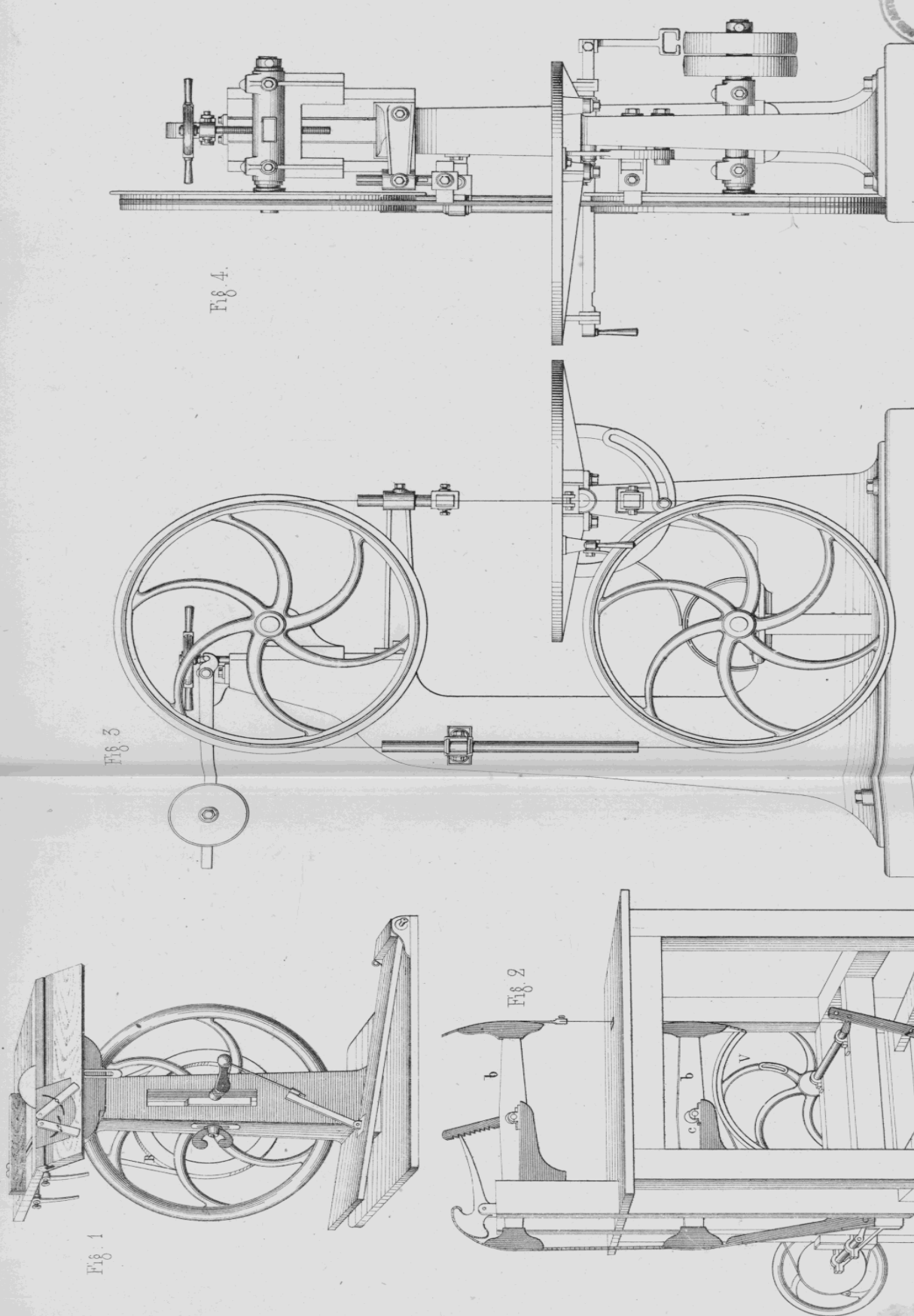


Fig. 1

Echelle de 1/10

Fig. 2.

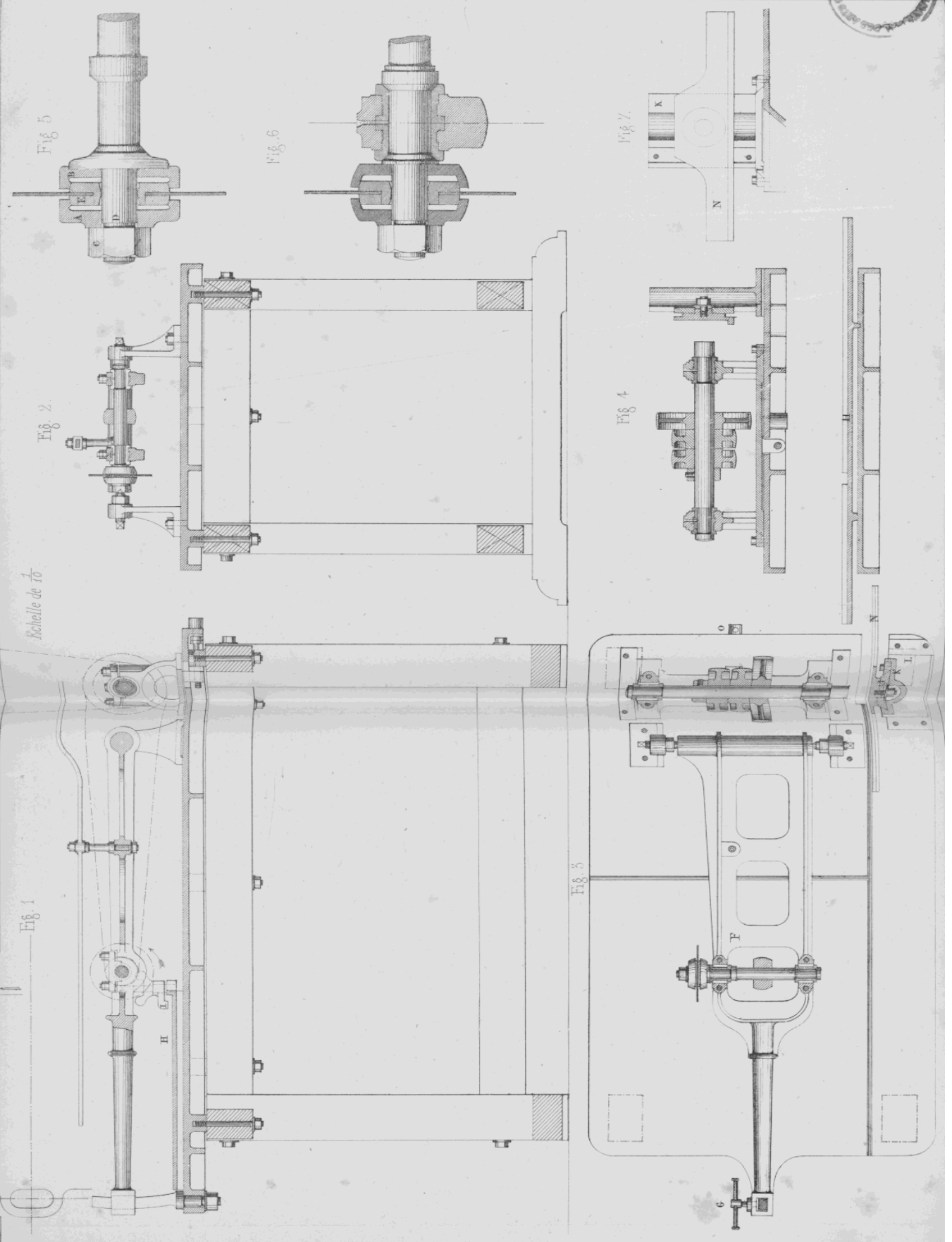
Fig. 5

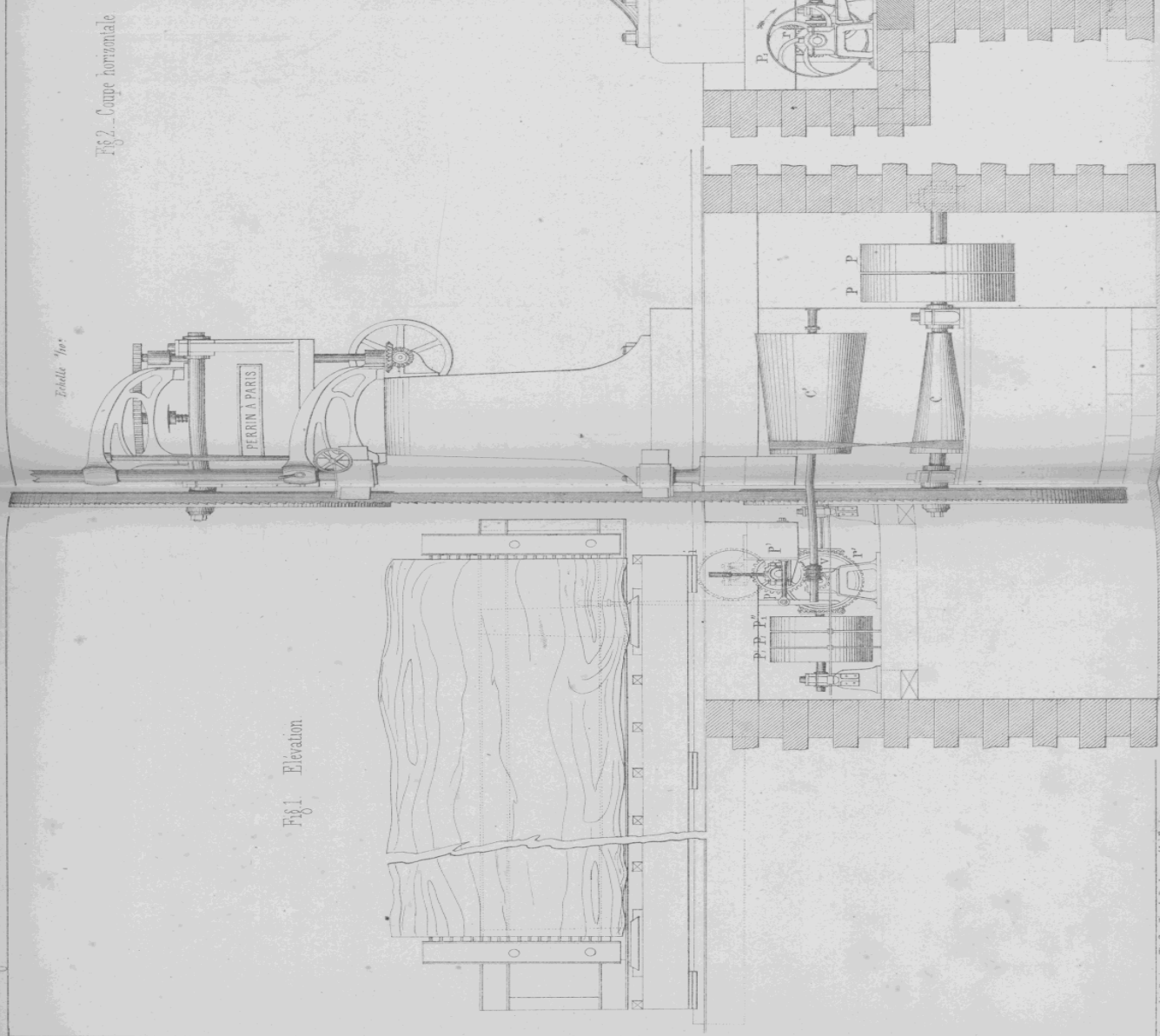
Fig. 6

Fig. 4

Fig. 7.

Fig. 3





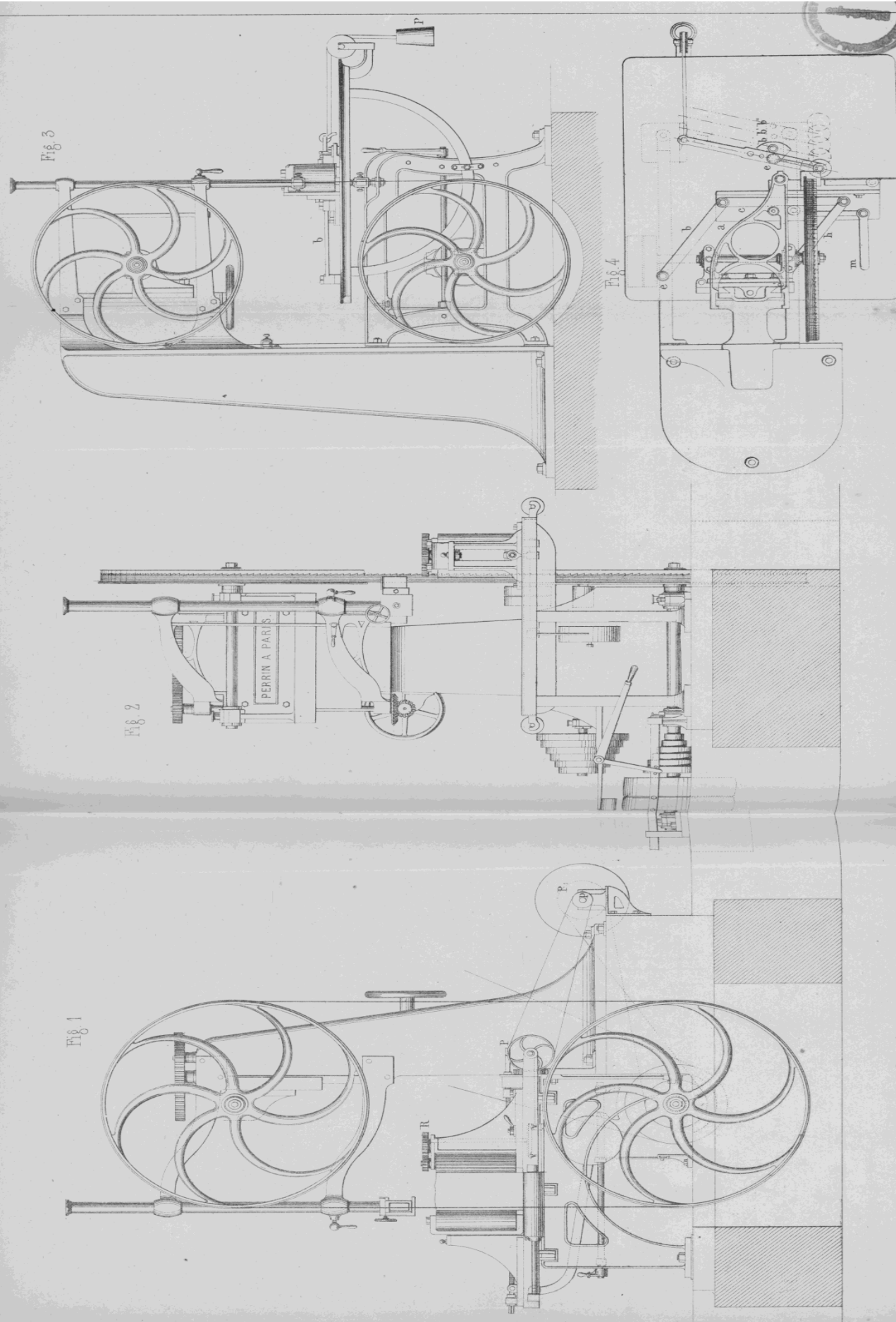


Fig. 1. *Eclisse pour rail à double champignon* (Ch. de fer de M^{ts}) ($\frac{1}{9}$)

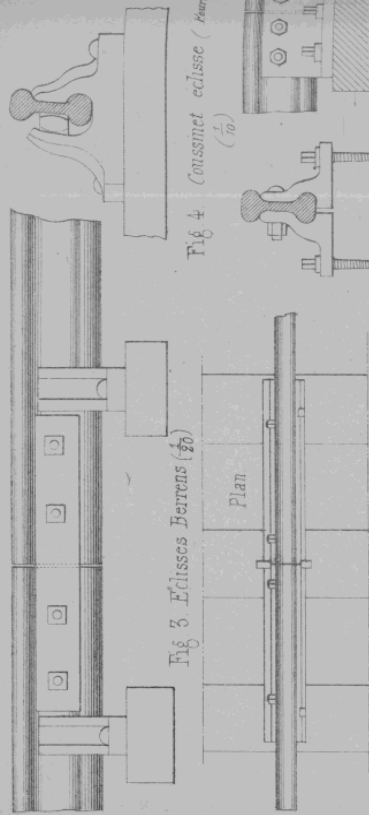


Fig. 3. *Eclisses Berrens* ($\frac{1}{10}$)

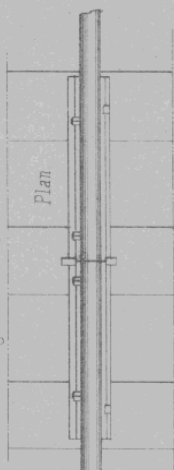


Fig. 6. *Eclisses Dering pour rails à double champignon*

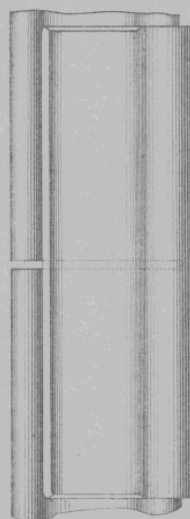


Fig. 6

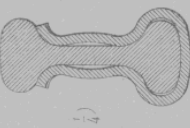


Fig. 4. *Coussinet eclisse* (Fourchambault) ($\frac{1}{10}$)

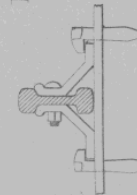
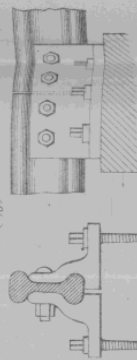


Fig. 7. *Cais et étriers élastiques pour coussinets en fonte* ($\frac{1}{3}$)

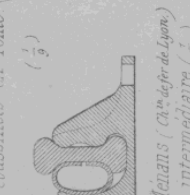


Fig. 10. *Voie Menans (Ch. de fer de Lyon) Traverse intermédiaire* ($\frac{1}{5}$)

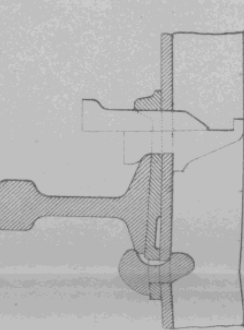


Fig. 9. *Traverse Touzaint* ($\frac{1}{10}$)

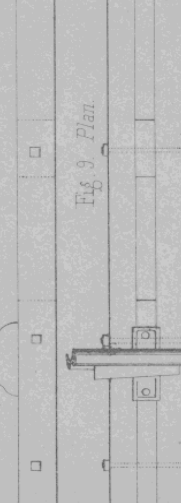


Fig. 9. *Plan.*

Fig. 11. *Traverse de joint* (Type Lyon) ($\frac{1}{5}$)

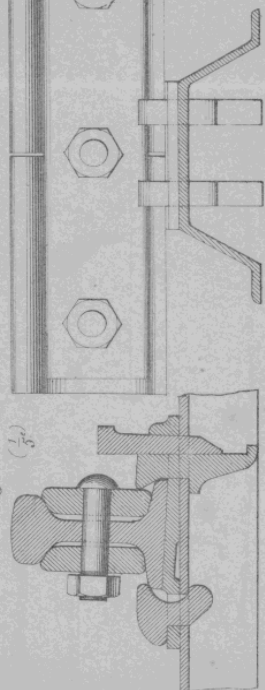


Fig. 10.

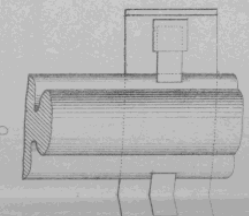


Fig. 14. *Traverses Ménaus* (Type Nord) ($\frac{1}{10}$)

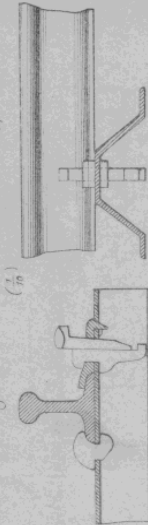


Fig. 15.



Fig. 13. ($\frac{1}{2}$)

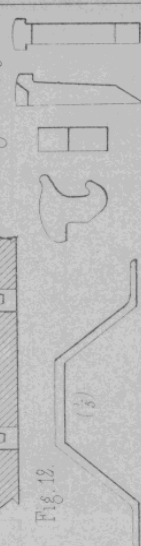


Fig. 12.



Fig. 8. *Bagues Desbrières* ($\frac{1}{4}$)

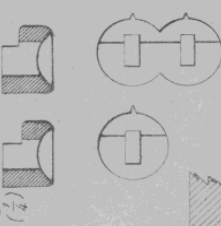


Fig. 5. *Coussinet eclisse corrière* (Fourchambault) ($\frac{1}{10}$)

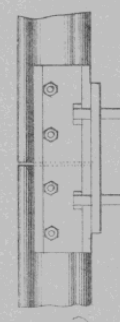
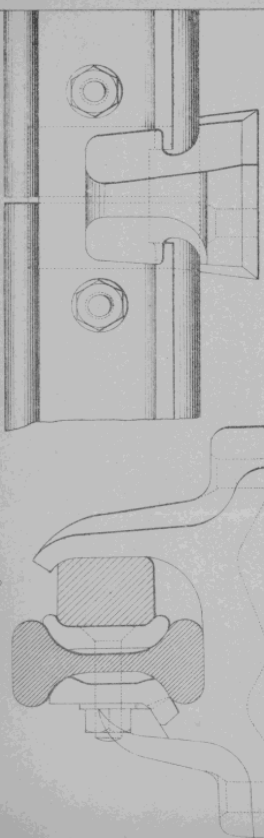


Fig. 2. *Coussinet pour éclisses* (Système Nord) ($\frac{1}{10}$)



Auget, Brossier et Duguy, N. de l'Industrie.

Paris, Eugène LACROIX, Directeur, 15, Quai Malaquais

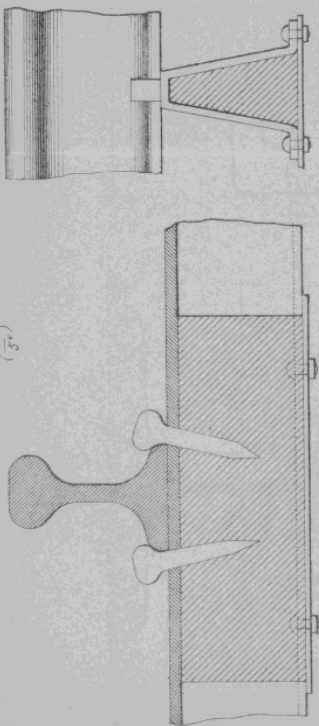
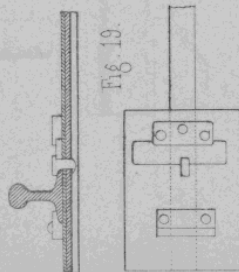
Fig. 16 Voie système Langlois pour rail Vigole ($\frac{1}{5}$)Fig. 19 Voie Harel et C^{ie}

Fig. 21 Traverse à coussinets rapportés (Legrand - Saliken)

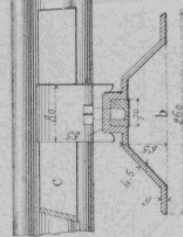


Fig. 19

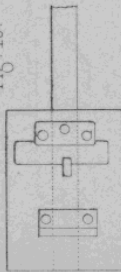


Fig. 20 Traverse - coussinet (Legrand - Saliken)



Fig. 25 Traverse à des métaliques. (Legrand - Saliken.)

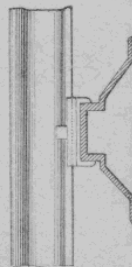
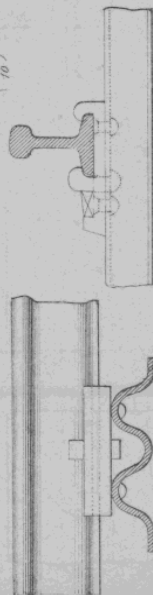
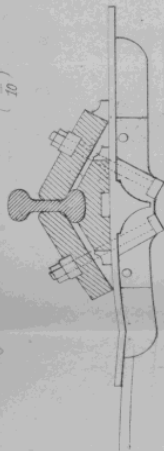
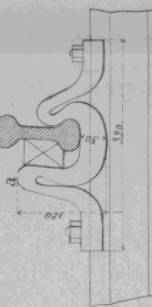
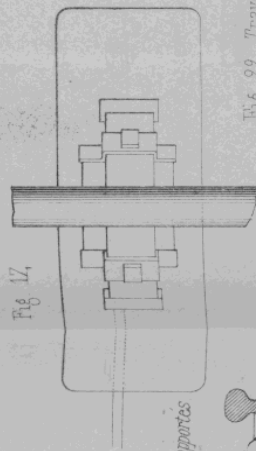
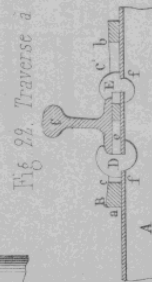
Fig. 26 Traverse en tôle ondulée (J. F. Jouve et C^{ie}) ($\frac{1}{10}$)Fig. 17 Voie Barberot traverse intermédiaire ($\frac{1}{10}$)

Fig. 17



Plan de la fig. 21



Plan de la fig. 22

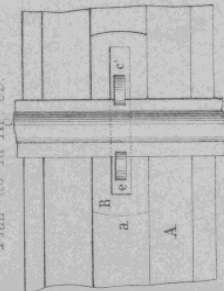


Fig. 23. Mode d'attache du rail.

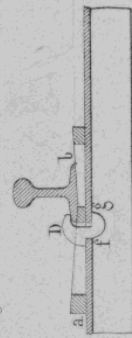
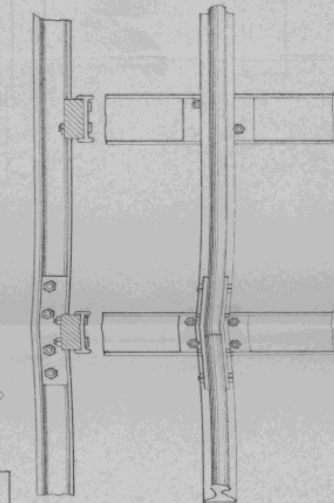
Fig. 27 Voie de Marcinelle - Couillet ($\frac{1}{20}$)

Fig. 24 Traverse de joint



Plan de la fig. 24

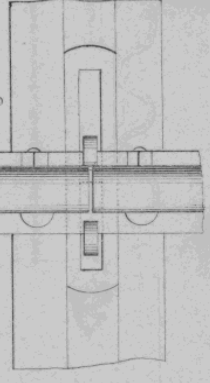


Fig. 28. Permanent Way Company
Rail à double champignon.

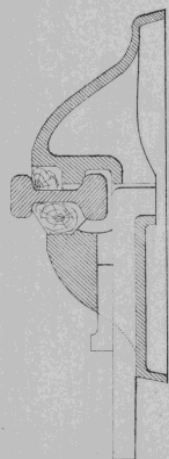


Fig. 29. Voie Système Griffin, pour
rail Vignole

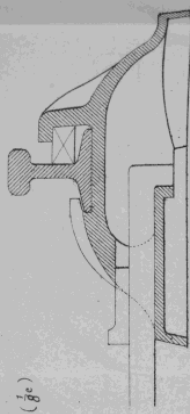


Fig. 30 — Rail à double champignon (Système Griffin) ($\frac{1}{15}^e$)

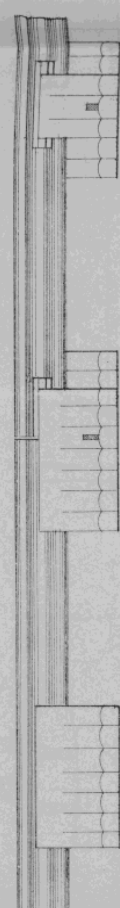


Fig. 30 Plan

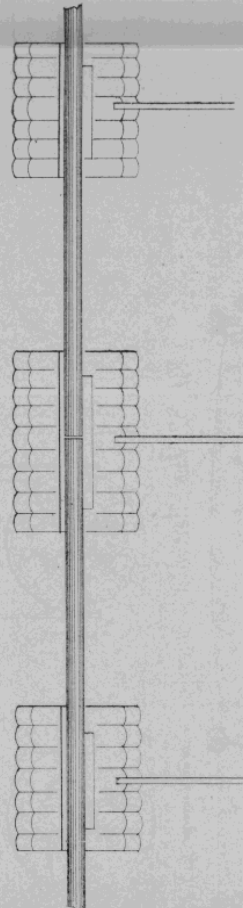


Fig. 31 Rail Vignole. (Système Griffin) ($\frac{1}{15}^e$)

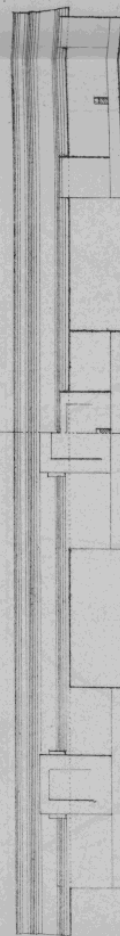


Fig. 31 Plan

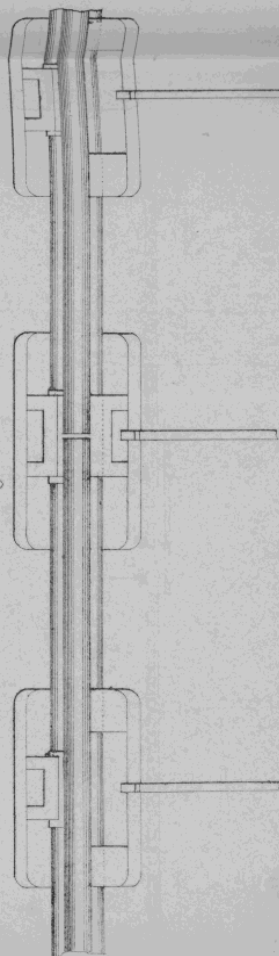


Fig. 32 Voie Seaton, pour rail Vignole.
($\frac{1}{12}^e$)

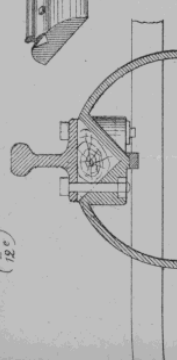


Fig. 34. Seaton, 1^{er} rail à selle
($\frac{1}{12}^e$)

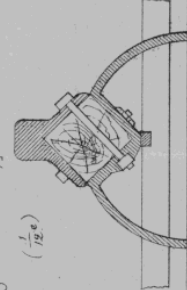


Fig. 35. Voie Richardson.
Coupe ($\frac{1}{12}^e$)

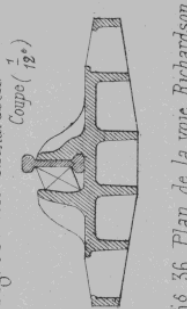


Fig. 36. Plan de la voie Richardson
($\frac{1}{24}^e$)

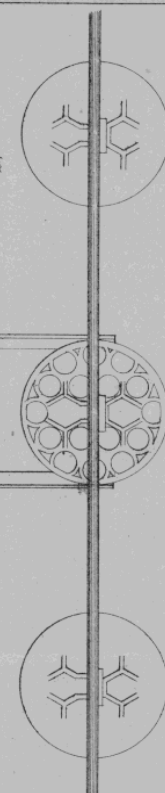


Fig. 37. Voie Hartwich. Coupe (Echelle d'ensemble $\frac{1}{125}^e$)

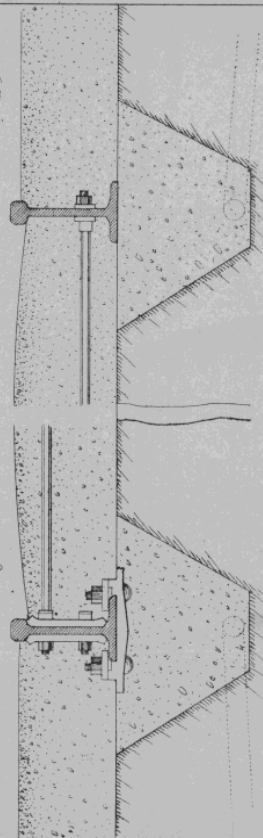


Fig. 38. Elevation de la fig. 32

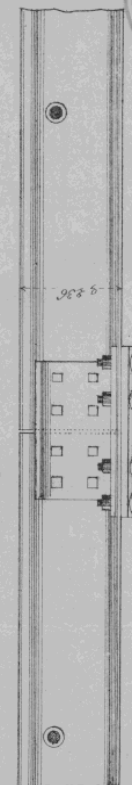


Fig 39 Voie de Hoerde (Type N°1)

(Braubuschweig)

($\frac{1}{4}$)

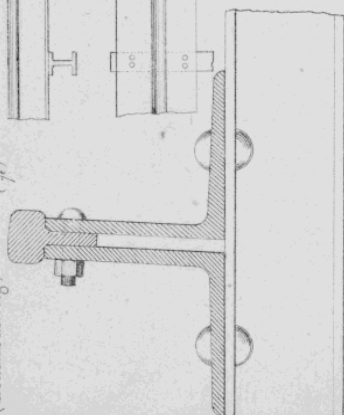


Fig 40 ($\frac{1}{30}$)

Plan de la fig 40.

