

L'INGEGNERIA CIVILE

E

LE ARTI INDUSTRIALI

SOCIETA' DEGLI INGEGNERI
E DEGLI INDUSTRIALI
TORINO

Fig. 6. Sezione rs.

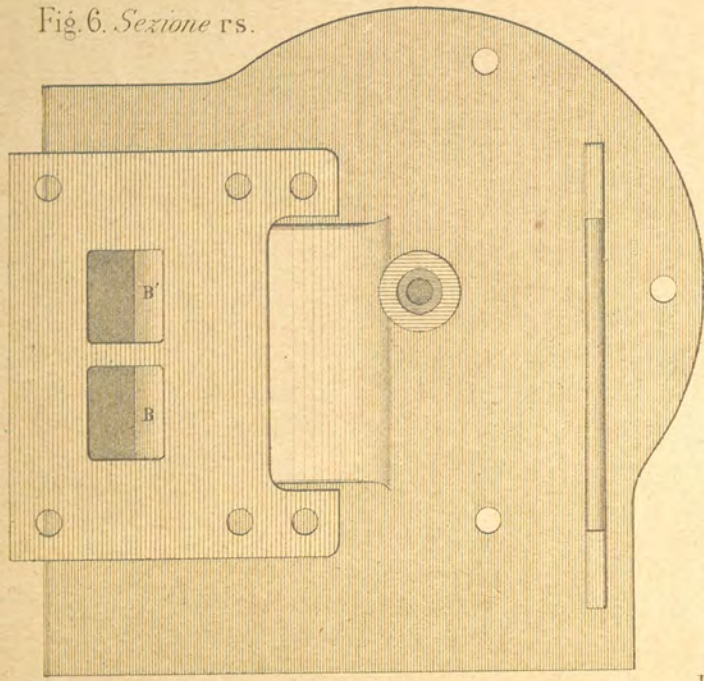


Fig. 7. Sezione orizzontale tu

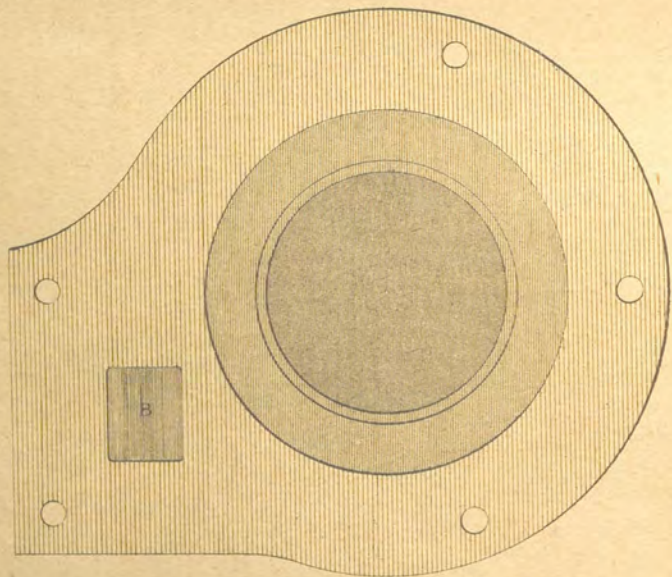


Fig. 8. Rotismo.

