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PLATEN

BEHOORENDE BIJ DE

WATERBOUWKUNDE,

DOOR

N. H. HENKET, DR. Ch. M. SCHOLS EN J. M. TELDERS,

HOOGLEERAREN AAN DE POLYTECHNISCHE SCHOOL TE DELFT.

MET MEDEWERKING VAN

VERSCHILLENDE INGENIEURS.

VIERDE DEEL.

Afd. XV. Wegen.



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'S-GRAVENHAGE, DE GEBROEDERS VAN CLEEF.

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Akc. Nr. 1050 52

BPK-B-277/807

Fig. 1.

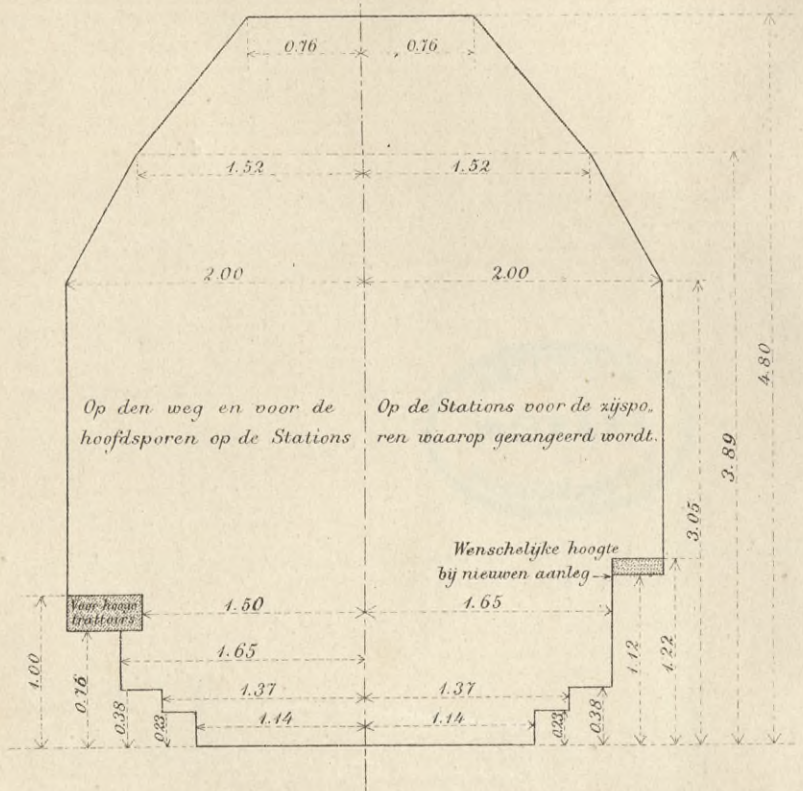


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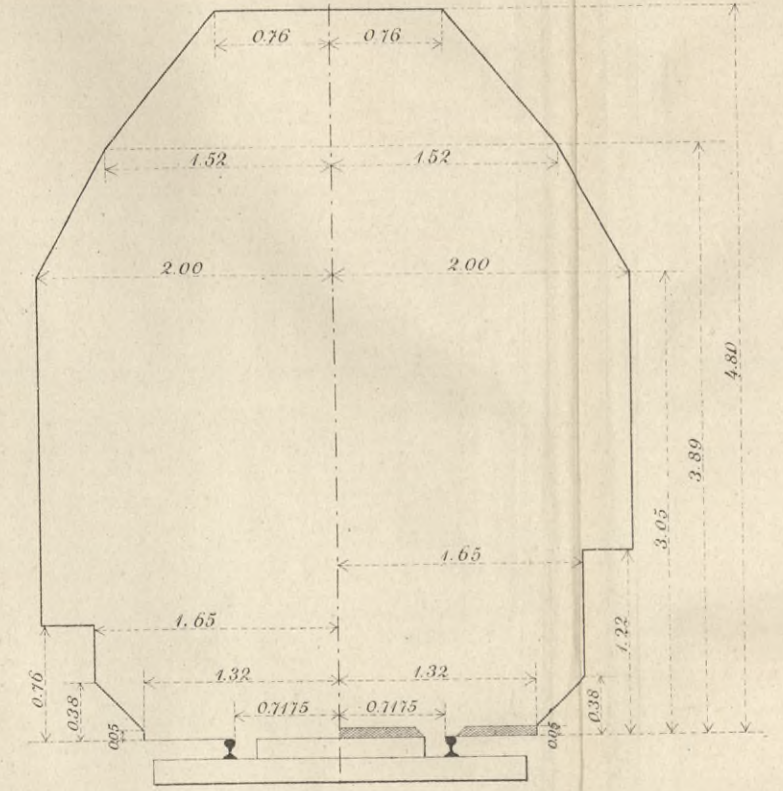


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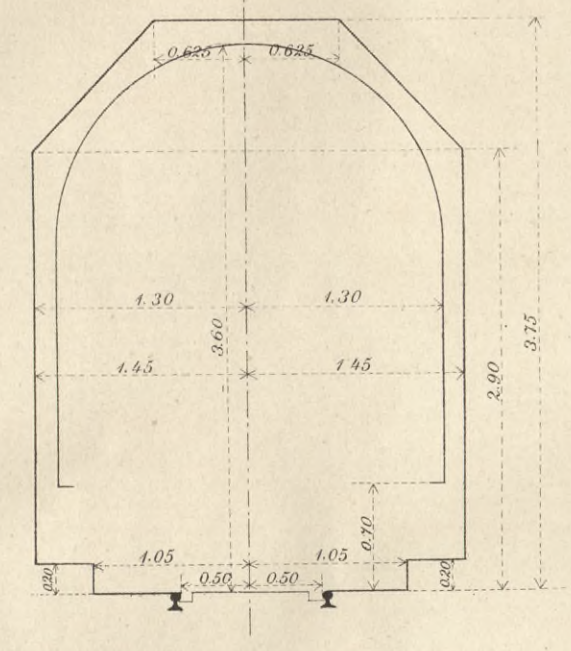


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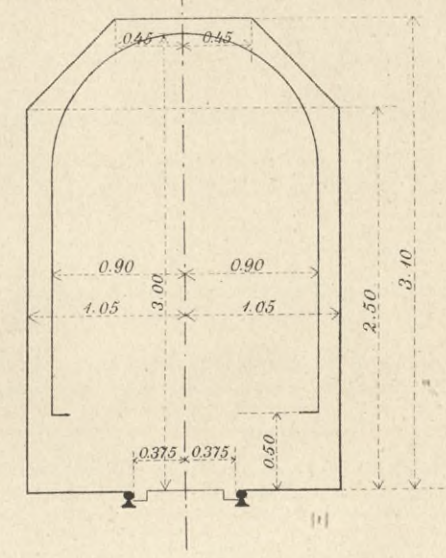


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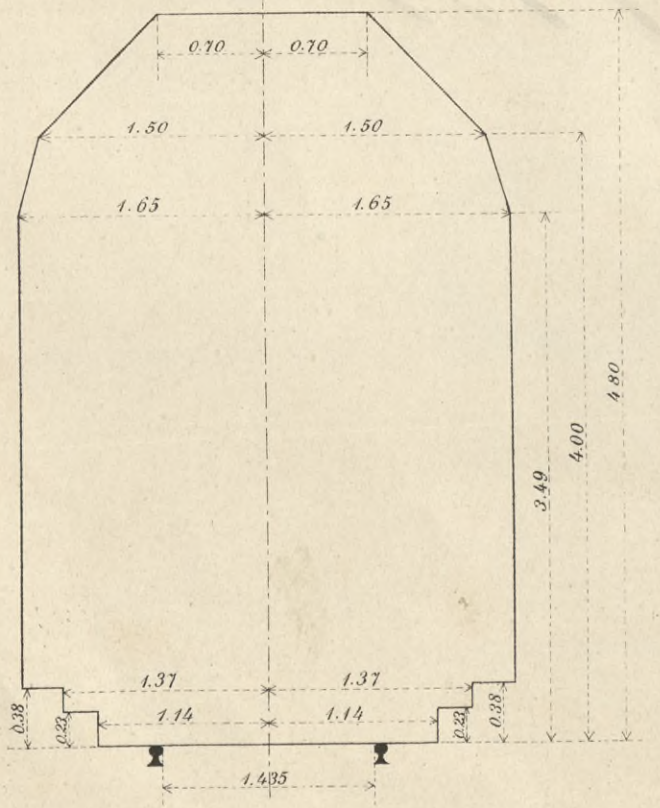


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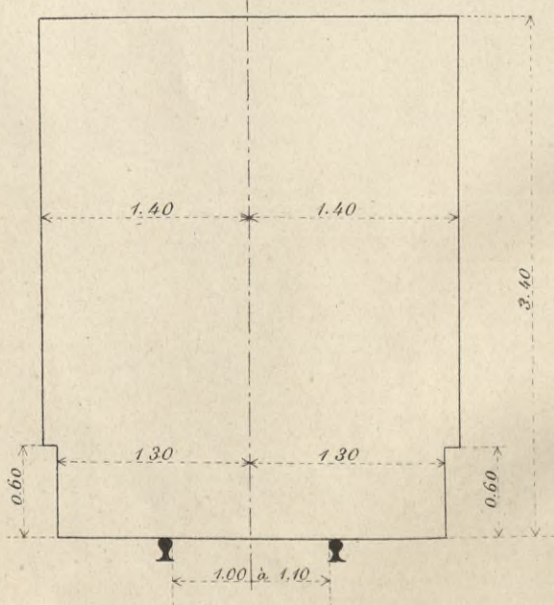


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Het II. Aanlegplaatsen

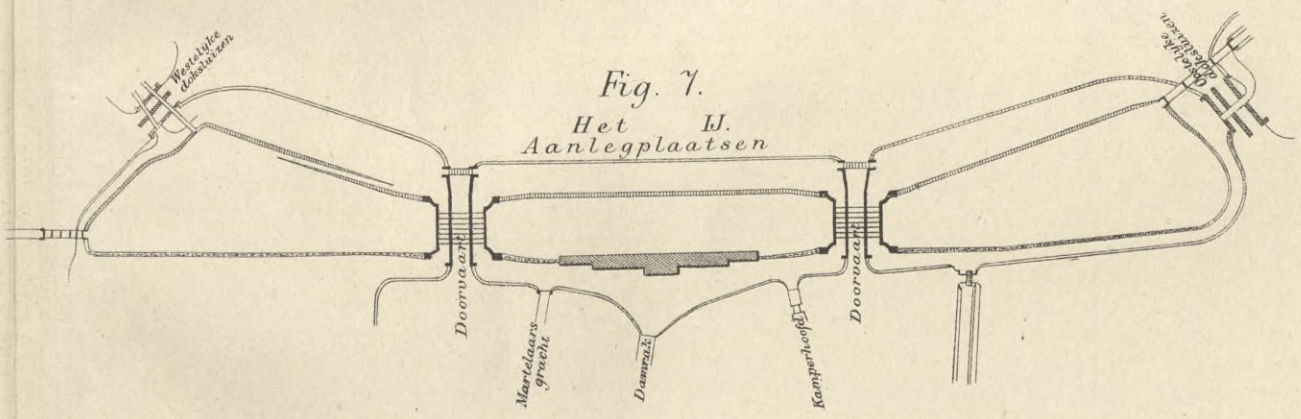


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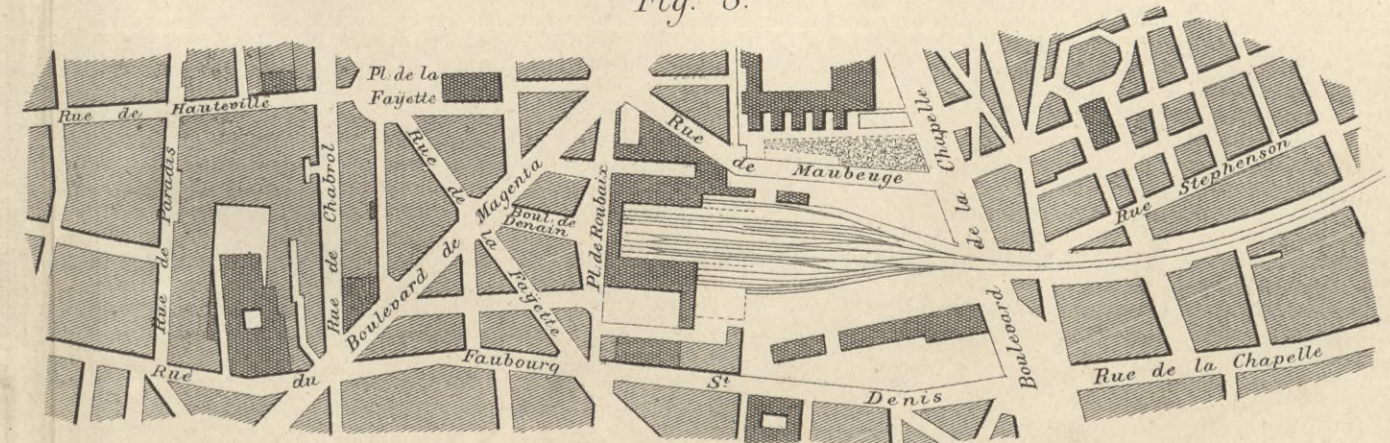


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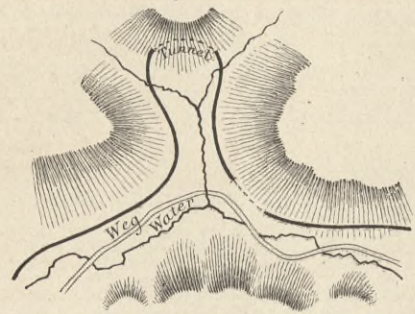


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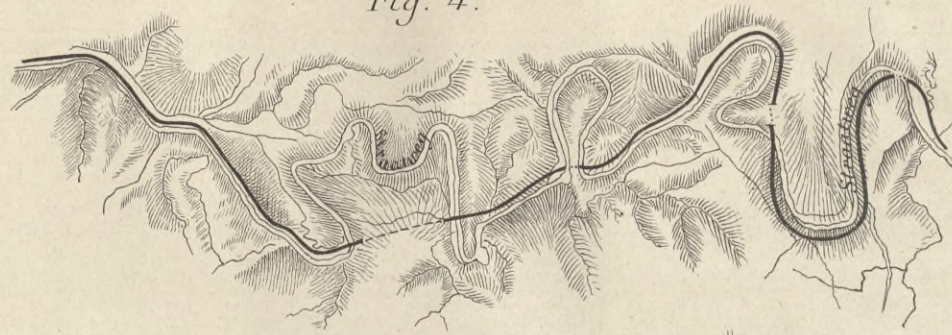


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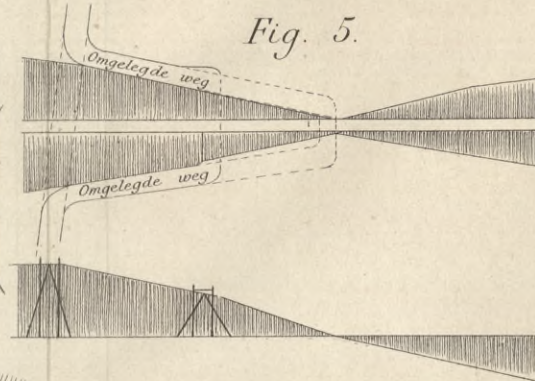


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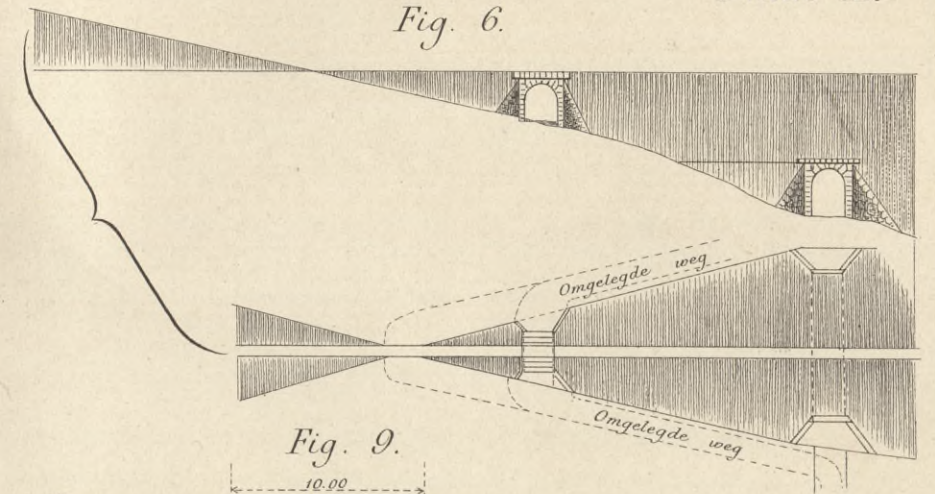


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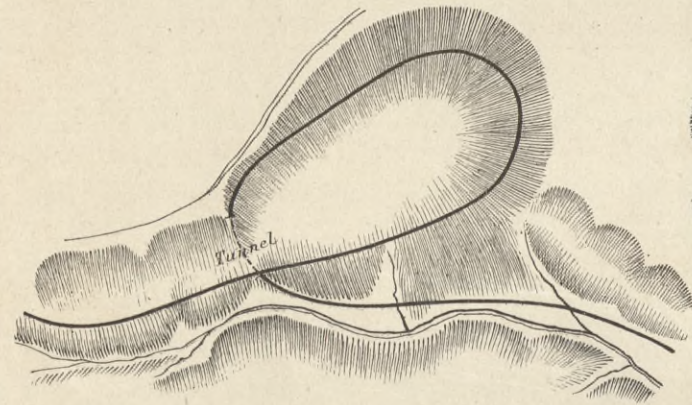


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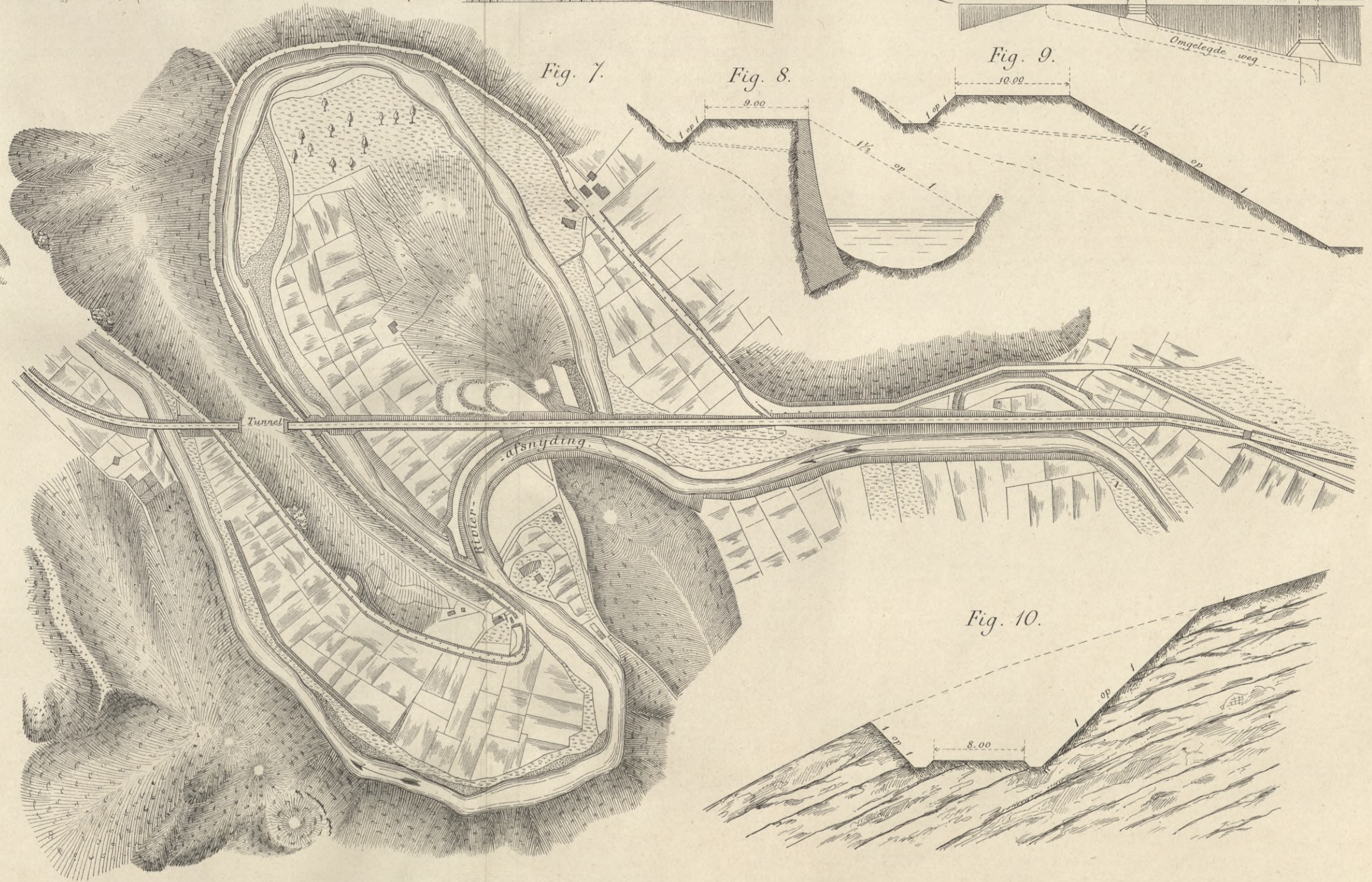


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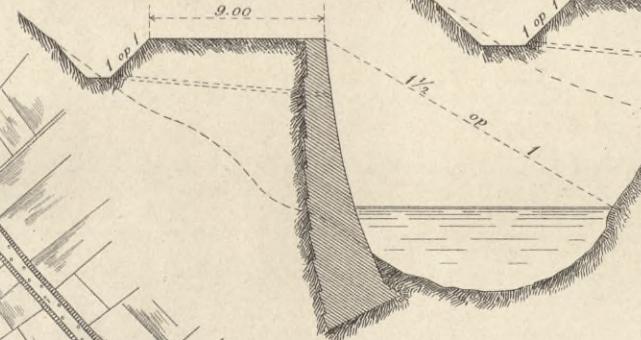


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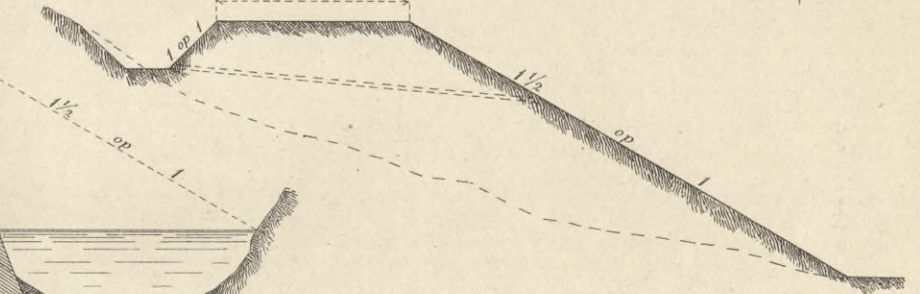


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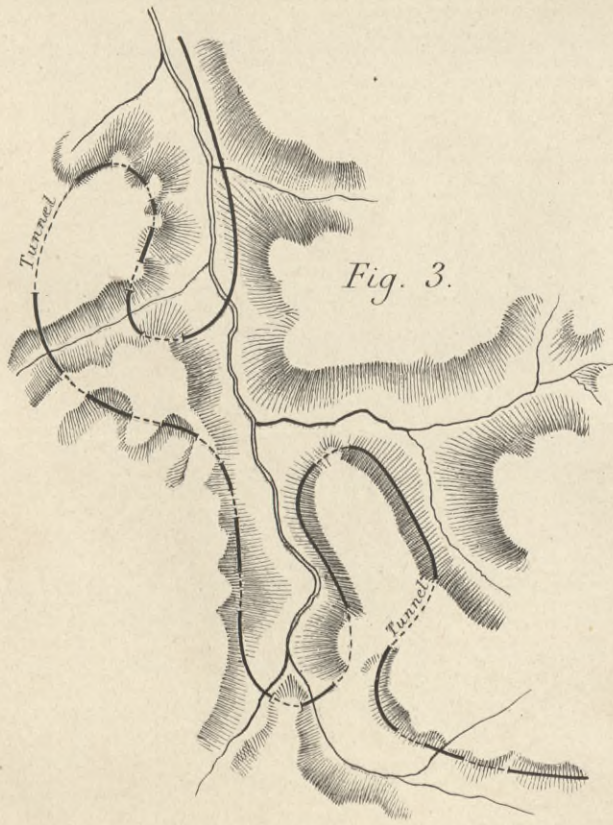
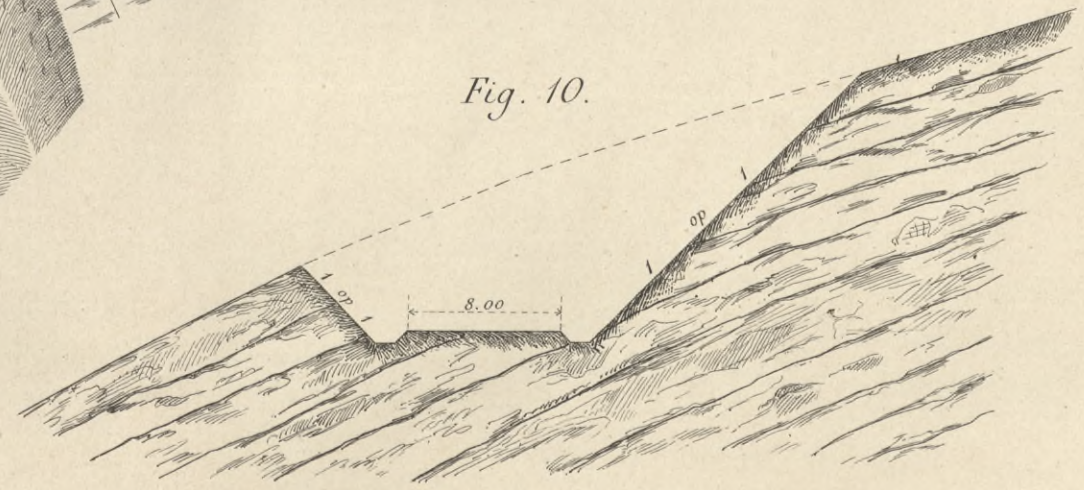
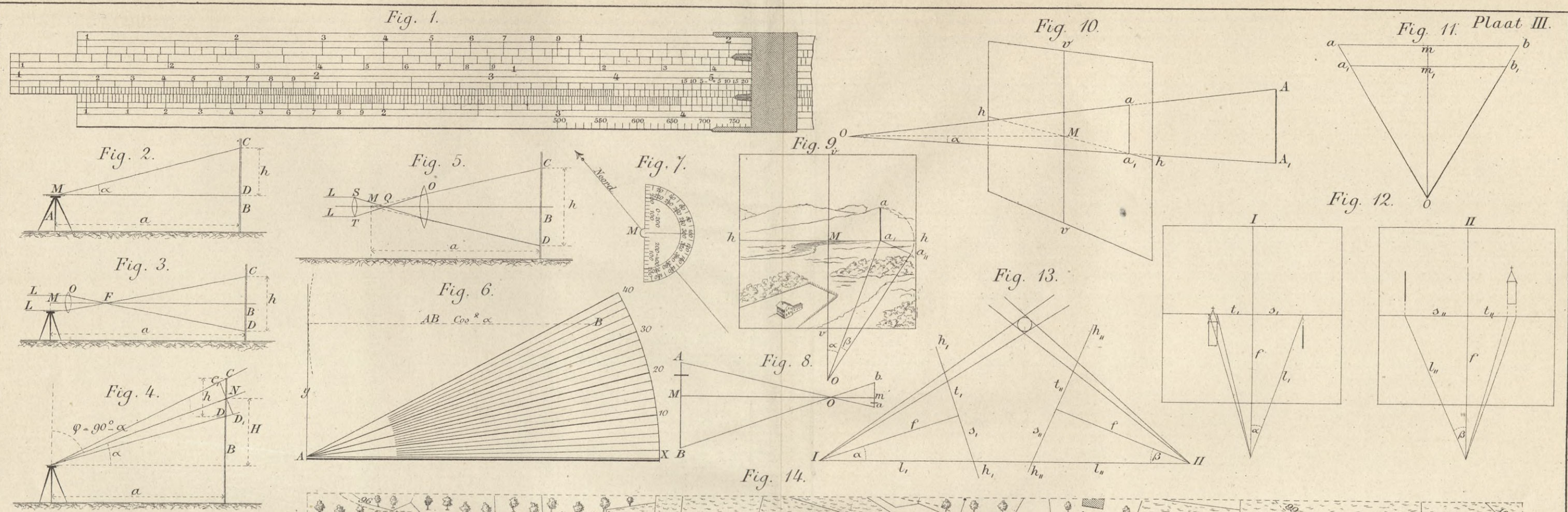


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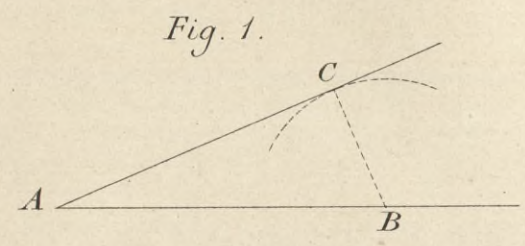


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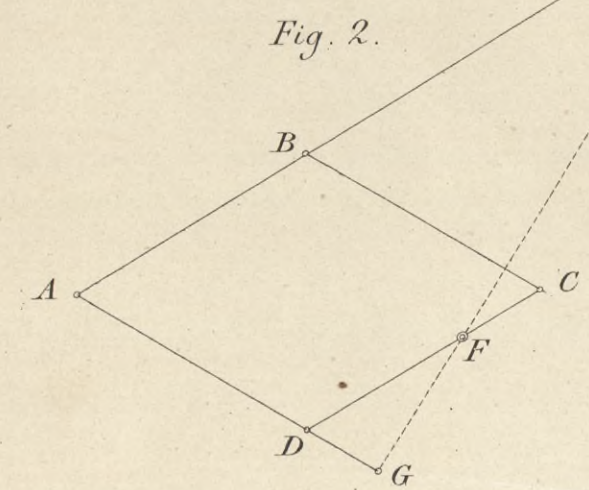


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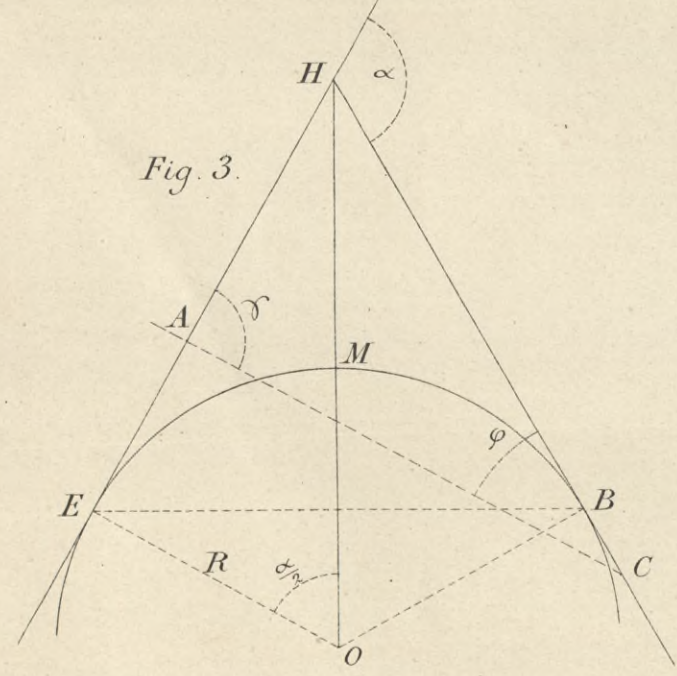


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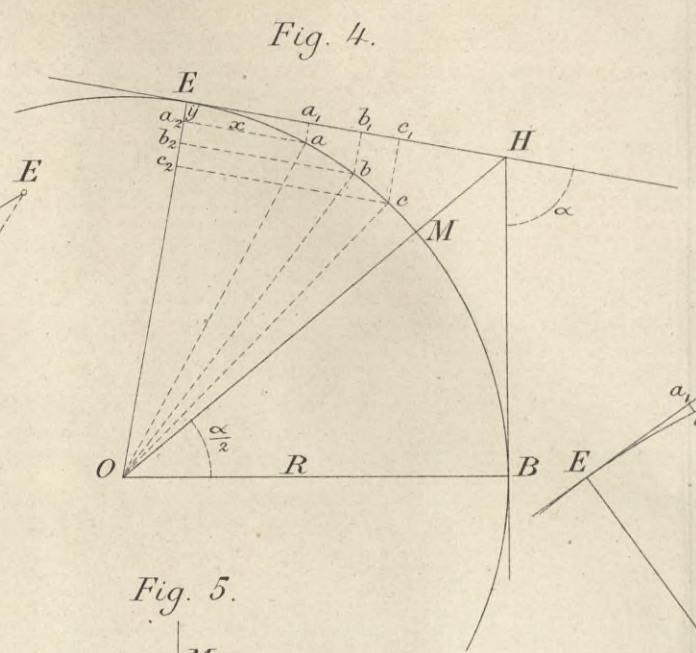


