

COURS

DE

STABILITÉ DES CONSTRUCTIONS

PAR

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Lauréat du Prix du Roi pour l'Architecture Métallique

TOME VI

Maçonneries == Fondations == Béton armé

PLANCHES

LOUVAIN

A. UYSTPRUYST

éditeur

10, RUE DE LA MONNAIE, 10

PARIS

Vve CH. DUNOD

éditeur

49, QUAI DES GRANDS AUGUSTINS

1907

Fig. 48
 Parabole et trapèze de Poussée (texte n° 54 et 60)

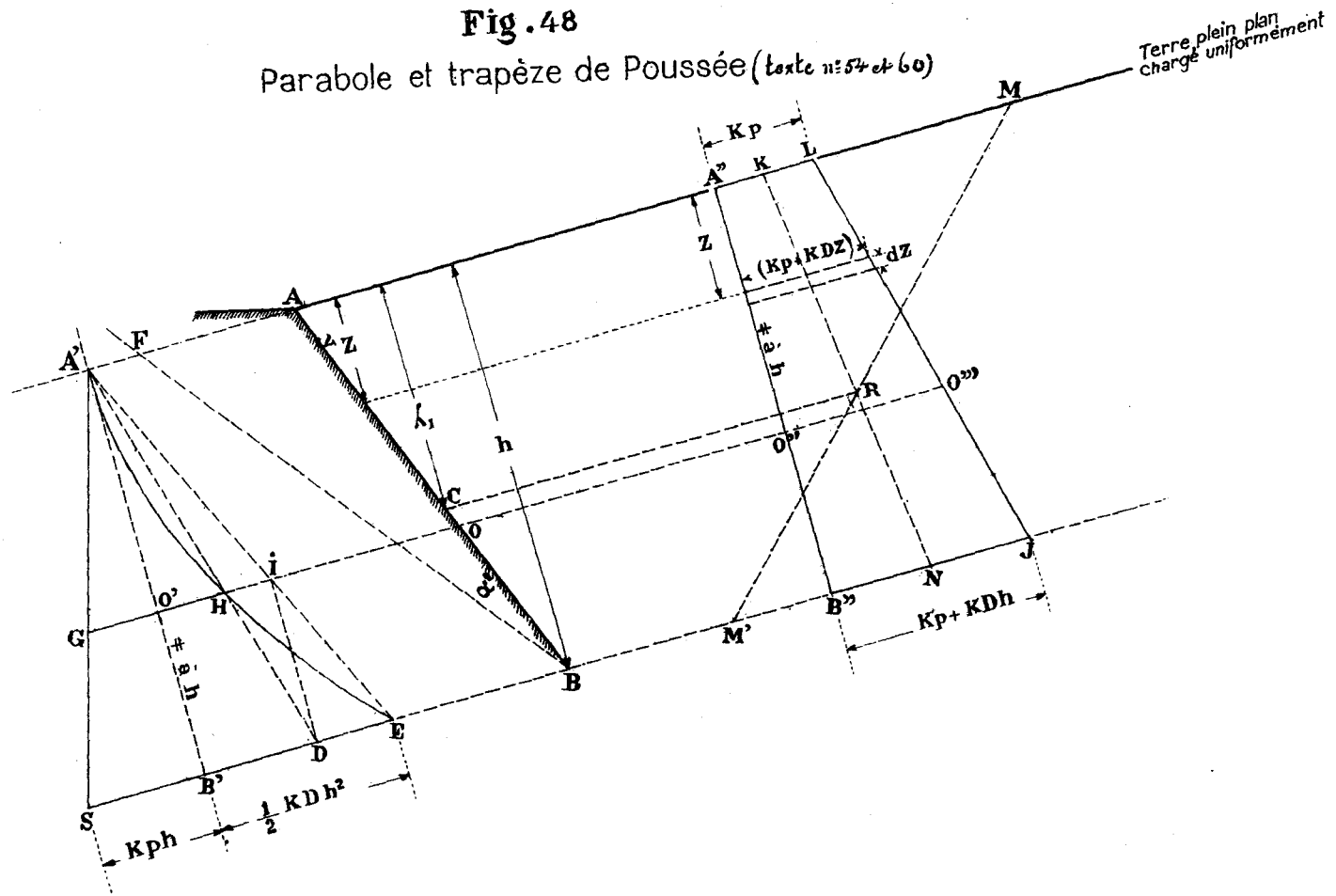


