

ERIE'S NEW BRIDGE

It Is Rolled Into Position Over the Whetstone at Caledonia Last Saturday Afternoon.

JOB TAKES TWENTY-FOUR MINUTES

One Hour and Fifteen Minutes Is the Time It Takes To Remove the Old Bridge and Place the New—The Job Is Watched by a Large Number of the Curious.

Saturday afternoon was made a holiday at Caledonia and farmers drove in from all the surrounding country and mingled with the goodly-sized crowd of townsmen from Caledonia

sprang to their places, and the dismantling of the old bridge and tearing up of the track was begun.

Everybody timed the men in their operations, and idly speculated on the time required. The work was finished in one hour and fifteen minutes, according to the official time as kept by Erie Trainmaster W. B. Kimball, who was present to supervise proceedings in person.

The new bridge had been erected on false work to the north of the old one, and as soon as the old bridge was torn out and such parts, as were not allowed to fall into the river below, placed on cars standing at hand, the new one was drawn into place by the use of hand crabs and steel rollers.

The operation of moving the new bridge into place occupied twenty-four minutes, a stupendous task, surprisingly well disposed of.

The new bridge is 141 feet six inches long, twenty-five feet four inches high,

BIG FOUR AND

Begin the Common Use of Tracks Between This and Galion Sunday Morning

THE CHANGE WORKING

Both Railroad Companies Begin Changing Their Train Schedules—T. C. Lewis and Frank Fisher Operators—Railroad No.

The Erie and Big Four began operating their tracks between Galion and this city in the morning, the change going into effect at 5 a. m.

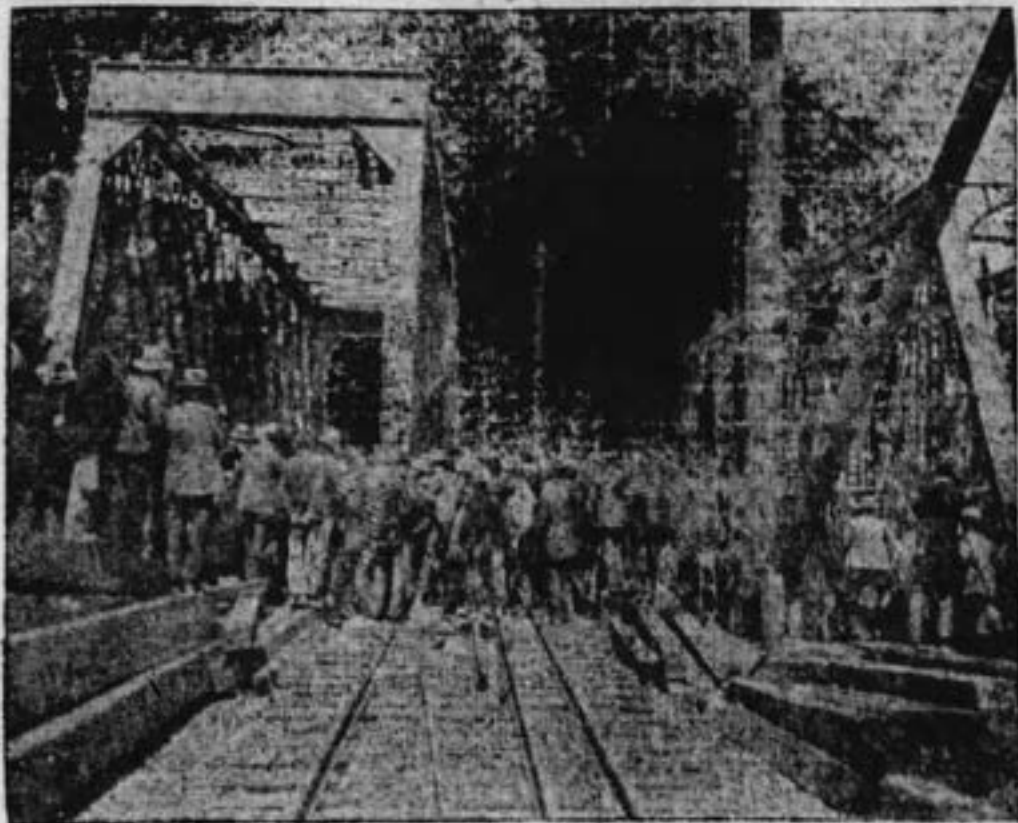
At the cross-over in Vinton T. C. Lewis was installed as operator and Frank Fisher as operator. They will also

