



ENGINEERS NEWS

OPERATING ENGINEERS LOCAL 3

STATIONARY ENGINEERS LOCAL 39

VOL. 13—No. 11

SAN FRANCISCO, CALIFORNIA

NOVEMBER, 1955

Make Safety a Habit—It Pays!



GRIM SAFETY REMINDER—From Nevada comes this picture of one of Isbell Company's Backhoes in upside down position. It happened on a Reno job, and the operator fortunately was not seriously hurt. He is very self-conscious over the whole affair, needless to say. However, this is a reminder to all of the brothers that you cannot be too careful. Make safety a habit—it pays!

Official Notice

Changes in Office Hours; Directory of Offices in This Issue

The revised issue of the Local Union No. 3 Directory of offices and business representatives appears on page 2 of this issue of the Engineers News. You will note there are some changes in addresses, names, telephone numbers.

All members are asked to note there have been some changes made in the office hours of the branch offices of Local 3. Please note this month's report of the business agents in your district. Where the office hours have been changed mention of it will be made in the business agents' report.

Equipment Mechanic

State personnel board announces examinations for Heavy Equipment Mechanic for Stockton and vicinity will be held on Dec. 17. Final date for filing applications. Nov. 25.

Industry Stays At Top Pace As Weather Permits

Busiest construction schedule in years, generously prolonged by a kindly Indian Summer sun and a late start on the annual bad-weather season, has absorbed the skillful, diligent attention of thousands of Operating Engineers on a wide variety of projects stretching from the Great Divide to Pacific Shores.

It was truly harvest season for the men of Local 3, whether busy on a California subdivision or double-shifting a copper mine on the vast purple, eye-resting reaches of the planet Nevada.

The boys didn't pull in pumpkins, grapes, corn, and beans, like their outdoor colleagues, the farmers, but they are plowing deep and wide for freeways, bridges, 10,000-home subdivisions, and industrial structures, and they are reaping the wages therefrom.

A goodly portion of the harvest goes into the bank to help provide the necessities in case of prolonged unemployment during the winter season just ahead—men in the construction game have formed the rainy-day-fund habit.

A look at this month's fine set of business agent reports covering the 300,000-square-mile jurisdiction of Local 3 shows work at fever pitch in all districts as long as Jupe Pluvius stays away from our shores and refrains from sending his howling storms down from the North Pacific.

Here's a quick round-up on the B.A. reports for November, 1955:

Eureka: PGE steam plant moving, also rail tunnels, highways, autumn in the Redwood empire.

Nevada: Mining in high gear,

highways hurrying, with one eye on the sky; new gambling palaces.

Utah: Big rush to beat the snows; mining, roads, industry.

Northbay: Using good weather to the last hour; major housing, roads, salt plant.

Hawaii: Kaiser's "Paradise" taking shape; safety drive follows five fatalities on one job.

Redding: Test drilling for \$225 million Trinity, 35-million yard dam; freeways.

San Jose: Final Fall rush; all contractors have a backlog; highways, industry, housing.

Sacramento: Top speed; pushing freeways; Placerville bypass finished.

Stockton: Mountain jobs in high gear but deep in the Sierra gorges days are getting shorter; valley freeways.

Marysville: Local 3 underground farmers hard at it on big Poe job; tunnel work ahead for years.

San Mateo: Everybody working as weather stays good.

Oakland: One of best months; industry, back-county subdivisions; opening main line routes out of the Bay Bowl.

San Francisco: Freeways, housing, industry, waterfront jobs.

Fresno: Valley freeways move, also mountain jobs, housing.

Candlestick Cove—Last Link on Bayshore Freeway



LAST LINK, BAYSHORE FREEWAY—Guy F. Atkinson Co. submitted low bid of \$2,039,702 on Oct. 26 for the last major unit of the Bayshore Freeway south of San Francisco. The bid covers the last unit of the Candlestick Cove overwater unit, first portions of which are shown in the above picture. The contract is for 1.6 miles of freeway and two bridges.

Route of the freeway can be plainly seen in the foreground. The "runway" above, at bottom of the bay is at least 10 times as wide as the surface showing. As it joins Sierra Point it will cross over the mainline rail tracks. The present route can be seen at right as it winds its way over the point. (Picture courtesy, "Calif. Highways and Public Works").

Record State Highway Program

Biggest budget in history, nearly \$350 million, has been announced by the State Highway Commission. Listed here are the major Northern California projects for the 1956-57 fiscal year:

ALAMEDA

Foothill Blvd., Hayward to Mattox Rd., \$800,000.

Warm Springs to Beard Rd., \$5,785,000.

Eastshore fwy., Magnolia to 17th St., \$2,650,000.

BUTTE

SR 32, Chico to Hog Springs, \$680,000.

CONTRA COSTA

Hilltop Dr. to Hercules, 6-lane, connects Carquinez proj., \$6,800,000.

EL DORADO

U.S. 50, east of Camino, \$970,000.

FRESNO

Complete fwy. thru Fresno, \$1,930,000.

SR 41, Shields Ave., \$600,000.

HUMBOLDT

U.S. 101, north of Fernbridge, 4-lane, \$1,130,000.

U.S. 101, Mad River Bridge, 4-lane, \$715,000.

MARIN

U.S. 101 at Greebrae intersection, 6-lane, \$2,700,000.

MENDOCINO

U.S. 101, Ridgewood summit, \$610,000.

U.S. 101, north of Hilvilla, \$825,000.

MERCED

U.S. 99 at Atwater, 4-lane, \$2,500,000.

NEVADA, SIERRA

U.S. 40 at Stateline, 4-lane, \$2,600,000.

PLACER

U.S. 40, east of Newcastle, 4-lane, \$1,300,000.

U.S. 40 to Colfax, 4-lane, \$3,250,000. To Magra, \$3,900,000.

SACRAMENTO

U.S. 99 at Cosumnes River, 4-lane, \$2,250,000.

SR 24, Freeport Blvd., \$650,000.

SR 15, Folsom Blvd., \$700,000.

SAN FRANCISCO

U.S. 101, Lyton St. to SR 1, 8-lane, \$3,900,000.

U.S. 101, Bypass, Bayshore, 8-lane across Candlestick Cove, \$1,435,000. (Same amount apportioned San Mateo County).

Embarcadero Freeway, to Broadway, 8-lane, \$5,300,000.

(Continued on Page Five)

IN MEMORIAM

FRED E. GIBSON
October 8, 1955, Alameda, Calif.

HERBERT C. CANTRELL
October 13, 1955, El Dorado, Calif.

