



# ENGINEERS NEWS

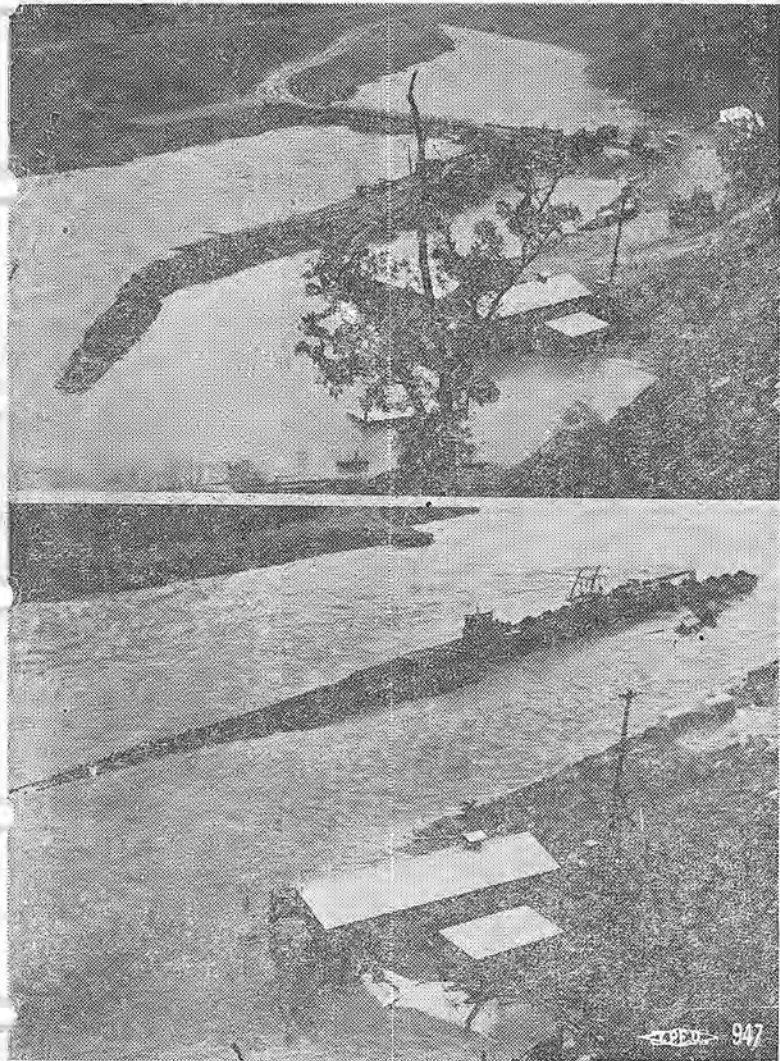
OPERATING ENGINEERS LOCAL 3

STATIONARY ENGINEERS LOCAL 39

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SAN FRANCISCO, CALIFORNIA

FEBRUARY, 1956



**FLOOD TIME ON THE FEATHER**—These are before and after views of the Christmas flood damage on the big Poe Tunnel project of Utah-Bates & Rogers for PG&E on the Feather river about 70 miles north of Marysville. Upper picture shows work in progress before high water, and lower shows how most of it disappeared. The 34,000-foot, \$15 million tunnel job was badly flooded out on the intake portal, throwing men out of work, but as the damage is cleared away operations are getting back to normal. The tunnel is part of a \$45 million PG&E power project at this location, a sizable addition to the north-state's booming hydro-electric and water conservation program. (Photos by Wes Collett.)

## Sierra-Coast Area Sets Big Flood Control Outlay

Quick, resolute action to start NOW on prevention of future floods such as the \$500 million killer that hit N. Calif.-Nevada at Christmas is highlighting the actions of many local, state, and federal agencies now operating on a broad front on this vital program.

The vast repair job is now under way in full swing, taking up the slack in Local 3 work lists in nearly all districts, and throughout the year ahead the results of the Christmas disaster will be felt as major dam and levee projects get under way.

First comes repair. Next is flood prevention. Third is water conservation—twin brother to flood control in the long, lean state of California. Big water projects, such as Feather River, are no doubt being

greatly hastened by this year's flood event.

Meanwhile, a big construction year had already been planned for this region, so the work demand on Engineers and other tradesmen will indeed be heavy in '56.

•The state has put millions on the line to get highways back in shape—a big program in itself, especially in the northern counties.

•Army Engineers are producing cash for sizable levee and other flood control work.

•State and federal agencies are moving quickly on major dam construction, and the state is due to get a Water Resources Depart-

ment, which will be up for action at the March 5 "flood session" of the legislature.

•Labor, Red Cross, and other relief programs are tying in with local civic programs for personal rehabilitation, such as helping restore the thousands of homes damaged and destroyed, repair of streets and facilities, etc.

Perhaps the biggest flood control move started thus far is for the Oroville dam. This project will have great pressure to get going because it lies at the point where future Yuba City disasters could be prevented. Also, it is a part of the giant Feather River project. Moneys are also upcoming on this tremendous development—pushed along by both flood threats and Southern California's increasing cries for more water.

Operating Engineers, needless to say, are busy boys these days, when normally times would be at the winter slack period. Some areas

(Continued on Page Five)

## Launch \$46 Million Carquinez Project

Groundbreaking ceremonies for the \$46 million Carquinez bridge-freeway project were held at 4 p.m. on February 16 just off Bay View Ave. at a point where the new freeway will approach the new twin bridge.

Governor Knight headed a list of state and regional officials at the ceremonies, which was followed by a dinner in Crockett auditorium.

The new twin bridge and a new-route freeway soaring over the eastbay hills from San Pablo to the straits will mark elimination of one of the worst bottlenecks in the Bay bowl and cut driving time to Sacramento in half.

Work on some units of the big job started early this month.



**JOHN LIVINGSTON**  
Dec. 30, '55, Reno, Nev.

**F. J. MAUER**  
Jan. 14, '56, Eureka, Calif.

**EDWARD S. CUADRO**  
Jan. 19, '56, San Francisco, Calif.

**HENRY V. LeROY**  
Jan. 25, '56, Oakland, Calif.

**EUGENE H. McDONALD**  
Jan. 26, '56, San Francisco, Calif.

**RAY G. LAUGHLIN**  
Feb. 6 '56, Fields Landing, Calif.

**WM. F. DEVITT**  
Feb. 7, '56, San Jose, Calif.

**GEORGE WISDOM**  
Feb. 8, '56, Riverbank, Calif.

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## Giant Bay Fill Lays Bed for Freeway

An "open water" fill that is building a giant hill in 80-foot waters of San Francisco Bay makes up one of the most unusual and interesting highway projects ever attempted. The five-mile, \$6 million, 8-lane stretch is the last link between downtown S.F. and heart of the Peninsula, jumping across the water from Candlestick Point to South San Francisco, to be completed probably some time next year.

The job started back in 1952 when the first fill contract was let. Last stretch, just above Sierra Point in the picture, will be filled this year. Candlestick Point is in distance and the city behind it at left. Culverts at center will equalize water level in the new lagoon. Well above five million cubic yards will be required in the fill.

Skipping across the Bay past Visitacion Valley, it runs smack into Sierra Point, in foreground. Here it will cross over the railroad tracks, at bottom of picture, and swing in to South City. The rail line will be relocated to the right to provide additional tracks.

Approaching the problem, engineers found they could: 1, build a causeway, 2, displace the mud with dry fill by end dumping, or 3, dredge the mud. The second method was chosen, since ample fill material was readily at hand.

Since this was a brand new method, the 1952 contract was experimental. It showed much greater mud displacement than expected. In the 1953 contract a 1200-foot haul road over 60-foot mud had to be built, and then 3 million cubic yards were dumped with 100 per cent displacement of the soft bay mud. The fill spreads out several times as wide as the surface showing.

Displacement was affected by several factors: shape of bank face, type of equipment used to place fill, rate at which it is placed, elevation at which fill is carried, stoppages, type of fill material, strength of mud, depth of mud, and tide action. Work had to be varied to meet these conditions as they arose. (Picture, courtesy "Calif. Highways & Public Works.")





# SACRAMENTO FACES ARRAY OF BIG JOBS

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

During the first two weeks of February the Corps of Engineers in the Sacramento district will award contracts which will include enlargement of levees, stone protection, and emergency levee repair. The total of these awards will be well over a million dollars.

Another project that will be reactivated is the deep water channel. A contract of \$1,750,000 will be let on March 20th for resumption of this work. This operation will consist of dredging and stone protection in the Liberty Island area and lower Sacramento delta region. Congress had previously appropriated \$500,000 but have recommended an additional two million dollars since the recent floods.

Thomas Const. Co. has started preliminary work on their \$369,953 structure job at Auburn.

MacDonald Bros. of Los Angeles were low bidders of \$1,035,289 on the construction of several dormitories for engineers and airmen facilities at Mather Field. This is one of the many proposed additions that will be included in the most recently announced \$21,000,000 expansion program allotted to this Base.

A four million dollar plant will be constructed near Nimbus for the manufacture of liquid oxygen and nitrogen which will be used at the nearby Aerojet Corp. plant which manufactures rockets and rocket propellants. These two projects are located on the unusable land left behind the wide swath of the gold dredges.

## PAPOOSE AT NICOLAUS

Around-the-clock operations by Hydraulic Dredging Co. and A. Teichert & Son have finally accomplished a difficult and interrupted task of plugging the big gap in the levee at Nicolaus. The "Papoose" dredge has pumped an estimated million yards of material into this space. Meanwhile, Teichert has been able to resume the problem of constructing a new levee, leaving behind the hazards of weather, water, mud, trees and buried equipment.

A week and a half of good sunshine has been a popular subject and has given us an optimistic outlook toward resuming work on construction. A few of the contractors have begun to stir the mud around on their subdivision work. With a few more days of continued sunshine, activity will increase every day. Highway jobs and dirt moving projects are just bogged at this time.

## HERE AND THERE WITH THE BROTHERS

WALT GAVRILKO craning concrete; HAROLD LARSON oiling unit; WHITEY RESH mechanic; SMOKEY SUTHERLAND down the main highway; DON SETH looking around; JUNIOR DICKASON batching; DOUG BUTLER oiling a crusher; BILL PARKER standing by; IRVIN SILVERBERG checking in; LEE YOUNG back from Reno; JIM PORTER back on the freeway; AL VERCRUYSEN standing lunch; RALPH HALCOMB repairing a crusher; BENNIE LOVETT looking for axes; KEN BEESON playing 9-Ball; RAY AUSTIN Sr. getting certified; RUSS KNIGHT in the lime pits; JOEL ADAMS driving a Chrysler; K. Q. SMITH tightening nuts; HAROLD DALSKE rear chaining; NORMAN WING breaking in an oiler; CLEO NEILSON backfilling a pipe line; BILL RAFFERTY on a new Parsons; BUSTER CAMERON busting nuts; BILL HERZOG getting a cast removed; FREDDY ARENT replacing a clutch; TOM KERFOOT working on a truck; CHARLES KAMMERER loading out batch trucks; BOB HALL having lunch; VERN CANTRALL welding a crusher; JAKE GROSS looking at a new crusher; SHORTY JACOBUS watching a plant; MELVIN LAW-

SON building a locomotive; JESSE TYRA heading south.

Brother Harold L. (Dick) Cooper now operates the Willow Tree Nursery at 4309 Marysville Road, Del Paso Heights. He specializes in shrubs, insecticides, seeds, fertilizers, top soil and bedding plants. Drop in to see Dick whenever you are over in that area.

## BLOOD BANK

Sincere thanks to the following who donated to our Blood Bank during the past month: Mrs. Frances Gavrilko, Nick Gavrilko, Mrs. Catherine Verduyssen, Alfonso Verduyssen, Henry Goodwin and Leland D. Hurd.

Wishes for a speedy recovery go to Merle Gardner, Stanley Coach and Charles Taylor.

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

## Home Tips ★ ★

In making pastry, the shortening should be soft enough to measure easily, but firm enough that pieces about the size of small peas remain when the fat is cut into the flour. The flakiness of your pastry depends on these pieces of fat and on the lightness of the fat-flour mixture.

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A good chiffon cake is feather light with a springy, moist and tender crumb. The cake is clear yellow inside and light golden-brown outside. An angel food cake is golden-brown outside and pure white inside. It is very light with a moist, tender crumb.

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If you are an average city dweller, you get about 14 per cent of the total thiamine in your diet, 13 per cent of the niacin, 12 per cent of the iron, 10 per cent of the protein, riboflavin and food energy and 9 per cent of your calcium from the bread you eat.

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Provide for different work heights in your kitchen by using service carts, pull-out boards or by reinforcing a drawer for mixing height, say Michigan State home management specialists.

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The cooling usually stops when the honeymoon is over but the billing goes on forever.

# The Right to Work

# FRAUD

A serious threat to Americans and all union members has crept upon the national scene, aided and abetted by the U.S. Chamber of Commerce, in the form of the so-called "right to work" laws now in effect in 18 states. These laws are frauds on the working people of those states and are menaces to all workingmen in the country. Here are the facts on "right to work" and what you can do. . .

Eighteen states now have the so-called "right to work" laws, which ban the union shop or any other type of union security from a contract no matter what the wishes of the union, the employees or the employer.

The way the law works is this: It is okay to join a union (this isn't illegal yet) and it's okay to hold an election and if the majority votes for the union, it is recognized as the representatives of all the employees (just plain democracy), but the union cannot sign a contract which requires all the workers in the unit to join and pay dues to the union which represents them.

At the same time, however, the union cannot, by law, refuse to represent the persons who don't pay dues or belong to the union. In other words, the law makes it illegal for the union to demand support from all workers to the union but also makes it illegal for the union not to handle grievances and win improvements for those who refuse to join the union.

## WOULD LEAD TO ANARCHY

Translate this set-up to our form of government and this is what you'd have:

States where, say, most people are Democrats and they control the government, the Republicans would not be required to pay taxes or obey the laws passed by the state government, yet the government would have to give them all the services of government: police protection, fire, courts, etc.

Thus, to avoid taxes, in a very short time all the Democrats would move to Republican states and all the Republicans would move to Democratic states and there would be no taxes paid by anyone and complete chaos would result. It sounds silly, yet that's the reasoning behind the "right to work" law.

The "right to work" law—despite its fancy title—gives no one the right to work and gives no freedom to the worker other than to "free" him of his right to a strong union. The "right to work" law is ob-

viously no good for the working man.

What good, then, is the law to the persons who support it?

It doesn't increase individual incomes because in these states the average income is far below the national average.

It doesn't bring lower prices because a Westinghouse washing machine or a bag of groceries is practically the same in Atlanta as it is in Chicago.

It doesn't provide more taxes to improve health, housing and education.

## DOESN'T WIN INDUSTRY

It doesn't bring new industry to an area because the biggest consideration in choosing a new site are market conditions and raw material resources. Moreover, low wage areas are not considered good market conditions.

A "right to work" law likewise does not lessen strikes; statistics prove that adoption of "right to work" laws did not have any significant effect on the number of strikes in a state.

There is only one reason why the "right to work" law is sought. A weak union is always on the defensive and is in no position to bargain effectively for wages and benefits.

Businessmen, legislators, lobbyists and all other supporters of these laws are offering to sacrifice the working people of their state to low wages, non-union working conditions and generally poor living standards.

Thus, not only is the worker hurt, but likewise the small businessman and the farmer and everyone interested in a robust, healthy economy. The only beneficiary is a small group of low-wage, anti-union employers.

## POWERS BEHIND LAWMAKERS

These fellows are too subtle to come right out and push for these bills so they form phony fronts, write up the kind of law they want and have one of their pals in the state legislature introduce it and push it through. In fact, in Utah,

# Report of Last Meeting

The meeting was called to order at 8:00 by the Recording-Corresponding Secretary, in the absence of the President and the Vice-President. Brother V. S. Swanson was selected as Chairman and Brother Alton Clem was selected as Vice-President. Roll call showed all officers present with exception of President Clancy and Vice-President F. excused.

A Synopsis of the Regular Meeting Minutes of January 7 was read and by motion approved as read.

A Synopsis of the Executive Board Minutes of February 4 read, and the acts and recommendations of the Board were by motion approved as read.

A letter was received from the Sutter County Chapter, American Red Cross, thanking Union for contribution to relieve the suffering of the flood-stricken people in that County. Received and filed.

Cards of thanks were received from Mrs. Leon Ward and Mrs. Florence Cuadro and family. Received and filed.

The following Resolution was read as the final reading:

## RESOLUTION

WHEREAS: The Twenty-fifth Convention of the International Union of Operating Engineers will be held at Chicago, Illinois commencing Monday, April 9, 1956, and

WHEREAS: the election of delegates must be held during the month of February prior to the Convention, and

WHEREAS: The delegates to this particular Convention must be members who will and can work together for the desires of this Local Union and will devote the time and energy necessary to accomplish same, and

WHEREAS: The territorial jurisdiction of Local Union No. 3 makes it almost impossible to receive nominations and to prepare ballots in time to hold such an election,

THEREFORE, BE IT RESOLVED: That the Executive Board be empowered to select and elect the delegates to the Twenty-fifth Convention of the International Union of Operating Engineers.

I was regularly moved and seconded that the Resolution be adopted as the second reading. Carried unanimously.

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

The following Brothers were reported ill: Lawrence L. Allen, Turner Addington, Jess B. Ayers, Kenneth Allen, Jacob Beyer, Warren Blake, John Birdwell, C. C. Clark, Earle Callaway, Dewey M. Costner, Roy Copp, E. S. Cuadro, Joe Campbell, Oscar Crossland, Floyd L. Deborn, E. D. Dorman, Pete Egnatoff, T. P. Ferguson, Chas. E. Finn, Terry E. Fisher, Morris Gonsales, Lewis Glascock, Chas. Howerton, Dave Hanny, Tullis Hardy, Ed Hickman, E. E. Johnson, Fritz R. Juchter, John W. Kudron, E. M. Kress, Clivis Logan, Geo. A. Light, Percy B. Laws, Don E. Louderback, Veto E. McCarty, Howard Miller, Roy G. Moore, L. Neil Marlin, A. L. Millhollon, Clemente B. Mora, Clayton Morris, James A. Martin, Victor Newman, Geo. Nabors, James Osterber, Henry Ormand, Dan W. Perdue, Homer Pipher, Geo. M. Parker, Walter Pestoresi, Harold Straight, Earl L. Stout, James J. Stovall, H. E. Scherer, Eugene J. Spagnoli, Edw. V. Tension, Dan Todd, Earl E. Williams, Desmond Williams, Wm. P. Walsh, Ross Wallace, Charles K. Keeney, Harold L. McKelvie, Max Staggs, Edward C. Wilson, Chas. G. King.

The following Brothers were reported deceased: LeRoy Hedrick, Leon Ward, F. J. Maurer, John Livingston, Edward S. Cuadro, Eugene H. McDonald, Henry V. LeRoy, C. G. Allen. The membership stood on minute in silence in respect to our deceased Brothers.

The Business Agents gave their reports which were accepted as given. Brother Ed Park, State Labor Commissioner, gave a short talk which was well received by the members.

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

Respectfully submitted,

C. F. MATHEWS,

Recording-Corresponding Secretary

the "right to work" bill was introduced and led through to passage by a legislator who was also attorney for the phony front outfit.

