ASE
2288
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ID

MINISTÈRE DES COLONIES

MISSION D'ÉTUDES

AUX

INDES NÉERLANDAISES

PAR LE CAPITAINE F. BERNARD

DE L'ARTILLERIE COLONIALE

Décembre 1899 à Septembre 1900

Atlas de 55 Planches

RENFERMANT

CHEMINS DE FER — BATIMENTS MILITAIRES

PONTS SUR ROUTE — PROFILS EN LONG — IRRIGATIONS

PARIS

AUTOG. E. GILLET, 30, RUE GAY-LUSSAC

IMP. MONROCQ, 3, RUE SUGER

1901

MINISTÈRE DE LA GUERRE

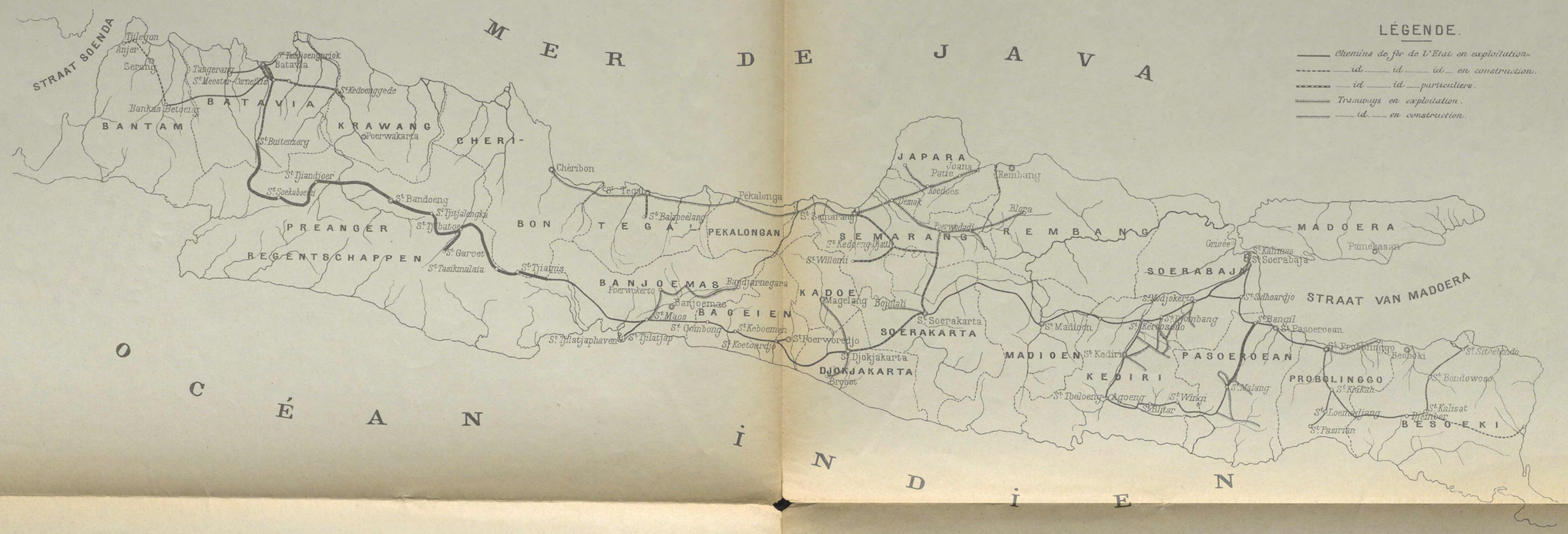
1620
1947

K1-140

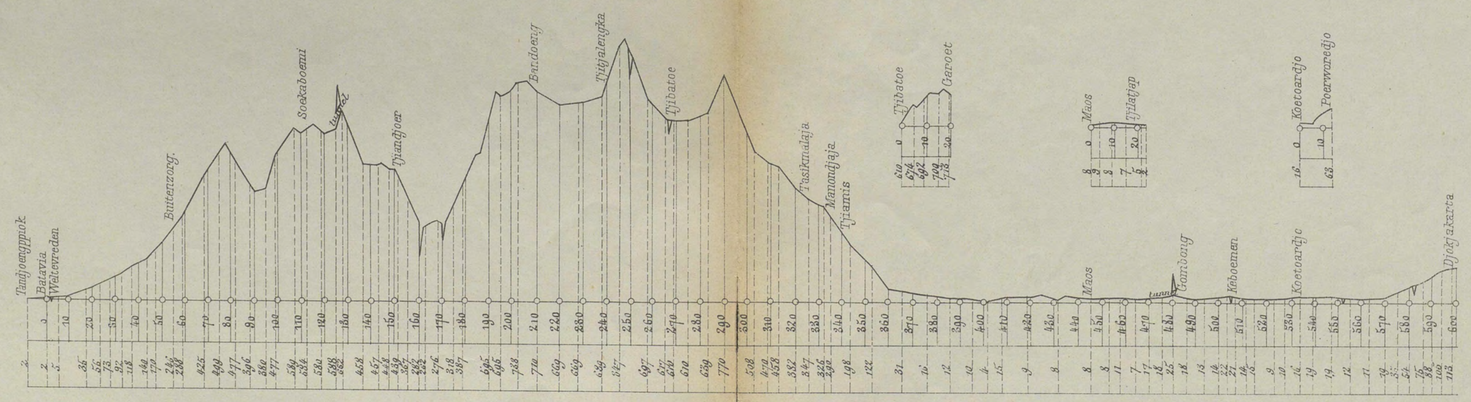
Université Côte d'Azur. Bibliothèques

CARTE DE LA LIGNE DES PRÉANGERS

Echelle 1/2000000.



PROFIL EN LONG D'ENSEMBLE DE LA LIGNE BUITENZORG-MAOS.



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Autog. E. Gillet, 30 rue Gay-Lussac. Paris.

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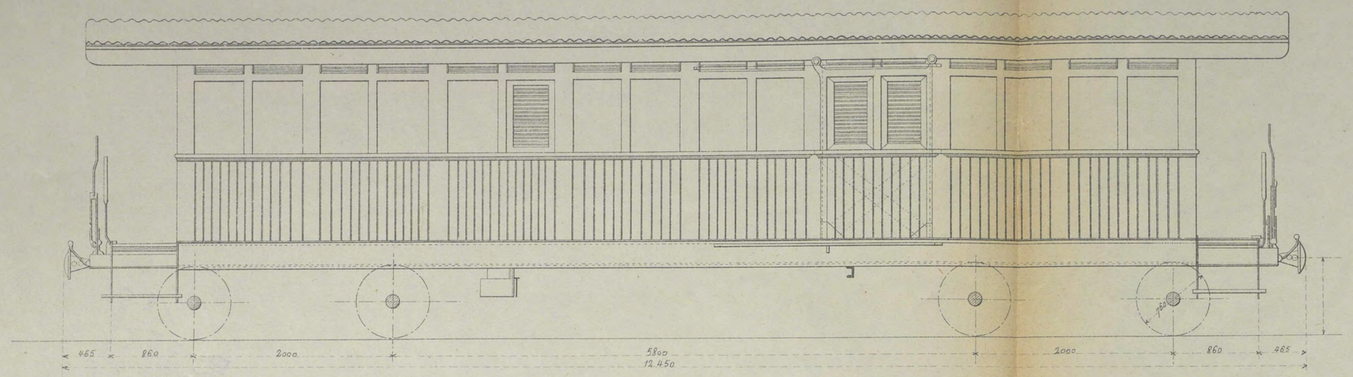
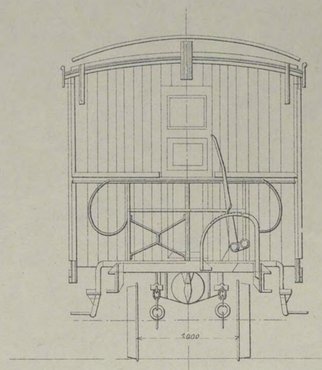
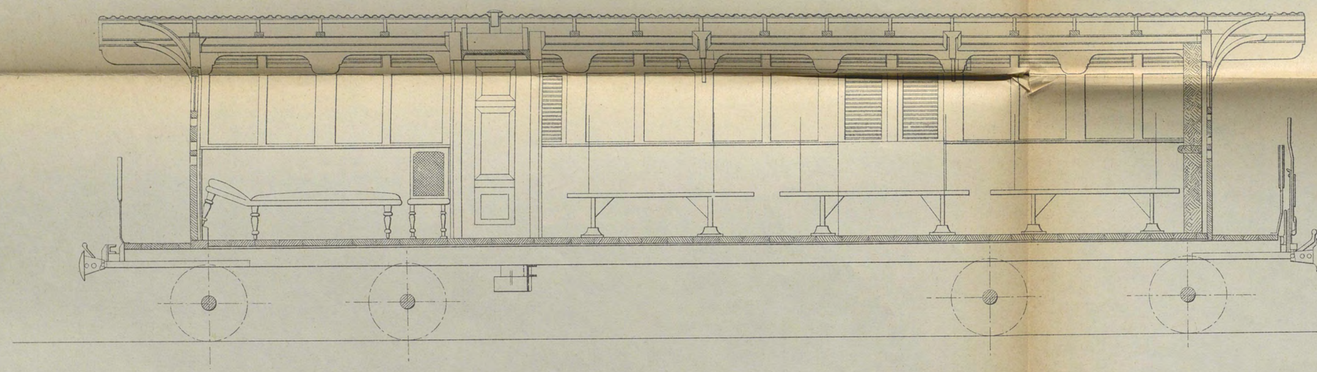
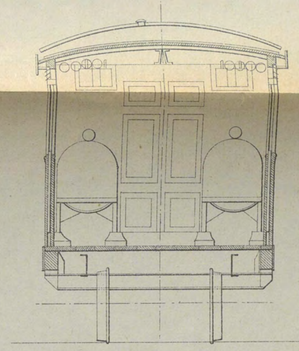
VOITURE AMBULANCE

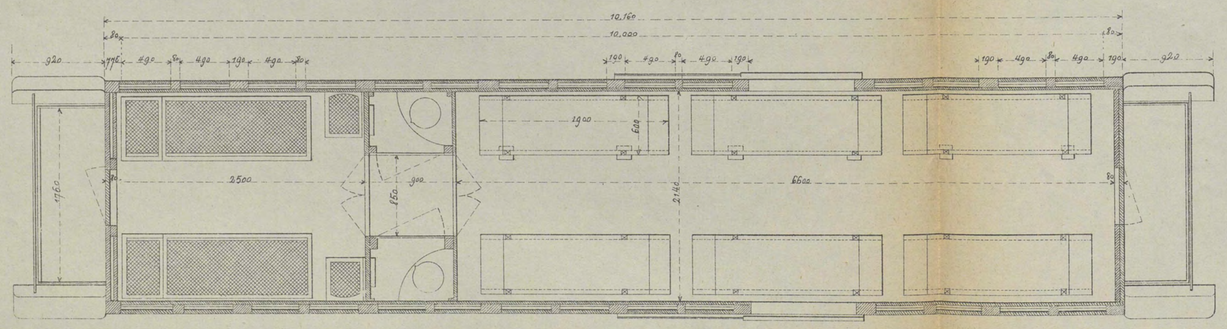
Echelle 1 à 40.











Poids à vide ..... 1200. t.

Poids en charge 13200

Charge par essieu 3300

Nombre de malades 1re et 2e classe 2.

" d° " infirmiers 3e et 4e " d° " 6

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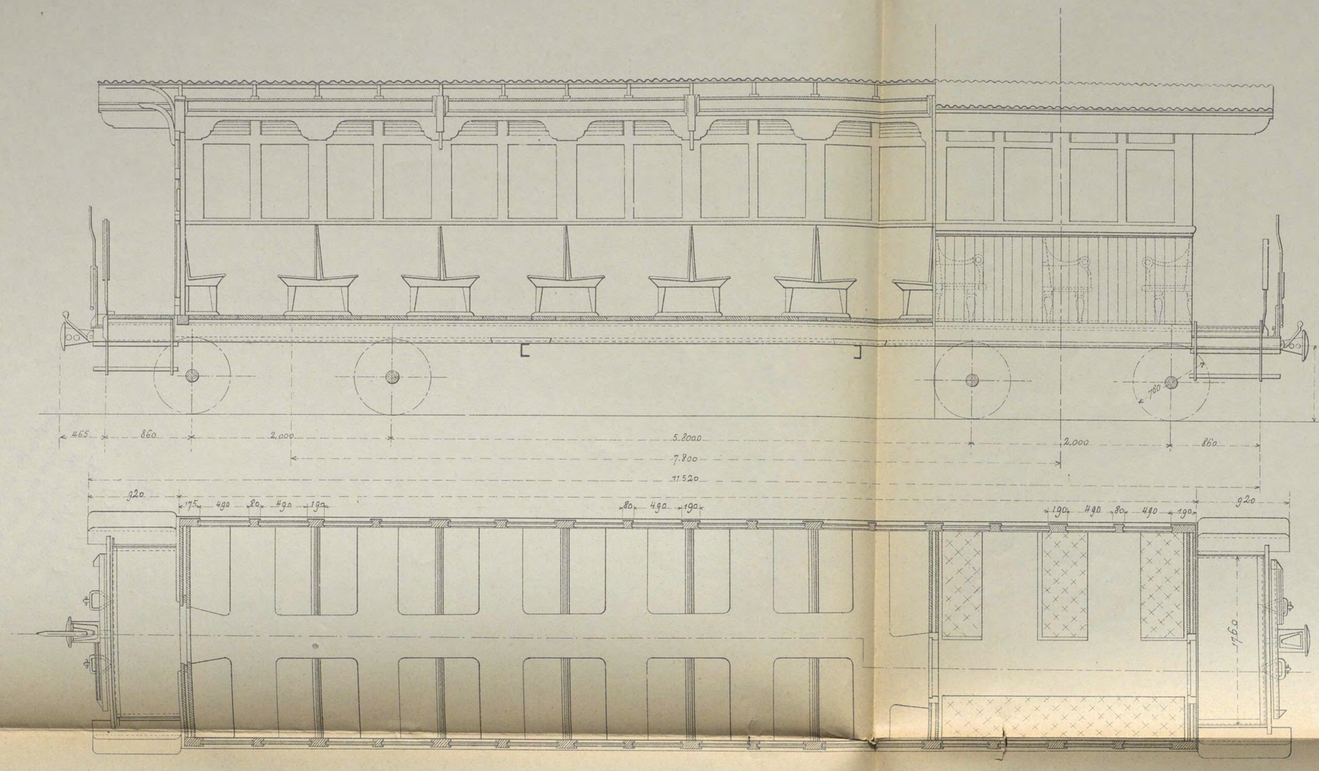
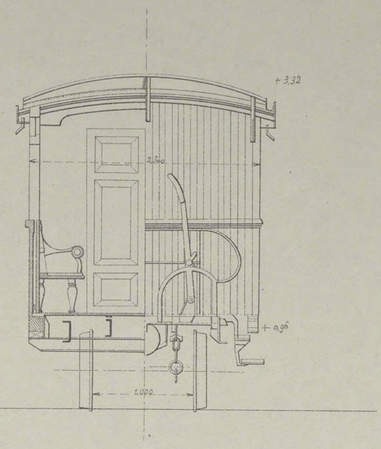
VOITURES DE 1re ET 2me CLASSE

Echelle 1 à 40.





Poids à vide ____ 11.700 t

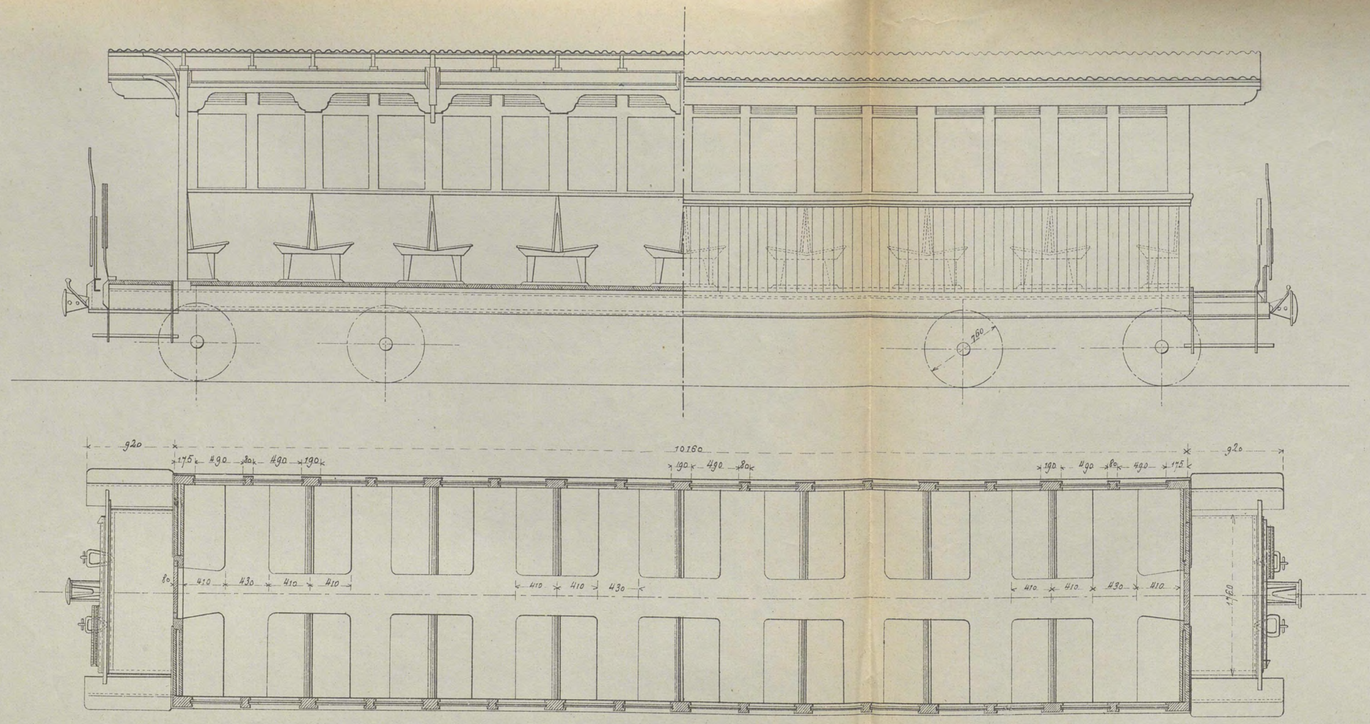
__d°__ en charge ____ 15.200

Charge par essieu ____ 3.800

Nombre de voyageurs de 1re classe ___ 10

__d°__ __d°__ 2e __d°__ ___ 48

__d°__ total ____ 58



Poids à vide ____ 11.700 t

__d°__ en charge ____ 15.600

Charge par essieu ____ 3.900

Nombre de voyageurs de 2me classe 64.

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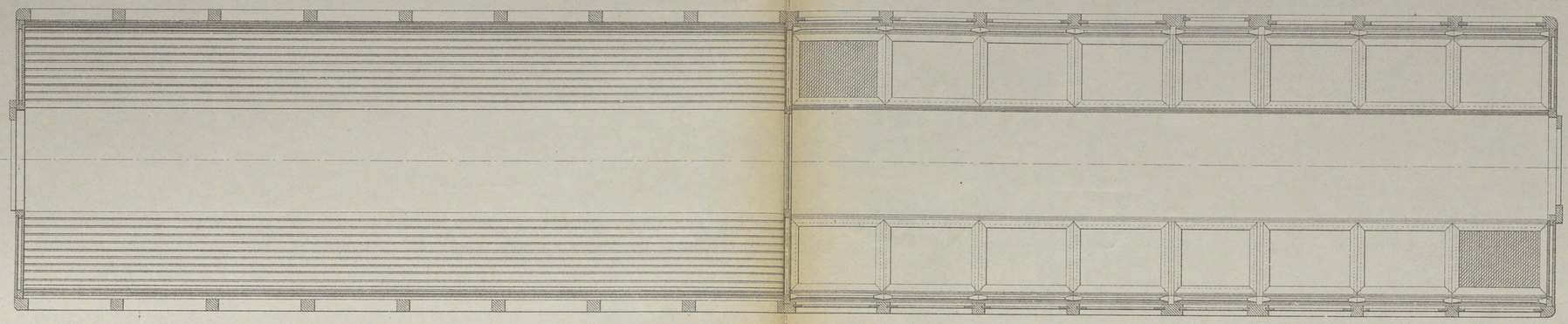
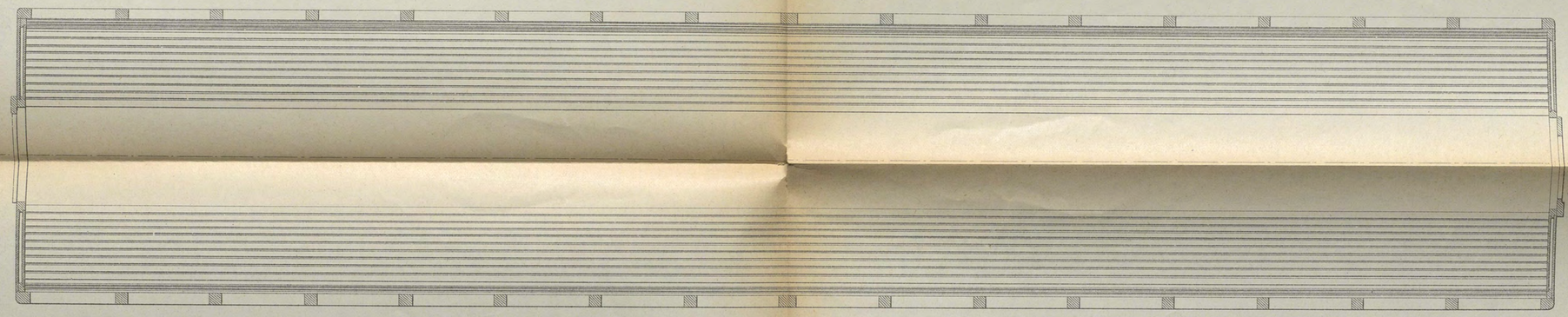
VOITURES DE 1re 2me ET 3me CLASSES

1re et 2me classes



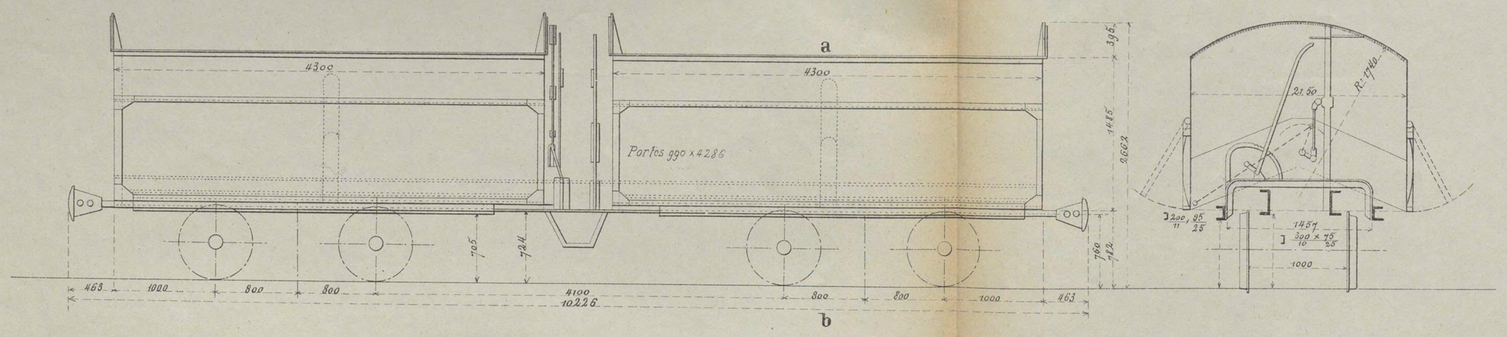
3me classe



VAGON A CHARBON

Echelle 1/40

Elévation



Coupe **a b**

Poids à vide	*10 ton.*
Charge maxima	*20 -*
Poids en charge	*30 -*
Charge par essieu	*7,5 -*

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Autog. E. Gillet, 30, rue Gay-Lussac. PARIS

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CHEMINS DE FER DE L'ÉTAT A JAVA.

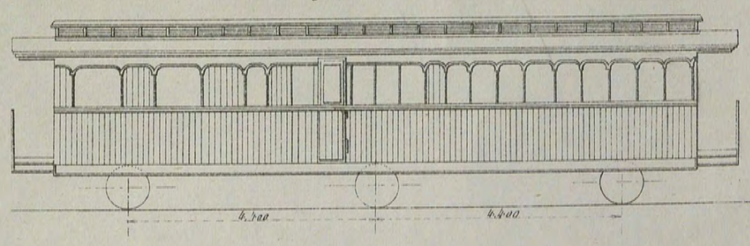
VOITURES.

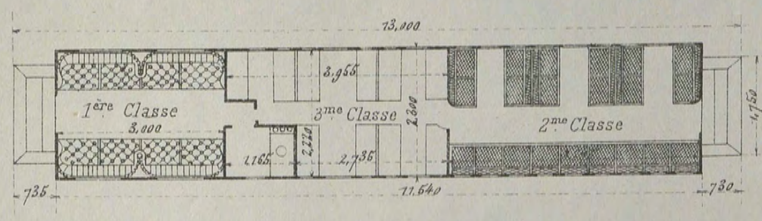
Echelle de 0m01 p.m.

PI. 5.

Voitures mixte de 1ère, 2me et 3me Classe.

Système Cleminson.

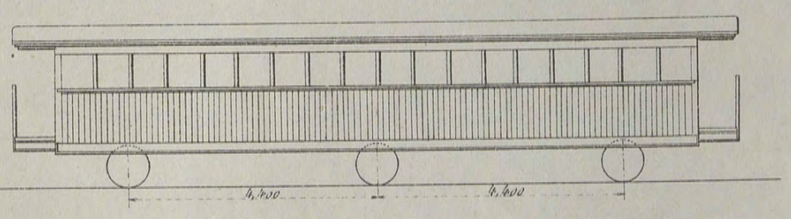


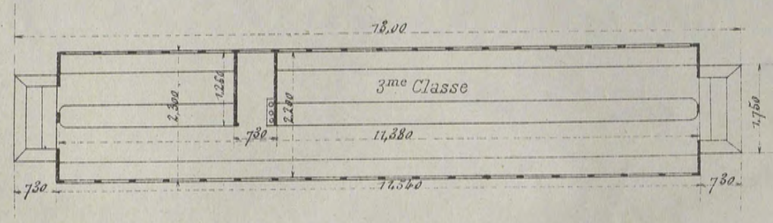


1ère Classe 8 places
2me —"— 21 —"—
3me —"— 20 —"—
Poids 12600 kg.

Voiture de 3me Classe.

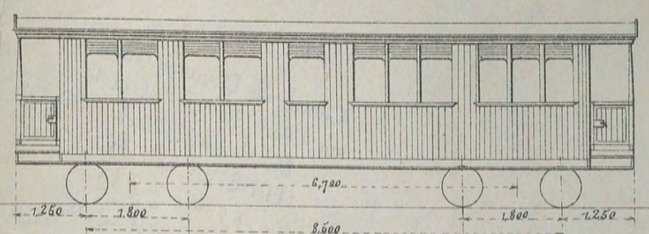
Système Cleminson.

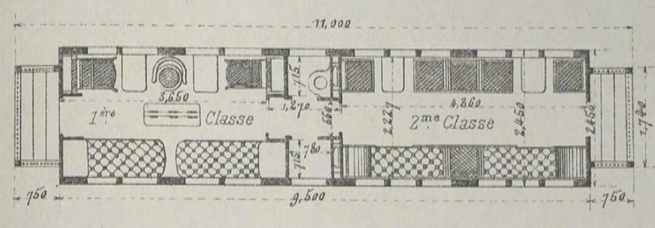




83 places.
Poids 10200 kg.

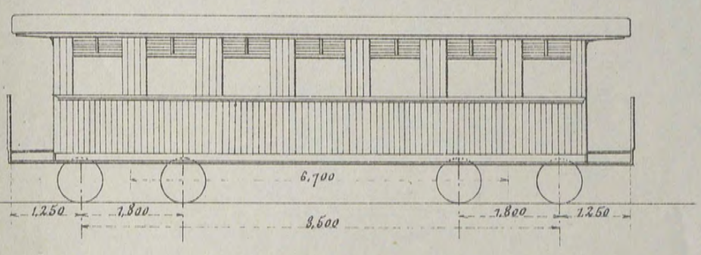
Voiture mixte de 1ère et 2me Classe.

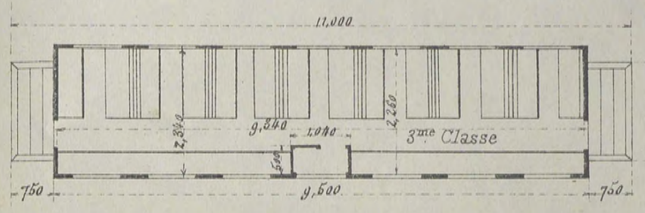




1ère Classe 6 places dou 4 bancs à coucher
2me —"— 10 —"—
Poids 12500 kg.

Voiture de 3me Classe.





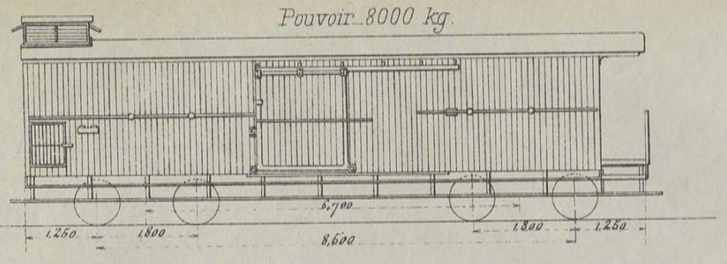
60 places.
Poids 11200 kg.

VOITURES SPÉCIALES

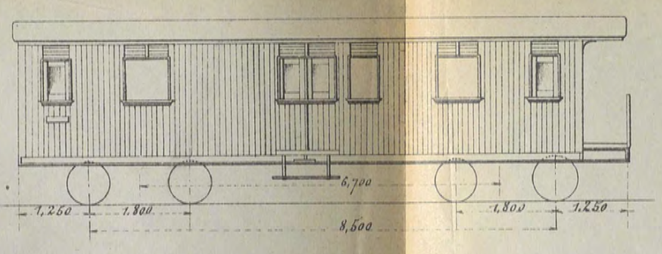
Echelle de 0m01 p.m.

Fourgon.

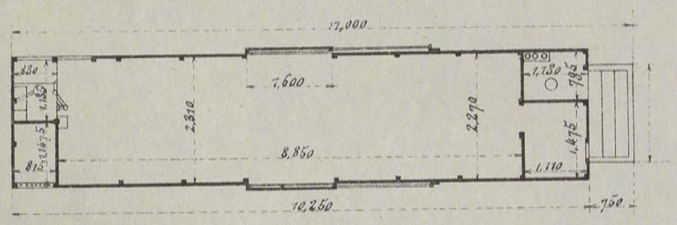
Poids 11300 kg.
Pouvoir 8000 kg.

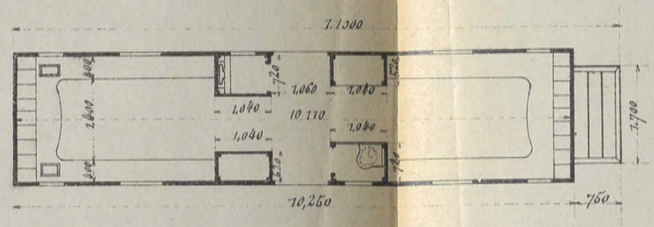


Voiture poste.



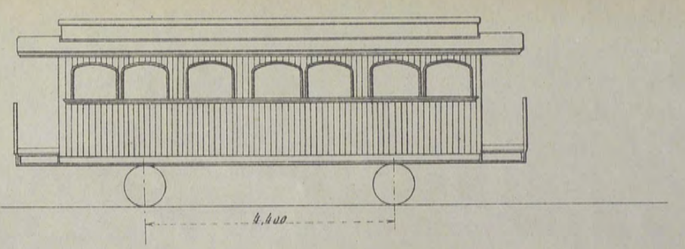
Poids 12500 kg.

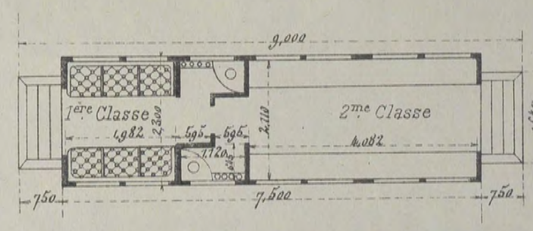




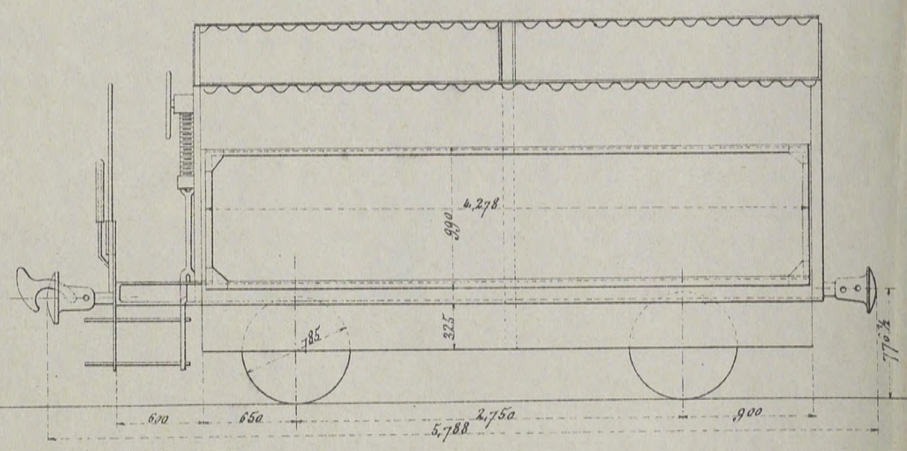
Voiture pour transport de malades.

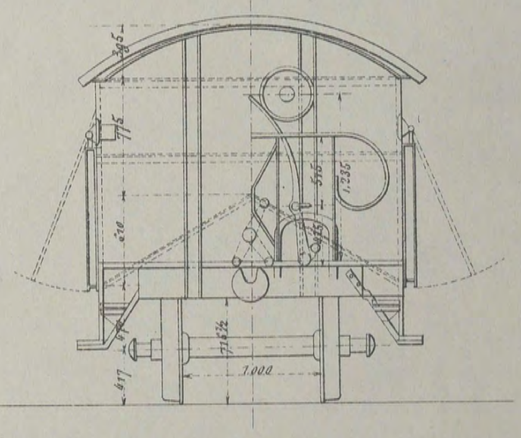
Système Kiebitz.





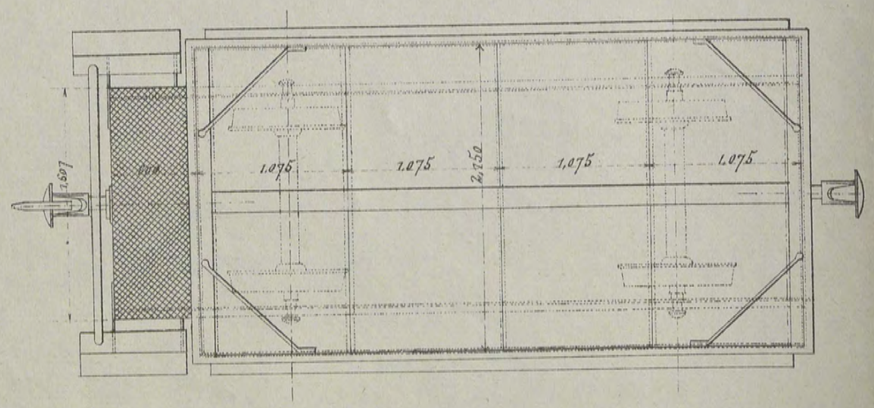
1ère Classe 6 places.
3me —"— 18 —"—
Poids 8900 kg.





Légende

Poids à vide ——— 5 Tonnes
Charge maxima ——— 10 —"—
Poids en charge ——— 15 —"—
Charge par essieu ——— 7,5 —"—



Chemins de fer de l'Etat à Sumatra.

PETIT WAGON À CHARBON.

Echelle de 0m025 p.m.

Imp. Monrocq.

Autog. E. Gillet, 30 rue Gay-Lussac, Paris.

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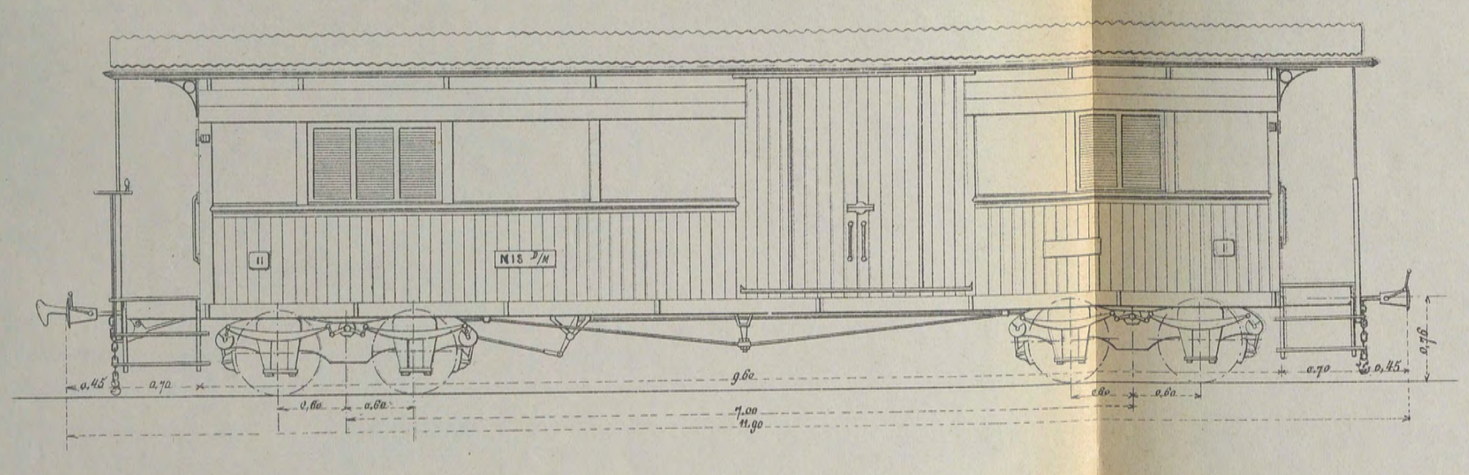
TRAMWAY DE DJOCJA A MAGELANG

VOITURE MIXTE DE 1re ET 2me Cle AVEC COMPARTIMENT A BAGAGES

Echelle 0,02 p.m.

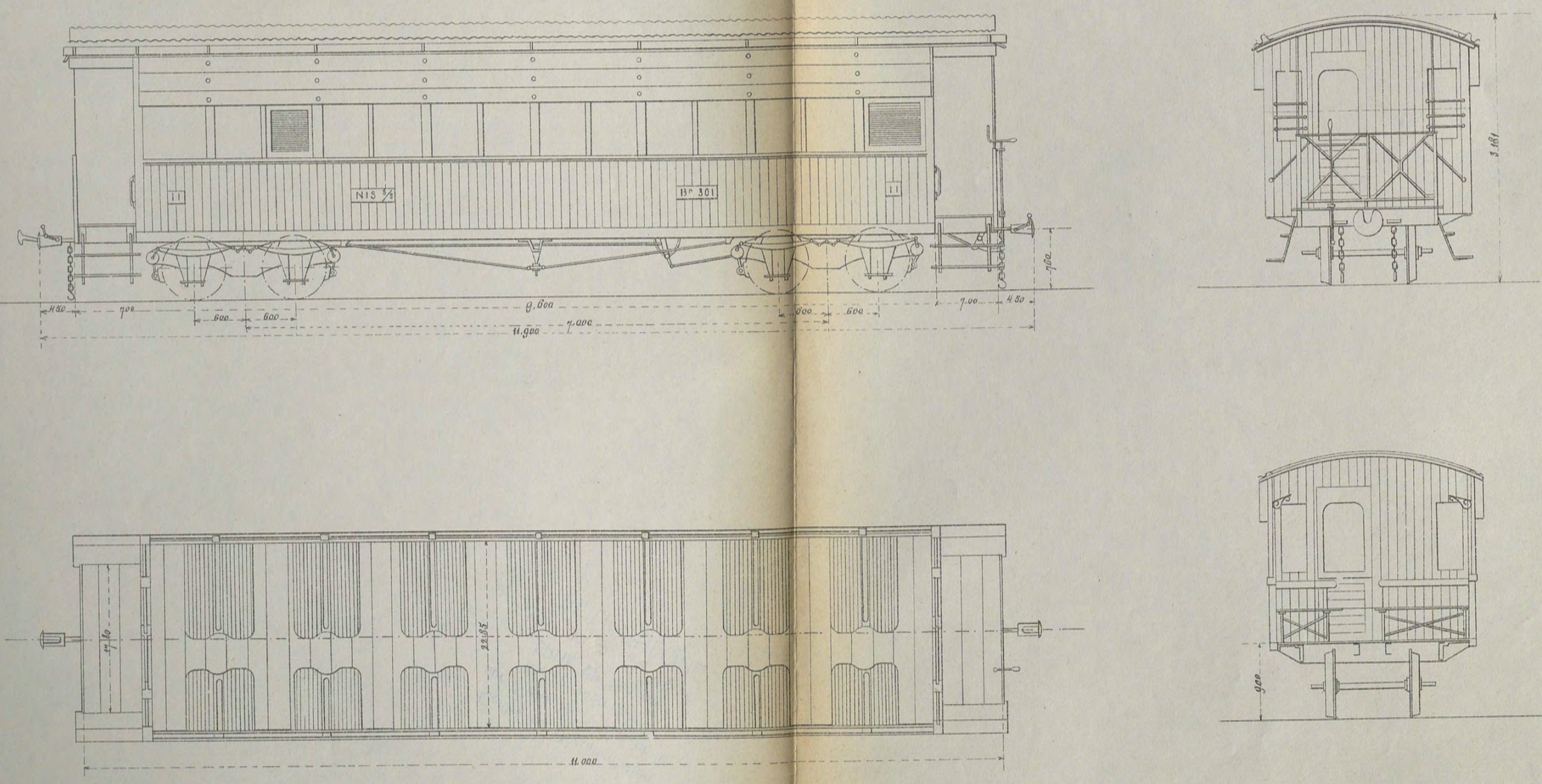


1re classe 11 *voyageurs*
2me d° 35 *d°*
Poids à vide 10.290 *Kos*

TRAMWAY DE SOENDIH A SOERABAJA

VOITURE DE 2me Cle

Echelle 0,02 p.m.



70 voyageurs

Imp. Monrocq.

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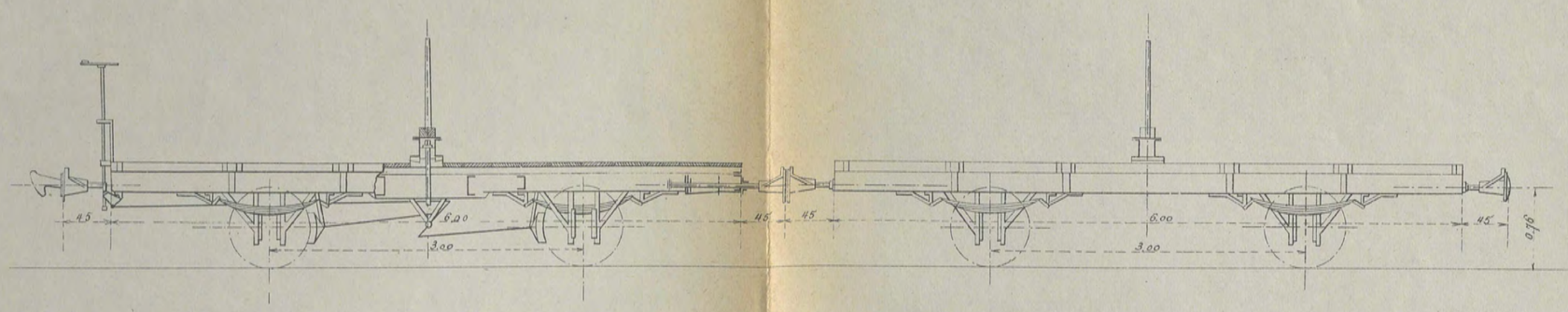
Tramway de Goendih á Soerabaja.

TRUC POUR LE TRANSPORT DES BOIS

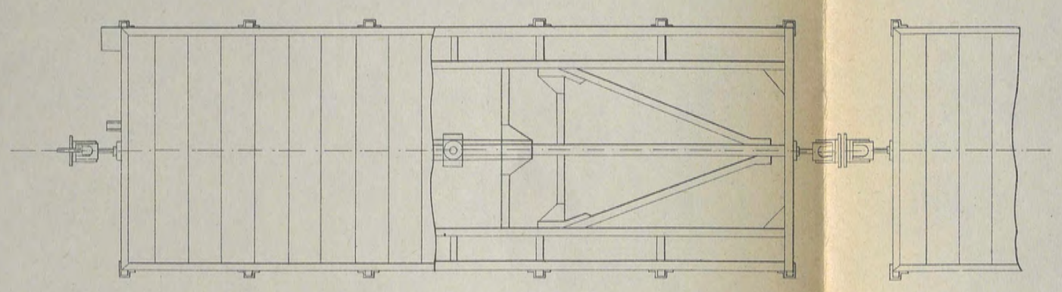
PL. 7.

Echelle 1/50

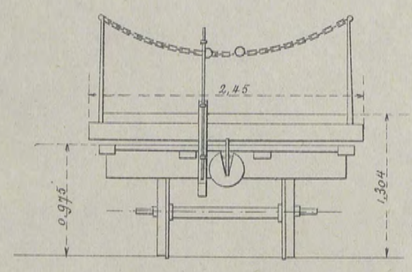
Elévation



Vue en plan



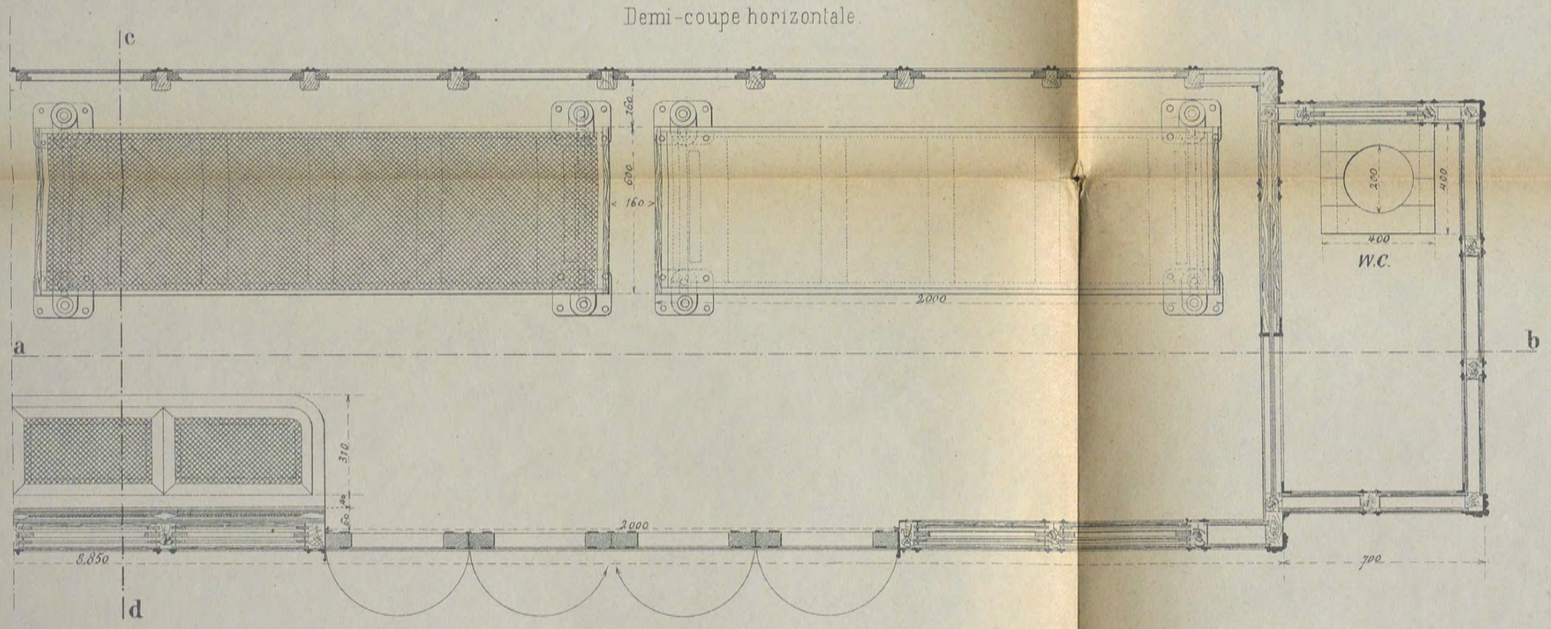
Vue par bout



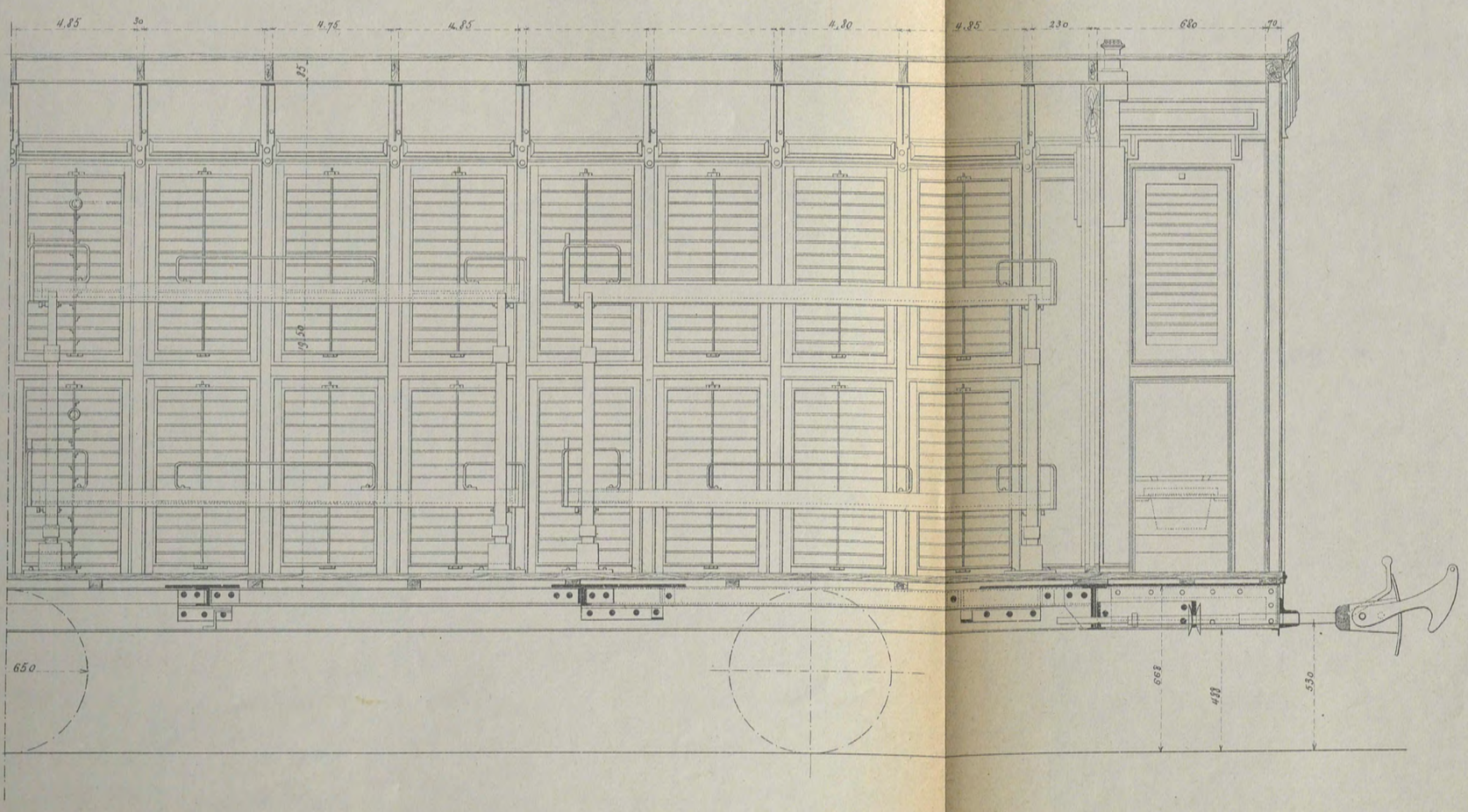
CHEMIN DE FER D'ATJEH A VOIE ÉTROITE

VOITURE D'AMBULANCE POUR 8 LITS

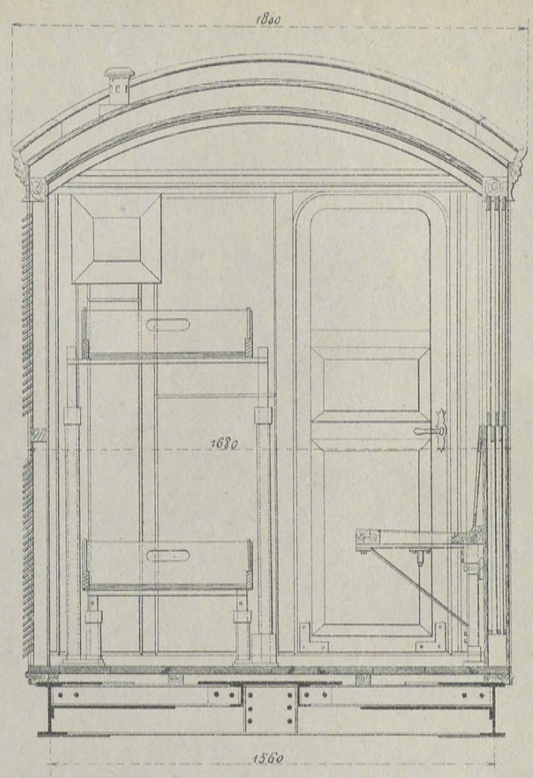
Demi-coupe horizontale



Demi-coupe longitudinale suiv^t **a b**



Coupe transversale suiv^t **c d**



Echelle 1/20

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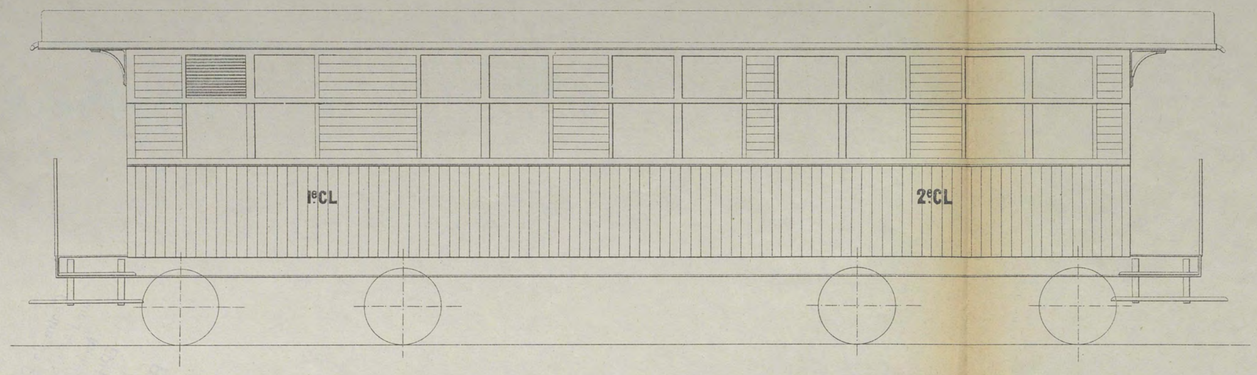
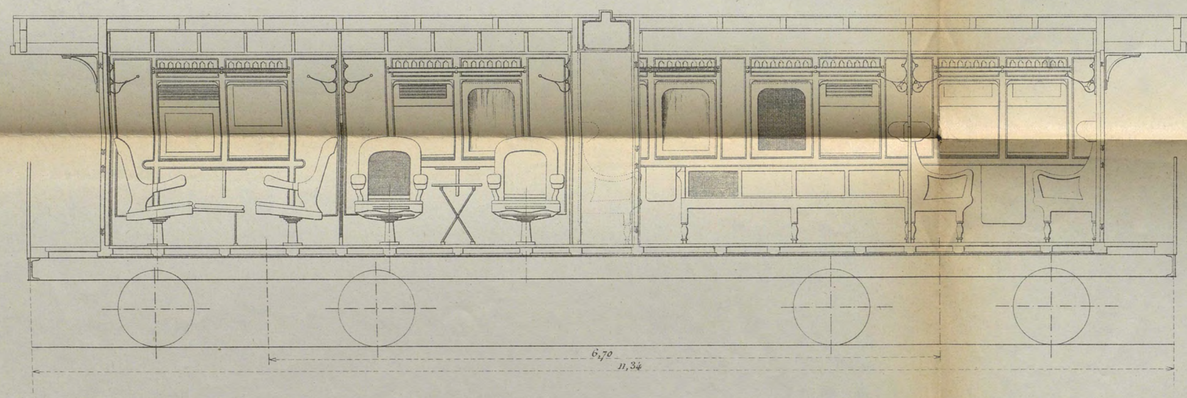
Élévation.



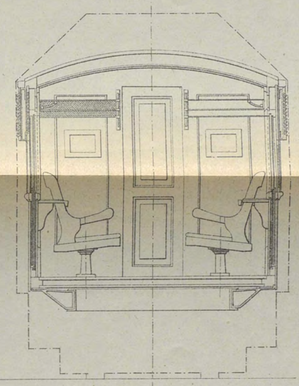
VOITURE MIXTE DE 1re ET 2me CLASSES.

Echelle 1/40.

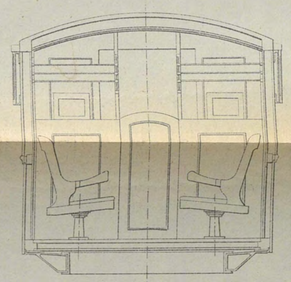
Coupe longitudle.



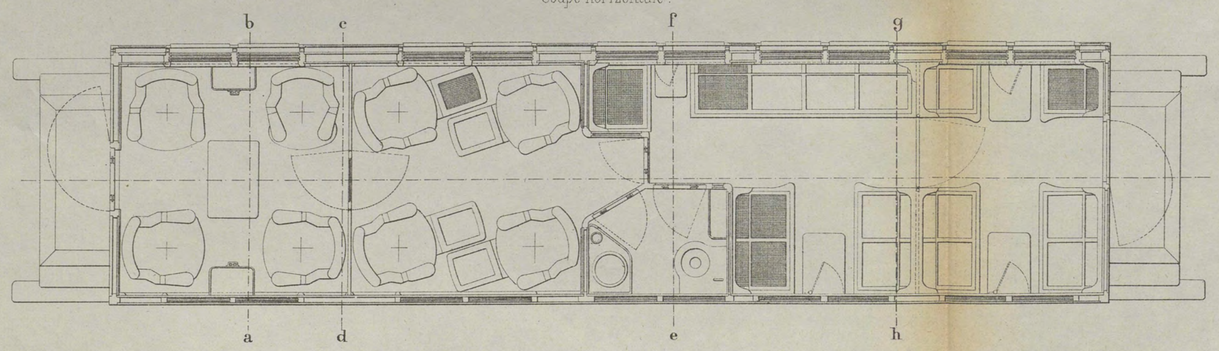
Coupe ab.



