



ENGINEERS NEWS

OPERATING ENGINEERS LOCAL 3

STATIONARY ENGINEERS LOCAL 39

VOL. 15—No. 2

SAN FRANCISCO, CALIFORNIA

FEBRUARY, 1957

Is 80 Years Too Early to Retire?

Ask Compliance With Intl. Constitution on Retirement

The Executive Board of Local Union No 3 has requested Bus. Mgr. Victor S. Swanson to state his opinion in the matter of the retirement of Gen. Vice Pres. W. M. Welsh and to publish it in the Engineers News. Following is Bro. Swanson's statement in full:

TO THE EXECUTIVE BOARD OF OPERATING ENGINEERS LOCAL UNION NO. 3:

You have asked me to report on the facts surrounding Case No. 27 as reported in the International Magazine.

The basic question is—Should a General Officer be Retired at Eighty (80) Years of Age?

At our last International Convention (the Twenty-Fifth Convention of Operating Engineers) held in Chicago, Illinois, April 9th through April 13th, 1956 the following amendment was adopted by the Convention, adding Section 8 to Article IV of our International Constitution:

ARTICLE IV. Section 8.

RETIREMENT OF GENERAL OFFICERS

General Officers who are entitled to pension SHALL seek retirement when they have reached the age of eighty (80) years. Their continued activities in the promotion of Local Union Administration and Welfare is encouraged, and services on committees and at conventions to sustain and promote the standing and prestige of the International Union is commended.

Now, shortly after the convention one of our General Vice Presidents, W. M. Welsh, by his own statement reached the age of 80. When asked by the General President if he wishes to seek retirement, he stated he had no intention of seeking retirement and that he would not!

At the General Executive Board meeting held in Washington, D.C. November 14 to November 16, 1956 the following resolution (Case No. 27) was introduced:

WHEREAS W. M. Welsh, First Vice-President, has attained the age of eighty (80) and must therefore be retired under the recently enacted amendment to the Constitution, and

WHEREAS, First Vice-President W. M. Welsh has rendered long faithful and invaluable services to our Union, and

WHEREAS, he made a unique contribution to the welfare and growth of our Union by his efforts resulting in the merger with the Steam Shovel and Dredgemen, therefore

BE IT RESOLVED: (1) that the retirement of First Vice-President W. M. Welsh is hereby proclaimed and confirmed, and

(2) That the general Executive Board earnestly recommends to the General President that Mr. W. M.

Welsh be immediately employed by the International Union of Operating Engineers in an advisory and consultat capacity under the direction and supervision of the General President, and to receive as compensation for such services the difference between his pension and his former compensation as First Vice-President, plus all expenses attendant upon his new services.

SUBMITTED BY:

Victor S. Swanson
Jack McDonald
J. C. Turner
Chas. Paluska, Sr.
Wm. J. Stuhr
John J. McDonald

The above resolution, signed by six General Vice-Presidents was ruled out of order by the General President and immediately another question arose as to "Whether any individual even the General President can overrule the Constitution?"

The above answers the questions—"What resolution did the General President rule out of order in Case No. 27?" "What did the resolution the General President ruled out of order in Case No. 27 consist of and who introduced the resolution?"

As a General Vice-President, a member of the General Executive Board signatory to the resolution, which I introduced before the Board, I not only want to state

my viewpoint but to clarify the reason for my actions, as well.

First, I cannot believe ANYONE IS ABOVE THE CONSTITUTION. I do not believe we are governed by men, but by law! The constitution states that an officer having reached his 80th year SHALL SEEK RETIREMENT, and this I believe he should do!

It is difficult for me to understand why anyone should wish to remain as a Vice-President beyond that age. There is certainly no necessity—and I know, within our membership of some 250,000 we cannot be destitute or bankrupt of YOUNG QUALIFIED MEN to hold office! I question the man that says he loves his Union but still wants to hold a position he knows he is not physically qualified to hold!

It is true that there are men who have reached that age and who are seemingly physically and mentally alert—however, an 80 year old man should not be expected to do all the work required of a General Vice-President of an International organization as large as ours. He could, of course, be available in an advisory capacity.

I want it clearly understood that I do not question the fact that Vice-President Welsh has given lifelong service and loyalty to the International Union of Operating Engineers. He is certainly entitled to his retirement and deserves the fine

Official Notice—

Have You Paid No. 7 Death Assessment?

The last assessment, No. 7, was due and payable on October 1, 1956. Many members have overlooked payment of this assessment and therefore are depriving their beneficiaries of the \$750 burial expense benefit which is payable in case of death.

Check your membership card to see if this payment has been stamped on it. If there is any question in your mind as to whether or not you are covered on this, please address an inquiry to the main office of Local Union No. 3, 474 Valencia St., San Francisco.

HARRY LUNDEBERG

A MAN OF THE PEOPLE

A great leader's passing has left a tremendous void on the waterfronts of America. Actively identified with the sea since boyhood, Harry Lundeberg practically "died in his boots" fighting his great heart out for his beloved seamen. Unionism came to him as a family matter. His parents were identified with the Norwegian Labor Party and, as a mere stripling, Harry drank in and was nurtured on Unionism since he was first able to walk. He attended Union rallies and marched by his parents' side in Oslo when he was but seven years of age. He shipped out of Norway at fourteen and rose to the very top when he revitalized the Seamen's Union of the Pacific. In 1938 he founded and became the first president of the Seafarers' International Union.

In 1934, during the trying maritime strike on the Pacific Coast, Lundeberg made his victorious stand, prominently moving forward to his final goal: The best and strongest Seamen's Union in the world!

As unbelievable as it may seem, Lundeberg individually and alone pushed sailors' wages from as low as \$60 per month to \$450 per month. In line with this amazing accomplishment, he secured decent food, clean bedding and sanitary conditions aboard the ships of his seamen. His resourcefulness was unique, his courage unflinching and his determination in the face of impossible odds awe-inspiring. He just never quit and took on any and all assignments.

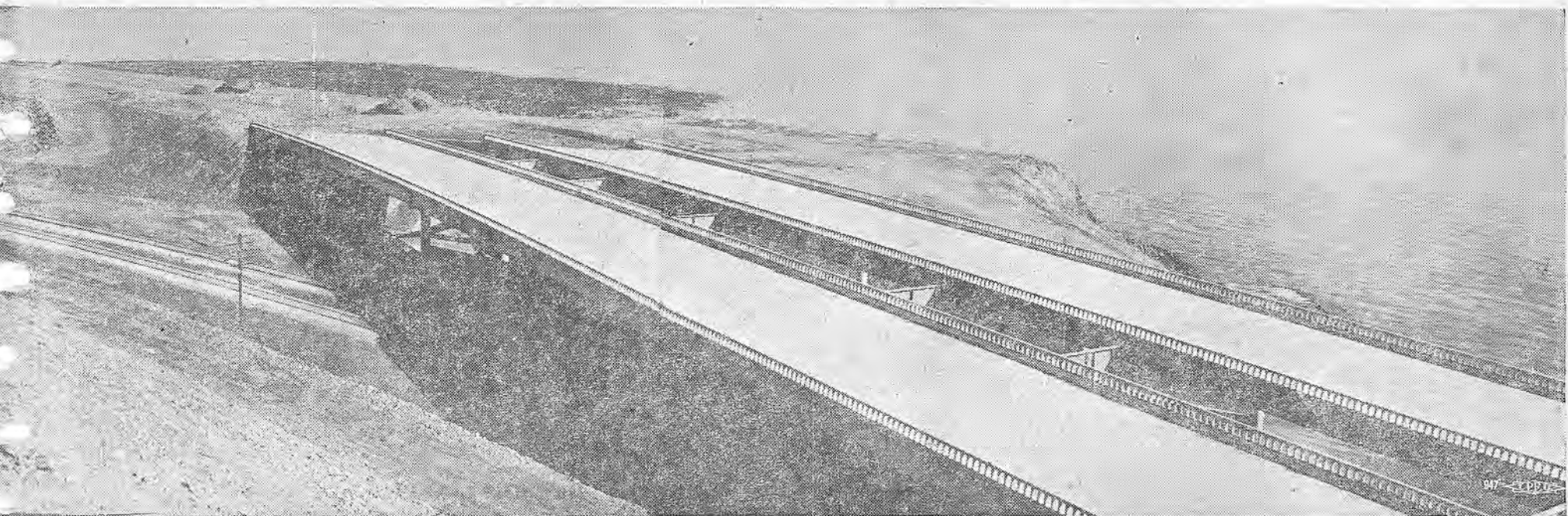
Harry Lundeberg will go down in history as a lone bulwark against the communistic attempt to invade our seafaring industry. His continued watchfulness and incisive criticisms of Red Russia's leaders stopped them cold at our American ports.

With Lundeberg's demise, the era of old time "rank and file" leadership came to its now gradually approaching close. The tough work of organizing our American Seamen had to be done by tough men who knew how to operate in a hand-to-hand battle. Such was Harry Lundeberg one of the best and one of the greatest.

The tribute paid to him at his funeral is clear-cut proof of this. Over two thousand union men from all trades and callings passed by his casket in well deserved tribute to a Giant of our great American Labor movement!!!

pension our International has so graciously provided for retiring members of the Board. There is no reason he should not enjoy many long and happy years ahead. My only contention is that in accordance with the Constitution the question of his retirement IS RESOLVED.

Sincerely and Fraternaly,
VICTOR S. SWANSON
Sixth Gen. Vice-Pres., IUOE
Business Manager, Operating Engineers, Local Union No. 3



nt on Bayshore Freeway. Open up paper to see the full picture. (Information given at left of picture on page 12).

Report of Last Meeting

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

A Synopsis of the Regular Meeting Minutes of January 5 was read and by motion approved as read.

A Synopsis of the Executive Board Minutes of January 16 and January 30 read, and the acts and recommendations of the Board were by motion approved as read.

Cards of thanks were received from Laura Peabody and family; Mrs. Joe W. Barnard; the family of Ross E. Walker; the family of Frank DeRosa; the family of Alfred G. Silvas; the family of Leonard (Buck) Liberty, and the family of Thomas A. Aydelotte. Received and filed.

The Resolution referred to in the Executive Board Report was read as follows:

RESOLUTION

WHEREAS: the members of this Executive Board have been repeatedly questioned by the members of this local union concerning Case No. 27 as reported in the International Operating Engineer, December 1956 edition, at page 17, and

WHEREAS: the report "A resolution was introduced by six Vice-President and the General President ruled the same out of order" gives no facts from which the members of this Board and the members of this local union can learn what actually happened at the meeting of the General Executive Board of the International Union was respect to case No. 27, and

WHEREAS: the members of this Executive Board and the members of this local union are of right entitled to know the facts as are all of the members of our International Union,

NOW, THEREFORE BE IT RESOLVED, that Victor S. Swanson, Manager of this Local Union, Sixth Vice-President of our International Union and a member of the General Executive Board of our International Union, who was present when case No. 27 was presented to the General Executive Board be and he is hereby requested to submit to this Executive Board a full and complete report in writing as to what Case No. 27 is about and what actually happened when Case No. 27 was presented to the General Executive Board of our International Union.

The following Answer to this Resolution was read as follows:

ANSWER TO RESOLUTION

To the Executive Board of Operating Engineers Local Union No. 3:

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The basic question is—Should a General Officer be Retired at Eighty (80) Years of Age?

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I want it clearly understood that I do not question the fact that Vice-President Welsh has given lifelong service and loyalty to the International Union of Operating Engineers. He is certainly entitled to his retirement and deserves the fine pension our International has so graciously provided for retiring members of the Board. There is no reason he should not enjoy many long and happy years ahead. My only contention is that in accord-

ance with the Constitution the question of his retirement IS RESOLVED.

BLOOD HONOR ROLL FOR '56

IRWIN MEMORIAL BLOOD BANK

PAULINE M. BRADLEY
ED BURKE
BILL T. DEAN
ERNA O. ENGLAND
RICHARD FROH
RALPH L. GACHES
GEORGE R. GALAZA
STEVE E. GRIFFIN
H. GUYNN
WILLIAM C. HAWLEY
ALFRED B. HILTON
JAMES C. HILTON
LEON D. PETERSON
JAMES T. McCARTHY
MARY E. ROBERTS
WILLIAM O. ROBERTS
LEROY E. RUFFNER
FRED W. SELL
HERBERT V. STONE
MARIAN E. VICKERY

PENINSULA MEMORIAL BLOOD BANK

DAISY R. AVERY
ROBERT W. BLAIN
CHARLES W. CHISM
FRANK E. FLEMING
IRVIN E. GARLOCK
TIM C. JACQUEZ
MADELINE GARLOCK
ORVILLE A. JOHNSON
CHARLES I. MANKIN
CHARLEY R. McCARTNEY
A. S. MILANOVICH
RICHARD T. NOLAN
HUGH P. J. O'MEARE
WALTER H. SCOTT
DAVID TOEWS
LEONARD W. TURNER
HERMINE WYMAN

Sincerely and Fraternaly,
VICTOR S. SWANSON
Sixth Gen. Vice-Pres., IUOE
Business Mgr., Operating
Engineers, Local Union No. 3

It was regularly moved by Brother Foss that the Business Manager and Editor of the Engineers News be instructed to print the Resolution and Answer in the Engineers News and any other paper which wishes to publish it. The motion was seconded and carried UNANIMOUSLY.

The following Brothers were reported ill: James T. Adams, Turner Addington, Paul Brady, A. T. Bradbury, Joseph A. Belshaw, R. O. Boyd, Adam H. Braltz, Peter G. Burum, George Bush, W. T. Brown, Bently Bryson, A. H. Choate, D. E. Cantrell, Henry F. Church, Titus Correll, Guy Cody, Keith Coombs, Demetrio Carranza, R. B. Decker, Jr., John Dobbin, Joe Daugherty, Ray Edwards, Paul W. Florey, Thos. E. Ferguson, John J. Franco, W. W. Gale, Robt. F. Gilman, L. C. Harris, John Hesselgesser, Gean Johnson, W. H. Kelly, Frank M. McElwain, Alden Madsen, Rossie R. Mick, Jr., Donald Nielson, Nathan V. Nelson, Aaron Nebeker, E. G. Neff, Roy A. Odell, Blythe L. Pierce, William Peters, Mark Parenti, Arthur Pleas, Joseph Riley, Geo. Richardson, Herman Rosse, Marvin E. Roney, Lawrence J. Riordan, E. W. Saunders, Roy G. Smallwood, Silbert Savelle, Alfred Silvas, Albert T. Sharon T. Manuel Simas, Jr., Frank X. Steiner, Elmer Sudmeier, Milbern Slay, Vern Sorenson, Geo. D. Smith, Carl D. Simmons, Irvin Tobler, John Tassar, Carl Williams, Richard Willingham, Lyndall Williams, Frank W. Wilson, Ted E. Ward, Clyde R. York, Leon Yates.

The following members were reported deceased: Brothers Claude W. Lyman, Thomas Abner Aydelotte, Ross E. Walker, Edward S.

Our Blood Bank is Depleted!

Here Is Example of What Blood Bank Really Means

The San Francisco Blood Bank is depleted. Blood is urgently needed for this reserve. All who possibly can are urged to contribute!

The following letter is a heart-warming illustration of the brotherly needs fulfilled by our Blood Bank.

(Honor roll of donors on page 2.)

Engineers Local 3

Dear Sirs:

I want to sincerely thank your organization for the blood donated for my father in Santa Rosa on Jan. 10, who at that time underwent surgery, amputation of the left leg, at the age of 83. My husband, Jim, was in the Marysville Memorial hospital just recovering from diabetic shock.

The immediate and sufficient response for the vitally needed, life-saving blood is almost more than I can express in thank-you to each man that gave and offered more if needed. Especially "Doc Harvey" from the offices of Baldwin Const. Co. here in Marysville, who made all the arrangements.

By the time I arrived back in Santa Rosa, your blood reserve had been refilled to capacity and in readiness for us and anyone else that so needed it. So many of the fellows came by or phoned and told me if more blood was needed or anything else they could do, all

I had to do was call on them.

One doesn't realize what a wonderful thing fellowship is truly until faced with an extreme emergency.

In the very near future I intend to give some of my blood to your blood bank that in turn another life may be served and saved. Jim would gladly donate but is diabetic and cannot do so. But he could and would be glad to serve in any capacity needed.

Once more, thank you sincerely.

Mrs. James E. Potter,
433 Garden Ave.,
Marysville, Calif.

The City by the Golden Gate

FREWAY, HARBOR JOBS MOVE IN S.F.

By PAT CLANCY & HARRY METZ, Business Representatives

We can report the employment situation in San Francisco has held up very well considering the time of the year. There is very little dirt moving going on at this time. Most of the work has been in the nature of demolition. Large blocks of homes, apartments and commercial buildings have been torn

down to clear the right of ways for the new freeways. Among contractors who have contracts for the wrecking of these buildings are Pete Passeti; J. Henry Harris and J. D. Ballinger. The salvage of brass and scrap metal from these jobs has amounted to large sums of money. The demolishing of the old PG&E power plant at Fort Mason by the F. & L. Engineering Co. has produced 2½ million in scrap metal and \$75,000 in bricks.

