



ENGINEERS NEWS

OPERATING ENGINEERS LOCAL 3

STATIONARY ENGINEERS LOCAL 39

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SAN FRANCISCO, CALIFORNIA

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Story of the Public Utilities Commission

The People's Business Is a Very Big Business

By HAROLD ROSSMAN

Not many citizens of San Francisco know that they are the owners of a big business—a very big business—and that they now have one of their own, a labor man, at the head of the "management" that runs that business for them.

That big business is the San Francisco Public Utilities Commission.

This agency is very much like any of the big private "holding companies," administering and operating large land, water, transportation and other holdings, providing the citizenry with essential services and taking in large revenues.

And of special interest to the membership of Operating Engineers Local Union No. 3 in San Francisco and elsewhere is the fact that the "chairman of the board" of this city-owned business is our own Victor S. Swanson, business manager of Local 3 and newly-elected president of the San Francisco Public Utilities Commission.

To describe the Public Utilities Commission and its operations as a big business is no exaggeration even in this day of multi-million dollar corporations.

The PUC administers holdings with a capital worth of \$317,000,000, based on appraisals required by law to be made at regular intervals by Certified Public Accountants.

The gross revenues taken in by the Commission in the 1954 fiscal year amounted to almost \$80,000,000, and that's big money in anybody's language.

Just a Youngster.

Big and complex as it is, the Public Utilities Commission is relatively young. It came into being in 1932 with the adoption of the new charter of the City and County of San Francisco.

Before that date San Francisco's water, street lighting, transportation and related facilities were administered in haphazard fashion, with responsibility divided between the Board of Supervisors, the Department of Works and other agencies.



VICTOR SWANSON

This setup was always inefficient, but it became especially inadequate when the city, in 1930, bought out the old Spring Valley Water Co. with its dams, lakes and extensive land-holdings in other counties. The Freeholders, who were then shaping the new charter, decided to create a new agency, the Public Utilities Commission.

Under the PUC's direction they placed the following departments:

1. The San Francisco Water Department.
2. The San Francisco Municipal Railway.
3. The San Francisco Municipal Airport.
4. The Hetch Hetchy water and power project.

5. The Bureau of Light, Heat and Power.

Most of these departments had one characteristic in common—they were the departments that provided services to customers and took in revenues from these customers . . . that operated, in other words, like a business.

They were publicly-owned utilities, very little different except for the circumstance of public ownership from the various privately-owned utilities. In fact, the Muni Railway was still operating in "competition" with the privately-owned Market Street Railway Co. which the city later bought up and with the cable car lines which it only recently acquired.

The PUC at its very beginning was already a big enterprise. In the 20-odd years since then it has greatly increased the value of the properties entrusted to it, brought more income to the city and better service to the consumers . . . and

(Continued on Page Nine)

Construction Hits Season's Low; Await Start of Good Year

Work load is now hitting the lowest point of the annual wintertime lull, with uncertain weather idling thousands of men in the construction industry of Northern California, Nevada, and Utah, but the outlook is for one of the best years ever as soon as it can get started—possibly during March.

The enforced "vacation time" for this industry, however, is being utilized in every way possible to get in shape for the big push ahead, such as tuning up equipment, laying out project sites, and lining up manpower.

Members of Local 3 are taking care of all the loose ends, such as getting personal belongings and affairs straightened up, donating blood to the union blood bank (that's a strong hint, boys), paying their taxes, and lining up prospective employers for the season ahead.

It has been a coolish winter, with repeated storms bringing in plentiful supplies of rain and snow. Jobs pushed for time have tried working between storms and some have succeeded, especially during the early February warm-spell, which is almost an annual occurrence in this region.

Those jobs where mud is a big factor have shut down to await surer weather possibly in March and probably in April.

Freeway and highway jobs now seem to plug along fairly well between storms, and with the state pressing for completion of these

badly-needed arteries they are moving ahead quickly thru weather fair or foul. There is an urgency on many of these big freeway jobs that plainly shows their importance to the military and civil defense. The whole world seems to be coming to California these days, so an adequate freeway network is indeed a pressing need.

Imminence of war in the Pacific has heightened construction needs in several fields. It points primarily to our inadequate eastbound highways, from the coast to the Nevada areas—routes that will carry millions of anguished citizens when enemy A-bombs slipped off submarines a few miles offshore send clouds of poisonous mist onto California. Civil defense officials agreed early in February that such a condition would force evacuation as far inland as Sacramento.

Don't let your equipment get into a position where, when boomed up, it may buckle or whip back and touch overhead power lines.

Members Responding to Appeal For Blood; Much More Needed!

In response to the appeal for blood contributions to the union blood bank reserve, which was made in last month's issue of the Engineers News, a good many members have taken the step and donated, but much more is needed, and this appeal is herewith repeated.

All members who can possibly do so are urged to act on this, now during the slack period, make this gesture of brotherly concern and help fill a crying need.

All supplies of blood credited to the Engineers have been depleted. We cannot provide for those who need blood, and there is a backlog of demand for blood.

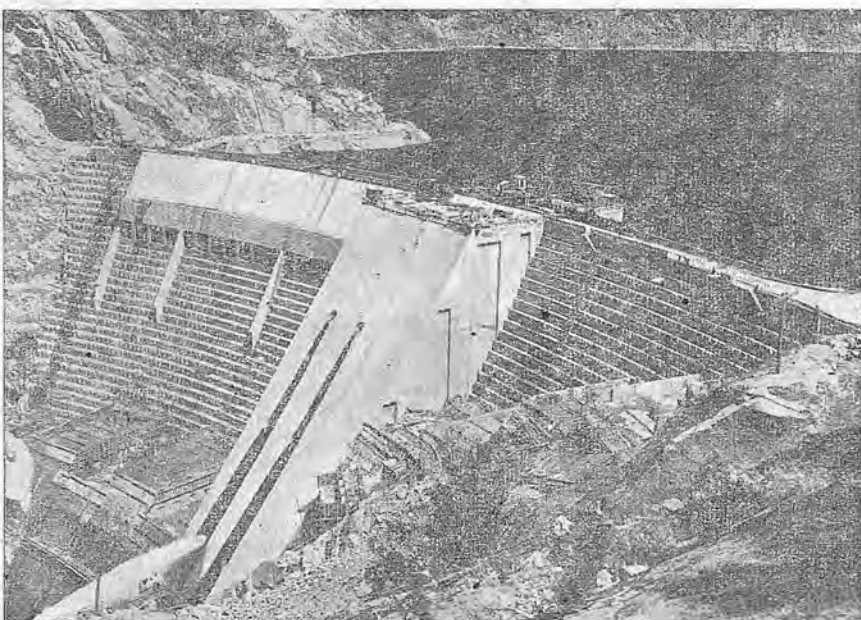
More than 30 members of Local 3 or their wives have contributed in the past three weeks. We extend our most sincere thanks to these brothers and sisters!

Contact the union office—they will make the appointment for you.

Give a pint today in the name of the Engineers Union. Get on that honor roll of blood donors—it's for your own protection!



WOMEN FOLK RESPOND—Among the 30 or more Local 3 members who donated blood in response to last month's appeal in the Engineers News, several were wives of members, who reasoned that since it is often the wives and children who need blood, it is therefore logical that the women folk should give if possible. This picture shows Mrs. Neal Henderson, wife of an Oakland crane operator, donating a pint of blood to the Local 3 reserve at Alameda County Blood Bank. Thanks, Sister Henderson!



RAISING O'SHAUGHNESSY DAM—The key dam in the Hetch Hetchy project was raised some 84 feet in height, 13 years after it was built, to almost double capacity of its reservoir. At the time, the task of getting the new concrete to have the same properties as the aged concrete was a tough problem and required pioneering in new techniques of concrete construction.

THE "LITTLE GIANT"

(Reprint from Piledriving Contractors' Association)

He's five feet four inches tall and probably never grossed more than 140 pounds at any time in his life. But that life, now in its 78th year, has seen much of San Francisco rebuilt on the firm foundations provided by piles sunk deep into the earth.

A year and a half ago we told you one story about him and how he became the first man to walk under the bay. But there is so much of San Francisco and the piledriving industry encompassed in the half century he was a pilebutt, we are going to devote another letter to the little bundle of dynamite his fellow workers sometimes called "The Little Giant,"—Martin Brown.

His has been a life full of adventure, of hard work, of a lot of satisfaction in jobs well done, and a lot of narrow escapes. As a lad he was a paymaster for the pilebutt crews and once was attacked by highwaymen on the waterfront. He escaped by using his whip on both the highwaymen and his horse. In 1906, his company had just completed construction of Piers 42 and 44 when the great fire and earthquake struck San Francisco down. One hundred men were recruited, as the fire raged around, to form bucket brigades that kept the new piers wetted down—they were the only piers saved on the waterfront.

Old timers tell about Marty arriving on a job during the reconstruction period to walk into a full blown beef between his crew and some rowdies. His shouting failed to stop the fight, but when one of the toughs came at him with a knife, Brown picked up a two by four and knocked the six footer out—and stopped the beef.

AROUND 1900

He started working for James A. McMahon Co., before the turn of the century and a few years later went to Healy Tibbitts Construction Company. He was a loftsman for ten years and then became foreman. About 1914 he became Healy Tibbitts superintendent and until his retirement ten years ago was No. 1 in his company.

His experiences go back to the days when pilebutts received \$2.50 a day for nine hours work, six days a week, with no additional pay for overtime. He is proud that he was in on the ground floor of organizing the union that got a wage increase to \$2.75 a day.

He admits he was fortunate in becoming a pilebutt when there was so much to be done here, with the reconstruction of San Francisco after it had been destroyed by the fire. And he shakes his head at some of the earlier construction practices. In excavating for the new buildings on lower Market street, for instance, they found great quantities of hewed timbers 15 to 20 feet below the surface, providing a "scow foundation" in the soft ground. Those timbers were in perfect condition in spite of the fact they'd been underground for many years, Marty says, and some of them were used to build H-T's No. derrick barge, and some of them were used to which is still in use.

PALACE HOTEL

But timbers weren't the only underground obstacles. In building the Southern Pacific building, the piles had to be driven down 125 to 130 feet. H-T used a tremendous driver for those days, with leads of 140 feet. But far underground the piles kept breaking and finally it was necessary to put steel shoes on them to break through a ship sunk far down there. The foundation of the Palace Hotel, too, was a problem, because of quicksand. Green piles 50 to 60 feet long were driven around the whole lot and the foundation poured inside the bulkhead so formed.

A year after the Matson building had been finished, Brown and a H-T crew started pounding piles for an adjacent building. As the

number of piles for the new building went into the ground, without warning pieces of old piles and other debris began coming up through the cement foundation of the Matson building—buried debris that hadn't been cleared out in the excavation.

"Why, that whole area underground was just a junk yard—a mass of timbers and other stuff," says Brown. "We'd frequently run into bronze anchors and other ship fittings in addition to the timber and old piles."

Brown has a lot of respect for sand, too, because like all of you it has caused him a lot of troubles. Packed sand is awfully hard to drive a pile through, he found, but water, when available, worked miracles. Once he was driving piles in the Colorado desert for culverts for a Southern Pacific line—the sand was so hard and dry they were breaking piles every day. Then they moved to a spot where the water wagon had been standing for a day with its inevitable leak. Piles driven there, he said, went down so easy "we thought we were going to lose them entirely."

There were a lot of jobs that Brown bossed. Much of the present waterfront was done under his supervision, the seawall from Market to Fremont; bulkhead from Market to Meiggs Wharf; piers 42, 44, 46, 3, 5, 7, 11, 25, 27, 31, 39, 43 and 45. There were the Southern Pacific and Pacific Gas & Electric Company buildings, the pumping plant at Second and Harrison Sts., the tunnel to Pier 32 and the Mission viaduct. In later years there were bridges too, over the Feather River at Oroville, the Livingston and Arundel bridges over the San Joaquin, the Dumbarton bridge, the Shell Oil Company docks, and dozens of other projects.

SANTA CRUZ DOCK

Marty remembers another job well, the building of the Port Rogers dock at Santa Cruz, which was principally interesting because of the difficulty in getting timbers to the job. It came by ship, which anchored in the ocean outside the breakers. A line was shot ashore. Brown was lashed to a boat, which was pulled out to the ship, bringing a line from shore. Timbers were dumped overboard and Martin made rafts of them, which were pulled ashore by the shore line. Once his rowboat overturned 2,000 yards from shore and dumped him into the ocean, but the ship got a line to him and saved him.

But the job he feels was a real test of pilebutts, was the drilling of test holes for the foundations of the Golden Gate Bridge. Practically everyone thought it couldn't be done because of the heavy swells, the tides and the winds—and for a while the H-T's crew was ready to agree. Once the swells tore a life boat in half and on another occasion a 133-foot tower carrying the fabricated steel pipe for the drill was lost. In the latter episode the diamond drill was broken off deep in its test hole, making necessary the start of the drilling all over again.

MANY OLD-TIMERS

Brown's eyes sparkle when he gets together with a gang to talk over old jobs and old times. He shakes his head when he thinks of the piles driven by the old single drum drivers with only Manila rope to handle the hammer. His anecdotes are sprinkled with names of those with whom he worked, names most of you too will remember. Guys like Howard Harris, Charlie Burnham, Shorty Dennison, Dave Reese, Billy Dam, Chas. Harper, Tom Prudden; "real craftsmen" like Bill Spratt, John Ruckston and Gordon Bell; operating engineers like Sam Gibbs, Jack Arnold, Abe Grismer, Art Kruger, Andy Wyman, Billy McKenzie, and a dozen or so others.

And since he's been retired he has been busy too. For several years he ran a ten-acre fruit ranch

Construction Awards

(Compiled by P. E. Vandewark and Harry Metz)

JANUARY 10, 1955

STOCKTON, contract awarded to Utah Const. Co., 100 Bush St., San Francisco, \$1,600,000 for const. of grain elevator w/reinf. conc. headhouse, 50 ft. x 50 ft. x 240 ft. high, 18 21 ft. x 125 ft. reinf. conc. silos, 400-ft. docks, grain conveyor system, loading facilities and railroad spur on Harbor Street.

SAN FRANCISCO, contract awarded to Howard Const. Co., 1676 Newcomb Ave., S. F., \$7,735 for inst. sanit. sewer lines w/manholes & connec. to exist. line, at Naval Radiological Defense Lab., S. F. Naval Shipyard.

MARE ISLAND, contract awarded to S. F. Bridge, 140 Montgomery St., S. F., \$174,407 for remove mud & silt & debris, etc., at Mare Island Naval Shipyard.

ALAMEDA, contract awarded to Pacific Bridge Co., 256 Montgomery St., S. F., \$174,900 for rehab. Pier 4, at Matson United Properties, Inc.

JANUARY 11, 1955

SAN JOSE, contract awarded to Leo F. Piazza Paving Co., Rt. 1, Box 800, San Jose, \$3,149 for const. Hedding-Rosa St. Bridge approach in City of San Jose.

CONCORD, contract awarded to O. W. Van Cleave, P. O. Box 993, Lafayette, for sidewalk repairs as needed during period of Jan. 1 to Dec. 31, 1955.

FRESNO, contract awarded to Valley Engineers, Inc., P. O. Box 412, Fresno, \$14,940 (asb. pipe) for inst. water mains & fire hydrants, Fresno Co. Water Works Dist. 13.

MT. VIEW, contract awarded to T. J. Pacchetti, 193 San Antonio Rd., Mt. View, \$4,329 for const. of curbs, gutters & sidewalks in City of Mt. View.

HILLSBOROUGH, contract awarded to Pat Barkley, 2870 Stevens Creek Rd., San Jose, \$16,317 for const. water main near North School betw. Pepper Ave. & Eucalyptus Ave., Hillsborough, SAN MATEO COUNTY.

at Watsonville. But now he works around his garden at 65 Vicksburg street, helps his neighbors prune their trees and shrubs, and goes fishing for striped bass in the bay and rivers.

"I've had a wonderful life and I worked with the best bunch of guys any man could ever find," Marty summarizes those 50 years as a pilebutt. "No one who had the life that I had can fail to be pretty proud when he walks about the city and sees all those fine buildings, bridges and docks that he had a part in putting up. That is the fundamental satisfaction of having been a pilebutt."

"But in addition memories, too, are pretty wonderful. And looking back there were many times when I found taking advice and suggestions from men in my crew made money for the boss and made us look good on the job. Pilebutts are a class by themselves—they are first class and honest workmen and there is a pride in their work you don't find in a lot of other types of work. Yes, I've had a wonderful life, because I was in a wonderful business."

That's the all too brief story of Marty Brown, the "Little Giant." We hope you enjoyed his memories as much as we did.

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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 with the exception of Vice-President Foss who was excused. Brother Petersen acted as vice-president.

A synopsis of the regular meeting minutes of January 8 was read and by motion approved as read.

A synopsis of the executive board minutes of January 9 and of February 3 read, and the acts and recommendations of the board were by motion approved as read.

Cards of thanks were received from Mrs. Andrew Bredsteen and family, and Mrs. Elizabeth Wiley and family. Both were received and filed.

The following brothers were reported ill: Delbert S. Armer, Abraham Aguayo, Marion R. Bell, August Bokelman, Jerry Bolden, Lloyd Bauer, W. W. Churchill, Mike Charest, Wm. G. Campbell, Tom Dale, E. L. (Toby) Davis, Fred S. DeAngelo, Earl A. Drown, Hollis Dewing, Chester Dede, Geo. Eridio, Ferd M. Elliott, Harold Fitzgerald, Joseph Frates, Wm. B. George, John B. Hoitz, Kenneth Hegro, Lloyd Hollis, Charles F. Hellwig, Mason Hoburg, S. P. Isaming, Victor Johnson, K. F. Knutsen, Robert C. Kennedy, Michael Kraynick, Geo. Light, Robert J. Lewis, Louie Lawrence, Wm. Lacy, Jack Lloyd, P. F. McCleery, R. A. McMains, Peter McHugh, Tony Machado, Thomas K. Moore, Joseph Martin, Earl S. May, Glenn A. Nuckolls, John O'Leary, Charlie Overman, Andrew C. Purvis, Ward H. Park, Marc Parenti, Wm. Rose, Frank Ramirez, Neil Reynolds, Robert E. Randolph, Wilbert Strickland, Orin Skinner, A. C. Smiley, Alfred Staff, Gage H. Swinger, Ted Sager, D. B. Trotter, James Thompson, Frank L. Vargus, Fred J. Von Roder, Earl L. Winterhalder, Wm. E. Waite, Y. Ybaro, M. F. Contreas, F. C. Edwards, M. J. Hogan, Ward H. Park, R. A. White, Clifford L. L. Halaas, Francis D. Garrison, Earl Neumeyer, Arthur Bundle, Webster, Bernard C. House, Dominic Perri, John C. McKinnon, Murdoe McLennan, Edwin Schlew, O'Neal Miller, Carl Beyer, George Yountiss, Lynn E. Drennon, Joe Bruns, John Crockett, Guy A. Brown.