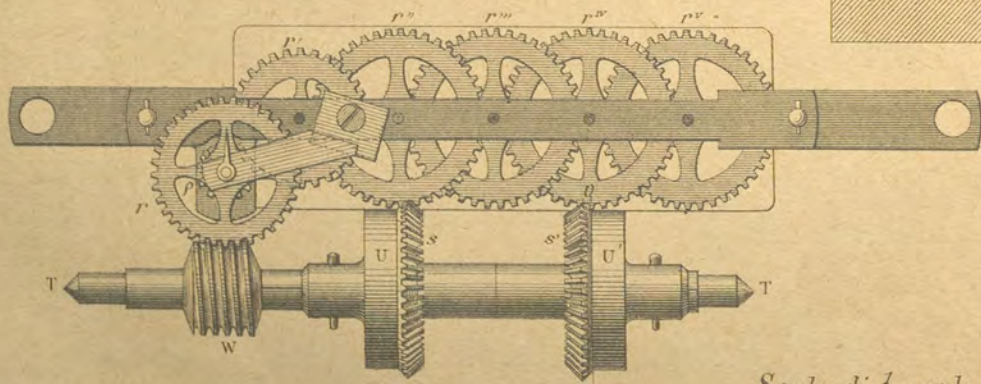


Fig. 2. Sezione verticale sull'asse del cilindro

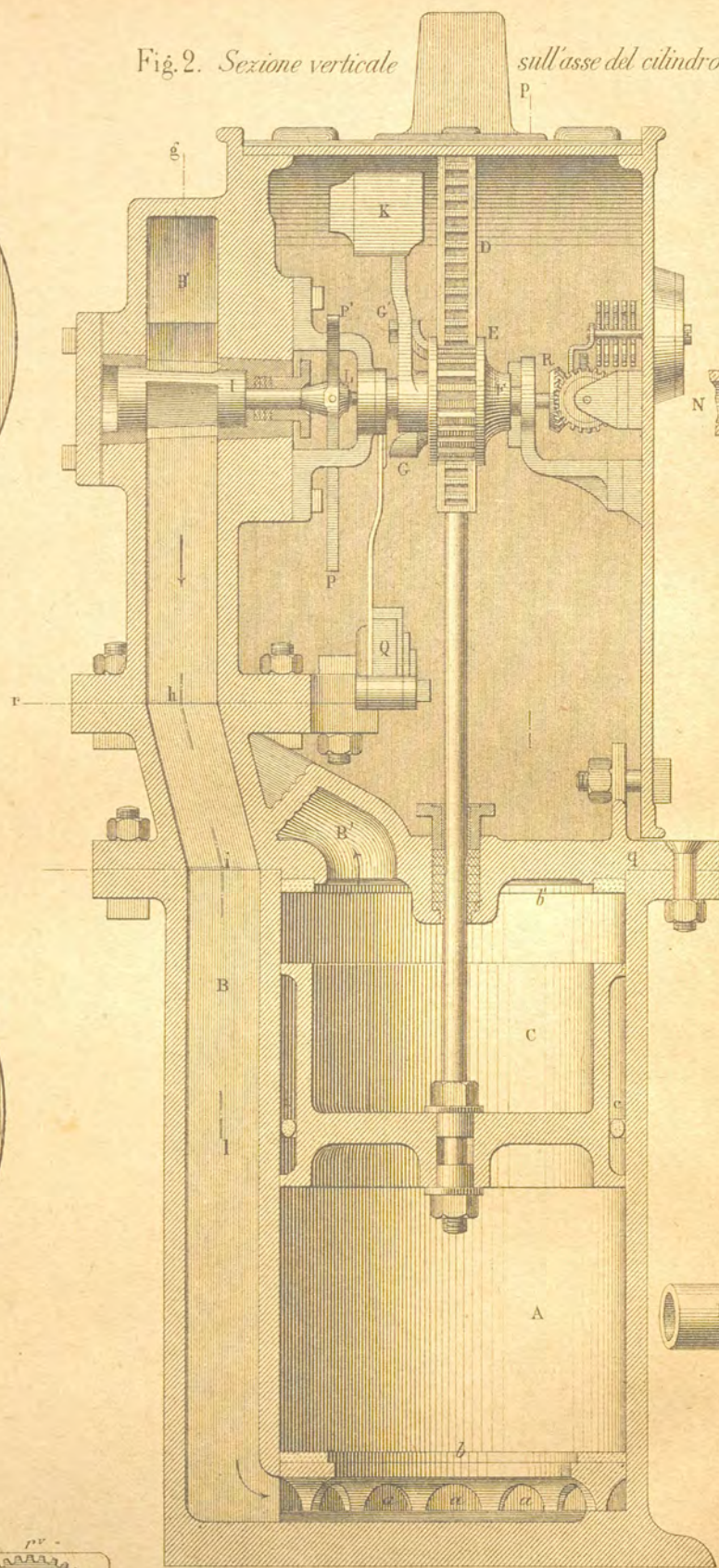


Fig. 3. Sezione ghil

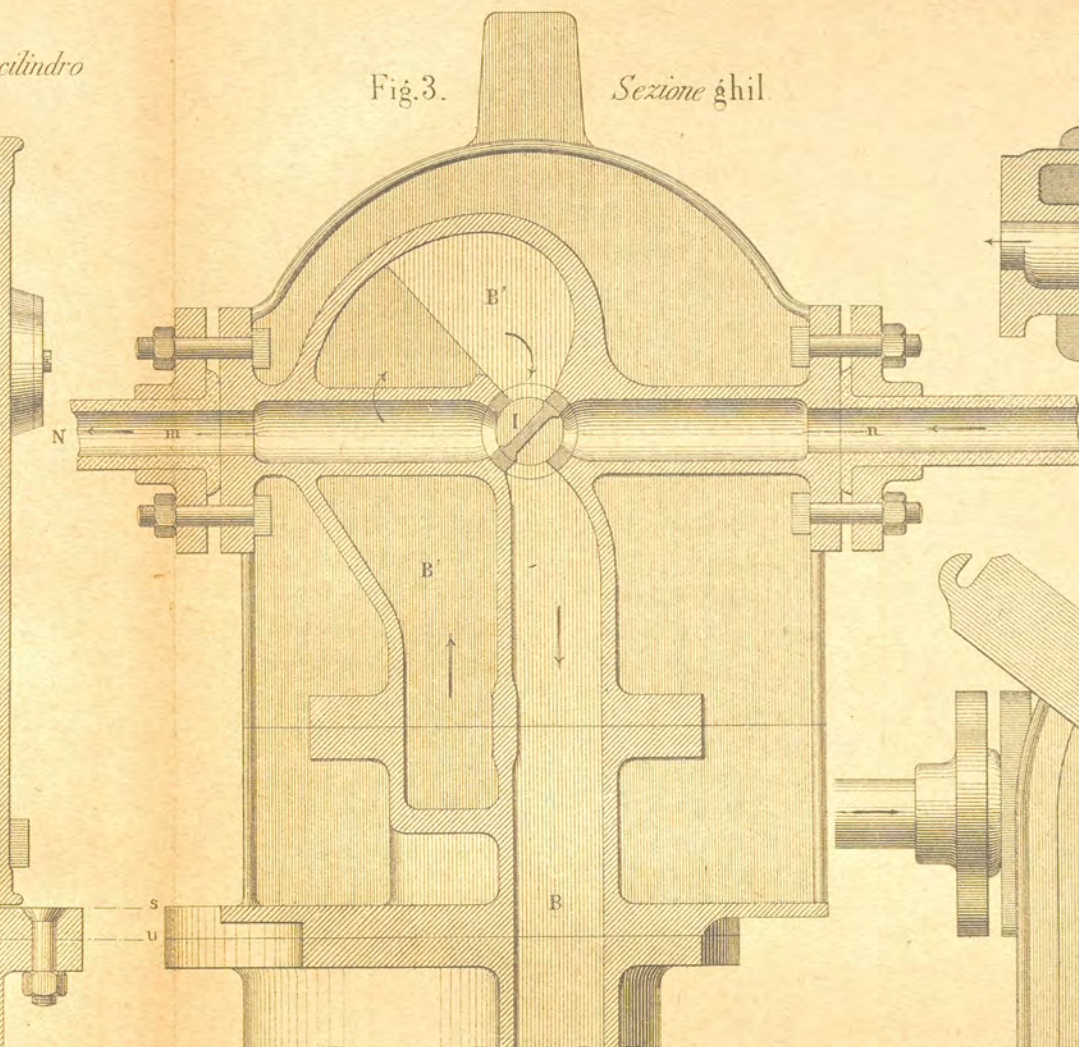


Fig. 4. Sezione orizzontale mn

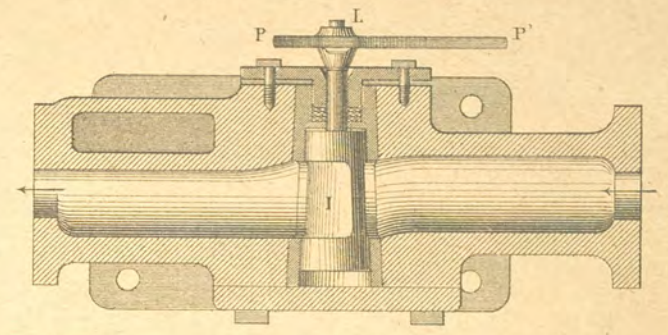


Fig. 1. Elevazione

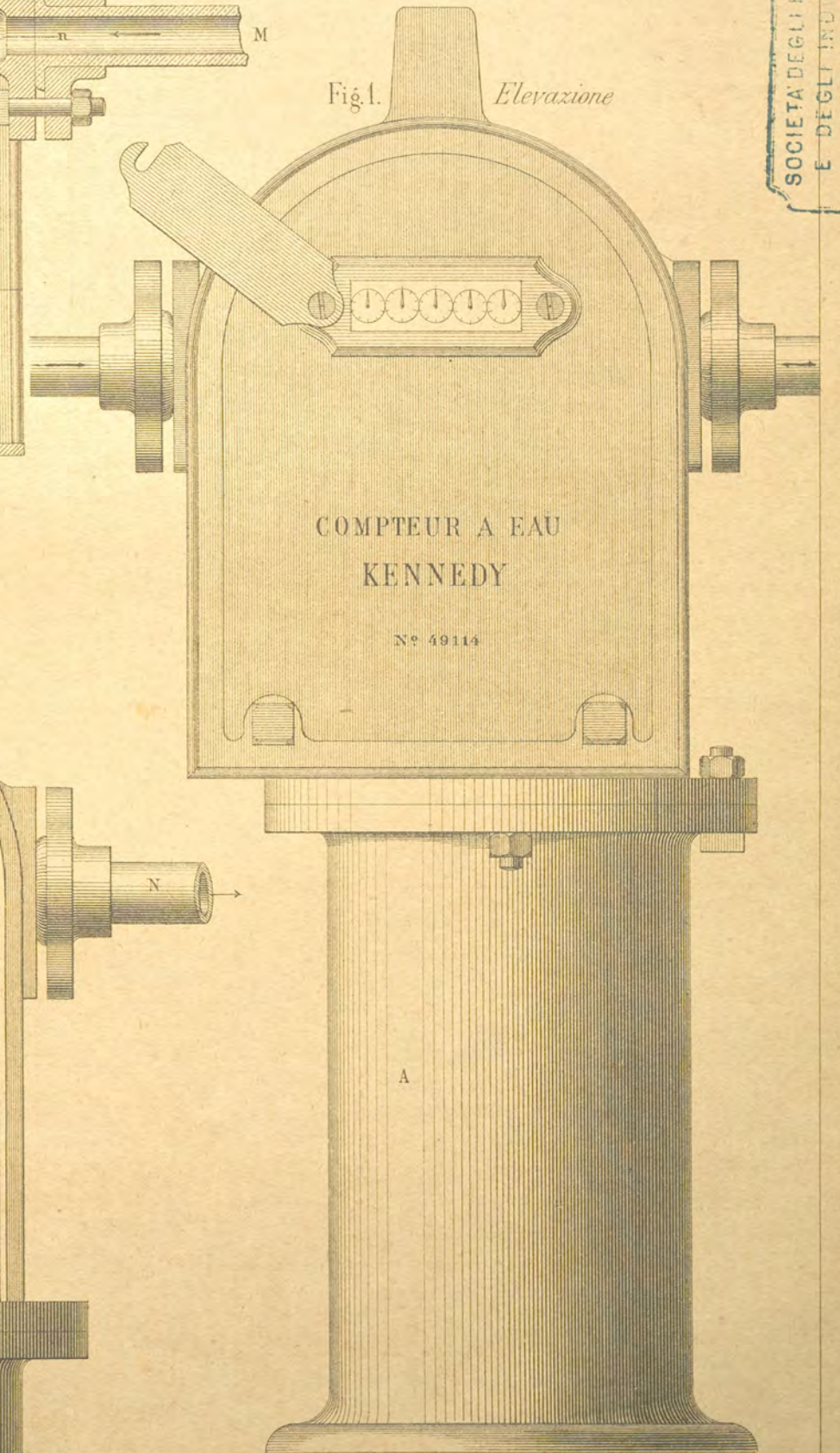


Fig. 5. Sezione verticale pq

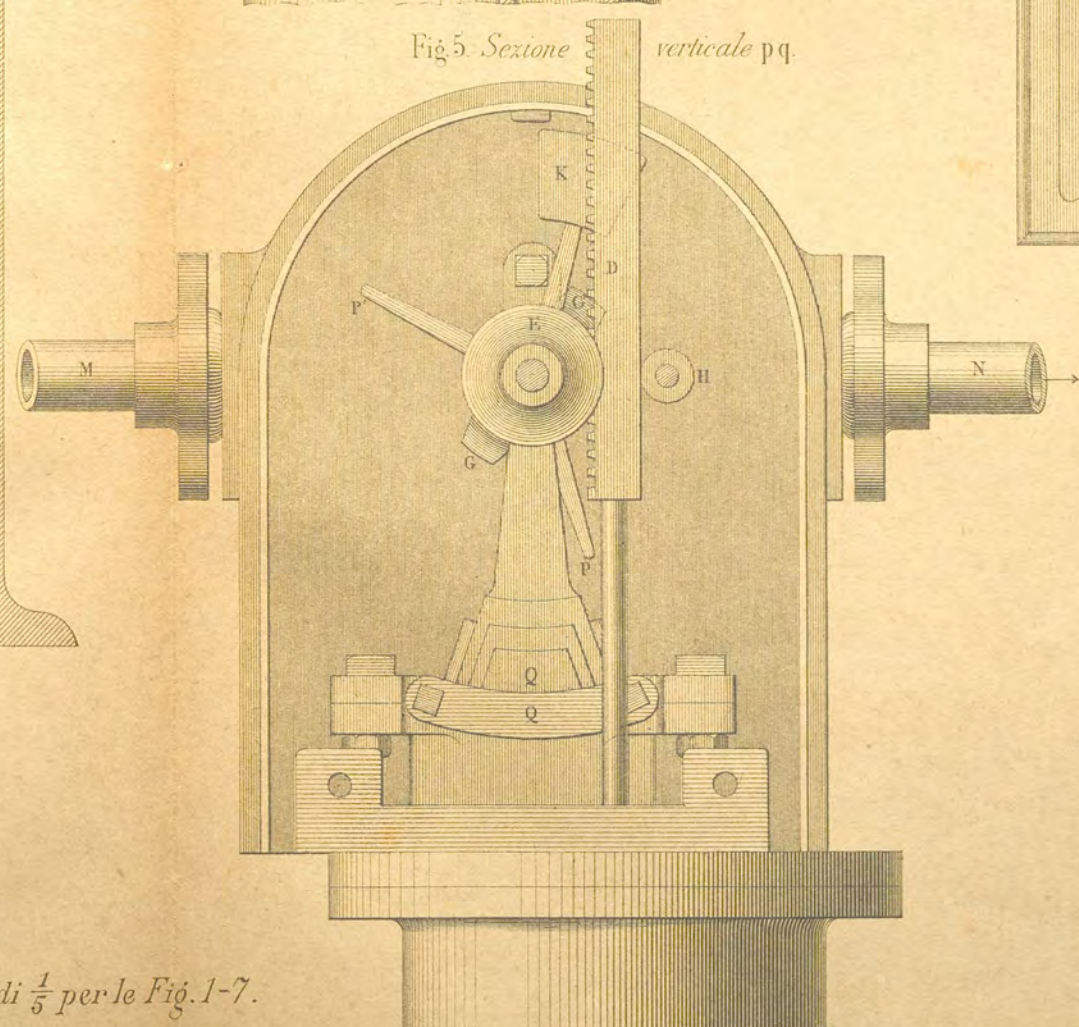


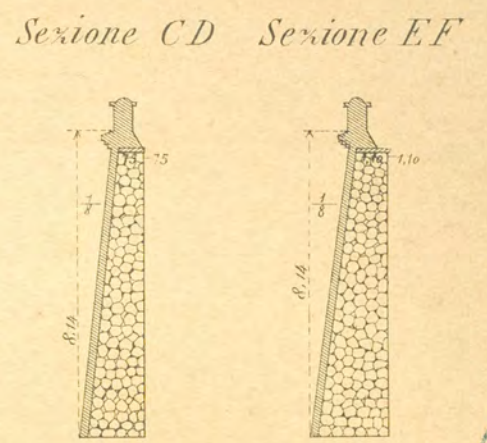
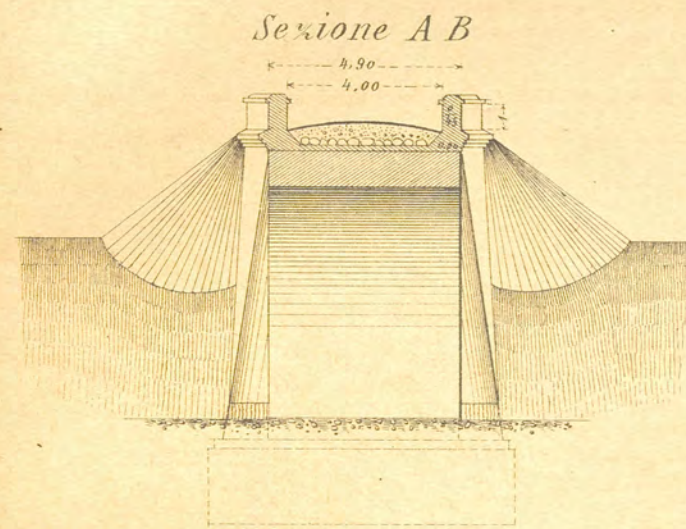
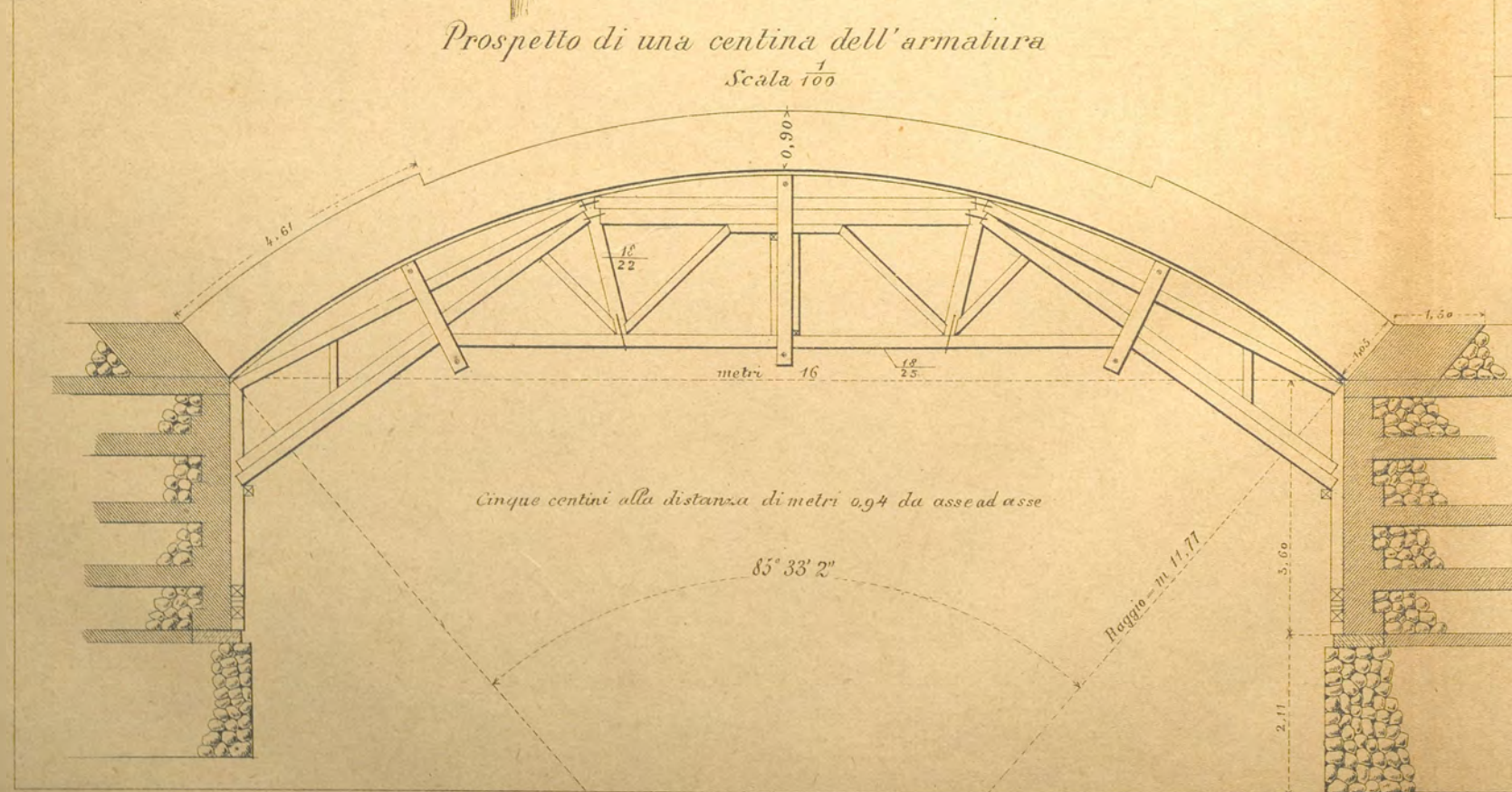
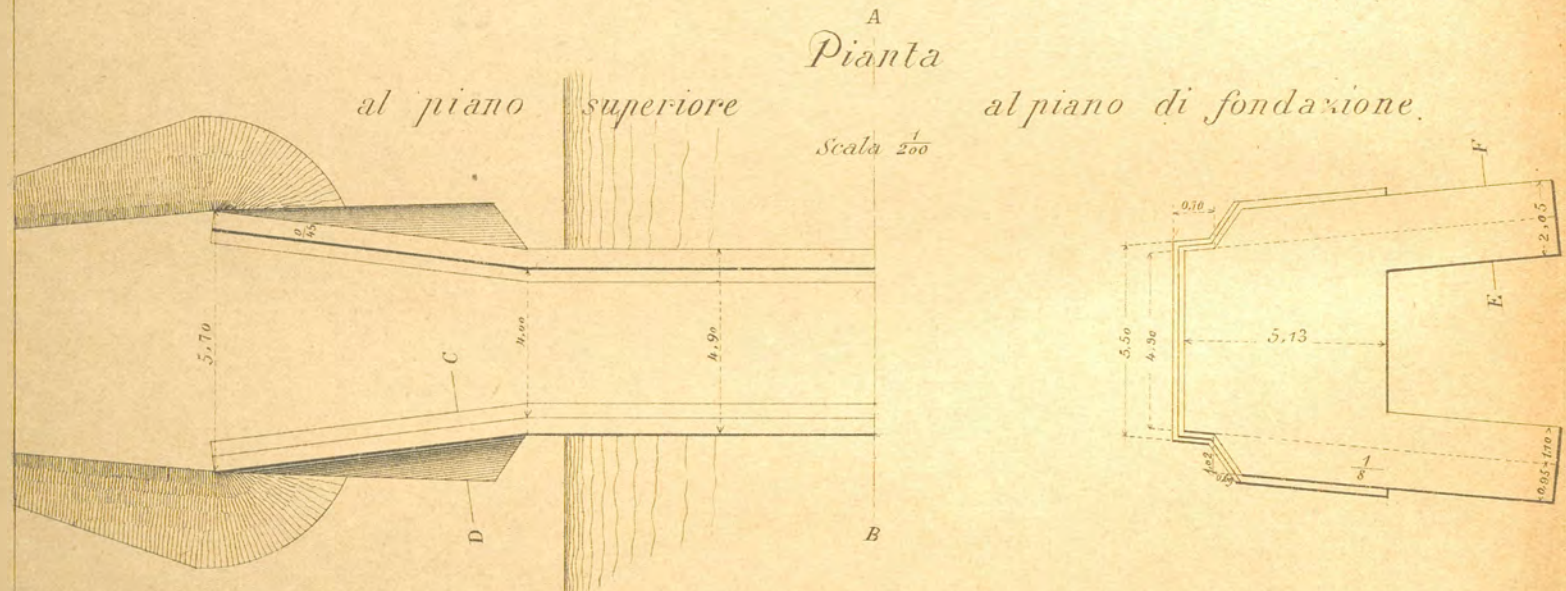
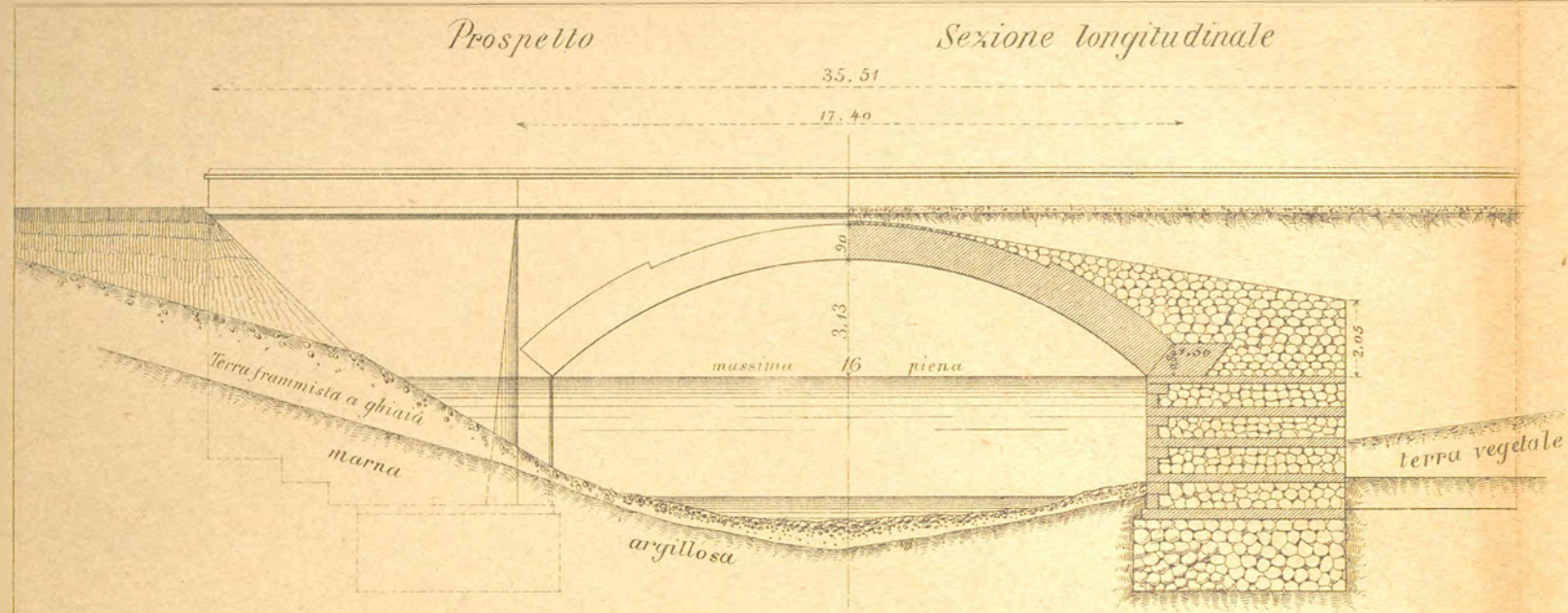
Fig. 9. Sezione verticale vz



Scala di 1/2 per le Fig. 8-9.

Scala di 1/5 per le Fig. 1-7.

SOCIETA' DEGLI INGEGNERI E DEGLI INDUSTRIALI TORINO

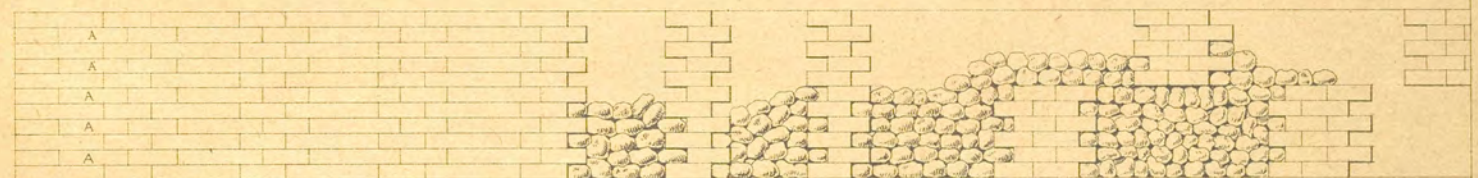


SOCIETA' DEGLI INGEGNERI E DEGLI INDUSTRIALI TORINO

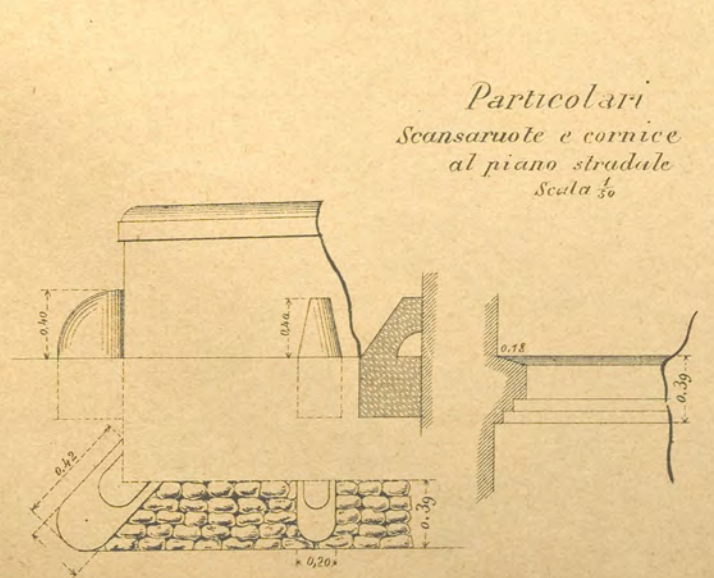
Saggio dei rivestimenti a mattoni nelle murature di sassi

Disposizione dei mattoni nelle faccie viste

Disposizione interna muri d'ala frontali, ecc. Addentellati nelle fronti degli spalloni contro corrente

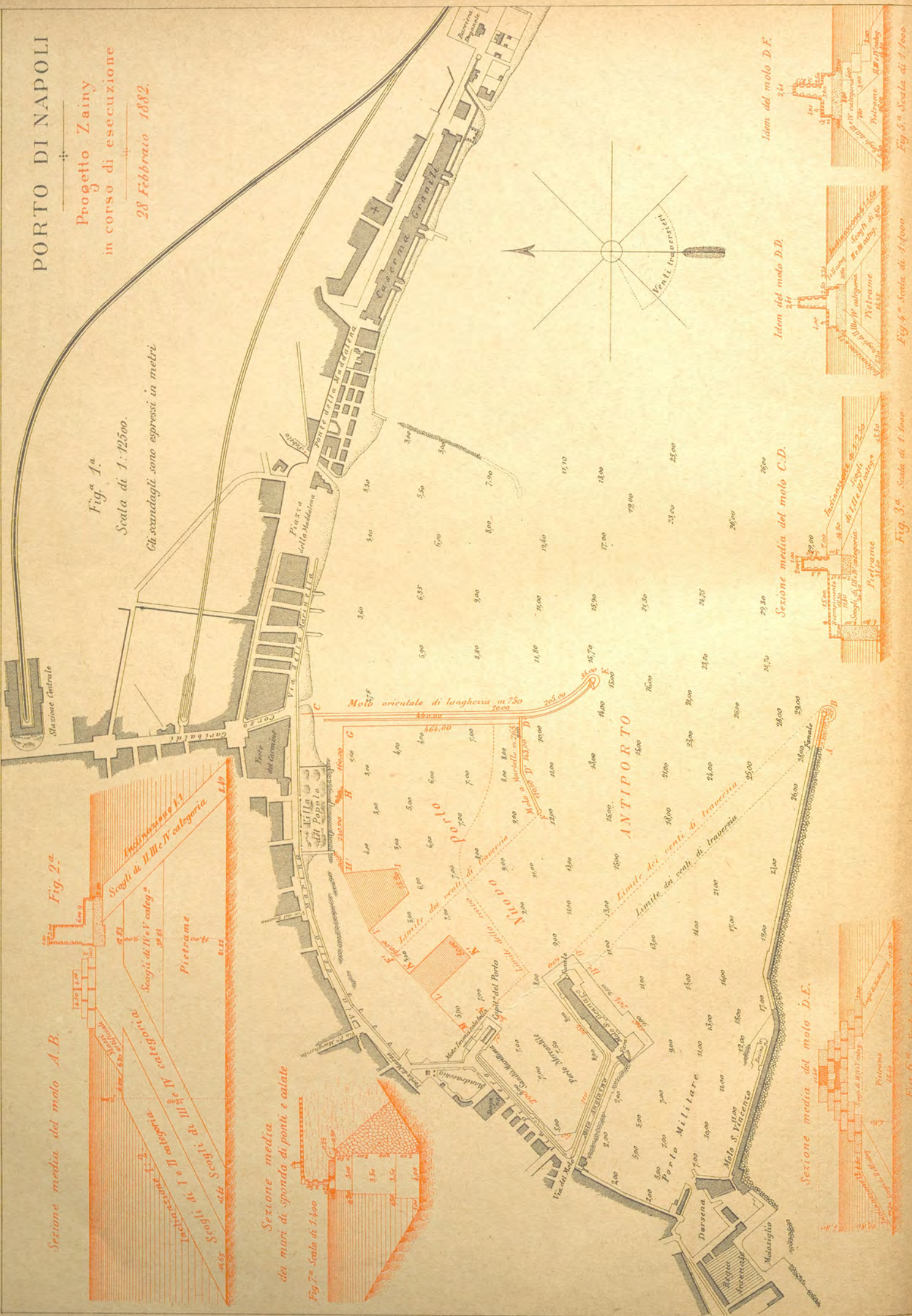


Nota. I mattoni distinti colla lettera A sono accorciati di $\frac{1}{4}$ della loro lunghezza



PORTO DI NAPOLI

Progetto Zainy
in corso di esecuzione
28 Febbraio 1882.



PORTO DI NAPOLI

Progetto Trincherà
Ottobre 1884.