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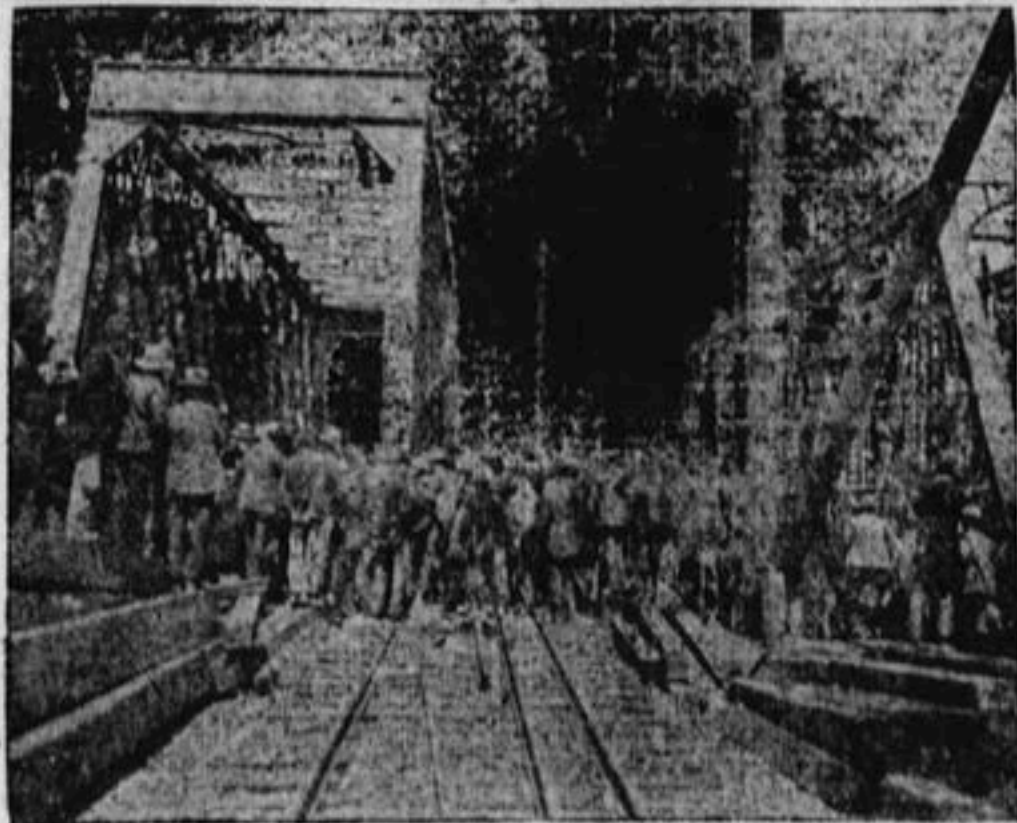
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The bridge on the left is the new Eric bridge almost in position. The bridge on the right is the Big Four bridge.

and Mexican in witnessing an expert weighs 155 tons and has a capacity of



The bridge on the left is the new Erie bridge almost in position. The bridge on the right is the Big Four bridge.

and Marion in witnessing an expert engineering feat, the placing in position of the new Erie railroad bridge which now spans the Whetstone at that point.

The word had gone out throughout the county that the work would be completed at the time mentioned, and when Erie train No. 16, the last to

weighs 155 tons and has a capacity of 800 tons. It cost \$17,000 and is of the latest design of C. W. Buckholtz, the chief engineer of the Erie, who is considered one of the crack engineers of the country. It was put up by the Elmira branch of the American Bridge company, and two months' time was taken in its construction.

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The bridge on the left is the new bridge ready for traffic.

cross the old bridge, pulled into Caledonia hundreds of anxious spectators lined the banks and climbed to points of vantage from which to witness the work.

As soon as the passenger train pulled over the bridge, the force of workmen employed on the improvement

The first train to cross the bridge was the second section of No. 85, in charge of Engineer John Dies and Conductor Talman, and the deflection under the heavily loaded freight train was three-eighths of an inch.

There were no accidents of any kind while the work was in progress.

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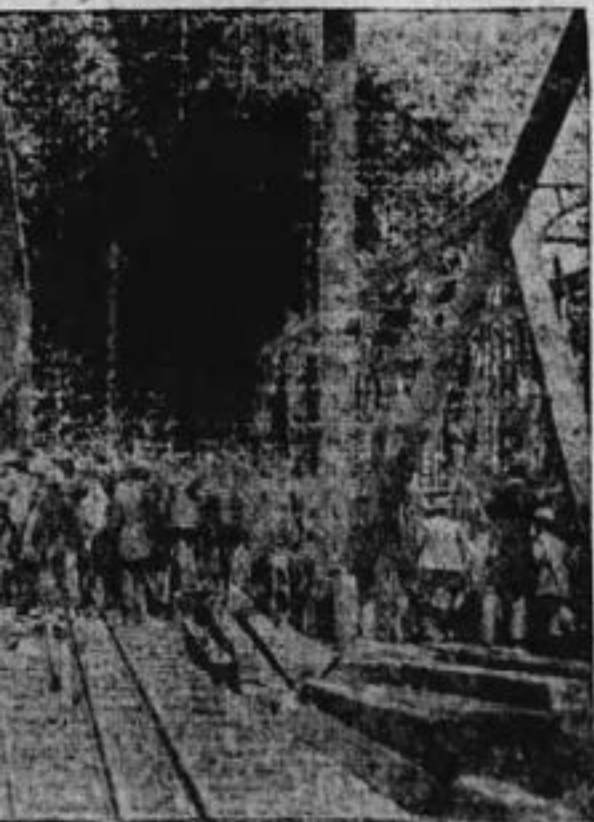
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