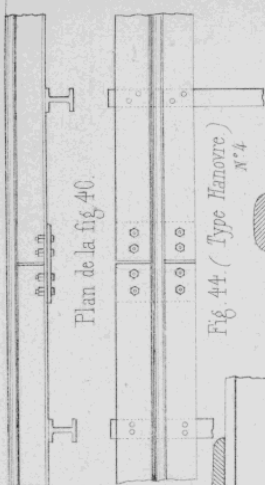


Fig 44 (Type Hanovre) N°4

($\frac{1}{4}$)

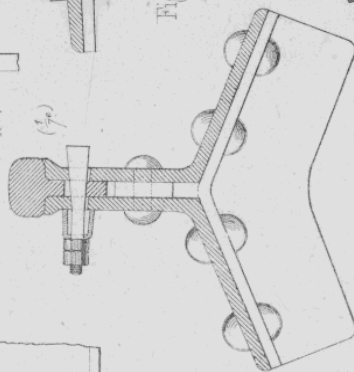


Fig 41 (Type N°2 de Hoerde)

($\frac{1}{7}$)

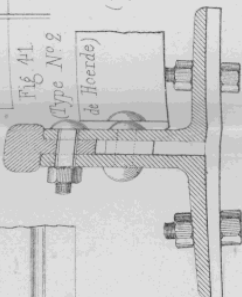


Fig 45 (Type Hanovre N°4) (Joint)

($\frac{1}{7}$)

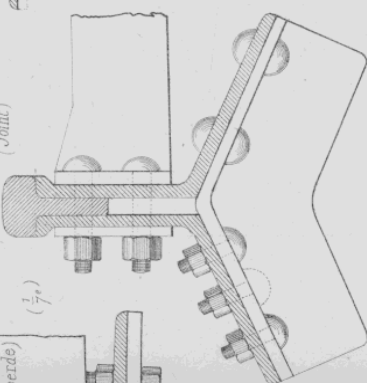


Fig 47 (Type de Hoerde N°5)

Coupe ($\frac{1}{7}$)

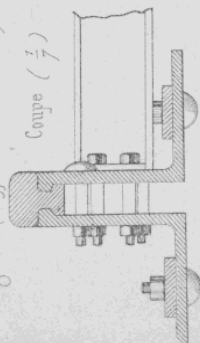


Fig 48. Elevation de la fig 47

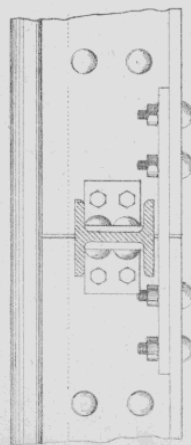


Fig 51 Voie de Berge ($\frac{1}{24}$)

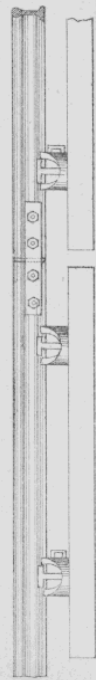


Fig 51 Plan.

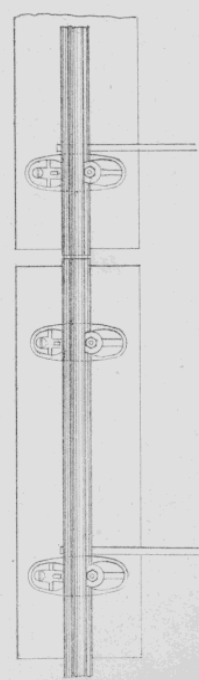


Fig 52

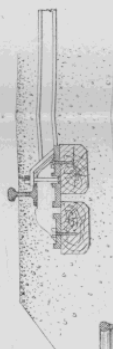


Fig 53. Voie sur des en pierre

Coupe.

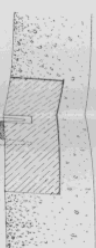


Fig 54

Plan de la fig 53

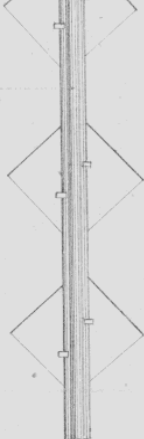


Fig 50. Voie Koestlin ($\frac{1}{10}$)

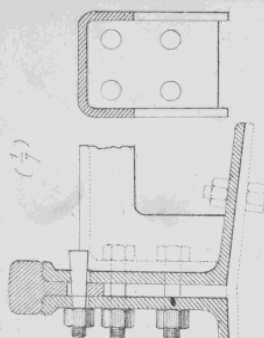


Fig 46 (Type Hanovre N°4)



Fig 43 (Type N°3 de Hoerde)

($\frac{1}{7}$)



Alfred Brice et Fils, 8, rue de Valenciennes

Fig. 1 à 3 Système Neustadt (Application des chaînes de Galle.)

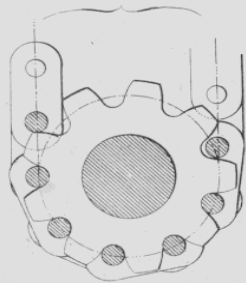
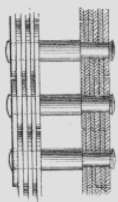


Fig. 3 Disposition des chaînes Galle

Fig. 3

Fig. 1 et 2.
Élévation d'une grue fixe
Neustadt (à piston tournant)
(Force 6000 kg)
Employée à l'Exposition

Poids 5 m 200

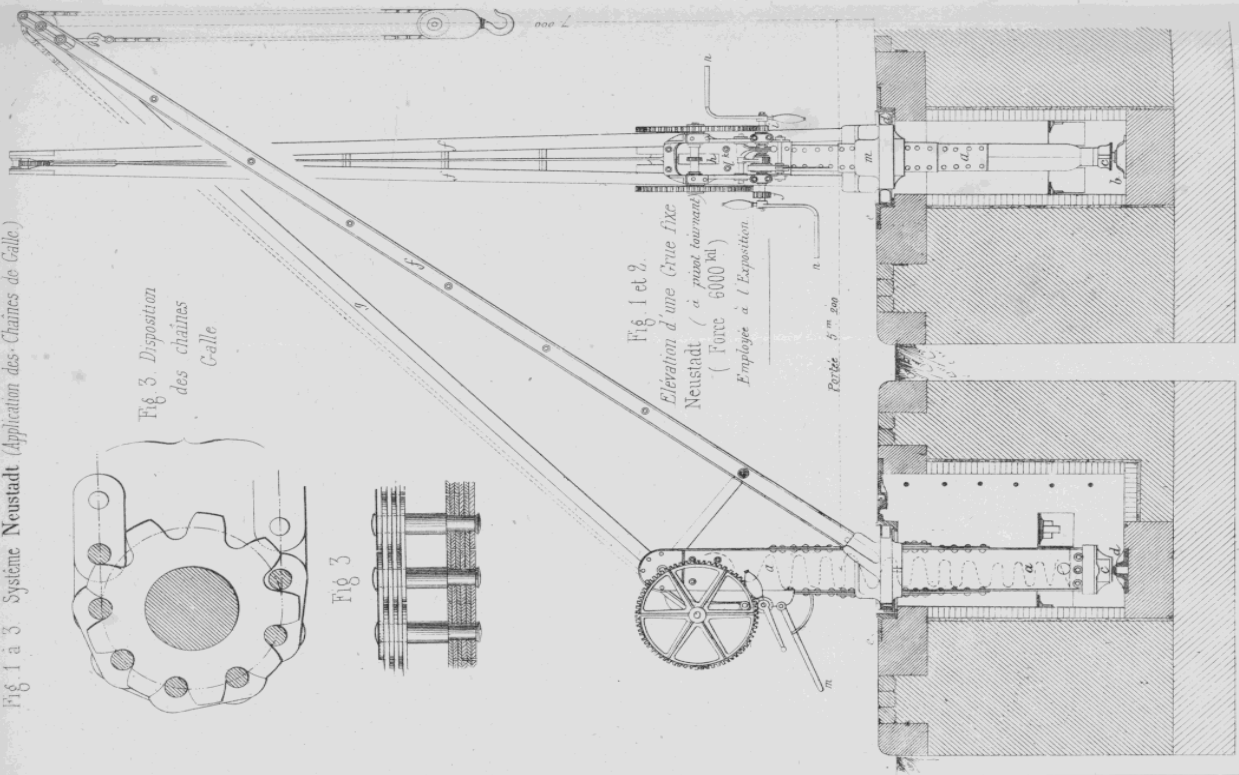


Fig. 4 à 5 Système Léon Edoux

Ascenseur pour les personnes

Fig. 5 Élévation générale de l'Ascenseur Edoux

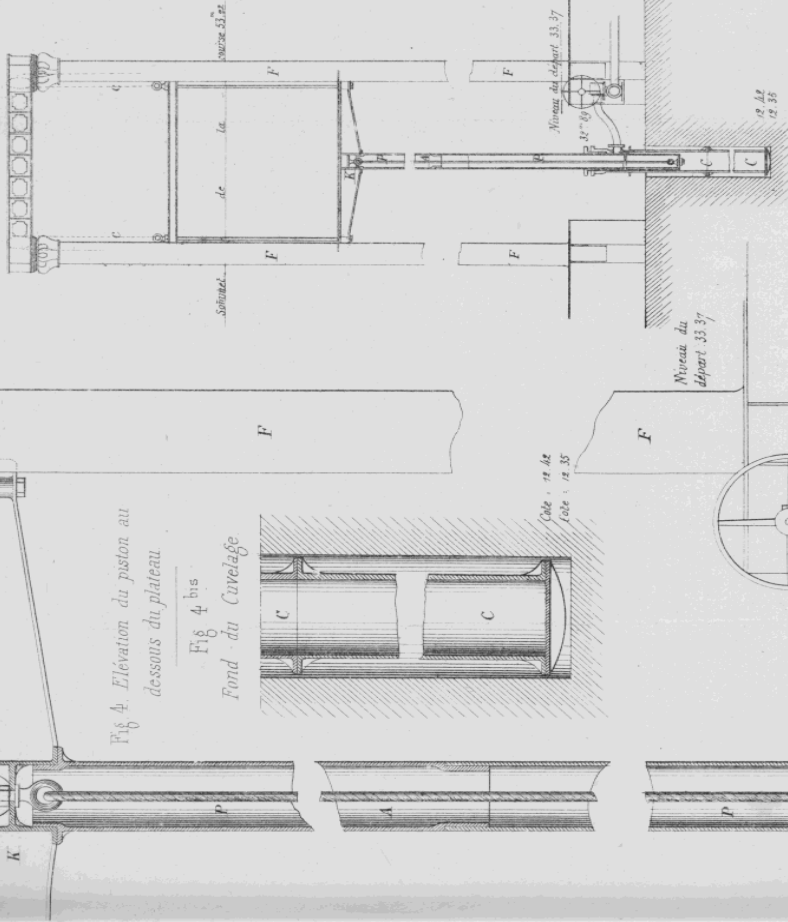


Fig. 4 Élévation du piston au dessous du plateau

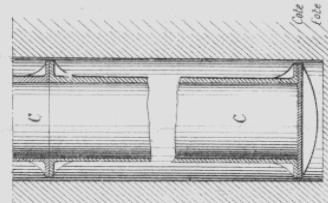
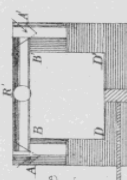
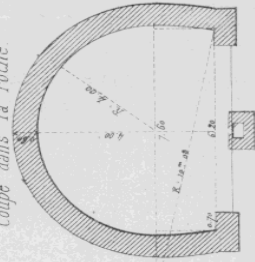
Fig. 4 bis
Fond du CuvelageFig. 7a9 Travaux du tunnel des Alpes
(Aéage et percussion.)Fig. 7
Coupe dans la rocheFig. 8
Croquis théorique
du compresseur
à pompe

Fig 1^{re} Détails du tourillon et de son support.

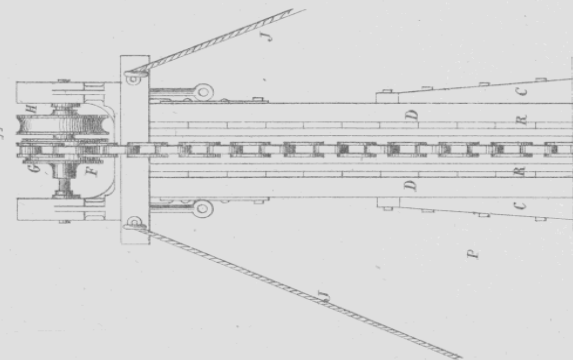


Fig 1^{re} Bouton d'attache du moulin.

Fig 1. Elevation de la sonnette Essie.

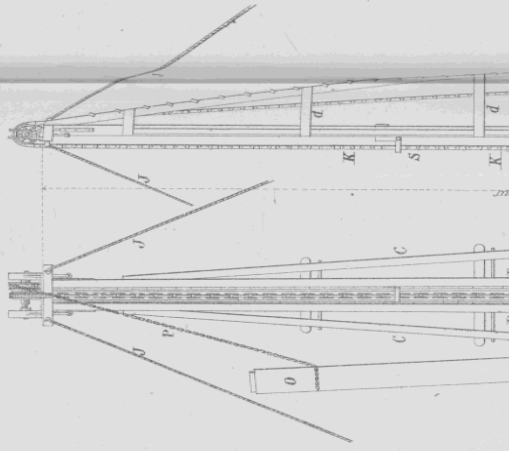


Fig 2^{de} Elevation transversale du tourillon et de son support.

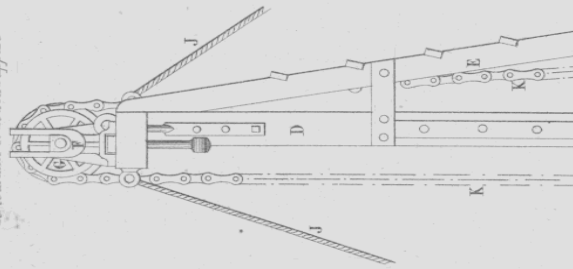


Fig 4 Détails de l'arrêt S.

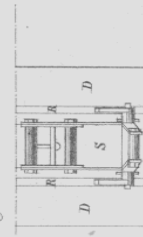


Fig 6 Plateforme du chariot supportant l'appareil.

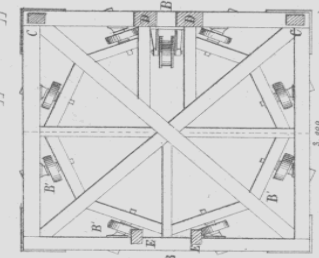


Fig 5 Disposition du chariot supportant l'appareil (sur AA).

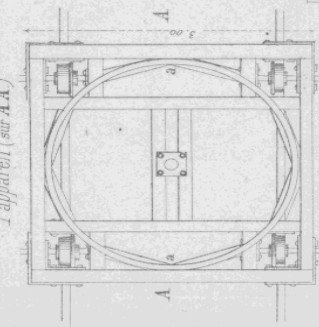


Fig 3 Disposition du moulin de la sonnette à vapeur Essie.

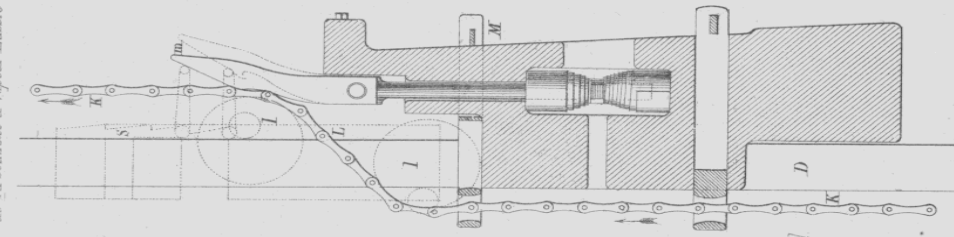


Fig 7 Moulin du pignon à vapeur employé au l'adieu de l'arsenal.

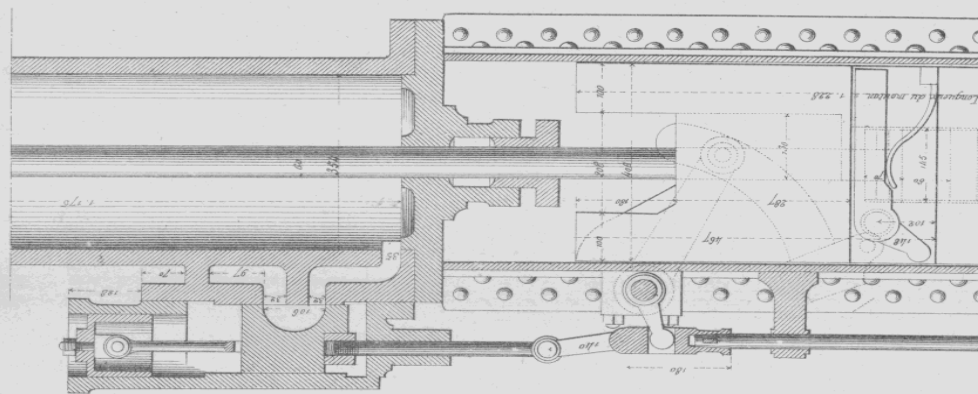
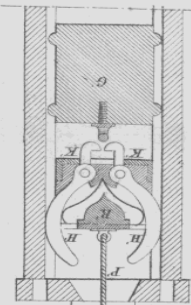


Fig 8 Système ordinaire de sonnette à dédic (l'origine Anglaise).



Légende de la fig 8

H K Branches de la pince
G partie inférieure du moulin.
P ouverture en la pince pour s'engager.
R Ressort.

Echelles Fig 3 0 - 0.125
Fig 4 et 5 0 - 0.125
Fig 6 0 - 0.125
Fig 7 0 - 0.125
Fig 8 0 - 0.125

Fig. 1. Elevation au dessus du chassis AB (Fig. 3)

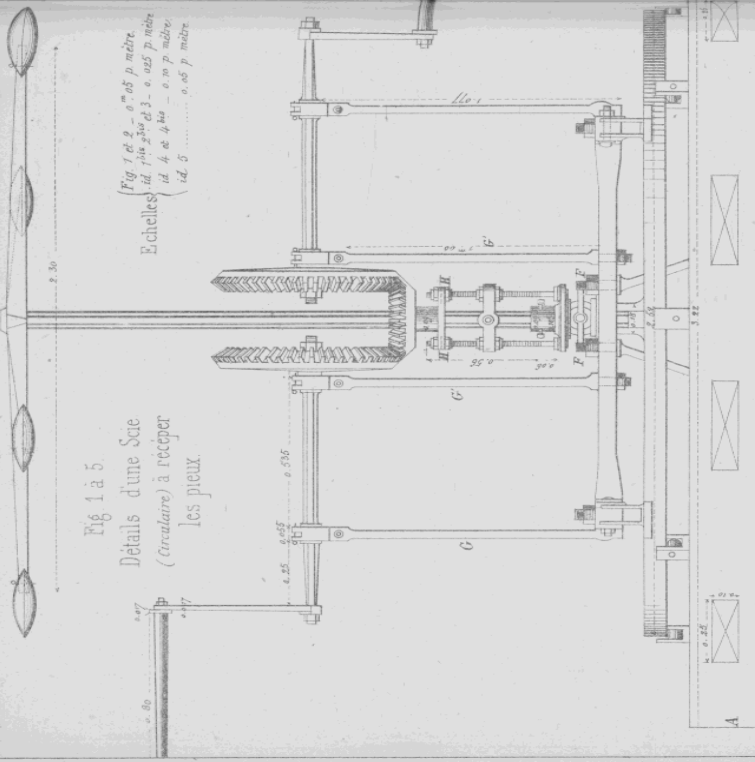


Fig. 1 à 5

Détails d'une Sae
(circulaire) à recevoir
les pieux.

Echelles:
Fig. 1 et 2 - 0.05 p. mètre
Fig. 3 - 0.05 p. mètre
Fig. 4 et 5 - 0.10 p. mètre
Fig. 6 - 0.05 p. mètre

Fig. 1 bis. Elevation au dessous du chassis AB

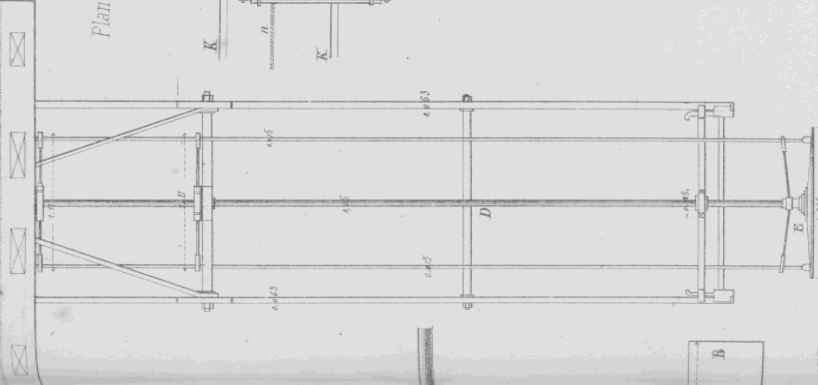


Fig. 6

Plan d'une sae à recevoir (dette) Ancien système.

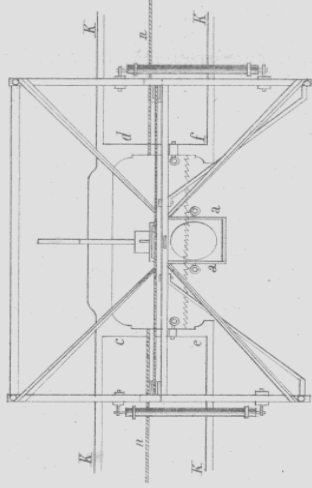


Fig. 2 Coupe transversale sur C' (Fig. 3)

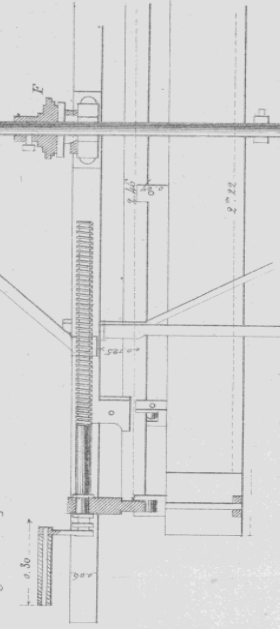


Fig. 3 Plan supérieur du Chassis

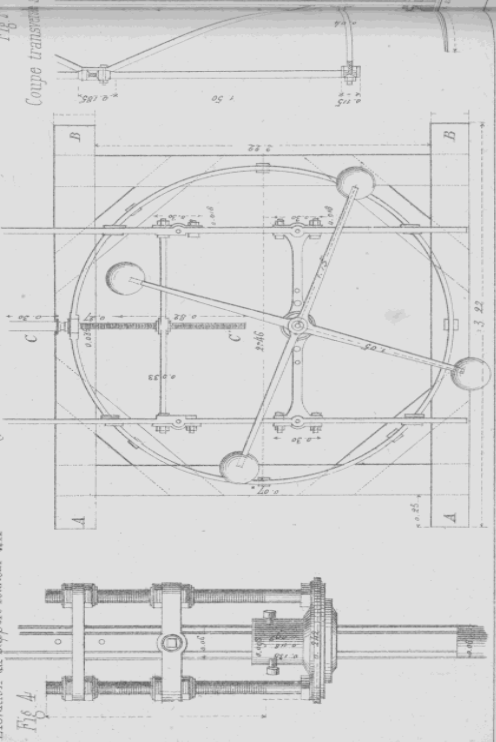


Fig. 4

Elevation du support rotateur III

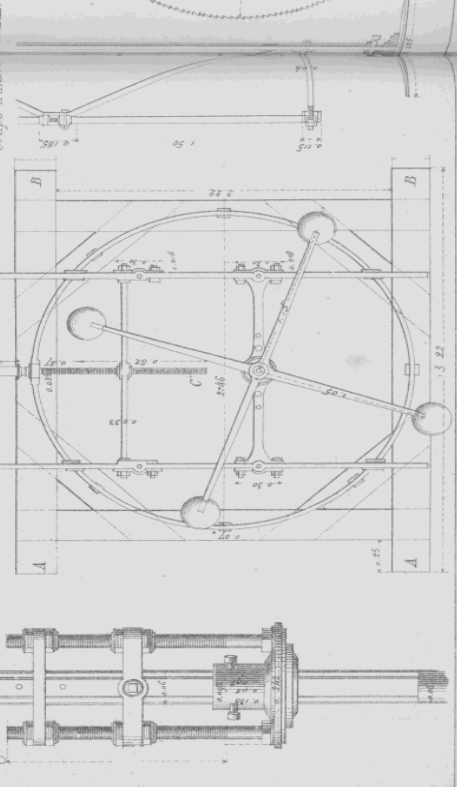


Fig. 5 Plan de la Sae (circulaire)

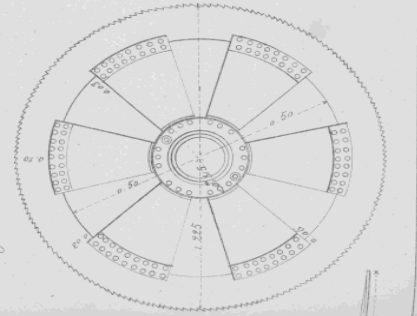


Fig. 7 et 8 Détails de la Sonnette à dédic
employée aux travaux du Port de Boulogne

Fig. 7. Plan supérieur du treuil
(Echelle de 0.05 p. m.)

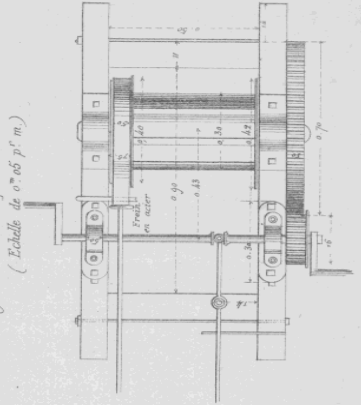


Fig. 8 Elevation latérale du treuil.
(Echelle de 0.02 p. m.)

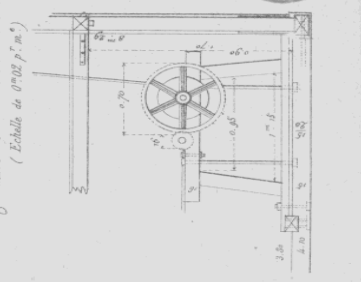
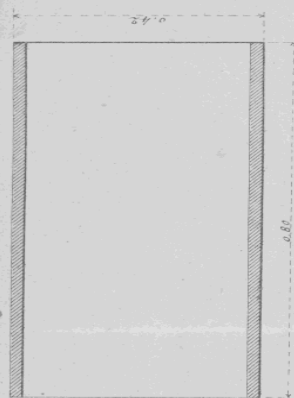


Fig. 1 Coupe suivant EF.



Machine à basir les chapeaux de feutre.

Fig. 2. Organes de projection du poil.

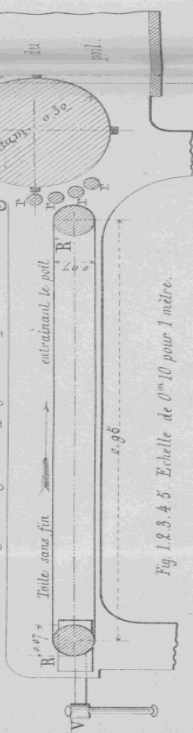


Fig. 1 2 3 4 5 Echelle de 0^m 10 pour 1 mètre.

Coupe sur le milieu du conduit.

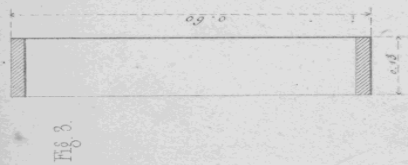


Fig. 3

Fig. 4.

Extrémité du conduit régularisant

la

sortie du Poil.

