

Fig. 1. Plan et coupe d'une écluse à sas (schéma).

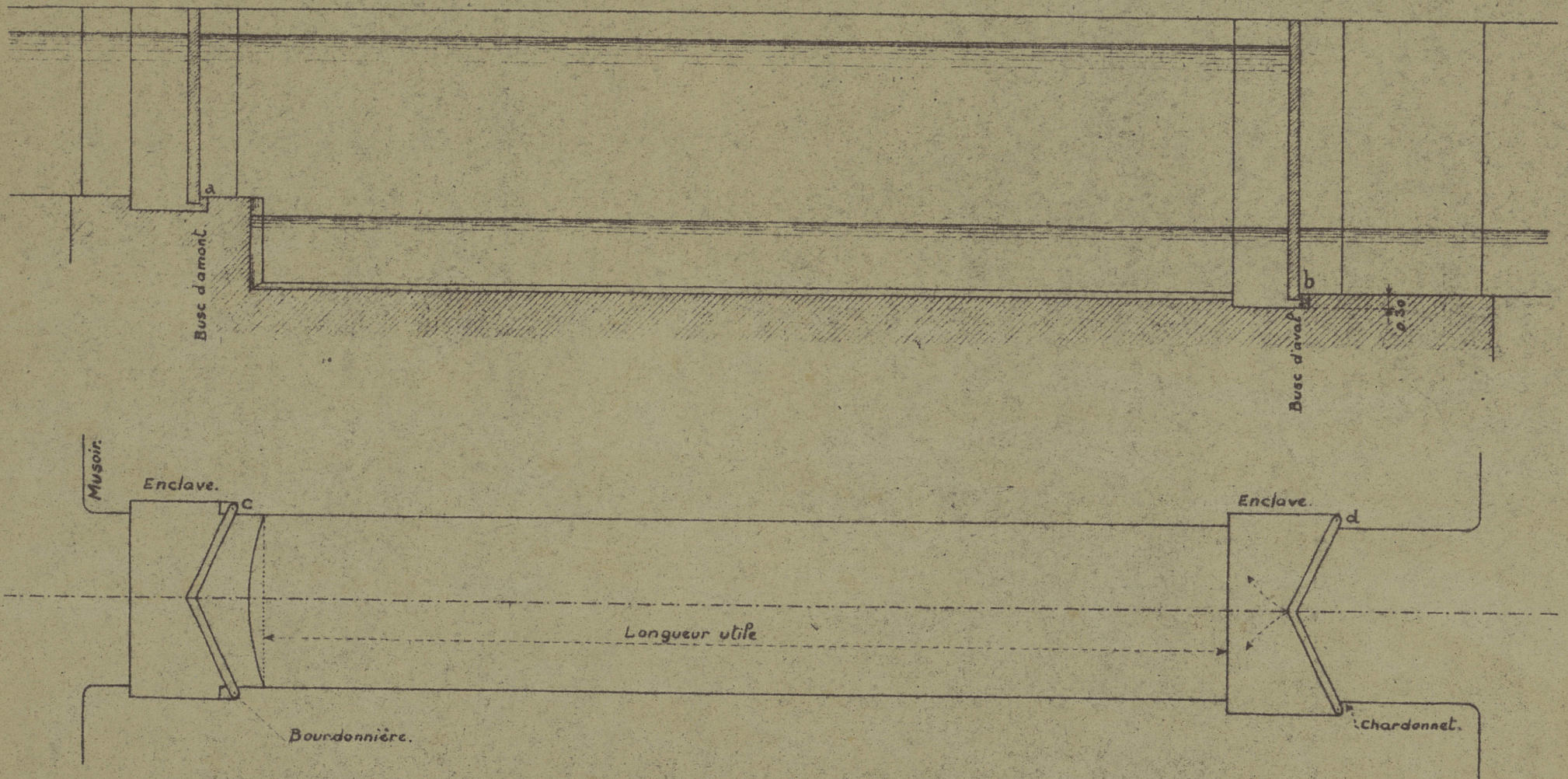
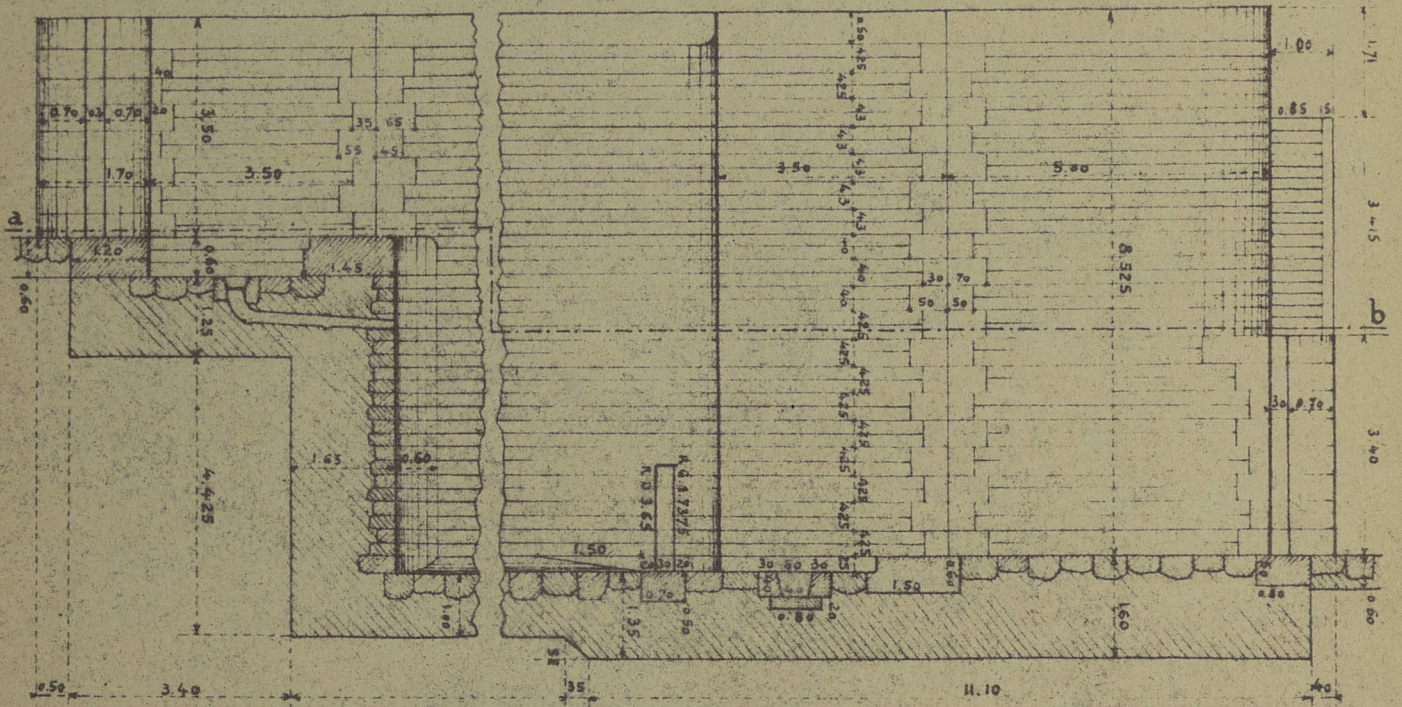


Planche 1

Fig. 2 - Type d'écluse sans pont de 5^m25 de chute. -

Coupe longitudinale sur l'axe - Ech: 1/100^e



Coupe suivant ab - Ech: 1/100^e

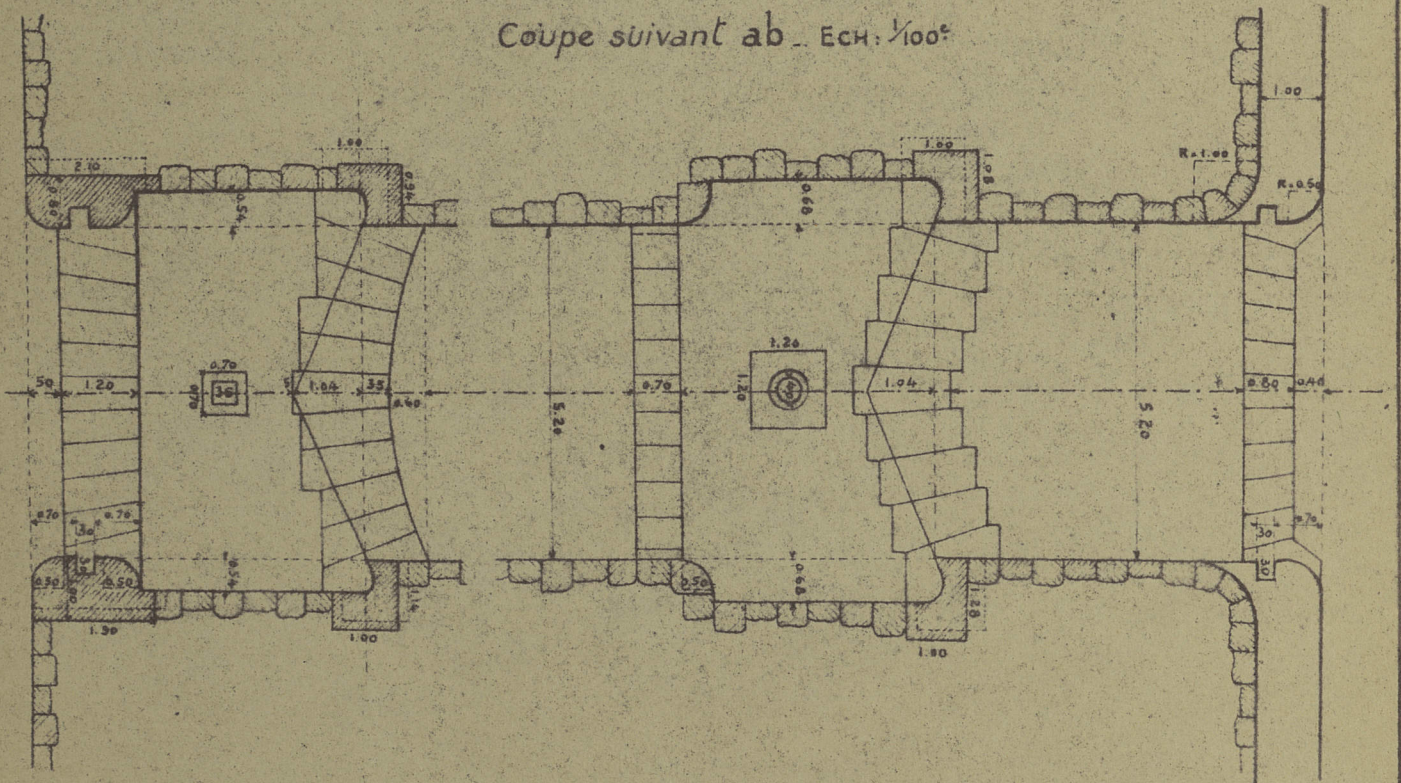
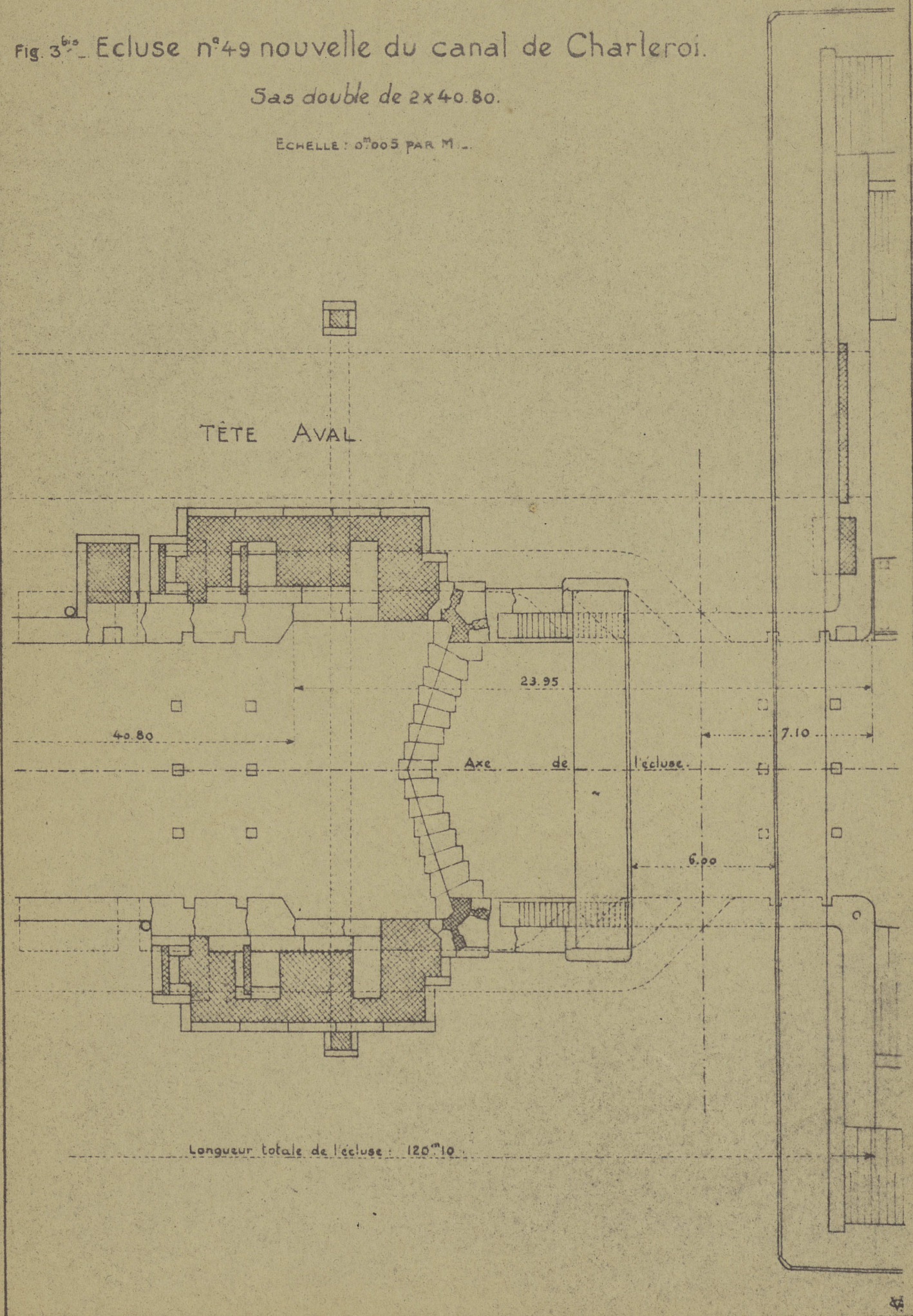


Fig. 3^{bis} - Ecluse n°49 nouvelle du canal de Charleroi.

Sas double de 2x40.80.

Echelle : 0^m.005 PAR M.



Barrage déversoir accolé à l'écluse pour les crues de la Seine.

Fig. 3 Ecluse n°49 nouvelle du canal de Charleroi

Sas double de 2 x 40.80

Echelle : 0^m.005 PAR M.

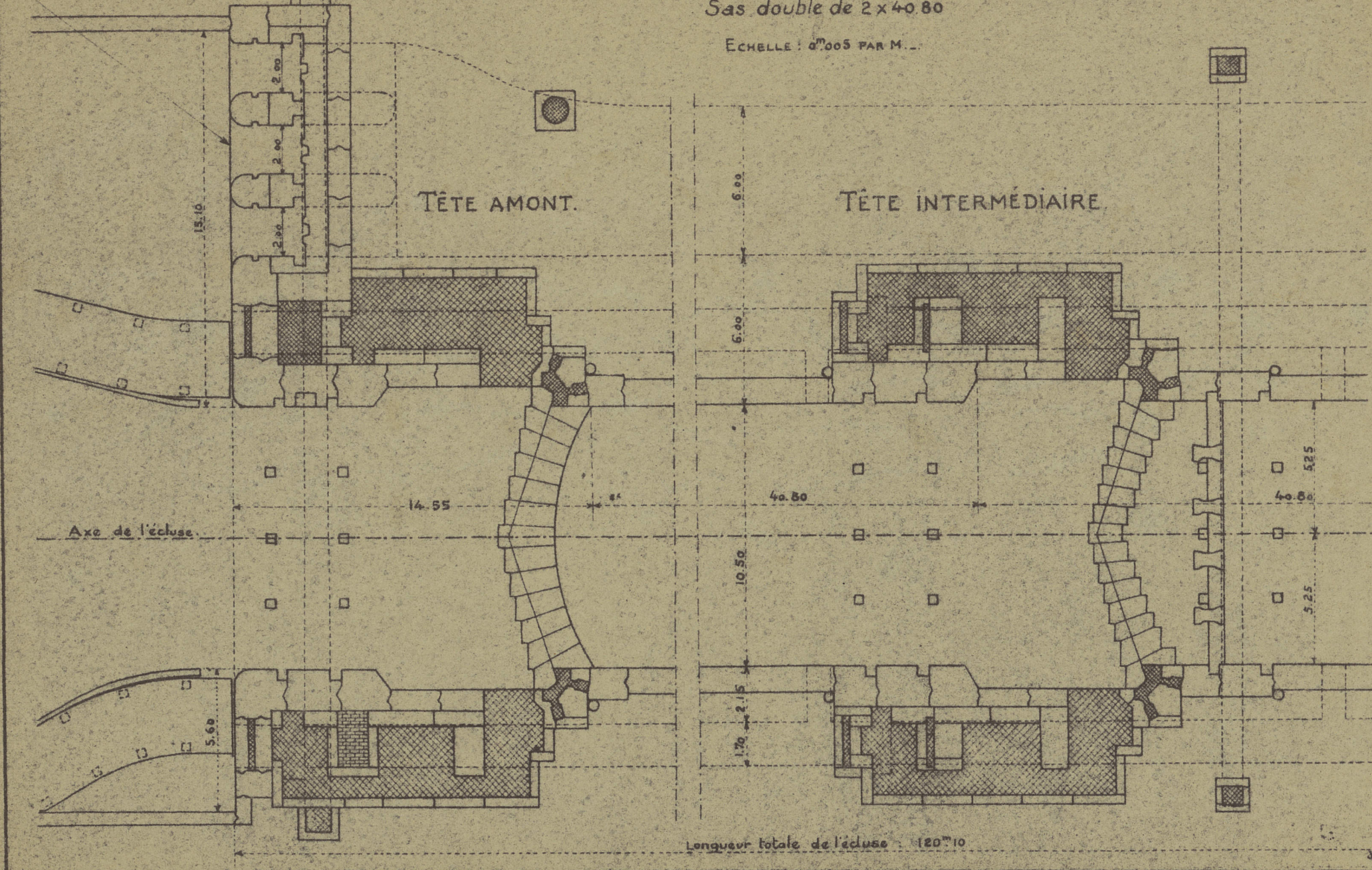
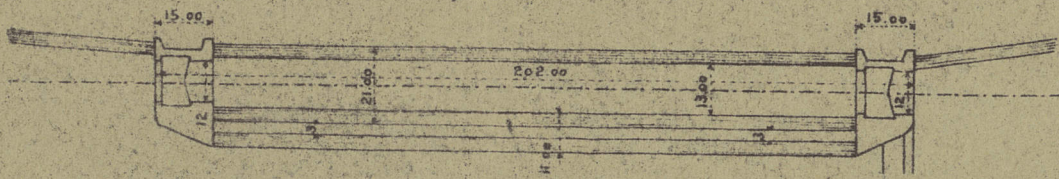
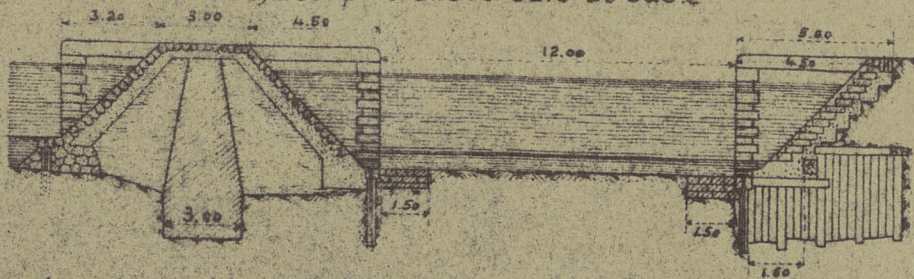


Fig. 4 - Ecluse d'Evry (Seine supérieure).

