



ENGINEERS NEWS

OPERATING ENGINEERS LOCAL 3

STATIONARY ENGINEERS LOCAL 39

VOL. 15—No. 1

SAN FRANCISCO, CALIFORNIA

JANUARY, 1957

NRLB Acting Regl. Director Issues Complaint on Hensley Equipt. Co.

On December 23, 1956 Roy G. Hoffman, Acting regional director of the 20th region of the National Labor Relations Board in San Francisco, issued a complaint against Hensley Equipment Co., Inc. and Hensley Metal Treating Co., Inc., an affiliated company, upon charges filed by Local No. 3 and at the same time dismissed petitions for the election filed by these two companies.

The complaint issued after investigation of the facts by the representative of the Board charges that these two companies failed and refused to bargain with Local No. 3 in violation of their duties under the Taft-Hartley act and that they engaged in illegal discriminatory practices against certain of their employees who had chosen Local No. 3 as their collective bargaining representative.

We believe that the issuance of this complaint by the Board will be of particular interest to those of our readers who have received copies of a circular signed by Clyde Hensley, President of Hensley Equipment Co., Inc., accusing an unnamed labor organization of conducting a "persuasion" cam-

aign against that Company and implying that the unnamed labor organization was guilty of "dictatorship" and "coercion."

In a last attempt to avoid a hearing upon the charges filed by Local No. 3 now set for February 4, 1957, Hensley has filed an appeal from the dismissal of the petitions for election.

SERVICE WITHDRAWALS

BRUNO SCATENA
GERALD L. STALEY
JOE VINGO
ROBERT S. BERINI
JACK CORRIGAN
CHARLES HOLMAN
STEVE LABROVICH
RICHARD O. WISE

The Industry Is Off to Another Record Year

Somebody once said, "the only thing you can be sure of is change," and that remark certainly applies to the Calif.-Nev.-Utah weather situation and construction industry as we move into the new year of 1957.

If we say it is dry—one of the longest dry spells on record—then by the time this goes to press and you get it, there will probably be floods—everywhere. At any rate that's how she stands as of the second week in January—dry everywhere.

The industry is flexible. In many places it is jumping into the breach and getting a lot of work done, where normally it would be hibernating in the sheds and barns. In other places, it has slowed down from sheer force of habit, not starting anything because they just know that of man weather is right around the corner.

The big backlog of work is prompting all to take advantage of every good day of good weather. Even far out under the big blue of Utah and Nevada, the boys are pushing right along—there the report is they can stand the cold but they don't like those short checks.

A BIG YEAR AHEAD

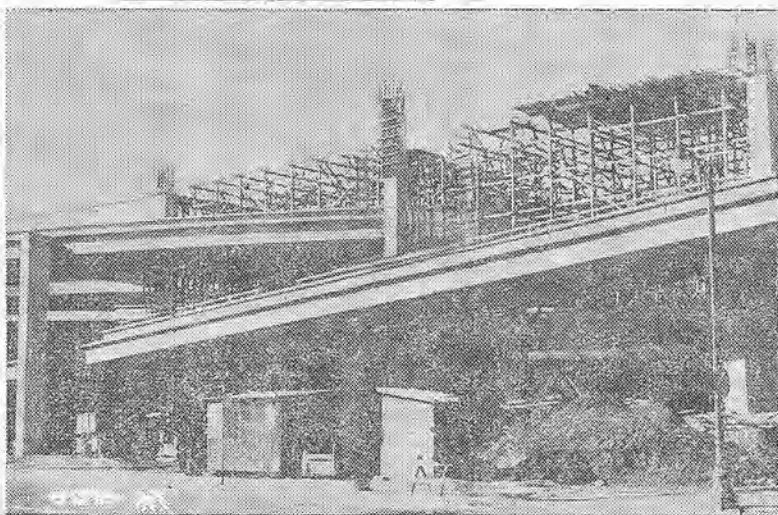
For a change, work went right on through the holidays, and it was a Merry Christmas indeed for most everyone. And now, well into January, as the drouth continues, work continues.

Big names in water and power, like Trinity and Feather, loom large on the 1957 horizon, and along with highways, civic utilities, industrial expansion, and homes, the new year promises to top even the record 1956 in construction activity. This is the prospect in spite of the big lag in home building now taking place.

So, even if it rains or storms for two months straight (which it won't) the boys have a pleasant outlook on the work and wages side as far as the new year is concerned.

Following is a round-up of the situation as seen by the various branch officers of Local 3, as of early January:

Utah: Ike signs \$760 million bill for Upper Colorado river project, (Continued on Page 12)



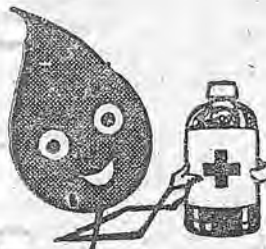
CROSSROADS OF THE WEST.—Thickest layer of concrete sandwiches we could find on the big San Fran waterfront freeway net now shaping up was this point at Fremont and Folsom, where you can see three skyway carpets moving in from the left, three from the right, and one top-story job a-building over them all. At this point, Embarcadero and Bayshore freeways mix it up with Highways 101, 40, and 50, with half a dozen assorted ramps lending more confusion to the merry mix-up. Somebody is going to get lost in this car-trap, far sure! (Staff photo.)

In Memoriam

- | | |
|--|---|
| CALVIN L. SAND
December 4, 1956, Eureka, Calif. | DANIEL LEO TRADE
Dec. 19, 1956, Hayward, Calif. |
| CLIFFORD WILSON
Dec. 9, 1956, Healdsburg, Calif. | CARL A. DANIELSON
Dec. 20, 1956, Concord, Calif. |
| FRANK E. DeROSA
Dec. 10, 1956, Folsom, Calif. | WILFRED W. BONNER
Dec. 21, 1953, Junction City, Ore. |
| WILFORD BUMPUS
Dec. 12, 1956, Toole, Utah. | WILLIAM KOEPP
Dec. 23, 1956, Red Bluff, Calif. |
| P. E. PORTH
Dec. 15, 1956, Huntsville, Missouri. | F. FIDDLER
Dec. 26, 1956, San Francisco, Calif. |
| JOHN A. QUINTARA
Dec. 16, 1956, Rio Vista, Calif. | JOSEPH N. PEABODY
Dec. 26, 1956, Cupertino, Calif. |
| F. PECKHAM
Dec. 17, 1956, No. Sacramento, Cal. | JOE W. BARNARD
Dec. 28, 1956, Colusa, Calif. |
| SAM SCOVILLE
Dec. 19, 1956, Oakland, Calif. | VERNE V. SNYDER
Dec. 31, 1956, Winters, Calif. |
| ROSS E. WALKER Jan. 5, 1957, San Leandro, Calif. | |

Attention, All Members-- BLOOD NEEDED, NOW!

All members of the union are herewith requested to make every possible effort to contribute blood to the Local 3 blood bank which is maintained at each branch office of the union. The situation is bad in nearly every district—blood is needed everywhere to replenish the supply that our members and their families rely upon.



It takes very little effort, it costs you nothing, there is no pain or discomfort—yet this is one of the finest gestures a man or woman can make toward the welfare of brother workers and their families.

All you have to do is contact the branch office serving the area in which you work. The office will be glad to make an appointment for you. And you will be glad you took this action!



CARQUINEZ VS. CULEBRA.—Here you see the first slices being taken on the biggest whack at Mother Earth since the Culebra Cut in Panama Canal, the 300-foot canyon thru which Highway 40 starts a new career from the Straits to Bay Bridge. Engineers are sinking 300-foot shafts of concrete into the river-tidal currents down there to erect a twin to the present bridge, whose dogleg will be straightened a bit and run parallel to the new structure, whose giant, white pillars can be seen at lower right, near the town of Crockett and the G-H sugar plant. Arrow at right shows where they smack into the

junior mountain, and arrow at left shows where Ferry Bros. and Crow contractors' 55 big rigs are now chewing the surface. Some rigs can be seen at upper left. Nearly all of the material is being moved to the left to fill in canyons behind Rodeo and Pinole with huge dam-like structures. Tall, brown hills in that area have big slices cut in them also as the \$40 million bridge-freeway job moves thru that area. Picture was taken from top of cut, looking across to the other side where PG&E cross-channel power-line anchor masts are located. Vallejo and Mare Island lie in

background. Present highway winds its way behind the hill at left, over the notorious Selby hill stretch where traffic deaths are a regular occurrence. Highway 40 is getting the overpass, non-stop treatment where it passes through Vallejo in the background, before heading east into the sunrise. Soon it will be merely a matter of minutes from the Bay Bowl to the Sierra foothills, and the millions of drivers who have wasted billions of hours on the dangerous Richmond-Crockett bottleneck will rise as one to give a mighty cheer. (Staff photo.)

The City by the Golden Gate

SAN FRANCISCO SEES '57 BEST YEAR EVER

By PAT CLANCY & HARRY METZ, Business Representatives

Dry weather this winter has worked to the advantage of both contractors and members. However, as of this report work in this area has started the usual seasonal slowdown. More work is contemplated than ever before, and we expect the year of 1957 should be the best year we ever have had.

In the vicinity of Gough and Octavia Sts., blocks of apartment houses and large buildings are being wrecked and torn down to make room for the new freeway across town.

MacDonald, Young & Nelson are finishing their job for Fireman's Fund Insurance Company's new home at Laurel and California Streets. Also, they are making good progress on the new Mason's Temple building at California and Taylor and are still working on a section of the Embarcadero Freeway.

M & K Corp. is keeping a good many members working on various jobs around town—the largest projects are located at Hunters Point and the widening and extension of Upper Market Street.

L. C. Smith Co. has had the advantage of good weather in grading and paving the new Bayshore Causeway over the water.

Six hundred homes have been bought by the California Division of Highways to establish a right of way for the new Southern Freeway.

EMBARCADERO

The Charles Harney Co. has started work on the seven million dollar Embarcadero Freeway. This project will run from Harrison St. to Fisherman's Wharf. Harney also has a new job constructing a sewer from Market St. to Broadway St. They also are keeping a good many brothers busy on the B.G. & G. project at Hunters Point.

Work on the streets of San Francisco has been very good for the contractors and members. This work involves track removal, street repair, new sewers and water lines, and new asphalt repaving.

Meyers Const. Co. has had good luck this winter on their excavation job at Civic Center. Meyers is also finishing up the addition to the U. C. Hospital.

The most active building con-

tractor in the city is the Cahill Const. Co. They have new building projects in the process of construction in all parts of San Francisco.

H. E. Rahlmann Co. has been awarded a contract for construction of a storage yard at the Southeast Sewage Treatment Plant near Jerrold and Quint Sts.

Piombo Const. Co.'s two water reservoir jobs have also had the benefits of good weather and are progressing very well.

Work for Engineers at Henry Doelger's Westlake tract has been very slow. Building of new homes has been held back due to the Federal Reserve application of high interest rates. It costs you more to buy a home now—larger down payments and larger monthly payments.

Bragato Paving Co. has been awarded a job for grading and paving various streets in the Sunset district. Bragato also has a grading and paving job at the Brisbane School, Brisbane.

CONSTRUCTION AWARDS

STOCKTON, contract awarded to R. Gould & Son, P.O. Box 190, Stockton, \$178,301, for const. sanit. trunk line sewer & storm water trunk line sewer in Nightingale Manor subdiv., STOCKTON.

SAN LEANDRO, contract awarded to O. C. Jones, 1520 - 4th St., Berkeley, \$11,147, for const. walkway at Eastshore Park in City of San Leandro. ALAMEDA CO.

SAN FRANCISCO, contract awarded to Bragato Paving Co., 500 Bragato Rd., Belmont, \$209,405, for resurf. var. sts. in the Sunset District, city of San Francisco.

HILLSBOROUGH, contract awarded to the Lowrie Paving Co., 174 San Bruno Rd., So. S.F., \$15,526, for grade, pave, util., etc., in Stanford Subdiv., town of Hillsborough.

James Welsh Is New Presiding Judge



Judge James J. Welsh

Judge Welsh is a native of San Francisco. He attended public school in San Francisco and was graduated from St. Ignatius High School. He attended Stanford University and Stanford Law School, from which he graduated in 1940 (A.B., LL.B.). He is married and the father of four children.

From Law School Judge Welsh entered private practice of the law in San Francisco, and was then employed by the Federal Government. In 1943 he became Governor Earl Warren's secretary in charge of extradition and clemency applications. Later he also handled appointments to public office. In 1953 Governor Warren appointed Judge Welsh a member of the State Industrial Accident Commission, where he served as Presiding Commissioner of the Northern Panel. In December, 1954, at Governor Goodwin J. Knight's request he left the Commission and became personal legal counsel to Governor Knight.

Governor Knight appointed Judge Welsh to the Municipal Bench September 22nd, 1955 and he has been presiding in the Women's Division of the Criminal Department of the Court at the Hall of Justice. On December 13th, 1956 Judge Welsh was elected Presiding Judge by his colleagues to head the Municipal Court for the year 1957. The Judge is a member of

San Mateo, Hub of the Peninsula Work Prospects Good for '57

By CHET ELLIOTT & BILL RANEY, Business Representatives

The general trend on construction work has been slow in the San Mateo office. However, that is not unusual for this time of year. Generally we engineers have to stay home for a short time each winter due to the rains. One contractor was complaining the other day that he could not get enough water to get compaction on the fill he was working. It would surely be ironical if our brothers had to stay home because it didn't rain.

Things have taken a turn in the right direction with the starting of

Seabees Wanted

The following communication has been received from the Twelfth Naval District:

"Skilled construction men are needed for San Mateo's new Seabee Reserve Unit now being formed at the local Naval Reserve Training Center, 124 Baldwin Ave., San Mateo, Calif. Former Seabees and veterans are especially desired.

"Some sixty varied Building Trades are represented in the Seabees, known also as the Fighting Builders of the Navy's Construction Battalions.

"Men joining the new Seabee Unit will receive pay for weekly drills, retirement benefits, and promotion opportunities while gaining up-to-date training in modern building techniques. They may also take two weeks' annual training with full pay and allowances during the 'slack periods.'

"Men interested may obtain full details at the San Mateo center any week day, or Monday and Tuesday evenings."

Any of the members that would be interested in the above article, may contact the Seabee headquarters directly.

the State Bar, the San Francisco Bar Association, the Stanford Alumni Association, the Elks Club, the Commonwealth Club, the Lawyer's Club, the San Francisco Federation of Municipal Employees, Touchdown Club, District Committee Member Lake Merced District San Francisco Council Boy Scouts of America, Godfather's Club, St. Vincent's School for Boys.

the big Bayshore Freeway job in Redwood City. With Brother Phil Dunn working in the capacity of job superintendent being ably assisted by Jim Lewis, Rosie Shelton and Jim Hawkins as foremen. Work orders have been coming in steadily for this project and we have at present about twenty of our worthy brothers baling dirt, and the project has barely started. Piombo plans to barge in about 200,000 yards of sand, and truck over a million yards of dirt from Crestmoor, in back of San Bruno. They will probably have 75 or 80 sets of doubles on the road at one time. This one project will create a great deal of work for our worthy brothers, as soon as the preparatory work is finished.

The Pacific Heights Development job, on Sneath Road between San Bruno and Sharps Park, is going along steadily. R.A. "Pete" Farish has Brother Barney Farmquist as building superintendent and Boyd Cable as equipment and job superintendent, with the following worthy brothers eating the dust: Guy Walton, John Rhodes, Glen Ward, "Red" Haley, Bill Miller, the Trimble boys, Ray, Boots and Bill; Russ Clark, Lloyd Watson, Caryl Evans, Al Brossard, Carl Canjines and "Woodie" Woodeams.

SCRAP METAL YARD

Things are really booming at the South San Francisco Scrap Metals. Three new spur tracks have been laid in the new yard, and they have contracted to scrap many steam locomotives. They have four cranes working at present, two of which they are converting from steam to diesel. Brother Russ Powers is general superintendent, with Brothers Miller, Gene Garrison, Jack Leitch, Pete Rice, Jim O'Shea, Arden Gregory, Joe Bianco, Henry Anderson, Jim Fountain, ably assisting as nut busters and magnet operators. There is a possibility that they will be working two shifts in the very near future.

Guy F. Atkinson's yard is also a hubbub of activity these days. Bro. Red Bentley is master mechanic, Bro. Bob Whitfield is welder for man, Bro. Ray Mullens is mechanic, with the following 30 expert craftsmen doing the work: Brothers Garlock, Campi, Reinert, Hawk, Wisdom, Holder, Larsen, Umphery, McQuenery, Vilotti, Hall, Cruse, Wassell, Johnson, Bolton, Green, Morris, Cannon, Sardi, Brusatori, Heyneman, Eches, Berger, Garrett, Ellithorpe, Scott Heimsoth, Stout, Green, Heath.

All in all, the prospects for the new year of 1957 are very good. Weather conditions permitting, and with the benefit of an early spring, things should be opening up to the extent that we can again place the brothers that are now on the out of work list. 1956 was a very good year for the most of us, and we are hoping for an even better year for 1957.

SACRAMENTO, contract awarded to Lentz Const., 2416 Sutterville Rd., Sacto., \$673,843, for const. E. Broadway storm sewer & pumping plant, in City of Sacramento.

