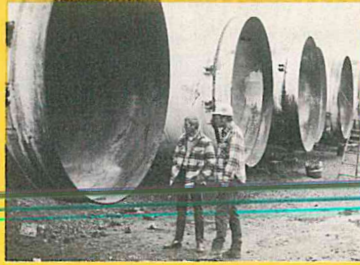
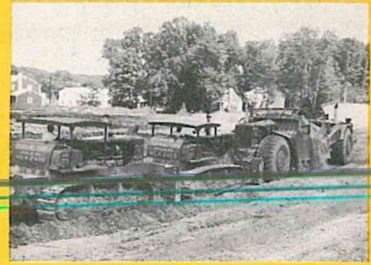


N. J.'s elephant takes a walk P. 24



Sewer line for Rochester P. 26



New look for an old road P. 32

14224

WEST SENeca N Y
UNION CONCRETE CCAS CO

1268

GEORGE C HILL PRES
105 CENTER RD

OCTOBER 19, 1970

CONSTRUCTIONEER®

EVERY OTHER MONDAY, NEWS-PHOTO COVERAGE OF NEW YORK, PENNSYLVANIA, NEW JERSEY, DELAWARE

**CONTRACTOR ROLLS SEVEN ON
JAMESTOWN AIRPORT PROJECT**





Top track record in sand-lot competition

SYRACUSE SUPPLY COMPANY helps you 'make tracks' in handling abrasive materials: sand, gravel, crushed stone. When you get right down to the nitty-gritty, **TIME**—especially *down* time—makes the difference between reasonable profit and unreasonable loss.

Syracuse Supply specializes in *up* time. We help you decide on exactly the right Caterpillar equipment for your job—from basic to customized machinery for special job applications. With it you get a System:

As part of the equipment/service package, you get Syracuse Supply's *Total Cost Evaluation* program, which tells you—within hours—the optimum trade-in time for any Caterpillar machine you purchase.

You get our *Preventive Maintenance* program, a rigorous series of regular inspections that forestall profit-shattering unscheduled down time. Preventive Maintenance is implemented by our complete stock of parts and Cat-trained mechanics to do the work fast—and right! And there's a fully-equipped fleet of repair trucks to bring you service right on the job.

If you're competing in sand, gravel or other abrasive materials . . . or if you're handling abrasive materials in industry . . . one of our specialists can help you: With experienced counsel on equipment and accessories. With cost-of-operation judgments *in advance* of purchase. With case histories showing why it costs less to do business with Syracuse Supply Company.

Just write or call.



**SYRACUSE
SUPPLY
COMPANY**

Caterpillar, Cat and Traxcavator are registered trademarks of Caterpillar Tractor Co.

BRANCHES: SYRACUSE—294 AINSLEY DR. • BUFFALO—2140 MILITARY RD. • ROCHESTER—55 MANUFACTURERS BLVD. • VESTAL—2909 VESTAL RD.

Airport Expansion Utilizes Scraper Fleet To Move 350,000 Yards

CONTRACTOR ROLLS SEVEN AND



Drawn by an Allis-Chalmers Model HD-21 tractor, a 10-ft. wide sheepfoot roller compacts a lift. A Bomag Pack-All Model KB-4 steel-wheeled compactor works an adjacent section.

An International Model TD-25 tractor and an Allis-Chalmers Model 260 Series A scraper combine to excavate glacial till. Most of the material was hauled to an embankment for a future runway.



Allis-Chalmers 7G Series B:

Peak productivity on all jobs.

The 7G Series B keeps productivity high by making the operator's job easy. Foot steering keeps his hands free for other controls. Single-lever bucket control speeds lifting and lowering, cuts cycle times. Power shift transmission gives split-second control over direction and speed. The big diesel engine delivers 116 flywheel hp effortlessly, with plenty in reserve.

You get all this working ability at low cost, year after year. Sealed track extends pin and bushing life, keeps track costs low. Permanently lubricated rollers and idlers never need greasing. In every respect, the 7G Series B is engineered and built to keep on doing its job with minimum maintenance.

See the 7G Series B in action. It's the compact loader that combines great working ability with great long-term economy.



ATLANTIC TUG & EQUIPMENT CO., INC.

1701 Union Road, Buffalo, N. Y. 14224—716-674-1111
6695 Old Collamer Rd., East Syracuse, N. Y. 13057—315-463-6611
37 Hall St., Binghamton, N. Y. 13903—607-724-1371
3875 West Henrietta Rd., Rochester, N. Y. 14623—716-334-5940
727 Chemung St., Horseheads, N. Y. 14845—607-739-3631

*Go from good
to great!*



LEVELS HILL AT JAMESTOWN



When a prime section of the airport expansion and modernization job at Jamestown, N.Y. is completed later this year, Union Concrete and Construction Corp. of West Seneca, N.Y. will have licked a tough job. From the onset, starting in July 1969, extremely wet material, due to a high water table, long hauls and bad weather all seemed to stack up against excavating superintendent Fritz Nowak.

