

# The Season's Best Wishes to All!



# ENGINEERS NEWS

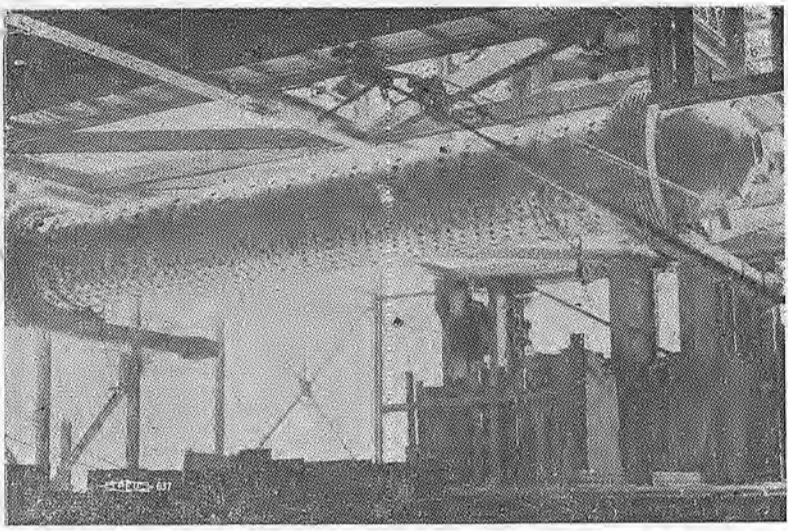
OPERATING ENGINEERS LOCAL 3

STATIONARY ENGINEERS LOCAL 39

VOL. 11—NO. 12

SAN FRANCISCO, CALIFORNIA

DECEMBER, 1953



**BOILER DRUMS AHOY**—Here is the last of four giant boiler drums hoisted into place on the huge P. G. & E. Steam-Electric Plant at Pittsburg. The hoisting was done by Brother Auger of Local 3, and the boiler erection contract is held by C. C. Moore.

## Work Holds Fairly Good Despite Wholesale Winter Shutdowns

There's a new foreman on most Local 3 jobs these days. His name is J. Pluvius, a rough newcomer from up around Alaska parts. He has ordered a wholesale shut-down on these jobs in practically all districts, and the contractors are complying, but reluctantly.

As a result there's a good many hundred members of Local 3, sitting on the bench at present. Either that or they have turned off to some regular winter-time occupation, or are taking a winter vacation, or have joined the snowbirds and gone south to look for work in the sunshine areas.

Heavy rains came in a one-two-three punch that knocked nearly everything out of order late November. We had just finished bragging about a very fine fall season when it hit. It left millions of tons of wasted water on the coastal slopes and a vast white blanket from the Sierras to the Rockies.

It rained so darned hard on the north coast, that Eureka begged for a let-up. In one district there it came down 24 inches in 48 hours! Brother, that is really raining. Needless to say it stopped everything. But, as the saying goes "it's an ill wind . . .", for this torrent provided the Dear Brothers with quite a lot of highway repair and mud clearing.

Around the Bay the subdivisions turned into a giant mud-pie for a while. However, work on bridges, freeways, new business buildings continued during dry spells and is holding up unusually good for this time of the year. The Ford boys are going to get that \$50 million assembly plant built at bottom of the bay near San Jose come heck or high water and have 30 per cent of 8,000 tons of steel up.

Valley districts shuddered, put the equipment into the barns, and slept late. But then came a dry spell and the bosses get itchy feet and work resumes wherever it is physically possible. Most cities report the usual slump, but they are fairly well agreed that next year looks very good, and this outlook is shared in nearly all Local 3 jurisdiction.

The Brothers in Utah, have got their coat collars turned up and are sitting around the stove talking about the swell season just past and the good season shaping up for '54. It is the wet and cold period there, and the softies are slipping away quietly, southward.

## AGC Health Plan Settled By Year-end, is Union Hope

Final steps toward benefits under the AGC Health & Welfare Plan by start of the new year, thus terminating months of uncertainty in this phase of union affairs, is now considered as a strong possibility, it was announced by Local 3 officers as this issue of Engineers News goes to press.

General consensus is that such a development would not only be warmly welcomed by the Northern California membership but would also constitute a step most appropriate to the Yule season and the resolutions traditional to start of a new year.

Hearings on the arbitration proceedings of the Plan have been completed, and the entire matter is now in the hands of the umpire appointed by the federal court, Sam Kagel, who is expected to issue his decision in the very near future.

After the decision is announced, the plan will be put into effect as soon as it is humanly possible, union officers declared.

"It is our sincere hope that this can be accomplished by the first

of the year," they said.

Meanwhile, all members who may be eligible under this plan are urged to keep a full record of any medical or hospital expenses due to illness or injury, a copy of all bills and other records pertaining to such, so that they may be compensated to whatever extent they may be covered by the plan.

This request has been made of

the members on previous occasions and is repeated again now.

Another request to the members is this: in addressing any inquiries to the Health and Welfare Department of Local 3, please advise us as to whom you are employed by. There are several health plan set-ups, and we must know who you work for before we can give you accurate information.

## OFFICIAL NOTICE TO MEMBERS:

**REGULAR MEETING POSTPONED!** The next regular meeting will be postponed to January 9th, 1954, due to the fact that the 1st Saturday of the month interferes with the New Year Holiday. The meeting will be held as usual in the San Francisco Building Trades Council at 200 Guerrero Street, at 8 p.m., Saturday, Jan. 9th, 1954.

**OFFICES OF LOCAL No. 3 WILL BE CLOSED** Saturday, December 26th, 1953, and Saturday, January 2nd, 1954, because of the Christmas and New Year Holidays.

## Urge Quick Start On Feather R. Job

Immediate use of the state's \$75 million "rainy day" fund to start work on the huge Feather River project as soon as possible was recommended on Dec. 4 by an Assembly sub-committee on conservation, planning, and public works which toured the proposed damsite.

The group is recommending about a million in funds in next year's budget for survey work. The five members voted unanimously on its recommendations after nearly three hours of hearings.

The billion-dollar Feather River project would create a water supply that would feed the entire state and reach to the southern border through a 567-mile conduit-canal system.

## IN MEMORIAM

- Alex M. Russell  
El Cerrito, Cal., Nov. 15, 1953
- Robert Morgan  
Eureka, Calif., Nov. 23, 1953
- Ruey R. Moles  
Campbell, Cal., Nov. 24, 1953
- Edward Marliave  
Daly City, Cal., Nov. 28, 1953
- H. T. Kennedy  
Hayward, Cal., Nov. 29, 1953
- Wilbur T. Gurney  
Hayward, Cal., Nov. 29, 1953

## SERVICE WITHDRAWALS

- DONALD RALPH HILTON
- DALE PATTON
- CHAS. E. ULMER
- DE LOY THORPE

## New Estuary Tube

State Department of Public Works has applied for a new permit to build another tube 450 feet west of the Posey Tube under Oakland Estuary to carry two lanes southbound. The old permit ran out, and work is to start "within three years." The 3300-foot tube will cost \$15 million.

## S.F. Navy Yard Needs Welders, Shipfitters

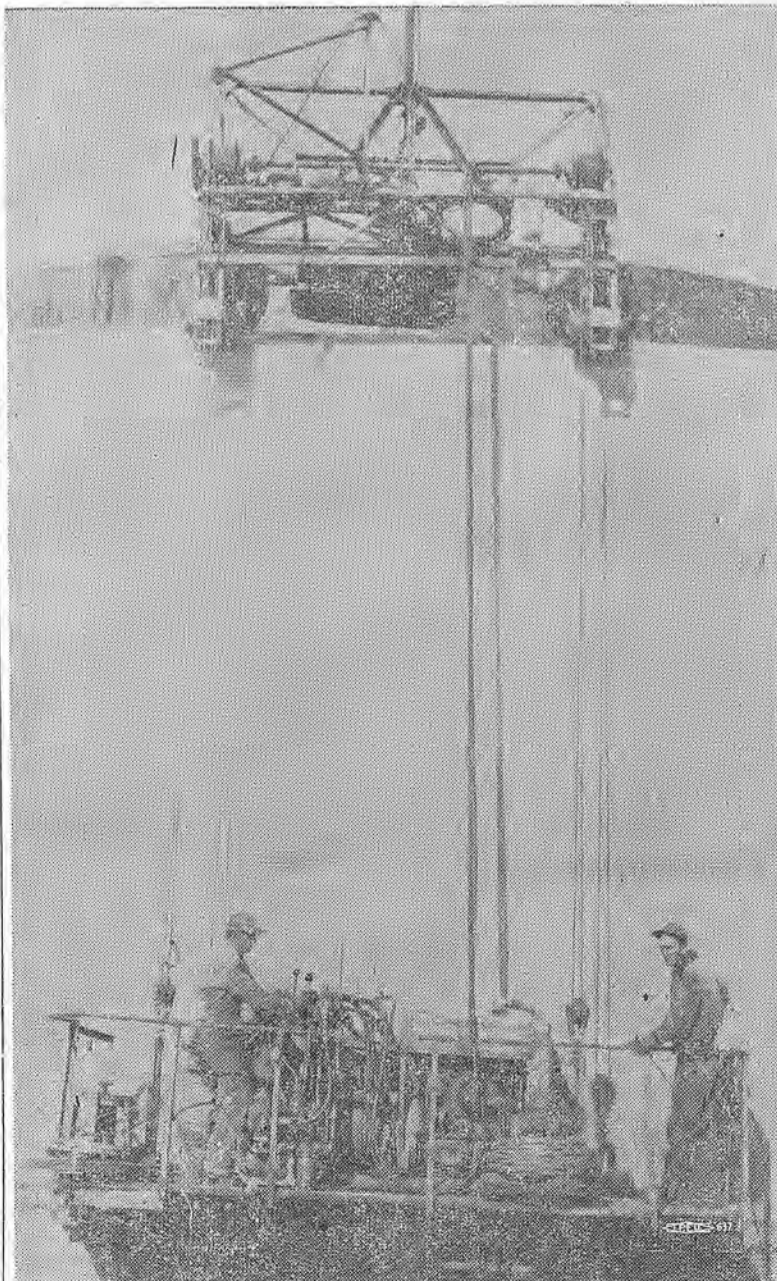
Some 400 qualified welders and shipfitters are being hired at S. F. Naval Shipyard for two years of work on the \$65 million conversion of the carrier *Bon Homme Richard* into a heavy-jet carrier. Welder jobs are filling up fairly well at latest report, but there is still need for shipfitters.

