



Photo by McLaughlin Air Service

Lift span put in service on New Jersey truck route

Principal unit of a 2,004-ft. bridge over the Passaic River on New Jersey Route 25 is the 332.5-ft. lift span put in service Jan. 27. The bridge carries much of the New York-bound commercial traffic from New Jersey and southern points which is barred from the Pulaski Skyway.

The new span, which will have a vertical clearance of 40 ft. when closed, replaces a low swing bridge, and is expected to reduce the number of bridge openings by 80 percent. A total vertical clearance of 135 ft. is provided by the new span which was assembled on falsework, then floated into position in September. (ENR Sept. 19, p. 375).

The new and old bridges are so close together that the original structure cannot be opened for navigation when the lift span is

at roadway level. To put the new road in operation without stopping navigation it was necessary to halt traffic over the week-end, open the old swing bridge and cut several panels from it before lowering the new span to the approach level. The old span and its foundation will be entirely removed.

The bridge was built by the New Jersey highway department, Morris Goodkind bridge engineer and A. E. Lee resident engineer. Ash-Howard-Needles & Tammen designed the lift span. Foundation work was done by Senior & Palmer, New York, on the main piers and Ole Hansen of Bentnor, N. J. on the approaches. Steel erection was carried out by American Bridge Co. and deck concrete was placed by La Fera-Greco Constr. Co., Newark.

Full-time secretary for equipment distributors

The Associated Equipment Distributors, meeting in New York this week, announced substantial increases in both distributor and manufacturer members and accentuated its increasing organizational activities by appointment of its first full-time secretary. Meetings stressed the benefits of local group organization within the national body, the value of statistical information, supplied by technical publications and other sources, and the effect of the highway program in preventing a recession in construction.

Featured at the meeting were a new uniform lease contract with a purchase option rider and a schedule of rental rates suggested as a guide for construction equipment hire. Monthly, weekly and daily rates are given for one shift with a recommendation to increase by 50 percent for two shifts and 100 percent for three shift operation. The schedule was prepared by the Rental Committee of the A.E.D. of which Eldon M. Farnum, Geo. F. Smith Co., Inc., St. Louis, was chairman. Copies may be obtained from him for \$1.

Wm. G. Morgan of the Geo. F. Smith Co., St. Louis, Mo., was elected president; T. W. Harron, San Francisco, and

E. P. Phillips, Richmond, Va., vice presidents; and R. R. Nixon, Chattanooga, the retiring president, treasurer. The new national secretary is Carol Winchester, who will maintain offices in the National Press Building, Washington.

Open Grand River spillway to save \$200,000 bridge

Spillway gates of the Grand River Dam, near Vinita, Okla., at one time the center of controversy between Oklahoma's Governor Philips and federal agencies, were opened Jan. 18 on advice of John M. Carmody, Federal Works Administrator at Washington. Before the gates were opened, the lake behind the huge structure had encircled the town of Grove, Okla., and was threatening to cover a \$200,000 state bridge on U. S. Highway 60. Chairman Ray McNaughten, Grand River Dam Authority, ordered eight of the 21 gates opened after Mr. Carmody had advised that such action on a day-to-day basis would not be objectionable. Earlier in the day (Jan. 18) the rising reservoir threatened U. S. Highway 59, Grove's last outlet to the rest of Oklahoma, and forced the contractor on a bridge near Wyandotte to move his equipment to higher ground.

Tacoma narrows bridge authority sued

The Pacific Bridge Co., San Francisco; General Construction Co., Seattle, and Columbia Construction Co., Portland, Ore., who held the contract for construction of the recently collapsed Tacoma Narrows Bridge, have brought suit in the Washington state supreme court to compel the Washington State Toll Bridge Authority to pay \$619,915 for work done on the bridge. The case will be opened for hearing Jan. 24.

James A. Davis, acting state highway director, states that the bridge authority had not received the final grant from the Public Works Administration, and as a consequence final payments had not been made to the contractors.

Federal aid for N. Y. defense roads urged

Declaring an adequate military or defense highway system in the state of New York to be a vital part of any preparedness program, a Joint Legislative Highway Survey Committee, in an interim report to the New York legislature, has urged that federal funds be made available on a large scale for defense roads.