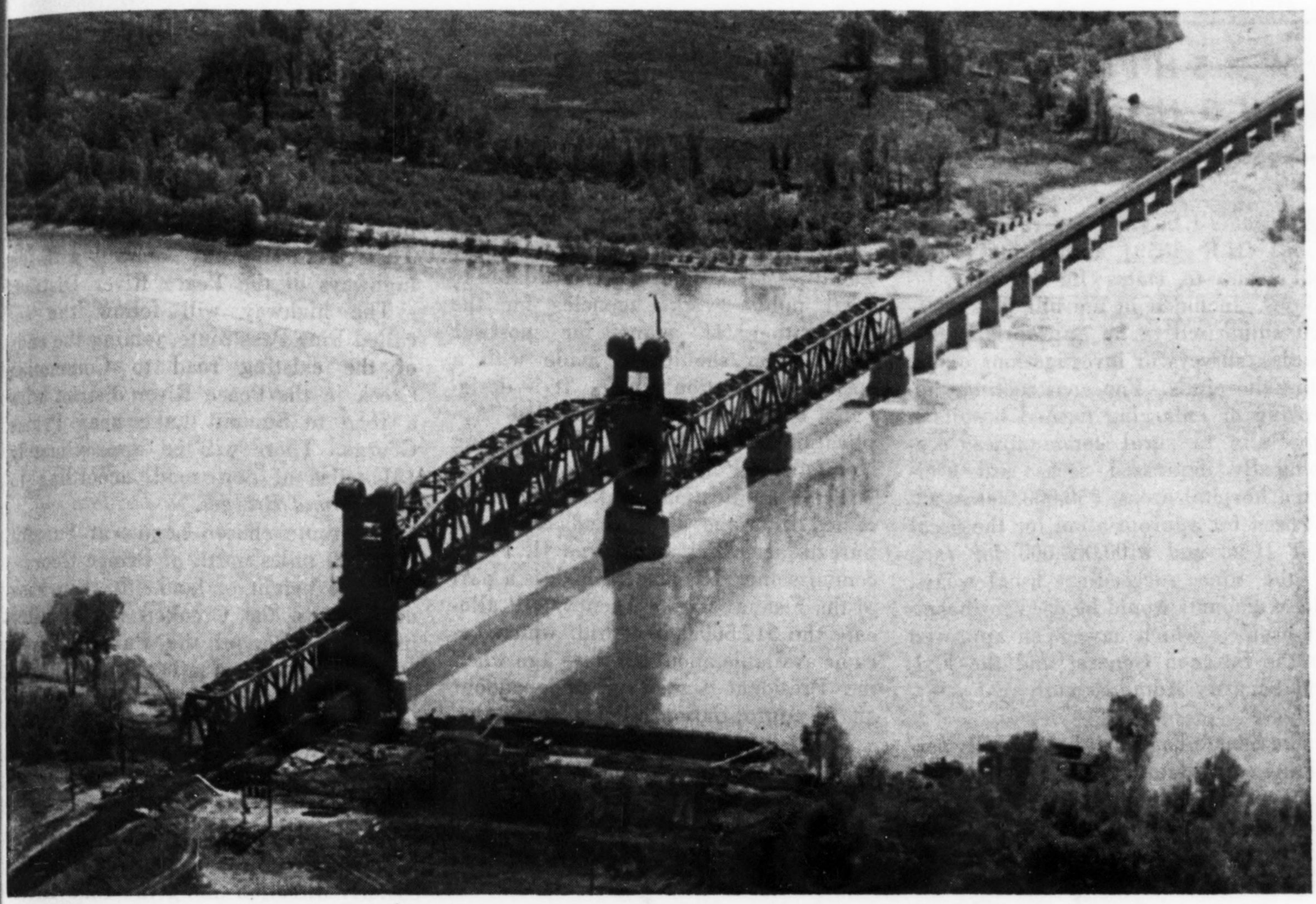

New type of lift span used over Missouri River near Kansas City

Incorporating unusual design features to provide a smoothly operated movable span, the $2,250,000 President Harry S. Truman Bridge, carrying a single track railroad across the Missouri River on the outskirts of Kansas City, Mo., was officially opened to trains on May 23.

Utilization of the bridge permits operation on faster schedules between Chicago, Kansas City and the west coast. One train has cut one hour from its schedule on its run from Kansas City to Chicago.

The superstructure, designed for E-72 loading, is comprised of three 250-ft. through truss spans, one 420-ft. through truss vertical lift span and 18 deck girder spans. The total length between abutments is 2,625 ft. While the three main channel piers were constructed by pneumatic process and founded about 80 ft. below low water, the other piers have wood-pile foundations.

The lift span provides a clearance above low water of 35 ft. with span down and 71 ft. with span raised. It weighs about 1,600 tons and is electrically operated by remote control from a 3-story operating house located on one of the end piers.

The bridge is jointly owned by the Chicago, Milwaukee, St. Paul & Pacific Railroad Co. and the Chicago, Rock Island & Pacific Railway Co. It was designed and the construction supervised by Howard, Needles, Tammen & Bergendorff, consulting engineers. The superstructure was fabricated and erected by the American Bridge Co. and the substructure by Massman Construction Co.

Bailey trusses used to repair Texas bridges

In what is probably the first release by the armed forces of the Bailey truss for civilian use, a combat battalion of Fourth Army Engineers under Lt. Col. Carroll C. Bridgewater recently built temporary Bailey trusses over the Sabine River near Gladewater, Tex., and over the Neches River between Palestine and Jacksonville, Tex. Until permanent bridges can be erected beneath them, the trusses will be used as temporary bridges to take the place of bridges damaged by flood waters the third week in April.

Special permission to build the trusses was given by the Army because of the military importance of the highways served by the bridges.

Court gives its finding on interstate waters

Finding of the United States Supreme Court with respect to the waters of the North Platte River were announced on June 11 in a 53-page decision. Three states, Nebraska, Wyoming and Colorado, were involved in the case, also the United States government, which claimed all unappropriated waters of the river.

Generally, the court gave support to the findings of a special master who last year made findings concerning the many questions involved.

The court found that the dependable natural flow of the river during the irrigation season had long been overappropriated and held that a river-wide priority system would disrupt long-established uses. As a result, on the basic question of the rights of Nebraska and Wyoming, the court held that the natural flow in the Whalen-Tri-State Dam section of the river between May 1 and Sept. 30 of each year should be apportioned 25 percent to Wyoming and 75 percent to Nebraska.

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Deschutes Canal, Oregon, is half completed

Construction of Deschutes Canal in central Oregon, which will extend 65 miles from the Deschutes River near Bend to irrigable land near Madras, reached the half-way mark early in June, it was announced by the Bureau of Reclamation, as priming of the lower 26-mile section was begun.