



ENGINEERS NEWS

OPERATING ENGINEERS LOCAL 3

STATIONARY ENGINEERS LOCAL 39

VOL. 14—No. 1

SAN FRANCISCO, CALIFORNIA

JANUARY, 1956

Giant Flood Control Program Mapped

Story of the Flood Is Told By \$200 Million Repair Job Marysville-Yuba Engineers

(EDITOR'S NOTE: Following is a graphic on-the-spot account of the great Christmas deluge of 1955. These scenes were duplicated in many N. California areas. One of the writers of this article, Bro. Les Collett, lost his own home in Yuba City.)

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

Here, all talk, action, and thought are on our late unlamented flood, and, although the newspapers carried the full story, we give you a few of our personal recollections. We, like the priest after the French revolution when asked what he had done during the revolution, can say that "we survived," and we say it, although there may be some who will be somewhat disappointed.

Wednesday, December 21, we had had rain and more rain, and the newspapers were remarking on the heaviest 24 hours of rainfall since 1950. The rivers were rising but most people considered it just high water and there was no talk of a possible flood.

The Marysville Levee Commission began to put men out patrolling the levees and sent men upstream to watch the gauges. We have an argument with the Employment Office over their insistence that our members take jobs with the Levee Commission as laborers. The next day we quit arguing; we began to realize that it was an emergency.

Thursday, everyone a little more concerned . . . Frequent trips to look at the rivers . . . Much talk and comment on a possible flood, but no thoughts that it would happen . . . Men patrolling the levees, watching for leaks, seepage and danger spots . . . Men filling sand bags, just in case . . . Reports of flooding of the lowlands around Oroville and Alternate 40A to the North closed by slides . . . The highway north of Marysville covered by high water . . . The Marysville cemetery covered by water.

Friday morning, everyone worried . . . The rivers were getting higher . . . Much talk of evacuating Marysville . . . Simpson Lane closed and the Simpson Lane Bridge in danger (it turned over on its side later) . . . Radio Station KMYC on Simpson Lane flooded out and combining operations with KUBA and going on an emergency basis . . . Later they combined with KAGR for emergency broadcasting and we are of the opinion that commercials are better than emergency broadcasts.

Radio broadcasts stated that emergency meetings of the Civilian

Defense, the Levee Commission, the Board of Supervisors and City Councils being held . . . More talk of evacuating Marysville . . . Olivehurst, Linda and Riverside Drive areas evacuated, Lake Plumas rising.

10:30 a.m. the Marysville office closed to give everyone a chance to make their personal arrangements . . . 12:30 p.m. the broadcast to evacuate Marysville . . . the Fifth Street Bridge and D Street Bridge closed . . . Highway 20 to the east closed to automobiles and walking out the only way to leave by the east . . . No way out to the North . . . Only the 10th Street Bridge open . . . No one excited . . . no panic . . . the pictures of 3500 cars moving slowly bumper to bumper, and orderly over the 10th Street Bridge with only one

(Continued on Page Five)



OTTO ROBINSON
Dec. 6, 1955, Corcoran, Calif.
CHAS. J. BURNETT
Dec. 9, 1955, Trinity County, Calif.
LEROY HEDRICK
Dec. 19, 1955, Laton, Calif.
S. C. MUIR
Dec. 24, 1955, Sacramento, Calif.
WM. J. FLYNN
Dec. 24, '55, Santa Marguerita, Cal.
JOHN G. BLANDING
Dec. 25, 1955, Placerville, Calif.
DAVE McRAE
Dec. 26, 1955, Stockton, Calif.
KENNETH JESSEE
Dec. 29, 1955, St. Helena, Calif.
ANDREAS FRANZ
Jan. 5, 1956, San Francisco, Calif.
LEON WARD
Jan. 10, 1956, Oakland, Calif.

An evil stranger on Christmas Eve ravaged the gentle valleys of Northern California, killing just under 100 persons and causing more than \$200,000,000 in damage. We have seen him around before, so we didn't take him too seriously, but this time bad man Flood was grimly determined and wound up a two-week orgy with destruction that we'll never forget and that will require the biggest construction job in state history for repair and future prevention.

Early snow and then warm rain—the longest, wettest rains in many years—made the fatal combination that brought unbelievable crests down from the Sierras and through the valleys. The horror and the cost took the nation's attention for several days, and out of it came one unanimous resolve—that it shall not happen again.

As a result, the wheels are in motion for quick remedial steps—dams on a dozen rivers and long-needed levee improvements.

It was probably coincidence, but a few days after the disaster, the long-awaited Bechtel report on the feasibility of Feather River Project was released, and it declared the \$1 billion project to be feasible in both economics and engineering. Legislators quickly introduced bills calling for federal funds.

Auburn Dam Project Association said it is asking start on a \$65 million flood control dam on the American River.

Again it was probably coincidence, but on Jan. 5, the Third District Court of Appeals in Sacramento ruled against Mr. and Mrs. Walter M. Robbins of Santa Rosa who had brought taxpayers suit against a bond issue for building Coyote Dam on the Russian River, a dam which would have prevented great losses in the Christmas flood of '55 but which had been held up by the Robbin's suit. The Robbins said they will appeal the ruling, so the way is not yet clear for start of this \$40 million dam.

DAMS BECOME IMPORTANT

A dozen other dams, plans for which have lagged, suddenly got new, strong interest, including the following: Indian Valley and Black Butte dams on Stony Creek. Narrows dam on Yuba River. Pollins Dam on Bear River. Nashville Dam on Cosumnes River. Farnington Dam. Buchanan Dam on Chowchilla River. Hidden Dam on Fresno River.

er. San Luis Dam west of Los Banos.

Levee work demanded for years on San Lorenzo River at Santa Cruz will now be done, most cer-

tainly, but it took great loss of property and many lives lost to get action.

Chief flood loss was in the Eur-

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Have You Welfare Questions?

The Operating Engineers Welfare Fund offices are prepared to give our members any information pertaining to their eligibility benefits, as well as the number of hours each member might have in reserve AND the length of time a member must be covered if unemployed.

Members covered by any of the welfare plans listed below should address a post card to C. W. SWEENEY, ADMINISTRATOR, Operating Engineers Welfare Fund Office—478 Valencia St., San Francisco, Calif, if they desire any information.

OPERATING ENGINEERS POLICIES:

Pacific States Steel
Rock, Sand & Gravel (Independent Producers)
Equipment Dealers
Building Materials
Independent Contractors
Dredgers
Associated General Contractors

NOTE: Members employed by the Rock, Sand & Gravel Producers Association are not included in the above policies! These members are covered under the Teamsters Security Fund and should address any questions regarding their eligibility to: Teamsters Security Fund, 25 Taylor St., San Francisco, California.



THE BIG BREAK—The Christmas flood was simply too big for the existing river beds. This view shows the big break just after it occurred at Nicolaus, on the Feather river halfway between Sacramento and Marysville. Note the two rigs in the

water at left—these cats couldn't swim and they are still somewhere in the river. See picture at right for aerial view. (Photo from Sacramento office of Local 3.)



CHRISTMAS EVE at Nicolaus, small community halfway between Sacramento and Marysville, saw no visit by St. Nicholas but rather an ugly, vicious mass of muddy water spreading ruin and sorrow. This aerial view shows the big levee break (see picture at left) and the washed out bridge in background. (Picture from Sacramento office of Local 3.)

Report of Last Meeting

The meeting was called to order at 8:00 p.m., Vice-President Foss presiding. President Clancy was excused by reason of his being ill. Brother H. T. Petersen acted as Vice-President. Roll call showed all other Officers present.

A Synopsis of the Regular Meeting Minutes of December 3 read and by motion approved as read.

A Synopsis of the Executive Board Minutes of December 14 and of January 4 read, and the acts and recommendations of the Board were by motion approved as read.

Cards of thanks were received from Mrs. E. Hogg and family; Mrs. John J. McMahon; Mrs. Dave McRae and son; the J. G. Burns family. All were received and filed.

The following Resolution was read:

RESOLUTION

(Proposal by Operating Engineers Local Union No. 3 of the International Union of Operating Engineers to amend and revise the Constitution of the International Union of Operating Engineers, in accordance with Article XVIII, Section 1 of the International Union's Constitution)

OPERATING ENGINEERS, LOCAL UNION No. 3 of the International Union of Operating Engineers, submits, pursuant to Article XVIII, Section 1 of the Constitution of the International Union of Operating Engineers, the following proposal to amend and revise the Constitution of the International Union of Operating Engineers:

WHEREAS, It is the trend of Labor Organizations to set up District Meetings or Conferences for the mutual benefit, education and assistance of all Local Unions within geographical areas;

WHEREAS, Many Labor Organizations have found the District Meetings or Conferences to be beneficial to the members of all Local Unions involved;

WHEREAS, There are different wage scales, fringe benefits and welfare programs, which it is desirable to standardize within geographical areas;

WHEREAS, From past experience it has been found that District Meetings or Conferences have been helpful in standardizing wages and working conditions and also improving wages and working conditions of members in geographical areas;

WHEREAS, District Meetings or Conferences create and foster a better understanding and relationship between the International Organization and the Local Unions;

NOW, THEREFORE BE IT RESOLVED: That Article XXV be added to the Constitution as follows:

ART. XXV, SECTION 1. District Conferences with jurisdiction over two or more states or provinces shall be chartered when a petition is filed with the General President, signed by one or more Local Unions in each such state or province. No District Council shall have jurisdiction over more than twelve states or provinces.

ART. XXV, SECTION 2. The officers of the District Conference shall be Chairman, Vice-Chairman, Secretary-Treasurer and an Executive Board composed of one representative of each Local Union affiliated with the conference.

ART. XXV, SECTION 3. The term of office of the Officers shall begin at the Conference to which they are elected and continue for one year or until their successors are elected and qualified. No more than two of the Officers described herein shall hold membership in any one Local Union affiliated with the Conference.

ART. XXV, SECTION 4. A. The Conference shall be composed of delegates from affiliated Local Unions. No Local Union shall be entitled to more than six (6) delegates.

B. The expense for the attendance of the delegates to a Conference shall be defrayed by the Local Union they represent.

C. A quorum for the transaction of business shall consist of delegates representing a majority of the Local Unions whose delegates are seated at the Conference.

D. The President shall appoint the Credentials Committee prior to the opening of a Conference.

E. The officers and members of the Executive Board shall be required to attend all Conferences and Executive Board Meetings unless excused. The Executive Board shall meet immediately prior to the opening of each Conference.

ART. XXV, SECTION 5. A District Conference shall have power to adopt such laws not in contravention of this Constitution as will assist them in organizing, protecting and strengthening the Local Unions belonging thereto and the membership and Officers shall be responsible for compliance with all requirements of the Constitution, Obligations and Ritual of the International Union.

A District Conference may levy such per capita taxes on affiliated Local Unions as is deemed necessary by the District Conference to conduct the affairs of the District Conference and such tax shall be due and payable upon approval of the action of the Conference by the Executive Boards of a majority of the Local Unions affiliated with the District Conference.

ART. XXV, SECTION 6. Affiliation of Local Unions in the jurisdiction of a District Conference shall be left to the discretion of the Local Unions.

ART. XXV, SECTION 7. A District Conference shall meet in Conference twice a year upon a date set by the preceding Conference or by the Chairman, or in the event a date has not been so fixed by a vote of the majority of the Local Unions affiliated with the District Conference. The first meeting of any District Conference shall be called by the delegates of the Petitioning Local Unions within three months of the filing of the Petition with the General President. At least two months' notice of the first District Conference Meeting shall be given to all Local Unions within its jurisdiction.

ART. XXV, SECTION 8. Copies of the Minutes of each District Conference shall be transmitted to the General President by the Secretary-Treasurer of the District Conference, immediately following the holding of any meeting thereof.

It was regularly moved and seconded that the Resolution be adopted, and that the Secretary send copies to the General Secretary-Treasurer to be acted upon at the next Convention. Carried.

Resolution regarding election of delegates to the Twenty-fifth Convention of the International Union of Operating Engineers read as the first reading.

The following Brothers were reported ill: Delbert Arner, Lawrence L. Allen, John V. Ard, Henry Baker, Henry Clowers, Earle M. Callaway, Joseph N. Fadel, Cecil Fields, Paul Guisti, W. R. Graham, James Grant-ham, Henry Hibner, Lee Hiatt, Geo. Hymer, Anton Kump, M. McLennon, Servold Mendes, Ed Mitvalsky, Henry Marsh, Eugene Moni, Frank Molarius, Marion G. Murphy, Frank Pegden, Eugene L. Rickman, Wm. R. Reynolds, Harold R. Robinson, J. E. Roberts, J. J. Shore, Walter H.

BIG FEATHER JOB 'FEASIBLE'

It couldn't have come at a more appropriate time, the releasing of the Bechtel Corp. report sought by the state on the feasibility, both engineering and economic, of the huge Feather River Project proposed to 'carry excess' (and how!) water from Northern California to dry southern areas.

In brief, the report says "yes," the project is feasible. It will take about 30 years in all to complete and it will cost about \$1.7 billion.

The report, authorized by the state legislature joint interim committee on water problems at a cost of \$250,000, proposed two alternate routes, through Southern California.

Indications now are that it will get quick priority in view of the devastating Christmas floods. Congress has already been asked to set aside \$100 million as a starter, and California legislators are strong for action.

Water will be carried 750 miles from big reservoirs in Feather River Canyon to Barrett reservoir in San Diego County. Cost of this water delivered would be considerably less than present water costs in the south, the report indicates.

CARQUINEZ JOB STARTING

Warming up at present is a record assembly of heavy equipment that will during 1956 transform a tortuous 12 miles, one of the worst bottlenecks in the Bay Bowl, into a superfreeway outlet, the \$40,000,000 Richmond-Carquinez project.

Already underway is the first link connecting with the Eastshore freeway below Richmond. As it crosses Richmond and the present route, it will have interchanges at Potrero, Cutting, MacDonald, and Barrett, and underpasses at Solano, McBryde, and Dam Road. This section will cost \$5,107,922.

As weather clears, the second phase moves out across the rolling hills, a \$6,934,486 job, with interchanges at Appian Way and Alhambra Road. Contractors are McCammon and Wunderlich.

Final link will cost \$25,703,972. It includes a three-mile southern approach to Carquinez Straits passing under two streets enroute. Also included is the new twin bridge to be erected east of the present span and carry northbound traffic.

Enough land has been taken to expand the freeway into eight lanes. Also, plans are being laid to eliminate present crossings of Highway 40 as it passes through the Vallejo section.

Venezuela Projects

More than 1,000 new public works projects, from rural schools to super-highways and lush recreation centers are getting underway in oil-prosperous Venezuela at a cost of \$331 million.

IBM San Jose Plant

Intl. Business Machines has bought 190 acres near San Jose for a \$16 million plant which will be completed within five years and employ 5,000 workers. This will become IBM headquarters.

Today's safety slogan: Watch out for school children—especially if they are driving cars.

Schulz, Floyd A. West, John T. Wright, H. L. Williams, Ed Johnson, Ed Hewlett.

The following Brothers were reported deceased: Johnnie Burns, Miguel Perriera, Otis Douglas Hogg, Chas. R. Burnett, S. C. Muir, Dave McRae, Otto Robinson, Wm. J. Flynn, John G. Blanding, Kenneth Jesse, Andreas Franz. The membership stood one minute in silence in respect to our Deceased Brothers.

Report of the General Secretary-Treasurer was read by Brother Foss. There being no further business to come before the meeting, it adjourned.



"It's about time your union negotiated a few paid holidays for we auxiliary members!"

3-E Member Opens Architecture Office

We were happy to receive the announcement that Henry Rutzick has opened his office at 693 Mission St., San Francisco, for the practice of architecture.

Brother Rutzick was among the original group that formed Local 3E in 1948 and for several years was a delegate to the Alameda Central Labor Council. He is a graduate of the University of Minnesota and is licensed in California.

With his rich background in contemporary architecture and long experience with some of the nation's leading architectural firms, we can look forward to work consistent with the high standards of his profession.

SERVICE WITHDRAWALS

November, '55:

Robert Eberhardt

Grady M. Quinton

December, '55:

Rodger Eliason

Edward Nolan, Jr.

Gino Quillei

Joseph L. Reynoso

Thomas Roemer

Louis Saffell

Albert W. Thomas

There was an earthquake in a South American town which badly scared the inhabitants.

An English family who lived there sent their little son to stay with an uncle in another district for safety's sake.

Two days later the parents received the following telegram:

"Am returning your boy. Send an earthquake!"

Civility costs nothing and buys everything—Lady Montague.

JUST BE QUIET

The doctor told the film actress that she was run down and needed a change.

"A change," said she. "Do you know that during the last 18 months I've had three husbands, four cars, three jewel robberies, 11 cooks, two divorcees, and seven landlords? What other change can you suggest?"

Teacher: "Johnnie, what are the principal uses of cowhide?"

Johnnie: "Well, I think the most important one is to hold a cow together."

Paint is a wonderful preservative. Maybe that's why women live longer than men.

In the Islands HOUSING, PAY HIKE IN HAWAII

By J. K. WAIWAIOLÉ
Business Representative

Schofield Army housing now approved and work is expected to start sometime the latter part of this year. This project is estimated to cost in the neighborhood of \$17,500,000. It is anticipated that these units, after completion will serve to house the great majority of service personnel now being housed in civilian rental units.

Local contractors are sharpening pencils with hopes of submitting the lowest bids possible for acceptance and still make a good profit.

A wage increase of 10 cents an hour to employees of contractors who are members of the General Contractors' Association of Hawaii will go into effect today, Jan. 3.

The increase affects about 2,600 men. A similar increase will take effect in some specialty trades within the association.

It is estimated that approximately 8,500 workers are employed on Oahu in the building and construction industry. Of these, more than half are employed by members of the association. Specialty contractor members account for about 1,800 of the total. The latest estimate of union members in the above industry is a little over 900.

Kaiser Community Homes Wai-kiki project adds a couple more cabana units, with pile driving for the hotel to start sometime in March. This will be done by Hawaiian Dredging Co., Ltd.

The Honolulu City Planning Commission has finally approved the use of Sand Island for a refinery. This action meets with the approval of many interests in the islands as it is a stimulus to better economy for the islands.

Brother H. D. Jones (Heavy Duty) visited our branch office on new year's eve noon, as he was planning a little stop over for a few days. He stated he spent 26 months in Sumatra and that his wife and two daughters were with him. He'll be home (Oakland) in a few days.

1956 should be very interesting in the islands especially for AFL-CIO affiliates. There is great hope that some assistance will be given us here in the islands to overcome opposition by management and contractors alike.

1956-57 Contracts Are Awarded Now

First contracts are being awarded under a new law which permits the state public works department to let contracts budgeted for the ensuing fiscal year, in this case 1956-57, after January of the preceding fiscal year. This step will permit contractors to take full advantage of favorable construction weather.

Those awarded include the \$6.9 million 4.9-mile freeway job from San Pablo to Hercules, McCammon-Wunderlich Co. Finish east-shore freeway viaduct between Bay bridge distribution structure and Market St., to Gove, Shepherd, Wilson, and Kurge of Calif., Inc., Seattle, \$2.3 million. Eastshore Freeway, 5.8 miles between Beard Rd., and Jackson St., including 11 bridges, \$4.2 million, Gordon H. Ball and Ball and Simpson.

