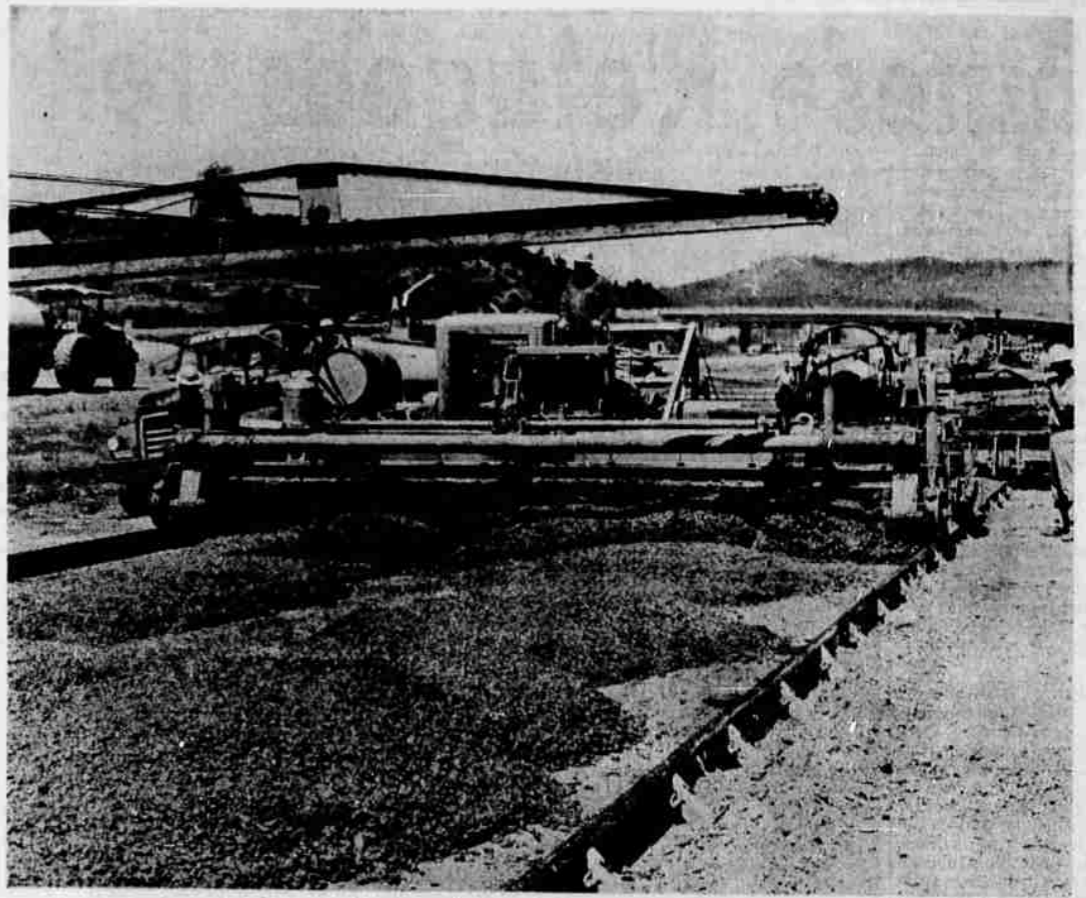




A fleet of trucks, hauling six yards at a time, keep the huge paving machine supplied with dry mix concrete. The paver has two mixing drums.