Fig. 53

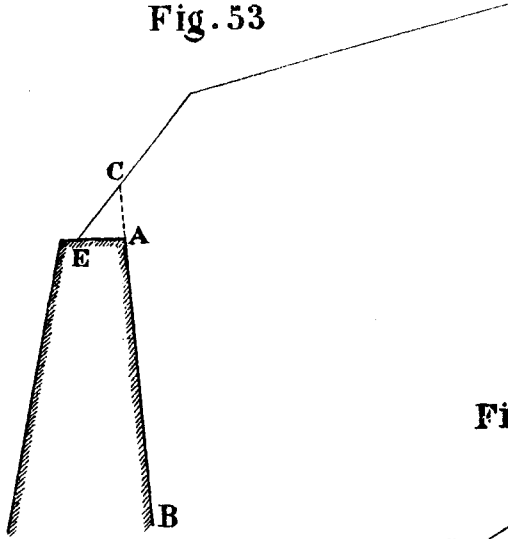


Fig. 54

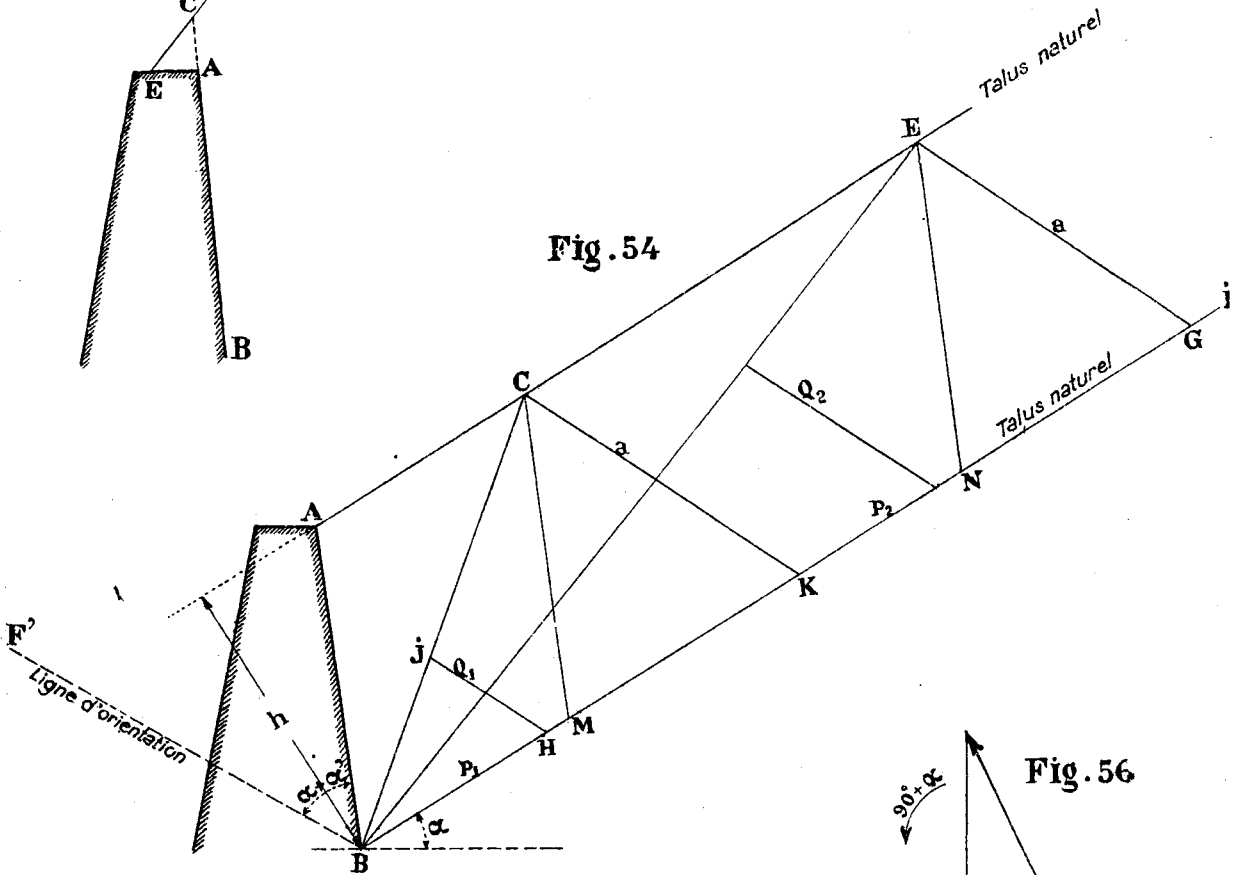


Fig. 55

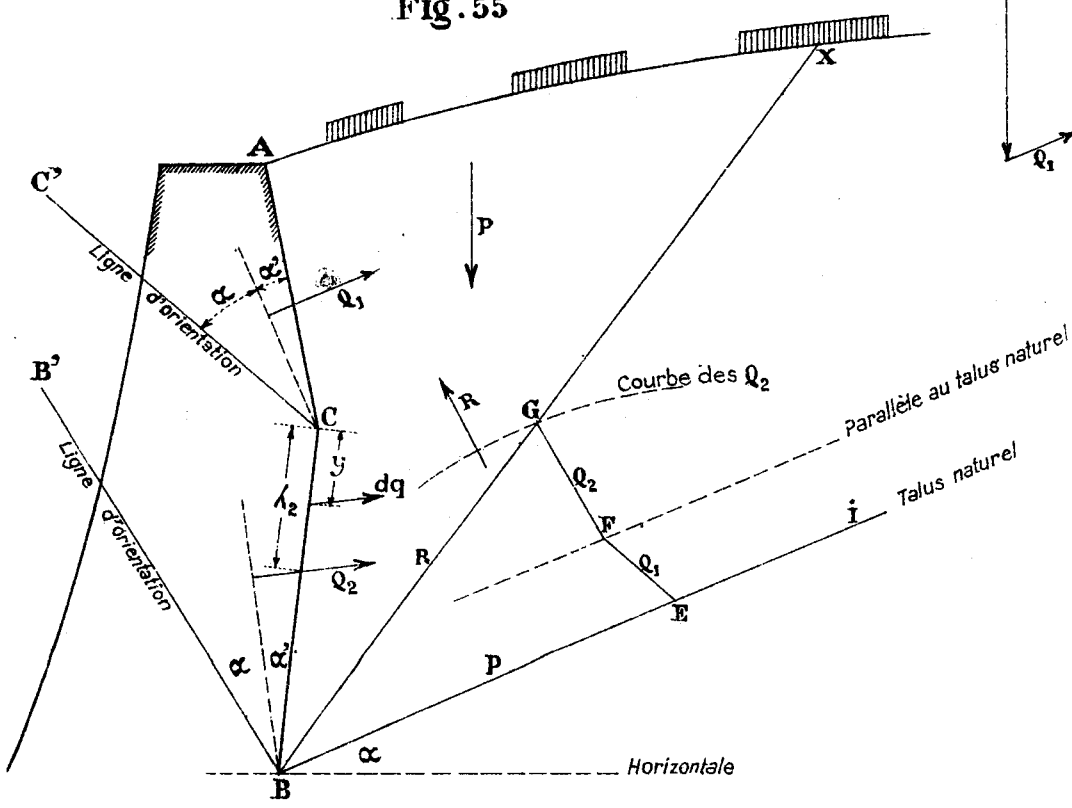


Fig. 56

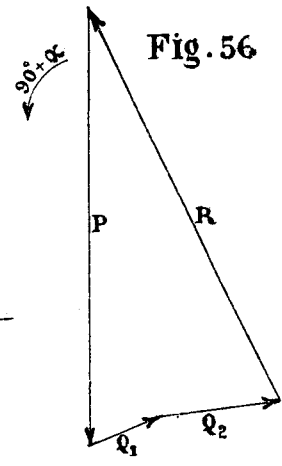
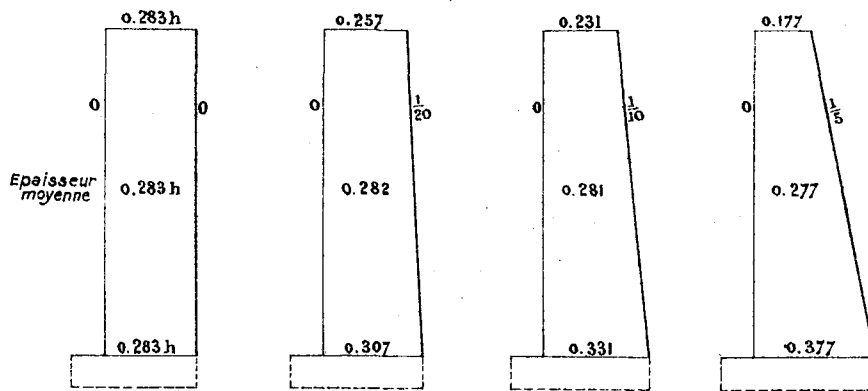
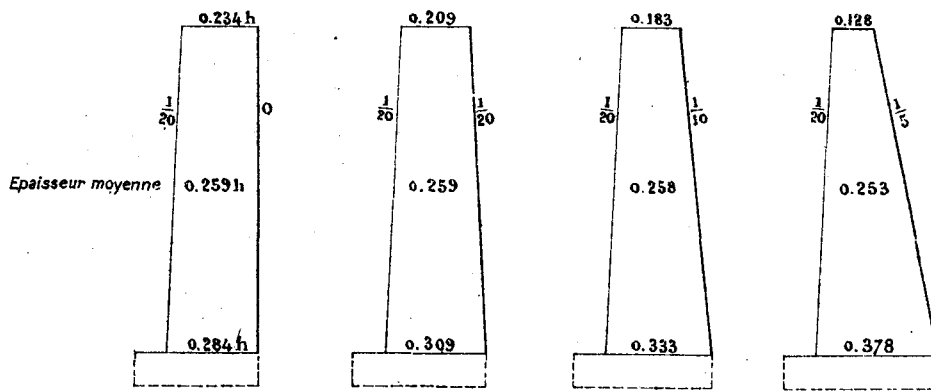


Fig. 64

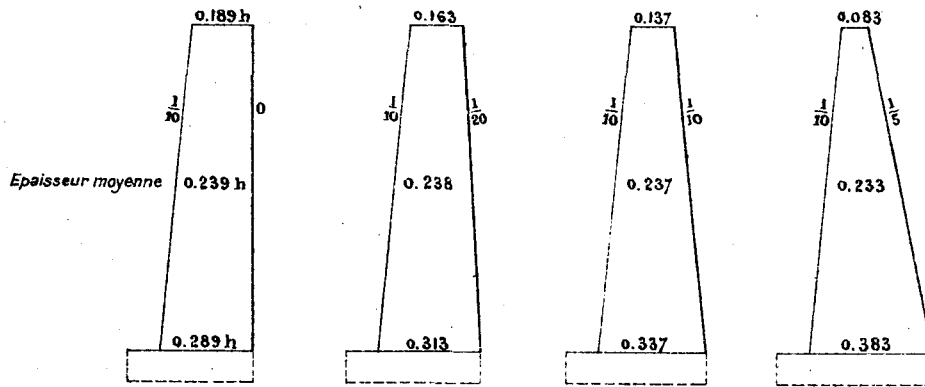
Face extérieure verticale



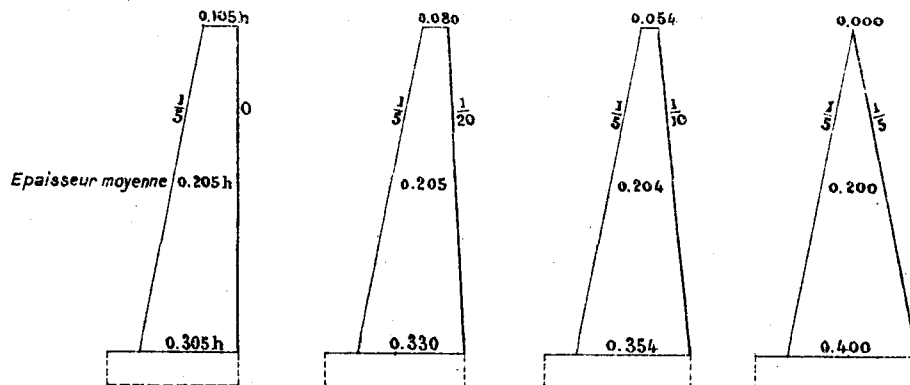
Face extérieure en talus de $\frac{1}{20}$



