



# ENGINEERS NEWS

OPERATING ENGINEERS LOCAL 3

STATIONARY ENGINEERS LOCAL 39

VOL. 12 — No. 1

SAN

ALIFORNIA

JANUARY, 1954

## 1954 Outlook is Good With Industry Backlog

## Health Plan Set to Start

By VICTOR S. SWANSON  
Local Union Manager

With this first issue of the Engineers News, starting our 12th year of publication for this most popular journal, it is appropriate to extend greetings to all members of Local Union No. 3 and to express sincere wishes for their success, well-being, and prosperity during the 12 months ahead.

### \$95 Million Folsom Dam. Is Now 60 Percent Complete

The American river has just about lost its last chance at a temper fling and is settling down into a \$95 million harness to control its floods and turn them into power, a job now 60 per cent complete. Work has proceeded well into the winter because of delayed rains, and engineers hope to hit a January, 1956 completion date.

Even if the American swells up this winter in one of its typical peaks and roars down at flood stage too large for the 1400-foot bypass tunnel, it would merely overtop the present concrete forms of the main dam and go on its way.

The temperamental American trickles a puny 400 second feet at its lowest or rips trees and boulders at a peak of 110,000 second feet.

The main dam at \$60 million will have 1,200,000 cubic yards of concrete, enough for a two-lane highway from Sacramento to Salt Lake City! An additional 13 million cubic yards of earth fill will be packed into a saddle dam, an auxiliary dam, and two wing dams.

Corps of Engineers is building these appurtenances, clearing farm land, and even re-locating the graves of 330 pioneer gold miners buried in three cemeteries.

Bureau of Reclamation has \$30 million to spend for a powerhouse and tail race channels at Folsom and the \$10 million Nimbus dam and powerhouse a few miles downstream.

It was on the American that James Marshall discovered gold at Coloma in 1848, and the more modern gold dredges have left enormous rock piles of waste land along its path as it leaves the hilly area. Its floods have been very costly to

It is also timely to state our gratitude to the membership for their continued and wholehearted cooperation demonstrated during the past year and resulting in the proud achievement of our common goals as a union of wage-earners.

The year has been notable for the accomplishment of several long-standing objectives toward our mutual welfare, and we sincerely hope that the new year will show at least as good a record as 1953.

Basic to our welfare is the matter of jobs, and in this field we look for a fairly good year despite the general downward trend now apparent in general. This is because the heavy construction industry is only now beginning to catch up on the backlog caused by the war and the post-war influx of population to this area.

Another matter of importance to our members and their families is the AGC health and welfare program, which will see its first

### Seek Half Moon Harbor

San Mateo County is seeking legislation granting \$6 million for a harbor at Half Moon Bay, with one arm of breakwater extending from Pillar Point, the other from Granada Beach. Defense features must be the main selling point, and the county claims the harbor would provide refuge for warships, make a good sub base, could be used for shipbuilding away from the Bay Area, and provide a good rescue base.

valley farms and cities in recent years.

Now this wild-horse power will be tamed and put to good use in the form of electrical energy.

A perfect prude was Sally Sears—  
She blushed when daddy stripped his gears!

complete application in this new year.

The latest development on the health plan is that the impartial umpire, appointed by the Federal Court, has now ruled that all of the eligible beneficiaries of deceased members who have passed away since May 1, 1953, will receive the \$2,000 life insurance payment. These payments will be made as soon as the employment records of the various employers, and the hours worked by the members, since deceased, have been compiled. The payments will be made by the trustees of the fund, possibly the latter part of this month.

As of this date, invitations to bid on the Welfare Plan have been sent to all major insurance companies. The bids are to be returned on or before Jan. 25, in accordance with the ruling and direction of the impartial umpire.

If the bids are returned, as expected, the Welfare Plan should be in operation by the middle of February, with all benefits being retroactive to May 1, 1953, to eligible members and their dependents. As previously stressed, members are requested to save all hospital and medical bills.

### Cal. Safety Conference Is Feb. 11-12 in S.F.

The California Industrial Safety Conference will meet at the Palace Hotel in San Francisco on February 11 and 12, to review accomplishments since the last conference and to plan activities for 1954.

Governor Goodwin J. Knight will deliver the keynote address on Thursday, February 11.

### Service Withdrawal Cards

- ROBERT BRIGGS
- KENNETH HARGREAVES
- BOB F. HELMS
- GERALD J. HICKS
- HAROLD D. JOHNSON
- J. RAY LEWIS
- IVAN SAUSSER
- DAVID A. VASCO

### IN MEMORIAM

- Thos. Carrigg  
Alameda, Calif., Dec. 8, 1953
- John V. Fibres  
San Rafael, Calif., Dec. 13, 1953
- J. H. Gillis, Jr.  
Oroville, Calif., Dec. 13, 1953
- Emil A. Py  
Fresno, Calif., Dec. 19, 1953
- Julius M. Brandt  
Philo, Calif., Dec. 25, 1953
- August Souza  
San Rafael, Calif., Dec. 29, 1953



### Area's Biggest Earth-fill Dam

Deep in the redwood slopes of Marin County and the tranquil home of Lagunitas Creek is being built one of the Bay Area's largest current construction projects, namely Carson Dam (also known as Peters Dam), a \$2½ million job moving quickly to completion.

It is the area's biggest dam and one of the largest earth fill dams in the state. Location is just beyond Lagunitas on the Fairfax-Point

Reyes highway. Creek waters are already storing up behind the huge pile of earth, and eventually this

(Continued on Page 12)

## Record State Highway Budget Of \$300 Million

Largest annual state highway budget of any state in the nation's history was adopted by the California Highway Commission for the fiscal year beginning July 1, 1954, with nearly \$300 million in total, two-thirds of it for major construction purposes.

It provides for improving a total of 585 miles of highway, including many sections of multilane urban freeways, intercity expressways, and a large mileage of rural routes.

Though the fiscal year does not begin till July, some projects will be advertised for bids this month. State law permits awarding of contracts on or after April 1, three months before start of the fiscal year, so that full advantage may be taken of favorable construction weather.

Largest single allocation of 180 items in the construction budget is \$8,500,000 for 3.9 miles of the Ramona Freeway, thru and near El Monte. Next is \$6 million for 4.7 miles of U.S. 40 on its new freeway location through Richmond, El Cerrito, and San Pablo.

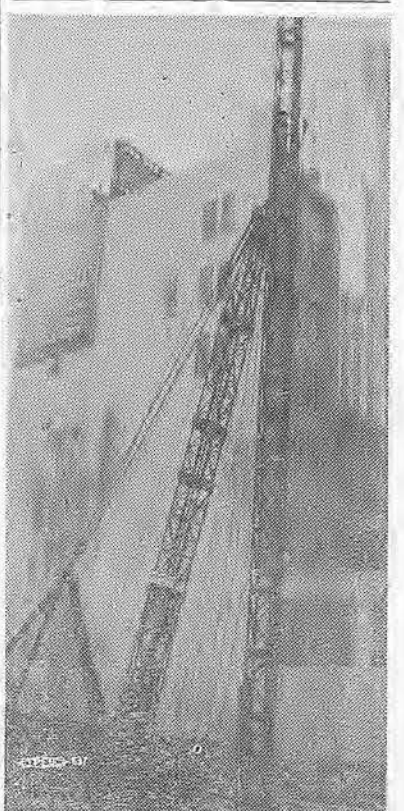
Other major projects in the 1954-'55 budget include:

Alameda County, grading, paving, and structures on new 2.5-mile freeway connecting Eastshore Freeway near San Lorenzo with US 50 slightly east of Foothill Boulevard, \$3,570,000.

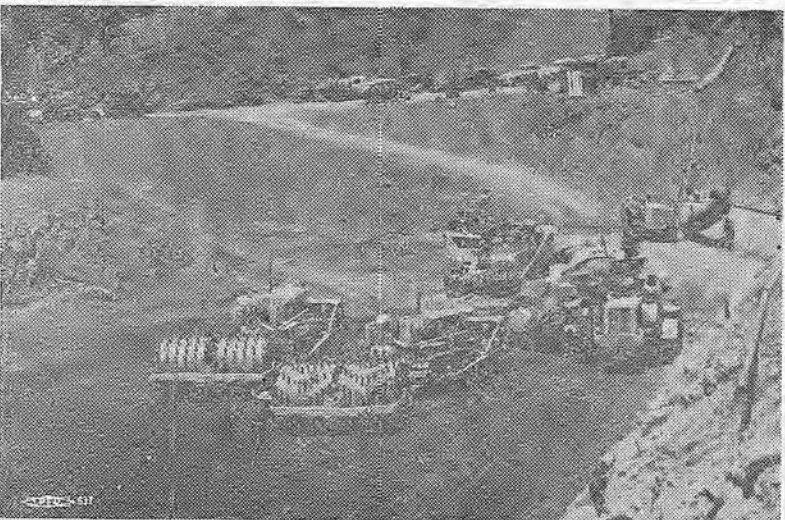
Alameda County, grading, paving, and structures on 0.8 mile of Eastshore Freeway between Market and Eleventh Streets in Oakland, \$2,414,000.

Alameda County, paving and structures on 1.6 miles of the Eastshore Freeway from south of University Avenue to El Cerrito Overhead, \$3,110,000 (Continuation of

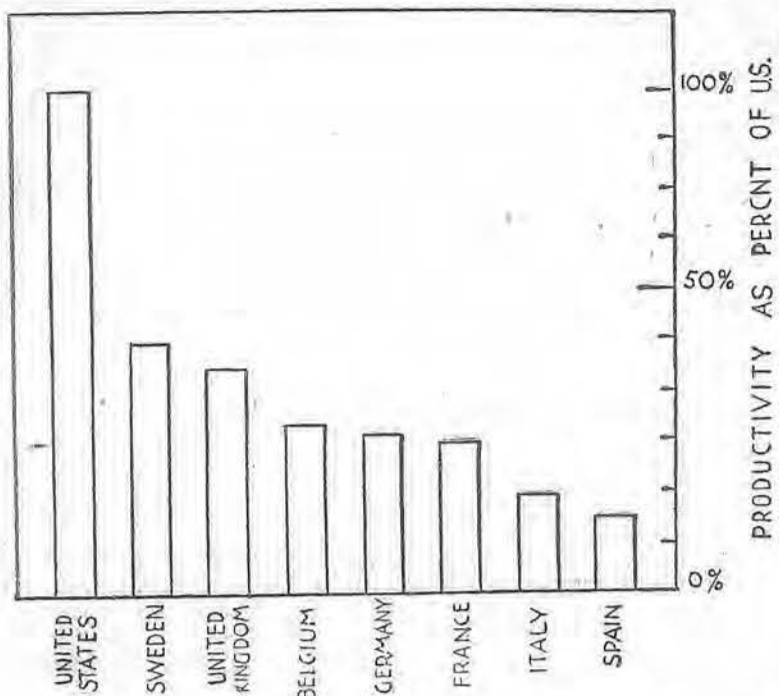
(Continued on Page Two)



Largest skid rig in the West with 145-foot leads, is this 153-foot 100-ton pile driver laying foundation for the new 36-story insurance building in San Francisco. Some 400, 14-inch, 128-foot steel piles are being driven by the 15-ton hammer, 48 strokes a minute, 15 to the inch.



Shown here is some of the variety of heavy earth-moving equipment that has been used on the big earth-fill Carson Dam in Marin County.



## YOUR ECONOMICS AND MINE U.S. and Foreign Productivity

(This is the twentieth in a series of articles entitled YOUR ECONOMICS AND MINE, dealing with vital discussions of the day. The series is prepared and distributed by the California State Federation of Labor.)

There are few words that have become as important in the language of labor during the past few years as "productivity."

Not only is the word used in relation to wages in America, but we are told that many of the world's economic ills could be cured if standards of productivity were raised.

In clear language, productivity represents the units of output divided by the man-hours worked. If, for example, a factory turned out 1,000,000 units in the year 1939 and this was achieved in 50,000 hours, the productivity was 20 units per man-hour.

If, in 1953, the same factory again produced 1,000,000 units, but with only 40,000 hours worked, the productivity would have risen to 25 units per man-hour.

According to the U. S. Bureau of Census, the productivity in manufacturing in this country increased almost three times between 1909 and 1949. Few economists would deny that the high productivity of the American worker has been the most important reason for the position of our economy and our unequalled standard of living.

Unfortunately, the rest of the world is not as well off when it comes to industrial productivity. This is highlighted in a recent report of the Stanford Research Institute, Palo Alto, entitled: "Productivity in Manufacturing in the Postwar Period in Canada, Western Europe and the United States."

For the year 1950, this report finds that the Western Europe industrial nations had a productivity of about one-third of the United States.

TABLE I. Productivity and Income per Available Man U. S. and Western Europe—1950

	Productivity*	Income**
Belgium	34%	37%
Denmark	37	38
France	30	27
Germany	32	21
Italy	20	15
Netherlands	34	34
Norway	37	35
Spain	15	12
Sweden	49	49
United Kingdom	45	46

\*Productivity as Percent of U. S. \*\*Income per Available Person as Percent of U. S. (Source: Stanford Research Inst.)

It is generally recognized that the larger amount of capital backing up the American worker is one of the major reasons for our superior performance, but it is not the only one. The magazine Business Week (11-7-53, pg. 168), in commenting on the above difference, says that in cases where identical machinery was used in the U. S. and abroad, "... typically the foreign plant was found to employ two to three times as many employees as the American plant in attaining the same output."

The lower productivity of the Western European worker is apparently one of the determinants of his lower wages and income. In spite of an often longer workweek, the income per person in the labor force in Western European countries shows strikingly similar percentage figures as does productivity when compared with U. S. performance. Only in France, Germany, Italy and Spain were income percentages considerably lower than the productivity comparisons.

But even the low income figures of the Western European worker do not tell the whole story, for they do not take into consideration the price of the things he must buy—that is, the cost of living.

To overcome that statistical difficulty, the U. S. Bureau of Labor Statistics estimates the number of minutes of working time that it would take to buy various foods in foreign countries. Table II shows some striking comparisons.

These figures show that the worker in the Western European countries must work four to five times as long to get a given amount of the vital foodstuffs, while in the Soviet Union, according to Russian government figures, the time requirements are typically twice that of the Western European nations.

TABLE II. Minutes of Working Time Required to Buy Foods in Foreign Countries and in the U. S. (1951-52)

1 lb. flour—U. S. 4 min.; Denmark 8 min.; France 20; Germany 15; Italy 15; U. S. S. R. (Moscow area) 27.
1 lb. average beef—U. S. 31 min.; France 126 min.; Italy 128 min.; U. S. S. R. 132 min.
1 dozen eggs—U. S. 32 min.; Denmark 52 min.; France 118; Germany 125; Italy 126; U. S. S. R. 223.
1 lb. coffee—U. S. 32 min.; Denmark 110 min.; France 175; Germany 585; Italy 250; U. S. S. R. 531.
1 lb. butter—U. S. 30 min.; Denmark 46 min.; France 135; Germany 115; Italy 162; U. S. S. R. 270.
1 lb. sugar—U. S. 4 min.; Denmark 5 min.; France 21; Germany 21; Italy 37; U. S. S. R. 110.

(Source: U. S. Bureau of Labor Statistics)

\*\*\*  
"Old George is terribly mean. Someone ought to tell him He won't be able to take it with him when he dies."  
"Listen, old man. If George can't take it with him, he won't go!"



"That's really Mr. Fenwick. He's a sly old fox when it comes to beating the cost of living!"

## Record California Highway Budget, \$300 Million

(Continued from Page One)

freeway widening project now under construction between the Oakland Distribution Structure and El Cerrito Overhead).

Calaveras County, widening of Sign Routes 12 and 49 through San Andreas, 1.7 miles, \$350,000.

Colusa and Glenn Counties, widening of bridges and resurfacing of US 99-W between Maxwell and Willows, three projects totaling \$765,000.

Contra Costa County, grading, paving, and structures on 4.7 miles of new US 40 freeway between 0.2 miles south of Jefferson Avenue in Richmond and County Road No. 24 east of San Pablo, \$6,000,000.

Del Norte County, clearing, fencing, grading, and cattlepass construction on 6.2 miles of US 101 between the junction with US 199 and the Smith River Bridge, \$835,000.

El Dorado County, grading and surfacing of new routing of US 50 between 2 1/4 miles east of Clarksville and Shingle Springs, 4.8 miles, \$550,000.

### FRESNO PROJECT

Fresno County, grading, paving, and structures on new route of US 99 between Teilman and Princeton Avenues in and north of the City of Fresno, \$2,100,000.

Humboldt County, grading and structures on five miles of US 101 from north city limits of Eureka to Gannon Slough, \$975,000 (when completed, will connect with Burns Freeway, now nearing completion through Arcata).

Lake County, grading and surfacing of 1.5 miles of Sign Route 29 northerly from Napa County line, \$350,000.

Marin County, new bridge over Richardson Bay on US 101, \$3,900,000.

Marin County, paving of US 101 between Golden Gate Bridge and Manzanita (Waldo project now being graded), State's share, \$790,000.

Mendocino County, surfacing of portions of US 101 between Sapp Creek and Humboldt County line, two projects totaling \$240,000.

### MERCED COUNTY

Merced County, grading, surfacing, and structures on Sign Route 152 for 4.9 miles between the junction of State Highway Route 121 and east of Highline Canal, \$710,000.

Modoc County, grading and surfacing on US 299 for 8.2 miles between Canby and Chambers Ranch, \$480,000.

Monterey County, grading, paving, and structures on 5.5 miles of the US 101 freeway in Salinas, \$2,820,000 (grading and structures on a portion of this freeway now under construction).

Napa County, grading and surfacing of 2.6 miles of Sign Route 12-37 between 2.1 miles east of the Sonoma County line and 2.2 miles east of the Carneros School, \$470,000.

### US 40 PROJECT

Placer County, grading and surfacing of 2.6 miles of US 40 between one mile west of Applegate and Heather Glenn, \$900,000.

Sacramento County, grading, sur-

## Report of Last Meeting

The meeting was called to order at 8:05 p.m., President Clancy presiding. Roll call showed all officers present.

A synopsis of the Regular Meeting Minutes of December 5 was read, and by motion approved as read.

A synopsis of the Executive Board Minutes of December 16 and January 6, read, and the acts and recommendations of the Board were by motion approved as read.

A letter was read from Governor Goodwin J. Knight, acknowledging our letter to him recommending reappointment of Brother Frank Lawrence to the Industrial Accident Commission. Received and filed.

Cards of thanks were received from Elizabeth Kennedy, Mrs. Elizabeth Souther, Mr. and Mrs. Phillip Souther, Mr. and Mrs. Harry Howe, the family of A. Van Landingham, and Mrs. Gurney Gene and family. All were received and filed.