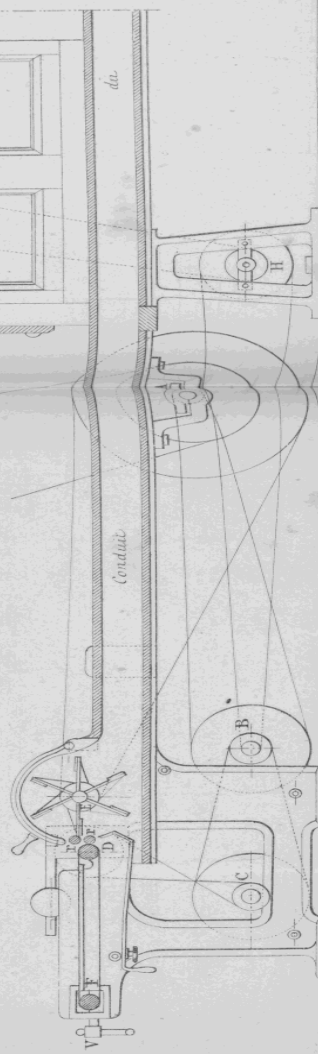
L

Fig. 6.

Machine à souffler le poil

Coupe longitudinale.

Echelle de 0^m 05 pour 1 mètre.



MACHINES A REPASSER LES CHAPEAUX.

de MM Mathias et Leféat.

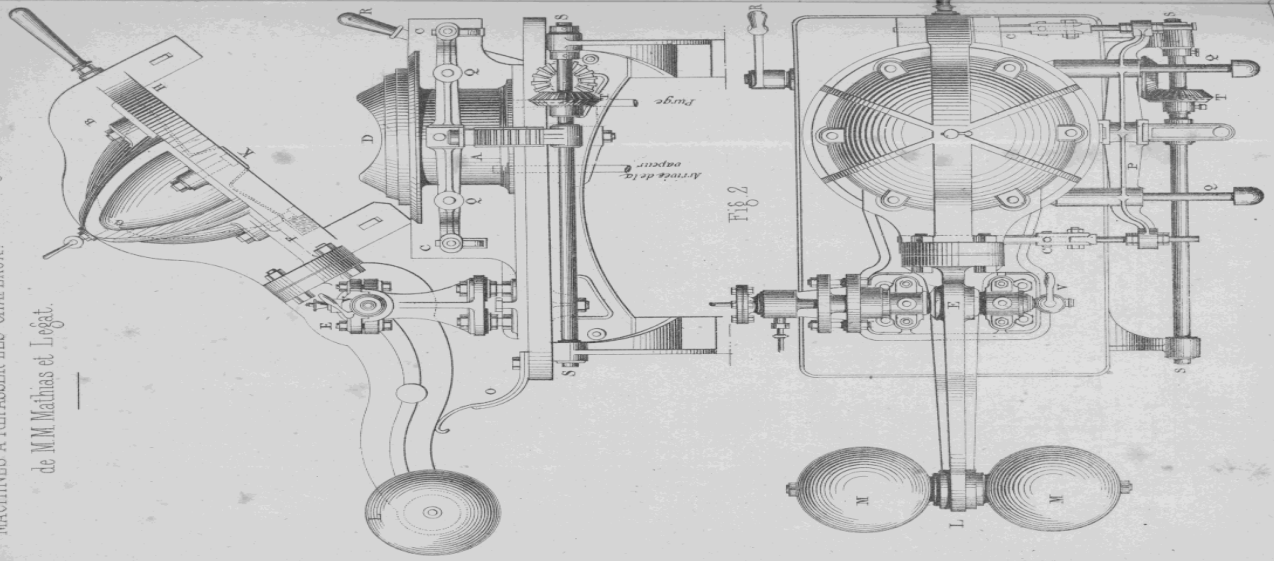


Fig. 3. Type à mouvement rectiligne vertical.

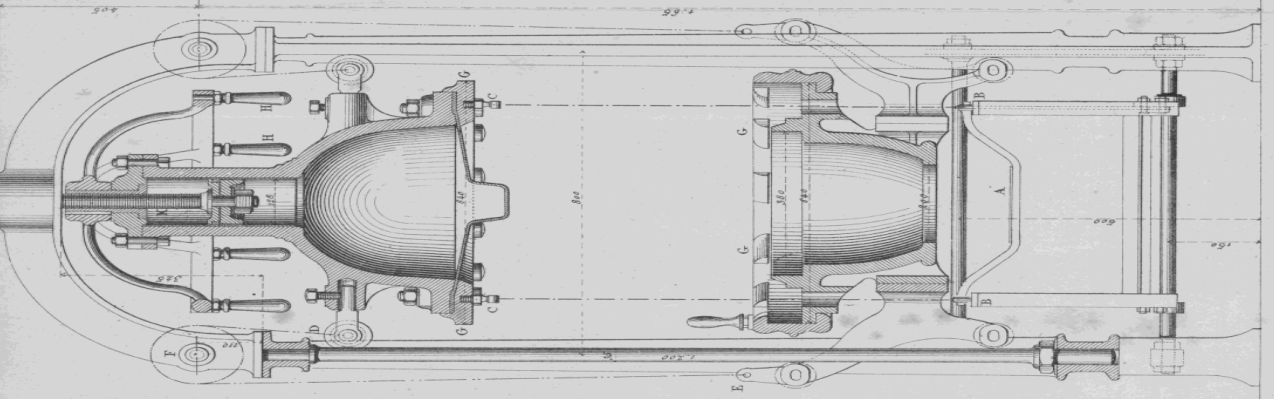


Fig. 4. Récipient automoteur des pressions.

Coupe sur 1.2.

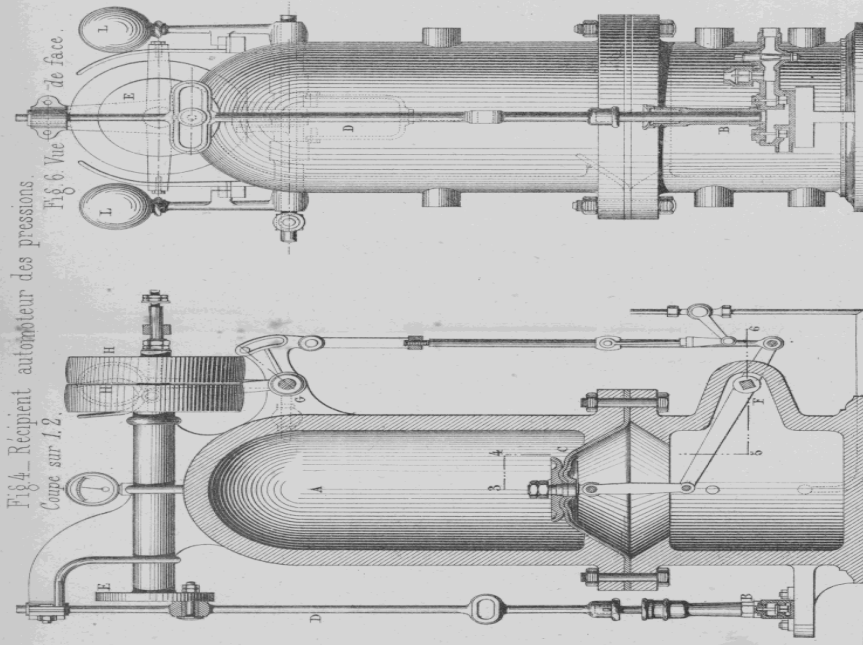
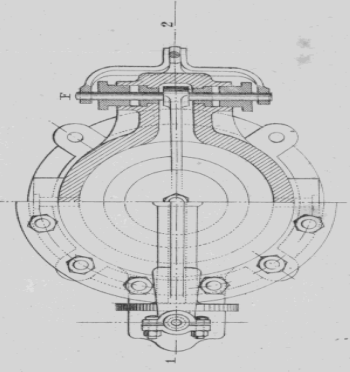


Fig. 6. Vue de face.

Fig. 5. Vue en plan et Coupe sur 3.4.5.6.



Echelles.

- Fig. 1 et 2 — 0^m.08 pour 1 mètre.
- Fig. 3 — 0^m.10 pour 1 mètre.
- Fig. 4, 5 et 6 — 0^m.10 pour 1 mètre.

Fig. 1. Bifurcation du Nord, près Paris. (Poteau 3.)

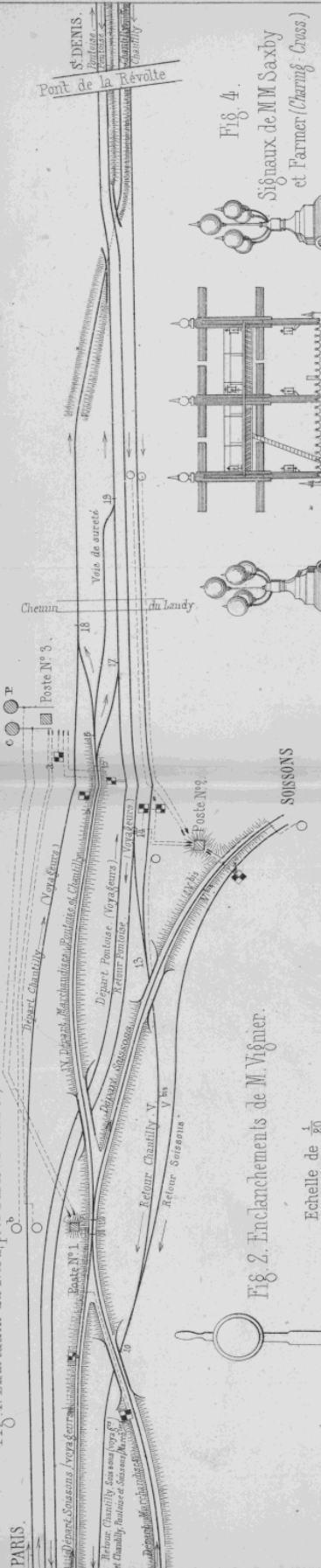


Fig. 2. Enclenchements de M. Vignier.

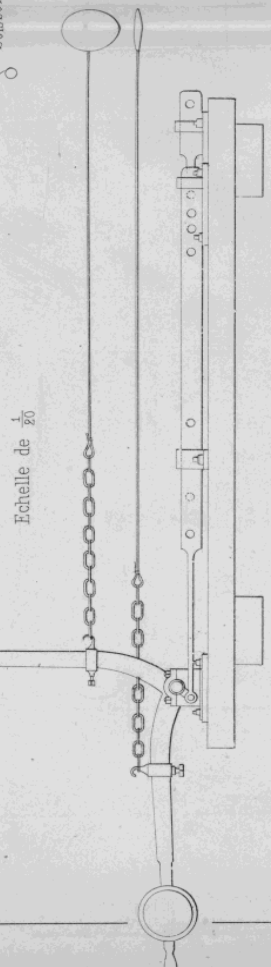


Fig. 3. Plan de la fig. 2.

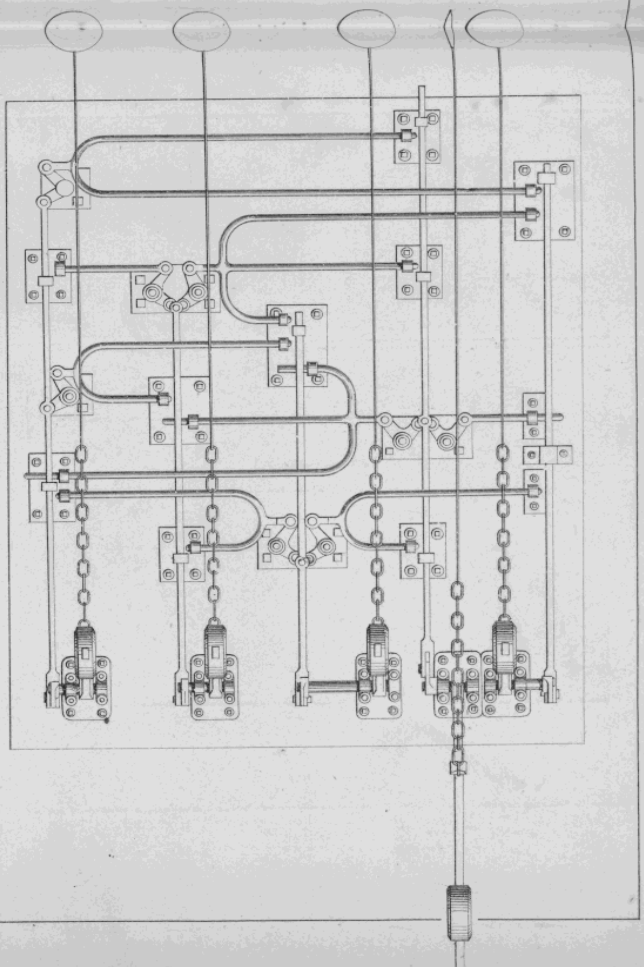


Fig. 4.

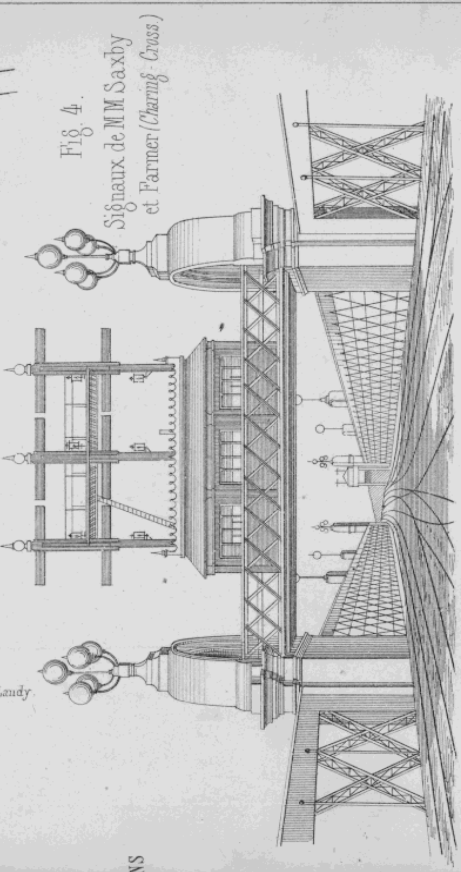
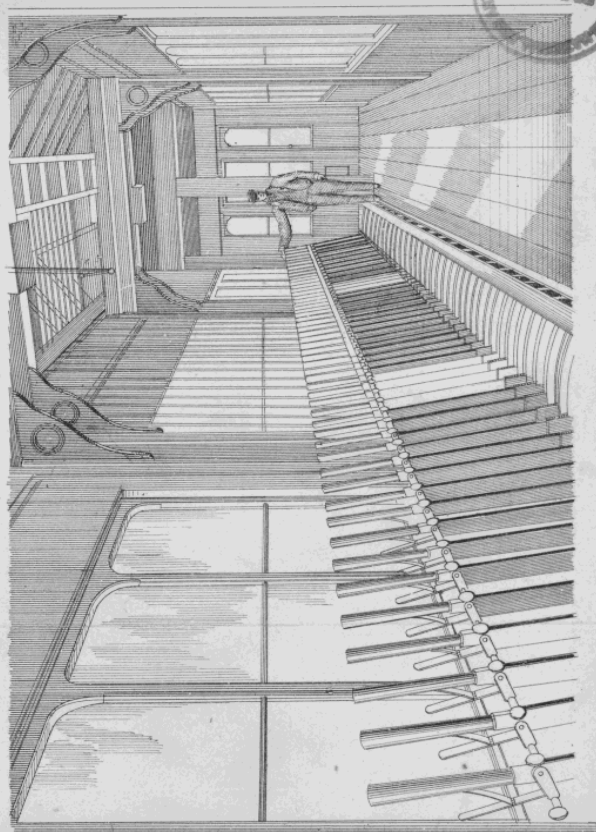


Fig 5 Cabine des signaux (Saxby et Farmer) à Cannon-Street.



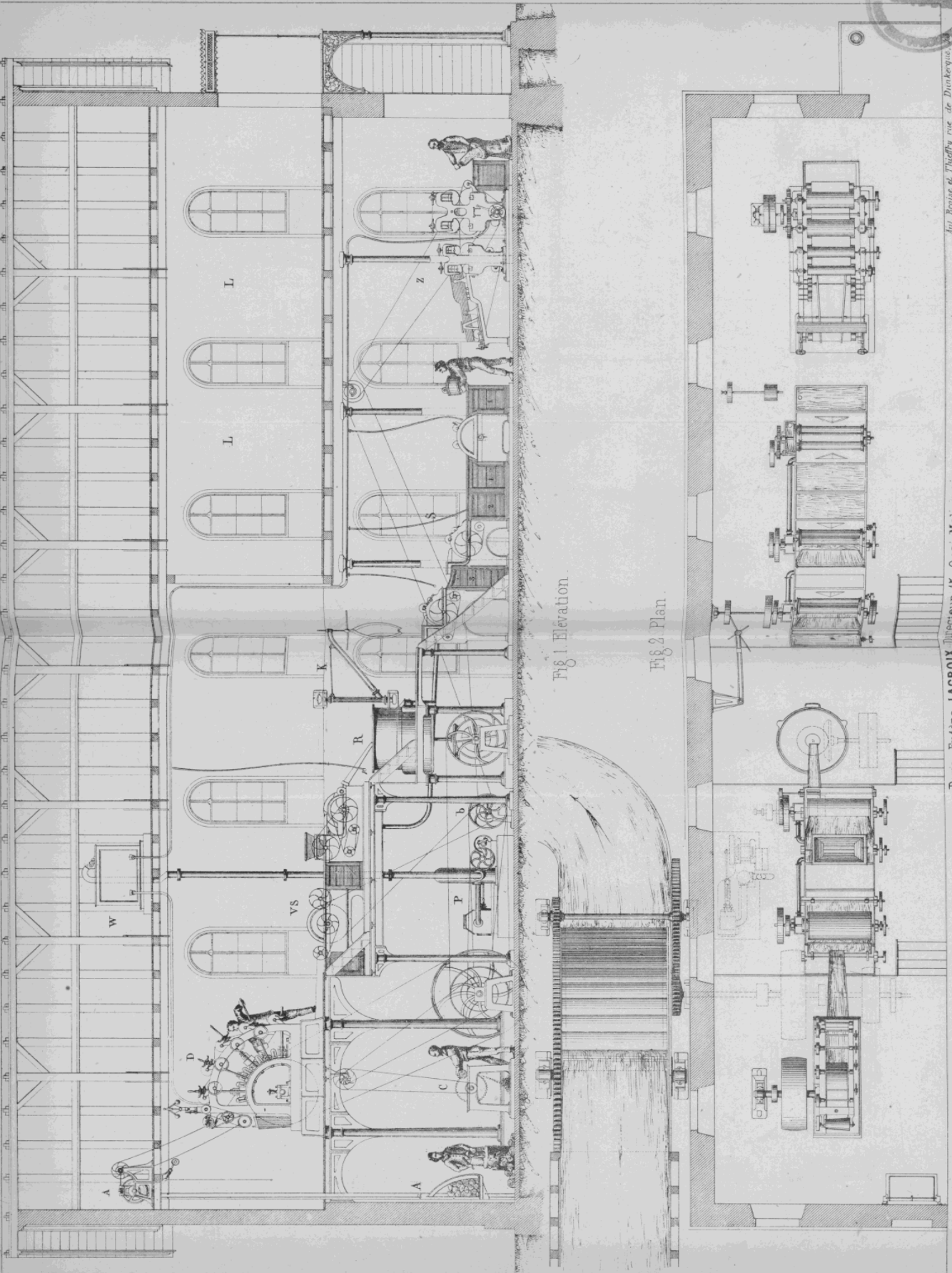


Fig. 6

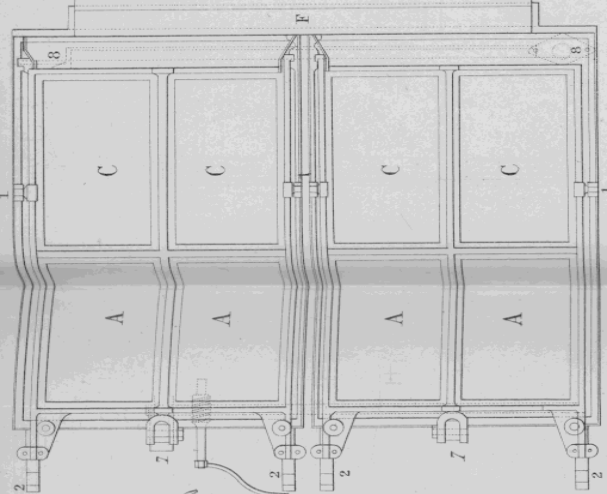
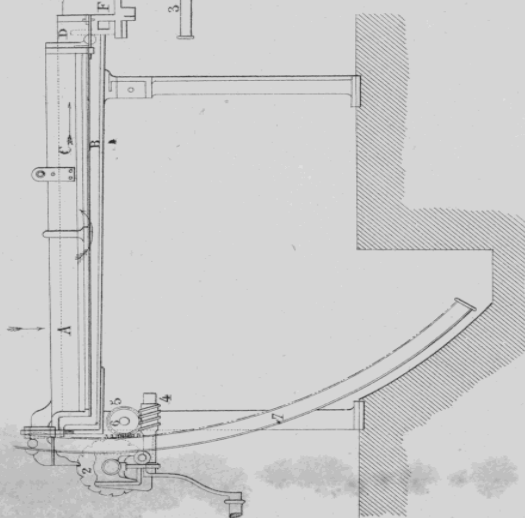


Fig 1. Chlorextracteur Orioli et Henry

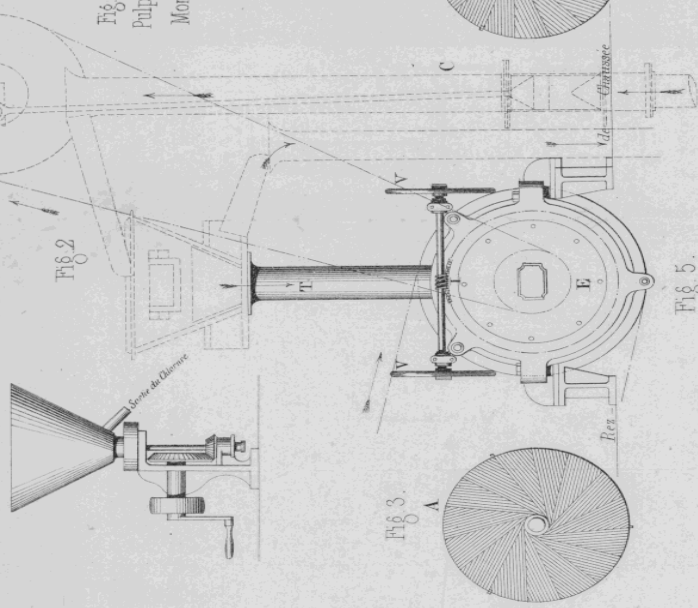


Fig. 2, 3, 4, 5,
Pulp - engine
Montgolfier.

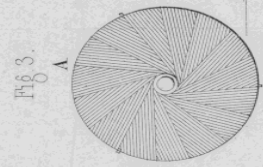


Fig. 4. A

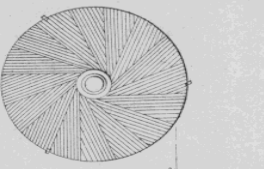
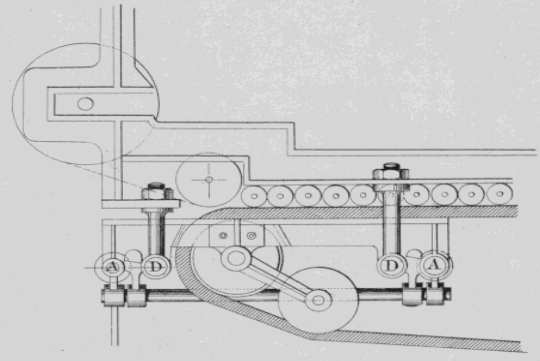


Fig. 8.



Porte-format

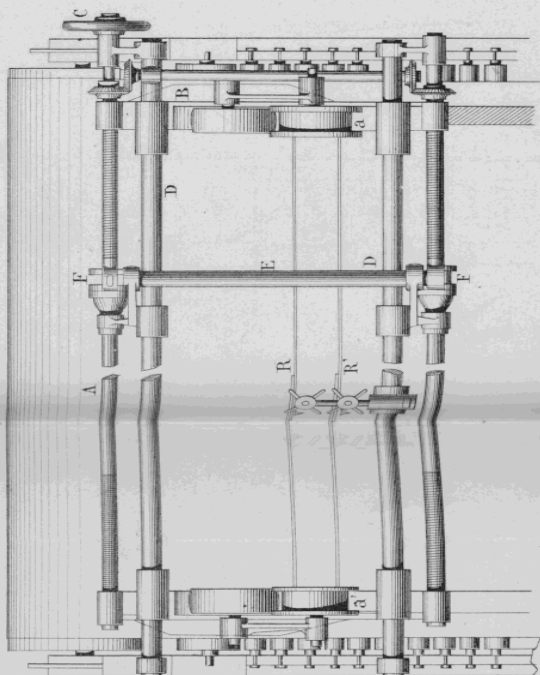


Fig. 9.

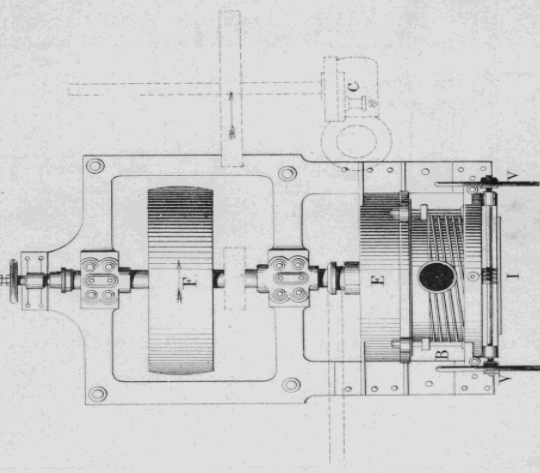


Fig. 5.

Guide-Toile & Dautrebande

Fig. 1.

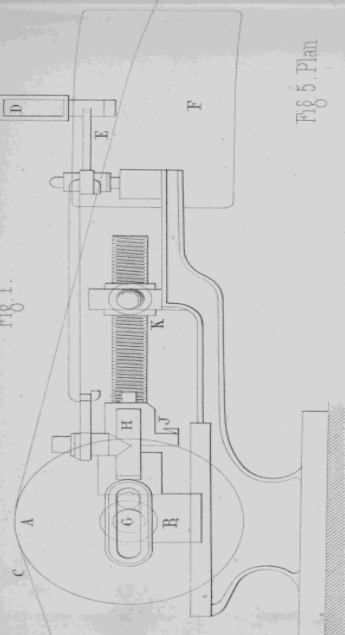


Fig. 2.

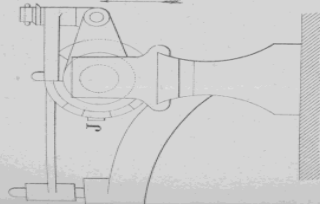


Fig. 5 Plan

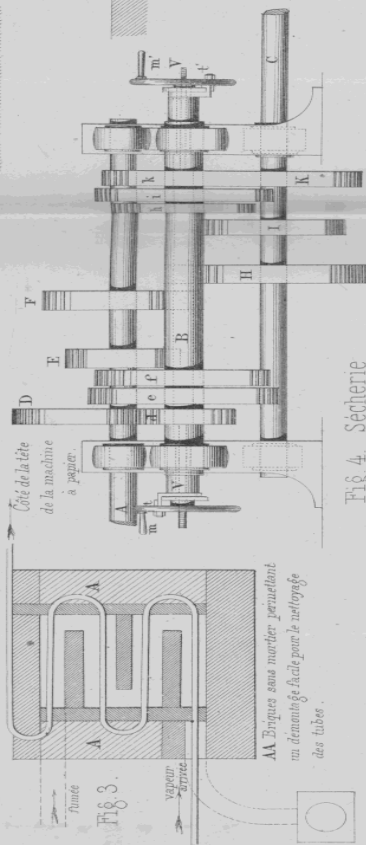


Fig. 3.

Fig. 4.

Fig. 4. Sécherie

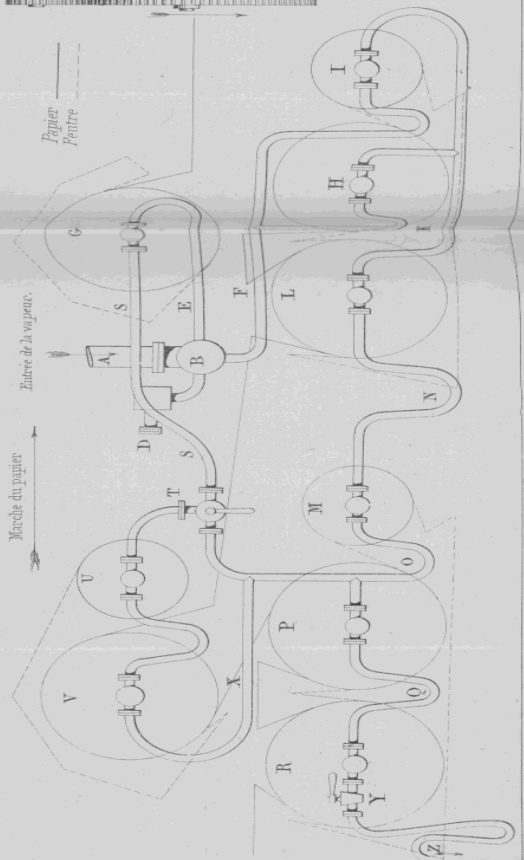


Fig. 6 Coupe verticale longitudinale de l'épurateur Holson.

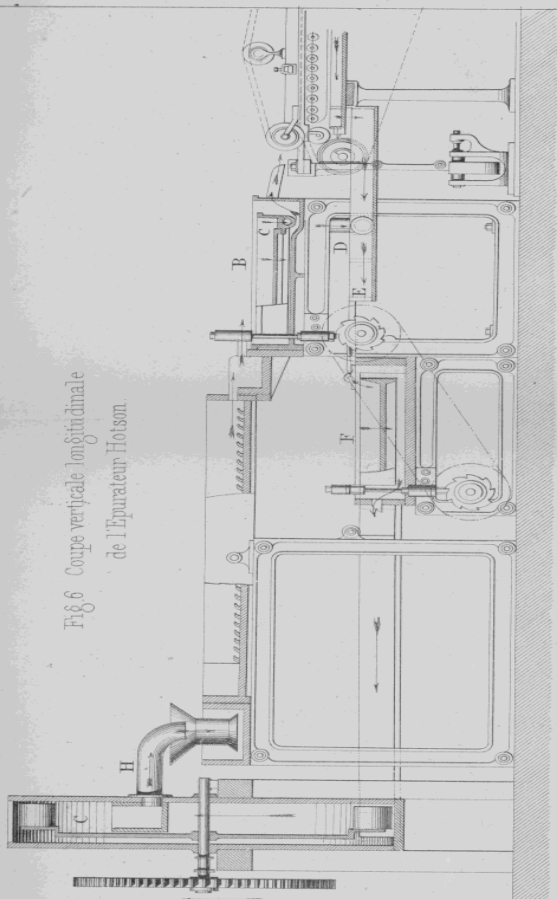


Fig. 7. Plan de l'épurateur Holson.

