

GUIDE
DU
MÉCANICIEN CONSTRUCTEUR
ET CONDUCTEUR

DE
MACHINES LOCOMOTIVES,

PAR
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ATLAS.



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	5	Clapet de prise d'eau.....	<i>Lyon.</i>
XLV	1	Châssis de tender et frein, coupe...	<i>Nord 1846.</i>
	2	Châssis de tender et frein, plan, coupe.....	<i>Id.</i>
XLVI	1	Accouplement de tender, plan, coupe	<i>Lyon 1847.</i>
	2	Tampon de serrage, élévation, coupe.	<i>Id.</i>
	3	Boulon d'attelage avec la machine...	<i>Id.</i>
	4	Ressorts de choc et de traction, plan.	<i>Id.</i>
	5	Ressorts de choc et de traction, élévation, coupe.....	<i>Id.</i>
XLVII	1	Boîte à graisse de tender, élévation, coupe transversale.....	<i>Lyon.</i>
	2	Boîte à graisse, élévation, coupe longitudinale.....	<i>Id.</i>
	3	Boîte à graisse, élévation, coupe transversale.....	<i>Est 1847.</i>
	4	Boîte à graisse, élévation, coupe longitudinale.....	<i>Id.</i>
	5	Essieu monté de tender avec roue pleine en fer.....	<i>Est 1838.</i>
	6	Roue pleine en fer, vue de face....	<i>Id.</i>
	7	Essieu de tender, grande vitesse....	<i>Nord 1846.</i>
	8	Ressort de suspension de tender, élévation.....	<i>Lyon 1847.</i>
	9	Ressort de suspension de tender, coupe transversale.....	<i>Id.</i>
	10	Boulon de suspension.....	<i>Id.</i>
	11	Ressort de suspension de tender, élévation.....	<i>Nord 1846.</i>
	12	Ressort de suspension de tender, élévation, coupe transversale.....	<i>Id.</i>
XLVIII	1	Tender, élévation extérieure.....	<i>Est 1847.</i>
	2	Id., plan...	<i>Id.</i>
	3	Frein de tender, élévation.....	<i>Id.</i>
	4	Id., plan.....	<i>Id.</i>
	5	Id., élévation.....	<i>Rouen 1845.</i>
	6	Frein de tender, coupe transversale par l'arbre.....	<i>Id.</i>
XLIX	1	Tender, élévation, coupe longitudinale.....	<i>Rouen 1845.</i>
	2	Tender, élévation, coupe transversale.	<i>Id.</i>
	3	Tender, élévation, coupe longitudinale.....	<i>Lyon 1847.</i>



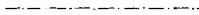





Planche.	Fig.	Id.	Année de la construction.
	4	Tender, élévation, coupe transversale.	<i>Id.</i>
	3	Vis d'attelage de la machine et du tender, plan.....	<i>Rouen.</i>
	6	Vis d'attelage de la machine et du tender, élévation longitudinale...	<i>Id.</i>
L	1	Type de machines.....	<i>Killingworth 1816.</i>
	2	Id.	<i>Stephenson 1829.</i>
	3	Id.	<i>Id. 1832.</i>
	4	Type de machines à voyageurs...	<i>Id. 1833.</i>
	5	Id. marchandises.	<i>Id. 1840.</i>
LI	1	Id. voyageurs...	<i>Buddicom 1844.</i>
	2	Id. id.....	<i>Stephenson id.</i>
	3	Id. mixte.....	<i>Id. 1843.</i>
	4	Id. grande vitesse.	<i>Id. 1846.</i>
LII	1	Id. marchandises.	<i>Nord 1846.</i>
	2	Id. id.....	<i>Buddicom 1846.</i>
	3	Id. voyageurs...	<i>Lyon 1847.</i>
	4	Id. mixte.....	<i>Id. 1848.</i>
LIII	1	Id. grande vitesse,	<i>Crampton 1848.</i>
	2	Id. mixte.....	<i>Orléans 1857.</i>
	3	Type de machine-tender.....	<i>Hawthorn 1849.</i>
	4	Type de machine-tender.....	<i>St-Germain 1849.</i>
LIV	1	Petite machine à voyageurs (texte, pages 395 et 396), élévation extérieure longitudinale.....	<i>Sharp-St-Germ. 1840.</i>
	2	Petite machine à voyageurs, coupe par la boîte à fumée.....	<i>Id.</i>
LV	1	Petite machine à voyageurs, plan, la chaudière enlevée.....	<i>Id.</i>
	2	Machine à voyageurs (texte, p. 396), plan, la chaudière enlevée.....	<i>Buddic.-Rouen 1843.</i>
LVI	1	Machine à voyageurs, coupe longitudinale.....	<i>Id.</i>
	2	Machine à voyageurs, coupe transversale par le foyer.....	<i>Id.</i>
LVII	1	Machine à voyageurs, coupe longitudinale par le cylindre.....	<i>Id.</i>
	2	Machine à voyageurs, coupe transversale par la boîte à fumée.....	<i>Id.</i>
LVIII	1	Machine à voyageurs, élévation, coupe longitudinale par l'axe.....	<i>Sharp 1845.</i>

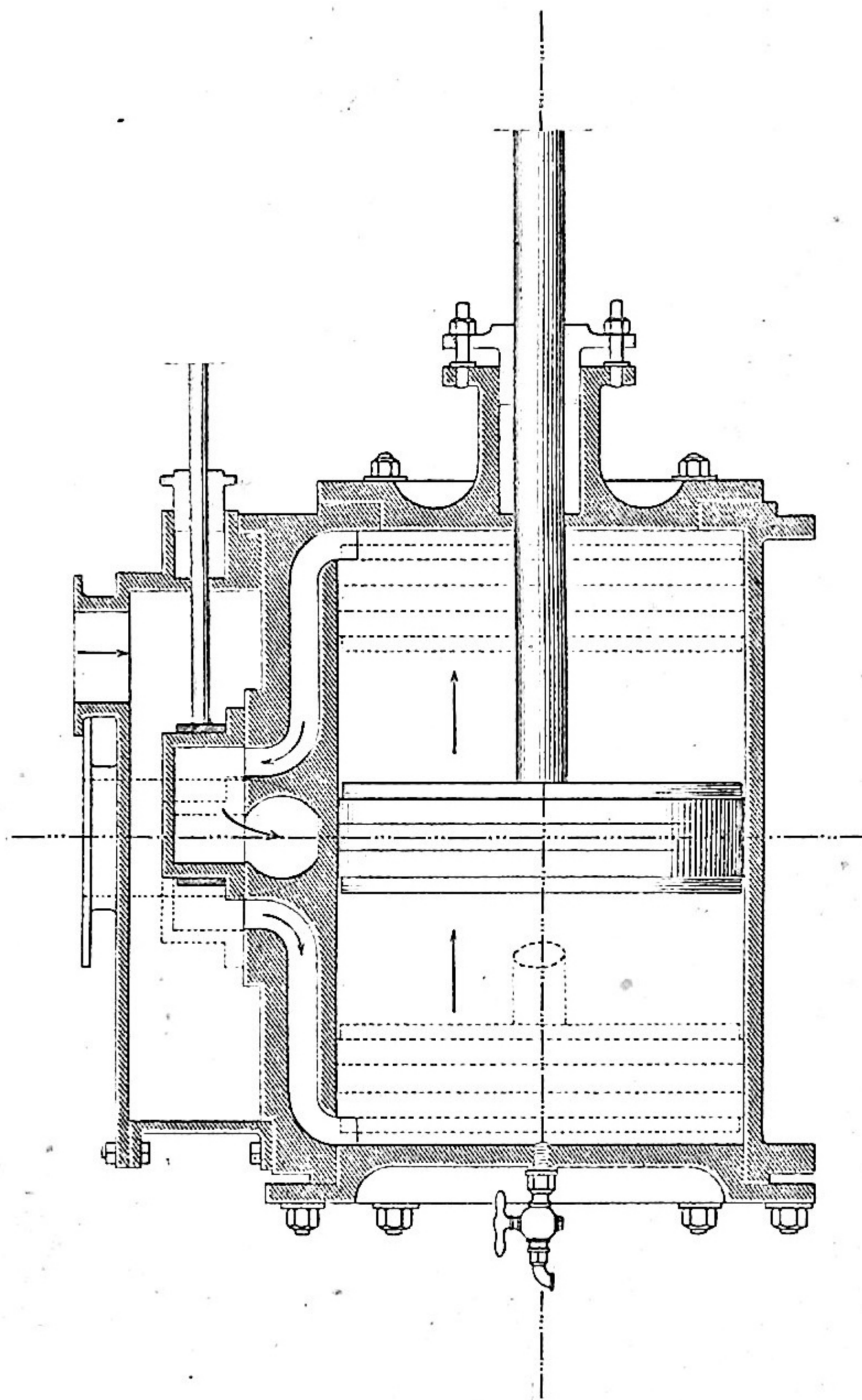
Planché.	Fig.	Année de la construction.
LIX	2 Machine à voyageurs, plan, la chaudière enlevée et coupe.....	<i>Id.</i>
	3 Machine à voyageurs, coupe transversale par le support des glissières.....	<i>Id.</i>
	4 Machine à voyageurs, coupe transversale par le foyer.....	<i>Id.</i>
LX	1 Machine à voyageurs, élévation, vue extérieure (texte, page 396).....	<i>Cail-Lyon</i> 1847.
LXI	1 Machine à voyageurs, élévation extérieure (texte, page 396).....	<i>Cail-Lyon</i> 1836.
LXII	1 Machine à voyageurs, plan, la chaudière enlevée.....	<i>Id.</i>
	2 Machine à voyageurs, coupé par la boîte à fumée et par le premier essieu.....	<i>Id.</i>
LXIII	1 Machine à voyageurs, élévation de la chaudière, assemblage des tôles..	<i>Id.</i>
	2 Rivure, à deux rangs, du cadre du bas du foyer.....	<i>Id.</i>
	3 Coupe du cadre du bas du foyer....	<i>Id.</i>
	4 Rivure, à un rang, du corps de la chaudière.....	<i>Id.</i>
	5 Coupe de la rivure du corps de la chaudière.....	<i>Id.</i>
	6 Rivet du corps de la chaudière....	<i>Id.</i>
	7 Rivet du cadre de foyer.....	<i>Id.</i>
	8 Goujon taraudé pour les angles du cadre avec la tête d'emmanchement, laquelle se coupe après la mise en placé.....	<i>Id.</i>
LXIV	1 Machine mixte (Rhône, — texte, page 396), élévation, coupe longitudinale.....	<i>Gouin-Lyon</i> 1849.
LXV	2 Machine mixte (Rhône), plan, la chaudière enlevée.....	<i>Id.</i>
	3 Machine mixte (Rhône), coupe transversale par la boîte à fumée.....	<i>Id.</i>
	4 Machine à grande vitesse (Crampton, — texte, page 396); élévation, coupe par le cylindre.....	<i>Cail Nord</i> 1849.
LXVI	1 Machine à grande vitesse (Crampton), élévation, vue extérieure.....	<i>Id.</i>

Planché.	Fig.	Année de la construction.
LXVII	1 Machine à marchandises (texte, page 396), élévation, coupe longitudinale.....	<i>Cail-Lyon</i> 1850.
LXVIII	2 Machine à marchandises, plan, la chaudière enlevée.....	<i>Id.</i>
	3 Machine à marchandises, coupe transversale par la boîte à fumée.....	<i>Id.</i>
	4 Machine à marchandises, coupe transversale par l'essieu des roues motrices.....	<i>Id.</i>
LXIX	1 Ancienne machine l'Antée (texte, page 394), élévation.....	<i>Flachat-St-Germ.</i> 1849.
LXX	1 Machine à marchandises (texte, p. 396), élévation latérale.....	<i>Orléans</i> 1835.
LXXI	1 Machine à marchandises, plan, la chaudière enlevée, et coupe par le cylindre.....	<i>Id.</i>
	2 Machine à marchandises, élévation, vue d'arrière.....	<i>Id.</i>
	3 Machine à marchandises, coupes transversales par la boîte à fumée et par l'essieu des roues motrices..	<i>Id.</i>
LXXII	1 Machine-tender (texte, page 394), élévation.....	<i>Hawthorn.</i>
LXXIII	1 Machine-tender, plan, la chaudière enlevée, coupe du cylindre.....	<i>Id.</i>
	2 Machine-tender, élévation, vue de l'avant.....	<i>Id.</i>
	3 Machine-tender, coupe par la boîte à fumée.....	<i>Id.</i>
LXXIV	1 Machine-tender, de gare (texte, page 396), élévation.....	<i>Orléans</i> 1835.
	2 Machine-tender, de gare, demi-coupe transversale par la boîte à fumée et la caisse à eau.....	<i>Id.</i>
LXXV	1 Machine à marchandises, système Engerth (texte, page 396), élévation..	<i>Creusot-Nord</i> 1836.
	2 Machine à marchandises, système Engerth, plan, la chaudière enlevée, et coupe horizontale par le cylindre.	<i>Id.</i>
LXXVI	1 Machine mixte, système Engerth (texte, page 396), élévation.....	<i>Nord</i> 1837.

Planche.	Fig.	Année de la construction.
	2	Gouin-Nord 1833.
	3	Id.
LXXVII	1	Nord 1856.
	2	Id.
	3	Id.
	4	Id.
	5	Id.

LÉGENDE

	Ligne de cotes.
	Ligne pour les parties cachées.
	Changement de mouvement.
	Ligne d'axe.
	Fer et Acier.
	Bois.
	Cuivre et Bronze.
	Font.



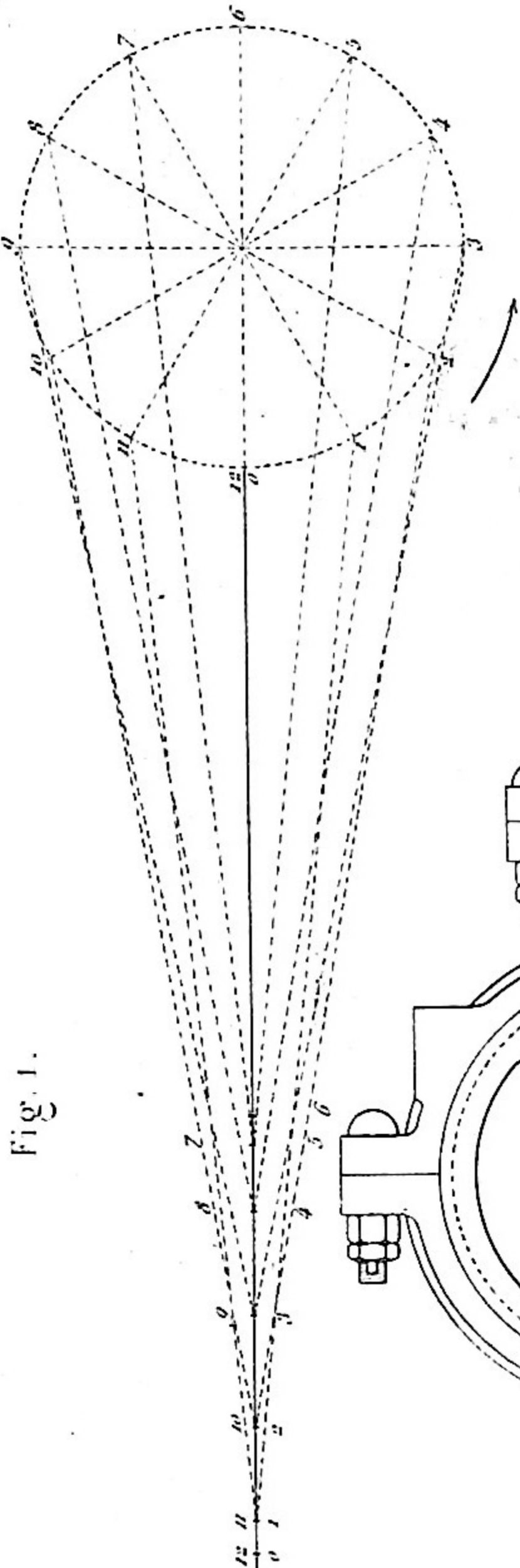


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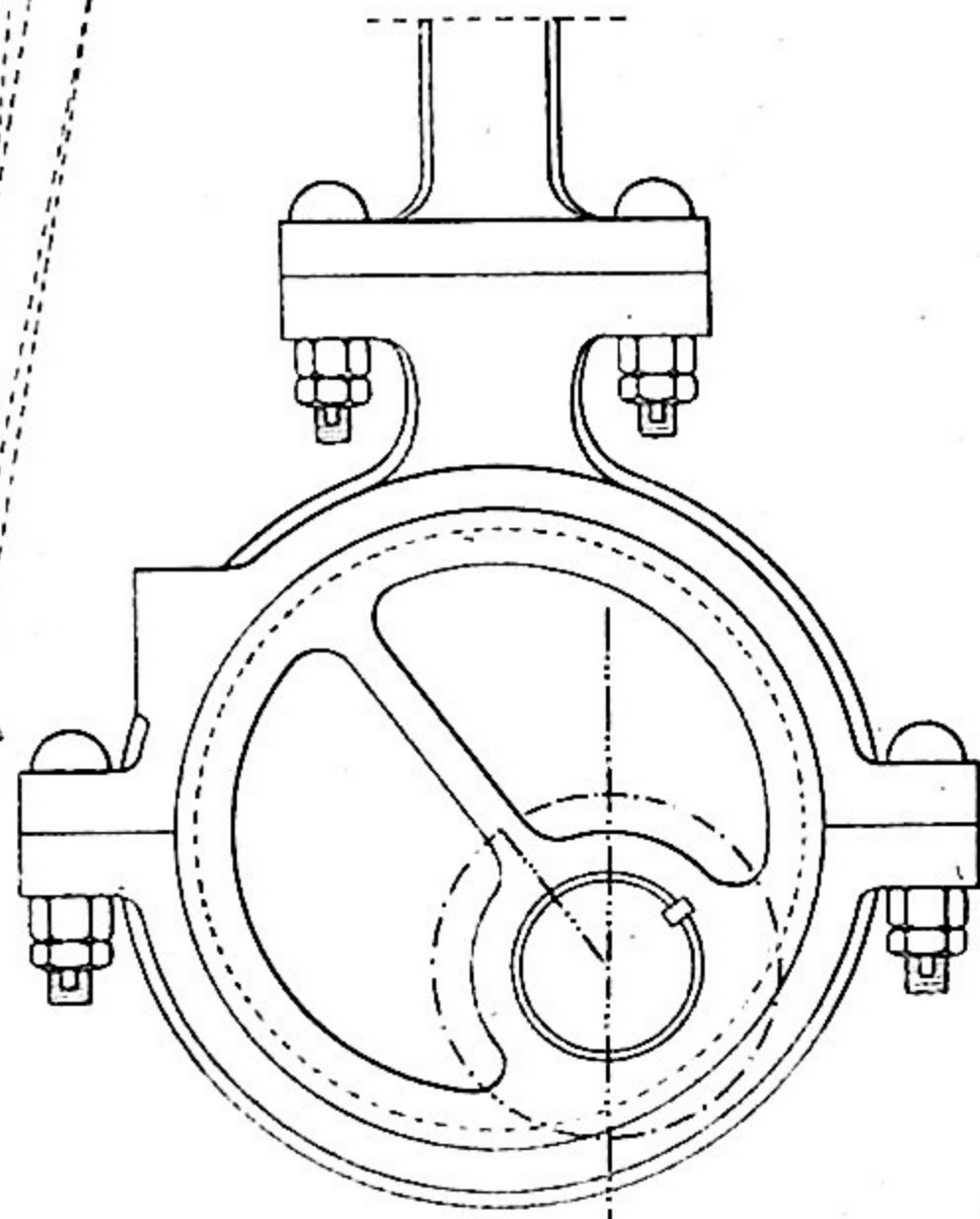


Fig. 2.

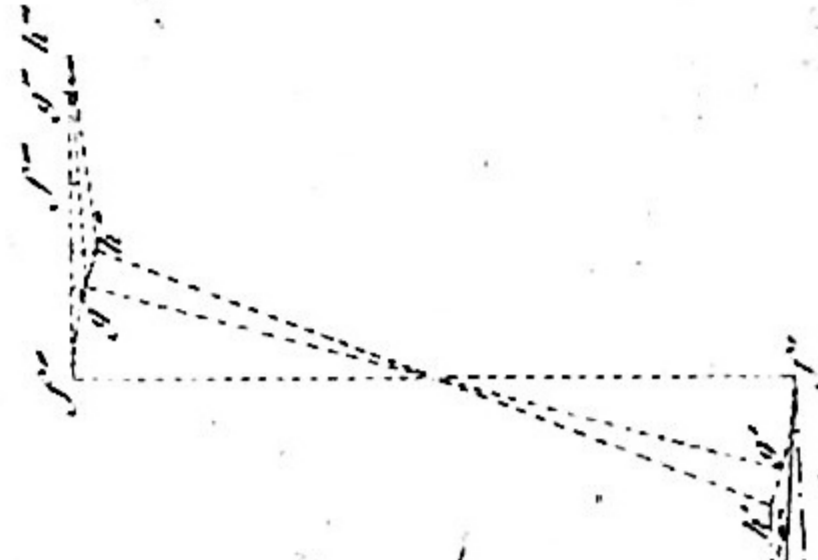
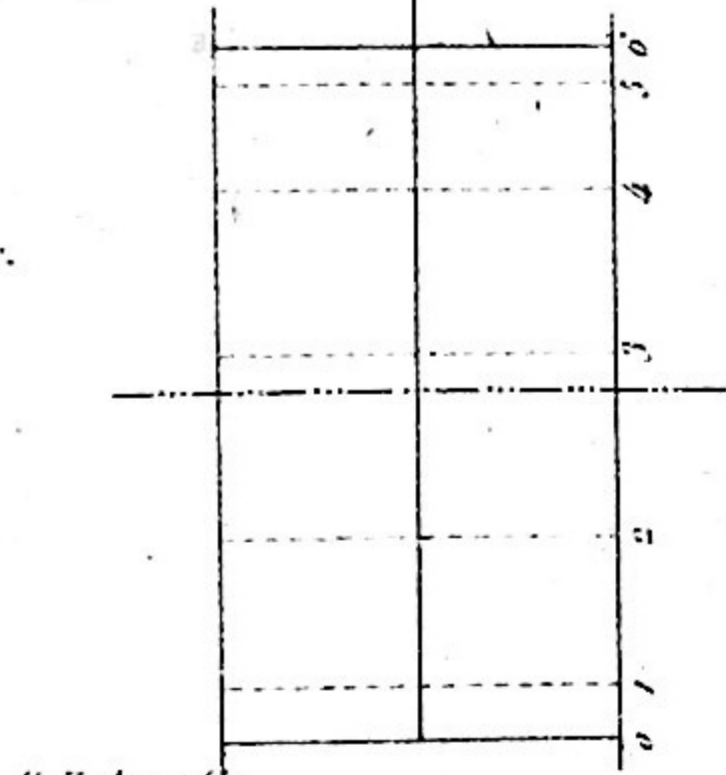
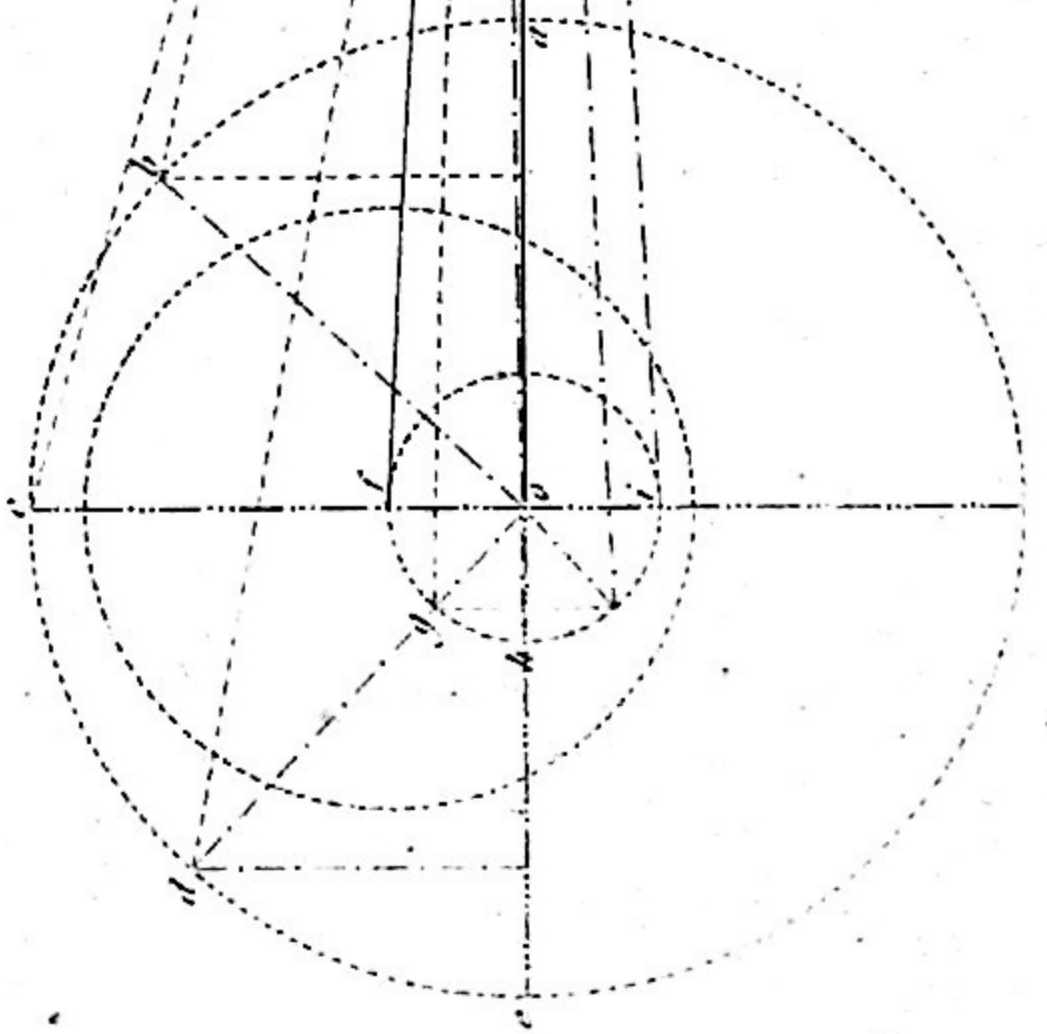


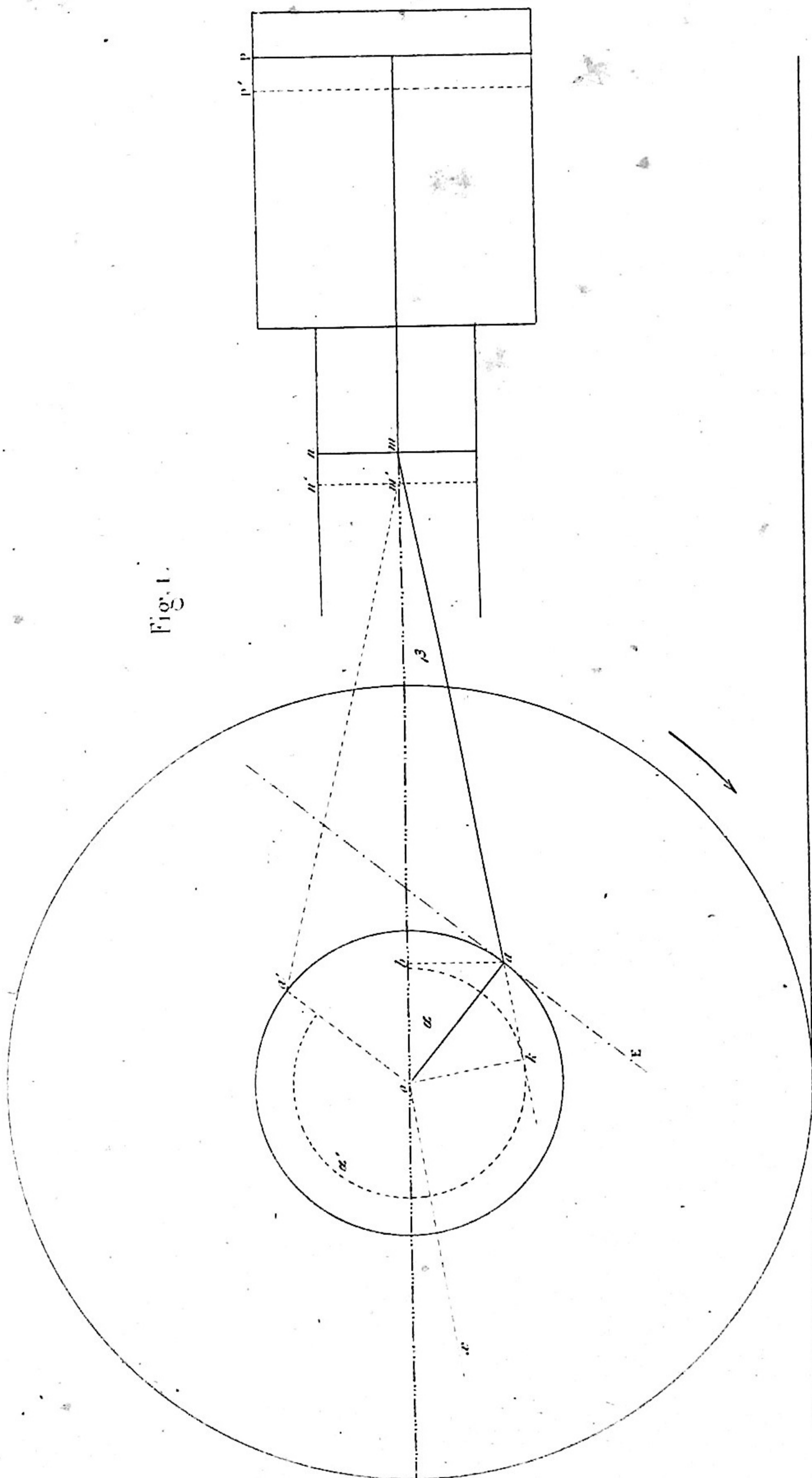
Fig. 3.



H. Mathieu del.

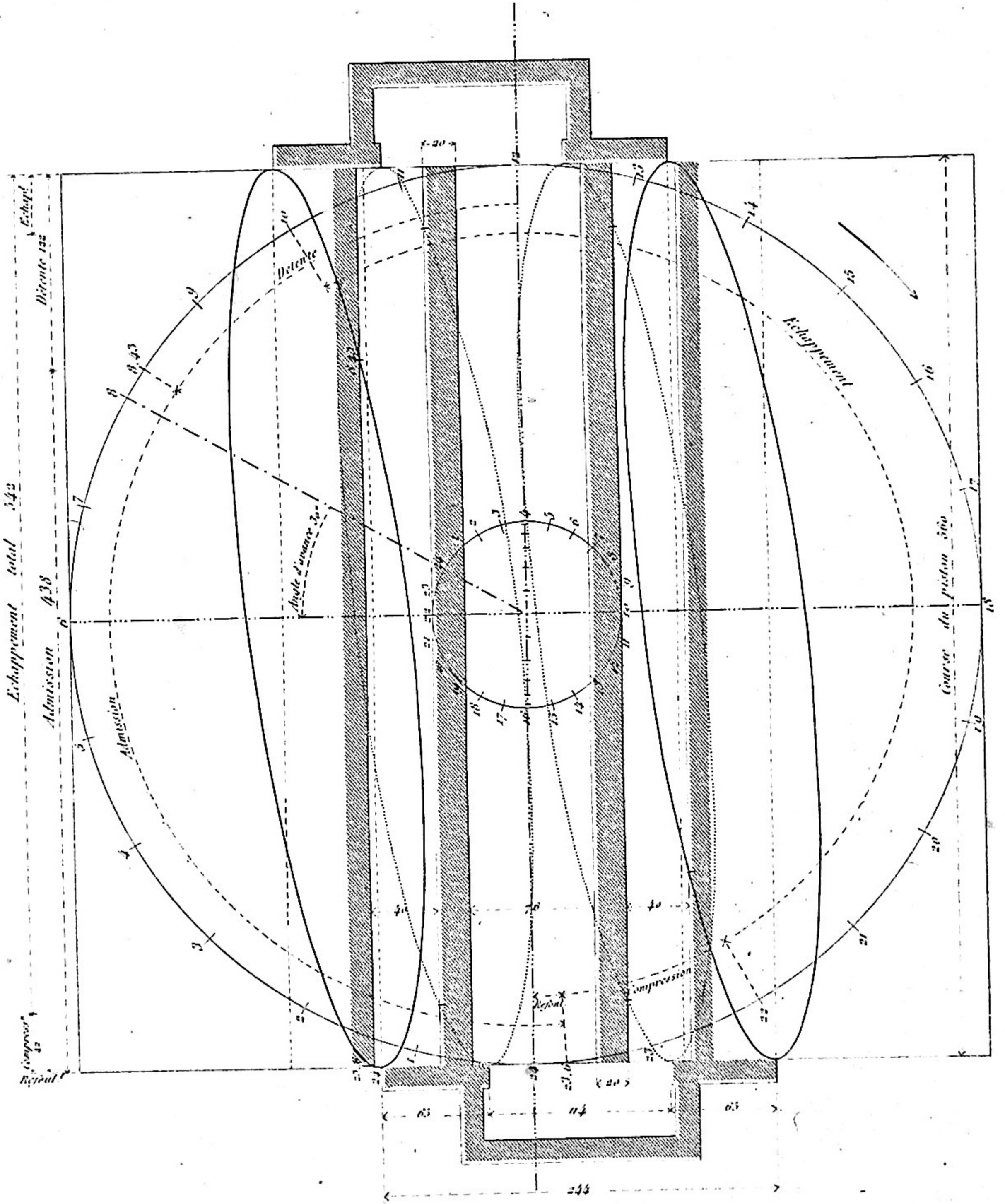
Lemaire sc.

Fig. 1.



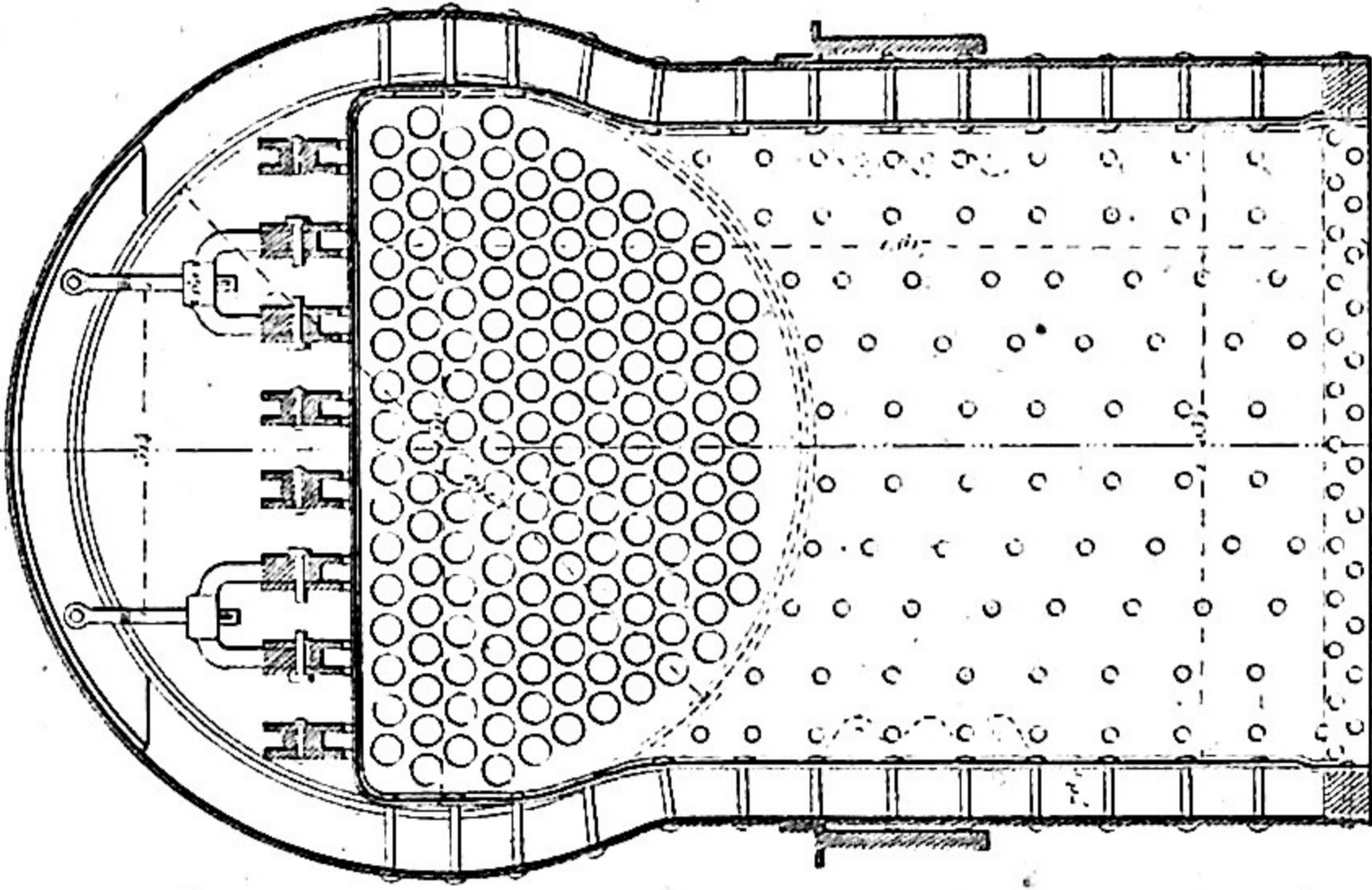
H. Mathieu dir.

Lemaire



H. Mathieu dir.

Lemaire sc.



RHÔNE.

Fig. 2.

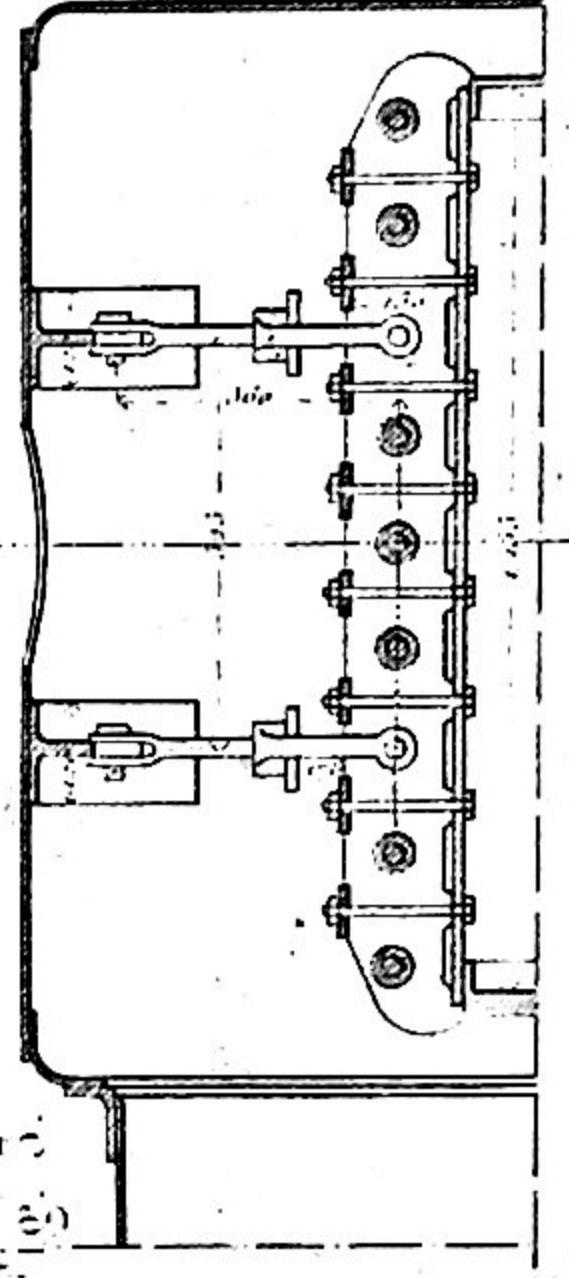
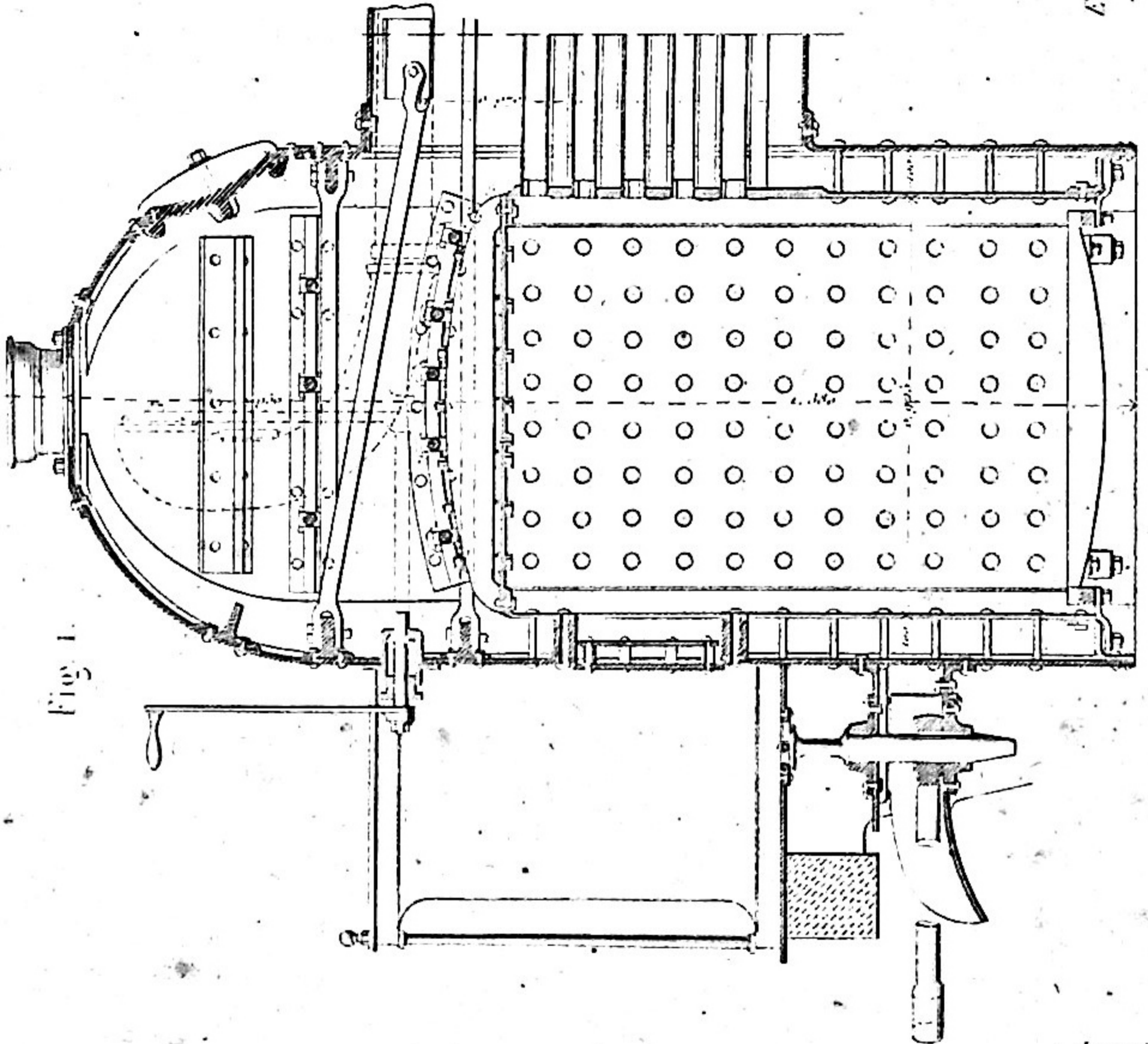


Fig. 3.



NORD. 1843

Fig. 1.

Ech. 1/25

H. Mathieu dir.

Lemaire sc.

LYON N. Ml. 1850

Ech. 1/25

Fig. 1.

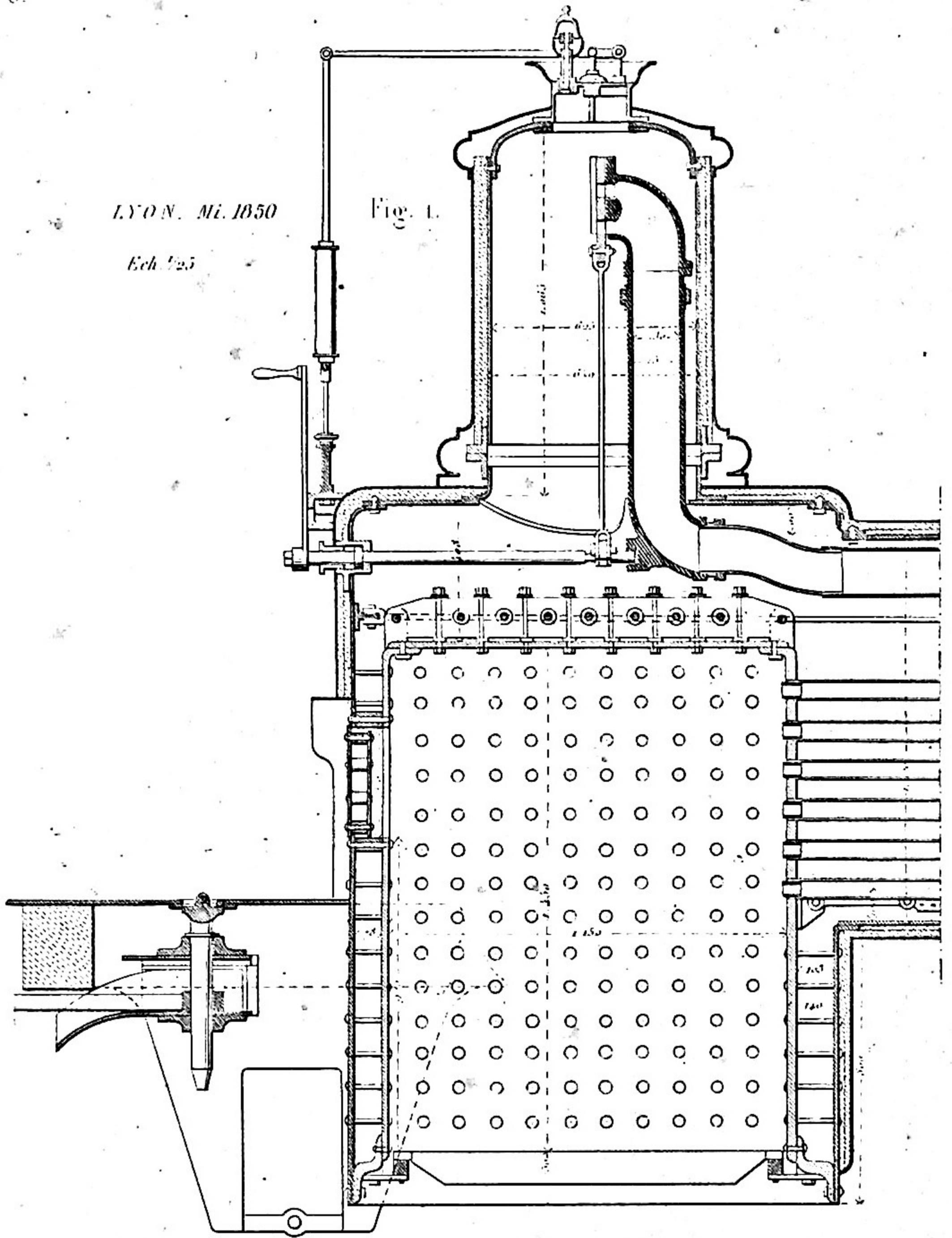
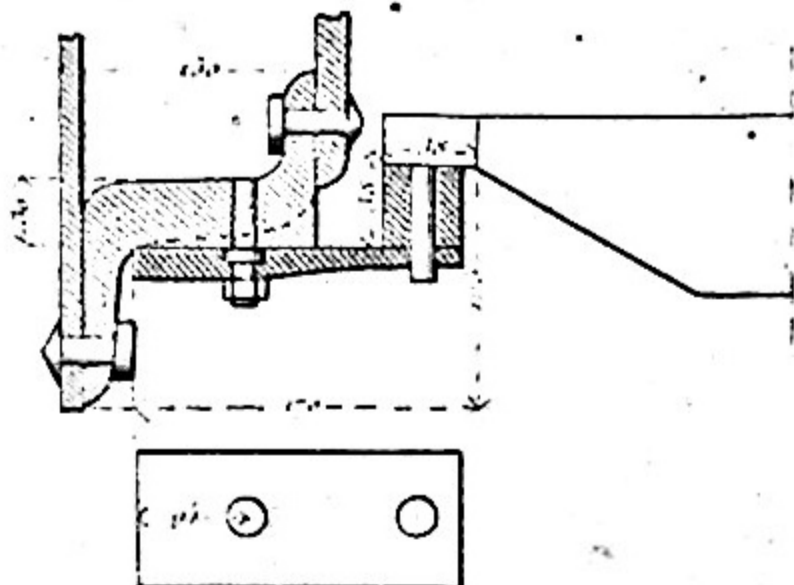


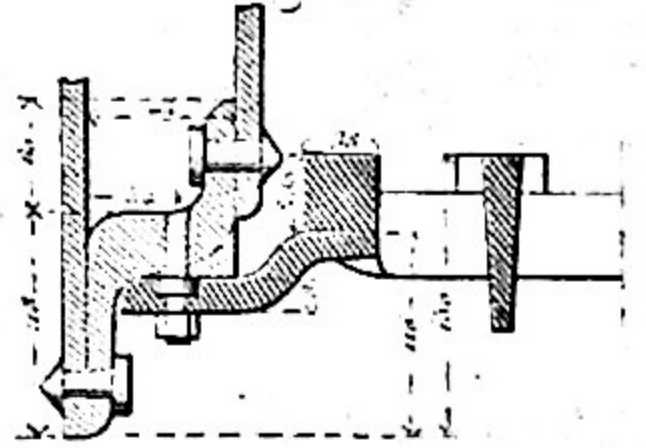
Fig. 2.



LYON V.

Ech. 1/10

Fig. 3.



ORLÉANS 1858 — Echelle 2/5

ROUEN 1845
Echelle 2/3

Fig. 1.

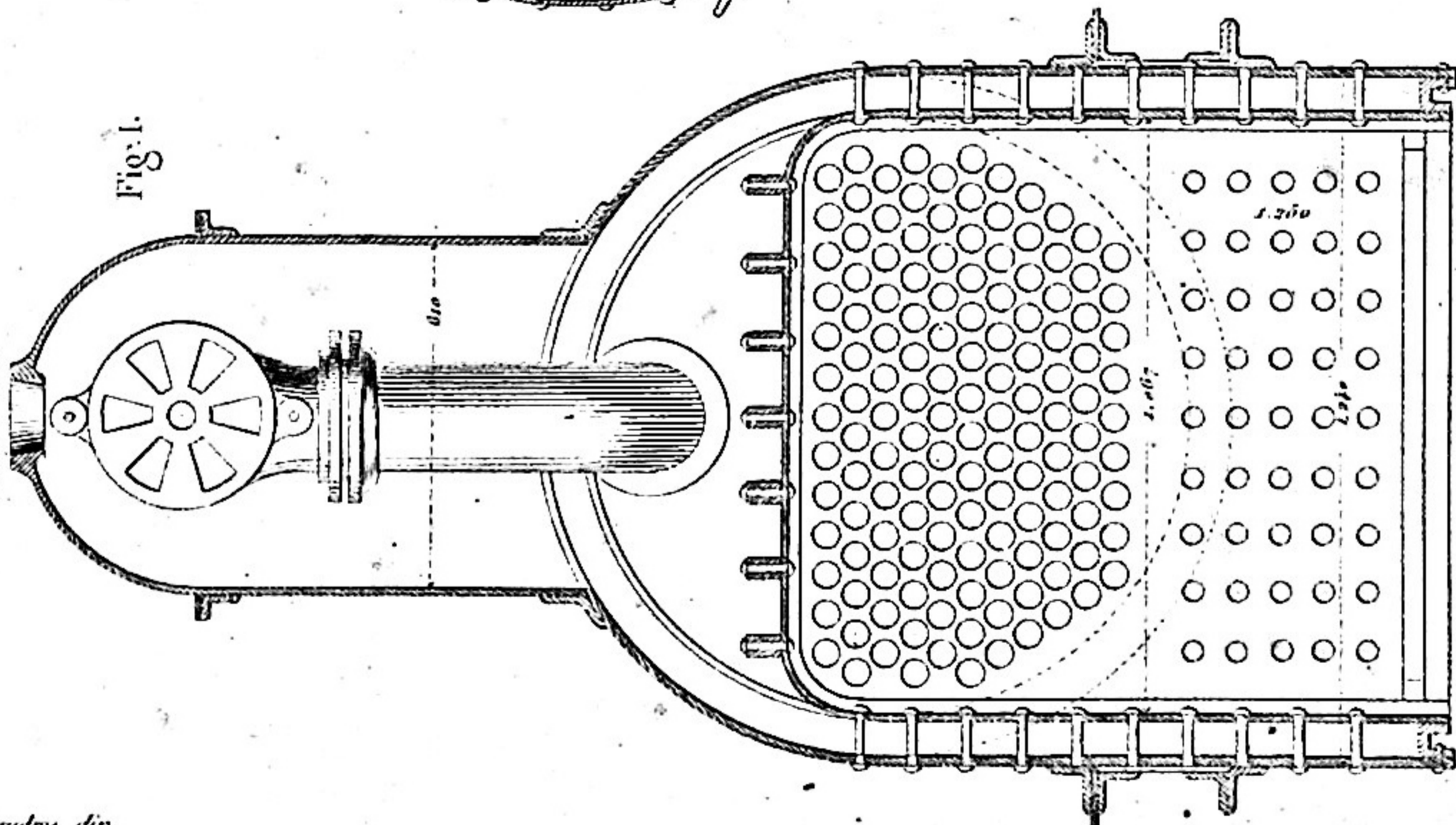


Fig. 2.

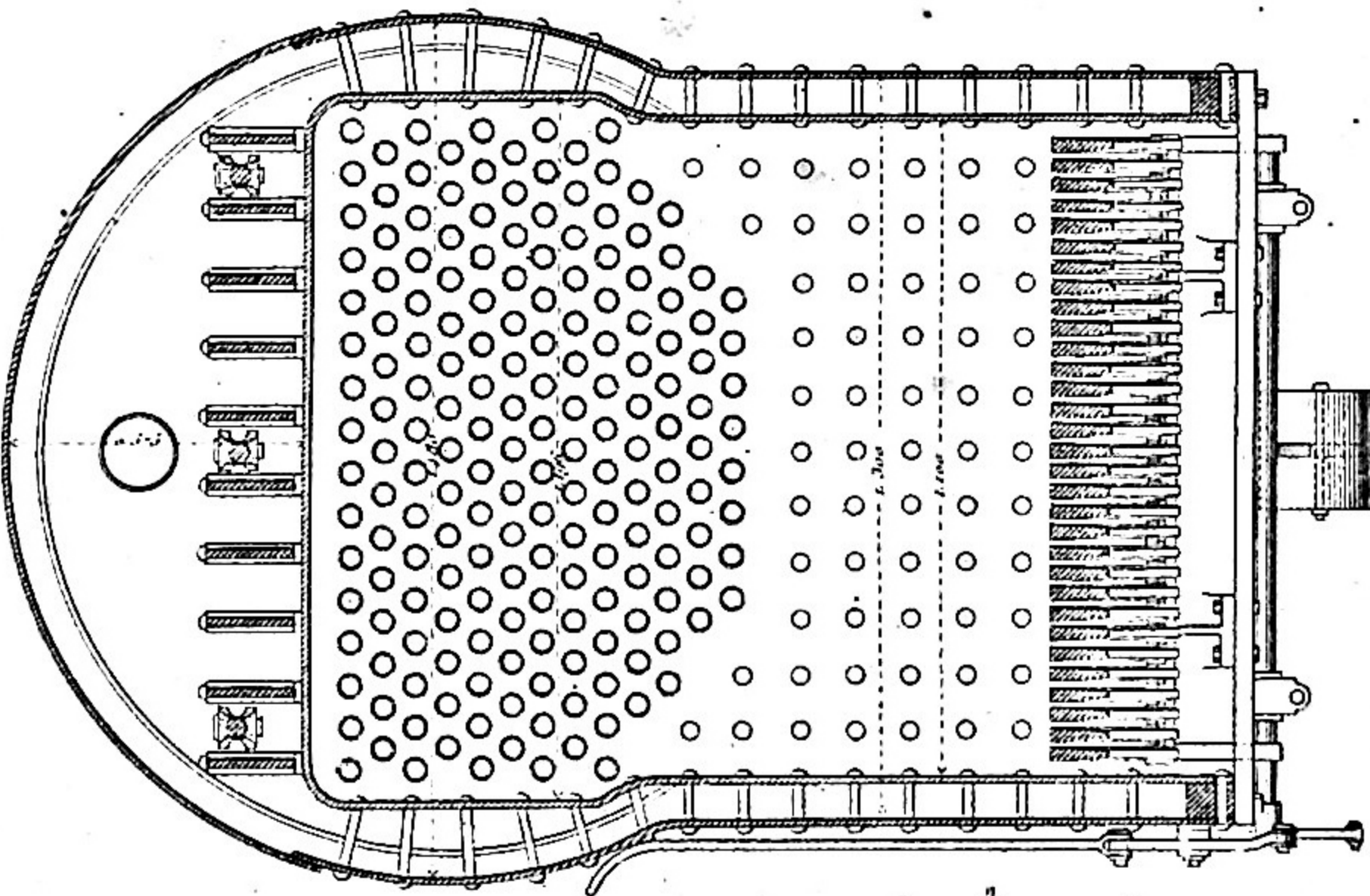
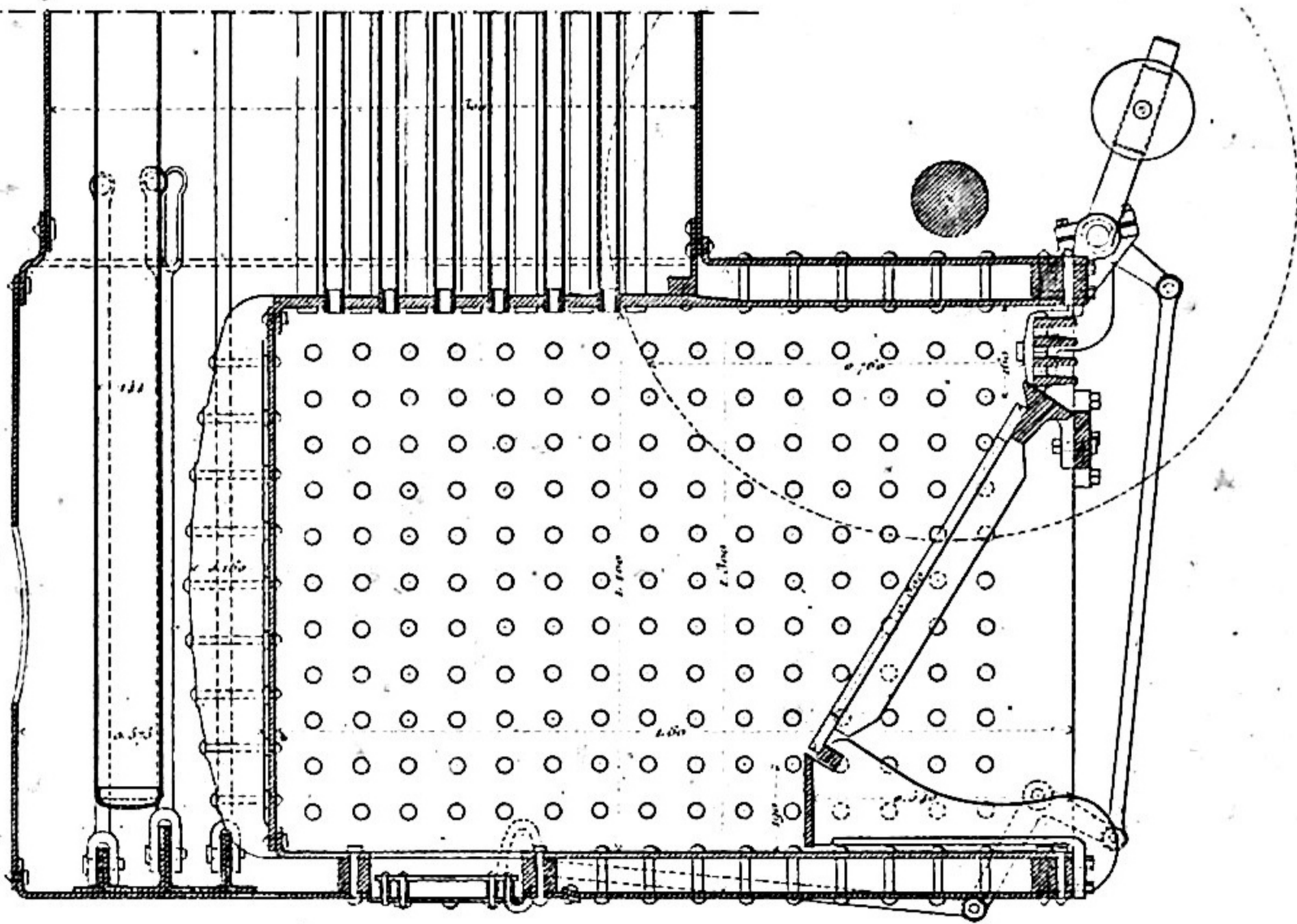


Fig. 3.



J. Gaudry. dir.

L. Guiguet. sc.

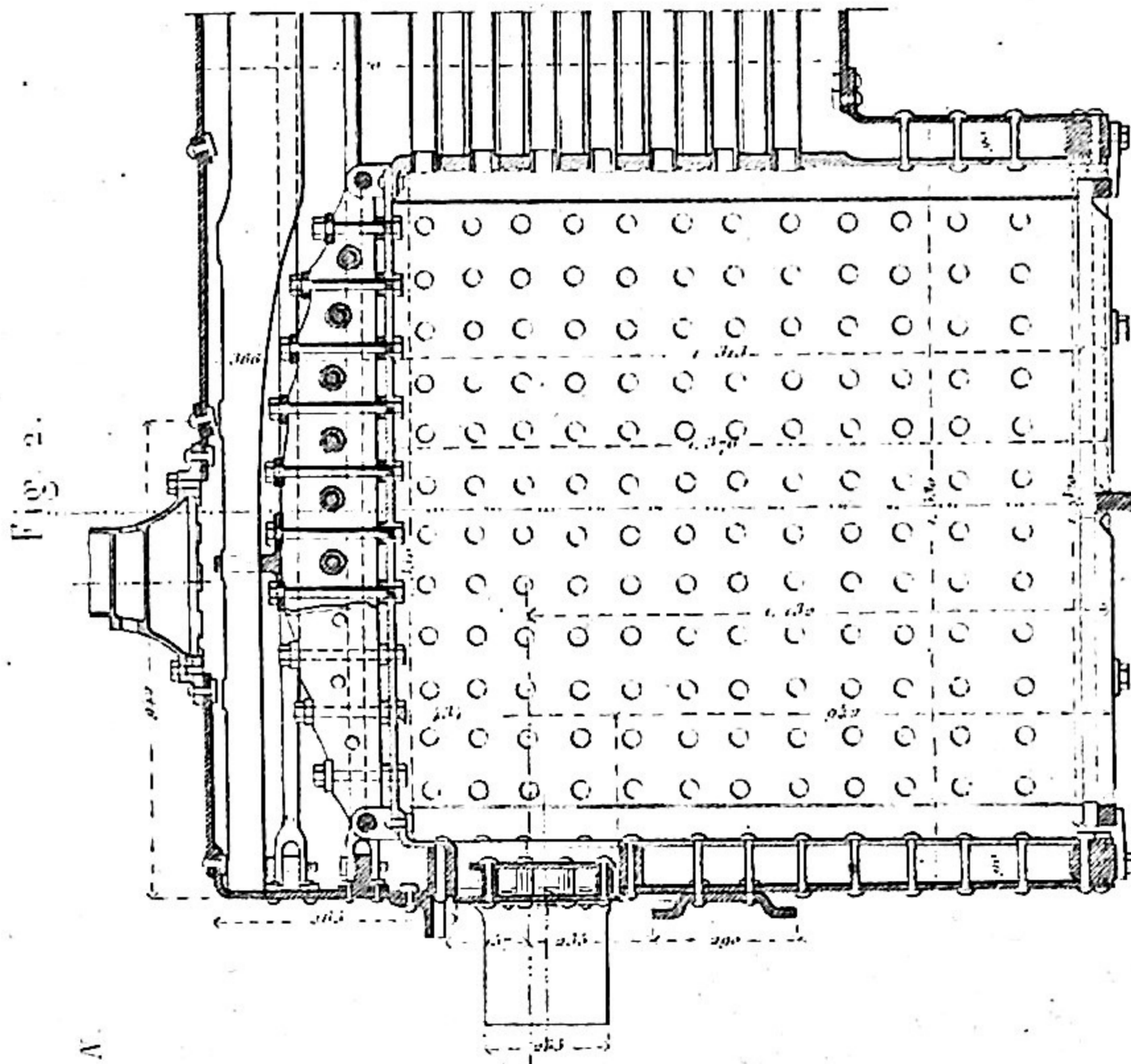


Fig. 2.

CRAMPTON.

Feb. 1855.

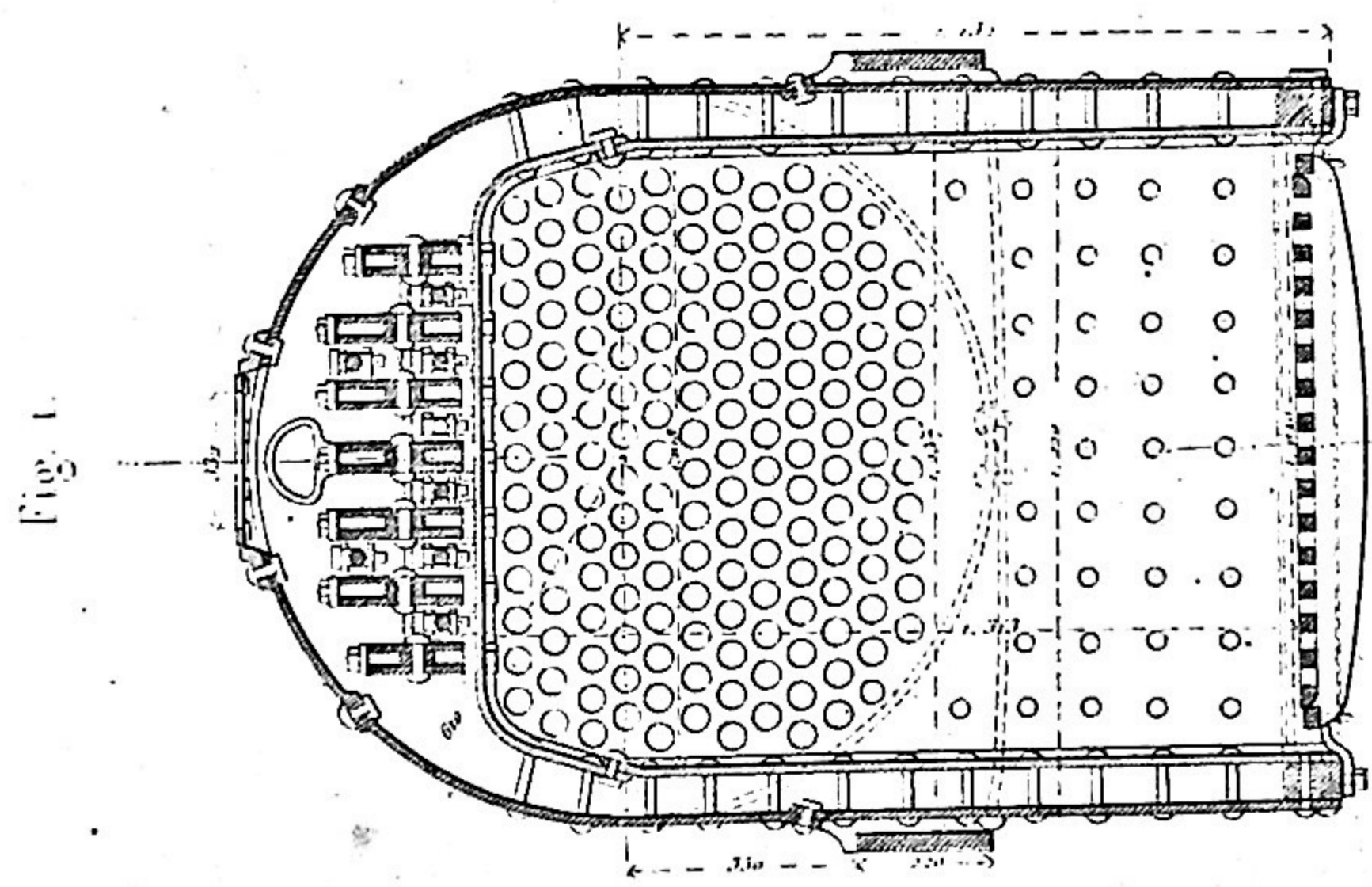


Fig. 1.

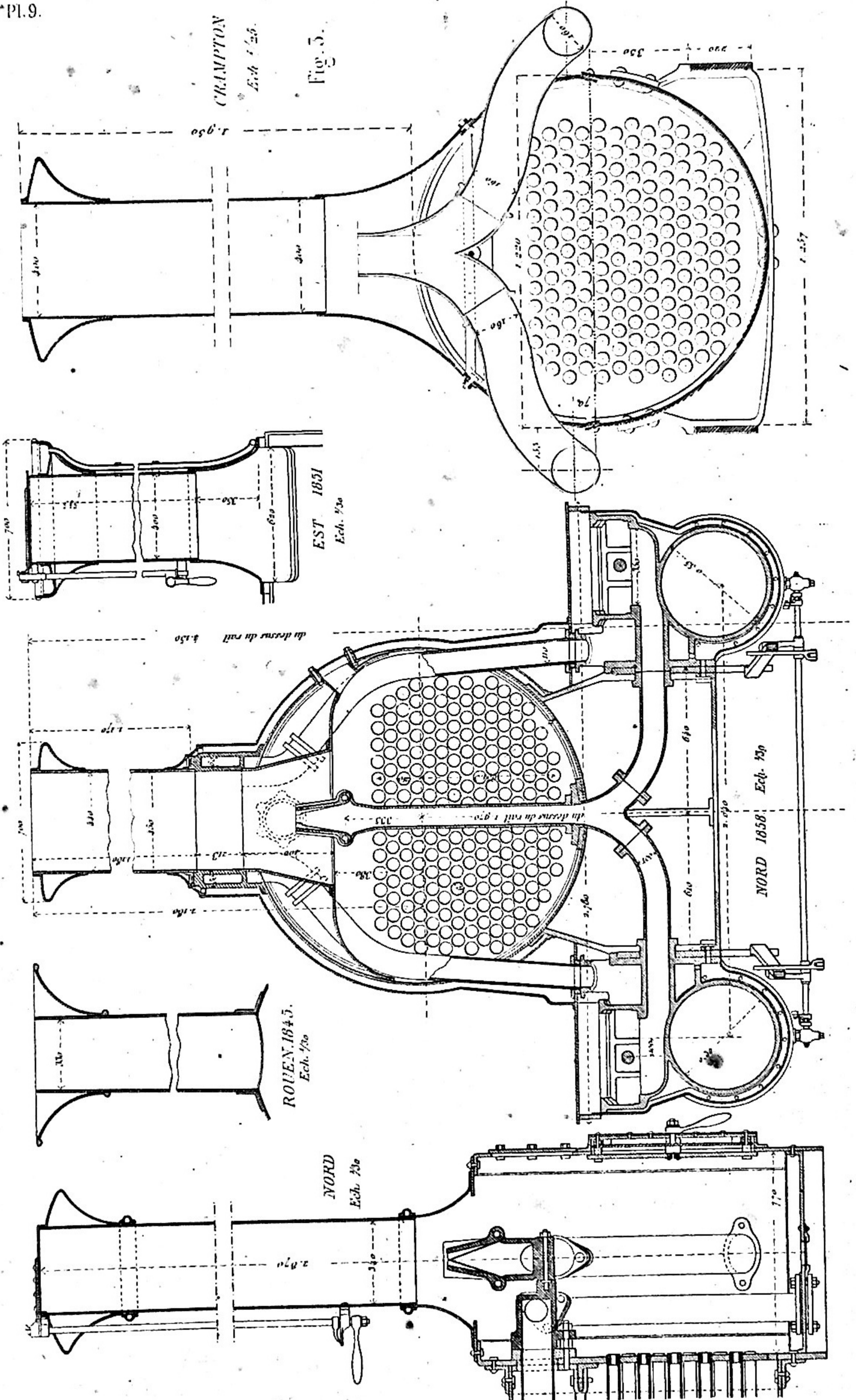
H. Mathieu dir.

Lemaire sc.

CRAMPTON

Ech. 1/25.

Fig. 5.



NORD. 1846

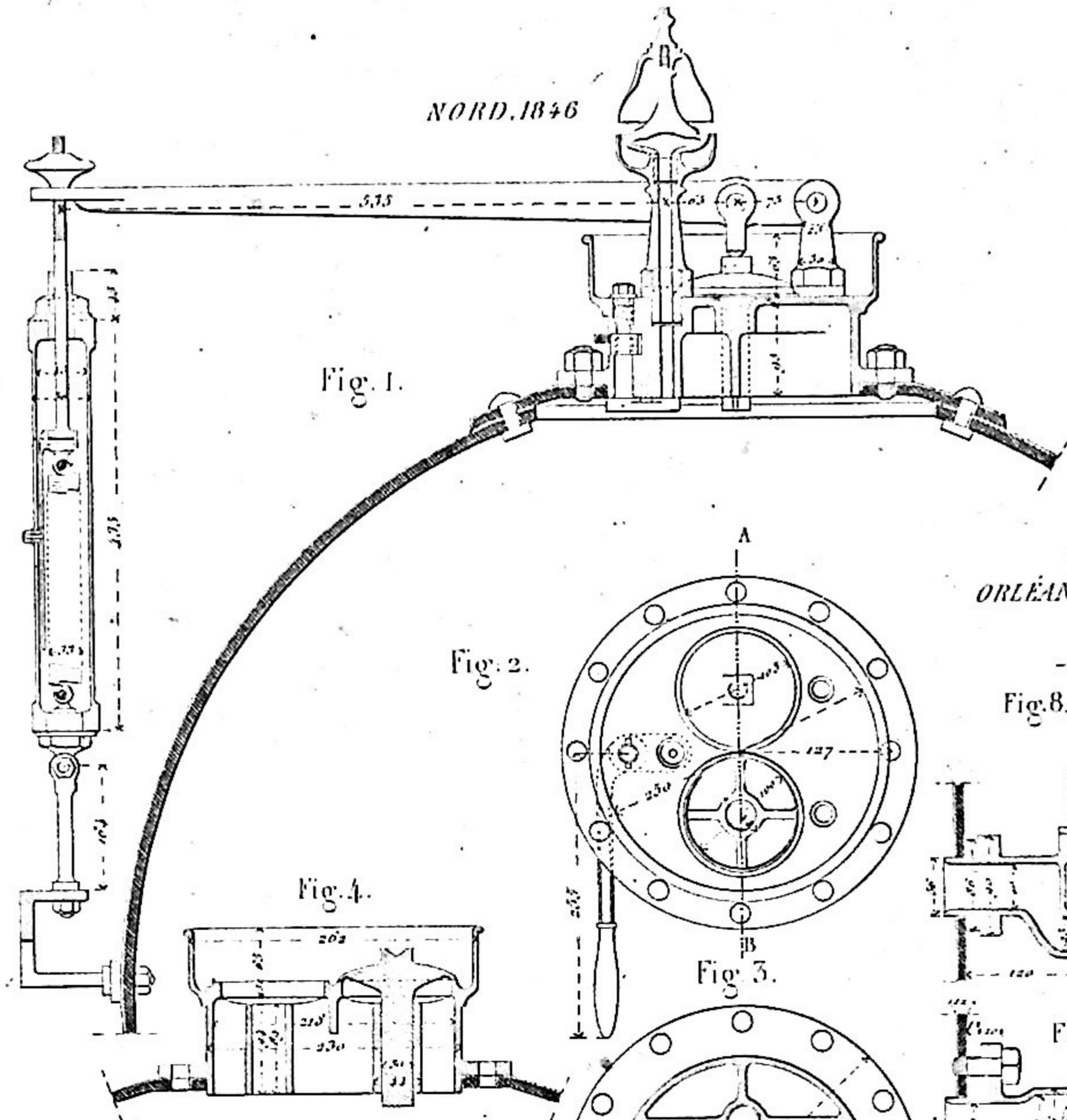


Fig. 1.

ORLÉANS. 1850

Fig. 2.

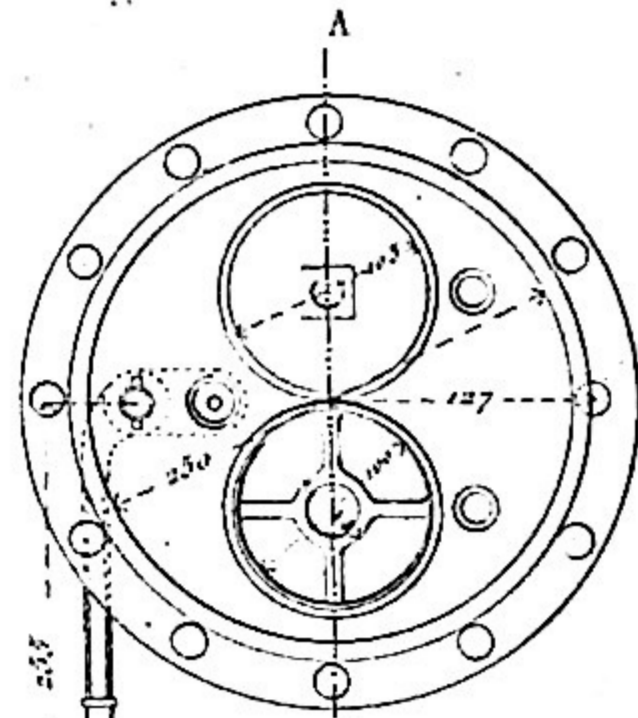


Fig. 3.

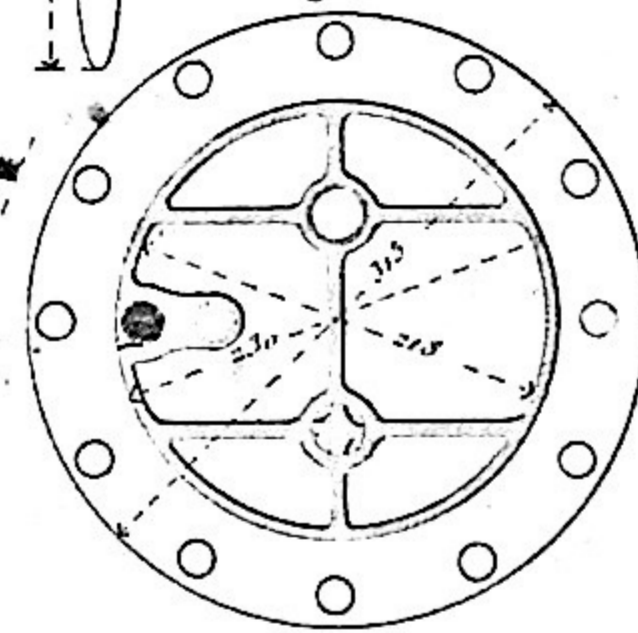


Fig. 8.

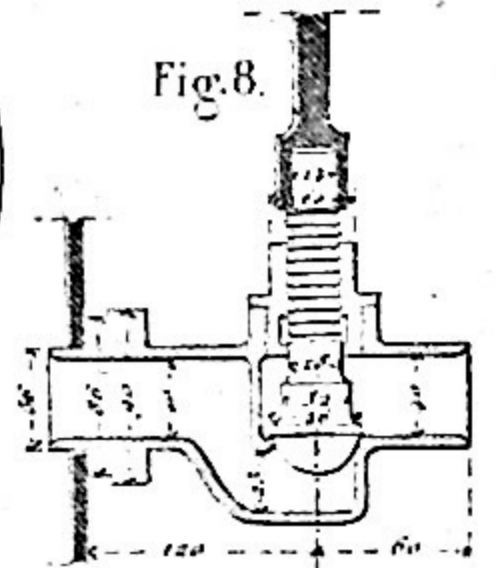


Fig. 9.

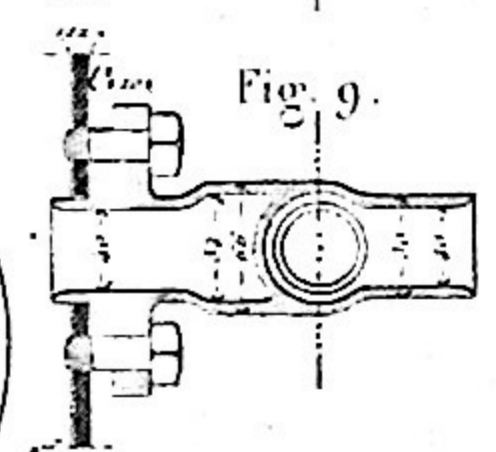
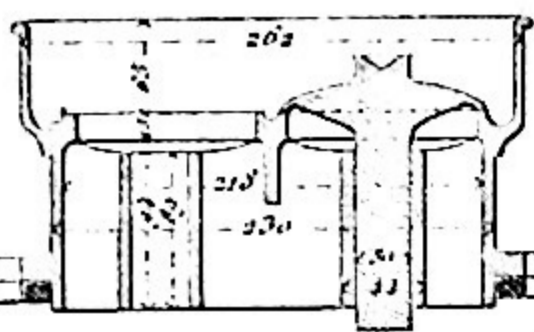


Fig. 4.



NORD. 1846

Fig. 5.

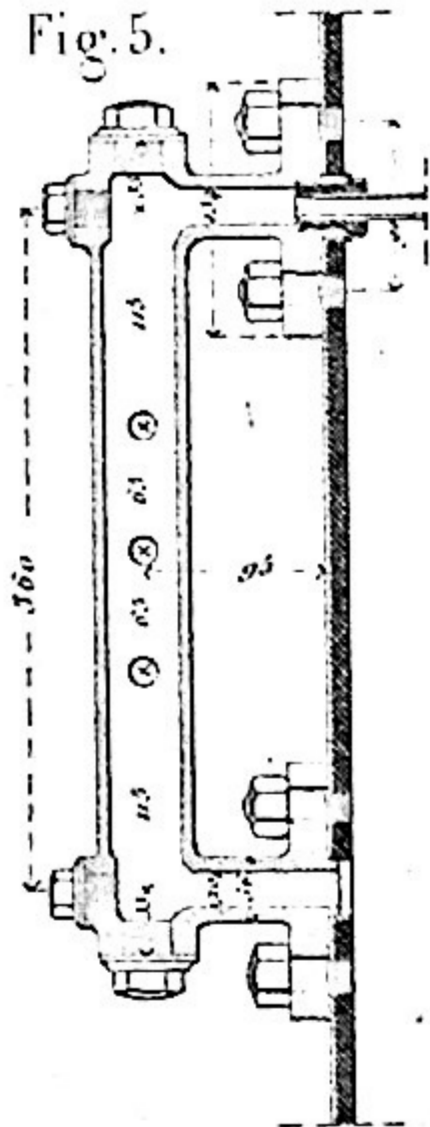


Fig. 6.

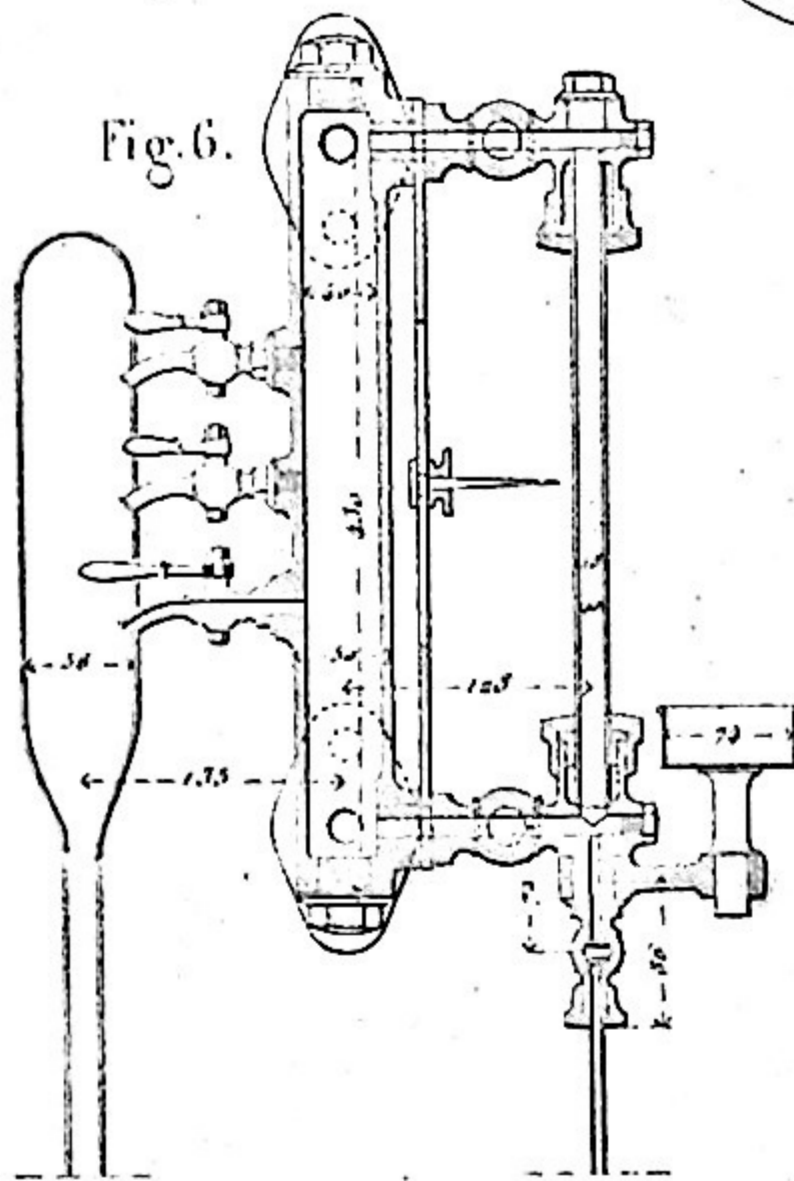
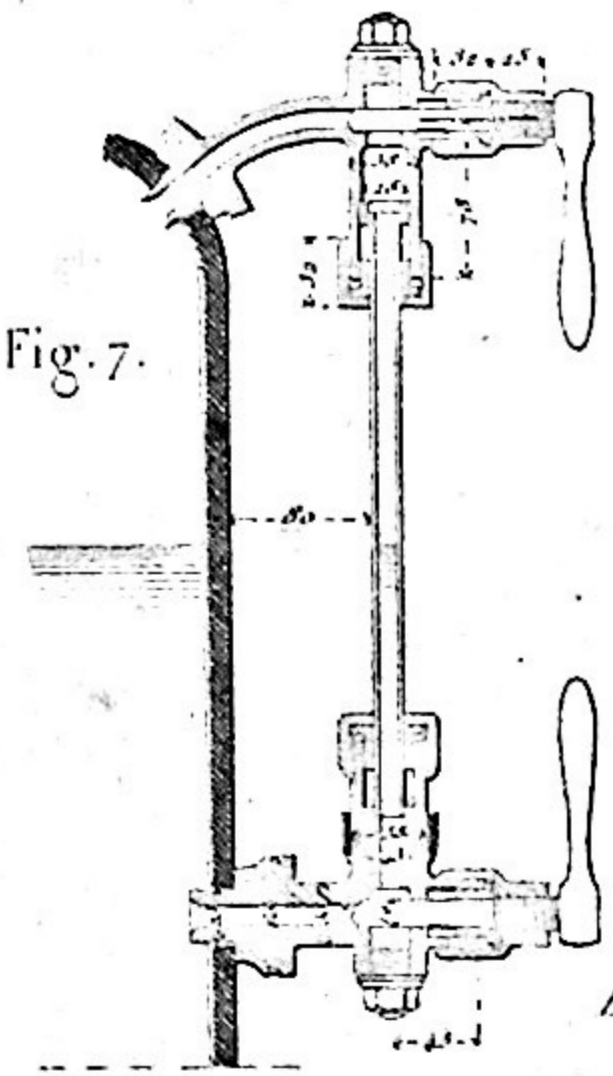


Fig. 7.



ORLÉANS

Ech. 1/10

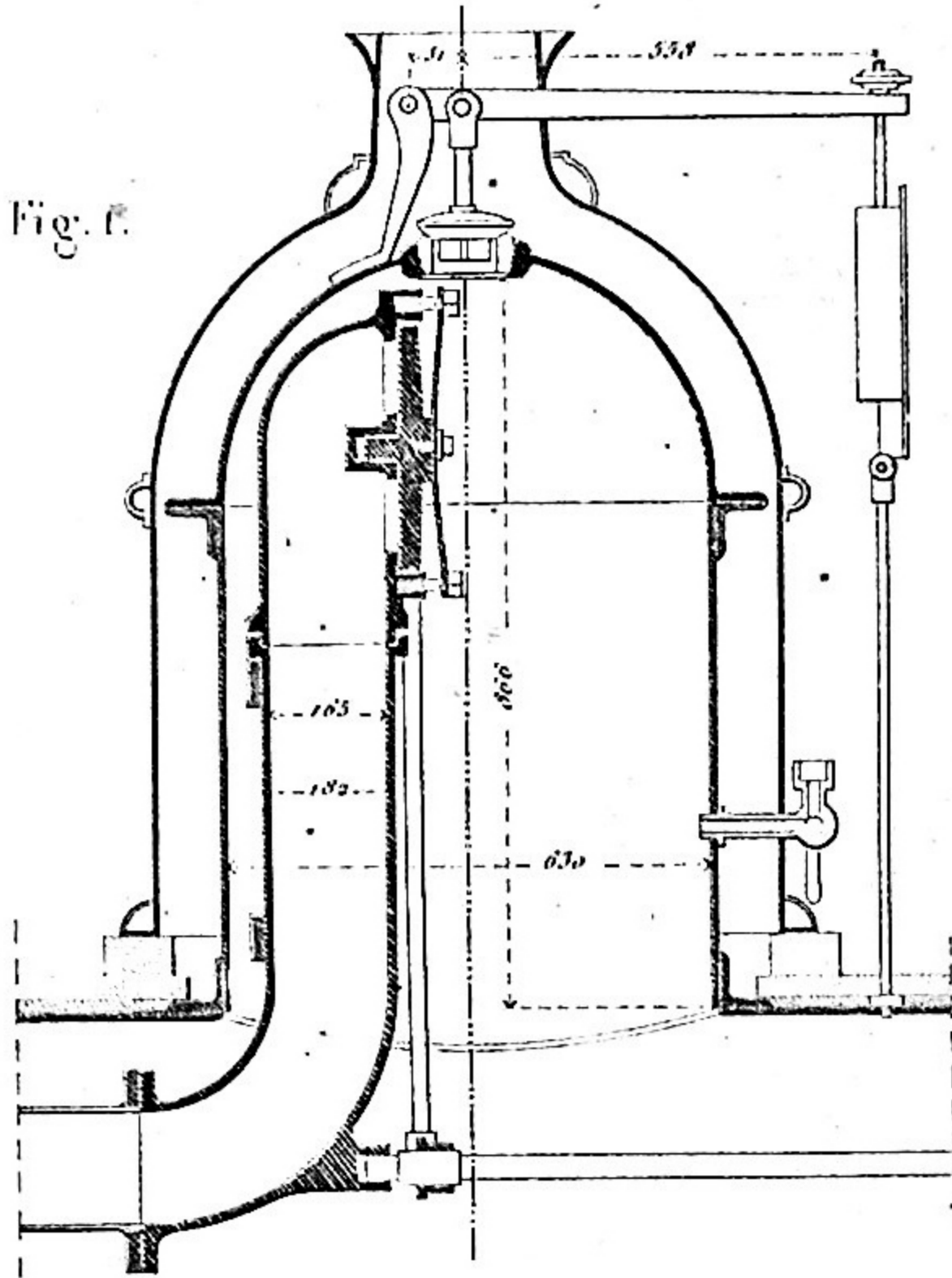
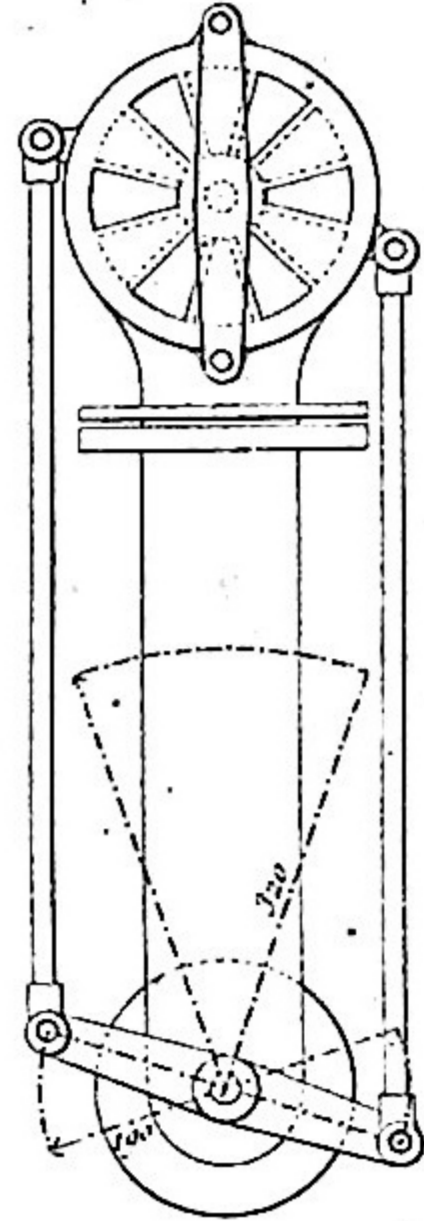


Fig. 2.



NORD. 1843.

Ech. 1/15.

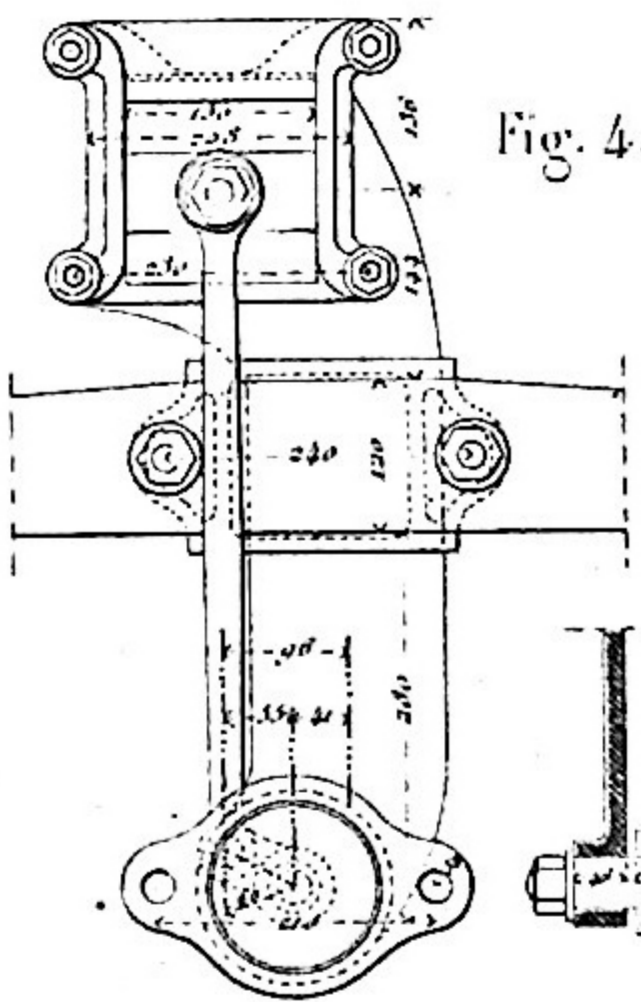


Fig. 4.

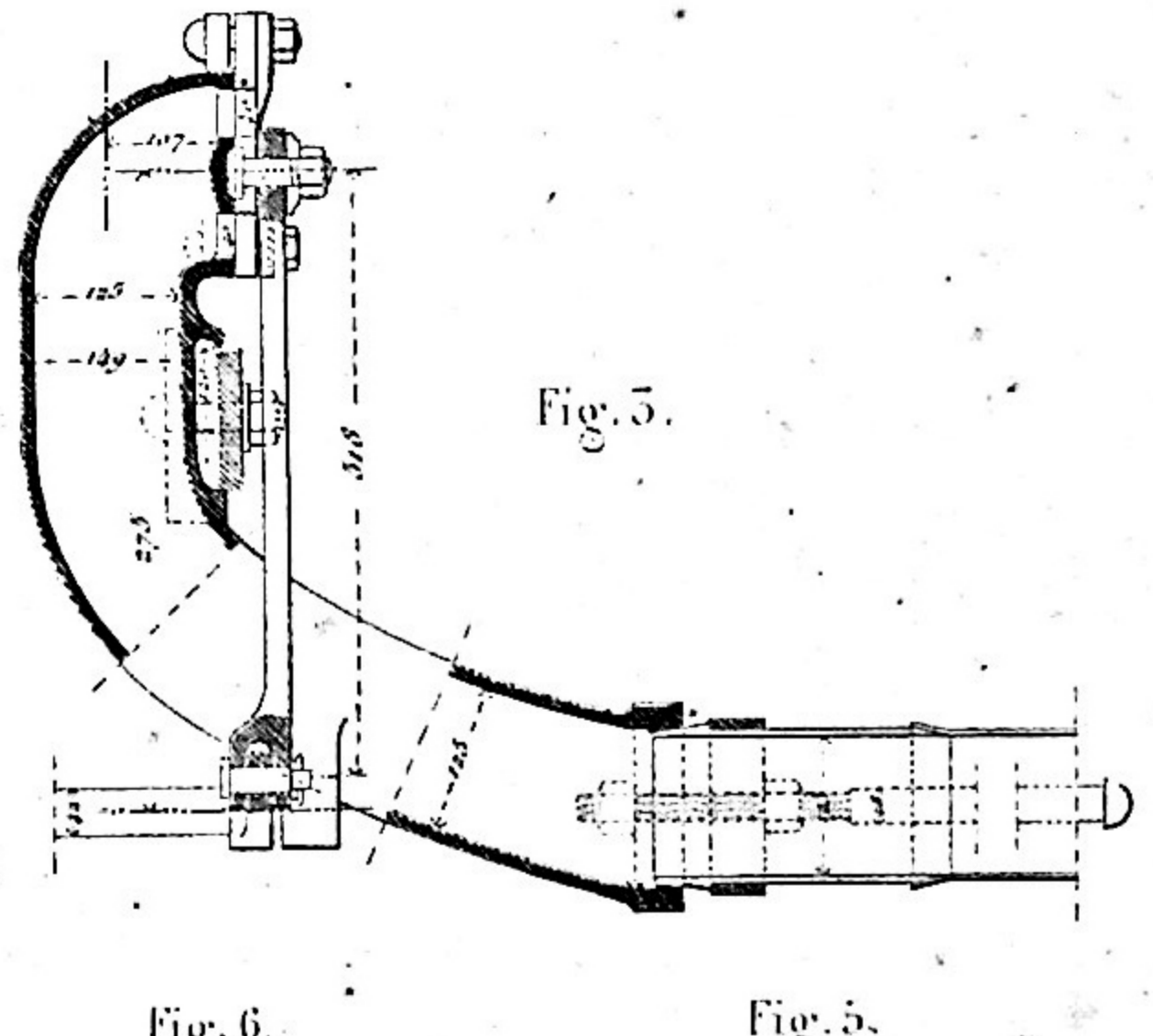


Fig. 5.

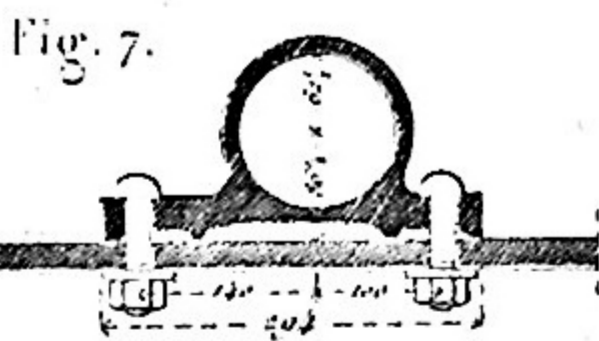


Fig. 7.

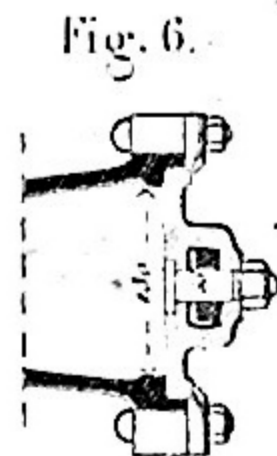


Fig. 6.

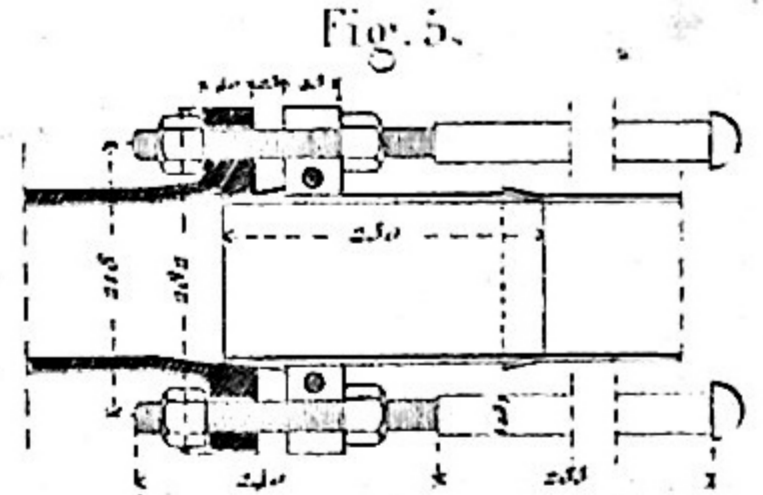


Fig. 5.

H. Mathieu dir.

Lemaire sc.

Fig. 3.

NORD. CRAMPTON. 1849

Ech. 1/5.

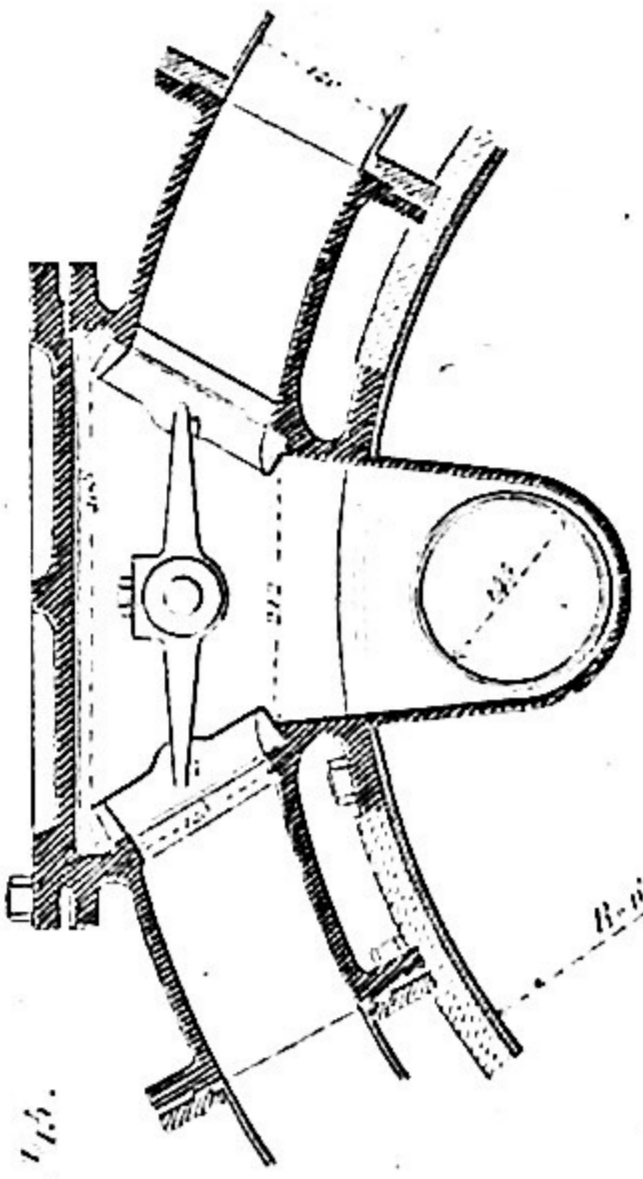


Fig. 4.

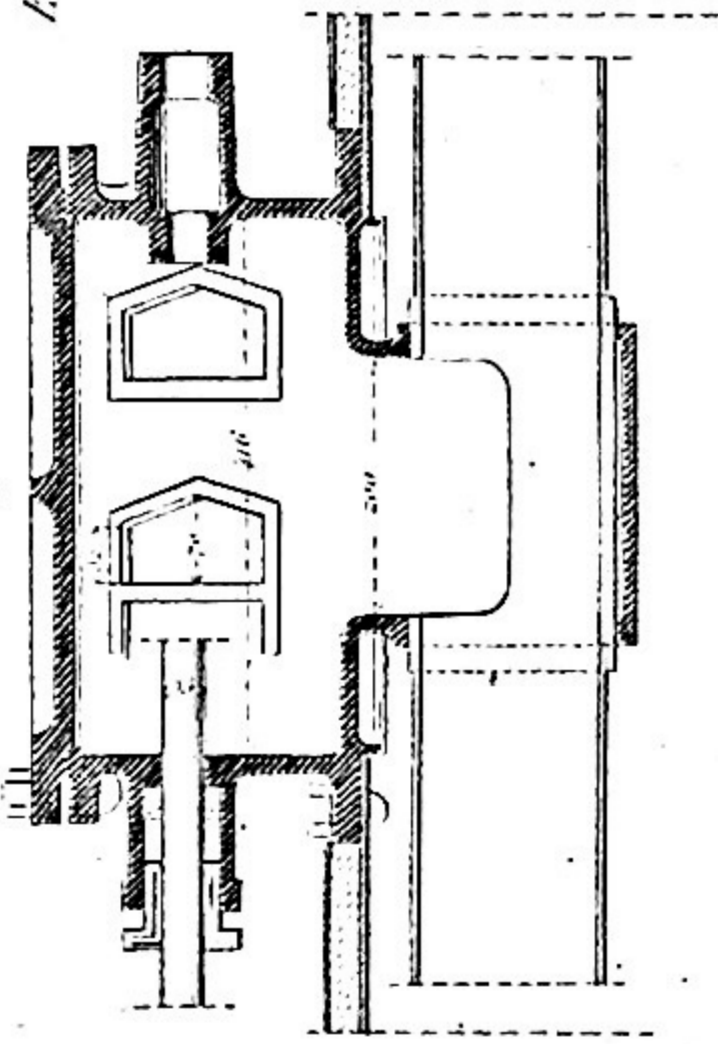


Fig. 1.

NORD. CRAMPTON. 1856.

Ech. 1/5

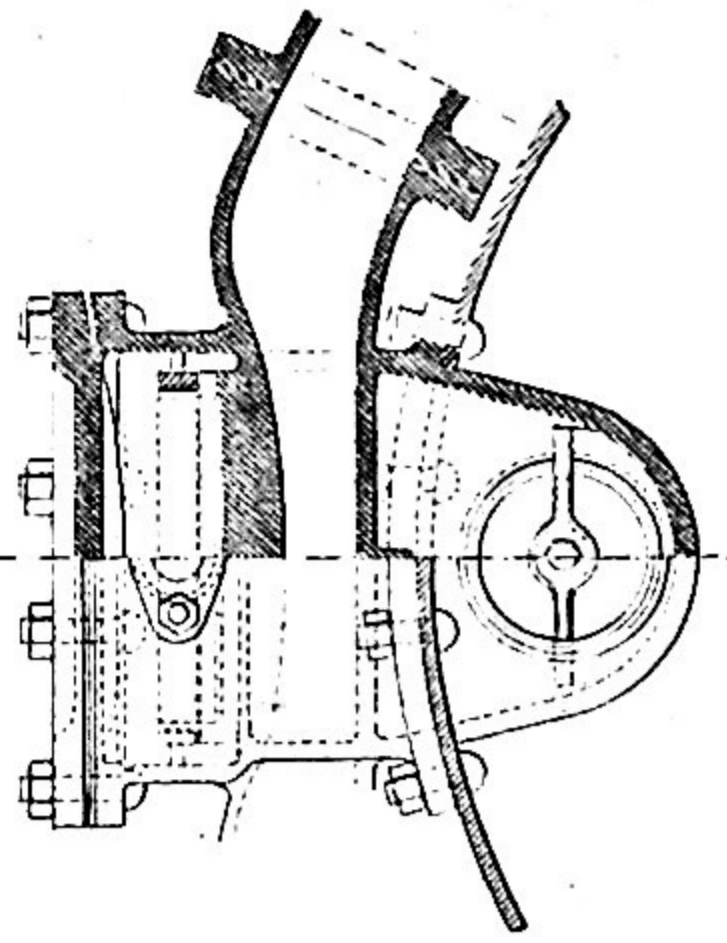


Fig. 2.