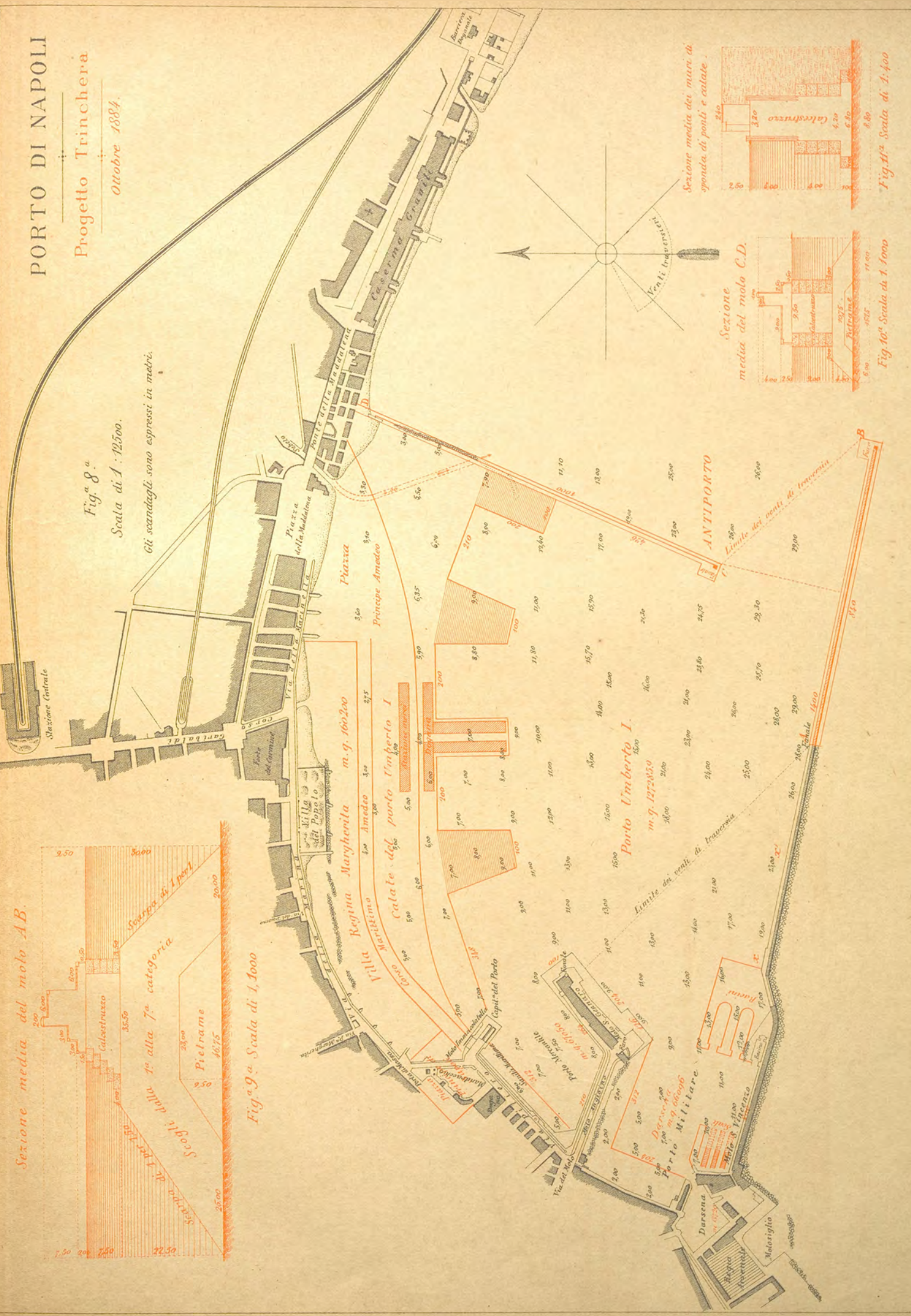


Fig. 1.^a Prospetto del reometro

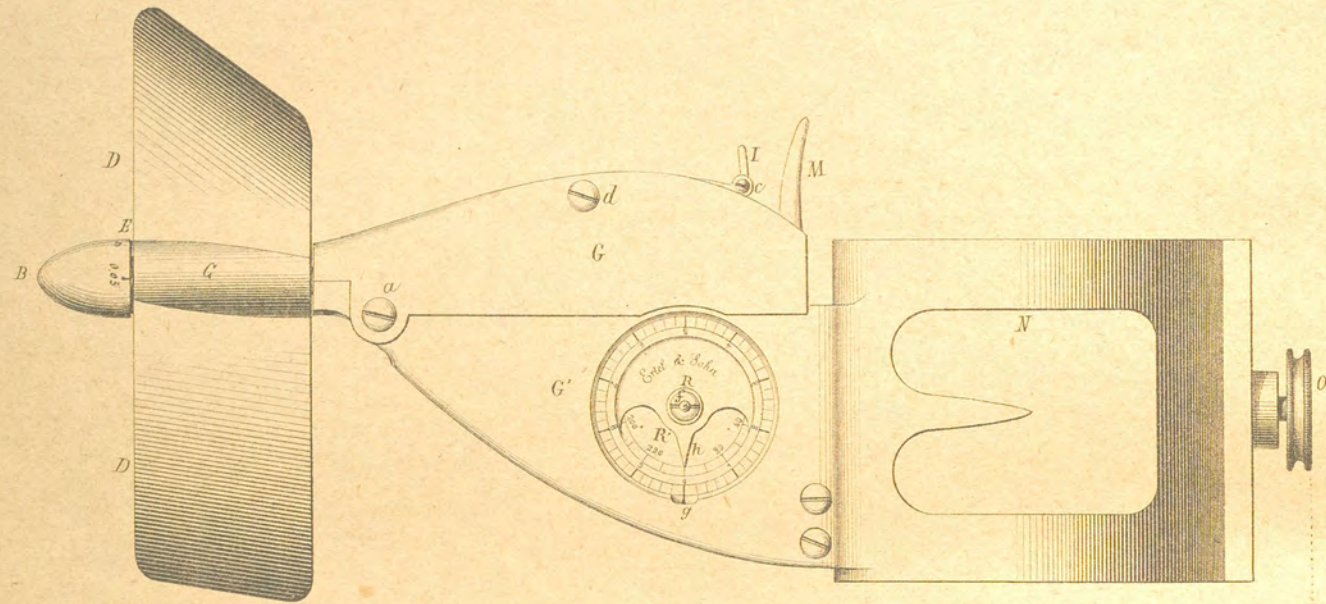
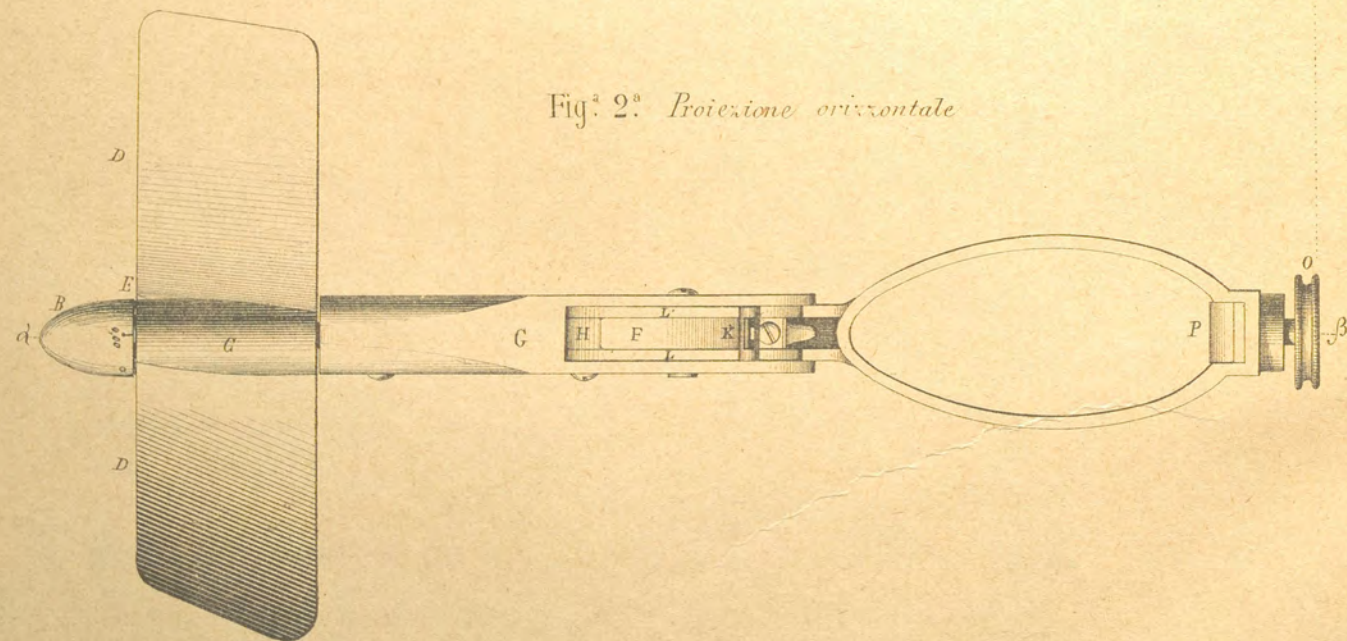


Fig. 2.^a Proiezione orizzontale



Scala di $\frac{2}{3}$

Fig. 6.^a Disposizione del reometro sull'asta

Scala di $\frac{1}{2}$

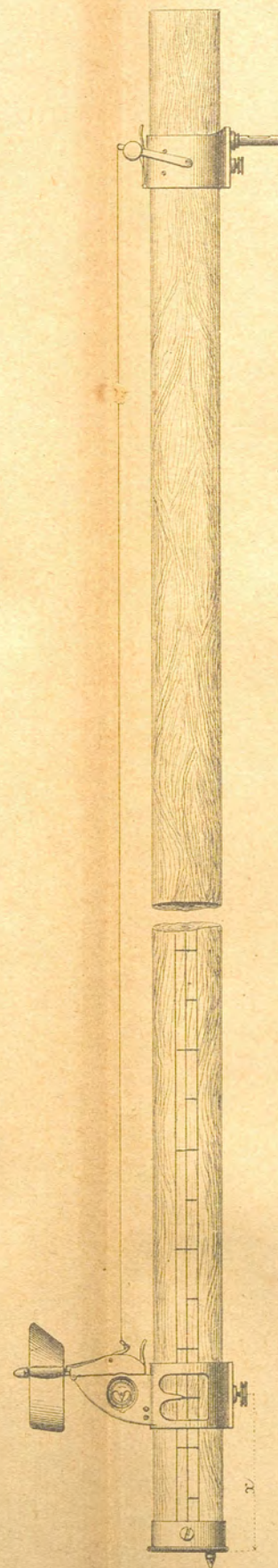


Fig. 3. Sezione à β

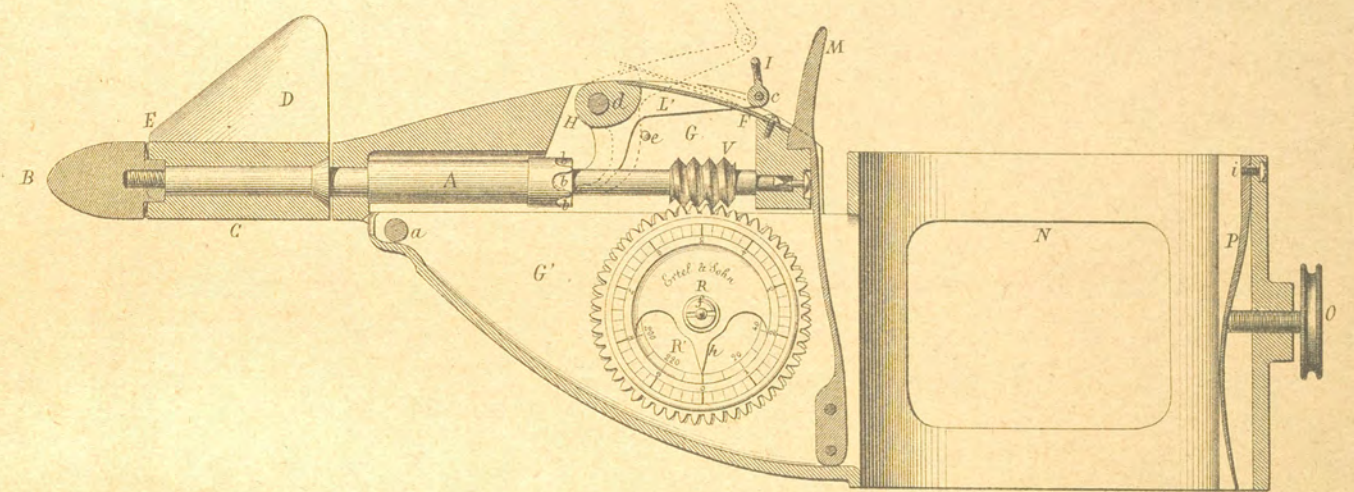


Fig. 4. Prospetto del collare superiore

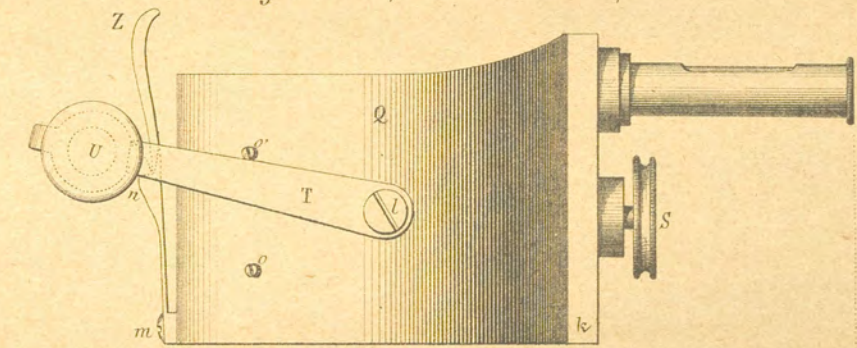
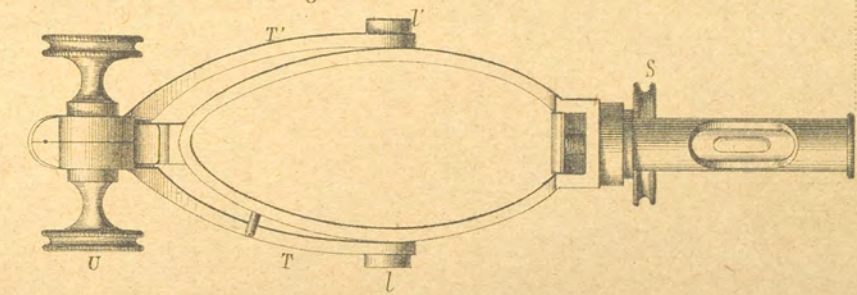


Fig. 5.^a Proiezione orizzontale



Scala di $\frac{2}{3}$

Fig. 1. Prospetto della fronte a valle

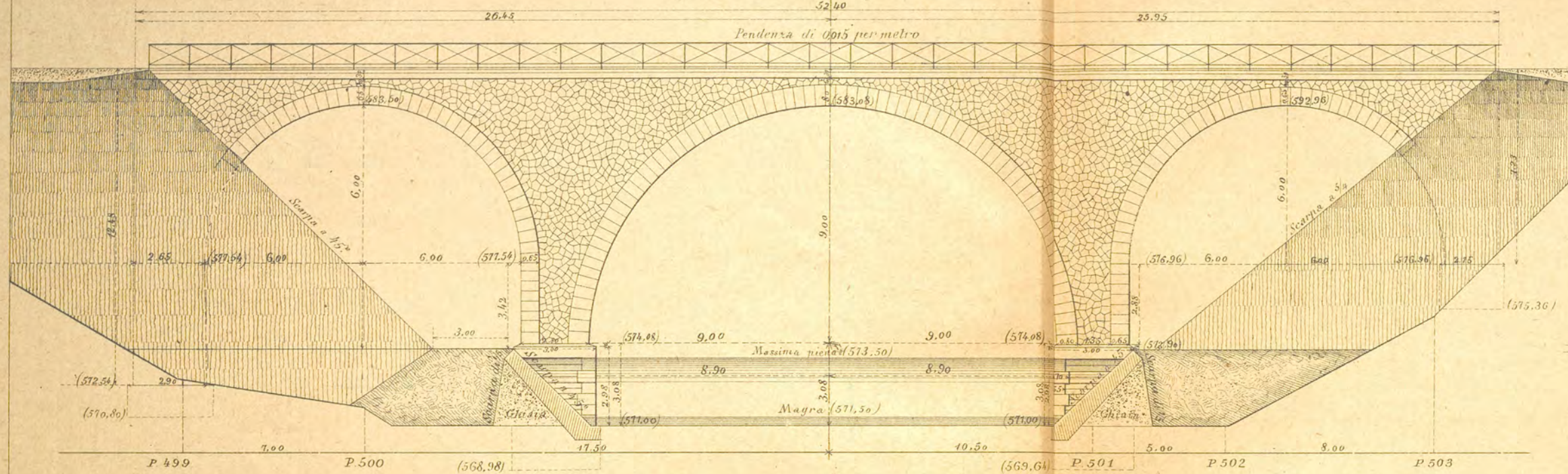


Fig. 2. Sezione longitudinale

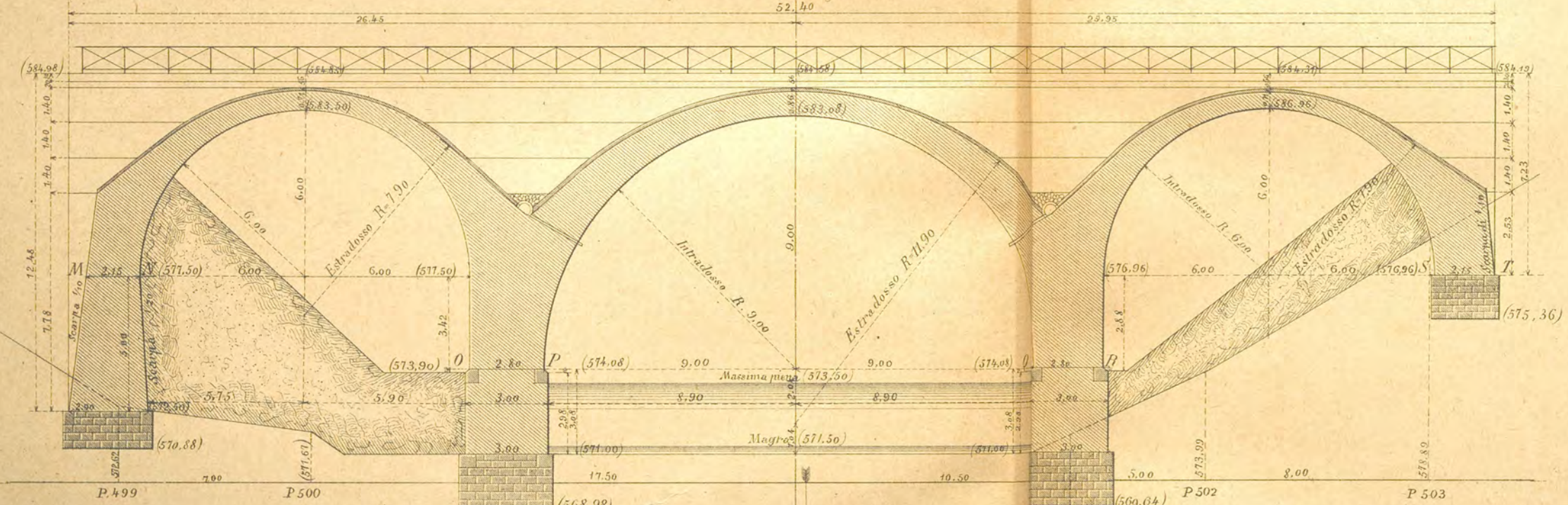
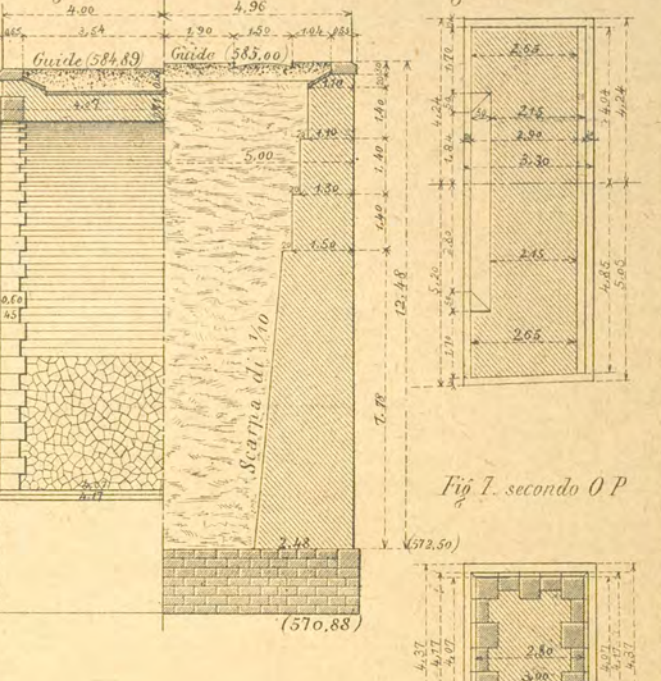


