



ENGINEERS NEWS

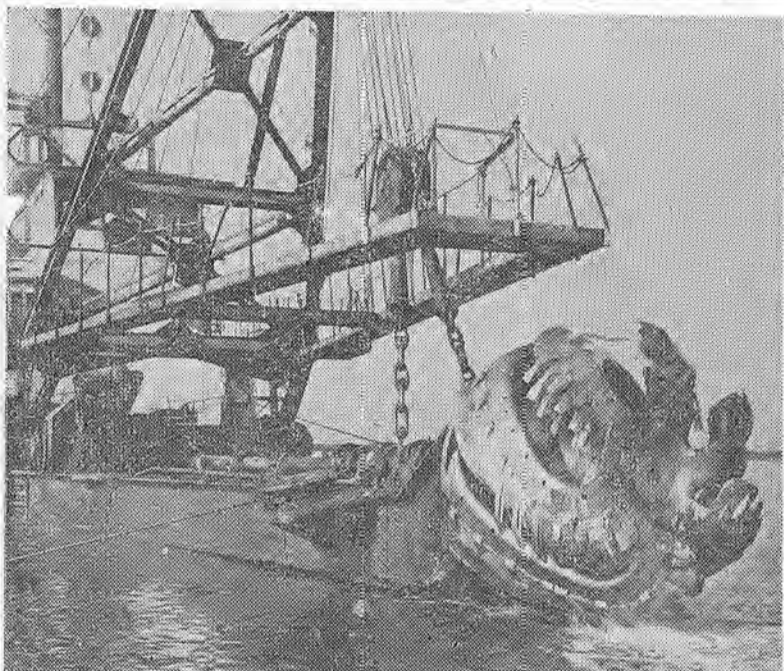
OPERATING ENGINEERS LOCAL 3

STATIONARY ENGINEERS LOCAL 39

VOL. 13—No. 3

SAN FRANCISCO, CALIFORNIA

MARCH, 1955



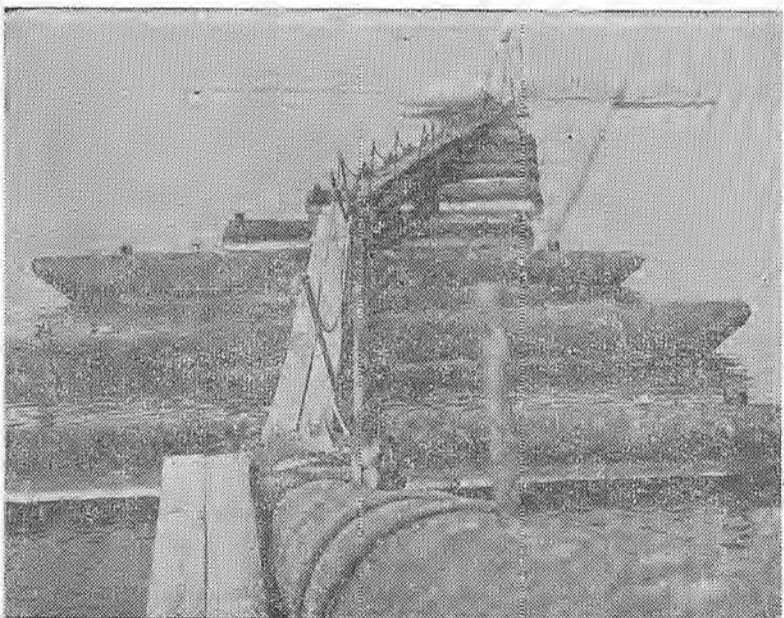
SEVEN-TON CUTTER HEAD of the Hydraulic Dredge Company's "Papoose" takes a big bite out of the Bay and puts it where it will best serve man's purpose. The "Papoose" is a veritable Island-Builder. (For more pictures and articles from Local 3's Oakland office, see below.)

The "Papoose," Island-Builder—

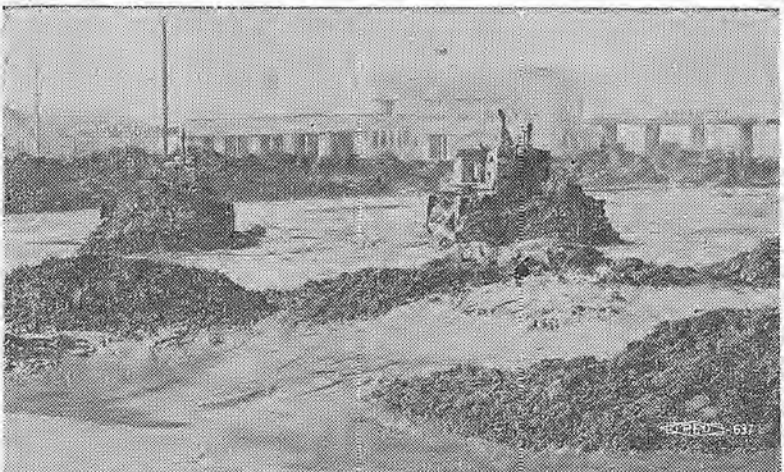
Dredge "Papoose" Puts on a Big Public Show at Bay Bridge

During the past few months, many of you who have had occasion to cross the Bay Bridge have no doubt noticed at the approach the large iron pipe alongside of the road and perhaps while there aren't many of the members of Local 3 who are unfamiliar with these pipes, there are many persons

(Continued on Page Three)



FAST LONG HAUL—That's the work performed by the dredge "Papoose" as she sucks up sand from the Bay Bottom and sends it 3,000 feet through this floating pipe. Up to 1200 cubic yards of sand per hour go through these ball-joint pipes.



CATS PUSHING SAND—After the dredge "Papoose" delivers Bay bottom sand to the site of the Bay Bridge Toll Plaza levee, "Cat" operator "Curley" Mulleneux and R. T. Sodergren take over. Rain or shine, day and night, the dredgemen and shore crews stay on the job.

Historic Move To a United Labor Front by AFL, CIO

(State Fed. Release)

American labor history was written in Miami in February when leaders of the AFL and CIO agreed to form a united labor movement. The move to end the 20-year split in organized labor made it almost a certainty that the 15 million members of the two groups would be united by year's end. The pact must be ratified by both AFL and CIO in 1955 convention action.

AFL President George Meany will be president of the new organization. William Schnitzler will be secretary-treasurer. Schnitzler currently holds the same job with the AFL.

The agreement ends a struggle opened in 1935 when John L. Lewis formed his Committee for Industrial Organization following the AFL convention in Atlantic City. The CIO held its first national convention in 1938 and formally became the Congress of Industrial Organizations.

The Miami agreement provides that the 34 unions now in the CIO will become a special department within the new federation. It will be known as the Council of Industrial Organizations, and will be open to all industrial unions.

In addition to the officers, 27 vice presidents will be elected at the regular conventions of the merged federation. Together with the president and secretary-treasurer, they will be the Executive Council. Seventeen will be elected from AFL unions and ten from CIO.

Meany and Reuther declared the new federation would immediately begin a drive to bring into the organization "the great mass of unorganized workers and build a greater industrial democracy."

The agreement provides that the director of organization will be named by the president, after consulting with the Executive Committee, from a CIO union.

The merger agreement was signed by committees of the AFL and the CIO. Preliminary agreement had been reached by a subcommittee that included Meany, Schnitzler and Harry Bates of the AFL, and Reuther, McDonald and James B. Carey, secretary-treasurer, of the CIO.

Following signing of the agreement, the AFL Executive Council unanimously declared its approval, and later the CIO Executive Board voted its approval.

PROPOSED CONSTITUTION

A proposed constitution will be drafted by the joint AFL-CIO Unity Committee. It will reflect the provisions of the agreement and seek to preserve the essential

features of the present AFL and CIO constitutions. The constitution will go before the AFL Executive Council and the CIO Executive Board for approval.

The agreement and the proposed constitution will then go before the conventions of the two federations and later before a joint convention. The joint convention will be the first regular convention of the merged organization.

The AFL convention is scheduled in Chicago, September 15.

Utah Becomes 18th State With "Right To Work" Law

(AFL Release)

Salt Lake City.—Utah officially became the 18th state with a misnamed "right to work" law when Gov. J. Bracken Lee signed the legislature-approved measure into law.

Lee, a right-wing Republican who recently touched off third party talk with a blast at the Eisenhower Administration as "too liberal," signed the bill after turning down a final request from the Utah Federation of Labor that he veto the measure.

Nevada barely missed repealing its law at last November's election, and Idaho's legislature recently turned down such a bill after an effective labor campaign. Arizona also has this vicious law in effect. (For more comments on the Utah law, see Utah page in this issue.)

AFL Records Used In Idaho Fight

Lewiston, Idaho.—The Central Labor Council of Lewiston timed running of the AFL recordings on "right to work" legislation until the bill had been presented in the State Legislature.

Hobart D. Burns, secretary, arranged to have the programs run on successive days over radio station KRCL.

The CIO, which had planned to meet in Buffalo on October 17, may now shift its plans to meet also in Chicago at the same time as the AFL, with the joint ratification session following there.

Meany and Reuther, in a statement, declared:

"At this time in our history, when this country and all the free world are beset by the challenge of Soviet Communist totalitarianism, a united labor movement will best be able to mobilize the working men and women of this country toward the defense of our free institutions, and toward the development of full employment and greater security for all the people."

They pledged that united American labor will seek to serve the American public and help build a

(Continued on Page 12)

AFL Calls for An Accelerated Highway Program

Washington.—The AFL called for a sharply stepped-up national highway building program, with adequate safeguards to protect wage levels.

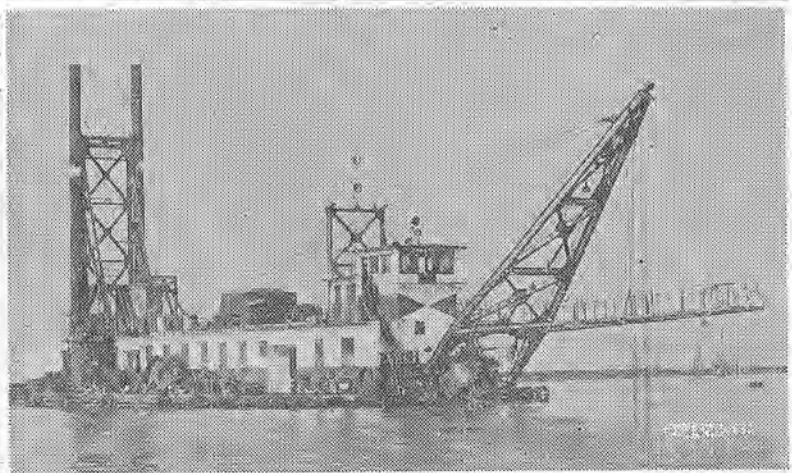
AFL Legislative Representative George D. Riley told the Senate Public Works Committee that the AFL is on record by convention action for increased appropriations for road-building in view of the "obvious need for building new highways and improving existing ones."