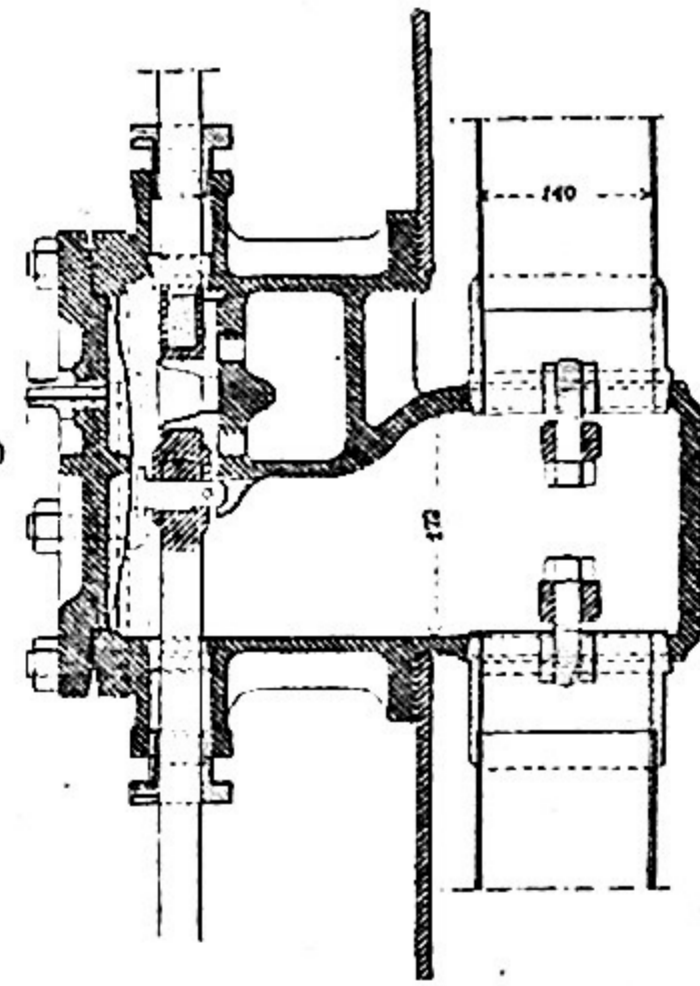
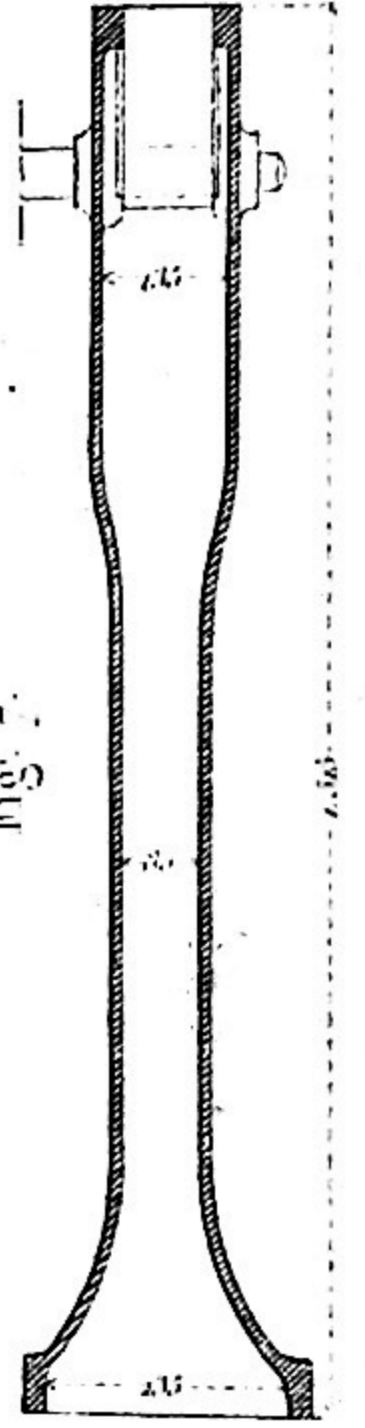


Fig. 7.



ORLÉANS. 1853 Ech. 1/5

Fig. 8.

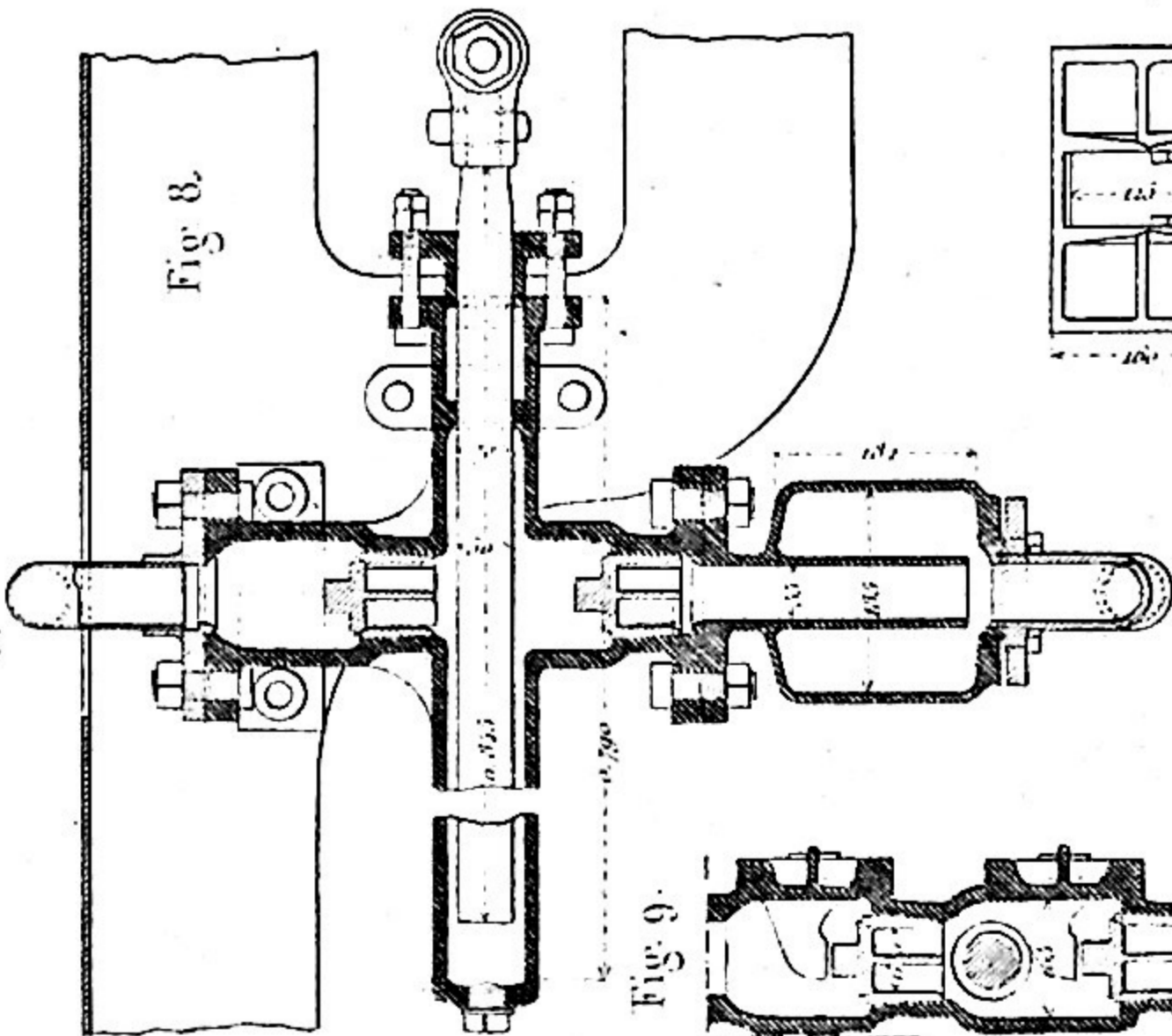


Fig. 5.

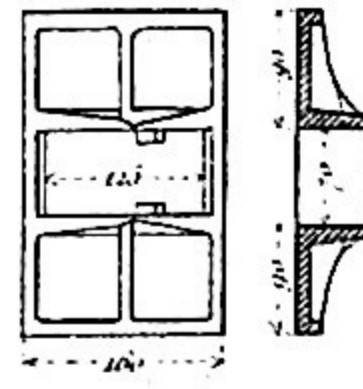
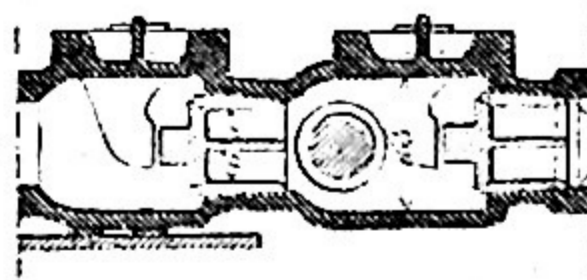
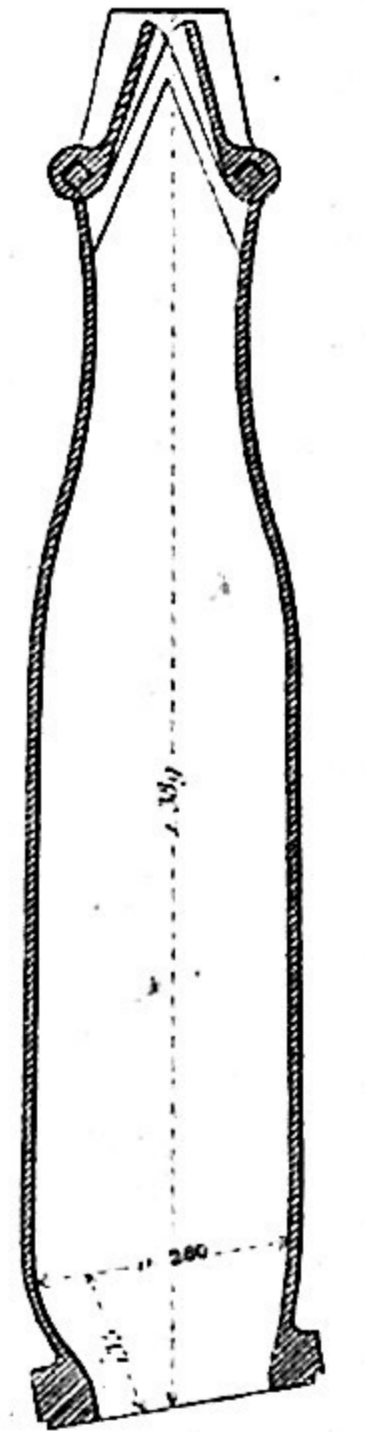


Fig. 9.



RHÔNE Ech. 1/200

Fig. 6.

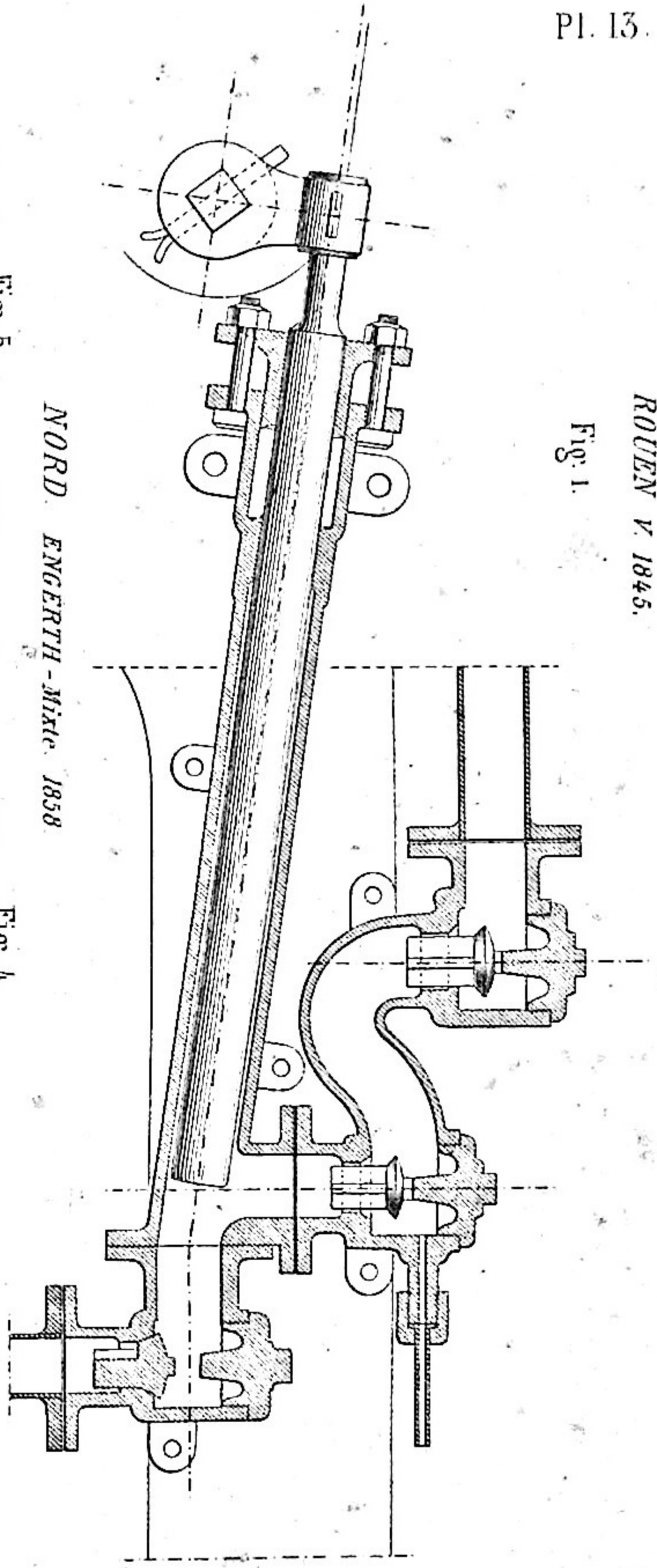


L. Gaudry dir.

L. Guignot sc.

ROUEN V. 1845.

Fig. 1.



NORD. ENGERTH - MÄRZ. 1858

Fig. 5.

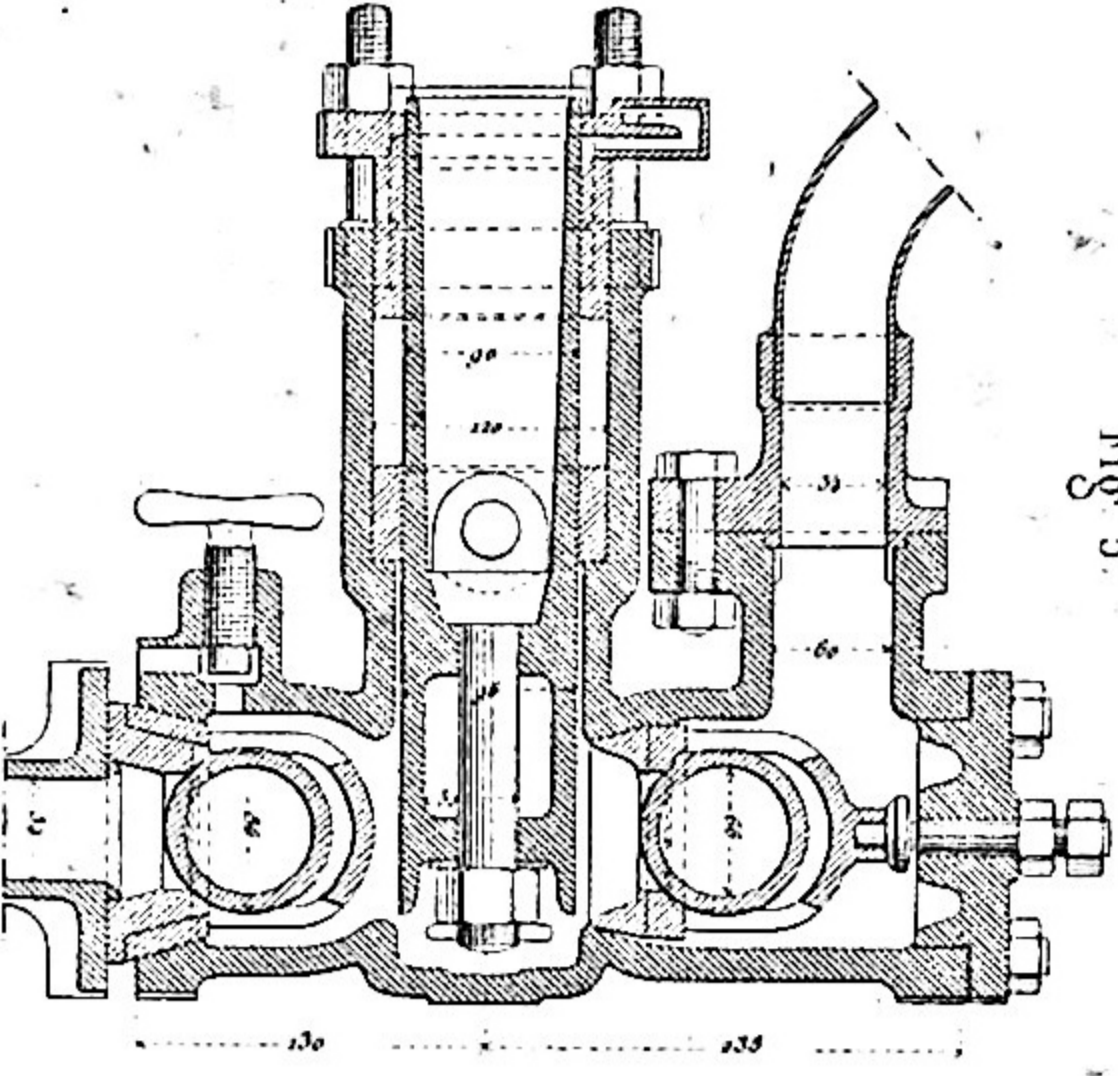


Fig. 4.

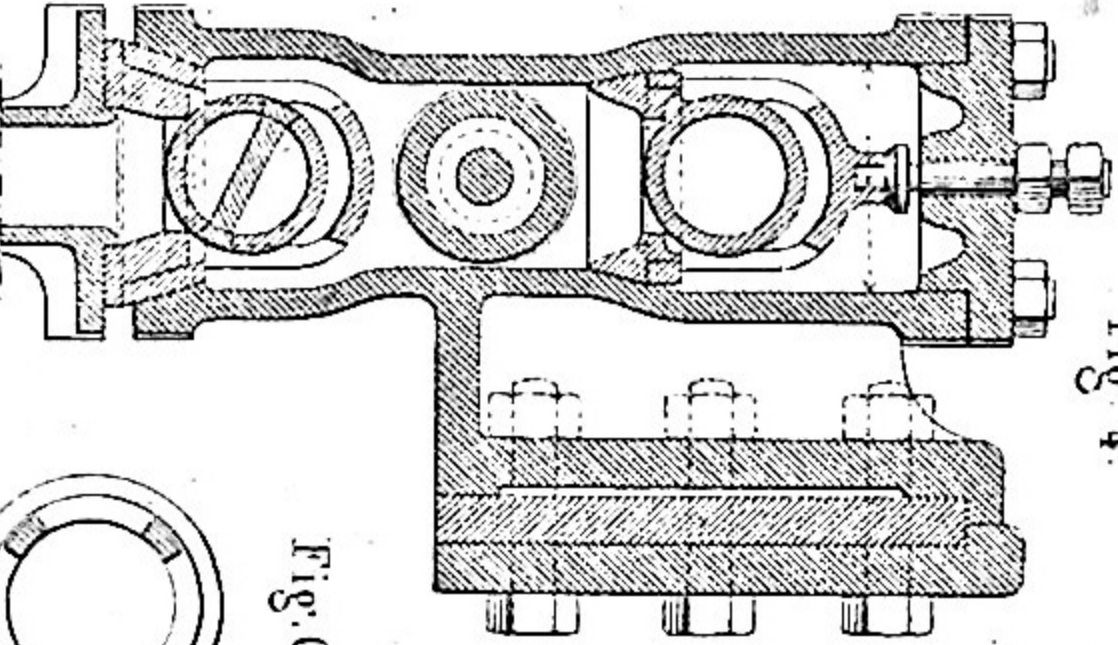


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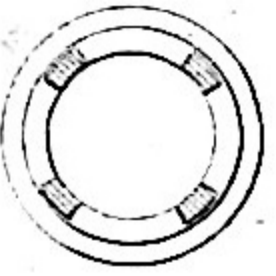


Fig. 3.

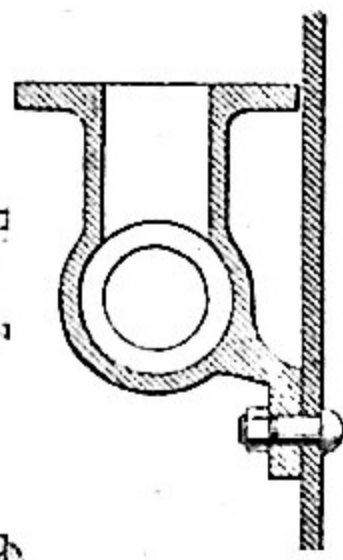
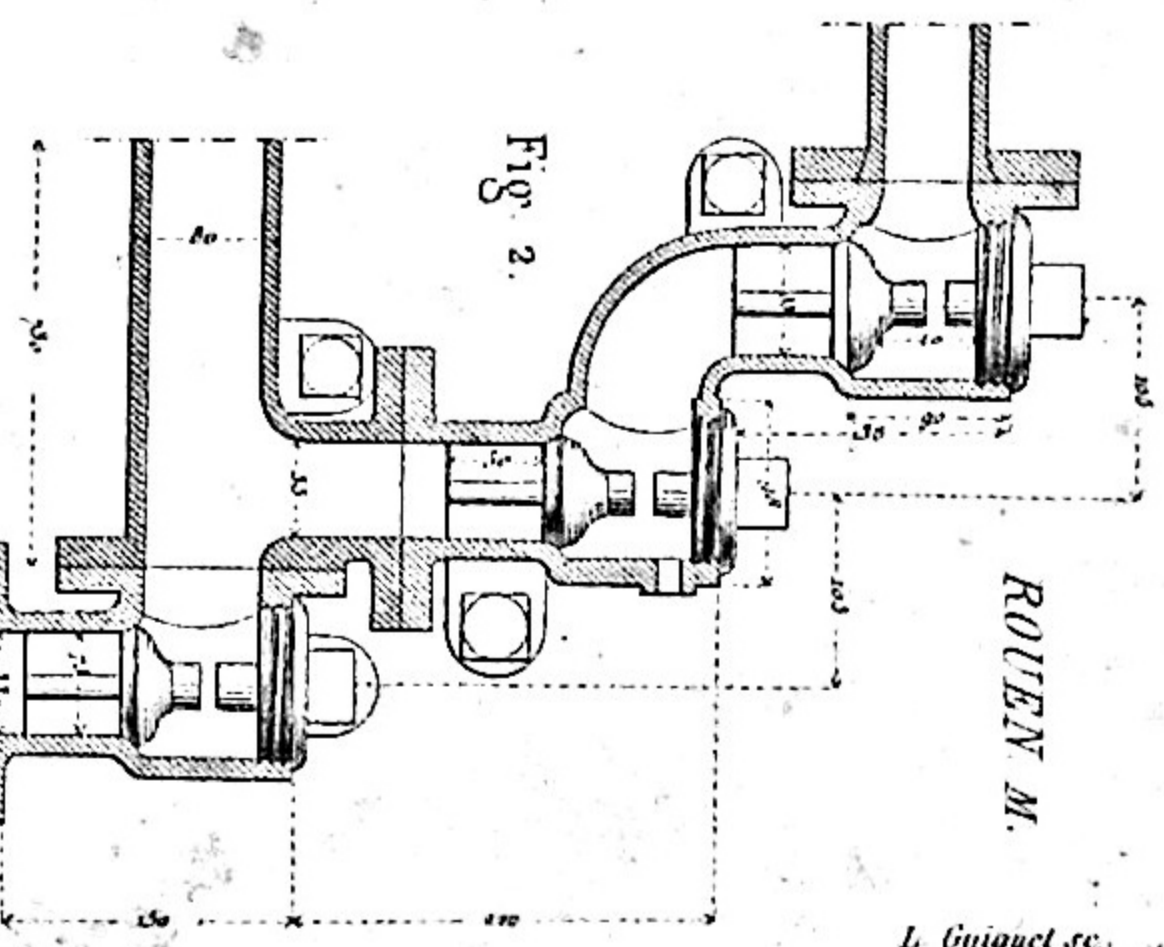


Fig. 2.



ROUEN M.

ROUEN V.

Exh. 500

ST GERMAIN.

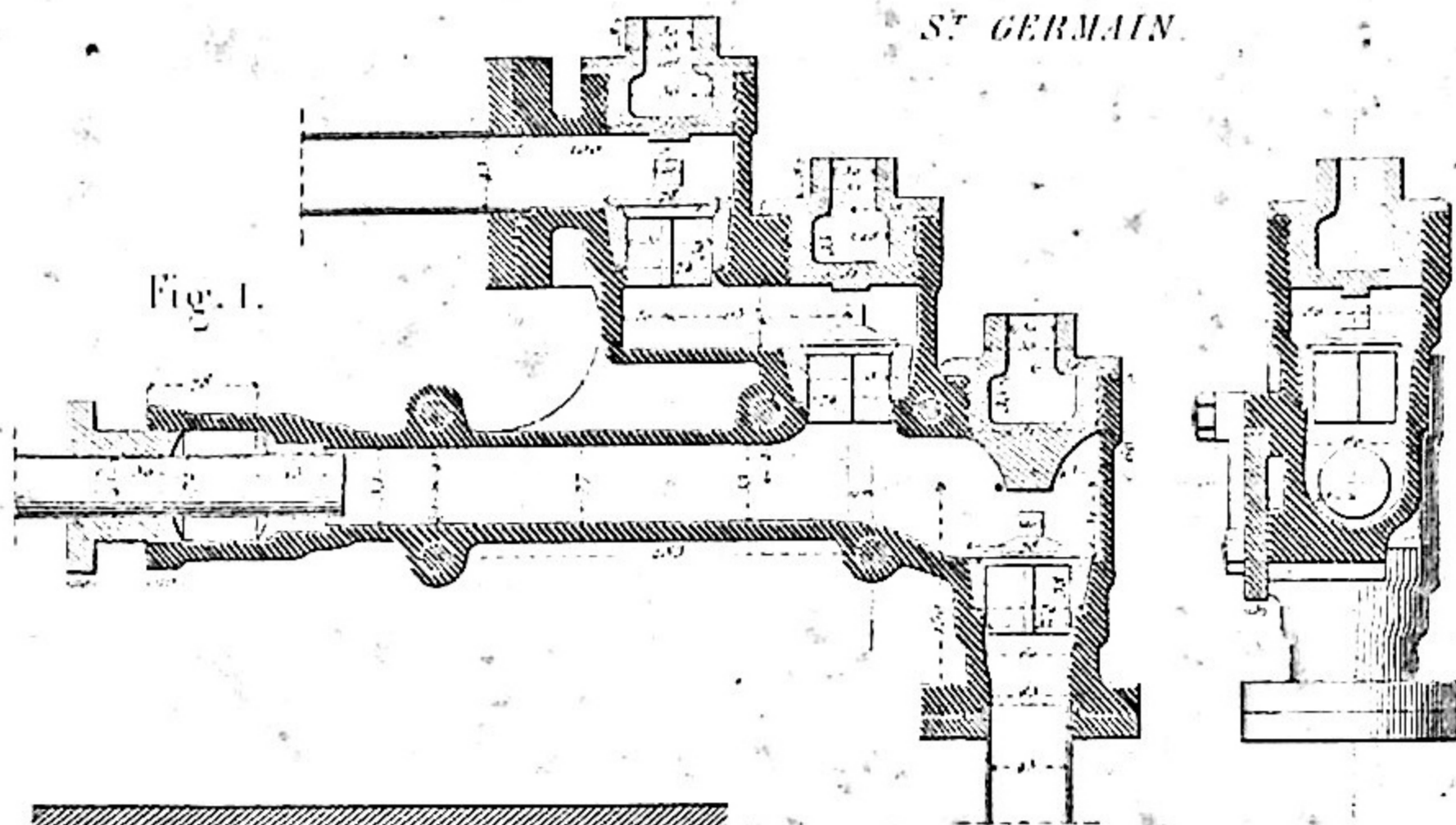


Fig. 1.

Fig. 2.

ORLÉANS.

Fig. 6.

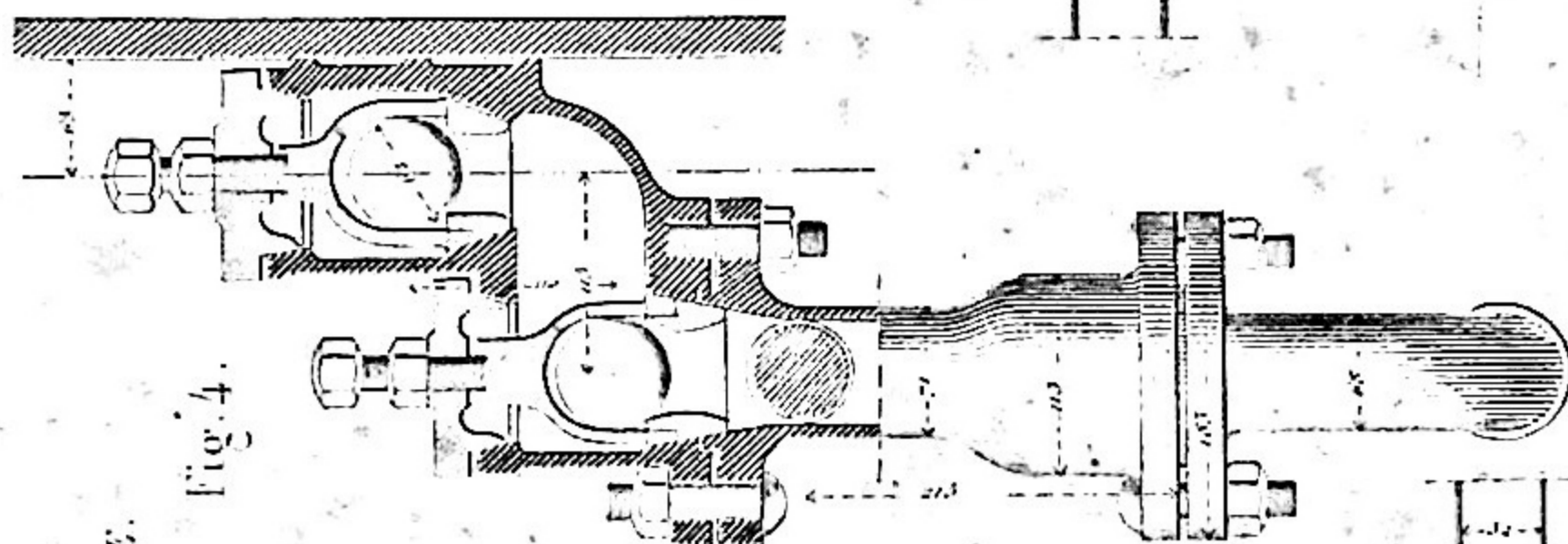
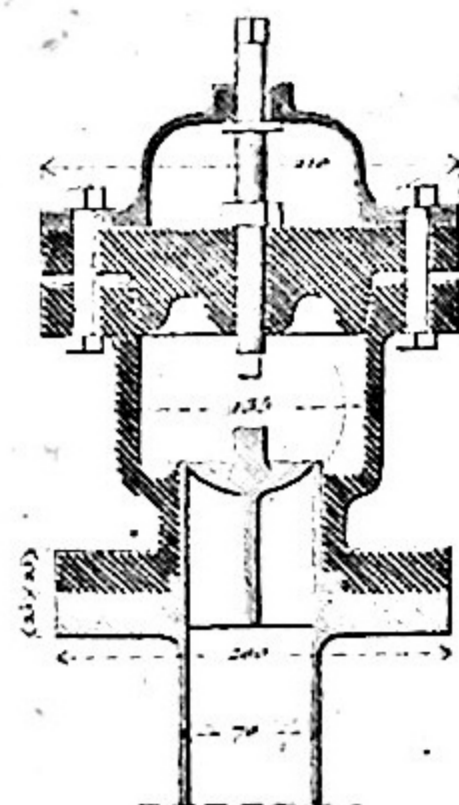


Fig. 4.

RHÔNE.

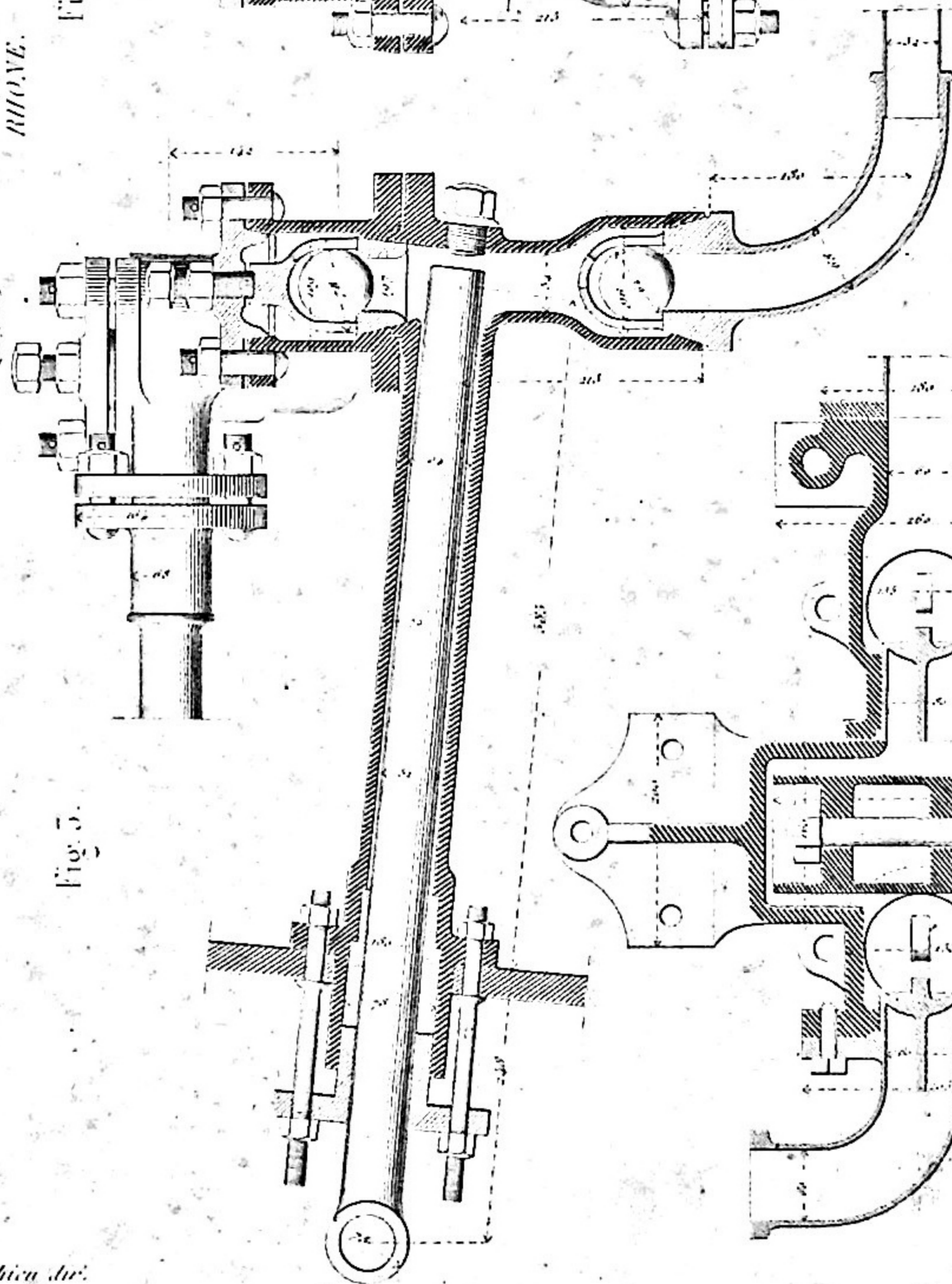
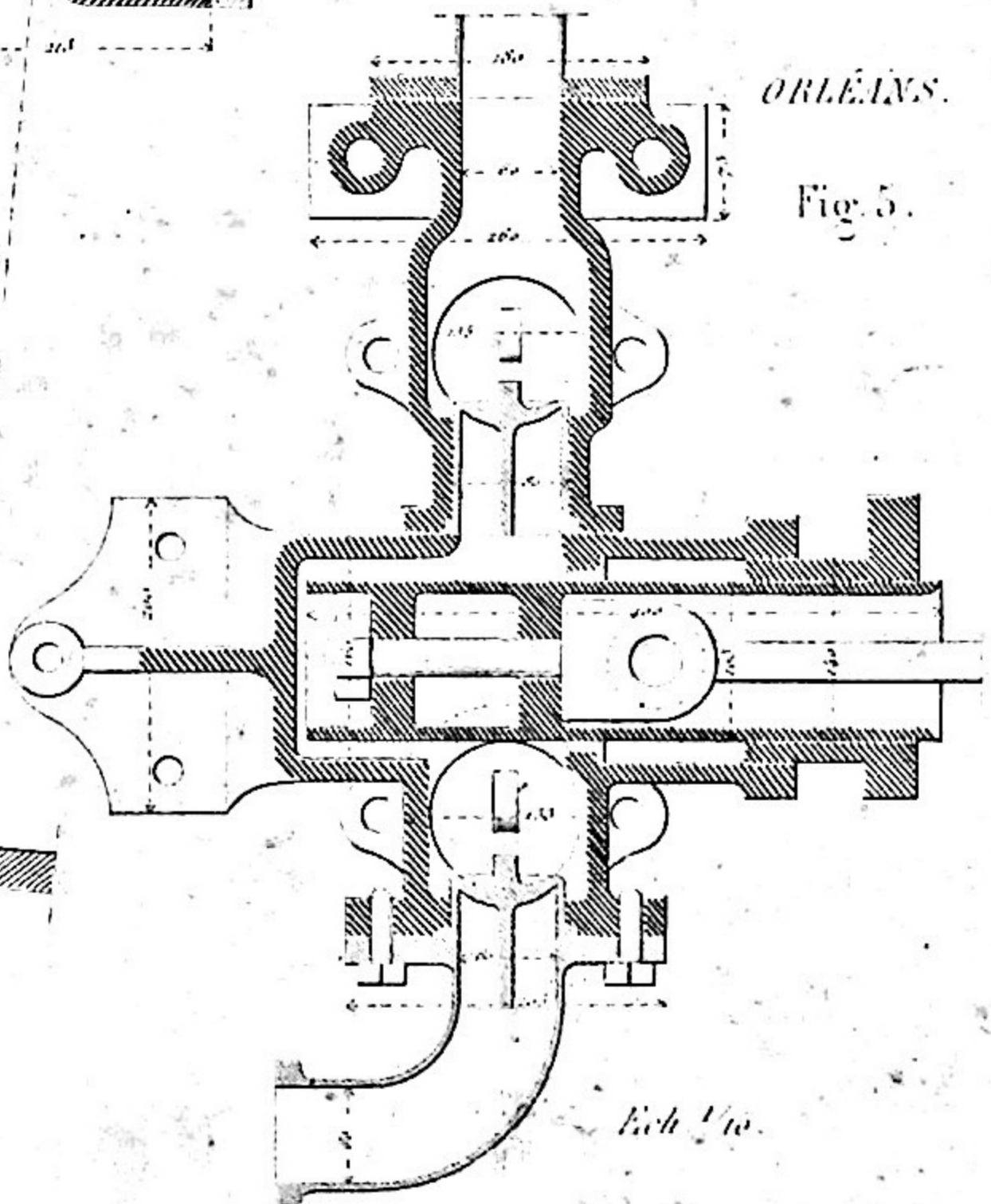


Fig. 3.

ORLÉANS.

Fig. 5.



Ech. 1/10.

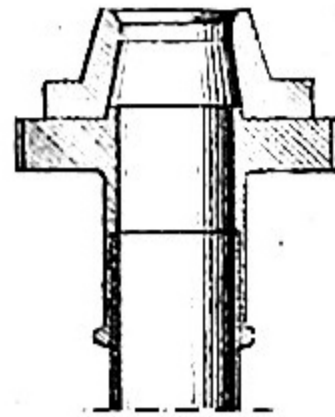
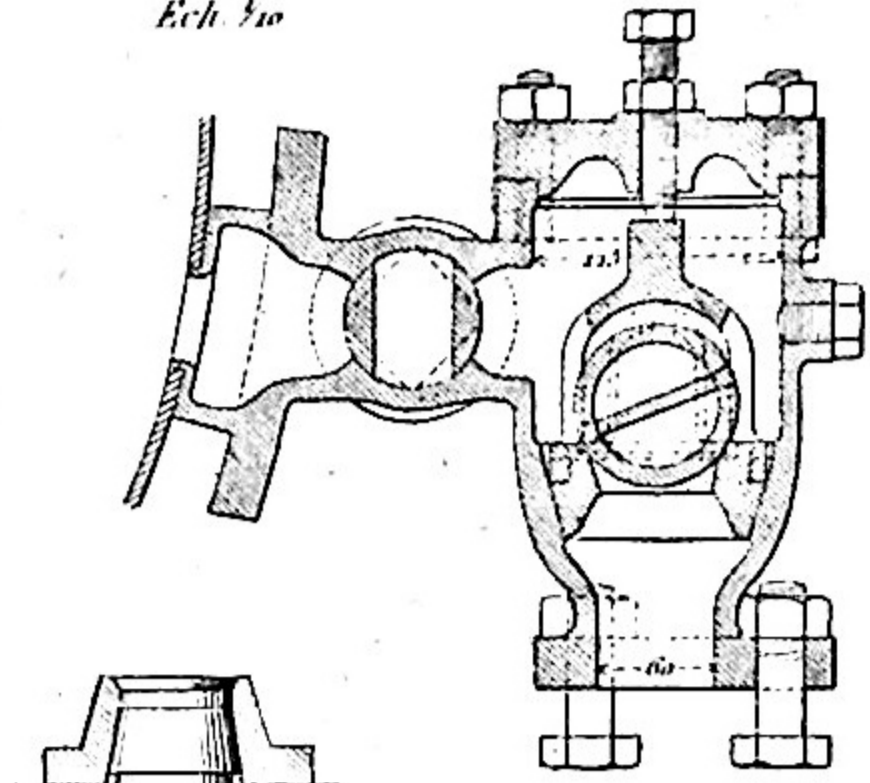
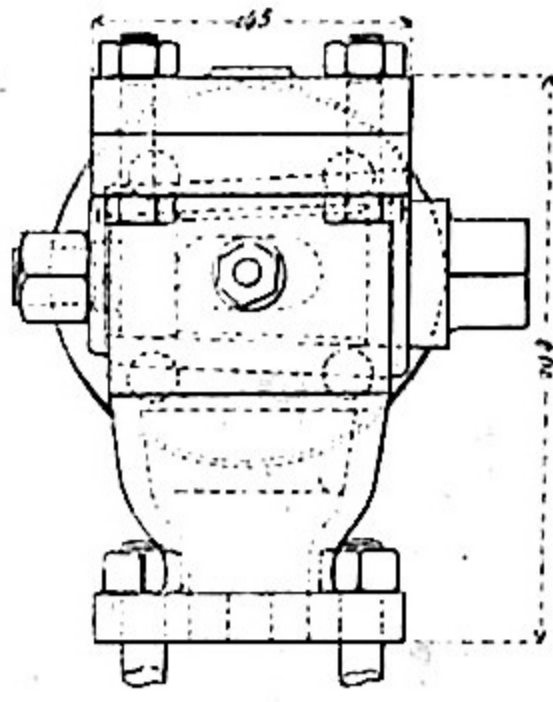
H. Mathieu del.

Lemaire sc.

NORD. ENGERTH.

Fig 1.

Ech. 1/10



ORLÉANS. Fig 6.

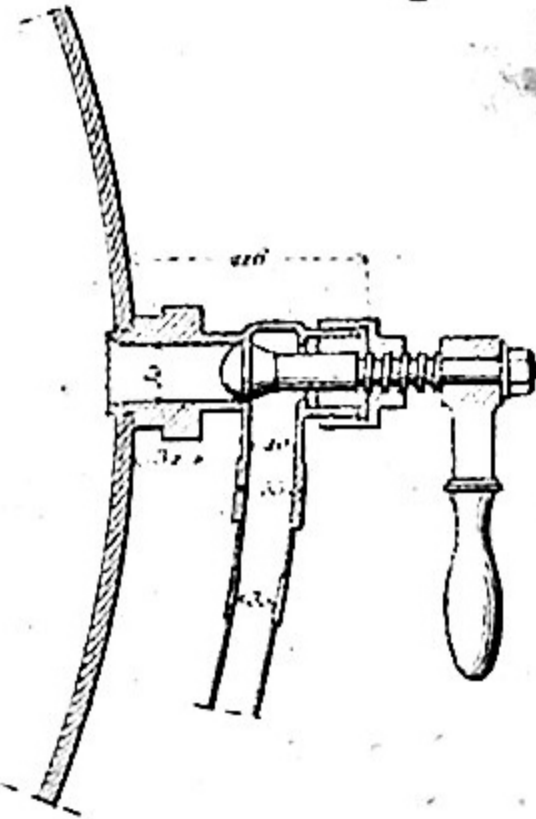
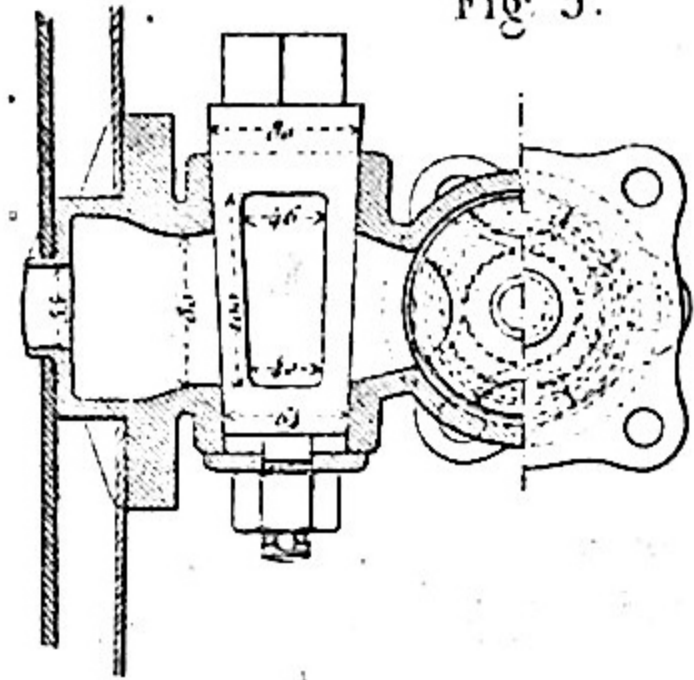
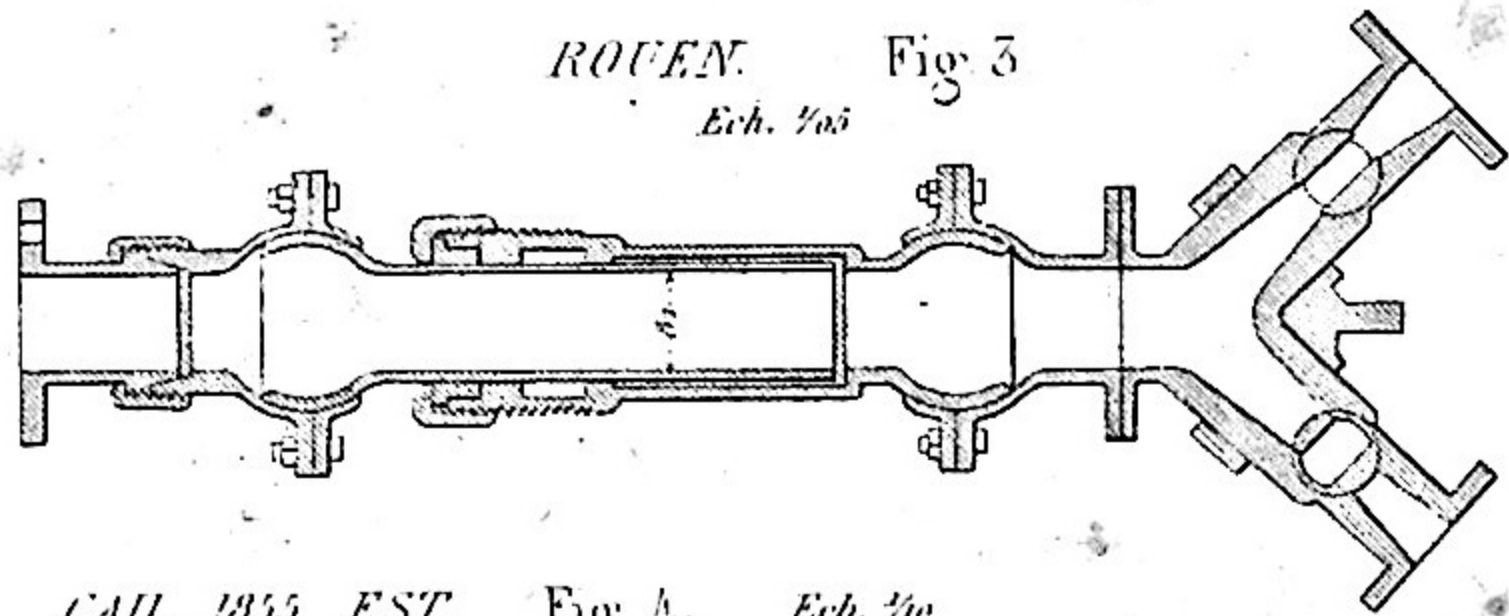


Fig 5.



ROUEN. Fig 3

Ech. 1/10



CAIL. 1855. EST. Fig 4. Ech. 1/10

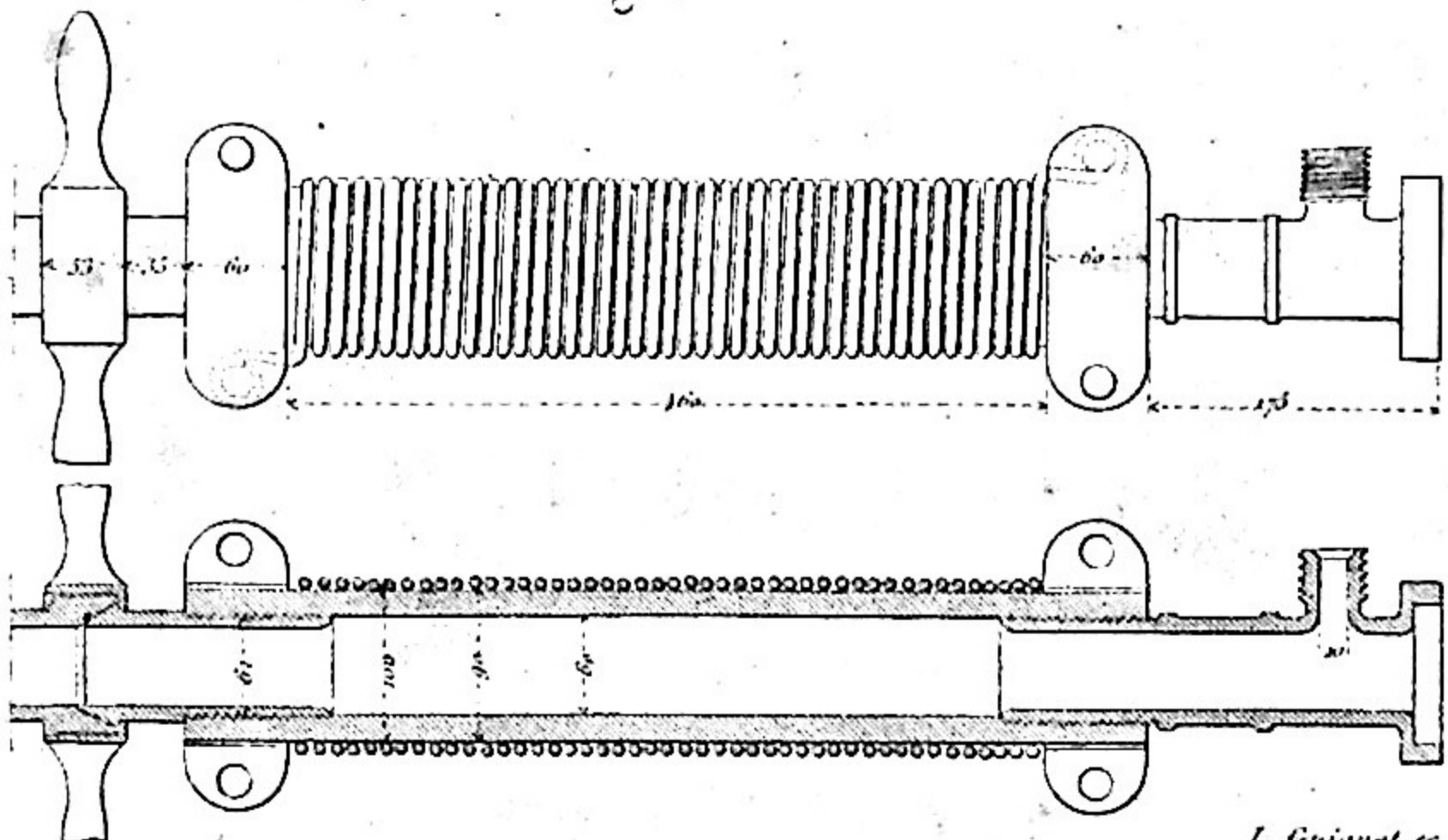
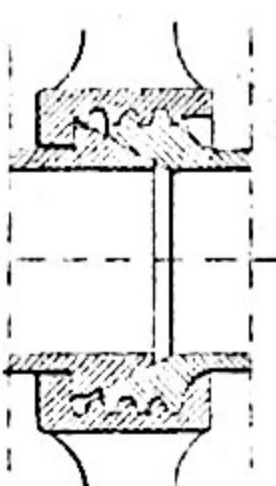


Fig 4. bis



Echelle 1/3

J. Gaudry dir.

L. Guignet sc.

ST GERMAIN.

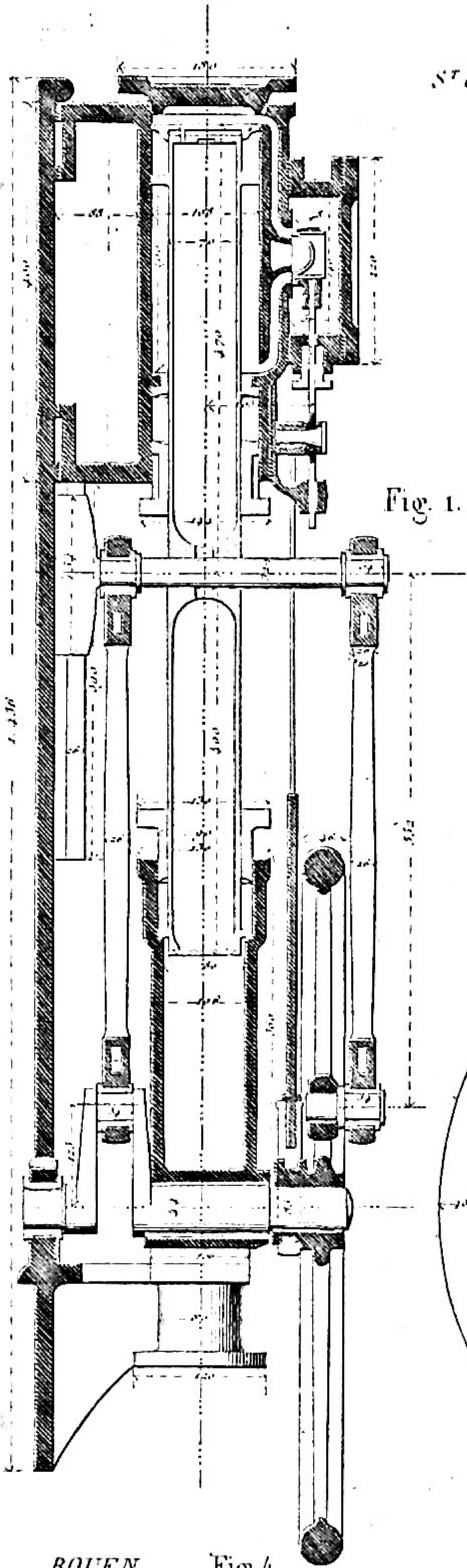


Fig. 1.

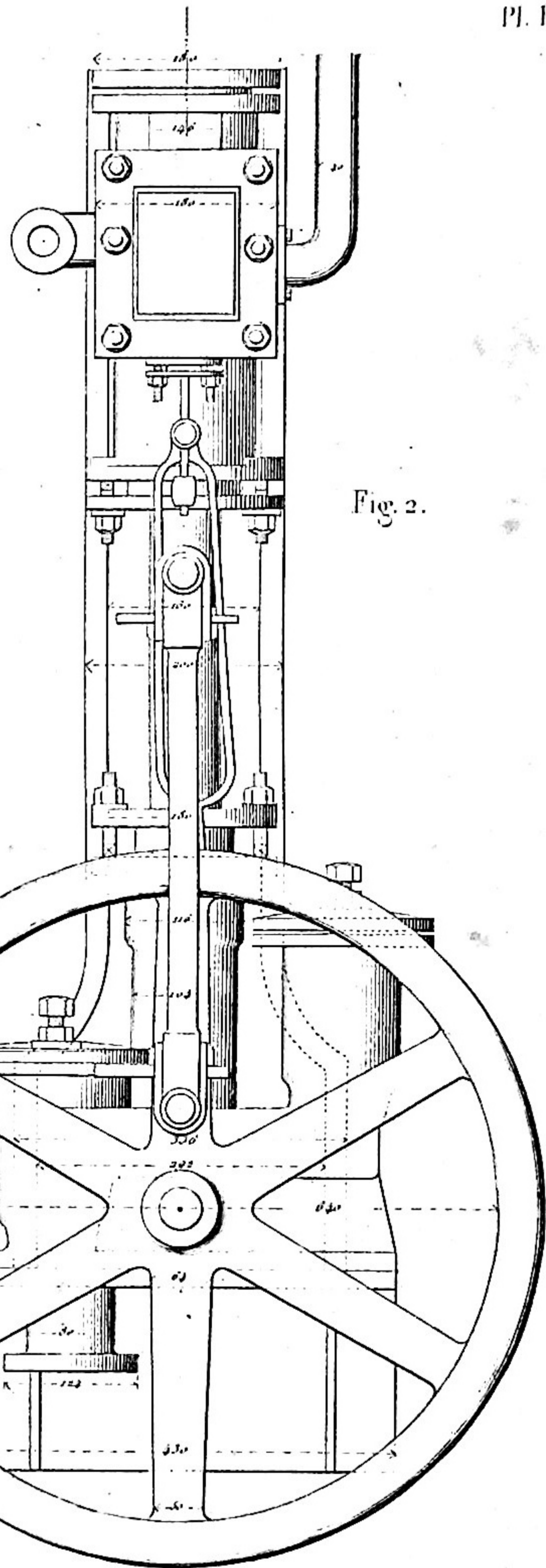
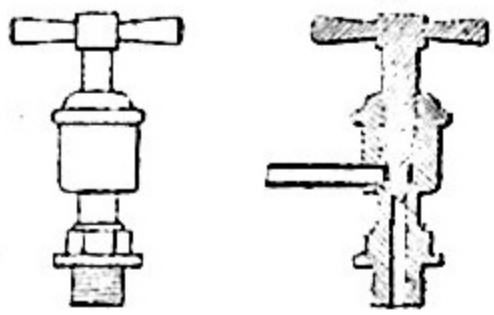


Fig. 2.

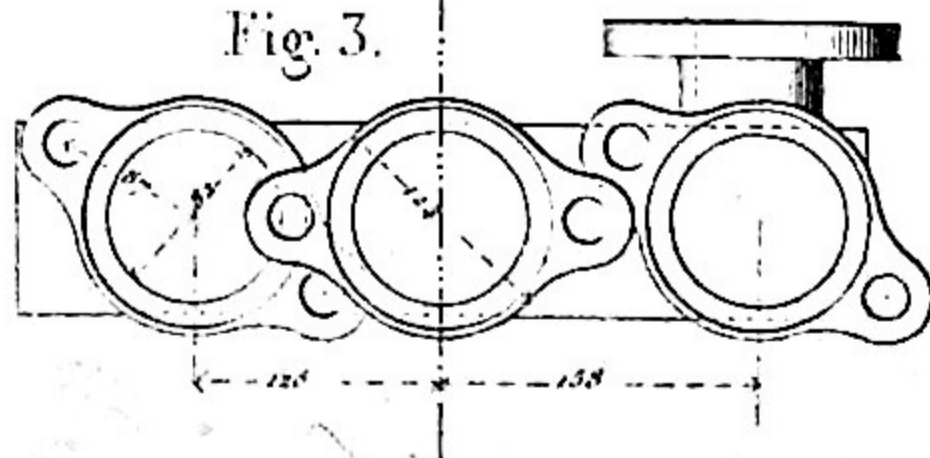
ROUEN

Fig. 4.



Ech. 1/10.

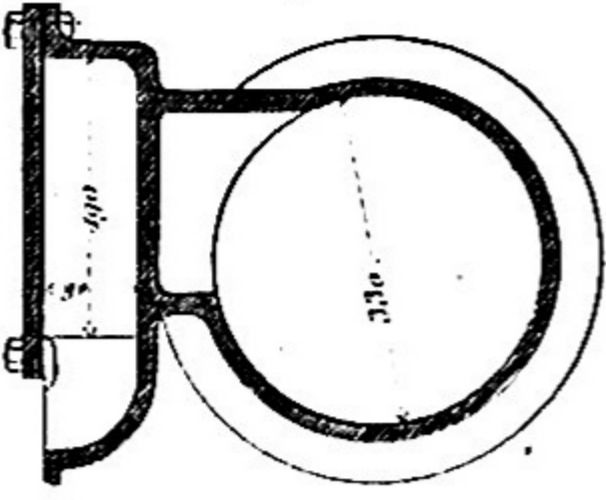
Fig. 3.



H. Mathieu dir.

Lemaire sc.

Fig.1.



SHARP.

Fig.2.

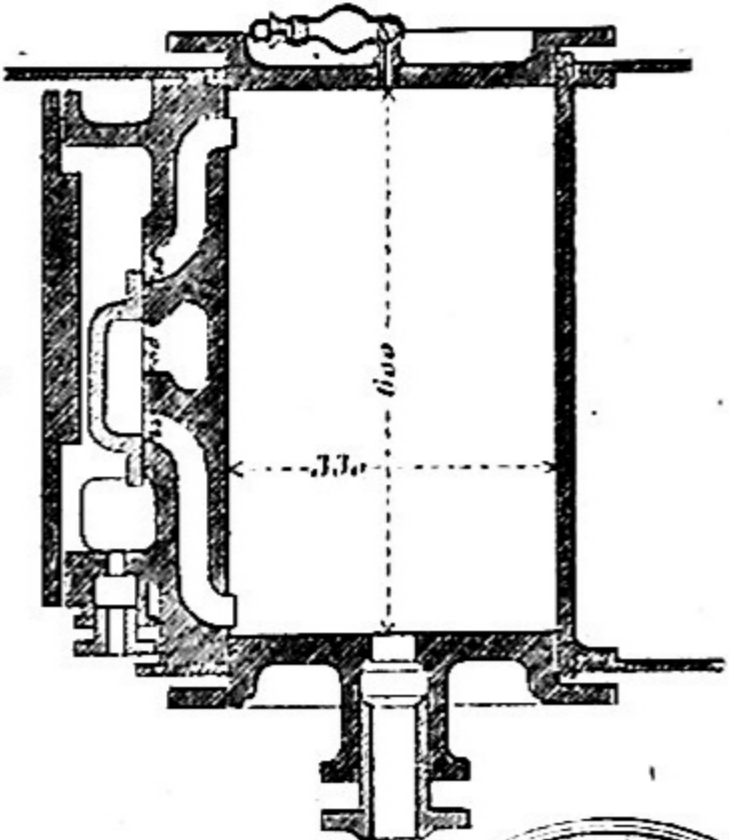
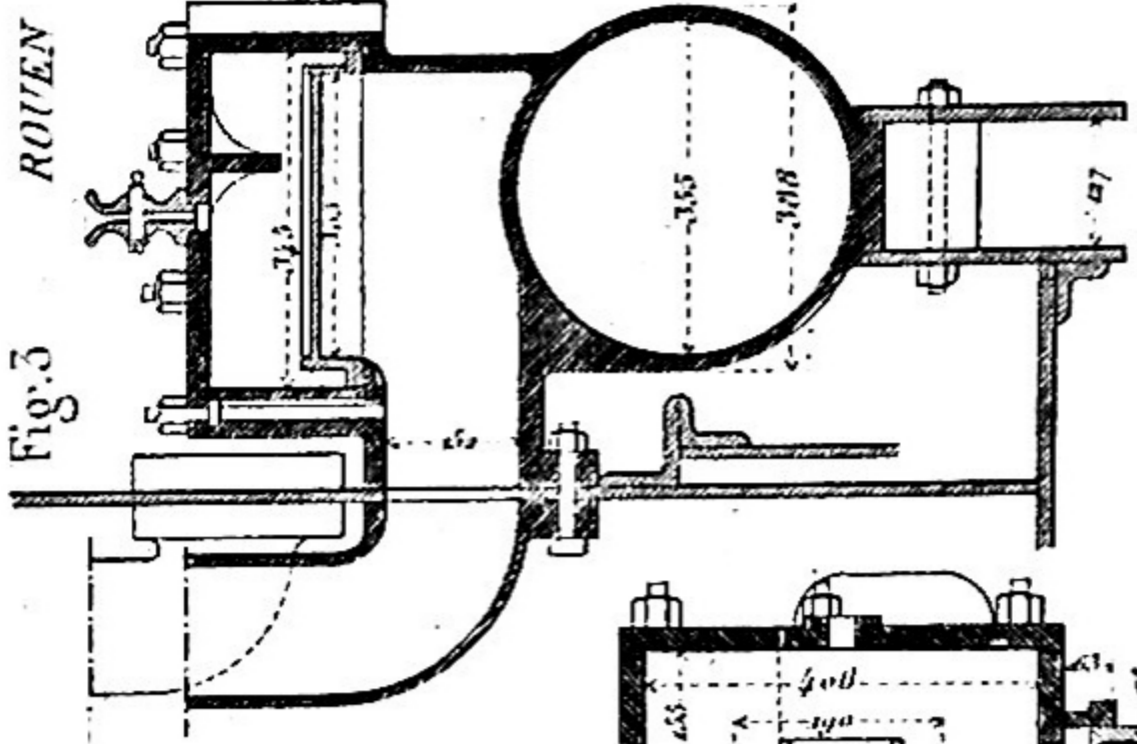


Fig.3.



ROUEN.

Fig.4.

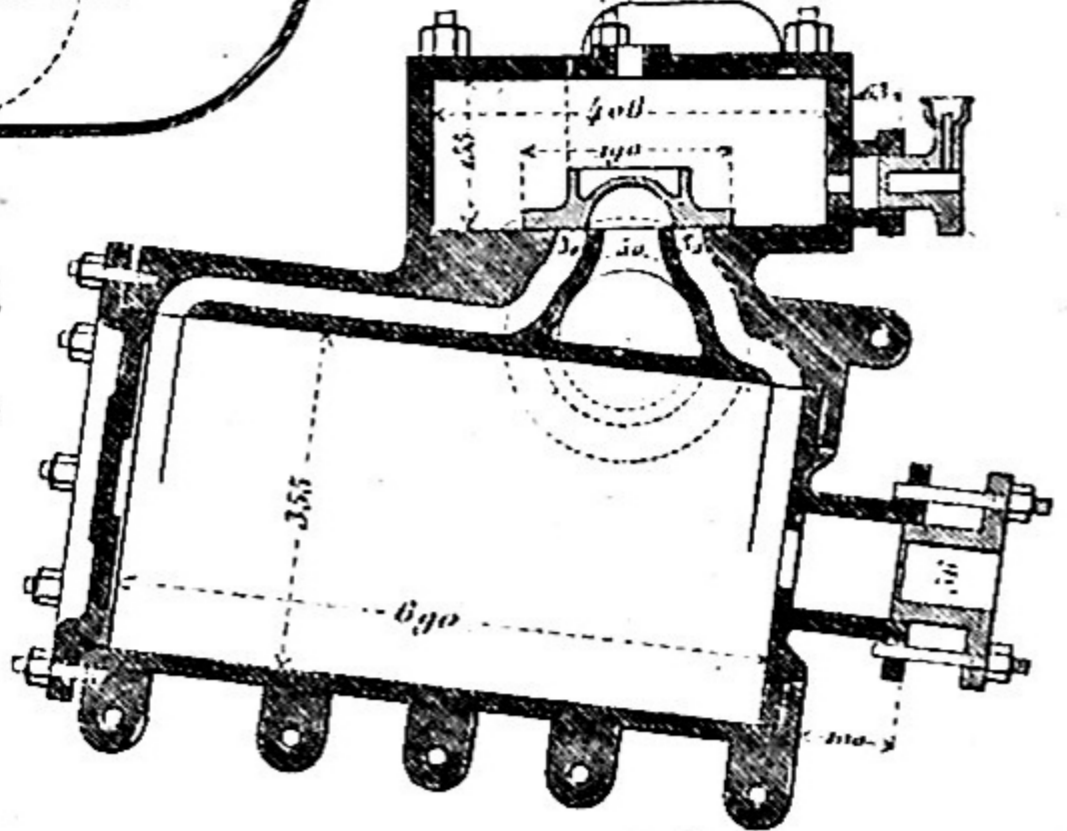


Fig.5.

VORD.

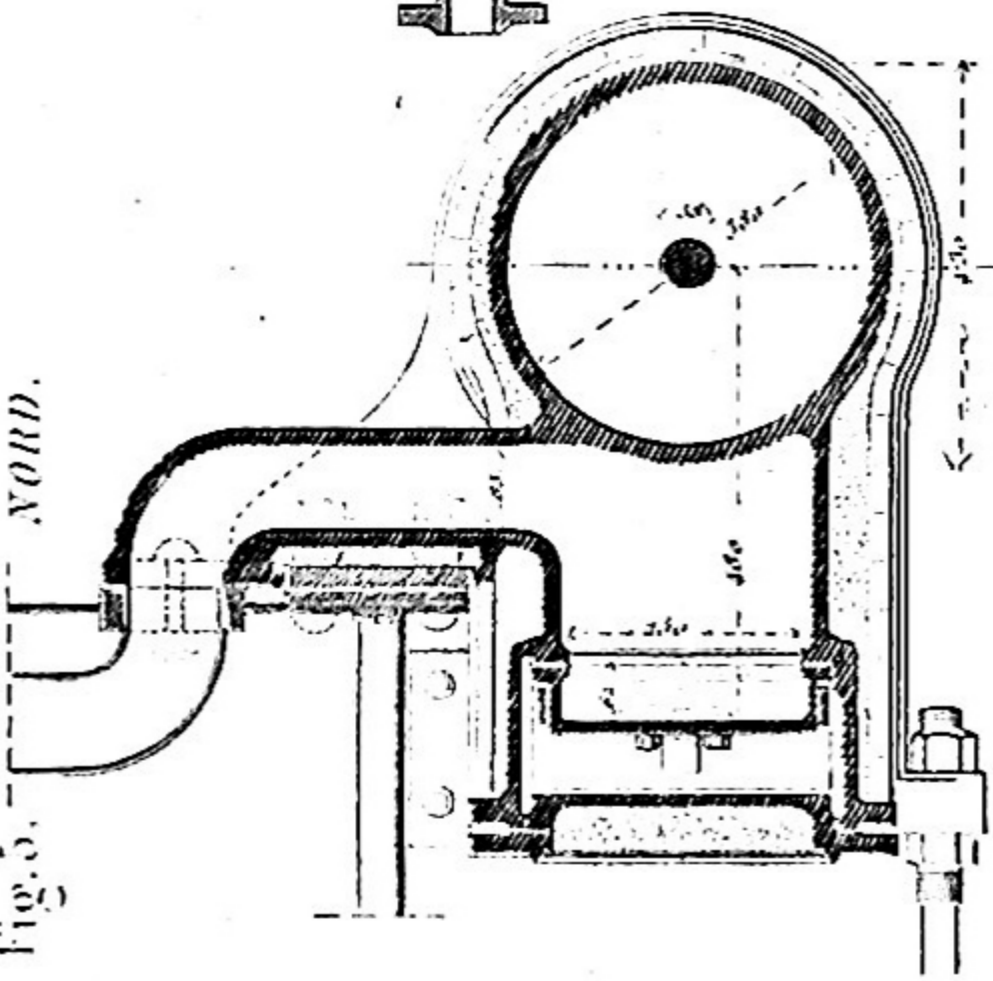


Fig.6.

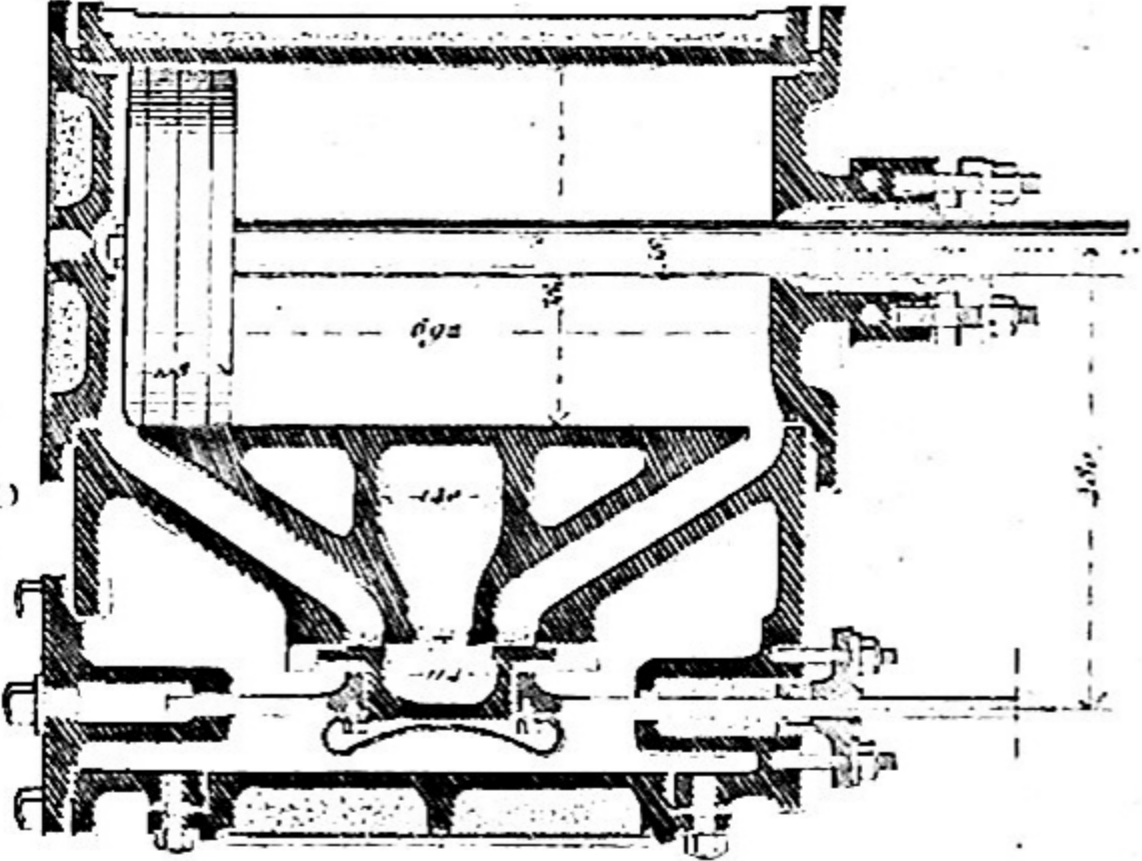
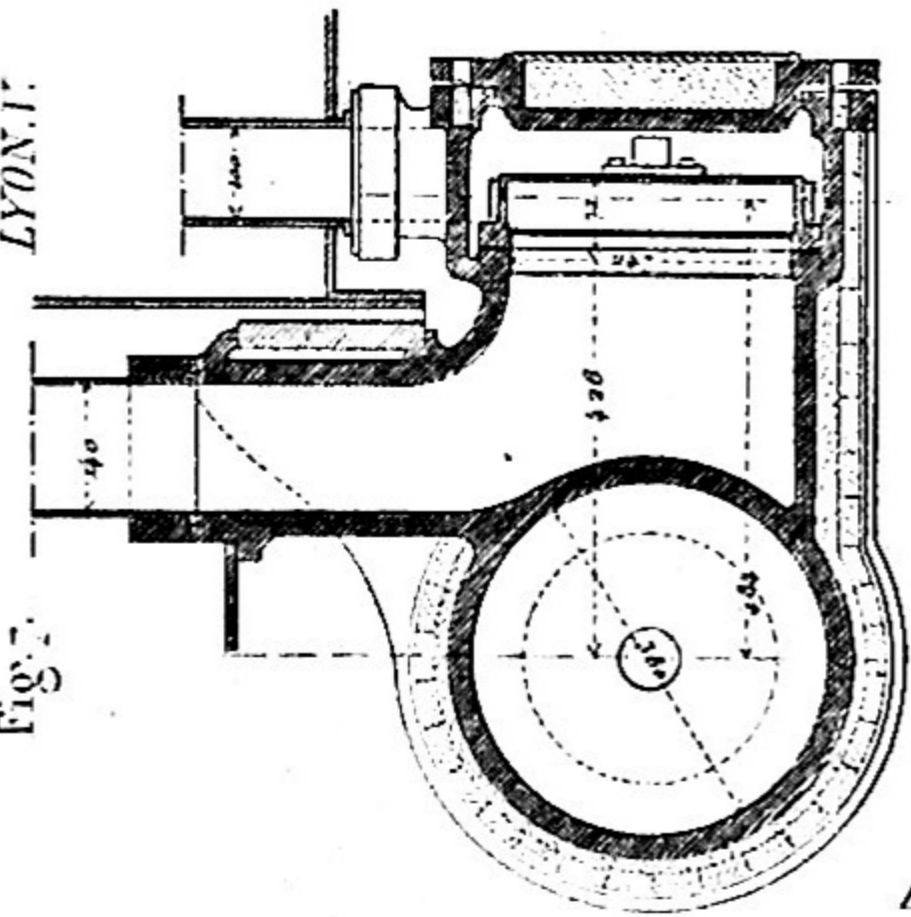


Fig.7.

LYON.I.



Ech. 1/20

Fig.8.

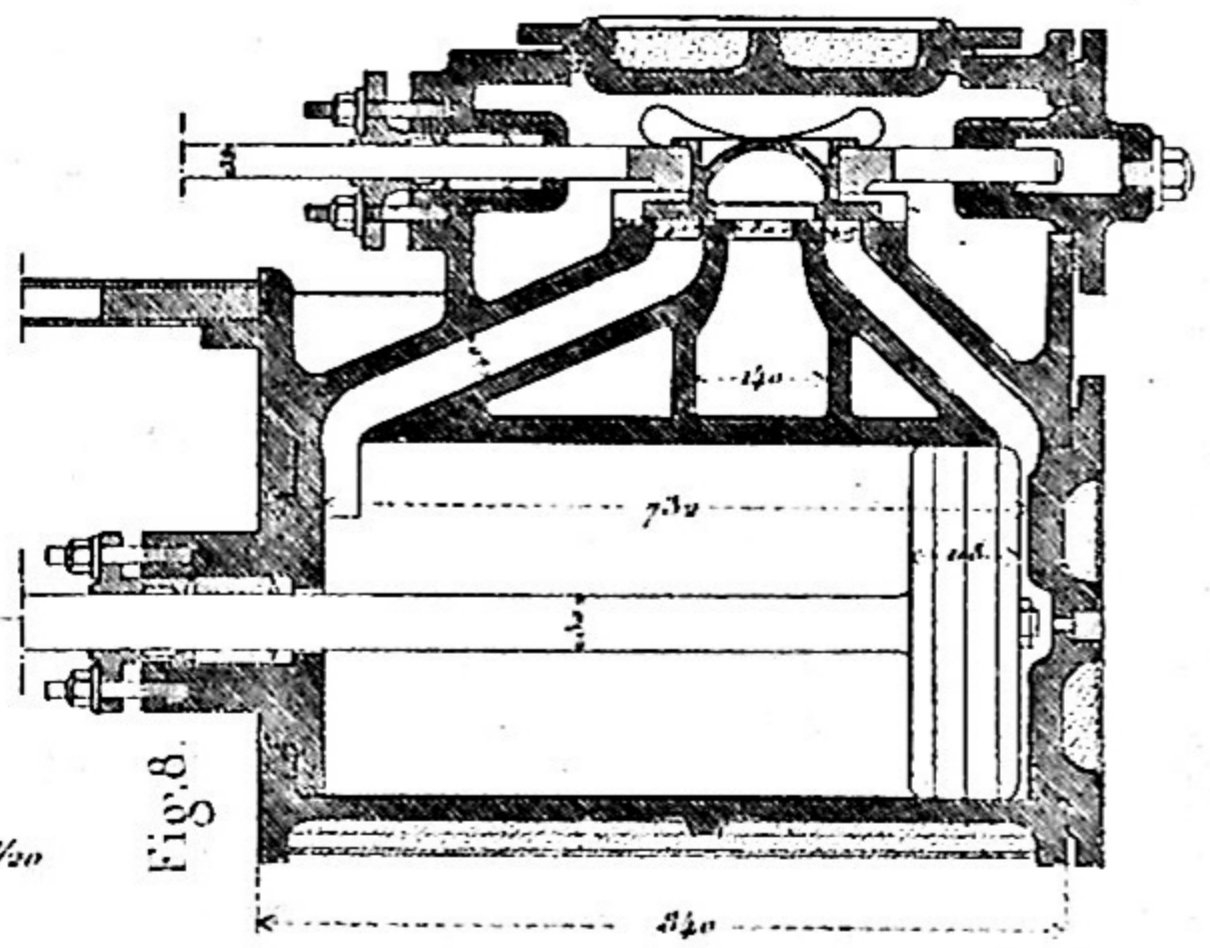


Fig. 1.

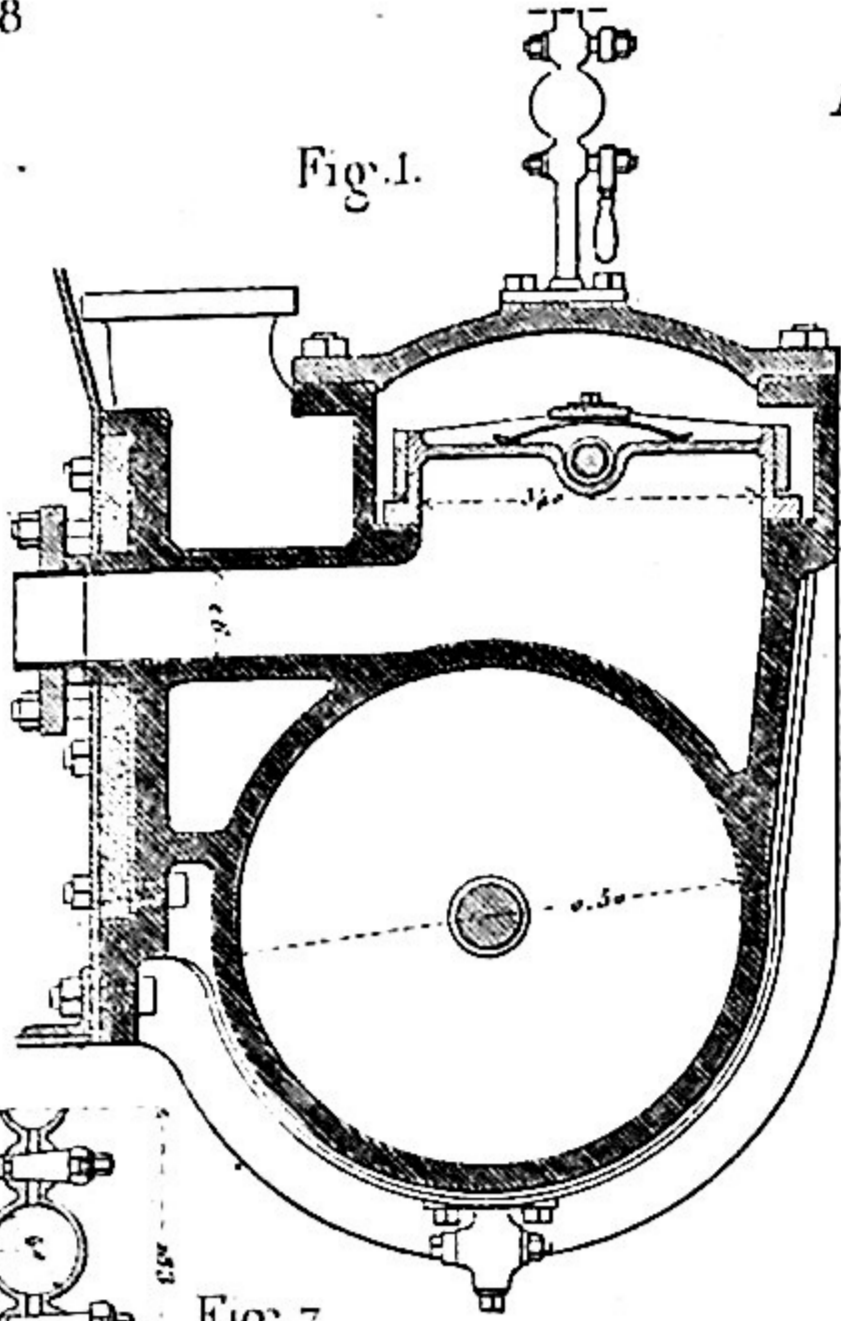


Fig. 2

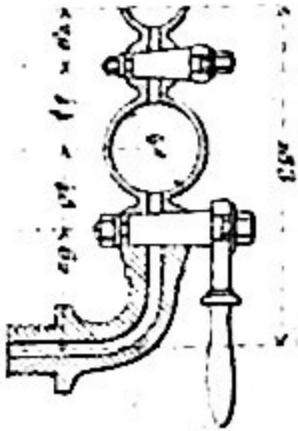
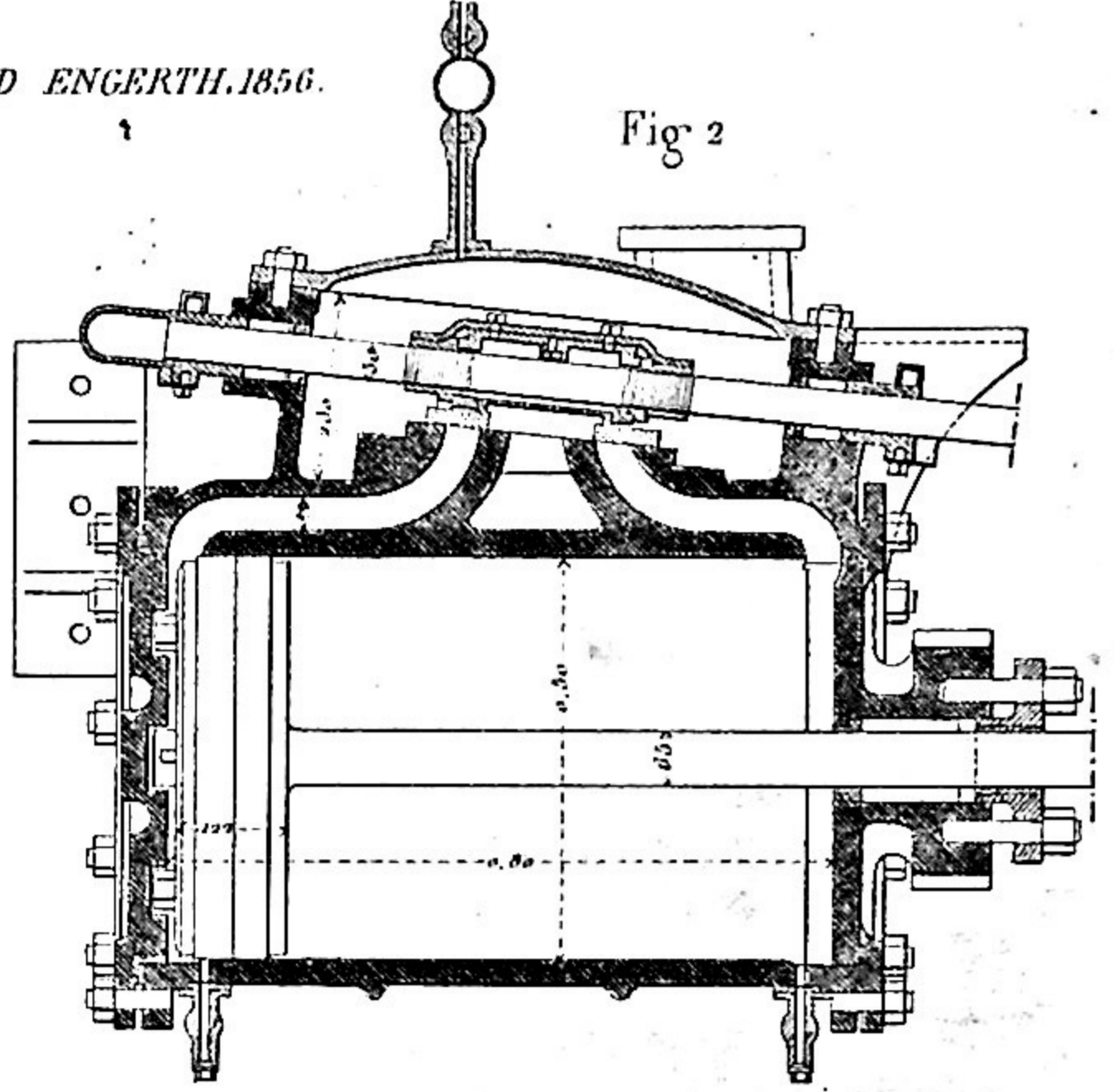
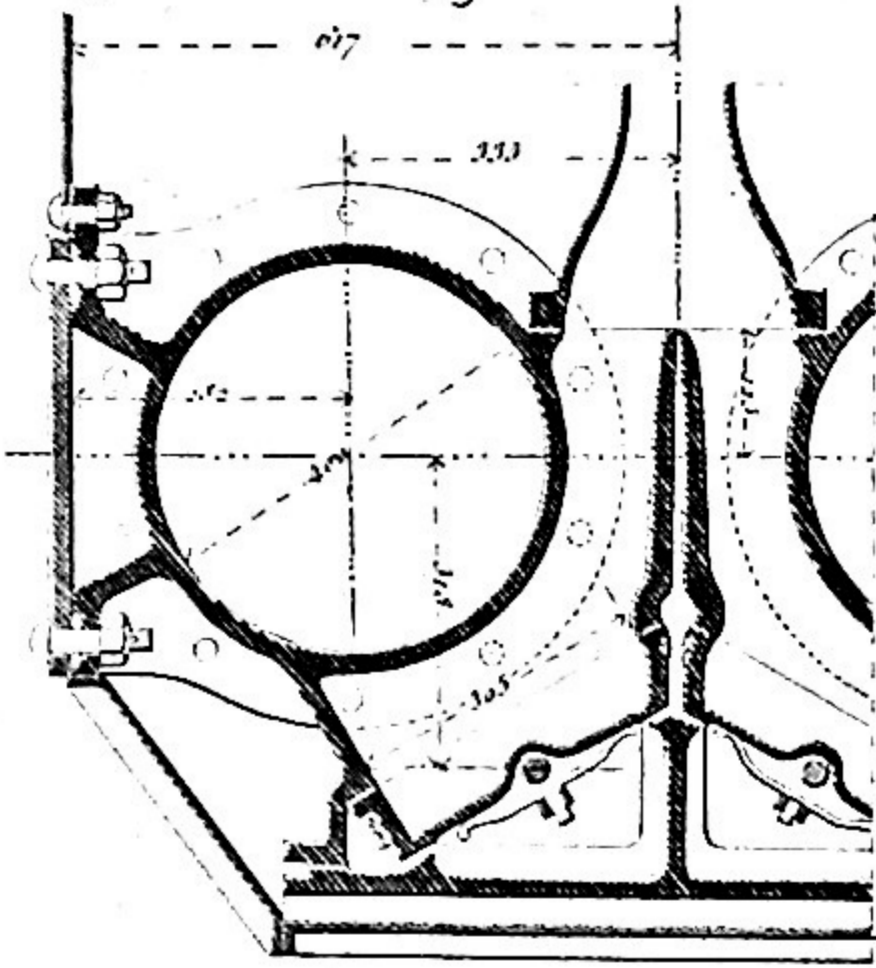


Fig. 7

Fig. 5.



RHÔNE.

Fig. 4.

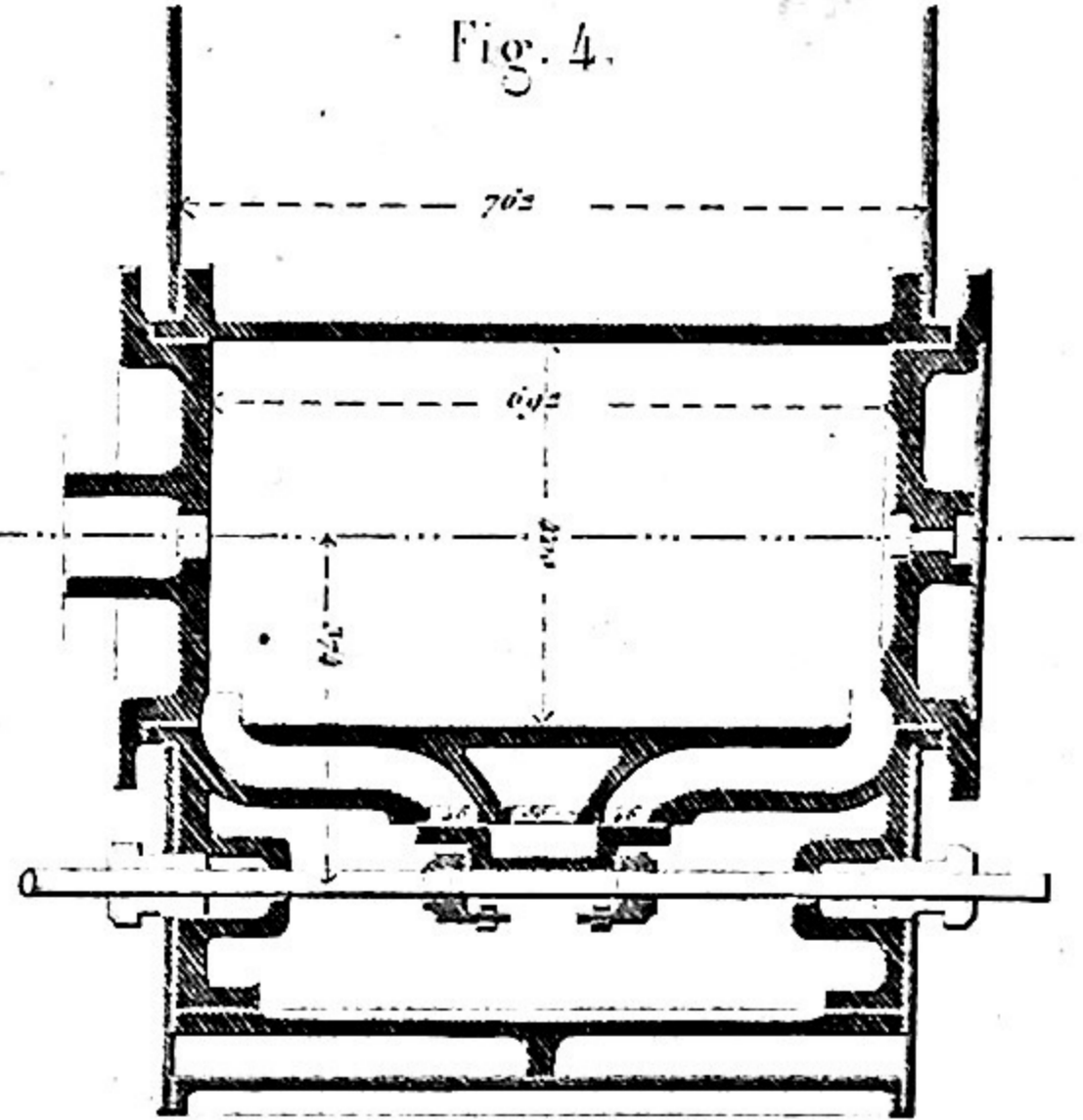


Fig. 5

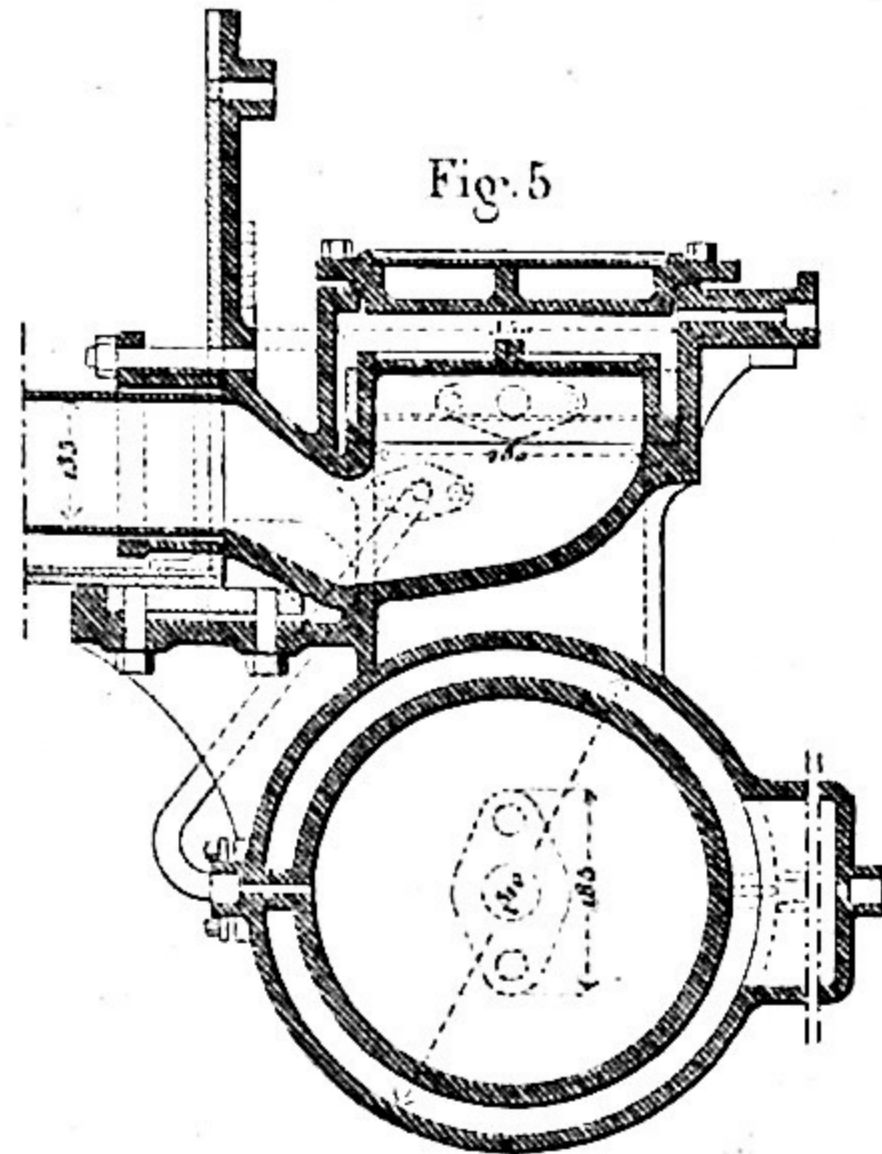
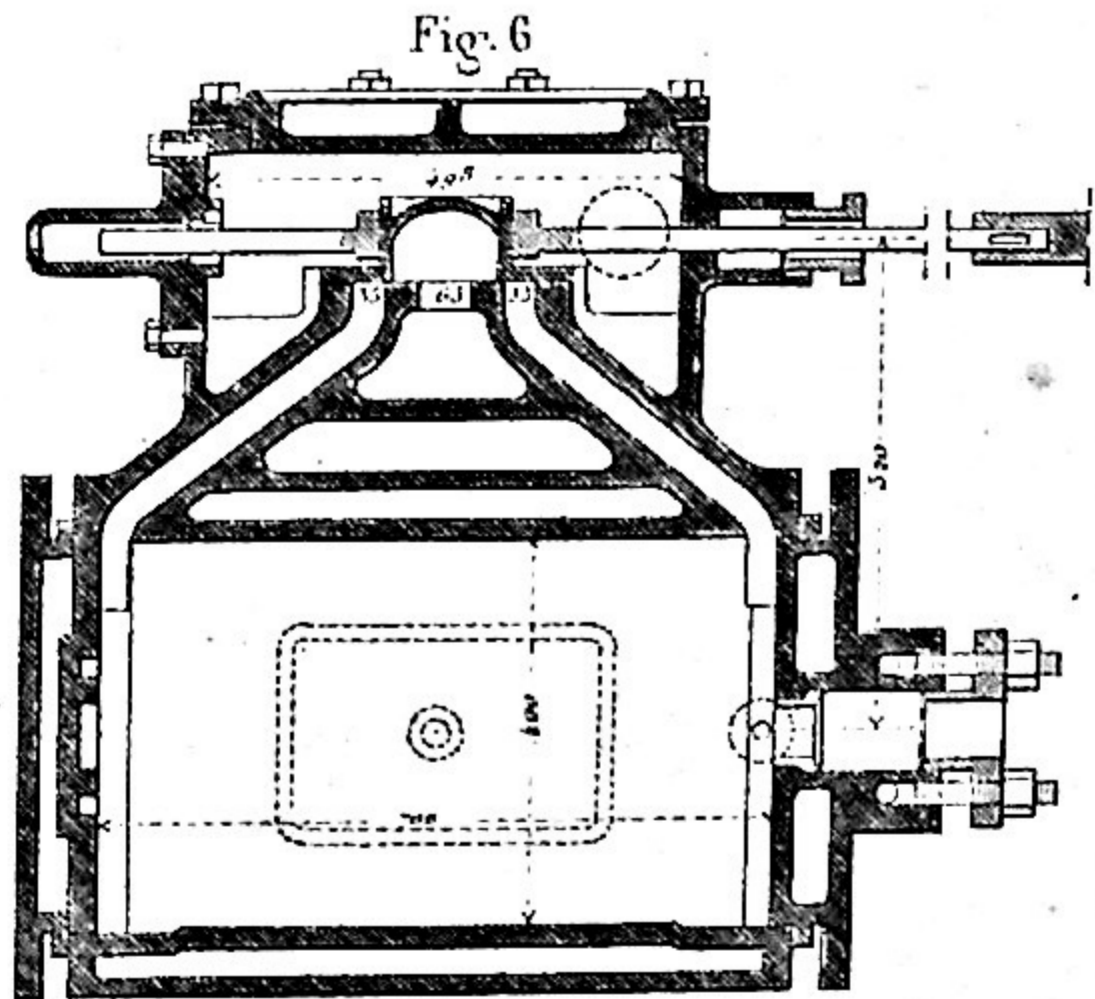


Fig. 6



ORLÉANS 1858

J. Gaudry, dir.

J. Guignot, sc.

EST 1857. Fig 3.