Macco Const. Co. has a sub-contract from the Charles Harney Co. for driving piling on the new Embarcadero Freeway. Harney has quite a bit of preliminary work to do before this project gets under way.

O. C. Jones has a paving job at Farmers' Market. Plans have been approved by the State Harbor Commissioners to construct a general cargo terminal at Piers 25 and 27 and lengthen two piers 600 feet. Cost of this project is estimated at \$12,450,000.

Another large project is the new building for the Crown-Zellerbach Corp. to be erected at Market, Bush and Battery Streets. The building will be 22 stories and cost an estimated 10 million dollars.

One of the busiest industries in San Francisco has been the scrap

yards. The high price of scrap has caused everybody to collect any metal they can and haul it to the scrap leaders. A good many of the brothers have made themselves some extra money this way.

The underground exhibit hall that Ted Meyers is to build for the city of San Francisco is progressing at a fast rate.

All of the street repair contractors and sewer contractors are busy. A good deal of track removal is going on in some parts of the city.

At this time of the year we always have a good many operators from other local unions who head for San Francisco when the snow flies. Unfortunately, we never have any work for them, but that doesn't stop them from coming to town. As I stated previously, there is very little dirt moving going on, and as a consequence we have a surplus of shovel operators and cat skimmers on the out of work list. It will be about April before this condition rights itself.

Pacific Builders Associates have a sub-contract from L. C. Smith for concrete paving on the Bayshore Freeway, between Candlestick Cove and Serra Point. This job is running ahead of schedule due to the good weather this winter. This project should be completed by July.

Wheat covers more of the world's farmlands than any other crop.

Crosley, Alfred G. Silvas, Leonard E. Liberty, Josef Hulzer, Oscar Harris, Lester M. Brown, Dean Branscum, O. L. Asher. The membership stood one minute in silence in respect to our deceased Brothers.

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

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

It was requested that the Local No. 3 support the Rapid Transit System. The matter was referred to the Executive Board by President Clancy.

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

Respectfully submitted
C. F. MATHEWS
Recording-Corresponding
Rec.-Corr. Sec.

ENGINEERS' NEWS

Managing Editor, V. S. SWANSON
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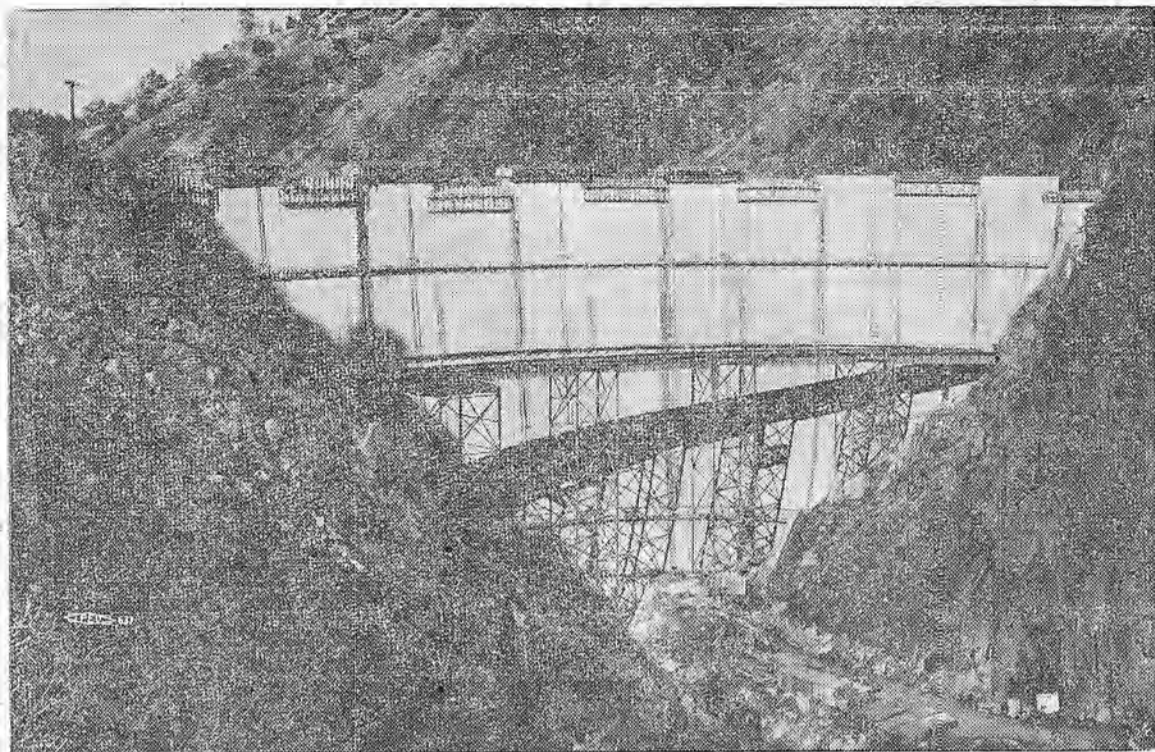
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Monticello Dam Tops Big Work Program for the North bay District

By H. O. FOSS, F. A. LAWRENCE, L. C. SOLARI and A. S. SMITH
Business Representatives



This is an over-all view of the sizable Monticello Dam in the mountains just north of Napa, on which work is expected to be completed this summer. (Bureau of Reclamation photo.)

MONTICELLO DAM & PUTAH CREEK DIVERSION DAM U.S. Bureau of Reclamation

Monticello Dam, a Peter Kiewit and Paris Bros. job, located nine miles west of Winters, California, on Putah Creek, will store the flood flows of the stream for year-round release for agricultural and municipal purposes. Site of the dam is at Devil's Gate where Putah Creek leaves the Coast Range foothills through a narrow canyon. It is being constructed for, and will be operated by, the Bureau of Reclamation.

The excavation was completed and the first concrete was placed on Monticello Dam, August 9, 1955. The work progressed on a three-shift basis until December 18, 1955 when unprecedented floods shut the job down. By this date the dam had risen 100 feet out of the creek, which was an average increase of one foot per 24-hour working day in the height of the dam.

By the middle of April, 1956 most of the flood damage had been repaired, and on about May 14, 1956 the Contractor again resumed pouring concrete. To date 332,000 cu. yds. of concrete have been placed in all structures on the dam. The work is 97 per cent complete. The following concrete remains to be placed to complete the project:

1. 1246 cy. remain to be placed on Dam.
2. 1036 cy. remain to be placed in sidewalks and parapets. Spillway tunnel is substantially complete, however, placing of 90 degree elbow and work in the 140-foot spillway shaft yet to be done. Upon completion of Dam itself, sidewalks, parapets and paving of parking areas for public observation will be done along State Highway 128.
3. To date we have placed 332,000 cy. in all structures on the dam.
4. Approximately 3,000 cy. in elbow and shaft of the tunnel and 1,700 cy. in spillway crest still to be placed.
5. 355 cy. in gate hoist structure

STATISTICS

Type	Concrete thin arch
Structural height	304 feet
Structural length	1,000 feet
Roadway width	12 feet
Bottom width (average)	90 feet
Concrete in main structure	325,000 cu. yds.
Glory hole spillway—diameter at crest	72 feet
Spillway tunnel at outlet—diameter	28 feet
Reservoir storage capacity	1,600,000 acre-feet
At storage capacity:	
Reservoir area	20,700 acres
Length of reservoir	22.4 miles
Distance around reservoir	160 miles

remaining to be placed.

6. Final cleanup will be sometime in June of 1957 (estimated). Seventeen operating engineers out of Local 3 are working on Monticello Dam.

The Contractor estimates that at the present rate of progress the entire project will be completed and the plant dismantled and ready to move out to their next job sometime in June of 1957.

Brother James Carlin, Sales Representative for George M. Philpot Company—from San Francisco to Eureka—representing the Euclid and Gardner-Denver Equipment. This Brother whom all the old timers should know is with a good outfit, and according to Brother Foss, from the appearance at the Road Show held in Chicago, the Euclid people stole the show. Brother Carlin may be reached at the following phone numbers:

Glenwood 4-8209 or HEMlock 1-5475.

On the death of Brother O. L. Asher employed by the Hutchinson Quarry for 40 years, the boys on the job took up a collection and made a donation in the name of Brother Asher to the Cancer Fund. We think this is a nice gesture.

Our best wishes for speedy recovery to Brothers Paul Ryder at Memorial Hospital in Santa Rosa, and Lawrence J. Nelson, at U. C. Hospital, S.F. Also to the wife of Bro. D. L. Cooper, entering San Rafael General Hospital on Feb. 4.

Brother Lee Genetin has taken out a service withdrawal card, being inducted into the U.S. Army around Feb. 11. This Brother was employed by Marin Rock & Asphalt.

State Conference

The California State Federation of Labor has announced a state legislative conference to be held March 9 in the Musicians Hall in San Francisco. All Labor Councils have been invited to send delegates to the day long session.

The principal business of the conference will be to discuss the 100 or more bills introduced in the legislature and sponsored by the Federation.

The legislature is now enjoying what is known as its constitutional recess, a period during which discussions and hearings on bills introduced during January are held. It goes back into regular session on March 4 and from then until adjournment in June it will be arguing the merits of some 6000 bills that were thrown into the hopper during the first month of the year.

Ez Tike and his son are now carrying on a business together. . . Ez does the business and his son does the carrying on.

A white collar worker is one who carries his lunch in a brief case instead of a pail.

ATTENTION: We Do Not Patronize—Steel Mill Supply of Napa, unfair to organized labor. Operating Engineers Local 3 and Laborers Local Union 371—We have a picket at their Scrap Yard in Napa Junction.

The following are more of those year cards issued. Have you purchased yours yet? Brothers displaying year buttons are: Elmer O. Lahe, Louis H. Paysee, Raymond Dillard, Richard T. Irwin, G. E. Bothwell, Melvin R. Croft, M. F. Weber, F. Clementino, A. Carlos, Ned Valentin, Arthur J. Bresnan, Melvin C. Piombo, Raymond J. Piombo, Clyde A. Plymell, Wm. R. Forde, Wm. T. Poyser, F. Bobo, Ed. C. Johnson, Walter M. Roderick, Huntington Brothers, Alfred H. L. A. and D. N., and Tom Shaw. Brother Shaw has his own Cat 12 and tells us he is looking for another one—and perhaps another operator—getting too lazy to work himself.

Contract has been awarded to E. T. Haas from the City of San Rafael at a cost of \$930,457 for grading streets, curbs and gutters and paving, including the underground utilities of storm drain 60-inch to 10 in 38,000 feet sewer pipe 6 and 4 inch—12,000 feet. Also cast iron water pipe. There is to be a pump station installed at the canal bank.

American Engineers have the dirt and grading of all fill for the streets. They got started on the project this week with trucks and one Northwest No. 6 Shovel and will bring in another shovel as soon as there is room for it to work. E. T. Haas will start the underground work as soon as it is possible.

Peletz Co. of Santa Rosa has a steel pipe water main on Butterfield Road between San Anselmo and Fairfax which was started last week and we have seven Brother members employed on this project.

THE BLOOD DRIVE

We are happy to say that we received some response from members on our drive for blood. Bro. S. E. Giffin and friend donated on January 18, 1957. Many thanks to them. At this writing, we have made appointments for approximately five members employed by Peter Kiewit & Son on Saturday, February 2nd. How about calling us so we can arrange an appointment for you?

Brother Ray Ransom, long-time member in our area, is moving out. Going with a good outfit, Ball & Simpson. They are deserving men of this type. We are sorry to lose such a good operator.

Brother Charles Law is convalescing from a mild heart attack. Brother Law works for Black Point Aggregates. Also Brother Harry Waggoner long time with Hutchinson Quarry on convalescent list. Is doing nicely, says the doctor will release him some time in middle of February.

As this goes to press, we are very sorry to announce that Bro. O. L. Asher has passed away. Bro. Asher was one of our old-time members, having been employed by Hutchinson Quarry since the year 1917.

Vacation bound for one month is Brother Harry Cahill and wife—flying down to Mexico, spending time in Guadalajara and Vera Cruz, hiring a guide to see the sights. . . .

Just back from Guaymas is Bro. Al Hansen. Says fishing, etc., is real good. These two Brothers are employed by Brown-Ely.

Activity in the Vallejo area: Match & Sundt were low bidders on \$179,300 job on Travis A.F.B., which will probably be under construction by the time this goes to press.

Ben C. Gerwick; Rothschild, Raffin & Werick; Underground Construction and Alex Robertson Co. still keeping busy at Mare Island. Also Morrill Co. doing some underground work there.

CARQUINEZ JOB

Frederickson, Watson & Ransome Co. have approximately 10 days work left on the approach to the Carquinez Bridge. Five overpasses connecting the Frederickson, Watson & Ransome job are to be let next month. Cost will be between 4 and 5 million dollars.

At this time we have approximately 150 members on the out-of-work list in the Vallejo area, but with the amount of work foreseen for this area, the bottom of the barrel will probably be reached early this year.

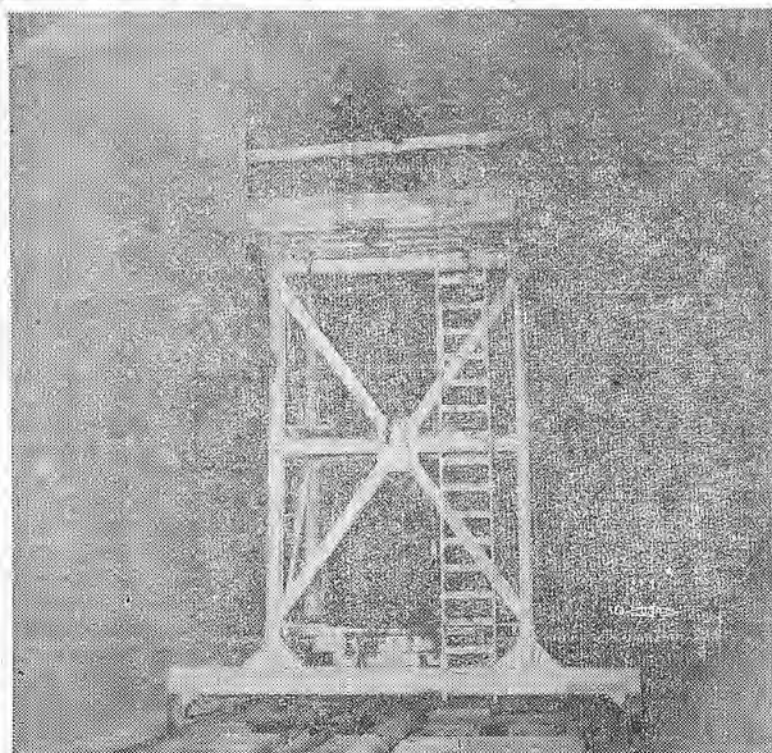
State Highway 12, between Suisun and Highway 90—extending from Highway 40 to Winters, should be let in the near future.

M. & K. Corp. and Stolte, Inc., were low bidders on a sewerage treatment plant and pumping stations and also trunk lines on Mare Island Naval Shipyard, at the cost of \$5,428,000 with 700 days for completion, which will end January, 1959. It has approximately 90,000 yards of main dirt with 53,000 feet of main line, from 12 to 20 feet in depth. Work is to start immediately, with Dick Keefer as job superintendent and Bro. Jim Gibney as foreman.

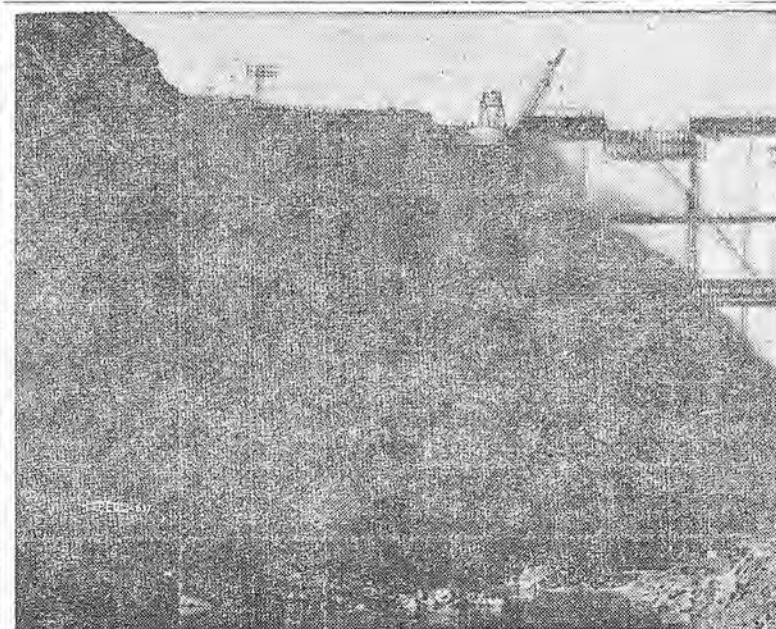
Brother T. B. Trotter staying at home for a few days—with the MUMPS! Both sides, too. Our sympathy!

