

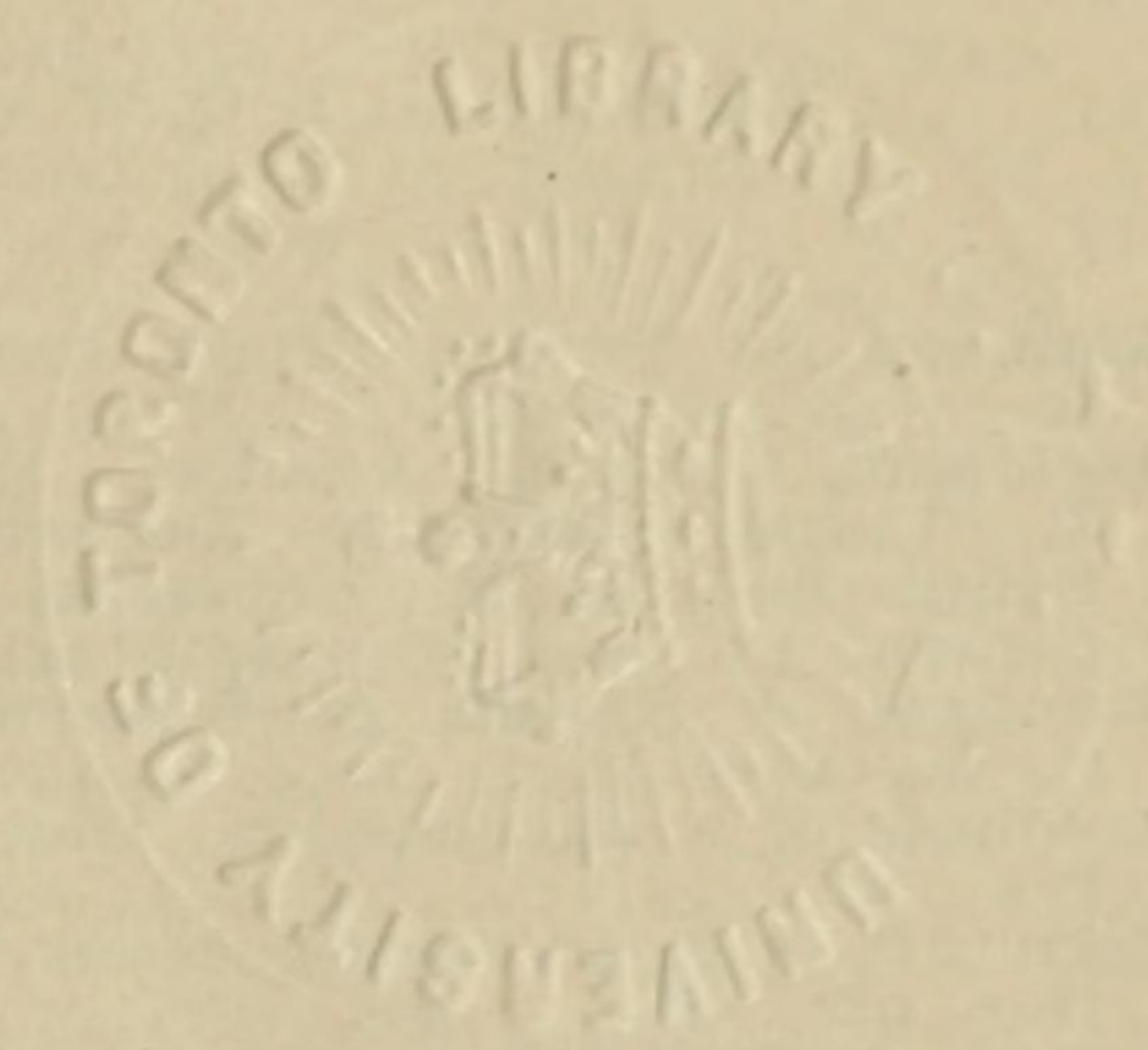


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INDEX

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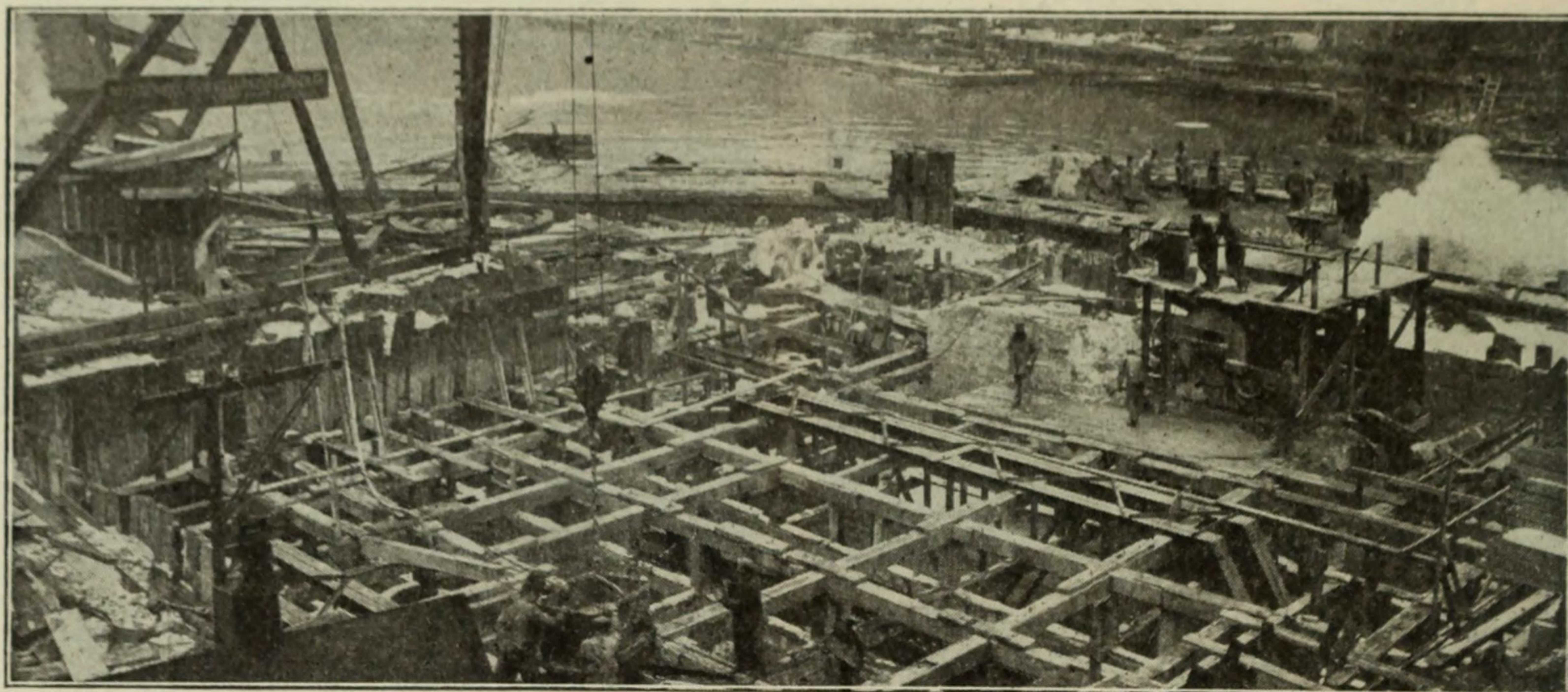
NEW YORK, N. Y.

CHICAGO, ILL.

pump, with a submerged suction, 6 inches in diameter and cast iron casing; power furnished by a 60-cycle, 220-volt motor of 5-horse-power capacity. The dosing chamber consists of two compartments, provided with inlet valve sand siphons siphons with two filter beds made up of two concrete basins, fitted with cast iron gate main supply pipe, which connects with lateral supply lines, 5 inches in diameter, extending across the floors of filter beds, and encased in concrete. In each filter

porated again as the Fitzsimmons & Connell Dredge & Dock Company, 1641 Otis building, with the following officers: C. J. Connell, president; H. N. Cooper, vice president and treasurer, and J. T. Lillis, secretary.