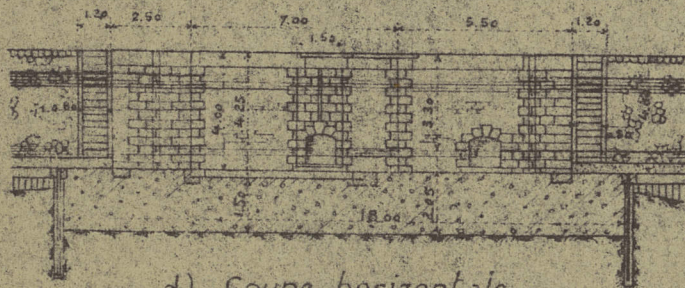
a) Plan.



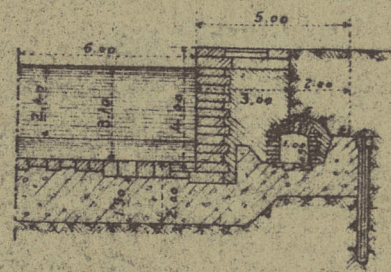
b) Coupe transversale du sas.



c) Coupe longitudinale de la tête amont.



e) Coupe transversale AB (Tête amont).



d) Coupe horizontale des bajoyers de tête amont.

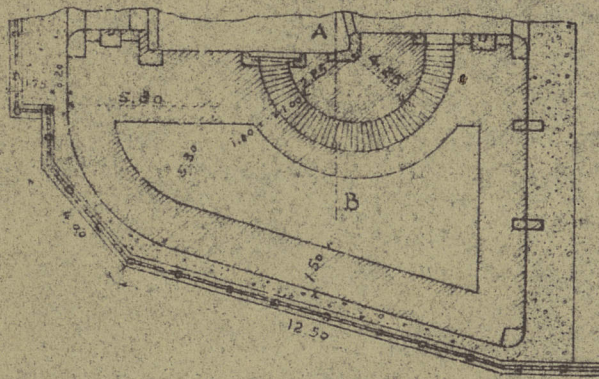


Fig. 5. - Ecluse de Mauloy. - (OURCQ CANALISÉE).
Coupe Transversale.

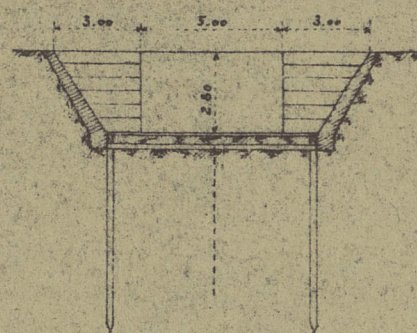


Fig. 6. - Canal de Dortmund-Ems.

Estacades et passerelles de l'écluse à sas perreyée de Bollingerfähr.

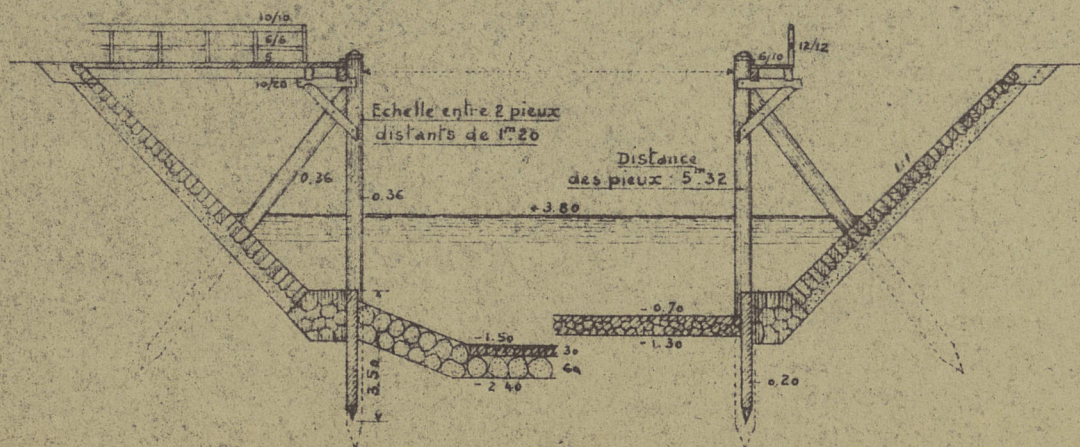


Fig. - Barrages écluses du Haut-Escaut
 Joints de fondation des têtes -
 (formés après exécution des remblais et tassements).

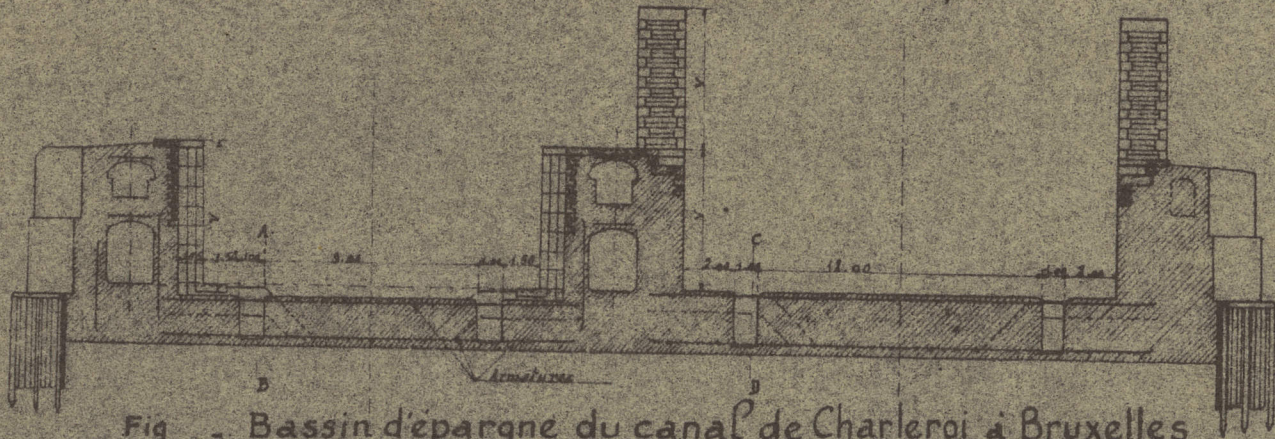


Fig. - Coupe transversale du sas de l'Ecluse de Teglingen
 (Canal de Dortmund à Ems).

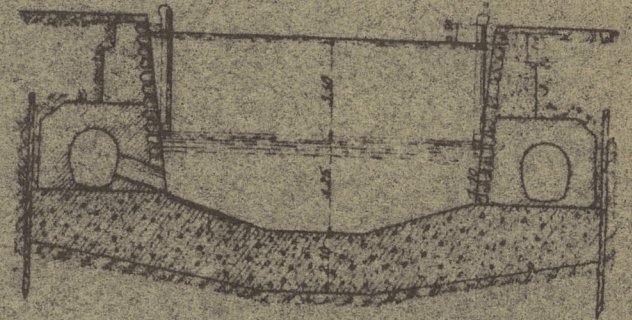
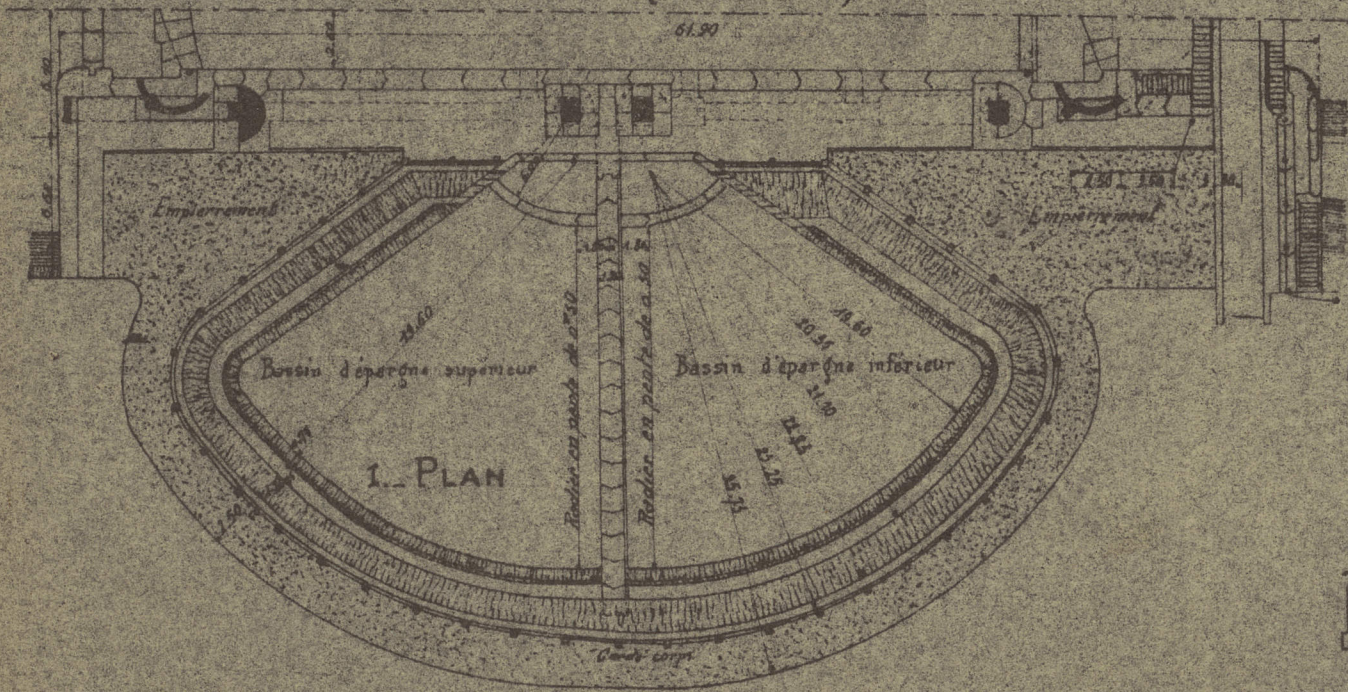
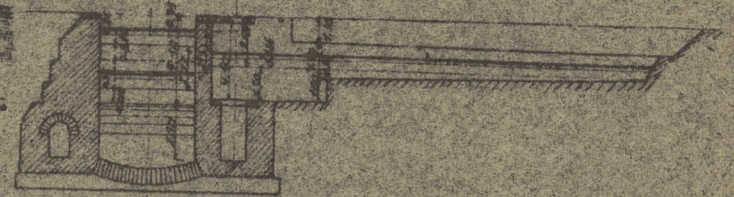


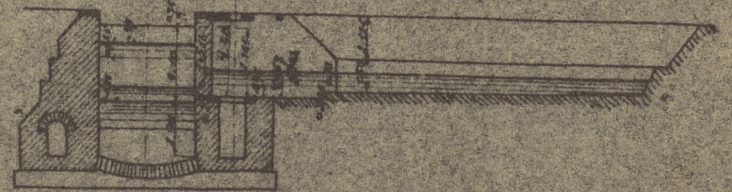
Fig. - Bassin d'épargne du canal de Charleroi à Bruxelles
 (300 Tonnes)



I. Coupe transversale bassin supérieur



II. Coupe transversale bassin inférieur



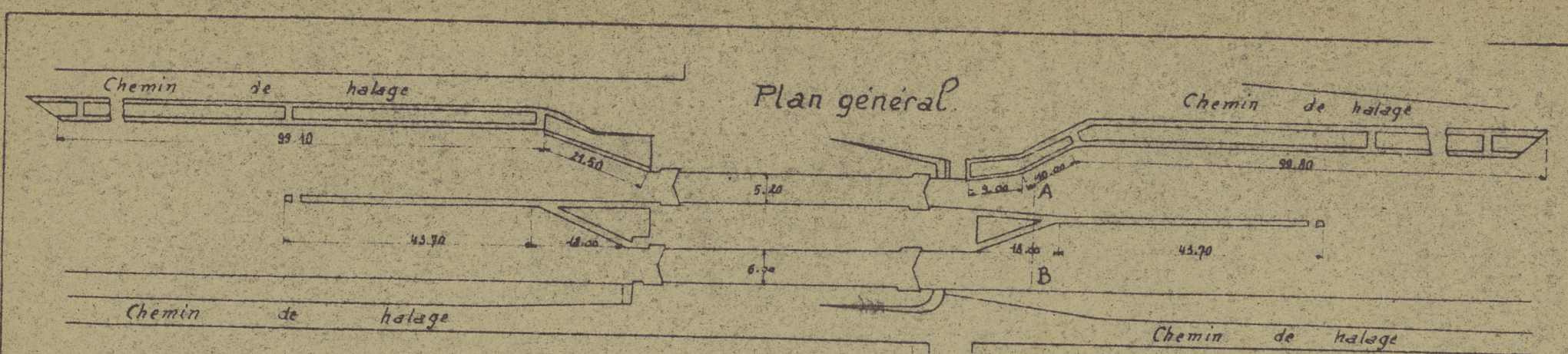


Fig - ESTACADES DES ECLUSES DOUBLES DU CANAL DE ST QUENTIN

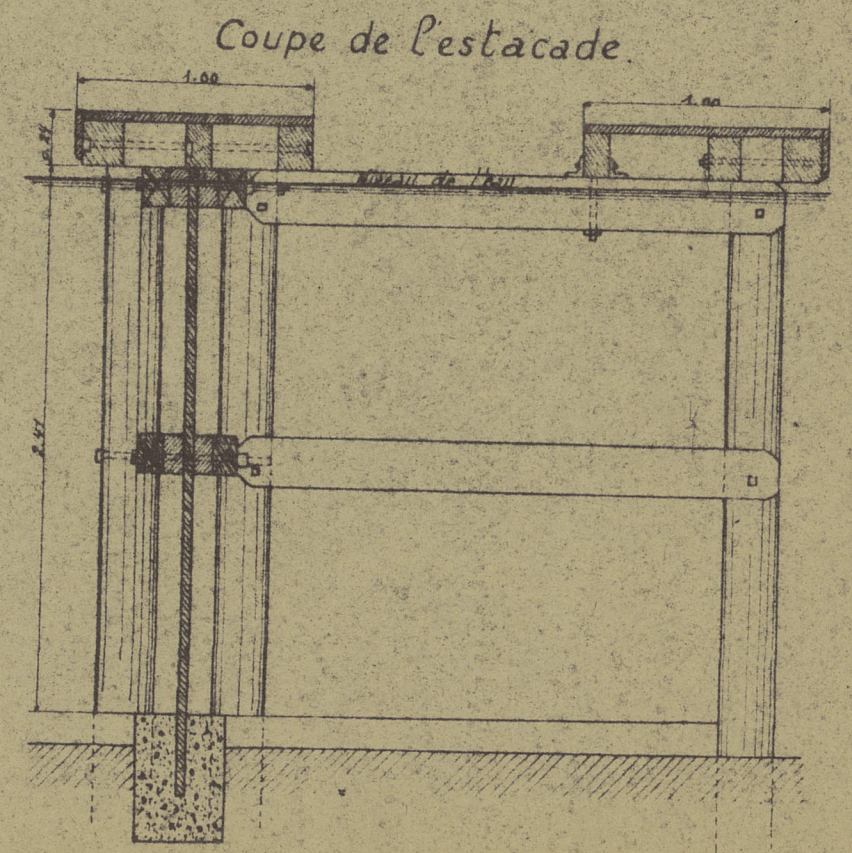
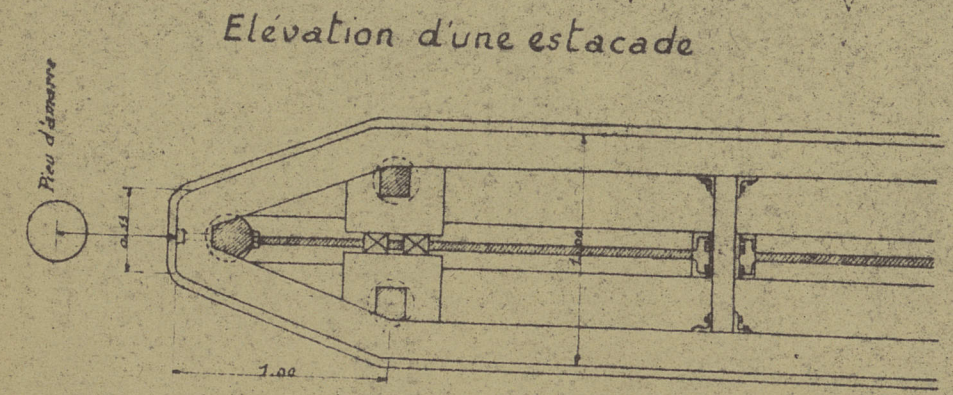
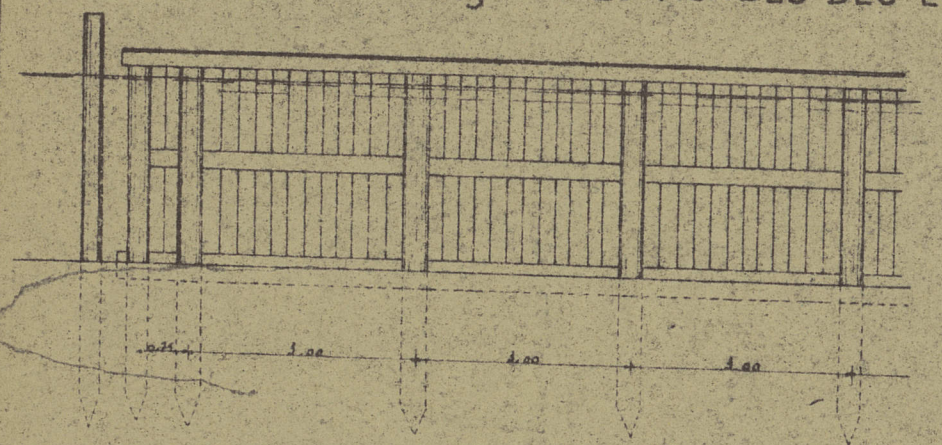


Fig. 1. Cabestan électrique, commandé par pédale.