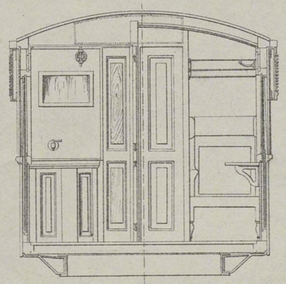
Coupe cd.



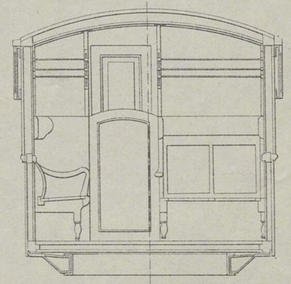
Coupe horizontale.



Coupe ef.



Coupe gh.



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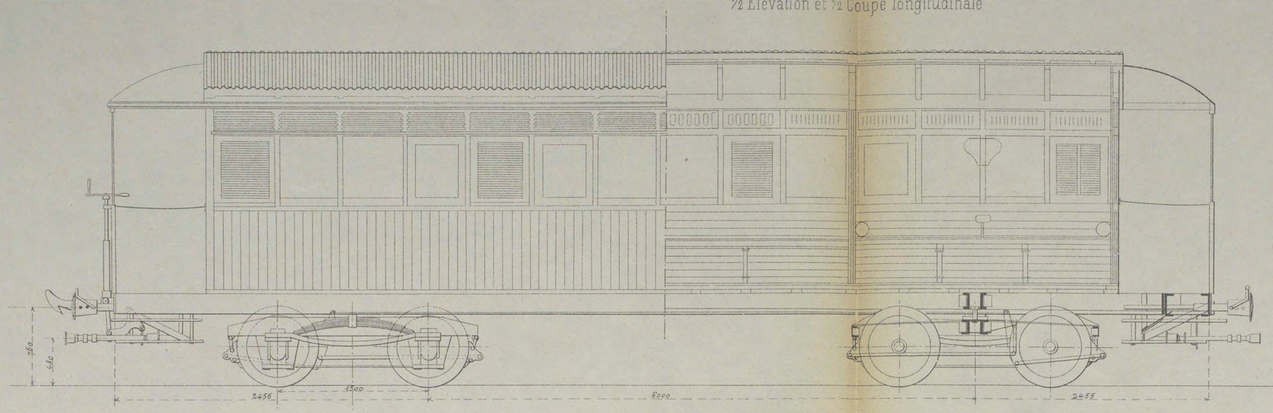
TRAMWAY DE SAMARANG-JOANA.

VOITURE DE 1re ET 2me CLASSES

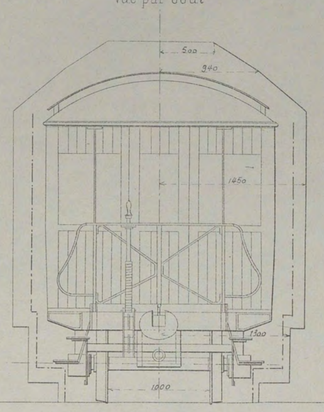
Echelle 1/40

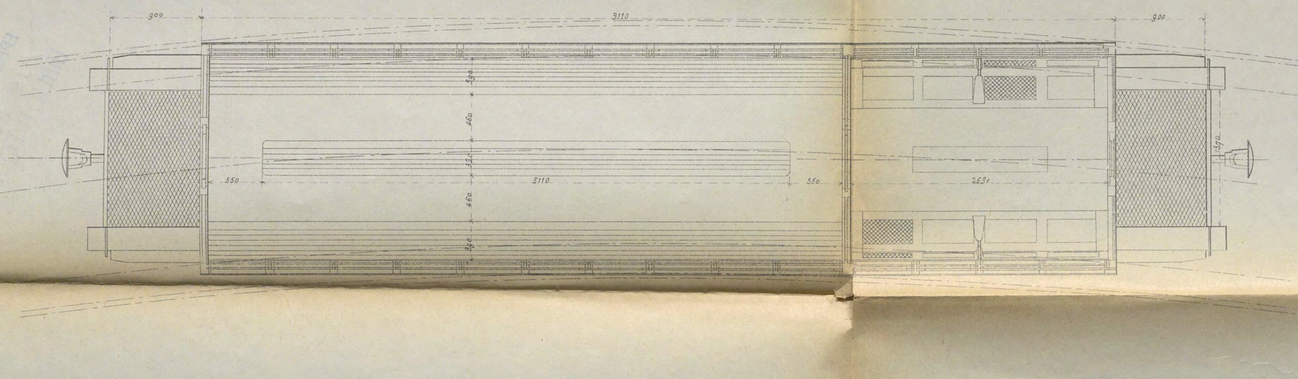
PL. 9.

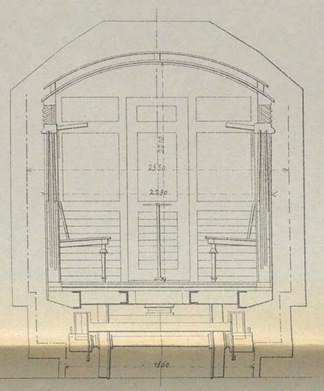
½ Elévation et ½ Coupe longitudinale



Vue par bout





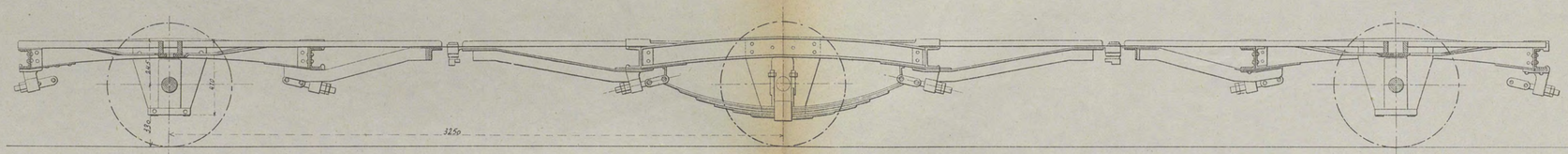


CHEMIN DE FER D'ATJEH A VOIE ÉTROITE.

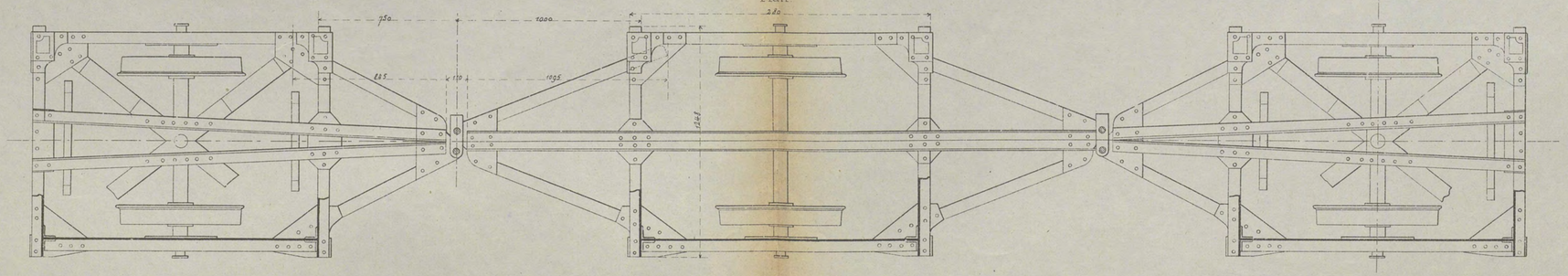
TRUC POUR VOITURES

Echelle 1/20

Elévation



Plan



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Chemins de fer de l'Etat à Sumatra.

Fig. 1. Lit de ballast. (Ech. 1/20).

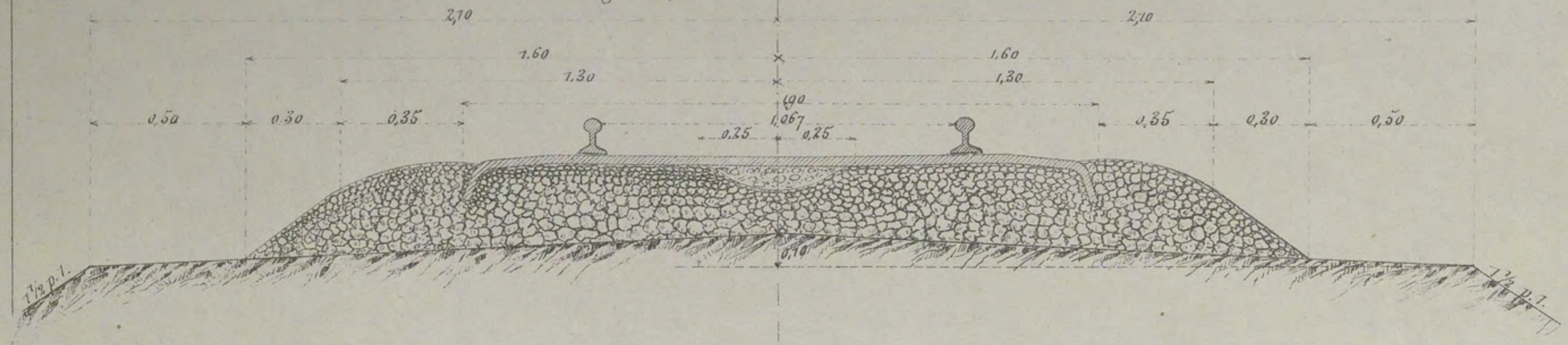


Fig. 2. Traverse métallique et crémaillère. (Echelle 1/10).

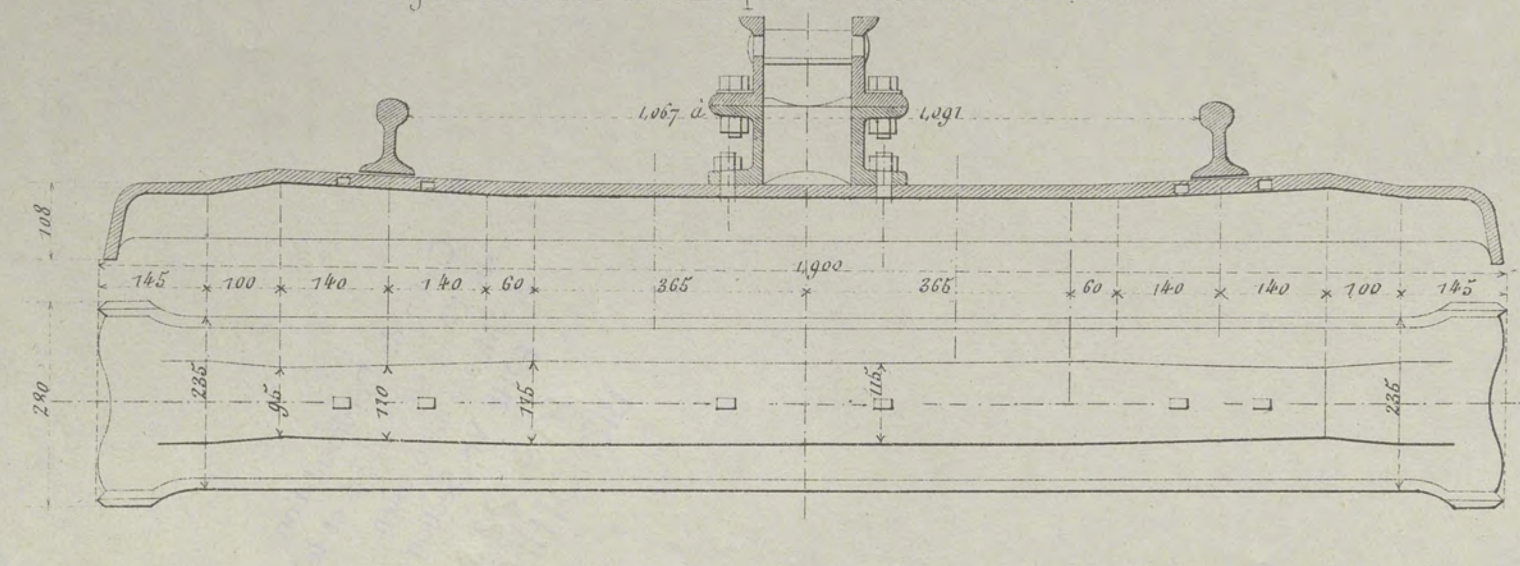
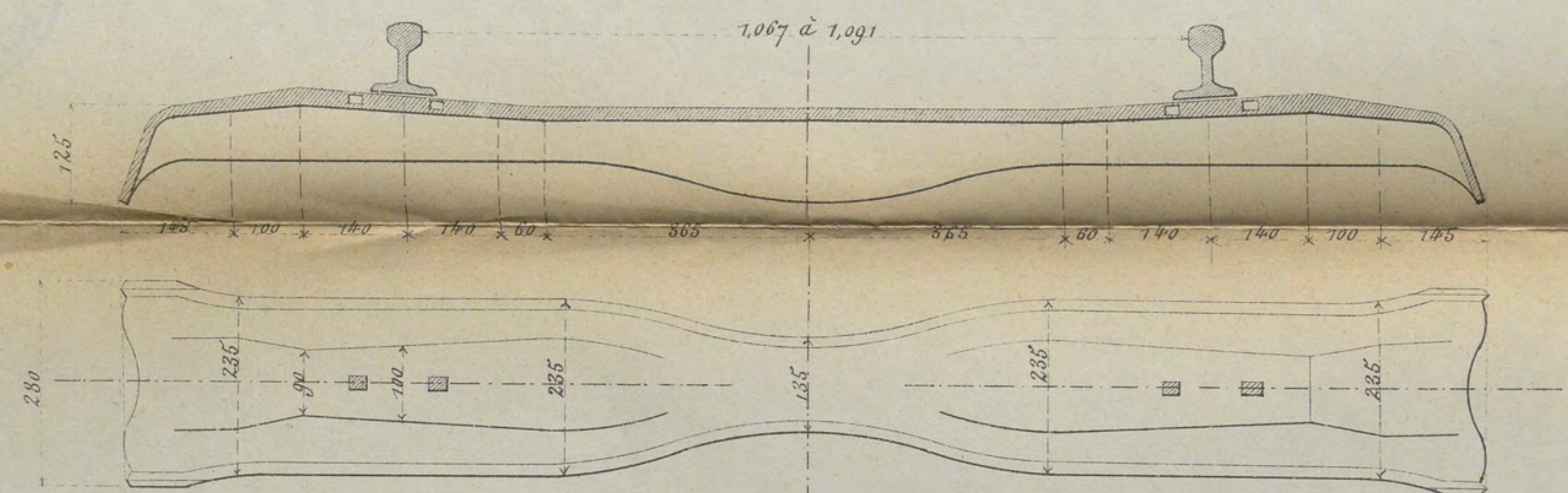
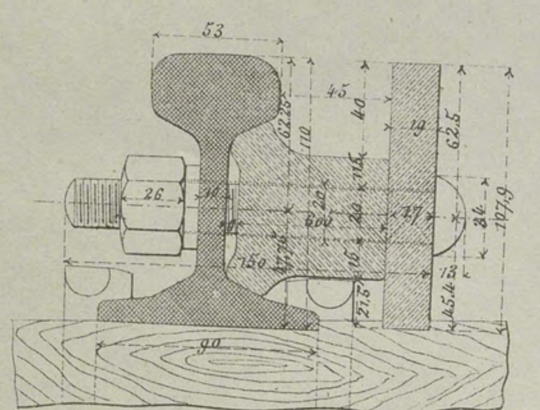


Fig. 3. Traverse métallique (Echelle 1/10).



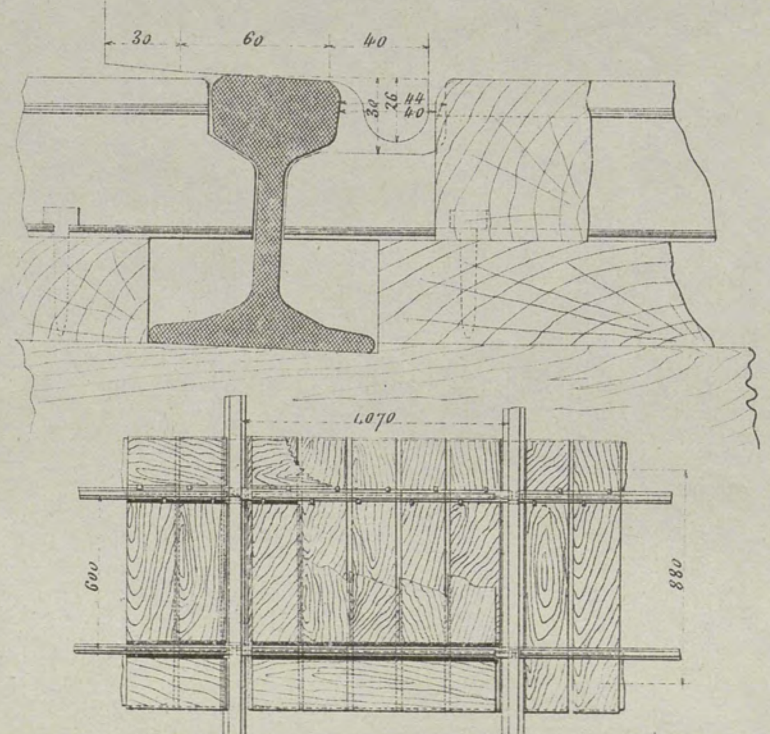
Tramway de Djocja à Magelang.

Fig. 8. Rail et Contre-rail (Ech. 1/8).



Tramway de Samarang-Chéribon.

Fig. 9. Croisement avec une Voie Decauville. (Echelle 1/3).



Chemins de fer de l'Etat à Java.

Fig. 4 et 5. Distribution des traverses pour rails de 10^{m}20 de longueur. (Ech. 1/80).

Fig. 4. En courbes de plus de 350^{m} de rayon et en alignement. (Pentes de moins de 14^{m}/m par mètre.)

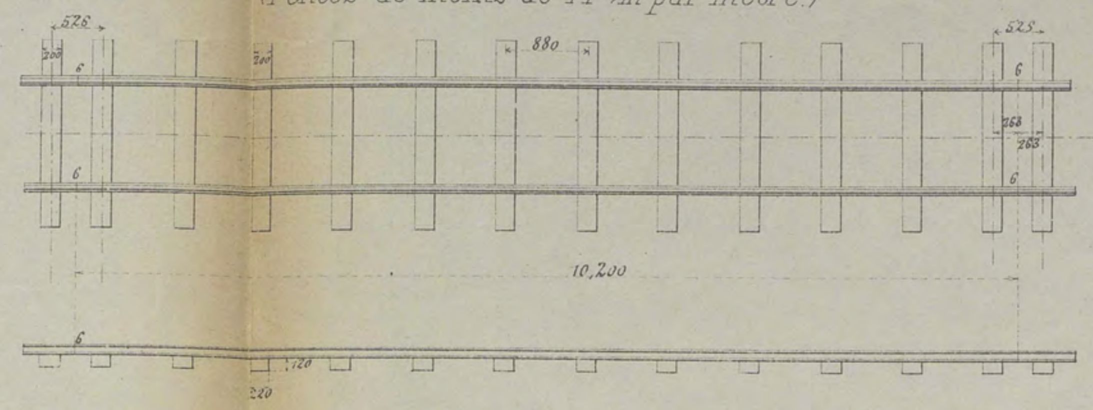


Fig. 5. En courbes de moins 350^{m} de rayon. (Rampes de plus de 14^{m}/m par mètre.)

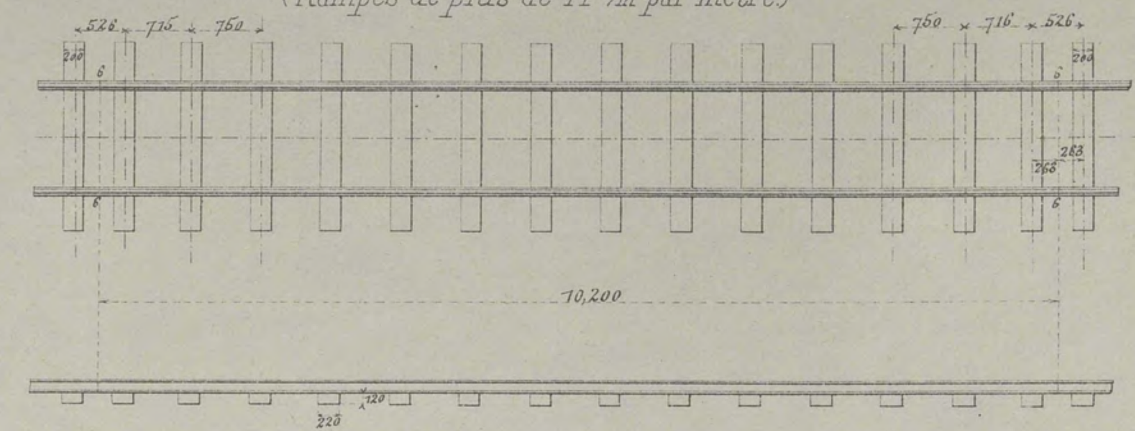


Fig. 6 et 7. Rail et Eclisses. (Ech. 1/80).

Fig. 6. Coupe transversale.

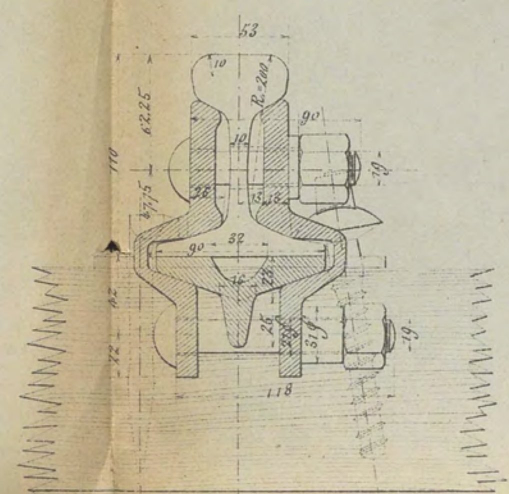
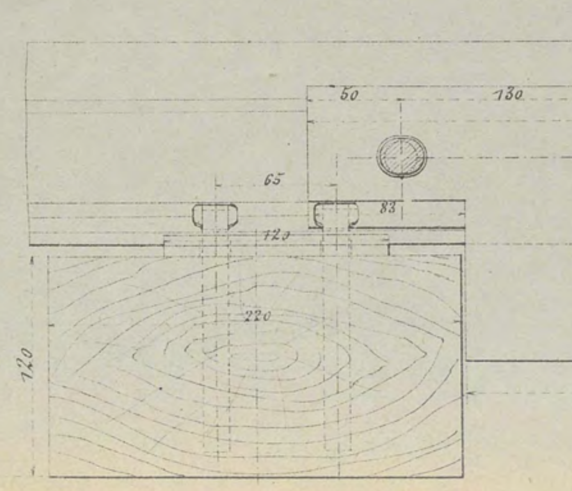


Fig. 7. Coupe longitudinale.



Tramway de Goendih-Soerabaja.

Fig. 10 et 11. Rail et éclisses. (Demi-grandeur)

Fig. 10.

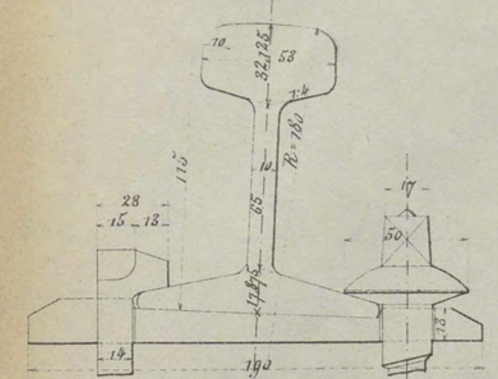


Fig. 12 et 13.

(Echelle 1/80)

Distribution des traverses.

Fig. 11.

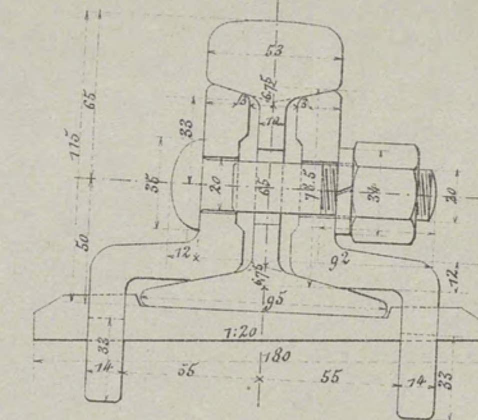


Fig. 12.

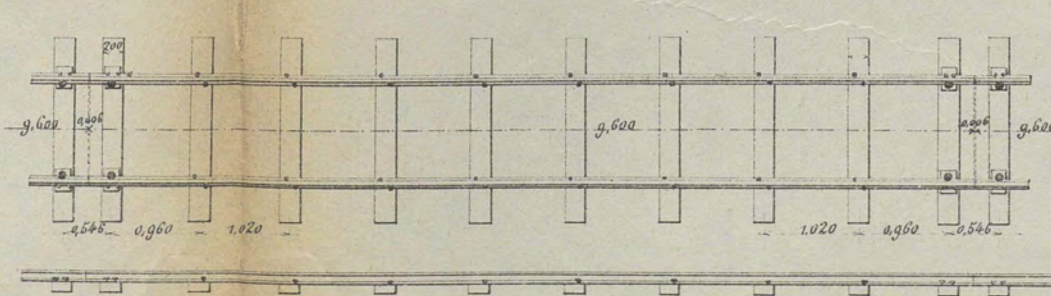
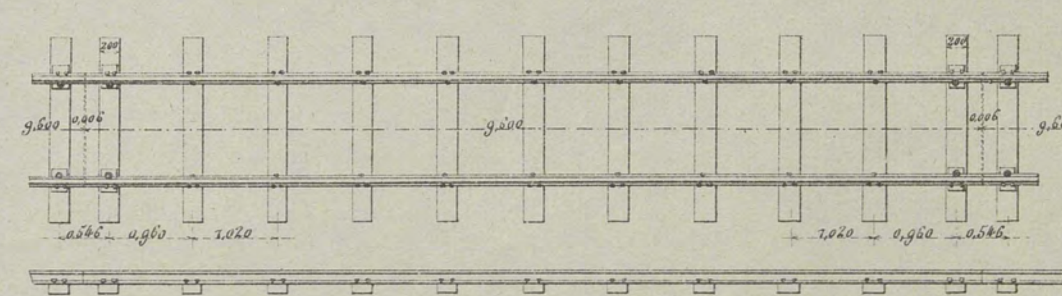


Fig. 13. En courbes de moins de 300 mètres.



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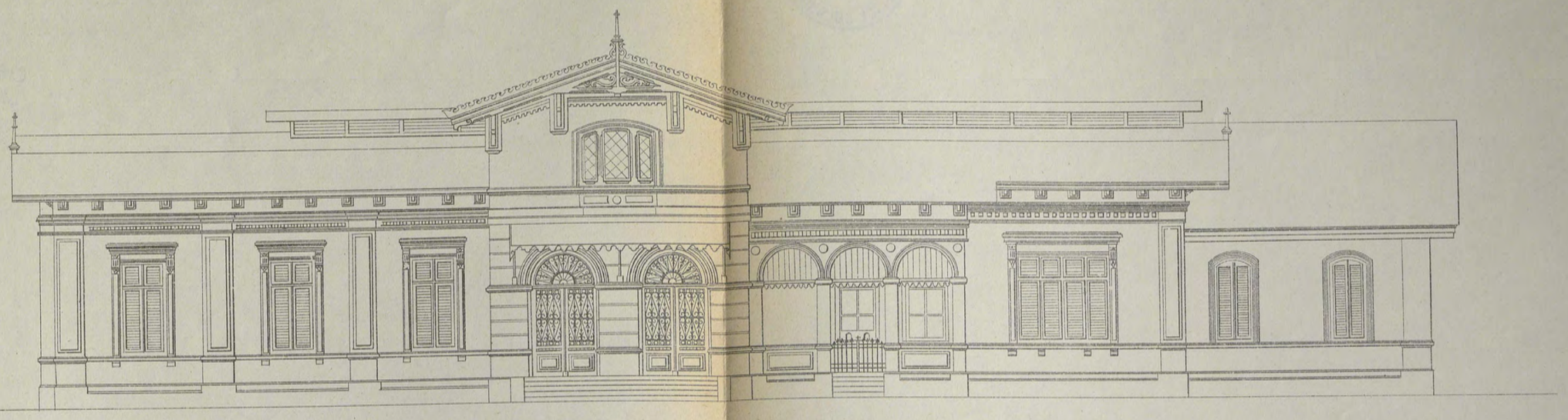
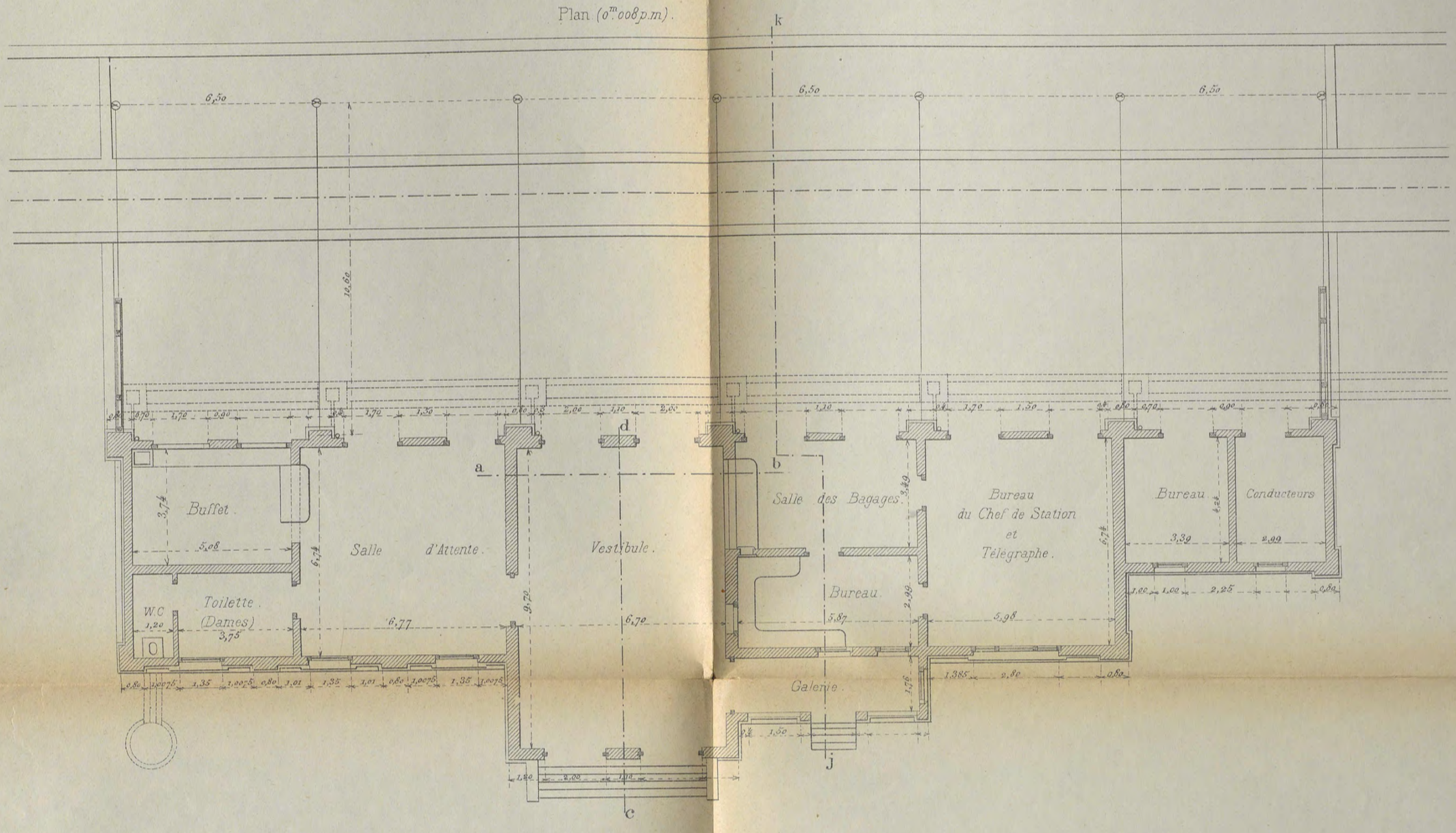
GARE DE BANDOENG

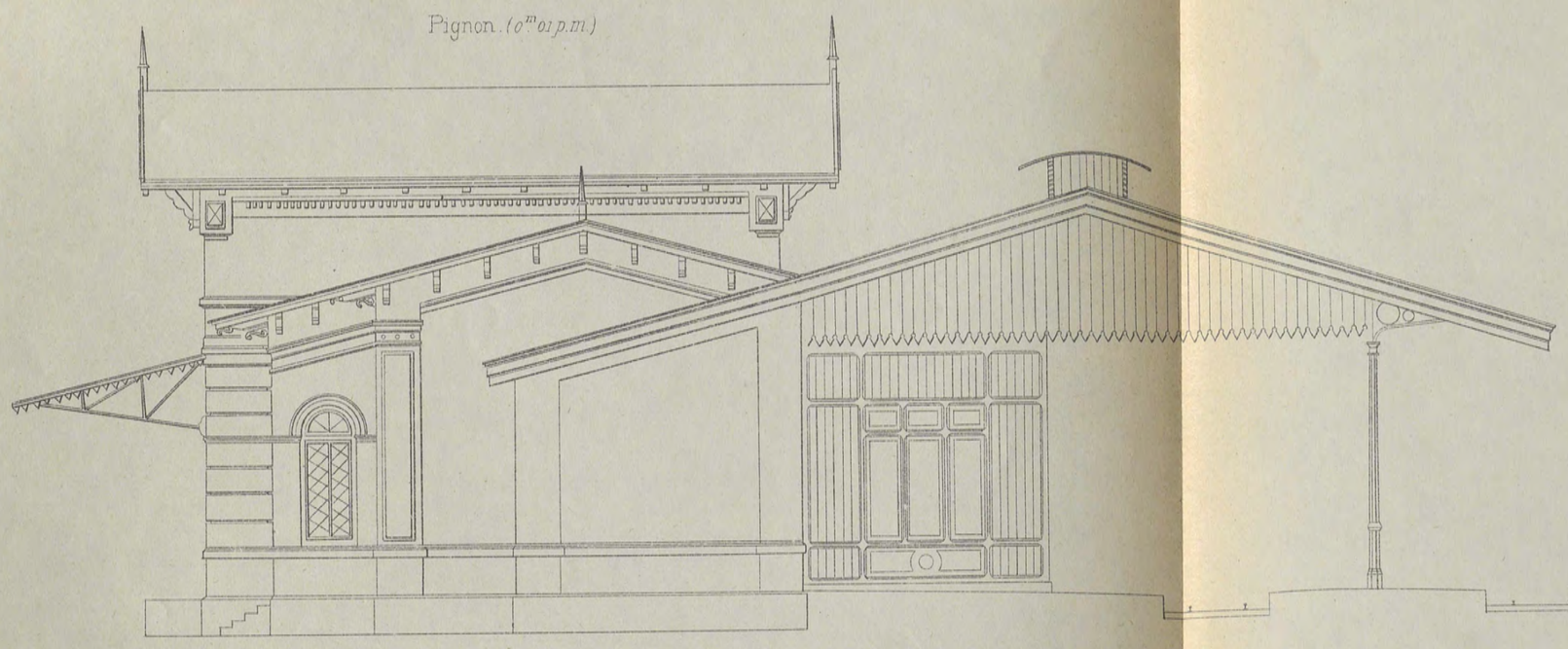
Élévation. (o^m.008 p.m.)



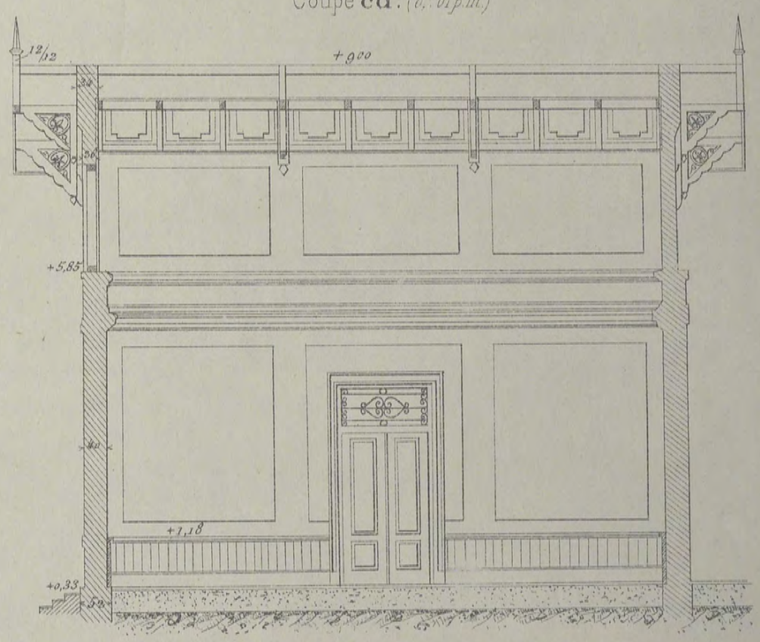
Plan (o^m.008 p.m.).



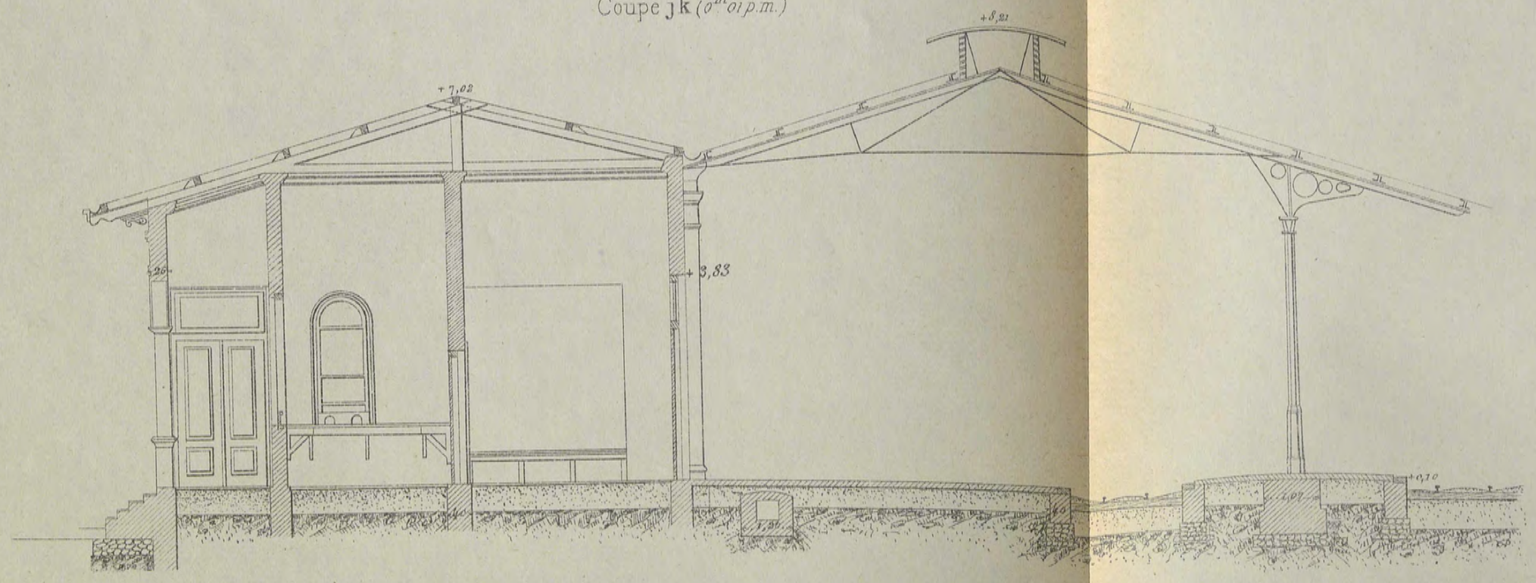
Pignon. (o^m.01 p.m.)



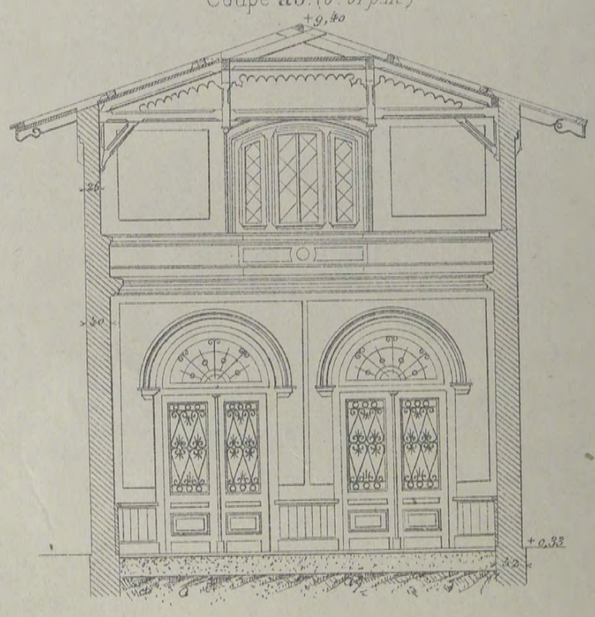
Coupe **cd**. (o^m.01 p.m.)



Coupe **jk** (o^m.01 p.m.)



Coupe **ab**. (o^m.01 p.m.)



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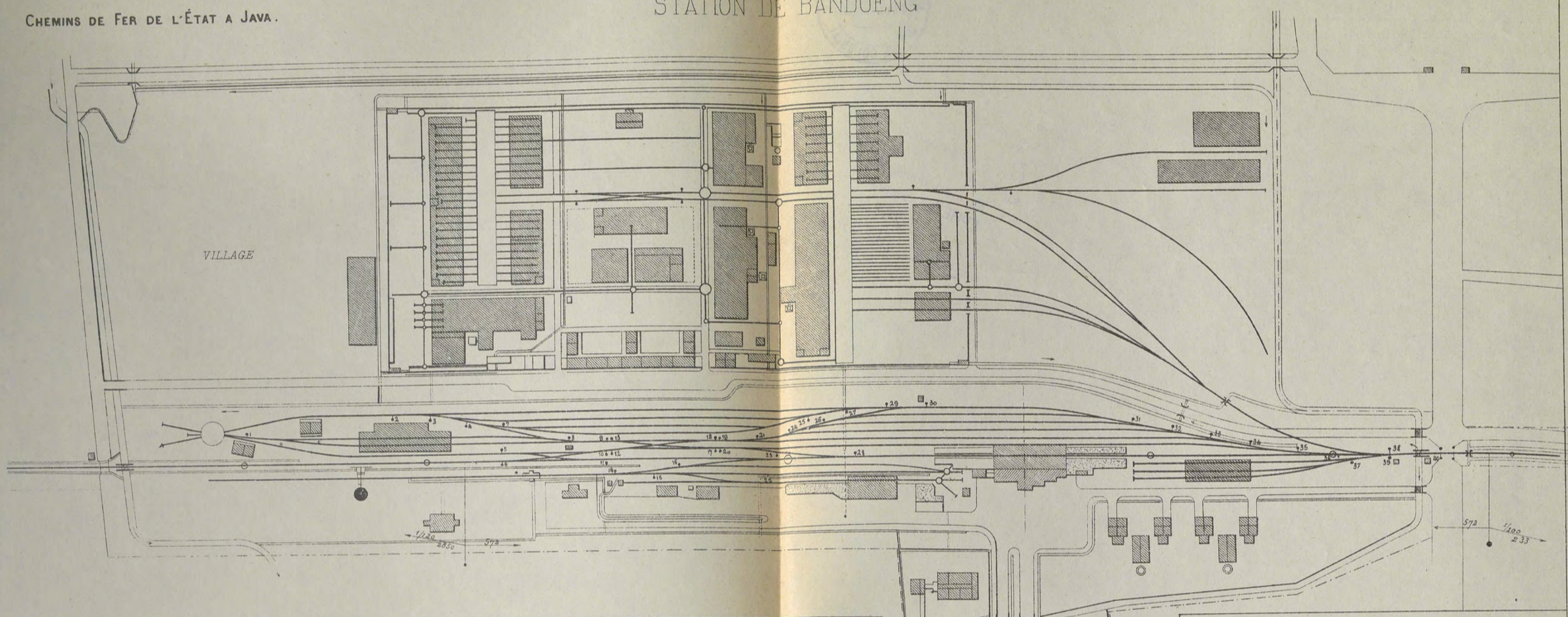
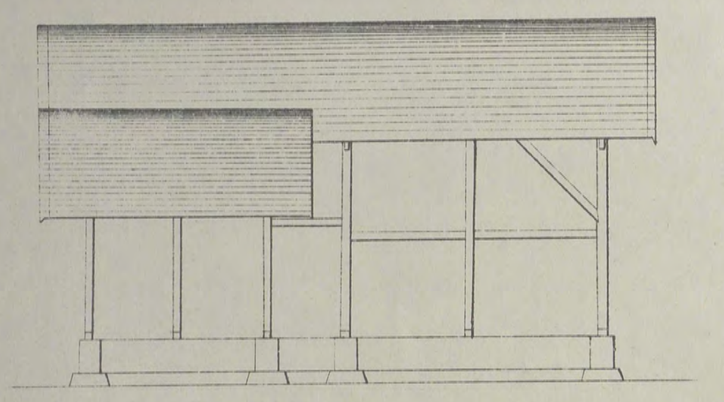
CHEMINS DE FER DE L'ÉTAT A JAVA.

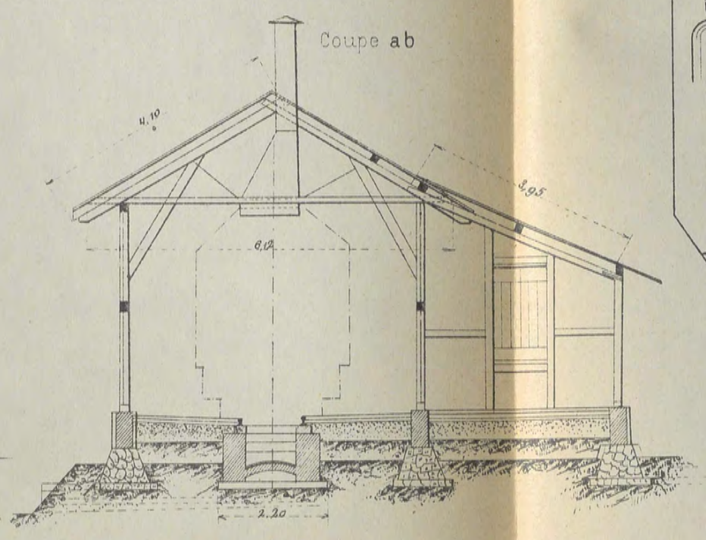
STATION DE BANDOENG



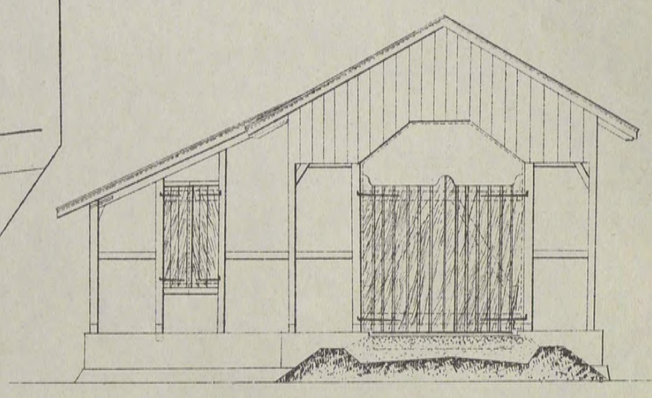
Elevation



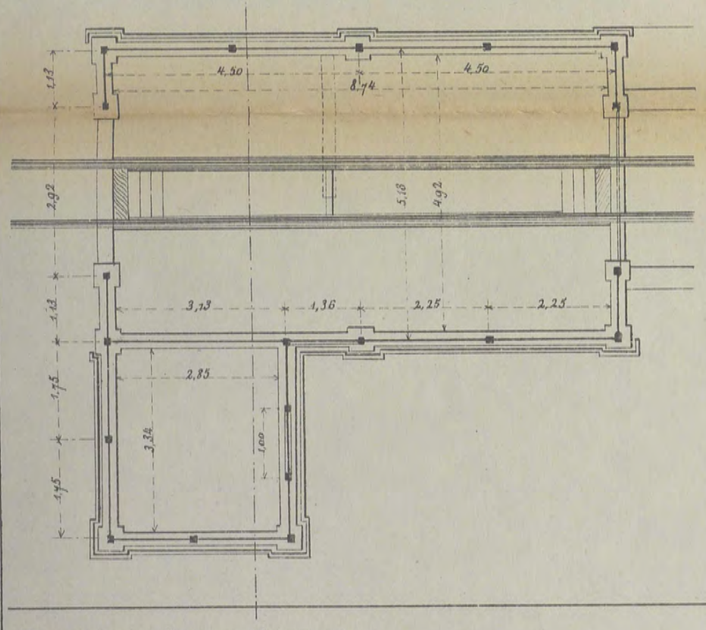
Coupe ab



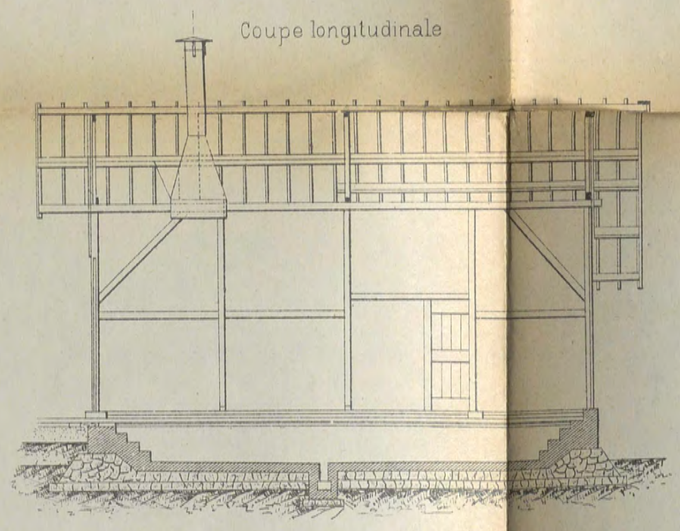
Façade postérieure



Plan



Coupe longitudinale



CHEMINS DE FER DE L'ÉTAT A JAVA.

DÉPÔT DE LOCOMOTIVES DE LA STATION DE GOMBONG

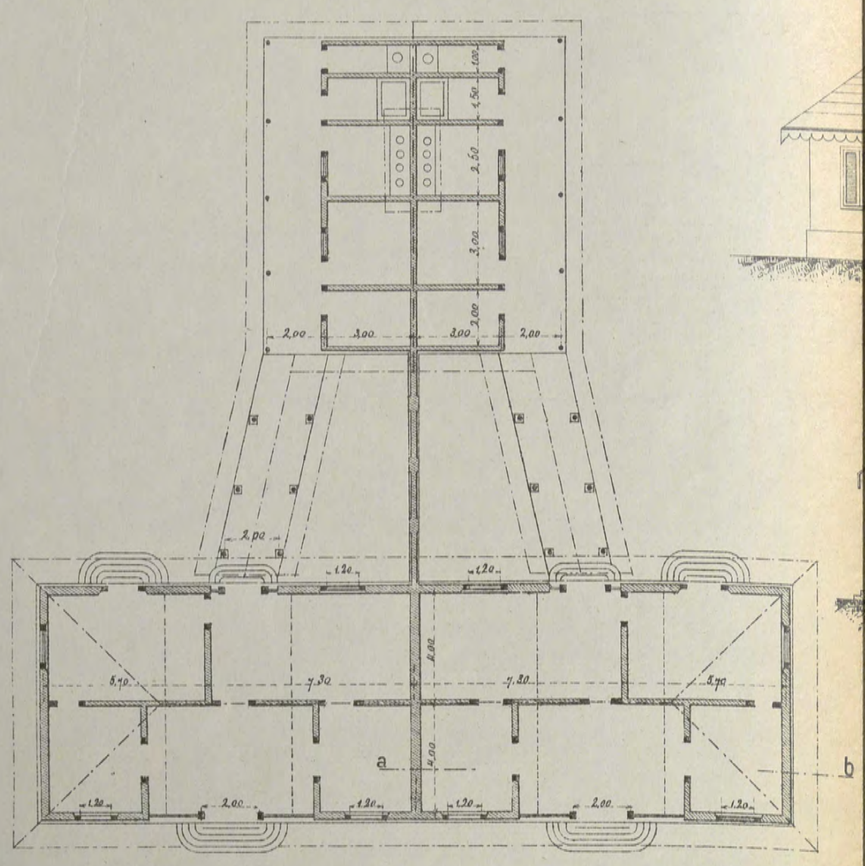
Echelle 1/100.

TRAMWAY DE DJOCJA MAGELANG.

PROJET DE DEUX MAISONS D'EMPLOYÉS EUROPÉENS SALARIÉS DE PLUS DE 150 FL. PAR MOIS

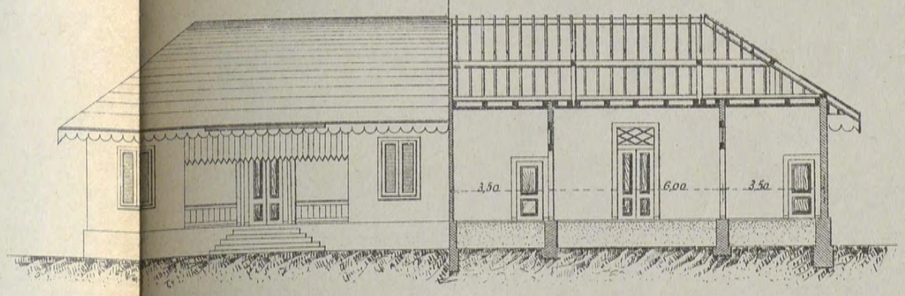
(Echelle 1/200)

Plan

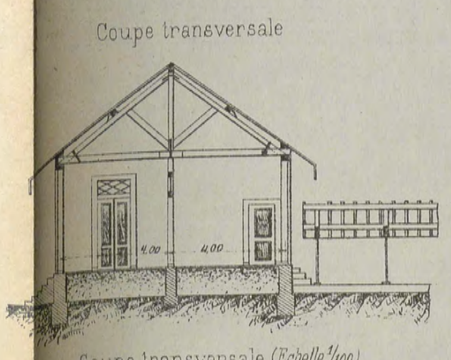


Demi élévation

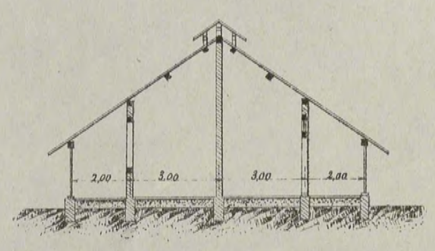
Demi coupe longitudinale suiv.t a b.



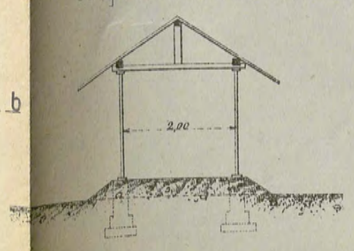
Coupe transversale



Coupe transversale



Coupe transversale *(Echelle 1/100)*



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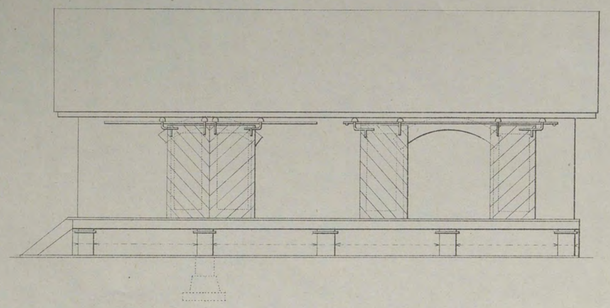
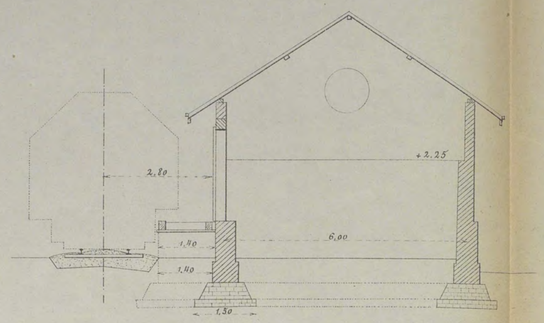
MACASIN A CHARBON

Echelle 1/100e

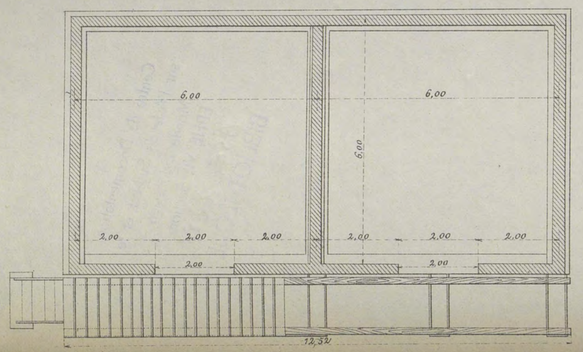
Elévation



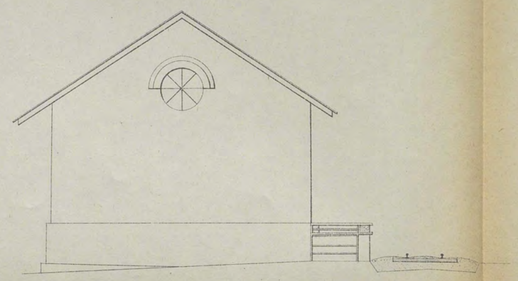
Coupe transversale



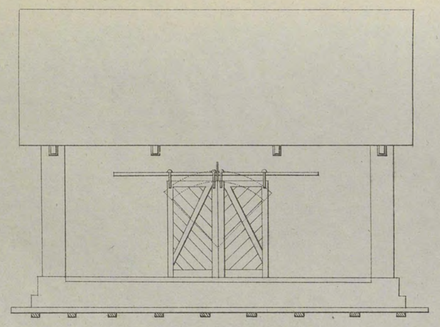
Plan



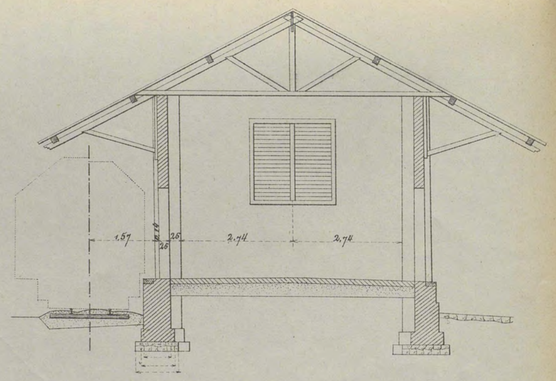
Vue par bout



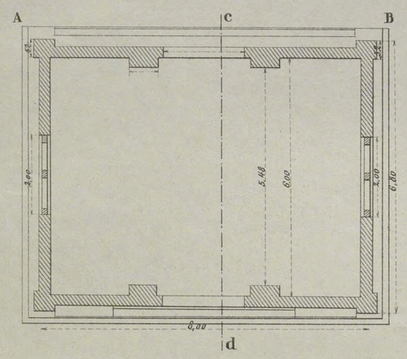
Elévation suiv.t **A B**.