The following brothers were reported deceased: Dan Kelly, Cecil H. Wells, Gil R. Dougherty, Ivan Wiley, Jack Gori, George Yost, Clarence C. Crotteau, Ralph O. Smith, Nick Lefurgey. The membership stood one minute in silence in respect to our deceased brothers.

The following resolution was read at the first meeting:

RESOLUTION

WHEREAS: Article 1, Section 2 of the By-Laws governing Local Union No. 3 states in part: "Members of this Local Union must receive the proper established wage rates for their services . . ." and

WHEREAS: The purpose of this law is to prevent the Employer from approaching the member to work below both the regular and overtime wage rates set forth in labor agreements bitterly fought for with the employers, and

WHEREAS: It has been discovered that this Article has been violated by some of the members in several instances, and

WHEREAS: Should this condition be permitted to prevail, the whole wage structure would be destroyed and working conditions would collapse, compelling the members to compete with each other for their jobs, and

WHEREAS: No member can commit a greater crime against his Union and his fellow workmen than to work below the wage rates negotiated for him by his Union, and therefore drastic action must be taken by the Union to prevent further violation of this section of the By-Laws,

THEREFORE, BE IT RESOLVED: That in any district in the jurisdiction of Local Union No. 3 where the officers suspect a violation, they shall be authorized to compel each member to obtain from the office in the district where the work is to be performed, or from the business representative, a written working permit to work Saturdays, Sundays and Holidays, and

BE IT FURTHER RESOLVED: That any member found working without such permit will be fined not less than \$50 for the first offense; not less than \$100 for the second offense, and for the third offense, he shall stand trial before the Local Union for either a greater fine or expulsion.

The following Declarations of Candidacy were read as the first reading:

DECLARATIONS OF CANDIDACY

Business Manager—Victor S. Swanson, Harry Metz, Kenneth A. Brooks, Lawrence H. Wixson. President, Pat Clancy. Vice President, H. O. Foss. Recording-Corresponding Secretary, C. F. Mathews.

Financial Secretary, R. F. Swanson. Treasurer, P. E. Vandewark. Conductor, Lester M. Collett. Guard, Glenn L. Dobyns. Auditor, E. A. Hester, G. L. Moore, H. L. Spence. Trustee, Charles K. Davenport, J. A. Carahoff, Ernest W. Miller.

Member Executive Board, Harry Metz, Chet Elliott, Ed Doran, Al M. Clem, C. L. Casebolt, Edward P. Park, Albert G. Boardman, Alfred J. Hope, Danny O. Dees.

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

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

Brother Ed Parks, State Labor Commissioner, stated the Hasfins case in San Mateo had been delayed because the judge had disqualified himself. Brother Park said he did not know when the trial would be held since another judge would have to be selected for the hearing. He also complimented Brother Swanson on his appointment as President of the Public Utilities Commission and requested the members rise and applaud him for his success. The members stood and applauded Brother Swanson, as Brother Park requested.

Brother Danny Dees spoke on the resignation of Brother Riley as business representative, and recommended that he be placed on the payroll at full time to conduct investigation as to the perpetrators of the scurrilous letters. No action was taken.

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

Respectfully submitted,

C. F. MATHEWS, Recording-Corresponding Secretary

Take Heed, Brother Derrick Whale Fishing

Men have been killed even by contacting low voltage circuits of 110 and 220 volts.

State safety orders require that equipment should not even be placed in a position where, if you were to swing it around, it would come within six feet of the lines.

If you find you cannot do a job without breaking the law tell the power company. They will help you.

Others: Don't go near or under overhead power lines while equipment is operating under them.

Local 3 members employed at S.F. Naval Shipyard were ready to go whale fishing with their hoisting equipment on a pier near which was anchored the 27,000-ton carrier Boxer, when Willie, a 30-foot blue whale, caught between ship and pier, decided to go out the way he came in—under the Boxer. Willie was covered with barnacles, so it may be assumed he made a call at the yard to get his back scratched or his bottom scraped. He apparently had detoured into the Bay from a school of whales off Monterey, en route from Alaska to Mexico on the annual mating tour.

THE NEVADA ROUND-UP—

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

Isbell Construction Company has their regular crew crushing rock and building up the gravel stock pile for a big summer run. Brother Clarence "Bill" Boegle, the Super on the job keeps Brother I. J. "Toby" Tobler busy on the Northwest with his oiler, Brother J. W. Cox. Brother Bill Ponton is on the Dozer making the stock pile. He is a busy Dozer man for there is a lot of gravel coming off that conveyor belt

in a day, especially when Brother A. P. Snook is operating the crusher. Now that Snook really has lots of rock through that crusher, but I guess he has to with Super Boegle looking down his neck most of the time. But that's what it takes to make a good superintendent and lots of points with the company you work for. Brother William "Skinner Bill" Sherwin is the general clean-up and odd job dozer man for Isbell. However, Super Boegle keeps a sharp eye on Skinner Bill when he is around the Second Street pit.

Every winter, Isbell Construction Co. has a large crew repairing at the main shop. This winter they have an unusually large crew busy. Brother Chris Jensen has a big crew repairing shovels, especially the shovels from the Isbell mine jobs. Chris tells me they require quite a bit of repairing when they come in from one of the mine jobs, but that Chris Jensen and his crew are just the boys who can get the shovels in first-class shape in short order. However, that's what C. V. Isbell likes—good fast repair crews like Chris has.

ELY DISTRICT

At the Isbell Construction Co. mining jobs in the Ely area, things seem to be much brighter. Due to the fact that Kennecott Copper Corp. has increased the mill operations to a seven-day-week from a five-day week that has been the schedule for the past several months. Isbell will probably go on a six or possibly a seven-day week also. The change will make many of the brothers happy as the payroll income will increase considerably.

Brothers Ralph Reed, B. W. Willard and Forest Smith have been hard at work in the Lane City shop rebuilding D-8 Cats. They have been very busy and have done a lot of repair on the Cats in the past few months. These brothers know what there to be done and they do the job right, provided they get the parts and the bosses don't get in their way.

Among the drill crews we find many of the good brothers hard at work and fighting the cold weather. Brothers John Ashe, Milton Bradley, Arnold Decker, Fred Earnsworth, Dave Fielding, Clarence Foote, Cecil Hill, Henry Mathis, Sam Poulakidas, Harry Vanlaningham, James Wakeling, John Zivick, Jesse Turner, and Nick Rossetti are the fellows who keep the levels "punched" full of holes for the powder crew.

The Cat spread is getting along fine, with Brother Charles Dory getting the rough work of pioneering a road on one of the levels in the slide area of the Veteran Pit. Charlie is just the man to do that type of work as it certainly isn't something new to him. Brothers "Red" Wilkins, Earl "Shorty" Beckham, Art Billett, Victor Heenan, Deaver Kendall, Manuel McCloud, Brick Smith, Leonard Wood and A. L. Cripps keep the rest of the job well in line. Brother Brick Smith is probably due for another "hurl" at that slide also. He rather enjoys working there so as to keep away from the bosses. He seems to work better when nobody can bother him.

TWO NEW HOTELS

Back in Reno, Isbell has two projects out at the site of the two new hotels (the River Queen and the Silver Lode) now being built. They will be located on the old Verdi Road west of Reno, Nevada. Brother Harold Reynolds is on the ditcher, digging the foundations. Ready-Mix Concrete Co. is furnishing the concrete for the River Queen and Silver Lode hotel jobs and the Smith-Petersen Co. is furnishing the gravel to the Ready-Mix Co. Brother Chris Petersen has been digging rock for so long with this outfit that he has just

about worn the Link Belt shovel out. Brother Bob Vulgamore is the head crusher man for Smith-Petersen and he is a real crushing plant operator. Brother Jim Dal-lavo is the operator on the loading out rigs in the stock piles and general HDRM around the Smith-Petersen plant and gravel pit, keeping everything in shape. The brothers around Smith-Petersen Rock, Sand and Gravel outfit appear to be quite happy over the raise in pay the company gave them through the negotiations and meetings that were held during the winter months. I will say the Smith-Petersen firm is the toughest company in Reno, Nevada, to negotiate with. However, the brothers who work for Smith-Petersen came up with just about the average raise in pay, that is in comparison with the surrounding areas and increases in the state of Nevada. I will say this for the fellows who work down there, they are a good loyal bunch. They really stick together, one for all and all for one.

Brother George Grifall is rather a new contractor around Reno, but not a new resident for George is an old-timer around this state. Not in years, believe me, but as to making Reno his home. George has a real outfit and is going good, but he should with Brother Cal Scolari on the shovel and Brother Al Piretto oiling and helping Cal. I think they both get the same pay, knowing George is no Scotchman. And Brother Ed Gnadig is working for Grifall. He is the promoter, HDRM, dozer man, and the outstanding skipper man. You can find that Gnadig just anywhere and doing everything in his special outstanding way. Believe me, Brother Grifall is really fortunate having such a fine outstanding crew as the above three brothers.

Brother Bob Williams, better known as "Sandman Bob," has the best sand pit west of Reno, on Highway 40—and Bob's a real friend. You have heard the famous phrase "live by the side of the road and be a friend of man." Well, Bob has a sand pit by the side of the road and he is a friend of everyone. He runs a good Union sand pit and is a real friend of everyone. If you don't believe me, stop and say hello to Bob at his sand pit west of Reno, and I'm sure you will believe me then. Good luck, Brother Bob Williams, with your outstanding sand pit west of Reno, Nevada.

LAGRANGE COMPANY

Brother John DeLagrange of the Lagrange Construction Co. and better known as the "Little man" has really been keeping his crews working all of the winter months. Brother Pete Ferretto and his oiler, Brother Dale Morlan, have worked all winter, rain or snow or what have you. They are either repairing, digging ditches or something on the Indian Reservation in Schurz or Nixon. This is an outstanding crew and they really keep things going for the outfit. Brother Jay O. Baker is another outstanding man with Lagrange Construction Co. Jay can operate just about everything and really knows his way around when it comes to construction work. Now there is another famous brother who has been added to Lagrange's outfit by the name of Brother Olend Crabtree. This brother is a really fine operator on Bucyrus backhoes.

Brother S. E. "Sam" Wauchope is the key man of the whole operation. He is the HDRM and really keeps things rolling for Lagrange. But the real man of all men is the office manager, Mr. Harold Imelli. That's the boy who really takes care of everything for the "Little Man," especially the payroll, and Harold has an able assistant, Mrs. Mabel DeLagrange.

She is a real person. Lots of the dear brothers remember Mabel from when she used to work for Operating Engineers Local 3 in Reno when the office was located on West Fourth Street in the Biggest Little City in the World.

Earl Games has his regular crew working the year around. Brother William "Bill" Games, Brother Earl Games Jr., Brother Deel Pergrossi, Brother Frank Sbriglia and Brother Les Jacobsen are all busy. And of course that outstanding greaser, Brother Lawrence Semenza. However one of Earl Games' shovel operators has left. Brother Ted DeLavega has got it made. He is a big mine operator in California. But Brother Ted is the same Ted even though he was fortunate enough to make good and get up in the real money. Good luck to you, Ted DeLavega. How about dropping in at the office some time to say hello for old times' sake? Now you other brothers can see just what can happen to people who work for Earl Games. You can really get up in the clover.

One of the outstanding brothers and a superintendent for George E. Miller has thrown his hat into the political ring. None other than Brother Howard Johnston!!! Yes, fellows, he is running for Mayor of Reno, Nevada. Any support that you can throw his way will be greatly appreciated. I feel that we should have a good man like Brother Howard Johnston for mayor of our Biggest Little City in the World. I feel like lots of other people in Reno, that we should have a man for mayor who is unbiased in his opinions, a friend of big and little, rich or poor; a man who understands the working man and his problems but is also able to meet the employer on his level. A man who has the interests of Reno and the people who are Reno as his main concern. Howard Johnston is that man. He knows Reno; he knows what we need, and he can fill that need. He has all our interests at heart. We need him and he needs our support. So let's get behind Howard and have the best mayor in Reno's history.

Brother Joel "Pete" Peterson and his oiler, Brother Jack "Cadillac" Kennedy, his oiler and "boss," are working for a company by the name of the Learner Company. They are up at Herlong, California, and have quite a job loading out scrap and junk. These two brothers really have themselves a position in sunny California and it looks as if it's an all-winter job for these two dirt movers now working as "junkies."

ON HIGHWAY 40

Morrison-Knudsen Corp. is repairing its shovels out east of Reno on Highway 40, and there we find two outstanding brothers deep in grease and hard at work. Brothers Harry Smith and M. J. "Dugan" Pulsipher are the brothers who are getting the shovels back in operating condition again. "Tuffy" Jones, the superintendent for M-K, is very pleased with the work of these two men and is keeping them busy. I believe they will remain with M-K the rest of the year. It doesn't seem to be the heavy duty work that bothers "Dugan" and "Smitty," but oh! if a small steam cleaner doesn't keep their "dander" up. Well, that's what makes the world go round, men.

It was a very great loss to the Reno office when the Utah Construction Co. tunnel job at Chilcoot, Calif., was finished. The brothers on that job have all gone up to Keddie, Calif., to work on another tunnel there. We still see some of the brothers who were on the job around the clubs in Reno as it seems they still have a slight fever for the games. Brother Les Collett will be taking care of the Keddie job, and he will be very pleased to have such a fine Union crew on the job. Brother Ira Bashaw and his oiler, Brother Jerry Morlan, will be on the Northwest, and Brother W. K. Clinkenbeard will be seen hard at work in the shop. There will be Brother
(Continued on Page Seven)

Between Rains Stockton Gets Work Done on Some Projects

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

This is the time of year when it does not require too much thought to list the jobs that are still going on between rains. At the present time the building contractors near Ione are still trying to finish their jobs which were started last fall. Rothchild-Raffin & Weirick have almost completed the dormitories for the Preston School of Industry and George Reed have only the foundation poured on their dormitories at the same location.

O'Brien Rigging should have completed their work for the H. K. Ferguson Co. who are the prime contractor erecting the silica plant for the Owen-Illinois Glass Co. The Payne Const. Co. are erecting a similar plant for Gladding-McBean Co. which will operate in conjunction with the Owen-Illinois plant which is about 300 yards away.

Joe Vicine has started stripping again for these silica plants which entails a lot of overburden to be removed. On the job that Vicine did last year for the same company the overburden ran as deep as 60 feet, making it necessary to remove about 300,000 yards to get to the silica sand, and leaving only a pit about 70 or 80 feet wide and about 100 yards long.

The Brighton Sand & Gravel plug along with an operator and oiler on the bridge job they have north of Lockford on the Mokelumne river.

M.J.B. Const. Co. and Lord & Bishop were the successful bidders on the freeway and bridge job north of Lodi and we hope they get an early start as the operators around here are flipping coins to see who drags their belts through the soup to give it a little flavor. A. Teichert & Son, W. F. Maxwell & Macco Const. are still getting in time on the Manteca by-pass, rain and fog permitting.

Utah Const. Co., working on the rice silos near the port of Stockton are progressing slowly with Pomeroy Sinnock's pile driver on the job. Bros. M. E. Hayes operating and Clyde Winters oiling on the Utahs truck crane.

The shop crews who generally keep busy in the winter are not doing so much now as some of the contractors have cut down on their help. Evidently the equipment is all ship-shape and ready to roll for the work that is to be done this year.

M. & K. will build the new offices for the State Highway Dept. at a bid of \$268,000 at their new location on Highway 50, east of the county fair grounds.

Calaveras Cement Co. is about ready to let a nice job at the plant in San Andreas—they will build four new silos for cement storage, and will build added Clinker storage. This will make up a total of expansion and added facilities at the plant of over \$1,500,000 spent over the past six months. M. J. Ruddy is moving his hot plant from San Andreas.

Valley Engineers have completed the sanitary sewer line contract for the City of San Andreas and have two of the brothers busy installing service connections for the residents. Anyone wishing to have their service installed to the main should do so at this time as the Valley Engineers are in a position to quote a good rate for their work.

The state survey crews are busy on Highway 12, above Clements to the Calaveras county line, laying out realignment for 4½-miles on Highways 8 and 12, from Valley Springs to 1¼ miles east.

On highway 49, between Angles Camp and Sonora, there will be about 12 miles of alignment and regrading to be let this summer.

Our appeal for blood donors to start a new club has met with some success, with the following having donated:

- ALTON WOLBERT.
- JOE BAXTER
- MRS. GOLDIE BAXTER
- BARNEY TURNER
- ROBERT FOOTE
- DAN DOYLE

REDDING DIST. IN LOW GEAR

By E. A. HESTER, Business Representative

All indications are that we have the assurance of a lot of good road work for the coming season; but it is not to be overlooked that the season doesn't start in this district until about the month of April. However, there are some new jobs getting under way despite the cold weather and snow that we are having.

Contractor Claude Wood has started his job at Igo way. If the present trend keeps up he should be going full blast in another couple of weeks. We have cleared a few of our good brothers to this job, Donald Berrett, Frank Femons, Harold Hulstrom, Ronald V. Klarer, Joe A. Womack, and the old-timer Leo Hartford and the "Wild Swede" Willard Satterlund. Bro. Art Cronin is the superintendent of this project.

Natt McDougal of Portland, Ore., has also started on his Federal road job out of Callahan. This is rough and rugged country. Brothers Joseph C. Ames, George W. Coleman, Robert J. Gibson, T. J. Johnson, Frank Quadros and B. W. Sampson have been cleared to the job. We expect to place a few more men here within a few days. Mr. R. C. Schuman is the general superintendent of this project. Connected to this job, but a separate contract, is M. W. Brown of Redding. Bro. Johnny Owens has taken over as superintendent, he has with him Brothers R. E. Rackley, H. J. Cannon and Wally Freshour.