Ech. 1/10

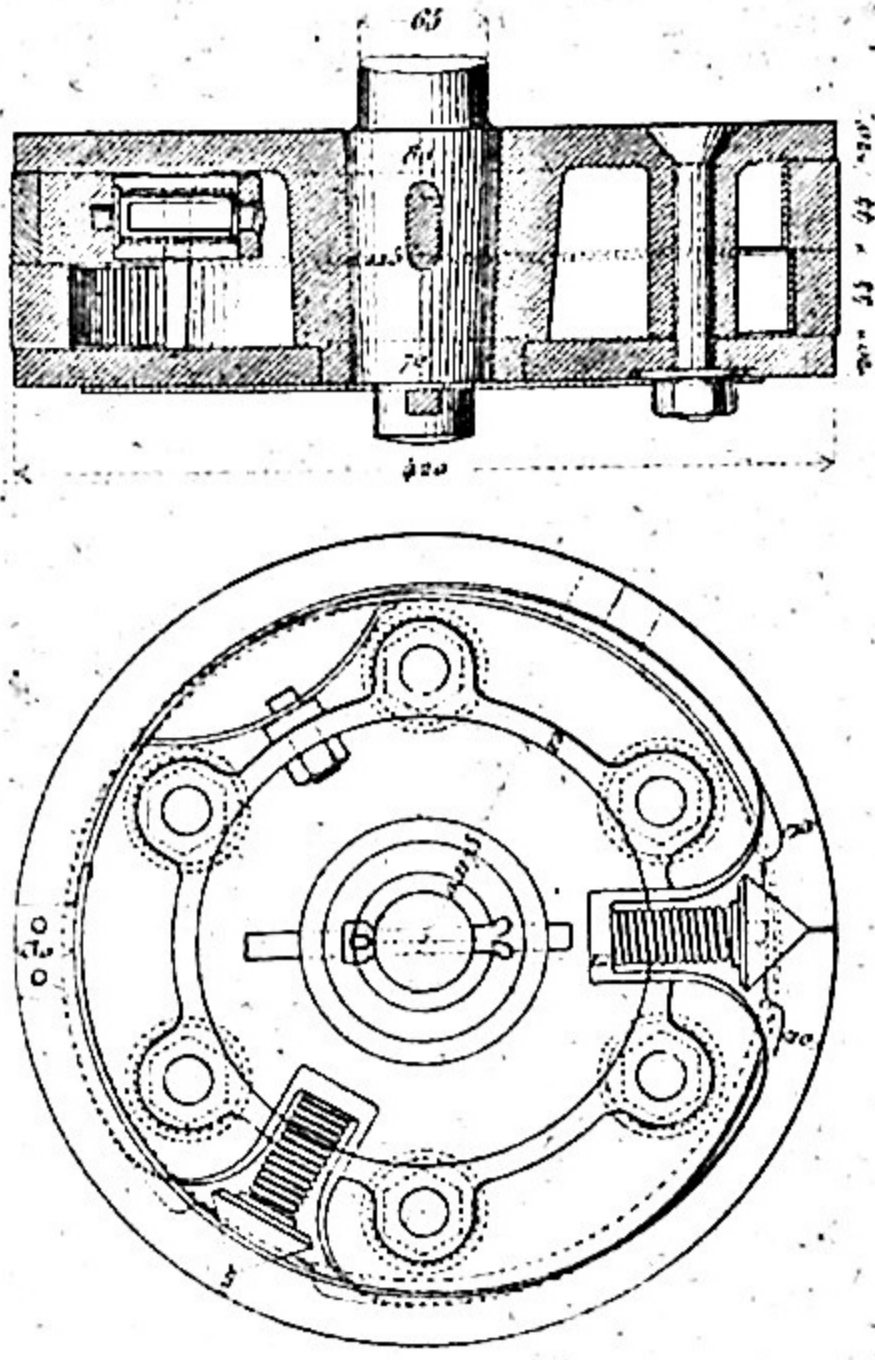
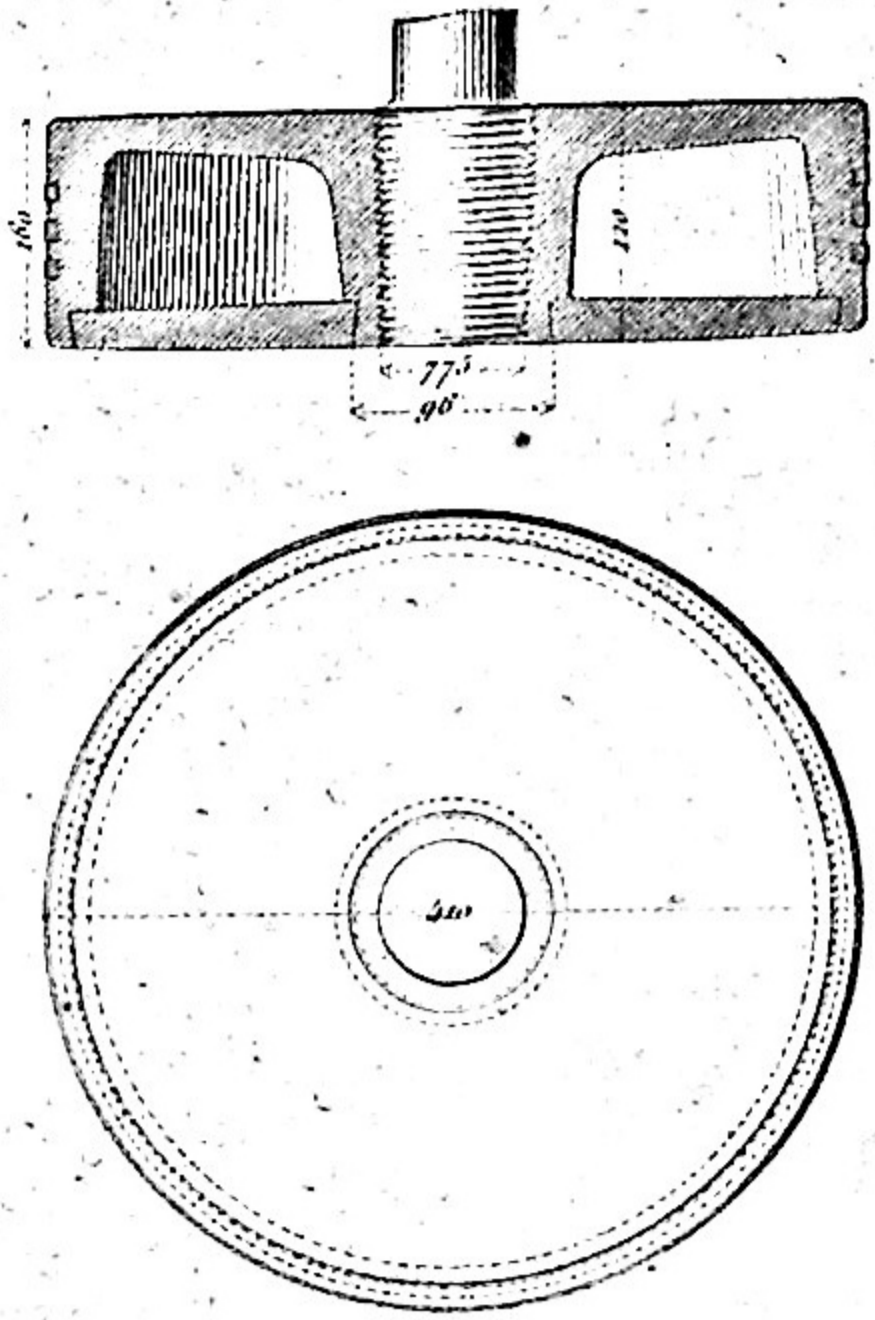


Fig 4

RAMSBOTTOM_MIDI 1858

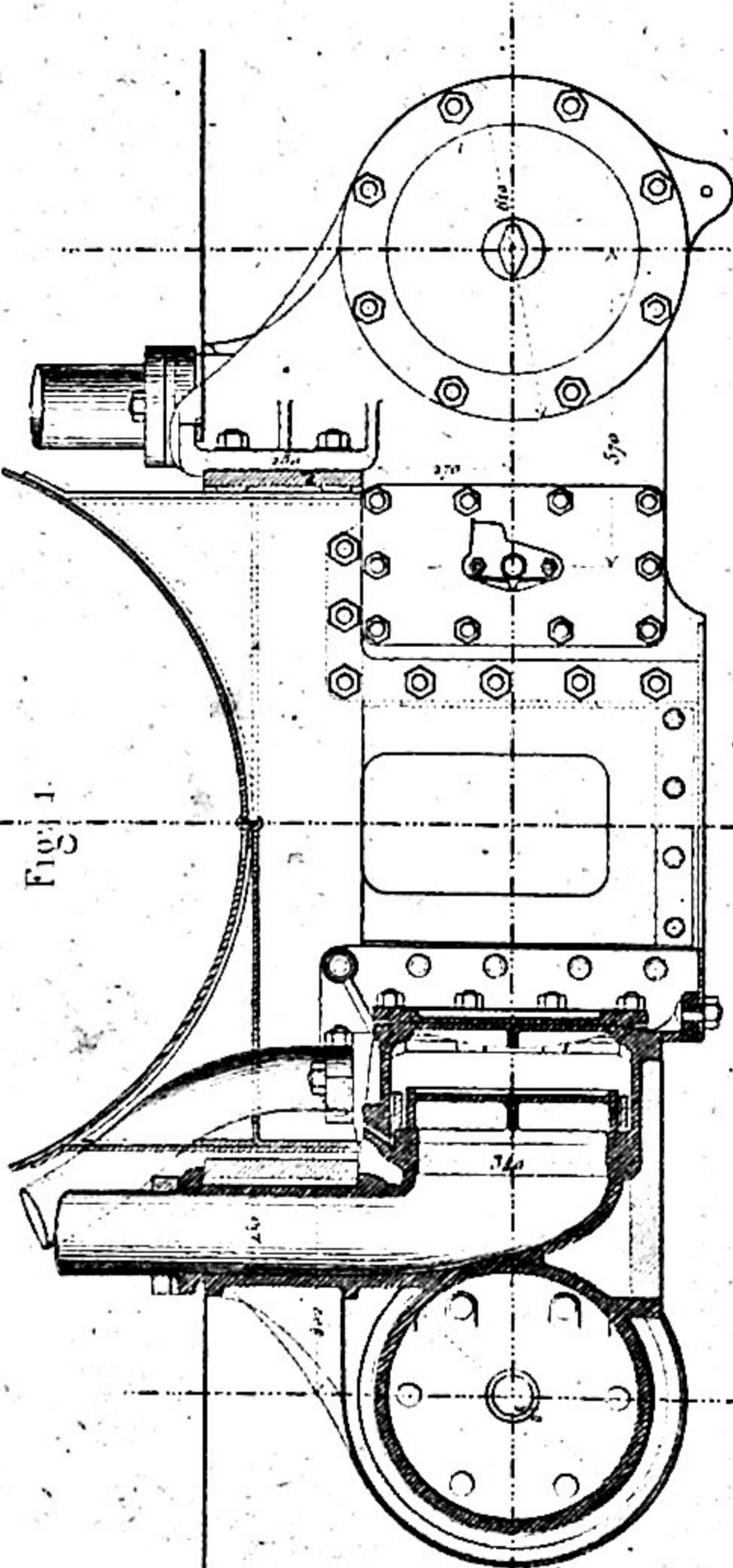
Ech. 1/10



CAIL 1858

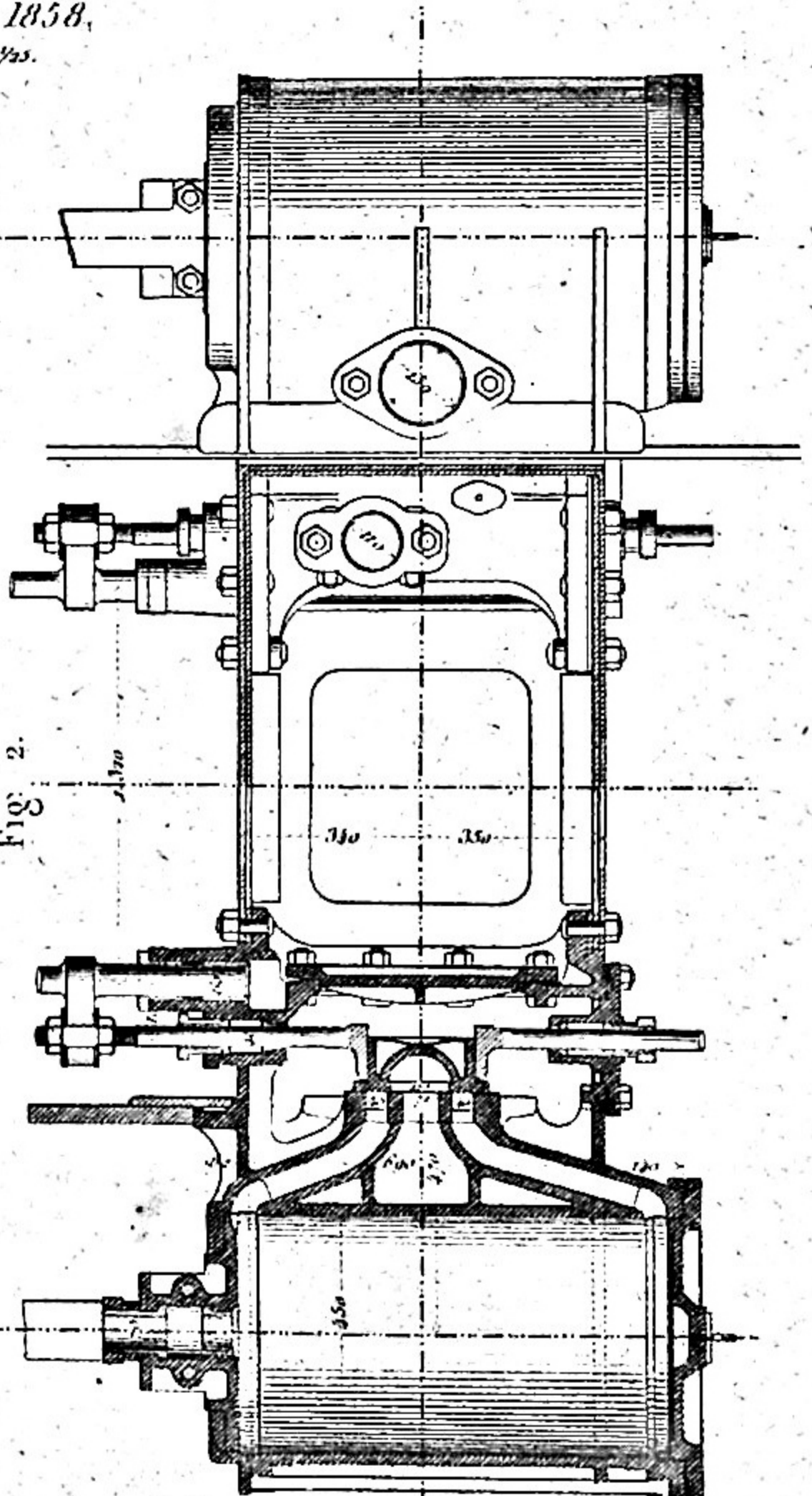
Ech. 1/25

Fig 1

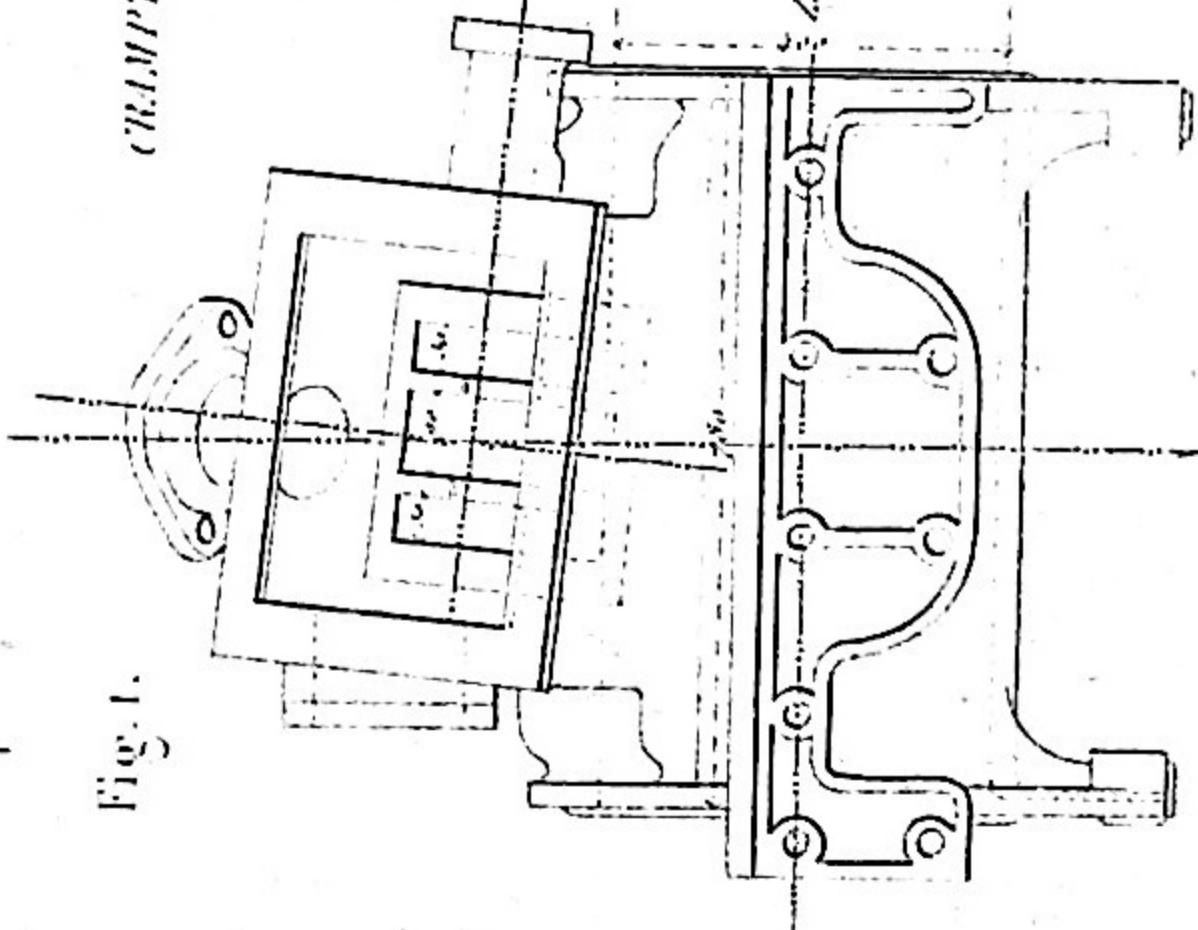
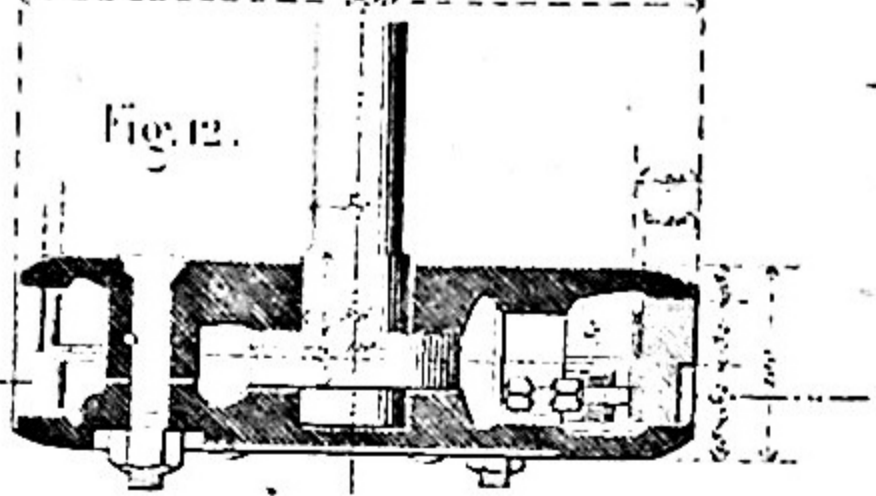
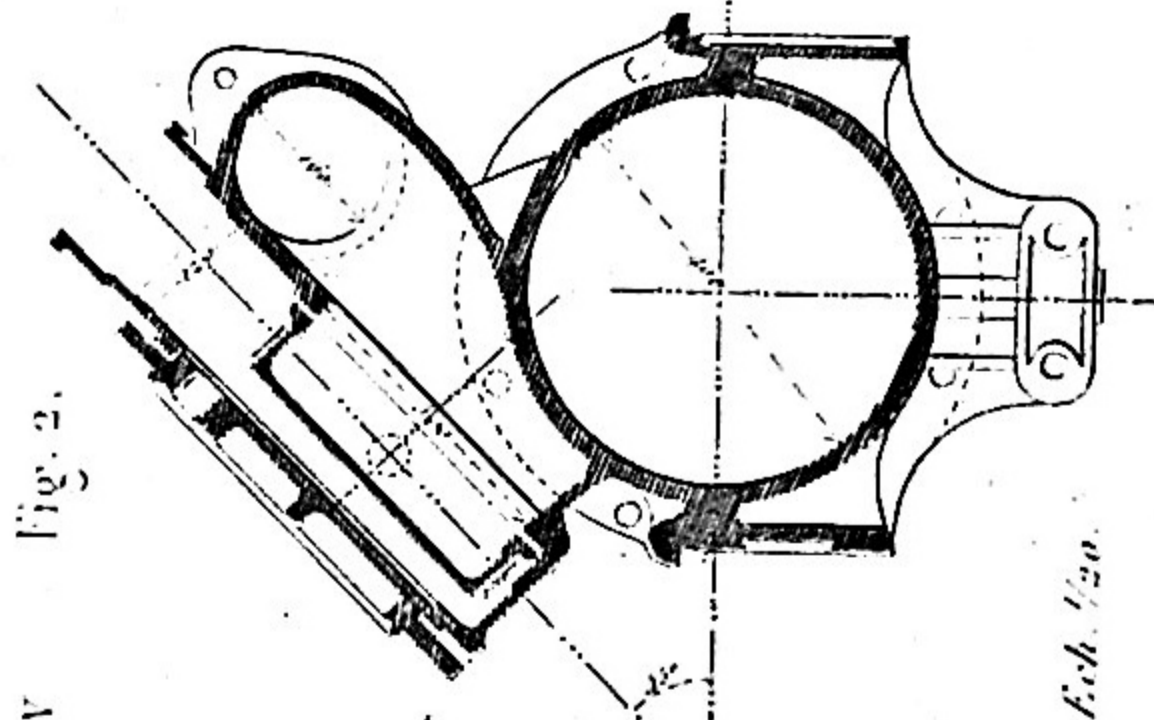
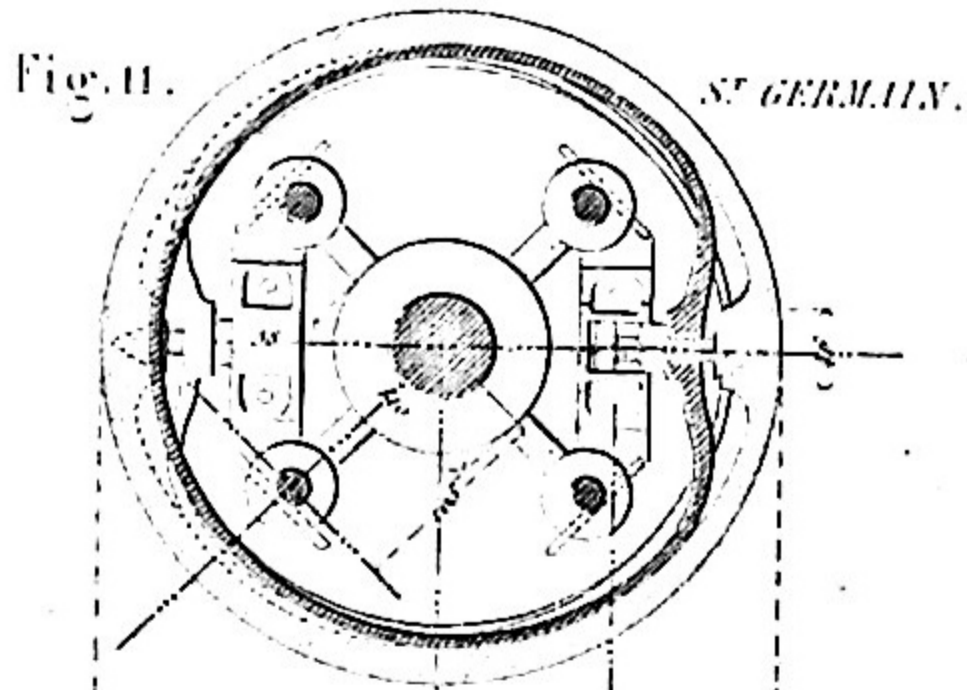
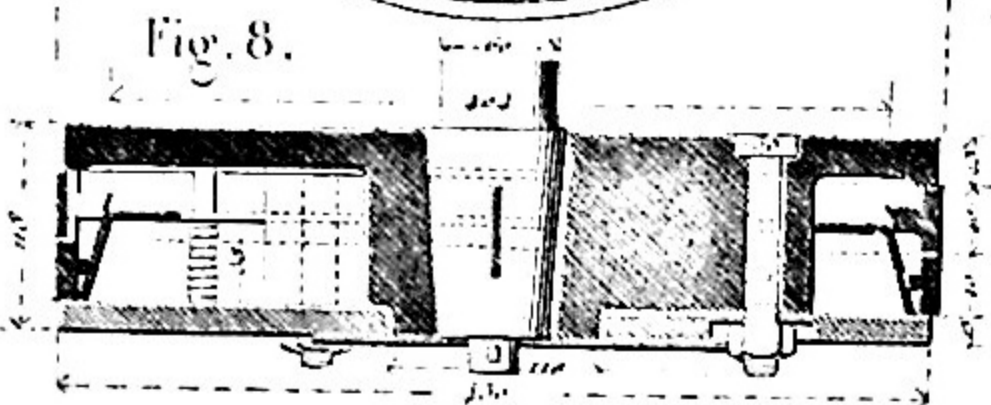
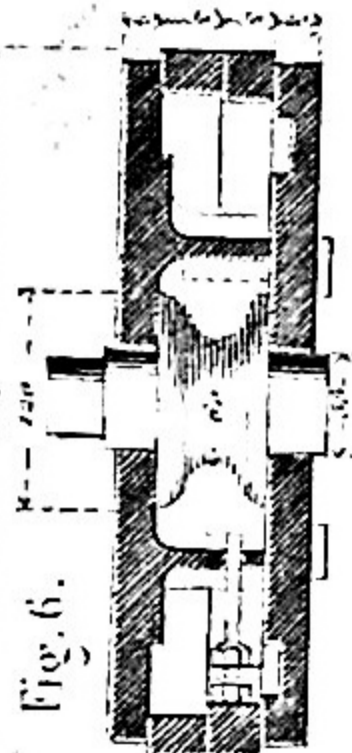
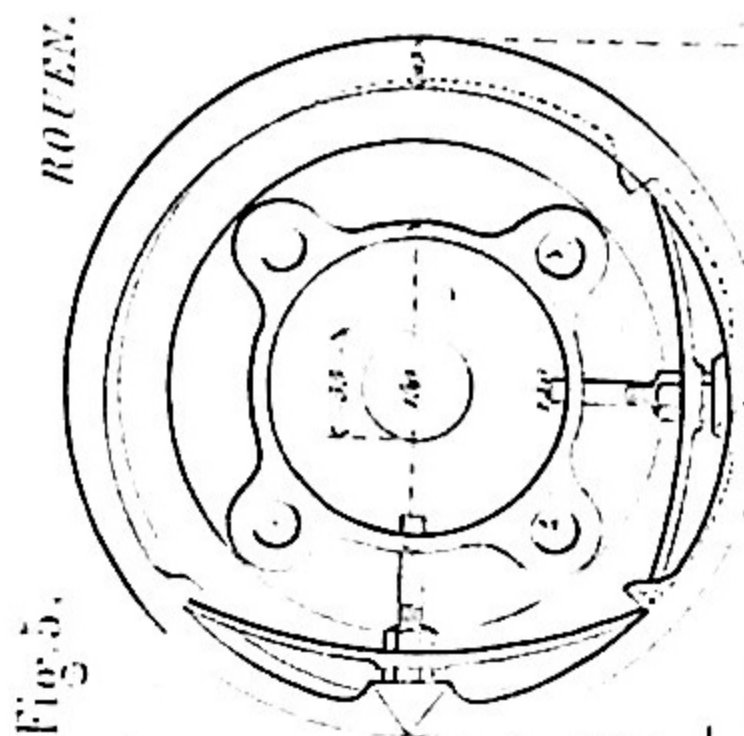
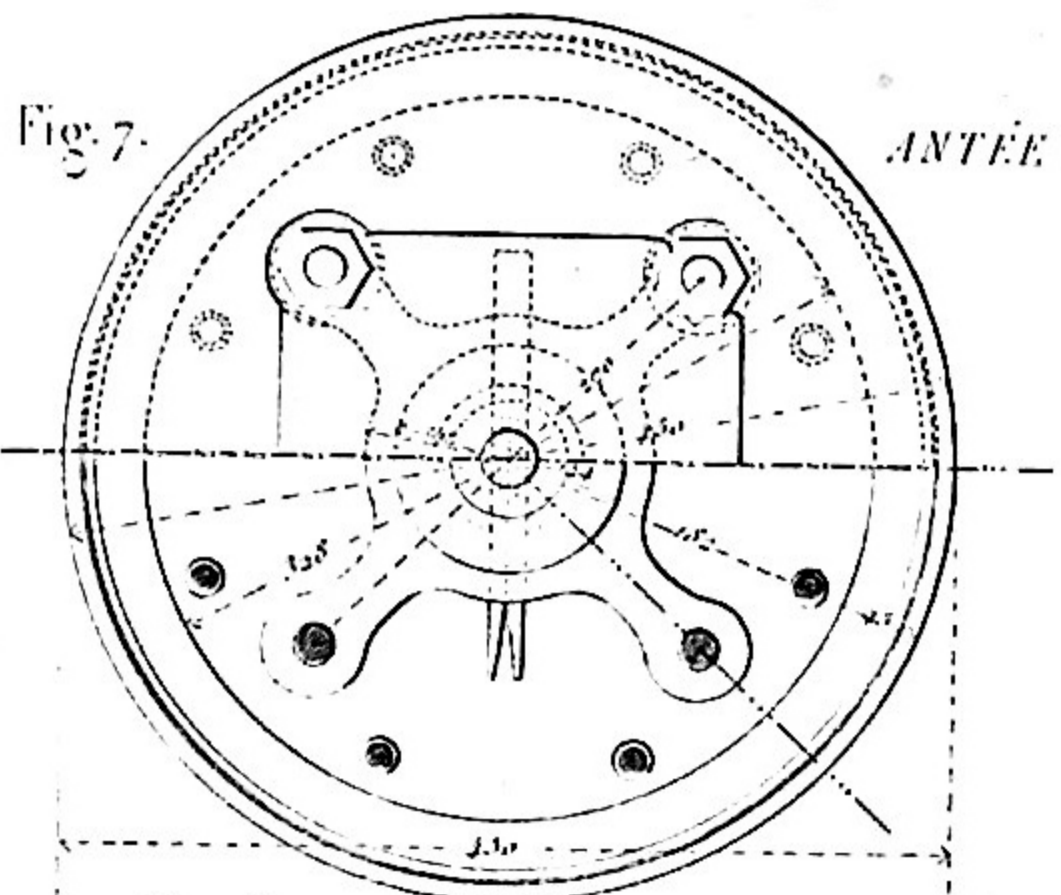
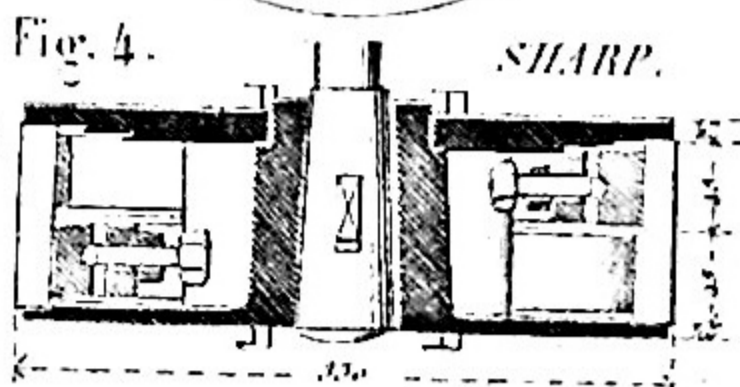
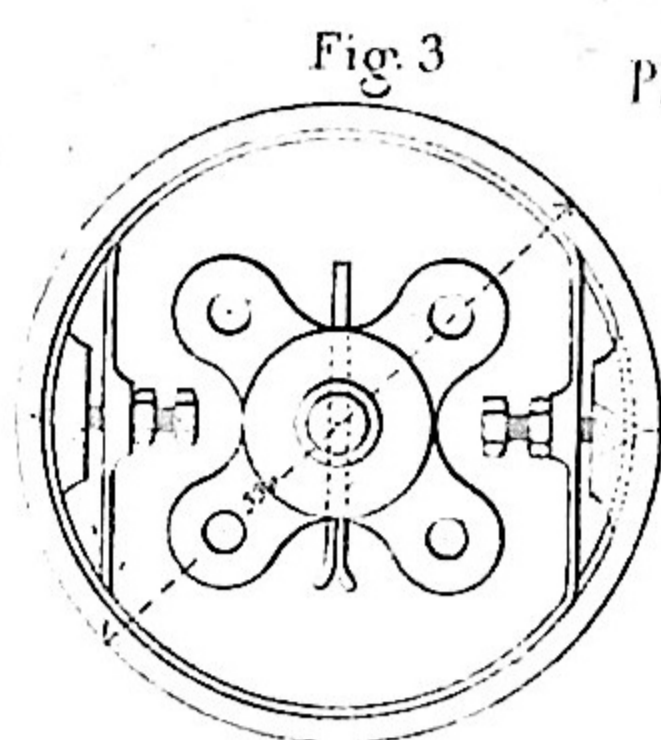
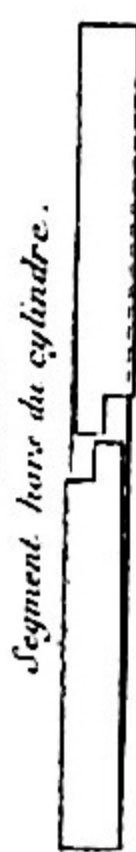
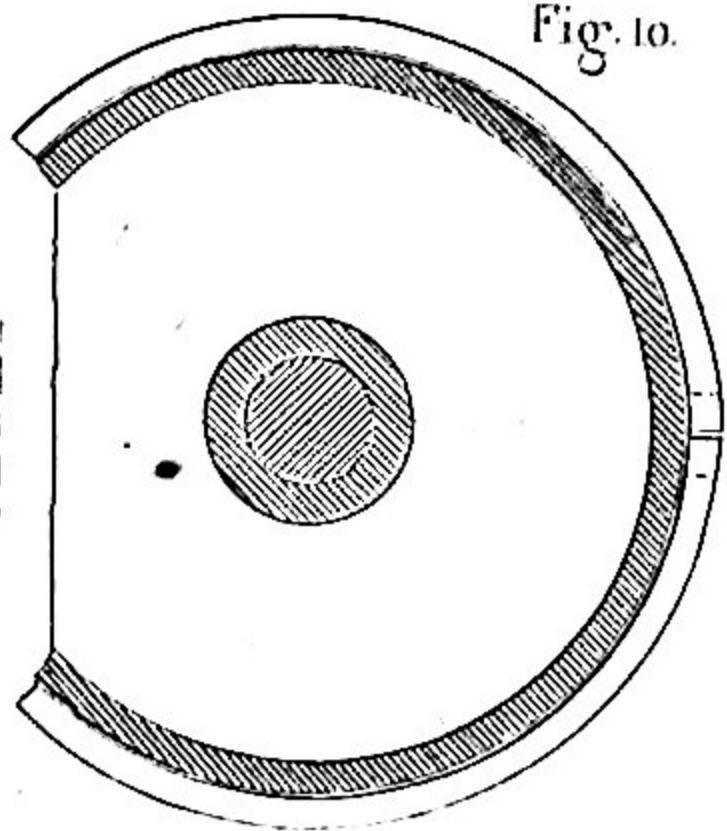
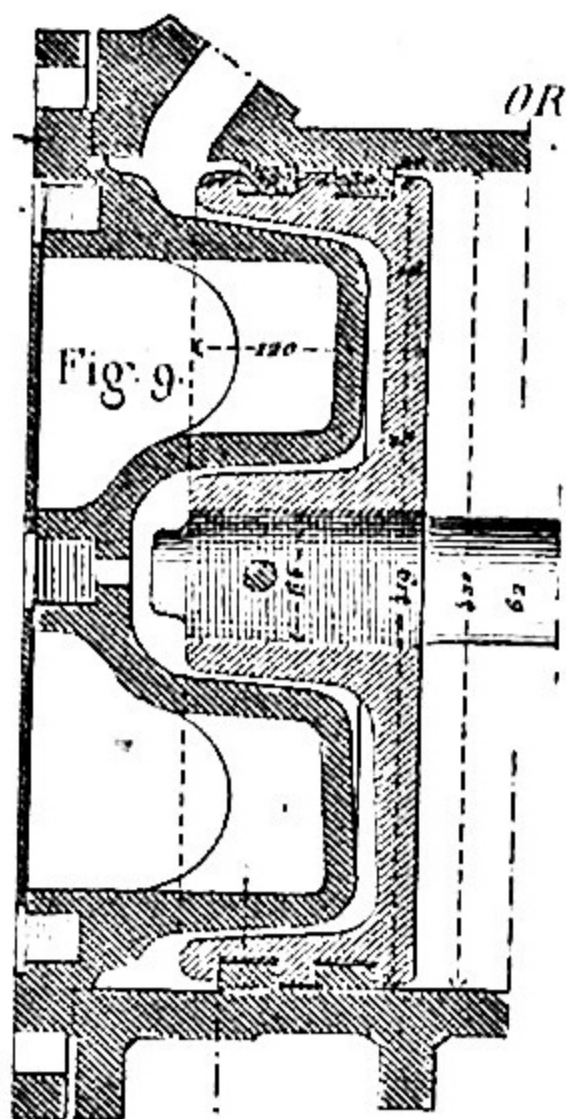


J. Gaudry dir.

Fig 2



L. Guignot sc.



H. Mathieu dir.

Ech. 1/10.

Lentière sc.

Fig. 1.

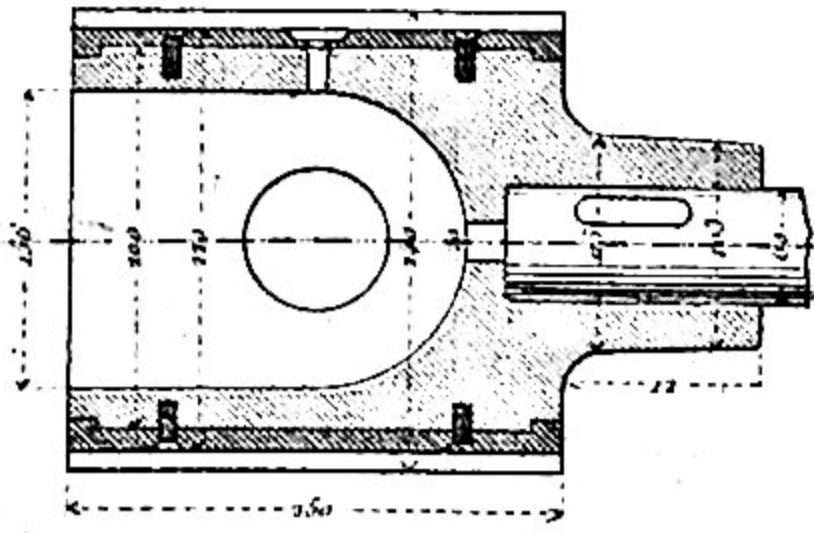


Fig. 2.

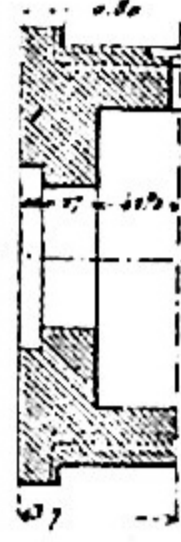


Fig. 3.

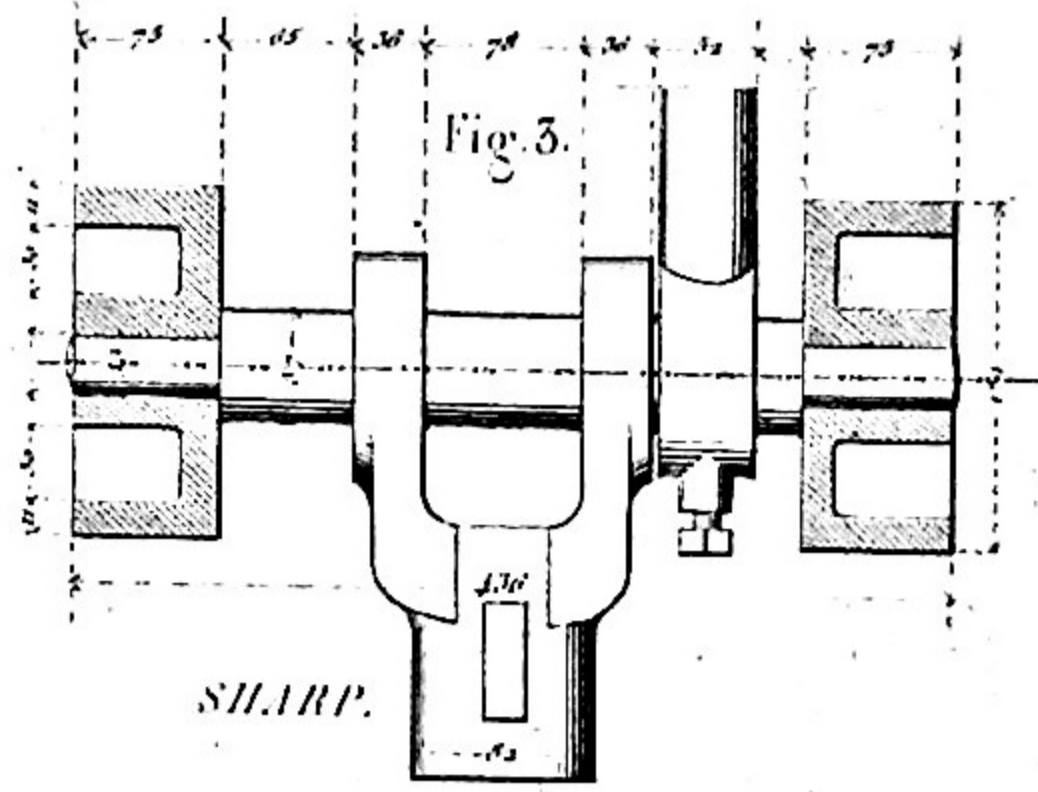


Fig. 4.

ORLÉANS.

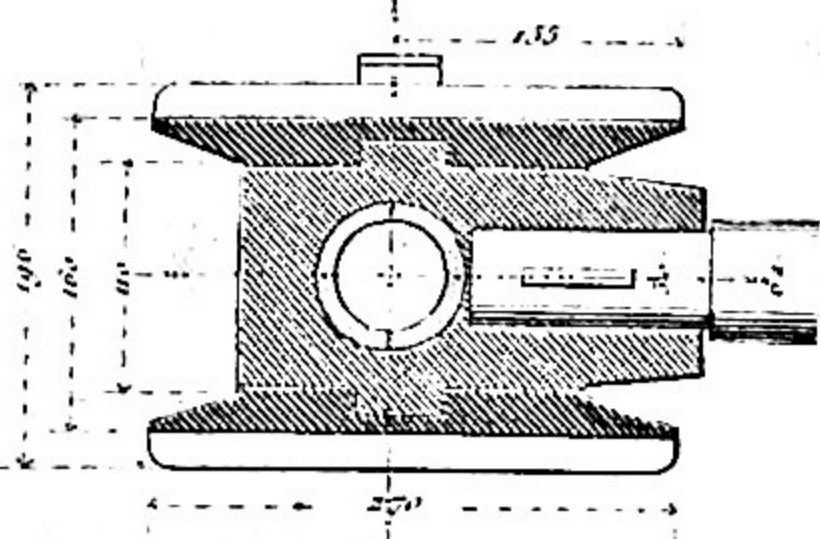


Fig. 5.

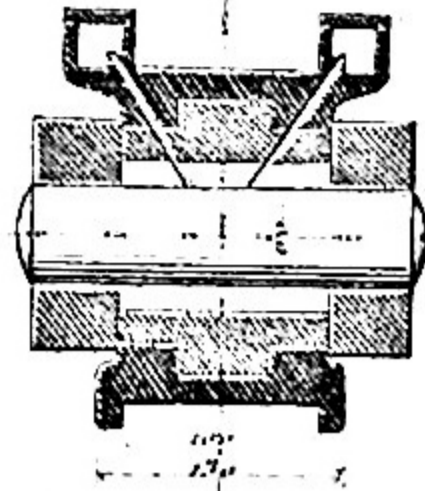


Fig. 6.

ROGEN.

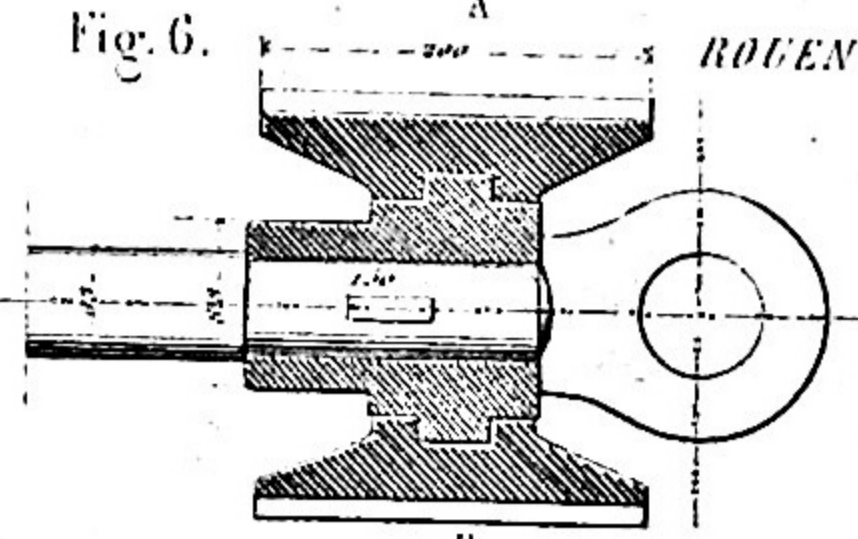


Fig. 9.

LYON. V.

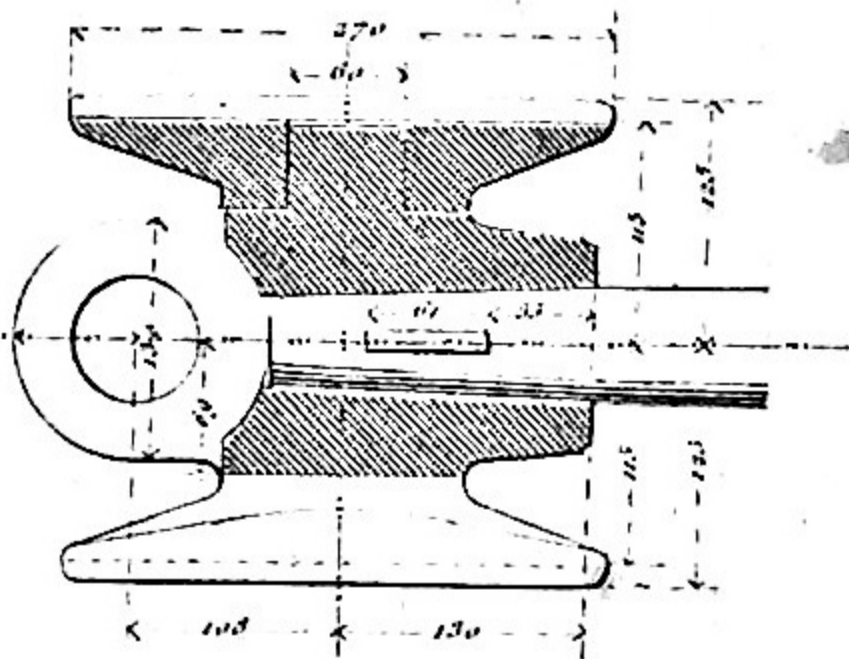


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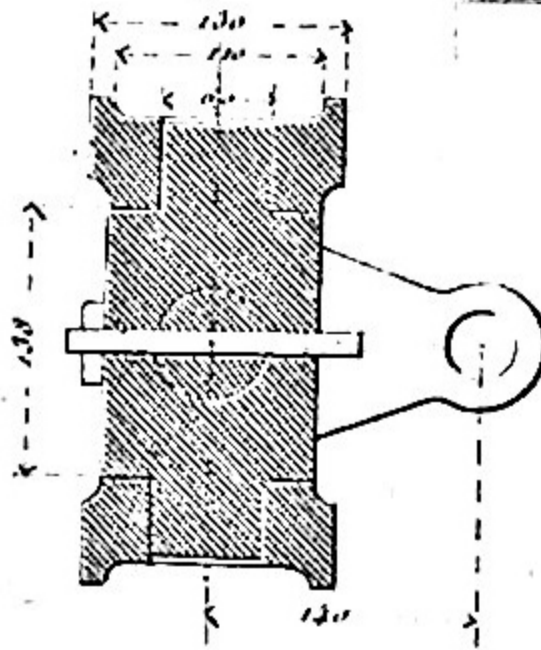


Fig. 7.

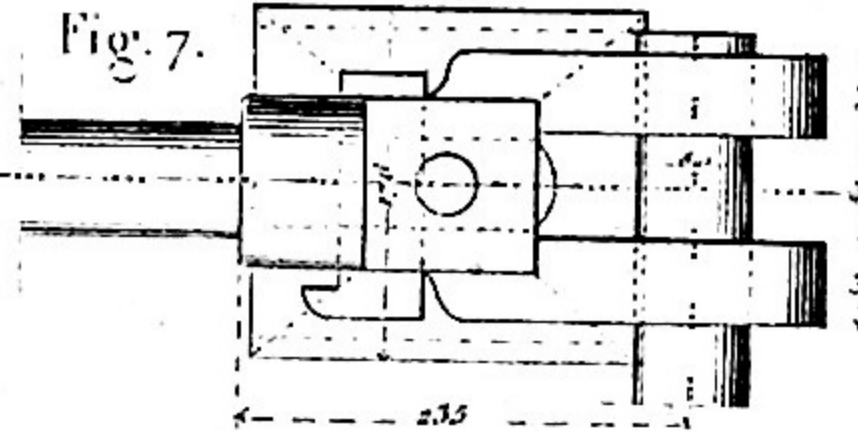


Fig. 8.

A B

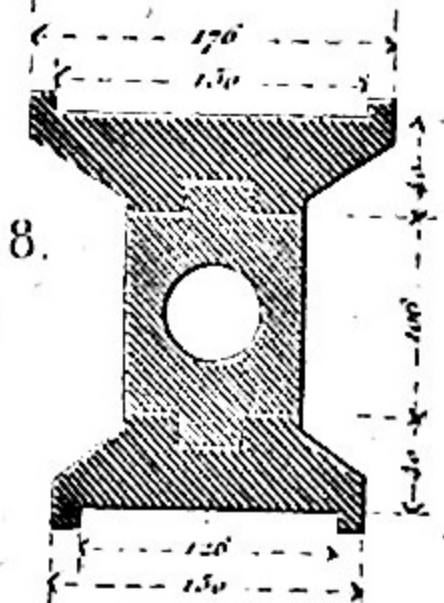
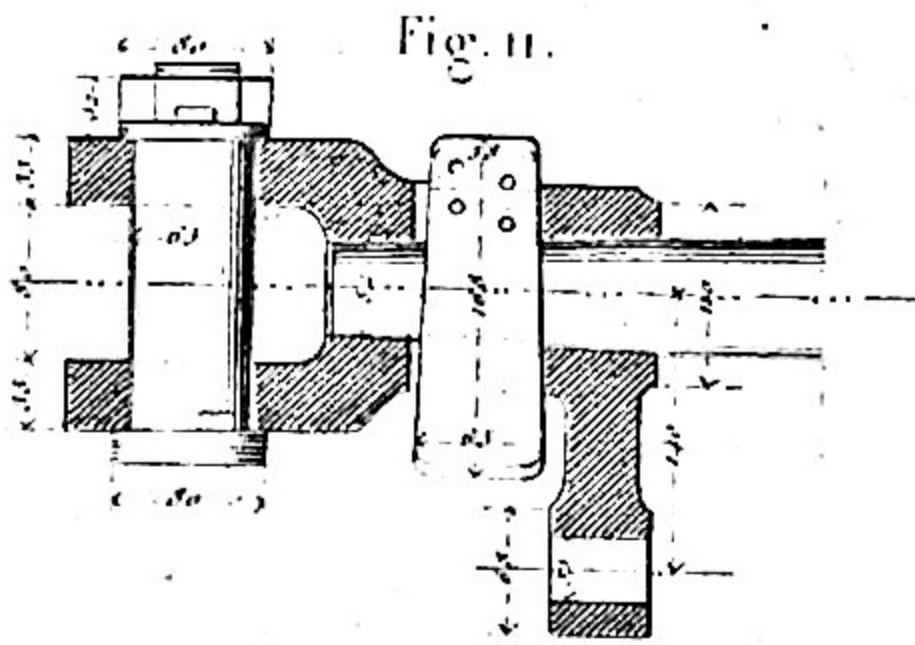


Fig. 11.



NORD.

Fig. 12.

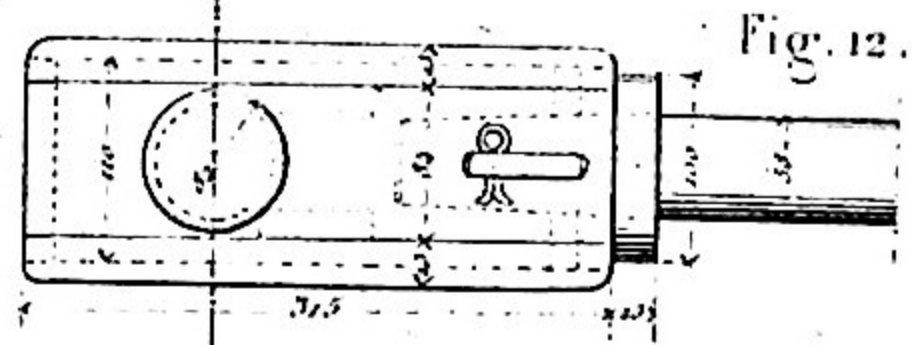


Fig. 14.

Ech. 1/10

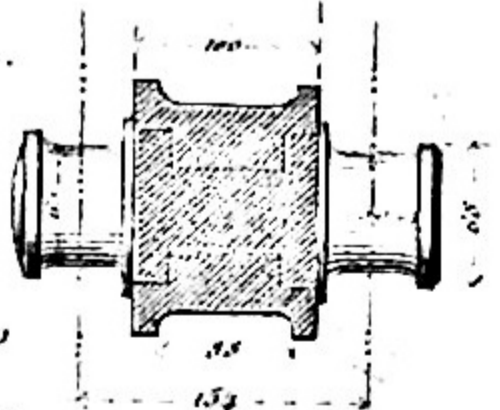
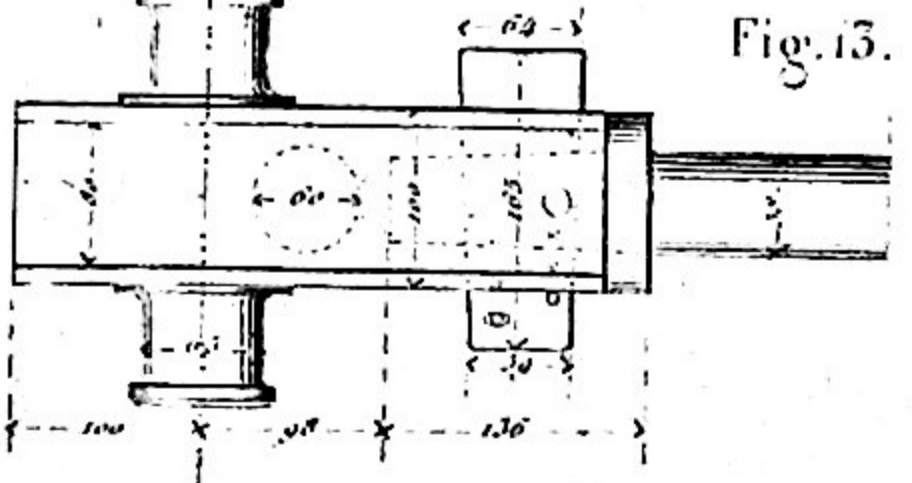


Fig. 13.



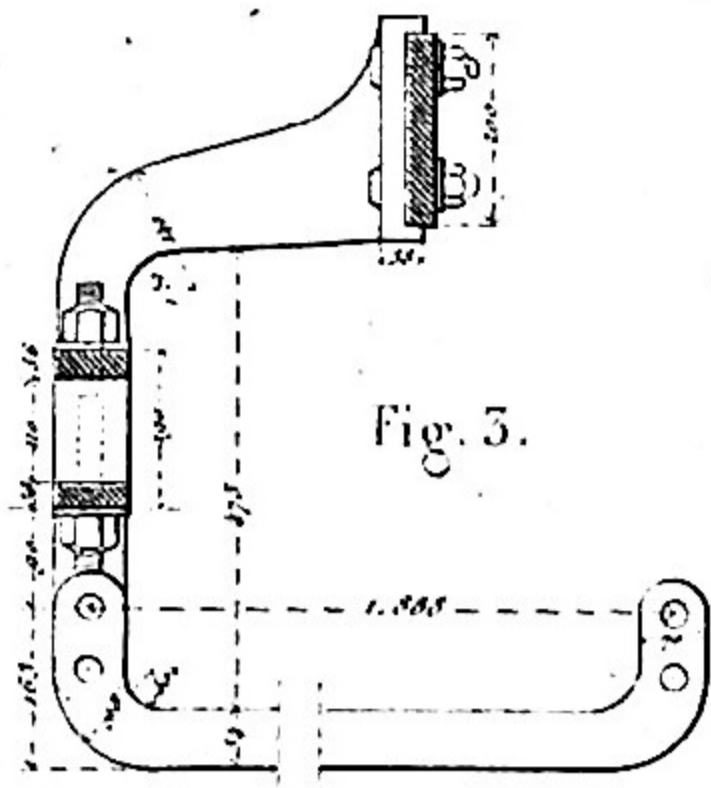


Fig. 3.

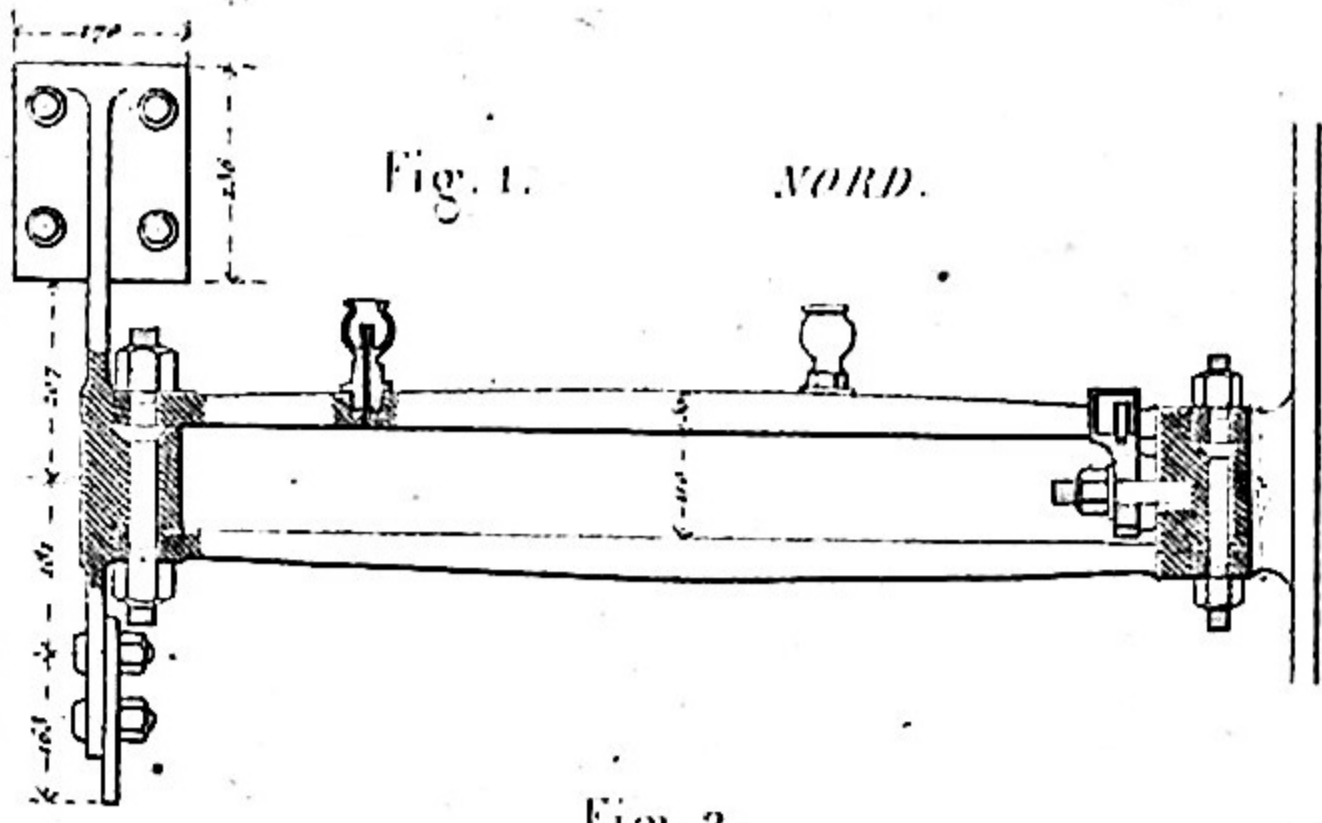


Fig. 1. *NORD.*

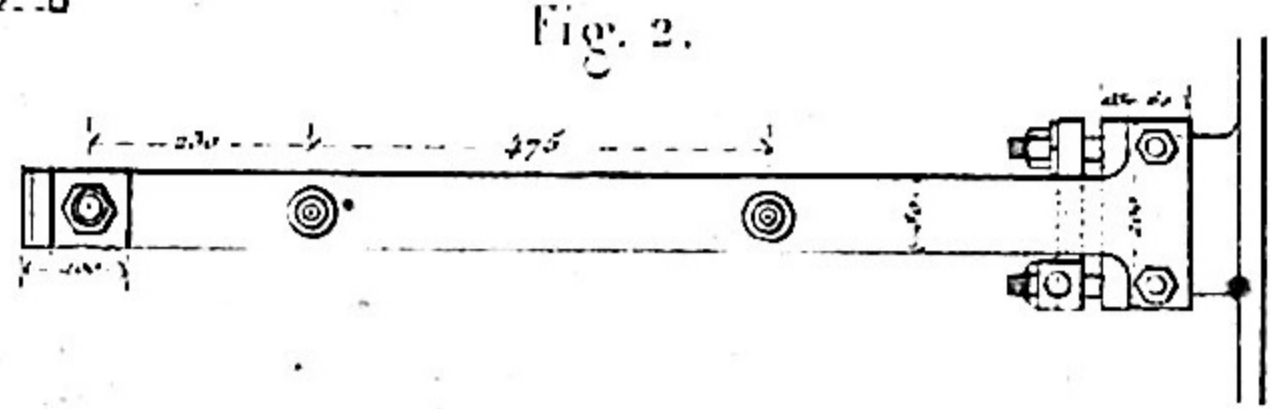
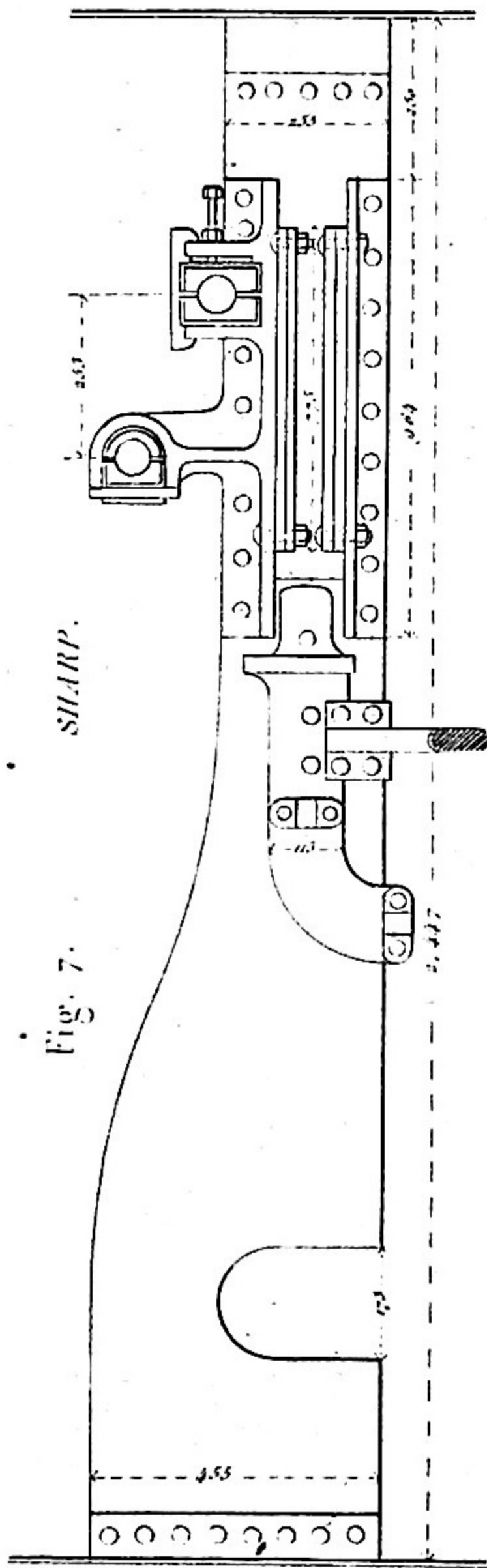
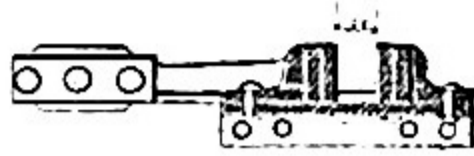


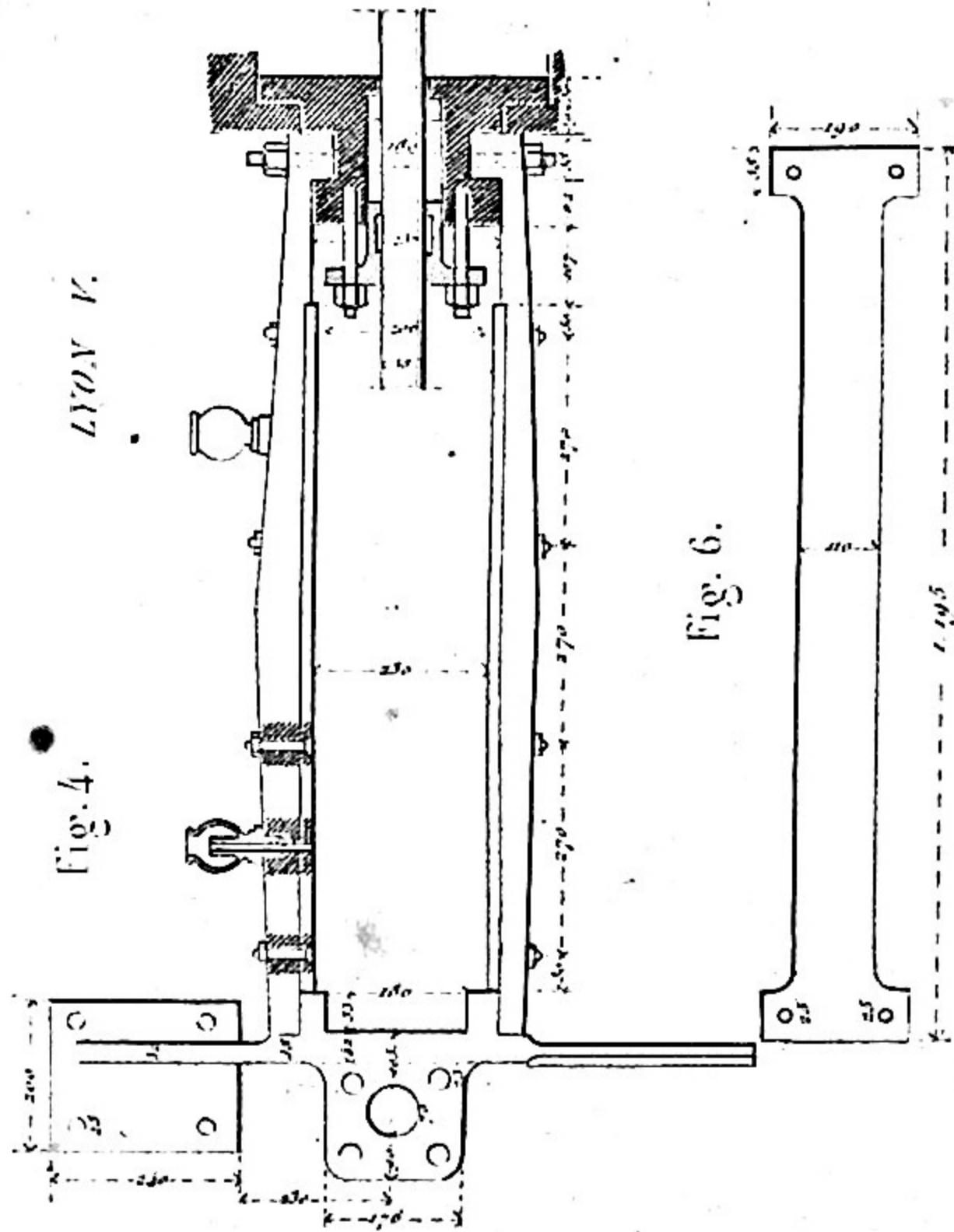
Fig. 2.

Fig. 8.



SHARP.

Fig. 7.



LYON V.

Fig. 4.

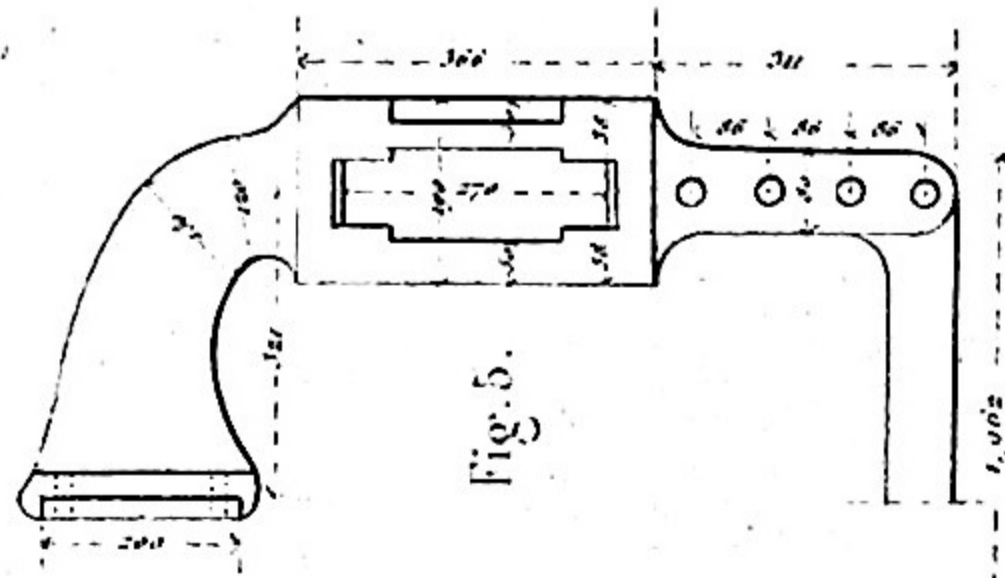


Fig. 6.

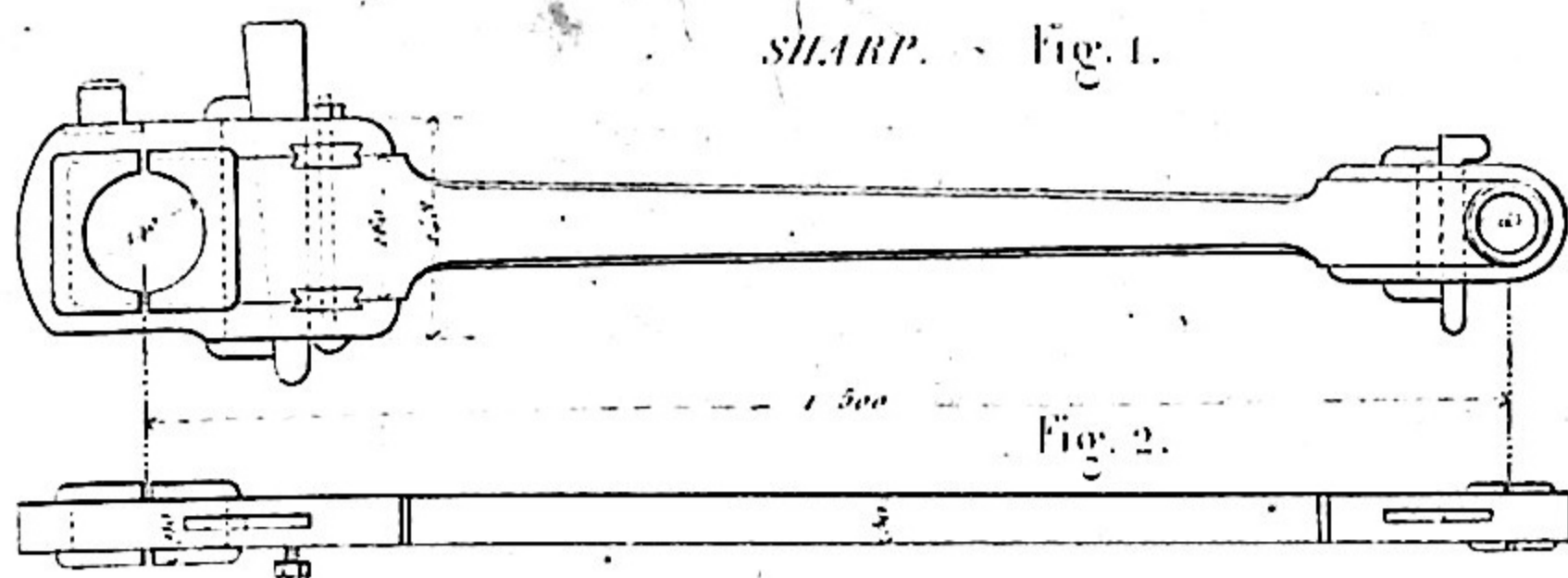
Fig. 6.

H. Mathieu dir.

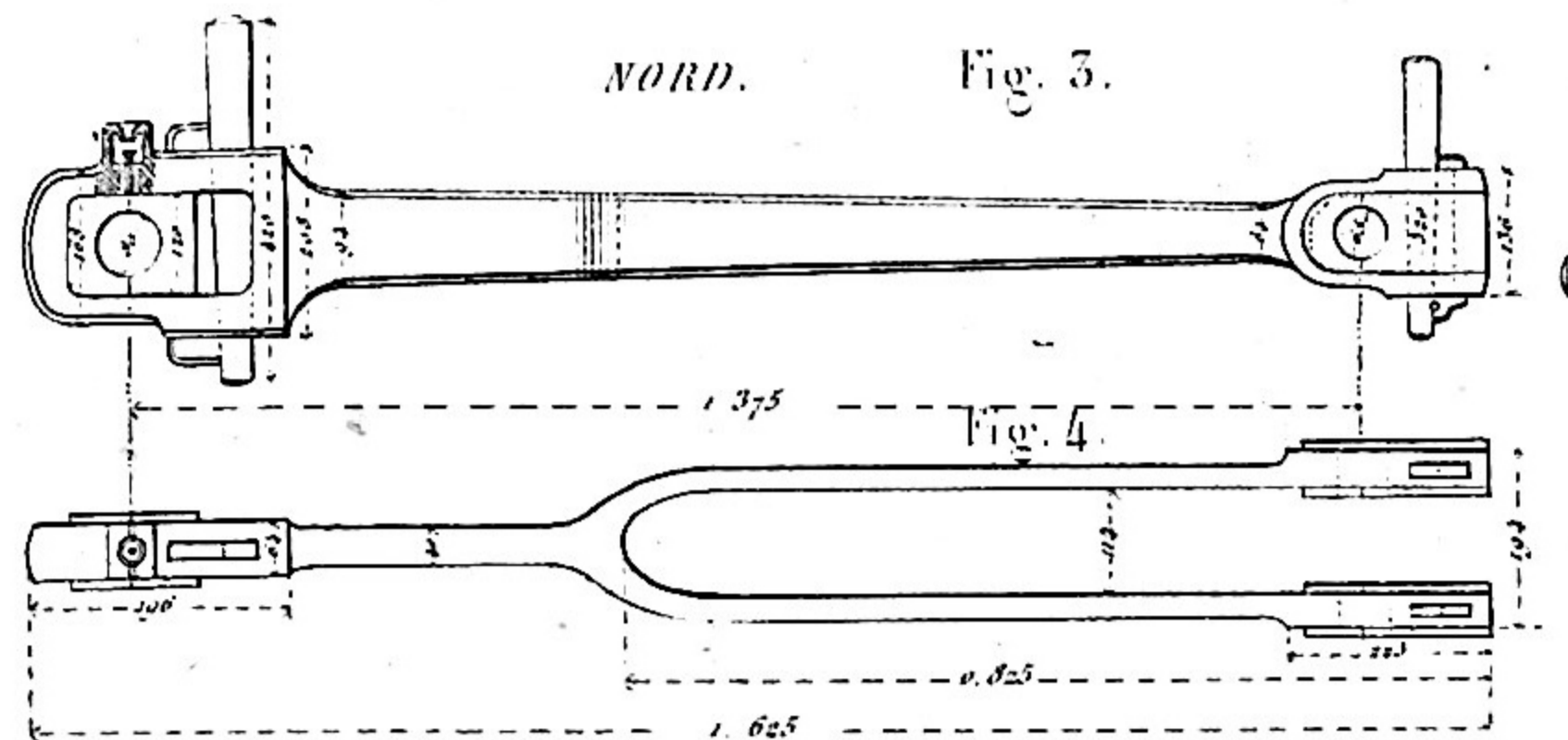
Ech. 1/20

Lemaire sc.

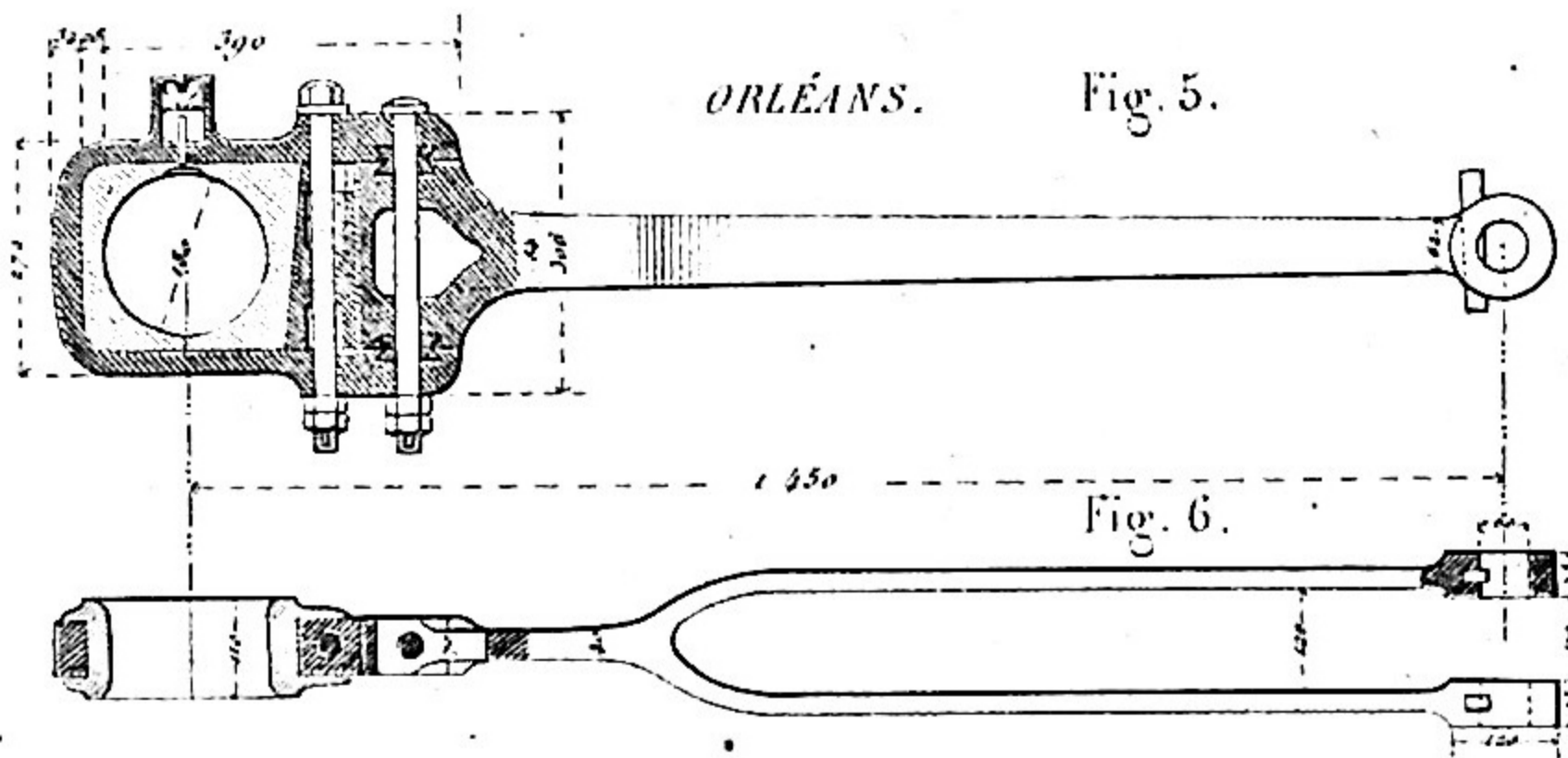
SHARP. Fig. 1.



NORD. Fig. 3.



ORLÉANS. Fig. 5.



STEPHENSON. Fig. 7.

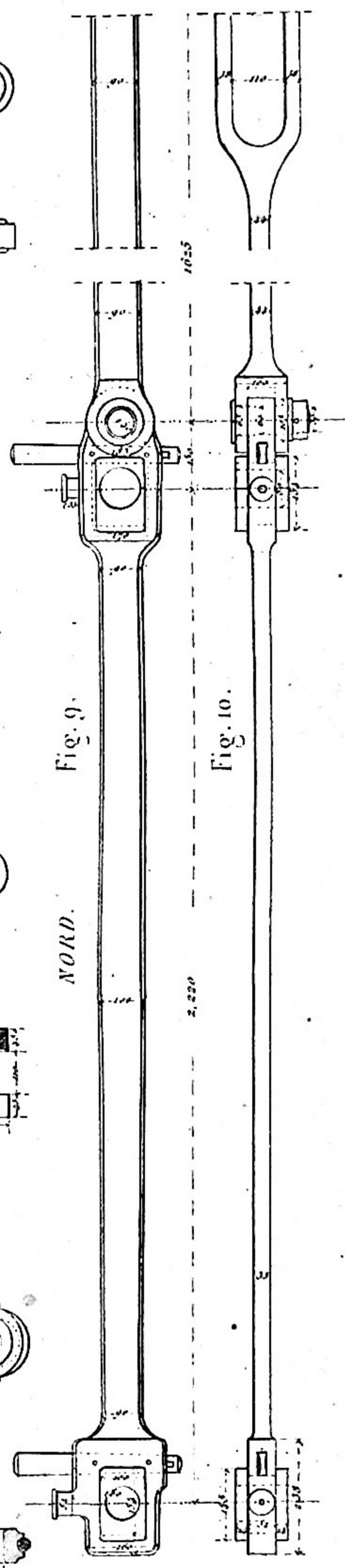
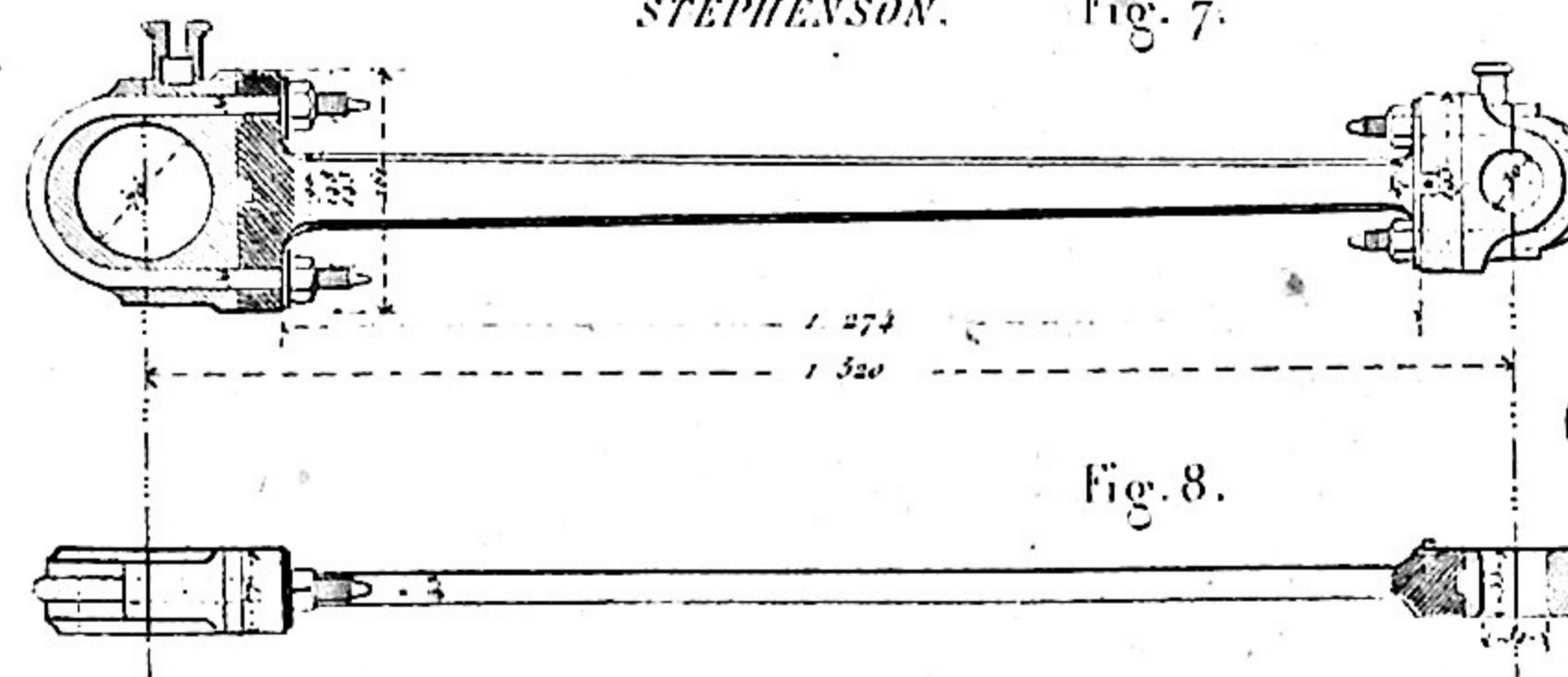


Fig. 9.

Fig. 10.

NORD.

Ech. 1/20.

Lemaire sc.

H. Mathieu dir.

Fig. 10.

NORD.

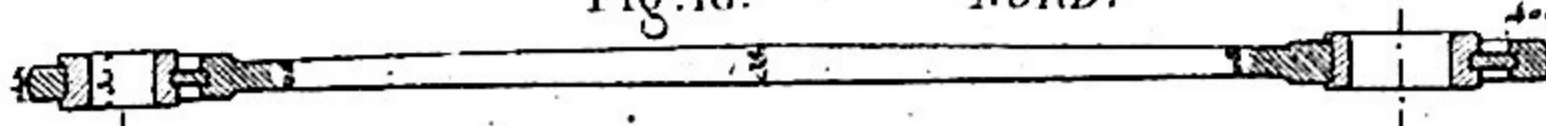
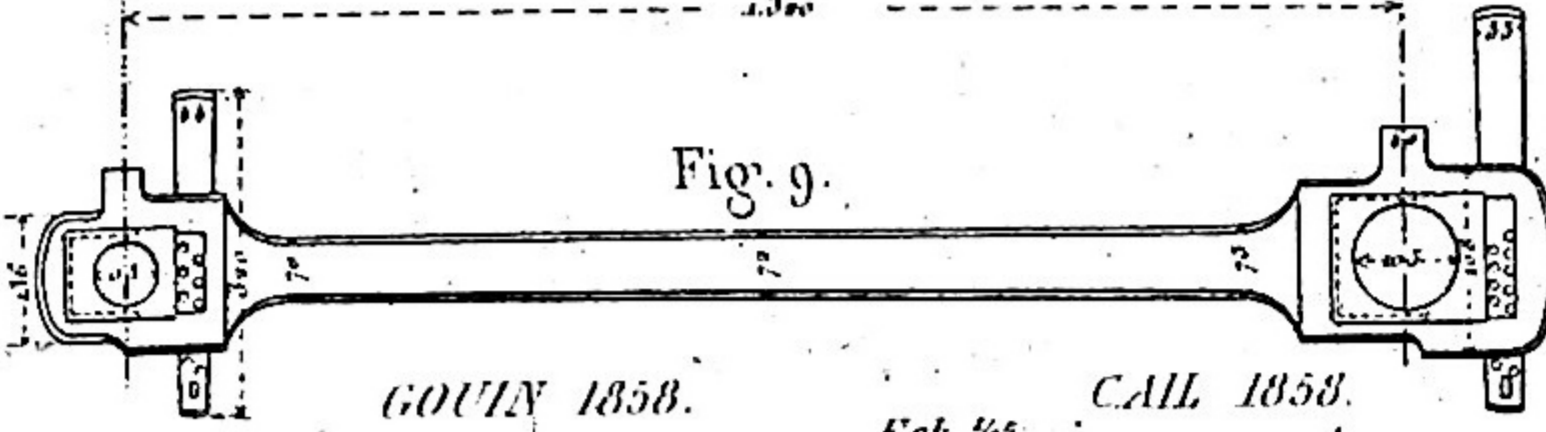
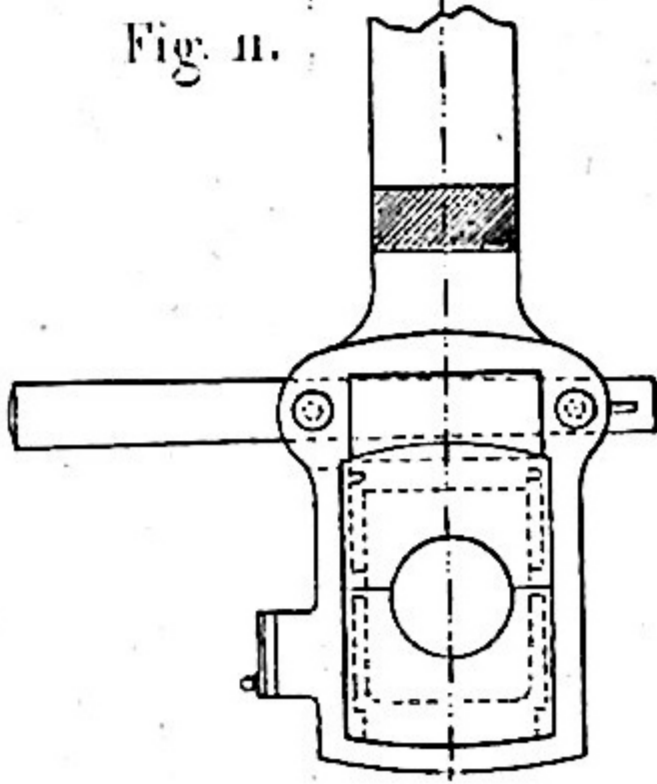


Fig. 9.



GOUIN 1858.

Fig. 11.



Ech. 1/15.

CAIL 1858.

Fig. 3.



Fig. 4.

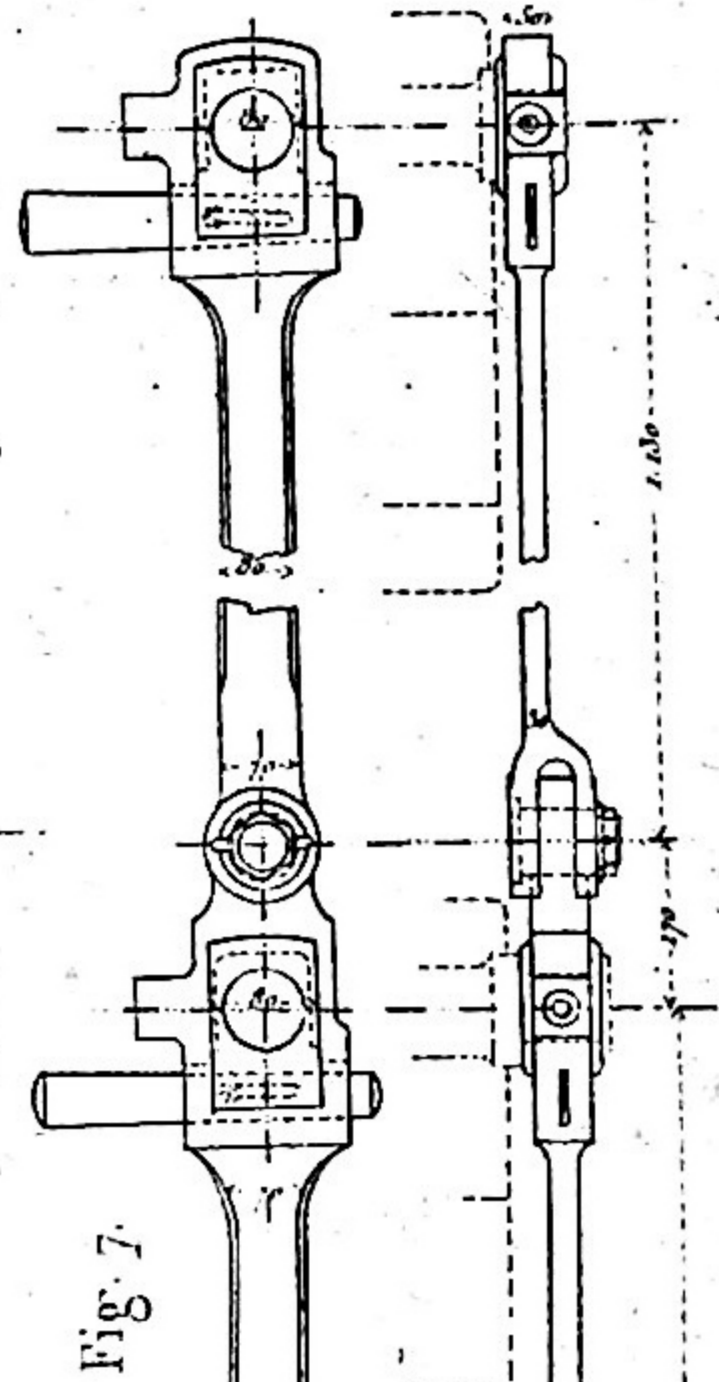
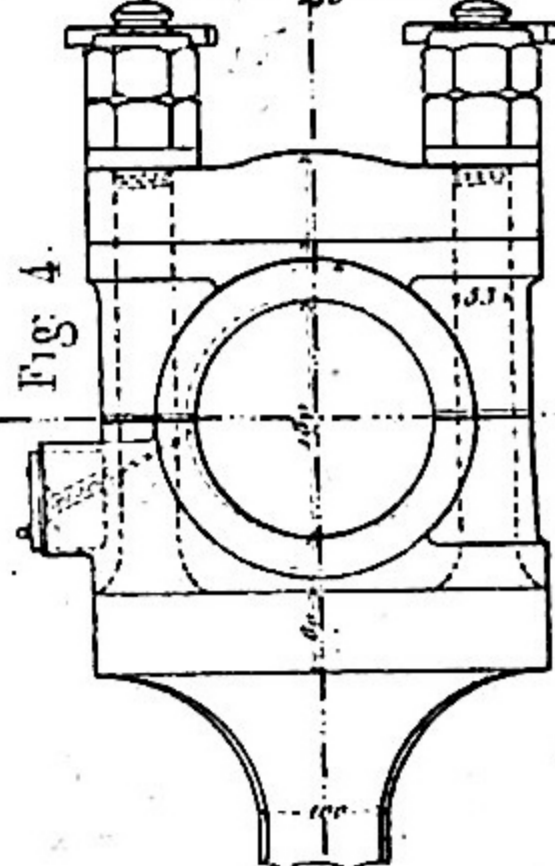
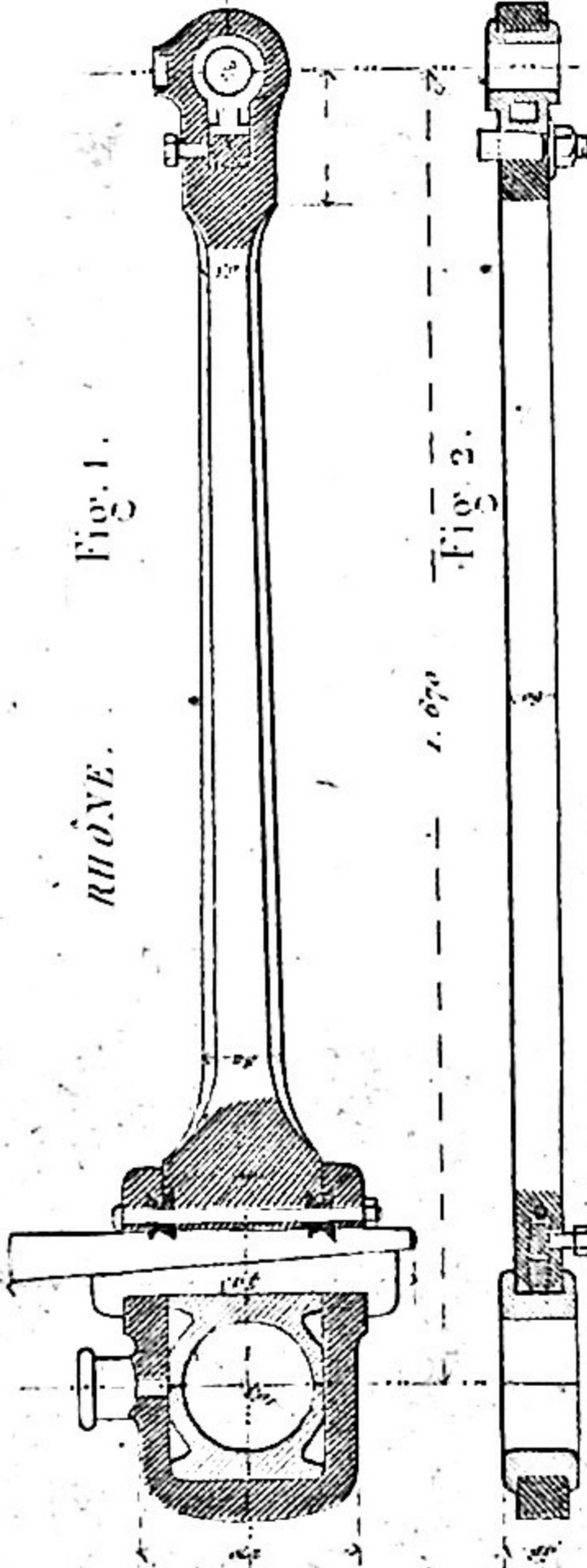


Fig. 7.

Fig. 1.



RHÔNE.

Fig. 2.

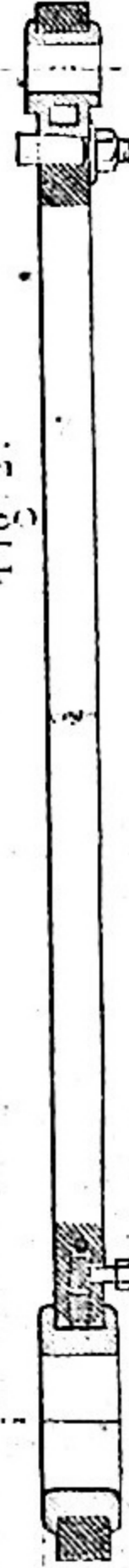
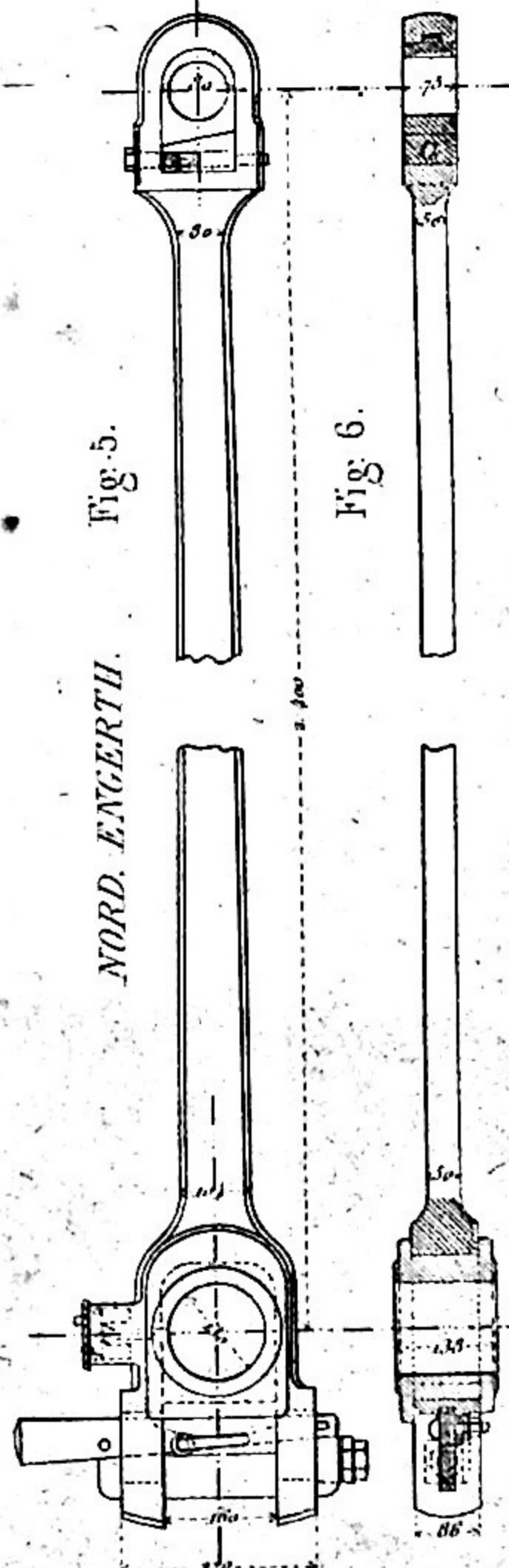


Fig. 5.



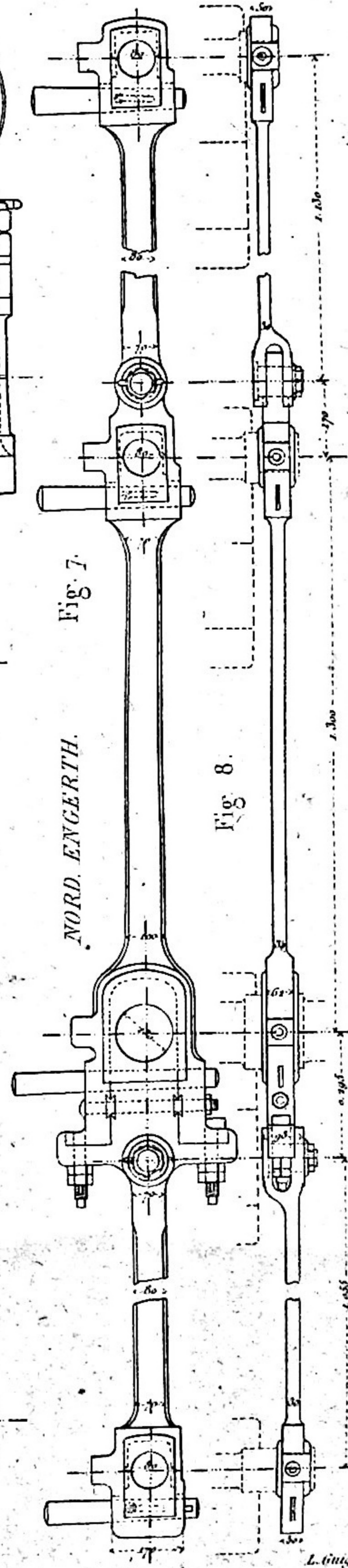
NORD. ENGERTH.

Fig. 6.



NORD. ENGERTH.

Fig. 8.



Echelle 1/20

L. Guinet sc.

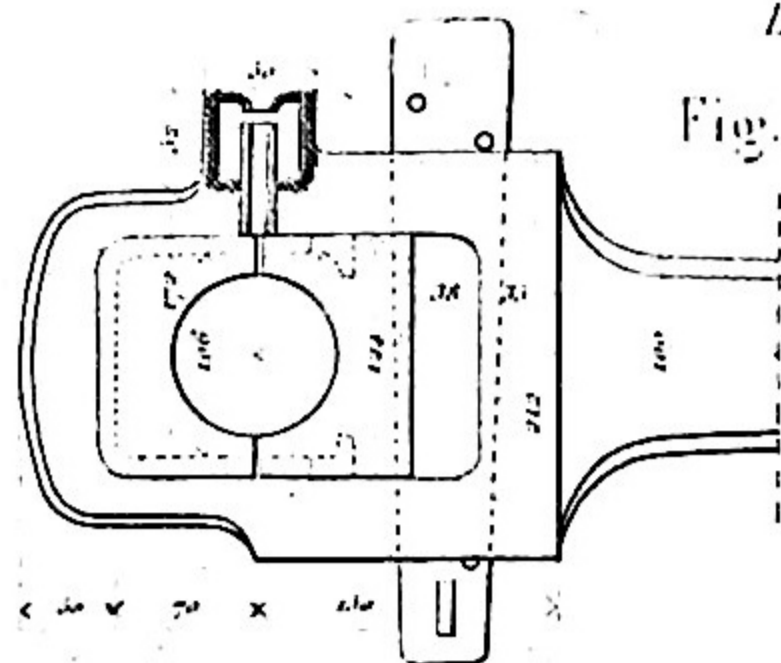


Fig. 1. Ech. 1/10

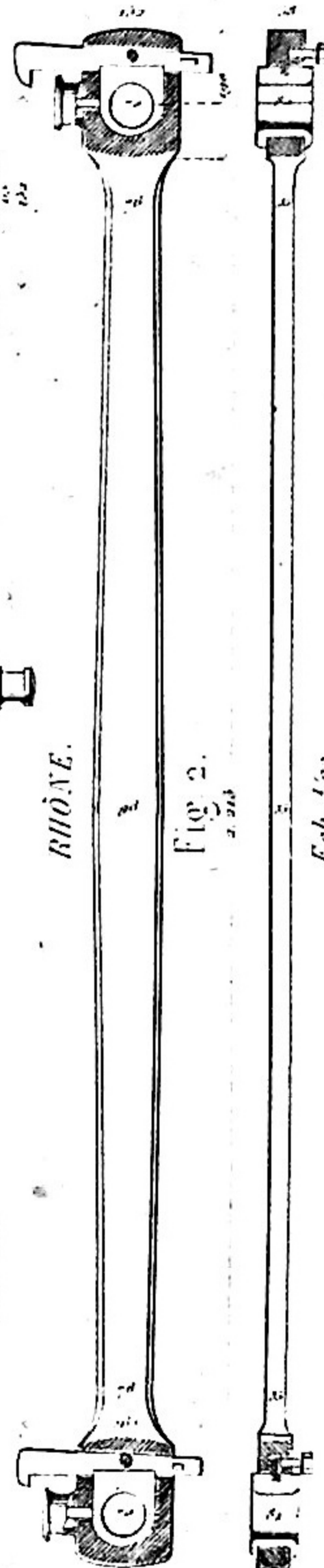
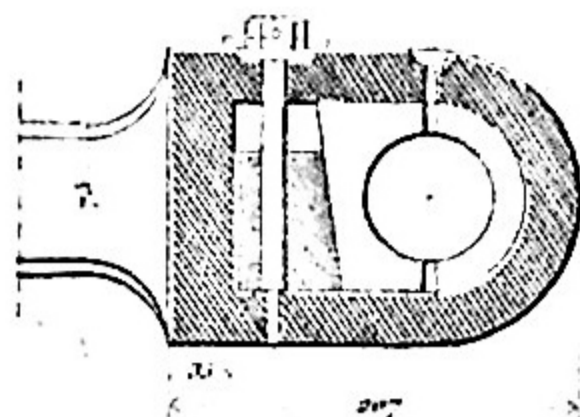


Fig. 2.

Ech. 1/20

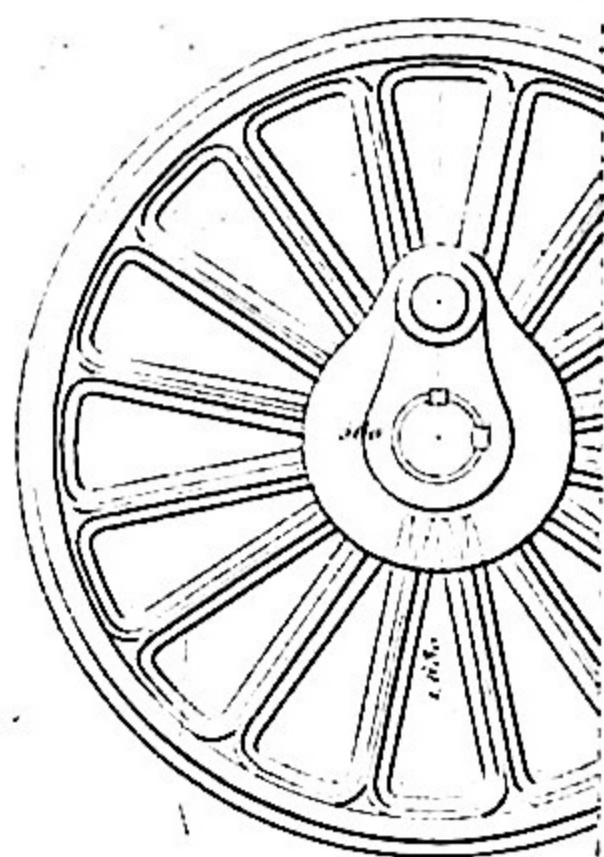
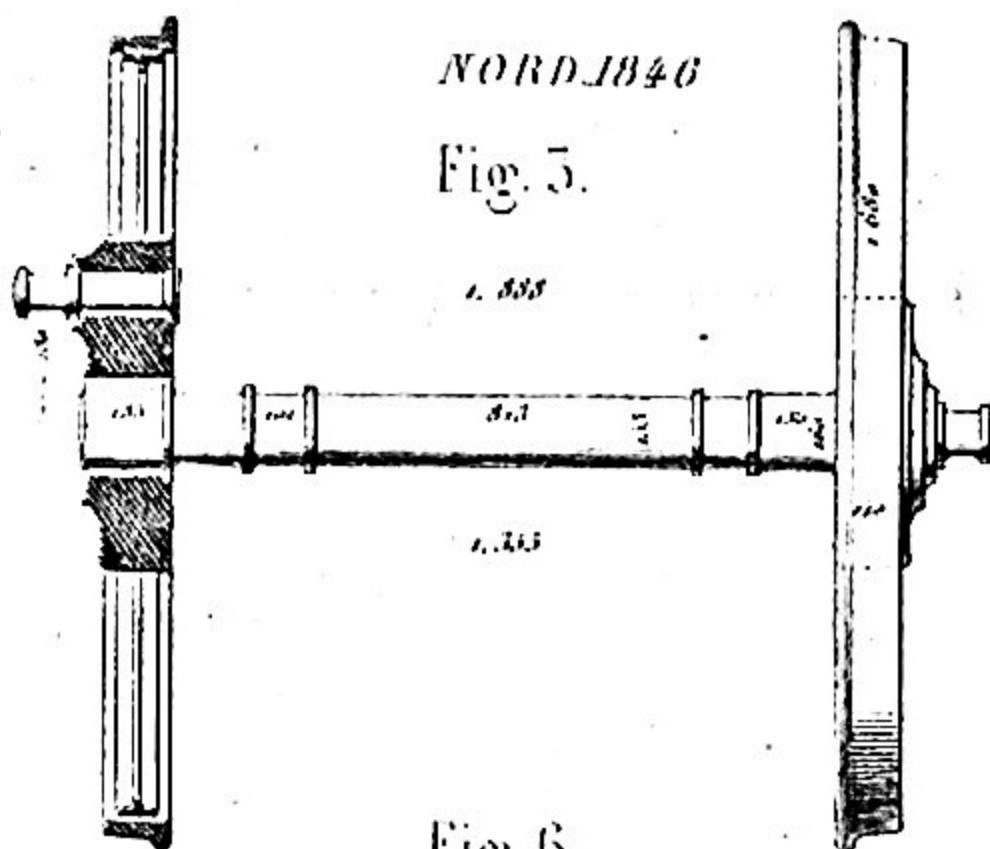


Fig. 4.



