

News of the Week

Bridge and Building Association Holds 38th Convention in Boston

Committees Report Favorably on Precast Slab Construction and Jacking Methods for Placing Culverts

THE 38th annual convention of the American Railway Bridge and Building Association was held in Boston Oct. 23-25. Most of the program consisted of reports of committees, followed in all cases by lively discussions. Comparative methods of jacking and tunneling culverts under fills were reported by a committee and this report with subsequent discussion favored the jacking method from a cost standpoint and also in relation to traffic disturbance. Not only culverts but water pipes up to lengths of 600 ft. have been successfully jacked through fills and in some cases through natural ground, according to the discussions.

Other reports receiving much attention were those on precast slab bridge construction, the use of motor trucks in handling bridge and building supplies and the organization of means for handling emergencies in bridge and building work. Several railways favored the building of precast slab units with their own forces for the replacement of short span bridges. Motor trucks were favored for use in handling bridge and building supplies, especially around con-

gested terminals where the use of work trains would seriously interfere with traffic. Motor trucks were also mentioned as playing an important part in emergency line repairs of several roads. The committee reporting on organization for handling emergency work stated that in most cases the existing maintenance and road organizations should be prepared to take care of any emergencies and that no special organization should be required.

The disastrous effects of the flood damage suffered by the New England railroads late last year was portrayed by illustrated talks given by representatives of the Boston & Maine and the Central Vermont railroads. The pictures showed not only the damage done to tracks and structures but also the reconstruction work necessary.

New Orleans was chosen for the meeting place next year. Officers elected at the convention are as follows: president, Maro Johnson, I. C. R.R., Chicago; vice-presidents, J. S. Huntoon, M. C. R.R., Detroit, C. S. Heritage, K. C. S. Ry., Kansas City, A. I. Gauthier, B. & M. R.R., Concord, N. H., H. I. Benjamin, So. Pac., San Francisco; secretary-treasurer, C. A. Lichty, C. & N. W. Ry., Chicago; asst. treasurer, F. E. Weise, C. M. & St. P. R.R., Chicago. Directors elected were: R. C. Henderson, B. & O.; T. H. Strate, C. M. & St. P.; J. S. Ekey, B. & L. E.; G. A. Rodman, N. Y., N. H. & H.; W. A. Batey, U. P. R.R. and F. W. Hillman, C. & N. W.

Philadelphia Chosen for Next Convention at A.S.M.I. Meeting

Proposal for Local Chapters Sent to Ballot—Manufacturers Well Represented on Technical Program

PHILADELPHIA will be the next meeting place of the American Society for Municipal Improvements. The new president is John Klorer, formerly city engineer of New Orleans and now a member of the council-commission heading the department of public property of the association. Other officials elected at the 34th annual convention of the association, held at Detroit, Oct. 22-26, are: vice-presidents, Paul L. Brockway, city engineer, Wichita, Kan., John W. Reid, commissioner of public works, Detroit, and J. H. Neeson, chief, bureau of highways, Philadelphia; secretary, C. W. S. Sammelman, City Hall, St. Louis; treasurer, S. Cameron Corson, city engineer, Norristown, Pa.