Coupe suiv.t **c d**



Plan



PETIT MAGASIN A MARCHANDISES POUR UNE HALTE

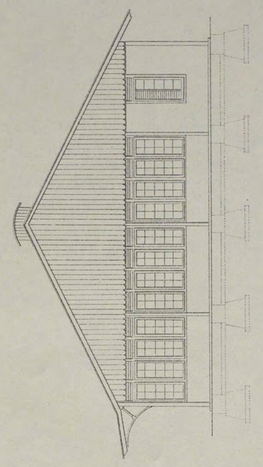
Echelle 1/100e

ATELIERS DE BANDOENG

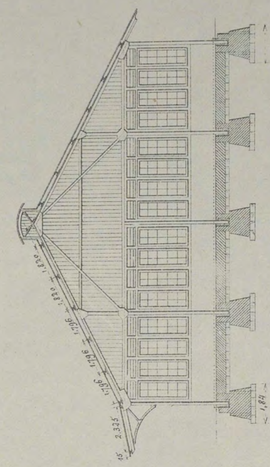
ATELIER DE PEINTURE ET VITRERIE

Echelle 1/200

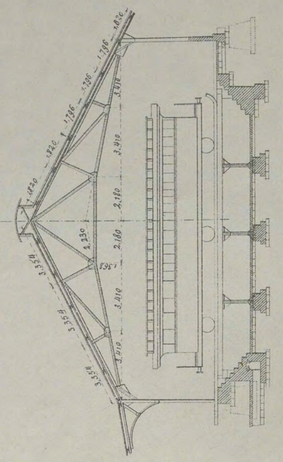
Elévation latérale **G H**



Coupe **a b**



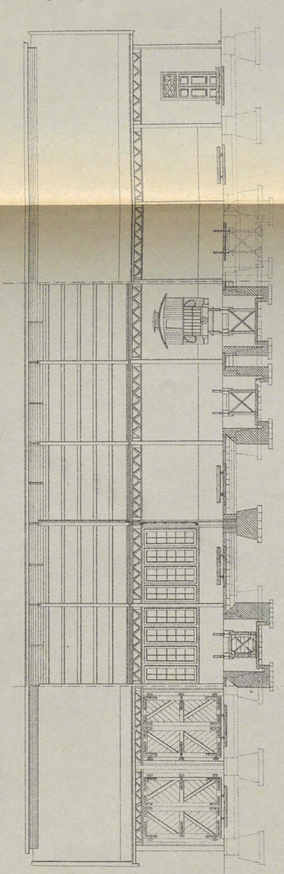
Coupe **e f**



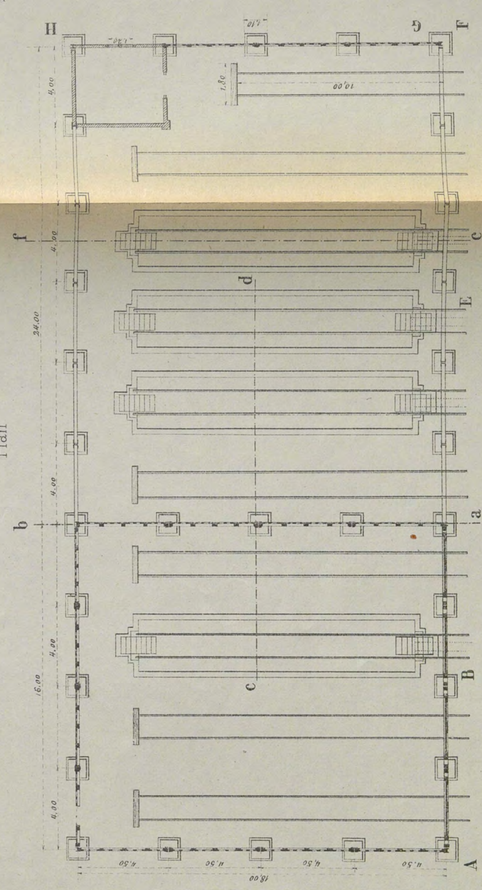
Elévation **E F**

Coupe **c d**

Elévation **A B**



Plan



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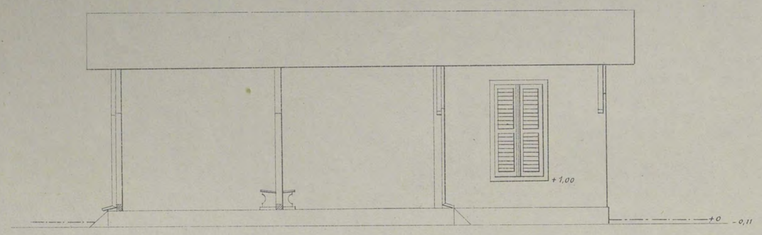
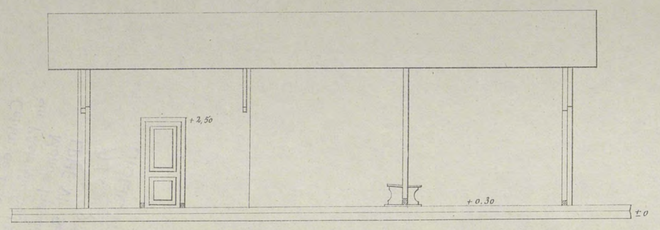
BÂTIMENTS

ABRI POUR HALTE

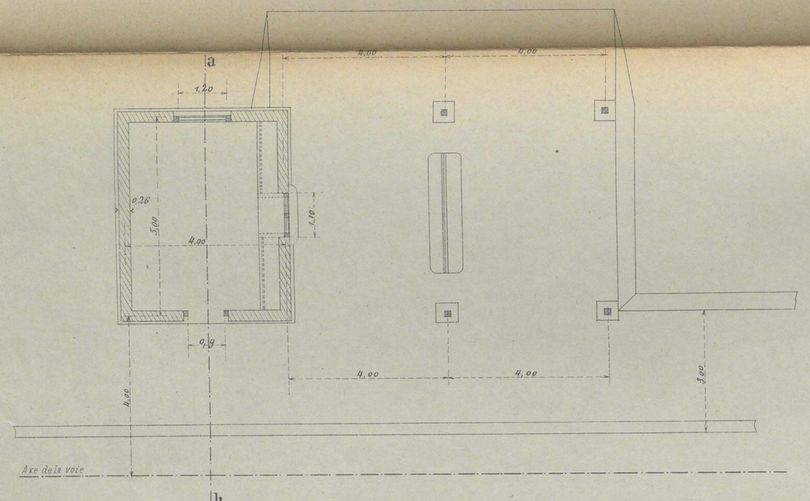
Elévation



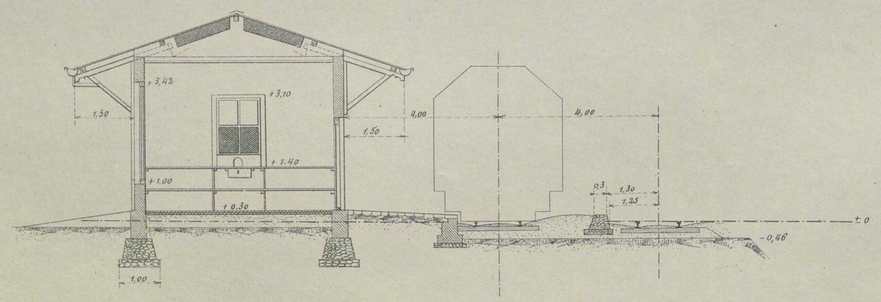
Elévation *(Vue de la voie)*



Plan

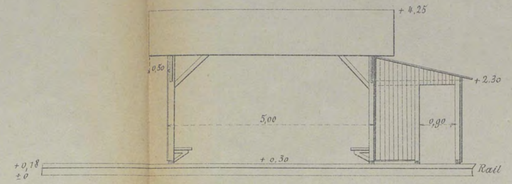


Coupe **a b**

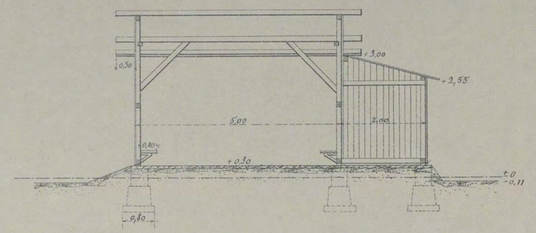


ABRI ET QUAI POUR UNE HALTE

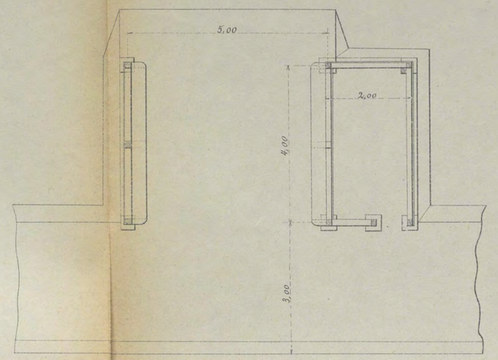
Elévation



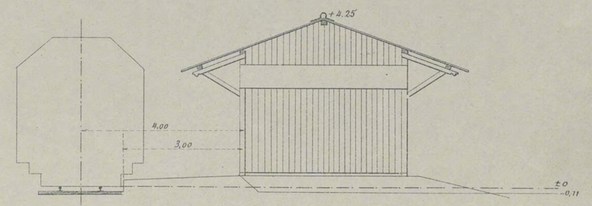
Coupe longitudinale



Plan

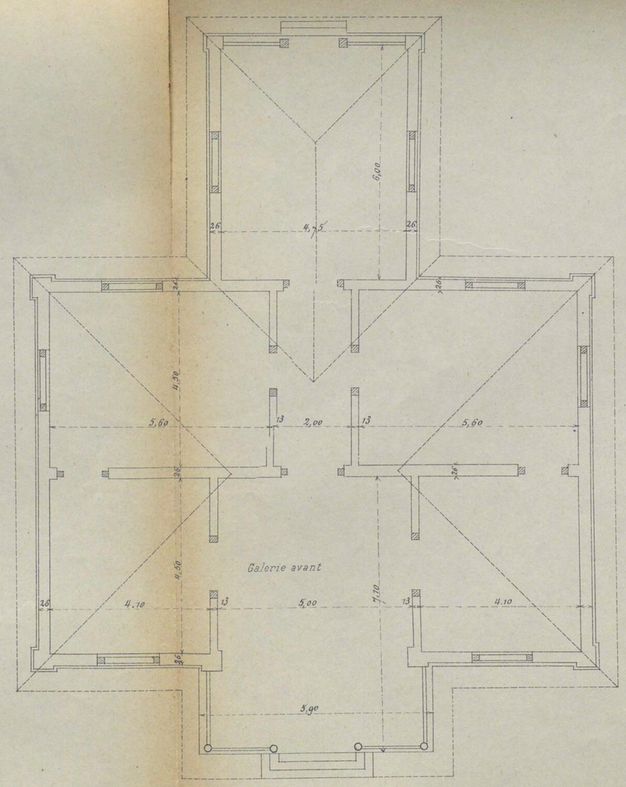


Elévation latérale

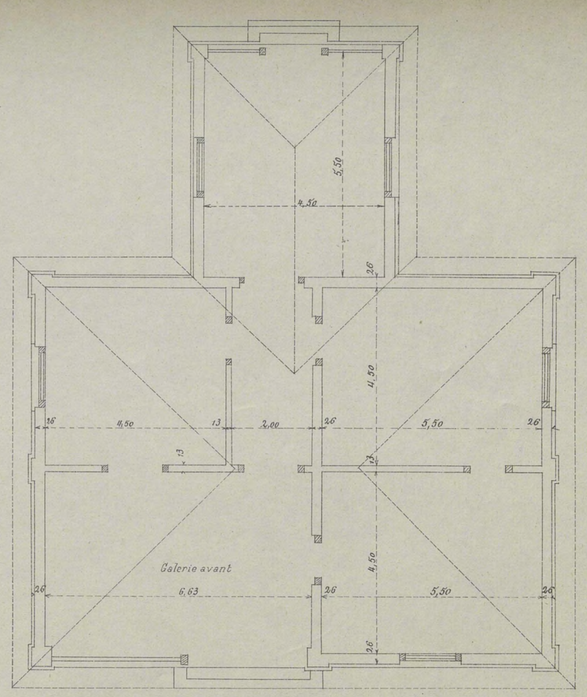


LOGEMENTS D'EMPLOYÉS

Station de Ire classe



Station de grande halte



Imp. Monrocq.

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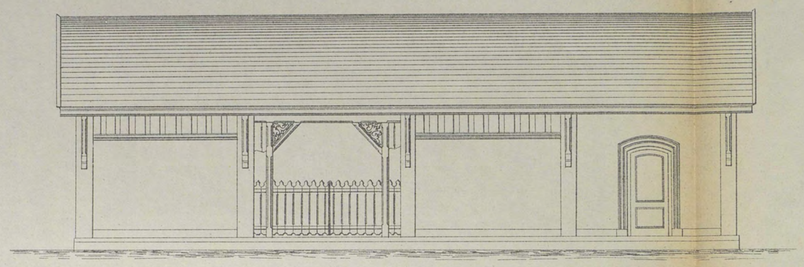
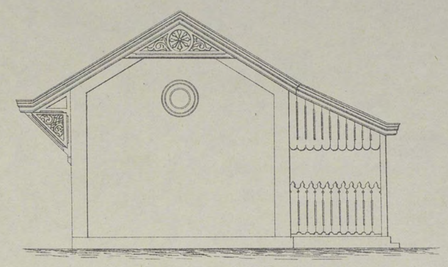
BÂTIMENTS EN PIERRE POUR UNE HALTE.

Echelle : 0m 01 p.m.

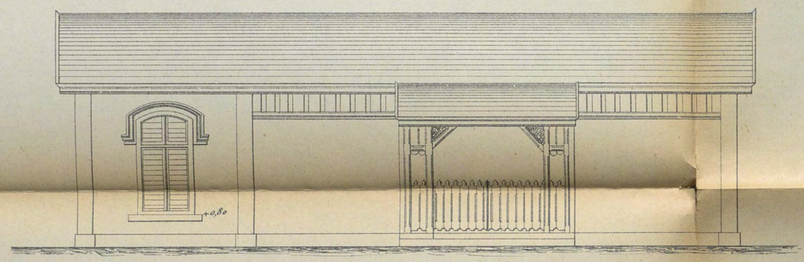
Élévation *(du côté de la voie)*.



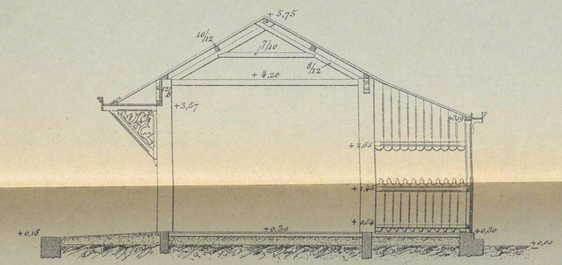
Pignon.

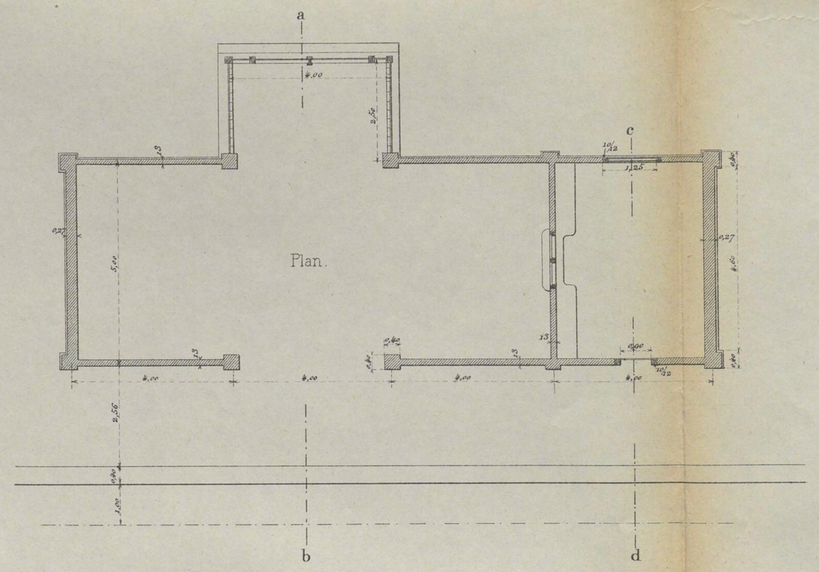


Élévation.

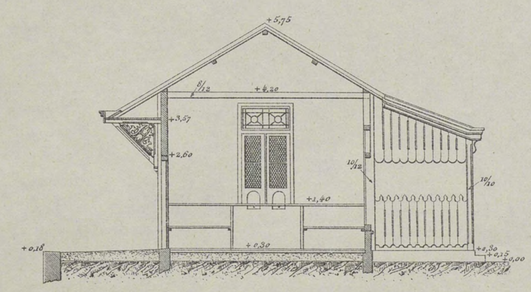


Coupe **ab**.





Coupe **cd**.



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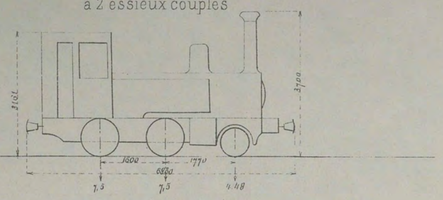
LOCOMOTIVES

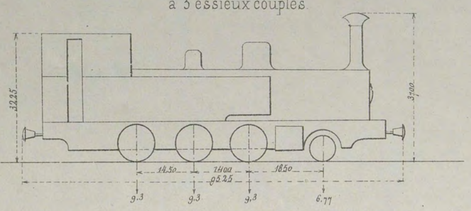
CHEMINS DE FER DE L'ETAT A SUMATRA

(Echelle 1/100)

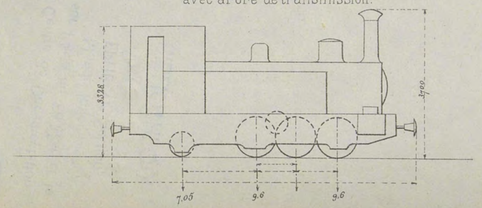
N° 1. Locomotive tender à adhérence à 2 essieux couplés



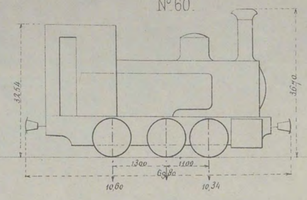
N° 2. Locomotive tender à adhérence à 3 essieux couplés



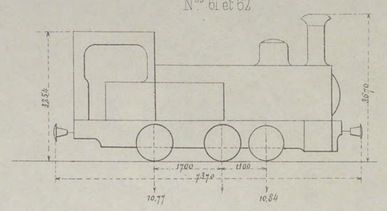
N° 3. Locomotive tender à adhérence et crémaillère avec arbre de transmission



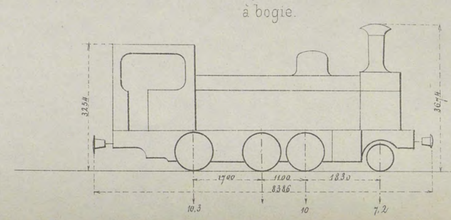
N° 4. Locomotive tender à adhérence et crémaillère N° 60.



N° 5. Locomotive tender à adhérence et crémaillère. N°s 61 et 62



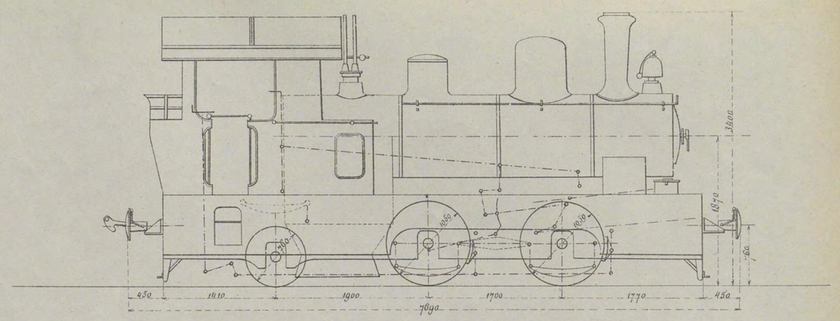
N° 6. Locomotive tender à adhérence et crémaillère à bogie.



	N° 1.	N° 2	N° 3.	N° 4	N° 5.	N° 6
Poids à vide	15,27 T	27,65 T	21,28 T	17,52 T	17,94 T	24,63 T
Poids en service	19,480 T	34,670 T	26,25 T	20,94 T	21,61 T	29,5 T

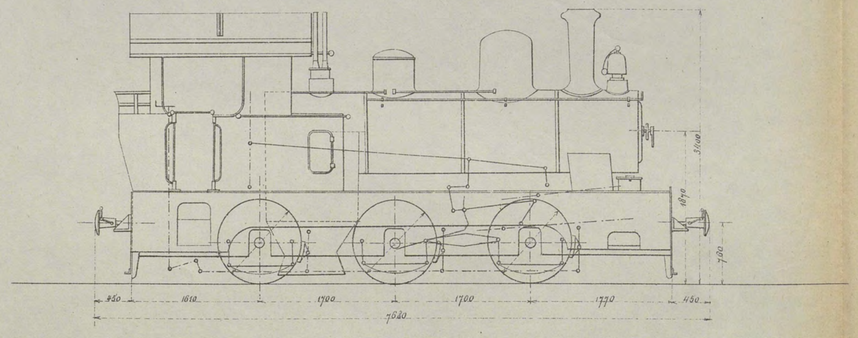
TRAMWAY DE SOENDIH-SOERABAJA

Locomotive Compound (Echelle 1/50)



TRAMWAY DE DJOEJA MAGELAND

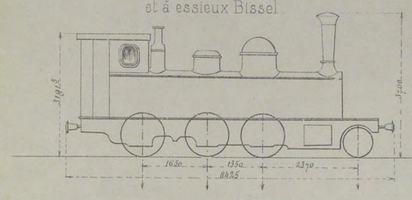
Locomotive N° 250-251 (Echelle 1/50)



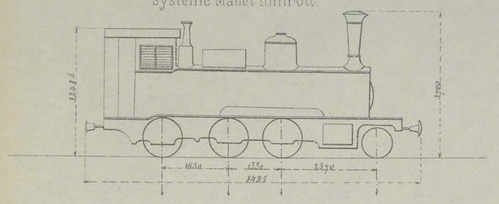
CHEMINS DE FER DE L'ETAT A JAVA

(Echelle 1/100)

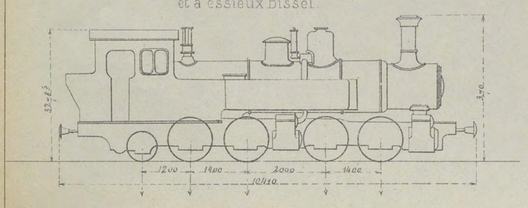
N° 1. Locomotive tender à 3 essieux couplés et à essieux Bissel.



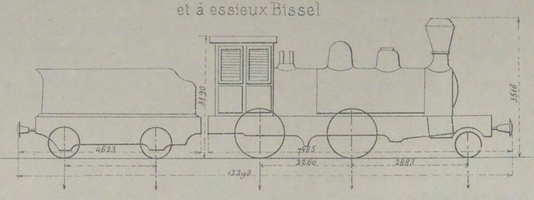
N° 2. Locomotive tender à 2 x 2 essieux couplés. système Mallet Rimrott.



N° 3. Locomotive Compound à 3 essieux couplés et à essieux Bissel.



N° 4. Locomotive tender à 2 essieux couplés et à essieux Bissel



	N° 1	N° 2	N° 3	N° 4
Surface de grille	1,107 m²	1,107 m²	1,45 m²	1,061 m²
id de chauffe du foyer	5,38 "	5,38 "	7,76	5,11
id des tubes (intérieur)	55,66 "	55,66	93,70	51,11
Nombre de tubes	157	157	224	147
Longueur des tubes	3,05 m	3,05 m	3,60 m	2,671
Diamètre des tubes ext/int	41/37 m/m	41/37 m/m	41/37 m/m	41/37 m/m
Timbre de la chaudière	10 kg	12 kg	12 kg	10 kg
Diamètre des cylindres	380 m/m	"	"	381 m/m
id à haute pression	"	380 m/m	300 m/m	"
id à basse pression	"	580 "	460 "	"
Course des pistons	509 m/m	509 "	510 "	457 m/m
Diamètre des roues motrices	1,168 m	1,102 m	1,102 m	1,453
Poids de la machine à vide	22000 kg	25300 kg	32000 kg	18700 kg
id en service	28750 "	32300 "	41600 "	20590 "
id adhérent	23200 "	25800 "	35000 "	14990 "
id du tender à vide	"	"	"	6750 "
id en service	"	"	"	12260 "
Vitesse maximum (N° 1 à l'heure)	45	45	45	70
Effort de traction	4300 kg	4500 kg	4800 kg	2800 kg

Dimensions principales.

		Locomotive Compound	Locomotive N° 250 et 251
Cylindre	Diamètre	280 ou 415 m/m	340 m/m
	Course	400 m/m	400 m/m
Chaudière	Longueur	2.584 m	2.584 m
	Diamètre	0,940	0,940
Tubes	Nombre	120	120
	Longueur entre les plaques	2.550 m	2.550 m
	Diamètre extérieur	41 m/m	41 m/m
Surface de chauffe	Chaudière	4,7 m²	4,7 m²
	Tubes	84,6	84,6
	Total	89,3 m²	89,3 m²
Surface de grille		0,9 m²	0,9 m²
Poids en service	Sur l'essieu d'avant	8400 k	8320 k
	id du milieu	8400 k	8440 k
	id d'arrière	8250 k	8440 k
	Total	25050 k	25200 k
Puissance de traction		2500 k	3500 k

Tender

Contenu	Eau	8,0 m³
	Charbon	900 k
	Résidu de pétrole	0,4 m³

Imp. Monrocq

Autog. E. Gillet. 30 Rue Cuy-Lussac. Paris.

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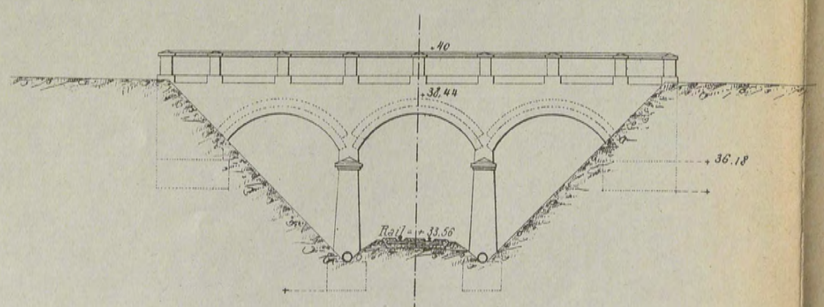
CHEMINS DE FER DE L'ÉTAT A JAVA.

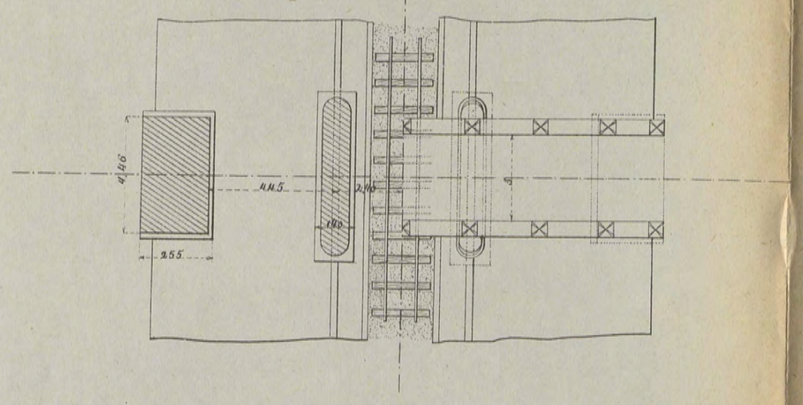
PONT ROUTE DE 3 × 4 10.m PASSAGE EN DESSUS

PL. 17.

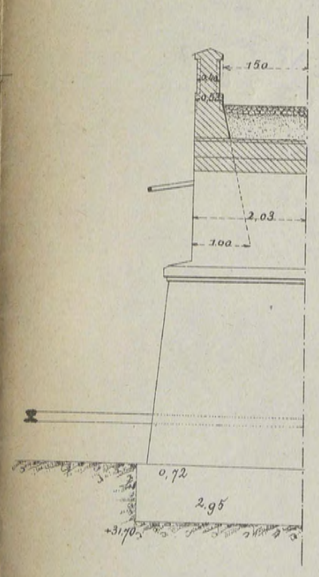
Elévation (1/200)



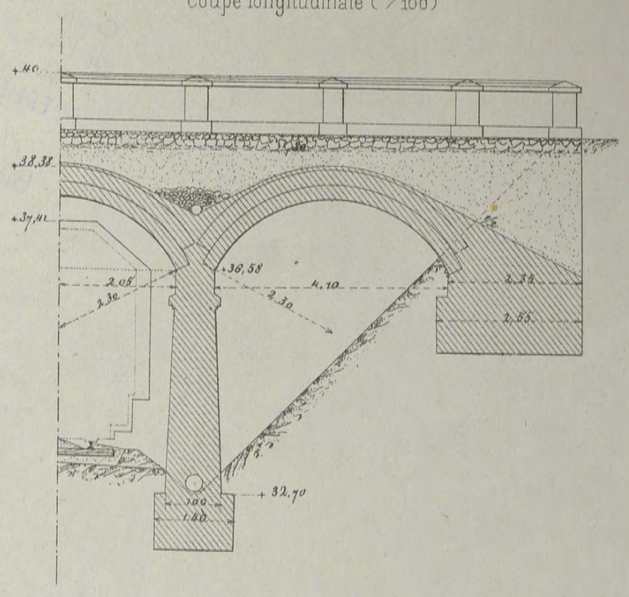
Plan



Coupe transversale (1/100)



Coupe longitudinale (1/100)



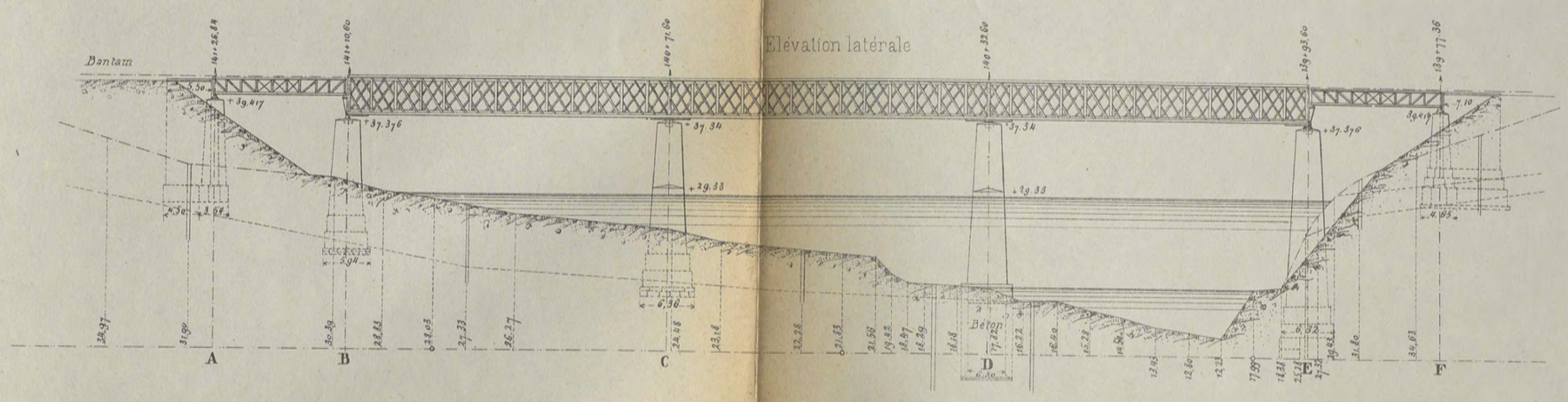
CHEMINS DE FER DE L'ÉTAT A JAVA.

LIGNE DU BANTAM.

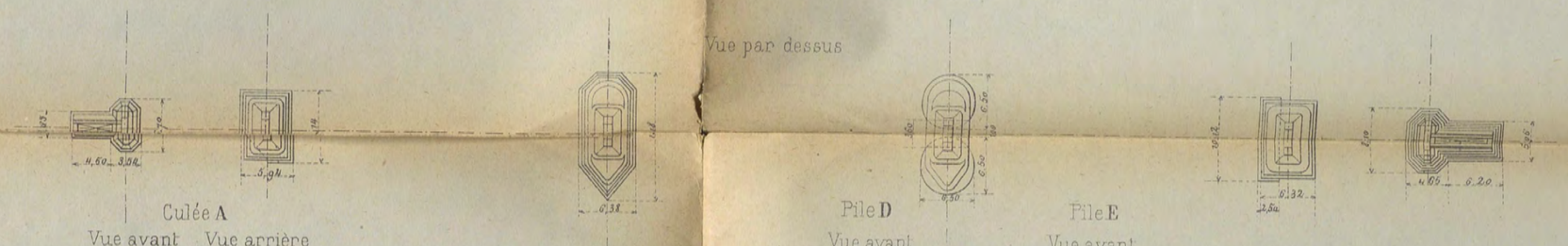
PONT DU TJI SADANI

Echelle 1/600

Elévation latérale

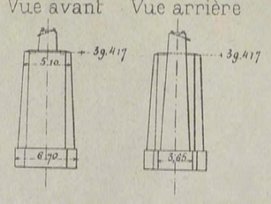


Vue par dessus



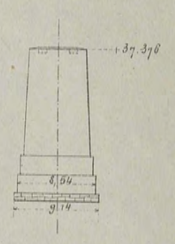
Culée A

Vue avant Vue arrière



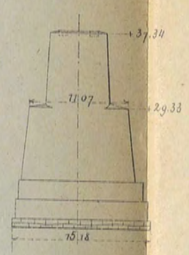
Pile B

Vue avant



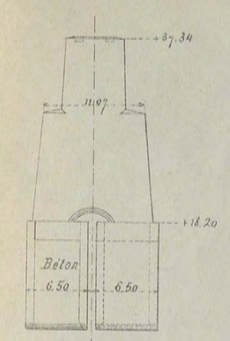
Pile C

Vue arrière



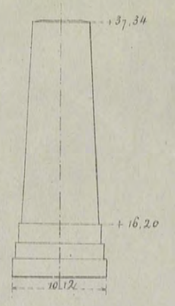
Pile D

Vue avant



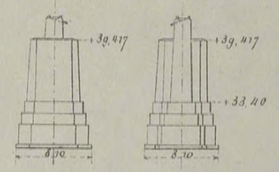
Pile E

Vue avant



Culée F

Vue avant Vue arrière



CHEMINS DE FER DE DELI (SUMATRA)

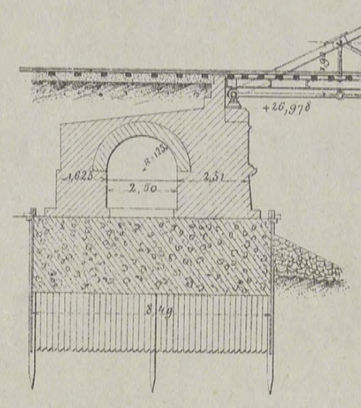
PONT SUR LE SOENGEI-BINGEI

1 travée de 36m et 2 de 17m.

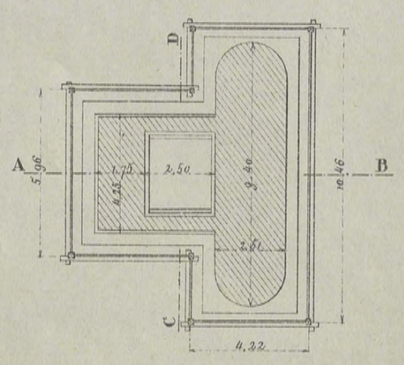
Echelle 1/200.

Culée droite

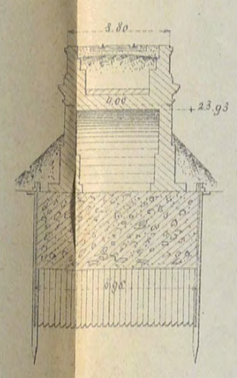
Coupe AB



Plan

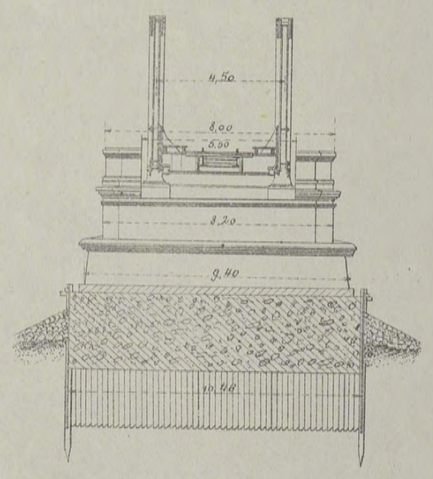


Coupe CD

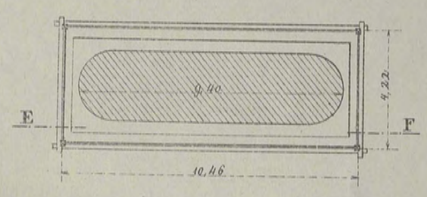


Pile

Vue EF.



Plan



Imp. Monrocq.

Autog. E. Gillet, 30, rue Gay-Lussac. PARIS.

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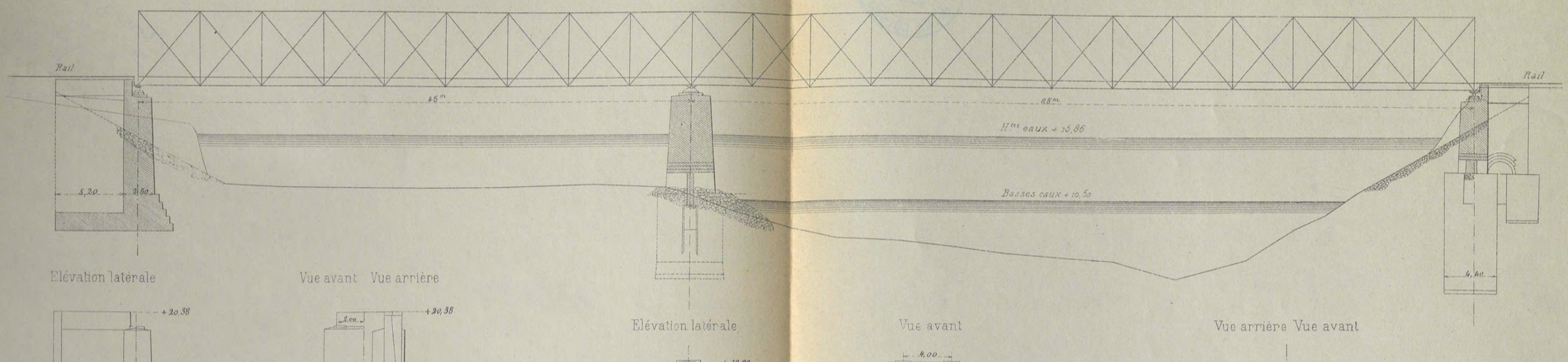
TRAMWAY DE SERAJOEDAL

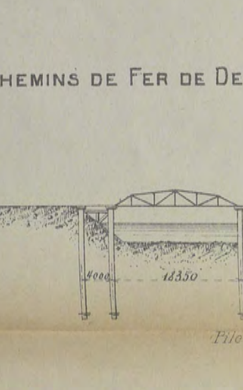
PONT SUR LE SÉRAJOE A MANDIRANTJAN

PL. 18.

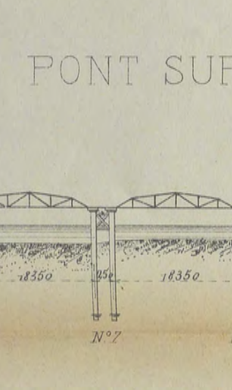
Echelle 1/300



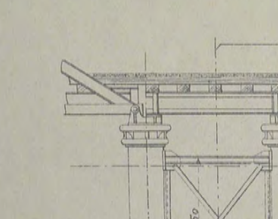
Elévation latérale



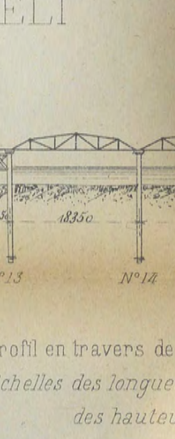
Vue avant Vue arrière



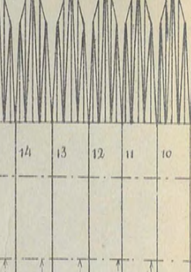
Plan et Coupe



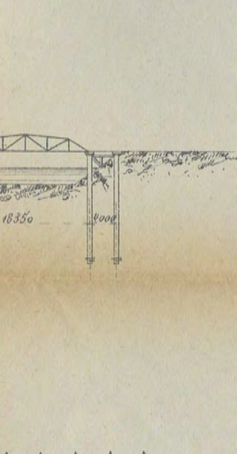
Elévation latérale



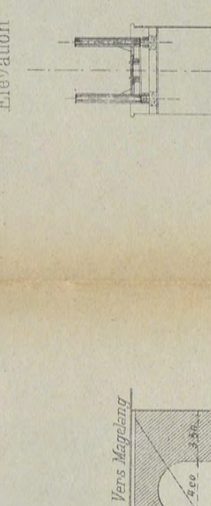
Plan et Coupe



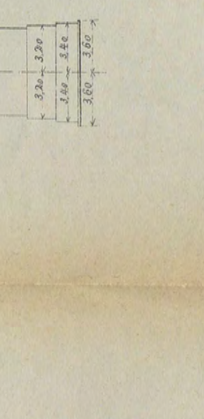
Vue avant



Vue arrière Vue avant



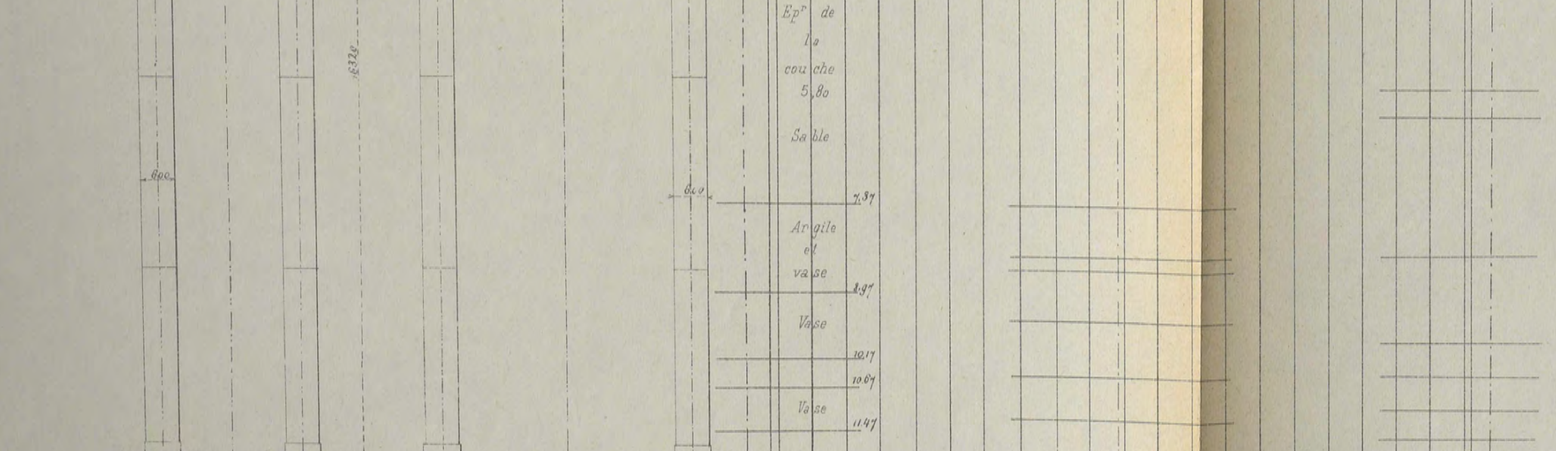
Plan et coupe.



CHEMINS DE FER DE DELI

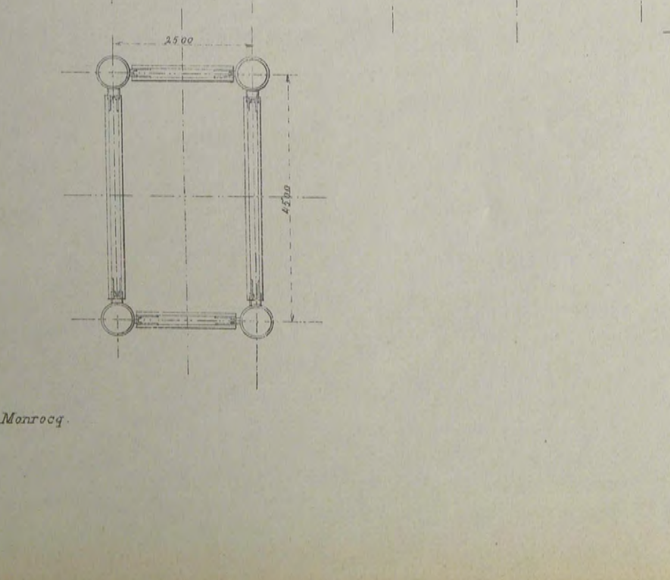
PONT SUR LE KUALA DELI

Echelle 1/200



Piles 7 et 13

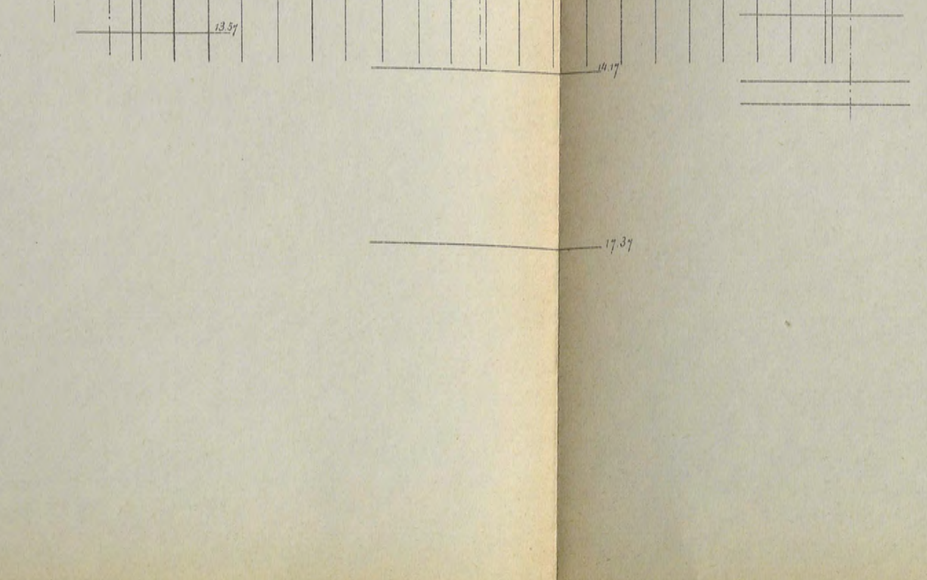
Echelles 1/100



Profil en travers de la [illegible]ère

Echelles des longueurs 1/3000

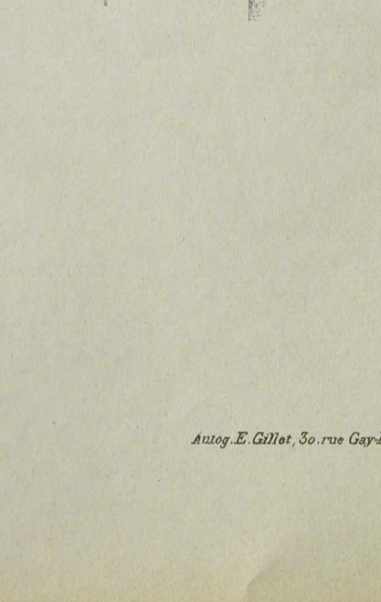
des hauteurs 1/100



PONT DU KALI BEDOK

Echelle 1/400e

Coupe longitudinale



Tramway de Djocja à Magelang.

Imp. Monrocq.

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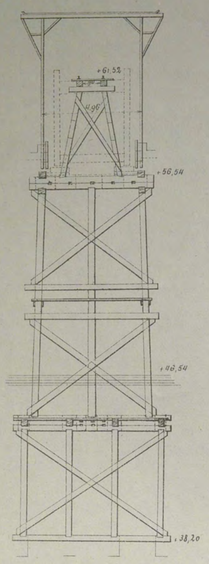
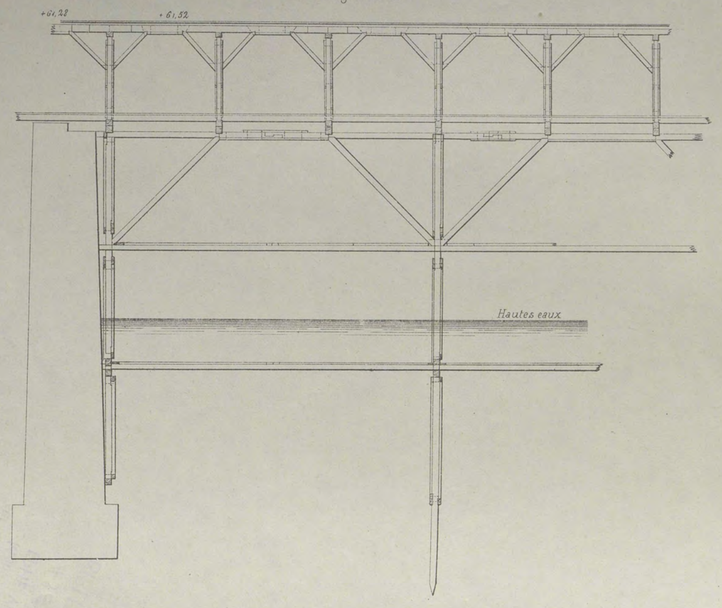
PONT PROVISOIRE SUR LE PROGO

Coupe transversale



Echelle 1/200

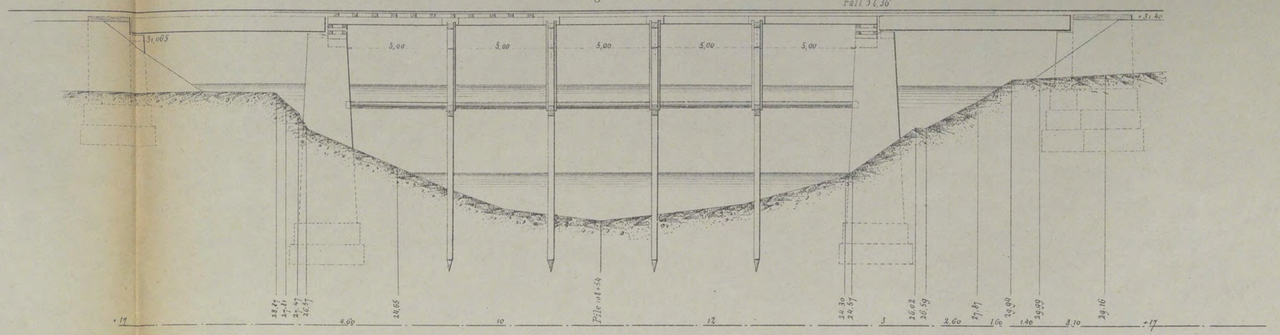
Vue longitudinale



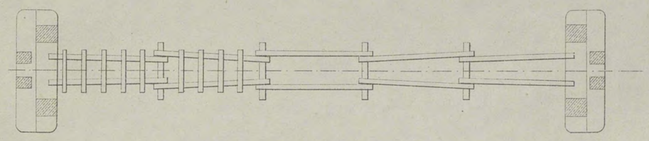
PONT PROVISOIRE SUR LE TJI BEUREUM

Echelle 1/200

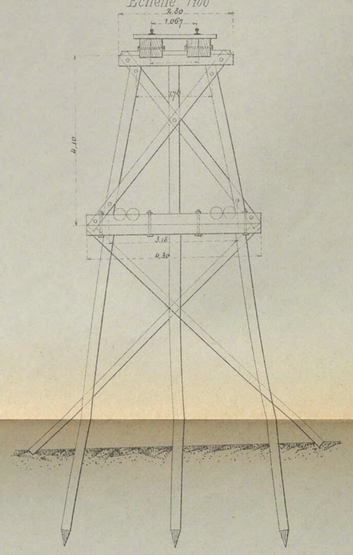
Vue longitudinale

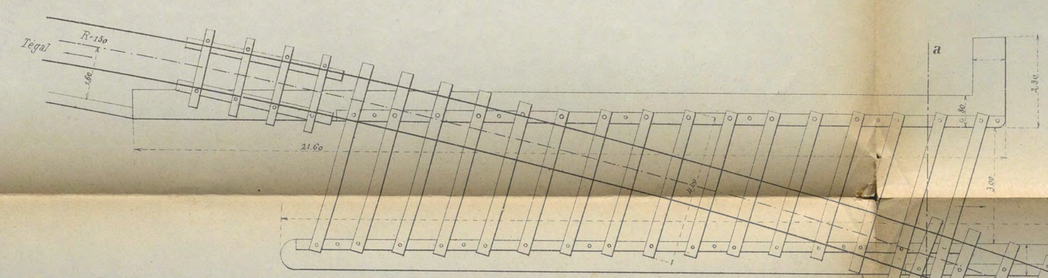


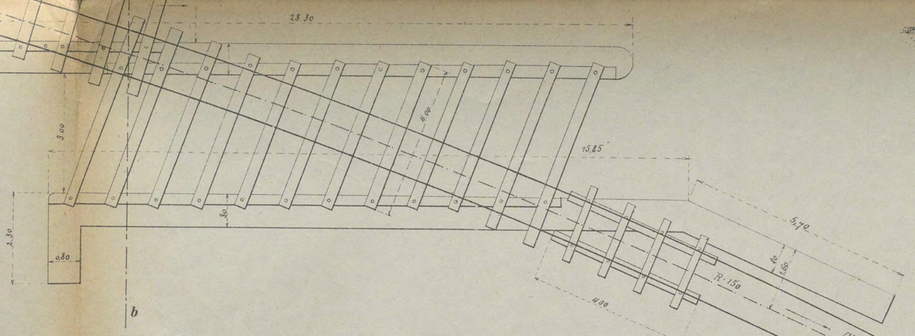
Vue par dessus



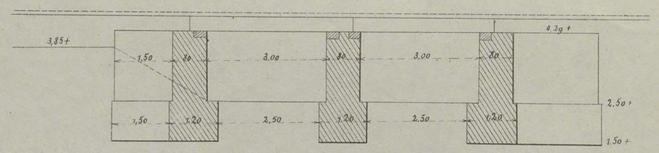
Coupe transversale
Echelle 1/100







Coupe **a b**



TRAMWAY DE SAMARANG CHERIBON

PONT DE 6m DE LARGEUR

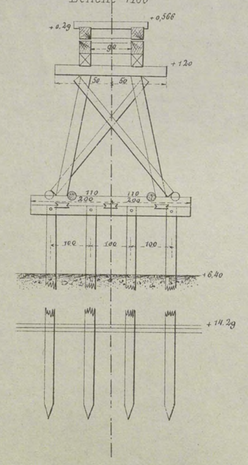
TABLIER EN BOIS ET PILES EN MAÇONNERIES

Echelle 1/100

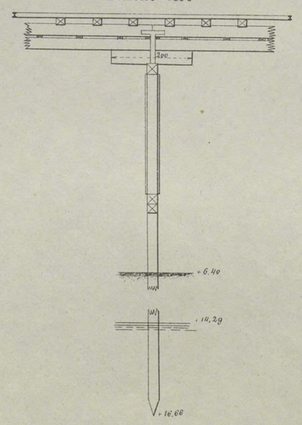
PONTS PROVISOIRES EN BOIS

CHEMINS DE FER DE L'ÉTAT A JAVA.

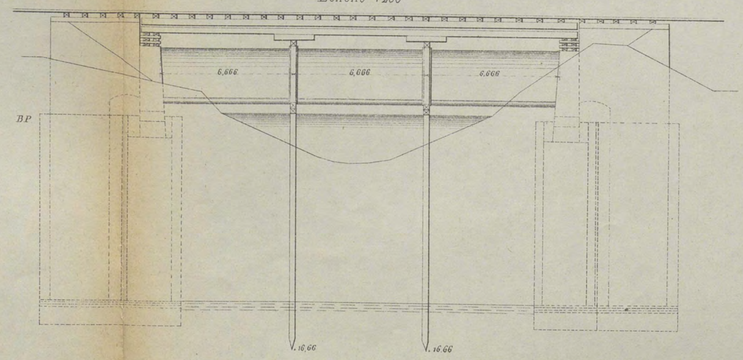
Coupe transversale
Echelle 1/100



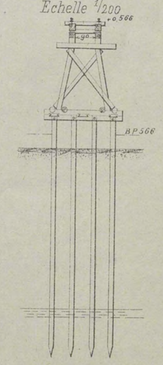
Vue latérale
Echelle 1/100



Vue longitudinale
Echelle 1/200



Coupe transversale
Echelle 1/200



Imp. Monrocq.

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CHEMINS DE FER DE DELI (SUMATRA)

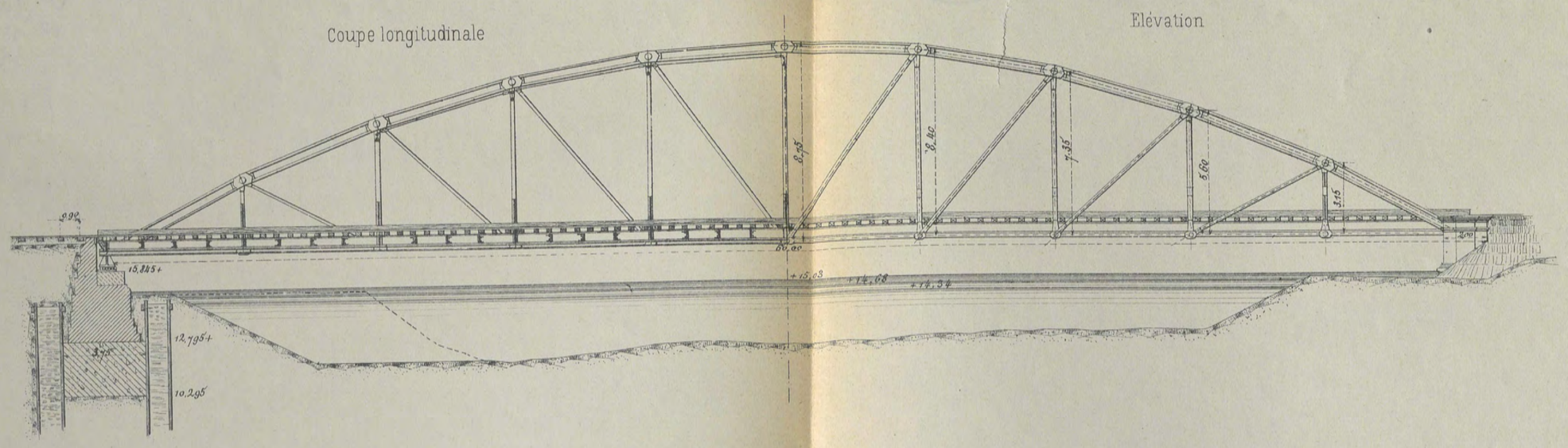
PONT SUR LE SOENGEI OELAR

Pl. 20.