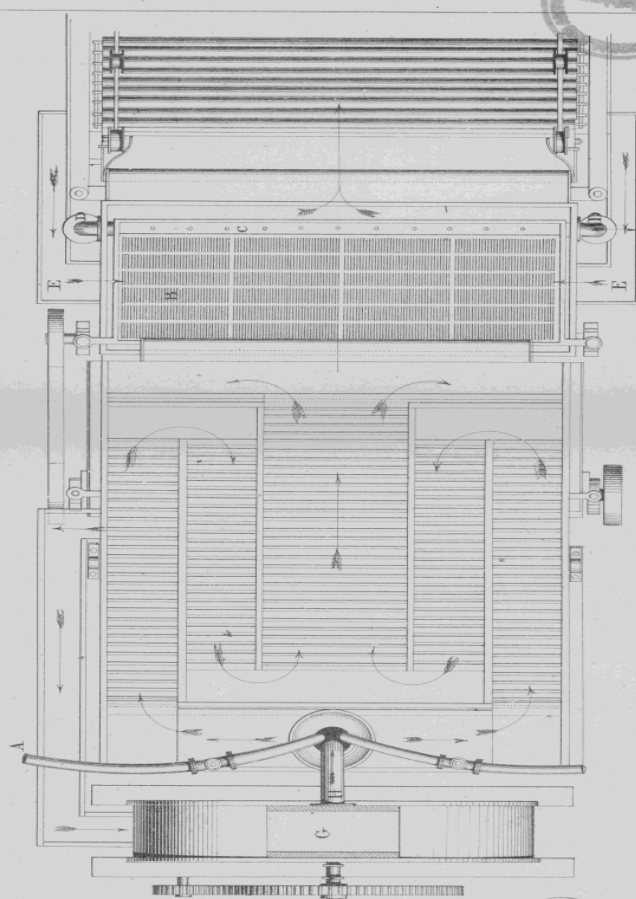


Fig. 1. Râteau de M. M.

Hunt et Pickering.
Elevation perspective.



Fig. 4. Râteau sur roues et à bras
de Ransomes et Sims.

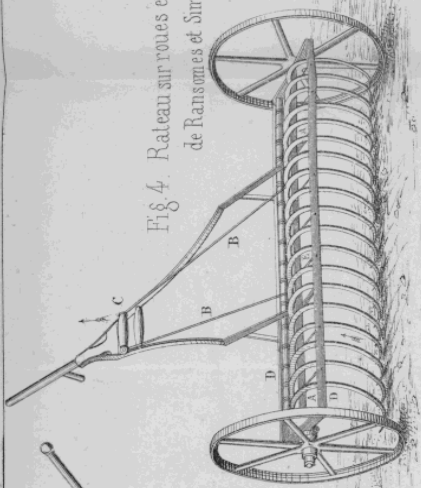


Fig. 2. Râteau à trainer à main
de Ransomes.

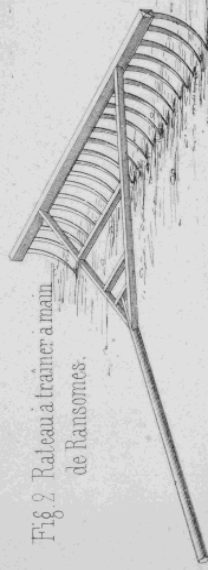


Fig. 3. Râteau à main à trainer,
tout en fer à acier d'Underhill.

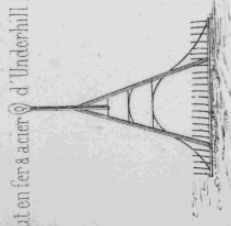


Fig. 9. Râteau à cheval ordinaire
de Ransomes.

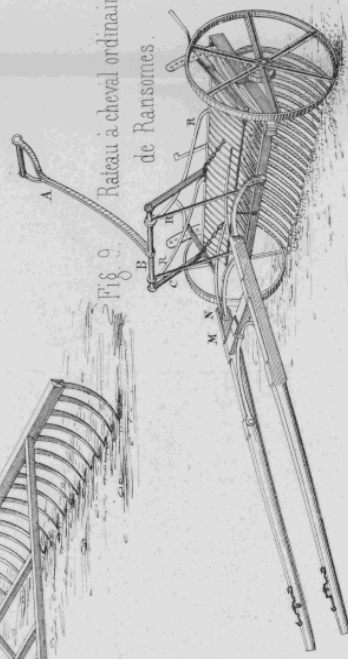


Fig. 11. Râteau à siège de N. Nicholson.

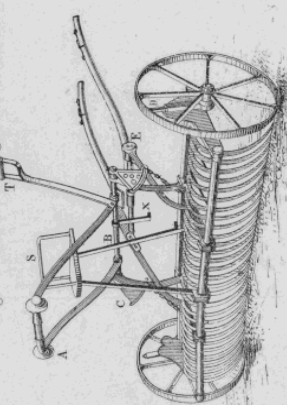


Fig. 6.
Sections diverses.



Fig. 7. Forme rationnelle d'une dent
de Râteau anglais.

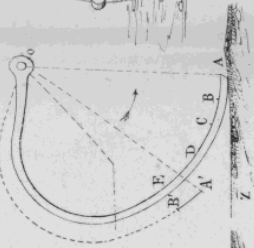


Fig. 5 bis. Coupe du râteau à main
de M. M. Smith.

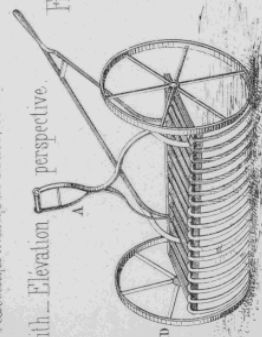


Fig. 5. Râteau à main sur roues de M. M.
Smith. — Elevation perspective.

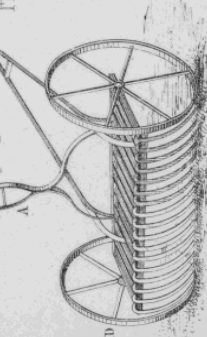


Fig. 10. Râteau ordinaire à cheval
de N. Nicholson.

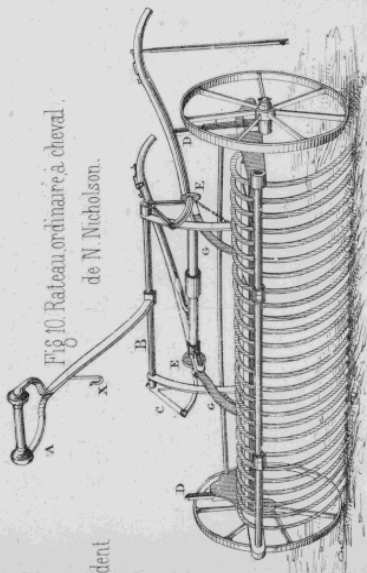


Fig. 8. Coupe du Râteau Pnel.
genre Ransomes.

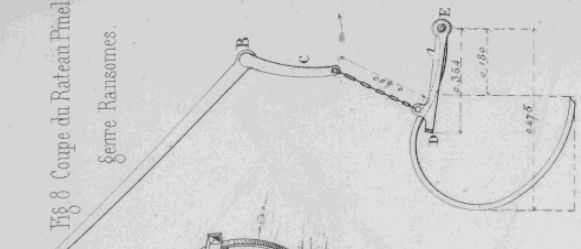
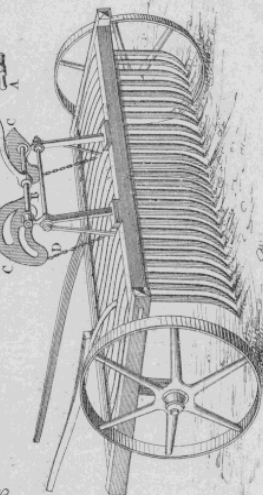


Fig. 12. Râteau Clubb et Smith.
mod. 53.



Coupe du mécanisme
de soulèvement.

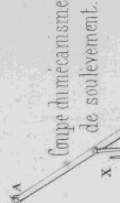


Fig. 10 bis

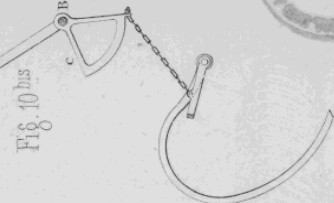


Fig. 13.
Râteau de Carrett.
(1855 et 1856.)

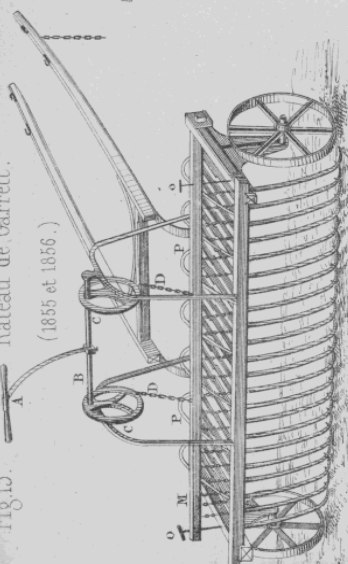


Fig. 15 Râteau à cheval de Warren.
pour sols très irréguliers

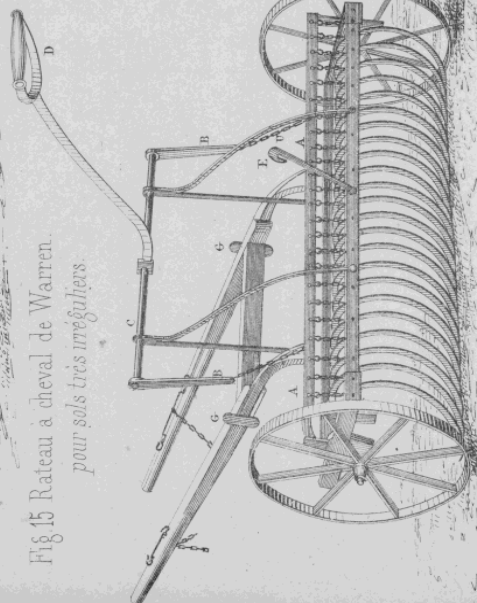
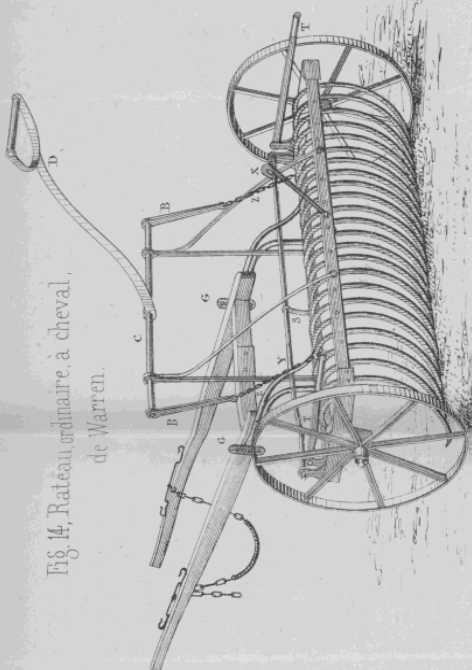


Fig. 14. Râteau ordinaire, à cheval,
de Warren.



Détail de la fig. 17



Fig. 17 Râteau de M. William Parre.
Mécanisme de soulèvement.

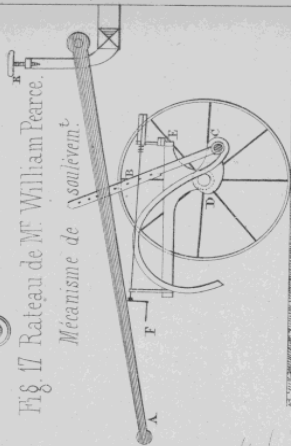


Fig. 16 Râteau de MM. Wightman
et Denning.

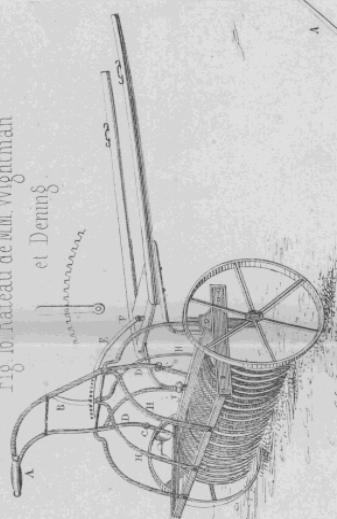


Fig. 18 Râteau à cheval
d'Alcock.
(Prix : 175 f.)

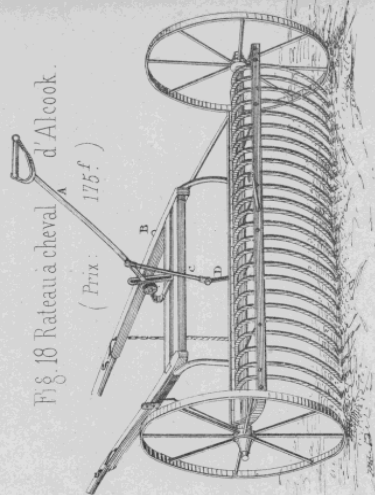


Fig. 19 Râteau de Barrett, Exall et Andrews.
(modèle 1856.)

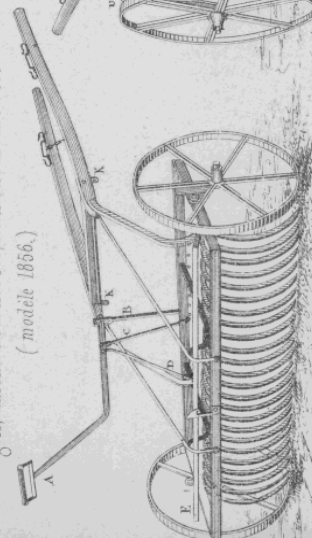
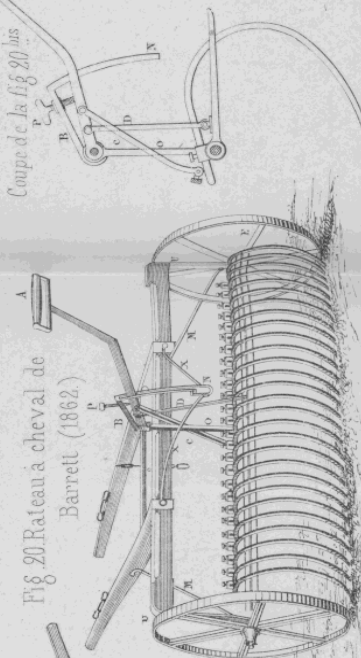


Fig. 20 Râteau à cheval de
Barrett (1862.)



Coupe de la fig. 20 bis

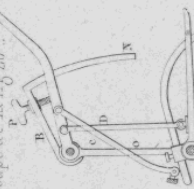


Fig. 21 Râteau donné par Thompson
sous le nom de Râteau prime (Bodford.)

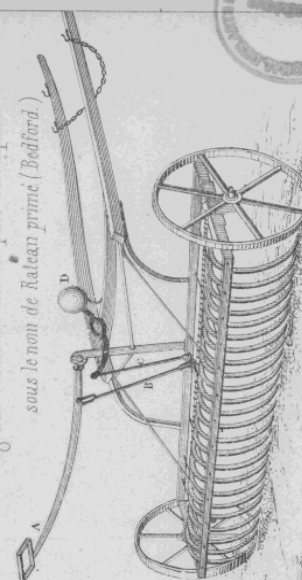


Fig 22. Râteau à contrepois (modèle d'Unicrull)

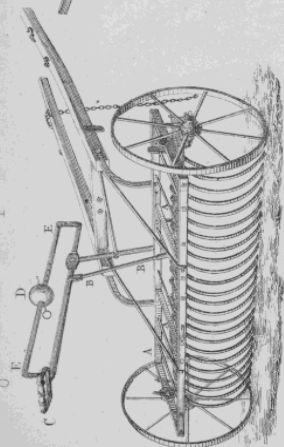


Fig 24. Râteau de E. Page

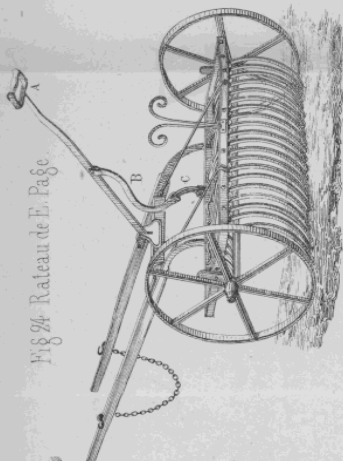


Fig 26. Râteau Allcock
(Prix 200 f.)

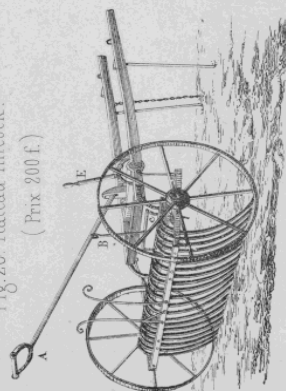


Fig 27. Râteau à cheval de Samuelson
(2^e modèle de Howard)

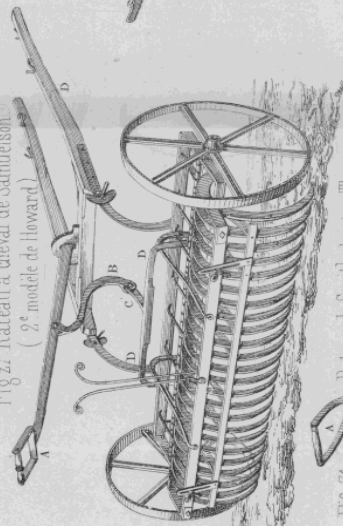


Fig 31. Râteau de Smith donné par Thompson

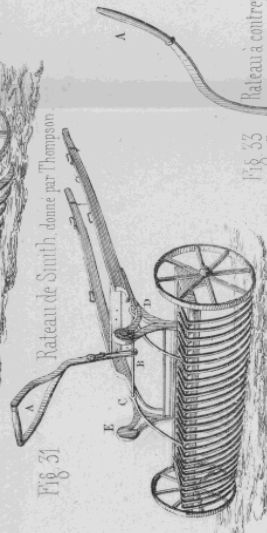


Fig 30. Râteau à siège de Howard.

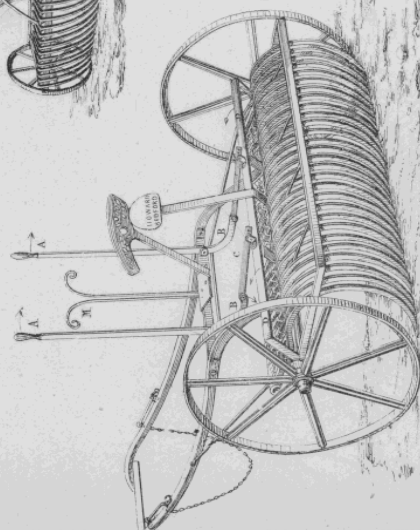


Fig 33. Râteau à contrepois de Smith
fait par Turner

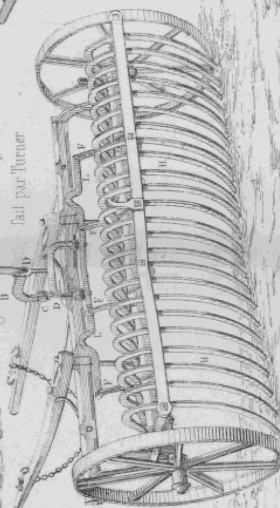


Fig 39. Râteau à cheval de Smith et Ashby.

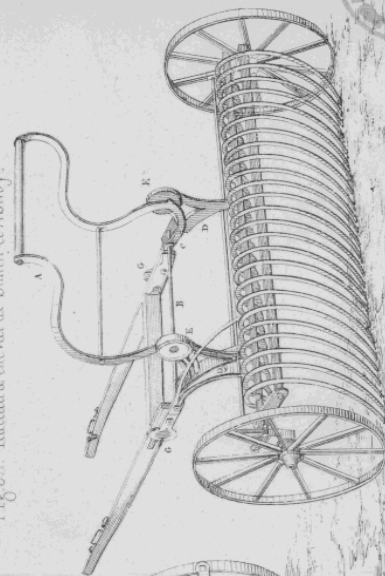


Fig 25. Râteau de Howard (1^{er} modèle)
(1856)

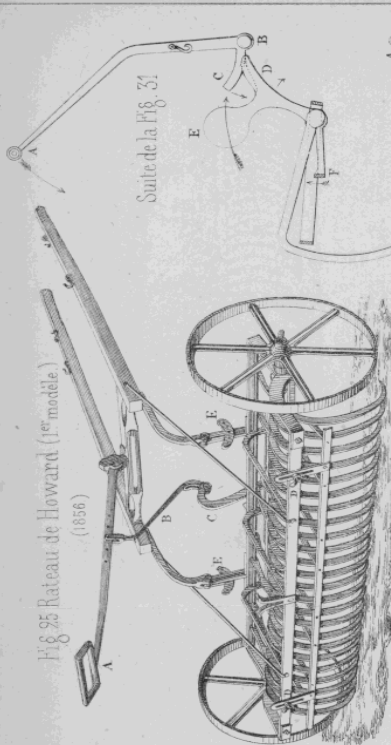
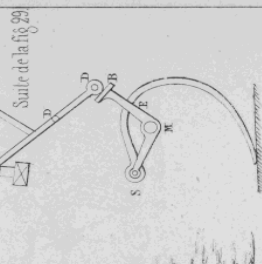
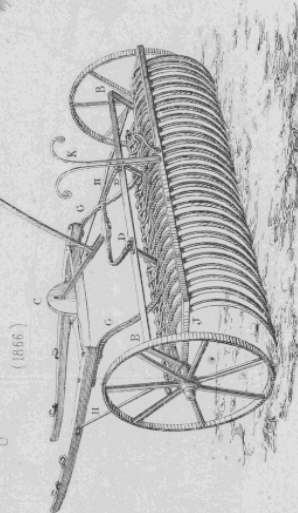
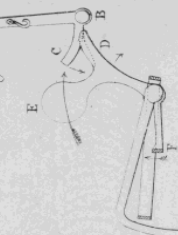


Fig 29. Râteau à cheval de Howard
(1856)



Suite de la Fig 31



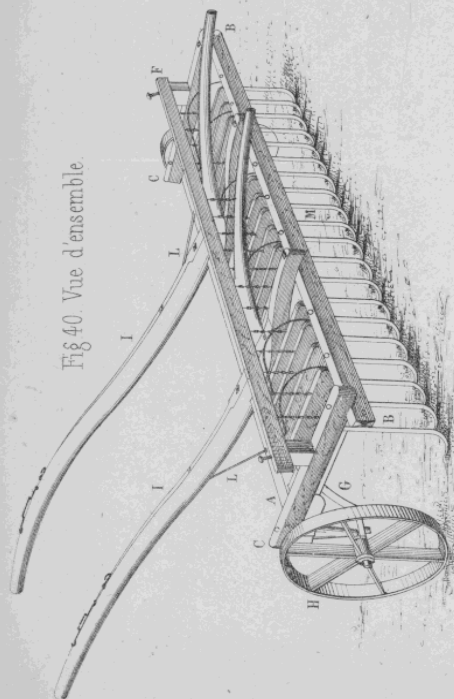


Fig. 41. Râteau à pédale de Ransomes.

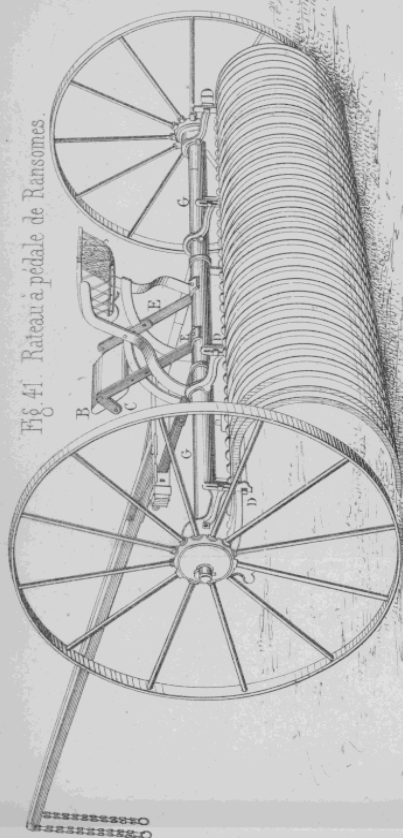


Fig. 37. dent seule.



Fig. 38. Contrepoids curseur.

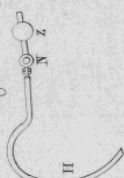
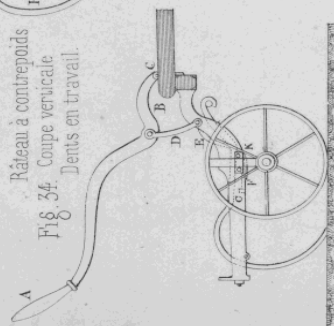
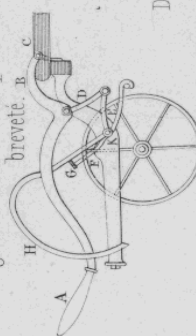
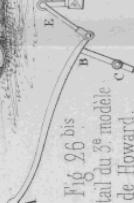
Râteau à contrepoids
Fig. 34. Coupe verticale
Dents en travail.Fig. 35. Râteau à contrepoids
breveté.Fig. 26 bis
Détail du 3^e modèle
de Howard.

Fig. 23. Râteau de Stamford.

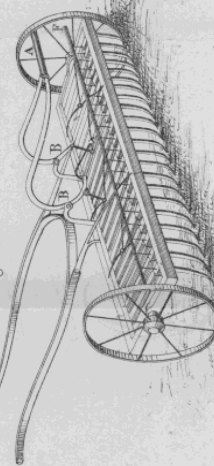
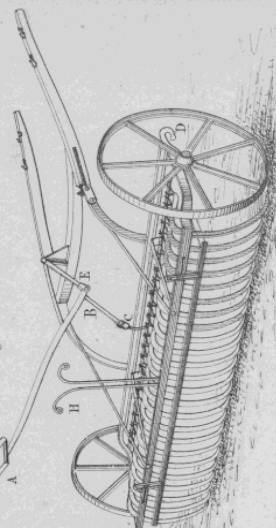
Fig. 28. 3^e modèle de Howard.

Fig. 23 bis

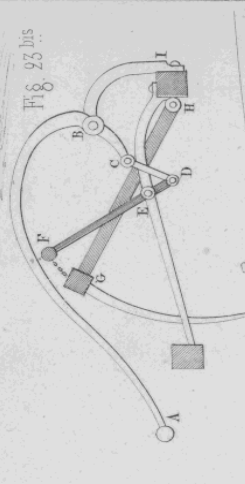
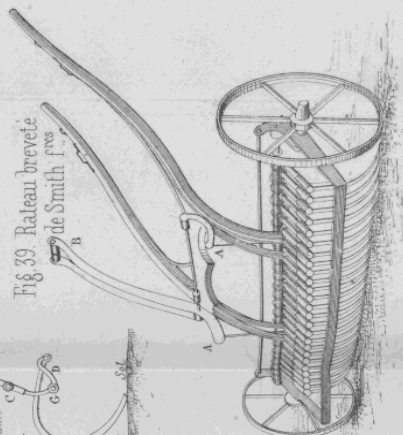
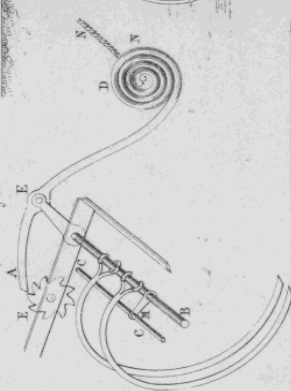
Fig. 39. Râteau breveté
de Smith, fils.Détail de la Fig. 44.
Râteau de Marychurch.

Fig. 36. Plan

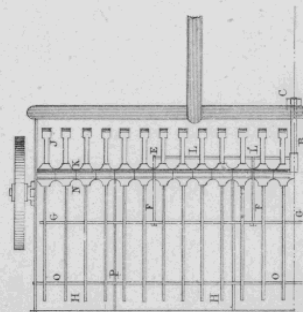
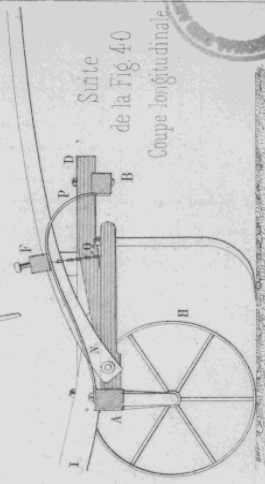
Suite
de la Fig. 40
Coupe longitudinale.

Fig 49. Râteau américain de Grignon.
Plan.

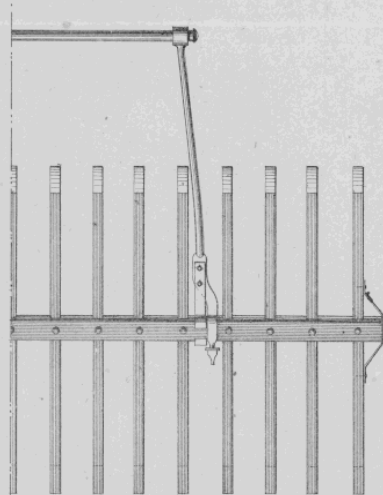


Fig 44. Râteau automate de Marychurch (1856)

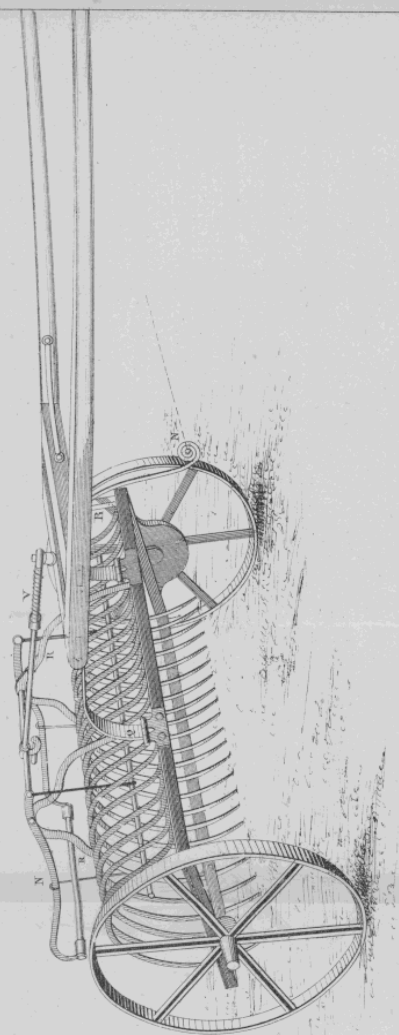


Fig. 50. Elevation.