Report of Last Meeting

The meeting was called to order at 8:00 p.m., Vice-President Foss presiding. President Clancy and Treasurer Vandewark were excused. Brother Clem acted as Vice-President.

A Synopsis of the Regular Meeting Minutes of December 1 was read and by motion approved as read.

A Synopsis of the Executive Board Minutes of December 12 and of January 2 read, and the acts and recommendations of the Board were by motion approved as read.

Cards of thanks were received from the family of Oscar Harris; the family of Clifford Wilson; Mrs. Lillian M. Justice and family; Mae and Virginia Donovan; Mrs. Wallace B. Boggs; Mrs. Jack Sommerville and family; Mrs. "Hap" Cronwell and family, and Mrs. M. Whitfield and family. All were received and filed.

The Trustees Report was read. It was regularly moved and seconded the Trustees Report be accepted as read. Carried.

The following Brothers were reported ill: Anthony Auger, D. L. Booth, Steve Barry, A. F. Bowling, William R. Burch, Ray Edwards, James H. Grantham, Floyd Harper, G. E. Janes, James Johnson, Jerald A. Keeler, Chas. E. Lee, Don E. Louderback, Willis S. McGee, Alden Madsen, Jess Maxham, James A. Martin, Wilfred Owens, Bill Palmer, Roy L. Pierce, Howard F. Robinett, Jerry D. Ray, Edwin K. Sharp, David Stillerman, Wilson Victor, Ernest A. Vargas, Lester Vaughn, Earl Whitmore, Keith Word, Floyd Wallace Edward Ingram and Joe Isonio.

The following Brothers were reported deceased: Arvil F. Donovan, Ray F. Shipman, Clifford Wilson, Wilford Bumpus, P. R. Pirth, John A. Quintara, Carl A. Danielson, F. Peckham, Daniel Leo Trade, Sam Scoville, Joseph N. Peabody, Calvin L. Sand, Wilfrid W. Bonner, William Koeppe, Joe W. Barnard, F. Fiddler, Verne V. Snyder, Frank E. DeRosa.

The membership stood one minute in silence in respect to our deceased Brothers.

Brother Skip Paulsen was invited to speak on some of the jobs he has worked on overseas. He stated he was at present working with Brothers Harry Hansen and McGuire, and that there were a number of other Local 3 men on the same job. His remarks were well received by the membership.

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

Respectfully submitted
C. F. MATHEWS
Recording-Corresponding Secretary

Quotable Quotes

... The rung of a ladder was never meant to rest upon, but only to hold a man's foot long enough to enable him to put the other somewhat higher.—Thomas Hurley.

... Some people grow when given responsibility, others merely swell.—Victor.

FDR's Economic Bill of Rights Gave Us '46 Employment Act

When the late Pres. Franklin D. Roosevelt asked Congress, in his State-of-the-Union Message of Jan. 11, 1944, for what later became the Employment Act of 1946, he noted that the political rights assured Americans in the Constitution had proved, as our industrial economy expanded, "inadequate to assure equality in the pursuit of happiness."

"We have come to a clear realization of the fact that true individual freedom cannot exist without economic security and independence," he said. "Necessitous men are not free men. People who are hungry and out of a job are the stuff of which dictatorships are made."

Then he spelled out in a campaign speech in Chicago on Oct. 28, 1944 what he called an "Economic Bill of Rights."

"The right of a useful and remunerative job in the industries or shops or farms or mines of the nation;

"The right to earn enough to provide adequate food and clothing and recreation;

"The right of every farmer to raise and sell his products at a return which will give him and his family a decent living;

"The right of every businessman, large and small, to trade in an atmosphere of freedom from unfair competition and domination by monopolies at home and abroad;

"The right of every family to a decent home;

"The right to adequate medical care and the opportunity to achieve and enjoy good health;

The right to adequate protection from the economic fears of old age, sickness, accident and unemployment;

"The right to a good education."

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What's Doing in the Oakland Area

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

Again we come into another January. We are rather fortunate in having an unusual spell of good weather in the month of December. We find that in spite of this the "out of work" list grew considerably, due no doubt, to the fact that traditionally contractors are rushing to finish jobs in progress and are hesitant to open up new ones. We also notice that there has been a considerable slacking off of work in the various housing projects, with the Industrial plants rocking along with no new additions starting at the present time. However, these things are all taken into consideration by the members of the hoisting and portable local, due to the fact that the work performed by members of these unions are of a necessity in a seasonal nature. All in all, we are looking forward to an exceptionally busy year in the coming months.

Dredging in the Oakland area is holding up and is still keeping a good many of the Engineers busy. The "Franciscan" is working at the Oakland International Airport making fill for the dike that is being built by the Clam shell dredges "Pacific," "California" and the "Delta No. 1." "The Muhs, Jr." is making fill at the Naval Air Station back of a sea wall on which Basalt Rock Co. has been working for the last six months. Pacific Bridge Co. has their steam whirley laying a sewer line in the Estuary from Alameda Naval Air Station to the Oakland side west of Harbor Homes. "Skeeter" Garner, "Blackie" Marchand and Frank Vizcra are the engineers for Pacific Bridge Co. Associated Dredge Co. clam shell dredge "Solano" is working off of Sterling Rd. near Mt. Eden.

Duncanson-Harrelson Co. has moved into the Naval Air Station to drive some fender piles. O. C. Jones & Sons have some excavating and paving on the airbase, as does Gallagher & Burk, also grading and paving is being done on a landing strip at the Oakland International airport by Gallagher & Burk.

Brandon Construction Co. on Hesperian Blvd. have stopped work temporarily on their dirt spread until after February. It has been a good year for these boys. They have worked almost every day and some Saturdays and overtime.

C. W. Woods have finished their present jobs around the Bay area. They have been a very good company to do business with and we hope to see them around this area in the future. They had five operators finishing up their tract job with Jim Walker supervising.

Herrick Iron Works is building a fabricator plant on Clowter Rd., between Depot Rd. and San Mateo Bridge Rd. The cost on this job is approximately \$1,000,000 and covers 12 acres. Redgwick & Banke have completed the rough grading with the use of five engineers.

Oliver De Silva is doing a paving job on the Stolte job at the Oakland Army Base. This job has been coming along fine and will be finished by the first week of January.

Bob Mulloy is contracting a job for Dr. Hudson on a new sub-division being put in off of Martha Dr. in Orinda. There is approximately 100,000 yds of dirt to be moved with a no time limit. There will be about 100 homes built on the tract. Brother Joe Fanfa is foreman, Brothers Teezee Sanders and Ted Taylor on the DW21, Brother John Williams on DW 15, Brother Chuck Baldwin and Joe Motto on D8 and Brother Carol Moore on a TD24 pushcat.

Northbay Bridge Approaches

As the finishing touches are being made on the new Richmond-San Rafael bridge, spanning San Francisco Bay between Marin and Contra Costa counties, work is progressing according to schedule on the San Quentin Approach trestles, being built to carry traffic onto the bridge from the San Rafael side. This contract consists of furnishing and placing pre-cast pre-stressed concrete piles and stringers, plus pre-cast lightweight concrete pile caps and slap units, followed by a poured-in-place light-

weight deck. All this work is being accomplished by the joint venture of Judson Pacific Murphy-Kiewit of Emeryville, California. A stressing yard was set up in Richmond to fabricate all of the pre-cast and pre-stressed members; the final products being shipped to the job site by barge. This yard is complete with its own batch plant and mixer, steam curing system, dock facilities and railroad spurs to make it nearly self sufficient. Prestressing is done by the pre-tensioning method, stressing wires over casting slabs, between heavy concrete abutments, using 7/8" 7-strand cables. A 300-ton hydraulic jack is used to apply the stress in a specially designed jacking area, complete with overhead crane. The job requirements are for: 53,000 lineal ft. of pre-stressed piling, varying in length from 44' to 144', the latter size believed to be the longest piling of this type ever cast, 896 pre-stressed concrete stringers, averaging 50' in length, 128 pile caps and 1,920 pre-cast deck units, both of lightweight concrete. The piles, 24" in diameter, have a hollow core of 15" diameter. This hole is formed by means of an English product, new to this country, called a "Contiduct." This is nothing more than a huge rubber tube (190' long) which when inflated to about seven pounds pressure, gives a solid easily handled core form. Pre-tensioning the piles is accomplished by 24 high tensile wires; total stress being 168 tons. From 3 to 5 piles are cast at a time on a bed 380' long. Casting of the stringers is done on a 480' bed, each setup giving 8 to 10 stringers, depending on the particular type of girder cast. These girders are tensioned with 34 wires to a maximum pull of 238 tons. The stringers are of two types, cantilever and suspended. The cantilever type is supported by the pile caps and grouted in place, while the suspended rests on the overhanging ends of the former. This combination of girder span pile bents, 50' long on centers. Transfer of stress to the pre-stressed members can be done only when the compressive strength on the concrete member reaches 4,000 psi. In order to get full use of the casting beds, steam curing of the members is being done to facilitate an early cure. This curing is accomplished through a steam system including; fully automatic low-pressure steam plant, steam distribution lines, and individually piped steam hoods which are set in place with a crane after a member is poured. With cure temperatures in the range of 160 degrees and using a 7 1/2 sack mix with maximum slump of 1 1/2", strength is reached overnight. The yard has its own facilities for testing concrete cylinders in order to determine when transfer strength is reached. The capping and testing devices were fabricated right on the job and the testing is being done by contractor forces under State supervision.

Handling of the large members in the yard is done by a team of two 30-ton truck cranes, moving the items with great ease. A specially built railroad car was made to move the longer piles to the dock and barges, while ordinary flat cars handle the bulk of the yard to barge hauling. Other unique items in the yard are inflatable rubber tubes of smaller diameters, used to cast voids in the stringers and pile caps. These were made in both England and this country and do a remarkably good job. A mobile batch plant used in conjunction with a yard and half pugmill-

type mixer furnish the low slump concrete used on the pre-stressed items. Pile driving in the field is accomplished by a huge S-14 Hammer, the hammer itself weighing 14,000 lbs. The piles are driven with the gigantic barge crane "Judy Ann" which was used extensively on the superstructure of the Richmond-San Rafael Bridge. This rig, with a 75-ton lifting capacity 250' in the air, is fitted with five sets of leads which permits all of the piles in a bent to be driven without moving the barge. Piles are driven to a bearing of 90 tons, which in some cases means driving through an extremely hard lensed area to a more solid bottom. The pile bents are made up of combinations of four or five piles, depending upon the water and mud depth at the driving site. They are topped off with a pile cap with the required number of insert holes to receive the piles. These caps, weigh-in about 30 tons each, are then grouted to the piles, giving a monolithic bent. Sets of stringers (five Interiors and two Exteriors—the exteriors forming the outside curb line) are then placed and grouted to the caps, followed by cast-in-place diaphragms of light weight concrete, serving to tie the stringers together transversely. Over the stringers go to the pre-cast slab units, measuring 5'3" wide by 17 to 21' long, with truss bars cast half in and half out for future deck pouring. These units of lightweight concrete lie in a grout paste on the edge of each stringer. After all of the pre-cast is in place on a section, a pour is made over the slab units uniting pre-cast slab, stringer, and cast-in-place slab into one monolithic unit separated only by metal expansion joints at the ends of the stringers. The first pre-stressed lower deck concrete trestle will be put into use January 2, 1957, carrying traffic to the lower deck (also three lanes), after which time the old trestle will be eliminated and replaced by a parallel pre-stressed concrete approach to the upper deck. This ultimate goal will give three lanes on each deck, each carrying the traffic one way only. The following members of the Operating Engineers are a few of the men performing important functions on this project: Jim Layne on Derrick Barge, "Judy Ann," Operator, Jack Reasor, Derrick Barge, "Daniel C," operator, Herbert Weaver, Truck Crane operator, Wm. Mixon, Tuck Crane operator, Othel Wilson, another truck crane operator and Carter R. Bassett, Batch Plant operator. Among the oilers, operators, mechanics and firemen are Tait Garman, Carl Johnson, John Johnston, Leland Jones, Clayton Koup, Thos. Leimbach, Ralph McNair, Ken Persen, Ervin Shelmadine, Howard Steffens and Frank Veronda. Project Manager for Judson Murphy-Kiewit is Fran Murphy, Yard Super. is Rod Chisholm, Job Super. is Bill Choate, Casting Yard Super. is Dave Browne, & Howard Whitty is the Resident Engineer for the State of California.

Roy Price, Inc. is starting his Standard Oil pipe line job. They are starting at the old Mountain house north of Tracy with one crew to Oleum, and with another crew to Bakersfield. Brother Jake Cheeves is the project manager and J. B. Jones is spread superintendent. They plan to lay 8,000 ft. of pipe a day with approximately 60 miles of 16" pipe to be completed within 90 days. These are about fifteen engineers working on side booms, dozers, trenchers and any other equipment that might be needed.

During the past month we signed an agreement with the William N. Box shop which is located at Decoto Rd. and 10th St. in Decoto. Mr. Box has the dealership and service for all the Ferguson equipment and also the Massey-Harris equipment. He also does all kinds of repair work on automobiles and trucks or any other light equipment. Brother Oliver Abru, Roy Buskirk and Ruben Miller are the heavy duty mechanics in the shop.

The S. & Q. Construction Co.

PARTS DEPOT SIGNS CONTRACT

During the past month we were successful in concluding a labor contract with the firm known as INDUSTRIAL PARTS DEPOT located at 2041 E. 14th Street, Oakland, phone number KE. 4-0360. This firm specializes in furnishing parts for the equipment used by the earth moving contractors. They handle the West tract line, motor kits, full bearing line, cutting edges for dozers and blades and Mr. Dee Hicks as Vice President tells us that in a not too distant future they will be able to secure parts for any type of earth moving equipment. Two of the salesmen for this company are well known in the bay area, they are Vern Graff and Don Jones. In the Parts Department they have "Brick" Stone and Tom Marshall.

have sub-let all their dirt work on the Alameda County Flood Control job at Alvarado to Urricelqui of Concord. There is 134,416 cubic yards of channel excavation. The jeeps are going down till they hit water then they move ahead with a N. W. 80 on drag line following up with the clean up work.

Vince Rodriques is taking it easy in this area at the present time. He is not opening up with any new work but keeping a few engineers busy cleaning up with the unfinished jobs.

Escobar Quarry which is located about 2 miles from Mission San Jose has just recently installed a complete new rock crusher plant. At the present time there are only three of our Brothers employed there but we hope as soon as the boys get some of the bugs ironed out they will be able to use a lot more.

Prodanovich was awarded the contract from Community Developers Corp. for a new subdivision being built in Pacheco by the Russell Development Company. The subdivision is to be called Scenic Highlands. There is 8000 feet of water line and 8000 feet of sewer line. There will be no time limit on this project. Brother Paul Perkins is master mechanic, Bill Jarvis and Norris Casey are the trencher operators, Brothers Earl Smith and Flynn Gross as oilers, Brother Oscar Underwood, loader operator and also Lefty Bowers on trencher and Harold Guinn as oiler. Brother Leonard Wolf as mechanic. The trenchers are digging through solid rock and will use a Lima backhoe to dig the rock. Brother Lowell Sund will be the backhoe operator with Brother Don Brown as the oiler.

We just recently signed an agreement with Automatic Hard Facing Service which is located at 925 10th St. in Decoto. Brother Red Knox is the owner of the shop and has been a member of Local No. 3 for a long time. He specializes in rebuilding Tractor Rails, Tractor Rolls, Idlers, Sprockets and any other type of portable welding or automatic welding. At the present time he has two other brothers employed in the shop, Brother Rainer Bergquist and D. P. Bush.

The Close Building Supply Co. is paving and cleaning up on jobs that it didn't plan to do until next spring. Along with its many track jobs they are still working on

Foothill Blvd. in Hayward and keeping numerous engineers busy.

Sport Fellingham is working four engineers at the U.C. Radiation Laboratory at Livermore. They are doing excavation and pipe work for the numerous structures that are being built for this project. Also a couple of crews are being kept busy working with P.G.&E. through the area.

McGuire & Hester, Prodanovich, Inc., E. H. Morrill and Paris Bros. are keeping a good many brother members busy on underground work such as sewer line and water mains.

O. C. Jones was awarded a \$33,250 contract from the State Division of Highways for 0.3 miles of construction on a two-lane highway. This job is located 3.5 miles east of Antioch at Big Ereak. Bro. Frank Ross is on the D 8 dozer, Brothers Edward R. Fast and E. L. Savely on jeeps, Brother Cardini is blade operator, Brother Stan Mattie as mechanic, Brother Dick Bundrum on kom-tractor with Bro. Vern Story as foreman. The time limit on this job is approximately 30 days.

The Hayward Rock Co. is keeping three engineers busy on their school jobs around the towns of Irvington and Centerville in Alameda County.

Teichert & Sons are doing grading for a new lumber yard being built in Rio Vista. Brother Lonny Klarer is foreman on this particular job. Brother William A. Murphy is blade operator, Brother F. B. "Pete" Elmer as oiler with Bro. James Loftes as the DW 10 operator.

American Bridge Co. who is working at the Columbia Steel plant in Pittsburg are just about finished setting the steel for the building, but they expect to have more work in the near future. Brothers Dave Byrum and Amos Cherryholmes are working on a tugger. The new building going up is for a new tin plant. The plant is expected to be enlarged soon.