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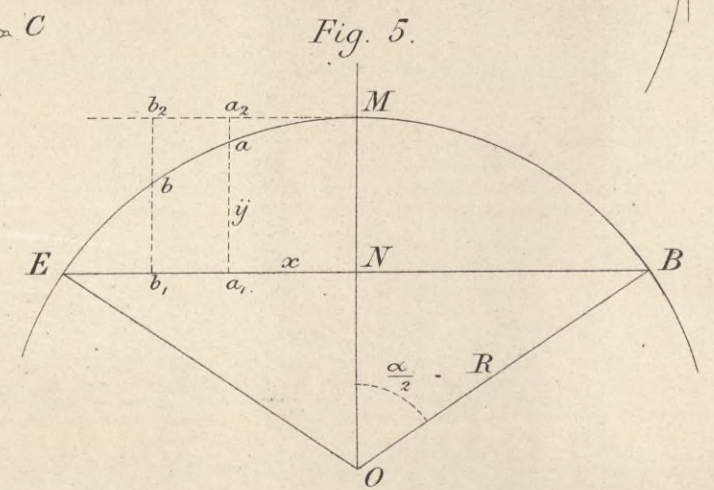


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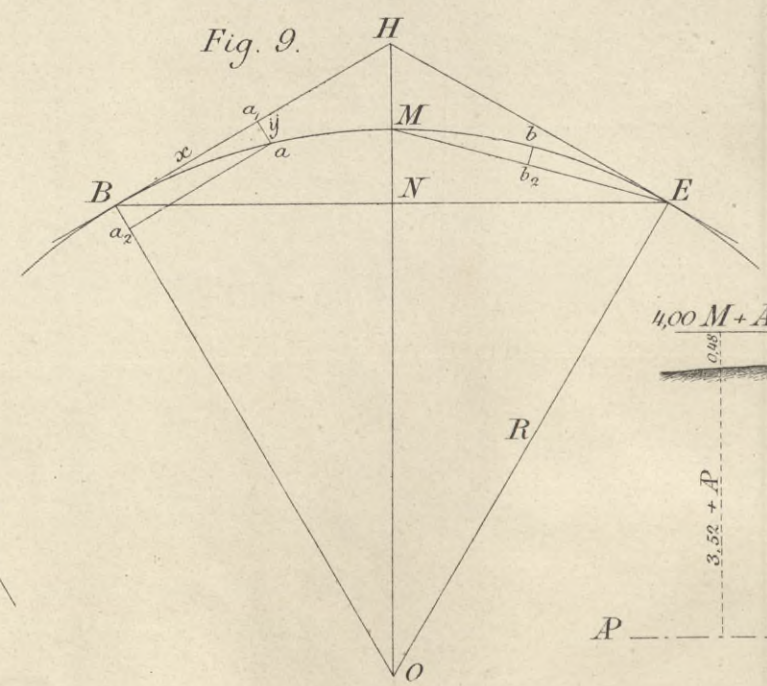


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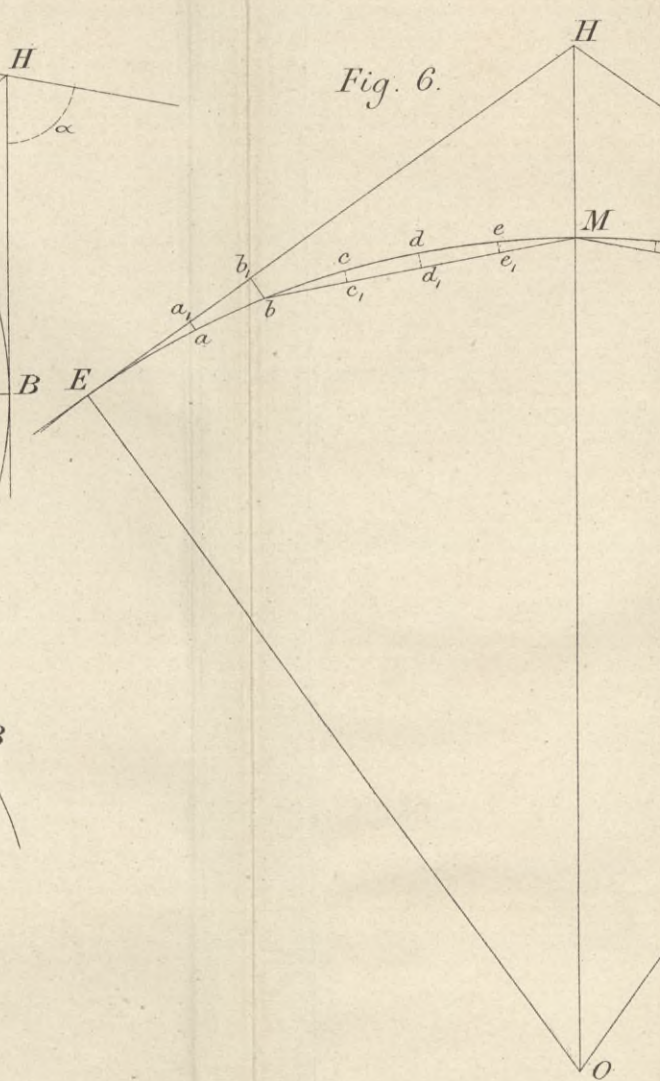


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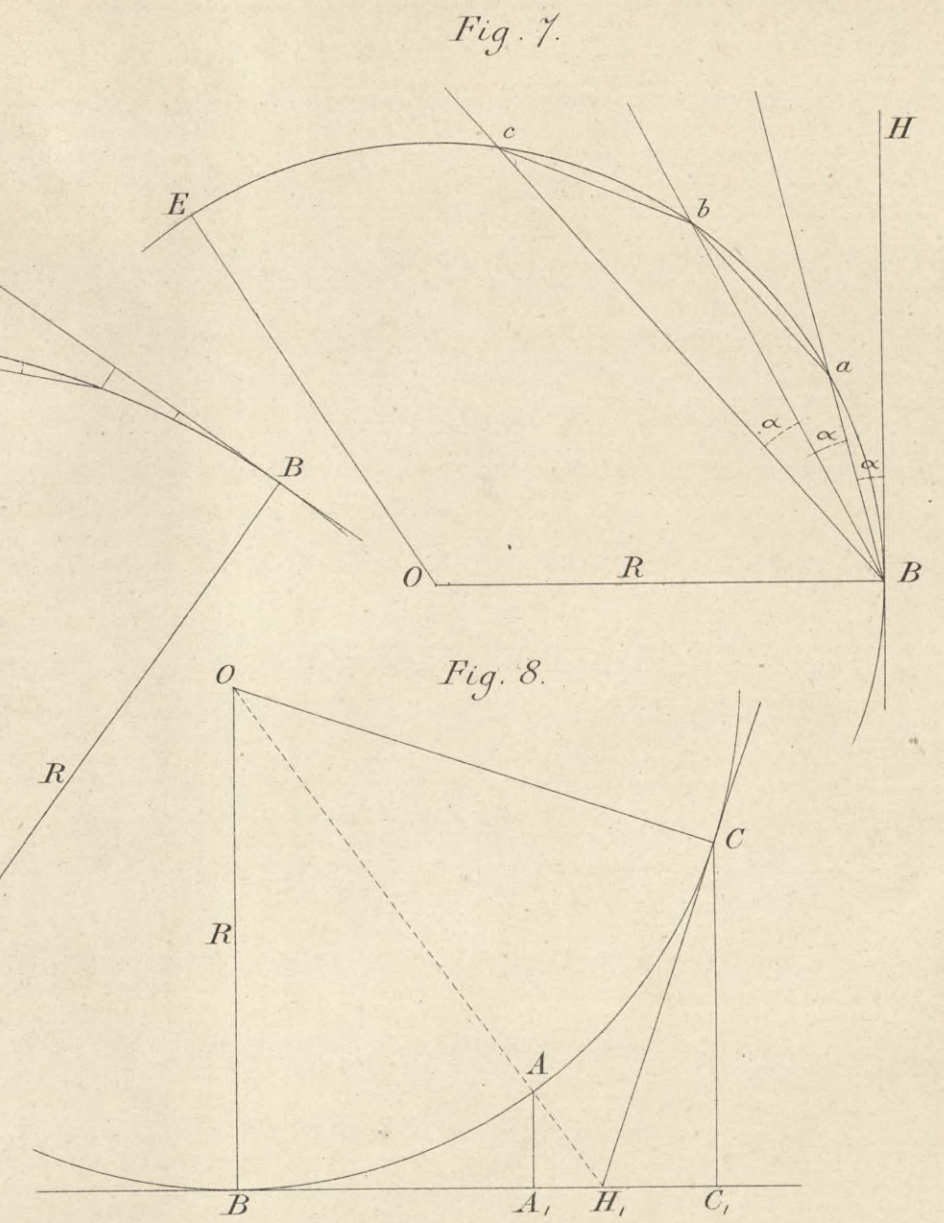


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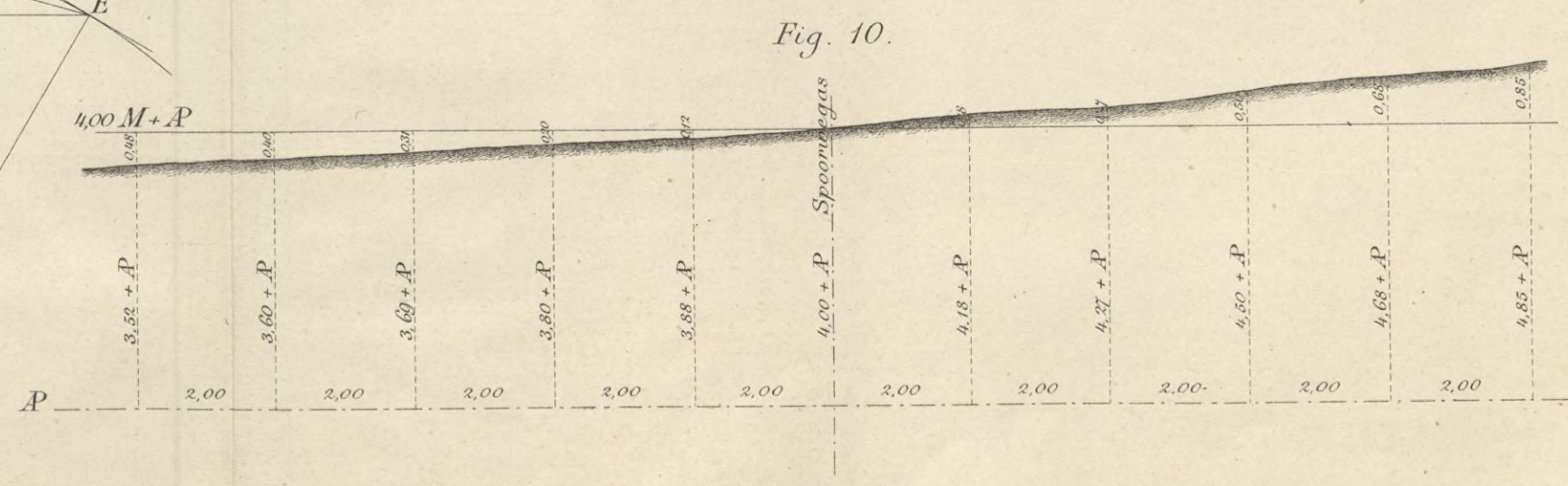


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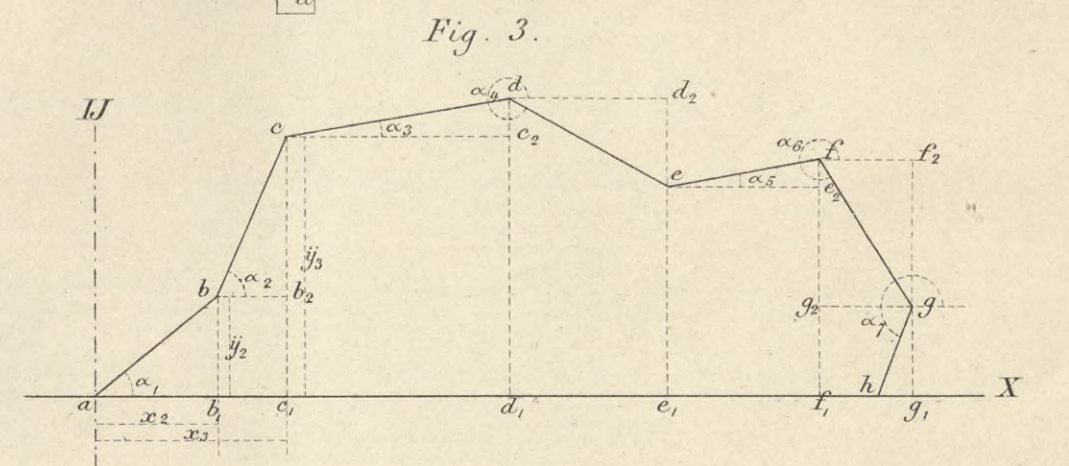
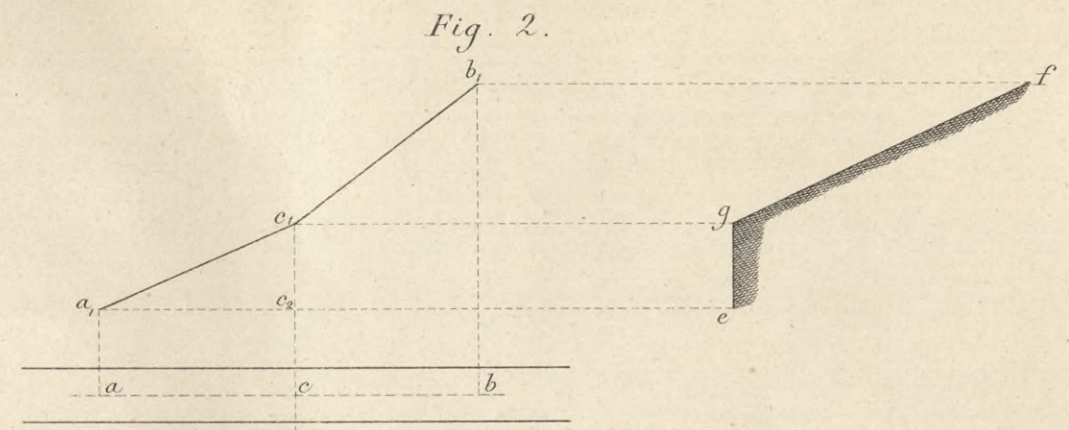
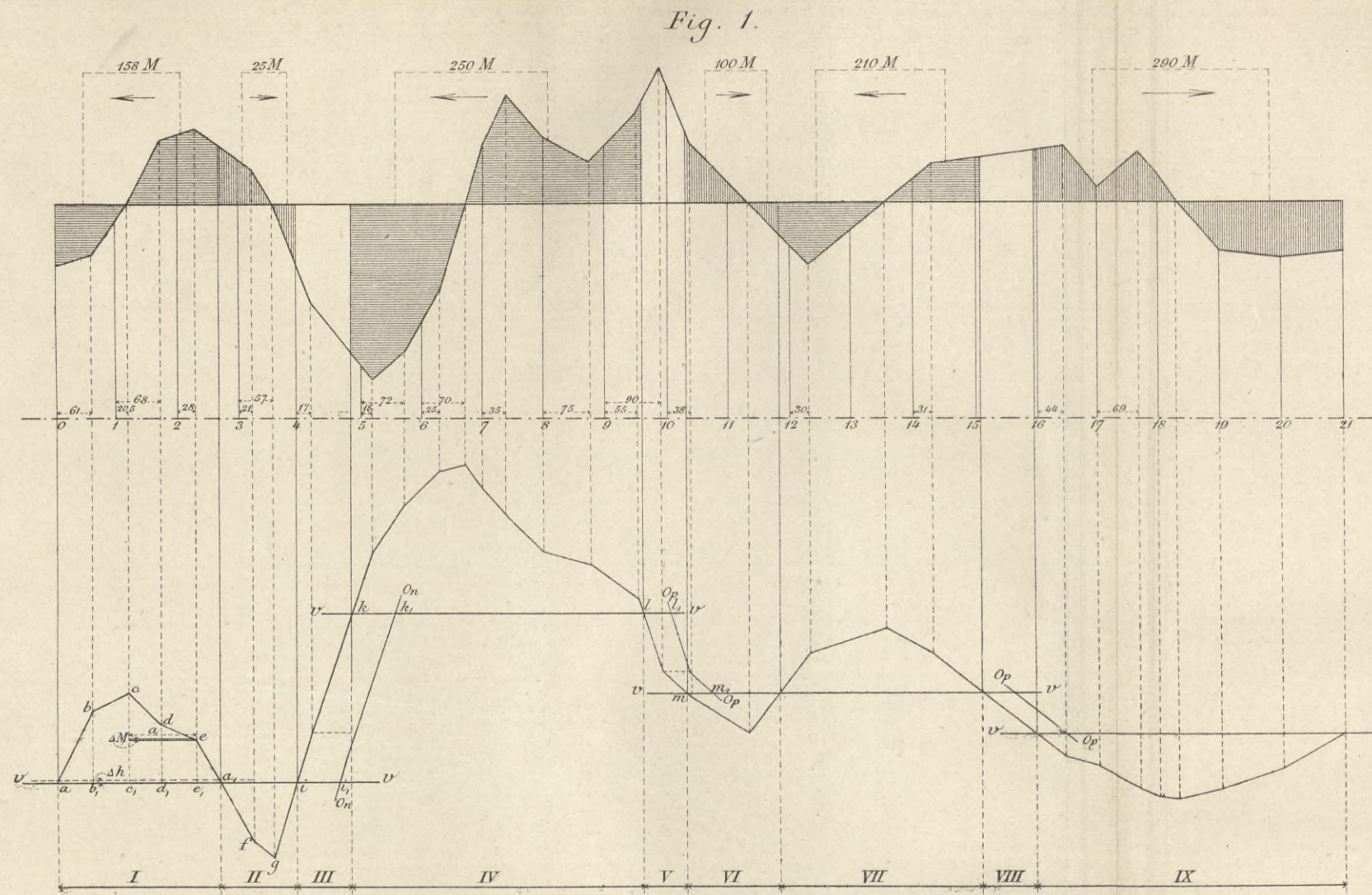
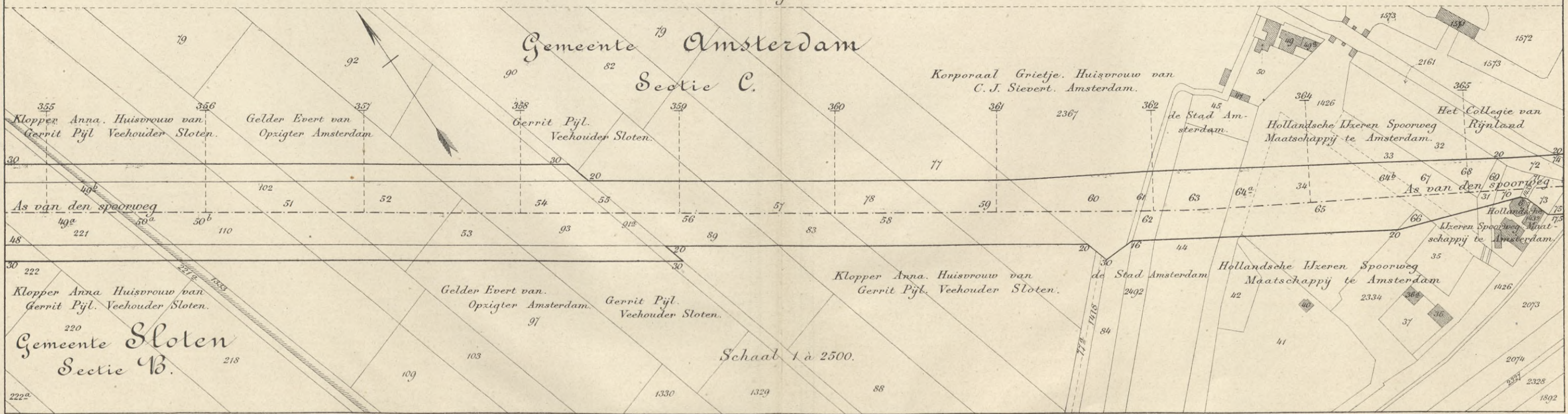


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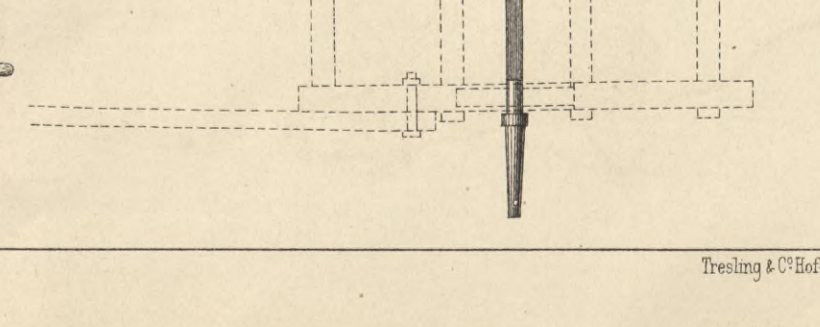
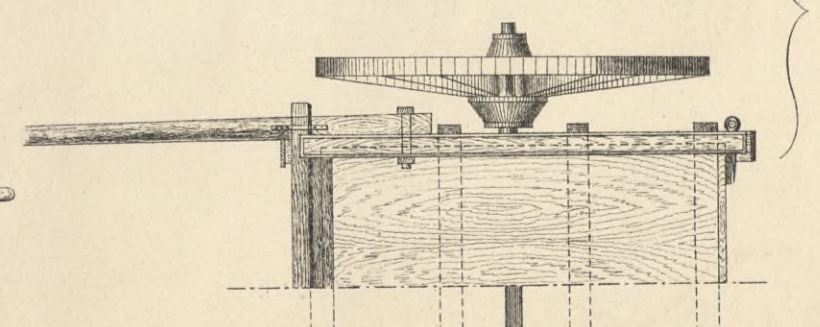
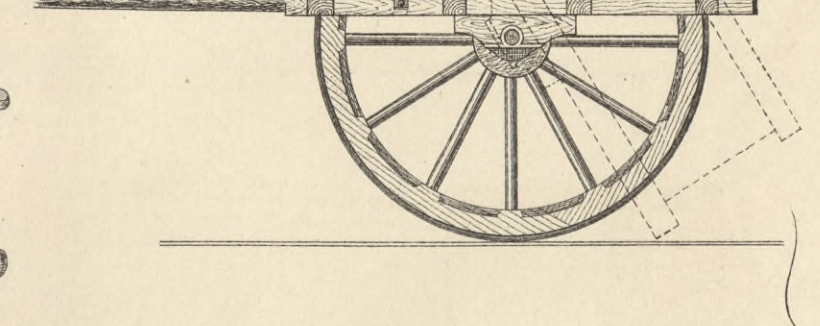
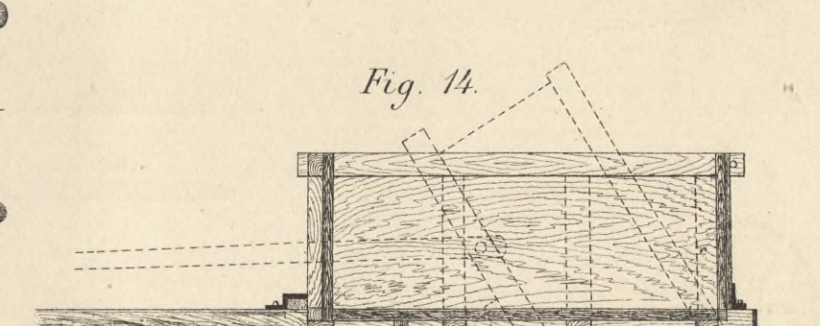
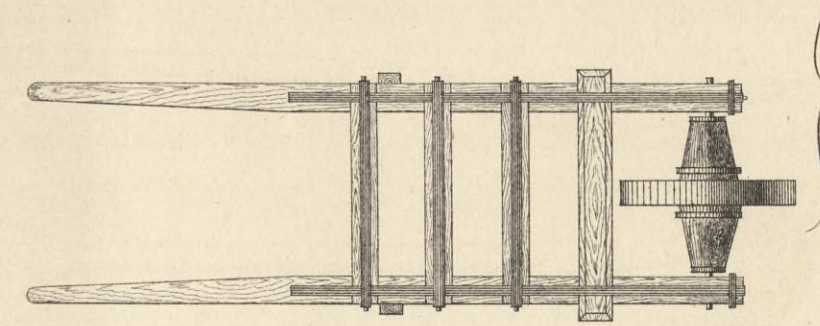
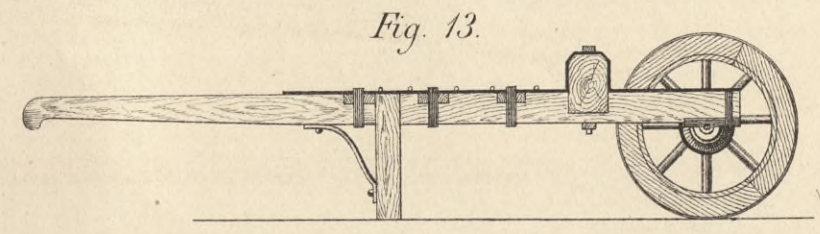
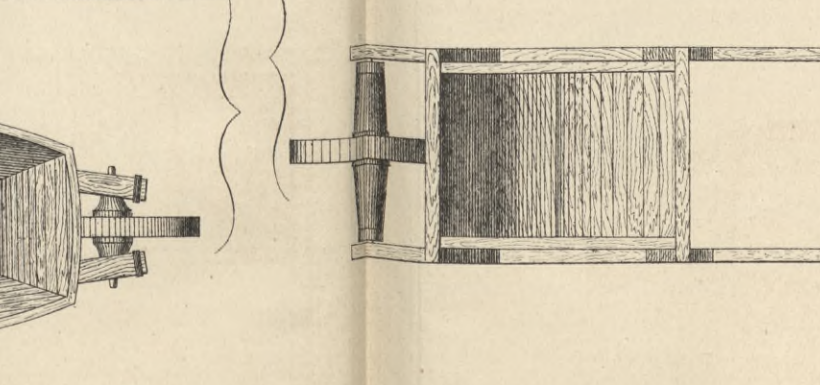
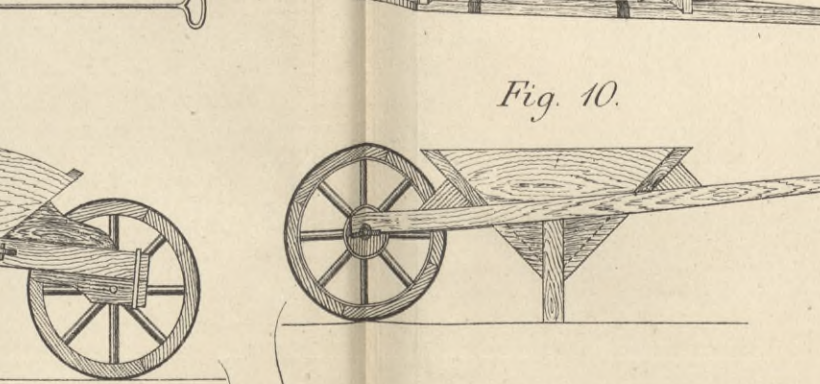
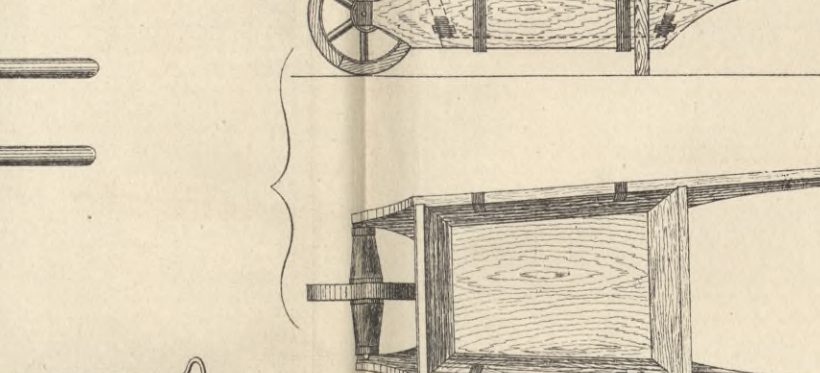
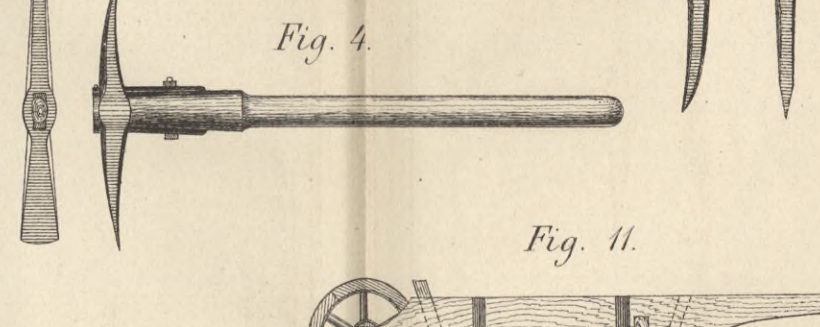
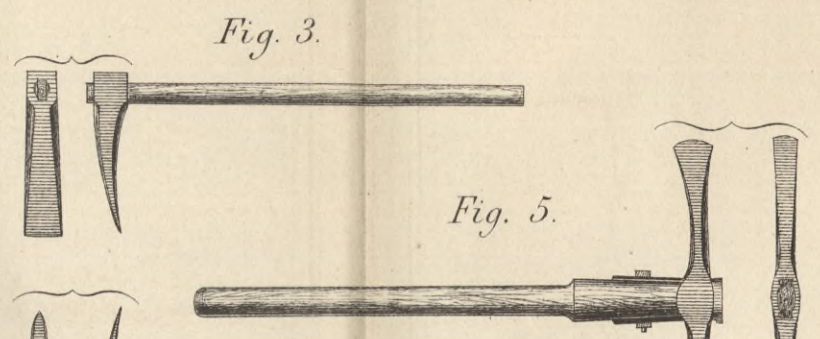
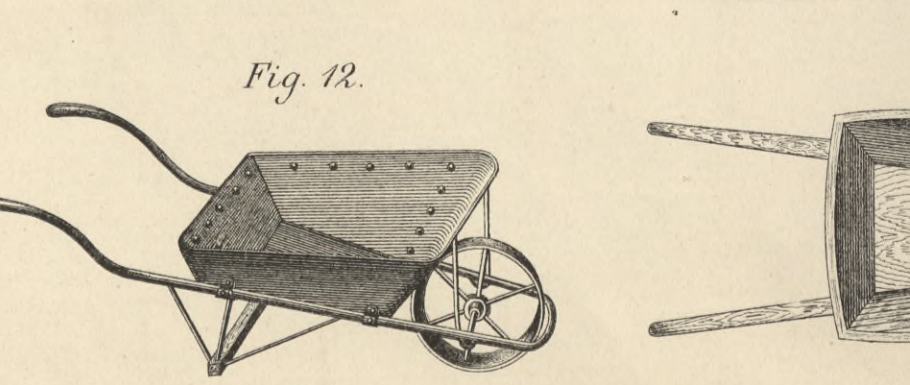
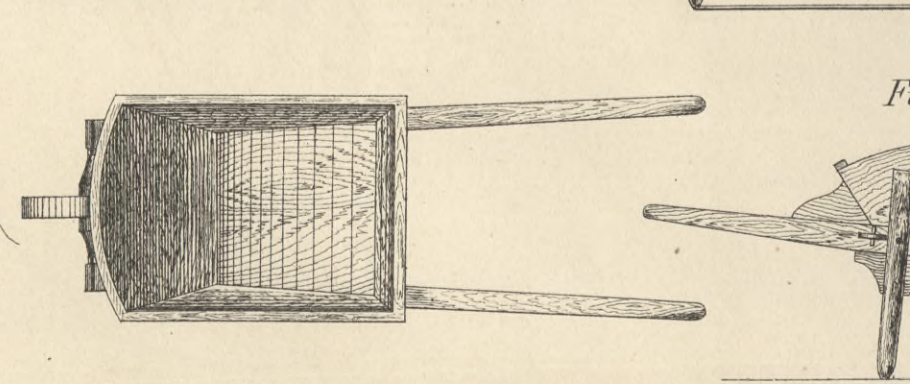
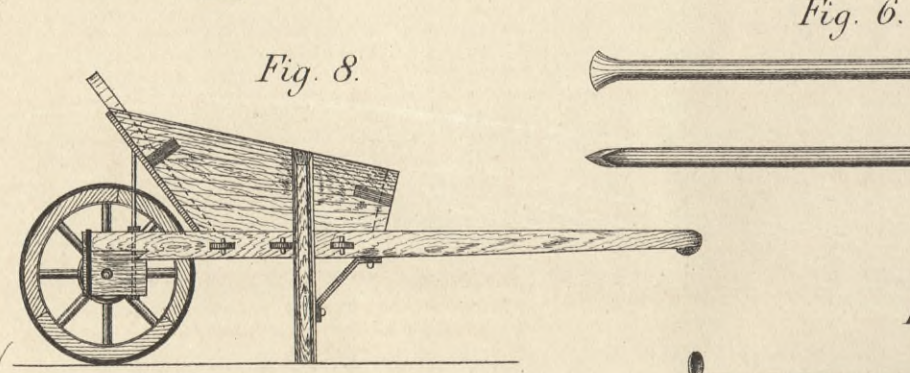
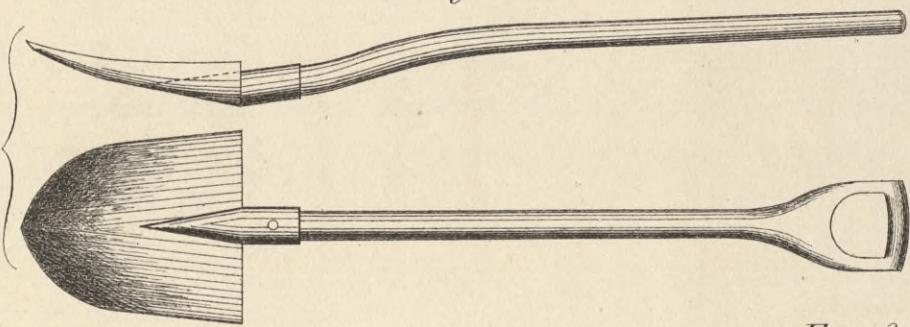
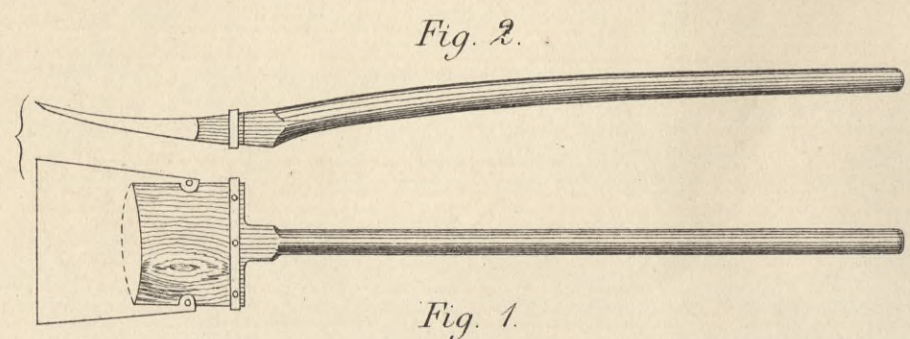