A recent comer in the field of phony fronts is the "National Right to Work Committee," headed by none other than former Congressman Fred A. Hartley, co-author of the Taft-Hartley Act. In a letter soliciting businessmen to join, Hartley wrote that "a large number of business firms and industrialists" have contributed "several thousand dollars" apiece to fight the laws guaranteeing rights to union members.

Here are few more of these outfits: National Economic Council, which has been given money by such organizations and individuals as Gulf Oil, Monsanto Chemical, Gulf Chemical, Lammot DuPont, Irene DuPont, Lone Star Cement Co., and the Texas Co. Head of this outfit is Merwin K. Hart, who in 1950 advocated the abolition of the U.S. Supreme Court because it was "dedicated to socialism."

Others are: Cecil B. DeMille's Political Freedom Foundation, Jobs, Inc., Southern States Industrial Council and a hundred other "citizens committees."

## GIRD FOR ACTION

This month state legislatures will again be in session and the phony fronts will swing into action in their attempt to do a job in the 30 remaining free states. There is a long-range goal, for their fond-

est hope is to bring about the perfect (to them) union: no strikes, no rules, no contracts, no security, hardly any wages and no members.

All trade unionists who know the importance of union security and a strong union—as well as their families—are urged to write their state legislators now and urge that they work toward repeal of the "right to work" law (if their state now has such a law) or take a firm stand to protect the citizen against any such legislation being adopted in their state.

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Pellon, the new non-woven interfacing, will shrink slightly in washing. So do not sew it firmly into seams. When attached only at the waist, it is all right.

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A strong, democratic union is your best friend, your best investment. Support yours!

## ENGINEERS' NEWS

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# What's Doing in the Oakland Area

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

The recent floods have caused quite a drain on the out-of-work list for dredgemen; mainly levermen and operators. For the first time in many months, practically all dredge equipment has been in operation from San Francisco to Yuba City and Stockton. The dredges that were working on the Oakland Airport expansion job were pulled off for emergency flood work.

The equipment shops in the Bay Area are feeling the effects of the flood with an influx of equipment damaged by high water and silt. Now that the sun has been shining the past few days, it has resulted in many of the Engineers being called back to their previous employers. During the month of January we cleared approximately 300 men, and feel if the weather continues to be nice we will have all of our members working very soon.

## BRIDGE APPROACH

A contract in the amount of approximately \$3,000,000 for the construction of the San Quentin approach to the Richmond-San Rafael Bridge was recently awarded to Judson-Pacific-Murphy-Kiewit, a joint venture consisting of the Judson-Pacific-Murphy Corporation of Emeryville, California; Peter Kiewit Sons' Company of Omaha, Nebraska; Stolte, Inc., of Oakland, California, and Fred J. Early, Jr. Company, San Francisco. This is the same group of contractors that is presently building the Richmond-San Rafael Bridge.

The Richmond-San Rafael Bridge is 4.01 miles long and, when completed, will be the second longest over-water bridge in the world; the longest being the San Francisco-Oakland Bay Bridge, and the third longest being the recently completed Chesapeake Bay Bridge. This job is composed of thirty-six 100-foot girder spans, thirty-six 289-foot truss spans and two 1070-foot cantilever spans. The thirty-six girder spans are 100% complete, including the concrete deck. The thirty-six truss spans are completely erected and riveted and the concrete paving is completed on twenty-eight of the thirty-six spans. The first cantilever span is completed, including the concrete deck, and the second cantilever span is approximately 70% erected with no concrete poured as yet. The contractor estimates that the final closure will be made on or about March 17th of this year.

The San Quentin approach job recently awarded is actually a distribution structure to allow traffic access to both decks of the bridge. It is unique in that it is the first prestressed, precast concrete trestle of its size to be constructed in this area. The job consists of a steel stringer bridge supported by reinforced concrete bents and carrying a lightweight deck. The lower deck consists of a reinforced concrete trestle of 73 spans, approximately 3,635 feet long and 36 feet wide. The upper deck consists of a reinforced concrete trestle of 57 spans, approximately 2,844 feet long and 36 feet wide. Each trestle includes one steel stringer span for connection to the main bridge structure.

In order to prestress and precast various elements of the Bridge, the contractor is presently building an elaborate prestressing yard in Richmond where the piles and stringers will be precast for the job. After casting, they will be painted and stored until they are loaded out on the contractors' barges and towed to the jobsite, for installation into the structure.

## UNIQUE PILEDRIEVER

The equipment that will be used to drive the piles on this job is, in the opinion of the contractor, one of the most unique pile drivers ever used in the construction business. It is a large floating derrick placed on a barge 154 feet long, 50 feet wide and 13 feet deep. It has a large, rectangular tower extending 130 feet into the air on top of which is a stiffer derrick with a 100-ton capacity. Pile driving leads will be constructed off the vertical tower and piles will be set into the leads by use of a stiffer derrick on top of the tower. Since the pile bents consist of five piles, this pile driver will have five sets of leads off the front of the rig and will place the piles in the leads by use of the derrick, it will be necessary

to position the derrick only once for each bent rather than for each individual pile. The stringers and other components of the bridge will be set with another floating derrick.

The large derrick is operated by Brother Jimmie Layne, who has been employed by the contractor for some fifteen years. The fireman on this rig is Lee Jones. The second derrick is operated by Ed Sauers and fireman Martin Best.

The entire project is scheduled for completion late in 1957. The project manager on the Richmond-San Rafael Bridge and the San Quentin approach structure is Francis J. Murphy. He is a registered engineer in the State of California and received his B.S. in Civil Engineering at the University of Santa Clara.

## E. SHORE FREEWAY

Stolte-Gallagher & Burke East Shore Freeway project from University Avenue, Berkeley, to the Albany over pass at Golden Gate Fields, Albany in the amount of \$2,040,000 can best be described in the following three phases of operation: First, the University Avenue over pass structure; Second, the Gilman Street under pass structure bridge; Third, two miles of eight-lane divided high speed, concrete paved freeway. Including such appurtenances as frontage roads, inter-change ramps, drainage system and highway lighting facilities.

The imported subbase rock material has been crushed and produced by Stolte-Gallagher and Burke in a section of Blake Brothers quarry at Point Richmond, where they had their portable crusher set up for this operation. Most of this rock has been hauled and already laid in place and the cement has also been put down.

Now that the East Shore Freeway is fast becoming a commuter's dream, the northbound traffic is now rolling over the newly completed Gilman Under Crossing Structure, a concrete box girder type bridge. In reality it's actually two parallel bridges, one for the four lanes of northbound traffic and the other one for four lanes of southbound traffic. At the University Avenue over crossing structure, Stolte-Gallagher and Burke has the unique privilege of performing a first for the Division of Highways. This will be the first time that the State will attempt to utilize an existing bridge by raising it and incorporating it with the new structure.

The new structure, a void type bridge, is somewhat of a modified cloverleaf. The existing over-pass at University Avenue, which no doubt many of you brothers have traveled over many times in the past, will be cut in half. The west half will be cut further into three sections, measuring 110 feet long by its full width of 60 feet and weighing approximately 800 tons each. Each section will then be raised to conform with the profile grade of the new structure, which will over-pass the Freeway.

The jacking operation of these sections of the old University over-pass is now under way. When raised to its proper height, new cement columns will then be poured to support this old section of the overpass.

Raymond Concrete Pile has been driving piling for the new section. They expect to have this job completed and traffic moving over it by June 1st.

The following brothers are still working: Virgil Welton, grade foreman; Gunnar Norberg, blade operator; James Boyd, compressor; Ernie L. Patburg, mechanic; Calvin Chapman, operator; Dwight Courtney, oiler; Mike Krawesky, operator; Lake Austin, oiler; James Johns, operator; Carl Edwards, oiler; and with Raymond Concrete Pile, Ira Jones, operator and N. Spencer, fireman.

At the peak of this freeway project, there were approximately twenty more brothers employed.

## ALAMEDA SHIPYARD

Pacific Coast Engineering, in Alameda, have an expansion program at the Alameda yard brought on by increase in contracts. A fifty foot ship-way is being torn out and is to be replaced with a new sixty foot way, and a warehouse is being removed to make room for another new ship-way. The Company has bought a Washington Whirley crane to be installed on the new way, making a total of three Whirleys in the yard. They were successful in being awarded contracts for some large barges, tugs, gantry cranes and a ferry boat to go to Martinez.

Oliver De Silva Company is doing the demolition and excavating and Healy-Tibbitts Company are driving the piling.

The Fredrickson and Watson Company has started work on the widening of the East Shore Freeway from High Street, Oakland, to Washington Avenue, San Leandro, a distance of 7.29 miles. The job consists of two additional traffic lanes, and the widening of two overpasses and three bridges. Brother Tex Strickland is the superintendent on the job with Brothers Earl Stiles and George Ward on the truck crane.

East Bay Excavators will do some of the excavating, and they will put down 72,500 tons of import.

Zelinsky Painters are doing the sandblasting with Brother Ed Buck on the compressor.

Raymond Concrete Pile have one skid rig on the job to drive 21,600 timber pile, 2,480 pre-cast, 7,170 concrete pile and 1,707 steel pile.

Piombo Construction Company have moved in their equipment to re-build the Alameda Creek levee. The bid on this job was \$64,000 and will consist of a total of 75,000 yards of dirt to haul in to re-build places in the levee which was damaged by the high water in the recent flood.

Joe Stockton is the superintendent on this job and has the following brothers working with him:

Don Malhot, operator; Lewis Lane, oiler; Don Eckert, operator; Ed Hart, operator; W. Dignon, operator; Dutch Cozier, operator; Bill Rainey, operator; Charles Chisum, oiler; Elmer Hoover, operator; E. G. Burkett, oiler; Fred Jacques, operator; and M. W. McMullin, oiler.

Brother John Escover is also moving in his new D-8 dozer to assist on the job. There will also be a large number of dump trucks hauling from the Northwest 80 shovels which will get the dirt from Arnold Belini's pit located just off the Hayward-Niles Road in Niles.

## FLOOD CONTROL

The McCammon - Wunderlich Company Missile Site project at Alvarado is approximately 60% completed. Most of their equipment has been marooned on high ground since the flood broke through the levee sending about nine feet of water around the job.

Since the flood, the Alameda County flood control has given them the job to rebuild Patterson Lane which goes into Stahl and Shattuck's pit and the Missile Site. This job will consist of approximately 2,300 ton of pit run rock which will be placed on the mile and a half stretch of road, and will be using six dump trucks to haul the material.

Brother Jack Hust is pushing with the following brothers working with him: Orville Unruh, Frank Coelho, and Hank Marsh, D-8 operators; and Bob Vernon, scoopmobile loader.

E. J. Ely Paving Contractors have received the contract to sub-seal 9/10 of a mile of road on Hayward-Niles Road between Decoto and Niles and 7 miles of road on Highway 50 by Camp Parks Air Force Base. This operation consists of pumping hot asphalt under the pavement at 400 to 435 degrees temperature thus pushing the water out from under the road and sealing it.

They have 1,800 holes to drill on the Hayward-Niles Road and 4,400 holes to drill on Highway 50. They are using two No. 105 drill tractors and will take approximately 650 tons of hot asphalt to complete.

Austin Company have moved their 20 ton Lorain truck crane to the Friden Calculator plant on Washington Avenue in San Leandro where they are building the new addition to the building which will cost three-quarter of a million dollars. Brother Lewis Rogan, operator; and Bud Marshall, oiler, are setting the steel.

Eugene Alves have placed 15,000 tons of imported dirt and 17,000 tons of imported rock on their 3/4 mile road job on First Street in Pleasanton which ties into the Pleasanton-Livermore Road. They have laid 1,000 tons of black top and have remaining 2,000 tons. The extension bridge on First Street is approximately 50% complete.

Henry Kaiser has just leased 275 acres of land north of his rock, sand and gravel plant in Pleasanton to drill thirty-five test holes. He is using a 36-inch bucket and going to a depth of 120 to 145 feet.

During the recent heavy rains the levee to Kaiser's pit broke and filled the pit with 100 acres of water thus covering his two draglines. They are now working one 8-inch, two 12-inch and one 16-inch pumps twenty-four hours a day at a rate of 15,000 gallons per minute to remove the water. They estimate it will take about five weeks to remove all the water.

## BECHTEL-AVON JOB

Bechtel Corporation has the contract for increasing the modernization of the Associated Oil Refinery in Avon. They are building a fluid coker, the largest in the world, and also, a gas plant and a hydro-desulfurizer. The coker was started in April and is now approximately 25% complete. The concrete structure was grouted in with high pressure pumps; the first time this type of concrete pour has been made on the West coast. The forms were filled with three-inch rock and chilled under 50 degrees for 24 hours; then with high pressure pumps forced the grout down around the rock. This type of pour is to prevent cracks and shrinkage, which is important. The pressure strength, on coker, is 6,000 pounds per square inch. The eight columns, too large to be brought in by truck or rail, will come in on a barge.

This project has reached its peak for the Engineers, with 112 operators and oilers and seven parties of surveyors, consisting of 27 surveyors.

C. C. Moore, a subcontractor on the Bechtel job, have all the boiler structural, boiler and tubes and are now approximately one-third completed. This portion of the job started August 15, 1955 and estimate to have completed in June, 1956. Brother Edwin Heidenthal is the tugger operator.

Chicago Bridge and Iron have the subcontract for installing the burners, scrubber, reactor, stripper, serge drum, and two coke vessels, with 960 tons of steel in all. Their work was started in July and is now approximately 75% complete and anticipate to have finished first of March. At present the following brothers are working: Hugh Dougherty, Guy Jones, George Parker, operators and George Ackerman, oiler.

Bigge Crane have two Bay City truck cranes doing hook work. Brothers Al Lichthorn and Dutch Franks, operators with Frank Brakovich and Bill McIntyre, oilers. Moore Dry Dock are also doing hook work with an American truck crane. Brother Cliff Hubbard is the operator and Brother George Oldershaw as the oiler.

Winton Jones is doing the grading and patch-up work with two loaders and a Lorain Truck Crane.

## WATER PROJECTS

Valley Engineers, of Fresno, have two projects now in progress for the East Bay Municipal Utility District. One is on Saint Marys Road in Moraga and the other on

Happy Valley Road in Lafayette. The Moraga job consists of 7,500 feet of 8-inch transite at a cost of \$102,000. The Lafayette job is in two sections, with a total cost of \$102,000, for 7,000 feet of 18-inch steel concrete pipe. Jim Scott and Bob Fishel, foremen; with the following brothers working with them: Billy Thomson, William T. Keller, O'Neil Easton, Fred Whittley, Jim A. Sellers, John Kulekjian, Freddie Dunigan, Thomas Roach, Milton Butler and Dick Cole.

M. G. M. Construction was awarded the contract from California Water Company which consists of 35,000 feet of 24-inch steel concrete pipe. This job begins just behind Walker Avenue in Walnut Creek and to the rear of Capwells Store and across the highway following the train tracks into Danville, parallel to the Walnut Creek-Danville Highway. Completion of this project is anticipated around the first of May. The following brothers are employed at present: Roy Frazer, Fred Baroni, Bob Viera, operators; and Ralph Taff, oiler.

Frank Beach received the \$70,000 contract for installing sewer, water line and storm drain for Muth and Sons sub-division in Orinda. The tract will consist of three hundred homes now being built near Orinda Cross Roads. Brother Barney Davis is the superintendent and has the following engineers working: Chuck Day, Russell Richardson, Billy Trammell and O. H. Graham.

Chicago Bridge and Iron received the contract for the 100,000 gallon water tank at the Kaiser Gypsum Plant in Antioch. This tank is to be erected 124 feet from the ground, and the firm is using a guy-less derrick, uncommon in this area. The derrick is 150 feet high with a 48 foot boom operated by a double-drum hoist. Superintendent for Chicago Bridge and Iron is S. C. McCloud and Carl Anderson is the operator.

NEWS BOUT brothers ...ST HED.. Brother Walt Bennett, foreman for Vita Peat in Bethel Island, took a week's vacation to work on his house now being built in Antioch. Walt says, "there's now rest for the wicked—stop work on one job to work on another."

Brother Chuck Day and family have just returned from a 30-day vacation in the middle west visiting friends. The weather was quite warm and dry but had a swell trip. Brother Day is an operator for Frank Beach in Concord.

Brother George Burleson and wife announced the birth of an eight pound baby boy on Saturday, January 28th. Congratulations!

Brother Charles Carson injured his arm quite badly as it was caught between the car door and the garage. We do hope you a very speedy recovery so that you can be back to work for Concrete Service Company in Sunol.

## The Crane Quixote And the Bay Bridge

The boys floating a 225-foot high crane up the Bay to the Northbay Bridge job, got suddenly into the headlines on Feb. 14 when winds and tides got them under the wrong section of the Bay Bridge, and the 130-foot steel I-beam boom ripped into lower deck of this eighth wonder of the world.

It was much like Don Quixote on a horse charging the windmill with his spear — the Bay Bridge held its own. Fortunately no trains were passing, nearby high tension wires were missed, and there was little damage.

The barge-crane, largest of its kind in the world, was specially built at Bethlehem Shipyards for the Northway bridge project now moving along to completion.

SAN FRANCISCO, Contract awarded to Hydraulic Dredging Co. Ltd., Central Bank Bldg., Oakland, \$56,020 for redging approx. 117,000 cu. mud & silt in & adj. berths 3 to 11, S.F. Naval Shipyards.



# DIG ALL THEM CATS! Massed Rigs Tackle Marysville Flood Center

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

Since our last report, the mud, dust and cobble rocks have been flying in this district. I've never seen so many rigs working in such a concentrated area and under the circumstances, never hope or want to again.

H. Earl Parker Co. has had lots of rigs and men on the Gum Tree levee break just south of Yuba City. They are now about to finish the dirt and are putting on cobble stones on two twelve hour shifts.

Baldwin Contr. Co. had the clean-up of Yuba City, with Bro. Al Ver-crucyssen in charge and he sure did a good job of demolishing and moving houses back on their lots.

Lester L. Rice & Sons had contracts with Sutter County and is now installing some pumps in the lower basin to rid that section of the county of excess water.

Darrough & Sons have the job to close the Nelson Slough break below Dingville. Bro. Walt Boat-wright has been supervisor of garbage pick up and disposal in Yuba City for the same company but Walt says he can't stand the smell anymore so the company was good enough to send him to Ripon to repair levee breaks and to wash himself clean once more. It will take a lot of water, for Walt is 6 ft. 4 in. tall.

Baldwin Contr. Co. has been busy in the Hallwood plant repairing motors and getting out all the rock that is needed in this district. Richter Bros. of Oroville has been cleaning up the rocks and debris in Feather River canyon for the division of highways and will be through within a few days.

## TUNNEL FLOODED

Utah, Bates & Rogers were flooded out real bad on their tunnel intake portal and are busy as beavers digging out, repairing equipment and putting in bulk-heads getting ready to go again. This washout put a lot of our brothers on the out of work list, but I'm happy to state that things are looking brighter for all of them.

Utah Const. Co. will start a new tunnel for the W.P. Railroad at Storrie in a few days and Roy Keyes will be tunnel Supt. This job will use Emco muckers and dumpsters and will be the second longest tunnel on the W.P. system. This same Company has finished lining the tunnel above Belden and now have moved to the short tunnel below Belden and will be pouring concrete before this gets to print.