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Respectfully submitted,
C. F. MATHEWS,
Recording-Corresponding Secretary.

What's Doing in the Oakland Area

By AL CLEM, BILL BARR, TINY LAUX, DON KINCHLOE and HAROLD HUSTON, Business Representatives

Due to the very heavy rains and storms throughout the State of California, it goes without saying that there has been quite a slack in the construction work. However, we are now getting a few emergency calls for dredge men, and feel reasonably sure, if we can have a few days of sunshine, we will be getting calls for men in various classifications.

Charles Harney Company's toll plaza job is progressing in spite of the heavy rainfall, and the job is keeping a good number of the brothers busy. They have five dozers, four cat and cans, two blades, a truck crane, and crawler dragline as well as pumps and a pile driver. The job consists of an off ramp from the Oakland Army Base, six additional lanes of freeway, and sixteen toll gates.

Utah Dredge Company's new dredge "Franciscan" is beginning to show her "might"—a new island has made an appearance off the south shore of Alameda at the end of the "Franciscan's" big discharge pipe where the two levee dozers, a new D-8, and also nine are kept busy leveling and diking.

Brother Pat Simpson's Dredge California is making headway on a dike that is to be the perimeter of the new addition to Oakland Airport.

Grove, Shepherd, Wilson and Kruger Company, who have the Cypress Street project in Oakland, were low bidders on an additional \$2,361,255.00 contract for superstructure and a portion of substructure that will tie in with the portion of the project that is already underway.

McGuire and Hester were low bidders on approximately \$500,000 worth of sewer work in Alameda County.

The contractor's shopmen and equipment dealer's shops in the bay area are taking advantage of the bad weather conditions and are getting their much needed repairs done on their equipment that was over-worked during the nice weather. The equipment shops are also designing new logging machinery. In doing so, this is keeping a number of our engineers busy during the rainy months.

The San Francisco Bridge Company was low bidder on a dredge project at the Alameda Naval Air Station. The project involves removal of sea wall, construction of new sea wall, and about 5,500,000 cubic yards of dredging at a cost of \$6,304,000.

Peter Kiewit and Sons Company had the low bid of \$4,275,510 on the Dublin Canyon Freeway, in Alameda County, which is 5.37 miles long, located 2.3 miles west of Dublin and .3 miles west of Center St. in Castro Valley. There is approximately 1,600,000 cubic yards of roadway excavation alone on this project. At the present time they are digging the ditch for the concrete culvert to be placed under the freeway for drainage of water from the Palomares Creek. This drain pipe will take 1500 feet of 78" and 5000 feet of 84" pipe.

Most of their equipment has been moved to the job, and work is progressing as much as possible as the weather permits.

Brother Bill Roche is general superintendent with Mel Walker as master mechanic, and the following brothers working with them are doing a very fine job: Frank Zillinski, grading superintendent; Henry Vogt, heavy duty mechanic foreman over shovels and draglines; Sailor Hamby, shop foreman; Johnny Kaufman and Earle Tepner, grade foremen; Art Lloyd, NW-95 operator; Lee Strickland, oiler; George Huston, 38-B operator; Bob Powers, oiler; Rex Turner, Lorain truck crane operator; Jack Jones, oiler; Paul Willingham and Orville Stockman, blades; Bob Lloyd, grader setter; Don Berreth, D-9 dozer; Windy Phillips, D-8 dozer; Don Eckert, D-8 dozer; Al Florence, D-8 dozer; Bill Squibbs, D-6 dozer; T. Z. Sanders, cat and scraper; Pete Crawford, Jimmy Eversole, Jack London and Clyde Cowger, heavy duty mechanics; John Castro, grease truck; Wally Gibson, Michi-

gan loader; J. Zumwalt, Ed Swan, Harry Vann, and Floyd Bell, DW-20's; and Charlie Mulock, parts man.

Guided Missiles

Williams and Burrows, Inc. were awarded the contract, with the low bid of \$996,000, for the guided missile site located between Alvarado and Newark on Marsh Road. McCammon and Wunderlich received the subcontract to move the dirt which will amount to approximately 120,000 cubic yards.

Brother Jack Hust, superintendent, has all the equipment working at the job site and says, "the job will roll—rain or shine." Orval Unruh, grade foreman, with the following brothers employed at present: Frank Coelho, cat; Hank Marsh, sheepfoot; Charles Steel, Jim Jordan, and Jerry Dowd, DW-20's; Robert Ray, field mechanic; Thomas Rivas, instrument man; John Chicasson, Rene Ravel, Ralph Carr, Bob Quist, and Charles Sanders, technical engineers.

McGuire and Hester have only the clean-up work remaining on their pipeline job in Livermore. They have a number of other small jobs at present. On their job at Kingswood tract in Irvington, they have 3,100 feet of 12", 8", and 6" asbestos cement water pipe to install. Brother L. Coney is operating the 314 Buckeye trencher with Ray Talbot doing the oiling; Warren Benner, whirley; Clifford Christianson, Hugh loader; and Clarence Heidner is on the scoopmobile.

At the present time, Underground Construction have the following jobs: A tract at the end of Neal Street in Pleasanton, two miles of 10-way telephone line to install on Main Street in Pleasanton, and 2½ miles of telephone cable to install at Nike base to Radar Station on Lake Chabot Road in Castro Valley. Brother Tom Nissen is operating the 95 Cleveland trencher with Michael Medley oiling and Neal Henderson is doing the back-filling and grading.

Davis and Trentz have been awarded the contract for the driveways, sidewalks and landscaping on the Stanley-Davis tract located at Junction Avenue in Livermore. At present, Verlon Sinclair is operating the Fordson tractor.

Stolte, Gallagher and Burke are working on a 3-shift basis, around-the-clock, to replace 30,000 cubic yards of fill on the banks of the San Lorenzo Creek, that was washed out by the heavy rains. Brothers Jim Foss, John Becker and Vick McFarland are pushing the three shifts. At the present time, they have four cats, one truck crane clamshell, one grade-all and forty trucks doing the hauling.

Clements Construction is working with the State to clear the debris and rebuild the Niles Canyon Road between Niles and Sunol. Superintendent Jack Campbell has the following brothers working with him in this flood damaged area: M. F. Sears, operator; H. Lane, oiling; J. Plemens, D-4 loader; and R. Copley, D-8 dozer. Also, at present time they have six trucks doing the hauling.

Arnold Bellini Construction is rebuilding the levee on the Perculator Lake near Niles. The levee was washed out during the heavy rain and as a result flooded three hundred homes in the Niles area. Niles Quarry and Escobar Quarry are furnishing the material to rebuild the levee.

The Pacific States Steel Mill in Niles was also badly flooded during the storm which has resulted in quite a number of our Engineers being out of work while the machinery and equipment is being repaired.

Kaiser Antioch Plant

Kaiser Engineers are the general contractors for the new Kaiser Gypsum Plant being built in Antioch to replace the gypsum plant in Redwood City that was destroyed by fire in June of last year. The plant will have facilities to produce plaster board, gypsum lath and wall board. Kaiser has two other gypsum plants located at Long Beach, California and Seattle, Washington, and they anticipate to have all construction completed at the Antioch plant in September of this year. Brother Carl Phillips is operating a truck crane with Brother Mitchell Marr as the oiler.

Fredrickson Brothers have the subcontract for the dirt moving which will be approximately 180,000 yards, and fortunately the rain has not affected this portion of the job. Brother Archie Edmonds is acting as foreman as Brother Art Burch is now on vacation. The following Brothers are moving the dirt: Ray Willis, dozer; John Walling, dozer; Clifford Sawyer, blade; J. F. Johnson, dozer; J. C. Gardner, DW-10; Allen Radki, DW-10; Ralph Shepherd, cat and can; K. R. Ogg, DW-20; A. P. Coontz, DW-10; F. R. Katony, DW-20; H. H. Ward, dozer; R. Woody, grease truck; B. A. Burch, grade setter; and Frank Mello, pump operator.

Basalt Rock Company are doing the rip-ramping on this job which consists of 10,000 tons of rock. Operating the 3500 manitowoc clam is Brother Fred Lewis with Brother Bill Endt as oiler and Elmer Gray as deck engineer.

California Steel are building a sixteen-sided hemispheroid structural steel building which is 175 feet in diameter and 80 feet high. The building will store 35,000 tons of gypsum rock for the processing of plaster board, gypsum lath, and gypsum wall board. The reason for the building being round is for the natural fall of gypsum being poured in from the top of the building which forms a cone the same size and shape of the building. Ships will bring gypsum rock from San Marcos Island—Gulf of Lower California. When the ship docks in Antioch, the conveyors take the, four-inch minus, rock from the ship to the top of the round building. Gypso comes from the Greek language meaning chalk; this gypsum rock being from 96 to 99% pure.

Brother Jack Duffy, operator, and Brother Don Greene, oiler, for Soule Steel are erecting the structural steel that was salvaged from the warehouse building in Redwood City. This portion of the steel is 95 per cent complete.

A \$200,000 subcontract was let to Cantor and Coull to build a 300 foot dock. Brother Ed Erickson, operator, and Brother Clarence Matheny, fireman, are on a scow rig driving piles for the dock which is to be completed in March of 1956.

Antioch Paper Mill

Howard S. Wright has been awarded the \$4,000,000 contract for the Zellerbach Paper Mill in Antioch. The paper mill will be in two units; one will produce paper and the other paper sacks. Working on this six to eight-month project are the following engineers: Al Muns, Link Belt 90 operator; Roy Smallwood, oiler; Bill Rogers, dozer; Rex Richardson, operator; Henry Gibson, oiler; Clarence Hazelwood, operator; H. C. Wayne, operator; Carl Prince, operator; Bert Isley, oiler; and Mr. E. J. Peters, general superintendent.

Ben C. Gerwick is the subcontractor for the dock which will be three hundred feet long, and is expected to be completed in approximately six months. Working on the scow is Brother Ed Blood as operator and Brother Frank Vizcarra as fireman.

C. C. Moore received the subcontract for the erection of the steel for the boiler plant. Leroy this portion of the project and has Joseph is the superintendent for the following brothers working with him: Drury Wallace, Walter Jackson, and Mario Colombo.

H. W. Gentry have moved in a portable batch plant to supply the concrete for the construction of the paper mill. Brother Bill Con-

nolly is foreman; Brother Bill Estee, batch plant operator; and Pete Frediani as loader operator.

Stolte, Gallagher and Burke have two freeway projects; one on Pleasant Hills Road in Lafayette and one on the Contra Costa Highway. However, both projects were washed out during the heavy rains, but hope it will dry enough so that they can go back to work soon. They expect to have more work this year than last.

Prior to the heavy rains Gordon Ball had approximately forty engineers working on the Lafayette freeway project; however, at present he has only two operators standing by for emergency crews. Just as soon as weather permits they will be back in full swing, and will keep quite a number of our engineers busy for some time.

DePont Nemours and Company are building a \$10,000,000 plant in Antioch to produce freon and tetraethyl lead. The plant is expected to be finished the latter part of this year, and more expansion is anticipated when this portion is finished. The following brothers are employed: Dolla Worster, mechanic; John Hall, crane; Arnold Butterfield, Bay City; Bryant Morgan, oiler; Jesse Burns, Manitowoc; Steve Luck, compressor; Walter Rogers, compressor; Eugene Roberts, fork lift; Henry Monroe, oiler; Norris Casey, loader; Obie Arnett, dozer; and Emmitt DeGroodt, mechanic.

Antioch Building Material's hot plant has been kept busy during the rains, and it looks as though there will be a lot of work in the Antioch area for the coming year. The following brothers are employed there at present: Nick Zaccagnino, plant engineer; Ken Anderson, clam operator; Ray Bruno, fireman; and Bob Baker, box man.

S.O. Ammonia Plant

The M. W. Kellogg Company of New York City have the contract to erect the hydrous ammonia plant for Standard Oil Company of California in their Richmond plant. This plant, when completed, is estimated to produce three hundred tons per day of hydrous ammonia.

Duncanson and Harrelson drove job. The excavating was done by approximately 1,650 pilings for this Bay Excavators and Blair Excavators. Chicago Bridge and Iron are erecting two storage spheres for liquid ammonia. This plant will also make liquid ammonia from a combination of natural gas and refinery tail gasses. This process also involves tremendous pressures as high as 4,800 pounds per square inch.

Biggie Crane and Rigging has the contract for all the rigging and erection of the steel. One vessel weighs 190 tons, which will be erected by two poles. All piping, with the exception of a small amount of alloy, will be fabricated at job site, with completion scheduled for late summer. The following men are employed: Adolph Fenik, resident manager; Pete Joyce, assistant resident manager; Victor Miley, instrumentman; Waldo Chase, instrumentman; A. J. Kusler, Paul Kittrelle and Gilbert Rodreques, chairman.

Macco Corporation of Paramount, California, have the contract to erect the Nitro Acid, Complex Fertilizer, and Solution Plant for Standard Oil of California and California Spray, a subsidiary of Standard Oil, in their Richmond, California plant. The pile driving by Ben C. Gerwick is completed as well as the excavating by Macco Corporation. These plants are being pre-fabed in Europe. The Complex Fertilizer Plant is the first one using this process to be erected in America, and expect to have in operation by June of 1956. Judson, Pacific-Murphy will erect the Complex Fertilizer building, with the balance of the erection being done by Macco Corporation. Brother George Larson is the compressor and pump operator with the following brothers doing the technical engineering: Clyde Douglas,

Chief of Party; Wally Guest, instrumentman; Rudy Stark, Roy Hamilton, Ellis Lyons and Dick Rosko, Chainmen; and Ed Fitzsimmons, office engineer.

Personal Notes

Brother William A. Thomas returned to the States for the Holidays. Brother Thomas has been in South America working as a clearing foreman for Foley, Incorporated, since December 28, 1953. This project consisted of 150 miles of railroad for mine facilities of manganese ore. The deposit of ore there is one of the richest in the world. Their camp is located on the north shore of the Amazon River near the equator. The nearest town is Belém, Para, Brazil, and can only be reached by air which is about a two-hour flight. The predominant language is Portuguese, however, they do speak French and Spanish.

Brother Red Bishop, mechanic for Bechtel in Avon, caught a 34 pound striped bass near Pittsburg. Try for two next time, Red!

Brother John Piper is going in business for himself — "Norwalk" Service Station at 1740 San Pablo under the name of Ed and John's. When any of you brothers are near, stop and say hello and fill-up with gas, Best of luck, John.

Brother Charlie Russell bagged a deer after all—the last day and the last hour of the season. A deer came up and said, "I'm tired of running and being chased—shoot me!" Had the deer known it was the last day, it probably would have escaped.

\$9 Pay Loss: P.O. Clerks Xmas 'Gift'

A Christmas gift in reverse—loss of about \$9 in earnings—was handed to post office clerks by Postmaster General Summerfield. It is being protested by the Federation of Post Office Clerks.

Summerfield's arbitrary selection of Dec. 3 as the effective date for the switch from old to new salary rates resulted in the two-day special pay period that would have been avoided if Dec. 1 was designated, the day following the end of the normal pay period.

As a result of Summerfield's action, over 250,000 regular employees with years of service are being paid less for work done on Dec. 1-2 than newly hired substitutes.

E. C. Hallbeck, NFOC legislative director, said Congress would be asked to take corrective measures as soon as it reconvenes.

ICE AT \$1 PER LB.

Detroit.—First commercial ice in the U.S. was cut from lakes and cost \$1 per pound.



"It's just a polite note from the men on strike asking you not to scab on them anymore!"

Northbay Region Is Busy Repairing Flood Damage

By H. O. FOSS, FRANK A. LAWRENCE and LOUIS C. SOLARI, Business Representatives

As we enter into a new year, we find the weather is still such as to prevent our men to work; however, we contemplate a year of plenty work with all the damage of flood waters in this surrounding area.

Before we write of anything else, we would like to stress once again the urgent need for blood at this time. Our Blood Bank Reserve Fund is depleted and the need for blood is great. Bro. H. E. Dutcher's wife is in hospital and badly in need of blood. Any brother member who is able to donate, please let us hear from you and we will be most happy to make the necessary appointments for you.

At this writing, we are happy to report that the following members have donated to the Reserve Fund:

Brothers Alfred R. Hilton, Ralph Gaches, Ed. Burke, Leroy Ruffner. We wish to thank them for their donation.

Also thanks to Brothers James C. Hilton and Leon D. Peterson—although they were willing to donate, they were not able to give. We do appreciate their fine efforts. And Brother Dutcher is certainly gratified to know that his wife will be able to have the transfusion, thanks to Local 3.

By the time this goes to press, Bro. Foss will be well on his way to Guaymas, Mexico. If there are and brothers in that area, drop in and say hello.

Bro. Vic Nielsen, foreman for Carey Bros., has taken a trip with his family to Mexico in his brand new car. Nice way to break it in.

Transocean is moving in crusher and crew out Bodega way on their \$349,867 award. Bro. Paul Fields will be their foreman—crushing this winter and opening grade about May, 1956.

We wish to announce that we have watch fobs with the Engineers insignia available for the price of \$1.00. You may pick one up at our office, also lapel pins are available. The first purchaser of the watch fob was Brother L. P. Meyers.

GET YEAR BUTTONS

We also wish to remind you that the year buttons are now available. Following are some of the brothers who already have bought their year cards and are proudly displaying their year buttons: Brothers Henry Imboden, James A. Humphreys, Lea Wright, Raymond Dillard, Bob Montgomery, F. C. McCarver, Robert J. Davis, Floyd Davis, Alvin H. Osgood, Merrill Weekly, Clyde Plymell, Fernando Clementino, Laurence Pienovi, Louis Giannini, Fred L. Adams, H. D. LaLonde, Frank H. Beck, H. E. Whorton, R. H. Prull and Henry Ghilotti.

We are sorry to report the deaths of Brothers Wm. L. Collins and Kenneth Jesse. Bro. Collins was an ex-member and passed away in Adana, Turkey.

Bro. Roy C. Bagley was in the day before his birthday, Dec. 17th, and gave us a bit of happy news—his daughter whose first name is Dennis getting married to one of our members, Bro. John Dennis—thus changing her name to "Dennis Dennis." Our sincere congratulations to both and to you, Bro. Bagley, a belated Happy Birthday.

We are sorry to hear of Brother Warren Blake being hospitalized for an eye operation and do hope that it is successful. Also our best wishes for a speedy recovery to the daughter of our Bro. Tony Azevedo, who has entered the hospital recently for an appendectomy.

We wish to announce that Bro. H. D. Holtzinger is in the excavating and grading business and has an H.D. 5 Loader—anyone who may be interested may contact Bro. Holtzinger at Tiburon. Telephone number is: GENEVA 5-0687.

We are reliably informed that the firm of Ghilotti Bros. will employ a great amount of engineers after the start of this year. At present, they have 12 engineers steadily employed on their payroll and have had through the winter. As soon as the weather breaks, they contemplate several major

jobs in the area. They still are busy demolishing houses. We also learned that they have added another Hydro-Crane. And that Babe Ghilotti and wife are expecting another addition to the family some time in March. Another new operator perhaps?

Received a letter from Brother Harold Lewis who is having a wonderful time with his family in the Reno, Nevada, area. He says he is spending a two and a half month vacation skiing and having a lot of fun.