KEEP CHECK STUBS!

Attention, Brothers: We wish to draw to your attention how important it is to keep your check stubs for purposes of health and welfare. Many times your hours are not turned in by employers, thus not making you eligible for the welfare. If you will cooperate with us and keep these stubs, it will help a great deal if and when the time comes for us to check for your eligibility. We also wish to draw to your attention that you must be registered on our out-of-work in order to file for unemployment benefits. This is a requirement of the Department of Employment, even if it is a temporary lay-off. This is all for this month!



Spillway tunnel on the 300-foot-high Monticello Dam is shown in this Bureau of Reclamation photo. The tunnel is 28 feet in diameter at the outlet.



It's an Operating Engineer manning the crane on this view of the 1,000-foot wide Monticello Dam just north of Napa. The big job is drawing to a close, having been interrupted by last winter's floods. (Bureau of Reclamation photo.)

8 Below Zero at Butt Valley; Marysville Tunnels Warmer

By LES COLLETT, C. R. Van WINKLE and BILL WEEKS
Business Representatives

News is generally pretty hard to come by in the winter months as a usual thing, but we of the Marysville district have a few good jobs going, with more to come.

Utah, Bates & Rogers Co., who have the contract for the Poe Tunnel, holed through between Adit No. 1 and Adit No.

2, and Bro. Patty O'Dowd said they were right on the money. At this writing the company has about 300 ft. to go between the Intake & Adit No. 1. Geo. Blehm & Bob Murray are getting things lined up now to pour concrete and by the next news letter time, will be going ahead full blast. Utah Construction Co. finished the Storrie R.R. Tunnel and have moved the regular crew to Rich Bar to line another tunnel for the W.P., with Bob Harles in charge. We have Hank Allen, Kenny Clinkenbeard, Larry Bashaw, Lynn Woodward, Walter Schultz, Virl Conley, Okie Bartley and Johnny Weber busy there until about the middle of May.

Darkenwald Construction Co., with Bro. Pete Pearce in charge, has been moving the dirt on the Caribou Dam site, regardless of the snow and ice. Walsh Construction Co. are in bad ground at both their tunnels. The snow is deep and it was 8 degrees below zero at the Butt Valley Tunnel this past week. Bill Brown has a few men on the outside to keep the snow off the road. Pete Whitehurst, Bill Riley and Walt Hughes are getting to be good snow buckers, too. Bechtel Corp. has had to curtail their concrete operation somewhat, on account of the cold weather—but a few warm days and they will go again. Baldwin Contr. Co. has taken over the Atlas Gravel Plant in Oroville and say they will make a real operation out of it.

The Firm of Richter Bros. of Oroville went out of business as such, on Dec. 31, 1956. The new name is B. C. Richter Constr. Co. Inc. of Oroville. Bro. Vic Stromer is Vice President and Bro. Paul Menefee is Secretary-Treasurer. We have signed an agreement with this new firm and we wish them well in their new venture.

H. Earl Parker Co. doesn't have too much work around here at the present time, but has road jobs in other districts. Ditto for W. H. Darrough of Yuba City. L. L. Rice & Sons have a few men around the district. O. K. Mittry & Sons have a large road job east of Quincy, Calif. and have started to clear the timber now. Mr. Mittry signed an agreement with us and will start this job as soon as the Division of Highways will permit it. We have no news as yet re: the No. 2 power house at Caribou, due to the bids being post-poned.

We were happy to see that the State Legislature passed the \$25,000,000 appropriation for the relocating of the highway and W. P. railroad to get ready for the Oroville Dam. They have had us on tenterhooks long enough—let us hope our dream is about to become a reality. Geo. Miller, of Reno, Nevada, has a 22B backhoe doing about two weeks work in Quincy. We have no news on Beale Air Force Base at this time, but we feel confident some contracts will be let in the early spring.

NEWS OF THE BROTHERS

We are happy to report Bro. Ed Neff is improving and is now home, but can't have visitors. Bro. Art Woods, an old timer, now retired and living in Oroville, dropped in the past month to say hello and wants to be remembered by all.

All together the picture in construction looks bright for this area and we say, "The sooner the dirt starts flying the happier we will be!"

—Les Collett & Bill Weeks

INDUSTRIAL REPORT: GLADDING, McBEAN CO.

The meetings announced below and those following will be very important as we are rapidly approaching the annual time of negotiations with the Company. Those members who have any sug-

gestions for contract improvements should write them down and turn them over to the departmental Committeeman, into the Joint Board, or bring them up at the General Membership meeting.

If you do this, your negotiating committee will be better armed for the annual "haggle" with the Company and better able to bring back a contract that will be more satisfactory to the membership. In regard to this matter, it should be pointed out that the entire agreement is open this year.

In April, we start negotiating with the Company on the matter of the Pension Plan. We are fairly well prepared with our demands for pension changes as this matter has been discussed to considerable extent at the membership meeting. We are experiencing more than a little trouble extracting any information from the Company that is of any value to us from an actual viewpoint. Either they don't know, or it's a great secret!

March meeting announcements: The Joint Board of the Lincoln Industrial Council will meet **Tuesday, March 5, 1957 at 4:15 p.m. in the office of the Lincoln Industrial Council, Lincoln.** The Committeemen are urgently requested to be present. The General Membership meeting will be held the following **Tuesday, March 12, 1957 at 4:15 p.m. in the City Hall Auditorium, in Lincoln.** All members are urged to be present.

GOLD DREDGING COMPANIES:

Yuba Consolidated Gold Fields has again gone through the agony of a re-organization. Insofar as the local operations are concerned, however, as near as we can find out, it will have no apparent effect.

A gentleman by the name of John L. McGara is the new president and general manager. According to reports, he is a manufacturing expert and will devote the majority of his attention to the Yuba Manufacturing Company. E. J. (Ernie) Gorman will be the secretary of the Company and consultant to the president on the mining operations.

Natomas Company is running along very smoothly with few beefs. Dredge No. 5 has about reached the end and this will mean a curtailment in the operations of the Company (although no lay off is anticipated at present) and it may be necessary to make some changes in the operations of the Company.

Yuba Manufacturing Company will be starting, if it hasn't already started before this reaches you, to dismantle a couple of dredges. One of them, is one of the old Capitol Company dredges at Folsom and the other is in the Merced area. It is our understanding that both are to be shipped overseas. This work will be done under the construction agreement and will supply a few of the boys work during the slack season.

Negotiations are also due to start in the gold dredging industry and it behooves the members to attend the membership meetings and let us know your wishes. You know we can do a much better job for the membership if the members show, in an unmistakable manner, that they back their representatives one hundred per cent.

NEXT MEETING NOTICES:

Yuba Consolidated Gold Fields: **Monday, February 25, 1957 in the Engineers Hall, 1010 "I" Street, Marysville.**

Natomas Company: **Monday, March 4, 1957 in the Veterans Hall, Folsom.**

Both the above meetings will be held at the following times:

10 a.m. for those unable to at-

THAT'LL BE THE DAY!



"The Boss thinks the Taft-Hartley Law stinks."

If a man says he sees eye to eye with his wife he simply means that his vision has been corrected.

There was a young lady from Trent
Whose TV antenna got bent.
The neighbors got crazy,
Their screams were all hazy,
For instead of receiving she sent.

"The police shot my dog."
"Was he mad?"
"Well, he wasn't any too pleased about it."

"The cause of the fire was friction," said the insurance adjuster.
"What do you mean?" his friend asked.

"A \$25,000 fire insurance policy rubbing against a \$20,000 house."

Many a man's wallet would be flatter if it weren't so full of credit cards.

ACCIDENTS ABOVE ILLS
Accidents of all types cause more disability than any one disease.

Bullards Bar Dam
Request for \$50,000 to the Army Engineers for study on a new Bullards Bar dam is included in the new budget submitted to Congress by President Eisenhower.

tend the night meeting.
7:30 p.m. for those whose work allow them to attend.
CONCRETE PIPE COMPANIES:

Like the rest of the work that is geared to construction or is subject to the same obstacles, as the weather, etc., things are quiet, although the plants are moving along at the same pace.

Discussion with the companies lead us to believe that the outlook for the future is very good. At least it will remain good until about contract negotiating time, which leads us to the same line that we have emphasized above—that is, the attendance of the meetings. **Your next meeting will be held: Monday, March 11, 1957, at 7:0 p.m. in the Memorial Hall, Gridley.** We hope to see you all present.

Personal Notes: Bro. Alfred G. Silvas departed from our midst since our last issue, on Sunday, January 6th. His death occurred after a long illness and while not unexpected, came as a shock. Funeral services were conducted Tuesday, January 8th, and interment was at the Lincoln Cemetery. Bro. Silvas, during his long illness had been kept in good standing by our Union, and his widow was entitled to the Local Union Burial Benefit of \$750, the special policy of \$1,000, and the International Union benefits. We use this space to again express to his family the sincere sympathy of the officers and members of Operating Engineers Local Union No. 3, and only wish that God in His infinite mercy had made it possible for us to be of greater service. . . . One year ago this month, your representatives were taking an active part in bringing in trailers to help house our members who were flooded out. Today the need for most of those trailers has ceased, and soon, according to the local news, they will be, if not already, vacated, sold and probably moved away. Time certainly has erased all evidence of the major catastrophe that we were facing this time last year.

—C. R. Van Winkle

BIGGEST EARTH DAM ON TRINITY

By E. A. HESTER and JIM JENNINGS, Business Representatives

On Feb. 5, bids were opened and the lowest one, at \$49-million, was \$11-million above engineer estimates. It was made by a combine of Atkinson-Bevanda-Harney-Ostrander-Teichert-Trepte.

By the time this goes to press bids will be opened on the largest earth filled dam ever to be built up to this time.

The work is situated eight miles north of Lewiston, California, Trinity County, on the Trinity River.

The excavation for the dam site alone will amount to over 7 million yards.

Bids will be opened in Weaverville Bureau of Reclamation office under the direction of Mr. L. B. Ackerman, chief engineer of this project, at 2:00 p.m., February 5, 1957.

The dam when completed will be 2,450 feet long and about 505 feet high, with a 2,600 foot base and a 40 foot crest, all in all in this contract, it consists of about 60 million yards of earth and rock to be moved, along with 450 acres of clearing for the dam site.

At the present time there are three large road jobs under construction leading to the dam site, which is scheduled to be completed late this year.

TRINITY TUNNEL NEARS DAYLIGHT

A final blast sometime early next week is expected to put daylight through the half-mile long Trinity River Dam diversion tunnel, now under construction at the dam site near Minersville. Kirk Fox, contractor on the job, expects his crews to "hole through" by Sunday or early Monday, barring any unexpected delays. He has made arrangements to have his workers take over the Gable restaurant near Weaverville on Monday night for the traditional "holing through" party.

While holing through completes the most difficult part of the tunneling job, there is still a lot of work to be done.

Fox said his men will have to spend two weeks backfilling with gravel, to make the diameter of the tunnel meet the exact required measurements. The measurements can't vary more than six inches.

Most of the inner walls and ceiling of the tunnel are supported with steel. When too much earth and rock have been blasted out the space will be filled with gravel.

Fox said another month will be necessary to dig out the "invert," the bottom part of the tunnel. Where the tunnel floor is now flat it will be rounded out so that a cross section of the tunnel will look like a circle.

The tunnel will be used to divert the Trinity river during construction of a huge earth filled dam, and will then serve as a penstock to send water through the dam's power station.

Construction of the tunnel has been delayed by a series of earth cracks, or faults, which caused serious slides as the crews tried to get underground. Underground the tunnel has to be shored up with steel bracing because of loose earth.

As the men got farther underground a huge pipe was run into the tunnel opening to suck out blast fumes and dead air, and pumps were running constantly to drain seepage water.

The cold weather has been only a recent enemy, freezing the pumps and slowing equipment. Tuesday the power went off for

only 15 seconds, yet one of the pumps failed to kick back on. In just a few minutes the pumps and its water line were frozen solid, and torches had to be used to thaw them.

3-SHIFT, 145 MEN

Fox has 145 men working three shifts on a six-day week. The shifts are divided into crews. One crew drills holes in the rocky end of the tunnel and inserts sticks of blasting powder. After the powder is touched off the rubble is hauled out and dumped along the side of the river where it will form part of the dam and then the process is repeated.

The crews go from one portal to the other so there is no lost time. While the power is being touched off the drillers and blasters are working on the opposite end of the tunnel.

Although Fox's work is almost completed on the tunnel, his firm, Gates and Fox, might be working on the Trinity River project for at least another year. There is more tunneling work coming up under the main contract for the dam, and Fox says his firm is "very interested in it."

An auxiliary tunnel will be built parallel to the existing diversion tunnel. This tunnel will release water through the dam but it will by-pass the power house.

More tunneling work is involved in the construction of a spillway, which will go straight down from the top of the dam then turn at right angles and empty into the river. The spillway will serve as a safety valve for the lake formed behind the dam.

Bids on the main dam, which will include all this tunneling work, will be opened Tuesday in Weaverville. If Fox has thrown in with the successful bidder, he will just stay where he is and put his crews to work on digging new tunnels.

We have a few contractors who are working skeleton crews and clearing on their new contracts, preparing to get under way when the weather permits.

NEW ACCESS ROAD

M. W. Brown was the low bidder of 4 million dollars on the access road leading to the Trinity Project from Fawn Lodge on Highway 299 to Lewiston.

The Trans Ocean Engineering Company at Lewiston has not lost any time up to now due to weather conditions and according to their superintendent, Harold Hudson, they are making excellent progress on their job in the Trinity mountains.

The Gibbons & Reed Company of in on their \$4,650,488 job on high-salt Lake City, Utah, have moved way 99 near Dunsuir and are working about 4 pieces of equipment at the present.

Peter Kiewit & Sons of Omaha, Nebraska, have started their \$130,000 job at Horse Creek on the Klamath River.

The Scheumann & Johnson Company of Seattle, Washington has halted operations on their job for the winter.

The state job at Mineral has 4 feet of snow on it. The clearing was sub-ed out to Alameda Crane Company of Alameda, California. The clearing will begin when weather permits.

At the present time the construction in the Susanville and Cedarville area is at a stand still. There will be several highway jobs in this area this summer. There is also work scheduled to break in the Siskiyou and Modoc Counties this summer.

We were very sorry to learn that Brother Red Hicks lost his right hand while working for Trans Ocean Engineering at Lewiston. He recovered quite rapidly and is now back on the job.

LET'S ALL WORK SAFE, AND TRY TO PREVENT ACCIDENTS AND LOSS OF TIME.



"He pulled this same trick at wage negotiations last year."

SACTO CLEARING UP SLUM DISTRICT

By PAUL EDGEcombe, ERNIE NELSON, ED HEARNE and BOB SORNSEN, Business Representatives

Ceremonies were held here Tuesday, January 29th, marking the initial stages of the demolition on the first building to be torn down preparatory to the west end redevelopment project.

Governor Goodwin Knight, who has an honorary membership card in the Operating Engineers Union, proved that he was a duly experienced operator by manning the controls of A. Teichert's Link Belt truck crane, pulling down the first wall.

When this site is cleared, office buildings, apartment houses and hotels will replace the "Tumble-down" houses. Also to be constructed is a designed parkway-traffic way to the State Capitol. Contemplated plans are for the area to be ready for new buildings construction by April 1st. Federal, State, City and contractor and labor representatives were present to see this important project get under way for the future progress of the Sacramento Area.

Another addition of industry to this area will be the new distributing and packaging terminal of the Ideal Cement Co. Plans are for a new million dollar plant to be erected in Yolo county one mile south of the Tower Bridge. Bulk cement will be transported by barge up the Sacramento river from their plant in Redwood City.

Hunt's Foods are planning to build a large cannery at Davis to process the many products grown in this rich agricultural area. Construction on this building should begin in the near future.

Construction work in general throughout the area has been hampered by heavy rainfall—much needed by the farmers—along with heavy snowfall in the mountains, which has thrown a major stopper on the highway projects. Activity will resume as soon as the weather man consents.

Earl Parker and Baldwin Construction Company were low bidders on the highway 40 section between Newcastle and Auburn for a total of \$2,369,000. Highway 40 will have three large projects in operation during this season.

Another major highway project to be awarded soon will be on Highway 89 from Truckee to Squaw Valley. Highway and public facilities will constitute the main activities, construction-wise in preparation for the 1960 Olympic games.

Other phases of the construction industry such as gravel plants, batch plants, and sub-division work has tapered off considerably, in accordance with the usual trend at this time of year, but we think it has taken a little more of a dip

than was expected. Business is increasing every day in the scrap yards. Both yards are now operating at capacity with prices at a peak.

Increasing of the test stands and further developments at Aerojet have made it possible for several contractors to start on their contracts.

Don't forget to make an appointment to donate a pint of blood to our blood bank. Members here in the Sacramento office are complimented as to their response when we need blood. Thanks a lot, and keep up the good work.