Kaiser Sand & Gravel in Oroville had about 8 to 11 feet of water. The good brothers over there have now overhauled the cat, patrol and trucks and are loading cars once more. Oh, yes, Bro. Ed Neff's shovel was flooded too, but it is now percolating again, as it has been for years and years. Butte Creek Rock Co. in Chico, have been on a ten-hour shift crushing ballast for the S.P. Railroad Co.

## NEW WORK

H. Earl Parker Co. & Baldwin Contr. Co. were low bidders on \$930,000 worth of road work 3.7 miles south of the D St. bridge and will start as soon as possible.

Bechtel Corp. were low bidder on the Poe dam at Pulga for the P.G. & E. and we expect to see Bro. Floyd Butler in this area any day now to start preliminary work.

Baldwin Contr. Co. were awarded the sanitary sewer job for City of Oroville, amount \$29,973.

San Francisco Bridge Co. were awarded a \$200,000 contract to dredge the fill for the Gum Tree levee break.

There have been other small contracts around the area, too numerous to mention but it looks as if this misery here will cause some blessings and this business representative believes that our Republican friends will join in voting and urging that the state or federal government will go ahead with the Oroville dam.

That's all for this month.

LES COLLETT

Here are your next meeting notices. Pick out your unit and make a note on your calendar to attend. Both you and your Union will be the gainers.

**YUBA CONSOLIDATED GOLD-FIELDS:** The membership meeting

of this unit will be held on Monday, Feb. 27, 1956, in the Engineers Hall, 1010 Eye St., Marysville, at the following times:

10:00 a.m. for those unable to attend the night meeting.

7:30 p.m. for those able to attend the night meeting.

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**NATOMAS COMPANY:** The members of this unit will meet Monday, March 5, 1956, in the Veterans Hall, Folsom and at the following times:

10:00 a.m. for those members working nights.

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

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**GLADDING, McBEAN COMPANY:** The meeting of this unit will be held as follows: **JOINT BOARD:** at 4:15 p.m. Tuesday, March 6, 1956 in the Lincoln Industrial Council office, Lincoln.

**GENERAL MEMBERSHIP MEETING:** will be held in the City Hall, Lincoln, at 4:15 p.m. Tuesday, March 13, 1956.

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**CONCRETE PIPE COMPANIES:** This meeting will be a point meeting of the Laborers, Engineers and Teamsters and will be held Monday, March 12, 1956, at 7:30 p.m. in the Teamsters Hall, 818 Wall St., Chico.

## REPORT ON FLOODED MEMBERS:

Over 60 members of our local union have so far been reported to have suffered damage from the flood. The damage in some instances is incredible. Members have not only had their homes completely destroyed, but in a couple of cases, are not even able to find their homes. The house and the foundation being completely washed away.

Even in those cases where the water only reached a few inches in the house, the actual damage to the house, furniture, clothing, etc. is amazing. Floors are warped and swollen, making it necessary to rebuild them. Twelve or fifteen inches of water have ruined the walls requiring complete refinishing of the inside of the house.

Furniture which became wet has fallen apart and if solid, the finish is ruined. Veneered furniture, especially, was hard hit, the veneer coming loose and cracking and splitting, making it completely unrepairable.

Stoves, refrigerators, deep freezers and electrical appliances, where salvagable, have proven very expensive to repair. Requiring re-insulation and rewiring, and in most cases were badly battered and dented, which makes the future use of this type of equipment rather doubtful, and these brothers can all look forward to eventually replacing such equipment.

The amount of mud left is incredible. Twelve inches of water in a house, left six inches of mud. One car was found under seven feet of mud and a mine detector was used to find it. And eventually, it is feared more bodies may be found under the mud, although to date the known dead is 37.

The Red Cross is doing a fine job in helping out the flood victims, although there are no doubt, many who are dissatisfied. In this respect it must be remembered that what is allowed is an outright gift and does not have to be repaid.

Labor in this area has two members on the award committee, so we know what is being done, the conditions and what is being allowed. In no case has the Red Cross officials refused to discuss any of our members' problems that have been referred to us or to take steps to rectify any misunderstanding or mistakes.

If there are any members who have problems with the Red Cross or who think their case is being handled too slowly, or that they are not receiving the proper consideration, we wish that they would report the matter to us. In such cases we will do whatever we can to speed up the case, straighten out

or explain the matter, whichever is the case.

In this regard it should be taken into consideration that the staff is limited, the cases are many and, in some cases, the damage cannot be properly appraised even at this late date. There are cases where it will pay to be patient and wait, the grant may be larger and more appropriate.

One last word, the report that the trailers brought into this area for temporary housing will only be assigned to the rural areas is unfounded and not true. If you want a trailer and there are many still available, make your application regardless of your residence. You might get one!

When you read this put aside any of your prejudices you may have against the Red Cross. Whatever your experiences in the service or no matter what you may have heard, the writer can tell you from his experiences in three floods, that the Red Cross does a darn good job in floods.

Of course some people will be dissatisfied. The only way you could satisfy some is to make them rich. Of course some will think that someone was treated too generously, especially in comparison with his own case, but, remember, you may not have all the facts and there are some who are not above profiting from a disaster.

But this doesn't make the need any less and we can testify that the need is great. So, if you were not harmed or damaged, and feel that you can afford to, or want to help, bring your donation, whether small or large, into your union office.

We will give you a receipt for it and all of it will be given to the Red Cross through the California State Federation of Labor, and all monies so donated, will be used for flood rehabilitation in Northern California. In that way Labor will get the credit due it and will be able to be of greater assistance to those of our members who need help so badly.

## GLADDING, McBEAN COMPANY

Our congratulations to our members employed by the Company and to the Company for their generosity towards the flood victims. Over \$4000.00 was raised by the members working a Saturday. The Company paid the usual overtime rates and the membership donated half or more to the cause. A great many of them donated the entire amount earned.

We think it was a nice gesture on the part of all concerned and wish it was possible to thank each individual participating personally. That being impossible, we will assure everyone that we will do everything possible to see that the money is used for the purpose for which it was intended.

## DREDGING COMPANIES

Since the flood we have had a couple of strange dredges working around here, strange, that is, to the writer. These were suction dredges working on the levee breaks. The San Francisco Bridge Co. and the Associated Dredging Co. had a dredge here pumping sand into the levee break at Shanghai Bend.

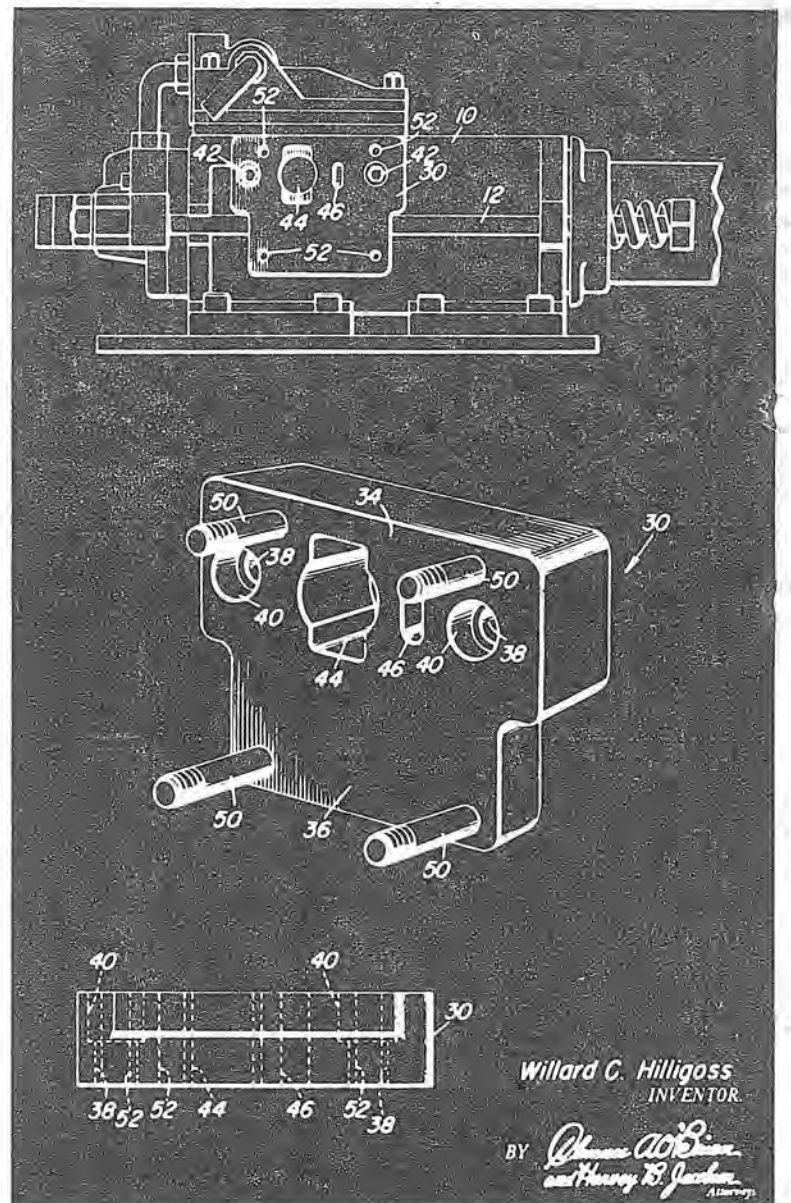
Both dredges had skippers by the name of Peterson (which makes them both good men according to Business Manager Swanson), but which did make it a little confusing to us. Both companies were co-operative (they will be out of here by the time this reaches you) and, although we had problems with them and trouble getting crews, caused by the emergency nature of the work, generally things worked out O.K.

We hope that we will have more of this type of work as the channels do need cleaning out and if we should, we assure you that we'll be better equipped, both by our own experience and with better experienced members to handle the calls for crew members.

Yuba Consolidated Goldfields who, according to the papers, was discussing the clearing out of the Yuba River channel with bucket dredges, recovering any gold as they dredged, reports that nothing has come of the discussions.

Some of our members working there lost time during the flood

# Member Invents Rock Drill Adapter



Pneumatic rock drill adapter by Willard Hilligoss

Bro. Willard Hilligoss, Oroville member of Operating Engineers Local 3 and "tool doctor" for the big Utah-Bates-Rogers Co. Poe tunnel-power project on the Feather river for PG&E, has invented an adapter unit for rock drills which has gained considerable attention, according to Bro. Les Collett, area business rep. for Local 3.

Bro. Hilligoss has been offered some good prices for his invention, but he hasn't made up his mind yet what he intends to do with it. After many years at the trade and many experiments he thinks he has found the answer for better production in hard rock mining.

Organized labor salutes Bro. Hilligoss and wishes him every success.

What is claimed as new, according to the original filed with the Patent Office in Washington is as follows:

1. An adapter unit for pneumatic rock drills comprising an insert body having a first surface adapted for mounting upon the manually operated blower valve assembly seat of a rock drill and having a second surface adapted to constitute a seat for a pneumatically adapted to register with and connect corresponding passages in the manually operable blower valve assembly seat and a pneumatically operable blower valve assembly.

2. The combination of claim 1 including a set of countersunk bores in said body for receiving bolts for securing the body to the manually operable blower valve assembly seat.

because the electric power lines supplying current to Dredges No. 18 and 21 were washed out. These took about two weeks to rebuild and, while some of the brothers worked on the power lines, some lost a week or more.

Natomas Company is working along nicely with very few beefs, except you know where, and we hope that the last few days has seen the end of those beefs. The Company reports that returns from one dredge have become so poor, that it may become necessary to close the dredge down. While we hope this does not become necessary, in mining, it is inevitable that a field or vein will peter out.

## CONCRETE PIPE COMPANIES

The Yuba City plants of both Lacasella and Valley Concrete Pipe and some time was lost by some of Companies were in the flood zone the brothers. It is good to report that both are back in operation and that damage was not too great. Otherwise, both companies are going smoothly, as usual.

O. R. VAN WINKLE

3. The combination of claim 1 including a set of countersunk bores in said body for receivable bolts for securing the body to the manually operable blower valve assembly seat, studs on said body for securing a pneumatically operable blower valve assembly to said body.

4. The combination of claim 1 wherein said body has its second surface of larger area than its first surface and laterally overhanging the latter.

5. The combination of claim 1 wherein said body has its second surface of larger area than its first surface and laterally overhanging the latter, said first and second surfaces being parallel.

## Auto Hints

The average automobile is equipped with 22 light bulbs while the average home is lighted with only 19.

The first railroad to Arizona's Grand Canyon was built in 1901.

The first Model A Ford had a two-cylinder engine and sold for \$850.

Cars equipped with automatic transmissions occasionally have a tendency to creep forward when the engine is idling. This can usually be minimized by adjusting the carburetor idle speed. The adjustment also helps to save gasoline.

## FRONT WHEEL BRAKES

The first automobile manufacturer to experiment with and to apply brakes to the front wheels was Isotta Fraschini.

CARSON CITY, NEVADA. Contract awarded to Dodge Const. Inc., Drawer 31, Fallon, Nev., \$32,669 for 1.273 mi. grade, drain & const. roadmix surf. on por. of S.H.S. between Jct U.S.R. No 40, in Golconda & W.P.R.R. Depot, HUMBOLDT COUNTY, Nevada.

JANUARY 31, 1956  
HILL AFB, UTAH. Contract awarded to Gibbons & Reed, P. O. Box 113, Salt Lake, \$2,141,818 for pave park, apron, utils. & related items, Hill AFB, Ogden, Utah.

SAN FRANCISCO. Contract awarded to Souza & McCue, P.O. Box 325, Yuba City, \$52,525 for emerg. channel clearing Pescadero Creek, SAN MATEO COUNTY.

SAN FRANCISCO. Contract awarded to Piombo Const. Co., P.O. Box 935, San Carlos, \$67,400 (Sch. A) & \$700 (Sch. B) for repairs to levee, Alameda Creek & its outlet channels, Niles to Alvarado, ALAMEDA COUNTY.



# Blue Skies Get Action in San Jose Area

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

The past ten days of very welcome sunshine have sent many of the Brothers, who have been idle for so long back to work again. Most of the underground construction jobs are under way again and the Grading Contractors are working the high spots.

P & E Construction have 10 crews working on their numerous jobs in this locality and have plenty of work to keep the Brothers busy as long as the weather permits. Los Gatos Construction have moved in 6 jeeps, 3 dozers and 1 blade on the Macy Store Site and have been awarded the contract for moving 100,000 yards of material. Some of this material will be used for the fill on Highway 5, which is now under construction. This firm also were awarded the contract for the excavation and clearing for the Emporium and Safeway Stores to be located on the corner of Winchester Road and Stevens Creek Road. They have nearly completed their Telephone job on Foxworthy Ave. and have begun work on their Telephone job on White Road.

A. J. Peters are still working on the Out-Fall line at the Chesbro Dam and their pipe-line job on the Sunnyvale Disposal Plant, besides several other jobs in this vicinity.

The International Business Machines Company, who recently announced plans for a large plant to be constructed in San Jose, have now advertised for bids on grading roads, foundations and underground work. Work will begin on this project as soon as the bids are let.

We reported in a previous issue about additional work at the Naval Air Station at Moffett Field. Plans are now definite and a budget of seven million dollars has been set up for dredging, runways and taxiway extensions, underground and allied facilities. Bids to be called the latter part of March.

The Lockheed Aircraft Corporation have recently announced their intentions to construct two large plants, primarily for the engineering and manufacture of guided missiles. One of these plants will be located on a 22 acre site on the Stanford campus in Palo Alto; the other plant will be erected in Sunnyvale and is expected to eventually become the largest missile plant operated by this company. The construction budget set up by the Lockheed firm calls for an expenditure of approximately seven million dollars in 1956.

The city of Sunnyvale has announced that they will spend approximately two and a half million dollars on storm sewers during the coming year and storm drain plans for San Jose and Santa Clara also run into several million dollars.

The Gene Richardson Construction Company of Fresno have started concrete paving a section of the taxi-way at Moffett Field with the Gragato Paving Company laying the asphalt.

Williams-Burrows Company are still busy on their jobs in this area and do not expect to complete their Stanford job until this fall.

Sondgroth Brothers, O. V. Freeman, J. McFadden and Bahr & Leaven all have plenty of jobs and are working where the soil conditions permit.

**MONTEREY**  
While there is not too much work yet in this area, the recent floods have made some road repair a necessity. John Deiphia is now removing a slide on Highway 1, about 38 miles south of Monterey. N. M. Saliba are busy doing road repair near Big Sur. Granite Construction have 3 jeeps on their job

at Fort Ord under the supervision of Brother Harley Davison. Peninsula Paving are doing the street repair work at Fort Ord. Jess Harrison is busy on his project at Carmel Valley and has 3 cats at work in the San Ardo oil field.

The firms of Stecker and Scott were the low bidders on a \$228,344 contract for the resurfacing of the highway near Monterey.

We would like to take this opportunity to express our sincere sympathy to the family of Brother William F. Devitt, St., who recently passed away, while en route to an overseas job.

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## Flood Control Drive

(Continued from Page One)  
are on the slow side, but the majority report a brisk dispatching business.

A look around the districts, via our monthly business agent reports, gives this picture:

**Utah:** Hefty road program set, some industry; await unfrozen earth.

**Nevada:** Record highway outlay for the gambling state, flood control, housing.

**Redding:** Six north counties will need minimum \$3 million for highway repairs. An \$8 million start on the big Trinity project this year; Corning canal set to go.

**Eureka:** A scar is left on man and the landscape by the terrific flood, but in full gear to get back to normal, a big job.

**Marysville:** Biggest collection of rigs ever really moving dirt on flood work; mountain power projects picking up the pieces, back in shape.

**Sacramento:** Extensive levee work under way, with the familiar dredge "Papoose" healing the break at Nicholas; industry, housing, another step on the deep-water channel.

**Stockton:** The winter slow-up is over already; Tri-Dam project busy, Donnels, Beardsley, and Tulloch; big year ahead.

**Fresno:** Floods took up the mid-winter slack.

**Ukiah:** Digging out of a maze of road and bridge work.

**Northbay:** Itching to get going on a big program, and Ol' Sol is cooperating thus far.

**San Francisco:** Freeways, buildings, housing, other projects keeping most everyone busy.

**Oakland:** Flood work cleaned out the jobless list nearly; industry, freeways, housing.

**San Mateo:** Friendly sunshine is mushrooming houses.

**San Jose:** "Blue Skies, all the day long" makes things hum in all departments.

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JANUARY 27, 1956

**McCLELLAN AFB, Contract awarded to Stolte Inc., 8451 San Leandro St., Oakland, \$1,173,887 for const. Airmen Dormitories, Spec. Purpose Organizational Bldg., Flight Simulator Train. Bldg., pave, utils, etc., McClellan AFB.**

**CROWS LANDING, Contract awarded to Valley Engrs., Inc., P.O. Box 412, Fresno, \$22,555 for replace 6" water main at U. S. Naval Auxiliary Landing Field, Crows Landing.**

## UKIAH AREA DIGGING OUT

By GLENN L. DOBYNS, Business Representative

Digging into the maze of road and bridge problems left in the wake of the record-breaking late December storm, damage has been estimated in the millions of dollars.

