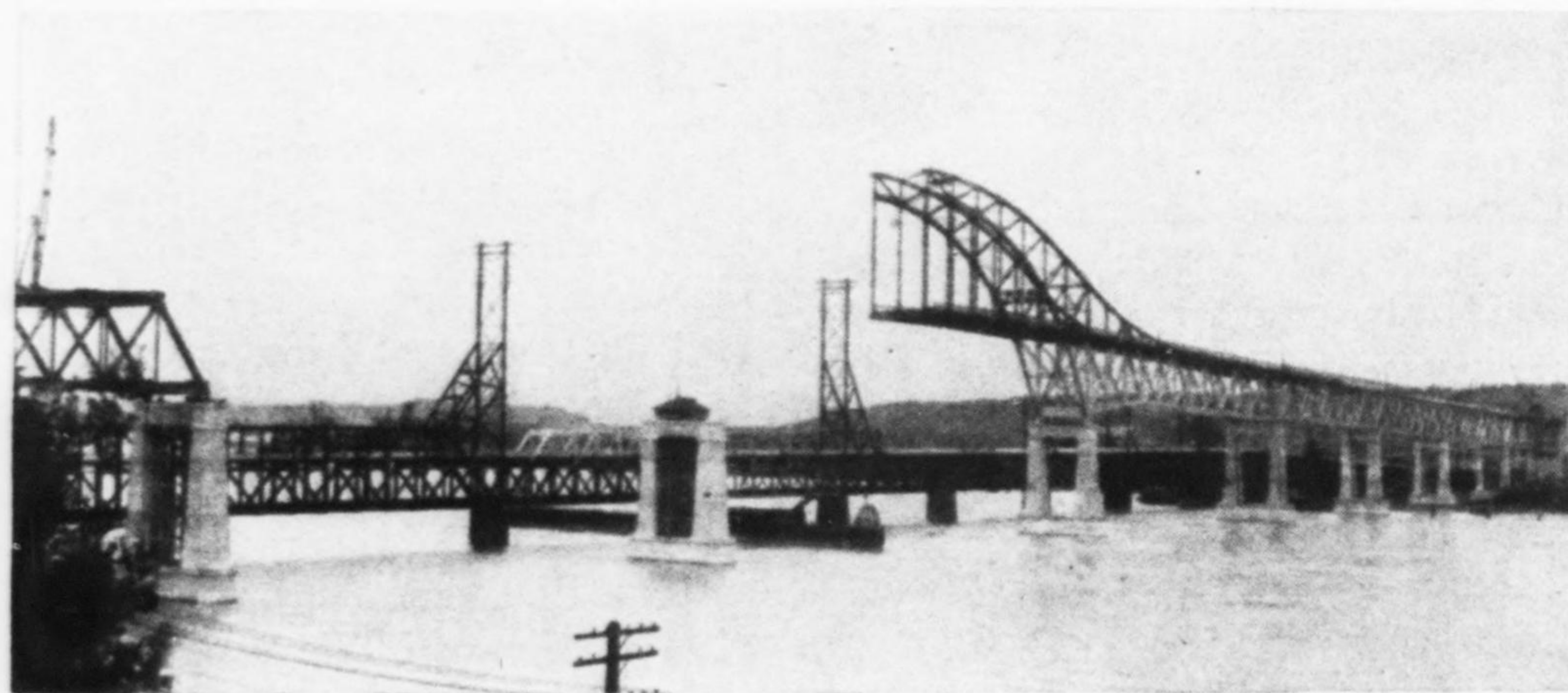


THE WEEK'S EVENTS

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Wide World Photo

FRASER RIVER BRIDGE UNDER CONSTRUCTION

CONSTRUCTION work is under way on the arches for the highway bridge across the Fraser river at New Westminster, B. C., which is on the main artery for automobile traffic between Seattle and Vancouver. The bridge will carry a four-lane highway.

Contractors for the bridge, which is

being built by the British Columbia department of public works, are the Dominion Bridge Co., Ltd. W. G. Swan, Vancouver consulting engineer, is consultant on the project.