NORD 1846

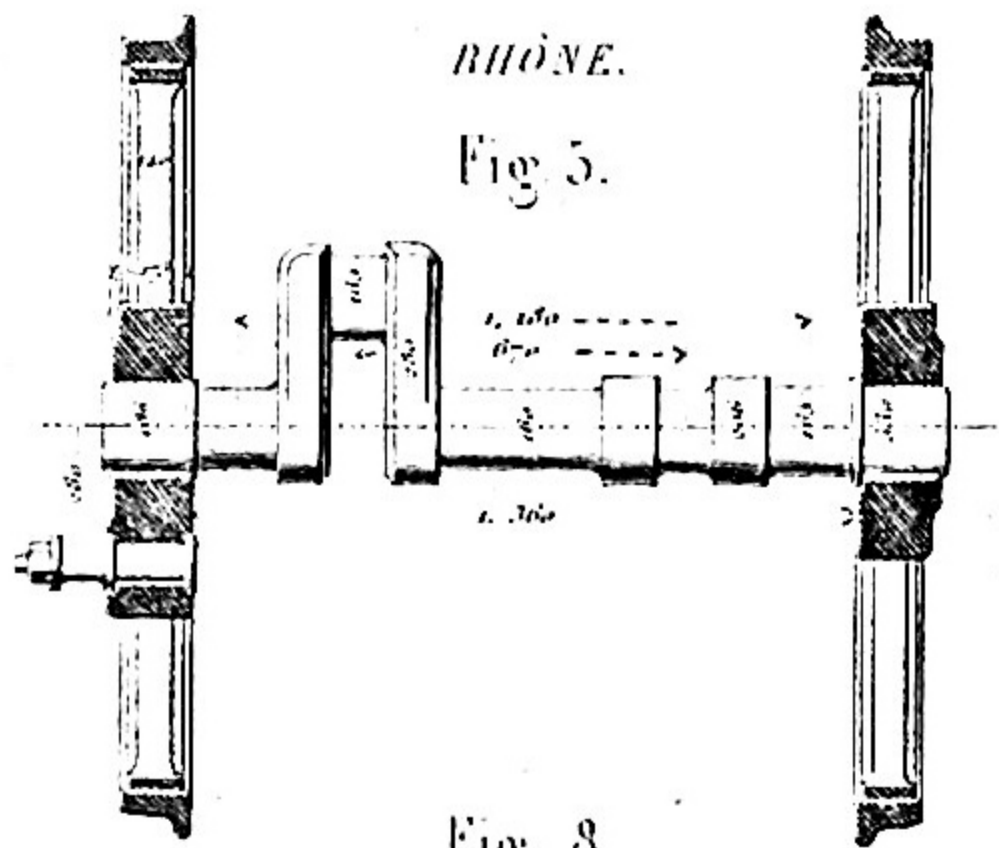
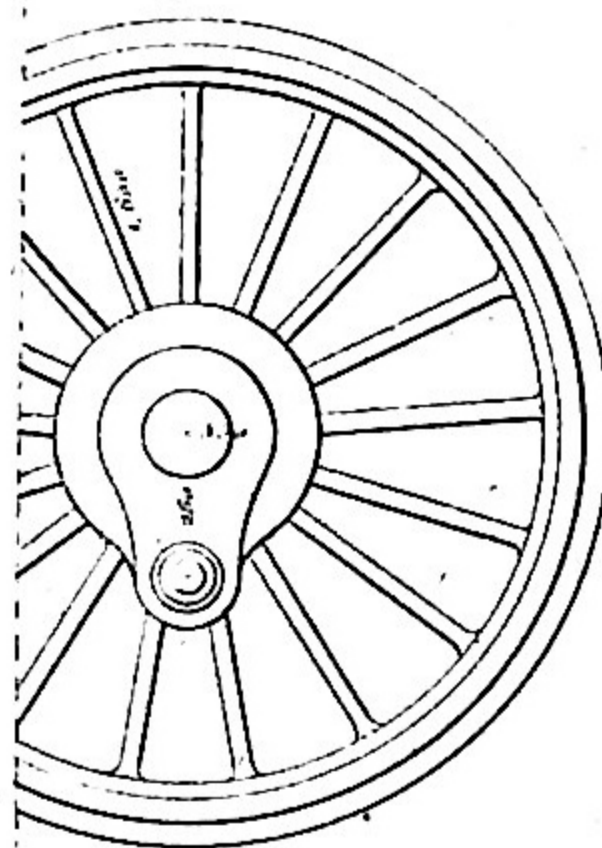
Fig. 5.

1. 835

1. 333

RHÔNE.

Fig. 6.



RHÔNE.

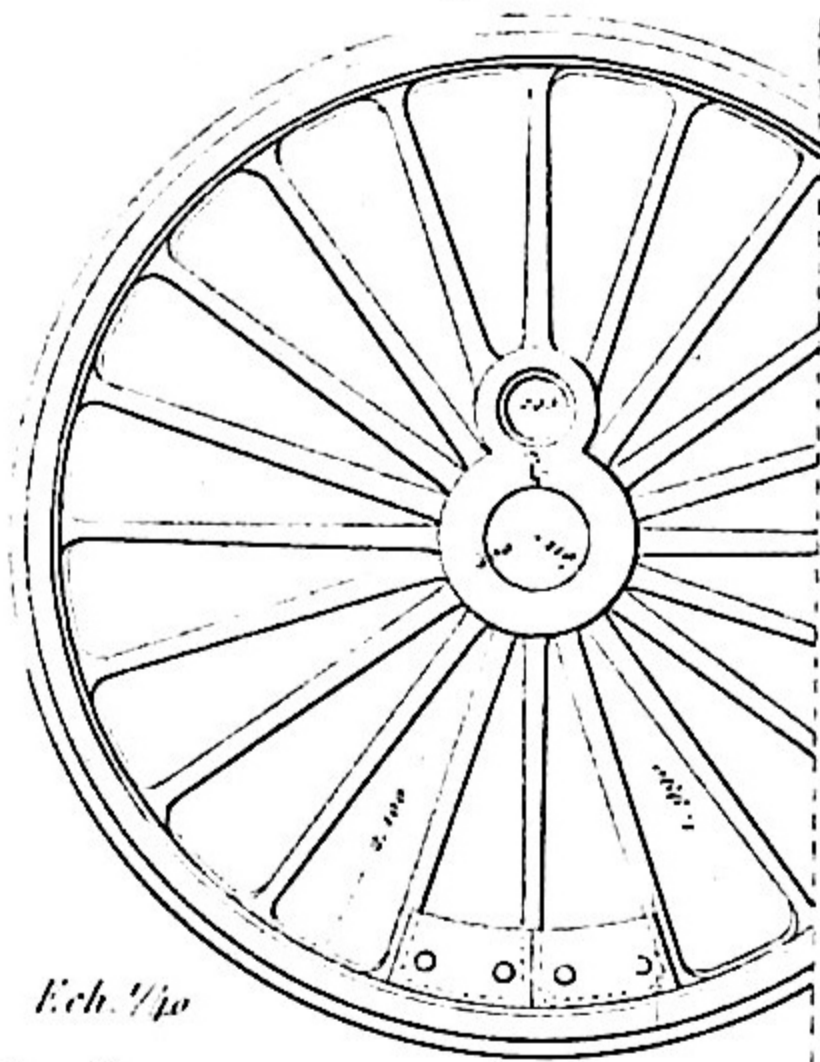
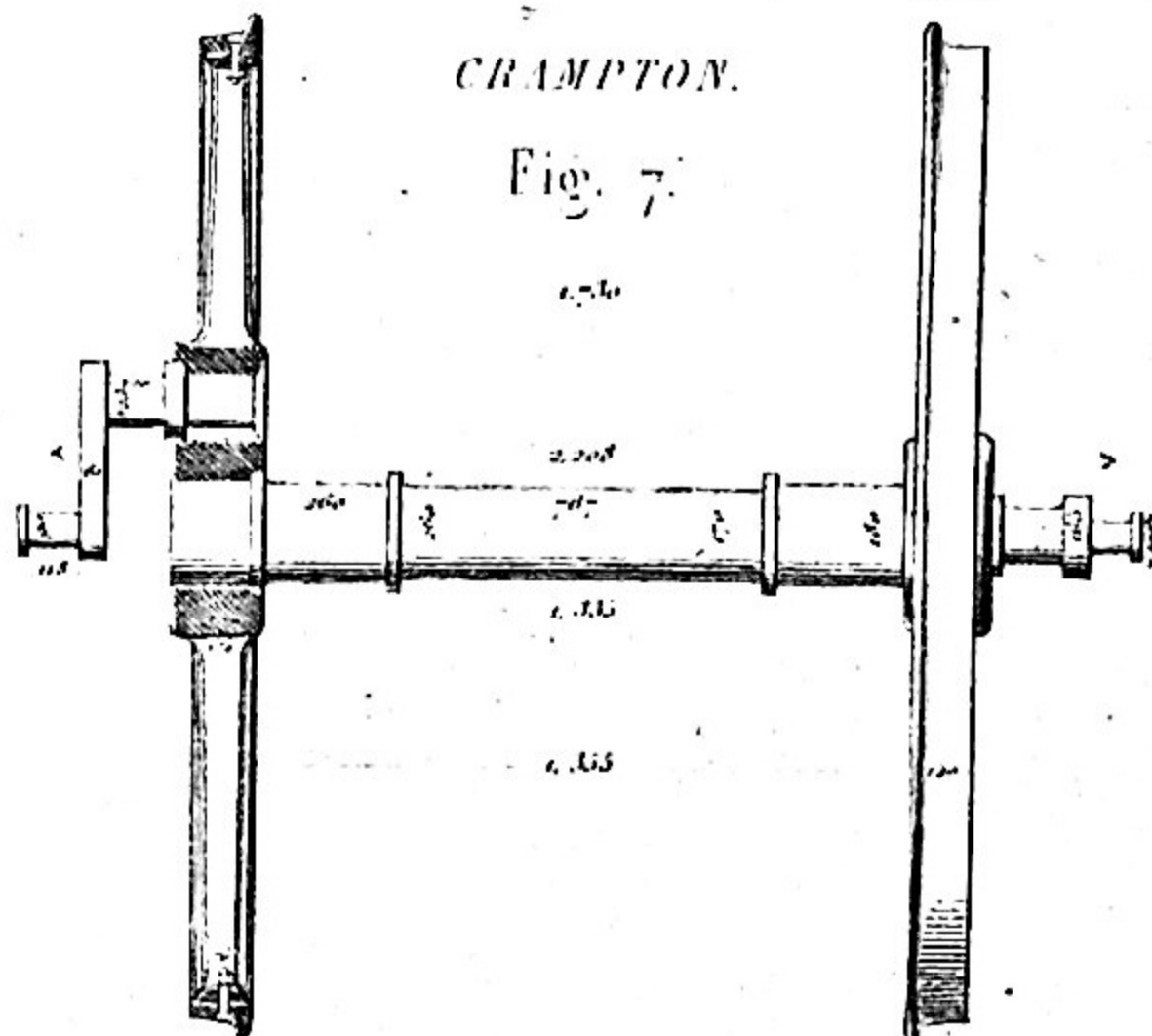
Fig. 8.

1. 150

1. 360

CRAMPTON.

Fig. 7.



Ech. 1/10

H. Mathieu dir.

Lemaire sc.

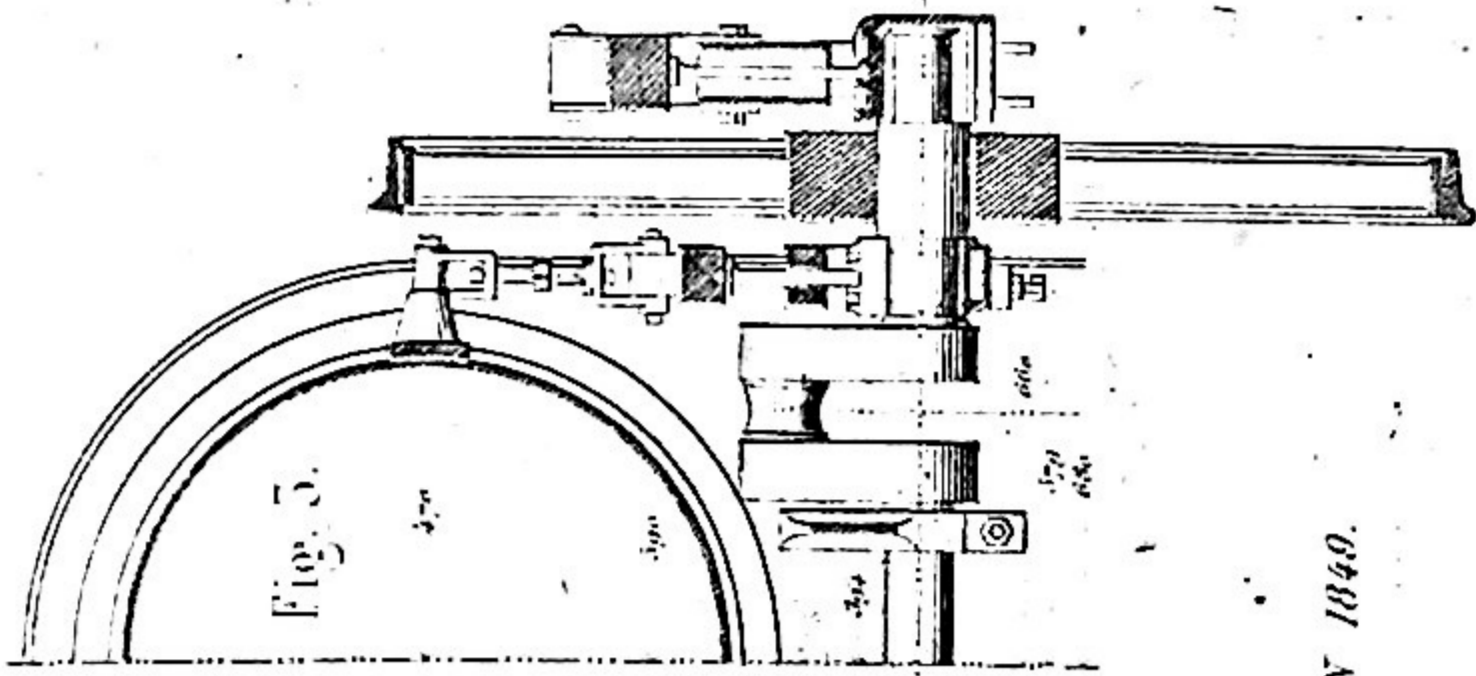


Fig. 3.

ST GERMAIN.
1840

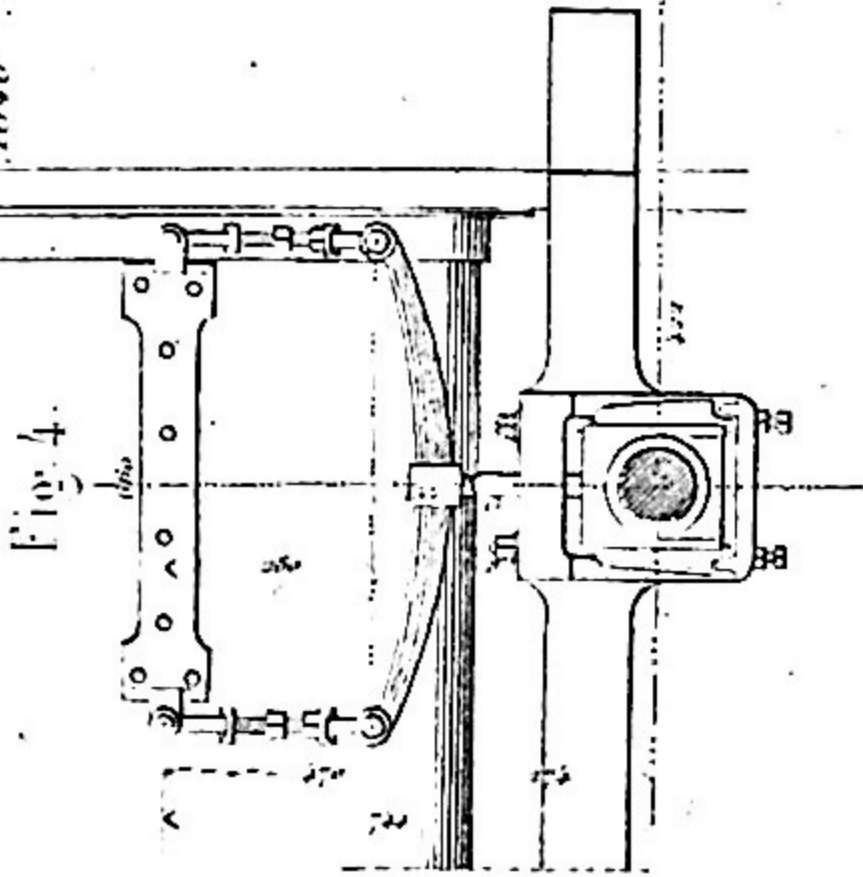


Fig. 4.

ORLÉANS. 1849

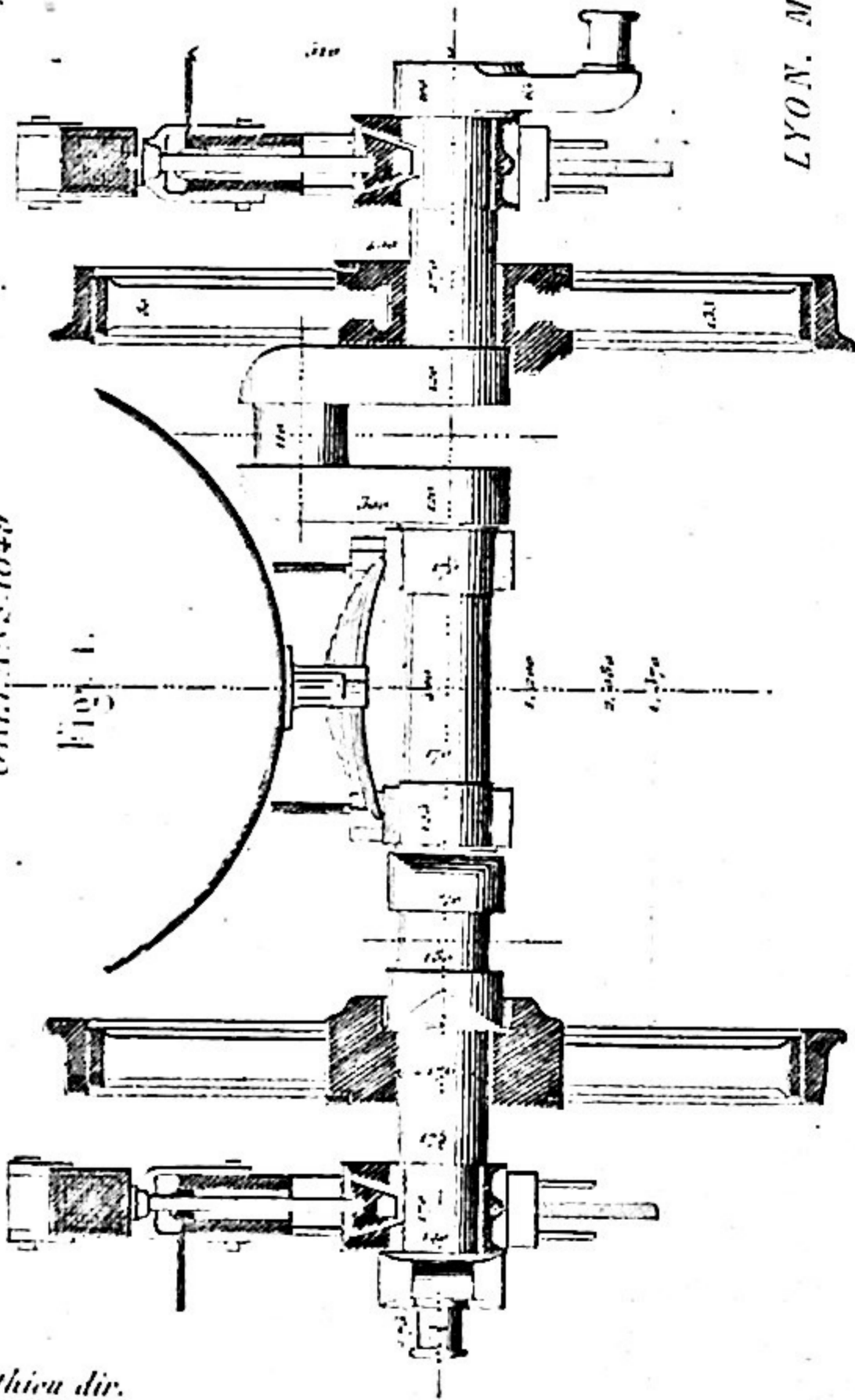


Fig. 1.

LYON. M.

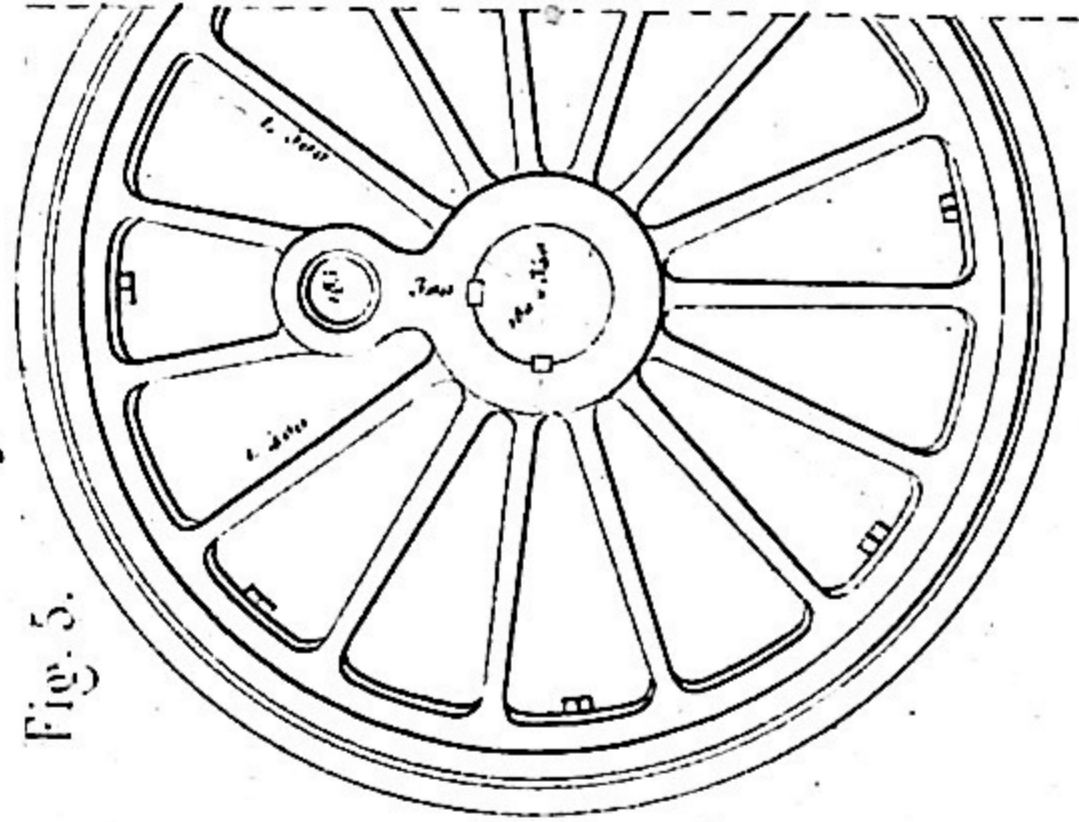


Fig. 5.

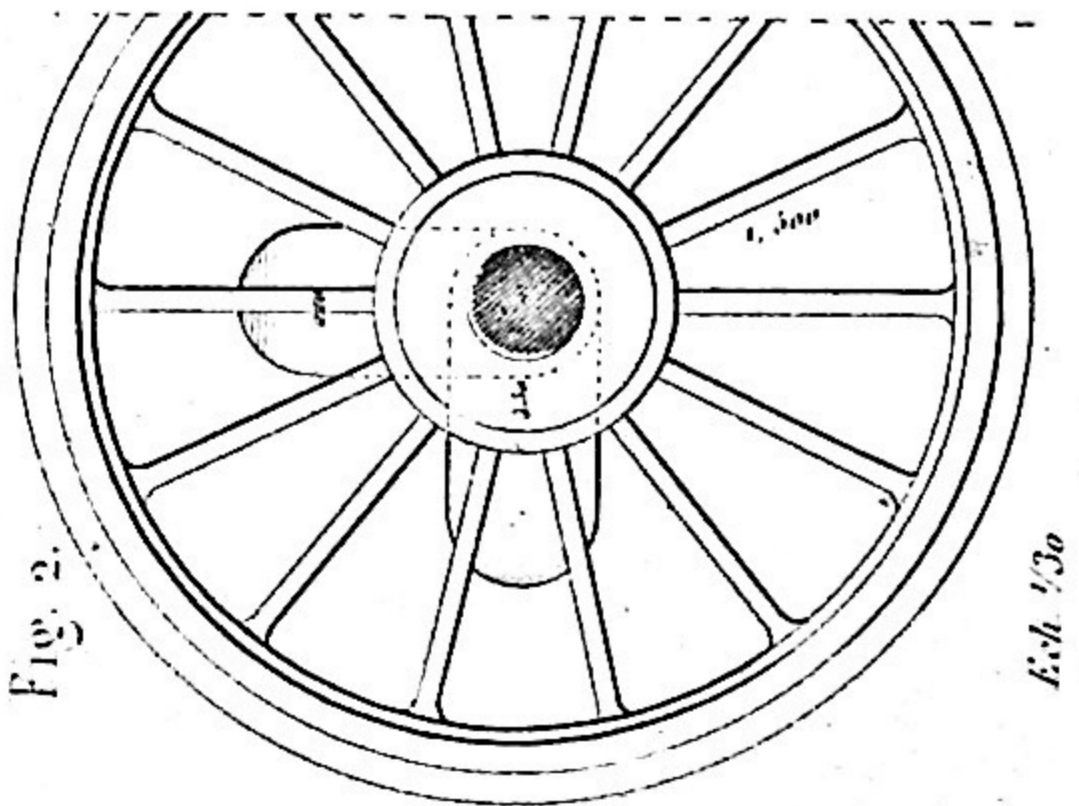


Fig. 2.

Ech. 1/30

Lemaitre sc.

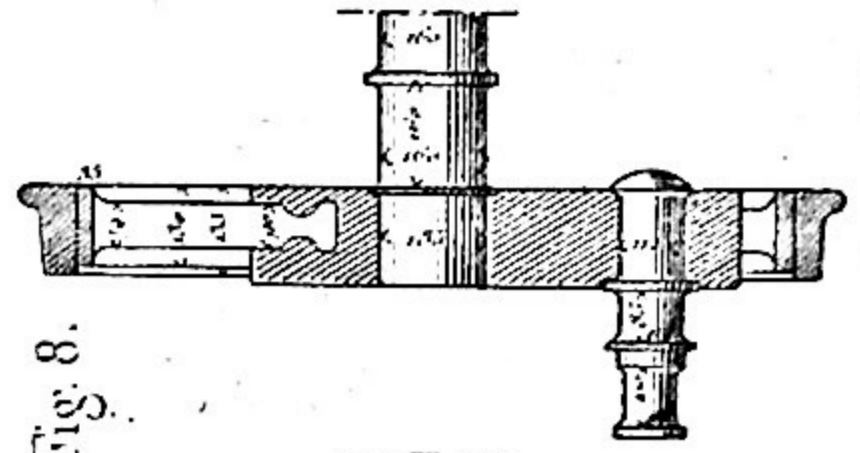


Fig. 8.

ST GERMAIN 1840.

Fig. 7.

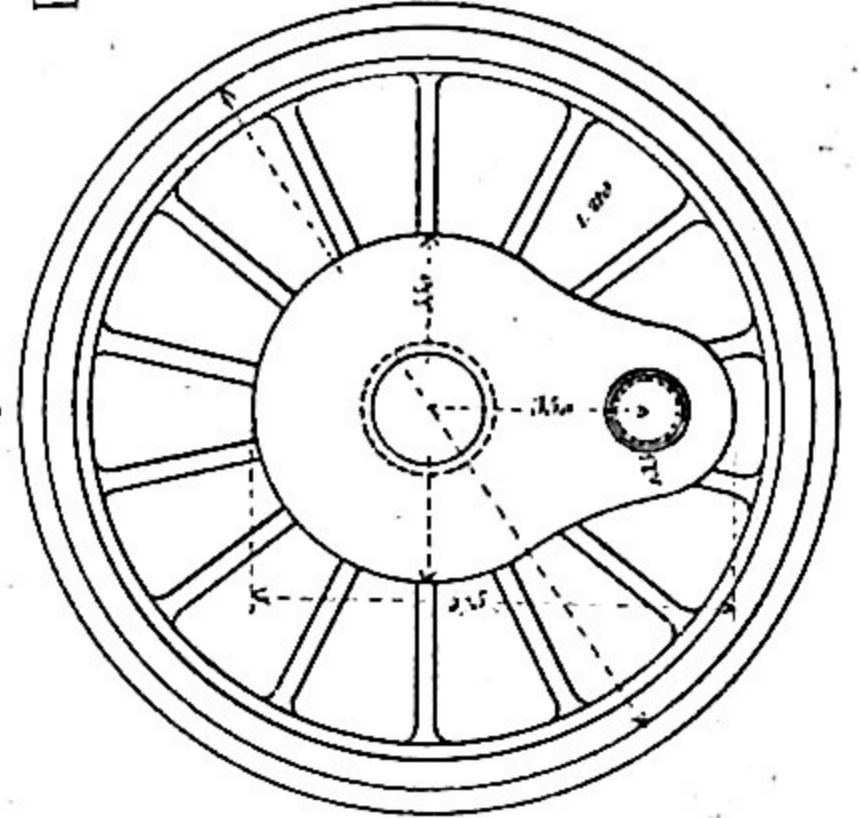
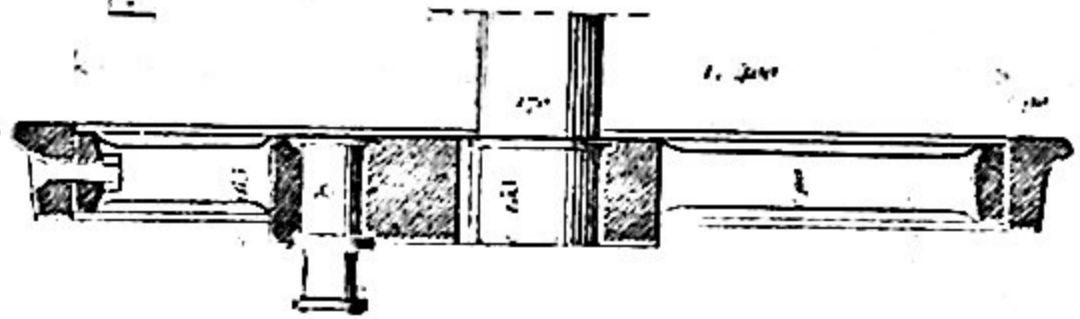


Fig. 6.



SHARP. 1840.

Fig. 1.

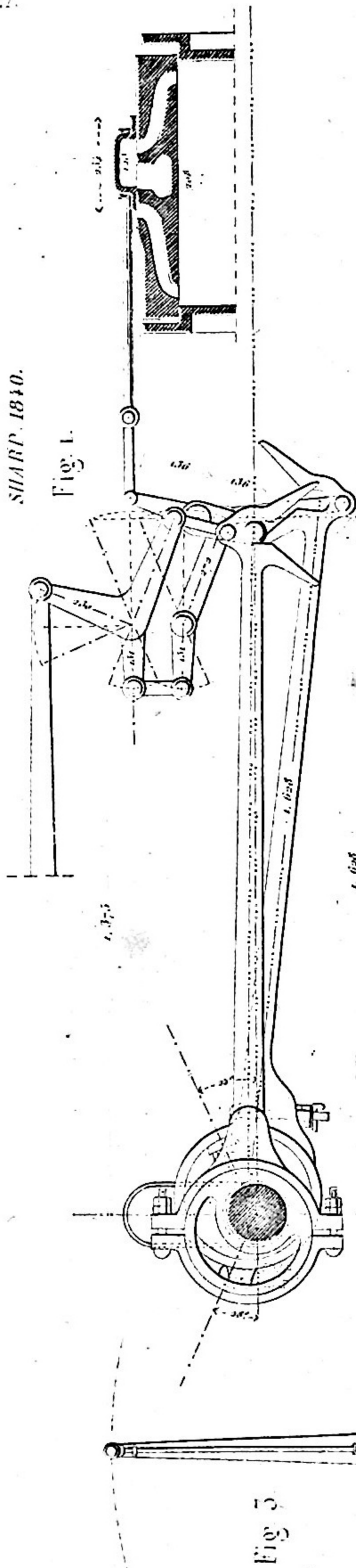
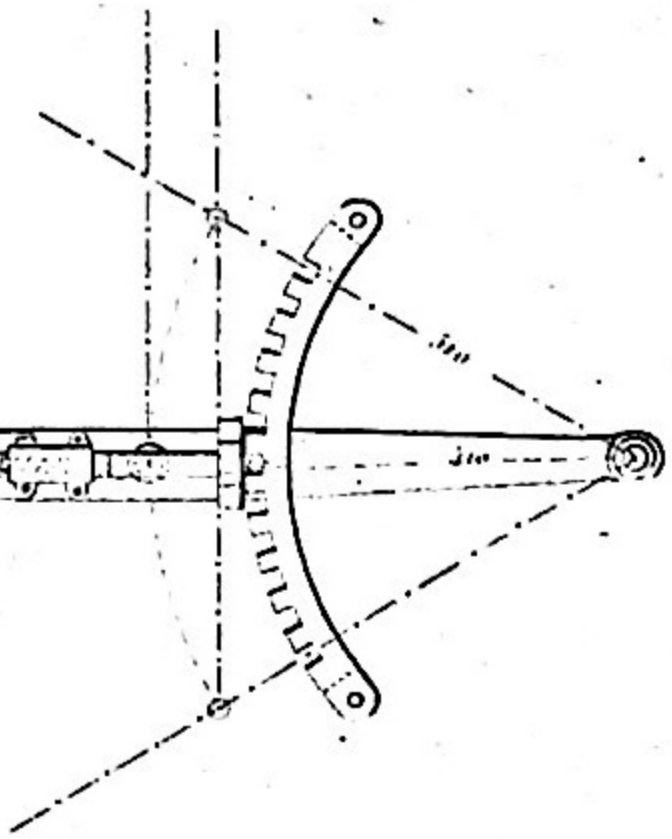
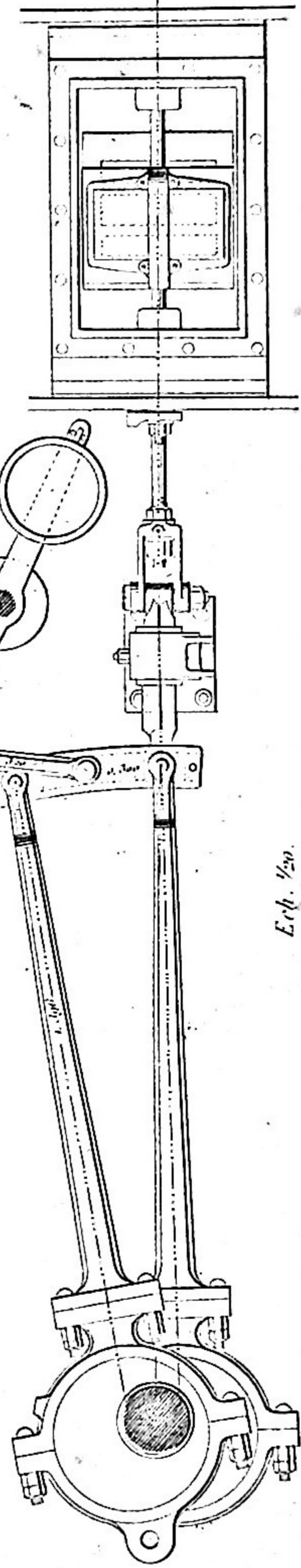


Fig. 3.



NORD. 1843.

Fig. 2.

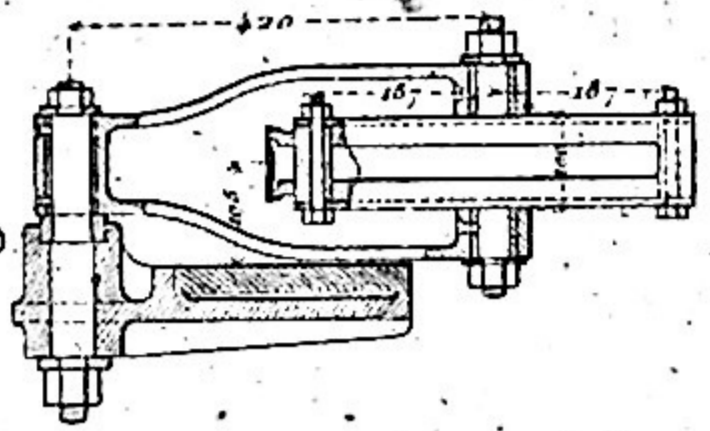


Ech. 1/20.

H. Mathieu dir.

Lemaire sc.

Fig. 2



ORLÉANS 1855
Echelle 1/50

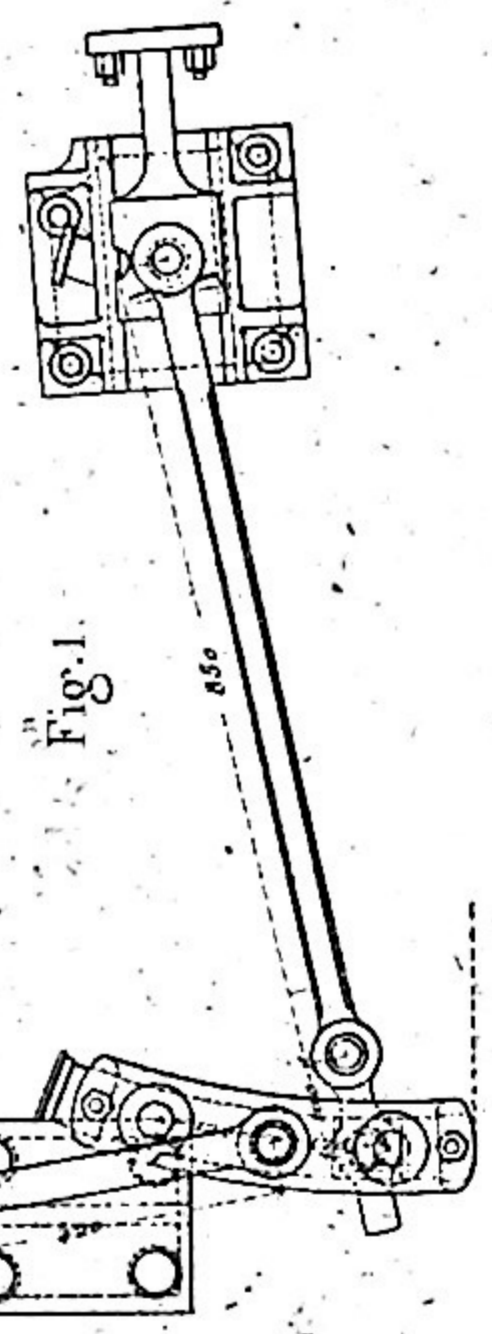
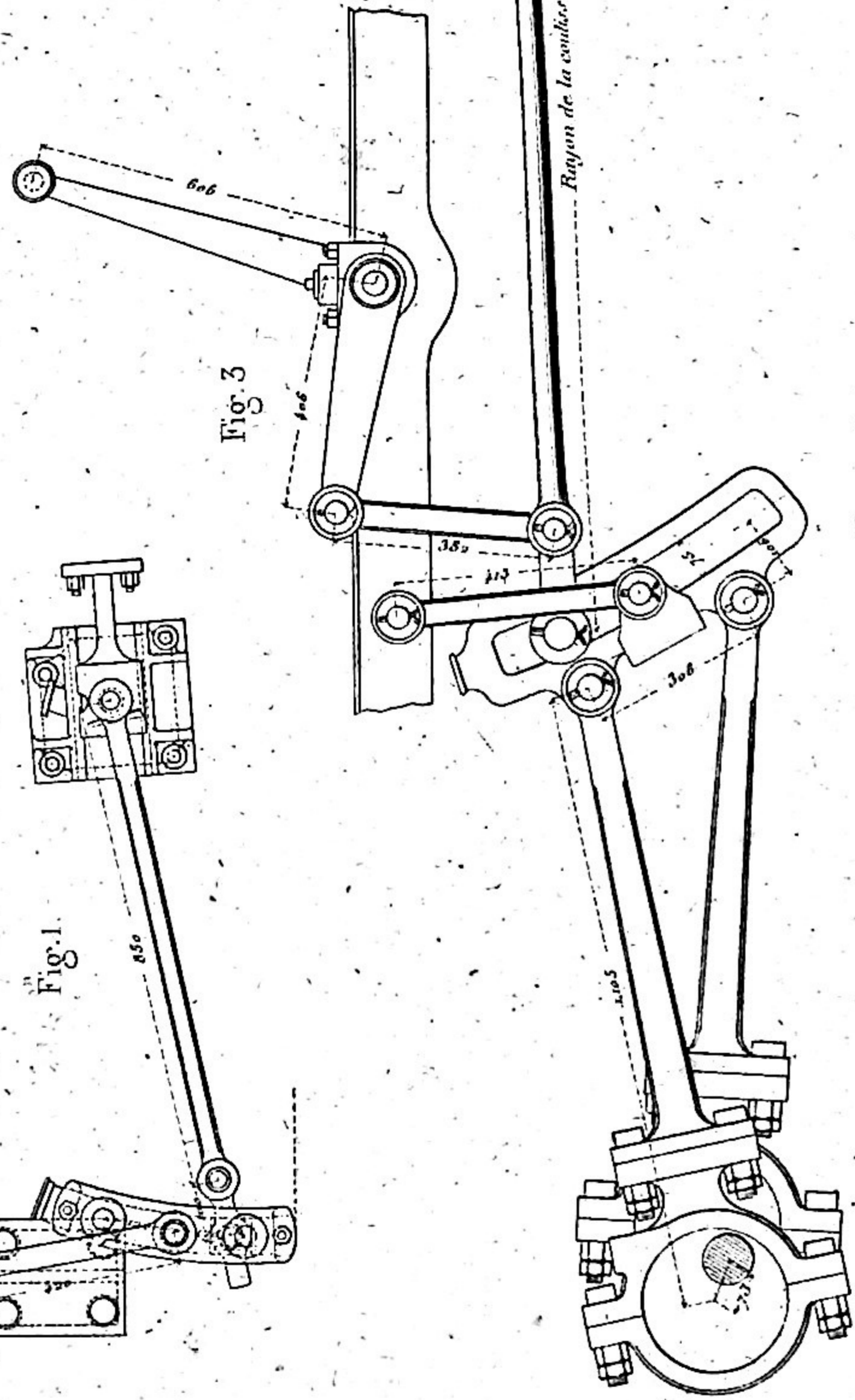


Fig. 1.

Fig. 3



NORD Engerth à marchandises
Echelle 1/50

ORLÉANS. 1853 Echelle. No.

Fig. 1

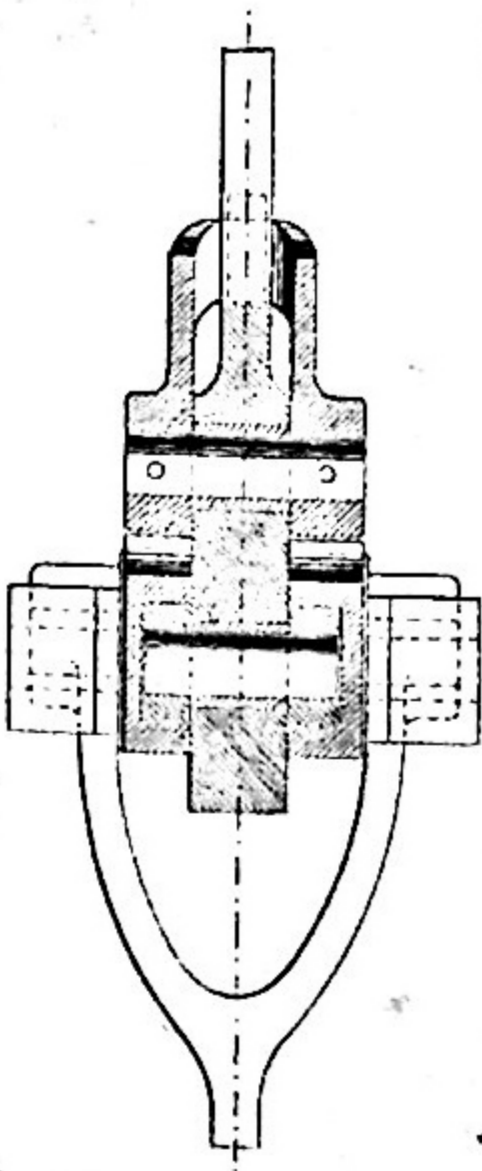


Fig. 2

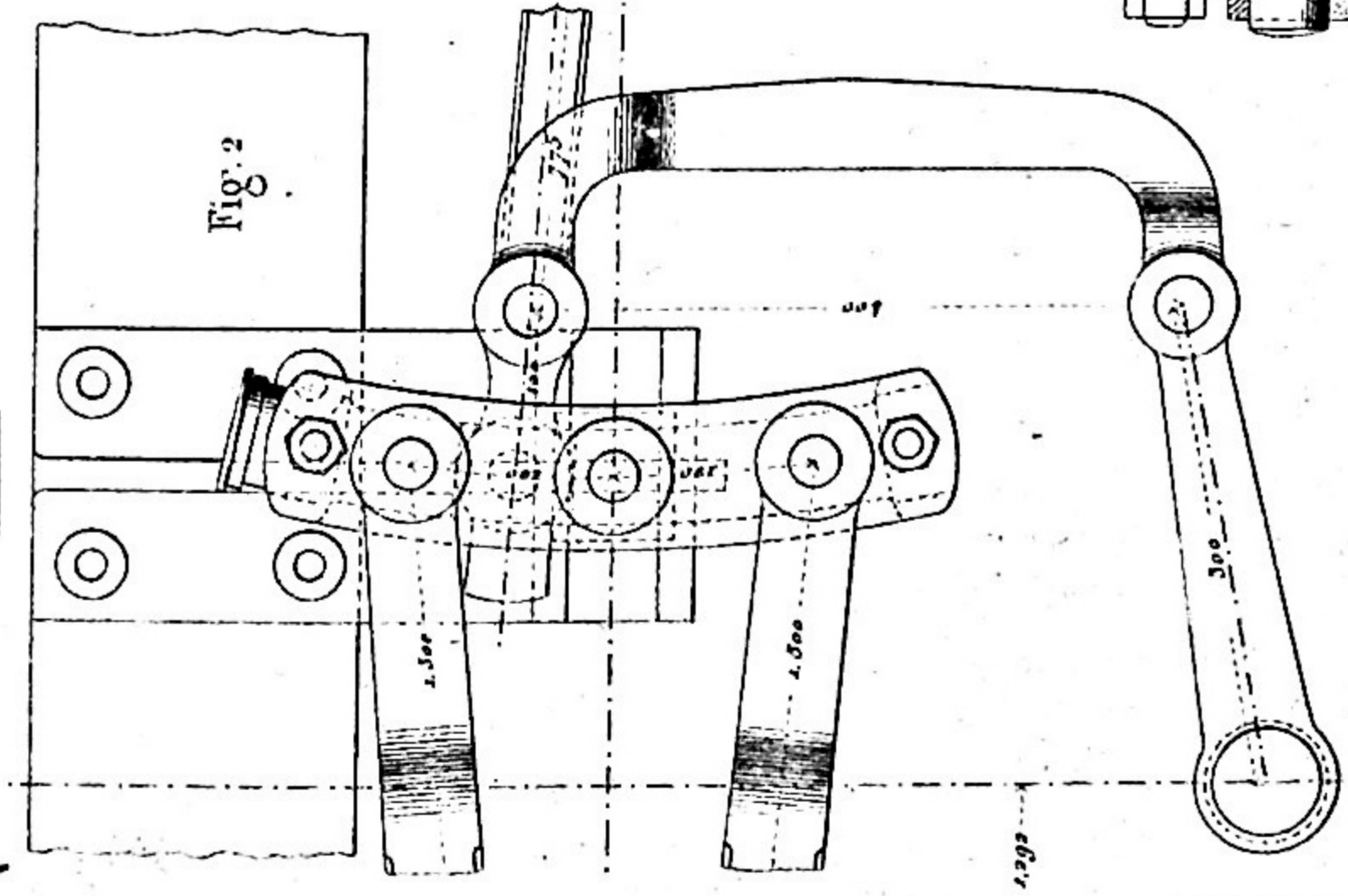


Fig. 3

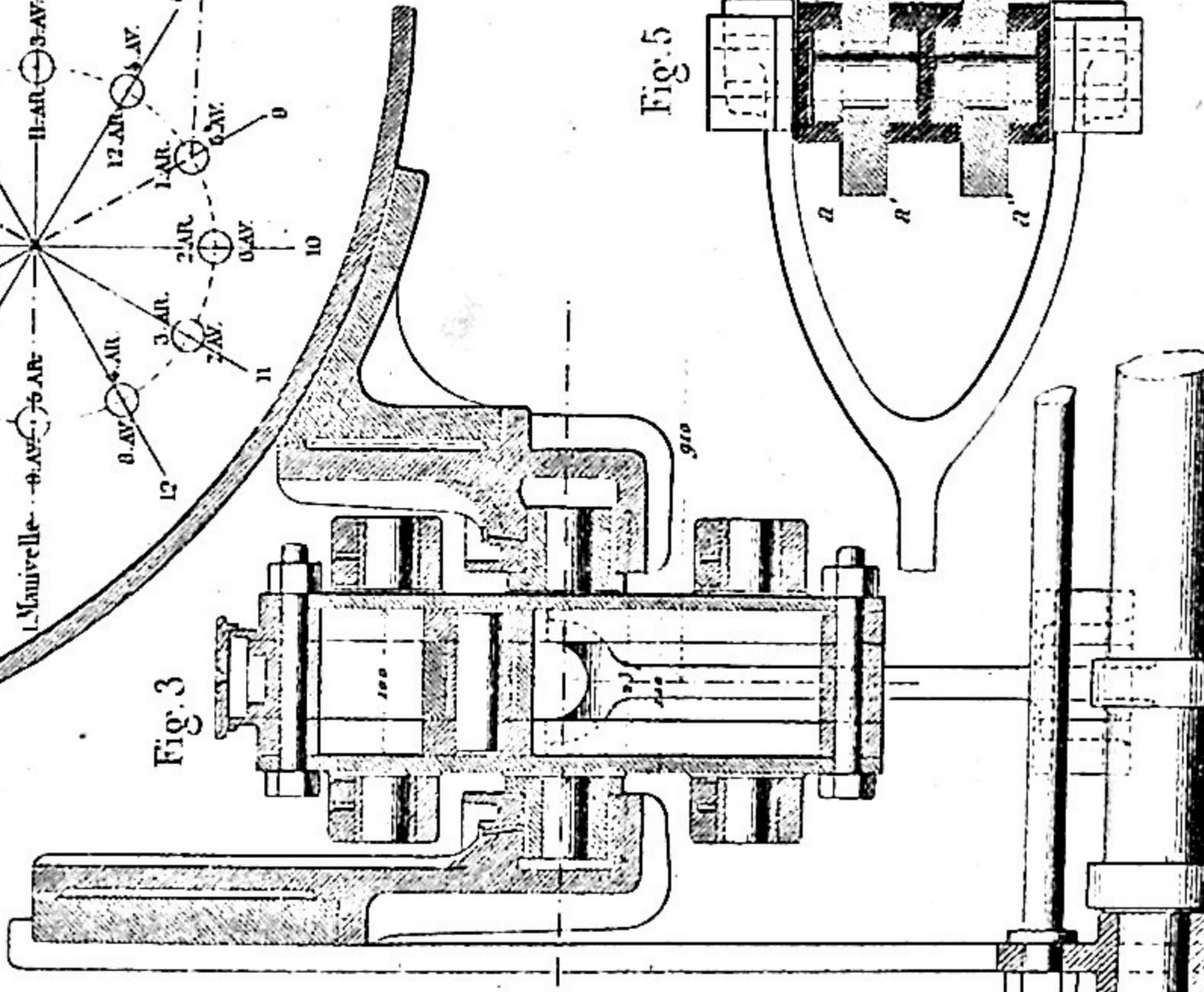


Fig. 4

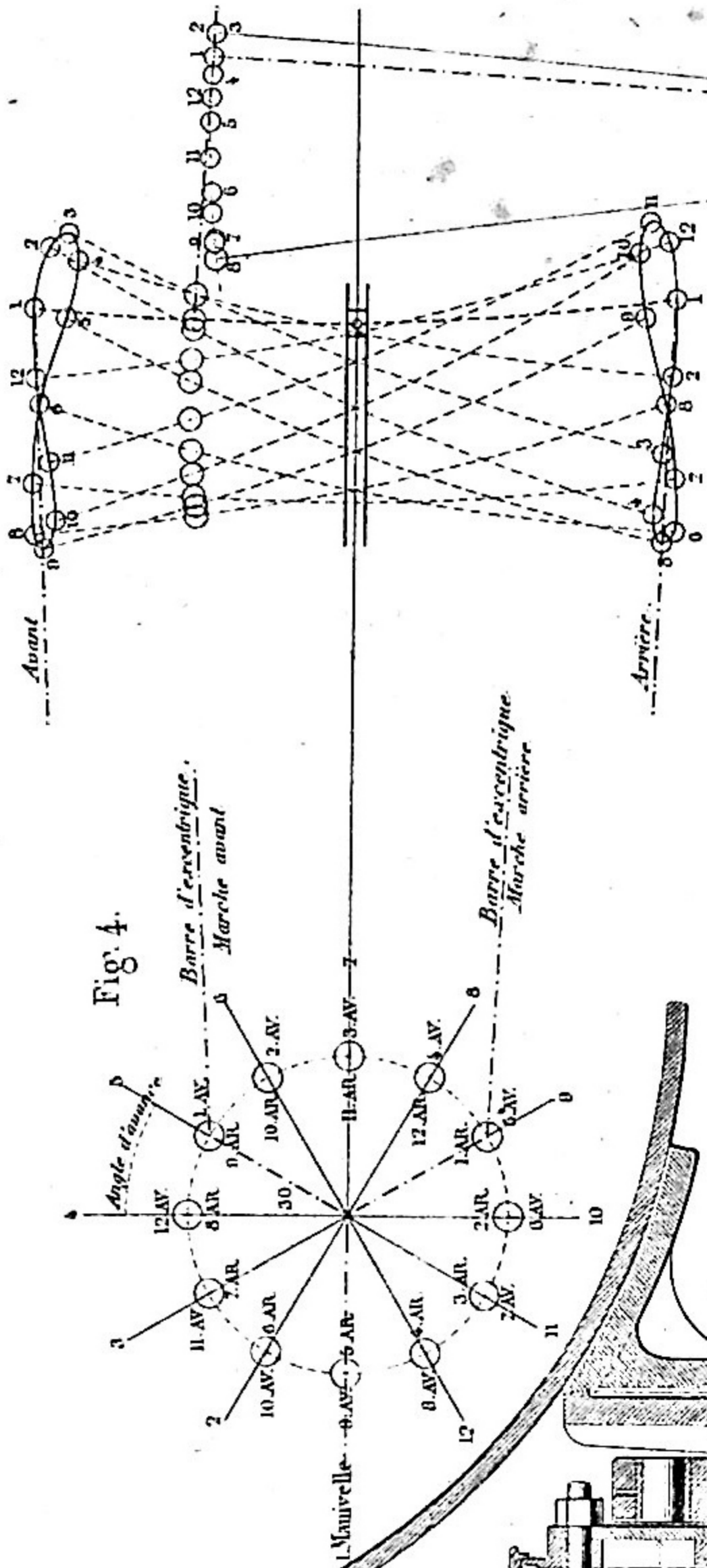


Fig. 5 ORLÉANS. 1858.

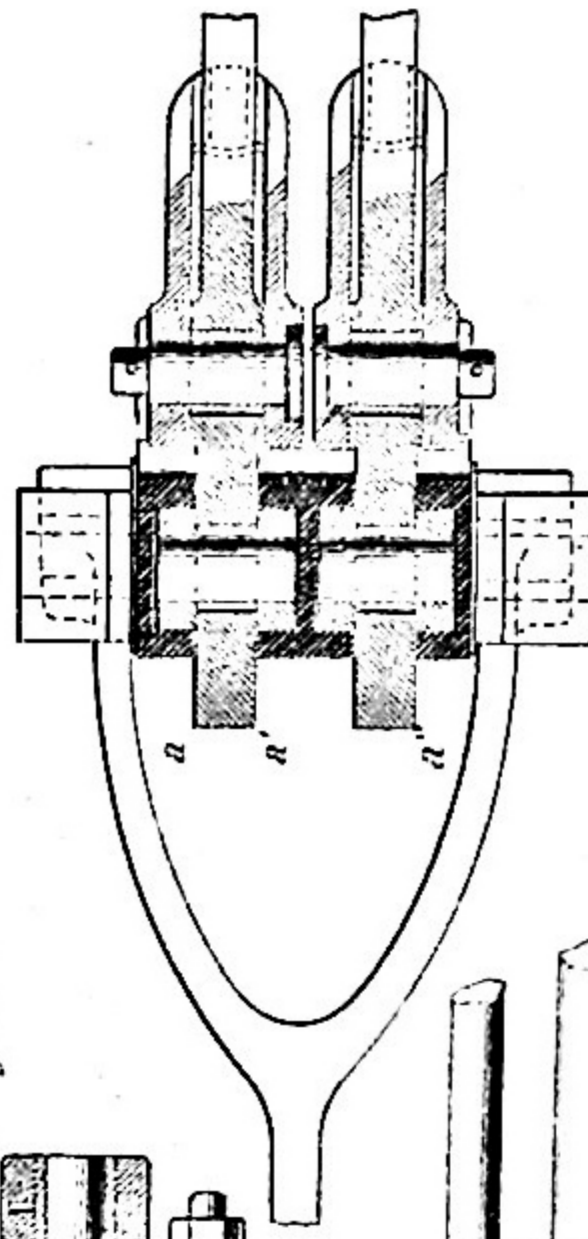
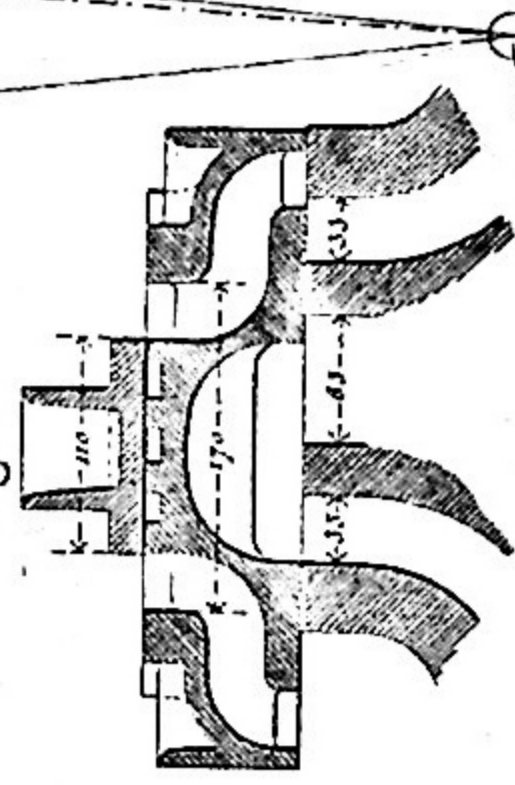


Fig. 6



Levier de relevage

J. Gaudry dir.

L. Guquet, sc.

Fig. 1.
Ech. 1/50

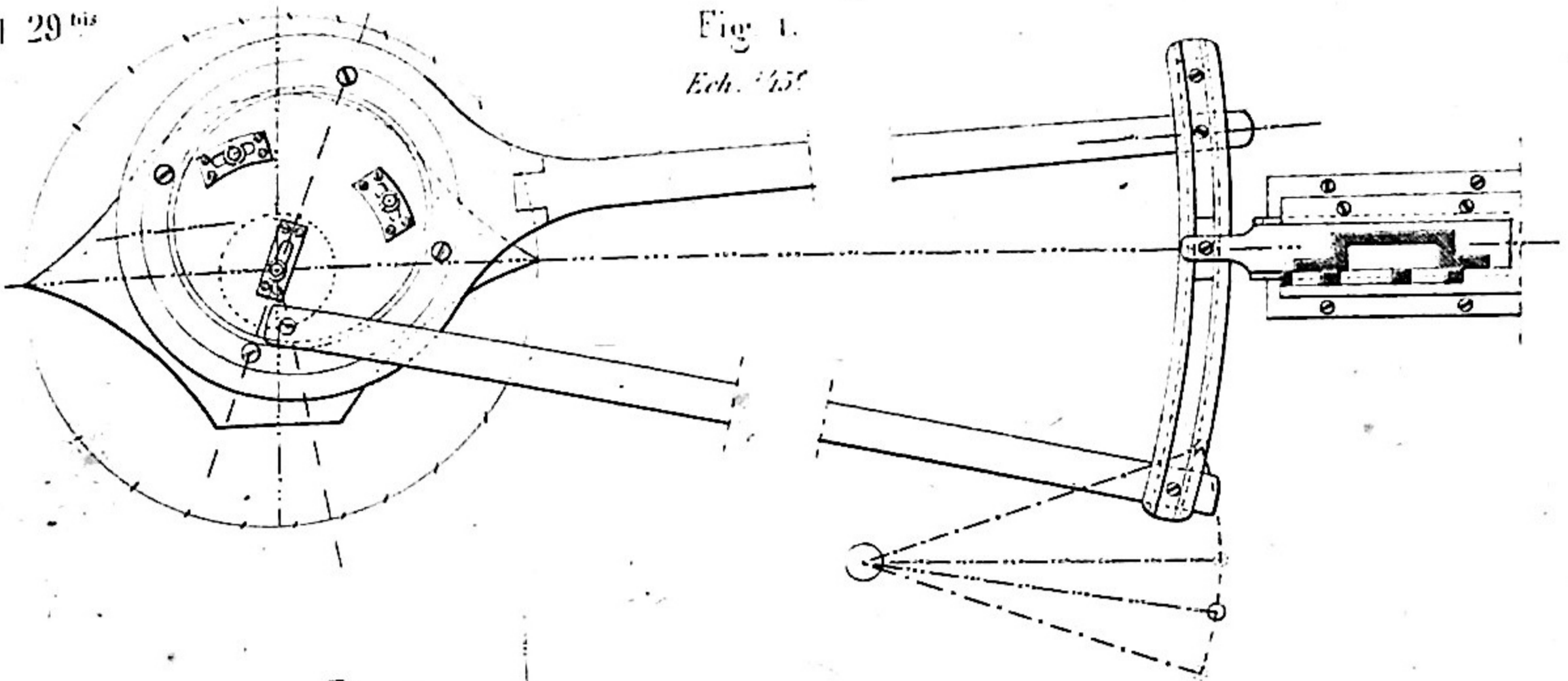


Fig. 2.

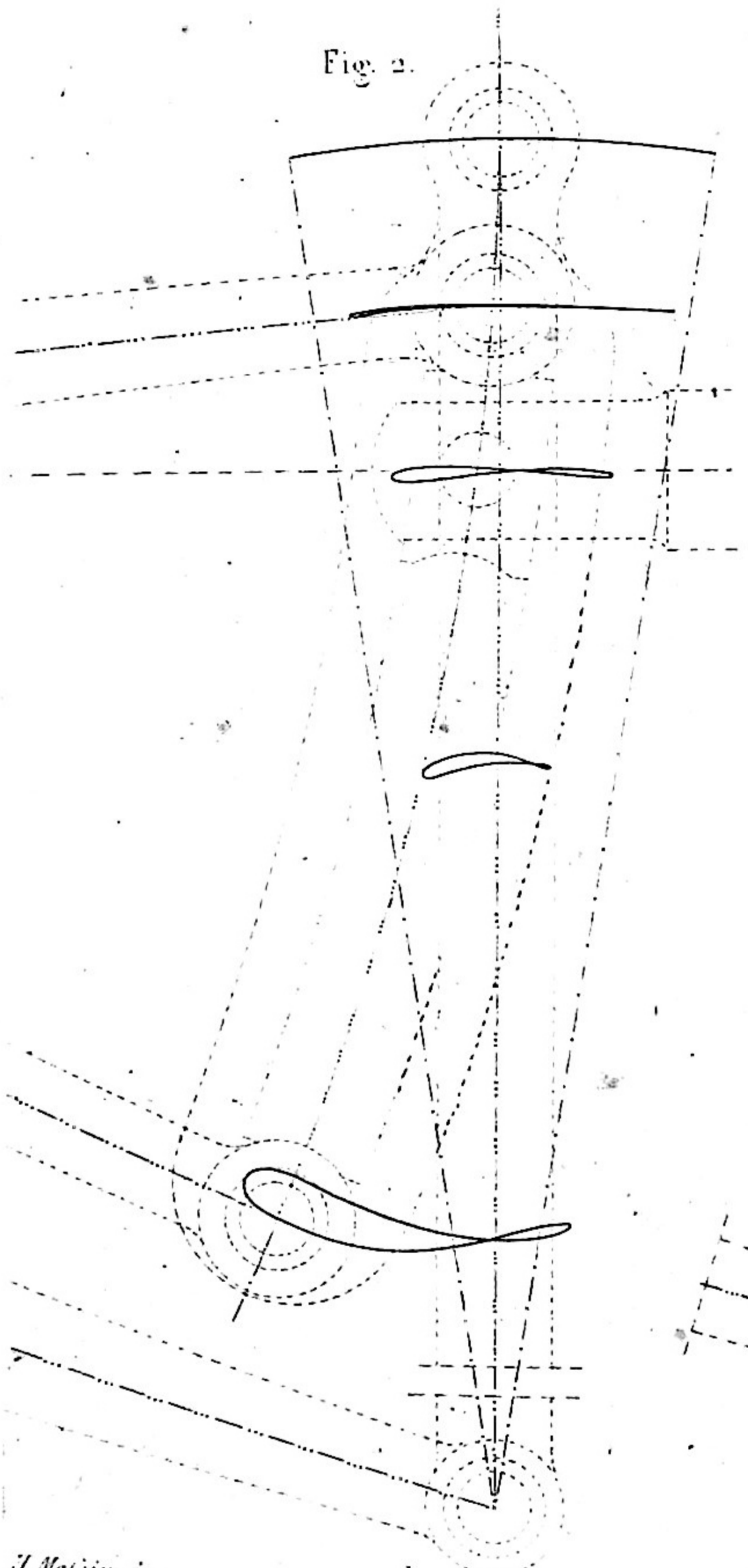
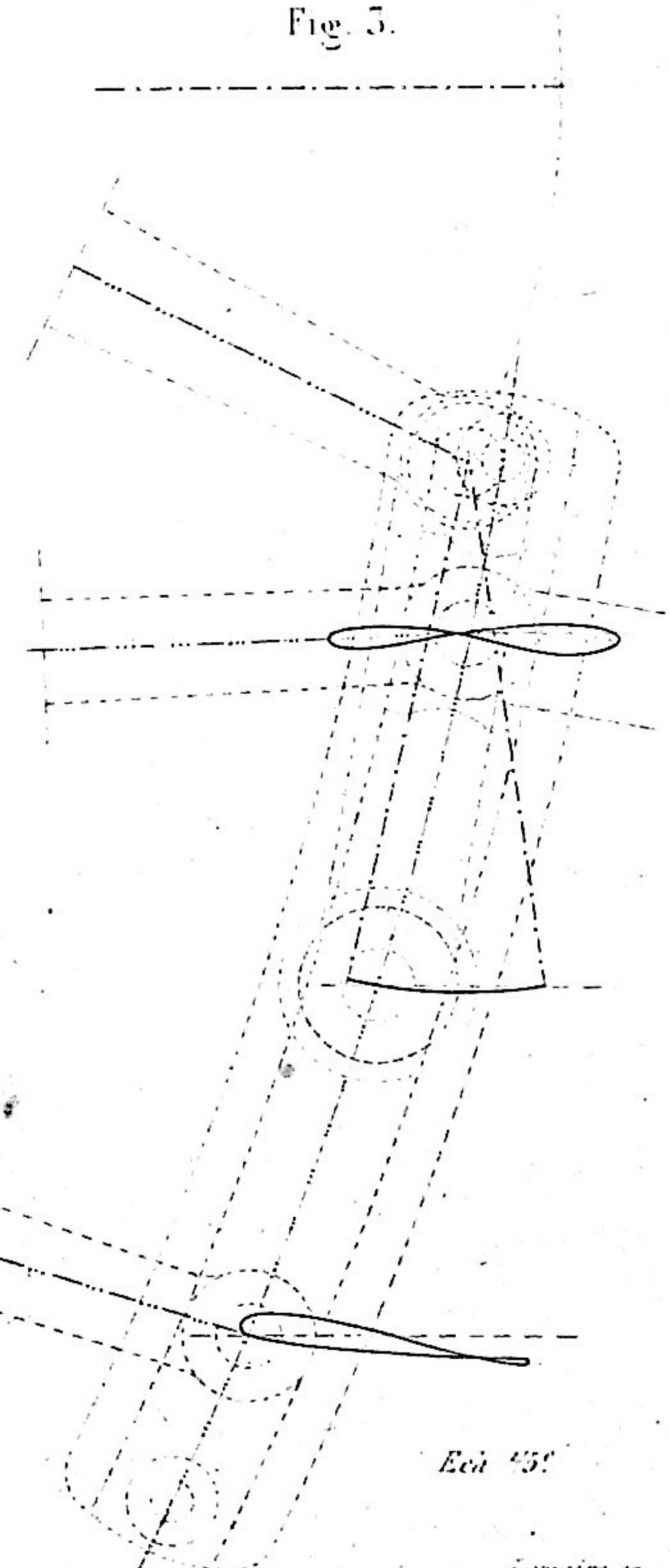


Fig. 3.



Ech. 1/50

H. Malisieu dir.

Levaire sc.

RHÔNE.

Fig. 1.

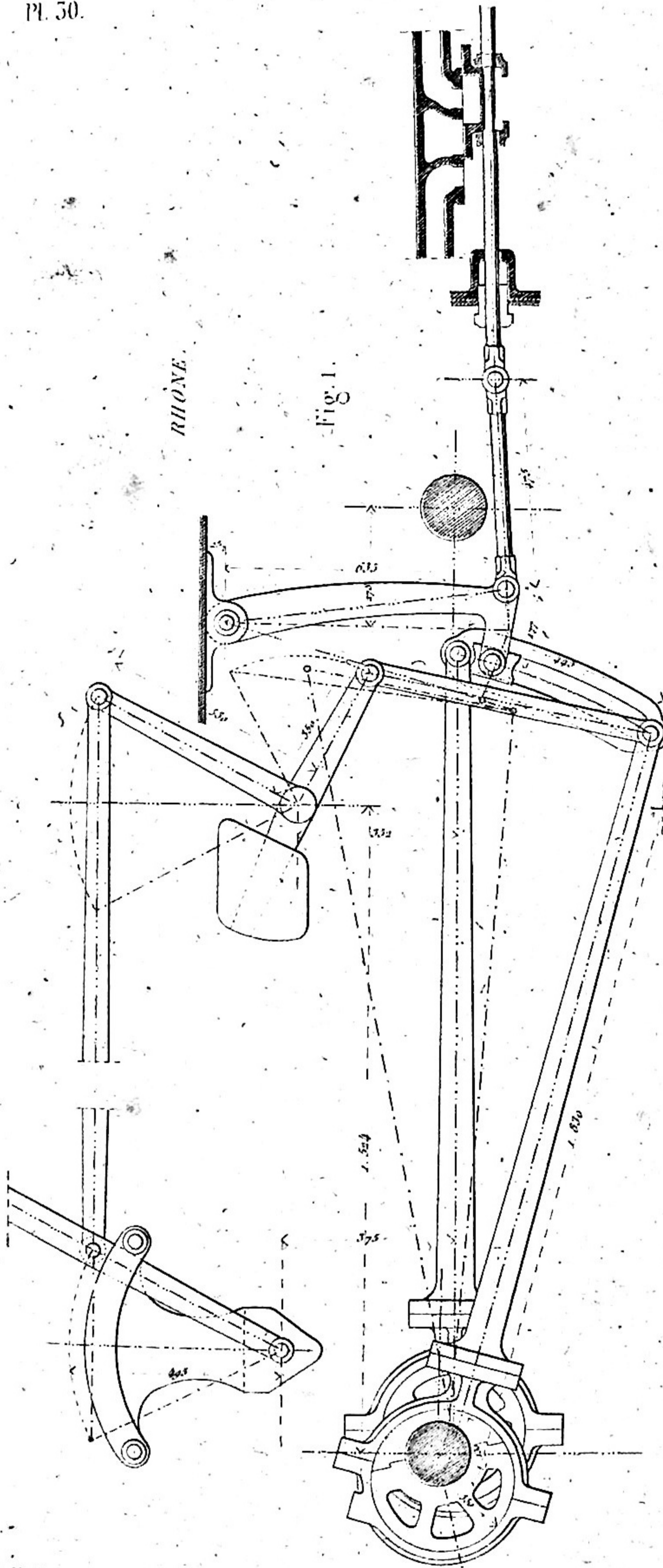
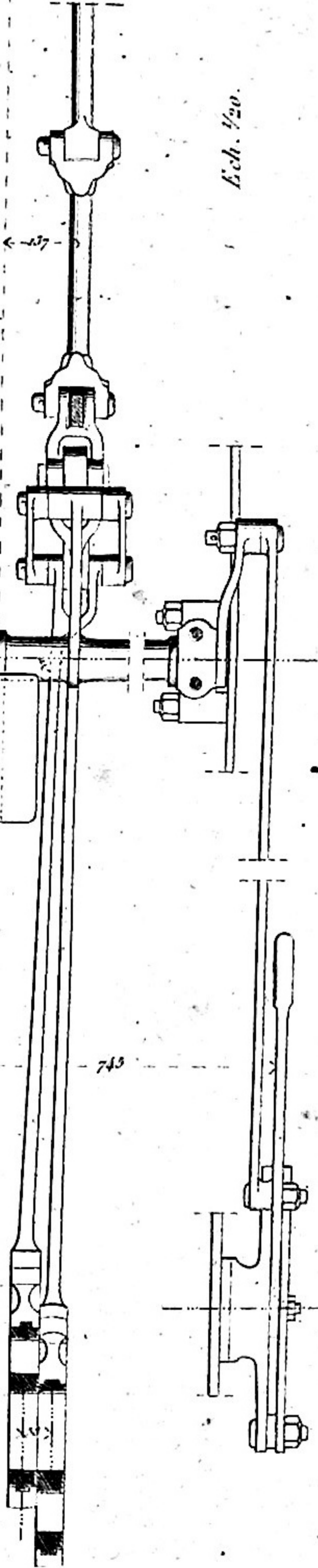


Fig. 2.

Ech. 1/20.



H. Mathieu dir.

Lemaire sc.

CRAMPTON. 1852. Fig. 3.

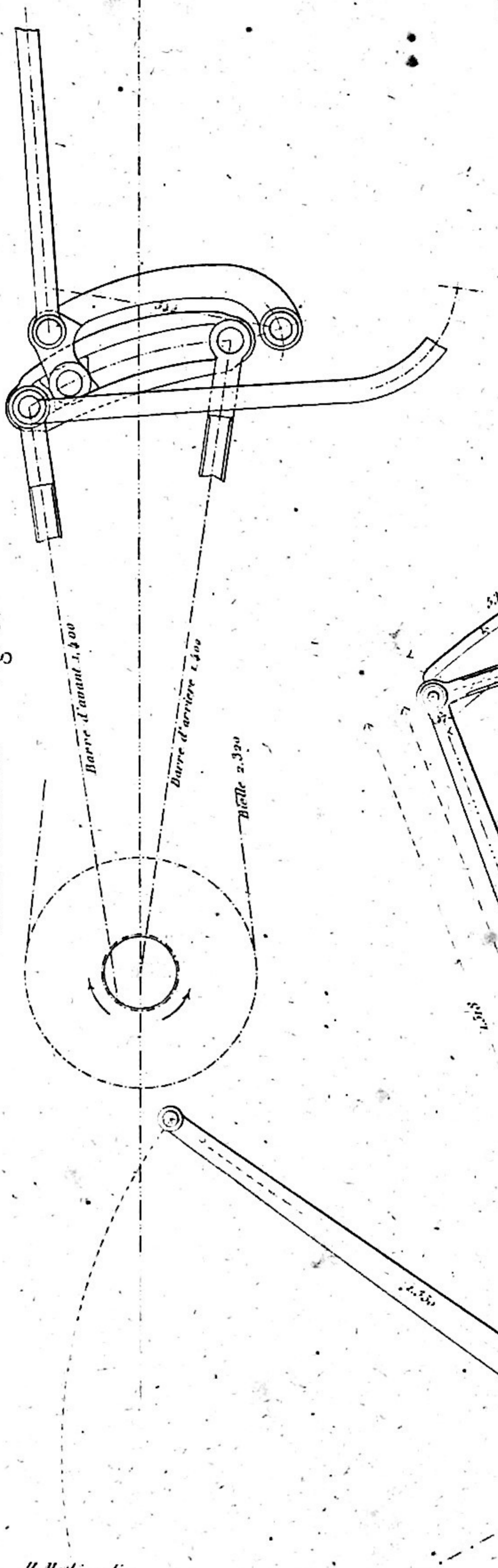
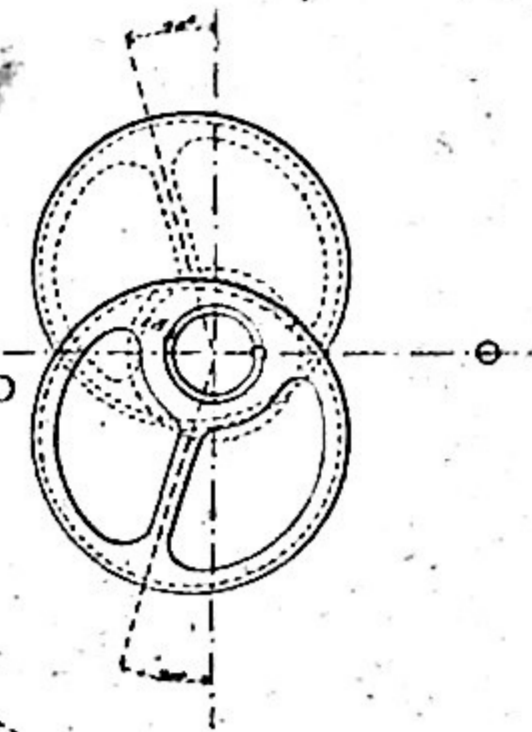
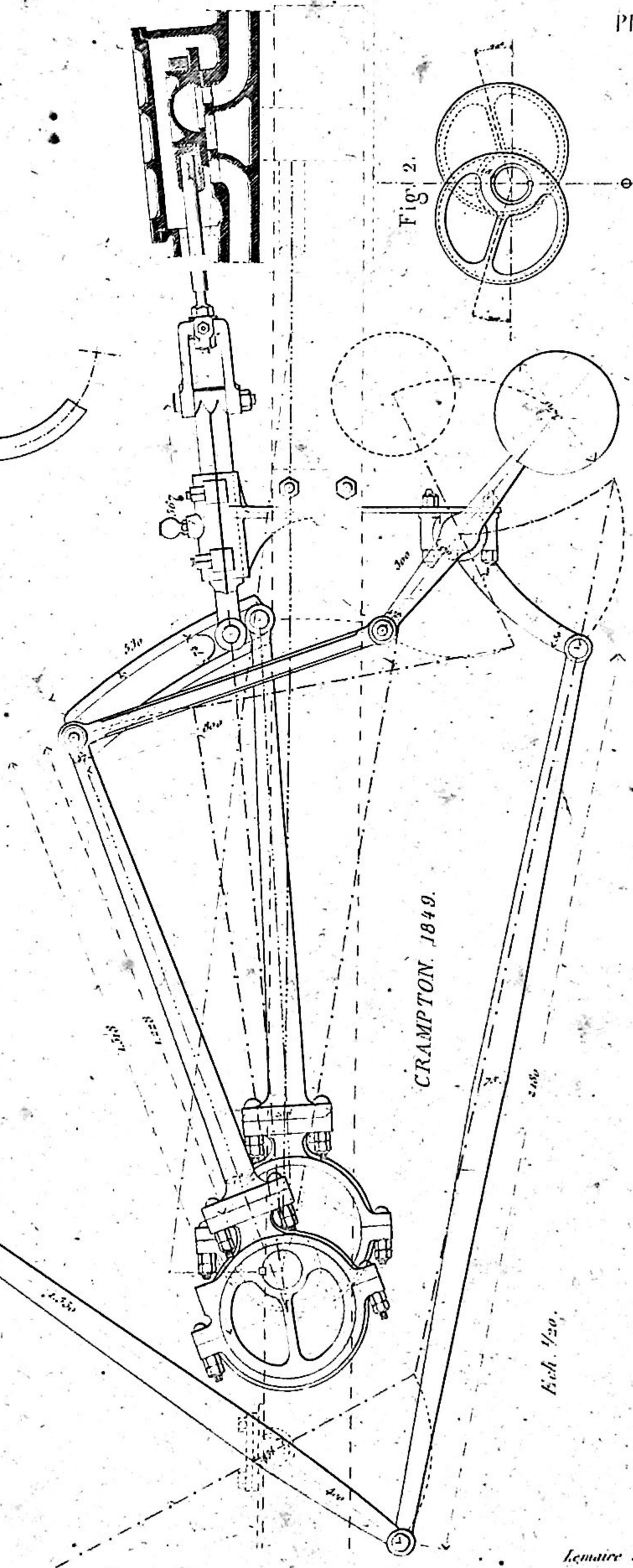


Fig. 2.



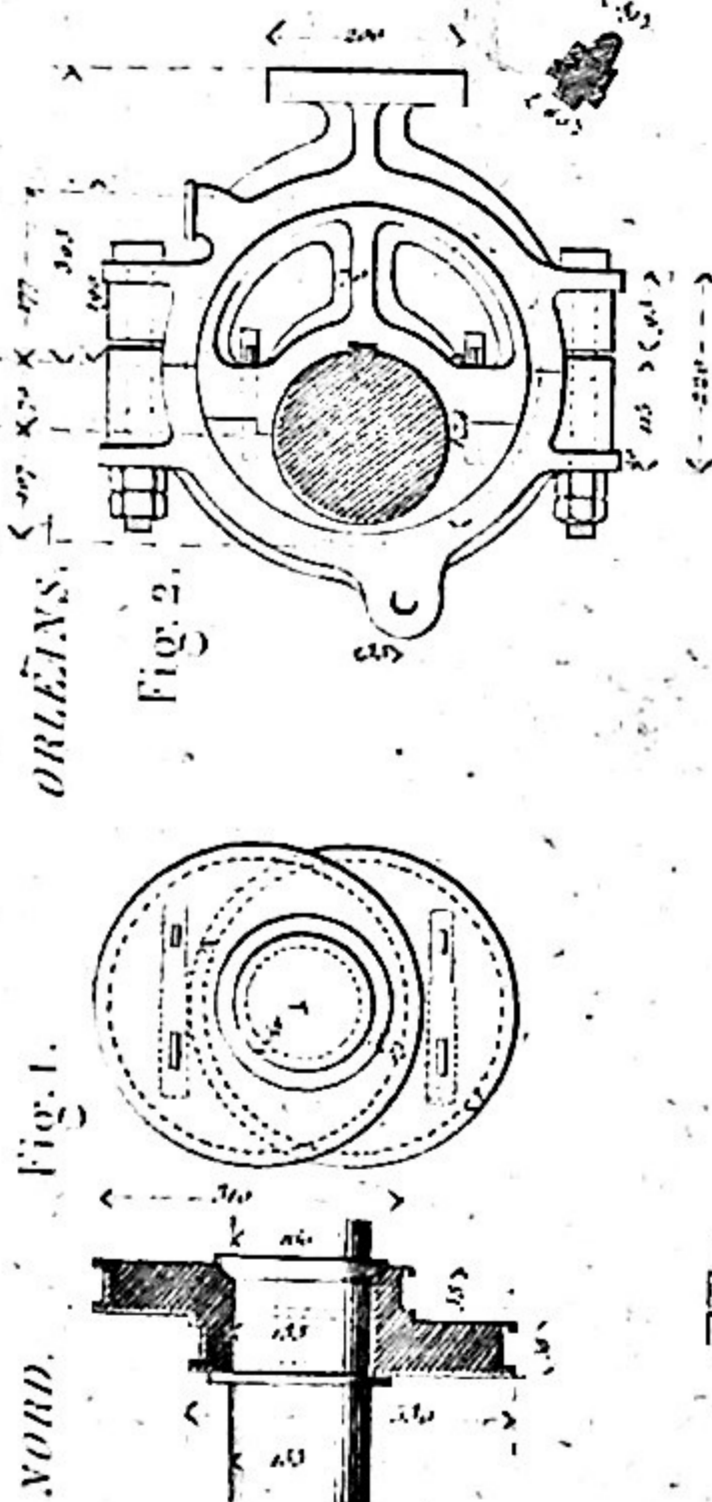
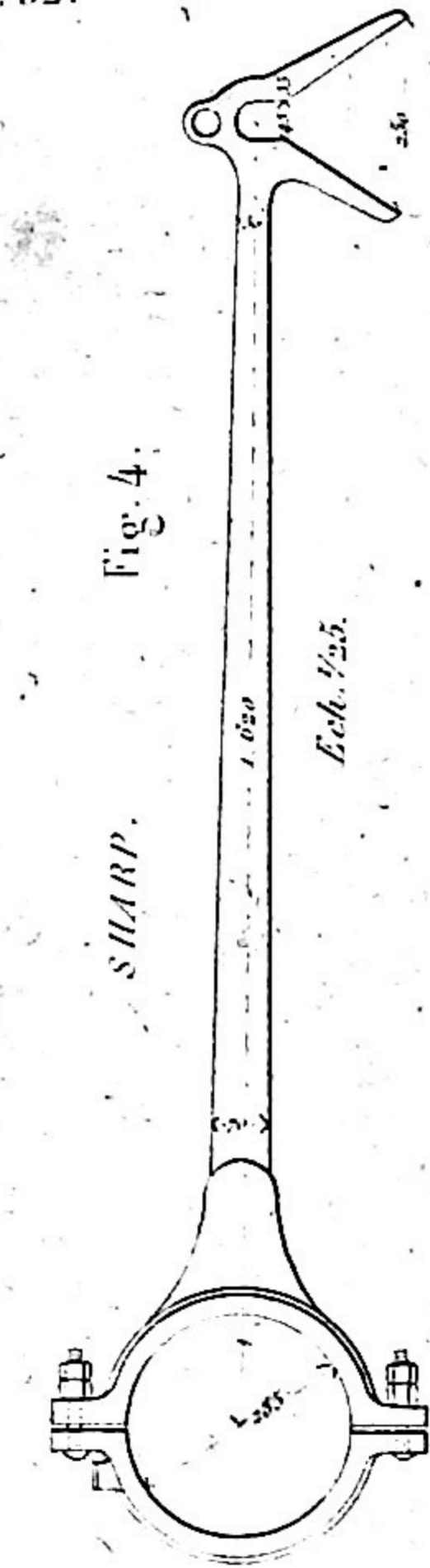
CRAMPTON. 1849.



Ech. 1/20.

H. Mathieu dir.

Lemaire sc



LYON. V.

ORLÉANS.

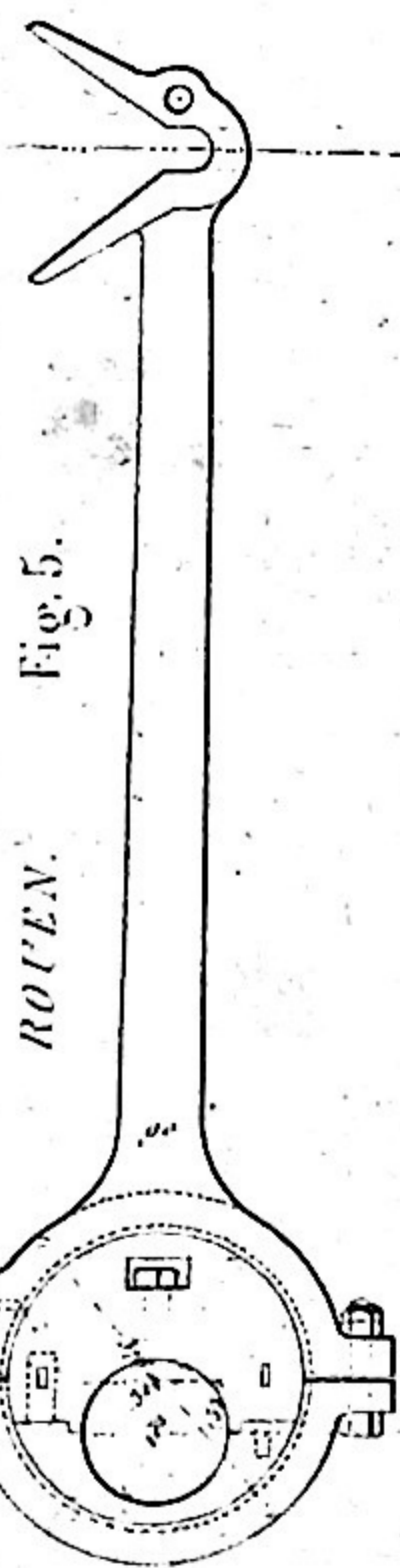


Fig. 9.

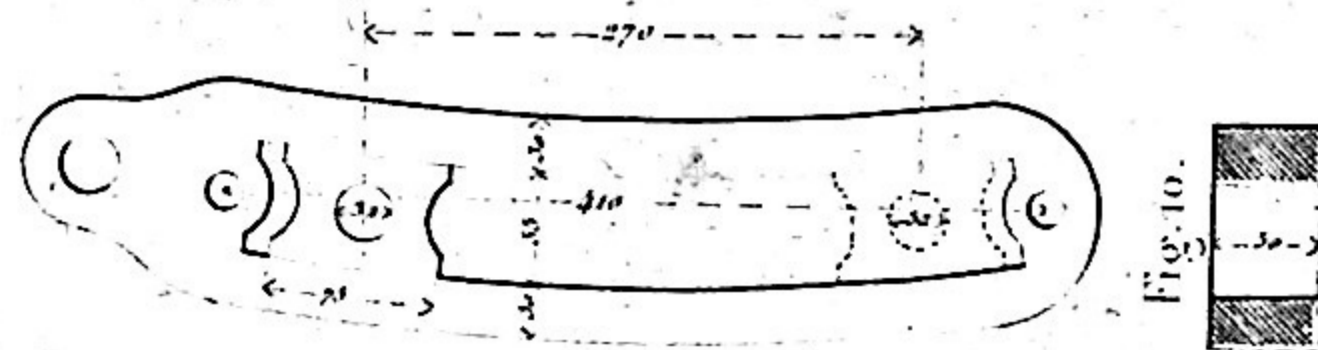


Fig. 15.

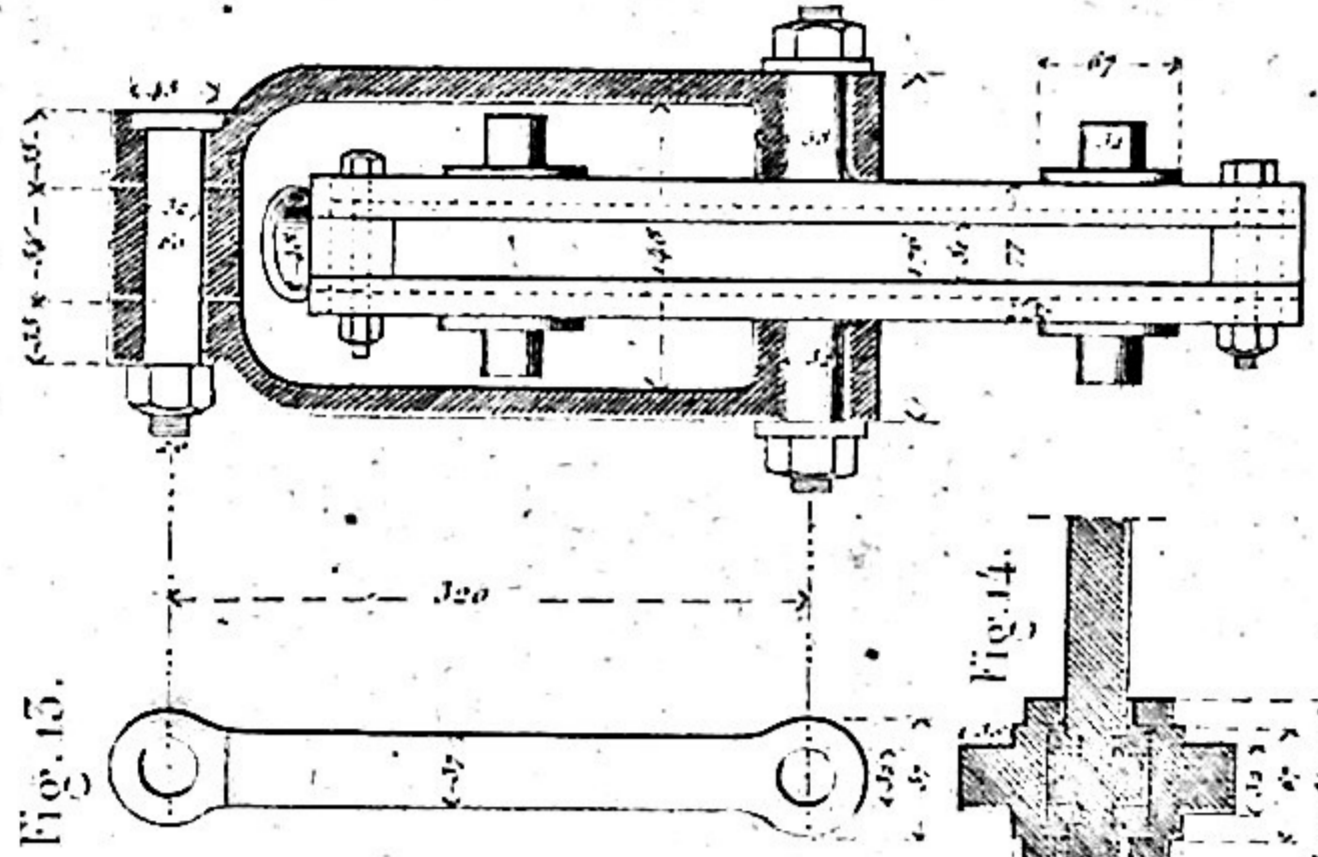


Fig. 12.

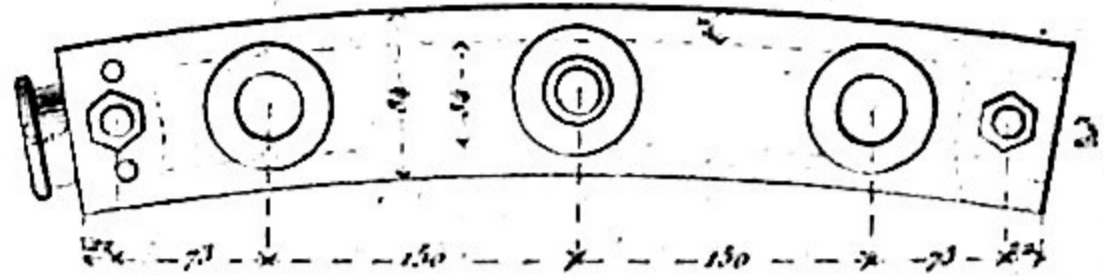


Fig. 11.

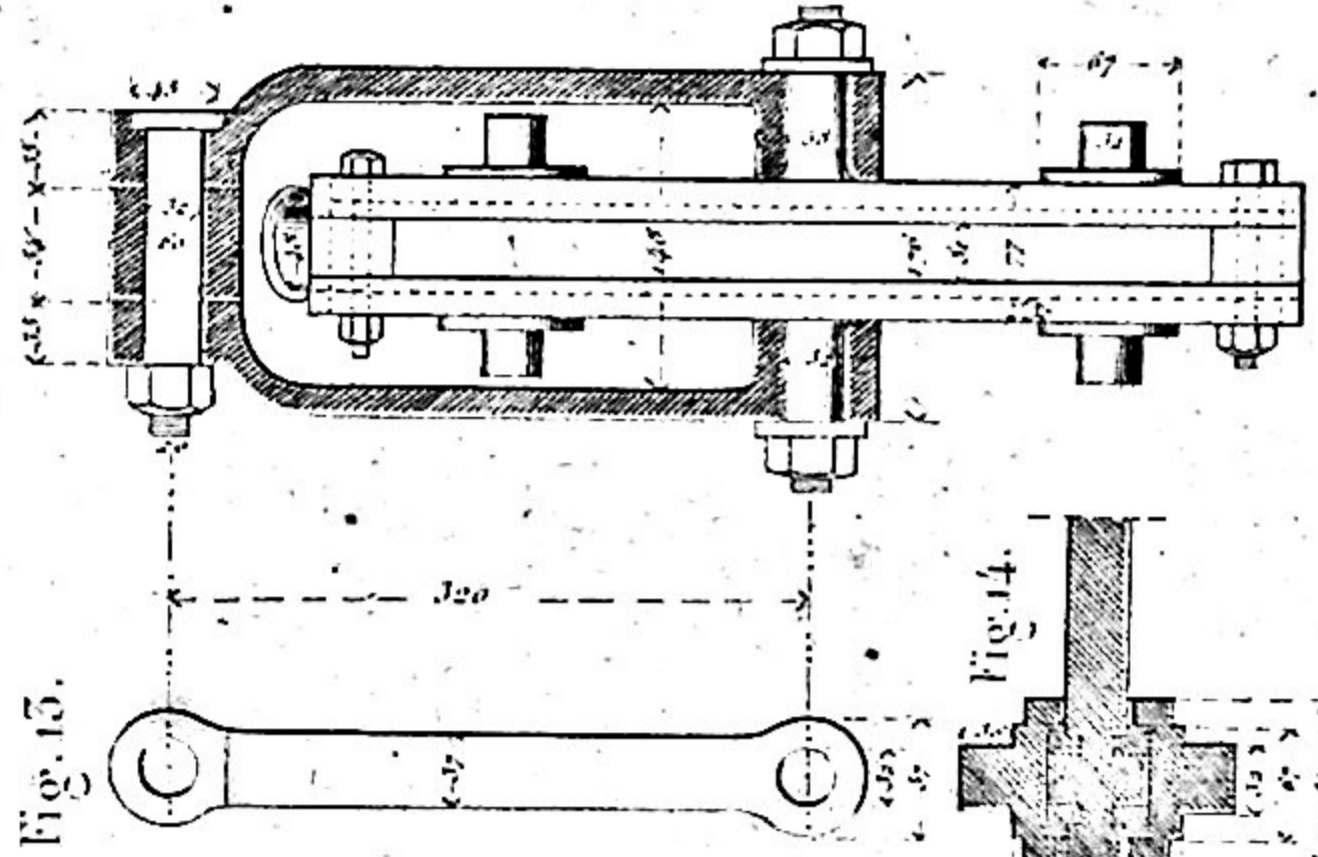


Fig. 14.

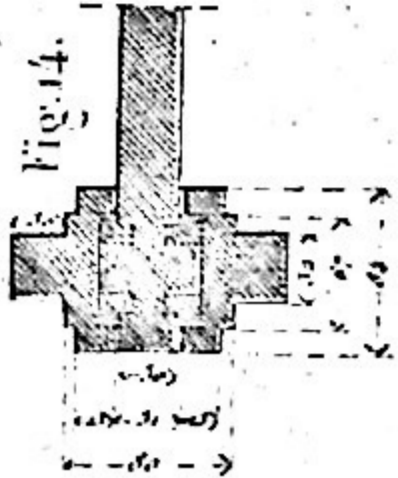


Fig. 10.

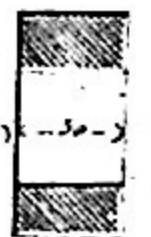
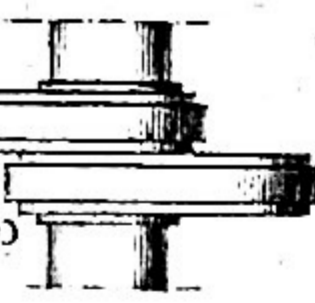


Fig. 6.



Fig. 5.



NORD. Fig. 7.

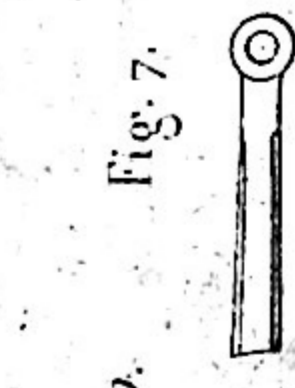
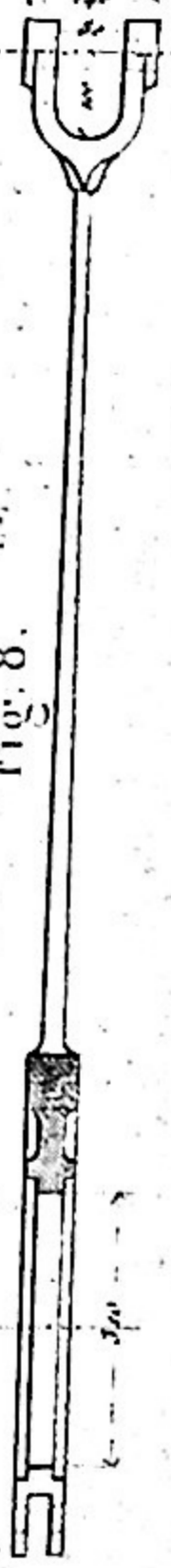


Fig. 8.



ROUEN.

Ech. 1/10^e

Fig. 1.

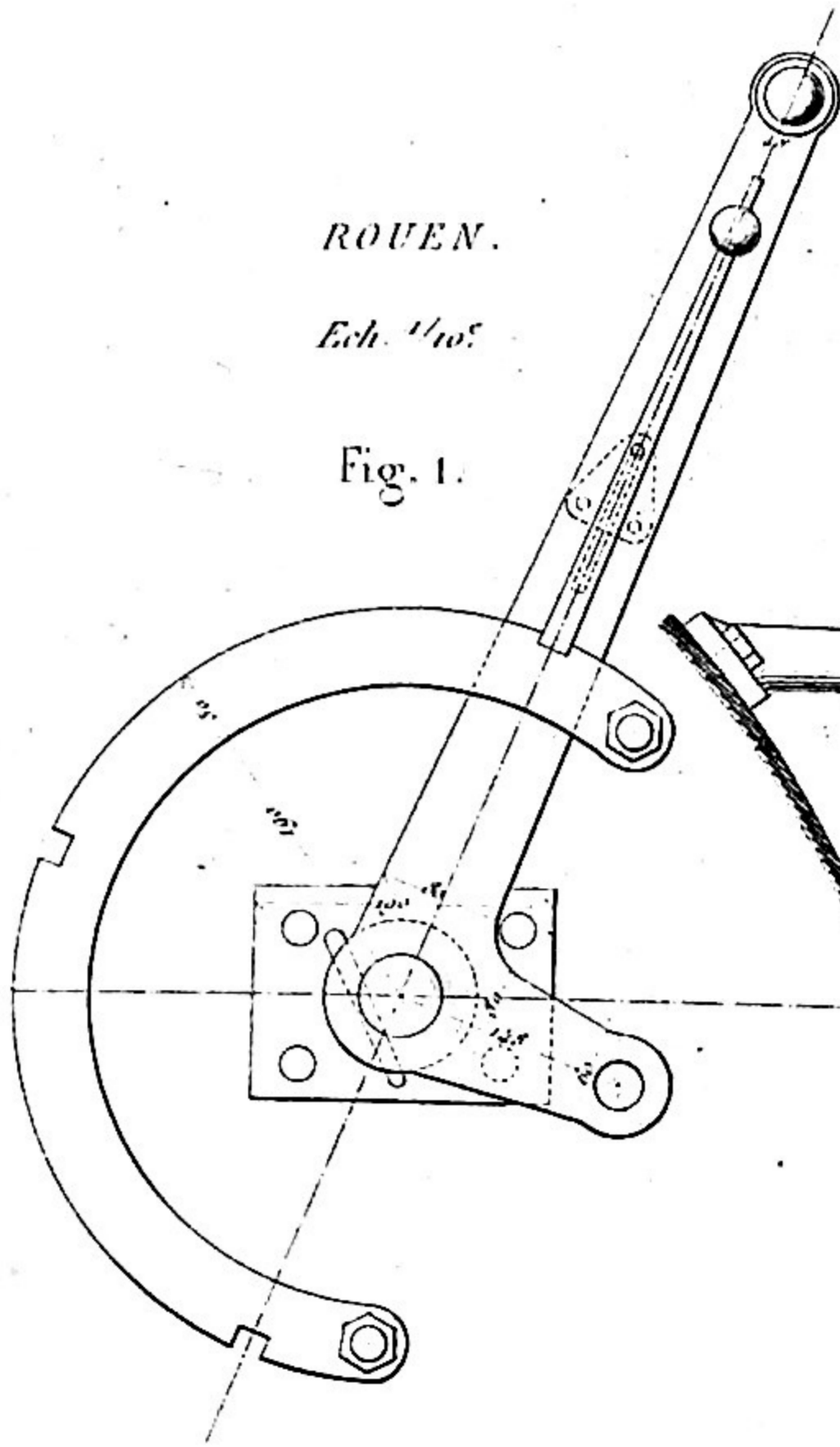
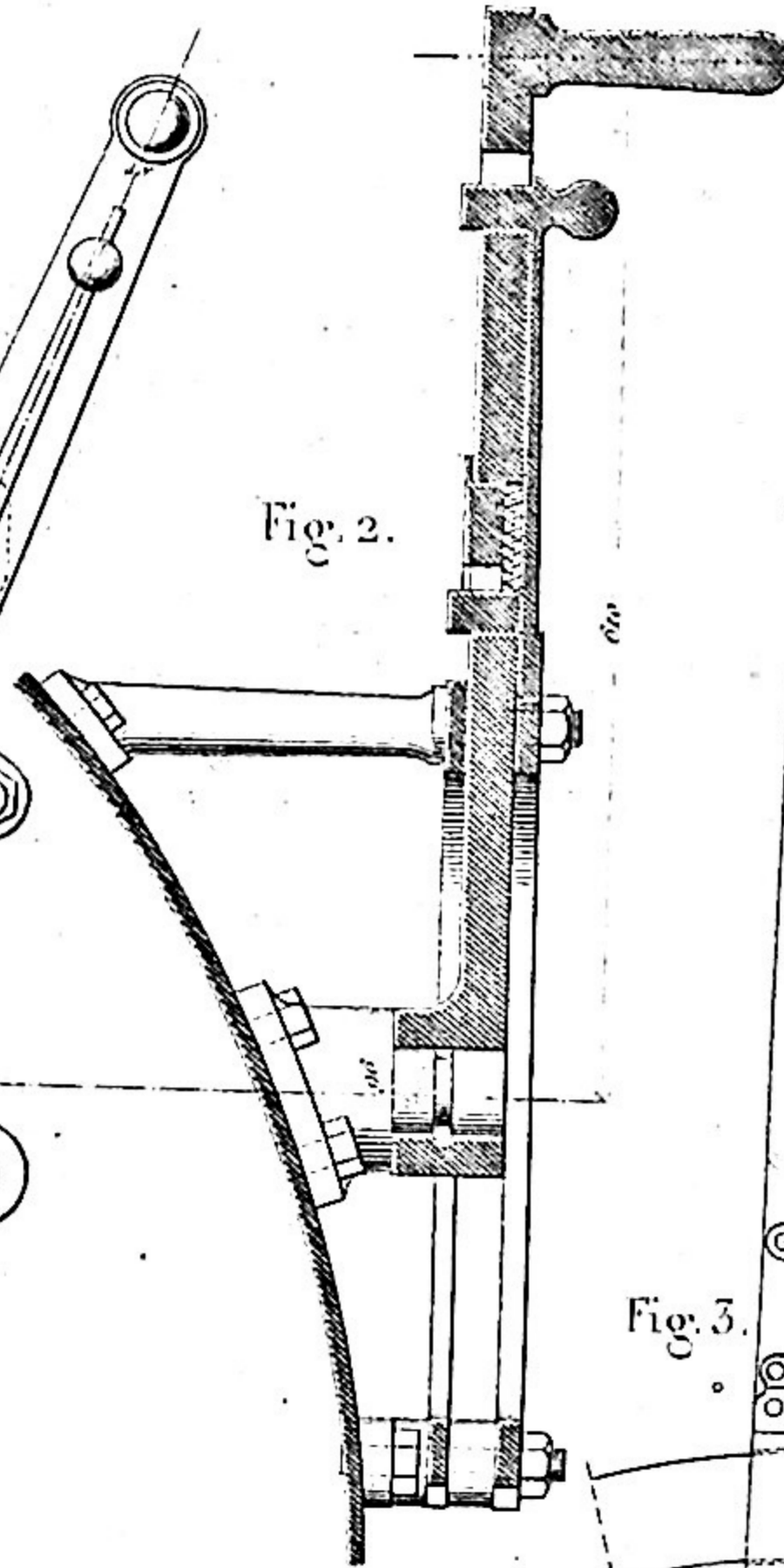


Fig. 2.

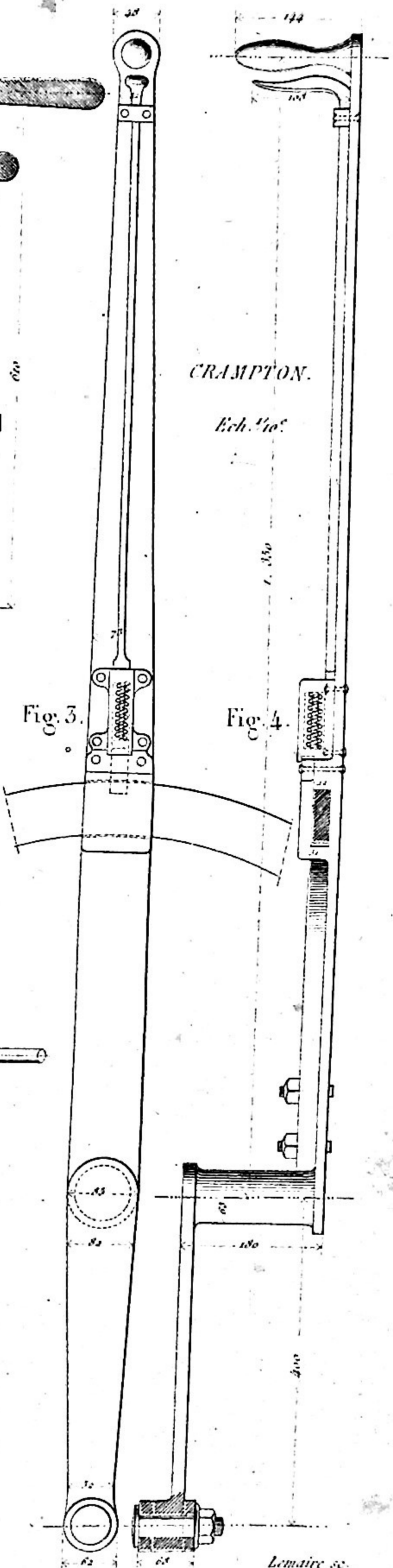


CRAMPTON.