Fig. 3. Piano



Sezioni trasversali



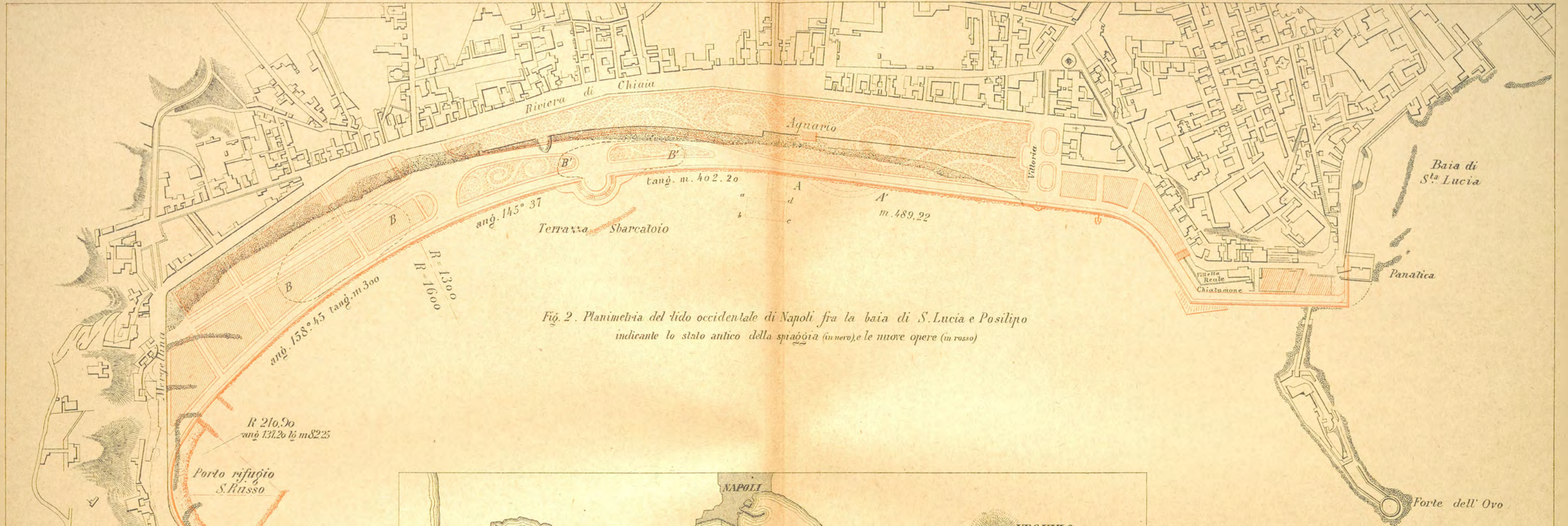


Fig. 2. Planimetria del lido occidentale di Napoli fra la baia di S. Lucia e Posillipo
indicante lo stato antico della spiaggia (in nero) e le nuove opere (in rosso)



Fig. 3. Sezione tipo
del muro di riva alla Vittoria
Scala di 1 a 200



Fig. 1. Contorno ed orientazione
del Golfo di Napoli
fra Capo Miseno e la Campanella

Fig. 4. Contorno geometrico dei massi abbattuti

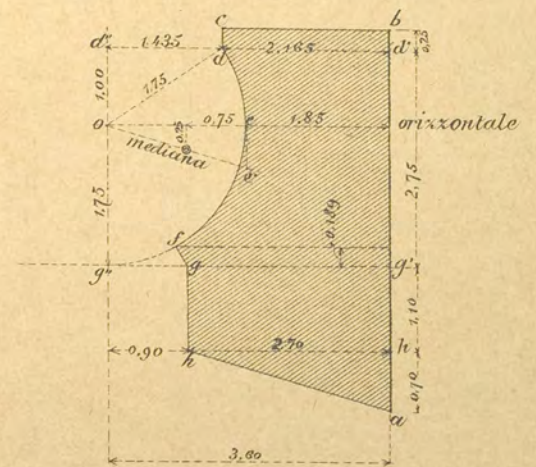
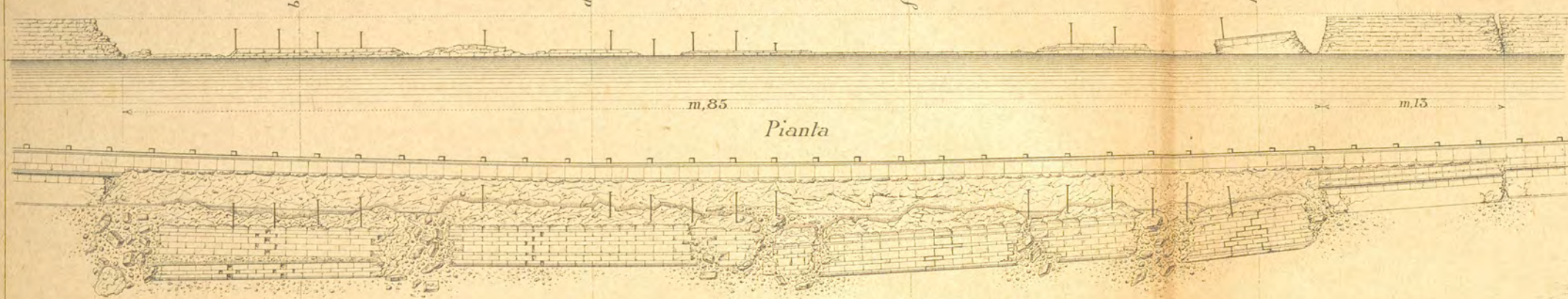


Fig. 1. - Tratto verso l'estremo dell'antico giardino. Tempesta 29 e 30 Novembre 1875.
Elevato visto dalla Villa



m. 8,5

Pianta

m. 1,5



Fig. 9. - Profilo del muro
al Chiatamone alto m. 4,75.

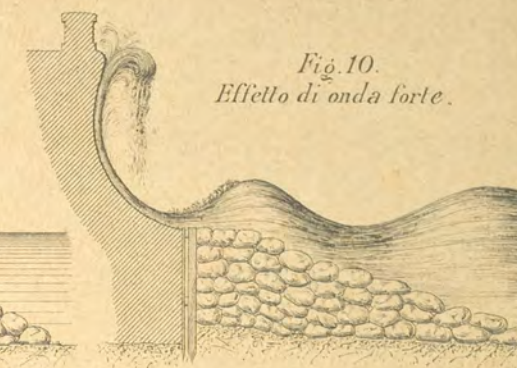


Fig. 10.
Effetto di onda forte.

Fig. 2. a-b

Fig. 3. c-d

Sezioni

Fig. 4. e-f

Fig. 5. g-h

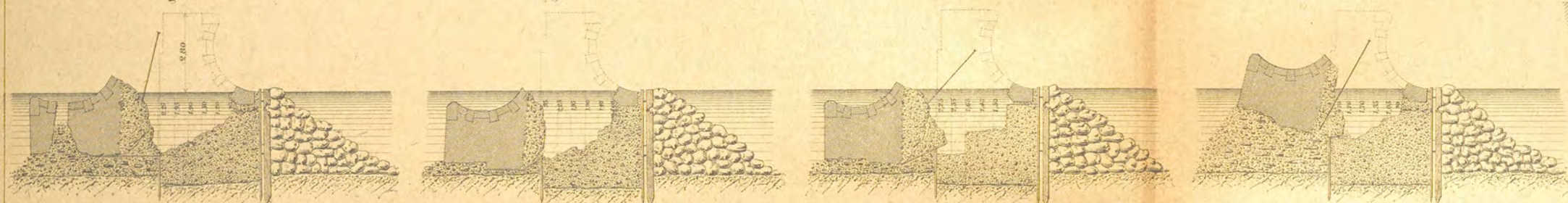


Fig. 11. - Effetto di onda
fortissima con vento.

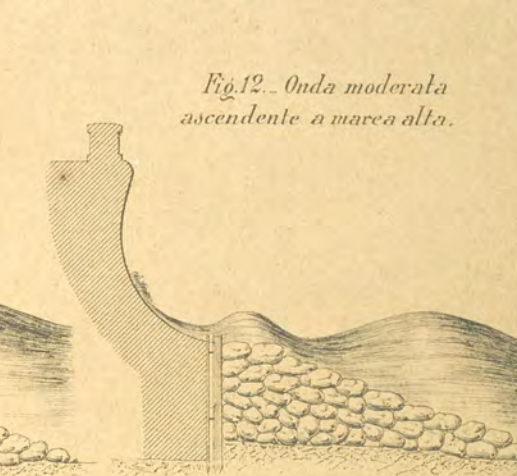
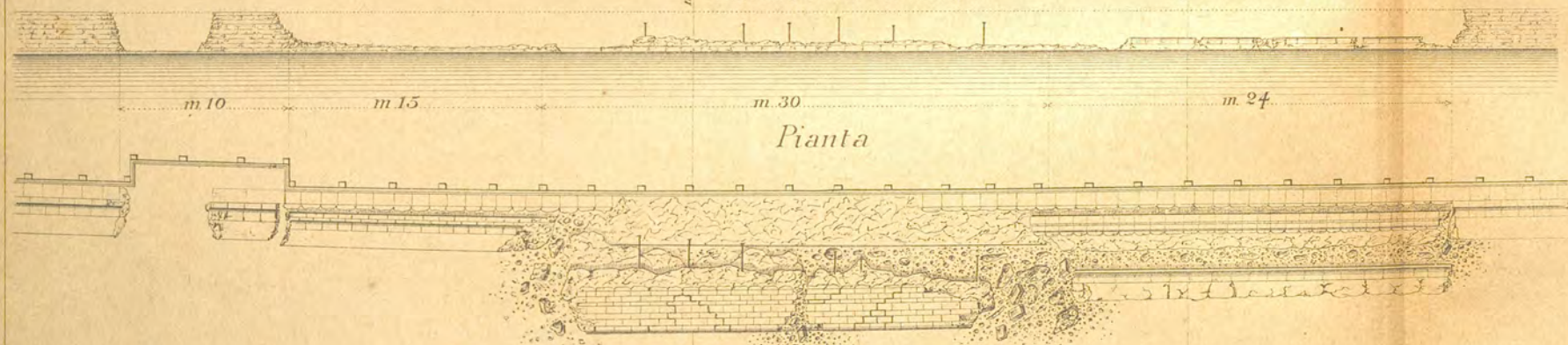


Fig. 12. - Onda moderata
ascendente a marea alta.

Fig. 6. - Tratto verso Mergellina. - Tempesta del 12 Gennaio 1876.
Elevato visto da terra.



m. 10

m. 15

m. 30

m. 24

Pianta



Fig. 13.
Onda moderata discendente a marea alta.



Fig. 14.
Onda moderata ascendente a marea bassa

Fig. 7. l-m

Sezioni

Fig. 8. n-o

Scala di 1a 400 per le fig. 1-8. - 1a 200 per le fig. 9-18.

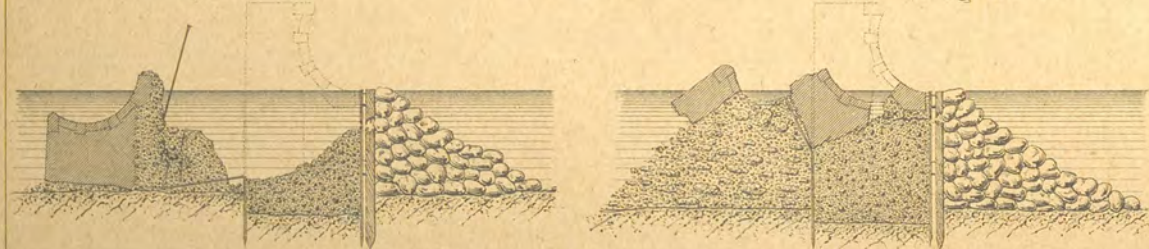


Fig. 15.
Onda moderata discendente a marea
bassa.



Fig. 17. - Tipo di norma.



Fig. 18. - Tipo di norma.

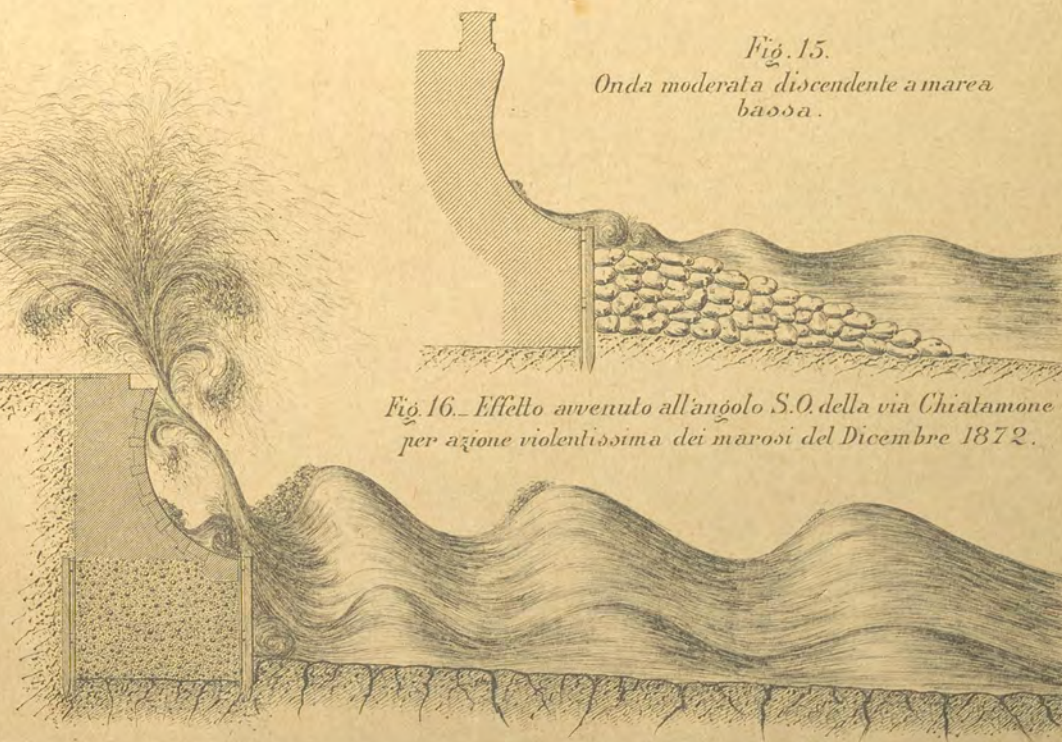
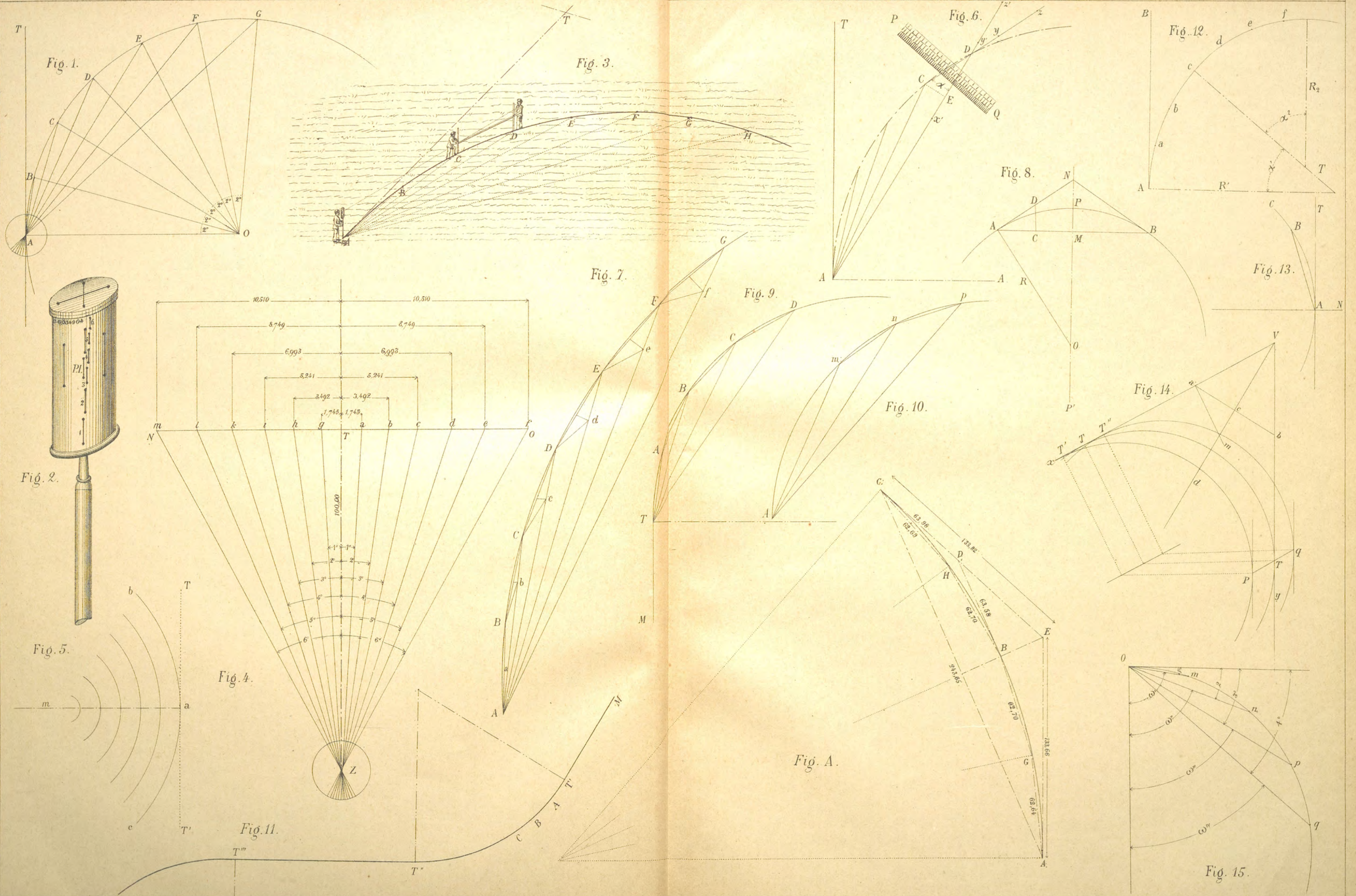


Fig. 16. - Effetto avvenuto all'angolo S.O. della via Chiatamone
per azione violentissima dei marosi del Dicembre 1872.



SQUADRO CICLOGRAFO DEGLI INGEGNERI PESSO E PERILLI

Tip. Lit. Camilla e Bertolero, Torino.