The company, since its organization, has made a specialty of river, lake and bridge substructure work and has had extensive contracts for the construction of intake cribs, water tunnels, dredging, docks, breakwaters, pile and concrete founda-



WASHINGTON STREET BRIDGE, showing construction of west abutment. *Fitzsimmons & Connell Dredge and Dock Co., Chicago, Contractors.*

bed, 49 riser pipes, each fitted with Taylor nozzles, connect with the lateral supply pipe. Upon the floor of filter beds and around the under drains is placed a 12-inch layer of clean limestone, passing thru a 6-inch ring and retained on a 2-inch ring. Upon this is placed a layer of filter material, consisting of broken limestone, passing thru a 2-inch ring and retained on a 1½-inch ring. The work was completed at a cost of \$110,000. The plant was designed by the late W. W. Ewing, with Langdon Pearse as consulting engineer. The Central Engineering Bureau, Monadnock building, Chicago, supervised the construction. The equipment of the company consists of two Bucyrus steam shovels, one Parsons trenching machine, with Decatur backfiller attached; one back filler, equipped with a Monahan engine; three concrete mixers, one Chicago system of well points for work in wet sand and various kinds of pumps.

Fitzsimmons & Connell Dredge & Dock Co.

Fitzsimmons & Connell Dredge & Dock Co., Chicago, Ill., founded in 1870 by General Fitzsimmons and C. J. Connell; incorporated in 1878 as the Fitzsimmons & Connell Company, and in 1911 incor-

tions, breakwater and harbor improvements. Among the larger contracts carried out by this company is the construction of the Carter Harrison crib and 10-ft. brick lined tunnel with a 13-ft. bore under Lake Michigan, connecting the crib with the land tunnel, a distance of approximately five miles, three miles of which was under the lake; the construction of a breakwater and crib protection around the Chicago avenue intake crib, and the Chicago river and the Harrison street power plant of the Commonwealth Edison Co., the construction of approximately 5,000 lineal feet of breakwater along the water front for the South Park Commissioners; the construction of the center piers of all old style swing bridges now in existence between Rush street and 12th street, over the Chicago river; the construction of the substructures of the Scherzer rolling lift bridges at Van Buren street, Taylor street and the Metropolitan elevated railway.

During the year 1912, the company was awarded the contracts for constructing and erecting a 100-ft. steel truss bridge on steel pontoons over the Chicago river at Belmont avenue, the substructure of the double leaf bascule bridge over the Chicago river at Indiana street, and the substructure of the double leaf bascule

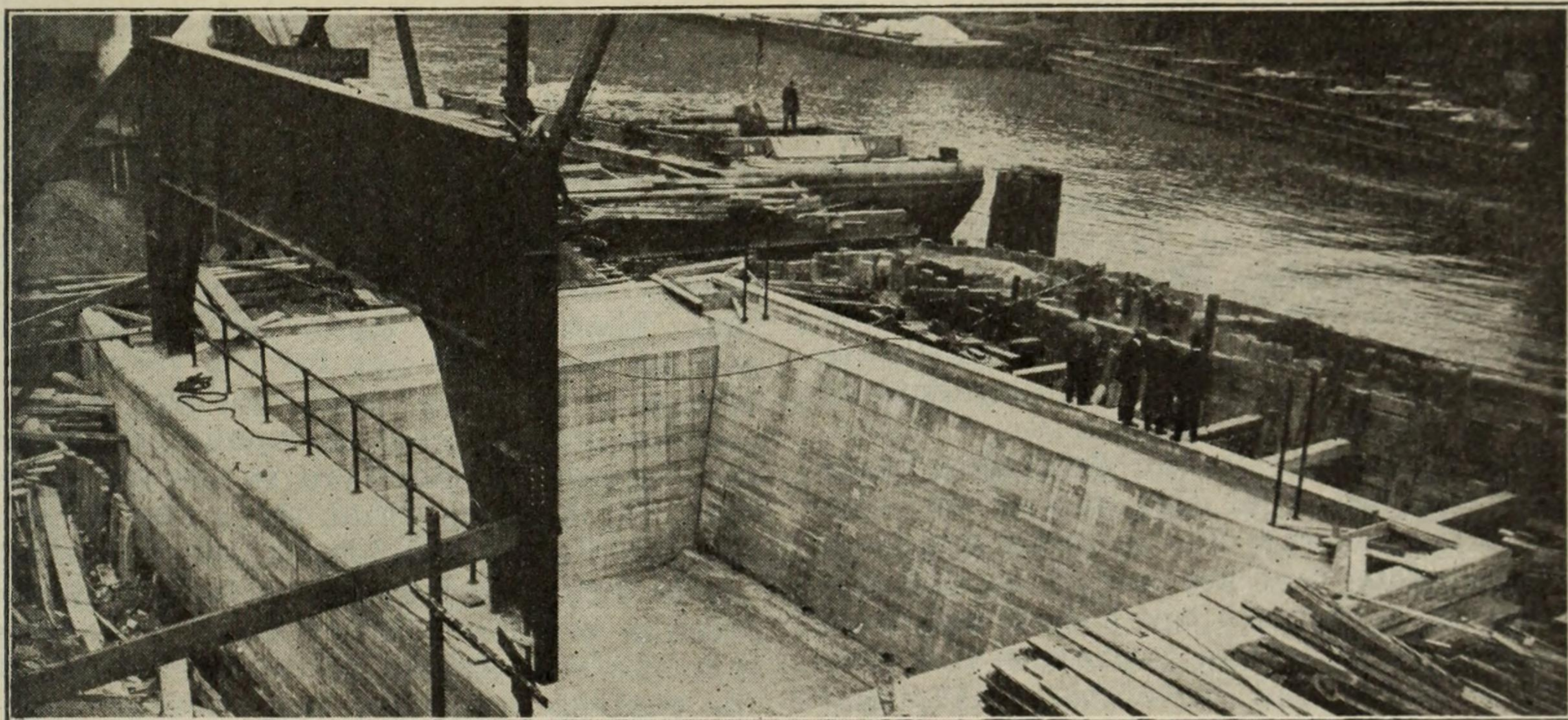
bridge over the Chicago river at Washington street.

