



ENGINEERS NEWS

OPERATING ENGINEERS LOCAL 3

STATIONARY ENGINEERS LOCAL 39

VOL. 13 — No. 10

SAN FRANCISCO, CALIFORNIA

OCTOBER, 1955



Embarcadero Freeway Shaping Up Fast

A newcomer amongst the bridges is the \$40 million Embarcadero Freeway shown here as it crashes its way in big strides into the waterfront district. At the point shown in this picture there is a merger of the highways—No. 101 (or Bayshore) and No. 40 (or the Bay Bridge) cross paths. Embarcadero hops high over bridge approaches and swings down with bridge trains and traffic into the downtown area. Then it will roll west along the waterfront up to Golden Gate Bridge where it resumes its journey northward as Highway 101. (Bridge car, train turnoffs in foreground.)



Aerial Ferry on the Feather River

Operating Engineers are key men on a \$45 million PGE power project on the Feather River, which is an unusual job, to say the least. If you work on this project you may go miles underground or sail through the air 200 feet above river on this 1285-foot cableway. The cable car on the line is big enough to hold 225 men and takes two minutes to cross one way. It is powered by a 75 horsepower motor, operated by Engineers. The cableway saves the men a long uphill walk of about three fourths of a mile each way. The big gopher job down below consists of 34,000 feet of 24-foot tunnel, a \$15 million job, with dam and powerhouse to come later.

—Photo by Les Collett

11 Minutes Across The Bay in 1962; Transit Plan Told

Eleven minutes from downtown Oakland to downtown San Francisco . . . 24 minutes from Walnut Creek to Oakland . . . these are samples of travel time a la 1962, if the Bay Area Rapid Transit Commission's plans are adopted.

The result of two years of study by a New York engineering firm, the plans have one major objective: to get the Bay Area commuter and shopper out of his car and into a rapid transit train. Cost of the plan is over \$1 billion.

The plan now gets careful study by Bay Area civic leaders before any steps are taken toward a start on it.

Major points include: An underwater trans-Bay tube from San Francisco to the S. P. Mole in Oakland. Subways for business districts of Oakland and San Francisco. A main east-west elevated and subway line west from Concord to Oakland and San Francisco. A main north-south line starting at Richmond, running to Oakland and Hayward. Another north-south line from San Rafael, below the Gate Bridge highway deck, through the city (S. F.) and south to Palo Alto.

★ ★ ★

In Memoriam

- R. J. (ROBT.) LEWIS
Sept. 21, 1955, Marysville
- JAMES E. SCHWENK
Sept. 21, 1955, Fresno
- J. W. MORTON
Sept. 27, 1955, Sacramento
- LEWIS R. HEASTON
Sept. 28, 1955, Sacramento
- JAMES C. STEWART
Oct. 3, 1955, Oakland
- ARCHIE R. DARLING
Oct. 10, 1955, Campbell, Calif.
- ALTON IVIE
Oct. 7, 1955, Bingham Canyon, Utah

★ ★ ★

Loc. 3 Directory In This Issue

Directory of officers, business agents, and branch offices of Local 3 appears in this issue of the Engineers News, on page 2. There have been some changes in the directory—names, addresses, and telephone numbers, since it last appeared, in the May issue of the paper.

All Urged to Clear Under Loc. 3 Good Standing Fund

ATTENTION ALL MEMBERS . . . For the benefit of those members who may not be familiar with the GOOD STANDING FUND I wish to bring out the fact that on November 1, 1954 the members adopted by an overwhelming majority, the following rules governing this fund:

"SECTION 2. (In Part) This Fund shall be known as the Local Union 3 Good Standing Fund and maintain its own titled depository in an established bank in the City of San Francisco.

"SECTION 3. The purpose of this Fund is to provide a means to financially assist those sick and stricken with extended illness, or disabled for protracted periods by accident and injury, with the payments from this Fund of their monthly dues and assessments, and thereby securing their membership and protecting their benefits in this Local Union and the International Union.

"SECTION 4. There will be paid from this Fund and transferred to the credit of the account of the entitled members upon the approval of their individual claims, the sum equivalent to their membership dues and assessments in the amount approved for the periods of illness or disability, inclusive of six (6) months' continuous duration in any two (2) years' period. Applications for consideration of extended good standing benefits beyond the six (6) months' period must be approved by special resolution authorizing continuance, by the Executive Board.

"SECTION 5. Members making application to this Fund must be in compliance with the following:

- (a) Have been in good standing up until the affiliation of sickness or disability.
- (b) Have been sick or disabled for more than one month.
- (c) Present a claim accompanied by a Doctor's Certificate showing date of illness, nature of sickness, and duration."

If you have already paid your 4th Quarter dues and DID NOT include the \$1.00 for the GOOD STANDING FUND, you are requested to send it in immediately. If you have not as yet paid your dues for the final quarter DO NOT OVERLOOK including it with your payment. REMEMBER . . . IT IS DUE AND PAYABLE ON OCTOBER 1st OF EACH YEAR and in order to be in good standing a dollar must be paid ANNUALLY, in accordance with the above resolution!

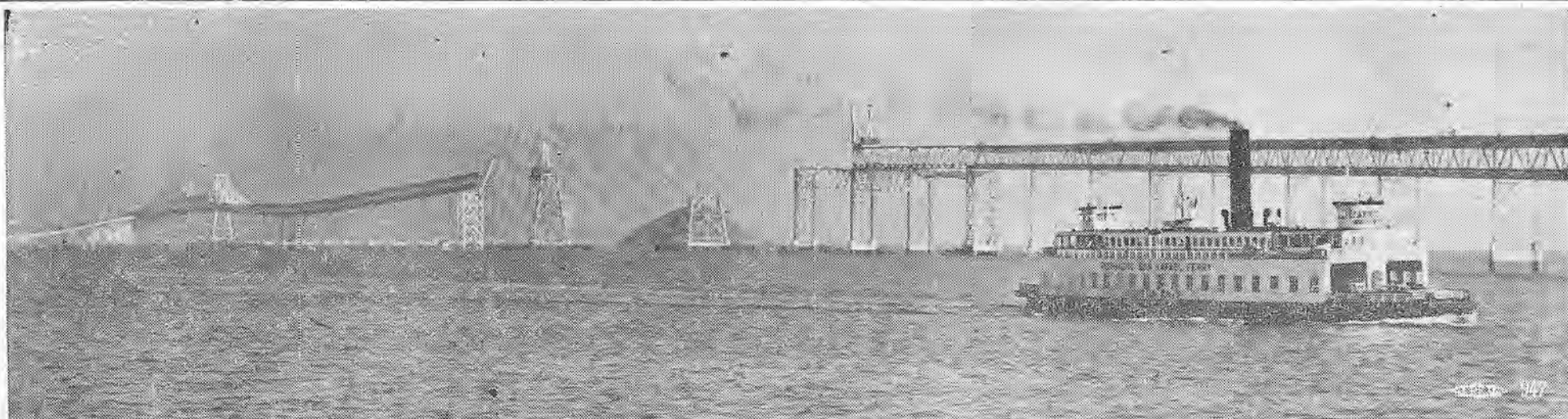
Final Autumn Rush Is Under Way On Jobs from Pacific to Rockies

The annual rush to beat the rains and snow is now under way on Local 3 construction jobs from the Pacific to the Rocky Mountains, climaxing one of the heaviest summer work periods in many years.