Galbraith Construction Co. is keeping pretty busy on tract jobs throughout the area. They are also starting a new job on Bancroft and one in Centerville doing all the pipe work on the Davis tract.

McGuire & Hester are doing a job for the Bureau of Reclamation for a water line to come out of the Canal. Brother Francis is operating the trencher with Brother E. Clemmons as oiler and Brother Frank Snow on the boom cat setting pipe. This job is located on the Oakley highway about two miles west of Oakley.

Fred J. Early was awarded a \$145,000 contract from the California Water Service Co. for a filter treatment plant to be put in near Walnut Creek. Brother Al Holmes is operating a Fordson hoe and Alfred Olsen is the oiler. Cal-Steel is building the water tanks and Brother Bob Paro is operator on a 40 Lorain truck crane with Carl Shoup as oiler. The filter plant that Walnut Creek now has is not big enough to supply the present demand so it is being enlarged.

Underground Construction Co. (Continued on Page Five)

News About The Brothers

Brother Kenny Cline should be in Florida by the time this is in print for a much needed vacation from all those wood butchers at the Palma Ceia Village.

Brother Augustus Page has just recently retired. Brother Page worked for the Pacific Coast Engineering Company since July of 1942. You can take it easy now, but leave some of the fish for the other fellows.

Another one of our Brothers returned in August 1956 from Sumatra. He is Brother Jack Blackwell who spent nine months over there and may go out on another overseas job soon.

JOBS PROLONGED IN FRESNO AREA

By LYNN MOORE, JIM MONROE, "TINY" HELLING, Bus. Reps.

As we start the New Year the job outlook points to a busy season coming up. We have had very little rain to date, therefore, most contractors are still going strong.

Gordon H. Ball Company have finished moving dirt on their Atwater Freeway job and have moved their DW20's and most of the skidders to Victorville.

The Phillips Construction Co. and Raymond Concrete Pile Co. are still busy on structures on the Atwater job. The Fredericksen & Kessler Company are moving right along on the Chowchilla Freeway. They have about half the paving down and will finish paving operations in about three weeks, if the weather continues dry. The Gene Richards Company have completed paving on their section of the Fresno Freeway and are finishing up shoulders and bridge approaches. Stewart & Nuss Inc. are busy moving the dirt on C. K. Moseman's section of the Fresno Freeway. Dan Caputo Company have started excavation for piers on two railroad overpasses, which will tie in with the Freeway and one way street system. The W. M. Lyles Co. are doing the underground work on this project. Stewart & Nuss Inc. have set up a small screening plant west of Firebaugh and are making rock for their Russell Avenue job. They have also started their road job just out of Dinuba with Saginaw Construction moving the dirt. Thomas Construction Co. have finished their job at Yosemite and are busy on several bridge jobs in the vicinity of Three Rivers. They also have a road job going at Sunrise City. Harms Brothers are keeping about 20 brothers busy on Highway 140 near El Portal. The California State Division of Highways have called for bids due January 23rd for grade and pave 5 miles between Acorn Inn and King Solomon Mine in Mariposa County. There is approximately 250,000 yards of excavation on this job. The M J Ruddy Co. are busy on a road job between Snelling and Le Grange in Merced County. The Pacific Pipeline Construction Co. have a full crew at their wrapping yard in Los Banos. They are wrapping and double ending the 16" pipe for the Union Oil Company.

Roy Price, Inc. have the contract for laying 220 miles of pipe line from Junction City South of Avenal, to Oleum and are starting two spreads, one going north and one going south, starting in the Tracy Area. They are setting up an office at Patterson, which will handle the south end of this job and as the work progresses the office will be moved to Los Banos and finally to Avenal. They are also setting up another office at Brentwood for the northern end of the job.

The Morrison Walsh & Perini Company have a small crew at Balch Power House and another small crew working on roads above Black Rock. The Kings River Constructors have one addit working at the Haas Power House site on three shifts, also one addit working three shifts at Sawmill Flats. All work at the Wishon Dam is shut down at this time. Sherman Equipment Company have a contract at Success Dam for exploration work, will keep them busy for about ten weeks. But as of this date no bids have been called for the main structure, which is located just east of Porterville.

L. B. Wells Construction are still moving dirt at San Joaquin, this job has a spread of eight pulls, with a long haul. Will keep the boys busy for some time.

United Concrete Pipe Company getting their plant ready and will start making pipe for Cen-Vi-Ro Pipe Co.'s job out of Wasco, about January 7th.

Gordon H. Ball Co. job, south of Fresno, on Highway 99, still have shoulder work to do and finish up the bridges but all of the cement paving is completed.

U.S. Naval District have set up an office in Hanford and have started proceedings for the purchasing of land for the Lemoore Air Base but as far as we know there are no contracts being let,

possibly be about November of this year.

A new hot plant has been added to the area, the Doug Linn Company set up their plant at Howard Wolfe's rock plant 15 miles east of Fresno.

According to reports received, if one half of the contemplated work materializes we are in for a very busy year.

LIKE TO SKATE?

Brother "Shorty" Dorris is back in the Roller Skating Business. If any of our members need a little exercise after work, visit his Skating Palace at 2121 North D Street, Madera, California. Shorty guarantees you'll have a lot of fun!

MAY I AGAIN REMIND THE BROTHERS OF THE ENGINEERS' BLOOD BANK. Thank you, Brother Krajcerik, for your donation.

Observe Safety Rules.

'Beat It, Boy'



A Bountiful Year of Jobs for The Marysville Region in '56

By LES COLLETT, C. R. VAN WINKLE & BILL WEEKS
Business Representatives

Happy New Year to everyone and let us say that we have plenty to be happy about around the Marysville district. This time one year ago, we were suffering from the floods and hardly knew which way to turn. However, with the help of friends, the Red Cross and other Agencies, most everyone is back on an even keel once more—

"Thanks be to God."

The year 1956 was a busy one in the Marysville area with plenty of work and of a diversified nature than any previous year. Also in the years this writer has been a representative for our Union, I'd have prayed to see one year when our members could work on a construction job right up until Christmas Eve, and it happened this year. To go a little further, they could be working at this date (December 31), were it not for the fact that the Contractors are not starting any new work due to the rains that are sure to come, and must, for the simple reason we need it, for if the farmer doesn't eat, we won't do so either.

During the past year we have seen plenty of levee work on the Sacramento, Feather and Yuba rivers; channel clearing jobs to let the water run off faster; a 3150 ft. tunnel for the W.P.R.R. Co at Storrie, Calif.; a tunnel for the PG&E at Butte Valley; a tunnel for the same company at Caribou; a powerhouse at Poe on the Feather River; a dam for the Poe Project on the same river; a dam for the Paradise Irrigation District at Mosquito Junction; a large freeway job south of Marysville; a road job and bridge north of the same town; a large freeway on 99W at Arbuckle; an 80 mile pipeline job (mostly in the Willows-Williams area); a pipeline job southwest of Chico, for the PG&E Co.; a road job above Downville on Highway 49 and the cleaning up and repair of damage on 40A in Feather River Canyon. So you can see it has been a busy year and the prospects look very bright for the New Year, which is good news.

We understand that bids will be opened on Caribou Powerhouse No. 2 on Jan. 8. We are also led to believe that the runway at Beale Air Force Base will be let this spring. O'Hair & Co. of Colusa, are building a new portable crushing unit to be moved on a minute's notice, according to Mike O'Hair, a proud new father of a boy.

Butte Creek Rock Co. of Chico still have a fine crew around the plant. Kaiser Sand & Gravel are busy six days a week and we are glad to report that Bro. Ed Neff is out of the hospital but still cannot have visitors. Utah, Bates & Rogers

on the Poe job, will hole through downstream, from Adit No. 1, about the 15th of January. Ross Edington, Supt. informs me they will take up the bottom and do some re-timbering and then start concreting.

Utah Const. Co. will finish their tunnel lining job at Storrie around the 15th, also, and one crew will move on up the line to concrete another W.P. tunnel. Bro. Bob Harles, Supt., will be in charge. Walsh Const. Co. are doing O.K. on both their tunnel jobs for the PG&E Co.; around 2,500 ft. at Butt Valley and over 3,300 ft. at Caribou. Darkenwold Co. has a crew at Caribou, but the ice and cold has kept them idle some of the time.

We were pleased to receive so many Christmas Cards—even some from Brothers in foreign lands; and it is so nice to be remembered. All for this month—Happy New Year to all.

INDUSTRIAL REPORT:

Concrete Pipe Companies:

A settlement has been reached with the companies regarding the Health and Welfare coverage of our members employed by the companies on "agriculture work." While we know some of the companies had covered their agriculture workers voluntarily, this marks the first time, as far as we know, that the companies have agreed, formally and in writing, to provide Health and Welfare coverage for these workers.

This coverage will be the same as that provided by the concrete pipe manufacturers and will commence for the "regular employees" for the month of January. Temporary employees will be covered under the regular 10 cents per hour construction plan. This means that there will be no loss of "earned time" by members taking jobs in "agriculture work."

Work in the concrete pipe industry, both manufacturing and installation should, by all indications, be very good during the coming year of 1957. New construction, such as roads, streets, sub-divisions, plants and agriculture, irrigation projects should require an unprecedented amount of concrete pipe, and we look forward to a prosperous and busy year in this industry.

Meeting Notice:

The next meeting of the mem-

bers employed in this industry, both manufacturing and installation, will be held Monday, February 11, 1957 at 7:30 p.m. in the Memorial Hall, Sycamore Street, Gridley.

Gold Dredging Companies:

We wish we could report that the outlook for the gold dredging industry was as bright as it appears for other segments of the economy. In this industry we are faced with a set price by the government and an increasing cost situation which makes marginal mining uneconomic.

However, we should not be discouraged by this situation as far as improvement in wages and conditions are concerned as these companies still have to compete for labor and, if a reduction of employment does occur, there will be a lot of employment opportunities in other lines of our work.

MEETING ANNOUNCEMENTS:

Yuba Consolidated Gold Fields:

The next meeting of this unit will be held Monday, January 28, 1957 in the Engineers Hall, 1010 "T" Street, Marysville, at the following times:

10:00 a.m. for those members unable to attend at night.

7:30 p.m. for those members able to attend at night.

Natomas Company:

The next meeting of this unit will be held Monday, February 4, 1957 in the Veterans Hall, Folsom, at the following times:

10:00 a.m. for those members who cannot attend at night.

7:30 p.m. for those members who can attend at night.

Gladding, McBean Company:

The year, 1956, according to the Company officials, was one of the, if not the best years of business at Lincoln in the history of the Company. And according to Mr. John Perry, General Superintendent of the Lincoln Plant and Mr. Ray Conover, Vice-President in charge of pipe production, the year 1957 will equal, if it does not exceed, the past year. So it looks like we can expect the employment at the plant to remain steady, if it does not increase.

Saturday, December 22, 1956 in the High School gymnasium, Lincoln, we were privileged to attend one of the finest Christmas parties given by any Company it has been our privilege to attend. This was the annual Christmas party given by Gladding, McBean Company.

Given for the children of the employees it was a pleasure to see the enjoyment the youngsters took in the outstanding entertainment provided for them. For every child there was a stocking filled with Christmas candies, fruits, nuts, etc., and for the holders of the lucky

tickets there were many valuable prizes of expensive playthings, bicycles, etc. Afterwards, there were refreshments for all, adults and children, and best of all, no unhappy memories or lack of them, the next day.

Coming Meetings:

Now that the holiday season is over, perhaps we can get back into the old groove and begin to have some good meetings as there are many matters to consider and decide during the coming months, especially before we begin the negotiations with the Company this year. So attend the meetings and help make the decisions.

The February meetings will be held as follows:

Joint Board of the Lincoln Industrial Council meets Tuesday, February 5, 1957 in the Lincoln Industrial Council office, Lincoln, at 4:15 p.m.

General Membership meeting will be held Tuesday, February 12, 1957 in the City Hall Auditorium, Lincoln at 4:15 p.m.

PERSONAL NOTES:

Always with the sweet, there is the bitter, and the bitter this month is the sudden death of Bro. Frank DeRosa of the Natomas Company. Bro. DeRosa had worked the swing shift on Sunday, December 9, 1956, had retired and when his sister called him at about 7:00 a.m. she found that he had expired at about 6:00 a.m., according to the doctor. Bro. DeRosa had been employed by the Natomas Company since 1933 and would have been 63 years old this month. We take this means of extending to the family of Bro. DeRosa, the heartfelt and sincere sympathy of the officers and members of Local Union No. 3.

The brothers in and about Marysville have, in emergencies, received for themselves and their families a considerable amount of blood. All this blood has come through the generosity of the Blood Bank maintained by the brothers in Sacramento. Now the Sacramento Blood Bank needs help, our help, to replenish their supply. The Mobile Unit of the Red Cross is in Marysville the second Thursday of every month. Why not check the hours it is here, (we will be glad to help you) and donate some blood. It won't hurt you and won't be taken if you can't physically afford to give blood and there is no inconvenience except as to the time required. Just don't eat four hours before you make your donation and HAVE THE BLOOD CREDITED TO OPERATING ENGINEERS LOCAL UNION NO. 3.

Again may we extend to all, our sincere wishes for a happy and prosperous New Year.

Biggest Year Ever is Ahead For Redding-Shasta Area

By E. A. HESTER and JIM JENNINGS, Business Representatives

The year 1956 was the best year we've had since the beginning of construction on that mighty Shasta Dam, 18 years ago.

Nearly 12 million dollars in highway construction was completed.

If everything goes according to plans, the year of 1957 will triple the above or better.

This has been a strange season. No moisture, to amount to anything so far. The sky is clear and blue. The sun shines, the nights are cold, Redding's average temperature for the last month was above zero. Alturas, 20 to 30 below. Susanville, zero to 10 above. It is also clear and cold in Tulelake, Yreka, and Weaverville.

The bids on the \$36,660,000 Lewiston Clear Creek Tunnel Project was rejected. It has been reported from the Bureau of Reclamation that new bids will be called for in January, 1957, in 18 months contracts on this tunnel.

Bids will be opened on the Minersville Dam, February 5, 1957, according to the Bureau of Reclamation report.

J. R. Harris is moving in on his job near Cottonwood. It should last at least a year.

As of yet Stolte, Inc. has not started work on the Mineral Highway job. When they do there will be at least a year's work.

M. W. Brown has started preliminary work on his job at Fawn Lodge.

Peter Kiewit & Sons have started their road job at Hamburg on the Klamath River. They are about finished at Fort Jones. The Mount Shasta job has shut down for the winter.

McDougall & Company of Portland, Oregon are moving in on their new job near Minersville.

NEW FREEWAY
Gibbons & Reed of Salt Lake City are also making preparations to start the big freeway near Dunsuir. This looks like about a two and a half year job as there are over \$4 million involved.

J. W. Briggs is going full speed ahead on the Salt Creek Project.

Trans Ocean Engineering is also going full speed with a fair size crew on the Lewiston to Minersville Road. Mr. Hudson, General Superintendent, Heads the list.

Hastings Brothers are about to finish the dirt work on the big Bureau of Reclamation Camp at Lewiston.

Gates & Fox have the diversion tunnel at Minersville about 75% completed.

Richards Construction Company who are now engaged in building the Bureau Camp at Lewiston, Trinity County, have signed our master agreement, also the Lowry Equipment Company of Redding is now with the Operating Engineers, under the equipment agreement.

We have 175 men on the out of work list but that is small compared to the amount of men that are now working.

'57 TURNING POINT

The year of 1957 will be the turning point in the construction field in Northern California, with the building of new highways, freeways, tunnel jobs, dams and new sub-divisions.

The population of Northern California is expected to increase tremendously in the next four to five years, due to the amount of work to be done in Northern California.

Fredrickson & Watson of Redding are busy on their job at Red Bluff doing the excavating for the new Riverview Sub Division.

Ralph Larson & Son of San Francisco are moving along on the new \$300,000 telephone building at Red Bluff.

The weather has permitted the Rock, Sand and Gravel Industry in Northern California to continue their operations without losing any time so far, due to the weather.

Arbuckle and Garrison are busy at their ready mix plant in Lewiston and they anticipate working throughout the winter.

M. W. Brown is busy on his job on Highway 44 in Redding.

The Hancock Construction Company of Lafayette has approximately 70% of the new state high-

Oakland News

(Continued from Page 3)

have started their water line job for the Sunol water system. There is 1750 cu. ft. of excavation and backfill to be done. There are four engineers working on this project and they have had smooth going working on level ground.

McCammon & Wunderlich have closed down until Spring their job at the top of 106th Avenue. On their job in Alvarado they are tearing out their crushers at the Cayote Quarry off of Marsh Road. They are putting in a modern set-up with washers and three electric crushers and may also add a hot plant.

Engineers Ltd. was awarded a contract for \$34,751 from the City of Antioch. This for the construction of high pressure water mains on Lone Tree Way. Brother Norris Casey is operating a Cleveland trencher and Richard Beasley is operating the "A" frame, with Arnold Johnson as blade operator. An addition will be built on the filter plant very soon.

McGuire & Hester was awarded the contract from the Bureau of Reclamation for approximately one mile of 24-inch concrete pipe, starting at Ygnacio Valley Road to Walnut Ave., across Oak Grove to the canal, in Concord. There will be a lateral from the canal and will be used for irrigation. The time limit for this job is 100 calendar days. James E. Neill is the inspector for the Bureau. Brother Ken Wilson is the loader operator, Fred Davis on Boom cat, Jessie Phillips on a Buckeye trencher and E. Clemmons as the oiler.