Face extérieure en talus de $\frac{1}{10}$



Face extérieure en talus de $\frac{1}{5}$



Echelle des longueurs : $\frac{1}{100}$

Fig. 69
Paraboles de pr

E

Culée pour pont à 2 voies
 Ouverture 55 mètres. - Tablier intermédiaire
 Chemin de fer Rhenan.

(Croisement de 2 lignes ferrées)

(la ligne inférieure est en déblai, celle supérieure est sur remblai.)

Fig. 73 Coupe FG

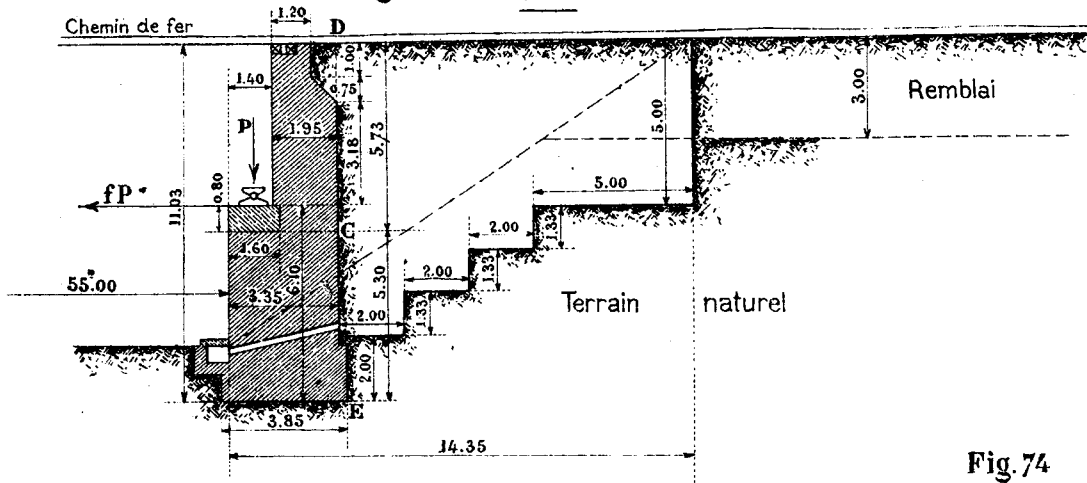


Fig. 74 Coupe AB

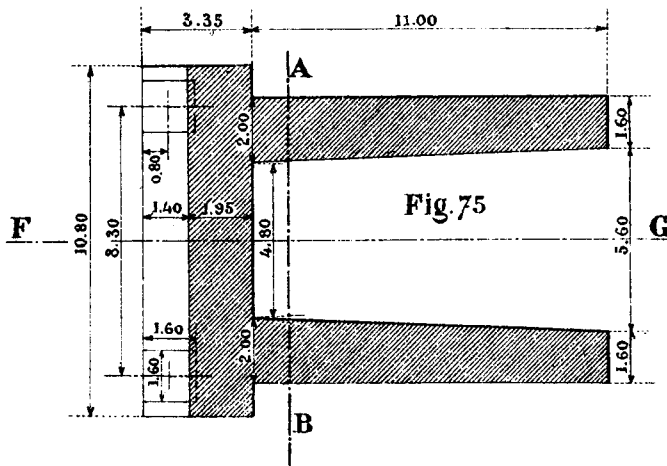
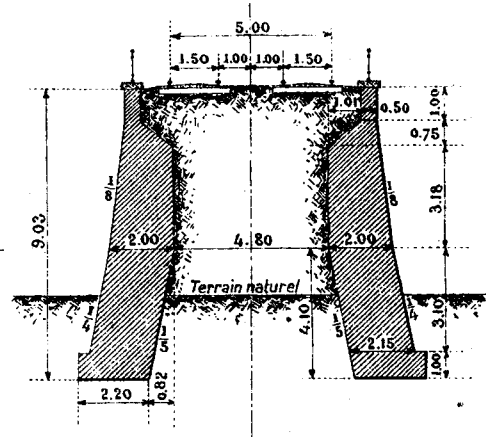