The following Brothers were reported ill: James Bates, A. C. Berry, W. R. Bement, Paul Bringham, John E. Burgess, Bonnie Bustoe, Demetrio Carranza, Archie D. Carrieco, C. S. Cruickshank, Ray Delany, James L. Dukes, A. T. Duffoth, Alfred Fagundes, Joseph Frates, James K. Kennedy, Andrew Larsen, Patrick Linn, Glen McDonald, Wendell Phillips, Edw. E. Poitz, Sr., Joe B. Palmer, Vernon Ruckman, Jennings Romine, Jay Rushin, D. Slaybaugh, Coy F. Sanders, Phillip K. Smith, Earnest Thomas, Dail Turner, Wm. C. Vickery, Royal Winfred, Victor Woodard, R. E. Wright, A. L. White, R. E. Wyman, Y. Ybarbo, J. H. Gillis, Jr., Monroe Johnston, Neal Gregory, Basil Lee Payne, Stanley W. Johnston.

The following Brothers were reported deceased: Thomas Carrigg, J. H. Gillis, Jr., John V. Flores, Julius M. Brandt, Emil A. Py, August Souza. The membership stood one minute in silence in respect to our deceased Brothers.

The Business Agents gave their reports which were accepted as given.

Report of the General Secretary-Treasurer was read by President Clancy.

Brother Otto Never, President of the State Building Trades Council, reported on the activities of the Council, locally as well as state-wide. His remarks were well received by the members.

Brother Frank Lawrence, Commissioner of the Industrial Accident Commission, called attention to the importance of reporting injuries on the job, no matter how slight the injury might be. He further reported that Tony Racine, Commissioner from Southern California, had passed away. His remarks were well received by the members.

Brother Ed Park, State Labor Commissioner, reported on the work being done through his office and the importance of his Department to union labor, as well as those who are unorganized. His remarks were well received by the members.

Brother Walter J. Crowley recently returned from Miami and spoke on his trip through the South, covering conditions and wages in the territory through which he passed. His remarks were well received by the members.

There being no further business to come before the meeting, it adjourned.

Respectfully submitted  
—C. F. MATHEWS  
Recording Secretary

facing, and structures on 5.2 miles of US 50-99 between one-half mile south of Elk Grove Road and 1.8 miles south of Florin Road, \$1,000,000.

Sacramento County, grading, surfacing, and structure on the Elvas Freeway between C Street and Swanston Street, \$1,130,000 (most of Elvas Freeway project completed or under construction).

### BAYSHORE FREEWAY

San Francisco-San Mateo Counties, grading and structures on Bayshore Freeway between just south of the San Francisco city limits and the Third Street Overcrossing now under construction, one mile, \$850,000.

San Francisco County, grading, paving, and structures on Bayshore Freeway connection to San Francisco-Oakland Bay Bridge, between Fifth and Third Streets at Harrison, \$1,360,000 (final unit of freeway-bridge connection project).

San Francisco County, grading, paving, and structures on first unit of Embarcadero, between Fourth Street and Broadway (portions), 1.5 miles, \$5,000,000.

San Joaquin County, grading, paving, and structures on 4.6 miles of US 99 between Austin Road and slightly north of Lathrop Road, \$1,700,000 (connecting with expressway now under construction between Austin Road and Ripon and providing bypass of Manteca business district).

### US 50 PROJECT

San Joaquin County, grading and paving of six miles of US 50 from Alameda County line to west city limits of Tracy, \$1,500,000 (connecting with freeway now under construction in Alameda County).

Santa Clara County, grading, paving, and structures on Sign Routes 9 and 17 between one-half mile south of Los Gatos and Roberts Road, 2.4 miles, \$2,263,000.

Shasta County, grading and surfacing on US 99 between Project City and Mountain Gate, 3.5 miles, \$925,000.

### PETALUMA BYPASS

Sonoma County, grading, paving, and structures on eight miles of US 101 between a mile south of Petaluma Creek and just south of Railroad Avenue (Cotati), \$4,713,000.

Stanislaus County, grading, sur-

facing, and widening of bridge on US 99 for 1.8 miles south of Modesto, \$700,000.

Tehama County, grading and surfacing on US 99-E for 12.2 miles, from Los Molinos to Mill Race Creek, \$820,000.

Trinity County, grading, surfacing, and bridge on 2.5 miles of US 299 between 1.8 miles east of Weaverville and 2.3 miles west of Douglas City, \$393,000.

### US 99 EXPRESSWAY

Tulare County, grading, paving, and structures for 7.2 miles of US 99 expressway from just north of Kern County line to just north of Earlimart, \$2,500,000 (connecting with freeway project in Delano area immediately to the south).

Tulare County, grading, paving, and structures on 7.6 miles of Sign Route 65 between 1.5 miles north of Deer Creek and Linda Vista Avenue north of Porterville, \$1,110,000.

Tuolumne County, grading, surfacing, and bridge on Sign Route 120 for 2.7 miles between Stevens Bar Bridge and Moccasin Creek Road, \$500,000.

Yuba County, structures on new location of US 99-E on four-mile section between Olivehurst and Marysville, \$475,000.

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A mountaineer saw his first avocado in the general store, and seemed quite puzzled about it. "Wanna try one?" asked the storekeeper.  
"Nope," was the reply. "I got 8 many tastes now I can't satisfy, I ain't aimin' to take on any more."  
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Our foreign relations are an open book—generally check.

### ENGINEERS' NEWS

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# FOLSOM, NIMBUS JOBS ARE RESUMING

By W. V. MINAHAN, H. S. CLARK and E. M. NELSON, Business Representatives

Folsom Dam is resuming concrete operations and have re-employed many of the brothers that were previously laid off. The Savin Corp. has completed the trestle across the river in record time, which allows the project to start ahead of schedule. They started a three shift operation on January 5 on the concrete pour and with favorable weather conditions these brothers will make a winter job. Brother Affel Johnson handles the master mechanic work on this project.

The Winston-Johnson Co., builders of Nimbus Dam, have started up again after a shutdown for the holidays. These brothers had a week off between Christmas and New Year's, with a half day's pay as bonus. This dam is nearing the completion stages for the engineers. Only a skeleton crew will be left in another two months. The company foresees total completion this summer. The dirt on this job is practically finished for the winter.

Rain and snow have kept the rigs down in the foothills with the exception of the jobs in the Placerville area. Fredrickson & Watson have kept the brothers busy with their structure job on the Placerville freeway. The bid on this comes up very soon. Piombo Construction Co. were low bidders on the Placerville freeway which bid was let recently.

Joe Vicini keeps most of his engineers busy on small jobs and in the shop. The Hennigson Bros. plant have several brothers working. M & M Welding Shop, owned by Bro. Gus Moritz, gives steady employment to two of our welders.

U.P.K. have just about completed the contracts on the Roseville freeway which consists of structures and approaches with a portion of a four-lane highway. The Resh Const. Co. have a sub-contract to furnish base rock. They have erected a crushing plant which will be operated by Brothers John Caldwell, Bill Mizer, Mel Schock, Asa Estes and Carl Miller, who will do the supervising. U.P.K. also have the West Sacramento freeway in the finishing stages with the placing of the shoulders. It should be ready for sale to the State very shortly. Brother Wayne Alexander is doing the ramrodding here.

Gordon Ball, with their highway grading completed at Davis, are ready to start the concrete on Jan. 11. The brothers on this project are Floyd Anderson, Fay Lacy, Jack Stuart, Ronald Young, Jimmy Tilton, Gene Shepard, Reuben Dockter, H. R. Brown and Jack Murphy, project superintendent. This paving job consists of two miles of four-lane highway.

The gravel plants in this area have kept the brothers busy to date. It looks like these men will have plenty of stockpiling and repairing to keep them going all winter.

A. Teichert & Son have progressed rapidly on their Mormon Island road job. Another few weeks will see it completed. Brother Ken Fox does the bossing on this spread. This firm also were low bidders on the ten miles of grading on the Roseville freeway which will be going full swing in the spring.

The subdivision work in this area is virtually at a standstill until spring.

H. Earl Parker picked up two levee jobs in this area with no word of starting time as yet. Another levee job is to be let in the near future. It will be located at Steamboat Slough with an estimated total of \$700,000 for the job. Also to be let in the next two months is a job between Grass Valley and Nevada City, which is a four-lane project. Other projects to be let soon are the Highway 40 job between Applegate and Colfax; the realignment of several miles of Highway 50 west of Shingle Springs; a job west of Auburn on Highway 40, which is also realignment and general overhaul ending at the tunnel at Newcastle.

It looks like a good year in heavy construction for this district. T. E. Connolly, with Ted State in charge, are doing the pioneering on their tunnel job at Sly Park.

With good weather they should have the portal ready by Feb. 1. At this time, brothers, this office has an exceptionally large out-of-work list. We would not advise anyone to move to this area with hopes of going to work now.

## HERE AND THERE WITH THE BROTHERS

JERRY CUNEO tamping a highway; GLEN SEVERTSON looking ahead; HAROLD ECKES pumping cement; SHORTY McCOLLUM hoisting a stretcher; JOE GASAWAY picking up a clearance; CECIL BROWN going back to the same job; GEORGE SCOTT locomotive engineer; BILL LAMOR-BAUX scouting a tunnel; FRED BUTLER watching equipment; JESS JOHNSON mucking out a portal; PETE CONNER checking in; WHITEY CRISLER watching a hotel; BILL LARSEN, neutral; BOOMER TREDENNICK grading a haul road; CHARLES JEFFS also grading a road; ROY GULLY setting up a crusher; VAUGHN STONE bossing a plant; VERN CANTRELL, plant mechanic; JAMES BOWDEN going South; HARRY POWNING weighing out; BOB LEWIS calling in; FRANK MILLER welding; JOHN FLINN paying a year's dues; RED DUFFEY also paying a year's dues; JERRY ALDRICH working on tension spring; ACIE DUNLAP working up high; MERLE PARKER on a whirley; FRED LACERT blading a haul road; CURLY LARSEN bossing; ED SIMPSON looking for the end of the job; BILL ADAMS backfilling the main dam; HARRY CRISLER enrolling in Civil Defense; TEX HUSTON overhauling buckets; JAMES BETTENCOURT running a derrick; BOB SORENSON going through; EARL BAKER heading South; RAY AUSTIN Jr. form grader operator; HENRY MORETTI checking his dues; GEORGE McFADDEN buying coffee; BOB LYNCH working overtime; CLYDE GUNNISON working on a jeep; MICKEY CAVANA out of town; ROY BELL working at Folsom Prison; MIKE TENNISON running wind pumps; JACK DUNDEE blading shoulders; LONNIE calling, Sacramento; W. R. TATE drawing unemployment insurance; BILL YOCK sending Christmas cards from Oregon; LEE ROEDER taking it easy.

## PERSONALS

LONNIE DUBOSE operating Dubose Chinchilla Ranch, registered stock, phone Auburn TU 5-4194; FRAZIER HOLE DIGGING CO., all purpose holes to 100 feet, call Fair Oaks 230; JACK ZANOTTO operating California Wrecking Co., has dump trucks and an AC5 for rent; ROY L. PIERCE now in business for himself at the Yes Sir Sea Food and Short Order restaurant on Auburn Blvd., call IV 9-9702; LeROY McGOURAN of McGouran Excavating Co., has established headquarters in this area. They are located at 2820 Auburn Blvd., call IV 7-4165.

Wishes for speedy recoveries and better luck in the future go to J. E. Disney, who is laid up with a back injury; Herman Lowe, who is in Mercy Hospital with a broken leg from a fall from a crane; Leo Wright, who is in Mercy Hospital recovering from an appendectomy; Jack Miller, convalescing at home from a slight heart attack; John Novak, who is suffering from burns on both hands from a gasoline explosion.

We wish to thank all the brothers who sent Christmas cards, and we wish to take the opportunity to express our sincere wishes for a very happy new year to all the members and their families.

We would like to have more men enroll for the Civil Defense program. If you have not yet enrolled in this, or if you would like infor-



"I see it clearly now. Your future is very closely tied in with your union!"

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## NO-RAID PACT IS SIGNED

Washington (LPA)—The second step in the quest for unity in the American labor movement was taken Dec. 16 when the heads of the American Federation of Labor and the Congress of Industrial Organizations signed the "no raiding" agreement on behalf of the two parent organizations and the locals directly affiliated with them. It becomes effective on Jan. 1, 1954, but is not binding on international unions until their officers sign the agreement, an event planned for early in 1954.

President Walter P. Reuther and Secretary-Treasurer James B. Carey signed for the CIO and President George Many and Secretary-Treasurer William F. Schnitzler for the AFL. Other members of the unity committees of both groups participated in the meeting, which ended with a luncheon session.

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Gold Digger—A woman who falls in love at purse sight.

# Stockton Pauses, But Rain Is Late; Some Jobs Moving

By ED. DORAN, W. M. TALBOT, M. W. GRIFFING and C. L. CASEBOLT (Modesto), Business Representatives

Comes the time of the year that makes it difficult to write anything of interest for the readers. Work is at a standstill with no immediate prospects of clearing up the out-of-work list until Spring. From all reports and jobs scheduled to be done this year we can see more work for 1954 than we had last year.

At this writing, Lee Stephens is moving his equipment to the Stolte-Early job down in Local 12's jurisdiction near Palmdale. This should keep Stephens busy for about nine months.

Clyde Wood Company's road job at Jackson is marking time with a little fence work going on at present and the bulk of the work will start after the rains. Joe Meyers, a land-leveling contractor up to this time, has subbed a large part of the dirt work from the Wood's Company.

Nomellini Const. Co. was the low bidder on a pipe-line job for the State at the Deuel Vocational School at Tracy. Besides trenching machine work, this job has about ten thousand yards of cat excavation.

A contract for three dirt fill road crossings over the Mormon Channel here in Stockton will be let the 18th of this month by the city. These crossings will replace three antiquated wooden bridges and will also cross the concrete box drain that the Condick Co. are still working on.

Land levelling is still going on with jobs getting harder to find, although at this writing the rain has yet to come hard enough to settle the dust.

The Akslands are busy in the Manteca-Ripon area, having just completed a nice job for the

Spreckles Sugar Co. in Manteca. "Red" Croft manages to keep going in and around Oakdale with some of the boys brushing up in the hills.

Lindquist Bros. in Turlock have had an exceptionally good season and are still going strong with about eight operators, two mechanics and a grease monkey.

Joe Alldrin, under the supervision of Brother Bob Rackley, are finishing up a good peat job on Roberts Island.

E. H. Rider and Son moved four rigs back to Staten Island where the geese "are flying" high.

Fred Piacentine still has Brothers Jack Beckwith, Fred Compiano and Les Flowers on the payroll. Fred bought a new fluid clutch D-3 which he uses for ripping only—hates to put a scraper behind this cat.

John Delphia bought a new D-3 pusher-cat and three DW-10's, which should make some of the boys nappy when they mount these rigs.

P. G. Andrew grabs off a little land levelling job now and then, keeping the boys from using their belts to get a little "animal" matter in those "beans" that were passed out here at the office through the courtesy of John Delphia.

Nomellini Const. Co. is starting work on the new jail at Modesto. Standard Materials have subbed the excavating on this job.

Joe Ruddy & Son has Brother Bob Morris pushing job at Gustine.

U-P-K job at Delhi is about complete. Most of the crew were laid off this week.

Bechtel is rapidly completing their job at Riverbank.

Cherry Valley Dam and Owl Const. Co. are cutting down crew. Very few remaining at this time. Ukropina & Bell nearly finishing their diversion canal; should be completed by January 15th. Atkinson Co. has two operators and two laborers working to keep the road open. They expect to get underway about the 1st of March, providing they get a break in the weather this winter. They keyway for the dam has been cleared to bedrock by the Owl Co. and grouting operations are about complete. Ukropina's lining operations are almost finished. Atkinson Co. has the stripping for the fill dirt complete and most of the haul roads are in (60 to 100 feet wide) so there will be SOME DIRT moved on this job once they get rolling.

A. Teichert & Son have purchased the Tracy Rock & Gravel holdings at Tracy, and took over operation on Jan. 4th. This office extends our best wishes to their success in this venture.

M. J. B. Const. Co. have about a month to go on their Highway 99 Freeway Grade at Manteca. This has been a good winter job for several of the brothers out of this office. Surfacing will start as soon as weather permits in the spring.

Stolte, Inc., are making good progress on their job for the Bureau of Reclamation at Tracy—they have had very favorable weather to date.

Brothers Oscar (Buck) Hanna, Cliff Morris and Max Winter each contributed a pint of blood to the Operating Engineers Blood Bank on Wednesday, December 23rd.

Thanks, brothers, for your personal contribution to this, a most worthy cause. Our reserve is very low, and if any of you brothers can contribute to the blood bank it will be greatly appreciated by all who may hereafter require a transfusion.

The wife of Brother Alton Weibert was seriously ill the past month and your blood was a great help to her, possibly to the extent of saving her life. Brother Weibert will be forever grateful to you.

# Gallup Poll Finds People Approve of Trade Unions

Princeton, N.J.—Most of the American people approve of trade unions, a nation-wide survey of voters showed.

The American Institute of Public Opinion—better known as the Gallup poll—asked voters throughout the country:

"In general, do you approve or disapprove of labor unions?"

The test revealed that three out of every four voters questioned favor the principle of labor unionism.

"But there is no denying that the American public today is overwhelmingly in favor of labor's right to organize for collective bargaining," Dr. Gallup, poll director, said.

He said there has been an upward trend in favorable sentiment for organized labor since World War II.

"Interestingly enough, apart from manual workers, the greatest

increase in favorable sentiment over the last four years in found among farmers and among white-collar workers," Gallup stated.

"For years the farm population of the country was hostile to the whole idea of unions. And although farmers still are the occupation group least in favor of labor unions, today's survey finds that, for the first time, a majority (55 percent) approve of the union principle."

Following is the trend of national sentiment since 1937:

	Yes	No	Opin.
1937	72%	20%	8%
1939	68	24	8
1941	61	30	9
1947	64	25	11
1949	62	22	16
Today	75	18	7

Even among business and professional people, who are generally supposed to have an "employer's point of view," approval of labor unions runs nearly as high as in the manual worker group, for example.

The vote today by occupation groups:

	Yes	No	Opin.
Prof. and bus.	70%	23%	7%
White-collar	75	19	6
Farmers	55	33	12
Manual work	81	13	6

Other highlights of the survey: 1) Rank-and-file Democratic voters are considerably more in favor of labor unions than are GOP voters. Eighty-one percent of Democrats approve, compared with 64 percent of Republicans.