## New Truck Engine

Hall-Scott Motor Division of ACF-Brill Motors Co. of Berkeley, will soon produce a new high-powered engine for truck and industrial use, Model 590, of 200-plus horsepower, in both upright and horizontal, for either gas or LPG fuels. Some features: overhead valve and camshaft, cylinder head with hemispherical combustion chamber, extra-size main and rod bearings, six-in-line with 590 cubic inch capacity, five-inch bore and stroke, weight under 1400 pounds complete.

## Bay Bridge Toll Lanes

Some 15 new toll lanes will be added for westbound traffic along the north side of the administration building, part of a \$3½ million project. Sand will be dredged and solid fill put in 12 acres.



**PRE-STRESS WALLS**—Shown here is one of two banding machines at work on the pre-stress concrete fire wall around the oil supply tanks at the \$80 million P. G. & E. Steam-Electric Plant at Pittsburg. Brother Marvin Miller, operator, and Brother Geo. Jaujou are seen here. Another big pre-stress job is Richmond's new 12 million gallon, 3000 ton water reservoir, which is getting 144,000 pounds of "super tens" steel wire pressure.

# RIGS ARE IN THE BARN, BUT READY TO GO, SOON AS CAN

By GLENN L. DOBYNS, Business Representative

Due to the early heavy rains several of the contractors have headed all equipment for the barn and closed the doors until spring. However, much contemplation of work is scheduled soon as the weather permits.

Sonoma County projects include: Right-of-way acquisition on Highway 101 from Santa Rosa to Cloverdale. Grading and surfacing of the stretch between Venezia and Lytton Overhead. Grading and surfacing of 3 miles on Highway 1 between Jenner and the Mendocino County line. Replacement of culvert at Stockoff Creek on the same route. Grading and surfacing of Highway 12, the latter over 1.1 mile west of Gossage Creek. Surfacing and shoulder improvement 5.6 miles on 101 Wilfred Crossing to Santa Rosa and Russian River to NWP railroad in Healdsburg and replacing culverts at Kolmer Gulch, Miller Creek and Deadman Gulch.

Also proposed for construction is a new Adobe Creek bridge on Highway 12. Mendocino County: New base and surfacing on Highway 101 from Outlet Creek to Reeves Creek. Replacement of posted bridge on Highway 1 at Big Gulch, north of Gualala, under contract. Repairs to Caspar Creek bridge, Highway 101. Surfacing of two miles between Sap Creek and Rattle Snake Summit. Surfacing portions of Highway 101 between Panther Springs and the Humboldt County line. Installation of a culvert and fill at Ross Creek.

Lake County: A total of \$262,000 is budgeted. Grade and surface 4.9 miles northerly Lake-Napa County line. Also some extensive repair work will be done in the vicinity of Cobb post office.

Ukiah's State Street appearance, drainage and convenience to motorists will be greatly improved shortly by standardization of portions of curbs and gutters between Gobi Street and Low Gap Road.

The curb and gutter job will mean the elimination of those spots on State Street where water accumulates during inclement weather.

Presently there are many parts of the city where doors of modern cars, legally parked within one foot of the curb, cannot be opened.

The East Valley bridge in Willits is near completion in spite of wet weather. The redwood stringers on the east half of the span are in place; the remaining stringers should be in place shortly.

The ancient Valley Street bridge partially collapsed when a loaded dump truck owned by Arthur B. Siri of Santa Rosa backed over it. The bridge is being constructed from native materials.

Bro. Pete Persico has his truck crane working on this project.

## TEN MILE BRIDGE

Bishop, Younger & Bradley Co., contractors of San Francisco, in joint venture with Al Erickson, Napa contractor, are ahead of schedule on the concrete bridge they are constructing spanning the mouth of Ten Mile River north of Fort Bragg.

This bridge is of particular interest inasmuch as it is being built in a section that is famous as a source of redwood lumber and where previously most bridge builders used this comparatively inexpensive native material.

This bridge marks the beginning of a series of such structures to replace wooden trestle type redwood bridges on Highway 1.

There was a water problem—as on either side of the stream water was encountered within two feet of the surface. Al Erickson met this problem for the foundation work by excavating underwater to proper depth. Then forms were driven into bottom mud and the water pumped out. After 40 years of experience Mr. Erickson has earned for himself the reputation as a bridge building expert.

Much controversy has been going on about the Coyote Dam. A resolution was released which

said in part that "The proposed Coyote Valley Dam is highly political and must be considered a luxury rather than a project of major benefit."

## WATER? WE GOT IT!

In Southern California a plea has gone out that an atomic energy reactor be built to provide power for converting ocean water into fresh water for farm irrigation. To us in the Redwood Empire, where there is still plenty of water to be had, the idea sounds fantastic. To the water-short Southern Californians, it must seem equally fantastic that we are sitting here with water running down the creeks and rivers into the Pacific, while our domestic wells overdraw their underground supply.

In the Coyote Dam project, the mid-Empire is preparing to increase its water supply while there is still time. But there are many steps between the engineering studies now under way, and a completed system of water supply. The Southern California predicament should remind us all that we cannot afford to be either complacent or dilatory.

We take this opportunity to extend to you and yours a Very Merry Christmas and a sincere wish that '54 will prove the happiest and most prosperous of all New Years!

## A SAFETY BELT FOR YOUR CAR!

Los Angeles.—Fasten your safety belts!

This may be routine procedure every time you get in your car if tests conducted on the Los Angeles campus of the University of California are heeded by car owners.

John Mathewson and Derwyn Severy of the Institute of Transportation and Traffic Engineering have designed a chest-type safety belt which has shown promise in a preliminary investigation of eliminating a major source of traffic injuries.

Analysis of fatalities in auto accidents shows that most injuries stem from lack of restraint of the bodies of persons involved in the accidents. About one-third of the deaths are the result of occupants being thrown through car doors forced open by crash impact. Most of the remaining deaths are caused by the head or other parts of the body striking windshields, steering wheels, dash panels, etc.

The investigation has demonstrated that the new safety belt effectively restrained a very life-like dummy, specially designed for the study, in crashes of a test car at a speed of 25 miles per hour against a barrier of telephone poles. High-speed photos of the crash showed that at no time did any part of the dummy collide with any part of the car's interior. The belt fits horizontally across the chest and can be fastened in a couple of seconds.

The mechanics of the crashing auto are being investigated also to determine if cars of the future could be designed so that the crushing of the forward part of the car would result in evenly distributed deceleration.

## 20-Year-Old Duck

What is probably the oldest wild duck on record is one shot on the Sartain Ranch in California Dec. 27, 1952. It was banded at Lake Merritt, Calif., Dec. 8, 1932, making it at least 20½ years old when shot.

## 1953 Deer Kill Report Nears All-Time High

California deer hunters can mark down the year 1953 as at least the second best hunting season in state history, a compilation of deer tag returns made at the end of October showed a near-record take of a little over 57,000 bucks.

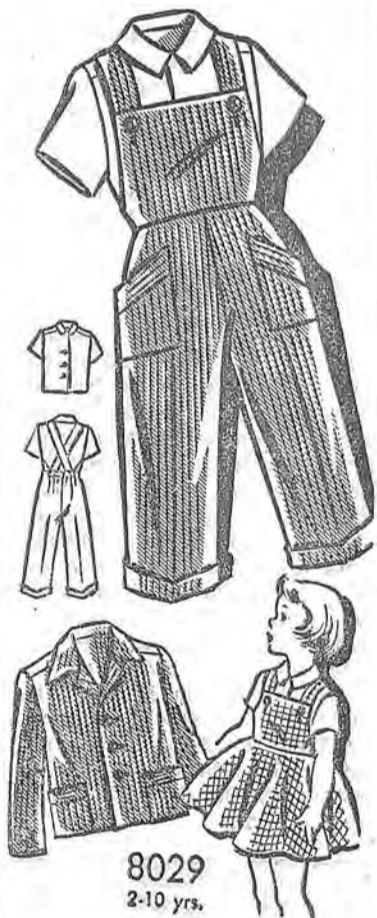
The annual tag report is incomplete, but already tops the 50,667 final kill recorded in 1952. California's all-time record was set in 1951, when nimrods scored an annual bag of 64,619 deer.

The state's number three year was 1949, when 52,082 deer were reported taken. The number of deer tags turned in during the years 1947, 1948 and 1950 ranged in the 47,000's.

With a 16 per cent increase noted in tags returned over the same date last year, the record counties held their own and continued to produce high bag totals. Mendocino County, where hunters reported a take of 4,357 bucks this year, held its title as California's best deer producer. Tehama claimed honors as this year's number two county, followed closely by Siskiyou, Shasta, Fresno and Humboldt.

Only 12 counties registered a lower deer kill than at the same date last year. The Lassen County take dropped from 1,913 to 1,441; Modoc slipped from 1,626 to 965; Napa, from 1,219 to 1,155; Riverside, from 625 to 339.

★ ★ ★



8029  
2-10 yrs.

## Barbara Bell Pattern

No. 8029

Here's a cute overall set for tots that is as practical as can be. Jacket and overalls are suitable for a boy or girl; sister also has a jumper provided to wear with the blouse that is included.