Fig. 76 Elevation

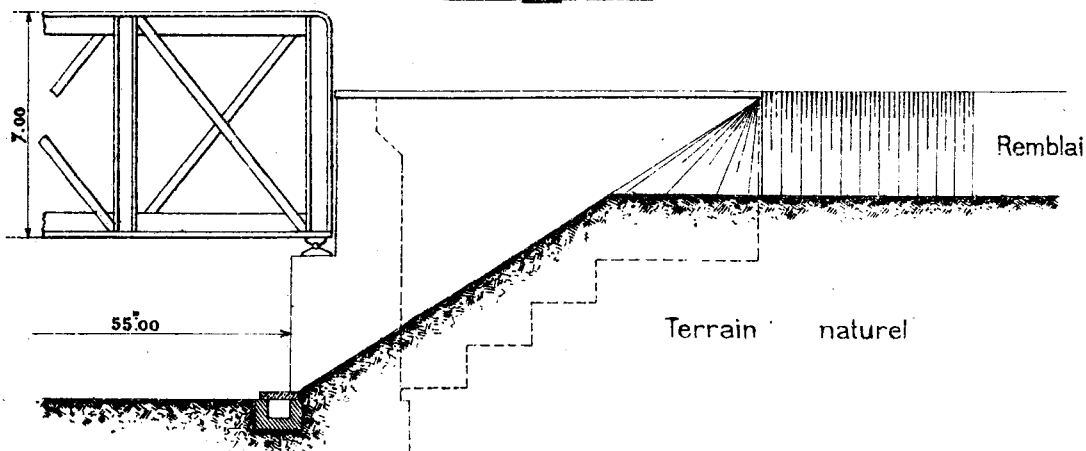


Fig.78

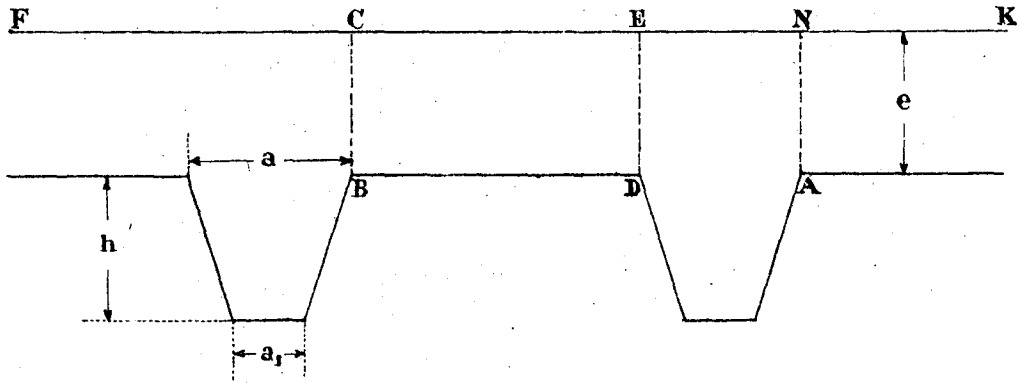


Fig.77

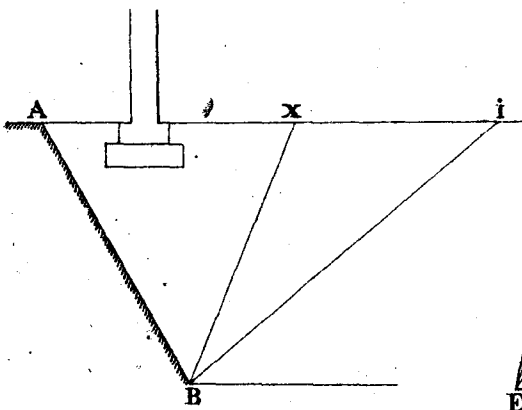
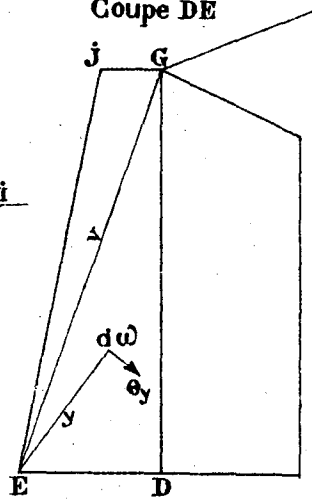


Fig.79
Coupe DE



Tablette assujettie au moyen de pitons en fer de 30x30 et 0.20 de long scellés au plomb dans les tablettes et s'engageant dans la maçonnerie

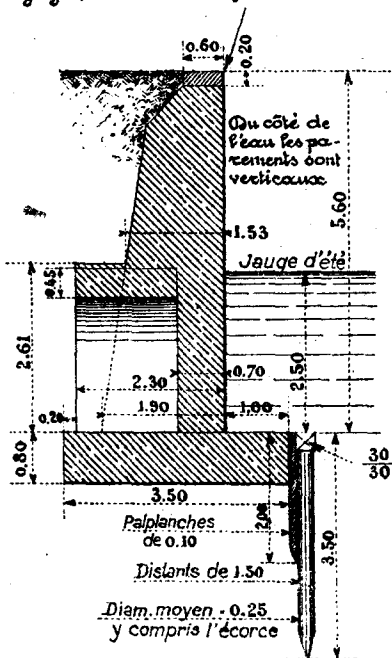
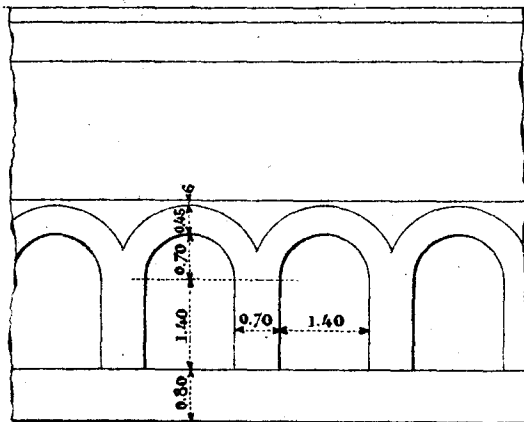


Fig.80

Murs de quai longeant la Petite Lys à Courtrai



Les vides du mur sont soigneusement remplis de bonne terre damée par petites couches; les cintres ont été faits en terre et réglés au gabarit.

Toutes les maçonneries sont en briques de la localité ou matériaux de remploi et mortier de Grasse Bataard.

Profil théorique d'un mur de Barrage (La Gilleppe) pour une retenue de 47 mètres de hauteur.

Le gros trait interrompu est le profil exécuté

Echelle = $\frac{1}{500}$

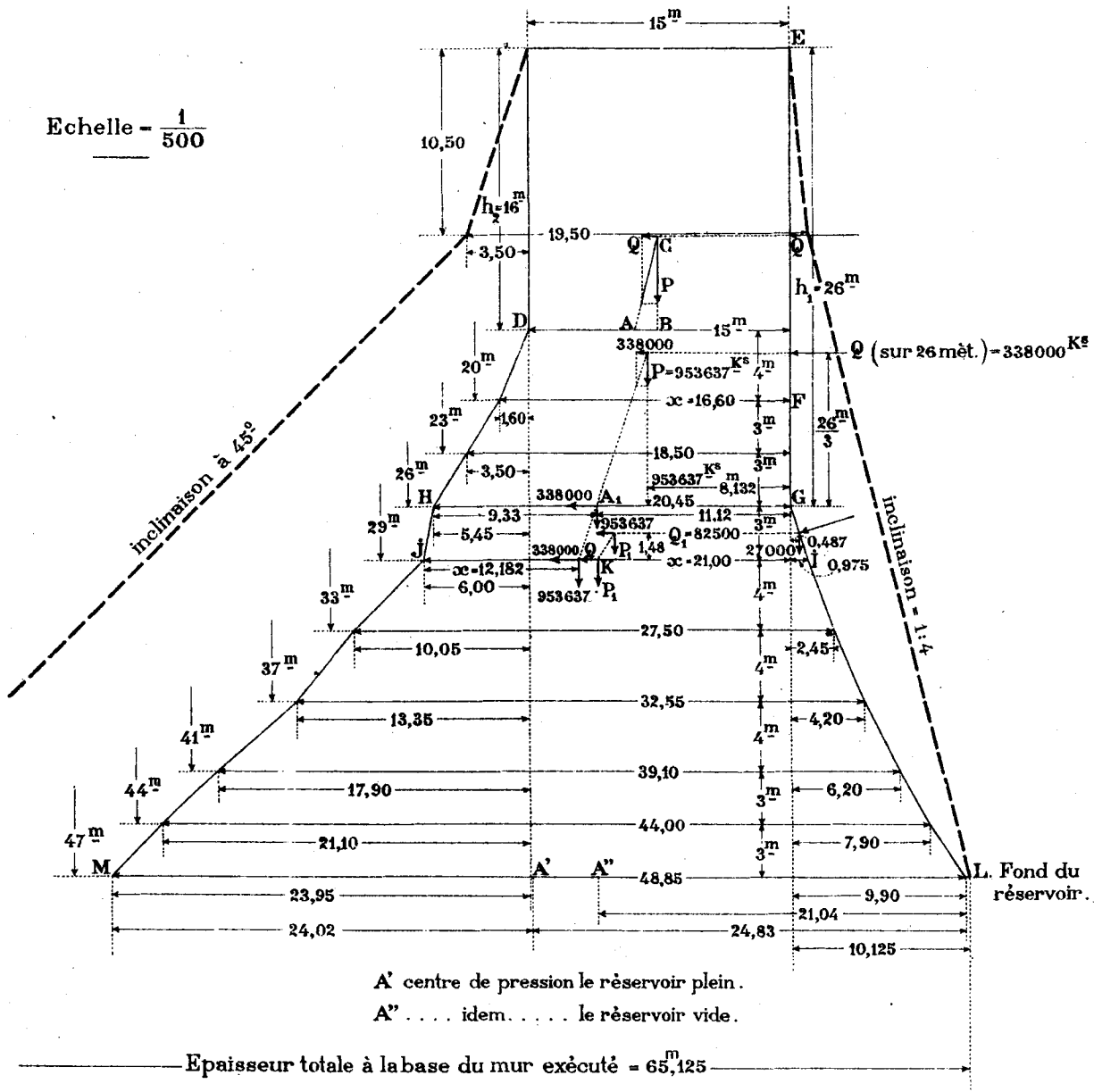


Fig. 100.

Pont Antoinette. (Signe Montauban-Castres.)

PL. XI.