2) As might be expected, overwhelming approval of unions is found among union members. Only 4 percent of union members disapprove of unions compared to 91 percent approving, with 5 percent expressing no opinion.

3) Geographically speaking, the most antiunion sentiment is found in the South.

## BLOOD BANK

We wish to thank the following donors to our Blood Bank this past month: George Benson, Paul Holt, Chester Youngblood, Marvin Hein, Rupert Boswell, Marjorie Hays, Floyd Sandy and Fred Lacert. At this writing we are in need of seven more pints of blood as there has been many calls for blood this past month. Any help given to our account at the Blood Bank is very much appreciated as we have a constant demand for blood from the brothers and their families. So if you are able to give blood, please do not forget us!

Remember, this office is open every Thursday evening from 7-9 for your convenience!

# North Bay Jobs Are Pushed To Beat Those Delayed Rains

By H. O. FOSS and FRANK LAWRENCE, Business Representatives

Construction jobs on Travis Air Base are fast winding up. Del Webb job will be sold to the Base in about four more weeks. All of the street work will be completed this week some time. Nomellini is putting the finishing touches on their big warehouse job and are cleaning up the grading and paving as fast as they can to beat the rain. Zoss Construction have about a week more of concrete pouring to do, then the construction of new hangars will get under way. Ed. Jarvis job will be finished in about two weeks. It looks very good from the contractors' view, but it will swell our out of work list considerably as there is no new work to be started at the present time.

Monticello Dam is beginning to come to life. Parish Bros. have moved quite a number of their rigs in, with their operators, upon completion of their Richmond project. Bill Madsen, general superintendent on the job, Brother Tom Stapleton, dirt foreman.

Frederickson & Son received a small job from the state doing grading and paving on Highway 40 at Vacaville. Should have the job done as this goes to press.

It is with sincere regret that we confirm the death of Brother John Flores on Dec. 13th. Johnnie was employed by the city of San Rafael. He was our delegate to the BTC. He will be mourned by all who knew him. Our deepest sympathy to his family.

Brother Welch, long with J. J. Ongaro, temporarily under doctor's care for knee infection. Hope to see you running around soon.

This date 12/14 Brother Forest Carpenter (Germick, Petaluma) very sick boy, under oxygen tent. This equipment for Indians . . . get out from under, boy.

Brother Bud Wells and Brother Paul Elmore, bringing in two La Plant Choates on Carey Bros. job at Corte Madera. Carey Bros. took over the Espinosa job on Dec. 16th. Brother J. Clay, pusher. Brother Art Affonso from Los Banos with Brother F. A. Merrell, same spread.

Brother Jim Rowlette taking off for old homestead in Middle West. Barns need new coat of whitewash. . . . He'll be back . . . on Atkinson spread.

Brother Jim Dailey, super on Atkinson spread, took off Christmas week to be with all the little Daileys and the Grand Daileys in Washington. Brother Al Morgan kept ends gathered up for the week. Tunnel is under way.

Ghilotti Bros. needed new cat last month. Planted one in the mud on south end of Richardson Bay Bridge overnight . . . didn't sprout so Bro. Toby Johnson recovered same and took off.

Paul Vincilione expanding as usual . . . added an 8 to the spread. Making 2000 yards daily on their Kentfield housing job . . . has another 60 days to go.

Brother Wayne Webster (Hein Quarry, Petaluma) nearly got a Christmas present . . . 8 lb. boy the 26th. Named after Uncle Andy, super on Ball & Simpson payroll . . . that is. Andy's Co. got a few extras on Petaluma job and finished up Dec. 31st. Thelma getting her pencils sharpened for next one. Hope this outfit stays in the area. Sorry to hear Bro. L. B. Ferdig (master for B & S) lost his wife on Dec. 12th. "Ferdy" just getting out of the "back shop" himself.

Brother "Fuzzy" Wyman, recently injured, up and around but will be the latter part of January before back pushing for Atkinson.

We are sorry to report the death of Brother "Gus" Souza. Died suddenly of a heart attack on 12/29. . . . Atkinson spread. Mrs. Souza wishes to dispose of new 23-foot Nashua Trailer, bath, etc., have \$1000 equity—total \$2,195, payments \$54. Can be refinanced. Residence 13 San Pedro Road, San Rafael. Phone: GLenwood 3-1617.

Brother Chas. McCaffrey lost cat off transport recently. VERY fortunate, not more serious damage. Think rigs will be more secured in the future.

Brother "Ted" Hicks made some woman a heck of a Christmas present . . . married her. Does he hate

women? Best wishes, Ted, good luck, if you need it.

J. R. Armstrong job at Valley Ford doing a little crushing for spring paving. Bro. Pugh, mechanic; Knight, foreman; Stanley, dozer; Rocco Poncetta, operator. This job has been a pain in the neck.

Congratulations in order for Silvester Cervantes Jr. . . . little gal on Dec. 29th. . . . Understand Grandpa Cervantes wanted a trencher operator.

Brother Larry McDonald, now stationed at Camp Parks, dropped in to convey New Year's greetings. Horse business must be good . . . supporting a new truck. . . . Can't do that on Corporal's \$.

We are still holding checks for the following: Brothers James Weeks, J. W. Boyd, Richard Macy, Roy Cameron, L. G. Caldwell, T. E. Strange, James Jackman. We would appreciate your picking them up.

See a few members had a little \$ left over and invested it in a green button: E. Pozzi, Fred Jensen, Al Carlos, Lea Wright, Paul Ryderf, Al Osgood, L. Jeffries, Bill Forde, Frank Beck.

We wish to thank all the members and contractors for their cooperation this past year and extend the very best to all in '54. Also wish to thank everyone for the many Christmas cards.

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## Operating Engineers Form Conference of South Atlantic States

Richmond, Va. (LPA)—The third regional organization of AFL Operating Engineers was established here with formation of the union's South Atlantic Conference. Similar conferences previously were set up to cover western and north central states. J. C. Turner, president and business manager of Local 77, Washington, D.C., was elected permanent chairman of the conference with O. B. Womack, Tampa, and Alvin Arnold, Chattanooga, vice-chairmen. Delegates representing 42 locals with about 2500 members attended the sessions.

States included in the new body formed to push joint organizing drives and exchange views among locals on mutual problems are Maryland, Virginia, West Virginia, North and South Carolina, Georgia, Florida, Tennessee and Mississippi.

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Sewing Circle—A gathering in which more husbands are darned than sox.

## A NEW HOME IN REDDING SOON

By E. A. HESTER, Business Representative

Looking back over the records of the year 1953, we find that most everyone enjoyed a good year even though it was a short run. We do appreciate the gains we made.

Looking ahead in the year 1954. The outlook is brighter for more jobs than it has been in a long, long time. According

to the U.S. Bureau of Reclamation, the big \$60-million job at Red Bluff will be under way, as they are going to call for bids on the dam and 12 miles of ditch in March.

Haven't heard any late news on the Pit No. 6 and No. 7 project; they are still doing test work out there. They are still having trouble with the Pit No. 4 tunnel project, being swamped with a deluge of water.

McClosky Co. is going ahead with the bridge job at Dunsuir. A. Teichert & Son have shut down for the winter.

Fredrick & Watson continue to do a little work here and there. They are now engaged in a new housing project in the Enterprise district. J. H. Trisdale, Inc. is doing some grading for a new junior college in the same district.



"It says: 'All slaves found guilty of joining the union will do an extra 10 years on the pyramids!'"

# Central Valley is Chafing At Delay in Arrival of Rains; \$80 Million King R. Job Set

By H. T. PETERSEN and LYNN MOORE, Business Representatives

Now that the holidays are over and in view of the weather having remained mild for the past several weeks there is a certain amount of unrest among the out-of-work brothers and also on behalf of some contractors who are still rather reluctant to open up too much work on the off chance that the Central Valley winter is still ahead. We do, however,

have some new jobs starting within the near future: Trans Ocean Engineering Co. should be starting their fish hatchery job at Friant within the next two weeks. Darkenwald & Hassler and Karl Harmeling Co. have started operations and will be in full swing by the 15th of this month.

Rice Brothers have moved into the Clovis Avenue job and have started operations. Stewart & Squires from Corcoran sub-let the dirt moving on the Gustine Highway job from M. J. Ruddy & Sons and are making good progress.

M & K have moved in on a bridge repair job at Livingston for the Southern Pacific Co. Kovick Bros., W. M. Lyles Co., Valley Engineers and Pollard Bros. have been kept busy on various small subdivision jobs and city jobs being let from time to time. Paving in this area is at a standstill.

Peerless Pipe Co., sub-contractors for the Lloyd Company on the Earlimart-Delano Distribution system contract, will start to lay pipe about January 11th. American Concrete Pipe & Construction and Concrete Conduit Co. are making the pipe for this job.

United Concrete Pipe Company are going along on their pipe laying job about two miles south of the aforementioned job and their plant at Tulare is quite busy making pipe for this job and also for the Nomellini Construction Co. and D & H Construction's Bureau of

# WET NOW BUT A GOOD YEAR-AHEAD FOR REDWOOD REGION

By A. R. McCAFFREY, Business Representative

On the threshold of a brand new year, we are pleased to report to you that the outlook for this year is a good one for the Engineers in the Redwood Empire. With considerable new work to be let and a lot of unfinished work left from last year to be completed, it looks like everybody will be busy around here. The following is a list of the jobs to be let by the State in the near future:

New alignment from Dr. Fine Bridge over Smith River on U. S. 101 to U. S. 199, a distance of 6.2 miles. Clearing and grading \$835,000. Bid will be let in 1955 for base rock and paving on this project.

Storm damage repair on U. S. 199, 27 miles northeast of Crescent City, \$100,000.

Continuation of freeway from

Gannon Slough to Eureka \$975,000. There is over 600,000 yards of earth fill on this project. It is five miles in length.

Traffic signals on Arcata end of freeway, \$65,000.

Remove bridge over Red Mountain Creek and replace with large culvert and dirt fill and approaches, \$565,000.

Resurfacing 7.4 miles of U. S. 101 between Benbow and Mendocino County line, \$75,000.

Miscellaneous right-of-ways on State routes have been allotted \$300,000. Del Norte County will receive \$885,000, Mendocino, \$712,000 and Trinity \$463,000. This is just State work which doesn't include Federal or County projects.

We also have several unfinished jobs to complete when old J. Pluvius moves out. Mercer-Fraser Co. have yet to complete the cement treated base and paving on their freeway job at Arcata. Work on the Arcata approaches and over-heads from Gannon Slough through the city are nearing completion. This job is 2.9 miles long. The cost? Close to one million dollars per mile.

Macco M.K. up at Crescent City has the jetty job to complete. It wouldn't surprise me a bit if the Army Engineers added more rock tonnage to the present contract. It cost around \$200,000 to move equipment in and out of this job, large enough to handle the A. rock. Macco M.K. also have their River Repair job up at Patrick Creek to finish.

C. V. Kenworthy has his B.P.R. job at Berry Summit to finish. They moved around 600,000 yards of dirt last year on this job and it looks like they will be busy all this season doing the same thing. Another section of this road is supposed to come up for bid this spring. It will be a continuation from C. V. Kenworthy job towards Willow Creek.

Maurer & Sons job at Klamath on U. S. 46 isn't completed yet. They are maintaining it this winter and expect to finish this year.

There is a half mile of realignment on the Klamath end of this job to be let this spring.

Paul E. Woolf of Fresno has 0.7 mile to surface with roadmix on imported base material on U. S. 101 in Whittemore Grove State Park, Humboldt County. Their bid was \$35,928.

Reed and Tuttle, Redwood Valley, have a bridge to construct across Patrick Creek, approximately 29 miles east of Crescent City. Their bid was \$29,000.

Humboldt Constructors, Inc., have a job at the Humboldt State College at Arcata, which consists of roads and parking areas. Their bid was \$17,500.

Burman & Sons have a realignment job on the Bull Creek road to start on.

Brother Tom Hull has two jobs started—a sewer job in Eureka and a rip-rap job at Sweasey Dam.

The Harbor Commission at Crescent City have decided to rebuild Citizens Dock. If they do all the work they propose to do, it will run into a good-sized job. Work will start in the near future.

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Reclamation jobs north of Madera. Frederickson & Kassler have just about completed all that they can do at this time on their over-pass job at the Visalia Y. They will be back later in the spring to complete this job.

Oilfield Construction Company on the Central Valley Highway north of Corcoran still have about two or three weeks more. Volpa Bros. will start the next section let on this highway just north of this job. John Delphia starting on the Coalinga Highway job and hope to be in full swing about Jan. 15.

There are several state highway bridge jobs scattered around the area: Gene Richards, Thomas Construction, Gordon Balla and W. F. Maxwell Co. Thomas Construction have a road job east of Tulare. Slowing down waiting for completion of curbs and gutters. R. Pedersen & Sons of Fresno, who were low bidders on the Porterville State Hospital, have not started excavation as yet.

We had a talk with an official of the PG&E relative to the Kings River development. They had the plans completed for the first phases of this project and will definitely start early in the spring. This \$80,000,000 project will all be constructed on a contractual basis.

Trusting all the brothers enjoyed happy holidays and please remember the Blood Bank.

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## SOUTH GIRDS FOR TVA WAR

The mayors of eight communities from the traditionally "states-rights"-conscious South promised "the biggest fight since the Civil War" if the Federal government tries to sell the Tennessee Valley Authority to private interests.

They said that "some Republicans have the ax out for us." Mayor George Dempster of Knoxville, Tenn., reminded that President Eisenhower called TVA an example of "creeping Socialism," said: "That statement was made in an unguarded moment—we hope."

"The President wants to help us but satellites around him have little compassion," Dempster said.

The Knoxville official is president of "Citizens for TVA, Inc." The group was formed to fight efforts to cut down development in the Tennessee Valley.

They had a press conference to criticize "the private power people who want to take over TVA."

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Nag—A woman who has no horse sense.

**EVERYBODY'S**

**DOING IT!**

**JOIN L.L.P.E.**

# What's Doing in the Oakland Area

By AL CLEM, T. D. BRYSON, L. L. LAUX, L. SOLARI and J. RILEY, Business Representatives.

1954 is now upon us, and it is our sincere hope that the entire membership will find the coming 12 months prosperous ones in every respect. We would like to ask a favor of one and all, that being to bear in mind that the coming year is an election year, when the public officials who will serve you both in Federal positions and State offices will be elected. Contrary to the beliefs of many people these individuals have a tremendous bearing upon whether the coming year will be prosperous, or the breadlines long. We think that each member not only owes it to himself, but to his family as well to see that he and his family are registered, and vote. We are sure that ultimately this will pay dividends that will far outweigh any inconveniences to which we may be put. Let's make one of our New Year's resolutions be to be sure to go to the polls this coming November.

It goes without saying that our out-of-work list is growing each day, not only in our craft but in all others as well. While the weather has held up remarkably well for this time of the year, the employers are either not starting on their various projects, because of the anticipated rain, or else they have no jobs on which to start. At the present writing we have in excess of 450 men registered on the out-of-work list. During the past four weeks 234 men were dispatched to jobs in this area, with dredging work accounting for a fair proportion of these referrals.

The Gene Alves Pleasant Hills Road job near Martinez is far ahead of schedule. At the present time approximately six cats are working on this spread. The main portion of the job will not be started until after April 1.

New schools in all districts have created many jobs for members of Local 3. Almost every city in Alameda and Contra Costa counties has new schools under construction. Every member of Local 3 should support bond issues dealing with our school districts. The tremendous increase in population has caused the schools to be overcrowded beyond imagination. We are sure that all the brothers will agree that our children are entitled to the very best possible schools. Building of new schools benefits the membership in two ways, first by providing improved educational facilities for our children, and secondly by providing additional work for engineers.

E. C. Braun, Dalzell Rigging Co., Coast Pipeline Co., and George Bianchi of San Jose have contracts to remodel, dismantle and erect new buildings, to install underground facilities and mechanical utilities at the Livermore Atomic Plant. There are approximately 12 engineers working on this project at present.

Ransome Co. hired two crews during December to remove the rails on 7th Street, in Oakland.

L. Neilson Co. has started work on erection of their thrust walls and pre-cast roof on Leland Reservoir, Walnut Creek. At present there is one truck crane in operation, with Bro. Ray Duvall at the controls.

Fredrickson & Watson have installed most of the underground facilities at the Orinda Crossroads. It was necessary to complete this phase of the project before the cut and fill portion could be undertaken, but now the cat spread is going full blast. Several of our engineers have been kept busy operating Fredrickson & Watson's cranes and shovels at this job site during the past month.

The first of the year brought an increase in activity at Peterson Fractor Co. in San Leandro. Five additional mechanics were hired, bringing this firm's force of Local 3 men up to a total of 65. Ten of Peterson's mechanics service equipment in the field, the remainder being kept busy in the shop. A new cat track made for one of Peter Kiewit's tractors for use on the Emeryville freeway job is 42 inches wide, its purpose being to prevent the cat from sinking into the sand.

All but seven of the 25 engineers working for Fredrickson Bros. on their Castro Valley freeway job have been laid off because of anticipated winter weather conditions, which have not yet arrived at this writing. The freeway work

will be continued in the spring.

Ball & Simpson and Erickson, Phillips & Wiseberg have approximately three more weeks' work to do before completing their contract on the freeway between Oak Street and Broadway in Oakland. At present they are engaged in the clean-up phase of the work.

Judson Pacific-Murphy and Peter Kiewit & Son have their new steel yard located at the site of old Richmond Shipyard No. 2 completed and in operation. This yard will house all the steel to be used on the Richmond-San Rafael Bridge. The steel will come in by rail, will be unloaded and then reloaded onto barges and conveyed to the bridge site for erection.

Orinda Paving & Excavating Co. has finished moving approximately 20,000 yards of dirt at Montalvin Acres, Tank Farm Hill, San Pablo, where 15 additional homes are to be built. This spread has now been moved to a job near Vallejo, but they are hoping to return to the Montalvin Acres job in the spring.

Peter Kiewit & Sons have moved in on the second section of the Eastshore Freeway. At present they are doing some pre-excavating work with a Northwest 80 and a Northwest 95 dragline, and also have three dozers and three DW-20s on the job. This job will not furnish work for any great number of engineers for some time to come, as the pumping in of the sand for the base must be accomplished first.

A considerable amount of progress has been made by Aguiar Bros. on their street jobs in Richmond and San Pablo. This firm has kept six of our brothers busy on excavating and repaving on 23rd Street in Richmond and on Rumrill Road in San Pablo, and it appears that these engineers will be kept busy on these projects for most of the winter.

