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COVER

This month's cover scene of construction on the first link of the 41,000-mile Interstate System to be built with funds under the new long-range highway legislation is symbolic of a new era in highway construction. Dual paving trains of the Koss Construction Co., AGC, are placing pavement on stretch near Topeka, Kans. (Portland Cement Association photo.)

The Official Publication of The Associated General Contractors of America, Inc.

Published monthly. Editorial and Executive Office, Munsey Building, Washington 4, D. C. Subscription price \$5.00 per year. 40¢ per copy (July \$2.00). Re-entered as second class matter June 10, 1949, at the Postoffice at Washington, D. C., under the Act of March 4, 1879. Copyright 1957 by The Constructor, Inc.

THE CONSTRUCTOR, JANUARY 1957

PRINTED BY JORD & BETHELL, INC., WASHINGTON, D. C.

PLAINTIFF'S
EXHIBIT
B&R-179

The CONSTRUCTOR

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COVER

Glued laminated Douglas fir timbers strike a spiderweb pattern of structure and shadow as the main arena roof for Montana State College's new physical education center goes up at Bozeman, Mont. Believed to be the world's widest span timber structure, the arena is 300 feet in diameter. The giant wood arches rise 90 feet above the floor at center. Roofing contractor is Timber Structures, Inc. (Photo courtesy of the National Lumber Manufacturers Association.)

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Munsey Building, Washington 4, D. C. (DIstrict 7-1306)

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30 North La Salle Street, Chicago 2, L. B. Hammond, Western Manager, Robert H. Hammond, Assistant, (RAndolph 6-1843)

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THE CONSTRUCTOR, FEBRUARY 1957

PRINTED BY JUDG & BETHELL, INC., WASHINGTON, D. C.

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COVER

Rocket engine tower in place at Rocket Engine Test Laboratory at Edwards Air Force Base. Here, in California's Mojave Desert, modern construction engineering is building the world's largest aircraft testing base, ultimately to cost more than \$120 million. (Story, page 51.)

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THE CONSTRUCTOR, MARCH 1957

PRINTED BY JERRY S. DETWEILER, INC., WASHINGTON, D. C.

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COVER

Lester C. Rogers, left, Bates and Rogers Construction Corp., Chicago, receives gavel symbolic of the presidency of The Associated General Contractors of America for 1957 from Outgoing President Frank J. Rooney, Frank J. Rooney, Inc., Miami. Mr. Rogers is one of the nation's leading heavy contractors while Mr. Rooney is a prominent building contractor. (Photographs of the 38th annual AGC convention in this issue are by Chase Studios Limited and Reni Photographers, both of Washington, D. C.)

The Official Publication of The Associated General Contractors of America, Inc.

Published monthly. Editorial and Executive Office, Munsey Building, Washington 4, D. C. Subscription price \$3.00 per year. 40¢ per copy (July \$2.00). Re-entered as second class matter June 10, 1949, at the Postoffice at Washington, D. C., under the Act of March 4, 1879. Copyright 1957 by The Constructor, Inc.

THE CONSTRUCTOR, APRIL 1957

PRINTED BY JUDS & BETHEL, INC., WASHINGTON, D. C.

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COVER

Two pairs of truck cranes lift huge 84-ton precast girder into place on \$2.5 million special purpose hangar at Hill Air Force Base, Utah. Although the installation proceeded without mishap, the job was considered so risky that the contractor took out special risk insurance against damage to the hangar. Each girder is valued at approximately \$8,000. See story on page 73. (Official Air Force Photos.)

The Official Publication of The Associated General Contractors of America, Inc.

Published monthly. Editorial and Executive Office, Munsey Building, Washington 4, D. C. Subscription price \$3.00 per year, 40¢ per copy (July \$3.00). Re-entered as second class matter June 10, 1948, at the Postoffice at Washington, D. C., under the Act of March 4, 1879. Copyright 1957 by The Constructor, Inc.

THE CONSTRUCTOR, MAY 1957

PRINTED BY JUDG & BETHELMAN, INC., WASHINGTON, D. C.

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Munsey Building, Washington 4, D. C. (District 7-1306)

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COVER

Workmen place steel reinforcing bar mat sections in the first course of concrete on a test section of highway along Route 22, two miles north of Hamburg, Pa. With the use of additional quantities of reinforcing steel, road engineers contend highways can be poured in a "continuous" manner rather than by using regularly-spaced contraction joints. See story in the March, 1957, issue of THE CONSTRUCTOR. (Bethlehem Steel Company photo.)

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The Official Publication of The Associated General Contractors of America, Inc.

Published monthly. Editorial and Executive Office, Munsey Building, Washington 4, D. C. Subscription price \$5.00 per year. 40¢ per copy (July \$2.00). Re-entered as second class matter June 10, 1949, at the Postoffice at Washington, D. C., under the Act of March 4, 1879. Copyright 1957 by The Constructor, Inc.

THE CONSTRUCTOR, JULY 1957

PRINTED BY JURE & BETTELIER, INC., WASHINGTON, D. C.