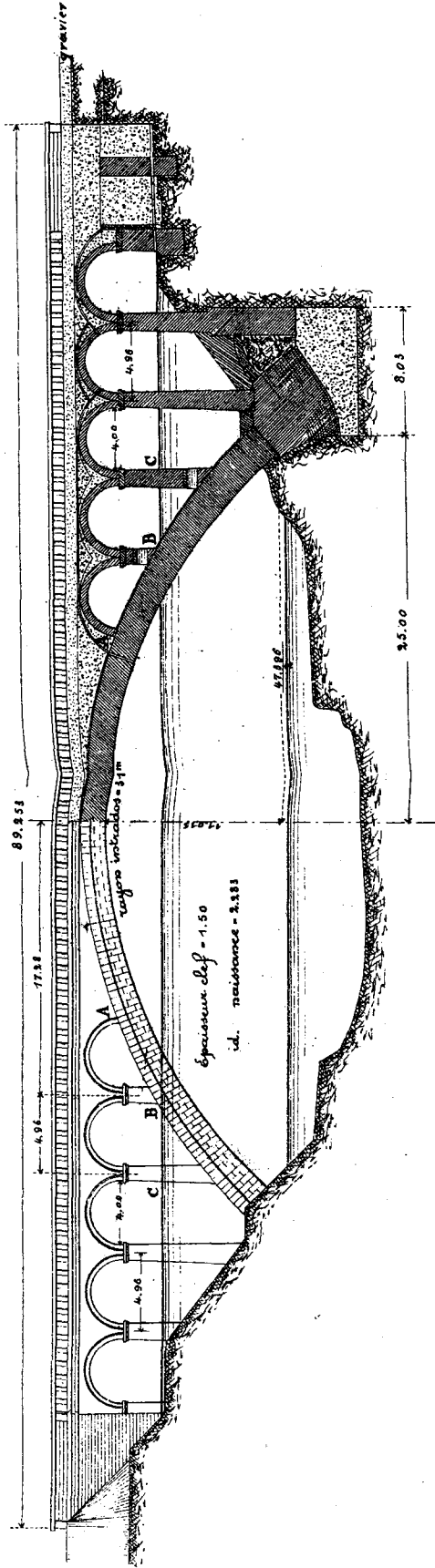
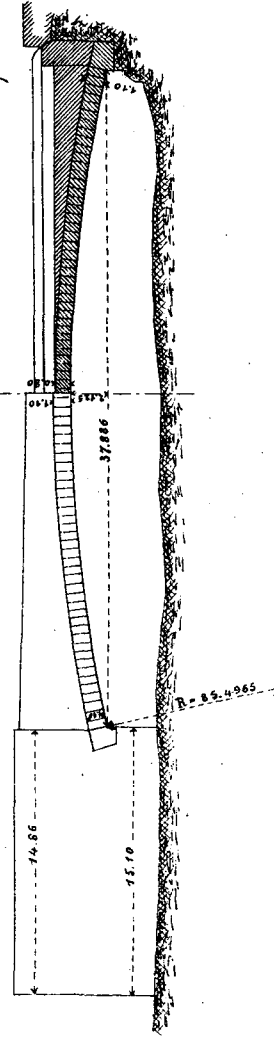


Fig. 101.

Arche d'expérience de Souppes.

Coupe suivant cd.

Elevation suivant a.b.



Plan.

Echelle 2 1/2 mm p.m.

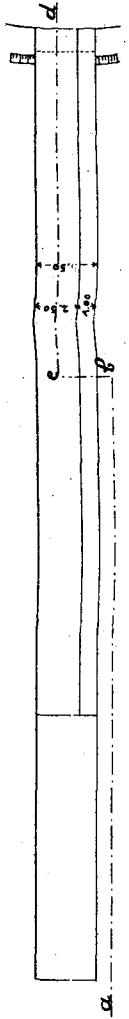


Fig. 118.

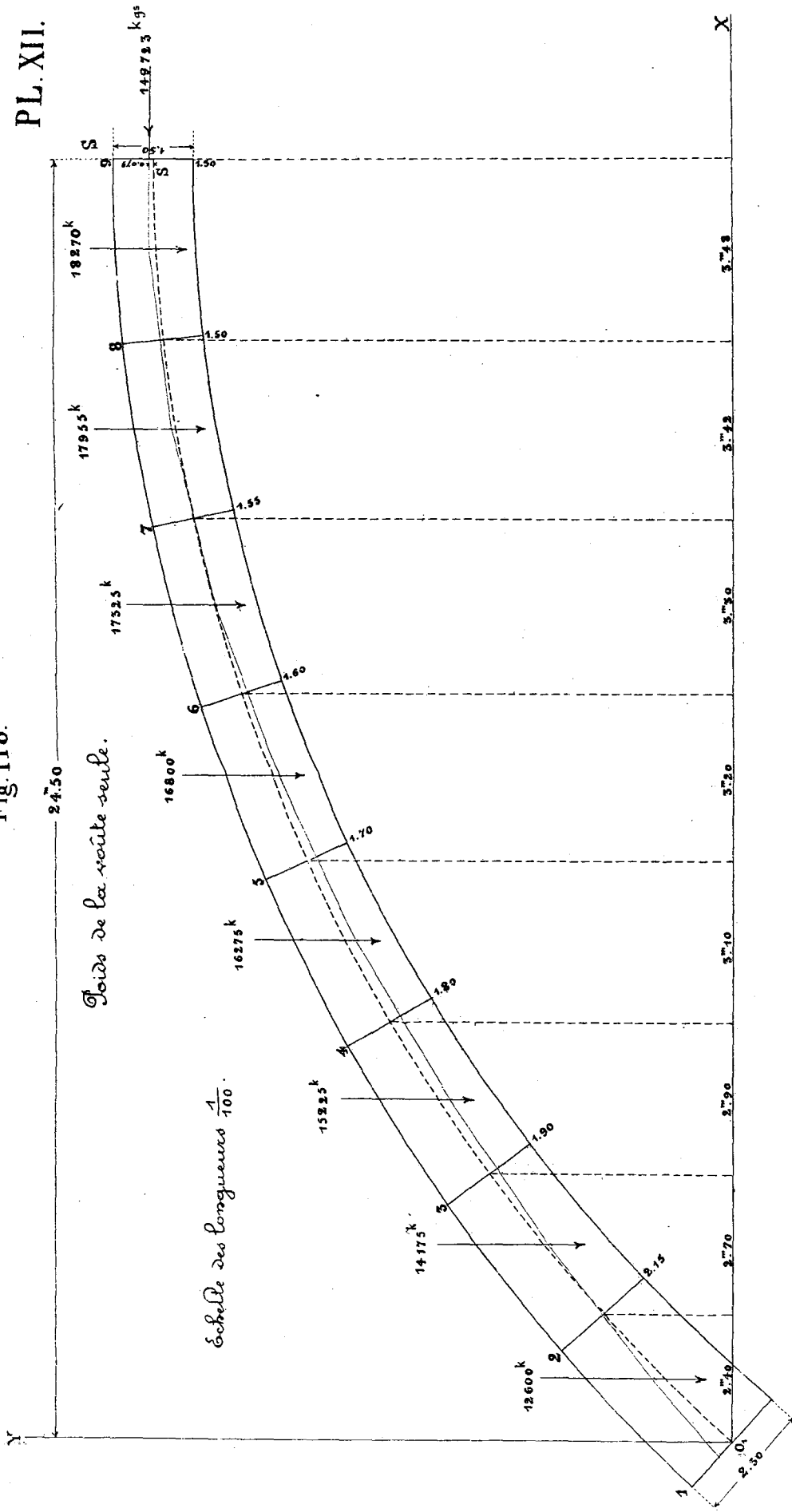


Fig. 119.

