State operation for Central Valley project?

A preliminary study of the feasibility of state operation of California's Central Valley project was ordered June 27 by the State Water Project Authority as an outcome of a hearing during which Interior Secretary Harold L. Ickes' "social ideas" were blamed for delaying construction of the huge project.

Appearing before the authority at a meeting in Sacramento, Roland Curran, secretary-manager of the Central Valley Project Association, a private organization, charged that Secretary Ickes and the U. S. Bureau of Reclamation are using the project "as a weapon of coercion to impose upon our people a program of social changes developed and fostered by bureaucrats in Washington."

Mr. Curran further charged that while the Central Valley Project was conceived as an irrigation undertaking, construction of the irrigation units has been neglected and that no major unit of the project has been completed despite expenditure of nearly $160,000,000 and a lapse of 10 years.

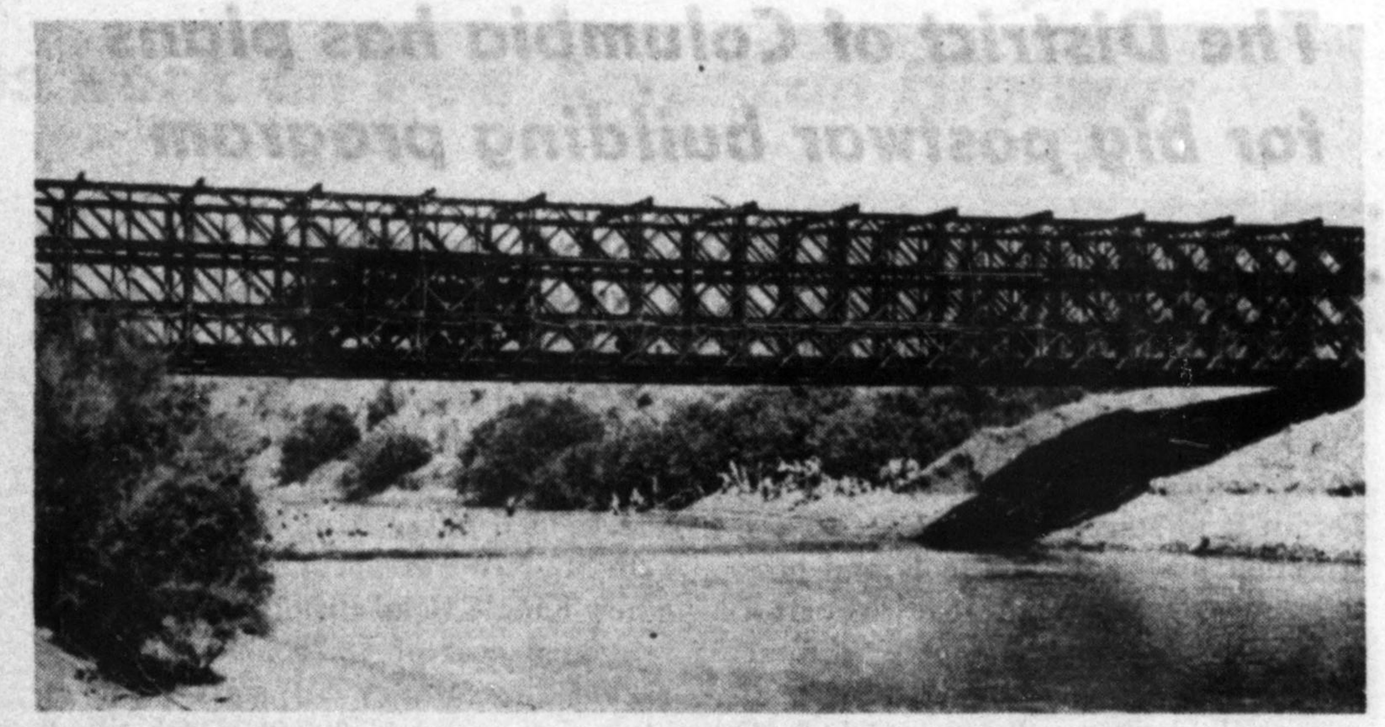
Another witness, E. G. Burke, president of the Kern County Farm Bureau, also asserted the delays were to be attributed to Secretary Ickes "social ideas" and the failure of the Bureau of Reclamation to cooperate with interested local agencies in making CVP policies.