Alameda County's industrial development will continue to forge ahead in 1957 at or near the all-time record pace set in 1956. One of the major projects for Alameda County will be to promote development of this nucleonic center. This promotion will point up the location in this Livermore-Pleasanton area of the Atomic Energy Commission, General Electric Research Laboratory and others, the presence of these great scientists, the adjacency of the world's leading educational and research institutions as part of the development and our unparalleled climate and better living.

- 1. Two projects on the west side of Hatched Mountain—\$1,200,000.
- 2. Highway 44, a paving job from Palo Cedro covering eight miles toward Redding—\$49,000.
- 3. In Redding, Eureka way was widened from the Southern Pacific overhead crossing west for 1½ miles—\$186,000.
- 4. Three Contracts on the relocation of Highway 99 around Shasta Lake and a new bridge, all of which cover 6½ miles—\$4,000.
- 5. A 31-mile section of highway between Vitzhums and Tom Lang Gulch was built—\$600,000.
- 6. From Weaverville to Douglas City, the last 1.8 mile section was completed—\$185,000.
- 7. Between Weaverville and Helena, 14 miles of highway was seal coated—\$30,000.
- 8. Flood repair on the highway between Prairie Creek and Oregon Mountain was completed—\$800,000.
- 9. Riprap repair at Vitzhums—\$240,000.

SACTO TACKLES HIGHWAY JOBS

By PAUL EDGEcombe, ERNIE NELSON, ED HEARNE & BOB SORNSEN, Business Representatives

Two additional major highway contracts were recently awarded in the Sacramento area. Fredrickson & Watson Const. Co. and Ransome & Co. were awarded a \$3,685,555 job on highway 40 from Colfax to Magra. A. Teichert & Son were awarded a \$1,987,320 contract on highway 99 on the link between Elk Grove and their other job at Galt. Another contract will be awarded on Jan. 16th for the highway 40 job from Newcastle to Auburn.

Already in progress is McCammon & Wunderlich's project from Heather Glen to Colfax, Clyde Woods' job at Pacific House on highway 50, and John Delphia & Fred Early Jr. at Camino. With these combined projects prospects for Spring work is encouraging.

Work in general for this time of the construction season has held up exceptionally well.

A major pipeline is under construction from Roseville to Fallon, Nevada. This is a six-inch fuel line following the Southern Pacific right-of-way which is rugged terrain. Engineers Limited Pipe, Inc. and J. E. Young are the contractors. They have equipment in operation all the way from Roseville to Colfax and are planning on working to the snowline from this side of the summit and then moving their operation to Nevada and continuing back this way hoping to reach the summit during the summer months. Work has been suspended on their other pipe job at Woodland pending the securing of further right-of-way to Davis.

An-Nan Const. is putting the finishing touches to their Yolo levee job.

On the Freeport widening job, McGillivray has a skeleton crew busy but will not open up the grading here until Spring.

Rebuilding of the test stand retentment areas at Aerojet is being done by Robert E. L. Parker in preparation for their expansion program. Douglas Aircraft's new plant is underway in the same vicinity. George Fuller Co. was awarded the building contract and has Hulbert & Muffly Co. doing the preliminary grading for this site.

Activity at Mather Field is nil now but contracts will be let soon for the extension of the runways and building facilities on this major air base.

Other building projects in the area include a couple of apartment houses and the new telephone building, with a couple of proposed State buildings to be started this year.

The old Sacramento Hotel is almost a memory as J. R. Reeves will have the last of the concrete footings removed soon. Emsco Con-

crete Co. and California Building & Wrecking Co. tore down this ten story building to clear the site for the new Woolworth building.

Gravel plants throughout this area have kept crews busy for the past few months supplying the industry and replenishing their stock piles.

With the prices of junk at a premium, scrap yards are busier now than they have ever been. Associated Iron & Metals and Learner Co. are working their crews lots of hours.

In contrast to last year which was the wettest in fifty years, we have experienced the driest November and December since 1850. What is your guess for the next few months? Your guess will be as good as the weather man's.

Again, we wish to emphasize the importance of obeying the State Safety Laws, especially when you are operating a crane or any piece of equipment near a high voltage power line. A recent accident in this area caused serious injury to one man and injured another slightly. We call this to your attention to enforce the safety regulations. This law protects the operator—let's live up to it!

BLOOD BANK:

Remember to help replenish our Blood Bank because the demand has increased recently. It's your way of helping a brother Engineer or his family.

We wish to extend our sincere thanks to Rene Verduyssen, Harry Crigler, Jack E. Starns, Peter F. Ekberg, and Gordon Hanna who donated to this Blood Bank since our last mention of it. Your cooperation is truly appreciated.

Remember, this office is open every Thursday until 8 p.m. and is closed all day on Saturdays!

For those interested in the Highway and Levee Construction course, these classes will begin on January 8th from 7 to 10 p.m. and will be held every Tuesday evening for 16 weeks at the American River Junior College, 1333 Grand Avenue in Del Paso Heights.

DECEMBER 13, 1956

SACRAMENTO, contract awarded to James H. Clack, 1288 - 47th Ave., Sacto., \$3212, for emerg. levee repairs right bank of Mokelumne River, vic. of Victor, SAN JOAQUIN COUNTY.

STOCKTON SLOWS DOWN TO A TROT

By ED DORAN, WALT TALBOT, ALBERT McNAMARA & C. L. CASEBOLT, Business Representatives

In spite of the unusually dry weather we have had so far this winter, the work here in the Stockton area is very slow. This condition exists due to the fact that very little work is being let at this time of year and practically all of the old jobs have been completed with two exceptions—the Tri Dam

Project and Teichert's road job between Mossdale and French Camp, which is in extremely sandy ground.

The Tri Dam Project is slowing down as some phases of the job have been completed and others are rapidly nearing completion, causing a reduction in manpower daily.

The dredges have been quite active in this area with Dutra's "Alameda," Skipped by Brother Tony Brown, and the Olympian Dredging Company with three boats including the "Holland," "Neptune" and the "Monarch," which are all clam shell dredges. The "Palmer," a suction dredge, finished the job they had at the Stockton Ore Docks and have moved back to Rio Vista.

Basalt Rock Company was the low bidder on another section of levee repair on the San Joaquin River with Brothers Jim Croons, operating, Elmer Gray, oiling, and Frank Runge, deckhand.

M. Malfitano & Son are subbing the excavation and bank sloping work from Basalt Rock Company. The contract let before this one had Basalt subbing from Malfitano, so between the two companies, they have kept the levee repair work here in this area pretty much under control.

R. Goold & Son have started their trunk line sewer and storm water line into Nightingale Manor subdivision. The job went for \$178,301, which is a good sized job to get from the City at this time of year.

North Bay Construction is making good progress on the Manteca Sewer Disposal Plant job.

LAND LEVELLING

The land levelling contractors are still levelling due to the dry weather. West of Stockton, we have Mantelli Bros., who are newly signed with Local 3 and we wish to take this opportunity to welcome them into the fraternity. Also in

this same general direction, Jack Scheuer keeps six members busy cleaning ditches on the islands and some repair work. To the north on Staten Island, E. H. Rider & Son have six rigs working. The bulk of the land levellers, however, are in the south part of the county, which is sandy, in anticipation of the rain to come. Dave Price, Ferini & Gomes, Jenecke's, Ed Abatangle, Joe Aldrin, The Aklands, Stanley Aldrin and Joe Meyers are in this area.

Beerman & Jones of Sonora have been awarded an \$11,900 job at San Andreas for drainage facilities and curbs. By the time this goes to press the job will be underway.

Atwater Underground Construction Company will start on a sewer project at Valley Springs around the 15th of January. The bid for this job was \$77,770.

Claude C. Wood and Rice Bros. are clearing up their small jobs around Lodi and are keeping a few of the Brothers busy.

Raymond Concrete Pile has been driving piles for Lord & Bishop on the bridge job at Lodi. Lord & Bishop are keeping two truck cranes busy on their bridge and over pass jobs.

M.J.B. Construction Company has shut down their freeway job for the winter. Brother Bill Her-

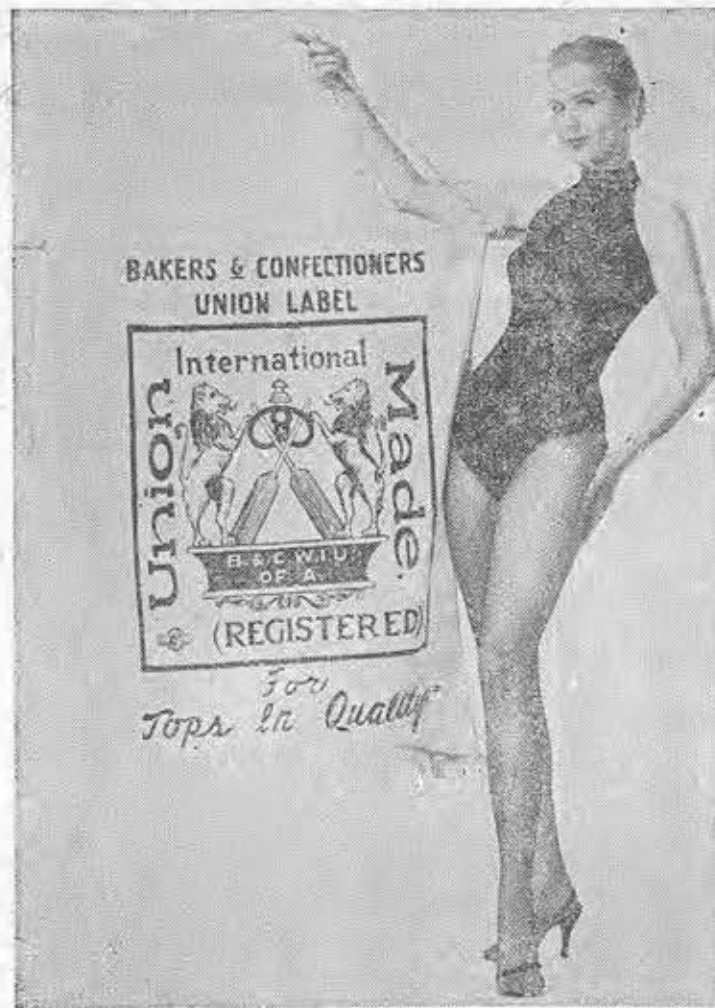
man is the only man left on the job.

C. Norman Peterson has started the pumping plant job in Webers-town. Stockton Construction Company has been doing the excavation for Peterson. This job ties in with the storm sewer line that Stockton Construction put in last summer.

Brother Carroll Stedman, who works for Malfitano, is lucky to be among those present today. It seems that they were using a Northwest Crawler to remove the fuel tank on his cat, which was being repaired, when the boom hit a 12,000 volt line. Carroll, who was holding onto the fuel tank to guide it, is here today only because the rig had a better ground than Carroll, largely due to the fact that he was wearing rubber sole shoes. However, he received two badly burned hands even though he was wearing heavy gloves. Needless to say, Brother Stedman is happy to be here paying dues.

The following members in this area are sporting the 1957 year button: M. E. Hayes, John Meisenback, Emmet O. Kelly, I. C. Haley, Emmett Bedinger, James J. Erbe, W. F. Kramer, Robert M. Warnick, A. L. Daniels, Woodrow Smalley, Dale Mjoberg, Leslie Banguess, George Angerina, A. F. Sahlman, George Tipton, G. C. Stewart.

Look for the Label



Luscious Martha Hyer, co-starred with Jerry Lewis in the Paramount picture, "Delicate Delinquent," proudly displays the Bakery and Confectionery Workers Union label, which appears only on top quality bakery and confectionery products. Martha, a member of the Screen Actors Guild AFL-CIO, urges everyone to purchase union labor products for Christmas.

Ike 'Real Sharp' On Wage Topic

(State Fed. Release)

The Eisenhower attitude on the federal minimum wage takes on new importance with announcement of labor plans to boost the national minimum from \$1.00 to \$1.25 per hour.

Eisenhower opposed the \$1.00 minimum voted by the 1st session of the 84th Congress. He held out for 90 cents, but the Democrats carried the \$1.00 minimum through both houses. Labor had asked for \$1.25.

In an October 5 press conference on the issue, Eisenhower defended his position on the basis he would first extend coverage of the law; both labor and Democratic forces had favored extended coverage as well as an increased minimum.

The President's confused remarks on the law bordered on the incoherent.

Through permission of John Herling's Labor Letter, a national weekly newsletter, the President's statements were carried in the state AFL political league newsletter of October 18.

Eisenhower's press conference exchange on the question follows:

Question: Mr. President, all indications now are that the average hourly manufacturing wage will come to \$2 an hour. This is largely, as you know, Sir, a result of collective bargaining between unions and management. In the light of these developments, do you believe now that the minimum wage of \$1, which was enacted by Congress, should now be revised upward, as well as the extension of coverage for the workers that aren't covered by collective bargaining contracts?

Eisenhower: Well, first I want to see the coverage going out to people that haven't got it, and I will tell you why. It is a very simple one. If they haven't any coverage at all, every time this rate goes up, the average rate of the factory worker, and so on, it becomes more difficult ever to get out to that fellow who isn't getting any protection at all now, because the differential is so great you put businesses all over the country out of, just out of work overnight, almost.

So I think the first thing to do is to take your minimum wage and to spread it to more people, as I have recommended, I think, two or three times. Not only is the minimum wage, I mean the hourly wage, higher this month than it's been in our history, but the weekly pay, I believe it's gone up to \$81 something, is higher than it's ever been. So the differential goes greater and greater and the thing to do is get these other people up a little bit first.

Question: Sir, do you have figures on the businesses?

Eisenhower: You can get them from the economic people.

Question: Businesses that were put out of commission by the dollar minimum wage?

Eisenhower: Is what?

Question: Do you have, Sir, figures available as to the businesses that were put out?

Eisenhower: Isn't—(Conferring with James C. Hagerty, presidential press secretary).

Question: of commission as a result of the dollar minimum wage?

Eisenhower: Mr. Hagerty says they will be released within the next day.

Thanks, Californians

Support for the Kohler strikers in far away California brought warm thanks from Rex Mainard representing the United Automobile Workers in a speech before the Fresno Labor Council. Mainard said that the Kohler workers who have been out for almost three years were deeply grateful for the help they were receiving from unions throughout the country.

LIVE A LITTLE LONGER

What a Doctor Looks For In Examining Hearts

By DR. WILLIAM A. SAWYER
IAM Medical Consultant

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Many questions are asked about heart disease. Many of the chest pains have nothing to do with the heart. They can be caused by conditions of the chest wall, i.e., muscles, bones or nerves. Real heart pain is deep and severe. It usually comes suddenly, perspiration flows freely and there is a feeling that something serious has happened.

If you are having chest pains often enough to worry you, the only way to know whether your heart is responsible is to have it examined. If you have heart trouble, the earlier you have the condition diagnosed, the more you can be helped. How does a doctor find out whether there is anything wrong with your heart?

A heart examination should be a part of every medical examination. The first step is to ask you some questions about past illnesses that might be related to your heart. He will want to know what important diseases your parents and grandparents had. He will be interested in everything that has ever happened to you, anything that might point to heart trouble.

He will want to know if you've ever had scarlet fever or rheumatic fever as a child. Do you have pain in the middle of the chest? Pounding of the heart? Swelling over the ankles? Shortness of breath? When do you notice these signs? How severe are they, and how long do they last? Some of these symptoms may be important so far as your heart is concerned. A great deal depends on how they fit into the complete picture of you, your age, the way you live and your general physical condition.

In the physical examination, the doctor uses his eyes, his ears, his sense of touch, to get the information he needs about your heart and blood vessels. Your pulse is felt at the wrist to find out how your heart is pumping blood through the arteries. Is it fast or slow, weak or strong, regular or irregular?

For your blood pressure he uses a rubber cuff and mercury column instrument to measure the pressure of blood in your arteries,

when the heart contracts and when it relaxes. Both pressures are important. Higher than average blood pressure may or may not be important. It depends on what the extra pressure does to your arteries, the heart and the kidneys.

When the doctor looks into your eyes with a bright light, he sees the small blood vessels in the back of your eyes. The condition of these vessels gives clues to important changes in your circulatory system.

The doctor taps your chest to get an idea of the size and position of your heart. He uses the same principle you do when you tap a wall to find the studs. When he needs additional information about the size, action and location of the heart, he looks at the shadow through an x-ray fluoroscope. Through the stethoscope he hears the sounds made as the heart valves open and close.

The liver, lungs and kidneys are often affected by diseases of the heart and blood vessels, so he investigates their condition also.

Laboratory tests in some cases are helpful. Urine and blood tests give information about certain heart conditions.

The electrocardiograph measures heart muscle damage and some other things about rate and rhythm.

All of these things, if carefully evaluated, help the doctor to make an accurate diagnosis. If done early enough, your heart should last a long time.

There was a young girl in the choir
Whose voice rose up hoir and hoir.
Till it reached such a height
It was clear out of sight,
And she found it next day on the
spoir.

If a man says he sees eye to eye
with his wife he simp'y means that
his vision has been corrected.