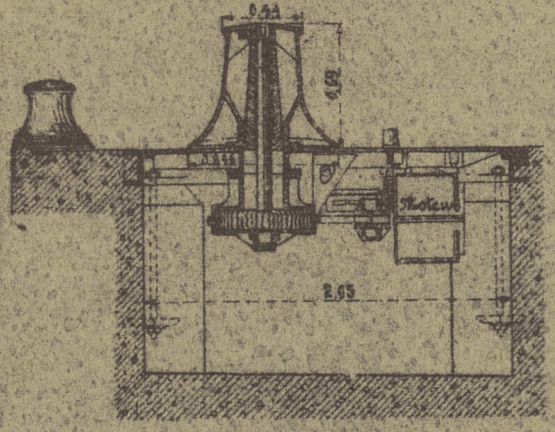


Fig. 2. Porte en bois de l'écluse de Hothheim sur le Rhain.

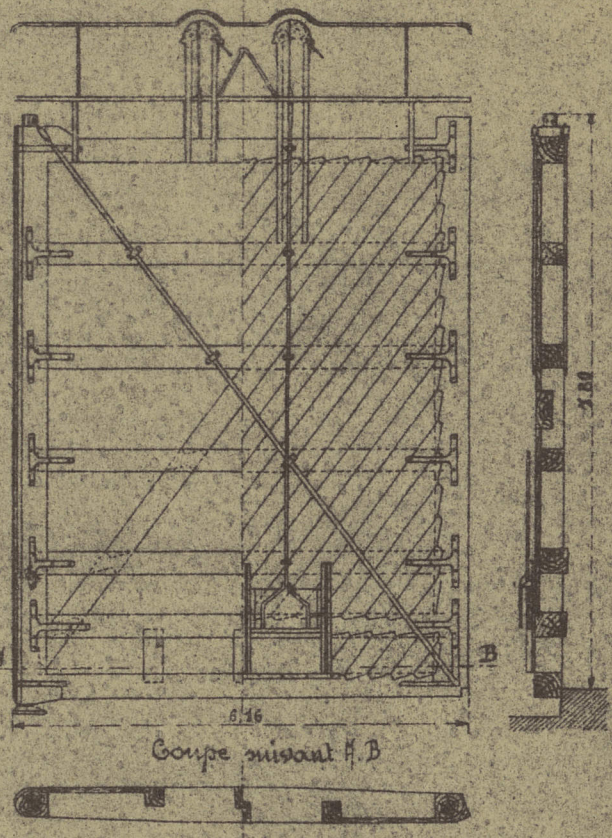
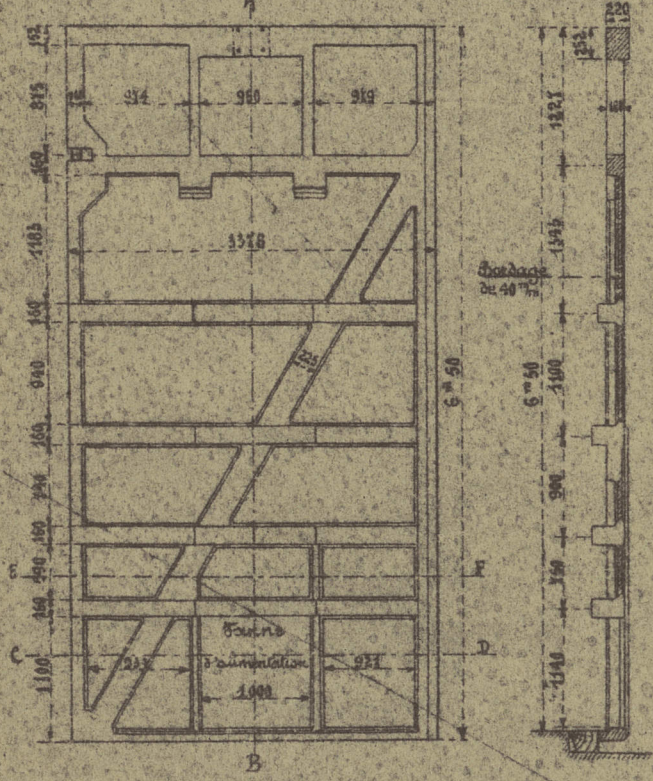
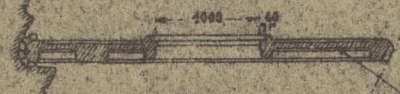


Fig. 3. Porte d'aval en béton armé (Canal du Rhône au Rhin) (1921)

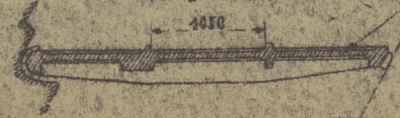
élévation d'un vantail (vue aval) B Coupe A-B



a) Coupe C-D



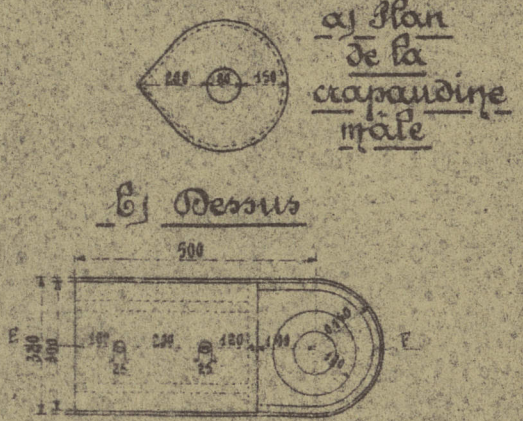
b) Coupe E-F



Echelle 1/50

Bordage de 40 mm

Fig. 4. Crapaudine simple pour porte en bois.



a) Coupe E-F

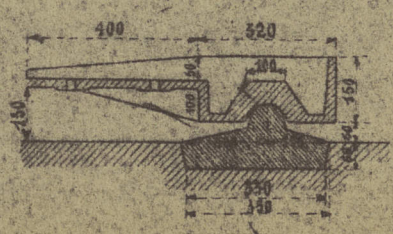
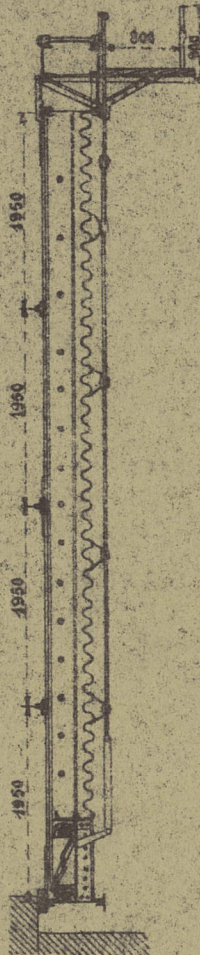
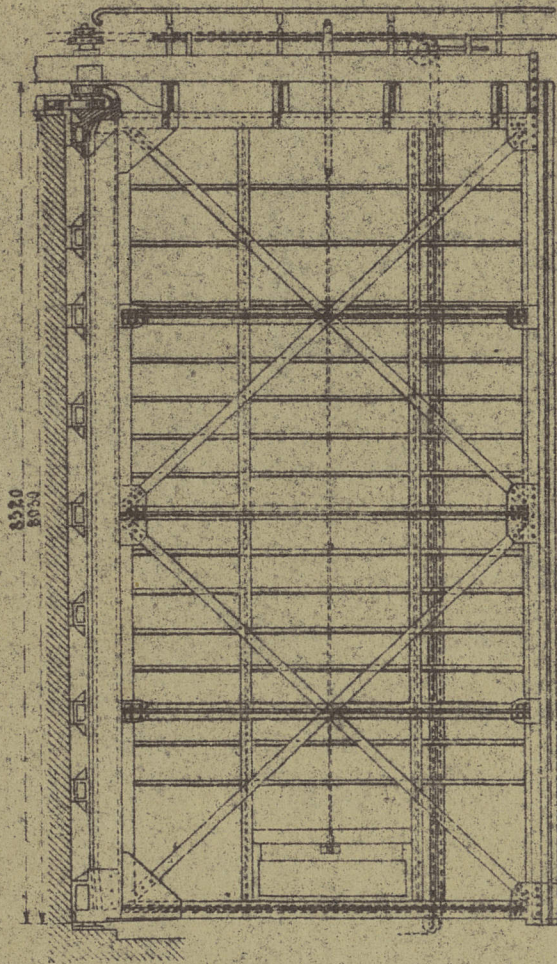


Fig. 1. Profil d'aval de l'écluse de Vermidaf (Odes)

a) Élévation

b) Coupe A-B



c) Coupe transversale



c) Couillon rapporté

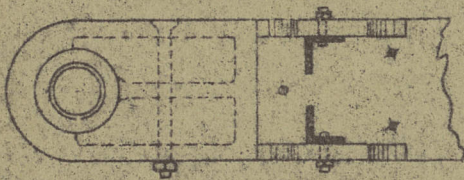


Fig. 3. Couillons et colliers de portes en bois.

a) Sabot couillon

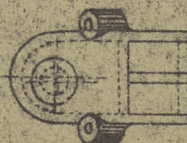
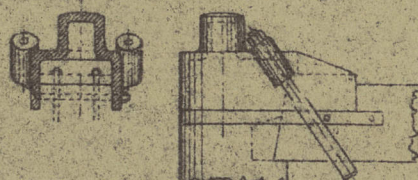
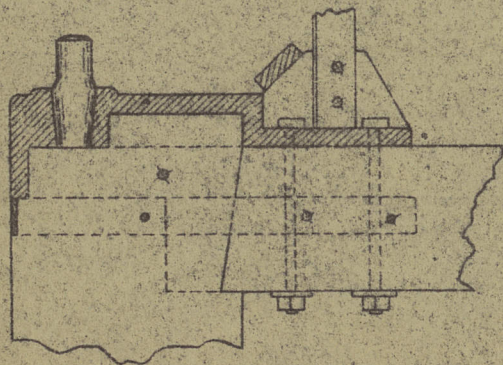
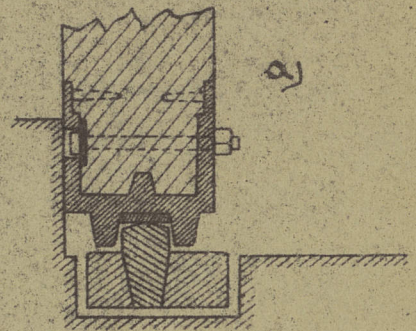
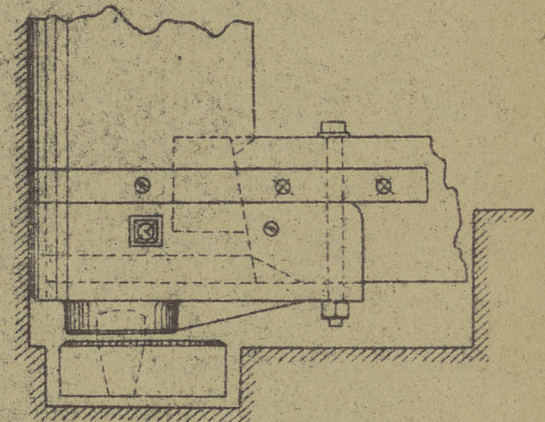


Fig. 2. Crapaudine

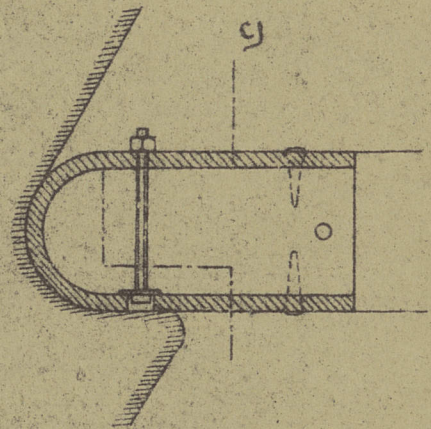
à pivot amovible pour portes en bois.



b)



c)



b) Gravate

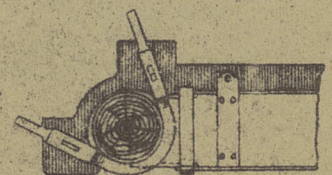
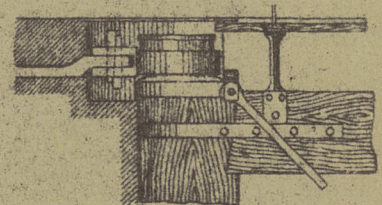
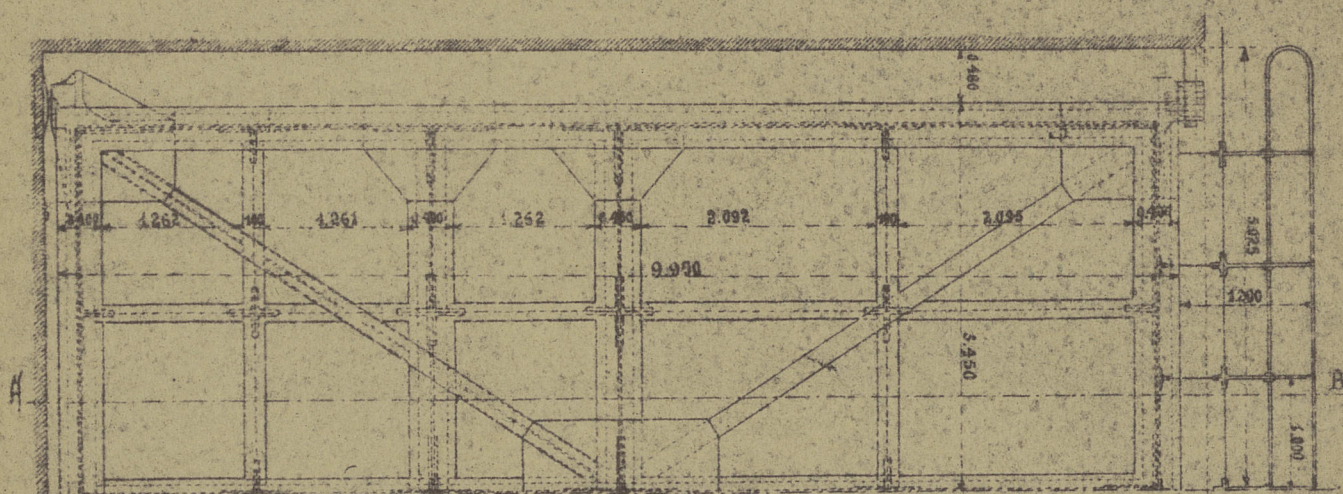


Fig. 1. Porte à 1 vantail du canal du Nord.