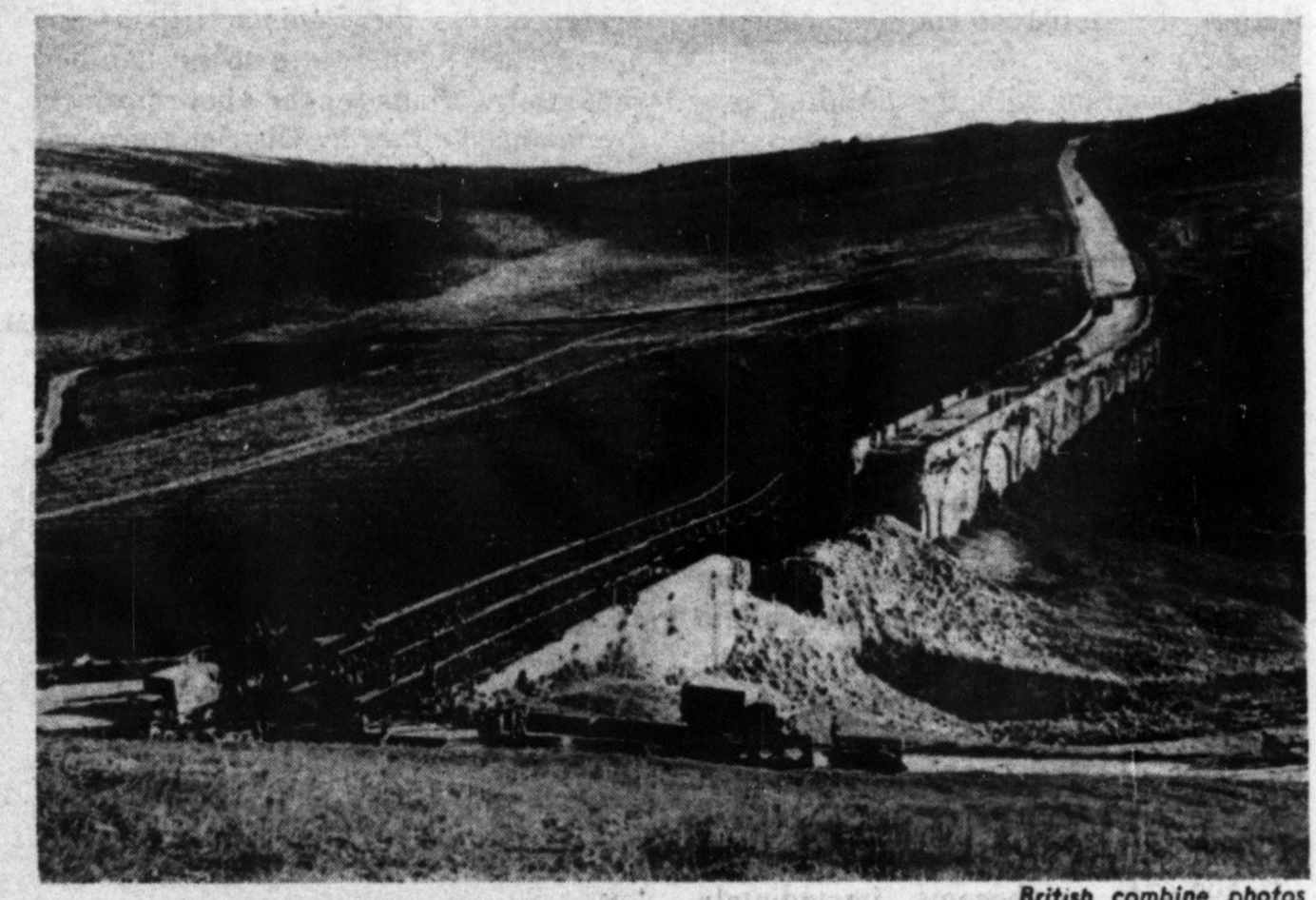
Secretary Ickes and the Bureau of Reclamation were defended, however, by California's Attorney General Robert W. Kenny, a member of the project authority, who attributed the delays to the fact that needed materials have been diverted to war industries.

That California would find it difficult, if not impossible, to gain jurisdiction of the project even if it decided to make the attempt was considered a foregone conclusion. Control of the project now rests in the hands of the government and to turn that control over to California would require an act of Congress.

Attorney General Kenny in a statement made upon his return to San Francisco pointed out that while California voted a $170,000,000 bond issue 10 years ago to finance construction of the project, a relatively small amount of the money has been expended. Of the nearly $160,000,000 that has been spent to date, about $133,000,000 was supplied by the federal government, he said.

The authority instructed State Engineer Edward Hyatt to submit at the body's next meeting a report on the probable costs of a complete review of the matter and the feasibility of state management of CVP.





British combine photos

Britain's Bailey Bridge is U. S. standard too

Although Army censorship has now and again permitted veiled references to a remarkably efficient military bridge that is assembled from standard units, the above pictures are among the first to be released. Known as the Bailey Bridge, for its inventor D. C. Bailey, British structural engineer now in the employ of the British Ministry of Supplies, it is standard equipment for U. S. Army Engineers as well as the Royal Engineers. It proved itself in Africa, Sicily and Italy, and is now being used in France.