Paris Brothers, who have kept six members of Local 3 busy for the past few months dredging Lake Merritt, have suspended operations on this project for the time being. This company is installing a sewer pipe and culverts at 48th Avenue and East 12th Street, Oakland, which will provide work for two engineers for the next 45 days.

Fluor Corporation, Ltd. started their maintenance operation at the Union Oil Co. of California's Oleum Refinery in November 1949. After operating for one year their contract was extended six months, after which they were given a five-year contract which expires April 30, 1955. On Nov. 1, 1950, Fluor Maintenance was formed to handle all maintenance work for the parent company. Fluor uses all AFL crafts in their maintenance operation at the Oleum Refinery. Their employees maintain the various large shops at Union

Oil, such as the machine shop, the boiler shops, welding shop, sheet metal shop, etc. One of the largest of these operations is the well-equipped machine shop. Local 3 supplies Fluor with trained men who operate the large lathes, drill press, etc. of the machine shop. Our men are also used on outside work as heavy duty repairmen on all types of pumps and large compressors throughout the refinery.

Heading this work for Fluor Maintenance is Bro. James "Red" Ivy, the general foreman. Working under him are Vernon Hansen, shop foreman; Gayle Lott, field foreman; and Frank Osgood, steward. The superintendent of the entire project is Glen Ronsheimer, who has been in charge for the past year and a half. Bro. A. A. McCormack, who has been assistant superintendent for the past six years, is leaving soon to take another job with Fluor Corporation in San Juan, Puerto Rico.

Atlas Pipe Co. has eight engineers on the installation of the storm system, the main sanitary system and laterals on the Valley-Braddock and Logan housing project at Washington Avenue in San Leandro. This company has rented one of A. J. McCosker's large backhoes for the installation of 4,000 feet of pipe for the sanitary system. This pipe will be installed 18 feet below ground level. Approximately 65 per cent of the work has been completed, with the job to be finished by March.

Pacific Coast Aggregates are the new owners of the old Harrison-Birdwell Quarry located in Mitchell Canyon between Concord and Clayton. After talking with company officials we were assured that the former employees of Harrison-Birdwell will be re-hired to operate the equipment. At present the quarry has been temporarily shut down for reorganization. However, the company still has a stockpile of crusher-run and drain rock material for sale. The new plant will be known as PCA No. 135, with Bro. Kenny Ross as superintendent.

One of the most progressive organizations in the Bay Area is the Ed Jarvis Pipeline Co., headed by Ed Jarvis, a long-time member of the IUOE. Ed originally belonged to Local 59, and then later became a member of Local 3. At present this company is engaged in a pipeline job at Lafayette and has several other projects in the area. In addition to Bro. Jarvis, this organization is represented in Local 3 by Bro. Mert Miller, general superintendent; Leon Covey, field superintendent; and 12 other working brothers. Local 3 appreciates the very fine cooperation it has always received from Bro. Jarvis.

Lee Immel has moved in on the street reconstruction job in North Richmond, on Market Street from First Street to the Santa Fe tracks, with Bro. Ray Ferdig as superintendent and Bro. Gordon Campbell acting as foreman. This company has approximately 3,000 yards of dirt to be moved, with three jeeps, two blades, one dozer, one push cat, and one roller on the project at this writing.

## Dredger News

Dredging work is much the same as reported last month, with most of the members working quite steadily.

Some preliminary work has been started on the Eastshore Freeway. Hydraulic Dredging Co., which has a subcontract from San Francisco Bridge Co., has started stripping the mud from the sand pit off the Berkeley Wharf. Simpson Bros. are progressing satisfactorily on their subcontract for the Bridge Co., their phase of the work being pre-dredging. This company has about three weeks more work with "The California" on this job. Leslie Salt Co. is keeping both its dredges busy around the clock! The Mallard is in the South Bay near Alviso and The Edwards is

on the Napa River project near Duttons Landing.

Edward Dutra has his dredge, The Belmont, working on a Leslie Salt Co. job near Alviso.

Edward Lippstreu has both his dredges tied up. The Pacific is in his yard at Suisun and The Solano is in drydock at the Fulton Boat Works, Antioch.

Olympian Dredging Co. reports that The Palmer will go out on the San Rafael job about Jan. 15. Their clamshell dredges are all tied up at present. The Holland is supposed to go back on the Richmond-San Rafael Bridge job about Feb. 1.

San Francisco Bridge Co. has The Hinds working on a short job at Oleum. This company probably will not start on the sand pumping for the freeway until after the job at Oleum has been completed.

## News About The Brothers

It was good to see Bro. Loren Squier's cheerful face again at the Oakland hall, after an absence of five months which Bro. Squier had spent operating a 25-ton Bay Cities truck crane for Consolidated Western at the Hanford, Wash. atomic plant. Bro. Squier, who is continuing on in the employ of Consolidated, is glad to be back in the Bay Area, and tells us that being away made him really appreciate what we have here in this area, and that in his opinion Local 3 is one of the best unions in the country.

Another Local 3 man to put in an appearance during the month just past is Bro. Everett Turner, Frank Turner's brother, who has just returned from five months' work in Iceland. Everett, a backhoe operator, worked in the Oakland area from 1941 to 1945, spending the years since that time in the Fresno area, except for periods spent on a variety of foreign jobs.

In order to have a white Christmas, Bro. Jim Daigh, who operates a crane for Rosendahl, drove clear to Golden City, Missouri, to spend the holidays with Mrs. Daigh's family. The Daighs enjoyed their three-week vacation but were not too favorably impressed by the weather when it hit 5 below!

Another winter vacationer was Bro. Clifford Bryant, who currently works for J. Henry Harris. While in paying dues he told us that he was just about ready to take off for a month's vacation in the Bakersfield and Los Angeles area, where he planned to visit with relatives, and just have a good time.

Greetings arriving from other parts of the globe during December included a message of holiday cheer and a "hello" to all his friends from Bro. Barney Felix, who is working for Atlas Constructors in Casablanca, French Morocco, and from Bro. Ray Purdy, whom we are glad to see has reached his destination—Eniwetok, Marshall Islands.

A service withdrawal was deposited with the Oakland office in December by Bro. Vern Covey, who tells us he will be glad to go back to operating a roller for Underground Construction, after a 22-month hitch with the military.

Bro. Jacinth Brun flew Pan American to Hawaii during the third week of December to claim Cecilia Silva as his bride.

One of the nicest Christmas presents to be received by Bro. Jerry Marion was a brand new grandson, Jerry's first, born Dec. 22 and home for Christmas. Jerry was especially proud as the new baby bears his name.

Another addition to the Sam Saunders family also arrived recently, Sam's third son, named Larry, and weighing in at 10 pounds 5 ounces.

Some interesting information was related to us by Bro. Al

Steede, who has just returned after a year's work as lubrication foreman for Peter Kiewit on this company's atomic energy project in Pike County, Ohio. When Al went to work on this job he was the 190th man to be hired, and at the time he resigned there were 15,000 employees, with the total work force to reach 30,000 at its peak. Al ran into two other men from Local 3, and of course he worked with men from practically all the other branches of the International. For the lubrication, a special field lubrication unit designed by the Graco Company was used, carrying 20 different types of lubricants, and being pressure operated. Al was fortunate in having all his family living within a radius of 75 miles of Pike County, and even more fortunate in being able to bring his bride Helen with him when he returned to California.

Bro. Charles Kitzmiller, an old-timer in the local, has a bar, known as the Valencia Tavern, for sale. It is located at 4785 Clayton Road, Concord, and has living quarters and a galley. Anyone interested can contact Bro. Kitzmiller at the Clayton Road address.

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## Medicine Cabinet Required

The State Legislature enacted the following legislation, effective September 8, 1953—Section 2440 of the Labor Code:

Every person operating a factory or shop, or conducting any business in which power machinery is used for any manufacturing purpose, except for elevators or for heating or hoisting apparatus, where five or more persons are employed, shall at all times keep and maintain, in some accessible place upon the premises upon which such factory, shop or business is located, free of expense to the employees, a medical or surgical chest. The chest shall contain an adequate assortment of absorbent lint, absorbent cotton, sterilized gauze, plain and medicated, adhesive plaster, cotton and gauze bandages, one tourniquet, one pair scissors, one pair tweezers, one jar carbolyzed petrolatum, one bottle antiseptic solution, and one first aid manual, all of which shall cost not less than six dollars (\$6). The chest shall be used in the treatment of persons injured or taken ill upon the premises. Any person violating this section shall be subject to a fine of not less than ten dollars (\$10) nor more than fifty dollars (\$50) for every week during which the violation continues.

This is a restatement of a law passed in 1913; in fact the list of materials that must be maintained is identical with that required 40 years ago, though some are known by different names today.

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## Don't Break the Law!

If you place equipment within 6 feet of overhead electric power lines, YOU ARE BREAKING THE LAW. You can be jailed for this.

You should not even place equipment in a position where, if you were to swing it around, it would come within 6 feet of the lines. (State Safety Orders.)

Don't let your equipment get into a position where, when boomed up, it may buckle or whip back and touch overhead electric power lines.

Men have been killed even by contacting low voltage circuits of 110 and 220 volts.

IF YOU FIND YOU CANNOT DO A JOB WITHOUT BREAKING THE LAW, TELL THE POWER COMPANY. They will help you.

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## Idaho Power Program

Idaho Power Co. has announced a 10-year, \$261 million program to triple its hydroelectric generating capacity of 362,000 kilowatts. Included is \$133 million for three projected dams and power plants on the Snake river.

# TEMPORARY SLOWUP IN SAN JOSE

By M. G. "Mickey" MURPHY and A. J. "Buck" HOPE,  
Business Representatives

We are sorry to again report that work does not look very promising for the immediate future in this territory; however, we mentioned in our last issue about the Los Gatos Highway, which we are sure will come up for bids in the spring. At this writing one of the utility companies is realizing its right-of-ways, and getting all prepared for the future operations on this project, which is expected to cost in the neighborhood of 2½ million dollars.

We no doubt will continue to have much street work and a few more subdivisions in operation plus the usual line of building, but work has slowed down considerably and we attribute this fact due, to many of the contractors reluctant to open up on their work in view of the expected rains. We have not heard any more, of the 2200 home subdivision which is contemplated to be built near Milpitas, but may have news on this for the next issue.

Good progress is still being made by Bethlehem Steel on the Ford project, and at this writing they expect to complete their steel contract by the end of February. Arrow Metals are placing the sheet steel roof and at this time they are about 30 per cent complete and making good progress while the sun shines. These two firms are about the only ones who are in full operation on this job.

Joe Richards, who had the last section of the canal pertaining to this job, has put a period on his operations and has moved most of his equipment home. Same for McGuire & Hester and Manuel Smith, who had much of the underground work in this area.

Piazza Paving Co. and A. J. Raisch, who have always been busy on subdivisions, etc., have much of their equipment in the yard and shops and are giving it a going over anticipating a good spring and summer. Barrett & Hilp have been making good headway on their college job at Los Altos and expect completion in late spring, weather permitting. Lowrie Paving are making fast time on their underground job on Meridian Road. Elmer Freethy is nearing completion on his job on Stevens Creek Road, same can be said for Engineers Limited on their Cupertino project. A. J. Peters has completed his job on Hamline Street and moved his equipment back to the yard. O. C. Jones has returned to Berkeley after completing his bridge job at Saratoga. Rhodes & Hilp are making good progress on their huge three million dollar shopping center in Sunnyvale. They expect completion in about seven months.

Moffett Field is going along as usual with American Bridge having moved in about two weeks ago on their steel job. Pittsburgh-Des Moines and Consolidated Western Steel are still fully occupied on their project with A. J. Raisch having completed their paving job for the time being on this Base.

Kaiser Aluminum is going three shifts in the rolling mills; in the cement branch they are still on a double shift basis.

## SOUTHERN TERRITORY

There has not been much change in the Southern Territory in the past month. The Davenport Cement Co. will have about 100,000 yards of stripping to be done at their quarry, which Granite Construction will handle. Granite also has two and one-half weeks of pile driving for the city of Capitola. They have just about completed their street work for the Rio Del Mar. E. T. Haas expect to start their water line in Castroville about the 15th of January. Due to the dry weather all projects around Monterey, such as Granite Construction, Haas & Haynie, Dinwiddie, Stolte, Del Webb, Chicago Bridge & Iron and Phil Calabrese are still going strong.

## SALINAS

Granite Construction's job at Chualar has just about completed their road work for the State Highway. Gordon Ball has the sub-contract for laying the concrete and has made very good progress on this project. Now the boys are getting ready to move to Hollister for work on the bridge approaches. Harrison Construction still have five of the brothers busy in the oil fields at San Ardo. Phil Calabrese has completed his dirt work for

Theo. R. Gregory, who was the low bidder on the sewer disposal plant at Alisal, Hampshire has started work on his subdivision across from the Rodeo Grounds in Salinas. Brewster from Avenal is doing the dirt work on this job, which should run around 150,000 yards.

## GILROY

L. L. Jeffries is doing the core drilling on the Uvas Dam, which job we hope will be let in the near future. This project will have approximately 700,000 yards of material to be moved.

## PERSONALS

Brother Joe Marcella, who has been in Pennsylvania for the past three years with Bechtel, stopped in the office to say "hello." He wishes to be remembered to his many friends in this area. Brother Don Wheeler has departed for Japan, where he hopes to remain with Atkinson for 18 months. Thanks to Brothers Charlie Edwards, Al Hopper, Fred Whittley and Ed Miner and all the other men who were kind enough to inform us they had returned to work.

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## Remember—and Live!

### Reminders for the Operator

1. Inspect the route you must travel and the area your rig will work in. Make sure that no part of your equipment can come within 6 feet of overhead electric power lines. Ask the power company to protect your operations, if necessary.

2. Never attempt to raise or move overhead electric power wires. If necessary, have the power company do it.

3. If there is any possibility, when moving your equipment, that it may bounce and touch overhead electric power lines, tie the boom (etc.) down.

4. Don't take a chance. If you're in doubt, call the power company or the Division of Industrial Safety.

If a crane touches an overhead electric power line, the operator should lower the boom or back the crane away, to break contact with the power line.

The crane operator is usually safe if he stays in the cab. If he jumps clear, he should be sure not to touch any part of the crane when or after he reaches the ground, or he may be burned or killed.

### Reminders for Others

1. Keep away from equipment which is in danger of touching overhead electric power lines.

2. Don't go near or under overhead electric power lines while equipment is operating under them.

3. Never touch equipment, cables, or any metal that touches or is in danger of touching overhead electric power lines.

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## The Law of It

It is a crime to operate, place, erect, or move any part of a machine, equipment, tool or building within 6 feet of high voltage lines. The operator and his employer may be fined or put in jail for doing this.

No matter whether the employer or operator breaks the law or not, you should stay clear of anything that may touch overhead electric power lines. Don't risk your life!

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## The Why of It

Electricity, enough to kill you; may flow through any metal that touches overhead electric power lines. Sometimes it will even flow through wood.

So if you touch any metal part of a crane, shovel, cable, pole, etc., that touches an overhead electric power line, you run the risk of being burned severely or even killed.

## Giant Utah Const. Co. Plans Another Project—New City

Talking about their various projects under way recently in their Salt Lake City office building, a group of men indicated very strong faith in the future of the San Francisco Bay Area when they decided to build a city of 28,000 on 5000 acres of land at Moraga in the hills in back of Oakland. This faith extended to an investment of \$4½ million for the land and \$200 million worth of streets, houses, and other improvements yet to come.

But then, Utah Construction Co. has faith in practically the whole world. While the Moraga project is taking shape, the same company directors are building town called San Paulo, complete with harbor and roads, on the west coast of Peru.

At the same time, the firm has housing developments in high gear at Mather Air Base, Sacramento; Wichita, Kans.; Albuquerque, N. M.; Scott Field, Ill.; Davenport, Iowa; Trinidad, Colo.; San Diego, San Luis Obispo, and other places. It wanted to build a city for 10,000 in the Arizona desert, but another firm got the contract. It has big, undisclosed plans for Vancouver Island, B.C.

The company has dams under way in Australia, lumber operations in Alaska, a fleet of four freighters sailing between San Francisco and company copper mines in Peru, contract work in Guam, iron mines in Utah, and other enterprises in Colombia, Mexico, Panama, Tennessee, Arkansas, North Carolina, Texas, and Korea.

This huge enterprise is directed from a third-floor suite of offices at 1 Montgomery St., but also has offices in Salt Lake and other cities. Its board chairman is Marriner S. Eccles, former head of the Federal Reserve Board, who owns a home in San Francisco but maintains his residence in Utah. Operating HQ were moved to San Francisco from Utah some years ago, but directors still hold meetings in Utah and the firm is incorporated in that state.

It will be six months before bulldozers push dirt in the new city to be built near Oakland, but when she starts there will be 4400 homes, apartment buildings for 1800 families, 1800 "estate" homes, plus stores, streets, etc., and a tunnel thru the hills to make the new district just 12 minutes from downtown Oakland.

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## Sidewalk Supers Can't Help Big S.F. Job

The perennial sidewalk superintendents are a bit miffed over being kept from viewing progress on the \$10½ million 26-story Equitable Life Assurance Society building going up at Sutter and Montgomery in San Francisco. So far there is no convenience at all in knot holes thru which to view the big job, and the supers are pulling all possible strings to try to correct this situation.

The building is due for completion in April, 1955. Meanwhile, however, the many thousands of pencil pushers, paper-shufflers, and real big shot money men who work in the area are moaning to the heavens about all the noise that the 153-foot, 100-ton pile driver is making. They say they simply can't think! The operation has been stepped up to two shifts to speed completion. Men working on the job are also happy, because they don't like the noise either.

It is the biggest job undertaken by Raymond Concrete Pile Co. in many years. In use is the largest "land rig" in the west. A total of 415, 14-inch, 128-foot steel piles are being driven. The 15-ton hammer makes 48 strokes a minute and sinks the pile at the rate of one inch to 15 strokes.

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He: "Did anybody tell you how wonderful you are?" She, smiling: "I guess not." He: "Then where'd you get the idea?"



**'HOLING THROUGH' RECORD**—Deep inside Mount DuBose in British Columbia, Ted Leonard climbs over broken rock to shake hands with Whitey Davis as final blast joins two halves of 10-mile long Alcan Tunnel. The 18 AFL unions working on the project completed the "holing through" in 21 months to set a world's record for speed. (LPA)

## Workers Set Record on Tunnel For Big Canadian Aluminum Project

Kitimat, B.C. (LPA)—Union workers have completed in record-breaking time the excavation of a 10-mile tunnel through the coastal mountains of British Columbia as part of the huge hydroelectric and aluminum project under construction 400 miles north of Seattle.