M. C. RAMLOSE
October 13, 1955, Norwalk, Calif.

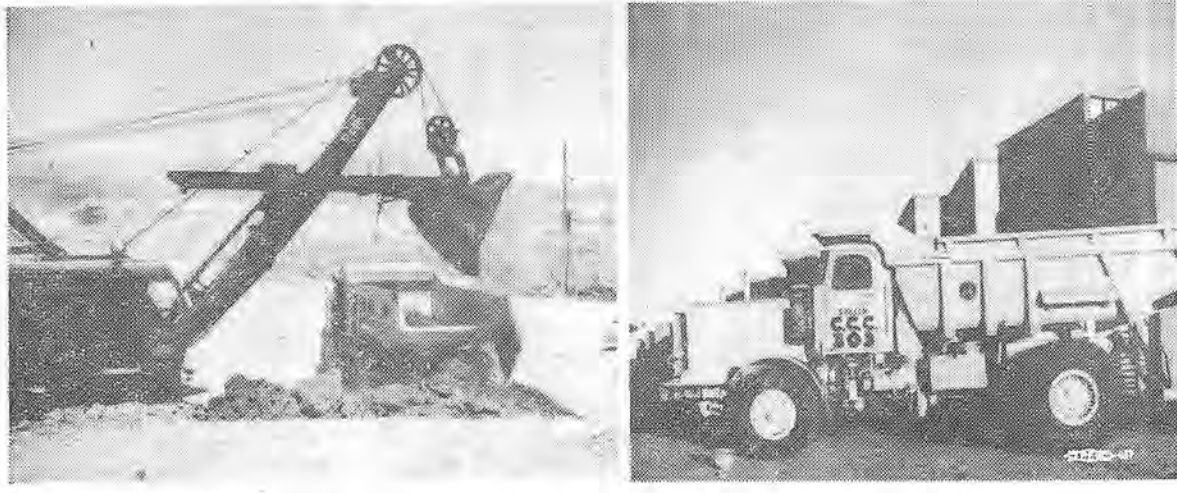
HERBERT H. ANDERSON
October 18, 1955, Hayward, Calif.

LESLIE FLOWERS
October 19, 1955, Stockton, Calif.

HARVEY BEATTIE
October 23, 1955, San Mateo, Calif.

HARMON H. NELSON
October 31, 1955, San Jose, Calif.

FLOYD WEECH
October, 1955, Wells, Nevada



Consolidated Coppermines Corporation's first shovel and first truck in action are shown above, and at right the string of trucks to be used on its Nevada operations. (Pictures by Curley Spence.)

THE NEVADA ROUND-UP—

By H. L. "Curley" SPENCE and JOSEPH "Joe" MILLER, Business Representatives

After a period of waiting and eagerness on the part of the employees at Consolidated Coppermines Corp., at Kimberly, Nevada, the National Relations Board conducted a job election between the International Mine, Mill and Smelter Workers Union and the American Federation of Labor unit. (Operating Engineers Local Union 3, Teamsters Local Union 533, and Laborers Local Union 169.) The A. F. of L. unit was victorious at the polls by approximately 13 to one. Now a series of job meetings have taken place and negotiations with the company will get under way. Everyone is eager to have a working agreement signed, so that they will know what they are, where they are, and how much money they should receive. The company has four shovels on the job, a P & H 1400, P & H 1055, P & H 755, and a 71-B Bucyrus. All of these are new machines and have the latest advancements. The 71-B is air control and is truly a fine operating rig seems as if everyone wants to run it.

Consolidated Coppermines Corp. will have their share of difficulties with the undertaking of open pit mining and new equipment, but with the crew of men employed by them, things will soon level off and rapid progress should be made. Such Shovel Operators as Brothers Henry Tonn, Merritt "Dugan" Pulsipher, R. L. Robinson, S. M. Barnson, LeMar Barnson, and Eldon Ford, who have many years of experience behind them are of great value to the operation and will give "ConCopper" a good start. In the Mechanical Department, Brothers Bob Pulsipher, Ralph Reed, Forest Smith, Charles Basso, Henry "Doc" Lumby, Marion Duilio, and welders, Brothers Steve Dizza and Bill Peterson will be found giving their support and experience to the operation. The same grade of men will be found throughout the job and in all phases, like Brothers "Shorty" Beckham, Art Billett, Vic Heenan, Gerald Wilkins, Virgil Burnett, John Ashe, Clarence Foote, Robert Pulli, and Brick Smith and several others. There are a few new comers to the Copper Pits such as Stanley Simms, D. Meeker and others who will be doing a fine job at Kimberly, Nevada as they have done elsewhere in the state.

Simplon Mining Company has started to work again at their Iron Mine near Palisade, Nevada, and it sounds as if they may stay for a couple of years. Brother J. P. McDermott is on the Northwest 25 loading the ore trucks that haul the ore to the railroad at Palisade. John Coby is the Super on the job, and we will contact him soon for further information about the mine. South of Battle Mountain, Nev., the Copper Canyon Mining Company has started operations again after a few years of inactivity. They have a crew repairing the mill which they expect to have in operating condition some time in January. Their source of ore will come from an open pit that will be located about seven miles south of town. Wells Cargo, Inc., will do the pit work for Copper Canyon Mining Company and we expect to see activity at the pit site early next spring. From what information we could get, we don't believe that any large scale work will begin until completion of the mill overhaul. "Doug" and "Buster" Adamson are working at the mill on the repair and overhaul crew. One of these Brothers is the Master Mechanic on the job, but I can't remember which is "who."

YERINGTON

Anaconda Company at Yerington, Nevada, still is working along as usual without too much change from normal operations. They have been working six days a week for the last couple of months and this has changed a lot of viewpoints on the job. It has not only increased the pay checks but also the spirits on the job. For a surprise of surprises, I met Brother Gerald "Jerry" Luke at the job the other day, and he is going to work at the Anaconda shops. Jerry has finally had his ulcers taken care of and really looks fine, and it's nice to have him back in this area. Brothers Howard K. Shelton, Harold Smith, Joseph Sloan, Donald Hunt and Fred Billows with their Oilers, Brothers Dean Lawrence, William Pellegrini, Joseph Gill, Kenneth Mitchell and Mervin Crouse are still slinging dirt with the 1500 P & H Shovels. At the Weed Heights recreation center, the company is putting a two-lane bowling alley in for the employees. This is really going to be a nice bowling alley, and the people of Weed Heights will get an awful lot of enjoyment out of it. The single men on the job, I'm sure, are very glad to see this addition as a lot of them got tired of playing pool every day.

At the Anaconda operations at the Leviathan sulphur mine, Brothers J. Peterson and Carnegie

Smokey have been handling the sulphur ore crusher. They don't mind the crusher, but things don't smell too good around there most of the time. Brother Gray Azparren is always doing a fine bit of dozer work around the pit area and I must thank him for the use of his jeep on my last job check. Came in right handy. The Leviathan job will keep running until the snows come and then the Brothers working there will return to Weed Heights operations for the winter.

idly progressing their job at Winnemucca, Nevada, despite the lava and granite cut that has been giving them some trouble. They have a new D-9 Cat on the job that is doing a good job of ripping after a remodeling job on the ripper teeth. Vern Wilson, the Super on the job, says that they will start the gravel on the sub-grade soon and expect to get in high gear in a week or so, and if weather permits them, they should get the big portion of it on before snow starts to fly.