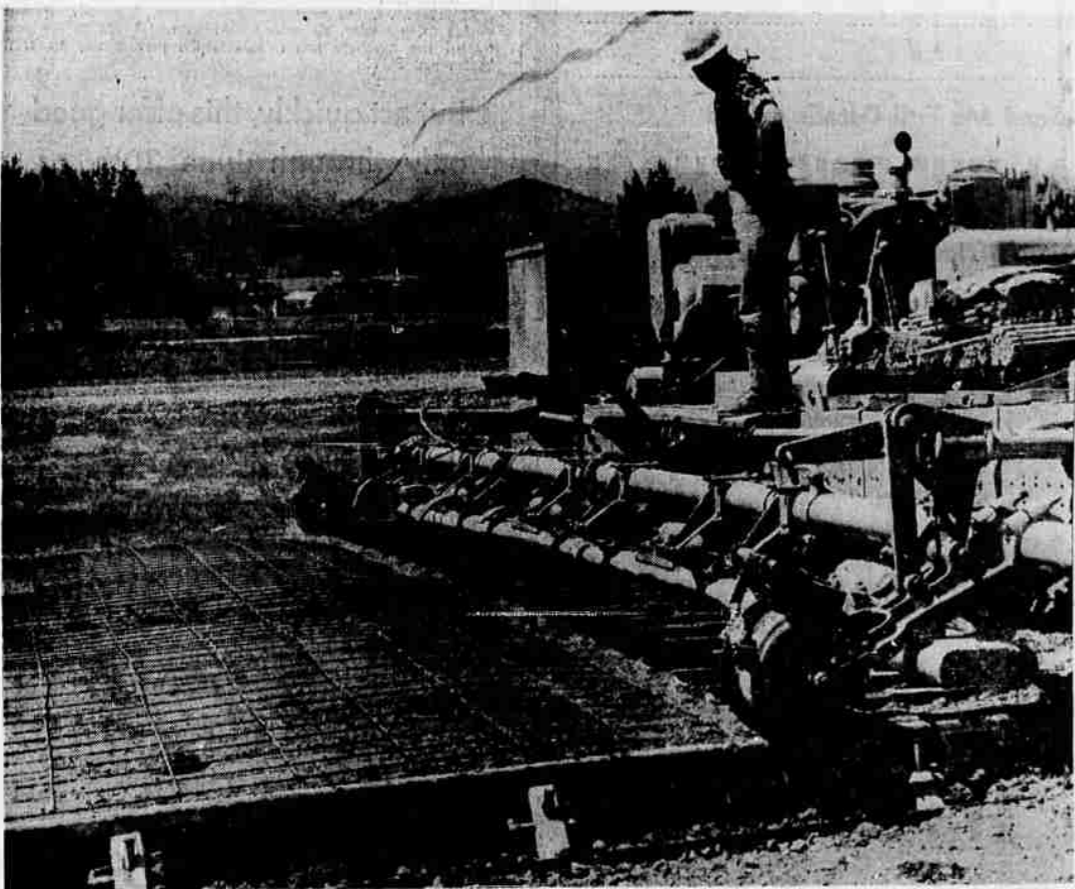
The picture above shows the screw-type spreader that distributes the concrete between the forms. Traveling buckets, riding on booms, take the concrete from the mixers and place it where it is needed. Barring unforeseen delays, all concreting on this section will be finished by July 4, according to Lee Cassels, job superintendent for Peter Kiewit and Sons, contractors.