There was a young lady from Trent
Whose TV antenna got bent.
The neighbors got crazy,
Their screams were all hazy,
For instead of receiving she
sent.

Sub Needs Fuel 50,000 Miles,

With more than 50,000 miles of ocean travel behind it—all on a hunk of uranium about the size of a tennis ball—the submarine Nautilus, world's first such ship, is about ready for refueling, it was reported last week. It is just over two years since the ship first went into action with its present charge of fuel. Its atomic reactor is finally ready for a new "load," which will be put in place in the next few weeks. Much of the distance traveled was under water.

"Good To See You, Old Boy"



THE NEVADA ROUND-UP—

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

James H. Klack's rigs have started to clean out the Truckee River through Reno, Nevada, to try and avoid another flood in case of high water. Klack has two Dozers and a Northwest Dragline in the river, and I mean they are right in the river. Brother Wayne Strait is on the Northwest Dragline loading trucks and Wayne does a fair job with that rig. Brother Olend Crabtree is the Oiler and part time Runner. That Olend can really string the Drag Bucket around. Brother Roy Gorton is on the Dozer, and Roy tells me that's the longest push he has ever had. It is from just below the Virginia Street Bridge to just below the Lake Street Bridge in the Truckee River, over two blocks. One thing for sure, Brother Gorton is not bothered with any dust. However, there is a little spray sometimes from the fan. Even with all the handicaps the Brothers are doing a good job cleaning the Truckee, and they sure have a large group of spectators and bridge superintendents, not many sidewalk "Supers."

Work is expected to begin next week or approximately after January 6th, on the more than \$300,000 job of installing sewer mains in Southeast Reno. The Lagrange Construction Co., better known as Brother Johnny DeLagrange, was awarded the contract on December 24, 1956. This job will be right down the "Little Man's" alley and should be finished, weather permitting, in record time, and of course another A-1 job. Those are the only kind of jobs Brother Johnny turns out. According to the grapevine from the Main Office at Lagrange Construction everything and everyone is in fine shape and ready to go. The Yard Superintendent, Mrs. Mabel DeLagrange, has hibernated for the winter. The Yard is too cold so she is taking care of her work from the chair in front of the fireplace. Brother Johnny has turned over another leaf in that famous book, and "Gruesome" Imelli, the Office Manager, is his usual agreeable self: Agreeing with no-one. All fooling aside, good luck on the new job, and with the help of the Dear Brothers such as Brother Reggie Field, the HDRM Foreman; Brother Walter Crabtree, the Head Welder; Brother Jay Baker, General Foreman; Brother Clarence O'Coyle, better known as Brother O'Dollar, and his faithful Oiler, Brother Earl Oltman, the cribbage shark, and of course, the famous Brother Earl Andreason, Skippy man from Virginia City, this can't help but be a good job!!!

HIGHWAY 95

Silver State Construction Company, better known as Andy Drumm, is off to a roaring start on his Highway job, at Schurz, Nevada, on Highway 95. All of the Dear Brothers that work for Andy the year round are hard at building the new highway to beautify the Great State of Nevada and make it more convenient for the natives and the tourist traveling south to "Lost Wages," Nevada. Brother "Chip" Montrose and Brother Joe Solaegui are bossing the job, and they have the usual fine crew of Brothers working with an old friend back. Brother Bud Jacobsen is back on a push cat, going strong; "do or die" for Drumm. Brother David "Shorty" McEvers is on the other push cat, and Brother Bud is helping Shorty get the work done. Brother "Windy" Howard and Brother Pete Sherman are on the DW-21's. Brothers Charles "Red" Melendy, Chuck Walsh, Buster Morss, "Tut" Anderson, and Nathan George are on the Scrapers doing all the muck hauling. Brothers Gaylan "Sgt." Corkill, Leonard Ellis are on Dozers and Brother W. R. Skinner is on a Dozer too, but he has the new D-9. Man, that Utah Brother is really in there. Brothers Millard "Bud" Bowers and Joe Ripoli are setting stakes as fast as they can go. It's a good thing these are the outstanding stake punchers in this State, or they'd never keep up with this crew. Brother Verne Nichols is doing his usual outstanding job of greasing and keeping all the equipment running in smooth clock-like

order. Brothers Al Montrose and Leonard Miller are, as usual, on the Blades. This pair is getting as famous as the well-known "Gold Dust Twins." Where you find one, you find the other, and everything is nice and smooth in the Drumm tradition.

LAKE TAHOE

Gibbons and Reed are well along on both portals of their Tunnel job at Lake Tahoe, Nevada. Brother Guy Billeter is on the Northwest Shovel and is really digging that tunnel. Brother Guy hasn't dug too many tunnels in his Shovel running career, but he is doing a fine job. He moves from one end of the tunnel to the other end, through the present Cave Rock Tunnel. His oiler, Brother Norris Swope, has lots of trouble outside of oiling. Between flagging, running errands, helping get the shovel from one end of the new tunnel to the other through the Cave Rock Tunnel, he's a very busy brother.

The Iron Mines out of Lovelock, Nevada, are still in high gear. Dodge and Mineral Materials are busy every day. Weather has been cold but not too much snow to slow up the action. The Dear Brothers can stand the cold, but they don't like those short checks. I understand that Hunt Construction, under the able supervision of Brother Zane Hunt, will soon be moving into this area to try their luck with the old iron ore. Best of luck, Brother Zane, in your new venture.

Congratulations are in order to Brother Joe Miller and his lovely wife, Juanita. Yes, yes, they are the parents of a lovely 8-pound baby girl, born December 28th, in Ely, Nevada, and a very good date that is. Joe is busy figuring his income tax right now. Every dependent helps, even "little ones." All joking aside, our heartfelt congratulations and that's the nicest Christmas present anyone could have.

WEATHER GOOD IN REDWODS

By KEN BROOKS & DANNY DEES, Business Representatives

Well, Brothers, we sure have no beef with the weatherman so far this winter, which makes us all happy.

The out of work list is just about as small as you could possibly imagine at this time of year.

Price McNemar Construction Company of Sepulveda

making good progress on the Navy job at Centerville. Dusty Miller doing the dirt work with all rental equipment, good deal for some of our small owners.

Norman I. Fadel, Inc., of North Hollywood submitted a low bid of \$977,644 recently for grading of 3.5 miles of highway 101 along its new alignment between Patricks Point and .3 of a mile north of Big Lagooch.

Fadel was the contractor on the Loleta Bypass freeway.

No real headway will be apparent on the Fortuna project before the spring of 1958, with the possible exception of cooperative work with the Army engineers on the Sandy Prairie project.

The state park by-pass at Englewood will be four and a quarter miles long, and presents the most problems because it is right in the trees. The Highway Commission has passed an order of condemnation which is a friendly action in concurrence with the Beaches and Parks Commission, with certain terms of stipulation. Any trees within the limits of the right-of-way but not in the way of construction will only be removed if considered dangerous and with the agreement of the Beaches and Parks Commission. Any tree which falls in the park area will be left where it falls, being cut where it crosses the line of right-of-way.

The width of right-of-way will be about 200 feet, with the minimum width 160 feet. The deepest cut in the highway system in California will be that made 3/4 mile south of Dyerville. It will be 450 feet in depth and will be the "granddaddy" of them all.

Three tie-ins to the new freeway between Fortuna and Fernbridge, at Palmer Creek, Singley Hill, and Finch Creek are scheduled to start in the spring. Paving will start soon on the free-way behind Loleta and by this time next year it should be open to traffic. **HIGHWAY BUDGET**

In the matter of forest access funds for this purpose is obtained from the sale of timber and can be used for roads. However, there is no great amount, and the money is going into the Berry Summit road at present.

The budget for state highway construction in this district has been increased for '57 from \$7,000,000 to \$10,500,000.

There will be some work still to do after the Hoopa bridge is opened to use, such as completion of the permanent railing. A temporary railing will be replaced as rapidly as possible without interfering with traffic. Steel work for the bridge was done by the American Bridge Company.

Other work in the Hoopa area currently underway, is the replacement of wooden cribbing with metal cribbing at five locations along

the road north of Hoopa by the Trinity Construction Company of Redding.

On the Trinity highway between Cedar Flat and Del Loma, the Granite Construction Company of Watsonville is working on a last year's storm damage repair job at several different locations.

At the present time they are doing some bank protection work while the river is low. This consists of placing rock in position where it is held by cement. Other work consists of repairing washed-out embankments and repaving.

In this vicinity work is progressing slowly on several jobs and some work has been shut down for the winter. The only work being done on the Loleta by-pass is at the Salmon Creek twin bridges. This work will continue as the weather permits. The piles have been driven by the Ramond Concrete Pile Company, and form work is now under way.

Work has been shut down on the Wilson Creek project in Del Norte County with the exception of the bridge. Work on the bridge is continuing with the deck forms being built. This project, which includes three miles of four-lane highway besides the bridge, will be completed some time next spring. The cement-treated base has been completed and paving will commence with the advent of good weather. The Natt McDougall Co. of Portland is doing the job.

CONSTRUCTION AWARDS

DECEMBER 7, 1956

EUREKA, contract awarded to Newman Const. Co., 3241 Prospect Ave., Eureka, \$31,210, for const. sani. sewer in Lowell St. to "D" St. S. of Harris, EUREKA.

DECEMBER 10, 1956

SAN FRANCISCO, contract awarded to The Fay Improvement Co., 101 Carolina St., S.F., \$269,851, for track removal and street revpmt. on Columbus Ave., & North Point St., city of S.F.

SAUSALITO, contract awarded to C. Norman Peterson, Inc., 2832 9th St., Berkeley, \$91,594, for const. water supply sys. for Bay Motel, within warehouse at Base Yard, Sausalito.

SAN FRANCISCO, contract awarded to Monterey Mech. Co., 8275 San Leandro St., Oakland, \$151,535, for const. & inst. 13 tanks, comp. w/supports, linings, exhaust fans & ducts, htrs. & controls, platforms & gratings, etc. at S.F. Naval Shipyard, Bldg. 257, San Francisco.

MOFFETT FIELD, contract awarded to Gresham Const. Co., P.O. Box 300, Santa Clara, \$63,400 for alts. to L.T.A. Hangar No. 3 at Naval Air Station, Moffett Field.

North Bay District Moves Right Into a Busy New Year

By H. O. FOSS, F. A. LAWRENCE, L. C. SOLARI & AARON S. SMITH Business Representatives

We wish to thank the members all over this world who sent cards and wishes to us. May we wish the same double to you.

As the year 1957 opens, it shows so far 10 million over in construction in this area. So with the smaller contracts added to total, we look forward to even better employment than 1956.

We wish to thank all members and employers for their fine cooperation.

* * *

Syar & Harms Construction Company from Vallejo have started excavating on the new High School at Napa Depot. This job will keep six Engineers on the job.

Barnes Const. have a \$2 million job at Sonoma State Hospital. Sub-contractor John Carstensen is doing the excavating. F. T. Anderson & Son doing the trenching for a plumbing company on the job, and Peletz Const. has the trenching for the buildings. Talbott Bros. also doing excavating on job. This job will run throughout the year. There are 17 Engineers on the job.

Stacy Bros. at Vacaville doing underground work on subdivision with a couple of rigs. They're very well pleased with the way the weather has been holding out, and have doubled the work they thought they would do this year.

George Pollack Construction making good progress on the Diversion Dam on the Canal at Winters. All the members seem to be very happy on the job and why not, with Old Man Weather in their favor?

Darkenwald Construction tying into the south end of the Canal that A. Teichert & Son has just completed. They are working a four-yard P.&H. Dragline around the clock and have approximately 12 Operating Engineers.

Farther south on the same job are approximately 10 members with D.W. 21's and Cats, making the first cut and building burns.

Farmrite Construction putting up steel hangars at Travis A.F.B. and have about 6 more weeks of work.

NIKE SITES

Syar & Harms on Elmira and Cement Hill Nike Sites close to completion. Bro. Jack Bean, super, says that if the weather man plays him good as it has in the past, these jobs will even be paved!

Syar & Harms around Vallejo and Fairfield area are catching up with their work to the extent of laying off men, due to lack of work. If our little curly-headed friend doesn't get out and get some work, Syar & Harms will be shut down completely.

Frederickson, Watson & Ransom with five 20's working every day. Bro. Johnny Owens doing a very nice job on this highway grading. They are advanced on the schedule and if the weather man doesn't look out, they will have this job completed! Of course, Bro. Owens said he couldn't have done it without the good operators he has had.

Bro. Drew Ashley, A-1 Loader and 2 Truck Contractor in Vallejo, seems to be working very steadily, even to the extent of doing work for the Building Trades.

Contract Awarded: Putah Creek Canal Job, Solano County, 12.7 miles in length. Dollar value, \$2,200,000 plus.

Vinson Construction Company, prime contractor, Phoenix, Arizona. Wm. C. Burns, project supt. They will establish main office in Vacaville in early spring of 1957. Vinson Company has 600 working days to complete project. Prime contractor will pour lining of canal. Sub-contractors will be: Darkenwald Construction Co. of Sacramento. General Engineering, License "A." All installation of pipe, concrete and C.M.P. Mr. White is company foreman. Spears Construction Co., M. N. Fedell, supt. Office, Elmira Road, east of Vacaville. Construction of all structures approximately 163 in number. Gillmore Steel Co., reinforcing iron. Trucking sub not known at this time. Will hire local contrac-

tor for electrical work on structures. Portable generators to be used in field work. This project is now under way.

Manuel Cunha of Vacaville was awarded contract installing 12-inch cast iron pipe line between Richardson Bay and Waldo at a cost of \$10,200. They also have been awarded a contract for installing cast iron water pipe at Blackfield Housing at Corte Madera and have started work on this project with Maggiora Trencher and crew doing the trench digging.

American Engineers have M.P. and Dozer at Smith Ranch putting the finishing touches to their project on the Nike site and expect to have it sold in the near future. The job they have at Richardson Bay in Mill Valley has been progressing along fairly well with a Northwest 6 Shovel and a fleet of trucks.

CITY JOBS

E. T. Haas have been awarded a contract for \$930,457 grading city streets, curbs and gutters for the City of San Rafael. But they are not in no hurry to get this job started as they have a couple of other jobs here that they are trying to put the finishing touches on before bad weather sets in.

John Novack of Novato is trying to get support in the rezoning of West Novato to its original zoning. 2100 additional homes means more work for our members. . . . A hearing will be held on this matter at Board of Supervisors meeting at the County Court House, San Rafael, January 7th. They are requesting that our representatives attend this meeting.

Attention Members: Our year buttons are available for 1957. Cost to Local 3 member is \$78 per year, and for Local 3-A, 3-B, 3-C, 3-E, \$66. This includes your Burial and Good Standing Assessment. Following are some of the Brothers who have already paid for a yearly card: Elmo Maggiora, Alvin H. Osgood, Howard E. Whorton, F. C. McCarver, Albert Harms, Warren Balke, H. O. Foss, Wm. P. Plunkett, Frank H. Beck, George Eridio, James Wolfe, Louie Gianini, Henry J. Kaehler, Henry Imboden, O. E. Cooper, Robert A. Collar, H. D. LaLonde, Lawrence Pienovi, Glenn Davidson, Bob Wright, M. A. Cerri, L. E. Everett, S. Cervantes, Sr. and S. Cervantes, Jr. Brother Cervantes tells us he is taking off for Mexico the middle of February for 2 or 3 months.

Brother Rollin A. Wheeler, our little oiler, has taken out a withdrawal, is shipping out to sea. Also Bro. Pearl L. Williams has taken out a withdrawal, working for Wilsey & Ham going into administration of the company. Brother E. Pozzi has taken out a withdrawal, and informs he is leaving for Europe some time in May. We wish him the best.

For Rent or Sale: Brother J. D. O'Connor has for rent or for sale the following: 2 Suped up 8's, Hot Rod D8 20 and 2 U. D8 with Dozers on them. The 2U is completely rebuilt and the 2 U D8 has 300 hours on it since overhauled. Brother O'Connor's telephone number is: Corte Madera 1173.

Congratulations to Brother Harold Withers and his wife on the birth of a baby . . . the second one in Marin County for 1957. . . . Bro. Withers should have worked a little faster, about an hour . . . would have received merchandise awarded by merchants in the county.

As this report goes to press, the weather is threatening, and it looks like a wet spell from the indications. However, the month of December, 1956, was the driest in many years, which gave our members work during the holiday season which made us all happy.

First contract awarded for the year 1957—To Brother Howard D. Day of Napa. State-Traf. Sigs., Lighting—Napa County. Cost of award: \$16,832.

See you next month!

Utah News Roundup

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

\$760 million dollars is a lot of money in anyone's language. But that is the amount that Congress approved, and President Eisenhower signed into law for the construction of the Upper Colorado River Project to be divided between the Upper Basin States of Utah, Wyoming, Colorado and New Mexico.

We start the new year of 1957 with confidence, as some of this work has already begun and more is being advertised for bid every month. The project itself will take twenty-five years in the building.

Actual construction has begun at Glen Canyon in Northern Arizona, which is a part of this great project. Bids for the tunnel work and Townsite for the start of the Flaming Gorge Dam in Utah will be advertised about March 15.

In addition to the four large mainstream dams known as "Storage Units," there are eleven "participating projects." The Stanaker Draw Dam, five miles north of Vernal, Utah, is one of these and will probably be one of the first to be bid sometime after April 1957.