Hoops Construction Co. has been moving dirt on the job at Denio, Nevada, for about three weeks now, and they will go on until about the first of the year before they finish the excavating. As an answer to the many questions as to when Hoops will move to the Eureka, Nevada, job, I found that the Eureka job will not start until next Spring. Hoops Construction has been doing a large amount of work in this state this year and has had some of the finest Operators working for him.

Due to a plane crash, the last of October, both the Operating Engineers Local Union 3 and Hoops Construction Co. lost one of the finest blade men that we have had in the State of Nevada. Brother Floyd Weech was killed in the plane accident, and I know that it was a great shock and caused much sorrow to all that knew him. He had worked for Hoops Construction several years as a key man and did a good job in a short amount of time. Nothing we can say in this writing can express our feelings upon the news of his death. He will long be remembered by his many friends and co-workers as an outstanding Brother and fine man.

Attention, all Northwest Shovel Repairmen: Brother Eck says if any of you are interested in shipping out, you might contact Morrison-Knudsen as they are short-handed in Pakistan. There is three years work lined up now over there, with more to follow. Brothers, this year the accident rate has taken a sharp rise and a great amount of this is due to carelessness, of not taking the necessary precautions and using safety

AUTUMN IN THE REDWOODS

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

We are most happy to report that the autumn weather in this area has been very kind to the Brothers. There hasn't been more than two or three days lost on any one job because of inclement weather, for which we are very thankful.

Most of the contractors have their jobs in fairly good shape due to overtime work being done.

If we seem to repeat ourselves in these reports, it is only because we want to show the progress being made on the jobs in this area.

In and around Eureka: BBen C. Gerwick, Inc., continues to make good progress on their bridge job over the Eureka Slough. Mercer-Fraser have completed the dirt work on this contract and are now going strong on the widening and resurfacing of Broadway. As of Nov. 1, Fourth and Fifth Sts. were made one-way, to carry the Route 101 traffic through the city. Fifth St. running north and Fourth St. south. A fine time was had by all the first day, including the police force. The change is really a great improvement.

Brother Tom Hull, local contractor, has a number of the Brothers busy on various jobs such as pile-driving, sewer work, building demolition, etc. This Brother was low bidder on the Mad River South Fork Bridge with a bid of \$95,365.

Humboldt Constructors of Eureka were low bidder on the grading and surfacing of Harrison Avenue with a bid of \$141,602.

Brother "Louie" Conner in good shape for the winter, has recently finished a number of jobs around the area, and has most of his spread in the yard for any and all repairs that might be needed.

Brother Russell Melohn still on the move with his spread of cats. He has a D6 buzzing around leveling the lot next door, checked the skinner's card, he's OK.

Valley Engineers still have a skeleton crew going here and there testing on their pipe line job, repairing leaks and cleaning up.

Engineers Limited have finished the underground job for the telephone company.

STEAM PLANT

Mercer-Fraser Co. are busy as can be in most any direction you look. We hope that Mr. Ralph Brown, who heads this company, has healed from his trip to the World Series. Its alright Ralph, we lost too, better luck next year.

Bechtel Corp. making good progress on the PG&E Steam Plant at Buhne Point. Some ten Brothers are on this job. We are happy to see that big tank on top of the plant, a good job well done, Brothers of all crafts involved. A two-yard rig, a 12-ton load, a 100-foot lift, Brother Vander Platt on the levers, Brother Sulzer, the oiler Jack Curlee the projects manager, holding his breath.

Arthur B. Siri, Inc., have a number of jobs going throughout the area, mostly grading and paving. The materials being supplied by the Empire Rock Co.

North: Associated Dredging Co. have their dredge set up in the Crescent City Harbor and should be going around the clock when this goes to press. B. F. Gregory is in charge of this operation, coming here from a job in Brazil a short time ago.

Carr & Rocca waiting for steel on the Myrtle Creek Bridge. Bro. Louie Deane, the one-man crew, sure rough on some people, nobody to talk to.

Paul Woolf's job on 199 completed and the equipment stored in Fortuna.

Pelican Bay Construction Co. have their crusher nearly ready to go. This will continue to supply employment for a few Brothers in that area.

Marlin Tryon's portable crusher and screening plant in full swing, keeping more Brothers busy.

South: Maurer & Sons have com-

pleted their job at Blocksburg and have moved the cats out. John Peterson nearly finished on his dirt job in the same area. **RR TUNNEL JOB** M. K. is about 50 per cent of the way through the tunnel lining job at Steelhead for the Northwestern Pacific Railroad. Mercer-Fraser Co. have about 3 or 4 more weeks of work to daylight the tunnel at Eel Rock, also a railroad job. Burman & Sons have completed their job on 101 at Red Mountain and are winding up one for the county at Maple Hills near Miranda. Trans Ocean Engineering have finished driving the sheet piling on the bridge near Miranda and are now working on the excavation. Frank Craine should have the dirt work done on the Miranda School by the time this goes to press. **EAST:** Construction on Highway 299 over Berry Summit is progressing very well considering the slide problem they have had. J. Ira McNutt Co. of Portland, Oregon are in very good shape on their section, they haven't had many slides. John Delphia's section is coming into shape nicely. If the slopes continue to hold, they will finish in about a month. Humboldt Constructors would have finished at this writing but seems the whole mountain is sliding into one cut and the present highway is coming with it, tying up traffic for hours at frequent intervals. **MEN INJURED** We are sorry to report that Bro. Jim Clarke, foreman for John Delphia, was injured while directing the clearing of a slide. It seems the place he was standing gave away, causing him to slide feet first under a cat. Fortunately, only one foot was hurt, no broken bones, but many bruises and torn ligaments. The soft mud saved his feet. We can't begin to say how sorry we are that Brother Harold Robinson is lying in the hospital with seven broken ribs and internal injuries that will incapacitate him for some time. He was caught between the counterweight and tool box on a truck crane, nobodys fault really. Brothers, you can't be too careful, don't take unnecessary chances. **Don't forget, Brothers, this office is open every Monday night from 7 to 9 for your convenience.** ★ ★ ★

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More Oakland News

News About The Brothers

(Continued from Preceding Page) a new member to their family. A baby boy, 9 pounds 6 ounces, named Michael Bryan—Congratulations!

Brother Larry Shaw who was employed by Ransome Company is in the Antioch Hospital with stomach trouble. We are all hoping for a speedy recovery.

Brothers Manuel Spessard and Emra Watt last week end were deer hunting near Truckee. No deer, but had a nice ride.

Brother Warren Le Moine and wife were hunting in Modoc County. They saw quite a number of deer but they were too smart and fast for them to hit. Sorry, better luck next time.

Brother Emery Erving, who is working for Hydraulic Dredge in Rio Vista will be leaving about November 10 with his family for a year in Polots, Brazil.

Brother "Ossie" Osborne, set-up man for West Coast Engine & Equipment Company, Berkeley, is in St. Mary's Hospital, San Francisco, and we hope he is on a rapid road to recovery.

Brother "Ike" Spears, recently with Tunnel Rock Company, is in Herrick Memorial Hospital, Berkeley, after having lost his little finger and part of his left hand.