Pattern No. 8029 is a sew-rite perforated pattern in sizes 2, 3, 4, 5, 6, 7, 8 years. Size 3, overalls, 1¼ yards of 39-inch; jacket, 1¼ yards; jumper, 1¾ yards; blouse, 1¼ yards.

For this pattern, send 35 cents in coins, your name, address, pattern number and size wanted to Barbara Bell, Labor Press Associated, P.O. Box 99, Station G, New York 19, N. Y.

## ENGINEERS' NEWS

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## Report of Last Meeting

The meeting was called to order at 8:00 p.m., President Clancy presiding. Roll call showed all officers present.

A synopsis of the Regular Meeting Minutes of Nov. 4 was read and by motion approved as read.

A synopsis of the Executive Board Minutes of Dec. 2 was read, and the acts and recommendations of the board were by motion approved as read.

Christmas greetings were received from George R. Reilly and family. Received and filed.

Cards of thanks were received from Imelda Bates, Barbara and Peggy; Charley Hudson; Florence Day. Received and filed.

The following brothers were reported ill: Lee Avilla, L. D. Banks, Harry Briggs, A. F. Bowling, Kenneth Cole, Herman Cecil, Thomas E. Craig, Walter F. Crane, Chas. Cardwell, L. E. Carroll, Harold Chubick, Jack Dodson, Paul E. DeLay, Louis F. Gil, Harold Hurd, Roy Hublitz, Geo. Hughes, Ferrie Harmon, Monroe Johnston, Basil Kaul, James M. Lampley, Lloyd L. Love, Kenneth McCord, Tom L. Norris, Oliver Plemons, Fred O. Parker, J. Russell Pattings, Dale F. Passmore, Dee Parrish, L. A. Price, John M. Soto, Dan S. Street, Delbert Slaybaugh, Homer E. Walker.

The following brothers were reported deceased: Wm. J. Day, Alex M. Russell, Robert Morgan, Ruey R. Moles, Edward Marliave, H. T. Kennedy, Wilbur T. Gurney.

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

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

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

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

Brother John J. McDonald, Third International Vice President, gave a resume of the meeting of the General Executive Board held in Los Angeles, as well as plans for a building in Washington, D. C. He offered Season's Greetings to the membership. His remarks were well received.

No further business to come before the meeting, it adjourned.

Respectfully submitted,

C. F. MATHEWS, Recording-Corresponding Secretary

## I LIKE IKE

(IN SPITE OF EVERYTHING)

I like Ike

His cheery smile and wide open grin,  
Helps me forget the mess I'm in.  
I lost my job, I lost my car  
I can't even get near a bar  
I haven't eaten for days and days  
But for good old Ike I still have praise  
'Cause I like Ike.

I wouldn't believe in '52

When the union said it was true  
The bankers, bosses, and big money men  
Were using Ike to get power again.  
But what the hell, I was eating, see  
And besides, the "big shots" weren't after me  
I could have my cake and still make dough  
So let them chop at the Union ? ? ?  
Cause I like Ike.

The first to go was overtime

Then they cut wages another dime  
And Ike, he said on his TV show  
It was patriotic to give up dough  
But the price of meat was still sky high  
And beans was all that a man could buy  
But he said it with such a cheery grin  
That I figured that's how it should have been  
So here I am more dead than alive  
But I like Ike.

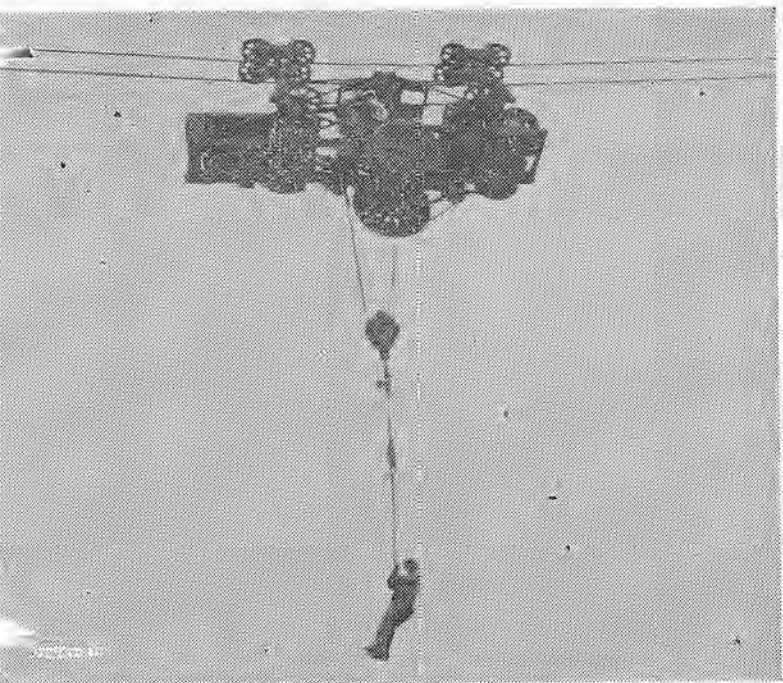
My belly was full and my blood was hot

I had two chickens in every pot  
And Hoover was gone a long way back  
So I gave the elections a big wise crack  
It didn't matter about my vote  
Old Ike would never make me the goat  
But Brother,  
I'm eating grass on the range  
Because I was yelling "time for a change"  
'Cause I like Ike.

—ANONYMOUS.



LAST MAN OFF, AN ENGINEER—Bro. Billy Soule is known as the second Capt. Kurt Carlson around Long Beach Harbor circles since he was the last man off this sinking barge of Smart & Robinson on the Matson Terminal. The barge sank in two minutes, with everybody off but Engineers Bill and Blackie Quinn. Blackie made a stiff, but Bill stuck it out and hit the water.



**SKY BUGGY**—Operating Engineer Paul Addison operates the spectacular 30 mhp carriage which brings materials to the Sutherland Dam job east of San Diego. Here he moves more precious, human cargo. The rig carries up to 30 tons, is one of the most unusual seen in recent years.

## Fresno Stays About Same; Some New Jobs to Start

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

Conditions in the area are much the same as they were the previous month; however, we have several new jobs about to start operations. Karl Harmeling Co. have subcontracted the dirt work from Darkenwald & Hasler on the Bureau of Reclamation Canal job. Both Darkenwald & Hasler and Karl Harmeling have moved in but won't start operations until about the middle of December.

Nomellini Construction Co. now have a pretty good spread working on their Bureau of Reclamation job west of Berenda, consisting of seven DW20's, 8 cats, 2 blades and other incidental equipment. They are subject to some trouble in the event of inclement weather because of the type of excavation; however, this job will probably last through next May or June.

Harms Brothers from Sacramento have moved in on their Briceburg highway job east of Mariposa. Fortunately this job is in the valley low enough so they will be able to work throughout the winter months.

I believe we reported in last month's news that John Delphia had submitted low bid to the highway division for 5.2 miles of highway, west of Coalinga, on the San Lucas road. They have since been awarded the job but as of this date have not moved in. Work in the oilfield area is exceptionally slow with no sign of any relief in the near future.

Rice Bros., Inc., of Marysville, have been awarded a \$200,000 contract to resurface Clovis Avenue, southeast of Fresno. We expect they will be moving in soon. In Merced County, M. J. Ruddy & Sons have "snagged" two road jobs on the Merced-Gustine Highway.

I have broken ground on both jobs. Granite Construction Co.'s job has been shut down for the winter by the Merced Improvement District. Concrete Supply Co. and River Rock Co. have approximately two weeks' work ahead to catch up on their current contracts. M.J.B. Co. have completed their storm drain job in Merced. In Tulare and Kings counties the United Concrete Pipe Co., American Pipe & Construction Co. and Concrete Conduit Co. plants are all busy making pipe on current Bureau of Reclamation contracts.

Guy F. Atkinson Co. have about completed their contract on the Tulare Freeway. We were all sorry to hear of the sudden death of Dan Morrison, who was general superintendent on this job. Dan will be missed by his many friends in this union.

Volpa Bros. was awarded 3.8 miles of secondary highway job east of Hanford and will start operations there as soon as they complete their current job on Highway 152.

This reads like an optimistic report for this time of the year; however, we would advise the brothers that at the present time we have an out of work list of over 300 members and on many of the new jobs the contractors are and will be bringing in their crews with

them. We have been advised that the PG&E Company have several engineering crews working up in the canyon and as was previously reported construction will start in the early spring.

May we again suggest to the out of work brothers that now is a wonderful time to donate that pint of blood to the Engineers' Blood Bank. We are sorely in need of replenishments.

From the Fresno office, Petersen, Moore and Josie, may we wish all a very merry Christmas and a Happy New Year.

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## What's Doing? Very Darn Little In Redding Area

By E. A. HESTER

What's doing? Nothing, seats all crowded with unemployed, I think the out-of-work list now numbers about 90. Here is December and the work has started to slow down; in fact, it started a month ago. Now it is down to a slow walk, as seven or eight of our big jobs are buttoning-up for the winter. The rain started to come down in this area Nov. 9, which was four weeks ago and we have had four days of sunshine during that time.

Several of our highway jobs were nearing completion; but didn't quite make it before the rain. Therefore, it will give some of our Brothers an early start next spring; and maybe a hit-and-miss between now and then.

A. Teichart & Son have about two weeks left on their free-way at Dunsuir. Fredrick & Watson also have a lot of unfinished business to take care of.

Morrison Knudsen Co. is still pounding away at that tunnel project out at NeuBeiber. They expect to be there through February.

Out at Big Bend the Walsh Construction Company has slowed down to a creep, due to more water. It looks from here as if the boys out there have a long job ahead of them.

We all admit that we have had a bum year; a slow start and an early shut-down. We all hope that next year will be better; therefore, I extend to you my most sincere and best wishes for a Merry Christmas and a Happy and Prosperous New Year.