E. T. Haas have a \$49,100 water line job located at Texas and Georgia Streets in Fairfield, approximately 4000 feet of water. They started this job on December 7, 1955, and to complete job on January 15th. They have the paving and all. Super is Lloyd Dod, operator on the 120 Buckeye Trencher is Bro. Marshall Peterson; oiler is Bro. Charlie Warner. On the Stomper is Brother Leon Muzzy, and on the Loader is Bro. Harvey Wiems.

A. Turrin & Sons started job on Nov. 21, 1955, and will complete the job on April 24, 1956. They have approximately 500 acres of clearing up in Monticello. This clearing consisting of all bushes and trees from 6 inches up, to be removed and cleared out for water for a reservoir. This is a \$51,000 job. Members we have on this job are: Brothers Al Turrin, foreman; Ernest George on the Cat, Bro. Jim Villa is the oiler. We hope that this company will employ more, since the storm we have had has put them behind schedule. Hope they will be able to meet their deadline. They have a tough problem clearing brush in this area as the storm and floods have done quite a bit of damage. We are wishing them the best of luck for the coming year in completing their project.

HURT IN ACCIDENT

Bro. Ed. C. Johnson was on a two weeks' vacation with his wife, Mrs. Johnson and on their way coming home through Weaverville they were sideswiped by a truck and trailer which put them in a pretty serious condition. They are now in the hospital since Nov. 30th and Bro. Johnson probably will be released sometime in the middle of February but will be unable to work for a while. Hoping Mrs. Johnson who was hurt more seriously will be able to leave the hospital at the same time. We wish them both a speedy recovery.

Reporting on Monticello Dam. From the last report we received, they have quite a bit of work that has to be done before the boys will be able to go back to work on the project of the dam. The road has been washed out and the steel which holds the trestle stands approximately 150 to 200 feet in the air. The storm has twisted the steel, and the support of the trestle loosened up the footings which supports the trestle which means that they will have to repair the trestle before any work can be done on the dam. We wish them good luck in that they will be able to get back to work on the dam in two months time and have everything in progress within two months time.

Tecon Corp. have stopped all dirt moving operations for the time being, but have a few of their mechanics repairing and overhauling some of the rigs in their shop. But when they do get started again, there will be a lot of repairing and filling the damage that these small artificial rivers of water did to their fills and unfinished streets.

Carey Bros. rigs have been working right along every day when it did not rain, as their cat has been sloped to run the water off and as soon as the top is dozed off the muck is fairly dry.

Stegge Construction has been trying to keep up the roads into the housing project in order to get materials and building crews into the home sites, but as for trying to move dirt, that is impossible.

The prospect for work in this area whenever it does dry up have

Labor Urges 2 Million Homes a Year

New York.—A veritable flood of new housing to meet the ever increasing demand for adequate homes by growing millions of Americans and to block the growth of slums was demanded by the AFL-CIO convention.

"Our nation has been unable to produce enough housing to meet the pressing needs of millions of families," the resolution said.

PROGRAMS FAILED

"Most low income families and many middle income families are forced to live in overcrowded, dilapidated slums located in blighted neighborhoods. Housing conditions of Negro and other minority families, who have been virtually barred from the market for new housing, are especially bad.

"The housing industry and governmental housing programs have failed to meet this challenging situation. . . . Unless the rate of housing construction is raised to at least two million units a year, millions of families will continue to be denied the opportunity to obtain decent homes."

A major portion of the new homes constructed under this program, the resolution said, should be marketed within the reach of families with incomes below \$5,000 a year. At least 200,000 low-rent public housing units should be constructed annually, it added, to meet the needs of the lowest income groups.

In addition, it said, special financing and credit aids should be created to help workers buy homes, including establishment of a federal national mortgage corporation, while cooperative housing "should be especially encouraged."

ASK CABINET POST

Also, liberal aids were proposed for builders to provide moderate priced rental housing, "much needed in virtually every city." The federal government also was urged to set up a moderate cost insurance program to protect purchasers against foreclosures because of illness, loss of job or other temporary emergencies.

Similar aids for farm housing were suggested, along with a special program of 50,000 new units of public housing annually, built especially for the elderly. An expanded urban redevelopment program was asked to prevent the further spread of blighted areas.

Protection of the prevailing labor standards of building trades workers on all federally assisted housing programs, including payment of the prevailing wage, was demanded.

The resolution supported proposals to add a Secretary of Housing and Urban Affairs to the President's cabinet, and declared the "outstanding efforts" of the National Housing Conference merit its continued support by the AFL-CIO and its affiliates.

kept the boys' spirits at a fairly high pitch.

Duncanson & Harrelson Redwood Bridge job with Buck Fink, project manager, is about on schedule, opening about Nov. 1st, 1956. Following Brothers on job: Dick Emory on No. 10, Paul Pruitt on 80-D, Bill Teague on P.&H. Crawler, "Skeeter" Garner, P.&H. Truck Crane, Chas. England on American Truck Crane, Frank Phillips, utility rigs, etc. Brothers Harry Keller, Ed. Schelley, Bill Shaw, Jack Litch and C. Bordell, oilers. The pre-stressed girders, etc. are from Basalt Rock in Napa.

Bro. John Mattus has taken over on the Ed. Keeble job at the Alto Wye. George Augusta, former project manager, taken off for South America for Utah, Brother Russell Wood is pushing the cat spread.

This is all for this month!

Safety Engineer Jobs

State personnel board announces exams for safety engineers, industrial, elevators, and mining. Final date for applications, Feb. 10.

MASSIVE CLEAN-UP JOB IN FRESNO AREA

By LYNN MOORE and JAMES D. MONROE, Business Representatives

Needless to say we are bogged down like the rest of Northern California. Due to heavy rains, flood damage in Merced and Madera Counties consists mainly of damage to road beds. The All Year Highway to Yosemite is closed above Mariposa due to slides. The flood control work in Merced County suffered much heavier damage. Several power houses

were flooded causing major clean-up jobs.

The new road above Pine Flat Dam to Balch Camp suffered heavy damage causing a complete shut-down of the M&K Walsh & Perini job in that area. Further south in Kings and Tulare Counties the damage was much heavier with major repairs needed on the Friant Kern Canal and all levees in the Woodlake area, where the St. Johns and Kaweah Rivers decided to join hands and make one river. The towns of Farmersville, Three Rivers and Visalia were washed out and flooded, causing many of the occupants to flee from their homes.

Parts of Highway 99 and the railroad were washed out, the underpasses at the Visalia Y were filled to the top, and this entire area was declared a disaster area. Everyone who had a piece of equipment pitched in to start cleaning up and repairing the damage. Most of the local contractors, having been rained out of their various jobs elsewhere, have moved equipment to the Woodlake area and are keeping their boys busy.

P.C.A.'s rock plant at Lemon Cove had about 4 feet of mud and sand washed in and their equipment covered up and rolled around. The company says they may move out of the river bed with their new plant when they set it up. Griffith Company's hot plant had tanks washed away and equipment covered. Clement Company also suffered damage on their hot plant.

LEVEE, CANAL WORK

Paul E. Woof Construction of Fresno was given the largest contract let by the U.S. Army Engineers for repairs of flood damage on the St. Johns and Kaweah Rivers building levees. Gene Richards Inc. were low bidders to the Bureau of Reclamation for the repairing of the Friant Kern Canal in the Woodlake district. Several other smaller contracts were let

in that area. Porterville had some damage on the Tule River, Middleton's plant is back in operation and Stewart & Nuss have their hot plant going again and working on their highway job west of Porterville.

Bechtel Company have moved some of their equipment to Three Rivers to repair damage done to Southern California Edison Company's power houses.

Gordon Ball Co. have started hauling their aggregate from the Middleton plant where it was crushed and stockpiled there by John Ferry, for their paving job on Highway 99 and should start paving operations real soon. Gerald Brewster Company of Avenal are also back working on their Highway 41 job.

NEW PROJECTS AWARDED

On the brighter side, the State Highway Department has called for bids January 18th on 4 miles of grades and surfaced plant mix near Mariposa. The P.G.&E. Co. awarded contracts for construction of Helms Dam and access roads to Morrison-Knudsen Inc., Walsh Const. and B. Perini & Sons. Helms Dam will be a rock filled structure 290 feet high. The access road to Haas powerhouse will be widened and strengthened. The S.F. Dist. Corps of Engineers calling for bids for construction of access road at Castle Field Air Base.

Kovick Bros. were low bidders to the Bureau of Reclamation for turnouts and installation of meters on the Friant Kern Canal.

Notice the change of address of our office:

3121 E. Olive Avenue
Fresno 2, California
Phone 3-1981.

Be sure and check to see if you have your No. 6 assessments paid. This is very important in order for you to be eligible to participate in the burial fund.

SHASTA DAM SAVES REDDING--RED BLUFF

By E. A. Hester, Business Representative

May we offer a heartfelt "Thanks" for our position during the recent storm and flood in Northern California and extend our sincere condolences and our help to those neighbors who weren't so fortunate. We missed the worst of the deluge and have had very little damage as compared to the surrounding districts. That mighty Shasta Dam stood right square in our way.

Siskiyou and Trinity Counties were hit the worst by the flood, in this district. Out of the six northern counties. Siskiyou County suffered, by far, the most damage. They lost seven bridges (washed out) and some highway. Two bridges were washed out in Trinity County, and a little over a mile of Highway 299E was damaged, cutting traffic off, in that direction, for several days. There was also quite a lot of damage at Happy Camp, located on the Klamath River. Several houses and some highway were washed away. Shasta County flood damage has been placed at about \$170,000.

Clyde Spencer, Regional Director, of the U.S. Bureau of Reclamation, reports that work on that two hundred and twenty-five million dollar Trinity County diversion project will soon be under way.

Bids will be open on January 10, 1956 for access roads leading to the projects. Bids will also be open on that date for a bridge to be built at Minersville, on the Trinity River. There will be another dam, nine miles below at Lewiston.

The engineers are, at present, surveying and drawing up plans for the third dam on Clear Creek, near French Gulch, in Shasta County.

At the time of this writing, because of dark clouds, pouring rain, lashing winds and heavy snow, the work situation is at a virtual standstill and I strongly doubt that there will be any noticeable improvement for at least the next two months. However, when the weather does clear up we will have plenty of work to look forward to this year. More than ever before!

At the moment we have approximately three hundred engineers on the out-of-work list.

There have been a few men in the hospital this past month but now everyone seems to be back with us and feeling well.

With good wishes to all for a happy and constructive New Year.

★ ★ ★

Wife (romantically), looking up from novel she is reading: "My—how thrilling! Tell me, George, what would you do if you suddenly saw another man running away with me?"

Husband (thoughtlessly): "I'd simply ask him why he was running!"

★ ★ ★

It is but a truism that labor is most productive where its wages are largest. Poorly paid labor is inefficient labor, the world over.—Henry George.

Story of the Flood Is Told By Marysville-Yuba Engineers

(Continued from Page One)

small accident . . . People waiting orderly in line for their turn to move . . . All out in about two hours and Marysville a deserted town except for some 1,500 men working on the levees and patrolling the town . . . **Heroes all.**

The lack of excitement in Yuba City and practically everyone refusing to believe that Yuba City would be hit . . . The water rising higher and higher . . . 4:00 p.m. the Sacramento Northern R.R. trestle goes out and with it went the telephone cable and the phones are out.

The picture of the National Guard stringing temporary telephone lines . . . Beale Air Force equipment and men thrown into the battle by Col. John J. Livingston, and without authorization . . . A commendable act and one that, for which we, with the other citizens of this area, are everlastingly grateful.

PRAISE CONTRACTORS

Contractors throwing their men and equipment into the fight without being asked or assured compensation . . . Broadcasting for their crews to return to work as there were no phones . . . The picture getting worse and the break at Nicolaus, with the bridge going out, and everyone hoping that the pressure would be relieved . . . **A false hope.**

The battle to save the levee at the north end of the D Street Bridge . . . The officer or non-com who forced the men back on the job when the big chunk of concrete fell, splashing water over the levee . . . The picture of men standing waist deep in water holding the bridge down while other piled sand bags on it.

The radio broadcast describing the flight from Marysville, including interviews with citizens who refused to leave . . . The Shanghai Bend break, and calm still prevailing . . . Too calm, it proved, because many, too many, didn't move fast enough . . . The break above Yuba City and the pressure off Marysville . . . Marysville saved.

The surging head of water taking all with it . . . People still calm . . . Moving to Colusa and Live Oak without confusion . . . The Highway Patrol doing a bang-up job keeping people moving . . . Many of them on the job 24 hours and more without rest . . . The broadcast, by the man who broadcasted from Marysville, from Live Oak about the "last line of retreat."

Saturday morning, Yuba City covered by water . . . The Red Cross, Salvation Army, Churches and others moving in with clothing and food . . . The neighborliness and kindness of all toward each other . . . The irony of people who evacuated Marysville forced to flee from Yuba City, some even being caught and drowned, including the office janitor, who is still missing, and at this writing, hasn't been found . . . The kindness and com-

Special Notice to Members Suffering Flood Damage:

First let us, from the Officers and members of Local 3, and especially the Marysville Office, although we know that because of the publication date, this will come a little late, offer to those suffering damage in the flood, our most sincere and heartfelt sympathy. We, also, if you have not already, appreciate your reporting to the Marysville Office the extent of damage suffered by you. This is so that we may render what assistance to you that is within your Union's power.

Secondly, again perhaps a little late and if you haven't already done it, may we suggest and advise that you register your damage with the Red Cross so that you will be eligible for whatever aid they may render. Whatever aid is rendered will be an outright grant and not a loan.

—The Marysville Office.

Regular Meetings

Despite catastrophes, life has a habit of going on, so here is a list of the coming meetings.

Yuba Consolidated Gold Fields Unit: Monday, January 23, 1956, at 10 a.m. and 7:30 p.m. in the Engineers Hall, 1010 "Eye" St., Marysville.

Natomas Company Unit: Monday, February 6, 1956, at 10 a.m. and 7:30 p.m. in the Veterans Hall, Folsom.

Gladding, McBean & Company Unit: Joint Board of the Lincoln Industrial Council, Tuesday, February 7, 1956, at 4:15 p.m. in the office of the Lincoln Industrial Council, Lincoln. General Membership Meeting, Tuesday, February 14, 1956, at 4:15 p.m. in the City Hall, Lincoln.

Concrete Pipe Plants Unit: Thursday, February 9, 1956 at 7:30 p.m. in the Engineers Hall, 1010 "Eye" Street, Marysville.

(We were sorry to have had to cancel the meeting in Chico scheduled for Monday, January 9, 1956. However, we are sure you will forgive us, as the flood emergency made this necessary.)

passion of the people of Sutter (later evacuated), Colusa, Williams, Arbuckle, Woodland, Live Oak, Gridley and other towns who took in the evacuees, provided shelter, food and clothing.

As the water goes down the picture of utter desolation . . . Houses piled up like match sticks, and in the middle of one pile of houses, a house burned to the ground which caught fire during the flood, and almost caused the Yuba City Fire Department to be caught by the surging water . . . Once prosperous farms, a sea of mud with the top of an automobile sticking up here and there . . . orchards ripped up and trees piled in a heap . . . Helicopters and boats still picking up people from the tops of automobiles, trees and houses.

LOST AND MISSING

Heroism was the order of the day . . . To pick out one, or a few, would do an injustice to hundreds of others . . . Men who fought on top of the levees when all seemed lost . . . Men who risked their lives and died warning people to leave . . . Men waist deep or deeper in the surging water, pulling people to safety.

The poignant broadcasts of relatives looking for missing members of their family . . . The commendable manner in which all public bodies performed under the emergency . . . The Civilian Defense organization proving its worth over and over . . . Christmas trees littering the streets with decorations and tinsel still clinging to them or standing unlit in windows; mute evidence of a lost Christmas . . . Children crying over lost toys or dolls that Santa didn't bring, or sleepless because of the inability to sleep in strange beds or on floors, because of the lack of cribs. This is the year that Christmas didn't come.

The rapidity with which the rebuilding began . . . Men by the hundreds and equipment starting the refilling of the breaks . . . Families being reunited, fed, clothed and housed by the scores . . . The assessment of the damage starting . . . All the government bodies, Federal, State and Local rushed into the breach with aid.

The picture of the Marysville office filled to the brim with clothing for the destitute, trucked in by the Teamsters Union . . . The Business Representatives' wives helping the needy, regardless of membership, pick out needed clothes . . . The 14,440 polo shirts that came in the load and no polo players, and no place dry enough to play polo if there were any.

As this is being written 34 members, and there are probably more, have, or it has been for them, reported to have suffered flood damage ranging from a small amount of water damage to a complete loss



of their home . . . One member reporting that he couldn't find his house . . . The Local Union moving to bring them every bit of assistance possible.

Business Manager Swanson and Mrs. Swanson coming to town to personally investigate the damage and their comments that it was not possible to realize the damage and desolation from the newspapers, and radio and television accounts . . . Also bringing in a carload of clothing, bedding for the needy and money for the Salvation Army.

The hectic time since the flood . . . The office open day and night, including Saturday, Sunday and Monday of the New Year holidays; dispatching men to the places of emergency work . . . And in some cases outfitting the members in clothing and shoes so that they would be warm enough to stand the weather.

Still the broadcasts of people looking for missing relatives . . . No record has been as yet compiled of the total number of missing. The dead are still being found in the fields, under debris and in some of the most unlikely places. The rumors that fly thick and fast of the number of dead, which, with every telling, increases . . . And parking at a premium around the mortuaries.

Now that the first flush of the emergency is over, comes the let-down. Tempers and nerves are frayed. It is a little harder now to stand the inconveniences of doubling up with others now that the novelty has worn off. The awful loss in life and property is just beginning to be felt and the long hard job of rebuilding has begun which, please God, will soon erase most of the visible and physical scars, but scars, no doubt, will long remain on some hearts and minds.

WORK OVERLOAD

Levees are being rebuilt. All the local contractors: H. Earl Parker, Baldwin Contracting Co., Lester Rice & Sons, Brown-Ely Co., Rice Bros., and others with many subcontractors, too numerous to mention, are busy around the clock. So far though, there have been plenty of local men, many of them who suffered damage in the flood, to man the equipment. Within a few days the danger that rising water could cause will be eliminated and the emergency and need will be over.

Yuba City and the surrounding area is rapidly being cleaned up. The sewers are repaired. The water system is back in working order, although water still must be boiled to drink, and lights, gas and telephone systems are back in working order. Mud continues to be mucked out of houses. Furniture, clothing and appliances in varying stages of destruction by water and mud, litters the yards and streets, waiting to be carted to repair shops, cleaners or the dumps but lights are again appearing in houses and the city again is taking on the appearance of a habitated place. All in all, it wasn't a nice Christmas!

★ ★ ★

"Darling I haven't told you before," reported the beaming wife, "but I paid \$400 for this beauty plan, and after only three and a half weeks I've been taken for Ava Gardner."

"You've been taken," corrected her husband, "for \$400."

STOCKTON HOLDS THE LINE AGAINST WATER, WEATHER

By ED DORAN, WALTER TALBOT, M. W. GRIFFING, C. L. CASEBOLT and RENNY BURROUGHS, Business Representatives

Seems as though the news from Stockton has mostly to do with water and weather—we have so much of both. The work in the area would be nil if it were not for some activity on the Tri Dams and some levee repair work both by cats and dredges.