Word was received here last week of the intention to construct a \$3 million dollar lime mill and plant at Delle, Utah in Toole Co. By Marblehead Lime and Gypsum Co. of Chicago. After much testing and developing work by the company, the limestone material in this area has proven it to be feasible and construction of the mill should begin early this spring.

Work in and around Salt Lake is moving at a snail's pace at present, with most of the calls for men from the Bingham Stripping and the Promontory job.

J. K. Thayne Co. expect to get started later this month on the airport job.

M. K. Co. have started on the Garfield Dike under the supervision of Mead Harker instead of Dean Rule as we mentioned in last month's news.

It was a great shock last month to hear of the accidental death of Bro. Bill Bumpus while at work for Young and Smith on the Davis Aqueduct. Our heartfelt sympathy is extended to his wife and family. Bill was a great guy, we shall all miss him.

Two of our good Bros., Earl Nebeker and Leon Yates, have been incapacitated the past few weeks, but expect to be back in the harness soon. If you must take time out for a little rest, Brothers, we can think of no better time than during this freezing weather. Best wishes for a quick and complete recovery.

If you have had occasion recently to visit Gibbons and Reed shop in North Salt Lake and found something missing after many years, it is our good friend and Bro. Bill Taylor, the welder, who has found means to retire to a nice motel and business in Fillmore, Utah. Any of the Bros. passing that way look Bill up. He will really treat you right. I think the place is called "The El Rancho Motel" and should be easy to find in Fillmore. Best of luck to Bill and Mrs. Taylor in their new adventure.

Northern Area

As the New Year begins and we take a look at the prospects, we find the situation about the same as in previous years. We have a few men on the out-of-work list due mostly to the usual bad weather conditions that prevail during the first two or three months of each year. The majority of the dirt jobs have either closed down or curtailed due to the frost which is nearly two feet deep in some sections.

Most of the employers in this area have work either under way or will start as soon as the weather is favorable.

By the time this news reaches you we should know who the successful bidder is on the additional facilities for the Thiokol Chemical Company at their plant site west of Corrine. The work on this plant scheduled for bid during January is estimated to be in excess of two million dollars.

Bids are scheduled to be opened January 21 for the digging and laying of 20,000 feet of 21 to 30-inch sewer pipe in Southwest Ogden.

The Floyd S. Whiting Construc-

tion Company of Murray submitted the low bid of \$953,088 for the widening, realigning and surfacing of five miles of highway 30 between Devil's Slide and Henefer. This job consists of a river change, 695,000 cubic yards of unclassified excavation, gravel and hot plant mix.

The voters of Riverdale have approved a \$140,000 bond issue for sewer improvement and work is scheduled to start early in February.

Morrison and Knudsen Construction Company is getting under way with the actual construction of the Lucine cut-off project after encountering the normal problems which arise on such a job of this nature. A considerable number of engineers are busy at the present time and additional men will be required as the job progresses. This job, along with considerable other work scheduled for this area, including the Federal Road Program, should keep the engineers busy for some time to come.

Southern Section

The Christmas and New Year holidays are past once again. We expect that 1956 will be remembered as a banner year by Local No. 3. The prospects are for more of the same in 1957. Dams, roads, power plants, mills are all on the agenda for the coming year. The Glen Canyon area will be a scene of much and varied activity. We have had a portion of road in our section advertised recently. A 12-mile stretch from Utah, Arizona state line toward Kanab has been advertised for bid. This contract will include 700,000 yards of unclassified excavation, some 200,000 tons of gravel and 2½ inch bituminous surfacing. We are pleased to notify the membership of a subsistence of \$4.25 per day worked, for each member on this job. This addition was acquired from the AGC labor committee for this particular job. We expect no trouble in collecting it. We feel that our agreement with Isbell Company and Stearns-Rogers Company in the four corner area was a contributing factor in gaining this subsistence. As this is the first time subsistence has been paid to operators on a road job in Utah, we feel some pride.

The list of unemployed Local No. 3 members is growing in the Provo area. Although the work in this area is still above average, this unemployed list at this time of year seems inevitable. The members have enjoyed the work right up to Christmas time.

Reconstruction at the mill in Monticello has been given a shot in the arm by the National Lead Company who replaced the Gallagher Company in the operation of the mill for the Atomic Energy Commission. They are spending approximately 1½ million dollars in improvements to the leaching process and ponds. Two of our good brothers from Dove Creek, Colorado are employed on this mill at present. They are Bill Jenkins and Glen Knuckles.

The mill at Greenviver, Utah by Catalytic Const. Co. is finally going to roll. Wilt Const. Co. from Provo, Utah contracted the buildings and Davis and Butler Co. have the concrete work and footings. This project should give that section a much needed hypo.

Bechtel Corporation at Castle-gate continues to hold on to a full crew. Combustion Engineers are working on the same job and em-

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

Construction, Sand and Gravel Membership, 2nd Thursday of each month, Engineers Hall, 1969 South Main St., S.L.C.

Construction and Sand and Gravel Membership Meeting, 3rd Friday of each month, Labor Temple, Ogden, Utah.

Construction and Sand and Gravel Membership Meeting, 3rd Tuesday of each month, Labor Temple, Provo, Utah.

Vitro Uranium, Lang Company, State Road and Western Phosphate Meetings to be called.

Cedar Iron Mines Membership Meeting to be held Thursday, January 24, 1957 at the El Escalante Hotel, Cedar City.

Kennecott Copper Corp., meeting to be held Tuesday, January 29, Bingham Civic Center at 1:00 p.m. and 3:00 p.m.

ploy a goodly number of operators. This job will run into next summer.

We hear once again the rumor of the long talked of power plant at the Hale location in the mouth of Provo Canyon. We hope this is the real McCoy.

Bingham Area

At Utah Construction Company's Stripping operations, momentum is picking up and a good sized crew, in the neighborhood of one hundred and twenty-five operating engineers, are working there.

Favorable weather has been quite consistent up there and fortunately very little time has been lost on account of the weather. Right now we have a snowstorm raging and some time will be lost, but take it all in all the project has been a life saver for this area.

The fourth shovel arrived yesterday, January 3, from Arizona and should be digging in about two weeks.

An unfortunate accident occurred in early December taking the life of a Euc driver when he went over the dump. We extend our sincere sympathy to his survivors.

Utah's Bingham Tunnel has presented Duke Miller with some tough problems right from the first shots but he appears to have them whipped and is starting to make headway. In another week or so he will have the motors in and we'll be able to clear a few more men to that job.

Morrison Knudsen has a small crew at Highland Boy finishing their job. They will be out of Bingham when this article reaches you.

Kennecott Mine is continuing its pace of productions of the past three years in spite of the efforts of some of the other big copper producers urging them to cut back. Phelps Dodge and Anaconda have already cut production about a sixth in their properties and are really pressing Kennecott but Mr. Pett informs us that they intend to hang on to their rate of production and we believe the rumors of going to four days can be scratched right here and now.

In the last issue we said agreement had been reached on several matters which we had before the Company. The matter of trading for night work was one which was to be settled and still stands where we said it was in the last issue. Because of the absence of Ernie Simpkins we have not been able to meet to draw up a form but at a meeting in the Bingham office on Monday, January 7, 1957, that will be done.

After considering the matter of changing the pump operations to straight shifts Mr. Barlow has indicated that because the proposal is in conflict with the present provisions of the agreement, and because of the recent negotiations, he is not agreeable to the change. It should have been brought up at the time of negotiations.

We regret to hear of the recent illness of Brother "Red" Robinson and the present troubles of Brother Glen Page. Too frequently we don't find out about these incidents until months after. If all of you brothers would inform the stewards when you know a brother is ill or injured, we could do a better job of checking with them.

At the Iron Mines in Cedar City, a little additional work has been made available due to some foreign

shipments of ore and we are hopeful that future prospects are good in that regard.

The Rex Myth seems to be fading out—maybe our off-spring will live to see the day, but it doesn't look as if this generation will—we hope we're very wrong.

Our sympathy is extended to the survivors of Joe Cowan, the Laborers' business agent at the mines. We've known Joe quite a long time and will miss seeing him around.

At Western Phosphate at Garfield we have just concluded negotiations for a new two-year agreement which provided 23.1 cents in wage increases and fringe benefits putting those operations in the top earning brackets of the area. The boys accepted the package by an almost two to one vote last Saturday, December 29, 1956.

Sand and Gravel negotiations are not too far away, also the Lang Company and several others and we hope to be able to raise standards in these various plants to a position somewhere equitable with the others in the area.

We have had some discussion with Governor Clyde and expect to get with him soon to determine what his course of action is going to be relative to State Road maintenance, and we hope to have something to bring to you brothers by the next issue. This morning's paper indicates that the Governor will announce the new Road Chairman today.



An entirely new provision was added to the Social Security Act by the 1954 Amendments which made it possible when computing one's benefit payment to drop-out some of the years in which earnings were low or in which there were no earnings from employment or self-employment covered by the law. By using this "drop-out" provision it will be possible to increase the benefit amounts for many workers.

An insured worker who dies or attains retirement age after August 31, 1954, can eliminate up to four calendar years of low or no earnings in computing his average monthly wage. Those persons who attained age 65 before September 1954, and are otherwise insured, as well as retired beneficiaries eligible for benefit payments before September, can qualify for the "drop-out" if they acquire at least six quarters (a year and a half) of coverage at any time after June 30, 1953.

If a worker has at least 20 quarters (five calendar years) of coverage earned at any time, in addition to meeting the above requirements, he can drop another calendar year of low or no earnings.

Hard Money Ike Cites Labor For Living Costs

A new drive to keep wages down and profits up now appears in the making.

With the election out of the way, the "hard money" supporters in the Administration have sounded a warning that the price rise must halt, that labor is the chief guilty one in any inflationary spiral and that the needs of capital for investment come first in the thinking of the Eisenhower Administration.

A variation of the old Benson charge that "soft wage increases" for industrial labor are to blame for the plight of the farmer is being revived in a new form—that wage boosts are to blame for the 2.8 per cent increase in the cost of living that has taken place during the past four years.

Here are the warning signals for organized labor that can now be noted:

NAM THEORY

President Eisenhower himself pretty well laid down the lines of the Administration's general economic philosophy at his last press conference. It was very much along the lines of the thinking of the National Association of Manufacturers and the U.S. Chamber of Commerce.

The gist of it is that there is a shortage of capital and that business and investors must have greater profit incentive to invest in new factories in order to create new jobs. To provide this capital labor must not demand too big a slice of the pie. Labor was specifically signalled out by the President as a factor in inflation.

Asked by a correspondent for the highly conservative New York Herald-Tribune whether he felt that "the price increase must be checked in the coming years," the President said "Yes." He then went into a little lecture on economics that left little doubt that the "hard money" advocates in the Administration now have his ear.

He said that there are two kinds of inflation, one that comes from government policies of deficit spending and the other caused by the efforts of all people "to gain a bigger portion of the results of our great productivity."

CONCERN FOR CAPITAL

He continued that this could reach the point where capital would not be attracted, that behind every job was \$15,000 to \$17,000 in investment and that this money has "got to be accumulated."

"Consequently," he continued, "if you raise prices, I mean if you continue going up too rapidly in one area, say the labor area, then prices go up and finally you get to a point where you just simply can't keep things in order, and some difficulty is established, occurs."

"The President then added that he was sure the United States had reached the point where it has developed "business and labor leadership that is sufficiently wise and far-seeing to help solve this problem and keep it within bounds."

What is significant is that the President in agreeing that prices must be kept down pointed to labor costs as conservative business economists always do, rather than to exorbitantly high profits.

In effect, the President stressed the accumulation of capital, an argument that has long been used to justify upper bracket tax reductions, rather than an increase in buying power on the part of Workers, an argument that has been strongly advanced by AFL-CIO President George Meany.

Union Shop in Texas

The Texas Supreme Court has refused to reconsider its decision on the Santa Fe railroad case in which it upheld a union shop agreement. It rejected a motion for the rehearing filed by attorneys for the Santa Fe, thus upholding the union shop agreement in this "right to work" state.

Attend Union Meetings!

Construction Awards

(Compiled by P. E. Vandewark and R. F. Swanson)

DECEMBER 11, 1956

LIVERMORE, contract awarded to Payne Const. Co., 689 Louisiana St., Oakland, \$26,987, for const. struc. steel from conc. blk. walls, fdns., R.C. slab, increment No. 2, Bldg. 190, 18' x 48' x 12' abt. 3 1/2 mi. E. of Livermore.

SAN FRANCISCO, contract awarded to Michael Murphy, Jr., 308 Upper Terrace, S.F., \$63,108 for lay 16" cast iron main in Franklin St., betw. Market & Ellis Sts., City of S.F.

DECEMBER 14, 1956

REDDING, contract awarded to Osborn Const. Co., P.O. Box 1034, Redding, \$37,850, for const. sewage treat. plant. facil. in vic. of Shasta County Hospital.

DECEMBER 17, 1956

EUREKA, contract awarded to John W. J. Petersen, P.O. Box 22, Beatrice, \$53,562, for const. revetment work on Mattole River at Honeydew, HUMBOLDT COUNTY.

DECEMBER 18, 1956

SAN RAFAEL, contract awarded to E. T. Haas Co., Box 95, Belmont, \$930,457, for street impvt., sanit. sewers, storm drn., incl. pump. sta., water distrib. sys., levee const. & reinf., E. of San Rafael, MARIN COUNTY.

SAN FRANCISCO, contract awarded to Michael Murphy, Jr., 308 Upper Terrace, S.F., \$60,960, for lay 16" cast iron mains in Sanchez & Steiner Sts., betw. 17th & Haight Sts., S.F.

DALY CITY, contract awarded to E. T. Haas Co., P.O. Box 95, Belmont, \$10,371, for const. 18" trunk-line sewer in Alemany Blvd., Daly City, SAN MATEO COUNTY.

PALO ALTO, contract awarded to Sondgroth Bros., P.O. Box 1055, Mt. View, \$393,639, for const. of roads, sanit. sewers, storm sewers & appurts. including sidewalks, electroliers & underground elec. service on Palo Alto Campus.

OAKLAND, contract awarded to John H. McCosker, Inc., 1501 East-

shore Hwy., Berkeley, \$40,952, for const. of Line A from vic. of Ardenwood Court to Hesperian Blvd. in Hayward.

DEC. 19, 1956

SACRAMENTO, contract awarded to Precision Drilling Co., P.O. Box 693, Santa Rosa, \$87,389, for drill & test water wells, comprising 1 test hole 500' deep & compl. test hole to 500' deep gr. envelope water well, incl. conductor casing & sealant, well casing, gravel, elec. log & develop., & testing.

PORTERVILLE, contract awarded to L. R. Henderson, 675 Van Dalia, Porterville, for drill & case water well, city of Porterville, TULARE COUNTY.

TURLOCK, contract awarded to Standard Materials, Inc., 1411 - 9th St., Modesto, \$7,328 for reconstr. South side of Hwy. 99, betw. Ruby St. & Canal Dr., city of Turlock.

DEC. 20, 1956

SAN FRANCISCO, Contract awarded to Kendon Paving Co., 2255 N. Main, Walnut Creek, \$39,241, for const. bit. pav. on ex. access rds., incl. new stab. aggr. base, rem. ex. aggr. wear. surf., bit. surf. ers. & drng. strucs., San Francisco Defense Area, CONTRA COSTA, SAN MATEO & MARIN COUNTIES.

RENO, NEVADA, Contract awarded to LaGrange Const. Co., P.O. Box 1487, Reno, \$28,150, for const. sanit. sewer in Impvts. Dist. No. 3, city of Reno, Nevada.

DEC. 26, 1956

HAMILTON AFB, Contract awarded to Brown-Ely Co., P.O. Box 474, Corte Madera, \$18,950, for resurf. approx. 11,000 sq.yds. access taxiway, Hamilton AFB, MARIN COUNTY.

RENO, NEVADA, Contract awarded to LaGrange Const. Co., P.O. Box 1487, Reno, \$252,324, for const. sanit. sewers in city of Reno.

SAN FRANCISCO, Contract awarded to Boyles Bros. Drilling Co., 1321 S. Main St., Salt Lake City, Utah, \$25,460, for exploratory core drilling Canyon-Cherry Pow-

er Developmt., Cherry Power Tunnel, Hetch Hetchy Water Supply Contr.

FRESNO, Contracts awarded for grade, pave, curbs, gutters, sidewalks, valley gutters, drain wells, Driveway apron, irrig. pipelines, sanit. sewers, st. signs & tree planting on Viladobe Subdiv., Fresno, R.I. No. 477—(1) Roadwork: to Doug-Lynn, Inc., 3360 E. Cornell Ave., Fresno, \$43,241—(2) Sewers to W. M. Lyles Co., 3306 Winery Ave., Fresno, \$13,468.

SAN JOSE, Contract awarded to A. J. Raich Co., 900 W. San Carlos St., San Jose, \$9,751, for resurf. Stevens Creek Rd. betw. city of Santa Clara and city of Cupertino.

DEC. 27, 1956

SAN JOSE, Contract awarded to Ince Bros. Pipeline Const. Co., 616 E. Taylor, Sunnyvale, \$23,907, for const. Saratoga Sanit Sewer Unit No. 1A, city of San Jose, SANTA CLARA COUNTY.