Echelle 1/200

Coupe longitudinale

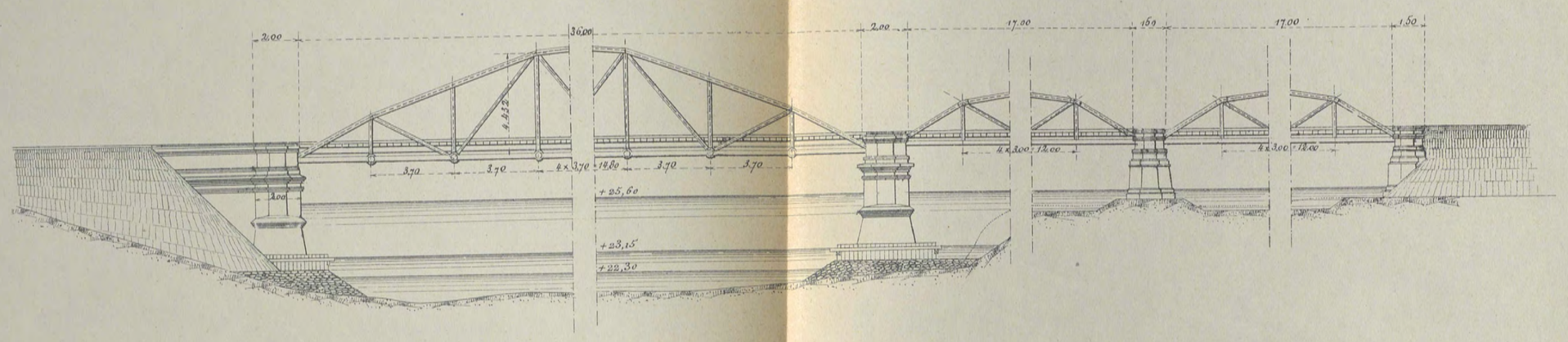
Elévation



PONT SUR LE SOENGEI BINGEI

Echelle 1/200

Elévation

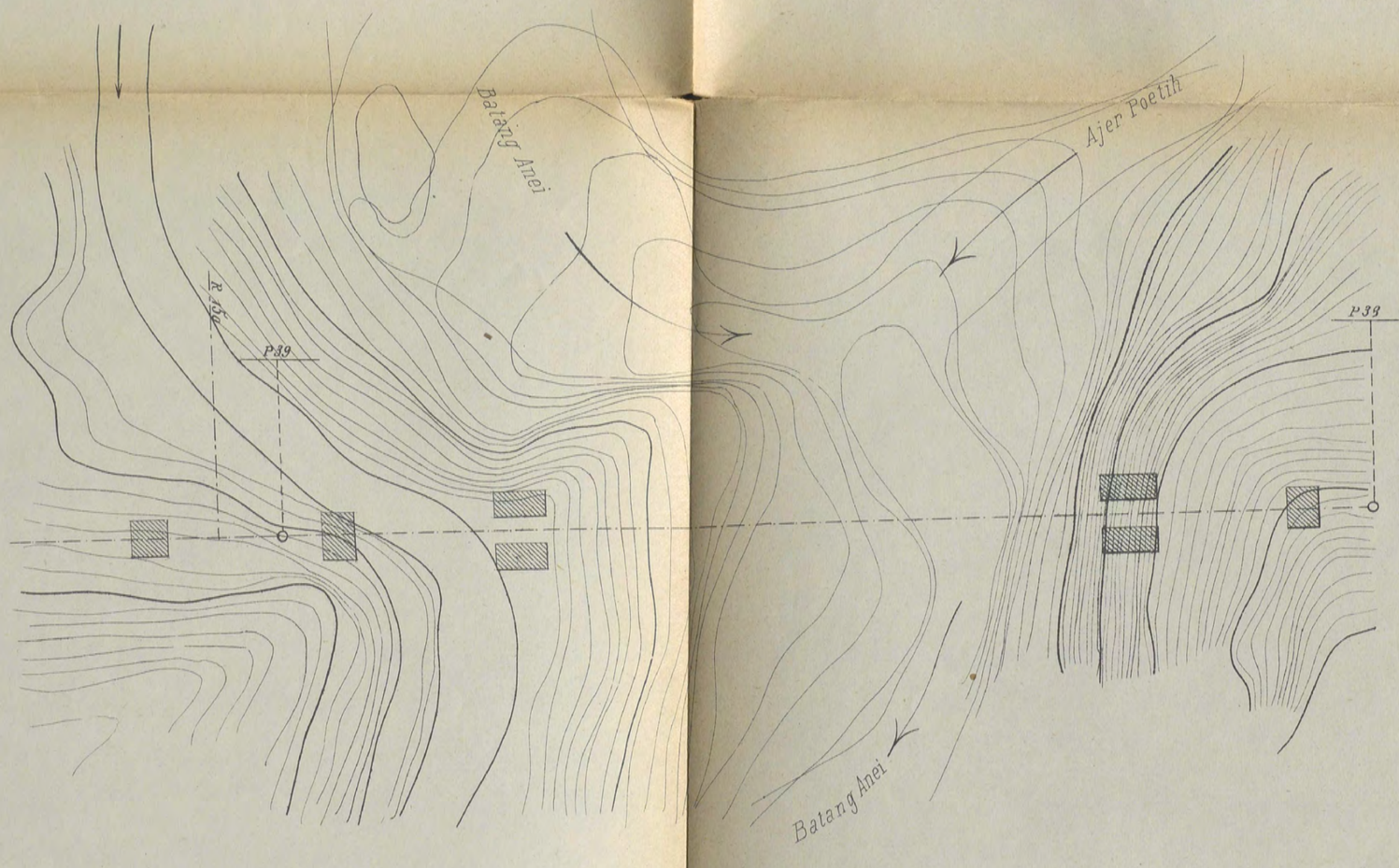


CHEMINS DE FER DE L'ÉTAT A SUMATRA.

PONT SUR L'ANEI

Situation

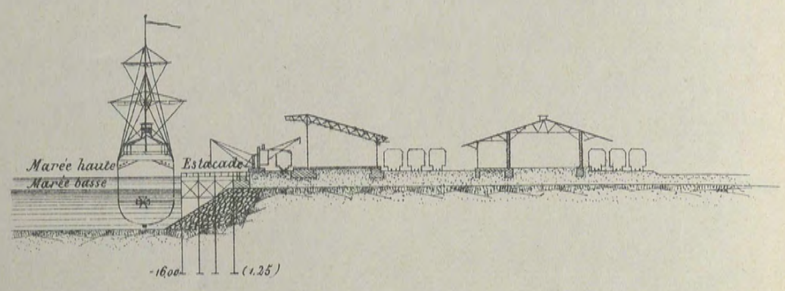
Echelle 1/500



Port Emma

Coupe transversale des installations

Echelle 1/1000

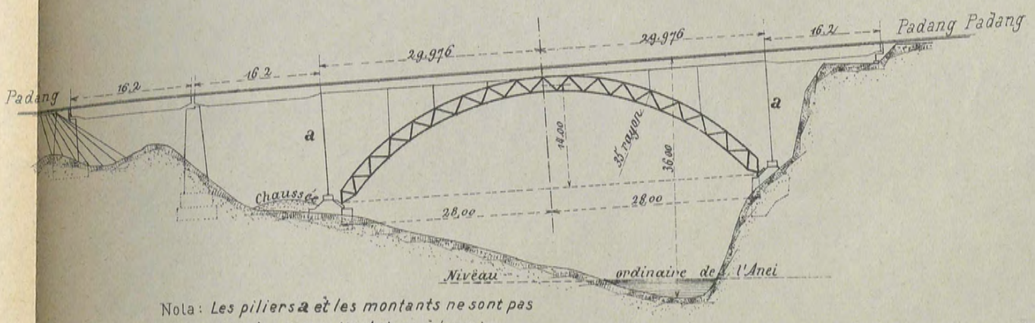


Imp. Monrocq.

Pont en arc sur l'Anei, en rampe 68 m/m

Voie de 1m 06, à crémaillère

Echelle 1/800



Nota: Les piliers a et les montants ne sont pas verticaux mais perpendiculaires à la voie.

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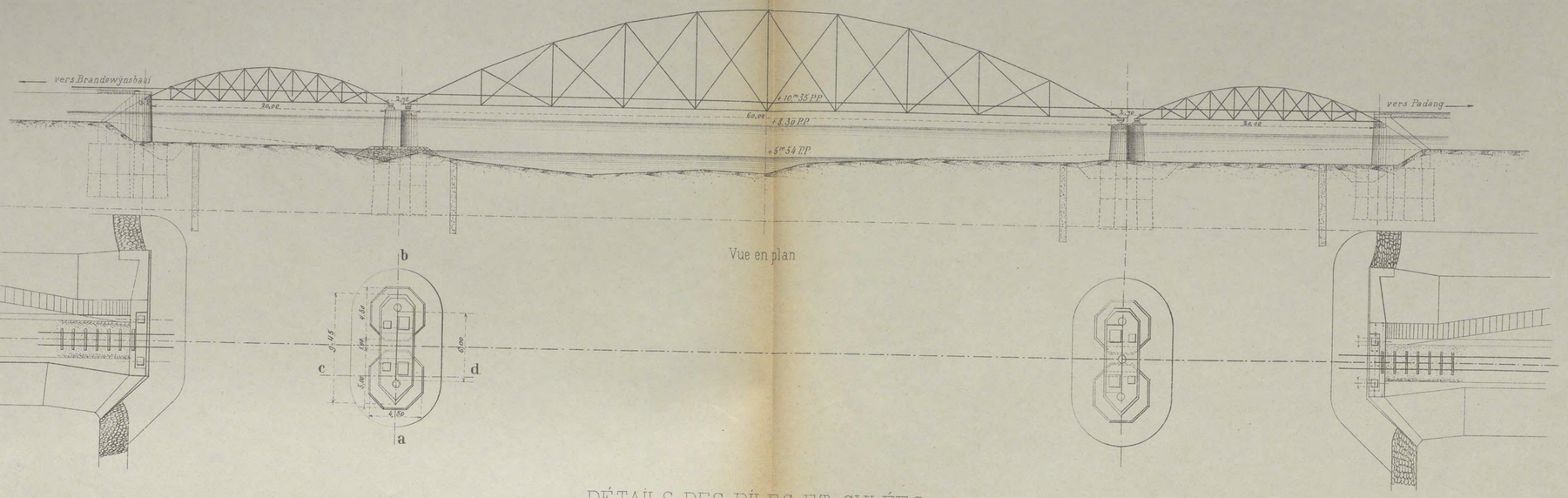
PONT SUR LA RIVIERE DE PADANG

Echelle 0m0033 p m

Elévation

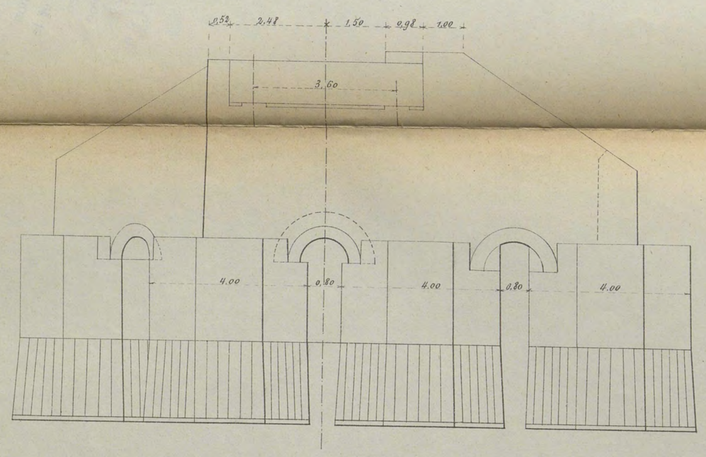


Vue en plan

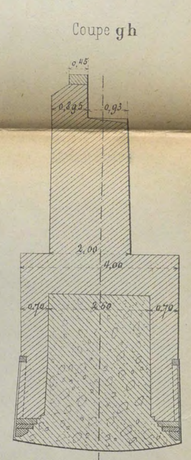
DÉTAILS DES PILES ET CULÉES

Echelle 1/100e

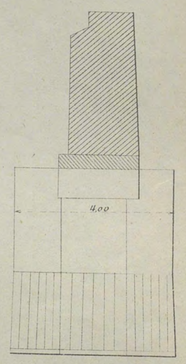
Elévation



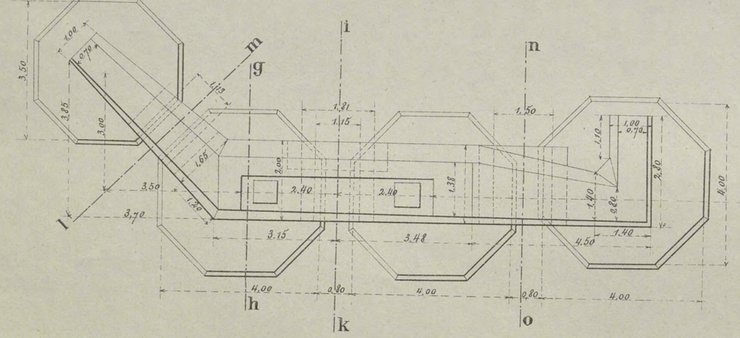
Coupe **g h**



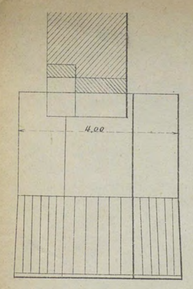
Coupe **n o**



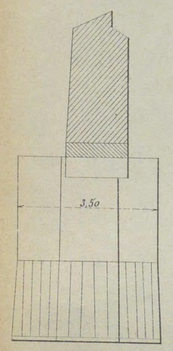
Plan



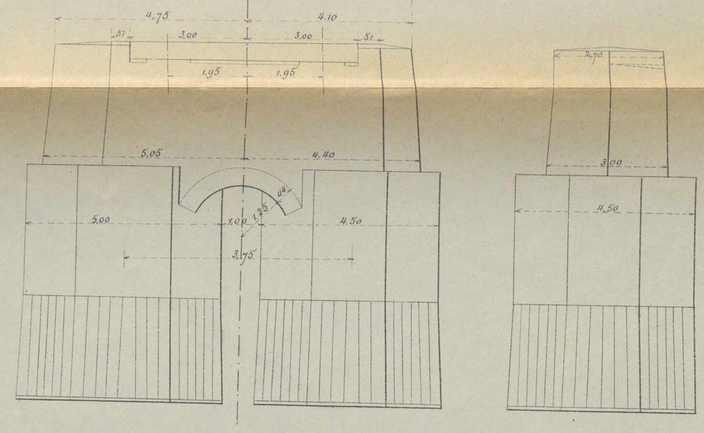
Coupe **i k**



Coupe **l m**

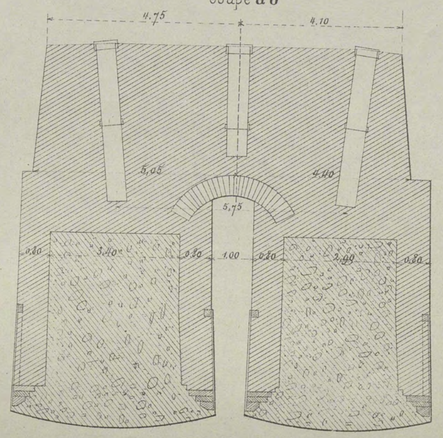


Elévation

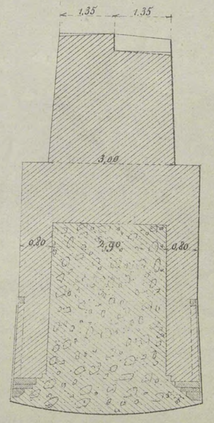


Profil

Coupe **a b**



Coupe **c d**



Imp. Monrocq

Autog. E. Gillet, 30 rue Caumartin Paris

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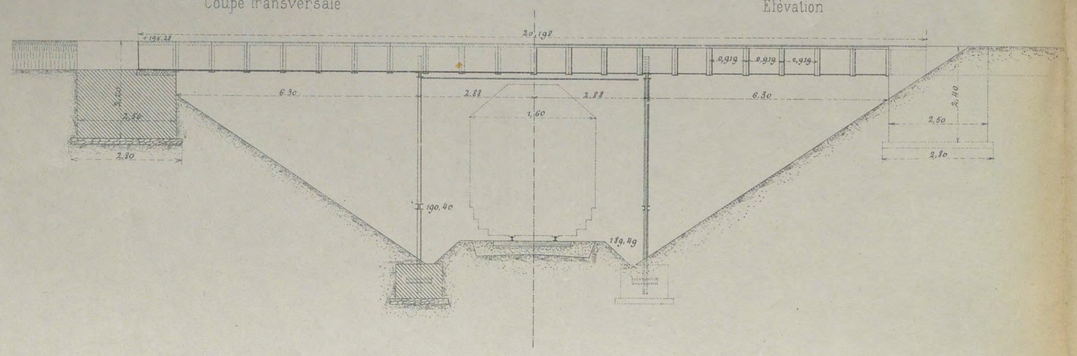
Tramway de Djocja à Magelang.

AQUEDUC ET VIADUC

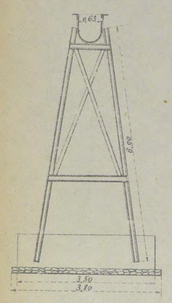
Echelle 1/100

Coupe transversale



Elévation

Coupe transversale

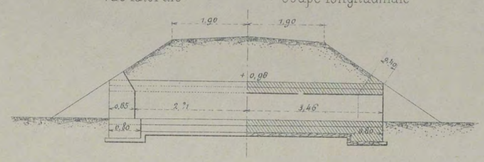


CHEMINS DE FER DE L'ÉTAT A JAVA.

AQUEDUC

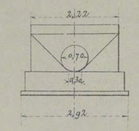
Echelle 1/100.

Vue latérale

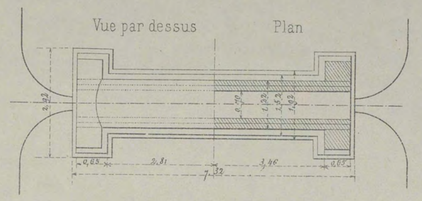


Coupe longitudinale

Vue avant et arrière

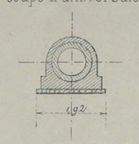


Vue par dessus



Plan

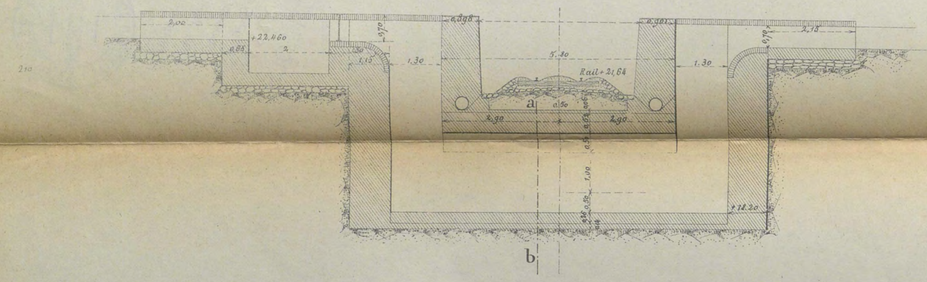
Coupe transversale



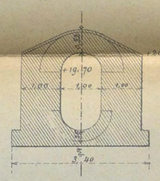
SYPHON

Echelle 1/100

Coupe longitudinale



Coupe suivant **ab**.

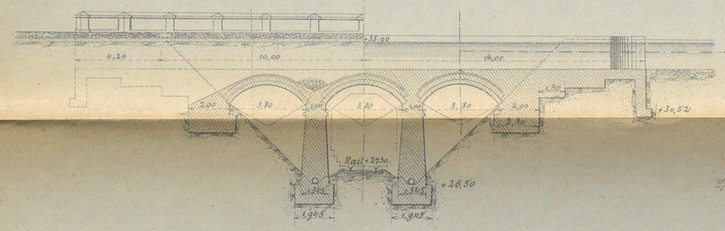


CHEMINS DE FER DE L'ÉTAT A JAVA.

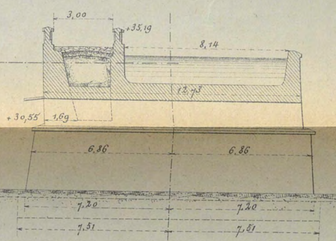
AQUEDUC ET VIADUC

Echelle 1/200

Coupe longitudinale



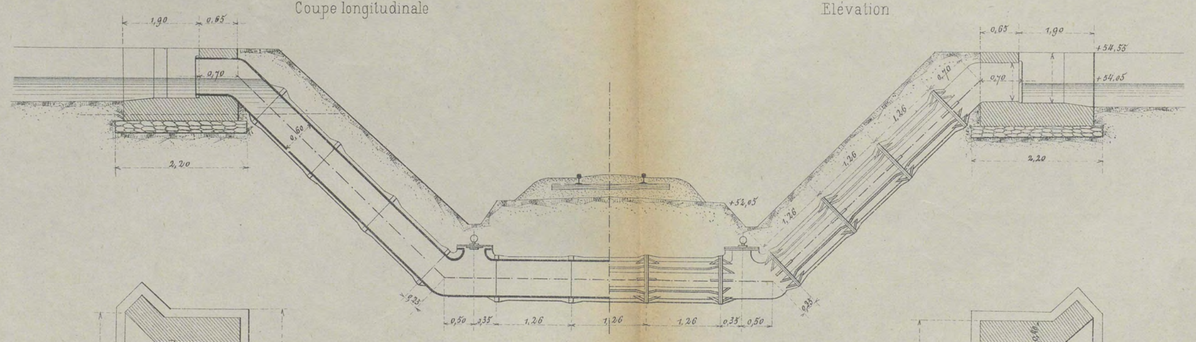
Coupe transversale



SYPHON EN FONTE

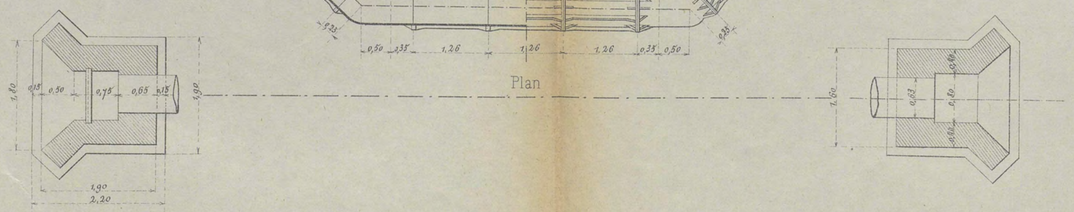
Echelle de 0"015 p. 1"00

Coupe longitudinale



Elévation

Plan



Imp. Monrocq

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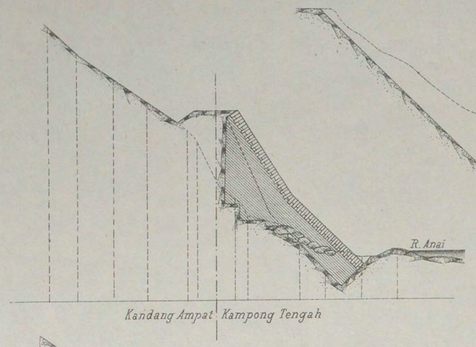
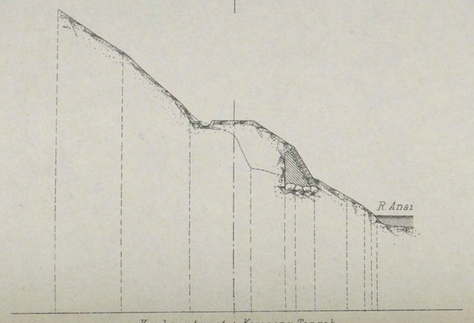
PROFILS TRANSVERSAUX DE LA VOIE ET TUNNELS

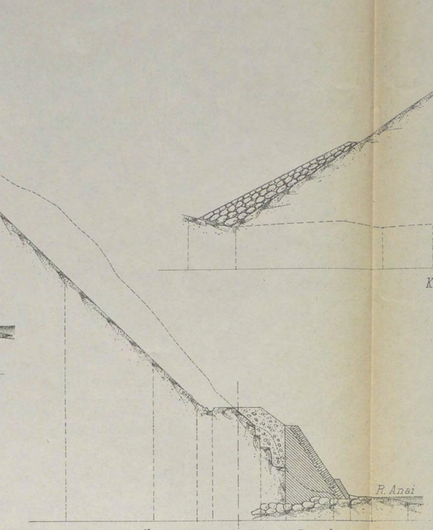
Echelle 1/400e



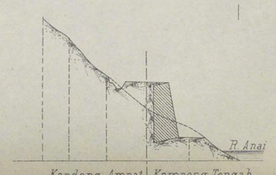
Kandang Ampat | Kampong Tengah



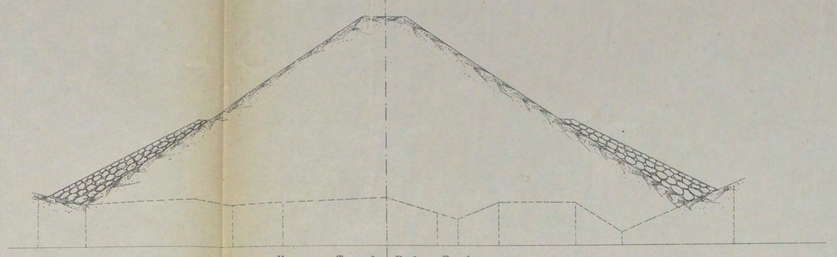
Kandeng Ampat | Kampong Tengah



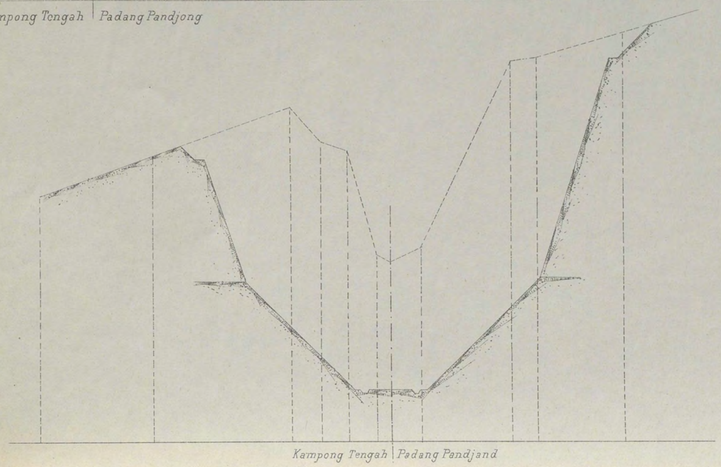
Kandang Ampat | Kampong Tengah



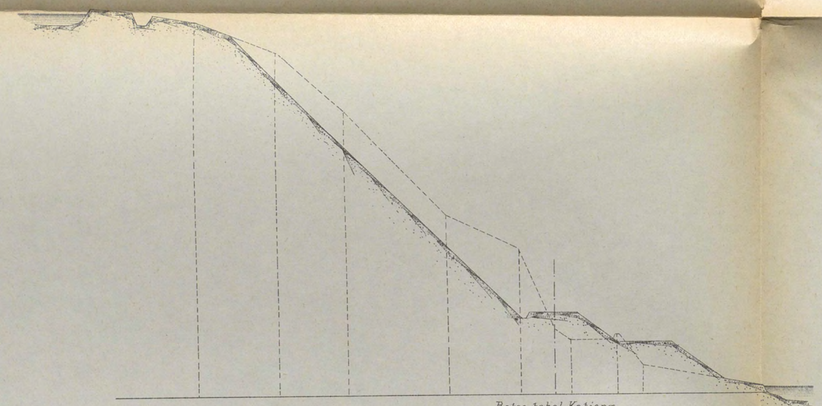
Kandang Ampat | Kampong Tengah



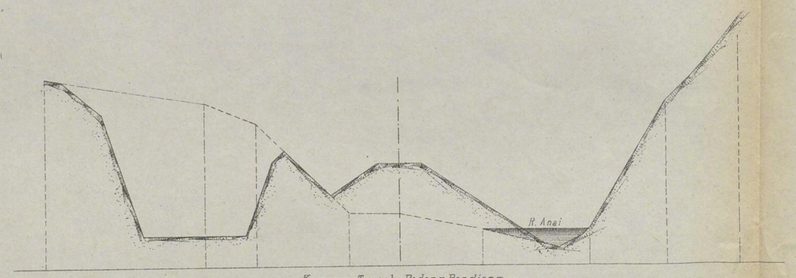
Kampong Tongah | Padang Pandjong



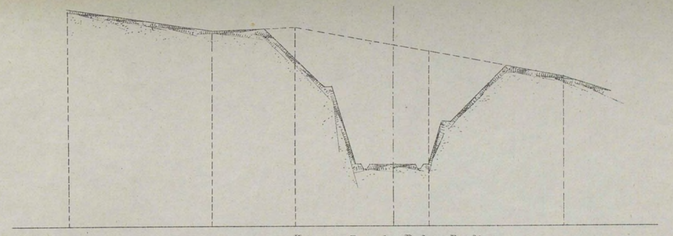
Kampong Tengah | Padang Pandjand



Batoe tabal Katjang

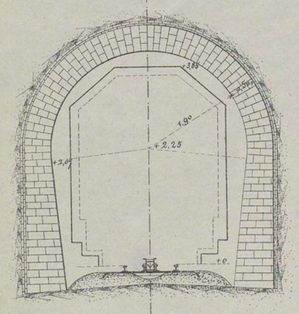


Kampong Tengah Padang Pandjang

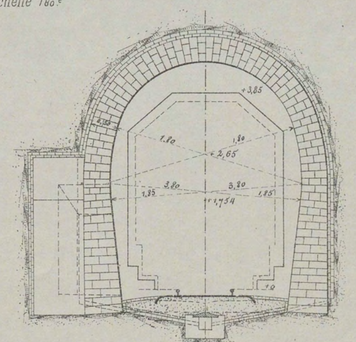


Kampong Tengah Padang Pandjang

Tunnels *Echelle 1/80e*



long. 70 mètres
Kampong Tengah Padang Pandjang



long. 825 mètres
Moeara Kalaban Sanah Locnto

Imp. Monrocq.

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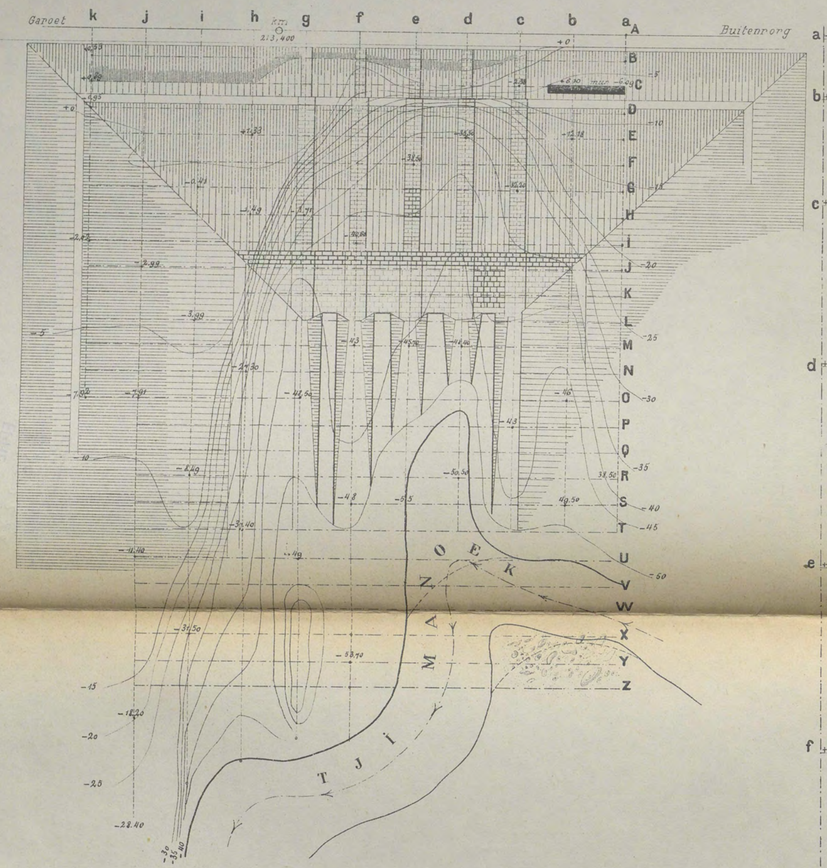
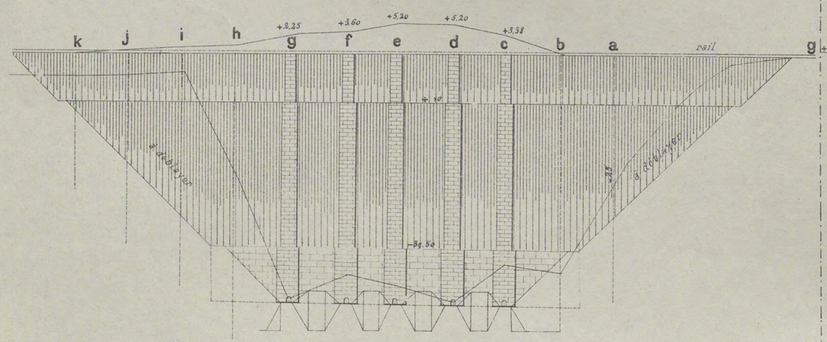
RÉPARATION D UN ÉBOULEMENT

Echelle de 0m,001332 p. 1m,00

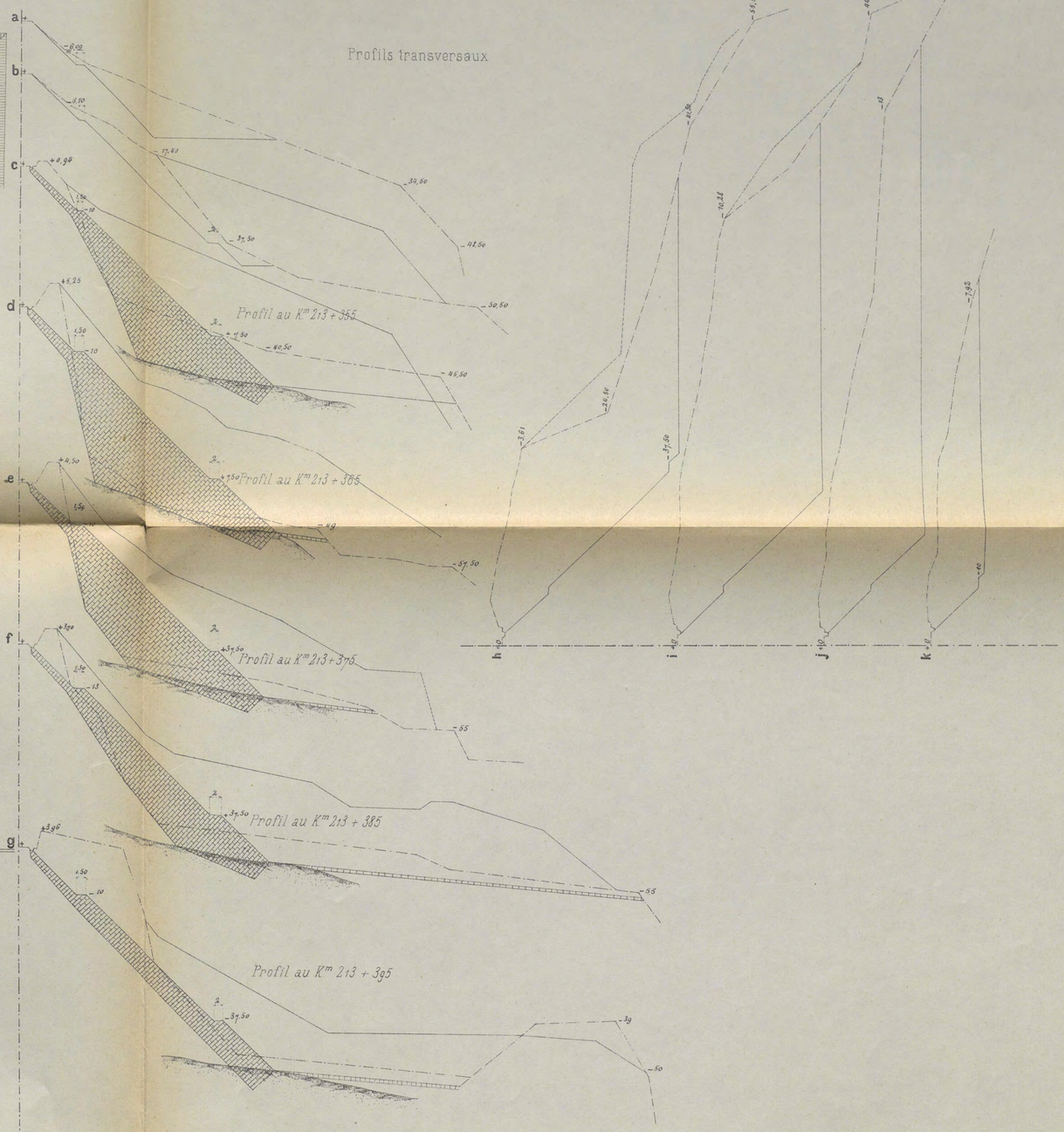
Situation



Vue avant



Profils transversaux



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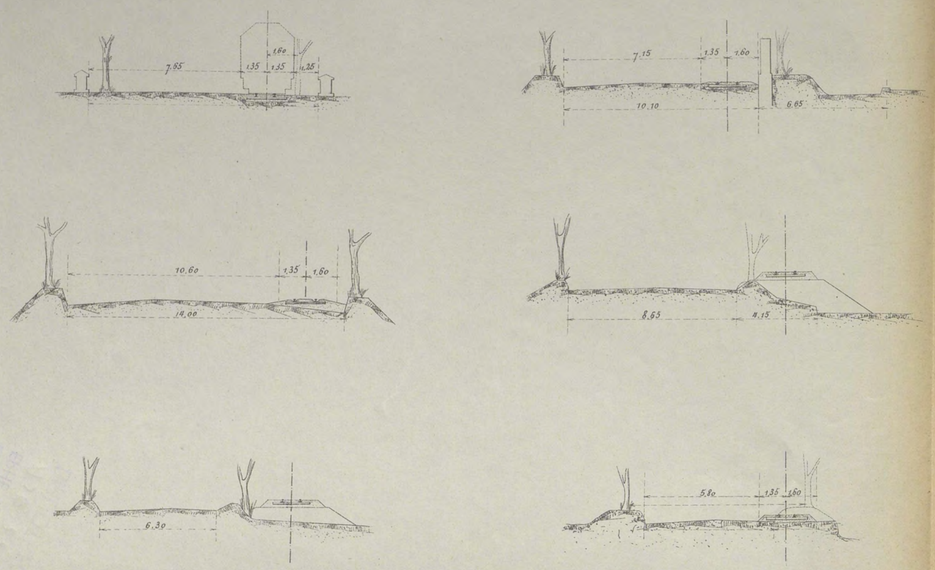
PROFILS.

PROFILS EN TRAVERS SUR ROUTE

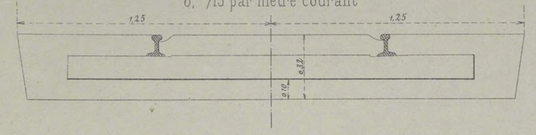
Echelle 1/200



PROFILS EN TRAVERS

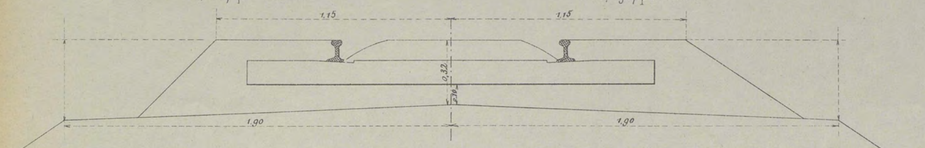
Echelle 1/200

Ballastage normal en encaissement
$0,^{m3}715$ par mètre courant



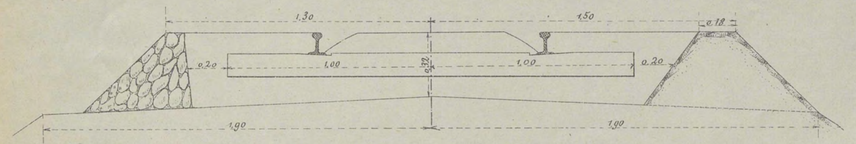
Ballast de cailloux cassés et gravier
$0,^{m3}847$ par mètre

Ballast de sable
$0,^{m3}927$ par mètre



Banquettes en galets
2 banquettes $0,226^{m3}$ au mètre c.t
Remplissage $\frac{0.736^{m3}}{0.902}$

Banquettes en sable
2 banquettes $0,389^{m3}$ au mètre c.t
Ballast $\frac{0.389^{m3}}{1.185}$



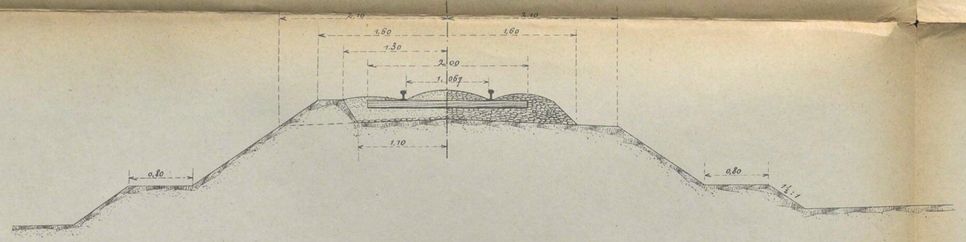
PL.25.

Chemins de Fer de l'État a Java.

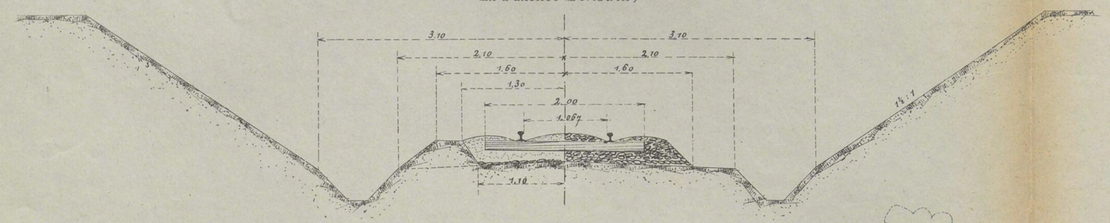
PROFIL EN TRAVERS NORMAL POUR LIGNES SECONDAIRES

Tramway de Samarang Cheribon

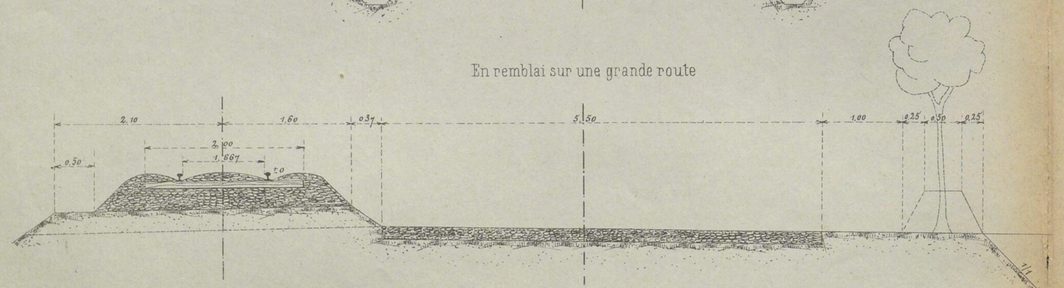
En remblai *(Déviation)*



En tranchée *(Déviation)*



En remblai sur une grande route

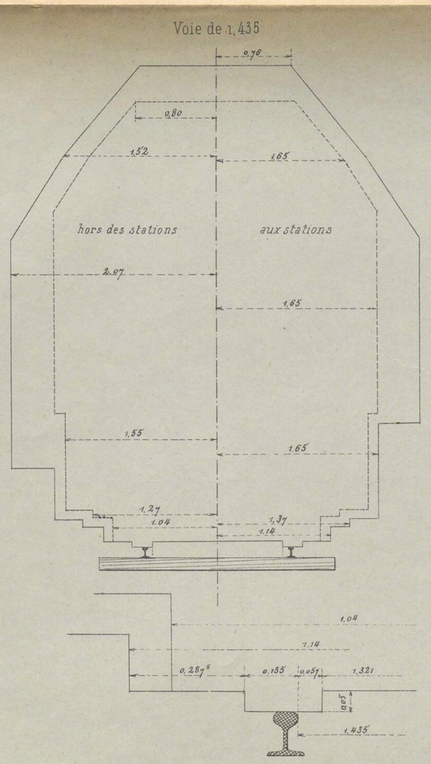


Echelle 1/50

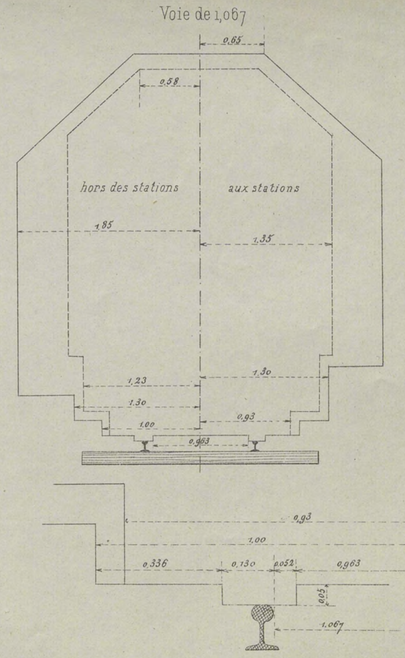
GABARIT NORMAL

Echelle 1/40

Voie de 1,435



Voie de 1,067

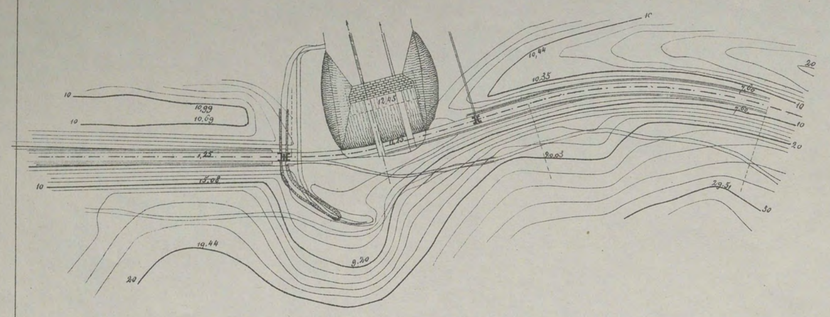


Imp. Monrocq.

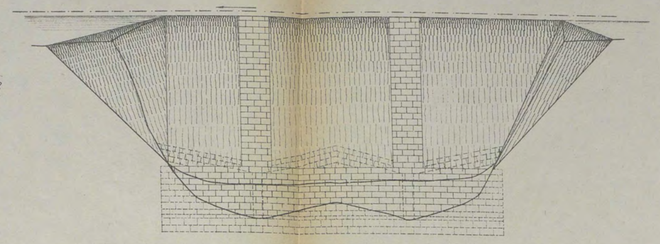
Autog. E. Gillet, 30, rue Gay-Lussac. Paris.

Université Côte d'Azur. Bibliothèques

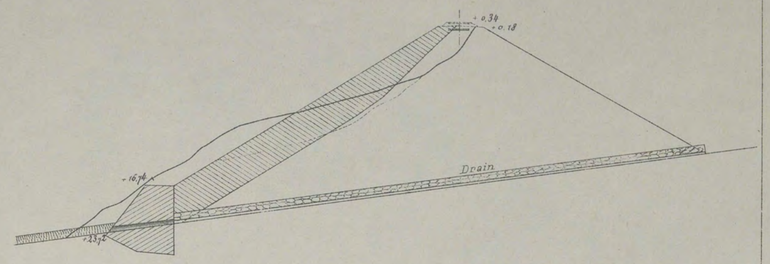
Situation *(Ech.^{1}/2000)*



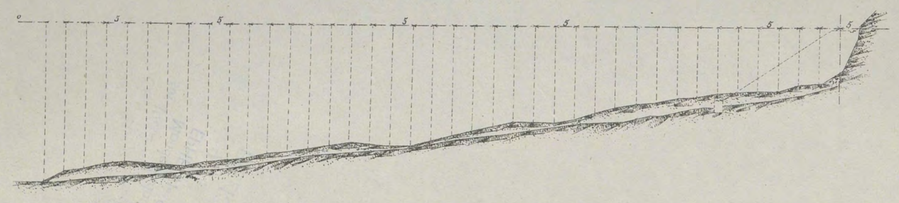
Vue suivant **A B** *(Ech.^{1}/400)*



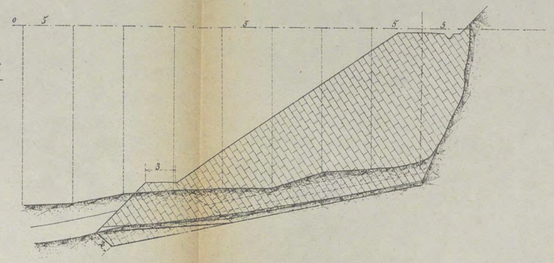
Réparation d'un éboulement



Profil en travers **C D** *(Ech.^{1}/1000)*



Profil en travers **C D** *(Ech.^{1}/400)*



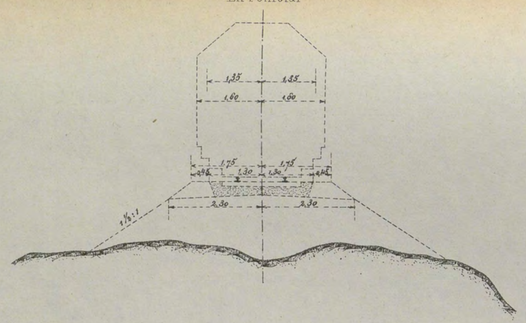
CHEMINS DE FER DE L'ÉTAT A JAVA.

RÉPARATION D'UN ÉBOULEMENT

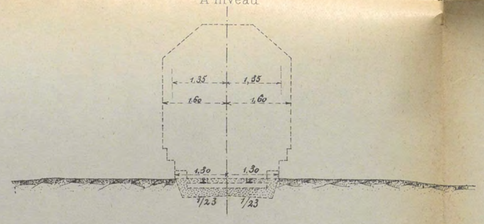
PROFILS EN TRAVERS NORMAUX

Echelle ^{1}/100

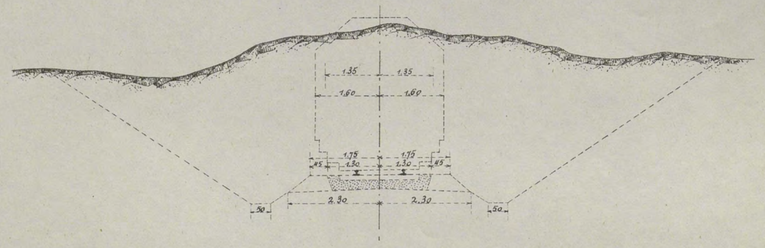
En remblai



À niveau



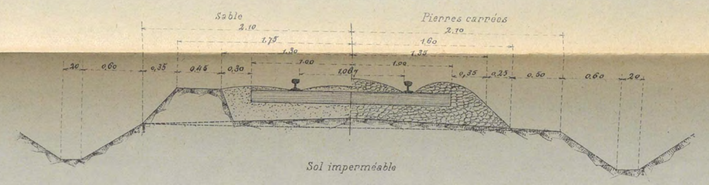
En déblai

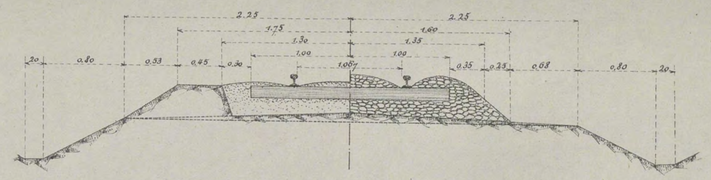


TRAMVWAY DE GOENDIH SOERABAJA

PROFILS EN TRAVERS EN TRANCHÉES

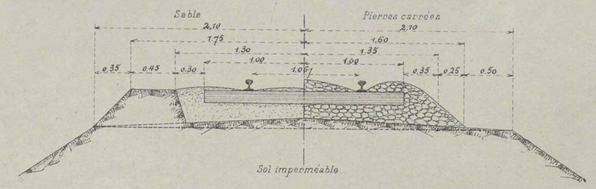
Echelle ^{1}/40

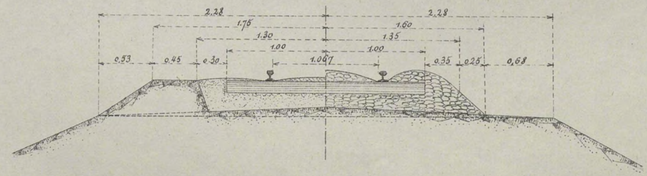




PROFILS EN TRAVERS EN REMBLAIS

Echelle ^{1}/40





Imp. Monrocq.

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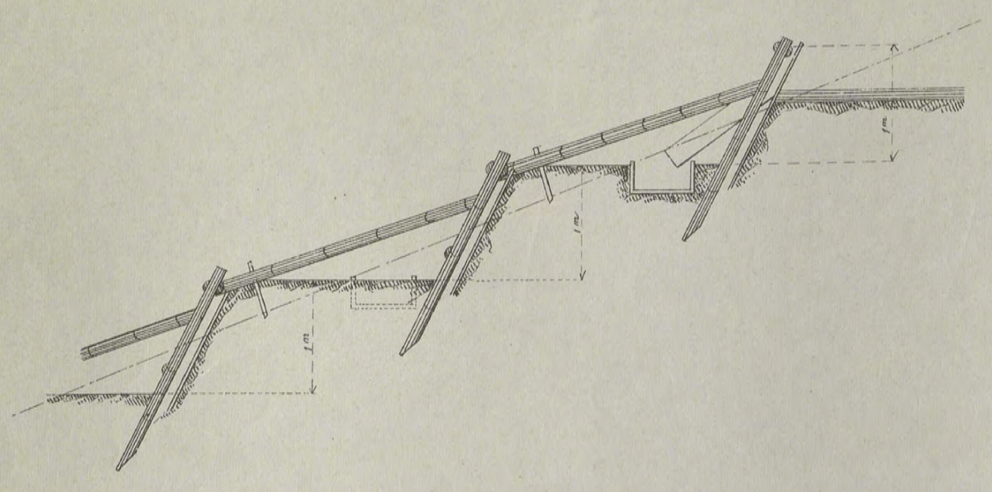
CONSTRUCTION DES REMBLAIS

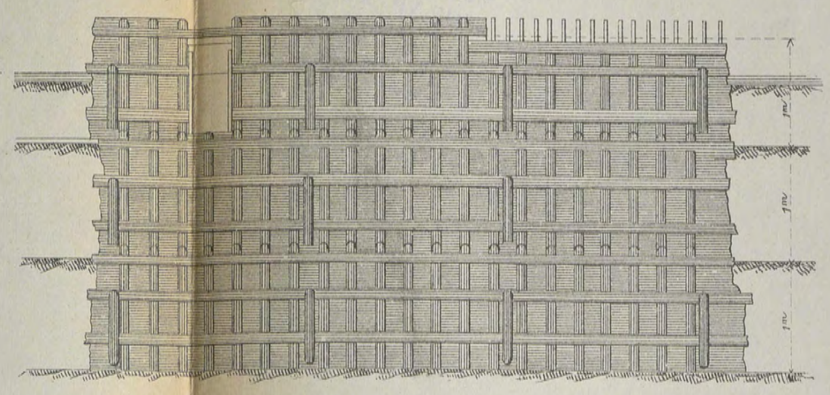
UTILISATION DE L'EAU COURANTE POUR L'ENTRAINEMENT ET LE TRANSPORT DES TERRES

Remblai du Ravin de Tji Rawa
fait par couches de 1,m 00 de hauteur
Echelle 1/50

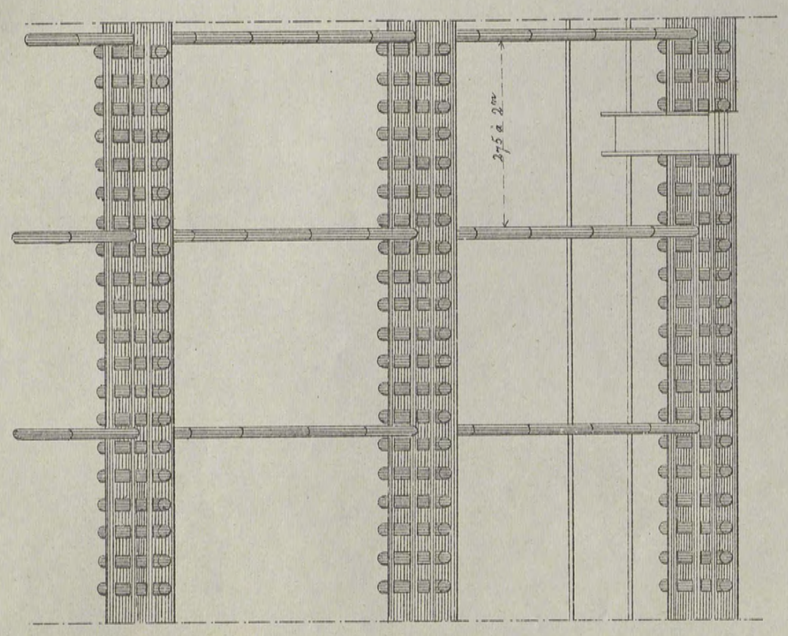
Coupe transversale



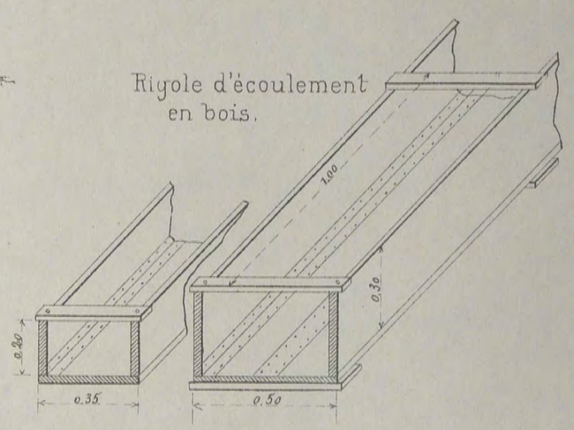
Elévation



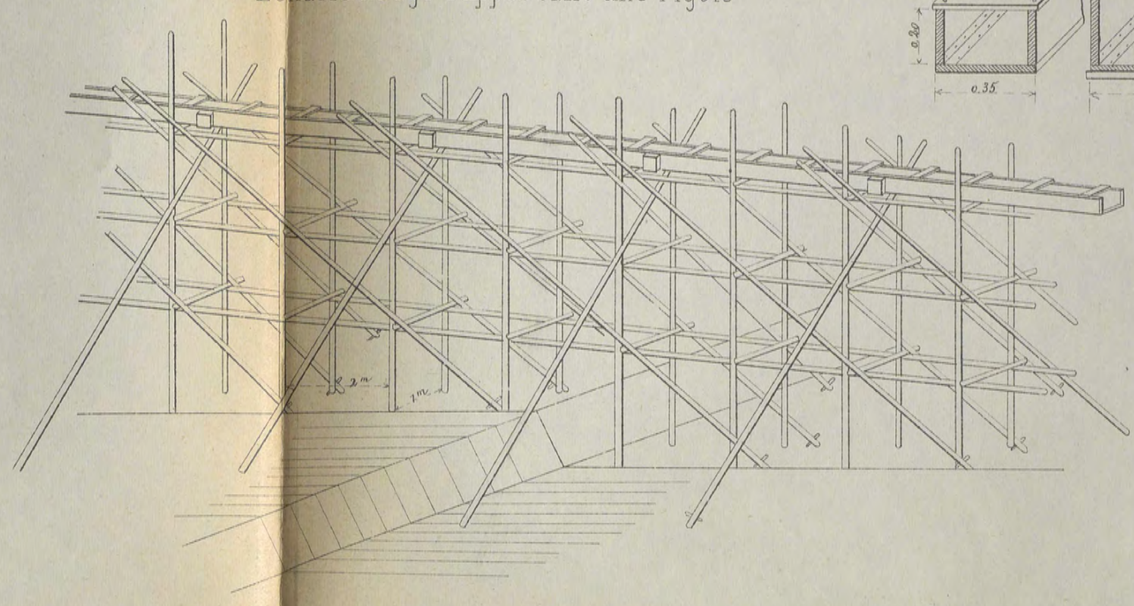
Plan



Rigole d'écoulement en bois.