Working on the vast undertaking, including a smelter here with a planned capacity of more than a billion pounds of aluminum ingots a year, are 4,000 members of 18 AFL unions affiliated with the Trades and Labor Congress of Canada.

Tunnelling from opposite directions beneath the peaks overhead, the workers removed more than 2,300,000 tons of hard rock from the 25-foot diameter excavation in 21 months to claim a new all-time, worldwide speed mark. Through the tunnel will pour a steady flow of water to the largest underground hydroelectric power station ever projected, to supply the tremendous quantities of energy necessary for production of primary metal by the Aluminum Co. of Canada.

"Holing through" of the tunnel was "just another day's work" to the drilling crews but they paused to observe the tradition of passing a bottle of champagne and shaking hands through the first narrow opening made. One of the crews set a new mark of completing 282 feet of tunnel in six days, including 61 feet in a single day. Remaining work in the tunnel includes the pouring of a concrete floor equivalent to the laying of a two-lane highway through the heart of the mountain.

Union members cooperating in completing the defense-essential project are working with equal speed on other units, with ingot production scheduled to start next summer. From the tunnel's end, water will plunge 2,600 feet to the powerhouse at nearby Kem-

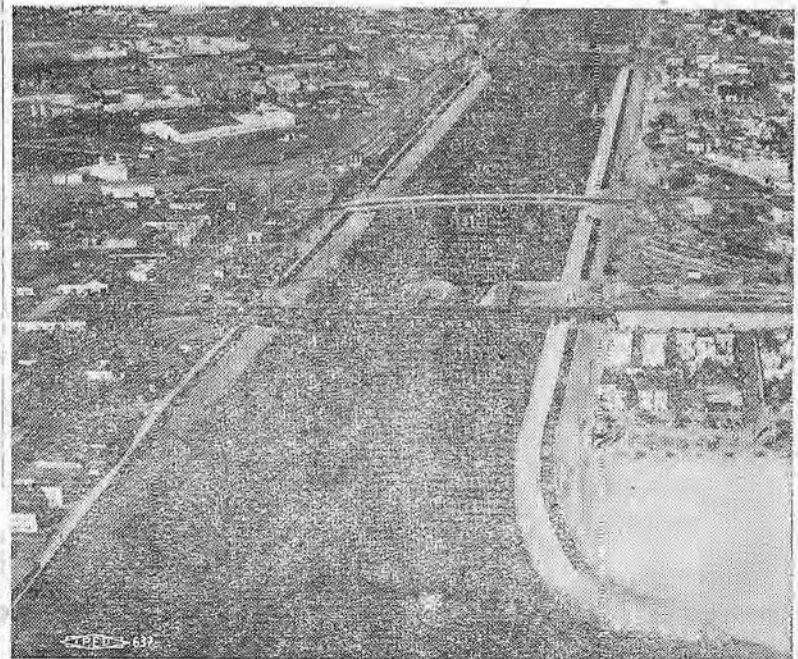
ano. Planned for an ultimate capacity of 2,200,000 horsepower, installation of three 150,000 h.p. turbines and generators, largest of their kind ever made, is nearing completion as the first stage. Flow of a lake and river system was reversed to provide water. Initial production of aluminum will be at the rate of 180,000,000 pounds a year, but the smelter's ultimate planned capacity is 1,100,000,000 pounds.

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## Accident Predicted—Accident Occurred!

Visiting a hydraulic gold mine some months ago, Division of Industrial Safety engineers found two partners constructing a new gold washer. The condition of the pit bank was discussed with the senior partner, who was shown a false bedrock with a water seepage cutting across the face, and warned that the water softened bank and hydrostatic pressure set up a potential cave-in of the face at that point.

As the partners had no employees working for them, no action could be taken beyond advising them to keep the monitor at a safe distance and to use care in working around the bank. The partner agreed that the hazard existed, but apparently took no action, for the bank collapsed later at the indicated point and buried the hydraulic monitor. No one was injured, however, as the monitor was not then in use.



**4000 FEET OF RIP-RAP** from Catalina island made the mouth of Los Angeles river into a neat job, thanks to Operating Engineers. A coffer dam dried up the bed, and the trickle of water by-passed it while 400,000 yards were excavated from river bottom. This picture shows finished job—but that's sea water backing up the traditionally dry L. A. river, dry that is until they have a flash flood. This was a Kiewit job.

# Utah News Roundup

By MERLIN BOWMAN, CHARLES COCKAYNE, GEORGE FARRELL, GLEN FULLMER and JAY NEELEY, Business Representatives

With the holiday season now behind us and a new year ahead of us, we are ready to face almost whatever may come. Even some snow plowing would help right now to keep that wolf away and from the looks of the weather outside today, that certainly is a possibility.

Work is still very slow. But Gibbons & Reed were the fortunate low bidders on the Nellis Airbase at Las Vegas, tossing out Morrison Knudsen by a scant \$5000, which is pretty close on a job of this size—just under one million. They expect to get started early this month and are taking as many of their old operators as they can under our agreement with Local 12. Ike Beaudoin and Dave Warnick are going to be the pushers on the dirt work and really intend to push it too, to finish in about five months to be free to return early in the summer to get some of the work to be let later this Spring.

The company expects to move ten cats, six blades, four pulls and two shovels in on the job and work 48 hours per week in order to finish in five months.

Work elsewhere in and around Salt Lake is pretty slow. Enoch Smith and Wheeler & Tempest are still working quite a number of men on gas mains and services and will continue as long as the elements permit.

Three or four school buildings are going at present, using Local 3 men. Maurice Roraley Co. has started the Murray Height addition, which will be on the west side of State Street.

Tyberg Garff has a good start on the Midvale School and Christensen Bros. are still going great guns on the South Jordan School at 9400 South 7th East, which will continue through the winter.

Utah Construction Co. still has a few men working in Bingham finishing up the bridge in Highland Boy and another crew still working on the dismantling of the old U.S. shops, etc.

More new work is coming in the future for the Bureau of Reclamation.

The Wanship Dam to be built two miles south of the town of Wanship looks like it will definitely go next year, with four and a half miles of relocation of the highway around the dam site to start early this summer.

There is also a lot of talk now of the Echo Park Dam to go to Congress for approval this month but the project is really receiving a lot of opposition from pressure groups all over the country and as far east as New York City. These groups include women's clubs, garden clubs, wildlife federations, etc., who claim to have millions of signatures on petitions to kill the great project. They claim it will ruin the beauty of our national parks. This particular national park has probably never been visited by any of these groups as it is estimated that less than one dozen people visit this very primitive area each year—and, believe me, it is primitive. One needs either a pack train or a helicopter to get near the site of the proposed project. The important fact remaining is the vital need for such a project and the good it will do for this country. So, investigate the facts and get behind and help us protect Utah.

## Northern Utah

The usual winter weather has kept a number of the men on the unemployed list. The new work situation is still very poor and it doesn't look as though many of the new projects will get under way until after the middle of March. There have been no new additional contracts awarded in this area since the last News and it will be several weeks until we know about some of the other jobs that are scheduled to start this year.

A number of the communities in this area are on a calendar year basis and are setting up their yearly budgets for the new improvements proposed for the coming year, and it will be a few weeks until they have a full program started.

Most of the cities are well aware of the critical condition the sewer and water situation is in and have a good definite improvement program scheduled to start this year.

This should make the construction picture good for all trades in this line of work.

New home building has been almost at a standstill the past few months and yet there is a definite need for additional new home units. Several of the home builders have expressed the desire to do considerable home building if the rigid government regulations are remedied on the financing and interest rate.

A number of representatives of different companies have been in this area during the past few months and have indicated several new industrial plants are proposed for construction in the near future. Some of this future expansion program depends on the amount of water and power available in the area.

We are all looking forward to an early start for the Weber Basin reclamation project and expect considerable other work indirectly connected with this project to get under way this season.

The actual amount of new construction scheduled for the Northern Utah area is considerably more than in any of the past few years and if we can hold out for another few weeks, most everyone should be working by early spring.

## Southern Utah

It doesn't matter when it happens, we are never prepared for the curtailment of work at winter time. The weather has been fair for this time of year, and there has been just enough activity to make the members on the bench restless, which is not hard to understand if you have ever had it happen to you.

W. W. Clyde Co. is building an addition to their shop to facilitate their repair program. They have a yard full of equipment to go through and are using a sizeable crew of mechanics. Most of these men work with Clyde throughout the summer and are entitled to this work in winter time.

Thorn Construction Co. has its disposal job in good shape. This job, while not very large, has supplied work for a good number of our members. This company has moved a crusher into Kanab where they have a two-month run.

Bechtel Corporation is moving steadily at the Castlegate power house. They have the main part of the building enclosed and will have the boiler in operation within a week. This will make a much more desirable condition to work under, as it really gets cold there.

There is a little activity in the southeastern part of the state. J. M. Sumsion & Sons are working at Moab for the Atomic Energy Commission on an equipment rental basis. There are eight members on this job and it should see them through the winter. This company also has a stockpile to do for the State at Monticello.

Frank Earben from Murray, Utah, has an equipment rental job for the Atomic Energy Commission at Blanding, which should take care of some of the boys. We expect a lot of work in this location, come spring. A million dollars is scheduled for a bridge over the Colorado River at the north entrance to Moab, and a million-dollar motel is also being contemplated in this area.

Most of us know Ercher Ross Bell from Spanish Fork. Ross is in line for congratulations, inas-

## SCHEDULE OF MEETINGS FOR CONSTRUCTION, LANG CO., SAND & GRAVEL, IRON ORE MINES, VITRO CHEMICAL CO., AND KENNECOTT COPPER

Construction, Sand & Gravel members, 2nd Thursday of each month, Engineers Hall, 1969 South Main St., Salt Lake City, Utah.

Construction, Sand & Gravel members, 2nd Friday of each month, Labor Temple, 165 West 1st North, Provo, Utah.

Construction, Sand & Gravel members, 3rd Friday of each month, Labor Temple, Ogden, Utah.

Vitro Chemical Co., 3rd Thursday of each month, Engineers Hall, 1969 South Main Street, Salt Lake City, Utah.

Lang Co.—All called meetings.

Cedar City Iron Mines meeting, Friday, February 5, 1954, 8:00 P.M., Hotel El Escalante, Cedar City, Utah.

Kennecott Copper Mines meeting, Tuesday, February 16, 1954, 1:30 P.M., Civic Center, Bingham, Utah.

## SCHEDULE OF STATE ROAD MEETINGS

Cedar City, El Escalante Hotel, Thursday, Feb. 4, 1954, 7:30 P.M.

Salt Lake City, 1969 So. Main, Wednesday, Feb. 10, 1954, 7:30 P.M.

Cache Co. Court House, Logan, Utah, Fri., Feb. 19, 1954, 7:30 P.M.

Provo Labor Temple, Monday, February 15, 1954, 7:30 P.M.

Duchesne, Roosevelt, Vernal, Tabiona area (will call, depends on snow conditions).

District Nos. 3 and 4 (will call).

much as his wife presented him with a fine nine-pound one-ounce daughter on Christmas Day. Quite a present for a fine guy. Our respects to Brother and Mrs. Bell and their fine family.

## From Mines

After a bad scare about Dec. 12 when all work was suspended at the Burke Mine and prospects for a similar deal at Dester Mound, through some good stroke of fortune full-scale operations were resumed about Dec. 28 at both properties, and at the present time, at least, we are happy to see thing return to normalcy.

We hope to see the day when the people who are responsible for awarding contracts are a little more considerate of the men on the production end. A few days before the Christmas season is a vicious time to put men on the street and if curtailments have to be effected, and we know they do occasionally, the decent thing to do would be to make the curtailment time fall at least along into the early part of the year. Sometimes we have a couple of bucks coming back at that time from Uncle. Maybe we're optimistic, but who knows? Such things may happen! We can hope, can't we?

Jay Neeley is trying to become acquainted in the mines, but has not been able to spend as much time there as he anticipates in the near future and I know he will appreciate the same fine courteous cooperation which I have received from you brothers.

For your information, the following brothers are the elected stewards for the various properties:

Iron Mountain—John E. Walker.  
Desert Mound—Don Lynch.  
Iron Springs—Julius Dennis.  
Burke Mine—William Hills.

## Kennecott

A bright spot on the new horizon appears to be about to break through. At the moment everything looks fine for early settlement of the long-drawn-out negotiations for the Garfield Refinery and the Bingham office workers. Also the AS&R Garfield Smelter.

The continued threat of a strike by the Steelworkers has been a headache which we are sure you brothers at Bingham will be glad to be relieved of, as it certainly will be a relief to your representatives. Going into the New Year at the same continued production schedule as last year is very encouraging and we have hopes that it will continue at the same rate throughout the year. At times, in an honest endeavor to do the right thing for all concerned, we find ourselves headed in the wrong direction. We are entering 1954 with an honest effort to serve you better and hope to profit through the mistakes of the past and avoid making the same mistakes in the future. We solicit your cooperation in our efforts to do a good job for you.

## VITRO CHEMICAL

We are now commencing a new year and it is almost time for us to start negotiations with Vitro Chemical Co., so we feel that it is very important that all brothers try to attend our meetings, which will be held every month in the Engineers Hall, 1969 South Main Street, Salt Lake City, Utah. You will find the meeting date in our Schedule of Meetings for the month, on this page. Try to attend and help us get a good contract with this company for the coming year.

## SAND & GRAVEL PLANTS

At this writing the sand and gravel industries are still plugging along with very little turnover in their personnel. Most of the companies are trying to hang onto all of their men during the winter months so they will have them available for the spring and summer seasons. In this industry there is very little to write about and we hope that all may stay on the job during this winter.

## State Road

During the past three and a half years while serving as union representative for the State Road crews, we have had the pleasure of dealing with the State Road Commission and working on your problems with Commissioner Harley Corliessen, and while we have not always gotten what we went after, he has always shown fair and sympathetic understanding to your problems, and has supported several of our proposals which have made your jobs better in many ways. We are sorry to see him leave the Commission and wish him the best of luck in his future endeavors. Governor Lee has appointed Mr. Batt to fill Commissioner Corliessen's unexpired term, and while he is a stranger to us, we wish him the best of luck in his appointment and look forward to the same kind of relations with him as those we have had with Harley.

Keeping in mind the fact that the Commission's actions are governed by their budgets, we are optimistic for 1954 and hope to come out with some further improvements to your economic status during the year.

The recent action of the Commission regarding the privilege which has been granted in some areas, allowing you to accumulate the 15-minute rest periods daily and take off Saturday at 1 p.m. in lieu thereof, was taken because of abuses. If everyone had treated the deal fairly it was on its way to becoming a statewide practice. However, some employees wanted both and as a result the privilege, which would have meant much to brothers in isolated areas, has been taken away. We only hurt ourselves in such instances.

To paraphrase Bobby Burns' words—If we could see ourselves as others see us, we probably wouldn't look!

## FIX REDWOOD HORSE-BUGGY HIGHWAY

By GLENN L. DOBYNS, Business Representative

As this issue of the News goes to press, we hope you will have a very Happy New Year!

In saying Happy New Year—what makes new year new?

No to disillusion you (as if we could), but if you will stop to think of it, January 1st really isn't much different than December 31st. It's just one day later. And that is true about every day.

So, what makes January 1st so special for resolutions, new leaf turning and all that sort of thing? Also, what makes December 31st so ideal for putting on the glad rags and doing the town?

What we're trying to say is, the new year isn't going to be any better because of what you do on January 1st, nor will the old year feel hurt if you don't give it a big send-off. To say it another way, the 31st and the 1st are only one day of each year. What really counts is what you do the other 364 days.

Don't get us wrong. We're not against good resolutions or good parties. But, if you want to be happier in 1954 don't spend your time vowing that you're going to argue less with your wife, or go to church more regularly, or save more money, or be less grouchy. **Just do it.** The little woman isn't interested in promises but in fewer verbal brickbats. Promises won't help the church attendance nor will they build up your bank account. Promises also don't make for a better disposition. Doing does.

So, in wishing you all again—a Prosperous and Bright New Year, let us say that the year will be pretty much what you make it. Make it good.

The Ridgewood Summit job has been able to start up again much to the surprise of everyone including Jim Wilson, the superintendent, and Kenneth Ormsburg, assistant superintendent for McCammon-Wunderlich of Palo Alto, contractors for this project.

When the first heavy rains of the season hit, the contractor moved out all the rubber-tired rigs and a shovel, leaving behind one shovel and about 10 cats and a blade. At present all equipment left is working with Brothers James Johnson, Harold Skeans, Cecil Harms, H. Bartlett, C. Polard on the cats. On the blade is Bro. H. Irish. The heavy duty repairman is the very able-bodied Bro. Harry Lister. Bro. John O'Leary, the foreman, and Bro. Max Staggs, the labor boss.

This project is roughly situated midway between Ukiah and Willits and is 4.1 miles in length.

The section of highway to be reconstructed was graded in 1914-15 to horse-and-buggy standards and, except for surfacing, has been improved but little since that time. The present alignment is tortuous, contouring the westerly slope of broken mountainous terrain. Sight distance is very limited, allowing few opportunities for passing slow-moving trucks which negotiate the uphill grade at speeds quite aggravating to passenger car traffic.

We are saddened to report the untimely death of Bro. Julius Brandt of Philo. Bro. Brandt suffered a heart attack Christmas morning and was but 47 years old. We extend heartfelt sympathy to his family.

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## Utah Splits Its Stock

Utah Construction Co. directors have OK'd a five-for-one stock split and change of par value of common stock to \$2 a share from \$10 to be voted on by stockholders at a special meeting in Salt Lake City, Jan. 15. Also to be asked will be an increase in capital stock to one million shares from 175,510 now authorized.

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## The Facts of It

One out of three injuries caused by directly or indirectly touching overhead power lines results in death.

Thirty-six California workers were killed by electricity in 1950.