Testifying on the bill introduced by Sen. Albert Gore (D., Tenn.) that would provide \$1.6 billion a year for highway grants to the states on a matching fund basis, Riley said the AFL backs the general purpose of the measure and suggested that it be amended to write in a prevailing wage clause governing the states.

Riley told the committee that the AFL is in general accord with the objective of the President's \$101-billion 10-year road program but would leave its financial problems up to Congress.

IN MEMORIAM

- B. F. SEYMOUR
Reno, Nevada, 2-2-55.
- NICK PIESVICH
Kimberly, Nevada, 2-11-55.
- KENNETH McCORD
Vallejo, Calif., 2-11-55.
- JOHN W. ADAMS
Salt Lake City, Utah, 2-14-55.
- R. A. STILLWAUGH
Reno, Nevada, 2-23-55.
- STANLEY CLIFFORD
Hammonton, Calif., 2-26-55.
- DONALD E. BOWMAN
Belmont, Calif., 3-2-55.



DAY AND NIGHT in the misty marshlands, these giant, self-contained dredges perform Herculean tasks making pathways of water or land, or building up islands such as Treasure Island in S.F. Bay. This is the "Papoose", at work enlarging the Bay Bridge Toll Plaza. Her 7-ton cutter head digs down to 55 feet.

Marysville District 'Rarin to Go on Several Big Projects

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

We can hardly wait for spring to arrive, for all our members on the out of work list are getting restless, and who can blame them after a long winter of idleness. Los Gatos Const. Co., who have a contract on the dirt moving on 99E, south of Marysville, have returned to work on account of their job being in a sandy district and not so wet. This gives employment to about 10 of our brothers. H. Earl Parker Co. has not as yet been able to return to the levee jobs on the Sacramento River, but will do so at the first opportunity. This firm has a few men left in the shop, some on a little land-leveling job here, and one dragline out in the cobble piles.

Baldwin Contr. Co. is keeping a shop crew busy, but the local plants have been curtailed somewhat this winter. Brown-Ely Co. has not as yet started back to work on their road job in Yuba City but if this spring weather keeps up they will do so pretty soon. W. H. Darrough & Sons are slack at this season of the year.

Archie Till Co. has a group of rigs on the rock piles at Hammon. Foul weather doesn't bother these boys at all. W. H. O'Hair Co. has a crusher at Trowbridge

in lower Sutter County doing a job for the same county. They also have a job for Butte County for 34,000 tons of material and will set up their crusher on Larkin Road in about 15 days. L. L. Rice & Sons are crushing for Sutter County in the Sutter Buttes area. This outfit also does quite a bit of work for the different oil drilling companies around here. They have purchased the old batch plant from Wheeler & Sullivan and are getting out a batch of concrete once in a while.

We have started negotiations with Oroville Ready-Mix Concrete in Oroville, and with Roark Bros. in Colusa, and we hope to have them signed up by the next report. Kaiser Sand & Gravel in Oroville is really getting out the material in the plant at Adelaide. Brother Ed Neff loads it, Dick Whittington maintains the road, and Jimmy Dorris keeps the equipment in repair. Bros. Harlow Terrell and Allen-Turk are on the steam cranes and Ralph Hall and the other men keep busy. Butte Creek Rock Co. of Chico is doing a little work for this time of the year.

Stolte Inc. is starting up again on the access road bridge piers in Feather River Canyon. Brother Al Williams has his P.H. truck crane up there to do the job. Judson Pacific Murphy Co. is doing the steel work on these two bridges and is at present starting on the Bardee Bar bridge, with Bros. Mulerevy and Franklin on the Bay City truck crane.

—LES COLLETT.

BIG TUNNEL PROJECT

The Pacific Gas & Electric Co. has announced that a contract for construction of six and three-quarters miles of tunnel for the \$35-million Poe hydro-electric project on the Feather River is expected to be awarded during April and construction will be under way by early summer.

The company received final certification of the Poe project from the California Public Utilities Commission recently. Bids on the tunnel work already have been invited, according to Norman R. Sutherland, PG&E vice president and general manager.

The tunnel construction will bring the first sizeable influx of workers to the Feather River area. The Poe project also includes construction of a diversion dam 60 feet high, which will be located about two miles downstream from the company's Cresta power house. It will divert water through the tunnel to the plant, which will be located about a mile upstream from the intake of the tunnel to Big Bend power house. Work on the dam is scheduled to begin in the spring of 1956 and power house construction will begin in the summer of 1956.

Employment on the Poe project is expected to reach a peak in the period from June 1956 to October 1957 and will taper to a close about the end of 1958. At the peak of construction as many as 1,000 men will be on the job at once.

In addition to the Poe project, PG&E has received a license from the Federal Power Commission for three additional power houses, the Butt Valley, Caribou II and Belden plants, with their tunnels and a diversion dam, which will be built at a total cost of \$74 million. The license calls for these plants to be completed by 1960.



attend meetings. Many matters come up that affect all the membership, of course, and other matters come up that affect only a small segment of the members.

Those matters that are of general interest can sometimes, but not always, be decided properly by a small general attendance; however, matters that affect but a few are sometimes decided in a manner that is detrimental to those not present. So to protect himself, and to keep informed as well, the wise member attends every meeting possible.

Employment Outlook: A reduction in the number employed at the Yuba Consolidated Gold Fields is anticipated due to the closing down of Dredge No. 15 some time in the next month or so. How many will be laid off is not exactly known as it depends somewhat on the number of quits, etc.

Gladding, McBean Co. is increasing its forces and the outlook is for a much better year than last year. The concrete pipe companies are still in the winter doldrums and, as the business possibilities are still unknown, it is hard to determine if employment by these companies will increase. However, as the work outlook in this district is very good, we hope the same will prove true for the concrete pipe companies.

Registered Unemployed: Question often asked by our "D" members is: If they are unemployed, may they register out of work at one of our offices? The answer to that is a big YES. As a matter of good business, we advise this. Also that you keep up your membership, at least until you go to work in another union's jurisdiction.

The reason for us advising that you keep up your membership is that we can be helpful to you in drawing your unemployment insurance if you have any trouble, but can't if you are not a member in good standing. Another, and probably more important reason, is that we may be able to put you on another job.

Report on Negotiations: As this is being written, no negotiations have yet started, but in all probability they will have started before this reaches you. Preparations are being made to have the suggested changes ready along the line of your instructions and as the meetings with the companies proceed, full reports of the results will be made to the membership meetings.

Personal Notes

Brother Clifford T. Shanley lost his life in a rather odd accident at the Yuba Consolidated Gold Fields, the night of Saturday, February 26. Brother Shanley left for work at the usual time, he was on the graveyard shift which reports at 11 and when he failed to report a check was made at his home to determine if he had left. His wife stated he had not been feeling well but had decided to go to work because it was a "short change." Investigation near Dredge No. 17 produced tire tracks showing he had headed into the parking area, and backed up some 90 feet into the dredge pond. His car, with him behind the wheel, was raised from under 102 feet of water and 10 feet of mud Monday afternoon. Funeral services were held Friday at 2 p.m. in Yuba City and interment was at Sierra View Memorial Park. Brother Shanley was not only a good union man and fraternal brother, but also a friend whose passing will leave a void that will be hard to fill, and we take this means of extending to his family our most sincere sympathy.

Brother Frank DeRosa of the Natomas Co. has been released from the hospital after an operation, but is not feeling too good as yet, it is reported. . . . Brother Billie Gibson of the same company who was recently the victim of three illnesses one after the other,

INDUSTRIAL REPORT

MEETING ANNOUNCEMENTS

Yuba Consolidated Gold Fields: The coming regular meeting of this unit will be held Monday, March 28, 1955, in the Engineers Hall, 1010 Eye St., Marysville, at the following times:

10 a.m. for those members employed at night.
7:30 p.m. for the day shift members.

Gladding, McBean Co.: Lincoln Industrial Council Joint Board meeting (all committeemen, except night committeemen), Tuesday, April 5, 1955, at 4:15 p.m., in the office of the Lincoln Industrial Council, Lincoln.

Regular membership meeting is on Tuesday, April 19, 1955, at 4:15 p.m., in the old City Council room, City Hall, Lincoln.

Natomas Co.: The next regular meetings of your unit will be held Monday, April 4, 1955, in the Veterans Hall, Folsom, at the following times:

10 a.m. for the benefit of the night workers.
7:30 p.m. for those working days.

Concrete Pipe Companies: The next regular meeting for all members of all unions employed by the concrete pipe companies under agreement will be held Thursday, April 14, 1955, at 7:30 p.m., in the Engineers Hall, 1010 Eye St., Marysville.

TO THE MEMBERS OF ALL UNITS:

Meeting attendance of all units has improved recently, but still can be bettered, of course. We cannot emphasize too much the importance of attending the various unit meetings. And you don't have to be mad about something to attend.

In fact, it is just good business on the part of the membership to

Report of Last Meeting

The meeting was called to order at 8 p.m., President Clancy presiding. Roll call showed all officers present, with the exception of Vice-President Foss who was excused. Bro. Petersen acted as vice pres.

A synopsis of the regular meeting minutes of February 5 was read and by motion approved as read.

A synopsis of the Executive Board Minutes of February 16 and of March 2, read, and the acts and recommendations of the board were by motion approved as read.

Cards of thanks were received from Charles Falk and family, and Mrs. C. Crotteau and son. Received and filed.

The following brothers were reported ill: Delbert S. Arner, Ray A. Arnold, Milo Barringer, Guy A. Brown, G. R. Braden, Kurt Crockett, Wm. Connolly, Fred Christie, Clifford Carr, James C. Christian, Lynn E. Drennon, Frank DeRosa, F. C. Edwards, G. E. Erickson, F. D. Garrison, Hugh Gainsforth, Billie Gibson, Louis Gil, Donald Granger, W. E. Gruendemann, Bernard C. House, L. R. Halaas, Walter E. Hagen, Arthur Haacke, Geo. Hayward, Kenneth Hegre, Edw. Hicks, Paul Kroeker, John C. McKinnon, Murdock McLennon, O'Neal Miller, Leo H. Harrison, Michael Moran, Frederick Neumeyer, Fred Ogden, Ward H. Park, Dominic Perri, Arthur Rundle, Clarence Ruff, Edwin Schlew, Jesse Strouse, Cliff Sutherland, T. L. Turner, J. Van Manen, Gino Venturini, Solen B. Welton, Pius Wanner, Albert White, James F. Walsh, Geo. Yantiss, Richard Young.

