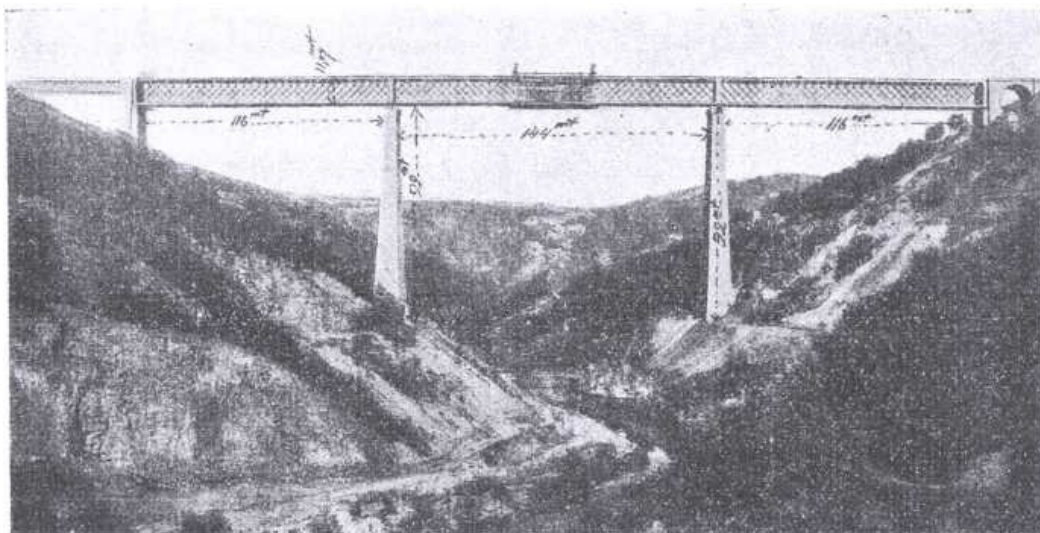


community of the Southern Railways network, was built by the government. Started in 1904, the line was finally completed in 5 years; this speed was the record for the government over private companies. The merit in this respect belongs to M. Lax, Chief Inspector of Bridges and Roads (former Director of the Railways Department of the Ministry of Public Works), who was entrusted with the main management of both this line and all the Pyrenean Mountain

railways. And, indeed, it took such a strong authority as engineer Lax to finally bring through the ministry a new type of this wonderful suspension bridge, the project of Colonel Gisclard, whose merits were recognised after only thirty years (L'Illustration, 1909).

**Engineer Aleksey Zholkevich**  
(*Zheleznodorozhnoe delo [Railway Business]*, 1910, No. 6–7, pp. 36–38) ●

## FADE VIADUCT ON THE ORLEANS RAILWAY (FRANCE)



**I**n Auvergne, near Clermont-Ferrand, the viaduct of Fade, which is under construction, is soon to be opened, one of the most notable buildings on the French railways.

This engineering structure, erected by the engineer Chatelier, crosses the valley and the Sioule River (a tributary of the Allier River) at a height of 132,5 meters, in three spans, with the opening of the middle span – 144 meters, and the lateral ones – 116 meters each. The iron bridge itself, a lattice system, with a height of the posts of 11,17 meters, is located with the lower belts on stone supports (pylons), with a height of the middle supports of 92 meters. In general, this structure seems to be outstanding among modern railway buildings in terms of the height of the supports and the boldness of the concept.

This viaduct bridge aims to shorten the railway route between Montlucon and Clermont-Ferrand stations, passing through the town of Saint-Eloy.

Before the construction of the viaduct, the distance from Montlucon to Clermont-Ferrand was considered to be 108 kilometers (of which 67 kilometers from Montlucon to Hann – along the Orleans railway and 41 km from Hann to Clermont-Ferrand along Paris–Lyon–Mediterranean line). In the new direction, bypassing the network of roads of the Society P. L. M. the distance between these points has become of 96 kilometres only.

The viaduct, built with mechanical structures, was accepted by the Orleans Railway in its final form, after proper strength tests by loading and passing heavy loaded trains through it.

Passengers travelling along this line will enjoy the scenic view from a height of 132 meters above the luxurious Sioule Valley (From «Le Monde Illustré»).

**Engineer Aleksey Zholkevich**  
(*Zheleznodorozhnoe delo [Railway Business]*, 1910, No. 3–4, p. 22) ●