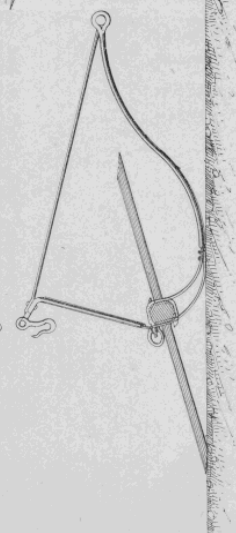
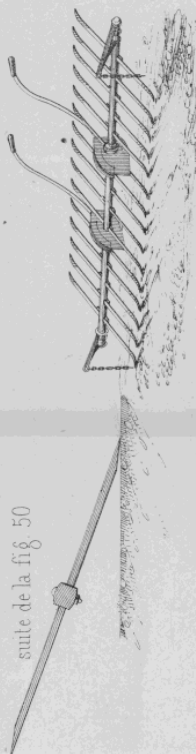


Fig 47. Râteau de Fry en fer creux.



suite de la fig 50

Fig 49. Râteau Nicolas
(Paris 1860)

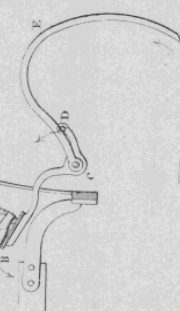
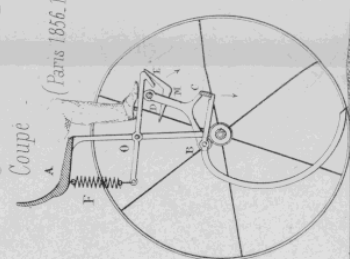


Fig 43. Râteau Simphal
(Paris 1856. 1860)



Coupe

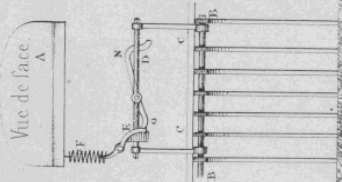


Fig 46. Râteau américain d'Allen

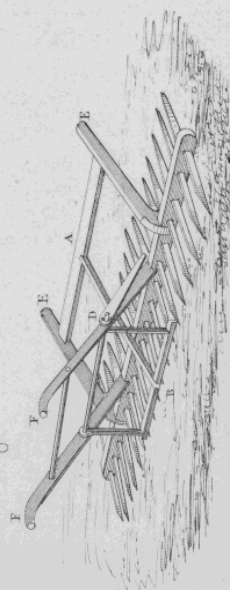


Fig 48. Râteau Fry et Pickbley



Fig. 45. Râteau à cheval de M^r Hamoir
(les dents relevées)

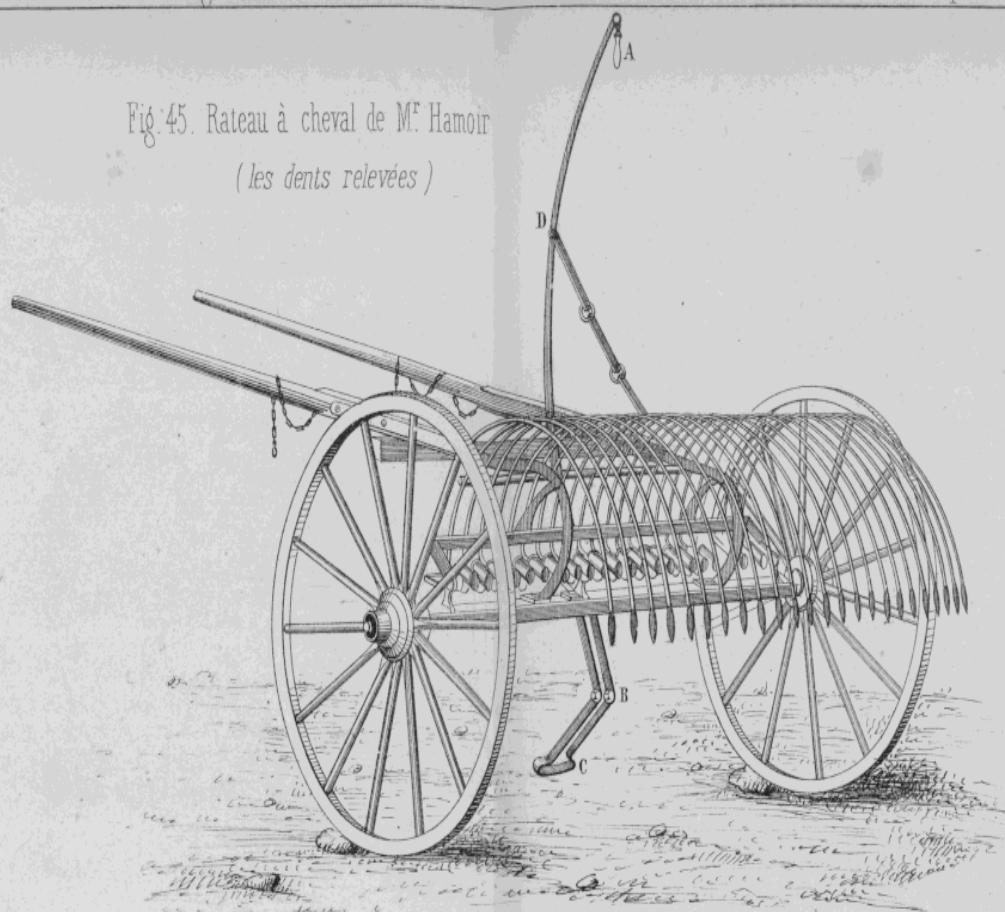
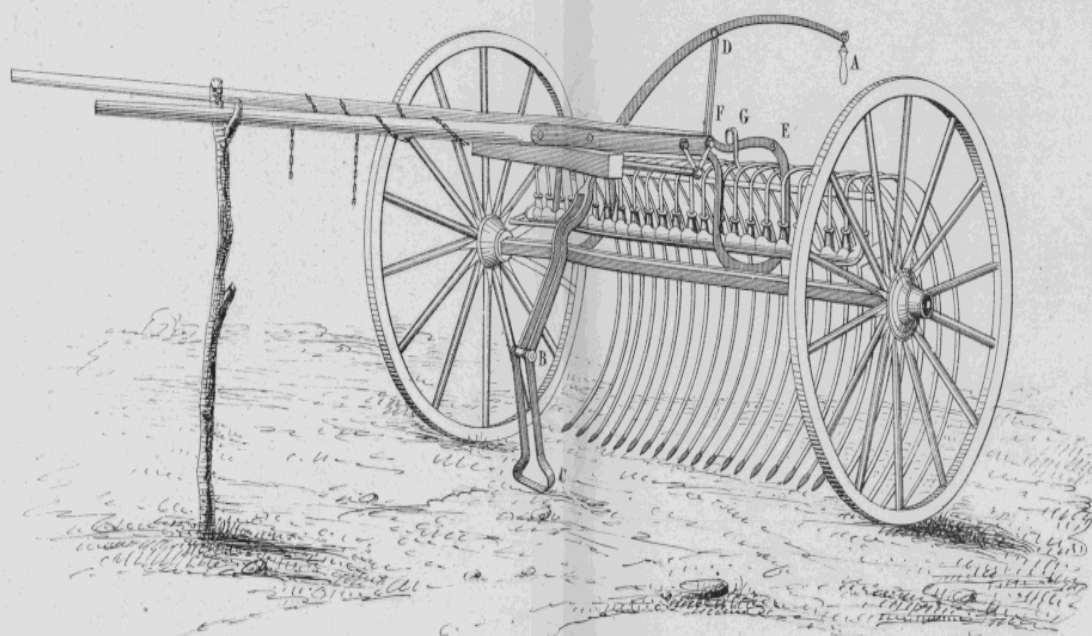


Fig 45 bis Râteau à cheval de M^r Hamoir, vu en fonctions.



Paris, Eugène LACROIX, Directeur, 15, Quai Malaquais.

Autog. Bruze et Thoffroy rue de Danborgue 10 Paris



Moule vu en plan.



Fig. 1

Plane triangulaire.



Fig. 2

Moule vu en face.



Fig. 3

Plane semi-ronde.

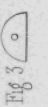


Fig. 4

Plane carrée.



Fig. 5

Plane vue de profil.



Fig. 6

Briques en hare.



Fig. 7

Plan.



Fig. 8

Élévation de face.

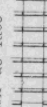


Fig. 9

Élévation latérale.

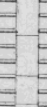


Fig. 10

Bricks crues disposées sur l'airé en sortant du moule.

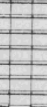


Fig. 11

Élévation du fourneau vu de face.



Fig. 12

Coupe du fourneau suivant l'axe du foyer.



Fig. 13

Position du fourneau avec la chapelle d'un foyer.



Fig. 14

Plan indiquant la position de la chapelle.



Fig. 15

7^{me} tas.



Fig. 16

4^{me} tas.

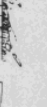


Fig. 17

1^{er} tas du fourneau.



Fig. 18

2^{me} tas.

Fig. 19

3^{me} tas.

Fig. 20

5^{me} tas.

Fig. 21

6^{me} tas.

Fig. 22

8^{me} tas.

Fig. 23

9^{me} tas.

Fig. 24

3^{me} tas.

Fig. 25

5^{me} tas.

Fig. 26

6^{me} tas.

Fig. 27

9^{me} tas.

Fig. 28

10^{me} tas.

Fig. 29

11^{me} tas.

Fig. 30

12^{me} tas.

Fig. 31

13^{me} tas.

Fig. 32

14^{me} tas.

Fig. 33

15^{me} tas.

Fig. 34

16^{me} tas.

Fig. 35

17^{me} tas.

Fig. 36

18^{me} tas.

Fig. 37

19^{me} tas.

Fig. 38

20^{me} tas.

Fig. 39

21^{me} tas.

Fig. 40

22^{me} tas.

Fig. 41

23^{me} tas.

Fig. 42

24^{me} tas.

Fig. 43

25^{me} tas.

Fig. 44

26^{me} tas.

Fig. 45

27^{me} tas.

Fig. 46

28^{me} tas.

Fig. 47

29^{me} tas.

Fig. 48

30^{me} tas.

Fig. 49

31^{me} tas.

Fig. 50

32^{me} tas.

Fig. 51

33^{me} tas.

Fig. 52

34^{me} tas.

Fig. 53

35^{me} tas.

Fig. 54

36^{me} tas.

Fig. 55

37^{me} tas.

Fig. 56

38^{me} tas.

Fig. 57

39^{me} tas.

Fig. 58

40^{me} tas.

Fig. 59

41^{me} tas.

Fig. 60

42^{me} tas.

Fig. 61

43^{me} tas.

Fig. 62

44^{me} tas.

Fig. 63

45^{me} tas.

Fig. 64

46^{me} tas.

Fig. 65

47^{me} tas.

Fig. 66

48^{me} tas.

Fig. 67

49^{me} tas.

Fig. 68

50^{me} tas.

Fig. 69

51^{me} tas.

Fig. 70

52^{me} tas.

Fig. 71

53^{me} tas.

Fig. 72

54^{me} tas.

Fig. 73

55^{me} tas.

Fig. 74

56^{me} tas.

Fig. 75

57^{me} tas.

Fig. 76

58^{me} tas.

Fig. 77

59^{me} tas.

Fig. 78

60^{me} tas.

Fig. 79

61^{me} tas.

Fig. 80

62^{me} tas.

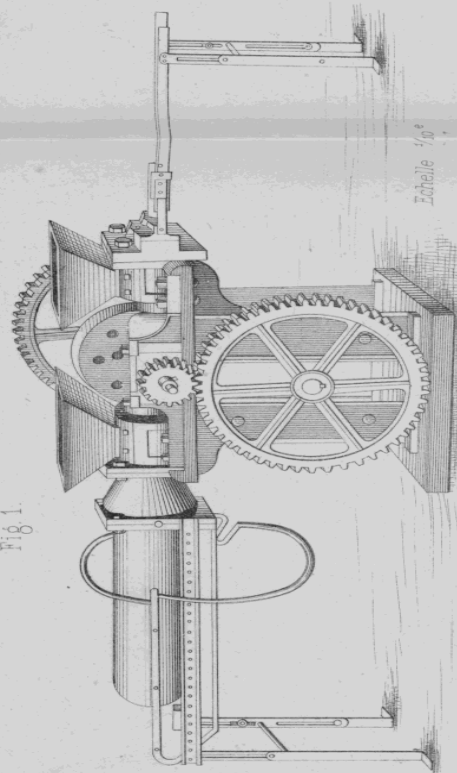
Fig. 81

63^{me} tas.

Fig. 82

Machine à étrier Système Boulet frères

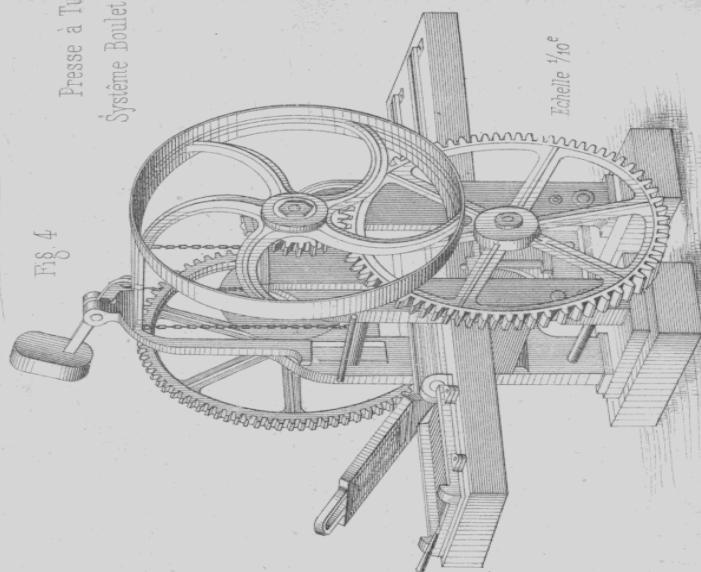
Fig. 1.



Echelle 1/10^e

Fig. 4

Presse à Tuiles
Système Boulet frères



Echelle 1/10^e

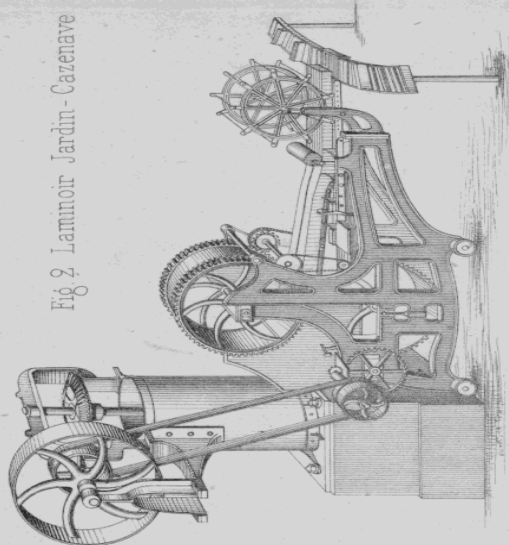
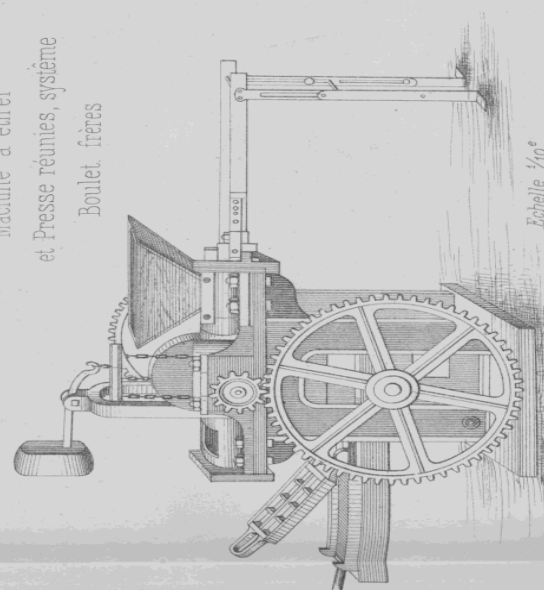


Fig. 2 Laminoir Jardin-Cazenave

Echelle 1/100^e

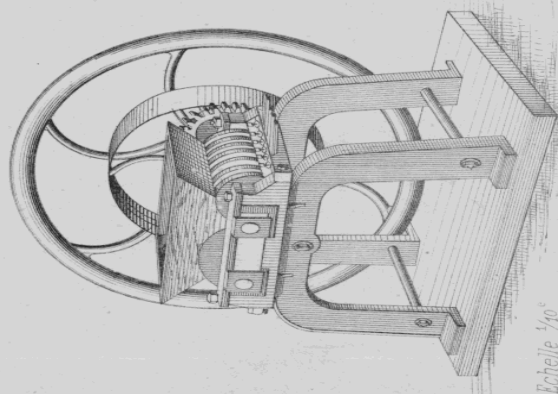
Fig. 5

Machine à étrier
et Presse réunies, système
Boulet frères



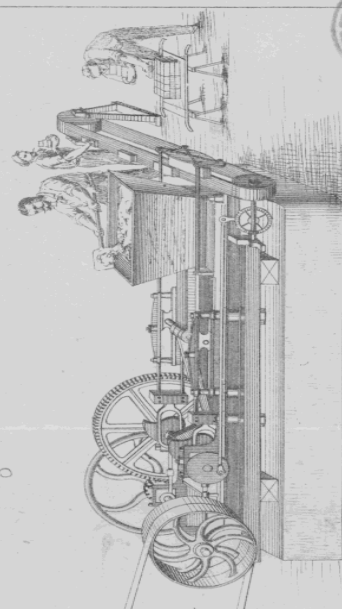
Echelle 1/10^e

Fig. 3 Cylindres



Echelle 1/10^e

Fig. 6 Machine F. Durand

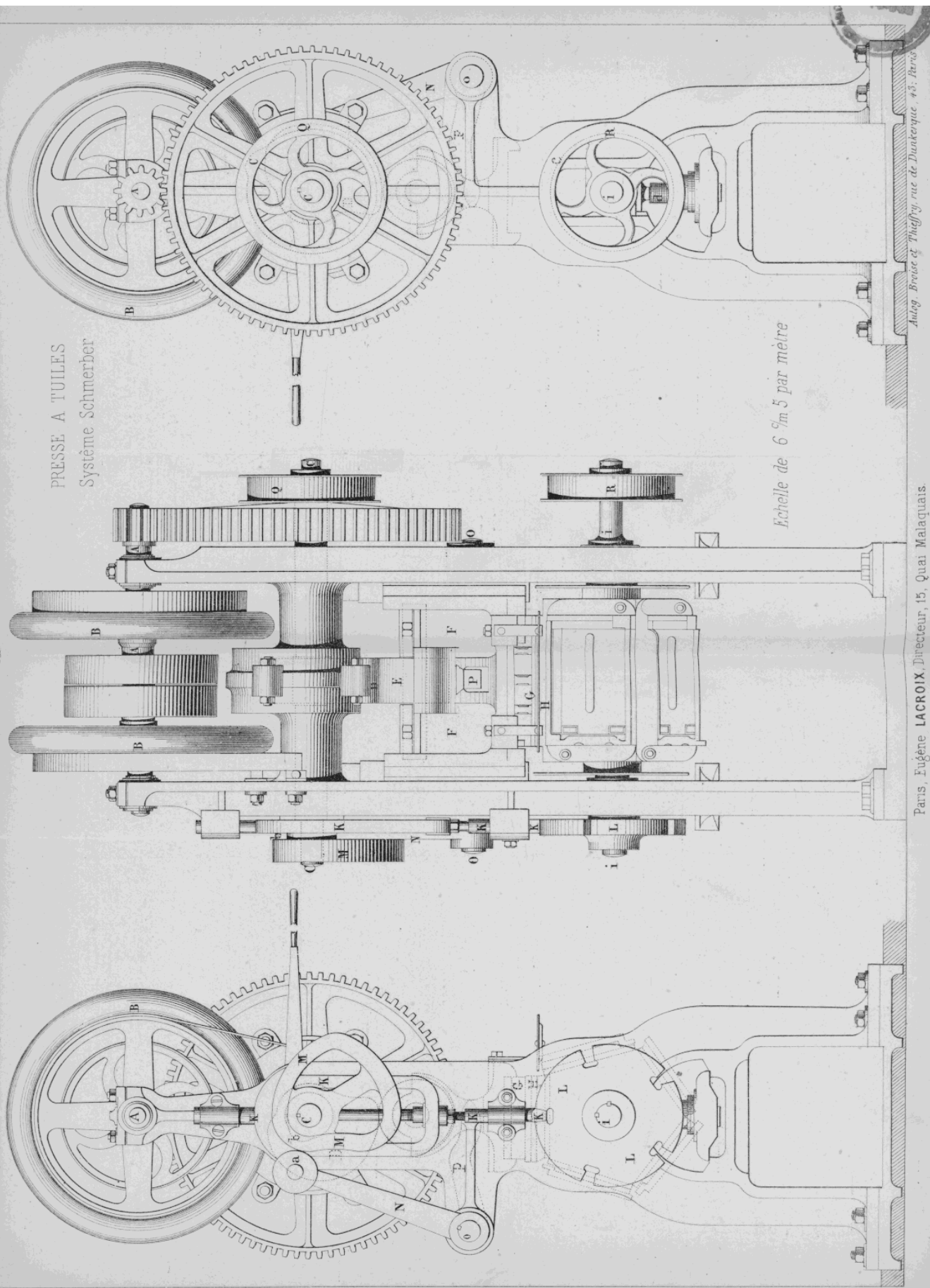


Echelle 1/50^e

Vue du côté du Verrou

Vue de face

2^e Vue de Côté



PRESSE A TUILES
Système Schmerber

Echelle de 6 m 5 par mètre

Paris, Eugène LACROIX, Directeur, 15, Quai Malaquais.

Autog. Brice et Thiffry rue de Dunkerque 43, Paris

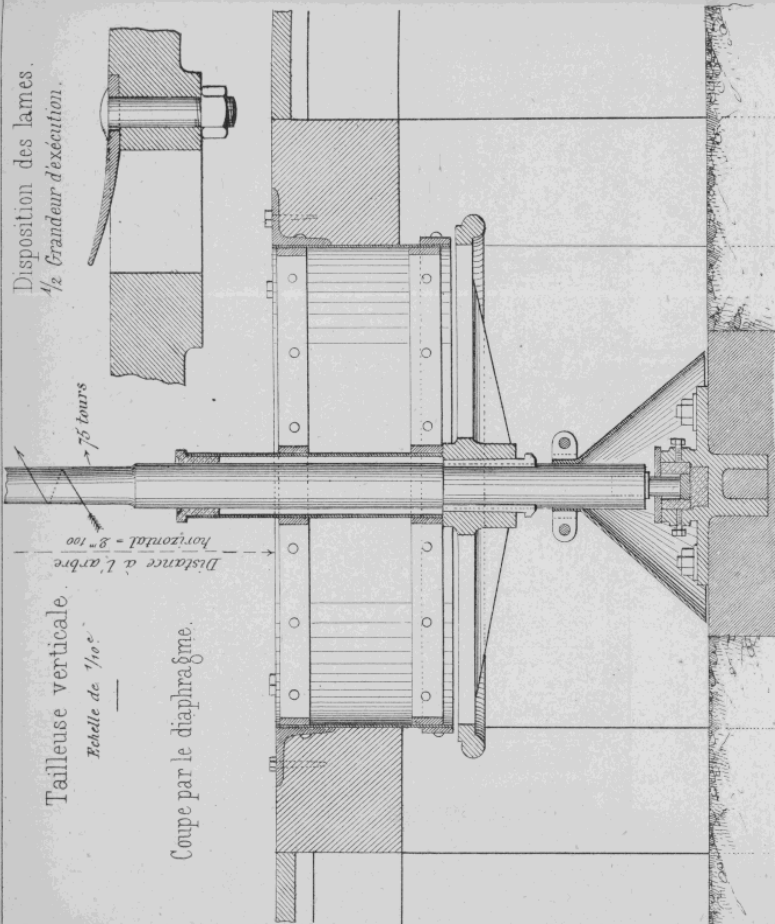
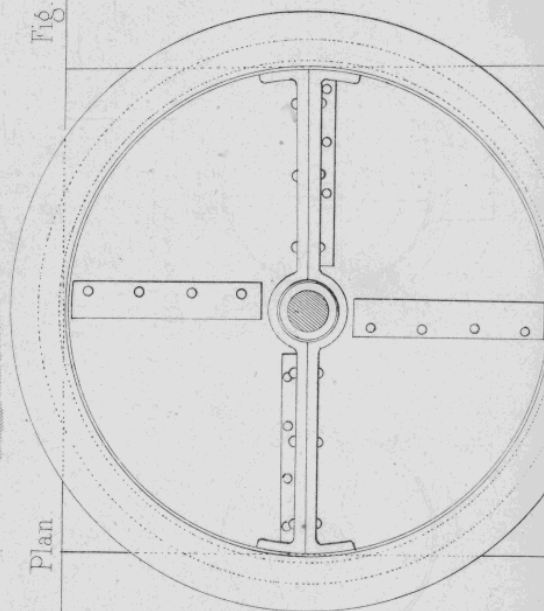


Fig. 1.

Plan



Malaxeur en tôle crachant par le côté à transmission inférieure.

Echelle de $\frac{1}{125}$

Coupe par l'axe.

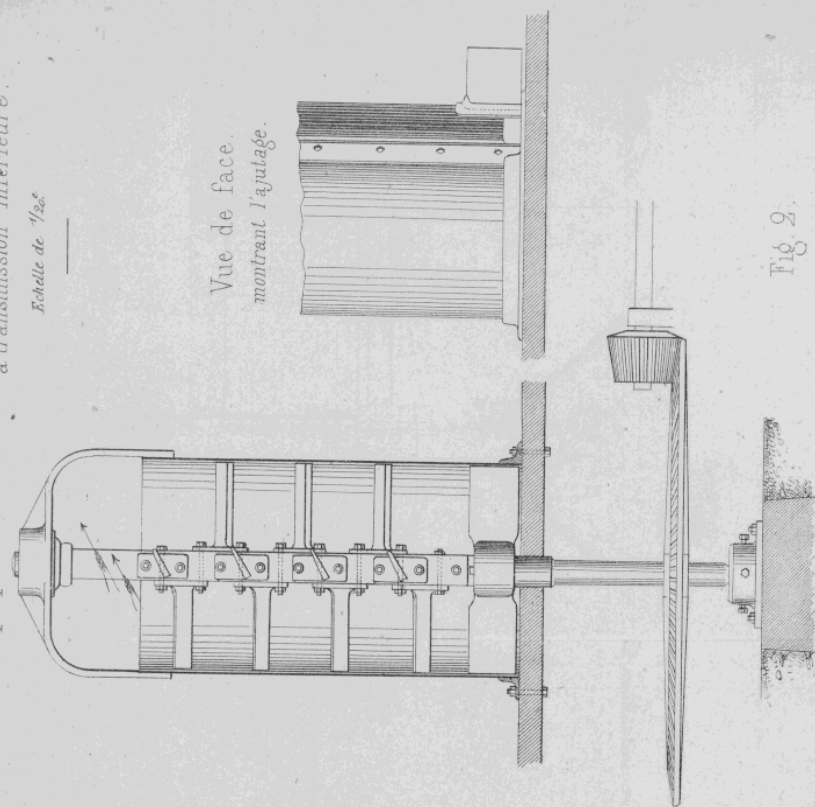
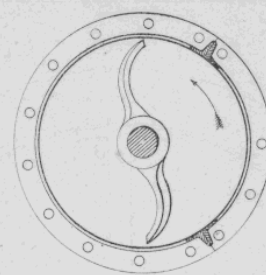
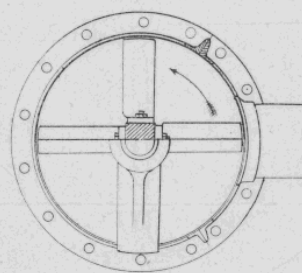
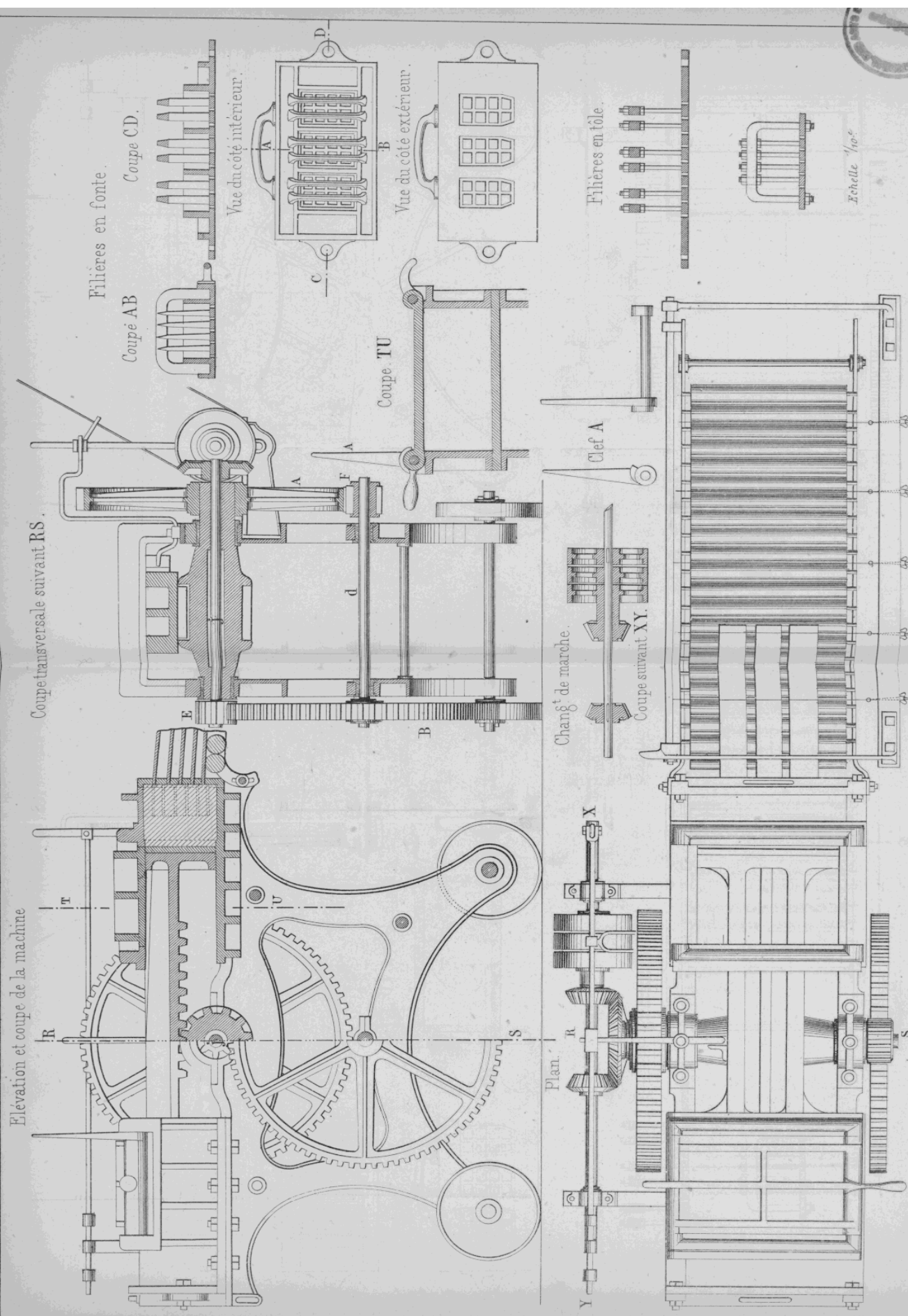


Fig. 2.