The following brothers were reported deceased: B. F. Seymour, Nick Pisevich, Kenneth McCord, John W. Adams, Donald E. Bowman. The membership stood one minute in silence in respect of our deceased brothers.

The following Resolution was read as the second and final reading: WHEREAS: Article 1, Section 2, of the By-Laws governing Local Union No. 3 states in part: "Members of this Local Union must receive the proper established wage rates for their services . . ." and

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

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

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

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

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

BE IT FURTHER RESOLVED: That any member found working without such permit will be fined not less than \$50.00 for the first offense; not less than \$100.00 for the second offense; and for the third offense he shall stand trial before the local union for either a greater fine or expulsion.

After considerable discussion for and against this Resolution, it was regularly moved and seconded the Resolution be adopted. The Resolution was adopted by a voice vote.

Declarations of Candidacy were read as the second reading.

Brother Duggan, President of Local No. 428, Phoenix, Arizona, gave a short talk. His remarks were well received by the members.

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

Brother Swanson gave a report on the Senate Labor Committee—one that had been appointed in 1953 to hear grievances against labor unions. He pointed out that while the committee consists of very fine gentlemen, nevertheless the majority of the members of that committee have consistently voted against any and all bills that were favorable to Labor and that these bills had been presented by organized labor. Brother Swanson's appearance before the committee was necessitated because George Simon and Danny Dees had appeared before the committee as witnesses and testified disparagingly of Local No. 3. Brother Swanson reported that he felt that on the conclusion of his testimony the committee had a truer understanding of the facts.

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

Brother John J. McDonald, Third International Vice-President, greeted the members and asked that due to the lateness of the hour, he be excused from making any further remarks. Brother Ed Parks, State Labor Commissioner, also extended greetings to the members.

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

Respectfully submitted,

C. F. MATHEWS, Recording-Corresponding Secretary.

CONSTRUCTION AWARDS

MILLBRAE, contract awarded to Rothschild, Raffin & Weirick, 274 Brannan St., S.F., \$207,795 for construction of office, shop and warehouse in Millsdale Industrial Area.

MERCED, contract awarded to V. S. Fitchett, 644 Merced, Merced, \$59,950 to construct a mental security building to accommodate eight patients at the Merced County General Hospital.

HANFORD, contract awarded to Ellberg & Conklin, 1467 Smith St., Kingsburg, \$71,385 for the construction of a meeting and recreation hall on 10th Ave. between Florida and Lizzie Sts.

OAKLAND, construction awarded to Oakland Sewer Construction Co., 9915 Walnut St., Oakland, \$99,149 for construction of vitr. clay pipe conduit in Fairway Ave., Sequoia St., Andrews, Short Hills, Briar Cliff, McCurry, Sage, Ridgemoor, Road & R/W in Sequoia Hills Tract, Fairway Estates Tract & Portion of Rancho De San Antonio, City of Oakland.

SACRAMENTO, contract awarded to Arthur B. Siri, Inc., 1357 Cleveland Ave., Santa Rosa, \$64,726 for grading & surfacing with plantmix surface on imported base material and apply seal coats between S. city limits of Eureka and 0.8 miles Southerly, HUMBOLDT COUNTY.

—C. R. VAN WINKLE.

ENGINEERS' NEWS

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What's Doing in the Oakland Area

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

In writing our part of the February issue of Engineers' News, it seems as though it might be a repetition of the past Februarys—that the work has been very slow and consequently very few members dispatched. This February has seen the drawing to a close of many of the jobs in this area as well as an above average rainfall, which tends to make it a month with few work clearances.

The finishing touches were put on the steam plant at Pittsburg, H. K. Ferguson Co. payroll at Standard Oil Co. in Richmond has been cut to a minimum as far as engineers are concerned, the Gerwick-Kiewit operations on the Richmond-San Rafael Bridge structures have been almost completed and a number of engineers have been laid off, and the size and length of the concrete pours have been decreased considerably.

It was just beginning to look as though the sun was going to dry things up when again on the 26th and 27th we had two days of heavy rain. This shut the dirt moving jobs down and they will stay that way at least until the ground dries up again.

On their portion of the East-shore Freeway job, Stolte, Gallagher & Burke have been progressing very well. They have finished the frontage road from the north entrance of Golden Gate Fields to University Avenue, a distance of about two miles. This section will take care of the south-bound traffic from the Albany overpass and from the city of Richmond. After phase two of the construction is completed, this road will handle all the race track traffic previously routed on Hoffman Boulevard as well as south-bound traffic leaving Golden Gate Fields.

GILMAN OVERHEAD

Ninety-five per cent of the pile driving is completed for the Gilman Street overhead structure. We have approximately 25 brothers working on this particular project. Elaf Gustafson is the general superintendent on this job, with Bros. Virgil Welton and Paul Hamby as foremen under his supervision.

Despite storms and rains, Gallagher & Burke's quarry is busy. We have three shovels and a Michigan loader loading for various jobs in the Oakland and Alameda areas.

McGuire & Hester Co. is keeping Local 3 members busy on a good many sewer and water line jobs around Oakland.

The A. O. Penrose Construction Co. and Richmond Crane Service of Richmond are tunneling under Mt. Diablo Blvd. for a storm sewer. This job should be completed the first week in March.

The United Concrete Pipe water line in Walnut Creek is drawing to a close. The brothers who are on this project, and doing a fine job, are: Troy Manzer, Ray Fields, D. S. Wimberly, Neal Taylor, Roy Chamberland, Jim Ackins and Gordon Hunt. Brother Charles Ickelisen is superintendent.

H. K. Ferguson Co. has just completed their off-plot piping work which takes care of the catalytic reformer and the isophthalic plant in the Standard Oil Refinery at Richmond. The present crew of

operating engineers, under supervision of Clarence "Heavy Duty" Hazelwood, which consists of eight operators and two oilers, will be transferred over to the new job. This work will be slow getting, under way and will use very few, if any, additional operators.

RICHMOND REFINERY

Bechtel Corporation's job at the Standard Oil Refinery in Richmond, on the new catalytic plant, is fast coming to a close. The plant will be completed by April 1. Time consumed, from the beginning of the pile driving to completion of the work, will be about eight months. The plant will be capable of producing 22,000 barrels of high octane gasoline daily. This project furnished work for 17 of the brothers during the winter months, and although it maintained a fast pace, there were no serious accidents because of the safety precautions taken. Labor relations during this job were excellent.

Ransome Co. has done all the roadway and tank areas in the Union Oil Co. at Oleum on the big, new job which Bechtel Corporation, Fluor Corporation and C. F. Braun Co. just completed. Ransome did all the grading and paving of the roadways. They put down 15,000 tons of crusher run base and finished it off with 10,000 tons of asphalt paving. The following brothers were on the job: Burl Prince and "Frenchy" Perrin operating blades; rollermen, sub-grade, Bob Allesi, Joe McGuire and Dick Lindtoff; and "Dutch" Kritz, roller, hot stuff. Jim James was running the Barber Green, with Clarence Porter as screedman and Pete Solinero, foreman. This crew has been moved to El Sobrante, where Ransome is rebuilding May Road, from the Dam Road to Valley View Road. This road will be used for the DeAnza Vista High School and the new DeAnza Vista Village. Approximately 12,000 tons of crusher run will be used on the road for sub-base, then treated and covered with asphalt cement.

R. A. Pete Farish has completed the grading for DeAnza Vista Village for 500 homes. This job furnished work for a large number of our members for the past 10 months. Brother Boyd Cable was foreman on the project, in which they moved about 750,000 cubic yards of dirt.

FLUOR AT OLEUM

Fluor Maintenance Corp., which has the contract for most of the maintenance for Union Oil Co. at Oleum, is now employing the largest crew of operating engineers since the contract started. At the present time 56 members are employed there. Brother "Red" Ivy is the general foreman, with the

following men working with him: Vern Hansen, shop foreman, day shift; "Whit" Whitworth, shutdown foreman, day shift; Bob Linthicum, compressor foreman; Elmer Powell, shop foreman, night shift, and Joe Essex, shutdown foreman, night shift.

The scrap iron yards in the East Bay area are busy and keeping a number of our members at work. Due to a slight increase in the price of scrap iron, business is picking up in this industry. The Learner Co. has leased the Pacific Island Scrap yard and is working two shifts.

Beckett & Federighi have been awarded the contract for the Bayo Vista housing project at Delano Street and Foothill Blvd. in San Leandro. This tract is a \$58,000 job and will consist of 78 homes. The sub-contract was awarded to McGuire & Hester Co. The Bayo Vista project calls for 12,000 feet of sewer lines, water lines and storm drains which will be laid at a depth of 19 feet.

U. B. Lee Construction Co. will do the grading and excavating on the Bayo Vista job with the able assistance of Bros. Murt B. Lynch, scraper cat; Fred Myers, D-8 dozer; Ross Walker and Holger Jensen on the sheep's foot tampers, and George Souza and Clive Pitkin as the jeep "pilots." Other Local 3 members active on this project are: Milt Moore, foreman; Carl Booth, loader operator; Fred Leake, backhoe operator; Bob Selvidge, oiler; Ralph Underwood, backhoe operator; Wilford Thomas, oiler; John Florence, trencher operator, and Bill Byer, oiler.

It is estimated that there should be a month's work on the Bayo Vista project.

News About The Brothers

Brother Bill Connolly went on a ski trip last month. On the way down the hill Bill went one way and his skis went the other. Result—one broken foot. Bill is back at work now with a cast on his foot.

Lou Hall, superintendent for United Concrete Pipe Co., has been in the hospital just recently but is out now and feeling much better.

Brother "Red" Ivy is now co-owner of Frank's Economy Meat Market in the Cannery Sales Store at 2201 Mt. Diablo Blvd., in Walnut Creek. "Red" says if you brothers want to get some good meat, this is the place to buy it. We wish you a lot of success in your new venture, "Red."

Brother Walt Fahje recently made a trip to the Alameda-Contra Costa Blood Bank to make a deposit for the Local 3 collection only to be rejected because of the remnants of a case of poison oak. Thanks anyway, Walt! We hope we'll be seeing your name on the donors' list again as soon as you feel fit.