Fig. 1. Prospetto del viadotto

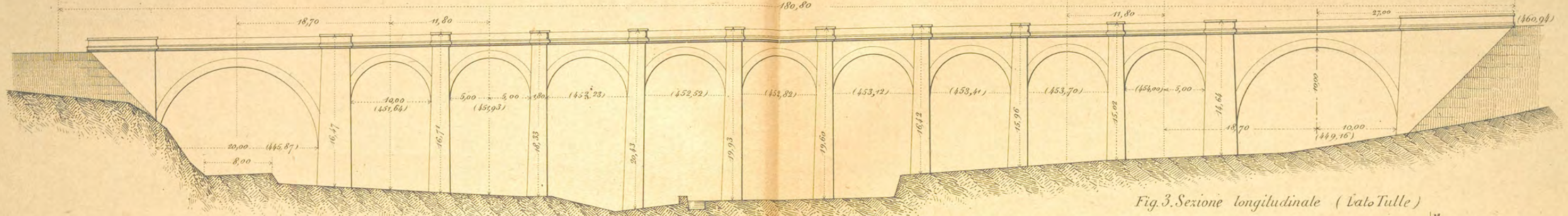


Fig. 2. Alzato dei due primi archi

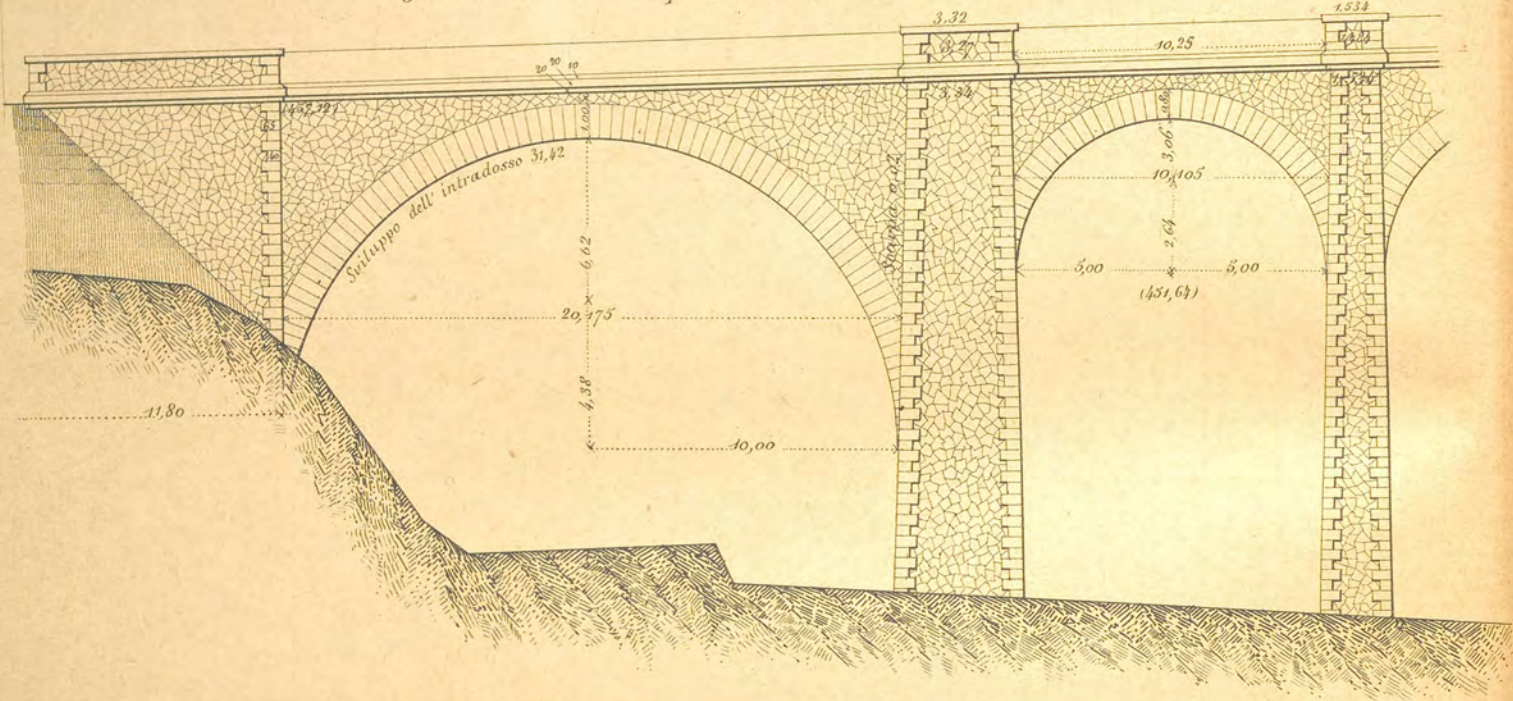


Fig. 3. Sezione longitudinale (lato Tulle)

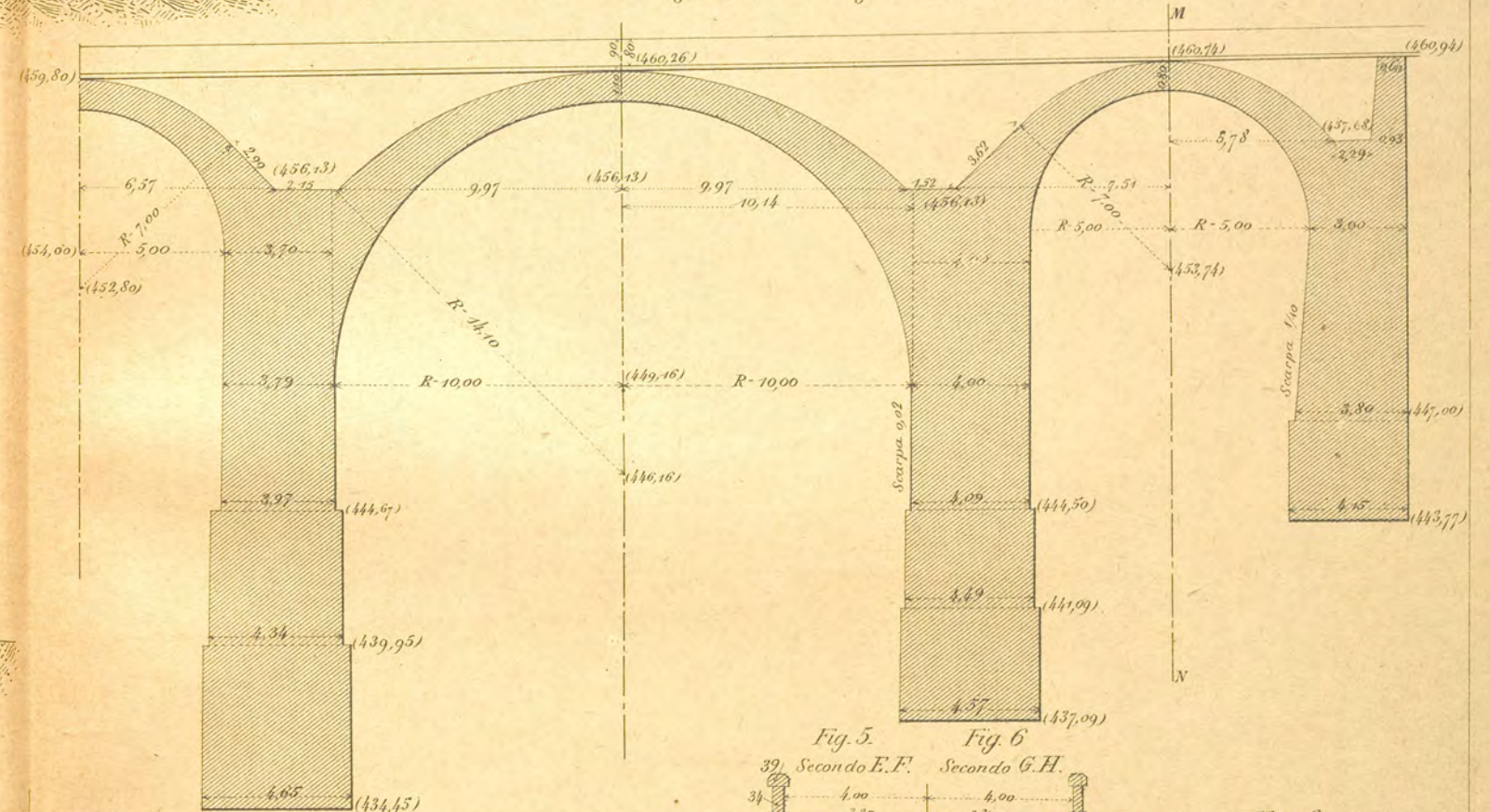
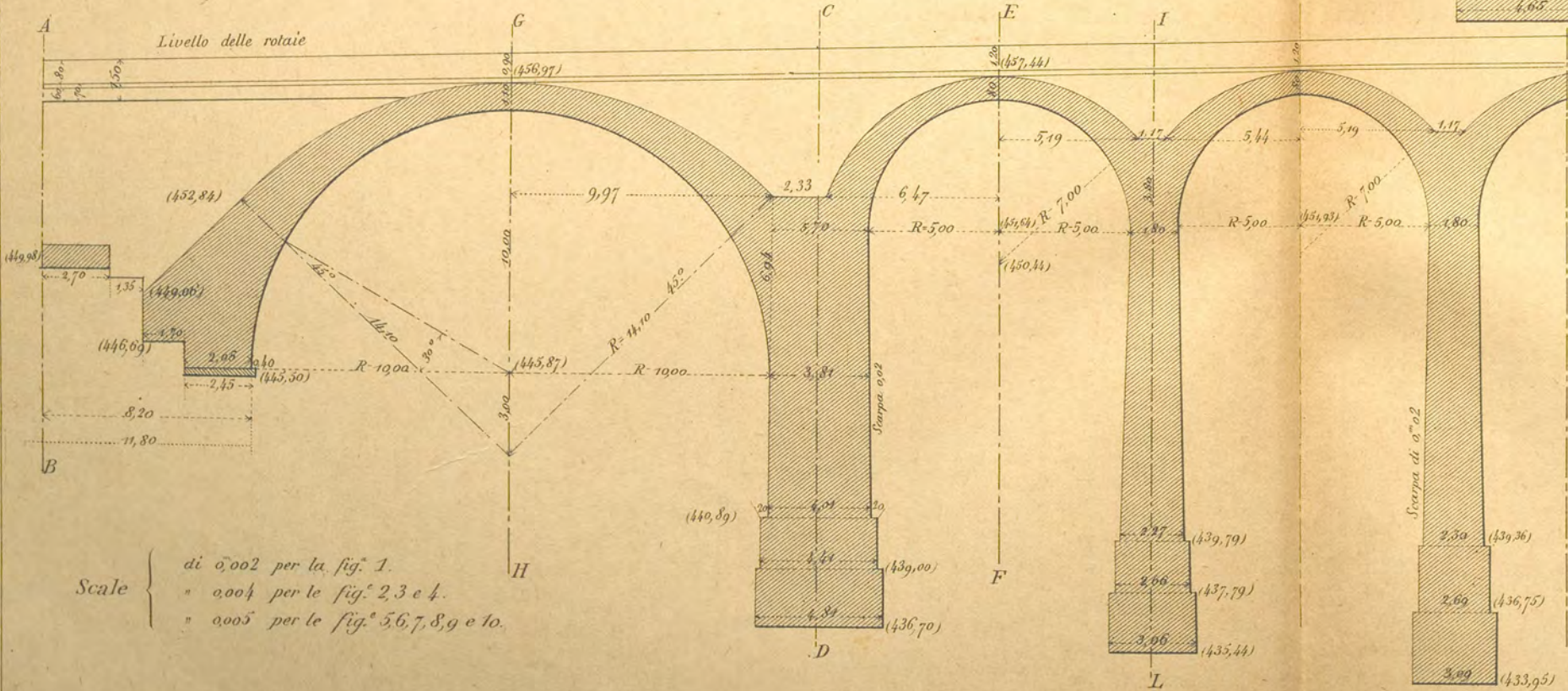


Fig. 4. Sezione longitudinale (lato Clermont)



Scale {
 di 0,002 per la fig. 1.
 " 0,004 per le fig. 2, 3 e 4.
 " 0,005 per le fig. 5, 6, 7, 8, 9 e 10.

Fig. 7. Secondo A.B.



Fig. 5. Secondo E.F.

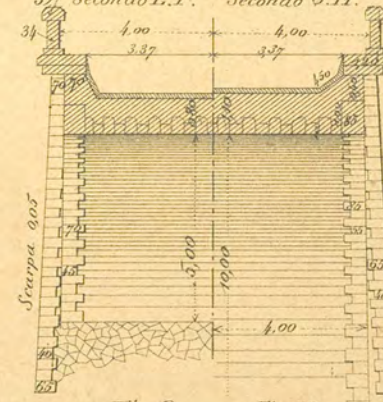


Fig. 6. Secondo G.H.

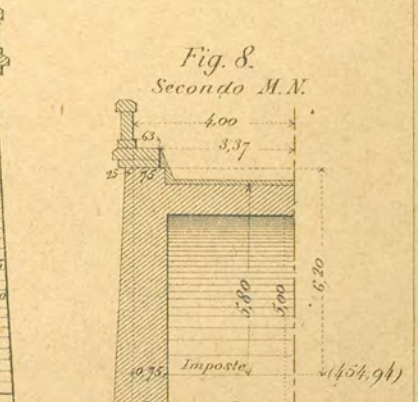


Fig. 8. Secondo M.N.

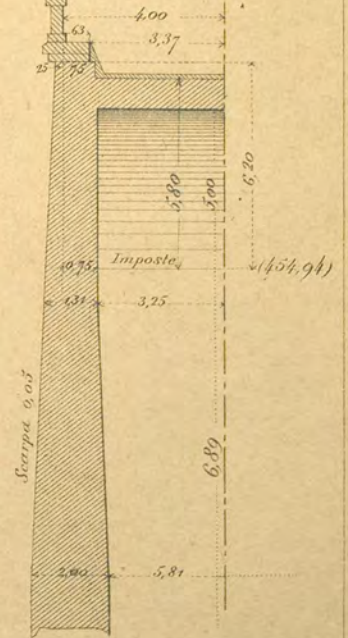


Fig. 9. Secondo C.D.

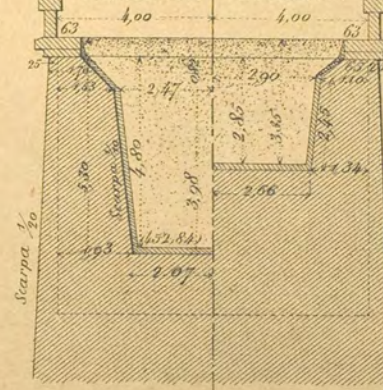
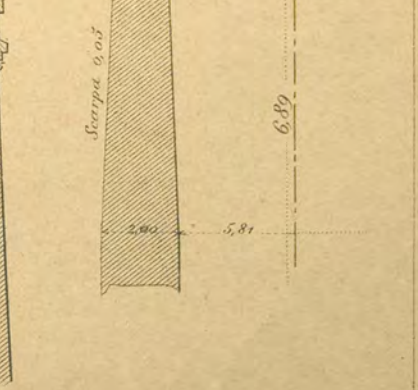
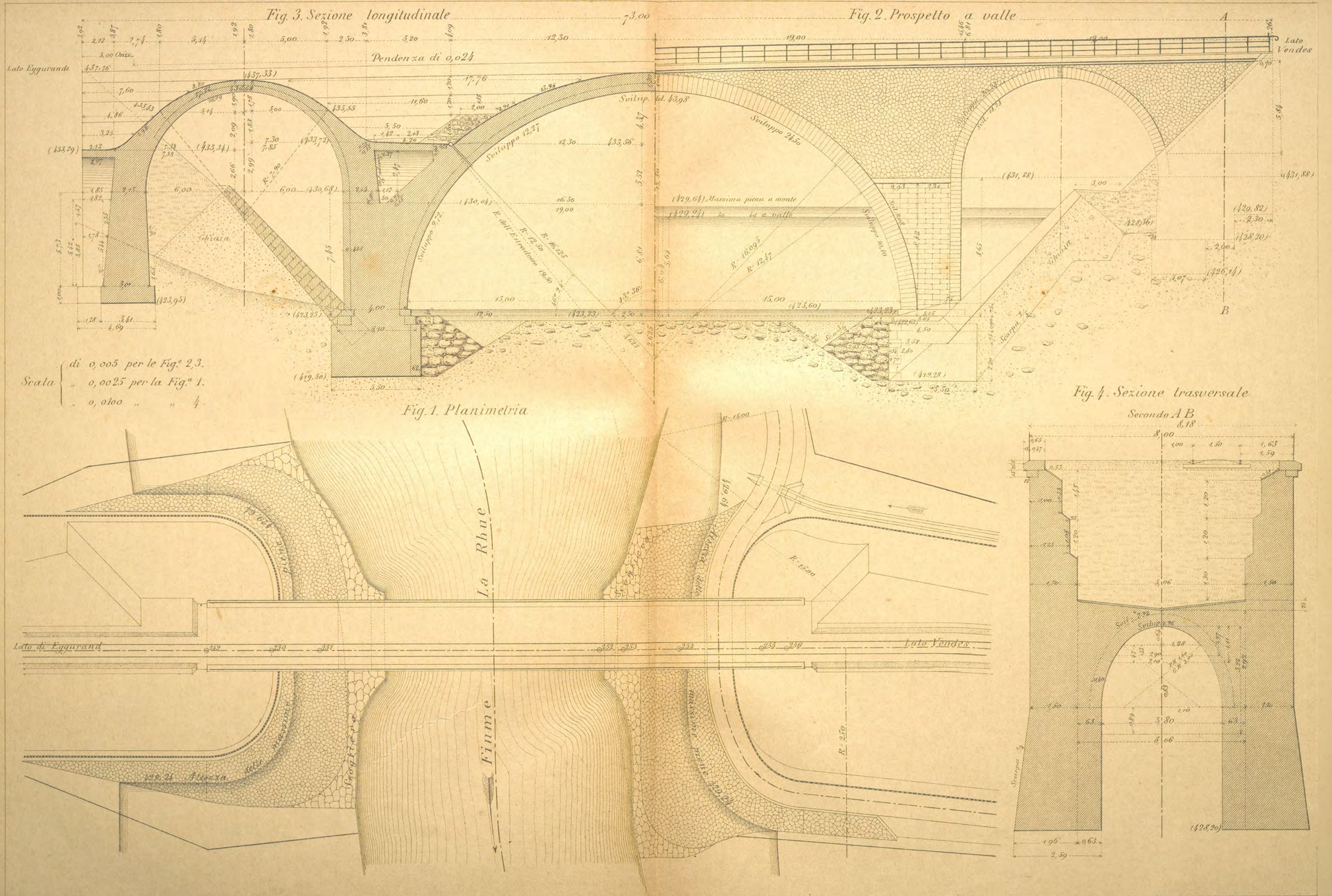
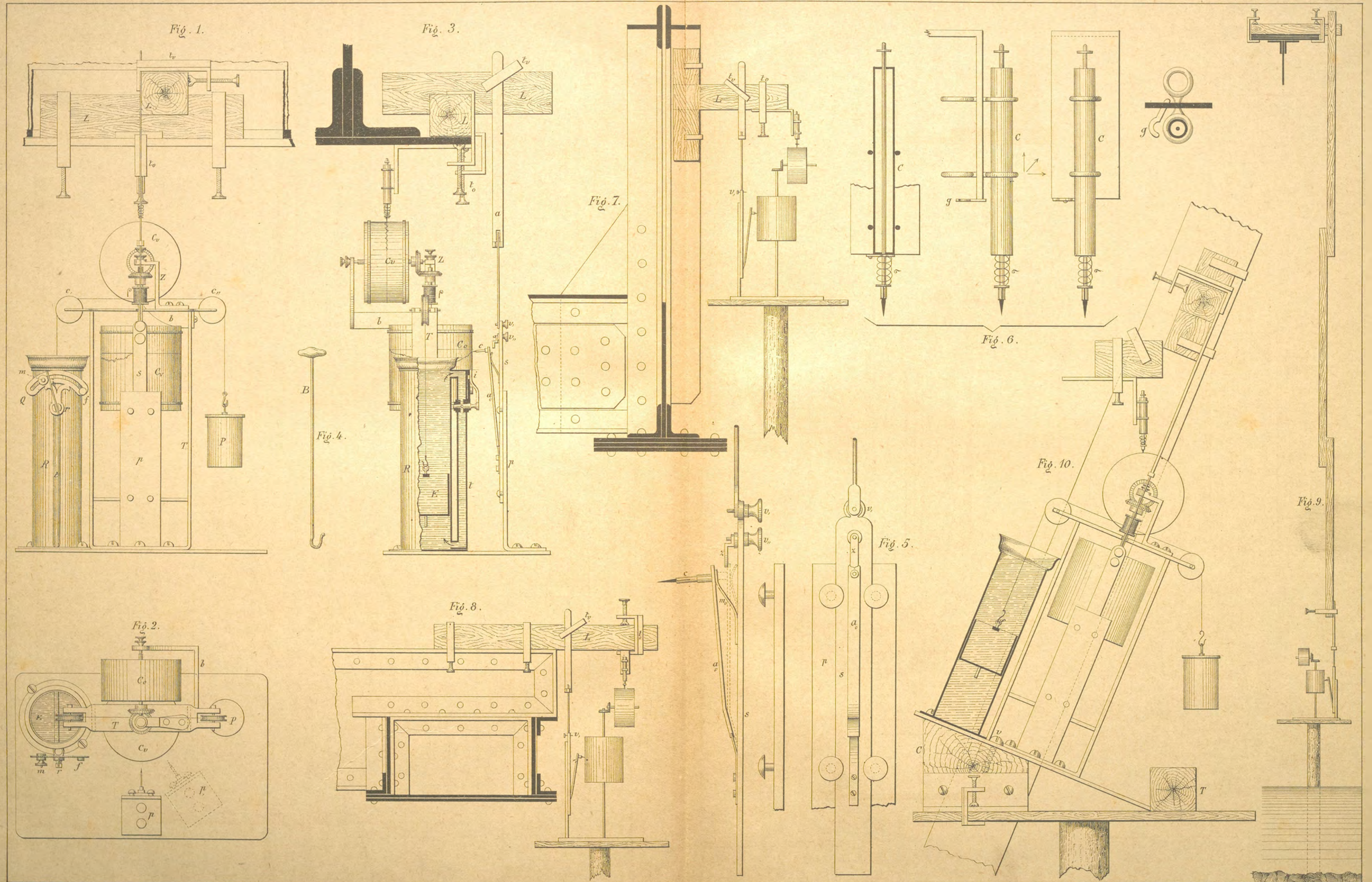