Features

Sports

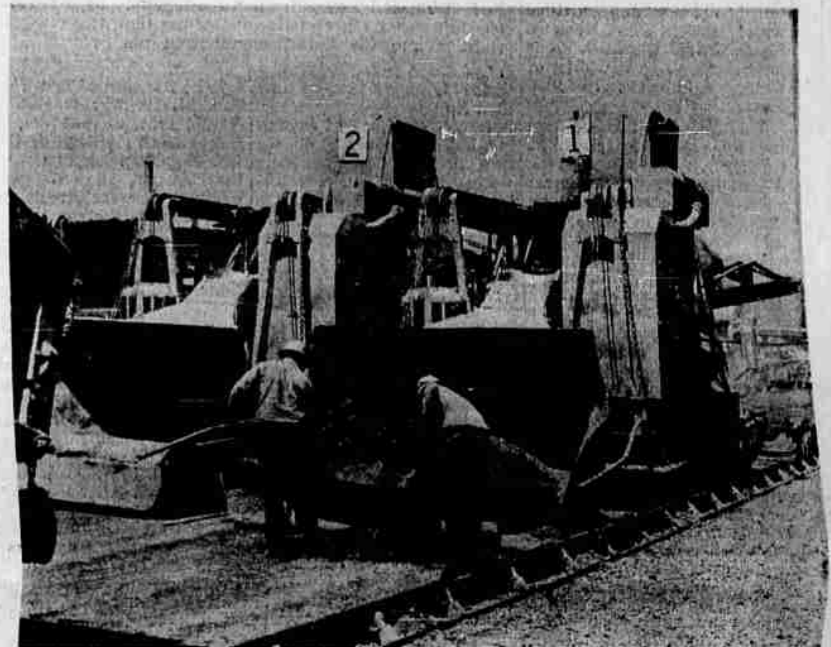
# MEDFORD MAIL TRIBUNE

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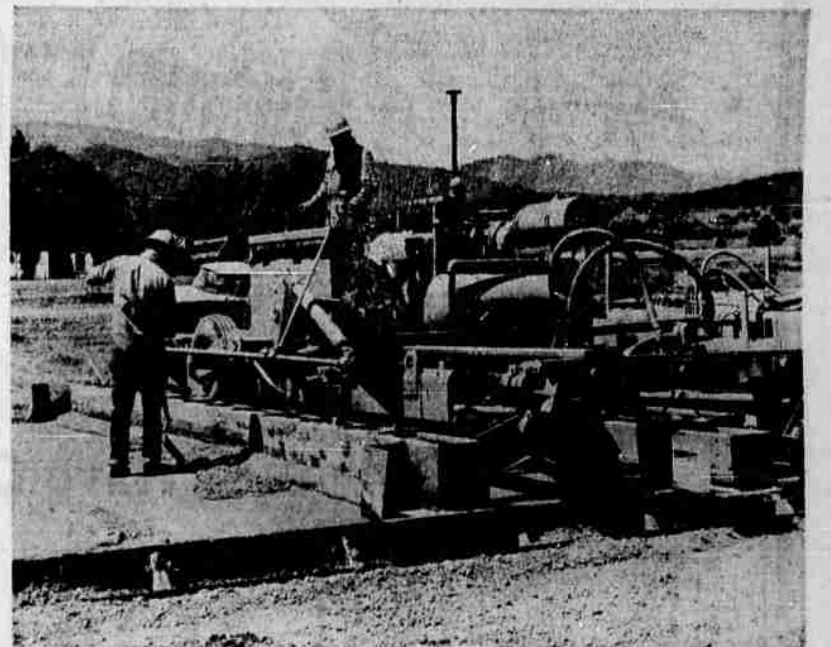


The picture above shows the mesh installer that vibrates the metal reinforcing mesh into the fresh concrete. The machine was specially-built by Peter Kiewit and Sons, contractors. When the concrete has cured to a certain stage, expansion joints will be sawed into the pavement at intervals of 61.5 feet.