Coupe suivant A B

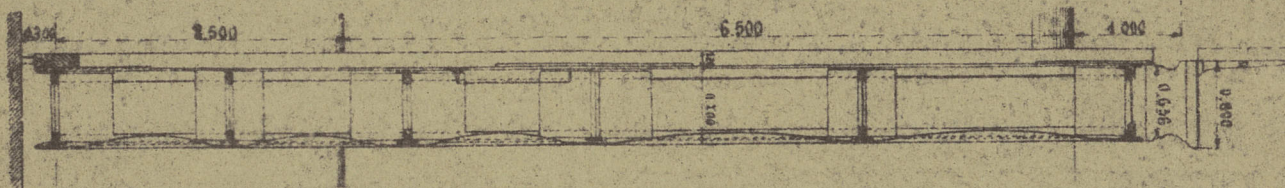
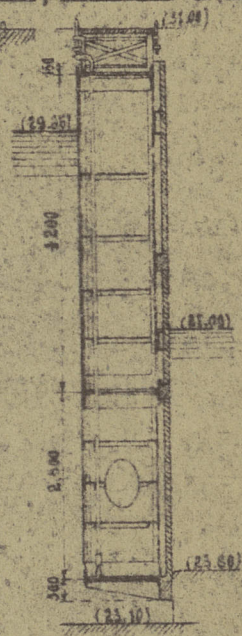
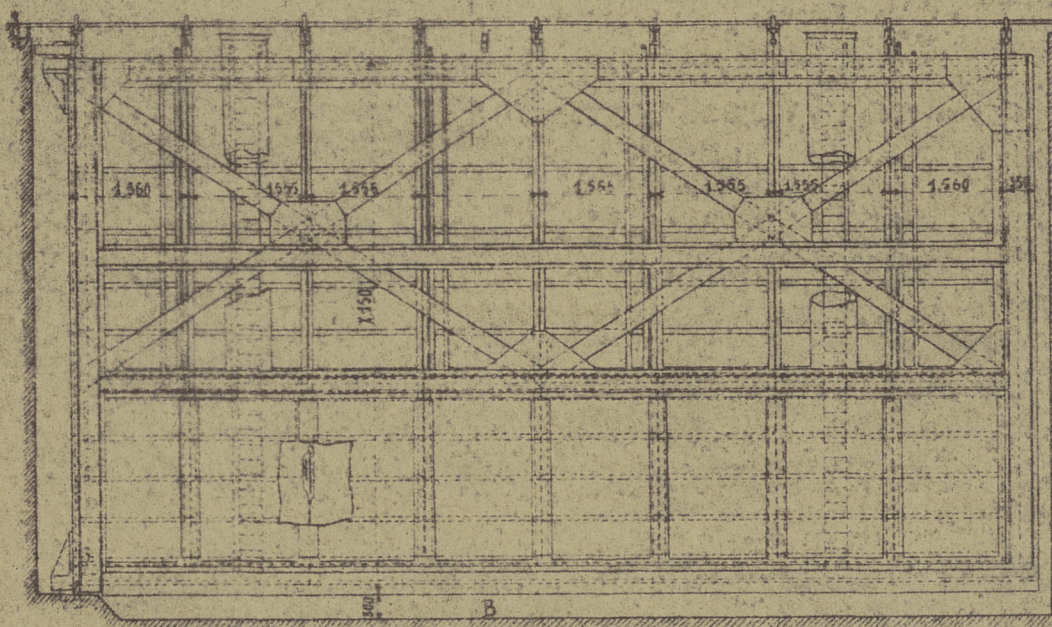


Fig. 2. Porte à 1 vantail équilibré de l'écluse de Soot à l'Anglais (6^{te} Seine)

a) Elevation d'aval

b) Coupe suivant A B



c) Plan supérieur (Parerelle et collier enlevés)

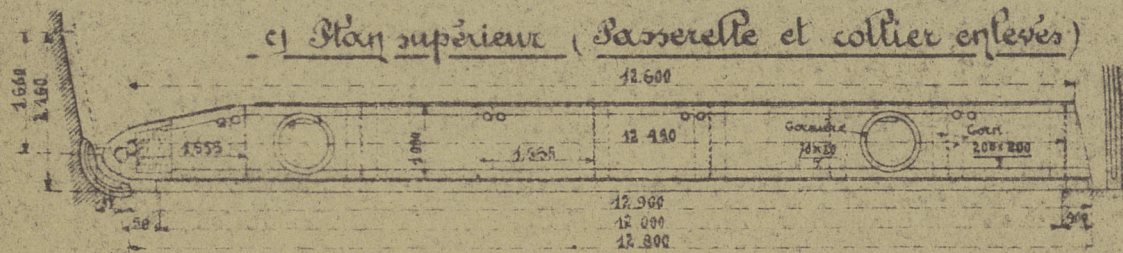
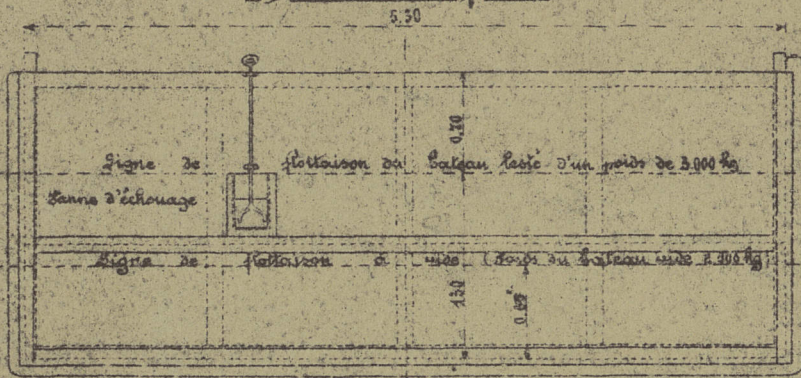
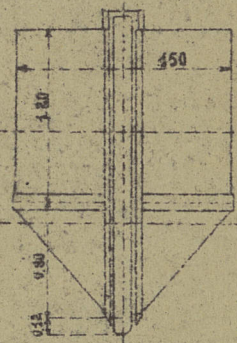


Fig. 1. Bateau porte du canal de Bourgogne

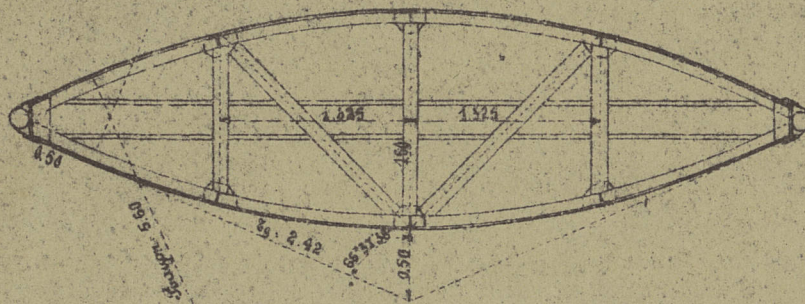
a) Vue de face



b) Vue de côté



c) Plan



d) Détails

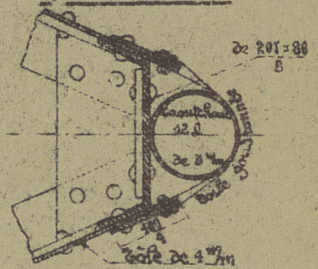


Fig. 2. Axes des portes en bois de l'écluse de Murensvalde (canal Oder-Spree)

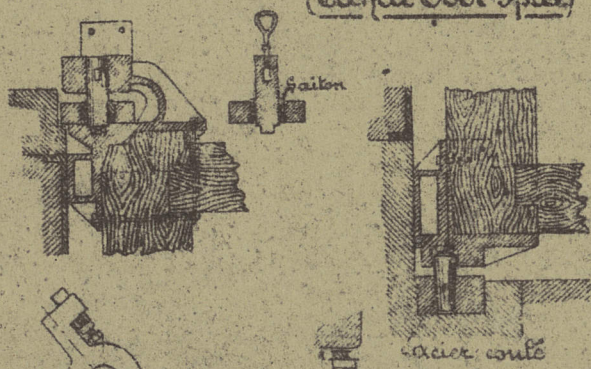
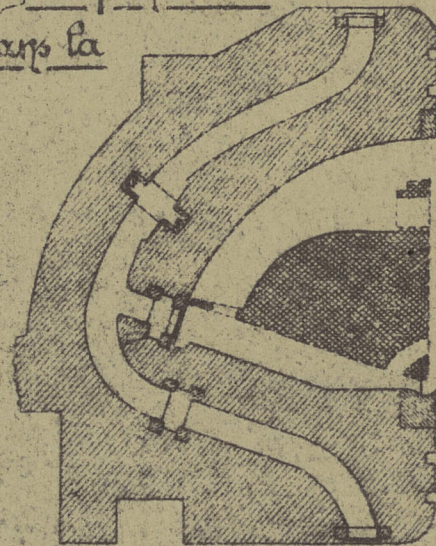


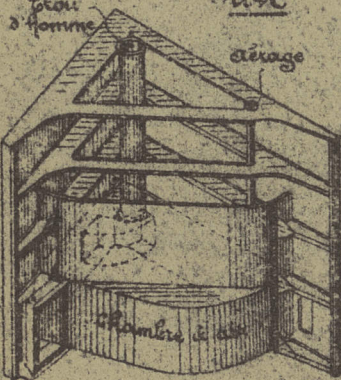
Fig. 3. Porte à éventail à Cindel (Bays-Bas)

a) Coupe horizontale dans la



schématique chambre de porte

c) Elevation perspective



b) Plan et coupe horizontale des 2 vantaux

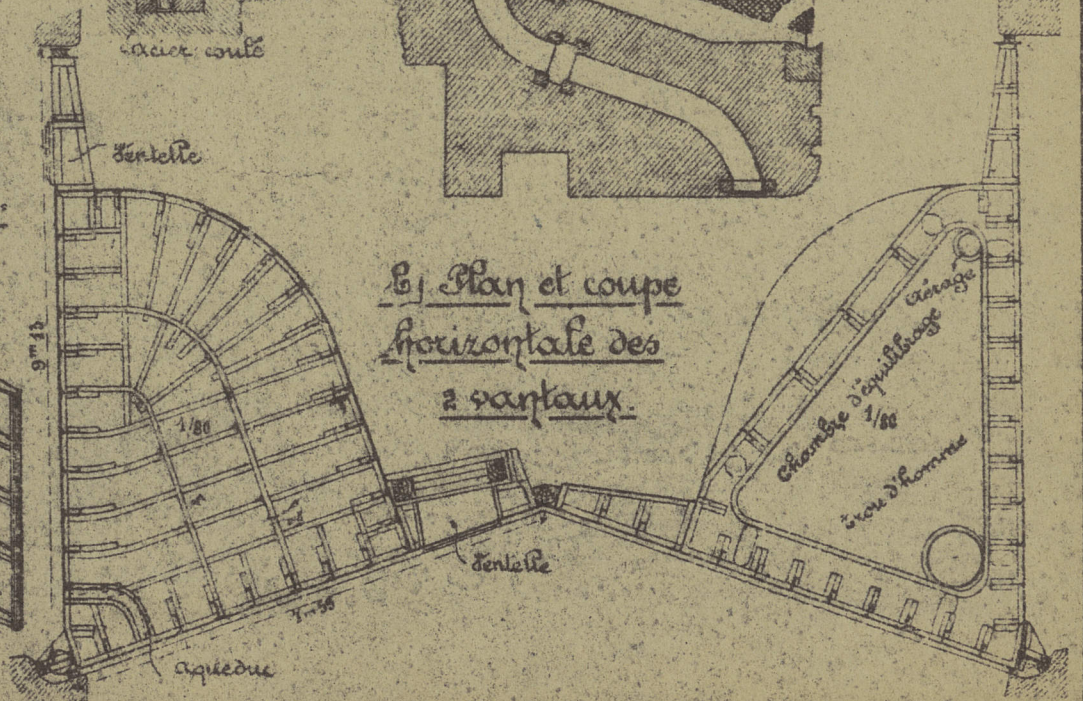
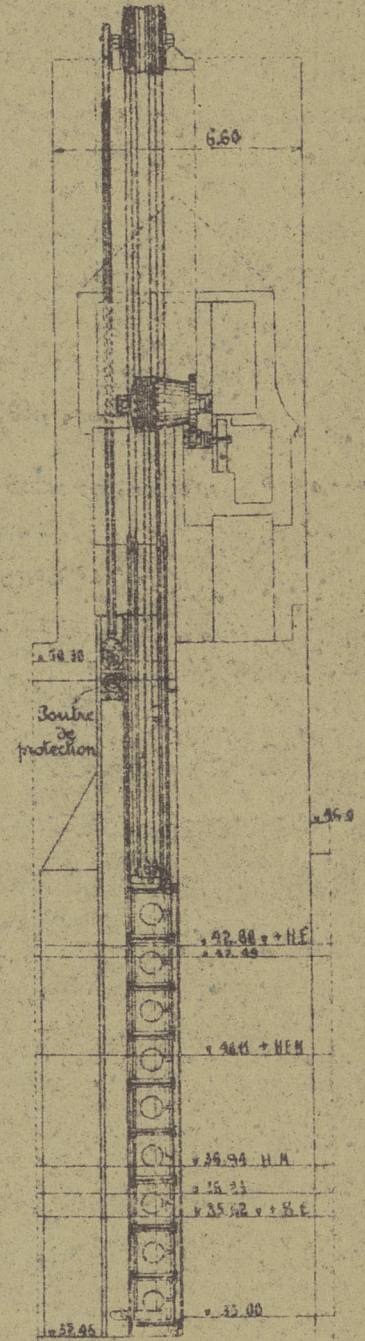
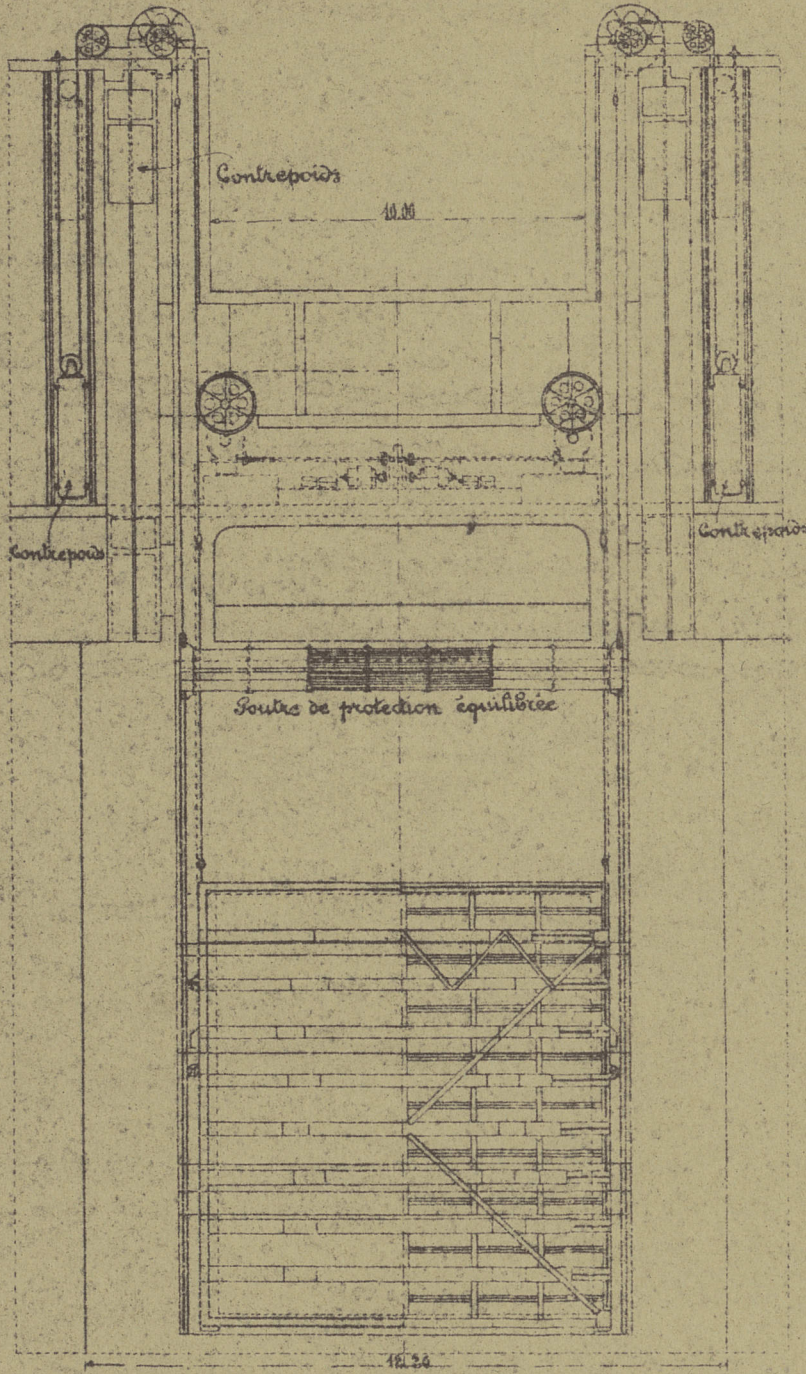


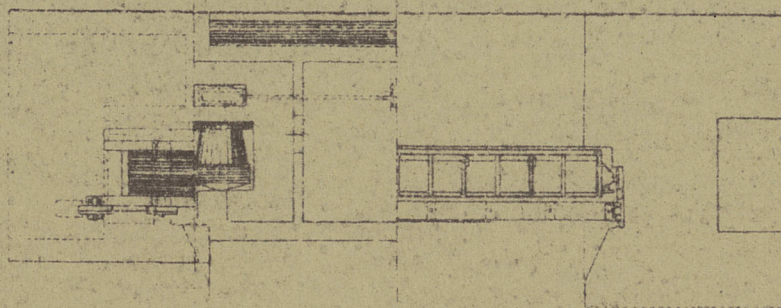
Fig. 1. Porte pesante d'aval de l'écluse à forte chute de Meinden.

a) Elevation

b) Coupe verticale



c) Coupe horizontale



Portes à caballement.

Fig. 1. Porte amont de l'écluse de Croja (Ech. 5/8)

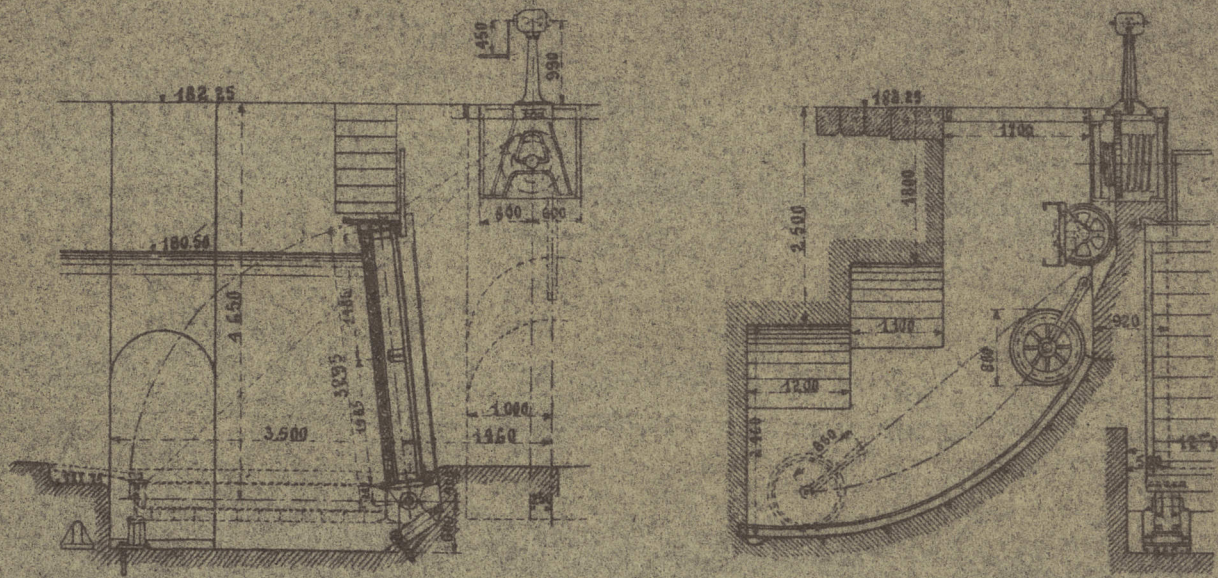


Fig. 2. Portes amont équilibrées des écluses du canal Rijn-Berne.