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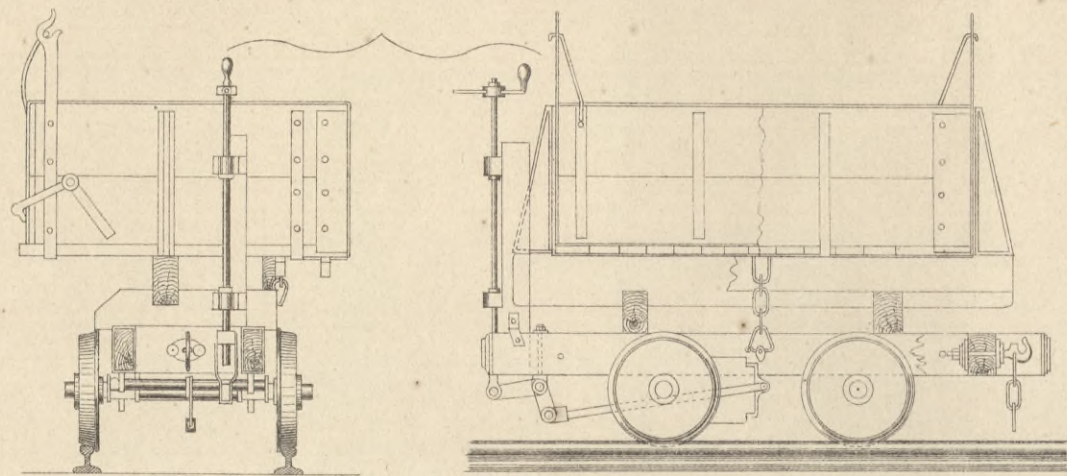


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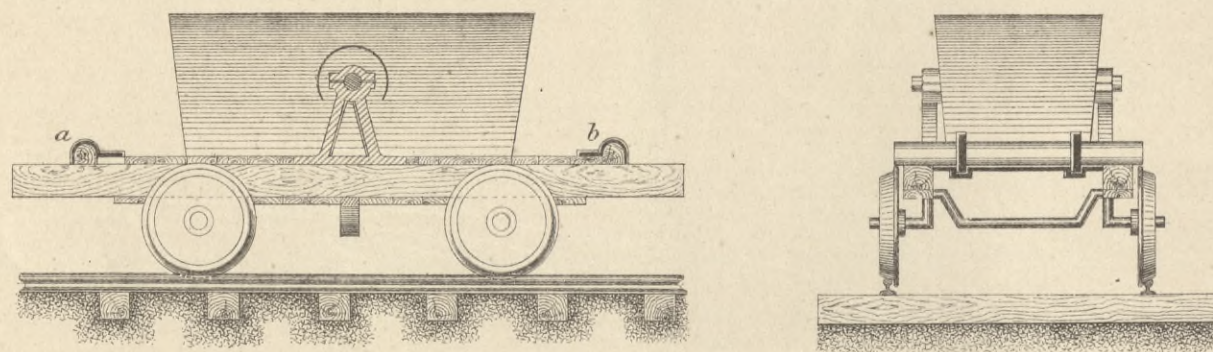


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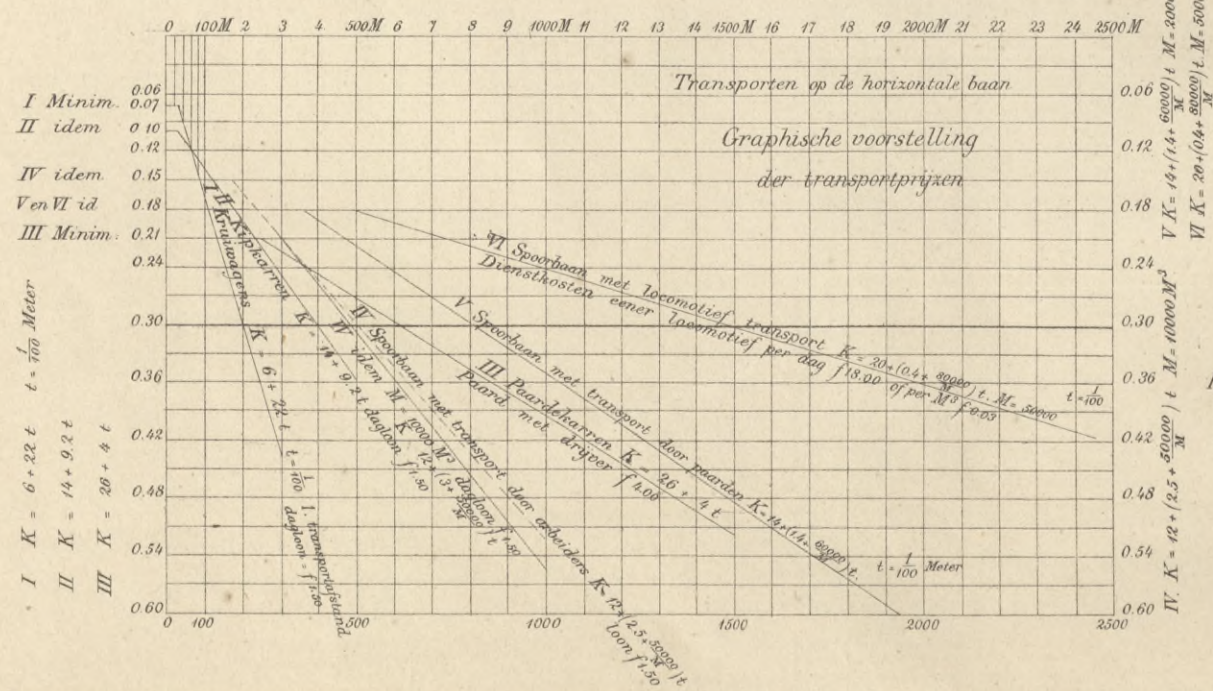


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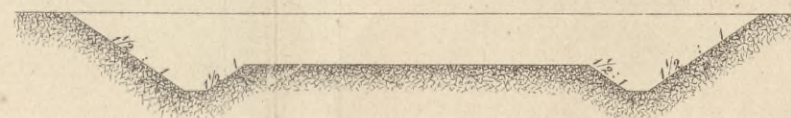


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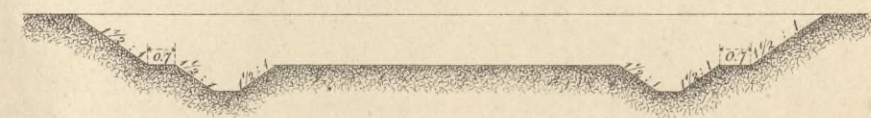


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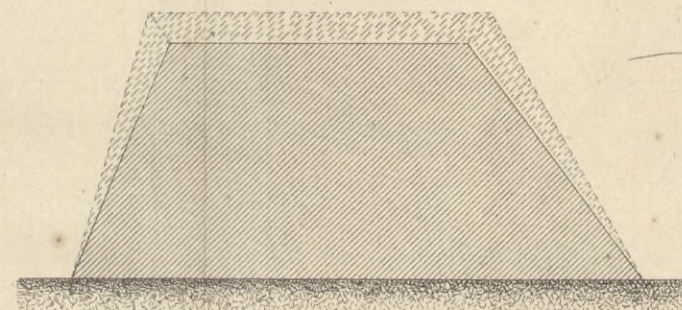


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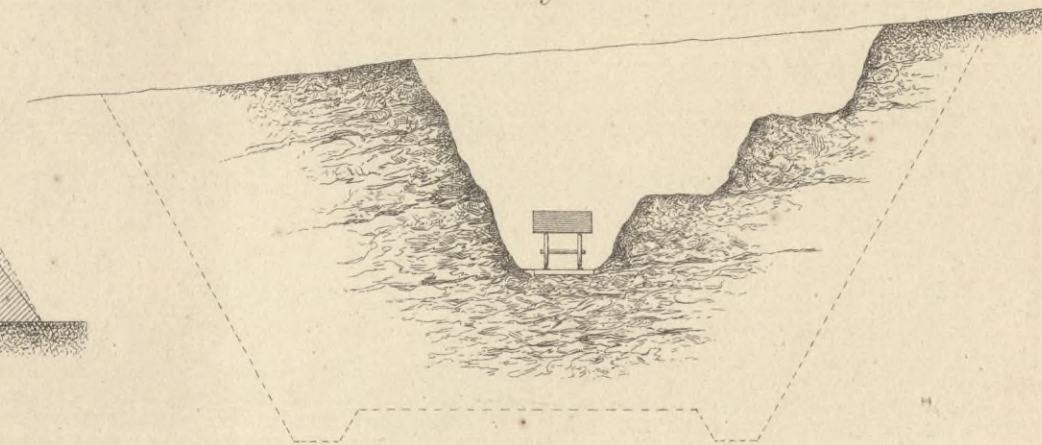


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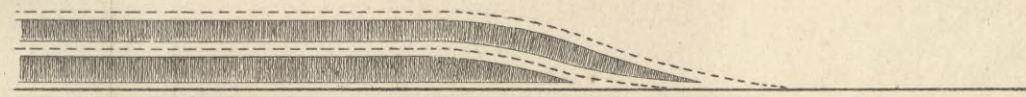


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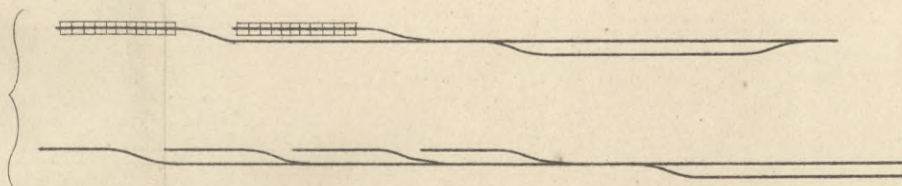


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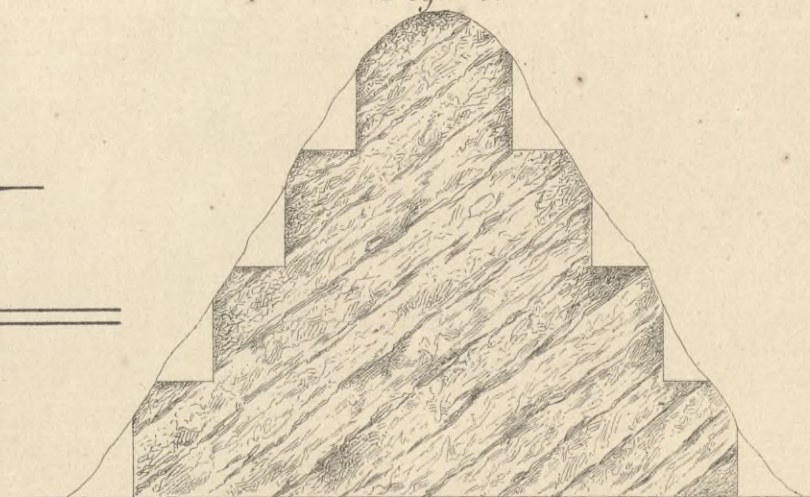


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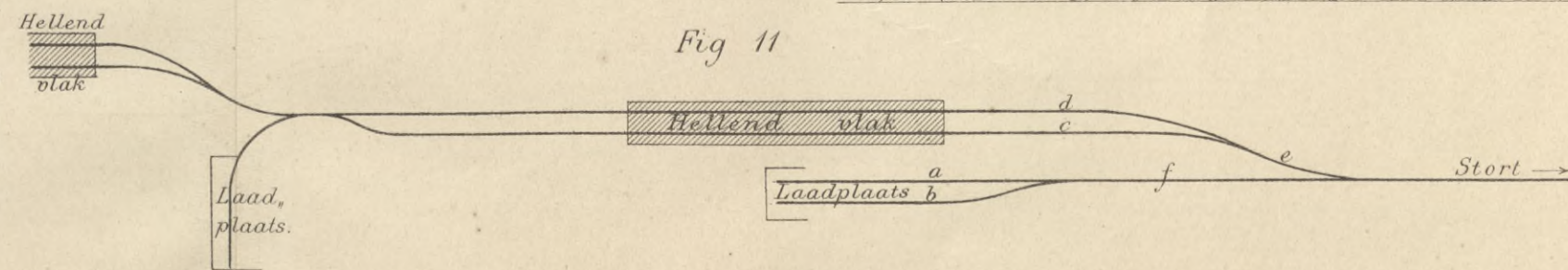


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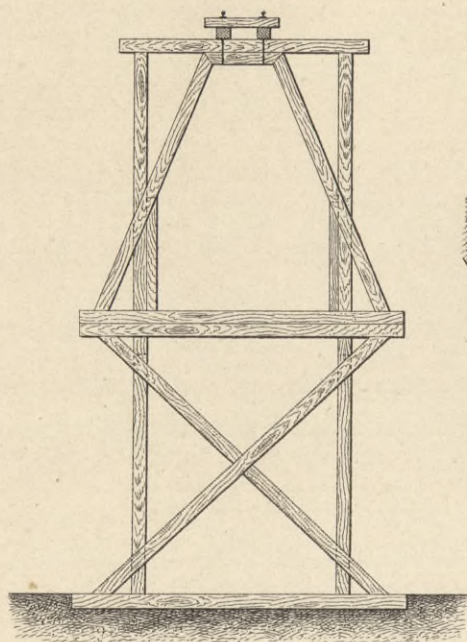


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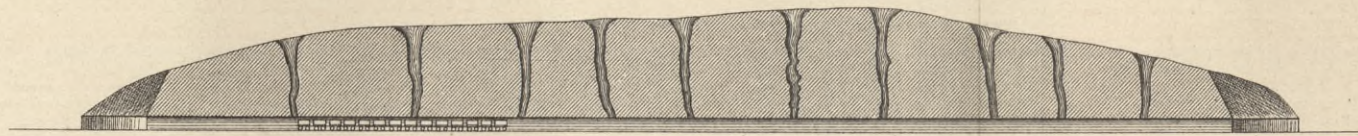


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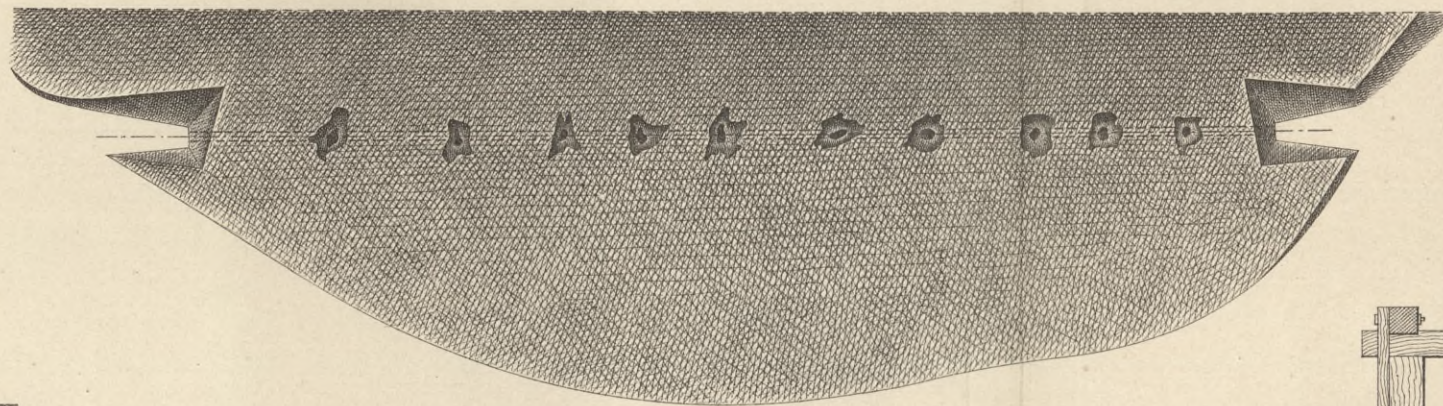


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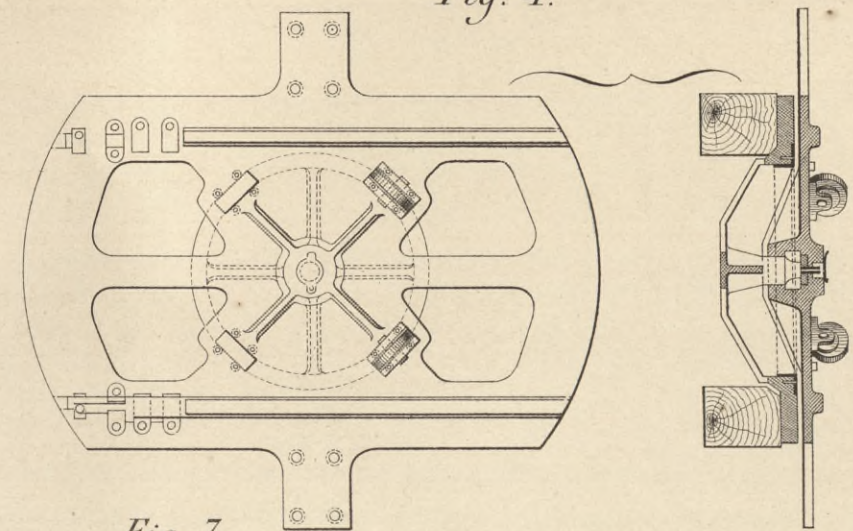


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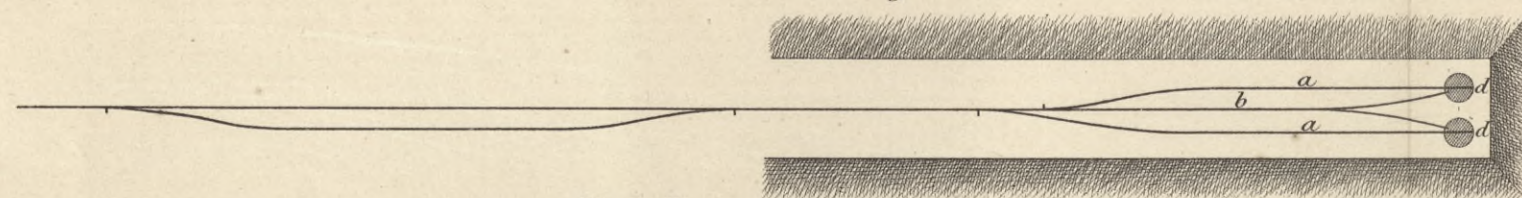


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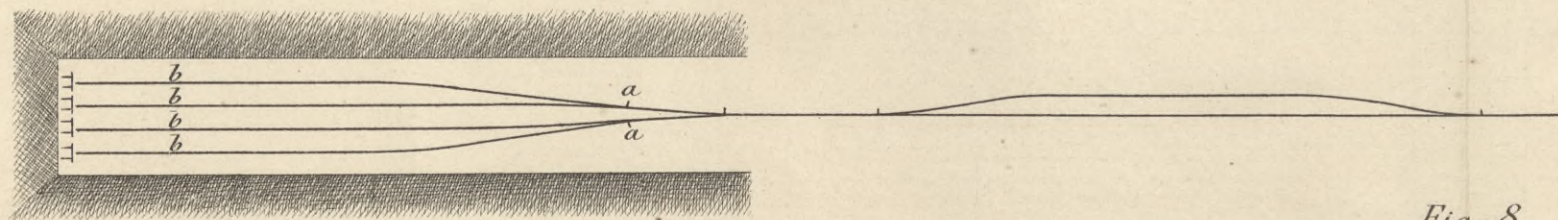


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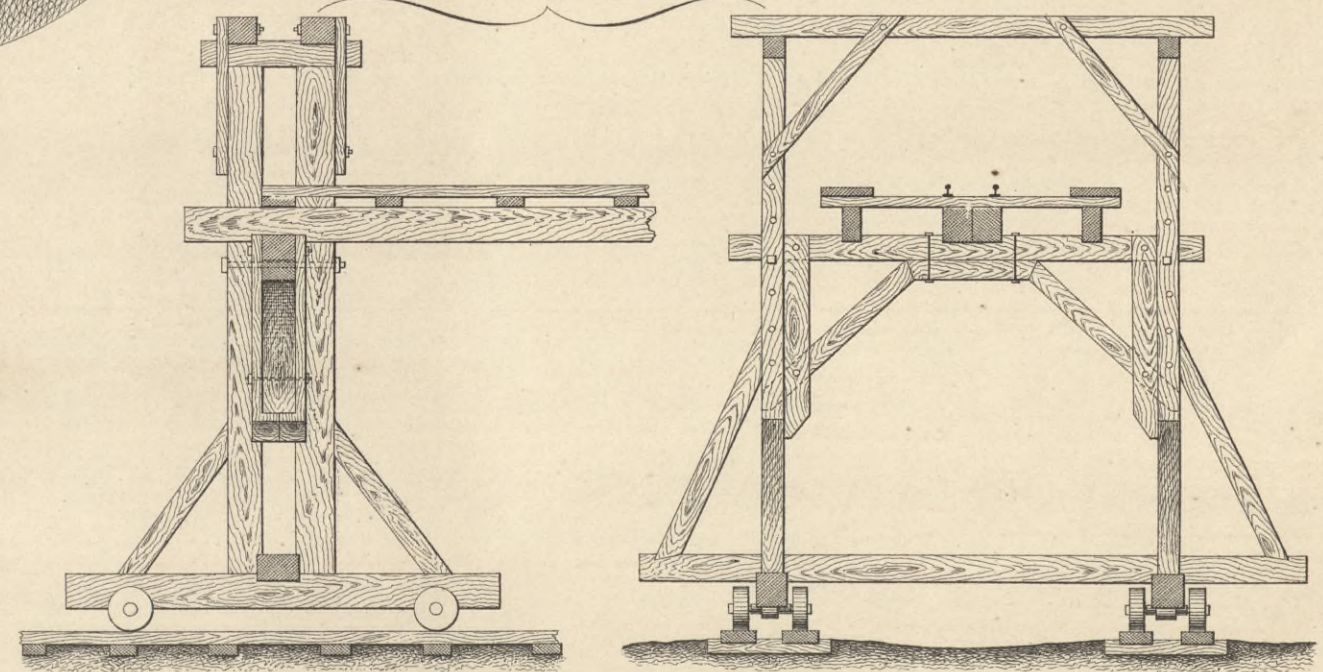


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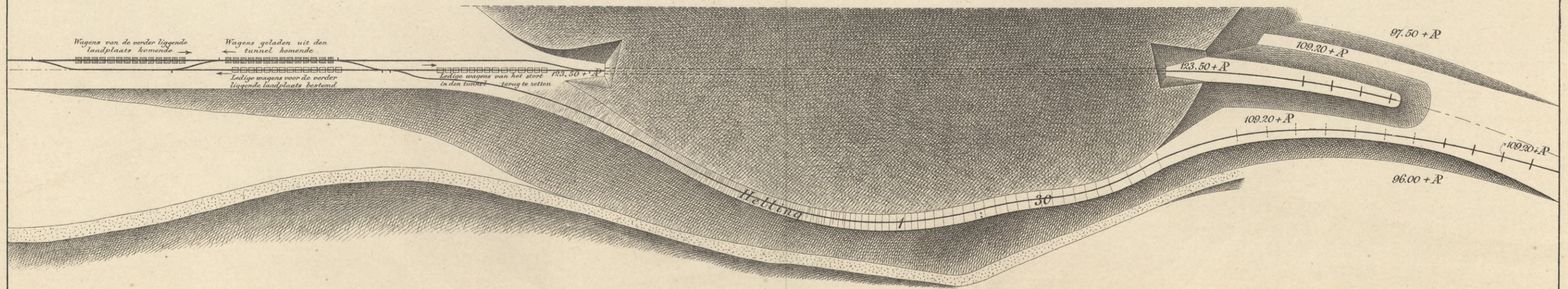


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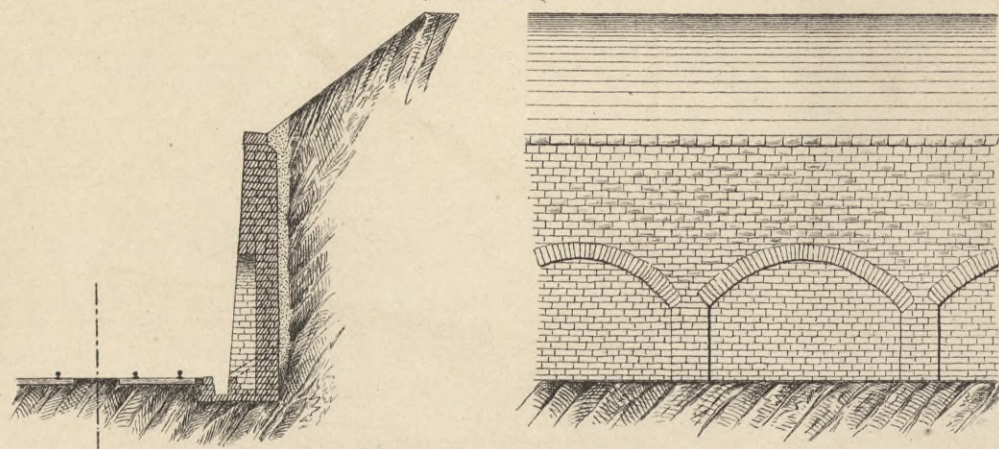


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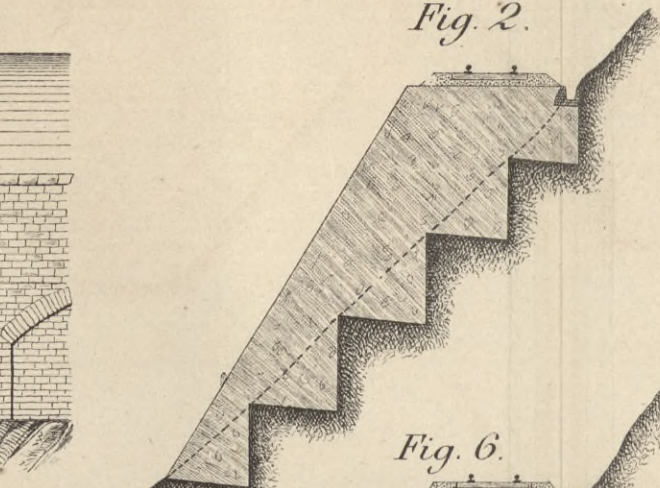


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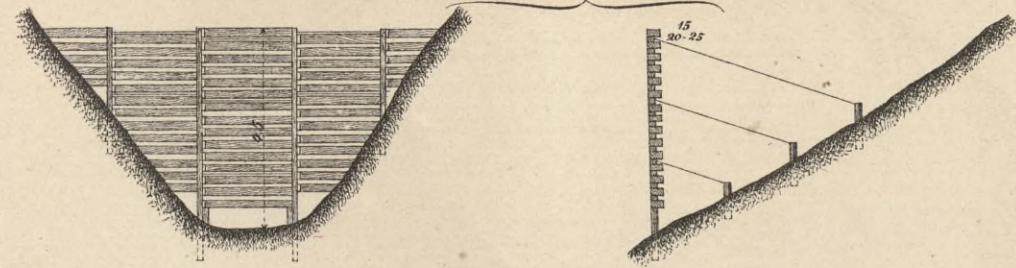


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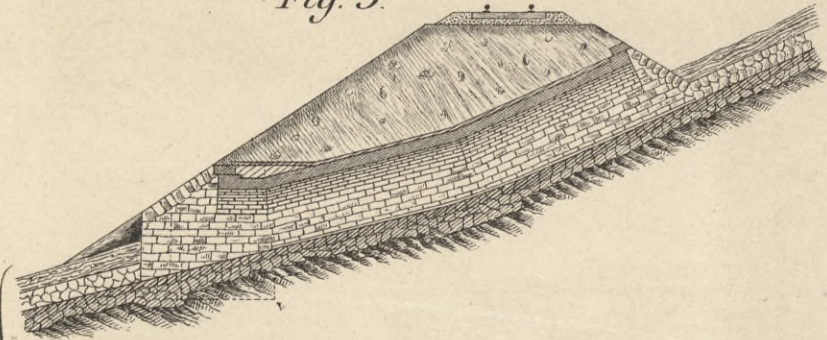


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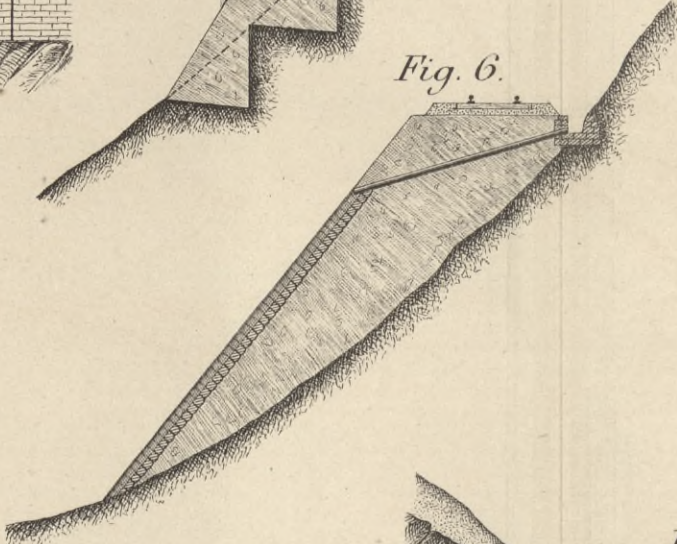


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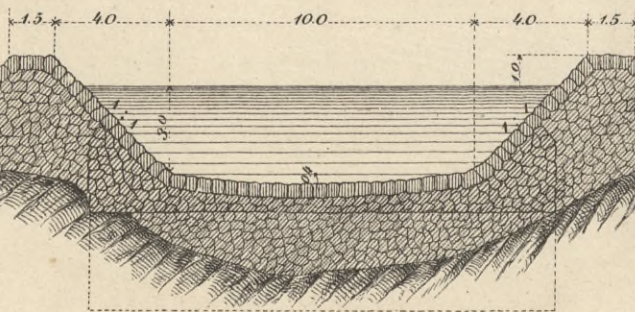
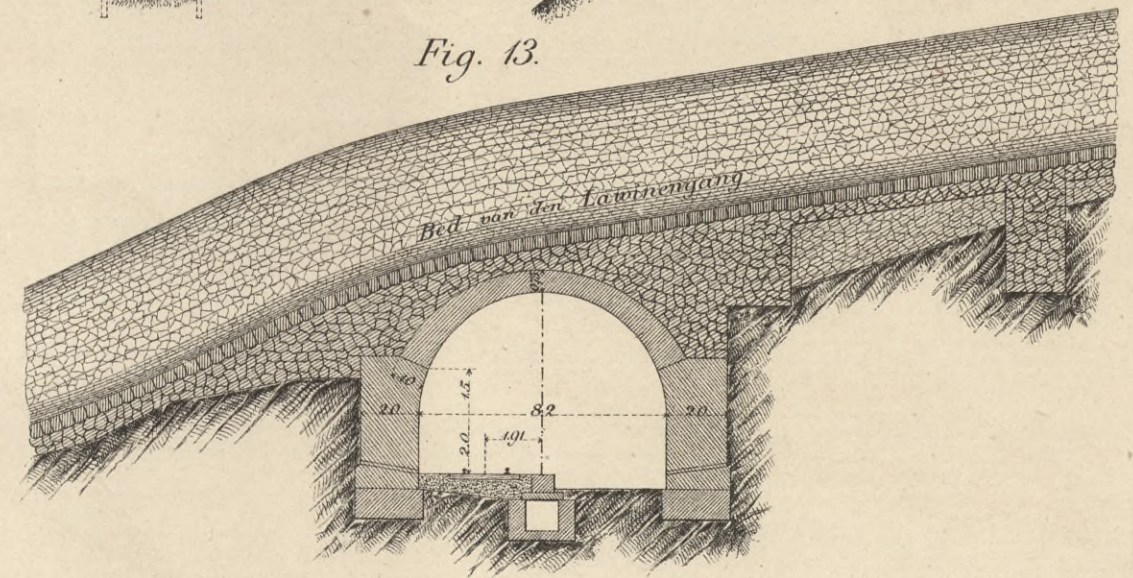


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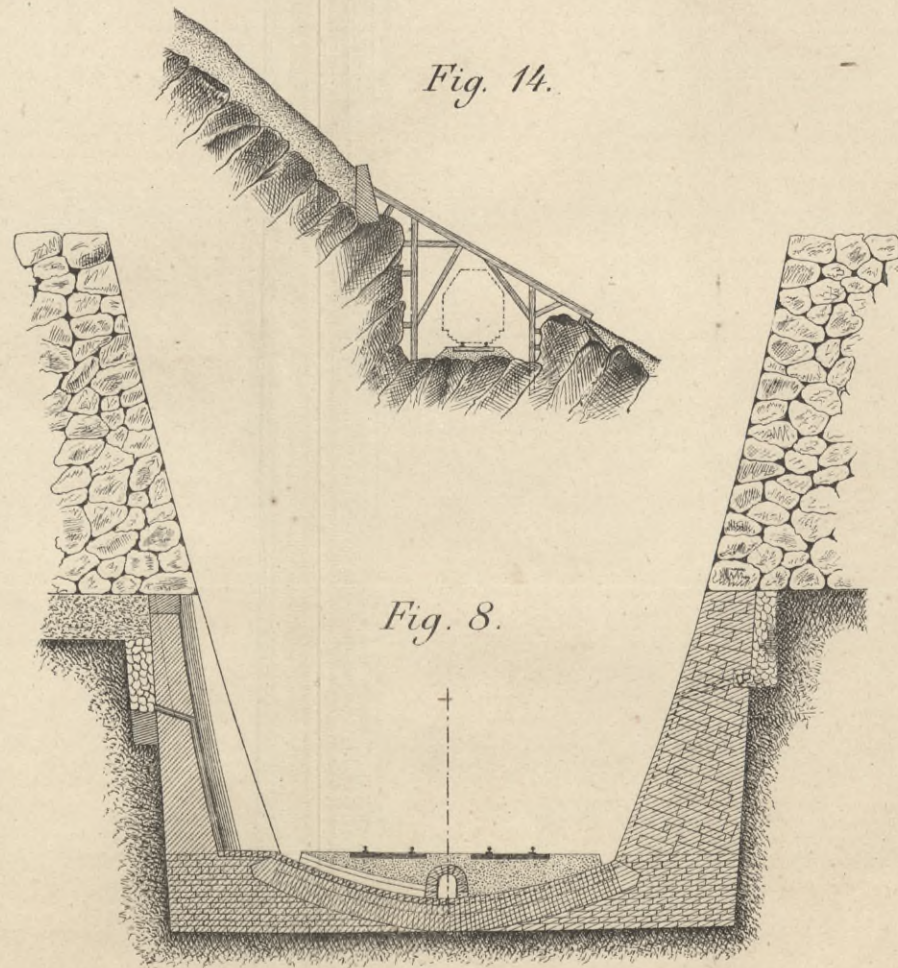


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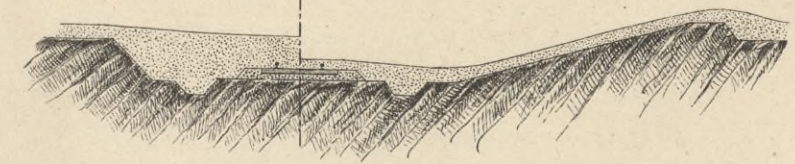


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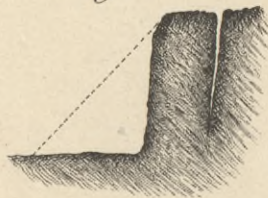


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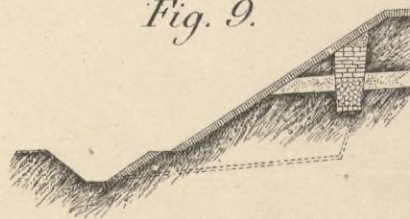


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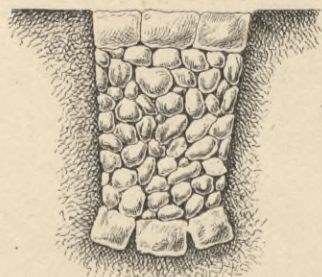


Fig. 4.