STOCKTON REPORT SHORT DAYLIGHT IN MOUNTAIN GORGES

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

Sunup at 8 a.m. and sunset at 4 p.m.—that is life in the canyons this season of the year. Both Donnell's and Beardsley Dam on the Tri Dam Project are deep in the gorges of the upper Stanislaus. Sharply lowered night time temperatures and shortened hours of daylight are warning the brothers of the rough winter season about to set in on these jobs. More and more restricted work programs are the order of the day until next spring.

A short work stoppage by the miners over safety conditions has ended and considerable improvement is noted in management's attitude on these points.

Jim Clack from Red Bluff has moved in on the access road job on Tulloch Dam at Knight's Ferry. Using two D-8's, one D-9 and one NW 80 and a couple of Eucs, he will complete the main excavation and surfacing in 60 days, weather allowing.

Arundel & Dixon were low bidders on Tulloch Dam at 8 million plus and activity on this project should get under way. Letting this bid was delayed several weeks due to a holdup on the bond sale. By the time this reaches the press, in all probability, the job will be let and equipment begin to show up.

Atkinson sold the Cherry Valley Dam to the City of San Francisco and only Wixon and Crowe on the clearing are still moving on this project.

Mittry is completing Shawmut grade, with Beerman and Jones paving the job at the present time. Incidentally, Beerman and Jones tapped a nice winter job Alfvall way when they took the Ione highway section just north of Altaville.

No new sizeable projects are opening in the Modesto area. Ruddy, Standard Materials, Delphia, Geo. Reed, Turlock Concrete, and smaller contractors in the "All American City" are finishing up considerable small work.

MANTECA FREEWAY

The new Freeway around Manteca will be completed by Teichert and open to the traffic before this news gets to you. The one job remaining between Stockton and Modesto to make it freeway all the way will be let so that the contractor can get on it by the first of 1956.

Stockton, too, has many jobs, all in the completion stages and each laying off a few men. Only small street jobs have been newly let recently, with McGaw and Teichert taking these in their stride. Dun and Rosvar, Lyles & Co., Stockton Construction, Parrish, R. Gould & Son, and other contractors are all doing fine on subdivisions and miscellaneous work.

M & K Corporation flipped a NW 3/4 yard truck crane on its side at the telephone building and got some notoriety. M & K Corp. is almost through at their State Building job also.

McDonald Engineering completed their silos at Calaveras Cement at San Andreas. H. Earl Parker hasn't started at Angels yet and the story is that it may be another month before he does.

Rice Bros. are having dust problems at their Lodi plant but we believe that they can cure this by the first of the year. Claude Woods are moving their plant on the Mokelumne some distance upriver. Teichert is putting a new gravel plant on this popular stream also, just a little below the old Clements bridge.

MJB is really tapped off at Galt and looking for a new project. They left a beautiful stretch of freeway and all concerned can be very proud.

The enjoyable visits that occur at this season are commencing.

Brother Harold Lowry was in from Stockton Construction, with tales of mule deer and Modoc County.

Bro. Forrest Pritchard of Lodi came by this office and picked up a 1956 Year button on his way to Spain for Brown, Raymond and Walsh.

TALES FROM GREENLAND

Brother Bob Goodenough left Thule, Greenland, and a paving plant on a Thursday. On the first of the following week, he was sitting in this office comfortably dis-

UKIAH HAS PROBLEMS OF POP. GROWTH

By GLENN L. DOBYNS Business Representative

OFFICE HOURS

Members are herewith notified that Local 3 office hours in Santa Rosa and Ukiah will be as follows:

Santa Rosa office will stay open on Wednesday evenings from 5 to 8 p.m. The hours in Ukiah will continue to be: 4 to 5 p.m. at the Mendocino County Building Trades Office.

The City of Ukiah is virtually bursting its seams—the city itself has not been able to foresee or to cope with the tremendous influx of population. The big headache at the moment is the sewer issue.

The city-district joint proposal has asked for funds to be raised through a bond issue to build additional sewage facilities. Although the city and its fringe areas are holding separate elections, defeat of either issue could spell the end of progress in the Ukiah Valley.

Under the joint contract, urban areas outside Ukiah called the Ukiah Valley Sanitation District and governed by the board of supervisors, have proposed to contract for the construction of trunk lines for \$300,000. The construction will cover the cost of trunk sewer lines from Ford road to the proposed site of the city's sewage plant. Should construction costs exceed \$300,000, the district will pay one-third the additional costs, the city paying the balance.

The district also agrees to pay one-third of the city's cost in acquiring a site and construction of the sewage treatment plant above the estimated \$600,000, project costs.

Should the city proposal fail:

1. The city will continue to deposit untreated sewage into the Russian River.
2. The city will be subject to an injunction by the state for depositing sewage into the river.
3. The city council will be forced to use more costly means of financing the necessary improvements.

If the issue of the district should fail, Ukiah will have to build a new sewage plant at its present site and restrict its work within the city.

In 1948 the state bureau of sanitary engineering issued to Ukiah a permit to deposit treated waters from its present sewage plant in the Russian—but subject to the following conditions:

1. That no impure water shall be discharged into the Russian River or along its banks.
2. No solid matter recognizable as of sewage origin shall be permitted in the river or along its shores.
3. No offensive odors of sewage origin shall exist in the river or along its banks.
4. No condition resulting from the operation of the plant shall exist which may constitute a hazard to the health of humans or animals.
5. No operation of the sewage plant shall be permitted which will result in the breeding of disease carrying mosquitos.
6. The city sewage shall be treated so that the waters in the river will conform to bacterial standards of the state board of public health.
7. A program of improvement shall be maintained that will prevent sewage overflows during the winter in the city or into the river.
8. The plant shall operate adequately and effectively at all times.
9. Additional treatment works and changes in the outfall shall be provided when required by the state department of public health.

The city has violated every one of the requirements. Since 1952 Ukiah has been under continuous orders from the state department of public health to discontinue these violations. Each year since then it has called the city's attention to the inadequacy of its sewer.

(Continued on Page Eight)

SACRAMENTO STILL GOING TOP SPEED

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

Sacramento area is happy to report that all phases of the construction industry is operating at top speed. We all are aware that the winter season is rapidly approaching and most of the contractors are hustling to get their work in shape. This applies especially to the freeway projects that are now in progress. A few of the jobs have just recently been completed and there have been no new major jobs starting this past month to alleviate the recent influx of unemployed brothers.

Folsom Dam, which has been a vast project for this area for the past three years, has reached the stage of operations mostly confined to the dismantling of the facilities that are no longer needed for the completion of this important project.

A. Teichert has finished their Highway 50 job at Shingle Springs. This new five mile stretch removed a series of sharp curves and dangerous highway. This company has numerous grading and sewer installation jobs going on at various sites throughout the area and they are employing many operating engineers.

Another section of Highway 50, just completed by Harms Bros., is the new freeway through Placerville. This new portion has solved the terrible traffic problems that existed there.

Highway 99, just south of Sacramento, is scheduled to be opened to traffic on November 10th.