The push will go on into November and December—as long as old man North Pacific Jupe Pluvius allows—since many big jobs have got a needle behind them, the urgency of highway, housing, and industrial expansion.

A look at this month's interesting, well-written business agents' reports gives this year's Halloween-time picture in brief:

Sacramento—housing is a big industry in itself, pushing in all directions. (Continued on Back Page)



The little ferry Russian River attempts vainly to smoke-screen from our view a big, bad competitor rising in the background, one that will knock out another era in transportation on San Francisco Bay come 1956. Four of the ferries were busy hauling Sunday afternoon traffic when this picture was taken, and everyone on deck took in the dramatic scene before them, telling the story of change, from the old, slow, and picturesque to the new, fast, and utilitarian.

The Old and the New on San Pablo Bay

The Russian River, like its sister ships, has carried hundreds of thousands of happy holiday-seekers across the Northbay in past decades—most of them Eastbay folk heading for the beautiful river and redwood country for a day or a vacation. So there's much nostalgia connected with the ferries—they'll be hard to forget, as were those which

used to carry the load from San Francisco to Oakland and back.

This view shows progress on the \$60 million bridge, moving fast to a '56 completion date. The Richmond side cantilever section is finished, and the final gap will be closed by the San Rafael side cantilever. Between them is a noticeable dip in the bridge structure. The state two weeks ago provided money for paving a lower deck, which will make possible one-way traffic on each deck.

Report of Last Meeting

The meeting was called to order at 8:00 p.m., President Clancy presiding. Roll call showed all officers present with exception of Treasurer Vandewark, excused.

A synopsis of the Regular Meeting Minutes of September 10 was read and by motion approved as read.

Cards of thanks were received from Mrs. Lela Shoffner and family; the Robert J. Lewis family, Mrs. Rubenia Gil and Dorothy Knoll, the family of Charles Craft, and Mrs. Ellis and family. All were received and filed.

The following brothers were reported ill: James D. Asbury, Lewis Austin, Frank M. Armishaw, Jack Anderson, Emil Bonzani, O. Baxter, Bert L. Clem, James C. Christian, D. Carranza, Patrick Crossland, Frank DeRosa, Wm. Delucchi, Keith Erb, Harold Fitzgerald, E. W. Gabriel, Wm. L. Garrison, Owen W. Goodwin, Carlo Giaccone, Edward Hicks, J. E. Heaton, Ira R. Hamrick, Hargis Johnson, Albert M. Kristee, Geo. Larson, Clayton Morris, Thomas K. Moore, Wm. Martin, M. G. Murphy, Otto Miller, Guido Nosenzo, Harmon H. Nelson, Earl Ox-borrow, Harold Puckeylow, A. Clyde Robinson, Maurice C. Smith, Henry Stevenson, Clyde Sarmiento, Edgar D. Vest, John S. Williams, Clyde L. Whatley, Solen B. Welton, Thomas Wilwerding, Louis C. Youree.

The following Brothers were reported deceased: R. J. Lewis, James E. Schwenk, J. W. Morton, Lewis R. Heaton. The membership stood one minute in silence in respect to our deceased Brothers.

The Business Agents gave their reports which were accepted as given. Brother Ed Park, State Labor Commissioner gave a short talk. 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



REDWOOD EMPIRE BOUND — Pretty Sandy Teboe drives through the new \$1,750,000 Waldo Tunnel, now open to north-bound Redwood Empire traffic. The new tunnel soon will handle two-way traffic while the old tunnel and approaches are being reconditioned. In the background is the Golden Gate Bridge whose tolls will be reduced on Oct. 1, the second slash in 1955.



ENGINEER DENTISTS—Doing a lot of drilling, with specially-built rigs, courtesy Kiewit Company, are the brothers on the big Ramona Freeway job at El Monte. Kiewit got the job at \$6 million, largest single contract in state history. More than 4600 piling are being driven, and drillers, with pressure pot and hanging leads, are built around a 22-B Bucyrus Erie Crawler Crane, a Northwest Model 25, and a Northwest Model Six.

112 Million Now Have Social Security Cards!

Just 19 years ago, the first social security account number card was issued to a New England woman worker. Since then, over 112 million persons have been assigned account numbers and 7½ million beneficiaries are now receiving payments, totaling over 4½ billion dollars a year, according to Mr. Charles H. Shreve, District Manager of the San Francisco Civic Center Social Security Office.

Every single one of these benefits depended upon an individual worker's social security account number, and the wages that were recorded to his account. Each social security card represents a government insurance account. The number on each card is the key that makes it possible for the Bureau of Old-Age and Survivors Insurance to keep that particular social security record correct.

To the young workers of today, old age seems far distant. For this reason, Shreve says, many young people do not fully understand the importance of their social security account number card. They fail to realize that the social security program is not only for the retired worker at age 65, but also provides for survivors of a wage earner who dies at any age.

Every worker should remember these two important points concerning his social security card.

(1) Show it to every employer for whom you work and be sure he copies your name and social security number exactly as shown on your card. The employer needs your name and number for his quarterly tax report, so the wages you have been paid will be credited to your account.

(2) Keep your card in a safe place. If you or your survivors claim benefits, the number will make it easy to identify your account, which in turn determines the amount of the insurance benefit payable.

Application forms for social security account number cards can be obtained from the San Francisco Social Security office located at 1266 Market Street.

Won't you be very, very happy when your sentence is over?" cheerfully asked a woman of a convict in prison.

"I dunno, ma'am, I dunno," gloomily answered the man.

"You don't know?" asked the woman in amazement. "Why not?" "I'm in for life."

Motorist: "How far to the next town?"

Native: "About three miles in a bee line."

Motorist: "Well how far is it if the bee has to walk and roll a flat tire along?"

"That new doctor I'm going to advises you to play golf for your health."

"And if you play already, what does he say?"

"He tells you to stop."

Many a unionist's wife has spent his union-earned money to assist those non-union employers who wrote the Taft-Hartley bill. All trade unionists' wives should buy union-made goods and use union services.