Fig. 10.



Fig. 8.

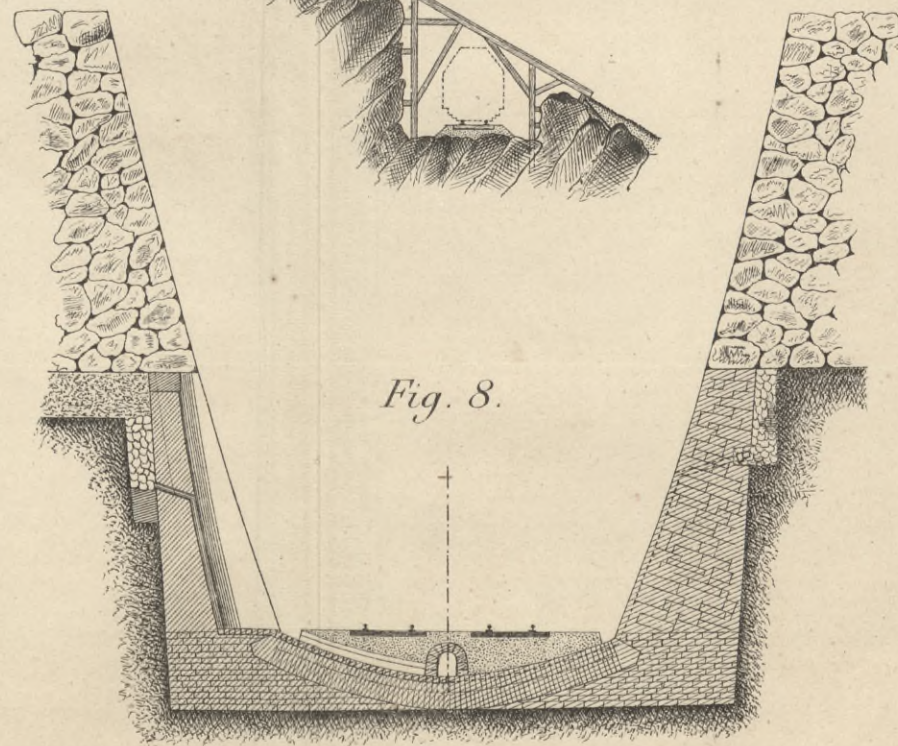


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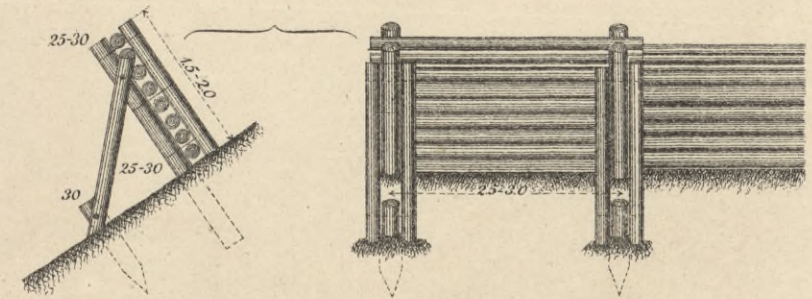


Fig. 1. Straatweg van 's-Gravenhage naar Delft. 1/100

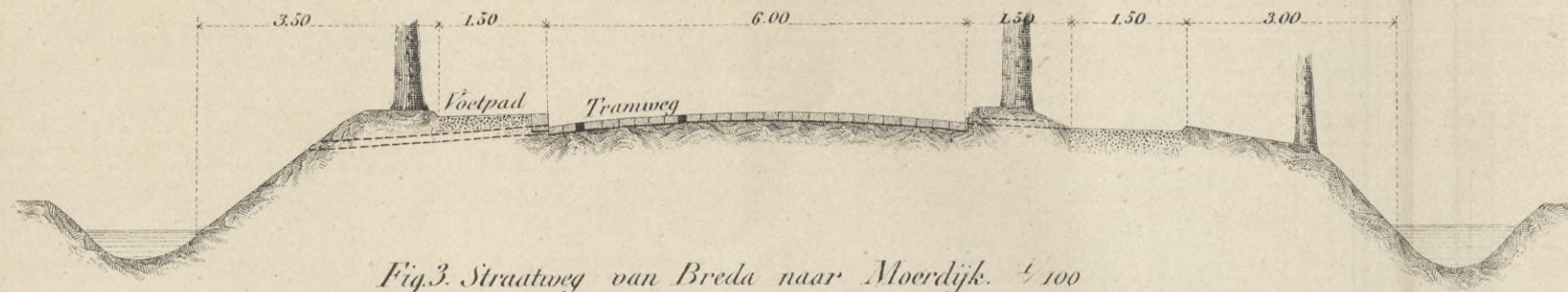


Fig. 2. Straatweg van 's-Gravenhage naar Delft. 1/100

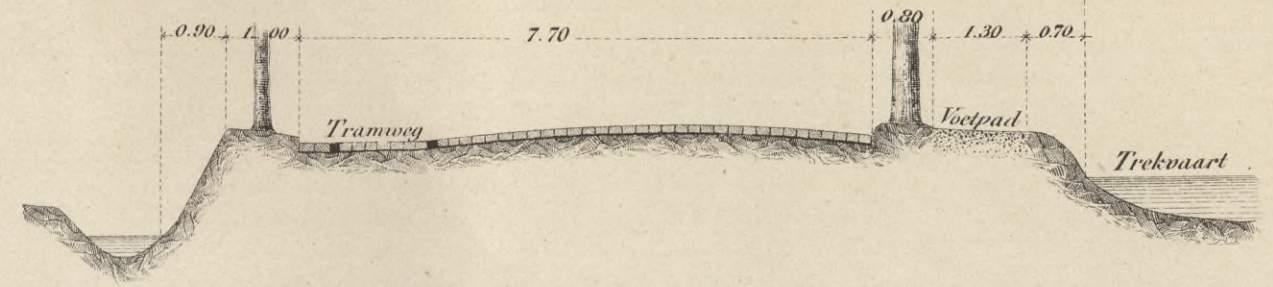


Fig. 3. Straatweg van Breda naar Moerdijk. 1/100 bij Kilom. paal 2.

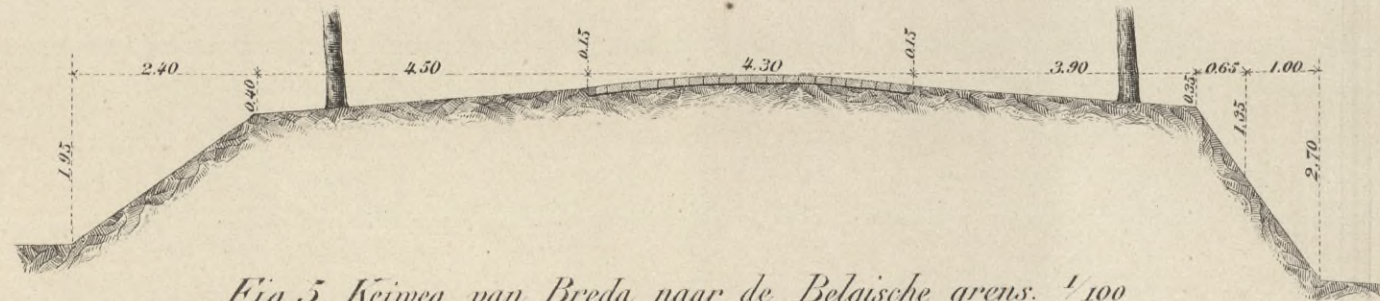


Fig. 4. Straatweg bewesten De Zaan. 1/100

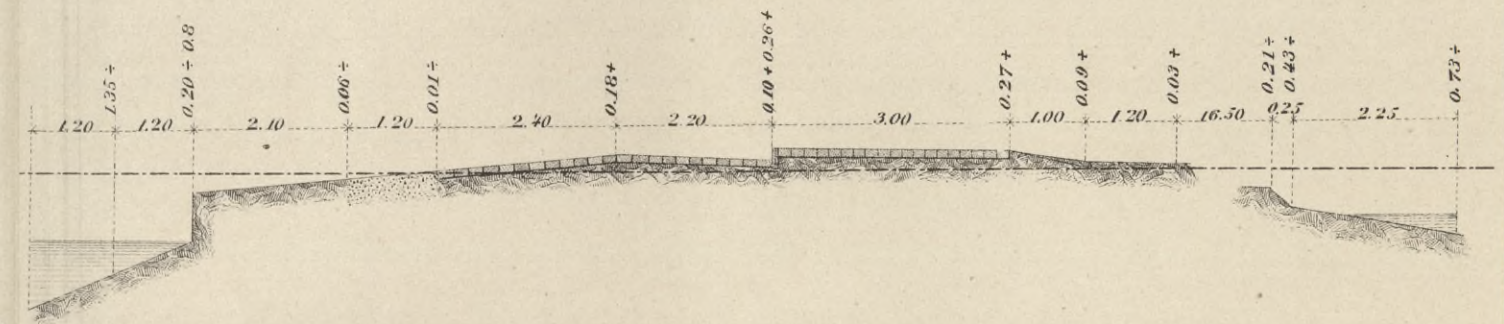


Fig. 5. Keiweg van Breda naar de Belgische grens. 1/100 bij Kilom. paal 50.

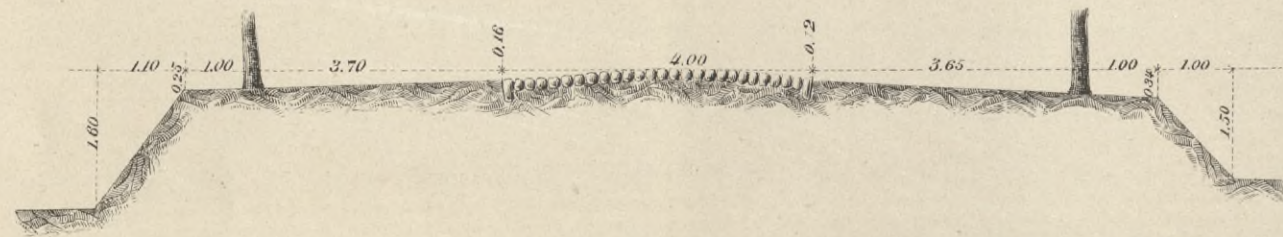


Fig. 6. Straatweg van Nijmegen naar Ubbergen. 1/100

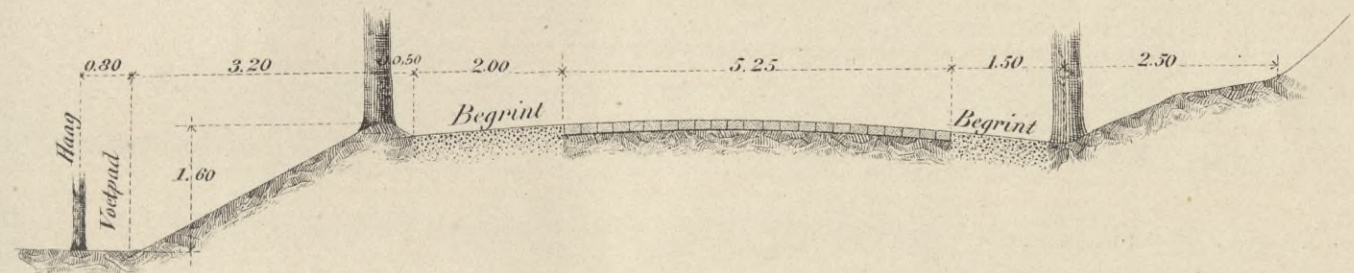


Fig. 7. Weg van Steeuwijk naar Breda. 1/100 350 M. bezuiden Kilom. paal 19.

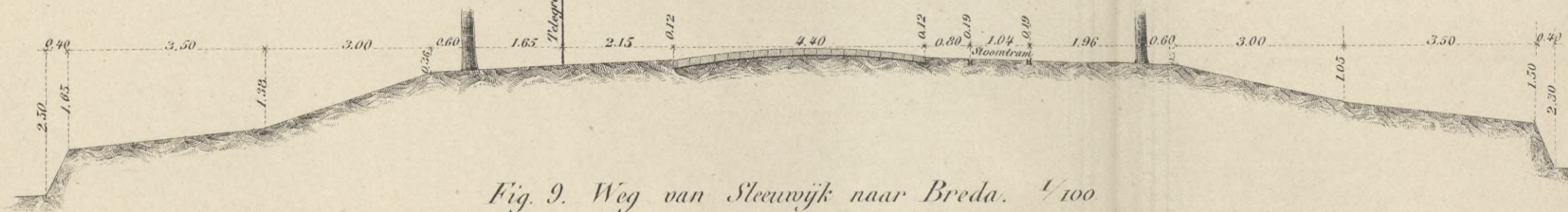


Fig. 8. 1/500

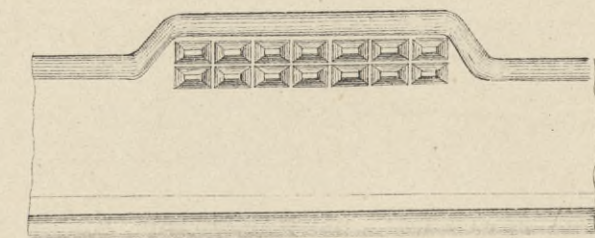


Fig. 9. Weg van Steeuwijk naar Breda. 1/100 610 M. bezuiden Kilom. paal 20.

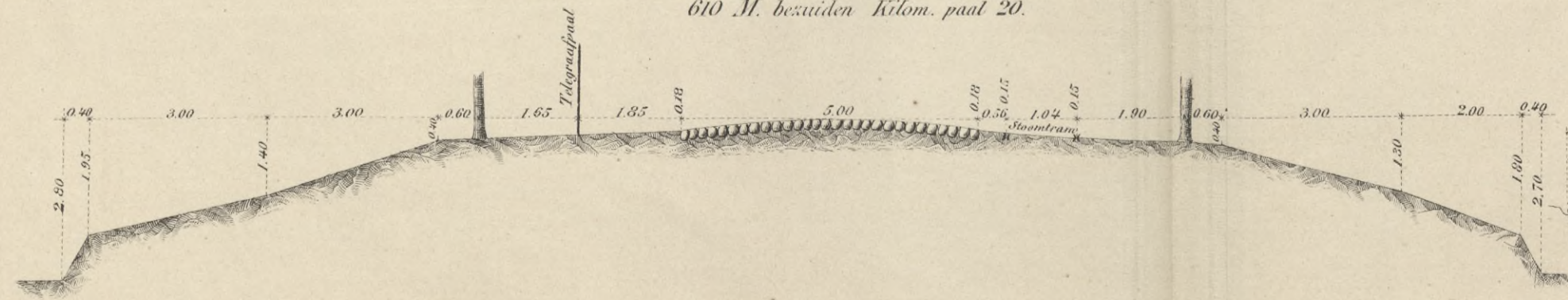
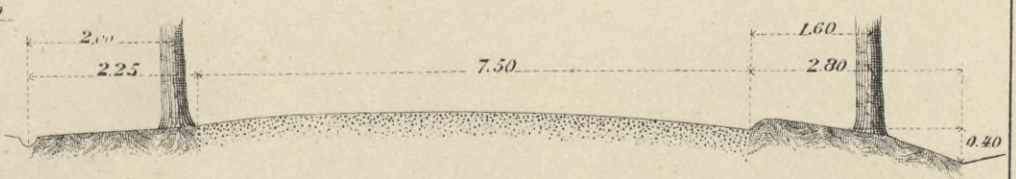


Fig. 10. Grintweg van Nijmegen naar Hees. 1/100



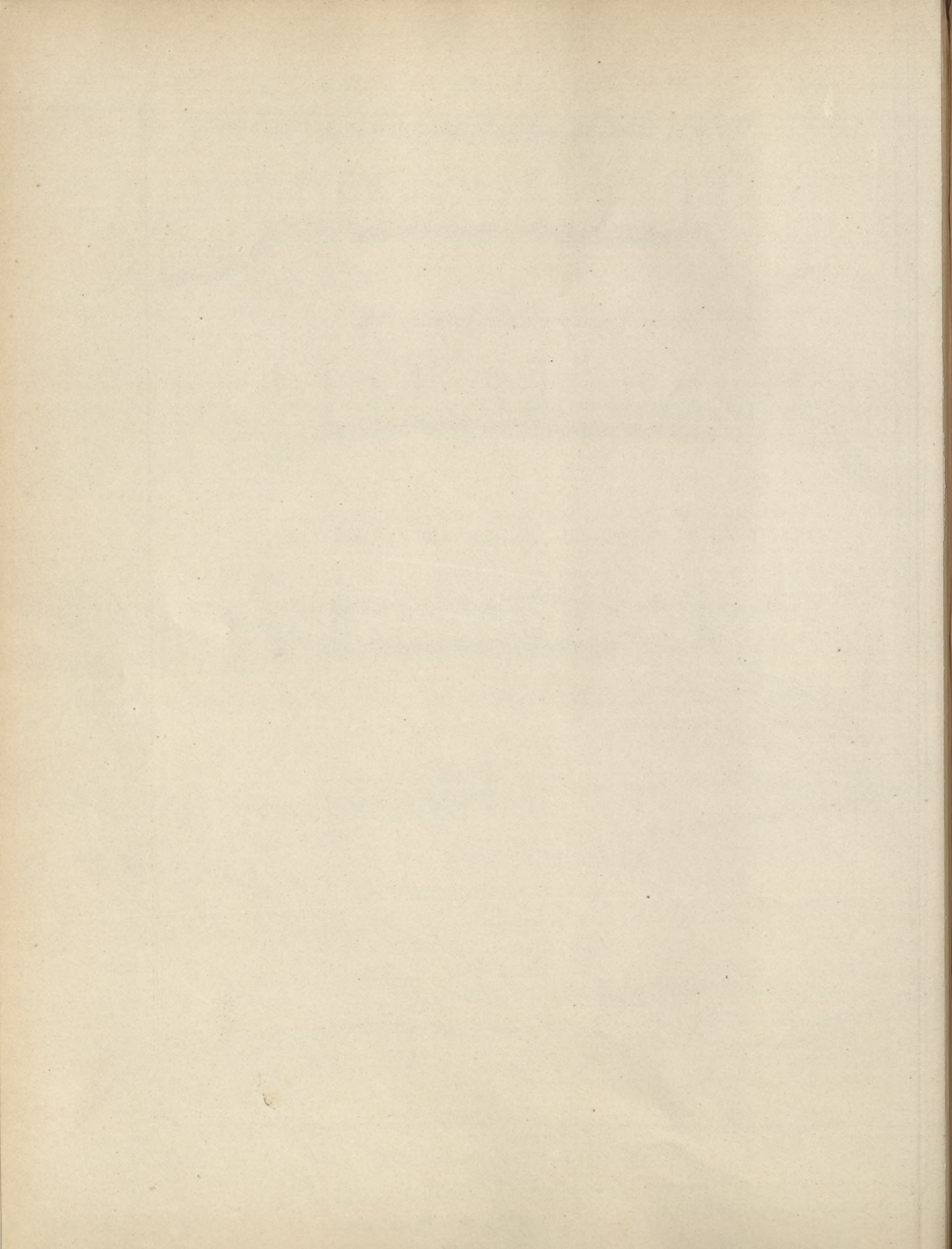


Fig. 1. Grintweg van Nijmegen naar Grave. 1/100.

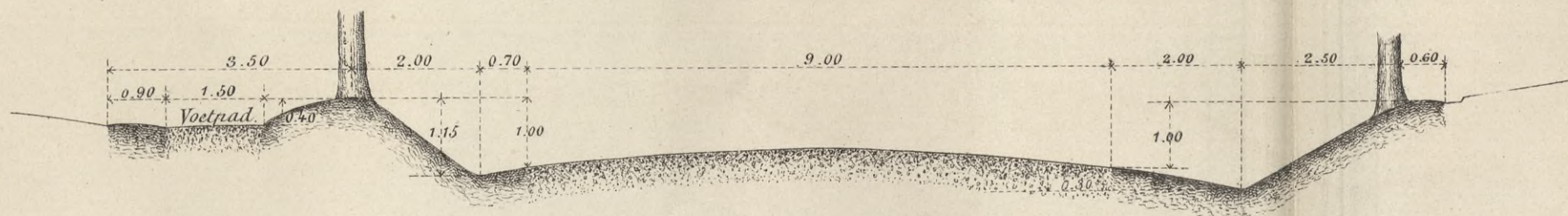


Fig. 2. Grintweg van Nijmegen naar Maastricht. 1/100.

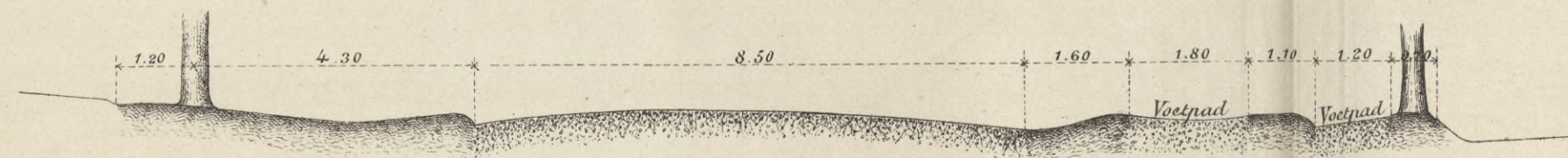


Fig. 3. Grintweg van Nijmegen naar Groesbeek. 1/100.

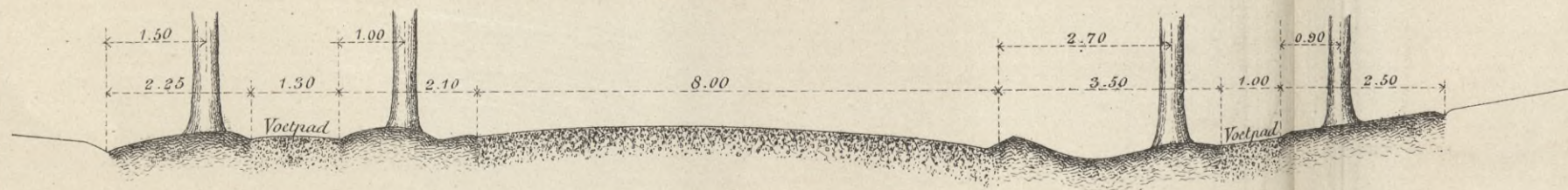


Fig. 4. Straatweg van Hoorn naar Enkhuizen. 1/100.

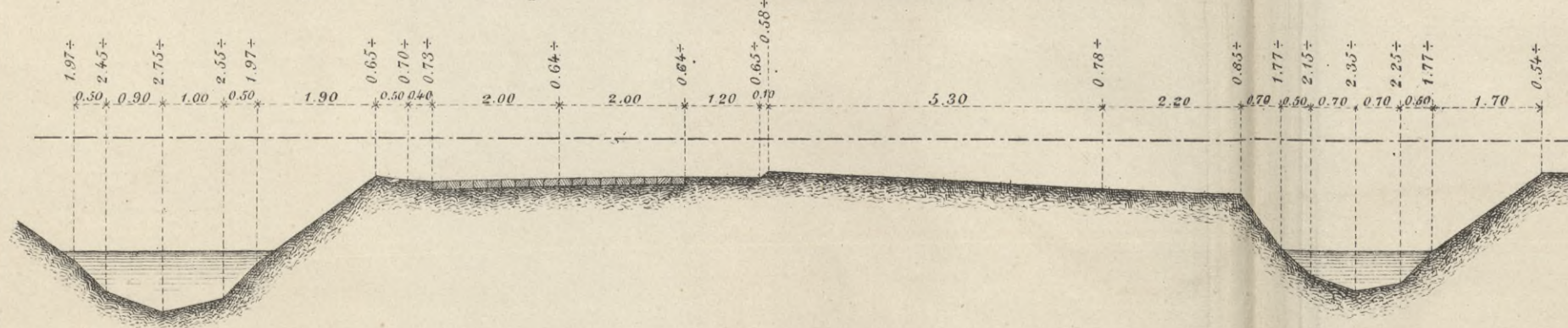


Fig. 5. Engelsche wegen volgens Law. 1/100.

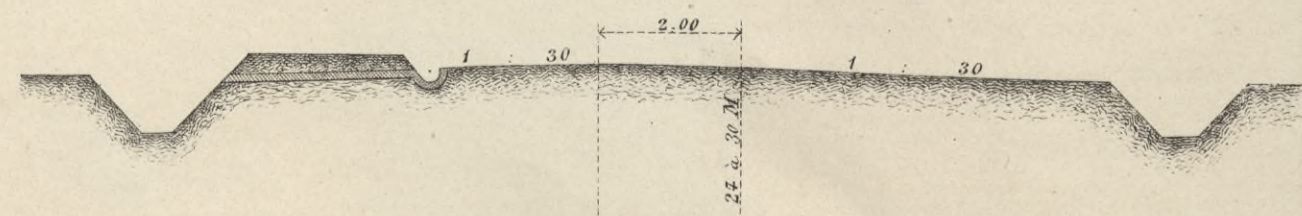


Fig. 6. Wegen in Pruisen. 1/100 zonder zomerweg.

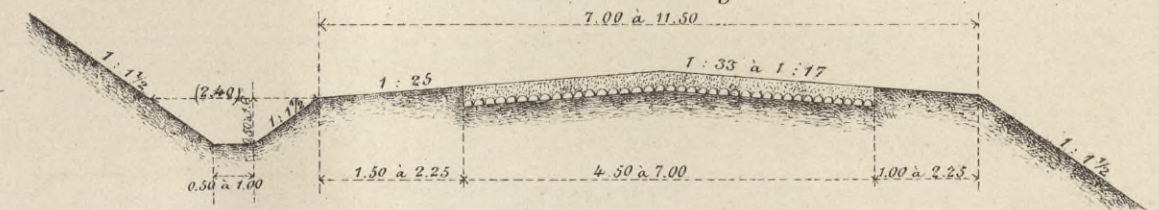


Fig. 7. met zomerweg. 1/100.

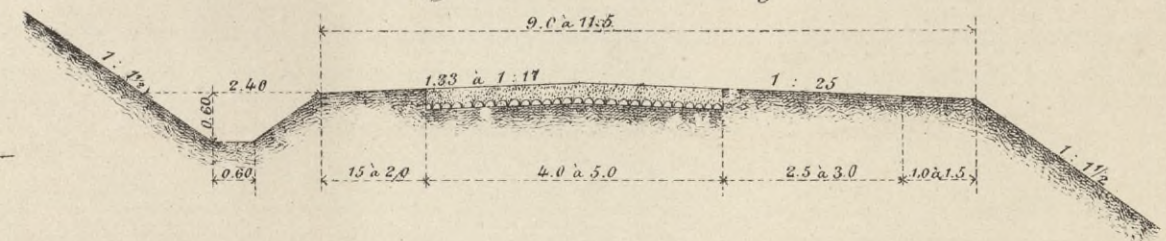


Fig. 8. Profillen volgens Umpfenbach. 1/100 in vlak en golvend terrein.

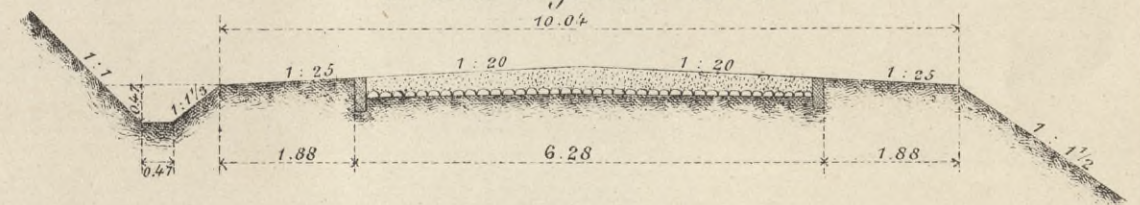


Fig. 9. in bergstreken. 1/100.

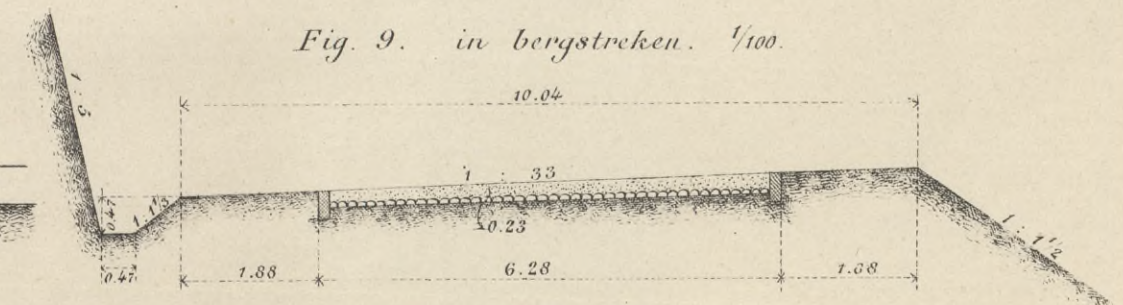


Fig. 10. in vlak terrein met zomerweg. 1/100.

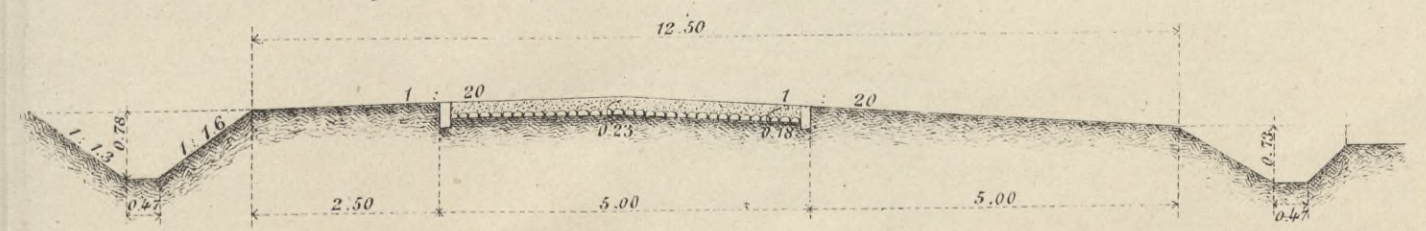


Fig. 1. Wegen in Wurtemberg $\frac{1}{100}$.
in de nabijheid van steden.

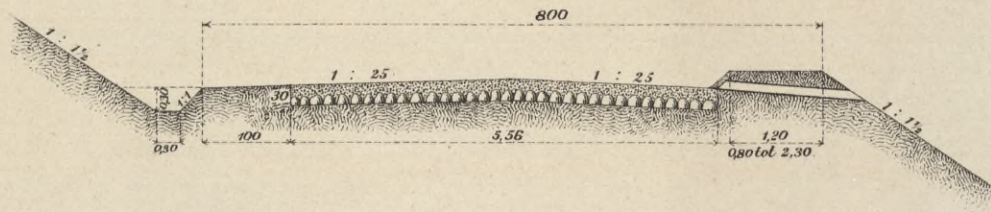


Fig. 2. Bij gering verkeer.