Baldwin Contracting Co. are pushing their thirteen mile Sacramento-Roseville freeway job, with intentions of getting it ready to relieve the heavy traffic between these cities some time around December first. This is another fine job of highway construction and our brothers on all these projects are proud of their summer's work.

There are several sub-contractors operating at the McClellan Field area under the prime contractors, Heller, Campbell, Erickson & Lawrence, Richards Engineering, Inc. are pushing their concrete spread to the hill, pouring the slabs for the huge warehouses here. All underground facilities are being installed by Frank Beach.

HIGHWAY CLASSES

Our school for Highway Construction Technology, which we inaugurated on October 4, 1955, has progressed by leaps and bounds to this date. Brother Phil Edwards, who is the instructor at these classes, reports an average attendance of 27. Since our last report the time has been changed from 7 p.m. to 7:30 p.m. every Tuesday. Classes will be held on Tuesday evenings only from 7:30 to 10:30 p.m. in Room 38 at the American River College located directly across the street from the Grant Union High School in Del Paso Heights.

Here is an outline of the courses that are given at the present time:

1. Terminology of LD. markings
2. How to obtain cuts and fills
3. Layout, pipe, inlets, conduits, curbs and gutters
4. Percentage, super diagram, variable slope and typical profile instruction
5. Blueprint reading
6. Instruction in the use of twenty scale, all elevations above sea level
7. Layout of monuments and fences
8. Transit gun instruction
9. Slide rule as used for cross sectioning and slope work.

HERE AND THERE WITH THE BROTHERS

MARVIN REED going to school; FRANK VARGUS testing hot oil; FRANK PIERSON rolling sub-grade; JACK SHAFFER checking in on the weekend; BILL KISSELL boring holes; LUDDY GREY finishing shoulders; HAROLD QUIGG back in the brush; RALPH KNIGHT getting the bucks; ART KRUGER shop mechanic; JIM BOWERS dodging a cesspool; ANDY NEELY watching the wheels; IRV MEYERS plant engineer; GLEN GURLEY running lathe; WALT GAVRILKO working on a garage; PAT CALDWELL ripping; JACK REEVES c.b.t. operator; ROY PIERCE rolling on Arden Way; CLAY COOK down in

OFFICE HOURS

All members are herewith notified that official hours for the Sacramento office will be as follows henceforth: Daily, 8 a.m. to 5 p.m. Thursday: 8 a.m. to 8 p.m. Saturdays: closed, effective November 26, 1955.

the crusher; BILL PUCCETTI fitting pipe; WALLY BROWN with a new pickup; JAMES MOUNTNEY handling salmon; GEORGE BROWN riding a dw10; BENNIE LOVETT laying hot stuff; DOUG BUTLER hot rodding; DON WREST hunting the elusive stag; W. R. TATE mucking red clay; VAN MATTOX watching mechanics; BILL REIBER firing a hot plant; MARVIN HAYNIE s'ripping overburden; BILL PATTERSON oiling a plant; JOE PULIZ pulling a box; FRANK BISHOP welding; CECIL FIELD taking it easy; F. M. ABBOTT laying oil; ROY BELL delivering numbers; JOHN HYDE craning; MARSHAL WHITE signing the out-of-work list; DENNIS FLINT eating lunch; R. L. MONROE, ART JONES and GEORGE ROLLIN also eating lunch; LEROY STARK catching his 4th quarter dues; ED HARRIS locomotive engineer; PANCHO SCHOUBLIN taking a ride; BOB EICHLER watching a grizzly; PETE SARTORIS on the rock plant; MARTIN PAISLEY oiling.

Best wishes for speedy recoveries go to Clarence Guzek who burned his eye with a welding rod, and to Hank Doering who is in the Sutter Hospital with a heart condition.

BLOOD BANK

Sincere thanks to Pete Ekberg and Alex Gray, our two donors to the Blood Bank during the past month.

NOTICE:

The phone number of the Sacramento office will be changed from Hillcrest 7-5795 to Gladstone 7-5795, effective November 19, 1955. Please use the new prefix when calling this office in the future.

San Mateo News

(Continued from Back Page)

teo, the population has grown from forty to sixty thousand in three years. It is estimated that when the development that is now planned is completed the population for the City of San Mateo will be one hundred and twenty-seven thousand in ten years. All of this would create many jobs for our worthy brothers.

The out of work list in the San Mateo Office has been practically zero for the past two months and at the present time the list just about balances, for as soon as the member signs the list he is dispatched to another job.

PLEASE TAKE NOTE:

In the past we have called to the attention of our worthy brothers the fact that our blood supply is sadly depleted due to the fact that we have had so many of our brothers ill and hospitalized. We petition each of you who are physically able to donate a pint of blood to do so. If you will contact the Peninsula Memorial Blood Bank, in Millbrae, and inform them that you wish to donate to the Engineers Local No. 3 Blood Bank, they will work with you in order to give you a selected appointment time.

BENICIA, contract awarded to Ghilotti Bros., 629 Francisco Blvd., San Rafael, \$23,443 for reconst. of "J" St. betw. E. 2nd St. & E. 4th Sts., in city of Benicia, SOLANO COUNTY.

SALINAS, contract awarded to Granite Const. Cofl., P.O. Box 900, Watsonville, \$14,326 (Sch. 1) for const. 36 manholes.

Northbay Taking Advantage Of a Fine Indian Summer

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

Indian Summer has been a big boon to the dirt moving contractors on this side of the bay. Tecon have their job in order so that they can work this winter if the rains are scattered out. The fills and cuts are in very fine shape, also there are thousands of trees to be pulled out in those canyons which will enable our operators to work during wet weather.

Stegge has their job in very much the same way and it looks like—rock cut picked out to enable them to keep working. Some time this week, foundations for the first homes will be poured. We have twelve or fifteen Brother Engineers on the job operating jeeps and dozers. Bro. Al Bannon is the big wheel pushing this job for Steege Const. Co.

M. G. M. Construction Company from Concord awarded \$62,680 for construction of water lines in Bel-Air Subdivision, city of Napa located on Trancas and Freeway. They will start on November 10 and completion of this unit will be Dec. 23. 15,600 feet of water line—accumulates 3 miles of cast iron water line. This will take 7 weeks work, rain or shine. 6 miles of water line on Silverado to Lincoln in Napa. They started job on Oct. 24 and completion will be November 30.

M. G. Morgan is foreman. Dozer Operator is Robert L. Viere, Trencher Operator is August C. Bokelman. Oiler on Trencher is George V. Larson, Allen R. Swanson on Swing Crane, R. H. Nider on Hydro Hammer, L. D. Copeland on Compressor.

Raymond Concrete Piling Company—"Queen of the Valley" Hospital located on Trancas and Beard Road, Napa. They have 190 pilings to be driven—start of this job on November 3, completion will be 3 to 4 weeks work. The general construction is by Barrett Company. Operator on the Pile Driver is C. E. Vivion, and fireman is Marion C. Wilson.