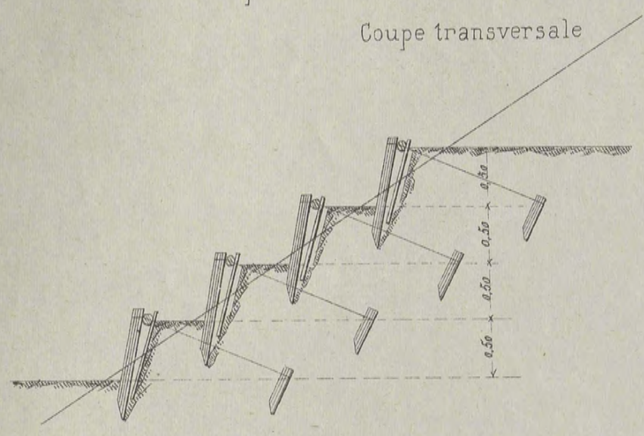


Echaffaudage supportant une rigole

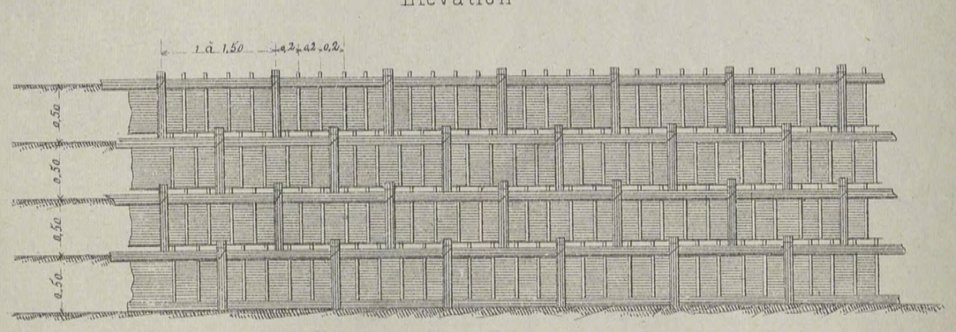


Construction de remblai
par couches de 0,50 de hauteur

Coupe transversale

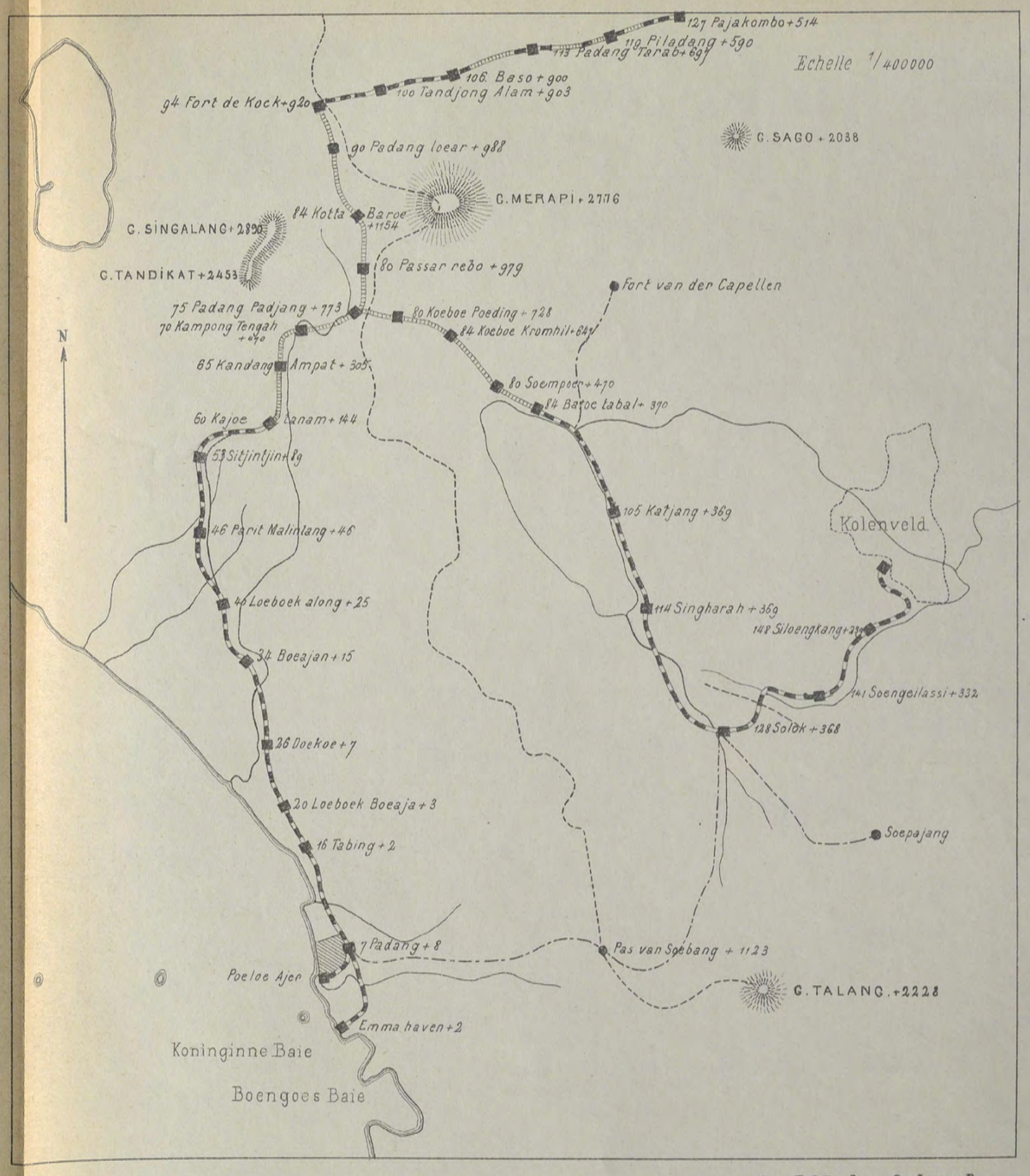


Elévation



Echelle 1/50

CARTE DES CHEMINS DE FER DE L'ÉTAT A SUMATRA



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HOPITAL MILITAIRE DE 2e CLASSE DE TJI MAHI.

Fig. 1. Plan d'un Pavillon de malades. *(Ech. 0m005 p.m.)*.

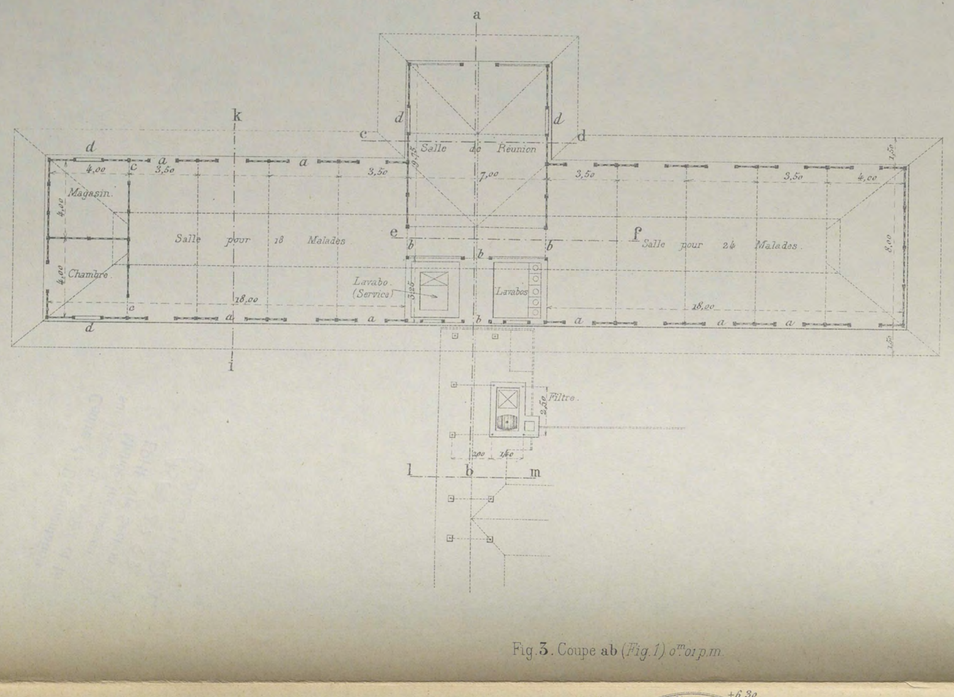


Fig. 2. Plan du Pavillon pour Blessés et Malades atteints d'affections des yeux. *(0m005 p.m.)*.

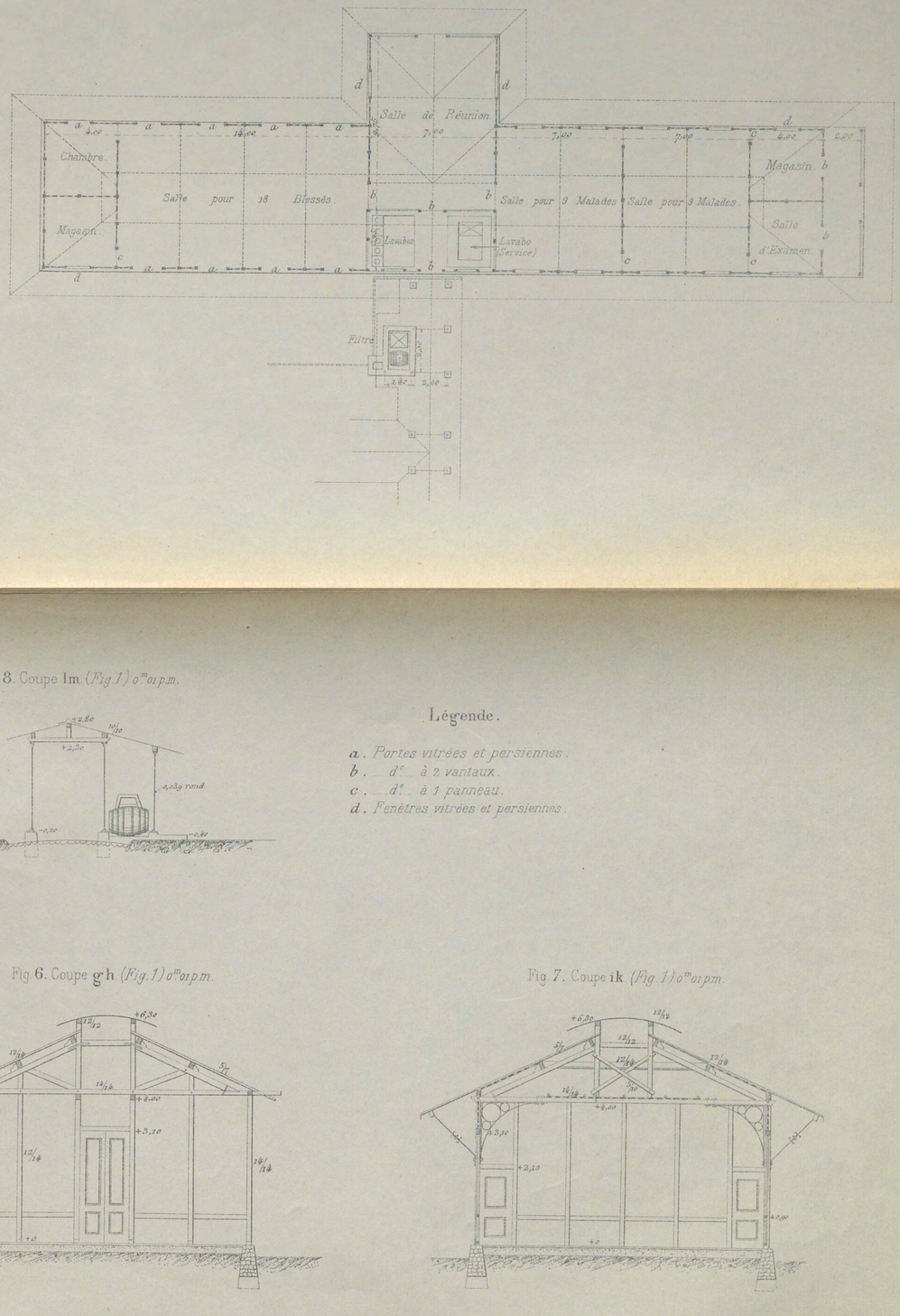


Fig. 3. Coupe **ab** *(Fig. 1)* 0m01 p.m.

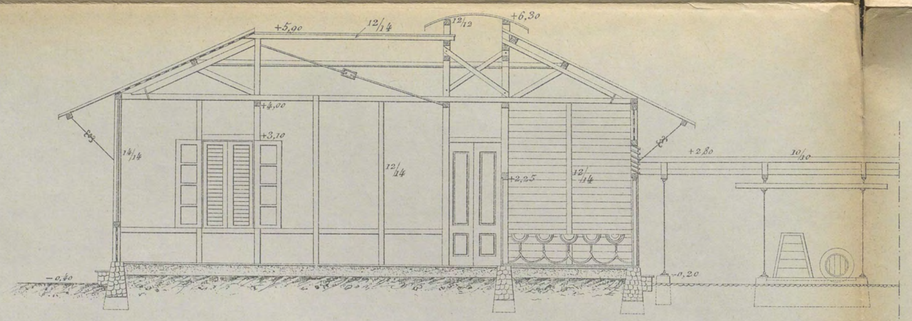
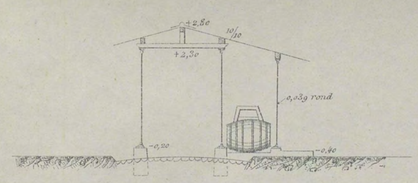


Fig. 8. Coupe **lm** *(Fig. 1)* 0m01 p.m.



Légende.

a. Portes vitrées et persiennes.
b. d° à 2 vantaux.
c. d° à 1 panneau.
d. Fenêtres vitrées et persiennes.

Fig. 4. Coupe **cd** *(Fig. 1)* 0m01 p.m.

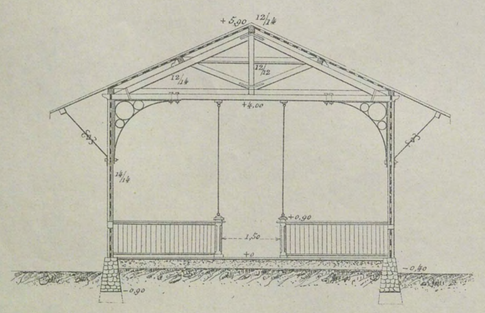


Fig. 5. Coupe **ef** *(Fig. 1)* 0m01 p.m.

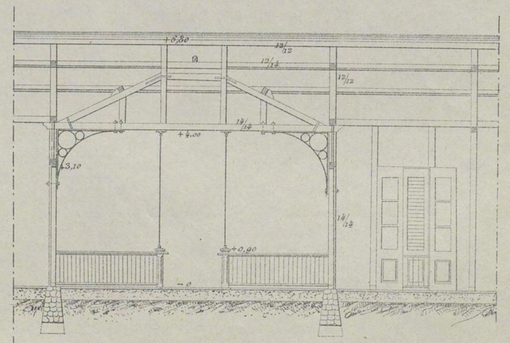


Fig. 6. Coupe **gh**. *(Fig. 1)* 0m01 p.m.

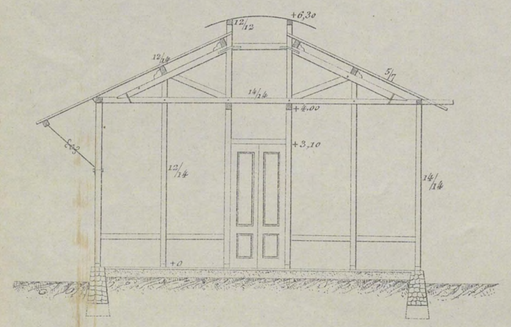


Fig. 7. Coupe **ik**. *(Fig. 1)* 0m01 p.m.

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CAMPEMENT POUR LE 6e BATAILLON D'INFANTERIE A TJI MAHI.

CASERNE POUR UNE COMPAGNIE EUROPÉENNE.

Fig. 1. Plan. (0m005 p.m.)

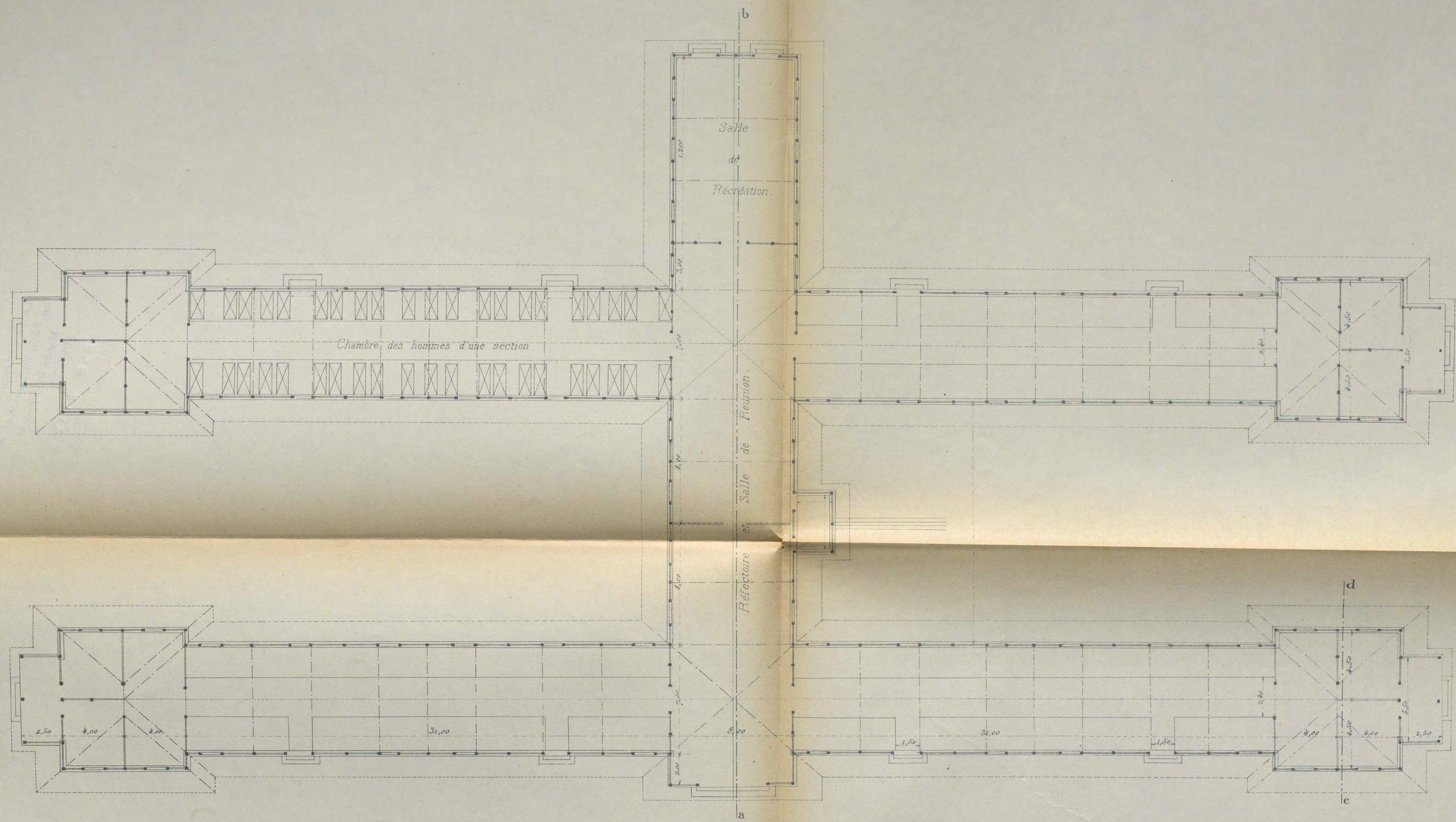


Fig. 2. Coupe ab. (0m01 p.m.)

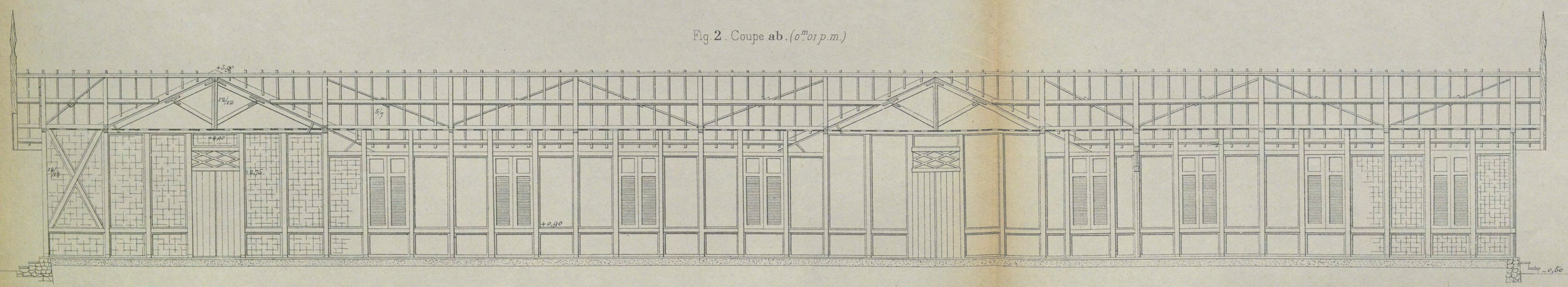
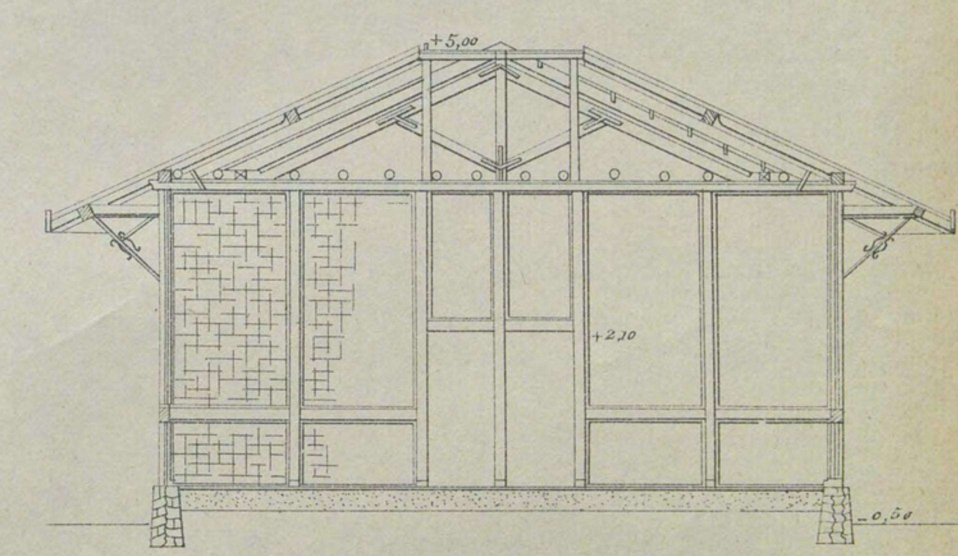


Fig. 3. Coupe cd. (0m01 p.m.)



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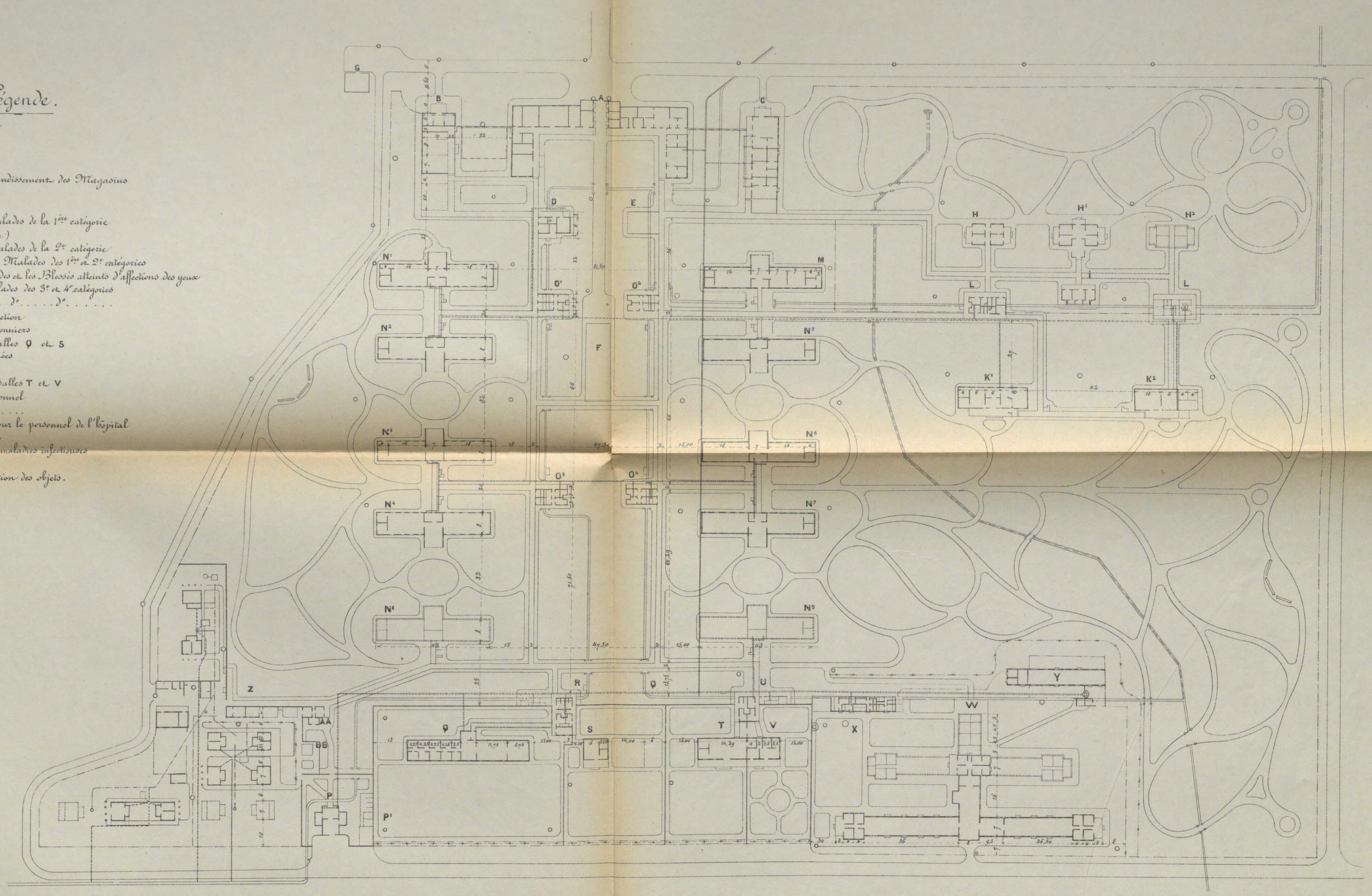
HÔPITAL MILITAIRE DE TJI MAHI

Plan *(Echelle 1/1000)*

Légende.

A — Batiment d'entrée
B — Magasins
C — Pharmacie
D — Accessoires
E — Réserve pour l'agrandissement des Magasins
F — Cuisine
G — Remise
H H' H'' — Pavillons des Malades de la 1ère catégorie
I — Cuisines (1ère catégorie)
K K' — Pavillons pour Malades de la 2e catégorie
L L' — Accessoires pour les Malades des 1ère et 2e catégories
M — Salle pour les Malades et les Blessés atteints d'affections des yeux
N' à N⁹ — Pavillons pour Malades des 3e et 4e catégories
O' à O⁴ — Accessoires . . . . . d°. . . . . d°. . . . . .
P et P' — Chambres de dissection
Q — Pavillon pour les prisonniers
R — Accessoires pour les salles Q et S
S — Salle pour les prostituées
T et V — Salles des femmes
U — Accessoires pour les salles T et V
W — Caserne pour le personnel
X — Accessoires . . . . d°. . . . .
X' — Lavoir et Cabinets pour le personnel de l'hôpital
Y — Logements d'employés
Z — Installation pour les maladies infectieuses
A A — Salle de désinfection
B B — Four pour l'incinération des objets.



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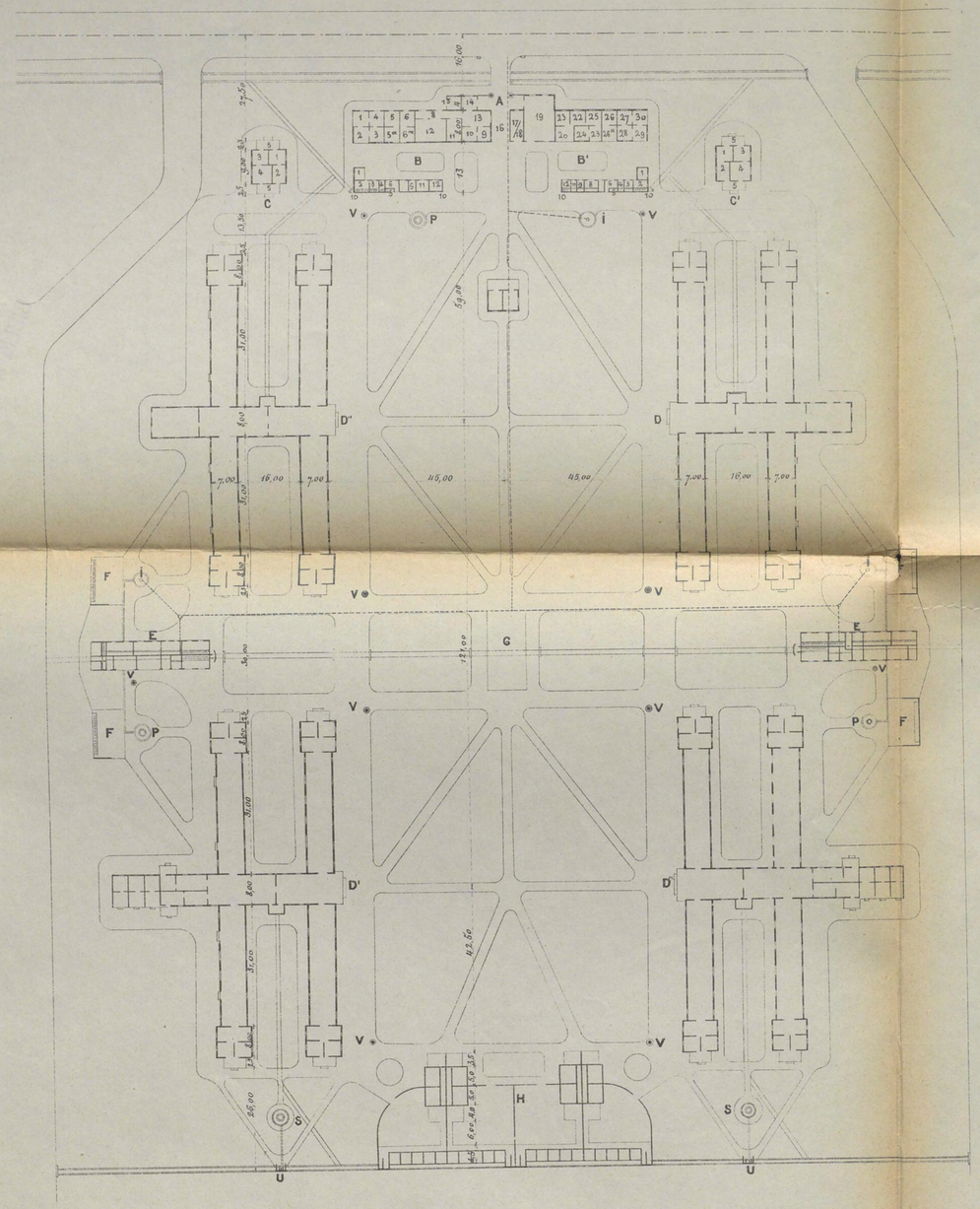
ÉTABLISSEMENT MILITAIRE DE TJI MAHI

CAMPEMENT DU 6° BATAILLON D'INFANTERIE

Plan général *(Echelle 1/1000)*



Légende.

A — Bâtiment d'Entrée

1 — 2 — 3 et 4	Logement pour un Adjudant
5 et 5ª — 6 et 6ª	... d° ... et Ateliers de tailleur et cordonnier
8	Couloir
9 — 10 — 11 et 12	Salles de Police
13 et 14	Corps de garde
15	Salle d'attente pour les Officiers
16	Entrée
17 et 18	Local des pompes à incendie
19 et 20	Salle d'École et Galerie
21 et 22	Logement pour 2 secrétaires
23	Galerie
24 — 25 et 26 ª	Logement pour un Chef Tambour et 2 Chefs Clairons
27 — 28 — 29 et 30	... d° ... pour un Adjudant

B et B' — Accessoires.

1 — 2 — 3 et 4	Accessoires d'un Logement d'Adjudant
5 — 6 — 7 et 8	Chambres de bains et Cabinets
9	Lampisterie
10	Urinoirs
11 et 12	Magasins

C et C' Chambres de Sous-Officiers.

1	Chambre de Sergent-Major
2	Bureau d'une Compagnie
3	Chambre pour un Fourrier
4	Chambre de bains
5	Galerie

D''	Caserne pour une Compagnie Européenne
D' D'''	Casernes pour des Compagnies Indigènes
D	Caserne pour une Compagnie Indigène
E	Chambres de bains et Cabinets
F	Cuisine des femmes
G	Hangar de Gymnastique
H	Logements pour Sous-Lieutenants
H'	Bureau du Maître de quartier
i P	Puits et Pompes
U	Urinoirs
V	Réverbères
-------	Conduites d'eau
S	Caniveaux et Egouts

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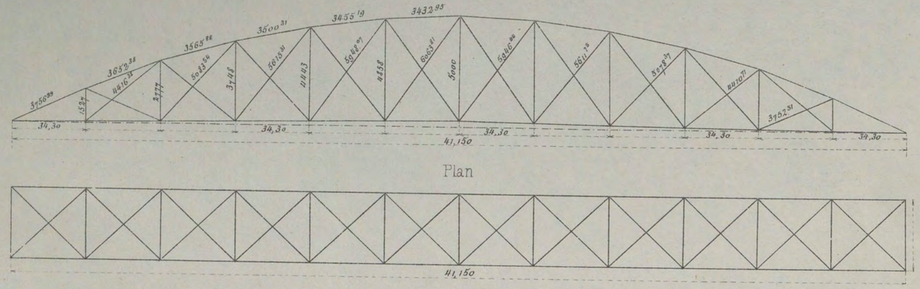
PONTS POUR ROUTE

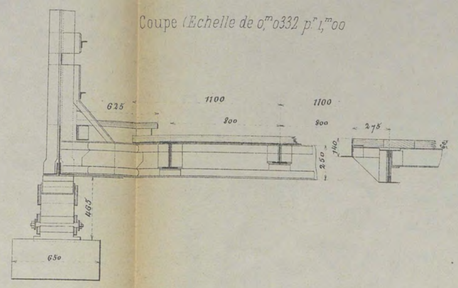
Pont de 40m d'ouverture et 3m30 de largeur

Schéma



Plan

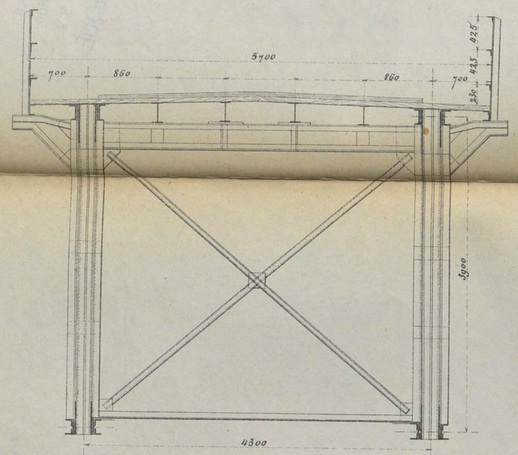
Coupe (*Echelle de 0,m0332 p.r 1,m00*



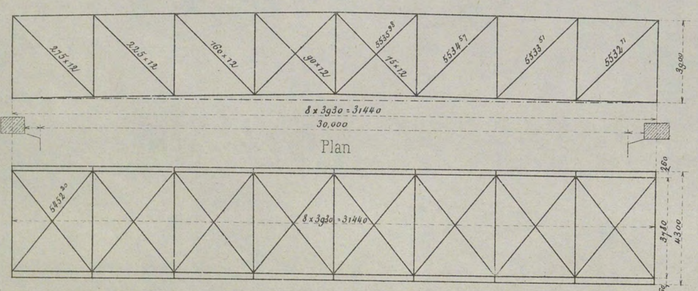
Pont de 30m d'ouverture et 5m50 de largeur

Coupe transversale

Echelle 1/50

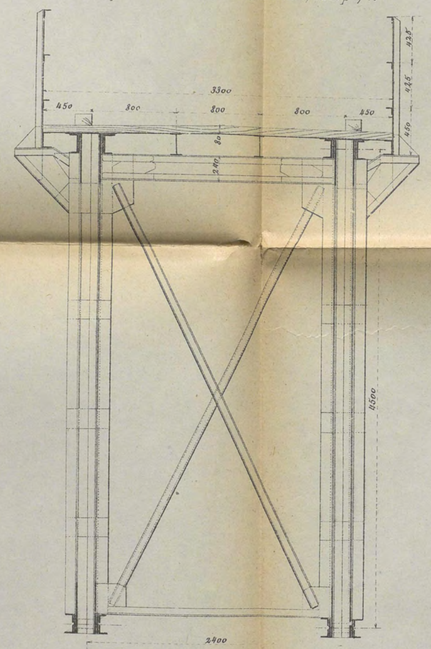


Schéma

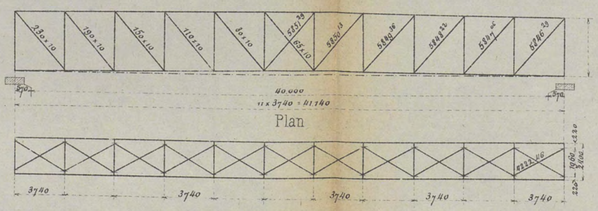


Pont de 40m d'ouverture et 3m de largeur

Coupe transversale (*Echelle de 0,m0266 p.r 1,m00*



Schéma



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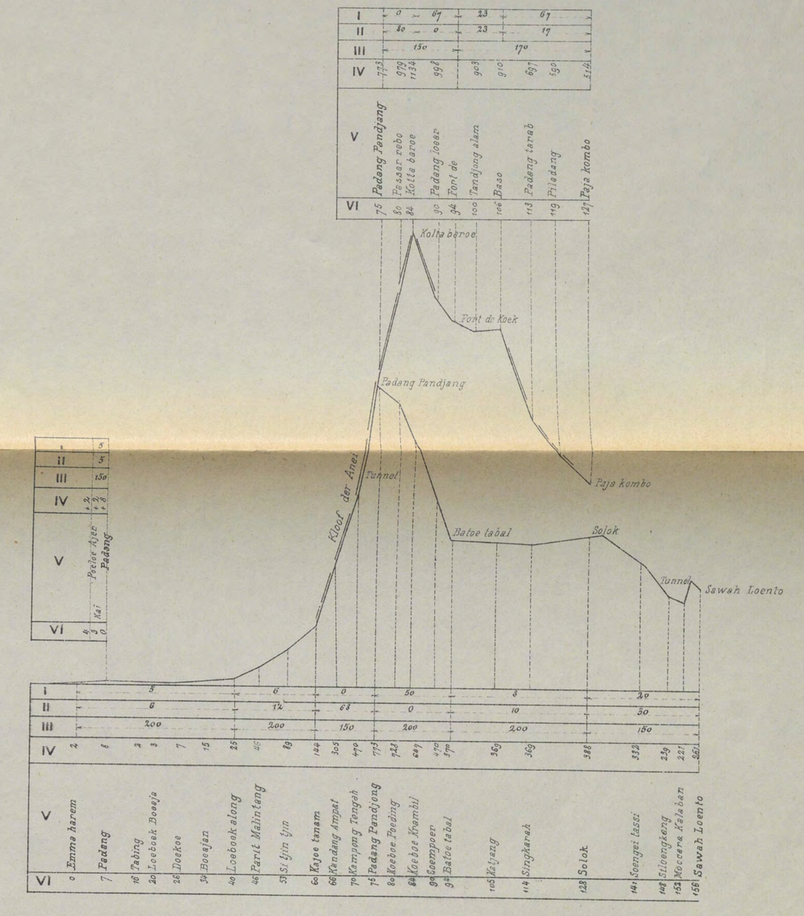
CHEMINS DE FER DE L'ÉTAT A SUMATRA.

PROFIL EN LONG

Echelles { *Hauteurs 1/10000* / *Longueurs 1/1000000*

— Voie ordinaire

═ Voie à crémaillère



Légende.

I ..... Pente maximum dans le sens du transport du charbon

II .... D°. ..... dans l'autre direction

III ..... Rayon minimum des courbes

IV ..... Hauteurs en mètres au-dessus de Padang

V ..... Stations et Haltes

VI ..... Distances à partir de Port Emma

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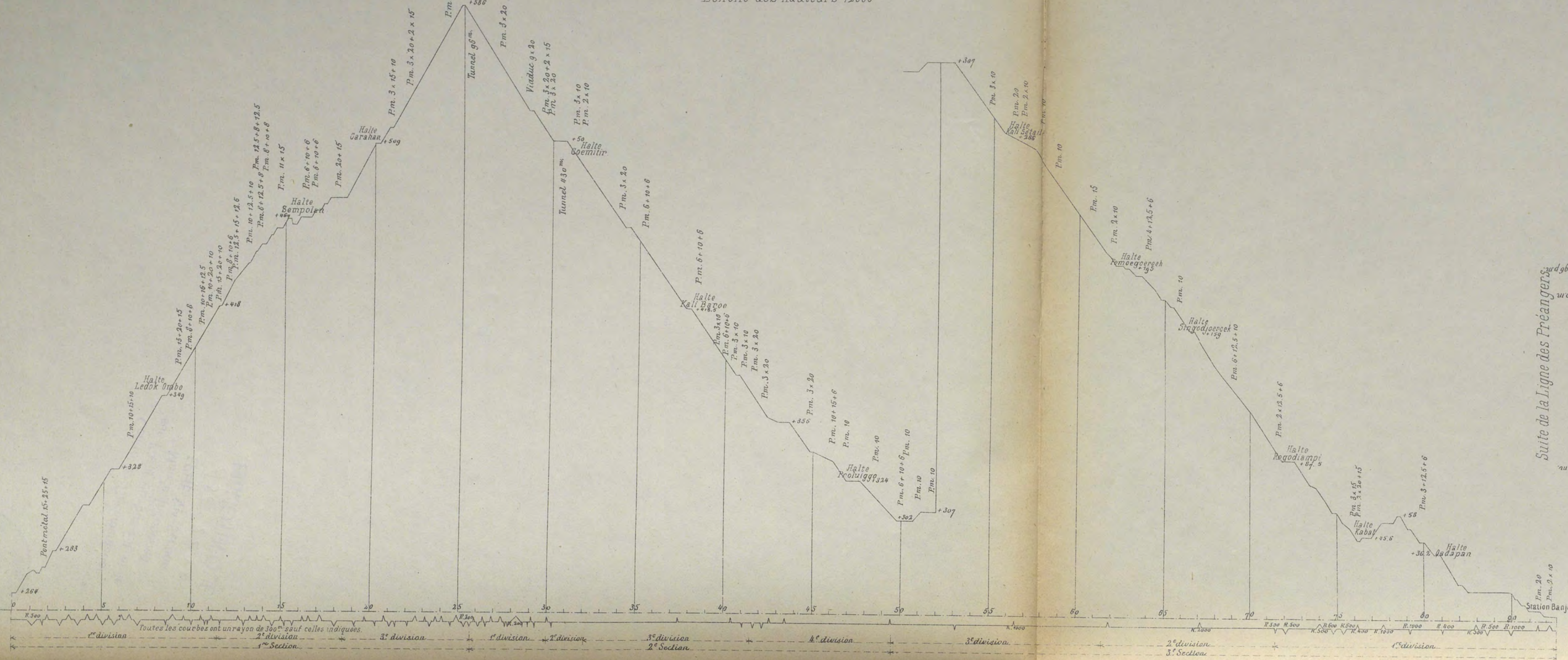
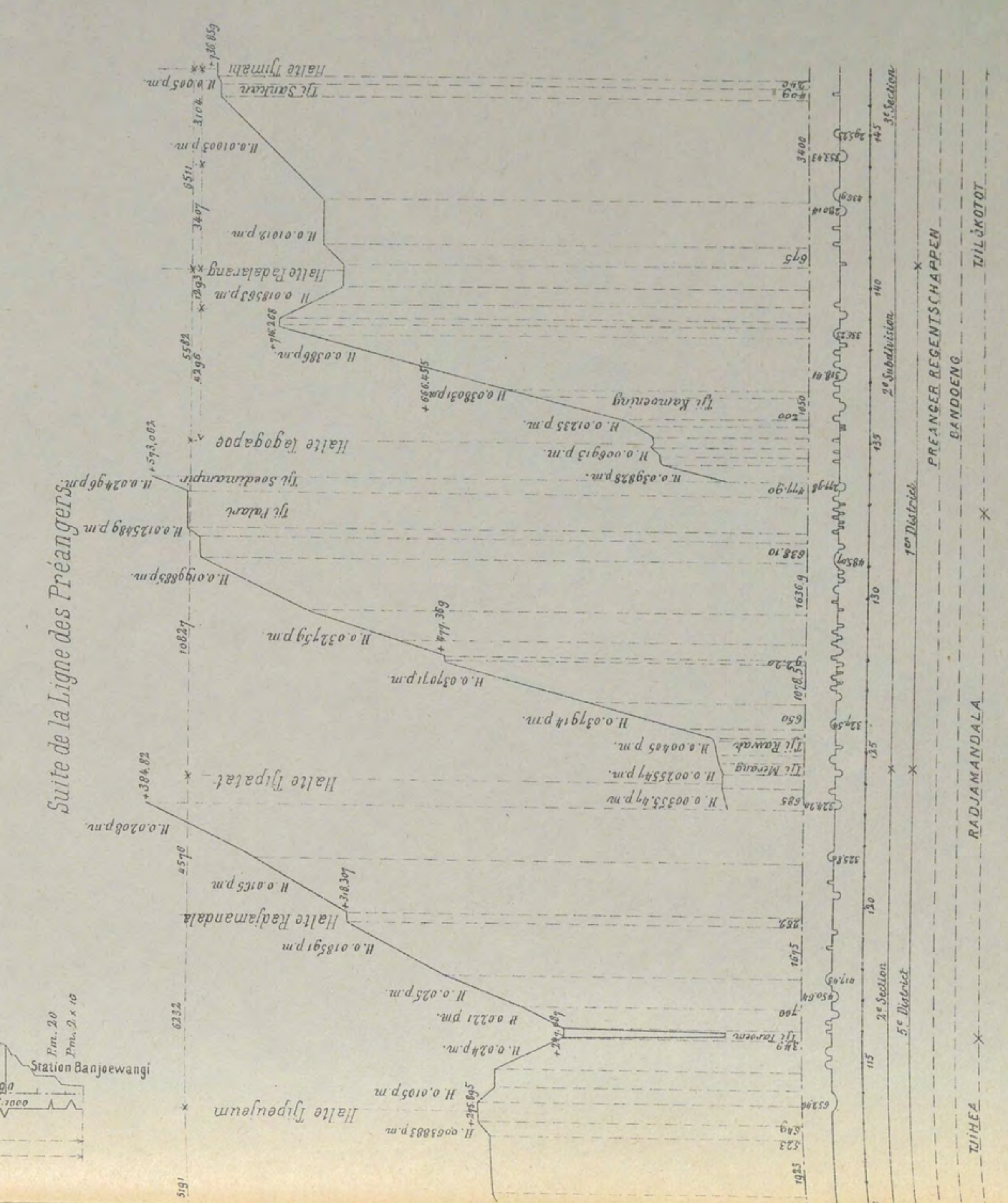
PROFILS EN LONG

LIGNE KALISAT-BANJOEWANGI

Echelle des longeurs 1/200000

Echelle des hauteurs 1/2000



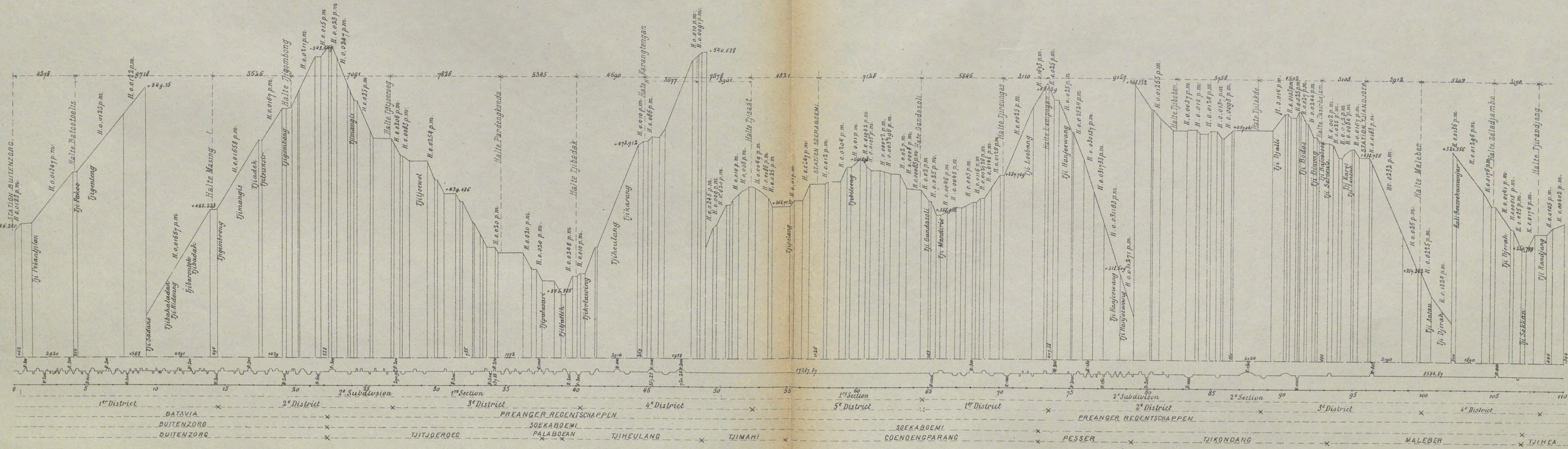


LIGNE DES PREANGERS

Echelle des longueurs 1/200000

Echelle des hauteurs 1/2000

Nota : H exprime les pentes en millimètres par mètres



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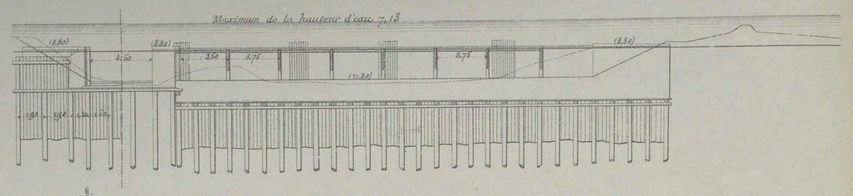
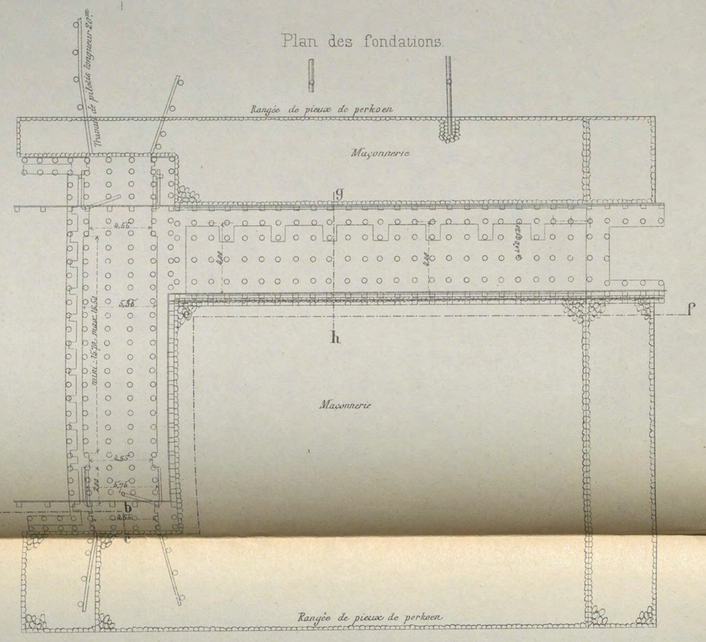
BARRAGE MOBILE DE LA RIVIÈRE DE SERANG AU DESSOUS DE L'EMBOUCHURE DE LA KALI ANJER

Echelle 1/300.

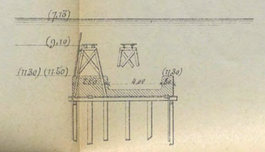
Profil et Vue **abcdef.**



Plan des fondations.

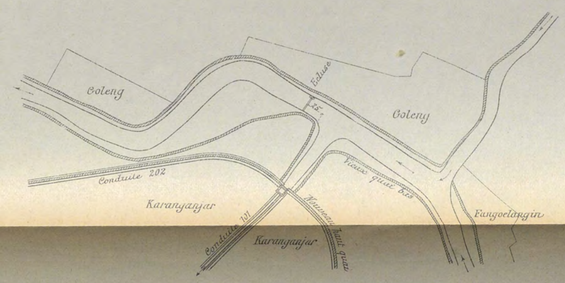


Coupe **g h.**



Situation.

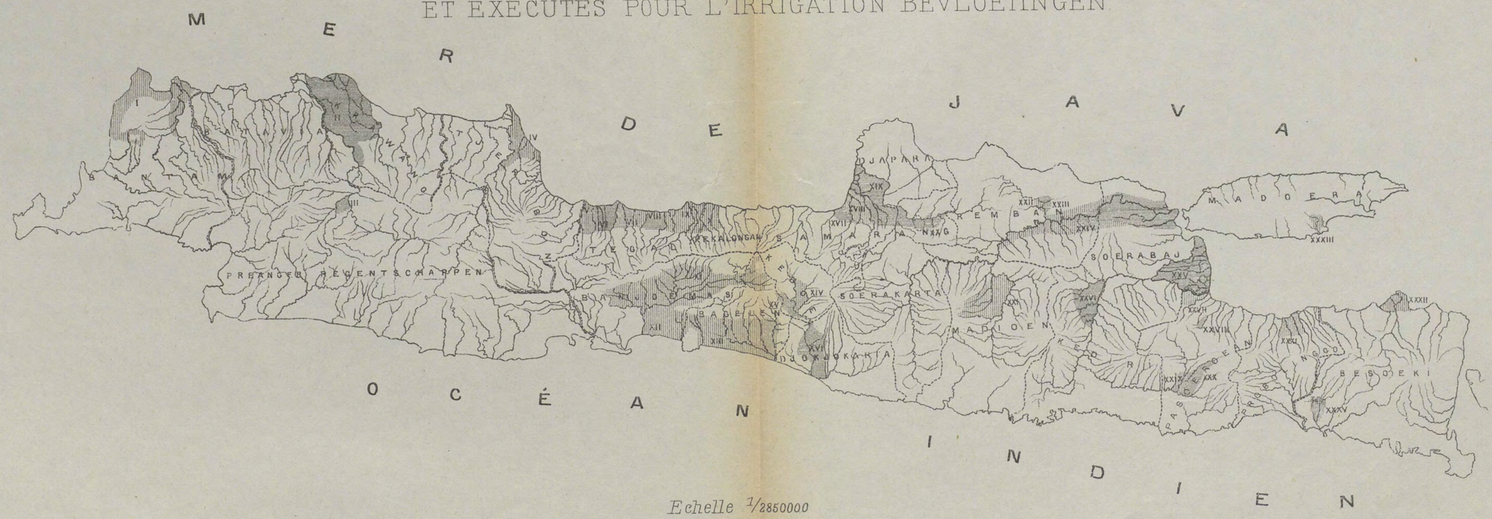
Echelle 1/1500



CARTE DE JAVA ET MADOERA

MONTRANT L'ÉTAT DES TRAVAUX ENTREPRIS.

ET EXÉCUTÉS POUR L'IRRIGATION BEVLOEIINGEN



Echelle 1/2850000

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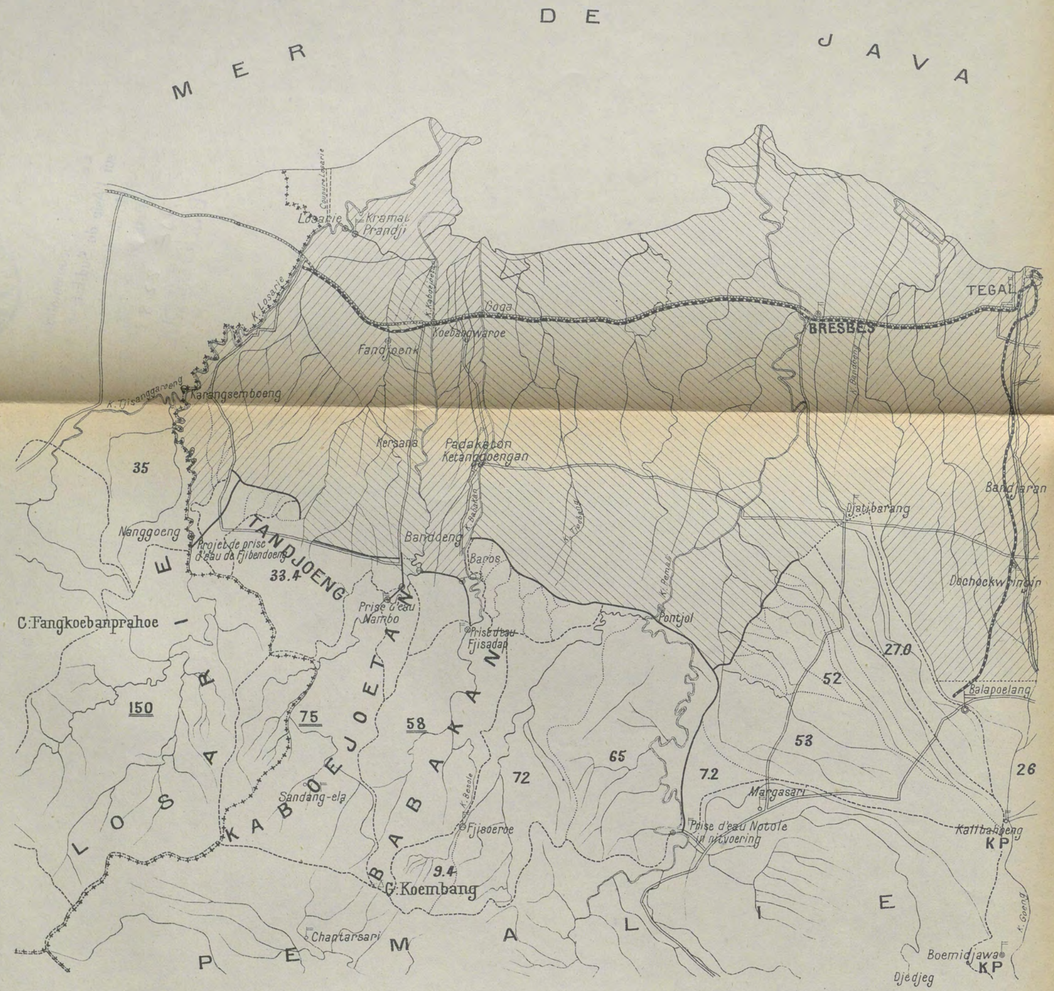
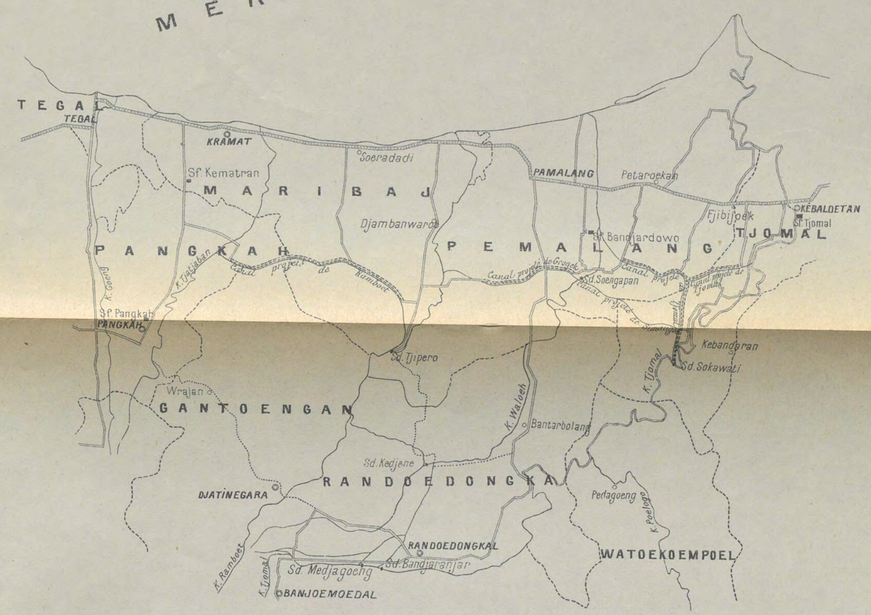
PLAN PRINCIPAL DE SITUATION
DES RIVIÈRES, DES BASSINS ET DES RÉGIONS ARROSÉES

Echelle 1/200000.