Troy Manzer broke down and purchased two new tires for his panel truck; or is that a relic, Troy?

Brother Ole Achison is foreman for Martin Bros., building streets in subdivisions at Danville.

Brother Gordon Wickander is now working on Eniwetok Atoll in the Marshall Islands and writes that life there is very pleasant, with sun bathing, swimming, athletic activities, movies, hobby shops and fishing to keep him busy in his spare time. He had an enjoyable stopover in Honolulu en route there. Another resident of Eniwetok is Brother John Hosino, who will return to the States in June.

Gustas Soderstrom came into the hall a few days ago with some snapshots of his recent job in Iwakuni, Japan. Brother Soderstrom spent three months in Japan as levee superintendent on the Hawaiian Dredge Co.'s dredge Dillingham, enlarging an air strip for the Navy. He expects to return in three months. Bros. Don Downey and Inar Edlund worked as levermen on the Dillingham with



AT THE CONTROLS—It's a big rig, the Dredge "Papoose", and it takes some hefty controls to manipulate her. Vince Baldetta is shown here in the lever room of the dredge.

Dredge "Papoose" Is an Island Builder

(Continued from Page One) who have made inquiries about just what these pipes are used for and why they are there. This is the pipe line of the Dredge "Papoose," owned by the Hydraulic Dredge Company. It is pumping the sand for the addition of ground for the toll plaza and toll gate expansion for the Oakland-San Francisco Bay Bridge.

Of the over 16,000 members of Local 3, we have a nucleus of 150 to 250 men who spend the major portion of their time in the dredging industry. Many of these old-timers follow no other kind of work while some of the boys not only work on dredges, but also work at other phases of the construction industry.

The dredge "Papoose" is one of the larger of the dredges operating in the Bay Area and in the waters adjacent to the Bay Area. It goes without saying that it is a floating dredge and will dig up to 55 feet in depth and has a cutting radius of approximately 200 feet. The electric motor which operates the pump itself has a 4000 horsepower capacity. The cutting head alone weighs 7 tons. It is capable of handling approximately 1200 cubic yards per hour. The motor operating this particular piece of equipment is of 1000 horsepower capacity. There is approximately 3000 feet of floating pipe-line assembled with ball joints and resting on pontoons which are spaced 66 to 130 feet apart. The length of the entire line—that portion resting on the ground as well as that on the pontoons—is approximately two and one half miles in length. This particular job necessitated

a waste line. By this we mean there were piles driven and two branch lines extended into the bay whereby the mud was first pumped off of the sand through these branch lines and allowed to waste in the bay. Then the sand was pumped directly to the site of the toll plaza.

While this particular job did not have as much yardage as some of the major dredging jobs that have been performed in the Bay Area, for example, the site of Treasure Island, Alameda Naval Air Station, Fleet Supply Base or the East Shore Freeway, it is nevertheless a job of no small magnitude. More than one million yards were pumped in place.

Previous to this sand being pumped into the site of the toll plaza, it was necessary that a number of yards be removed from this location so that this sand would rest on solid foundation. This particular phase of the work was performed by the Association Dredge Company's dredge "Sucker," which pumped the waste out of the area of the toll plaza.

The dredge "Papoose" requires a crew of approximately seven men per shift who work on a three-shift operation, six and seven days a week. The seventh day, Sunday, called mostly for repair work. The shore gang (sometimes known as the "Levee Gang"), working in conjunction with the dredge crew placing the pipe, consists of anywhere from seven to twenty men, depending upon the type of work being done. Of course, as is the same with most all other construction jobs, particularly where dirt is being removed, the usual complement of cat-skinners were active. In this case they were Brothers "Curly" Mulleneux on the H.D. 20 and R. T. Sodergren on the H.D. 8.

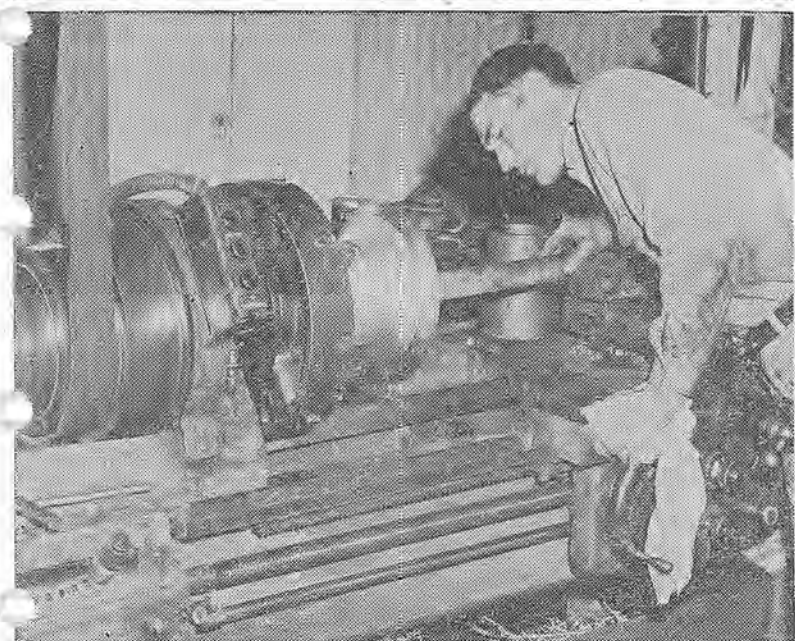
Gustas Herman Rossebo was captain.

Brother Charlie Spoon will be taking off on March 8 on a Western Air Lines plane for Korea, via Seattle, the Alutians, and Tokyo. He will spend a year and a half there working for Bechtel Engineering Co. building two power plants for the Army. Charlie says he will write and give us all the news about the job when he arrives.

Brother Ray Hahn has opened a restaurant at 1202 13th Ave., in Oakland, called Tom's Cafe. Mrs. Hahn is the cook and if you ever feel in the mood for some good home cooking, drop in between the hours of 6 a.m. and 7 p.m. and see them.

Rain or shine, on 24-hour round-the-clock shifts Skipper Nick Carlson, Chief Engineer Roland Davies, Levee Superintendent Mory Walgreave and their fine crew operated the "Papoose" on this tremendous sand-pumping project and are now in the final stages of the job and enlarging the San Francisco-Oakland Bay Bridge toll plaza—one more contribution to the development of a greater Bay Area by the members of Local 3.

If you place equipment within six feet of overhead electric power lines, you are breaking the law. You can be jailed for this.



FLOATING SHOP RIG—That might partly describe the many-sided operations of the Dredge "Papoose", now working San Francisco Bay. Operating Engineer Bob Allen is shown here at work in the machine shop of the big dredge.

THE NEVADA ROUND-UP—

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

Silver State Construction Company, better known as A. D. "Andy" Drumm Jr., is well along with his highway job from Highway 50 to Highway 95, called the Pasture Road. Brother Joseph "Chip" Montrose, the foreman, is catching on to how easy it is to build highways with shovels, draglines and dump trucks instead of Super "C" Pulls and Carryalls. Chip is really getting the job done with the help of Brother Richard "Chief" Kingston on the dragline loading trucks. Now that Chief is a real drag man in lots of ways. Brother Clifford Carr is on the shovel. He loads out a few loads while the Chief is resting.

Drumm's two outstanding blade-men, Bro. Al Montrose and Bro. Russell H. Hutchison keep the highway graded in shape and the truck haul road up in good shape with the help of Brother David "Windy" Howard hauling in a few loads and smoothing up a bit with the DW-21. Brother Vern Nichols of Silver State Construction Company, head greaser, keeps everything greased up on the highway job and the land leveling spread. Brother Nichols is the fastest greaser around the state whether there are a dozen rigs in the spread or a couple. Everything is greased and ready to go. He can't be beat. The well-known brother, Don Bruner, is back with Silver State Construction Company. Now that Don is a good man to have on a construction job, with that pleasant smile and his "know how," for it goes a long way when it comes to building a highway. Joe Ripoli, Silver State Construction Company stake setter is on the jump all the time. However, Joe has his troubles dumping trucks some times, but he gets the job done up in fine shape especially when the State Engineers are around with an eagle eye on Ripoli.

Bro. Ralph "Jughead" Stephens doesn't think too much of this highway building with trucks for it really keeps "ole Jug" on the move, and then Brother David "Shorty" McEvers seems to be in his way with the Sheepfoot Cat most of the time. Bro. Joe Solaegui has been on the sick list for a few days with what Joe calls the hives, but his doctor may think it's something else. I think it's the meanness working out on him and that's what some of the Cat skimmers tell me.

They tell me that's one way of getting even with these tough foremen like Solaegui, let them get sick and stay home for a while; then the Cat skimmers can get some work done for the company. Bro. Harold Watts, Drumm's Welder, has lots of welding to do between going from the shop out to the highway job and the land leveling jobs. That Watts is O.K., only he's getting real cranky and mean like Andy Drumm (Schorchey, the Second). Some of the fellows say Harold just looks at them tough like when they want something welded. However, Watts is a real welder and gets the job done in short order, and that's what the Silver State Construction Company likes from its foremen on up to the Top Man Drumm.

AROUND FALLON

Bro. Joe Armas has returned to Fallon, Nevada, after spending some time in Sunny California. Joe has a new job working in cahoots with his brother, Mr. George Armas at the famous Clover Club in Fallon, Nevada. Joe is real good at his new job; all of the brothers drop in to visit with Brother Joe when they are not working or on their day off when it's stormy in Fallon. However, Brother Armas has that Super "C" look in his eye and Joe will be back on the dirt work real soon, "Hey Joe"?

Speaking of the brothers around Fallon, Nevada, there is Brother Ray Norcutt, the outstanding individual land leveler of Fallon. Brother Norcutt is the man around town besides leveling land.

Bro. Bud Jacobsen and Bro. C. M. Scott have finished up their pumping racket for Nomellini Construction at the new Disposal Plant in Fallon which the Stockton contractor is building.

Those two brothers, Don Vaughn

and Bert Roark, are around Fallon. They are doing the town.

That's all for Fallon for this issue of the Engineers News.

At the Anaconda Copper Mining Co. operations at Weed Heights, Nevada, everything is going right along. Mr. A. E. Miller, general manager of the company, gave the men a proposal, which was accepted, to set up a Beginners classification on a Bulldozer with a third class scale the first 90 days or three months' tryout. After this tryout period, the men in the Beginners classification will go up to the regular scale of wages, while the fellows at the regular scale will be advanced to the first class rate which is an increase in wages. The brothers are well pleased with Mr. Miller's interest in training men to become Bulldozer Operators on his job. However, Mr. Miller does take great interest in the men who work under his management, and the men have lots of respect for their manager.