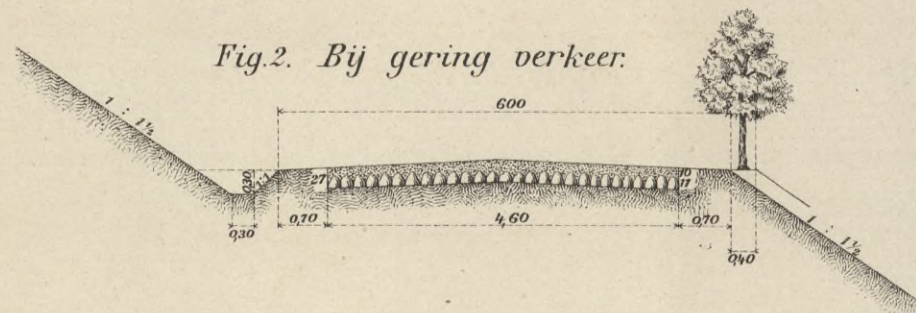


Fig. 3. Bij groot verkeer.

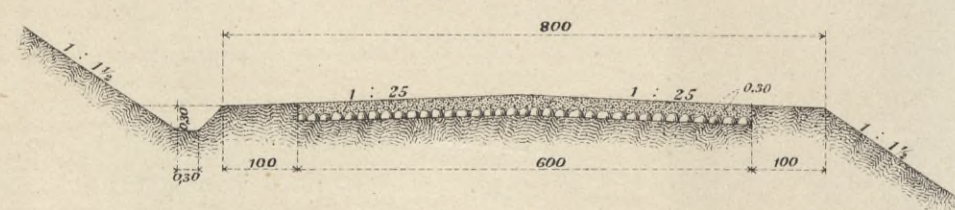


Fig. 4. Buurtwegen.

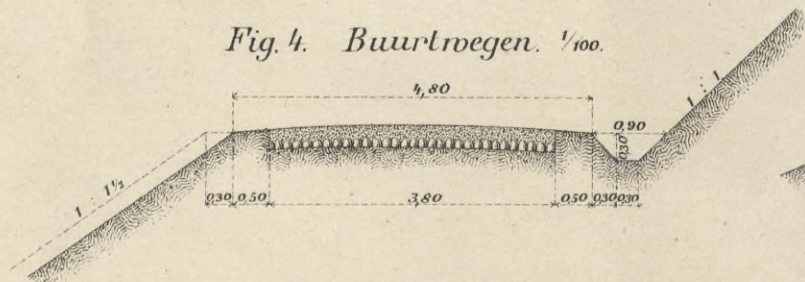


Fig. 5. Wegen in Baden.

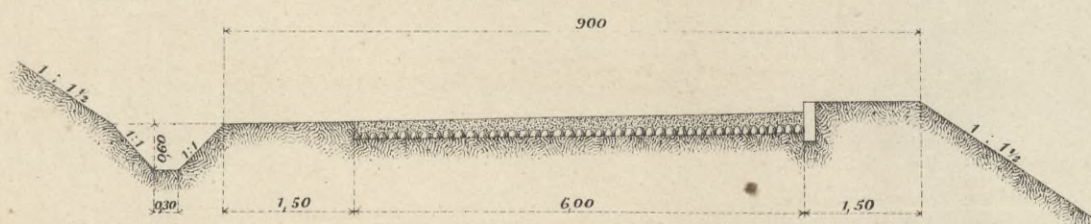


Fig. 6. Nieuwe Weinsteige bij Stuttgart.

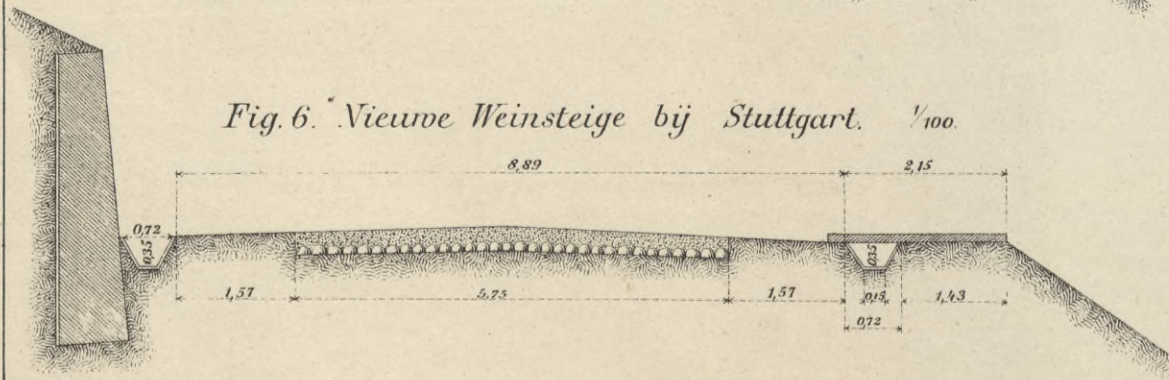


Fig. 7. Bergweg in Bern.

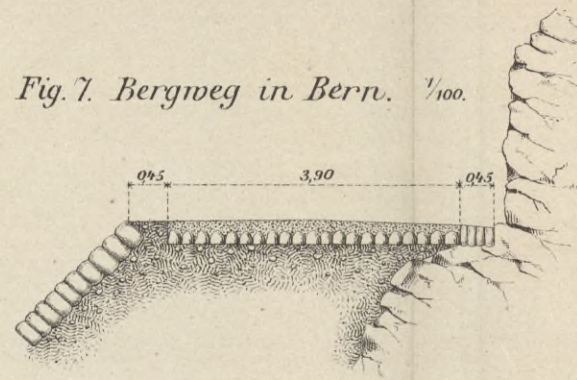


Fig. 8. $\frac{1}{300}$.

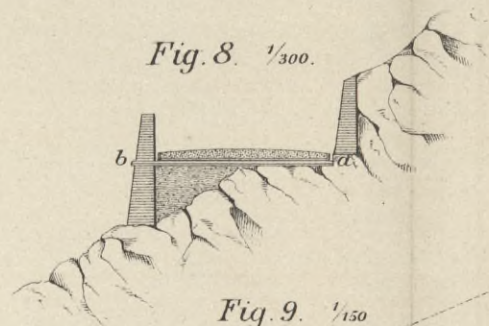


Fig. 9. $\frac{1}{150}$

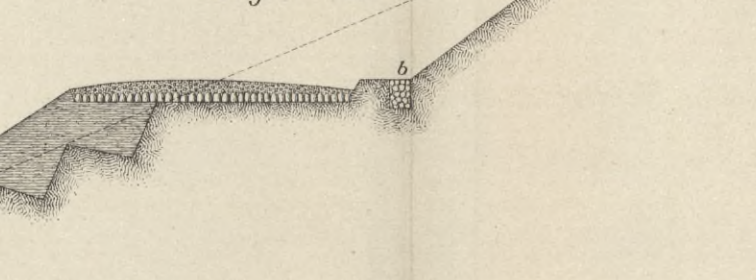


Fig. 10. Bergweg in Graubunderland.

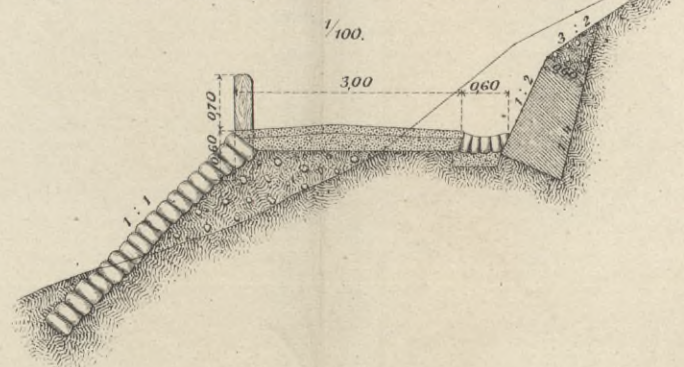


Fig. 11. $\frac{1}{150}$.

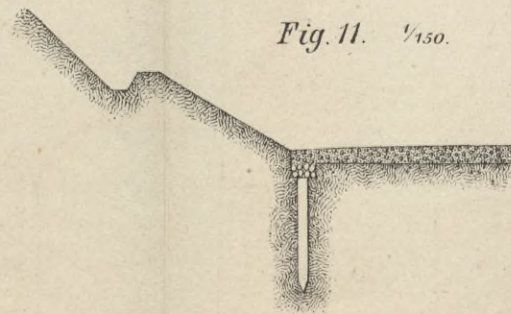


Fig. 13. Rijksweg 1^e kl^{se} met verhoogd voetpad in Bern.

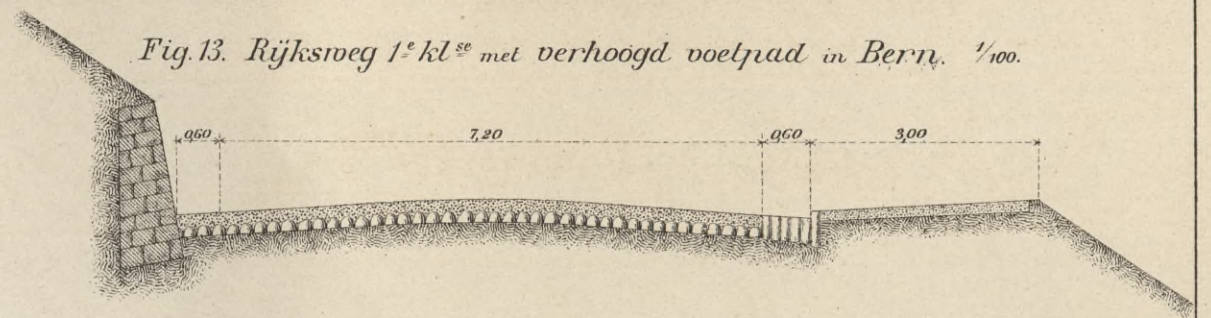


Fig. 14. Bergweg in Zwitserland.

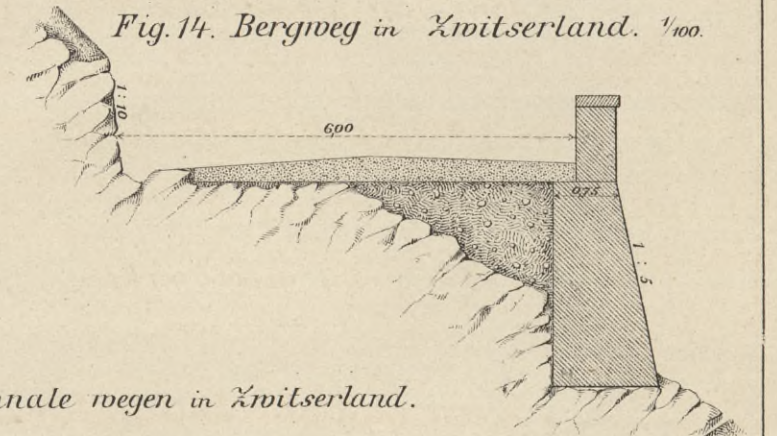


Fig. 15. Cantonale wegen in Zwitserland.

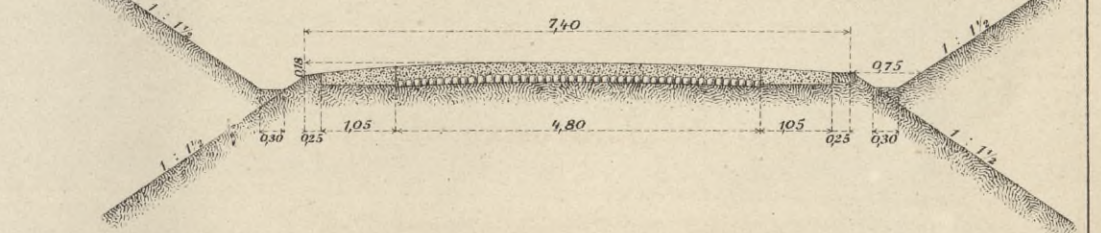


Fig. 16. $\frac{1}{100}$.

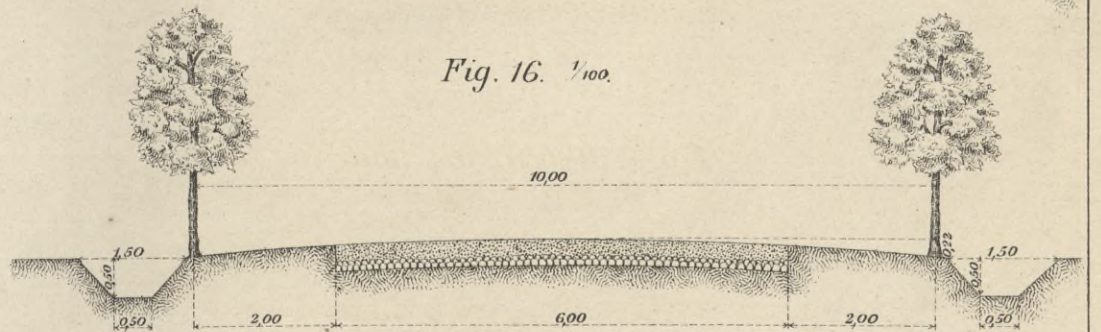
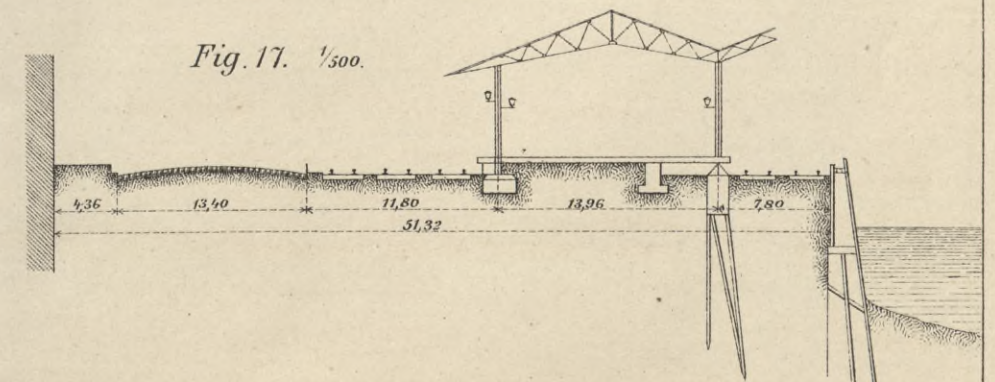


Fig. 17. $\frac{1}{500}$.



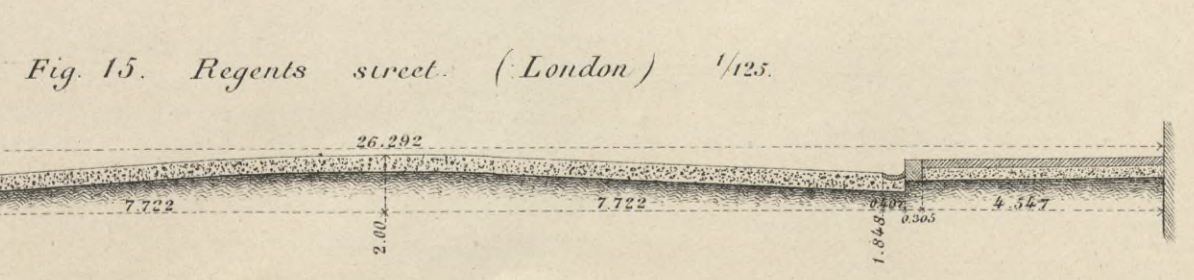
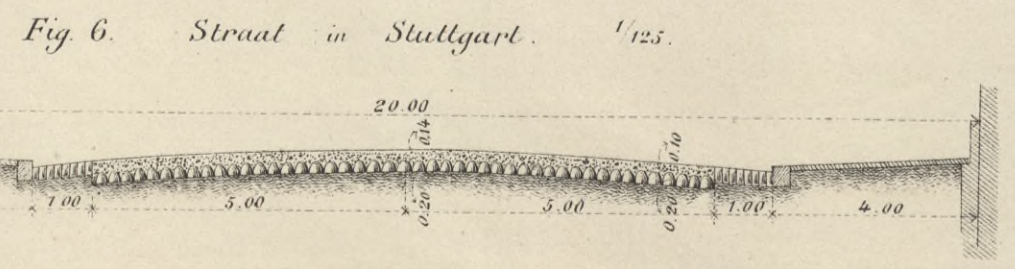
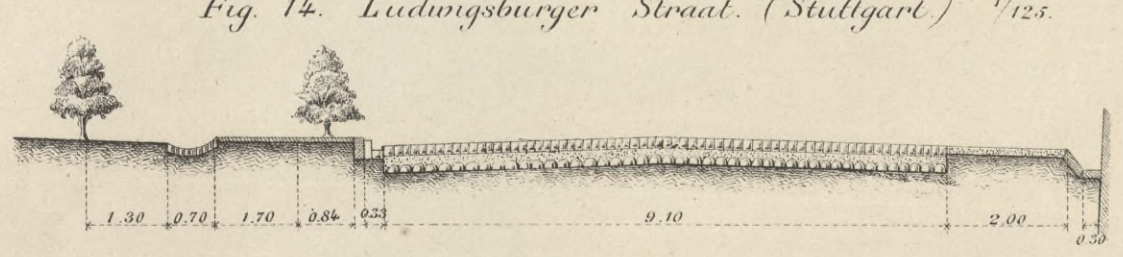
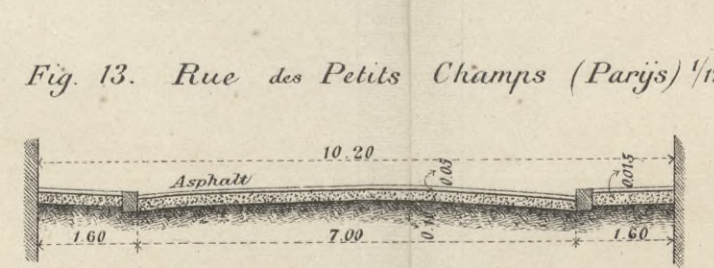
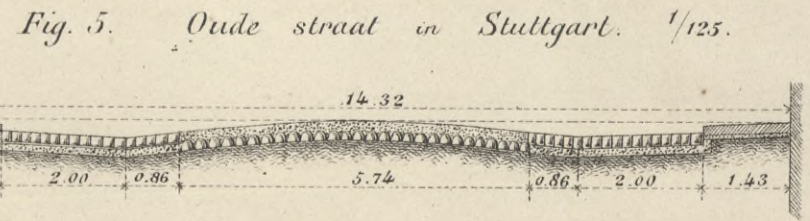
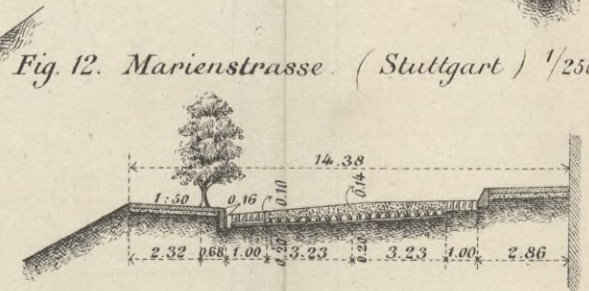
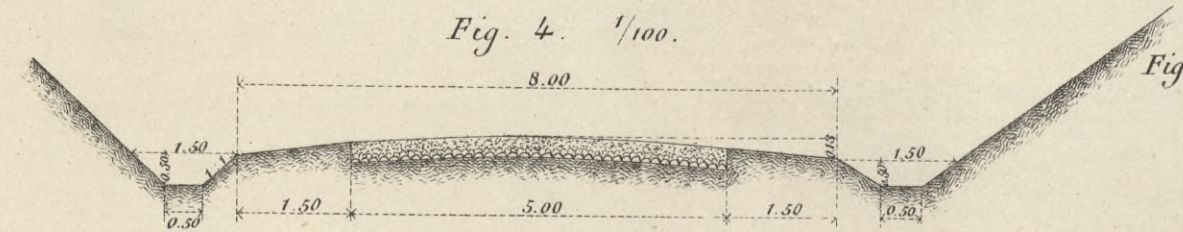
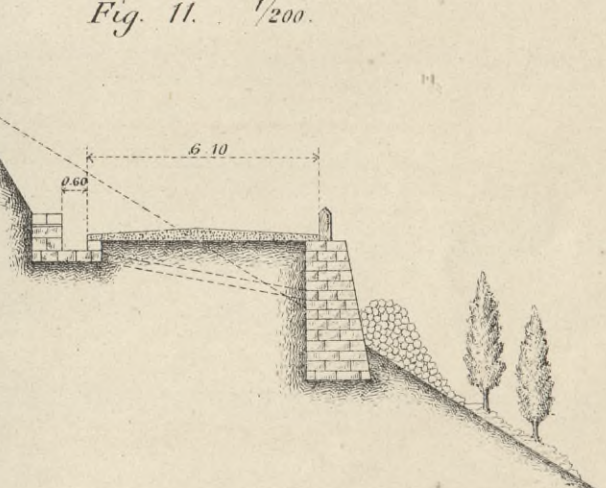
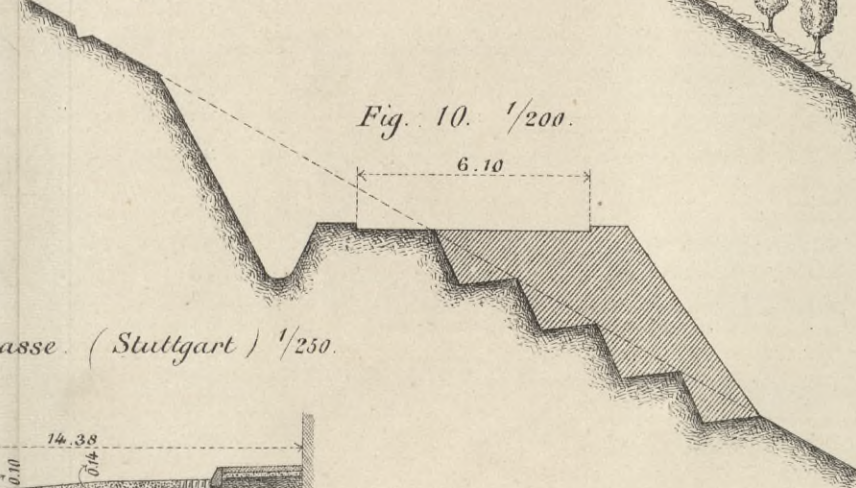
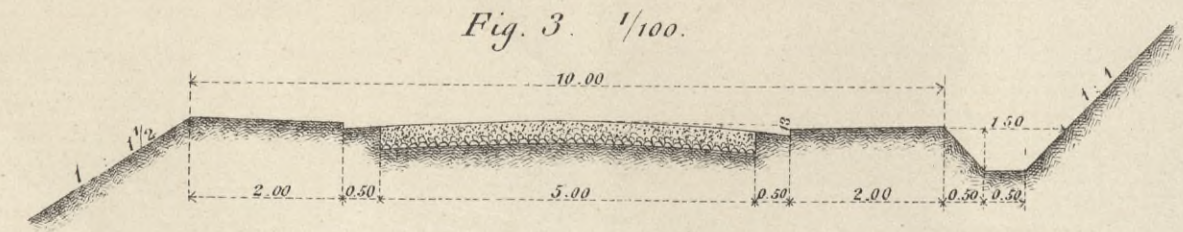
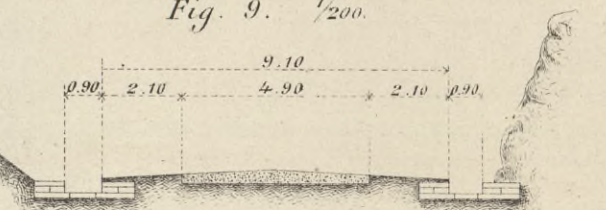
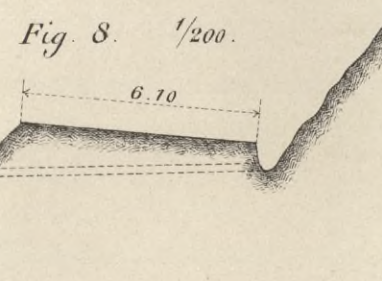
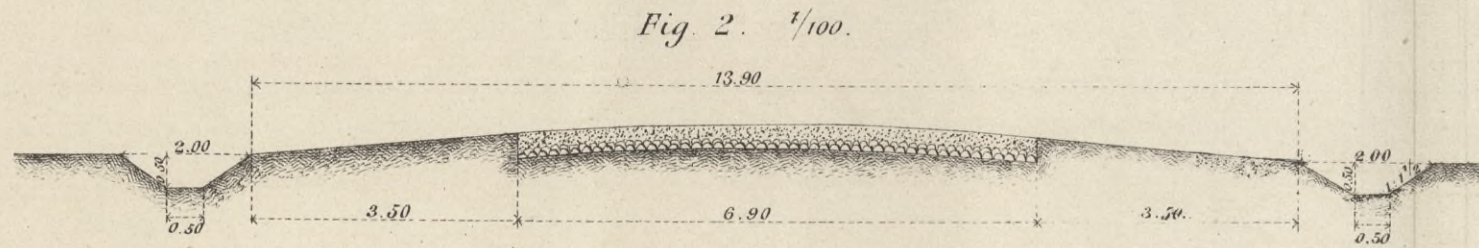
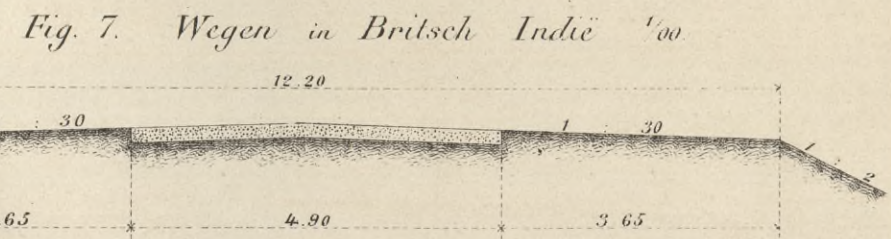
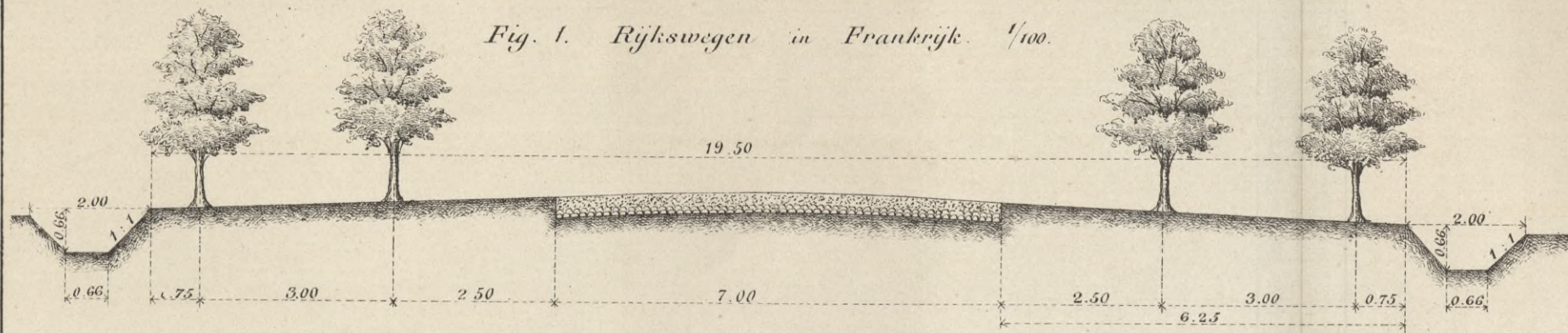


Fig. 1. King William-street (London) $\frac{1}{125}$.

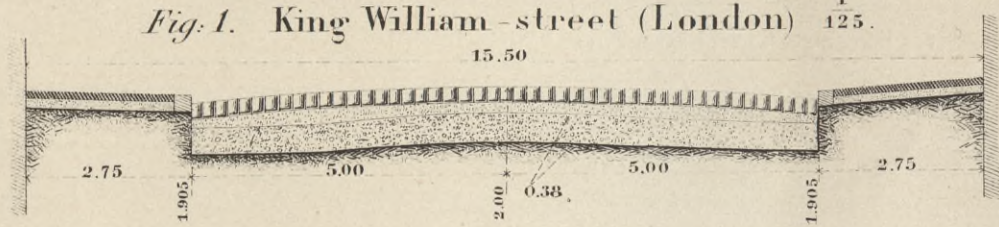


Fig. 2. Southwark-street, Southwark $\frac{1}{160}$.

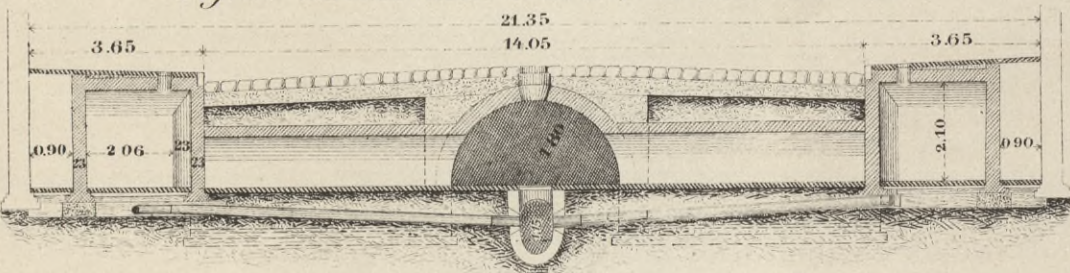


Fig. 3. Straat in Londen.

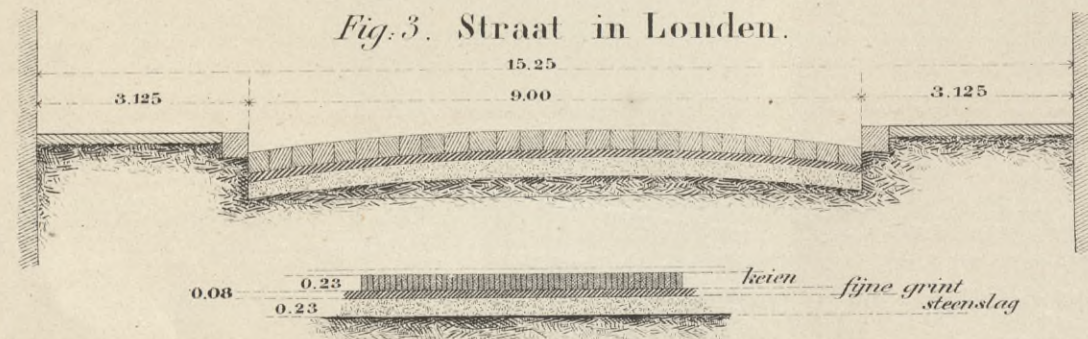
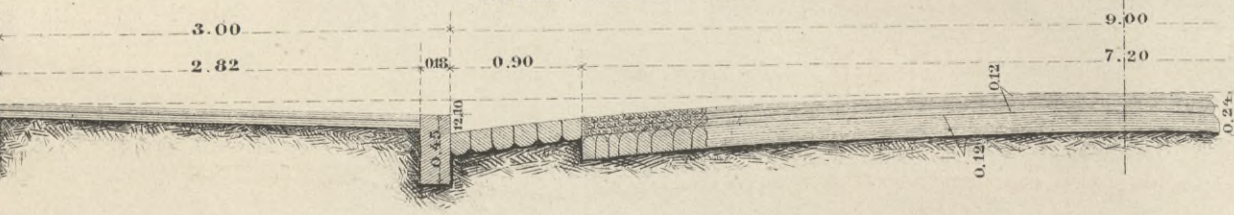
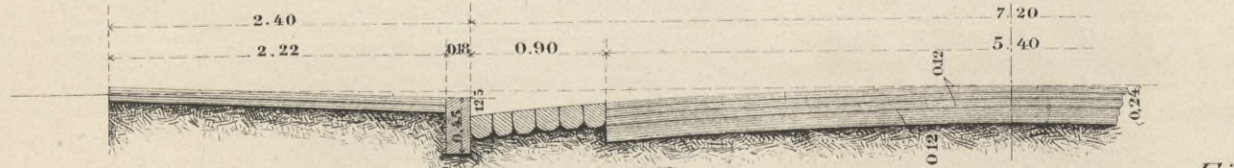


Fig. 4. Steenslagstraten in Bazel. $\frac{1}{50}$.

Straat van 15.00 M.



Straat van 12.00 M.



Straat van 9.00 M.

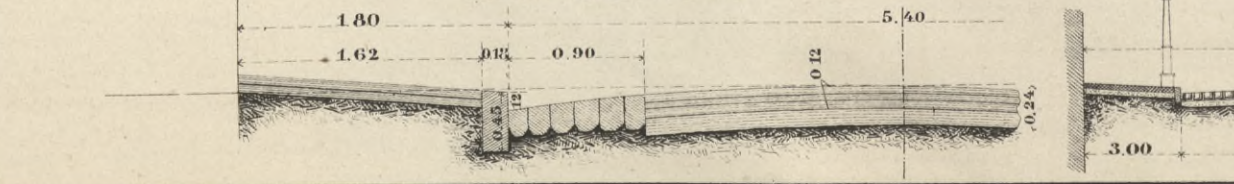


Fig. 5. Stadhouderskade te Amsterdam $\frac{1}{125}$.