Légende du Plan principal de Situation.

- Bassin d'une rivière.
- Régions arrosées de la même rivière.
- Régions pas encore prises en étude.
- Bassin des ruisseaux croisant le canal principal
- Frontière de la Résidence.
- Bornes des régions arrosées et canal principal.
- Borne du bassin d'une rivière et de ses affluences.
- 75 Bassin d'une rivière en amont du prise d'eau. Surface en K.M².
- 18 — Bassin des affluences — Surface en K.M².
- ⊖ — Lieu des jaugeages.
- F — Station de l'ombro-mètre.
- ⊖ — Margeurs
- ◎ — Wedono — Chef javanais d'une subdivision de la Résidence.
- ○ — Assistent Wedono.
- KP Dépôt de café.
- ------ Chemin du tramway.

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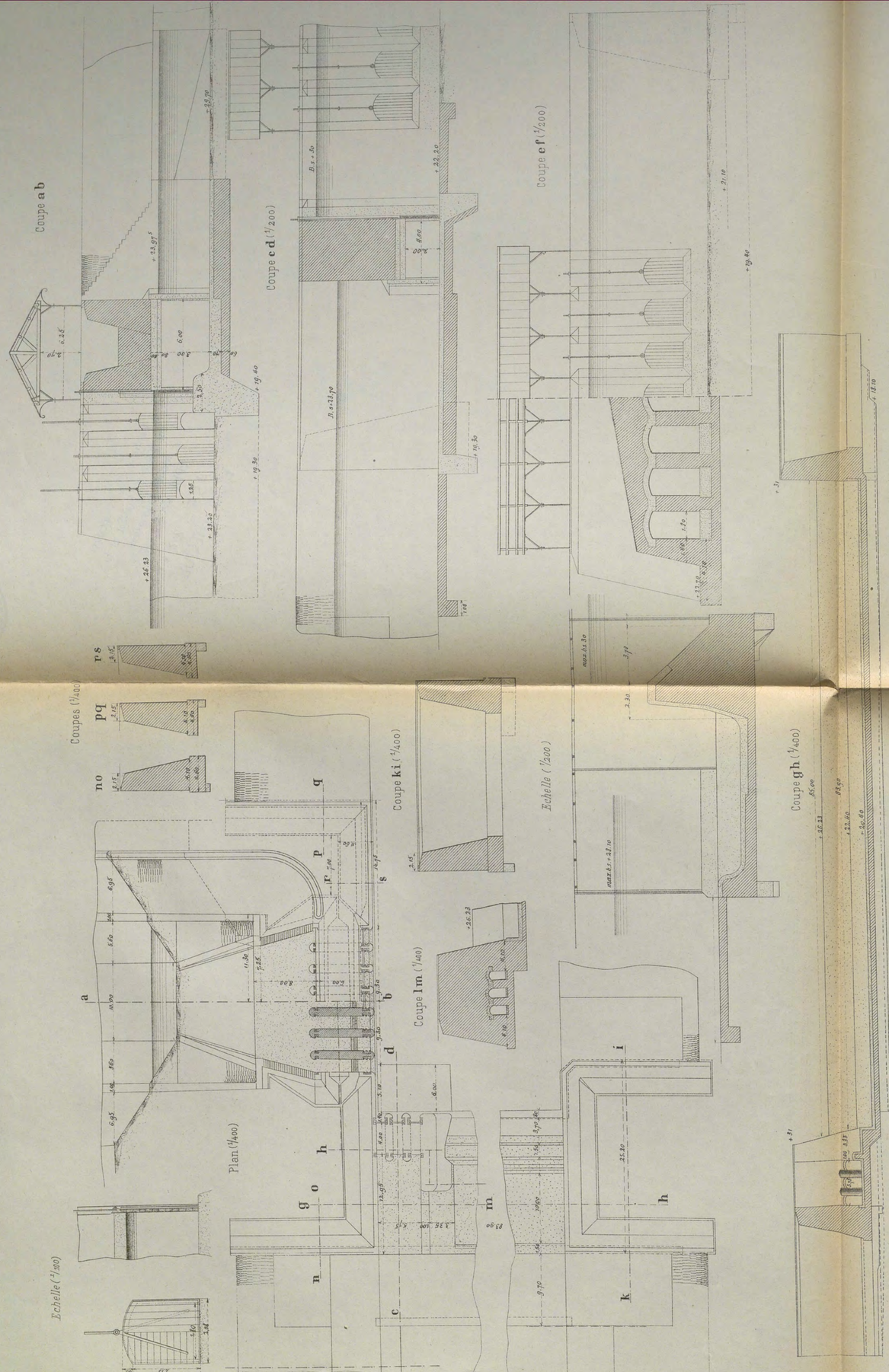
PL. 36.

IRRIGATION PEMALI

ECLUSES ET BARRAGE A NOTOK



Travaux d'Irrigations. — Résidence Tégal

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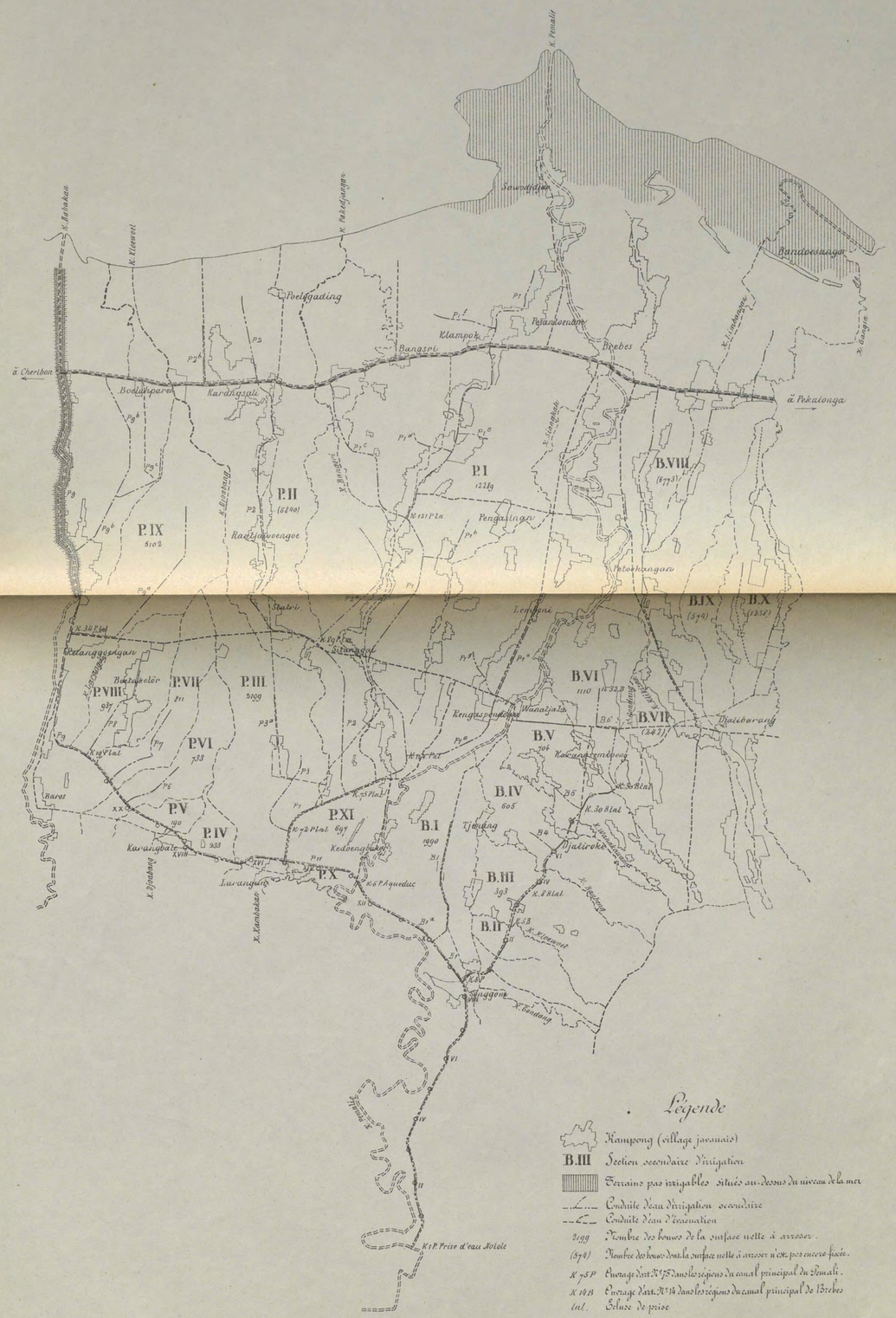
ESQUISSE DU PLAN
ET DES PROJETS EN EXECUTION

Echelle 1/100000



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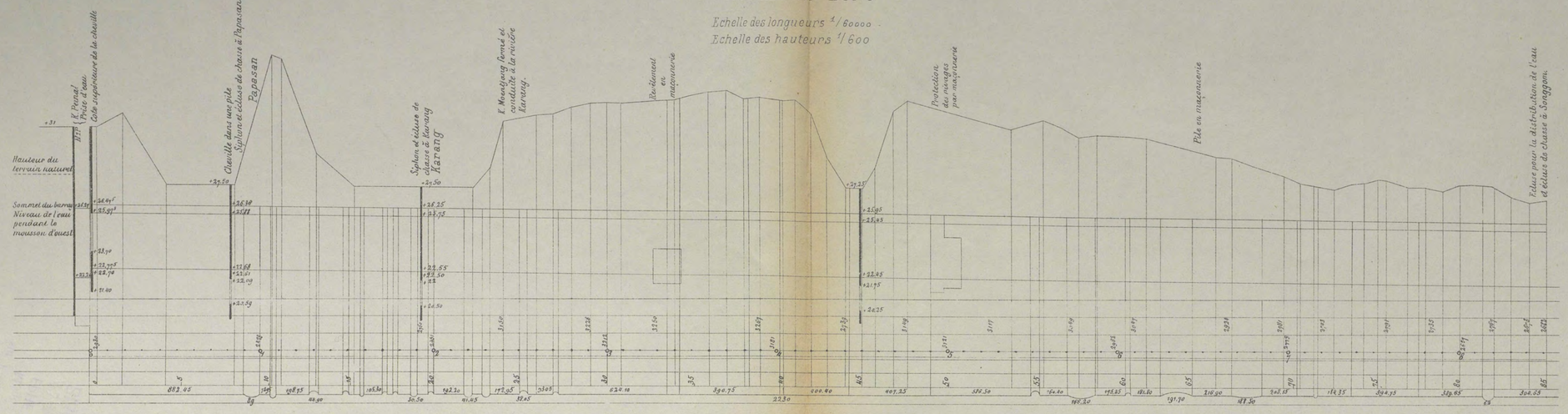
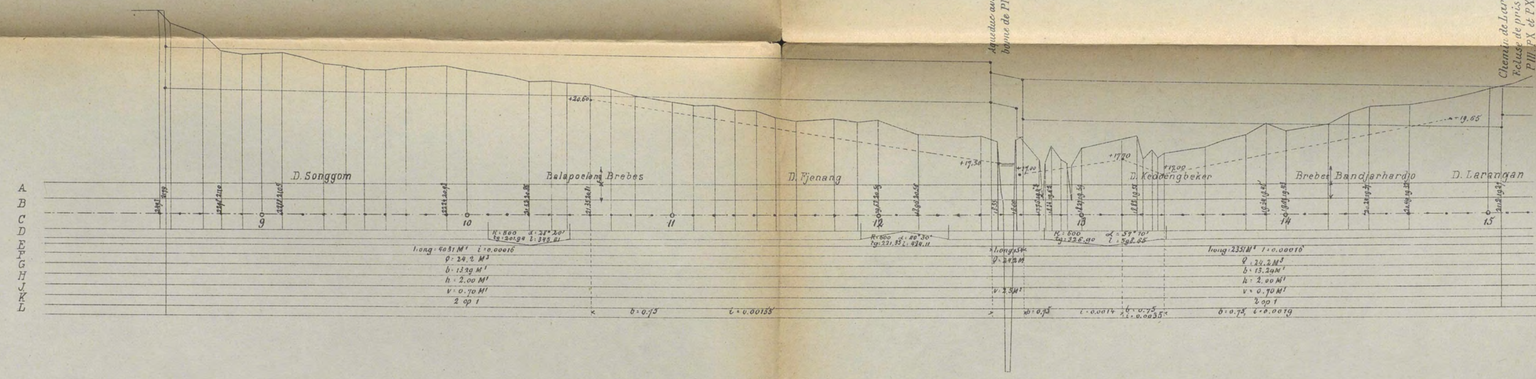
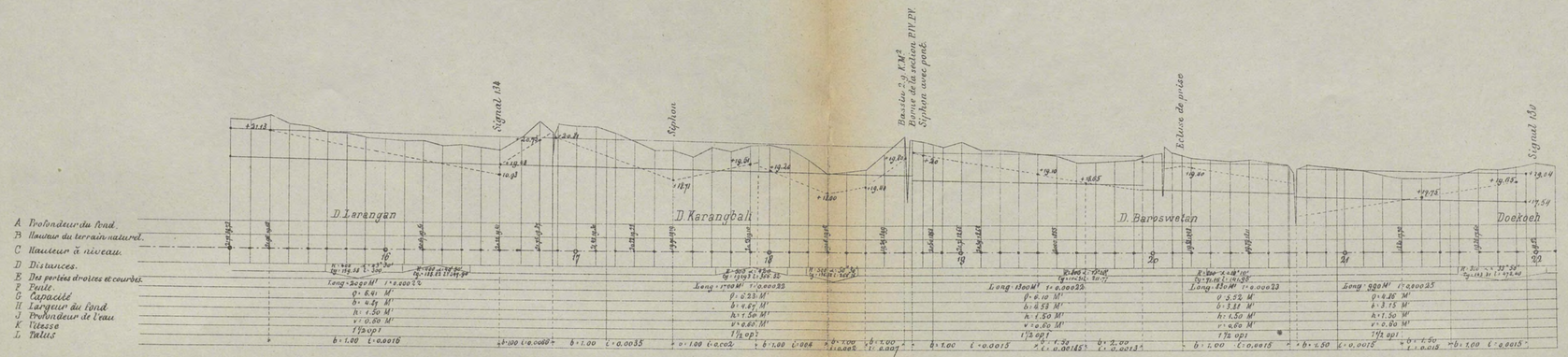
IRRIGATION PEMALI

PROFILS EN LONG

Echelle des longueurs 1/60000.
Echelle des hauteurs 1/600







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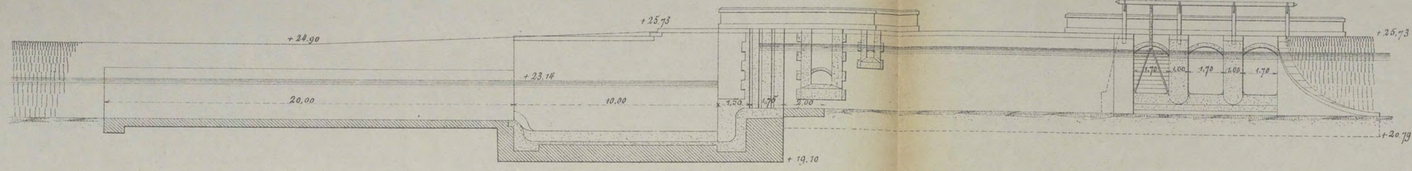
IRRIGATION PEMALI

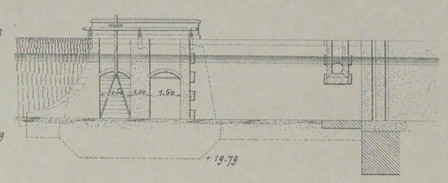
ÉCLUSE A SONGGOM K.5.P

Echelle 1/100

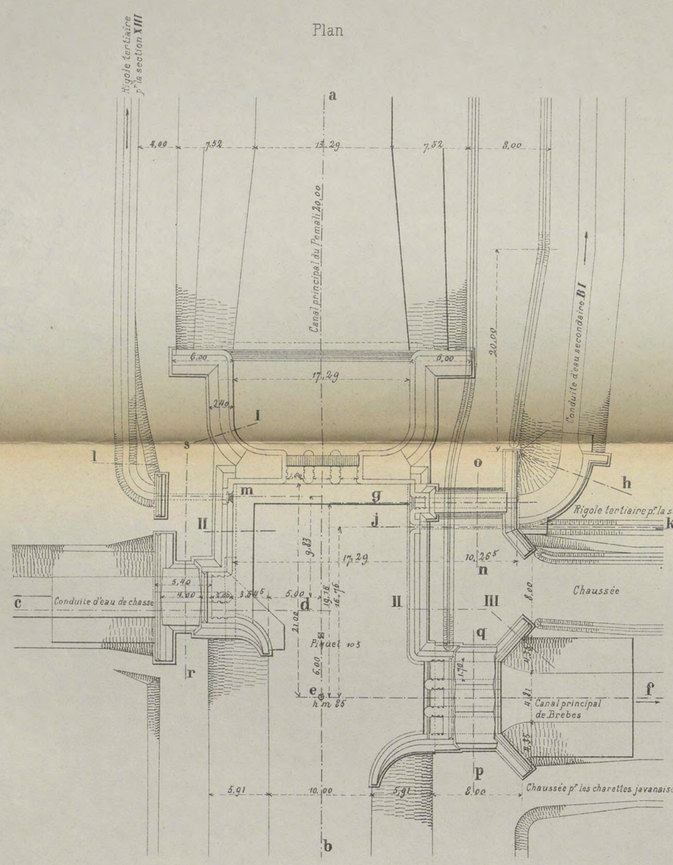
Coupe **a b**



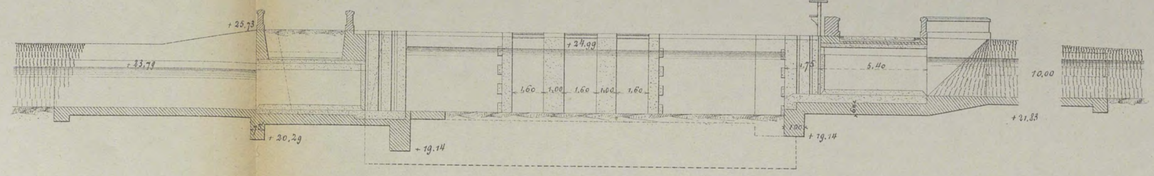
Coupe **b a**



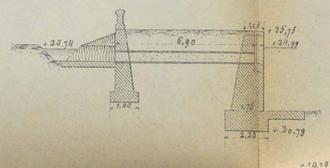
Plan



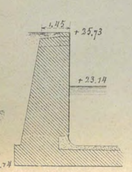
Coupe **c d e f**



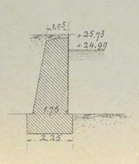
Coupe **l m**



Coupe **I**

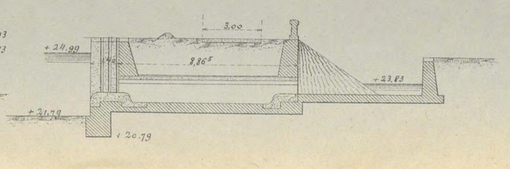


Coupe **II**

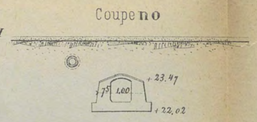


Coupe **III**

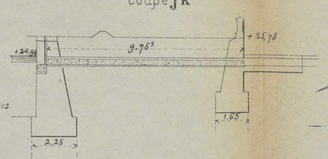
Coupe **g h**



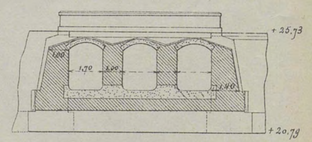
Coupe **n o**



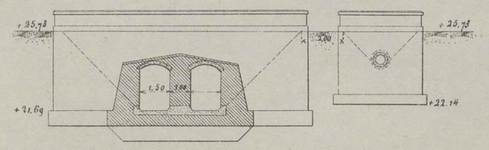
Coupe **j k**



Coupe **p q**

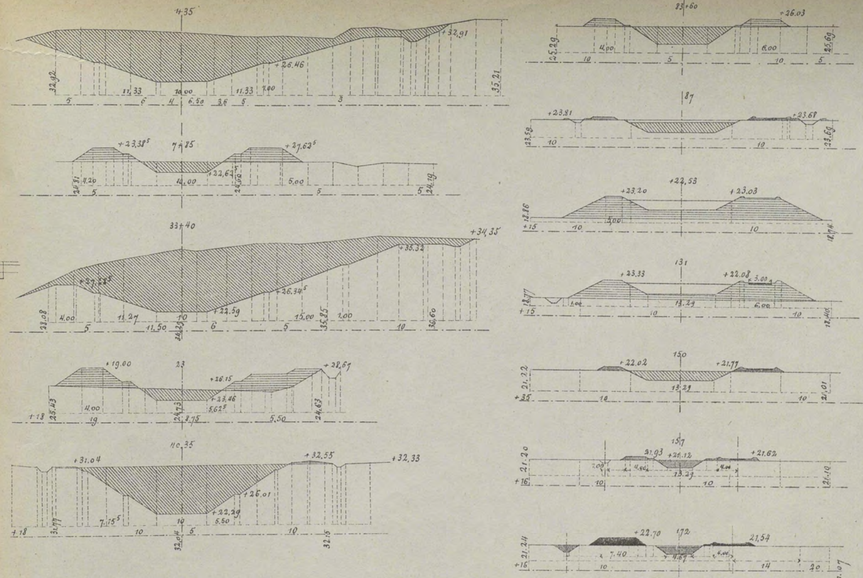


Coupe **r s**



PROFILS

Echelle 1/600



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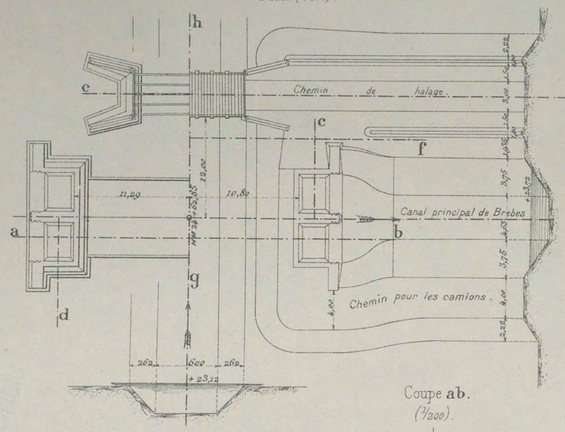
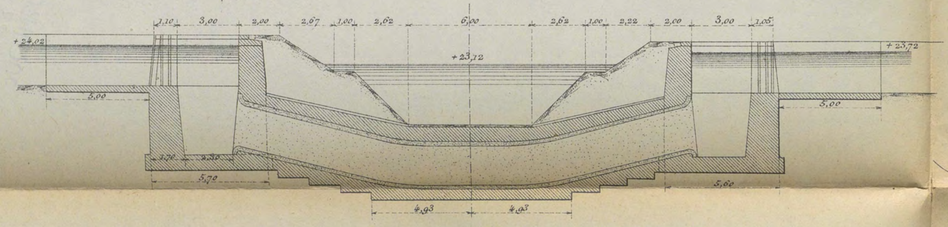
IRRIGATION PEMALI.

CANAL PRINCIPAL DE BREBES.

Plan. (1/400).

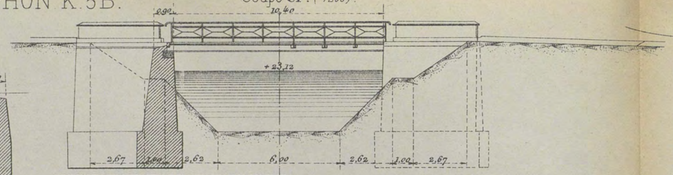


Coupe **ab**. (1/200).

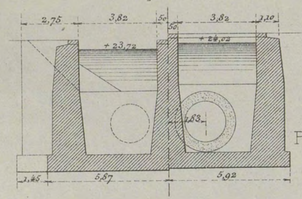


SIPHON K.5B.

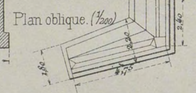
Coupe **ef**. (1/200).



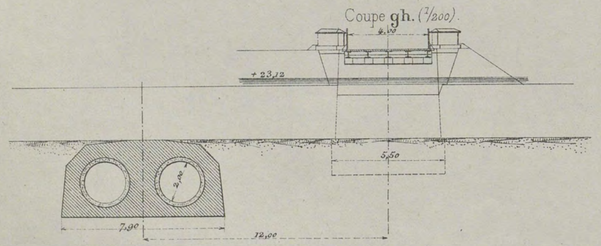
Coupe **cd**. (1/200).



Plan oblique. (1/200).



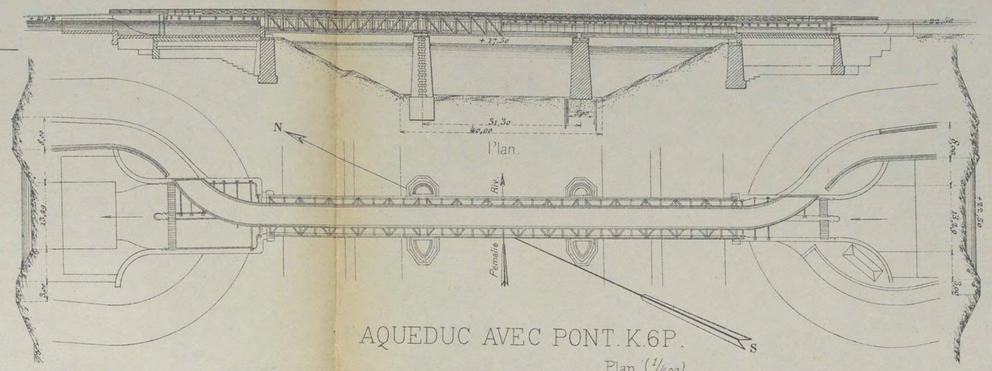
Coupe **gh**. (1/200).



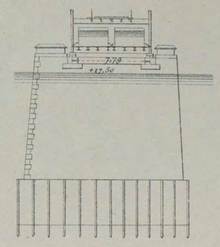
CANAL PRINCIPAL DU PEMALI.

Elévation et coupe longitud^le.

Ech. 1/800.

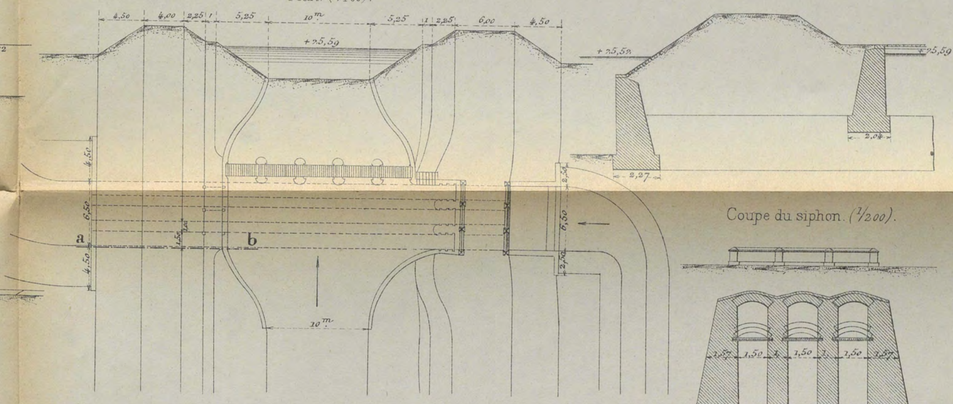


Vue du pilier droit. (1/400).



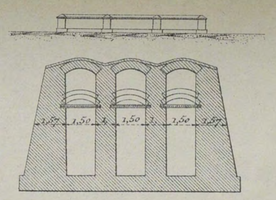
AQUEDUC AVEC PONT. K.6P.

Plan. (1/400).



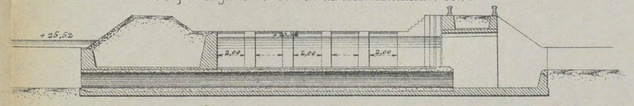
Coupe **ab**. (1/200).

Coupe du siphon. (1/200).

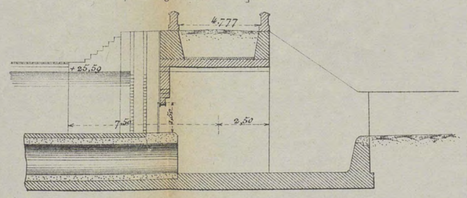


SIPHON ET ÉCLUSE DE CHASSE K.2P.

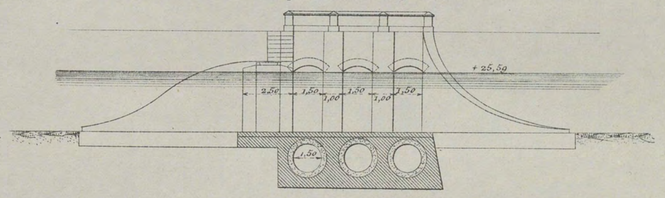
Coupe longitud^le avec vue du cloisonnement. (1/400).



Coupe longitud^le du siphon. (1/200).



Coupe médiane du siphon. (1/200).



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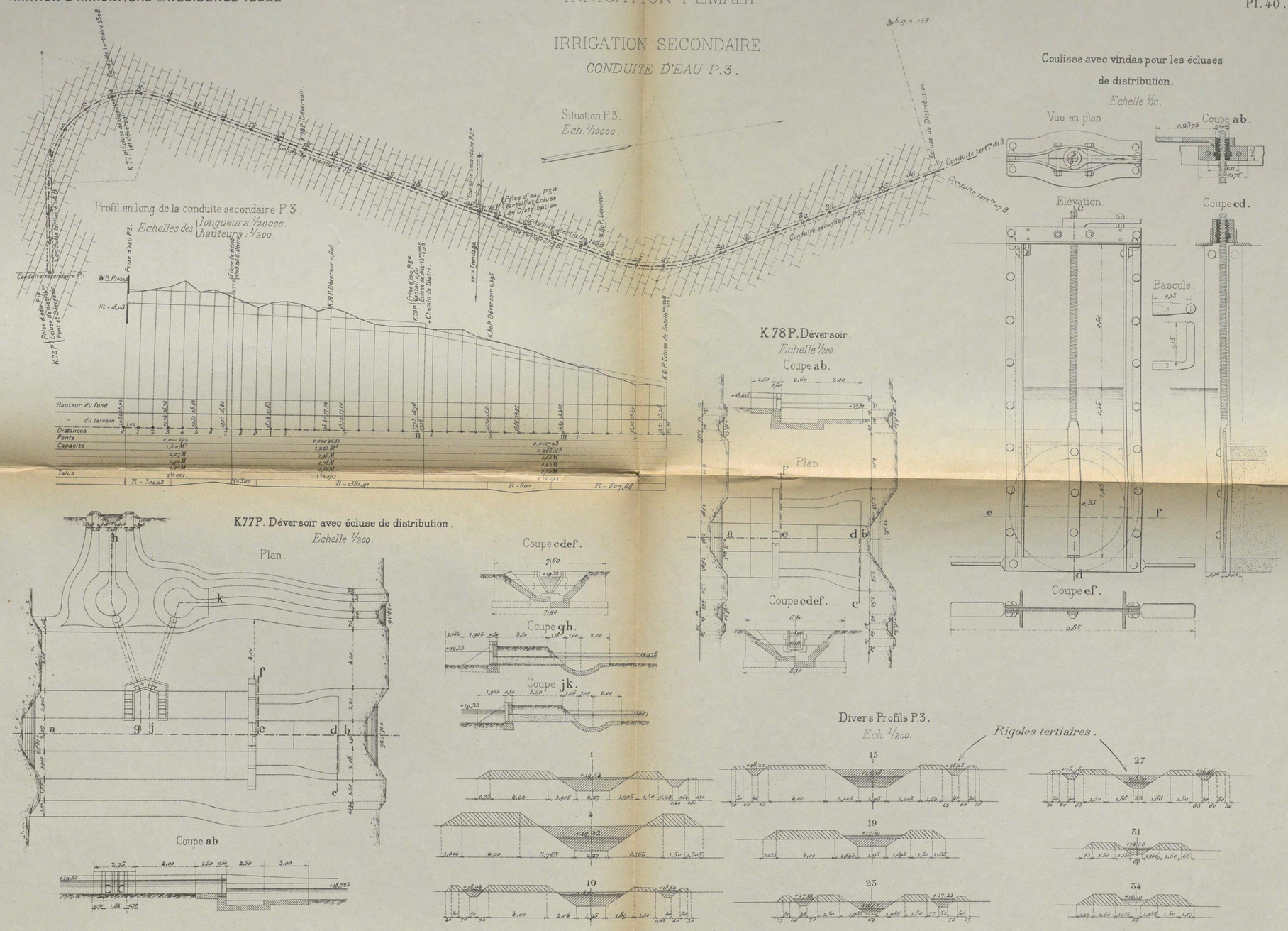
IRRIGATION PEMALI.

IRRIGATION SECONDAIRE.

CONDUITE D'EAU P.3.



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DELTA SOERABAIA.

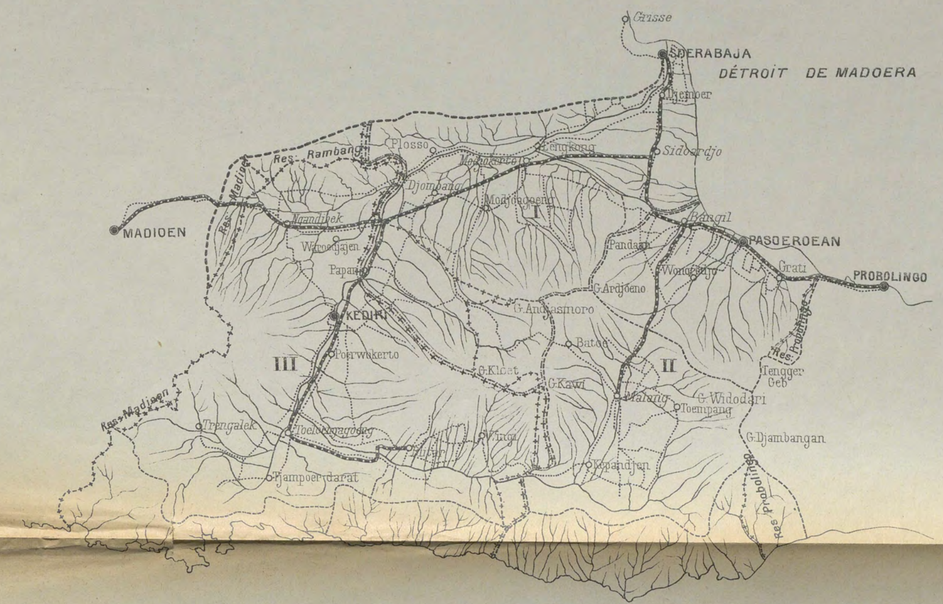
(Echelle 1/200.000.)

CIRCONSCRIPTION D'IRRIGATION DE BRANTAS

CARTE

SUR LAQUELLE LA DIVISION EN SECTIONS EST INDIQUÉE

Echelle 1/1.000.000.

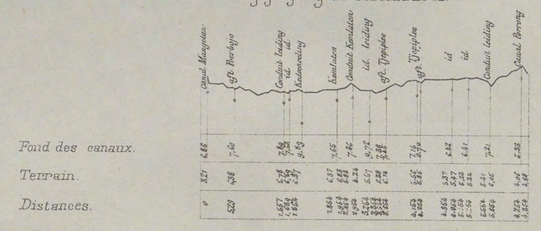


PROFILS DU DELTA DE SOERABAIA

Echelles { *des hauteurs 1/400.* / *des longueurs 1/10400.*

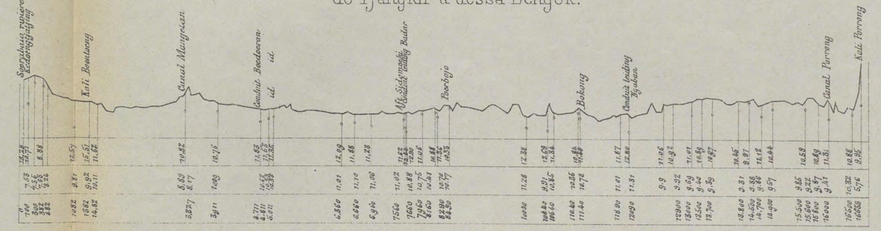
I

de Kedoengtjatjing de Tarikkidoel.



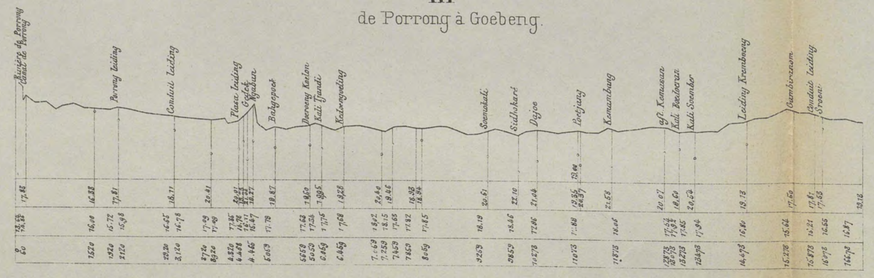
II

de Tjangkir à dessa Bengok.



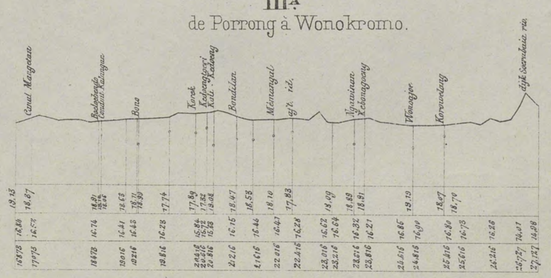
III

de Porrong à Goeberg.



IIIA

de Porrong à Wonokromo.



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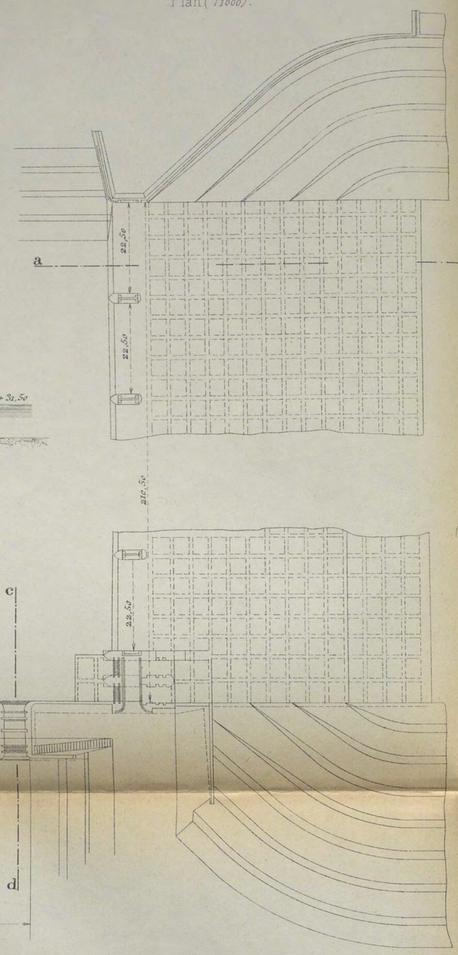
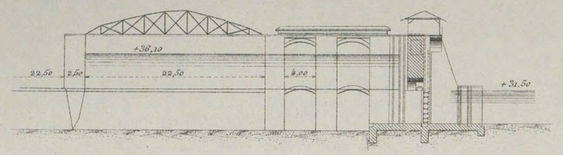
PRISE D'EAU A NGLOEWAK POUR L'IRRIGATION DE LA VALLÉE DU SOLO.

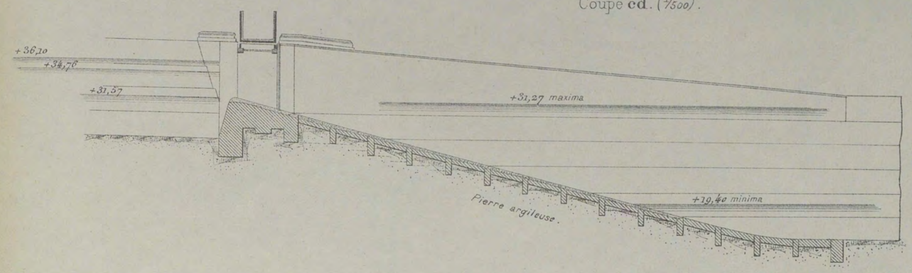
Plan (1/1000).



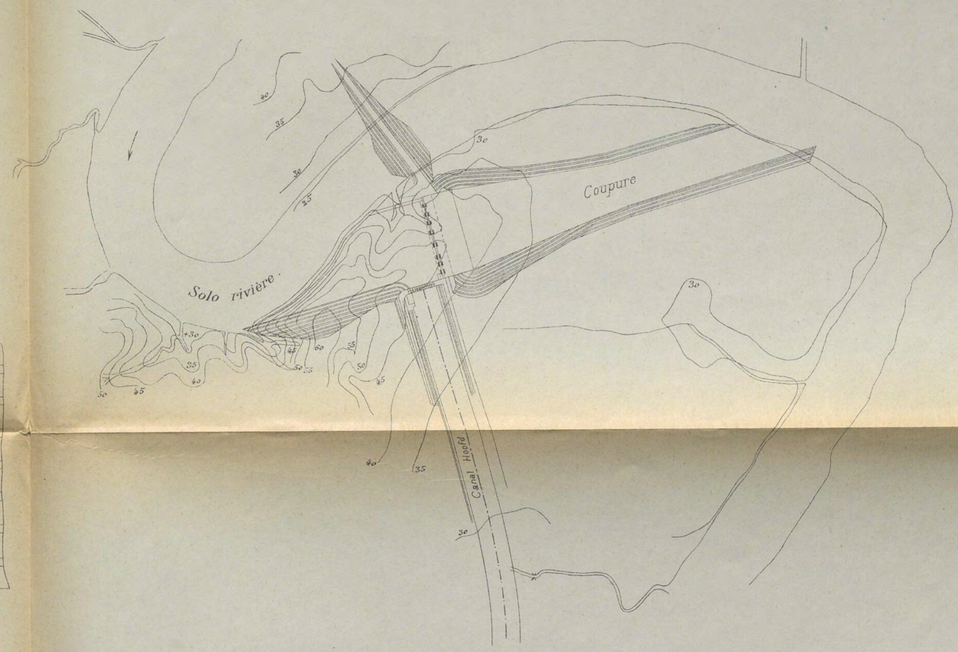
Coupe cd. (1/500).



Coupe cd. (1/500).



Situation. (1/10000).

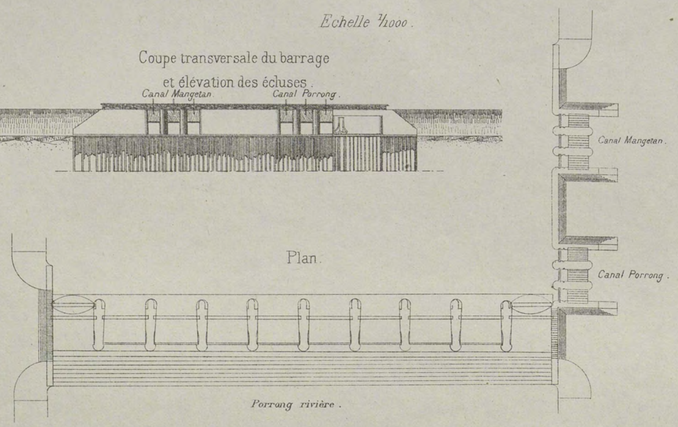


BARRAGE ET ÉCLUSES D'IRRIGATION A LENGKONG.

Echelle 1/1000.

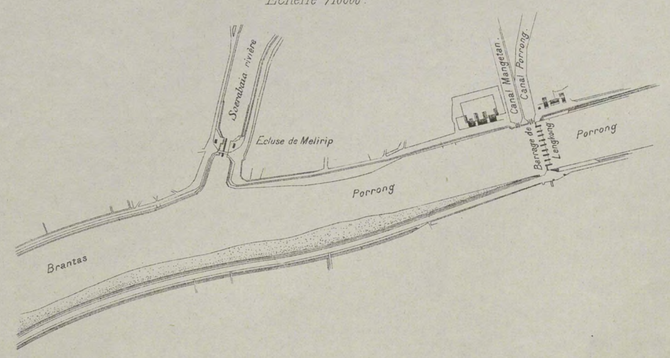
Coupe transversale du barrage et élévation des écluses.

Plan.



SITUATION DE LA RIVIÈRE DE BRANTAS ET SOERABAIA PRÈS DE LENGKONG ET MELIRIP.

Echelle 1/10000.



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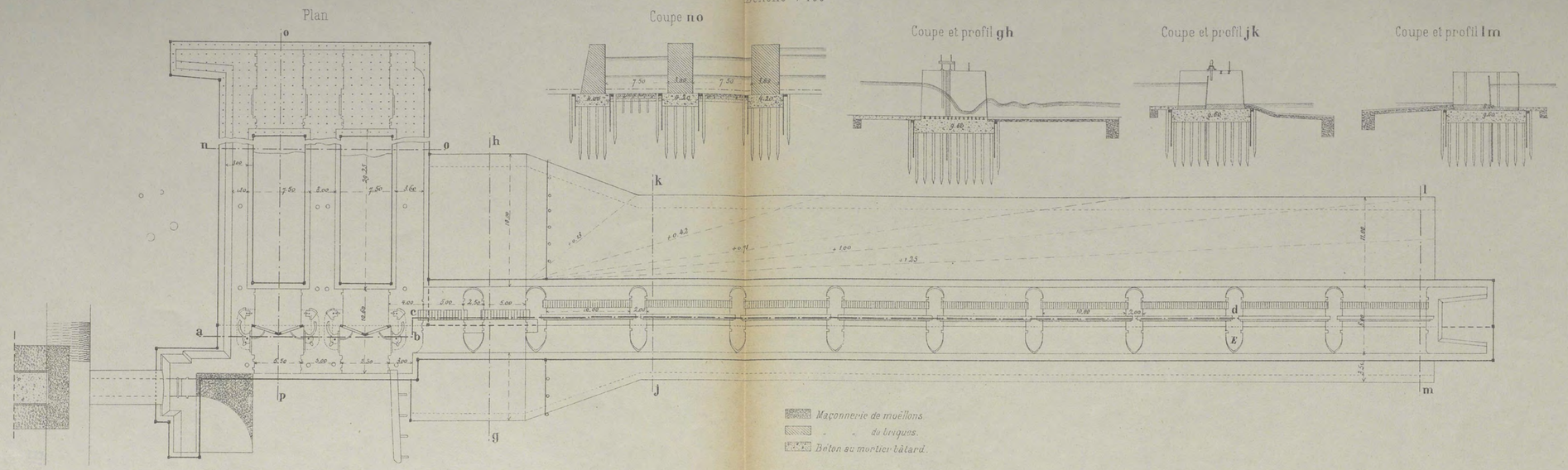
TRAVAUX DE L'ECLUSE ET DU BARRAGE DE GOENOENG-SARIE

Echelle 1/400

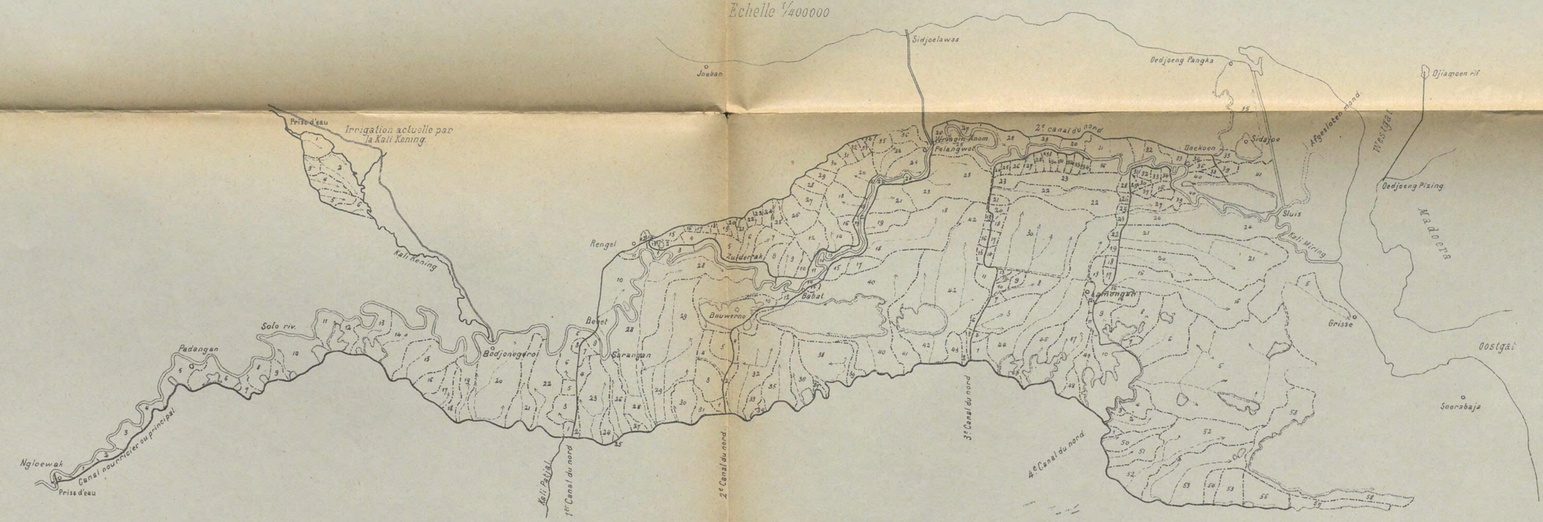


TRAVAUX DE LA VALLEE DU SOLO

PARTAGE EN CIRCONSCRIPTIONS SECONDAIRES

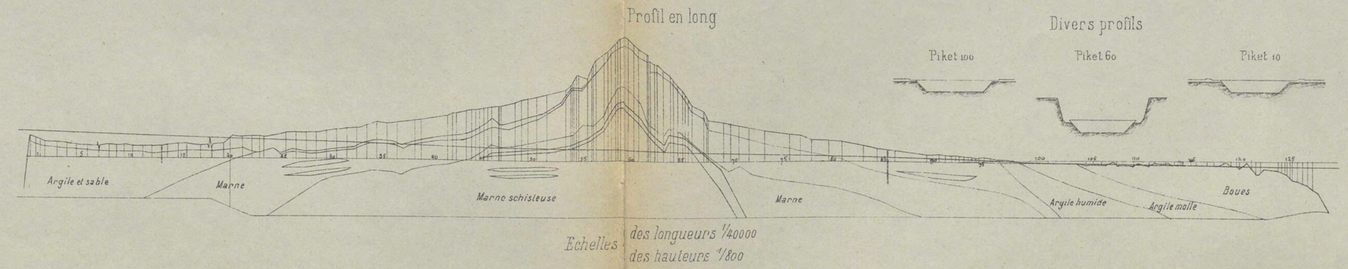
AVEC INDICATION DU RESEAU PRINCIPAL ET DES CONDUITES SECONDAIRES.

Echelle 1/400000



PENETRATION DE LA COLLINE ENTRE LA RIVIERE DU SOLO ET LA MER DE JAVA

Projet de la coupure de Sedaioe lawas.



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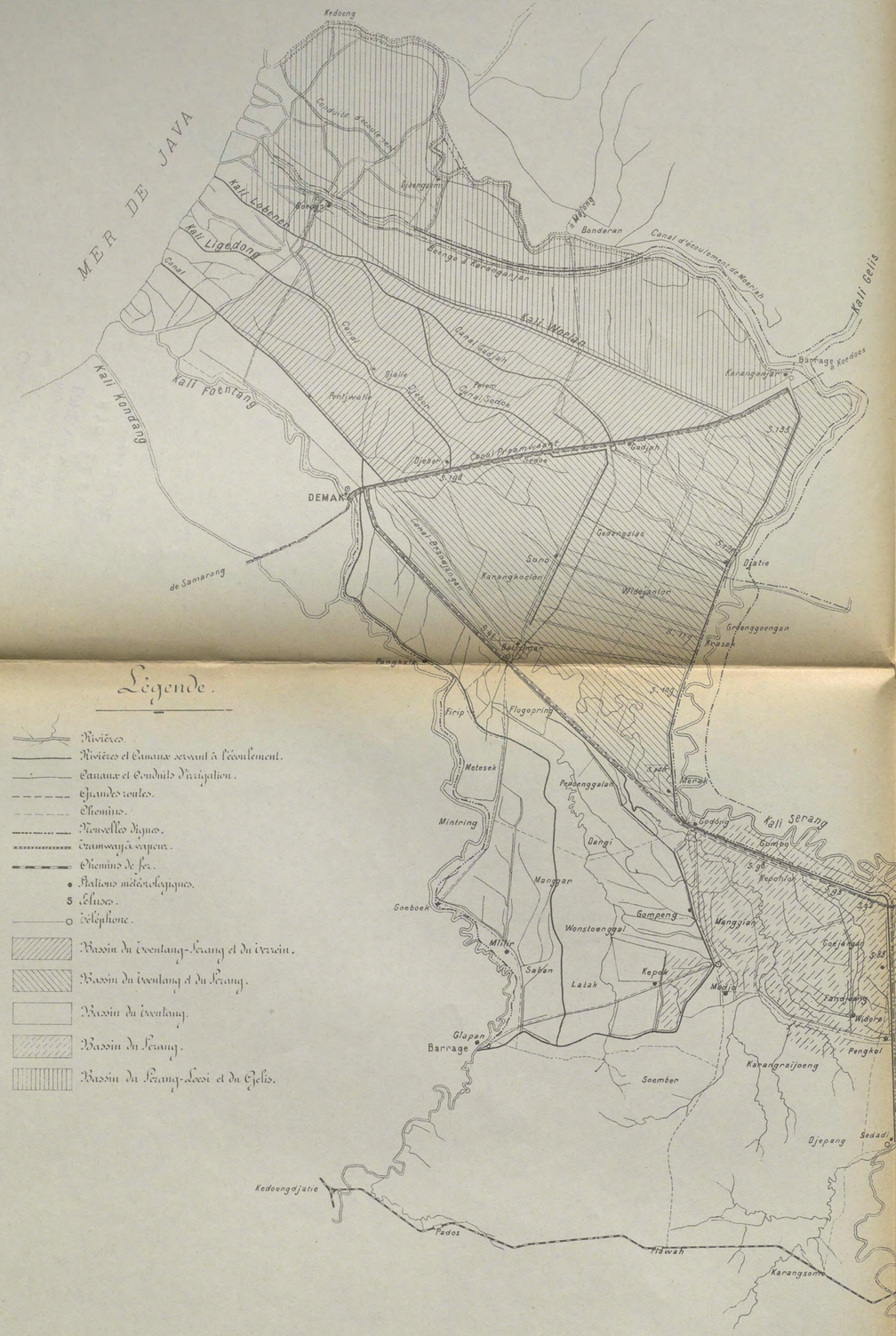
CARTE DE LA CIRCONSCRIPTION DEMAK

INDIQUANT LES TERRITOIRES D'IRRIGATION

Echelle 1/150000



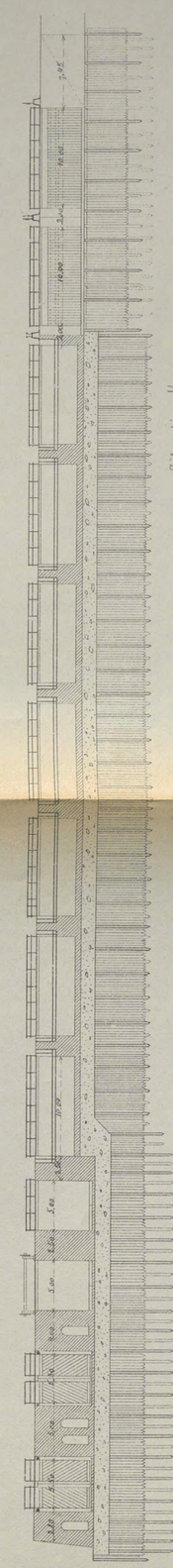
Légende.

- Rivières.
- Rivières et Canaux servant à l'écoulement.
- Canaux et Conduits d'irrigation.
- Grandes routes.
- Chemins.
- Nouvelles digues.
- Tramways à vapeur.
- Chemins de fer.
- Stations météorologiques.
- S Écluses.
- Téléphone.
- Bassin du Boentang-Serang et du Corsain.
- Bassin du Boentang et du Serang.
- Bassin du Boentang.
- Bassin du Serang.
- Bassin du Serang-Loesi et du Celis.

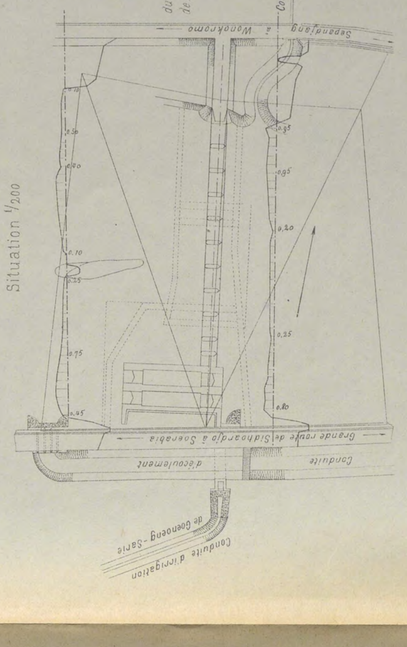
TRAVAUX DE L'ECLUSE ET DU BARRAGE DE GOENOENG-SARIE *(Suite von Pl. 43)*

Echelle 1/400.