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The list of prize winners at a picnic included the following: "Mrs. Smith won the ladies' rolling-pin throwing contest by hurling a pin 75 feet. Mr. Smith won the 100-yard dash."

# Rain Forces Suspension on Many Projects in the San Jose Area

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

We are sorry to have to start out with this caption, but it is the truth, and knowing that the truth sometimes hurts, we still must tell you that much of our work has been suspended due to the recent rains. Many of the projects that were in operation will no doubt be in hibernation until spring. We have several subdivisions which have turned out to be quagmires, and much of the equipment is still standing in water at this writing. Granite, who

are well ahead of schedule on the Freeway job have closed down tight until February or later; with no worry at all about an early completion date. Many of the Sub-Contractors on the Ford Plant have donelike, however Pacific Bethlehem Steel are going to continue on their steel erection job as long as it is not raining, but have found it essential to have a D-7 at hand at all times to help drag their trucks and equipment around in place. At this writing they have about 30% of their 8000 tons of steel in place and just recently have put another Truck Crane in operation with Brother Harold Ficke at the controls. E. A. Forde has about 15,000 yards of concrete to pour on this project, but has suspended operations temporarily. Val Valenburgh, who has much of the underground work on the Ford Plant, also has suspended operations; the same applies to nearly all of the other 30 Sub-Contractors on the job.

McQuire and Hester, who have been well occupied on the drainage canal are just about complete on their section east of the Plant and are preparing to move back home. On the west side of the Plant we have J. W. Richards with about two miles on the same job, which is going along well at this time; however, this Firm is having a little difficulty in the operation of their Jeeps due to the wet terrain and may have to discontinue the use of them very shortly. Manuel Smith is still floundering in the Milpitas mud and is hoping for dry weather to arrive soon. We have just received some good news, all pertaining to the Ford Plant, that soon there will be a ground breaking ceremony for a 2200 Home Sub-Division in this Milpitas district. We doubt very much that will take place until after the Yule Season.

We expect that the 3½ Million Dollar San Jose Sewage Disposal Plant will soon start operations near Alviso; however, the Cities of San Jose and Alviso are still in a huddle over who is going to do this or that.

LOS GATOS . . . Another bit of good news comes to us that a Major Highway Project on the San Jose-Los Gatos Highway will come up for bids next spring. This project will be in the neighborhood of approximately 2½ Million Dollars. Much more underground work is proposed with bids being called early this spring.

SUNNYVALE . . . This city will soon vote on a Bond Election to raise 1½ Million Dollars to build a Sewage Disposal Plant and Sewage System in the near future. Operation are all but complete on the Granite job in this city. Nisson & Son have their Underground job well under control.

MOFFETT FIELD . . . The latest information that we have received is that there will soon be more major construction started very shortly, namely, Runways and perhaps another Hanger, similar to the three already built on this base. A. J. Raisch expect to complete their Runway job this week. American Bridge plan to move in on their tunnel contract about December 15th.

SANTA CRUZ & WATSONVILLE . . . The firms of Ed Keeble Dan Caputo, Granite Construction and the Coast Pipe Line Project are still busy in this area. We hope soon to have some work coming up for the City of Watsonville. Two bond issues were voted in November 3rd., \$905,000 for Sewer improvements and \$960,000, for Storm drains.

MONTEREY & FORT ORD . . . Del Webb Construction Co. expect to have all their concrete poured for the barracks at Fort Ord by

the 20th of December. This will mean the lay off of all the Engineers who have been employed on this project. Granite Construction will have quite a bit of work left completing the paving of the streets around the barracks. Stolte Inc., are busy on their Sewer contracts and building of the 19 Classrooms. Granite Construction has quite a few small jobs in this vicinity. Phil Calabrese, so far, has been able to keep all his Engineers busy.

SALINAS & GILROY . . . The Granite Construction at Chular and Salinas have been working quite a bit over time trying to beat the rains, fortunately it looks they will make it. About the only jobs that have been let in this territory is the Bridge widening job at Cedar Creek, about 19 miles east of Gilroy. This job was awarded to H. H. Anderson and a Sewer Disposal Plant at Alisal. Theo. R. Gregory was the low bidder on the Alisal Project with an estimate cost of \$302,020. Prospects of work in the southern territory do not look too good for this winter.

PERSONALS . . . We are sorry to hear that Brother Joe Bowling, who is in Arabia, has been very ill, and hope that by now he is well on his way to recovery. Bro. Hollis Pickle, also has been confined to the hospital, but we are glad to report that he is getting along nicely. May we extend our deepest sympathy to the family of Brother Ruey Moles, who passed away last week after a lengthy illness.

And now that the Christmas Season is rapidly approaching may

## AGC Northern Cal. Elects Officers

H. C. "Pat" Maginn, executive vice president of Calaveras Cement Company, was elected president of Northern California chapter of the AGC at an organizational meeting of the board of directors in San Francisco on Dec. 7.

Maginn was vice president last year and succeeds Dallas Young of San Francisco. E. L. Clements, owner of Clements & Co., of Hayward, was named vice president. Gordon Pollock, vice president of Geo. Pollock Co., of Sacramento, was named treasurer, succeeding Ben C. Gerwick.

Other new members of the board of directors include: William Smith, Felix Siri, and Edward Jones of San Francisco; Jack Burk of Oakland; U. B. Lee of San Leandro; Gordon Ball of Berkeley; William Rapp of Santa Rosa; Ralph Brown of Eureka; Charles Stewart of Fresno; John Delphia of Patterson, and Peter Schoening of Sacramento.

we of the San Jose Office, extend our wishes for a VERY MERRY CHRISTMAS AND A PROSPEROUS AND HAPPY NEW YEAR to all the members of the Operating Engineers and their families.

★ ★ ★

## File Now for Your License Renewals On Car and Truck

Over a million registration renewal statements for 1954 were released in the mail this week by the Department of Motor Vehicles, addressed to owners of commercial vehicles registered in California.

Paul Mason, State Director of Motor Vehicles, said the renewal notices will reach owners of cabs, trucks, trailers, and busses. The potential registration cards for pleasure vehicles won't be mailed until Dec. 26.

The Department's registration division urges owners of commercial vehicles to file their applications for renewal during December at field offices throughout the state, in advance of the general renewal period which extends from Jan. 1 through Feb. 4.

A. J. Veglia, Registrar of Vehicles, emphasizes that early application is especially important for commercial vehicle owners who may wish to register and pay weight fees on a quarterly basis, as provided in a new law enacted by the Legislature in 1953.

"Those who elect to renew their commercial vehicle registrations on the optional quarterly basis should take notice of the fact that the new law requires application during the first five days of January. The holidays will limit the time available for securing information and filing applications," Veglia said. "Therefore the Department is prepared to offer information to commercial operators interested in the quarterly registration during the month of December, and will accept and process applications."

The Registrar pointed out the new law provides that the regular registration and vehicle license fees must be paid as usual under the law, but that on payment of a special quarterly registration fee of \$2, a commercial vehicle owner may pay the weight fees due for the year on the basis of one-fourth for each quarter in which the vehicle is operated. He also reminded owners that the registration fee was increased by \$2 and the weight fees by one-third during the 1953 session of the Legislature, and said that these increases will be included in the statements issued by the Department.



**ASPHALT RE-PROCESSING**—Here's another view of the unusual Athey Force Feed Loader and Serria Crusher operating at Orange County Airport, re-processing asphalt laid many years ago.



# What's Doing in the Oakland Area

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

While the weather has held up remarkably well for this time of the year, we are sorry that we must report that there has been no real increase in orders for men during the 30 days just past; 251 men were dispatched to jobs in the last four weeks, with in excess of 350 men registered on the out-of-work list at this time.

O. C. Jones and Sons, continues to be one of the busier outfits in the area, and at the present time have several jobs well under-way. Brother Martin Kenoyer, has been handling a rip-rap wall and dam job near Martinez with Bros. Johnny Jarvis and W. Essary on the Lorain Clam-shell. Bro. Arville Jones is in charge of the grading and paving at the new Texaco plant at First and Cutting Streets in Richmond, where is ably assisted by Bro. Al. Dodin on the blade, and Claud Pitt on the roller, with Bros. Paul Emerson and Frank Macedo on the Barber Greene paver. Bro. George Nabors is putting up an Armo type bin wall in Saratoga on Rt. 9, with Roy Granlund on the drag-line and clamshell. Bro. Harry Bartlett is also putting up a bin wall at the University of California, with Bro. Earl Savely on the loader. Bro. Loren Hoisington, is winding up several small paving jobs at Hunter's Point, with Joe Brooks on the roller. Bro. Vern Storey has finished putting in the rock at the Jordan and Reid Tract at Alamo, and is getting ready to start an excavating and tunnel job at the University of California. Bro. Vern Foley has just returned from a two weeks tour of the airport job at Crows Landing. Bro. Brady Johns is in charge of the equipment for this outfit, and is ably assisted by Bro. Irv Cunningham as shop foreman, Bros. Cleo Harper and John Kokus, working as welders and mechanics, and Bob Romiti doing the greasing. The boys all seem to be happy and should stay that way as this outfit has plenty of work lined up to carry them through the winter, and are not anticipating too much down time.

The Gene Alves Construction Company have started work on the re-aligning and widening of Pleasant Hill Road near Martinez. The specification has a stipulation which restricts any work being done to existing highway during the winter. This means that only work in connection with re-alignment can be done between now and next April. At present the following brothers are working on the direct spread at Alhambra Valley: Oro Elliott, foreman, Ben Blackman, dozer operator, Walter Gibson, dozer operator, and Tom Ferguson, jeep operator.

