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•  POLYGOON HAARLEM

HET NATIONAAL WEKELIJKS FILMJOURNAAL VAN POLYGOON-PROFILTI

Redactie

Haarlem,

KOUDENHORN 8

FIRST GREAT SUCCESS WITH THE REPAIR-WORKS IN THE STRICKEN AREA

The other day we have been able to read in the newspapers that the Moerdijk communication Dordrecht-Breda can be used again by pedestrians and cyclists.

But the railway traffic will have to wait for some time, for not only that the railway is under water nearly everywhere but also the overhead lines are seriously destroyed.

Near Rilland Bath 2000 soldiers have been working during several weeks at the throwing up of a sand-dam of 1800 metres, but the tidal stream has stultified their work 4 times already, and no doubt people will still have to get through an enormous amount of work.

That is the same, and even to a greater extent, with the huge gap near the "Schelphoek" on the isle of Schouwen-Duiveland.

Here the repair-work will demand several months.

Yet our hydraulic engineers have already scored great successes on some places.

This gap in the sea-dike near Hellevoetsluis (is closed now; it had a breadth of 75 metres, owing to the scouring out by the water, which rushed into the polders during high tide, and streamed out of it then with great intensity during ebbing tide.)

Before people started the closing of the gap, ample experiments were made in the "watercourse" laboratory at Delft, with the help of a scale model.

In this laboratory, which exists since 1927, a study was made of the speed of the water streaming through the gap which would be closed with the help of a large caisson.


The data here obtained were of course very useful for the engineers and Exactly 4 weeks after the sea sweeping away the dike, people have again scored a victory over the water.

In order to let down the caisson into the hole, people had to wait for slack water, the short moment between ebb and flow, when the stream has rather come to a standstill.

Strong tug-boats pushed the mighty concrete colossus slowly towards the hole. At the same time winches which were placed on the shore, tugged at it with heavy steel cables. Slowly the concrete door closed. Immediately after the caisson being placed, it was let down into the hole, and people filled it with sand. The little holes between the pontoons and the shore were filled in great haste with sand and stones, so that the tide which was coming in, couldn't commit more ravages.

Neerlands Nieuws

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And this work was crowned with success.
Some hours later the danger was past.
This first great victory over the sea since the catastrophe, will
no doubt be followed by many other ones.

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