Ech. 1/10^e

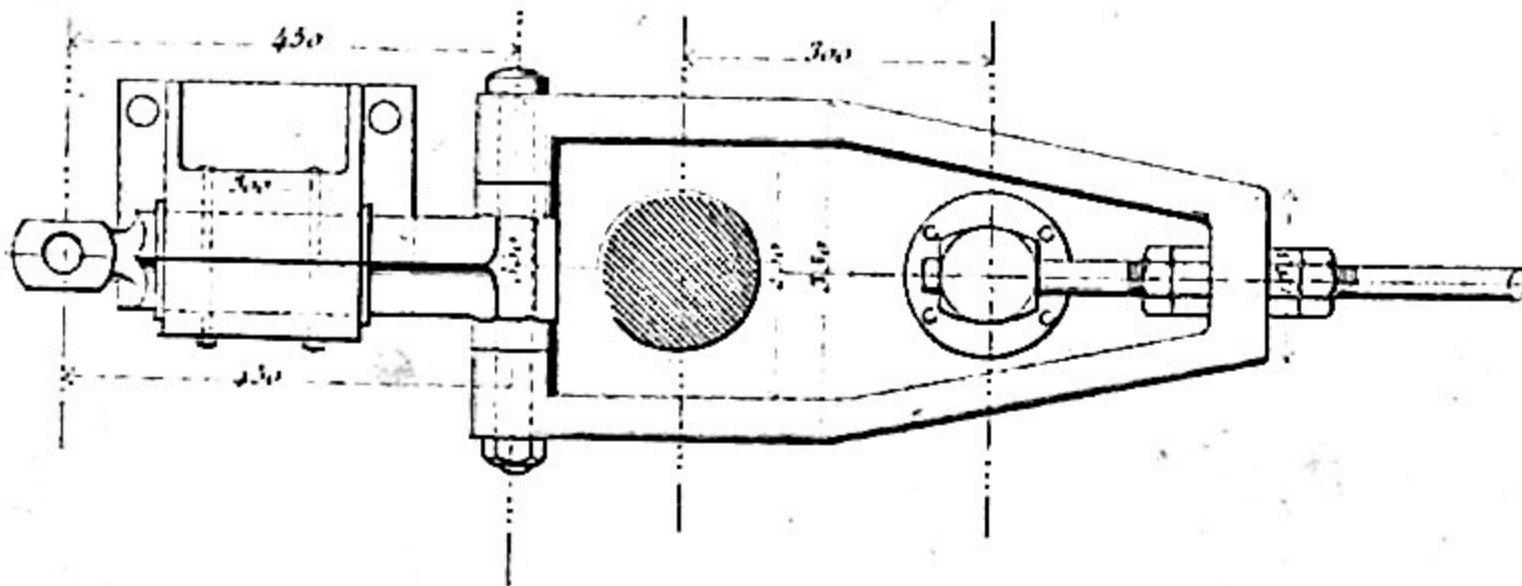
Fig. 3.

Fig. 4.



LYON.

Fig. 5.



NORD. M.

Fig. 6.

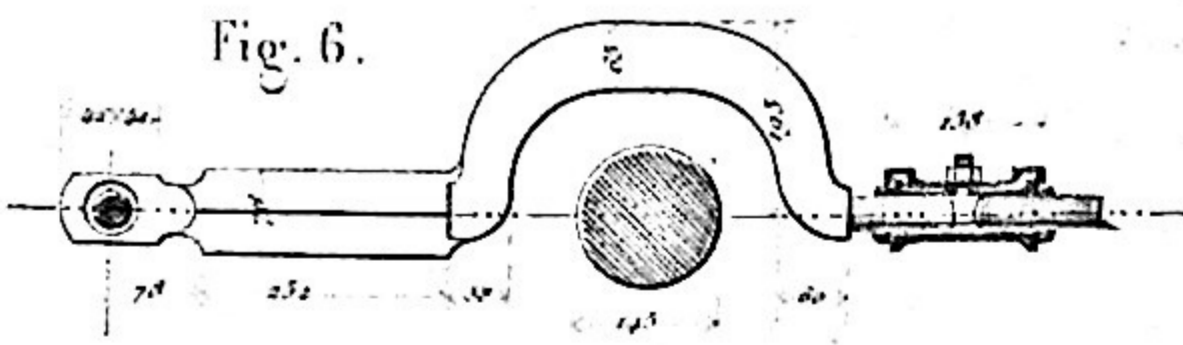
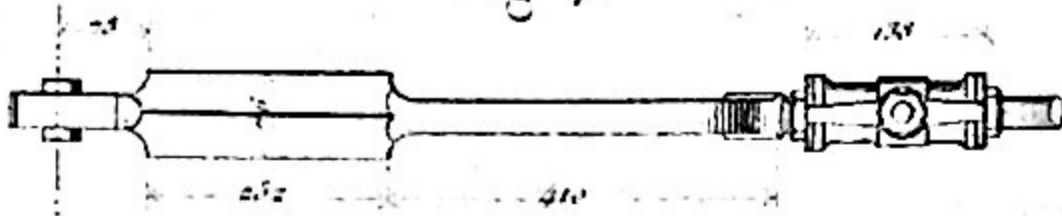


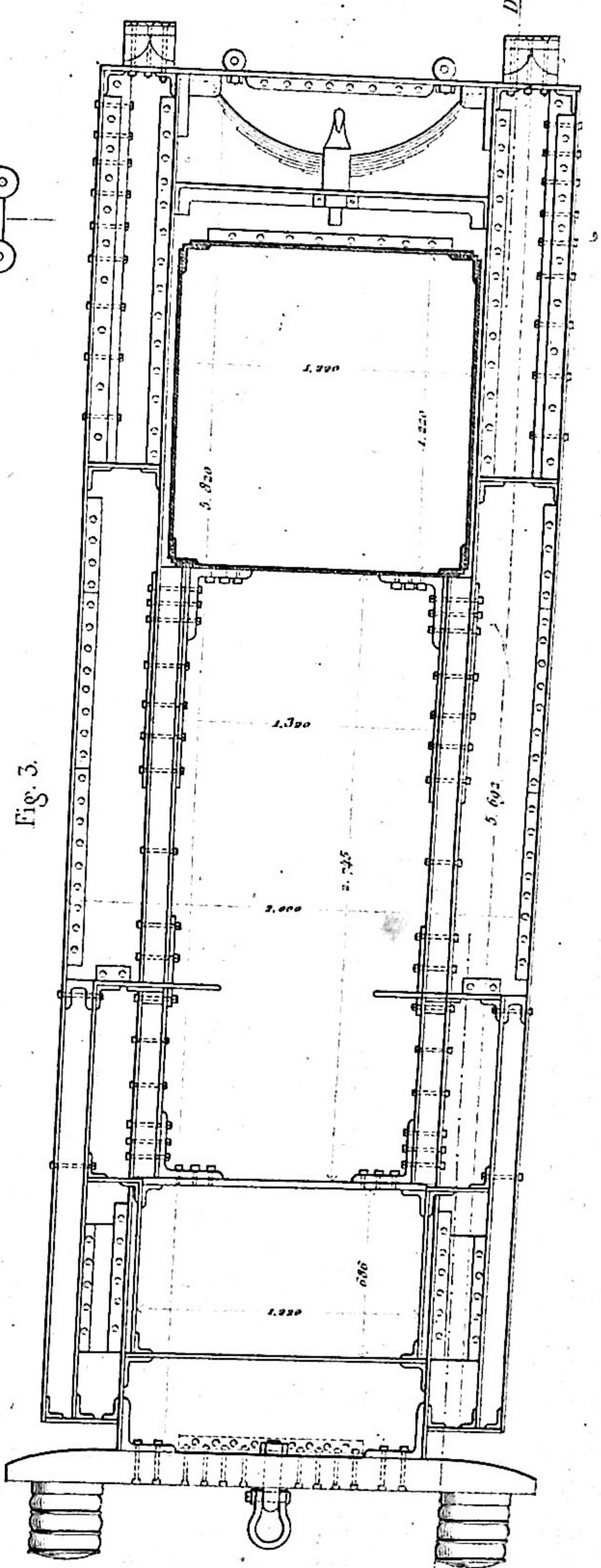
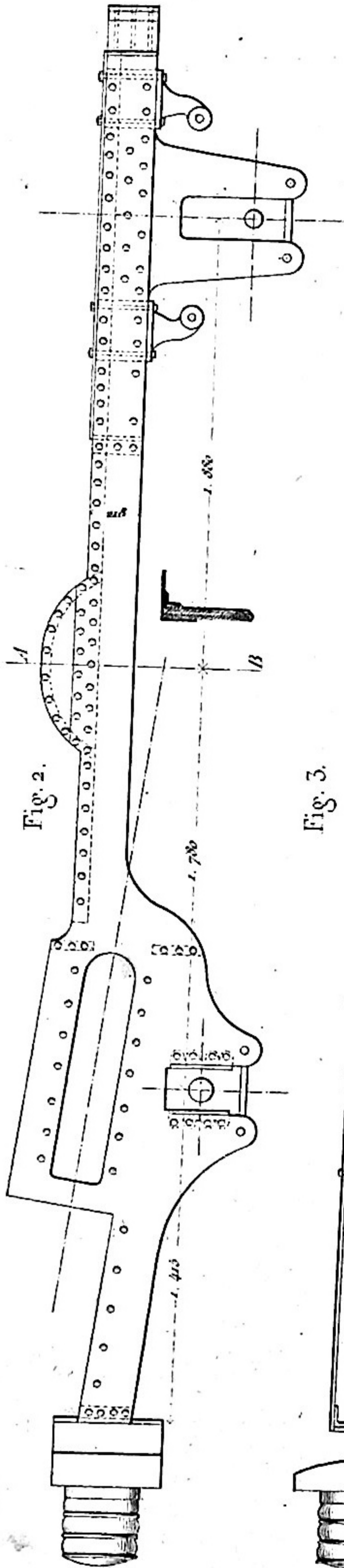
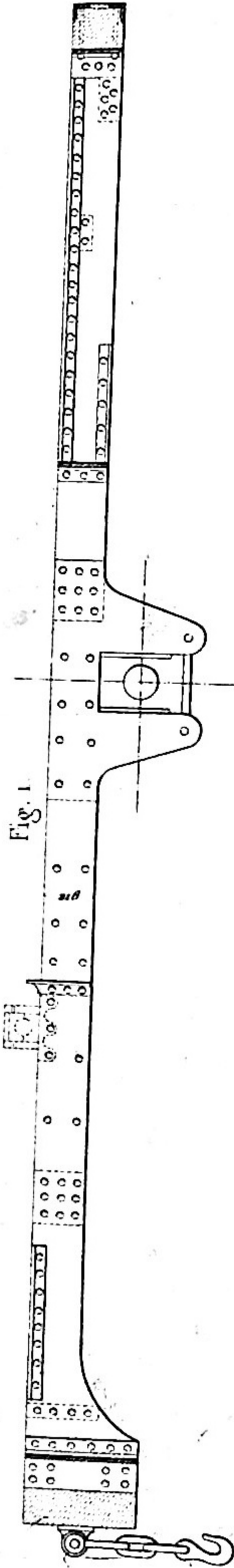
Fig. 7.



H. Mathieu dir.

Lemaire sc.

ROUEN



Ech 1/40

Fig. 5. ANTEE.

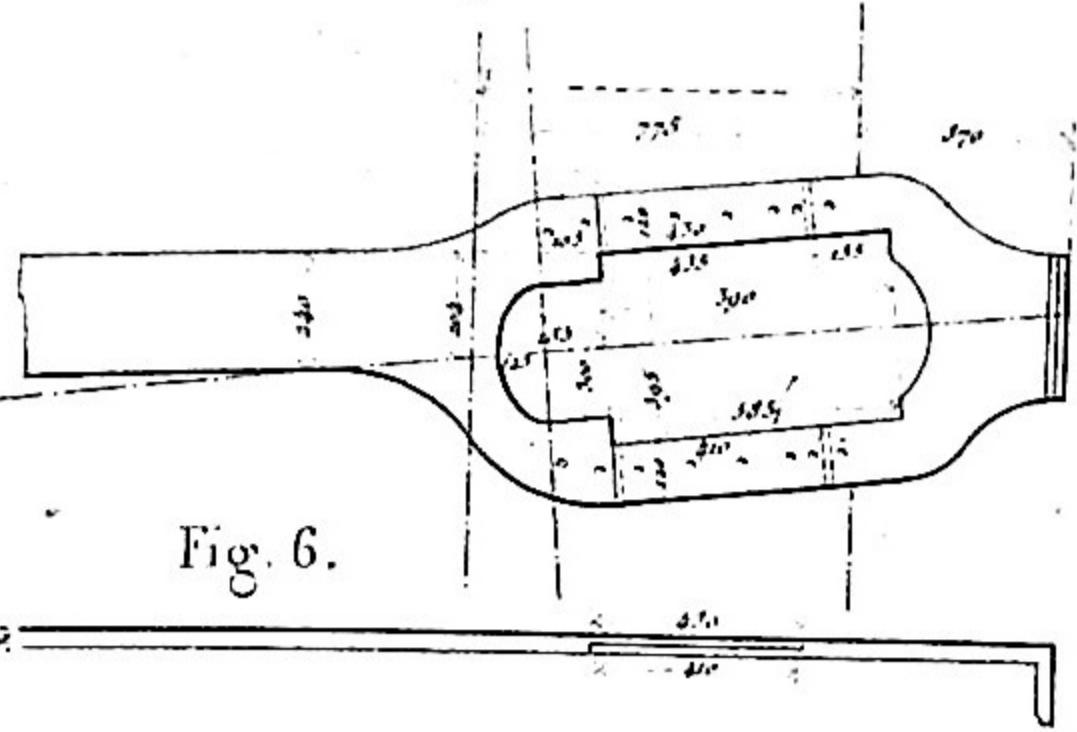


Fig. 4.

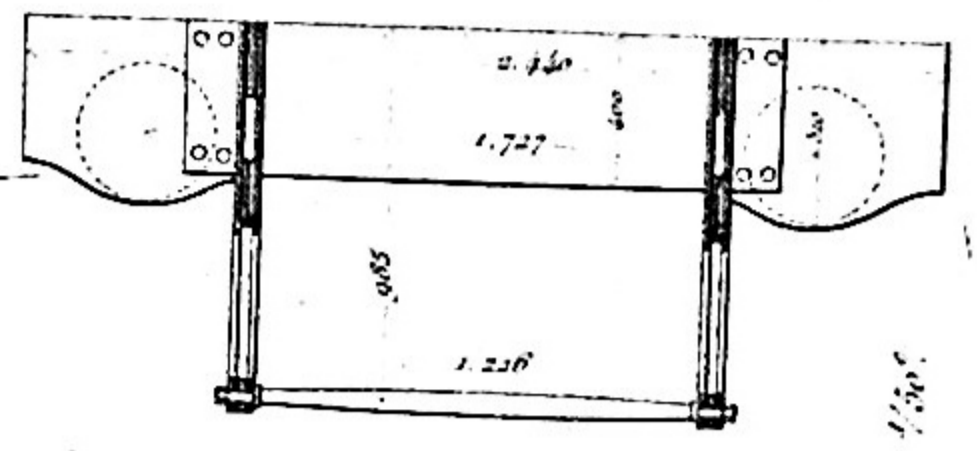
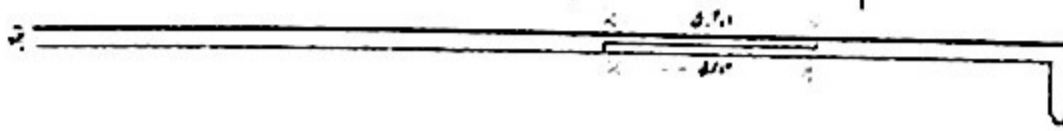


Fig. 6.



Rob. 1300.

Fig. 1.

NORD.

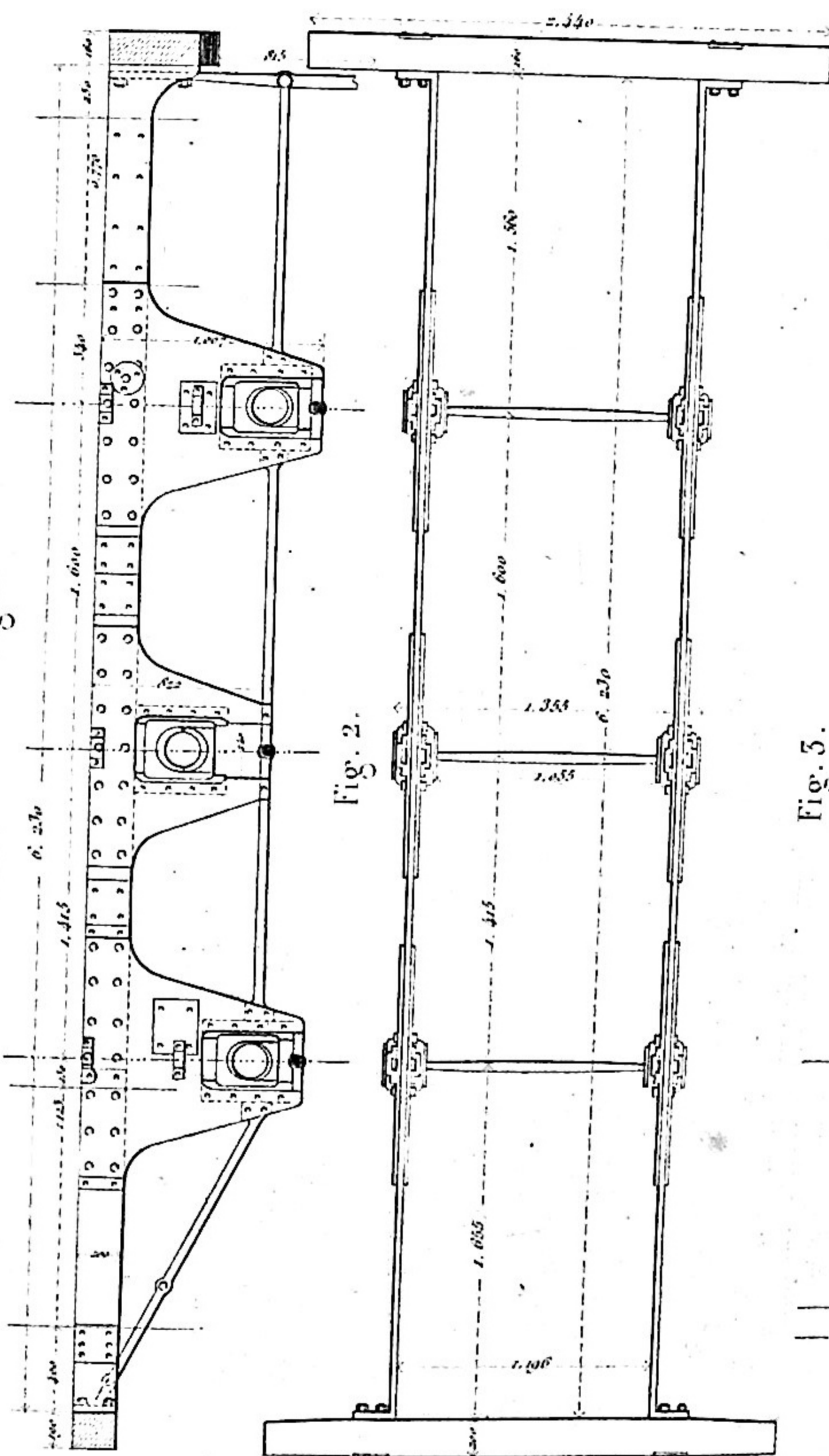
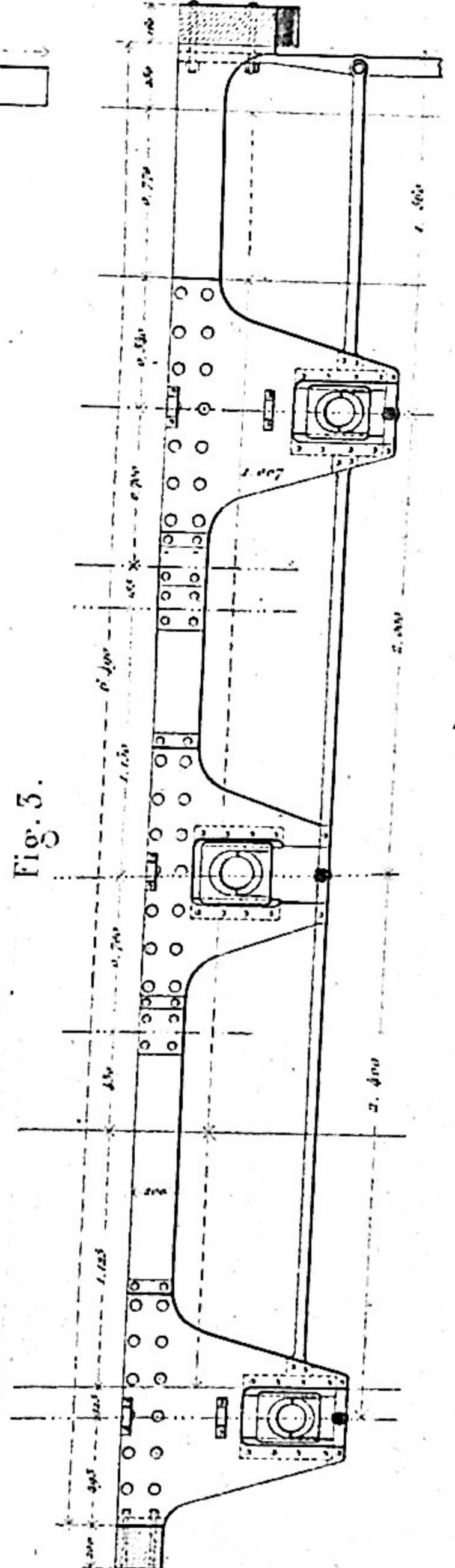


Fig. 2.

Fig. 3.



RHÔNE.

Fig. 1.

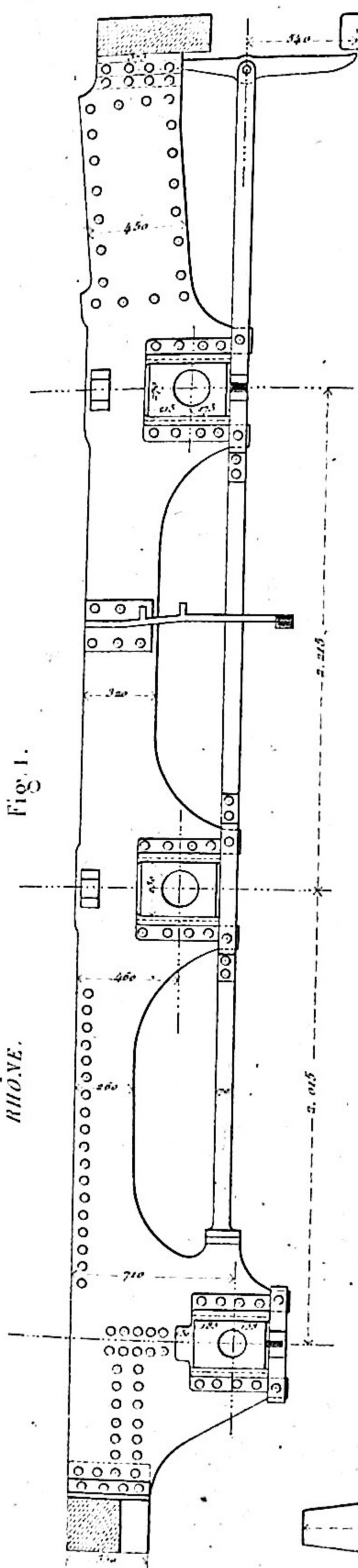


Fig. 2.

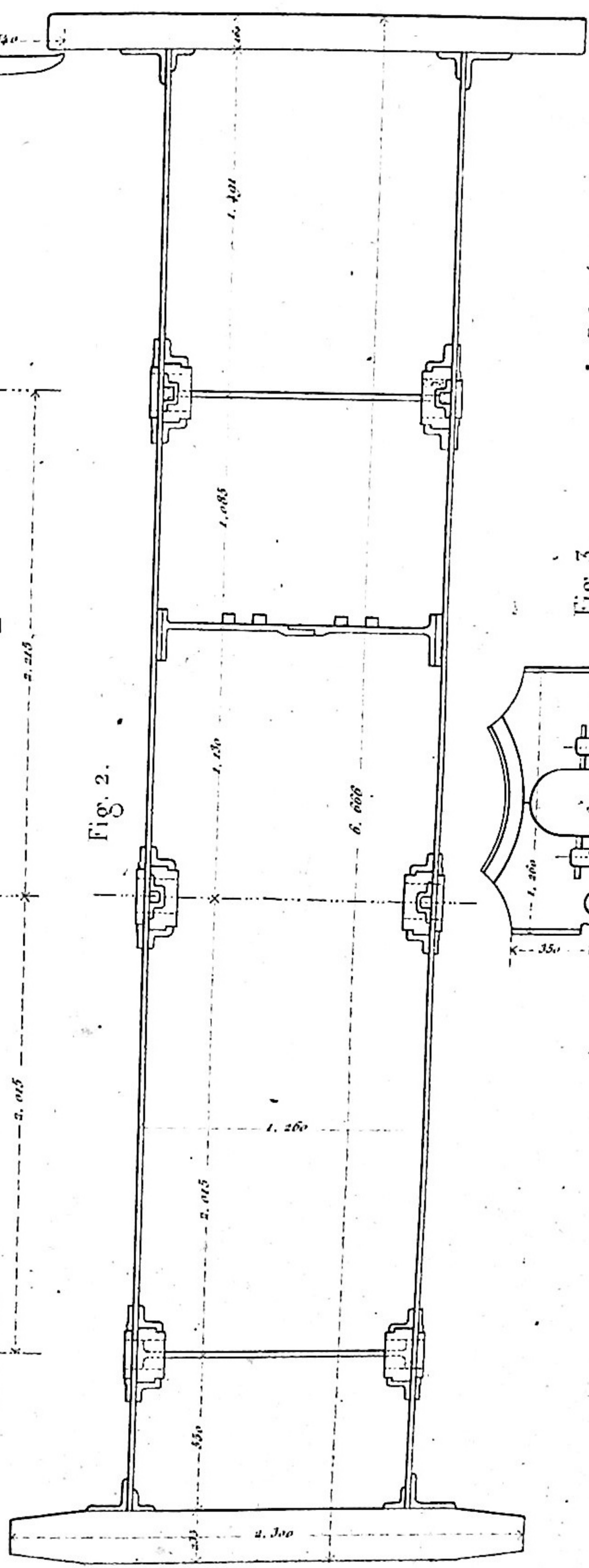
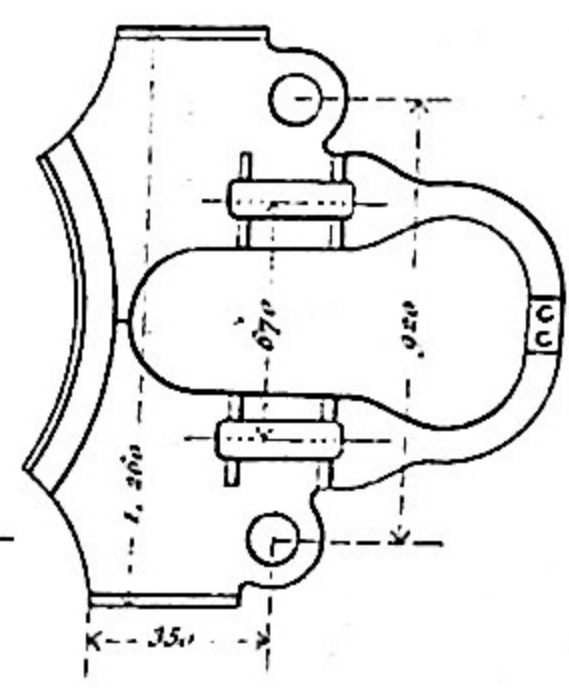


Fig. 3.



Ech. 1/40.

H. Mathieu dir.

Lemaire sc.

CRAMPTON.

Fig. 1.

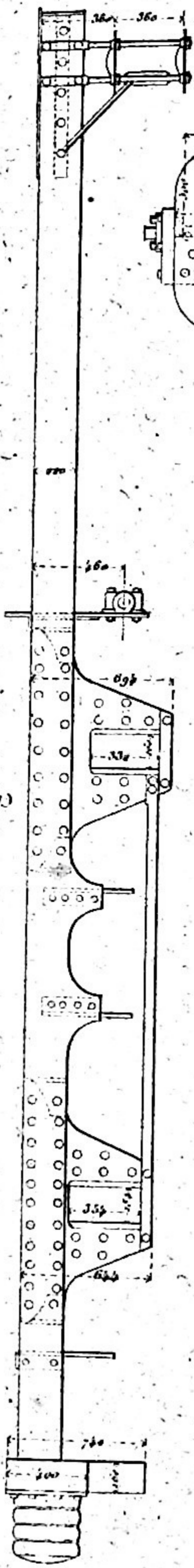


Fig. 2.

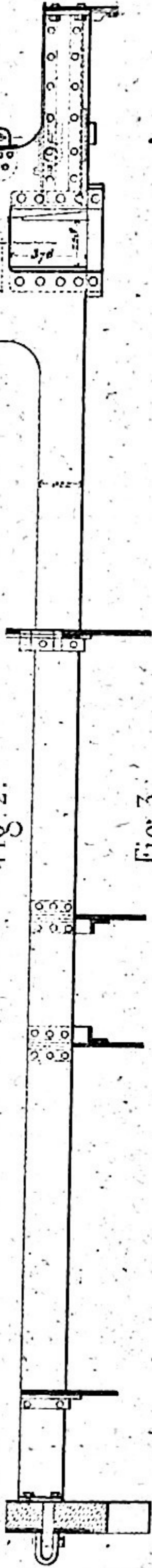
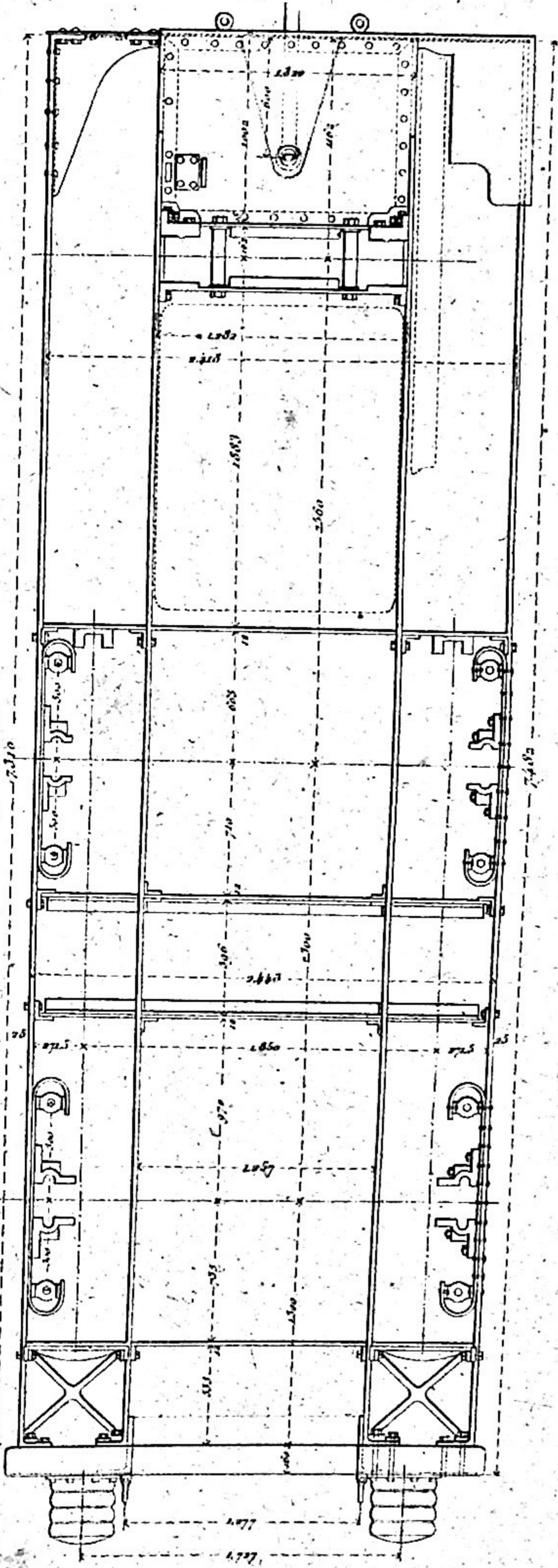


Fig. 3.



Ech. 1/50.

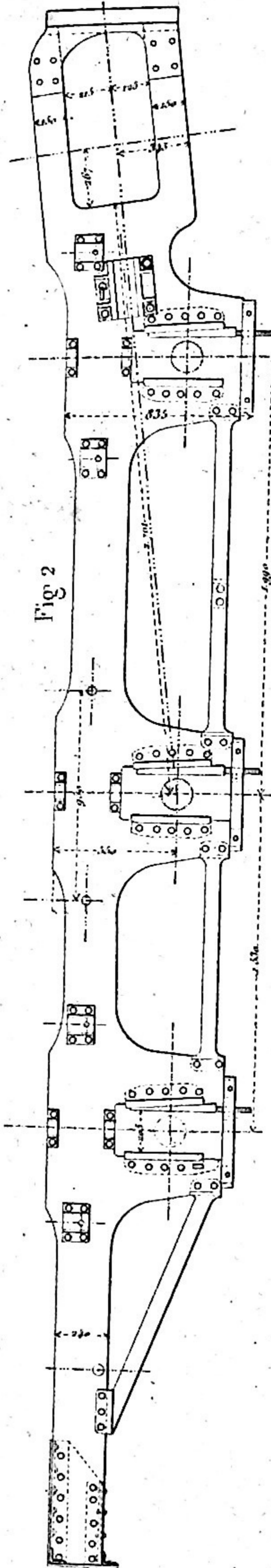


Fig. 2

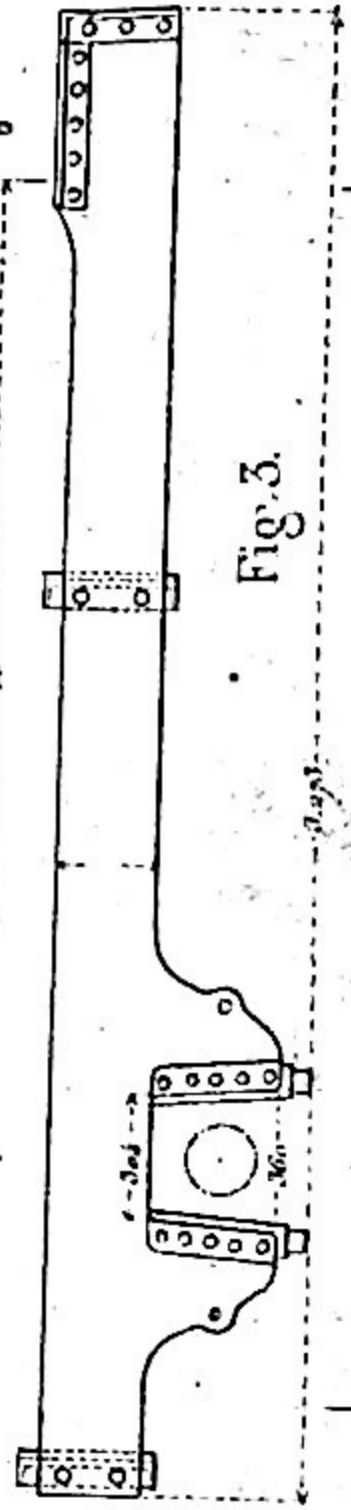


Fig. 3

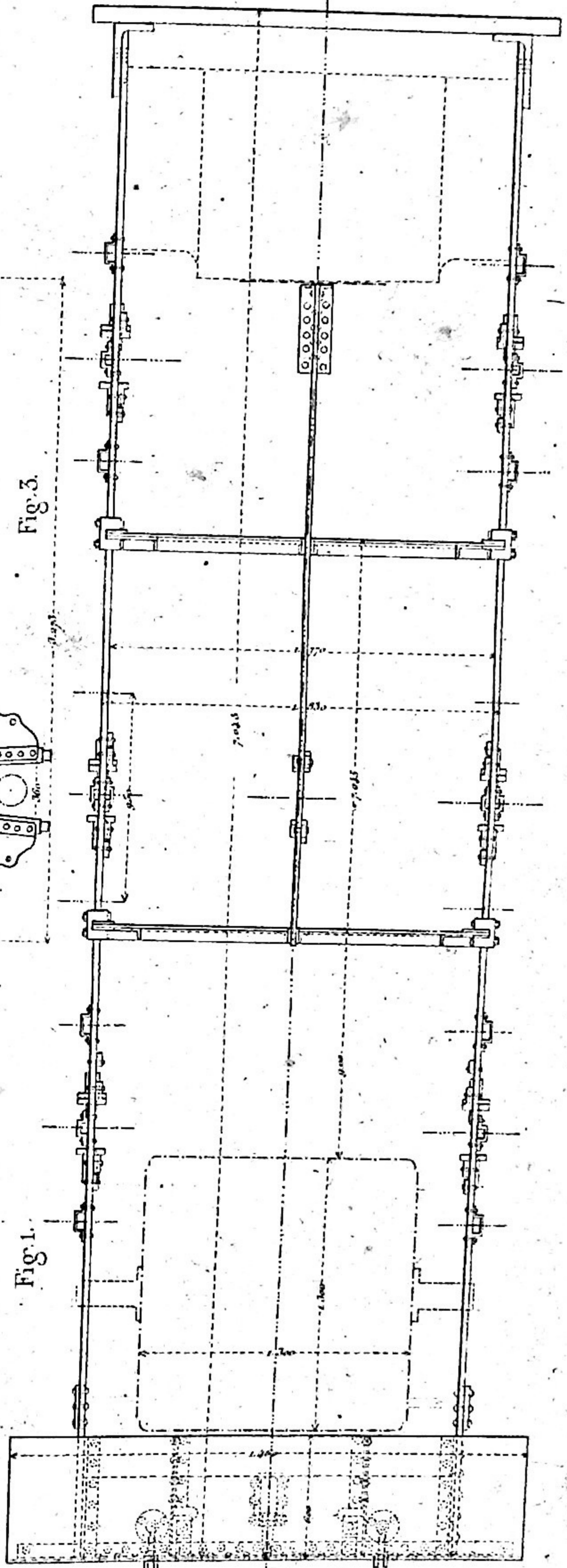


Fig. 1

A. Gaudry, dir.

L. Guinet

NORD - Fortes rampes.

Fig. 2.

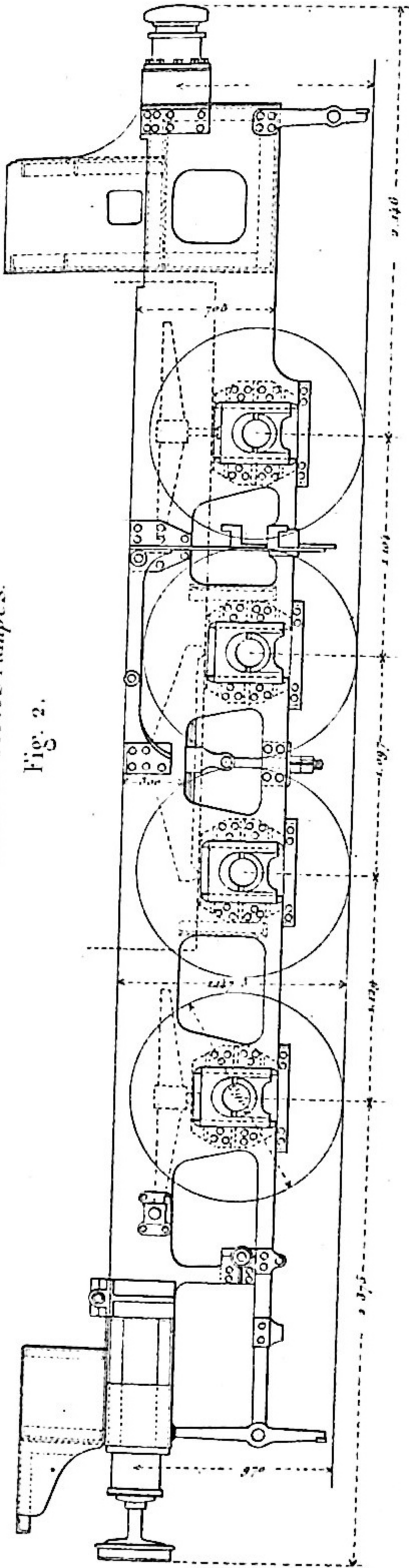
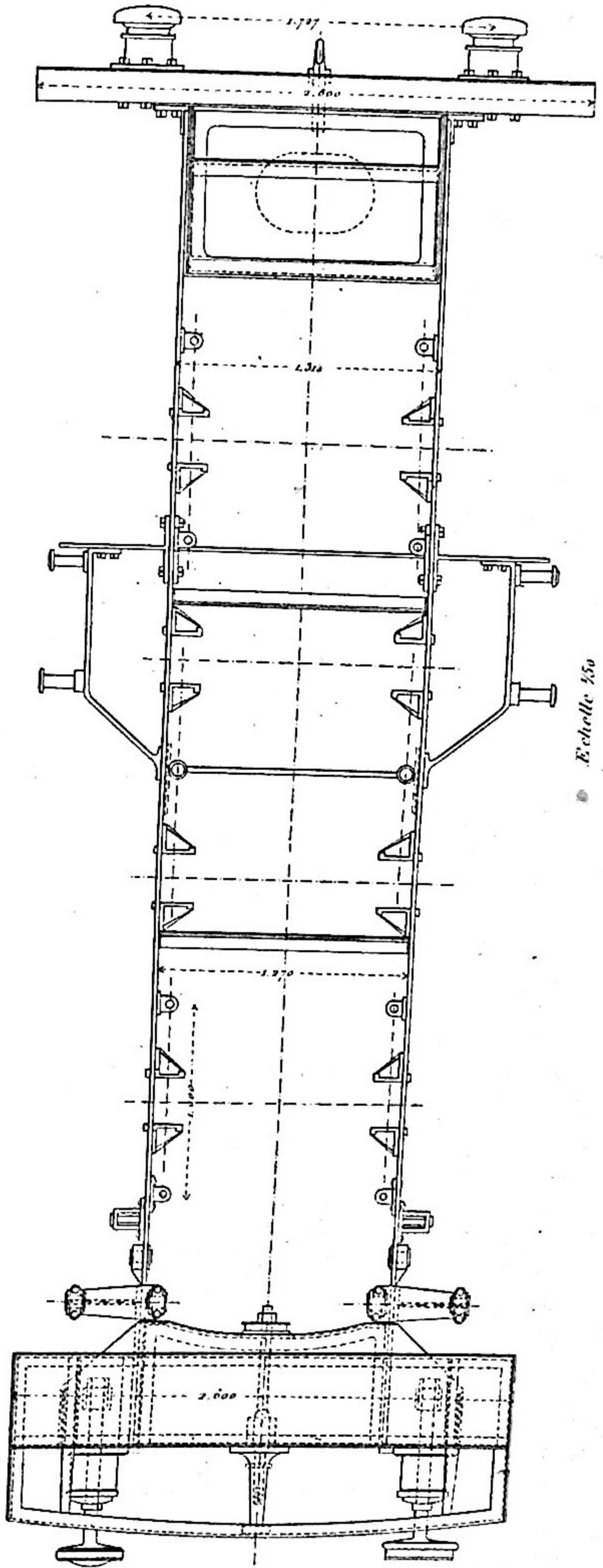


Fig. 1.



Echelle 1/50

NORD. Fig. 1.

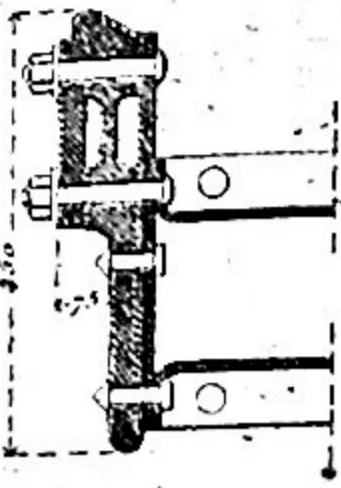


Fig. 2.

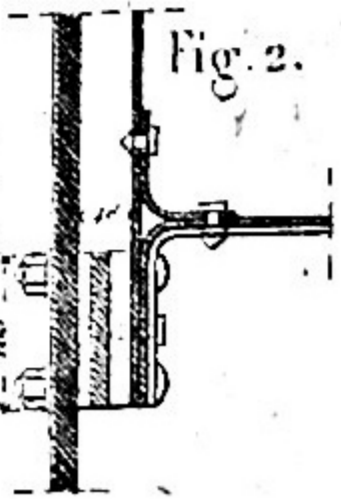
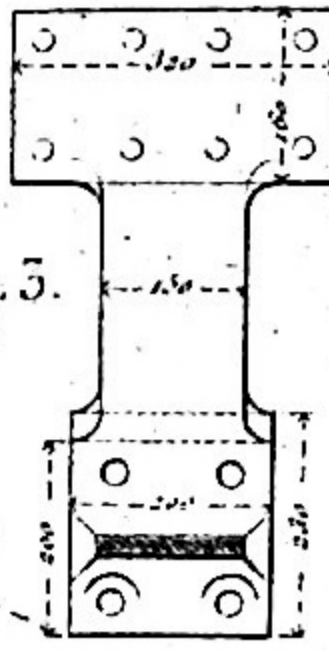


Fig. 3.



NORD.

Fig. 4.

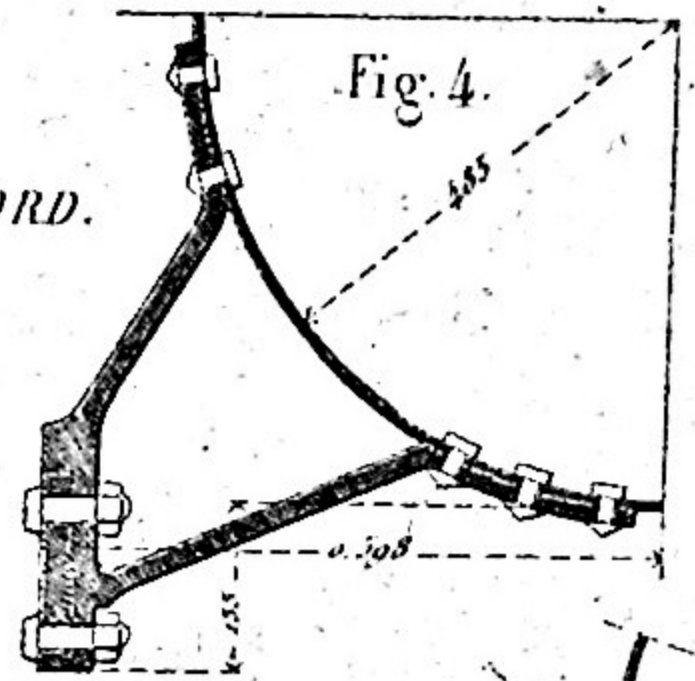
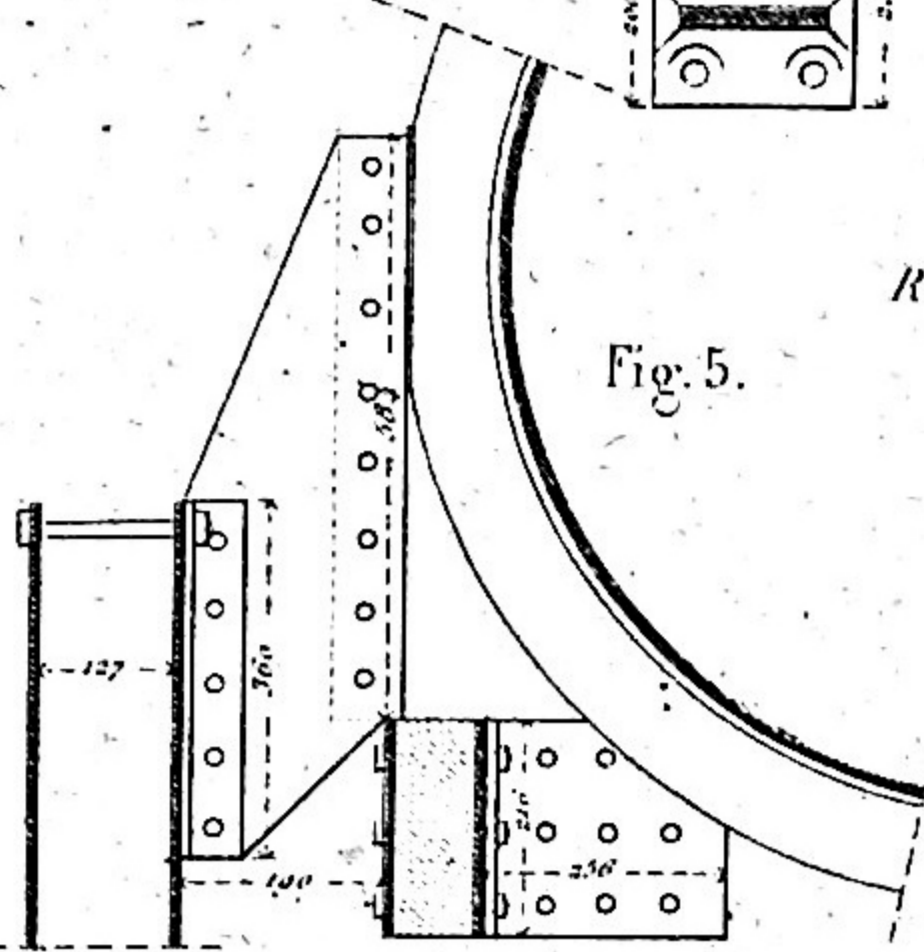
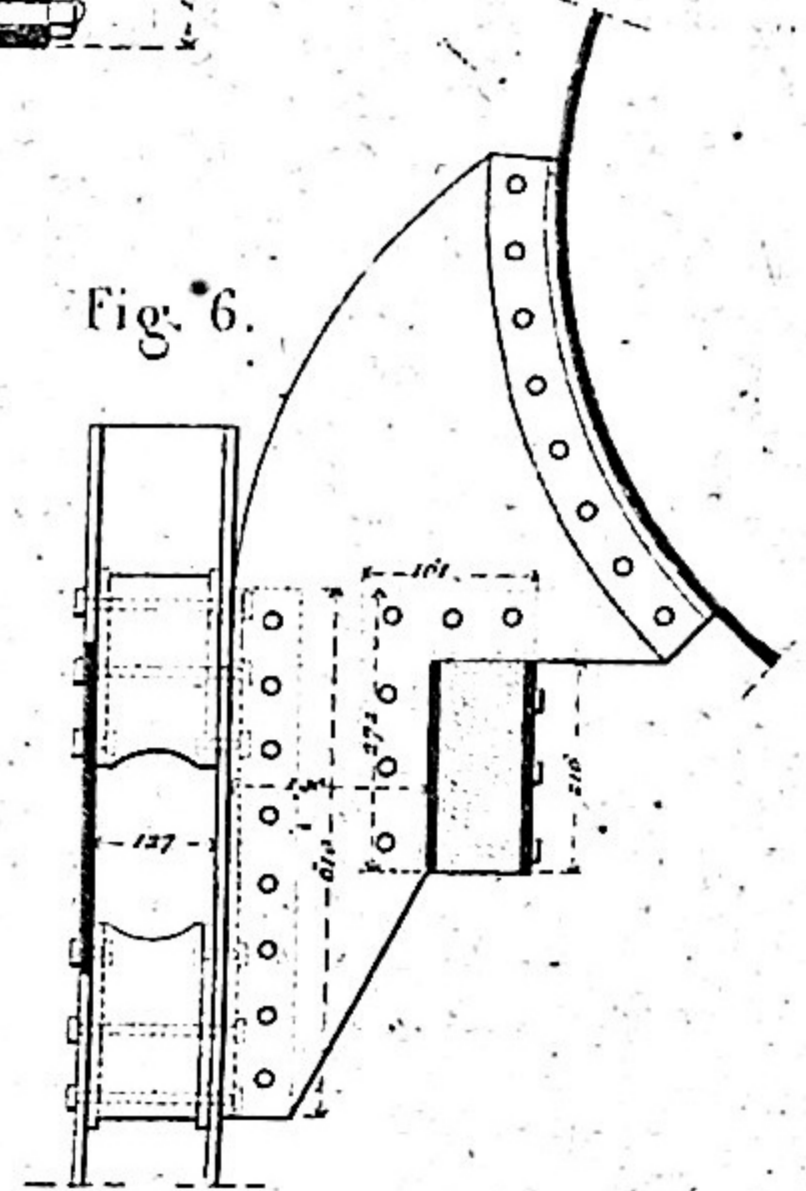


Fig. 5.



ROUEN.

Fig. 6.



CRAMPTON.

Fig. 8.

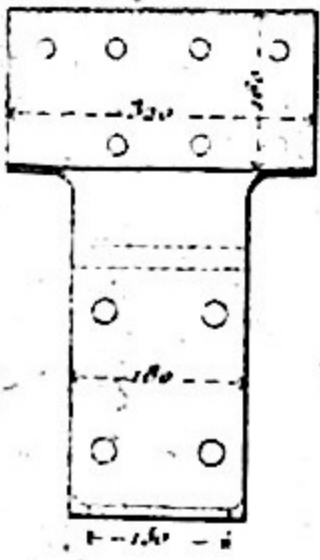


Fig. 7.

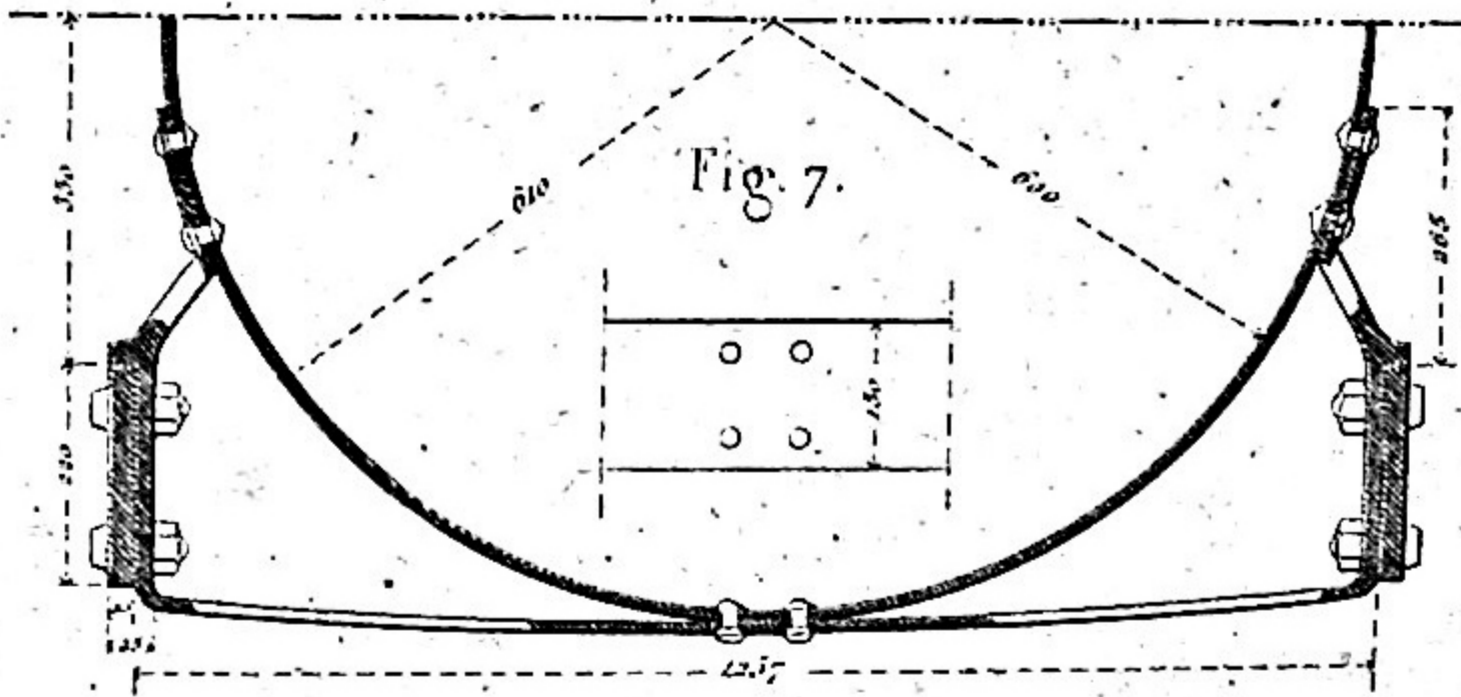
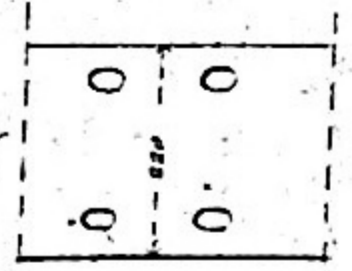


Fig. 9.



ORLÉANS.

Fig. 10.

LYON. V.

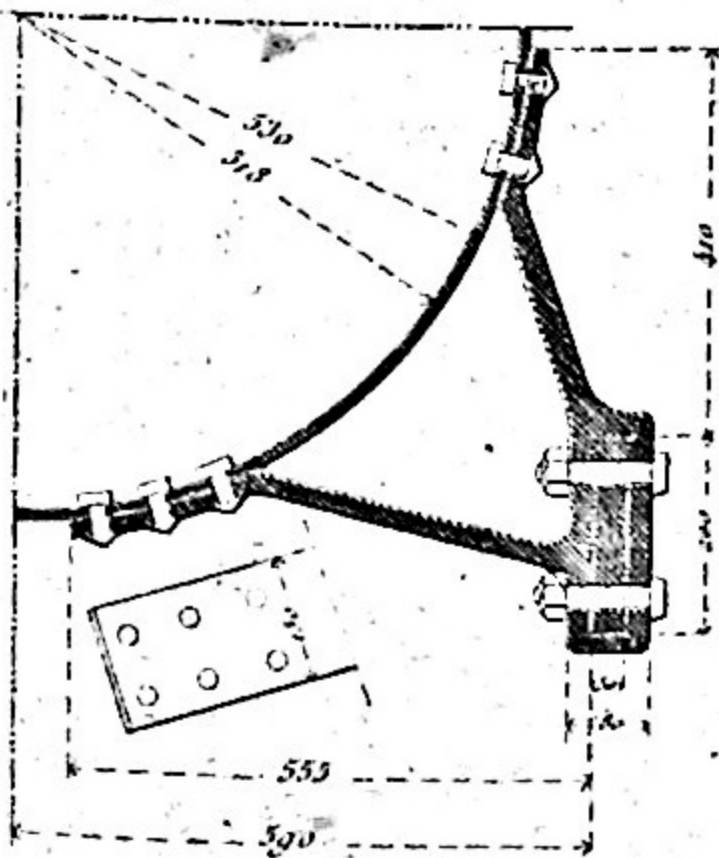


Fig. 11.

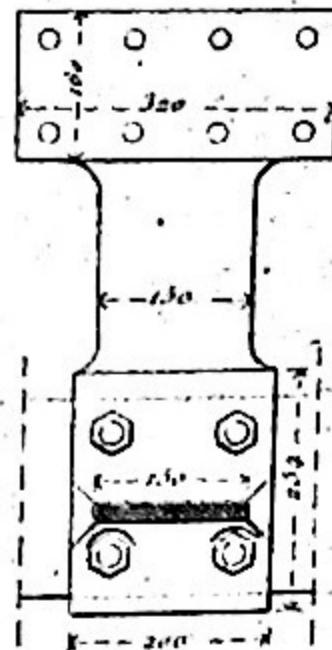


Fig. 12.

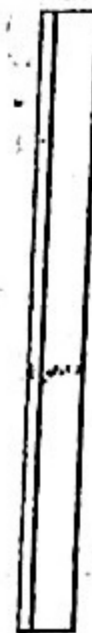
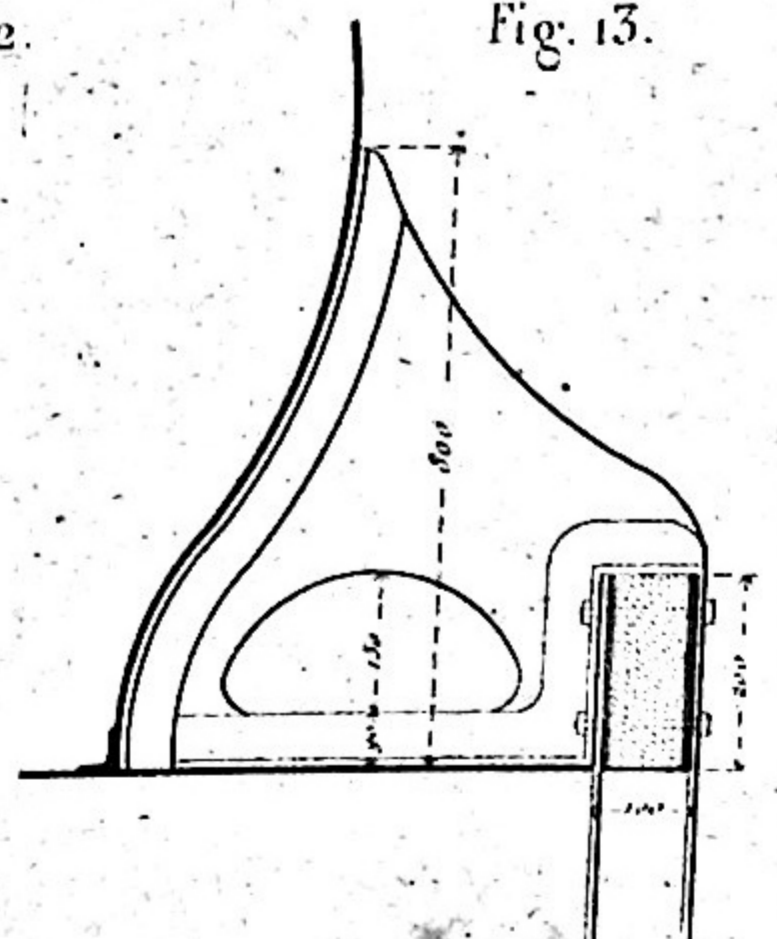


Fig. 13.



Ech. 1/20

Lemaire sc.

Mathieu dir.

SHARP.
Fig. 1.

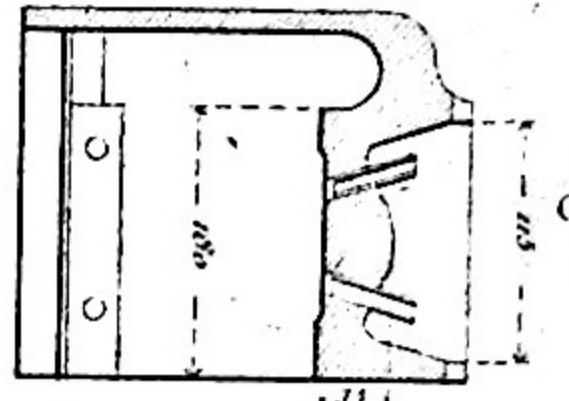


Fig. 2.

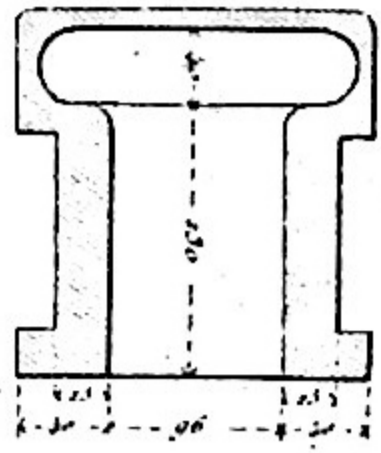


Fig. 3.

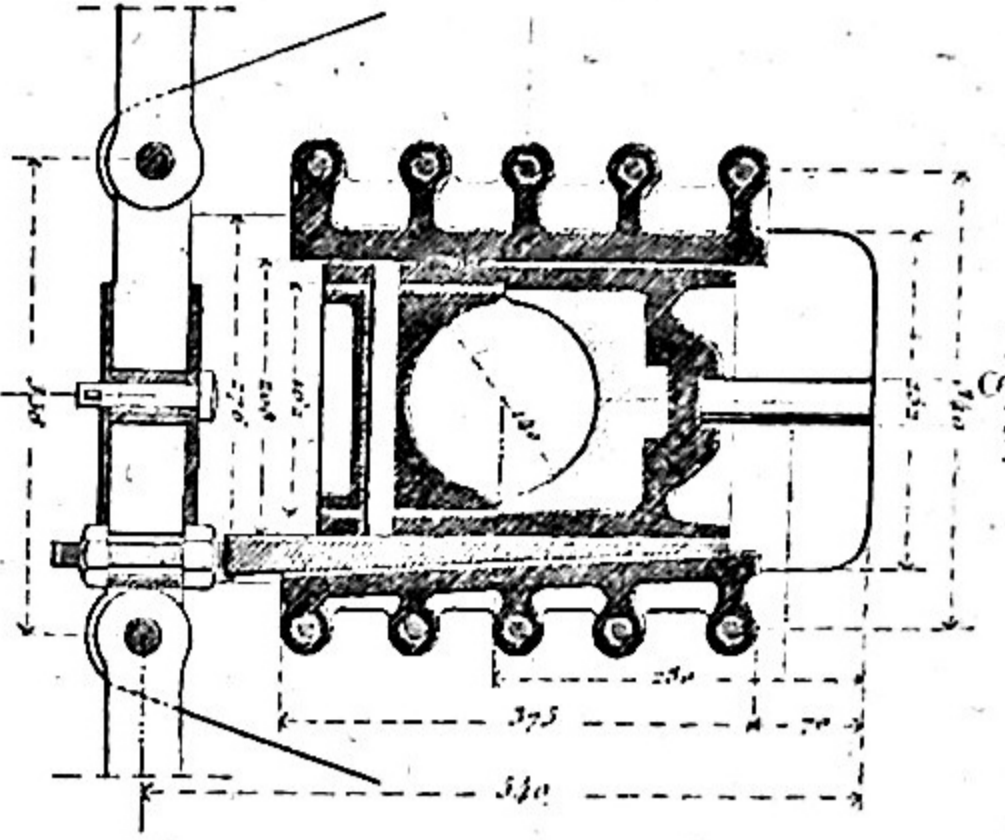


Fig. 4.

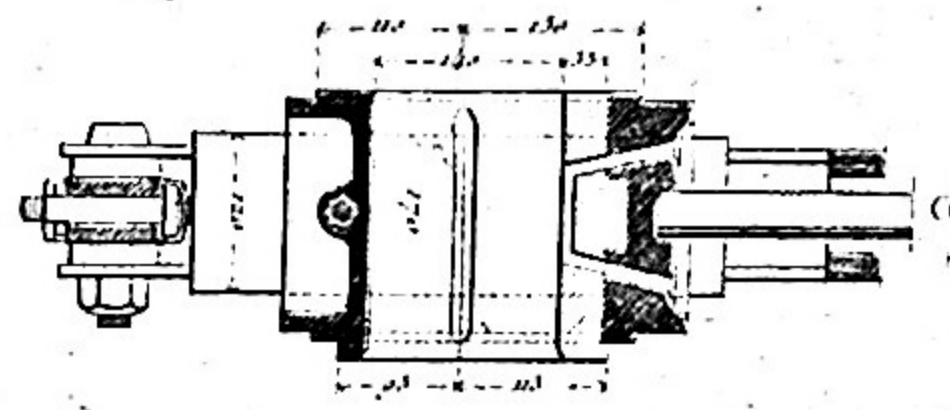


Fig. 14.

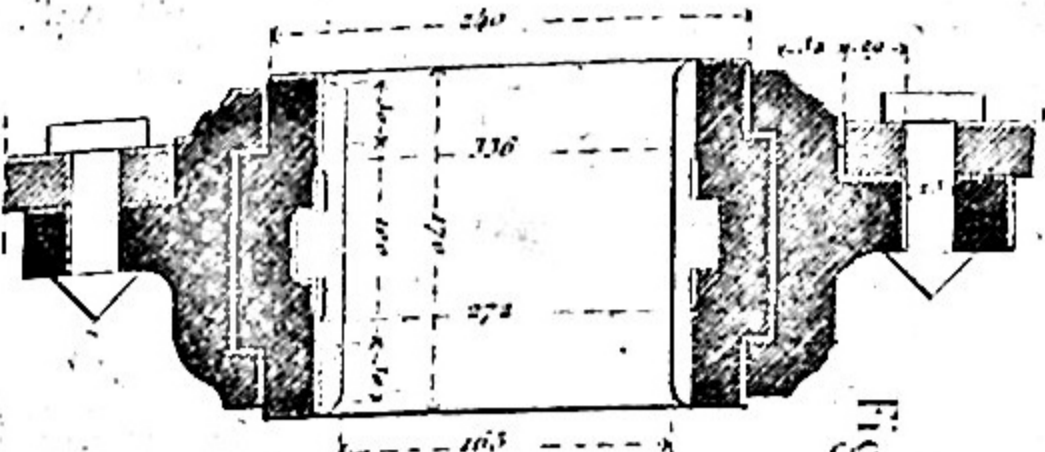
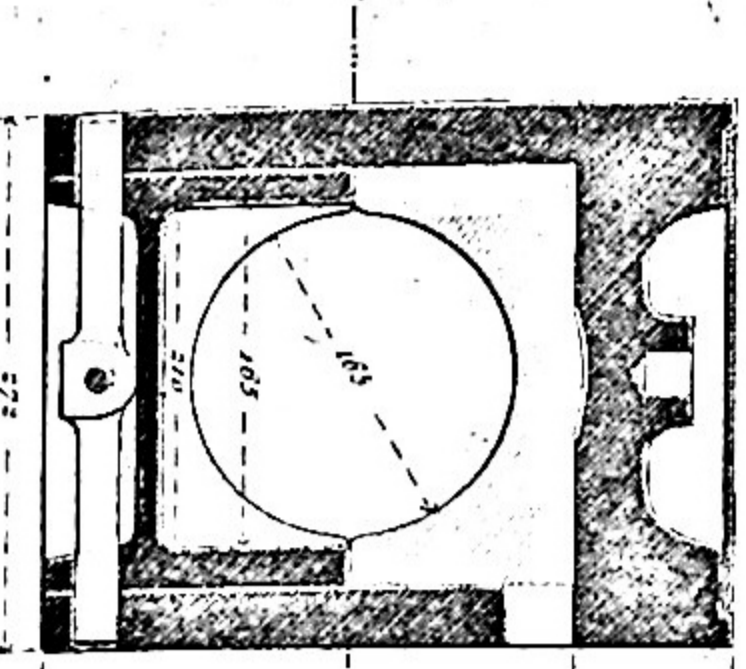
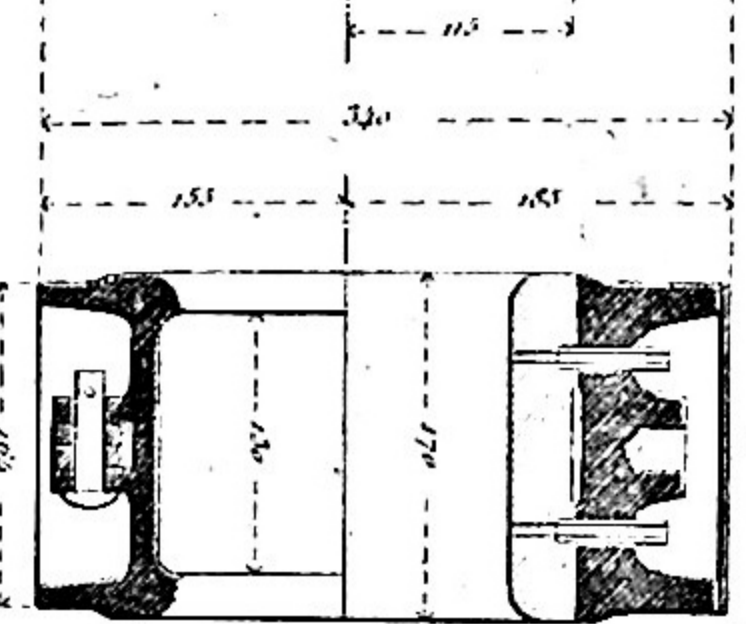


Fig. 12.



RIIONE.

Fig. 13.



ORLEANS.
Ech. 1/5.

Fig. 6.

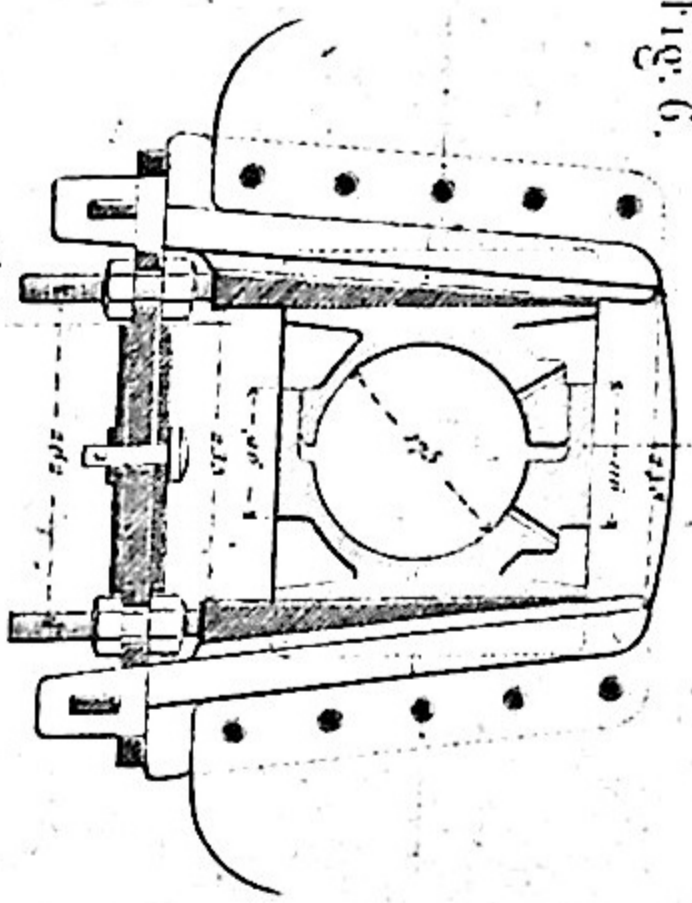


Fig. 7.

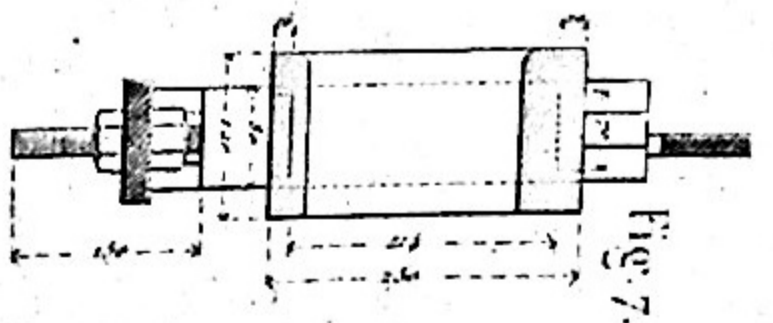


Fig. 8.

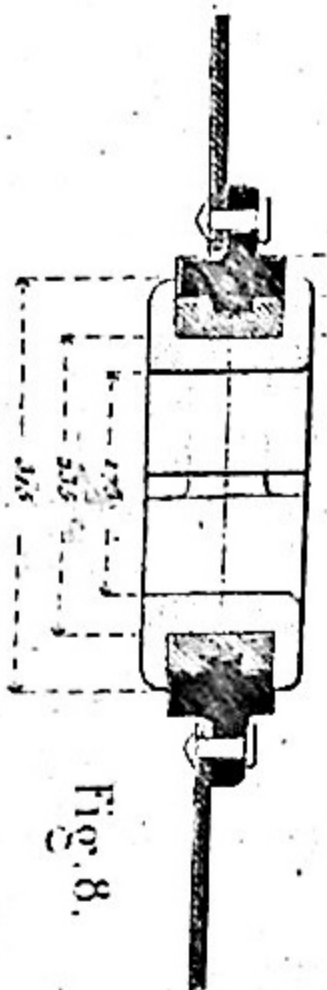
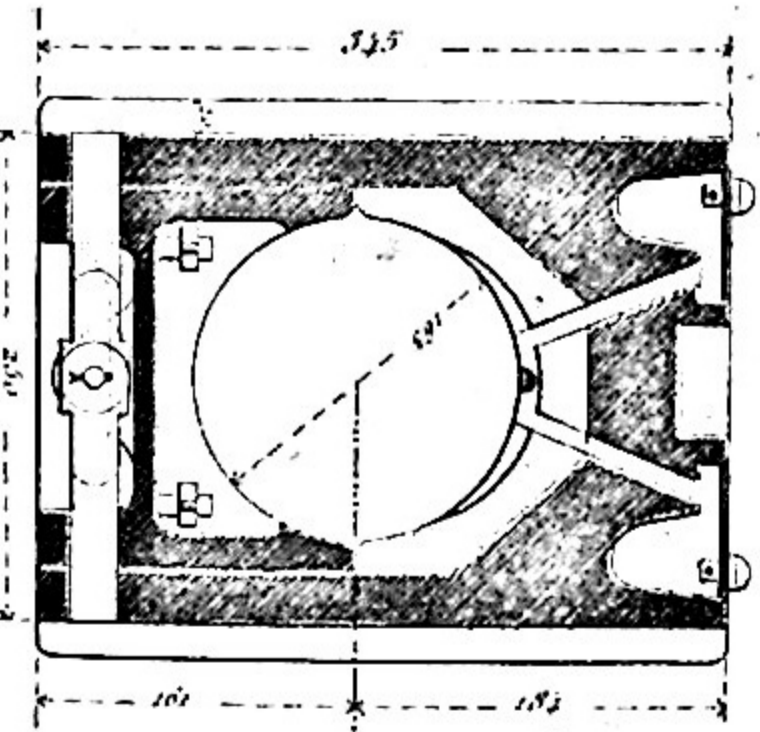


Fig. 9.



LYON V.

Fig. 10.

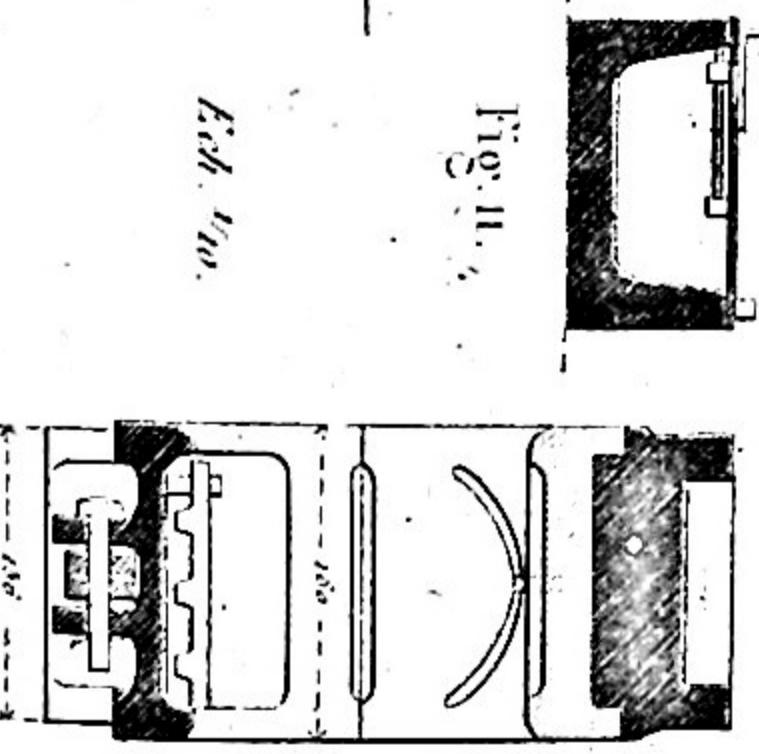
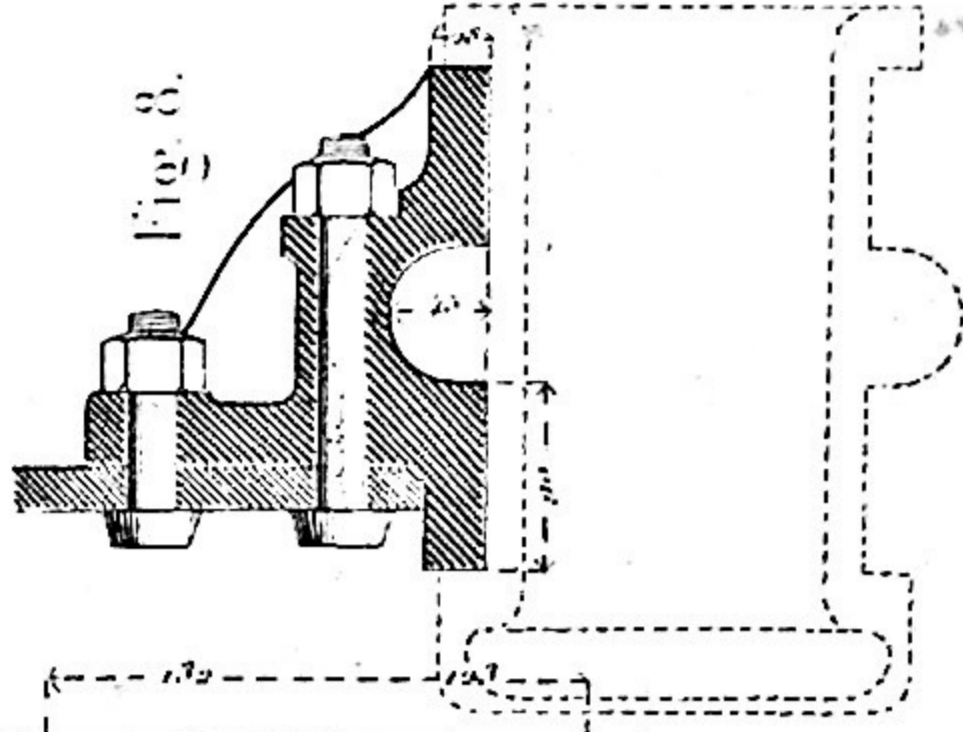
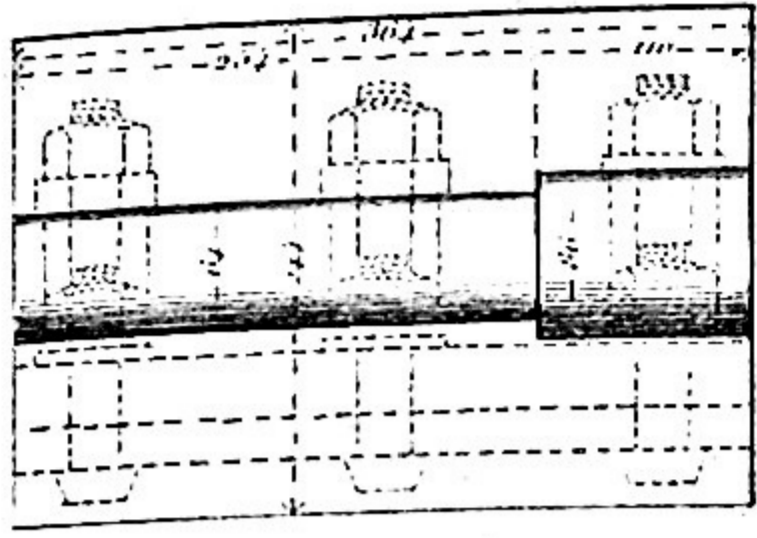


Fig. 11.

Ech. 1/10.

CRAMPTON.

Fig. 7.



Exh. 105.

CRAMPTON.

Fig. 4.

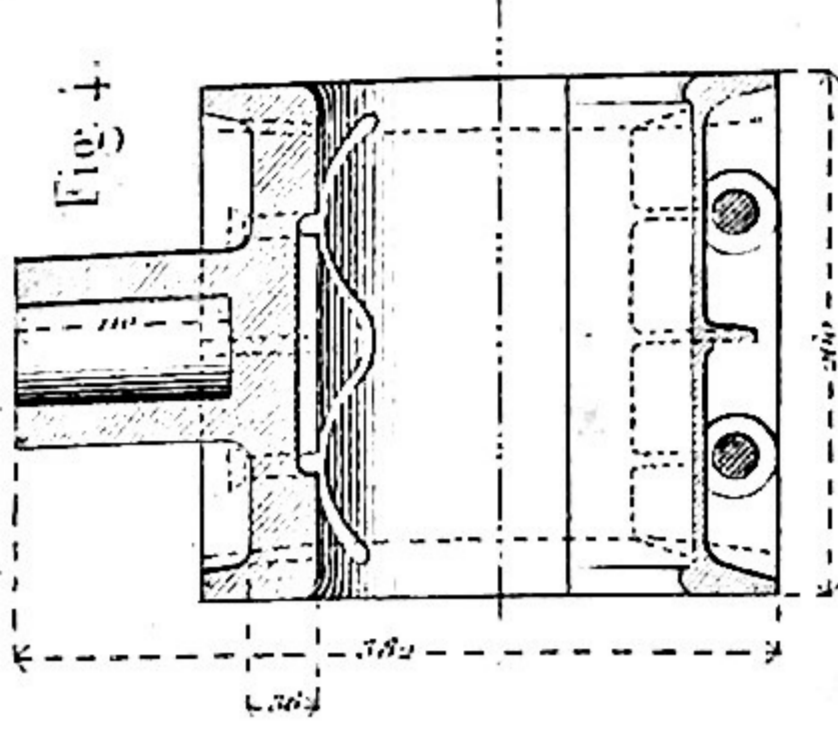


Fig. 6.

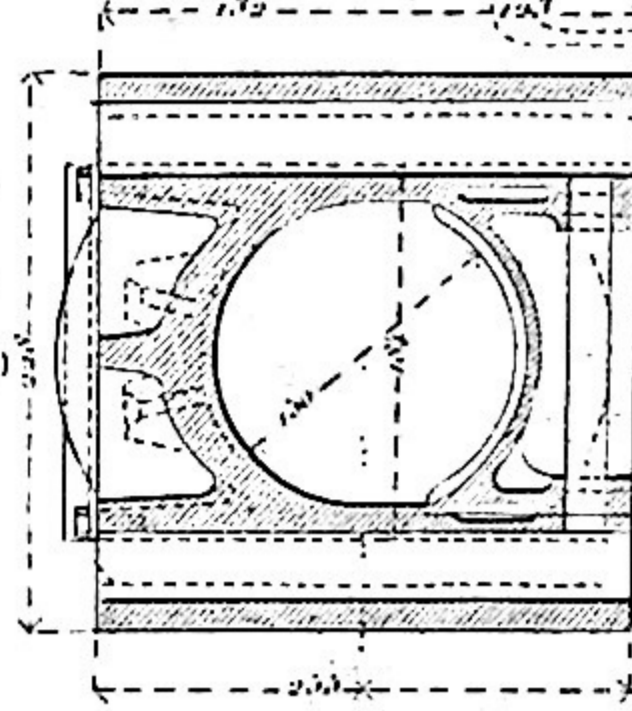


Fig. 10.

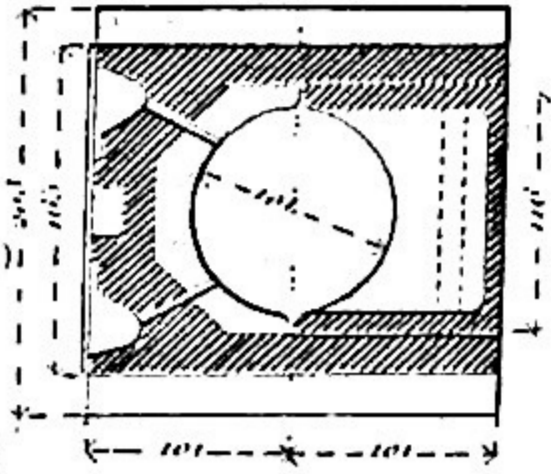


Fig. 3.

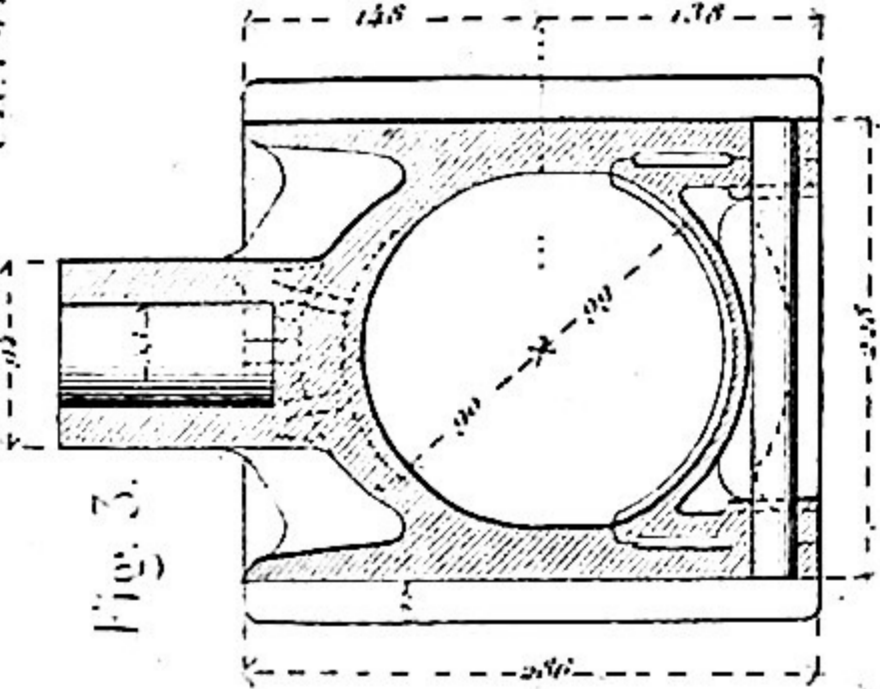


Fig. 5.

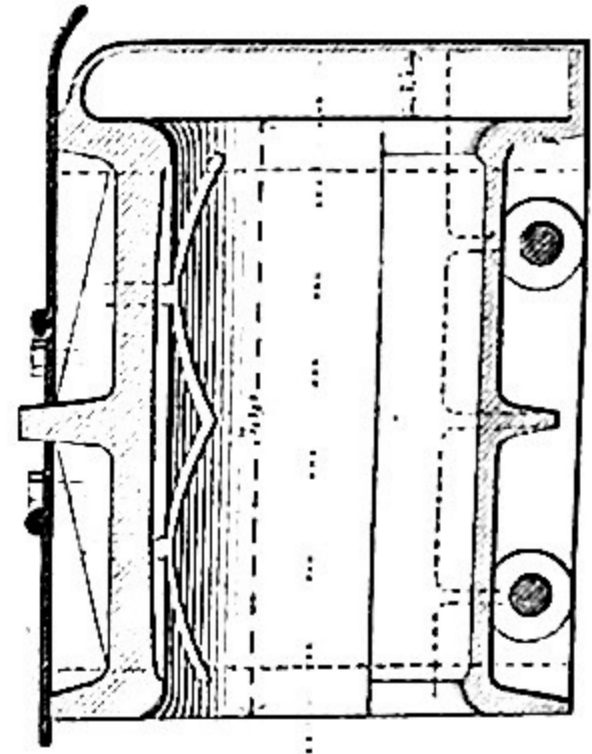
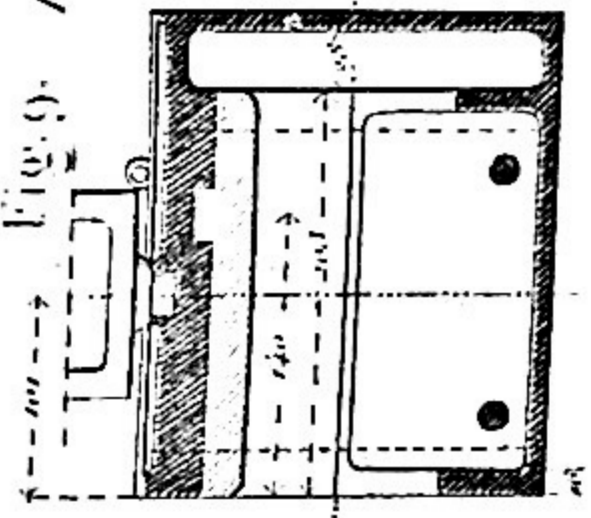


Fig. 9.



CRAMPTON.

Fig. 1.

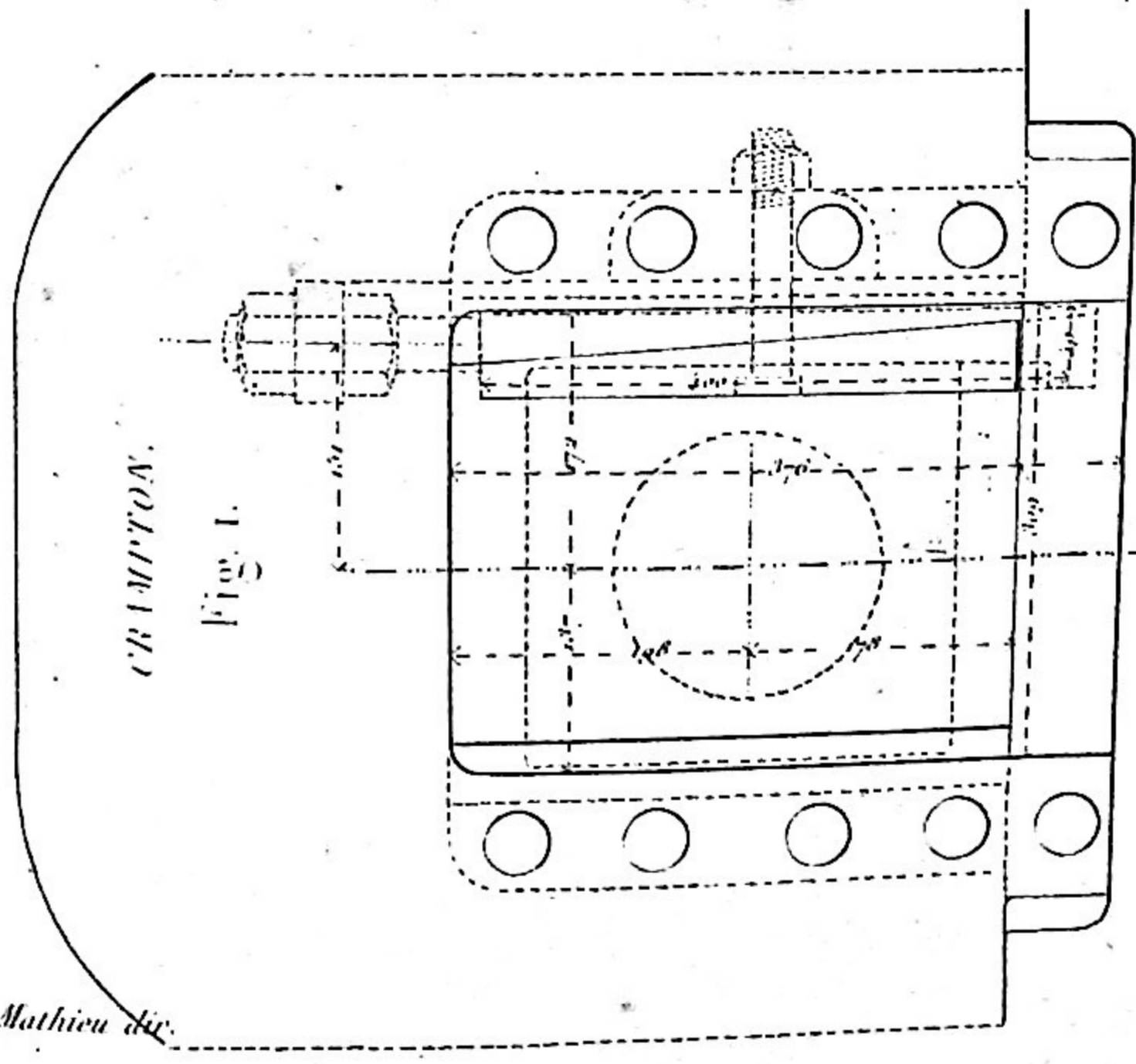
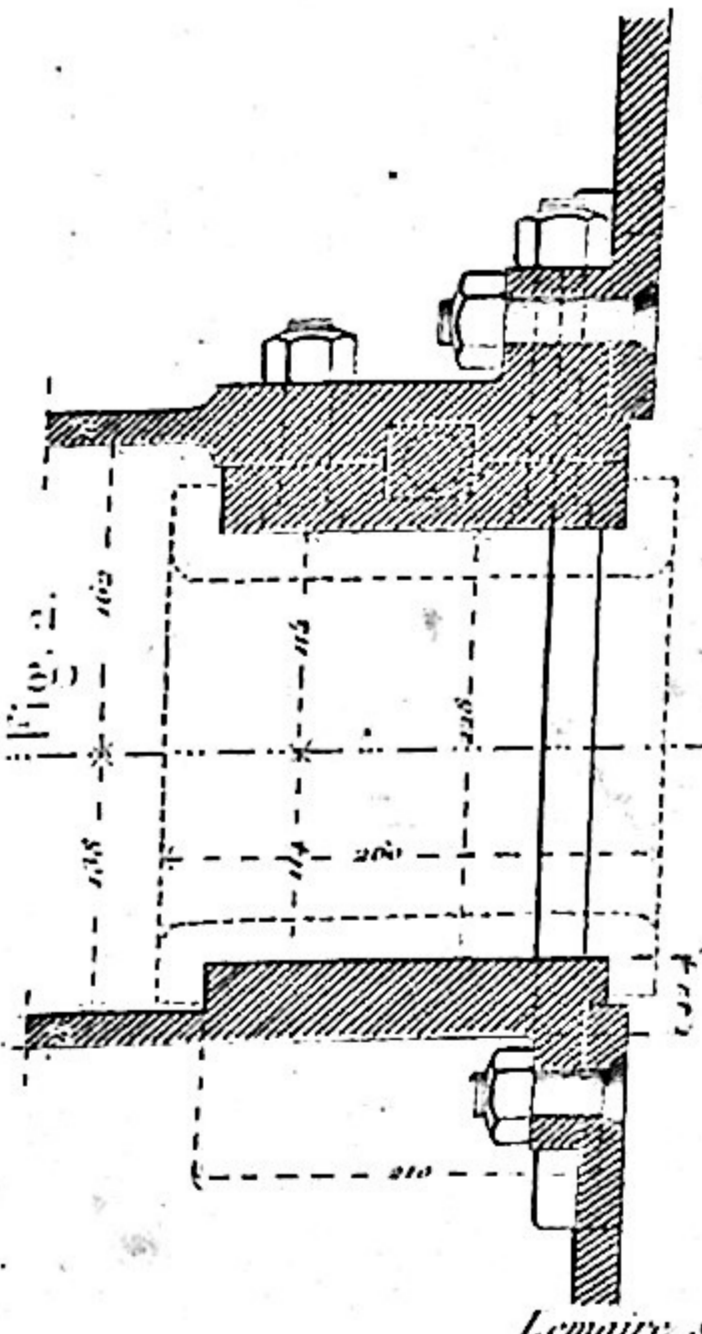


Fig. 2.



Lemaire & Co.

H. Mathieu del.

NORD.
Ech. 1/10^e

Fig. 6

Fig. 1.

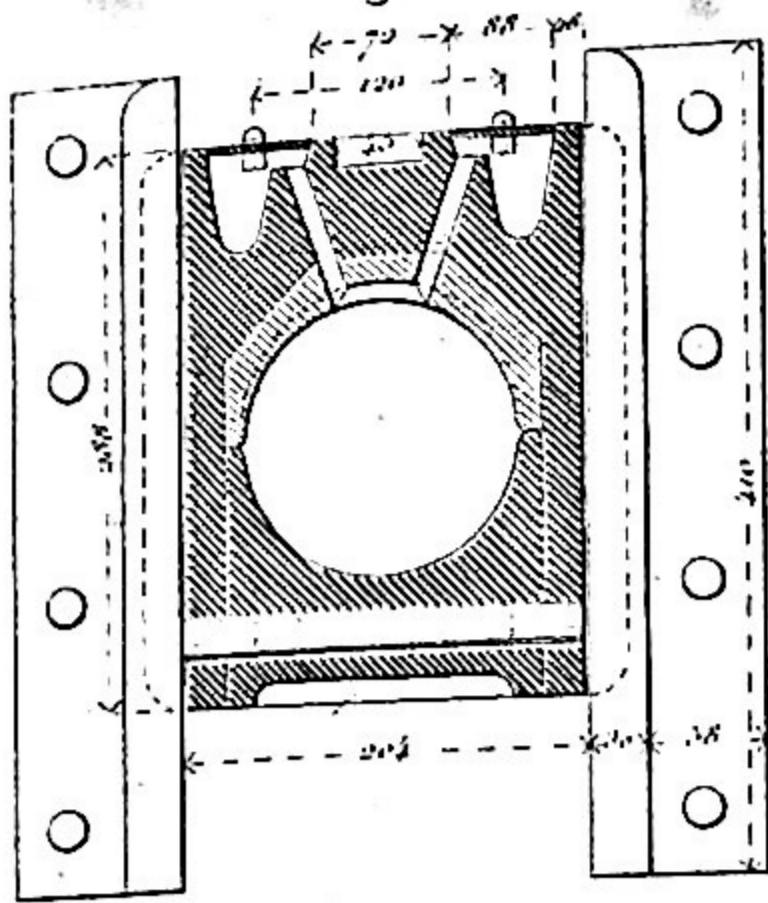


Fig. 2.

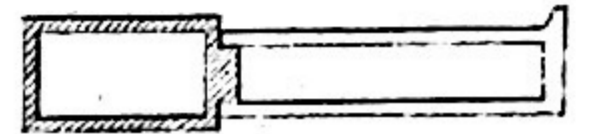
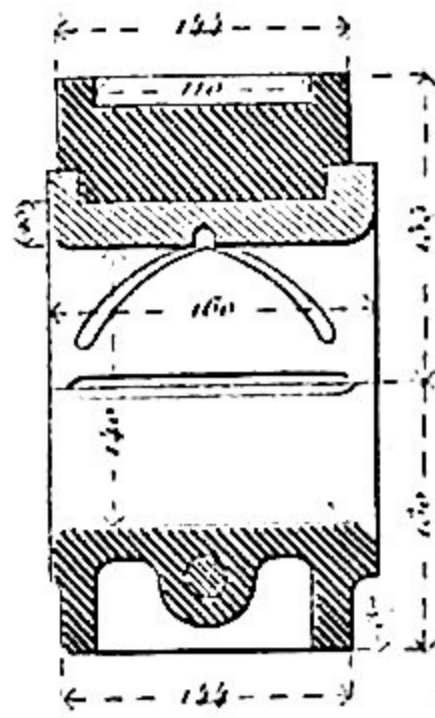


Fig. 5. NORD.
Ech. 1/20^e
1858

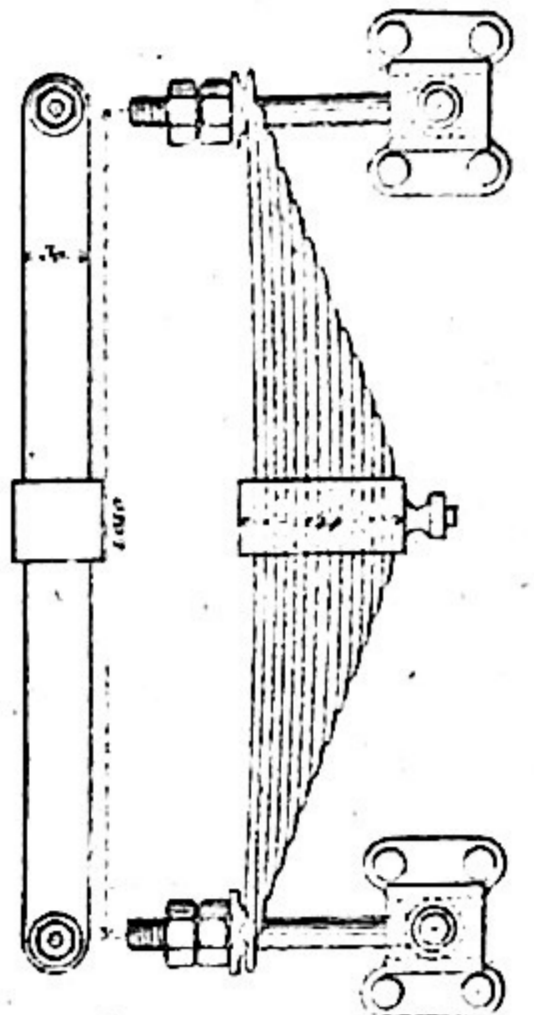


Fig. 4.

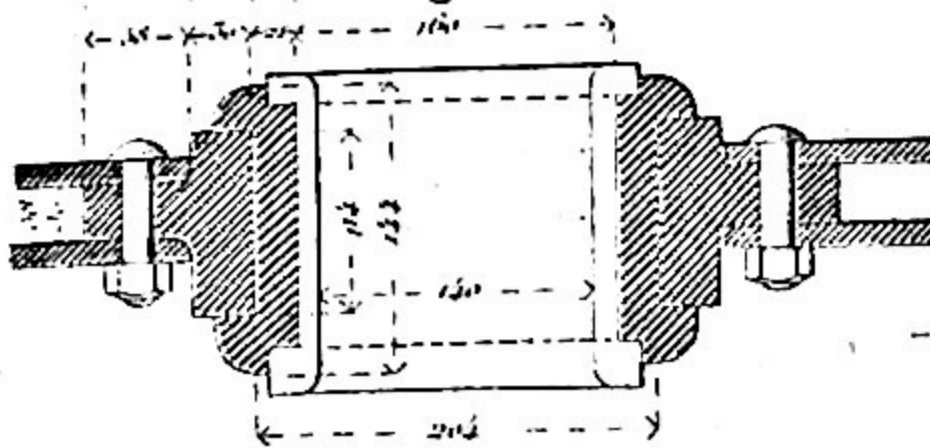


Fig. 3.

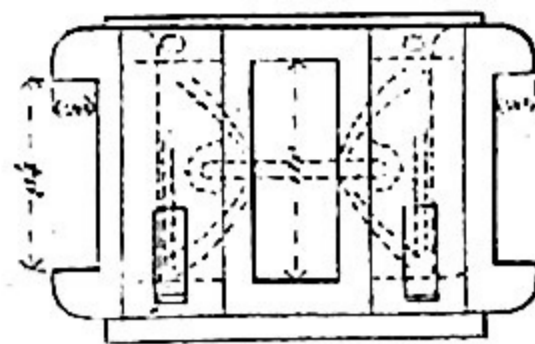
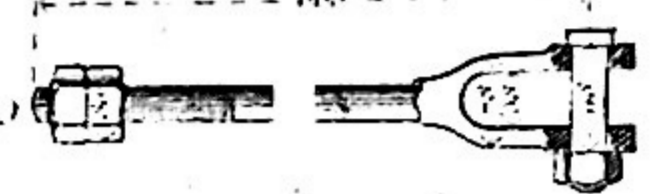


Fig. 8.



CRAMPTON.

Ech. 1/20^e

Fig. 11.

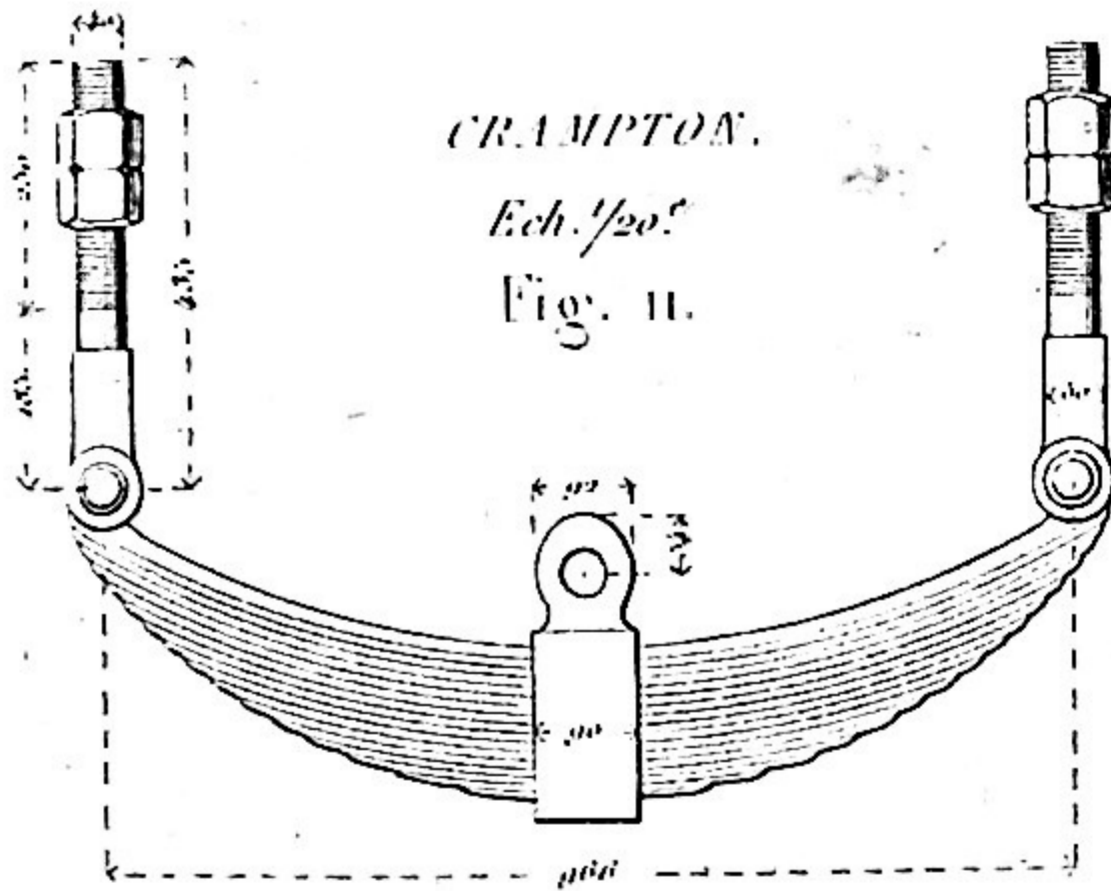


Fig. 12.