AT ANACONDA

Bro. "Wally" Farnsworth is busy on the drill down at Anaconda. However, the day I was there, he did seem to be having a little difficulty. It seems as though the water well that he was drilling wasn't going down straight, so they tried to loosen the rock with dynamite in order to straighten the hole. The results of the blast sort of damaged the cab of the drill. Bro. Ed DuBois is keeping very busy pulling casing and pumps out of the water wells and then putting repaired equipment back in again. Ed is a very good hand when it comes to operating a truck crane on any kind of work.

Brother Mel Prince and Brother Gray Azparren are both hard at work on a Dozer and Cat and Scraper down at Anaconda. They were taking out a section of one of the upper levels and re-routing a haul road. They are two good hands on a good project. Brothers Robert McCollum and Jim Howe are always busy on the repair work; any time I go to the pit I can see these two brothers hard at work on one shovel or another.

Out at Ely, Nevada, the brothers at Foley's Deep Ruth and Kellinske Shafts are working steady as usual. The shops and repair crew are getting along very well under the supervision of Brother George Rood, who is well liked and a swell fellow to work for. He keeps everything going along very well although I suspect that Bro. Bustos makes him a bit uneasy at times. All the brothers on the job are working as hard as they always do, but their spirit has hit a very low mark since they learned of the death of Brother Nick Piscevich. Nick was a good friend to them all and was very well thought of. It was a great shock to everyone when they heard that he was dead. Bro. Nick Piscevich was one of the first Hoistmen on the job for Foley Brothers and had been operating hoist since 1936, in many mines throughout the state. It comes as a great loss to all of us to lose such a fine Hoist Operator and good friend and brother.

The brothers at the Isbell Construction Company pits at Ely, Nev., are keeping busy digging copper ore out of the Kimberly, Veteran and Morris Brooks Pits. A few of the brothers who worked at Isbell's pit in Alpine County, Calif., are now back to work at the Ely Pits. Bro. Ed Clifford is in the Lane City Shop and Bro. Bert Cunningham is on a dozer. Brothers Everett McCollum and Donald Lani are on the drill crew and Brother James Sampson is an oiler on one of the shovels.

ISELL AT ELY

I want to thank Bro. Don McCowan for giving me the information concerning the Polio Drive. The employees at Isbell Construction in Ely were very generous in their efforts to make the Polio Drive in White Pine County a success. The total donation of the group was \$1,035. This money was donated to a great cause and everyone who gave should feel proud that they helped the Polio Drive and also helped some person who has been attacked by the terrible disease. I am sure that everyone

connected with the drive officially would like to thank you all personally, but since it is impossible, we thank you here in this article.

The Euclid Scrapers are back to work stripping in the Veteran Pit slide area. This is a very touchy place to work, but the brothers will get the job done, one way or another. Bro. Clarence Wiebel is the "Bossman" over the Euclid and there is a man that will take care of the brothers and see to it that things don't get too rough or dangerous. Brothers Manuel McCloud, "Buck" Stewart, Earl Westmun are operating the Scrapers and Brother Charles Dory is on the Push Cat. These brothers know what it is like to work in tough places and are very careful in their work. They are a fine crew and with Brother Wiebel with them, they will do a fine job. This crew of brothers have a lot of dirt to move before the area gets very wide. At the present time, the point that they are working on seems very thin to them.

Back in Reno, I believe spring work is finally off to a small start. (I say this with my fingers crossed and a look at the weatherman.) Isbell Construction Company has started their four-lane highway job west of Reno, Nevada. This is the job that starts at Vine Street and runs 1.5 miles west of Reno. Our famous brother, Leonard Miller is the man on the job, first one out there. And is he busy. He's on the Dozer and really doing the pioneering work. See Leonard, your wife, and nice "Bee" was right, you didn't need a new Pick-up 'cause you aren't going any place. This looks as if it will be a fine job and should really be under way by our next issue. More later, on same.

2 BIG RENO HOTELS

Bro. Leland Eckley has the job landscaping for the two new hotels west of Reno, the Silver Lode and the River Queen. Brother Eckley is just the boy that can do the landscaping for the big hotel deals.

Bro. Al Amer is real busy landscaping for the new shopping center in Reno at California Street and Booth. This is going to be a great improvement for the southwest section of Reno. Bro. Amer has some other Carryall work out at the Smith-Peterson gravel pit in Sparks, Nev. That Amer boy is doing O.K. for himself lately with his outfit. Lots of luck, Al, in your new ventures.

Bro. P. W. Burge has a basement job for a new music store and office buildings which is quite a project, at the corner of Wells Avenue and Vassar Street. Wells Avenue and this section are really coming to the front and so is Bro. Burge with Bro. V. McCoid on his Backhoe. That "Mac" really slings the muck with that rig.

The three brothers that make the George Grifall outfit tick are namely: Ed Gnadig, the real Skipper Boy and HDHM, plus he does a few side issues for everyone concerned. He's the boy. Brother Cal Scolari on the Backhoe and his oiler or assistant, Bro. Al Piretto, who does half of the operating for Cal, but then, that's the kind of oiler-runners like these days. I recall the day when an oiler or fireman could not even touch the levels for the first five or six years after he went oiling or firing. However, those were the tough old days when the shovel runners were really rough. Now days, in this fast life we are living it's different, the runner gives the oiler a break and gives him a chance to learn something while he is young and eager.

Lagrange Construction Company, better known as Johnny "the Little Man" DeLagrange, has a job starting up at Empire, Nevada, and it will be a good job with Brother Jay O. Baker as "Roustabout Man on the Job." Bro. Pete Ferretto on the Backhoe and his famous oiler, Bro. Dale Morlan. This makes a good crew. The "Little Man" should finish up the job in short order. However, some of the brothers working for the company think the office manager, Mr. Harold Imelli, should get out on the jobs more often and see how hard they are working, and I agree with them.

Then Harold wouldn't wonder and mind handing out their pay checks so much. Harold's assistant office manager can take care of the office O.K. For Mrs. Mabel DeLagrange has to do most of the office work anyway, I think.

DOUGLAS ALLEY ROY

There have been numerous Hoist Operators in this Local Union No. 3 of the Hoisting and Portable Engineers. And recently one hoist job and operator has stood out in my memory. Brother Roy Tucker, the operator; the hoist, an electric one drum, located in colorful Douglas Alley in the biggest little city in the world, Reno, Nevada. I know there have been many hoist jobs in the International and also in this area. But to Bro. Roy Tucker, no hoist job has ever held the interest this one has. From the location of this hoist at Harolds Club where daily steel and other material is being raised by hoist to build a bigger and better club, he can see from one end of this busy alley to the other.

And it is a colorful alley. Here, Roy can see the Bank Club, the Golden, Harrahs Club, the Nevada Club and Harolds Club. He sees people, some sad, some happy; who knows what's behind those looks. A fortune won, a fortune lost, and still, regardless of personal tragedy or happiness, progress goes on; a building must be built; a hoist man must answer his signals. But Brother Roy Tucker can still wonder about the drama and life he looks on, every day on this job.

The George E. Miller Company has finished its sewer job in Fallon, and has quite a bit of work around Reno. Bro. Vernon "Peewee" Galleron is busy welding things up and Bro. John Livingston and the Busch boys are doing all the HDRM work.

Now, brothers, don't forget the Superintendent for the Miller Company, Brother Howard Johnston. As I told you in the last issue of the Engineers News, Brother Howard Johnston has definitely decided to run for Mayor of Reno. As Brother Engineers, let's all get behind him and give him our support. Not only as Engineers, but as his friends and because we need him. He'll make a good Mayor because that's the kind of a man he is. He doesn't do any job he undertakes, half-way. He gives his all to it. He'll work for us and for Reno with everything he has. You remember, that Brother Johnston was a good shovel runner, he's a fine superintendent, and he'll be our best Mayor if we give him the chance. That's all he's asking. So let's give him that chance. Let's all get out and support Howard Johnston. Let's talk it over with our friends, our neighbors, and even the man we meet on the streets of Reno. But let's get him elected and then Howard will do the rest. He'll be the best, and he won't let us or our confidence in him down. Let's support Howard Johnston for Mayor of Reno, Nev., in the coming May, 1955, election.

Bro. Dan Milovich has gone to work for Dinwiddie Construction Company on the Reno airport. He is operating a scoopmobile with a concrete bucket on the tower. That "Danny Boy" will be a concrete and cement expert before you know it if he doesn't drop the skip. How about it, Dan?

Brother George "Whitey" Cate is working for Gilb Construction Company in sunny California on the Sierra Ordnance Depot at Herlong, Calif. Whitey is on a blade and is really shaping the dirt floors in the warehouses for the concrete. One thing about Whitey is that he never moans or groans, just does a good job for the contractor. We are very fortunate to have such an outstanding blade operator from the great Silver State representing us on a government job in California.

PROMISED SPRING

The sun is beginning to show up about four days out of seven now and there is a promise in the air of spring. So, most any day now, we will see the "Breakfast Food Kid," Jack Kellogg, coming down the road. He has been hibernating all winter in Lancaster, Calif., where the sun shines all day and the moon is out every night. But we know it's spring for sure when he gets back. Will be good to see you, Jack, and don't forget to bring that pretty wife with you.

Some of the brothers in San Jose

SOME JOBS AT REDDING

By E. A. HESTER
Business Representative

Your business agent in the Redding district doesn't have very much to report. He has been in business partnership for the last week with a good dose of blood poisoning in his left hand. I learned a lot about the dirty old disease, and find that there is no difference between it and a snake bite, both are very dangerous if there isn't something done about it very quick.

As to the work situation, things are still a little quiet, however, we are sending out a few men now and then.

Plombo Construction is making preparations to start their job at Lamoine. If the weather permits, we expect to see a little activity up there within a month or so.

Somers & Stacy are getting pretty well underway on their canal work at Red Bluff.

The Bureau of Reclamation has called for bids on another section of this canal. Bids will be opened March 31. There will be about 600,000 yards of material to be moved, the contractor who gets the job will have 550 calendar days to complete it.

By the time that you read this report, you will know the successful bidder on the Los Molinas road job. Bids will be opened on March 9. There is about 12 miles to be graded and surfaced with plant mix surfacing on cement treated base. A good job for the brothers who are living in that vicinity. There is another job similar to this coming up near Proberta on March 16, about 5 miles in length.