OAKLAND, Contract awarded to Manuel Marques, Jr., 1735 - 85th Ave., Oakland, \$17,249, for const. reinf. conc. pipe conduit in Edes, Cary & Douglas Ave., city of Oakland.

OAKLAND, Contract awarded to Manuel Marques, Jr., 1735 - 85th Ave., Oakland, \$10,135, for const. sanitary sewer in por. of Claremont Ave. adj. to Garber Park, Oakland.

OAKLAND, Contract awarded to McGuire & Hester, 796 - 66th Ave., Oakland, \$34,076, for grade & sub-base, curbs, gutters, sidewalks, Cary Ave., betw. Edes & Douglas Ave., Hale Ave., betw. Edes & Douglas Aves., & Douglas Ave., betw. Edes & Hale Aves., city of Oakland.

DEC. 28, 1956

SAN FRANCISCO, Contract awarded to Baldwin Contracting Co., P.O. Box 269, Marysville, \$65,132, for const. 2 - 51' & one 65' glue-laminated timber girder bridges w/ tbr. decks & reinf. conc. sub-strucs, Plumas' National Forest, Road No. 2604.

DEC. 31, 1956

SALT LAKE CITY, Contracts awarded as follows: Floyd S. Whiting, P.O. Box 158, Murray, Utah, \$953,088, for 5.809 mi. pltmix bit. surf. road on U.S. 30-S betw. Henefer & Devils Slide, MORGAN & SUMMIT COUNTIES — Industrial Const. Co., P.O. Box 910, Las Vegas, Nevada, \$785,295, for 12.011 mi. const. 2" rd mix bit. surf. rd. on F. A. Route No. 35, 9 mi E. Paria Cree, & Utah-Arizona Line, KANE COUNTY, UTAH.

JAN 2, 1957

SACRAMENTO, Contract awarded to Peter Kiewit Sons' Co., 208 W. Main St., Medford, Oregon, \$127,396, for 0.8 mi. grade & surf w/rd-mix surf. on untr. base abt. 40 mi. W. of Yreka, betw. 4.5 mi. & 5.4 mi. E. of Hamburg, SISKIYOU COUNTY.

SACRAMENTO, contract awarded to Jesse H. Harrison, P.O. Box 315, San Ardo, \$613,779, for 5.7 mi. grade, seal coat on untr. base & drain facils. betw. 3.2 mi. E. of Tedoc Rd. & Dry Creek, TEHAMA COUNTY.

SACRAMENTO, contract awarded to Rice Bros., Inc., 900 Victor Rd., Lodi, \$132,768, for 1.9 mi. grade & surf. w/pltmix surf. on untr. base betw. 1.9 mi. N. of Stratford & Jersey Ave., KINGS COUNTY.

SACRAMENTO, contract awarded to Granite Const. Co., P.O. Box 900, Watsonville, \$145,749, for 3.1 mi. grade & surf. w/pltmix surf. on untr. base on Loyalton-Binton Rd., betw. Loyalton & Plumas County Line, SIERRA COUNTY.

SACRAMENTO, contract awarded to H. Earl Parker, 12th & "F" Sts., Marysville, \$720,632, for 5.8 mi. grade & surf. w/pltmix surf. on untr. base, betw. Red Lake & 1.5 Mi. E. of Blue Lakes Rd., ALPINE COUNTY.

SACRAMENTO, contract awarded to Stolte, Inc., 8451 San Leandro St., Oakland, \$1,129,955, for 4.9 mi. grade & pltmix surf. on cem. tr. base & const. welded steel girder bridge betw. 1.5 mi. E. of Larsen Camp & Mineral, TEHAMA COUNTY.

SACRAMENTO, contract awarded to O. K. Mitty & Sons, 15905 So. Broadway, Gardena, \$1,007,276, for 5.2 mi. grade, sel. matl. & surf. w/pltmix surf. on cem. tr. base & untr. base betw. 0.7 mi. West of Spring Garden & Sleat, PLUMAS COUNTY.

FISH AND GAME NEWS ITEMS

Yellow for Hunters, Not Red!

The "red brigade," that host of crimson-clad hunters, some 600,000 of whom annually seek game in California, may not be much in evidence next year. Instead, California may be invaded by a "yellow army," that is if the results released this week on the field tests conducted at Fort Lewis and on the Olympic Peninsula in Washington are heeded.



E. G. GUNDERSON, fish hatchery assistant, displays a king salmon captured for tagging during a salmon utilization survey on the Trinity River. Department crews recently completed salmon tagging and other field work on that stream, aimed at obtaining data to determine how large the future hatchery at Lewiston should be and what flow releases are needed from the Trinity Dam, now under construction. The upper Trinity is a major salmon spawning area and preliminary reports indicate the 1956 run of kings was one of the largest in years.—Photo by E. P. Pister.

Purpose of the tests was to discover the safest color for the nation's 25,000,000 nimrods to wear. The hunting safety project was directed by Dr. A. C. Heinsen, Jr., or San Jose.

"Results favor yellow even more decisively than did the experiment on Fort Ord's brushy terrain last July," said Heinsen.

Two 10-man teams of Fort Lewis soldiers were used in the latest tests. One squad had normal vision and the other group had varying degrees of color blindness. They went through five days of testing in which they tried to spot as quickly as possible and correctly identify the color of cloth-covered panels of different shapes, at distances of 25 to 300 yards in typical deer, bear and elk terrain. The tests were held during early morning, midday and twilight hours and the weather produced the whole range of hunting conditions—rain, snow, heavy mist and some clear days.

Net results of the tests, conducted against a background of Douglas fir and brush, rated yellow four to five times ahead of any other color as the one most easily seen and most often correctly identified. For the color deficient squad (in which classification at least 48,000 California hunters belong), yellow was 80 times more correctly and easily seen.

The tests list yellow, multi-color plaid, orange, blue, red and green in the order of decreasing perceptibility.

The three groups conducting the tests plan a final test series against a background of yellow and red foliage to clinch the study.

108,452 DEER IN '56

A grand total of 108,452 deer was killed during the 1956 regular deer seasons, the Department of Fish and Game announced today in its final tally report of the year.

The combined total for the coastal and inland buck seasons is 70,371, down 1 per cent from last year's figure. The final count of the antlerless deer seasons shows the coastal season with 5747 and the inland season with 32,334, a total of 38,081.

Seek Bids on New Liberty Ship Engine

Maritime Administration has invited bids by Feb. 1 on building a closed cycle gas turbine propulsion plant as part of its Liberty ship engine improvement program. The equipment will be tested with an oil-fired heat source but the design will be suitable for application of nuclear reactor heat source.

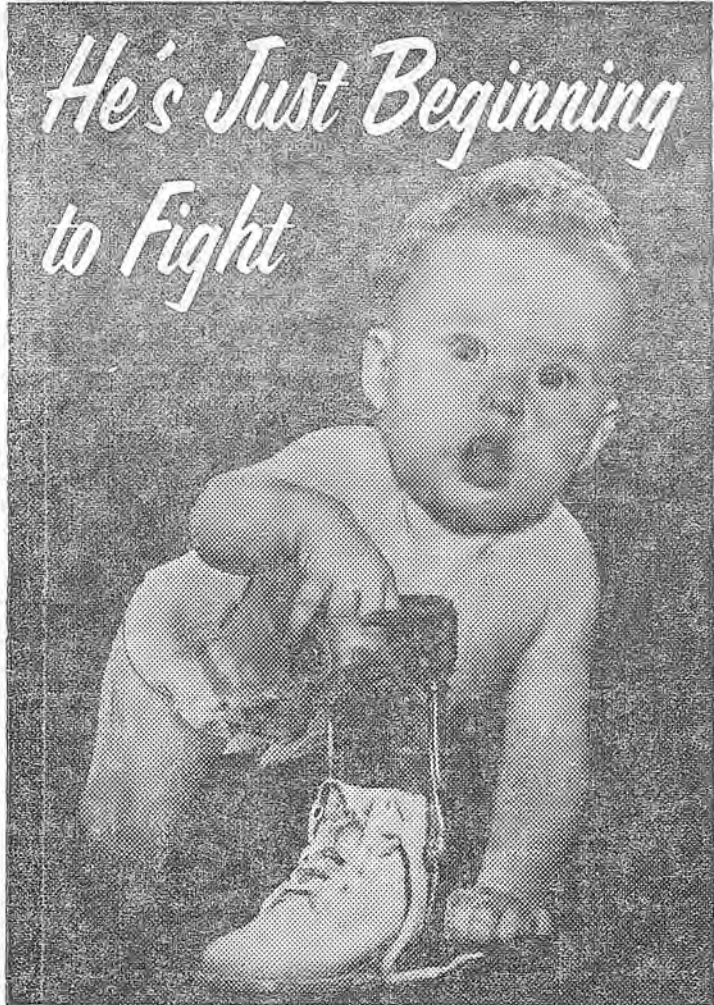
Only coast firms invited were Boeing at Seattle, Aerojet-General Corp. at Azusa and Atomic International at Canoga Park.

Experiment with steam, diesel, open cycle, and free piston gas turbine engines has indicated that the 10-knot Liberty ships can be speeded up to 15 and 18 knots.

In the closed cycle gas turbine plant, gas is circulated through the plant in a closed loop instead of being exhausted to the atmosphere after a single passage, as in an open cycle gas turbine. This system has high thermal efficiencies, is independent of atmospheric conditions, and minimizes air ducting requirements and rotating machinery size. Also, there is incentive in developing this system because of its adaptability to use of nuclear energy. Since ultimately when the turbine is used with a gas-cooled reactor the cycle gas absorbs heat by direct heat transfer in the reactor, inert gases, such as helium, nitrogen, carbon dioxide, or a combination of these gases, will be considered.

If the curvature of the earth didn't prevent the view, Mt. Palomar's telescope would make Paris-France, look to be about seven miles away.

Observe Safety Rules.



He's Just Beginning to Fight

The dollar in your pocket now will help make it possible for him to walk without braces.

And more:

It will help train the hands and minds of many professional experts, all desperately needed... it will help finance research to perfect the vaccine.

Today, there is less polio, but:

Tens of thousands born too soon for the vaccine still need your help.



P. S. — He'll make it. His name's Mark Fight.

Join THE MARCH OF DIMES IN JANUARY

Safe Operation of Cranes

Excerpts from a talk by S. D. Kelly, Safety Director of the Macco Corporation

Hoisting apparatus for raising and lowering and moving heavy loads has been used by man for centuries.

It began with strands of vine stems used by cavemen. Today we have powerful cranes of many types capable of handling hundreds of tons at a single load.

While the design and powering of cranes has kept pace with modern industry, we continue to have many of the problems and hazards that threaten the lives of the men who operate and work with such equipment.

With these problems and hazards in mind, I am going to discuss some of the methods and experiences peculiar to the operations of my company. I am going to confine my remarks to truck cranes.

There are no secrets about truck cranes or their lifting capacity. Their stability is counterweight plus size and weight of undercarriage. You could pick loads with a hand winch if you used enough parts of line.

If we could always keep in mind one general rule in crane work we could avoid most of the accidents which occur. Here is my version of such a rule—all parts of every crane subject to impact, strain, wear and rough use should be of adequate strength for maximum service.

We could add one thing: operators and crew members should be thoroughly trained, experienced men, and jobs should be pre-planned in detail to provide a maximum safety factor.

Unfortunately, we do not always have all of these things present on a job, and then we are in trouble. Before I discuss some of the specific jobs requiring the use of cranes, I think I should point out some of the more common causes of accidents. These causes we can divide into three general classes.

First, we have mechanical or structural failures.

Second, we have misuse of cranes (I mean using the wrong type of cranes or using cranes beyond their intended capacity).

Third, we have that large group of accidents caused by unsafe moving or handling of a crane.

If you will keep those three factors in mind, you will or should be able to identify them as part of the job structures in the cases I am going to discuss.

Until about eight years ago, our truck cranes were limited to about 20 ton capacity. Since then we have developed cranes up to 60 ton capacity.

The use of these heavier cranes has presented more problems and more hazards. Naturally it takes larger cable to handle the loads we can now lift, and our operators and riggers have to be watched, because they don't like to use the larger wire rope.

Five-eighths to three-quarter inch rope is much easier to handle, and could be depended on when loads were under 20 tons; but you can see what would happen if we attempted heavier loads. Loads of 35 to 40 tons require 1 1/4" to 1 1/2" lines.

On one occasion we were lifting a 35-ton load using two three-quarter inch cables. The cable broke, and the load dropped through the bed of the truck, causing considerable damage.

Not only must we use care in selecting proper cable, but we need careful planning in our rigging up.

Some years ago we had the job of placing a 50-ton bridge girder. For this job, we had four 25-ton cranes and of course plenty of lifting power. However, the location was such that the four rigs were setting on a slope. The supervisor made the mistake of trying to lift the girder on a tilted position. When it cleared the ground it drifted down toward the lower level, and the side swing and twist caused two of the crane booms to fail, and they dropped the girder. They should have arranged their rigging so that the girder would have been on a level lift.

I think all of us are familiar with one of the more common causes of boom failure. That is where an operator will make a

straight lift on a full capacity load and then attempt to swing sideways with his load. This is a dangerous practice, and one that will often cause failure because of the side strain on the boom.

Many bad accidents in the past could have been avoided by proper leveling of the crane before attempting to make a lift. Truck cranes are fine, dependable equipment, and provide great lifting capacity so long as we use them according to their engineering design.

We have had some boom failures because the booms themselves had been damaged in loading and hauling on trucks. After all, it doesn't take a break or even a bend in more than one brace or cross-member to weaken a boom. We have two men who have full-time jobs doing nothing but inspecting and repairing booms. And even then we occasionally slip up, because a fracture or bend on some part of the boom could not be located in a hidden point and escaped the inspector.

There have, of course, been structural failures because of outright misuse of a crane. We make every effort to avoid this, because it is not only expensive but dangerous to men on the job.

The practice of using a beefed-up counterbalance to permit heavier lifts with a flatter boom has messed up many an operator and his crane. There is nothing to be gained by such a practice. You may get by with it occasionally, but just one failure will offset a dozen successful chances.

In some crane operations we have to use a suck-line to bring a load in toward the rig. Failure of this suck-line is a very dangerous thing.

Some factors should be kept in mind in this kind of job. The line itself should be of proper size and construction for the job to be done. The sheaves should be large enough to handle the cable. And most important, the cable fastening at its anchor point or dead end should be carefully checked to see that it will not fail.

I have seen operators, when pouring concrete, use a suck-line on a job for drifting the bucket or other equipment back and forth. This is really asking for trouble. I do not think a suck-line should ever be used except on a regular, straight boom for drifting of loads. Never on a jib.

We are always mindful of the wear and tear on cables and sheaves. The use of a sheave which is too small causes excessive wear on both cables and sheaves, and we have failures; because if a cable wears out twice as fast as we normally expect them to, we are more apt to overlook worn places.

Using cable of the wrong lay is a source of trouble. Any time a cable loses its lay and unwinds, its strength has been destroyed.

We now use a type of cable which has a flattened strand and provides greater surface contact with the sheave. This does provide greater wearing quality, since the regular lay type of cable has but very little of its surface subjected to wear and therefore becomes weakened faster.

It is very likely that bringing booms or lines in contact with overhead power lines is our greatest source of serious injuries in the operations of cranes.

I am advised that in the State of California in a 9-year period there were about 300 people seriously injured and 160 killed because of contact with high-voltage lines. And we are still a long way from a good answer to this very serious problem.

If we could "kill" or relocate power lines on every job where there is this exposure, we could prevent a lot of our trouble. But this isn't always possible.

We have many small jobs where the cost of moving or killing the lines would involve far more than the price of the job. Naturally, we must depend on the crane operator and his driver to keep a safe distance from overhead wires but things happen which defy all our efforts.

This is a situation where we

Jobs Still Holding Up Well in San Jose Area

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

There has been quite a bit of activity in the sewer work. The P & E Construction has about a mile and a half of sewer on Homestead Road, also around 4500 ft. of 48 inch storm sewer in a sub-division off of Homestead Road. They have about two weeks left of their storm drainage project on Wright Ave. The Ince Bros. are still busy on their project on

Living Cost At Peak; Still Rising

The cost of living hit its fourth all time high in five months when the Dept. of Labor's Consumer Price Index soared to a record October reading was one-half of 1 117.7 on Oct. 15—and it's going still higher.

The department's Bureau of Labor Statistics reported the mid-per cent, or six-tenths of a point, higher than the 117.1 of Sept. 15, 2.4 per cent higher than on Oct. 15, 1955, and 15.6 per cent higher than just before the outbreak of fighting in Korea, on June 15, 1950.

The prediction that the figure will continue to climb upward came from BLS Commissioner Ewan Clague, who at the same time said he could not see any wild inflation in sight.

"The index is rising and I think it will go up some more," he said, "but I don't see it blowing its top."

He expressed hope that the trend would be reversed after the first of the year, but said much depends on the effect of the Suez crisis.

Organization Lag In California

The number of workers in California is growing faster than the number of members in unions, figures released by the State Dept. of Industrial Relations show.

Although the state's total union membership reached 1,689,500 in 1956, an increase of 4 per cent over the previous year, there were 6 per cent more non-agricultural workers in the same period.