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Operating Engineers - Local Union No. 3

**Directory of Officers and
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Vice-President.....H. O. Foss
Recording-Corresponding Secy.....C. F. Mathews
Financial Secretary.....R. F. Swanson
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- Ed Doran, Chet Elliott, Al Clem, Al Boardman, Harry W. Metz
Ed Park, C. L. Casebolt

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George Farrell Ogden 3-4359
Glenn Fullmer CRestwood 7-2450
Jay Neely PROVO, FRANKlin 4-0500

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M. G. Murphy CYpress 5-1824
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H. O. Foss GLENwood 3-8323
F. A. Lawrence GLENwood 4-2214
Louis Solari GLENwood 4-3565

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Glenn L. Dobyns Santa Rosa 60
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J. H. Waiwaiole HONOLULU 74-9053

What's Doing in the Oakland Area

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

The Oakland office has remained very busy during the month of September, in fact, cleared 518 men for various jobs in the Area. We are still in need of finish blade men, in fact, dirt moving men of all types, with the exception of crane operators and shovel men.

If this nice weather continues, it will be good for both the brothers and the contractors who would like to get as much of their work completed before the rains. With the quantity of construction work in progress in the Bay Area, it does look as though they will be very busy for some time.

J. P. Marchant and James Sinds are building the Mt. Diablo Physical Therapy building across from the Contra Costa Junior College near Pacheco. The therapy building will consist of 10,000 square feet of floor space at a cost of \$150,000.

We would like to take this opportunity to thank the following brothers who are doing a very fine job of operating this equipment on this project: Robert E. Riggleford, L. Stark, Darwin Smith, George F. Machado, James Adkins, James Villa, Prentice Nunn, Wayne Morris, H. F. Dooley, Phil Allen, Jones, and Larry Shaw. The following companies equipment is being used: Ransome Company, Excavator, Stan Baer, Tony Dennis, Gallagher & Burke, Turrian Sons, and Martin Brothers.

Immel has a job on Cypress street which consists of widening and resurfacing 3000 feet at a cost of \$21,000. Brothers Gordon Campbell, foreman; Bryant Laws, dozer; and Russ Bates and William Clark, blade.

Healy-Tibbitts Construction Company was awarded a contract for 200 feet of concrete box storm sewer on Lakeshore from Lake Merritt to a point across MacArthur Boulevard. The sewer will be 3' - 6" x 10' at a cost of \$253,000. The Raymond Concrete Pile Co. is driving the test piling and will provide 300 support piling for the sewer.

Brothers Robert Wood and H. B. Keering are the engineer and foreman for Raymond and Brothers on Davis and Mike Rogers, operator and oiler respectively are on Healy-Tibbitts Northwest 25 Clam.

Merle Barton is operating the Clyde Whirley for Wagner-Haus Company. They have accepted a ten-year lease on a portion of the Oakland Dock & Warehouse Yard where they are making extensive repairs to the crane and the pier that is requiring some attention.

The H. K. Ferguson Company is nearly completed the Isophthalic Plant being erected in the Standard Oil Company Refinery, Richmond, Calif. This project was started February 20, 1955, and anticipate completion sometime in November of this year. They had previously completed the off-plot work on this job before commencing the Isophthalic Plant. Most of the following Brothers have been working on this job for over a year: George "Fat Boy" Hazelwood, foreman; Mechanic; Tiny Wallace; Travis Price, handi-crane operators; Don Miefert, Gene Hansen, Roger, and John Colburn, Blading Machines; Al Newhouse, Impresors; Charles Solway, Waste Truck; Roger Powell and Mark, Technical Engineers; Ed Daigh has been operating Sendahl Company Crane and C. Baker doing the oiling.

Gordon Ball has laid 2000 yards concrete paving on the Castro Valley freeway and anticipate finishing some time in December. Ed Wentworth, foreman; Floyd Vis, master mechanic; Jack Macys, crane operator; Charlie McFay, crane operator; Bill Deitch, operator; Jimmy Kohler, Johnson; Jack Fish, grease truck. Trifon, Phillips, & Weisberg completed five bridges on the Castro Valley freeway and have three bridges remaining on which Engineers are still employed. Three Engineers are still working their 52 million gallon reservoir

for the City of Hayward which is now 66 per cent complete.

Rosendahl Corporation has the contract for the new Pabco Gypsum Plant on Cherry Road in Newark. They subcontracted most of the work out to Barrett Construction and San Jose Steel is erecting the steel, setting machinery and doing the insulation. It should take about five months to complete this new gypsum plant. Orvice Craig is operating the Bay City truck crane and Dwayne Craig is oiling.

Rose and Matoza of Castro Valley just completed the job for Alameda County on 150th Avenue from Foothill Boulevard to Hog Ranch Road. Along with Kim Pagonis this job kept five of the brothers busy for two months.

The \$39,500 project let to Rose & Matoza and of which four of our brothers have just completed placing 17,000 yards of impacted fill at Pabco Plant on Cherry Road in Newark. Remaining is all the rock-ing and paving of parking areas and roadways before the job is completed.

Rose & Matoza \$18,000 street project for the Bevilacqua Brothers subdivision on Grant Avenue in San Lorenzo is shaping up nicely.

Their jobs on First Street in Pleasanton and Pleasanton Sunol Road are really moving the dirt. The bids on both jobs together are \$120,000, consisting of widening and reconstruction of the roads for Alameda County with both jobs running jointly.

They also have just been awarded three more jobs; Livermore High School on East Avenue; Castro Valley High School which will start in 10 days, and some more road work on First Avenue in San Leandro will start soon.

The following brothers are working for Rose & Matoza; Kim Pagonis and John Rose, foremen; Daryl Ling, grease truck; Charles Pedro, mechanic; Harley Hall, cat and can; Bobby Dias, loader; B. Batts, roller; Jim Saunders, blade; Don Santos, D-8 and Sheepfoot; John Parker, roller; Monroe Phillips, cat and can; and Dwayne Bryden, push cat.

Justice Dunn was just awarded the contract from Goforth Builder to do all the lawns and grading on the El Rancho Verdi tract in Hayward. They are now using three Fordson Tractors doing the grading now and will require more later. The following brothers are now employed: Darold Swanson, Richard Dunn, and Lee Banick on the Tractors. This job will take at least another year to complete.

Orinda Excavating & Paving Co. have just moved into Tennyson Village tract on Tennyson Road to do all the subgrade, street work, curbs, gutters and sidewalks. They received the subcontract from J. R. Armstrong and have over 5000 yards of dirt to move. Wayne Morris, Phil Allen, Pop Shouse, Ed Bohunnan, Fred Haymes, and Jim Bryant are working on the job.