RED BLUFF CANAL

Somers & Stacy of Klamath Falls, Oregon, have started work on their canal project near Red Bluff. They have a couple of small draglines at the present time, but the major work will be done with electric LaTourneau pulls. That old timer, Bill Hoover is on the job with Adam Holt, Glenn Jennings, Hershah Lazarus, Roland D. Montgomery, Ken Porterfield, Lyonal Odom, Ray E. Durfee, Hester N. Carnes and Kenneth Donovan. Dave Laggen, who is out on withdrawal, is general superintendent.

Piombo Construction Company of San Carlos, was the low bidder on the big job between Vollmers and Lamoine, Highway 99 north. They submitted a low bid of \$2,314,554. We hope to see a lot of activity up there in the very near future.

We don't need any outside help at the present time, as we have 185 good engineers on the out-of-work list; members of Local Union No. 3 who are drawing their unemployment compensation. And, I might add, that we are having good co-operation from that department. They are a swell bunch of fellows, and to my opinion, doing a good job. There has been only one of our members who got out of line, drawing his unemployment and working, but got caught and had to pay off.

I hope that all of our members will co-operate fair and square with the department and I am sure that you will have no trouble.

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AFL Sailors Union of the Pacific is demanding that its members be paid a 100 percent war duty bonus when required to serve on ships in the Formosa area.

★ ★ ★

Steel for the famous Damascus blades of the ancient world was made in India.

Marysville Dull Now But Good Spring Ahead JOBS WAIT CLEAR SKIES IN FRESNO

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

February has arrived and the second being Ground Hog Day, he could see his shadow when we had begun to worry that he would not even be able to see his tail, it has been that foggy and miserable in this district. Work has been slow in the area but has every indication of being a good spring.

Mr. Parker, of H. Earl Parker Co., informs me that his rigs will not be able to get back on the levee jobs until around April 15. This Co. has 11 brothers on land-leveling who have been able to keep pretty busy despite the weather.

We have driven so far and so fast the past month we have not had time to read and enjoy the "Burma Shave" ads along the highway. That will give you an idea how busy we have been. The Baldwin Co. of Marysville have a big job in the Sacramento area and the Sacramento office will report on this job, however, I'd like to report that Bro. Al Verduyzen is now general superintendent for this company, but at present will devote his time to the job mentioned above. This same company was the low and successful bidder on 20,000 tons of crushed rock for Sutter County, and will crush same with their crusher No. 2 in the Hallwood district. They also have quite a bit of concrete work and small jobs around the twin cities with a regular crew in the shop.

P. J. Moore is moving his crusher back to the Sacramento area where he is to sub some work from Baldwin Co.

Archie Till has six cat operators around Hammanton, with Dana Gollenbush as foreman. This company has completed the base rock on the PG&E Poe road job. Lester L. Rice & Sons are busy setting up a crusher in the Sutter Buttes to crush 33,500 tons of material for Sutter County.

W. H. O'Hair Co. of Colusa also have a 10,000 ton crushing job for Sutter Co. Road District No. 5, at Trowbridge. Richter Bros. have finished their crushing job in the Hallwood Yuba River bottom for Brown-Ely Co. on their Yuba City road job.

Kaiser Sand & Gravel keep a regular crew the year around on their plant in Oroville. New York Machine Shop work has been slow and this is the first winter they have had to lay off any of their regular crew. Butte Creek Rock Co. of Chico keeps fairly busy for this time of the year.

E. T. Haas has had a rig busy in the Oroville-Chico district. Jess Hogg & Son have just completed a small sewer job in Chico.

Utah Construction Co. have moved back to Keddie, Calif., on the Western Pacific Tunnel No. 33 and will be pouring concrete by the time this gets to print. George Foster is project manager, Bro. Harles is superintendent and Bro. Joe Swice is the good master mechanic. Ira Bashaw, J. N. Morlan, N. W. Crew, Paul Collett, Larry Bashaw and Tommy Eck are on the Harris Horses; Brother Billy Weeks on the batch plant, Tommy Casada on the pump. W. K. Clinkenbard and J. A. Webber are nut busters, and last, but not least, Bro. Hank Allen, the old gold miner, is in the compressor house. Hank will not have cabin fever now that he is closer to the rest of the gang and says that on my next trip up on the job will have the coffee house ready, black and hot.

Today, at this writing (Feb. 3rd) the hearing regarding the PG&E job will be held to ascertain if the job is to proceed. Sorry we can't put out any more news about this project.

Halvorson Construction Co. at Spring Garden, have called a shovel crew out for a few weeks work in order to get in some culverts before high water hits them. Bro. Floyd Foutch is on the 1/2-yard Lima.

That's all for this month and may the sun keep shining.

LES COLLETT.

Industrial Report

MEETING ANNOUNCEMENTS YUBA CONSOLIDATED GOLD FIELDS

The coming regular meeting of this unit will be held Monday, Feb. 28, 1955, in the Engineers Hall, 1010 "Eye" Street, Marysville, at the following times:

10:00 a.m. for those members employed at night.

7:30 p.m. for the day shift members.

GLADDING, McBEAN COMPANY
Lincoln Industrial Council Joint Board Meeting (all committeemen, except night committeemen) Tuesday, March 1, 1955, at 4:15 p.m. in the office of the Lincoln Industrial Council, Lincoln.

Regular membership meeting Tuesday, Mar. 15, 1955, at 4:15 p.m. in the old City Council Room, City Hall, Lincoln.

NATOMAS COMPANY
The next regular meetings of your unit will be held Monday, March 7, 1955, in the Veterans Hall, Folsom, at the following times:

10 a.m. for the benefit of the night workers.

7:30 p.m. for those working days.

CONCRETE PIPE COMPANIES
The next regular meeting for all members of all unions employed by the Concrete Pipe Companies under agreement will be held Monday, March 14, 1955, at 7:30 p.m. in the Teamsters Hall, 818 Wall Street, Chico.

YUBA CONSOLIDATED GOLD FIELDS

Good interest was shown in the last meetings and it is to be hoped that this will continue as it is of importance to all members. During the past month a couple of questions have arisen with the company involving safety and other matters that have proven rather delicate to handle, however, it is expected by the time this reaches you these matters will have been settled satisfactorily.

Over the holidays, because of Christmas and New Years falling on Saturdays, some trouble arose over holiday pay, however, every case reported was investigated and the Company was shown to have properly compensated the employee in accordance with the agreement. Most of the misunderstanding arose over the fact that paid holidays not worked are paid at 8 straight time hours, regardless of whether or not it falls on the sixth day.

The clauses covering the above points are among the best to be found in any agreements covering mines or plants in the country, and, although it does make for some difference in the pay between members of the same crew in weeks paid holidays fall, every effort has been made with the Company, and the Company is sympathetic to the problem, to eliminate any inequities.

GLADDING McBEAN CO.

Attendance at meetings, considering the importance of attendance at this time of the year, hasn't been what it should be, and we again urge the membership to attend the meetings. The coming negotiations will be important to all members as there will probably be rather drastic changes proposed by the Company and the Union and you owe it to yourself to attend the meetings; keep yourself informed, and take part in the decisions made.

One of the many matters that has raised a number of questions from the membership has been the recent announcement posted by the Company on the bulletin boards concerning the close-down of the plant for two weeks during the month of July.

To put all doubts to one side once and for all, your union has not agreed to this. We have told the Company that we will abide by the agreement, and although there

is probably no way to stop the Company from closing down the plant any time they want (it's their plant), yet no member under the present agreement can be forced to take his vacation during that period.

The proposal is not new, novel or unheard of—it is the practice of many companies, and is spelled out in many agreements, to shut plants down during the summer time for the vacation period. And, as it undoubtedly will be a proposal of the Company during the coming negotiations, your expression of opinion on this subject during the coming meetings for the guidance of your negotiators, will be appreciated.

Another subject of importance that is causing some concern at present, and will probably be a matter of discussion during the coming negotiations, is the use of helpers in the maintenance department. The attendance of the maintenance men at the meetings should be a must with them as any decisions arrived at will, of necessity, be made at the meetings.

THE NATOMAS CO.

Few problems have arisen with this company during the past month except a couple of the boys decided to settle their differences with their fists. Grown men pounding each other, unless they are paid for it is in our opinion not only silly, really doesn't settle anything, is dangerous, especially to the nose and eyes—and cannot be condoned by this union. We succeeded in getting one of the discharges reduced to a suspension, and the brother is back at work, on the basis that he was provoked and was the least guilty. Another of the boys, after a series of three serious accidents in a short period of time was let out. A thorough investigation produced no extenuating circumstances, except the thought that perhaps his eyes were failing him.

CONCRETE PIPE COMPANIES
These companies are still coasting along in the winter slack period and the only dispute that has recently arisen was a pay claim which was settled satisfactorily. We wish to urge the membership to immediately raise any such claims, as it is not only in violation of our by-laws to wait too long, but it makes it more difficult to settle.

PERSONAL NOTES

Bro. L. A. (Oscar) Bussell, maintenance man at Gladding, McBean Co. suffered a break of the small bone of his left arm, between the elbow and wrist. He was working on an automatic press machine and, although the machine was shut off, there was enough air remaining to actuate the plunger when it was released on returning—it struck his arm, breaking it. Bro. Jack McKinnon, of the Natomas Co. recently suffered a broken leg caused by a fall on the job.

Bro. Bill Gibson, of the Natomas Co. has had a run of bad luck lately. About a month ago he went down with pneumonia, followed by the removal of his appendix and now we are informed he is returning to the hospital for a hemorrhoid operation. Bro. Frank DeRosa of the Natomas Co. is reported to be in the Arcadia Hospital and is to be operated on. Brother Herbert C. Cantrell suffered the loss of his wife recently, it has been reported. We take this means of extending the sympathy of the officers and members of Local Union No. 3, to Bro. Cantrell and his family. Bro. Walter Heflin, of the Yuba Consolidated Gold Fields, who suffered a severe injury to his left arm, has been around the office lately. He says all he has to do now is wait until his arm heals.

C. R. VAN WINKLE.

BARGAIN PRICE

The man who cheapens himself in public is sure to be marked down by his neighbors.

Due to weather conditions work has been very slow and not much change in our newspaper report of last month, however, PETER KIEWIT CO.-FREDERICKSON & KASLER at Castle Field Air Base stopped grading on account of weather, but had enough ahead to start laying hot stuff on existing runways, hot plant running one shift. Hauling base materials for leveling course on existing runways. Expect to start pouring concrete about the 15th of February if weather permits. They are planning on having three pavers operating.

RUSH CONSTRUCTION'S plant is now in operation at Castle Field making wash aggregates to be used in the cement. STOLTE Inc. keeping busy with their two building contracts. CLARENCE WARD CONSTRUCTION CO. working on their shop building contracts. RIVER ROCK INC. still have some paving to do on their contract on the base, waiting for the weather to break to finish up. GRANITE CONSTRUCTION not doing much but keeping their batch plant in operation. GENE RICHARDS PAVING CO. have stopped all operation on their Los Banos Freeway job after getting started paving. Will not resume operations until they are certain the weather has cleared and spring is near. This company has a contract on the Clinton Avenue approach on the 99 Freeway. No activity on this job as yet.

HUBBS CONSTRUCTION CO. have started again on their Bureau of Reclamation canal job west of Madera but still have some pretty wet ground to contend with. S. E. BOYD CO., sub-contractors on this job, are going to give it another try with their M.R.S.'s working two shifts which will limber up several of the brothers (not a good job for old men.)

VALLEY PAVING has been kept about the busiest on their job on Mt. Whitney Avenue out of Riverdale. This is a sub contract of C. K. Moseman Co. GRANITE CONSTRUCTION CO. have their plant about ready to go, which is set up in the Coalinga area, and GERALD BREWSTER have about completed the grading on this highway job on Jayne Avenue. Granite will start cement treated base whenever the weather will permit.

GORDON BALL and SAN RAMON LAND CO. have been able to work some on their two highway jobs on 99 between Earlimart and Delano. UNITED CONCRETE PIPE CO. still have a small crew working on their pipe line contract at Delano, they will have approximately another year's work.

JOHN FERRY have their plant in operation now in Porterville and making materials for the Gordon Ball job. MIDDLETON ROCK PLANT are still making materials for the Porterville area and have worked pretty steady this winter, quite a bit of building activity scheduled in the Porterville area. CEN-VI-RO PIPE CO. at Lindsay have two shifts running on their plant but are still having some trouble getting enough production. MORRISON & KNUDSEN are laying the pipe in the Exeter area.

P. C. A. PLANT at Lemon Cove have only been working 3 or 4 days a week. CLEMENTS CO. hot plant ready to start operation when the weather clears up, this may keep the P.C.A. plant busier. BALDWIN CONSTRUCTION CO. have been shut down for the past three weeks on their road job at Lindsay.

The GUY F. ATKINSON COMPANY has been able to work intermittently on the excavation of their freeway job on the Northern outskirts of Fresno, have about two weeks more with their DW20s. This company also have a paving job at the Plaza in Visalia, but due to weather conditions has decided to close down until the first of March. Moving some of their paving equipment to the northern area.

Activity on sub-divisions and street work, sewer lines, storm drains, etc., are keeping several of the local contractors busy, where there is sandy soil. BECHTEL CORP. have had nine mechanics busy this winter repairing equipment at Camp 36 above P. H. No. 3 out of Auberry. There is nothing new on Mammoth Pool, same old rumors hope to get started.

Brothers Glenn Mallowney, Lloyd Walker and Bob Clements all now operating service station and would like to see some of the brothers. The following note comes from Mrs. Neil Reynolds and family: "We wish to thank each and everyone for their kindness and everything everyone has done for us during Neil (Tex) Reynolds' illness and after he passed away."

Brother Ernie Trautwein will be very glad to demonstrate the Willys Jeep to any of the brothers who might be interested. We are not having any response to our plea for blood to be donated to the Engineer's blood bank—let's get busy on this.

CONSTRUCTION AWARDS
JANUARY 18, 1955
REDDING, contract awarded to M. W. Brown, Box 827, Redding \$44,701 (total) for const. of County Hwy. 102-E & sanit. sewer line addn. to exist. sewer sys. of the Town of Anderson, betw. Co. Hwy. Rt. 40-E & northeasterly 0.67 mi., SHASTA COUNTY.

JANUARY 19, 1955
SAN FRANCISCO, contract awarded to Healy-Tibbitts Const. Co., 411 Brannan St., S. F., \$94,940 for underwater rock & quarry waste fill at outer end of Piers 15 & 17, S. F. Harbor.

SAN FRANCISCO, contract awarded to Fay Improv. Co., 101 Carolina St., S. F., \$199,796 for track removal on San Jose & others.

JANUARY 21, 1955
HAYWARD, contract awarded to Architect Ralph N. Kerr, 760 Stone St., Oakland; Struc. Engr., Hall Pregnoff & Matheu, 251 Kearny St., S. F.; and Mech. Engr., Geo. K. Brokaw, 163 Jessie St., S. F., \$115,008 for const. of 2 classrooms, kindergarten, home economics rm., 1 shop, and a teachers' room.
LOS ALTOS, contract awarded to Low Jones Const. Co., 1535 S. 10th St., San Jose, \$50,000 for Gunite constructed swimming pool.
TULARE, contract awarded to Floyd G. Borchardt, 1732 "L" St., Fresno, \$584,350 for Memorial Auditorium.

JANUARY 24, 1955
FOLSOM, contract awarded to R. Carpenter, 907 Front St., Sacramento, \$42,020 for water pumping chlorinational facils., SACRAMENTO COUNTY.
SAN FRANCISCO, contract awarded to Theo. G. Meyer & Sons, 200 Quint St., S. F., \$2,340,920 for const. 37 low-rent housing bldgs. on Harbor Slope, bounded by Dormitory & Kiska Rds. and Hunter Pt. & Innes Aves.
TRAVIS AFB, contract awarded to Pacific Co., 801 Cedar Ave., Berkeley, \$407,718 for construction of readiness hangar and rocket storage facilities.
MATHER AFB, contract awarded to A. Teichert & Son, Inc., 193 Stockton Blvd., Sacramento, \$832,730 for strengthening of NE-SW runway 4R-22L, involving A. C. Pave, PCC Pave, etc.
YUBA CITY, contract awarded to Lester L. Rice & Sons, 235 Summer St., Yuba City, \$475 for crushing approximately 33,500 tons Sutter Butte Matl., So. Butte Rd., near E'ly end of Long Bridge, SUTTER COUNTY.
YUBA CITY, contract awarded to Baldwin Contracting Co., Inc., P.O. Box 269, Marysville, \$795 (alt. bid) for crushing approximately 20,000 tons Dredger Tailing, Sutter Co. Pit in YUBA COUNTY, approximately 1 3/10 miles E. of Seven Mile House.

What's Doing in the Oakland Area

By AL CLEM, L. SOLARI, L. L. LAUX and B. BARR, Business Representatives

Our February report of working conditions in this area is, of necessity, somewhat similar to that of last month, and also to that of previous years. The out of work list continues to be lengthy, with in excess of 300 men registered. However, if the ground doesn't get too wet, and the mud too deep, a number of the brothers will no doubt be able to continue on with their last employers, and get in a little more time.

A contract for the construction of the new Isophthalic plant at the Richmond Refinery of the Standard Oil Company of California has been awarded to the H. K. Ferguson Company. Stolte, Cantor and Coull were awarded a sub-contract to drive approximately 1200 40-foot pilings in connection with the construction of the new plant. Bro. Gordon Garner is operating the pile-driver, Elbert Sanders is firing the boiler, and Eddie Erickson is doing the oiling. The land on which the plant is being erected was all filled in last fall by Stolte, Inc., who hauled in approximately 250,000 cubic yards of rock and dirt. The 12-acre plot created by the fill is located on the marshland near Standard's new phenol plant. At the present time the H. K. Ferguson Company is putting in the finishing touches on the installation of all the off-plot facilities for the new plant. The actual construction of this multi-million dollar plant will not begin until after March 1st. The plant is designed to produce approximately 50,000,000 pounds of the chemical, Isophthalic. Isophthalic, which up until this time has just been produced in experimental amounts is a new raw material for the plastics industry, and for use in the manufacture of surface coatings.