All available equipment went into action to keep slides cleared from the Longvale-Dos Rios and Willits-Fort Bragg Roads.

In Mendocino County heaviest bridge damage of the storm, in addition to that near Longvale struck at Hearst where the span was ripped out and at Dos Rios where the north approach to the bridge gapping the river enroute to Covelo was washed away.

The tentative proposed routing on a freeway basis of State Highway 101, a distance of approximately 50 miles is under discussion.

The studies being made include all of the numerous factors which influence determination of highway routing. These factors involve traffic service, both at the present time as well as in the future, cost of construction.

In this particular study the world-renowned redwoods groves are a major factor.

It is recognized that it is to the interest and benefit of the public that the redwood groves involved be preserved and also that the provision of an adequate and safe highway facility is of interest and benefit to the public.

The present highway will, in general, serve as an independent road providing for local service and as an access road to and through the parks, allowing for leisurely, unencumbered enjoyment of the parks.

If the proposed highway had been in use during the recent floods no interruption to traffic would have occurred, as its location and design would have precluded any flooding or extensive damage by high waters such as was sustained by the existing highway.

### DRY CREEK DAM

A proposal to build a Dry Creek dam without a cent of cost to the taxpayers and have it finished in two years or less from the start of construction was laid before the State Dept. of Finance in Sacramento. The dam would be built by the world's largest dam-building organization—Morrison-Knudsen Co., and would be entirely financed by private investors under the name of Charles L. East and Associates.

The proposal, an application for water rights on Dry Creek, filed by International Engineering Co., an affiliate of Morrison-Knudsen on behalf of the East organization, is precisely the same as the Dry Creek project proposed in the two-dam Russian River Project by the U.S. Army Engineers. The location, size and reservoir capacity would be the same, as the Dry Creek Dam recommended by the Army Engineers, and flood control capacity is the same.

The project would start as soon as water rights are granted by the state and land acquisition is completed.

The dam itself would cost in the neighborhood of \$7,000,000.

The dam in addition to flood control, would provide domestic water supplies for the rapidly expanding needs of Sonoma and Marin counties, and irrigation water.

From calculation that a Coyote Dam would have reduced the flood crest at Guerneville by two feet, it can be seen that a dam on Dry Creek would have resulted in even larger reduction in the peak below Healdsburg where the maximum flood damage occurred.

Since 1949 water costs have risen considerably, and the lack of water supply has retarded subdivision and industrial growth.

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**ANDERSON, Contract awarded to E. T. Haas Co., P.O. Box 95, Belmont, \$102,758 for const. sanitary sewer system in Anderson, SHASTA COUNTY.**

# Good Old Sunshine Sparks Jobs in Northbay District

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

The good old sunshine is batting a million, and dog days are here again and has made the contractors get itchy feet. Most of them are trying to get started again, and if you fellows who are out of area and have been working for any of these contractors, get in touch with them. If you go back to work and have not removed your name from our list, please do so.

Stegge has all his rigs back working and Weber Construction moved in this week in the Stegge Housing, track digging and laying sewer pipe.

John Deiphia got started with Dozers, Cat & Can, and they expect to have their project cleaned up good enough to start the jeeps.

Carey Bros. have been plugging along all winter east of Highway 101 opposite Terra Linda moving dirt whenever it wasn't raining. They have opened up another hill and fill at the entrance of Terra Linda road. If weather permits, we think all of the projects will be under way in another week.

The sun is also shining in Napa and Solano Counties and work is getting off to a very good start... We hope to have a good year.

A. Teichert & Son, Inc., from Sacramento has a construction job—earthwork and canal lining and structure job at the Putah South Canal Station in Winters. Cost of job, \$1,147,921. This job when in full operation will take several members and will last to the end of summer.

George Slinsen Const. Co. of Napa employs eighteen Engineers throughout the year on school jobs, and earthwork for housing tracts. Slinsen Const. has received a new contract for street improvements.

Huntington Bros. Const. started new highway job 4 miles north of St. Helena and Calistoga in Napa County in the amount of \$481,849. This highway 3.8 miles grade and surfacing. Plantmix surface on cement treated base. This job will take several members and this company will have on their payroll about thirty Engineers throughout the year.

We wish to bring to the attention of members living in the Napa and Vallejo areas—we urgently need blood donors to build up our Blood Bank Reserve Fund. Members who live in the San Rafael area have responded nicely and we would like to see some of the Brothers who live in the Napa and Vallejo areas donate. All you have to do is call our San Rafael office and we will be happy to arrange the appointment convenient for you after working hours, and you donate blood right in your area. So won't you call and let us make an appointment for you? As this goes to press, we have had calls from Brothers J. E. Bryant, Jr., and Bob Campbell who live in the Vallejo area asking to make appointments for them. This will make Bro. Bryant's second donation. We wish to thank them for calling and willing to donate. Also appointment has been made for Bro. Wm. McDonald in San Rafael.

### FROM AMIGO FOSS

We received a letter from Bro. Foss who is down Mexico way. He sends all Brother members his best wishes and tells us that J. D. O'Conner and Bro. Frank Zachery dropped in to see him on a fast trip down Mexico. Bro. Foss also sent

us the following news notes: Utah Const. Co. have many big good jobs in Mexico, 8 million in Guaymas—wharves and harbors, 5 million—Obregon paving, same amount—Mazatlan on breakwater, figuring on iron smelter up near border. All Utah's projects are under Bob Davidson who is well known in the States. W. H. Dippold for years with Pollock Company and Pacific Bridge, who many of us knew in the States is General Supt. Darrell Dippold, his son, a member of Local 3 is the trouble shooter on all rolling equipment. They both like it. Everything to hunt and fish, why not?

We received a very nice letter from Bro. Bob Doyle's wife from Lovington, New Mexico, telling us how she enjoys reading the Engineers News, reading every article in it. She enclosed remittance plus postage for the watch fob we mentioned in the January issue, also wants us to send lapel pin. She thanks us for mentioning about these items, as we were the only office to mention same.

Members still catching those year's dues for 1956 and proudly displaying their year button are: Brothers W. M. Green, Wm. R. Forde, A. J. Bresnan, M. C. and R. J. Piombo, George Eridio, Tom Shaw, Elmo V. Maggiora, James Kolesar, L. G. Caldwell, Bob Mangum, E. Pozzi, Al Carlos, M. A. Cerri, Herman Bottini and Fred Jensen. Bro. Jensen is Councilman in San Rafael.

Bro. Miles A. Peterson who was employed at Hutchinson Quarry as Oiler has taken out a service withdrawal card recently, entering the U.S. Army. Service withdrawal cards have been deposited by Bros. Carl B. Dresel, Jr. and Frank Lawler who are returning back to school. Also deposit of service withdrawal card by Brother Joe Lombardi working for Kaiser Steel on the forklift.

We received a letter from Bro. Wm. P. Walsh who has entered the San Rafael General Hospital... Bro. Walsh has been on the sick list for quite some time.

Brother Al Hansen has a very interesting job in his spare time—doing Air-Patrol work as Sheriff's Deputy. Bro. Hansen owns his own plane and volunteers to do this type of work. Sounds like fun.

Our congratulations to Brother Roy Hale on the addition to his family—baby girl born on February 3rd, weighing in at 6 lbs., 10 ounces.

This is all from this end. See you next month!

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**SACRAMENTO, Contract awarded to Baun Const. Co., Inc., P.O. Box 4057, Fresno, \$234,702 for 4.0 mi grade & surf. with plantmix surf. betw. 4.2 mi. & 0.1 mi. W. of Mariposa, MARIPOSA COUNTY**

**LODI, Contract awarded to Ted Swinford Const. Co., & A. P. Rasmussen, P.O. Box 506, SALIDA, \$10,345 for const. sanitary sewer from Hutchins-Sunset Park to disposal plant, Lodi.**



YUBA CITY was hardest hit in the Christmas flood, as this view of two houses cramping a railroad line, demonstrate. Restoration work is now in full swing.

# CAL. UNIONS GIVE \$100,000 TO STATE FED. FLOOD AID FUND

(State Fed. Release)

AFL-CIO contributions to flood relief victims climbed near the \$100,000 mark this week.

C. J. Haggerty, chairman of the AFL-CIO Flood Relief Committee, released a list of unions which have contributed directly to committee headquarters.

Haggerty again urged unions to send their contributions to the AFL-CIO Flood Relief Committee, 995 Market Street, Room 810, San Francisco 3.

Federation Weekly Newsletter listed 276 unions and councils that have thus far contributed.

He reminded that all checks should be made in favor of the committee.



# Redwood Region Returning To Normal After the Flood

By K. A. "KEN" BROOKS and EDW G. HEARN, Business Representatives

We are most happy to report a much more favorable condition this month than last. The flood has left its scar on the countryside as well as on the minds of us all, but the marvelous courage of these people is holding them in good stead as the cleanup and rebuilding goes on. The highways are open so the traffic can move once more, for which we are most thankful. If the present good weather continues to hold, a good amount of patch work can be done where the pavement has been torn up.

**IN AND AROUND EUREKA**  
There is a lot of activity in the local area in spite of the weather we have had, as soon as the sun comes out things start to buzz.

John Peterson is keeping six of the Brothers going on his sewer jobs in town. Brother Tom Hull, busy on his contract on Mad River Bridge, Mercer-Fraser busy on various local jobs, plus the ones out of town, E. A. Land going right along on cesspool and sewer work. Brother Russell Melhon has his little red spread all on the move. Brother Louie Conner has his whole out-fit going, working on several jobs, mostly out of town.

Empire Rock moving right along putting out asphalt, sand and gravel. A & E Readymix, Eureka Readymix, McWhorter & Dougherty moving lots of concrete. Ben C. Gerwick have the piles all driven and are finishing up the caps and setting deck on their bridge over Eureka Slough.

Foster Drayage and Crane Service doing the crane work on this job with their Link-Belt, Brother A) Boehl on the levers and Brother Johnny Reisinger doing the oiling. Bechtel Corp., making good progress on the P.G. & E. Steam Plant at Buhne Point. This job has kept some of the Brothers going all winter. It's rather doubtful if Brother Floyd Hicks can be induced to go back to work when he gets off that Bridge Crane.

**EAST**  
Berry Summit continues to be the scene of much activity with several rigs working to keep the road open and passable at all times. The brothers are doing a fine job of whipping a tough problem.

Lee Stephens of Stockton, has moved one of his dozers to the big slide between Weitchpec and Orleans. The temporary bridge across the Trinity River at Hoopa is completed and traffic will be able to move to the north barring more high water. Ben C. Gerwick did a good job on this and would have finished sooner but the river came

up several times and made them seek higher ground.

Arthur B. Siri has moved four dozers, one loader and a blade onto their job at Burnt Ranch. This is another slide that must be moved to open the road to two way traffic. Brother Louie Conner has three dozers working at Pine Creek building approaches to a temporary bridge across Pine Creek, and clearing slides on the highway.

**NORTH**  
At this writing bids are being read on the continuation of the jetty at Crescent City. The successful bidders should be known by the time this goes to press. As we have said before, this will provide work for several Brothers in that area. Other work is holding steady in and around Crescent City and the majority of the Brothers are working.

At Klamath, McSweeney-Menary have a contract to fill in all the holes and level up for rebuilding of the town. The swirling waters dredged out huge craters where once the houses and business buildings stood. Some of these pits were as much as 25 feet deep and 100 feet long.

**SOUTH**  
On Highway 101 south there are so many rigs working that it would be a full time job just trying to count them all. John Delphia has moved two loaders in and has one working at Pepperwood and one at Myers Flat.

Mercer-Fraser has equipment spread all over as well as Arthur B. Siri, Humboldt Constructors are progressing nicely on the debris clearing at Bull Creek. What a mess this was, and still is for that matter. Logs and trees and parts of houses are piled up in huge tangled masses. Workmen step on what looks like solid ground and sink in muck and mire waist deep. At Red Mountain, Burman & Sons had a slide come in on their shovel, completely ruined the house and bent the gantry beyond repair. All this after the rig was traded in on a new Model 6. The operator escaped with nothing more than a good scare.

Early construction of flood control projects in the Redwood area suggested as a possibility under the California Water Plan.

Construction of certain key projects in the plan would provide the amount of flood control and protection will provided by the reservation of storage space for flood control in reservoirs, supplemented with levees and bank protection works located downstream.

There are a number of dams and reservoirs proposed under the California Water Plan in the North Coastal Area which possibly could be built in the near future and which would provide substantial measures of flood control. These include works on the Salmon River, the Eel River and certain of its tributaries, and on Dry Creek, a tributary of the Russian River.

In studies leading to formulation of The California Water Plan, it has been indicated that in order to protect such areas as the deltas of the Mad, Eel, and Smith Rivers, and Redwood Creek, as well as the terraced lands along the Klamath, Mattole and Van Duzen Rivers, and other streams, against floods, it will be necessary to construct a number of levee systems as well as reservoirs.

**FLOOD CONTROL**  
Several flood control projects in the Redwood area have been reported on by the Corps of Engineers, U. S. Army Projects found economically justified by the Corps include the Blue Lake Flood Control projects, both primarily consisting of bank protection and levees. The feasibility of early construction of certain of the units on these streams required under the California Water Plan must be de-

termined, such units to be used initially for flood control, power generation, and to supply local water demands, and later to be integrated into the comprehensive state-wide development.

In general, in order to obtain federal funds from the Congress for the construction of projects in the interest of flood control, it is necessary for the Corps of Engineers, U. S. Army, to make surveys and report favorably on those projects. Studies for the projects are usually authorized as a result of preliminary examinations by the Corps made at the request of interested local parties and agencies. Evaluation of damages resulting from flood is made by the Corps and this is related to the costs of the projects. If reduction in flood damages exceeds costs, the Corps would probably report favorably on the project. The studies and reports are necessarily prerequisite to obtaining federal funds in the interest of flood control.

The following people have mail at this office which will be forwarded upon request. Virgil T. Zugg, Zeb L. Howze, Harry W. McVey, Tim Lovgren, and Elvin D. Carman.

Brothers it is our sad duty to report the untimely loss of two of our most beloved Brothers "Johnny" Maurer and Ray Laughlin, since the first of the year. "Johnny's" life was taken by a giant Redwood that had been undermined by the flood and fell with no warning. He was working as "Super" on a channel clearing job at Bull Creek for the company of which he was partner.

It isn't often it can be said that a man is loved by all who knew him but that can be said for "Johnny" he was that kind of man. His passing is a terrific loss to us all.

Ray's life was taken by a falling rock while working as a dozer operator near Pepperwood on Highway 101. We can also say that Ray was a real man in every way, nice man to know, a good husband and father, admired and respected by his fellow workers. Ray could be considered a "professional" cat skinner. There is no doubt that he was one of the greatest pioneer "skinners" this world had ever known, every Brother who knew him will attest to that. His ability and skill was fantastic. We have lost a great guy, but his memory will always remain with us.

May we extend our most heartfelt sympathies to the families and loved ones of these two Brothers who have departed.

As our flag flies at half-mast we humbly bow our heads. We can only say, "may they rest in peace."

# LITTLE GUY WINS ROUND ON TAX AID

Common sense and human sympathy have regained priority over the urge for bloodless "efficiency" in the Administration's tax-collecting Internal Revenue Service.

New Commissioner Russell G. Harrington reversed orders by his predecessor, T. Coleman Andrews, and directed his agents to lend full assistance to the millions of little taxpayers who will flood IRS offices up through Apr. 15, deadline for payment of 1955 tax bills.

Andrews, seeking "efficiency," had ordered that IRS agents confine their aid to "illiterates," non-English-speaking and "physically disabled" taxpayers. He also ordered a drastic limit on the number of days when assistance in filling out tax forms would be available.

The effect would have been to deprive ordinary taxpayers of the expert guidance always previously available from experienced tax agents. Big taxpayers, of course, would still have been able to hire lawyers and accountants — and charge off the cost as a deductible expense.

Harrington rescinded Andrews order by instructing IRS offices to designate up to five days a week for a total of six weeks as "special taxpayer assistance days" and added that "any taxpayer will be given assistance even on non-designated days."

"We must provide all necessary assistance even if this means failure to achieve savings in employee time," said the new IRS chief.

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# STOCKTON SLACK IS OVER; DAMS BUSY

By ED DORAN, WALTER TALBOT, M. W. GRIFFING, C. L. CASE-BOLT and RENNY BURROUGHS, Business Representatives

From all indications, we are over the slack period of unemployment. The past two weeks of good weather has already made its effects on our out of work list. By no means everyone is working, but the orders for men are coming in faster than at any time in the past for this time of year. We believe this is an indication of a good work load coming up.

The two upper dams of the Tri-Dam Project are still making progress with approximately 280 members on the payroll. However, these boys are working under the toughest of conditions with ice and snow hampering the work and making living in the trailer camps mighty uncomfortable.

The tunnel crews on Donnell's Dam, under the supervision of Whitey Lee, are exceeding the footage set up by the company in order to receive bonus money. At this writing, the three adds have a gross footage of approximately 9000 feet, which leaves over 30,000 feet to go in order to complete the power tunnel.

Beardsley Dam, the earth-fill dam, should get started on the backfill before too long as they have completed the lining of the diversion tunnel. This will be used as a power tunnel when the dam is completed as Beardsley Power House will be located on the end of it in the base of the dam.

Arundel-Dixon Companies are trying to get some work accomplished on Tulloch Dam but are still hampered by soft ground. They are presently employing a survey party of three, one shovel operator and oiler, one grease truck man, two cat skimmers, a master mechanic and one mechanic and one compressor operator.

Gates and Fox, who are subbing the diversion tunnel from Arundel and Dixon, are better than 50 per cent complete on their job with Brother George Stroub on the Eimco 105 overshot mucker, J. Shoemaker mechanicing, and Harry Williams on the compressors. This is a short job as the overall length of the tunnel is only 500 feet.

## FLOOD REPAIRS

Wixson and Crowe are cleaning up the debris in the Stanislaus River between Knights Ferry and Oakdale with ten cats at the present time and Norlyn Amick's dragline. This has been a good job as the brothers have been working since the Christmas floods.

Starring and Galbraith were the low bidders on a levee repair job in the Riverbank area for about \$40,000. Al Craft of Oakdale will have his cats on this job also.

M. J. Ruddy and Son of Modesto have the job of placing dredger tailings on the road into Tulloch Dam in order to make a base to hold up the equipment that has to be transported in, such as batch plant, cableway, crusher, etc. At present, it takes a jeep to get back to the damsite, due to the saturation of the rains since Christmas.

A. Teichert and Son were successful bidders on the last sections of 99 Freeway between Stockton and Manteca. They will start to roll just as soon as the State gives them the green light—probably around March 15th.

## LEEVEE WORK

There is considerable levee repair to be let in the Stockton area within the next few weeks and we are hoping the rivers behave so

that the successful bidders can get on the job.

Standard Water and Sewer Products are finally finishing the lone sanitary sewer job. This has been one of the toughest jobs on men and machinery and the people of the town that we have ever seen.

Lord and Bishop are ready to deck the Old River Bridge on the Tracy Island Road. Bro. Wissler at the controls and Bro. John Dorton oiling for him on this job.