During a special meeting at the Standard Oil Plant, the Stone and Webster Engineering Corporation was honored with an engraved safety plaque by their compensation insurance carrier. The trophy was won through the accumulation of approximately 275,000 man-hours, in 144 working days, without a disabling injury, at their Richmond construction project, the building of the Phenol Plant.

Several members of Local 3 have been employed on this project throughout the summer months, with Bros. Ray Post, Chief Operating Engineer, Bill Dearing and Travis Price still currently employed by Stone and Webster. Stone and Webster's safety committee operates on a rotating basis, with one member being chosen from each craft, with the shop stewards and a representative from every sub-contractor also in attendance. Weekly inspections of the project are made for the prompt detection and correction of hazards. Another important factor in the project's safety achievement is the short orientation program for new employees. Before going on the job, men are thoroughly instructed in the use and importance of protective equipment, and the need for working safely at all times. The crew at Richmond is doing its best to complete the project with a perfect safety record, for they

have their eyes on the annual safety award which Stone and Webster makes. Local 3, is very happy with the good relationship we have always had with this engineering firm.

Work will get underway during the middle of December by six members of Local 3 employed by Stolte Inc., on the sewer-line job along Mt. Blvd., and Sage Road in Oakland, a project which will take three months to complete.

Fredrickson Brothers, have not been held back too much as yet by weather on the Castro Valley Freeway job. Twenty-one engineers are currently employed on this project, with approximately one-half of the work completed at this time.

Bros. R. Owens, trencher operator, and P. McNair, oiler are working for Kevry Construction Company on a sanitary sewer-line job, started December 1st. 800 feet of 10 inch clay pipeline is to be laid along Kennedy and Diesel streets in Oakland.

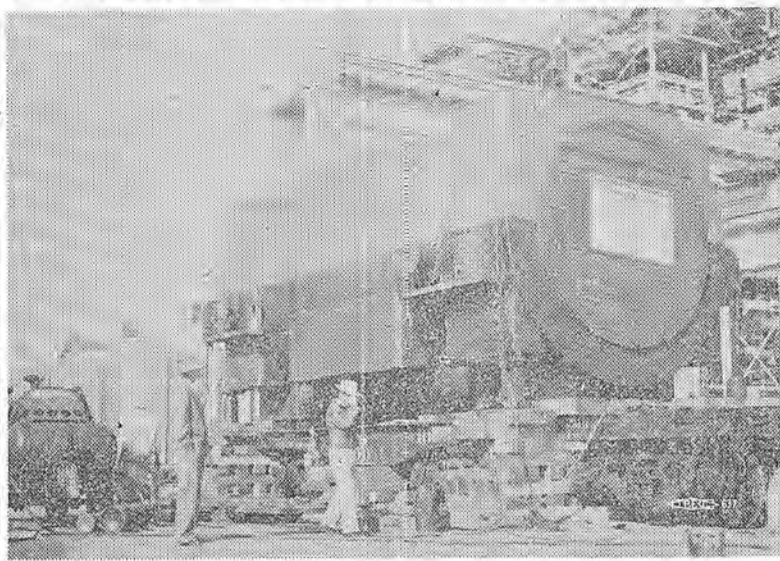
Four engineers on Rose & Matoza's payroll are getting started on the excavating and paving for the new Irvington Jr. High School. At Camp Parks this company has a sub-contract from Campbell Construction Company to do the grading and paving for new chapel building. In addition to continuing with excavating and paving work, Rose and Matoza will in the future also do curb, gutter, and sidewalk work.

Pacific Bridge Company has a contract to wire wrap six fire walls that encircle the P. G. & E. Steam Plant fuel tanks at Pittsburg. The new banding machines to be used for the wire wrapping, which are to be manned by Local 3 men, travel around these walls, which are 1000 feet in circumference, under their own power, laying a single wire each time around. Each roll equals approximately one mile of wire. 255 rolls of wire are to be used on each of the six fire walls. It is estimated that the two banding machines travel at 30 miles per hour. At the end of each row it is necessary to splice the wire, so it is easy to see that this is a slow operation. Bros. Marvin Miller and A. Miller are operating the banding machines, and George Laujou and Wally Wright are doing the oiling.

General Electric Company claims some sort of a record by unloading a 236 ton Stator, a generator part, at the P. G. & E. Steam Plant, Pittsburg. This generator part traveled from Schenectady, New York by rail and had to be moved in daylight at 25 miles per hour. Bigge Crane had the pleasure of unloading and placing this item.

They are going full blast on the work at Canterbury Village Housing Project in Clayton Calley, near Concord. Frank Beach, Al Uricelqui, Rex Robertson and M.G.M. Construction Companies all have crews working at this location at the present time. Gallagher and Burke have completed the street grading on the Glenbrook sub-division. Oliver Rousseau is planning on opening their new sub-division north of Holbrook Heights in the very near future. Herity and Gannon have the dirt flying on their new sub-division south of Holbrook Heights, with Bros. Don Pickrel, Homer Wright, Ross Knapp, Glen Gillam, and Chuck Bray on their equipment.

Parish Brother's contract to move 480,000 cubic yards of fill material for the approach to the Richmond-San Rafael Bridge is moving rapidly along, at an average rate of 5000 cubic yards during a nine hour shift. If the weather



**TOY MOTOR**—This 236 ton generator part, known as a Stator, is about as far from a toy motor as you can get. It is shown being installed at the \$80 million P. G. & E. Steam-Electric Plant at Pittsburg. Four of these Stators are to be installed.

## SEASON'S BEST WISHES

In behalf of the Business Representatives and office staff of the Oakland office we would like to take this opportunity to wish each and every member of Local 3, and his family a very joyful Holiday Season, and to thank all of them for the outstanding cooperation they have extended to us during the year now drawing to a close. While there are those among you whose Christmas' will be brightened by the return of loved ones from various places throughout the world, especially those who spent last Christmas in the mud and rain in Korea in protecting the world from the aggression of the Communists, we realize there are still many who have loved ones that will be unable to spend the holidays at their firesides, and we join with you in offering a prayer that next Christmas will be a brighter and cheerier one for all of the members of Local 3, and their loved ones.

## NOTICE: UNION OFFICE CLOSED

The Oakland Office WILL BE CLOSED on Saturday, December 26th, 1953 and Saturday, January 2nd, 1954 preceding the holidays!

continues to be even half as good in the next weeks to come as it has been in the past, the job will be finished by Christmas, which will be a good two months ahead of schedule.

At the present time there are 3 DW-20's, 3 DW-21's, 3 DW-10's, one D-7 Tamper Cat, one new D-8 Push cat, 4 D-8 cats and one Cat 12 Motor patrol. The following brothers are at present working on this project: Leo Chilton, superintendent; Tom Stapelton, pusher; Henry Maguire, D. L. Booth, Art Cereda, Loren Jones, Ernest Smedley, and Norman Luna on the cats; "Rocky" Adamson, Cecil Price William Gardner, Boyd Davies, Caesar Rogers, Clarence Dayton, William Swan, R. Pemberton and John Dennis on the rubber-tired rigs; Walter Woodside, blade operator; Merrill Weekly, master mechanic, Andy Anderson, greaser, and Charlie Company is doing the oiling.

One very interesting aspect of this job was the mud wave that was created by pushing so much rock and dirt into the bay. In order to be sure no mud remained under the fill material a blasting set-up was used. The mud which reached depths of 25 and 30 feet was pushed ahead of the fill by the use of 3" sticks of vitro-gel 60% powder. Holes were jetted into the mud with a two inch pump at the approximate toe of the fill. The holes were 15 to 20 feet apart, and filled with from 80 to 100 pounds of vitro-gel. Meanwhile the shoulder of the fill was loaded a scraper width wide to a height of from 15 or 20 feet. The resulting blast kicked the mud out into the bay, and the fill buckled and settled under the mud. The mud wave then kept moving for two or three days before another blast was necessary. Over 11,000 pounds of powder was used.

Just one year from now the new Department of Public Health Office and Laboratory for the state of California will be ready for occupancy. This eight story structural steel, concrete, fireproofed building will consolidate under one roof all the many projects that the Department of Public Health carry on

for the health of the people of California. Brother LaMarr Dees, is the Assistant Superintendent for the project. Brother Fred Adams, with his oiler Harold Straight are operating the Lorain Truck Crane that is being used for placing forms and pouring concrete. Brother Don Meifer is the mechanic in charge of all the equipment for the general contractors, Williams and Burrows, Inc. and the Carl N. Swenson Company.

Brother M. A. Henry and his oiler Ray Silva are operating Elmer Freethy's moto crane, setting trusses and girders for the roof of the new Almond Reservoir now under construction in Castro Valley. Bro. Silva has the difficult task of taking the crane down the 2-1 slope to the bottom of the reservoir. Lee Construction Company have nine members of Local 3 employed on excavating and paving work on several different housing projects throughout Southern Alameda County, and it is their belief that they have enough work lined up to keep these men working for the next several months to come. Operating blades for Lee are Fred Meyers, Ray Meyers, and George Souza, on the carryalls are Looney Eelton and Ross Walker, on the cats are Jim Zumwalt and Helger Jessen, and Pat Ferrari is doing the greasing. Brothers Clyde Felcher, Richard McCampbell and Vernon Beecroft are employed by San Leandro Rock in their quarry.

We would like to call the attention of the memberships living in Contra Costa County to a new bond issue, the purpose of which is to provide funds for a general sewer improvement program, between Orinda and Pacheco. Approximately 600 miles of sewer line would be involved for a cost of approximately \$3,389,000.

On October 26th, a labor dispute between the C.I.O., Steelworkers and the management at Pacific States Steel in Niles resulted in approximately 70 members of Local 3 being without employment. As this labor difficulty came at a slow time of the year we were able to get only a very few of these men out on other jobs. On Dec. 7, some of these men returned to work at the mill, with the greater number not to return for some time.