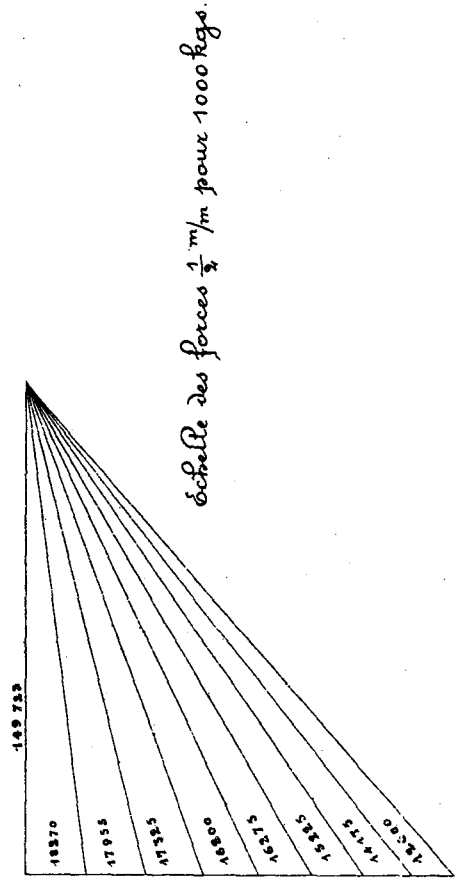


Fig. 120.
Poids mort total.

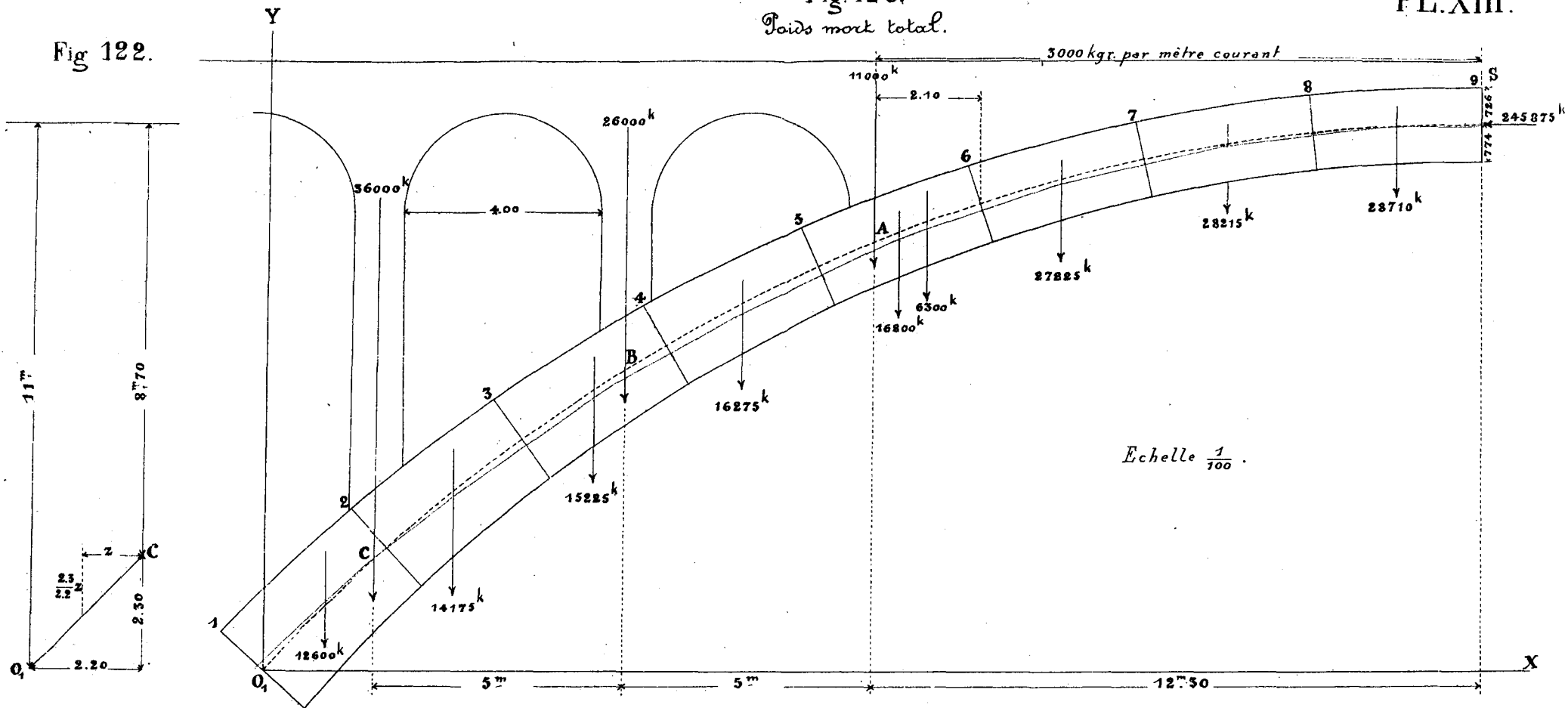


Fig 122.

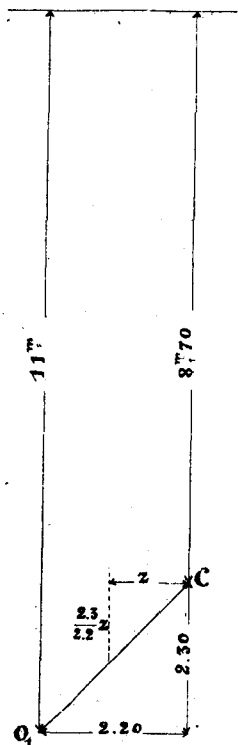


Fig. 121.

Echelle des forces $\frac{1}{4}$ m/m pour 1000 kgs.

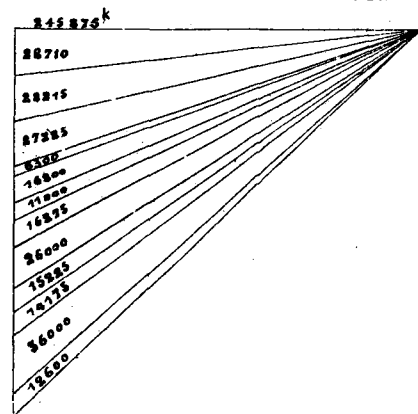


Fig. 125.

Voies mort et demi-surcharge.