Rubino and Gulickson are making good progress on their Tracy High School job. San Jose Steel has set all the framework on this job, which has been a muddy mess.

George Roek has started back on the Fremont School after a two month delay because of weather.

Rice Brothers have their Clements plant back in operation after being pretty hard hit by the floods.

Teichert & Son is setting up a rock plant at Clements, just south of Highway 88 at the river.

Olympian Dredging have two clam dredges working on Empire Tract, San Francisco Bridge Company is also working on Empire Tract at the "Big Break."

## SHOP NOTES

Valley Tractor and Equipment Company of Modesto have been signed up for 30 days now and operations seem to be pretty well smoothed out. Our members in the operation received their wage adjustment on the January 15th pay period. Reports at our January 19th meeting were that "everyone received their expected raises and some of the apprentice classifications received a higher boost than they expected." We are proud of our Local 3 workers in this shop.

At a meeting January 26th, 35 employees from the Holt Tractor Shop in Stockton held an organizing rally and lined out an enthusiastic membership campaign among their fellow workers. The Company has been notified that the Engineers wish to negotiate with them and action on this contract is expected shortly.

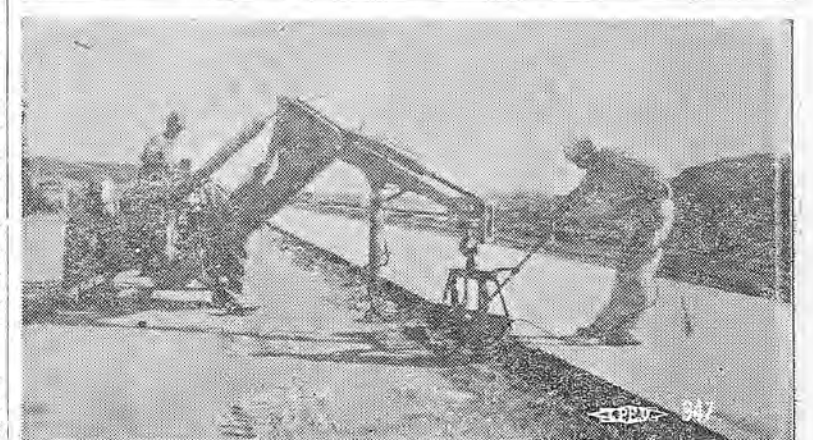
Several other shops have been getting spring fever and showing new interest in signing for Local 3 membership, including Industrial Engineering, Stockton Armature and Motor Works, and Equipment Sales and Service.

We are sorry to report that Bro. Harry J. (Hap) Frerichs of the Pacific Coast Aggregate (Kerlinger Plant) is on the sick list and everyone wishes him a speedy recovery. He can have visitors at his home, 126 E. Highland Drive, Tracy.

Brother Bill Hoffman, another of our old-timers, is at the Veterans' Hospital in Oakland for an extended stay and would surely enjoy a visit with any of the brothers.

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Make sure quills are clean before storage. But unless they contain wool, it is not necessary to use a moth preventive.



"CHICKEN PICKER" is what this converted backhoe is called. Engineer Bob Addis is shown operating it on San Diego's Lemon Grove Freeway. It really gets those header boards out easily.



# THE NEVADA ROUND-UP—

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

Utah Construction Company job has started up on a rather large scale. Engineers are cleaning out the mud from behind the Dam. Utah drilled a four-foot square hole in the Dam and the mud and rock really comes through the hole with a terrible force.

If you don't believe me, ask Brother Marvin "Timber" Renken, who was washed off his Cat and down the canyon a couple of hundred feet. Timber was bruised up quite a bit. However, he was back to work the next day but still shaking. Knowing Timber, he will be "O.K." real soon.

Another Ed DuBos is on the Stiff Leg Derrick with a 3 1/2 yard Clarkshell. Brother Cecil Johnson is on the Sauerman Scraper. Brothers Manuel McCloud, Ed Smith, and Fred Hunter are on the Dozers. Brother Bud "Delicate" Jacobson is the Boss Man, and he is just as tough a Boss as he is big and delicate. Brother Pete Rice is on the Northwest Dragline and his Oiler is none other than Brother William Johnson, better known as the Chinese Welder.

Brother James Ellis is the Head Welder for Utah. Now that boy is a real welder; he welds everything, believe me. Brother Elmer Kroger, the HDRM Shop Foreman, has his troubles trying to keep the Dear Brothers working. Mr. George Jones, the Job "Super" really has lots of troubles with the Dear Brothers from Local No. 3, for this is the first experience he has had with Local No. 3, even though Brother Jones has carried a card for a good many years. However, Jones knows his way around when it comes to handling the Engineers.

Brother Glen Welch has been working for Utah Construction for a while. However, Glenn thinks more of his nice shoe store and shoe repair shop in Hawthorne, Nevada, and his small "room" deal on the side for the Dear Brothers from Local No. 3.

## WELLINGTON

Silver State Construction Company, better known as Andy Drumm, has Brother Chip Montrose as the "Super" on the Wellington, Nevada, job. Brother Joe Solaegui has the Cat Spread getting the cuts down and part of the fills in so they can get the Super "C's" started, then the Cat Spread will move to Drumm's Highway job near Wendover, Nevada. The following Brothers, Charles "Red" Meleudy, "Swede" Ferguson, Charles "Chuck" Walsh, Chuck Anderson, and Buster Morss, are on the "W" Scrapers, and believe me, that is a real crew for Scraper work. Brothers Bob Nelson, Alex Fullerton, Joe Armas, "Sgt." Corkill, and W. R. Skinner are on Dozers and they are really doing things around. Brother "Pete" Sherman is the boss man on the Culvert Pipe Crew. Brother Clifford Carr is on the Backhoe and

troubles even getting to work in the snow. He has to start the Wench Truck and hook on to his jalopy, then run back to the Wench Truck before the slack takes up on the cable. This is quite an operation for someone to get to work. Of course, this is on Brother Carson's time, I hope???

## ON THE TRUCKEE

Brother John DeLagrange, better known as the "Little Man Johnny," has a job working along the banks of the Truckee River near Wadsworth, Nevada, with Brother Oland Crabtree on the Rig and Half-Brother Don "Duck" Morlan oiling for him. However, that's a real crew in the Great Silver State of Nevada where the "Right to Work" Law hinders a Business Agent from encouraging a prospective member to join the Union on emergency work.

Sorry to hear about Brother William Pellegrini, one of the outstanding Brothers working for Anaconda Copper Company. Seems that Brother Bill and a 25-ton truck decided to tangle. From last reports the truck was in fine shape, but Bill wasn't so good. Seems that he was struck in the back by the truck with the wheels rolling on either side of his legs and halting as one of them hit his pelvis. At last reports, Brother Bill is recovering and that's what is important to us. Just take it easy, Brother Bill, and get well quick. We're just glad to know you're with us and get back to work soon.

## WINNERMUCKER

Dodge Construction, Inc., crew at the Winnemucca, Nevada, road job has dwindled down to Brother Glen Hayes, the shovel operator, Brother Joseph Aguirre, the Oiler, Brothers Ralph "Jughead" Stephens and Leonard Miller are on the Dozers, and Andrew Miller is the Greaser. The rest of the crew has moved over to Gerlach, Nevada, and are moving the desert sands from one position to another.

Out at Gerlach, Nevada, Dodge has Brothers Bob Ellis, Ray Miller, Gene Aikens, "Curley" Hildebrand, Kendall Scow, Ray Siebert, Mick Whalen, Nathan George, and Ray Walmsly on the Pull Spread building road as fast as the weather will permit. The weather is awful cold, but the Brothers are moving ahead with the fills very rapidly just the same. Brothers John Walker and Howard Westendorf are doing the Blade work on the Gerlach job, and they make a fine team on the Cat 12 Blades. Bro. Ed "Squirrel" Jones is the "fix-em-up-monkey-wrencher" on the job, and I have never seen Brother Jones when he wasn't busy or good natured. Brother Al Pearce and Brother Jack Chatelle are the "Boss Men" on the job, and they really have life easy with a crew like they have. Just turn them loose and watch the dirt fly.

Now, out at Brother Carson Frazzini's Shop, North of Reno, Nevada, "The Biggest Little City in the World," we find Brother Evert "Sam" Wauchope doing the HDRM work and welding for Carson. Now that Brother has his

troubles even getting to work in the snow. He has to start the Wench Truck and hook on to his jalopy, then run back to the Wench Truck before the slack takes up on the cable. This is quite an operation for someone to get to work. Of course, this is on Brother Carson's time, I hope???

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## STATE HIGHWAY PROGRAM

According to a release by State Highway Engineer Huston Mills, the State of Nevada will award some \$15,000,000 in road construction contracts during 1956. Washoe County will receive the largest share totaling \$2,249,000. Other counties will receive the following appropriations: Churchill County \$902,000; Clark County \$1,810,000; Douglas County \$913,000; Elko County \$1,431,000; Esmeralda County \$218,000; Eureka County \$558,000; Humboldt County \$134,000; Lander County \$623,000; Lincoln County \$749,000; Lyon County \$506,000; Mineral County \$140,000; Nye County \$1,302,000; Ormsby County \$1,821,000; Pershing County \$83,000; Storey County \$14,000; White Pine \$1,022,000. For the Silver State, this will be a great work year considering this year's appropriations and the contracts let last Fall that will start this Spring and some of the Federal Projects that we are all waiting to see in reality. Many of the Contracts awarded last year were partially finished and a major portion of this work will be completed some time this Spring or Summer. All in all, Brothers, we are looking forward to a very busy season and a good year for everyone.

# FRESNO AREA BUSY ON FLOOD REPAIR

By G. LYNN MOORE and JAS. D. MONROE, Business Representatives

In spite of all the bad weather that we had the first part of the year, there was quite a bit of activity in the area, repair work to the damage that was caused by the floods, Tulare County had the largest portion of it. The Gene Richards and Underdown Company are doing approximately \$200,000 rush

repair job for the Bureau of Reclamation on the Friant Kern Canal south of Woodlake, which is to be completed within thirty days in order to transport irrigation water to the southern area. The Army Engineers are building levees and cleaning channels with Paul Woolf Company; Dewey Marquess; Kovick Bros.; Volpa Bros.; Rex Sawyer and several owner operators all having equipment working on the Kaewah and St. Johns Rivers.

Pacific Coast Aggregates Company replacing their flood damage on their rock plant. L. B. Wells Construction getting Clement Co.'s hot plant ready to run at Lemon Cove. Most of the work in the Porterville area consists of cleaning channels and repairing levees. Stewart & Nuss working, in between showers, on their black top job east of Porterville. Two lanes of the four-lane highway ready for traffic. Gordon Ball Company have been getting in quite a bit of time on their paving job in Delano, in between showers, and are transferring most of the grading crew to the Oakland area.

Gefald Brewster have lost very little time in their grading job south of Kettleman City on Highway 41, they have about another month's work on this section. Granite Construction have been working spasmodically on their two jobs north of Hanford. Thomas Construction have been busy on various bridge jobs and approaches; Berenda Slough; Ash Slough on Santa Fe Drive; Tule River Bridge near Porterville; a bridge job out of Hub. They have just finished their repair work on Bear Creek Dam and Mariposa Dam. This company have added two new electric pulls and a new cat to their spread.

Ted Baun Company are in high gear on their Belmont Avenue job, with Petroleum Sales & Construction doing the roadway excavation, Ted Baun Co. to put in the import. Ellis Construction setting up their hot plant at the Howard Wolfe's plant at Centerville to make the black top materials for this job.

Stewart & Nuss working on their Belmont Avenue job in town and also on Highway 99 south of town, also doing several small jobs around town. Saginaw Construction moving dirt on the Selma College site and working on subdivisions around the suburban area. Sharp & Fellows have two shifts working on their bridge job at Pine Flat and have just about got it completed, except for the deck. The water has to be released as it has been building up back of Pine Flat Dam.

Morrison Walsh & Perini have a crew working on their road job behind Trimmer Springs, which leads up to Balch Camp. This has been a rugged job due to the stormy weather we have had. Bechtel Corp. have finished their repair work on the power houses in the Three Rivers area and have added a few more mechanics to their crew working on repairs at their shop at Camp 36.

## CASTLE AIR BASE

Standard Materials Company have started on their new contract at Castle Air Force Base, grading and paving aprons and access roads. Granite Construction are keeping busy on subdivision work in Atwater. The Sacramento District Corps of Engineers are advertising for bids on emergency levee repair work: Sand and Cottonwood Creeks in Tulare County; Cottonwood Creek and Fresno River in Madera County; Little Dry Creek outlet in Fresno County; Waterfoul Refuge near Los Banos in Merced County. Also to be let about the 8th of this month is the last section of Highway 99 the Freeway going through Fresno.

Ted Baun Construction was awarded a contract for \$234,702.30 on 4 miles of grading and surface mix near Mariposa. Gene Richards Inc. & Underdown Ltd. were the low bidders of \$318,361 to the Division of Highways for 2.3 miles on Highway 41, grading, surfacing and widening between Shields and Shaw Avenues.

H. R. Langworthy was awarded a contract of \$7383 on paving in Hanford, Calif. L. B. Wells Construction of Visalia were low bidders of \$83,867 to the California Division of Highways for 2 miles grading and surfacing at the Porterville State Hospital.

Subdivision work is still keeping a lot of the local contractors busy and keeps some of the brothers employed the year round.

We have had about a week of good weather and if this keeps up we should be having quite a bit of activity. We still maintain quite a large out-of-work list.

Brothers, now is the time for all of you to go to the Valley Blood Bank and donate that pint of blood to the Engineers Blood Bank. Bro. Lee Hunter and Bro. Carl P. Rogers are two of our regular donors. Thank you.

Don't forget to check if you do not have your No. 6 assessments paid be sure and take care of this immediately.

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SACRAMENTO, Contracts awarded as follows:

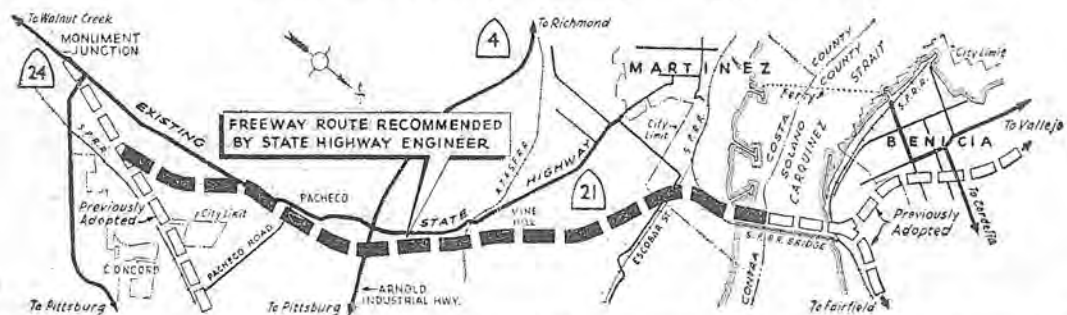
(1) PLACER CO.—To Thomas Const. Co. Box 683, Fresno, \$369,953 for 2 reinf. conc. slab bridges & 1 welded steel girder bridge & rdbd & ramps to be grade, betw. 1.6 mi. E. of Newcastle & 0.1 mi. E. of Nevada St. in Auburn.

(2) ALAMEDA CO.—To Johnson-Western Constructors, 4430 Clement St., Oakland, \$44,555 for por. of bridge to be repaired, Bent 803, to 1023 acr. S. F. Bay betw. San Mateo and Hayward.

JANUARY 26, 1956

SACRAMENTO, Contract awarded to Huntington Bros., P.O. Box 474, Napa, \$481,849 for 3.8 mi. grade & surf. w/plantmix surf. on cem. tr. base, and existing pavement and select matl., betw. 4 mi. N. of St. Helena & Calistoga, NAPA COUNTY.

## Plan Martinez Bridge Approach



The California Highway Commission announced on Feb. 16 that it will consider at its March meeting or at a subsequent meeting the adoption of a freeway routing for a relocation of seven miles of State Sign Route 21 near Martinez as a portion of the southern approach to the proposed Martinez-Benicia Bridge.

State Highway Engineer G. T. McCoy has recommended a route which would extend from a previously adopted routing for a State Sign Route 24 freeway near Monument Junction to the Solano County line in Carquinez Strait on the site of the proposed bridge.

The recommended route leaves the future State Sign Route 24 freeway approximately 0.7 miles north of the present intersection of State

Sign Route 21 and 24 at Monument and follows a line generally parallel to the existing highway and about a quarter of a mile east of it. It runs through Pacheco east of the existing highway and crosses Arnold Industrial Highway (State Sign Route 4) a quarter mile east of the present intersection.

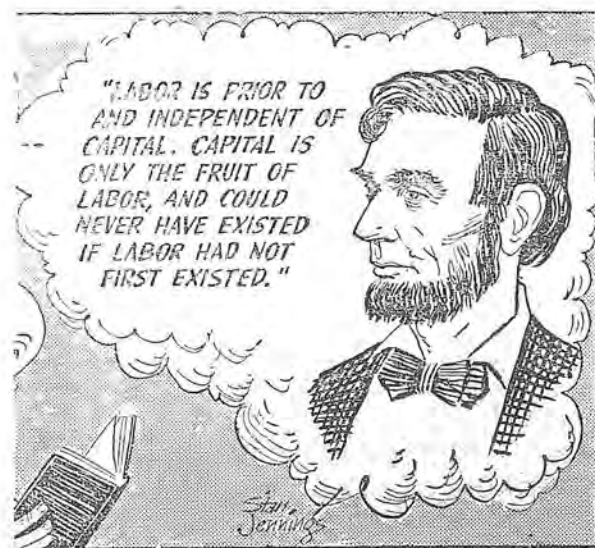
North of the Highway 4 intersection the recommended route diverges eastward from the present highway in the Vine Hill Section, skirts most of the Shell Oil Refinery holdings, cuts across the Mountain Copper Company area and connects with the future bridge just west of the Southern Pacific Railroad Bridge.

A public meeting called by the Division of Highways was held in Martinez February 8 at which the recommended route and possible

alternatives were discussed. Subsequently the Contra Costa County Board of Supervisors and the Martinez City Council adopted resolutions stating that a public hearing on the matter by the Commission was not considered necessary.

Plans of the Department of Public Works call for the construction of a four-lane freeway between the vicinity of Monument Junction and the proposed bridge at a cost of approximately \$10,800,000, including rights of way. Provision would be made for an ultimate six lanes over most of the route.

State officials expect to finance a portion of the proposed freeway with toll bridge bond revenues as an approach to the Martinez Benicia Bridge as provided in legislation enacted in 1955. The remainder would be financed with State highway funds.





# Utah News Roundup

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

## UTAH GETTING NEW LOOK ON HIGHWAY FRONT

The complete \$11 million Utah State Road Commission construction program for the next fiscal year was disclosed recently by H. J. Corleissen, commission chairman.

The U.S. Bureau of Public Roads is asked to pay \$8 million of this cost. Remainder will be paid by the state and counties.

The State Road Commission proposes to spend \$500,000 for widening and building new medial strips on Seventh East from South Temple to 13th South during the fiscal year beginning next July 1. Other construction would follow in succeeding years to extend the 7th East highway south to the Draper crossroads.