# THE RENO ROUND-UP...

## Silver Gamboleers Keeping Busy

### Nevada Wage Scales Listed

By H. L. "Curley" SPENCE and J. W. "Bill" BARR,  
Business Representatives

Isbell Construction Company has started their winter run on their stockpile of crushed rock after having a few minor breakdowns that the Super of the East Second Street plant, Brother Clarence "Bill" Boegle, got repaired and back in operation real quick with the help of Brother Clinton Green, the Rock Plant operator. That Green boy is quite the Rock Crusher operator. Brother Green didn't go over so big on the Conveyor Belt job he had at Harold's Club; too much confusion around the Club for Green, but he is happy now in his little Glass House at the Crusher. Brother W. R. "Skinner Bill" Sherwin is on the Dozer around the Plant. Boegle keeps a sharp eye on Skinner Bill, for he has a tendency to loaf sometimes. Brother Ray Barber and his oiler, Delbert Benner, are on the Northwest Shovel in the Pit. They are a real Shovel Crew. Really keep the rock coming to the Crusher. They get Brother Alvin Shay swamped on the Primary Crusher at times, but that understandable, for Brother Shay has a tough job on that Crusher. He is all in at the end of a shift. Brother Herman Petersen and his helper, Brother Peter C. Finn, are just about caught up with the Hot Plant work for the winter. They will start on the repair work before long. That's quite the Hot Plant Crew, too, along with Brother Carl Hector to help once in a while and give some fancy advice. Brother James G. Johnson and his Patch Crew are hard at it around town. That James keeps things patched around the streets of Reno, Nevada.

Out in the "quiet" town of Ely, Nevada, the big stripping job Isbell has at the Veteran Pit is slowly drawing to a close and a few of our good Brothers have been laid off. We hope this is a temporary lay-off and that a bigger and better contract is forthcoming in the very near future. The Brothers on the Copper Haul are still hard at it in the Morris Pit and the Lane City Pit. We have an up-and-coming Shovel Repair Crew with the addition of such Brothers as Leo Sebas and the return of Brother Lew Buckmaster to bolster the efforts of Brothers Henry "Doc" Lumby and Billy McQueen.

**"MULEY SKINNER"**  
Utah Construction Company's tunnel job at Chilcoot, California, is progressing rapidly, but it should with Brother Bob Harles, the super, and Brother Joe Swicegood, the HDRM foreman. Brother W. K. Clinkenbeard is doing the repair work and welding, and he's quite the boy when it comes to welding and repairing things around a tunnel job. Of course, he has a helper, Brother Edward R. Norris, who gets things done in a big way as a helper. Brother Paul Collett and Brother Larry Bashaw are the "Muley" Operators. I would call them Motormen, but Paul says "No, that's a Muley!" And he's quite the "Muley" Skinner. Of course, Larry has a bit of dozing and repairing to do. Paul is very considerate about things like that; let's Larry have his way. Brother Henry Allen has the pension job on the compressors. Henry makes a good compressor man. He keeps everything cleaned up around the compressor house. No sleeping or loafing around Henry. Brother Ira Bashaw and his oiler, Brother George Kimsey, do all the heavy lifting and feeding the plant. Brother George didn't know for sure just who was his boss for a while, but at the present time, I am sure George knows that Ira is the man, for when Ira says "Fog", believe me, George sure nops. Brother W. R. Weeks, Utah's outstanding batch plant man, has lots of worries about the batch plant. I asked Weeks what shift he was on, and he informed me he was there at all times in case they need a good man.

Brother Chris Petersen is back out in Smith-Peterson's Gravel Pit in Sparks, Nevada. Chris has just about worn that Link Belt Speeder

Shovel out, but Chris is a hard worker and keeps the truck rolling. Brother Jim Dallavo has quite a job around the plant, keeping the equipment repaired and loading out a few loads of gravel or sand. Brother Robert F. Vulgamore is the head plant man for Smith-Peterson and he is just the boy to get a lot of rock crushed.

Brother Clarence Dieterich has a pipeline job or two going around Reno and, believe me, what a real crew he has working for him. Brother Jay Baker is on the Side Boom Cat. He is a real "Side-Boomer". When he gets in action, everyone runs and stays out of sight. Brother Byron "Red" Bower is on the Huff Loader and just a bit wild. He scares all the tourists and school kids half to death. The boys call him "High Gear Skippy Red". Brother J. C. "Bill" Caton is operating Dieterich's Blade in an orderly manner, and that Bill's quite the Blade Man. Sometimes I wonder how Drumm ever let him get away from his outfit.

Brother John De Lagrange, better known as Lagrange Construction Company, has quite an outstanding crew working for him: Brother C. M. "Toby" Conners and his oiler, Brother John Reeves. They move a lot of muck, those two. Brother J. W. Harcourt is in the shop doing the heavy duty repair work for De Lagrange.

Brother Alfred L. Mabrier and his oiler, Brother Henry O. Schultz, are bouncing around Reno with Martin Iron Works truck crane, making a few lifts here and pouring some concrete and raising some iron. They are a couple of busy boys at times.

Brother Robert "Bob" Williams has branched out with another shovel, a P. & H., in his sand and gravel pit on Highway No. 40 West. Bob is getting to be quite the man around town with his sand business.

Brother Frank Jakowatz has found himself a home with West W. Weichmann Co. Frank is on a new Northwest and he is very happy with his new deal. Frank will make out O.K. on any kind of a deal for that Jakowatz is a real guy and will make out any place he goes; I know, for I have been places with Frank.

Brother Zane Hunt was in the Reno office on a short vacation or a loafing spree. Said he had shut down operations on the lead mine, north of Dunphy, Nevada, for the winter; maybe some minor repairs, that's all. Brother Hunt expects to spend part of the winter months in Elko.

There is a State Highway job advertised for bids in Churchill Co. The highway passes in front of Silver State Construction Company's office, shop and yard in Fallon, Nevada, and I sure hope Andy Drumm, Jr., is low bidder on the job, for Drumm would really be pushed out of shape if some other contractor was building a road in front of his place of business.

The following is the new Construction Wage Scale, now in effect as of the 1st of January, 1954, in the great Silver State:

Classification	Rate
"A" Frame Boom Truck Operator	\$2.65
Air Compressor Operator	2.35
Apprentice Engineer—including Fireman, Oiler, Equipment Watchman	2.23
Asphalt or Crushing Plant Engineer	2.65
Asphalt or Concrete Screed Operator	2.35

## Renew Your Auto License Now—Don't Delay

Paul Mason, State Director of Motor Vehicles, has urged motorists throughout the state to renew their vehicle registrations well in advance of the February 4 deadline, when penalties take effect.

"If the present rate of renewal applications continues," declared Mason, "we must expect long waiting lines and overcrowded facilities in Motor Vehicle offices. On the basis of past experience, the demand for service during the annual renewal period is lightest during the second two weeks of January. I strongly urge motorists to call at our offices as soon as possible to avoid the last minute rush."

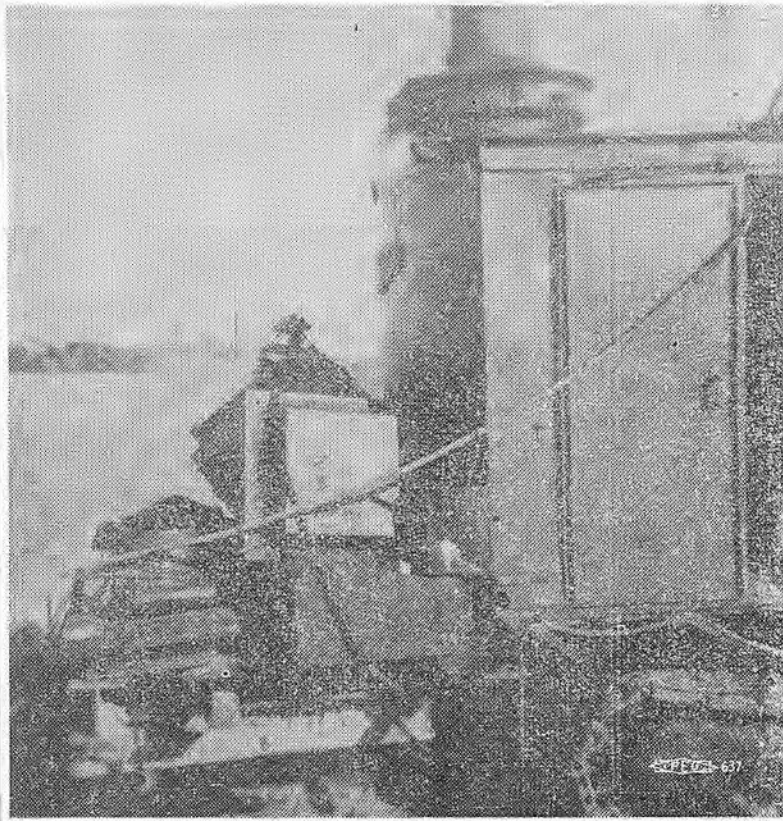
The department's 100 permanent offices accept all types of registration applications, and offices of auto clubs and associations provide similar complete services for their members. Temporary bank stations in metropolitan areas are authorized to accept applications for renewal of auto, truck and trailer registrations only when fees are submitted with 1954 potential registration cards, the prepared statements mailed from Sacramento.

Asphalt Plant Fireman	2.47
Asphalt Road Mixing Machine or Pug Mill Operator	2.70
Boring Machine Operator—excluding pneumatic or equip. of similar capacity	2.73
Box Man or Mixer Box Operator, Concrete or Asphalt Plant	2.47
Concrete Mixer Operator—Skip Type	2.50
Concrete Mixer Operator—Paving Type and Mobile Mixer	2.75
Concrete Pump or Pumpcrete Gun Operator	2.50
Dinkey Operator	2.50
Drilling Machinery Operator, including Water Wells	2.79
Elevating Grader Operator	2.79
Generating Plant Engineer	2.45
Heavy Duty Repairman	2.65
Hvy. Duty Repairman, Helper	2.23
Highline Cableway Operator	2.79
Highline Cableway Signalman	2.79
Locomotive Engineer	2.79
Material Hoist Operator	2.57
Material Hoist—Double Drum	2.72
Material Loader or Conveyor Operator	2.35
Mechanical Tamber & Finisher Operator, Concrete or Asphalt	2.65
Motor Patrol Operator	2.79
Motorman, Haulage Motor	2.57
Oskash or DW-10 Operator	2.79
Pavem't Breaker, Emsco Type	2.57
Pile Driver Operator	2.88
LeTourneau Pulls, Terra Co-bras, LaPlant Choate and similar types of equipment	2.79
Pump Operators	2.35
Road Oil Mixing Machine Operator	2.70
Roller Operator	2.57
Ross Carrier Driver	2.50
Skip Loader Operator—Wheel Type	2.50
Stationary Pipe Wrapping & Cleaning Machine Operator	2.65
Surface Heater & Planer Operator	2.70
Tow Blade or Grader Operator	2.50
Tractor Hi-Lift Shovel Operator to 1 1/2 cu. yds.	2.65
Tractor Hi-Lift Shovel Operator over 1 1/2 cu. yds.	2.88
Tractor Operator—Bulldozer, Tamber, Scraper or Drag Type Shovel or Boom Attachments	2.65
Tractor Operator—Scraper or Drag Type Shovel Tandem	3.06
Train Handlers—other than Engine Crew	2.23
Traveling Pipe Wrapping & Cleaning Machine Operator	2.88
Trenching Machine Operator—all sizes	2.73
Universal Equipment Operators—Shovels, Dragline, Derrick, Derrick Barge, Clamshell, Crane or Mucking Machine	2.88

The wage scale is now the same for Operating Engineers in the whole State of Nevada, including Local Union No. 12's area in Lincoln, Clark, Esmeralda and Nye Counties.

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Woman's Intuition — Suspicion that clicked.



15-TONS PILED ON—Shown here is one way of making a 15-ton rig into a 30-ton rig—simply by hanging lots of iron on her tail, all the spare bolts in the yard. Engineer Gene Harley hangs the hose on the junk pile. Location, Macco Co., in So. Calif.

## Are You Using Carbon Tet?

### HOW TO AVOID CARBON TET POISONING!

Skin inflammation (dermatitis) may be caused if Carbon Tet is allowed to remain in contact with the skin. Skin contact can be prevented by using gloves and aprons made of material that resists the solvent action of Carbon Tet.

### IN A FEW WORDS

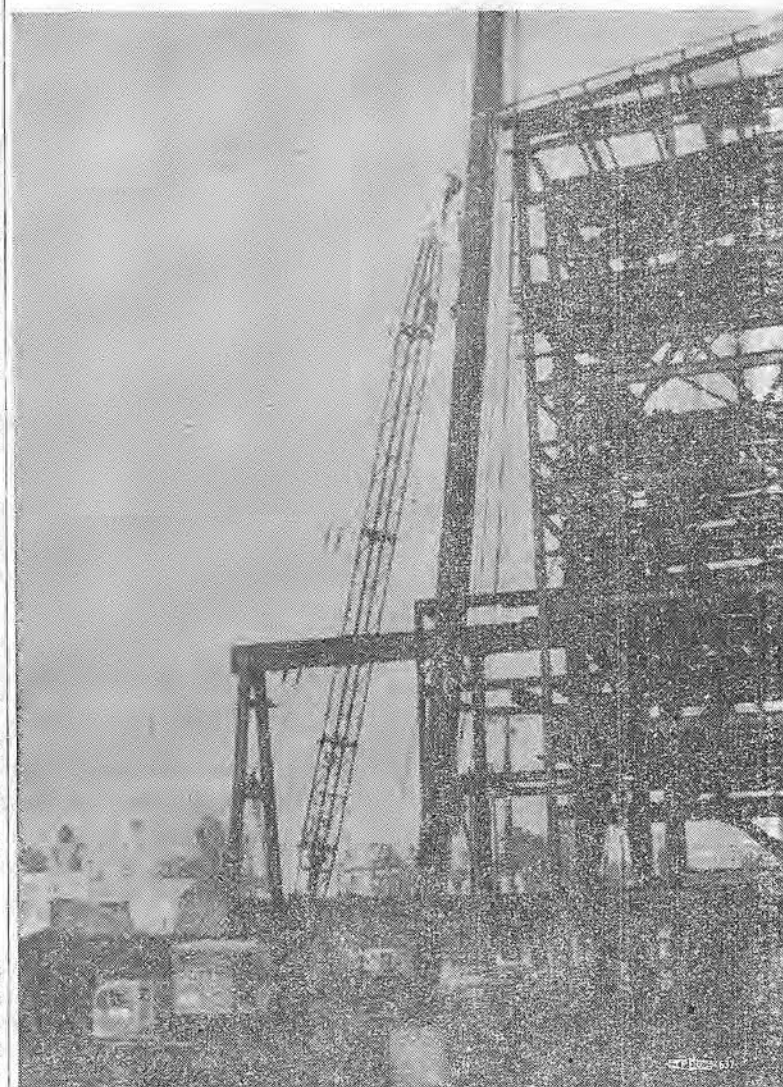
1. Use a substitute that is safer than Carbon Tet.
2. If you do use Carbon Tet, use it only in a properly maintained closed system, or make sure that its vapors are carried away; from the breathing zone of the operator.
3. Wear approved gloves and aprons when there is any possibility of contact with the liquid.
4. When cleaning or dismantling equipment that has been saturated with Carbon Tet, use either a canister type gas mask approved for organic vapors, or an approved supplied-air respirator.
5. If there is the slightest danger that Carbon Tet liquid or vapor may reach the eyes, goggles should, by all means be worn or vapor may reach the eyes, goggles should, by all means be worn for eye protection.
6. Carbon Tet should NEVER

be used unless there are special first aid facilities on the premises.

7. Anyone who has been using Carbon Tet and suspects ANY indication of Carbon Tet poisoning symptom, he should report such symptoms to his supervisor without delay. After such report the victim of such symptoms should be given immediate competent treatment.

In the case of Carbon Tet symptoms, FIRST AID (Though necessary) IS NOT ENOUGH. Even if it looks like the person complaining of Carbon Tet symptoms may have recovered, he should be examined by an M.D. as soon as possible.

NOTE: Carbon Tet Poisoning Can No Longer Be Passed Off As An "Allergy." The human body is allergic to Carbon Tet in the same way it is allergic to a shot gun blast. Get in the way of either and you can be killed or crippled for life. The Industrial Accident Commission definitely considers Carbon Tet poisoning an industrial hazard; therefore, workmen suffering from such poisoning contracted during the course of their employment are entitled to Workmen's Compensation and Medical treatment. This is the responsibility of the Employer.



LITTLE GIANT FOR A BIG JOB—This shows a muscular little crane on the Pasadena Steam Plant job, hoisting a 15-ton, 110-foot gin pole, which is being used to lift heavy materials of the steam plant structure. Engineers on the job are K. C. Reynolds, operator; S. A. West, oiler.



# Daily report of awards for construction

(Compiled by P. E. Vandewark and Harry Metz)

**DECEMBER 4, 1953**

SACRAMENTO, contract awarded to Stolte Inc. & Cantor & Coull, 8451 San Leandro St., Oakland, \$187,173 for const. concrete piles for Dept. of Employment Office Building.

SACRAMENTO, contract awarded to Stolte Inc., 8451 San Leandro St., Oakland, and Stephens Trucking Co., P.O. Box 316, French Camp, \$242,920 for 1.4 mi. grade & surf. with plantmix surf. on untr. rock base and const. a reinf. conc. bridge, betw. 1 mi. E. of Clements & 0.75 mi. N. of Mokelumne River, SAN JOAQUIN COUNTY.

MANTECA, contract awarded to

Patterson Bros., Escalon, \$1.60 per ft. for lay 3 3/4" conc. irrig. pipe in drain, Dist. 11-B.

SAN FRANCISCO, contract awarded to Payne Const. Co., 689 Louisiana St., Oakland, \$78,520 for alterations to 3d St. Bridge over Channel St. Waterway, in S.F.

**DECEMBER 7, 1953**

SAN RAFAEL, contract awarded to Olympian Dredging Co., 525 Market St., San Francisco, \$91,709 for dredge in San Rafael Creek Channel.

SACRAMENTO, contract awarded to A. Teichert & Sons, Inc., 1931 Stockton Blvd., Sacramento, \$737,583 for 10.1 mi. grade & front rds. & overcross rds. to be surf. betw. Ben Ali & I mi. S. of Roseville, SACRAMENTO & PLACER COS.

SALT LAKE CITY, UTAH, contracts awarded as follows: (1) SAN JUAN CO.—50 mi. grading on SR 95, 33 mi. Wly from Blanding to Colorado River at White River: To Barben Bros. Const. Co., \$73,803; (2) UTAH COUNTY—Const. a 68.82' concrete structure on SR No. 52 over West Union Canal, 0.6 mi. east of junction SR 352 & US 91: To Layton Construction Co., 1991 Sigurd, Salt Lake City, \$5,973.

**DECEMBER 8, 1953**

STOCKTON, contract awarded to A. Teichert & Son, Inc., P.O. Box 118, Stockton, \$10,310 for resurfacing Sutter Street, Miner Avenue to Acacia Street.

**DECEMBER 9, 1953**

OAKLAND, contract awarded to Paris Bros., 430 - 40th St., Oakland, \$7,819 for const. 160 ft. of 84" reinf. conc. pipe conduit at foot of Wellington St. in Diamond Park.