Train sur 24^m.60

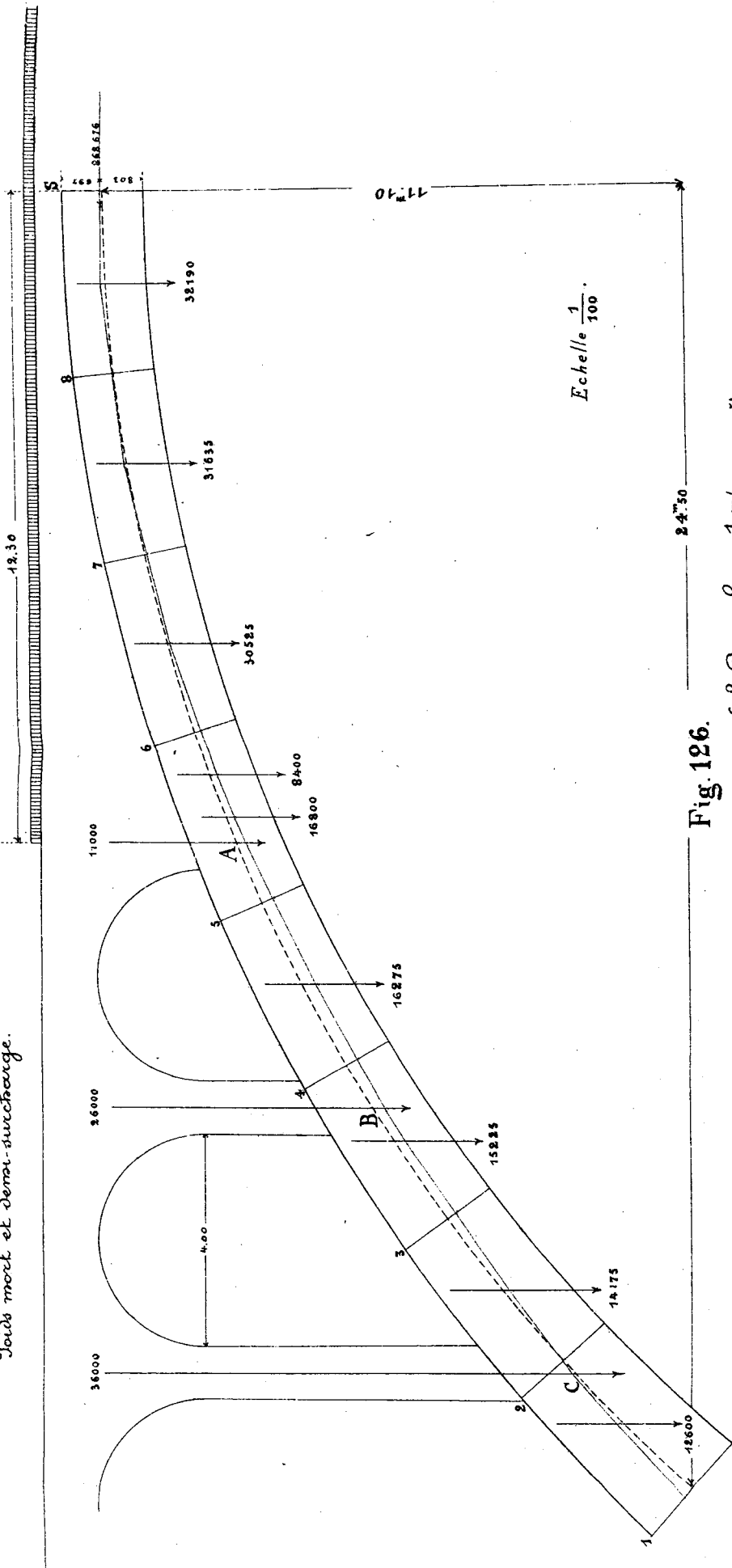


Fig. 126.

Echelle des forces $\frac{1}{4}$ m/m par mètre.

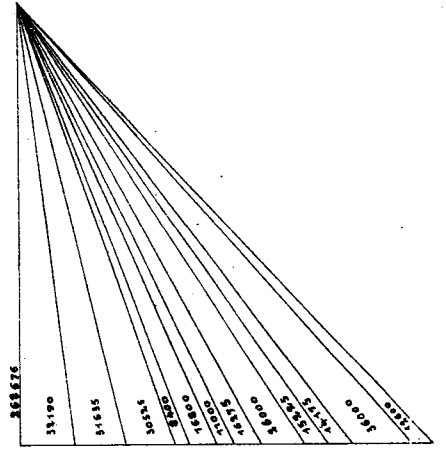


Fig 132.

Fig.131.

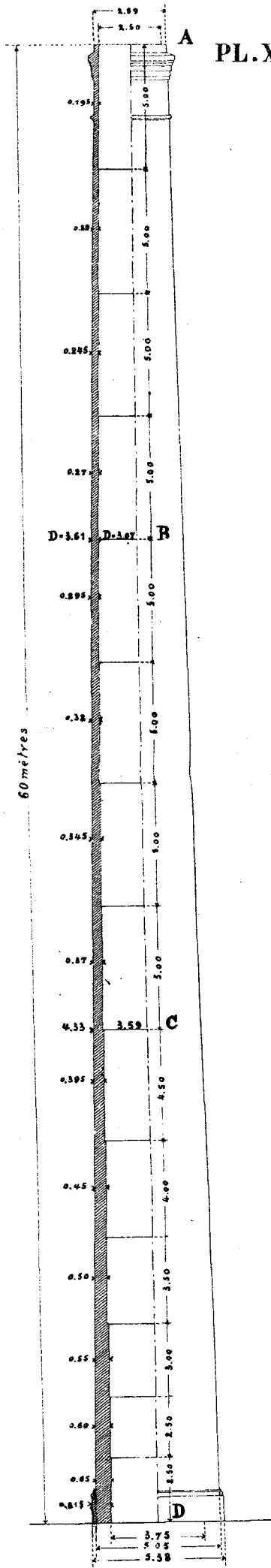
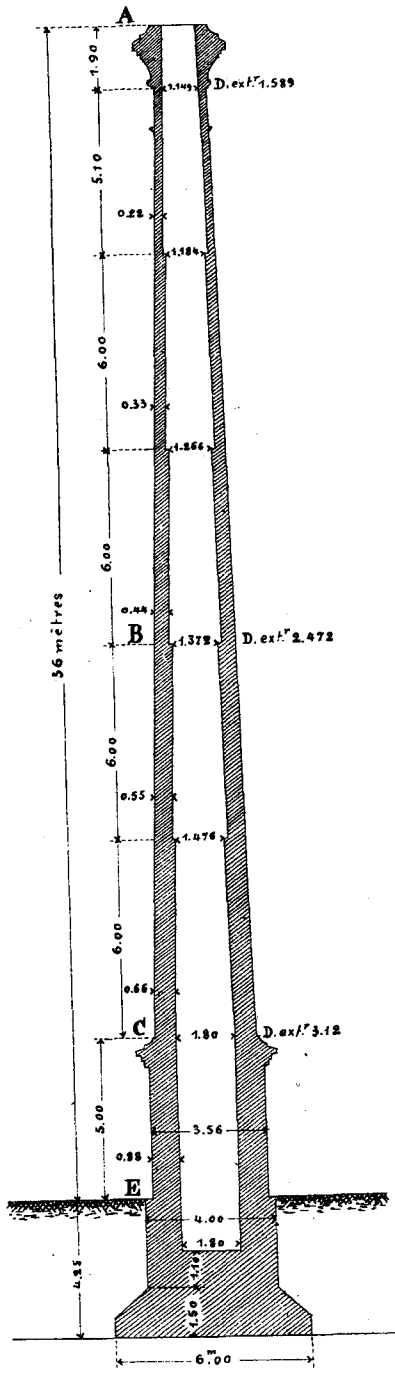
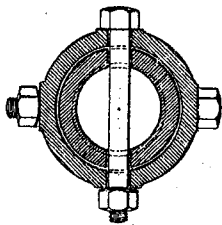
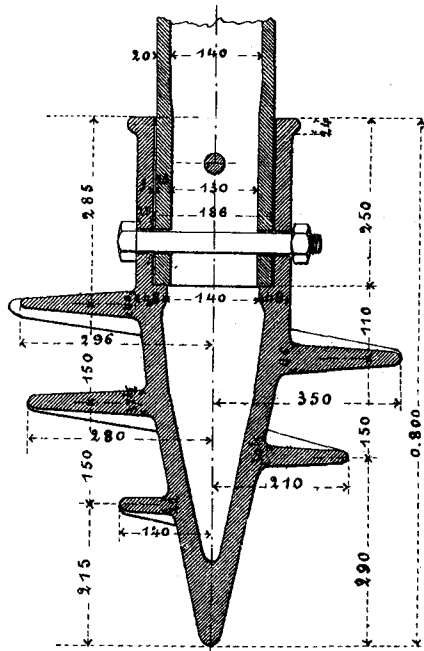
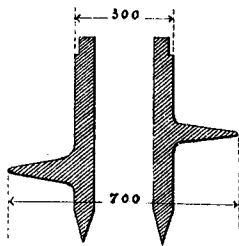


Fig. 150.

