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COVER

The Constructor's striking cover for January is a Sumner-Ochs (Baltimore) photograph of a big fill job on the Baltimore-Washington Expressway at the Patuxent River in Maryland. C. J. Langenfelder & Son, Inc., A.G.C., Baltimore, has the fill job. The McLean Contracting Co., A.G.C., Baltimore, has the contract for the bridge which will span the Patuxent. Ex-Newspaper Photographer Bill Ochs was taking some pictures for the Maryland State Road Commission when he happily found himself with a beautiful sky overhead. The Constructor cover is the result.

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COVER

THE CONSTRUCTOR's cover for February shows the completed concrete work on the new \$11,000,000 Penrose Avenue Bridge in Philadelphia, the largest single construction project ever awarded by the Pennsylvania Highway Department. Foley Brothers, Inc., A.G.C., Pleasantville, New York, poured the last bucket of concrete last month and steel work was scheduled to start shortly. Substructures and pier work cost \$6,200,000 and employed up to 390 men during the height of the construction activity, according to a spokesman for Foley Brothers. The superstructure is expected to cost \$5,000,000. More than 112,344 tons of concrete went into the substructure and piers.

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COVER

THE CONSTRUCTOR's cover for March shows pipeline construction near Bassfield, Mississippi, by Wunderlich-Griffis Construction Co., A.G.C., Tulsa, Oklahoma. On the 112-mile stretch of Transcontinental Gas Transmission Co. pipeline in Mississippi covered by the contract, Wunderlich-Griffis laid more than a mile and a quarter of 30-inch steel pipe per day, in soft marshy soil where solid footing rarely existed. Pictured is one of the two Buckeye 51 ditchers powered by Caterpillar diesel D13000 engine which were used on the job. Photo was furnished by Caterpillar Tractor Co. This is one of the many pipeline jobs now under way in many sections of the country, described in the article starting on Page 29.

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COVER

The beautiful building on the cover has attracted wide attention in its Oklahoma setting. Recently completed by Mefford Construction Company, A.G.C., Enid, it is known as the College of the Bible building at Phillips University in that city. Architect R. W. Shaw of Enid, who designed the building, died during its construction, and was succeeded by M. N. Wheeler. Exterior is of Bedford, Indiana limestone. Face stone is hand pitched rock faced ashlar which was shipped in random lengths, making it necessary to cut it on the job. A description of how the father-son organization of T. Floyd and H. E. Mefford utilized a woodworking saw to speed up cutting will be found on page 68. (Photo by Dick McConkey, Enid.)

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COVER

The cover photograph shows girders being bolted into place on one of the many construction jobs throughout the Dominion of Canada. It was taken by Photographer Ross Jackson, of Ottawa, locale of much of the postwar construction boom being enjoyed by Canada. New construction volume there increased by 38 per cent in 1948 over 1947, and was 182 per cent more than in 1941. Building construction has been substantial. Ontario accounts for more than 40 per cent of the Canadian total.

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COVER

The aerial view on the cover shows a completed section of the new Jayhawker Trail, modern gateway into California's Death Valley National Monument. The Argus Range at left beams in the limitless Panamint Valley. An estimated 75,000 tourists will use this new route annually, which was constructed with great difficulties over a two-year period by the Swedlow Engineering Company of Van Nuys; Arthur Johnson Construction Company of Laguna; Dicco, Inc., and Dix Syl Construction Company, both of Bakersfield. The Swedlow organization encountered unusually difficult rock formations in its 4.7-mile contract. The photograph was taken by George H. Sturtevant, editor of the *Trona Argonaut*, Trona, California.

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THE CONSTRUCTOR, JUNE 1950

BOSTON
N. MISS.
NORFOLK

LARGEST
CAPACITY

1950

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COVER

The giant, six-bladed, 104-inch cutter head, shown raised for oiling, is part of a hydraulic dredge being used in the construction of the eight-and-a-half-mile, \$38,000,000 Chain of Rocks Canal, the largest earth-moving project ever undertaken in the St. Louis area. The dredge is capable of excavating the equivalent of 72 railroad freight cars of earth in one hour. The Army Corps of Engineers is doing the job with the McWilliams Dredging Company, A.G.C., New Orleans, doing the prime earth-moving work. Excavation of the canal and the construction of the levees require moving 23,300,000 cubic yards of dirt and will take less than two years to complete. Post-Dispatch—Black Star photo.

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COVER

Workmen are shown here preparing the pre-building forms on the deck of the mammoth new Tacoma Narrows bridge destined soon to join Tacoma with the scenic Olympic peninsula. The bridge towers loom in the background. Woodworth & Company, Inc., A.G.C., Tacoma, has the contract for pouring some 4,500 cubic yards of concrete which is being placed at a rate of 250 yards per day. Plywood forms were specified for casting the roadway slab. Once the concrete has cured, the plywood forms will be stripped away from beneath by a travelling crane. John A. Roebling's Sons Company is scheduled to complete the contract for anchor steel, cables, cable bands, suspenders, and other pertinent parts by October 1. The opening of the \$11 million structure is set for a date between October 1 and November 15. Bethlehem Pacific Coast Steel Corporation is the prime contractor. More details and pictures will be found on pages 37-38. (Bethlehem Photo.)

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COVER

The CONSTRUCTOR's cover for October depicts the beginning of a 217-foot tower being built atop the Empire State Building in New York City. Since television, unlike radio, is transmitted in straight lines, elevation is an important factor in getting distance. It is also important in securing transmission free from shadows and what is known in TV argot as "ghosts." The five television stations of Manhattan, unable to find an exceedingly high mountain conveniently located, are establishing this communal aerie on the world's tallest building. Electronics engineers believe the height will solve all mechanical problems, and the competitors can concentrate on better programs for TV audiences and advertisers. (See story on Page 42.)

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COVER

Photograph depicts boat of the 820th Engineer Aviation Battalion sponsored by the Northern California Chapter, A.G.C., which appeared in the St. Patrick's Day parade in San Francisco, last March. This outfit is one of the 64 A.G.C. units out of a possible 10 placed on the Army's Organized Reserve Corps troop list. Praise for these contingents will be found in a letter from the Secretary of the Army addressed to H. E. Foreman, A.G.C.'s managing director, Page 55.

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man Road, (7)
5) Florida Ave.,
(10) Paris Ave.,
al, (14) Maroon
) Pontchartrain
) Pontchartrain

(B) S. Broad,
Franklin Ave.,
(1) Palmetto.

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BOSTON
CON. MISS.
WOBURN
C.
LARGEST
CAPACITY

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COVER

Shown on this month's cover is a typical construction scene on New York State's 535-mile six-lane superhighway. It will cost an estimated \$450 million and require three years for completion. It extends from New York City to the northwestern border of Pennsylvania via Albany and Buffalo. There will be extensions from the main highway to the western borders of Connecticut and Massachusetts. The highway will not have traffic lights, toll stations and intersections under present plans. For complete details, see page 38.

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