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SWISS FEDERAL RAILWAYS NEWS.

Electric traction began on the Saignelégier — La Chaux-de-Fonds metre-gauge line on March 13. The line belongs to the system owned and worked by the Chemins de Fer du Jura, and is 16½ miles long. It was opened in 1892. There are gradients of 1 in 25, and the average altitude of the line is more than 3,000ft.; it reaches 3,260ft. at La Chaux-de-Fonds, its southern terminus, and 3,220ft. at Saignelégier. At La Chaux-de-Fonds the line connects with the Bienne — Le Locle line of the Federal Railways. Le Noirmont, some four miles south of Saignelégier, is the junction with the company's electrified metre-gauge line to Tramelan and Tavannes.

* * *

A new highway bridge is now being built over the River Aar at Olten. In order to use the existing bridge as a service structure for erection, it was decided to move it sideways for a distance of about 84ft. The old bridge was built about seventy years ago, being a lattice truss steel structure, 340ft. long and 33ft. wide of three spans, of which the central span had a length of 140ft. Its weight was about 850 tons. Four rolling paths were used to move it, the rollers being 6½in in diameter and 20in long. The central rolling paths rested on two rows of piles, each having a bearing capacity of 35 tons, while the side rolling paths were laid on transverse beams supported on a row of piles. Bogie units were formed by rollers assembled in groups of five by five. The moving operation itself was carried out with a capstain and a ½in. diameter rope. The whole operation was completed in one night in a series of 20in. movements.

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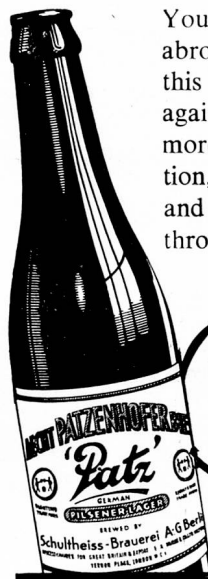


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