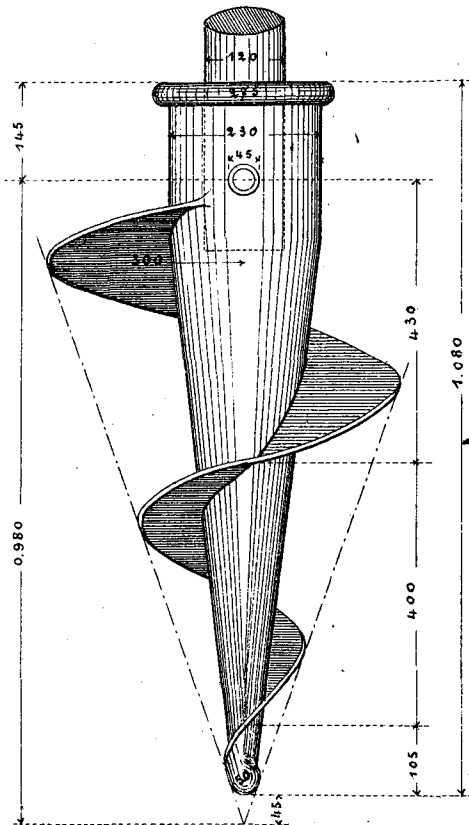


Ech. 0.1 p.m.



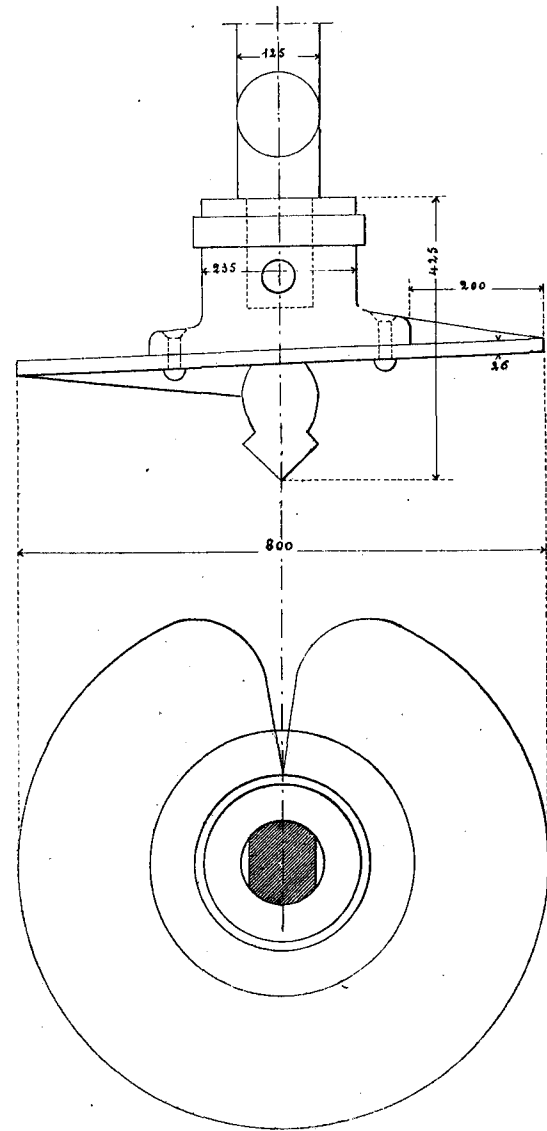
Ech. 0.005 p.m.

Fig. 151.

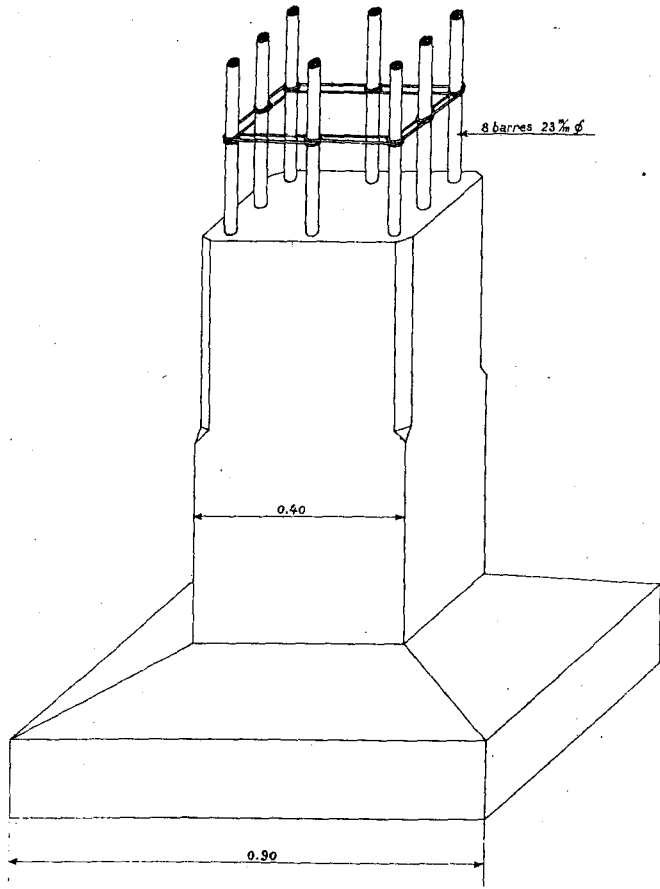


Ech. 0.01 p.m.

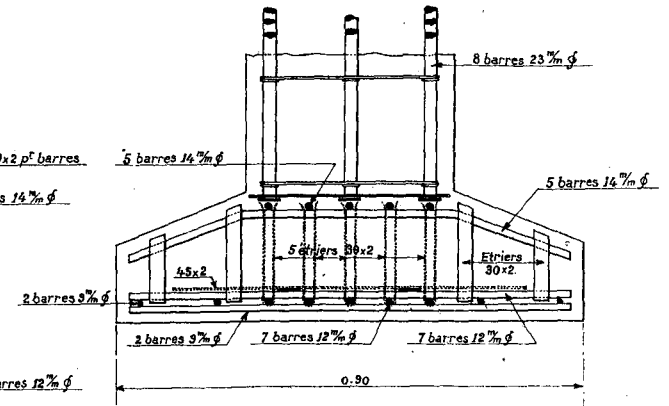
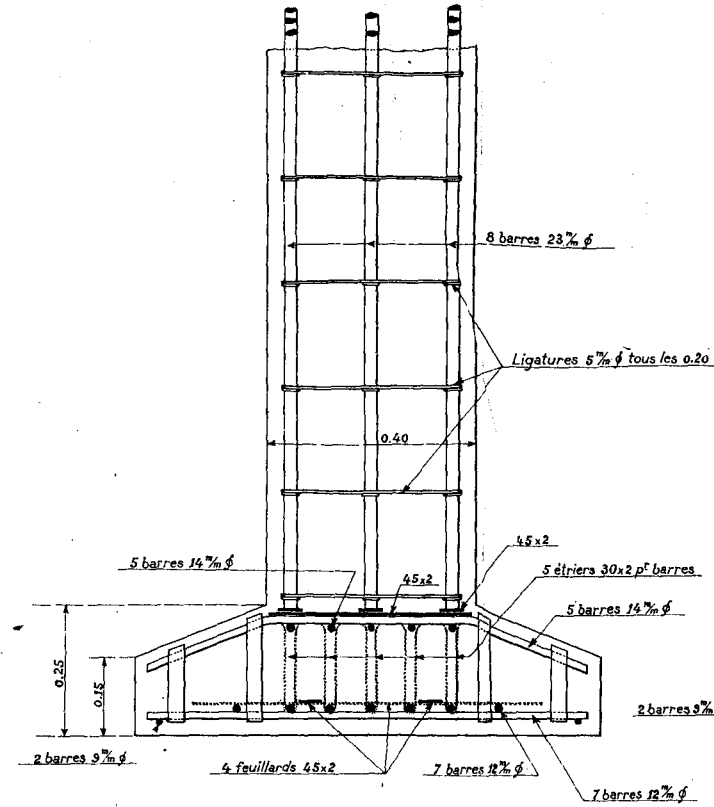
Fig. 152. PL. XVII



Ech. 0.01 p.m.



PL.XVIII.



COLONNE

Echelle: $\frac{1}{10}$