The H. H. Anderson Company of Hayward is really moving dirt on their mile of "D" Street, and it is too bad the late Mr. H. H. Anderson couldn't see this job through to its completion. They have better than 15,000 yards of dirt to move on the rebuilding of "D" Street. After they finish moving the dirt, they will have approximately 8000 tons of black topping to apply which will require about 60 days to complete. They have rented from Stahl & Shattuck two DW-10. Bro. J. Brown is superintendent and working with him are Huston, Chandler and M. H. Hunt, blade; and Al Homes, roller.

C. J. Woods' project at the Fair Way Park Tract on the Hayward-Niles Road in Hayward is coming along in very fine shape. They have 200,000 cubic yards of dirt to move and 1,500,000 feet of paving. Bro. J. O'Leary is the superintendent with J. Walker as foreman and the following brothers are doing a real fine job: R. Madson and A. Thomson, blade; I. Irwin, Mechanic; F. Mayo, DW-10; R. Freeman, loader; B. Lampley, roller; Paul Bennett, DW-15; G. Grundy, D-8 dozer; C. Holst, No. 12 blade; and A. Berryessa, roller.

When this job is completed they have the following contracts already awarded them: 25,000 cubic yards of dirt to move and 150,000 feet of paving on the Westwood tract at Hesperian Boulevard; Jackson Street they have 40,000 cubic yards of dirt to move and 500,000 feet of paving; and 500,000 cubic yards of dirt to move in the future on another job.

The Vita Peat Company are in full swing taking peat, drying and sacking from Frank's Tract. The brothers working for Koser on this job are Walter Bennett, foreman; Fred Mello, clam; Norman Miguel, oiler; and Roy Hayes, loader.

The Fisher Brothers land leveling and canal job at Rio Vista is keeping us very busy. Brother Walter Fisher is out on the road and really keeps the jobs rolling in. They also have the following brothers employed on this project: Sal Fisher, repair work; Ralph Chandler, dragline; Milton Knarborg, oiler; and Roy Crouch, operator.

Ransome Company were successful in getting the DuPont job which at this time consists of 20,000 yards of dirt to be moved. Marvin Dean as foreman; Dewey Morgan, loader; Harold Delfouse, cat and can; Hoyhe, cat and can, Watkins, dozer; Carl Crawford, push cat; Ben Taylor, grease truck; Lester Nedrow, blade; Gerald McCullough and B. K. Miller, DW-26.

The \$95,000 sewer project at the Monument in Concord is being done by A. J. Peters and Son. This job consists of 2400 feet of 33 inch; 3500 feet of 12 inch and 6 inch. The following brothers are working on this job: Sam Vigil, foreman; C. C. Smith, boom cat; Steve Eachus, parson 310; Louie Piro, oiler; Ernest Miller, loader; Paul Spencer, clam; Charles Parker, oiler.

Aguiar Brothers just finished paving and putting curbs, gutters and sidewalks in San Pablo. They have also finished sewer for Richmond Golf Club, one on Giant Road, and sewer line for Contra Costa County Corporation yard on Road 17, Richmond. They are now very busy putting in storm drain line on Barrett Avenue. They also have the contract to put in curbs, gutters, sidewalks and pave the street of which now is more than half complete. They will move the trenching machine to 37th and Meeker Ave., Richmond, to put in the 39 inch drain. Frank Aguiar Jr., running loader; Tony Aguiar on backhoe with his son, Bob Aguiar, doing the oiling; Albert Aguiar, trencher; A. E. Cabral, oiler; Joe Gana, blade.

Malfitano and Sons of Pittsburg, were awarded the subcontract from Martin Brothers to do all the site grading for Church Hill Terrace and Pinole Estates. The Church Hill Terrace project consists of 165,000 yards of dirt to move on the first unit of this housing project. The Pilot Homes and Pinole Estates consists of approximately 300,000 yards of dirt to move. This work is under the supervision of Bro. Clyde York; working with him on these jobs are Ed Lazz, George Hersick, O. G. Kelly, Pat Campbell, Melvin James, W. Norvell, F. C. Serrates, Johnny Saunders, Howard Million, Obert Dickey, Bryant Morgan and Roy Smallwood.



SAN PABLO HOT STUFF—Operator Vern Storey is both modest and business-like as he turns his head away from the scenic attractions on this job, O. C. Jones track removal and repavement on San Pablo Avenue in Oakland and Berkeley, biggest thing to hit this 10-mile straight cowpath in years. As the procession of assorted rigs paraded past the Burlesque house, there were some glances in that direction, but the ladies never once came outside to perform. It is said the job was well policed by wives at this point, to make sure the boys were not paving their way to some mischief in this little drama which we will call "The Beauties and the Bulldozer."
(Picture from Oakland office of Local 3.)

News About The Brothers

It is good news to hear that Fred Beving is making such fine progress after his slight heart attack.

It's nice to know Otha Lines is now home after his week in Eden Hospital with a lung collapse.

Jay Tomberlin, truck mechanic for Lee Construction, is back to work after being off a month with the mumps.

Lucky Fred Stratton took a week off to go deer hunting—we hope the hunting was good!

Walter Ramay has just bought a D-2 Loader and has gone into business for himself. He has a stockpile of top soil located at Hesperian Boulevard and Russell City Road; he will deliver top soil anywhere. Good luck in your new undertaking, Walter.

Oscar A. Carlson, who works at Todd's, broke his ankle a few weeks ago while playing badminton with his family. Oscar's ankle will be in a cast for about another five weeks—however, hope to see you up and around soon.

Bro. S. D. Warren had the misfortune of being in an auto accident, and will not be able to work for some time. We all will be looking forward to seeing you back on the job.

Also among the hunters was Larry Graham who went elk hunting for two weeks in Chamberlain, Idaho. Larry bagged an 800-pound bull elk.

Brothers Charlie Russell and Eric Glasgow went deer hunting in Red Bluff "Wilson Lake"; however, unfortunately didn't see a thing and are under the impression there isn't any deer in the country.

Joe Aguiar managed to take off three weeks from his job in Richmond to go deer hunting in Canada. He succeeded in getting a moose; with the others in his party they came home with six.

Sept. 27, 1955
SAN FRANCISCO, Contract to Somers & Stacy, Box 938, Klamath Falls, \$337,894 for 7.202 mi. grad. & culverts, Proj. Calif. F.D.R. 40-05-C, Callahan-Cecilville, Klamath National Forest, beginning 7 mi. W. of Callahan & extending SW'ly 7.202 mi. in Siskiyou County.

SAN FRANCISCO, Contract to Associated Pipeline, Inc., P.O. Box 66, South San Francisco, \$45,783 for laying 12" cast iron mains in California St., betw. 4th & 18th Avenues.

In the Islands BIG HAWAII JOBS OK'D

By J. K. WAIWAIOLE Business Representative

The proposed \$30,000,000 investment by the Standard Oil Company to build an oil refinery in the islands, preferably on Sand Island as the most logical place was given quite a boost when Governor King and other leading citizens went to bat for the company by projecting the economic importance of the planned refinery.