Fig. 10. Secondo I.L.







APPARECCHIO A ROTAZIONE ISOCRONA DEL PROF. CHICCHI

SOCIETA' DEGLI INGEGNERI
E DEGLI INDUSTRIALI
TORINO

Torino, Tip. e Lit. Camilla e Bertolero.

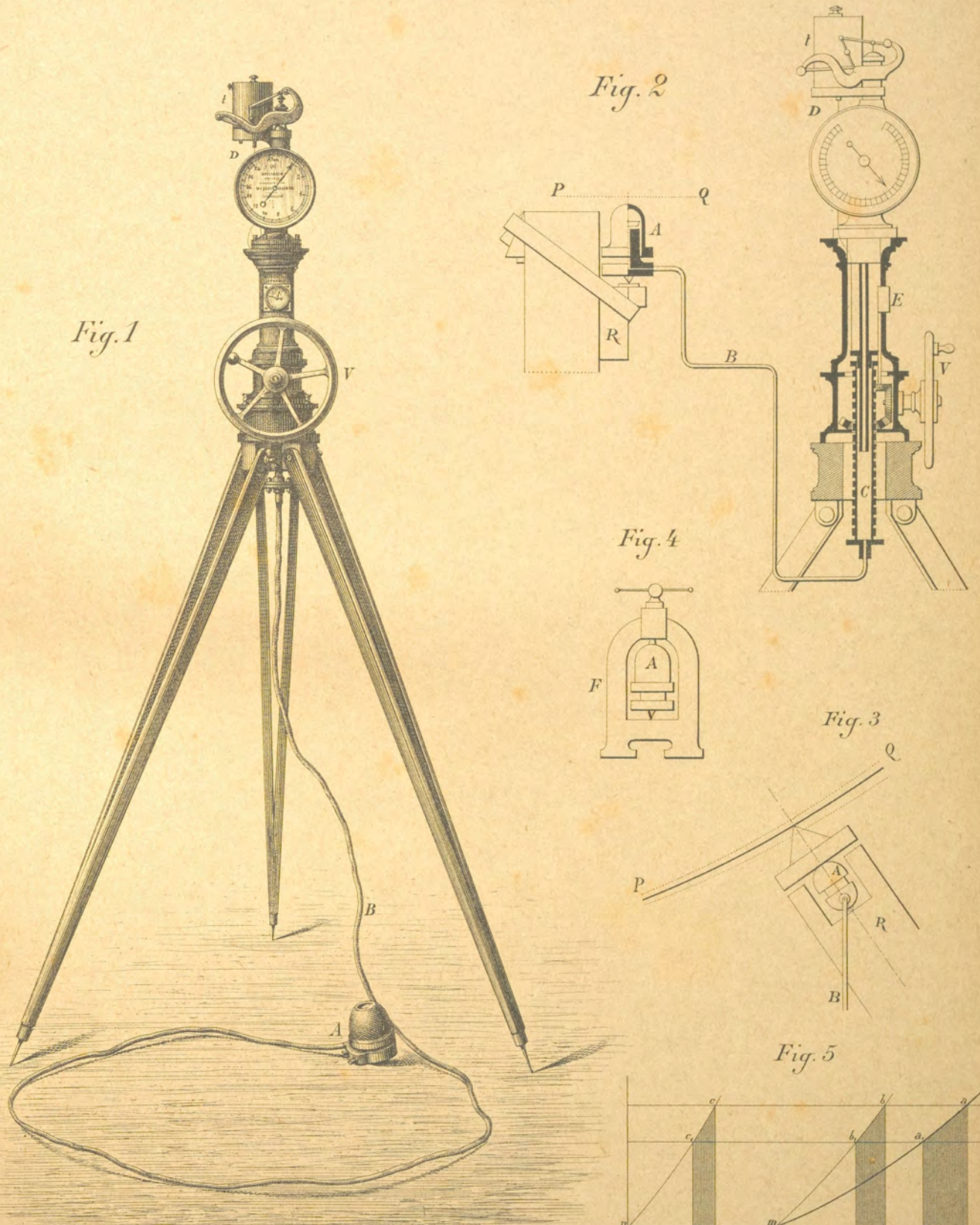


Fig. 1

Fig. 2

Fig. 4

Fig. 3

Fig. 5

Le figure sono semplicemente dimostrative.

Torino... Tip. e Lit. Comilla e Bertolero.

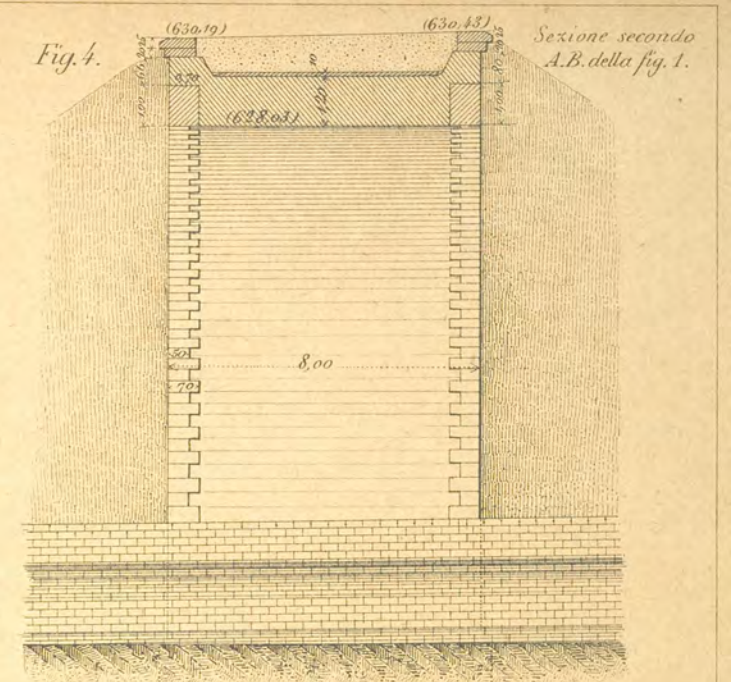
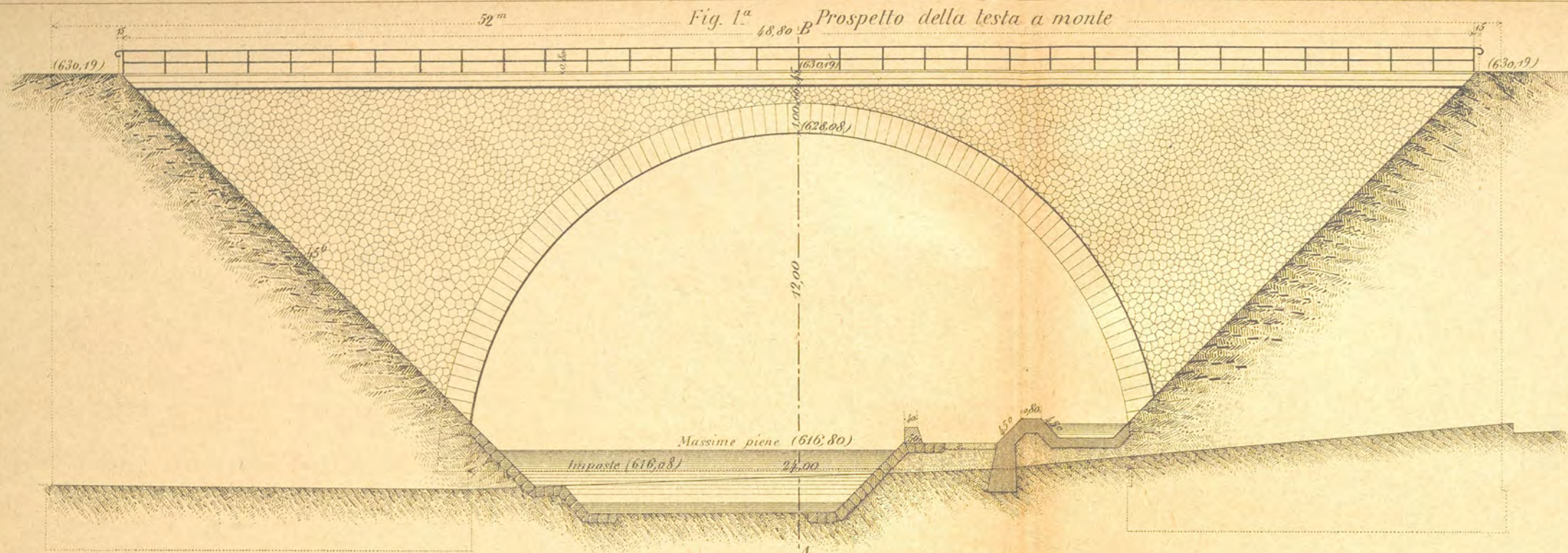


Fig. 5. Sezione secondo A.B. della fig. 2.

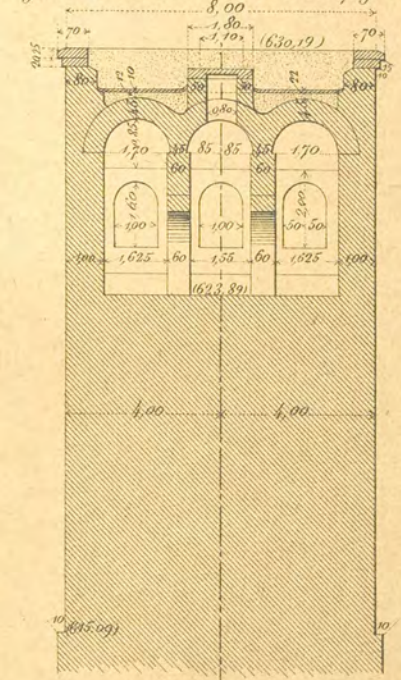


Fig. 6. Sezione secondo C.D. della fig. 2.

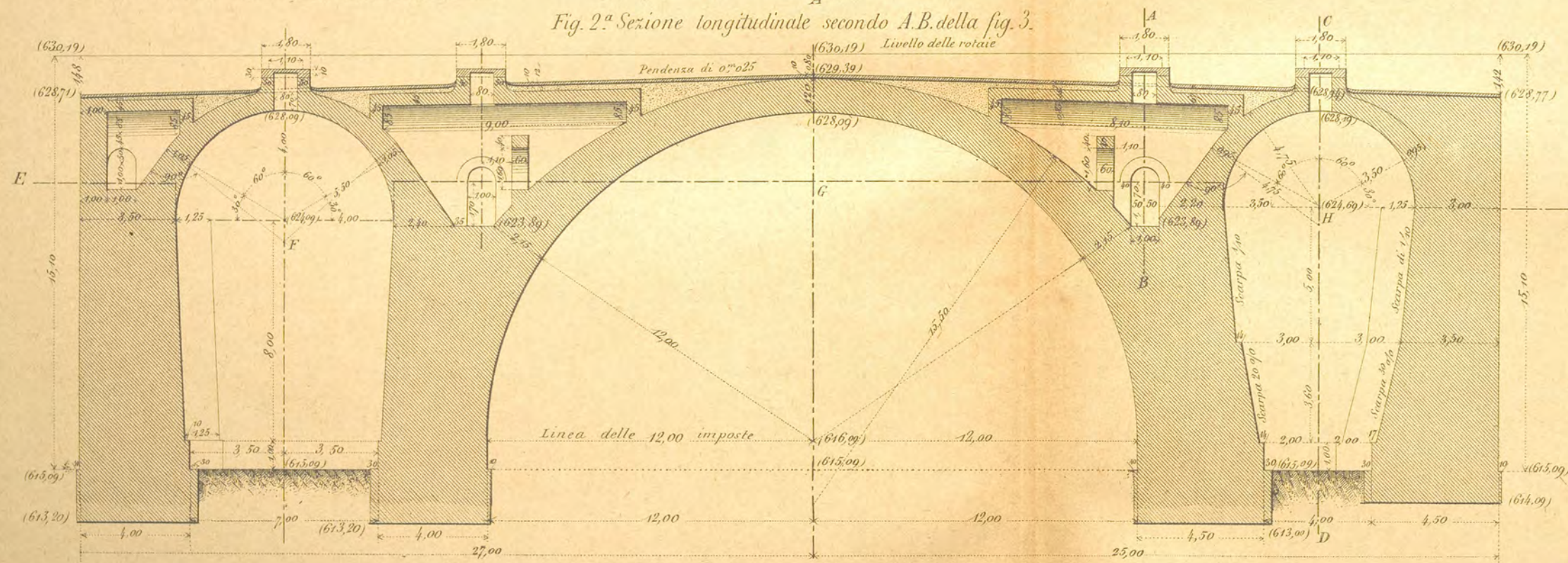
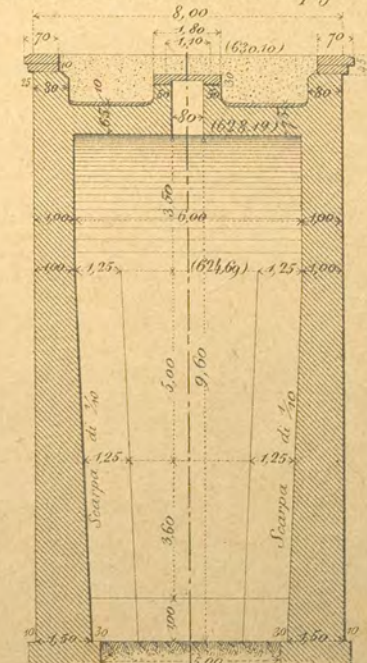
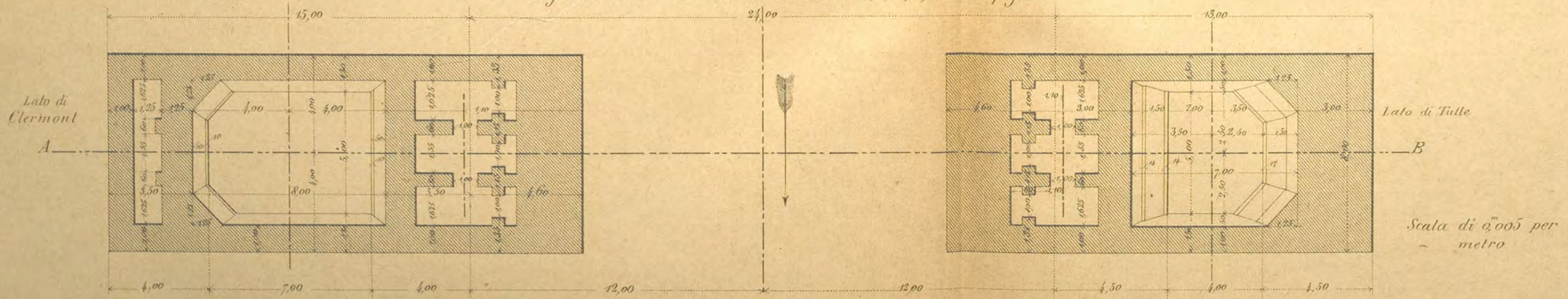


Fig. 2ª Sezione longitudinale secondo A.B. della fig. 3.

Fig. 3ª Sezione orizzontale secondo E.F.G.H.I della fig. 2.