At the present time there is a considerable amount of activity on the Groom and Moyer Fairmeade Housing Project, in the Richmond area. Close Building Supply Company was awarded a contract for the grading of the streets, curbs, and sidewalks for the first unit of houses. Base-rock is now being laid so that the home owners and prospective buyers can enter and leave the tract without getting stuck in the mud. The paving of these streets is being held up by the bad weather. It is anticipated that they will be unable to do very much paving until around the first of May. On Close's payroll at this job site are: Brothers "Pinkie" Ford and John Hall, who are operating blades; Al Florence, operating a carryall; Al Kruger and Art Malloy, operating dozers; L. Caldwell, running a roller; Robert Cooper and H. Queros, doing the grade checking; Hugh Bigson, on the service truck, and Charlie McMullen doing the nut-busting. Bro. Ed Tobin, one of the well-known sewer contractors in this area, has moved a backhoe and trencher onto this job, operated by Bro. Chas. W. Gardner, who has his son Paul Bunton oiling for him. Another contractor, who is handling a phase of the work is Fred Niedermeyer, who is putting in the foundations for these homes. Bro. Niedermeyer has put Don Miller to work on the grading for these homes.

7000-FOOT TRENCH

Bro. Richard Conn has moved one of the United Concrete Pipe Company's trenchers onto Glorietta Blvd., South of Orinda, where they are excavating for a trench which will be over 7000 feet long and which will extend from the Moraga Highway to Bryan Reservoir. Bro. Troy Manzer has this company's Model 6 backhoe in operation at Walnut Creek, where they are excavating 9000 feet of trench, extending from Leland Reservoir to Walnut Creek. Ray Fields is the oiler on this rig. Bro. Charlie Spoon is following up with a truck crane, unloading and laying 24-inch pipe, and Bro. Jim Adkin is piloting the H.D. 5 loader.

Underground Construction Company is keeping some of the members busy on excavating 800 feet of trench for conduit for the Telephone Company, in Pittsburg. This crew will soon move on to Antioch and begin work on one and three-fourth miles of conduit trench for the same company. Making up this fine crew are Brothers William Petschauer, trencher operator,

plant crew busy. The plant crew has lost very little time during this winter.

CENTERVILLE AREA

The Clements Construction Company of Centerville is keeping a number of the brothers busy at the present time. Approximately 11 mechanics are repairing equipment in their shop, under the direction of Bro. Al Hill; 12 operators are working at various job sites, and five operators are employed in their Hot Plant. This company has a sub-contract to lay the base rock, and do the paving work on Ball and Simpson's freeway job in Castro Valley, and will begin this phase as soon as the weather permits. They also have a contract to do the grading and paving of the streets, curbs and gutters on the Kvistod Housing Tract in Irvington. Work is just now getting under way at this location, where six engineers are employed. Two of their other jobs of somewhat brief duration are the paving of the site on which the new Safeway Store on 150th Avenue in San Leandro is to be built, and a job of similar nature for the Indenco Company in Centerville.

The Henry J. Kaiser Quarry at Clayton is in full operation, with 13 of the brothers keeping busy on the production of slurry base. P.C.A. is keeping 11 of the members employed at their Clayton plant, where base-rock, well-rock, and slurry base are being produced. A crew of seven engineers are employed by P.C.A. in their Hot Plant and Batch Plant in Concord.

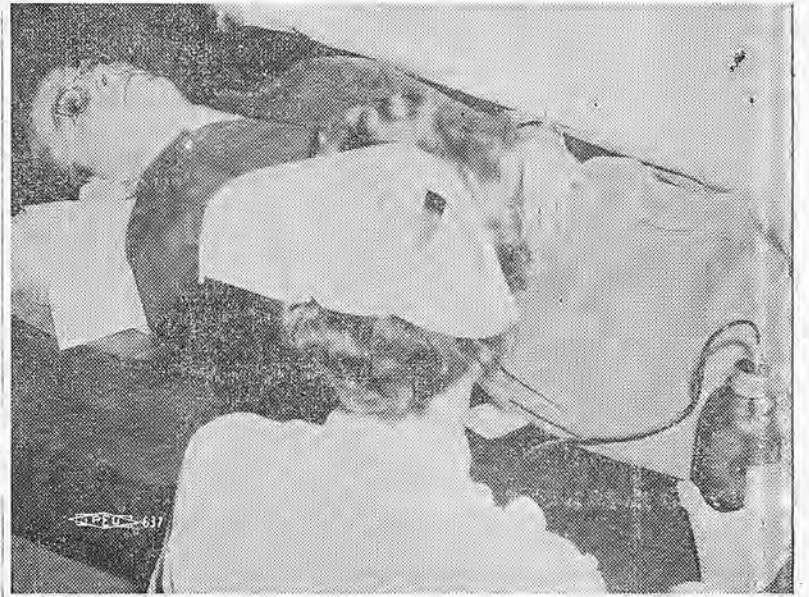
Work in the Concrete Service Company's new plant in Sunol is moving along as well as can be expected. There are a few bugs in the new plant which still have to be ironed out.

There is quite a bit of activity in the Parr-Richmond Terminal, at the old shipyard in Richmond. Chutes are being built to be used for loading scrap iron and other bulk materials to be shipped to other locations. These chutes are built on rollers and fit over the hatch on the ship and are moveable, so that loading can be done fore and aft, and port and starboard sides of the ship. Parr has called back all their old-time operators, and have added a few welders to their payroll, to set up the job. The following brothers are employed on this project: Bro. Charles "Slim" Aldredge, foreman; Ten Burkhardt, Bob Hansen, Jack McCuan, Jack Moser, and Rex Stanberry, operators; John De Jarnatt, mechanic; Leon Huff, Bob Vaughn, Ed Elton, Richard Pence, Earl Remington, Nels Pearson, welders, and Curly Price and Ben Marco, oilers.

Shewar Paving Company and Winton Jones of Martinez have started excavation for seven model homes to be built on the Eichler Tract, on Ygnacio Valley Road, near Marchbank Ranch, Walnut Creek. These homes are the first to be built on this tract, which will eventually number over 150 homes.

The men at Bay Cities Equipment are keeping fairly busy in the shop, with a number of pieces of equipment to overhaul. West Coast Engine is also keeping fairly busy. We understand that Bro. Virgil Kling is being sent to the plant back east to take a refresher course.

Over 136 members of Local 3 are employed by the Peterson Tractor Company—16 are working in the Parts Division, 62 in the Service Division, and 58 are in the special equipment division. The Used Equipment Division is an especially busy department at the present time, with 19 D 8 tractors, 3 D 7's, 11 D 6's, 13 D 4's, 8 D 2's, 13 loaders, 11 rubber tired rigs, 8 motor graders, 2 scrapers, 2 rippers, 4 industrial engines, and other miscellaneous equipment for sale.



OAKLAND MEMBER GIVES BLOOD—Bro. Willis Kellar, Oakland member of Local 3, is shown here giving a pint of blood to the Local 3 reserve at Alameda County Blood Bank. Thanks, Bro. Kellar!

A NOTE OF APPRECIATION TO OUR BLOOD DONORS

The response from the membership to our plea for blood donors has been very gratifying. We are very happy to be able to supply this vital life-giving fluid where it is needed. Both mail and phone inquiries have been received from the brothers willing to make a donation.

We would like at this time to say thank you to each of the 16 members of Local 3, who have given of their time and energy to donate blood to the Operating Engineers Local 3 reserve at the Alameda County Blood Bank. We would also like to thank the wife of a member, Mrs. Neal Henderson, for her donation. In the past, much of the blood released has been to wives and children of members, and so naturally we are very glad to have any of the wives, who may be able to donate blood, do so.

Each Thursday evening, between 6 and 6:30 is the time which has been arranged for our group. This honor roll of donors is not a closed corporation, so—let us hear from you. A telephone call to Jim Jennings, Dispatcher, TWinoaks 3-2120, is the first step, and an appointment will be made for you.

The following Brothers have given blood: Brothers Bill Barrett, Ben Aere, Loren Squier, Merle Cooley, William Angelsbury, Jack Serien, A. G. Ransom, Fred Brower, Hugh Rogan, Charles Russell, Sam Nettles, Willis Kellar, E. Bovee, P. H. Emerson, and Ed Johnson. In the event that any of the brothers who have made this trip to the blood bank do not find their names in this Honor Roll, we would appreciate it if they would call this to the attention of the office staff. It goes without saying that should any of these brothers or their families need blood in the future, they will have first priority on this life giving fluid.

Again, we want to thank all of these brothers for their splendid cooperation in this project!

News About the Brothers

When Bro. Paul Long stopped by the office recently he took time to do a little bragging about his brand new 1955 Model Volkswagen. Paul feels that the good mileage he is getting will come in mighty handy when he is driving all over the county to various construction jobs, during the coming months. Also, at this time, we would like to make a belated report of the Longs new baby daughter, who was born in November.

After an absence of approximately four months, Bro. Tommy Kennedy is again to be counted among those present! Tommy tells that he got along just fine up at Moses Lake, Washington, where he was operating a crane for Bechtel Corporation, and that the weather was pretty nice up there until the last two weeks of his stay, when they got a considerable amount of snow.

Bro. Harold W. Corbett is taking advantage of the slack season by spending a portion of it on a vacation trip to Guatemala and Mexico City. The Corbetts are going as far as San Diego by automobile, and plan to make the rest of their journey by plane.

As a side-line during the winter months while work in construction is slow, Bro. Neal Henderson works with the Hayward Realty and Investment Company, located at 1179 "A" Street, Hayward, Telephone JE 7-7700. If any of the brothers are interested in either renting or buying property, Bro. Henderson is the one to see!

Bro. M. H. Crosby is in the equipment rental business, located at 2240 Mt. Diablo Blvd., Walnut Creek. Bro. Crosby has Fordson tractors, dozers, post-hole diggers, loaders, discs, plows and rollers for rent. He can be reached by

calling YELLOWSTONE 5 1626.

Bro. Carl Haley tells us that he is looking forward to his first look at his first and only granddaughter, three months old, who is arriving soon with Carl's daughter and son-in-law from the East, to spend a visit with grandma and grandpa.

If any of the brothers are thinking of possibilities for a vacation trip during the coming months, Bro. Joe Risch has a very excellent suggestion to make. Last year Bro. and Mrs. Risch took the Franciscan Pilgrimage of the Southwest Indian Missions and the Grand Canyon, and found it extremely worthwhile and enjoyable. This year's tour is to take place between April 2nd through April 10th inclusive, and the fee charged will be nominal. Additional data regarding the Franciscan Pilgrimage Tour can be obtained by calling Mrs. Risch at ANdover 1-8078.

Bro. Wayne Curry, 3A, whose father W. J. Curry is one of the old-timers in this union, was married on January 22, 1955, to Miss Mary Alice Livak, at the St. Lawrence O'Toole Church in Oakland. Another of our oilers, Bro. Ray Davies Jr., whose father also is a Local 3 member, now has a pretty bride to brag about. Ray Jr. was married on February 19th to Miss Patricia Herrick of Walnut Creek.

We would like to take this opportunity to publicly thank Brothers Bill Heffley, Art Peterson, Ernie Hopperstad, and R. O. McCartney, who have donated their services on several Saturdays recently to the restoration of the Pacific Queen, the square-rigger which is being put into condition for the Maritime Museum. The very fine assistance of these brothers in this project is greatly appreciated.

Local 39 News

REPORT FROM SAN JOSE, SALINAS & WATSONVILLE

By RICHARD A. CHRISTIANSEN
Business Representative

During the month of January negotiations were concluded and contract consummated with the Bakeries in San Jose, Calif. Also with the Bank of America and the Insurance Company of North America. In these, increases were obtained in wages, plus a Health and Welfare plan.

Negotiations are still in progress with the Crown By-Products Co., Garden City Potter, Hotels and Ice Industry.

Have had considerable conferences with the proprietors of the Salinas Freezer Storage Company, Salinas, Calif., and conferences with ice plant employees. Have also been endeavoring to organize ice plants in Monterey County, and in particular nonorganized Vacuum Cooling plant.

Attended a meeting at Salinas, Calif., on the 20th with reference to provisions of the Workman's Compensation Regulations, Claims, etc. Address given by Mr. Beneich, and by Mr. McGee, an attorney from San Francisco.

Attended regular meeting of Local 39 at San Jose and the special called meeting of Local 39 at Salinas, Calif. Also the meeting of the Central Labor Council, San Jose, Calif., and that of the Executive Board in San Francisco, Calif.

Have kept in contact with the Personnel Officer of Santa Clara County with reference to survey made relative to salaries, etc. Was assured that serious consideration would be given.

Delay was experienced in getting data of Hospital rates in and about the San Francisco and Bay areas for use in presentation to hospitals in San Jose. Having procured the same effort will be made to obtain advancement and better conditions. It would be very helpful if members employed in the various industries would attend meetings, thus being able to keep your officers informed concerning the various and respective plants and thereby aid in getting presentations to the employer of the desires of the engineers employed. Also, it is urged and hoped that Chief Engineers when requesting replacements or new employees will notify the office when an engineer has been employed; if from our office so we might have our records so indicate, and if an engineer not yet in the union, can be contacted for affiliation.

We urge your attendance at meetings. Our next meeting will be on February 16, 1955.

REPORT FROM OAKLAND

By HERBERT H. SIMS
Business Representative

First of all I would like to thank our Business Manager, my fellow Business Agents and our very capable office force in San Francisco and Oakland, for the help and cooperation which has been extended to me.

As you all know, in each new endeavor, there are many things one must learn, people to meet, and things to do. This I am doing, step by step, and will continue to do so to the fullest extent of my ability.

In the last two weeks, on five different occasions I have attended meetings for discussions on contracts, visited eighteen plants and attended several evening meetings.

Many of you have never met me, and do not know anything about me, "BUT YOU WILL", just as soon as it is possible for me to get around to see you at your plant. I want to meet and know each one of you. It makes no difference if you are a one-man plant, or a fifty-man plant; whether you are located at the extreme end of our jurisdiction, or within walking distance from our office,

DISTRICT REP'S. REPORT

By JAMES T. RIVERS
District Representative

Historians tell us that there is nothing permanent in this world except change and they must be right for we, as part of the world population of this century observe during our life span, whole cities practically rebuilt, a radical change in the basic precepts of world politics, and considerable change in peoples' thinking, eating, drinking and working habits.

As part of the continuing change in peoples and organizations, there is a parade of new faces and associates through our lives. Some of these people, due to their contributions to our lives and our way of living leave a lasting memory with us. Others, with equal potentials leave no lasting memories, or thoughts, because of the fleeting quality of the services rendered. All of us are grateful and thankful for the part of themselves all these people have contributed to the betterment of our lives, and wherever they may be we hope for the best for them.

The members of this union have been fortunate in their selection of Officers and Representatives. Fortunate also have they been in choosing men dedicated to the solution of our problems and to the advancement of our union, along with a willingness to devote long periods of their lives helping the craft to attain its rightful goals.

Recently a change has been made in the line officers, due to the resignation of the secretary. According to our by-laws the vacant office must be filled by appointment by the remaining line officers, who in this case were the President, Vice President and Treasurer. These officers in their wisdom elected to appoint our Business Manager, Brother C. C. Fitch, to fill the office of Secretary for the unexpired term of office that our late Brother Leo Derby was elected for.

I believe everyone must admire the mature judgment displayed by our top officers in their recognition of the principles of democracy covering government by the majority. An officer, to be a good one, must feel the responsibility of the votes of his supporters to be the right man for the job. Election of officers will be held in June and at that time all the members may assist in the selection of their new secretary.

State Highway Jobs Exams. Set

Engineering jobs with the State Division of Highways are now open to application, the State Personnel Board announces. Civil service examinations are scheduled for associate highway engineer, which pays \$505 to \$613 a month, and under engineering aid, \$255 to \$310. Applications will be accepted until February 25.

Graduate civil engineers with California registration and two years of highway engineering experience may apply for the associate engineer examination. Additional qualifying experience may be substituted for education.

Completion of the 11th grade, or six months of office or field engineering experience, will admit applicants to the under engineering aid examination.

Application forms may be obtained at personnel board offices in Sacramento, San Francisco and Los Angeles and at all departments of employment offices.

Uncle Remus comments that his nephew wanted a formal wedding — so they painted the shotgun white.

I will come out and see you as soon as possible. Don't be surprised when one of these days a fellow Engineer walks up to you and says "I am Herb Sims, what is your name?"

Apprentices Rates Changed Jan. 31

By G. L. MULDOON
Acting Secretary

Meeting of Jan. 17 called to order at 8:00 p.m. by Secretary S. E. Smith. The following were present:

G. L. Muldoon, Division of Apprenticeship Standards; Dave Zerga, S. Francis Hospital; John Herzog, S. F. Brewing Company; Larry Rapp, C. C. Moore & Company; Emil Winters, City of San Francisco; S. E. Smith, Bus. Rep. of Local No. 39; Al Witcosky, Instructor.

Rotation: Thomas Sylvester formerly employed at S. F. Brewery Company, St. Francis Hospital and is presently employed at Mt. Zion Hospital. His school attendance is 95%. Decision made that Thomas Sylvester remain at Mt. Zion Hospital for the present until other arrangements for transfer can be made to the University of California Hospital.

Harry Burnett worked at Mt. Zion Hospital, Mary's Help Hospital and is presently employed at S. F. Brewery. His school attendance has been poor because of his home situation. However, this has improved and he will be able to attend classes more regularly. Some time after January 20th, Harry Burnett will be transferred to St. Francis Hospital.

William Delahant formerly employed at Merchants Ice and now employed at St. Francis Hospital. School attendance 50%. William Delahant will be transferred from St. Francis Hospital to S. F. Brewery about February 1.

New apprentice rates will become effective January 31, 1955.

New appropriations provide for a shop for apprentices.

The average class attendance is between 19 and 25 in related classes at present time.

Mr. Witcosky is to draw up program as to what is needed for the Stationary Engineers class as to space and equipment for ensuing year. When presented special meeting will be called to go over the matter. When approved, secretary is to prepare a letter for Dr. O. D. Adams, Assistant Supt. of Schools for Adult Education, 135 Van Ness Avenue.

No further business on hand, the meeting adjourned.

Attend Union Meetings!