In the construction of the Washington street bridge, which measures 179 feet 4 inches between centers of trunnions, and lies directly above a double track street car tunnel, many complex situations arose. As this tunnel was directly beneath and parallel to the line of the bridge, it was found necessary to sink concrete cylinders on either side of the tunnel and upon this were placed concrete piers reinforced by steel trusses, the whole forming a concrete box, which straddled the tunnel without placing any load upon the roof. In the construction of the temporary cofferdams, it was found necessary to use steel sheeting of a length sufficient to withstand the pressure of the water and yet not penetrate a tunnel used by a public utility company for carrying its wires beneath the river. This required considerable back filling of clay. To support the roof of the street car tunnel, which carried this load, heavy timber bents were placed along the center

Latshaw, city engineer of Fostoria, O., to prepare plans for enlarging and remodeling the purification works. He has been retained by the director of public service of Canton, O., to make a report and general plans for sewage purification plant for that city, and also to make a report upon means for protecting New Castle, Pa., from damage by floods, of which city C. H. Milholland is the city engineer.

George Y. Craig, formerly city engineer for Omaha, Neb., has been appointed city engineer of Calgary, Alta., and A. Fox, of Minneapolis, has been appointed water-works engineer.

J. C. Travilla, street commissioner of St. Louis, Mo., has announced his intention of resigning within a short time. He will take charge of the \$1,000,000 road project of Tarrant county, Texas. It is estimated that the work will require two years to complete and during that time Mr. Travilla will have headquarters in Fort Worth, but will continue to make his home in St. Louis.



WASHINGTON STREET BRIDGE, showing west abutment completed.

line of the tunnel on jack screws and left there until cofferdam was removed. Another interesting feature of this work was the removal of the roof of the original tunnel, built in 1865, and since lowered on two different occasions.

The equipment of the company consists of two river tugs, three dipper dredges, five pile drivers, equipped with Lidgerwood and Mundy hoists and Smith, Marsh, Capron and Channon concrete mixers, and Morris centrifugal, Blake and Knowles pumps and Insley buckets.

Personal Notes

R. Winthrop Pratt, of Cleveland, O., has been retained to assist Charles S.

J. R. Wemlinger, president, Wemlinger Steel Piling Company, has been re-elected for the second time secretary of the American Society of Engineering Contractors, with headquarters at 11 Broadway, New York, and branches in Chicago, St. Louis, Indianapolis, and Regina, Canada.

Walter H. Flood, recently in the government service, has been appointed chemical engineer in charge of the paving materials laboratory at the municipal asphalt plant, bureau of streets, Chicago, Ill.

Edward H. Kingsbury has been appointed commissioner of public works of Little Falls, N. Y.

Lewis E. Smith has been appointed city engineer of Pasadena, Cal.