The old low bridge which the new structure will replace can be seen behind the arches.

Plans Adopted for School At New London

Plans for a new school building at New London, Texas, to replace the structure destroyed in a gas explosion last March which took more than 300 lives (*ENR*, March 25, 1937, p. 459) have been adopted by the New London Independent School District. Extreme precaution against a repetition of the disaster has been taken in the plans for the new \$300,000 structure.

The E-shaped building, 280 ft. by 150 ft. in plan, is divided into sections, the junior high school and the senior high school, and an auditorium in the center of the structure serving both schools and separating them. It will be of reinforced concrete construction with solid brick exterior walls and solid gypsum-block interior partitions. The first-floor slab will be placed on an earth fill, leaving no dead air space under any portion of the building. The structure is two stories high.

Heating for the new building and for all the present buildings on the campus will be provided from a central steam plant located in a separate building placed in the center of the campus. There is to be no gas piping in the new buildings except that which is necessary to serve the laboratories, and this extends only from the out-

side walls of the buildings to the desks.

The new building will contain nineteen classrooms, three laboratories, four shops, two study halls, two libraries, and separate office suites for each of the two schools.

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New Research Body Formed By Rail Association

A division of engineering research has been formed by the Association of American Railroads to expand and unify the research activities of the railroads of the country. The department will absorb the division of equipment research organized several years ago. L. W. Wallace, head of the old department, will become director of the new division and G. M. Magee, assistant engineer of the Kansas City Southern Railway, will be assistant director.

The scope of the new division is intended to be wide enough to bring under one head all research activities having to do with mechanical, civil and electrical engineering and also those dealings with problems so closely related to each of these branches that there would be duplication of effort if each branch were handled separately. The division, it was announced, will neither duplicate nor replace the activities of the research departments of the various railroads, but will supplement those activities.

Big Power Development On St. Maurice River

A new water-power development is scheduled to go into construction during the coming winter on the St. Maurice River, Quebec, which is already one of the most important power sources in the Dominion of Canada. The new plant, which will be located near Latuque, will be constructed by the St. Maurice Power Corp., Ltd., a subsidiary of the Shawinigan Water & Power Co., Ltd., and will have an initial capacity of 162,000 hp. It will consist of four units of 40,500 hp. each, operating under a head of 104 ft. Foundations will be installed for two additional units which may be placed in the future. The engineering and construction work will be done by the Shawinigan Co. and its subsidiaries.

The Quebec Electricity Commission has approved the project.

About half of the power generated will be used by the Brown Corp. in its plant at Latuque. The rest of the output will be taken by Shawinigan Co. into its transmission system, which covers much of the Province of Quebec.

This development is one of a number of plants planned on the St. Maurice, the preliminary locations of which have been fixed by a comprehensive survey of the river conducted a few years ago by the Shawinigan Co. Future developments of the upper reaches of the river, therefore, will be under a coordinated plan.

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Filters for Septic Tanks Required at St. Louis

Installation of filters wherever septic tanks are employed as a means of sewage disposal for new buildings is required under an amendment which has been added to the St. Louis county, Missouri, plumbing code by the county court of St. Louis county. Septic tanks are widely used in unincorporated areas of the county. The filters contemplated in the amendment will add \$20 or \$25 to construction cost.

The amendment was accepted by the court on recommendation of the county health commissioner, who said that the influx of people into the county is in excess of the ability of unincorporated areas to build needed sewers, making necessary the use of septic tanks and filters.

The amendment also provides that the county plumbing board, consisting of the court and the health commissioner, can require installation of filters at existing homes with defective septic tanks.