CALIFORNIA LEGISLATURE

STATE SENATE

Dist.	Name	
1.	Dale C. Williams (D) Box 87, Alturas.	16. Arthur H. Breed Jr. (R) 220 St. James Dr., Piedmont.
2.	Randolph Collier (R) 551 No. Main St., Yreka.	17. George Miller Jr. (D) 1016 Nevin Ave., Richmond.
3.	A. W. Way (R) 1864 Heather Lane, Eureka.	18. John F. Thompson (R) Rt. 3, Box 408, San Jose.
4.	James E. Busch (R) 700 So. Spring St., Ukiah.	19. Earl D. Desmond (D) 616 I St., Sacramento.
5.	Edwin J. Regan (D) Box 265, Weaverville.	20. Alan Short (D) 1220 N. Van Buren, Stockton.
6.	Paul L. Byrne (R) 244 West Third St., Chico.	21. Harry L. Parkman (R) 1450 Canada Rd., Woodside.
7.	Harold T. Johnson (D) 423 Grove St., Roseville.	22. Hugh P. Donnelly (D) 953 Sierra Dr., Turlock.
8.	Louis G. Sutton (R) P.O. Box 547, Maxwell.	23. Donald L. Grunsky (R) 130 Rogers Ave., Watsonville.
9.	Swift Berry (R) 115 Canal St., Placerville.	24. James A. Cobey (D) 646 W. 26th St., Merced.
10.	Ed. C. Johnson (R) P.O. Box 31, Marysville.	25. Fred Weybret (R) 22 Hawthorne St., Salinas.
11.	Nathan F. Coombs (R) Migliavacca Bldg., Napa.	26. Stephen P. Teale (D) P.O. Box E, West Point.
12.	F. Presley Aldshire (R) Rt. 1, Box 212, Geyserville.	27. Robert I. Montgomery (D) Rt. 4, Box 280, Hanford.
13.	John F. McCarthy (R) 819 A St., San Rafael.	28. Charles Brown (D) Shoshone.
14.	Robert I. McCarthy (D) 1050 Kirkham St., S.F.	29. A. A. Erhart (R) P.O. Box 506, Pismo Beach.
15.	Luther E. Gibson (D) 516 Marin St., Vallejo.	30. Hugh M. Burns (D) P.O. Box 748, Fresno.

STATE ASSEMBLY

1. Frank P. Belotti (R) P.O. Box 1025, Eureka.	19. Charles W. Meyers (D) 417 Font Blvd., San Francisco.
2. Pauline L. Davis (D) Portola.	20. Thomas A. Maloney (R) 350 Missouri St., San Francisco
3. Lloyd W. Lowrey (D) P.O. Box 23, Rumsey.	21. Caspar W. Weinberger (R) 3477 Pacific Av., San Francisco
4. Don Hobbie (R) Canyon Highlands Dr., Oroville.	22. Bernard R. Brady (D) 140 Jordan Av., San Francisco
5. Samuel R. Geddes (D) 1621 East Ave., Napa.	23. John A. O'Connell (D) 1223 Fitzgerald Ave., S.F.
6. Francis C. Lindsay (R) Box 463, Loomis.	24. Edward M. Gaffney (D) 295 Sanchez St., San Francisco
7. Richard H. McCollister (R) 320 Fawn Dr., San Anselmo.	25. Daniel J. Creodon (R) 619 MacArthur Av., San Mateo
8. Gordon A. Fleury (R) Rt. 3, Box 1222-R, Sacramento.	26. Richard J. Dolwig (R) 23 Winchester Dr., Atherton.
9. Roy J. Nielsen (R) 1555 13th Ave., Sacramento.	27. Glenn E. Coolidge (R) P.O. Box 308, Felton.
10. Donald D. Doyle (R) 3163 Stanley Blvd., Lafayette.	28. Clark L. Bradley (R) 1616 Hedding St., San Jose.
11. S. C. Masterson (D) 1307 Scott St., El Cerrito.	29. Bruce F. Allen (R) 160 N. Cypress Ave., San Jose.
12. John J. McFall (D) 215 N. Sherman Ave., Manteca	30. Ralph M. Brown (D) P.O. Box 1292, Modesto.
13. Carlos Bee (D) 1784 Fairview Ave., Hayward.	31. George A. Clarke (R) Box 56, Planada.
14. Randal F. Dickey (R) 3221 Thompson Ave., Alameda.	32. Wallace D. Henderson (D) 3643 Kerckhoff Ave., Fresno.
15. L. H. Lincoln (R) 4000 Redwood Rd., Oakland.	33. William W. Hansen (R) 3435 So. Walnut Ave., Fresno.
16. Walter I. Dahl (R) 418 Blair Ave., Piedmont.	34. Alan G. Pattee (R) 155 Coral de Tierra Rd., Salinas.
17. William B. Rumford (D) 1500 Stuart St., Berkeley.	35. Roscoe L. Patterson (R) P.O. Box 662, Visalia.
18. Thomas W. Caldecott (R) 2965 Magnolia St., Berkeley.	36. James L. Holmes (R) 2800 Tallant Rd., S. Barbara.

More Nevada News Round-Up

(Continued from Page 3)

W. R. Weeks on the batch plant and Brother Thomas Eck on the mixer. Brothers Larry Bashaw and Paul Collett will probably be on the "horses" or very busy at another task. Brothers Bob Harles and Joe Swicegood will be the foremen on the job and will have enough work to keep the brothers "busy as beavers." These brothers were all part of a very fine crew and we are all sorry to see them leave. They have been very cooperative and kept things going along and made sure that there was never a dull moment even if it meant calling the Business Agent out to the job to keep them happy. It will be good to see them all return if Utah Construction should be doing another tunnel job in Nevada some day in the future.

FOLEY AT ELY

Foley Brothers' two shaft jobs over at Ely, Nevada, are going along very well. Oh, there seems to be a little flu "bouncing around" the job, but I know that Brother Dave Forsythe won't let it get him down. The grapevine has it started that Foley Brothers will wind up their contract with Kennecott around the middle of the year and this is keeping a few of the brothers wondering what will happen when Kennecott takes over the operation of the mines. I am sure that all will be well for the brothers when the time comes, if it does. Brother Ken Holthus and the Adamson brothers, K. V., A. D. and W. J., don't seem to be bothered by any of this and work right along as usual.

Silver State Construction Co.,

better known as Andy Drumm Jr., of Fallon, Nevada, was awarded the job in Churchill County, Nevada. This work consists of the construction of a portion of the secondary highway system between Junction U.S. 95, eight miles south of Fallon, and Junction U.S. 50 (Pasture Road), a length of approximately six and a quarter miles. All of Drumm's regular crew will be working very soon, not only on this job but also on one he has in Lincoln County, Nevada, which is construction of a portion of the primary highway system on U.S. Route 93, State Route 7, between two miles north and thirteen miles north of Pioche, approximately eleven miles. Wonder which ones of you boys will have to leave home and which will be the lucky ones to catch the Churchill County job. It was good to see Brother Cliff Carr back at work for Silver State after having been off because of an accident in which he lost two fingers. The doctor told Cliff to keep gripping a rubber ball to help restore use of his hand. But the last time I saw Cliff, he was busy gripping a slot machine handle and winning more jackpots than the law allows. I guess that's just as good as a rubber ball—more profitable anyhow.

Dodge Construction has been crushing gravel on the job at the Stillwater game reserve near Fallon, Nevada, and is getting it spread out on eight miles of road. This job is being done for the convenience of the sportsmen who go to this area for hunting. The job is on the northeast end of the reserve, but it takes a "jig-saw puz-

zle artist" to wind his way through the tangle of roads and to figure out how to get there, unless he has been there before. I know. Then you have to get back. After arriving there, I found "Mac" McKay and Brother Jack Chatelle pushing the job. Brother Robert Cawelti and his oiler, Brother Ed Howard, were loading trucks with the Northwest shovel and Brother Glen Vawter is the crusher operator along with the crusher oiler, Brother Paul Whitener. Brothers Robert Ellis and E. C. "Curly" Hildebrand both take a whirl at the skip loader and other odds and ends that keep them busy. These brothers are moving material at a very fast pace and are eager for spring to come so that they can get on the big jobs again. They are working six days a week and eight hours a day, so they don't feel too bad.

LOVELOCK IRON MINES

Up at the iron mines out of Lovelock, Nevada, Dodge Construction has taken over the H. Earl Parker workings at the "Chic" Thomas property. The iron ore vein got pretty thin at the Dodge pits, and the Parker outfit completed their contract. So now Dodge is alone in the valley for the present time. Brother George Eckman is still the "bull of the woods." I mean foreman on the job. Brother Ed Barrington Sr. will be on the shovel as soon as they get set up and back in production again. Brothers Perry Thomsen, "Gene" Shoffner and W. Berger will take care of the Cat work. Brothers Miguel Pantoja, M. P. Eschinger and Andy Anderson

(Continued on Page Eight)

PRECIPITATION, BAD WORD - SACRAMENTO

By W. V. MINAHAN, H. S. CLARK and E. M. NELSON, Business Representatives

Unusually heavy precipitation in this area has caused a very pronounced curtailment of dirt moving at this date. Although most of the jobs have been shut down due to the heavy rainfall, we have certain areas that can be worked practically the year around, except when it is actually raining.

The constructors of Folsom Dam keep pouring concrete between rains and the rock on the downstream side keeps moving out, rain or shine. The dyke work, which consists of D.G. fill, is shut down for the time being, but it will be rolling as usual when the sun returns. This company, Merritt, Chapman & Scott and Savin Const. Co., picked up a large dam job in the State of Washington, near Seattle, and most of the equipment is being moved to that location at this time. They also have dismantled the gravel plant which is being disposed of too.

Nimbus Dam has been completed except for the installation of equipment in the power house which is being installed by Stolte, Inc. This project is progressing rapidly while the fish hatchery, also at this site, is completed. It was built by Gordon Pollock Co. with the pipe lines installed by Stockton Const. Co.

A. Teichert & Son were low bidder on runway strengthening at Mather Field with a bid of \$832,730. We should see this project underway with a few weeks of drying weather. It consists of paving over existing runways, which will eliminate most dirt moving equipment, but the barber greens and the rollers should have a good summer's work.

Lord & Bishop and M.J.B. Const. were low bidders on a highway 50 job located near Gall, with a bid of \$1,036,230. They should get started as soon as dry weather permits.

Some of the jobs let recently are: Guth & Schmidt, Justice Court Building, \$22,956; pumping and chlorination facilities at Folsom Prison, M. R. Carpenter, \$42,000; school additions at Fair Oaks, Art Odmar, \$62,225; new school, J. A. Waterbury, \$227,710; new school at Broaderrick, United Const. Co., \$346,390. Excavation will begin on these structures as soon as they can move in the rigs.

Richter Bros. are in the process of developing a gravel plant on the Bear River near Applegate to supply the Piombo highway 40 job. This company will be producing material by the 20th of February. Brother C. V. Stromer is doing the gaffing here with Brothers Howard Faunce, H. Bonham, Paul Meneffe, Cecil Ball and M. E. Faunce giving the assist.

LANDLEVELLING

Brother Stanley Powell dropped in this office recently and picked up some pull and cat skinners for a landlevelling job in the South. Stan has a contract with the Desert Land Development Co. for leveling approximately 4000 acres of desert land for cotton growing. This development is being supervised by Sports Crews, Bill Murphy and Joe McKain. Skinners on the job to date are Jim Withrow, Marvin Withrow, Howard Green, James McGuire, Harold Quigg, Claude Sitton, Lee Allen, Webster Godleski and Herb Godleski.

Another job that we have in progress is the Westly Base extension at McClellan Field, being done by J. R. Reeves Const. Co. with Brother Dick Cooper as superintendent and Brother Hank Doering snapping. Brothers Ed West, Norman Gates, Frank Dickey, Vince Morris, Sam Clark, Lee Roeder, Cyrus Kaiser and F. M. Abbott are pulling the levers.

The job consists of 70,000 tons of aggregate with approximately 1,000 tons laid daily with 11 trucks hauling. Another 30 days should see this extension sold to the Air Force.

The gravel plants are running to capacity except when its raining. These brothers are building the stock piles for the summer run, Perkins Gravel Co. has started to erect another hot plant at their gravel plant on the Jackson Road.

The Piombo jobs at Placerville

and Applegate are down due to rain. A. Teichert at Shingle Springs is down for the same reason. Practically all sub-divisions and all types of dirt work, except for a few Fordsons, are parked at this time.

We can report an out-of-work list of over 500 names at this writing, with more being added each day. What we need is about 20 days of drying weather.

The outlook for the ensuing year is very good for this district. With the work already let and the jobs coming up in the near future, we should have a boom year.

Brother Bill Puccetti operates the Orangevale Trailer Village at Orangevale. He has all the facilities installed to take care of all the needs of trailer-sites. Brother Bill invites the brothers for an inspection tour at any time. This trailer court is located directly behind the Jet Market at Orangevale.

Brother Fred Lacert invites anyone in need of a new car, or used car, to contact him at the DeSoto & Plymouth sales room and used car lot at Roseville, located at 415 Riverside Avenue, Phone Roseville 2139, or at Brother Fred's home in Rio Linda 3396.

Brother John F. Zur Linden now has his own Fordson and does all types of backfilling and leveling. Call him at HI. 5-2304.

HERE AND THERE WITH THE BROTHERS

SID MILNE cleaning a water ditch; SHORTY HUGHEY running compressors; HARVEY STANCLIL operating a new scoop; MARION IMEL cooking hot cakes; TOM WAITE sheefoothing a ditch; NED VALENTINE looking at the sun; CLARENCE BURRIS making a water hole; ERNIE FLINT driving a new pickup; HELLMER CASWELL catching his 1st quarter dues; BEN HUTCHESON operating a gradall; LONNIE DUBOSE working in Placerville; MEL LAWSON welding andirons; GUS MORITZ visiting contractors; JAMES HUTTON welding at a batch plant; HERMAN HILL running a lathe.

CHESTER YOUNGBLOOD "8-ball" shark; TOM DAVIS calling in; LEONARD JENKINS dozing rock; FRED CAMPBELL running a rock plant; RED WOOD taking a vacation; HARRY POWNING batching concrete; DICK GRIFPITH vacationing in L. A.; MIKE HANNA setting up a rock plant; D. WRIGHT bailing rock; HOMER KERR loading transports; LEE HURD feeding a rock plant; MEL BAILEY working on diesel engines; BILL BUTLER towing private cars for no fee; WILBUR MORSE working on T-D 18's and Farmalls; JACK CARWIN catching No. 5 assessment; LYNN DOUGLAS watching the rain.

BERT ATKINSON watching the players; DOC LINDSAY "rack 'em up"; ELMER MADDOCK picking up dimes; CUB WOMACK leveling land; BILL HOGUE setting a hot plant; CARL BAKER getting away from the north wind; OROVILLE GODFREY watching a plant; JACK ROBERTS driving a pickup; IVOR JONES waiting for a Koering; MIKE ROBERTSON on a week's vacation; DOUG BUTLER working on his Ford; CECIL FIELD taking it easy; HENRY MORETTI roading a blade; HARRY CRIGLER watching the sunshine; LOREN SQUIRES and W. H. ANGELBERG hoisting steel; CLAUDE MCKAY and ED WILSON likewise; ART JONES furnishing air.

Best wishes go to Ralph Gilbert who is in the Sutter hospital waiting to undergo surgery; and to Carl Beyer who is resting before surgery which will be performed soon.

Our deepest sympathy goes to the wives and families of the fol-

WET SLOWS UP NORTH BAY

By FRANK LAWRENCE and H. O. FOSS, Business Representative

The wet weather still has us bogged down in this area to a certain extent. Monticello Dam doing a little stripping with the Northwest 80 shovel. Stephens, Stolte, Inc. on the new road still trying to move when the weather permits.

With about a week of sunshine Carey Bros. should be starting their job at Corte Madera.

Parish Bros. slowly starting on the Petaluma Freeway job, Bro. Mike Saporetti in charge. Starting the shovel and a few cats and cans this week, weather permitting.

All the rock producing plants in this area are still operating—that is something unusual for this time of year but the building contractors are still pouring foundations on most of the housing projects.

R. I. Blackmore, of Rio Vista, took over the housing job off Magazine street in Vallejo. Doing grading and streets and gutters, also building pads for the houses. They are getting underway as this goes to press. They keep several of our engineers busy for a while. Bro. George Bars is the foreman on this spread.

Stegga Construction Co. are working on their project in Vallejo. They got into some rock and have rented several electric pulls so that makes it a nice spread.

We are sorry to hear that Bro. Richard Daugherty of Napa, passed away. He was one of the old-timers and worked for Basalt Rock for a good many years.

Harms Bros. has set up the crusher and are ready to go... have approximately 80,000 tons to crush for the Ralsch job on Waldo paving. Brother Jim Henry is major domo for Harms. Crew includes Bros. Fred Thompson, John Huiting, Richard Stone and Louis Poole.

Seems Brother Louie Giannini, monkey-wrenching for Marin Equipment, had his fingers where they didn't belong and got two broken. Says it was O. K. though because he broke them on Friday and didn't lose any time.

Brother Jim Kolesar, on Atkinson spread, has added another oiler to his family—7 lbs. 3 ozs. on 1/18... Congrats.

Brother Harold Jorgensen deposited his card only to leave for Kansas City, Mo. He is going to work for Midland Const. as an electrician on a two-year job. Will skin poles 'till we see him in June of '57.

Don't hear anything from Bro. Cervantes so he must be keeping his boys busy as usual.

Understand Brother Joe Perry has taken membership in the heart club... Is that true, Joe?

Brother Roy Deardorff, foreman for Norcal, was quite a problem to Marin General Hospital. Was signed up for an operation but other complications set in and he wound up in the maternity ward. Don't know yet what he came out of there with beside the mumps.

lowing brothers who have died since our last report: Sterling Pirtle, Nick Lefurgey and Ralph Smith. These men were all well known and very well liked throughout this area.

Congratulations to Brother and Mrs. George Scott upon the birth of their baby son born on Jan. 14 and named George Wayne.

Our sincere thanks goes to Wm. S. Edwards and Walter T. Hayes for their donations to our Blood Bank during the past month.

Remember, this office is open every Thursday from 7 to 9 p.m. for your convenience.

Mary: "So you bought a new fur coat after all. I thought you said your husband couldn't afford it this year."

Jean: "So I did, but we had a stroke of luck. My husband broke his leg and the insurance company paid him \$300."

Reputation is character minus what you've been caught doing.