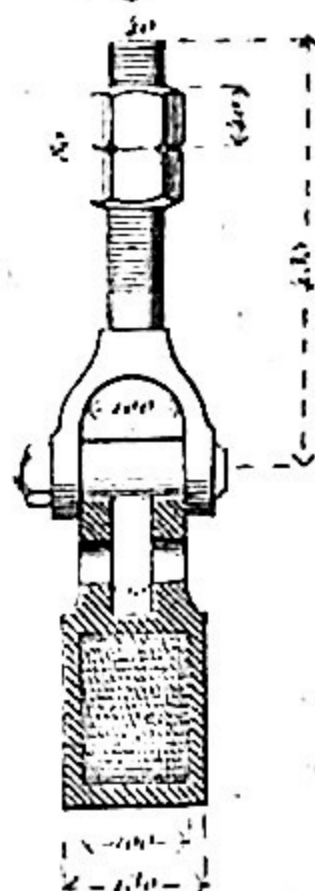


Fig. 10.

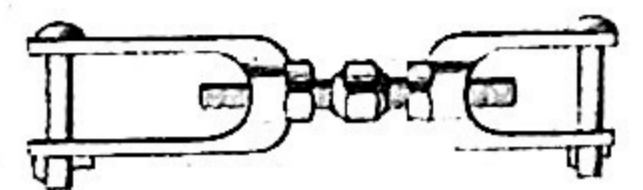
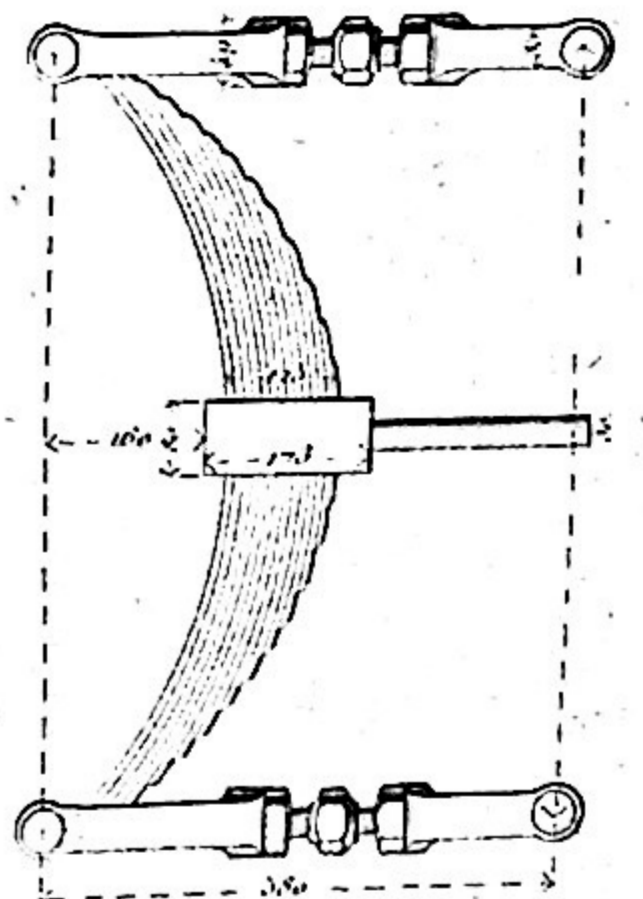


Fig. 9. SHARP.



RHONE.
Ech. 1/30^e

Fig. 13.

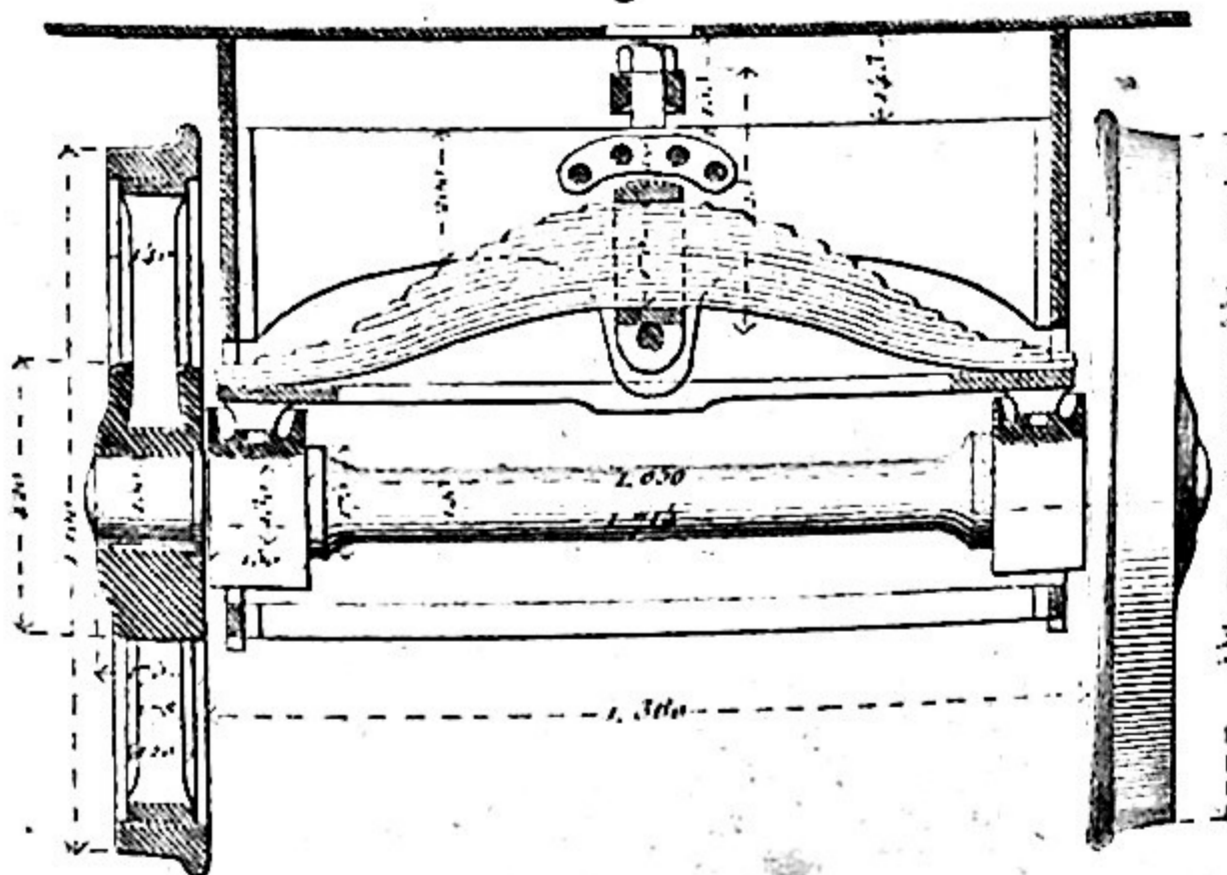
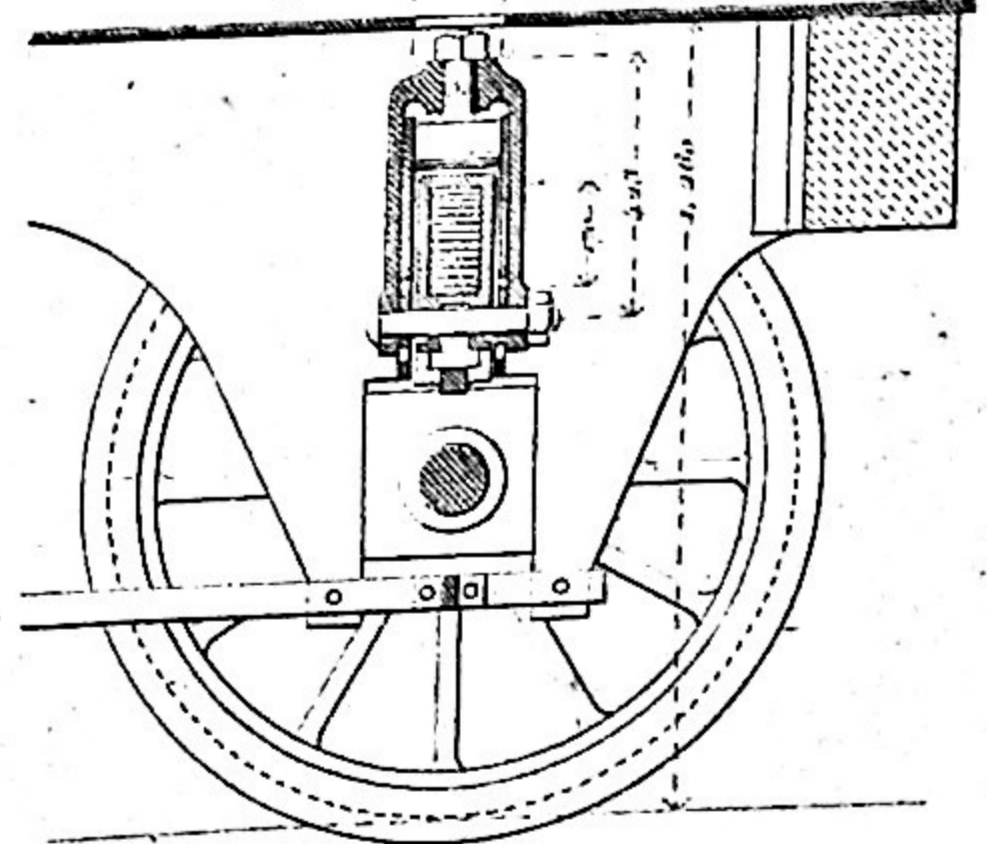


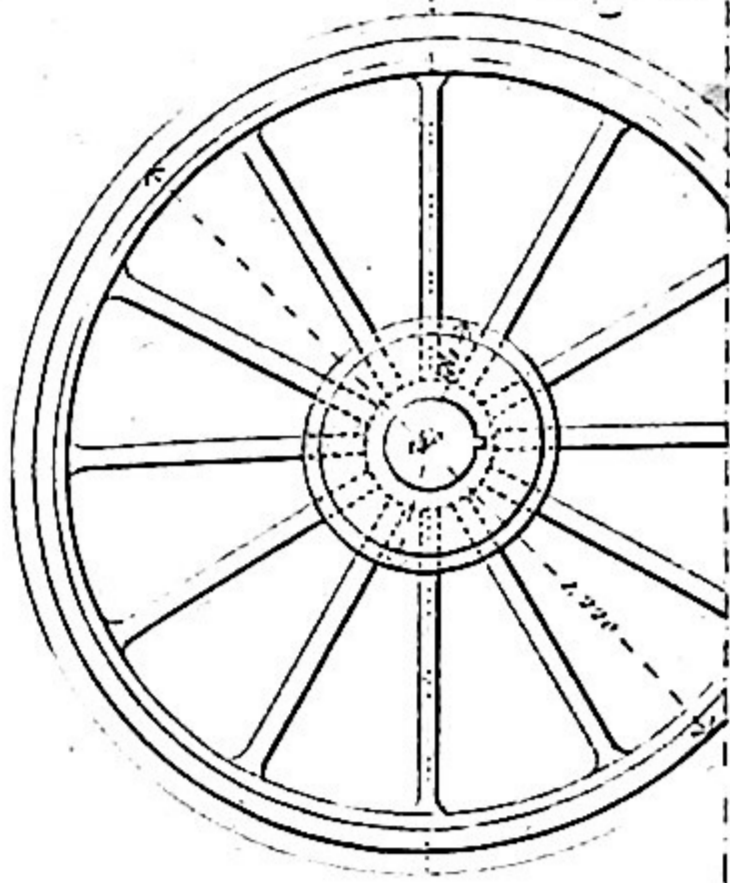
Fig. 14



H. Mathieu dir.

Lemaire sc.

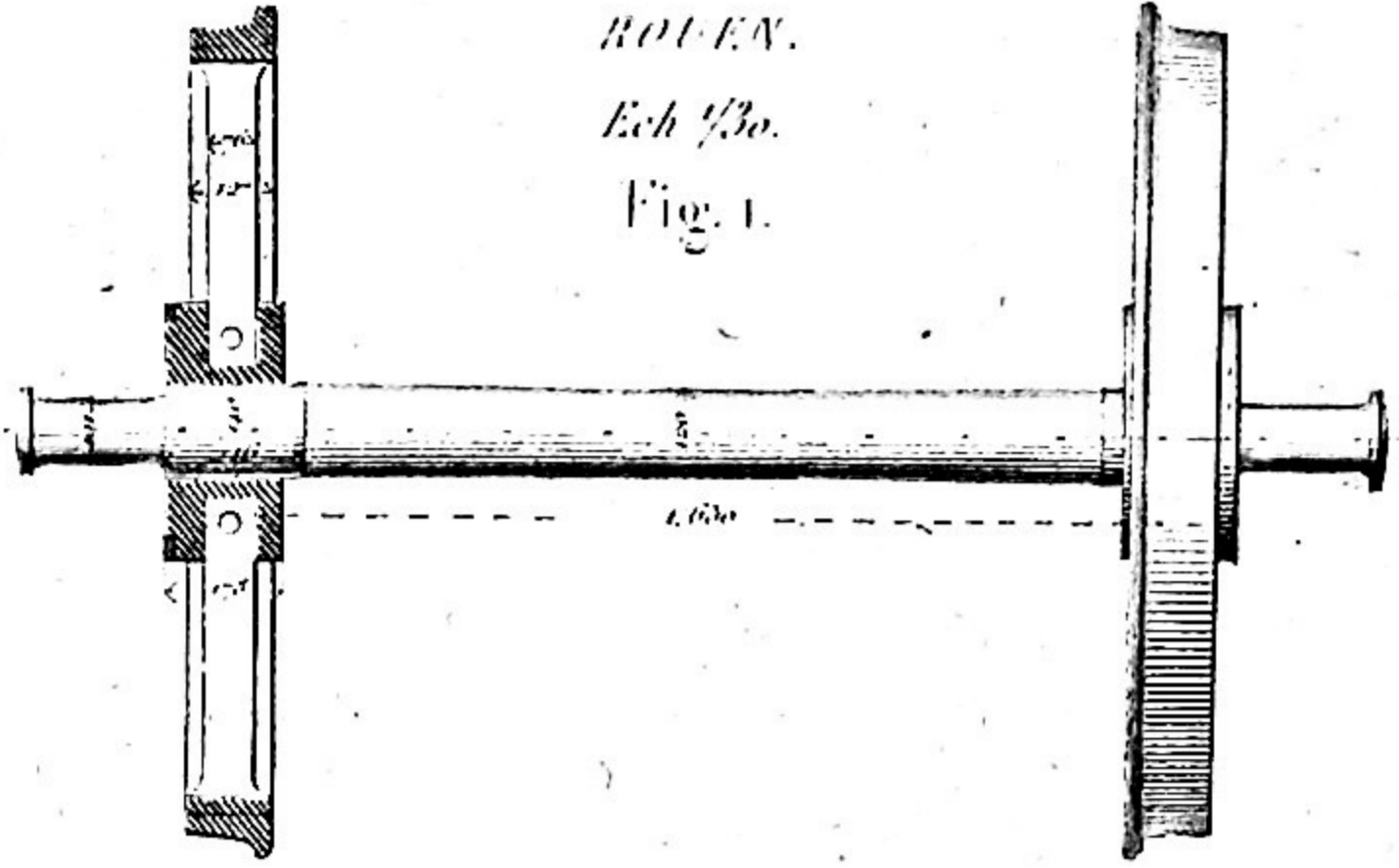
Fig. 2.



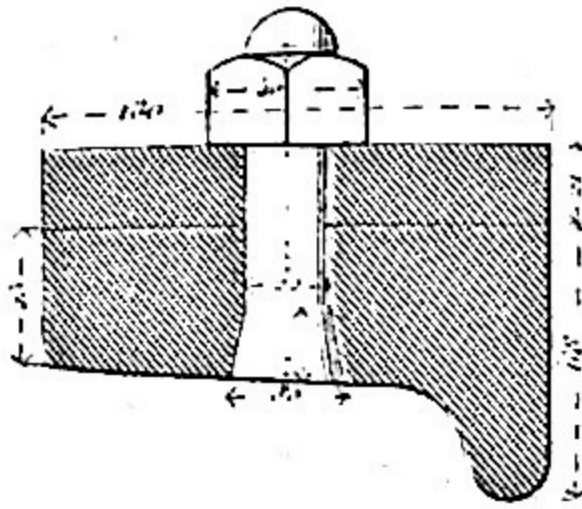
ROUVEN.

Ech. 1/30.

Fig. 1.



ROUVEN. Fig. 4.



CRAMPTON

Ech. 1/30.

Fig. 5.

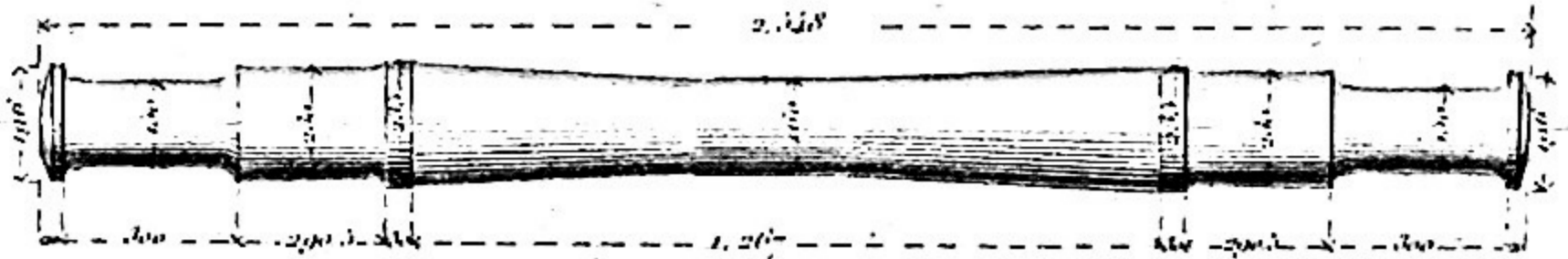


Fig. 5.

Roue pleine

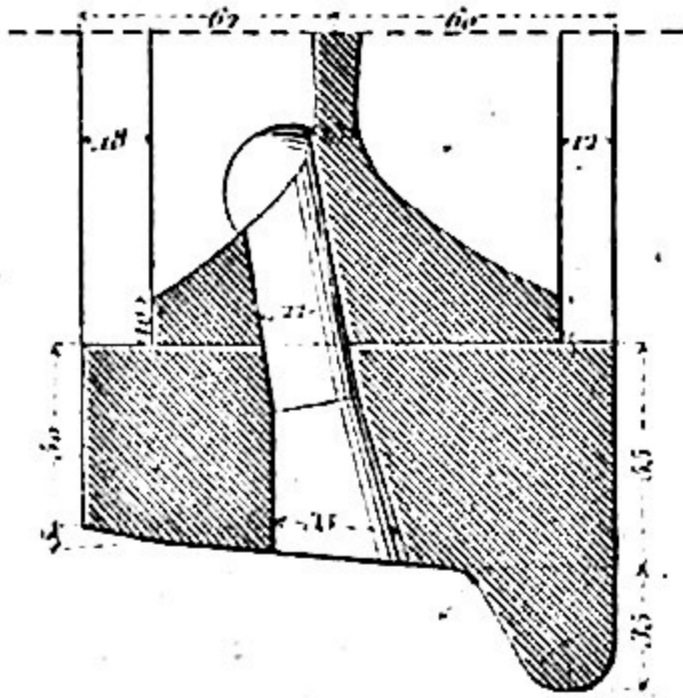


Fig. 6.

LYON.

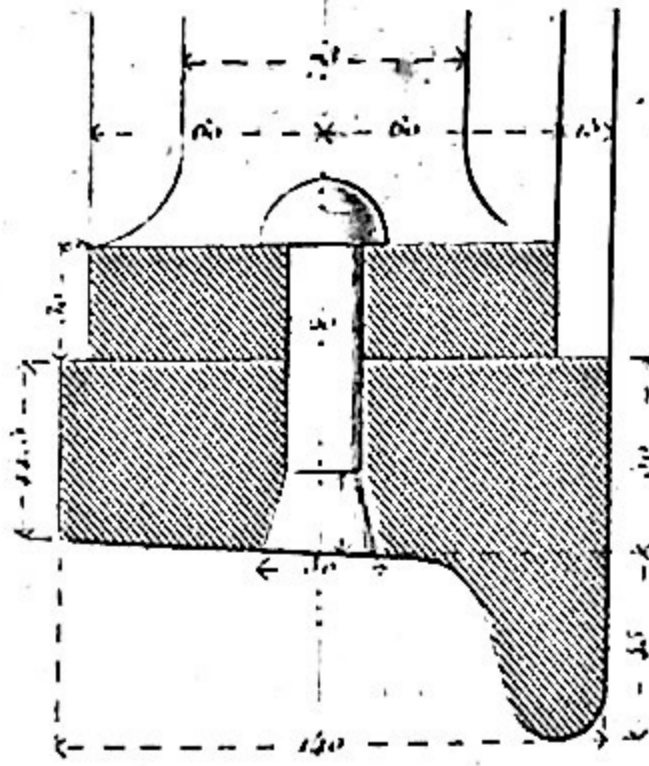
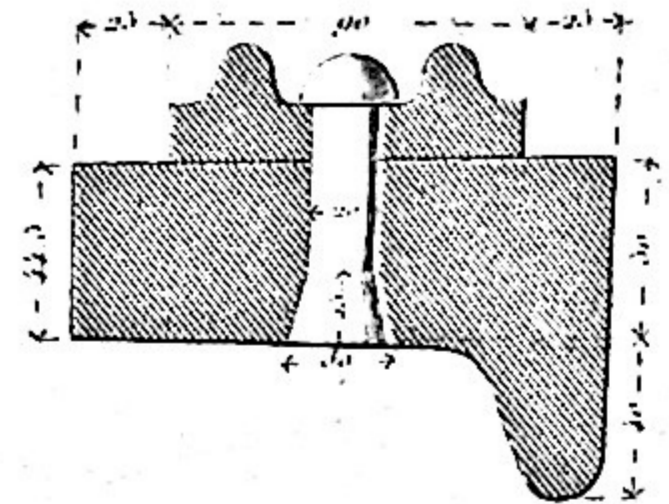
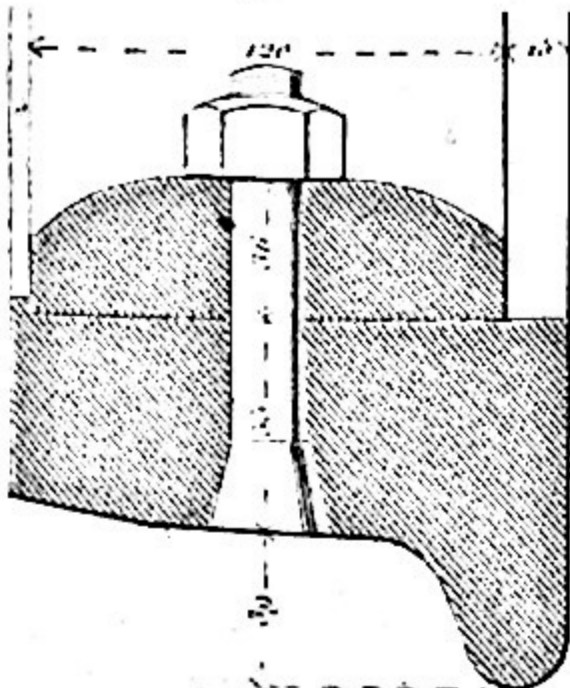


Fig. 7.



CRAMPTON

Fig. 8.



NORD.

Fig. 9.

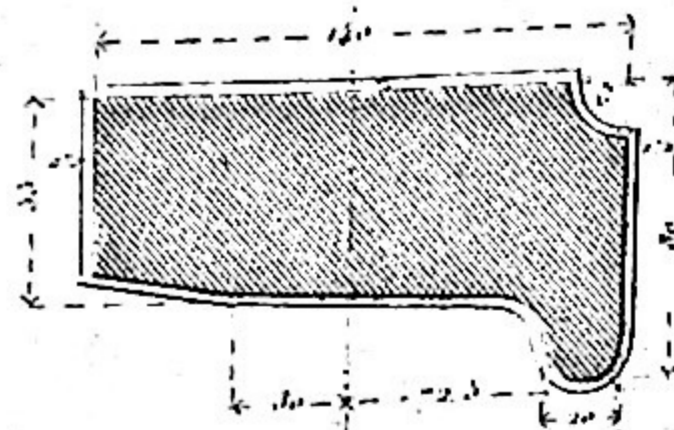
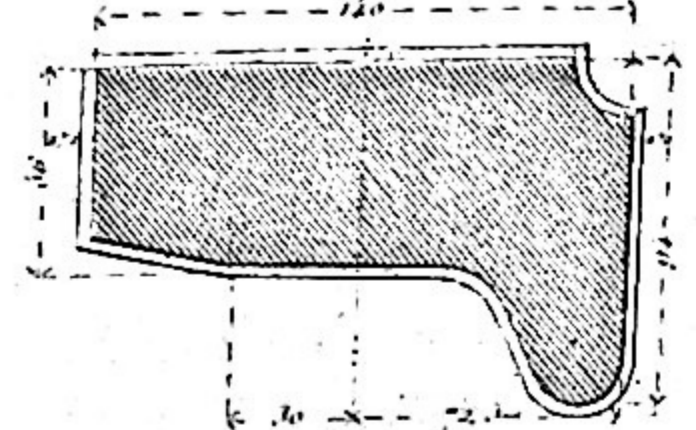


Fig. 10.

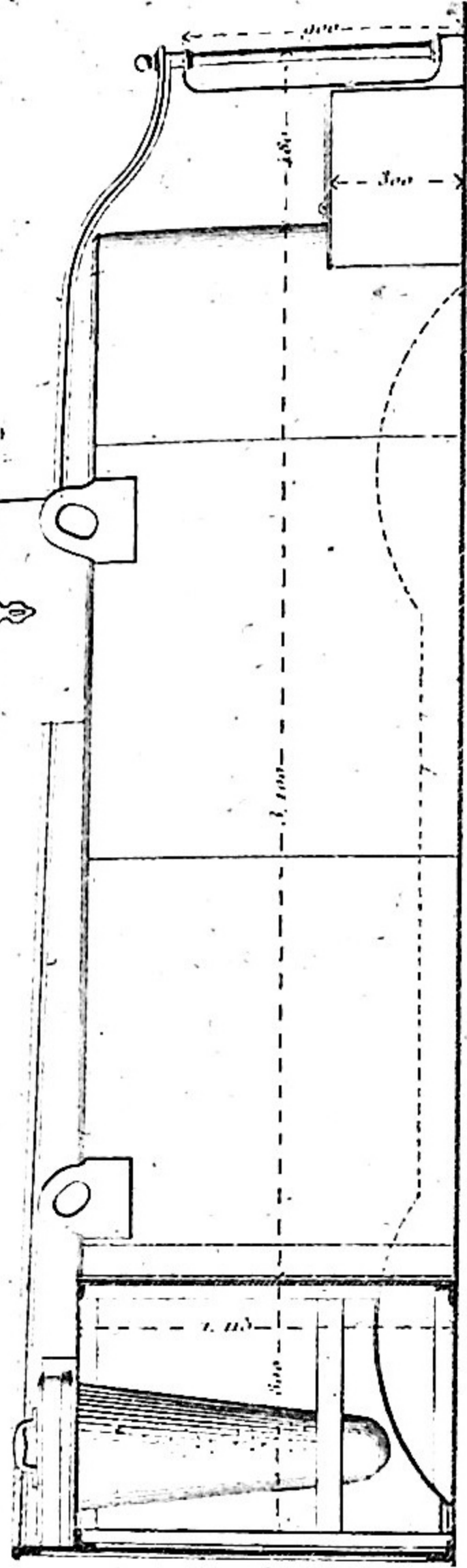


Ech. 1/30

Lemaire sc.

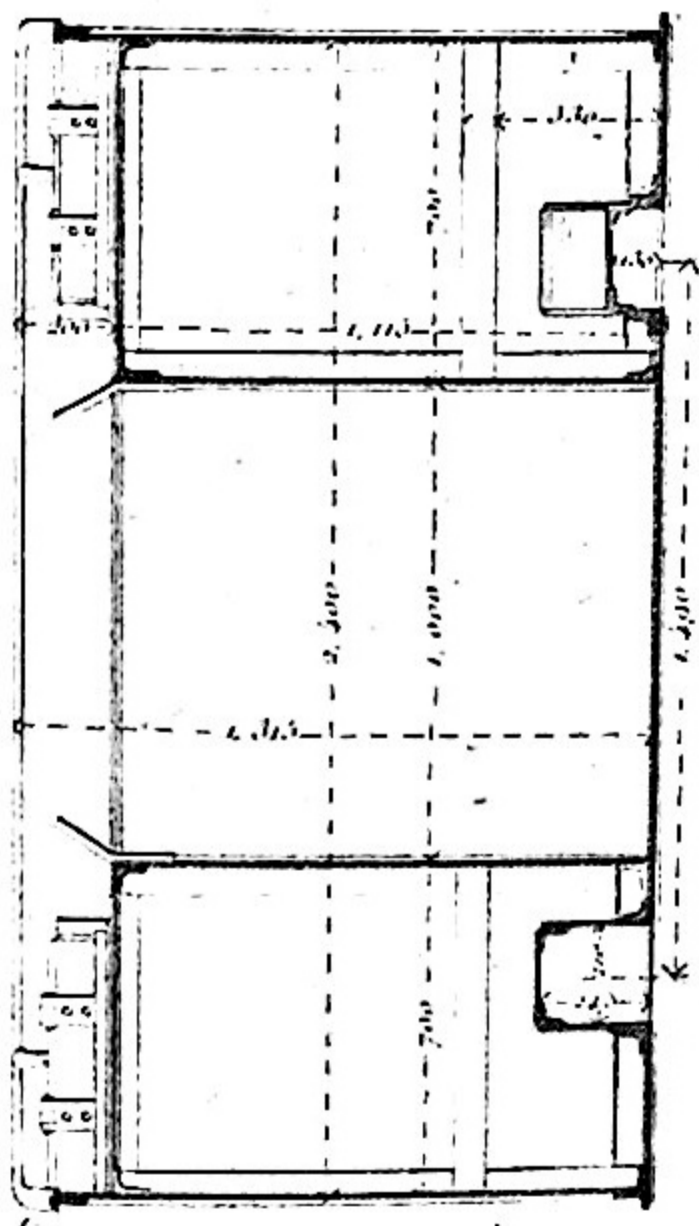
H. Mathieu dir.

Fig. 2.



AORP. G. F.

Fig. 1.



H. Mathieu dir.

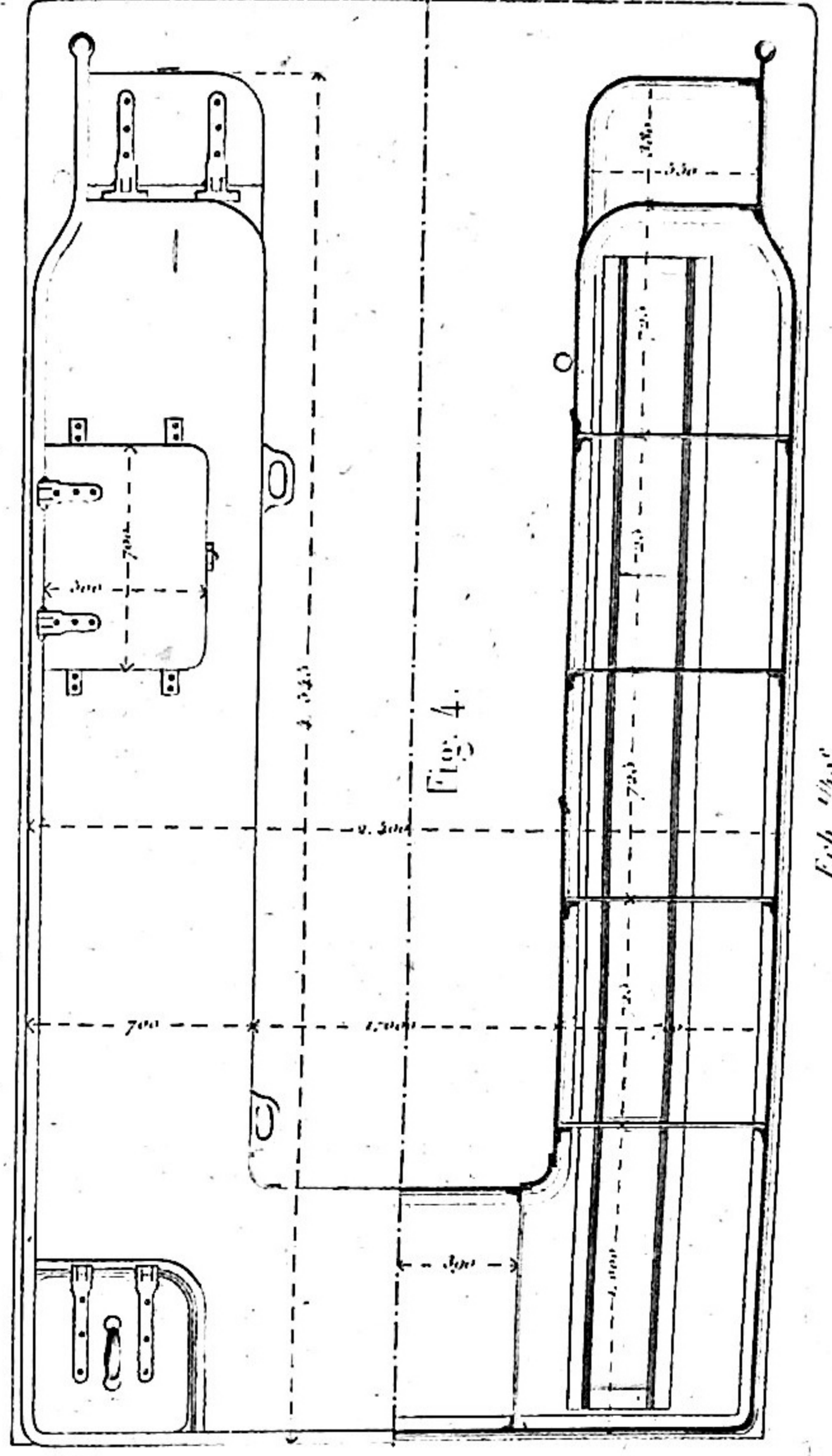


Fig. 4.

Ech. 1/40^e

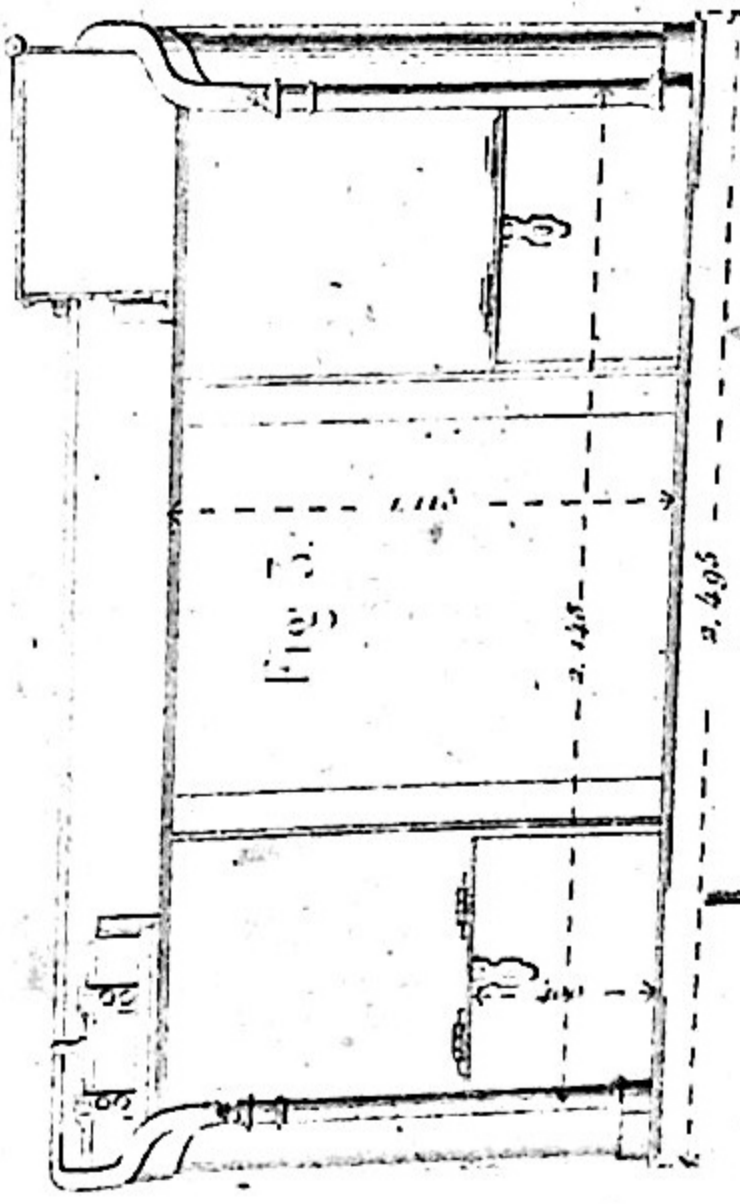
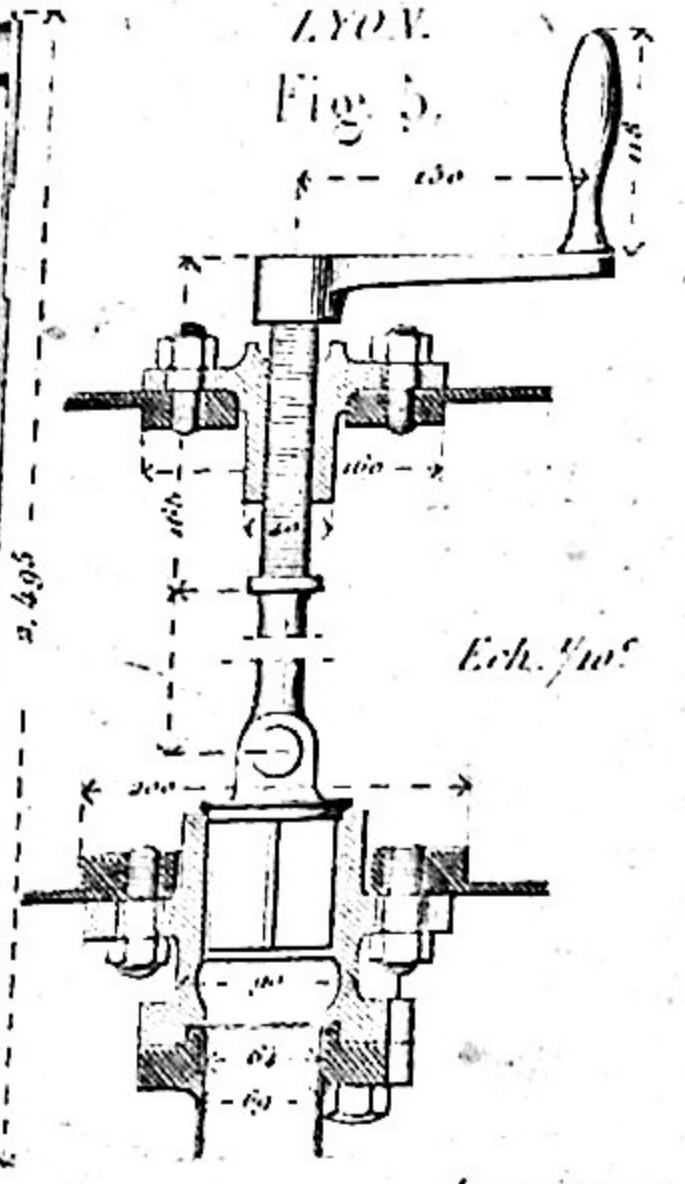


Fig. 3.

Fig. 5.



Ech. 1/10^e

Lemaire sc.

NORD. G. K. Fig. 1.

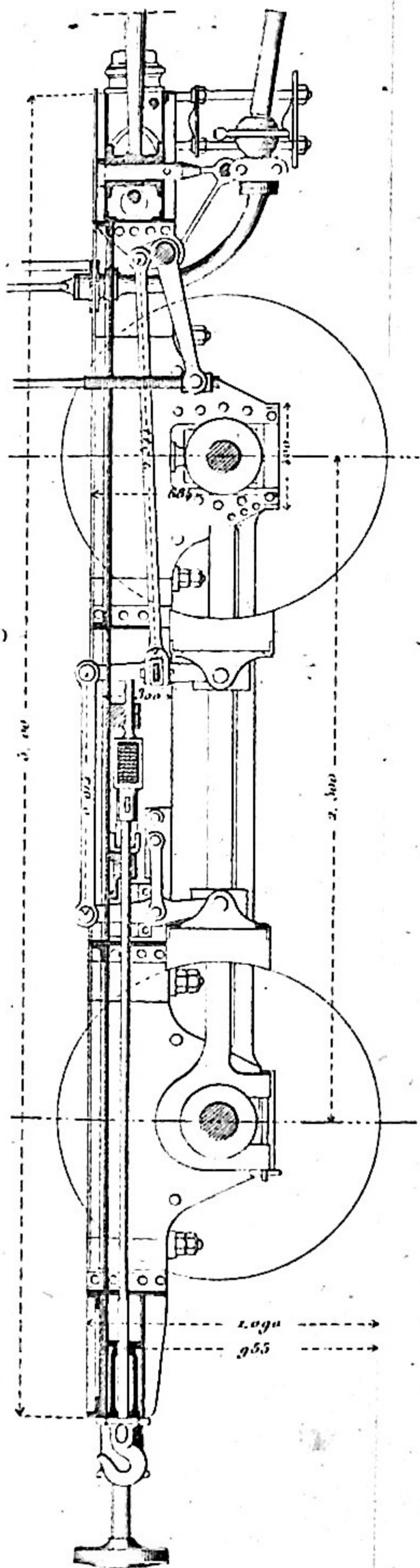
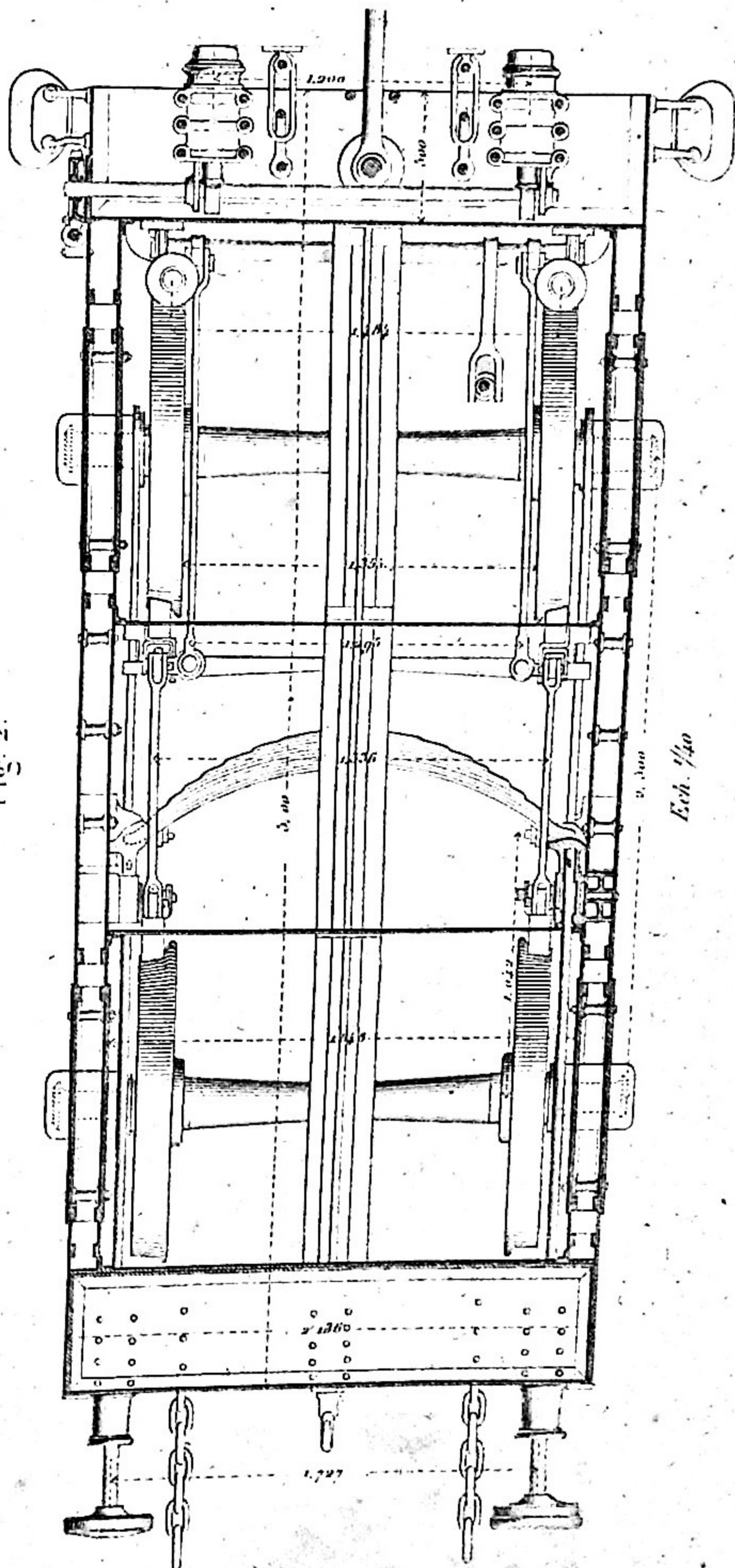


Fig. 2.



LYON.

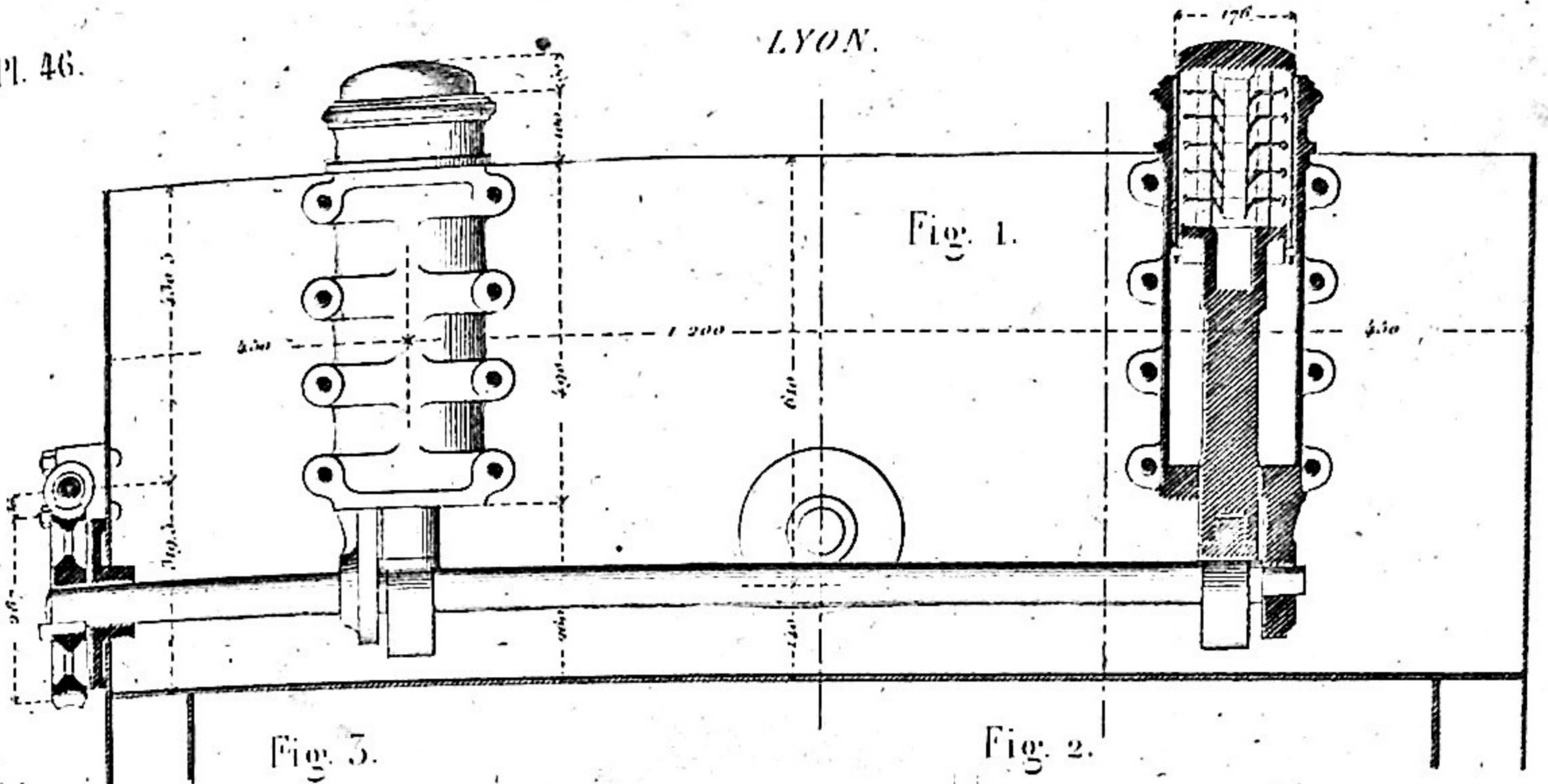
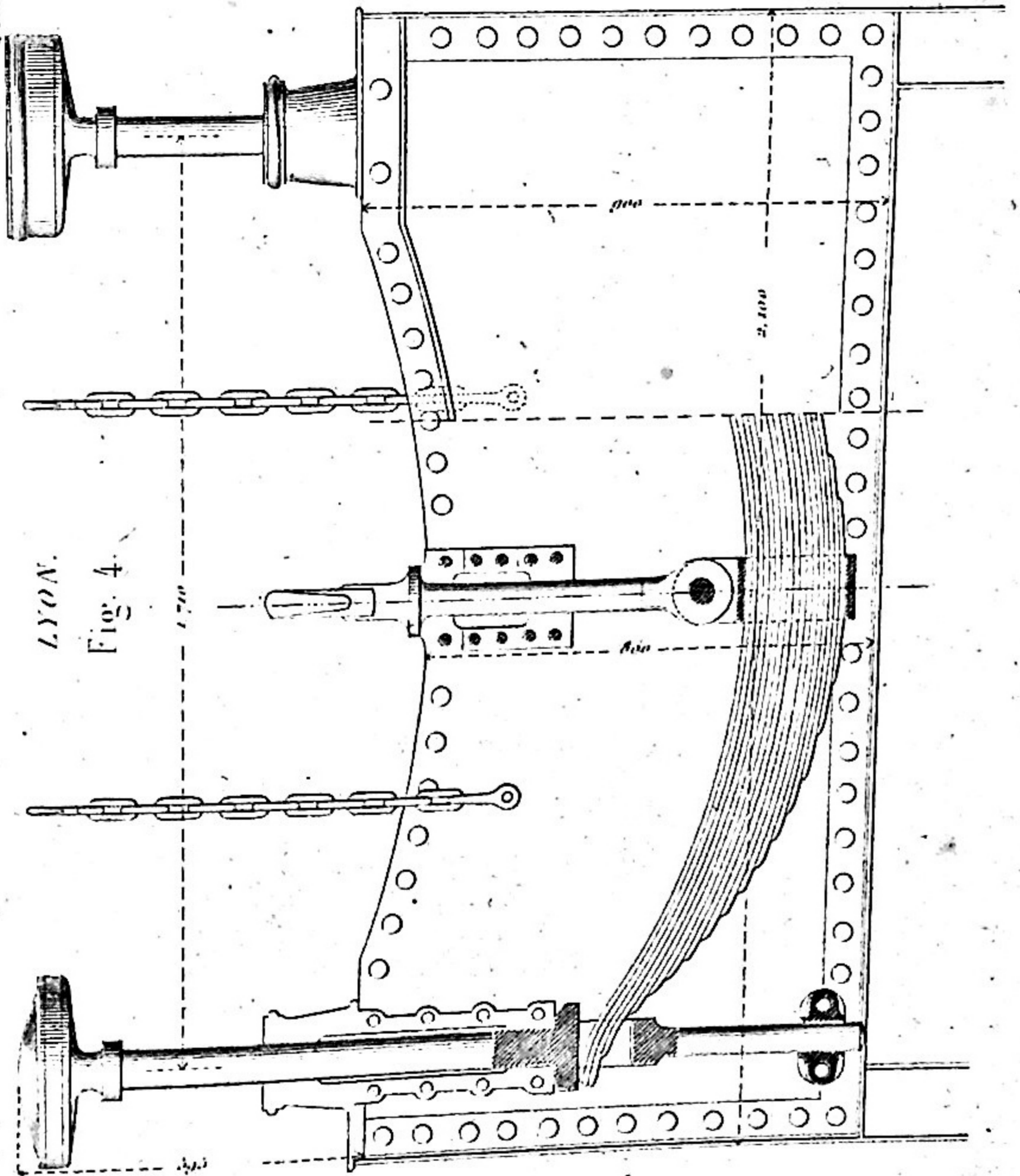
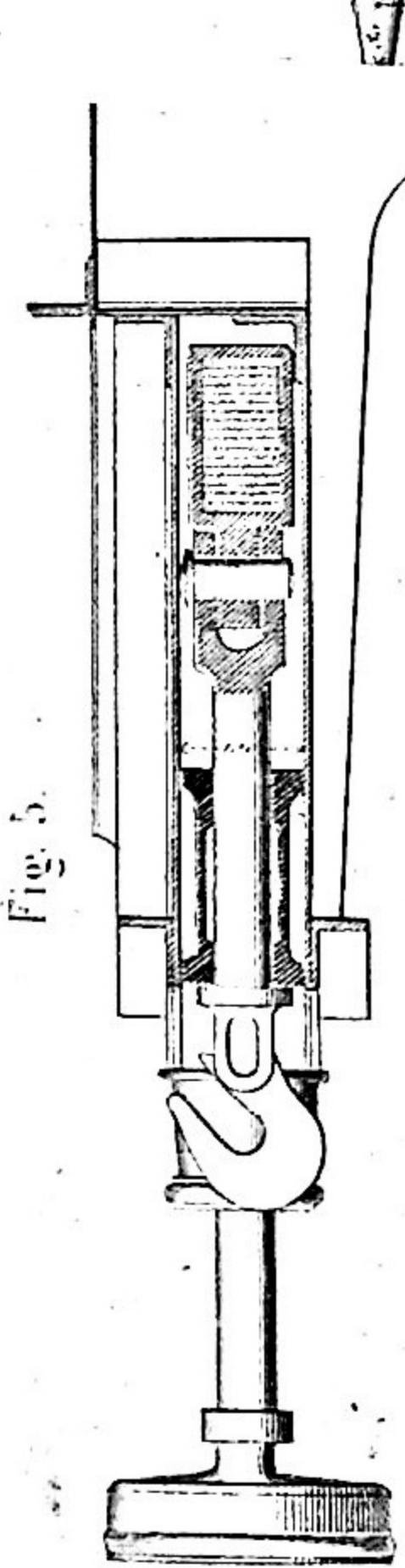
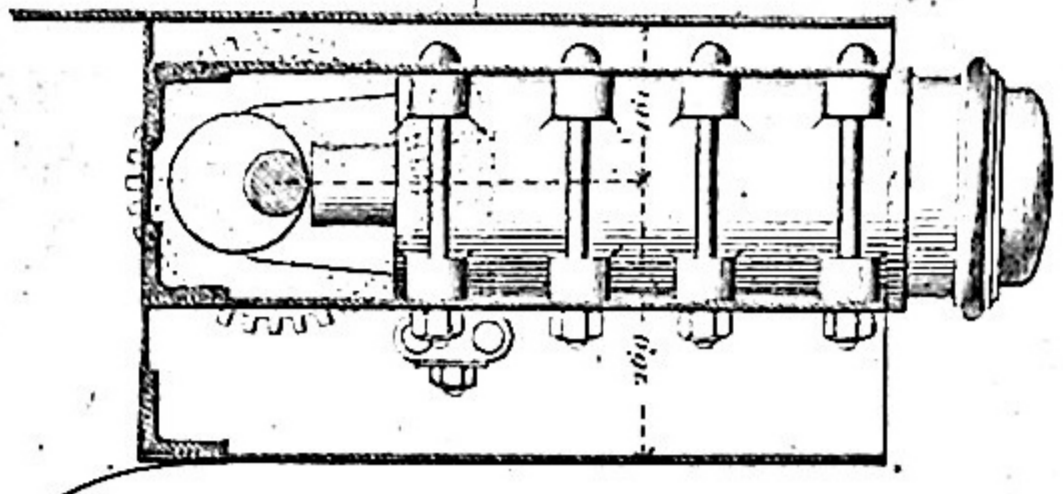
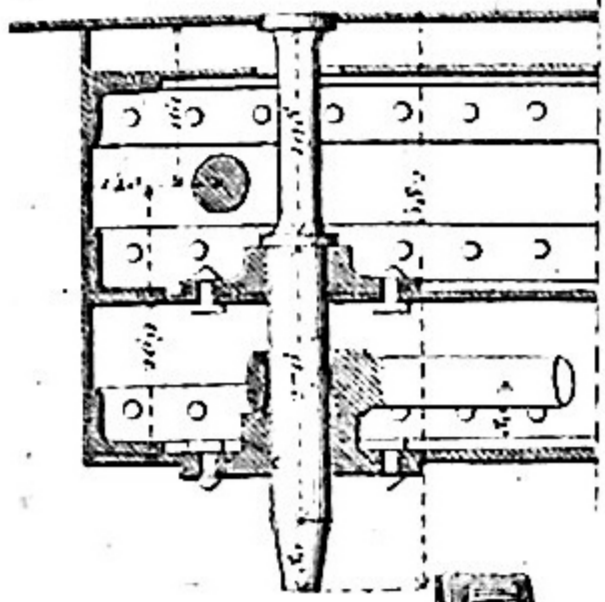


Fig. 3.

Fig. 2.



Lemaire sc.

H. Mathieu dir.

Echelle 1/25

Roue pleine

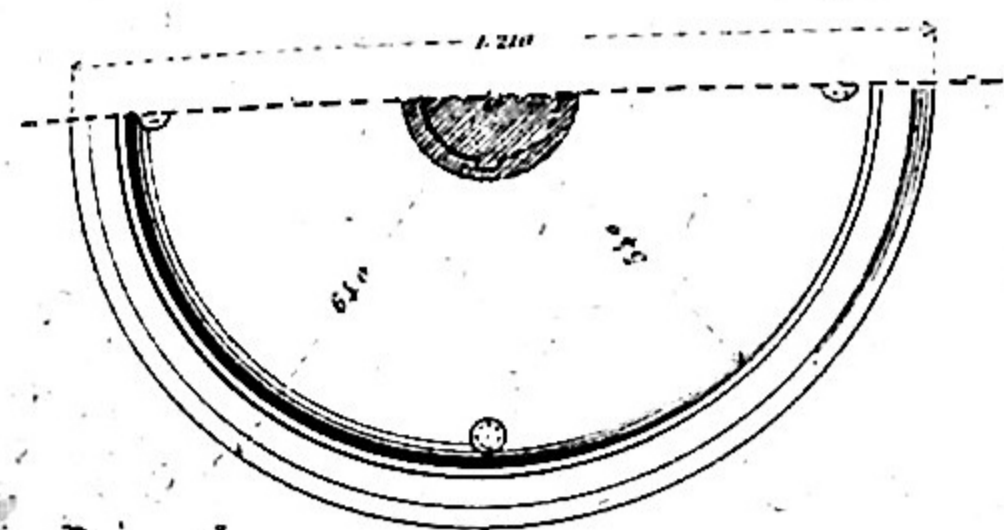


Fig. 6.

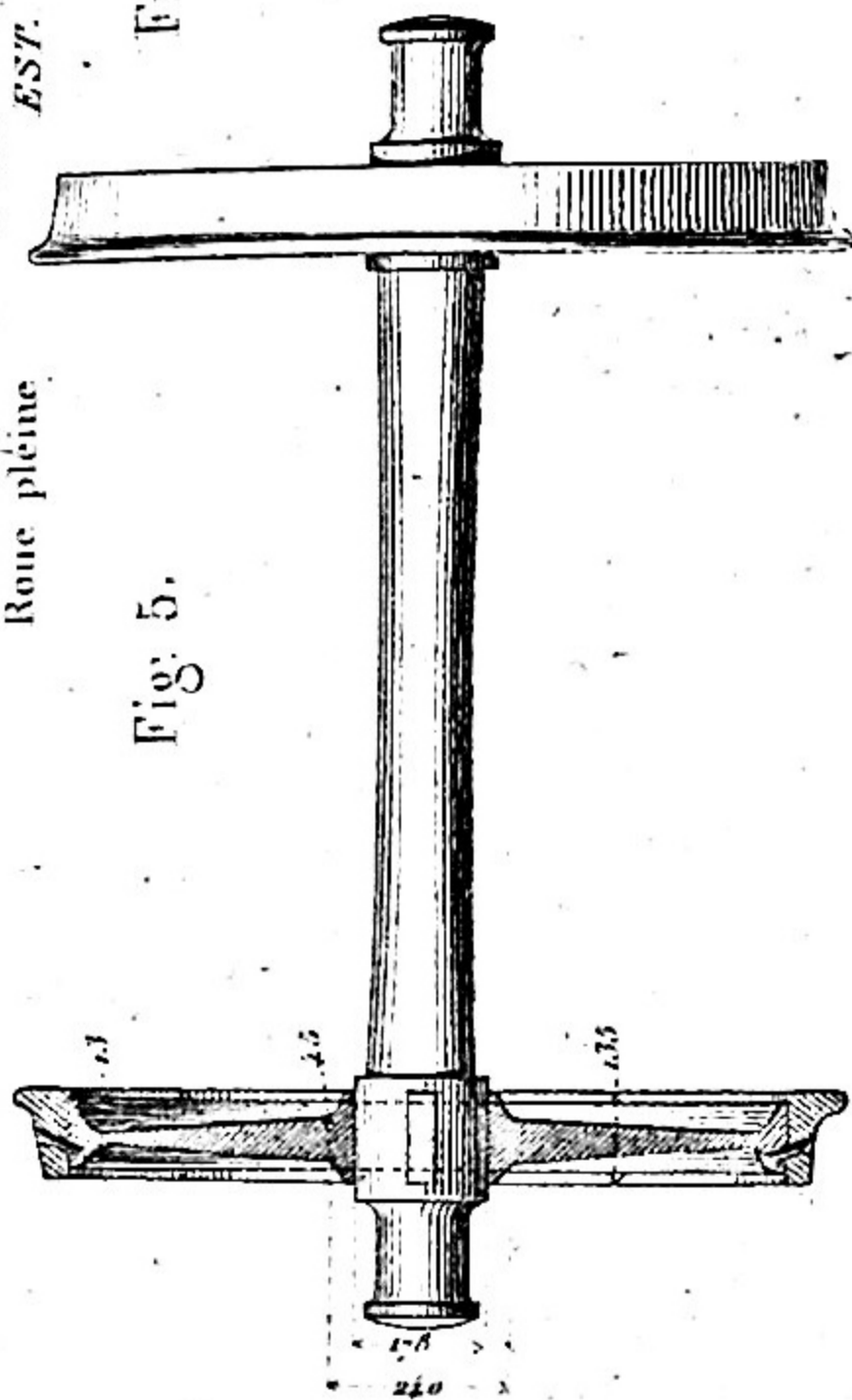


Fig. 5.

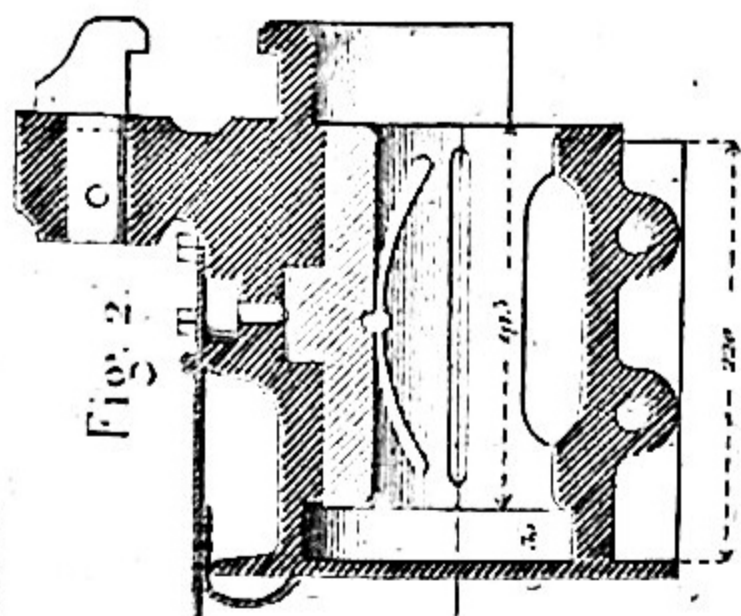


Fig. 2.

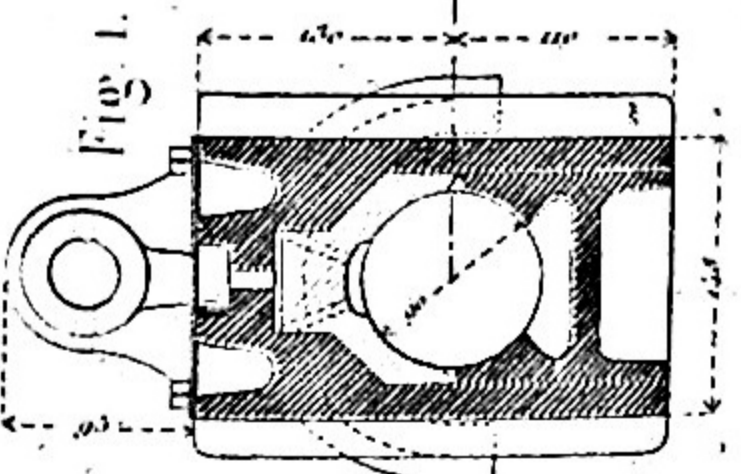
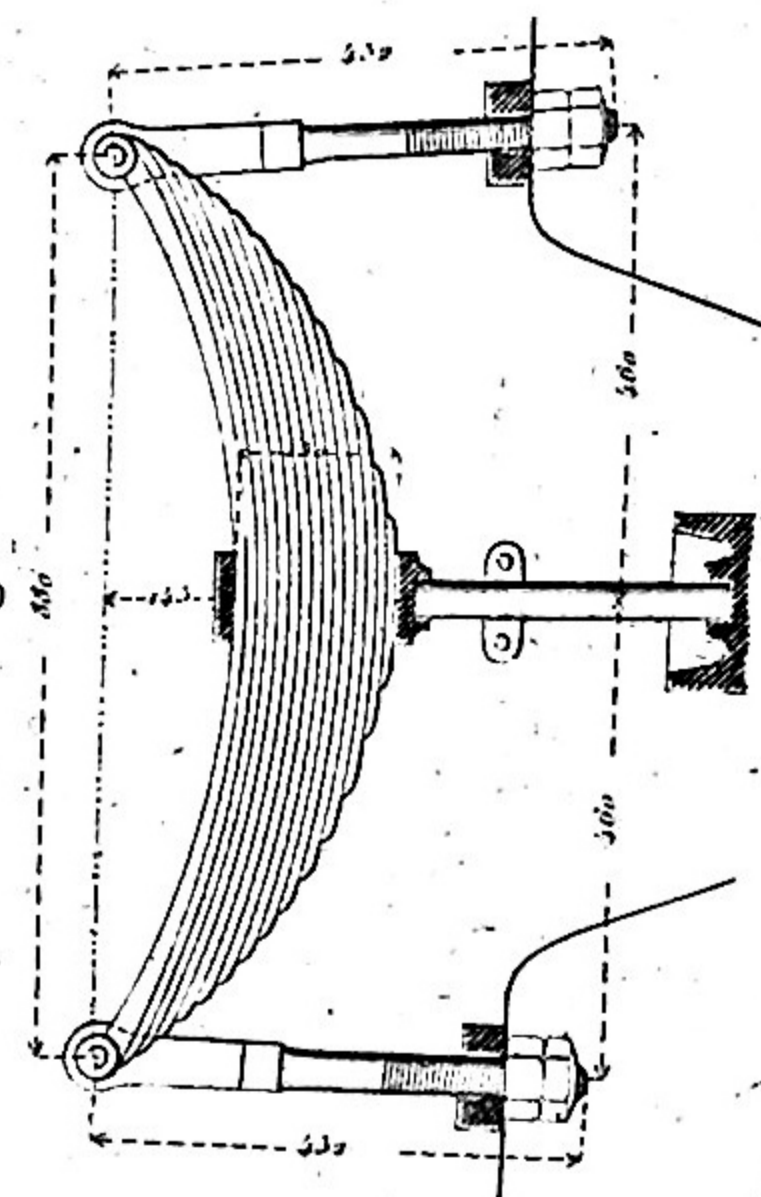


Fig. 1.

LYON.

LYON.

Fig. 8.



STRASBOURG.

Fig. 4.

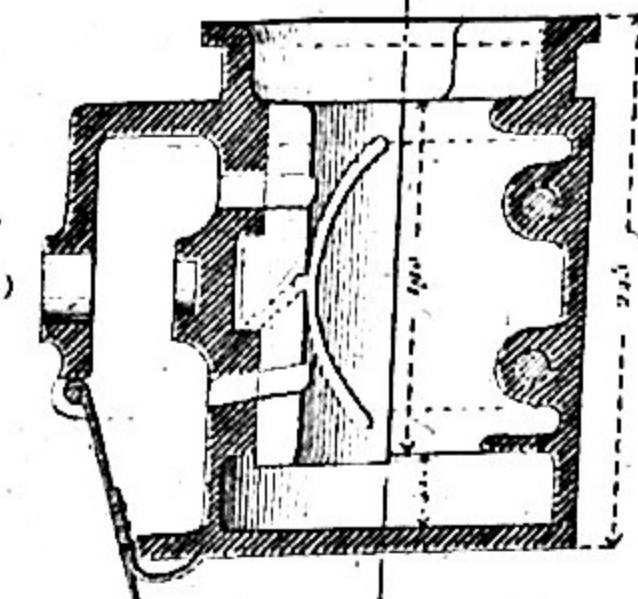


Fig. 3.

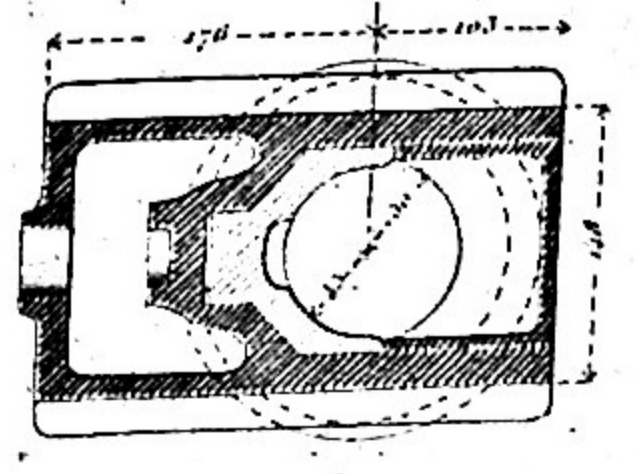
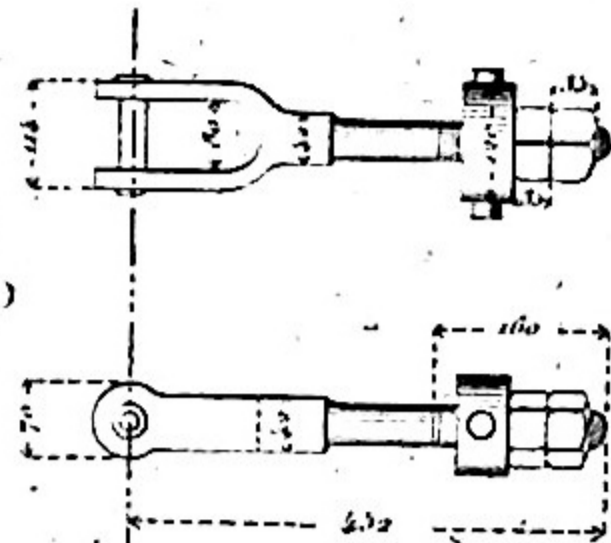


Fig. 9.



Fig. 10.



NORD. G. F.

Fig. 11.

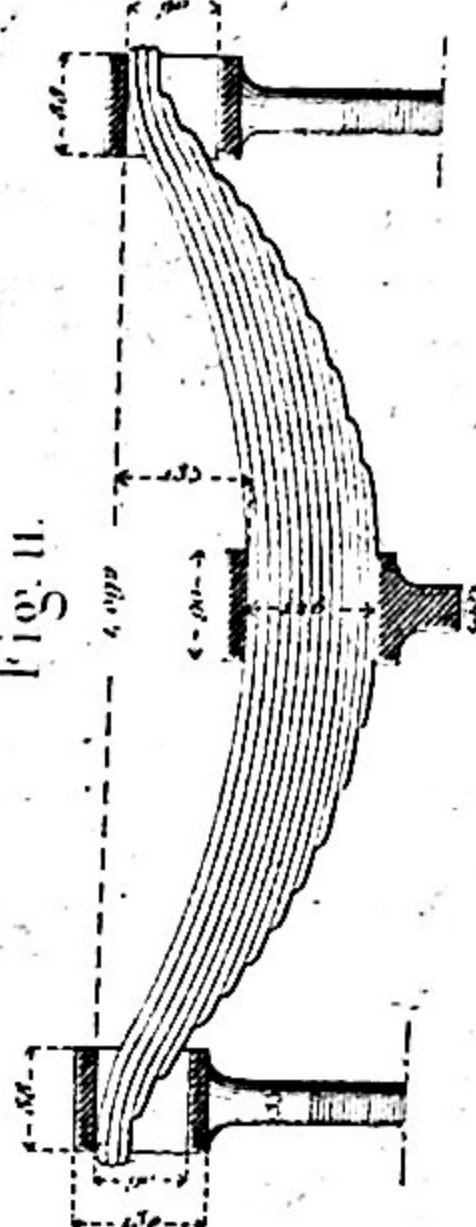
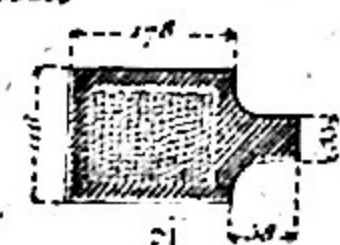
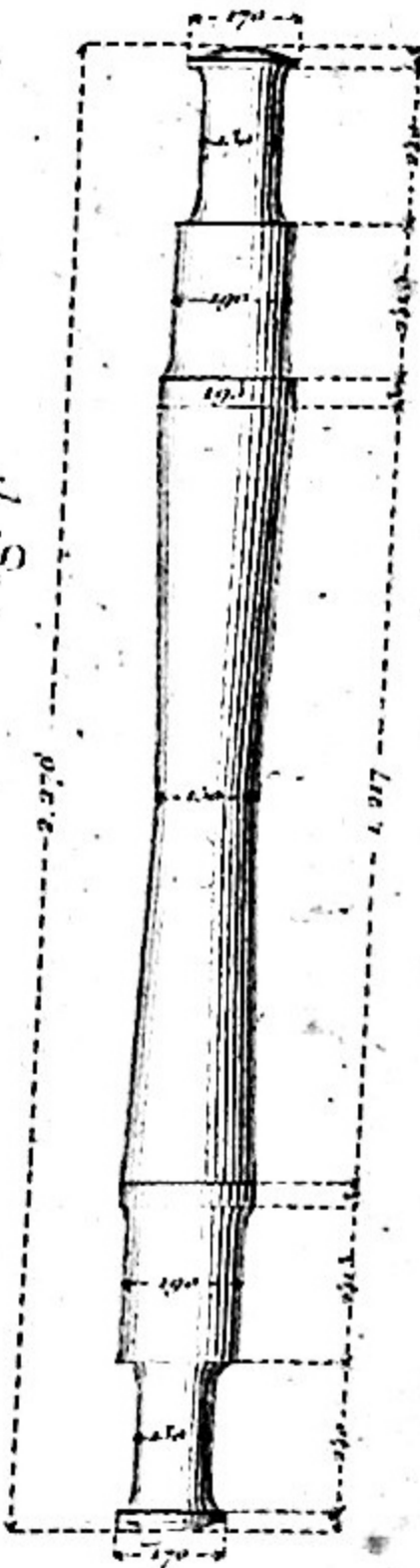
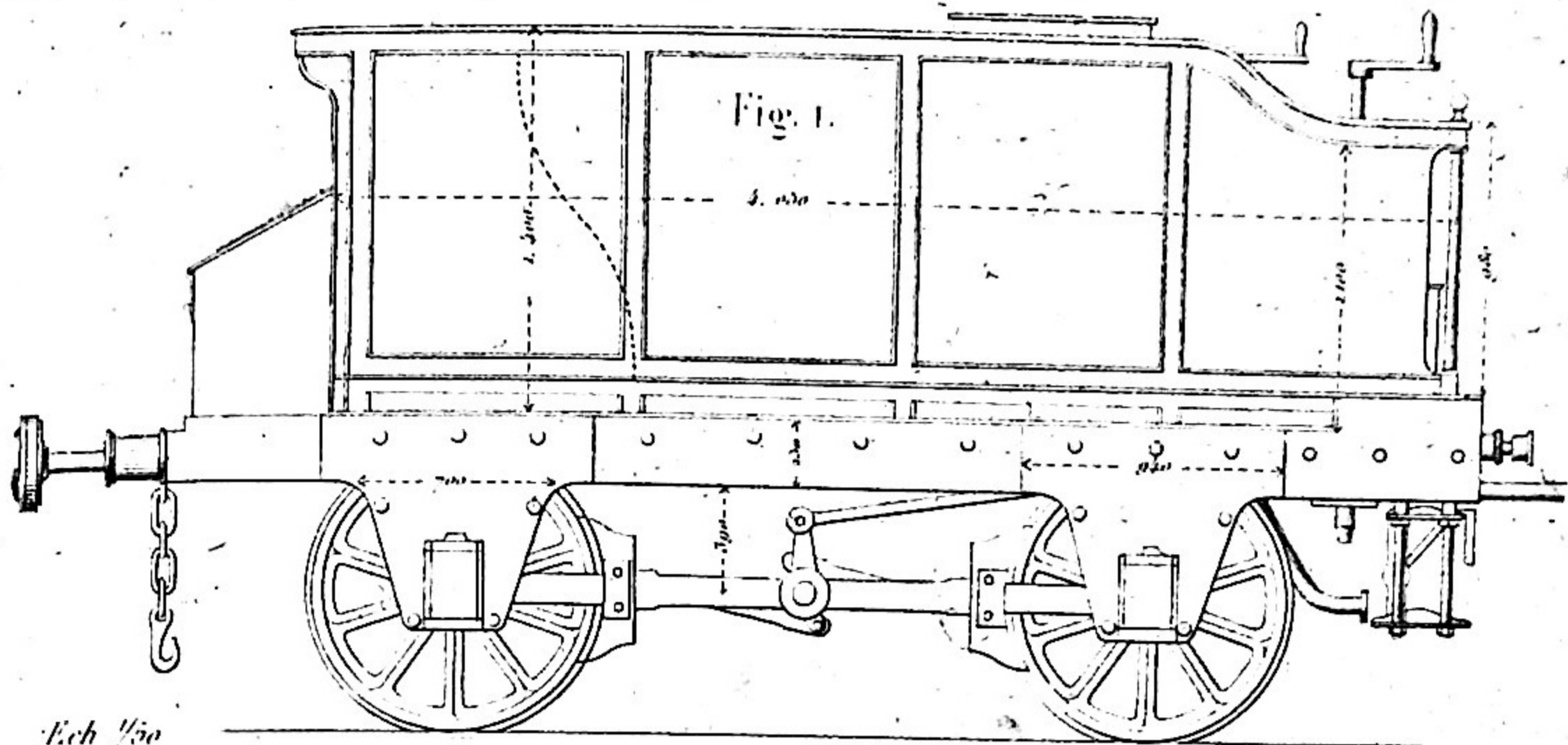


Fig. 12.

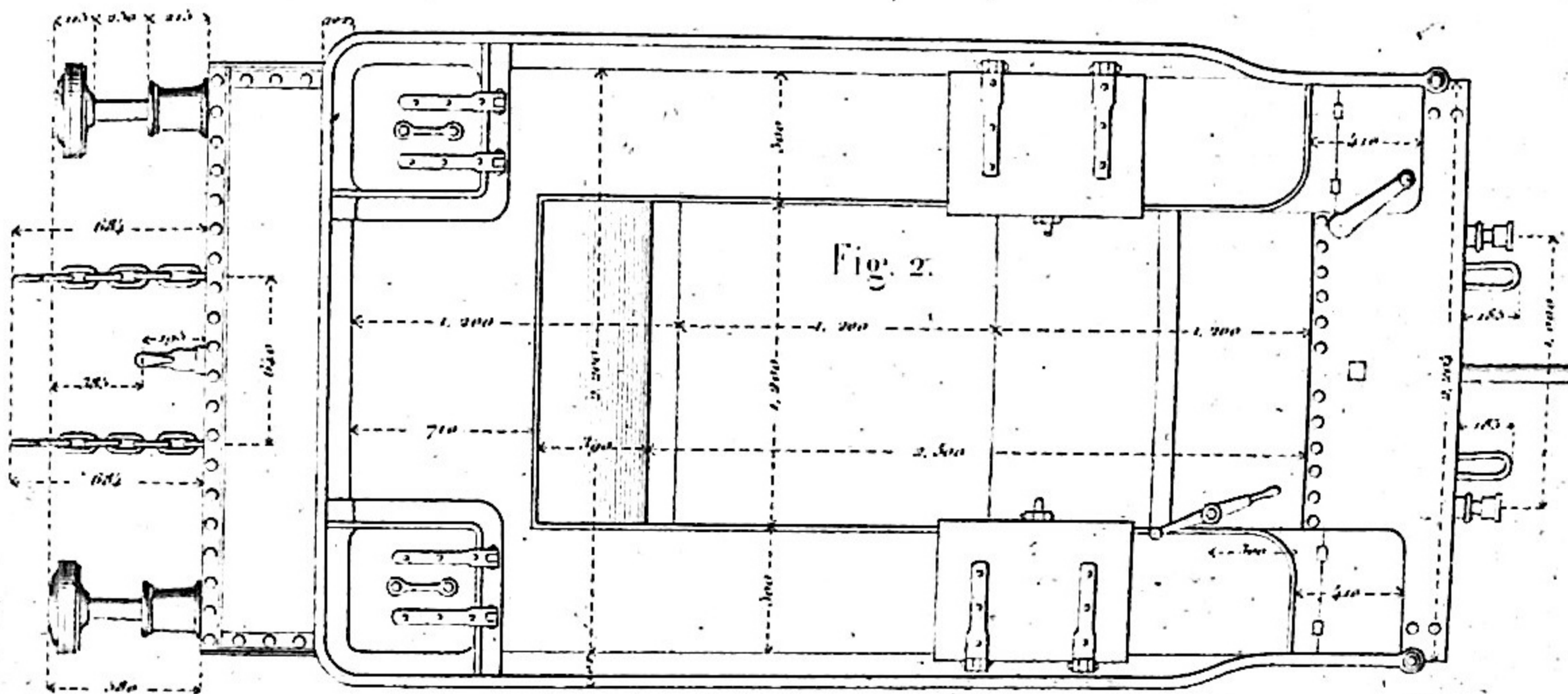


NORD. G. F. Fig. 7.





Ech. 1/50



STRASBOURG.

Fig. 5.

Ech. 1/40

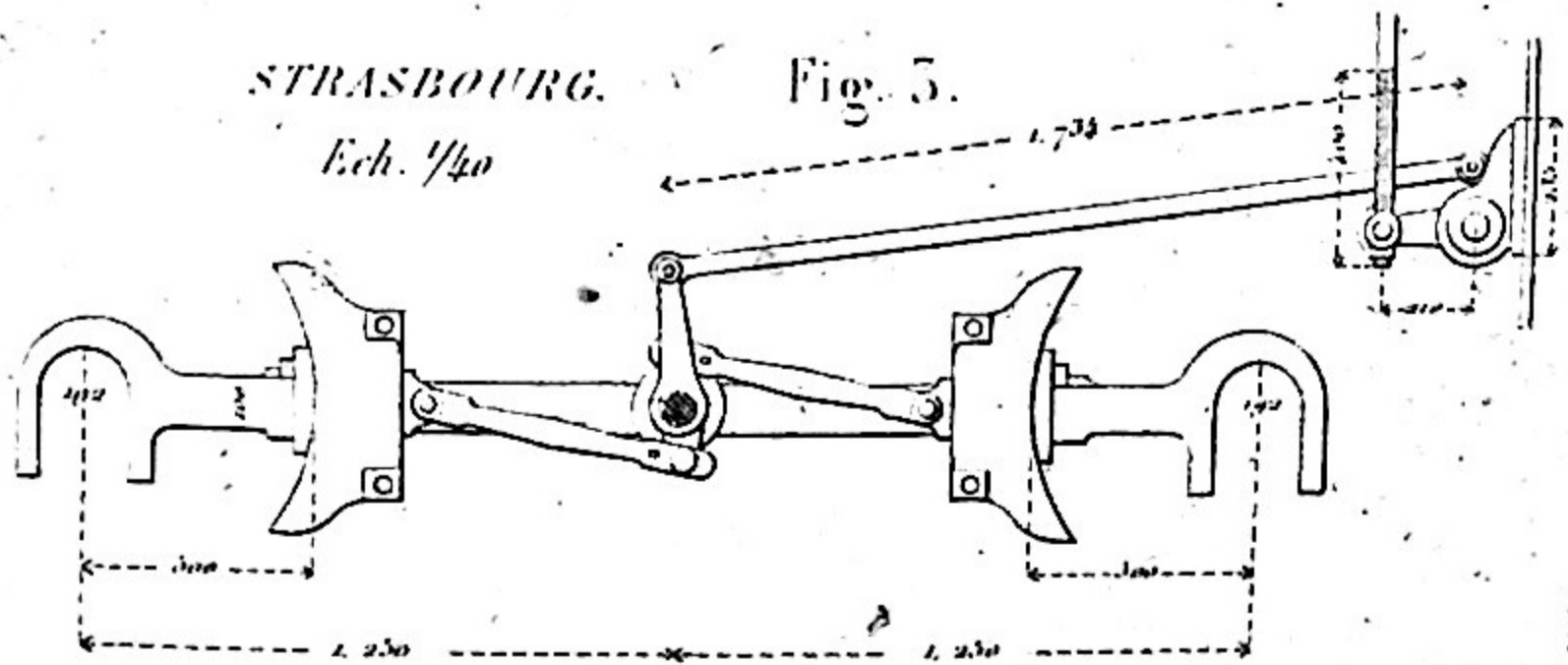
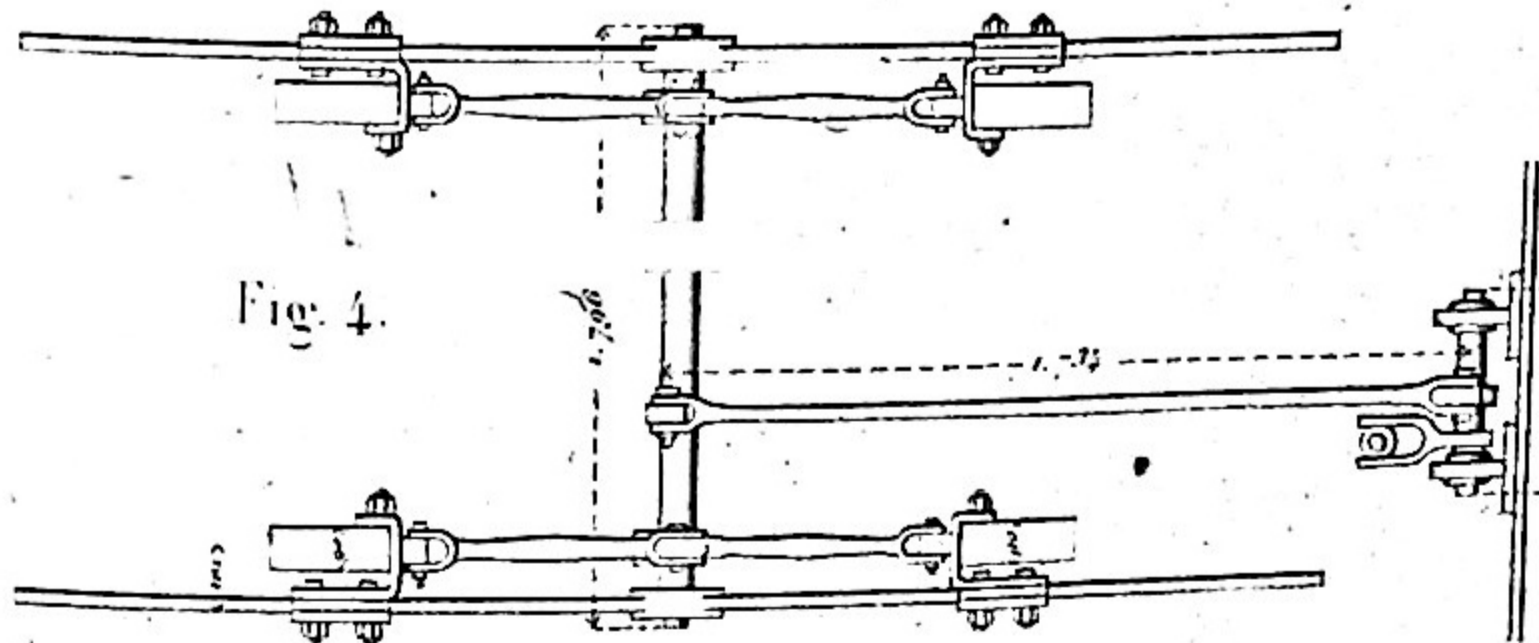


Fig. 4.



ROUEN

Ech. 1/40

Fig. 6.

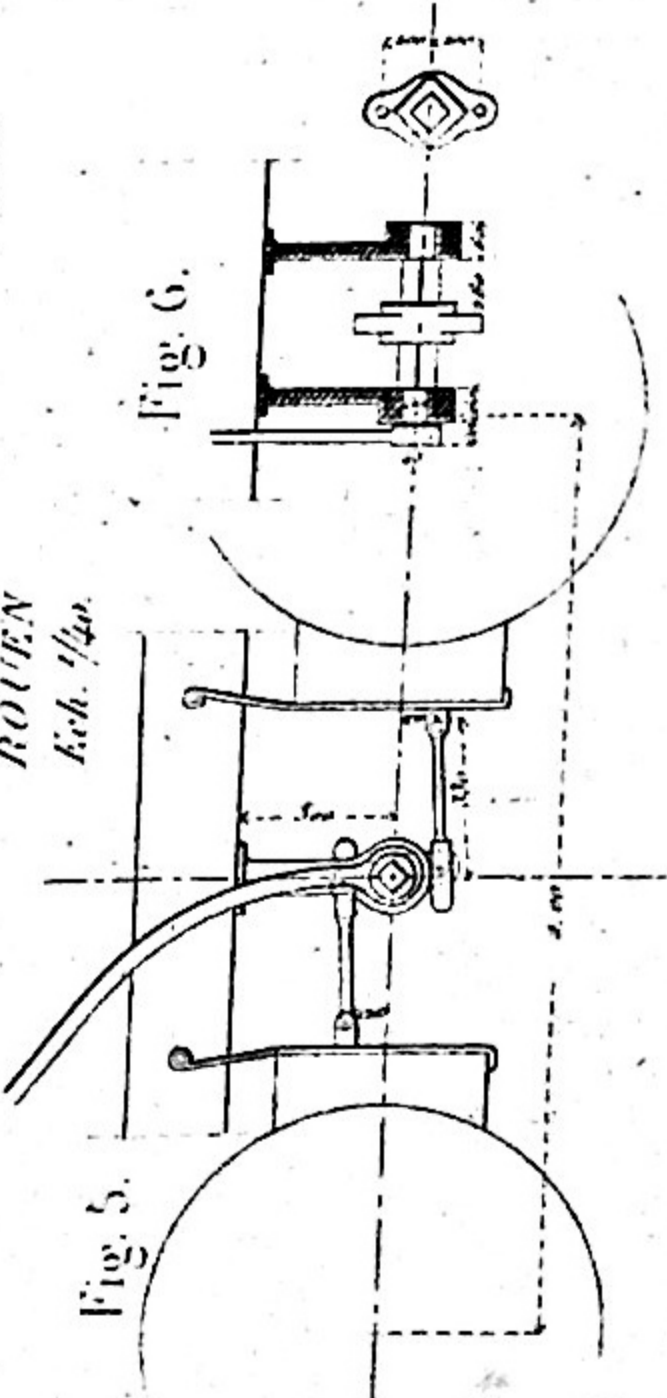


Fig. 5.

Lemaître & Co

H. Mathieu dir.

ROUEN. M.

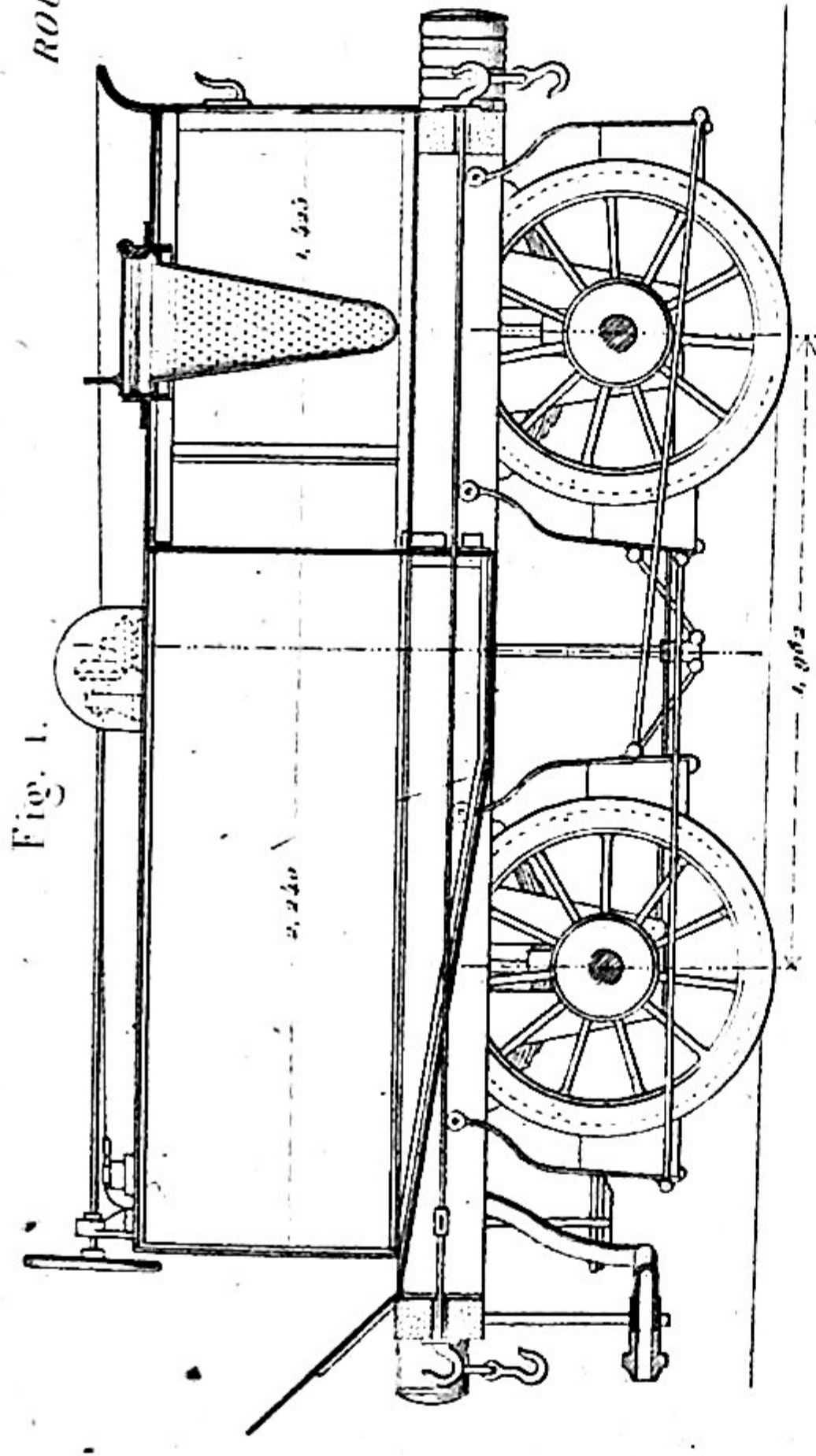


Fig. 1.

ROUEN

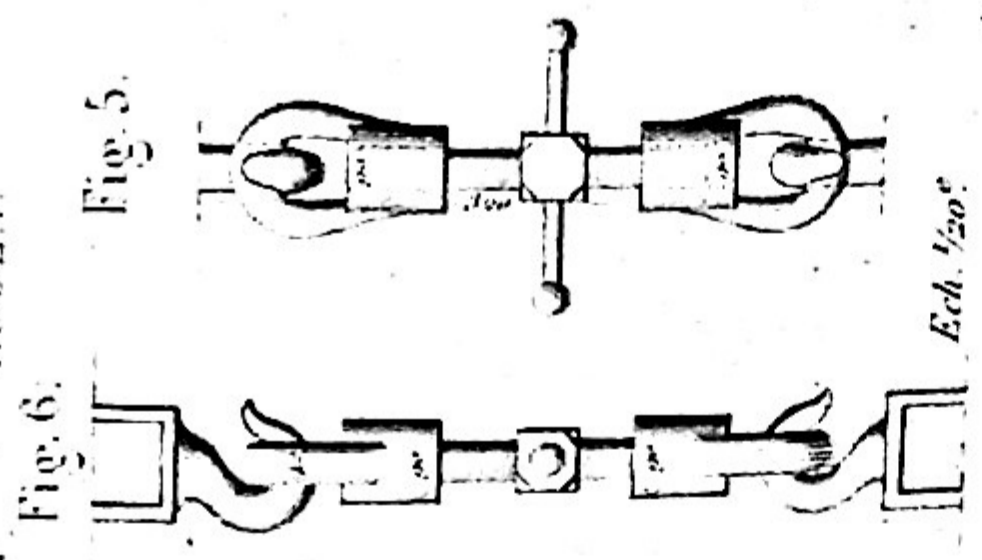


Fig. 5.

Fig. 6.

H. Mathieu dir.

LYON. K.

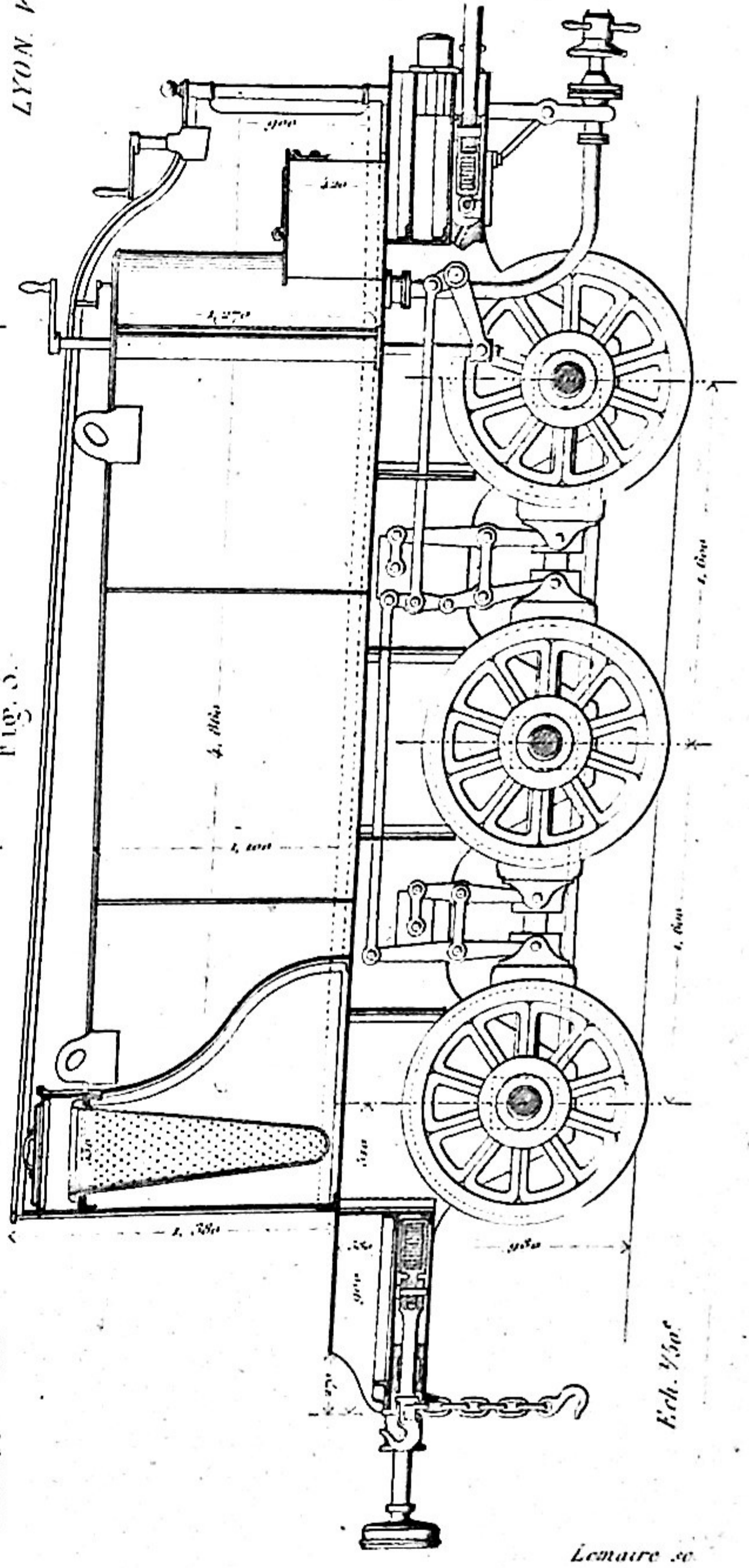


Fig. 3.

Ech. 1/50

Lemaire sc.

Fig. 2.

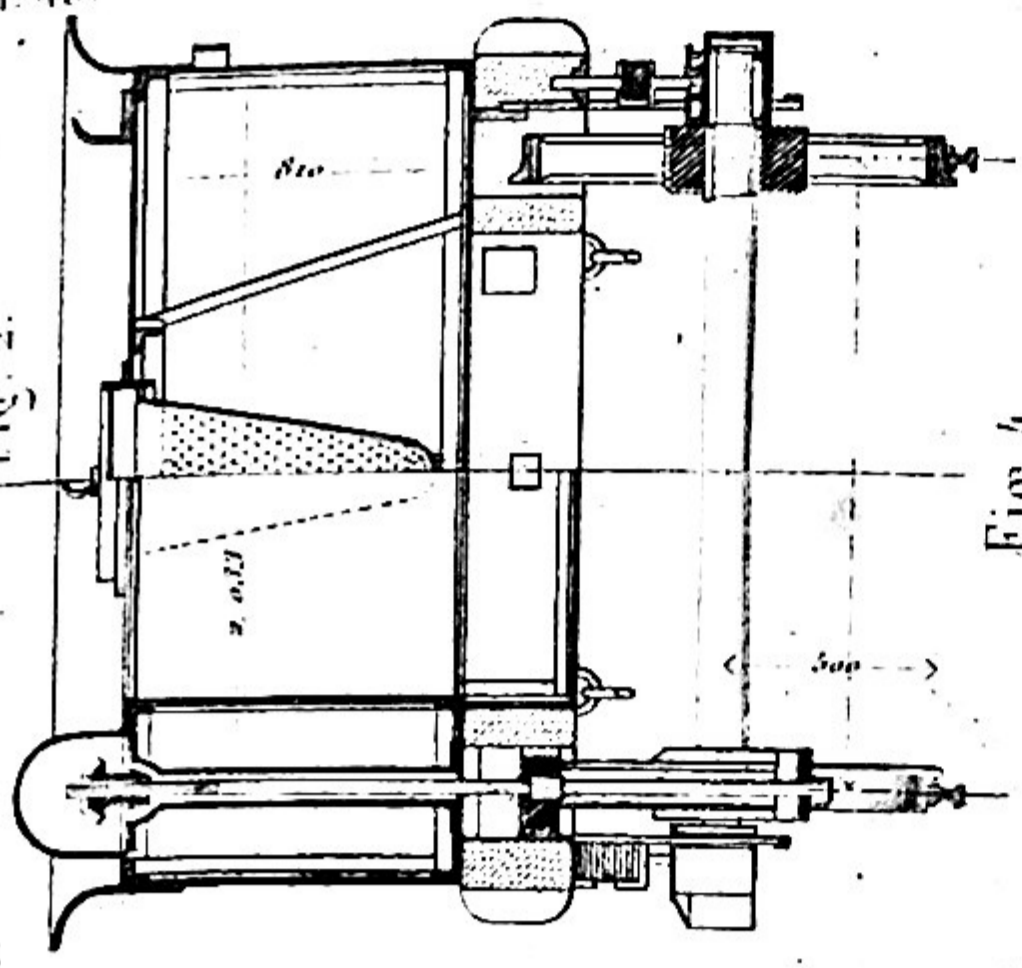


Fig. 4.

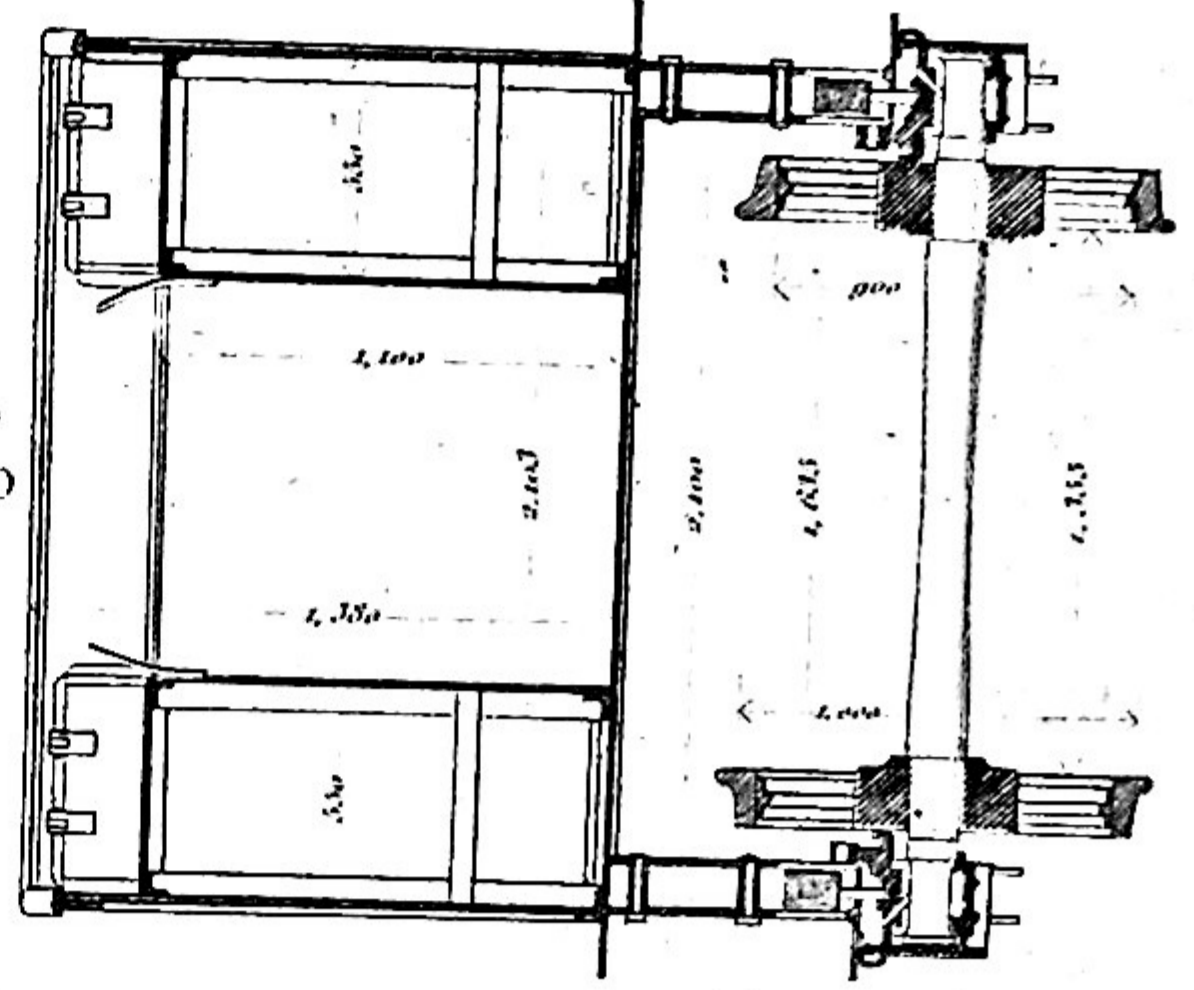


Fig. 1.