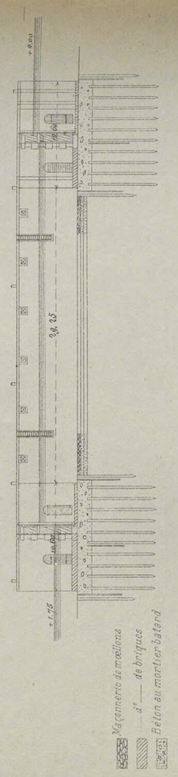
Coupe et profil **abcdef**



Situation 1/200



Coupe et profil **hd**



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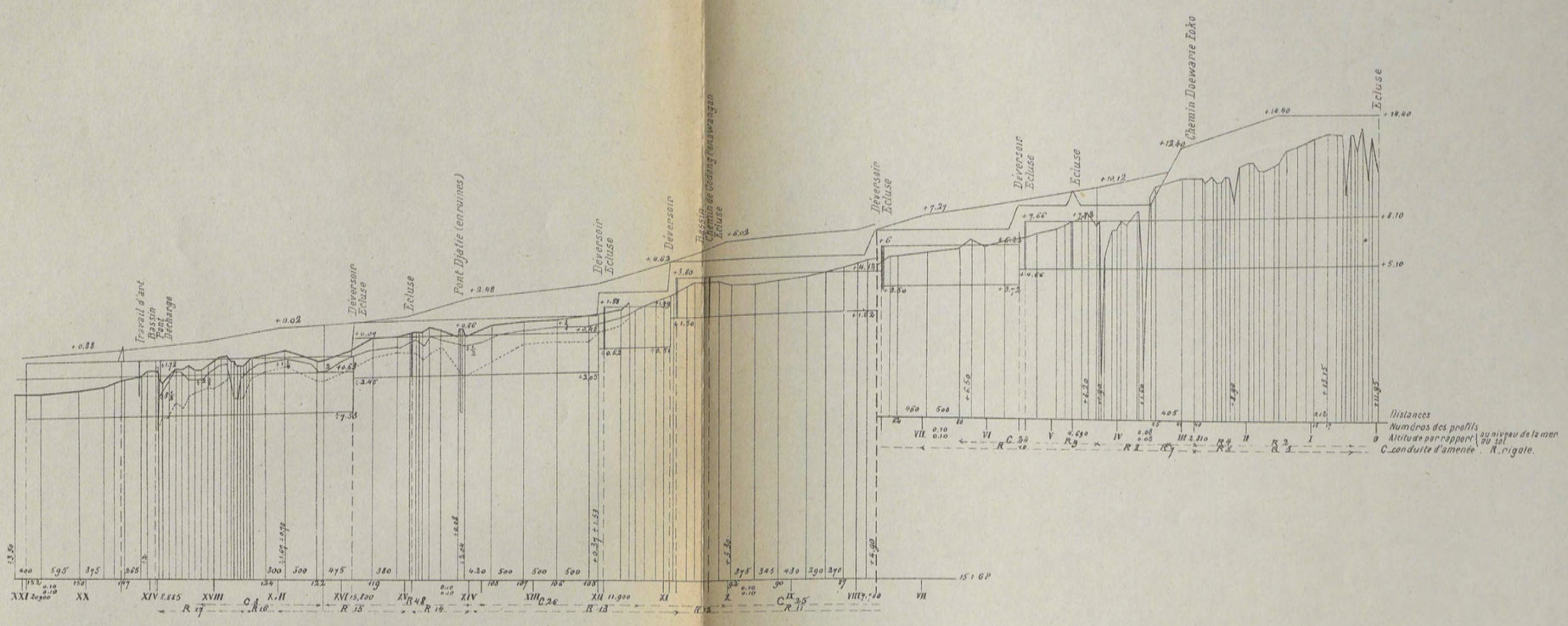
TRAVAUX D'IRRIGATIONS.

PROFIL EN LONG DU CANAL DE SERANG

PL. 45.

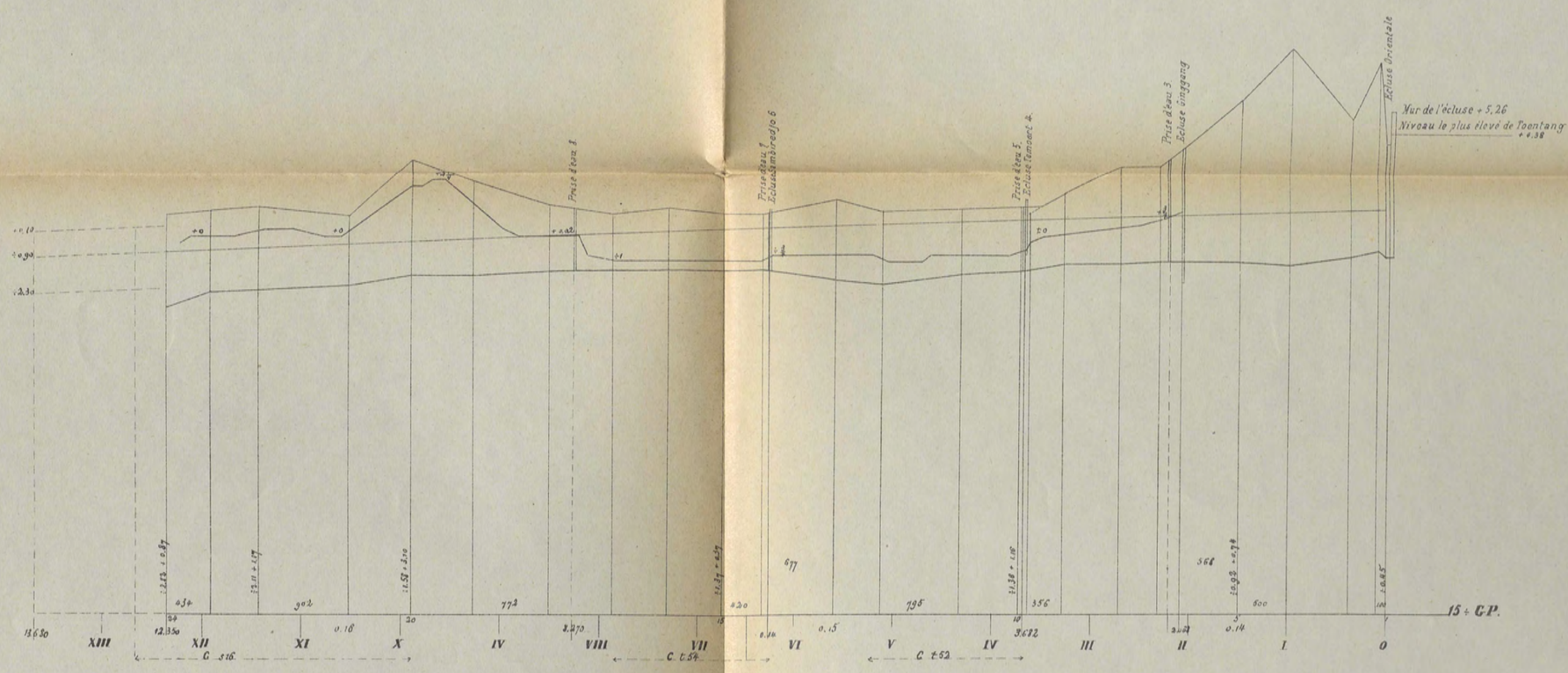
(CIRCONSCRIPTION DEMAK)

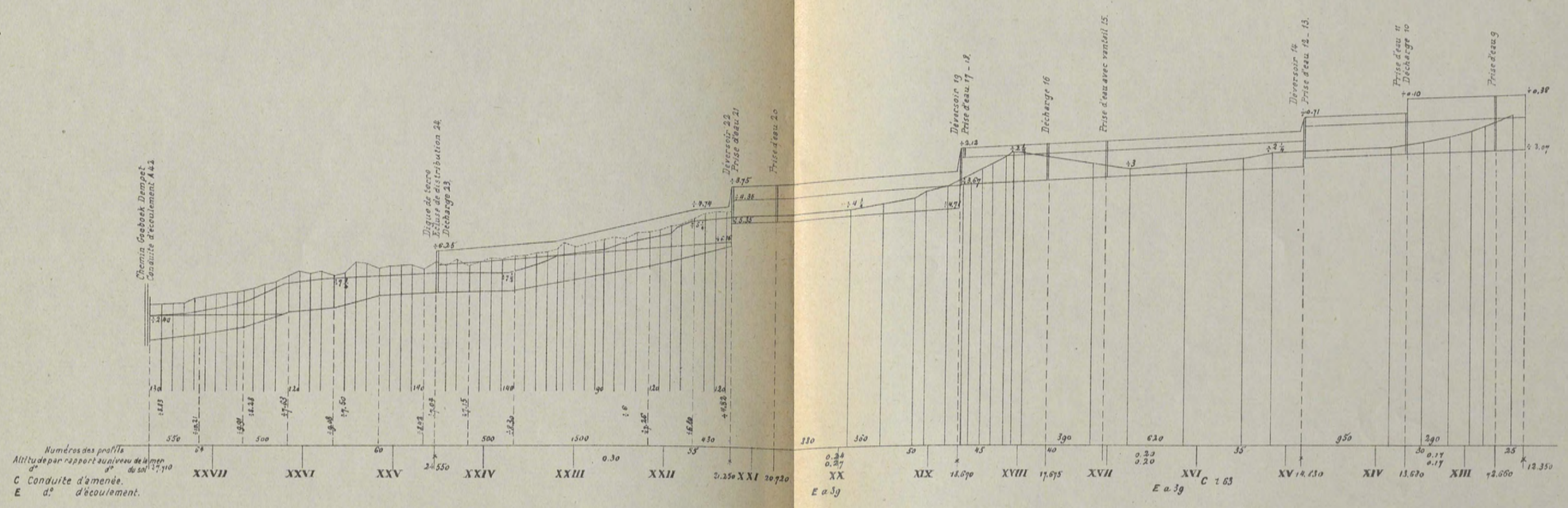
Echelles { des longueurs 1/75000 ; des hauteurs 1/300



PROFIL EN LONG T. 1.

Echelles { des longueurs 1/50000 ; des hauteurs 1/200





Imp. Monrocq.

Autog. E. Gillet, 30. rue Gay-Lussac. Paris.

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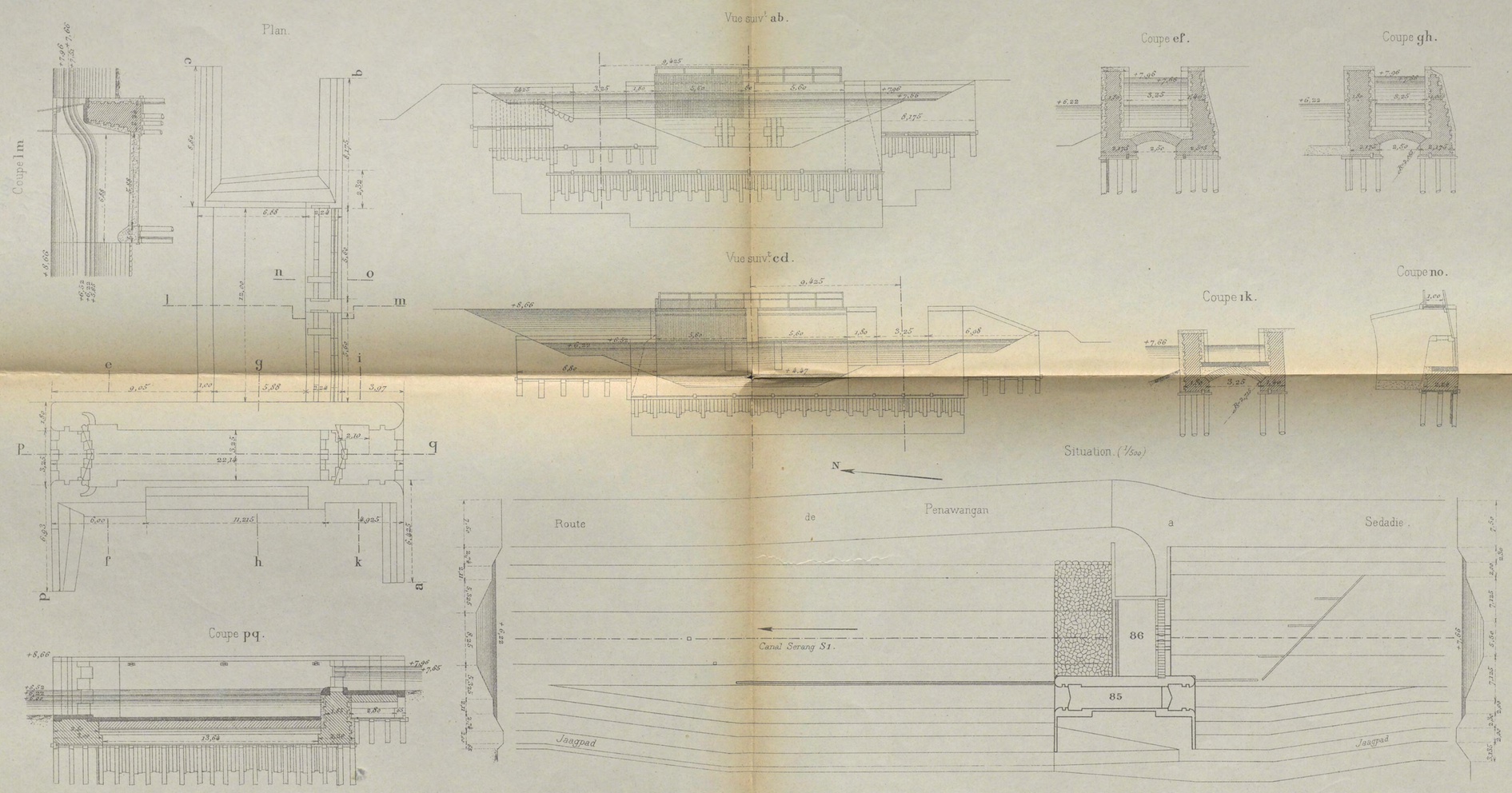
ÉCLUSE 85—DÉVERSOIR 86.

(CIRCONSCRIPTION DEMAK)

Echelle 1/200.



Imp. Monrocq.

Autog. E. Gillet, 30, rue Gay-Lussac. Paris.

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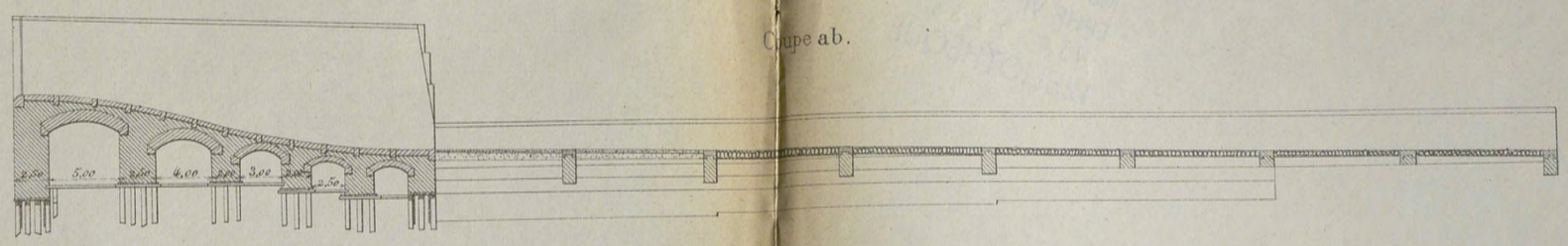
BARRAGE DE SEDADIE.

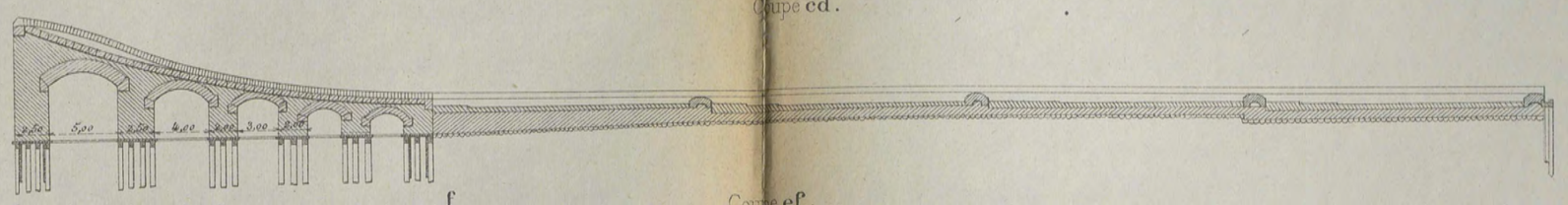
CIRCONSCRIPTION DEMAK.

Ech. 1/400.

Coupe ab.



Coupe cd.

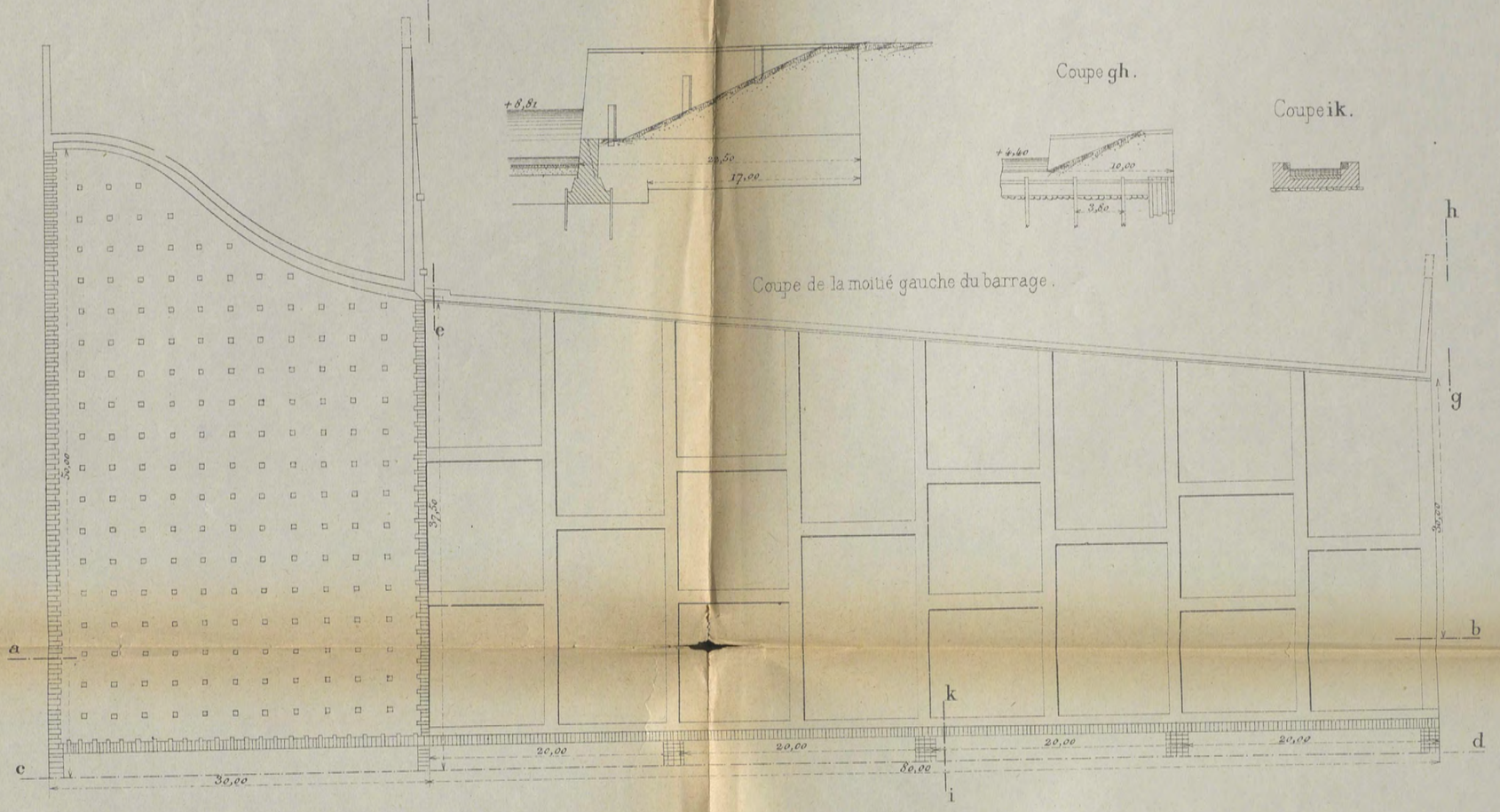


Coupe ef.

Coupe gh.

Coupe ik.

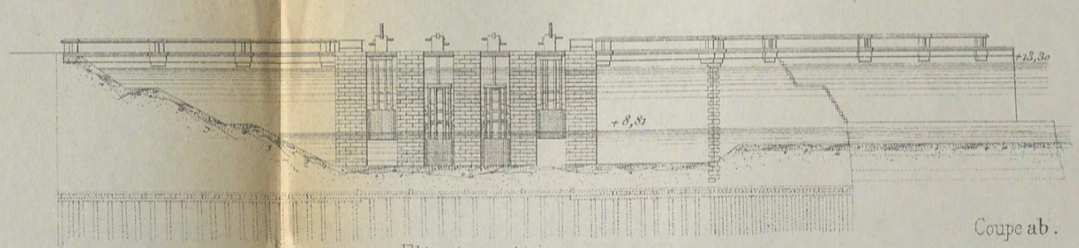
Coupe de la moitié gauche du barrage.



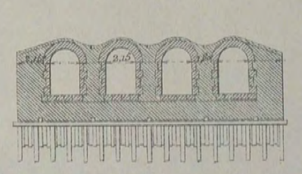
ECLUSE DE SEDADIE.

Ech. 1/400.

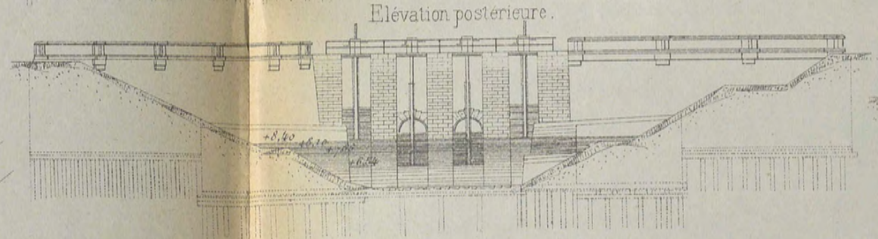
Elévation.



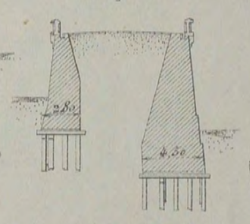
Coupe longitudinale.



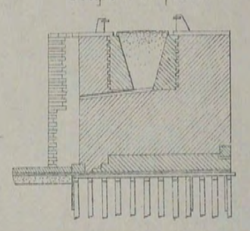
Elévation postérieure.



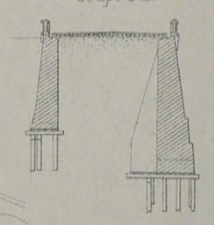
Coupe ab.



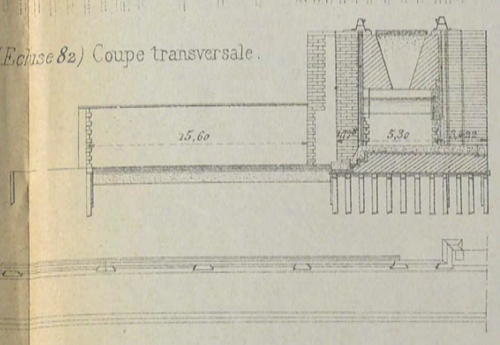
Coupe d'un pilier.



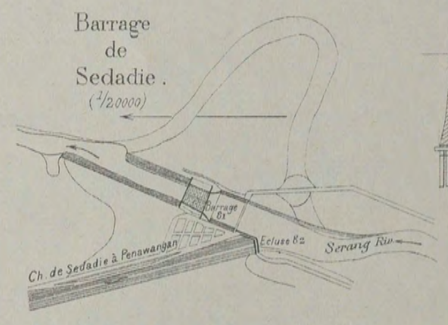
Coupe cd.



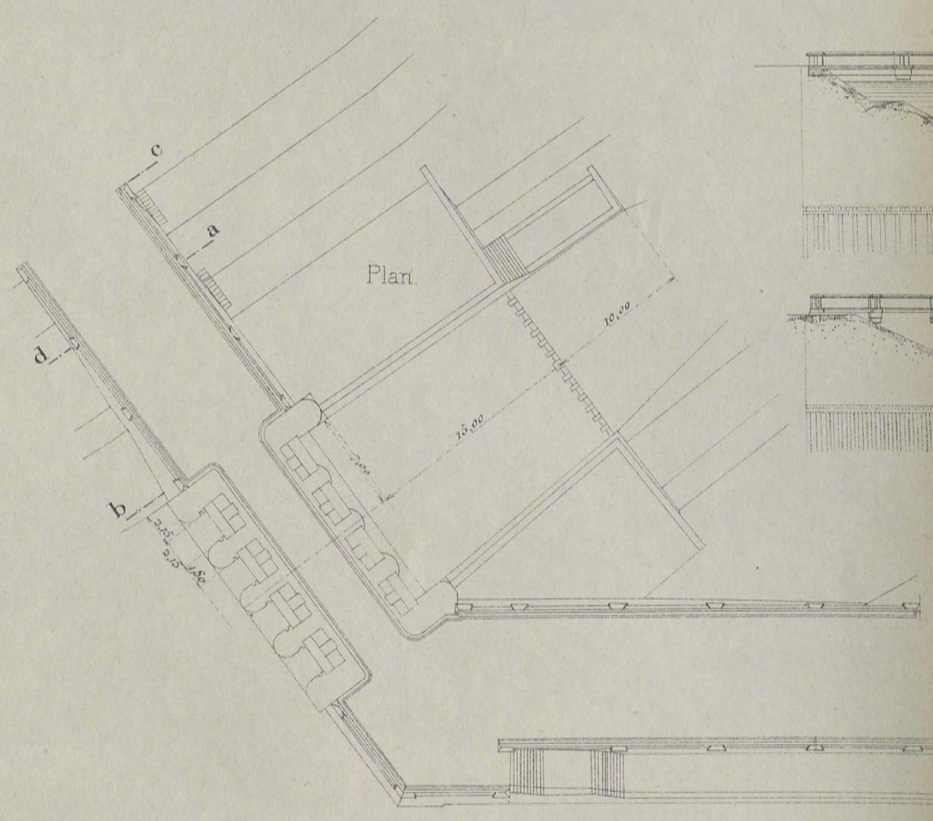
(*Ecluse 82*) Coupe transversale.



Barrage de Sedadie. (1/20000)



Plan.



Imp. Monrocq.

Autog. E. Gillet, 30, rue Gay-Lussac. Paris.

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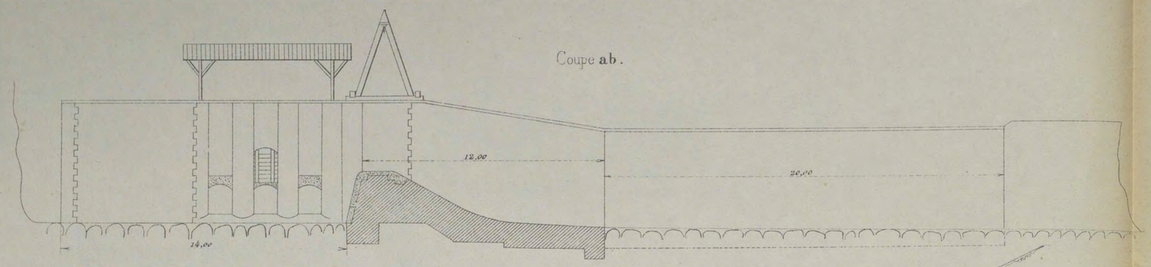
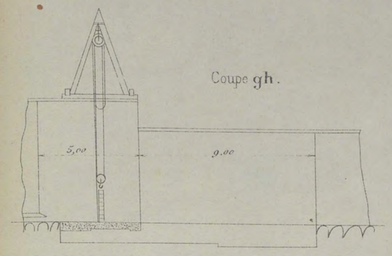
BARRAGE ET PRISE D'EAU—CANAL DU PROGO.

Coupes. *(Ech. 1/200).*

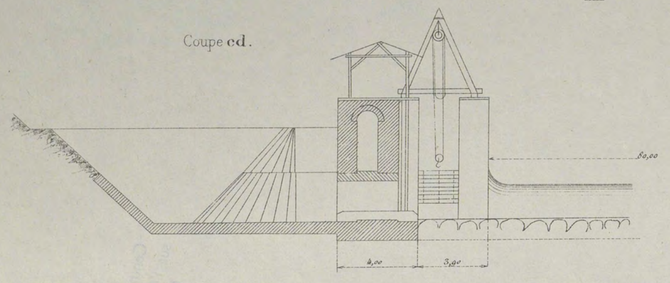
Coupe **ab**.



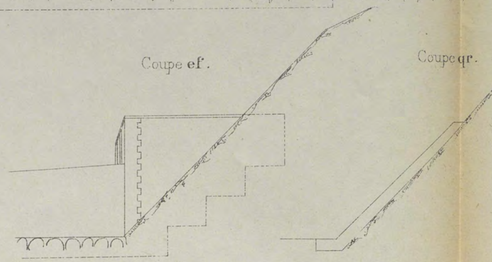
Coupe **gh**.



Coupe **cd**.

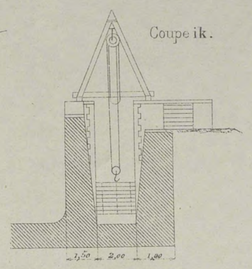


Coupe **ef**.

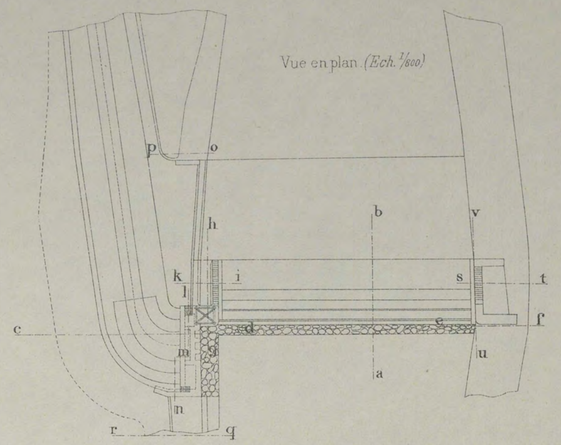


Coupe **qr**.

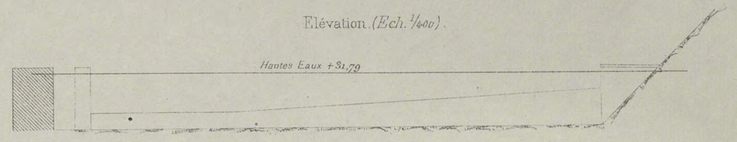
Coupe **ik**.



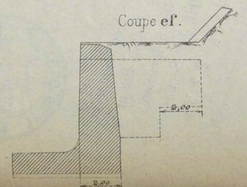
Vue en plan *(Ech. 1/600)*.



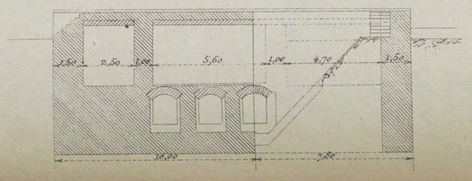
Elévation *(Ech. 1/600)*.



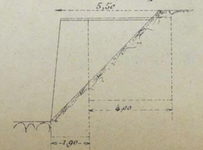
Coupe **ef**.



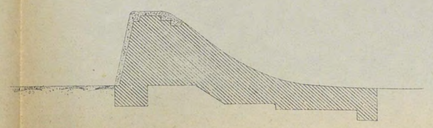
Coupe **lmn**.



Coupe **op**.



Coupe **uv**.



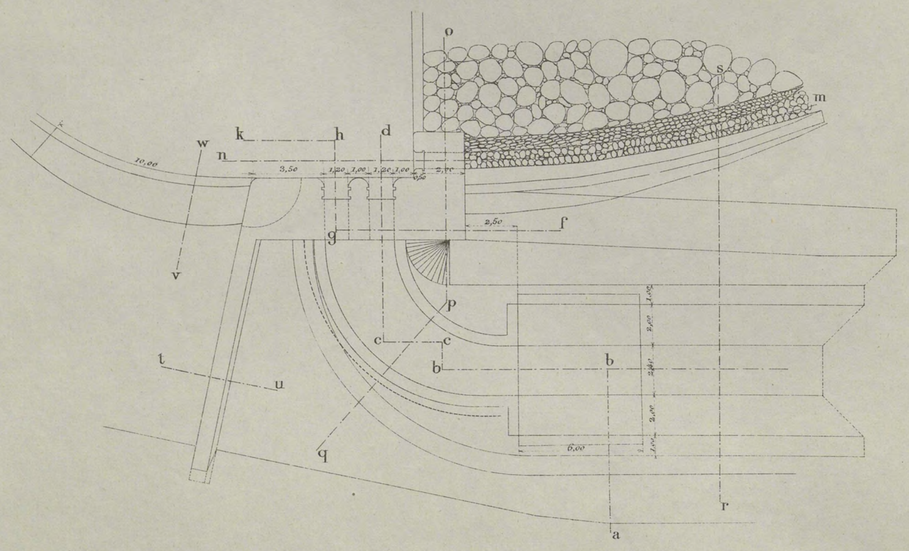
Dimensions du canal.

Profondeur	1,50 m
Largeur du fond	3,20 "
Vitesse	0,70 "
Pente	0,00033
Capacité	5,00 m3 "

PRISE D'EAU—CANAL MANGGIS.

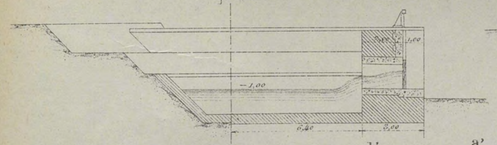
Echelle 1/200.

Vue en plan.

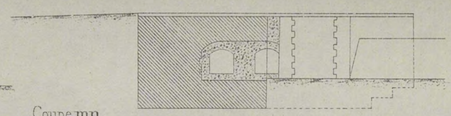


Voir Pl. 55 : Carte du territoire d'irrigation du Canal de Manggis.

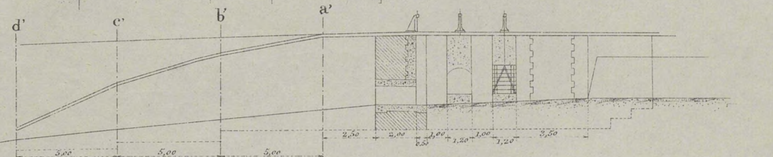
Coupe **abcd**.



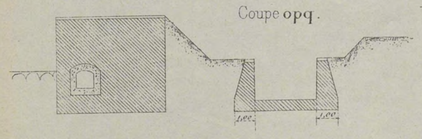
Coupe **fghk**.



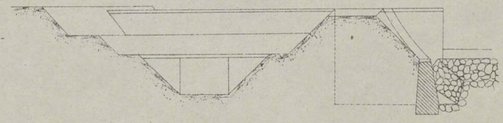
Coupe **mn**.



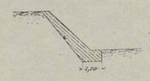
Coupe **opq**.



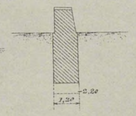
Coupe **rs**.



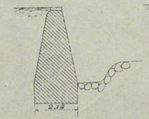
Coupe **vw**.



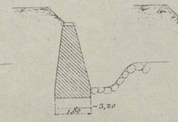
Coupe **tu**.



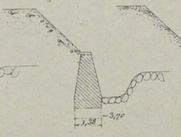
Coupe **a'a'**.



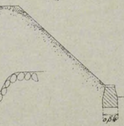
Coupe **b'b'**.



Coupe **c'c'**



Coupe **d'd'**.



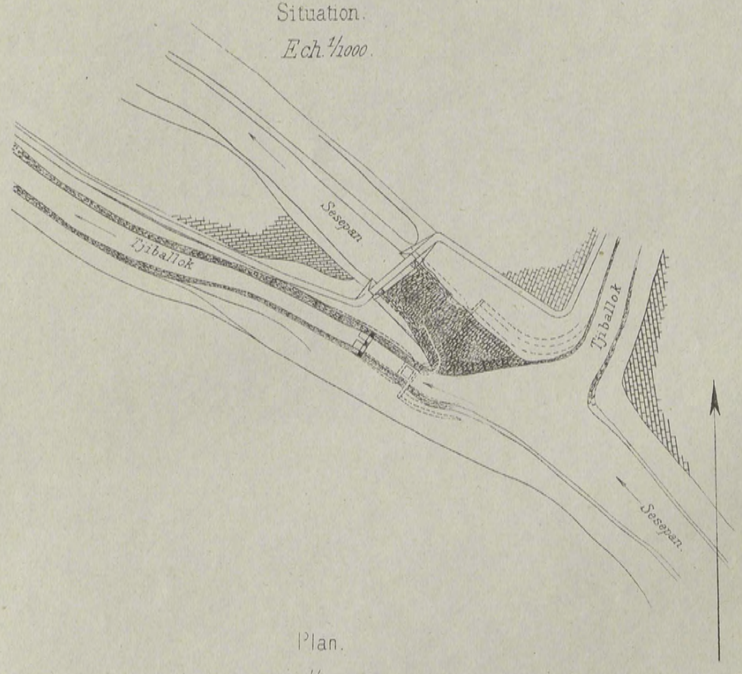
Imp. Monrocq.

Autog. E. Gillet, 30, rue Gay-Lussac. Paris.

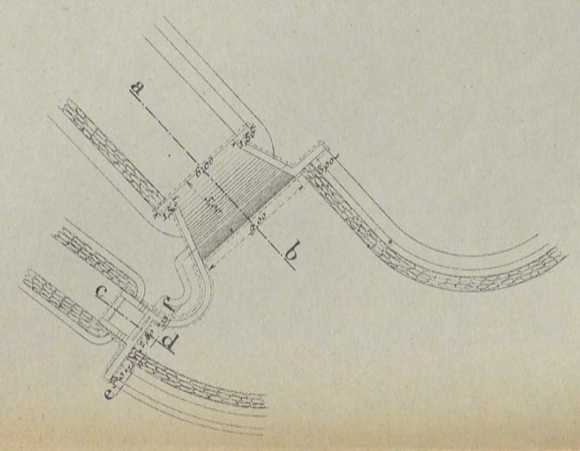
Université Côte d'Azur. Bibliothèques

BARRAGE DANS LA RIVIÈRE DE SESEPAN ET ÉCLUSE DANS LE CANAL TJIBALLOK, PRÈS DU POINT D'INTERSECTION A PEUNDEIJ.

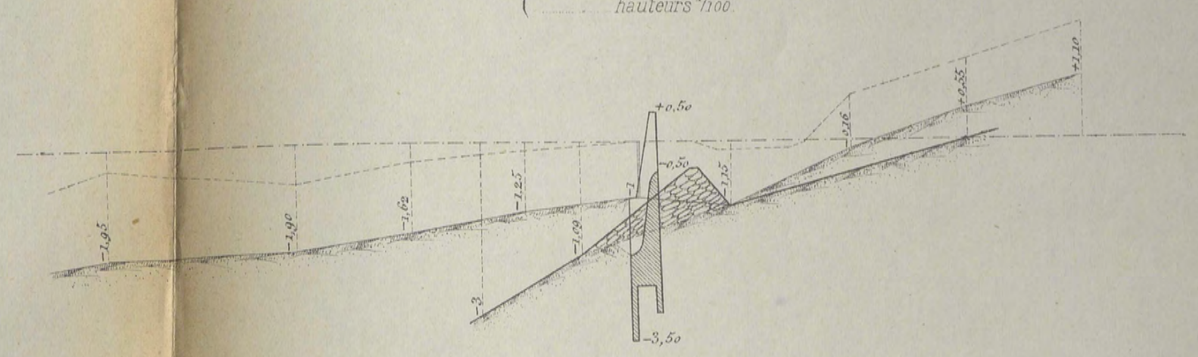
Situation.
Ech. 1/1000.



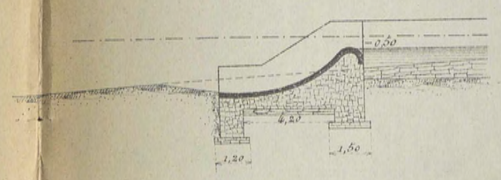
Plan.
1/1000



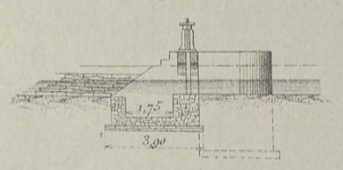
Profil en long.
Le tracé exécuté en traits forts a rapport au Sesepan.
d° *d°* *fins* *d°* *au Tjiballock.*
Ech. { *pour les long*[rs] 1/1000. / *hauteurs* 1/100.



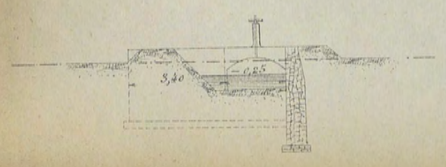
Coupe **ab**.
1/200



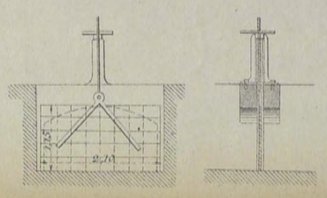
Coupe **cd**.
1/200



Coupe **ef**.
1/200

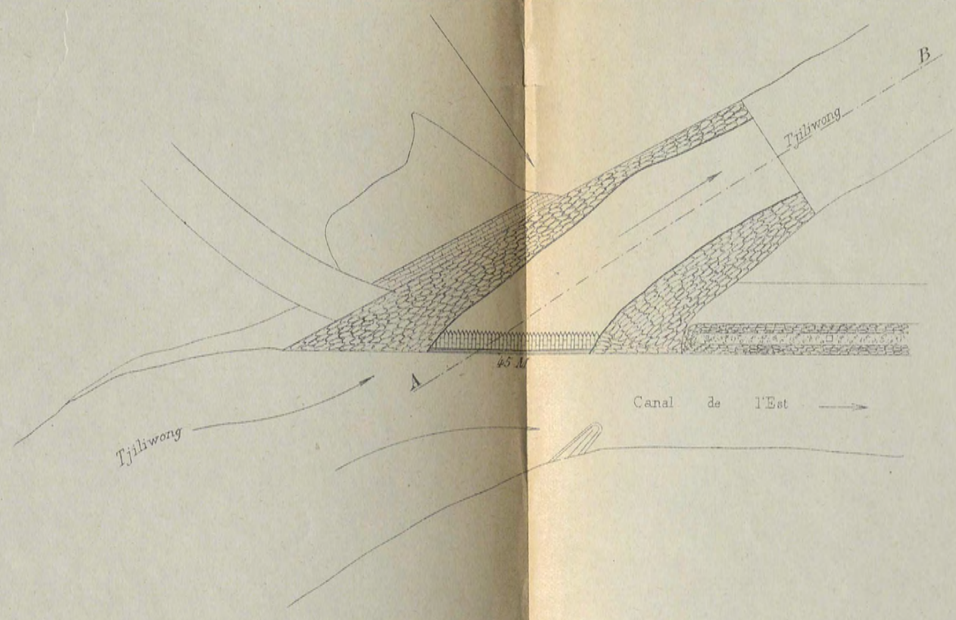


Vanne en bois
1/100

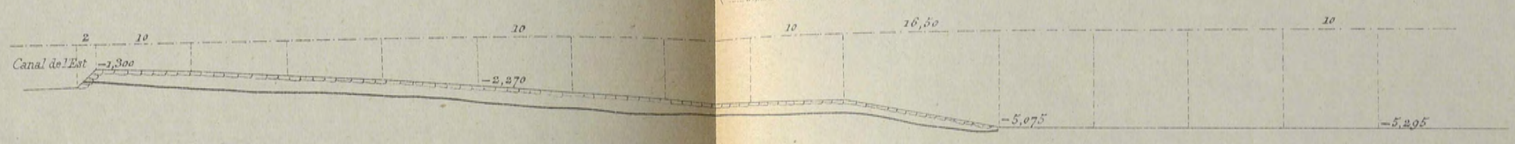


BARRAGE DE KATOELAMPA.

Situation.
Ech. 1/1500.



Profil en long suiv.t *AB*.
Echelles { *p.f les long.rs* 1/600. / *haut.rs* 1/300.



Imp. Monrocq.

Autog. E. Gillet, 30. rue Gay-Lussac. PARIS.

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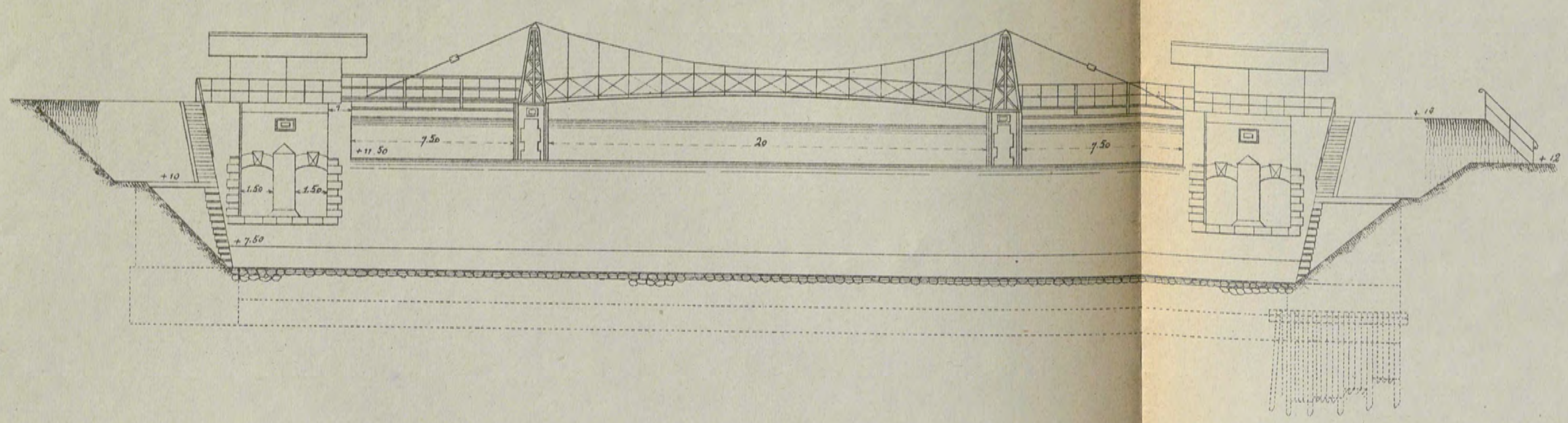
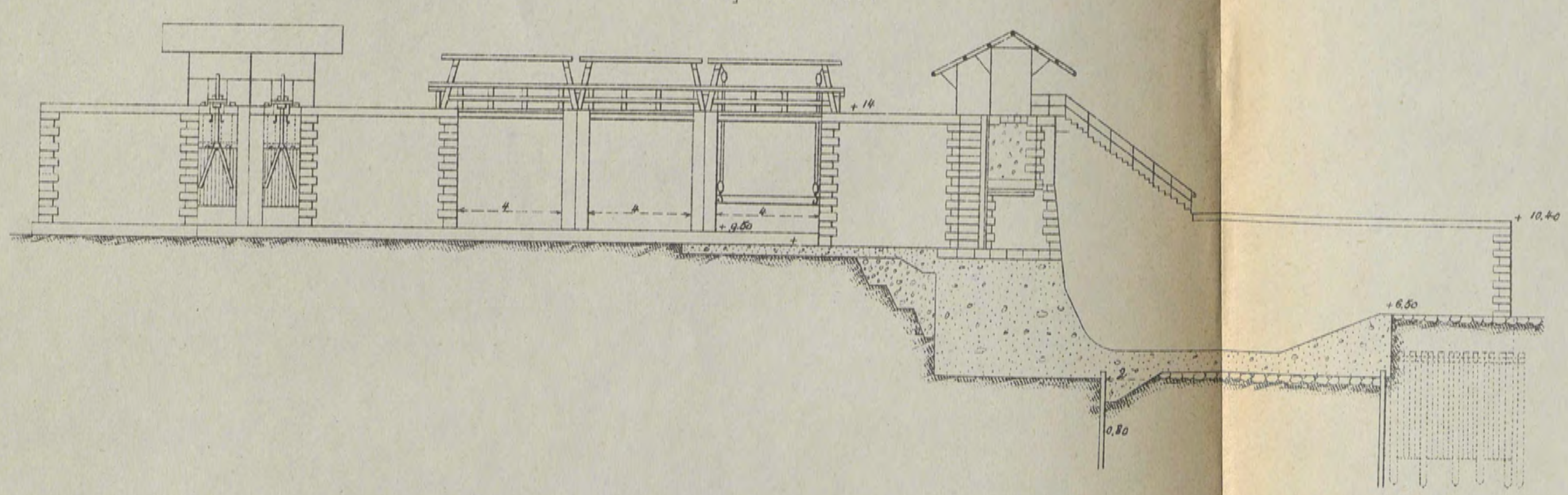
IRRIGATION PAR LA RIVIÈRE WALOEH (TEGAL)

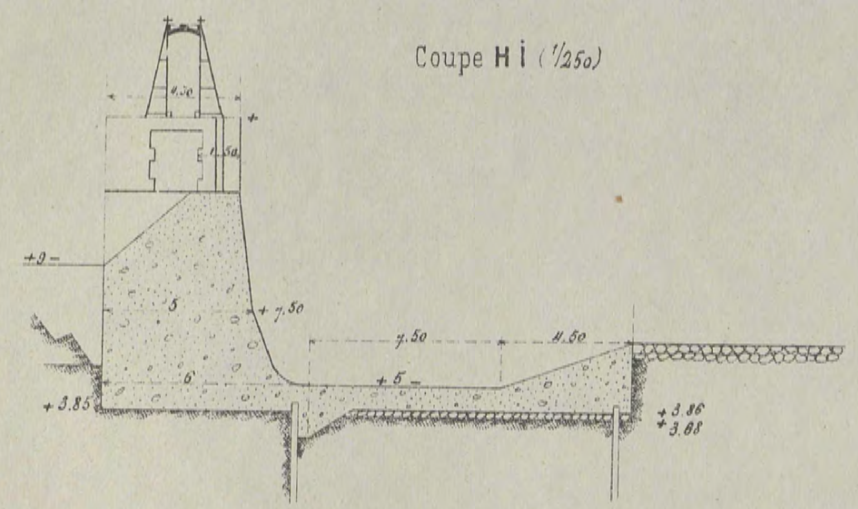
Coupe ab 1/250.



Coupe cd 1/250.

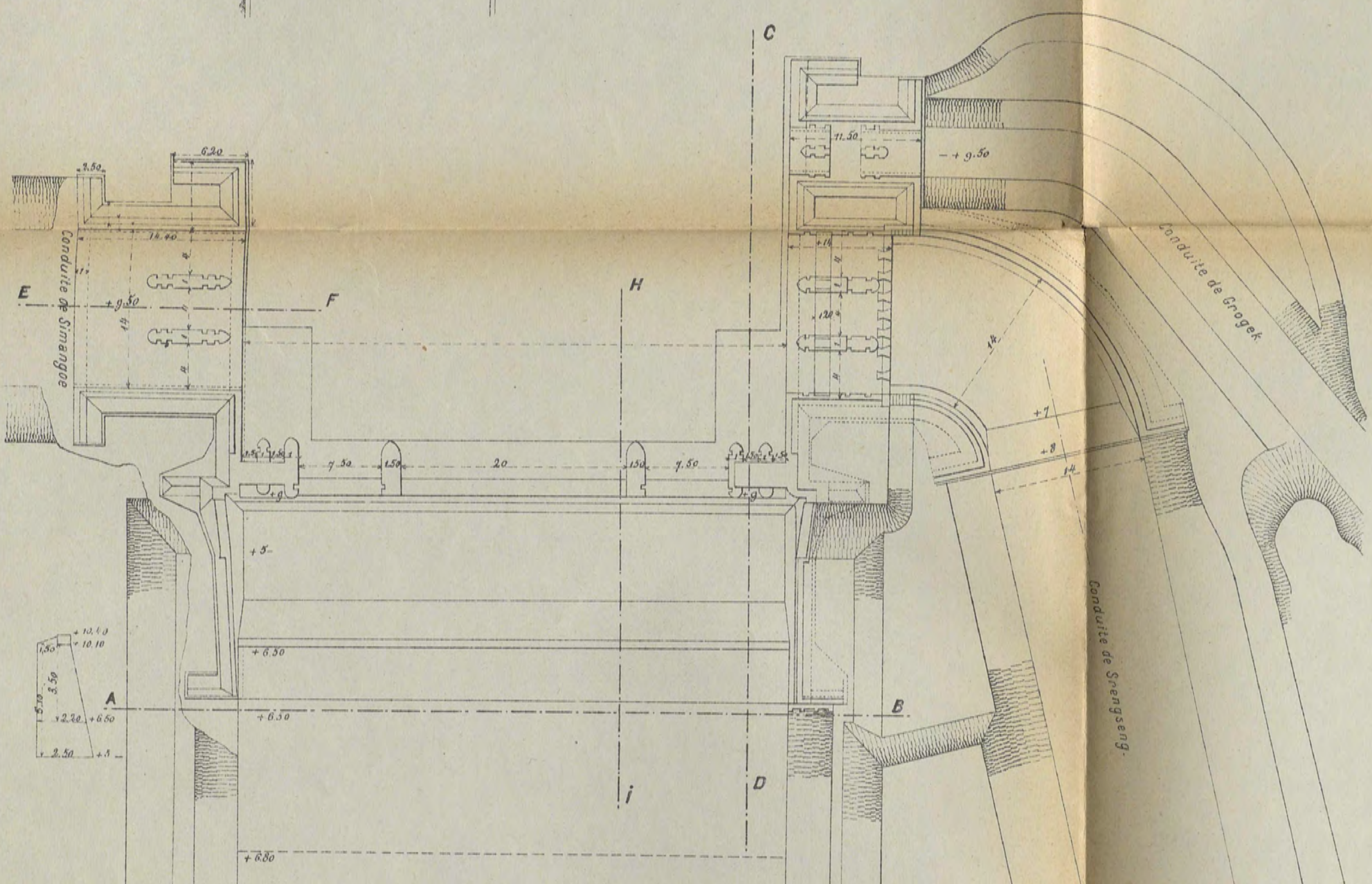


Coupe Hi (1/250)

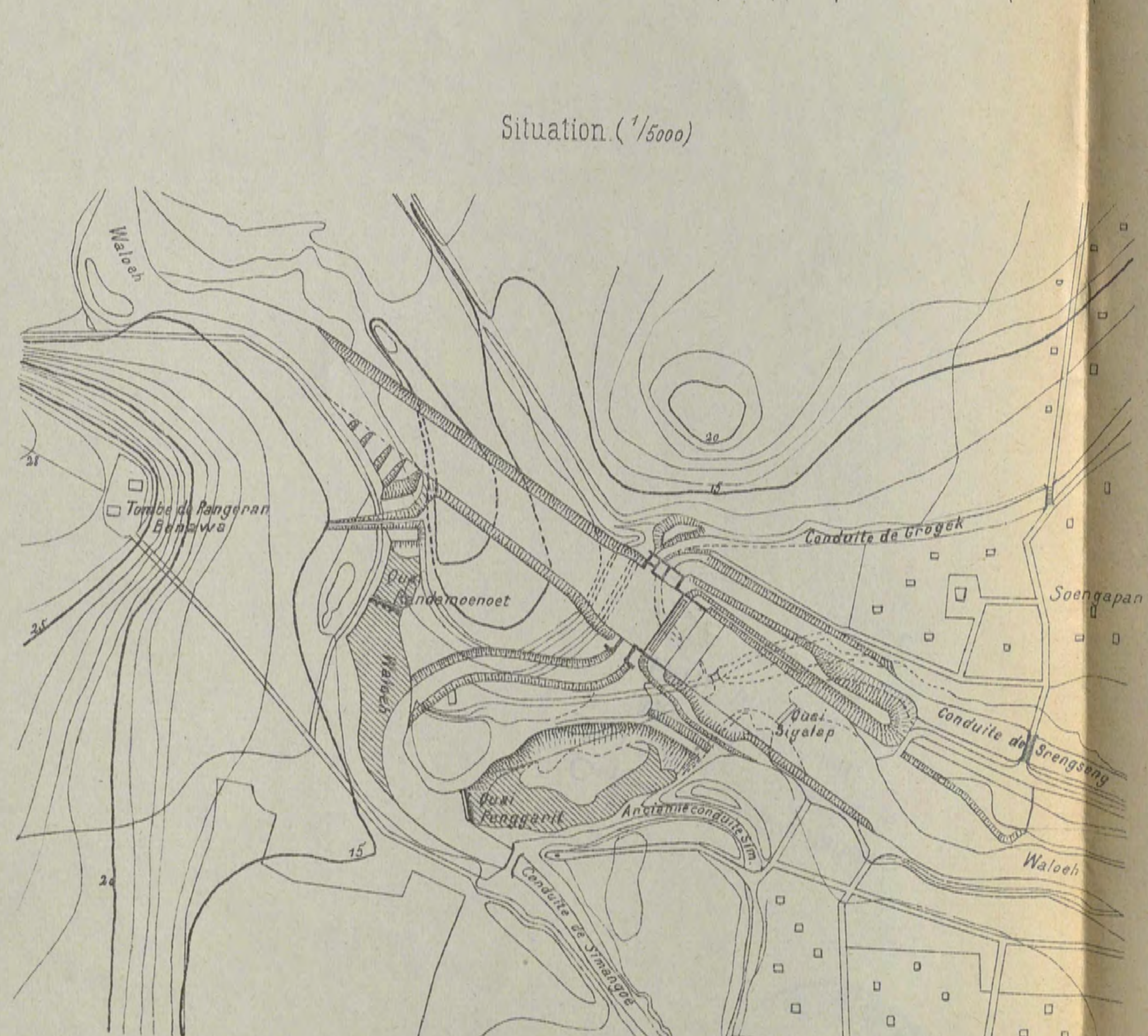


BARRAGE ET ECLUSE A SOENGAPAN

Plan (1/500)



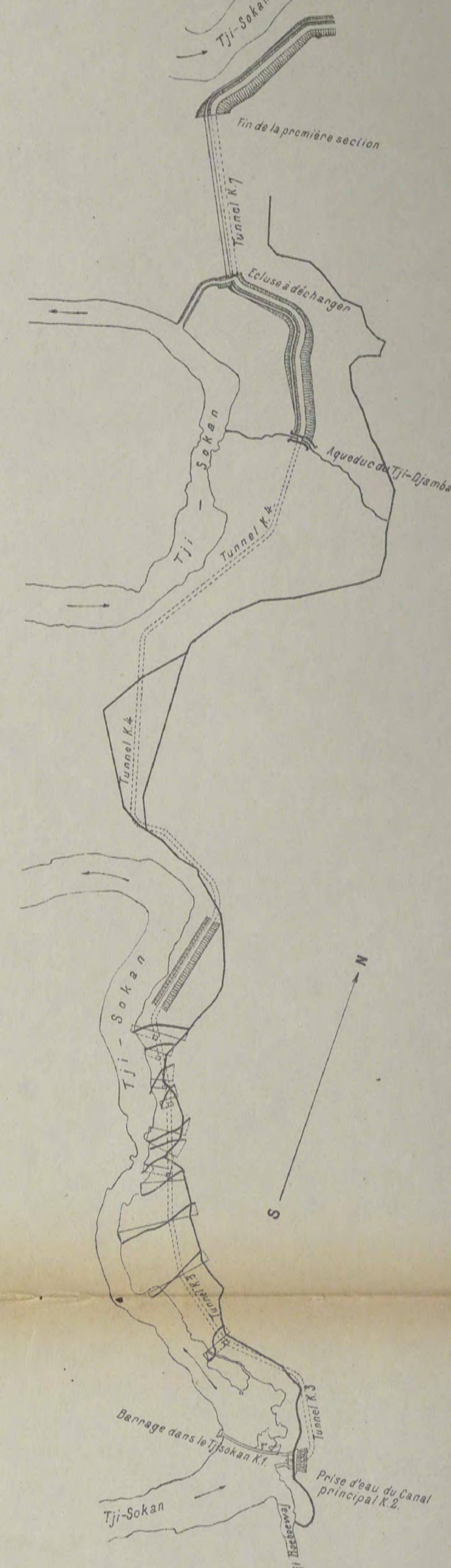
Situation (1/5000)



L'IRRIGATION DE LA PLAINE DE TJIHEA

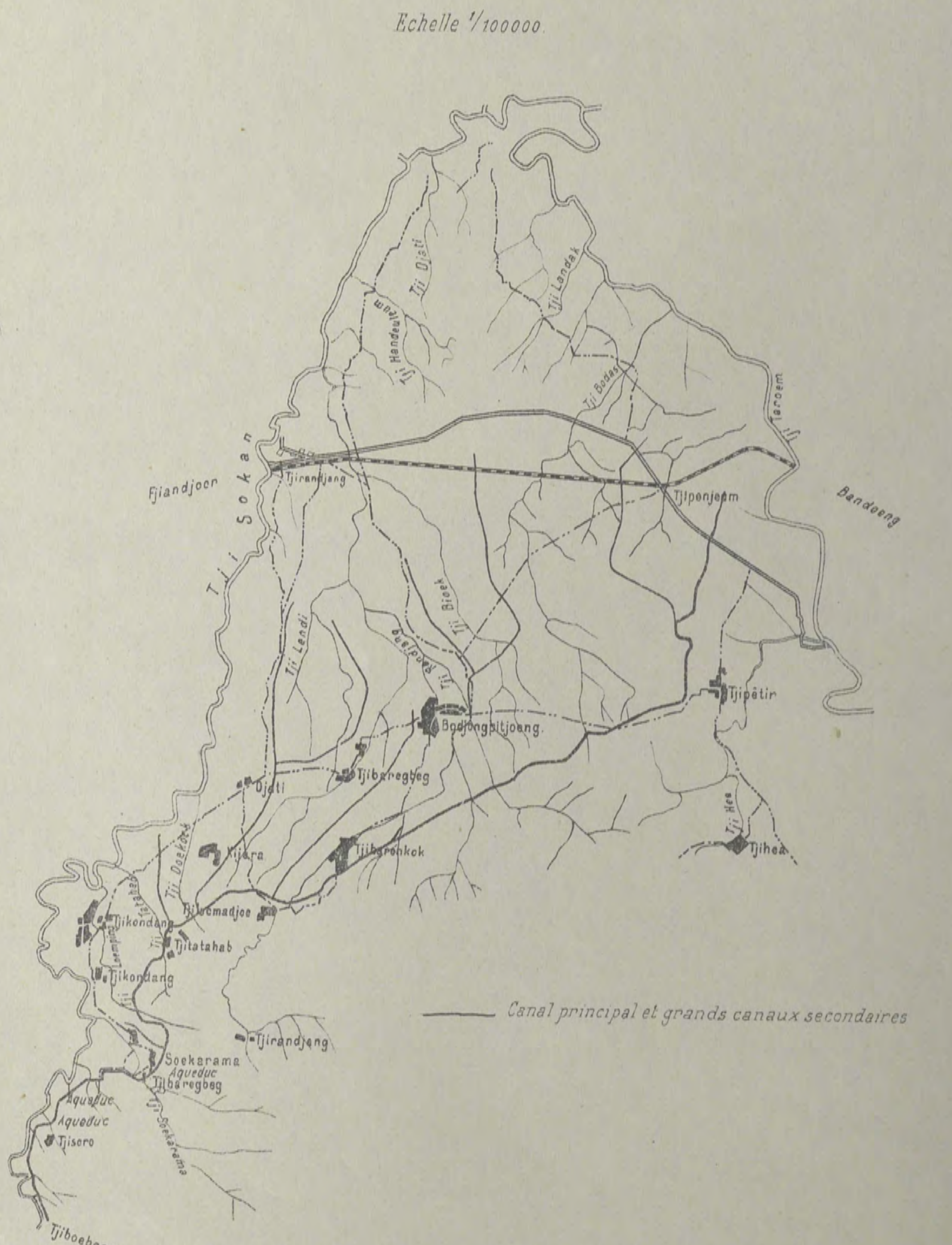
Tracé de la première section du Canal principal

Echelle 1/4000



CARTE DE TJIHEA-VLAKTE

Echelle 1/100000



Imp. Monrocq.