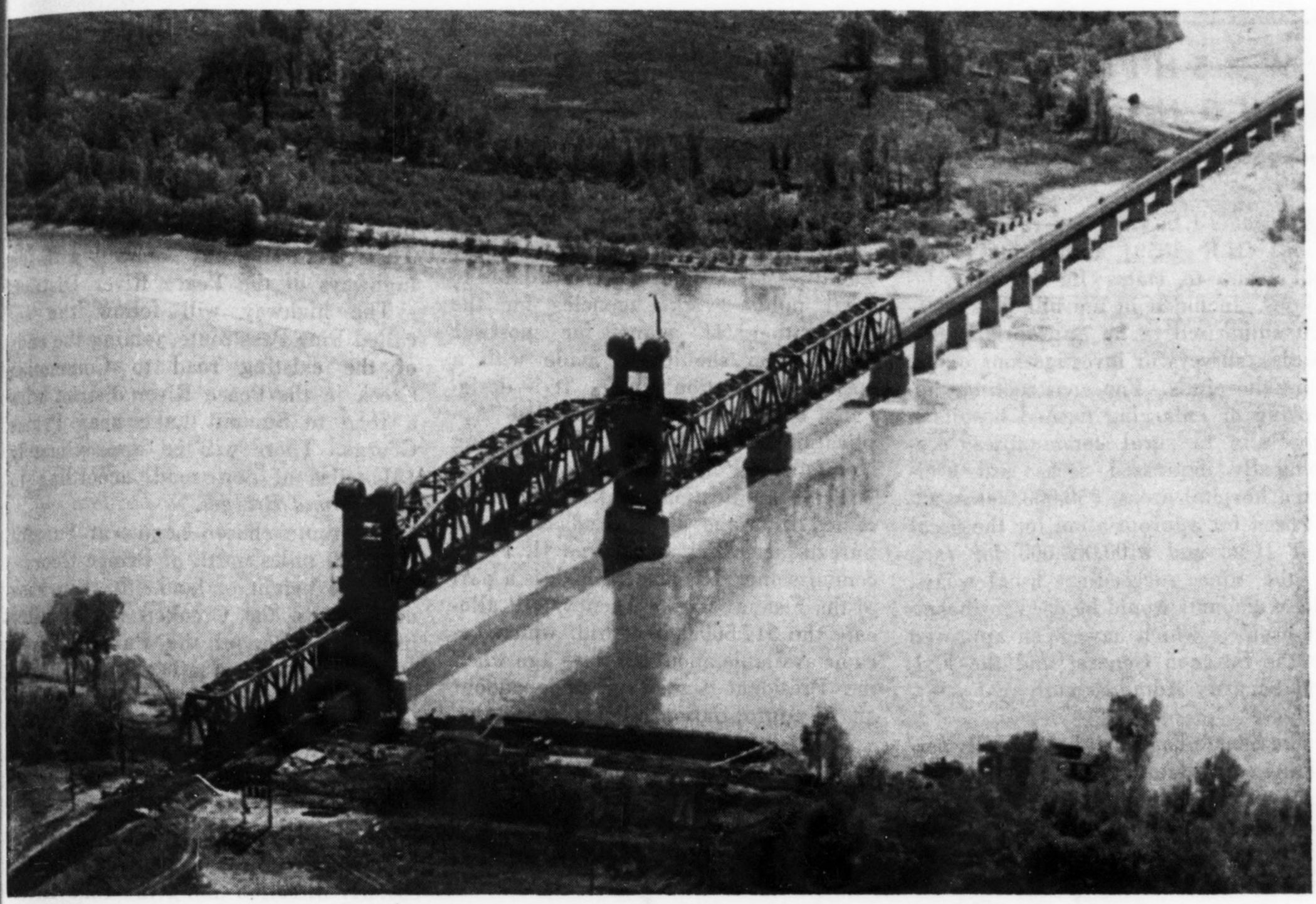
Basic unit is a 10 ft. long section containing 17 parts, including trusses, floorbeams, stringers, fittings, etc. Capacity of the bridge is increased by adding truss panels, both outside and on top of the original panels to a maximum of three high, three wide. Such an assembly is shown in the top view where a span of about 240 ft. crosses a North African stream. In the lower view one tier of truss units is being used as a base on which another tier is slid forward to close the span of a wrecked viaduct in Italy. The Bailey Bridge units are also used with pontons to cross streams of any width.

Baltimore water project to cost $6,000,000

Baltimore, Md., expects to award contracts in the fall for augmenting the municipal water supply if the War Production Board approves the city's request for authority to do the work, Leon Small, chief engineer of the Bureau of Water Supply, announced July 10.

The work planned calls for the construction of 29,000 ft. of pipeline from Hollofield, above Ellicott City on the Patapsco River, to connect at Liberty road and the western city line with a seven-mile tunnel running to the Montebello filtration plant. The work would cost about $6,000,000 and would be paid for from the $12,500,000 water loan which was approved by the voters in 1943.

Baltimore's consumption of water has been heavy. During June the average daily consumption was about 182,000,000 gallons.



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.