NAPA SALT PLANT

J. O. Archabold, General Engineering & Construction Company of Redwood City started a new excavating for a new salt plant month of May in Napa County. Since May, they have moved 350,000 yards of fill material, 600 acres of grading, 600 acres of landleveling. There are 12 large ponds to crystalize. These salt ponds will be graded to 3000 per cent per 100 feet. Nine years to complete this job. The heaviest dirt moving in nearing completion. 3 years of fine grading or roads, levees and ponds. They hope to use this same crew from year to year, and have the best crew in the area, as far as the company is concerned. This work has been in progress since 1951. Monty Archabold is foreman. Robert Myers is Dozer Operator, and W. M. McCoy, Jeep; Floyd Siligo, Jeep; Jack Shanahan, Jeep; John Dillard, Cat and Can; C. Cunningham, Cat and Can; Henri Dole, Cat and Can; L. H. Robertson, Cat and Can; L. Ford, Cat and Can; Ray Dennis, Cat and Can; G. Cooley, Cat and Can; Walt Shearer, Cat and Can.

In the coming year, Archabold expects to employ approximately double the crew of engineers with the work they have lined ahead. Charlie Hover, Contractor has his 95 N.W. Drag Line on this job and Charlie Georgi is the Operator and Frank Brooks is their Oiler.

Shamrock, as of November 1 is closing their yard on Saturdays, and we expect the cooperation of the other leading people on the same type of business—ready-mix. We wish to thank the Shamrock people for their cooperation.

We received a letter from Bro. J. S. Krantz with Atlas Const., Morocco. We wish to extend our greeting to all member in that area.

Brother Orville Hubbard who has been on the sick list for quite some time—is coming along satisfactorily, and we hope that before long, he will be back on the job.

STRAWBERRY POINT

Guy F. Atkinson Job, Strawberry Point—Baptist Seminary. Chamberlin as their Liason man—600,000 yards of dirt to remove. The supt. on this job is Mickey Daley—using

Bay Construction Industry Tackles Population Needs

If you think there are an awful lot of people around lately, you are so right. One only has to look at the tremendous housing developments that are spreading through Alameda, Marin and San Mateo counties to realize that there are a lot more people here than there used to be. As a matter of fact California acquired 650,000 new residents in 1953 and will get another 500,000 each year in the future. We are in the midst of a "population explosion," the like of which has never been experienced anywhere in the country before. Experts say that in 10 years California will have a population of 15,000,000 people.

Now let's look around the Bay and see what evidence we have of this expansion in the jobs some of the companies are doing, and who is doing them. Pacific Bridge Co. is involved in a number of jobs at this time. Bob Davis is superintendent and Bruce Anderson is foreman on a rehabilitation of piers 3 and 4 at United Todd Shipyard at Alameda, where docks are being reconstructed and some utilities replaced. At Martinolich Ship Repair in Oakland, the company is replacing oak blocks on the concrete floating docks under the direction of Charlie Harnois, foreman. Charlie Bond is the foreman on the construction of a concrete seaplane dock at Alameda Naval Air Station. John Dean is superintendent and Boyd Stortroen is the foreman on the company's King's River bridge in the King's Canyon National Park out of Fresno. The company is also reconstructing a wharf at the U.S. Naval Construction Battalion Center at Port Hueneme, where Fred Toft is superintendent.

RICHARDSON BAY

Duncan Harrelson Co. and Pacific Bridge have about 100 men employed on the Richardson Bay Bridge. Of these 30 are pilebutts. It is expected the bridge will be completed in 10 or 11 months. Pilebutt leaders on the job include Curley Lewis, Oley Floe, Bud Hunter, Ernie Burgstahler and Tom Woodhull. Carpenter Foreman on box girder work is Jim Duckett.

Fourteen miles north of Santa Barbara the company is removing oil well foundations and access piers for Pacific Western Oil Corp. There are 29 wells to be abandoned and obliterated. If any of you know how to explode dynamite underwater without killing a lot of fish, which makes all of us unhappy and the Fish and Game Commission, in particular, superintendent Leo French certainly would like to know the trick. Maggi Magistretti is doing the drilling and blasting on the job. Anton Grevstad and a crew have worked all summer repairing Western Pacific's freight slip at the foot of 25th street in San Francisco. Ed Baugh, Frank Cook, Pat Patterson, Frank Frakes, El Pedrick and compadres are almost finished repairing the Coast Guard dock at Monterey. Ben C. Gerewick, Inc. is under

this happens there is very little the Union can do to help without the member having been sent to the job with a proper clearance slip. There is a permanent record kept in all offices of every man sent to a job with a clearance slip. Even if you have lost your copy, we have a copy we can use in case of a labor or wage dispute. Your referral identifies you to the correct contractor.

If you want to be sure that you are going to get a referral slip when Mr. Contractor calls you at home and says, "I need you first thing in the morning, come on out and I will get your referral slip later," you tell him, "Mr. Contractor, my name is on the out-of-work list. If you will call the hall, they will call me." In a good many cases he will say it is too late to call the hall now, come on out, he will take care of everything. Take our advice—make them call the hall and get you referred properly. It could save you money.

We received a letter from Bro. Darrel Dippold and sorry to learn he is confined to a hospital in Tucson, Arizona. Best wishes to him for a speedy recovery.

A VERY HAPPY THANKSGIVING TO YOU AND YOURS!

Observe Safety Rules

way on the joining of Piers 15 and 17 on the San Francisco waterfront in a quay-type wharf. More than 1800 pretensioned concrete pile tops for composite concrete-timber piles and 140 pretensioned concrete piles 131 1/2 feet long will be used. John Ford is the superintendent with Foremen J. Harvey, W. Ferraris, C. Sequest, K. Smith and G. Kemp running the job. Engineers include H. Brauner, Ed Casey and R. C. Huttlinger.

EUREKA SLOUGH

Gerwick is also building a 947-foot bridge over Eureka Slough on the outskirts of Eureka. The bridge will consist entirely of prestressed concrete, 138 pretensioned 20-inch squarer piles up to 100 feet long; 252 pretensioned deck units 30 feet and seven post-tensioned 105-foot girders. Don Weaver is superintendent and William McCrea and R. Verhugge are the foremen. For J. H. Pomeroy & Co., Inc., Gerwick is building eight piers for the approach girder spans of the Richmond-San Rafael bridge. One hundred thirty-six 14-inch steel H piles up to 60 feet long are being driven. Four cofferdams up to 20 feet deep are also being built. Bob Harvey is the superintendent and Harris Edner is the foreman.

Harry Larsen is the superintendent and Verne Miller the foreman on the construction of 670 sand drains, driven to a depth of 70 feet for the Vallejo Sanitation and Flood control District. Run off trenches and a 10-foot fill are also being done. At Hamilton Air Force Base the company is building antenna footings and anchors for the U.S. Air Force. Superintendent Dave Young and Foreman Manual Freitas are running the job that includes concrete mast bases and

deadmen for guy lines for 146 footings with one precast concrete-timber pile per footing. The piles are about 90 feet long. The company soon will start three twenty-foot span timber bridges. Henry Doty is the concrete foreman on these jobs.