First leg of the Seventh East expressway would be built using federal aid urban funds. Other proposed federal aid urban projects for the year include \$250,000 for extending the present divided highway on State Street from 9th South to Exchange Place.

The sum of \$500,000 would be spent for extending the State Street divided highway south from South Salt Lake to Murray. Together with \$14,745 for planning work, the urban program would cost in all \$1,264,745.

Already programmed is \$2,150,313 worth of interstate highway construction and preliminary engineering. Of this, \$1,900,000 is being spent in Parleys Canyon and \$250,313 is being spent for preliminary engineering and right of way purchases for extending a new alignment for U.S. 89-91 from North Salt Lake to North Bountiful.

Programmed for federal aid primary road construction is \$4,283,669. Other projects include:

1. \$450,000 for 6.6 miles of U.S. Highway 89-91 from Wellsville to Logan (resurfacing and widening).
2. \$600,000 for improving 2½ miles of U.S. 50 and 6 between Helper and Castle Gate.
3. \$475,000 for improving 9¾ miles of U.S. 40 from Myton to Roosevelt.
4. \$500,000 for improving 5 miles of State Road 15 from approximately six miles west of Mt. Carmel Junction toward Zion Park.
5. \$300,000 for improving four miles of U.S. 89 from approximately three miles north of Kanab toward Mt. Carmel Junction.
6. \$230,000 for improving 4¾ miles of U.S. 6 and 50 from Delta to Hinckley.
7. \$600,000 for improving five miles of U.S. 30-S from Henefer to Devil's Slide.
8. \$300,000 for improving 1.1 miles of U.S. 89 and 50, consisting of Springville Main Street toward Mapleton.
9. \$600,000 for a railroad underpass and interchange on U.S. 89-91 at Pleasant Grove.
10. \$150,000 for improving 10.3 miles of U.S. 40 and 189 from Keetley to U.S. 40 and 189 from Keetley to U.S. 40 and 189 road junction south of Heber.
11. Federal aid secondary farm to market roads would be improved by \$3,074,572 construction.
12. \$299,040 for improving 17.5 miles of State Road 21 from Wah Wah Mountains to Millard County line.
13. \$246,708 for improving 16.1 miles of SR 70 from Curlew Junction to Park Valley in Box Elder County.
14. \$119,616 for improving six miles of SR 170 from Trenton to the Junction of U.S. 91 in Richmond, Cache County.
15. \$190,000 for improving five miles of SR 54 from 6.5 miles west of Escalante toward Henrieville, Garfield County.
16. \$150,000 for improving 3¾ miles of SR 143 from the end of the present route near Cedar Breaks northerly toward Parowan.
17. \$75,000 for five miles of construction on a county road from the junction with SR 26 west of Holden toward Flowell, Millard County.
18. \$228,000 for 7.7 miles of SR 145 from Lake Town to Round Valley Loop, Rich County.
19. \$70,000 for 2.5 miles SR 145 from Meadowville Junction to Meadowville, Rich County. The budget included \$500,000 for improving 52 miles of SR 47 from

Blanding to Mexican Hat; \$245,000 for improving seven miles of SR 11 from Moroni to Fountain Green, Sanpete County.

20. \$100,000 for improving 3.9 miles of SR 180 from Ophir Junction to Ophir.

21. Some \$51,000 for a concrete bridge and approaches across Spanish Fork River on SR 115 west of Spanish Fork.

22. \$60,000 for improving 1.1 miles of SR 197 from Lehi north to U.S. 91.

23. \$45,000 for improving 2.2 miles of a county road from Midway toward the junction with U.S. 40 north of Heber.

24. \$250,000 for improving 5.6 miles of SR 24 from Twin Rocks to Fruita, Wayne County.

25. \$75,000 for improving 2.3 miles of SR 39 from Pineview Dam to Huntsville.

26. \$30,000 for improving one mile of SR 162 from Pineview Dam to Eden.

27. \$7,500 for improving 6.5 miles of a county road from the junction with SR 83 near Blue Creek southerly toward Promontory in Box Elder County.

Work has started on portions of a 1956 Salt Lake County road building program calling for the expenditure of \$1,545,670 the largest such program in the county's history.

Details for the construction program were announced Tuesday by County Commissioner Lamont B. Gundersen, in charge of roads and bridges.

Commissioner Gundersen said this is the first year the county has completed requirements to qualify for participation in the federal road building program. He said this was in repair and by meeting federal done by keeping secondary roads specifications. The cutoff for 33rd South and Wasatch Boulevard across the mouth of Parley's Canyon to connect with U.S. Highway 40 is progressing ahead of schedule, he said. Salt Lake County is furnishing the necessary matching funds for participation with the Federal Government in financing the project. A preliminary payment of \$75,000 already has been made by the county.

Another project well under way is the construction of a hard-surfaced road north on 30th East from 7000 South to Knudsen's Corner, which will allow traffic from the southeast section of the county to feed into Wasatch Boulevard, Holladay Boulevard and Highland Drive, said Mr. Gundersen. This project will cost about \$40,000. He said a contract would soon be let for rebuilding 39th South from State Street to Wasatch Boulevard.

A contract also will be let for rebuilding 2300 East from Holladay to the Salt Lake City limits, said Mr. Gundersen. Each of these two streets will have a width of 44 feet of hard surface road.

A completely new alignment and entrance into Mill Creek Canyon is now being constructed at a cost of \$15,000.

Commissioner Gundersen said 13th East will be rebuilt from 4500 South to 3300 South, to connect with 13th East running north from Highland Drive. This project will cost about \$20,000.

Other projects that are contemplated this year include completion of 3100 South Street from Redwood Road to 3600 West, rebuilding of 6200 South Street from Highland Drive to Wasatch Boulevard, and rebuilding 5600 South Street from 700 East to Highland Drive.

The Parleys Canyon cutoff project will cost approximately \$300,000 with Salt Lake County paying \$110,000 of the cost.

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

Construction, Sand and Gravel Membership, 2nd Thursday of each month, Engineers Hall, 1969 South Main Street, Salt Lake City, Utah, 8 p.m.

Construction and Sand and Gravel Membership, 3rd Tuesday of each month, Labor Temple, 165 West 1st North, Provo, Utah, 8 p.m.

Construction and Sand and Gravel Membership meeting, 3rd Friday of each month, Labor Temple, Ogden, Utah, 8 p.m.

Vitro Uranium Membership meetings will be called meetings.

Lang Company Membership meetings will be called meetings.

Kennecott Copper Corp. Membership meetings, Tuesday, February 28, 1956, 1 p.m. and 3:30 p.m., Bingham Civic Center.

Cedar Iron Mines Membership meeting, Thursday, February 23, 1956, 8 p.m., Hotel El Escalante, Cedar City, Utah.

State Road Membership meeting, Tuesday, February 21, 1956, 8 p.m. Probably in Library basement, Beaver, Utah.

All other State Road meetings will be called meetings.

### Northern Area

We are, as yet, still affected by the uncertain and inclement weather even though it is getting about that time of year when the work situation should begin to look brighter. There have been several new jobs bid and awarded this past month and additional work has been advertised to be bid within the next few weeks.

The Weber Basin Water Conservancy District Projects that have been bid and awarded are as follows: Section 4 Water Distribution Lines in South Davis County; Enoch Smith & Sons Const. Co., \$398,008.

Section 3 Water Distribution Lines for Clearfield area; Enoch Smith & Sons Const. Co., \$510,875.

Section 3A Water Distribution Lines along mountain road to Farmington, Enoch Smith & Sons Const. Co., \$384,919.

Section 2 is scheduled to be re-bid in the next few weeks.

Water purification plant No. 4 for Bountiful area; Davis & Butler Const. Co., \$699,355. Water Purification Plant No. 2 for South Ogden Area; Davis & Butler Const. Co., \$876,058. Water Purification Plant No. 3 for Clearfield and Farmington area; M. Morrin & Sons Const. Co., \$825,088.

Davis & Butler Const. Co. were low bidders at \$214,675 for the Sewer Pumping Plant in Ogden.

The first phase of the Central Weber Sewer Improvement District is scheduled to be re-bid on February 15.

Gibbons and Reed Const. Co. submitted the low bid of \$2,240,492 for the construction of additional run-way facilities and apron parking on Hill Air Force Base.

Bids are to be opened on March 15 for the construction of two water pumping plants with a 13 C-F-S and 14 C-F-S capacity, for the Bureau of Reclamation on the Weber Basin Project.

The \$664,283 bid of A. Brown Const. Co. for the Building Shop and Classroom work at Weber College is above the allotted funds available so there is a question whether or not this job will be awarded at the present time.

Mountain States Const. Co. have started on the \$543,000 storm sewer outfall line at Hill Air Force Base with Waangsgard Const. Co. subcontracting some of the excavation work.

Several other contractors expect to start or expand their operations in the near future including Utah Const. Co. on Pine View Dam and Wheelwright Const. Co. on the Weber Aqueduct; Young and Smith Const. Co. on the Davis Aqueduct; Morrison & Knudson on Gateway Canal; A. S. Horner Co. on Stoddard Diversion Dam; J. W. Bateson Co. on Hill Field Warehouse; Jacobsen Const. Co. on the hangar Job; Peter Kiewit & Sons on Runways and supporting facilities; W. W. Clyde Co. on Echo Road; Germer Abbott and Waldron on the Tremont Road.

### Southwest Area

Not too much work going on. Been a couple of good snow storms in the Cedar and Beaver areas, work very limited. Whiting and Haymond are at work at Beryl Junction with a spread of about eight operators, the job will last about 3 months.

In Newcastle Canyon, Industrial Const. Co. from Las Vegas is fighting a water problem, and their dirt moving pretty much at a standstill, they have a pump with a series of well points working and appear to be getting it whipped, there'll be about eight or ten operators when they resume moving dirt.

Thorn Const. Co. are getting their Hot Plant and equipment in shape at St. George.

There's not as much change in the Cedar Iron Mines operations in the past several months as there's been in the weather, suppose for now we could say the Mines are producing about normal. Very little change in personnel. One change which will be of interest to some brothers who are not presently employed at the mines, Chris Mason was transferred to Canada, and Boyd Poulson is doing a good job supering, have not learned if for permanent or not.

Further north in the Delta area, Wilkinson Const. Co. of Morgan have moved in on their job, hadn't started a few days ago and with the present 4 below zero weather there, I guess it will be a while before they can get rolling.

On up to Bingham Canyon. Isbell Const. Co. have defied old Man Winter and kept that job going with an absolute minimum of loss of time for which a goodly number of brother engineers have reason to be thankful. According to Supt. Hoover, the job is moving a little ahead of schedule.

At Kennecott Copper Mine, tremendous amounts of ore and waste are being moved continually, primarily by Members of Local 3. We read where Kennecott profits in 1955 topped those of the previous year. We hope the Company will be mindful of that fact in the not too distant future, when we enter negotiations again. At some recent meetings with Mr. Barlow, Simpkins and other officials, we have had considerable discussion in hopes of arriving at a better understanding, regarding the training programs, and in having a training program installed in the Crane Dept.

For the benefit of our State Road Members, the following wage scales were approved by the Board of Examiners, as usual the increases can only be applied by Merit and Seniority and anyone who has received a recent increase, is not eligible until six months has elapsed since the increase was granted.

STATE ROAD COMMISSION OF UTAH, STATE CAPITOL SALT LAKE CITY, UTAH November 29, 1955

TO WHOM IT MAY CONCERN: This is to advise that the following changes in hourly wage scales

maximums will be effective as of December 1, 1955:

Laborer I, Classification CC&M 1A, Job No. 44, from \$1.21 to \$1.25 per hour.

Laborer II, Classification CC&M 1B, Job No. 45, from \$1.25 to \$1.35 per hour.

Laborer III, Classification CC&M 1C, Job No. 46, from \$1.35 to \$1.50 per hour.

Helper Mechanic CC&M 2B, Job No. 51, from \$1.44 to \$1.50 per hour. Machinist's Helper, Classification CC&M 2B, Job No. 51, from \$1.44 to \$1.50 per hour.

Truck Driver, Classification CC&M 2C, Job No. 52, from \$1.49 to \$1.60 per hour.

Heavy Equipment Operator, Classification CC&M 2D, Job No. 53, from \$1.67 to \$1.75 per hour.

Automotive and Heavy Duty Mechanics, Job No. 57, Classification Code No. CC&M 3A, from \$1.72 to \$2.00 per hour.

Any raises to be originated as a result of this bulletin, are to be on a meritorious and longevity of service basis.

STATE ROAD COMMISSION OF UTAH

H. J. Corleissen, Chairman  
Lorenzo J. Bott, Member  
Layton Maxfield, Member

### Southern Section

The recent and sudden cold snap reminded us that we are still in Utah. There were times during the fall and early winter, the balmy weather made us forget where we were living. Much in contrast to the 50 degree weather, was the sudden drop to zero and below. This cold weather is no stranger to us in this area, but after so mild a fall, seems quite drastic. It also throttled the sewer work which has kept a number of our people occupied throughout this area.

Davis and Butler Co. have all but buttoned up their sewage disposal job at Lehi on account of weather.

Your representatives met with Mr. Redford and Mr. Knudson who were recently awarded a gathering system sewer job in Lehi. We tried to convince these people of the advantages of an agreement with your union. Mr. Redford stated that it was Lehi City Commissioners who were opposed to such an agreement. Mr. Redford manages a plumbing shop in Ogden, under agreement with U.A. That he would try to operate this job non-union surprised us some. After some bargaining, this Co. agreed to talk it over and give us an answer soon.

The cold weather has greatly curtailed their operation, and consequently we have not heard from them in the past few days.

On the brighter side we have Gibbons and Reed Co. hard at work on their job at Olmstead in Provo Canyon. The job is under the supervision of Bill Mathews, who is very cooperative and capable. Bro. Ross Bell is pushing the shovel and Euc. spread, Bro. Lee Gillman and Neph Nemelka on the dozers. Bro. Lew Nielson operating and Bro. Tom Stephenson oiling on the 80 D, Bro. Mark Bryan operating the cat drill and Bro. Archie Sumter using the bailing wire. As the schedule is close, this job must work no matter what.

The Ammonia Plant which has been disappointing so far, promises to start in earnest soon.

Raymond Concrete Pile Co. is at work on the piling for the tower and the job promises to roll as soon as Raymond is through. Bro. Bill Match is on the skid rig and Bro. Elmer Wiscomb is doing the firing.

Rust Furnace Co. is employing a few of the boys on the blast furnaces. This company is remodeling the furnaces while they are still in operation. Bros. Gordon Sandvik, Garth Ferguson, and Vance Abbott know the meaning of a hot job.

American Bridge Co. have moved into Geneva plant to assemble the furnaces which are fabricated by Consolidated Western Steel. Slim Edmonds is Super and seems a right guy.

On the 35 ton truck crane is Bro. Ray Rider operating and Bro. Gale Madsen oiling. Bros. Dell Bunnell, Wes Marx, and Len Huff taking care of the incidentals. This is a fine crew and Slim is very pleased with them.

A little work is showing up here and there and we are looking forward to a very busy and profitable season to come.



# Daily report of awards for construction

Compiled by P. E. VANDEWARK and RUSS SWANSON  
JANUARY 6, 1956

SACRAMENTO, Contract awarded to Olympian Dredging Co., 525 Market St., San Francisco, \$150,000 for close levee break at Quimby Island.

SALT LAKE CITY, UTAH, Contract awarded to W. W. Clyde & Co., Springville, Utah, \$728,299 for 14.360 mi. const. 3" pltmix. bitum. surf. road & one conc. bridge over 20' span on U.S. 40 between Vernal & Jensen in UTAH COUNTY.

**O. C. JONES & SONS**  
GENERAL CONTRACTORS  
Cedar and 4th St. BERKELEY  
Landscape 6-3424  
Member A. G. C.

**BLAKE BROS. CO.**

Producers of  
Asphaltic Concrete - Ready-Mix  
Concrete & Quarry Products  
P. O. Box 1002 Richmond  
Western Drive BEacon 2-5193

**Barber-Greene Co.**

CONVEYORS DITCHERS LOADERS  
Asphalt Mixers and Finishers Portable Conveyors  
318 So. B Street San Mateo Diamond 3-5828

**PARISH BROS.**

General Contractors—Highway and Public Works  
PHONE 330 P. O. BOX 6 BENICIA, CALIF.

**BAY EQUIPMENT CO.**

(RAY SMITH—Local 3)

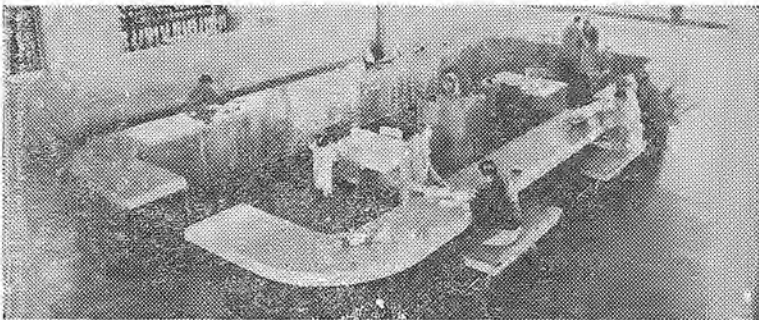
All Types of  
CONSTRUCTION EQUIPMENT  
for Sale and Rent

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RICHMOND

Landscape 5-2190

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COME TO PETERSON TRACTOR FOR THE PARTS YOU NEED FOR DO-IT-YOURSELF JOBS... AND FOR COMPLETE SERVICE ON OTHER REPAIR JOBS.

**PETERSON**  
TRACTOR & EQUIPMENT CO.  
SAN LEANDRO: 955 1ST AVE. SAN FRANCISCO: 945 HARRISON  
SWEETWOOD 8-5600 YUKON 6-6300

SACRAMENTO, Contracts awarded as follows for emergency repairs to roads & bridges. To John Burman & Sons, 2750 Harrison Avenue, Eureka, \$20,000 for repair washed out sec. of U.S. 101 at Jitney Gulch & rem. slides at Red Mt. Creek area, MENDOCINO COUNTY & repair washouts No. of Myers Flat in HUMBOLDT COUNTY.

To Mercer-Fraser Co., 2d & Commercial Sts., Eureka, \$90,000 for repairs to S.R. 1, between Fernbridge & Ferndale, HUMBOLDT COUNTY.

To Mercer-Fraser Co. 2d & Commercial Sts., Eureka, \$25,000 for const. br. span on pile bent & nec. trestles to replace conc. box culvert at Arlinda Corners on S.R. 1, HUMBOLDT COUNTY.

To Humboldt Constrs. Inc., 125 W. 5th St., Eureka, \$30,000, repair 3 washouts on S.R. 36, HUMBOLDT COUNTY.

To Tom Hull, 930 Carson St., Eureka, \$35,000 for repairs at boyd Draw, Moore Draw & Mad River, HUMBOLDT COUNTY.

To Arthur B. Siri, Inc., 1357 Cleveland Avenue, Santa Rosa, \$75,000 for reconst. 2,000 ft. roadway between Eel River Lodge & Benbow & rem. slide at Garberville Bluff, slipouts & washouts south of Redway to Ohman Creek, on U.S. 101, HUMBOLDT COUNTY, & repair riprap & roadway & slipout from

Cummins north & slipouts N. of Piercy on U.S. 101, in MENDOCINO COUNTY.