In the San Francisco Bay Area, union membership rose 3 per cent—somewhat under the state average. About half of all agricultural workers in the Bay Area are union members.

must rely on the human factor. Operating or moving a crane is like driving a car. Sometimes the most experienced man may commit a small act of carelessness and get into serious trouble. It is a job where men must be constantly reminded of the many things that will and can result in an accident. I'm sure that they sometimes take chances or shortcuts which eventually cause serious trouble.

One of our problems is that we have many single rigs working at isolated spots, and the only persons on the job representing our company will be an operator and his oiler. There is no crew foreman.

Since safety is a matter which does require supervision, we lack it on these isolated jobs. Therefore, we do like to send a rigger foreman and crew of whatever size the job necessitates.

We have comparatively little trouble with our old regular crews, but the new or transient crews need closer supervision.

Not long ago, we were backing a rig into an area where careful maneuvering was required, because of overhead wires. The operator attempted to signal the driver of the crane to stop, and for some reason the horn failed. The boom made a complete mess of the wires.

Fortunately, no one was hurt, but I shudder to think what might have happened had there been workmen there at the time.

SACRAMENTO, contract awarded to Gibbons & Reed, 825 W. 9th N., Salt Lake City, Utah, \$4,605,488 for 6.9 mi. 4-lane div. hwy. graded & surf. w/pltnix surf. on cem. tr. base & untr. base, 15 mi. S. of Dunsmuir betw. 0.5 mi. N. of Lamaine & 0.8 mi. N. of Shotgun Creek, SHASTA COUNTY.

Tully Road which goes quite a ways down 101 Highway. Atwater Underground has started their sewer project in East San Jose which should keep a few of the Brothers going for approximately a month and a half. Pisano Bros. have completed the 72-inch storm drain which connects with P & E Construction Co. off of Wright Ave. Sondgroth Bros. moved considerable dirt on the Pisano contract. Brother Dick Weatherall had his 80 N.W. dragline to complete the ditch on this contract.

At the I.B.M. plant, Scott Plumbing has been very busy with their storm drain. They had one truck crane, Brother Larry Walker with his backhoe and two ditching machines from John Mauck. Also on this project, Ed Keeble is still making sub-grade for the parking lots. Piazza Construction Co. is doing the paving. Brother Ed Keeble has one 54 B. shovel and a model 6 dragline which Brother Mattingly is operating.

Brother Strickland, project manager for Fredrickson and Watson, is making good progress on their Freeway job through Alviso. They have two 80 D. shovels in the pit at the Calaveras Quarry and on the Moffett Field job two 80 D drag-lines. In this Alviso area, Kelly Bros. have about completed their canal work with the help of Archibald Const. Co. of Redwood City and Bellicitti and Pellicciotti.

MOFFETT-STANFORD

We have been informed that there is a possibility of a runway at Moffett Field and that work will continue on that job by Fredrickson & Watson—the same company has Alviso and Mt. View Highway job. Work has been continued on both the Stanford job and at Lockheed and more buildings are to go up in the near future. The Lockheed Company has also acquired a large acreage in the Boulder Creek area, where they will develop a testing area.

Associated Engineers have started their Stanford Underground job which will keep several of the Brothers busy during the wet season.

We have been advised that contracts will be awarded within the next few weeks for the new General Motors Assembly plant at Sunnyvale.

Chas. Harney Company is continuing with the grading on his two contracts and the Bayshore Freeway, and will continue to haul import material throughout the winter months.

The Uvas Dam has about completely shut down. Piambo Construction Company have done all

they can until next spring. Three or four cats are still working on the access roads around the dam.

Midwestern-Johnson-Dixon have completed their 32-inch gas line in this area and are now in Mendota for approximately three weeks, after which they will go to Needles, Calif.

American Engineering Company, which is owned by Tom Hanna, is making fair progress on their Los Laureles Grade job. This road job is located between Salinas and Carmel Valley. Brother Jack Gardner is the General Foreman on this project and Brother Bob Davis is the Shifter. Other Brothers working on this job are: Shorty Munson, Wm. Harris, Geo. Cooper, Lee Curtiss, Ed Stubblefield, Ken Dyer, W. Cossey, J. C. Kelly, Joe Loveley and R. B. Bateson.

The following Brothers are working on the one and a half million dollar job at Point Sur: John Hinote, the Shifter, Dean Hyden, Roy Harris and Lloyd Farwell.

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.

CONSTRUCTION AWARDS

DECEMBER 12, 1956

SACRAMENTO, contract awarded to Clifford & Bodenhamer, P.O. Box 664, Redwood City, \$120,440, for const. bridge acr. outlet creek near Longvale, MENDOCINO CO.

SACRAMENTO, contract awarded to Assoc. Development Co., 1717 4th St., Sacto., \$21,987, for excav., backfill, cut well casing & grouted cond. pipe, conc. pipe, piping, engine & controls, etc., well station No. 6 except deep well turbine pump & right angle gear unit for const. 18 camels from exist. tbr. baulks, incl. nec. steel work, timber const. & painting at Naval Air Station, Alameda.

PALO ALTO, contract awarded to Assoc. Engineers, Inc., 3606 El Camino Real, Palo Alto, \$324,167, for const. sani. trunk sewer, city of Palo Alto.

SAN FRANCISCO, contract awarded to Eaton & Smith, 1215 Michigan St., S.F., \$39,439, for trk. removal & pvmt. reconst. on Fremont St., City of San Francisco.

SANTA CLARA, contract awarded to Leo F. Piazza Co., Rt. 1, Box 800, San Jose, \$27,765, for impvt. of port. of Stevens Creek Rd., and port. of Santa Clara Los Gatos Rd.

"There Must Be Some Way We Can Forward March To The Rear"



\$80 Million for N. Calif. Highways Set by State

More than \$80 million for construction of new highway projects has been set up in the 1957-58 state highway budgets for various Northern California counties, a figure which is included in the all-time record budget of \$350 million for the entire state, including rights of way costs.

Some of the bigger north-state jobs to get underway in the new year are the following (costs in millions): Eastshore freeway in Oakland \$6.4; Walnut Creek bypass, \$7.5; US 99 at Madera, \$3.4; Los Gatos freeway, \$5.7; US 99 in Shasta county, Sacramento canyon, \$4.5; US 40 freeway in Vallejo, \$4.3.

Federal aid is being increased under the new National System of Interstate Highways, thus releasing state money for expenditure all over the state.

State law now permits awarding of highway contracts as early as Jan. 1, six months before start of the fiscal year, thus enabling the division to take advantage of favorable construction weather. Therefore contracts are now being awarded under the new budget.

Following are the larger projects \$500,000 and up, in the various N. Calif. counties, listed alphabetically:

ALAMEDA: Eastshore freeway in Oakland, \$6.4 million.

AMADOR: Lancha Plana Rd. E. of Martell, \$1 million.

BUTTE: Oroville expressway, \$750,000.

CALAVERAS: Murphys to Big Trees, \$550,000.

CONTRA COSTA: Walnut Creek bypass, \$7.5 million.

HUMBOLDT: US 101 south of Dyerville, \$2.6 million; north of Big Lagoon, \$1.3 million.

MADERA: US 99, north of Madera, \$3.4 million.

MARIN: US 101, north of Greenbrae intersection, \$1.3 million; Petaluma Creek bridge, etc., \$2.3 million.

MARIPOSA: Acorn Inn to King Solomon Mine, \$1.2 million.

MENDOCINO: US 101 north to Hillville, \$2 million; Gualala bridge, \$625,000.

MONTEREY: US 101 through Chualar, \$620,000; US 101 north of Salinas River, 1.6 million.

NEVADA, PLACER: Squaw Valley Rd. to Truckee Wye, \$1.4 million; US 40, Hampshire Rocks to Soda Springs, \$3.1 million.

PLUMAS: US 40 Alt., west of Spring Garden, \$1.3 million.

SACRAMENTO: Sacramento River bridge at Rio Vista, \$1.1 million.

SAN FRANCISCO: Central freeway, S. Van Ness to Turk, \$5.2; freeway, Lyon St. to SR 1, \$3.9 million.

SAN JOAQUIN: US 50 east of Tracy, \$1.1 million, and Richards Ave. to Charter Way, \$1.1 million.

SAN MATEO: El Camino Real, 31st Ave. to Poplar, \$1.3 million.

SANTA CLARA: Los Gatos freeway, \$5.7 million; Bayshore fwy., Stevens Creek to Ellis St., \$1.1 million.

SHASTA: US 99, north of Lamoine, \$4.5 million.

SOLANO: US 40, interchange west of Fairfield, \$1.1 million, and Vallejo Wye to Redwood St., \$1.3 million; Vacaville-Dunnigan cutoff, \$1 million.

STANISLAUS: US 99, Modesto freeway, \$1.3 million.

SUTTER: Knights Landing to Onstott Rd., \$700,000.

TEHAMA: East of Lassen Camp to Mineral, \$980,000; east of Tedoc Rd. to Dry Creek, \$775,000.

TULARE: County Rd. 80 to Mooney Blvd., \$1.1 million.

TUOLUMNE: 7 mi. E. of Stanislaus Co. line to Montezuma Rd., \$1.5 million.

YOLO: Vacaville-Dunnigan cutoff, \$3 million.

REDWOOD CITY, Contract awarded to Belle-Haven Realty Co., 1420 E. 3rd Ave., San Mateo, \$199,885, for const. of new Police Bldg. across from the City Hall, Redwood City.

CARSON CITY, NEVADA, Contract awarded to Silver State Const. Co., P.O. Box 191, Fallon, Nevada, \$892,399, for 14.280 miles plus grade & surf. on U.S. 95, betw. 12 mi & 2.4 mi. N. of Schurz, MINERAL COUNTY, NEVADA.

Survey Notes— HOME BLDG. HIT HARD BY TIGHT MONEY

By AL BOARDMAN and
BILL MINAHAN, Bus. Reps.

The employment picture in the survey field is not an encouraging one. More and more home developers are closing down . . . the latest firm to leave the engineering field is Oddstad. The tight money market, plus rising real estate and building costs are well on their way to eliminating private land survey work. Heavy construction should be good this year and take up some of the slack.

The California Highway Department has at long last recognized the value of sub-professional technicians. They have established civil service classifications covering high school graduates with no formal training and a higher level for graduates of two year terminal courses offered by technical institutes and California Junior Colleges. In these new classifications the sub-professional can advance step by step to a sub-professional grade, equivalent to the lowest professional grade requiring engineering registration.

The Highway Department hopes, by this program, to halt the expensive engineering personnel turnover. In the past, professionals have objected to such a program because they feared that the sub-professionals would take over the so-called professional work! Now, if the highway department would just take over the union wage rate and pay the prevailing scales, their problems would be solved. It seems that the engineer should expect everything BUT a good livelihood!

The next 3-E meeting will be held at 474 Valencia Street, San Francisco on Friday evening, January 25th, 1957, at 8 p.m.

PALO ALTO, contract awarded to L. C. Smith Co., 225-19th Ave., San Mateo, \$10,150, for repair and resurf. exist. bitm. pavement, approx. 94,000 sq. ft. sta. rds. and approx. 19,200 sq. ft. of parking lot & approx. 4,500 sq. ft. of parking lot adj. to Bldg. T-3 & T-6, et., Vets. Admin. Hospital, Palo Alto.

PERKINS, contract awarded to Gavel & Glanders Const. Co., 229 "W" St., Sacto., \$102,345, for const. Segregation Unit, at No. Calif. Reception Center & Clinic, Perkins, Calif.

CARSON CITY, Nev., contract awarded to Jack B. Parson Const. Co., Smithfield, Utah, \$612,192, for 15.189 mi. grade, rdmix. por. of SHS on SR No. 11, betw. jct. SR No. 18 & 15 mi. N'ly, ELKO COUNTY, NEVADA.

Record Year Is Seen for 1957

(Continued from Page 1)

a big job. First of it already started at Glen Canyon, assuring a big year ahead. Calls for men around Salt Lake; from Bingham mines and the big Promontory cross-lake rail job.

Nevada: Highways still moving as light weather permits, also the mines.

Redding: Last year was our biggest year since Shasta Dam 18 years ago. The new year will be tripled over 1956, with the big Trinity job topping the list. It is a strange season—very cold, little moisture.

Eureka: The weather is friendly so far—instead of the usual wet, blustery invasion. Jobs move where can. A 450-foot slice in Highway 101 at Dyerville, state's deepest.

Marysville: New power and tunnel work contracts due. Last year was our best year, the next one looks good.

Sacramento: The boys are buzzing on Highways 40 and 50 over the Sierras, major improvements, also on the valley mainline, 99.

Stockton: Slowed down to a trot, more from habit than anything. Most jobs have wound up, except Tri-Dam, and it is getting ready to finish.

Fresno: Going strong as long as the dry days hold.

San Jose: Major industrial expansion, such known names as GM, IBM, Lockheed.

San Mateo: Big Bayshore job getting under way.

Northbay: Off to a good start in the new year, looks good.

Oakland: Hesitancy to start new jobs since it is supposed to be raining now, so jobless list grows. But a very good year lies ahead.

Santa Rosa: A good year, right up to the end, and another one ahead.

San Francisco: Dry weather has helped job situation. More work contemplated in 1957 than ever before. The boys are dialing WE 6-1212 (weather forecast) every day now.

CONSTRUCTION AWARDS JANUARY 7, 1957

EUREKA, contract awarded to John R. Lovett, Hydesville, \$9230, for multi-plt. arch. culv. const. & rdwy. grade raised & surf. w/plt. surf., abt. 5 mi. E. of Alton at Wilson Creek, HUMBOLDT CO.

SAN JOSE, contract awarded to A. R. Bodenhamer, 1365 Glen Dr., San Leandro, \$31,072, for Flood Control Dist. Silver Creek Impvt., Unit No. 2, East Zone, SANTA CLARA COUNTY.

RICH FISH WATERS

About 98 per cent of the world's fish catch comes from the waters which are located within the northern hemisphere.

In the Islands HAWAII GETS 2ND PAY HIKE

By J. K. WAIWAIOLU,
Business Representative

Three months ago 4,000 construction workers throughout the territory of Hawaii received an across the board increase of 10 cents per hour.

As of January 1, 1957, this same group of workers will receive pay increases ranging up to 20 cents an hour. This was released by the General Contractors Association of Hawaii.

The wage hikes will be given to carpenters, cement finishers, equipment operators, construction laborers, pipe layers, plasterers and lathers, painters, truck drivers and others.

It was stated that some classifications, such as heavy crane and shovel operators would receive 20 cents per hour. Carpenters, cement finishers and some equipment operators will receive 15 cents per hour. According to statements made by the CGA of Hawaii, the increased wages will be reflected in higher construction cost, "but it will be only one contributing factor."

It was also noted that increased wages on the Mainland were resulting in higher material prices. Increases in rail and ocean freight rates also will have to be considered, along with expected increases in insurance rates and taxes.

To us in the labor movement and especially in the construction industry, we find this voluntary increase of wages by the contractors as another block to organizing the non-union men in construction.

Hawaiian Dredging & Construction Co. is preparing to start their \$25,000,000 project, one of the nation's largest shopping centers on Ala Moana next to Waikiki, beginning sometime early this year. This project is scheduled for completion in late 1958 or early 1959.

The Sears, Roebuck Co. will occupy one of the larger stores which will cost an estimated \$3,500,000.

GUAM DREDGE JOB

Hawaiian Dredging and Construction Co. is also looking toward the island of Guam for some work that will be let out by the Navy and the Air Force that would cost nearly \$20,000,000. This, the \$35,000,000 project on Midway Island, and other locally shows the amount of work to be handled by one general contractor only.

The second bore along the present Kalihi Tunnel is scheduled to be let out for bidding some time this year. It is assumed that J. M. Tanaka who is now building the Pali tunnels is also interested as is the present Wilson tunnel contractor, E. E. Black, Ltd.

Foundations for Kaisers Aluminum Dome Auditorium have just been completed and the actual dome construction starts immediately. It will be of some interest locally to watch it progress as it will be the first of its kind in the islands. Brother Miyashiro handled the backhoe for Kobatke Const. Co. on the foundation digging.

The two hoist assemblies on Kaisers 14 story hotel are now complete and operating with Brothers Jenah Kenolio on the material and passenger hoist and Dick Richards on the cement dump.

Mr. Learner, of Flynn and Learner is in town and was contacted before the new year for an interview on contract possibilities. He withheld meeting with us until his local manager was back in town after the holidays.

The new Safety Code for the territory went into effect last Tuesday, January 1. Although a little late for those who have passed on, nevertheless it is comforting to know that the code will give the Division of Industrial Safety some teeth in policing the islands industries. This code will also make management more cognizant of their responsibilities to their employees, as they are subject to fines and penalties for violations.

To Operating Engineers in Hawaii, for 1957—"think safety, work safely," better safe and happy than sorry.



Morning delivery of Caterpillar and John Deere repair parts ordered the previous day has been started by Peterson Tractor Co. from the San Leandro HQ to four convenient pick-up points. The new pick-up locations and times are: Hayhurst Transfer, 12955 San Pablo in Richmond, 8:45 a.m.; Marin Storage, 444 DuBois, in San Rafael, 9:30 a.m.; Patterson Machine Shop, 785 Old Country Rd. in Belmont, 8:30 a.m.; and Peterson Tractor Co., 945 Harrison St. in San Francisco, 8:00 a.m.