The Tri Dams, Donnell's and Beardsley, were shut down during the heavy rains from Christmas up to the third of January when operations were resumed.

Arundel-Dixon Companies who were the successful bidders on the Tulloch Dam, have a few men employed at this time but do not anticipate many new hires until later the spring.

Gates and Fox who have the diversion tunnel for Arundel-Dixon have the tunnel equipment on the job but at this time have not been able to start the tunnel, which will be only 500 feet long.

A. L. Craft from Oakdale completed his job for the Army Engineers by constructing new levee for Oakdale sewerage disposal plant that was washed out by the high waters.

M. J. Ruddy & Son of Modesto also had work due to the flood at Knights Ferry, which involved the removal of debris from the river.

Claude Wood Company of Lodi repaired the Woodbridge road north of town, which was also washed out by high water.

At the height of our flood, the construction industry locally made a creditable record for resourcefulness and courage.

For anticipating the flood and battening down plants to minimize damage, Claude Wood and Rice Brothers of Lodi deserve mention for securing their plants on the Mokelumne. Similarly, Joe Ruddy and George Reid of Modesto did a fine job on their river plants in minimizing damage.

In Stockton itself, either personnel or equipment of every contractor was involved in rescue, demolition, or flood control. To name a few, Lee Stephens, Teichert, McGaw, R. M. McCarty, Nomellini, Parish, and Bevanda did yeoman service.

Thanks to our many members who so courageously volunteered for this often dangerous work. Your conduct clearly showed the spirit of Operating Engineers Local 3.

In the adjacent islands of the Delta, Local 3 crews of Basalt Rick capably used their derrick barges to save breaks in Jersey Island, Bradford Island, and the Emerson ranch at Oakley. The crews of Olympic Dredging Company's two dredges, the "Monarch" and the "Neptune" did a terrific job of night and day emergency service.

Two sizeable jobs have been let locally—Teichert took the last lap in our freeway south to Manteca for around a million, which should start with spring weather.

San Francisco Bridge Company has moved into Empire Tract to use

their suction dredge under Captain Francis to repair the break under a \$400,000 contract with the U.S. Army Engineers. This island is one of the larger delta islands and is under from 10 to 15 feet of water. San Francisco Bridge has had to leave their Naval Depot dredging job due to high water in the San Joaquin River.

We would like to again bring to the attention of all members in this area that the Stockton Office remains open on Thursday evenings until 8 o'clock and is closed all day Saturdays.

★ ★ ★

Home Tips ★ ★

Use the liquid from canned vegetables in soups. You can save vitamins and minerals that dissolved in the liquid when the vegetables were cooked and canned.

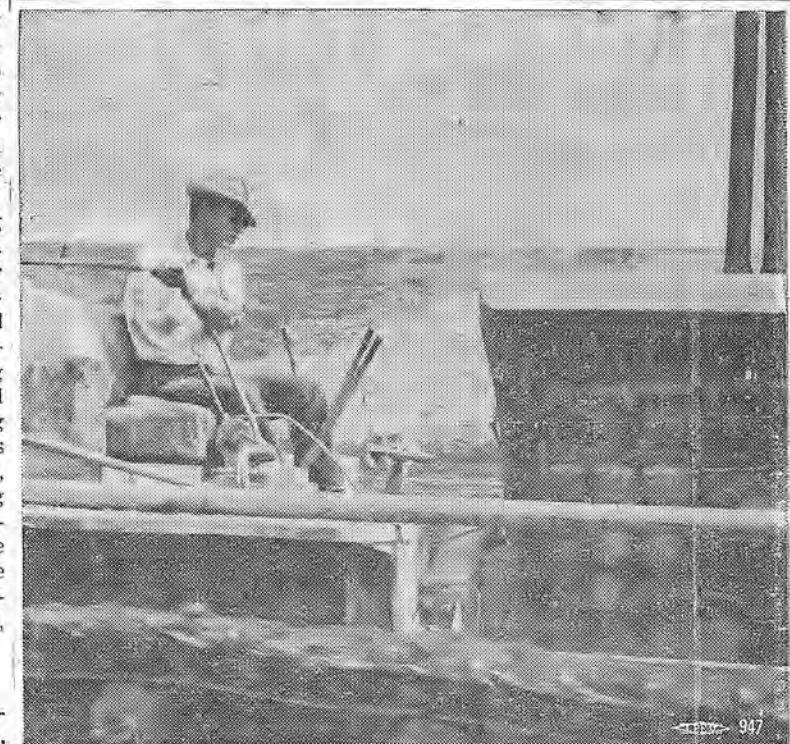
When pavements get not enough to "fry an egg"—imagine what they do to your feet! So pamper your feet in hot weather with a soothing footbath, in addition to your daily bath. Let them soak in warm soap suds for a few minutes while you relax. Then scrub heels and toes and soles with a sudsy nail brush, until tired and calloused areas are smoothed and softened. Follow up with a thorough rinsing, a brisk wipe down with a rough towel, and you'll really have a spring in your step!

Look for brow silks when you buy sweet corn, says the United States Department of Agriculture. Silks that are still green at the tips indicate corn that has not matured enough to have well-filled kernels and the best flavor.

Store eggs end down. This will keep the yolk well-centered.

You can fix a sluggish lock by taking it down and soaking it for a time in a solvent such as benzine. Flush the lock out by pouring solvent through it and then when the lock is dry, inject powdered graphite into the moving parts.

If you want to make a surprised look, don't lift your eyebrows. It's more flattering and expressive to lift your eyelids.



ONE ARM AND A CAT—It's no easy trick to put a big diesel cat through its paces with two hands, two feet, and maybe a couple of extras, so it is tribute to those Operating Engineers who continue to operate equipment after loss of an arm. This shows Bro. James C. Potter at work in Southern California, using his strong left arm on the lever.

REPORT BY THE SECRETARY

By JAMES T. RIVERS

As a business representative of Local No. 39, my primary interest is to see that engineers get the best deal possible. Good contracts with fair wages are necessary for engineers during their lifetime.

As your Secretary, I feel it is my duty to plead with you to keep your dues paid up in advance. This is your responsibility and obligation to your family.

A shocking thing happened this month. Four of our dear brothers passed away, and only one brother

out of the four had his dues paid up and was eligible for the death benefit. The other three beneficiaries received nothing. Now, this is a very serious matter, but it could be simplified. Just pay your dues on or before the first of each month and protect your death benefit. By protecting your death benefit, you are protecting those you love. Please leave your family in the best, possible shape, with the memory that you did everything within your power for them.

REPORT FROM SAN JOSE, SALINAS & WATSONVILLE

By RICHARD A. CHRISTIANSEN, Business Representative

During the month of December, 1955, considerable activities occurred in connection with negotiating contracts, organizing etc. Contracts were concluded and signed with the International Minerals & Chemical Co., San Jose, Calif. Contracts are still in process of being negotiated with the Hotels, Crown-By-Products, and have been opened with the Ice Industry in San Jose area and Salinas-Watsonville, area. Negotiations covering the Fluid Milk Industry and Milk Mfg. Companies which cover the entire area of Local 39 are still under negotiations. The Tuxedo Candy Company has not arrived at a satisfactory conclusion with Local 39 but it is sincerely hoped it will be concluded shortly.

During the month of December we attended all regular meetings of Local 39, Central Labor Council and the Executive Board Meeting of Local 39 held this month in Modesto, Calif.

I visited the Challenge Creamery at Paso Robles, Calif., found five men employed and that they were members of the Teamster's union out of San Luis Obispo, Calif. I was also asked to call upon the engineers at the California Freezer & Cold Storage Co., Watsonville, California, where the men have affiliated with Local 39-B. The proprietor resents any of their employees affiliating with any union. We have filed for a N.L.R.B. election. We hope it is granted. We are also endeavoring to obtain a contract with the Artichoke Industries, Inc., at Castroville, Calif., where we now have one of our men employed.

Briefly, there is a great deal of work to be done by one and all and it behooves all to assist your officers and business representatives in every way possible. This can be done by attending meetings and reporting on conditions, etc. Please do so. We are about to present to the Ice Industries changes which may be desired. Please contact your business representatives at once, submitting any changes desired in order that they may be studied.

We regret to report the passing of Brother Chas. Davison, Chief Engineer for the Red Star Laundry. Brothers Otis Berry, and Milton C. Adkins is ill and under doctors care. We hope, and wish for them a speedy recovery. We are sorry if we have not been informed of others who may have been ill, if any. May we wish them good health and prosperity in 1956.

We also have a few not employed. We hope soon to put all to work. We will certainly try to.

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REPORT FROM OAKLAND

By HERBERT H. SIMS, Business Representative

The following contract was completed during the month of December, Vacu-Dry Company.

The following contracts are in the process of negotiations with many near completion; Flintkote Company, Dairy Association of Northern California, East Bay Hotels, Mills College, Department Stores of the East Bay Area, Bank of America, Berkeley, Pure Carbonic, Linde Air, Ice and Cold Storage of Northern California, Manasse Block Tanning Company, Holly Meat Company and Tea Gardens Products.

The Fluid Milk negotiations are

REPORT FROM STOCKTON

By R. E. MCCARTHY, Business Representative

Visited the Blue Seal Dairy at Atwater and believe it or not I found Bro. Leroy Coulon at work, welding a small work bench and putting rollers on it. I later found out he was making said work bench to hold a new tool box so that he could roll his tools from job to job. This is the height of something or the other, I haven't decided what yet.

Brother William Ritchie, Chief Engineer at Golden State in Newman has resigned to take over a new position with another company, we all wish him luck and success in his new venture. Brother Snyder former asst. chief is taking over Bill's job and he will now find out that added responsibility brings more headaches. Brother George Peters, the Chief at the Los Banos Plant will find himself with more added responsibilities, as Bill used to help him out with knotty problems from time to time.

Nestles Company at Ripon is going to install some new boilers to supplement the ones they now have, the shop is being moved from the present boiler room to a new place in a new building which is really a good looking place to work in, the snappy colors and design will make the boys feel at home while on the job.

I can be happy all day while in the valley, that is until I reach the Los Banos Dairymen's Association at Los Banos, and meet Bro. Ray Eldred, Manuel Vincent, and Joe Ragghanti, and listen to these three sing the blues. It is really terrific. Brother Ray Eldred had his hand all bandaged up, and from the looks of it will be bandaged up for some time, in helping to unload some boards he noticed they were starting to slide and hollered to the driver to get out of the way and then forgot to take his own advice. This means that for a few weeks he will do more bossing and less physical labor.

A later visit to the Blue Seal Dairy at Atwater, I noticed a new table with a set of drafting instruments on it which belongs to Red Coulon, (I think he is going high-brow).

And then the RAINS CAME.

This would have made an appropriate headline for our local newspapers, floods started the day before Christmas and we are still digging out. It certainly broke up family groups for the holidays. What we needs is deeper and wider channels for the run off of water. People get too complacent and feel that because it has not happened for several years that it can't happen again. It is a rude awakening to find out just how wrong one can be. One solution is to put up a larger dam in back of Hogan Dam which would protect the city of Stockton. It should be backed up with action instead of lip advice.

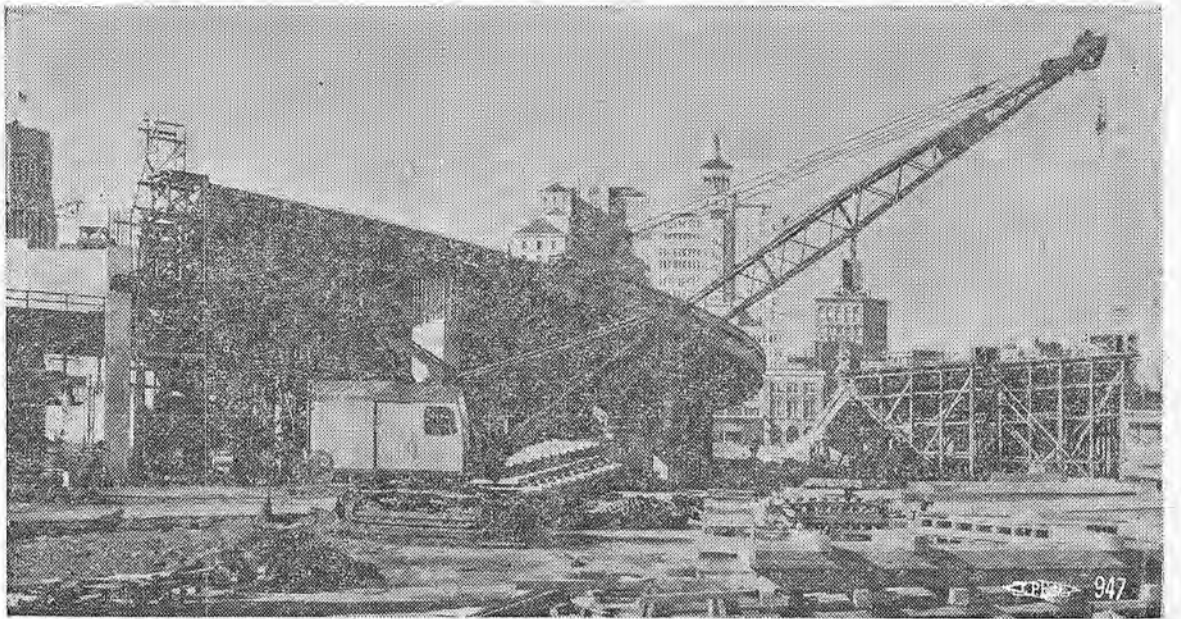
Anyway we have a seasonal change here, Peat Dust in the summer, floods in the winter.

proceeding slowly although we have made some progress. All business representatives are sitting in on this negotiation as it covers all of Northern California.

The Flintkote negotiation has been a tough one. We have advanced from an offer of 5 cents per hour to the latest offer of 10 cents per hour, which was turned down. Mr. Andrew Gallagher of the Federal Mediation and Conciliation Service is now trying to bring us together.

Washington Market has gone out of business and things look very blue for Goebels Brewery.

I am very happy to report that



UNFINISHED BUSINESS—That's the term for Embarcadero freeway, which has been center of a big civic controversy over whether it should go straight or curve as it passes the Ferry building. The matter is now settled—it will be straight—and work should soon move along on this \$40 million job which

will carry traffic from the Bay Bridge to Golden Gate bridge via the waterfront. This view shows unfinished stumps of on-off ramps which lead down to lower Market street area. Bridge train ramp, at left. Embarcadero freeway will cross in foreground, move toward Bay at right.

Rains Slow Work in San Jose Area

By A. J. HOPE, H. T. PETERSEN and A. R. McCAFFREY, Business Representatives

The heavy rains during the month of December have practically stopped most of the construction work in this area and the out-of-work list has grown longer every day.

Leo Piazza has started work on his Freeway job but has had to shut down frequently because of the rains. He expects to work 9 hours a day, 6 days a week as soon as the

weather permits. O. C. Jones has a Truck Crane on this project putting in the overpasses. Associated Engineers are putting in the water line for the City of San Jose on this same project.

Los Gatos Construction Company are working on their Telephone job on Foxworthy Ave., when the weather permits, but have shut down their job at King City.

O. H. Anderson and Carl Swenson Co. are making good progress on the two new buildings at the San Jose State College; this job will keep about 4 of the Brothers busy for the winter.

The San Jose Sewer Disposal Plant, under construction by Walsh & Lane have slowed down considerably. Four of the Brothers have been laid off with only 7 remaining on the job.

L. C. Smith's Freeway job at Los Gatos has been damaged to a great extent by the recent flood. The concrete lining of the canal has collapsed in several places and forms and foundations have been washed away. The damage is estimated to be around \$50,000. We know that George Warren, the new Project Manager, will have everything under control as soon as the weather permits.

Quite a number of the Brothers have been working in the Santa Cruz area cleaning up the debris after the flood. Brother Ed Keeble has four Drag-lines and seven Cats clearing out the San Lorenzo River channel and slides at Davenport. Brother Wendall Batt has his two Cats and a Loader above Boulder

Creek and the Roberson Brothers have their equipment busy clearing up the debris from the streets in the county. This same firm has been awarded a \$100,000 contract for cleaning Pajaro River and creeks in Watsonville. We haven't heard from Brother Marshall to confirm this but understand he was awarded a \$20,000 contract for repairing the levees at Watsonville.

HIGHWAY NO. 1

The only work around Monterey and Salinas are the few jobs on Highway No. 1, south of Big Sur, repairing slide damaged roads and culverts. Brother Jess Harrison, under the supervision of Brother Bill Smith have moved their rigs from Carmel Valley back to the San Ardo Oil Fields until the weather permits them to complete their jobs.

In Palo Alto area, L. C. Smith Co., are still busy on the Willow St. Over-pass as well as on the El Camino Real., at the Stanford Shopping Center.

Williams-Burroughs have about completed the foundation work on their \$1,600,000 Stanford Dormitory job on the campus and most of the street and road improvements are done.

Bahr & Ledoyen and O. V. Freeman are pretty well shut down for the winter with only a few of the Brothers getting in a little shop time. McCammon & Wunderlich's Shop is a busy place these days, with the company getting the equipment ready for their Highway jobs in Contra Costa County. This firm also has been awarded the

Army contract to clear several drainage streams in San Mateo County.

MOFFETT FIELD

The Navy at Moffett Field expect to let several million dollars worth of contracts within the next few months, particularly an addition to the run-ways and taxiways. Fred J. Early Co. have yet to complete their contract on the base and we understand that the Gene Richards Co. is coming in on a sub-contract to do the paving on this job.

Sondgroth Brothers and J. McCadden & Sons, are down because of the weather but will start on a back-log of work as soon as conditions permit.

Although all the pipe and underground jobs are down at the present time the outlook for work in 1956 is excellent, and these firms will be back to work as soon as soil conditions are favorable.

In S. San Mateo and N. Santa Clara County the flood damage was considerable, although not comparable to other affected areas, it showed the need for the overhauling of drainage plans and is sure to result in the expenditure of many millions of dollars for storm sewers and drainage canals, primarily because of the continual housing development in this area.

We wish to remind the Brothers living in Santa Cruz, Salinas, Watsonville, Monterey, Hollister and Gilroy areas that it is necessary to register in the San Jose office each week if you are drawing your unemployment compensation.

FLOODS RAVAGE REDWOODS

By K. A. "KEN" BROOKS and EDW. G. HEARNE, Business Representatives

Brothers, it's pretty hard to even begin this report, at this time one hardly knows where to start. It is utterly impossible to find the words to explain the tremendous damage done by the flood in this area. You all have read the reports in your papers so there is no use of us going through that again.

We want to take this opportunity to express our deepest sympathy to those Brothers and their families who have suffered such great losses in the flood. We also want to express our most sincere thanks and admiration for the Brothers who so willingly gave of their time and effort in this dire emergency.

In and around Eureka. Very few contractors are working on contract work at the moment due to the rainy weather, but have equip-

ment on emergency work on various types of jobs, throughout the area. To name a few on this work we have, Mercer-Fraser, Arthur B. Siri, Burman & Sons, Tom Hull, Russell Melohn, J. L. Conner, W. S. Selvage, Maurer & Sons, plus the owner operated equipment, to numerous to mention.