A.G.C. Votes to Set Up Labor Division

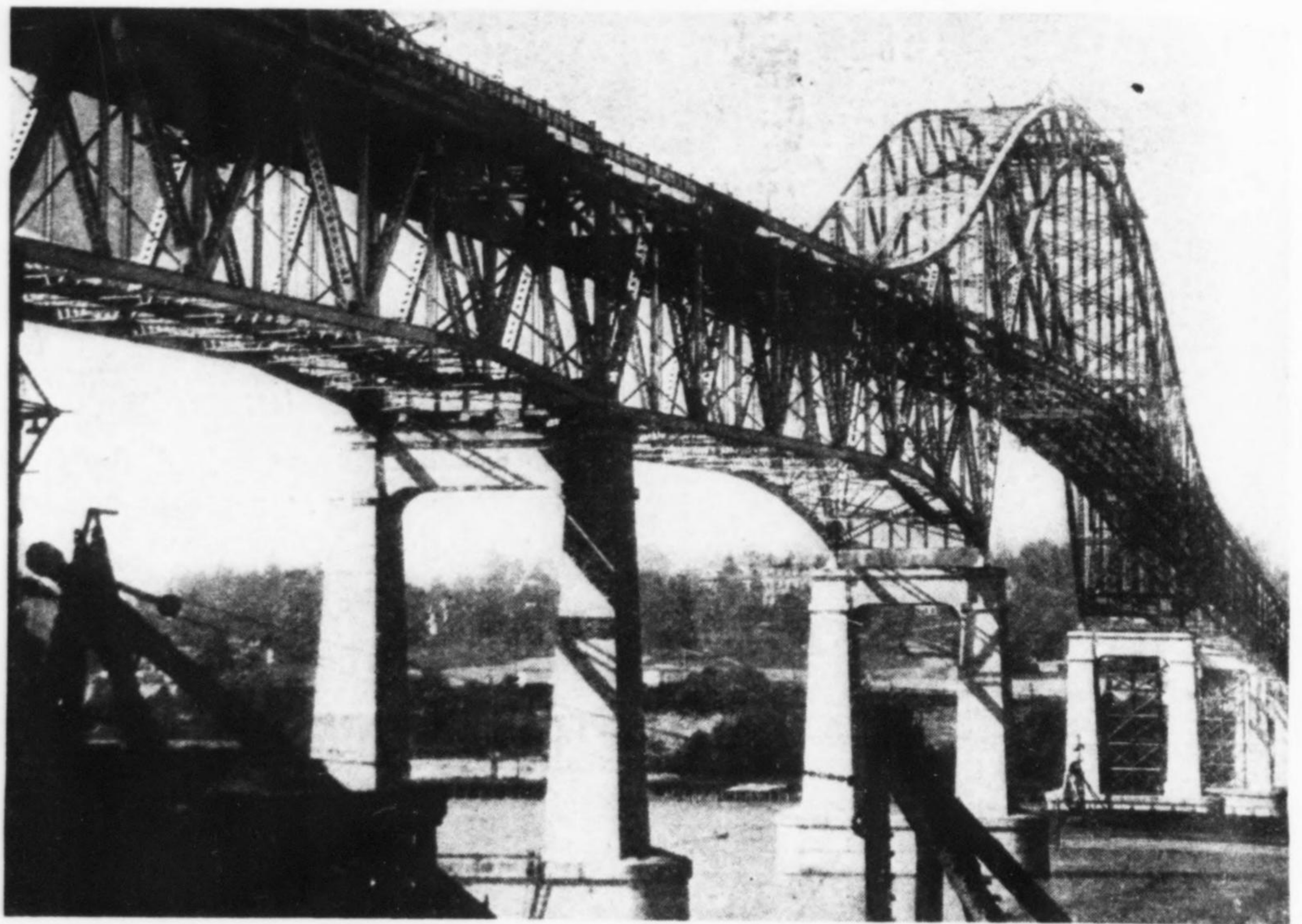
(Continued from page 693)

prenticeship training. Wm. Joshua Barney, of New York, chairman of the committee on apprenticeship, presented an illuminating preliminary report in which he stressed six basic questions that must be considered in formulating an apprenticeship plan. Briefly, they are: 1. Responsible employer groups will have to assign apprentices to jobs and determine the ratio between journeymen and apprentices on every project; 2. wage rates for apprentice workers must be determined on a basis fair to the worker, the journeyman and the employer, preferably based on a sliding percentage of skilled wages for the trades in question; 3. responsible labor groups must see that apprentices live up to their agreements; 4. labor and employer groups must set up a curriculum and course of training to be followed; 5. the status of the apprentice at the end of training period must be determined; 6. the apprentice must make a declaration of good faith and prove his qualifications before being selected for a course of training.