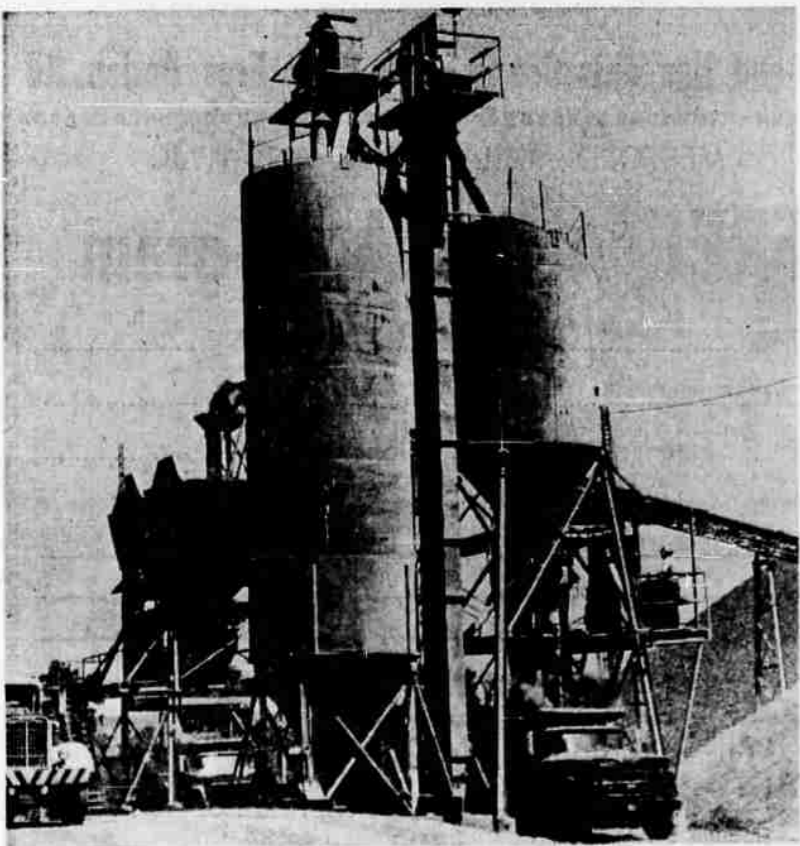
## The Freeway Paving Process



The dry batch mixture in the skip of paving machine will be dumped into the mixer, where a measured amount of water will be added. The mixer does not ride the "rails" but has crawler tracks of its own.



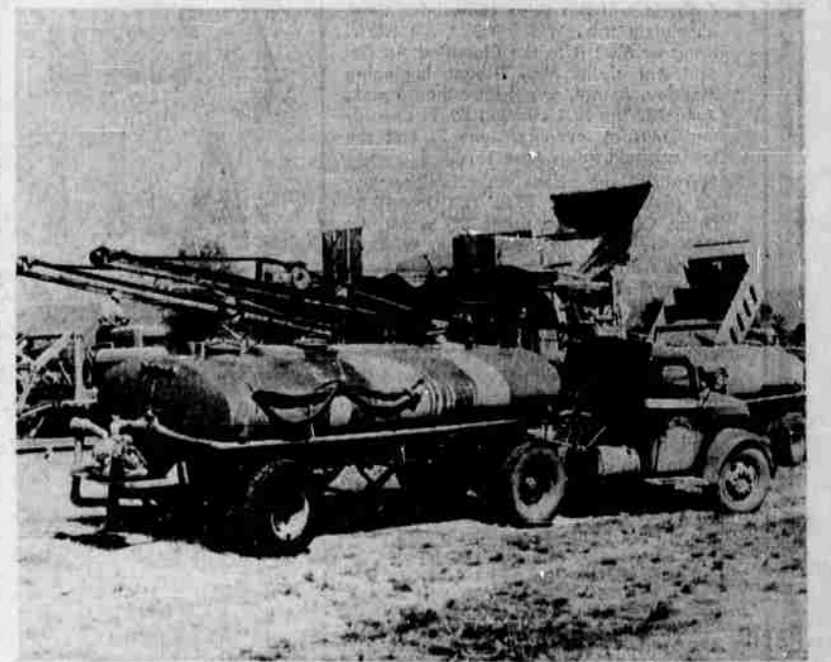
The transverse finishing machine or power screed levels the surface of the 24 foot strip of pavement. A man with a long-handled float corrects flaws left by machine.



The dry batch plant on the freeway near Central Point is where the aggregates and cement are measured out into compartmented dump trucks. There are four compartments in a truck, each holding a yard and a half of mix.



A front end loader feeds sand to conveyors at the batch plant. About 2,000 yards of concrete are being laid each day on the Seven Oaks-Jackson st. section of the Interstate 5 freeway.



Three tank trucks, each holding 3,000 gallons, keep the paving machine supplied with water. Water is forced through four-inch flexible hose by the pump mounted on the rear of the truck.