Plan de la lame chasse-terre

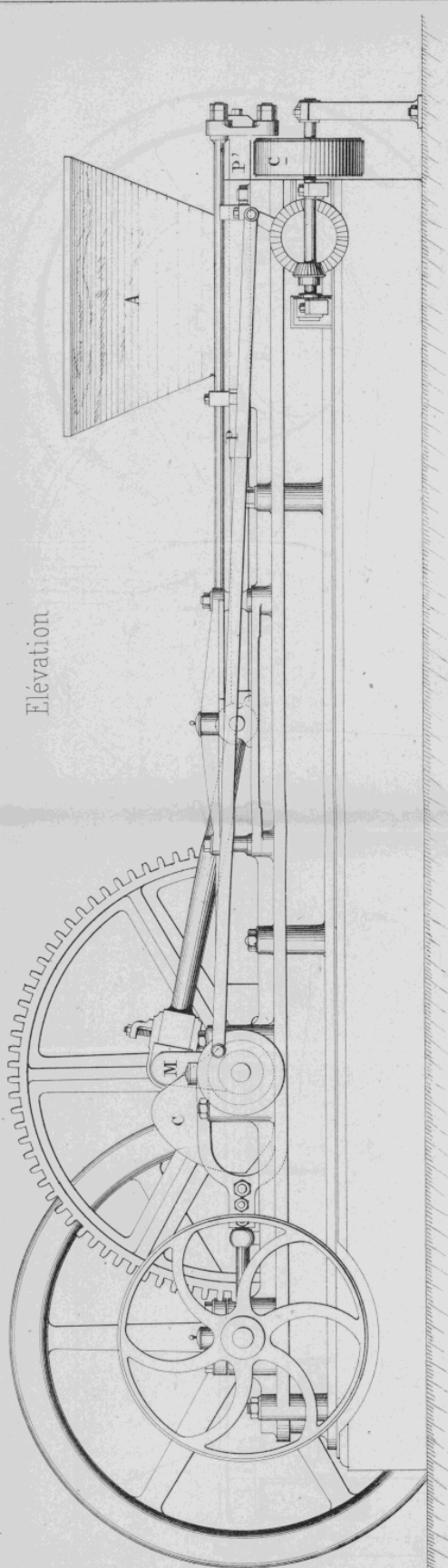
Vue en dessus. Coupe horizontale.



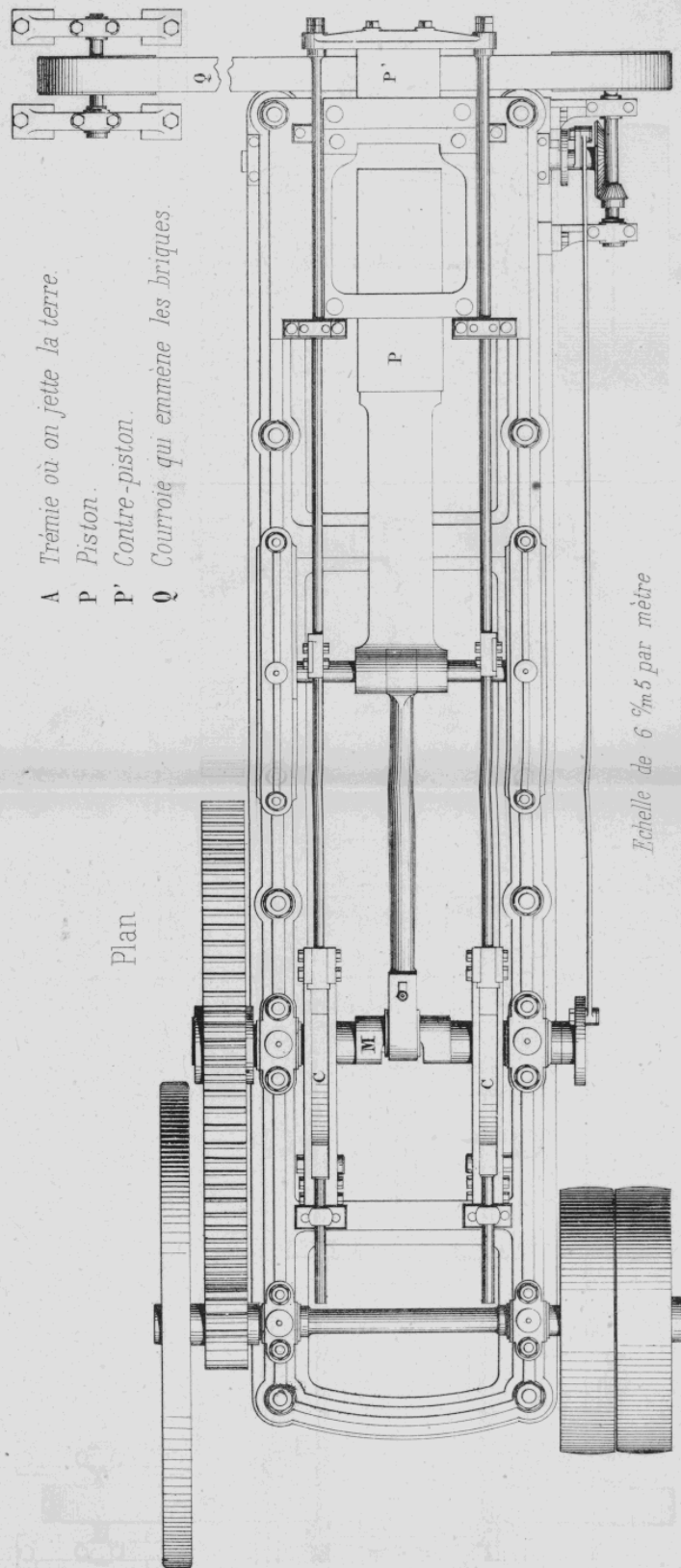


Machine F. Durand

Elevation



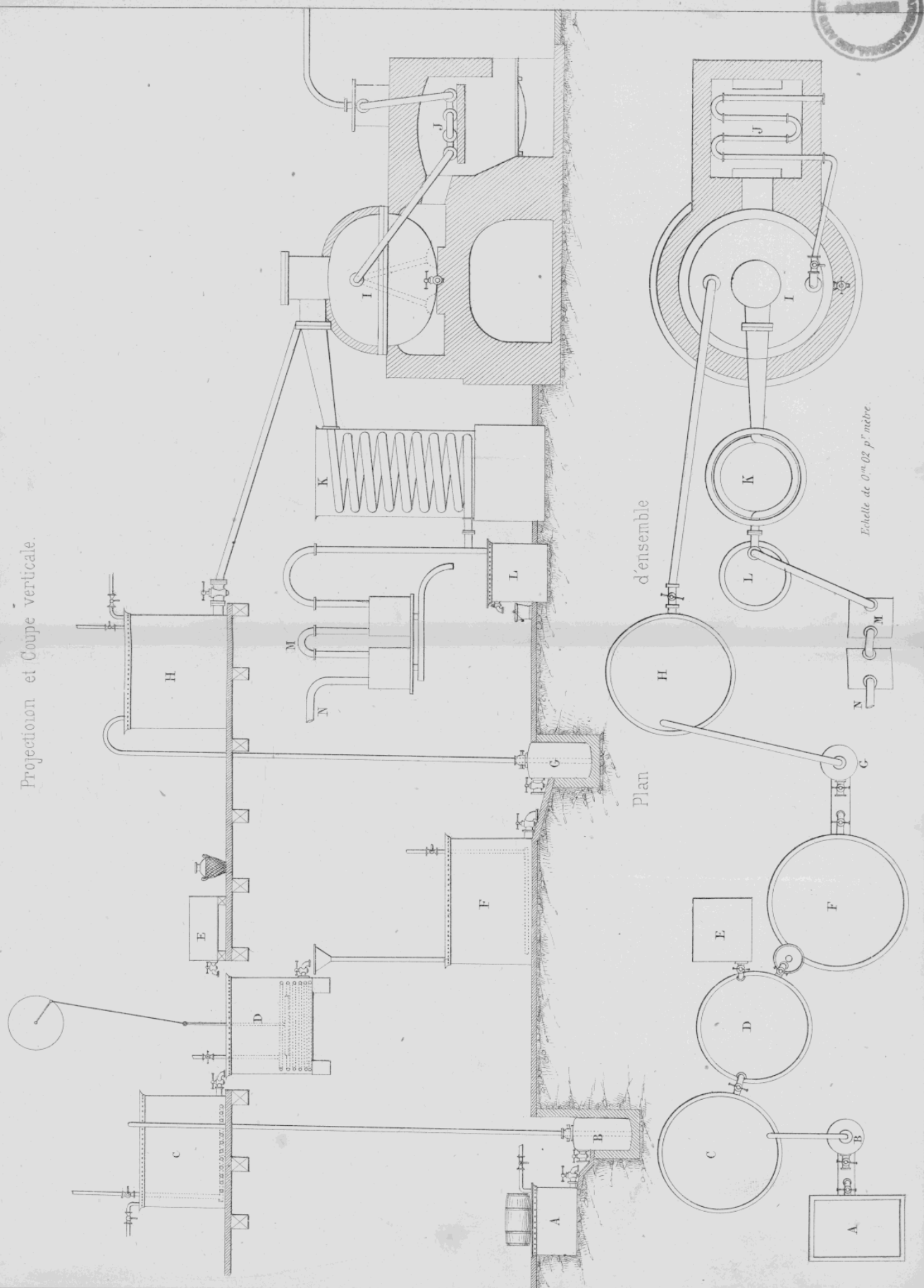
Plan



- A Trémie où on jette la terre.
- P Piston.
- P' Contre-piston.
- Q Courroie qui emmène les briques.

Echelle de 6 m. 5 par mètre

Projection et Coupe verticale.



Production de solutions concentrées à l'aide d'un seul robinet distributeur du dissolvant.

Fig 2. Coupe horizontale par la ligne *cd* de la fig 1.

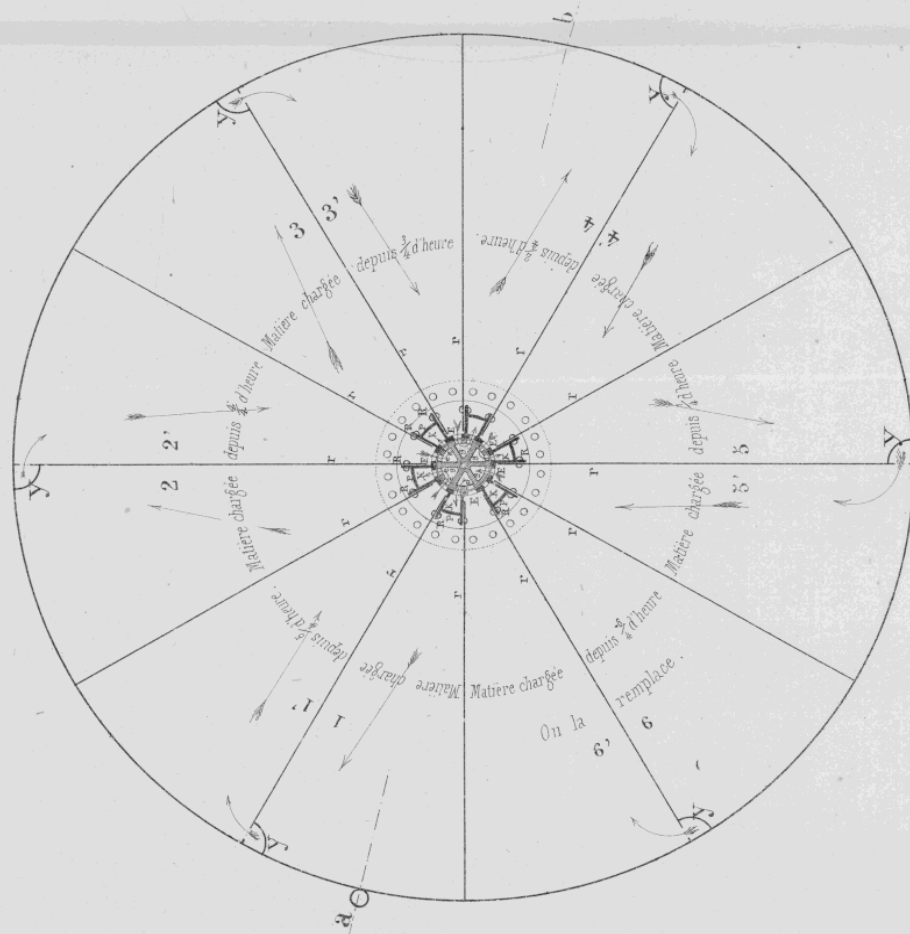


Fig 1. Coupe verticale par la ligne *ab* de la fig 2

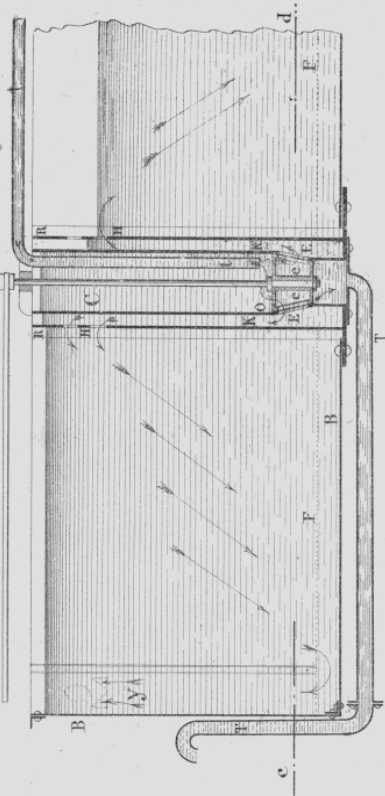


Fig 3. Pièce en fonte C.

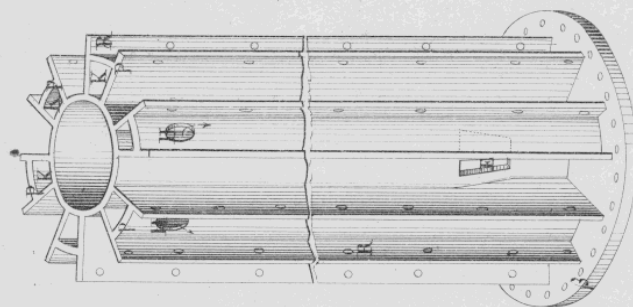
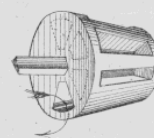
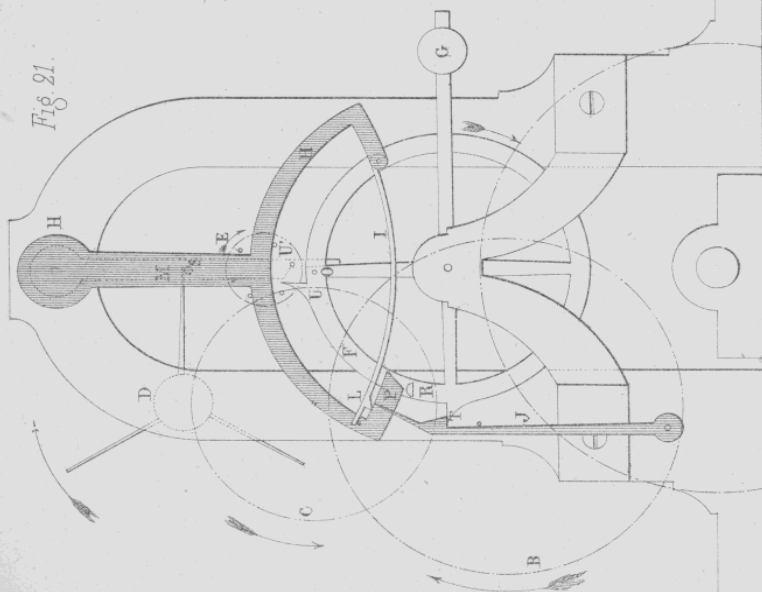


Fig 4. Robinet.



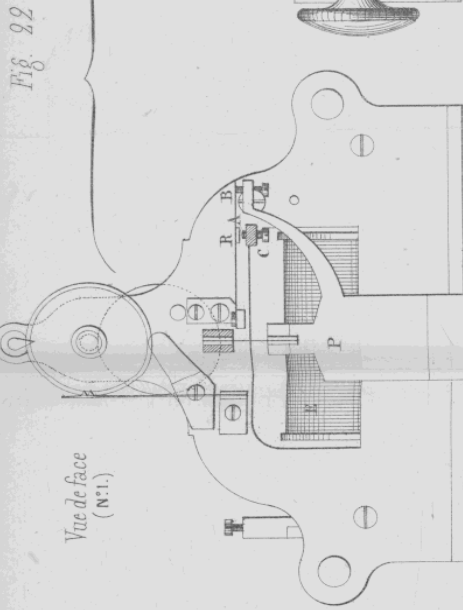
Echelles { de $\frac{1}{2}$ m pour les fig. 1 et 2.
de $\frac{1}{10}$ m pour les fig. 3 et 4.

Fig. 21.



Vue de face
(N°1.)

Fig. 22



Vue de face
(N°2.)

Fig. 13.

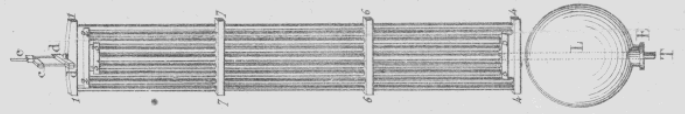


Fig. 9.

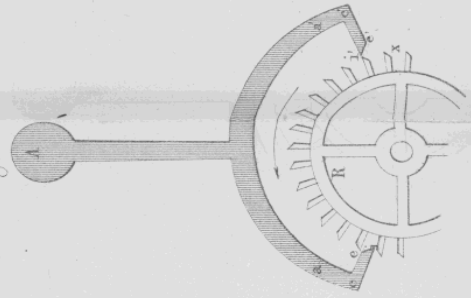


Fig. 10

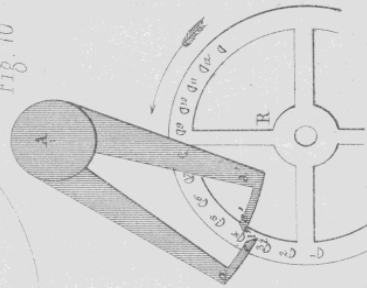


Fig. 11

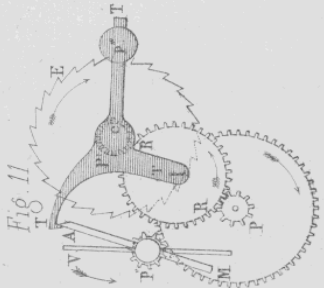


Fig. 24.

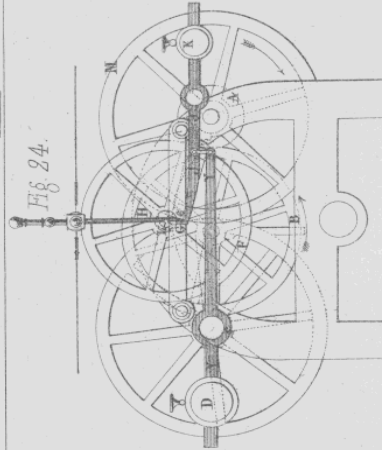
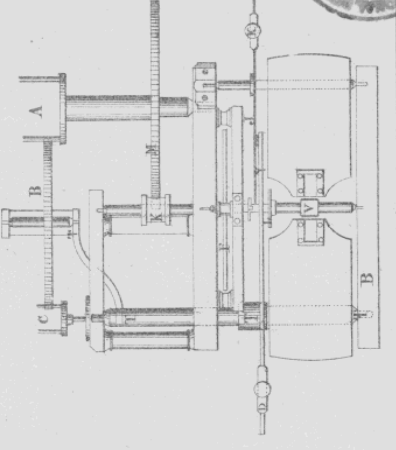


Fig. 24 bis



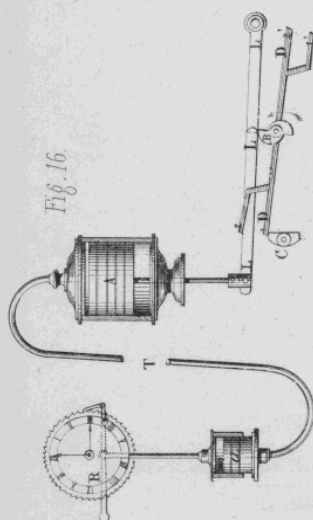


Fig. 16.

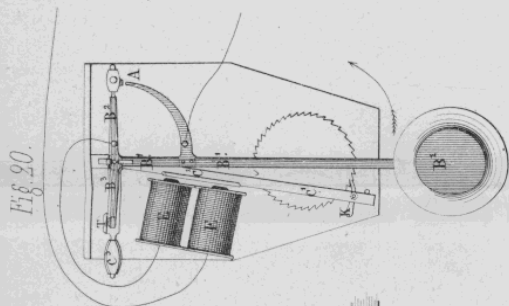


Fig. 20.

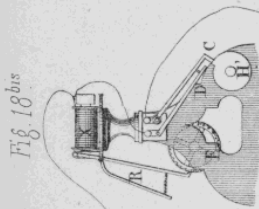


Fig. 18 bis

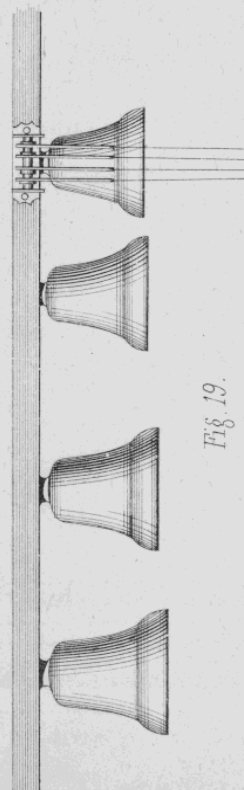


Fig. 19.

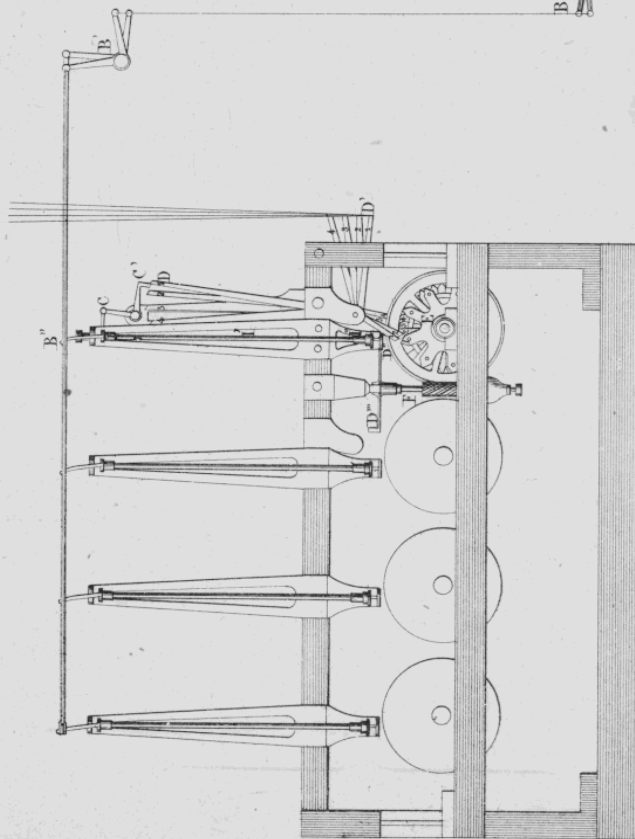


Fig. 17.

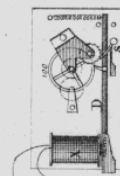


Fig. 14.

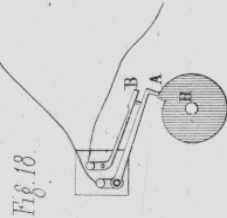
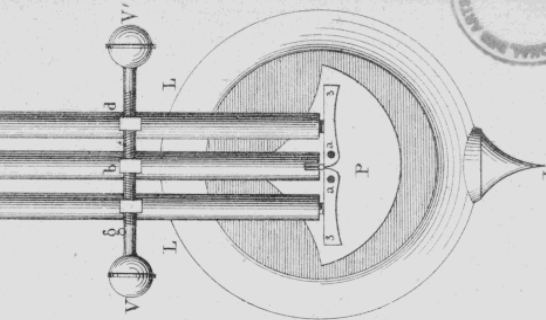
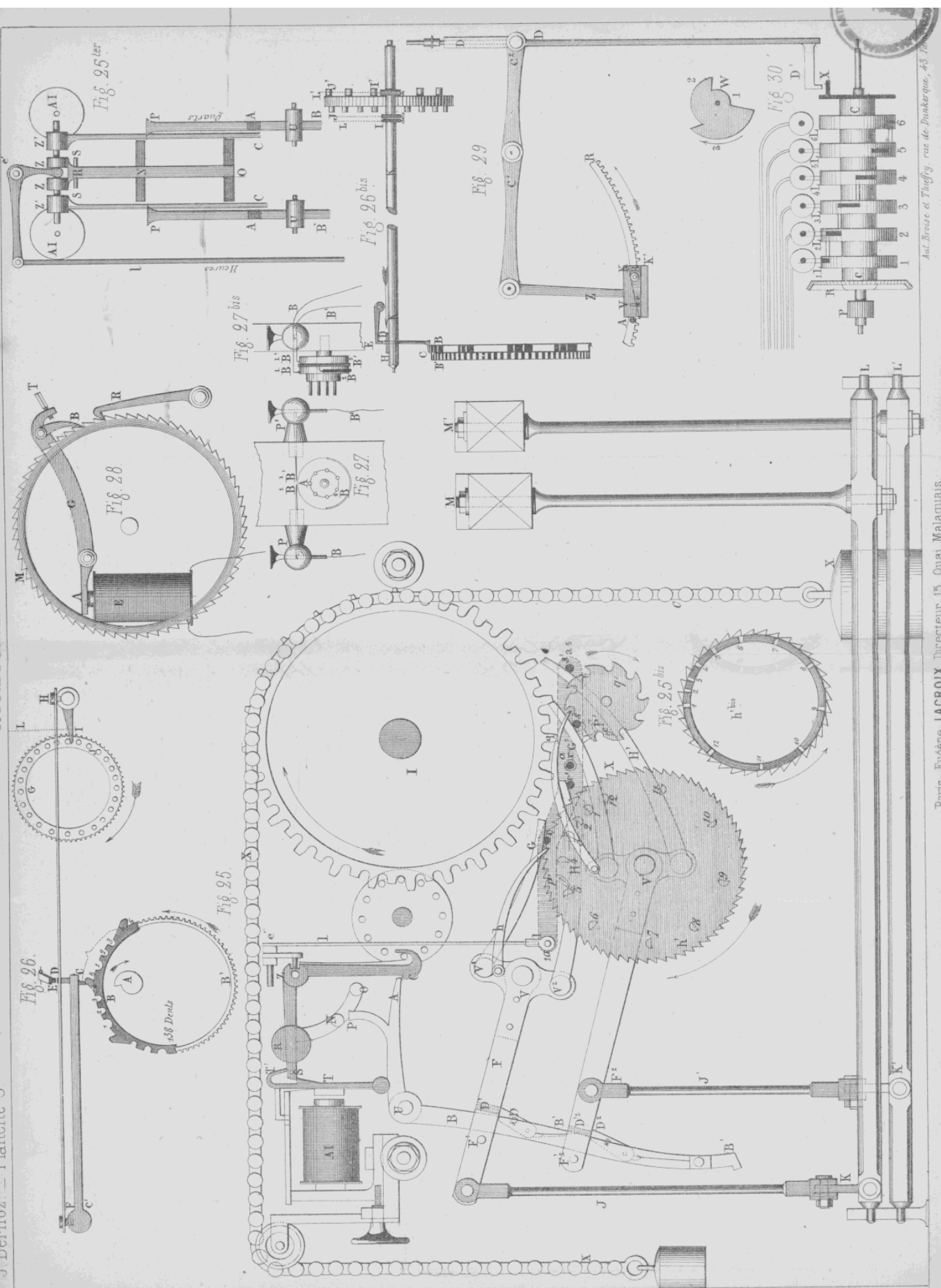


Fig. 18.





Machine à couper le Papier.

Fig 2. Elevation.