To Mercer-Fraser Co. 2d & Commercial St., Eureka, \$105,000 for reconst. 2,000 ft. of roadway, completely washed out betw. Eel River Lodge & Benbow, repair slipout & rem. slide at Redway, repair washout N. of Myers Flat & rem. slides & repair washout at Dyerville, Barrett Creek, Greenlaw Bluff and Shively Bluff, U. S. 101, HUMBOLDT COUNTY.

To Isbell Const. Co., P.O. Box 2351, Reno, Nevada, \$30,000 for reconst. roadway on S.R. 89 betw. U.S. 40 (Alt) & Greenville, PLUMAS COUNTY.

SAN FRANCISCO, Contract awarded to Martinelli Const. Co., Inc., 1580 Folsom St., San Francisco, \$26,127 for const. new play yard at Madison School, Clay betw. Arguello Blvd. & Cherry St., San Francisco.

JANUARY 9, 1956

SACRAMENTO, Contracts awarded as follows for emergency work in flood areas.

To San Francisco Brodge Co., 140 Montgomery St., San Francisco, \$200,000 for operation at hydraulic dredge (S.R. Muhs, Senior), Empier Tract.

To Hydraulic Dredging Co., Ltd., Central Bank Bldg., Oakland, \$200,000 for oper. of dredge, (Papoese) Nicolaus Break, downstream from Nicolaus Bridge.

CARSON CITY, NEVADA, Contract awarded to Hoops Const. Co., P.O. Box 431, Twin Falls, Idaho, \$676,603 for 11.80 mi. grade, drn., pltmx. surf. on Sec. Hwy. sys. on FAS Rt. 546. btw. jct. U.S. 91, 12 mt. S. of Las Vegas & Henderson, CLARK COUNTY.

SACRAMENTO, Contract awarded to Brown-Ely Co., P.O. Box 474, Corte Madera, \$26,793 for 0.3 mi. grade w/plantmix surf. & inst. drainage facilities betw. 1.1 mi. N. of Stinson Beach & 4.4 mi. N., MARIN COUNTY.

SAN QUENTIN, Contract awarded to A. G. Raisch Co., P.O. Box 458, San Rafael, \$12,145 for paving roadway w/asph. plantmix at Calif. State Prison, San Quentin.

JANUARY 10, 1956

SAN JOSE, Contract awarded to Barrett Const. Co., 1800 Evans Avenue, San Francisco, \$1,047,000 (General work) for const. Science Bldg., addition at San Jose State College.

STOCKTON, Contract awarded to A. Teichert & Son, Inc., P.O. Box 1118, Stockton, \$9,292 for reconst. Diamond St. betw. Clay & Worth Sts.

RICHMOND, Contract awarded to C. Overaa & Co., 520 - 16th St., Richmond, \$194,349 for const. new classroom wing, alterations in one classroom wing & admin. bldg. & new concrete walk, curb & gutter to Mira Vista Elementary School, East Richmond Heights, near Hazel Avenue.

JANUARY 11, 1956

SACRAMENTO, Contracts awarded to the following for emergency channel clearing & levee repairs:

To River Rock, Inc., P.O. Box 1462, Merced, \$15,000 for channel clearing & levee repair, Buras Creek & Owens Creek, MERCED COUNTY.

**J. R. Feeney**

Wire - Rope  
Splicing and Socketing  
Agents for  
Roebings Blue Center  
All Work Made to Order  
Guaranteed and Insured  
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Berkeley, Calif.  
Telephone ASHberry 3-3236

**Ben C. Gerwick Inc.**

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Terminals - Foundations  
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112 Market Street  
San Francisco 11  
Phone SUtter 1-7104

To Wixson & Crowe, Inc., P.O. Box 799, Redding, \$90,000 for channel clearing, Stanislaus River, Knights Ferry to Oakdale.

To F. J. Filled, Box 1265, Jackson, \$1,750 for channel clearing, Jackson Creek near Ione.

SACRAMENTO, Contract awarded to Intusion Prapakt, 503 Market St., San Francisco, \$8,000 for emergency repairs to Kaweah River Bridge, TULARE COUNTY.

SACRAMENTO, Contracts awarded as follows for emergency repairs to Highways:

To Harold P. Hastings, Box 546, Lakeport, \$10,000 for repairs to portions of U.S. 101 in HUMBOLDT & MENDOCINO COUNTIES.

To Arthur B. Siri, Inc., 1357 Cleveland Avenue, Santa Rosa, \$11,000 for rebuilding embankment & washed out pavements & remove slides on U.S. 101, 299 & Rt. 85, HUMBOLDT COUNTY.

JANUARY 12, 1956

SANTA CLARA, Contract awarded to Stockton Const. Co., P.O. Box 2087, Stockton, \$21,674 for const. of Maywood outfall storm sewer, Santa Clara.

BRENTWOOD, Contract awarded to Western Const. Co., 639 W. Clay St., Stockton, \$18,980 for const. of storm drains in Dainey St., Walnut Blvd. et al, in City of Brentwood, CONTRA COSTA COUNTY.

FRESNO, Contract awarded to Dallas Wilson, 444 1/2 Blackstone, Fresno, \$6,733 for const. sanitary sewer in portion of W. half of lot 100, Montpellier Tract, Fresno.

CARSON CITY, NEVADA, Contract awarded to Stewart & Hitchcock, 210 W. Wyoming, Las Vegas, \$159,152 for 12.499 mi. grade, drn. roadmix surf. on S.R. 52, betw. N. Forest Boundary & jct. w/U.S. 95. 13 1/2 mi. SE of Indian Springs, CLARK COUNTY.

SACRAMENTO, Contracts awarded for emergency flood repairs as follows:

To Judson-Pacific-Murphy Corp., 4200 Eastshore Hwy., Emeryville, \$40,000 for repair bridge at Redway acr. S. Fork of Eel River, 3 mi. W. of Garberville, Redwood-Briceland Co. Road, Whitmore Grove State Park, HUMBOLDT COUNTY.

To W. S. Selvage, 1305 "L" St., Eureka, \$40,000 low level bridge, temp. replacement at Maple Hills on Co. Rd. P2-49, over Eel River, HUMBOLDT COUNTY.

To Lemmon Bros., Fortuna, \$11,600 repairs to S.R. 36, betw. Bridgeville & Dinsmores, HUMBOLDT COUNTY.

To Pacific Lumber Co., Scotia, \$2,000 rem. debris from Rt. 101, HUMBOLDT COUNTY.

To A. C. Johnson & Sons, 25-6th St., Eureka, \$10,000 rem. flood deposited houses & debris near Pepperwood, HUMBOLDT COUNTY.

JANUARY 13, 1956

SACRAMENTO, Contract awarded to J. Ira McNutt, P.O. Box 296, Springfield, Oregon, \$10,500 for const. approaches to temporary timber bridge across Trinity River at Hoopa, HUMBOLDT COUNTY.

SACRAMENTO, Contract awarded to J. J. Tracey, 404 Alder St., Eureka, \$10,000 for const. 2 temporary log bridges & approaches acr. 2 channels of Bluff Creek on Rt. 45, HUMBOLDT COUNTY, to replace bridges washed out.

SAN FRANCISCO, Contract awarded to Fred J. Maurer & Son, 125 W. 5th St., Eureka, \$160,000 for channel clearing at mouth of Bull Creek and Eel River, HUMBOLDT COUNTY.

YOUNTVILLE, Contract awarded to Watkin & Sibbald, 6 Bridge St., San Anselmo, \$19,277 for ground improvements, Convalescent & Chronic Barracks, Vocational Trades Bldg. & Boiler Hse., Veterans Home, Yountville.

JANUARY 16, 1956

OAKLAND, Contract awarded to San Leandro Const. Co., 29444 Niles Road, Hayward, \$137,327 for 27,000 ft. cast iron, asbes, cem. & weld. steel water mains, 4" to 12" in Cherryland Area near Hayward.

CARSON CITY, NEVADA, Contract awarded to Stewart & Hitchcock, 210 W. Wyoming, Las Vegas, \$159,152 for 12.499 mi. grade, drain. roadmix surf. on S.R. 52, betw. N. Forest Boundary & jct. w/UW 95. 13 1/2 mi. SE of Indian Springs, CLARK COUNTY.

JANUARY 17, 1956

BURLINGAME, Contract awarded

to E. T. Haas Co., P.O. Box 95, Belmont, \$69,142 for const. water & sewer lines in Industrial Assessment Dist. 2, Burlingame.

SACRAMENTO, Contract awarded as follows for flood damage:

To Humboldt Constructors Inc., 125 W. 5th, Eureka, \$27,000 for restoration of washed out embankment & placing riprap at the North end of the Scotia Bridge on U.S. 101, HUMBOLDT COUNTY.

To Richter Bros., Const. Co., P.O. Box 1511, Oroville, \$253,000 for repairs to U.S. 40, Alternate, from Jarbo Gap to Indian Creek in PLUMAS & BUTTE COUNTIES.

SAN FRANCISCO, Contract awarded to S.F. Water Dept., 425 Mason St., San Francisco, \$22,700 for lay 6" & 8" cast iron mains in Baker, Broderick, Clayton & Hayes St., under W.D. Contract \$747.

JANUARY 18, 1956

OAKLAND, Contract awarded to John E. Branagh & Son, 42 LaSalle Ave., Piedmont, \$445,810 for const. 3 units of Franklin School, 915 Foothill Blvd., Oakland.

CASTLE AFB, Contract awarded to Standard Materials, Inc., 1411 9th St., Modesto, \$51,354 for const. 10" PCC extension to operational apron incl. tiedown anchors & static ground connections & provisions for future refueling facis. & const. 485 ft. of bitum. paved road w/ conc. curb., gutters, etc., Castle AFB.

SACRAMENTO, Contract awarded to H. Earl Parke, 12th & F sts., Marysville, \$200,000 for furn & del. cobbles, emergency levee repair right bank of Feather River, South of Yuba City, Shanghai Bend.

SACRAMENTO, Contracts awarded as follows for highway repair—emergency:

To Mercer-Fraser Co., 2nd and Commercial, Eureka, \$2,500 for reconst. of washed out embankment on N. approach to Mad River Bridge on U.S. 299, HUMBOLDT COUNTY.

To Mercer-Fraser Co., 2nd & Commercial St., Eureka, \$1,700 for blast down rock bluff to provide roadway sec. where U.S. 101 was washed out by Smith River to provide mats. to reconst. washout sections, DEL NORTE COUNTY.

JANUARY 19, 1956

OAKLAND, Contract awarded to Paris Bros., 2752 Park Blvd., Oakland, \$6,974 for const. virt. sanitary sewer in Fruitvale Ave., betw. S'ly of Lyman to Whittle Avenue.

OAKLAND, Contract awarded to Edwin J. Tobin, 1000 Carleton St., Berkeley, \$41,739 for const. VCP sewers in Chelton drive, et al, Oakland.

CARSON CITY, NEVADA, Contract awarded to Young & Smith Const. Co., 203 Beason Bldg., Salt Lake City, Utah, \$658,262 for 24.37 mi. const. por. of Secondary Hwy. sys. on St. Rt. 25, betw. 24 mi. W. & jct. w/St. Rt. 38, 4 mi. S. of Hiko, LINCOLN COUNTY.

SACRAMENTO, Contracts awarded as following for emergency highway repairs:

(1) To Arthur B. Siri, Inc., 1357 Cleveland Avenue, Santa Rosa, \$5,000 for repairs to provide a roadway around a washed out crib betw. Arnold & Sherwood Roads, MENDOCINO COUNTY.

(2) To Mercer-Fraser Co., 2d & Commercial St., Eureka, \$4,000 for const. of 3 steel bents to support N. approach to the Smith Point Bridge on Hwy. U.S. 101, HUMBOLDT COUNTY.

(3) To Isbell Const. Co., P.O. Box 2351, Reno, \$1,000 for const. a detour at washed out Long Valley Creek Bridge on Hwy. U.S. 395, LASSEN COUNTY.

SAN LUIS OBISPO, Contract awarded to William Radtke & Son, 40 Martin St., Gilroy, \$7,487 for grade & surf. w/plantmix surf. on untr. base about 7 mi. N. of Salinas at Prinedale Jct., MONTEREY COUNTY.

SACRAMENTO, Contract awarded as follows:

(1) YUBA COUNTY—To Baldwin Contrg. Co., P.O. Box 269, Marysville & H. Earl Parker, 12th & F Sts., Marysville, \$930,580 for about 3.7 mi. grade & pave w/pltmx. surf. on cem. tr. base & untr. base & por. exist. brdg. remodel. for 4-lan driv. hwy. w/ramp, front rds. etc., betw. 0.2 mil. S. of 7th Avenue & Olivehurst & Yuba River Bridge, Marysville.

(Continued on Next Page)



# Here Is Why Road Bill Must Include Fair Wage

Davis-Bacon law, a new union booklet shows, was passed in the late '20s when it was discovered that nearly all federal projects were being awarded to a handful of unfair contractors who were winning the jobs only because they ignored prevailing wage structures in the communities and underbid fair contractors.

The only element of competition on the side of these contractors was cutting the price of labor. The way they did this was to recruit non-union crews in low-wage areas and bring them to the site of the job.

They kept these unfortunate men in stockades, drove them hard and underpaid them, victimized them by overcharging for board and for poor food, then when the job was over they left them to become a load on the local relief facilities.

The communities supposedly benefitting from the projects got no economic benefit from the work or wages and received only the headaches the sharpshooting contractors left behind them.

For a long time this abuse has been ended, but now comes the prospect of a vast federal highway program to cost approximately forty billion dollars over the next 10 years, and there is danger that all the old abuses will return.

The catch is that in this program the federal government will put up from 90 to 95 per cent of the cost, but the small amount of local money to be contributed makes this technically not a program wholly financed by the federal government. Thus the Davis-Bacon fair wage law will not apply unless there is specific provision for it in the federal highway aid program when adopted.

The 5 or 10 per cent does not basically change the truth of the matter, labor says, which is that this is a federal program, and the federal government should have the responsibility of seeing to it that all craftsmen, contractors, local communities and states affected by it are afforded the equal protection of the prevailing wage principle.

The so-called argument that wage-cutting policies will save money in the road program is scoffed at by labor. Craftsmen getting the prevailing rate of pay will pay the prevailing rate of tax to the government to help pay for the roads.

Also, if the cost argument is advanced it can be further answered by pointing out that roads could undoubtedly be built cheaper still by using convict labor or workers employed for 50 cents a day; by denying contractors any profit at all; by condemning land at less than its fair value. Yet no one would defend such practices. The government should not use its purchasing power to depress the purchasing power of its citizens, fair local contractors or craftsmen.

The Davis-Bacon Act promotes the welfare of all legitimate interests by:

1. Providing equality of bidding opportunity; enabling fair competition for contractors honoring conditions built up in years of private collective bargaining; removing the price of labor from the area of competition and limiting the competitive factor to ability and know-how.

2. Protecting the livelihood of the local builder and local workers and eliminating the temptation to import cheap labor; encouraging collective bargaining and promoting industrial peace.

3. Protecting the community by assuring employment of its citizens and stabilizing the construction industry in the area.

The prevailing wage has been national policy since 1931, and labor is determined that Congress should continue its proven policy of the last quarter-century by applying it to the greatest peacetime construction program undertaken in the U. S.

To help assure this, you are asked to write, wire or phone your representative and senators in congress asking them to incorporate prevailing wage requirements in any construction projects considered by Congress.

# REDDING IS SET FOR ITS BIGGEST YEAR

By E. A. HESTER  
Business Representative

The recent storm damages in this district have been estimated to be a little worse than previously reported. The damage to bridges and highways is running into the millions and at the time this is written, the State Highway Dept. reports that the damages are going to run over three million dollars in the six northern counties of California. Siskiyou County was ravaged to the greatest degree, while the damage to Trinity County alone, is estimated to hit a figure of nearly one million dollars.

Thanks to the protection afforded by our Shasta Dam (and it can't be overrated now) Shasta and Tehama Counties received only nominal damage.

The detailed studies and estimates include reports gathered from the personnel of the U. S. Bureau of Public Roads, the State Division of Highways Headquarters, Division Bridge Department Headquarters and the County Road Commission.

At the present, the weather is clear and favorable with a few intermittent showers—just enough to keep working conditions at a slow-down.

Scattered landslides, mud, and washouts have created quite a lot of extra work to be done, weather permitting, for the brothers in this area.

Piombo Construction Company at LeMoine is keeping at least a half dozen of the Brothers working.

Fredrickson and Watson are showing more progress than was expected on the clearing job at Dog Creek, where work is being done preparatory to the employment of more operators for the next phase of operation under Guy F. Atkinson Company, weather permitting.

Geopina-Polch-Tal Construction, a little further down the line at Dog Creek, has been successful in keeping four Local No. 3 Brothers busy making pours between rains.

The U. S. Bureau of Reclamation has postponed the opening of bids for the access roads leading to the Trinity Project until some time in February.

## TRINITY START

Good word comes to us that President Eisenhower in his new appropriation, has allocated over eight million dollars for planning and construction of various phases of that two hundred and twenty-five million dollar Trinity Project.

The budget also includes one million and a half dollars for the Red Bluff diversion dam known as the Corning Canal Project. The first section of this canal was completed by Sommers and Stacey of Klamath Falls. J. H. Trisdale Inc., of Redding, will resume work on the second section as soon as the weather permits and the same applies to Stolte and Company, of Oakland, on the third link of this particular engineering feat.

We have approximately two hundred and fifty men on the out-of-work register at this time, however, this state of affairs won't last any too long when the work gets started. We are going to need a lot of added hands here in the Redding area this coming season, so—Brothers, we'll be looking forward to seeing your smilin' faces early this spring.

to J. R. Armstrong, 5741 Central St., El Cerrito, \$59,850 for clear right of way for San Pablo Dam Road, Reservoir sec. CONTRA COSTA COUNTY.

SAN FRANCISCO, Contract awarded to The Lowrie Paving Company, Inc., 1755 Evans Ave., San Francisco, \$9,350 for emergency repairs to sewer in Union St. from Polk St. westerly to Van Ness Avenue.

CARSON CITY, NEVADA, Contract awarded to Dodge Const. Co., Inc., Drawer 31, Fallon, Nevada, \$32,669 for 1.273 mi. grade, drain & const. rd mix surf. on por. of S. H.S., between Jct. U.S.R. No. 40 in Golconda & W. P. RR Depot, HUMBOLDT COUNTY.

# Construction Awards

(Continued from Preceding Page)

(2) MENDOCINO & LAKE—To Arthur B. Siri, Inc., 1357 Cleveland Avenue, Santa Rosa, \$539,310 for 5.0 mi. gr. & surf. w/pltmix surf. on cem. tr. base & exist. pave betw. 0.2 mi. E. of N. Fork of Cold Creek & Laurel Dell.

(3) MONTEREY COUNTY—To Stecker & Scott, 837 E. Walnut Avenue, Burbank, \$228,344 for about 4.2 mi. of 2-lane hwy. const. by grading & surf. w/pltmix surf. on cem. tr. base betw. 2 mi. S. of San Ardo & Salinas River.