That's most of the news for this month. We'll be back with some dope on what the other companies in the association are doing next time.

Sincerely yours,
PILEDIVING CONTRACTORS ASSOCIATION
M. B. McGowan, President.

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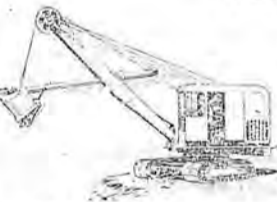
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Statement required by the Act of August 24, 1912, as amended by the Acts of March 3, 1933, and July 2, 1946 (Title 29, United States Code, Sections 1101-1110)

Ownership, Management, and Circulation of
Engineers News, published monthly at San Francisco, Calif., for October 1, 1955.
1. The names and addresses of the publisher, editor, managing editor, and business managers are: Publisher, Operating Engineers, Local No. 3, 474 Valencia St., San Francisco, Calif. Editor, Victor S. Swanson, 474 Valencia St., San Francisco, Calif. Managing Editor, Victor S. Swanson, 474 Valencia St., San Francisco, Calif. Business Manager, Victor S. Swanson, 474 Valencia St., San Francisco, Calif.

2. The owner is: (If owned by a corporation, its name and address must be stated and also immediately thereunder the names and addresses of stockholders owning or holding 1 percent or more of total amount of stock. If not owned by a corporation, the names and addresses of the individual owners must be given. If owned by a partnership or other unincorporated firm, its name and address, as well as that of each individual member, must be given.)
Operating Engineers Local Union No. 3 of the International Union of Operating Engineers, 474 Valencia St., San Francisco, Calif.

3. The known bondholders, mortgagees, and other security holders owning or holding 1 percent or more of total amount of bonds, mortgages, or other securities are: (If there are none, so state.) None.

4. Paragraphs 2 and 3 include, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting; also the statements in the two paragraphs show the affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as-trustees, hold stock and securities in a capacity other than that of a bona fide owner.

5. The average number of copies of each issue of this publication sold or distributed, through the mails or otherwise, to paid subscribers during the 12 months preceding the date shown above was: (This information is required from daily, weekly, semiweekly, and triweekly newspapers only.)
Victor S. Swanson (Signature of editor, publisher, business manager, or owner) sworn to and subscribed before me this 28th day of September, 1955. C. F. Mathews.
(SEAL) (My commission expires November 16, 1956.)



FAST FREEWAY OPERATION—Shown here is the largest cement treated base operation in the world—three Petti-Bone Woods Mixers operated by Miles & Son Co. on the Baldwin freeway job located at Roseville. These mixers average 6500 feet per day and have now completed this operation. Bro. Bud Obenosky was in charge of this entire project. (Picture from Sacramento office.)

New Engineers' Building in Fresno Tribute to Loc. 3

By G. L. MOORE and J. D. MONROE, Business Representatives

The big news in the Fresno area this month is the completion of the new Engineers' building located at 3121 E. Olive Avenue, Fresno, California. It is a beautiful building and one that all of us should be proud of. The building is of modern design and there is the off street parking area, which is a definite asset to the ever-growing city of Fresno and to the sound management of Local Union 3.

OFFICE HOURS

All members are herewith notified that hours of the Fresno office of Local 3 will be as follows: Open daily, Monday through Friday, 8 to 5. Open Thursday evenings 7 to 9. Closed on Saturdays.

AROUND THE JOBS:

All work in the Huntington Lake area has been completed for this season, with the exception of Eaton & Smith's Stump Springs job near Big Creek.

On the M&K Walsh & Perini job on the Kings River the diversion tunnel has been holed through but most of the muckers, brakemen and other engineers working on the tunnel will be absorbed into other phases of the job until weather runs them out. They are continuing with small diversion dams and getting the quarry site ready. They have set up a nice all-steel shop building and it looks like they will be ready for a big season late next spring. There is a crew of mechanics dismantling a 120B to be trucked to the job site, with a 150B to come later. Earl Parker have a crew working on the access road to the Helms Dam site. There will be little activity on this job until late next spring. However the road job from Balch to Black Rock will be up for bids within the next few days. This is another phase of the same project of PG&E. The elevation for this job will be lower and there should be a little activity during the winter months.

BRIDGES, ROADS

M J Ruddy & Sons have moved their crusher and hot plant to a site west of Madera and are moving right along on their road job from Madera to Firebaugh. The Charles Harney Co. have brought a small spread down from the Bay Area to do their Bridge and approach job on Highway 140 between Gustine and Merced. H. Sykes Co. have started work on three bridges near Hornitos in Merced County. The Stockton Construction Co. are near completion of their flood control job east of Merced. Gordon Ball Co. are still stepping it up and activity on their highway job on grading on three sections of Highway 99 from Delano north. Cement

paving to start in the near future.

Guy F. Atkinson Co. finished up their job at the Clover Leaf (Visalia Y) at Visalia on Highway 99, which will now eliminate quite a bit of confusion for the motorist traveling on Highway 99. With the completion of this job and the Gordon Ball job at Delano Highway 99 will be four-lane from Visalia to Los Angeles.

Stewart & Nuss are very busy in the Porterville and Terra Bella areas with the rock plant and hot plant starting up to take care of their highway jobs.

L. B. Wells Construction Co. have completed excavation on their street job at the Porterville State Hospital, now putting in curbs and gutters.

Middleton Sequoia Rock Plant and P. C. A. are still keeping busy making sand and gravel for that area. The pipe mfg. industry has all come to a stop in the Tulare, Lindsay and Exeter areas, due to the Bureau of Reclamation not letting any more contracts until later this year, however United Concrete Pipe Co. still have some finishing up to do on their pipe line job at Delano. In the Fresno Area the boys are still being kept busy on subdivisions, the street work is giving some of the boys some hours due to the continuing warm weather and no rain as of yet. Also have quite a bit of sewer line work and storm drains projects going on.

Guy F. Atkinson finishing up on their section of Highway 99 at the north end of town and Gene Richards Engineering Co. getting a good start on their section of the Freeway. The State Division of Highways are to let another section and then that will complete the Freeway through Fresno. The Ted Baum Co. was low bidder on seven miles of grade and paving on East Belmont Ave. from Clovis Ave. to Academy Ave. Thomas Construction have a bridge job going at Hub on Highway 41 and one across the Fresno Slough near Tranquility. The Granite Construction Co. were low bidders on resurfacing job northeast of Hanford and the Valley Paving Co. of Pismo Beach on a highway job on 41, grading and paving near the Kern County line.

By the time this news report

NEVADA AGC NOW COVERS SURVEY MEN

By AL BOARDMAN and BILL MINAHAN Business Representatives

For the first time the technical engineer classifications are included in the Nevada Labor Agreement with the Nevada Chapter of the Associated Contractors of America, Inc. and the Operating Engineers Local Union No. 3. It is a two year agreement and is in effect until the 1st day of June 1957.