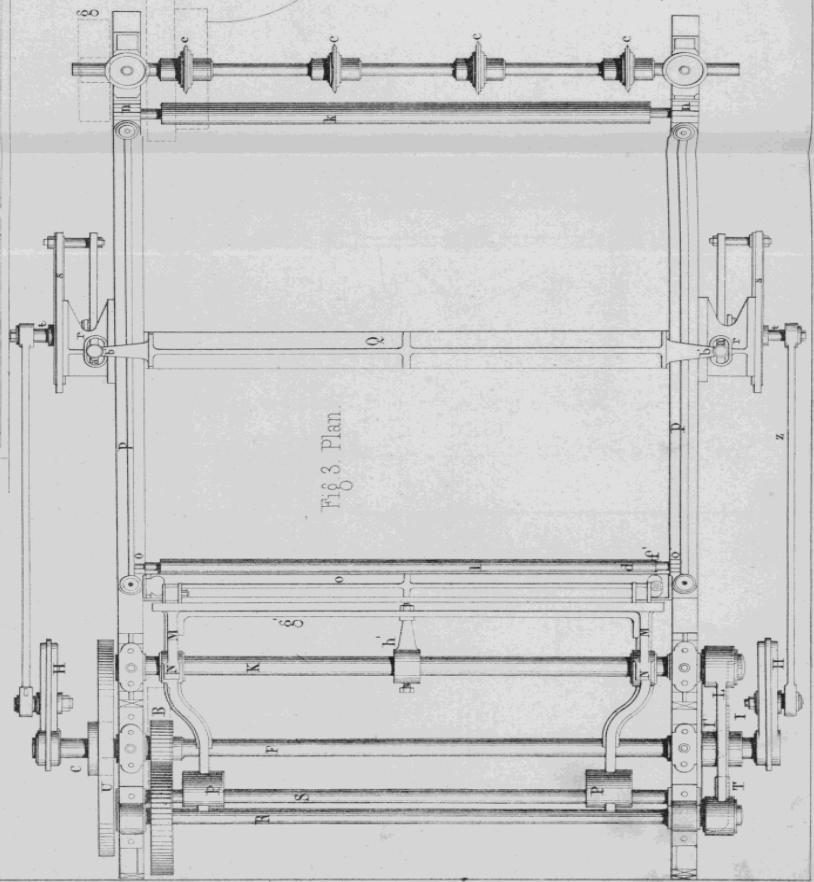
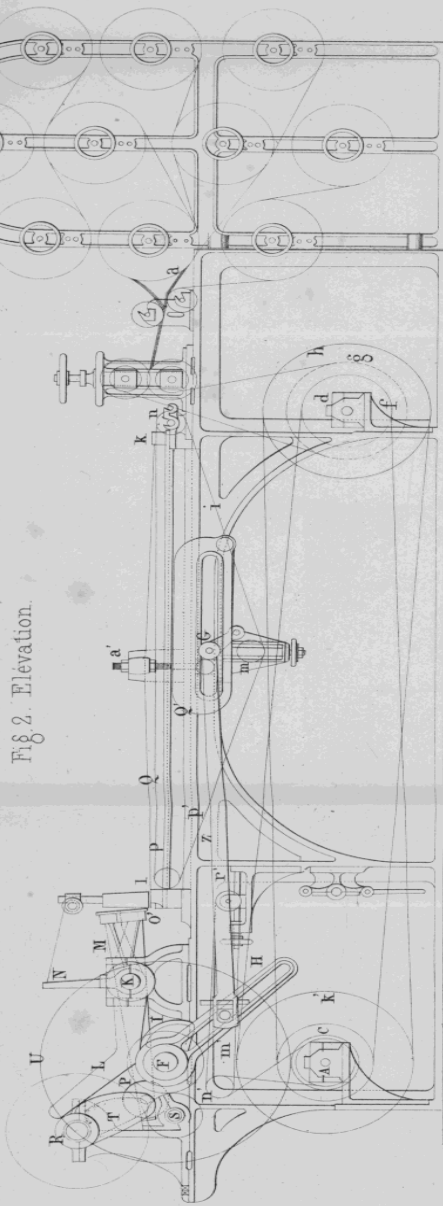


Fig 3. Plan.

Fig 1. Coupeuse en long et en travers.

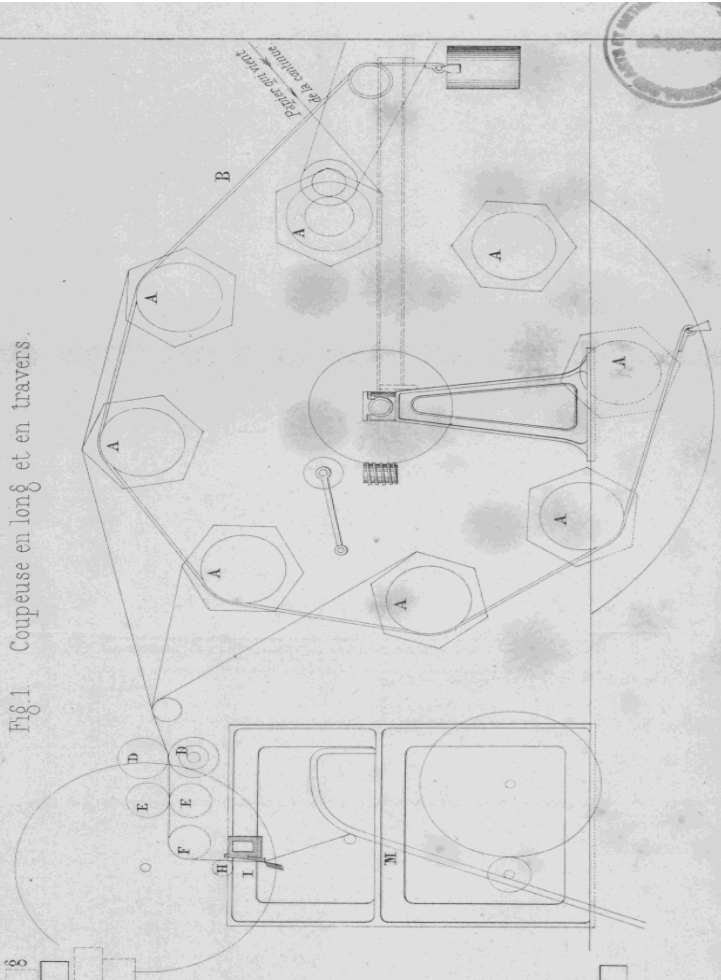
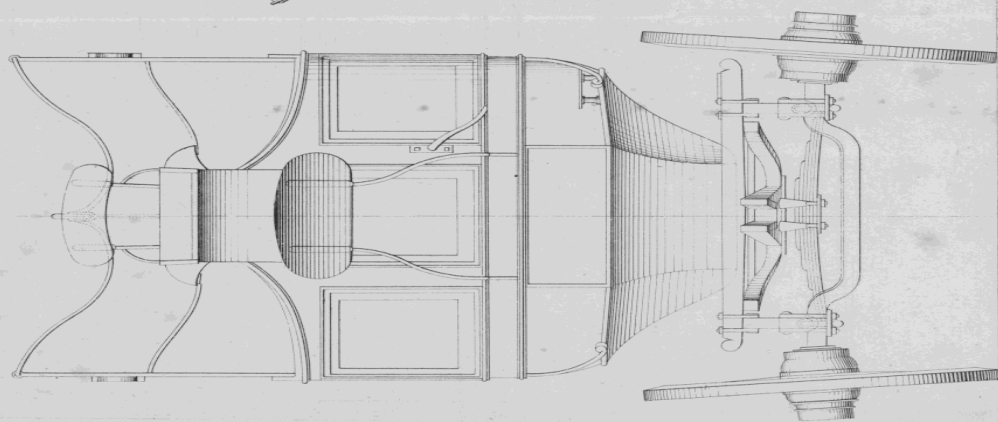


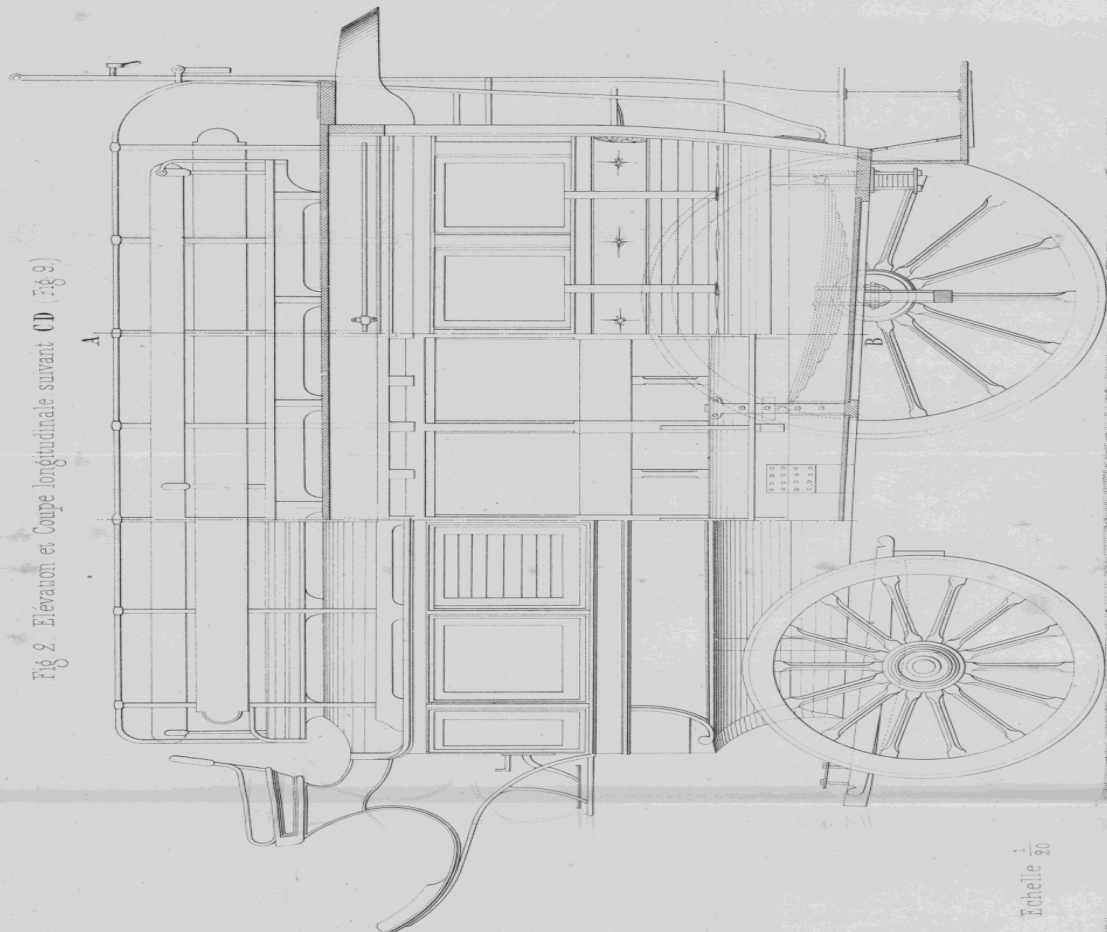
Fig 1. Elevation

L'Omnibus vu par devant



OMNIBUS DE LA COMPAGNIE GÉNÉRALE DE PARIS

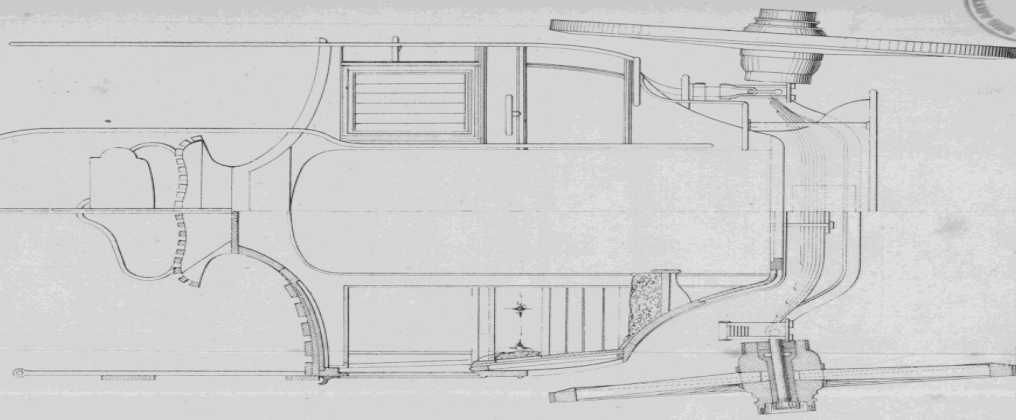
Fig 2. Elevation et coupe longitudinale suivant CD (Fig 2)



Omnibus vu par derrière

Fig 3. Coupe transversale suivant AB (Fig 2)

Fig 4. Elevation



Levé et dessiné par M. Brunet

Paris, Eugène LACROIX, Directeur, 15, Quai Malaquais

Ateliers: Brosses et Chiffons, rue de Valenciennes, 141, Paris

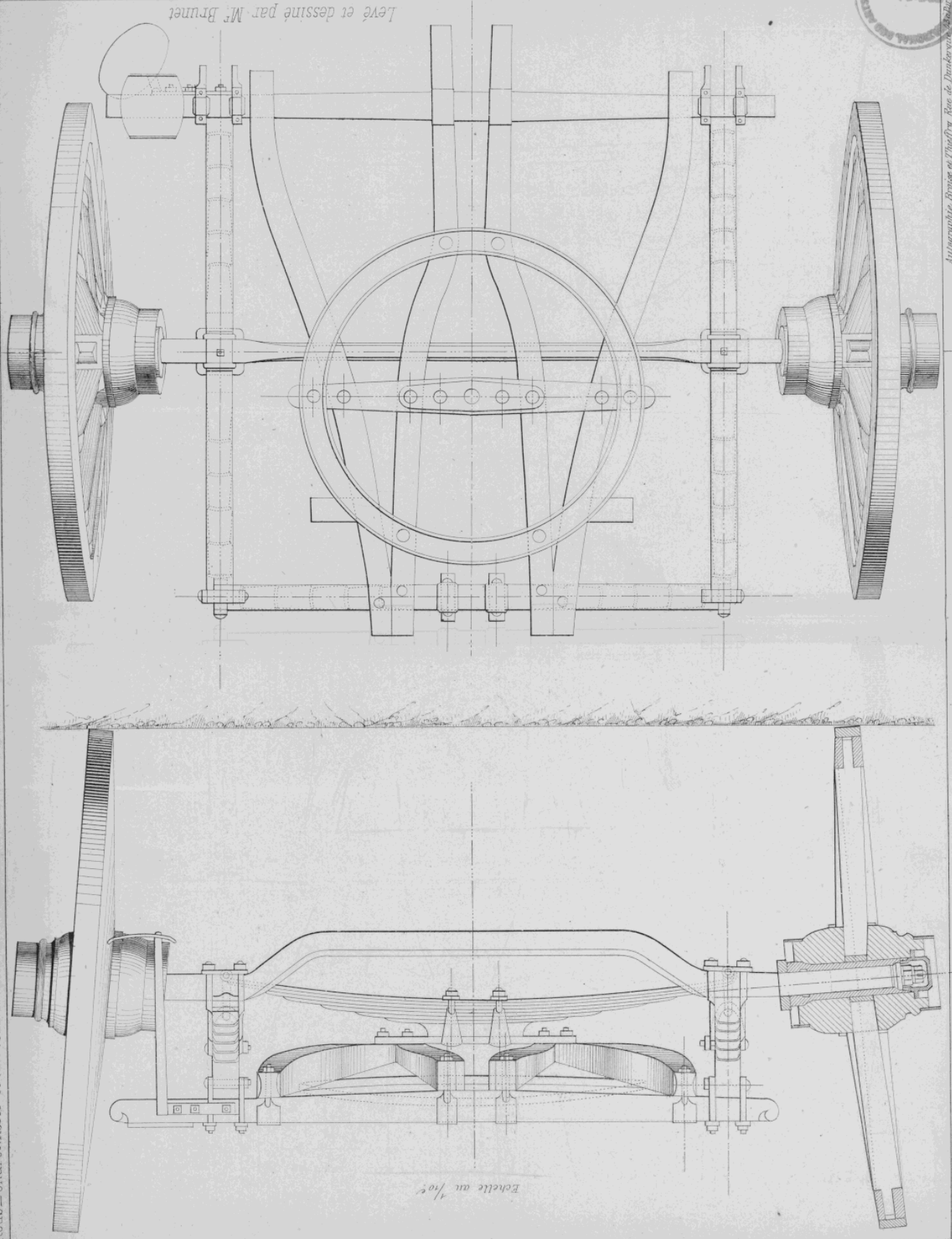


Fig 5 Ressort d'essieu d'arrière.

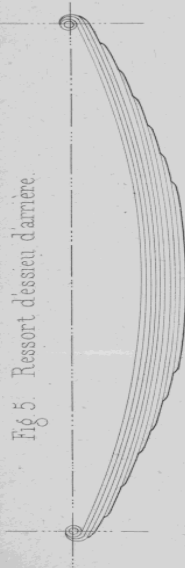


Fig 6 Ressort de travers de caisse.

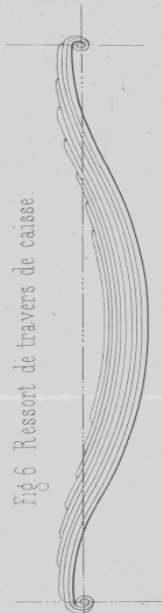


Fig 8 Elevation de l'avant train.

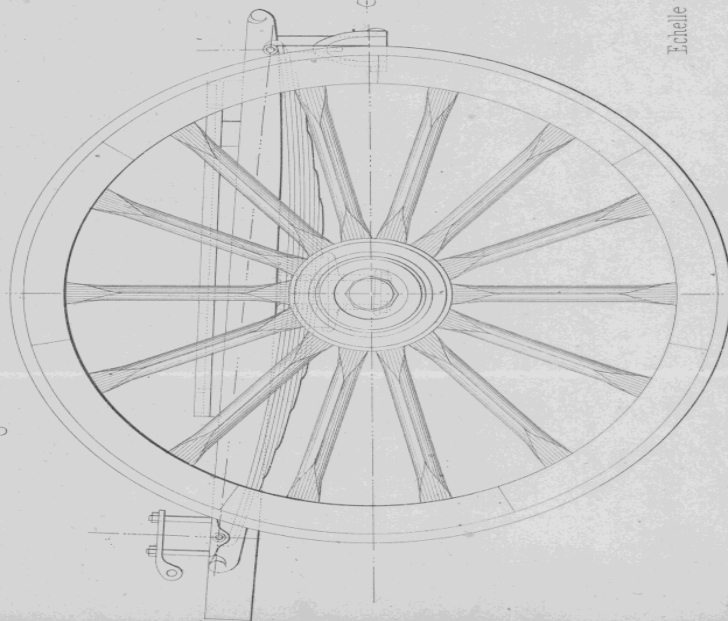


Fig 7. Essieu d'arrière.

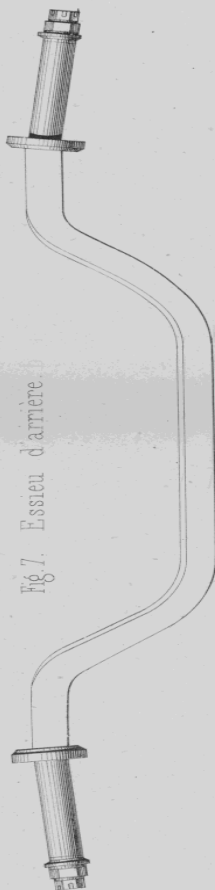
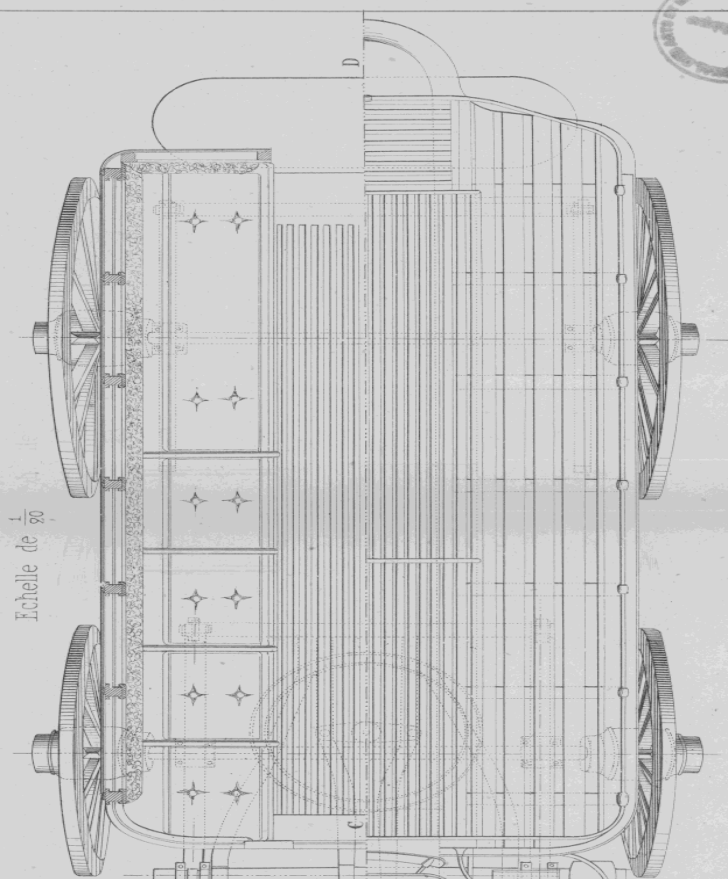


Fig 9. Plan et Coupe horizontale.

Echelle de $\frac{1}{20}$



Echelle $\frac{1}{10}$ pour les Figures 5, 6, 7 et 8

Levé et dessiné par M. Brunet

Paris, Eugène LACROIX, Directeur, 15, Quai Malaquais

Ateliers de Construction et d'Assemblage des Automobiles

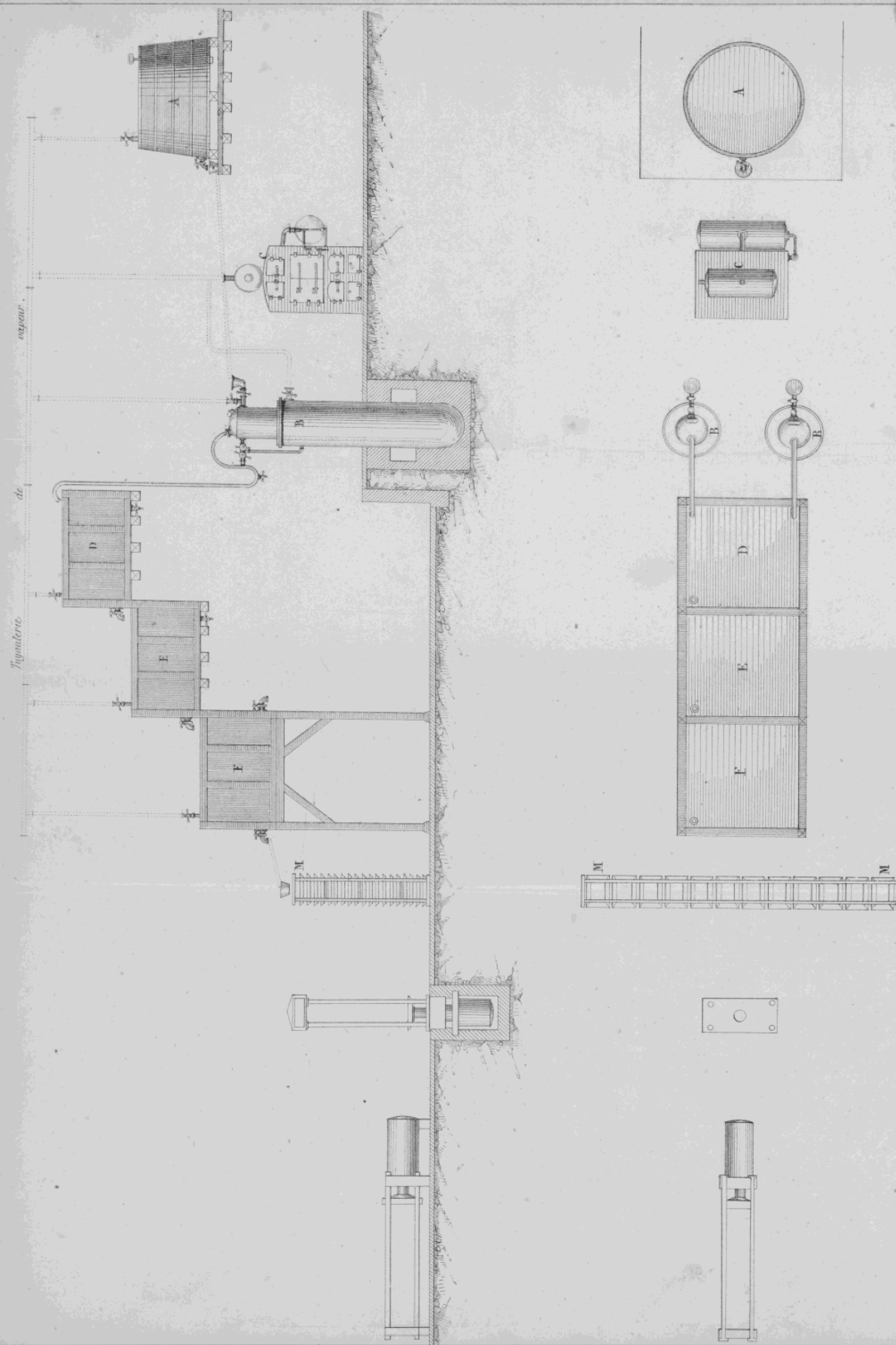


Fig. 1. Machine à colonne d'eau verticale directe
et à simple effet de Reichenbach, établie à Allsach,
(Bavière.)

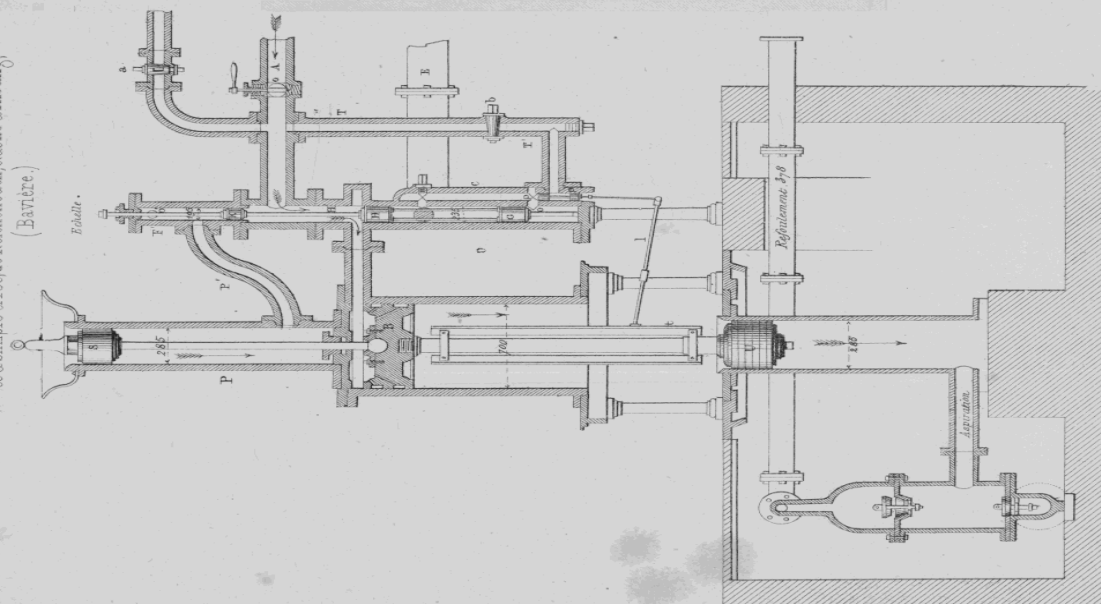


Fig. 2. Machine à colonne d'eau du Huebner (Finistère),
établie par M^r Juncker

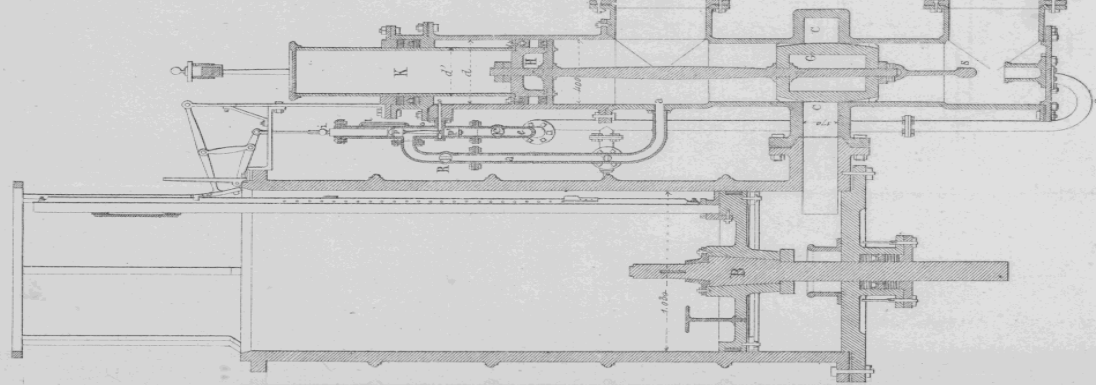


Fig. 3. Bélier d'épuisement par M^r Leblanc.
Echelle de 1/10

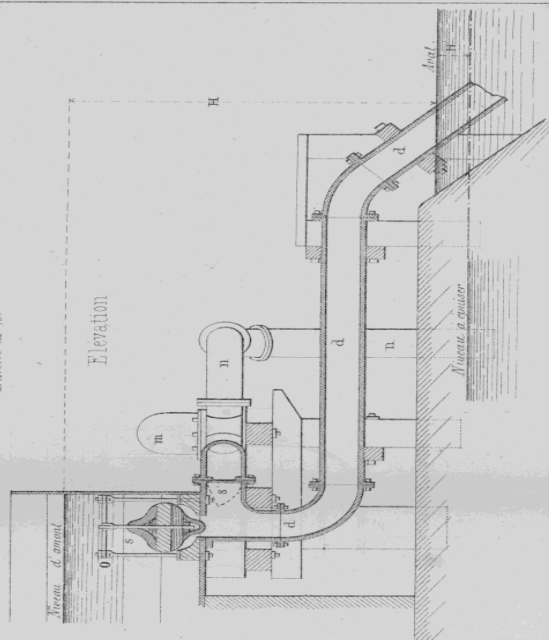


Fig. 3. Machine à colonne d'eau horizontale,
à double effet, de M^r Pietsch

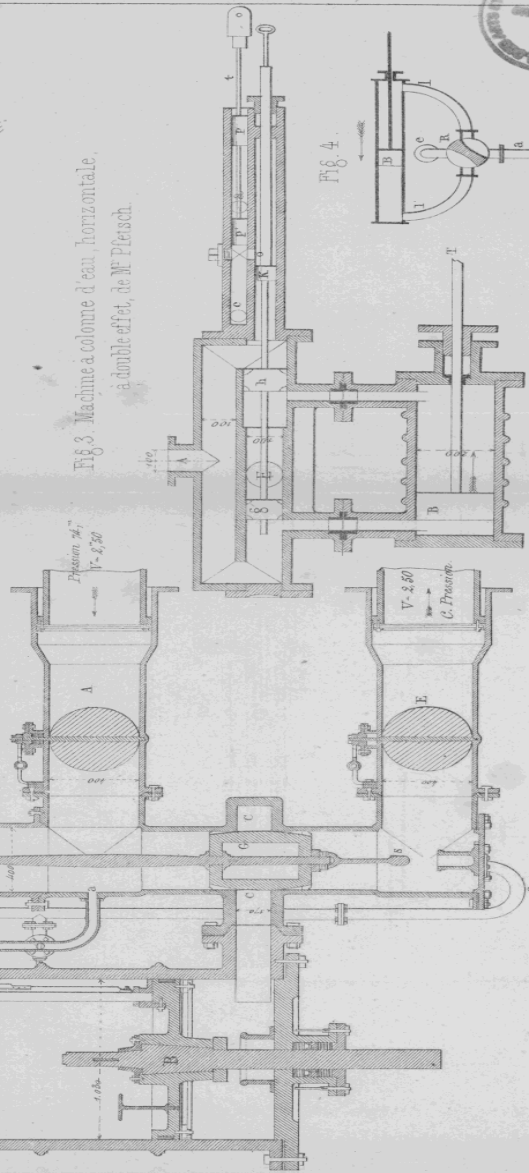
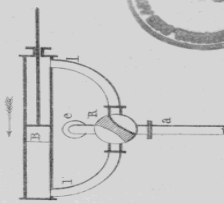


Fig. 4.



