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COVER

The 453rd Engineer Construction Battalion blasts fallen steel truss span to clear the way for reconstruction of this Han river railroad bridge, one of some 58 bridges which this reserve unit, sponsored by the Spokane Chapter, A.G.C., has repaired during the battle in Korea. For underwater blasting, only Korean divers were available. More pictures and a story of the 453rd's feats are on pages 26-27.

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COVER

Construction in Switzerland poses many challenging problems. On this month's cover is a singular solution for the problem of transporting 380 tons of cement per day to the Obersaar dam site, 7,870 ft. above sea level. Containers are loaded on a train at the cement factory and taken to Oberalp, 4,300 ft. high, where they are loaded on aerial cables which rise to over 9,000 ft. and then descend to the site. Every 72 seconds a container starts its 7-mile round trip over the course at about 8 mi. per hour. Some 500,000 tons will be moved in this manner to the site where mixing machines and silos have been erected. Full story in pictures on page 54. (Black Star photos on cover and page 54.)

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COVER

The recently completed Henry J. Taylor bridge stretches across the Susquehanna River carrying U. S. Highways 14, 15 and 22 into Harrisburg, the capital city of Pennsylvania. The Booth & Flinn Construction Co., A.G.C., of Pittsburgh built the structure which cost approximately \$4.7 million.

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COVER

The Number 1 blast furnace at U. S. Steel's new Fairless Works, Morrisville, Pa., nears completion. This 210-ft. structure is one of many facilities in this project, the construction of which will require 165,000 tons of structural steel. Called the largest private industrial project in the U. S., it will cost \$400 million. Completion of such jobs as Fairless Works is expected to release more steel to non-defense construction. (U. S. Steel Photo.)

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COVER

The man-made spider web of steel on this month's cover is the framework of the roof for a new Ford Motor Co. building. The structure will be part of the firm's new \$50 million Research and Engineering Center in Dearborn, Michigan.

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COVER

Raising of the final 400-ton span completes steelwork on the Chesapeake Bay Bridge—world's third largest—near Annapolis, Md. As engines hoisted the span, the Stars and Stripes fluttered from it in construction industry tradition. Floating 28 of the bridge's big spans and 39 suspension bridge assemblies was largest flotation job in history of bridge building. The 33,000 tons of steelwork was fabricated and erected by Bethlehem Steel Co.

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COVER

The Atomic Energy Commission's vast program, embracing some of the largest projects ever undertaken, has received added impetus with the start of another major expansion estimated to cost more than \$4 billion over a 5-year period. Two multi-million-dollar contracts were announced last month. This month's cover shows work on the country's first billion-dollar defense venture at the Savannah River plant site of the AEC near Ellington, S. C., where more than 25,000 construction workers and an estimated 6,300 equipment units are changing the face of the earth in an area covering 315 square miles. (Caterpillar Tractor Co. Photo)

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COVER

B-47 war birds of Uncle Sam, undergoing refinement at Tucson, Ariz., now nestle on 15 in. reinforced taxi ramps containing enough concrete to erect a three-story building a block square. The 12,000 ft. landing strip, longest at any municipal airport west of the Mississippi, was built by the Del E. Webb Constr. Co., and the San Xavier Rock and Sand Co., Tucson, on what was formerly raw desert and has 3½ to 4 in. of asphalt over 20 in. of compacted soil. This month's cover shows a general view of the pouring of the warmup and parking apron at the southeast end of runway. Note reinforcing dowels indicating position of the joints in the thick concrete ramps. Story and more pictures on page 50.

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COVER

In the Northwest highway construction jobs can be a tussle with nature. In a new route through the Columbia Gorge in Oregon contractors have been faced with floods, washouts, storms, landslides, winds in the high country and rugged terrain. Story and more pictures on page 44.

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COVER

Concrete placing operations were continued 24 hours a day, seven days a week as crews rushed work to completion on Hungry Horse Dam. This picture of the big project was taken in June. The last concrete was poured last month on the 564-ft.-high structure, which cost the Bureau of Reclamation \$102 million. (See story on page 48.)

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COVER

In the shadow of the Capitol dome, workmen erect temporary stands for the presidential inauguration ceremonies next month. The project, costing \$100,000 and seating 15,000 people, takes up about half of the space in the Capitol Plaza. General contractors are Skinker & Garrett, A.G.C., Washington, D. C. (Washington Star Photo)

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