The following rates are effective August 1, 1955:

Chief of Party	\$3.08 per hour
Instrument	2.85 per hour
Head Chain	2.55 per hour
Rodman	2.55 per hour
Grade Setter	2.55 per hour
Rear Chain	2.43 per hour
Effective June 1, 1955:	
Chief of Party	\$3.205 per hour
Instrument	2.975 per hour
Head Chain	2.675 per hour
Rear Chain	2.555 per hour

The contract states the following: The above classifications herein referred to shall apply to employees covered hereby, regularly employed in field survey work excluding individual employer, executive administrative or supervisory personnel.

Field survey work shall be that work performed by such employees in connection with the establishments of control points governing construction operations when performed by the employer, on any type of home office or

Commercial building construction. On all types of heavy, highway and engineering construction when employer is required by contracting authority to furnish own field survey service, or when employer at his own discretion hires employees to perform field survey work then in such instances, such work shall come within the classifications herein mentioned.

The contract covers the portion of Nevada above the northerly boundaries of Esmeralda, Nye and Lincoln Counties. Inasmuch as Local 12 operating Engineers have also included the technical engineer classifications in the contract covering the southern part of the state. We now have full coverage in the state of Nevada.

Next meeting will be on November 25 at 74 Valencia St., San Francisco at 8:00 p.m.

Help Fight TB



Buy Christmas Seals



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

goes to press we will be in our new offices, which is located at 3121 E. Olive, Fresno, California. Week days Monday through Friday and Thursday evenings from 7 to 9 p.m. The telephone number will be the same (Fresno 3-1981).

The City by the Golden Gate State Announces \$348 Million Highway Program

By PAT CLANCY and HARRY METZ, Business Representatives California's highways, and those of the Bay Area, got a major shot in the arm last week with announcement of a \$348,704,000 1956-57 budget by the California Highway Commission.

The huge proposed outlay, greatest ever adopted for road purposes in California, includes some major northern California and Bay Area improvements, particularly on the Bayshore and Eastshore freeways, in San Francisco, San Mateo, and Alameda counties.

The budget caps 10 years of planning and preliminary work and brings the highway system to its first real postwar maturity, highway division spokesmen said. Some of the projects may be advertised for bids in the next few weeks.

Among the most important local jobs are:

Completion of the Bayshore Freeway all the way from San Francisco to the Santa Clara County line—by mid-1957—by finishing the 7.6 mile stretch from San Carlos south, and the over-water link across Candlestick Cove. Total outlay for these in the budget is more than \$7,500,000.

Extension of the Embarcadero freeway from Fremont street across Market to Broadway, \$5,300,000.

Widening of the Golden Gate Bridge approach to eight lanes west of Lyon street, 1.3 miles, \$3,900,000.

U.S. 101, Lyon street to State Route 1 connection, grade, pave and structures for 8-lane freeway, 1.3 miles, \$3,900,000; Bayshore Freeway, .3 mile north of Butler Road to Salinas avenue, pave, completing 8-lane freeway across Candlestick Cove, 4.1 miles, \$1,435,000; Embarcadero freeway, Fremont street to Broadway, grade, pave and structures for 8-lane freeway, 1.2 miles, \$5,300,000, rights of way, \$2,270,000.

Fay Improvement Company en-

tered the low bid of \$175,485 for a large city paving job.

Streets in the contract include Arieta Avenue from Rutland to Delta; Golden Gate Avenue, Parker to Market; Ocean Avenue, Mission to Onondaga; Post Street, Gough to Octavia and Buchanan to Lyon; Seventeenth Street, Castro to Clayton; Taraval Street, Dewey Boulevard to Forty-eighth Avenue; Third Street, Bayshore to Arthur; Teddy Street, Rutland to Elliott.

The job will start in thirty days, and be completed in mid-April.

WATERFRONT JOB

A multi-million-dollar wedding has reached the midway point at the Port of San Francisco.

Port engineers supervising the massive job of joining Piers 15 and 17 into one king-size terminal said 1000 pilings have been driven into the open water area between the two big piers, with 1000 more to go.

Contractors on the port's two-million-dollar pier conversion are surfacing the piling-studded area with concrete-and-asphalt aprons. The project also involves widening the transit sheds on the two 800-foot piers and installing new rail and truck docks.

Newly developed pilings of prestressed concrete are being used on the pier job for the first time on the west coast, Chief Harbor Engineer Sidney Gorman said. Use of corrosion resistant, worm-proof supports is drawing inquiries from marine engineering offices around the country, he added.

When it is completed next summer the combined terminal will provide a cargo assembly area of 395,000 square feet of pier space, with berthing facilities for the largest cargo and passenger vessels operating in the Pacific.

Good Weather Booms Jobs In the Peninsula - San Mateo District

By CHET ELLIOTT, Business Representative

During the past month the Public Utilities Commission of the City and County of San Francisco awarded the contract for one mile of Tunnel Construction to the Peter Kiewit Co., who were the low bidders on this work. This tunnel will be approximately a ten-foot bore and will accommodate a ninety-inch steel pipe line,

and it is estimated the project will provide employment for several engineers for about eighteen months.

Foreman Brother Grundy with operator brothers Hoover, Graves and Bennett has moved McFadden & Sons equipment to Unit No. 2 of the Fairview Subdivision on the coastside, near Sharps Park. This grading contract is for the Perry Liebman Co., Home Builders, who will erect several hundred homes at this location.

The McCammon & Wunderlich Co. who have a large crew of engineers operating at San Bruno, leveling off the hills for the Consolidated Lands Co., are moving equipment this week to Linda Mar, at Pedro Valley, to move several hundred thousand yards of earth for the Oddstad Homes Co. This job will increase in volume as fast as this contractor is able to move the rigs from Los Angeles, where they are now completing their work in that area.

At Millsdale, the Tecon Corporation are operating at full capacity and plan to add more equipment to this job from time to time.

Foreman Brother Ruoff, and operator brothers Gottula, Buck, Talley Chisum, Aregger and Scofield, who are employed by the Harbor Engineering Co., grading and paving streets in the city of Belmont, and Foreman Brother Sutherland, operators Malcolm, Spanne, Rossi and others who are installing the

underground utilities and grading for streets on the Parrot Drive Subdivision for this same firm are rushing this work so as to accomplish as much as possible before the rains begin.

The Lowrie Paving Co. have moved a crew of engineers to the San Francisco Airport where they are now engaged in grading and paving operations on streets and aprons, Foreman Brother Ben Mellar is in charge of this work.

The California Highway Commission has allotted seven million dollars for the extension of the Bayshore Freeway from Branstion Road in San Carlos to the Santa Clara County line, a distance of seven and one half miles. The State plans to call for bids on this huge project in a few weeks and will award the contracts as early as January 1, 1956.

At the present time, one of the largest Real Estate Developers in the State has plans submitted to the City Planning Commission to develop what is known as Brewers Island, which is a nineteen hundred and forty acre Island, all of which will be on filled ground. This area will accommodate eighteen hundred homes to cost forty million dollars, and will also include another one million dollar shopping area. Due to the Real Estate Development in the City of San Mateo (Continued on Page Five)