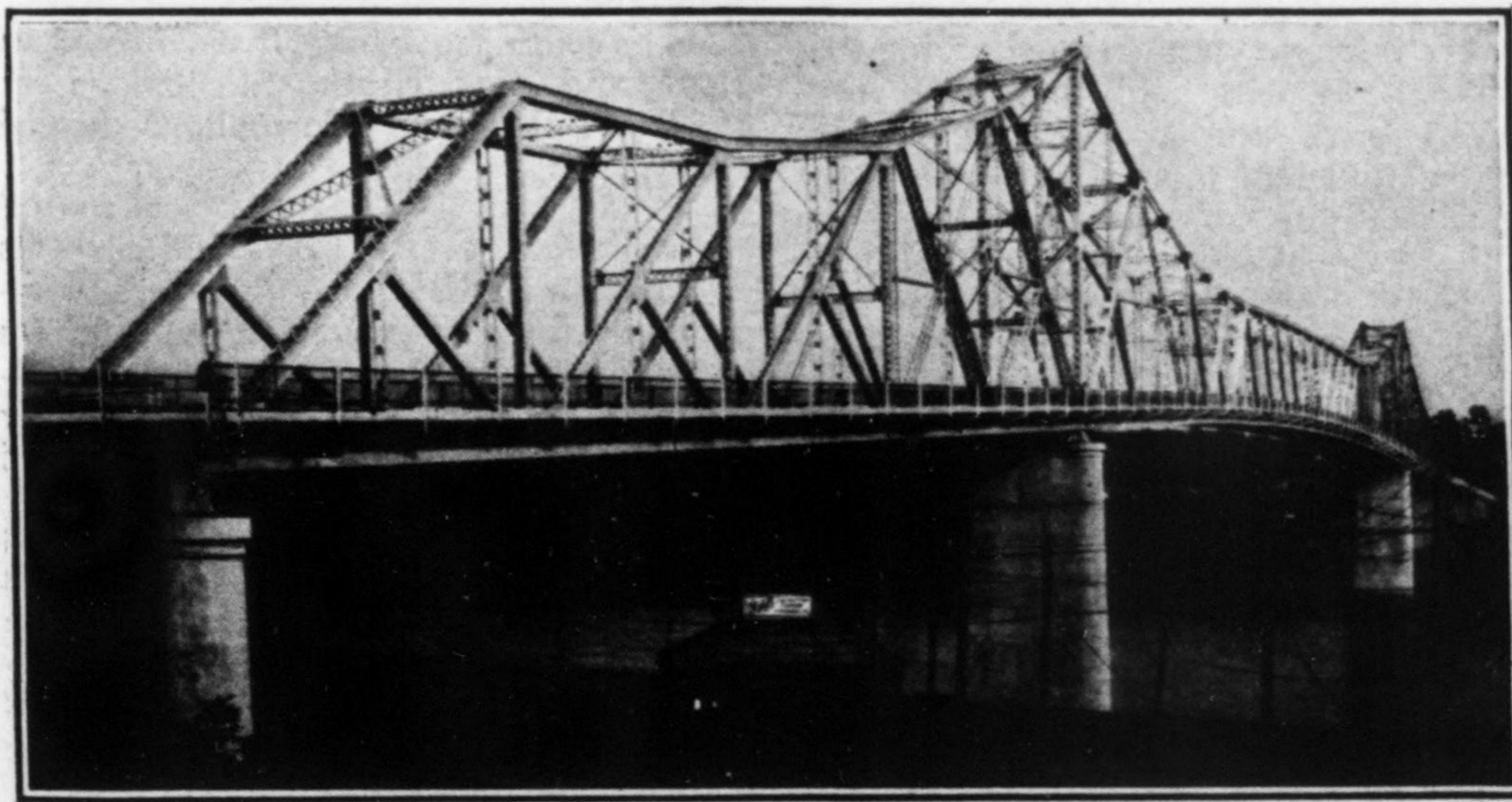
Retiring President George F. Fisk, commissioner of public works, Buffalo, N. Y., said in his brief opening address that the recent decline in the membership of the association (from 614 to 593 in the past year, following an earlier decline) is due largely to competition from various other technical societies. The treasurer's report showed an increase in the balance of funds, compared with a year ago, and an investment of \$1,500 in bonds.

Amendments of the constitution sent to letter ballot were chiefly minor, but included one authorizing the formation of local sections of the association by twenty or more members of all grades, with power to assess members not over \$4 a year in addition to the association dues. Secretary Sammelman expressed the hope that active members, even in small places, would make themselves the nucleus of a local section composed largely of affiliate members.

Committee reports numbering some 25, including representatives on joint committees, were scheduled for the last session, but for the most part were of the "progress" variety and elicited no discussion. Proposed specifications for portland-cement concrete foundations were submitted by a committee headed by J. C. McVea, city engineer of Houston. This was printed in the September *Bulletin* of the association, together with some other committee reports.

A resolution against pavement contract guarantees for more than five years, submitted by Edwin A. Fisher, of Rochester, N. Y., was adopted, as an affirmation of earlier action by the Association for Standardizing Paving Speci-

POMEROY BEND TOLL BRIDGE COMPLETED



A new toll bridge across the Ohio River connecting Pomeroy, Ohio, with Mason City, W. Va., will be formally dedicated Nov. 12. It consists of a 665-ft. main span, anchor arms of 260 ft. each and plate girder and I-beam spans giving a total length of steel structure of 1,847 ft. 9 in. There is a 20-ft. roadway of 7-in. reinforced concrete and a 5-ft. sidewalk. The

structure, which cost approximately \$1,000,000, is owned by the Pomeroy-Mason Bridge Company, Charleston, W. Va., a subsidiary of the Dravo Contracting Company, Pittsburgh, Pa., general contractor for the bridge. The Mount Vernon Bridge Company, Mount Vernon, Ohio, was sub-contractor on the superstructure. Clarence W. Hudson was consulting engineer.