At this time we are unable to give you any information on how much or of what kind of jobs will be let for summer production, due to the fact that many changes in plans will be necessary to cope with the condition we now have, if it should occur again in the future.

DETERMINE CONTROLS

There are many problems to take into consideration, such as flood control of many types, such as dams, channel changes, levees etc., road realignment, bigger and stronger bridges, all of these things have to be worked out by the different Government Department under whose jurisdiction the work would come.

We will pass the information on to you, Brothers as soon as it is available.

In and around Crescent City. Most of the Brothers are keeping busy despite the heavy rains. Nothing big but a lot of small jobs

going.

We are still waiting for the Corps of Engineers to call for bids on the breakwater. This one would provide employment for quite a few Brothers if, and when, it should start.

The many Brothers who have worked or vacationed in Klamath would be shocked at the devastation left in the wake of the flood waters. There are only about five buildings left in the business section of town and these threaten to collapse at any moment. In Klamath Glen, a settlement of about fifty homes, there are two homes left. The others are completely gone. This marks the second time in the last two years that the Glen has been hit by flood waters.

In Orick, Arthur Siri has a truck crane working under the supervision of Brother Jim Whited. This crew is clearing a log-jam away from the bridge over Redwood Creek on Highway 101. This job will be done when this goes to print.

EASTERN AREA

On the new section of road from Berry Summit to Willow Creek several of the Brothers are being kept busy clearing slides. The last

(Continued on page 8)

THE NEVADA ROUND-UP—

By H. L. "CURLEY" SPENCE and JOSEPH "JOE" MILLER, Business Representatives

At the Dodge Iron Mines, out of Lovelock, Nev., everything is going along very well. The Company has started working the Mineral Materials ground in addition to the other workings that they have. They have another Crusher operating now under the capable operating of Brother M. H. Stephens. Brother Ed Barrington has Northwest parts scattered over an acre of ground surrounding the shop and even though it looked as if there were more than enough parts to go back together, Ed says they will all fit someplace, even if he has to make a little extra room. Isn't that right, Ed? With Brother "Doc" Mello supervising, as to how it must be done, I'm sure you can't go wrong.

Brother Frankie Chico and his Oiler, Brother Gino Quilici have been keeping the ore rolling while Brother T. C. Bottoms and his Oiler, Brother W. Berger are doing a little prospecting and sorting ore in the other pit. Brothers Mike Eschinger and Miguel Pantoja are all busy doing their work around the Crusher, etc. and keeping real busy for the Super, Brother George Eckman.

The Dodge Construction outfit at Winnemucca, Nevada, had a short lay-off, but are now back at work. Saw Brothers Ralph "Jughead" Stephens, Ed "Squirrel" Jones, Gene Akins and "Don Juan" Ellis, the kid who doesn't miss a one, and they are hard at it again. These Brothers expect to go to the Dodge job at Gerlach, Nevada, very shortly. Dodge has approximately 9.016 miles of highway work at Gerlach and should get off to a good start weather permitting. As this is a secondary highway, State Route No. 34. It should be a fine winter job for the Dodge crew until they start rolling in the spring. You remember Brothers, when the grass gets green and our pockets have a little of that green stuff in them, too, that's spring!!!

ISBELL AT ELY

Isbell Construction Company has been reduced to a one shift operation at the Copper Mines in the Ely, Nevada area. Brothers Omar Heddan, Mike Bellino, Lester Wilbur, Len Bianchi, and Half Brother Albert Heusser are still keeping the shops in order and doing the "monkey wrenching." Brother Woodrow Behank and his oiler, "Curley" Higgins are on the shovel in the pit loading ore. Brothers William McQueen and Richard Joseph are the top notch HDRM on the job since Brother Lew Buckmaster was transferred to Las Vegas, where Isbell has a job stripping manganese ore. At the welding shop, the work load still seems to be heavy and Brothers William Rose and "Bill" Affleck are hard at work trying to get caught up. Brothers Dan Salaz and Rueben Esquibal have been transferred to the Isbell job near Barstow, California, temporarily, and this leaves the welding shop without any added help.

Condor Construction has been very busy on the Disposal Plant and Sewer Line job at Yerington, Nevada. Brother Roy Tucker and his oiler, Brother Roy Grissom have really dug a lot of ditch and placed a lot of pipe. They have been working steady and are sure coining the cash. Brother Joe Anelli has been on the skiploader for Condor and Boss Man Harold Nielson thinks he is the "most bestest." Condor Construction has been having some difficulty on the job but will end the job in good shape since they have gained considerable knowledge from a very similar job in Fallon, Nevada.

FLOOD DAMAGE

Lee Construction Company has been progressing very well on the Diamond Valley job. Brothers Charles Ouillette Sr. and Jr. have done a good job for Schwake. "Senior" on the blade and "Junior" on Cat and Can. Brother Charles Hellwinkle has added his fine qualifications as a Cat and Can operator to the job. Lee Construction has been awarded a \$50,000 cleanup job in the Gardnerville area. The floods caused considerable damage to canal systems in this area and the Brothers will be very busy for a while getting them back in order again.



Millions of tons of water cascaded down steep eastern slopes of the Sierras in the Christmas flood and carried everything loose out onto the arid flats east of Reno. This log jam took out part of Derby Dam near Reno, but the break was quickly repaired by Engineers. (Pic by Joe Miller.)

George Griffin Construction Company has purchased some new equipment and has been talking of expanding their operations. This up and coming contractor with his fine crew of operators has been having growing pains for quite some time now. Brother Cal Scolari has a new 22-B Backhoe to operate now and is sure proud of it as is his oiler, Brother Al Parlanti. Brother Roy Nielsen has a new 2-yard Loader to operate and also a new addition to the family, a baby daughter. Congratulations Roy and Scotty.

At the Holiday Hotel, Brunzell and Macomber Construction is back in full swing, with Brother "Red" Bower at the controls of the crane and Brother Dan Milovich doing the oiling and acting as Project Director most of the time. These Brothers are real busy and occupied at all times. They boom up one day and then boom down the next. Of course, there are a few forms to be lifted in place now and again. It won't be long though, before they start the concrete pour again. Then Brothers, you can relax. No booming up or down, just keep the mud flowing. That shouldn't be so bad should it???

"PEACEFUL" TRUCKEE

Brother Frank Jakowatz is busy trying to take care of some of the damage the "peaceful little" Truckee River did just before Xmas. That's one time when the Truckee wasn't so peaceful or so little. Brother "Jack" is cleaning some of the oversized stumps, trees, etc., out of the Truckee. His Crane is on the Center Street Bridge in Reno right now and he's fishing, but not for fish. You should see the size of some of the trees he's bringing up. During the flood, many of the rigs were standing by. Martin Iron Works had their truck crane out and George E. Miller had a Clamshell standing by. Good work was done by all and especially after the waters had started to recede. Brother Ivan Woodford from Clarence Dieterich's outfit had their Michigan Loader down on the Sierra Street bridge moving dirt and debris that hid it from view.

Silver State Construction Company is repairing the break at Derby Dam, east of Reno on Highway No. 40. Brother Charles "Red" Melendy and Brother C. Anderson are on the Scrapers and Brother W. R. Skinner is on the new D-8 Push Cat. Brother Verne Nichols is on the job as always. You can't beat that boy as a greaser. There was quite a lot of damage done and it was very soggy at the start of repairs, but the job is well underway now, and the Brothers are doing a good job that also has some new improvements. All concerned with the Dam, now hope that it will withstand any future floods. Log jams against the face of the Dam were responsible for the high water and break in the earth fill section of Derby Dam.

Silver State Construction has been doing some preliminary work on the Yerington, Nevada, and the Wellington, Nevada jobs. Brother "Pinky" Vaughn and Brother Clifford Carr have been driving piling and excavating in readiness for the bridges. Brother Don Bruner is the "Boss Man" on the job and really keeps everything moving. The

Drumm outfit will be seen at Wendover this spring after weather permits. Silver State was the low bidder on the job on U. S. Alternate Highway No. 50 between 19 miles south and a mile and one-half south of Wendover. This is a length of approximately 17.648 miles.

U. S. GYPSUM AT GERLACH

Lagrange Construction better known as the "Little Man," Johnny De Lagrange's outfit has moved back out to Empire, Nevada to finish their contract at the Housing Project for U. S. Gypsum at Empire near Gerlach, Nev. Brother John has the Sewage Disposal Plant to build, all water and sewer lines, footings for the new houses to be built and all excavation on same. Brother Olend Crabtree and his oiler, also a Crabtree, have the Bucrus Backhoe out there and are busy digging up the desert. That Crabtree can really make the dirt fly. Brother Walt McMain is on the Blade and this job should be getting under way in double quick time. Brother John has his Link-belt busy in Reno on a basement job at California and Arlington streets. Brother Clarence O'Coynne, better known as Brother Clarence O'Dollar is the operator with Half-Brother Don Morlan as his oiler. Now there is an oiler that leads a rough life. The flood waters really messed up Lagrange's yard but things are beginning to look normal again. The basement on Johnnys house was flooded and that meant no heat for a few days.

Speaking of the Morlan Brothers, Brother Jerry Morlan has written from his new job in Pakistan and things are in high gear. There has been some trouble over there as you all know, and Brother Jerry relates there have been planes waiting at all times to transport them out of there. Brother Morlan has 40 men working under him as he is "Boss Man" of the Equipment Greasers. Seems to like it fine, although he says there are no women and the whiskey is bad, but he'll stay till the bitter end. Brother Eck, we haven't forgotten you, just a bad case of writer's cramp. We have some of those special calendars already to send. Man, they sure are the stuff this year.

As we write this article today though, our hearts are sad. Brother John Livingston passed away December 30 of a heart attack. It is with sorrow that we must write of this as Johnny was a friend as well as a good and loyal Brother. He had been a member of Local No. 3 for the past ten years and had worked for the George E. Miller Company about six years. His friends, employer, the Brothers, all of us; we'll miss him.

BIG SEASON AHEAD

Brothers, during the past few months, many jobs have been awarded and more are to be awarded very soon. As soon as the weather lets up and the jobs can get under way, one of our biggest seasons will begin. The work is in all parts of the State and consists of everything from road building to housing projects and dams.

Since the writing of the last article and because of the floods that have hit the Silver State it looks as if the Washoe Reclamation Project is sure to go through Congress for appropriations during the next session. This will mean a series of dams, dredging of the rivers, power

FOLSOM DAM SAVES CITY OF SACRAMENTO

By PAUL EDGEcombe, HAL CLARK, and ERNIE NELSON, Business Representatives

The construction industry is at a standstill in the Sacramento area with the weather playing havoc with the jobs that normally operate during the winter. It will take a lot of sunshine and pumps to get the jobs rolling again. This condition exists as the result of one of the worst storms in California history.

We Sacramentans were fortunate to have a big water stopper, Folsom Dam. This dam, which hasn't been officially dedicated yet, already is a monument for lessening flood damage in the Sacramento Valley. According to the Division of Water Resources, this dam was the saver for the overflowing of the Sacramento River.

We have one large emergency project in operation, located on the big levee break just south of Nicolaus. A. Teichert & Son was awarded over a million dollars for this emergency work of trying to plug the big gap. They have been rushing in cats and scrapers from wherever they can round them up. Approximately fifty pieces of equipment are on the job in addition to the Associated Dredge which is pumping 500 tons of sand an hour into the gap.

ENGINEERS IN DEMAND

Again the Operating Engineers have been called upon to perform another difficult job in the most hazardous of conditions. The elements of rain, cold, long hours, day and night do not hamper the brothers from rolling muck into the gap and they won't quit until they get it whipped.

During the past month we have had three new buildings under construction. Dinwiddie has a good start on the new Penney's building downtown. Setting of the steel on the new Veterans' Building is progressing with Bethlehem Steel doing the erecting and M & K Corp. of San Francisco as the general contractor. Another building, in which we hope that none of our brothers or ourselves have to take up occupancy, is the new county jail. This is a new type slab constructed building with Western Concrete Structures hoisting the slabs. Stolte Inc. is the contractor on this project. The county building, just across the street from this, is almost completed by this same company.

We have a very large out-of-work list at the present time and we are able to furnish manpower for the immediate emergency. We suggest that you save gasoline and telephone expenses by keeping in touch with your nearest branch office. If we should need any additional help, these offices will be notified.

HERE AND THERE WITH THE BROTHERS:

AL BROWN putting a TD24 to rest; A.R. ALLEN checking in; HARRY CRIGLER watching the weather; RAY FRATES pulling trucks; CLYDE MILLER blading the top of a levee; ART WARNEKE breaking down a levee; GEORGE RUOFF calling in; O. J. JACOBS BROWN pushing sand into the river; RED WELTON leveling pit run rock; PAT CALDWELL back on the railroad; ROY BELL looking for loaders and drags; BOB BOYD checking in; JAMES MCGUIRE getting certified; LEE YOUNG having coffee; JOHN NEAL holding axes; ORAN COBB using the car phone; BOB MINKLEY at a New Year's party; BENNIE LOVETT looking for a chair; CHARLES KAMMERER repairing Highway 50; MELVIN LAWSON building a locomotive; EARL MCGUIRE clearing out; ED MCGRAW catching his dues; BILL MASON sending a card through the mail; MEL WISSLER catching 1st quarter dues; LeROY KELSO in the mud; GEORGE HARDMEYER going south; GLEN ROBERTS on a ten-hour shift; BILL PIERCE holding axes; MELVIN WITHROW having coffee; PIUS WANNER

working graveyard; JACK BOEL at welding school; JIM WITHROW figuring time cards.

BLOOD BANK:

Sincere thanks to Harry Crigler, Bob Kelley and Nestor Verduyksen who donated at our Blood Bank during the past month.

ATTENTION:

Many Sacramento phone numbers have recently been changed. If your number is one of the many, please come in to correct it if you are registered on the out-of-work list in this office.

Also, we again call your attention to the new office hours in the Sacramento branch:

Daily, 8 a.m. to 5 p.m.

Thursdays, 8 a.m. to 8 p.m.

Closed all day on Saturdays.

FLOODS HIT REDWOODS

(Continued from Page 7)

time over this road it seemed to be in very good shape thanks to the skill and diligence of the Operating Engineers employed there.

The J. Ira McNutt Co. was delt a severe blow by the rampaging waters of Willow Creek. A F washed out and dumped the shovel and two Euc's into the creek. Several Brothers worked all summer moving muck and rock with these rigs. It now looks as if the same rigs will provide jobs for several mechanics, before they run again.

Several bridges were lost on both the Trinity and Klamath Rivers standing many people without food or fuel. Ben C. Gerwick has been awarded a contract to build a contract to build a bridge across the Trinity River at Hoopa. This will be a temporary structure and the pilings are going in at the writing. We expect to receive word on the rest of the spans at any time but nothing to date.

HIGHWAY 101

On Highway 101 south there is equipment working everywhere you can see. Mercer-Fraser, Maurer & Son, and Arthur Siri are some of the larger outfits whose rigs are working on the emergency road repair. There are many small outfits also owner operators. The equipment is working from Pepperwood to Laytonville replacing fills and clearing slides, while traffic is subject to long delays, the road being kept open to all traffic. A splendid job being done by all concerned.

The Northwestern Pacific Railroad suffered great damage to the tracks and the roadbed with most severe damage in the Scotia Bluff area. Morrison-Knudsen is doubling shifting two cranes and two compressors on this one in all out effort to replace the trestles and track as soon as possible.

We want to say "thanks a million" to Brothers Hershel Myers, George Bonville and Frank Wrig for donating to our Blood Bank.

Brothers how about giving to this cause? The blood you or your family gives now, while you're well, may some day save some of their lives. Don't forget we're open Monday night 7 to 9 p.m.

Plate glass mirrors were regarded so valuable in Colonial America that George Washington's mother specifically mentioned her mirror in her will, bequeathing it to her son.

Judge (to indigent defendant): "Do you wish me to appoint a lawyer for you?"

Defendant: "No. But if you can find a few good witnesses for me it would help."

generators, tunnels, new canal systems and reservoirs. If this project develops, a lot of jobs will be created and the work load will be the greatest one we have had for several years.

Utah News Roundup

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

As we once again start into a new year in the Construction Industry in Utah, it seems we should pause a moment and look back over the year 1955 which was without a doubt the busiest and most active year for Operating Engineers in the history of Utah. Even better, is that 1956 promises to be equally as good and possibly better.

Construction in 1955 was a little slow to start due to the wet weather through March and part of April, but after things did get rolling, everyone had a job and eventually all the jobs operated at 48 hours per week and some substantially more.

With the many Bureau of Reclamation jobs under construction and large highway programs along with building and housing projects, 1955 will go down in history as a year of plenty.

The real comforting thought at this time is that most of these good jobs of 1955 have not been completed and will run through this year along with quite a number of new jobs such as the Hercules Powder Company with their plans for an expansion program which will amount to several million dollars. This work should start early this Spring.

Standard Oil Company plans on another unit at the Salt Lake Refinery.

American Gilsonite Company at Bonanza, Utah will build a three million dollar plant along with a 60 mile transmission pipe line to Grand Junction, Colo. This construction will start in March. The State Road Commission also has a large program outlined for 1956.

Work at present in and around Salt Lake is going along very well for this time of year, due mostly to the Spring weather we have been enjoying.

J. K. Thayne still has pulls and cats going at the airport and will continue as long as the weather will permit.

Utah Construction Company is still working two shifts a day on the Garfield Dyke and should continue until February.

Peter Kiewit and Sons are well on their way at the mouth of Parley's Canyon on a two shift basis, using a good number of operating engineers under the supervision of Jess Willis. This is a good job and so far we have enjoyed very good relations with this company.

Gibbons and Reed, a little further up Parley's Canyon, is still working two shifts, six days a week. These two jobs have really been life savers to our membership this winter as they have worked through all kinds of weather.

Sorenson Brothers are still keeping quite a few operators on the payroll at Grantsville; J. B. Parsons Company has a full crew on the Beck Street job. So all in all, Local No. 3 is fairing pretty well. Even though we have quite a few on the out of work list, it is an improvement over other winters in this area.

So at this time, we ask you all to attend your meetings, take an active part and help us make 1956 the best year we have ever had.

Northern Area

The big question is, how soon are the jobs going to start again? There is a considerable amount of work already under contract and unfinished, and with this unusual mild weather after such a severe cold spell in November, everyone is anxious to get back on the job. A few of the jobs are operating on a limited basis, but ordinarily the weather during January and February is too severe to permit many of the jobs to operate, so the contractors are not taking any chances.

Several bids have been opened and plans and specifications are available for additional work on the Weber Basin Water Conservancy Project, including three water purification plants and the necessary distribution lines.

Enoch Smith and Sons Company of Salt Lake, submitted the low bid of \$511,227.50 for the construction of Section No. 3 of this distribution system. This Company was also low bidder at \$384,461.80 for Section No. 3A of the system.

M. Morrin & Sons Company were low bidder at \$823,364.22 on the

Water treatment No. 3 to be built at the junction of the Hill Field road and the Mountain road.

An additional section of the Water distribution system and two water purifying plants are to be bid on January 10 and 12.