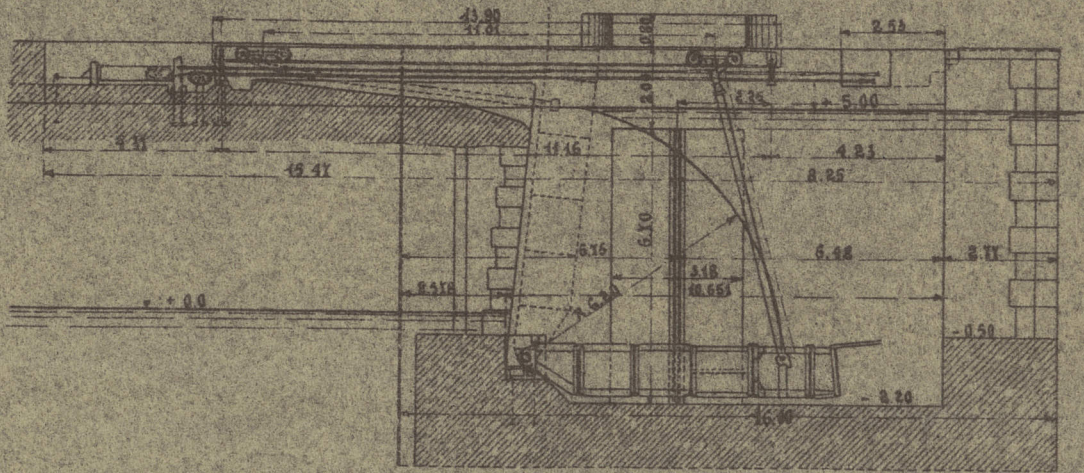


Fig. 3. Détails des tourillons (portes des écluses du canal Rijn-Berne)

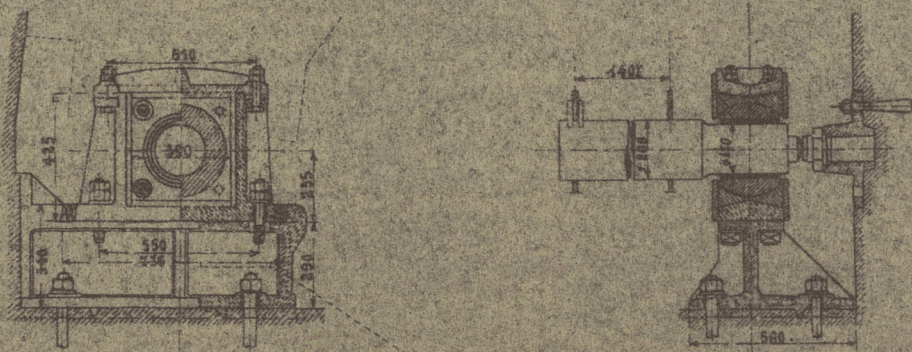


Fig. 1. fosse centrale de sassement (schéma)

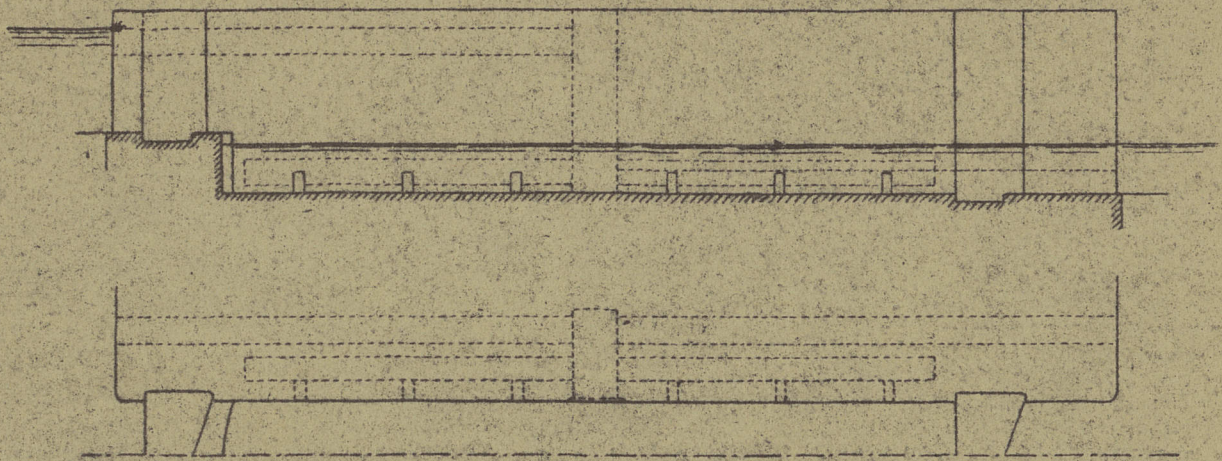
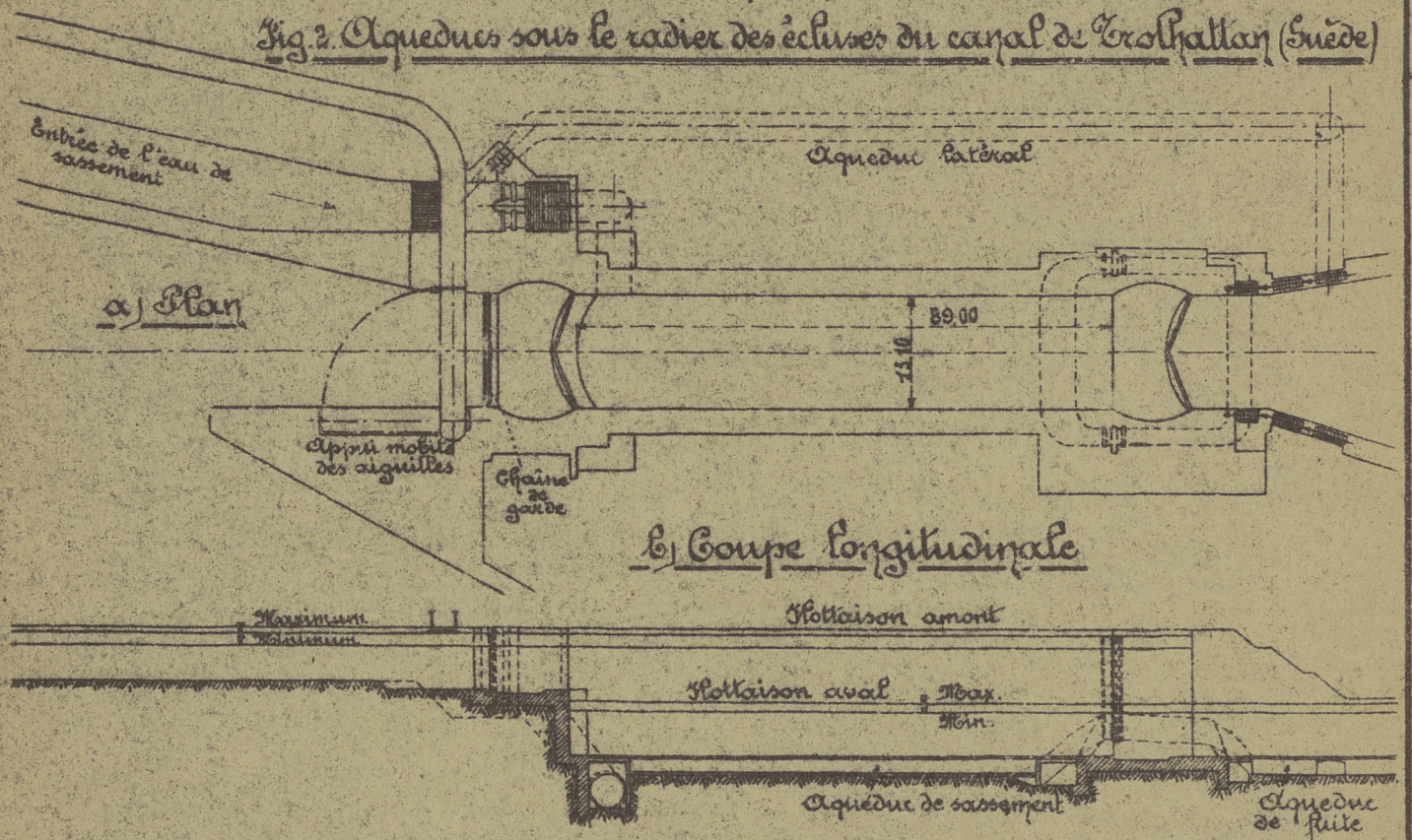


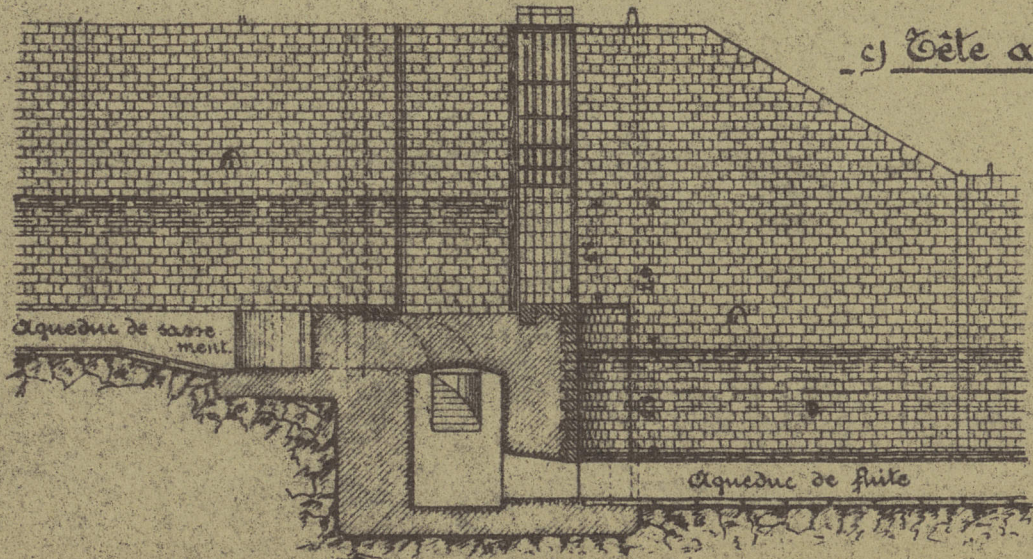
Fig. 2. Aqueducs sous le radier des écluses du canal de Brothallan (Suède)



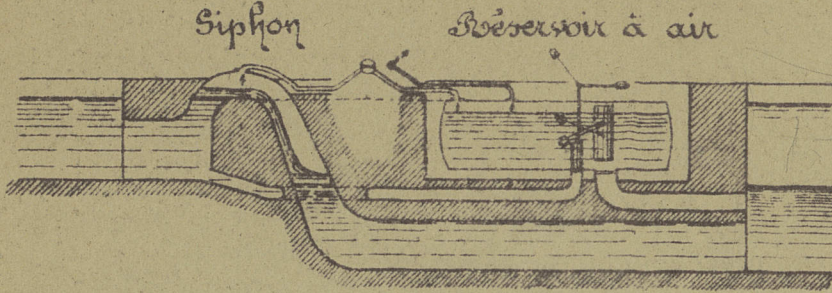
a) Plan

b) Coupe longitudinale

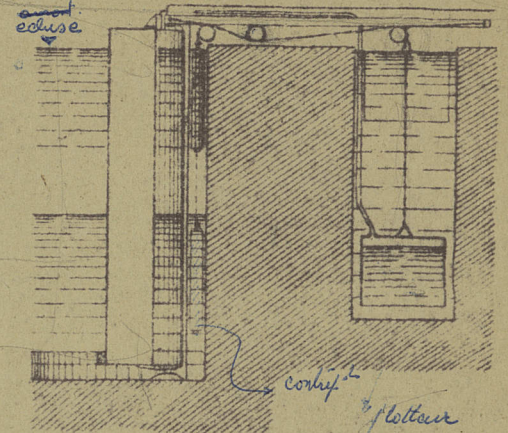
c) Tête aval.



a) Principe du sagement par siphon



b) Principe de la manoeuvre hydro-pneumatique de la porte busquée aval.



c) Principe de la manoeuvre hydro-pneumatique de la porte amont à rabattement.

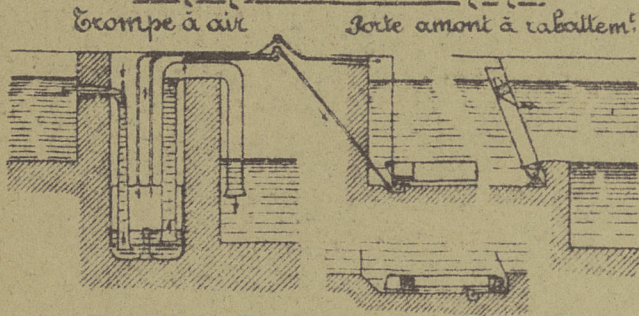


Fig. 2.

Ventelle à galets du canal de Bourgogne.

Fig. 1. Ecluse système Holtop.

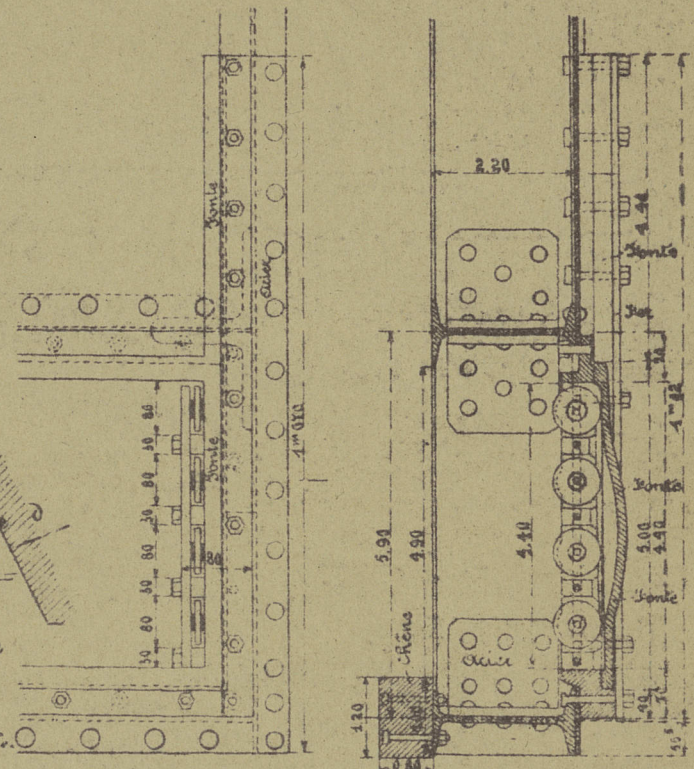
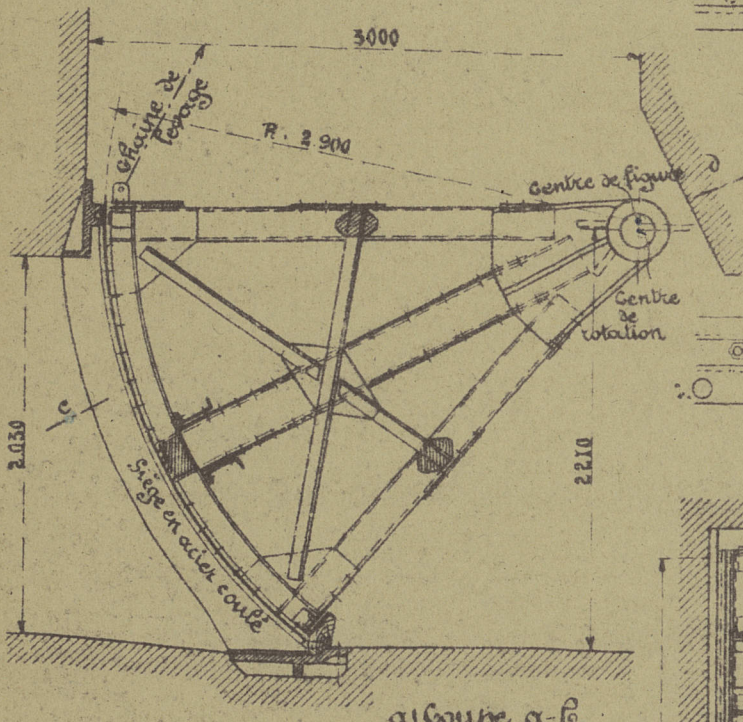


Fig. 3. Vanne à segment.

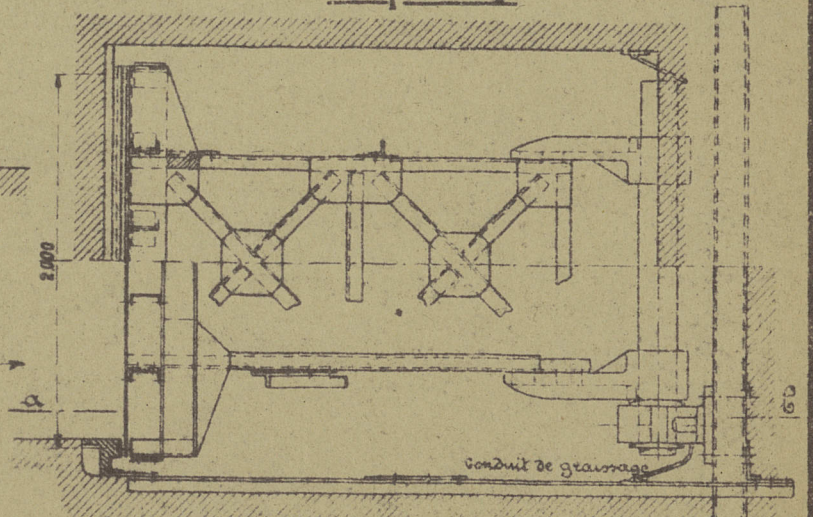


Fig. 1. Principe et dispositifs d'étanchement des vannes cylindriques basses à double effet (Bassins d'épargne)

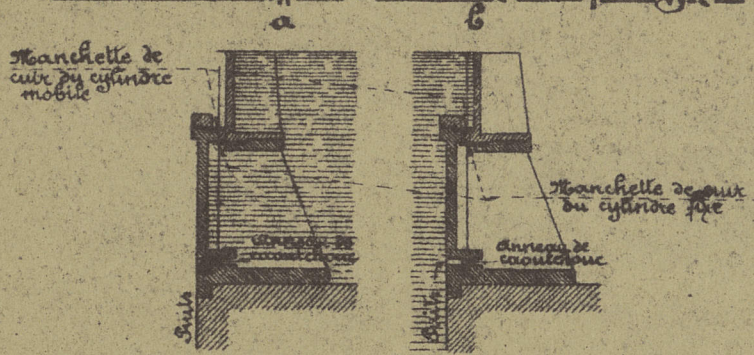


Fig. 3. Vanne cylindrique dentée à soulevement progressif.