Highway and Levee Construction classes are held every Tuesday night from 7 to 10 p.m. at the American River Junior College. Brother John Brown is the instructor. Much enthusiasm has been shown and attendance is at a maximum.

Special notice to all members here in the Sacramento area:

We have arranged for the California Division of Industrial Safety to show films regarding safety precautions on heavy Construction projects. A representative from that office will be present to answer any questions as to the latest safety regulations. This meeting will be held February 27, at 8 p.m. at 2525 Stockton Blvd. All members interested are welcomed.

The Sacramento office is open every Thursday night till 8 p.m. Closed on Saturdays.

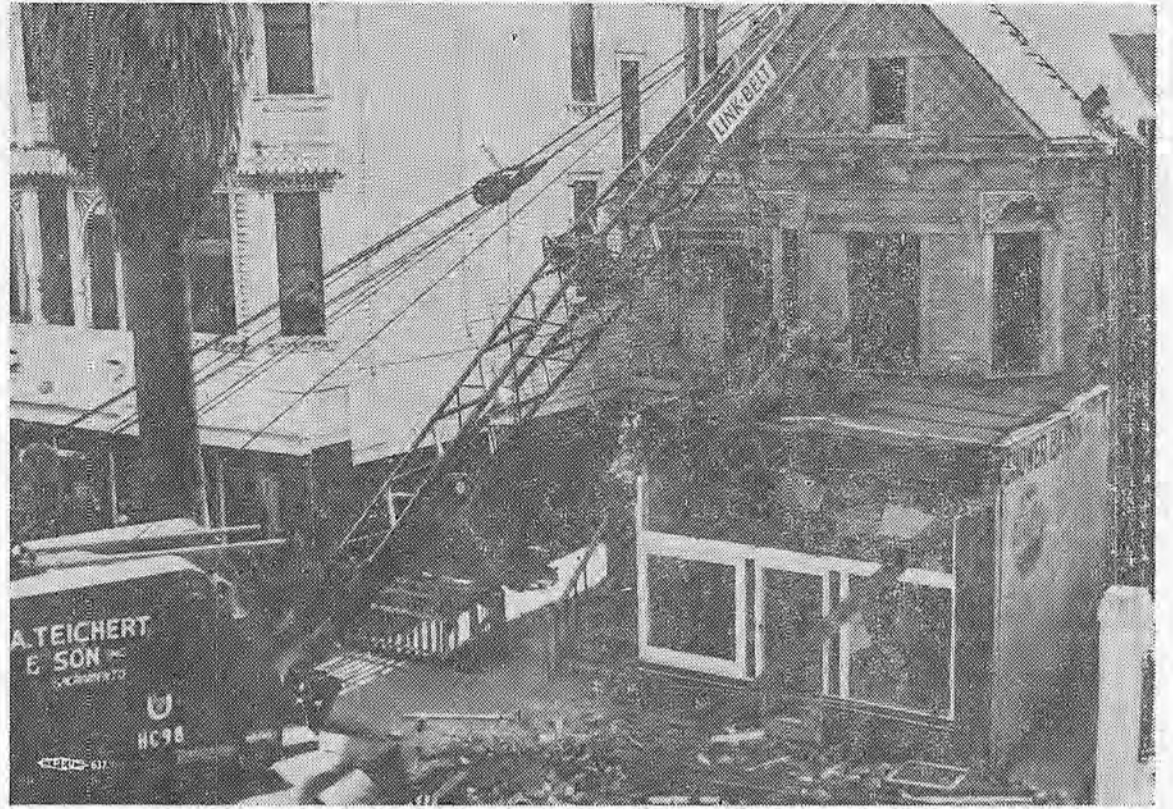
Blood donors for the month of January are:

- FRED D. LACERT
- JAMES C. WOOD
- VERN M. LINDSAY
- RAYMOND CULP
- A. VERCRUYSEN

SAN JOSE, contract awarded to Hackett Bros., P.O. Box 145, Los Altos, \$16,746, for const. VC sani. sewer in Brokaw-Schallenberger Rd., San Jose.

SAN JOSE, contract awarded to P & E Const. Co., 1620 S. 7th St., San Jose, \$9020, for const. RC storm sewer in Bascom Ave., San Jose.

SACRAMENTO, contract awarded to John Delphia & Fred J. Early Jr., Co., P.O. Box 607, Patterson, \$1,077,777, for 5.0 mi. gr. & pltmx. surf. on cem. tr. base & untr. base betw. Acorn Inn & King Solomon Mine, in MARIPOSA COUNTY.



MAKE WAY THE OLD, FOR THE NEW—This picture shows the "work" done by Gov. Knight on his first pass at the controls of the crane in this slum-clearance project in Sacramento. Union and city officials joined in making an event of this, as a widespread redevelopment program got under way.

OL' JUPE FINALLY HITS THE VALLEY

By G. LYNN MOORE, JIM MONROE and 'TINY' HELLING Business Representatives

The Valley hit the jack pot, as far as weather is concerned. We were going strong until the middle of January when the first rains of the season hit this area. The rain was needed badly but along with it came a severe cold wave, which shut down all paving operations in the area, and most jobs are proceeding at a much slower pace.

JOHN DELPHIA CO. and FRED J. EARLY CO. were low bidders on a \$1,077,000 job near Mariposa on the All Year Highway to Yosemite. This job is mostly widening the existing roadway and asphalt paving. The THOMAS CONSTRUCTION CO. have moved out of their job near Yosemite. They will return in the Spring to finish up.

KOVICK BROS. of Fresno were awarded a \$124,381 contract for relocating sewer lines in Madera. The Jackson Hopkins Company of Bakersfield were awarded a contract for \$80,000 to relocate the water lines on the same job. Both jobs are related to the Madera Freeway, which will be up for bids soon. L. B. WELLS CO. are still moving dirt, weather permitting, on the Volpa Bros. contract at San Joaquin. They have about 70,000 yards more to go.

THOMAS CONSTRUCTION have finished their job at Three Rivers and have moved their dirt moving equipment to Sonora. ELLIS CONSTRUCTION CO. are moving back to Traver. They have some shoulders and resurfacing on the Gordon H. Ball job at Kingsburg.

RICE CONSTRUCTION have a small job on Highway 41, south of Hanford and are setting up their hot plant at Coalinga; Gerald Brewster of Avenal moving the dirt; L. D. FOLSOM CO. will furnish the material.

CONSOLIDATED STEEL CO. are putting up steel storage tanks at Coalinga for the Union Oil Co. UNITED CONCRETE PIPE CO. are going strong. They are making pipe for Cen-Vi-Ro Pipe Company, so this will keep the boys busy for some time.

ROY PRICE INC., who have the contract for laying 220 miles of pipe for the Union Oil Company have run out of pipe on the northern end and have moved their spread to Avenal where they will start laying 16".

PACIFIC PIPELINE CONSTRUCTION are still busy "when they can get pipe" in their wrapping and double ending yard in Los Banos. BOB ALLEN CONSTRUCTION AND M. J. RUDDY CO. have small dirt jobs at Castle Field Air Base.

GRANITE CONSTRUCTION CO. were awarded a \$25,000 contract for pedestrian underpasses in Merced. RIVER ROCK CO. are busy grinding rock for the Atwater Freeway. The mountain work is confined to tunnel work mostly at this time. KINGS RIVER CONSTRUCTORS are making good progress at the Sawmill Flats addit and are in far enough to start excavating on the underground Haas Power House.

MORRISON WALSH & PERINI have one shovel, two cats and compressors at the Balch Power House addition. They also have a few mechanics repairing equipment at the Old Fish Hatchery site. The Diamond Drilling Company are drilling test holes at the upper end of Pine Flat Lake at the site of a proposed low level power house. Bechtel Co. have moved several cats from the mountains and have rented space in Fresno. This will keep their mechanics busy for awhile repairing. Contrary to rumors we have no news as to when the proposed Mammoth Pool project will go.

We have had many inquiries about the Lemoore Air Base. The only information we have is the Navy Department is buying land and they tell us it will be late this year or early '58 before any contracts are let.

Have had no response to our appeal for donations to the Blood Bank. Now that there are lots of Brothers off work it would be a very good time to make this donation. Let's get a group together and build up our BLOOD BANK.

CONSTRUCTION AWARDS

SACRAMENTO, contract awarded to Lord & Bishop, P.O. Box 812, Sacto., \$971,926, for const. substructure for bridge across Sacramento River at Rio Vista, SOLANO and SACRAMENTO COUNTIES.

OAKLAND, contract awarded to Gallagher & Burk, Inc., 344 High St., Oakland, \$12,896, for reconst. of Ney Ave. betw. 73rd & 72nd Avenues in city of Oakland.

MARTINEZ, contract awarded to Bartee Bros. Const. Co., Antioch, for dredging & channel excavation (approx. 167,000 cu. yd.) for 8-ft. channel to proposed yacht harbor at mouth of Alhambra Creek in city of Martinez. Work is to be located N. of Martinez Cannery and is expected to be in operation within 1 year.

New Yuba Plant

Work has started on a new Yuba City Plant for DiGiorgio Fruit company. The new \$100,000 plant will replace the long-used present structure.

An average lightning stroke carries about 20,000 amperes, about the same current required by a modern city up to 15,000 population.

There are about three million miles of roads in the U.S. or a mile of road to each square mile of area.

Stockton Praises State Plan to Let Winter Work

By ED DORAN, WALT TALBOT, ALBERT McNAMARA and C. L. CASEBOLT, Business Representatives

We believe, here in the Stockton area, that we have reached the poorest month for construction of the year. However, this past season has been an exceptionally good one for most of our members with little time lost because of bad weather. The lack of work at this time of year is due largely

to the fact that our state and local governments do not put work up for bid during the rainy season. The State is making exceptions to this old rule and we feel that in order for the highway program that has already been approved to reach its goal, it will be necessary to let more work during the winter months. Most of this work, of course, will be on the lower mountain roads where the snow is not a problem and there is enough rock in the ground to permit work during the rain.

Work is still progressing on the Tri Dam project, although many men have been laid off as their jobs have been completed.

Thomas Construction Company from Fresno was the low bidder on the relocation of the O'Brynes Ferry Bridge above Tulloch Dam. The new bridge will be one hundred and twenty feet high, which makes it quite a bridge for this remote area.

Roy Price, Inc., who has been laying pipe for the Union Oil Company, had to move to the Avenal end of the job because they could not get the eighteen inch pipe delivered as fast as they could lay it. They plan on starting now at Avenal because this is a twelve inch pipe and by the time they get back to the eighteen inch pipe they will have enough wrapped to complete the job.

A. Teichert & Son on the Mossdale job have had good weather for their fill hauling and should have the base all prepared for concrete early in the summer.

M. Malfitano & Son and Basalt Rock Company are making good progress on the San Joaquin River levee realignment and rip-rapping.

Several small jobs in and around Stockton are keeping the local contractors busy from time to time. R. Goold & Son on sewer work, Nomellini Construction at the Port of Stockton, S. M. McGaw

grading and paving, Consolidated Western unloading steel at the Port for the new wine storage tanks and Stanfield & Moody grading and paving in Tracy.

Claude C. Wood Company of Lodi was low bidder on the Mokelumne Hill job on Highway 49. The new road will bypass on the south side of town. If weather permits, work will probably be under way by the time this is in print.

Hood Construction Company has started boring under the road ways along the Southern Pacific track. Most of their equipment has been moved to Barstow to do 28 miles of pipe line before starting here.

George Roek started his high school job at Lincoln Village north of Stockton. This job will keep a few of the brothers off the out-of-work list.

We have four dredges working on the levee in this area. The Olympian Dredging Company has the Holland, Neptune and Monarch. The Dutra Dredging Company has the Alameda on the small levee jobs.

William Lyle Company and D. A. Parrish & Sons keep a few of the members working around the Stockton area on small trenching jobs.

Last month we had a good sized list of members who are sporting the 1957 year button and this month we have about the same number. This is a good indication that most of the members had a prosperous 1956. They are:

- Jack W. Harley, Joseph Adams, Clarence Dump, W. H. Edwards, Salvadore Mauro, C. E. Vivion, Frank C. Murray, James Lampley, Forrest Pritchard, Vernon S. Swanson, Peter F. Storch, Clyde H. Dunsing, S. C. Haire, George W. Holder, Merle Warner, Vernon Dark, C. B. Sowash.

Brothers: We have several W2 forms that have been sent to this office. If you gave this office as your mailing address or worked in this area and have not received your W2 form, please give us a forwarding address. Another matter that deserves your attention is that when you work for more than one employer you should check into any overpayments that you may have made on the State Disability Insurance and your Social Security Insurance. Each employer withholds the maximum and any overpayment will have to be applied for as no money is refunded unless claims are filed.

Demand the Union Label!

Winter Slows Down Work in San Jose Area

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

The recent rains and the extreme cold that we have experienced for the past few weeks, have shut down many of the jobs in this vicinity. Some of the contractors have shut down completely, while others are working on a very small scale. As usual at this time of the year, we have a great number of the Brothers on the "Out-of-Work" list.

However, work should be good in this area this spring, as several good sized contracts have been recently awarded.

The I.B.M. Plant is planning to add more buildings which will amount to approximately \$3,000,000. Haas and Haynie on this project have been shut down for the past three weeks due to a steel shortage, but have recently resumed operations. Ed Keeble still has several pieces of equipment working on this job.

Swinterton & Walberg are still busy on their job at the Container Corporation and have started another job near the General Electric Plant on South First Street.

Leo F. Piazza Paving Co. were the low bidders on two street jobs for the City of San Jose which total about \$34,000.

E. T. Haas have started work on their 12-inch water pipeline job on Calavaras Rd. This pipeline will extend about 10,000 feet and should keep the brothers busy about a month. Associated Engineers have started work on their sewer job in the same location, but have been slowed down due to the soil conditions.

While there has been a decided lack of work in construction, work at Permanente, located in Los Altos has increased tremendously. Some jobs in this plant are working three shifts and have been working seven days a week. Much of this over-time has been the increased demand for the foil made at this plant.

P. & E Construction Company and Associated Engineers are still busy on their underground jobs on the Stanford site.

McNeil Construction Company is still at work on the Lockheed Experimental Plant and anticipate other additions to their present contract. The same situation prevails at the Lockheed-Sunnyvale Plant with Hilp & Rhodes the prime contractor.

Frederickson-Watson have suspended operations temporarily as the Navy is considering another 800 foot extension to the existing run-ways.

Bids will be opened about the middle of February on the cloverleaf and over-pass at Moffett Field and the Bayshore.

Charles Harney Company are still hauling import to the Free-

representative as well as by your officers. Why not try it in 1957 and come to your meetings.

Contract negotiations are still in progress with the hospitals, hotels, Crown By-Products Company, and have been opened with the Ice Industries. We are experiencing difficulty with the hospitals as in this area they are reluctant in signing contracts, suggesting rather that a letter agreeing to various items and working conditions instead. We are pressing for a contract.

With respect to the Ice Industry in the Salinas-Watsonville areas will state that at no time since 1945 have we found plants finding it necessary to lay off most of their men, at least for a period until crops will be coming in, especially in the lettuce fields. We have not found work for a number of them as yet.

I can report that progress is being made with negotiations for the Valley Fair in San Jose, Calif., and action is being taken to correct friction existing at the Tuxedo Candy Company plant. We believe the matter will soon be adjusted satisfactorily.

I have to report that Brother Tom Turk, employed at O'Connor Hospital, suffered serious illness but is now at home convalescing and we wish for him a speedy recovery.

We have held our regular monthly meetings here in San Jose, and have attended Council meetings both regular and special.

May I in conclusion respectfully ask that you come to YOUR meetings. I believe it will be beneficial to all.

way jobs at Palo Alto and Menlo Park, with Macco Construction Company driving piles for the structures.

Oscar Holmes has started his Highway job at Boulder Creek and expects to complete the clearing during the winter.

Granite Construction Company were the low bidders on a \$142,101 contract for a housing project at

Fort Ord. It is expected that this firm will also get the road job to be let soon between King City and Greenfield.

Johnson, Drake and Pipe Company are busy at this time on the prison job at Soledad, pouring concrete for new structures. They have set up a Batch Plant on the job site and have two truck cranes in use.

Timely Hints on Jobless Ins. Benefits

With this issue, Engineers News presents the first in a series of question about California' employment security system and authentic answers supplied by the Department of Employment.

This year marks the twenty-first anniversary of the Legislature's enactment of the California Unemployment Insurance Code. Through June of 1956, unemployment insurance benefit payments since the law's passage totaled \$1,765,319,770. The Unemployment Fund balance as of June 30 stood at \$905,027,874.

This year also is the eleventh anniversary of California's disability insurance law, which was a 1946 amendment to the Unemployment Insurance Code. Disability insurance and hospital benefit payments have totaled \$291,879,891 (through June 30, 1956 and the Disability Fund balance as of the end of June was \$142,640,877.

Proper use of the unemployment insurance and disability insurance programs depends upon understanding of the law and its administration. This "question and answer" series will explain the worker's rights and responsibilities under the state Unemployment Insurance Code. The series will begin with unemployment insurance.