The first of several jobs are scheduled to be bid on January 16 for construction of sewerage treatment facilities for the Weber Sewer District. Including the outfall lines and relief sewer section No. 1, and the Sewer pumping plant to be built west of Ogden. This is part of a \$5,800,000 Project.

The proposed fill across the lake at Promontory Point to replace the twelve mile trestle, is still in the preliminary stage. There has been considerable speculation about this job, but at this writing, no definite word has been forth coming, although there is some test work under way.

Young and Smith Company is keeping a small crew busy on the Davis Aqueduct.

Utah Constr. Company have a few engineers on the raising of the Pine View Dam.

Germer-Abbott & Walkron have most of their operators on the Tremonton Road job.

Theo. Wood, Vic Newman, Statewide Const. Company and Davis & Buttler Const. Co. have several crews busy on their sewer jobs west of Layton.

A number of other Contractors are still operating, using from two to ten engineers; so considering everything, the work situation appears better than normal with prospects for the coming year looking very bright.

Southern Section

Seems to be the June in January theme of 1956. We are enjoying one of the most pleasant winter seasons we have witnessed in this location in all our years. If it were not for the two weeks of storms the first of December, work in this area would never have slowed up. Since the storm did not come and the contractors buttoned up for winter, they have been reluctant to start again. We have a very large out of work list at Provo, and we can understand the members displeasure and anxiety at being inactive with such weather.

Gibbons and Reed Company are scheduled to start their job at Olmstead in Provo Canyon next week. Some 74,000 yards of rock will be removed from two points and used in laying a foundation for a new alignment.

This job is a toughie and will exercise the ingenuity of the members. Large pipe lines parallel the highway on both sides and power lines also complicate this job.

Davis and Butler Company have been awarded a contract for the erection of a sewage disposal plant for the City of Lehi for a sum of \$193,901.

Redford and Knudson Company entered a low combination bid of \$381,000 for the gathering system in two parts of town. The two bids totaled \$572,672.64, against engineering estimate of \$661,000.

W. W. Clyde Company was low bidder on 14.3 miles between Vernal and Jensen in the Unita Basin. The low bid was \$728,299. The engineers estimate was about \$49,600, higher than W. W.'s bid.

L. A. Young's crew at Richfield are making hay in the present sunshine. It won't be long until this Company will be after another Contract. They say old Lee really figured on one of the last three.

The pull spread consisting of Bros. Harold Ward, Craig Chappel, Garn Jeffrey and Joe Sterner and with the help of Bro. Bill Zabriskie on the old red push cat, have really wheeled in the sub grade. Bros. Guy Sorenson and Wayne Burr on the rigs. Bros. Mont Anderson and Neff DeLeeuw on the crusher with Bro. Cecil Kofford feeding it.

Schedule of Meetings for Construction, Lang Co., Sand & Gravel, Iron Mines, Vitro Uranium Corp. and Kennecott Copper Corp., and State Road

Construction, Sand & Gravel Membership, 2nd Thursday of each month, Engineers Hall, 1969 South Main Street, Salt Lake City, Utah, 8 p.m.

Construction and Sand & Gravel Membership, 3rd Tuesday of each month, Labor Temple, 165 West 1st North, Provo, Utah, 8 p.m.

Construction and Sand & Gravel Membership meeting, 3rd Friday each month, Labor Temple, Ogden, Utah, 8 p.m.

Vitro Uranium Membership meetings will be called meetings.

Lang Company Membership meetings will be called meetings.

Kennecott Copper Corp. Membership meetings, Tuesday, Jan. 31st, 1956, 1 p.m. and 3:30 p.m., Bingham Civic Center.

Cedar Iron Mines Membership Meeting, Thursday, February 23rd, 1956, 8 p.m. Hotel El Escalante, Cedar City, Utah.

State Road Meetings will be called meetings.

Bros. Clifford Jones and Dean Williams on the blades. This is a hot crew and the main reason L. A. has been knocking these jobs off. I almost forgot Bro. Lorin Jensen the nut buster, without him this crew would be helpless.

Cedar Mines and Southwest Construction

In spite of all the rumors to the effect that the Rex Contract has been let, there's no sign of stripping activity there at this writing, to indicate such was the case. The old saying is that where there's smoke there's bound to be some fire, well we hope some fire shows up out of all the Vernon smoke and we something moving there soon, that would really be a boon for the Cedar Area, and would be good for quite a few operating engineers from the rest of the State.

There's been a little increased activity at the present Utah properties due to a few thousand tons foreign shipment of ore, hope that gets to be a regular occurrence.

Reports we receive would indicate that the Medical and Hospitalization plan is filling a long awaited need and that quite a number of the Mine employees are receiving benefits of same, particularly for their families. Whoever instigated health and welfare plans, sure deserves a vote of thanks from the working class of people. It is not hard to remember the tough struggles many a family went through, paying off for long expensive sicknesses and operations before these plans came into being.

In the construction field at New-castle Canyon, a small dam is being constructed for the irrigation district, the dirt work is being done by Lallif Wood, out of Las Vegas and will be finished probably by the end of February, he has about six operating engineers on the job.

Whiting and Haymond were low bidders on 5.89 miles of roadwork starting at Beryl Junction and are moving in under the supervision of Ed. Cramer.

At Desert Junction in Millard County, Wilkinson Const. Company got a road job of 6.072 miles with a low bid of \$88,446.20. Some of you Brothers know them and how they operate.

Atop the Bingham Pit, Isbell Const. Company, on their stripping job, under the capable supervision of genial Bob Hoover, is keeping approximately sixty-five operating engineers busy on a round the clock operation. We are pleased to have Isbell in the area, they are top notch people to do business with, and are doing their utmost to keep the job rolling, regardless of weather. With very little exception, most of our members indicate that they are pleased with the job. Something new for construction members, a nice turkey was handed each man on the job at Christmas time.

Thanksgiving, Christmas, and New Year's were paid holidays. The location of the job always presents a travel problem, especially through Bingham, that's unavoidable, but a good amount of much needed winter work has come out of the job, and we hope Isbell is here for a good long stay.

At the Kennecott pit, there are a few grievance matters which have been cleared up in the past few weeks, an agreement was reached

on the problem of students and me other employees who desired to trade for night work, through following a proper procedure in order that the supervision is made aware of the changes arranged, trading will be permitted to accommodate those who have a good reason to request the trade. In the crane department bids were agreed upon to make qualified men available to fill vacancies instead of following the procedure of the past and grabbing anyone to fill the vacancies.

We are working with the Management to have rules and regulations printed and put in the hands of all foremen and the Union representatives in an effort to stop the contract violations which seem to stem from either uninformed foremen or foremen who choose to make their own rules. Some have gone so far as to say, to hell with the contract, it's going to be done my way. We have tried without success to have foremen brought into a joint meeting with us and the Company, so that they could be straightened out, and we would know that they were properly informed, the Management won't go for that, so we figure if each foreman has to carry a copy of rules and regulations upon which we and the Company have agreed, we can at least call attention to them and effect at least a partial cure for some of the abuses.

THE STATE ROAD picture is beginning to look brighter. At a recent meeting with the Board of Examiners, and after about four or five previous meetings, Commissioner Corleissen successfully convinced the board that it was time to adjust wage maximums of State Road Maintenance employees to a point where this would bring the wages somewhere near those being paid by various industries in the State. We know this is a change he has sought since before he left the Commission. We have discussed the changes with him that long ago, and saw at that time, the written requests he sent to the board. We have a meeting scheduled for January 11 with him at which time we expect to get some formula for applying the maximum, and he has already informed us that Merit is part of the picture. As soon after our meeting as possible we will get the results to you.



"It sounds like a stone crusher in there, Mr. Morbucks. Having to sign that union contract really clobbered your heart!"

COYOTE DAM DELAY BRINGS RUIN, DEATH

By GLENN L. DOBYNS
Business Representative

Periodically we suffer, in some part of our country, predictable and preventable natural diseases. Then, after we have cleared away the debris, cared for the injured and buried the dead, we solemnly pledge to take the necessary steps so that it won't happen again.

Sometimes we do, if we act quickly while the mood of repentance is still upon us. Sometimes we delay and eventually forget—until next time. And there is, it seems, always a next time.

Again it has come, in recent days we have been reading about it in our newspapers, we who actually were not in the path of the wild waters.

An examination of the record after the fact shows again, as always before, that pigeonholes in the Capitol contain proposed bills to appropriate money for dams, some already authorized by Congress, which would have prevented or lessened the damage from the catastrophes.

A bright spot in the California story has to do with those people who escaped because rivers in their areas are controlled by dams. This shows what can be done, and is thus a guide for the future.

Control of floods is a sort of negative factor in development of our great river systems in an integrated manner, a preventative factor. There are positive results that include utilization of waters for irrigation, for production of hydroelectric power, and for navigation.

DELAY COYOTE DAM

Sonoma County loses two ways if Coyote Valley Dam is delayed.

One is that if the bonds cannot be delivered on schedule, both start and completion of the dam will be delayed by at least a year. That means one or more additional years that heavy flood damage will take place.

The other reason is that the bonds were sold a time when the money-market was such that the taxpayers of Sonoma County received an extremely favorable break on interest.

Since then, the money market has become less favorable for sellers, more favorable for purchasers, of bonds. And the more interest the county has to pay, the greater your tax bill must be, to cover that interest.

Unless the bonds are delivered, free of lawsuits, by January 16, the buyers can withdraw their offer of 2.58 per cent average interest. In that case, new bids would have to be called.

Other costs, of course, would also be involved, the printing of new bonds and also to re-advertise that the bonds are for sale.

Flood damage, while restricted to those who live along the Russian River, is even more costly. The exact damage has not been estimated.

Delay in selling the bonds would be an extremely serious and costly matter.

HIGHWAY KILLERS

Sonoma County during 1955 broke all records—the number of persons killed in traffic accidents.

Governor Knight recently remarked that he was aware that Sonoma County had highway needs beyond those justified by its population because it is a doorstep to San Francisco, with much through traffic.

Through traffic is part of the reason for congestion on Sonoma County highways, but not the most important part.

Sonoma and Mendocino counties have an unusually large percentage of truck traffic in ratio to automobile traffic.

Those trucks are the keystone of the economy of both counties. They are needed to move our raw materials to mills, and our finished products to markets or railheads. They are vital to our agriculture and to our industry.

But we also need the highways on which to move them.

Until adequate highways are built, death tolls will continue to mount.

Daily report of awards for construction

Compiled by P. E. VANDEWARK and RUSS SWANSON

DECEMBER 8, 1955

MODESTO, contract awarded to Stockton Const. Co., P.O. Box 2087, Stockton, \$31,364 for const. Thousand Oaks-Coffee Road sanitary trunk sewer.

EUREKA, contract awarded to John W. J. Petersen, P.O. Box 22, Beatrice, \$8546 for const. of storm sewers in William & Huntoon Sts.

EUREKA, contract awarded to John W. J. Petersen, P.O. Box 22, Beatrice, \$29,546 for const. sanitary sewers in Willow St. et al City of Eureka.

SAN RAFAEL, contract awarded to Piombo & Bresnan, 931-2nd St., San Rafael, for fill, grade and prep. site for new ready-mix plant to be erected on Francisco Blvd. in rear of present plant in San Rafael, MARIN COUNTY.

SACRAMENTO, contract awarded

to Gallagher & Burk, Inc., 344 High St., Oakland, \$35,592 for 0.2 mi. acceleration and deceleration lanes const. of plantmix surf. on cem. tr. base & imp. matl. & over exist. pave, hwy. Itg. inst. & const. drain. facils. near Ohmer Station at Port Chicago, CONTRA COSTA COUNTY.

SACRAMENTO, contract awarded to Ferry Bros., John M. Ferry, Peter L. Ferry & Son, 5201 San Fernando Road, Glendale & L.A. & R. S. Crow, 2226 N. Rosemead Blvd., El Monte, \$7,098,690 for a length of 2.9 mi. grade & pave w/ PCC on cem. treat. subgrade & 3 steel girder & 2 reinf. conc. bridges to be const. betw. 0.6 mi. N. of Hercules & Crockett, CONTRA COSTA COUNTY.

SACRAMENTO, contract awarded to Peter Kiewit Sons' Co., 442 Post St., San Francisco, \$4,661,462 for const. bridge approaches & interchange structure in Crockett & Valona near the Carquinez Straits, CONTRA COSTA COUNTY.

DECEMBER 9, 1955

SAN FRANCISCO, contract awarded to Morrison-Knudsen Co., Inc., P.O. Box 450, Boise, Idaho; Walsh Const. Co., 2 Pine St., S.F.; and B. Perini & Sons, 73 Montwait Ave., Framingham, Mass. for const. of Helms Dam on the Kings River, FRESNO COUNTY and for reconst. of 17 miles of mountain road

for the access to the Haas Power-house site.

OAKLAND, contracts awarded to the following for inst. welded steel and asbestos-cement water mains & appurts., in Happy Valley Rd. & St. Mary's Road in CONTRA COSTA CO., and Woodroe Ave., ALAMEDA COUNTY.

(1) To Valley Engineers, Inc., P.O. Box 412, Fresno, \$25,890 (Sched. 1): \$51,015 (Sch. 3): and \$19,437 (Sch. 4): Total \$96,342.

(2) To Underground Const. Co., 807-75th Ave., Oakland, \$21,992 (Sch. 2).

SAN JOSE, contract awarded to A. J. Peters & Son, P.O. Box 632, San Jose, \$46,730 for const. of Unit No. 1 of Pearl Ave. Trunk Sewer.

DECEMBER 13, 1955

BERKELEY, contract awarded (General) to S. J. Amoroso Const. Co., 2100 Oakdale Ave., S.F., \$331,311 for const. gymnasium, 2-story reinf. conc. bldg. at Calif. School for the Deaf.

SAN FRANCISCO, contract awarded to Michael Murphy Jr., 308 Upper Terrace, S.F., \$63,107 for laying 12" cast iron mains in 8th Ave. betw. California & Fulton Sts., and in Calif. St. betw. 23rd & 29th Avenues, City of San Francisco.

EL CERRITO, contract awarded to Lee J. Immel, 13555 San Pablo Ave., San Pablo, \$77,530 for drainage, const. conc. curbs, gutters on Carmel Ave., Fairmont to Curry; S. Carlos Ave., Colusa to Curry; King Court fm. Arlington Estates to King Drive; King Drive from King Court to Arlington Highlands; Contra Costa Drive, Arlington Estates to Arlington Highlands; Havens Place from Arlington Hgts. to Arlington Highlands; Hagen Blvd. from 200' N. of Tapscott Ave. to Cutting Blvd.; Canyon Trail fm. Gatto Ave. to Cutting Blvd.

PALO ALTO, contract awarded to Freeman Paving Co., 220 Lambert Ave., Palo Alto, \$7456 for const. parking lot on Cambridge Avenue.

PALO ALTO, contract awarded to Bahr & Ledoyen, 3291 Park Blvd., Palo Alto, \$10,849 for grade & plantmix surf. on Center Drive in Palo Alto.

SAN FRANCISCO, contract awarded to Payne Const. Co., 689 Louisiana St., Oakland, \$102,944 for const. turntable & appurts. at Hyde & Beach Sts.

PALO ALTO, contract awarded to Western Builders, P.O. Box 306, Sta. A, Palo Alto, \$6490 for widening a conc. bridge over Adobe Cr. on Charleston Road in City of Palo Alto.

DALY CITY, contract awarded to Theo. G. Meyer & Sons, 200 Quint St., San Francisco, \$2,508,676 (2,358,255, base bid, plus Alt. 1—\$180,556, minus Alt. 4—\$30,135) for construction of the new Westmoor High School on Skyline Boulevard in Daly City.

SACRAMENTO, contract awarded to Fredrickson & Watson Const. Co., 873-81st Ave., Oakland, \$1,356,248 for 7.4 mi., 2 addl. freeway lanes, gr. & paved w/PCC on cem. tr. subgrade & widen 5 bridges, new Rt. 228 & 0.2 mi. N. of High St., ALAMEDA COUNTY.

DECEMBER 14, 1955

SALT LAKE CITY, Utah, contract awarded to Germer, Abbott & Waldron, Tremont, Utah, \$481,350 for const. 3" plantmix bitum. surf. on U.S. 30-S, begin. at a point 6 mi. NW'ly from Tremont for 6.7 miles, BOX ELDER COUNTY.

SAN FRANCISCO, contract awarded to M & K Corp., 405 Montgomery St., S.F., \$374,890 for const. Fire Engine House No. 12, Drumm & Sacramento Sts.

SALT LAKE CITY, Utah, contract awarded to Peter Kiewit Sons' Co., Box 253, Idaho Falls, Idaho, \$1,927,142 for 3.492 mi. 3" plantmix bitum. surf. on U.S. No. 40 through Parleys Canyon from E. urban limits E'ly 2.5 mi. & from Foothill Blvd., intersec. S'ly to Wasatch Blvd. & 3rd So. Street, SALT LAKE COUNTY.

SACRAMENTO, contract awarded (General) to M & K Corp., 405 Montgomery St., S.F., \$874,800 for const. Office Bldg., Dept. of Veterans' Affairs, 13th & O Sts., Sacramento.

LOS GATOS, contract awarded to John W. Mauck Co., 507 Boregas Ave., Sunnyvale, \$16,383 (Alt.) for const. sanitary sewer in

Central, Belmont & Alexander Avenues, et al, Los Gatos, Calif.

SAN ANSELMO, contract awarded to O. C. Jones & Sons, 1520-4th St., Berkeley, \$16,866 for grade, surf., curbs, gutters & sidewalks on Sir Francis Drake Blvd., from Tunstead Ave. southerly to 100' south of Barber Ave.

FORT ORD, contract awarded to Wilder & Jones, Inc., Box CC, Carmel, \$12,494 for inst. san. sewer lines, etc., Hunter Liggett Military Reservation.

OAKLAND, contract awarded to O. C. Jones & Sons, 1520-4th St., Berkeley, \$323,739 for reconst. Joaquin Miller Road betw. Mt. Blvd. & Robinson Drive, City of Oakland.

OAKLAND, contract awarded to Ransome Co., 4030 Hollis St., Emeryville, \$86,207 for reconst. of Market St., between San Pablo Av. & 36th St., City of Oakland.

CARSON CITY, Nev., contract awarded to H. Earl Parker, 12th & F Sts., Marysville, \$79,200 for 8.229 mi. clearing (approx. 198 acres) on U.S. No. 50, betw. 1.0 mi. E'ly of Spooner's Summit & 1/2 mi. W'ly of Jct. w/U.S. No. 395, 3 mi. S. of Carson City, ORMSBY and DOUGLAS COUNTIES.

DECEMBER 16, 1955

SACRAMENTO, contract awarded to Richter Bros., P.O. Box 1511, Oroville, \$18,122 for 0.2 mi. frontage roads to be graded & surf. w/ plantmix surf. 6.3 mi. S. of Redding, SHASTA COUNTY.

SACRAMENTO, contract awarded to Lawrence Const. Co., Campbell Const. Co., Continental Const. Co. & Erickson Const. Co., 3020 "V" St., Sacramento, \$2,047,585 for const. 3-story, 57,000 sq. ft. addition to Sutter Hospital at 57th & "F" Sts., Sacramento Hospital to have 98 beds, operating rooms, etc.