U. S. Department of Interior, Fish & Wildlife has awarded to S. W. Grossbeck, of 238 Alder Street, Eugene, Oregon, a \$36,000 dike repair job. The work will be situated near Tulalake.

R. M. Stames, of Sacramento, was awarded the contract for highway improvements in Siskiyou county, across Shasta river, about one mile east of Grenada, a reinforced concrete girder bridge to be constructed. The bid was \$26,275.50.

At the present we have close to 200 men on the out-of-work list; we hope that by this time next month the list will be quite a bit smaller.

and the surrounding area, also the Nevada area, will remember Bro. Berl Johnson. Brother Johnson has been back in Ohio now for over a year and seems to be doing very well. He usually drops a line when he sends his dues in and right at present, he is living in Norwalk, Ohio, and busy building the Ohio Turnpike. Also, believe he is to be congratulated on the arrival of Berl Johnson Jr. I see he signs his name Senior now. Hope to see you out this way again some day, Berl, when you get all those roads and turnpikes built back there.

And now I come to the part of this column that I don't like to write. It's always with a feeling of deep personal loss that I must report a brother's death. Brother Russ Stillwaugh is gone, leaving another vacancy in our ranks that will not be easily filled. Many of you brothers will remember Russ at Jiggs, Nevada, or working for Isbell, or on the Harms job near Ravendale, or with Brother Frazzini down near Bridgeport, Calif. Russ was on the job for Alton Jack when his death occurred. We've lost a good brother, fellow members, and I'll take this opportunity to extend our deepest sympathies to the ones left behind. We'll all miss Russ.

★ ★ ★

One out of three injuries caused by directly or indirectly touching overhead power lines results in death.

* * *

Operators: Inspect the route and area your rig will be in. Make sure no part of it will be within six feet of power lines. Never attempt to raise or move overhead wires—ask the power company to

* * *

Cannery Worker Kate says they detect the sex of sardines by watching which can they go in.

Power Soon From Folsom; Sacramento Area to Be Busy

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

The constructors of Folsom Dam have dropped the gates in the diversion tunnel and are now storing water in Lake Folsom at the rate of several million gallons an hour. This year should see electricity emitting from the power house at this site. Construction on this project started on October 17, 1951, and the gates were closed on February 25, 1955. Again

we report that this looks like one of the show places of California. According to reports there will be a highway around the lake and there will be plenty of fishing and boating. This should be a sportsman's paradise.

Work in this district for the coming year looks good. According to reports of the Building Trades Council there will be 80 more subdivisions developed this year, which is more than the overall total in 1954. With the highway jobs scheduled for bids, and those already let by the state, counties and cities, it looks like a profitable year for the brothers in this district.

Jobs that have been let and are ready to go are: A. Teichert, runway, overhaul at Mather Field, \$830,000; Granite Const., South Sacramento freeway, \$1,512,000; Baldwin Const., paving on Roseville freeway, \$1,576,000. A bid to be let on Stockton Blvd., South of Sacramento, amounts to 3.5 miles of highway 50 overhaul. Another to be let from Auburn to Newcastle on highway 40 will come up in March. Piombo's highway 40 job at Applegate will also start again in the near future.

Piombo Const. Co. have another 30 days on their freeway job at Placerville. The brothers on this project fared well this winter. They had a lot of rock to handle up there. Another bid to come up will be the surfacing of this project.

T. E. Connolly has another 6 weeks on the Sly Park tunnel. Engineering Constructors, Inc. are progressing rapidly with their pipeline which connects this tunnel to Camino for water distribution to the valley.

The Baldwin Construction Co. are getting their crusher ready for business on March 14. This unit is being set on log skids for pulling against the rock. They have approximately 400,000 tons to crush at this site. This crusher will be fed by 3 dozers with another dozer doing the stacking. Bro. Bill Stanley, superintendent on this job, informs us that 5 blades, 1 Barber Green spreader, 1 Jaeger spreader, 2 Woods mixers, 1 Gardner mixer, 5 rollers and 2 cobras will be the equipment required here. Also, the hot plant will be set up about half way between Roseville and Sacramento. J. P. Moore has a sub-contract to furnish 100,000 tons to this hot plant. This project consists of 13.1 miles of four-lane highway with 7 miles of frontage road. The completion date is set for December 1, 1955. The brothers on the project to date are Ralph Knight, crusher foreman; Emanuel Wahl, welder; Lee Young, compressor; Fred Potter, technical engineer, and Ralph Holcomb, mechanic.

Mather Field

A. Teichert & Son are excavating for a rock plant at Mather Field and have called back some of the brothers who were on the out-of-work list since last December. This plant will furnish the material for their runway job on the field. Brother Jake Jacobs does the gaffing on his spread with Bros. A. E. Welton, Jim Church, Bill Landrum, Ray Wymore, Geo. Haskins and Bob Rein giving the assist. This company is also about to set another rock plant at Clarks-ville to furnish rock to their Shingle Springs job. This job will also start in the near future with Brother Oran Cobb as superintendent.

P & Z Drilling Co. had a rig on the addition to the County Hospital with Brother Loyd Love operating and Bro. Paul Jones doing the oiling.

Bro. L. D. Flanagan is now in business at the Western Drilling

Co. They do cesspools, footings, etc. Contact him at 1024 Walnut Ave., at Orangevale.

Brother New Valentine reports that he has a TD-24 dozer for rent, fully operated at \$12.50 an hour on long jobs and \$14.00 an hour on short jobs. This dozer is 100% perfect and a late model. Contact Bro. Ned at the Colfax Trailer Court, or call Colfax 152R12.

Brother Dean Ketcherside specializes in land drainage, canal construction, equipment rentals, draglines, backhoe, clam, piledriver, concrete bucket, fill dirt and sand loading. Call WA 5-0244. Brother Dean is located at the corner of Ford and Lower Marysville Road.

George Pollock was low bidder on the H street overpass with a bid of \$29,888. E. H. Hilliard has an alley paving job at a cost of \$2,000, and Lawrence Const. Co. is at McClellan Field working on a well, pump house, elevated tank, etc., at a cost of \$100,989.

Here and There With the Brothers—

Bronc Johnson, running a Koering paver; Charles Lamma oiling same; Norman Wing signing in; Doug Butler driving a Model-A pickup; Bill Landrum dozing red mud; Pat Caldwell finishing concrete; R. L. Monroe pulling cars apart; Tom Davis called back; Whitey Crisler sloping; Jerry Cuneo up the creek; Halvor Skjold watching blue tops; Tex Cox blading a freeway; Phil Edwards setting stakes; Leonard Jenkins backfilling a bridge; John (Whitey) Adams trenching a subdivision; Smokey Sutherland roading a loader; Mac McAdam walking the levee; Howard Founce feeding a plant; Bill Richter looking at a power plant; Pete Conner dozing rocks; Ben Shinn finishing grade; Jerry O'Donnell shooting the concrete; Nat Overton in rubber boots; Emanuel Wahl cutting on a rock plant; Carl Clark running a euc; Lonnie Pike playing mouth music; Jack Miller checking in; George Beckwith likewise; Henry Curb getting certified; John Hartman likewise; Bob Hall placing bins; Bob Callender working on a crusher; Stan Billigmeier repairing a paver; Al Brown doing the same; Clarence Guzek heading for 21st and J; Ray Austin visiting the hiring hall; Dewey Schreiner standing by.

The following letter was addressed to our office on February 26, 1955:

"Dear Brothers!
"I would, at this time, like to express my sincere appreciation to the Officers and Business Agents of Local No. 3 for the promptness in which they received financial assistance for me through our Welfare Plan.

"On October 15, 1954, I had an attack of coronary thrombosis (heart attack) and before I was released from the hospital, seven days later, our Local No. 3 representatives had collected my benefits for me. This prompt action was of the utmost importance to me as it relieved one of the worries which goes with this dreadful disease.

"Also, I would like to advise all members not to take just one doctor's opinion as to the cause of that tired, 'dragged out' feeling which is one of the primary symptoms of this dreadful blood condition. I had gone to no less than 10 doctors, throughout California and Nevada, and was always told that I was merely tired; however, all credit goes to Dr. Charles Schaap, of the Orangevale Medical Center at Orangevale, Calif., who discovered just what I had. Dr. Schaap, without a doubt, saved my life from this killer which claims

REDWOODS BEGIN TO SHOW LIFE

By A. R. McCAFFREY, Business Representative

The contractors in the Redwood Empire are starting to show a little life and come out of hibernation after a fairly mild winter so far this year.

Mercer-Fraser Company, who was the low bidder on the Crescent City job, are moving in a crusher and dragline to start, with more equipment to follow. They are also working on various other jobs around the area.

Humboldt Constructors and John Delphia are starting to move equipment in on their job at Berry Summit.

Brother Tom Hull is getting ready to roll on his \$250,000 dock job in Eureka.

Walter S. Selvage is also busy on a piling job in Arcata, approximately three months work.

Macco M.K. Company at Crescent City are also getting ready to roll on their jetty job.

Burman & Sons are going right along on their Freeway job at Red Mountain Creek. They also have a housing project in Eureka to complete.

Bechtel Corp. has been working all winter with a skeleton crew on their \$10,000 P.G.&E. steam plant in Eureka. Arthur B. Ciri and C. C. Moore are presently working on this project. It looks like they also will start opening up in approximately two weeks.

On March 10th the Bureau of Public Roads will open bids on a highway job at Berry Summit. There will be approximately 400,000 yards of dirt and rock, also a concrete bridge on this job.

On March 23rd the State Highway Department will open bids on a Freeway job north of Arcata. There will also be two concrete bridges on this project.

Arthur B. Siri of Santa Rosa was awarded a County and State job for improving on Walnut Street, south of Eureka. Their bid was \$65,426.

Clearing the final step toward the completion of the Burns Freeway between Eureka and Arcata, the bids will be opened at Sacramento on March 30 on the budgeted project for surfacing the five miles of divided highway from Eureka Slough to Gannon Slough. The new project involves the base and surfacing of the sector recently graded by the Macco M.K. Company. It also includes base and surfacing on the existing two lanes of the sector and the installation of lights at the Indianola and Bayside intersections. There has been \$850,000 budgeted for the project and the work should be completed for the use of traffic by late September or October.

At the present time the Valley Engineers, Inc., of Fresno and the Chicago Bridge & Iron Company of San Francisco have not started on their water works project in Eureka.