Apprentice training was again brought up at a dinner meeting of the cooperative committee of the A.G.C. and the American Association of State Highway Officials, at which possibilities of training Civilian Conservation Corps members as highway workmen were discussed. Dean Snyder, of the U. S. Employment Service, and J. L. Harrison, U. S. Bureau of Public Roads, participated in the discussion. The contractors pointed out the difficulty of training their own equipment operators and other skilled help because the stipulated high wages for skilled positions made it imperative that the best men possible be secured for maximum production and low operating costs. Mr. Harrison suggested that if arrangements could be made to use CCC men as apprentices the specified labor conditions might be changed accordingly. The joint committee will make further studies and report at the next annual convention of the association.

The A.G.C. protested the curtailment of PWA activity, declaring that the President should continue PWA until all the funds allotted by Congress for this purpose have been expended. The association also took exception to curtailing PWA ahead of WPA activities, maintaining that as long as relief is necessary PWA should be continued.

The headquarters staff reported on progress made in revising the A.G.C. equipment ownership expense manual and the accident prevention manual.



PATTULLO BRIDGE TO OPEN SOON

A WELDING TORCH will cut an iron chain Nov. 15 marking the official opening of the \$4,000,000 Pattullo bridge across the Fraser River at New Westminster, B. C.

The bridge, built for the British Columbia government by the Dominion Bridge Co. and the Northern Construction Co., carries four traffic lanes with a total width of 49 ft. The total length of the steel work is 2,450 ft., and, in-

cluding the approaches, the bridge is 6,175 ft. long. It contains about 5,300 tons of structural steel, and has a clearance above high water of 146 ft.

An interesting feature of the construction of this bridge was the use of light steel trusses as reinforcement for the concrete girders of the approach spans. These reinforcing trusses served also as falsework, supporting the concrete forms during construction.

The equipment manual is being enlarged to include all the newest types and sizes of equipment. Difficulty is encountered in the setting of depreciation rates because of the growing tendency to work equipment two and three shifts daily in some parts of the country, which throws the customary monthly depreciation rates out of balance. Then, too, attempts are being made to use depreciation schedules as rental rates, which was never intended by compilers of the manual, for there are other items to be considered in renting schedules beyond depreciation costs.

A new form of governing board will be presented to the next convention for approval. Twelve districts have been proposed, each of which will elect three members to the board, and the three members from each district must represent heavy, highway and building contractors. Directors will serve for three years; one-third of the board will be elected each year.

A committee, headed by Chas. V. Burghart of Chicago, was appointed to represent the A.G.C. in cooperating with the American Association of Railroads. The contractors now have co-operating committees with the national associations of architects, civil engi-

neers, subcontractors, highway officials and railroads.

The annual convention will be held in Washington, D. C. next February. Edward P. Palmer, of New York, was nominated for president; Guy F. Atkinson, San Francisco, was nominated for vice-president at large. Officers will be elected at the convention.

Big Power Plan Studied In British Columbia

The British Columbia Land Department has announced that studies made by the department indicate the feasibility of a 1,000,000-hp. hydro-electric development which would be achieved by reversing the flow of the Nechako River, which now runs east to the Fraser River near Prince George, making it run west to the sea on Dean Channel by passing the water under the Coast Range.

The Nechako project would involve construction of a 10 mile tunnel through the hills to carry the waters of Eutsuk and Whitesail lakes into the headwaters of the Kimsquit River, which runs into the head of Dean channel. Surveys of the project are now being made.