DECEMBER 19, 1955

STOCKTON, contract awarded to S. M. McGaw Co., P.O. Box 757, Stockton, \$6971 for const. storm water sewer on St. Rt. 120, Sec. 33, T1S, R7E, MDB&M, near Manteca, in SAN JOAQUIN COUNTY.

STOCKTON, contract awarded to Asta Const. Co., 33 N. Front St., Rio Vista, \$22,002 for resurf. streets of Oakridge Dist. of SAN JOAQUIN COUNTY.

SACRAMENTO, contract awarded to W. H. O'Hair, P.O. Box 331, Colusa, \$178,068 for 5.8 mi. grade roadbed, imp. subbase matl., untr. base placed & pen. tr. & seal coat & const. conc. bridges on Butte City-Chico Rd. betw. 0.7 mi. N. & 6.5 mi. N. of Glenn County line, BUTTE COUNTY.

DECEMBER 20, 1955

RICHMOND, contract awarded to Aguiar Bros., 1716 Broadway, San Pablo, \$9842 for const. of storm drains in Elmond St. betw. Key Blvd. & Sonoma St.

PINOLE, contract awarded to Lee J. Immel, 13555 San Pablo Ave., San Pablo, \$11,319 for resurf. of 5th & 3rd Avenues, betw. San Pablo Ave. & Nob Hill Ave. in City of Pinole, CONTRA COSTA COUNTY.

MARTINEZ, contract awarded to Eugene G. Alves onst. Co., P.O. Box 950, Pittsburg, \$252,608 for const. Geary Road extension near Walnut Creek, CONTRA COSTA COUNTY.

DECEMBER 21, 1955

SAN FRANCISCO, contract awarded to The Fay Improvement Co., 101 Carolina St., S.F., \$41,495 for asphalt conc. & rock base pavement at Student Parking Areas No. 2 and No. 3 at City College.

TREASURE ISLAND, contract awarded to Williams & Burrows, Inc., 500 Harbor Blvd., Belmont, \$1,034,770 for const. RC 1-story messhall, w/galley wing & related items of work, Subsistence Bldg., Naval Station, Treasure Island.

DECEMBER 22, 1955

CARSON CITY, Nev., contract awarded to Dodge Construction Inc., Drawer 31, Fallon, Nevada, \$218,975 for 9.016 mi. grade, drain, roadmix, surf. on S.R. 34 betw. 9 mi. S. of Gerlach & Gerlach, in WASHOE COUNTY.

TRAVIS AFB, contract awarded to Parish Bros., P.O. Box 6, Benicia, \$49,311 for repair of aircraft parking apron (ADC) at Travis AFB.

TRAVIS AFB, contract awarded to Asta Const. Co., 33 N. Front St., Rio Vista, \$9508 for remove unus-

ble railroad tracks, pave portion only, Travis AB.

DECEMBER 23, 1955

FRESNO, contract awarded to Wm. Lyles Co., 3360 Winery Ave., Fresno, \$10,267 for lay 14" mech. jt. C.I. water mains in Blackstone-Calaveras Alley betw. Belmont & Voorman, Fresno.

STOCKTON, contract awarded to Huetig & Schromm, P.O. Box 798, Palo Alto, \$9825 for grade, pave, inst. sprinkler irrigation sys., soil preparation, planting & seeding for grounds improvements, Women's Ward Bldg., Stockton State Hospital.

CONCORD, contract awarded to O. C. Jones & Sons, 1520-4th St., Berkeley, \$6274 for concrete work at Pleasant Hill High School.

MARYSVILLE, contract awarded to Harms Bros., 5261 Stockton Blvd., Sacramento, \$4415 for 0.1 mi. in length, widen bridge & const. approach at So. Fork of Willow Creek, YOLO COUNTY.

HAYWARD, contract awarded to S & Q Const. Co., 48 S. Linden Ave., S.F., \$169,812 for const. of Treeview "250" Reservoir in Hayward.

DECEMBER 23, 1955

OAKLAND, contract awarded to Paul W. Wasson, 10512 Flamingo Circle, Whittier, \$7600 for const. of sewers in a pathway & R/W in por. of Block A. of Montclair Estates Tract & por. of Piedmont Heights Tract adj. thereto, Assessment Job.

SAN FRANCISCO, contract awarded to Michael Murphy Jr., 308 Upper Terrace, S.F., \$32,434 for lay 6" & 8" cast iron mains in Anderson, Ellsworth, Gates, Folsom, Marsilly, Cehenery & Arlington Sts., under WD Contr. No. 746.

SAN FRANCISCO, contract awarded to S. F. Water Dept., 425 Mason St., S.F., \$8458 for lay 2" & 6" C.I. Mains in Thrift St. betw. Plymouth Ave. & Summit St. and Alpha St. betw. Wilde & Tucker Avenue.

SAN LORENZO, contract awarded to Stolte, Inc., 8451 San Leandro St., Oakland, for repairs to flood eroded levees along San Lorenzo Creek in vicinity of Hesperian Blvd., ALAMEDA COUNTY.

SACRAMENTO, contract awarded to The Rett Co., 2249 Fulton Ave., Sacramento, \$5989 for const. of box culvert on Fulton Ave. 150 ft. S. of Edison Ave., SACRAMENTO COUNTY.

SANTA CRUZ, contract awarded to A. J. Raisch Co., 900 W. San Carlos St., San Jose, \$20,000 for remove trees & debris from San Lorenzo River, Santa Cruz.

PALO ALTO, contract awarded to McCammon & Wunderlich Co., P.O. Box 359, Palo Alto, \$100,000 for clearing channel of San Francisco Creek, betw. Bayshore & El Camino Real in Santa Clara Co.

CRESCENT CITY, contract awarded to Pelican Bay onst. Services, Inc., Smith River, Calif., \$10,000 for rem. trees & debris from Hoppaw Creek at jct. w/Klamath River.

YUBA CITY, contract awarded to H. Earl Parker, 12th & F Sts., Marysville, for emergency repairs to approx. 30000 ft. of break on the right bank of the Feather River at Yuba City.

DECEMBER 29, 1955

SAN FRANCISCO, contract awarded to The Fay Improvement Co., 101 Carolina St., S.F., \$9706 for grade, asph. conc. pavement, unarmored conc. curbs, vit. clay pipe side sewer & water services in portions of Foerster between Los Palms Dr. & Teresita Blvd., SAN FRANCISCO.

EUREKA, contract awarded to Mercer Fraser Co., 2nd & Commercial Sts., Eureka, \$15,000 for removing logs & debris from Mad River, near Eureka, HUMBOLDT COUNTY.

SANTA CRUZ, contract awarded to Granite Const. Co., P.O. Box 900, Watsonville, \$100,000 for clearing stream & bank of Soquel Creek in SANTA CRUZ COUNTY.

RENO, Nev., contract awarded to Isbell Const. Co., P.O. Box 2351, Reno, for emergency clearing of debris from the Truckee River at Reno, Nevada.

OAKLAND, contract awarded to O. C. Jones & Sons, 1520-4th Ave., Berkeley, \$8528 for const. 14,704 sq. ft. of conc. gutters on E. 14th St., betw. 30th Ave. & 46th Ave. in City of Oakland.

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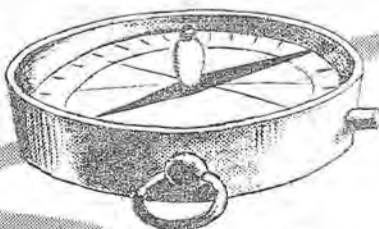
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Construction Awards

CARSON CITY, Nev., contract awarded to Silver State Const. Co., P.O. Box 191, Fallon, Nev., \$680,558 for approx. 17.648 mi. grade & plantmix surf. por. of primary highway system on U.S. Alt. No. 50 betw. 19 mi. S. & 1 1/2 mi. S. of Wendover, ELKO COUNTY.

OAKLAND, contract awarded to McGuire & Hester, 796-66th Ave., Oakland, \$86,735 (Grand Total) for impvts. to lines G, G-8, B-2, storm sewers, Castro Valley.

DECEMBER 30, 1955

SAN FRANCISCO, contract awarded to James H. Clark, Rt. 2, Box 2202, Red Bluff, \$205,374 for const. drain, strucs. on por. Forest Dev. Rt. 1203, Bluff Creek, begin. approx. 10 mi. NW of Bluff Creek Guard Sta., on Klamath River Hwy. approx. 6 mi. NE of Weitchpec, & approx. 11 mi. SW of Orleans, Calif. & extend N'y 6.299 mi., Proj. Calif. FDR 1203-A, Bluff Creek, Six Rivers National Forest, HUMBOLDT COUNTY.

SAN FRANCISCO, contract awarded to Chas. L. Hayney, Inc., 575 Berry St., S.F., \$11,685 for reconst. Bowdoin St. betw. Bacon & Wayland Sts., San Francisco.

JANUARY 3, 1956

CARSON CITY, Nev., contract awarded to Silver State Const. Co., P.O. Box 191, Fallon, Nev., \$680,558 for approx. 17.648 mi. grade and plantmix surf. por. of P.H.S. on U.S. Alt. No. 50, betw. 19 mi. S. & 1 1/2 mi. S. of Wendover, ELKO CO.

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

(1) Millard Co.—To Wilkinson Const. Co., Morgan, Utah, \$88,729 for 6.072 mi. const. 2" roadmix bit. surf. road, SR No. 140 betw. Dese- ret Jct. & Harding.

(2) Iron Co.—To Whiting & Haymond, Springville, \$111,949 for 5.890 const. 2" roadmix bit. surf. on SR No. 98 from jct. of SR 56 & SR 98 N'y for 5.8 mil. toward Seryl.

SAN FRANCISCO, contract awarded to The Bechtel Corp., 220 Bush St., S.F. for const. of the Poe Project diversion dam & related work on the North Fork of the Feather River, 30 miles northeast of Oroville.

SACRAMENTO, contracts awarded as follows for emergency work in flood areas:

To Lester L. Rice & Sons, 235 Summer St., Yuba City, \$7500 for stream clearing & repair levee, Butte Creek near Durham.

To Baldwin Contrg. Co., Inc., P.O. Box 269, Marysville, \$20,000 for repair levee, Feather River, N. of Marysville.

To H. Earl Parker, 12th & F Sts., Marysville, \$2500 for repair levee, 10 mi. upstream from Marysville.

SACRAMENTO, contract awarded to Los Gatos Const. Co., P.O. Box 111, Los Gatos, \$31,855 for 0.6 mi. embankment const. of imported borrow matl. near San Jose, 0.2 mi. S. of Moorpark Ave. & Stevens Creek Road, in SANTA CLARA COUNTY.

SACRAMENTO, contract awarded to Stephen L. Vistica, 70 N. El Camino Real, San Mateo, \$82,875 for 1.1 mi. roadside areas to be prepared & planted betw. Army St. & 17th St. in City & County of SAN FRANCISCO.

SACRAMENTO, contract awarded to Fredrickson Bros., 1259-65th St., Emeryville, \$185,101 for 1.6 mi. graded & surf. with plantmix surf. on untr. base & const. a reinf. conc. slab bridge, betw. 0.1 mi. & 1.8 mi. E. of Valley Springs, CALAVERAS COUNTY.

SACRAMENTO, contract awarded to M. W. Brown, Box 827, Redding, \$551,471 for 4.7 mi. graded & surf. on cem. treat. base & untr. base and const. two reinf. conc. bridges, betw. 4.7 mi. S. of Yreka & Oberlin Road, in SISKIYOU CO.

SACRAMENTO, contract awarded to A. Teichert & Son, Inc., 1931 Stockton Blvd., Sacramento, \$937,444 for 3.0 mi. grade & pave with PCC on cem. treat. subgrade, betw. Kingsley Road & Maricopa Road, SAN JOAQUIN COUNTY.

CASTLE AIR FORCE, contract awarded to Standard Materials, Inc., 1411-9th St., Modesto, \$109,327 for const. bituminous paved access road from Ordnance Storage Area to Runway at Castle AFB.

SACRAMENTO, contract awarded to R. A. Westbrook, Inc., and Morrison-Knudsen Co., Inc., 411 W. 5th St., Los Angeles, \$1,318,157 for 11.8 miles grade & surf. w/plant-

mix surf. on untr. base betw. Birch Canyon & Whiskey Canyon, in INYO & MONO COUNTIES.

SACRAMENTO, contract awarded to Grove Shepherd Wilson & Krueger-Calif., Inc., 2606 Cypress St., Oakland, \$2,361,255 for const. superstructure & a por. of substructure for a portion of a bridge to be const. on Eastshore Freeway betw. Magnolia St. & 17th St. in City of Oakland, ALAMEDA CO.

SACRAMENTO, contract awarded to Gordon H. Ball, Camille Ave., Danville, and Ball & Simpson, 685 Delaware Ave., Berkeley, \$4,326,890 for 5.8 mi. grade & pave with PCC on cem. tr. subgrade & const. 11 bridges & 1 pumping plant, betw. Beard Road & Jackson St. in ALAMEDA COUNTY.

SACRAMENTO, contract awarded to McCammon & Wunderlich Contracting Co., 1465 Edgewood Drive, Palo Alto, \$6,934,486 for 4.9 mi. grade & pave with PCC on cem. treat. subgrade & const. five reinf. conc. bridges, betw. 0.1 mi. S. of Hilltop Drive & 0.8 mi. N. of Hercules, CONTRA COSTA CO.

FLOOD REPAIRS

SACRAMENTO, contracts awarded as follows for emergency work in flood areas:

To Schwake oCnst. Co., 307 Morrill Ave., Reno, \$50,000 debris removal & channel clearing at Gardnerville, Nevada.

To E. A. Brown, Exeter, Calif., \$3750 repair levee erosion, St. Johns River, near Visalia.

To F. J. Fuller, Box 1265, Jackson, \$1500 for channel restor. and debris cleanup at Sutter Creek.

To A. L. Craft, 242 Maxwell, Oakdale, \$10,000 repair levees, Stanislaus River near Oakdale.

To David Chamberlain, P.O. Box 1348, Porterville, \$500 levee repair, Tule River, near Porterville.

To H. Earl Parker, 12th & F Sts., Marysville, \$200,000 for repair & restoration levee, near Marysville.

To William Womack, Visalia, \$500, repair levee Visalia.

To W. T. Smullen, Dinuba, \$500, repair levee, Visalia.

To Chas. S. Swanson, Hanford, \$5000, repair levee, Visalia.

To Paul E. Woof, 2203 N. Fruit Ave., Fresno, \$150,000 restore channel & letvee, St. Johns River. To Walker River Irrig. Dist. Yerington, Nevada, \$5000 clean debris & channel restoration Walker River, Yerington, Nevada.

To Ralph Royster, T St. & 9th Ave., Strathmore, \$500, repair levee, Tule River, near Porterville.

To Dotters & McDonald, Springville, Calif., \$500, repair levee, Tule River, near Porterville.

To Paul E. Woof, 2203 N. Fruit Ave., Fresno, \$1250, repair levee, Kaweah River.

To Ralph Hall, Rt. 1, Box 196, Hanford, \$4000, repair N. levee, 3 mi. N.E. of Visalia.

To Baldwin Contrg. Co., Inc., P.O. Box 269, Marysville, \$20,000, clear storm drain outlets, Yuba City.

To Lester L. Rice & Sons, 235 Summer St., Yuba City, \$12,500, repair levee 15 mi. S.E. of Marysville.

To H. Earl Parker, 12th & F Sts., Marysville, \$20,000 repair levee, Bear River, Western Pacific Intercepting Channel.

To Baldwin Contrg. Co., Inc., P.O. Box 269, Marysville, \$5000 repair levee right bank of Feather River, Yuba City.

JANUARY 4, 1956

MILLBRAE, contract awarded to O. C. Jones & Sons, 1520-4th St., Berkeley, \$10,900 for grade, plantmix surf. on Millbrae Ave.

RED BLUFF, contract awarded to Stolte, Inc., 8451 San Leandro St., Oakland, \$772,026 for const. earthwork & structures, Corning Canal.

SACRAMENTO, contract awarded as follows for emergency work in flooded areas:

FLOOD REPAIRS

To Kerr & Wilson, Visalia, \$80,000, for debris removal & levee repair, Kaweah River, N. of South Levee.

To Chas. S. Swanson, Hanford, \$300, for repair levee, St. Johns River, near Visalia.

To William Womack, Visalia, \$300, for repair of levee, St. Johns River, near Visalia.

To Thomas Const. Co., P.O. Box 684, Fresno, \$3750, for replace road fill at Bear Creek Dam site.

To Ralph Hall, Rt. 1, Box 196, Hanford, \$4250, for channel clearance, St. Johns River near Visalia.

SAN FRANCISCO, contracts awarded as follows:

To Oscar C. Holmes, Inc., P.O. Box 790, Redwood City, \$10,000 for debris removal, Guadalupe River betw. Alviso & Bayshore Highway.

To Keeble & Spaith, 1602 Escalona Drive, Santa Cruz, \$4000, for rem. debris, San Lorenzo River, 1/2 mi. above mouth of Kings Creek.

To Granite Const. Co., P.O. Box 900, Watsonville, \$11,000 for debris rem. near Aptos from Correlitos Creek, betw. Brons Valley Creek & Highland Park.

To Granite Const. Co., P.O. Box 900, Watsonville, \$6000, for debris removal, Valencia Creek, near Aptos, betw. 1/4 mi. below & 1/2 mi. above Day Valley culvert crossing.

To K. J. McGranahan, 500 Spring St., Santa Cruz, \$27,000 for debris rem. Branciforte Creek from San Lorenzo River upstream to a point 1/2 mi. N. of Santa Cruz City limits.

To Arthur B. Smith, Inc., 1357 Cleveland Ave., Santa Rosa, \$5000 for clear debris, from Redwood Creek & unnamed creek S. of Orick, HUMBOLDT COUNTY.

To Guy F. Atkinson Co., 10 W. Orange Ave., So. San Francisco, \$30,000 for rem. silt from Colma & Spruce Ave. Creeks in South San Francisco.

SAN JOSE, contract awarded to M.G.M. Const. Co., P.O. Box 1056, Concord, \$5872 for const. steel pipeline along Santa Clara-Los Gatos Road(from Capri Drive to point 1500' S'y, SANTA CLARA COUNTY.

JANUARY 5, 1956

SAN FRANCISCO, contract awarded to Carrico Const. Co., 365 Ocean Ave., S.F., \$61,061 for const. site work at Hunters Point Proj. involving const. steel pipe railing, chain link fence, metal tree guards, conc. curbs, gutters, retaining walls, paving & related work.

NAPA, contract awarded to Slinen Const. Co., P.O. Box 539, Napa, \$26,137 for grade, pave, curb & gutter on -st Street from Edmonston St. to Silverado Trail.

★ ★ ★

Dust & Fumes

Dust, Fumes, Vapors, and Gases Safety Order No. 1901, state industrial accident commission.

Order No. 1901. Application.

(a) These orders shall apply to every place where work or process is carried on by which dust, fumes, vapors, or gases of a harmful nature are produced and generated or exist independently of the work or process, which may be inhaled in quantities or concentrations that constitute harmful exposure as hereinafter defined to be in any other manner injurious to health.

Order No. 1902. Definitions.

1. "General ventilation" means the ventilation ordinarily provided in places of employment without reference to dusts, fumes, vapors, or gases.