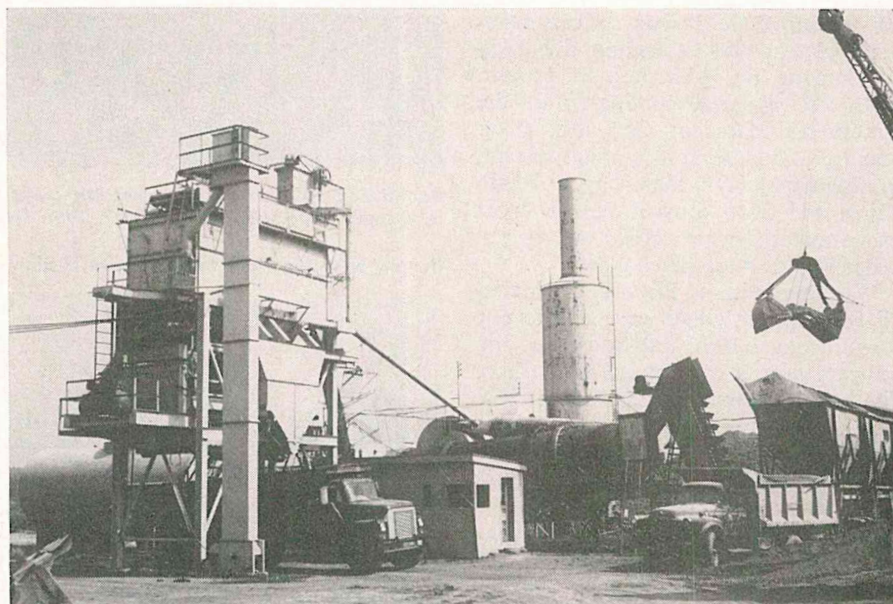
The gamble to do the excavation and earthmoving of approximately 352,000 yards of basically glacial till material with seven Allis-Chalmers Model 260 Series A scrapers has paid off resoundingly. Several of the other bidders on the project had planned to do most of the excavation with draglines, so the sight of the rubber-tired "seven" caused many a moment of concern.

Up thru October of last year and then again in May of this year when the earthmoving operation resumed, Union Concrete and Construction rolled its seven scrapers, doing yeomans service in levelling a hill in the Allegheny Mountain countryside. Because of the water-retention qualities of the material, it was just about impossible to work after a rain, and with the high water table, it became necessary to spread the cuts over a wide area. The majority of the cuts could be worked for only a short time, and a maximum of 3 to 4 feet could be cut before a move was required in order to allow for additional drying.

Many times, after the scrapers were push-loaded by one of a pair of A-C HD-21's working on the 100-acre site, it was evident that the rubber-tired scrapers had better flotation capacities and better tractive effort than did the crawlers. Most of the excavated material was hauled over a 4200 foot run to the site of a future runway embankment under construction. With an average load time of 32 seconds to take on 14 bcy of the heavy, wet glacial till, and under ideal conditions, cycling time for the rigs was a satisfying seven minutes.

Approximately 280,000 yards went into the embankment, to be compacted for the planned runway and taxiway expansion, while another 72,000 yards

(Continued)



Bituminous material for the base and wear coats is produced at the Cedar Rapids asphalt plant of Jamestown Macadam. An average of 175 TPH was turned out for the project.

Spreading a thin lift, one of the seven Allis-Chalmers Model 260 scrapers saves time aerating and compacting the fill.



went to a spoil area for later expansion needs. The HD-21's not only worked with the scrapers in loading, but also spread the fill and then compacted it in thin lifts. At times, a 10 foot-wide, tandem-drum sheepfoot roller was pulled by each tractor to complement the Bomag Model KB-4 Pack-All compactor working on the base areas.

In addition to the earthmoving and base preparation operations, Union Concrete & Const. is now completing the paving of the taxiway, access roads improvement and expanding the parking lots of the \$1.2 million project. With the material coming from the Jamestown Macadam Co., Inc., plant near Lakewood, some 6½ miles distant, approximately 8600 tons of type A base course and 8540 tons of type B wear coarse material were turned out by the Cedar Rapids 3-ton batch plant.

Working with a Blaw-Knox Model PF 180H paver, crews were able to put down from 1100-1400 tons on the taxiways during a regular 8 hour shift. The base and wear courses were each 4 inches thick, put down in two, 2-inch lifts. Compaction was handled by Buffalo-Springfield 10-12 and 12-16 ton dual rollers along with a Galion roller.

Included in the project is the installation of additional drainage facilities and improvement in the runway lighting system. With the overall operation under the supervision of George Hill, president of the construction firm, the job is now about 80 percent done. Growing in twelve years from doing small basements and foundations to bridge work and finally into handling big-league earthmoving itself, Union Concrete and Construction Corp. has proved their gamble to roll 7 was right.

RIGHT: An International Harvester Model 175 crawler, with a Drott 4 in 1 bucket, clears out a drainage ditch near a new apron.

Fine grading at the new entrance road of the parking lot and site of the future terminal is handled with a WABCO Model 666 grader.



Backfilling of a trench that contains cable for the underground runway lighting system is accomplished with the use of a John Deere Model 450 dozer.

Paving operations are handled with a Blaw Knox Model PF-180H hydrostatic paver.