Autog. E. Gillet, 30, rue Gay-Lussac, Paris.

Université Côte d'Azur. Bibliothèques

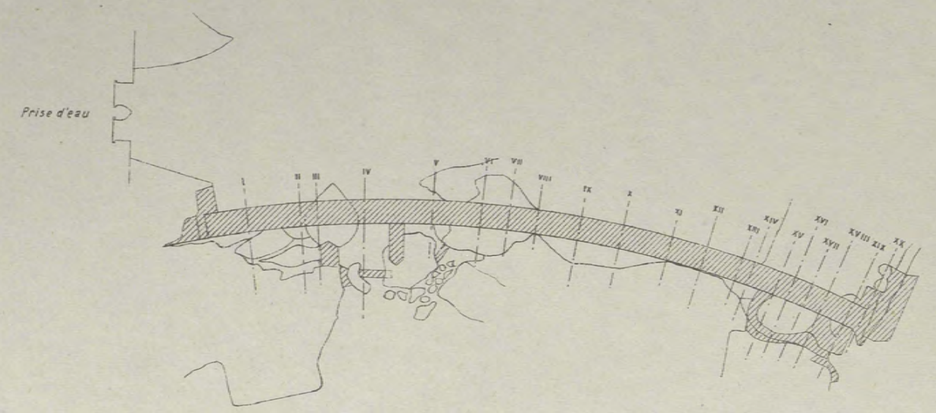
IRRIGATION DE LA PLAINE DE TJIHEA

Pl. 51.

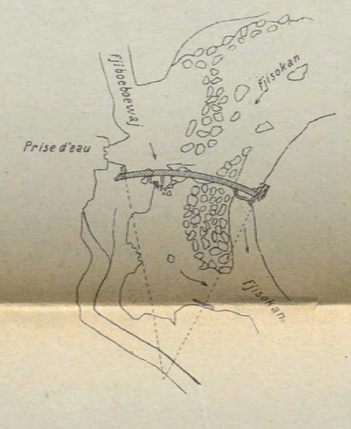
BARRAGE DANS LE TJISOKAN K. I.

Echelle 1/400

Plan

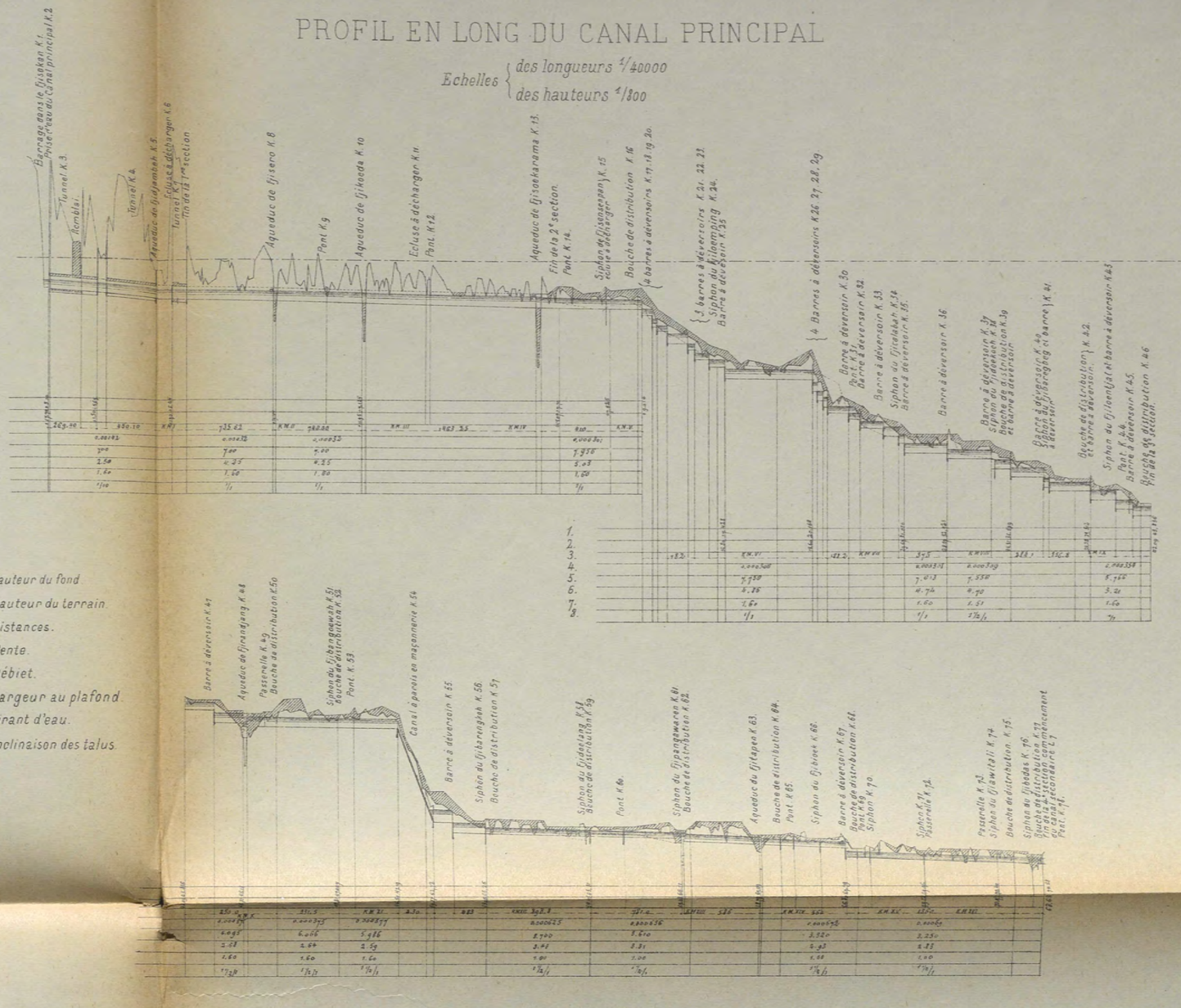


Situation (1/2000)



PROFIL EN LONG DU CANAL PRINCIPAL

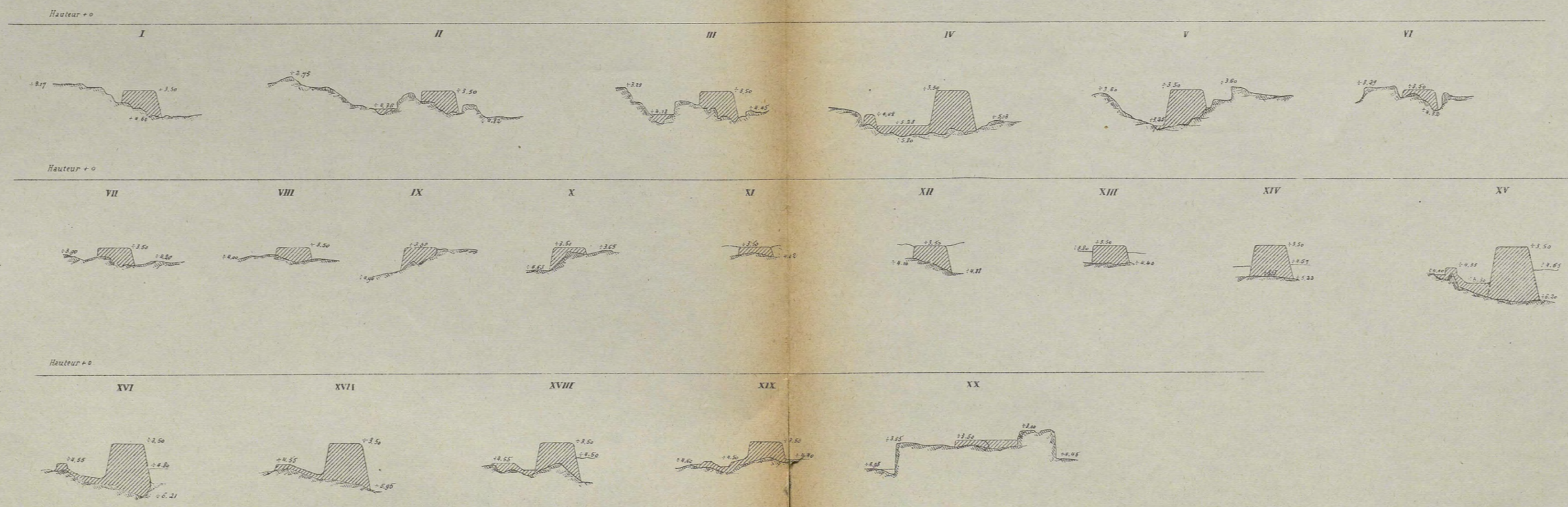
Echelles { *des longueurs 1/40000* / *des hauteurs 1/800* }



1. Hauteur du fond.
2. Hauteur du terrain.
3. Distances.
4. Pente.
5. Débiet.
6. Largeur au plafond.
7. Tirant d'eau.
8. Inclinaison des talus.

PROFILS EN TRAVERS

Echelle 1/200.



Imp. Monrocq.

Autog. E. Gillot, 30, rue Gay-Lussac. Paris.

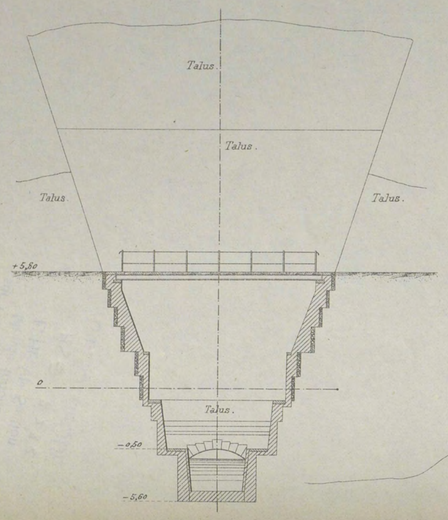
Université Côte d'Azur. Bibliothèques

L'IRRIGATION DE LA PLAINE DE TJIHEA

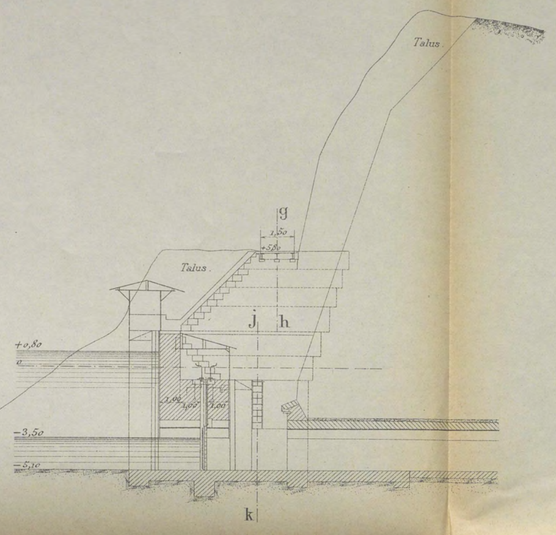
PRISE D'EAU K.2.

Echelle 1/200.

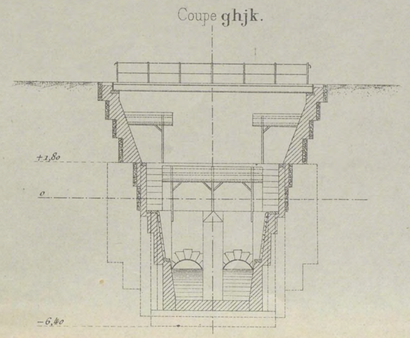
Coupe **ef**.



Coupe **abcd**.

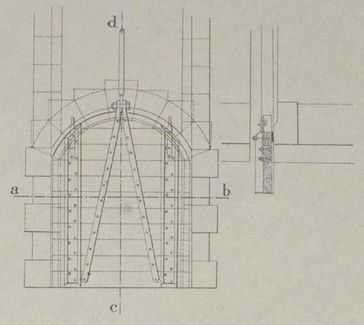


Coupe **ghjk**.

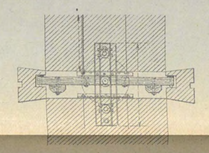


Vanne.

Echelle 1/50.



Coupe **ab**.

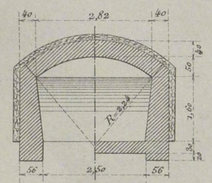


Profil

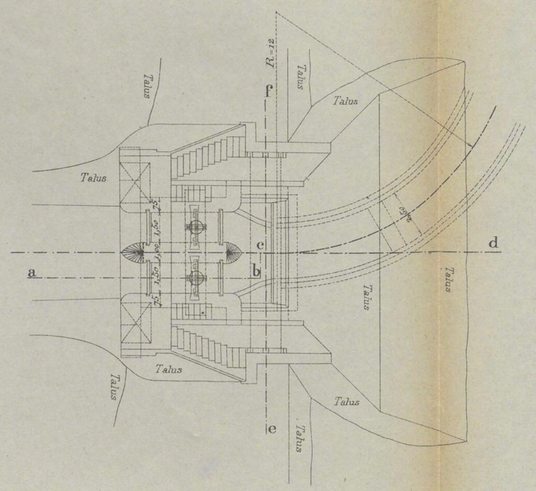
du

Tunnel.

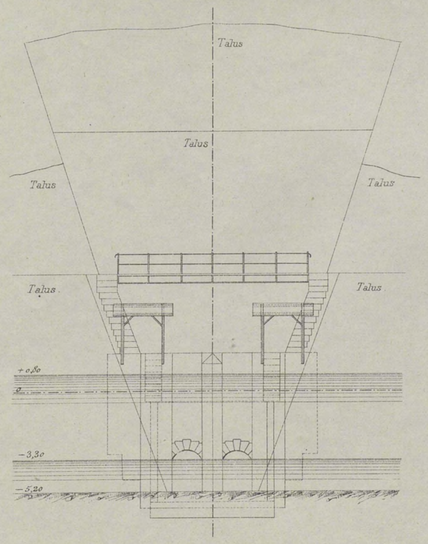
Echelle 1/100.



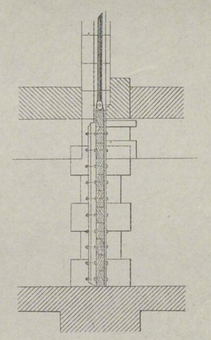
Vue en Plan.



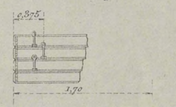
Vue de face.



Coupe **cd**.



Grosses poutres.



Imp. Monrocq.

Autog. E. Gillot, 30 rue Gay-Lussac. PARIS.

Université Côte d'Azur. Bibliothèques

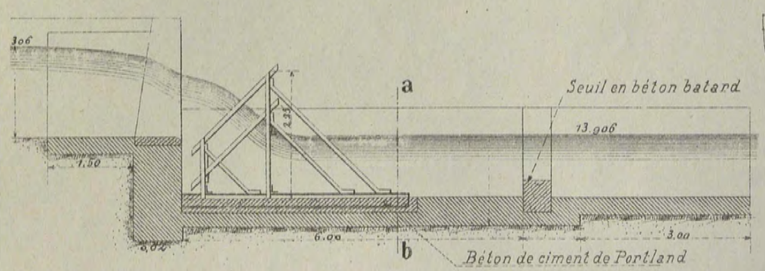
3e Section.

Construction modifiée de la barre du déversoir N° 5 K 21.

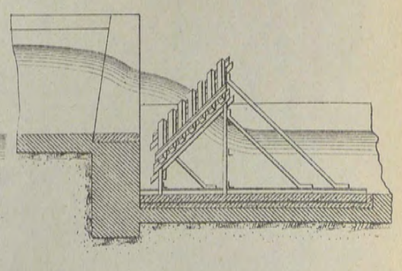
(Canal principal)

Echelle 1/400.

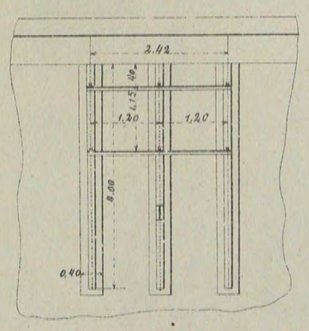
Coupe longitudinale



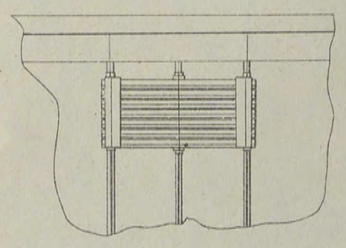
Vue à travers



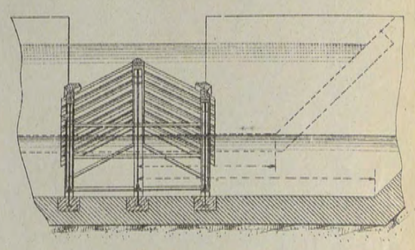
Plan



Vue en dessus



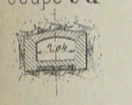
Coupe **a b**



3e Section

Coupe **a b**.

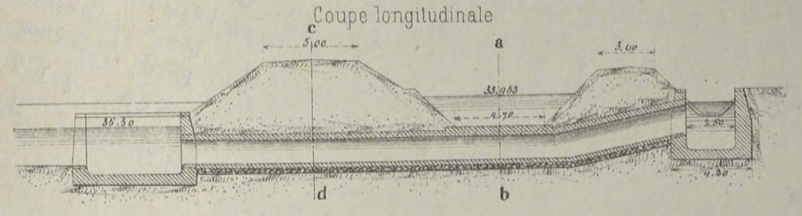
Coupe **c d**



Siphon du Tji Doekoeh K. 38.

Canal principal

Coupe longitudinale

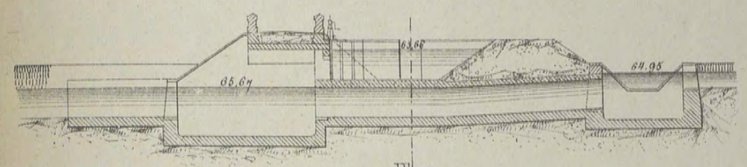


Echelle 1/300

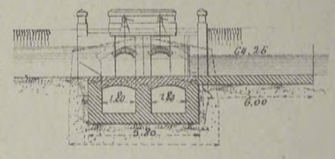
Siphon du Tji Barengkok k 56
et bouche de distribution pr 3181 bahoe
pour les canaux secondaires L 5 et L 6

4e Section

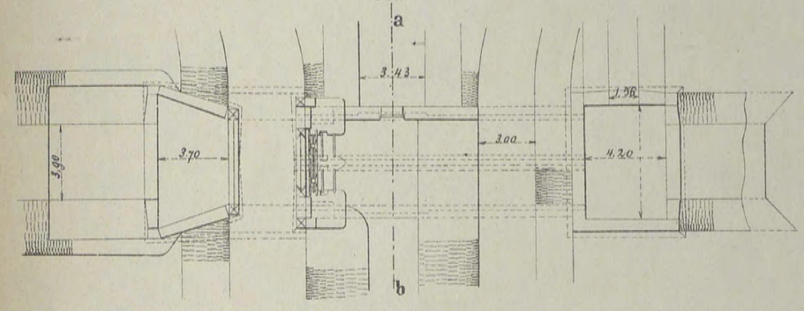
Coupe longitudinale



Coupe **a b**



Plan



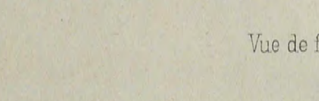
Echelle 1/300

4e Section

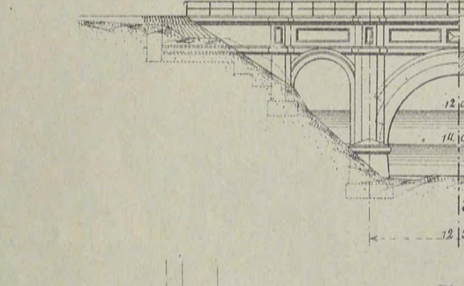
Canal principal

Déversoir K. 47

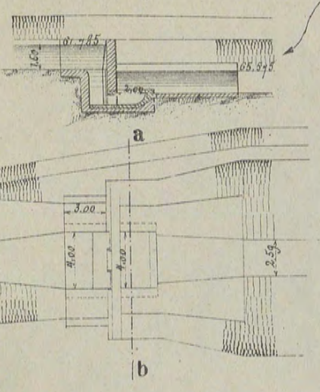
Coupe **a b**



Plan

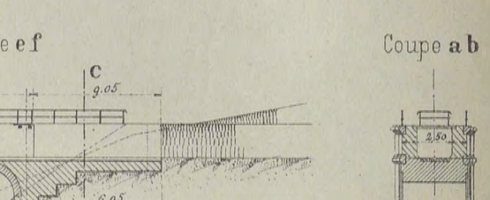


Ouvrage K. 55.

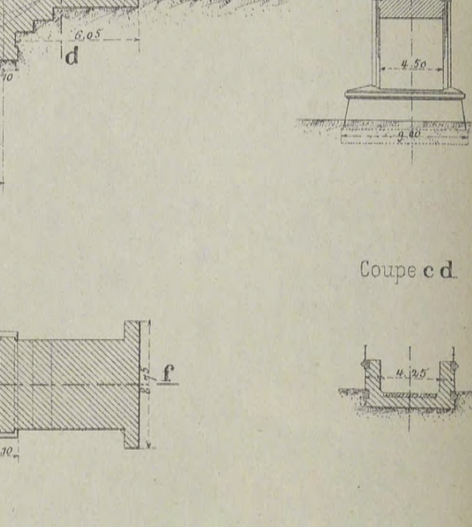


Canal à parois en maçonnerie avec réservoir K. 34

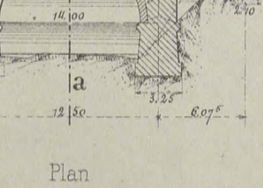
Coupe **a b c d**



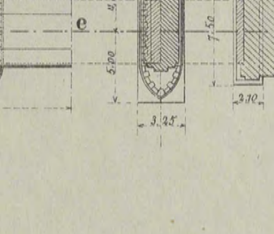
Echelle 1/400



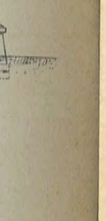
Coupe **a b**



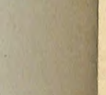
Barrage et réservoir
commencement du
Canal maconné.



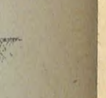
Coupe du
Canal maconné
ayant une pente
de 1/20



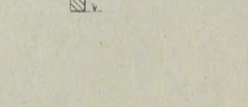
Coupe **p q**
pente 1/5



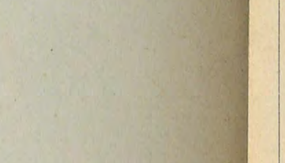
Coupe **f g**.



Coupe **a b**



Déversoir K 67.



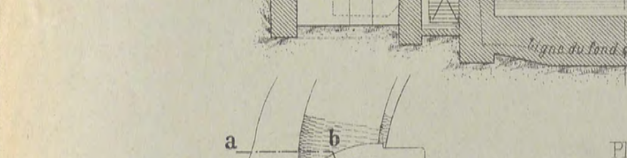
4e Section

Aqueduc du Tji Tapen et Pont K. 63.

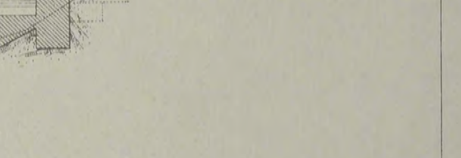
Canal principal

Echelle 1/300

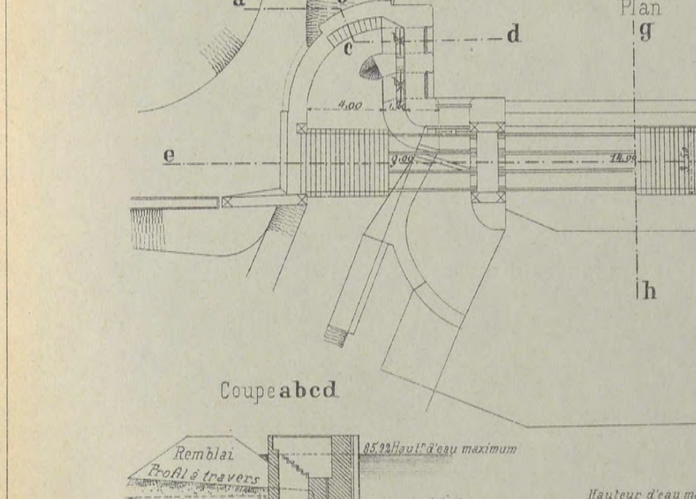
Coupe **c d**



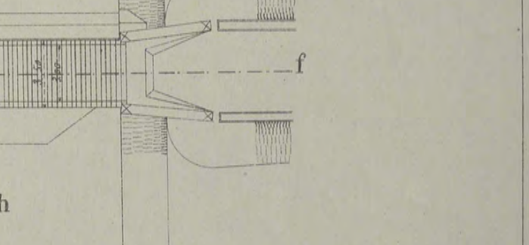
Vue de face



Plan

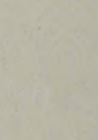


Coupe **a b** et vue de face



Coupe **g h**

Coupe **e f**



Aqueduc de Tji-Sœkarama

Echelle 1/400

Vue de face

Coupe **e f**

Coupe **a b**

Plan

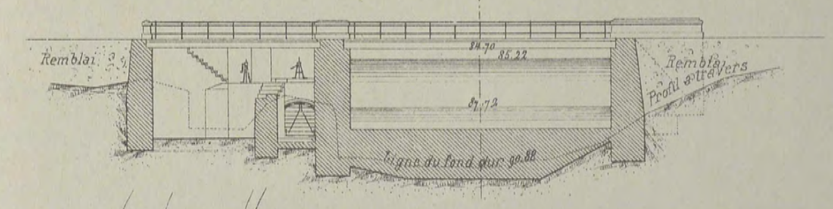
Coupe **c d**

(Canaux secondaires)

Ecluse à décharger et prise d'eau du Canal secondaire
L. 5. avec barre dans le Tjirandjan et deux ponts K. I V

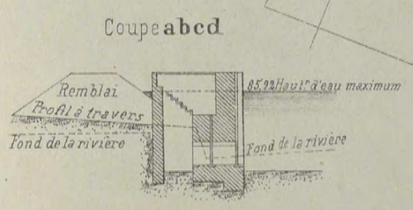
Echelle 1/300

Coupe **e f**

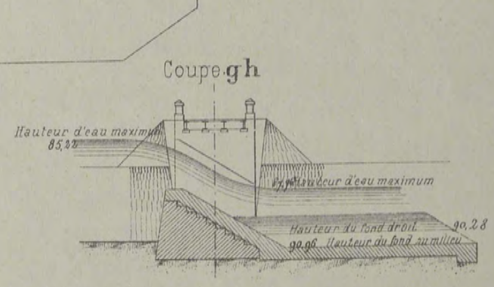


Plan

Coupe **a b c d**



Coupe **g h**



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Autog. E. Gillet, 30. rue Gay-Lussac. PARIS.

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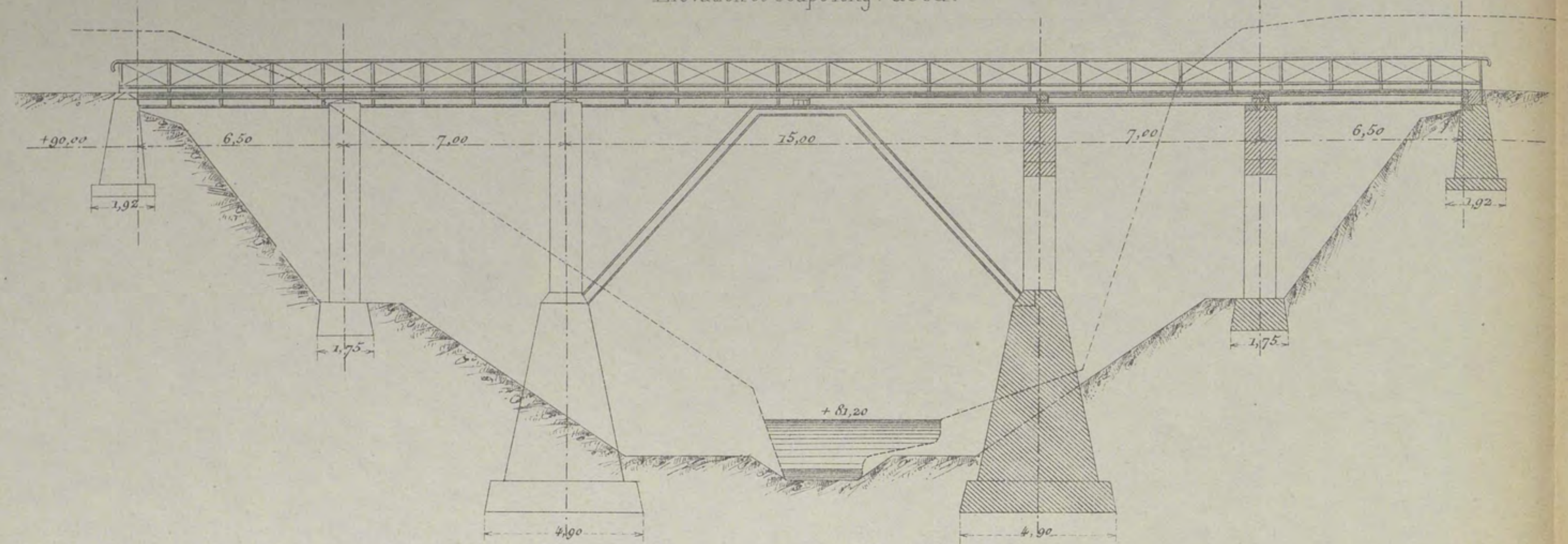
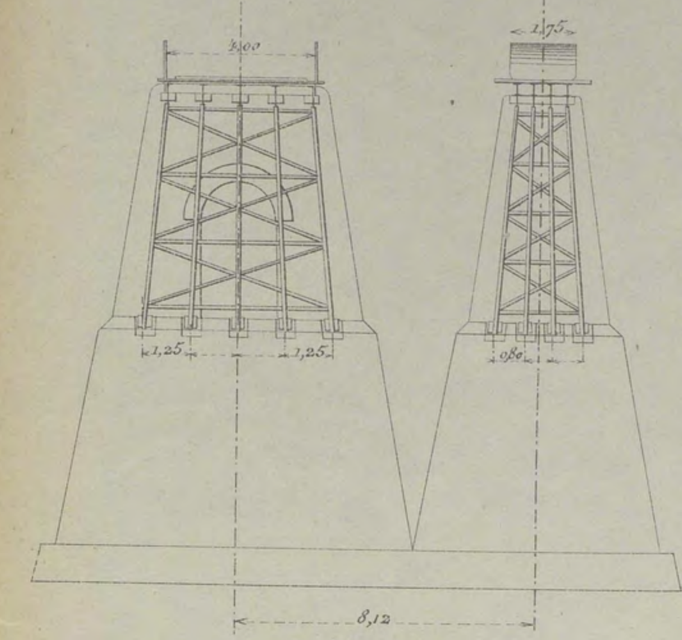
AQUEDUC EN FER ET PONT C.10. K18.

Ech. 1/200.

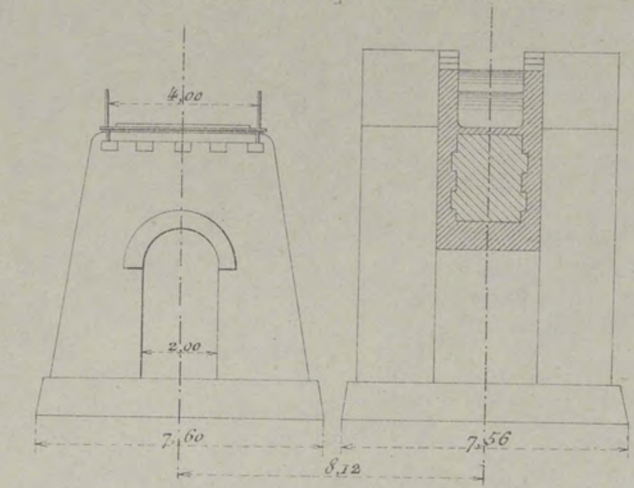
Élévation et Coupe long^{le} **abcd**.



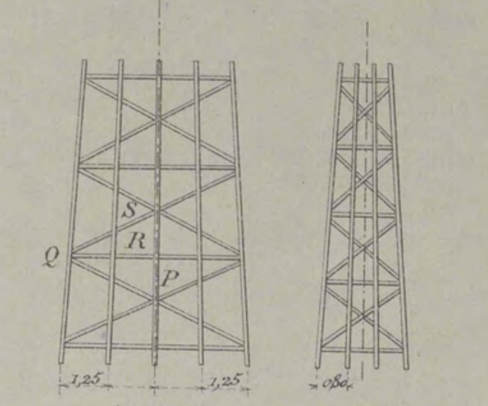
Vue des piliers **gh**.



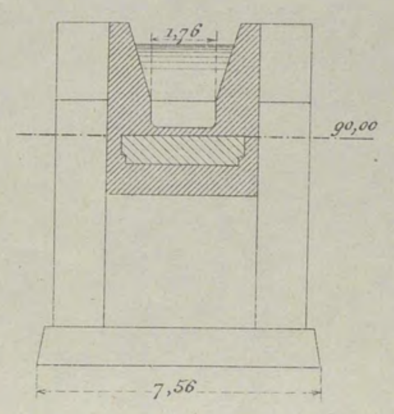
Élévation et Coupe transv^{le} **iklm**.



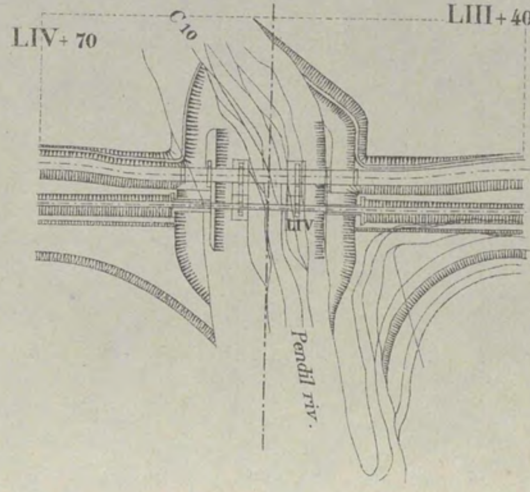
Vue de l'Appareil de soutien des piliers.



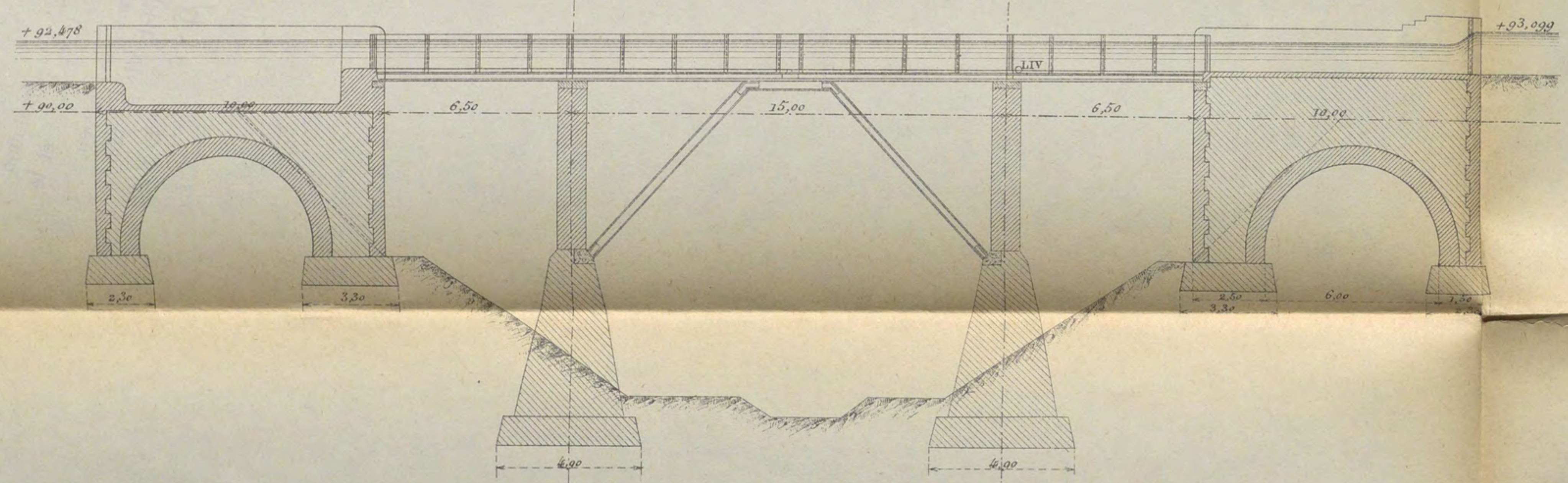
Coupe **no**.



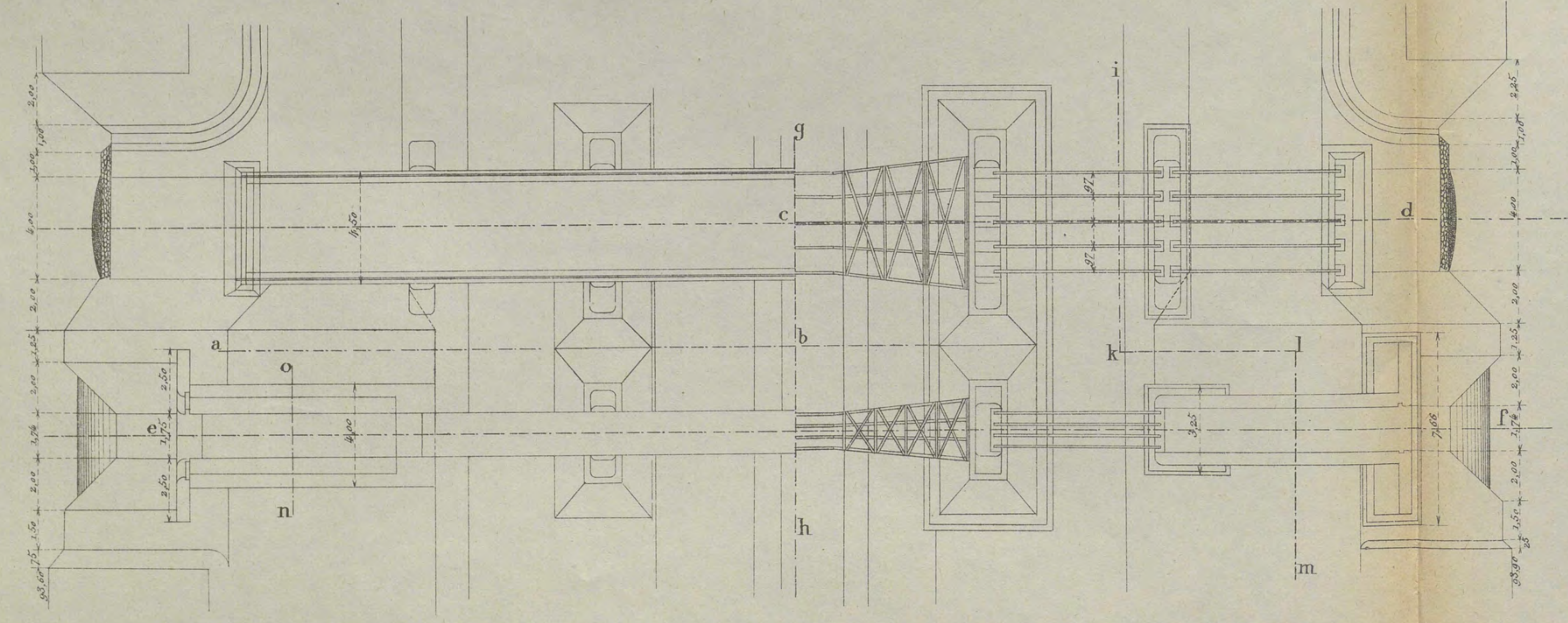
Situation.
1/2000.

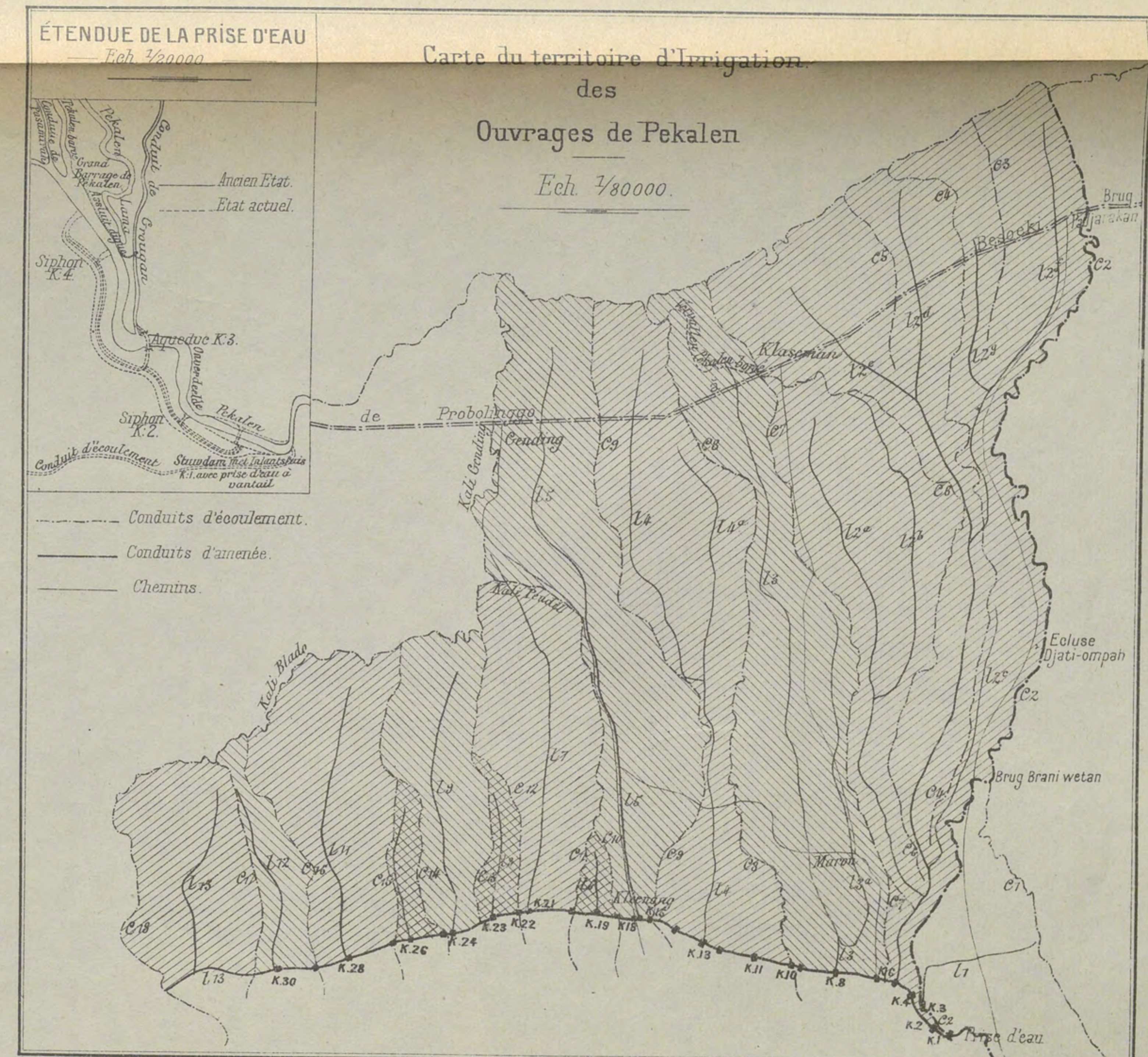


Coupe long^{le} **ef**.



Vue en Plan.





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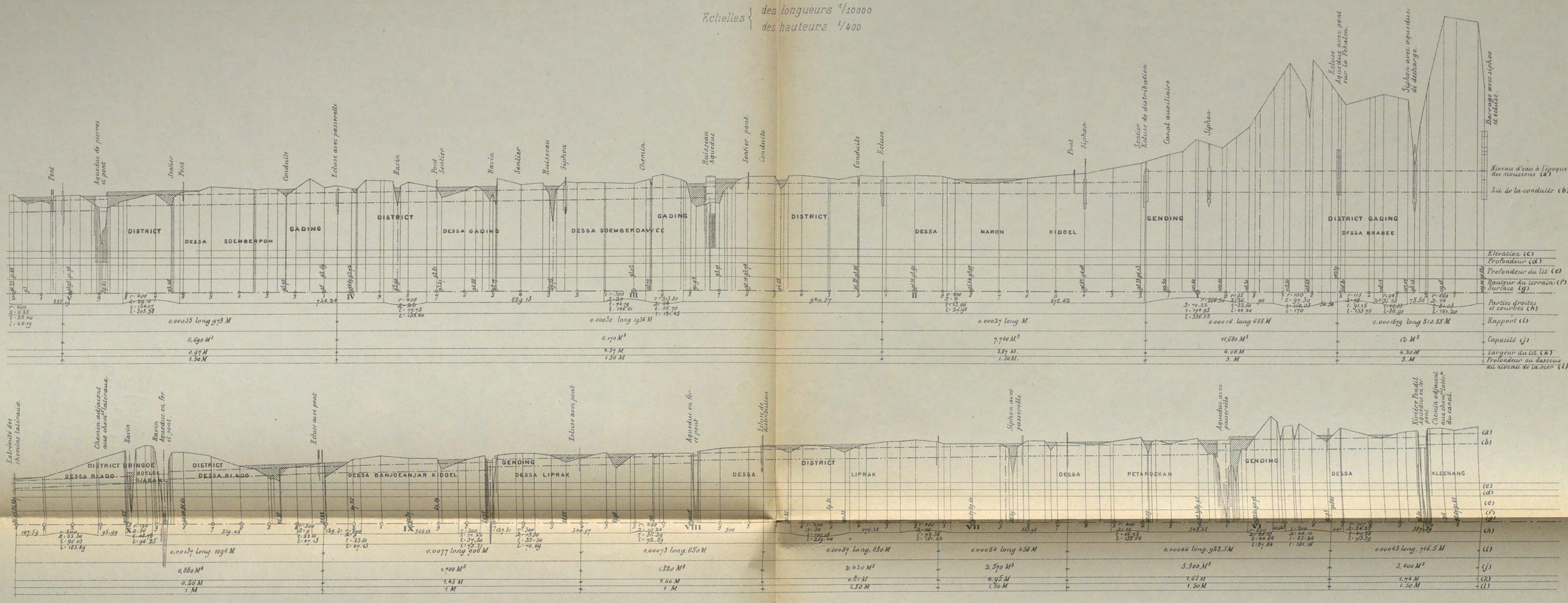
OUVRAGES DE PEKALEN

Profil en long du Canal principal

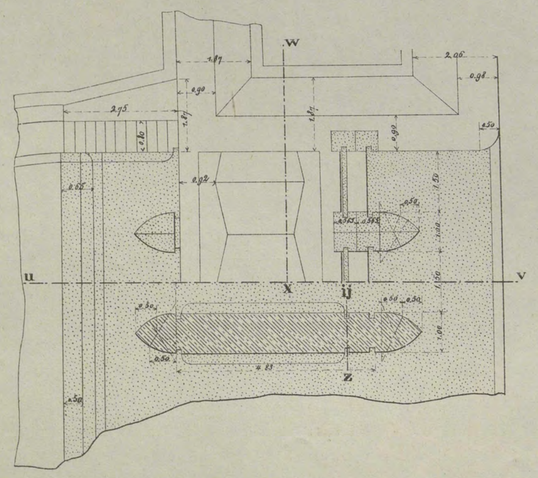
Echelles { *des longueurs* 1/10000 ; *des hauteurs* 1/400



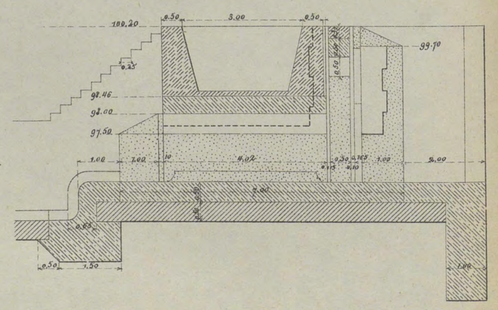
Détails de l'Ecluse

Echelle 1/100

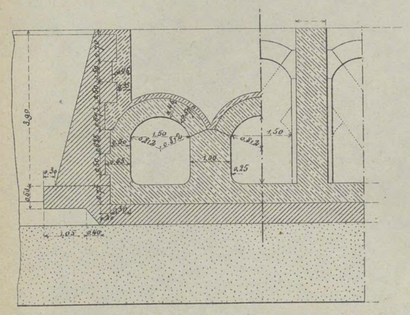
Plan



Coupe uv

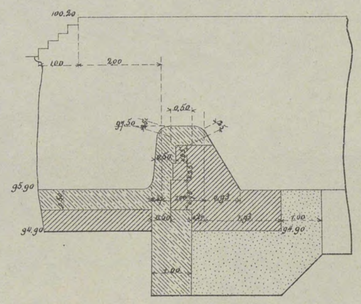


Coupe wx, ijz



Détails du Barrage

Coupe transversale



Pierres de rivière en profil

Pierres cuites indigènes

Travail de pilotis en briques

Béton

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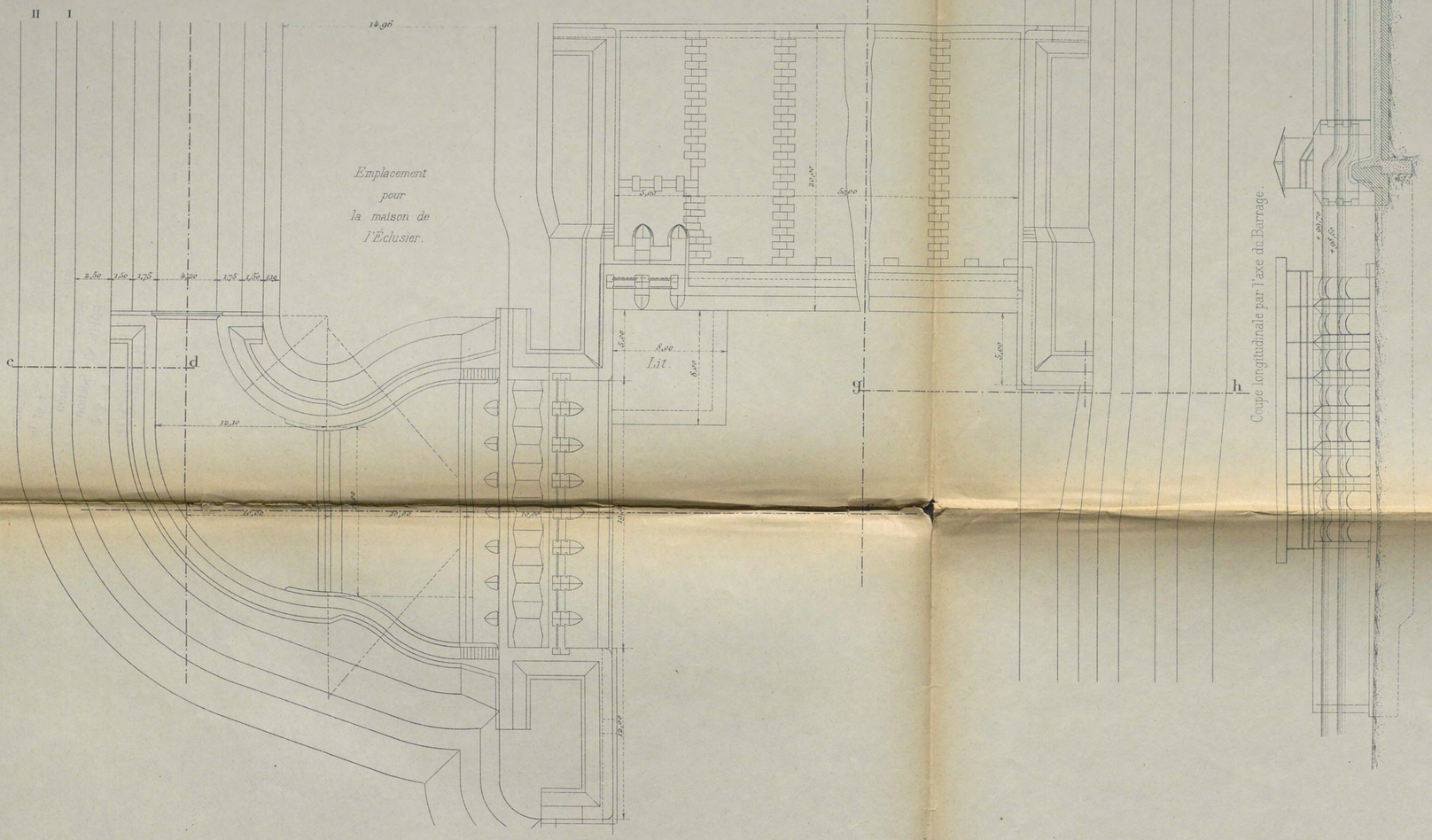
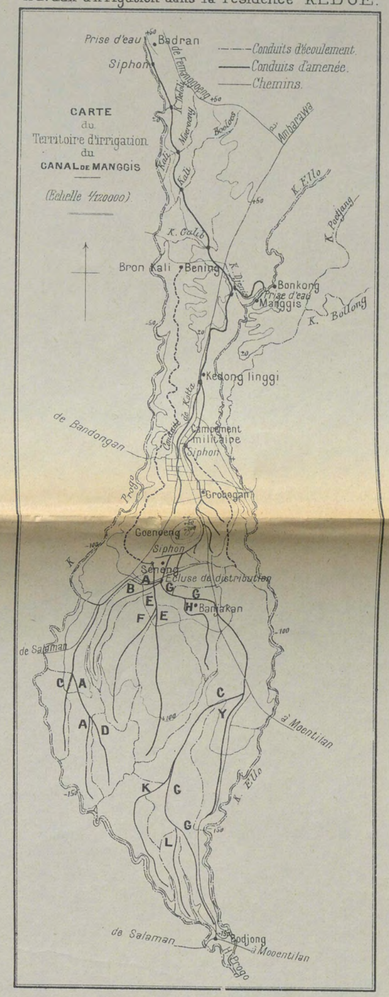
PROJET DE BARRAGE AVEC SIPHON ET ÉCLUSE.

Echelle 1/250.

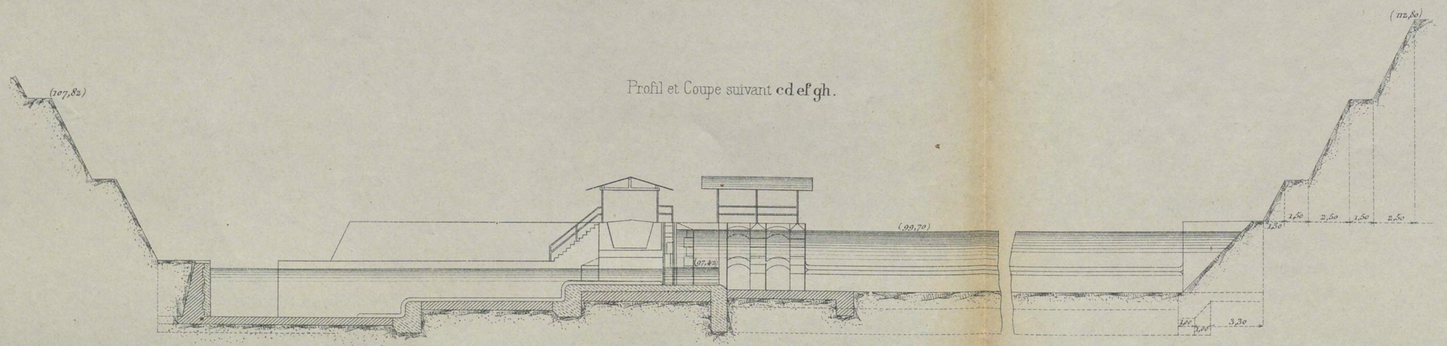
Vue en Plan.



Travaux d'irrigation dans la résidence KEDOE.



Profil et Coupe suivant **cd ef gh**.



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