"Mama, what is a dilemma?"  
"Oh, it's when a woman doesn't want any more birthdays, but still wants to get the presents."

## Dredger News

Dredge work appears to be holding up pretty well, considering that no new jobs have as yet been started. San Francisco Bridge Company, Hydraulic Dredging Company and Olympian Dredging Company have all put a number of men to work, getting their equipment ready to start. We are as yet unable to give any definite starting dates on any of these jobs; however we assume that they will get underway soon.

Hydraulic Dredging Company have employed a few men to take up the submerged pipeline which was used on the first section of the East-shore freeway widening job. They are using LeBoeuf and Dougherty's Derrick Barge in conjunction with their anchor barge to salvage the pipe. Hydraulic has the following men employed at their Rio Vista yard, getting the Papoose ready to go out on a job. The men are making needed repairs to the dredge and to the pontoon line: Sam and Dominic Papetti, John, Pete and Virgil Delzompo; Phillip and Louis Oliveri, Joe Halter, Dave Oding, Norman Stanton, Robert Ford, Eric Salenius, John Baldetta, Jr., Ilza O'Mary, Guy Ferrari, H. Larsen, Pete Welter, Ray Anderson, Joe Mirandi, W. A. Baker, E. Remington, James Hall, and Rolland Davies. Brother Morris Walgrave is general superintendent of Hydraulic Dredging on the Papoose.

Olympian Dredging Company have their four dredges, The Palm-er, The Monarch, The Holland, and The Neptune in their Rio Vista yard. The crew on the Palmer includes Merle Ready, Carl Anderson, Ben Eden, Vince Baldetta, Amory Rathbun, and Frank Bateman. On the Monarch are Brothers John Cardoza, Albert Johnson, Travis O'Mary, Louie Hohn, and Joe Brown, captain. The Holland is manned by Brothers Pete DeRose, John Holloway, W. Wilkinson, John Hermanson, and Harold Souza, and the Neptune by Brothers Lee Burns, Mons Johnson, Oroville Johnson, and Ray Heath.

The Simpson Brothers, Pat and "Babe" have moved their clamshell dredge, the California, down and are at present tied up at Parr-Richmond Terminal in Richmond where they have some repair work to do before getting started on the East-shore freeway job. Simpson Brothers will do the clam work on the pre-dredging part of the project.

Brother George Sullivan has just returned from the Philippines where he was employed as master mechanic for Mid-Pac, and has now taken a job with the San Chief Engineer on the Dredge Francisco Bridge Company as Wilatka, which is now being reconverted into a steam turbine powered dredge.

Brother Charlie Hall, who has been on the sick list since last August, is now going to be hospitalized for major abdominal surgery. We would all like to wish Charlie lots of good luck, and hope he will be able to be back to work soon.

No doubt all our readers detected the printer's error in last month's issue of the Engineers News, where the copy read—"the second section of the Eastshore Freeway job has been lost." Correctly, of course, that sentence should read "the second section of the Eastshore freeway job has been let."

## News About The Brothers

In addition to the many engineers from other areas who have dropped into the hall recently checking on the work situation, we also have several Local 3 men put in an appearance after an absence of several months or longer spent on (Continued on Page 11)









# Construction Awards Oakland Area News

(Continued from Preceding Page)

\$65,349 for 1.7 mi. grade & surf. with untr. rock base & seal coat, on Old Sonoma Road, Napa city limits at Casswell St. to 1/2 mi. N.E. of Buhman Ave., NAPA CO.

SACRAMENTO, contract awarded to M. J. Ruddy & Son, 922 "J" St., Modesto, \$131,567 for 0.8 mi. grade & plant mix surf. on untr. rock base & const. reinf. conc. bridge, betw. 0.2 mi. S. of Sullivan Road & Gustine, MERCED CO.

SAN LEANDRO, contract awarded to Huettig-Schrohm & Bennett, P.O. Box 798, Palo Alto, \$10,957 for planting at Juvenile Hall, 150th Ave. & Foothill Blvd., ALAMEDA COUNTY.

ARCATA, contracts awarded as follows for work at Humboldt State College, Arcata: (1) To Bernard Gayman, 12 Seymour Ave., Mill Valley, \$5,775 for planting & irrig. sys.; (2) To Humboldt Constructors, Inc., 125 W. 5th St., Eureka, \$17,500 for const. roads, park areas, etc.

**NOVEMBER 23, 1953**

SAN FRANCISCO, contract awarded to Elmer O. Giessner, Cassel, \$0,325 per cu. yd. for const. reservoir near Cassel, Conrad Flat Desilting Basin & Reservoir Project, under Inv. 2-48, involving 1817 cy. material.

OGDEN, UTAH, contract awarded to Arnold Schultches, Vernal, Utah, \$77,940 for 18.8 mi. const. 12' roadbed, Shafter Trail Access Road, GRAND & SAN JUAN COS.

IMOLA, contract awarded to Pelutz Co., 1236 Central Avenue, Santa Rosa, \$57,190 for improvements to water supply system at Napa State Hospital.

REDWOOD CITY, contract awarded to Bragato Paving Co., 1650 Old County Road, Belmont, \$24,244 for const. of running tracks at (1) Carlmont; and (2) Menlo-Atherton High Schools.

**NOVEMBER 24, 1953**

RICHMOND, contract awarded to Robt. R. Murdoch, 5376 Belgrave Place, Oakland, \$3,000 for const. 48" CMP culvert, curbs, gutters, sidewalk & asph. conc. surf. on Carlston St. betw. Niven St. and Pointset Avenue.

SEBASTOPOL, contract awarded to Helwig Const. Co., 407 N. Main St., Sebastopol, \$4,475 for grade, conc. curbs & gutters, tile drains & catchbasins, on Litchfield Avenue.

**NOVEMBER 25, 1953**

SACRAMENTO, contract awarded to Payne Const. Co., 689 Louisiana St., Oakland, \$8,648 for const. Clay Station Road Trestle, SACRAMENTO COUNTY.

SACRAMENTO, contract awarded to A. Teichert & Son, Inc., 1931 Stockton Blvd., Sacramento, \$38,896 for grade, pave, etc. on Mormon Island Road.

BERKELEY, contract awarded to O. C. Jones & Sons, 1520 - 4th St., Berkeley, \$5,445 for const. sewers & grading of Fairlawn-Queens Road Playground.

SACRAMENTO, contract awarded to J. Henry Harris, 2657 - 9th St., Berkeley, \$23,448 for 2 reinf. conc. structures to be extended & widen approaches with roadmix surf. on imported base matl., at Finley Turn & Cole Creek, 4.2 mi. & 3 mi. south of Lakeport, LAKE COUNTY.

SACRAMENTO, contract awarded to H. H. Anderson, 15049 East 14th St., San Leandro, \$38,294 for 0.2 mi. widen bridge & approaches with pltmix. surf. on untreated rock base, lightweight base materials and existing pavement, at Cedar Creek, 19 miles east of Gilroy, SANTA CLARA COUNTY.

SACRAMENTO, contract awarded to Joe Vicini, P.O. Box 206, Placerville, \$72,703 for 2.7 mi. grade, import. subbase & pen. treatment, betw. Mountain Ranch & 2.7 mi. north, CALAVERAS CO.

SACRAMENTO, contract awarded to Ukropina-Polich-Kral and John R. Ukropina, P.O. Box 105, San Gabriel, \$715,859 for 9.1 mi. grade & plantmix Surf. on untreated rock base & cem. treated base betw. Oroville Wye & jct. Rt. 87 north of Oroville, BUTTE CO.

SACRAMENTO, contract awarded to Dan Caputo, 2711 Moorpark Avenue, San Jose, \$1,099,103 for 2.1 mi. grade & surf. approaches with bitum. surf. treatment a const. por. steel bridge, between Antioch

## Bridge and Emmaton's Landing, SACRAMENTO COUNTY.

OAKLAND, contract awarded to Paris Bros., 430 - 40th St., Oakland, \$16,464 for const. reinf. box culvert & vitr. clay pipe sewer in por. of 48th Ave. between San Leandro St. & East 12th Street.

SANTA ROSA, contract awarded to Justice-Dunn Co., 1260 - 59th St., Oakland, \$5,400 for grounds improvement at Gymnasium Bldg., Los Guilucos School for Girls, near Santa Rosa.

YOUNTVILLE, contract awarded to A. G. Raisch Co., P.O. Box 458, San Rafael, \$47,000 for const. extension of main road at Veterans Home.

SACRAMENTO, contract awarded to A. Teichert & Son, Inc., 1931 Stockton Blvd., Sacramento, \$23,790 for site preparation, Central Office Bldg., Dept. of Employment, Sacramento.

SAN FRANCISCO, contract awarded to Fay Improvement Co., 101 Carolina St., San Francisco, \$65,814 for track removal on 11th St. & Potrero.

**NOVEMBER 27, 1953**

SACRAMENTO, contract awarded to Huntington Bros., 2186 Monticello Road, Napa, \$18,167 for rep. & replace drainage facils. at 23 locations betw. Jenner & 4-5 mi. S. of Gualala, SONOMA COUNTY.

SACRAMENTO, contract awarded to Volpa Bros., 233 Nielson, Fresno, \$62,373 for 3.8 mi. grade, place imp. base matl. betw. 0.25 mi. S. of Flint Ave. & SHR No. 10, 2 mi. E. of Hanford, KINGS CO.

**NOVEMBER 30, 1953**

SAN FRANCISCO, contract awarded to Lowrie Paving Co., 1755 Evans Avenue, S.F., \$4,272 for yard paving in vic. of Bldgs. 210, 368 & 369 at the S.F. Naval Shipyard.

TRAVIS, contract awarded to Parish Bros., P.O. Box 6, Benicia, \$11,329 for const. parking area adj. to Base Hospital, under IFB 04-626-54-24.