Q. Who pays for unemployment insurance?

A. California employers pay the entire cost of unemployment insurance through a tax on payrolls. Workers do not pay any of the cost of unemployment insurance. (The one percent tax on wages which the employee pays under the unemployment insurance law goes to the Disability Fund. Workers pay the entire cost of disability insurance. Employers do not pay any of the cost of disability insurance.)

Q. What are the basic requirements for eligibility for unemployment insurance benefits?

A. You must be unemployed, physically able and available for work, willing to take a suitable job if it is offered to you, and be doing everything you can to find work. Your eligibility to receive benefits will be examined closely if you: (1) Quit your job without good cause; (2) Were discharged from your last job because of misconduct connected with your work; (3) Left your work to be married, or because of other family or domestic reasons unless you are the sole or major support of your family; (4) Let your work because of a trade dispute or strike; (5) Refuse to take suitable work; (6) Fail to apply for a job when sent by the department; (7) Fail to do your best to find a job; and (8) Make a false statement or withhold information to obtain benefits.

Q. Where do I go to file my claim for unemployment insurance?

A. Inquire at any local office of the Department of Employment. As a rule, you will file your claim in the office nearest your place of residence. However, in the Los Angeles and San Francisco Bay areas the department has offices which serve specific occupations and industries. Residents of San Francisco, you are unemployed, and wish to file a claim, should do so at the Commercial Office, 801 Turk Street; Oakland residents at the Commercial Office, 1529 Webster Street; residents of other Bay Area cities, at the local office in, or serving, that city or locality.

Q. How soon after I become employed should I contact an office of the department?

A. Immediately—to register for work. If no suitable work is avail-

able for you, the second purpose is to file a claim for unemployment insurance.

Q. If I have registered for work with my union, must I also have a registration with the Department of Employment?

A. Yes, if you wish to meet one requirement for eligibility for unemployment insurance.

Q. How much money must I have earned to be entitled to draw unemployment insurance?

A. Your claim is not valid if your total "base period" wages were less than \$600. If you receive more than 75 percent of your wages in one quarter you generally will need at least \$750 in total wages. If you had a claim last year, the \$600 or more must have been earned during your last benefit year.

Q. What is a base period?

A. It is a 12-month period, the earnings during which determine whether and how much unemployment insurance benefits you may qualify for. The base period is the 12-month period ending four, five, or six months before a claim is filed, depending on a formula involving the month of the quarter in which your claim is filed.

Q. If I am eligible, how much do I get each week?

A. Your weekly benefit amount will not be less than \$10 nor more than \$33.

Q. How can I find out exactly why my weekly benefit amount will be?

A. Your nearest local office of the department has literature detailing the scale of weekly benefit amounts.

Q. Just how do I file my claim?

A. When you first go to the office of the department you will be given an information pamphlet, an application for work, a new claim set and an initial claim statement. You will be asked to fill out the forms and return them at an appointed time.

Q. Why is it necessary that I return the application and claim forms at an appointed time?

A. It is necessary in order to arrange for enough time to review with you your experience and qualifications and be sure your application properly reflects your abilities. This application represents YOU to the Department of Employment and, based on it, you are considered for the job openings the department receives. Also, your claim is completed at this time and you are advised what you should do about looking for a job if you wish to be eligible to collect unemployment insurance.

Q. Will I be paid right away?

A. No. Generally you will have to wait two or three weeks. In any event the first week after the claim is filed is called the "waiting period," and benefits are not payable for this period, then or later. This will be explained fully later on.

(Continued in the next issue)

The persuasive insurance salesman had sold a policy to the father of an uneducated backwoods family. The payments came through the mail for seven years then suddenly stopped. The company sent several formal notices then received an explanation:

"Dere sirs: Please excuse the stoppage of payments on Ben. We can't pay his insurance because he died last September."

A new automobile can keep you strapped without safety belts.

THE NEVADA ROUND-UP . . .

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

Dear Old Man Winter has caused the slowing down of the highway work in the Great State of Nevada, especially Isbell Const. Co. on the Spooner Summit Highway job, however they expect to start again as soon as the weather permits. In fact just about every Monday morning they hope to start, but the snow and frost discourages them and Mr. State Engineer enters into the picture—Maybe too much frost today. But I am sure the company is just as anxious to get started as the Dear Brothers that work on the job and are still waiting around drawing their rocking chair money, hoping they can go to work real soon for Isbell.

Brother Bill Boegle, and his faithful crew are at Isbell Rock Crushing Plant on East Second St., Reno, Nevada. Brother Ray Barber, and his good oiler, Brother Delbert Benner from Virginia City, really keep the trucks rolling so that Brother Clinton Green and Martin Rosso can keep the crusher going. However, Brother Rosso and Boegle had a slight accident pouring a bearing the other day. Maybe Bill poured some water in the hot lead or breathed too heavy when he was too close to the lead dipper, but they are O.K. now. Brother Green wasn't around when the excitement started—good man that Green man.

Isbell Shop crew, I imagine, are getting more Union minded than ever before. Maybe when the bad weather is over and things look a bit brighter, they all will be Union in the shop.

Lagrange Const. Co. has three complete crews working on his big sewer job in Reno, Nevada. Brother John DeLagrange, better known as the Little Man, has Victor A. Batie as his Superintendent, who does a good job for the Little Man. Now that Little Man is doing O.K. with the help of Mr. Harold Imelli, the Office Manager, Payroll manager, and other things around the establishment. Then there is the Yard Boss, Mabel M. DeLagrange, that gives orders to most everyone around the place, including the Little Man and Imelli.

Young & Smith Highway job in

Gabbs Valley, Nevada has been going good all winter even with the bad weather, but is should with such a good crew. C. E. (Spike) Wilmoth the HDRM Foreman Brother Al Henderson (No. 12) & Grade Foreman, Lawrence Ferguson on the blade, Brothers Joe Armas and Hank Keichler on the pulls.

Had a nice long letter from Bro. Tommy Eck over in Pakistan with Morrison-Knudsen — seems to be doing fine. He says he had a swell vacation and toured Germany. Now he's back on the job working on a power house—not too much dirt—but a little rigging. Says M & K has some equipment idle as no new work has been approved as yet. So maybe Tommy will get home a little early. He's due in September and it sure will be good to see Brother Eck again. He sends his regards to all and I'll take this opportunity to pass them on.

FROM BANGKOK

Had a Christmas card from Bro. Carl Sund and he is working in Bangkok, Thailand. Don't know too much about what he's doing but will write and ask some questions. He and Brother Eck should get together—Tommy says that's quite a place.

Brother Dan Sutherland, from Lagrange Const. Co. and Brother Duane Vogler, from Lovelock, Nevada have sure been starting the New Year all wrong—in and out of the hospital. Brother Sutherland is operating a pair of crutches, as he just had his heal re-operated on. Brother Vogler had his back operated on and had a disc taken out. He feels he'll be ready for work again by May. Hope both of you Brothers will be dancing a jig soon.

Brother Jack Monroe saw a few snowflakes go by Wiechmann's crane at the new building at the Capital in Carson City, so he is tucked in bed at the Carson Hos-

pital—Brother Lloyd Burger has taken over for him until Jack is up and around again. Hope it won't be too long.

AROUND THE CLOCK

Consolidated Coppermines Corporation has been working "around the clock" as usual this last month, with only a couple of lost shifts due to hazardous weather conditions. There has been several snowstorms in the past two weeks that have threatened to hamper the operations and possibly close them down for a short period of time, but dozer operators and blade operators managed to keep ahead of the snow and kept all of the roads clear for the haulage units. The temperatures have dropped down as low as twenty five below zero thus far, but the heavy snow and low temperature doesn't stop the operations unless the haul roads become iced before the snow can be removed or unless the visibility becomes too hazardous for the truck drivers to drive in. Otherwise, the ore tonnage moves as scheduled. Con Copper has cut off the second prospect drill in January, and this brings an end to the prospect drilling operations for the present time at least. The nine men of that crew have been transferred to the mining department, on the Rotary drills. Brothers K. C. Thompson, Bill Hinkle, L. F. Montgomery, L. F. "Boomer" Jaynes, Merlin Wilks, Albert Miller, John Ashe, John Almborg and Chesley Turner were the Brothers that made up the crew, and they sure hated to see the prospect drilling come to a close, as they liked them deep holes and working off by themselves.

Brothers Elbern Sorenson, Wm. "Bill" Affleck, Ralph Clinin and Brother James Grant are taking care of things in good stride and keeping very busy at the machine shop. These Brothers are never idle, and lately, it seems as though they will need added help in order to stay even with the work.

Isbell Construction Co. hasn't received any new contracts here as yet, but everyone is still hoping to hear the god news of another long term stripping contract being awarded to Isbell. The shop crew, consisting of Brothers Mike Bellino, Weldon Alsup, Lester Wilbur, Ordie Lee and pusher, Don McGowan are still busy repairing the equipment and getting it ready for another job. It looks like they will keep working for another two or three weeks, before they run out of machines that need repairing.

As for the northern and eastern sections of Nevada, there are several jobs that will go in the spring, but heavy snow and severe cold has shutdown all of the road work until sometime in March or sooner, should that old sunshine turn on the heat sooner than expected. When the weather does break, we look forward to a fast and busy season in all parts of the district.

SOUTHERN UTAH

Southeast of Ely, Nevada, over the Utah line, between Garrison and Milford Utah, Whiting and Hammond Construction Company have been keeping about a dozen of the Brothers working on their road job there. The sub grade is done except for a small section that is being finished by the cat and cans, where Brothers Clarence Hansen and Pat Caldwell are doing their stuff along with Brother Oren Sawyer, their push cat and dozer operator. The rest of the crew is busy crushing and spreading gravel. Brothers Toby Kramer and Grant Hickens are on the dozers, feeding the crusher, where Leland Griffin and his oiler Jim Lyman are keeping the rock flowing.

Brothers Dewey Lund and Lester Hansen are the hard-hitting HDRM on the job and on the grade, Brothers Clint Erickson and at times Lester Hansen are on the blades working like beaver to keep up with the trucks.

Brother Grant Palfreyman is the Super on the job and keeps everything rolling. This was my first trip out to this area, since it was just assigned to me, and the first time that I have had to cover a road job in the State of Utah, and I want to thank these Brothers for the courtesy and cooperation that they extended to me while I was covering the job.

FISH AND GAME NEWS ITEMS

What You Got There, Boy?

At first glance it looks like an over-grown eel, with a fish tail, but no it's a sturgeon, eight feet long and 277 pounds—and it took this fella 30 years to attain this size!

This San Francisco News photo shows him strung up at Port Chicago, with his proud conqueror standing by, Catalino Diangson of San Francisco. The encounter took place off Port Chicago.

Studies by the Fish and Game department show that sturgeon increase in size and weight very slowly, reaching the 40-inch size about the seventh growing season. Department men netted and tagged 1,003 adult white sturgeon in making the study.

The average 40-inch sturgeon weighs only 15 pounds, while a 50-inch weighs 38 pounds and is a real fighter.

The sturgeon population in San Pablo Bay was estimated in 1954 at between 9,000 and 16,000. Six and 16-year-old fish comprise 50 per cent of the population. There were practically no fish found in the 9- to 13-year-old classes.

There is no evidence yet to indicate when the female sturgeon first lays eggs. Studies on the Columbia river indicate it occurs about the 11th or 12th year.



Wage Gains Cancelled by Living Costs

The continued upward spiral in the cost of living in 1956 cancelled out a major part of the real value of wage advances won by unions during the year, according to the Collective Bargaining Report issued by the AFL-CIO Dept. of Research.

Although wage increases were generally larger than the year before—running roughly 3 to 5 cents more than the most common settlement levels in 1955—they were offset by an increase of 2.8 per cent in consumer prices from January through November 1956.

By contrast, the report said, the increase in the preceding year (from January 1955 to January 1956) was only three-tenths of 1 per cent.

The rise in the cost of living during the year "was not actually a significant influence in most of the year's negotiations," the Dept. of Research pointed out in its report, "for the bulk of the rise occurred in the latter part of the year after most major negotiations had been completed."

A number of significant factors were cited by the report as responsible for the larger 1956 wage increases, including: "generally high-level business activity, the excellent profit position of most industry, a relatively tight labor market in many areas, and the influence of settlement levels elsewhere, combined with vigorous union insistence on substantial

LOST VOTES

The American Heritage Foundation estimates that 17,000,000 Americans were unable to vote in the November election because of restrictive election laws in many states. One of the principal causes for this high figure is that 21 states lack laws allowing workers time off to go to the polls.

wage advances."

A wide variance in benefit improvements accompanying the wage increases was also reported, with most negotiations providing for liberalization in such major benefits as health and welfare, pensions, paid vacations and paid holidays.

There was a continuing trend during 1956 toward the signing of long-term agreements, the Dept. of Research reported, and as a result the picture for the coming months is influenced heavily by the fact that no bargaining is scheduled this year under many major contracts.

These long-term agreements generally provide for fixed increases, averaging 6 to 10 cents an hour effective this year, plus additional cost-of-living adjustments. An estimated five million workers are slated to get these deferred increases in 1957.

REDWOODS DEEP IN SLUMBER

By K. A. "KEN" BROOKS & DANNY "O" DEES
Business Representatives

Brothers, things are sure quiet in this area right now. We sure hope we have an early spring as there is plenty to be done and so much more work to come out.

It seems the only thing the contractors are doing is repair work. The weather really hasn't been so bad but so un-certain and we've sure had a variety at different times, it even had the nerve to snow a little a couple of days in Eureka. We trailerites have had to man the hot water bucket to thaw out the water line on two occasions, real cozy job before daylight in the morning, but that's one of the perils of the construction business so let's not complain; we wouldn't be happy in any other line, I'm sure.

We have had some encouragement on the Ruth Dam, the city of Eureka and one Pulp Mill has contracted for water from the dam. The city of Arcata is in the negotiation stage, also another Pulp Mill at least will be needed before construction can be started. We hope this goal can be reached this year.

The last information we had on the Dyerville job on Highway 101 was that we might expect an early March letting. We will pass the work on as soon as we hear anything worth while.

Norman I. Fadel, Inc., is making good progress on the clearing on their highway job at Big Lagoon. There is over a million yards to move on this one, sure is a nice job for those DW 21's.

Work gets under way on Navy's \$2 million Oceanograph Station. The U.S. Navy has come to stay in Humboldt County and after the last nail has been driven into the Oceanographic Station overlooking Centerville Beach in Ferndale, Uncle Sam will have spent nearly \$2,000,000.

The station, which will cover 36

acres of rolling land along the wind-swept, foggy coast, is expected to be ready for its scientific and apparently not hush-hush function by August 1.

The station will be virtually self-sufficient of the outside world. In almost every respect it will be similar to a small town.

The station, which is being built by the Price McNemar Const. Co. of San Francisco and Los Angeles, is one of two ocean-study projects the navy has underway in Northern California. The other is being built at Pt. Sur near Monterey.

Approximately 150 men will have been employed by the Price-McNemar people when the station here is finally finished. Construction began at Centerville on December 6 of last year. The 89 enlisted men and 8 officers the Navy will maintain here permanently are only going to be interested in studying the ocean.

Brothers, please don't forget the Blood Bank, you might be the one to need it.

SACRAMENTO, contract awarded to Basalt Rock Co., Inc., P.O. Box 538, Napa, \$696,493, for levee const., stone prot. surf. levee crown w/cr. min. aggr. w/surf. trm t., irrig. facils. & rem. and reinst. exist. irrig. facils., Ryer Island, along Steamboat, Cache Slough, SOLANO COUNTY.

PALO ALTO, contract awarded to Don Gordon, P.O. Box 645, Los Altos, \$14,000, for const. conc. bridge over Scale Canal at Greer Rd., city of Palo Alto.

'High' Again!



Survey Notes

500 MILES OF PIPE LINES

By AL BOARDMAN and BILL MINAHAN, Business Representatives

McIntire & Quiros have 36 of our members working for 10 hours a day, six and seven days a week. This firm is doing all the engineering on the Union Oil Company's pipeline job from Orem to a terminus near Bakersfield.

Haas & Hayne recently hired a crew to lay out another unit of the Crown-Zellerbach project at Antioch.

We have been expecting some additional work from the Bechtel Corp. job at the Associated Oil Company's Avon plant. They are currently using two parties and we don't know at this time when they will be ordering additional surveyors.

Engineering Management, Inc., has hired Edward P. Schwafel, Civil Engineer at Vallejo, to do some relocation work on the Southern Pacific Co. pipeline project, which runs from Richmond to Fallon, Nevada.

We were finally successful in having the Federal Housing Administration certify a Union firm to do soil testing in this area. The San Francisco Regional office of F.H.A. denied certification to this firm. This action made it necessary for your Union to use political influence in Washington, D.C., to have the National Administrator of F.H.A. reverse the Regional Office's ruling.