Redwood Empire Eyes April 1 For Start of Good Season

By A. R. McCAFFREY, Business Representative

Up until the present time we have had only 25 inches of rain this year in the Redwood Empire, which is four inches less than last year. Needless to say, work is very slow and from all indications it doesn't look like we will start rolling full blast before April 1.

Most all of the local contractors are overhauling their equipment and getting ready for a busy year, especially the Mercer-Fraser Co., who have kept a full crew busy since the rains started.

On February 21 the State will ask for bids for base rock and paving of the Burns Freeway between Eureka and Arcata. This is over five miles in length; February 23 bids will also be asked for paving Main Street through Fortuna; March 2 the State will ask for bids for base rock and paving the new Freeway from Smith River Bridge to Highway 199 north of Crescent City. This job is approximately seven miles in length with four lanes. They will ask for bids to pave and grade Highway 101 from Smith River to the Oregon Border at a later date.

Bids also will be open on March 2 for a concrete bridge to be built on the Smith River—199 Freeway. Also on the calendar for 1955 will be the additional surfacing of Highway 101 immediately south of Crescent City. On February 23, 1955, bids will be opened for grading and surfacing of .8 mile south of Eureka city limits.

CRESCENT CITY JETTY

One million dollars has been appropriated for further development of the Dog Leg in Crescent City Harbor. The appropriation is subject to approval by Congress and that the funds would be available by July 1, 1955, if acted on favorably by Congress. This is a continuation of the job Macco-M. K. Company now has on the jetty.

There is a \$20,000,000 long range road building program slated for the Willow Creek-Happy Camp area by the Bureau of Public Roads. At the present time John Delpia and Humboldt Constructors have a \$754,265 highway job eight miles west of Willow Creek which is shut down for the winter. They will let the remaining distance from this job to Willow Creek in two sections; the first section is supposed to be let in the near future, which should run about \$1,000,000 all muck and no structures.

Coast Pacific Lumber Company will begin construction of an additional 500-foot dock at a cost "in excess" of \$250,000 in the near future. The new installation will be connected with the present 490-foot dock by a 200-foot wharf, 30 feet wide. The new dock itself will be 500 feet long and 60 feet wide. Brother Tom Hull informs me that he will do the job. Good luck, Tom.

Oliver J. Olson & Company of San Francisco are also going to construct a new \$200,000 dock at Fields Landing. There will be a considerable fill on this job. Bids for construction of the dock will be awarded some time this month and work on the project is expected to begin soon thereafter.

The Glover Construction Company of San Francisco, with a bid of \$188,900 has been awarded the contract by the Arcata Elementary School District for building the new Manila School at Samoa. Lots of sand to move here.

Valley Engineers, Inc., of Fresno were the successful bidders to the Humboldt Community Services District for installation of a complete water works project involving laying 140,000 lin. ft. of 2 to 16 inch mains, 1300 service connections and 110 hydrants and appurtenances.

The Chicago Bridge & Iron Company of San Francisco was the low bidder to the Humboldt Community Services District for furnishing and installing a 500,000-gallon steel reservoir and appurtenances in Cutten, a suburb of Eureka.

HOME PROJECTS

Plans for three huge home development projects in various Humboldt County communities were disclosed recently. Chester Spiering Homes, Inc., will initiate

a \$3,000,000 program in the Arcata area. The Vern Emmerson Real Estate and General Building Contracting companies have announced plans for the investment of \$2,000,000 in four new projects, located in Eureka, Arcata, Fortuna and Orick. The third project is planned for the Gunnerson tract subdivision in the vicinity of Rio Dell, in southern Humboldt County.

This will give you a rough idea of the work program in the Eureka area. The jobs I have mentioned are the first ones to be let this year, not mentioning all the highway, street, sewer jobs and private work to be let later on and all of the unfinished work to be completed.

Nevada News

(Continued from Page 7)

son will be the lubricating engineers. As for T. C. Bottoms, I suspect or rather expect to find him loading ore with the Model 25 Northwest. This is a very fine crew of men who work very well together and get along fine even though they seem cut off from the rest of the world out at the iron mines.

Brother Mike Nevin, from Virginia City, Nevada, is out of the dirt work temporarily and is hard at the "grindstone" with his work in the State Legislature at Carson City. Brother Nevin is a former employee of Isbell Constructor Co. and was employed at the Leviathan Mine. He is well liked by everyone and during the election received the support and votes of all his many Union friends and was easily elected as assemblyman from Storey County. Mike is always a hard worker and I am very sure that he will do more than his share of work and will represent labor very well at the State Capitol in Carson City. We all wish him the very best of luck and hope that he gets along very well in anything and everything that he does.

Brother Jack L. Taylor went into the service on January 7th. He is stationed at Fort Ord at present. Sounds like the walking Army to me. Good luck, Jack, and hope to see you back soon. You can brush up on that shuffleboard playing of yours.

Brother J. A. Strouse is recuperating from an operation at the Veterans Hospital in Reno.

A limited supply of the Agreement between Operating Engineers Local Union 3 and the Nevada Chapter of the Associated General Contractors has been received in this office. Any member who is interested in having a copy may come in to the office and pick one up, or drop a postcard to this office and one will be mailed to you.

New Power Plants On Feather River

P.G.&E. will build three more power plants on north fork of Feather River at a cost of \$74 million, it was indicated Feb. 9 when FPC announced granting permission to build the plants and operate them for 50 years.

This will bring the number of Feather River plants to 10 and complete plans for development. Butt Valley and Caribou No. powerhouses will use water from Lake Almanor, Butt Valley reservoir, and a new dam and reservoir to be called Beuden.

Under way at present is construction of the \$40 million powerhouse at Poe on the Feather.

A footcandle of light is the amount measured one foot away from the flame of a standard candle.

The People's Business Is a Big Business

(Continued from Page One)
generally provided a glowing example of responsible and efficient public operation.

Dream Becomes Real

This fact stands out more sharply as you look into each of the branches of the PUC's operations.

Take the Hetch Hetchy project—Hetch Hetchy was a 30-year-old dream just beginning to become an actuality when the PUC fell heir to it.

As far back as 1901 the late Senator Phelan and other far-sighted citizens had foreseen the growth of San Francisco and anticipated that nearby supplies of water would one day be insufficient for the city's needs.

Engineering studies, in which the Army Engineers aided, eventually pin-pointed the mountains in the Yosemite area as the best source of that future water.

In 1913 Congress passed the Raker Act which granted San Francisco water rights in the federally-owned Yosemite Valley, and the city began the long program of building O'Shaughnessy Dam, Lake Eleanor Dam and the tunnels and flumes which finally brought Hetch Hetchy water to San Francisco in 1932, the year the PUC was born.

During the '20s and early '30s when the initial Hetch Hetchy development was accomplished it was the biggest undertaking of its kind in the world, and it pioneered some of the most important water engineering advances of our time.

Bigger water projects have been constructed since, but they have been less of an achievement because they had available the data and experience of Hetch Hetchy—and even some of the same skilled craftsmen and engineers.

A Lot of Water

Today the money value of the Hetch Hetchy project is officially placed at \$121,807,448.49. Actually it is invaluable—modern San Francisco could not exist and flourish, let alone progress, without the precious Hetch Hetchy water.

It is a water source that when fully developed will provide enough water for all the domestic and industrial uses of a community of 4 million people. This amount of water is enough to take care of the total present requirements of the nine counties bordering on San Francisco Bay.

Hetch Hetchy also provides a considerable amount of electrical energy which is brought to the city over transmission lines of the Pacific Gas & Electric Co. and supplies power for various city services.

Because the Raker Act forbids sale of any of this power to a private utility there were years of litigation before an acceptable arrangement could be worked out. Finally a complicated system was settled upon by which the city pays the PG&E for use of its facilities and sells excess Hetch Hetchy power to two rural irrigation districts and to industrial plants formerly supplied by PG&E.

Under the charter Hetch Hetchy remains a separate department, distinct from the Water Department, until its completion, possibly some time in the next century.

There is an interesting sidelight to the building of the Hetch Hetchy project.

Who Could Have Guessed?

Back in the '20s when Hetch Hetchy was a-building, the payroll clerk was one Bob Macdonald. Among the many men working on the project was a member of the rigging crew, Vic Swanson. Macdonald had a slight acquaintance with Swanson but knew him mostly as a name on the payroll.

Macdonald encountered Swanson on the project again in the early '30s when the tunnels to carry Hetch Hetchy water were being driven through the Coast Range mountains.

Certainly neither could have imagined then that Macdonald would become secretary of the PUC early in its existence, that Swanson would eventually become president of the Commission, and that they some day would share in the management of the giant engineering project of which they

were then obscure employees.

Returning to the PUC's facilities and operations, the outstanding achievement of the Commission might very well be the way it has expanded the San Francisco water system and developed its widespread and diversified properties.

It's hard to realize now that until a relatively short time ago San Francisco with all of its people and industry had to buy its water from a private company. This was the Spring Valley Water Co., which had driven out of business or bought out a number of other private companies supplying water from private wells or other sources.

Even back in the Gold Rush days sandy, arid San Francisco lacked water, and the fluid had to be ferried over from Marin County or hauled in from down the Peninsula.

Spring Valley Speaks

Through the years the Spring Valley Water Co. had bought extensive areas of watershed land down the Peninsula and constructed Pilarcitos Dam, St. Andres Dam and other dams and reservoirs that were wonders in their day and that are still in use. The private firm had piped this water into San Francisco and created some storage facilities in the city.

Eventually the Spring Valley Co. had developed all the economically feasible water possibilities south of San Francisco and it was seen this supply would not long be adequate. The company then spread out into Alameda County, bought watershed lands there, constructed reservoirs and prepared to bring East Bay water across the Bay to the Golden Gate city.

Still the city grew, and still the water system was not adequate. It became clear that the job was too big for a private company. Also the Hetch Hetchy project was under construction and public water was well on its way. At this point, in 1930, the city stepped in and bought out the Spring Valley water system and all its holdings.

When the PUC took over the municipal water system in 1932 the consumption of water averaged 50 million gallons a day. Last year the city's water consumption was 2½ times as great—125 million gallons a day.

And a measure of the efficiency of the water service under PUC direction is that this greater volume of water is being furnished now with fewer employees than were at work in 1932.

The price paid by the city for the Spring Valley system was \$40,000,000, a sum which paid for the company's "good will" and probably was more than the actual worth of its physical properties.

But the actual appraised value of the Water Department properties as of June 30, 1954, was \$97,573,147.21, an index of the growth of the system under public ownership.

Brought Many Benefits

Here again the full measure of things cannot be expressed by a price tag. Under PUC operation the department has brought many savings and benefits to the city.

Today, for example, the San Francisco householder's rate for water is 10 per cent less than that charged by the Spring Valley Co. in 1930. What other commodity or service can you buy today as cheaply as in 1930—let alone more cheaply?

And it's better water. Yes, there are differences in water. The Spring Valley supply, seeping through the ground of its watersheds on the Peninsula, picked up mineral content and was somewhat "hard."

The Hetch Hetchy water coming in today is pure melted snow off the granite flanks of the High Sierras. It is very pure, very soft; it makes suds with less soap, requires no water softeners and leaves no curd or scale.

This means the housewife saves on her soap bills; industrial users have less trouble with scale in their boilers, no expense for softeners. The value of these savings to users is hard to estimate, but it is considerable.

When the Commission took over, the amount of water stored within the city's boundaries for emer-

gencies was only one-half day's normal supply.

The PUC constructed big reservoirs such as University Mound, the Sunset reservoir and others which today impound enough water for six days' normal requirements if breaks in the lines or other emergencies should shut off the supply from the outside.

And it has just recently completed a brand new \$1,500,000 pumping plant and treatment facility at Lake Merced. In the event of a disaster or emergency this installation will make it possible to take water from Lake Merced, purify it and pump it to all parts of San Francisco—enough water for another 30 days.

Better Fire Prevention

Water is what you drink and wash clothes with—it is also what you fight fires with. And another by-product of the PUC's development of the water supply and distribution facilities is improved fire protection and lowered fire insurance rates.

From the very beginning, the PUC began replacing the inadequate 2-inch and 4-inch water mains. Today the city is supplied throughout by 6-inch and 8-inch mains, with a "grid" system that enables water to be pumped from any place in the city to any other place.

In its last survey of major U.S. cities the Natl. Fire Underwriting Bureau gave San Francisco a very high overall fire prevention rating, specifically pointing out that this was due in large measure to the city's excellent water supply, the adequate water mains and the grid system.

And just this month the city enjoyed another reduction in fire insurance rates.

San Francisco also ranks high in comparison with other American cities in another respect, its very fine airport which is another of the PUC's departments.

It is the fourth largest airport in the U.S. in terms of passenger traffic and America's major air gateway to the Far East.

Finest in the World

Fourteen scheduled airlines operate out of the airport, and during the calendar year 1954 some 2,750,000 air travelers passed through it.

With the new \$14,000,000 terminal which was dedicated last month the San Francisco airport has been adjudged by experts to be the finest in the world. Operations people of the airlines say so, meteorologists say so—practically everyone agrees.

What's so wonderful about it?

Well, to begin with, there are the ample and excellent terminal facilities for airlines, the superb facilities for the convenience of passengers, the four runways, all 200 feet wide and long enough for the biggest planes now in operation.

It is unique among the American airports in that the approach to it is over water, which means that the planes don't have to come down over densely populated areas.

The big planes come down faster and at a flatter angle now, and in several other places there have been crashes in residential areas. At Newark, N. J., a series of crashes near the airport has led to a demand by fearful nearby residents that the airport be closed up. This could not be duplicated in San Francisco.

But the greatest airport assets of all are the steady winds which blow 90 per cent of the time from one direction, west by northwest, and the almost perfect weather.

No Fog, No Smog

That last point might sound strange to many who think of San Francisco as a city of fog, but the figures speak for themselves. Because of peculiarities of topography and of winds the San Francisco airport is almost never fogbound.

Over the past five years 98½ per cent of all scheduled plane arrivals and departures have been carried out. This record is infinitely better than that of airports to the east, where snow and storms frequently stop the flights. And Los Angeles airport, nearest

major "rival," is shut down by weather or smog 4.7 per cent of the time—more than three times as much as San Francisco.

All of this magnificence is a far cry from the inadequate stretch of bayside marsh land in San Mateo county that the airport was when the PUC inherited it. Members of Operating Engineers Local 3, of course, have a special soft spot for that airport because they graded and compacted the hundreds of acres of fill which was put down to make the expansion and improvement possible.

As it stands today the airport has a valuation of over \$50,000,000. In the 1954 fiscal year it brought \$1,223,970 into the city's treasury. With added revenues coming in from the new terminal this figure will be much larger for 1955. The estimate for this year was \$2,689,000, but earnings are running ahead of the estimate at this time.

A Profitable Deal

Like any other "business," the Utilities Commission occasionally pulls off an especially profitable deal for its stockholders, who, in this case are the citizens and taxpayers. Such was the case with the airport.

Back in the '30s the idea developed that it would be a fine thing to have an airport (or should one say, "seaport") for seaplanes to land closer to the downtown section. In furtherance of this plan the city got grants of money from the federal government, and the PUC filled in that area known as Treasure Island adjacent to where the Bay bridge rests its middle on the rocky spur of Yerba Buena Island.

The commission made Treasure Island available for the 1939 World's Fair, and in fact was the agency that built the exposition buildings, with funds supplied by the federal government.

Then came World War II. The military services needed Treasure Island as a base and took it over, paying \$12,000,000 to the city of San Francisco. The \$12,000,000 was ploughed into improvements of the San Francisco airport, saving the city's taxpayers that amount.

And what about the plans for a downtown seaplane depot? Just as well that it never came about. In the years between, flying boats dwindled in importance and the land plane took over almost completely. If the seaplane base had been built it probably would have been a white elephant.

The Transit System

The PUC department possibly best known to the average San Franciscan—and likely the only one cussed-out by him occasionally—is the Municipal Railway.

No one takes the cussing-out very personally. San Francisco is not unique in having transportation headaches. The spreading out into the suburbs, the competition between private automobiles and public transit and the problems of costs and service which arise as a result are common to all large cities. And the agonies are even greater where mass transit is under private ownership, as with the East Bay's Key System.

All difficulties notwithstanding, the Commission has gone ahead toward its goal of providing the city with a wholly-public, modernized transit system. In 1945 it acquired the privately-owned Market Street Railway which was mostly a franchise and a bunch of rattle-trap, broken-down street cars.

Over the years it has been modernizing the system, replacing the Toonerville Trolleys with streamlined street cars, trolley coaches and buses, and in the recent period it took over the private cable car lines, thus unifying all public transportation in San Francisco.

To those who become agitated over the increased use of busses the answer is given that the principal street car lines have been retained and that San Francisco is now the only major city west of Chicago with a large street car operation.

As it stands, the Municipal Railway is valued at \$43,112,667.85. Last year it had gross income of \$22,062,123. And if the Muny still

has a deficit, it is being cut down. Besides, every city with a large municipal transit system is operating at a deficit.

Let There Be Light

The least consequential of all the PUC's departments has the most impressive-sounding name—Bureau of Light, Heat & Power—but its only function is street lighting, and that is mostly provided by arrangement with a private utility, the Pacific Gas & Electric Co.

The Bureau contracts with PG&E yearly for the lighting of the streets. PG&E transmits the power and owns most of the lighting standards—for which engineers use the fancy name "electroliners."

For a number of years the PUC has been striving to increase its ownership of street lighting standards, and it now owns about 20 per cent of them, mostly on the boulevards and freeways. But the city purse strings are held too tightly to allow much progress in this direction.

In the current budget the Commission asked for \$196,700 to erect light standards. That figure was knocked down to \$24,500.

A Prosperous Farmer

As a by-product of its water operations the PUC is a big farmer and landlord. And it makes money on the deal.

Few know, for example, that the Commission owns and operates a 100-acre walnut orchard. That may sound funny, but it's a profitable joke—last year the walnut crop, marketed through the Walnut Growers Assn., brought in \$47,826.

It all came about through acquisition of the Spring Valley properties which included approximately 55,000 acres of land in San Mateo, Santa Clara and Alameda counties, held to protect the watersheds.

These lands are under direction of John Brucato, affectionately known to San Franciscans as the father of the Farmer's Market, who is superintendent of the Water Dept. agricultural properties.

Brucato manages the walnut orchard and handles the leasing of the other properties for a variety of uses. Some of these arrangements are on a flat rental. In other cases the Department goes in on shares, taking one-fourth of the net profit.