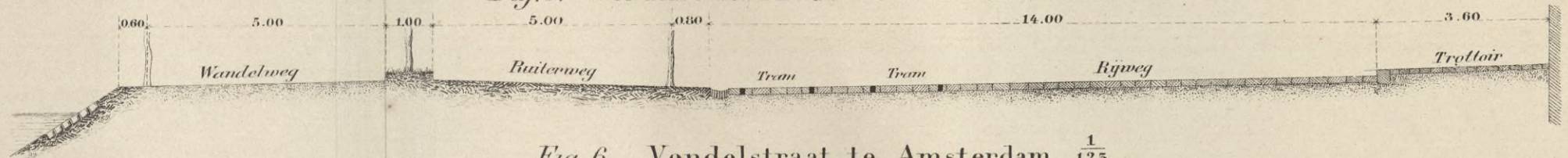


Fig. 6. Vondelstraat te Amsterdam $\frac{1}{125}$.

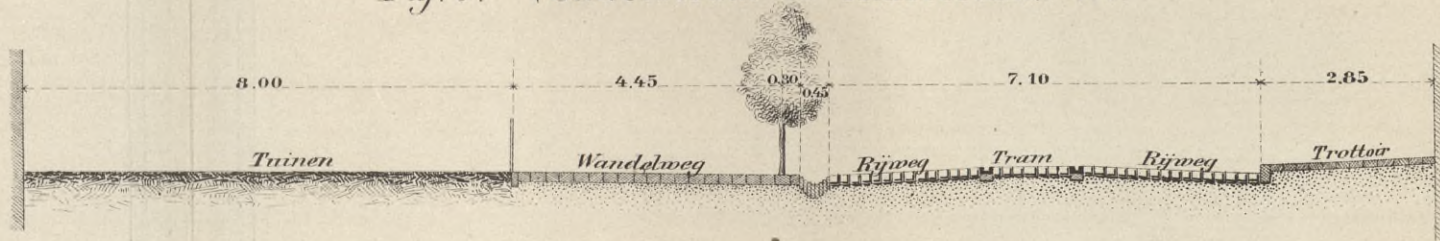


Fig. 7. Ring Strasse (Weenen) $\frac{1}{250}$.

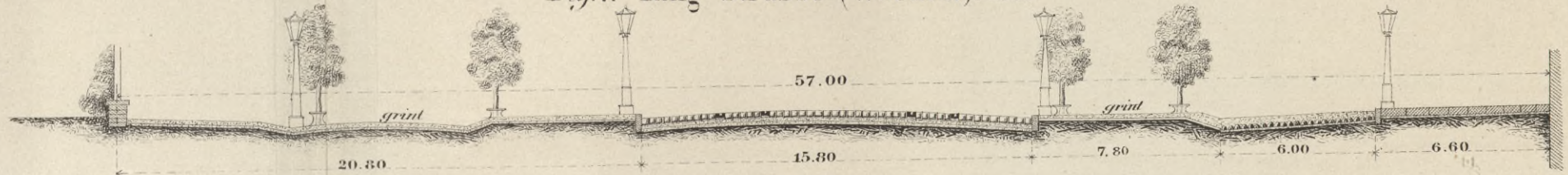


Fig. 8. Vorstadtstrasse (Weenen) $\frac{1}{125}$.

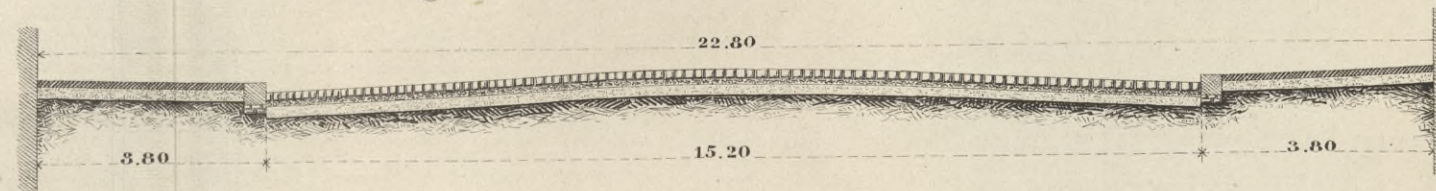


Fig. 9. Rue de Rivoli. (Parijs) $\frac{1}{125}$.

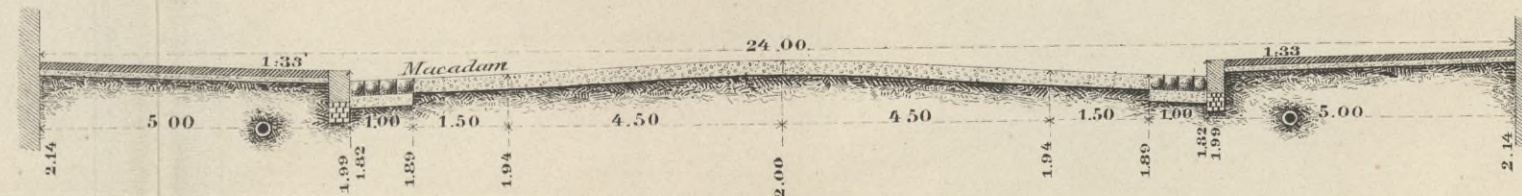


Fig. 10. Boulevard Botanique. (Brussel) $\frac{1}{250}$.

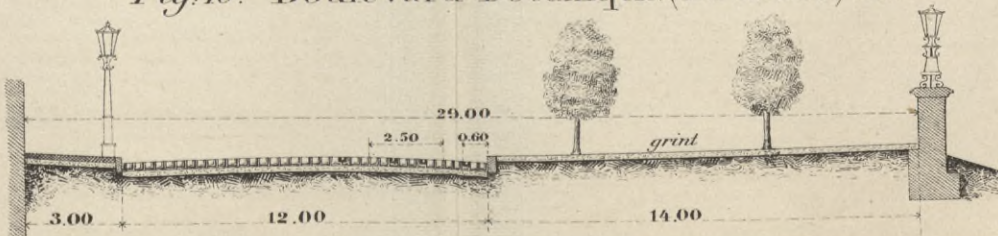


Fig. 11. Avenue des Arts. (Antwerpen) $\frac{1}{250}$.

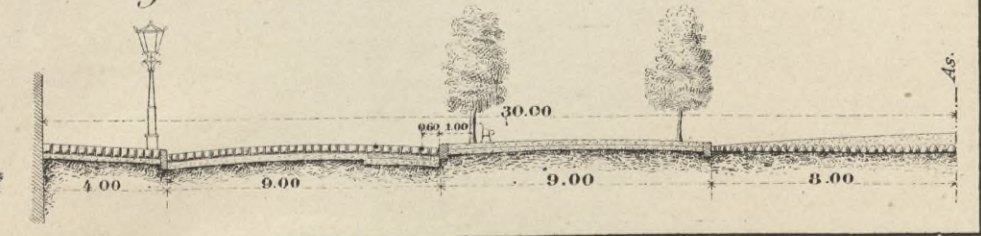


Fig. 1. Rue de Lyon. (Paris.) 1/125.

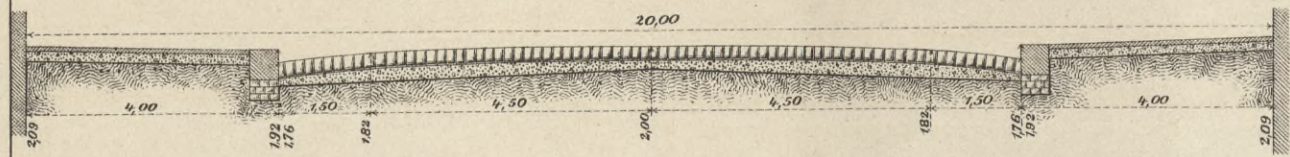


Fig. 2. Boulevard Sebastopol (Paris.) 1/125.



Fig. 3. Boulevard Waterloo (Brussel.) 1/250.

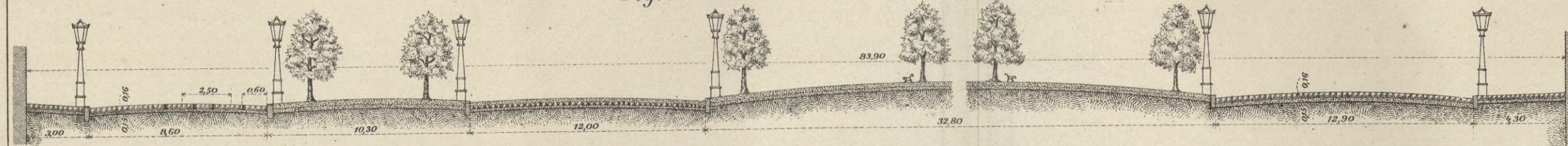


Fig. 4. Boulevards te Buda - Pest.



Fig. 5. Unter der Linden. 1/400.

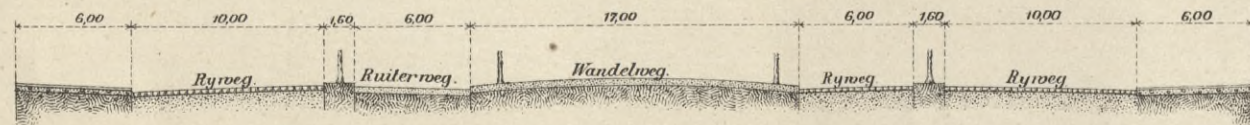


Fig. 6. Boulevard Leopold (Antwerpen.) 1/250.

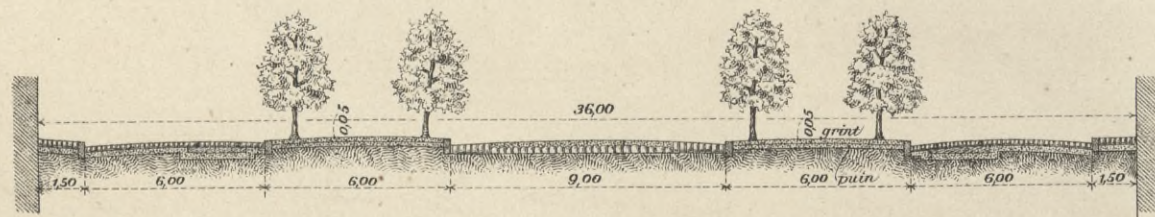


Fig. 7. Sieges - Allee te Berlijn. 1/200.

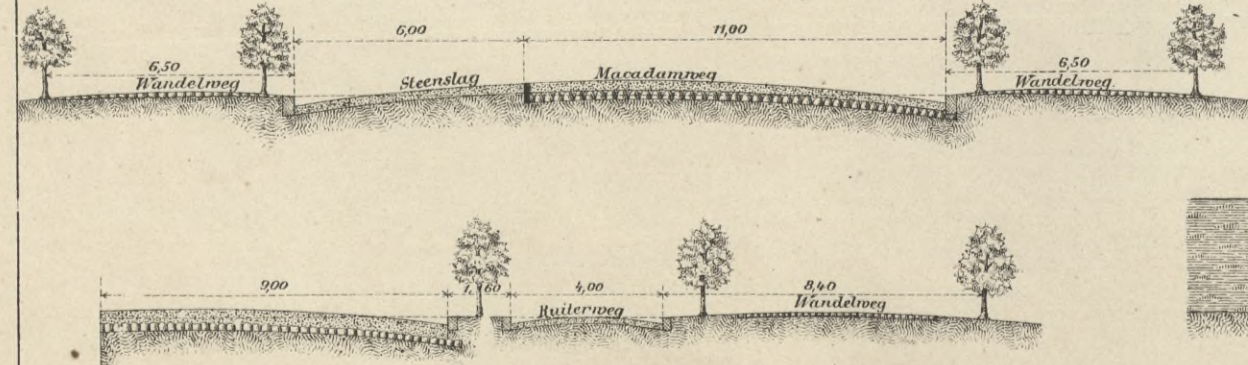


Fig. 11. 1/200.

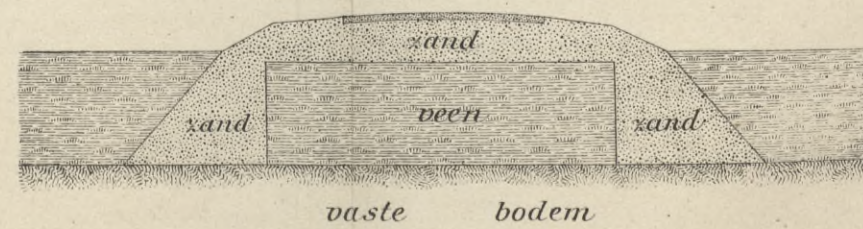


Fig. 8. 1/100.

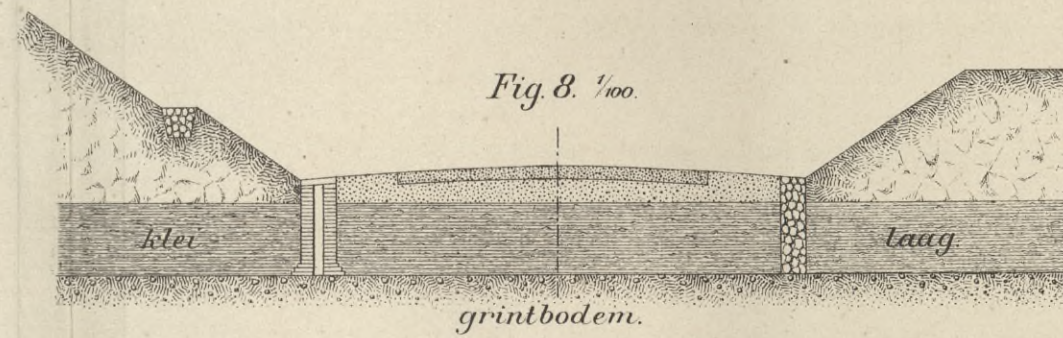


Fig. 9. 1/200.



Fig. 10. 1/200.



Fig. 12. Trottoirbanden te Amsterdam. 1/10.

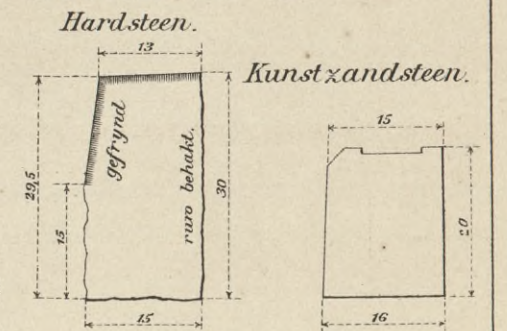


Fig. 13. Kolkroostersteen. 1/20.

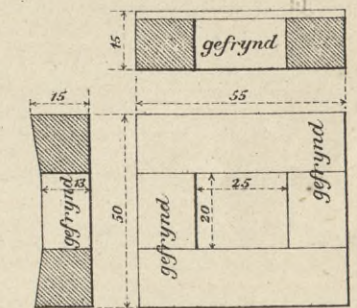


Fig. 14. Trottoirbanden. 1/40.

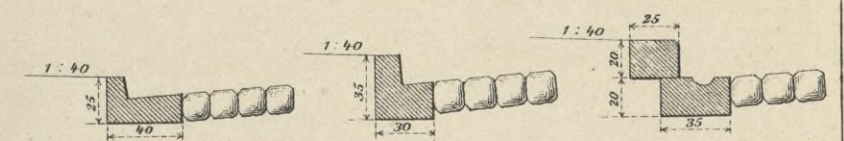


Fig. 15. 1/40.

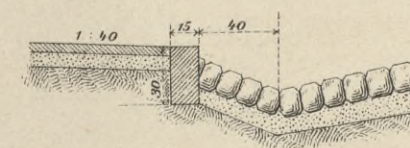


Fig. 16. 1/40.

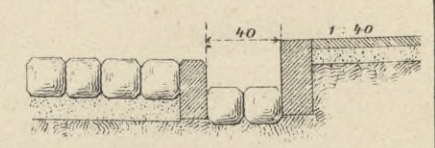


Fig. 17. 1/40.



Fig. 1. 1/200



Fig. 2. 1/200

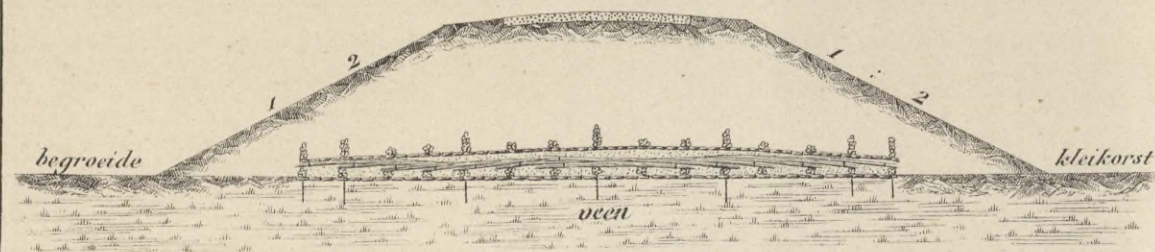


Fig. 3. 1/200

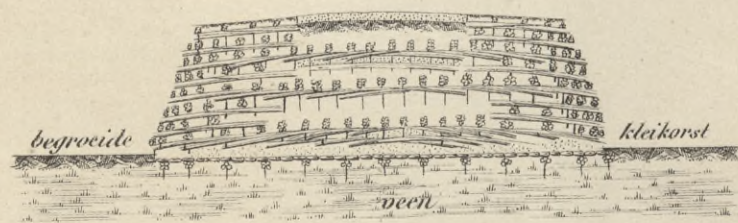


Fig. 10. Keibestrating te Edinburg. 1/25



Fig. 11. Keibestrating te Liverpool. 1/25

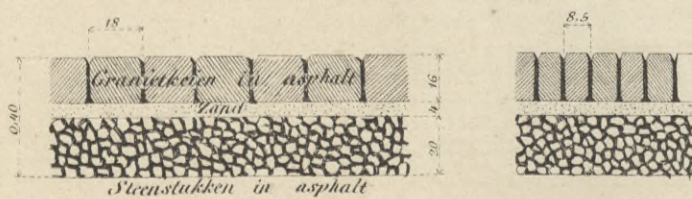


Fig. 4. 1/50

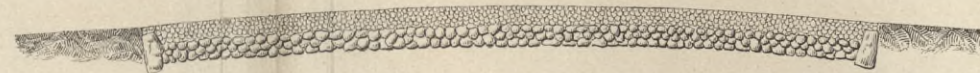


Fig. 5. 1/50



Fig. 6. 1/50



Fig. 7. 1/50

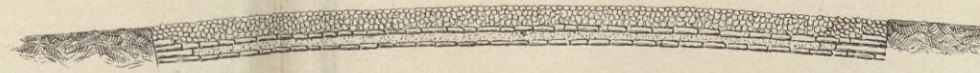


Fig. 8. 1/50

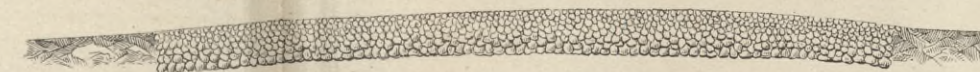


Fig. 9. 1/50

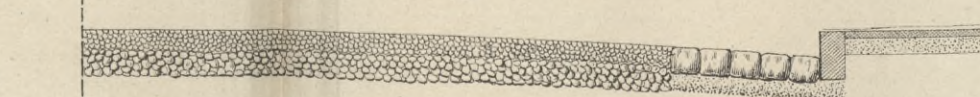


Fig. 12.



Fig. 13.



Fig. 14. 1/50

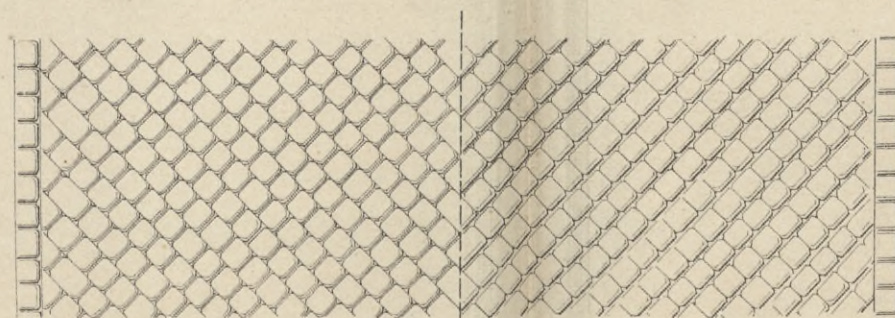


Fig. 16. 1/100

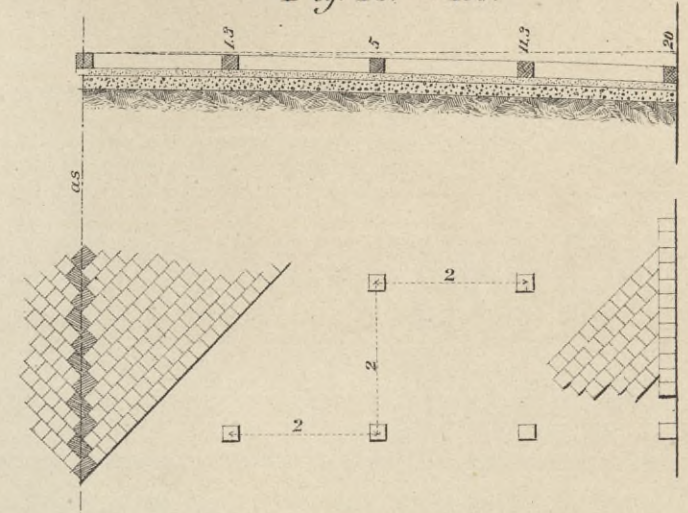


Fig. 17.

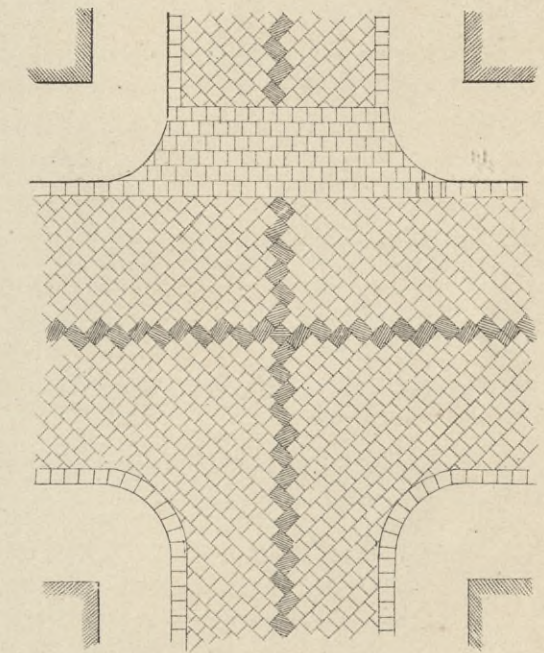
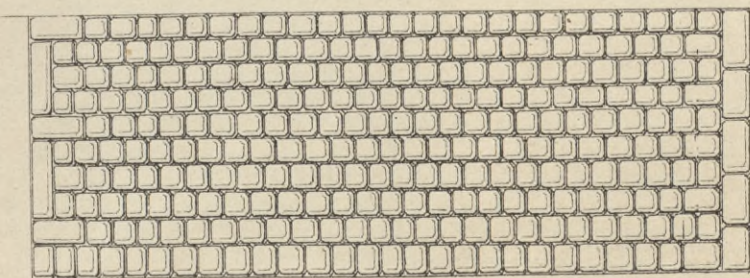


Fig. 15. 1/50



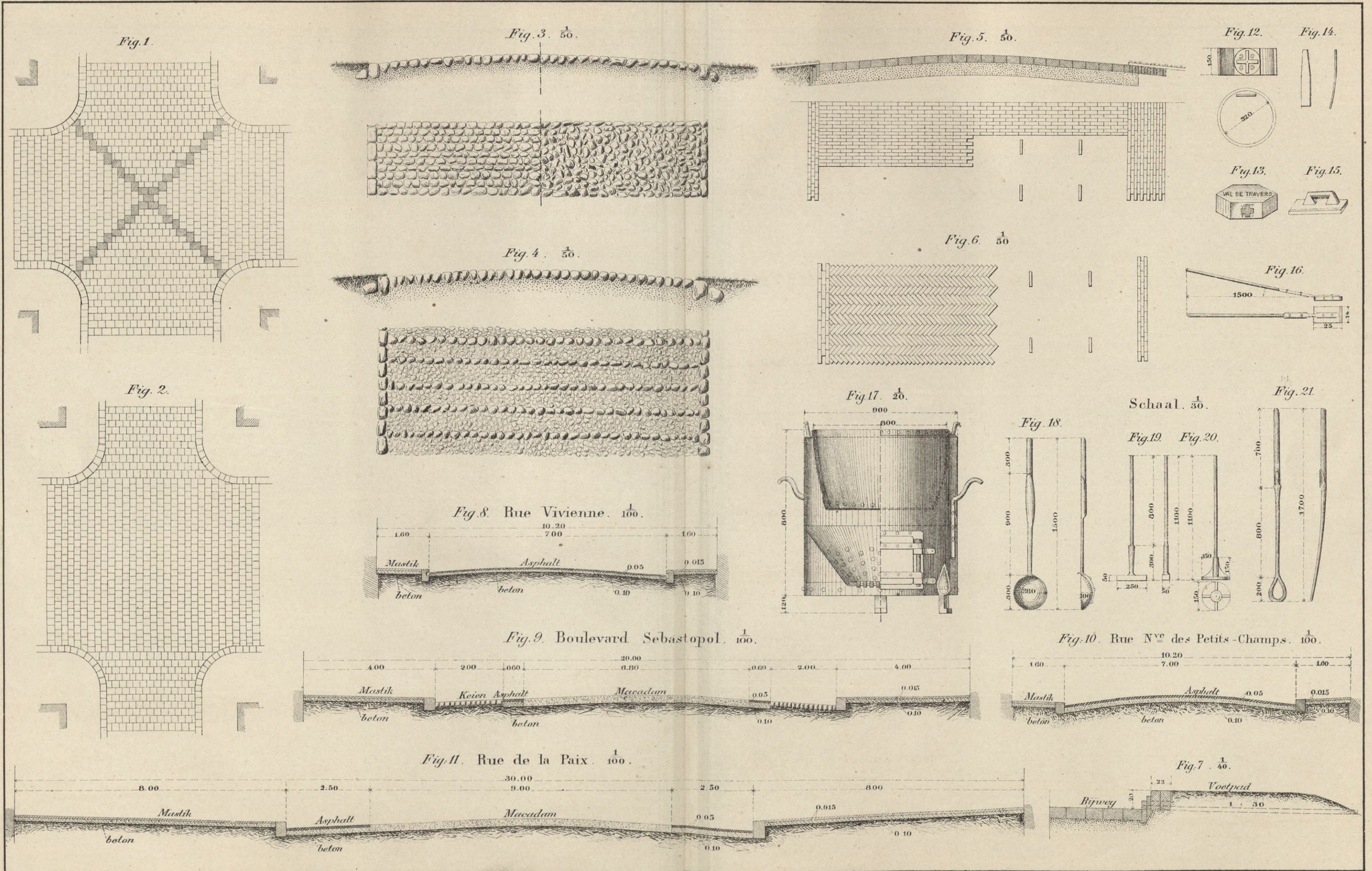


Fig. 1. Houtbestrating van Finlayson 1825.

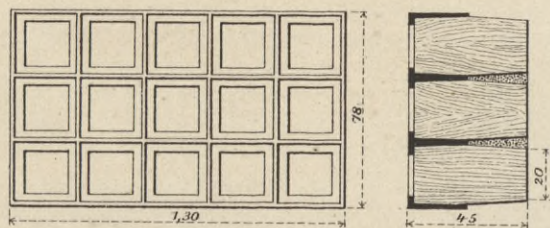


Fig. 8. Patent J. Bronne 1838.

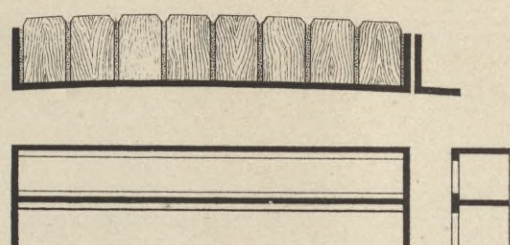


Fig. 16. 1/50.

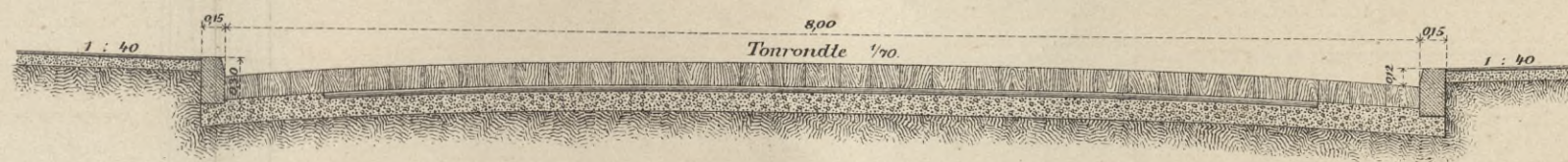


Fig. 2. Patent D. Stead 1838 en 1839.

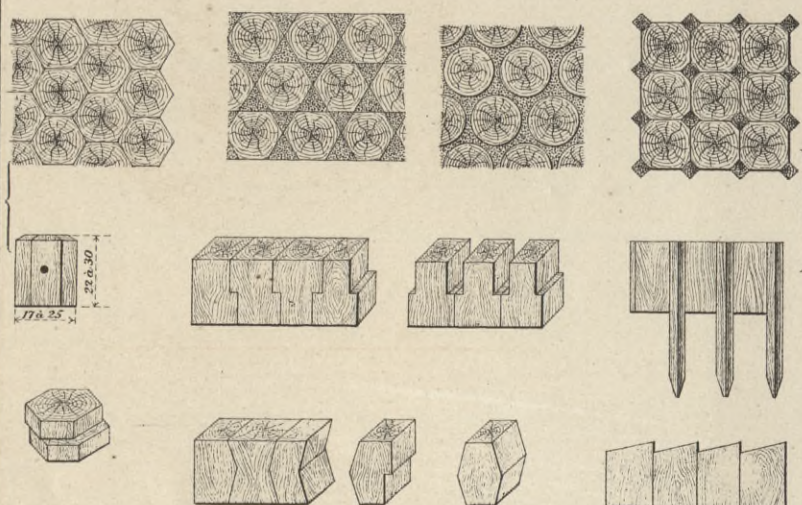


Fig. 9.

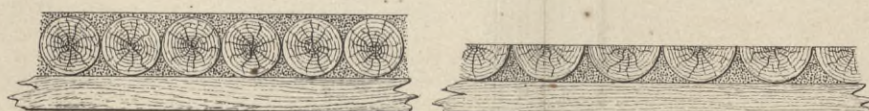


Fig. 10.

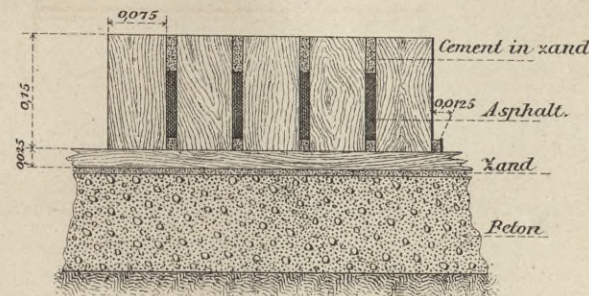


Fig. 17.

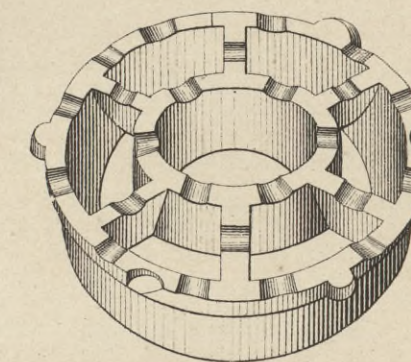


Fig. 11. 1/20.

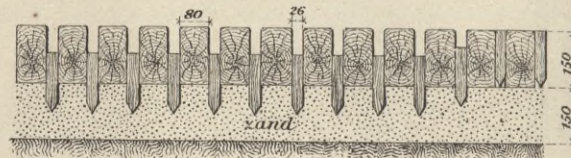


Fig. 12. Patent Nocolson.

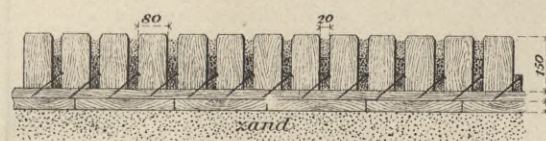


Fig. 18. IJzerbestrating Patent Richter.

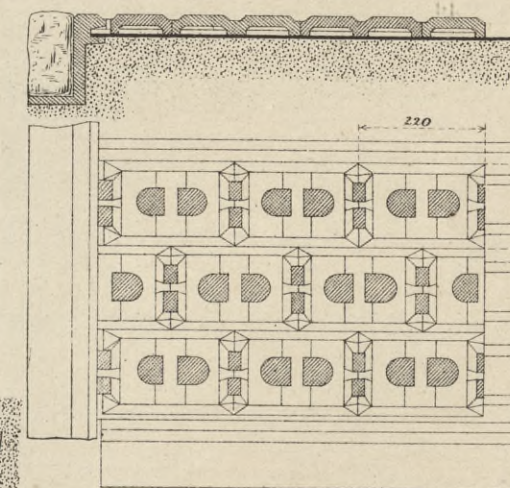


Fig. 3. Patent R. Careij 1839.

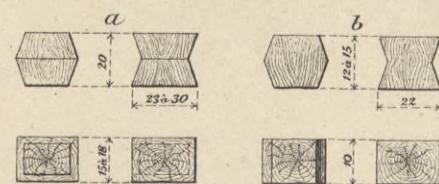


Fig. 4. Patent R. Hodgson 1839.

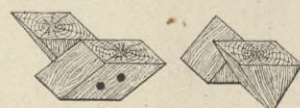


Fig. 13. Patent Nicolson.

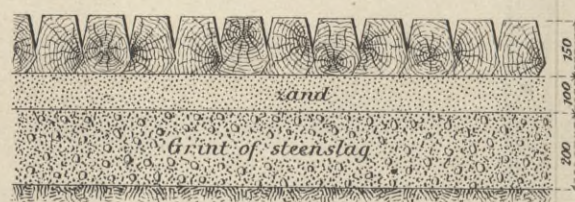


Fig. 14. Patent Copland.