The \$30,000,000 investment, the governor said, would provide much needed employment to several hundred persons at a time when the labor force is growing at the rate of 4000 a year.

Governor King signed legal documents clearing the way for Kaiser Community Homes to begin work on its proposed \$20,000,000 beach and tourist development.

Mr. Kaiser said that work will begin at once. Forms are now being built for pouring the foundations of the cabana club, first step in the project. Plans for a large hotel and convention center are being developed in Los Angeles by Fritz B. Burns, Mr. Kaiser's partner.

The agreement also provides that Kaiser Community Homes construct, at its own expense, a lagoon in front of its John Ena estate property about 650 to 450 feet.

The William Blackfield Organization and the Blackfield Engineering, Ltd., of San Francisco is in Honolulu doing a sizable housing job under the construction firm name of Calpac Construction Co.

Initial contacts have been made with investors and supervisors of the project, but commitments on recognition is left to Mr. Blackfield.

Brother Frank Soares returning from Okinawa stopped in the office before continuing on to the big island to spend three weeks with his family before returning.

Brother Ernest Chee left for Afghanistan last Monday on a two-year contract for M-K.

Brother Jim McCandless writes from Okinawa that little "Marge" typhoon queen passed them by this time without causing any damage; however, after hitting south Japan real hard, indications now show she may clip the northern part of Okinawa.

A few members have been flown to Japan to act as crew on the dredge W. F. Dillingham on the tow back to Honolulu. Captain Rosabo will probably call back levermen from the West Coast who have worked with him.

STOCKTON, Contract awarded to S. M. McGaw Co., Inc., P.O. Box 757, Stockton, \$18,855 for reconstructing of Ophir St. between Anderson St. & Church St. in Stockton.

STOCKTON: AUTUMN RUSH TO BEAT RAINS

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

The usual autumn rush to beat the rain has kept many of the Engineers in the Stockton area busy. About 50 per cent of the incoming jobs are short ones. Many of the Brothers who were laid off when the rock on Cherry Valley Dam finished and the shift on Beardsley was finished, have found work in the Bay Area. This has left the Stockton hall with few men around.

In the Sierras, Cherry Valley has been a huge summer project for the last three years. Now, this project is very nearly complete. Some clearing and miscellaneous phases yet undone but until the anticipated tunnel job is let, there will be little hiring of Operating Engineers on this project.

Mittry on the Shawmut Grade job from Chinese Camp to the Tuolumne River is carving a real road out of those granite cliffs.

Fridam is progressing on schedule, or close to it. Checking with Project Engineer O. H. Tucker, the only unexpected delay was in the paving of the Beardsley diversion tunnel.

TRI-DAM ROUGH

As of this writing, the diversion tunnel at Donnell's has just commenced. As soon as this 1200-foot tunnel is completed, this same crew will start the upper portal on the main tunnel. Clearing crews are still attempting to prepare the road to the upper portal and to clear the portal area. The lower portal of the 7 1/2-mile main tunnel is in near the 200-foot mark, with shifts often pulling two rounds per shift. Paving on the Beardsley diversion tunnel started about October 15th.

Tri Dam has been a rough job topographically speaking, and much credit must be given the members of Local 3 for real pioneering. Tunnel and scaling crews at Donnell's Dam cross a 500-foot suspension bridge to get to the work areas as most of this job is straight up and down.

The sister dam to Donnell's and Beardsley, called the Tulloch Dam, with its tunnels, will be opened for bid October 25th and is estimated at about an \$ to \$ million dollar job. At the same time, an approximately \$75,000 access road job to this damsite at Knight's Ferry will be let. The access road is a separate bid, and must be completed before the dam work can start.

H. Earl Parker is figuring about a 90-day work program to complete his quarter million dollar job from Angels Camp towards Melones, weather permitting.

Ball & Simpson on the Patterson Grade above Sonora are rapidly winding up their season on that job. It's been rock all the way but with very little turnover in crews. Fishing must be good up there.

M. J. Ruddy is trying to touch up their job between Escalon and Akdale, preparatory to selling it to the State. Standard Materials is paving Riverbank streets and both the above-mentioned contractors are busy all over Modesto on many small paving jobs. George Reed of Modesto also was strung out paving school yards and, in general, getting people up to get them out of the rain. George just completed laying roads and yard area for the National Guard Rifle Range between Keystone and Yosemite Junction on Highway 120. Red Craft of Oakdale had his cats in on this job preparing the site, picking up this job on his way down as he moved his cats off of Tri Dam job to take them back to Valley landlevelling.

Kenworthy & Patterson have our best wishes as they withdraw from contracting to develop their new 1000 acre Sherman Island ranch. Always good people to work for on construction and landlevelling projects, their operators are now happily levelling K & P's latest purchase.

George Patterson has quite a spread of equipment for sale at Holt's and Graco's shop. Looks in good condition, too.

Tom Connally is holding an auction on his construction equipment at Stockton, Oroville and Los Angeles during the first part of October.

RICHMOND, Contract awarded to C. Overaa & Co., 520 16th St., Richmond, \$59,820 for const. First addition to Harry Ellis Jr. High School, Unit 11, at 35th St. & Macdonald Ave.

DELPHIA at Patterson is mostly working away from the Stockton area but manages to keep a few rigs and limited shop crew busy on the west side and in Modesto.

This last month, subdivision work blossomed like the flowers in May

north of Stockton. Western Construction, Teichert, Bond and Rushing, Stockton Construction, S. M. McGaw, Lyles and Company, H. A. Kern, all were busy with Webers-town to past the 5 Mile House with streets, sewers, curb and gutter, and lot leveling. Next spring, they'll be cooking the rice in houses built on the land that raised it.

R. Goold & Son and Parish keep crews on the run all over the Stockton area and a newcomer, Acme Drilling and Septic Tank from Martel, is doing good work on excavation at Fremont Terrace.

M & K Corp. keep their engineers steadily finishing up the telephone building and State office building jobs.

CALAVERAS

McDonald Engineering at Calaveras Cement in San Andreas is furnishing some good and some short jobs for the brothers. Calaveras Cement is certainly expanding production capacity but they missed a nice one at their back door when Permanente took the cement contract for Donnell's and Beardsley.

Utah Construction Company at the Diamond Walnut Plant has the structure rapidly approaching a stage when winter weather will not bother job progress. Several subs have kept brothers busy, including Valley Steel on this project.

Rice Brothers and Claude Wood Company keep very steady operations going in aggregate and readi-mix plants in the Lodi area. Many small paving and excavation jobs keep the brothers busy in this North San Joaquin County area. Rice Brothers have a sizable shoulder and surfacing job at the Paintersville Bridge on the Sacramento River.

MJB is practically ready to sell their Galt freeway job to the State with paving and shoulders finishing up very fast.