2. A "gravity system of ventilation" means one which depends upon relative air density.

3. A "mechanical system of ventilation" means one which depends upon the operation of power-driven equipment.

4. "Exhaust system" means a complete suction device, including all hoods, ducts, fans, separators, and receptacles when required, and any other part necessary for the proper installation and operation thereof.

5. "Local exhaust ventilation" means that type of ventilation in which suction is applied at the point of generation of dusts, fumes, vapors, or gases.

6. "Hood" means that part of any exhaust system into which the dust, fumes, vapors, or gas first enter. Ordinarily it consists of an enlargement of the end of the duct or such shape and design as to facilitate the entry of dust or other impurities to the exhaust system.

7. "Duct" means any pipe, flume, or channel forming a part of a ventilating system, used to convey air, dusts, fumes, vapors, or gases.

8. "Fan" means the machine which creates the movement of air in the exhaust system.

MOFFETT FIELD, contract awarded to Larson's Landscape Service, 804-17th Ave., Menlo Park, \$19,200 for landscaping Unitary Plan Wind Tunnel Area.

TRAVIS AFB, contract awarded to Parish Bros., P.O. Box 1019, Benicia & Harms Bros., 5261 Stockton Blvd., Sacramento, \$18,792 for modifications to Base Roads, Travis Air Force Base.

OAKLAND, contract awarded to L. C. Jensen, 20330 Forest Ave., Castro Valley, \$17,274 for const. Line E-2 along Orchard Ave. in Hayward, Zone 3-A. Bgeu p-m(8A)

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Pleasanton Plant

General Electric Co. has received tentative approval for an \$8 million atomic energy research plant south of Pleasanton in the Amador Valley.

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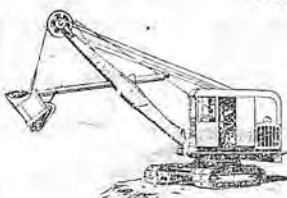
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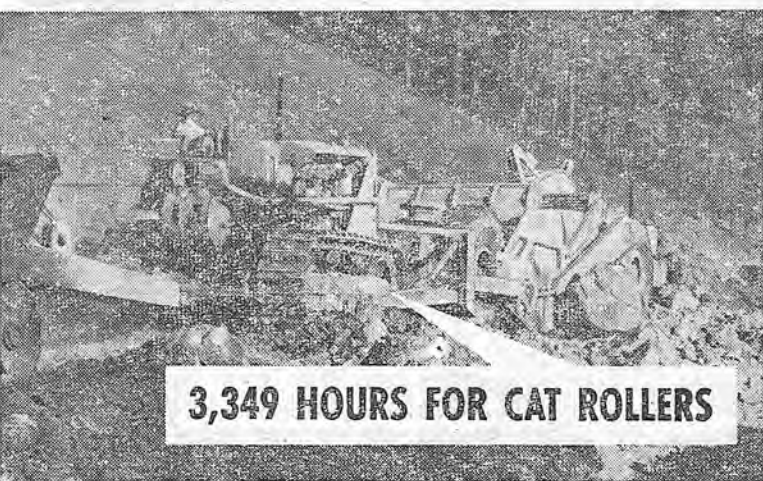
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Eaton & Smith's equip. supt., Paul Hantzschke writes: "In Nov., 1952 we purchased 3 new Cat D8 Tractors for Squaw Valley. Last July rollers were removed for inspection and found good enough to re-install in scraper tractors. Before removal, these rollers had given an average of 3,349 hours of service in difficult ripping, dozing, pushing.

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Many similar experiences have lead other users of Caterpillar tractors to standardize on genuine Caterpillar parts. Peterson carries a \$650,000 stock of genuine parts, has 30 service trucks. Call Peterson for dependable parts and service—anytime!

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The City by the Golden Gate

RECORD WINTER SEASON FOR S.F.

By PAT CLANCY and HARRY METZ, Business Representatives

We find ourselves in the middle of winter and the first month of the New Year with more work than any previous winter, at this time of the year. Most of the members who are now idle have jobs to go to as soon as the weather permits, and a great number of contractors have stated they intend to operate their jobs throughout the winter and will work every day it is possible to do so.

As a result of the flood conditions in every district, there has been a shortage of drag-lines to dredge out the channels and prevent overflowing. A good many brothers have been working seven days a week.

The biggest news for this area is the announcement of the new Embarcadero freeway crossing in front of the Ferry Building. The State will call for bids in March.

Around town, M & K Corporation has several jobs going. Hunter's Point, a sewer job on the waterfront, Firehouse on Drum St., the Luther Burbank School on Brazil St., water pipeline at Brisbane, and a tunnel job at Candlestick Point.

FREEWAY APPROACH
The Fay Improvement Company is still busy on their 13th Street job under the freeway approach, also a new job at the City College for student parking consisting of asphalt surfacing.

Fred Fairy laying cast iron nails on North Point, Fillmore, Brunswick, and Embarcadero Streets.

Cahill Bros., Inc., has work all over town. Two buildings on Montgomery Street, also Pine and Battery, Front and Market, Taylor and Beach and a \$945,000 new building at 6th and Brannan for the Flower Growers Association.

Mike Lynch has two sewer jobs on Crescent Ave. and also on Lincoln Way.

Macdonald Young & Nelson are making good progress on their unit of the Embarcadero Freeway.

Henry Doelger's Westlake tract has just about stopped building houses. This probably was caused by government credit restrictions.

Blackfield Construction Company have slowed up on their subdivision at Westview.

On the new students' quarters at U.C. Hospital, we have James I. Barnes Company doing the drilling and caisson work. James I. Barnes Company also are building the Herbert Hoover School and have a

playground job at 30th & Sanchez. Down at Buri Buri, we have the McKeon subdivision, owners of 375 acres on Juniper Serra Blvd., where they intend to build 4,000 homes

Engineers Move Quickly to Aid In Flood Relief

(Continued from Page One)

eka area and south, the Russian River area, Santa Cruz, Watsonville, and Marysville-Yuba City, the latter suffering most damage. Many other cities had lesser losses.

Shining lights in the storm were the dams now built, which without question prevented a frightful holocaust in the North Valleys. Shasta, keystone of CVP, and Folsom Dam on the American River, held vast run-offs which would have put 10 feet of water in the city of Sacramento and probably wiped out other cities enroute.

Operating Engineers came quickly into the picture as the flood threat rose, and they performed countless feats of endurance and heroism. For a good account of typical Engineer action, see the Marysville report starting on page one of this issue.

NEEDLESS LOSSES

Other business agent reports this month also give accounts of storm damage, the work involved, and the great amount of work lying ahead.

Highways took a \$25 million beating, the State Division of Highways announced. Countless homes were destroyed and must be rebuilt, as were other structures, levees, bridges, streets, utilities, farm lands, etc.

The economy of prevention is now obvious—losses would pay for many dams. Governor Knight has called for a special session on

and a shopping center, to cost approximately 70 million dollars.

Ben C. Gerwick Co. expects to complete their job at Piers 15 and 17 around June, 1956.

EXPRESSWAYS

Highway improvements within San Francisco include a proposed expenditure of \$1,425,000 in gas tax funds to acquire land for the freeway to run from Alemany Blvd. in the vicinity of San Bruno Ave., to Tennessee St. in the vicinity of Twenty-Fourth Street.

The Public Works Department proposes to spend two million dollars in gas tax funds for the six-lane expressway called "The Geary Street Expressway" running from Van Ness Ave. to Broderick Street with extra lanes for transit busses and an underpass at Fillmore St.

Hunter's Point Expressway. Initial planning to cost \$10,000 in gasoline tax funds. The project is to extend from the county line near Candlestick Point to Third Avenue and Arthur Street, with a tunnel under the Hunter's Point housing tract.

March 5 to deal with the problem and take action. Federal legislation will move quickly. Everybody in the U.S. read about California's Christmas flood, so Congress knows all about it.

The rains had not ceased before fleets of heavy equipment went to work to repair levee breaks, such as at Shanghai Bend near Yuba City, and the boys worked around the clock during the emergency. Trucks, dredges, draglines, and other rigs pitched in.

EMERGENCY CONTRACTS

Army issued emergency contracts such as the \$1,200,000 job on Shanghai Bend, which went to H. Earl Parker of Marysville. Other sizable projects were on the Eel River, where old man Flood had a jolly time ripping up Highway 101 for long stretches and smashing houses and giant warehouses into kindling wood and sending them out into the muddy waters of Humboldt Bay.

Large relief sums were quickly provided from various sources, such as Red Cross, Civil Defense. Clothing and food were quickly gathered from a radius of several hundred miles—after all it was Christmas time and the Yule spirit brought a great outpouring of sympathy, because Christmas didn't arrive in the flood areas.

LABOR RELIEF FUND

California labor responded quickly, gathered up food and clothing and set up a relief fund, to which hundreds of unions quickly sent money. In the first two weeks of the AFL-CIO Flood Relief Fund, \$55,000 was contributed.

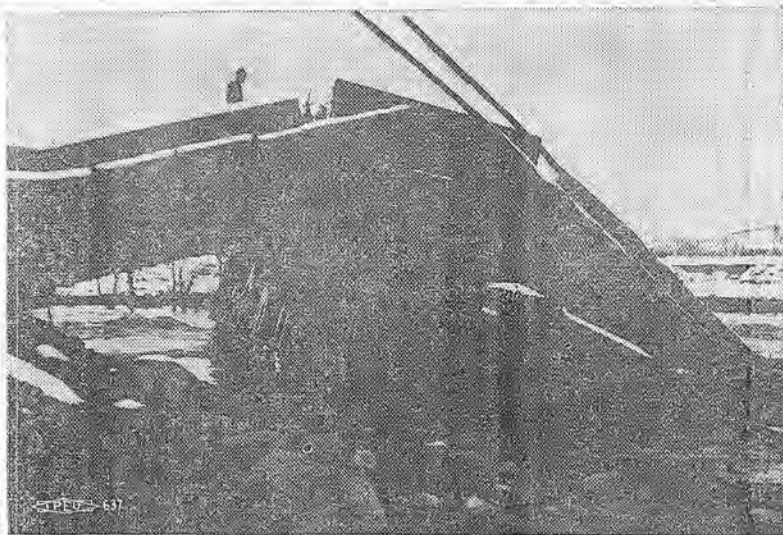
C. J. Haggerty, committee chairman, issued appeals to 3,000 AFL unions in the state. He asked that all organization and individual contributions be sent to committee headquarters, Room 810, 995 Market St., San Francisco.

There was heartbreak and sadness, as well as death and injury. Homes, belongings were wiped out. Here are Red Cross figures on home destruction in some figures on counties affected:

Del Norte, 222; Humboldt, 250; Mendocino, 15; Santa Clara, 17; Santa Cruz, 54; Siskiyou, 40; Sonoma, 41; Sutter, 280; Tulare, 27; Yuba, 10. Those were homes destroyed; in addition there were many thousands of homes damaged.

Since the heavy Christmas rains there have been several additional rainstorms which have not helped the situation, however, contractors and unions are pitching in for all possible emergency work in what dry periods there are, and it is fervently hoped that a good mid-winter warm spell may be enjoyed throughout Northern California.

In addition to the record reconstruction job there is a big program of normal projects waiting to get underway. The new year was already billed as one of the biggest



TEN TON TRUCKEE—That's what hit the Kietzke Lane bridge in Reno during the Christmas snow-melt flood. The "peaceful" Truckee went on a rampage thru the gambling capitol and raised Ned with bridges, levees, streets. This scene shows the snow, water, boulders that got the best of man's concrete. (Photo by Dale Morlan, Oiler on this Geo. Miller job.)

Peninsula Hopes for a Fast Start In '56 on Construction Job Program

By CHET ELLIOTT, Business Representative

The year of 1955, with its continued steady growth and major improvements, has left us with the results of the heavy storms which have been encountered during the past three weeks. Storm damage was considerable in some areas, and we are faced with the problem of clean-up work and the task of getting back to normal again.

The out-of-work list in the San Mateo office has been growing steadily, as most of the construction work on the Real Estate Projects has come to a standstill. The Tecon Corporation, Haas and Haynie, Lowrie Paving Co., E. T. Haas and other contractors who have been working at the Mills Estate, Oddstad's Farm Hills Development where J. O. Archibald has been doing the grading, McCammon & Wunderlich on the San Bruno project, the Peter Kiewit Co., working on the tunnel project at Crystal Springs, and other contractors, are all waiting for a break in the weather in order to again resume operations.

Weather permitting, the outlook nevertheless is for a good fast start for the year 1956. The bids for the \$8,500,000 project to extend the Bayshore Freeway 7 1/2 miles south of its present termination in San Carlos to the Santa Clara County line will be advertised in May, for construction to begin July 1. This will be a 6-lane divided highway project, and plans have been drawn so that two additional lanes can be added to the center portion of the highway as the traffic needs grow. This project will create considerable work for members of Local No. 3 as the schedule calls for completion in the latter part of 1957.

For other new construction the outlook is exceptionally good. Plans are now being checked for a \$60,000 shopping center project at Canyon Road and Oak Knoll Drive in Redwood City, with Smith & Bygones as developers, the Land Development Co. will soon start construction on a \$150,000 Medical Center to be located on Woodside Road. Also in Redwood City, the P.C. & E. is contemplating a new office building to start as soon as possible, at an approximate cost of \$50,000. On the drawing boards are plans to install 6300 feet of 8" and 12" water mains, as well as several large main installations in connection with the State Highway Bayshore Freeway Construction project.

Oddstad's Farm Hill Homes Development has recently acquired an additional 80 acres of new land. In conjunction with the holdings they now have this acquisition will make this a \$50,000,000 development. In addition to the 12 million gal. water reservoir which was originally required for the development, negotiations are now under way for purchase of a site for an additional 8 million gallon reservoir to fill Redwood City's need for water storage facilities. This will, of course, call for supervision and installation of several miles of water mains, all of which will create a great deal of employment for our worthy brothers.

DON'T BUY SEBASTOPOL APPLE PRODUCTS

Survey Notes SOIL MEN INK SURVEY PACT

By AL BOARDMAN and BILL MINAHAN, Business Representatives

Progress has been made during the past month in the Soils Mechanics field. Two firms have signed collective bargaining agreements with the Operating Engineers Local Union No. 3. Testing and Controls Inc., 156 University Avenue, Palo Alto, and Soil Investigations, 235 Bayshore Blvd., San Francisco, are the firms.

The National Labor Relations Board refused to hold an election petitioned for on a consent basis by the Engineers and Scientists of America and the Consulting Engineers Association. The denial was based on the finding reached in the Santa Clara Land Surveyors case that the work done was twice removed from Interstate Commerce. This reaffirms the boards contention that the engineering services are not in Interstate Commerce and as such are not covered by Federal Law. The petition was withdrawn by the Engineers and Scientists of America.

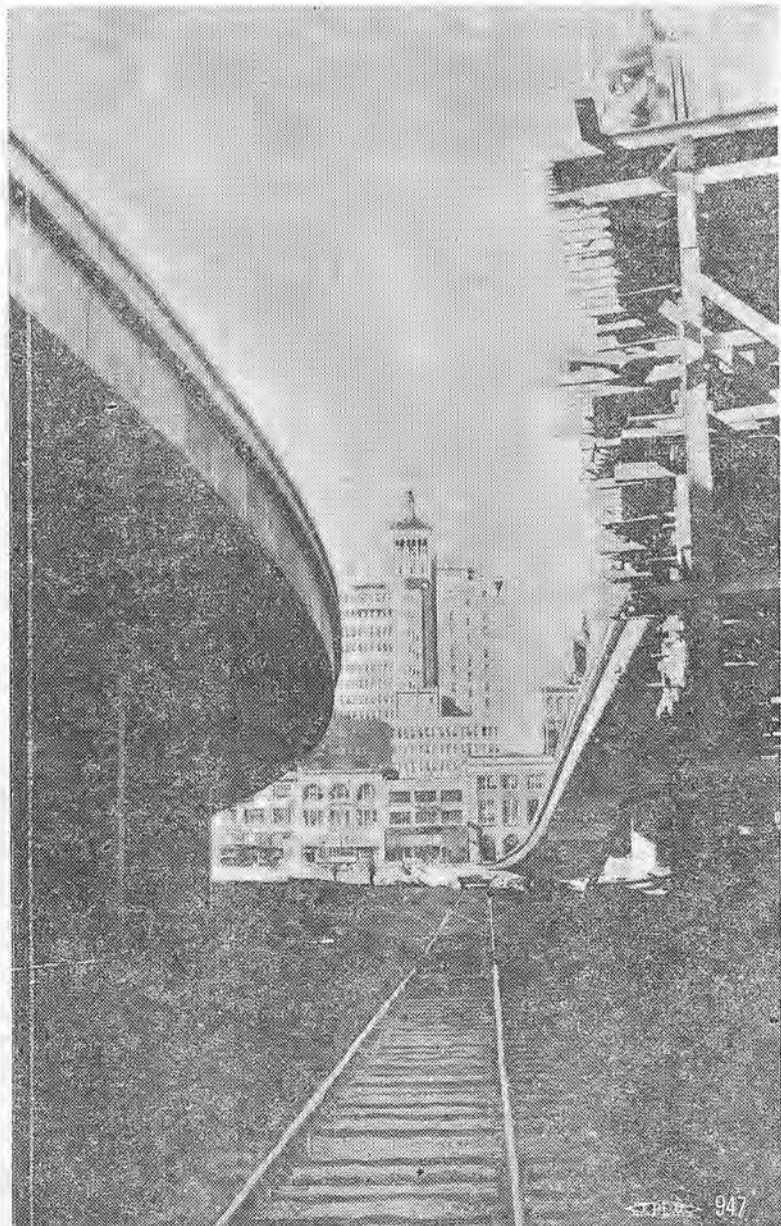
Elsewhere in this issue you will find the announcement that Henry Rutzick has opened his own architectural office at 693 Mission St., San Francisco. Brother Rutzick is a loyal member of this Union of long standing. If there is anyway that you can be of any assistance to him, it will be greatly appreciated.

Friends of Fred Gomez will be glad to hear that he has recovered enough after a two year siege of tuberculosis to be up and about again. He hopes to be back on the job when the weather clears. Howard Adams would like to have some of his friends drop in and pay him a visit. He is at Hassler Health Home in Redwood City. Visiting hours are from 3:00 to 4:00 p.m. on Thursdays and Saturdays.

Approval has been received for an increase in pay for the Inspectors in the employ of the San Francisco Housing Authority. The increase will be retroactive as this matter has been very slow in receiving Federal approval. However, we have been assured that the checks will be ready very soon.

The next meeting of 3E will be held at 474 Valencia St., San Francisco at 8:00 p.m. Friday, January 27, 1956. A meeting is planned for Feb. 10, 1956 at 40 N. Morrison, San Jose, at 8:00 p.m.

but now with flood work it will tax every bit of manpower and the maximum potential of the industry here in the West.



SKYWAY SCULPTURE—Soon you will zoom up Bayshore Freeway soaring over buildings and bridges, then letting down gently to the foot of skyscrapers on lower Market Street. When you do, you'll use these on-off ramps. Half-completed at present, they form a frame in this picture for the Matson and PG&E buildings in background. The ramps will join up with Embarcadero freeway as it starts from this point towards the Ferry building.