Scala di 0,005 per metro

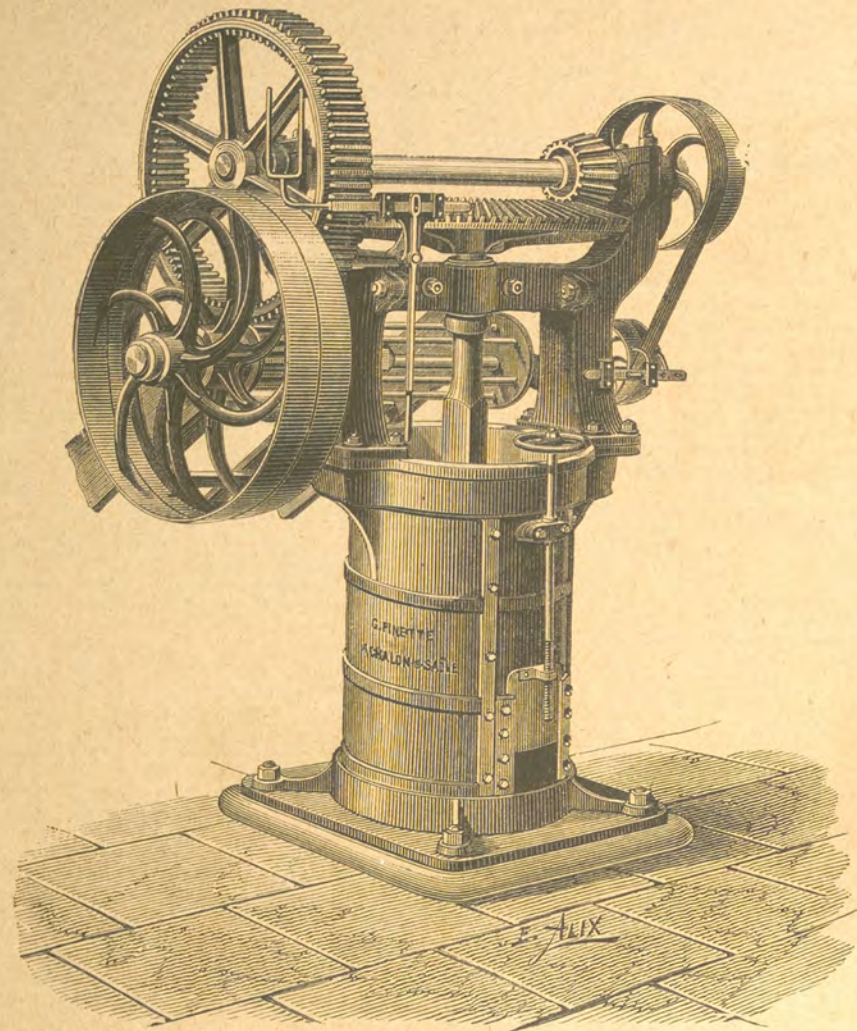


Fig. 1.

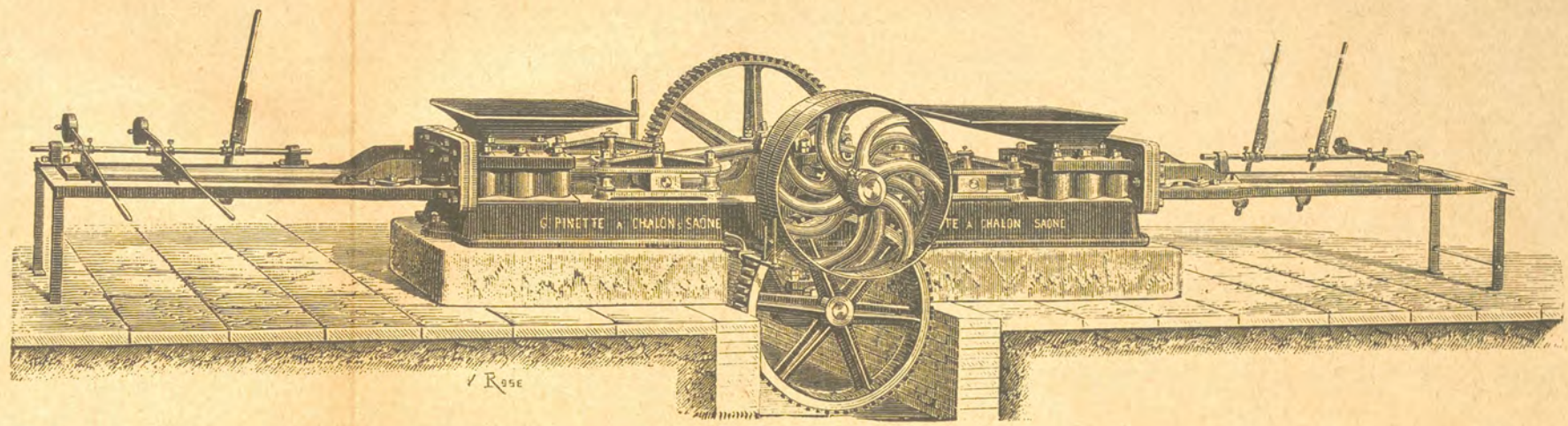


Fig. 2.

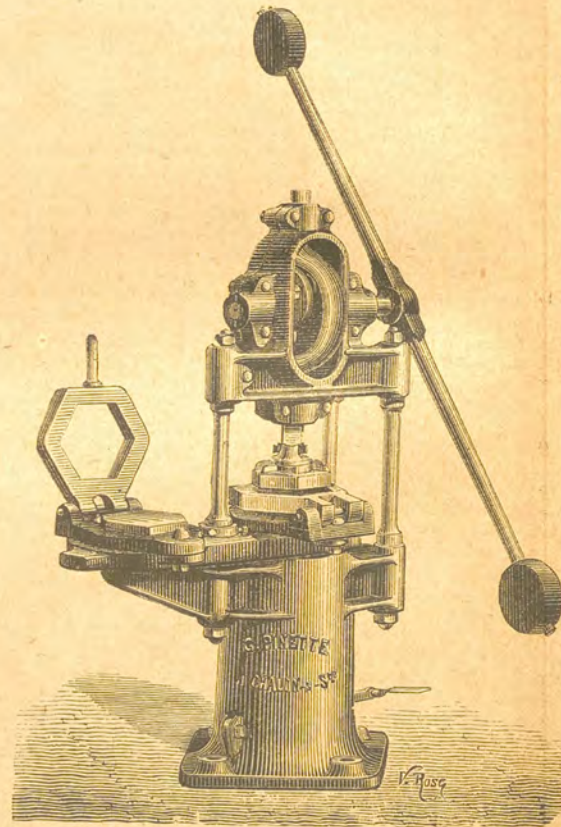


Fig. 4.

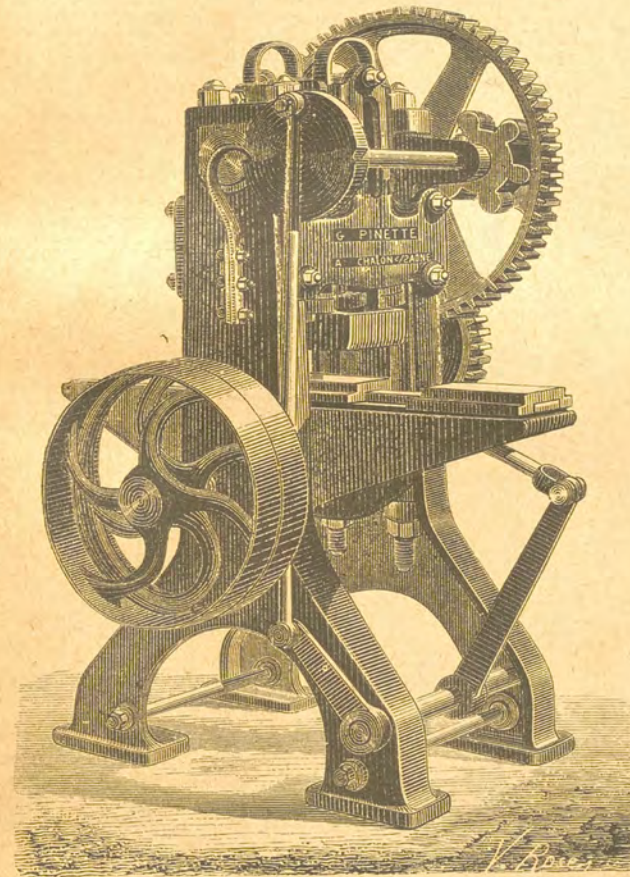


Fig. 6.

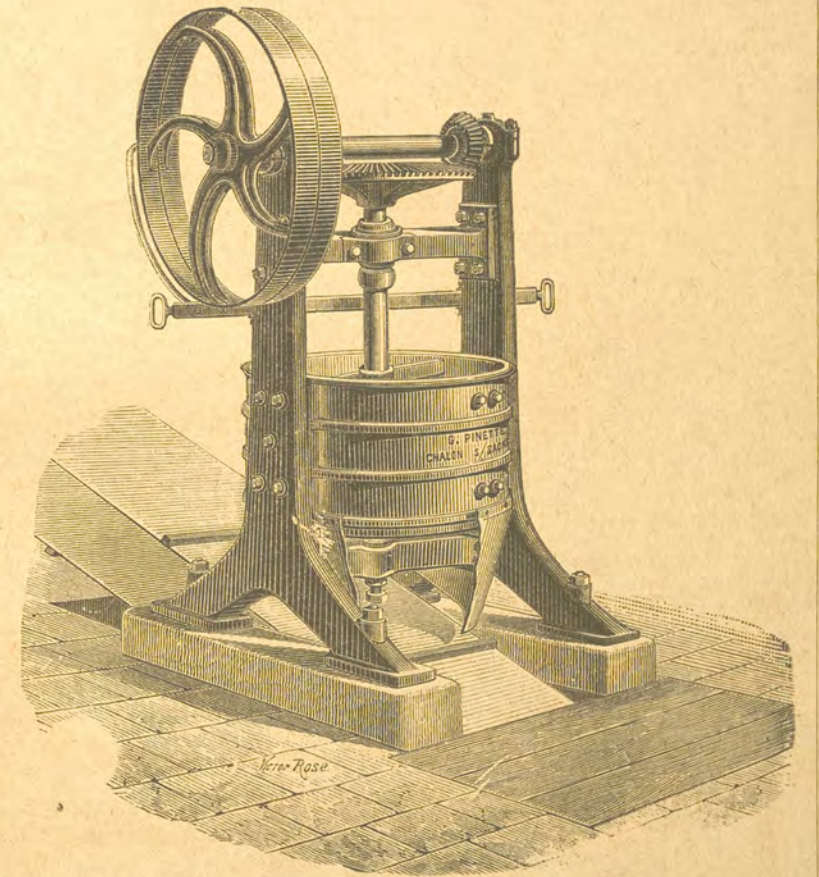


Fig. 7.

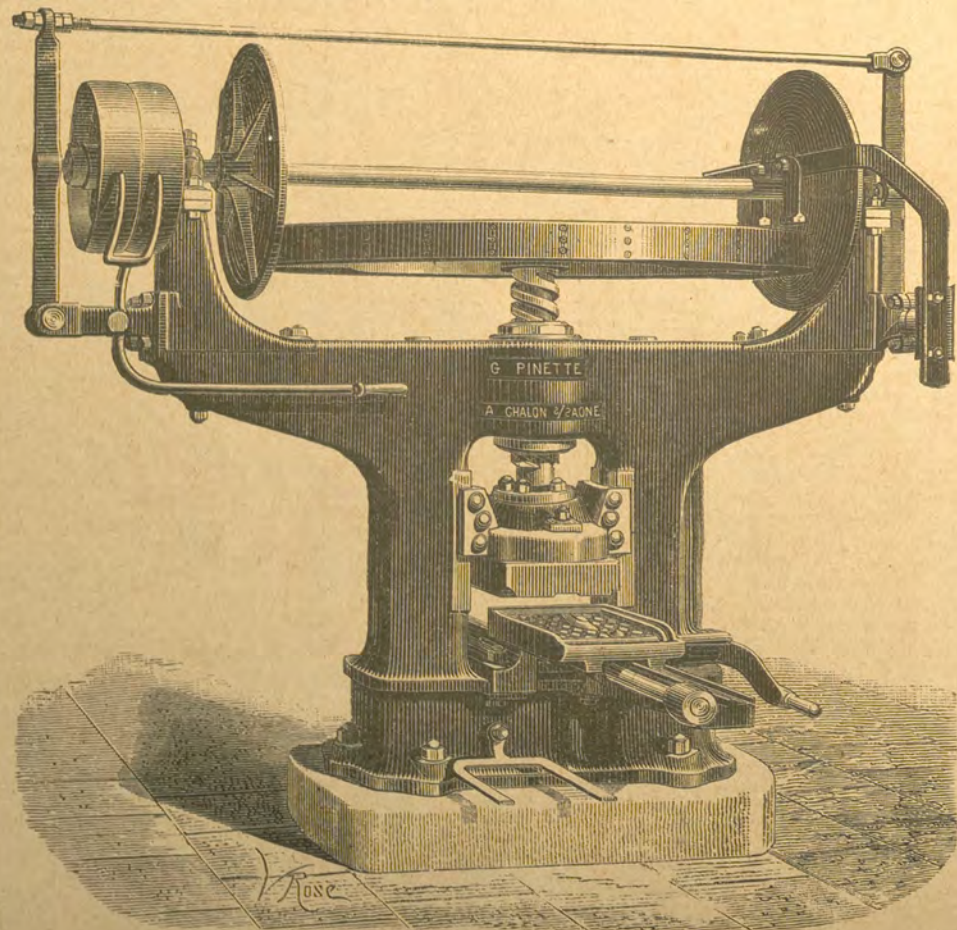


Fig. 3.

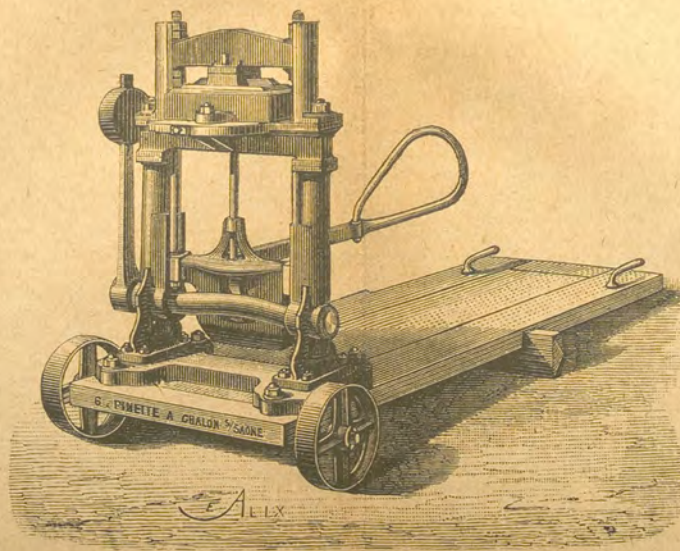


Fig. 5.

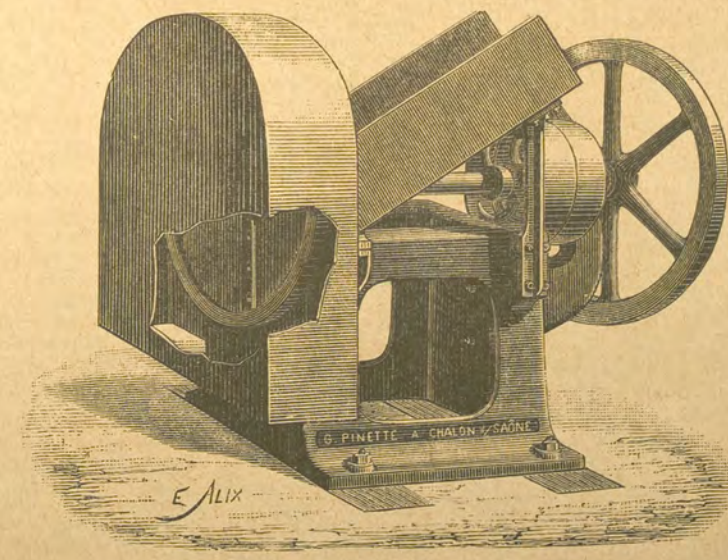


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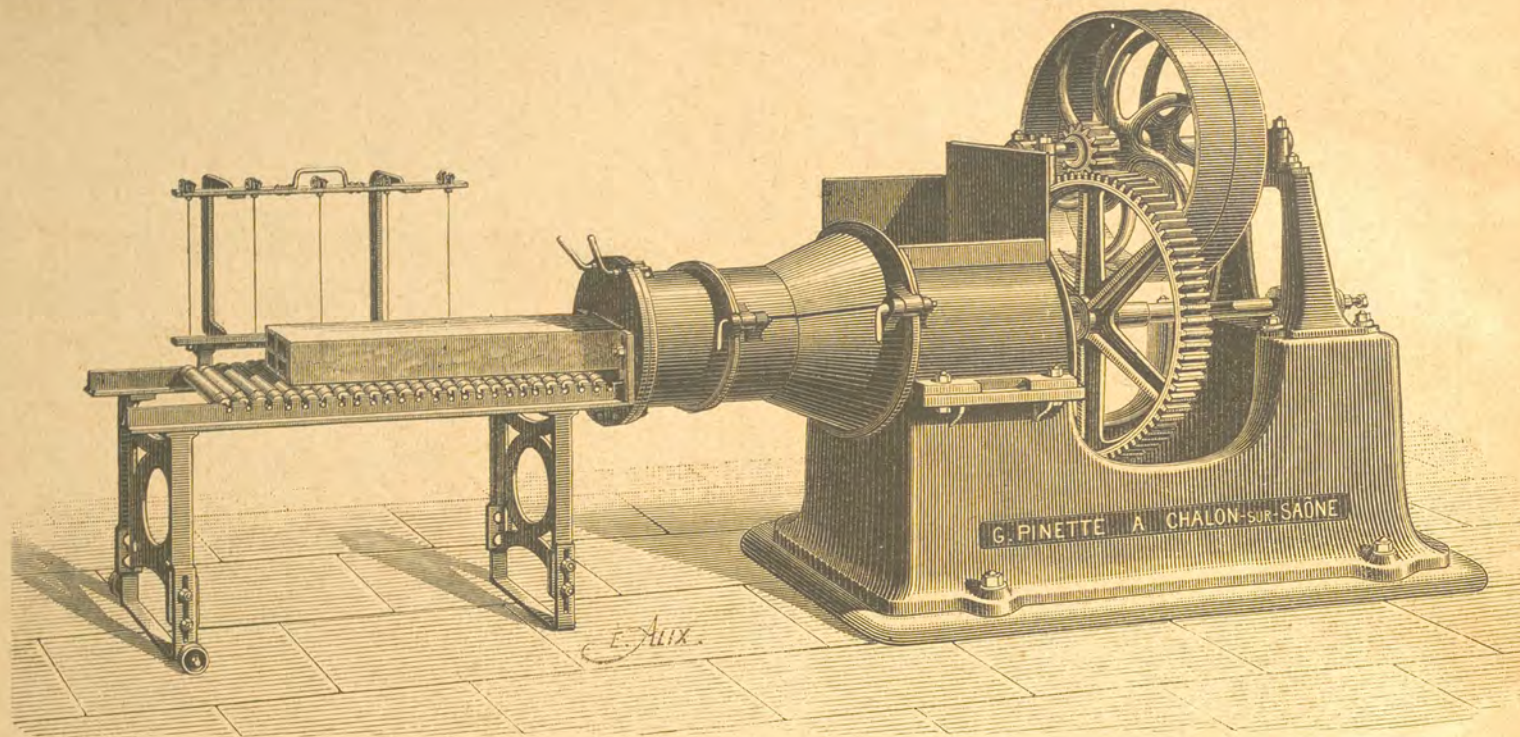


Fig. 9.