There are hay farms, truck gardens, one parcel of 150 acres in strawberries and large acreages of range lands leased for grazing. Altogether they brought \$280,750 in the fiscal year 1953-54 in addition to the revenue from the walnut orchard.

This revenue, of course, helps keep the San Francisco householder's water bill down.

About the Commission

A word is in order about the organization and personnel of the Public Utilities Commission. It is a five-man commission appointed by the Mayor and responsible to him.

Currently the commission comprises Victor S. Swanson, president, Donald A. Cameron, vice president, and Sam McKee, Edw. Baron and Oliver Rousseau, commissioners.

Each commissioner is appointed for four years. The Civil Service Commission and Board of Education excepted, they are the only appointees who have definite terms instead of merely serving at the pleasure of the Mayor.

Each year, in January, the commissioners choose their own president and vice president. The president presides at all meetings, and he is the only one who can call special meetings or make a declaration of emergency which permits making repairs or meeting emergencies without going through the full rigmarole of business procedure.

Brother Swanson is the fifth president in the 24 years of the PUC's existence. His predecessors, in order of their service, were Louis F. Byington, Marshall Dill, Philip F. Landis and Oliver Rousseau.

Swanson is in his eighth year of service on the Commission. He was appointed on Jan. 19, 1948, by

(Continued on Page 11)

Do You Know It?

YOUR WELFARE PLAN

By P. E. VANDEWARK
Assistant Local Union Manager

This question and answer column is intended to better acquaint you with your Health and Welfare Plan.

1. Question: Do I have to file a claim form every time I visit the doctor or the hospital for the same sickness or injury?

Answer: No, you are only required to file one claim form for each sickness or injury. If your injury or sickness becomes a continuing one, all that is required of you is to forward to the welfare office bills or statements you may receive from hospitals or doctors for additional treatment.

2. Question: What type of life insurance is actually provided for the member?

Answer: This Plan insures you in the amount of \$2,000 payable in full to your beneficiary in the event of your death from any cause if on or off the job so long as you remain insured.

3. Question: Do I have any extended coverage on my life insurance in the event of total disability?

Answer: Your life insurance will stay in effect without additional premiums if you become totally disabled while insured and before you reach the age of 60. The full amount of insurance will be paid to your beneficiary if your disability continues until death.

4. Question: Do I have any conversion privileges on my life insurance?

Answer: If your insurance terminates your life insurance will be continued for 31 days. During that period you have the privilege of exchanging it for an individual life insurance policy. In order to do this, you need only make application and pay the proper premium to the insurance company and your life insurance will immediately go into effect.

5. Question: Who will collect my life insurance in the event I die?

Answer: Any one you may name as your beneficiary will collect such insurance and you have the privilege of changing your beneficiary at any time by filling out a proper form and sending it to the welfare office.

6. Question: Do I have any additional insurance to cover me in case of accidental death?

Answer: Yes, you are insured for \$2,000 against death or dismemberment resulting from an accident on or off your job. If you are injured and as a result die from that injury within 90 days, your beneficiary will receive \$2,000 in addition to the \$2,000 to be paid under your life insurance. If you should accidentally suffer the loss of both hands or both feet or the sight of both eyes, you will be paid

\$2,000. If you accidentally suffer the loss of a hand, a foot or the sight of one eye, you will receive \$1,000. Even if the loss of your limbs, feet or eyes occurs on the job you will still receive the amounts above mentioned.

7. Question: What hospital benefits are provided for me under the plan?

Answer: You will be reimbursed for charges, as herein set forth by any legally constituted hospital except those hospitals owned and operated by the United States Government. For each day you are confined in the hospital you will be allowed \$11.50 per day but not to exceed the total of \$805.00 during any one period of disability.

8. Question: When does that period of disability above mentioned cease?

Answer: That period of disability ceases when you have returned to active work for one day. If you return to work for one or several days and then return to the hospital for confinement for the same sickness as you were treated for before, it still will be classed as a new sickness or a new period of disability.

(To be continued in next issue)

Occupational Cancer

American Cancer Society has issued a partial list of occupational causes of cancer and types of cancer they develop, all chemicals or agents, as follows: Crude anthracene, skin. Aromatic amines, bladder. Arsenic, skin, eyelids. Artificial asphalt, skin, eyelids. Asbestos, lung. Benzol (benzene), blood-forming organs, skin, bladder. Chromates, lung. Creosote, skin, lip, eyes. Crude mineral oil, skin, lip, eyes. Crude paraffin, skin. Pitch, soot, and tars, skin, lip, eyes, scrotum. Shale oil, skin. X-ray, other radioactive materials, lung, skin, bone, and blood.

Hear Ed Morgan

Tune in each week night at 7 on ABC for a clear, concise report and comment on the news sponsored by the AFL, given by Edward P. Morgan, widely-known commentator. Utah stations: KUTA Salt Lake and KIXX Provo. Nevada, KWRN Reno. California: KTIIP Porterville, KPMC Bakersfield, KGO San Francisco, and KFBK Sacramento.

Calif. State Federation of Labor will take up current state legislation pertaining to labor at a state conference set for March 4, at 230 Jones street, San Francisco.

The Alaskan fur seal, which spends much of its life in the water, does not swim at birth and must learn as a pup.

OVERSEAS REPORT

By RUSS SWANSON

It's about that time again for another overseas report and I might say that things are a little more promising now than they've been in the past reports.

I just talked to Mr. Al Kincade, who works for M&K, and he reports that in the next few months there are some good prospects for overseas work but at present he cannot give any definite information. This is about the best for some time from Al.

I talked to Mr. Carl Bieber, who sends men out for Pomeroy-Bechtel, Hawaiian Dredge, and he reports it slow now but that the prospects are favorable. This past month a few men have gone to the Philippines to work on a dredge—Aavard Carlson, Townsend, Allbright, Stevenson and Menge. Part of these fellows are on their way now and some of them are being processed. Good luck, fellows, and let us hear from you so we can inform the brothers as to just what is going on over there.

During the past month we were contacted by a Mr. Johnston who was hiring men for the Vess Corporation. I sent a number of fellows down to sign applications and so far none of them have heard anything from the company. If you happen to be one of these fellows who went down and signed an application, please let me know when and if you hear from them. Thank you.

Harry Hanson was in the office a short time back and gave us a lot of interesting information regarding the job in Liberia. At present he has had a holiday in the States and by the time you read this he should be well on his way back there. He reports Local 3 is well represented there. Bill McQuire and wife, Bud Bynon with wife and two children, Skip Paulson and wife, Johnny Miller with wife and two children, Larry Swain and wife, Lawrence Zehnle, Shorty PaPierre from Los Angeles, Jack Billyear from Seattle, and George Patton from Boston.

HOUSES FURNISHED

Those who have their family with them live in five-room houses and the single fellows live in cottages which are very comfortable and also are furnished by the company. There is a very fine school which goes to the 10th grade. There is a hospital with two doctors—all kinds of recreation—the natives treat Americans fine—a few snakes around but so far no one has been bitten by any of them—food is good and comes from American commissaries—the climate ranges from 80 to 86 degrees the year around, but with about six months of rain.

Some of the Americans have been laid off and there is very little hiring going on. There are so many Dutch, Italian, English, Scottish, and Austrian men who drift off the boats and will work for a lower scale than the Americans. I might add that the scale for the natives is very low: laborers at 4 cents an hour, teamsters from 8 to 16 cents, engineers from 16 to 28 cents—overtime scale time and a half.

All of the brothers are working for the Liberian Mining Co. and from the reports those who are there at present will be able to stay just about as long as they want. That three-month vacation every year with pay and transportation sure will help them stay there. There are three 120 Bs, two 54 Bs, two 80 Ds, three or four small cranes, and five locomotive engines. The Americans are the only ones who are able to keep these rigs running. Most of the brothers are now working on their second two-year contract. Thanks a lot, Harry, for giving us such a fine report and we wish you and your wife the best while being out of the States.

We received a very interesting letter from Paul Tepsa, who is working in the Azores for Oman-Farnsworth-Wright. He is very happy with his job and expects to be there for some time but he reports, just as most everybody else, that there are no new hires for that locality at present. Good luck, Paul, and if you should hear of any openings please let us know.

I want to thank the brothers for giving us this information and I hope to hear from a lot more of

Local 3 Opens Branch Office at San Mateo for Peninsula District

By CHET ELLIOTT, Business Representative

In order to render more efficient, and better service to the members of Local Union No. 3 in this area the Local Union has opened a new office at 304-7th Avenue, San Mateo, phone: Diamond 4-9065. The business agent in the district will operate out of this office and can be contacted at the above address and phone number. He will take care of all

SANTA ROSA HAS PROBLEM

By GLENN L. DOBYNS,
Business Representative

California state highway engineers have some knotty problems to solve in designing the future route of Highway 12 between Sebastopol and Kenwood, and the knottiest is spelled SANTA ROSA.

Also the sooner a route is fixed the better it will be for the community and the state's pocketbook, regardless of when construction begins.

From east to west, Highway 12 now enters Santa Rosa on Fourth Street, goes out College Ave. to the Freeway, south on the Freeway to Sebastopol Ave., and out Sebastopol Ave. and Road to the City of Sebastopol.

That Santa Rosa—getting into and out of it, and either by or through it—is the big problem on the 16-mile section of future highway.

Only about 11 per cent of the traffic coming from either direction on Highway 12 and its satellites (Montgomery Dr., West College Ave.) goes clear through Santa Rosa and out the opposite side.

"The big movement into town is the predominant one."

About two-thirds of the traffic entering the city from the east and west is destined for points within the city and about half of that is destined for the downtown area.

Utah Construction Company of San Francisco was again the low bidder on the construction of the new 83 bed county hospital in Ukiah.

This time the firm included a list of sub-contractors, for lack of which 13 bids opened in December were rejected, because federal and state governments, contributing to the hospital project, declined to agree to the second low bid.

Federal and state funds will also aid in the purchase of equipment for the hospital, which will cost an estimated \$133,000.

The new hospital will be an addition to the existing structure and will include a 42 bed tubercular wing and a 41 bed general hospital. A one story structure of wood frame and concrete block has been designed.

The biggest street improvement in a single year in the history of the city of Ukiah is programmed for 1955-56. Permanent surfacing is planned for many of the projects, with widening in some instances, reshaping and excavating involved where needed.

Water mains must be installed on some of the streets and the council expects to call for bids at an early date on the mains, which will be installed before the street work begins.

Oak Street, Cypress Avenue to Low Gap Road. Construction of a new bridge over Orr Creek is included in this project, with widening of the street from the south bank of Oak Street to a point on the south side of the Hansen subdivision. Also included will be curb, gutter, sidewalk and pedestrian rail along the east bank of Orr Creek.

Walnut Avenue, Pine Street to Live Oak Avenue, resurfacing.

Clay Street, State to Main, widen and resurface, and construct sidewalk, curb and gutters.

The list is long—in fact, some 20

the brothers who are on the overseas jobs. When we have any additional information we will print it in the paper.

Good luck to all of the brothers who are away from the States.

union business pertaining to the membership as well as the employers in the San Mateo district. In addition to the business representative the local union has employed an office girl in order that the office can operate on a full-time basis.

Although our out-of-work list has grown to a large number of unemployed brothers we are doing quite well for this time of the year. All of the large projects in the area are active every day, weather permitting. At least this spell of clear weather enables us to place some of the brothers on jobs.

Foreman, Bro. Kavanaugh, with the assistance of jeep operators, Brothers Grundy and McFadden along with Brothers Wilson on the dozer and Brother McFadden on the blade are actively engaged in grading on the McFadden & Sons real estate development job for the Brentwood Co. at Sharps Park. This developer plans to build three hundred homes.

NEW JOBS STARTED

The largest new construction projects to be launched in this area so far this year is at the present date getting under way. There are no large real estate development projects put into operation by developer L. F. Smith, of the L. C. Smith Construction Co. of San Mateo. This work involves the moving of two million yards of earth from the Concar Rancho to 19th Avenue Park. The dirt from the grading for homesites at Concar Rancho is to be used for fill at 19th Ave. Park for industrial sites and homes. The grading, underground work, paving and building of homes involves thirty million dollars. This project, now getting started is the result of 15 years of effort and planning on the part of the developer who predicts that 1955 will be the largest year to date in the construction field. The job is a shovel and truck job and will provide employment for many members of Local No. 3 for a long period of time.

Superintendent Bro. Ken Hayes, assisted by Foreman Bro. Dutch Bowles and a crew of shovel, cat and blade operators have resumed operation on the United Airlines job at the San Francisco airport, although the work for the United Airlines is near completion these brothers will move right onto another job at the same location for the TWA.

FREEWAY JOB

The Piombo Construction Co. freeway job at Belmont is moving along very well during this fair weather. Master Mechanic Bro. Gino has moved a large crew of heavy duty mechanics to the new yard and shop at San Carlos.

On the large construction project at the Mills Estate the Hindry Construction Co. with a crew of engineers too numerous to mention in this limited space are doing as well as can be expected at this time of the year and are working every day possible.

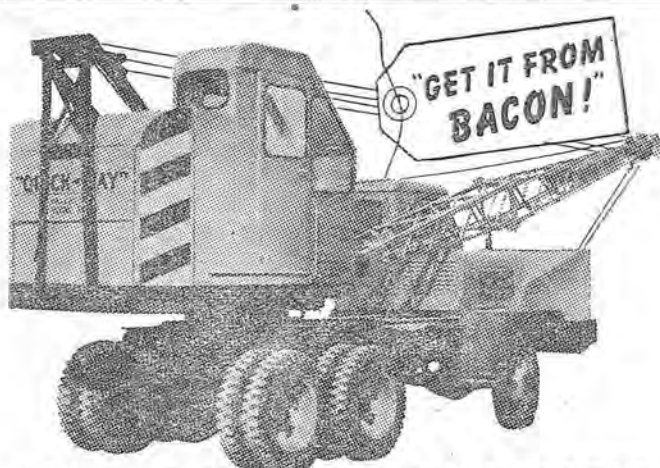
All the asphalt plants, quarries, building material yards in the district are operating at full capacity providing employment for many members of Local No. 3.

projects.

Arthur B. Siri Inc. expanded and remodeled the Ukiah shop and office. The shop is now modern. It has a separate welding room, paint shop, grease and wash racks.

Heretofore when it rained, the boys in the shop had to move hither and yon to keep from getting wet when the old roof sprung a new leak.

Bro. Vic Henry, the master mechanic in charge of the shop. Bros. Ben Arnett and Ben Reynolds, the mechanics. Bro. George Hanson, welder and Bro. Jean Ross the grease monkey.



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Rains Hamper Most Work in San Jose Area

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

Heavy rains during the past few weeks have reduced the construction work in this area to almost a standstill. However, 1955 should be a promising year for the Brothers, with many new contracts to be let.

Our long discussed San Jose Disposal Plant will soon be a reality. This plant is expected to cost in the neighborhood of 3 million dollars and we understand that several contractors are bidding on this project. The plant will be located at the end of Zanker Road near Alviso. Bids are expected to be opened about February 15th.

A. J. Raisch, one of our local paving firms, must be expecting more business in the coming year, as they have seen fit to open up a new gravel pit on Los Gatos Creek, which will be very accessible from the new highway which is now under construction by L. C. Smith Company of San Mateo. Work on this Freeway has been somewhat retarded due to the recent rains, but operations have again been resumed during the past few days. Several new pieces of equipment have been brought in, namely two Electric Pulls, a Dozer and a Grade-all which is being operated by Brother Johnnie Scales, who is doing a masterful job. There is considerable concrete pipe-culvert to be placed on this job and Bro. Gene Foster is the supervisor of this item. Nearly all of the clearing has been completed on the southern end of the job and they will soon be bringing all of the equipment to the north section of the job.

Carl N. Swenson, who has run into considerable difficulty on the demolition of the old bridge, has finally overcome his problems and is making good progress at this time.

While work is slow at this time there is a large back-log of work held by many of the contractors. Lew Jones, who has nearly com-

pleted his Disposal Plant at Milpitas, has a back-log of work amounting to approximately \$200,000; Piazza Paving with approximately \$150,000. A. J. Raisch Company have practically all of their equipment setting idle. Sondgroth Brothers of Mt. View were fortunate enough to complete most of their work before the rains set in. However, this firm does have a considerable amount of work ahead of them. Eichleay Steel Corporation was recently awarded a contract for the N.A.C.A. on one of the tunnels at Moffett Field for approximately \$75,000. American Bridge and Pittsburgh-Des Moines Steel still have considerable amount of work to be done on the base. We also have bids on three new schools coming up which will total about 5 million dollars.

Work is slow also in the Southern Territory, not only due to the rain but no new contracts have been let and won't be until later in the spring. The Santa Clara Water Conservation District has voted bonds totaling \$2,111,000 for the construction of Uvas Dam and road, this will also include a pipeline to carry Uvas water to Llagas Creek. Work on the roads by-passing the Chesbro Dam will be completed in about six weeks and then operations will again resume on Chesbro Dam.

George Renz has started work on his subdivision south of Gilroy. Western Tile and Gravel are still working six days a week. Granite Construction have completed their State job for the City of Gilroy but have several jobs farther south. This firm was recently awarded a contract for \$18,538 for resurfacing of roads south of Salinas and

they are still working on their sewer job in this city. They also have three small sewer jobs in the Monterey area.

Buttler & Fox have completed their work for the City of Hollister; Brother Buzz Hart is doing some work for the local ranchers. Work on the Freeway by-passing Salinas has been shut down due to the rains and John Delphia is moving his equipment to Highway 178, east of Paso Robles.

Thomas Construction Company of Fresno were awarded a \$23,798 contract for the removal of a slide in Carmel Valley; also in this vicinity J. Henry Harris has begun operations on the demolition of a school at Soledad.

There is very little activity in the Oil Fields at the present time and a great many of the brothers living in this area are now on the out-of-work list.

PERSONALS

We received a very welcome letter from Brother Thomas F. Hinds, who has been in Casablanca for the past two years. He is working for Atlas Constructors and says that there are several Local 3 men employed there also. We are happy to report that Brothers Walter Gruendemann and Manuel Contreras have been released from the hospital and are on the mend; however, it will be some time before these brothers will be able to go back to work. Brother Del Armer is still confined to the hospital in Hollister. Brother Tony Bruno, who has been ill with the flu, has again resumed his duties with L. C. Smith.