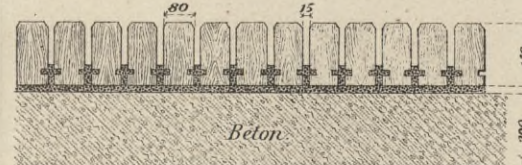


Fig. 5. Patent F. Parkin 1839.



Fig. 15. Patent Harrison.

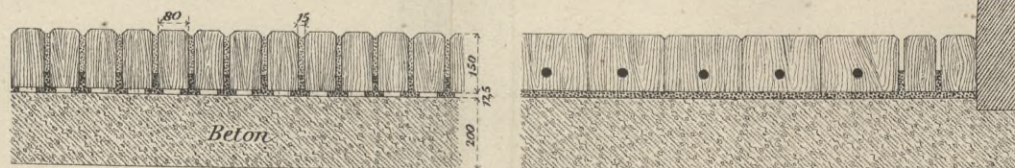


Fig. 19. IJzerbestrating te Warschau. 1/25.

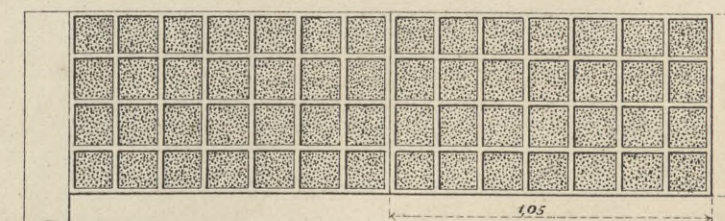


Fig. 6. Patent S. Gearij 1839.



Fig. 7. Patent Grimman 1840.

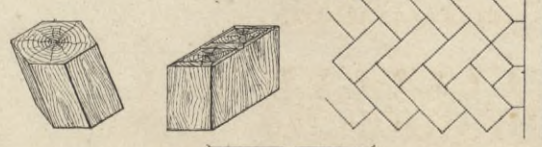
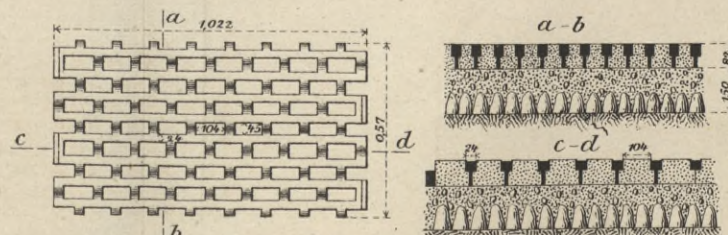
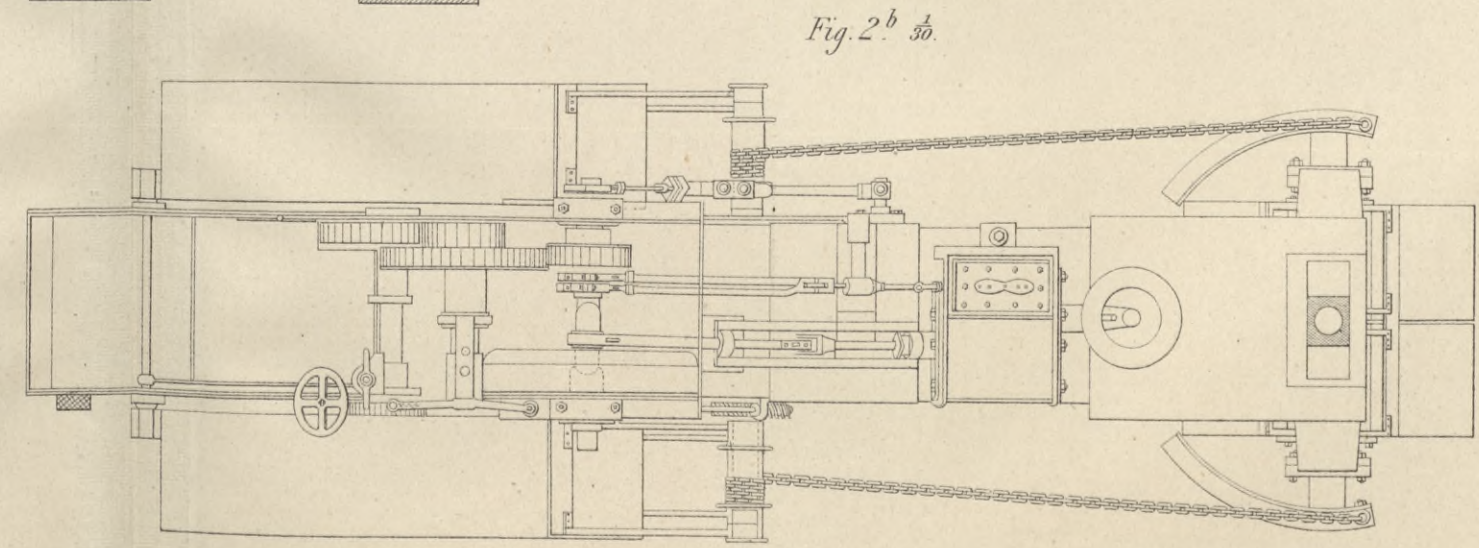
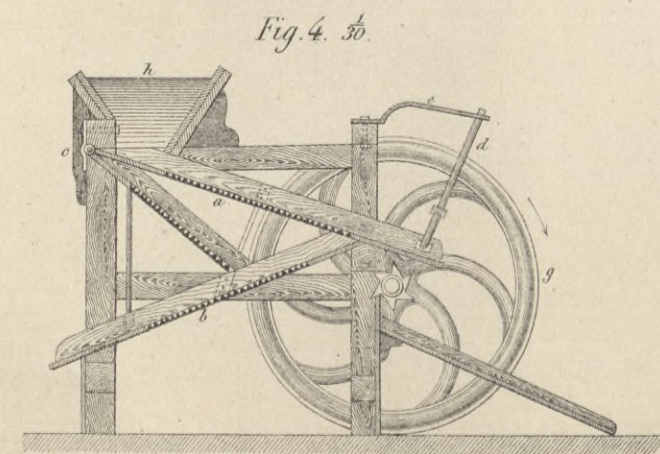
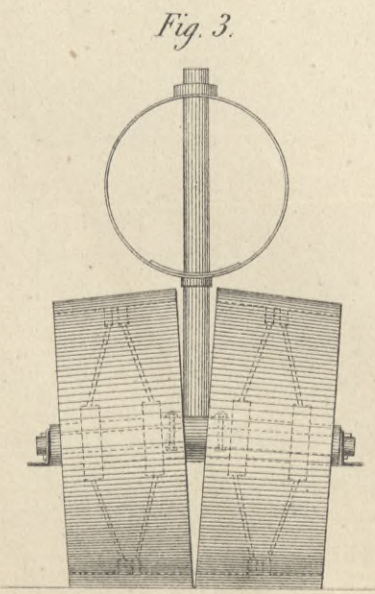
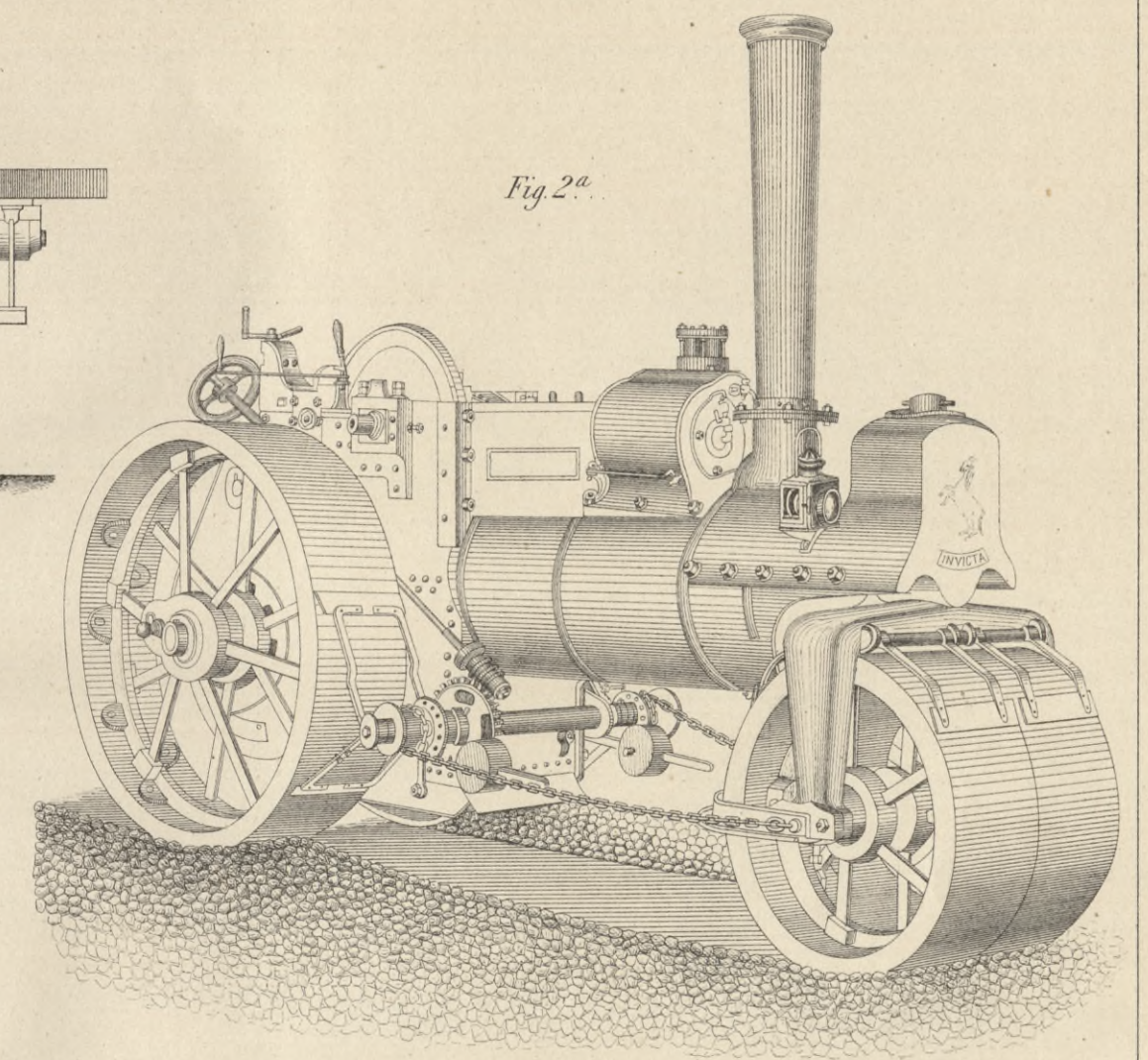
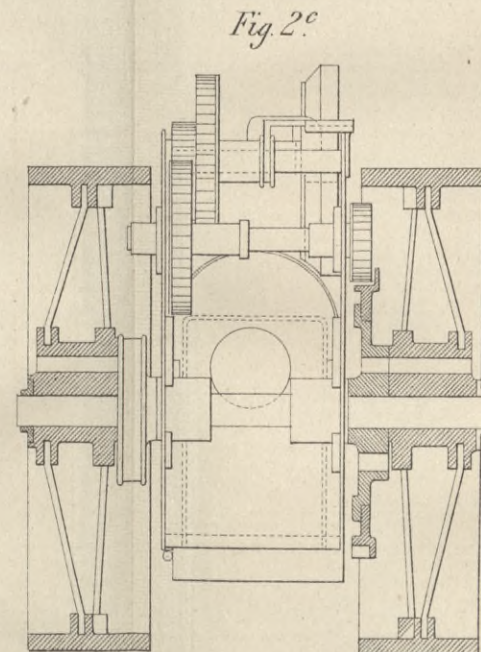
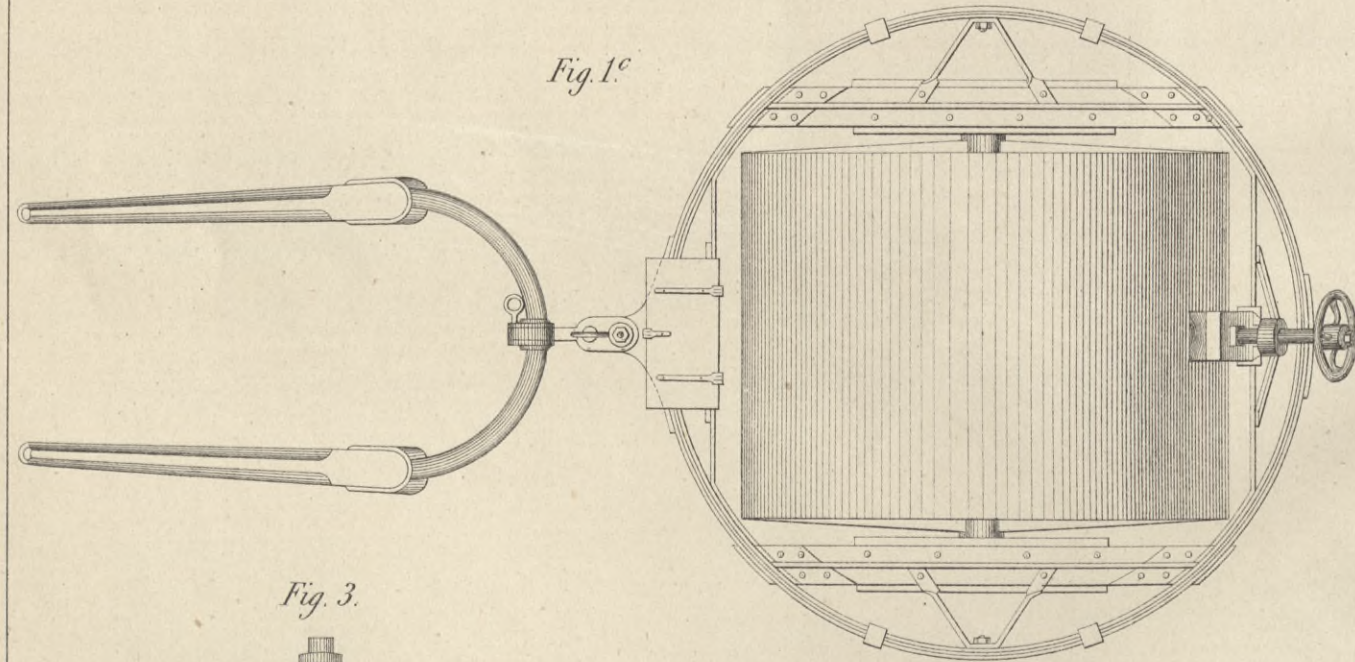
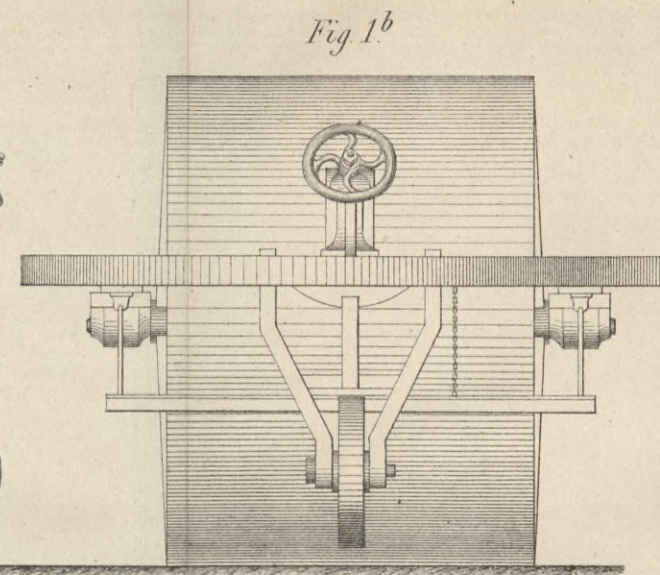
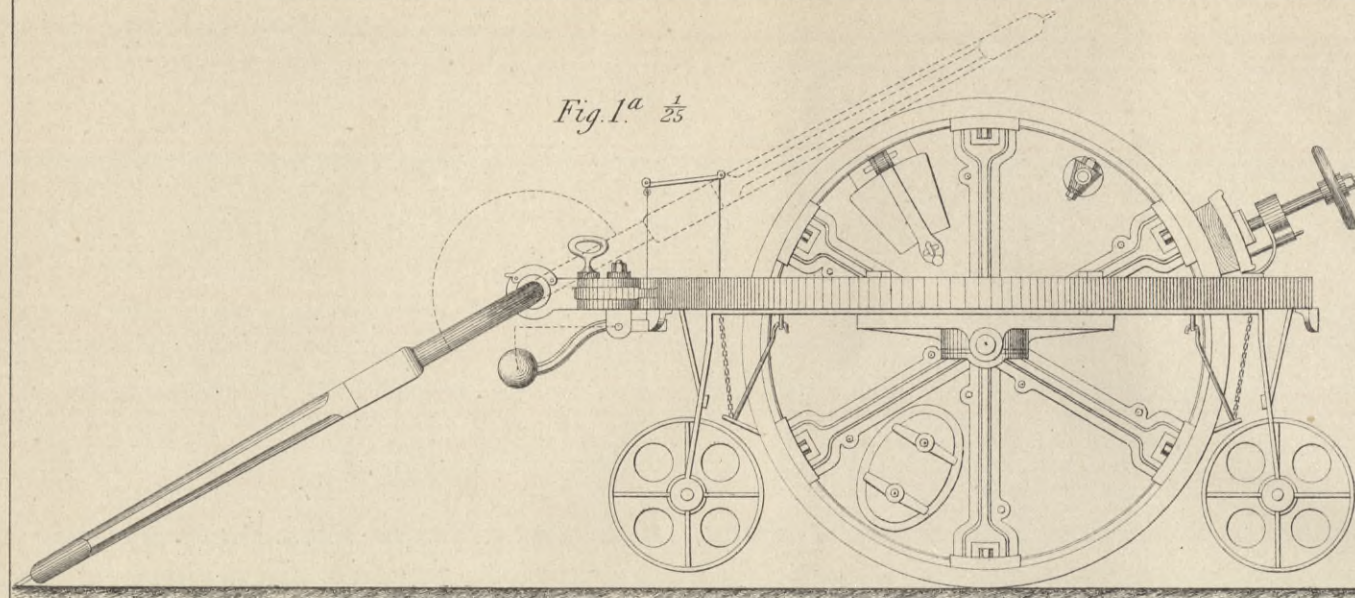


Fig. 20. IJzerbestrating te Hamburg. 1/25.





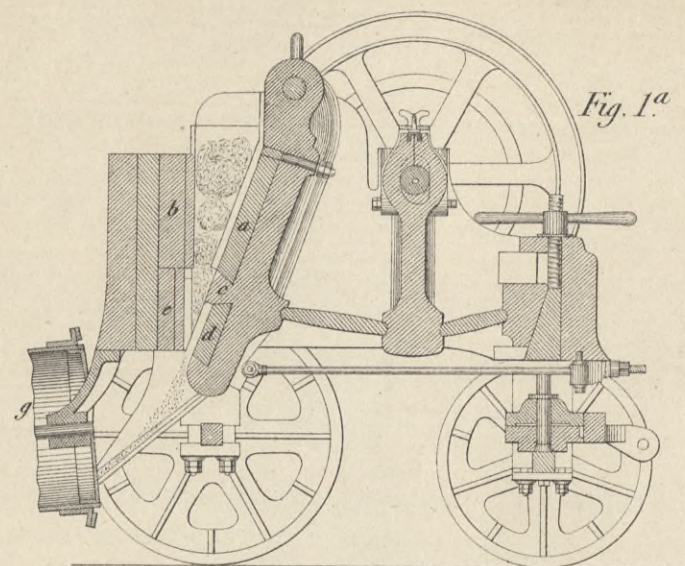


Fig. 1^a

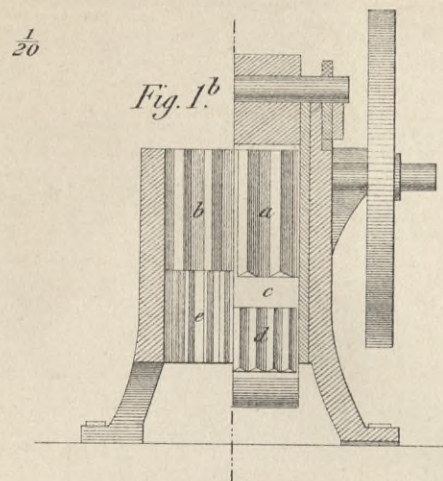


Fig. 1^b

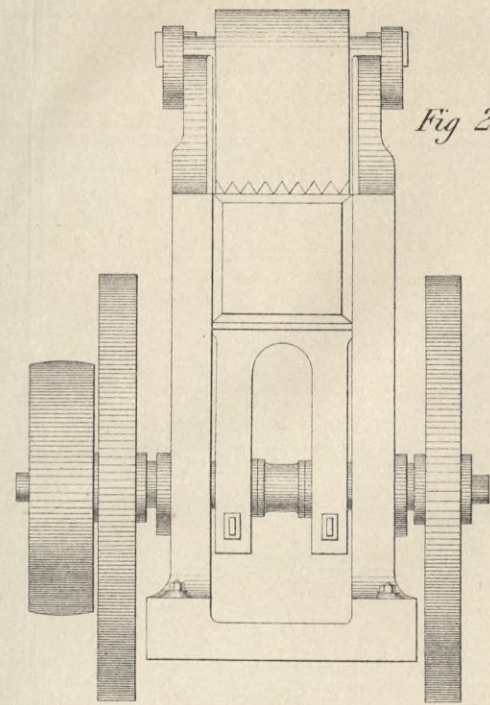


Fig. 2^a

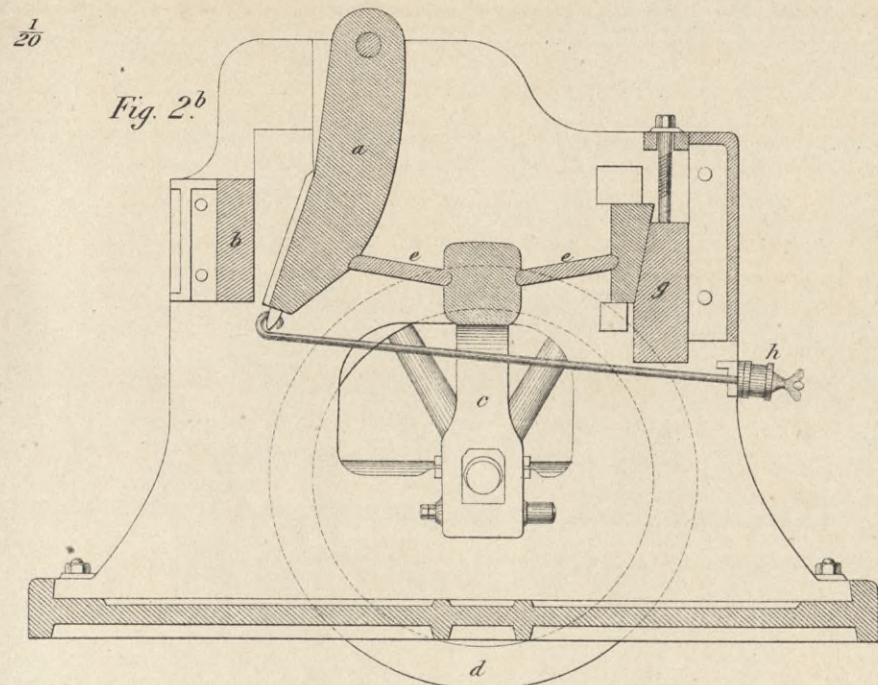


Fig. 2^b

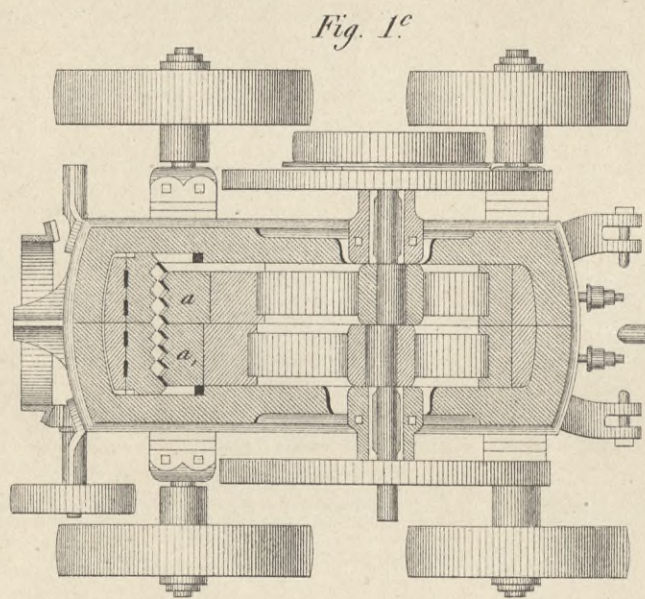


Fig. 1^c

Fig. 4^a $\frac{1}{23}$

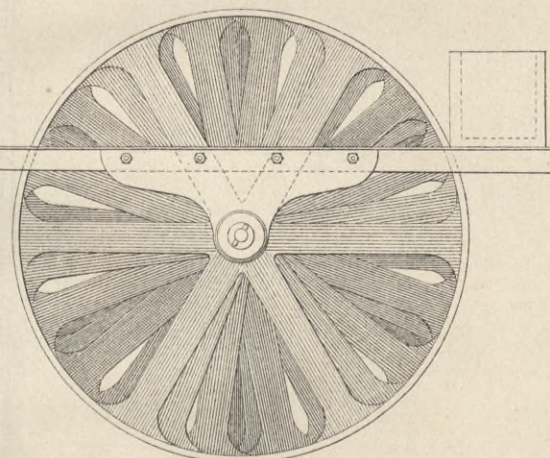


Fig. 4^b

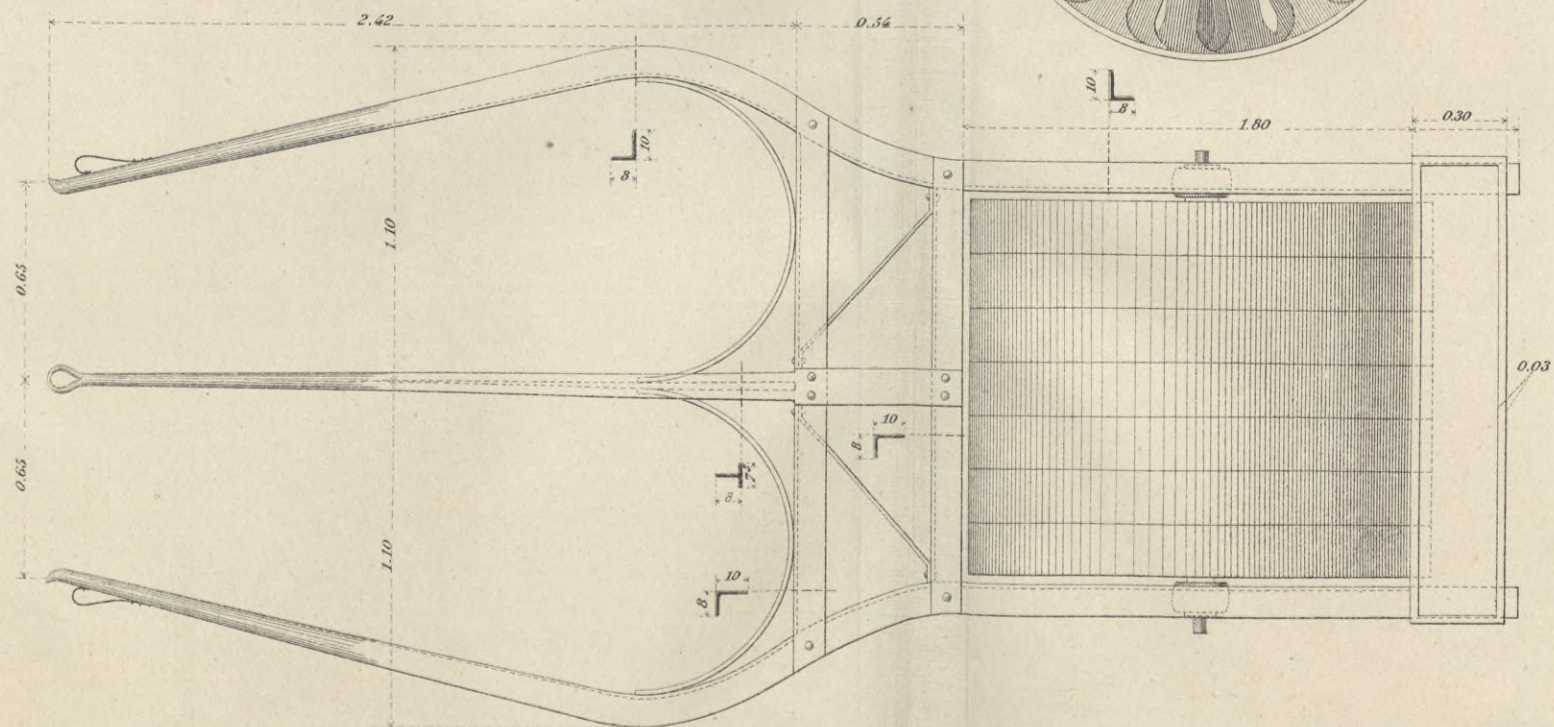


Fig. 4^c

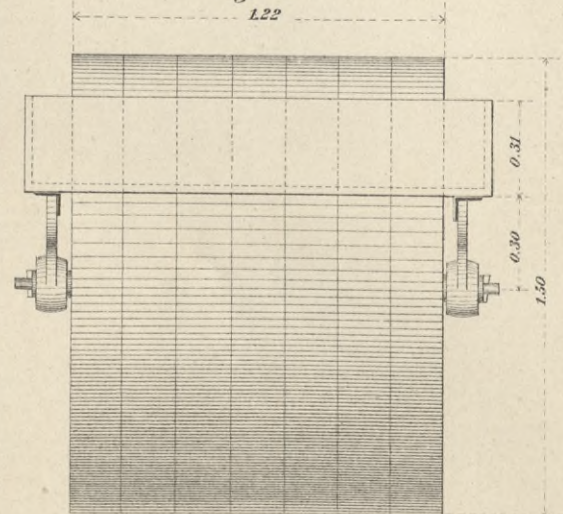
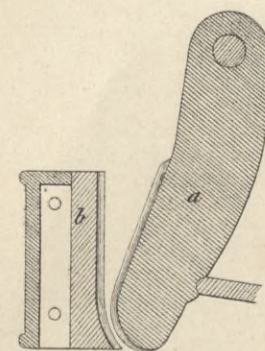
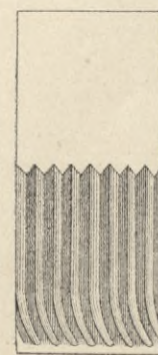
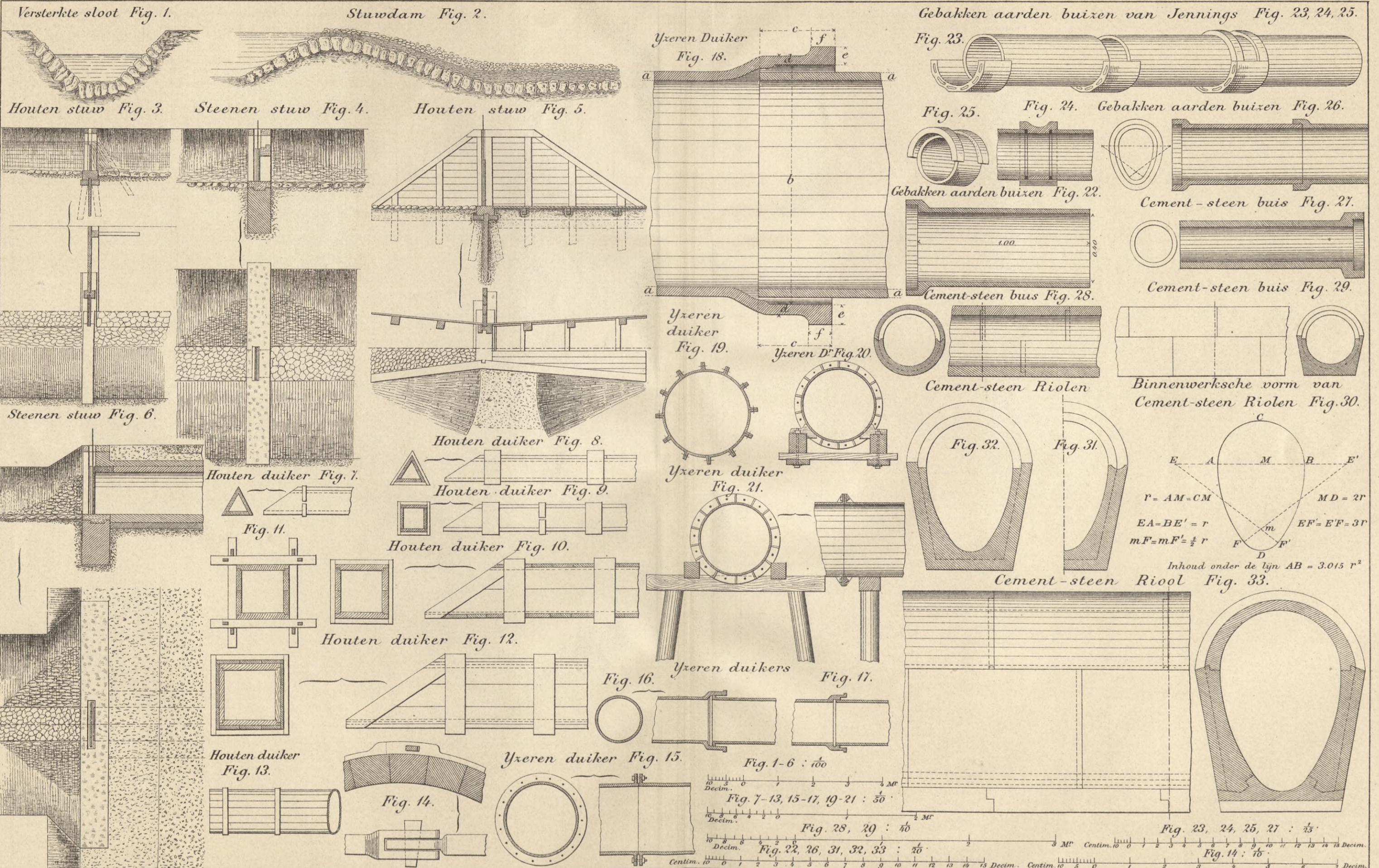
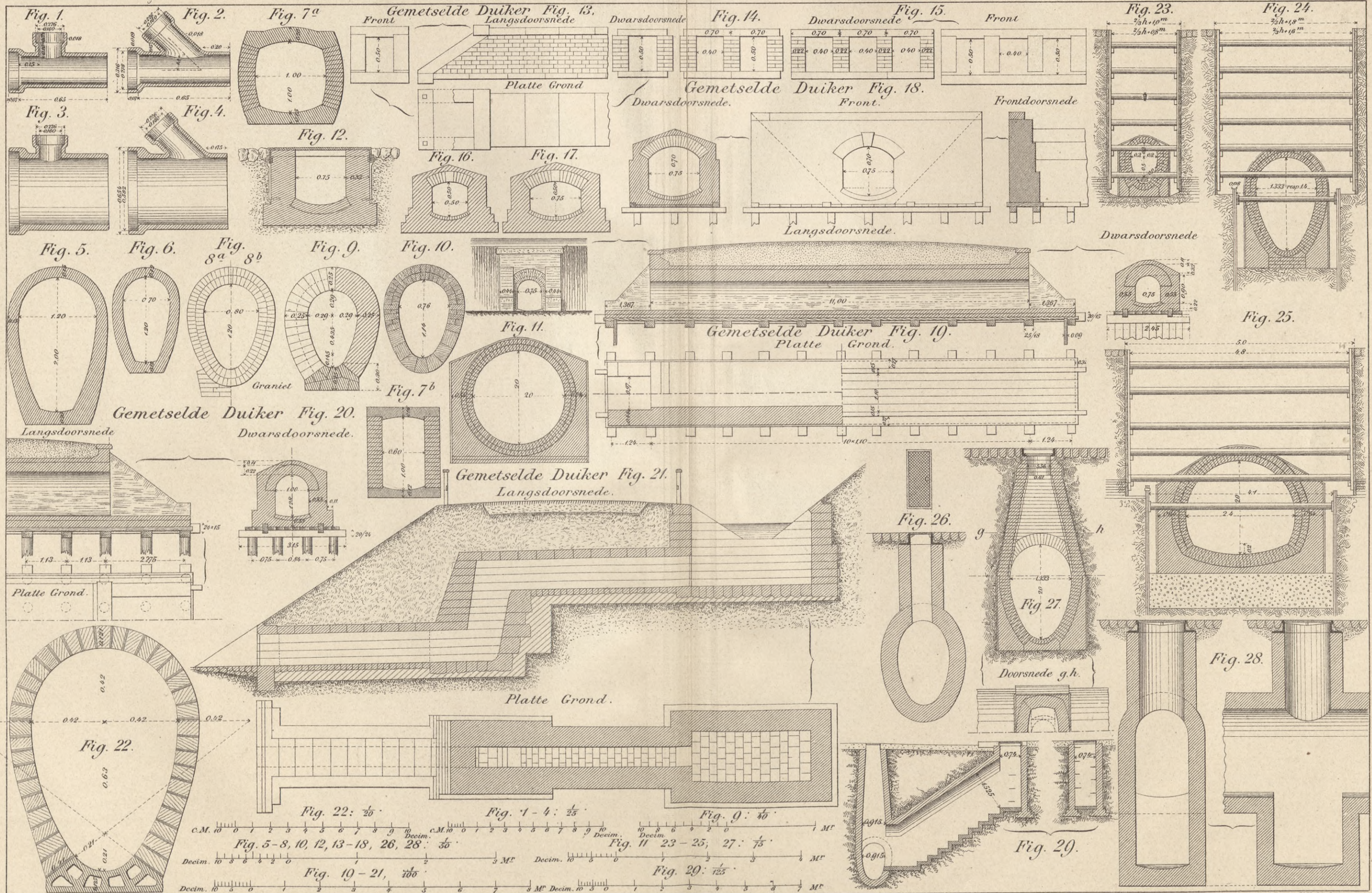