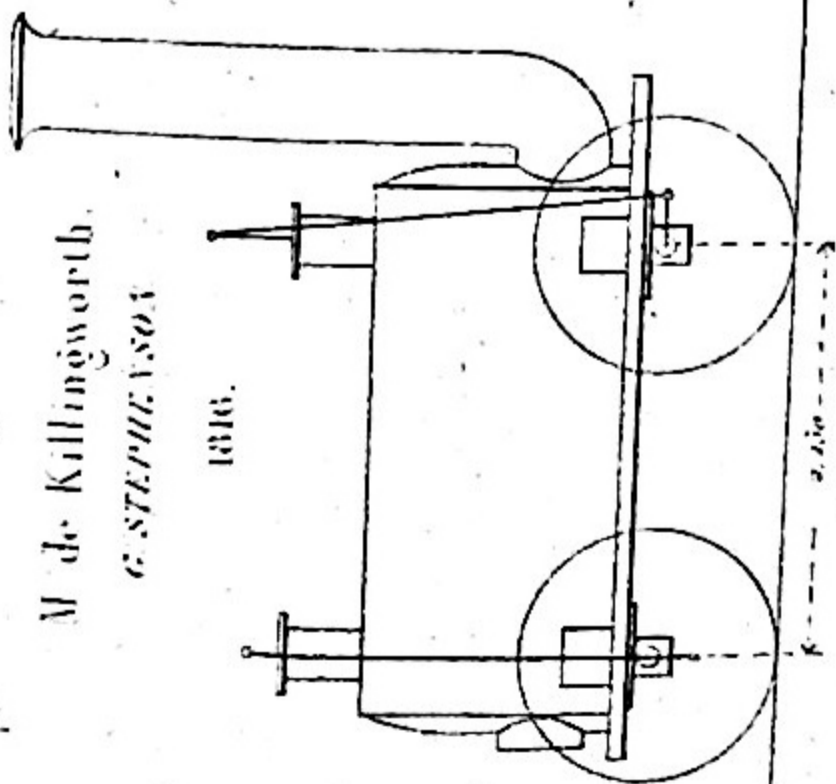


Fig. 2.

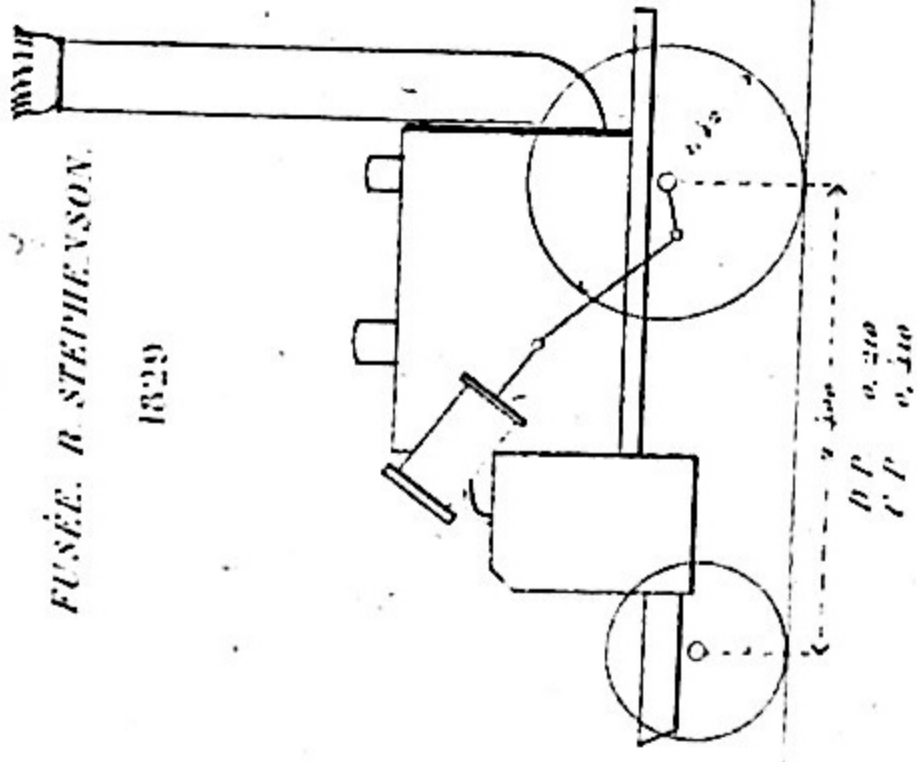
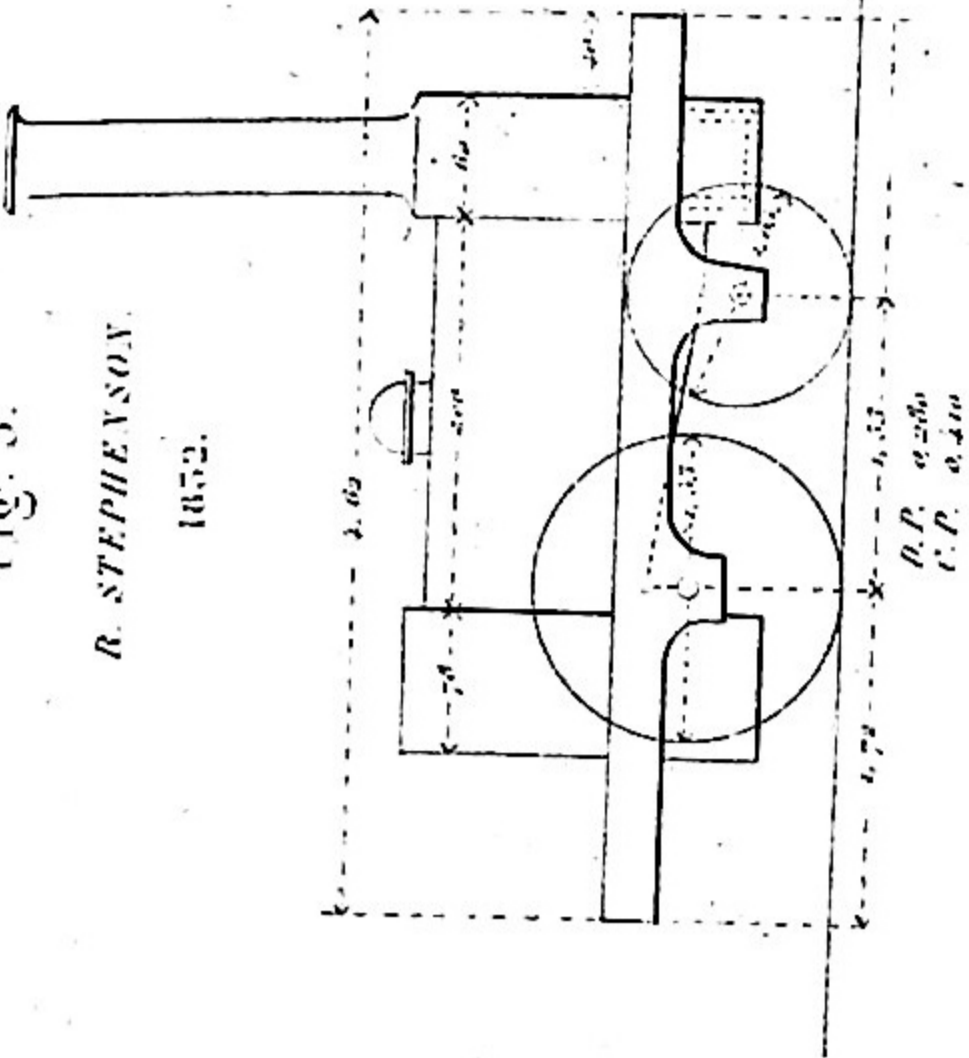


Fig. 3.



R. STEPHENSON
1838.

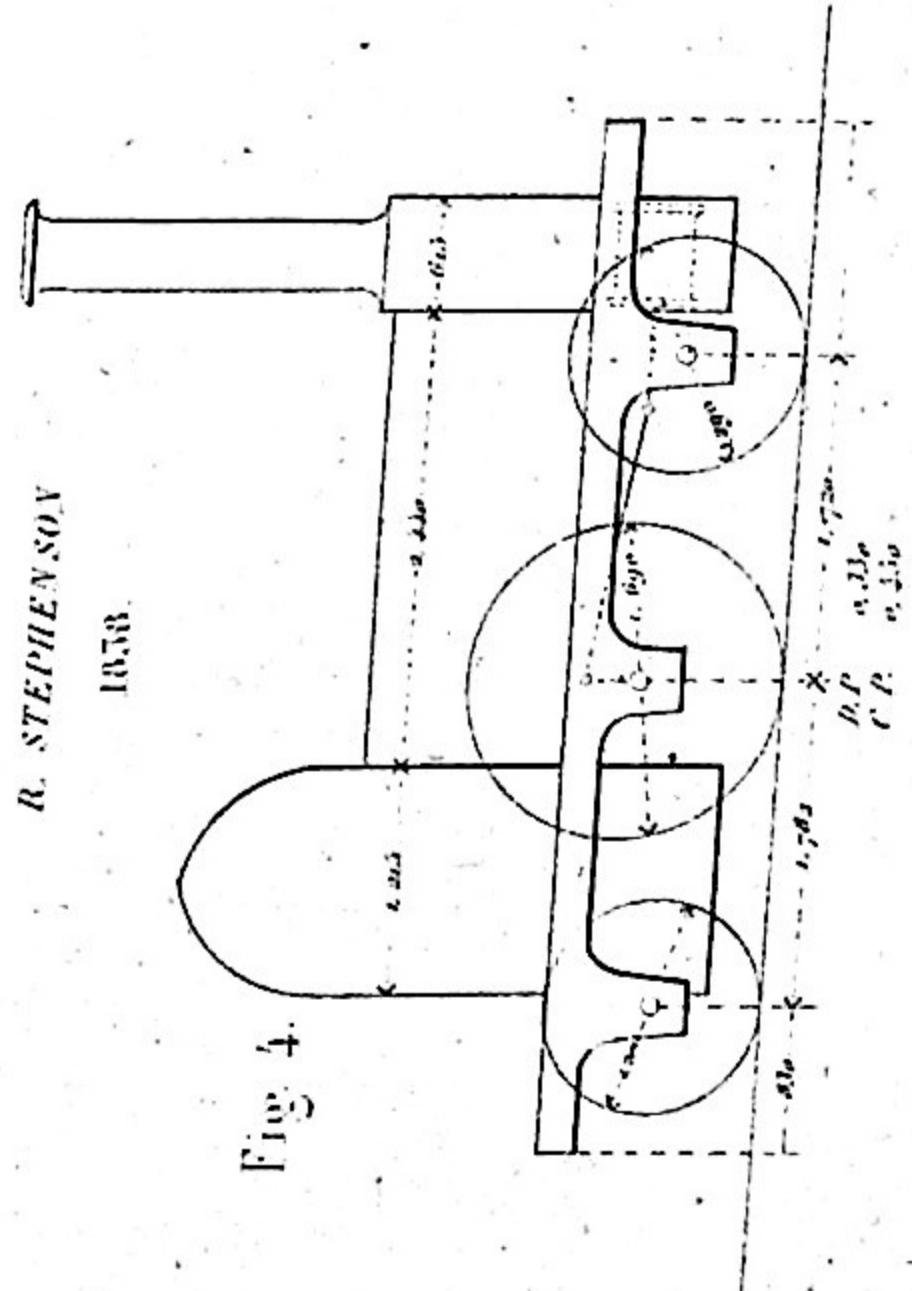


Fig. 4.

R. STEPHENSON
1840.

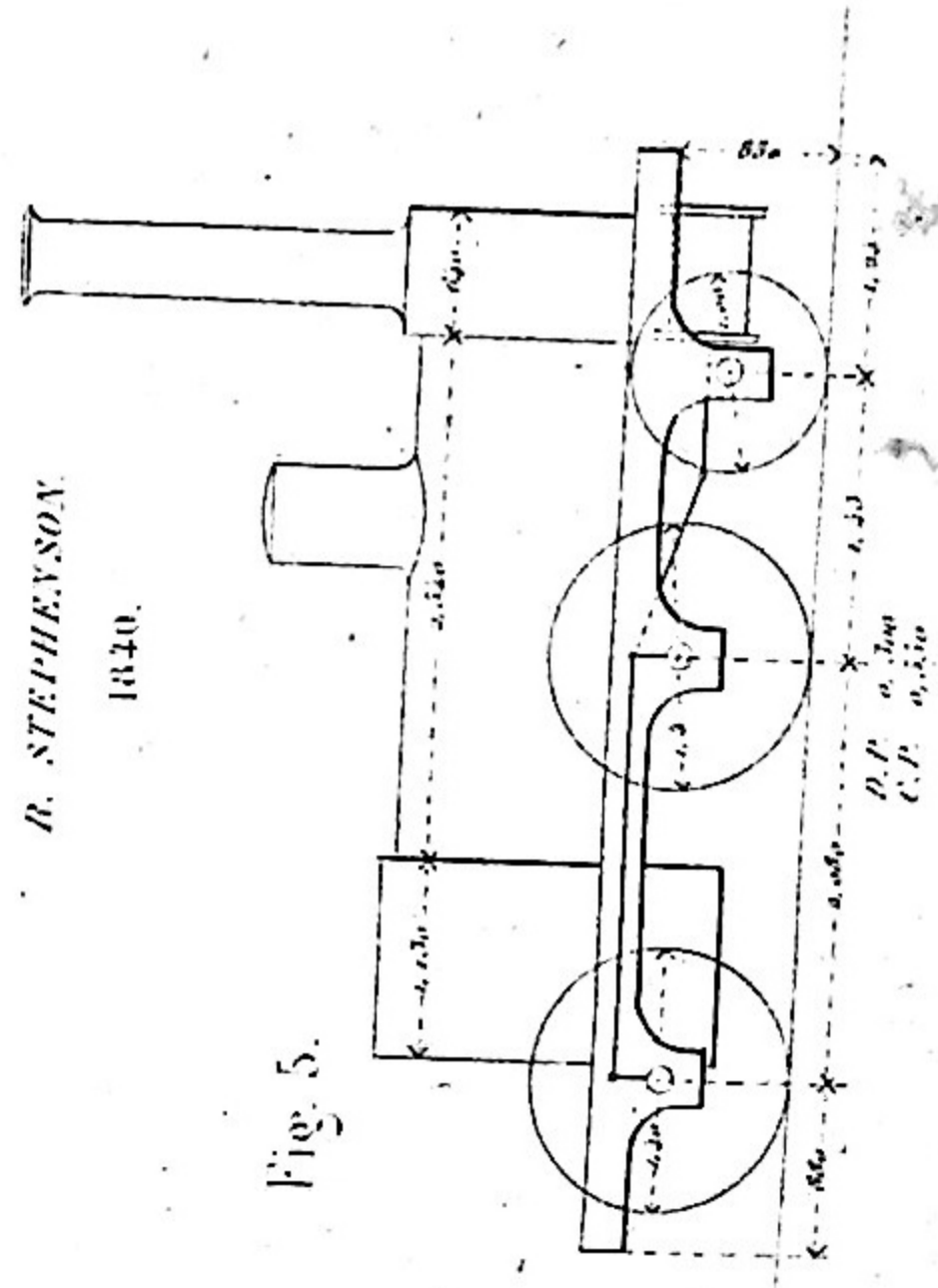
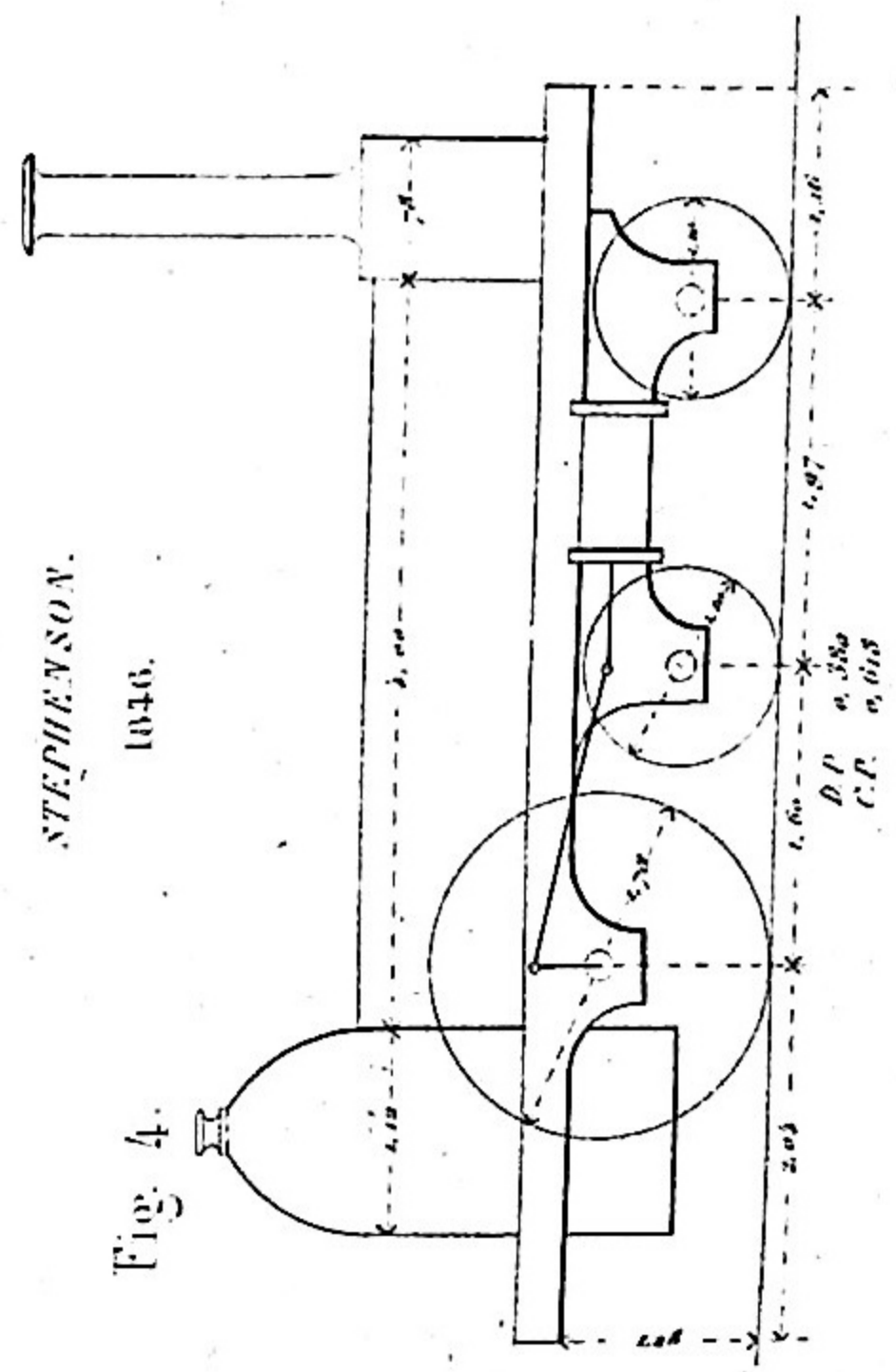
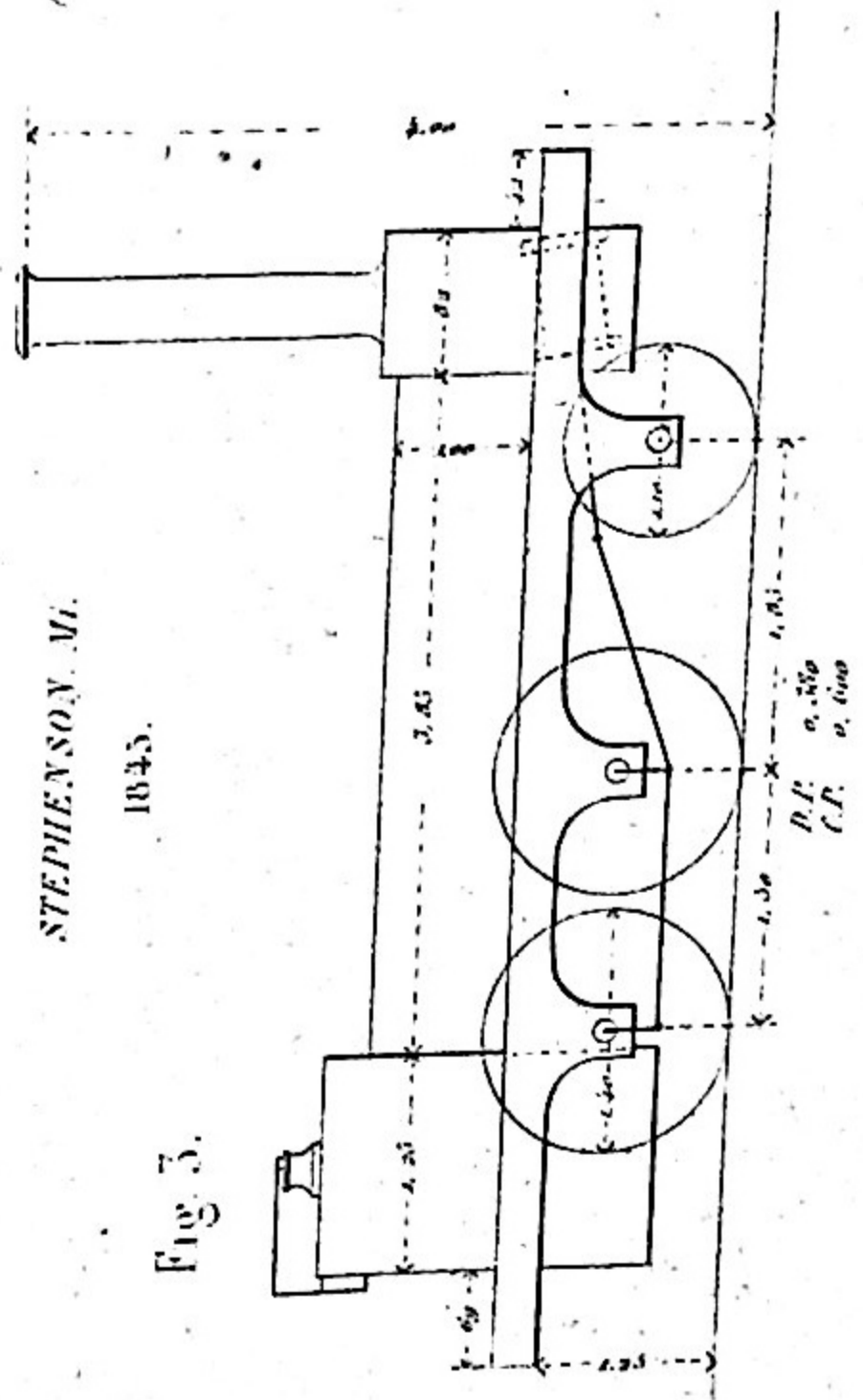
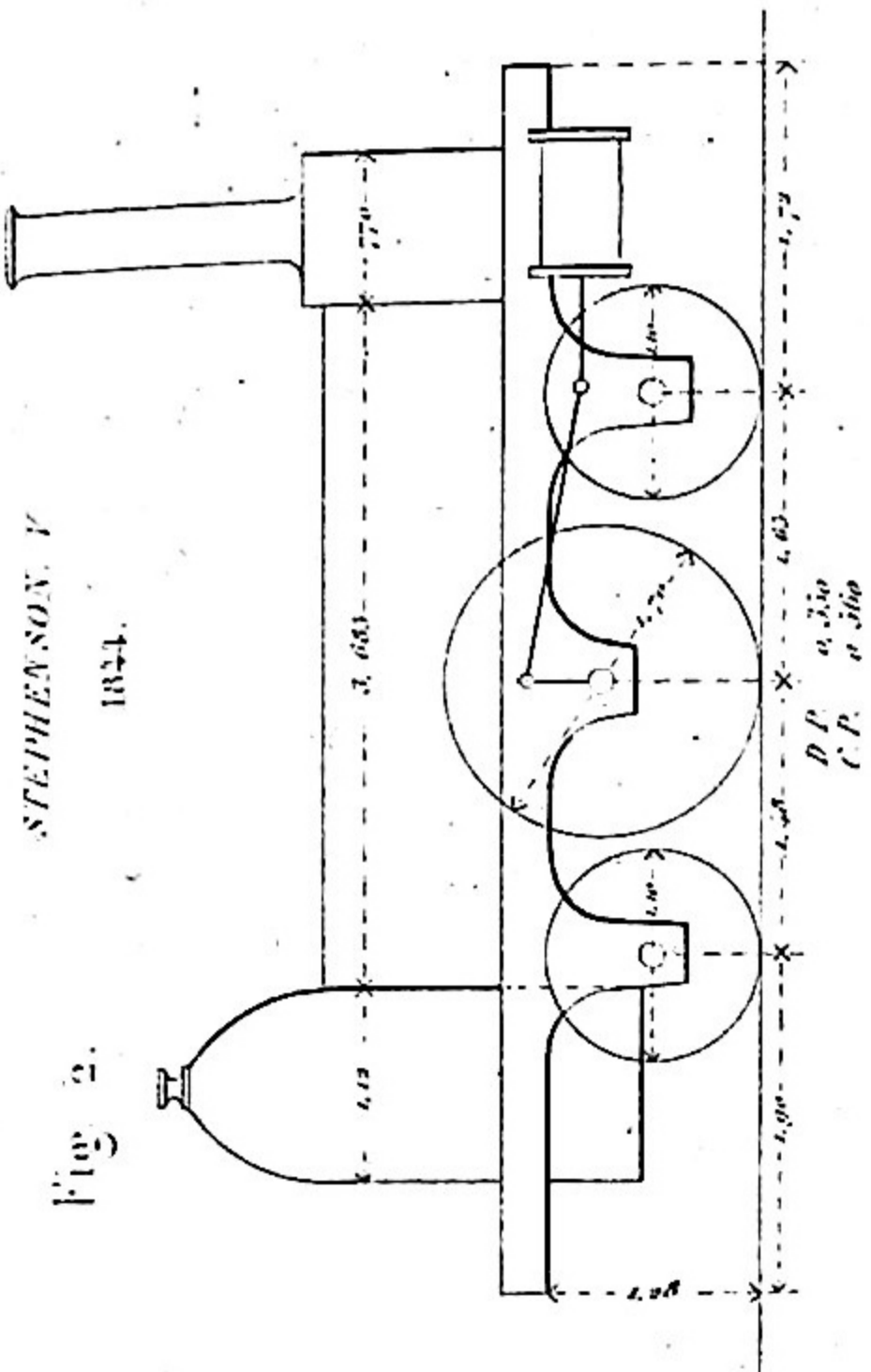
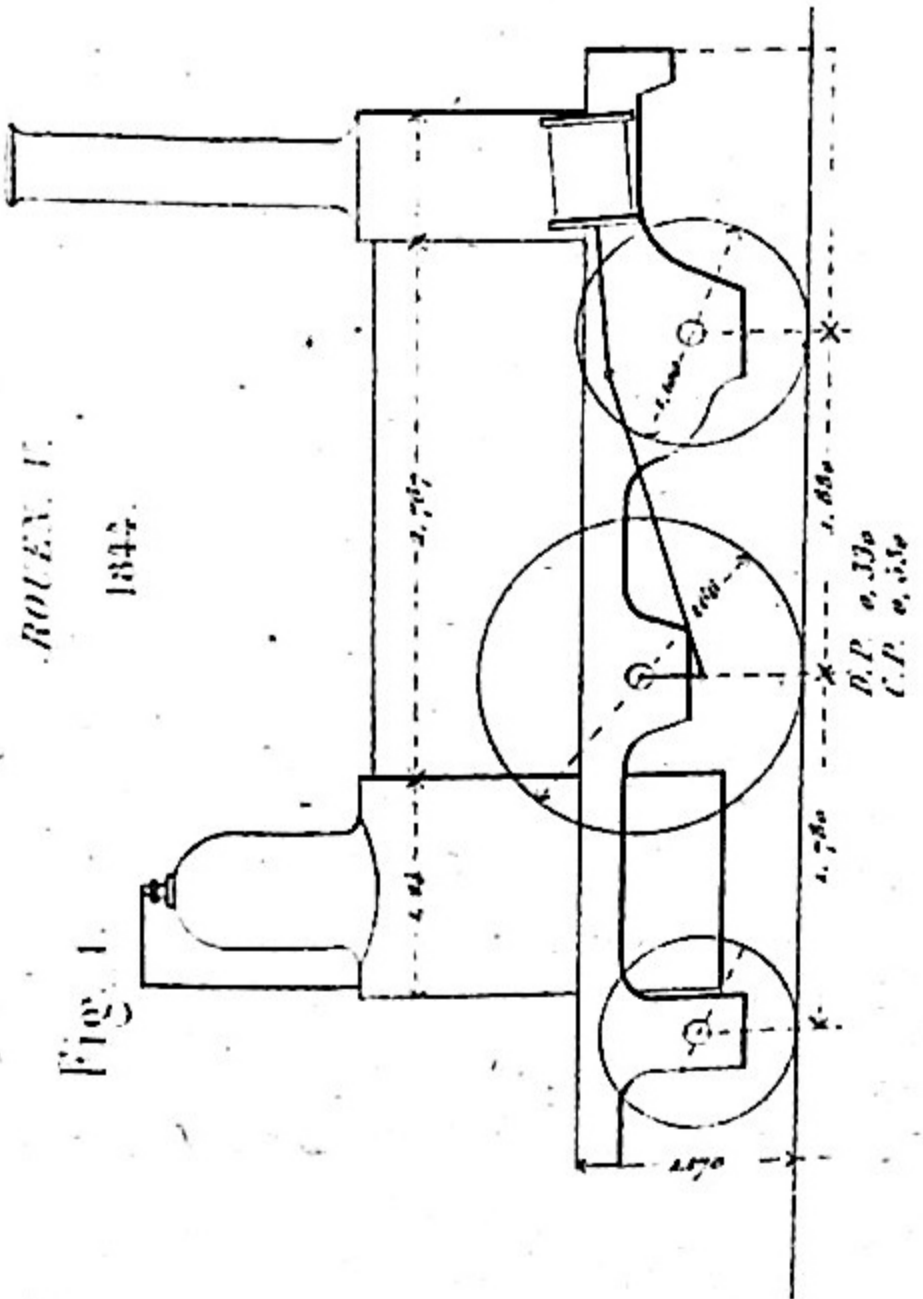


Fig. 5.

Arch. 1/100

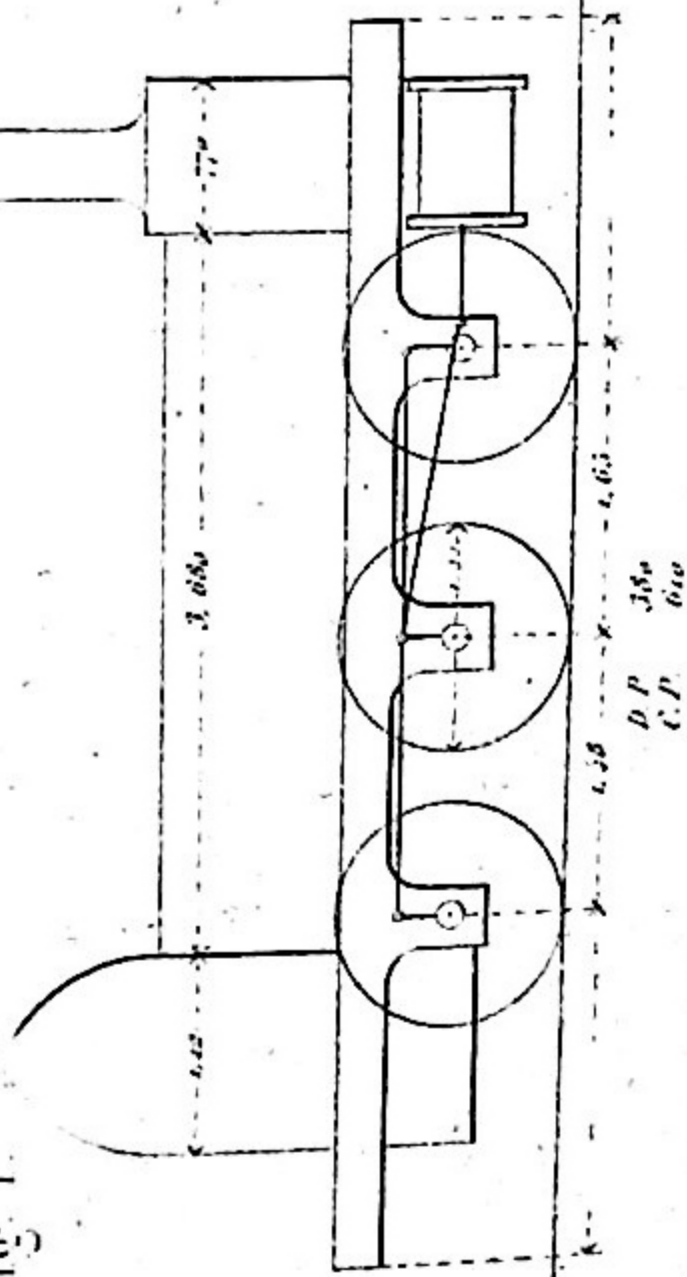


Éch. 1/100

NORD. Ma.

1846.

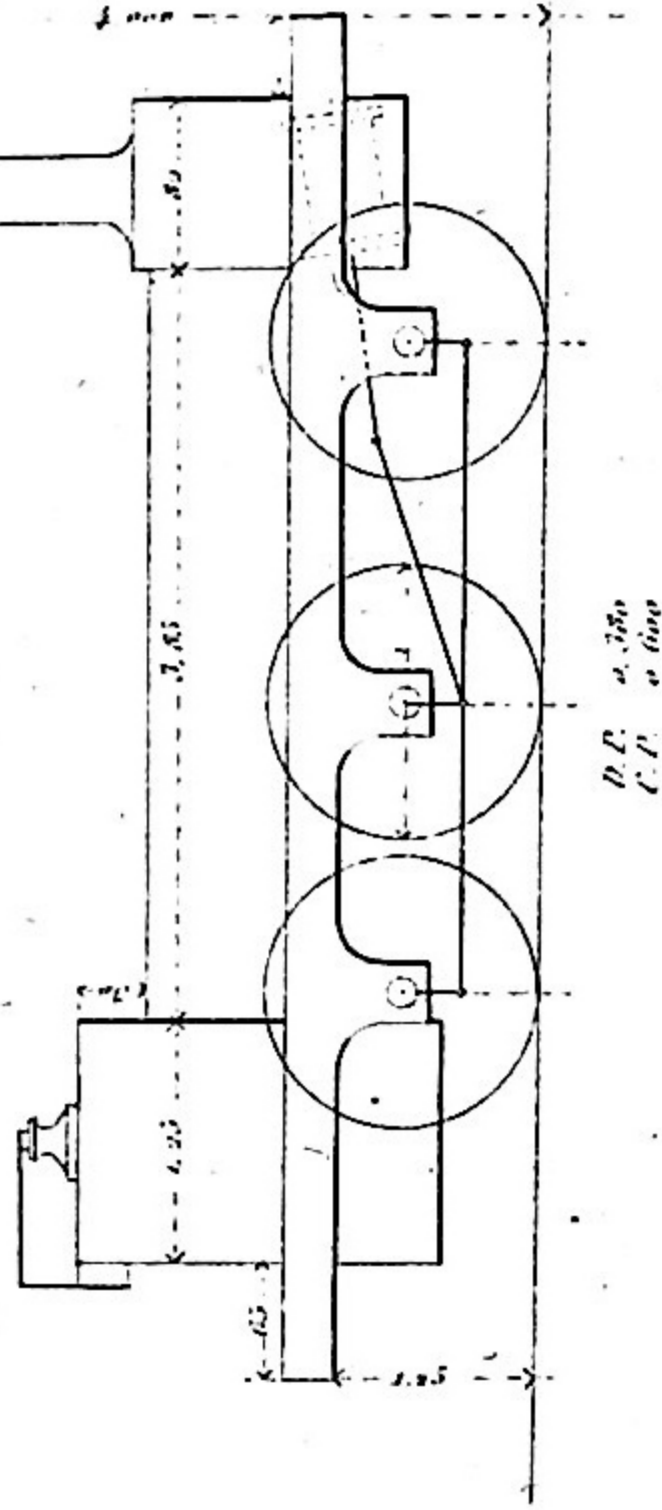
Fig. 1.



ROUEN. HAVRE. Ma.

1846.

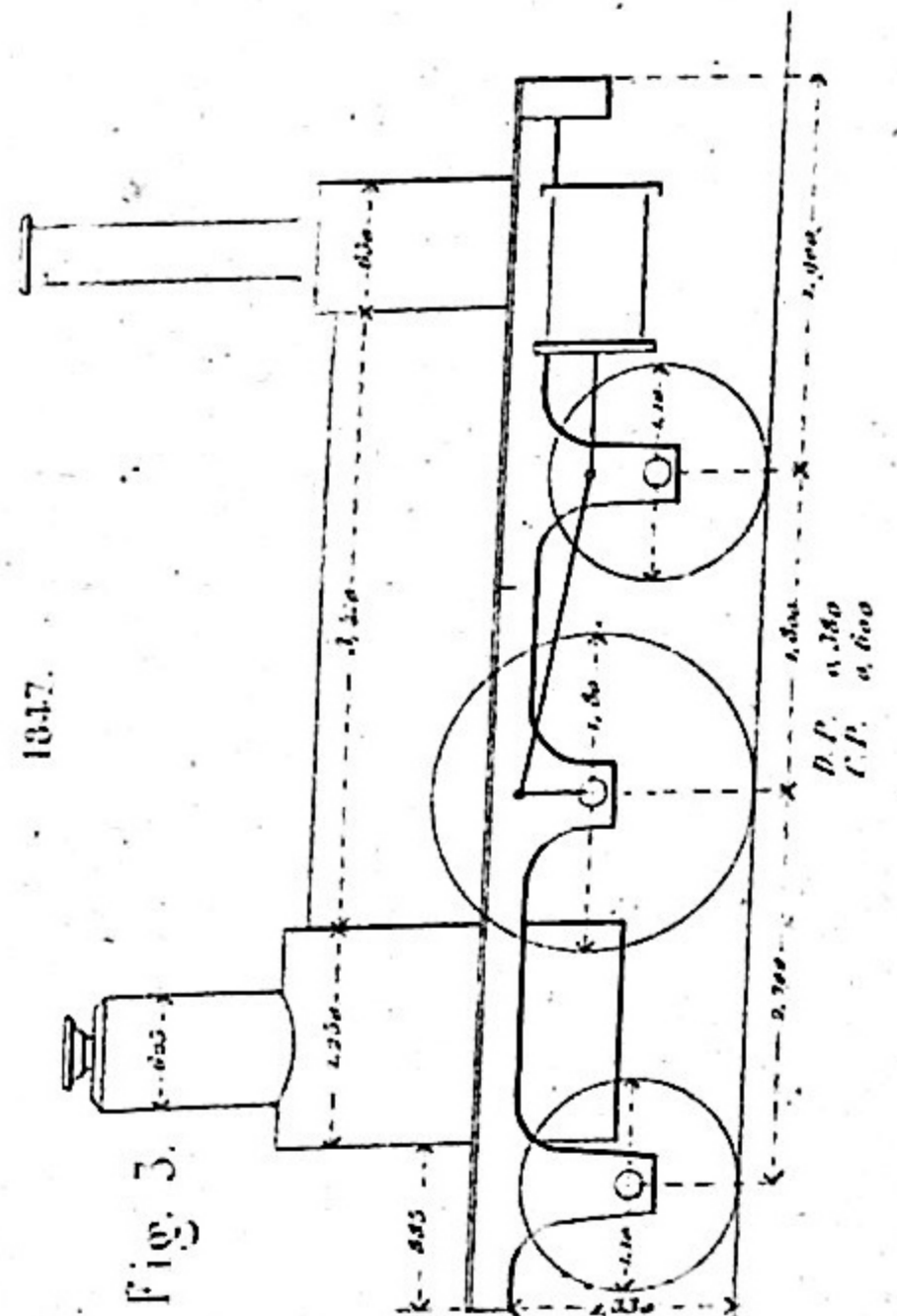
Fig. 2.



LYON. V.

1847.

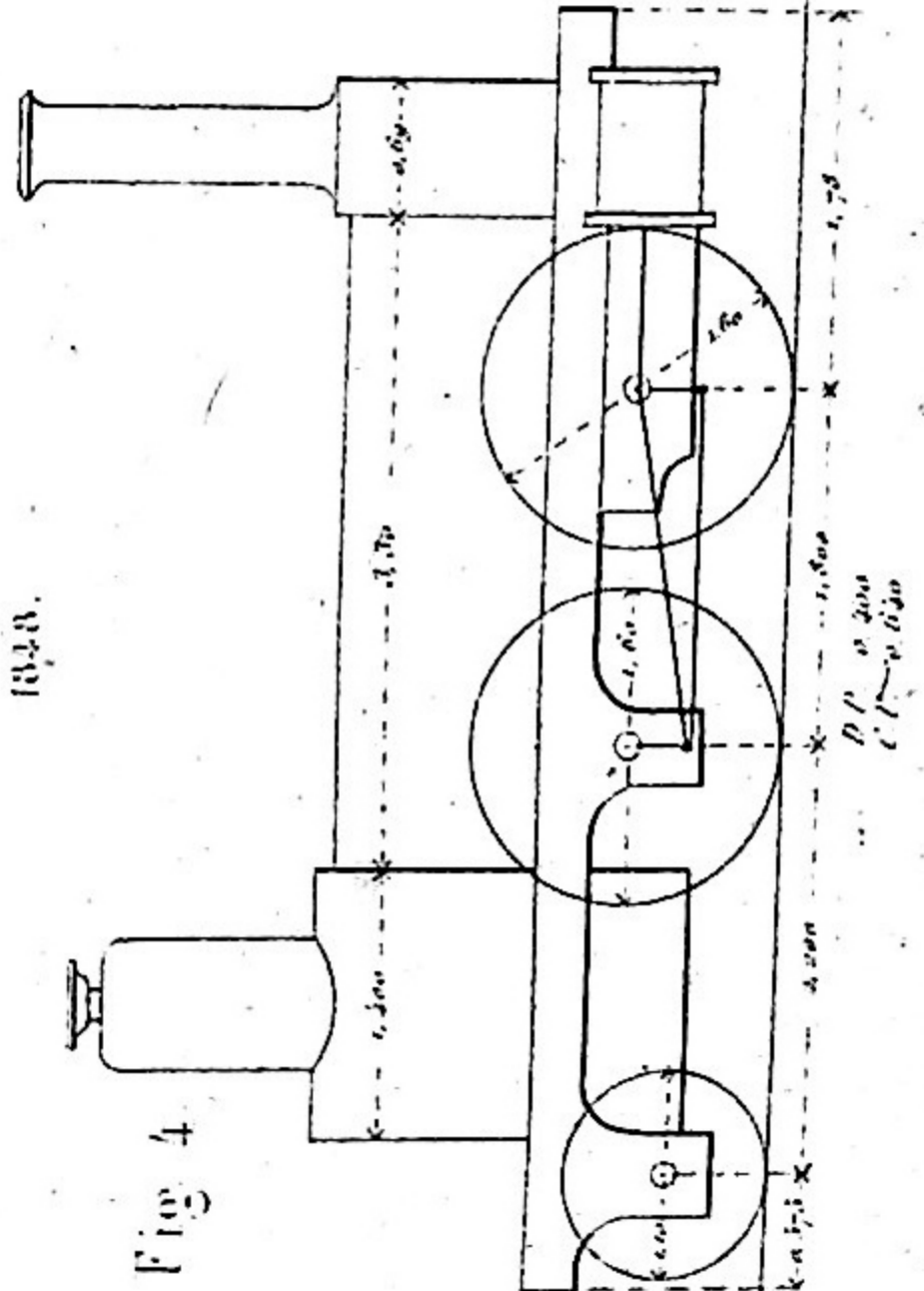
Fig. 3.



LYON. M.

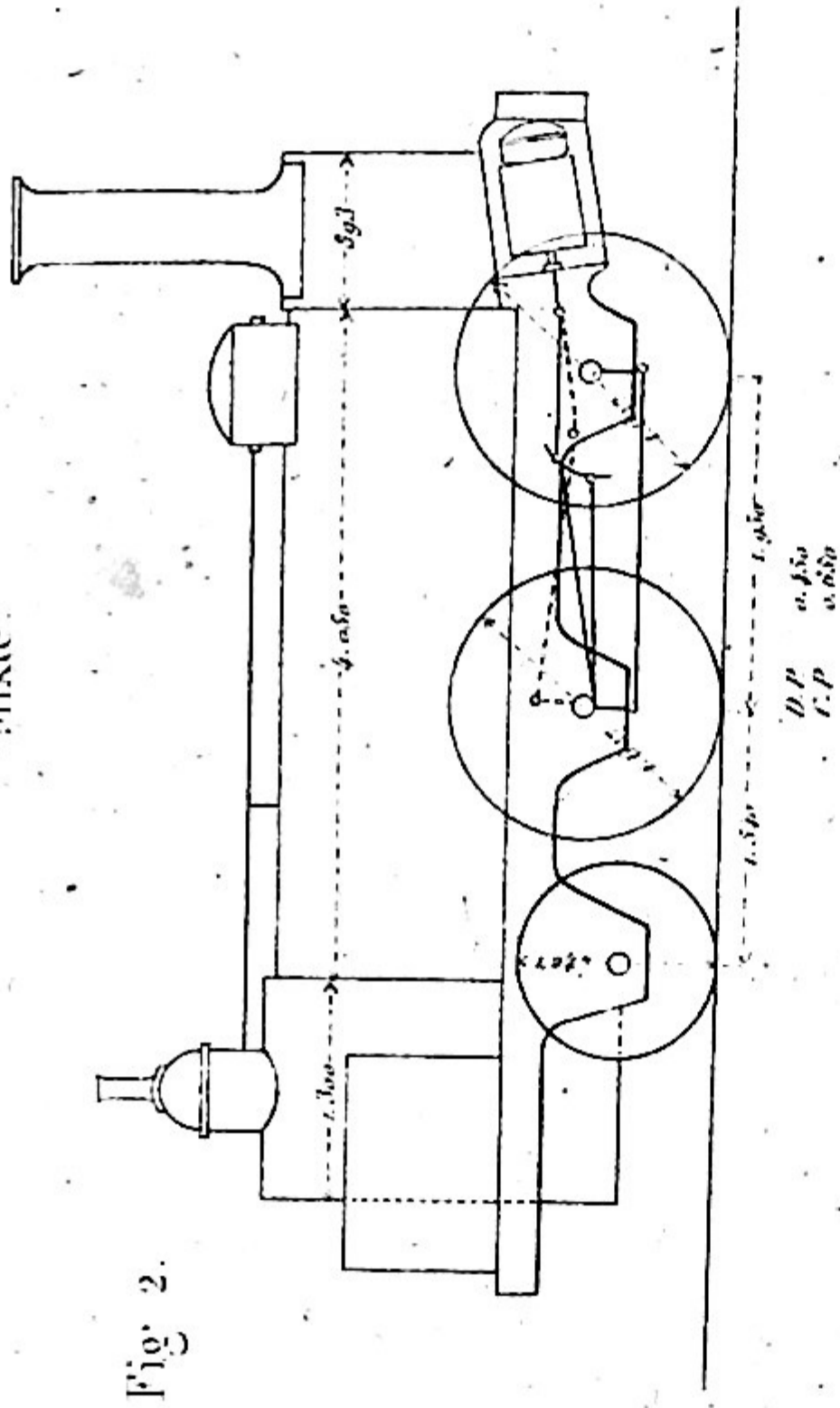
1848.

Fig. 4.

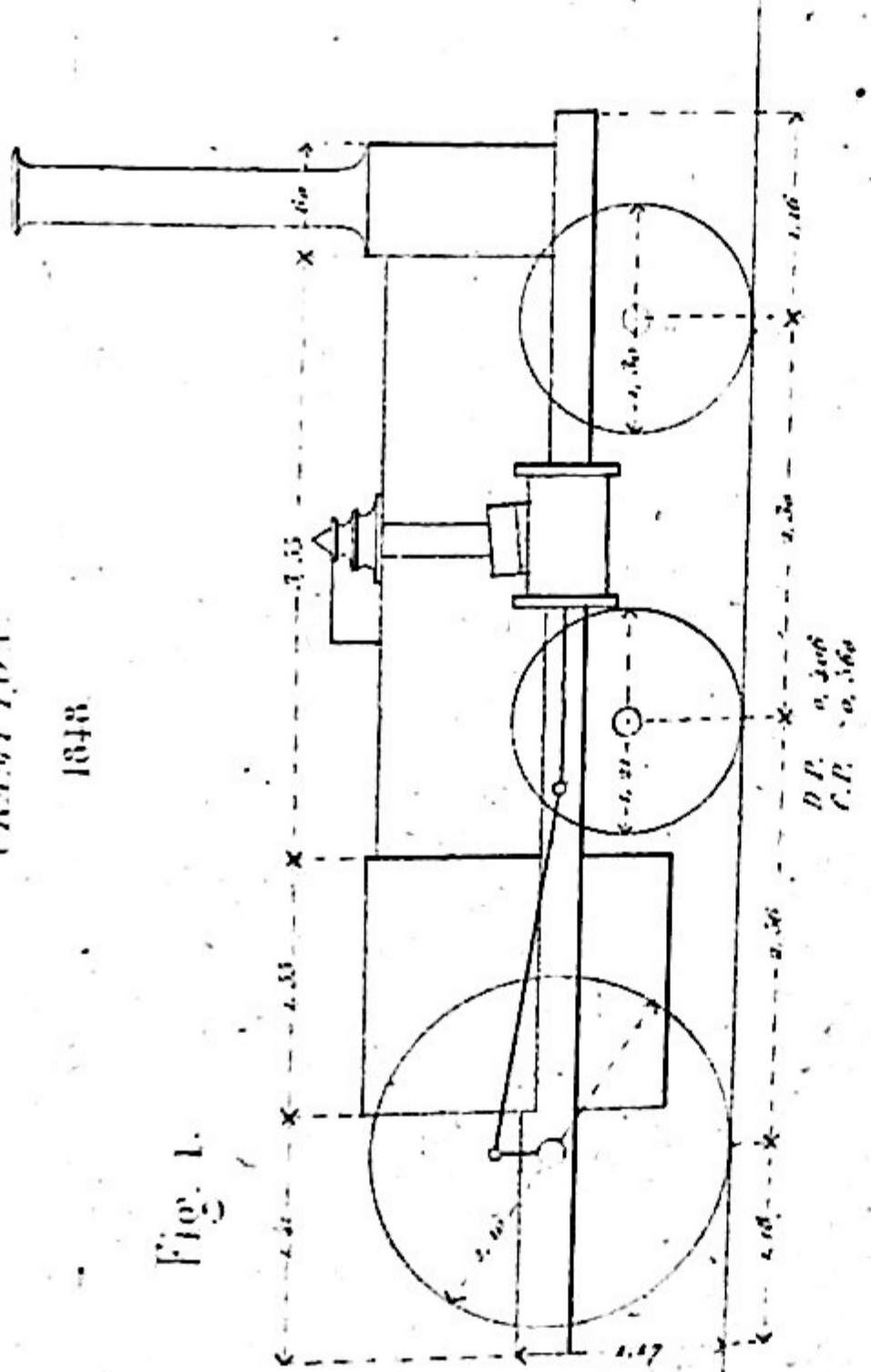


Exh. 1100.

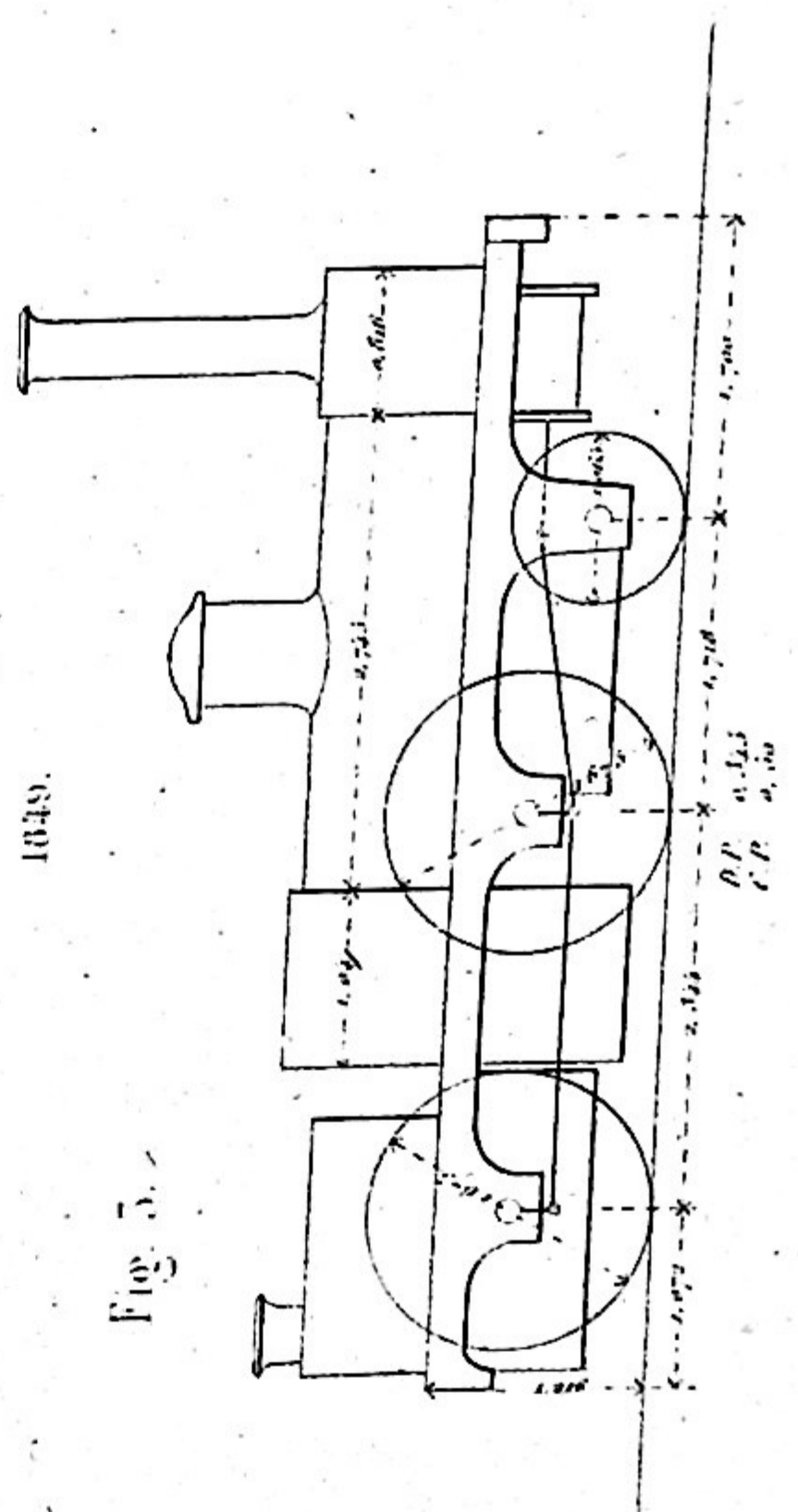
ORLÉANS 1857.
Mixte.



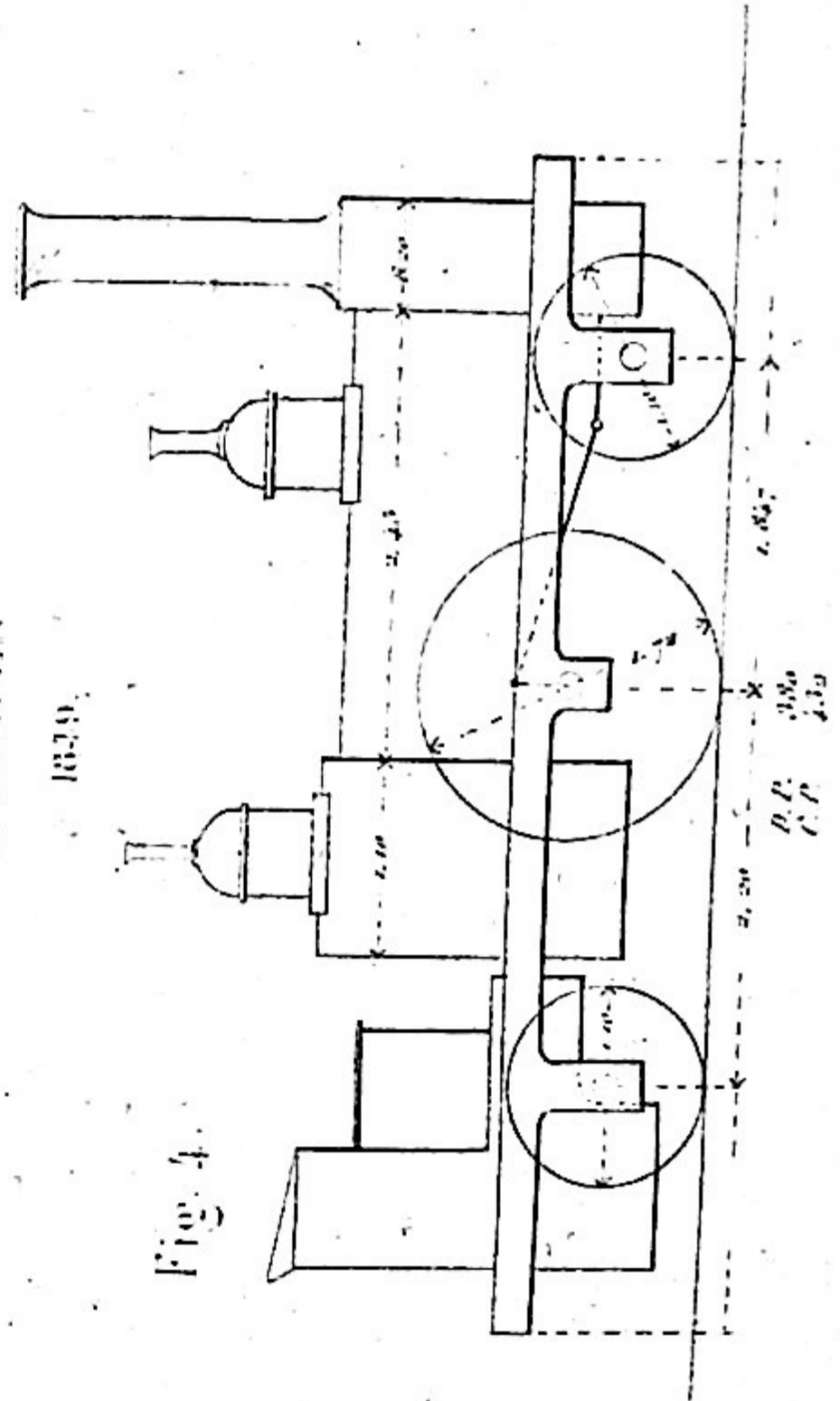
CRAMPTON
1848



HAWTHORN
1849.



ST GERVAIS
1839.



Éch. 1/100

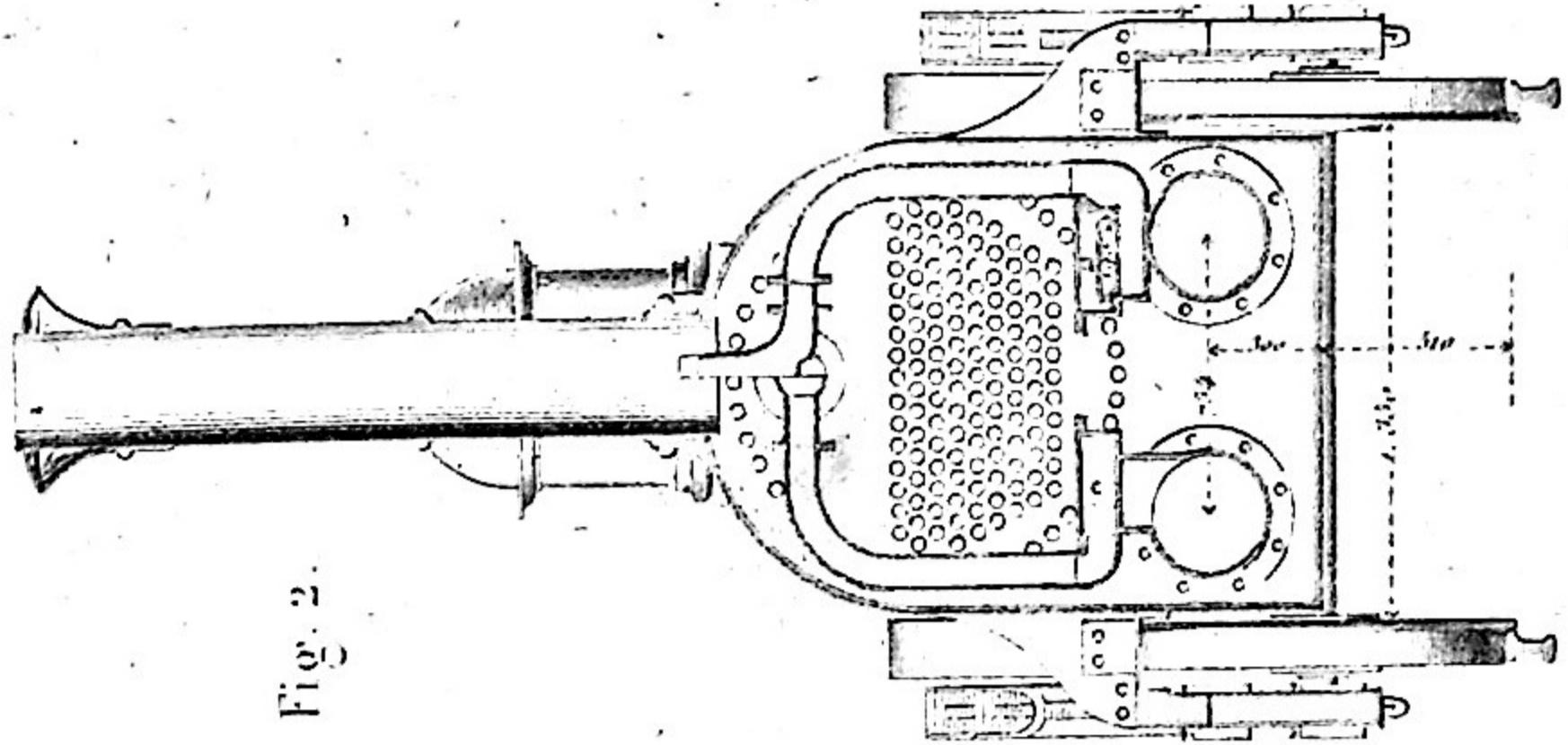


Fig. 2.

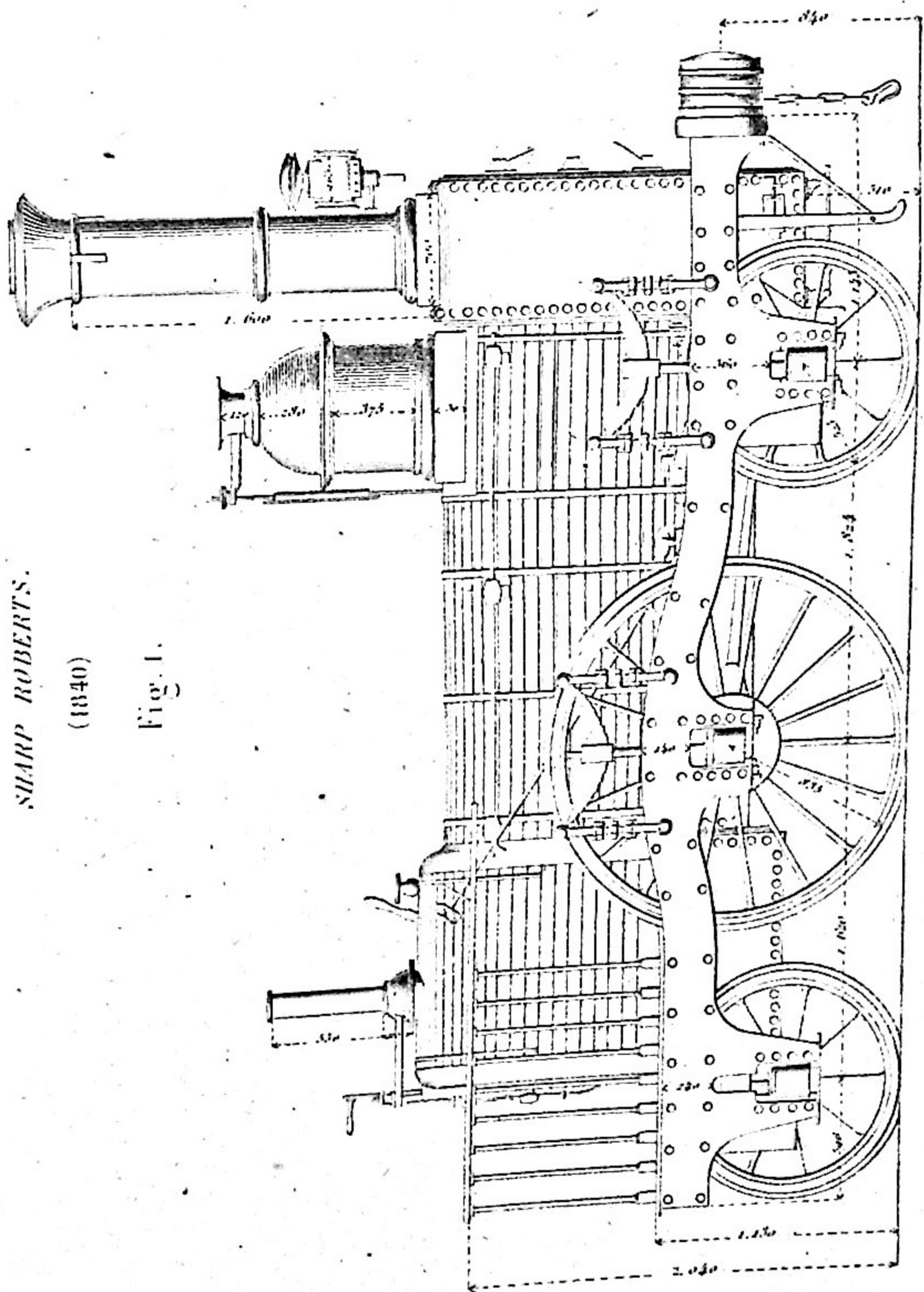


Fig. 1.

SHARP ROBERTS.

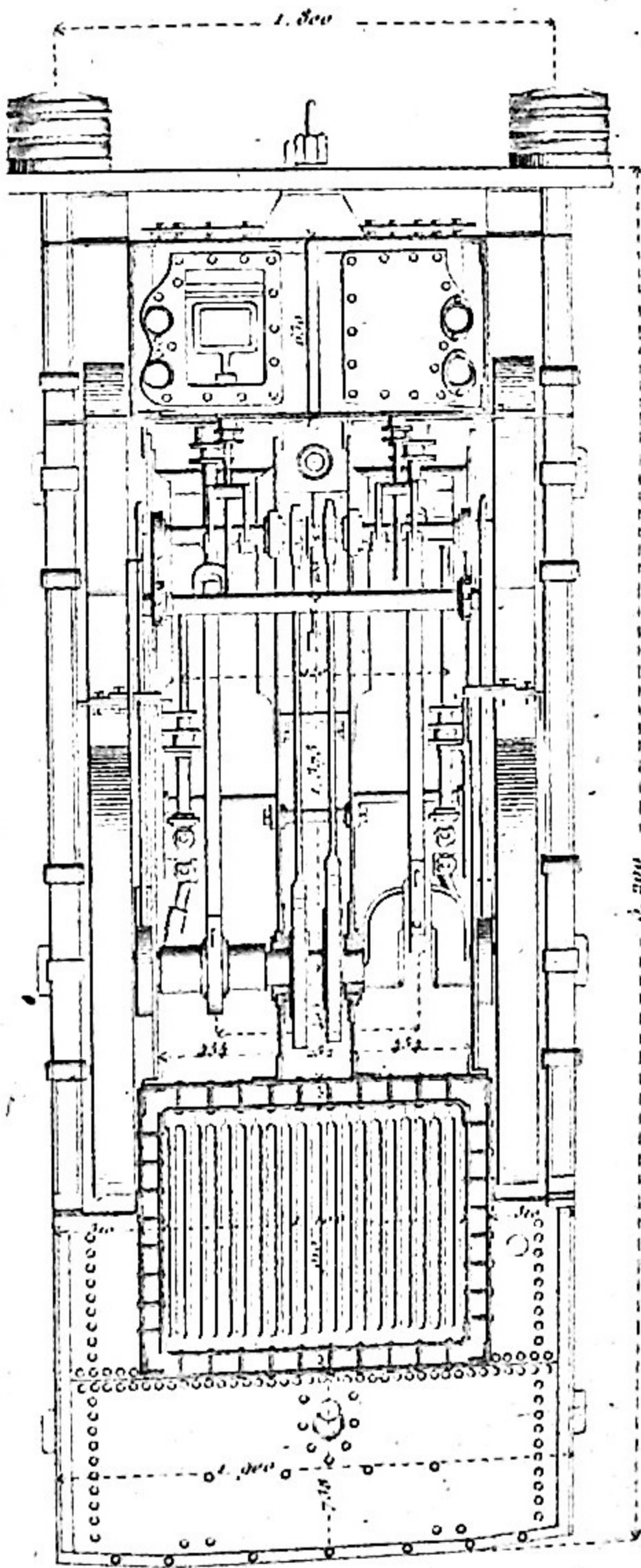
(1840)

Ech. 1/50

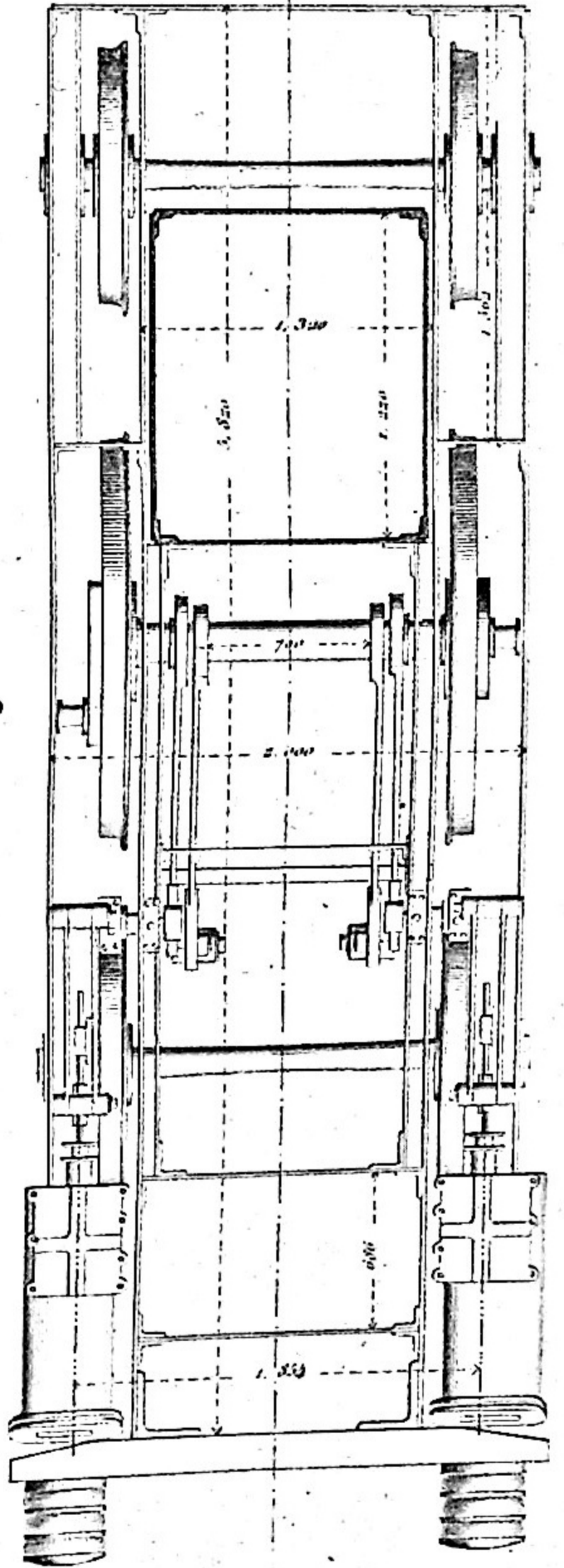
Lemaire sc

H. Mathieu del.

SHARP ROBERTS. (1840) Fig. 1.



ROUEN. Fig. 2.



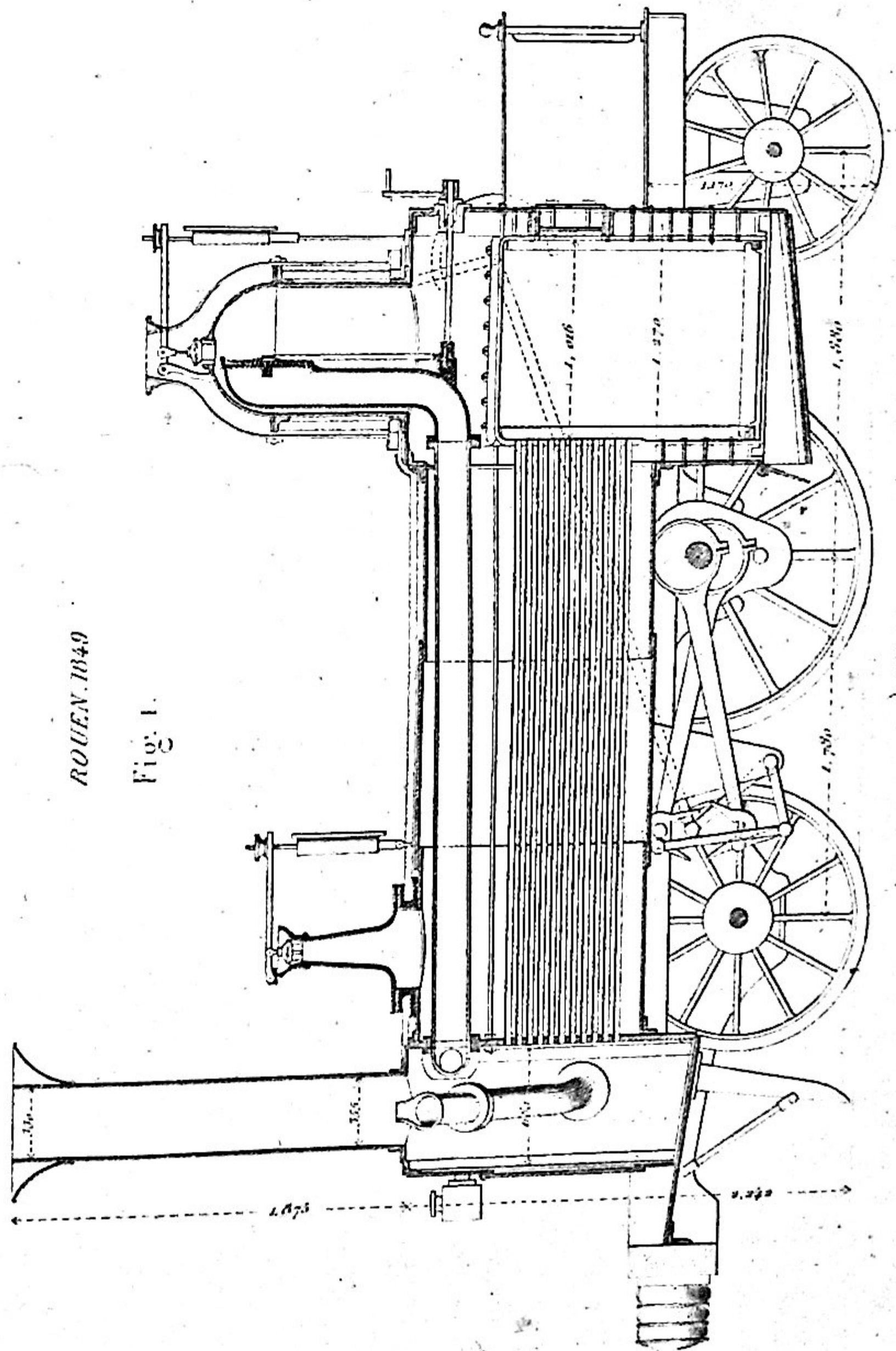
Ech. 1/50.

3

mit.

Lensice 50

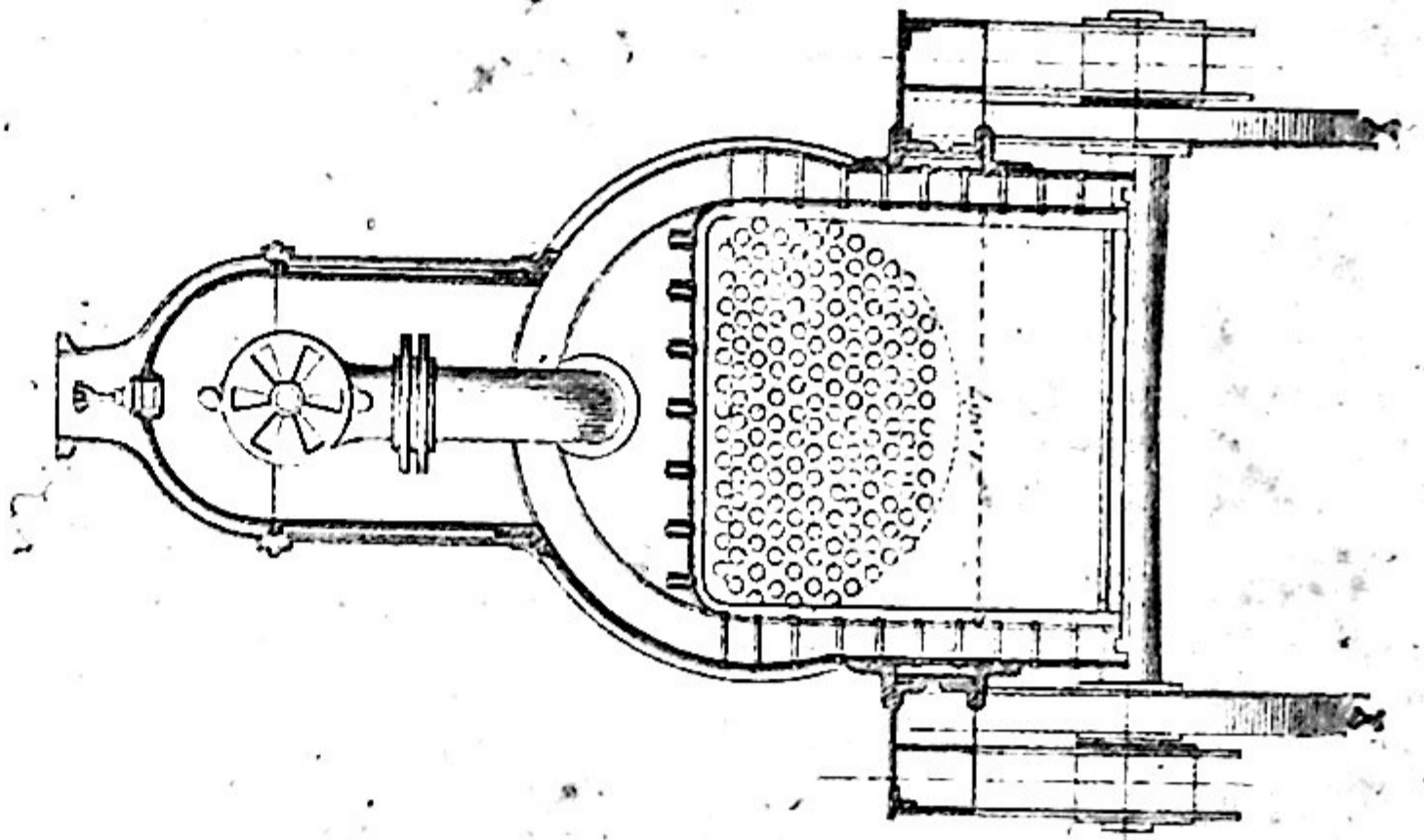
H. Mathieu d.



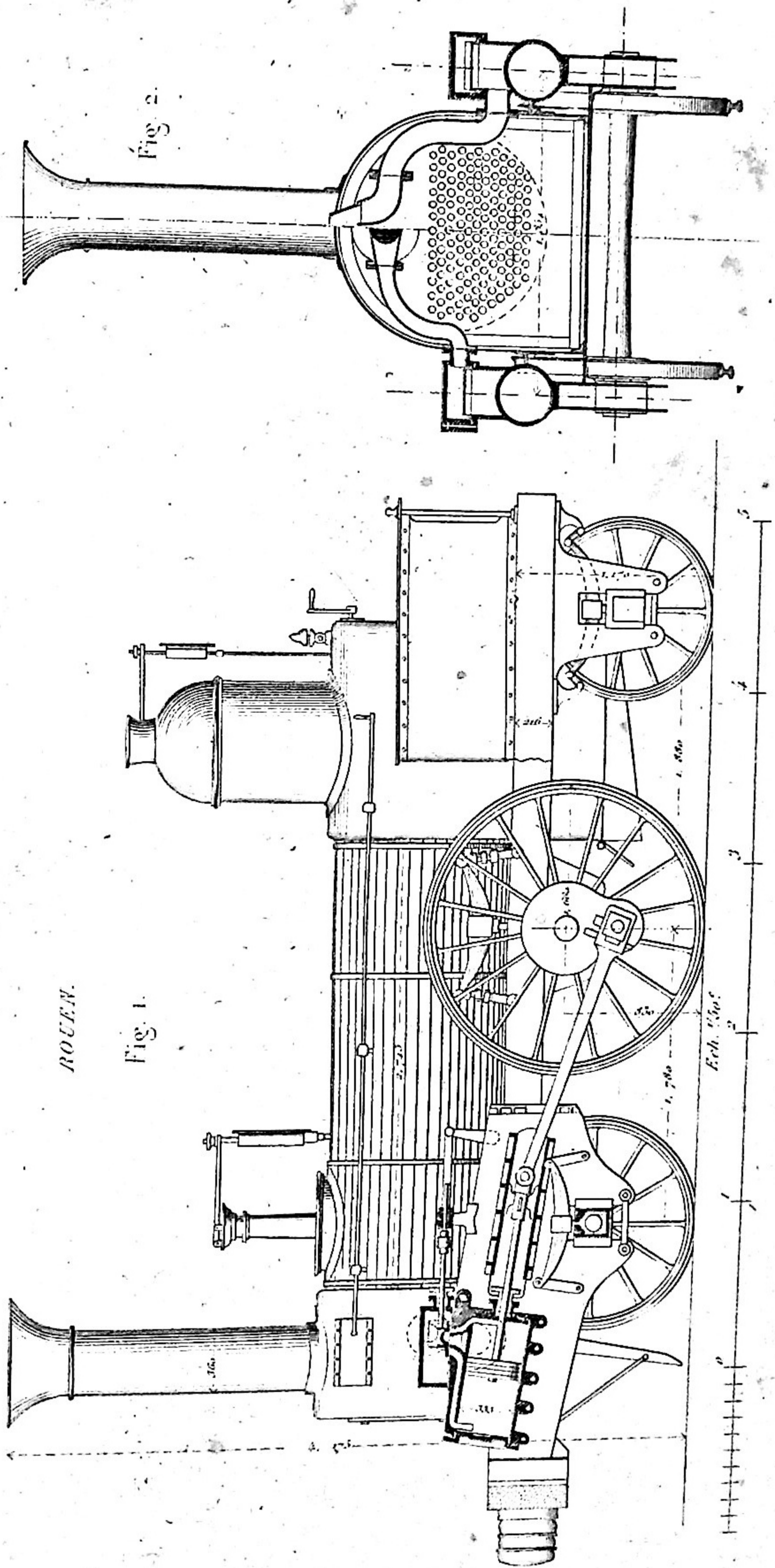
Arch. 1505

Lemaire sc.

Fig. 2.



Arch. 1505



ROUEN.

Fig. 1.

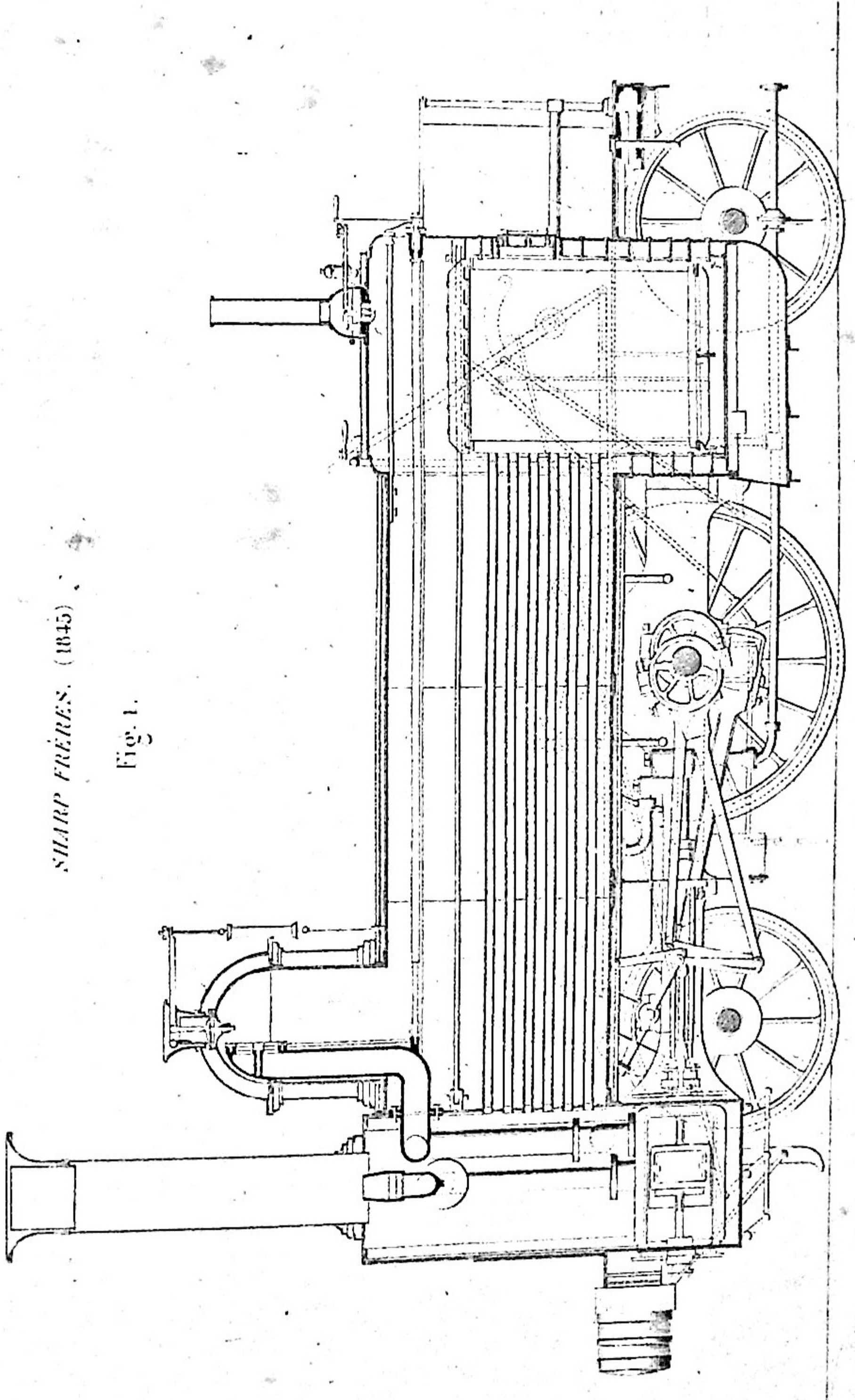
Ech. 1/50.

Lemaire sc.

H. Mathieu dir.

SHARP FRÈRES. (1845)

Fig. 1.



Éch. 1/50.

3 mètres.

SHARP FRÈRES. 1845.

Fig. 2.

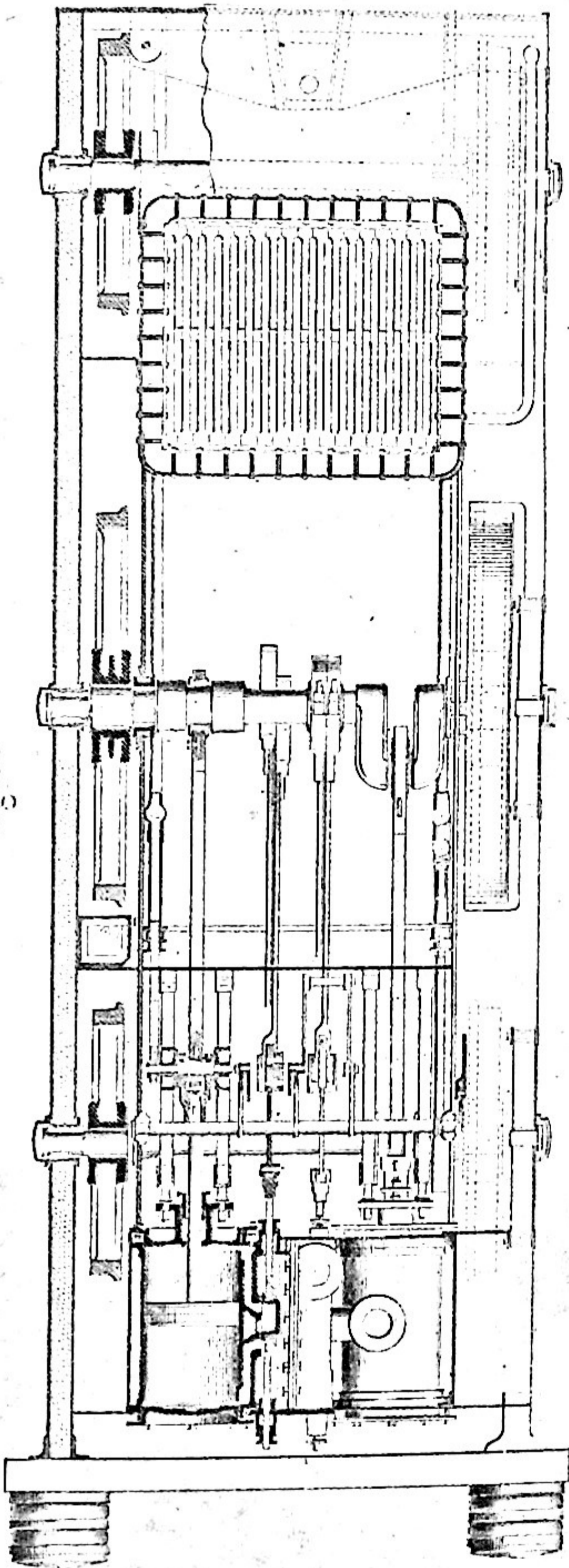


Fig. 3.

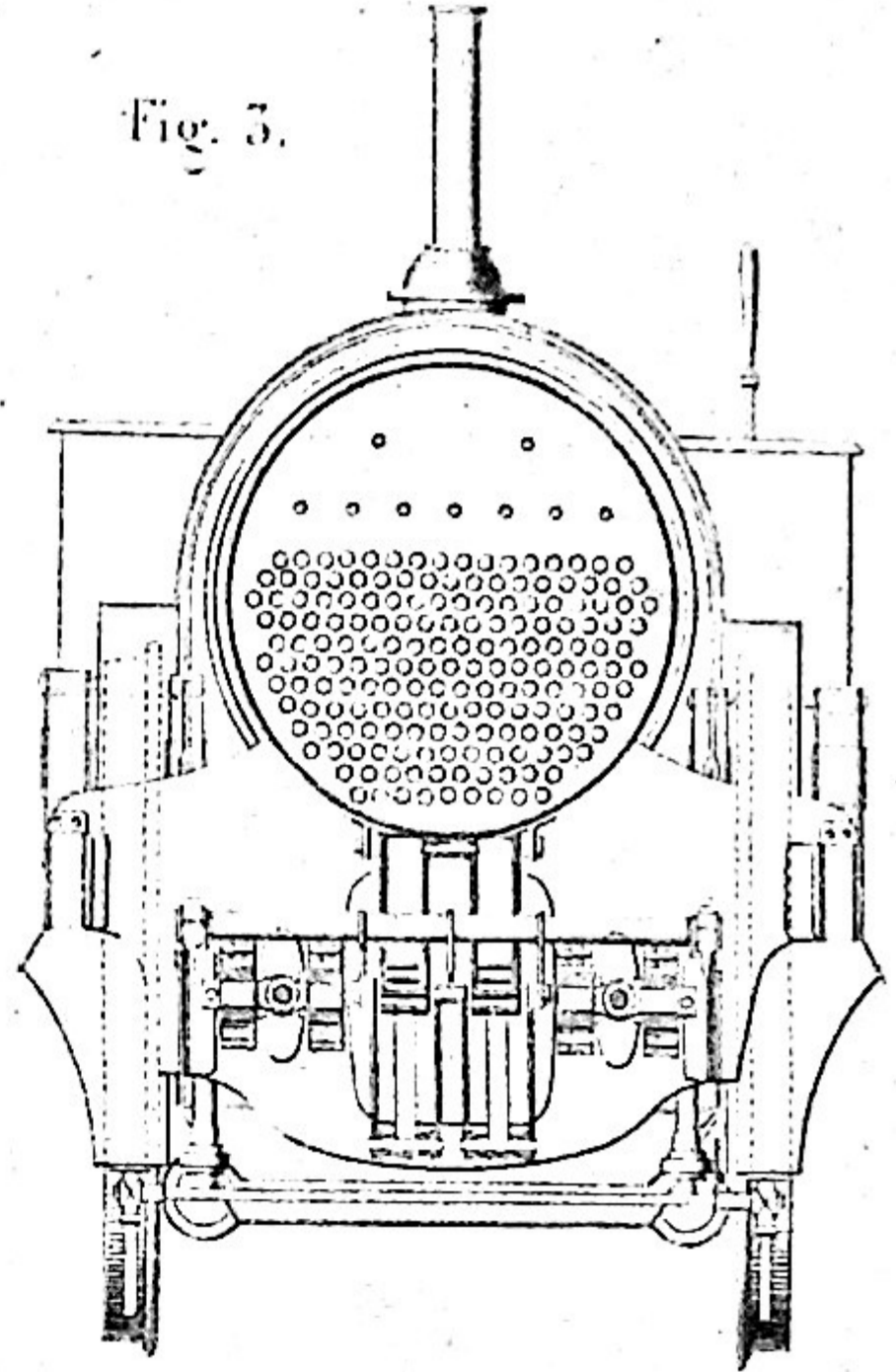
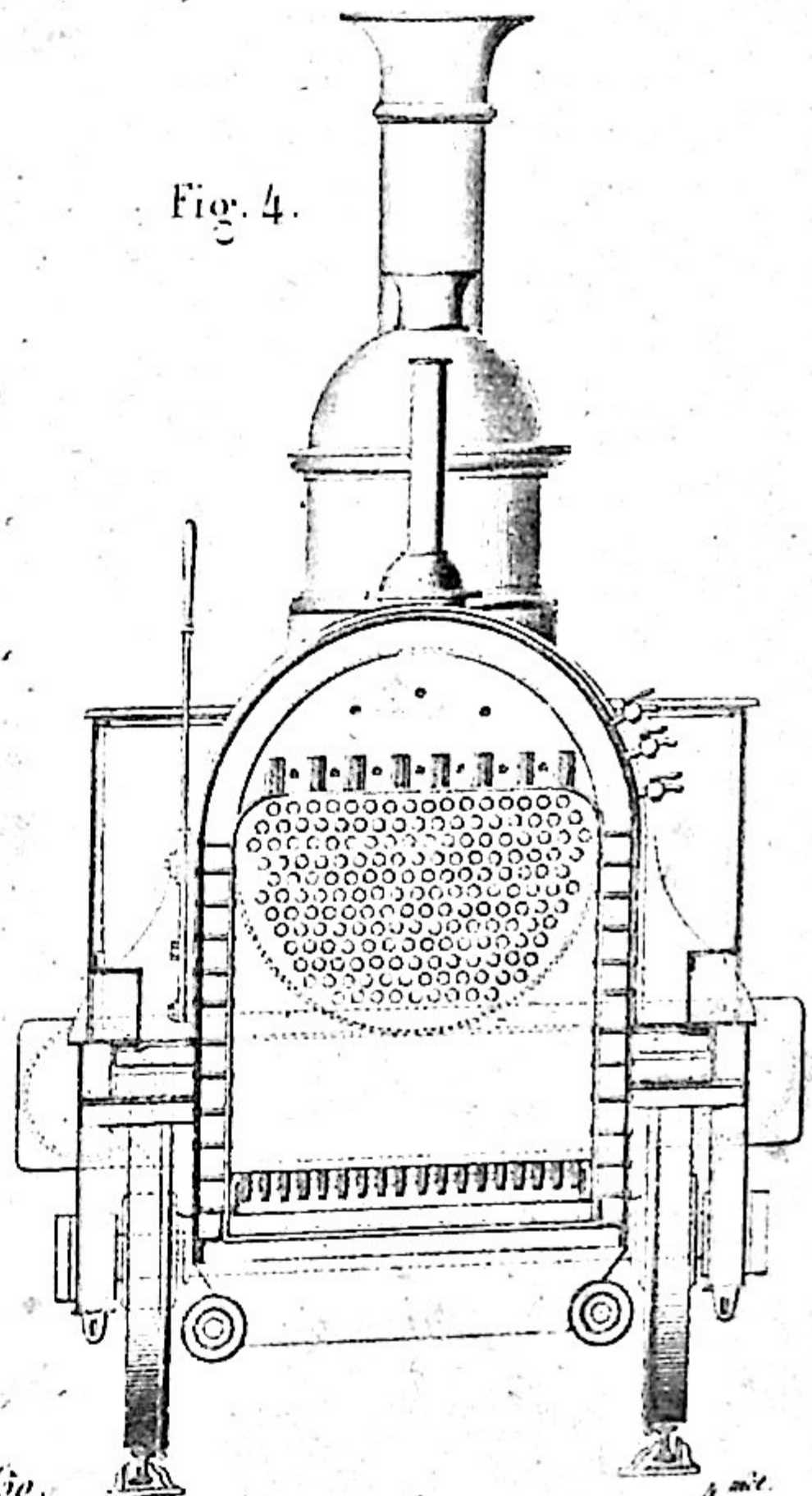
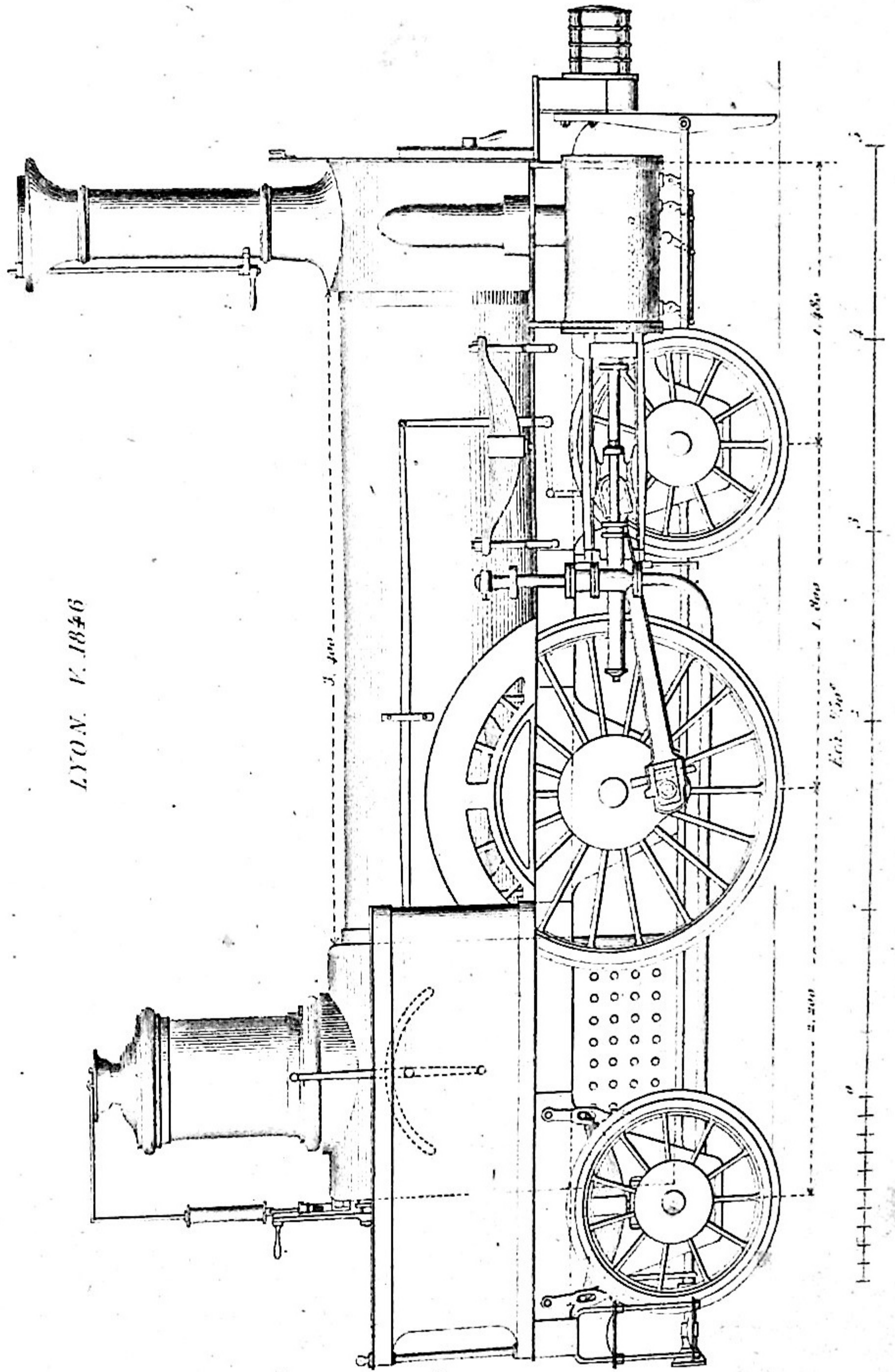


Fig. 4.



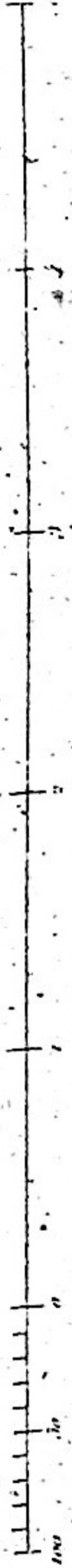
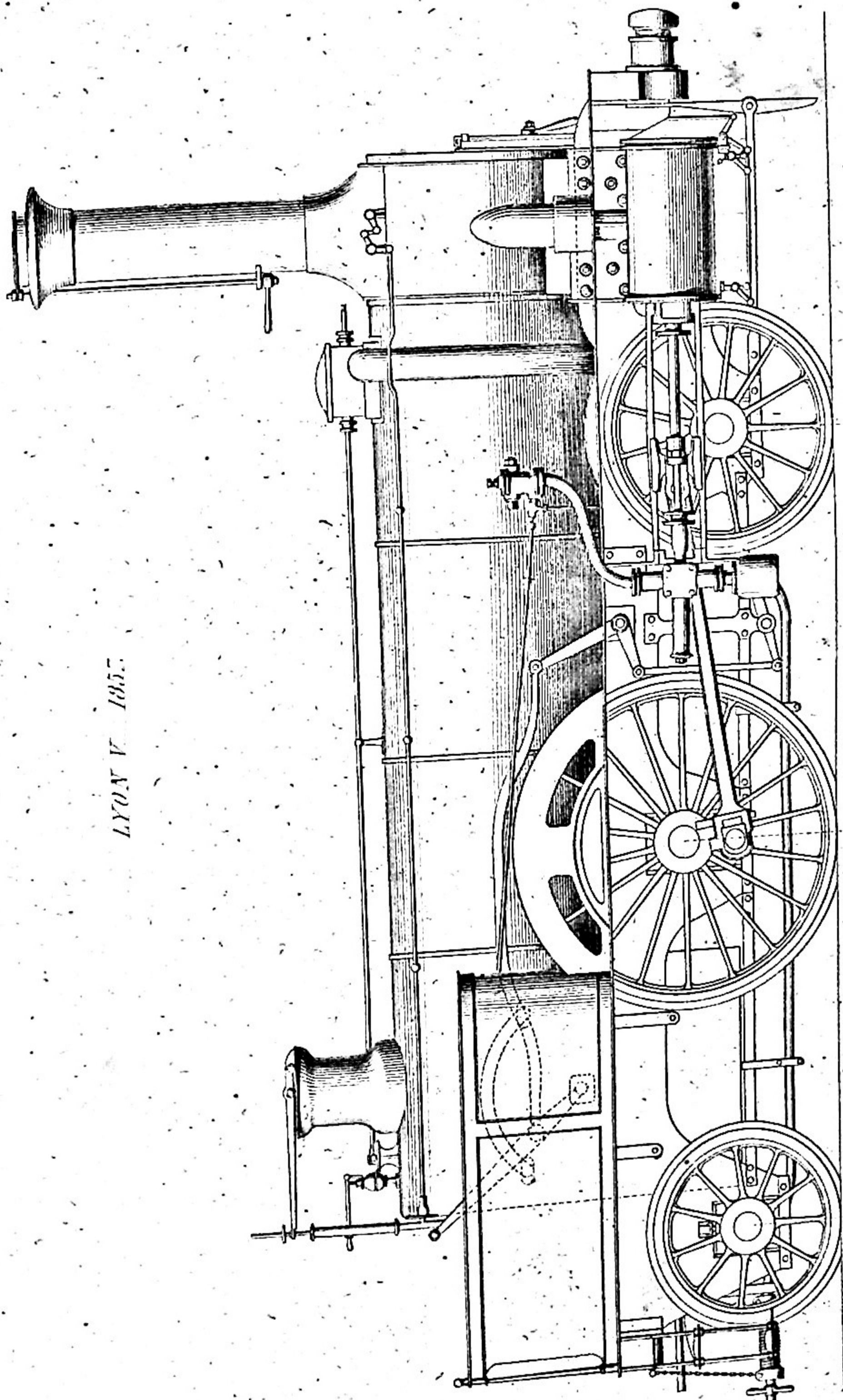
Ech. 1/30.



LYON. V. 1846

Lemaitre sc

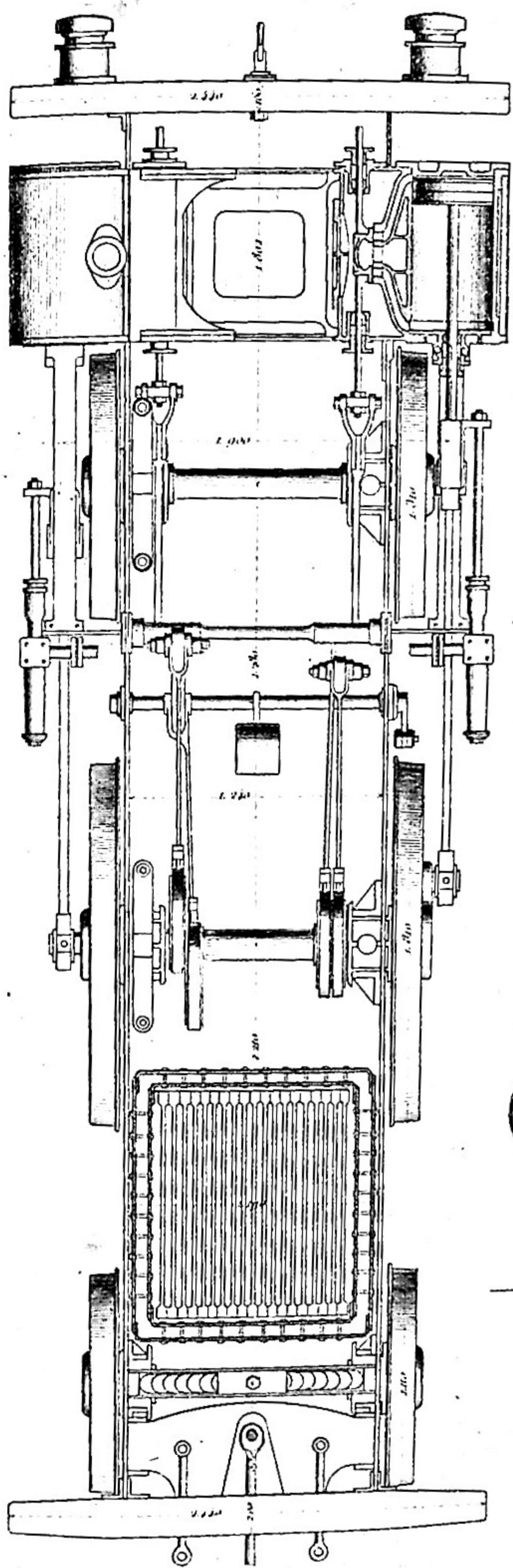
LYON V 1857.