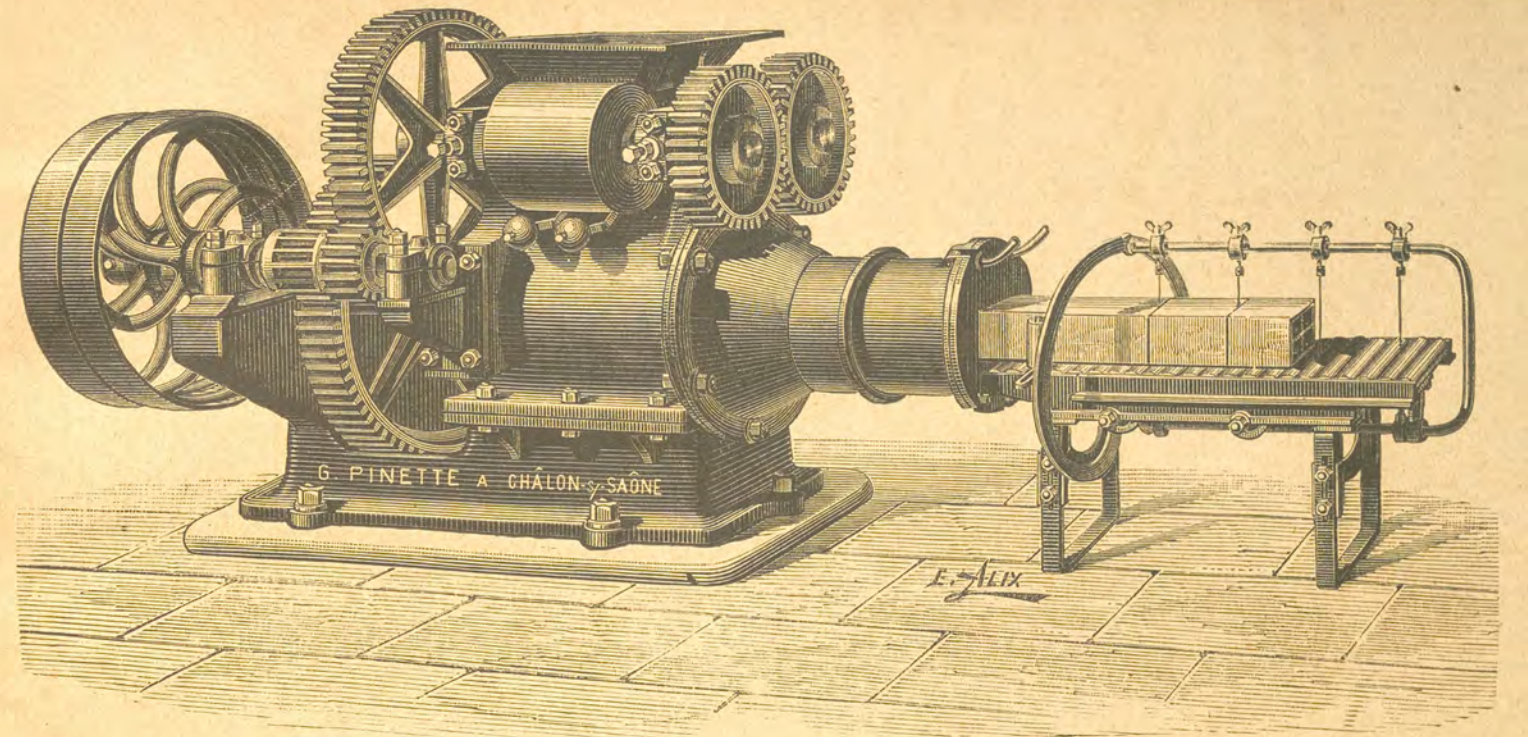


Fig. 11.

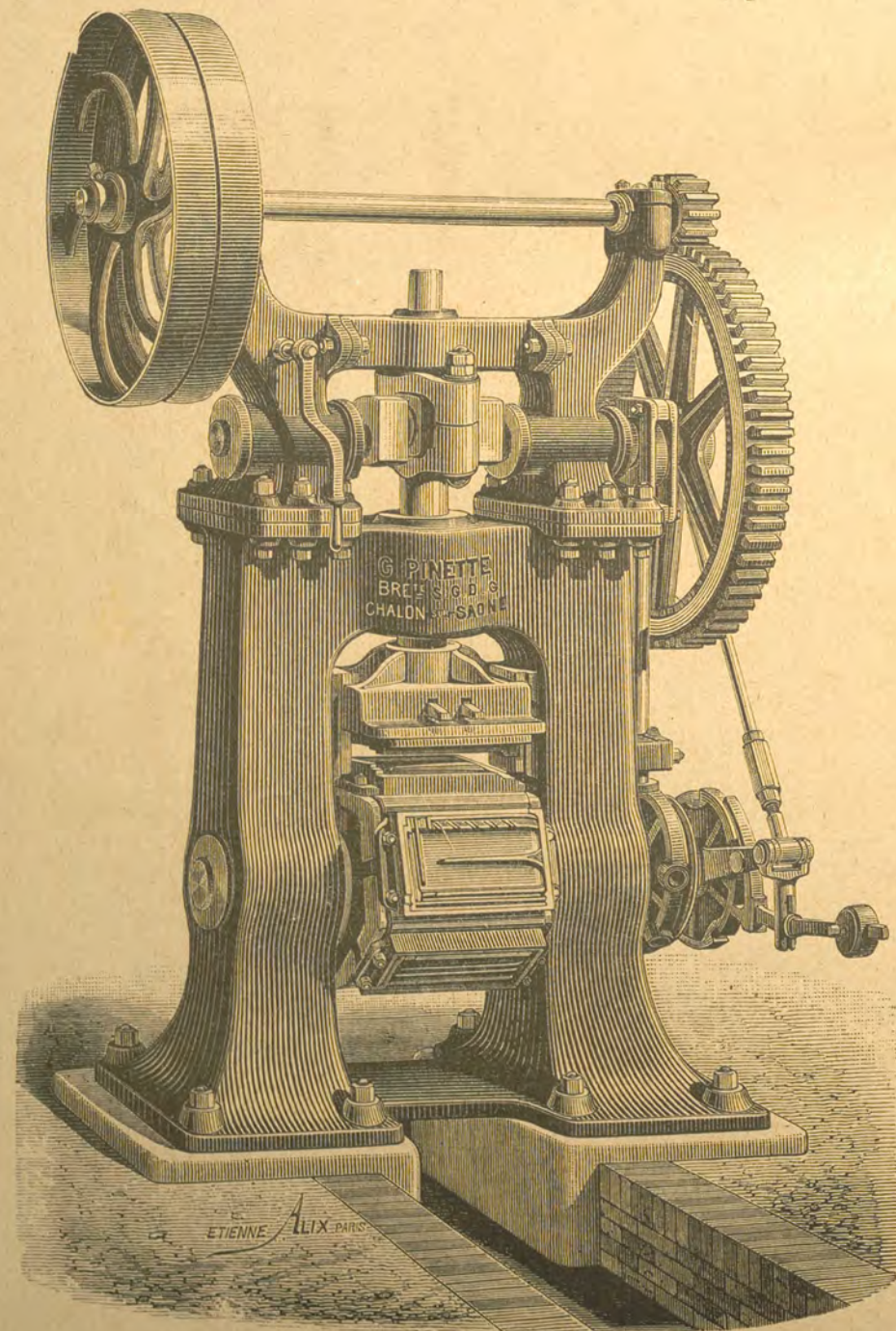


Fig. 10.

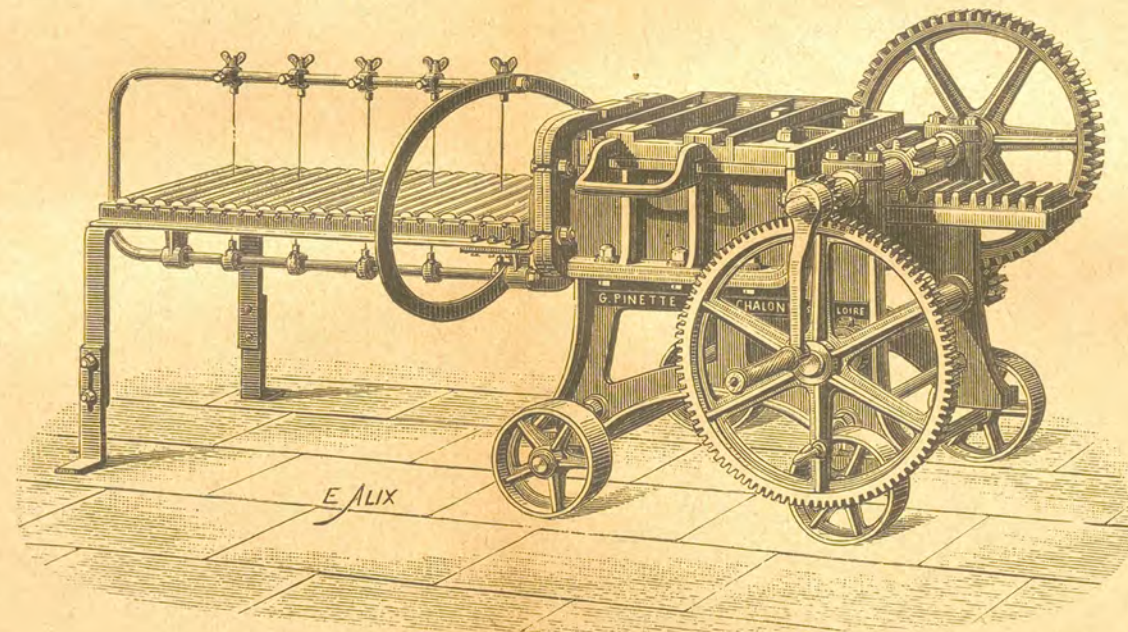


Fig. 12.

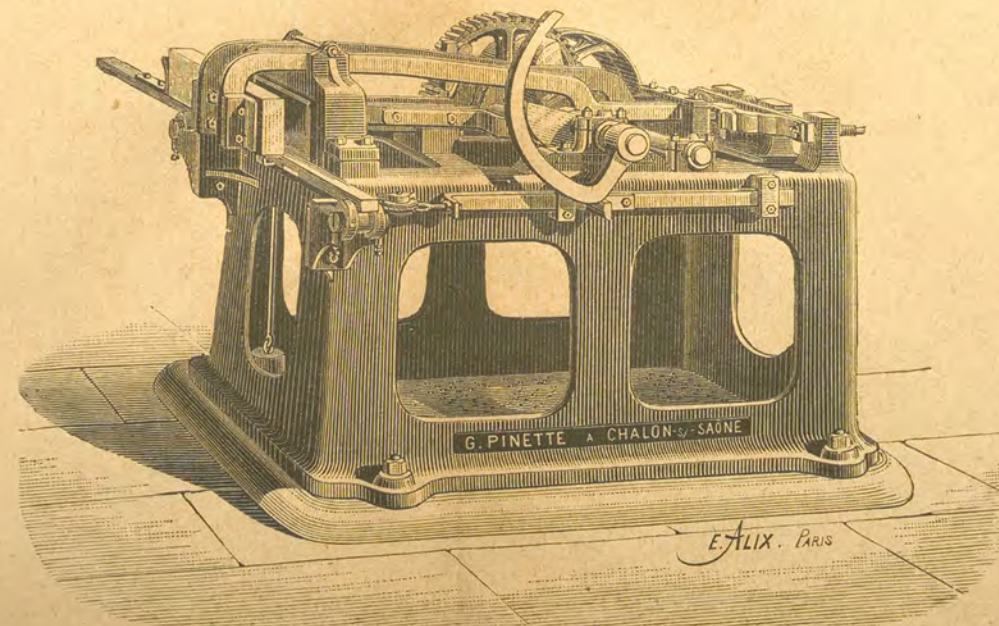


Fig. 13.

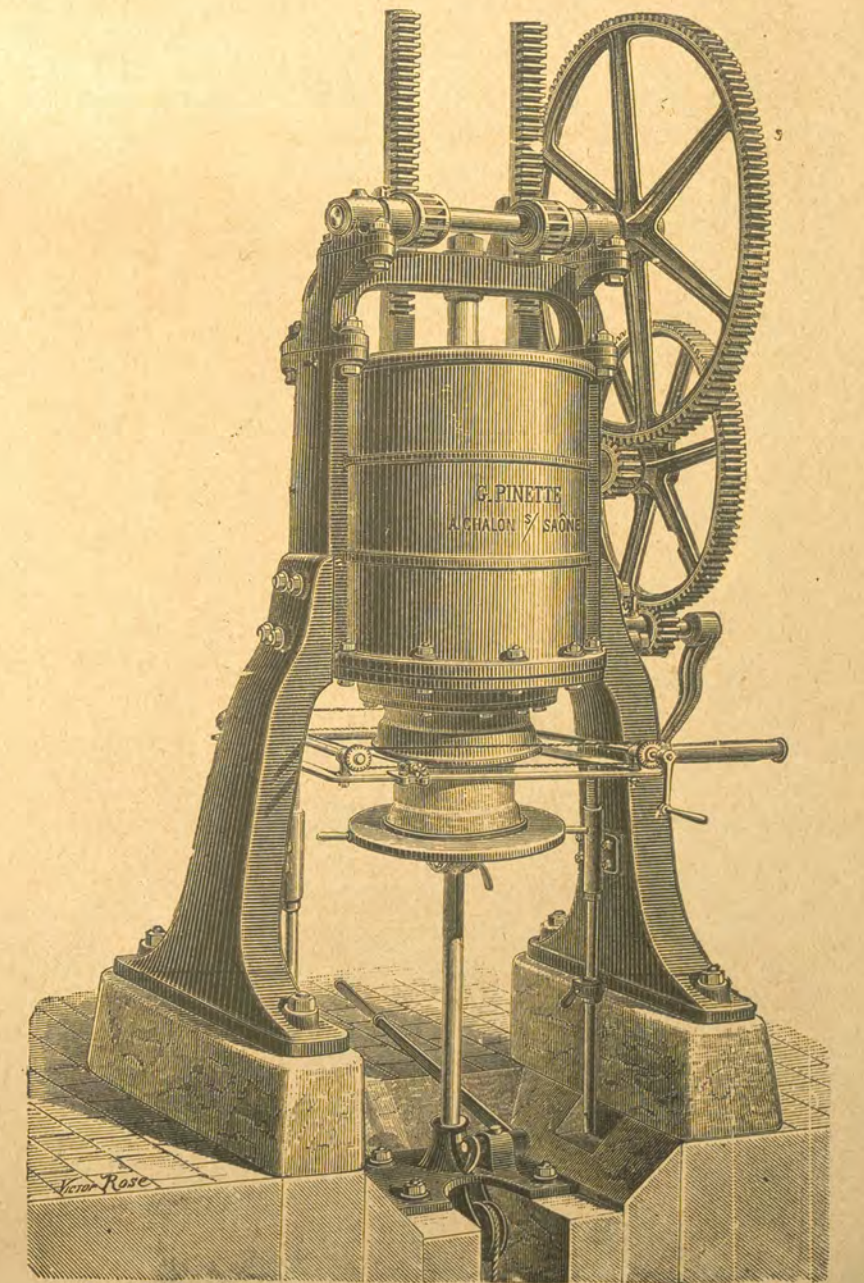


Fig. 14.

Fig. 1-2. Sezione e pianta del tratto di strada con pavimento di legno, senza rotaie in pietra.

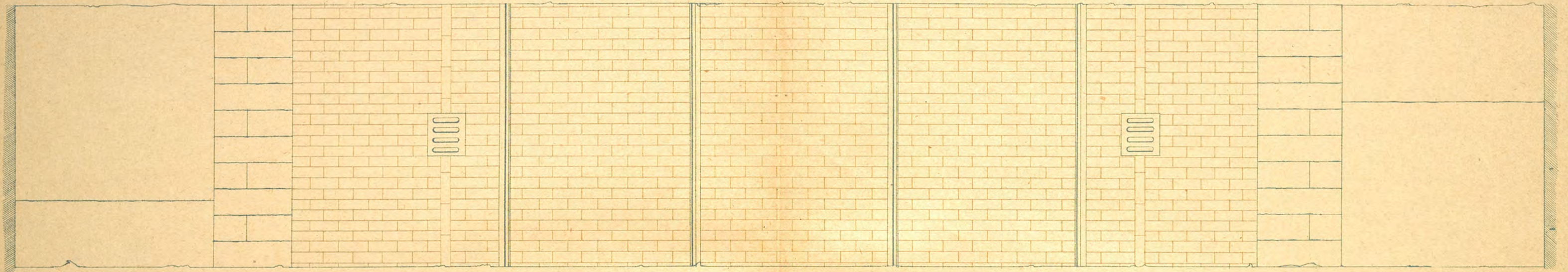
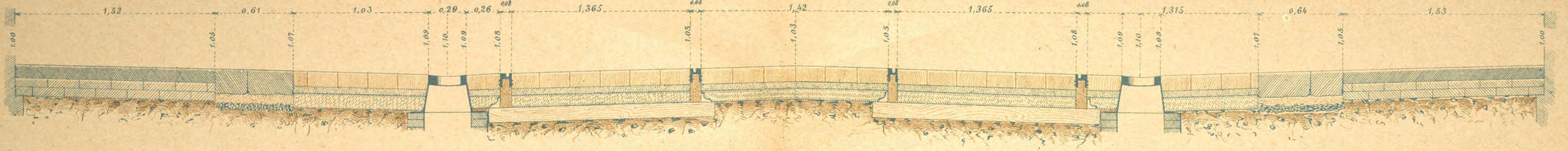
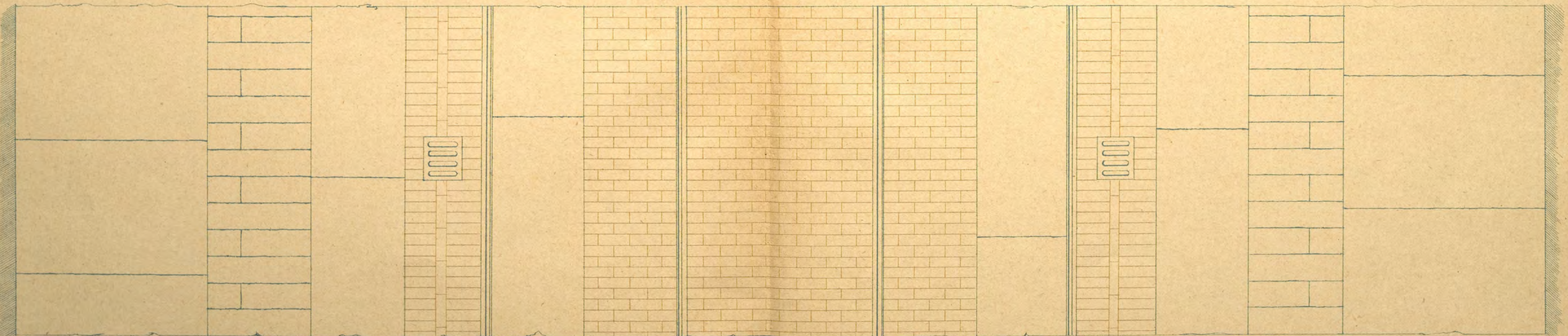
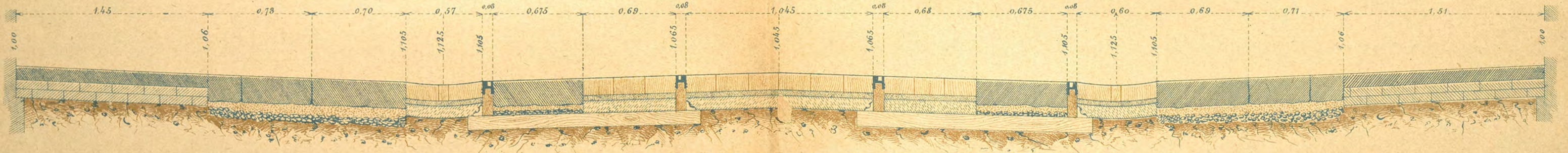


Fig. 3-4. Sezione e pianta del tratto di strada nel quale si sono conservate le rotaie di pietra.



Scala di 1 a 30 .

PAVIMENTAZIONE DI LEGNO
nella via Garibaldi, a Torino.

SOCIETA' DEGLI INGEGNERI
E DEGLI INDUSTRIALI
TORINO

Torino, Tip. e Lit. Camilla e Bortolero.