Fig. 3. $\frac{1}{20}$







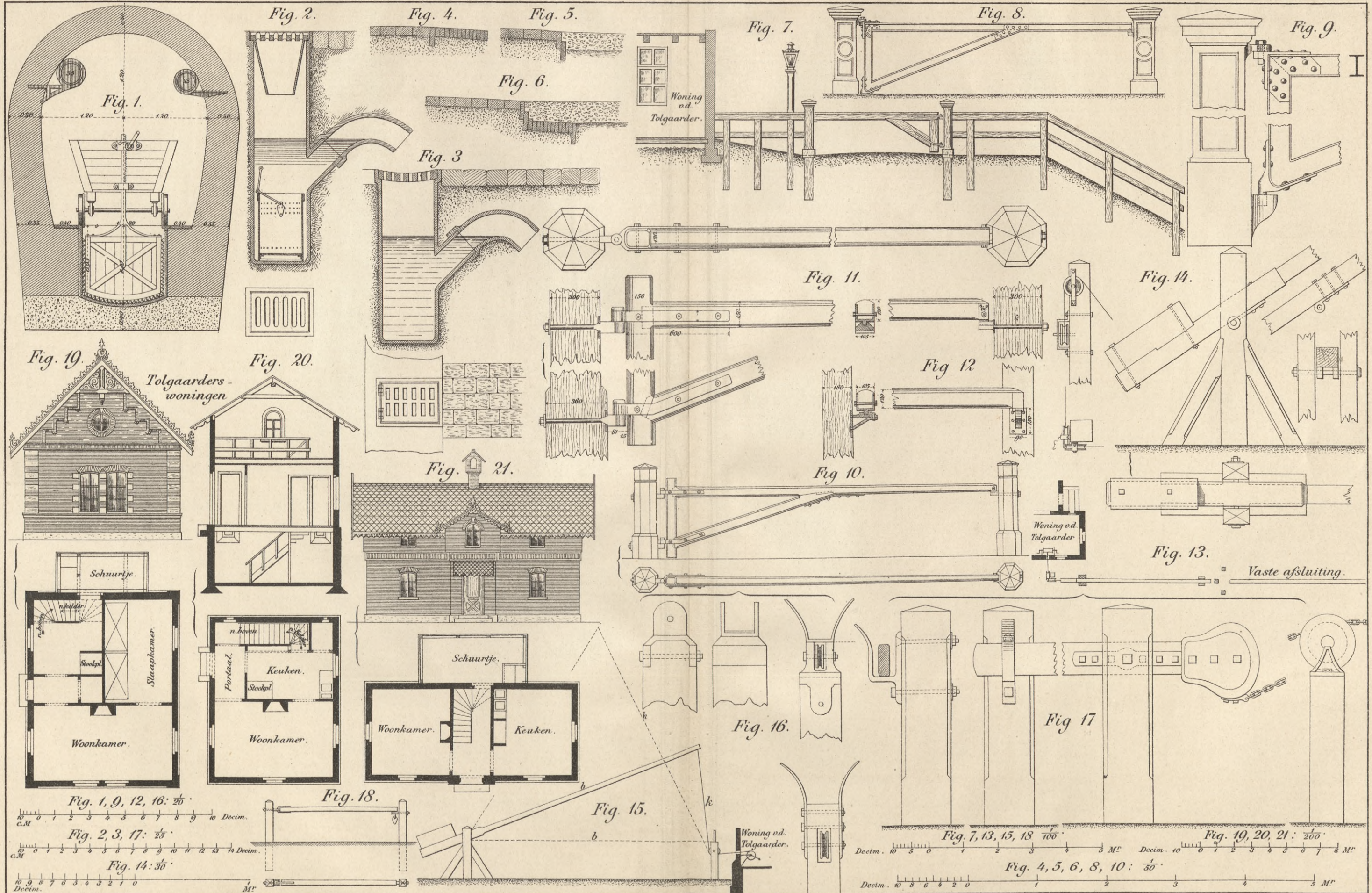
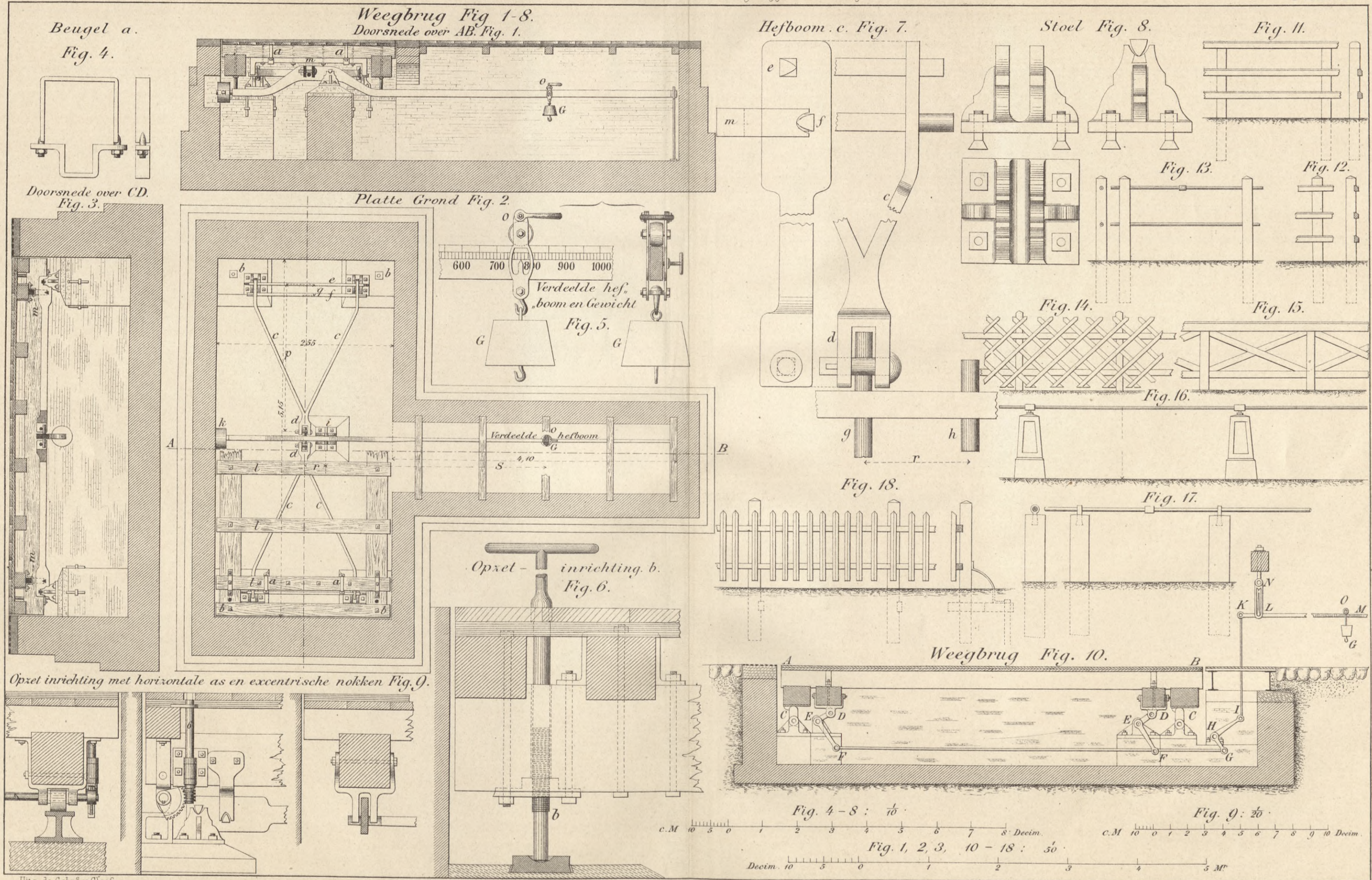
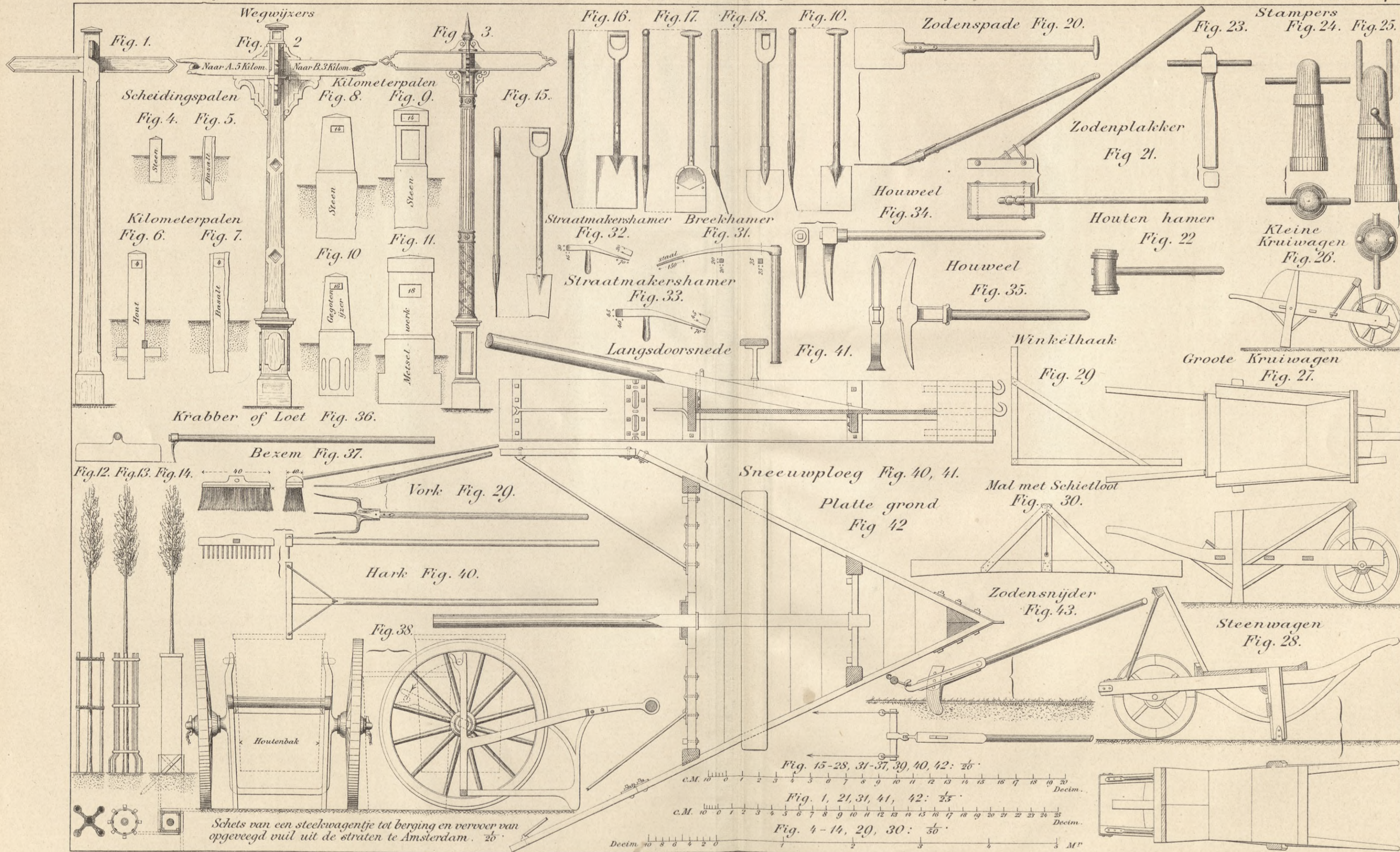


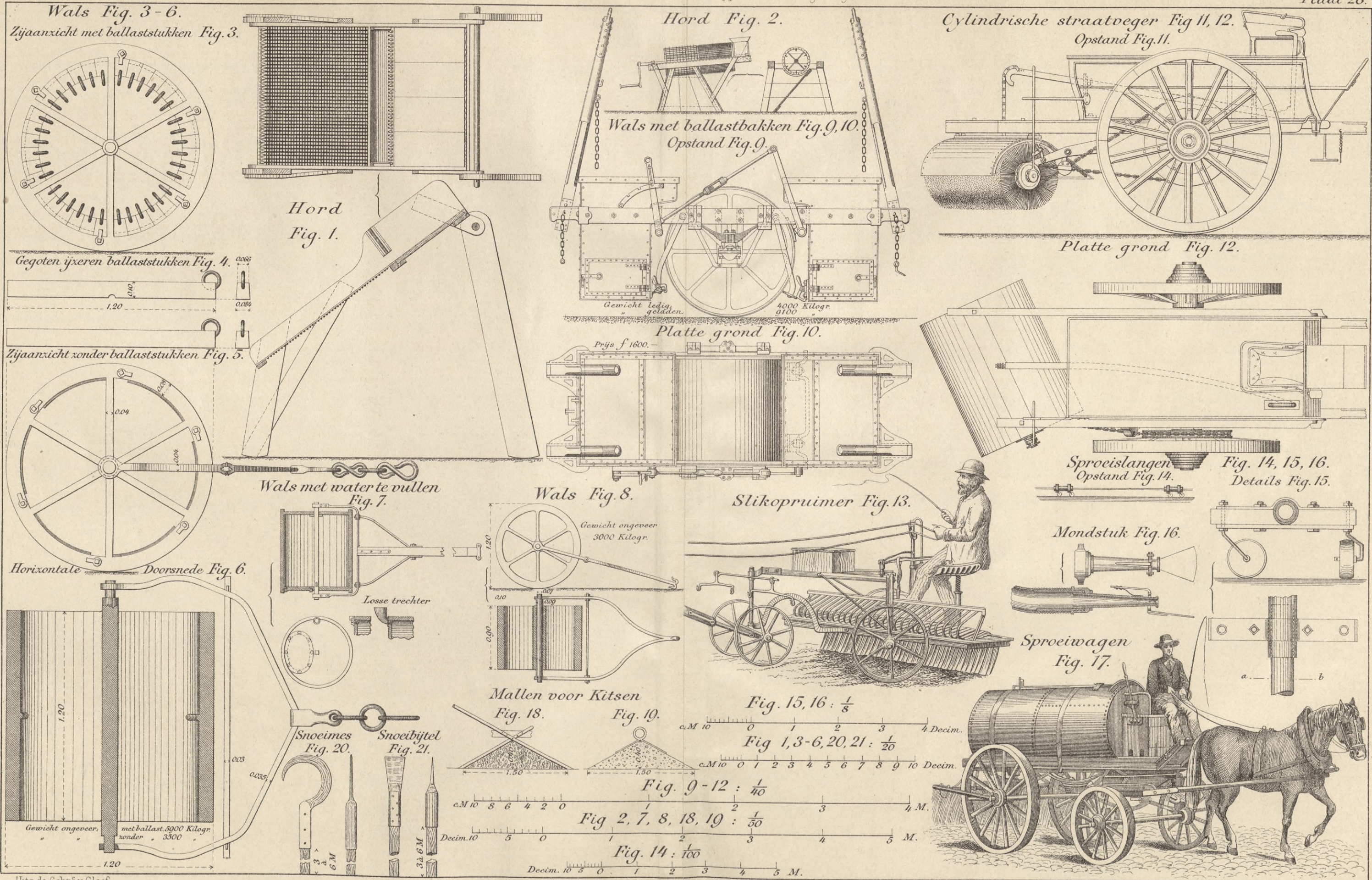
Fig. 1, 9, 12, 16: $\frac{1}{20}$
 c.M. 0 1 2 3 4 5 6 7 8 9 10 Decim.
 Fig. 2, 3, 17: $\frac{1}{25}$
 c.M. 0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 Decim.
 Fig. 14: $\frac{1}{30}$
 0 1 2 3 4 5 6 7 8 9 10 Decim.

Fig. 18.
 Fig. 15.
 Woning v.d. Tolgaarder.

Fig. 7, 13, 15, 18: $\frac{1}{100}$
 Decim. 0 1 2 3 4 5 6 7 8 9 10 M.
 Fig. 19, 20, 21: $\frac{1}{200}$
 Decim. 0 1 2 3 4 5 6 7 8 9 10 M.
 Fig. 4, 5, 6, 8, 10: $\frac{1}{30}$
 Decim. 0 1 2 3 4 5 6 7 8 9 10 M.

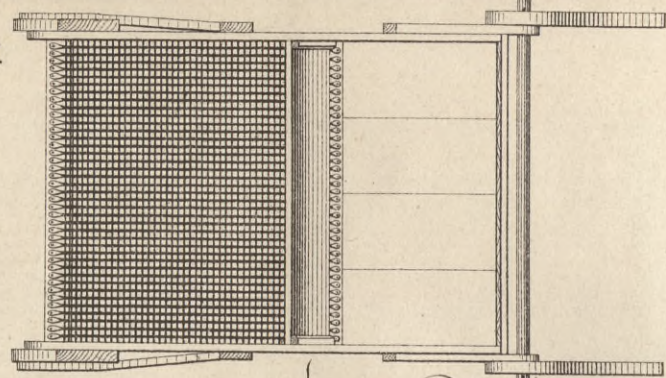
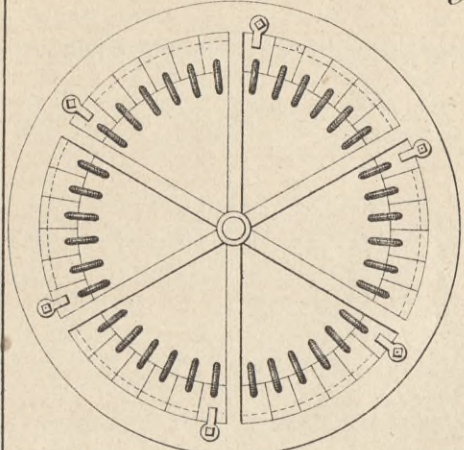






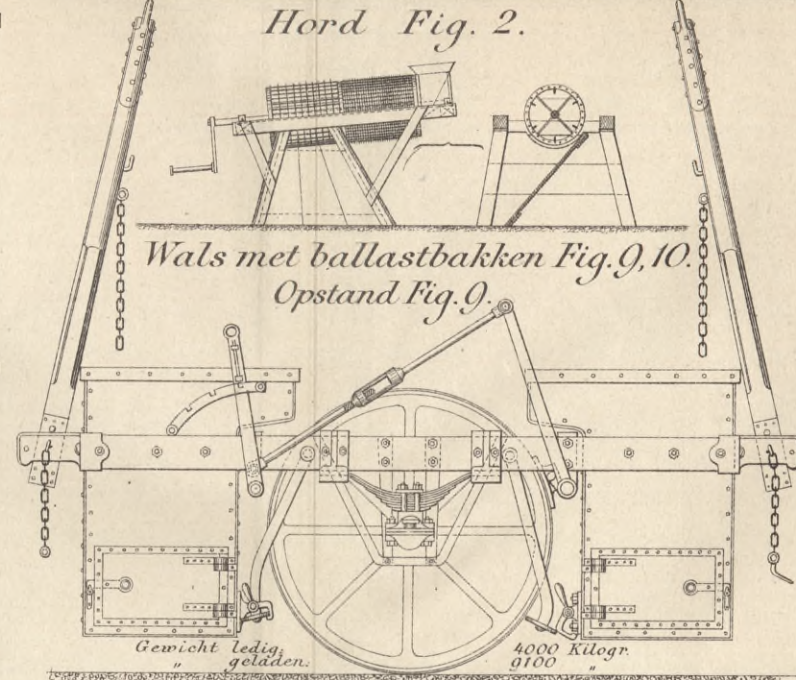
Wals Fig. 3-6.

Zijaanzicht met ballaststukken Fig. 3.



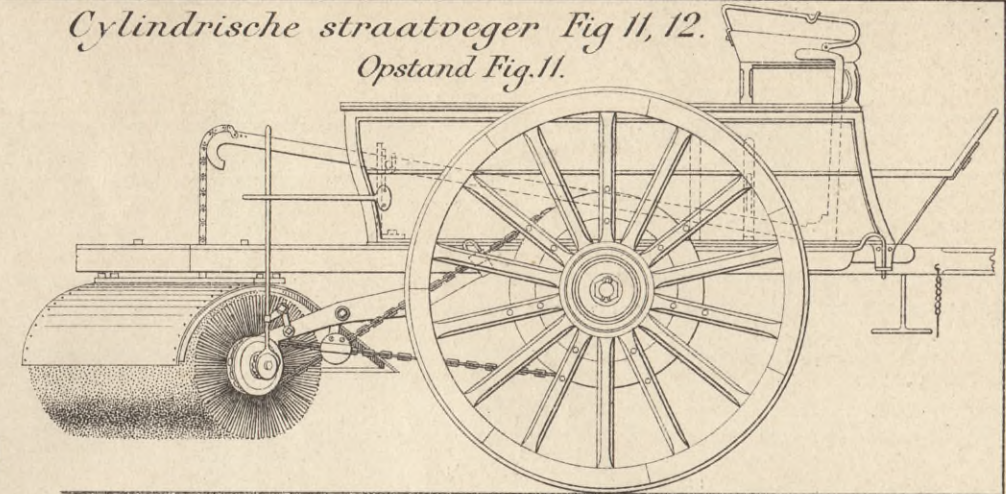
Hord Fig. 1.

Hord Fig. 2.

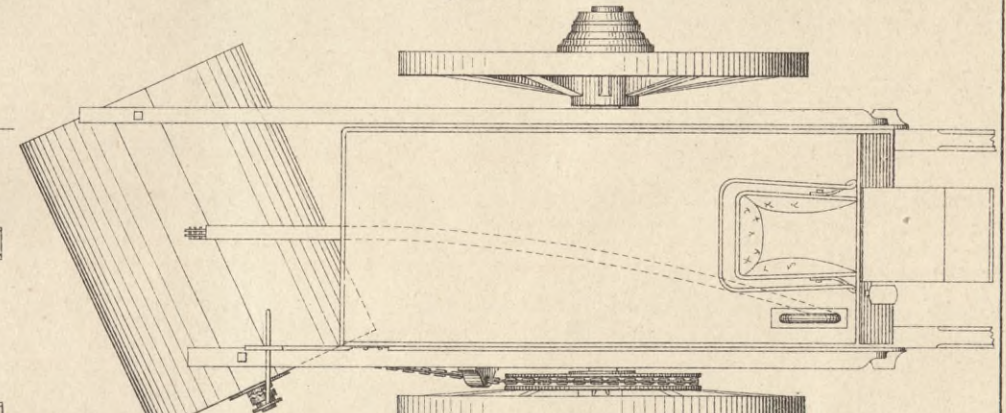


Wals met ballastbakken Fig. 9, 10.
Opstand Fig. 9.

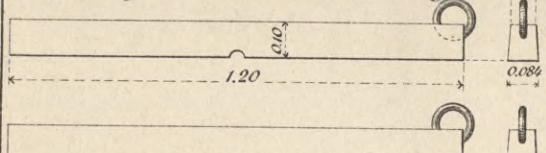
Cylindrische straatveger Fig. 11, 12.
Opstand Fig. 11.



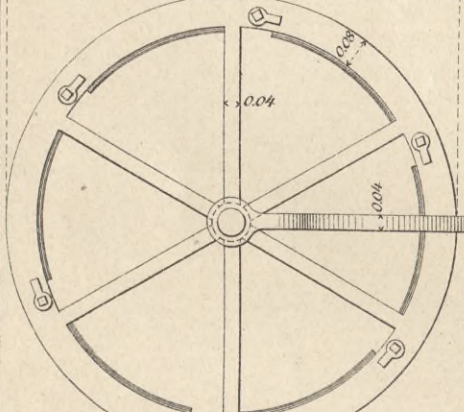
Platte grond Fig. 12.



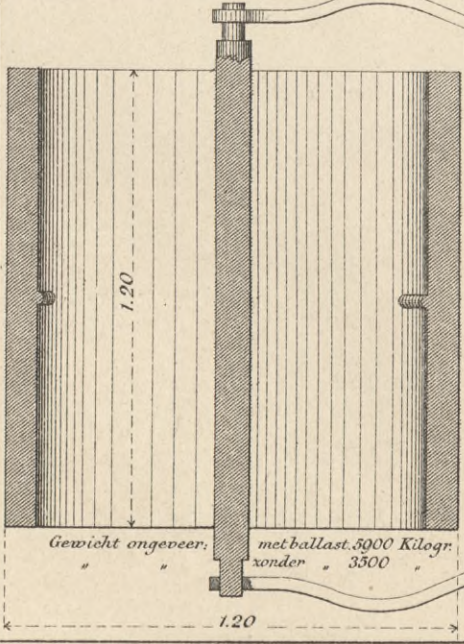
Gegoten ijzeren ballaststukken Fig. 4.



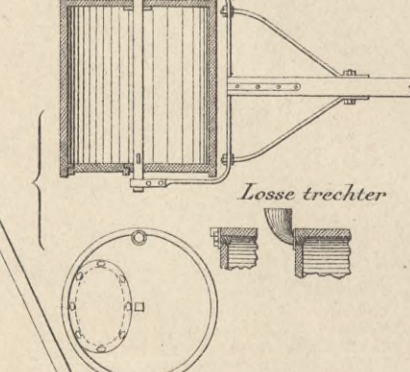
Zijaanzicht zonder ballaststukken Fig. 5.



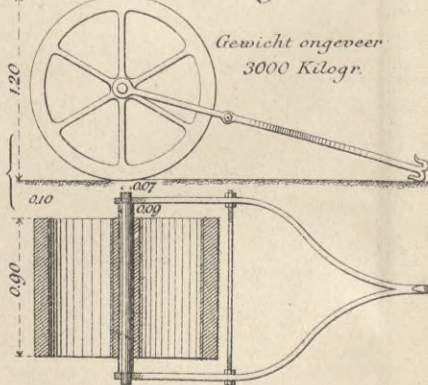
Horizontale Doorsnede Fig. 6.



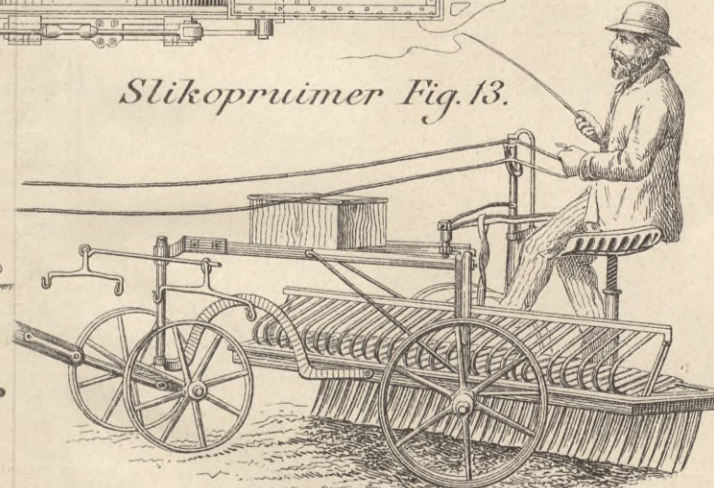
Wals met water te vullen Fig. 7.



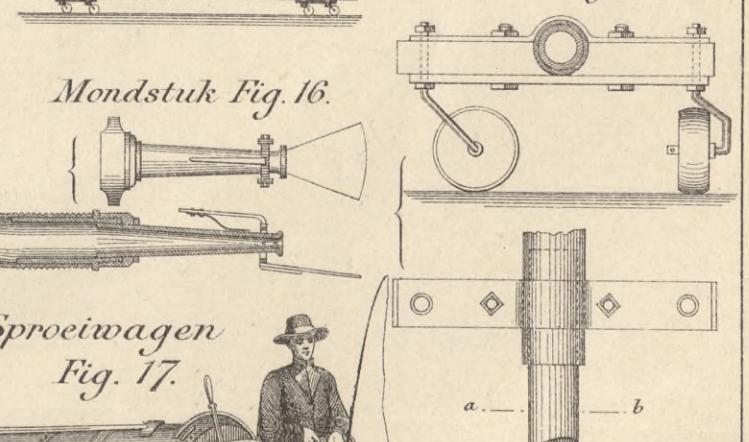
Wals Fig. 8.



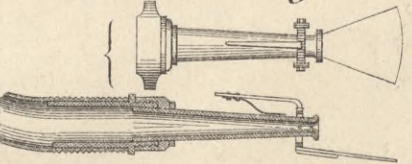
Slikopruimer Fig. 13.



Sproeislangen Fig. 14, 15, 16.
Opstand Fig. 14.
Details Fig. 15.



Mondstuk Fig. 16.



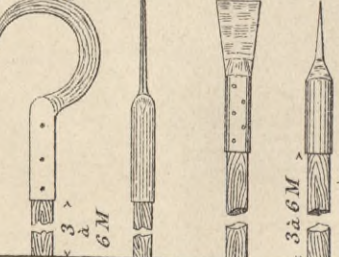
Sproeiwagen Fig. 17.



Mallen voor Kitsen Fig. 18, 19.



Snoeimes Fig. 20.



Snoeibijtel Fig. 21.

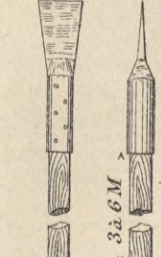


Fig. 15, 16 : 1/8

Fig 1, 3-6, 20, 21 : 1/20

Fig. 9-12 : 1/40

Fig 2, 7, 8, 18, 19 : 1/50

Fig. 14 : 1/100



S. 61

200 00

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