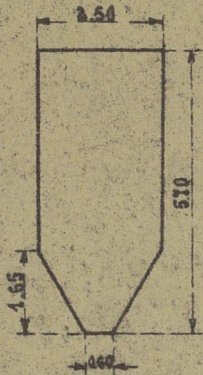
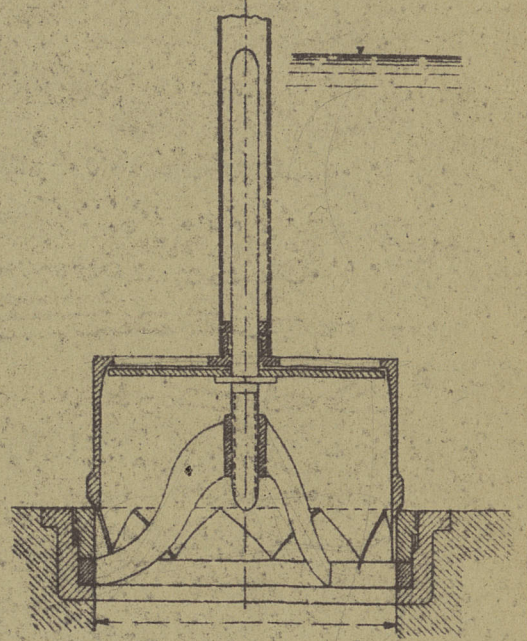
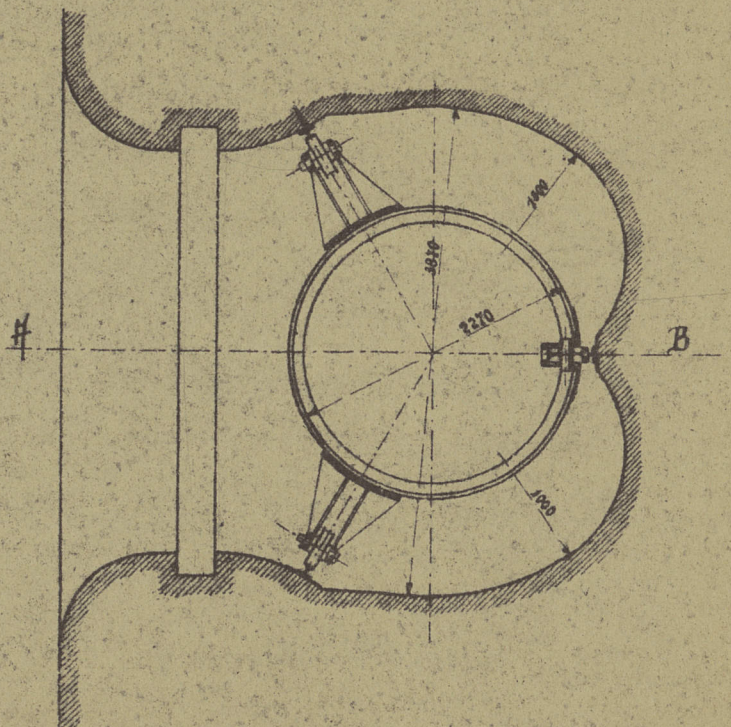
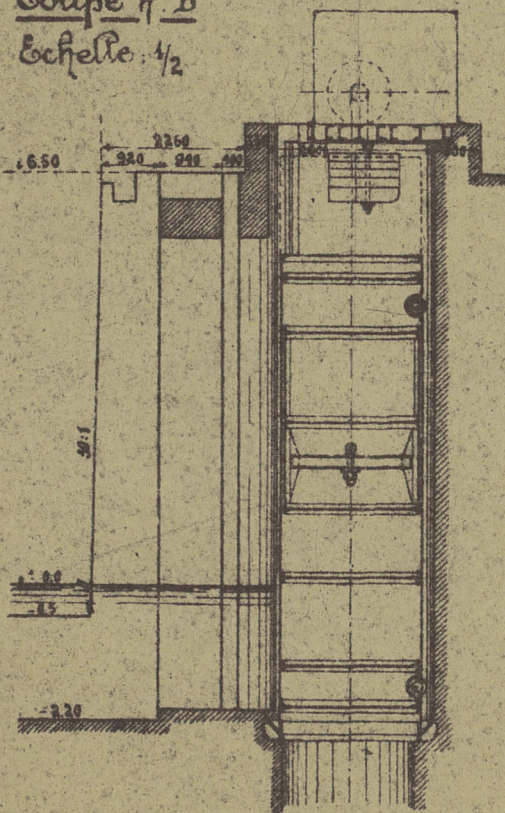


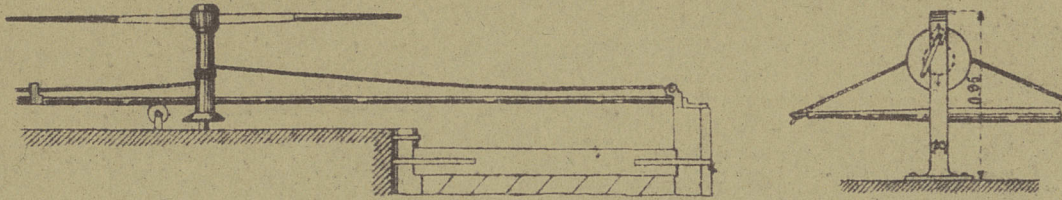
Fig. 2. Section de l'aqueduc de l'écluse (maritime) d'Ymuiden ou droit de la vanne.

Fig. 4. Vanne cylindrique haute équilibrée, à manoeuvre électrique et guidage latéral (Canal Bohin - Berne)

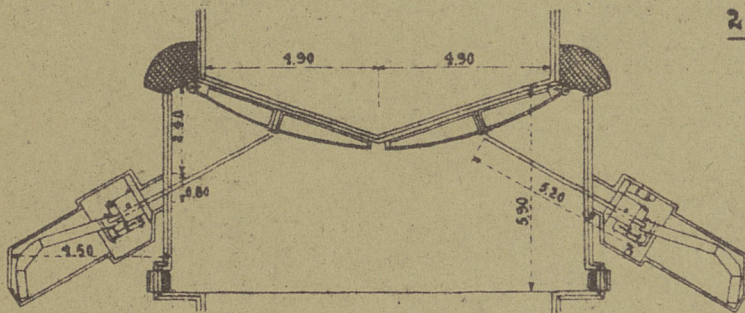
Coupe A B
Echelle: 1/2



Manoeuvre des portes basquées.
a) à barre traînante et câble u chaîne.

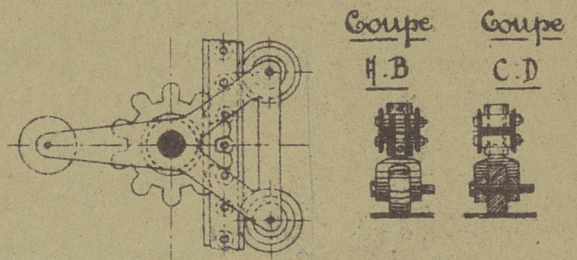


1. Disposition d'ensemble,
manoeuvre électrique.

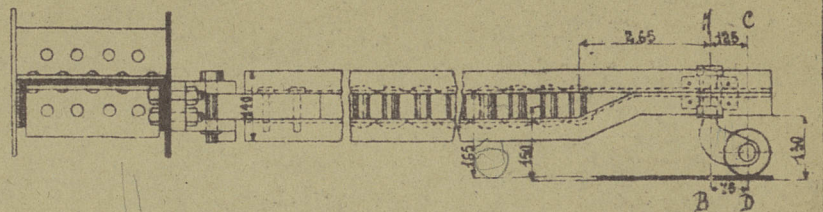
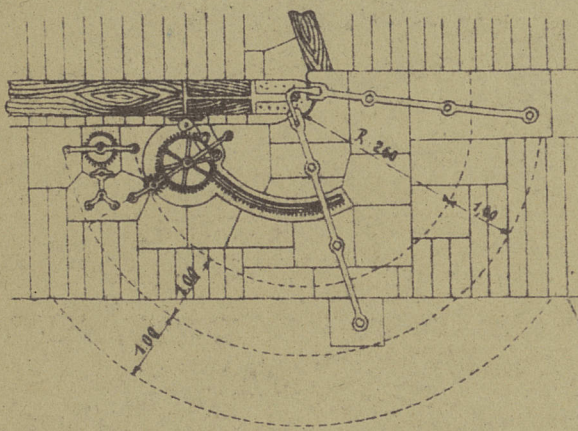


Et à crémaillère droite

2. Détails d'une barre à crémaillère

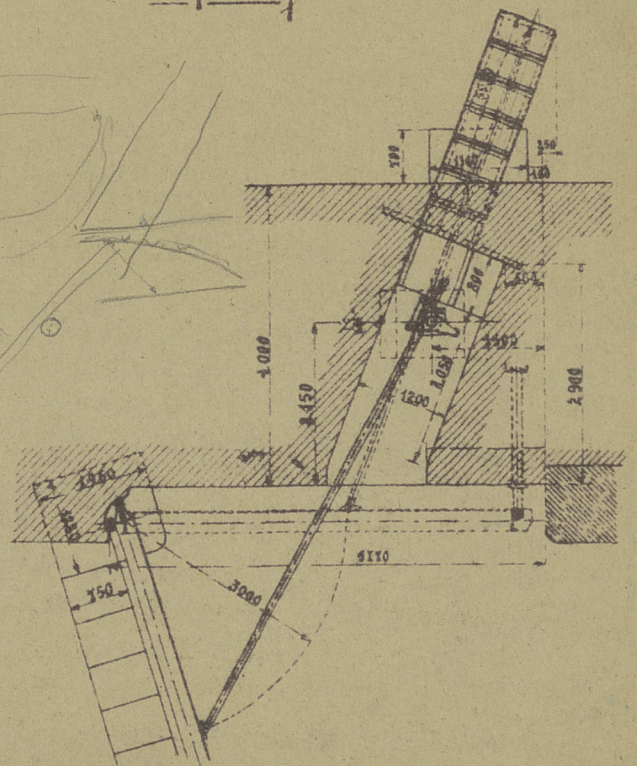
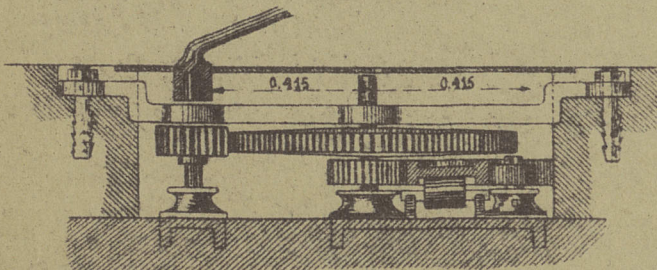


c) à crémaillère circulaire
 1. Disposition d'ensemble



3. Ensemble du
dispositif

2. Gric de manoeuvre à main.



Manoeuvre des portes
éclusées.

d) à bielle (Fig. 1. 2 et 3)

Fig. 2.

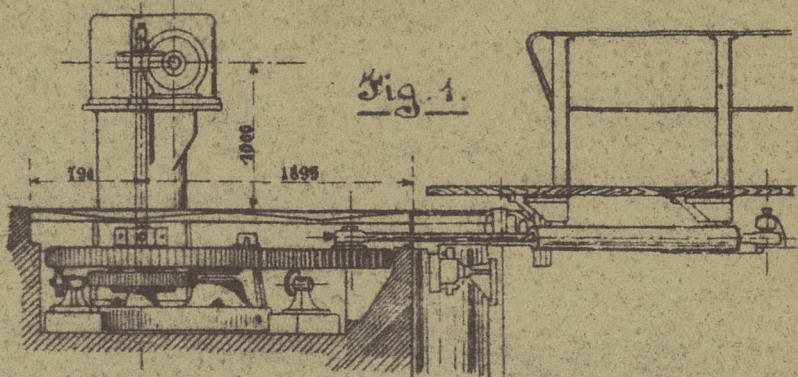
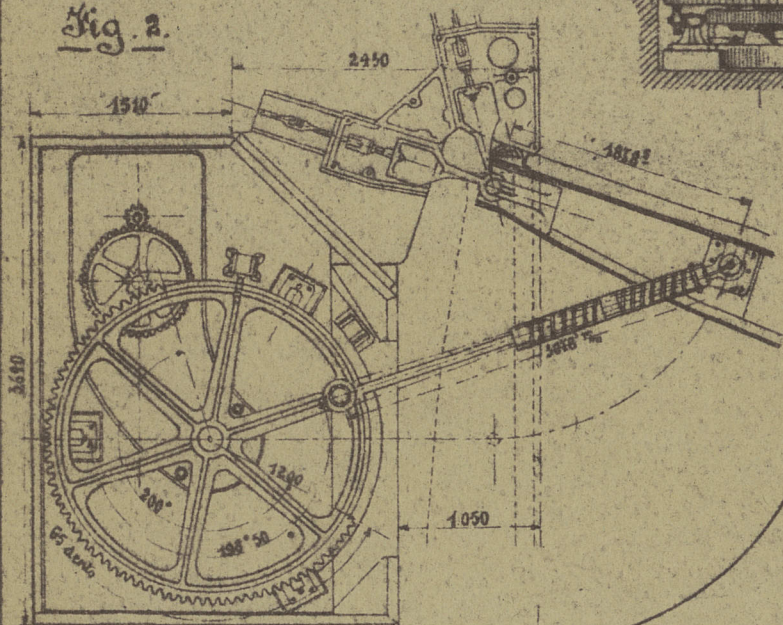


Fig. 1.

e) à parallélogramme et secteur.

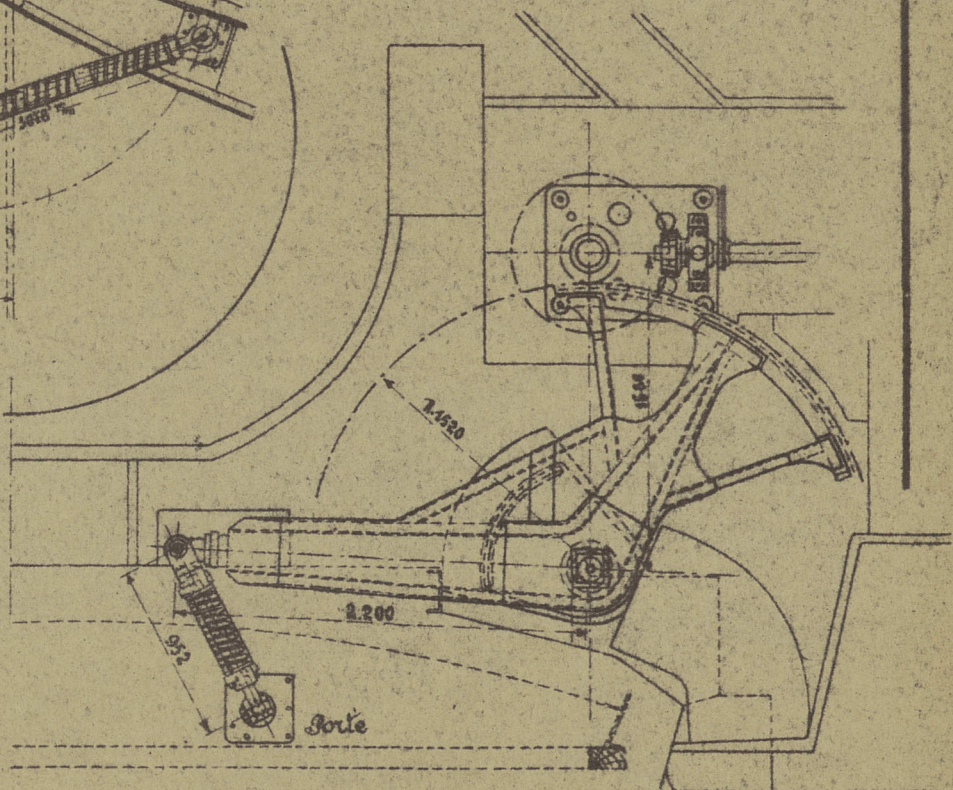


Fig. 1. et 2. Dispositif
des nouvelles écluses
du Haut-Escaut.