Final agreement was reached last week with the Pacific Manufacturing Co. of Santa Clara, California, on a contract covering mill draftsmen. The new agreement is for 17 months with a termination date of May 31, 1958. The new agreement calls for a \$29.00 per month increase for all journeymen. This is the eleventh year in which these draftsmen have been covered by a collective bargaining agreement. Their contract calls for 10 paid holidays, two weeks vacation with pay, New York Life Welfare Plan and the Senior Mill Draftsman with minimum of \$525 per month rate of pay. Ten years ago the Mill Draftsman drew \$300 per month and there was no welfare plan.

A new meeting set-up, with the monthly 3E meetings discontinued and a quarterly meeting arranged, has been sanctioned by your manager. The next meeting will be Friday, March 22, 1957, at 8 p.m., 474 Valencia St., San Francisco.

CONSTRUCTION AWARDS

SACRAMENTO, contract awarded to Norman I. Fadel, 7101 Radford Ave., N. Hollywood, \$977,644, for 3.5 mi. grade and inst. drng. facils., betw. Patricks Point State Park & 0.3 mi. N. of Big Lagoon, HUMBOLDT COUNTY.

SACRAMENTO, contract awarded to A. Teichert & Son, Inc., 1931 Stockton Blvd., Sacto., \$709,725, for const. sewage pumping plant, treatment plant & trunk lines in Manzanita Sewer Assessment Dist., SACRAMENTO COUNTY.

OAKDALE, contract awarded to Thomas Const. Co., P.O. Box 683, Fresno, \$458,355, for const. (O'Byrne Ferry Bridge & Approach Rd., Tri-Dam Proj.



"Junior, we're ready now... Junior: NOW where is that kid."

Utah News Roundup

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

Cold weather and with winter still hanging on, it has worked to a disadvantage to the contractors and members for the past two months; however, as of this report, work in the state has started to look up with six new road jobs just let.

L. A. Young and Vernal Sand & Gravel were jointly low bidders on the section of Highway 40 between Myton and Roosevelt at the figure of \$711,901. Work can, and we assume will, commence very soon, as much of the needed equipment is in close proximity of the job. The 19 degrees below zero weather in that area in recent weeks is probably over for this year and the job itself lies in good dry country so work can commence immediately. Local No. 3 has good relations with both of these companies and although they pretty well have a full crew of regular employees, we expect to place some more No. 3 men on the job.

Howard Construction Company was awarded the schoolhouse job at Kearns and work was started last week. It should be in full swing by the time this reaches press.

Huber and Rowland Company has a small job going at Cudahy Packing Plant and during the last week an agreement was reached with this company after several years. So in the future you should see the familiar No. 3 buttons on the hats of all their operators. We feel we have made great gains with this company and also they are expanding more and taking larger jobs all the time.

Tolboe and Harlin Company is also expanding. As of last month this company has added two more rigs, a P & H truck crane along with a Lorraine crawler to their fleet which they will soon put on the new Mt. Fuel Co. bldg. on 1st South and 2nd East.

Thayn Construction Co. is laying drain pipe on the Airport job but as yet have not started the dirt work. They have 5 pulls, 2 backhoes and 2 blades along with 4 or 5 cats. So, as soon as the weather breaks this job will go two shifts, with quite a bit of overtime.

Chytraus Brothers were awarded the construction of an Armory at Bountiful and have started excavation with Brothers Ed Thacker, Bill Hodges and Lester Sweat on the job as of now.

Also on the job is Foss Lewis Company of Bountiful with whom we have a small problem that we expect to have rectified by the time this reaches you.

If during the past few weeks you noticed a lot of activity around Statewide Construction Company shops, 4500 South Main, it was simply that everyone there was excited about loading out equipment and moving their job in Arizona, with the happy thought of leaving this below-zero weather and going to the land of sunshine and cactus. This would be enough to stir the enthusiasm of any warm blooded operator especially for the next few months. So hurry and complete that job boys and come on back, as there are some good jobs coming up here in the early Spring.

Utah Construction Co., is still working at Wanship trying to complete the penstock and tunnel this month, so that Davis and Butler Company can move in and go to work on their end of the power plant to be built there.

The water at Wanship has already begun to back up into quite a pond and as soon as we get some

SACRAMENTO, contract awarded to A. Teichert & Son, Inc., 1931 Stockton Blvd., Sacto., \$1,987,320, for 5.6 mi. freeway tog. w/frontage rds. & ramps graded & pave w/ conc. on cem. tr. sub., pltmx. surf. on untr. base & RR ovr. hd., 2 overcrossings & r bridges const. bet. 1.8 mi. S. of Consumnes River and 0.2 mi. S. of Elk Grove Rd., SACRAMENTO COUNTY.

BIGGEST MONUMENT
Katmai national monument, 2,697,590 acres of virgin wilderness in Alaska, is largest of the national monuments.

warm weather we should see quite a lake.

R. M. Jensen is about through with his road around the east side of the lake, making easy access to the recreation areas that will spring up there next summer. So even though we are right now at the slowest time of the season in Utah, the future for 1957 looks brighter than we have seen it for many years.

Southern Section

At the present time our big beef is with the weather. The near zero recordings of the past week, have driven the frost in up to 24 inches. This has put a screeching halt to busy in the Orem district have given up until Spring. The same pattern is being followed throughout the state.

Work was curtailed in the southeastern part of the state by a snow storm. We have had no word that from 18 inches at Bluff, Utah to 30 inches at Monticello, Utah, were recorded after the recent storm. Several members were unable to get back to their jobs because of snow-blocked roads. The snow was welcomed by most because of this area being a most critical part of the drought area.

Three more road jobs fell to local contractors in the Southern Section. W. W. Clyde Company submitted the low bid of \$1,099,369 for a 18 1/2 mile section of the Kanab, Glen Canyon road. Germer-Abbott and Waldron Company from Tremonton, Utah were low bidders on 8 1/2 miles of the same road. The bid being \$555,159. These two projects are the first phase of a road from Kanab to the Arizona state line. There are three bridges on the Clyde segment and one bridge on the G.A.W. segment to be advertised for bid later.

The sewer contractors who were James Reed Company from Salt Lake City were low bidders on 7 1/2 miles of road starting 1 mile north of the Colorado River and continuing north to seven mile wash. This job will be a 3 1/2 inch bituminous surfaced road and 2 concrete bridges. Construction will start as soon as the award is made. Our very good friend, Art Cranmer will be the Superintendent on this job for Jim Reed. Most of you will remember Art as being with Whiting and Haymond Company in recent years.

Word has reached us of a multi-million dollar coal treatment plant at Wellington, Utah by the Geneva Steel Company. If this is so, we can expect some trouble from District 50. They do not have the mechanics for such an undertaking but we will hear from them.

Northern Area

The work prospects for the coming season are beginning to take shape and the situation appears very good. Several additional jobs have been advertised for bid this past month and a number of the employers are just waiting for the weather to improve before starting on the jobs now under contract.

The Floyd S. Whiting Const. Co. has moved to the \$953,088.50 Weber Canyon road job between Henefer and Devil's Slide with four rigs, 6 cats and some Euclids and should be well underway within the next few weeks.

Bids are to be opened on February 19 for the \$800,000.00 road relocation work around Pine View reservoir near Huntsville. Some of the work on this job will need to be completed early due to the additional storage facilities created by the raising of the Pine View Dam.

Theo Woods has been awarded a \$200,172.79 contract for the digging and laying of 4 1/2 miles of sewer lines in Ogden.

The Olson Construction Company has been awarded a contract for additional facilities at the Thiokol Chemical Company plant

Schedule of Meetings for Construction, Lang Co., Sand and 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 St., S.L.C.

Construction and Sand and Gravel Membership Meeting, 3rd Friday of each month, Labor Temple, Ogden, Utah.

Construction and Sand and Gravel Membership Meeting, 3rd Tuesday of each month, Labor Temple, Provo, Utah.

Vitro Uranium, Lang Company, State Road and Western Phosphate Meetings to be called.

Cedar Iron Mines Membership Meeting to be called.

Kennecott Copper Corporation meeting to be held Tuesday, Feb. 26 at 8 p.m. at the Midvale City Hall.

west of Corinne. More construction is scheduled for bid on this project in the near future.

Plans for specifications are to be available within the near future for the Marquardt Ram Jet Engine testing facilities at Little Mountain west of Ogden.

The Wheelwright Construction Company has a number of engineers busy on Promontory Road and Ogden sewer work.

Davis and Butler has a small crew busy in Ogden and expect to get started on the Bureau of Reclamation Power plants at Gateway and Wanship.

Gibbons and Reed Co. is crushing and stockpiling material at their hot plant. The Old Plant has been dismantled and the Madsen plant from Salt Lake is to be moved here.

The Morrison and Knudsen Const. on the Salt Lake Fill project for the Southern Pacific Railroad is progressing after some delay. So the situation appears very good and all that is necessary now is some good weather.

Bingham Area

At the Utah Construction Co. Tunnel job, Duke Miller is having better luck. The ground is getting better and some headway is being made. A week ago the motors went on so it begins to look better and there and we should have some call for more men in the near future.

On top, at Utah's Stripping job, drilling has been the fly in the ointment but a new 50 R Bucyrus Drill will start in a day or two and another one is in transit. These should help the situation a lot. To date we have been unable to negotiate any travel time or transportation to the job, however, we hope to be successful in the very near future.

Morrison Knudsen still has a very small amount of work left at Highland Boy but will probably not get to it until Spring.

At Kennecott Mine a number of matters have been taken to the Company for settlement and at the meeting held last Tuesday it appears that things are about as tranquil as possible. Some change has been necessitated in the shovel department work schedule. The company claimed that due to the railroad car problem it has become necessary to cut off the 6:00 p.m. shift.

The forms, which must be completed in the event a trade in shift is desired, are now in Peterson's office. They must be completed and signed by both parties to the trade. This must be done before the pre-

liminary schedule is made up so keep it in mind if you need to arrange a swap. This arrangement can only be made if you have a justifiable reason to trade.

Sand and Gravel

Although the Sand and Gravel demands are almost nil at this time of the year we are happy to note that most all of our members are being kept on the job in spite of the rough weather of the past two or three months.

Utahs pre-stress operations are lining up for a good reason. We wonder if Keith gets any sleep. He sure is a dynamo of energy around the job. Watch out for the ulcers, Keith.

Preparations to open negotiations are getting under way in the Sand and Gravel industry and also for the boys at Lang's Shops. We hope the results are good this year.

Cedar Iron Mines

Down the state at Utah's operations at the Cedar Area Iron Mines, preliminary steps are being taken to open the contract to negotiate a new agreement. At the last meeting the present agreement was reviewed and it was decided to hold another meeting so that we may be informed on all the factors you are desirous of having brought up in negotiations.

Some changes are being effected in the company organization as a result of the recent company-wide action but we are informed that the Local Management at Cedar will not be changed. We are happy with that decision as we find Superintendent Ed Moss very considerate of every man's rights and it is very obvious that he is trying to be fair in his dealings with everyone. If you have a problem down there and get it before Ed we are sure you will get right treatment.

MILLION ACROSS SEA

More than 1,000,000 passengers crossed the Atlantic by ship last year, the first time in 26 years the total has exceeded six figures, the trans-Atlantic Passenger Conference, a steamship association, said.

MEXICO LIFE SPAN

The average Mexican today lives about 12 years longer than four years ago, thanks to new medicines and the government's concerted health campaigns, Dr. Ignacio Morones Prieto, secretary of health, reports.

One out of every seven deaths in the United States is from cancer.



What's Doing in the Oakland Area

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

The Oakland office is facing a peculiar situation throughout Alameda and Contra Costa Counties. We have a large amount of work going on and a lot of the members working and at the same time we have a good many members on the out of work list. Some of the members that are out of work and especially their wives, find it a little difficult to understand why, with so much equipment moving and so many men working that we should have anyone unemployed. But that is construction for you and there are days like that. Freeway and highway work is holding up exceptionally well for this time of the year. The scrapyards are busy and in some cases they are double shifting, the shipyards are taking quite a few engineers on ship repairs as well as the dock and yard repairs being done at Encinal Terminal and Moore's Alameda yard by Ben C. Gerwick and dockside dredging at Moore Dry Dock in Oakland by Healy & Tibbetts. We have three suction dredges working in the bay that help to take up a lot of slack. The equipment shops have slowed down some, but there have been no large scale lay offs.

News About The Brothers

Brother Monti McCormick had a new addition to the family. The stork brought a baby boy weighing in at 8 lbs. by the name of Michael Keith McCormick. Everyone is doing just fine, including the stork.

W. A. Heffley went into business for himself. Brother Bill bought a Major Diesel back-hoe and anyone who may need one can call him at L.A. 5-7804. Good luck, Bill, in your new business.

Brother "Pop" Eastwood stopped in to say "Hello" and to extend the greetings to the many old-timers with whom he has worked on shovel, dragline and cranes. "Pop," who is retired now, had been running shovel for P.C.A. prior to his retirement.

Another Brother has returned from Brazil after two years and eight months. He is Brother Maurice Enos and he worked for the Hydraulic Dredging Co. who are sub-contractors for Morrison-Knudsen.

Brother Lawrence Bunting Jr., who works at the Rhodes & Jamieson plant in Centerville, is home from the Alameda hospital and is improving nicely.

Brother Cecil Alexandra is going to Wake Island to work for Trans-Ocean Engineering Co. as a mechanic. Brother Alexandra does not know how long he will be there but expects to stay about 18 months.

We are glad to report that Manuel Garcia who works for Pacific States Steel Mill in Niles, is back home from the hospital and should be able to go back to work in a couple of days.

UTAH AIRPORT JOB

Utah Dredge Co. is really building a landing strip on their Oakland International Airport expansion job. The Engineers employed at the discharge on the air strip are transported from the levee at the foot of Maitland Drive in Alameda to the discharge pipe by boat, where they are taken by special pick-up, a one-ton International four-wheel drive, four-speed outfit mounted on 9 x 16 mud gripper tires along the pipe to their various jobs on the shift change.

Most of these men have been with the company a year or more and they know their work. This is a well organized and efficient group, functioning under a well planned program set up by Bro. Clell Horton as levee superintendent. The work is supervised by shift foremen, Brothers Herman Jensen, Alvin Morgan, Buster Fields and Jessie Locke. The levee hands are Brothers Carl Anderson, John Hermanson, Glendell George, Floyd Glough, Ronald Fields, Burt Ormand, Bob Baker, Darrell Scheer, Milton Thompson, E. E. Carter, Bob Dias, Harold Sousa and John Layer. The equipment consists of dozers and boom cats and they are operated by a

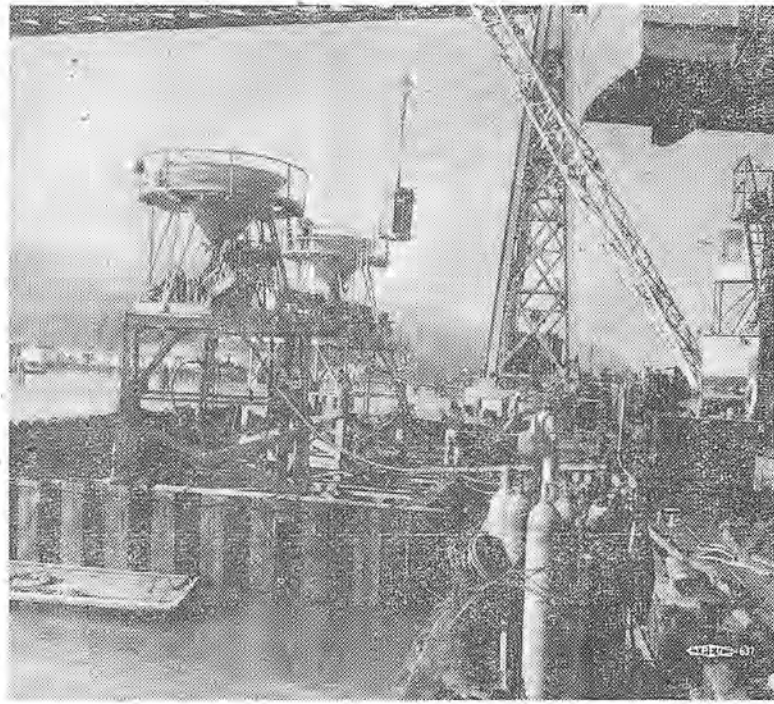
"bang up" crew of well qualified engineers who are a combination of dozer operators and "frogmen." The Brothers on cats are Virgil Gupta, Bill Squibb, Neal Clem, Mill Hendricks, Bob Romiti and H. D. Dooley.

The Clam dredge "California" is in dry dock at Moore's Alameda yard undergoing a cleaning job in the hull and inspection, after which she will return to Utah's Alameda yard for further work and outfitting before going up river on the Tuolumne River job. The Brother Engineers on the "California" consist of Arnold Jackson as skipper, Cecil Cantrell, Don Bell and John Grinstoff, leverman and "Chuck" Lawson is the welder, Art Atkinson, Marvin Wilcox, Rex Dikes and Al Alvansino are the deckhands and these fellows have done a mighty good job of "face lifting" on the old "California," you wouldn't know the old girl. The Brothers have made some great strides in modernizing and improving safety standards on this dredge.