**DECEMBER 1, 1953**

EL CERRITO, contract awarded to Lee J. Immel, 3030 San Pablo Avenue, San Pablo, \$14,460 for resurf. Barrett Ave., betw. west city limits & Tassajara Ave.

REDWOOD CITY, contract awarded to Sondgroth Bros., 318 Sierra Vista Avenue, Mountain View, \$1,500 for surf. Jefferson St. betw. El Camino Real & Adams St.

PORTERVILLE, contract awarded (General) to R. Pedersen & Sons, 446 Clark St., Fresno, \$1,921,490 for const. 14 ward bldgs. at Porterville State Hospital, Phases 3 & 4, Porterville, TULARE COUNTY.

SACRAMENTO, contract awarded to Jas. H. McFarland, 101 Tara Street, San Francisco, \$67,972 for const. bridge & 0.1 mi. road approaches at Frazier Creek, 2.5 mi. S. of Blairsden, PLUMAS CO.

SACRAMENTO, contract awarded to A. Teichert & Son, Inc., 1931 Stockton Blvd., Sacramento, \$18,646 for const. access road to Jediah Smith School.

**DECEMBER 2, 1953**

CAMP STONEMAN, contract awarded to Jack Catalino, 97 Marks Blvd., Pittsburg, \$3,397 for inst. gravity-type retaining walls on N. sides of Bldgs. T-4309, 4310, 4311 & 4312 at Camp Stoneman.

MONTEREY, contract awarded to Granite Const. Co., P.O. Box 900, Watsonville, \$10,548 for reseal two runways at the Monterey Peninsula Airport.

MILPITAS, contract awarded to M. Weber, 28149 Niles Road, Hayward, \$23,316 for const. water main to serve property of Western Pacific Railroad in Milpitas area.

SANTA CRUZ, contract awarded to Granite Const. Co., Box 900, Watsonville, \$14,990 for const. Altivo Avenue betw. San Andreas Rd. & its Nly end, Loma Ave. between its west end & Altivo Ave., Elena Rd. between Altivo Ave. & its Ely end, approx. 0.96 mi. SANTA CRUZ COUNTY.

SANTA CLARA, contract awarded to A. J. Raisch Paving Co., 900 W. San Carlos St., San Jose, \$12,380 for const. portion of De La Cruz Blvd. betw. Brokaw Road & Reed St.

**DECEMBER 3, 1953**

SAN FRANCISCO, contract awarded (General) to Martinelli

(Continued from Page Five)

construction jobs in various parts of the world.

Back from a summer spent in Alaska is Brother Sheldon "Whitey" Ongman who was employed by Birch, Lytell, and Green, as foreman over the heavy duty equipment crew, on their air-base job at Elmendorf, just out of Anchorage. This was Whitey's second trip to Alaska, and while he found the camp conditions satisfactory, prices somewhat lower than in 1952, hunting and fishing excellent, he reports that it was possible to get in only a very little overtime this season.

Brother Tommy Laird, found his red hair and ruddy complexion an asset in Iceland where he has been working for the past nine months. His fair coloring made him almost always be taken for a native Icelfander, and helped in establishing friendly relationships with the people of this far northern land. Tommy was employed as night superintendent over the H. D. Equipment by Metcalf-Hamilton, Smith, and Beck on the airstrip being built for the American government in Iceland, but as the sun did not set until after midnight most of the summer, the shift was a matter of little consequence. The spring and summer weather in this country are very fine, and quite similar to that of the Bay Area; however, the onset of winter forced the shut-down of the project until Spring. While Tommy spoke with real enthusiasm of the beautiful Icelandic women, he did not appear to be sorry to be home for a while.

From considerably farther south came Brother George Cleek, returning from eight months spent working as lubrication foreman for Morrison-Knudsen on their Orinoco Railroad job in Venezuela. George's return trip to the states was a very pleasant one as it included a two-day layover in Caracas, and was made in a brand new sixty passenger Pan-American plane, carrying only ten passengers on this flight.

Brother James Oliphant, who has just returned from French Morocco tells us that its hard to get used to hearing English spoken again, after hearing so many other languages spoken for so long.

One of our well-known blade men, Brother Ray Purdy, came in recently to say so long for a while before taking off for Eniwetock in signed a one year's contract with the Marshall Islands, where he has Holmes & Narver.

Brother Ray Tripplett, one of the four mechanics sent from the Oakland area to the Bechtel job in Vermillion Valley, gave us a very favorable report of the company maintained camp, and the job as a whole.

\* \* \*

Macal Improvement Company and Antioch Paving Company have a considerable amount of surplus equipment for sale, specifically jeeps, tractors, shovels, carryalls, oil distributors, rollers, transport and other dirt moving rigs. The equipment is at Wilbur Avenue and Highway 24, Antioch, telephone Antioch 400.

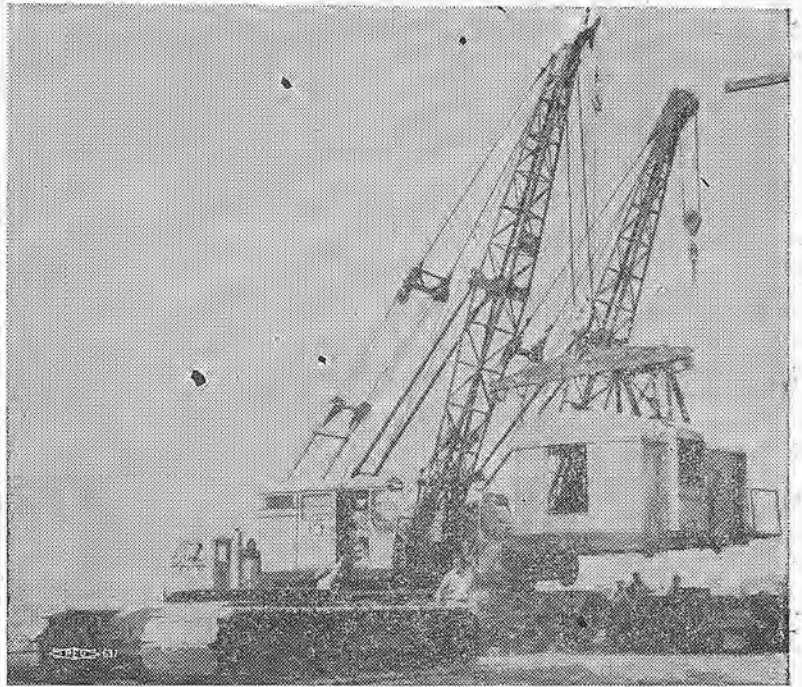
Const. Co., Inc., 1580 Folsom St., San Francisco, \$492,000 for const. Starr King Jr. High School.

SACRAMENTO, contract awarded to Wm. E. Thomas Const. Co., Rt. 4, Box 3400, Sacramento, \$8,936 for const. reinf. conc. culvert in Armstrong Drive, SACRAMENTO COUNTY.

SACRAMENTO, contract awarded to A. Teichert & Son, Inc., 1931 Stockton Blvd., Sacramento, \$4,712 for const. roll type conc. curbs & gutters in O'Farrell Drive Local Improvement Dist. No. 82, SACRAMENTO COUNTY.

TIBURON, contract awarded to Brown-Ely Co., P.O. Box 474, Corte Madera, \$38,680 for remove slide material & cut back slope at Bldg. No. 51, Naval Net Depot.

MARE ISLAND, contract awarded to Basalt Rock Co., Box 538, Napa, \$7,600 for floor paving in Bldg. No. 253.



**TWIN POWER AT WORK**—On a task that used to take five days, these two P. H. Motorcranes load a 1201 Lima cab on the Santa Ana freeway in two hours.

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General Contractors — Highway and Public Works  
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## Several Large Contractors Establish H.Q. on Peninsula

By CHET ELLIOTT, Business Representative

During the past few weeks a few of the large contractors who formerly were located in San Francisco and other cities have established headquarters in San Mateo County. The M & K Corp. are moving into their new yard and shop at Butler Road and Bayshore Ave. in South San Francisco. The Ken Royce Company have moved their main office to the Ready-Mix Concrete plant at South San Francisco and have filled in ground on the old Bayshore Highway for a storage yard and contemplate erecting a new shop in the near future.

Also, the F. and O. Corporation now have their main office and yard at Redwood City. This firm along with their home building operations have now branched out into the heavy construction business and at the present time are operating two shovels and several cats preparing the hilly ground near Belmont for real estate development. This work is conducted under the supervision of Superintendent Brother Bill Ballam assisted by foreman Brother Peterson.

Project Manager Brother Phil Dunne with the assistance of office manager Brother H. D. Thomas and foreman Bros. Hawkins, Kerr, Presgan and Needham after several delays now have Piombo Construction Company's large Bayshore Highway job proceeding on schedule and forty members of Local 3 are employed on this work. They now have the mud stripping and sand piling unit of the job about ninety per cent complete and the concrete footings are finished, ready for the steel erection. The management is concentrating on the Ralston Ave. overpass and is anxious to finish this part of the project so the overpass may be used for a haul road for the many trucks used in the importing of two million yards of earth fill which will relieve traffic congestion and speed up production.

### BIG HOUSING PROJECT

According to the latest information received in this office from the Trousdale Construction Co. who are the developers of the eleven hundred acre Mills Estate,

contracts for the clearing and moving of more than a million yards of earth will be awarded and actual construction will start immediately after the 1st of January. At this time we do not have the information as to who will be the successful bidder.

The Sterling Builders Real Estate development project at Pedro Valley on the coastside is the scene of much activity at this time. Contractor Joseph Brady, assisted by foremen Brothers Smith, Brady and Peters, and many members of Local 3 operating the shovels, blades, trenching machines, rollers, cat, and jeeps on the many units of this large job, including the erection of the sewage disposal plant, filling of the land for homesites and street work.