Fig. 3. Principe appliqué à la manoeuvre manuelle
Elevation (1/30) (Canal de Bourgogne)

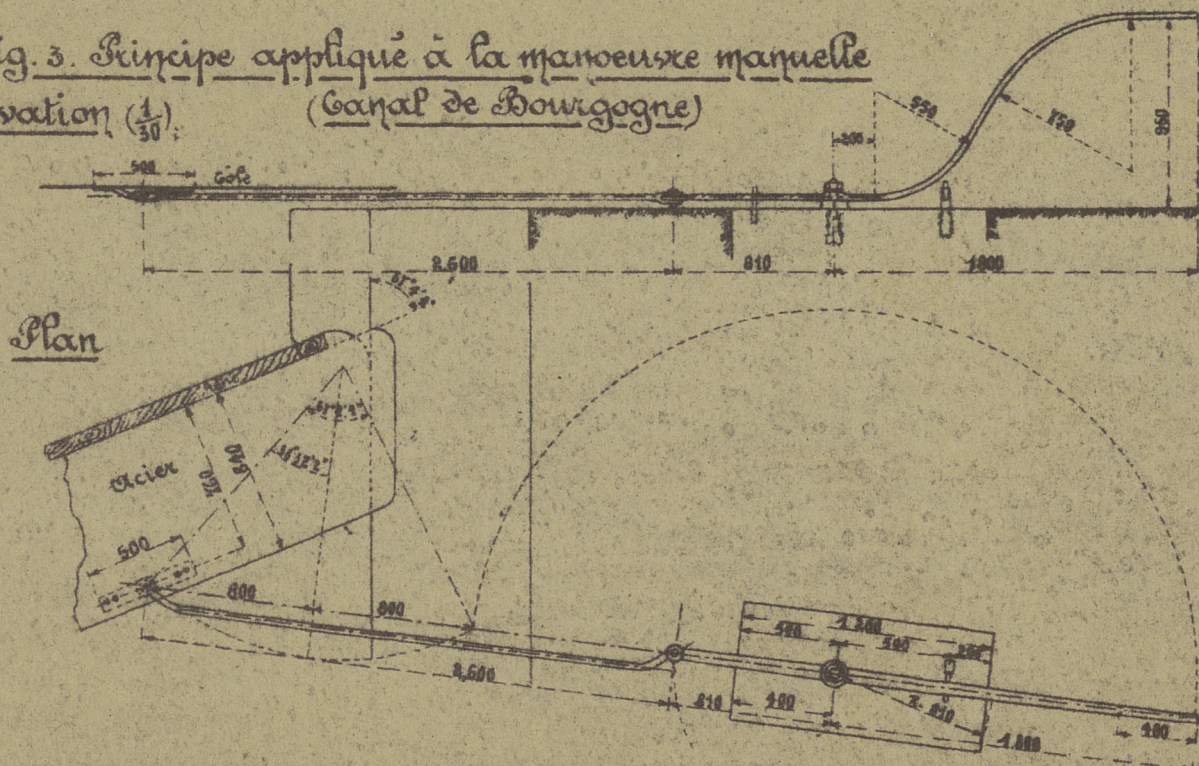
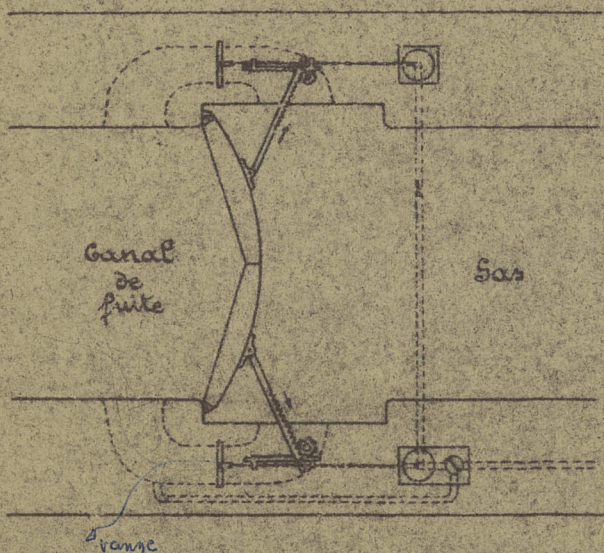


Fig. 1. Manoeuvre par la chute, système Toyholm simplifié.

a) Disposition détaillée



b) Schéma du fonctionnement

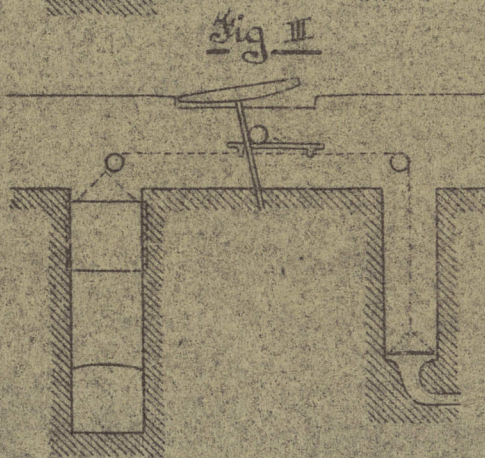
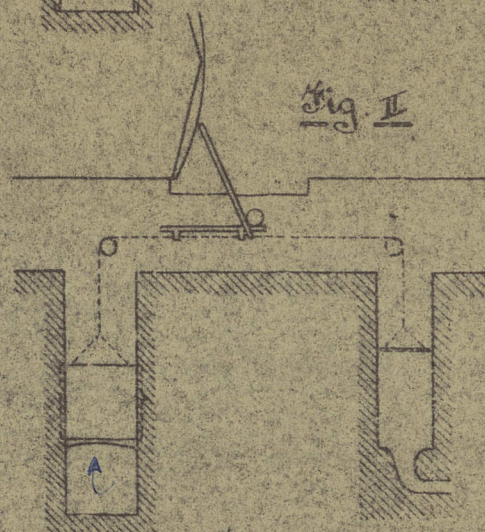
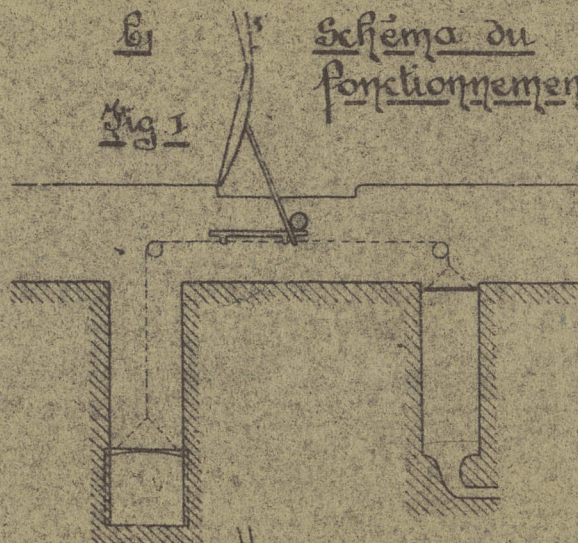
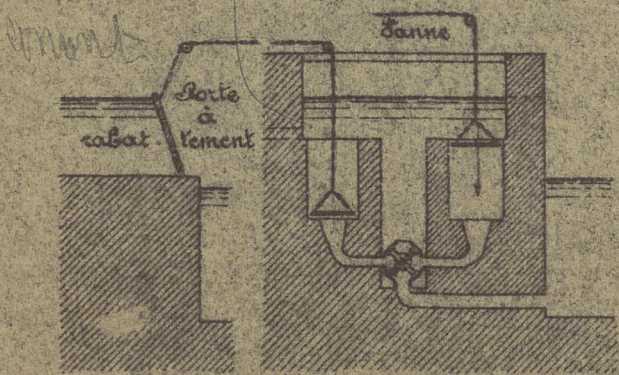
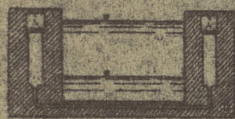


Fig. 2. Manoeuvre de la porte à rabattement par la chute, système Toyholm.

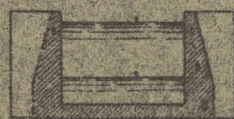


c) Disposition d'ensemble

Coupe a-a



Coupe b-b



Coupe c-c

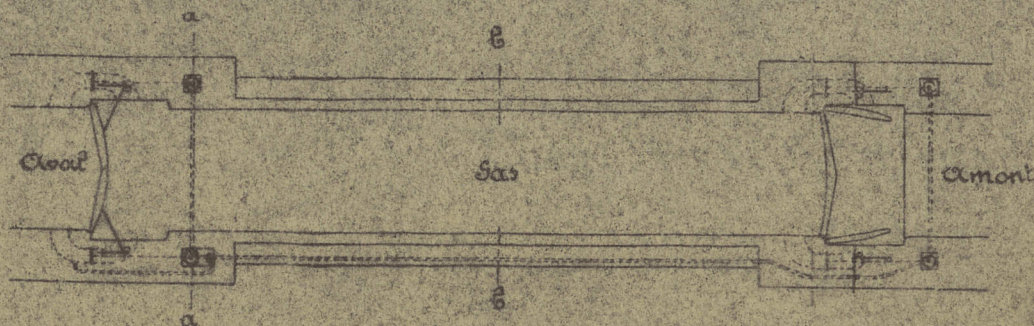
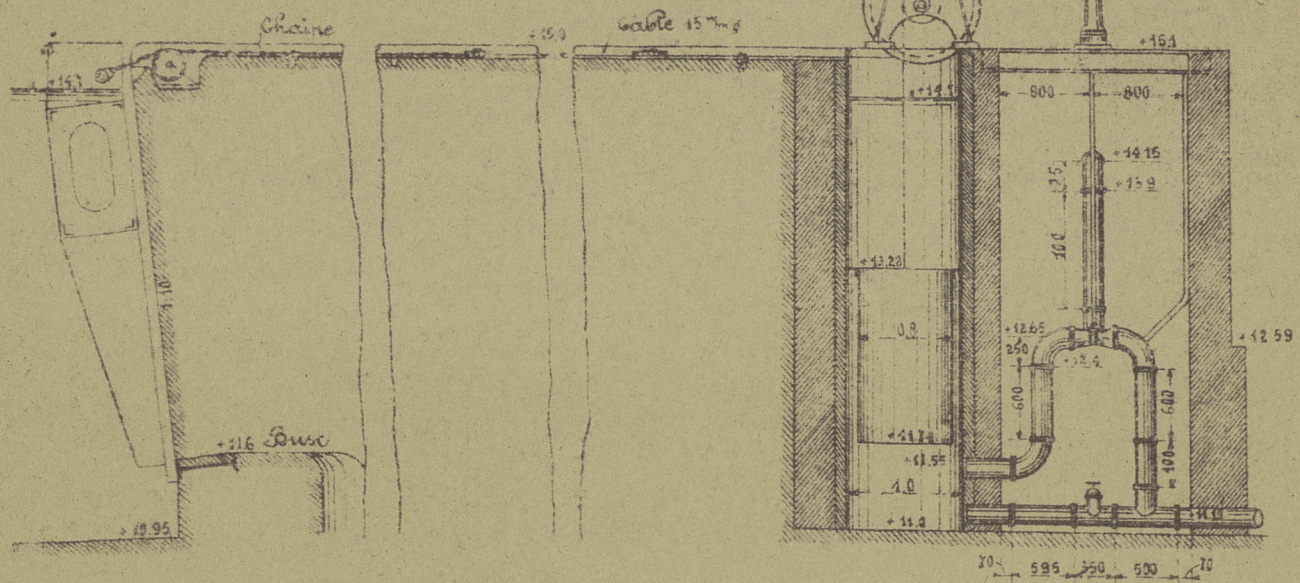
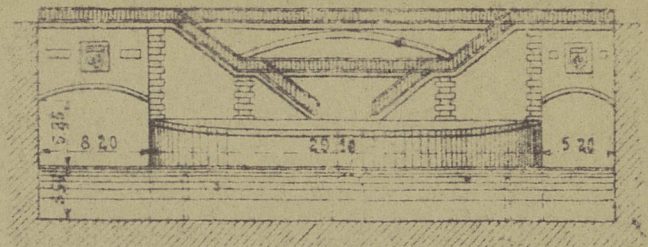


Fig. 1. Mesure de la porte à rabattement par la chute, flotteur différentiel système Franke.

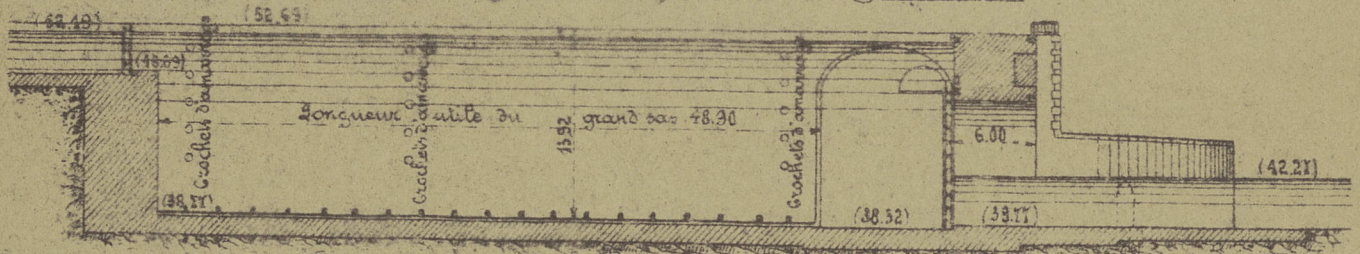


1. Elevation de la tête aval

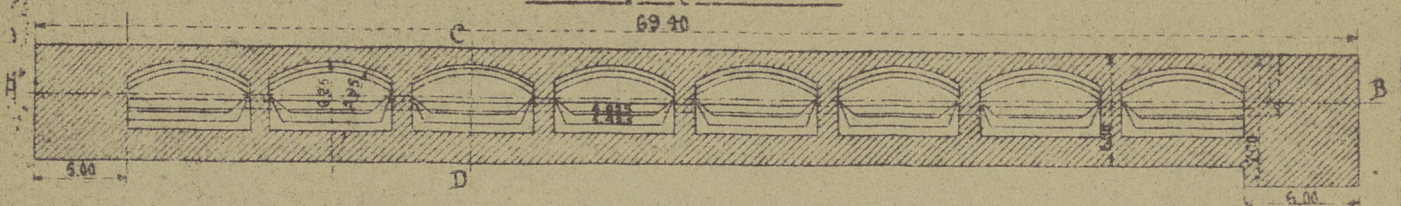
Fig. 2. Ecluses à forte chute.
a) Ecluses accolées de 9,92 m de chute du canal Saint Denis



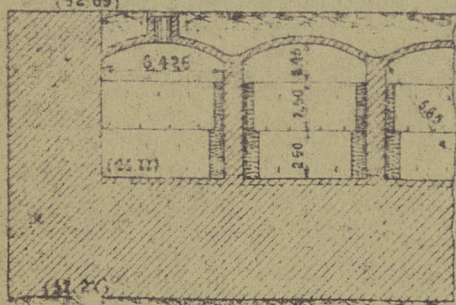
2. Coupe longitudinale par l'axe du grand sas.



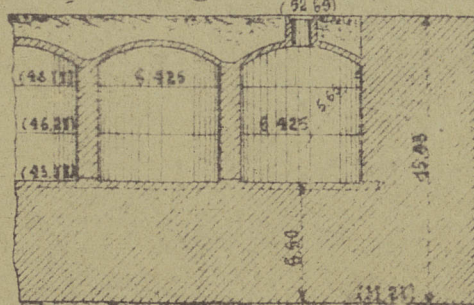
3. Coupe horizontale.



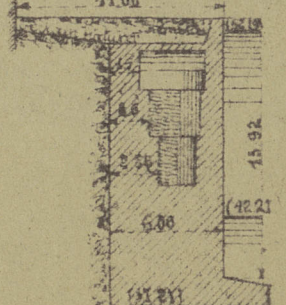
4. Coupe H B en regardant du côté des terres.

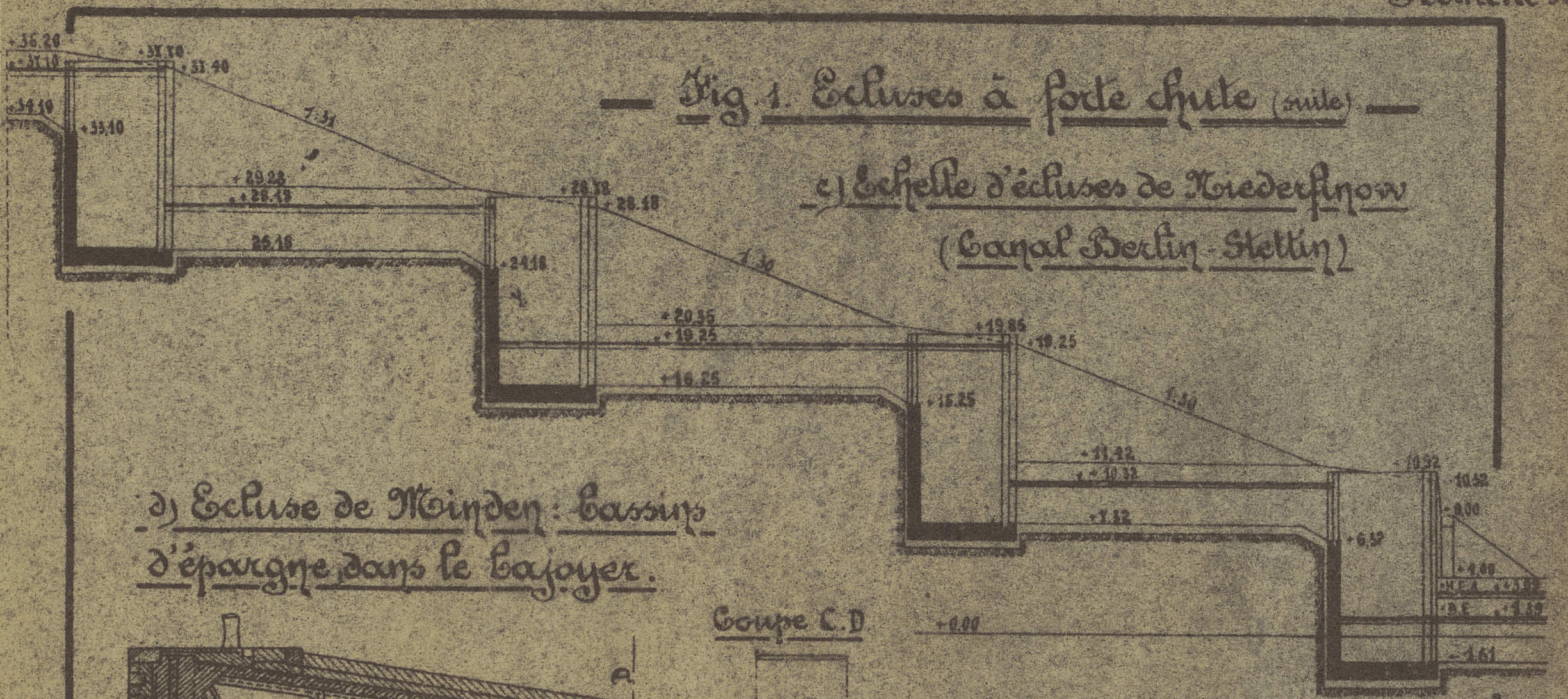


5. Coupe H B en regardant du côté du sas.



6. Coupe C D.





d) Ecluse de Meinden: Bassins d'épargne dans le bajeux.