At Tracy, Lord and Bishop and Teichert are right in the middle of the Tracy Island Road job and bridge. Clearing, grading, and driving pile is keeping about eight brothers busy on this project.

Stanfield and Moody doing much small paving in this area have just grabbed off a levee road paving job on the Rindge Tract.

Dun & Rozvar took the little job finishing up Hammer Lane after San Joaquin County crews dropped the project.

Tri Dam Constructors will use an eleven hundred foot aerial Cableway to place 240,000 cubic yards of concrete on Donnell's dam site.

Brother Rip Edwards got a little indisposed while working in the Bay Area recently. He's fine now but he broke a record of never been to see a sawbones for over 25 years.

Got a very fine letter from Bro. E. Deakins on Nouasseur Air Base in French Morocco. With the rioting, he and his family have been restricted to the base, but he still likes the country and says the money stacks up real steady, helped out by his housing allowance for the family.

George Patterson has quite a spread of equipment for sale at Holt's and Graco's shop. Looks in good condition, too.

Tom Connally is holding an auction on his construction equipment at Stockton, Oroville and Los Angeles during the first part of October.

RICHMOND, Contract awarded to C. Overaa & Co., 520 16th St., Richmond, \$59,820 for const. First addition to Harry Ellis Jr. High School, Unit 11, at 35th St. & Macdonald Ave.

Sept. 28, 1955

SAN FRANCISCO, Contract to Wm. McIntosh & Son, 635 Texas St., San Francisco, \$20,987 for improve. James D. Phelan State Beach, Sea Cliff Drive & El Camino del Mar, S.F.

SAN FRANCISCO, Contract to Eaton & Smith, 1215 Michigan St., S.F., \$61,810 for clear & grub & site grading for "Panorama Terrace" subdiv., loc. on Portola Dr. S. of Twin Peaks, S.F.

SACRAMENTO, Contract awarded to L. C. Smith Co., 225 19th Ave. San Mateo, \$49,017 for about 5.3 mi. open graded pltmix surf. over exist. pavement at various locations in Marin, Napa, Santa Clara & Santa Cruz Counties.

Sept. 29, 1955

SANGER, Contract awarded to Gene Richards, Inc., P.O. Box 13-49, Fresno, \$14,697 for resurf. of various streets with plantmix surf.

VALLEJO, Contract awarded to Watkin & Sibbald, 6 Bridge St., San Anselmo, \$13,399 for site development at California Maritime Academy, Morrow Cove, near Vallejo.

CARSON CITY, Nev., Contract awarded to Hoops Const. Co., P.O. Box 431, Twin Falls, Idaho, \$185,687 for grade, surf. etc., por. of SHS on S.R. 8A, betw. 10 mi. W'ly & jct. w-FAS 614 3 mi. S. of Denio, Humboldt County.

SACRAMENTO, Contract awarded as follows:

1-To A. Teichert & Son, Inc., 1931 Stockton Blvd., Sacramento, \$51,112 for 6.15 mi. armor coat & 17.08 mi. double seal coat on var. County Roads in Superv. Dist. 5.

2-To A. Teichert & Son, Inc., 1931 Stockton Blvd., Sacramento, \$23,720 for resurf. Hood-Franklin Road between Franklin Blvd. & 3.38 mi. W.

3-To A. Teichert & Son, Inc., 1931 Stockton Blvd., Sacramento, \$23,465 for 3.42 miles resurf. Elk Grove Franklin Road betw. St. Hwy. 99 Franklin Blvd.

4-To A. Teichert & Son, Inc., 1931 Stockton Blvd., Sacramento, \$23,954 for approx. 2.12 mi. armor ct. & 10.13 mi. double seal coat on var. County Road, Superv. Dist. 4.

Sept. 30, 1955

STOCKTON, Contract awarded to A. Teichert & Son, Inc., P.O. Box 1118, Stockton, \$16,000 for seal coat of roads at the Naval Supply Annex, Stockton, for the Naval Supply Center, Oakland.

SAN FRANCISCO, Contract to Eaton & Smith, 1215 Michigan St., San Francisco, \$59,145 for replace brick pavement, const. conc. base & pave, curbs, etc. on Anza St. & others in San Francisco.

STATE LINE, Nevada, Contract awarded to LaGrange Const. Co., P.O. Box 1487, Reno, \$27,565 for const. sewer line & pumping sta. in or near State Line.

STOCKTON, Contract awarded to Rett Co., 2249 Fulton Ave., Sacramento, \$12,230 const. RC Bridge across S. branch of Little John Ck., 9 mi. SE of Stockton.

CARSON CITY, Nev., Contract awarded to Hoops Const. Co., P.O. Box 431, Twin Falls, Idaho, \$185,687 for grade, surf. etc., por. of SHS on S.R. 8A, betw. 10 miles W'ly & jct. w-FAS 614 3 mi. S. of Denio, Humboldt County.

DEL REY, Contract awarded to Granite Const. Co., P.O. Box 900, Watsonville, \$17,541 for const. por. of various sts. in Del Rey Oaks, Monterey County.

STOCKTON, Contract awarded to Shepherd & Green, 309 Amer. Trust Bldg., Stockton, \$72,722 for const. railroad, fill & appurts. for Rotary Car Dumper at Port of Stockton, San Joaquin County.

EL CERRITO, Contract awarded to Lee J. Immel, 13555 San Pablo Ave., San Pablo, \$13,395 for resurf. Tuller St., Brooks St., Silva St., Kern St., Zara St., Balra St., etc., El Cerrito.

ORLAND, Contract awarded to E. T. Haas Co., Box 95, Belmont, \$13,862 for const. vitr. clay sewers in various streets in City of Orland, Glenn County.

Construction Awards

SALT LAKE CITY, Contract to Biggins & Reed Co., Box 2429, Salt Lake City, \$116,404 for 2.074 mi. 3" bit. conc. surf. on U.S. 91 & SR 135, in Weber County, Utah.

OAKLAND, Contract awarded to Danilo Prodanovich, 750 81st Ave., Oakland, \$304,150 for inst. C.I., asb-cem. & weld. steel water mains in sizes from 2" to 16", within limits of the Dist., fm. approx. Oct. 10, 1955 to June 30, 1956.

ALAMEDA, to Peter Kiewit Sons' Co., 442 Post St., San Francisco, \$4,275,511 for 5.4 mi. grade & pave w-PCC & pltmix surf. & const. 10 bridges, betw. 2.3 mi. W. of Dublin & .3 mi. W. of Sutter St.

MARIN COUNTY, To Carl N. Swenson Co., Inc., P.O. Box 558, San Jose, \$856,850 for 1.2 mi. grade & surf. w-pltmix. surf. on cem. tr. base & const. por. of a reinf. conc. bridge, betw. .3 mi N. of Greenbrae intersec. & .2 mi. S. of Greenbrae overhead.