SAN FRANCISCO, contract awarded to The Fay Improvement Co., 101 Carolina St., San Francisco, Proj. 1, \$41,716; Proj. 2, \$37,800 for grade, pave & drainage work on waterfront St. betw. Illinois St. & Pier 64 (Proj. 1), & betw. Pier 54 & S. side of Pier 50 (Proj. 2).

MILLBRAE, contract awarded to Ed Jarvis, 2111 West Street, Berkeley, \$89,858 for const. additions to water system in City of Millbrae.

CASTRO VALLEY, contract

awarded to L. C. Jensen, 20330 Forest Ave., Castro Valley, \$11,911 for const. sanitary sewer in N. 3d St. & Russell Way.

**DECEMBER 10, 1953**

WALNUT CREEK, contract awarded to Hayward Const. Co., 570 "C" St., Hayward, for repairs to curb, gutters, sidewalks and catchbasins, as needed during the 1954 fiscal year.

FRESNO, contract awarded to Central Engrg. Co., Inc., 704 N. Maple St., Fresno, \$13,485 for drill. 31 surface drainage wells in City of Fresno.

SACRAMENTO, contract awarded to Chas. S. Moore, 2045 Redbush Terrace, San Jose, \$16,200 for const. traffic strips on an exist. bridge across San Joaquin River at Mossdale, SAN JOAQUIN CO.

STOCKTON, contract awarded to S. M. McGaw, 307 Elks Bldg., Stockton, \$7,528 for const. drainage facils. at Mile 6.60 "A" near Manteca, SAN JOAQUIN COUNTY.

**DECEMBER 11, 1953**

SAN JOSE, contract awarded to W. J. Nicholson Co., 981 Fremont Avenue, Santa Clara, \$127,777 for const. swimming pools & other facils. at James Lick High Schol.

**DECEMBER 14, 1953**

SAN FRANCISCO, contract awarded to James E. Roberts, 187 S. "G" St., San Bernardino, \$203,261 for 2.90 mi. grade, bitum. surf. & const. bridge, begin. near Roaring River Bridge & extend. NELY 2.9 mi. to Copper Creek, FRESNO COUNTY.

SAN JOSE, contract awarded to Pisanos Bros., 1800 Stockton Ave., Santa Clara, \$14,139 for const. Leigh Ave. storm drain, in Santa Clara County.

DALY CITY, contract awarded to Hart & Hynding, 389 Clementina St., San Francisco, \$88,741 for const. West Lake Reservoir No. 1.

MOFFETT FIELD, contract awarded to Carl N. Swenson Co., P.O. Box 558, San Jose, \$11,111 for construction of Auxiliaries Bldg., conc. foundation & conc. paved area for the modified 6' x 6' Supersonic Wind Tunnel, at Moffett Field.

SPARKS, Nevada, contract awarded to G. E. Shilling Engrg. Co., 840 Lindley Way, Reno, \$420,845 (Total of Sch. 1—\$320,545 & Sch. 2—100,300).

CORCORAN, contract awarded to Gene Richards, Inc., P.O. Box 1349, Fresno, \$42,358 for grade & pave with plantmix surf. portion of Sherman Ave. betw. Dairy & Pickerell Avenues.

DALY CITY, contract awarded to Henry Doelger Builders, Inc., 375 S. Mayfair, Daly City, \$25,038 for inst. of water main on Market St. & others streets in Daly City.

**DECEMBER 17, 1953**

SACRAMENTO, contract awarded to Clyde W. Wood & Sons, Inc., P.O. Box 620, North Hollywood, \$503,459 for 6.3 mi. grade & surf. & widen bridge between Jackson & 1 mi. W. of Pine Grove.

FRESNO, contract awarded to Grey & Kossian, Rt. 1, Box 691, Fresno, \$23,151 for const. concrete curbs & gutters at various locations in city of Fresno.

SACRAMENTO, contract awarded to Lee & Smith, P.O. Box 5 T&C, Sacramento, \$7,900 for conc. construction work, etc. at South City Substation.

FRESNO, contract awarded to Gene Richards, Inc., P.O. Box 1349, Fresno, \$29,378 for surfacing Fruit Ave. between Weber & McKinley Avenues, Proj. No. 78.

**DECEMBER 18, 1953**

SALT LAKE CITY, UTAH, contract awarded to Germer, Abbott & Waldron, Tremonton, Utah, \$58,586 for 3.467 mi. grade surf. on Rt. 8 from 1.2 mi. NELY of junction of Rt. 8 with SR No. 83, northeasterly to Penros, BOX ELDER COUNTY.

OAKLAND, contract awarded to Watkin & Sibbald, 6 Bridge St., San Anselmo, \$10,158 for grounds improvements at Factory Trades Bldg., Calif. Industries for Blind.

**DECEMBER 21, 1953**

RICHMOND, contract awarded to Monson Bros., 475 - 6th St., San Francisco, \$11,500 for const. Administration Bldg. & Library at Richmond Field Station, 46th and Hoffman Blvd.

OROVILLE, contract awarded to Richter Bros. Const. Co., P.O. Box 1511, Oroville, \$27,480 for recon-

struction of Richvale West road betw. Western Canal & Eucalyptus Road, BUTTE COUNTY.

**DECEMBER 22, 1953**

STOCKTON, contract awarded to Atwater Underground Const. Co., 1640 Grove Avenue, Atwater, \$5,847 for const. sanit. sewers in portions of Oak Park Court Subdivision.

SAN MATEO, contract awarded to Arthur Bros., 29 Vista Avenue, San Mateo, \$395,658 for const. sewage works enlargements.

SAN FRANCISCO, contract awarded to Lowrie Paving Co., Inc., 1755 Evans Avenue, San Francisco, \$89,701 for laying 12" & 16" water lines in 34th Ave. between Judah & Ulloa, and in Judah St. betw. 29th & 34th Avenues.

CLOVIS, contract awarded to W. M. Lyles Co., 3306 Winery St., Fresno, \$2,200 for const. water mains in Beverly Manor.

**DECEMBER 23, 1953**

OAKLAND, contract awarded to V. Maggiora, P.O. Box 385, Sausalito, \$25,794 for const. conc. pipe conduit in Telegraph Avenue, betw. 22nd & Sycamore Sts.

ARCATA, contract awarded to Chicago Bridge & Iron Co., 200 Bush St., San Francisco (1) \$15,960, & to Peletz Co., 1235 Central Avenue, Santa Rosa, (2) \$9,348 for (1) 200,000 gal storage reservoir & (2) tank foundations & connections & gravel access road at Humboldt State College.

SACRAMENTO, contract awarded to L. C. Smith, 225 - 19th Ave., San Mateo, \$41,943 for furn. & inst. traffic signals & highway lighting system & const. channelization on The Alameda between Hanchett Ave. & North Keeble Avenue, in City of San Jose, SANTA CLARA COUNTY.

**DECEMBER 24, 1953**

SACRAMENTO, contract awarded to H. Earl Parker, 12th & F Sts., Marysville, \$239,759 for const. levee, West Levee, Sacramento River, Recl. Dist. Nos. 307 & 765, YOLO COUNTY.

**DECEMBER 28, 1953**

CROWS LANDING, contract awarded to Underground Const. Co., 807 - 7th Ave., Oakland, \$27,974 for const. fire protection water system, Auxiliary Landing Field, Crows Landing, Spec. 40423.

SALT LAKE CITY, UTAH, contracts awarded as follows for:

(1) SUMMIT CO.—7.9 mi. grade & 3 conc. strucs. over 20' span, on US No. 30-S & US No. 180 from Emory northeasterly: To Young & Smith Const. Co., 306 Beason Bldg., Salt Lake City, \$642,336.

(2) WEBER CO.—3.953 mi. 2" rdmix. bitum. surf. on Rt. 77 from Plain City easterly to junction with US No. 91: To Fife Const. Co., Box 563, Brigham City, Utah, \$106,227.

(3) CACHE CO.—2.161 mi. const. 2" rdmix. bitum. surf. on FAS Rt. 36 from Amalga southerly 1 mi. & on Rt. 48 NELY for 1.1 mi. to jct. of FAS Rt. 48 & SR 218: To Olof Nelson, Const., Logan, Utah, \$48,531.

FRESNO, contract awarded to Wm. M. Lyles, 3306 Winery, Fresno, \$5,095 for const. sanitary sewer in Block 4 & portion of Block 3, Forthcamp Addn. No. 2, & a portion of NW quarter of Sec. 4, Township 14 South, Range 20E, MDBM in City of Fresno.

**DECEMBER 29, 1953**

FRESNO, contract awarded to Harris Const. Co., P.O. Box 109, Fresno, \$74,761 for grandstand alts., 21st Dist. Agricultural Assn., Fresno.

OAKLAND, contract awarded to Gallagher & Burk, Inc., 344 High St., Oakland, \$14,434 for grade Pleasanton-Sunol road, ALAMEDA COUNTY.

**DECEMBER 30, 1953**

RENO, contract awarded to I. Christensen Co., 234 Gardner, Reno, \$16,610 for const. 9 reinf. concrete boxes at designated locations.

DINUBA, contract awarded to Valley Engineers, Inc., P.O. Box 412, Fresno, \$52,521 (Sched. A, Alt. B) for const. outfall sewer and appurtenances.

FRESNO, contract awarded to Valley Engineers, Inc., P.O. Box 412, Fresno, \$5,550 for const. sanitary sewers in industrial area.

PLACERVILLE, contract awarded to Valley Engineers, Inc., P.O. Box 412, Fresno, \$4,350 for clear, grade, trench, lay, join & back fill steel pipe & asbes. cem. pipe, &

other appurt. work, from Coagulation Pond of Water Works to site of new Filtration Plant.

SACRAMENTO, contract awarded to Johnson-Western Constructors, 4430 Clement St., Oakland, \$11,084 for pneu. applied asphalt emul. mortar canal lining, Orland project, located 3 miles west of Orland.

**DECEMBER 31, 1953**

EUREKA, contract awarded to Reed & Tuttle, Redwood Valley, \$9,200 for repair & reconst. steel truss spans of exist. bridge across Trinity River near Hoopa, HUMBOLDT COUNTY.

**JANUARY 4, 1954**

CHICO, contract awarded to Atwater Underground Const. Co., 1640 Grove St., Atwater, \$11,775 for const. storm drains on Arbutus Ave., Aspen St. & Boucher Ave., near City of Chico, BUTTE CO.

SACRAMENTO, contract awarded to H. Earl Parker, 12th & F Sts., Marysville, \$296,595 for levee enlargement, bank protection, right bank, Sacramento River & Sutter Slough on Merritt Island, Spec. No. 1803.

SACRAMENTO, contract awarded to H. Earl Parker, 12th & F Sts., Marysville, \$490,178 (Alt. 8 only) for levee const., bank protection & road surf. at 7 sites along the Sacramento River, betw. Colusa and Knights Landing.

FRESNO, contract awarded to W. M. Lyles (rescinded) and re-awarded to Kovick Bros., Const. Co., P.O. Box 1323, Fresno, \$4,809 for const. sanitary sewer in Block 4 & por. of Block 3, Forthcamp Addn. No. 2, & por. of NW quarter of Sec. 4, Township 14 South, Range 20 E MDBM, in City of Fresno.

**JANUARY 5, 1954**

SAN FRANCISCO, contract awarded to Fred T. Fairey, 1874 25th Avenue, San Francisco, \$3,543 for laying 6" & 8" cast iron mains in Alemany Blvd. & Restani Way.

LIVERMORE, contract awarded to Edwards Const. Co., 2658 Spring St., Redwood City, \$75,945 for const. Computer Bldg. at the Radiation Laboratory, located at Livermore.

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## 10 Commandments for Employer

Recently, a Catholic employer's group in Mexico City issued a 10-point code for fair treatment of workers as a basis for sound management-labor relations.

The employers' group, labeled its code "an employers' decalogue." It reads:

I shall not treat labor as merchandise.

I shall give my workers a just salary in exchange for efficient services.

I shall not look upon my workers as servants, but as children of God, and my brethren, for whose well-being I am as concerned as for my own.

I shall seek the normal improvements of my workers by facilitating the study and application of Catholic norms in their social and family lives.

I shall seek the intellectual improvement of my workers, aiding them to educate both themselves and their children.

I shall seek the economic improvement of my workers through salary increases, or loans, provided the financial condition of my firm allows it, relying on their collaboration and friendliness.

I shall take an interest in the families of my workers, and help them to maintain an ever greater family unity.

I shall endeavor peacefully to settle, through arbitration by mixed committees, the unavoidable differences arising between my workers and the management of the firm.

I shall strive for unity among management for the betterment of the country and of the people.

I shall promote, with all the means at my disposal, devotion to the church, and the application of its standards in the social life of my country, particularly in my private and family life.

\*\*\*

Middle-Aged Lady—A build in a girdled cage.

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# North Valley Rarin to Go on Big Program of Highways, Levee, Tunnel and Building

By LES COLLETT and C. R. VAN WINKLE, Business Representatives

Here we are into the new year with plenty of good prospects in the future. It certainly looks as if the north valley will be busy this spring and summer and also winter if our tunnels get started as I'm sure they will.

H. Earl Parker of Marysville was low bidder on the seven sites on the Sacramento River between Colusa and Knights Landing; \$491,000 was the price and the yardage is approximately 500,000 yards and some rock for bank paving. This job will not start until March due to high water anticipated between now and then. Parker Co. also got a job contract to repair quite a few U.S. Government rigs from Beale Air Force Base and that made Bro. Songer and his very fine shop crew very happy. Bro. Verne Hawkins, land-leveling superintendent for Parker Co., has sure had his rigs out making the dirt fly during this period of good weather, too. There is more levee work coming up in this district, but we won't know about it until next month.

Rice Bros. finished their job at Chico with the exception of the seal coat and Bro. Al Verduyssen took his crew and went south with the birds and will end up in the Fresno district of Bros. Petersen and Moore. According to Doc Rice, the firm has no work in this area in the near future, but he said that his gravel and sand plants were busy and they had bought a N.W. 25 and a shop crew was giving it a general overhaul job and would be ready for the spring rush.

The O'Hair Co. has just about finished their oiling job on the Oil Terminals, Inc. job at Meridian. The Con. Western Steel Co. are making good headway on the tanks on the same job. The Acme Welding Co. came in from San Francisco to do the pipe work and are playing ball with us.

The Sailco Co. of Yuba City have a small job at Beale Air Force Base with Bro. Jack Bateman digging the footings. This company has been dickering with another firm to purchase some more equipment and will put a few more of our brothers on a steady payroll, at least at the union scale.

Archie Till had a few days work near the Colgate Powerhouse for the P.G.&E. and is all through now. He also is through on the Ham-monton rock piles, and he says nothing is in sight at present.

Lester L. Rice & Sons keep their two Lorain cranes fairly busy with some work in the oilfields and some at Beale every so often. U.K.P. Co. have never showed up yet on their Oroville Wye road job, but this will be a nice job when it starts. Atwater Const. Co. have an \$11,000 contract for a sewer job in the city of Chico. Ted Schwartz has a small job at Jarboe Gap for the Division of Highways. Marysville has a \$90,000 bond issue for sewer work coming up January 18th. It is hoped this issue will pass and we urge our people to vote yes.

The P.G.&E. Co. is attempting to get permission from the Federal Power Commission for the dam, powerhouse and tunnel at Belden, Calif. that they may be able to build there and at Poe at the same time in order to save construction cost in duplication of effort. It is hoped these jobs will start this spring. T. E. Connolly Co. has a few men on the exploration drifts on the Oroville dam site in Feather River canyon.

### PERSONAL NOTES

Bro. Dick Whittington of Marysville has a hobby of gun collecting and only owns 65 different makes, types and models. His wife didn't know what to get him for Christmas, and so help me, she bought him another gun.

It was nice for us in this office to receive so many Christmas cards and holiday greetings and we thought it just fine that so many remembered us.

### INDUSTRIAL REPORT GLADDING, McBEAN CO.:

Well, Christmas and New Year's day are history now, and we know that all of you are ready to buckle down to meeting young 1954 and its many problems. Problems that show signs of being serious ones. One of the best ways we know

of to be ready to meet the problems facing us in 1954 is by supporting our union, and the best way to do that is to attend your union meetings. Let us all make as a New Year's resolution, the resolve 'to take care of our union so that our union can take care of us.'

The next meetings of your union will be held as follows: **Joint Board Lincoln Industrial Council, Tuesday, February 2, 1954, at 4:15 p.m. in the Lincoln Industrial Council Office, Lincoln.** All Joint Board members should, as leaders in their departments, plan to, and be present.

**General Membership meeting, Tuesday, February 9, 1954, at 4:15 p.m. in the City Hall, Lincoln.** Let's have a good turnout so that your representatives may be encouraged to do their best, and each of you may have an opportunity to learn of the problems of your union, and take part in the discussion, and the solution of those problems.

Last month when we prepared this article we were rather optimistic that winter layoffs were a matter of the past, in fact we anticipated that the few that had been laid off would be recalled. It seems, however, that we were too optimistic, that more men may be laid off due to a slackening of orders. We hope that this layoff will be the last, and that by the time this reaches you, business will be increasing, and those laid off will have been recalled to work. All layoffs are being carefully scrutinized by your representatives and are being conducted in accordance to the agreement. This too is true of the necessary down grading, especially after our little difference of opinion with the company last month over this problem.

On Saturday, December 19th, we were privileged to attend, by kind invitation of the company, the annual Christmas party given by the company for its employees. This party was one of the outstanding parties of its kind that we have ever been privileged to attend, and speaks well for the enlightened public and labor relation policies of the company. The party was held in the new High School Gymnasium, and was attended by approximately 1000 persons, both young and old, mostly young. A feature of the show was Santa Claus who first entertained the kids, both young and not so young, with a first rate vaudeville program. Then Santa Claus followed up by giving each youngster a stoking filled with candies, nuts and fruit, and drew the tickets of some 30 kids who were made happy by gifts of very valuable toys including two expensive modern bicycles. One to a boy and one to a girl. Another feature of the program was the presentation by the company to the city of Lincoln, of \$23,000 in cash and stocks for the construction of the recreational facilities at the McBean Memorial Park in Lincoln. The presentation was made by J. W. Mahoney, executive vice-president, and Joe Lovewell, vice-president in charge of the San Francisco office, of the company, to Mayor Karl Bayless of the city. At the conclusion of the show, all present were served refreshments by the company in another part of the school. During the serving of the refreshments, Vice-President Mahoney expressed his pleasure in our presence, and issued an invitation, in fact it was almost a command, that Business Manager Swanson, and Assistant Business Manager Vandewark attend the next Christmas party of the company.