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COVER

The main arches for the recently constructed Flight Test Hangar at Edwards Air Force Base, Calif., are shown as they were being erected by the Bethlehem Pacific Steel Co. The new hangar has the longest arch span west of the Mississippi River. Eleven arches, extending throughout the 400-foot length of the hangar, incorporate an arch span of 360 feet. See story on Page 44.

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The Official Publication of The Associated General Contractors of America, Inc.

Published monthly. Editorial and Executive Office, Munsey Building, Washington 4, D. C. Subscription price \$5.00 per year. 40¢ per copy (July \$2.00). Re-entered as second class matter June 10, 1949, at the Postoffice at Washington, D. C., under the Act of March 4, 1879. Copyright 1957 by The Constructor, Inc.

THE CONSTRUCTOR, AUGUST 1957

PRINTED BY JORD & BETHELL, INC. WASHINGTON 5, D. C.

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COVER

First sections of the 387-foot continuous girder span which will form the center of the Quinnipiac River Bridge are currently being set into position. The center span is to be completed this fall, concluding the steel erection phase of the 3,769-foot bridge being constructed for the Connecticut Turnpike Commission. When finished, the bridge will be the longest on the entire 192-mile toll road connecting the metropolitan areas of New York and Boston. (Photo courtesy of Bethlehem Steel Co., Bethlehem, Pa.)

The Official Publication of The Associated General Contractors of America, Inc.

Published monthly. Editorial and Executive Office, Munsey Building, Washington 4, D. C. Subscription price \$3.00 per year. 40¢ per copy (July \$2.00). Re-entered as second class matter June 10, 1949, at the Postoffice at Washington, D. C., under the Act of March 4, 1879. Copyright 1957 by The Constructor, Inc.

THE CONSTRUCTOR, SEPTEMBER 1957

PRINTED BY JAMES O. BETHELLER, INC., WASHINGTON, D. C.

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COVER

This setting is typical of the rugged terrain in which Metropolitan Paving Co., AGC, is rebuilding and widening a 3.8 mile stretch of U. S. Highways 85 and 94 at Glorietta Pass, more than 7,000 feet above sea level, 15 miles east of Santa Fe, N. M. The crawler tractor is just one of six such units the Albuquerque firm is using on the narrow mountain highway job, biggest highway construction job in the state in several years. Seventy per cent of 2 million cubic yards of material is rock which must be blasted from sheer bluffs in the pass, ranging from 100 to 800 feet high. The new route, which, when completed, will be a four-lane roadway, is an expensive one. The grading cost per mile alone exceeding \$1 million. (Photo courtesy of International Harvester Co.)

The Official Publication of The Associated General Contractors of America, Inc.

Published monthly. Editorial and Executive Office, Munsey Building, Washington 4, D. C. Subscription price \$5.00 per year, 40¢ per copy (July \$2.00). Re-entered as second class matter June 10, 1949, at the Postoffice at Washington, D. C., under the Act of March 4, 1879. Copyright 1957 by The Constructor, Inc.

THE CONSTRUCTOR, OCTOBER 1957

PRINTED BY JUDG & DETWILER, INC., WASHINGTON, D. C.

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COVER

Equitable Life Building, San Francisco, exhibits modern curtain wall architecture. Constructed by Dinwiddie Construction Co., AGC, San Francisco, it is a steel and concrete structure stressed to resist seismic shock. Photograph was furnished by Kawneer Co., suppliers of the lightweight, prefabricated metal panels with which the building is "curtained."

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West Coast Advertising Office
M. D. Pugh and Associates, P.O. Box 92188, Los Angeles 32, California (CApital 2-3857)

The Official Publication of The Associated General Contractors of America, Inc.

Published monthly. Editorial and Executive Office, Munsey Building, Washington 4, D. C. Subscription price \$3.00 per year. 60¢ per copy (July \$2.00). Registered as second class matter June 18, 1948, at the Postoffice at Washington, D. C., under the Act of March 4, 1979. Copyright 1957 by The Constructor, Inc.

THE CONSTRUCTOR, NOVEMBER 1957

PRINTED BY JUNE B. DETWEILER, INC. WASHINGTON 4, D. C.

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COVER

Night lights on a giant "cat" cracker at an oil refinery create an atmosphere reminiscent of a holiday scene. Said to be the largest Orthoflow fluid catalytic cracking unit ever built, it is located at the Tidewater Oil Company's Delaware Flying A Refinery south of Wilmington. Prime contractor on the construction project was C. F. Braun & Co., AGC, Alhambra, Calif. The "cat" cracker works around the clock and is capable of processing 102,000 barrels of oil daily.

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The Official Publication of The Associated General Contractors of America, Inc.

Published monthly. Editorial and Executive Office, Munsey Building, Washington 4, D. C. Subscription price \$5.00 per year. 44¢ per copy (July \$2.00). Re-entered as second class matter June 18, 1948, at the Postoffice at Washington, D. C., under the Act of March 4, 1879. Copyright 1957 by The Constructor, Inc.

THE CONSTRUCTOR, DECEMBER 1957

PRINTED BY JERRY S. DETWEILER, INC., WASHINGTON, D. C.