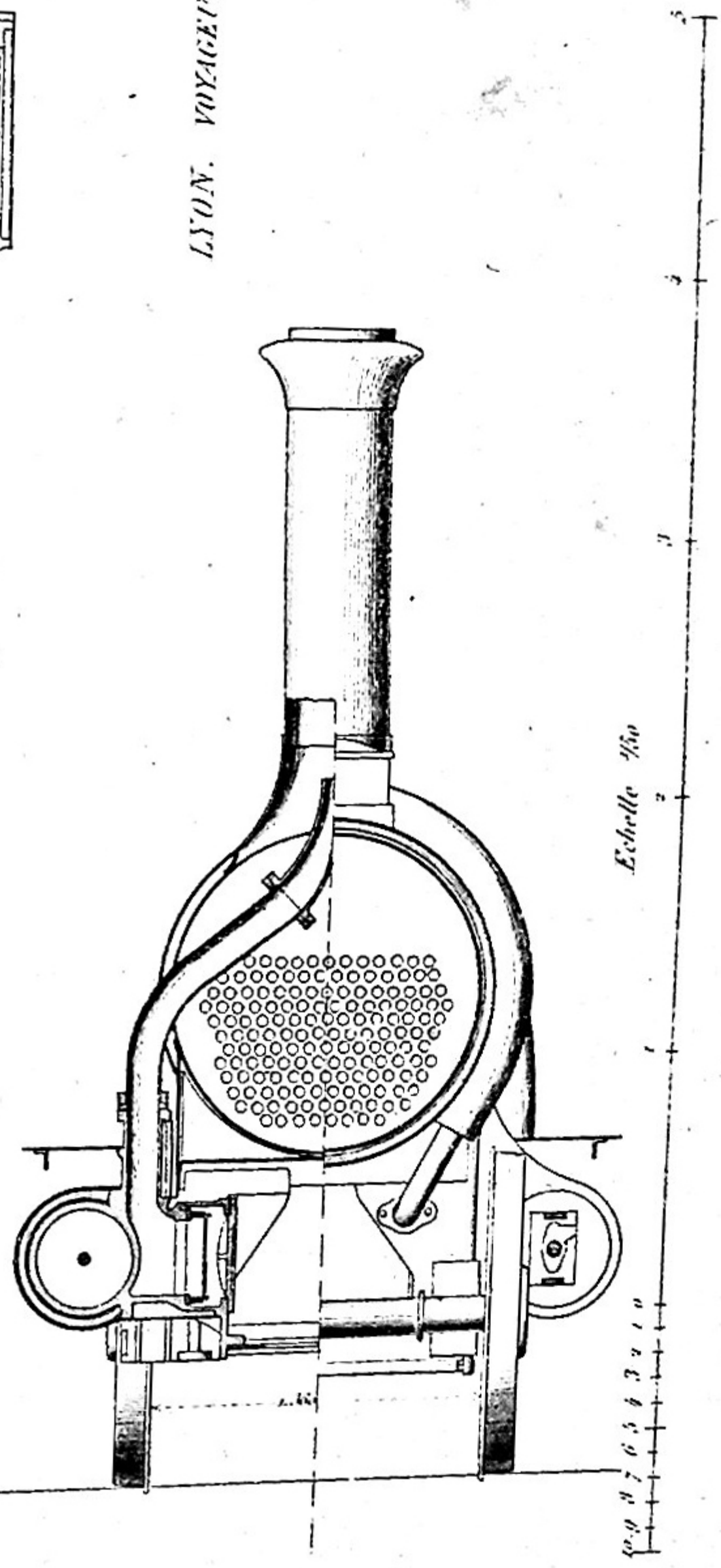
Echelle 1/50 m

L. Guignot sc.

J. Gaudry dir.



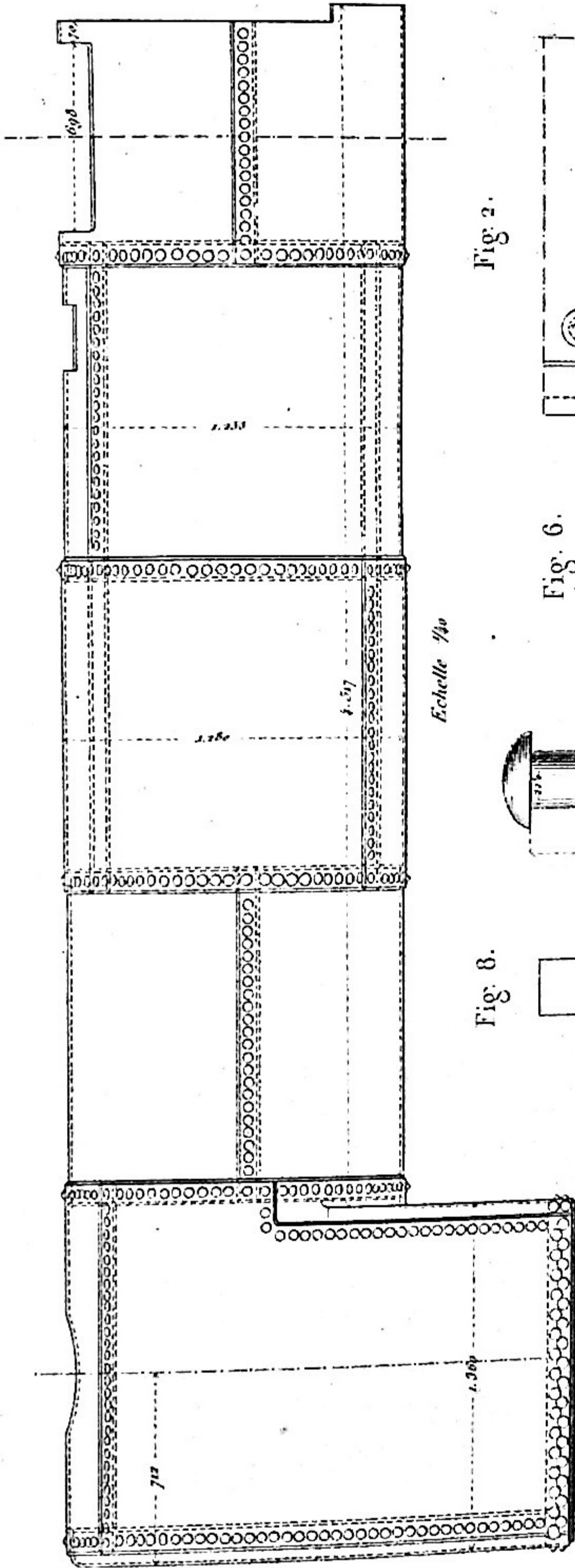
LYON. VOYAGEURS 1850



L. Galignet sc.

J. Gaudry dir.

L'YON. VOYAGEURS. Fig. 1.



Echelle 1/40

Fig. 8.

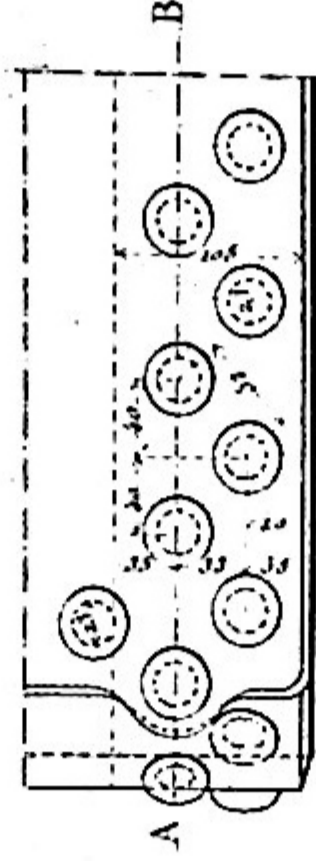
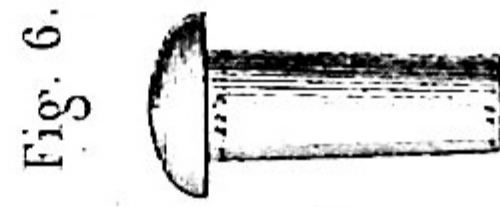


Fig. 2.

Fig. 4.

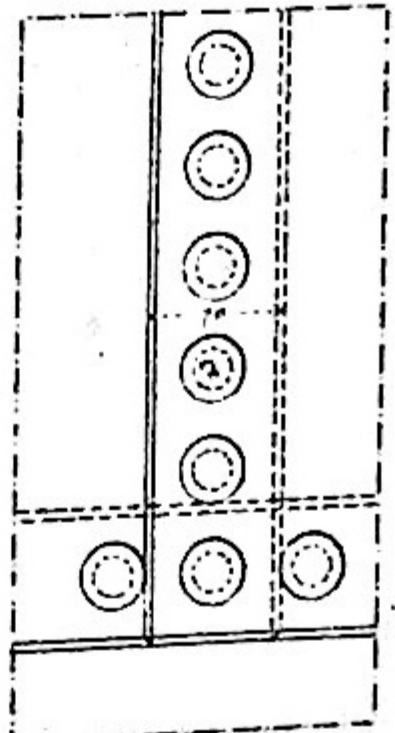
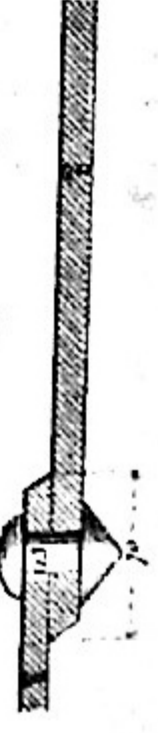
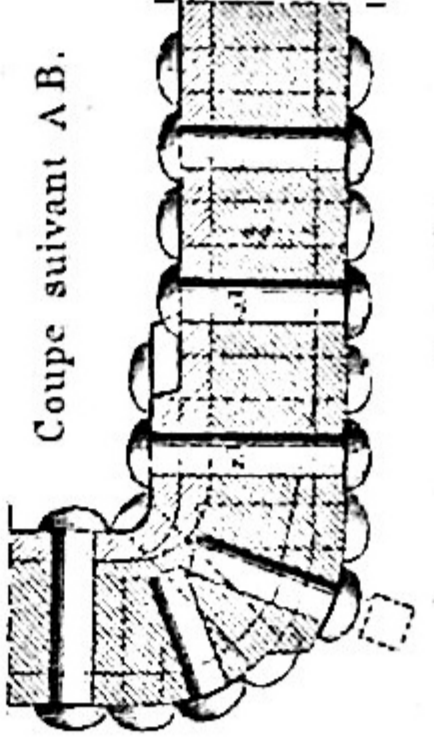


Fig. 5.



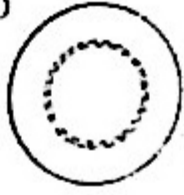
Ech. 1/40

Fig. 3.

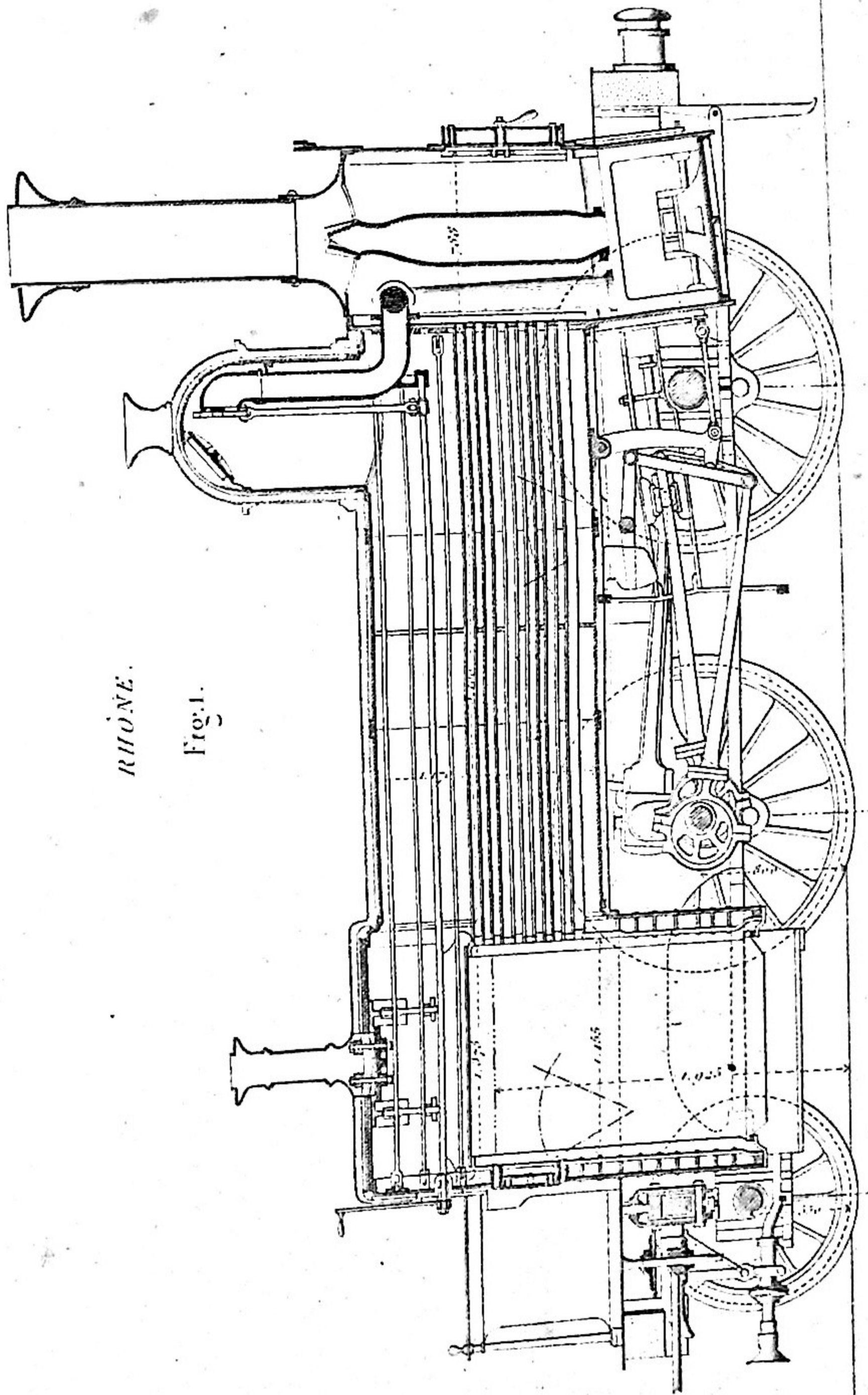


Ech. 1/40

Fig. 7



Echelle de 1/3



RHÔNE.

Fig. 1.

RUONE. Fig. 2.

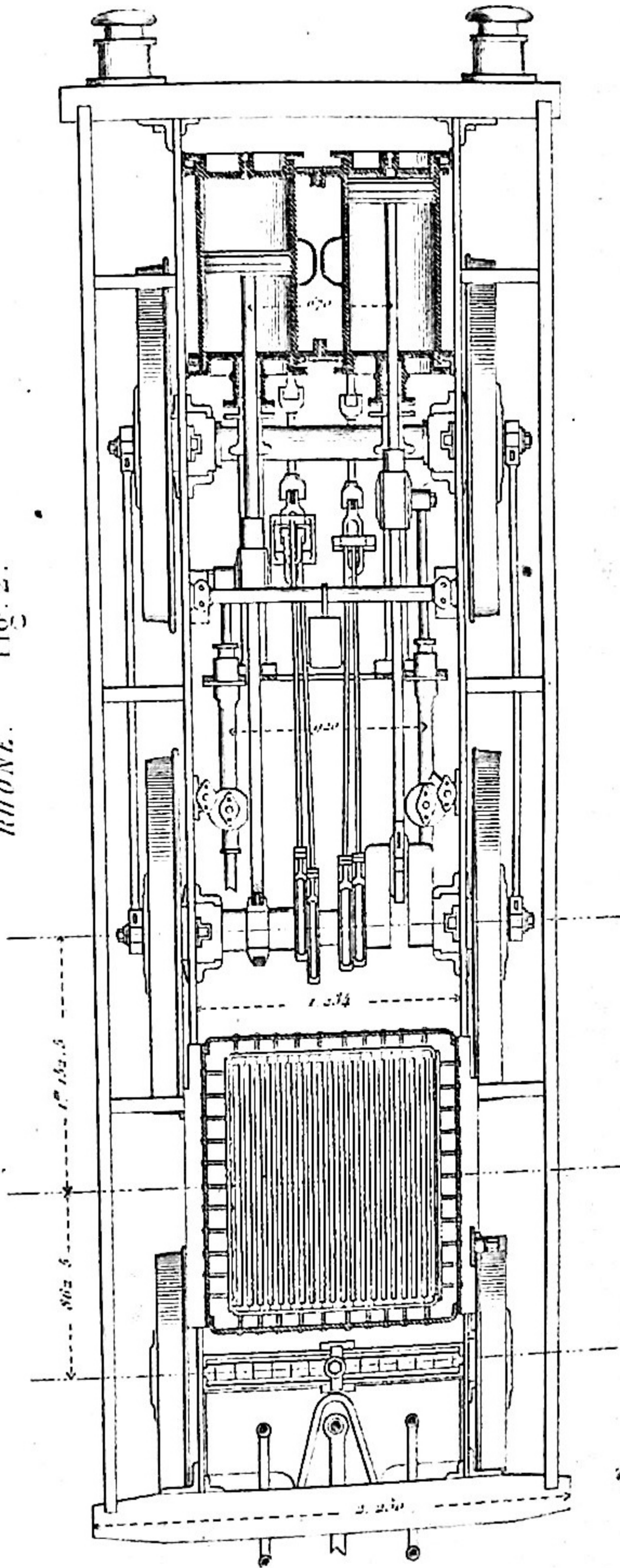
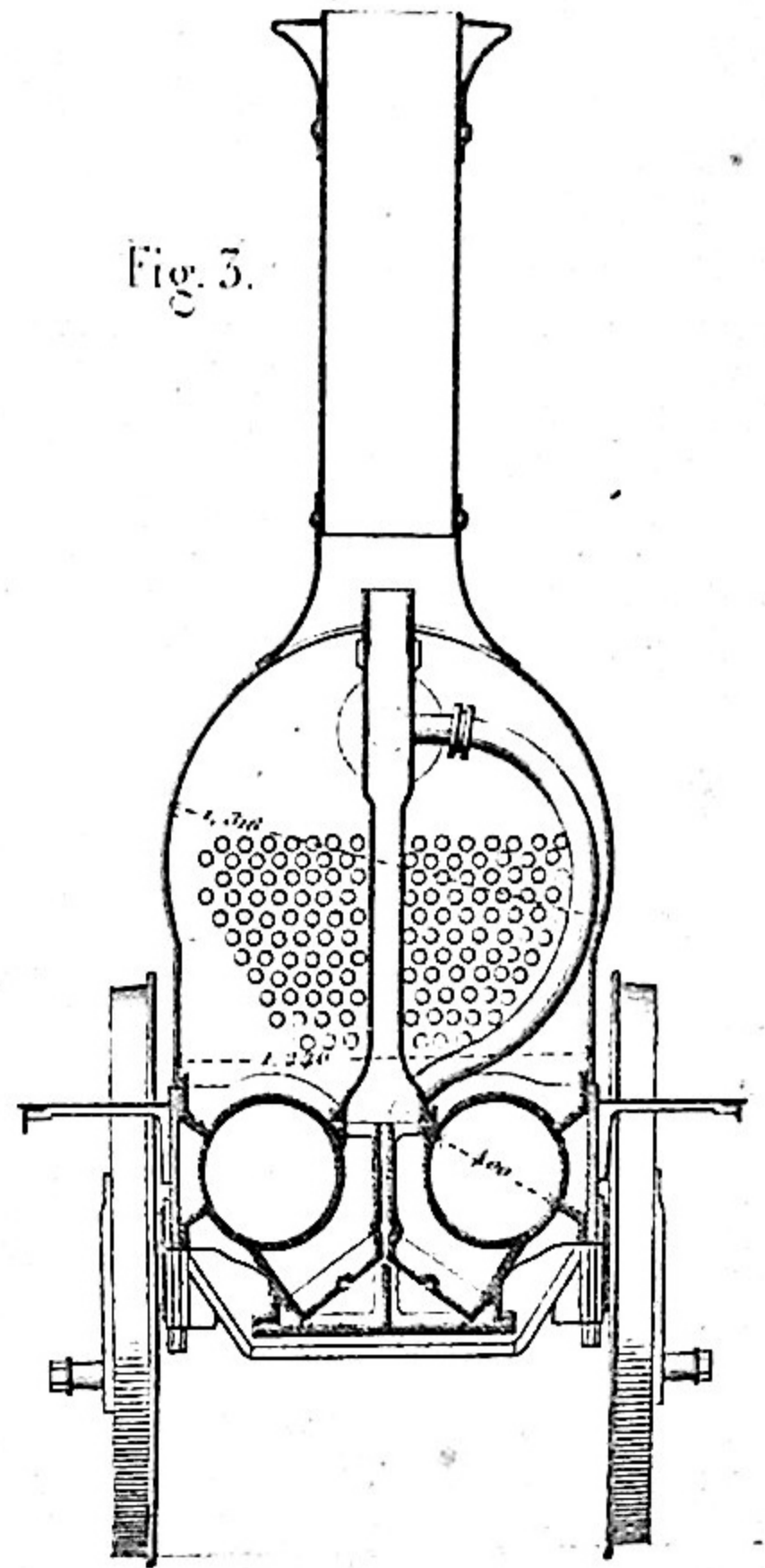
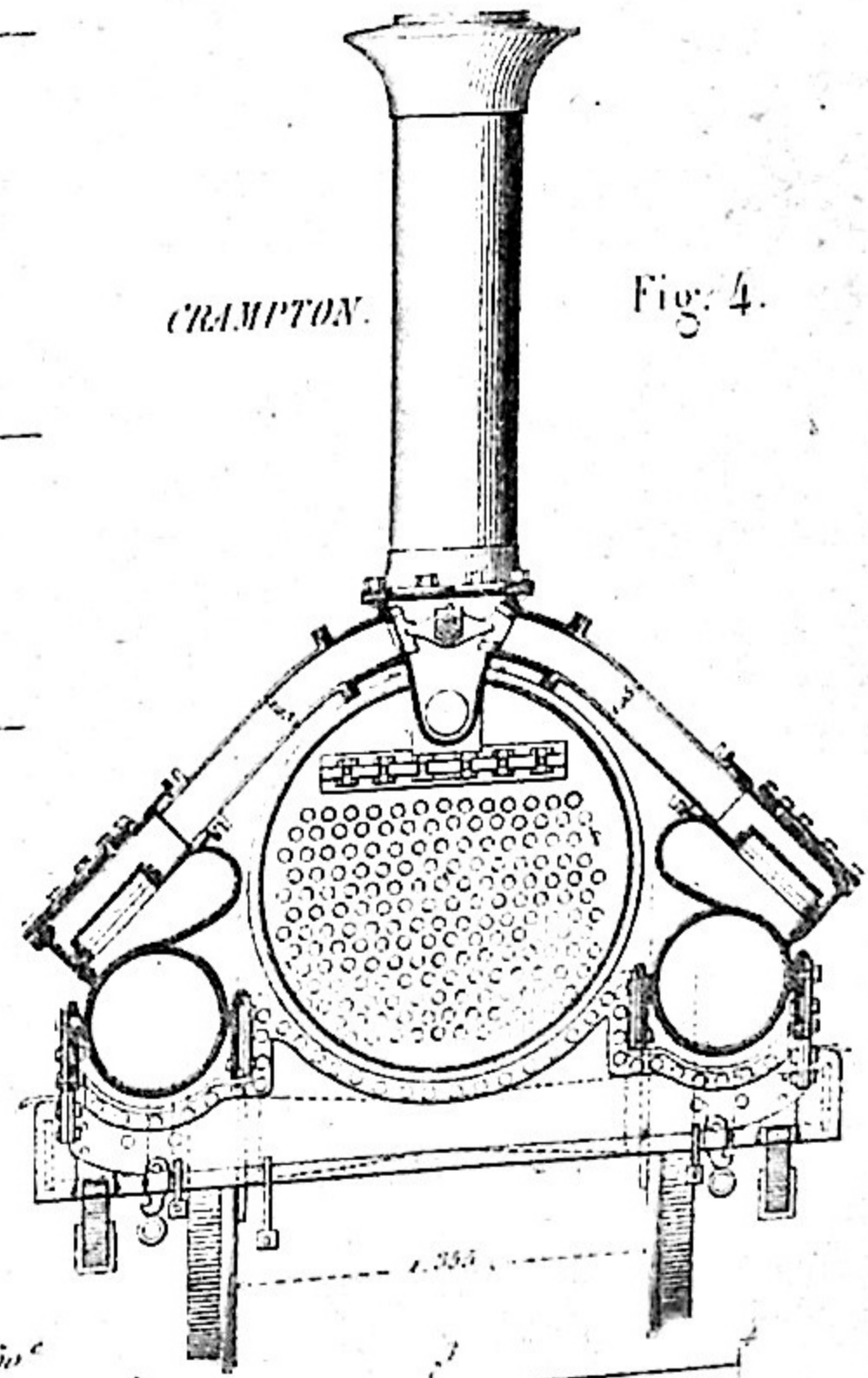


Fig. 3.



CRAMPTON.

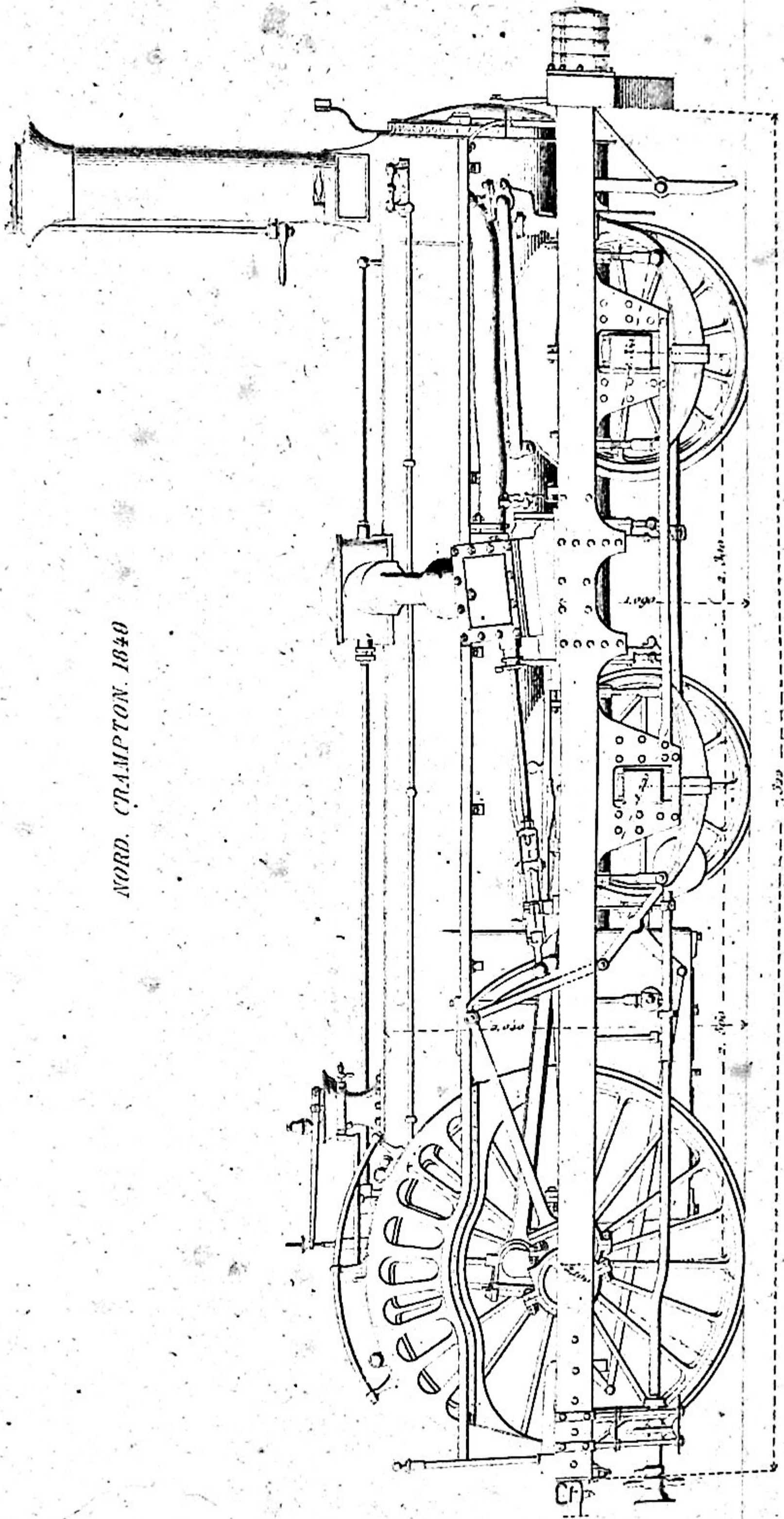
Fig. 4.



Ech. 1/50

H. Mathieu del.

NORD. CRAMPTON. 1840



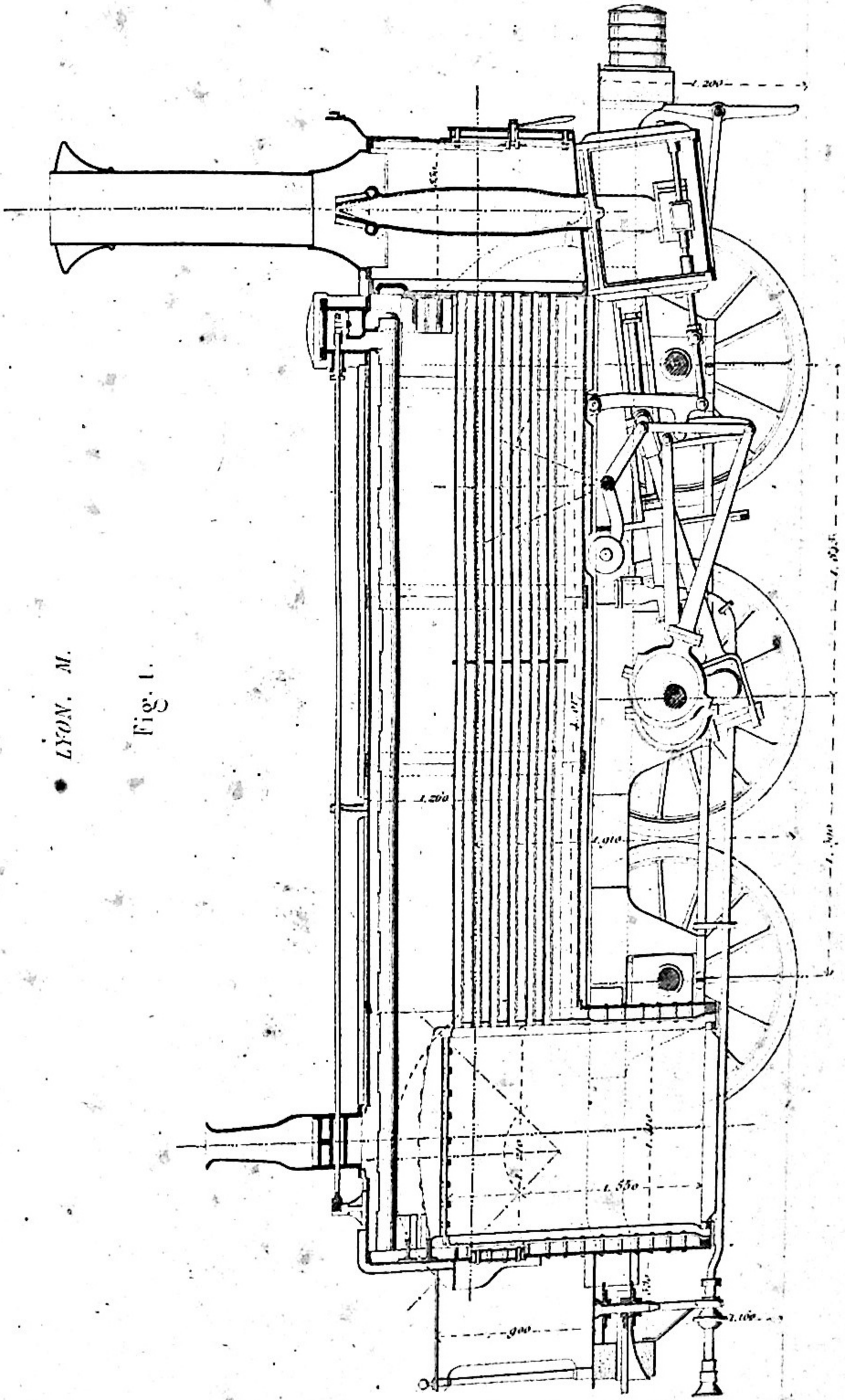
Ech. 1/50^e

5. Mètres



Lemaitre sc.

H. Mathieu dir.



● LYON. M.

Fig. 1.

5 Mètres

Ech. 1/50'

Lemaire sc

H. Mathieu dir.

Fig. 2.

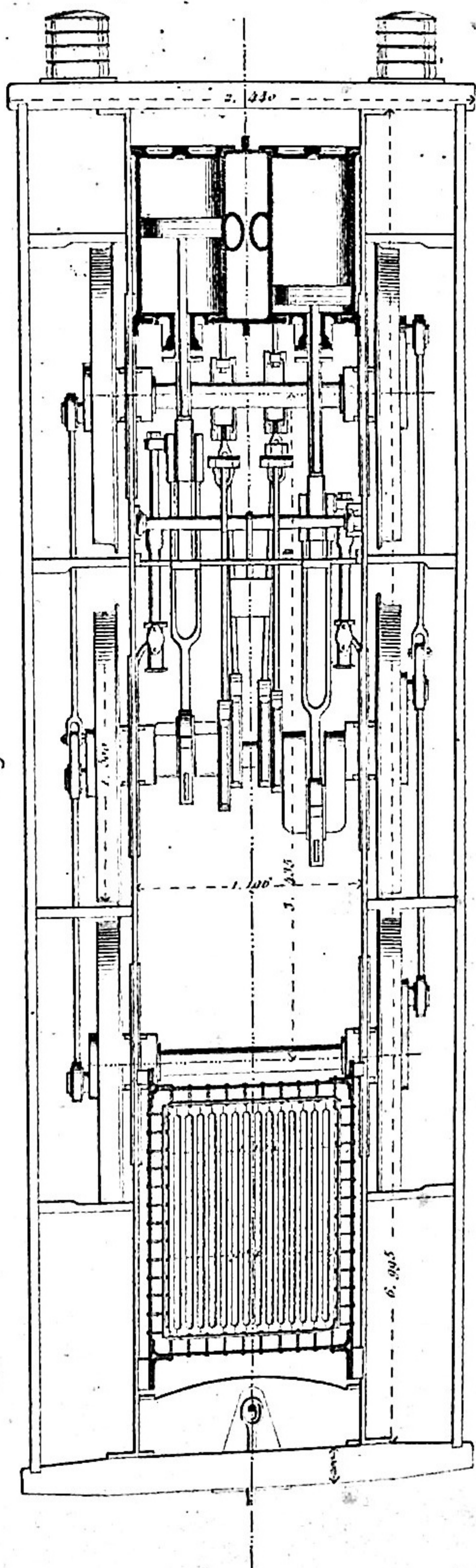


Fig. 3.

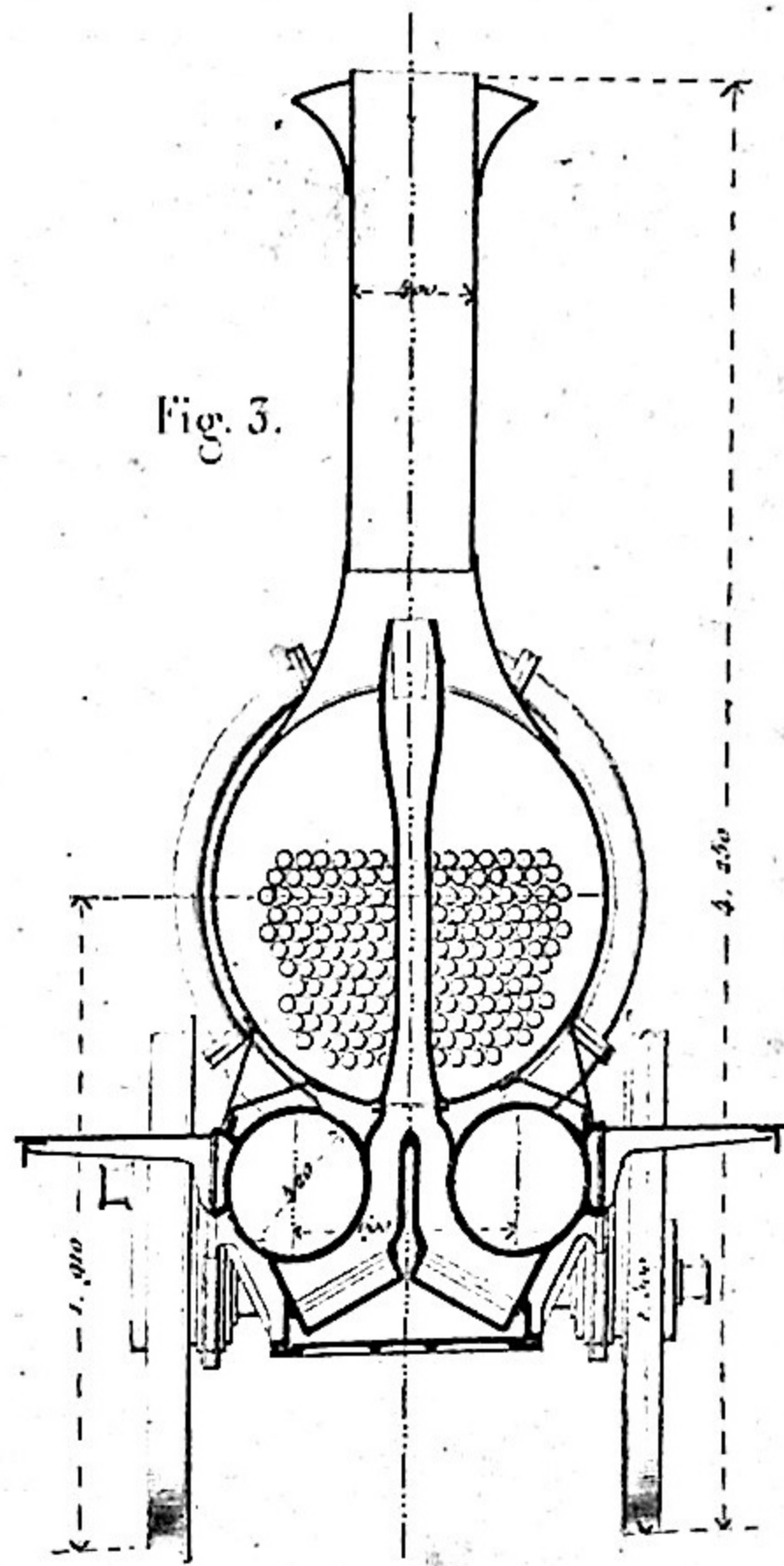
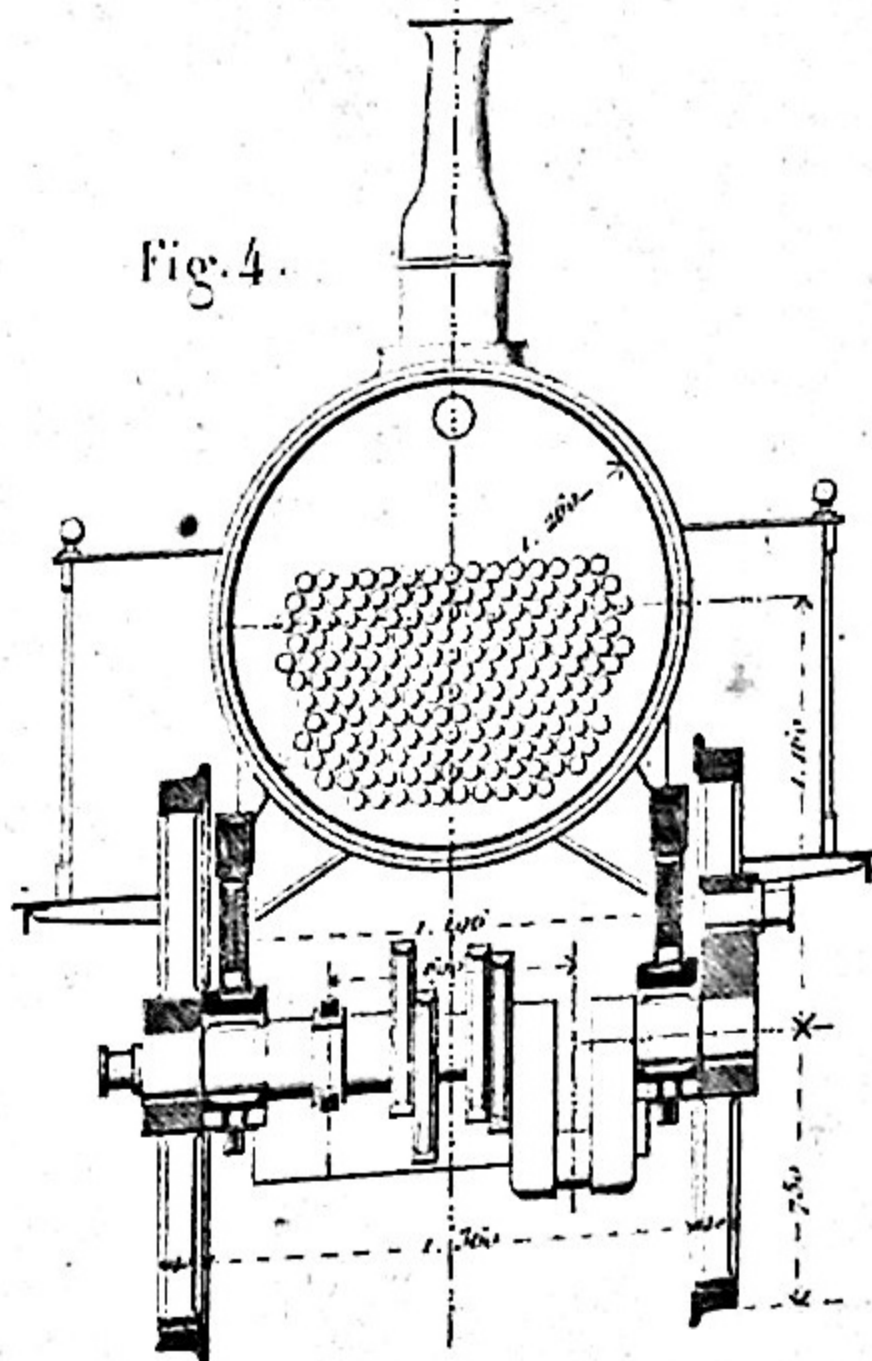


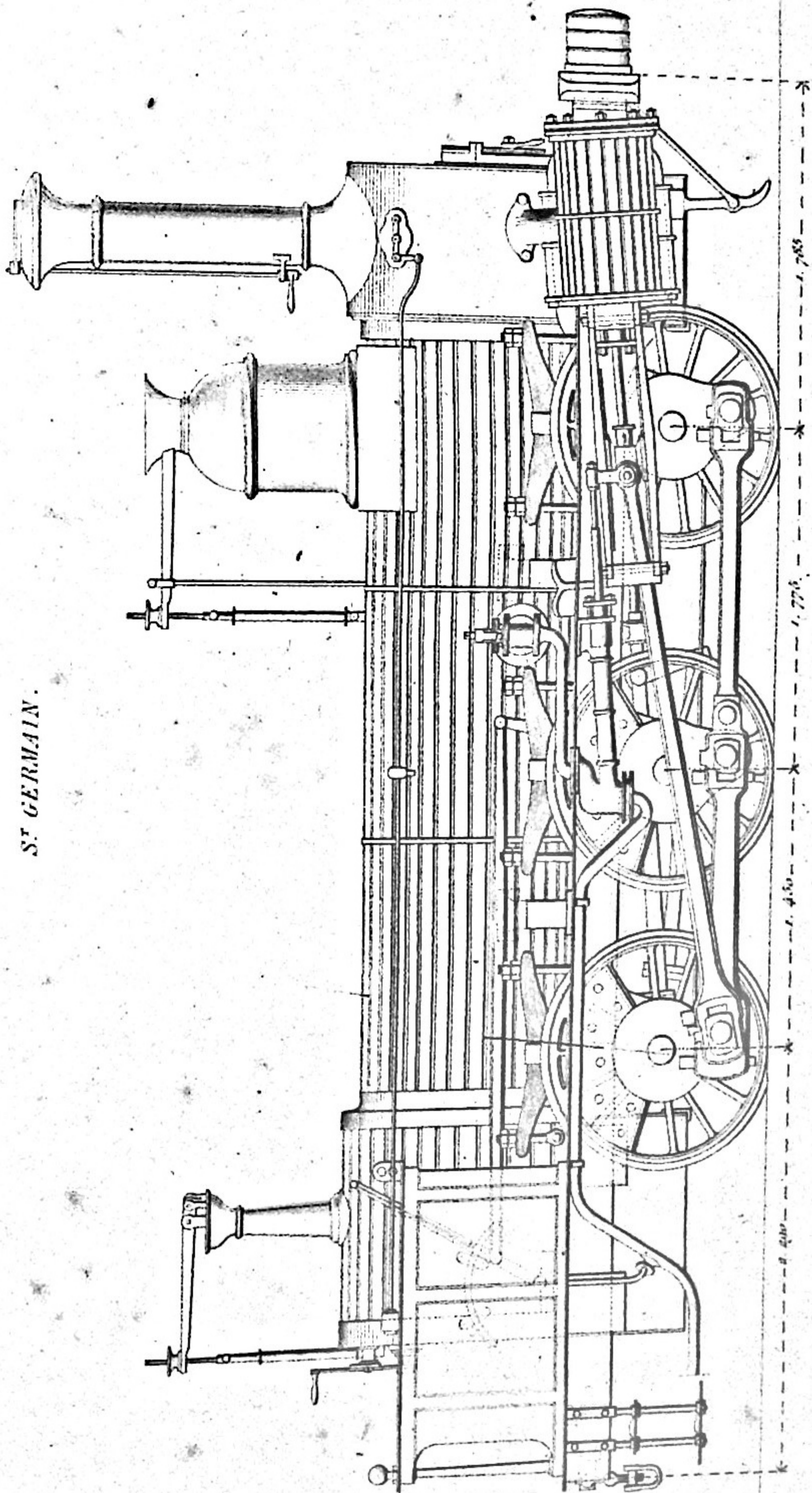
Fig. 4.

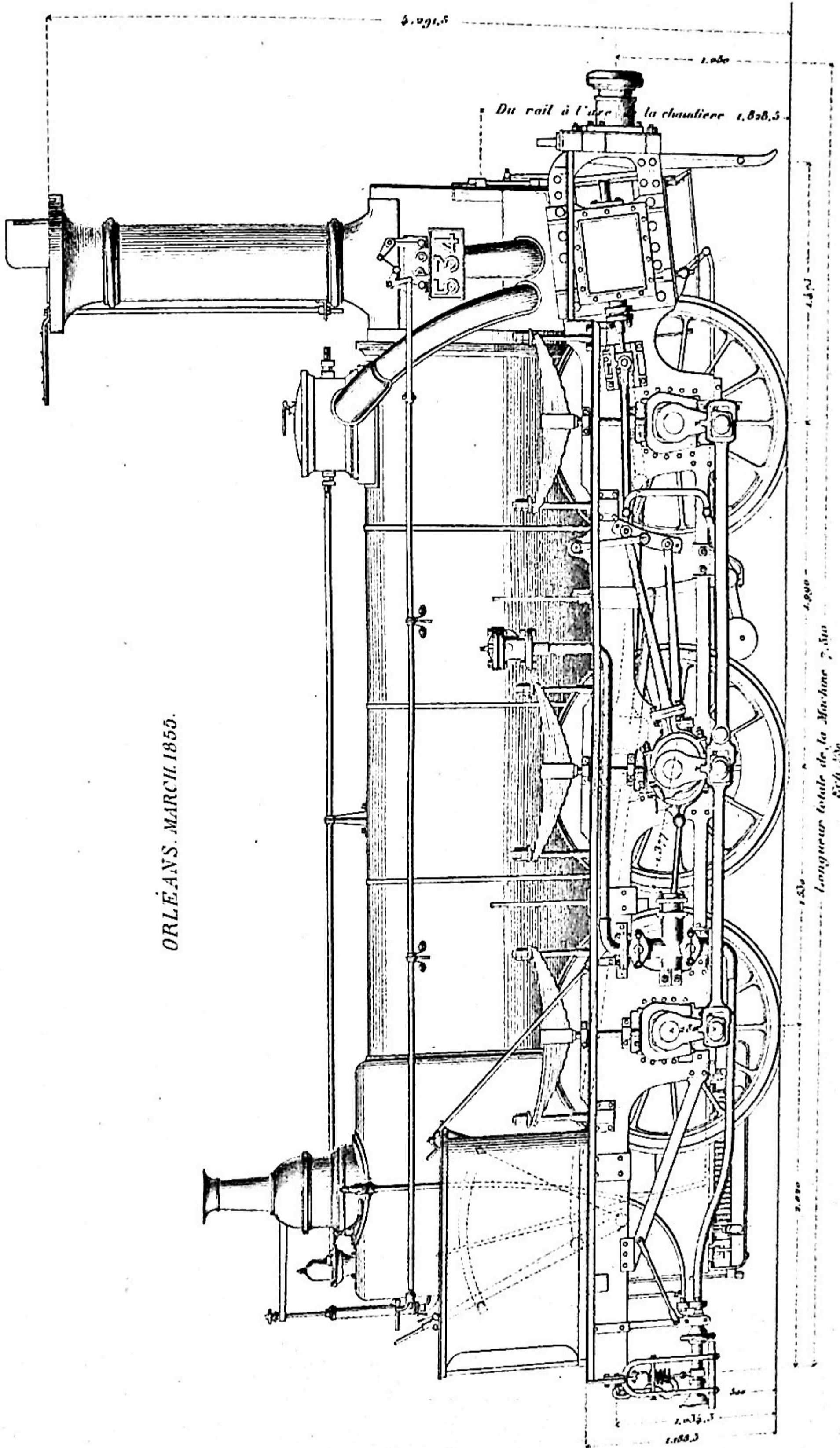


Ech. 1/50^e

2 Mèt. L'œuvre so.

ANTÉE.
S^r GERMAIN.



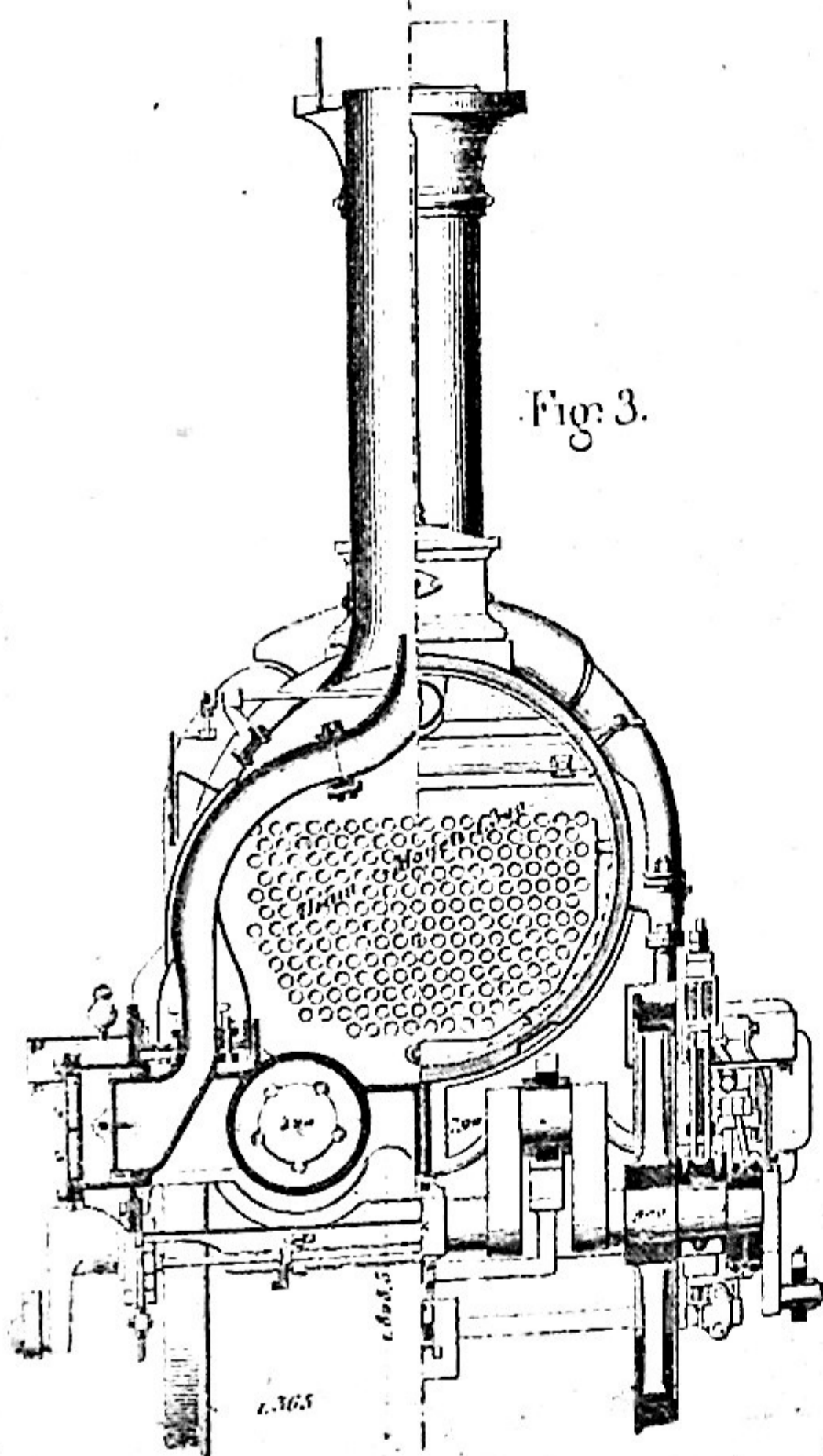
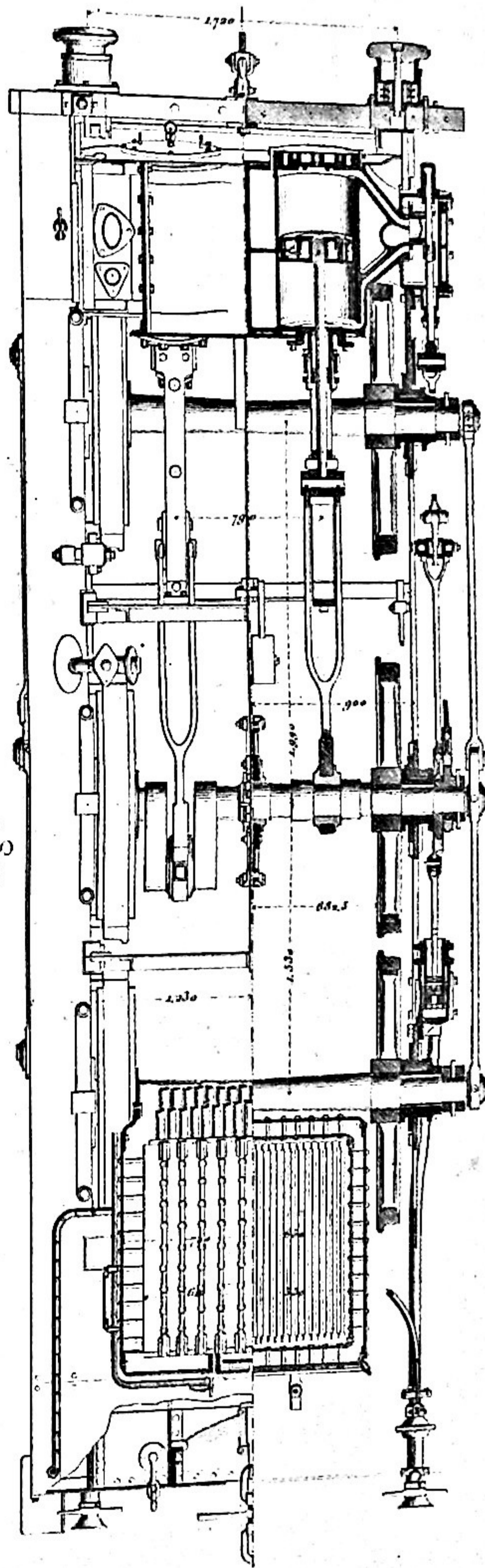
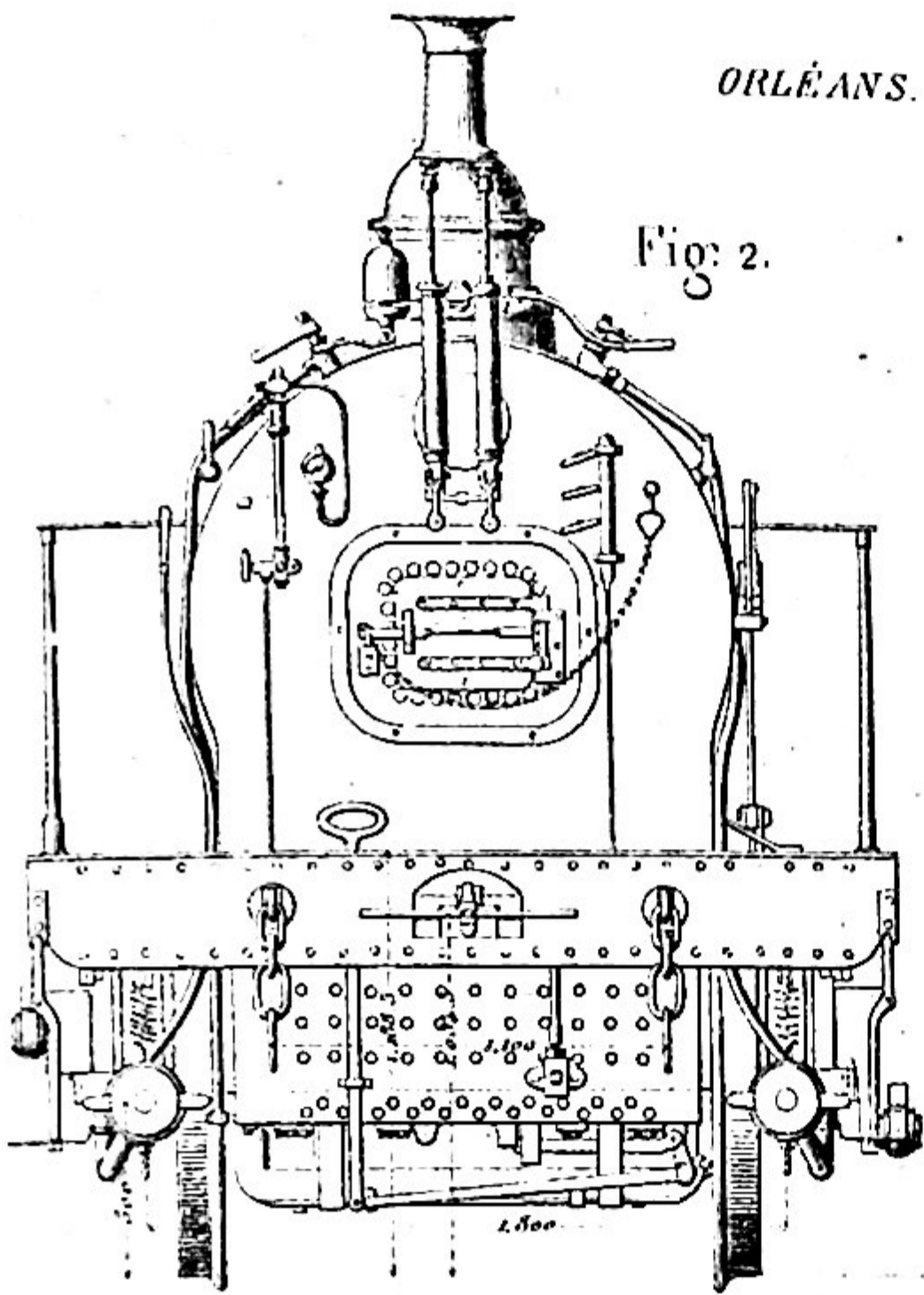


ORLÉANS. MARCH 1855.

L. Guignel del. Fe. sc

J. Gaudry. dir

ORLÉANS. MARCH. 1855.



Hauteur au dessus du Rail. 3.200 5

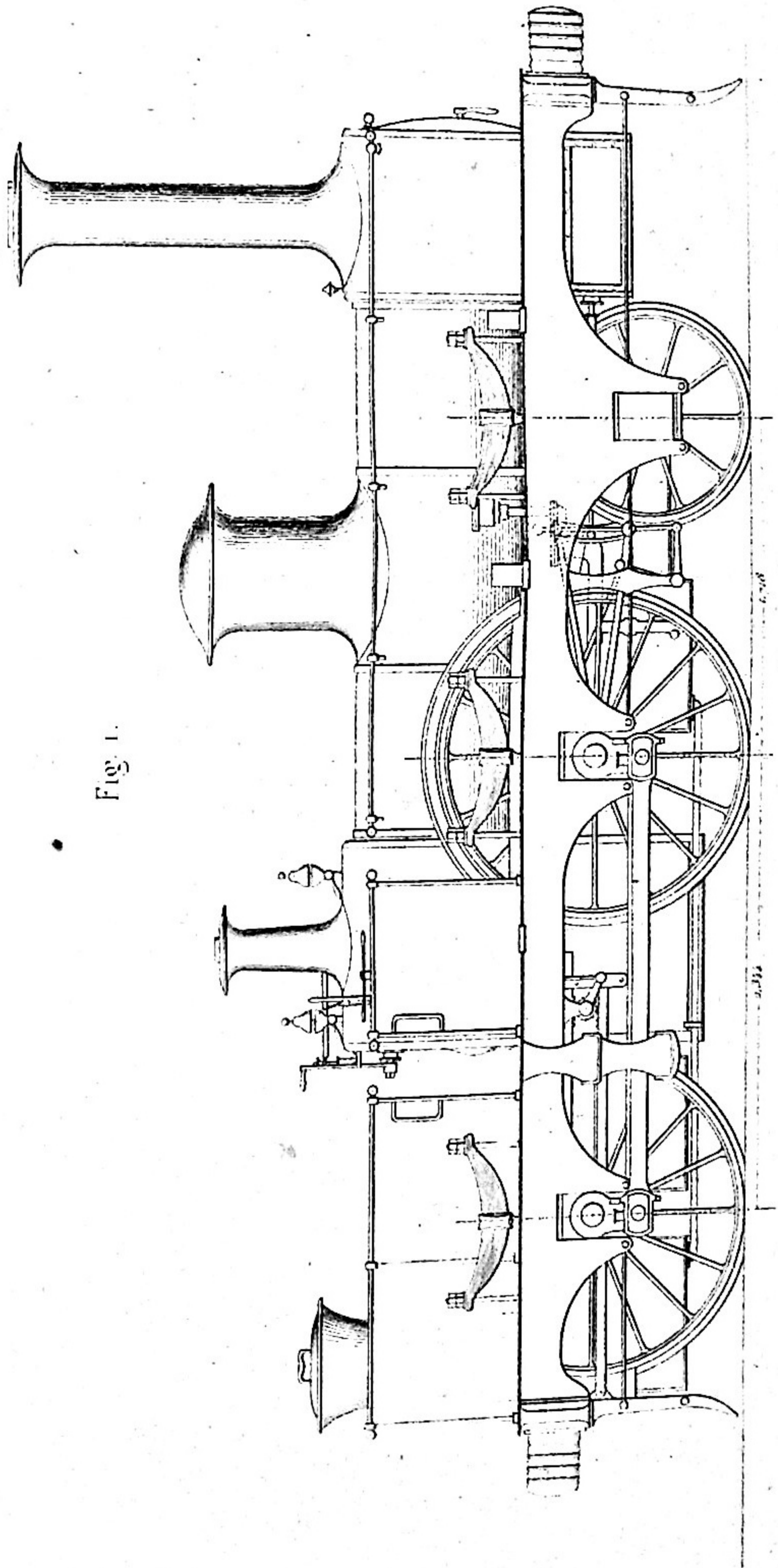
Hauteur au

Ech. 1/20

L. Guipret & Co.

HAWTHORN.

Fig. 1.



Ech. 1/50.



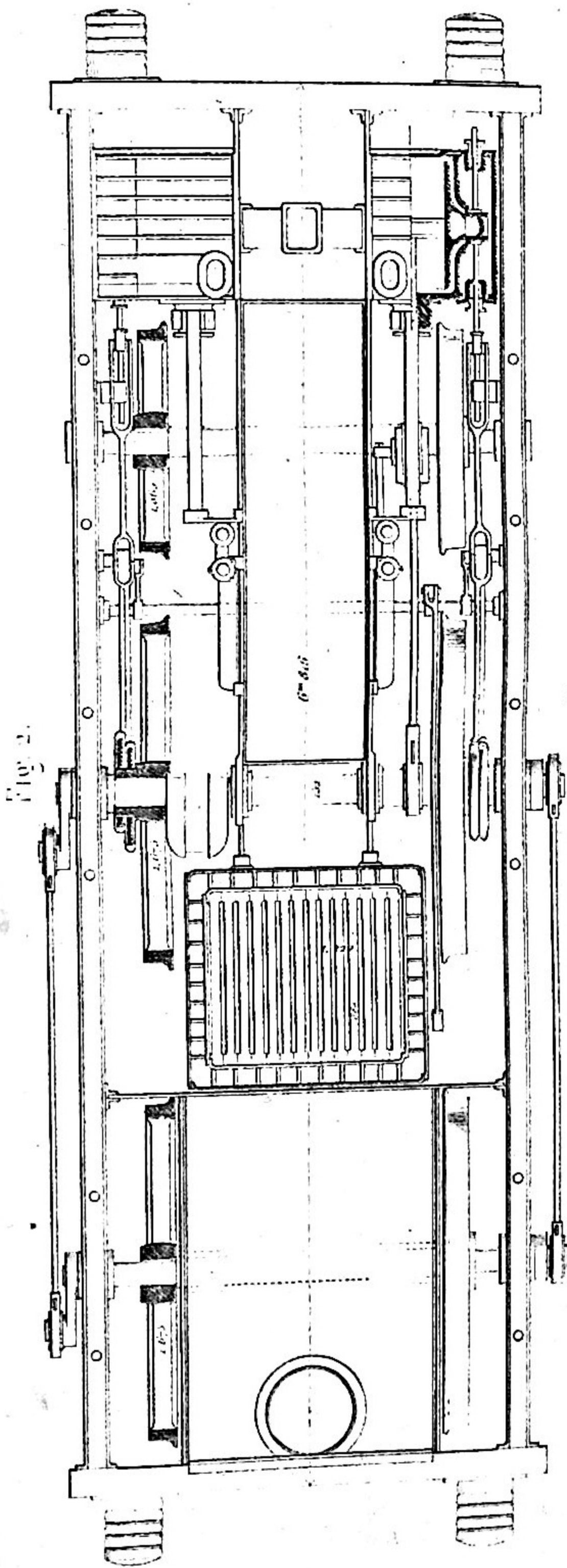


Fig. 2.

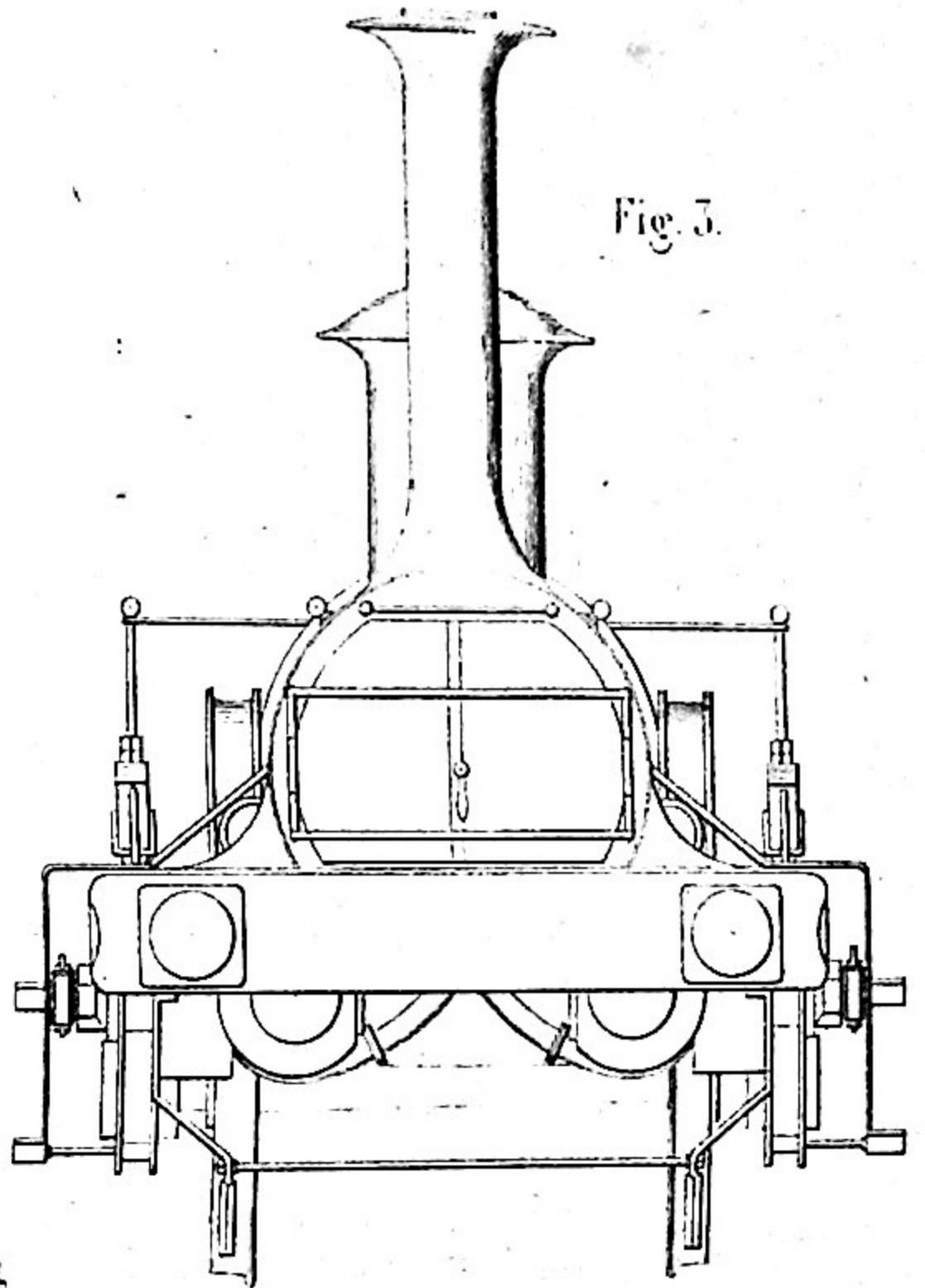


Fig. 3.

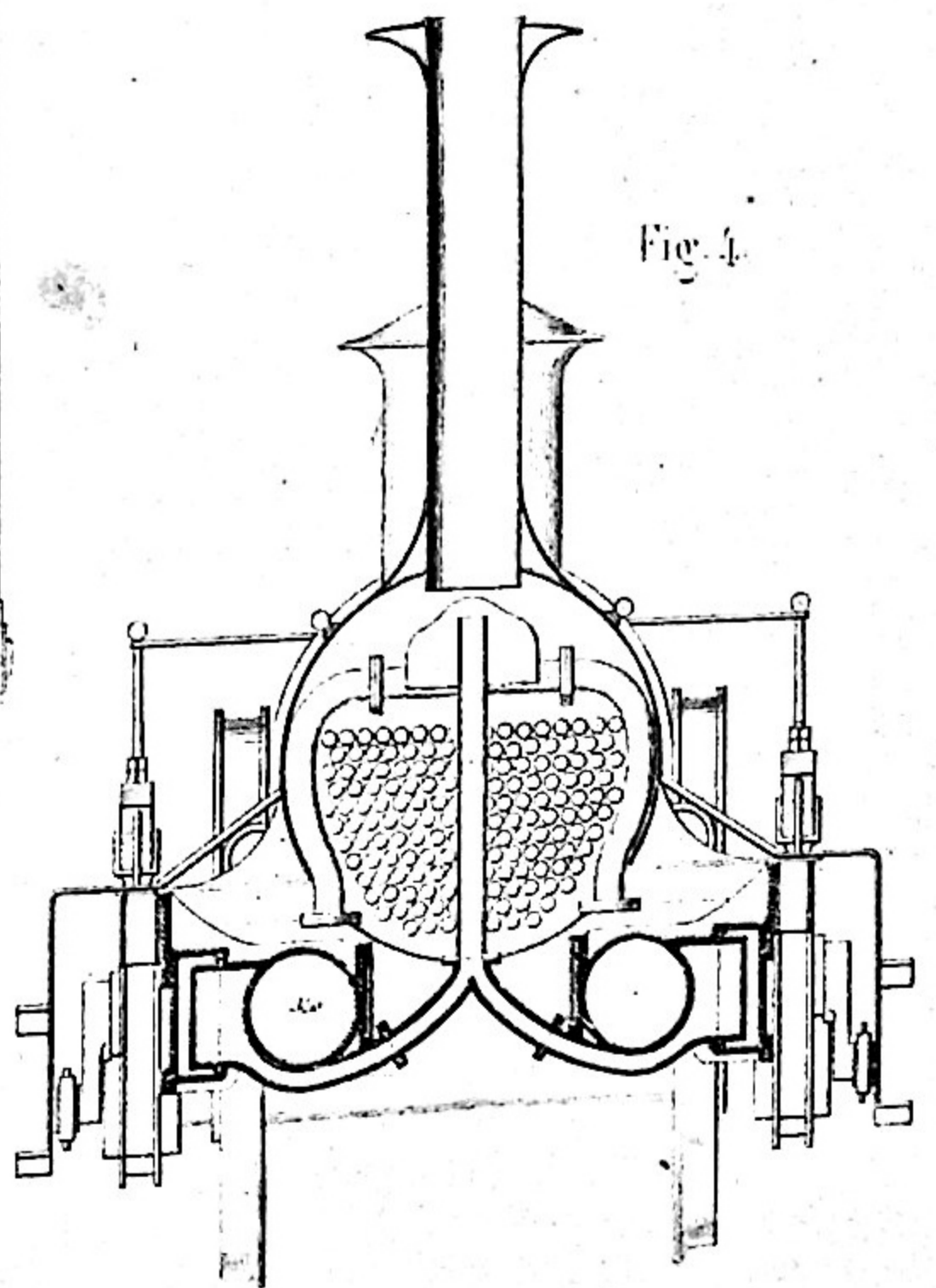
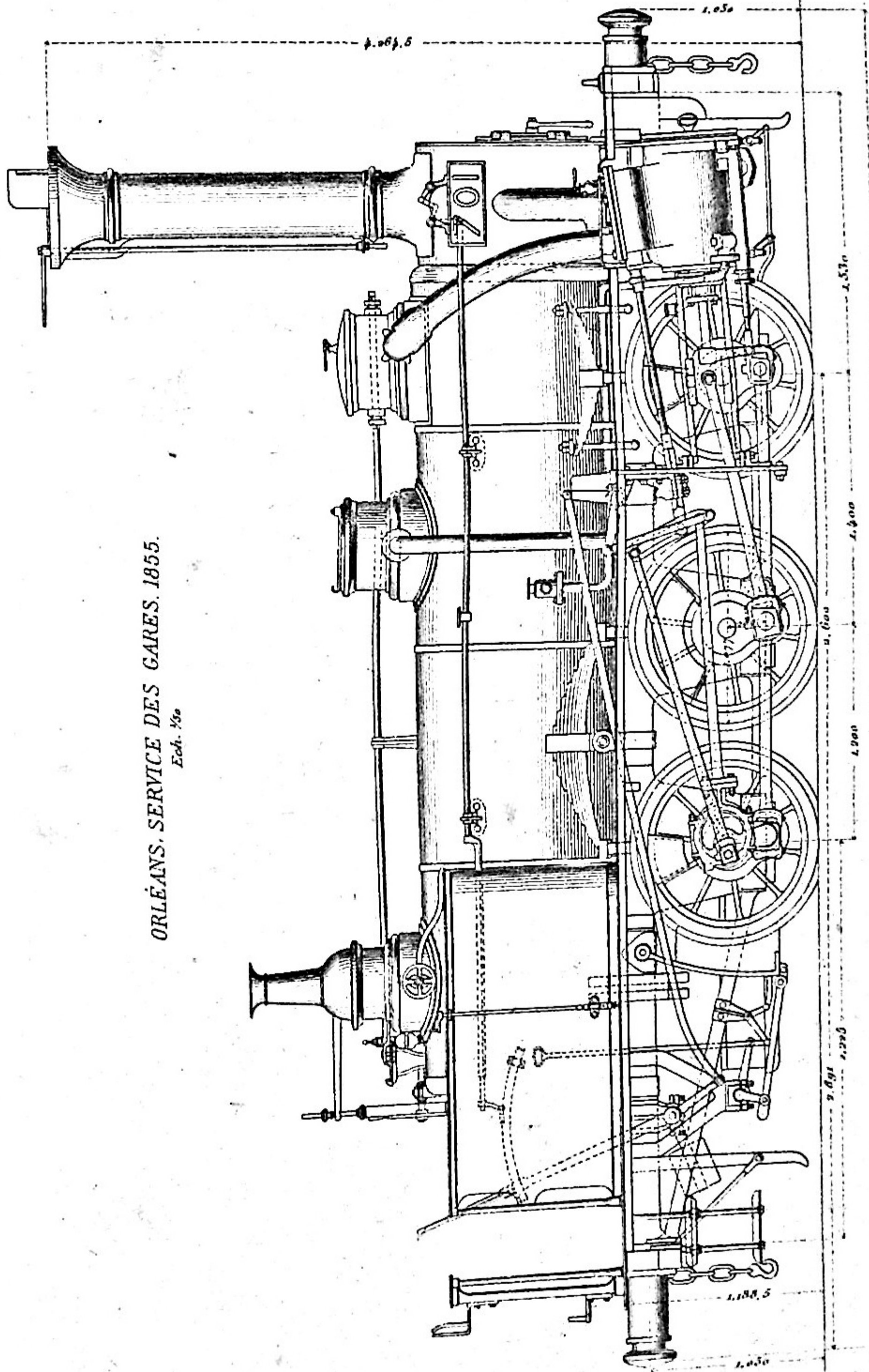
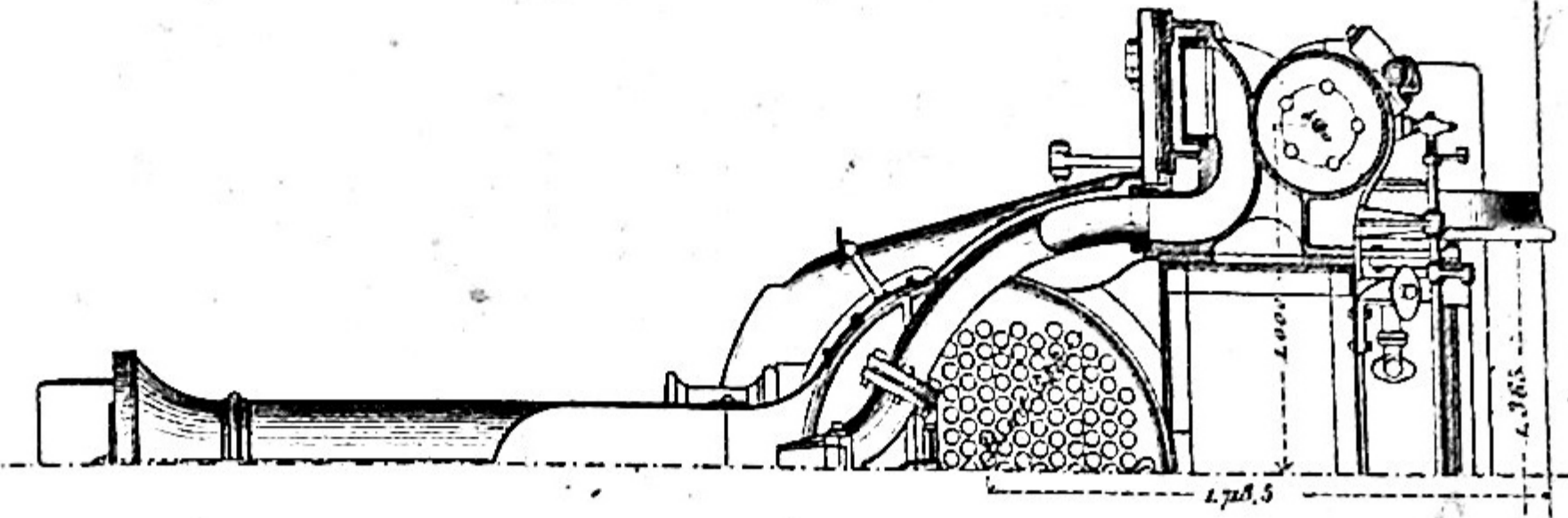


Fig. 4.

Ech. 450.

2 Micra
Lemaire & Co



ORLÉANS. SERVICE DES GARES. 1855.
Ech. 1/50

Longueur totale 7.467

L. Guon

J. Gaudry. dir.

NORD. Machine ENGERTH à Marchandise. 1856.

Fig. 1.

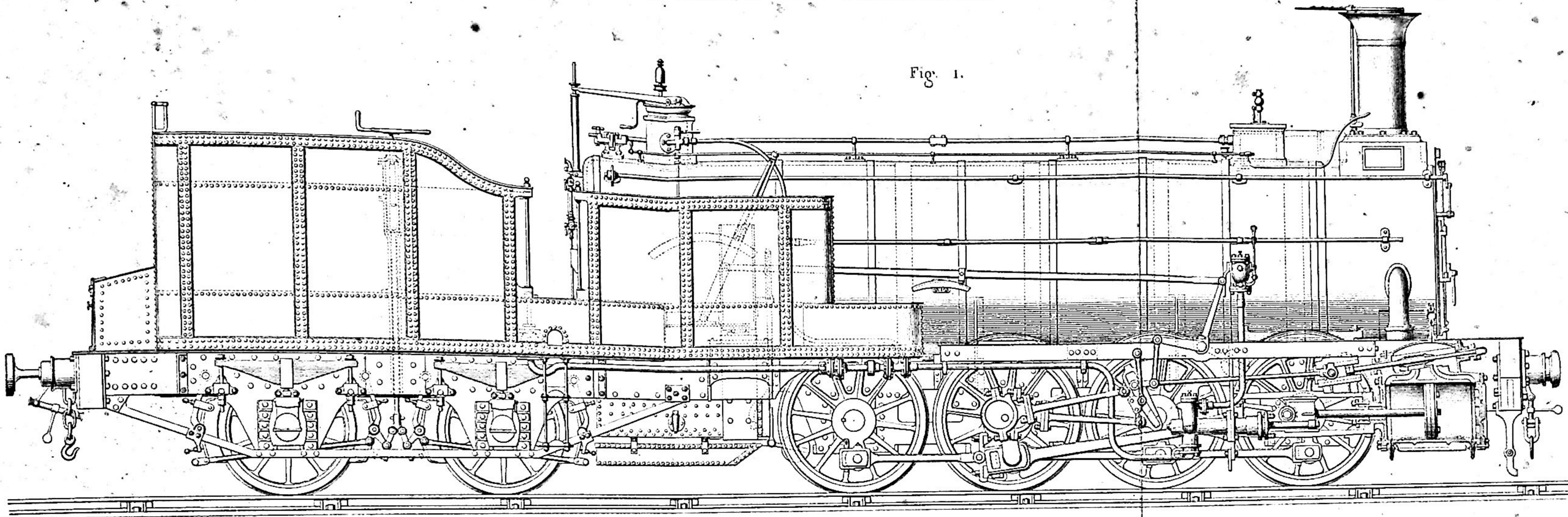
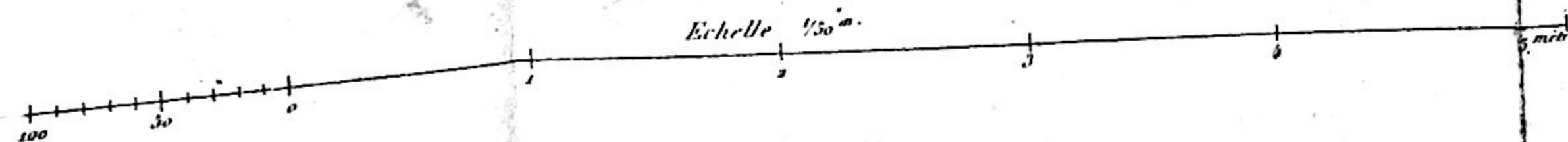
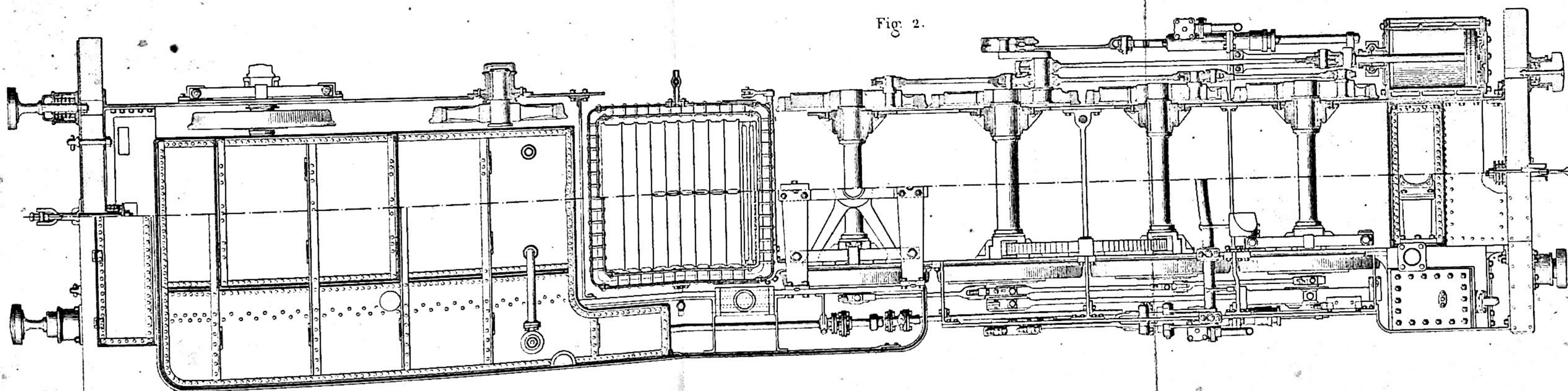


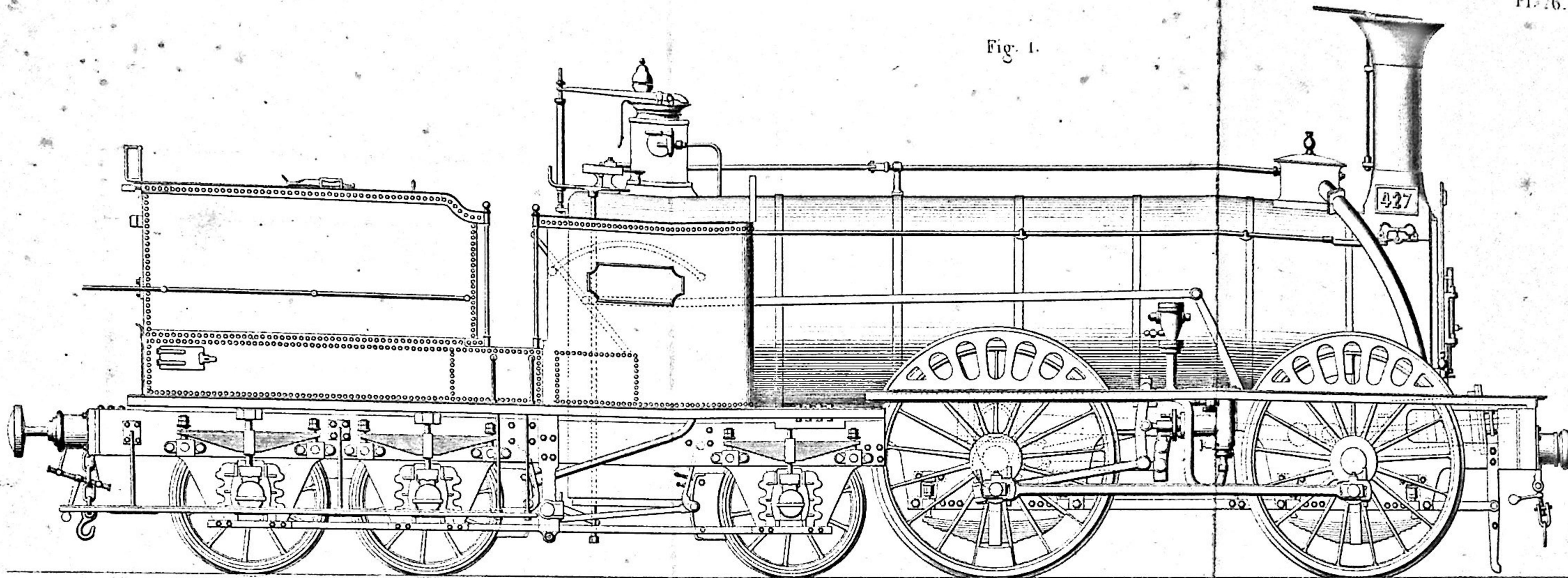
Fig. 2.



L. Guiguet del et sc

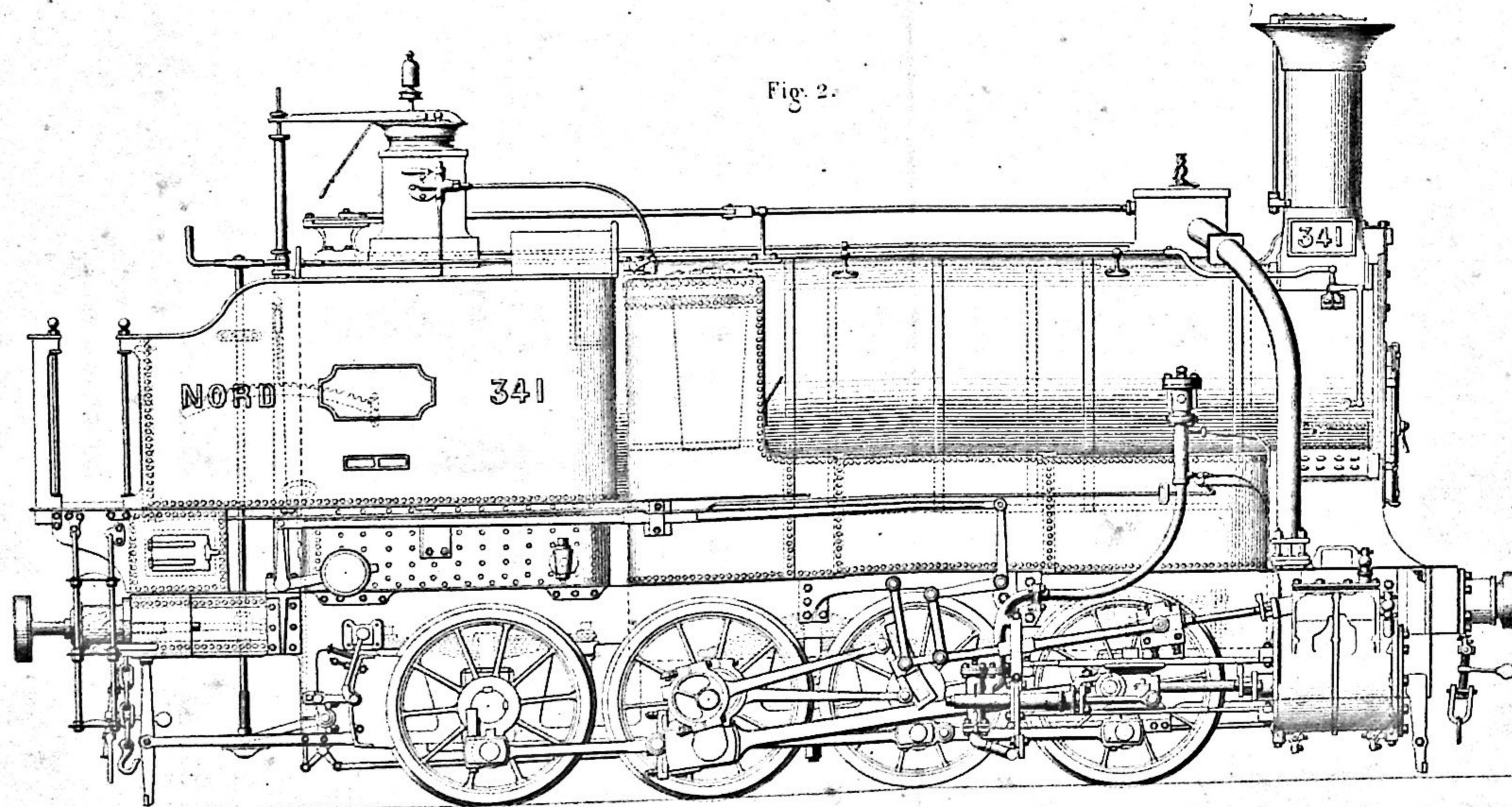
J. Gaudry direc.

Fig. 1.

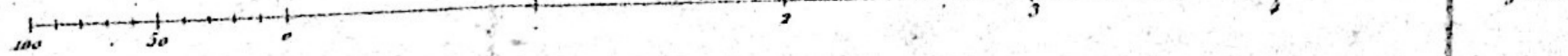


NORD. Machine pour fortes rampes. 1858.

Fig. 2.

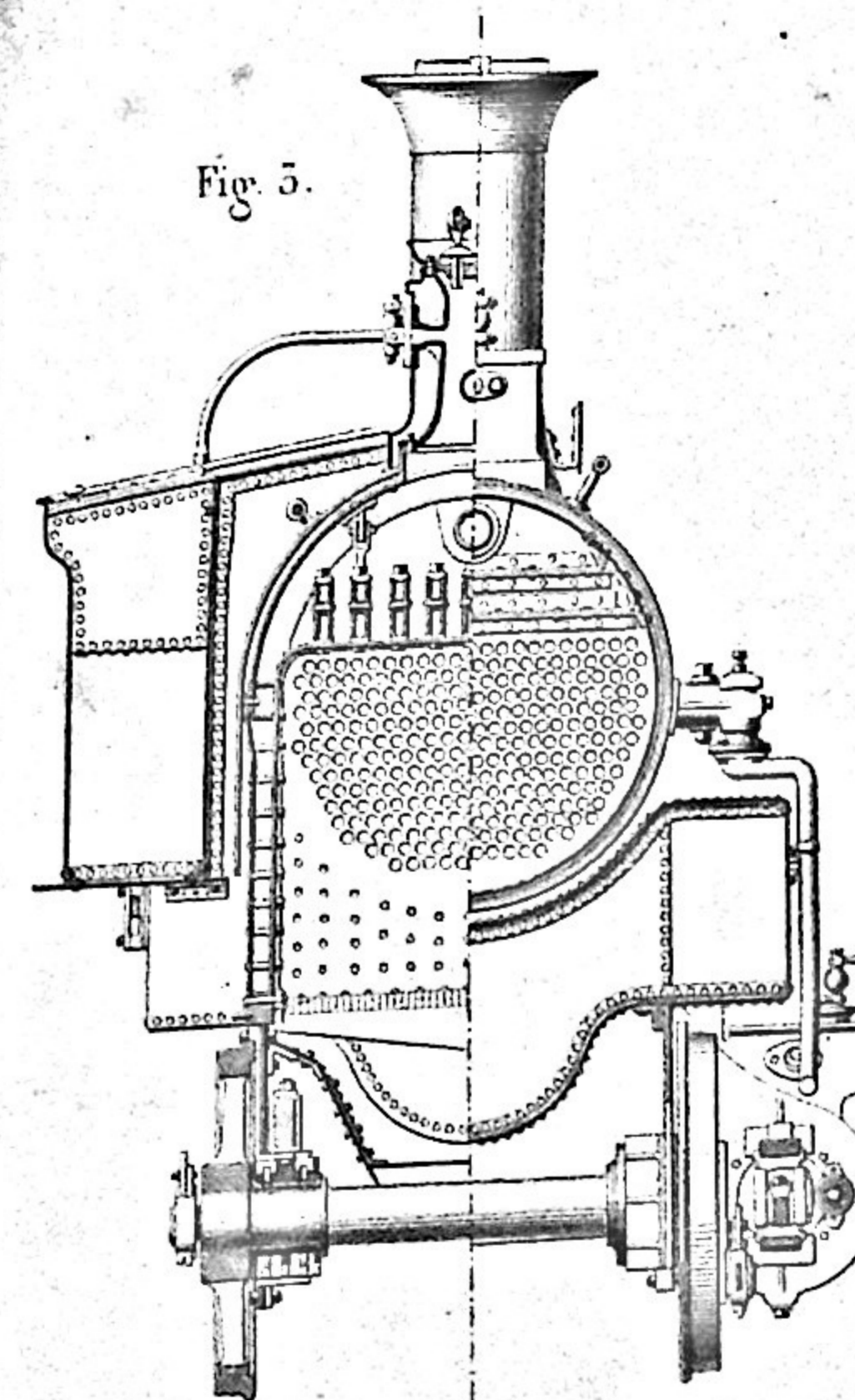


Echelle 1/50 m.



J. Gauthy direc.

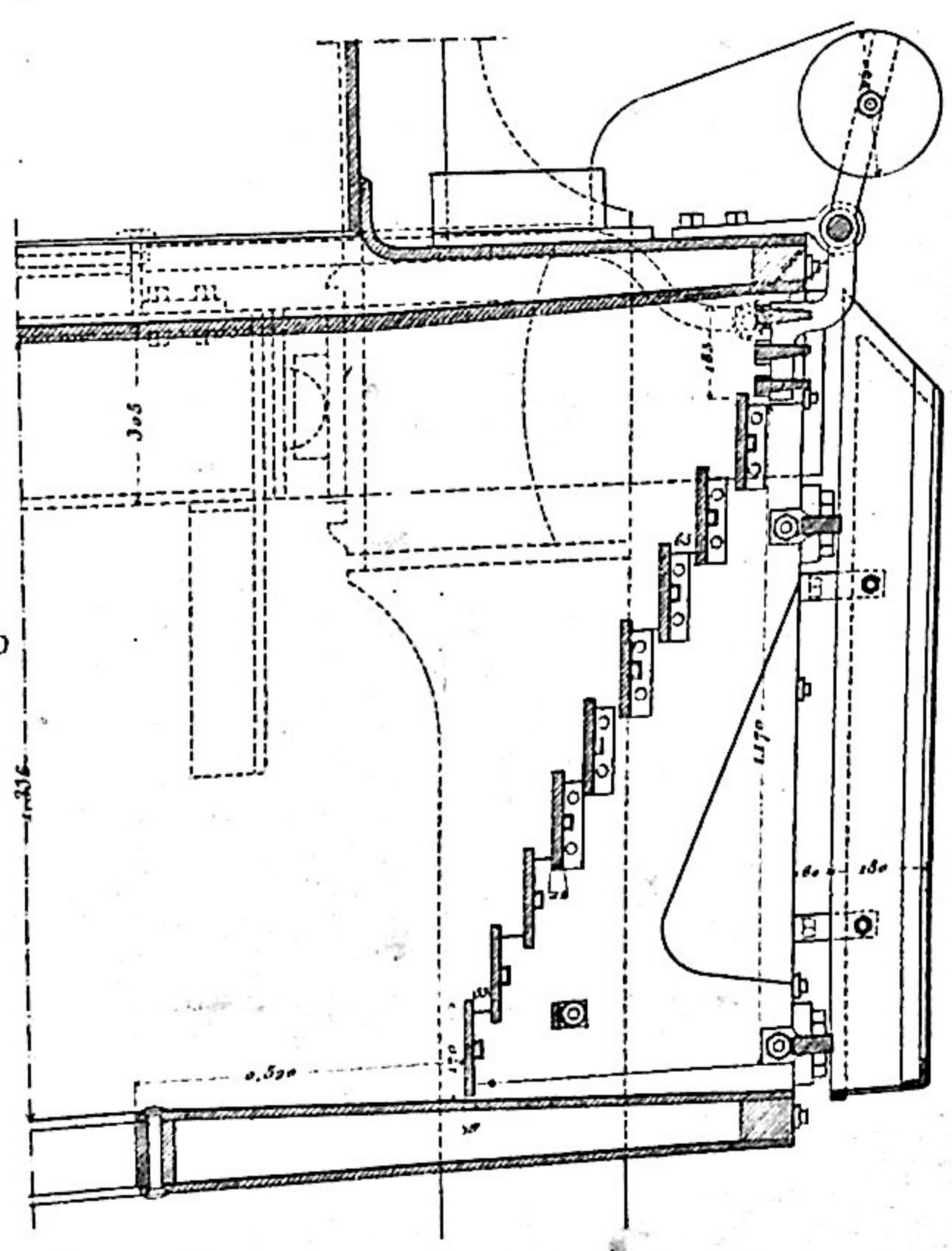
Fig. 5.



L. Guignet del et sc.

NORD. ENGERTH. Marchandises 1857.
Fich. 455

Grille à gradins
Fig. 1.



Articulation.
Fig. 3

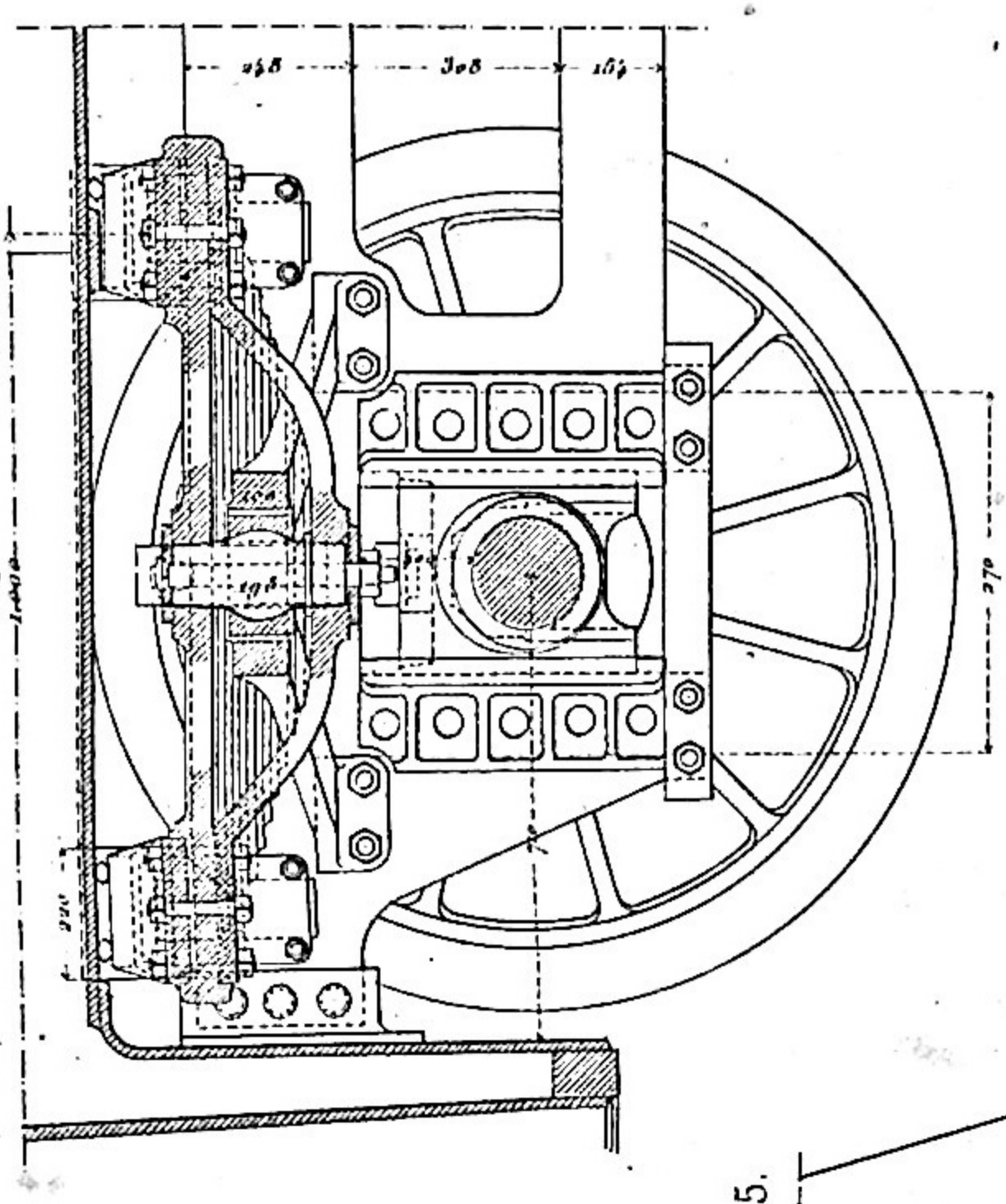


Fig. 4.

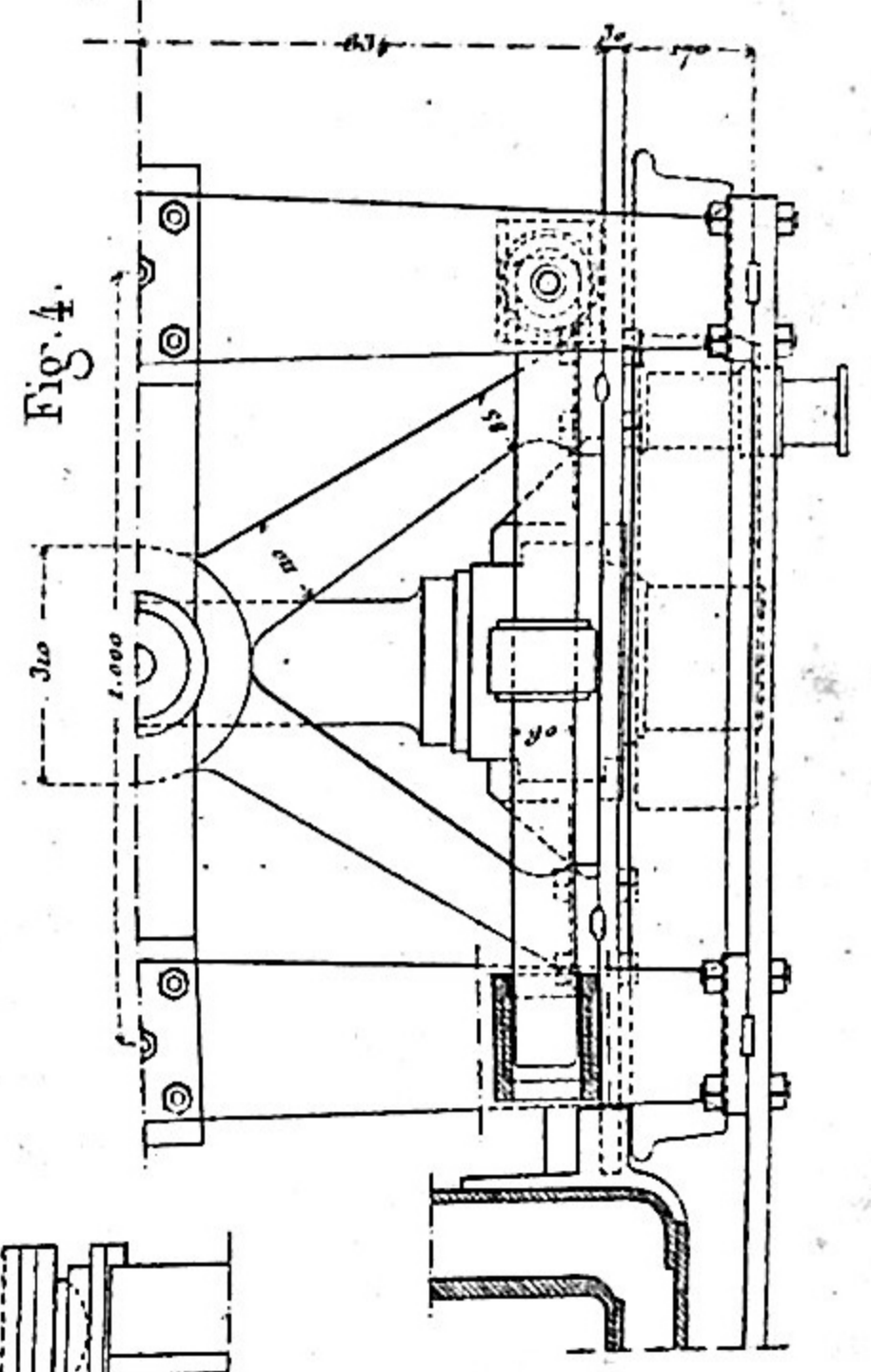


Fig. 5.

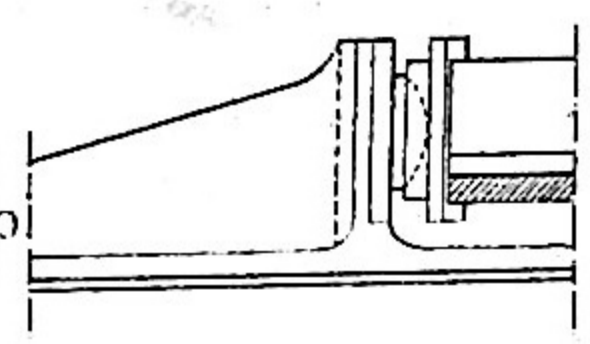


Fig. 2.