We again wish to remind all the brothers living in the Santa Cruz, Salinas, Watsonville, Monterey and Gilroy areas that if they are drawing their State Unemployment Compensation, they must register each and every week in the San Jose Office.

CONSTRUCTION AWARDS

JANUARY 12, 1955

DALY CITY, contract awarded to J. N. Pitcher Co., 6825 Mission St., Daly City, \$12,600 for drilling Westlake Well No. 2 in Westlake Dist., Daly City, SAN MATEO COUNTY.

HERLONG, contract awarded to Gilb Const. Co., 1136 E. 11th St., Oakland, \$18,534 for repair pavement of 8th St. from "D" to "H" St., Gen. Supply Area, Sierra Ordnance Depot, Herlong.

JANUARY 13, 1955

MODESTO, contract awarded to Standard Materials Co., 1411 9th St., Modesto, \$9,139 for const. of bridge across Modesto Irrig. Dist. Lateral No. 3, at College Ave., Modesto, STANISLAUS COUNTY.

JANUARY 17, 1955

SALINAS, contract awarded to Thomas Const. Co., P. O. Box 683, Fresno, \$23,798 for const. por. of Carmel Valley Rd., approx. 4.2 mi. from Carmel-by-the-Sea, MONTEREY COUNTY.

SACRAMENTO, contracts awarded as follows: (1) Contra Costa Co., to Transocean Engr. Corp., 7807 Russell City Rd., Hayward, \$547,527 for 4.4 mi. grade & surf. w/pltmx. surf. on untr. base, Ygnacio Valley Rd. ext. betw. Oak Grove Rd. & Clayton Rd., near Concord. (2) Shasta Co., to Claude C. Wood, P. O. Box 599, Lodi, \$359,825 for 6.2 mi. grade & surf. w/untr. surf. & weld. plf. girder bridge & triple RC box culvert const., betw. 0.5 mi. south of Igo & 2.6 mi. west of Girvan.

BURLINGAME, contract awarded to Leo F. Piazza Paving Co., Rt. 1, Box 800, San Jose, \$49,458 for improv. in Casa Del Sol No. 2, SANTA CLARA COUNTY.

STOCKTON, contract awarded to Clements Const. Co., P. O. Box 667, Centerville, \$98,900 for reconst. por. of var. streets in S.W. Stockton area (outside city limits), SAN JOAQUIN COUNTY.

SAN MATEO, contract awarded to Bragato Paving Co., 500 Bragato Rd., Belmont, \$18,942 for reconst. N. Humboldt betw. E. Poplar & Peninsular Ave., San Mateo, SAN MATEO COUNTY.

People's Business

(Continued from Page Nine)

Mayor Elmer Robinson to succeed Daniel Del Carlo, AFL Building Trades official who resigned to become a director of the Golden Gate Bridge. He was reappointed on January 15, 1952 and was elected president on January 25 of this year.

The Commission appoints a Manager of Utilities, answerable to the Commission. Currently that post is held by James H. Turner. Secretary of the Commission is R. J. Macdonald.

There are five department heads, appointed by the manager and confirmed by the Commission. Serving at this time are:

George Pracy, general manager and chief engineer of the Water Department.

H. E. Lloyd, general manager and chief engineer of Helch Hetchy.

Fredric B. Butler, general manager of the Airport.

Charles D. Miller, general manager of the Municipal Railway.

B. A. Devine, general manager of the Bureau of Light, Heat & Power.

There are three bureaus under the Commission:

Personnel & Safety, Paul Fanning, director.

Bureau of Accounts, George Negri, director.

Public Service Bureau, David Jones, director.

Some people don't have much to say but you have to listen so long to find it out.

Little Johnny: "Let's play we are married."

Little Tommy: "Can't; ma said we must keep quiet."

A plan to authorize construction of an earthen barrier across north San Francisco bay and a pipeline and toll road to Los Angeles by private interests was presented to the state legislature last week. The plan is sponsored by the Commonwealth Development Corporation, of which Secy. of State Frank M. Jordan is president.

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S.F. SET TO START EMBARCADERO FWY.

By PAT CLANCY and PAUL EDGEcombe, Business Representatives

The California State Division of Highways has been authorized to seek bids on the first unit of the 45 million dollar Embarcadero Freeway. This unit is estimated to be approximately 5 million dollars and will involve the demolishing of many buildings, driving piling, erection of steel and many yards of concrete pouring.

On other portions of the Bayshore Freeway, Guy F. Atkinson Co. has removed a large slice off the hillside near Brisbane to the water fill between Candlestick Point and San Mateo County line. Keeble & Caputo's section from 3rd to Atkinson's water fill is at a stand-still at the present time. Opening for the heavy Bayshore traffic will be soon on Chas. Harney's section from Alemany Blvd. to 3rd Street.

In addition to the Franciscan Housing Project now under construction, Theo. G. Meyer & Sons were awarded a 2 1/2 million dollar low-rent housing project at Harbor Slope. Grading of this site will be required before construction of the 37 buildings can be started.

Biltwell Construction has crews busy on the Alemany and Hunter's View Housing Projects. These are projects that have been in the planning department of the rehabilitation program for several years.

On the larger buildings under construction, Dinwiddie Co. has finished pouring the concrete on the 26 story Equitable Life Insurance Bldg. The \$3,750,000 Downtown Center Garage is nearing completion and will be opened around the last of February. This is a modern appearing self-help parking palace, which will accommodate 1200 cars. Cahill Company is the contractor.

MacDonald, Young & Nelson are making progress on the nine-story Pacific Mutual Insurance office building.

Street repair and track removal jobs have been at an inactive stage for some time, but Fay Improvement has started removing the rails on the San Jose Ave. job.

Home builders on the subdivisions in the area have plans for many new homes, making it possible for the dirt movers to get rolling when the weatherman does not interfere. Devencenzi Bros. have approximately 50,000 yards of excess dirt to move on the Henry Doelger Westlake project to the low land area between Alemany Blvd. and Lake Merced.

Repair shops continue to keep their crews busy throughout the wet weather in most instances.

In conclusion we hope that our optimistic outlook for the coming season, based on anticipated work, will annihilate our out of work list.

In Memoriam

- Gil R. Dougherty
Napa, Jan. 6, 1955
- George Yost
Del Paseo Heights, Jan. 11, 1955
- Jack Gori
San Andreas, Jan. 12, 1955
- Ralph O. Smith
Del Paseo Heights, Jan. 17, 1955
- Clarence V. Croitman
Manteca, Jan. 13, 1955
- Nick Lefurgey
No. Sacramento, Jan. 26, 1955

MAKE COURTESY YOUR CODE OF THE ROAD

NATIONAL SAFETY COUNCIL

Field Survey Notes

SURVEY WORK INTERRUPTED

By AL BOARDMAN
Business Representatives

The Operating Engineers Local Union No. 3 is having its annual discussion with the Carpenters over the union's attempt to force our people from their work. The construction project involved is the Theo. Meyer contract to build the multi-unit, multi-story housing project in the Western Addition of San Francisco.

During the early part of 1954, ground was broken, thousands of yards of dirt moved, and the footings were laid out by members of the Operating Engineers. In addition to earthwork and site-layout, the Technical Engineers were responsible for leveling of panels, decking and reproducing of center-lines as the buildings rose.

The work progressed at a pace which set an example to the trade for rapid construction. The near completion of several of the concrete shells of these multi-story buildings in the period of a few months is a tribute to the remarkable efficiency and teamwork among all the crafts involved, such as rig operators, engineers, carpenters, laborers, cement finishers, plumbers and electricians.

Unfortunately this friendly teamwork was disrupted when a business agent of the Brotherhood of Carpenters appeared on the job site and demanded that the Technical Engineers surrender their work rights to the carpenters, using the flimsy excuse that "this is light construction." The carpenters were harassed during the ensuing weeks by their business agents until they notified that their union would fine them if they performed work in cooperation with the Technical Engineers.

The result of this maneuver was that the job was delayed until the carpenters became convinced that they were unable to do the engineers' work. The engineers have remained on the job and will continue to do the engineering on all buildings.

The following letter was gleaned from the Reader Comment column of the Engineers' News Record, April 2, 1953 issue. It speaks for itself:

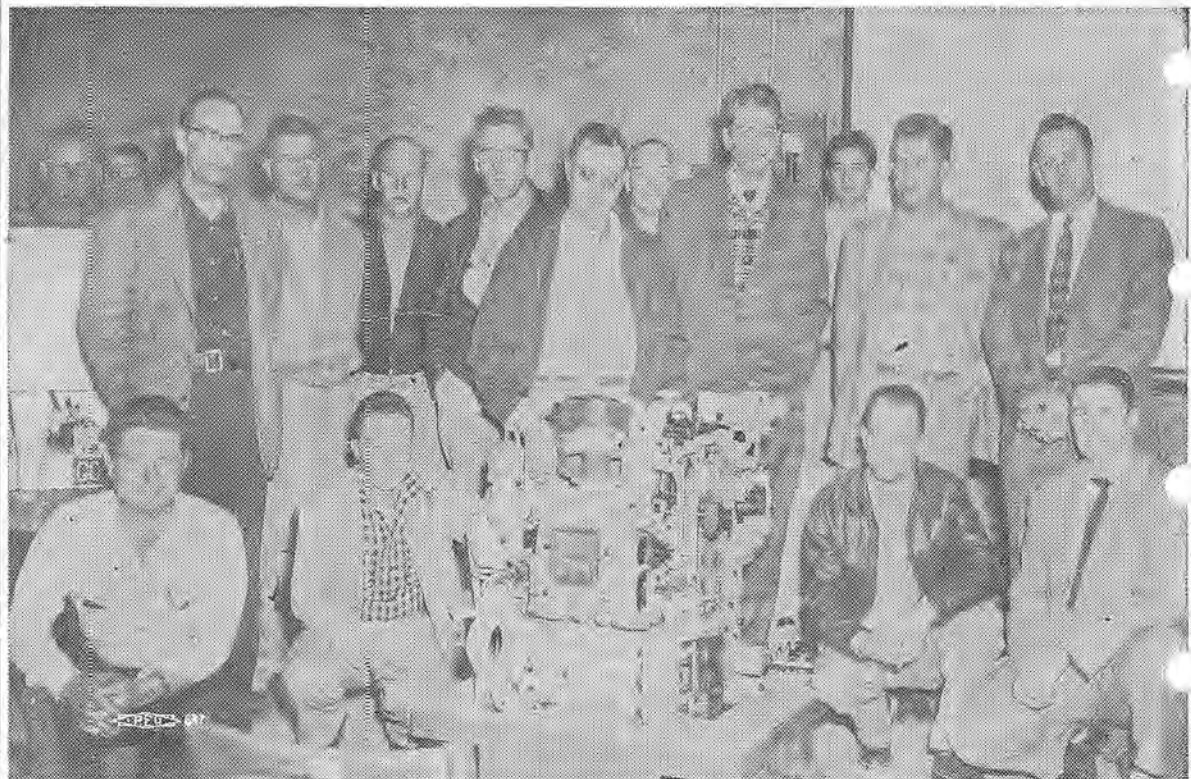
ARTIFICIAL SHORTAGE?

Sir: Your issue of Feb. 26 has two articles that I feel need further amplification. You state that there is a shortage of civil engineer graduates and the average starting salary offer for graduates was \$364 per month.

I have a B.S. in Architectural Engineering from one of the best colleges in the country (Washington University, St. Louis, Mo.) where my average marks were among the highest in my class, and nearly two years of design and field experience; yet I am earning considerably less than the reported offers for beginners. I have made many applications for jobs in various parts of the country but have failed to receive offers of salaries higher than I am now receiving. Which firms are offering graduates such high salaries?

After having observed that engineers frequently are paid far less than foremen, I have decided that if by summer I do not find a job that offers a decent salary I will give up engineering entirely.

Can it be that the shortage of engineers is an artificial one due to relatively low salaries? Would this shortage disappear if engineering salaries were made more com-



FIRST DIESEL TRAINING CLASS—Shown in this picture are the instructors and members of the first Diesel Training Class recently held at the West Coast Engine and Equipment Co. in Berkeley. All taking part say they have learned much useful information from this training.

Labor Board OK's 75 Cent Basic Wage for Territory of Hawaii

By J. W. WAIWAILOE, Business Representative

Nearly 16,000 Island workers will be in for pay raises if the legislature approves the new minimum wage law indorsed by Territorial labor commissioners.

The proposed minimum of 75 cents per hour is 10 cents more than now is being paid on Oahu and 20 cents above hourly rates on neighbor islands. An estimated 15,838 persons would be affected if the raise is approved.

Construction on Hawaiian Pineapple Co., Ltd.'s \$3 million can manufacturing plant get underway as the contracting firm of E. E. Black, Ltd. began readying the Iwilei site for the one-story, 76,000 square foot building.

Preparation of the site, located on the makai side of Iwilei road directly across from Hapco's main office and can warehouse buildings is being done by the contracting company on a cost-plus basis.

Parts two and three—structural steel and general construction will be let out for selected bidding in about 10 days.

Estimated value of the new plant is \$445,000 and equipment orders will total about \$2 1/2 million. The Baldwin-Lima-Hamilton Corp. of Hamilton, Ohio, will build the bulk of the can-making machinery, with E. W. Bliss Co. of Toledo, Ohio, producing the press equipment; Angeles Sanitary Can Machinery Co. of Los Angeles making the seaming machinery, and Dewey & Amly Chemical Co. making the one compound linen material.

The plant is figured to be ready sometime in January or February of 1956.

Another multi-deck parking building is planned in the heart of town by trustees of the McCandless estate.

Mr. A. Lester Marks, chairman of the board of trustees, announced that present plans call for completion within one year.

The proposed garage will be built on McCandless estate property presently used for surface parking, between the Hawaii Theatre and Liberty Theatre, bounded by Bethel street and Nuuanu Ave.

The preliminary plans were drafted by John J. Gould, a San Francisco structural engineer. He has designed a number of major projects, including the St. Mary's garage in San Francisco and the Riverside garage in Reno. He also did the structural engineering for the Woolworth building in Honolulu.

mensurate with the skills and training required?

YOUNG ENGINEER,

Tulsa, Oklahoma.

The next meeting for Technical Engineers will be Friday, Feb. 25, 1955, at 8 p.m., at 474 Valencia St., San Francisco, Calif.

lulu. No contractor has yet been engaged.

Swift & Company of Chicago will be expanding its facilities by spending more than \$650,000 on a processing plant four times the size of their present plant. This project is contemplated to be completed in September of this year.

Workmen are demolishing old houses on Henry J. Kaiser's Waikiki property in preparation for a giant apartment construction project. The land, transferred from the John Ena estate to Kaiser Community homes last June for approximately \$750,000 is bounded by Ala Moana Blvd. and Kalia Rd. Details of the construction project have not been fully announced, but it is believed the apartment units have been designed to cater to low-income visitors. Residents of some 100 homes in the area last July were ordered to move by February 1. Most have already transferred their belongings.

J. M. Tanaka is again low bidder on widening Kalaniana'ole highway from Wailupe radio station to Kirkwood Place. His bid was \$702,569.

The project will include installation of a 30-inch sewer main to serve the Aina Haina and Kuliouou districts.

The sewer job is a city-county project, but has been combined with the highway project in a single contract. This job is contemplated to be completed in about 240 working days.

Walters K. Eli, international representative of the I.B.E.W., has been installed as president of the AFL Central Labor Council, succeeding Carl Christiansen, who has held the post for five years.

Construction will begin within 60 days of a five-story reinforced concrete office building at the corner of Kalakau Ave. and Uluniu St., in Waikiki. Cost is estimated at \$200,000.

Despite reports by various contractors that the alleged "hiring agents" have no official authorization, some 200 men turned out in hopes of being put to work on Hawaiian Airlines and Hawaiian Dredging Co. projects.

EXPLOITATION

This representative noted quite a few ex-members (Engineers) included in this group. Our boys were so badly disappointed after it was found that it was only a wild scheme by a few agents in the city hoping to exploit labor to make a good appearance to contractors of contemplated big projects, such as the Kaiser projects and a few others to be handled locally by island contractors.

The Honolulu Chamber of Commerce unanimously voted OK to Kaiser's Kona tourist project.

The Kaiser people envision four large hotel groups, three yacht

Utah Fights "Right To Work" Measure

Labor and other groups in the state of Utah are gathering force again to fight off a "right to work" bill which has been presented to the legislature.

Such a measure was defeated by close votes in both House of Representatives and Senate in March 1953, and proponents hope to ride it through this time and line up Utah with Arizona and Nevada, the latter two having such measures in effect at present. Nevada nearly dumped its law in last November's election, the final vote counted in the wee small hours being subject to suspicion but not within challenge because of repeal of the corrupt practices law in that state.

Some 17 states now have the vicious "right to work" laws, which are a phony approach to the subject, one that is identical with the "right to work" baloney peddled in totalitarian countries.

All labor in California and Nevada extend their sincere hopes that good sense will prevail in Utah and that this state will not inflict such a measure on its working people.

Service Withdrawal Cards

- Sheridan Atkinson
- Jerry Gagle
- Halvard Haugnes
- Harry Guy Lauderbaugh
- George McChesney
- Jim C. Nugent
- Charles F. Palmer

TOP BLOOD DONOR

MASSA CARRARA, Italy, Feb. 8. Blood donor Angelo Pellini, 61, claims a record—at least for Italy. Since 1948 he has given 220-pounds of blood.

harbors, many apartments and hundreds of private homes. It is estimated that the overall project might involve an investment of \$40,000,000. If work moves right ahead, the project could be completed in 1958. Mr. Kaiser said the Mr. Fritz Burns and his company would handle the project and that Mr. Burns is just as enthusiastic as he is about the project.

Charles D. Clark, expert land use consultant, was also here investigating the problems to be encountered at the Kona site, and Mr. Clark does not see any insurmountable problems at this particular site.

Our relations at the Pearl Harbor Naval Shipyard with management is gradually picking up for the better since our last hearing on problems affecting a few at the yard. They have curtailed over 50 temporary permit operators who were causing quite a problem for our members. A shipyard memo and order has been circulated to all supervisors to be very careful about the use of permit men to the work of the Engineers. Additional pay for our men as classified in the Shipyard's N.C.P.I. is now being strictly adhered to.