### YUBA CONSOLIDATED GOLD FIELDS:

Next meetings of your unit will

be held as follows: **Tuesday, February 9, 1954, in the Engineers Hall, 1010 "Eye" Street, Marysville.** The first meeting, to give an opportunity to night workers to attend, will be convened at 10:00 a.m. The evening meeting will convene at 7:30 p.m. It is to be hoped, as we said above, that all will find it possible to attend.

During the past month, most of our work with the company has been of a rather routine character which has caused little difficulty. Apparently the spirit of Christmas was in the air, and everyone felt full of brotherly love or something. Which, by the way, is the way we like it, provided everyone is being treated fairly according to the agreement.

During the month, the regular Safety Inspection was made, which this time took in Dredge No. B-4. This dredge, somewhat to our surprise, was found in very good condition. This was especially true of the housekeeping which, considering the muddy water the boat works in, was really surprising, and we take this means of offering our congratulations to the crew. To keep that boat in shape and clean presents a difficult problem under the circumstances, and they deserve the commendation of all.

We don't know what has happened nor who is to be given credit, but we like to take a little credit ourselves, for we have noticed a distinct improvement in the housekeeping on all the boats during the last year. Keep it up because a clean place is a safer place to work.

### NATOMAS COMPANY

The layoffs due to the accident to Dredge No. 7 have reached the end, the company informs us, and some of those laid off may be recalled in the very near future, in fact may have been recalled when this reaches you. All of which is indeed good news.

During the month, one member who was laid off out of seniority, was replaced on the job when this matter reached the head office, which shows that the company means to live up to its agreement. The layoff did present one problem which will touch on briefly at this time, and that is the age and physical condition of some of the employees remaining after the layoff. The agreement provides that an employee must have "the proper qualifications and physical ability to perform the work." A requirement that sober consideration will prove to be necessary. Some of the employees remaining are getting up in years, and after the sudden death of Dean Shannon, grave doubts were expressed of the physical ability of some, and the advisability of entrusting them with duties that might, in case of their disability, endanger the lives and safety of other employees and the property. This presented a serious problem to your representatives who take seriously their fraternal obligations "not to judge or harm their fellow members"; however, there is the practical outlook which had to be considered. We take pride in the fact that no member was laid off because of age or physical condition and that jobs were found for all with seniority; however, we are aware that some may have felt abused or injured. Believe us when we say that we acted in the best interests of all our members to the best of our ability.

These articles can only, because of the limits of space, touch briefly on a few of the more important of the problems that arise from month to month. For a more detailed report, and a chance to discuss and help decide these matters, attend your regular meetings.

The next regular meetings of your unit will be held as follows: **TIME: 10 a.m. for the night workers, and 7 p.m. for the day workers. PLACE: The Meeting Hall, Natoma. DATE: Tuesday, February 2, 1954.**

### PERSONAL NOTES

We are informed that Brothers Maderos Sr. and Ed McDonald, of the Natomas Company are retiring. Good luck and many happy years of taking it easy, Brothers. Carl Thompson of the same company, shoreman on Dredge No. 6, suffered a broken leg last month. He stepped in the bight of a line,

and was caught when it tightened up. We hope this finds him up and around. Brother Tony Ferreira, steward on Dredge No. 8, at the Natomas Co. suffered a broken hand last month. He is reported to be doing all right. From the Gladding, McBean Company comes the report of the arrival of a couple of little exemptions, and just in time too. Personnel Manager Robert Radovich reports the arrival of little Lottie Milicia, Christmas eve, weighing 8 lbs. 5 ozs. Both mother and daughter are doing fine. Brother "Bob" Rich, our genial steward at the plant, tells us that little Sharon Marie had him holding his breath—she didn't get here until the 30th. She arrived weighing 7 lbs. 7 ozs., and both mother and daughter are doing fine according to Bob. Congratulations, boys, but where, oh where were the cigars?

### If Power Line Breaks:

If an overhead electric power line breaks (as it may do if tools or equipment touch it), it may fall on automobiles or any other metal objects. These objects will then become "live," and can kill you. If a line breaks, keep away from the wire or anything it touches, and call the power company at once to shut off the electricity.



"Okay. Now that we have it, let's give it to the LLPE!"

"I'm going out to buy a book."

"A book?"  
"Yes, my husband bought me the most adorable reading lamp yesterday."

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# S.F. BOYS DO NEARLY AS MUCH DEMOLITION AS CONSTRUCTION

By PAT CLANCY and PAUL EDGEcombe, Business Representatives

San Francisco construction has a big competitor this past month—demolishing. This is a widespread program here at the present time. But of course this is a situation that has to take place previous to the construction of modern buildings for a bigger and better city.

## Honolulu—

# U.S. NAVY IS BIG BUSINESS IN HAWAII

By J. K. WAIWAIOLÉ, Business Representative

The U.S. Navy continued to be Hawaii's biggest business during 1953, pouring nearly \$202,000 into Hawaii's economy.

The Puuloa junction is fast getting to be a dream city with the 371 new housing units being done by Pacific Construction Co., Ltd., and subcontractors.

Marlin Sheik Construction Co. will do the big market center job in the same area. This over-\$2,000,000 project including buildings will service the immediate area of 1,800 housing units (Alamanu and Moanalua). Most of these are tenanted by Navy families.

The 400-unit Hawaii Housing Kalia Valley Homes project by Hawaiian Dredging Co., Ltd. will be formally dedicated Feb. 26. Families needing accommodations immediately were moved in as soon as units were completed. About 90 per cent of the units are now occupied.

J. M. Tanaka's \$443,966.10 bid was lowest for the Kona Airport extension job on the big island. He completed a road job in the same area in 1952.

Walker & Moody Construction Co., Ltd. will build the new shopping center for the Bishop Estate in the new Waiālae subdivision for \$435,000.

Actual boring of the 2,773-foot-long Kalia tunnel is expected to be under way by the time this is in print. This work is part of a \$4,500,000 contract awarded to E. E. Black, Ltd. and will be done by a special subcontract crew from the Salt Lake City firm of Gibbons & Reed. Frank Peters is tunnel superintendent. They have built a huge electrically driven tunnel jumbo device fitted with eight drills to do the boring. Crews have also built a machine shop and crew's quarters at the tunnel entrance and are erecting a concrete plant.

Mr. Peters brought over several pieces of specialized equipment, two tunnel shovels and six mining cars. All of the tunnel work will be undertaken from the Kaneohe side.

Bro. Ed Ortiz is back from Canton Island on a vacation. He plans to go back with Fisher Construction Co., who have a good-sized job on Guam, Johnston Island and a few on Oahu.

Brother Kuulei Farm, who has been galavanting practically all over this good earth of ours, dropped in at the office after completing a six-month stint on Eniwetok for Holmes & Narver.

Brother David Huihee, employed by the municipal government as caretaker of the Ala Wai Golf Course, was in to pay some advance dues and gave information that his son Frederick, who had been living in San Francisco the past six years, has hired out to Africa as an equipment operator.

Former business agent of the Hawaii local, Brother Jess Daves, is still foreman of a maintenance shop in Casablanca, French Morocco.

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## Canal Dredging

Work has begun on dredging of San Rafael canal, a \$92,000 Corps of Engineers job being done by Olympian Dredging Co. of S.F.

Buildings have been torn down by Cleveland Wrecking Co. and the site cleaned for erection of the new Mutual Life Insurance Building at the corner of Kearny and California Streets.

They also have crews tearing down buildings in preparation for the site of the new downtown parking center. This will be a nine-story garage building at O'Farrell and Mason Streets, with facilities for 1,600 cars daily, at a cost of \$3,750,000.

In addition to these demolishing jobs, considerable progress has been made in tearing down 125 old tenement houses to make room for the new Franciscan Plaza housing project. When completed, this project will contain 608 units.

There has also been considerable demolition in cutting a swath for the Bayshore Freeway to join up with the Bay Bridge.

Remodeling and conversion on the old Rainier Brewery building begins to look like a demolishing job also. This building is a skeleton at the present time. Just about every kind of subcontractor that exists has some sort of operation going on at present on this job. Cahill Construction is the general contractor. Hamm's Brewery will occupy this building when completed.

Raymond Concrete Pile Co. has moved its rig in on the driving job for the Equitable Life Insurance Building. This is one of the largest piledriving skid-rigs in the West, having 145-foot leads with an 8½-ton hammer driving H-beam piling to a depth of 130 to 140 feet. When completed this will be a 26-story modern office building costing approximately \$12 million. Dinwiddie Construction is the general contractor.

Track removal and street repair projects have opened up in full force again. Lowrie Paving Co. has a good start on Clement Street. Charles Harney has all the rails removed on Turk Street. Fay Improvement Co. has just started on the 11th Street job. This type of work keeps quite a few of our members busy during the winter months.

Atkinson's freeway job has begun to take shape in the vicinity of 7th, 8th and Bryant Streets.

Judson Pacific & Murphy Co. has a lot of red iron steking up around these parts.

Work in the shipyards has been very dull for the past month and with nothing much in sight.

At the dedication ceremonies of the Lake Merced Pumping Station on Dec. 22, Brother Vic Swanson, a member of the San Francisco Public Utilities Commission, was the principal speaker in the absence of Mayor Elmer E. Robinson.

From all indications of the work that is to be done, the outlook for 1954 is encouraging.

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## River Levee Repairs

Army engineers have called for bids on repair work on 18 miles of levee on Grand Island in the Sacramento. Bids will be opened Jan. 22 in Sacramento on the \$750,000 worth of work. Grand Island protects 11,300 acres of crop land.

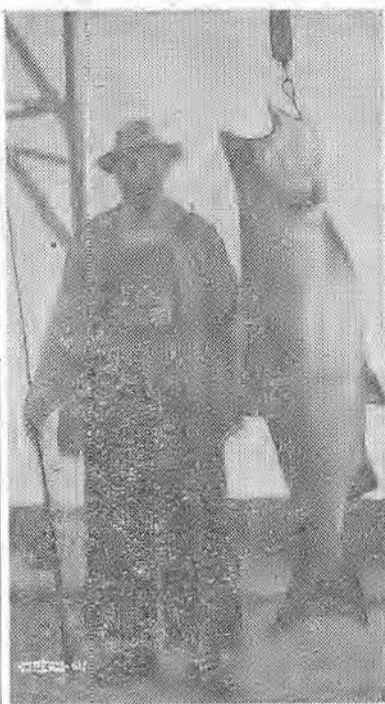
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Fresno County — Contract for constructing about 6 miles on State Route 41, portions, between 4 miles east of Cove Road and White Deer Road, for approximately \$716,031.06. Eaton and Smith, contractor. Accepted 12-30-53.

\*\*\*

At the end of the number the band leader walked over to his piano player.

"You played that with feeling, Bixby," he smiled. "Now try playing it with the rest of us."



**ENGINEER FISHERMAN** — Some fish it is, a 57-pounder caught off the bar of Humboldt Bay by Bro. Otto Demmer, shown in picture. His base of operations was the King Salmon Resort, four miles south of Eureka, which is run by Bro. Thomas (Pat) Tandy, who would appreciate any and all Engineers and their friends stopping in at his place and maybe helping themselves cut the high cost of living by catching some nice fish.

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## Field Survey Notes

# THEY WANT THE UNION? REPLY IS YES!

By Al Boardman and Dick Dinning, Business Representatives

The following article published in the December 31, 1953, edition of the Daily Pacific Builder may be of interest to all Union members:

"Thirty-four percent of 1400 engineers in industry surveyed recently by their professional society felt they would benefit by membership in a collective bargaining organization.

"A similar survey five years ago showed only five percent holding this opinion.

"And 66 per cent of the engineers questioned last year believed their interests would be strengthened by membership in a non-bargaining organization—although many said such a group can be the first step toward unionization.

"A report on the survey, 'How to Attract and Hold Engineering Talent', was published today in Washington by the Professional Engineers Conference Board for Industry, in cooperation with the National Society of Professional Engineers.

"The results of the survey gave clear warning to industry and to the professional societies that steps must be taken quickly if the engineer's hard-won public recognition as a professional is to be maintained", the Board commented.

"Among such steps suggested in the report were:

"1—Readjustment of salary scales. Forty-five percent of the engineers contacted were not satisfied with their pay;

"2—Differentiation in personnel policies applying to engineers and non-professionals and increased employment of supporting personnel for routine assignments;

"3—Encouragement by management of engineer participation in such prestige activities as writing and lecturing on technical subjects."

The above may or may not indicate a trend. It does, however, clearly depict the desperate plight of the highly educated, highly skilled Technical Engineer who, in this industrial age, finds it impossible to bargain as an individual and has no organization strong enough to bargain collectively. The reluctance of the employer to recognize their worth as professionals with professional pay can only be demonstrated by the low standard of living and hand to mouth existence of the so-called professional engineers.

The following is a summary of

# Work Starts on Large Mills Estate Development Project

By CHET ELLIOTT, Business Representative

Actual construction work on the large Mills Estate Real Estate Development Project has begun during the past couple of weeks. The Trousdale Construction developers of this 1100-acre estate have awarded the contract for the tree removing and clearing of the land to the LaFon Brothers Company of Los Angeles, who are now actively engaged with

yards of earth on this project. This firm, under the able supervision of Mrs. H. B. Gilbertson, are now preparing the plans and getting ready to construct the 600-foot overpass over the Southern Pacific Railroad tracks and the El Camino Highway. The overpass to be used for the moving of one and one-half million yards of earth for the fill along the Bayshore Highway. Actual construction of the many homes, commercial and administration buildings will begin within the coming 90 days.

Among the many successful contractors operating in this area worthy of special mention, Brother Chas. Berger of the Allied Trucking Company of Belmont has a record of achievement to be proud of. Although one of the younger employers, Brother Berger, with the assistance of key operators, Brothers Pitts, Jones, Ottonello and Williams with a fleet of six cats, three shovels, 30 trucks and one blade is now engaged in the moving of four thousand yards of earth daily to the Piombo Construction fill job on the Bayshore Freeway. This firm has just completed the large fill job for the Belle Haven Realty Company east of the Bayshore Freeway and now anticipate another real estate project involving the moving of one million yards of dirt. Good luck to you, Brother Berger, in your future ventures.

Two units of the huge 60-inch water pipelines under construction by the M & K Corporation and the Peter Sorenson Company for the City of San Francisco will be completed within the next 60 days. Due to the weather and other advantages, the progress of these two projects has been remarkable. The two projects combined extend from Baden in South San Francisco to Hillsborough. The third unit contemplated on this project has not yet been advertised for bid.

Arthur Bros. of San Mateo were low bidders for the construction of a sewage disposal plant for the city of San Mateo. This work involves the installing of considerable pipe line and excavation for erection of the plant and will provide work for several members of Local No. 3.

The city of Millbrae awarded the contract for the construction of additions to the water supply systems to Brother Ed Jarvis. Brother Jarvis and his crew of Engineers expect to move on to the job in few days.

All of the local contractors in this area have enjoyed the largest volume of work and have employed more members of Local No. 3 than ever before during 1953 and are now looking forward to and expecting a much larger operation in 1954.

\*\*\*

There is no pleasure in having nothing to do. The fun is having lots to do and not doing it.

## Area's Biggest Earth-fill Dam

(Continued from Page One)

reservoir will hold 5.5 billion gallons, a sizable lake, five and a half miles long and with an offshoot two and a half miles up Big Carson creek.

That the reservoir will be a good source of water is a certainty, because this is the wettest spot in the Bay Area with an average of 50 inches of annual rainfall, and as high as 90 inches. This is the fourth dam built on the one creek, which drains 21 square miles of watershed.

Crews of the John Delphia company moved 930,000 yards of dirt and rock, and work is now underway on the spillway, due for completion in late spring. The dam is 185 feet high, 1100 feet thick at base, 40 feet at top, 750 feet wide at the crest. It can be raised another 25 feet, to increase the capacity to eight billion gallons.

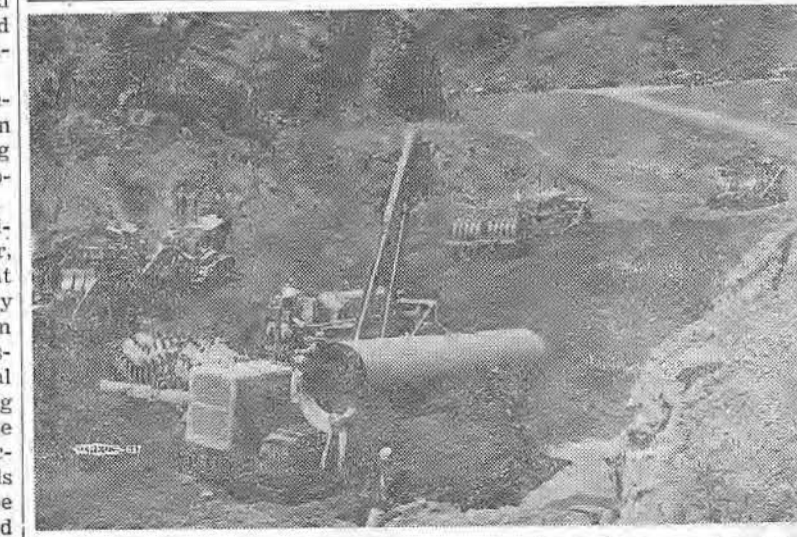
Need for the dam was considered first in 1924, and the district got the land condemned at \$55 an acre; then in 1946 6200 acres were bought at \$24 an acre.

The job had as many as 160 men working on it, 65 percent of them engineers. E. A. Forde has subcontract on spillway and will finish it after the rains. Supervisors on the job were Earl Barnard, day super.; Bro. Jim Briggs at night, Bro. "Dan" Boone, Technical Engineer. Foremen were: Dave Soden, "Monty" Seymour, "Pop" Foster, and Jack Armstrong. Master mechanic, Bro. Charles Cox.

the construction program in the year 1954 for the South Pacific Division Corps of Engineers:

TYPE OF CONSTRUCTION	
Administration and Training Facilities	\$8,500,000
Airfield Paving	2,250,000
Barracks and Mess Halls	2,000,000
Communication Facilities	750,000
Fuel Distribution and Storage	500,000
Navigational Aids	100,000
Utilities	1,000,000
Warehouses and Storage	2,000,000

The next Technical Engineers meeting will be held Friday, January 22, 1954, at 8:00 P.M. at 474 Valencia St., San Francisco, California.



**CARSON DAM IN MARIN**—Here's another view of the \$2½ million earth fill dam on Lagunitas Creek in Marin county, showing the variety of rigs operated by the dear brothers on this project. Other pictures on page one.