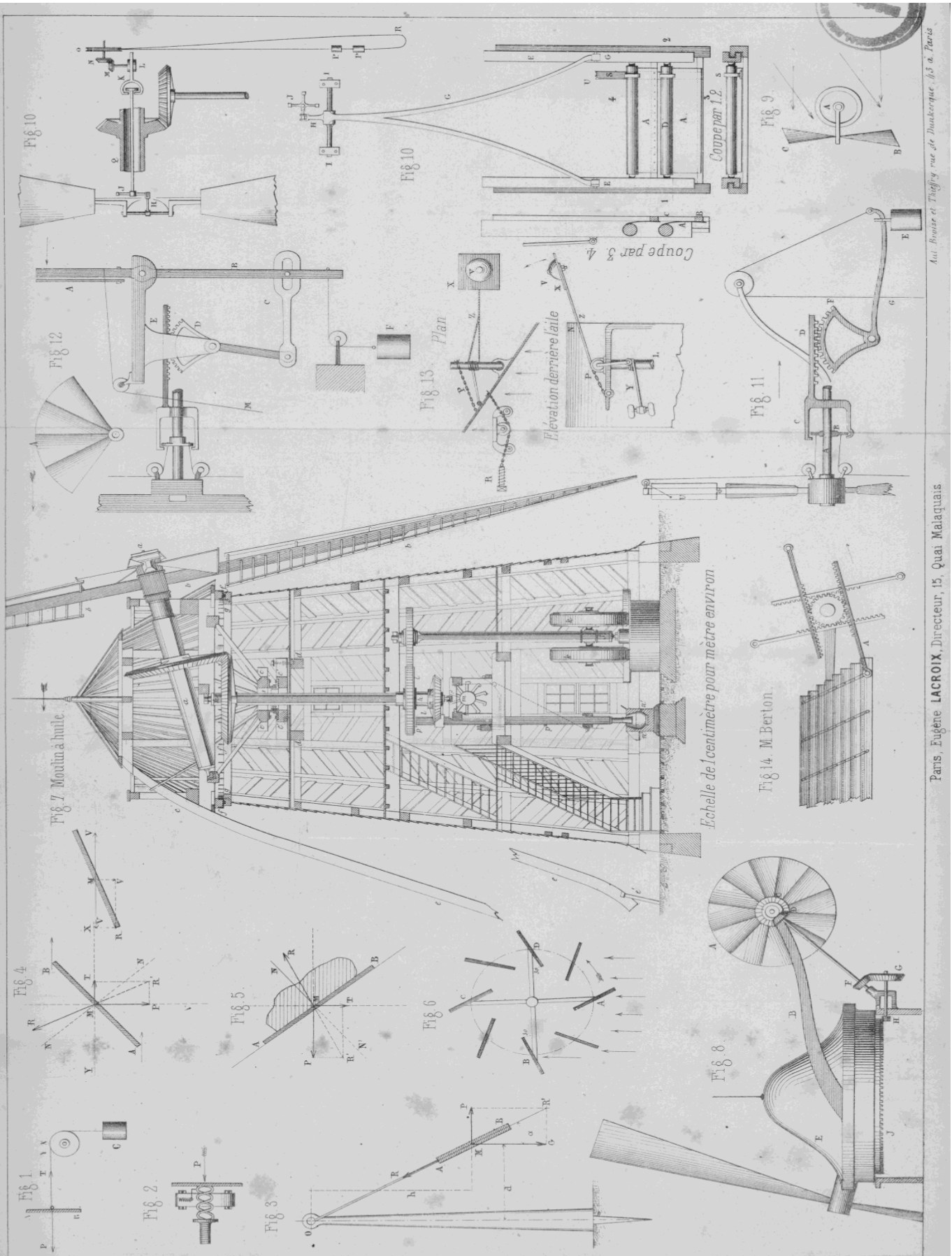


Fig. 15.
Dernier Moulin
Duraud.

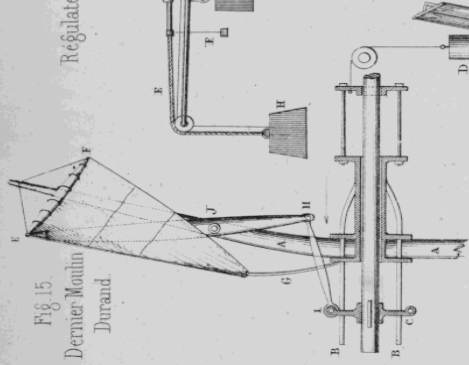


Fig. 17.
Régulateur de la voilure du moulin Marrot.

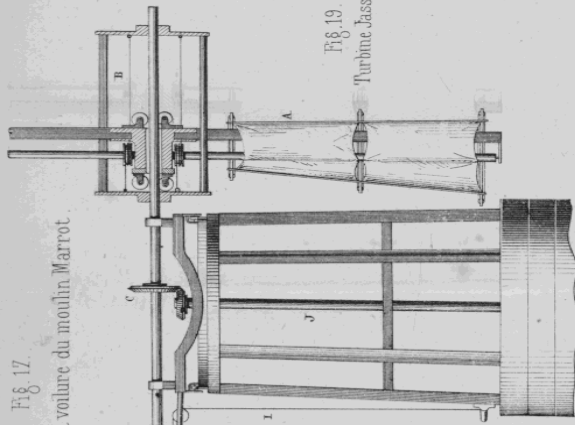


Fig. 19.
Turbine Jassenne

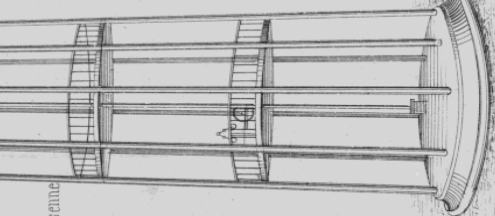


Fig. 16. Moulin à vent
de M. Marrot.

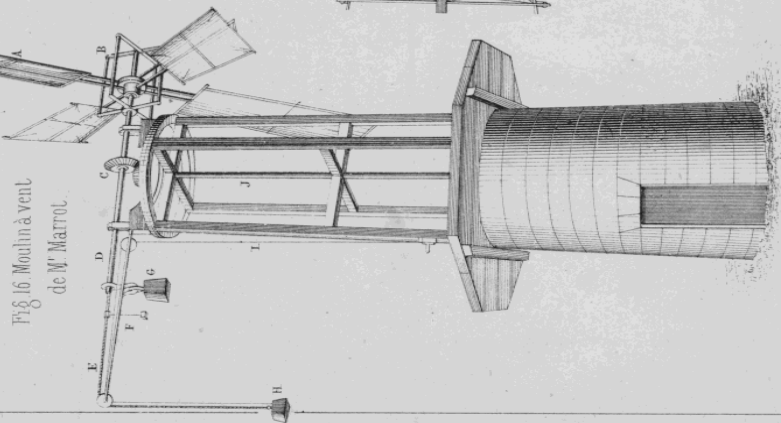


Fig. 18. Vue
de face de la voilure
du moulin Marrot.

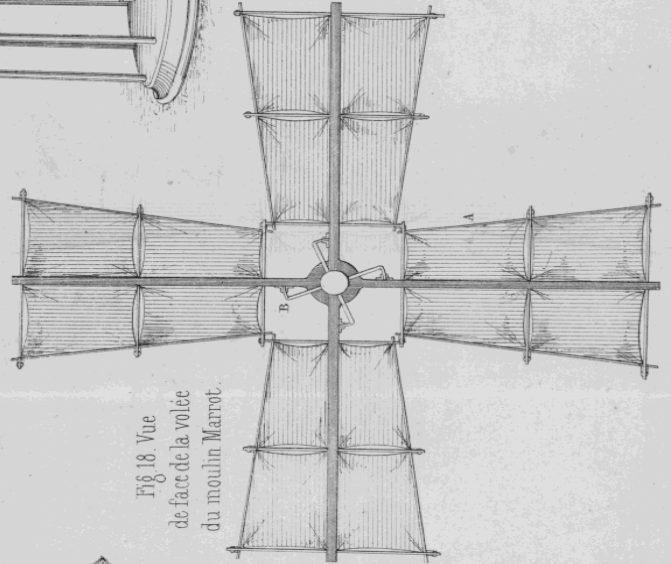


Fig. 23. Moulin à axe vertical mixte
de M. Lefebvre.

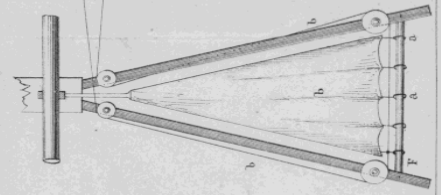


Fig. 21. Moulin à vent
à simple effet
de Henry
Lepaute.

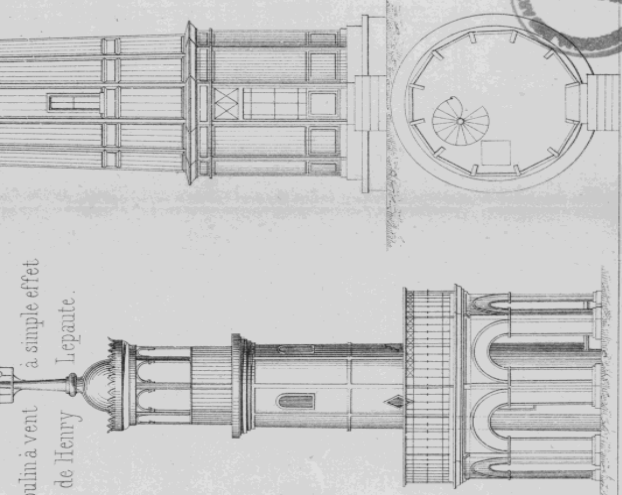
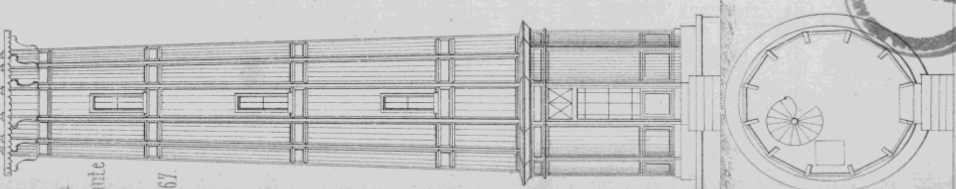


Fig. 22.
Moulin à vent destiné à
élever l'eau par Henry Lepaute
mécanicien horloger.
Exposition Univ^{le} de 1867.



Moulin à vent
de M. l'abbé Thirion.

Fig. 20.

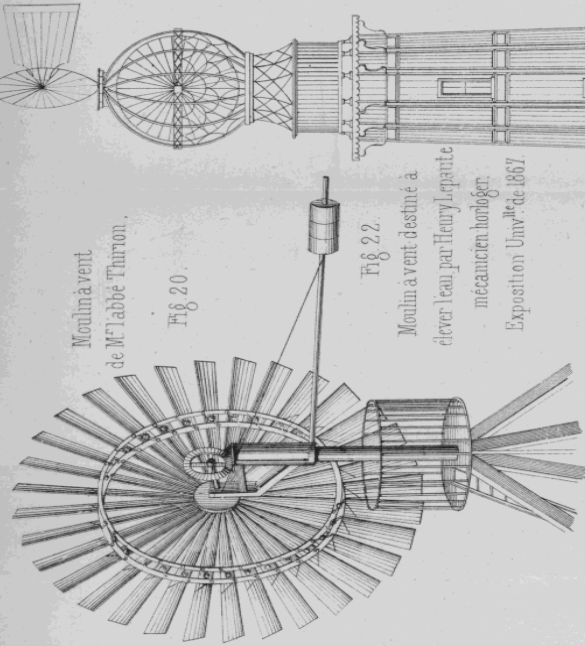


Fig. 1.



Fig. 2.

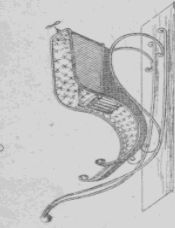


Fig. 3.



Fig. 4.

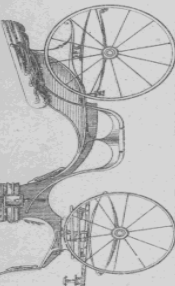


Fig. 5.

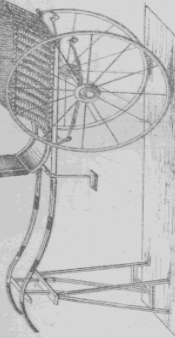


Fig. 6.

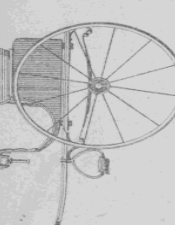


Fig. 7.

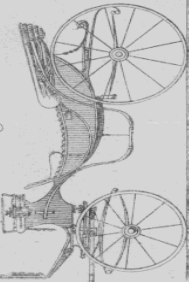


Fig. 8.

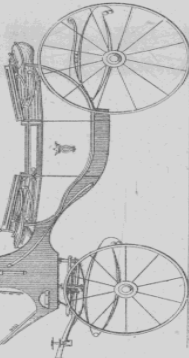


Fig. 9.

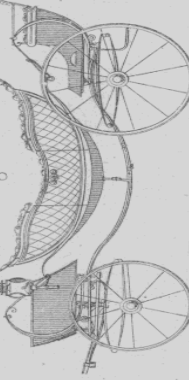


Fig. 10.

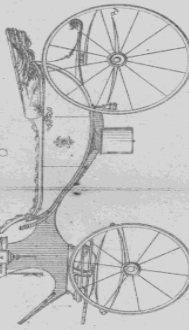


Fig. 11.

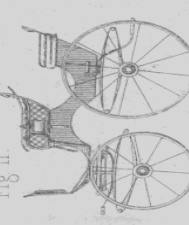


Fig. 12.

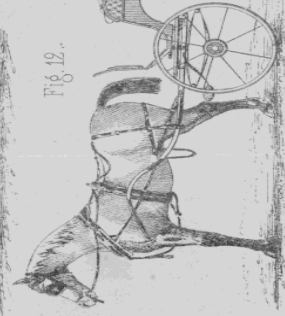


Fig. 13.

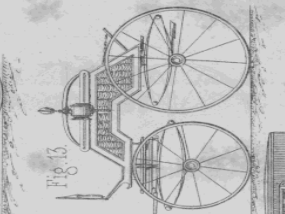


Fig. 14.

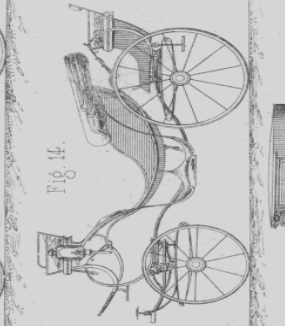


Fig. 15.



Fig. 16.

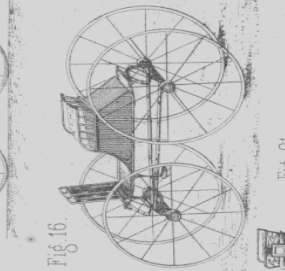


Fig. 17.

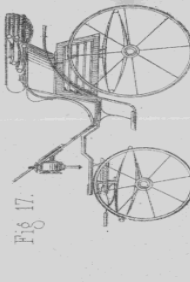


Fig. 18.

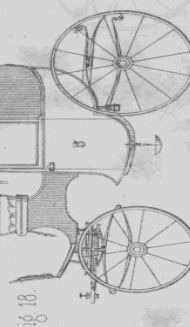


Fig. 19.

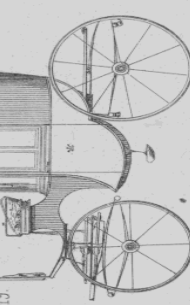


Fig. 20.

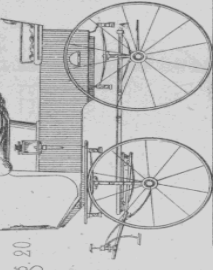


Fig. 21.

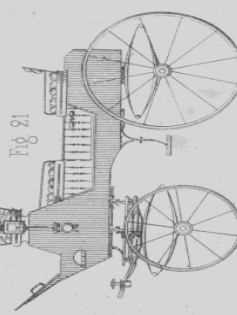


Fig. 22.

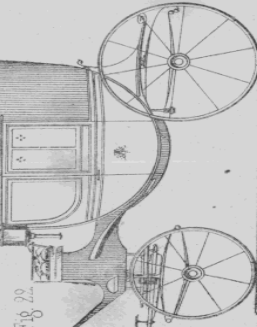


Fig. 23.

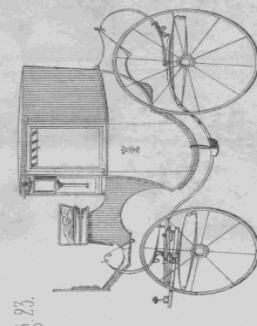


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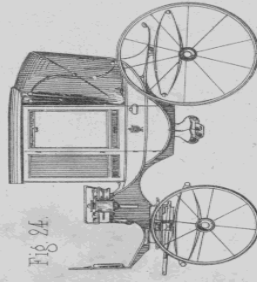


Fig. 25.

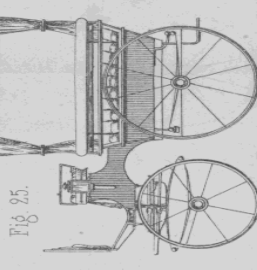


Fig. 26.

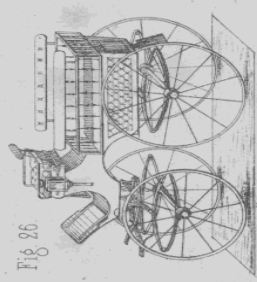


Fig 1



Fig 2

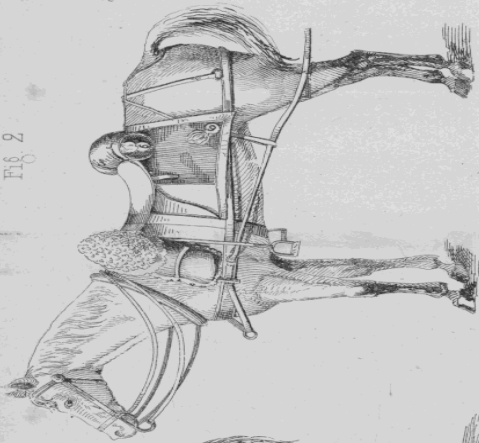


Fig 3

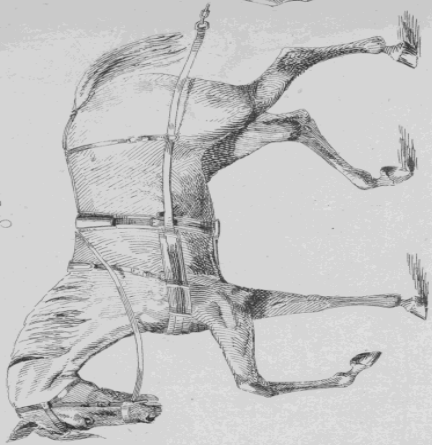


Fig 4



Fig 5

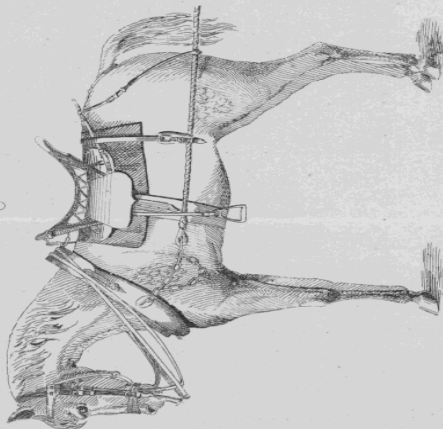


Fig 6

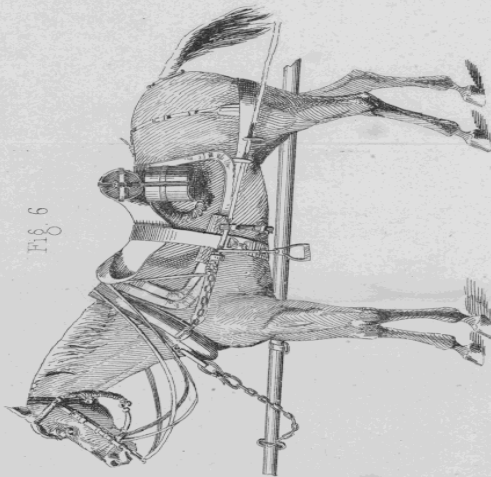


Fig 7

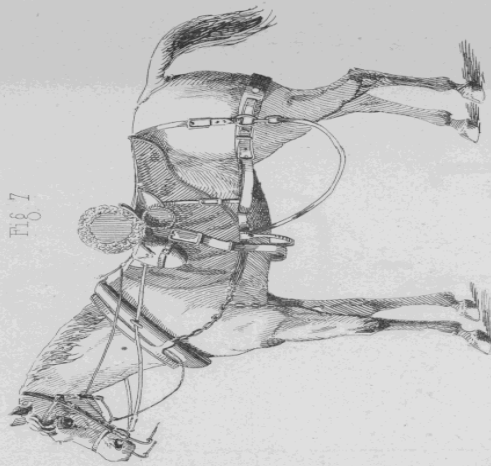


Fig 8

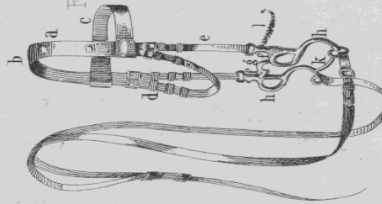


Fig 11

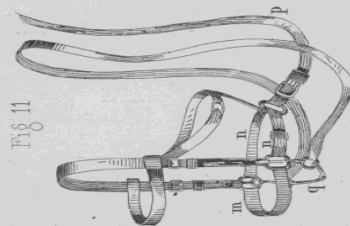


Fig 9

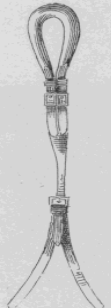
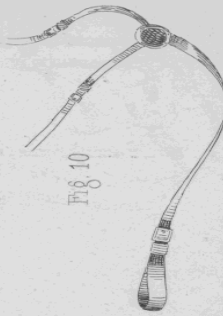


Fig 10



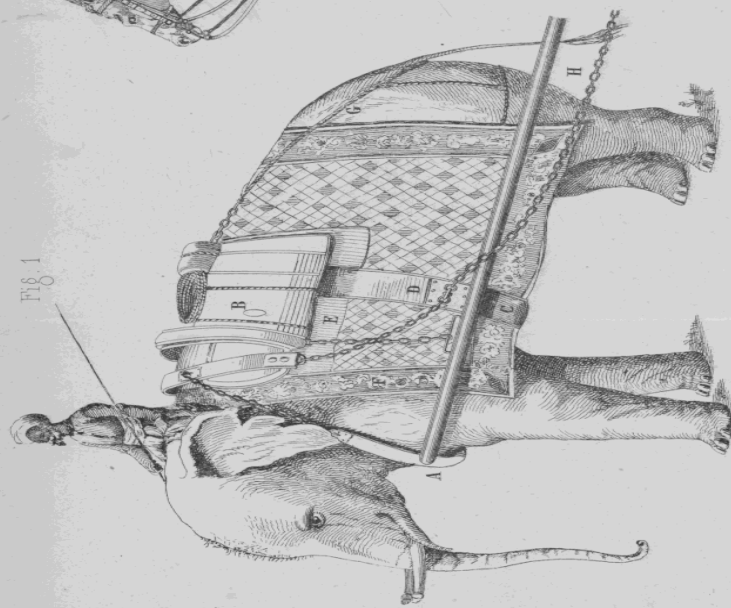


Fig. 1



Fig. 2

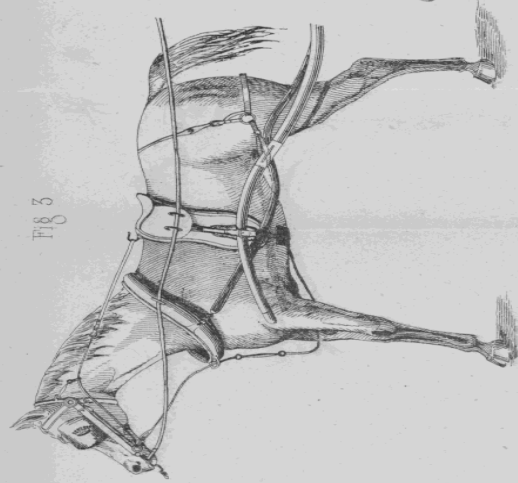


Fig. 3

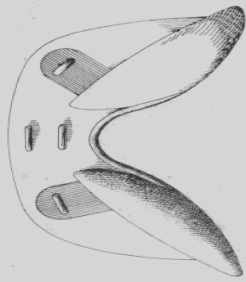


Fig. 4

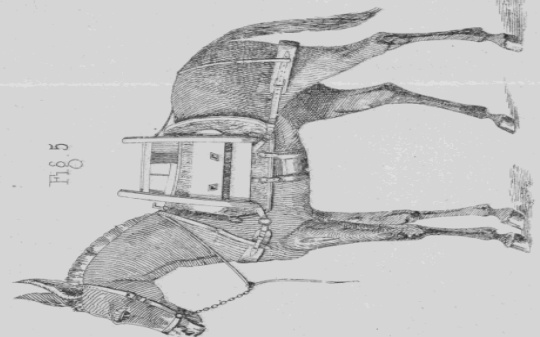


Fig. 5

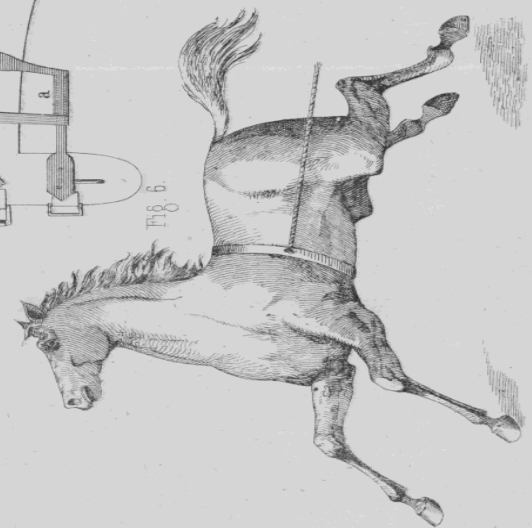


Fig. 6

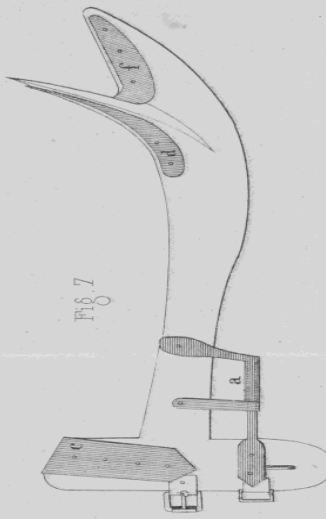


Fig. 7

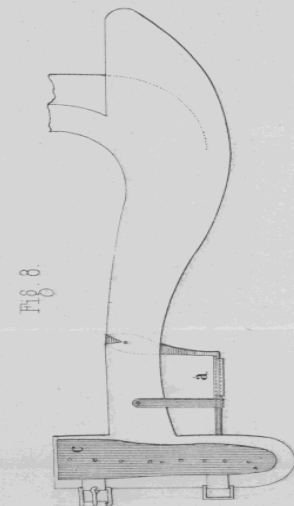


Fig. 8

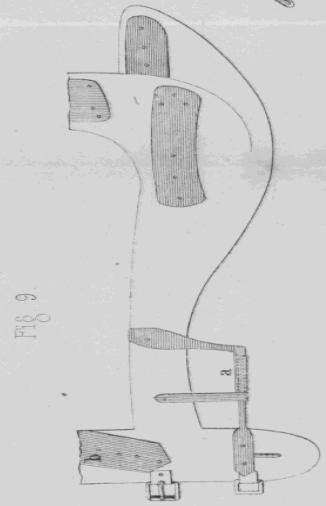


Fig. 9

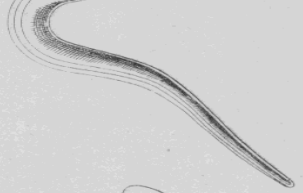


Fig. 10