At the present time the concrete service plant in Sunol is down to a one-shift operation. Brother Nick Bastovan is in charge of the plant and keeps everything running smoothly. Bill Chivers is the plant engineer and Joe Manegitte is doing the oiling for him. Brother Charlie Carson is operating the loader and Normand Lund is helping him on the dozer. Gene Gordon is doing all of the heavy duty repair work on the plant at the present time. This plant runs through about 145 tons of material an hour. The Walker Well Drilling Co. just recently finished digging a well which went down about 500 feet. This water will be used to do a better job in the washing of the materials. If business keeps increasing like it is now they plan on moving two DW 205s in to feed the plant with.

Bernhardt Manufacturing Co. which is located at 1345 West 2nd St. in Livermore have really been busy the past month. This shop does all the hardfacing on all the scrubbers, dragline buckets, sprockets and rollers for Pacific Coast Aggregate Plants located in Centerville and Pleasanton. They also build and hardface liner plates and bars for the scrubbers on the portable crushers. Brothers Robert Spooner, Otto Bleeker, Bob Link and Bob Haera are doing all the welding at the present time. Besides taking care of the gravel plants, they do general steel fabrication in the shop. They are now completely rebuilding California Rock Co.'s 54 B Dragline Boom which got buckled when the operator was walking it up a hill and it slipped out of gear, thus causing it to run back into a hole which sent the boom backwards over the rig.

Rose & Matoza are keeping about eight engineers busy on DW 10's, dozers and a blade at the Bay-O-Vista tract. This tract is located on Foothill Blvd. in San Leandro. East Bay Excavating is working three engineers also excavating select material out of the Bay-O-Vista area for their numerous jobs along Doolittle Drive.



DISTRIBUTION of concrete is accomplished by plant set up on caisson concrete on Pier 2, shown here. It is dumped into one of two hoppers and transported by barge from the batch plant, which is located on a wharf just offshore on the Crockett side. Largest single pour has been some 1500 cubic yards of concrete in a 24-hour period.

Ball & Simpson have shut down their jeep spread on the Alvarado-Irvington Freeway job but are progressing with their structures. They are moving a couple of DW 20's and a dozer down to Mission San Jose to build roads into their barrow pit so they can get the N.W. 80 bailing muck for the import.

McGuire & Hester are putting the finishing touches on their pipe line job located on Golf Links Rd. They have around ten engineers working on this project. It has been a very clean job with the "clean-up" as close to the work as possible.

The sidewalk superintendents are having their day at 14th and Broadway in Oakland where Brothers Tom Kennedy, Bill Reese and Bill Karns are erecting steel for the Bethlehem Pacific Steel Co. on the multi-story building that is to be the new home of First Western Bank. The oiler on this job is Brother E. S. Loveland.

Buran Equipment Company, now representative for "MICHIGAN" throughout the State of California, has acquired from Clark Equipment Company, manufacturers of the "Michigan Line," a program describing factory approved methods for servicing, maintaining, and trouble shooting the "Michigan" Tractor Shovel. Buran plans to conduct this school throughout the state and cordially invites each and everyone interested to attend. For your interest in attending, a certified card will be presented to you which can be of great value when seeking work as an operator, mechanic, or oiler. Your local will be notified as to the dates of these classes.

Galbraith Construction Co. is finishing up their work throughout the area and have laid off almost all of their men. We hope these boys get a lot of work this year, they are a good company to do business with.

Elmer J. Freethy just started a \$1,144,043 job for E.B.M.U.D. near the intersection of Putnam Blvd. and Geary Rd. in Pleasant Hills near Walnut Creek. This job is for construction of a pumping plant which will be approximately 70' by 234'. The work consists of excavating, substruction, mortar lined and coated steel pipe that is 24" to 65" in diameter, installing 24" x 30" centrifugal pumps, structural steel and installing pump equipment, roads, culverts and fences. The time limit on this job is approximately one year. Lynn Ourso is superintendent with Bro. Robert Collins on a N.W. 6 Dragline, Fred Martin as oiler, George E. Evans on a cat and can, Sam Nettles comp. and Owen Laws on a D 6 Dozer.

are oilers. Brother John Caughran is operator on quick-way hoe. There is 18,000 feet of pipe to be put in with the time limit approximately the first of June.

John H. McCosker is working a drag line and a loader on their \$40,952 channel excavation and trench excavation job for the Alameda County Flood Control District, in Hayward. This job has developed very nicely with clean cuts and neat slopes and bottom.

Map-Co. Chemical Company are keeping a couple of engineers busy on blade and loader in Hayward on curb and sidewalk jobs.

Brother Connie Young who is working for Catalina Home Builders in Antioch is doing the grading around the houses. Brother Connie has been with Catalina for 7 year and when he finishes the grading, it's graded to perfection.

Ray Holms with Home Builders from Los Angeles have started a new subdivision called "Pittsburg Park." The homes are being built across from Camp Stoneman. Holms is building 500 new homes now and expect in all to be approximately 1800 homes before this project is finished. Brother Wm. Avenigo Sr. is the operator on the job taking care of the generators that supply the power for the electric saws.

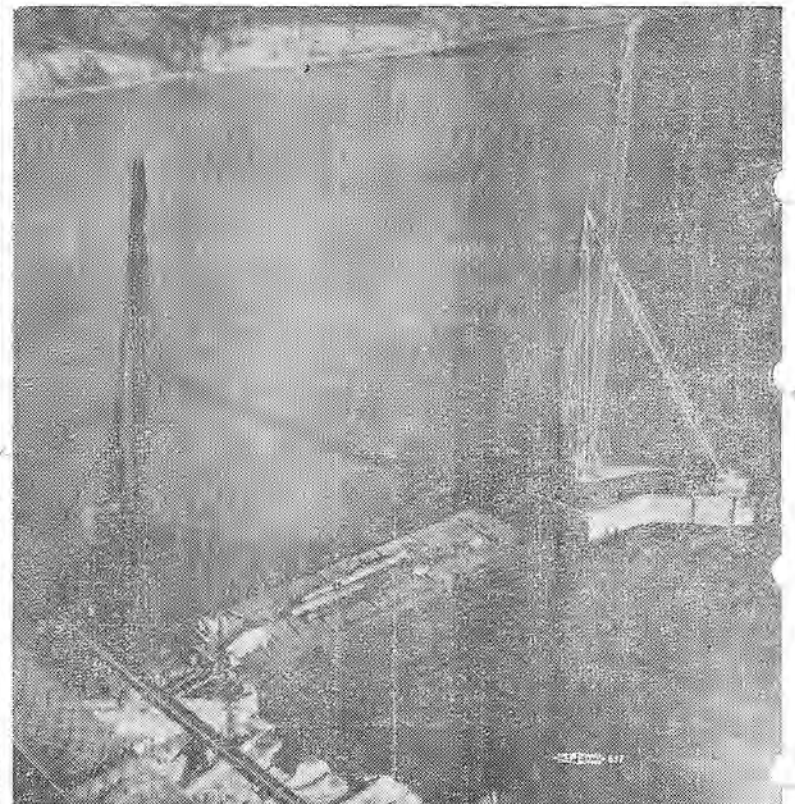
Manuel Marques is finishing up his \$10,135 sewer job in the vicinity of Claremont Ave. in Oakland. He is working four engineers on this job.

Carquinez Piers

Mason, Hanger, Silas Mason & Rolandi, Inc., contractors on the sub structure of the new section of the Carquinez bridge, floated the caisson in for Pier 2 which was prefabricated in the Bethlehem shipyard in San Francisco. It is 100 feet long, 53 feet wide and 30 feet deep, and was sealed off at the bottom so it would float. It was then docked at Albers Mill in Vallejo from where they towed it into place on July 16, 1956 at 6 a.m. after waiting from 4 a.m. in the morning for the wind and tide to subside. They erected a stiff leg derrick on piles driven for this purpose.

This caisson has now been sunk 130 feet by pouring concrete in 10-foot sections in reinforced steel, this weight kept sinking the caisson to its present depth. On October 18, 1956 with it almost in place they are now claming and pumping mud out of the bottom. The caisson has now been put in place on the bottom and they are now shooting some rock on one side to get the caisson level.

(Continued on Next Page)



PIER 3 at Carquinez is shown here, with stiff leg derricks erected for use in concrete pour, for steel erection, and for form work for pile butts. This giant slab of concrete is 100 feet long, 53 feet across, and 130 feet into the water.

Construction Awards

(Compiled by P. E. Vandewark and R. F. Swanson)

JANUARY 8, 1957

SAN JOSE, contract awarded to Vincent Rodrigues, 226 Lincoln St., Hayward, \$38,411, for const. storm and sani. sewers in Camden Ave. betw. Coralee Dr. & Tract 1892, city of San Jose, SANTA CLARA COUNTY.

OAKLAND, contracts awarded to Independent Const. Co., 741-50th Ave., Oakland, \$163,962, for reconstr. Seminary Ave. betw. MacArthur Blvd. & Mountain Blvd. & to Manuel Enos, 878 Dolores Ave., San Leandro, \$3956 for const. RC conduit in High S. & Fairfax Ave., et al, in city of Oakland.

JANUARY 10, 1957

VERNAL, Utah, contract awarded to Wangsaard Const. Co., P.O. Box 286, Logan, Utah, \$143,912, for const. earthwork strucs., bridge & surf. temp. access road to Flaming Gorge Dam near Linwood, DAGGETT COUNTY, UTAH.

JANUARY 11, 1957

SACRAMENTO, contract awarded to Paul E. Woolf, 2203 N. Fruit Ave., Fresno, \$61,786, for 0.2 mi. grade, pl. imp. borrow, surf. on untr. base & exist. surf. & const. RC retain. wall & grouted rock slope protection betw. Three Rivers and Kaweah River Bridge, TULARE COUNTY.

SACRAMENTO, contract awarded to M. J. Ruddy & Son, Rt. 6, Box 1419-A, Modesto, \$258,525, for abt. 8.4 mi. (por.) pave w/pltmx. surf. & widen bridge acr. Steer Ditch betw. Williams & Sacramento River at Meridian, COLUSA COUNTY.

JANUARY 14, 1957

HANFORD, contract awarded to W. M. Lyels Co., 3306 Winery, Fresno, \$10,505, for const. sani. sewers in Richmond Heights, city of Hanford, KINGS COUNTY.

JANUARY 15, 1957

HILLSBOROUGH, contract awarded to Bragato Paving Co., 500 Bragato Rd., Belmont, \$22,502, for const. of streets & utils. in Villal Delizia Subdiv. in city of Hillsborough.

OAKLAND, contract awarded to Morison Const. Co., 1231 Oxford St., Berkeley, \$14,945, for const. reinf. conc. pipe conduit, in portion of Fruitvale Ave. & Harding Way, at al. city of Oakland, ALAMEDA COUNTY.

OAKLAND, contract awarded to Parish Bros., 2752 Park Blvd., Oakland, \$154,448, for const. RCP conduit in 18th St., betw. Cypress St. & Market Ct., City of Oakland.

SACRAMENTO, contract award-

ed to Brighton Sand & Gravel Co., P.O. Box 1, Perkins, \$242,150, for 1.9 mi. acceleration & deceleration lanes & ramps & surf. w/pltmx. surf. on untr. base & inst. fencing, betw. N. Sacto. Viaduct & Arden Way in SACRAMENTO CO.

JANUARY 18, 1957

MADERA, contract awarded to Jackson-Hopkins Co., Inc., P.O. Box 490, Bakersfield, \$80,725, for reroute sewer & water mains, var. locations, city of Madera.

BRISBANE, contract awarded to Bragato Paving Co., 500 Bragato Rd., Belmont, \$10,006, for const. new access road & pave parking area for Intermediate School, Brisbane.

FALLON, Nev., contract awarded to Geo. E. Miller, 111 Morrill Ave., Reno, Nev., \$39,770, for new bit. surf. overrun area, compl. w/ subbase, base course & surf. & compact & treat shoulders & end sec. of Runway 13L-31R, Naval Aux. Air Station, Fallon, Nevada.

JANUARY 21, 1957

VALLEY SPRINGS, contract awarded to Atwater Underground Const. Co., P.O. Box 26-A, Milpitas, \$77,777, for furn. & inst. sani. sewerage sys. in Valley Springs, CALAVERAS COUNTY.

SACRAMENTO, contract awarded to O. C. Holmes, P.O. Box 790, Redwood City, \$374,690, for reconstr. 5.9 mi. by grade & surf. w/pltmx. surf. on untr. base, on sem. tr. base & on ex. conc. pvmt. & repr. 1 brdg. & widen 1 brdg., betw. Felton, 6 mi. N. of Santa Cruz & Boulder Creek, SANTA CRUZ CO.

JANUARY 22, 1957

SAN MATEO, contract awarded to L. C. Smith Co., 225-19th Ave., San Mateo, \$83,952, for reconstr. Phillip St., betw. Saratoga Dr. to 460' S. of 25th Ave., city of San Mateo.

SAN JOSE, contract awarded to Pisano Bros., 1800 Stockton Ave., Santa Clara, \$15,560, for reconstr. sanit. sewers at Stevens Crk. and Monroe St., city of San Jose, SANTA CLARA COUNTY.

SACRAMENTO, contract awarded to H. Earl Parker, 12th & "F" Sts., Marysville, \$243,695, for 2.4 mi. grade & drain facilis. betw. SR 65 1 mi. N. of Coloma & 3 mi. N. of Lotus-Georgetown Rd., EL DORADO COUNTY.

KANAB, Utah, contract awarded to Judson-Pacific-Murphy Corp. & Peter Kiewit Sons Co., 4300 Eastshore Hwy., Emeryville, \$4,139,277, for const. 1028 ft. span struc. steel bridge across Colorado River, Glen Canyon Dam, sit. near Lees Ferry, Glen Canyon Unit, Arizona, Utah-Middle River Div., Colo. River Storage Proj.

HAYWARD, contract awarded to O. C. Jones & Sons, 1520-4th St., Berkeley, \$23,166, for impvt. of "A" St. from Yolo St., to Meekland Ave., in city of Hayward.

JANUARY 25, 1957

SACRAMENTO, contract awarded to Healy-Tibbitts Const. Co., 411 Brannan St., S.F., \$211,265, for replc. fenders at 2 bridges acr-

San Francisco Bay, betw. San Mateo-Hayward & betw. Palo Alto & Newark, SAN MATEO COUNTY.

SACRAMENTO, contract awarded to Baldwin Const. Co., Inc., P.O. Box 269, & H. Earl Parker, 12th & "F" Sts., Marysville, \$2,400,697, for 3.6 mi. grade & surf. w/pltmx. surf. on cem. tr. base & const. weld. plt. girder brdg. and widen RC brdg., betw. 1 mi. E. of Newcastle & Elm Ave., in Auburn, PLACER COUNTY.

SAN JOSE, contract awarded to P & E Const. Co., 1620 S. 7th St., San Jose, \$19,150, for const. storm & sani. sewers in Georgetta Dr. betw. Booksin & Margot Pl. and Por. of Margot Pl. & Adele Pl., San Jose.

UKIAH ENDS 'LONG FALL'

By GLENN L. DOBYNS
Business Representative

It was a nice long fall that we had but it seems that old man Winter has finally caught up with us, we have had rain, sleet, and now snow, this should make believers out of all of us.

It is with a great deal of anticipation that we await the awarding of the re-routing of the Highway 20 job, that will be a nice one (Engineers' estimate \$3,020,000) for this district. The bids will be opened February 6th.

The Mendocino State Hospital at Ukiah intends to put in a water storage reservoir this year, estimated cost \$199,300. We are glad to see these jobs as they come up—they are not very large but they all add up to more work for the members and we all cannot work on the big jobs.

The Ranny Method Western wells job at Healdsburg has buttoned up for the winter. They have one well completed and the other is down but they have yet to put in the suction pipes, both wells are capped and the Russian River can get just as high as it wants to as far as they are concerned.

Young and Engelke Company of Healdsburg are building a new shop, office, and storage yard at 110 Dry Creek Road, just one mile north of Healdsburg.

The shop and office will be in a metal building 140 by 40 foot with 14 foot eaves. It will have lucite panels in both roof and walls for light. There will be a 20 foot extension on one end to house a steam cleaning unit and wash rack. The gas and diesel storage will be above ground and they are contemplating the storing of road oils. This new site consists of 4 acres so they should have plenty of room for the storage of equipment for some time to come. Mr. Lee Engelke left Sunday, January 27th for Chicago to attend the ARBA Road Show, what a story he will have to tell us when he returns.

The Palmberg Construction Co. of Astoria, Oregon was low bidder on the Noyo River dredging job—we wish them luck on this job. Their bid was \$48,400 and the second low bid was \$119,313. That means they left more on the table than their bid amounted to. The Engineers' estimate was \$83,944. Now there is one for you boys to figure out one of these rainy afternoons.