CONTRA COSTA COUNTY, To J. Henry Harris, 2657 9th St., in Berkeley, \$86,962 for const. channelization & inst. hwy. lgt. & traf. sig. sys. at intersec. of Rt. 14 w-Union Oil Co. crossroad at Oleum.

SAN FRANCISCO, Contract to Michael Murphy, Jr., 308 Upper Terrace, San Francisco, \$16,522 for laying 6" and 8" cast iron mains in Winfield, Coso, Stoneman, et al, under W.D. 732.

STOCKTON, Contract awarded to Dun & Rozvar, P. O. Box 148, Perkins, \$30,806 for reconst. Hammer Lane betw. Lower Sacramento Road & Western Pacific RR, Stockton.

BELMONT, Contract awarded to Bragato Paving Co., 500 Bragato Rd., Belmont, \$41,729 for grade & pave, const. sewers, curbs & gutters, South Road from Ralston Ave. to Notre Dame Ave.

SALINAS, Contract awarded to Granite Const. Co., P.O. Box 900 Watsonville, \$213,447 for const. of

curbs, gutters, sidewalks, street paving & storm sewer, Las Lomas, Improvement District 55-2.

OAKLAND, Contract awarded to O. C. Jones Sons, 1520 4th St., in Berkeley, \$112,179 for resurf. Telegraph Ave. betw. 52nd. & Berkeley City limits, in City of Oakland.

SUNNYVALE, Contract awarded to Oakland Sewer Const. Co., at 9915 Walnut St., Oakland, \$21,550 (Alt.B) for const. sanit. sewers in Bernardo & Mary Aves., Sunnyvale.

SACRAMENTO, Contract awarded to Watkin & Sibbald, 6 Bridge St., San Anselmo, \$58,034 for channelization for a bus stop & roadside development to be constructed modify lighting sys. furn. & erect Maintenance Bldg., at Orinda Interchange in Contra Costa Co.

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The City by the Golden Gate

FREEWAY 'ROUND THE BAY IS OK'd

By PAT CLANCY and HARRY METZ, Business Representatives

Boldness, imagination, and practicality are all contained in an inspiring new plan for which federal approval was announced last week, to build a 115-mile \$115-million freeway nearly around San Francisco Bay, thus linking the busiest, southern edges of the Bay with fast new route.

The new Bay loop and also the MacArthur boulevard route in Oakland were approved by the Federal Bureau of Roads as sections of the Interstate Highway System, on recommendation of California engineers. Also OK for federal support are two projected San Francisco freeways—the Junipero Serra—Park Presidio freeway, and the Western Freeway.

Calif. gets \$47,000,000 a year in federal highway aid and would have received about \$205 million under the highway program that failed in Congress. Addition of the above-named Bay area routes to the federal system will boost this region's highway funds significantly and pave the way to quick action on all of these new steps.

BOOSTS LOCAL FREEWAYS

About \$150 million more in federal funds will be available as a result of including the Bay loop and the two S.F. freeways. The Bay loop will run about \$115 million, or \$1 million per mile. Freeway cost in the city jumps to \$7 million per mile, which would add cost on the 13 miles of the two S.F. freeways by another \$91 million.

The brand-new Bay freeway will extend south along Junipero Serra Boulevard to Crystal Springs near San Bruno, then veer off on a completely new highway routing to Skyline Blvd., and continue southeast to the end of Crystal Springs Lake.

At that point, it would follow Canada road about to Woodside, swerve east of Woodside then swing toward San Jose, along a route occupying a position as close to presently developed areas as possible and extending to an undetermined point somewhere north of San Jose.

Then it swings across the marshlands at the foot of the bay to Alviso, Warm Springs, Mission San Jose, Sunol, Dublin, Danville, Walnut Creek, Pacheco, and Martinez. Across to Benicia and then west to Vallejo to join U.S. 40.

The new plan will change Oakland's Eastshore freeway from Highway 50 designation and put it instead on MacArthur Freeway and Foothill Blvd. This will boost funds for the MacArthur route and step up needed work on this freeway.

U.C. HOSPITAL JOB

Theodore Meyers job is coming along, showing nice gains at the U.C. Hospital. The drilling on this job is being done by a southern California firm, the Don Mahaffey Co.

Doelger has slowed down considerably. He has had a temporary lay-off of all building crews.

Sterling Builders are 80 per cent down at present.

Cahill Construction Co. is working in various places around town—Front & Market, Beach & Taylor, and Pine & Sansome.

Fay Improvement Co. is going to town. They have a number of jobs going on.

Eaton & Smith is progressing about the same, keeping quite a few of the brothers busy.

Clementina has jobs scattered throughout the community.

On the 26th of October the contract will be awarded for the new Freeway connecting San Mateo and San Francisco counties, via the San Francisco Bay.

Nevada Reclamation

Joint statement by leading citizens was presented to a Senate committee in Reno on Oct. 14 favoring authorization of the \$43,000,000 Washoe Reclamation Project for Truckee and Carson rivers. The project is included in a bill by Sen. Alan Bible. Needed power and usable water would be made available by the project.

LOWER DECK:

Erickson-Phillips & Weisberg, Concord, \$1,133,300 for construction lower deck paving, Richmond-San Rafael Bridge, 3.35 miles.

New Construction and Expansion Increase Jobs in San Mateo Area

By CHET ELLIOTT, Business Representative

The Mills Estate at Millbrae is the scene of renewed activity. The

Tecon Corporation of Dallas, Texas, has moved into this locality and have started work on their contract to move four million yards of earth for the Trousdale Construction Co. This large earth moving contract consists of subdivision grading, and when completed will accommodate around three thousand homes. Mr. Greene, superintendent of this project, assisted by foreman Brother Lyle McCann, has had cat operators Brothers Wilson and Hillman, Rubbertire Operators, Brothers Holz and Conklin, Heavy Duty Mechanics Brothers Fry and O'Brien, cleared from the San Mateo office to start this work, and expect to use more engineers in a few days.

Brother Floyd Watson, who has a contract with the Stoneson Development Corporation, to move a million yards of earth at the Millbrae Meadows Real Estate Development project at the scene of the former Macco Pit in Millbrae, has expanded this operation by placing it on a two shift basis, which provides employment for 20 members of Local 3. Brother Williams, acting as foreman, is assisting Bro. Watson on the supervision of this work.

The L. C. Smith Co. of San Mateo, operating at all points in this area, has been consistently adding operating engineers to the pay roll every day. Such jobs as the State Highway job at Millbrae supervised by Foreman Brother Dunn, the 19th Ave. Park work for Eichler Homes under the supervision of Brother George Smith, the large paving operations at Hillsdale, the Shoreview Fill job, Hillsdale Manor fill, the large grading operations on Polhemus Road, the Villa Charter Hotel construction, and many more too numerous to mention, furnish employment for Foreman Brothers Jerkovich, Romero, Staggs, Dow and a great group of other foremen and operators, oilers and heavy duty mechanics.