All of the local contractors are busy on various small jobs when the weather permits. The rock plants are also rolling pretty steady now.

Weather permitting, our large out of work list should disappear some time in April.

380,000 lives a year in this country alone.

"Again, to all those concerned goes a very grateful 'thank you!' Sincerely yours,
RAY JACOBUS."

Best wishes for speedy recoveries goes to Ralph Galbreath, Clyde Stephenson and Don Wrest who are in Sutter Hospital, and to Luddy Gray, who is in the North Sacramento Community Hospital.

Congratulations to Brother and Mrs. Louis Reeder upon the birth of their baby son, Louis, Jr.

BLOOD BANK
Our sincere thanks goes to Bob Campbell, our lone donor this past month. Thanks, Bob.

Remember, this office is open every Thursday evening, from 7 to 9 for your convenience!

Russian River Coyote Dam Would Furnish Substantial Water Supply

By GLENN L. DOBYNS, Business Representative

I am like the Chamber of Commerce—"this has been a most unusual winter." Some of the men that had jobs to go to when the weather was permissible were called back to work during the past two weeks. They got in a few days of work when a very wet week-end showed up. Since Monday the sun has been shining on both sides of the fence—let's hold our breath.

A limited access freeway on Highway 101 to bypass the City of Ukiah will be the No. 1 priority on Mendocino County highway improvements to be recommended to the California State Highway Commission. Supervisors voted to recommend five projects on primary roads in the county, five on secondary roads.

The proposed limited access freeway will provide interchanges to permit easy access to and from the City of Ukiah, but will ban a highway business strip.

The four other recommendations for improvement of primary highways in the county and their priority, follow:

Realignment of Highway 101 from Longvale south, including construction of two bridges.

Construction of a four-lane highway from Forsythe Creek to the south side of Burke Hill.

Realignment of 101 on a three-mile link from Beauty Ridge Lodge to about four miles south of Laytonville.

Realignment of six-tenths of a mile on 101 to eliminate the curve at Irving Lodge.

Five projects recommended on secondary roads:

Shoreline Highway realignment from the mouth of Navarro River south.

Route 28, survey and acquire rights-of-way for the Dry Creek route, beginning at a point 14 miles south of Boonville and following Dry Creek to Highway 101.

Shoreline Highway, realign grade Obolodidaih Gulch grade.

Realign Shoreline Highway on Caspar grade both sides of Caspar Creek and install new bridge.

State Highway 128, realign from Anderson Creek at west end of Boonville to Gleason residence. Three and a half miles northwest of Boonville.

Road improvements included in the list of recommendations.

State Highway 16, realign from Sanel Valley to Lake County line. Shoreline Highway, realign grade at mouth of Navarro River.

State Highway 128, realign from Cecil Gowan Ranch to Day Ranch, one and a half miles.

Highway 128, realign from Philo to the northwest side of the Arnold Brown ranch, one mile.

DRY CREEK ROUTE

A delegation from Boonville and Philo appeared before the board before the road improvement recommendations were decided on and made a strong presentation in behalf of including the proposed new Dry Creek route in the top priority listing. They declared the Dry Creek route would open up not only easy transportation but would prove a boon as a defense road in the event of war.

Proposed legislation which would make Shoreline Highway a part of the State Highway system received overwhelming support.

The bills, if adopted, would make Shoreline Highway eligible for State Highway funds for both maintenance and construction.

In addition, a bill providing for State maintenance of the Leggett Valley to Westport section of Shoreline Highway. And for State maintenance of another section of the highway from the Marin County line to Jenner.

California Marine Parks and Small Boat Harbors have come up for consideration to have a string of small boat harbors established along the California Coast.

The Coyote Valley Dam project actually consists of two things, so far as Sonoma County is concerned. Voters of the county will have to ballot on them at the polls in this "year of decision." It isn't too early to start getting them straight in your mind.

The first question is whether the Coyote Valley Dam should be built.

The proposal is that the federal

government would construct it, using some \$15 million of federal funds. Mendocino and Sonoma counties would have to lay out around \$5,600,000 as their contribution.

The purpose of this is not to put water on anybody's land, or in any city's reservoir. Construction of the dam would be entirely for the purpose of assuring an ample flow of water in the Russian River, every year, and at all seasons of the year, for recreational use and for removal from the river for irrigation and domestic water purposes.

GOOD WATER SUPPLY

In other words, it would assure residents of both counties that the Russian River would become a permanent and reliable source of water supply for people of both counties as present and future growth exhausted other sources, and exhausted the present unreliable flow of the Russian River.

It would assure an ample water supply for years to come, and at a tax rate of 10½ cents per \$100 assessed valuation—a remarkably reasonable figure.

County tax rates fluctuate up or down by roughly that amount every year. The amount is peanuts, and the benefits are great.

It is human nature to ask, "what's in it for me?" where public expenditures are concerned.

To determine what's in the Coyote Valley Project for you requires that you look farther than the end of 1955.

What's water worth when you need it and can't get it?

What's a job worth when you need one and can't find one?

What's land worth when it can't raise the crops for which good cash markets exist?

Those questions are all involved in the matter of what you'd get from Coyote Valley Dam in return for a tax of 10½ cents per \$100 assessed valuation.

Without the dam, Mendocino and Sonoma counties face a limit on industrial growth in direct relationship to our inability to supply water for wood pulp processing plants. That limits the number of jobs the counties can offer. It limits the number of consumers for our dairy products, our eggs, and our other crops.

Much of the irrigation and domestic water supply of this area at present comes from wells. Falling water tables tell the story of an area that is already overdrawing its underground bank account of precious water. And much of this part of the country is on earthquake faults, where shifting pressures at any time can pinch off the underground supplies of water.

The question concerning Coyote Valley Dam is whether it's worth 10½ cents on the tax rolls to make the Russian River into a great canal supplying ample water for everyone for years to come.

* * *

CONSTRUCTION AWARDS

SAN JOSE, contract awarded to Lane & Pittard, 13 Los Ceros Rd., Redwood City, \$23,52 for construction of drainage project at Penitencia Creek, SANTA CLARA COUNTY.

SAN FRANCISCO, contract awarded to Pipe Linings, Inc., Box 456, Wilmington, \$144,663 for reconditioning of Calaveras Pipe Line, ALAMEDA COUNTY.

MARCH 8, 1955

TRANQUILITY, contract awarded to A. C. King, Inc., P.O. Box 1902, Fresno, \$93,473 for additions to Tranquility Union High School.

FRESNO, contract awarded to Clarence Ward Construction Co., P.O. Box 806, Fresno, \$15,280 for construction of prefab all-metal garage, office & paint building at Chandler Field Corporation Yard in City of Fresno.

Local 39

Report on Apprenticeship

By RALPH DUPLANTY, Sec'y., Joint Apprenticeship Committee.

The bulwark behind the success which we have obtained so far in our Apprenticeship Program are the members of our Engineer's class. By their thirst for knowledge, their attendance in our evening school, we are recognized as a trade.

Your attention to the fact that we all are proud and happy for the amount of success which we have gained is no reason to believe it is working out fine and we can rest and let nature take its course. This we cannot do, for this program is part of our future success and in order to improve our class we all must work harder than ever before.

We are now working on the next course of study, and have a 72-hour course set up covering the subject "Welding." This course will commence September 12, 1955.

We need jobs in order that we may train our apprentices. YOU as CHIEF ENGINEERS, are in the best position to educate the management to the value of an apprentice, and assist us in this measure.

Remember when you were still "wet behind your ears," the hardships you encountered to become an Engineer? Let's help our program.

REPORT FROM OAKLAND

By HERBERT H. SIMS Business Representative

Contracts completed during the month of February are as follows: Workman Packing; Kaiser Foundation Hospital; Alameda County Retailers, and Holly Meat Company.

The following contracts are in the process of negotiations with many near completion: Consumer's Yeast Company; Ice and Cold Storage Industry of Northern California; Owens-Illinois Glass Company; University of California, Berkeley Campus, and the University of California Hospital, located in San Francisco; Linde Air Products Company, and Manasse Block Tanning Company.

Letters regarding opening of contracts for negotiations have been sent to the following companies:

Baker's Club of Oakland; Air Reduction Pacific Company; Pacific Oxygen Company; Stuart Oxygen Company, and the Washington Market.

I would like to bring the following to the Attention of All Chief Engineers and Employers: We have some first-class Engineers on our "Out of Work" list who want and need a job. When an opening occurs within your plant, it is your duty to call the Engineers' Union Office for Engineers to fill these openings.

When an Engineer is hired he must clear through your union office, where he will be given a clearance card before starting to work. This will be your certification that he is a member in good standing.

If at any time you are in doubt on any matter pertaining to Stationary Engineers, please call your union office.

I have visited 75% of the plants in this area on my "Let's Get Acquainted" Tour, and as quickly as possible I hope to make it 100%.

As a parting thought: Remember, write to your local Assemblyman and request his support on the Engineer's License Law—Assembly Bill No. 787.

SACRAMENTO, contract awarded to George Harlan, P.O. Box 755, Sacramento, \$123,856 for construction of St. Mary's School on 58th and M Streets.

SAN FRANCISCO, contract awarded to Fred T. Fairey, 1874 25th Ave., S.F., \$73,445 for laying 16-in. main from 26th & Shotwell to 23rd & Vermont St.

Notice to Local 39 Members

As per Article XXIII, page 22, of our By-Laws, an assessment of 50c will be effective April 1, 1955, to replenish our Good Standing Fund.

According to the By-Laws, assessments must be paid before dues can be accepted.

C. C. FITCH, Secretary.

REPORT FROM STOCKTON

By R. E. McCARTHY Business Representative

Heard Brother Robert Stanley, chief engineer at Christofersen's Poultry Plant in Turlock took up uranium hunting with a lot of seriousness. He is on vacation in Colorado—just him and his little Geiger counter. Good luck, Bob. If you don't look you sure don't find.

Found Brother Earl Petersen in his glory the other day—bossing two workers digging a ditch for a boiler blow-off at the Stanislaus County Hospital.

Contract negotiations at the Christofersen's Poultry Plant in Turlock all finished; contract signed, sealed and delivered.

Negotiations in the refrigeration industry have been started.

After quite an illness the office secretary is back on the job. This should give me more time to get around.

Brother Jimmy Rivers was traveling around with me during the month of February getting acquainted with the territory. After all, the business representative likes to go on a vacation and Jimmy, now being familiar with the territory, can take over while I and the office secretary go on vacation (for you guys that don't know it — the secretary is my wife).