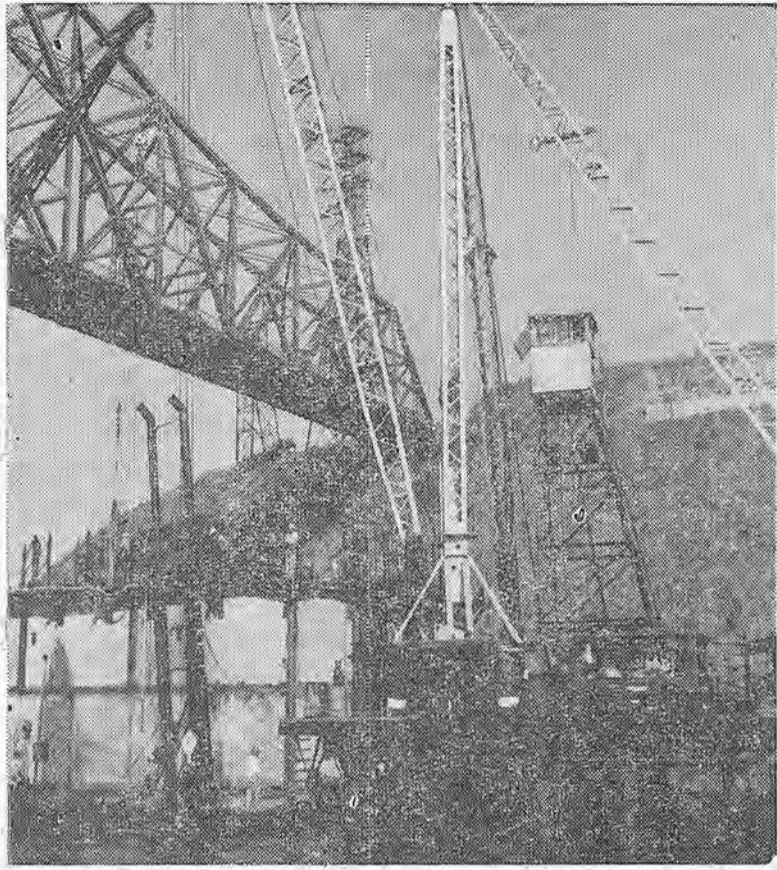
Brother James Humphrey, Don Leupp and his wife Darla donated to the blood bank this month—thank you dear friends.

Brother Dewey Stoddard is in the Hospital at Ukiah and is doing nicely.

Brother G. S. Oien is in Memorial Hospital, Santa Rosa recovering from a kidney operation and is resting satisfactorily.

Brother Paul Nuttall's wife passed away Tuesday, January 15. She had been ill for some time. Brother Paul has our sincere compassion.

It is with deep regret and a feeling of irreplaceable loss that we report the death of Brother Buck Liberty. His cheery voice is stilled and no one will ever know how we in this Santa Rosa office will miss him. His family has our very deepest sympathy.



CARQUINEZ PIER 2 is shown, with the big steel caisson going down in 10-foot chunks to 130 feet. One of the two derricks used on this pier is shown here. Note cab where operator works from, giving him full view of all operations. Men are standing on caisson at lower left. Pier 1 is on hillside in background.

Oakland Area News

(Continued)

(Continued from Preceding Page)

The second caisson arrived at Pier 3 on January 17, 1957. This caisson floated in from Moore's old west yard where it had been docked until they were ready to set it in place. They are now preparing the forms for the first 10-foot lift of concrete. Altogether there will be 10 lifts of concrete in 10-foot sections before they reach the bottom of the bay.

Pier 4 was poured in place inside of sheet piles and was completed January 2, 1957 with some clean-up work yet to do. All of the concrete used on this project is mixed in their own Batch plant located on a wharf just off shore on the Crockett side of the bay. It is located such, for the barges with 8 pockets in them which holds a 4 cubic yard bucket. The first barge takes out eight buckets, the next barge brings in six buckets, so while they are pouring the last two buckets they can switch barges to keep a continuous pour going. The largest single pour made was some 1500 cubic yards of concrete in a 24-hour period.

This company has one of the better safety programs in the Bay Area, with the following in effect: hard hats, change rooms, walk ways with hand rails, docks for the tugs where the men can get on and off without danger to themselves. They have a crew of mechanics doing preventive maintenance on the equipment. In a year's time with some 500 men employed they have only had two bad "lost time" accidents. Also on this project there has been a very small turnover of men which we think speaks very well for this job.

The operators on Pier 2 are Evan Blood, Lewis McAfee, Ernest Michaels and John Battenfeldt. The Deck Engineers are George Jeramiason and Earl McWilliams with the oilers Vincent Lombardo, Albert Bowman, Fred Parker and Milton Smith. On Pier 3 the operators are Red Hansen, Travis Price, Bill Seaman and Roy Flannery. The Deck Engineers are Vibert Cooper and O. L. Dean. As oilers we have Myron Strable, Thane Clark, Charles Dinneen, Lloyd Noe, Claude Norman and D. Martin. On the graveyard shift Brother James Gale and Bill Dearman are the operators with Gus Deickmulder. On the Link Belt is Bill Barrett with C. E. Baker as oiler. On the Lorain is Bill Rodgers and Bill Kendall. The Batch plant operator is Jack Neider. Brother Johnny Johnston is master mechanic and Howard Webb is shop foreman. As the mechanics they have Bill Rabe, Earl Remington, John Fields, Russell Larson, Harold Van Winter, Frank Smith, Victor Johnson, Doug Farley, Harold Cain and Harry Trumpower. As

greasemonkeys they have Melvin Smith and Jim Larkin.

Eugene Alves was awarded the contract from the U.S. Army in Bollinger Canyon. The contract is for \$13,000 and consists of cleaning up slides and sloping the banks. Brother Ora Elliott is foreman. Brother Floyd Head on dozer, Bro. Les Geer on dozer and sheepfoot and Bro. Bud Graham on a loader. Bro. Elliott says they're the only outfit in Contra Costa County that was working in the snow.

Brother Archie Bluebaugh as oiler and Bro. Mike Krawesky as operator, work on a Marion truck crane running dragline for sloping banks on the Stolte, Gallagher & Burk freeway job that just opened up last week to traffic. Bro. Fred Schwartz is checking the grade on this job.

Harry Cleverdon has a Byers truck crane pouring concrete for Hilp & Rhoades for the new Kahn's Department store being built in Concord, in the Concord Shopping Center. Brother Tom Catling and Brother Glen Dayton are on the rig.

Gallagher & Burk's hot plant in Avon is slow right now. They are doing repair work on it. Last year the plant was busy supplying plant mix for two freeways, subdivision and other jobs. They are getting the plant ready now for another big and busy year coming up. Bro. George Ray is the plant foreman. Bro. Roy Crites is the fireman. Brother Lake Austin is the oiler and Brother Clyde Baird is the boxman.

THANKS TO UTAH

We would like to take this opportunity to show our appreciation and say many thanks to the Utah Company's safety engineer for the recognition and cooperation shown Local No. 3 regarding safety on the dredging operations in Alameda. Brother John Yasich as project manager has recently appointed Brother Ted Wakefield safety representative to follow through on an all out "Safety First" program second to none in this area. In the short time that Brother Ted has been in the field, the results of his efforts are quite evident. The favorable results of this program have been achieved only by the full cooperation of the men and supervision. The members have contributed to the success of this program with suggestions and reports at regular bi-monthly "toolbox" meetings held in the field by the foreman of each crew, giving the crew a chance to "sound-off" if they have any constructive ideas on how to improve



PIER 4 is a different type of construction. It is just off shore near the C&H sugar plant on the Crockett side. This view shows concrete being poured by a Smith-Rice rig. Inside forms are built inside of sheet piling driven for this pier's form.



GOVERNOR-ENGINEER.—Gov. Goodwin Knight, honorary member of the Operating Engineers, gets final operating instructions from Bro. Geo. Haskins as he takes control for first pass at one of the old buildings being demolished in Sacramento's clean-up program. Assisting the governor is City Councilman Al Marty. Oiler on this rig is Bro. Joe Mannos. (See story, picture on page 5.)

San Mateo Hub of the Peninsula

Weather, Home Lag Hit Jobs

By CHET ELLIOTT and BILL RANEY, Business Representatives

Due to the unusual weather that has prevailed during this season, when ordinarily at this time of year we have a very rainy and wet period, this year as a whole has been sunny and dry. This has not helped us as far as unemployment is concerned due to the fact that the construction jobs

are usually advertised for bids in Spring, around April or May, under the assumption that during this time of year the weather would be too bad to start any new construction and the contractors have taken advantage of the fair weather now prevailing to complete most of their work. The Real Estate Development projects have slowed down considerably. The cost to finance a home for the average citizen has become quite a problem due to the fact that the down payment has been raised to such a degree that very few people are in a financial position to raise the amount of money now required to make the initial payment. At the present time we have four very large projects that were flourishing in 1956, but are now entirely inactive.

The general outlook for work in 1957, however, is much better than ever before. For example, the Ideal Cement Co. at the Port of Redwood City have a TWO MILLION DOLLAR EXPANSION PROGRAM underway at the present time which will increase production from two to five million barrels of cement per year. The F. L. Schmidt Co. were the successful bidders on the erection of new kilns and added mills and machinery, new piers and wharves on the Ninety Acres of land at the Port of Redwood.

EYES ON MARCH

The Tecon-Trousdale Co., who have suspended operations for the past two months still have a sizable job which they intend to start operations on again in March. There is still four and one half million yards of earth to move.

Haas and Haynie and Utah Construction also hope to start operations in March, weather permitting. The million yard dirt hauling job for Piombo's freeway, has been

subbed out to Wallace, Kinney, Lockridge Trucking Co. and Miles & Son, a joint venture. These contractors are getting a liberal education in the complexities of the earth moving business. Brother John Mason is cracking the whip over Brothers George Baker and Blackburn on the shovels, Brothers Vernon Leonard and James Grisolio are pumping the grease with George Crane on the cat and Cliff Blake on the new blade.

Lowrie Paving Co. has completed the moving of all their shop to the South San Francisco site and has a great many small jobs scattered all over the county.

Piombo is going right ahead with the extension of the Bayshore Freeway job, and now have about thirty-five of our worthy brothers on the freeway itself as well as another twenty in their yard.

Marks Materials had slowed down on their operations, however they have started a new Quarry just off the highway near Half Moon Bay.

In closing our report, may we again call your attention to the fact that the blood bank is low. This is important, as we have had many sick and accident cases this month and our blood bank must be built up. Any member interested in giving blood may contact his union office, or contact the blood bank direct, PENINSULA MEMORIAL BLOOD BANK, 1791 El Camino, Millbrae, Calif.

Service Withdrawals

NATE BALL

FRED DUNHAM, JR.

WILLIAM F. GAGE, JR.

CHARLES W. RHOADES

JAMES P. VILLA

In the Islands

RAINS SLOW HAWAII JOBS

By J. K. WAIWAIOLE, Business Representative

We were fortunate to have had two weeks of good weather in early January. Since then, we have had heavy rains halting all excavation work in the area. Some operators were fortunate to have two days in during a week. However, the weatherman now says that we will gradually be favored with clear and sunny weather.

Despite the rain, Brother Never and I have hit the jobs early in the morning and at noon time. We have made some progress in that the Pacific Construction Company, Ltd., is now ready for an election as we have the greater majority of the operators with that company signed on application.

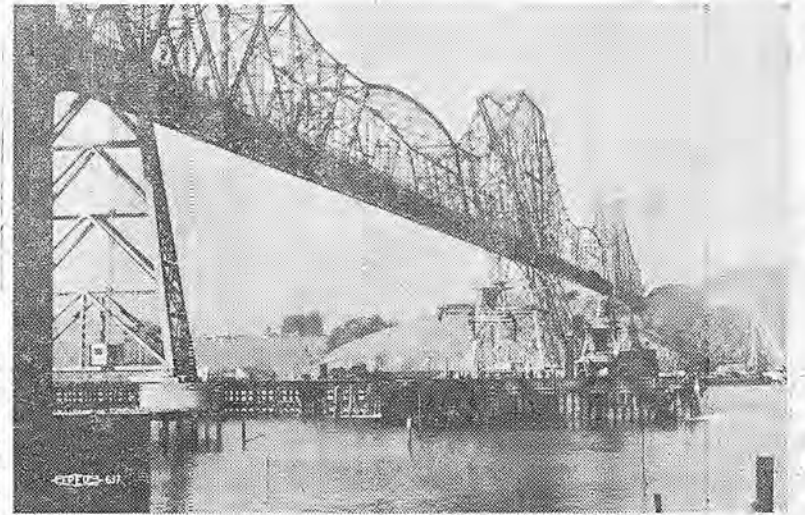
Brother Otto Never is assigned as the regional director for the Hawaiian and Pacific areas and to assist with the organizing program of the Engineers and in conjunction with a Building and Construction Trades Council organizing program. Quite a few International men of various organizations are now in this area and assisting their respective organizations and the above Council.

Kaiser Development Co. is rushing their 14-story hotel with anticipation that it be completed and ready for use in May some time. This job is the only one that is hiring union men.

J. M. Tanaka is still a problem for organizing but we feel confident that we will be able to reach a majority of the operators now employed because we now have on our side, already on application, a keyman.

Last Friday, a special meeting was called for all Pearl Harbor Navy Shipyard Operating Engineers. Approximately 40 men attended. A committee was set up with Brother Tim Byrne as chairman. We should be able to make a better progress report in our next news release.

The Laborers Union Local 368 is again sharing office with us. Bro. George Gibbs is in town looking



Sinking many hundreds of tons of concrete 130 feet down to bedrock in the fast currents of Carquinez straits is all part of the job of building a twin to the present Carquinez bridge. There are five major piers being constructed. No. 1 is on the distant hillside. No's. 2 and 3 are 130-footers in center stream; No. 4 is just offshore in this view, and No. 5 on the edge of the water. See article and other pics on pp. 10 and 11.

after the affairs of Local 368. From the number of laborers seen tramping through our office, I am sure Brother Gibbs can report progress.

Mr. Meyers of Meyers & Sons, San Francisco, should be in town any time now to start his 23 million dollar Capehart Housing job. We are watching this one very closely to be sure that beginning with excavations for Engineers, that this job will be all union. Commitments were made to use carpenters from the union hall so now Brother Nichols, International Representative of the Carpenters, has been hitting all jobs where carpenters are employed to be sure that he had the carpenters when they were needed (he's got them now), over 900 of them.

The Plasterers & Cement Masons are again organized under Brother A. A. Rutledge.

The anticipated strike by the Ironworkers has been averted so now we have a little labor peace, enabling unhampered organizing in construction.

From Okinawa comes news that dredging is to be curtailed until some time in July when the Navy takes over construction in the area with new appropriations. Brother Tom Wills, leverman, is now back in town and reports that Captain James McCandless is on the West Coast. He also reported that the dredge Gulfstream is being towed to Japan for much needed repairs.

IN MEMORIAM

- OSCAR HARRIS**
Porterville, Calif., Dec. 20, 1956.
- ALFRED G. SILVAS**
Lincoln, Calif., January 6, 1957.
- LESTER M. BROWN**
Oklahoma City, Okla., Jan. 7, 1957
- EDWARD S. CROSLY**
Sacramento, Calif., Jan. 8, 1957.
- LEONARD E. LIBERTY**
Salt Lake City, Utah, Jan. 12, 1957.
- DEAN BRANSCUM**
Oakland, Calif., January 21, 1957.
- O. L. ASHER**
San Rafael, Calif., Jan. 31, 1957.
- HARRY B. HAMMERQUIST**
Pleasanton, Calif., Feb. 4, 1957.
- G. A. NUCKOLLS**
Stockton, Calif., Feb. 4, 1957.
- JOSEF HULZER**
Salt Lake City, Utah, Feb. 15, 1957.

REDWOOD CITY, contract awarded to Pacific Coast Bldrs., No. 1 South Park, S.F., \$1,756,250, for const. new high school bldg., loca. at Woodside Rd. & Alameda de las Pulgas, Redwood City, SAN MATEO COUNTY.



Panoramic view of the new and the old at Sierra

Giant, Unique Bayshore Freeway Job

The panoramic view to the right shows one of the final links in a major renovation of "bloody Bayshore" into a fast, safe super-freeway. The old, winding racetrack is shown at extreme left of picture. Zooming in at extreme right is the new routing, showing also the new location of the mainline railtracks, now in use and re-routed from the old tunnel under the highway at left.

This doubletrack double-cross is a major, novel undertaking in itself, but the project moves on into the bay in the distance on an over-water crossing that has taken several years to accomplish. Tremendous fills have been dumped steadily into the bay, pushing 60 feet of mud out of the way as it progressed. The fill is 10 times as wide at the bottom as it is at top. This project has furnished engineers with valuable information on best methods in fill. The doubletrack will soon be paved across to Candlestick Cove where it smacks right into the tail end of the already-completed Bay Bridge skyway. Picture above right is close-up of the freeway-rail crossing. (Staff photo.)