JANUARY 23, 1956

CARSON CITY, NEVADA, Contract awarded to Young & Smith Const. Co., 203 Beason Bldg., Salt Lake City, Utah, \$658,262 for 24.294 mi. const. portion of Secondary Highway system on St. Rt. 25, betw. 24 mi. W. & jct. w/st. Rt. 38, 4 mi. S. of Hilo, LINCOLN COUNTY.

SACRAMENTO, Contracts awarded to the following for emergency highway repair:

(1) To J. Ira McNutt, P.O. Box 296, Springfield, Oregon, \$25,000 for repairs to washed out sec. roadway betw. Willow Creek & Hoopa on S.R. 96, & U.S. 299, HUMBOLDT COUNTY.

(2) To Joe Vicini, P.O. Box 206, Placerville, \$43,000 for restor. roadway at var. locations betw. Placerville & 20 mi. E., EL DORADO COUNTY.

(3) To Lang Bros., P.O. Box 66, Lakeport, & Harold P. Hasting, P. O. Box 546, Lakeport, \$20,000 for repair roadway on U.S. 101, betw. Willetts & Sherwood Road, MENDOCINO COUNTY.

(4) To Granite Const. Co., P.O. Box 900, Watsonville, \$20,000 for repairs to embankment at Elk Creek & on S.R. 1, MENDOCINO COUNTY.

TRAVIS AFB, Contract awarded to Rothschild, Raffin & Weirick, 274 Brannan St., San Francisco, \$229,

789 for const. Parachute Bldg. & Dinghy Shop w/conc. block masonry walls on conc. fdns. AC parking area & access rds, PCC walks & curbs, & gutters, outside utils. & rem. exist. bldgs. & utils. at Travis AFB.

OROVILLE, Contract awarded to Baldwin Contracting Co., Inc., P.O. Box 269, Marysville, \$29,973 for const. of san. sewers in Ranch Golden Village, Units 1 & 2, and in Mission Terrace in City of Oroville, BUTTE COUNTY.

BURLINGAME, Contract awarded to Judson-Pacific-Murphy Corp., 4300 Eastshoe Hwy., Emeryville, \$49,860 for furn. & erect. struc. steel for office & warehouse bldg. in Millsdale Park No. 3, Burlingame, SAN MATEO COUNTY.

JANUARY 24, 1956

SACRAMENTO, Contract awarded to Tom Hull, 930 Carson St., Eureka, \$50,000 for emergency repairs along North bank of Mad River on U. S. No. 101, HUMBOLDT COUNTY.

SAN JOSE, Contract awarded to Pisano Bros., 1800 Stockton Ave., Santa Clara, \$12,000 for const. Curtner Guadalupe Sanitary Siphon, San Jose.

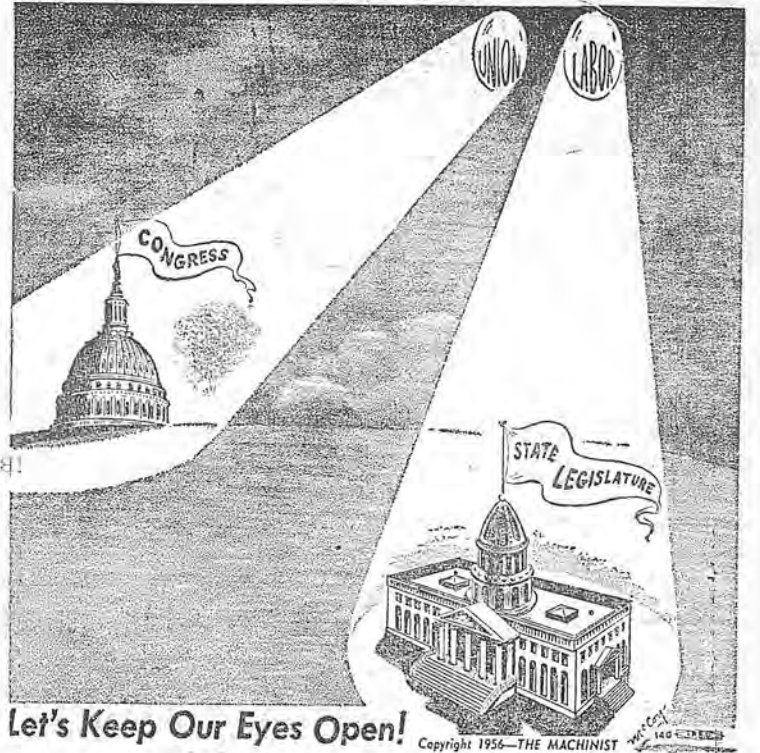
SAN JOSE, Contract awarded to P & E Const. Co., 1620 S. 7th St. San Jose, \$13,435 for const. sanitary sewer in Foxworthy Avenue, betw. W'ly line Tract No. 1497, Willo Mar & E'ly line Tract No. 1292, Foxworthy, City of San Jose, SANTA CLARA COUNTY.

JANUARY 25, 1956

CUPERTINO, Contract awarded to Wayne Pendergraft, 21708 Alazar Avenue, Cupertino, \$15,717 for const. onsite development work, SANTA CLARA COUNTY.

FRESNO, Contract awarded to W. M. Lyles Co., 3300 Winery St., Fresno, \$31,827 for inst. water mains for District No. 8.

MARTINEZ, Contract awarded



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# S.F. IS BUSY, SET FOR RECORD YEAR AHEAD

By PAT CLANCY and HARRY METZ, Business Representatives

Work has been holding up reasonably well during the past month. In coming months several large contracts will be let that will provide a great deal of work for members of Local 3. At present there are a good many medium-sized jobs in operation in San Francisco and the northern part of San Mateo County.

Charles Harney Co. is busy on their sewer job on California St. plus several other jobs in town.

One new freeway we haven't mentioned is the proposed Cross-town Freeway with an expenditure of \$1,425,000 in gasoline tax funds to acquire land for the route to run from Alemany Blvd. in the vicinity of San Bruno Ave. to Tennessee St. in the vicinity of Twenty-Fourth.

Theo Meyer & Sons have been awarded the contract for construction of the new Westmoor High School, to cost \$2,508,676.

M & K Corp is proceeding at a rapid pace on their jobs since the rain stopped.

Lowrie Paving Co. is about through with their job on Geneva Ave., but have several more paving jobs in town.

Williams & Burrows have started their contract for the U. S. Navy on Treasure Island.

The government easing of credit restrictions on down payments for homes has stimulated activity among the home builders.

Members working for the Cahill Co. have managed to keep busy through the winter on most of Cahill's jobs in town.

Theo Meyers & Sons are making good progress on the addition to the U. C. Hospital.

Guy F. Atkinson's job at Sierra Point (a part of the Bay Shore Freeway) has started to work again after a two-week shutdown.

The Henry Doelger Co. at Westlake is also starting to re-hire building tradesmen after an all-winter shutdown.

Cahill Bros. have commenced work on the new wholesale florist building being erected for the Flower Growers Association at Sixth and Brannan Sts.

The big Sunset Reservoir job has not been let as of this writing.

Mike Lynch, Pacific Pavements Co., Fay Improvement Co., Mike Murphy, Camino Const. Co., Fred Fairy, and Devincenzi Bros. are all busy at this time.

Members in the landscaping field are especially busy during the good weather.

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JANUARY 30, 1956

SACRAMENTO, Contracts awarded as follows:

(1) To Isbell Const. Co., P.O. Box 2351, Reno, Nevada, \$5,000 for repair a detour at Long Valley Creek Bridge, replace all main, under pavement approx. 2.5 mi S. of Doyle & at Long Valley Creek Bridge, LASSEN COUNTY.

(2) To Humboldt Consts. Inc., 125 W. 5th St., Eureka, \$30,000 for reconstr. of washouts & rem. slides on U. S. 101 in HUMBOLDT AND MENDOCINO COUNTIES.

## Survey Notes

# CAL. HOUSING MUSHROOMS

By AL BOARDMAN and BILL MINIHAN, Business Representatives

It looks like an early spring for the civil engineers and land surveyors. After being drowned out by the wettest winter in history the housing boom shows signs of reaching a faster pace than ever before. A survey of the County Planning Boards reveals that there are more tract plans on file than ever before in the history of the building game. It is our estimate that this should be our biggest year. The civil engineering firms have kept their Party Chiefs and Instrument men on the payroll all winter in the belief that their organizations would have to be ready for the big push this year.

The retirement of Victor S. Swanson from the San Francisco Public Utilities Commission should not go unnoticed by the Technical Engineers group of this Union. In the eight years he served he did more to improve the working conditions and self-respect of the field engineers than anyone in the past fifty years. His record of public service as Labor's representative on the Commission is concrete evidence of good that can be done for labor if the effort it made.

Engineering firms recently signed to Collective Bargaining Agreements: N. Montague of 15880 Rose Ave., Los Gatos and Western Engineers, Inc. of 1748 Bridge Street, Hayward, California.

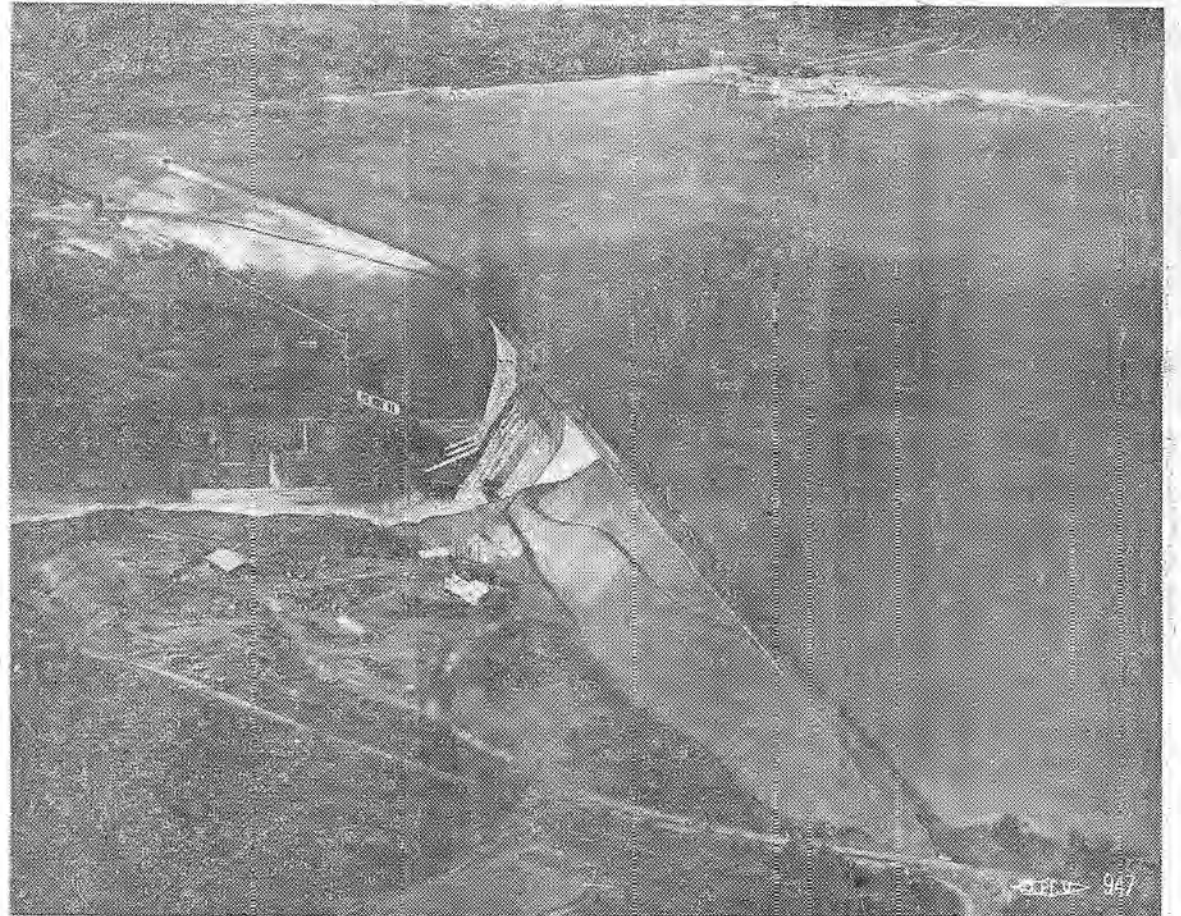
Walter D. Noy has formed an Engineering Company, known as the Western Subdivision Engineering Company of 268 Market Street, San Francisco, California.

Industrial construction projects in the East Bay have held up well during the rainy season with the Brothers lucky enough to hold down the jobs, losing very little time. Some of the projects that operated were Bechtel Corporation at Avon, H. S. Wright Company at Antioch, Dupont Company at Antioch, M. K. Kellogg Company at Richmond and Kisser Engineers also at Antioch.

Next SE meeting will be held at 474 Valencia Street, San Francisco on February 24 1956 at 8 p.m.

## Service Withdrawals

Gary R. Anderson  
Henry John Deetz, Jr.  
Victor W. Newman  
M. A. Peterson  
Robert B. Tinsley



FOLSOM DAM FULLSOME—Just about brim-full is the big, new Folsom Dam east of Sacramento, as this view, taken during the Christmas flood, plainly shows. For comparison in size, note auto at bottom right corner. This big union job was an important factor in preventing disastrous flooding of Sacramento and other areas. (Picture from Sacramento office.)

## In the Islands

# IRON WKRS. ASK UNION AID

By J. K. WAIWAILOE, Business Representative

The Engineers and the Construction & General Laborers' Union Local 368 were surprised last week Thursday when 14 out of 18 men, all employees of National Metal Co., Ltd., a scrap metal yard, came in to the office for help. For a year we tried to work on them with no success. Brother Ernest Lovell, a welder and equipment operator there, was finally able to steer them to us.

This week Monday, eight out of 16 signed in on recognition applications were laid off due to lack of work. Bro. Lovell was also laid off. There is no basis legally now to press unfair labor charges but we will watch it on the re-hires. We intend, however, to continue with recognition as we still have the majority. The Engineers have one man left at the yard.

Harry Kronick is owner of this outfit and his scrap iron is unloaded in Oakland, Calif. Those handling this scrap metal are under agreement to Local 3 and the Laborers Union in the area.

We are also working on Flynn & Learner, another scrap metal outfit who has a yard here and also operates in the Bay Area under contract.

Our rains at this time of the season have practically stopped most of the construction work in this area. The citizens of Honolulu and governmental agencies are screaming about a few public school projects which should have been completed already. It should be interesting to see how these contractors work out of this situation with reference to contract penalties.

The projected planning and actual construction by Kaiser in our area has tended to change the plans of other mainland promoters who were interested especially in hotels and other developments for our tourist industry. Mr. Murchison, young TV antenna millionaire, gave up the cabana idea for his Waikiki lease hold since Kaiser has now built a few of them for his Waikiki development. Mr. Trousdale, of L.A., who has a lease on some Queens Hospital property in Waikiki is also hesitant to spend as contemplated before Kaiser came into the area.

A few of our members with Fisher Construction Co. are back from Kwajalein.

Bro. Miyashiro is back from Eniwetok after 18 months for 30 days leave.

Bro. Albert Ching leaves for Subic Bay, P.I. to do some pile driving for Contractors Mid-Pac

# Balmy Spring Weather Increases Job Prospects In Peninsula Area

By CHET ELLIOTT, Business Representative

During the past two weeks the opportunity for members of Local No. 3 to obtain employment has increased considerably. McCammon and Wunderlich have resumed operations on the Consolidated Lands Co. Project at San Bruno, which involves the moving of two million yards of dirt. This job will be converted to a two-shift operation in a few days.

Floyd Watson has again become active at Millbrae Meadows where he has the contract with the Stone-son Corporation. This job is also scheduled to be on a two-shift basis as soon as arrangements can be made.

Several members of our union have been cleared from this office to the L. C. Smith Co., as this firm again opens up the many projects which have been lying dormant in San Mateo County for the past two months on account of the rain.

The large real estate development project at the Mills Estate, at Millbrae, where the Tecon Corporation of Dallas, Texas, has four million yards of earth to move, are cautiously trying to begin operations again. For the present only the cats and carryalls are working, but, if the weather remains good, this firm plans to start up the rubber-tired spread also.

Howard Marks, owner and manager of the Skyline Materials near Belmont and the Marks Materials plant at Rockaway Beach, has put both asphalt plants in operation and has called this office for engineers to put both rock plants in shape to work. Both plants were flooded during the heavy rains and have been idle for over 60 days.

In San Mateo County, the Peter Kiewit Co. are progressing as well as can be expected, on the one-mile tunnel job for the San Francisco Water Co. This work has just recently been put on a two-shift basis and approximately 200 feet of tunnel has been built.

During the past two months, many of our brothers have been ill and have required hospitalization, with the result that our blood bank has reached a new low. The need for blood at this time is a desperate one. Members of Local 3 residing in the San Mateo area may donate blood at the Peninsula Blood Bank, 1791 El Camino Real, Millbrae. If you would care to go in a group, arrangements may be made for a

upon the request of project superintendent William Smith.

James Glover Construction is just starting their runway and apron contract at Hickam Air Field for the Air Force.

The Civil Aeronautics Administration in the Territory has been granted \$625,000 as a started for the new proposed Honolulu Airport Terminal.

special time. Please notify your Union Office, or the main office at 474 Valencia St., in San Francisco, for special group donations. If you are unable to donate, your wife may donate for you in the Operating Engineers Blood Bank.

Due to repeated telephone requests, we are again mentioning the hours for the San Mateo office. Daily: 7 a.m. to 5 p.m. Each THURSDAY EVENING, 6:30 p.m. till 8 p.m., and first SATURDAY of each month, 8 to 12 noon.

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# Tankers Lost

San Francisco.

Standard Oil has placed orders for five more giant tankers to be built in foreign shipyards, according to the Journal of Commerce. With previous orders placed, this will bring the total to around 19 tankers ordered by U.S. oil firms in recent months.

Latest order is by Panama Transport Co., a Standard New Jersey affiliate. It is getting four 35,500 dwt.-ton ships built at Cantieri Riuniti dell' Adriatico Yard, Montefalcone, Italy, at which yard it previously had ordered two similar ships.

Mitsubishi Shipbldg. & Engineering Co., Nagasaki, Japan, will build the other vessel, raising the total on order here for Panama to three ships.

Another order has been placed by Universe Tankships, Inc., for a second 83,000 dwt.-ton tanker at Kure Shipyard, Kure City, Japan, operated by National Bulk Carriers under lease from the Japanese government.

Previously it was announced that Associated Oil Co. is getting four 45,000-tonners at Mitsubishi and four others in France. Also, Standard Oil of California subsidiary, Calif. Transport Co., is getting tankers built in Rotterdam.

In addition to the above, several other U.S. firms are having oil, ore, and other cargo ships built abroad, creating a two to five-year backlog of work in Japanese and European shipyards, while U.S. shipyards and skills are rusting in idleness, awaiting a super-Pearl Harbor.

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Sudden acquaintance brings repentance.—John Ray.



BAY AREA FLOOD SCENE—The Bay Area got its share of the Christmas deluge, as this view of the Kaiser Radium Plant pit near Livermore shows. Note 5-W Draglines, well submerged. It is taking about five weeks of pumping to clear up the accumulated 100 acres of water.