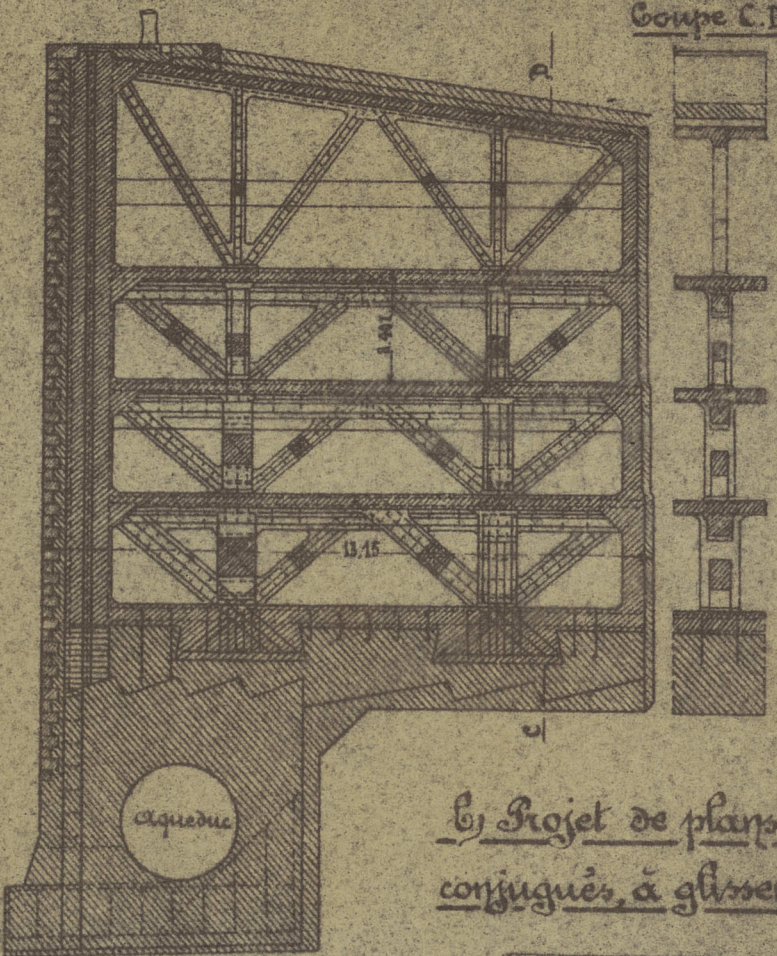
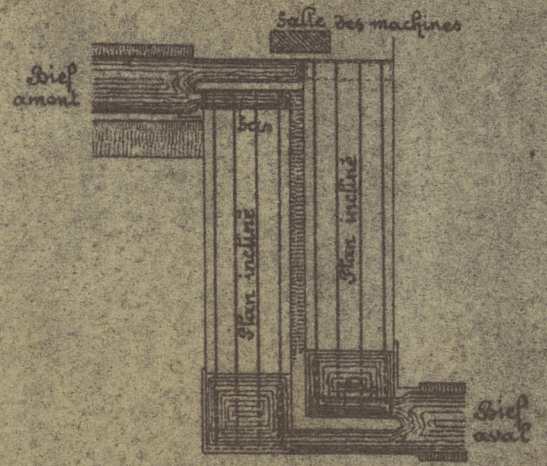
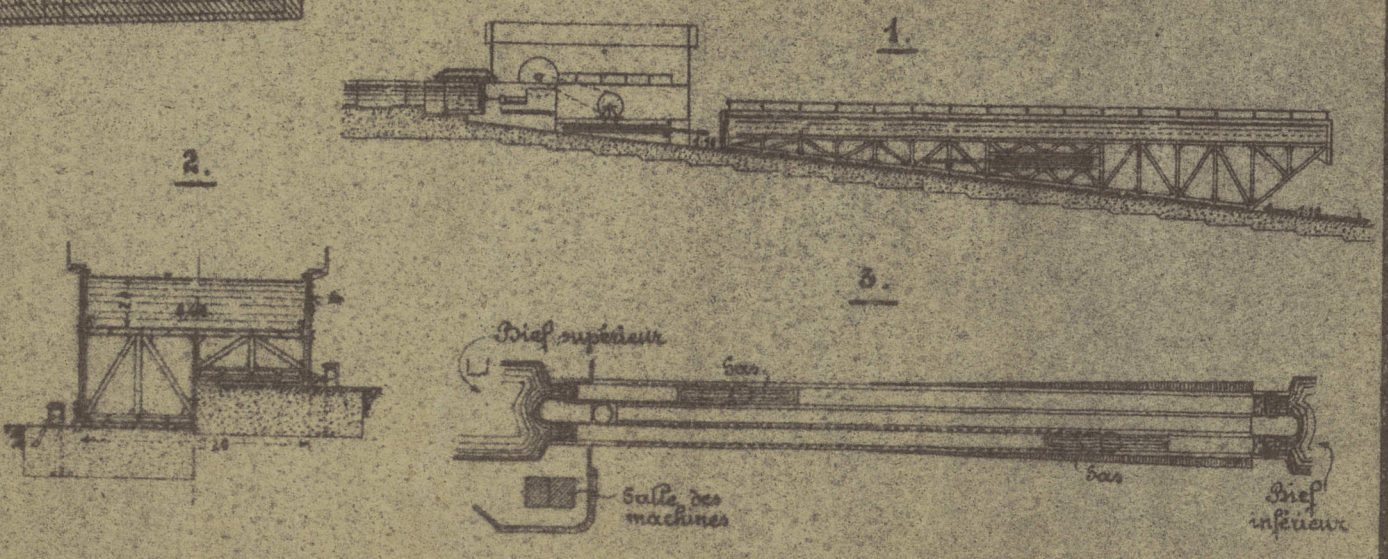


Fig. 2. Plans inclinés a) de Noxton (Angleterre)



b) Projet de plans inclinés longitudinaux conjugués, à glisseurs hydrauliques (syst. Kazantz.)



Ascenseurs de bateaux.

Fig. 1.
Ascenseur
funiculaire
(transformé)
d'Anderton.

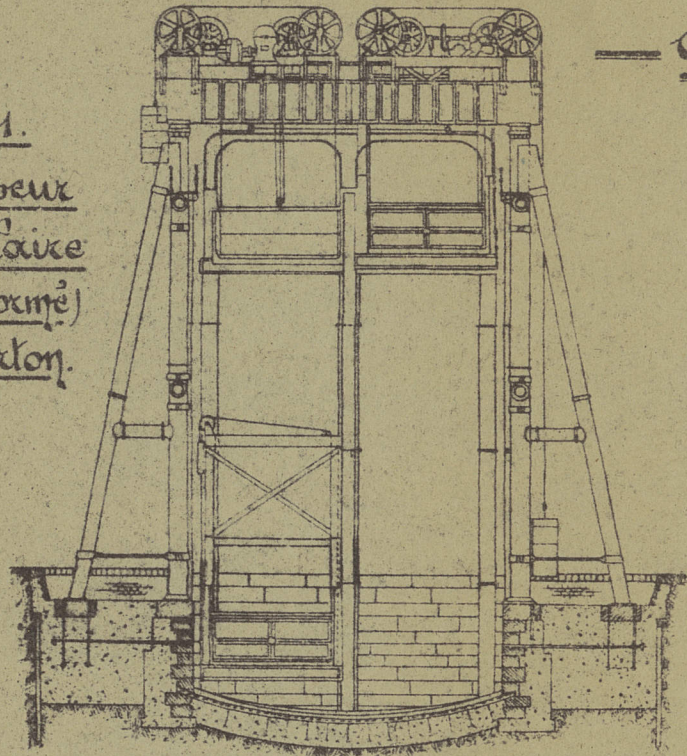


Fig. 2. Ascenseur à flotteurs de Henrichenbourg.

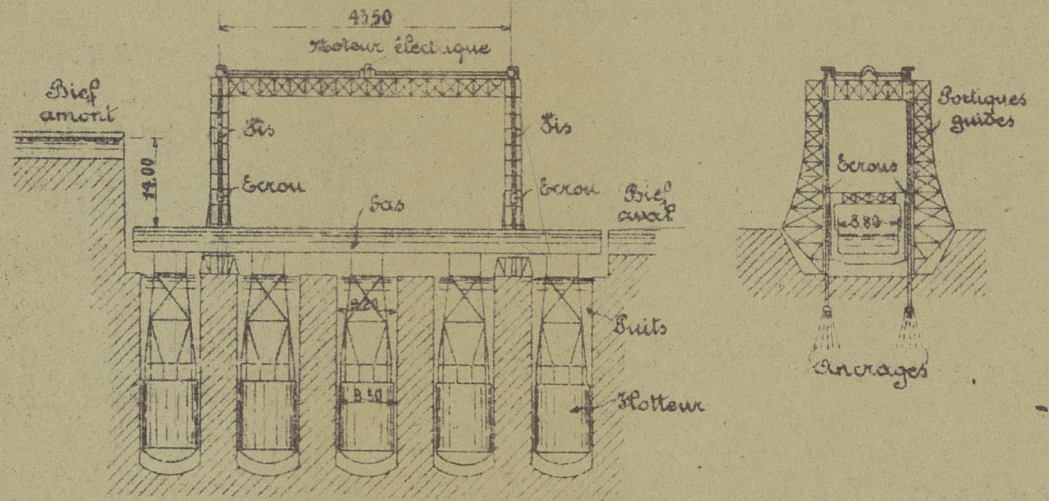


Fig. 3. Ascenseurs hydrauliques de la Souvière
(Cap. de 360 t.)

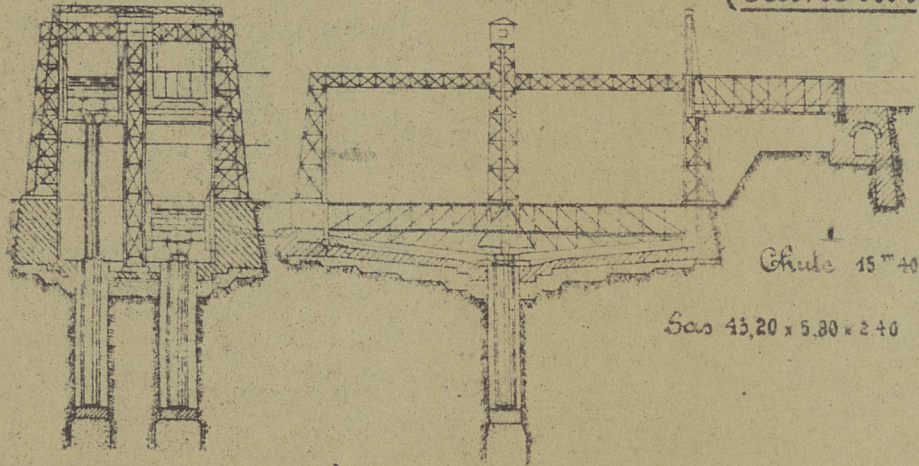
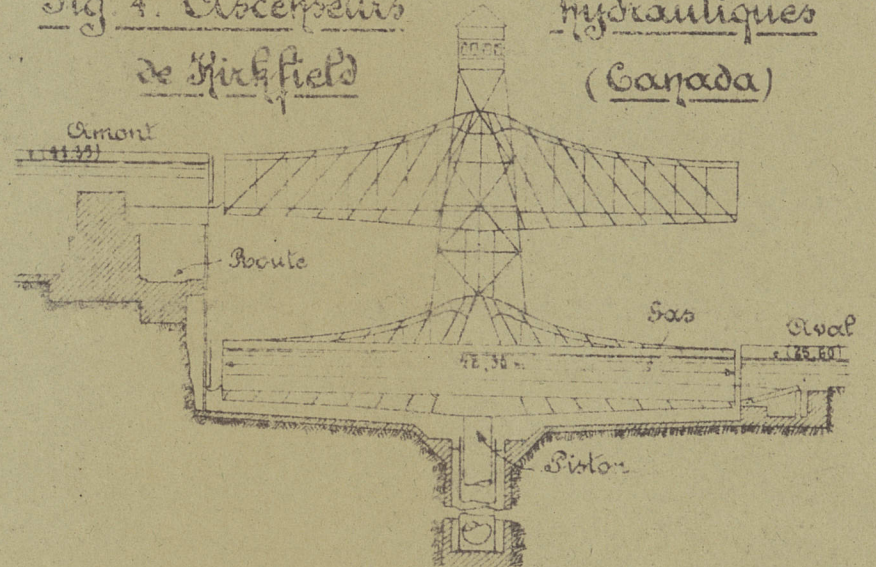


Fig. 4. Ascenseurs hydrauliques de Kirkfield
(Canada)



a) Profil en long de l'écluse



b) Plan de l'écluse

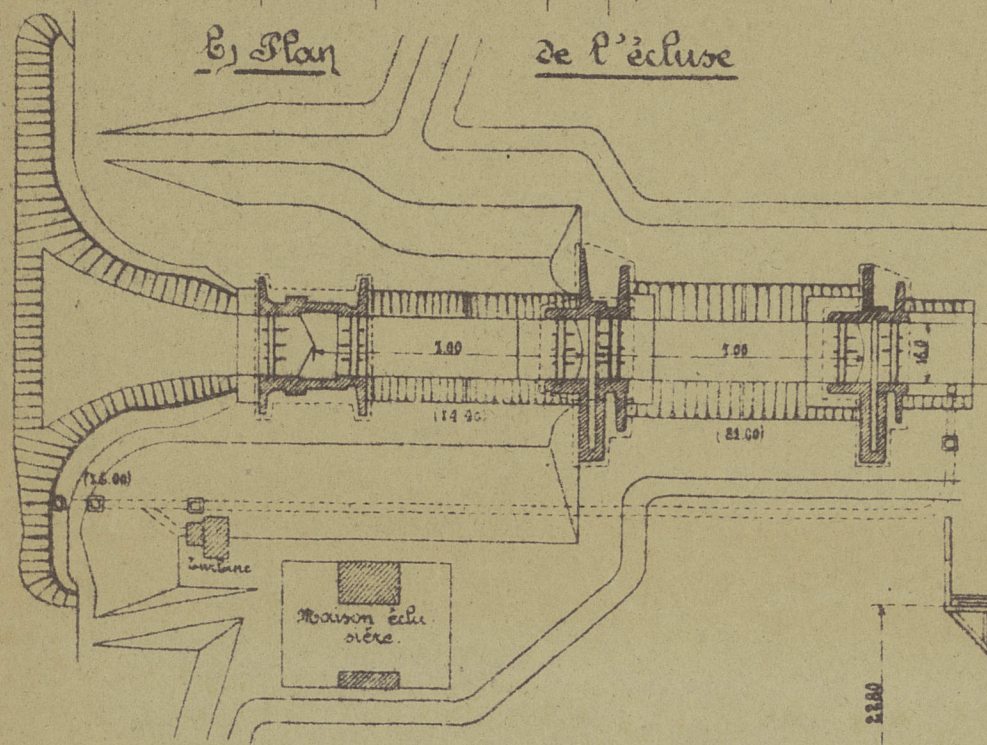


Fig. 1. Porte
roulante à pont
supérieur de
l'écluse de jonc-
tion de O'Beese
sur la Saône.

c) Coupe transver-
sale de la porte.

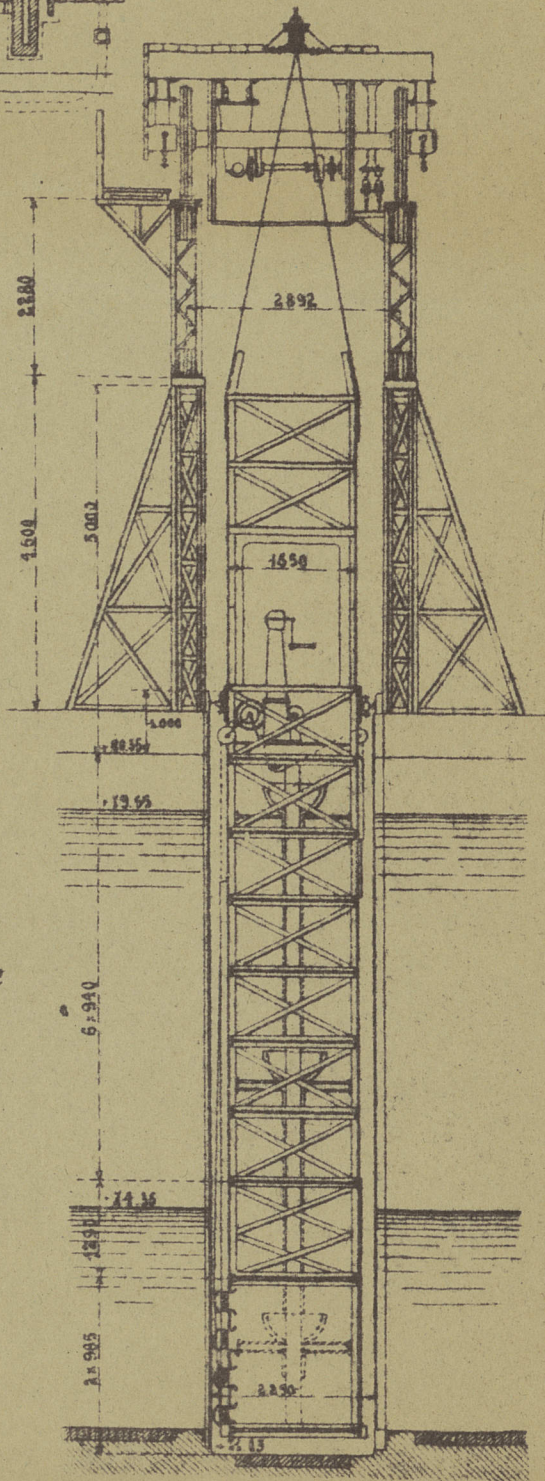
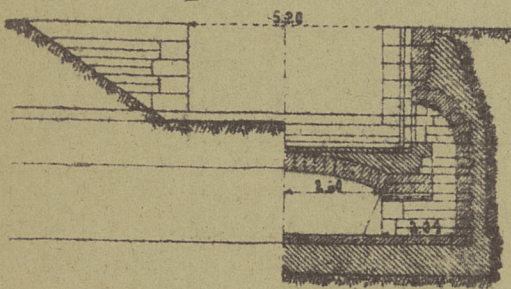


Fig. 2. Disposition des aqueducs dans
les écluses

a)



du canal
de la Mar-
ne à la
Saône

b)

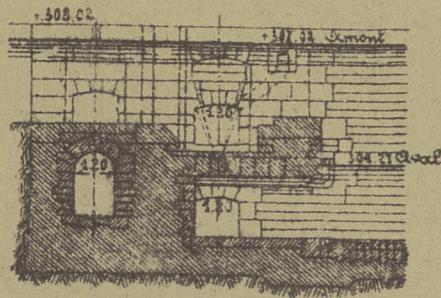


Fig. 3. Autre
disposition
(schématique)