Contractor Brother Charles Berger, who is operating at Fiesta Gardens and Hillsdale Manor in San Mateo, and other locations in this area, continues to operate at full capacity, which provides jobs for many of our worthy brothers.

It is almost impossible to visit any part of this area and not see or contact some real estate development project. Almost everywhere you see a flock of cats and rubber tire equipment engaged in leveling off the hills to make room for the building of homes. In each instance, this building of homes necessitates the construction of many new roads and streets, the enlarging of the sewage and drainage systems, and building of sewage disposal plants, the installing of new and larger water systems, all of which invariably increases employment for members of Local 3.

At the present time due to the activity of Contractors Oscar Holmes, Douglas & Woodhouse, J. O. Archibald, Bauman Bros., Bragato Paving Co., McCammon & Wunderlich, Fred Sperry, Owen McCue, Lowrie Paving Co., Haas & Haynie, Swinerton & Walberg, O. C. Jones and many others, the out of work list at the San Mateo office has been reduced to zero, which we believe is a very healthy condition.

The many Asphalt Plants, Rock Quarries and Building Material Yards, in this area, are now operating at full capacity, which keeps a large number of Operating Engineers happily at work.

OPEN THURS. EVENING

Beginning October 6, 1955, the San Mateo office of the Operating Engineers will be open each Thursday evening from 6:30 p.m. to 8 p.m. in order to provide better service for the members and our employers.

Start Airport Fill

Contract for \$1,086,000 went to Healy Tibbits to start work on the \$11,000,000 expansion of Oakland Airport. First step is a one-mile dike into the Bay to encircle about 1,400 acres of submerged land, which will become a new 8,800-foot runway.



James Welsh Inducted as Municipal Judge

James J. Welsh, formerly on the state industrial accident commission and active in state service almost continuously since his graduation from Stanford in 1930, was inducted as Judge of the Municipal Court in San Francisco on Sept. 22, with the oath

being administered by Superior Court Judge Wm. T. Sweigert. State Senator Robt. I. McCarthy served as master of ceremonies, and a number of leaders from the bar and labor spoke. Above picture shows Judge Welsh and his family.

Survey Notes ALL SURVEY EMPLOYED

By AL BOADMAN & BILL MINAHAN, Business Representatives

This year is undoubtedly the most prosperous in the history of the surveying profession. Every available, physically qualified, surveyor is employed.

M. W. Kellogg Company has started construction on their job for the Standard Oil Co. at Richmond, Calif. Roger Powell is Chief and Vic Miley, instrumentman, with Ed Morgan on head chain and Paul Kitterelle on the rear.

The DuPont Company project at Antioch is progressing very well, with Clarence Vroman, Chief over four parties.

The Bechtel Corp. project at Avon, Calif. have nine parties on plant layout. This company has finally agreed to use Party Chiefs. They recently upgraded Brothers Treadwell and Jefferies from instrumentmen to party chiefs.

The brothers employed by the Tri-Dam Surveyors at Strawberry, Calif. have been making exceptionally good money and the prospect for winter employment is excellent, according to the latest information from that job.

All of the land survey firms under contract with Local Union No. 3 are operating at capacity and according to reports this condition will prevail throughout the winter.

The Union recently signed Lyle Everett, Land Surveyor, located at Santa Rosa to the Bay Cities Land Survey Agreement.

In the October edition of the Western Construction Magazine, Mr. J. Donovan Jacobs, Chief Engineer for Kaiser-Walsh-Perini-Raymond, on the Snowy Mountains project at Cooma, New South Wales, sets forth some interesting statements in his article on the Contractors Engineer. In speaking of the estimator he says, "The estimator's task is not always an enviable one. Credit for a winning job usually goes to supervision, while blame for an unprofitable contract is passed to none other than the culprit who estimated the



costs too low!" He further states that "Anyone who has spent much time in plant work finds that he has to draw on knowledge in all branches of engineering; mechanical, electrical, civil and mining. He urges the young engineer to take a wide diversity of elective courses in college.

In drafting, the author urges the young engineer to become skilled in making clear, readable and neat pencil tracings. He must learn to write a specification that tells everything necessary with a minimum of words. On field work this gem is brought forth:

The contractor's engineer is seldom called upon to do precise surveying, but he must be skilled in the techniques of fast and accurate structural layout, levelling, route surveying, and topographical surveys by the stadia method. And he must work with a minimum of assistance. A party usually consists of two chainmen or rodmen with the engineer as instrumentman and chief of party. The engineer's workday begins before start of the workman's shift and seldom is completed till long after the quitting whistle has blown."

These are just a few of the standards set up by the author engineer. However, he neglects to mention that these duties are paid for at a rate lower than any craftsman on the job. He does not mention labor unions, nor does he say that the engineer is the first one hired and also the first fired. At any rate, the point I wish to make is that the rewards for years of study, and sacrifice, on the part of the young engineer are not sufficient to attract enough capable men to meet the demand.

The next meeting of the Technical Engineers, Local 3-E will be held Friday, Oct. 18, at 8 p.m. in the Union headquarters, 474 Valencia St., San Francisco, Calif.

New Laws on Seat Belts, Trailers

New laws on trailer coaches, automobile safety belts, and abandoning vehicles are in effect.

Motorists are reminded by the Association that a new law requires that all trailer coaches are now subject to annual registration. Such registration became effective Sept. 7, 1955, and if not completed for this year by Oct. 7, 1955, penalties will be imposed. Beginning in 1956, and each year thereafter, registration for trailer coaches will be made during the month of January, as it is for passenger cars.

Specifications and requirements for automobile safety belts and their installation must be met before any such belt or safety harness may be sold.

Abandoning vehicles upon the highways or on public or private property is forbidden and subject to a fine.

Autumn Rush On

(Continued from Page One)

Fresno—one jump from forest fires to the first snowfall in the Sierras, the fall season rush.

Stockton—jam it, men, to beat those rains; mountain projects moving fast.

San Jose—best fall season in years, all lines.

Utah—Gov. Lee won't pay his taxes, but all jobs are at peak, amidst beautiful autumn colors.

Hawaii—hefty refinery and resort projects spark the islands.

Redwoods—best year ever, holding up good.

Nevada—right at peak from the strip mines right into Harold's club.

Marysville—Feather power work in high gear.

Redding—season wind-up looks mighty nice with first toddling steps on big, beautiful Trinity project.

Stolte, Inc., and Gallagher & Burk: 3 miles and bridges at Oakland Blvd., at Monument, Contra Costa County, \$2,638,000.