Actual construction on the multi-million dollar Hillsdale shopping center has been under way for the past two weeks. The L. C. Smith Company were the successful bidders on the excavation and J. O. Archibald and the Ken Royce Company are supplying the cat-loaders and shovels.

The Douglas and Woodhouse Company of Redwood City have a large crew of engineers under the supervision of Brother Reese Woodhouse employed on many resurfacing and paving jobs throughout this district.

L. C. Smith, Bragato Paving Co., Frank W. Smith, the S.A.E. Co. and many other local contractors have large crews of engineers employed on a great number of highway and street grading and paving jobs at all points in this area.

In closing this report, your local representative takes this opportunity to wish all of you Brothers and your families a very Happy Holiday Season.

## Contractors Mid-Pac Is Closing Its Operation in the Islands

By J. K. WAIWAIOLÉ, Business Representative

Matson Navigation Co. has just signed a contract for \$1,660,901 with Pacific Construction Co., for the construction of the 300-room 11-story Princess Kaiulani Hotel on the corner of Kalakaua Ave. and Kaiulani St., opposite the Moana Hotel to be completed some time in May 1955. This contract is only for the structure. It is estimated that the entire project with additional contracts for other phases of this construction, including land, will represent an investment of approximately \$4,500,000.

Seattle interests through Charles J. Pietsch, Honolulu realtor, have taken an option on 61,000 square feet of land adjoining the Waikiki Yacht Harbor on Ala Moana, for the purpose of erecting a 12-story apartment hotel.

Contractors Mid-Pac closes its Kanephe Marine Corp Air Station project on Dec. 18. No new work is contemplated here. The Kwajalein project is tentatively scheduled for closing Jan. 16, 1954, if the Navy does not renew their contract. The Subic Bay, P. I., job should be ready for extensive shore construction sometime early next year. Much of the hiring is done in San Francisco for this job.

Brother Joe Cathcart, shop superintendent for the Army Corp of Engineers dredging on Okinawa, who has been vacationing the past 45 days back home, leaves for Okinawa on the 11th of this month on another year's contract. Accompanying him will be Brother Tom Wills, veteran leverman on all types of dredges, on a one-year contract also. Returning from Kwajalein last week were Brothers Ernest Chee, Tokuzo Nakata

and Herman Uavao, all equipment operators. After 18 months spent learning the Turkish language and instructing them, Brother John Spencer popped in the office direct from the Honolulu Airport with a message to keep a sharp lookout for any return request for him by Byrne International Organization of Washington, D. C. He reports cupid worked overtime along the shores of Lebanon for Brother Joe Haia as he will be returning to Paradise Isle very soon with a lovely wahine. (Lady—a Greek at that.)

Unions who are not affiliated with the local Central Labor Council are quite interested to join up now since the program of the conference of AFL unions was adopted last Friday, Dec. 4, 1953. It is hoped that some changes in election can be effected to the agreement of the majority, it not all interested parties.

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### Super-Squeeze Reservoir

Richmond's new 12 million gallon water reservoir, largest prestressed job of its kind, is getting 144,000 pounds of "super tens" steel wire squeeze to give it added strength.

## Field Survey Notes UNION GETS CRITICISM AND PRAISE

By AL BOARDMAN and DICK DINNING

The civil engineering firm of W. J. Hanna & Sons, of Gilroy, Calif., signed the master agreement covering Technical Engineers' field classifications of the Operating Engineers Union. The firm, headed by W. J. Hanna, Sr., has for many years done the major part of engineering in the Gilroy-Salinas area. Their outstanding reputation for accuracy and dependability has held them in demand on boundary disputes and matters of litigation. We welcome this firm as a valuable addition to our growing list of union engineering firms.

Dick Dinning, your East Bay representative, recently attended a meeting of the East Bay Chapter of the Bay Counties Civil Engineers & Land Surveyors at their request. The problem of non-union surveyors who are offering unfair competition was discussed, and your representative explained the steps being taken by the union to remedy this situation.

Plans were then made for closer cooperation in the future between the union and the employers in attempting to eliminate malpractices in the engineering field.

A meeting of the Junior Chamber of the ASCE was held recently on the Berkeley campus of the University of California to discuss collective bargaining for engineers during which the Operating Engineers came under discussion. A member of the AGC who was present criticized us severely, while a member of the Bay Counties Civil Engineers & Land Surveyors Assn. who was also present said he felt that the union was doing a good job.

Shipperd and Riffe, of Martinez, one of the biggest engineering firms in the East Bay area, has just signed a new contract with the union.

While the usual seasonal layoffs have begun, a sudden spurt of activity occurred within the last week during which several work orders came in. After several relatively slow weeks, this was very encouraging and we hope the trend continues.

A "cost of living" increase has been negotiated for mill draftsmen of the Pacific Manufacturing Co., in Santa Clara. This makes the fourth increase in as many years and will mean an increase of approximately one per cent for all classifications.

### PERSONAL NOTES

Casey Bell, long-time employee of the Edwin H. Smith Engineering Co., Redwood City, is temporarily on the sick list. We wish him well and a speedy return to work.

Scotty Cruikshank is out of the hospital but is not yet able to return to work.

There will be no December meeting of the Technical Engineers, due to the fact that the usual meeting date falls on Christmas Day.

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### Navy Deckhand Job

The Navy is announcing Civil Service Examinations to fill the position of Deckhand, \$3216.00 per annum, at the U. S. Naval Supply Center, Oakland, California. The Twelfth Naval District Board of U. S. Civil Service Examiners is accepting applications to fill these positions until further notice. A list of eligibles will be established from which vacancies will be filled as they occur. Preference in appointment will be given to veterans. Appointments will be on an indefinite basis.

For complete information and application forms, contact the Twelfth Naval District Board of U. S. Civil Service Examiners, 45 Hyde Street, San Francisco, California; 12th Civil Service Regional Office, 630 Sansome Street, San Francisco, California; or any post office in the San Francisco Bay Area.

## REPAIRS TO GOLDEN GATE BRIDGE TO WAIT SAFETY STEPS

By PAT CLANCY and PAUL EDGEcombe, Business Representatives

In general, work in the San Francisco area has tapered off the past couple of weeks. We all are aware of a situation of this sort at this time of the season. In spite of this seasonal trend several of the jobs are operating at a steady rate.

Excavation for the Summit Reservoir, located on top of Twin Peaks, has started this past month. Buzz Haskins has a crew of first class engineers employed on cats and cans, jeeps, dozers and blades. They have really been rolling the muck off this hill. Bro. Haskins, though young in years, proves qualified in experience.

Adjacent to this job Standard Building Co. has their equipment going steady on the Twin Peaks Housing Development.

Walter Lenkeit and Western Plumbing have completed all the excavation and placing of pipe on the Columbus Ave. 30' water main job. They have moved their equipment to the vicinity of the P. G. & E. plant on Evans Ave., getting ready to start that job.

On the 36" water main pipe line from Lake Merced pumping station to 23rd Avenue, and Sloat Blvd. Station, Coast Pipe will be finished in the next couple of weeks.

Judson, Pacific & Murphy Co., has suffered a temporary setback on their job of structural repairs and re-bracing of the underside of the Golden Gate Bridge deck. This is due to the accident of one of the traveling scaffolds falling into the channel and causing two iron workers to lose their lives.

The Division of Industrial Safety has moved in and has forbidden the company from using the three remaining scaffolds until they have

been made safer. They have shifted their operations to the base of the San Francisco pier where they are building a ramp and platform for the storing of material to be used on the bridge.

Unloading of the barges, loaded with steel and other material, will be handled by a Lorain Truck Crane placed on the base of the pier. Smith-Rice Co., was loading the material for the initial steps of the pier job. Brother Lloyd Northrup was operating the derrick; makes no difference to the size of the job he gets it done.

Therefore Meyer & Sons have started building their new apartment house on Clay & Jones Sts. The building is one of the newest types of construction jobs in San Francisco. It is a concrete constructed building with steel floor joists and reinforced concrete girders and columns.

Received a letter from one of our world traveling members, Bro. Chet Abell, employed by Morrison & Knudsen on the Itutinga Project in Brazil, South America; says everything is fine and has learned enough Portuguese to get acquainted with his native barefooted welders. Always glad to hear from the members employed on foreign jobs.

At this time we would like to wish each and every member and his family a Merry Christmas and a prosperous New Year.

### Shut Off the Water, Please!

## EUREKA AREA SLOPS UP 24 INCHES OF RAIN IN 48 HOURS

By A. R. McCaffrey, Business Representatives

Work in the Redwood Empire has slowed down to a crawl. Reason? Water. A couple of weeks ago we had 24 inches (2 feet) of rain at Gasque in 48 hours. Since then we have had a shower or two which only amounted to a few inches. At the present time we are approximately 8 inches above normal rainfall for this time of the year.

Practically every large job in the area is shut down except for maintenance, which has shown quite a bit of activity. At one time the only way you could get out of Eureka was on 101 south and that was questionable at times. 101 at Brookings slid in; Macco M. K. job on 199 at Patrick Creek slid in; C. V. Kenworthy job at Berry Summit slid in and is still sliding; Kenworthy & Patterson's job at Weitchpec slid in. Maurer & Son job at Klamath came in but good, approximately 25,000 yards. Most of the jobs I just mentioned were constructed this last year and were more or less expected to slide some but nothing like they did, all at once.

There are various small jobs throughout the area working when it isn't pouring down, mainly graveling roads, piledriving and inside work. Most all the contractors are overhauling their equipment after a busy year and getting ready for a busier year next year. Next year has all the indications of being a better year for the brothers than last year.

We would like to extend Holiday Greetings to all the brothers and hope for an early spring.



ANY OLD ROADS FOR SALE?—An unusual job of re-processing asphalt roads laid many years ago is being done by this Athey Force Feed Loader and Serria Crusher operating at Orange County Airport.