Negotiations at the Bank of America in Stockton should be completed soon.

Special call meeting of the Milk Manufacturers group will be held on March 10-11, 1955.

Brother Ray Rigor, who is with the Lawrence Warehouse in Stockton, is in the hospital with a broken knee cap, received on the job. The best of luck to you, Ray.

Working on the city and county employers for some more money on the Engineers pay checks.

CONSTRUCTION AWARDS

BERKELEY, contract awarded to Greuner Construction Co., 430 40th St., \$137,150 for construction of a Public Health Building for the City of Berkeley.

PALO ALTO, contract awarded to Wayne Pendergraft, 21708 Alcazar Ave., Cupertino, \$256,544 for construction of El Carmelo School.

MOUNTAIN VIEW, contract awarded to Ralph Larsen & Son, 64 South Park, S.F., \$136,713 for the construction of a new bank for First Western Bank & Trust Co.

MARTINEZ, contract awarded to Aguiar Brothers, 1716 Broadway, San Pablo, \$35,380 for reconstruction of San Pablo Dam Road between San Pablo Ave. & Ventura Ave., San Pablo.

LIVINGSTON, contract awarded to Osterberg & Carroll, Rt. 7, Box 1520, Modesto, \$2,367.58 for drilling 16-in. water well.

VALLEJO, contract awarded to C. W. Schuman, 222 Claremont Ave., Vallejo, \$34,545 for construction of a firehouse on Oakwood.

MARCH 2, 1955

SUNNYVALE, contract awarded to Western Empire Construction Company, Box 1204, Los Altos, \$40,000 for construction of a one-story factory building for Fretron Industries.

SAN FRANCISCO, contract awarded to Charles L. Harvey, Inc., 575 Berry St., S.F., \$126,689 for reconstruction of Portola Drive between Woodside Ave. & Clipper St., San Francisco.

ALAMEDA, contract awarded to Paris Bros., 2752 Park Blvd., Oakland, \$100,900 for construction of sanitary & storm sewers to connect Alameda Sewer System to East Bay Municipal Utility District Sanitary Interceptor Unit No. 5.

Construction Awards

NILES, contract awarded to John E. Branagh & Son, 42 LaSalle Ave., Piedmont, \$1,272,926 for construction of a 60-bed hospital on Santos Rd. near Niles.

FEBRUARY 28, 1955

HAYWARD, contract awarded to George Roek, P.O. Box 783, Stockton, \$115,900, for construction of John Muir Elementary School and site improvements.

OAKLAND, contract awarded to Elmer J. Freethy, 1432 Kearney St., El Cerrito, \$71,960 for construction of a 1 MG cap. prestress. concrete reservoir in ALAMEDA CO.

MODESTO, contract awarded to J. Harvey Brizendine, Rt. 1, Box 1751, Modesto, \$11,198.50 for construction of drainage work on canal drain at Tidewater Southern Railroad & Rose Ave.

MARCH 1, 1955

SACRAMENTO, contract awarded to John A. Carstensen, P.O. Box 37, Castro Valley, \$13,484 for 600 ft. of grading and surfacing with plantmix surface on untreated base between 1.6 miles and 1.7 miles north of Santa Cruz.

SAN JOSE, contract awarded to Walsh Construction Co., 785 Market St., S.F., \$2,774,774 for construction of a 3,600,000 gallon primary sewage treatment plant on Los Esteros Rd. between Alviso & Milpitas, SANTA CLARA CO.

DANVILLE, contract awarded to M.G.M. Const. Co., P.O. Box 1056, Concord for construction of 2 miles of extra heavy 2-in. & 1 1/2-in. galv. steel pipeline, 2 pumping stations, 2 tanks, etc., for water supply line at Danville, CONTRA COSTA COUNTY, \$27,281.

FRESNO PICKING UP

By LYNN MOORE and J. D. MONROE, Business Representatives

Here in the San Joaquin Valley we are glad to say good-bye to February. According to our weather bureau it has been one of the coldest and wettest on record, with rainfall above normal.

Castle Field Air Base near Merced continues to be the busiest spot in the district. The Peter Kiewit Co. and Frederickson & Kasler joint venture has fought the weather all winter. They have one batch plant in operation and will have another, a new Con-vey Co. batch plant, ready in a few days. They have started paving with two Rex pavers and have a new Koering ready to go. With three pavers they will soon be making up for lost time. Brother Bill Miller, an old timer, is superintendent on the concrete spread. Mike Evans is project manager. They have five blades, two Barber Greens taking care of the base and leveling course, plus one surface burner.

There are about 15 technical engineers taking care of the engineering on all of Castle Field Air Base. It's a big job due to the roughness of the old taxiways. The brothers have to be alert on this job due to the constant noise and maneuvering of these giant jet bombers.

Standard Materials Co. has resumed paving on the southern end of the base, adjacent to the new alert hangar.

S. E. Boyd Co. is still moving dirt between rains for the Hubbs Equipment Co. on their Bureau of Reclamation contract on the Madera-Friant canal. They have added three Euclid scrapers from Dragline Rentals to their spread of six M.R.S.s on this three-mile

haul. They have about two weeks left. Also on this job are two cats and two blades, and two technical engineers.

Gene Richards Paving Co. expects to resume paving about March 15 on their Highway 152 freeway job on Pacheco Pass. This firm also has three small bridges on Highway 152 out of Los Banos. They are now doing some preliminary work on the Clinton Street overpass on Highway 99. They also have a paving contract at the State College and several schools and were low bidders on the widening of Abby Street in order to make Highway 41 (Blackstone Avenue) a freeway.

Guy F. Atkinson Co.'s freeway job on Highway 99 through Fresno consists mainly of structures at this time. The dirt work is mostly completed, several of the brothers on this job having been sent to San Diego with the DW-20s. The firm's job at Visalia Plaza has been shut down for over a month and part of the crew went to Santa Barbara.

Gordon Ball Co. has been able to keep working due to the fact that they have not been hampered too much by the wet weather, moving roadway excavation and setting up batch plant and putting in structures.

John Ferry, at Porterville, is making the aggregate for this job. Middleton Rock Co. is furnishing the concrete aggregates for the structures.

Frederickson & Kasler still have some structural work to do; two cranes, one cat to backfill, and one blade.

Baldwin Construction has finished the import borrow on the highway job out of Lindsay and is setting up a new hot plant at Lemon Cove.

Cen Vi Ro Pipe Co. has been running two shifts making concrete pipe for their Exeter pipeline job. Morrison & Knudsen is laying this pipe.

United Concrete Pipe Co. still has a crew working at Delano but not as large as it was; also slow at their pipe yard at Tulare.

Clements Co. has its hot plant ready to go at Lemon Cove, and P.C.A. seems to have picked up a little more work.

Granite Construction, at Coalinga, has finished setting up the hot plant and is taking the crew to Sacramento as their highway job will not be ready for surfacing for another month or more. Gerald Brewster, subs on this job, still working on the excavation.

Valley Paving Co. still busy on a sub-contract from C. E. Mossman Co., west of Riverdale, and we understand that Granite Co. will furnish the plantmix for this job.

Bechtel Co. still has seven mechanics working on equipment, which has been parked above Power House No. 3, but as of this date we have had no word as to when Mammoth Pool will start.

Mobile Repair Shop by Curly Toles

Many of the members of Local 3 are more than just good operators, mechanics, oilers and the like—they are perfectionists in their line. A good example of this perfectionism is Bro. Frank "Curly" Toles, heavy duty mechanic, employed by Vern deAgo, master mechanic for the A. G. McCosker Company of Berkeley. Frank has come up with a service truck for heavy duty repairs in the field which is probably the most unique and convenient piece of equipment in use in the construction industry today. This entire compact mobile repair shop is affectionately called "Honey" by its owner. Frank's Truck is equipped with a voice pickup—a thin rubber membrane which picks up the vibration of his voice. This membrane, vibrating in response to sound waves of Frank's voice, actuates a solenoid which starts an electrical chain of events that result in the truck engine starting.

The 18-foot A-frame mounted on the truck has a power boom. The boom hoist consists of an International truck starter, coupled to a 20 to 1 reduction unit and rewound to power up or down. The load line is powered by a Model-N Le-Tourneau unit, chain driven from the truck transmission, and the control is actuated by a vacuum cylinder, controlled by an electric valve on a 25-foot lead of Neoprene cord, so the mechanic can be right at his work and will have complete control of the operation at all times. This can be accomplished with a minimum of "pull work" and a maximum safety and speed. The unit has a capacity of 8,000 pounds and can be used to good advantage for connecting cat-tracks, and setting or pulling transmissions, motors, and power units.

Bro. Toles' welding problem is taken care of with a 180-ampere, gas-driven Lincoln Welder and a complete cutting and burning outfit.

A 110-220 AC, 1000-watt light plant furnishes power for the electric drills and an Ingersoll-Rand 8-U and a 34-U impact wrench, complete with sockets, plus a truck-mounted grinder.

Tool compartments are built under the truck bed and are stocked with necessary sprocket pullers, track wrenches, etc., needed for field repairs.

Frank's truck serves as office and library and has a complete complement of service manuals, parts catalogs, and price lists for tractors, "pulls," shovels and power plants.

This ingenious piece of equipment was built and mounted on a standard model F-350, one-ton Ford truck by Frank, who, among other things, builds model gasoline cars and is a radio "ham"—you know, one of those necessary evils who fouls up your TV programs!

LAKE MEAD BASE, Nevada, contract awarded to Lembke, Clough & King, P.O. Box 1391, Las Vegas, \$242,696 for construction of bath house and swimming pool at Lake Mead Base, Nevada.

FRESNO, contract awarded to Jourdan Concrete Pipe Co., P.O. Box 152, Fresno, \$17,900 for construction of an irrigation system at Farm Campus, Fresno.

EL CERRITO, contract awarded to Lee J. Immel, 13555 San Pablo Ave., San Pablo, \$12,499 for resurfacing Kearney St. between Fairmont & Stockton Aves., Colusa St. between Eureka & Terrace Drive & Tassajara Ave. between Lagunitas & Barrett Aves. in City of El Cerrito.



Brother Frank "Curly" Toles in shown here with his compact Mobile Repair Shop. (Picture, story from Oakland office.)

San Jose Looks Forward to a Good Spring In Spring Man's Fancy Turns to Thoughts of Work—Stockton

By "BUCK" HOPE, "MICKEY" MURPHY and "PETE" PETERSEN, Business Representatives

During the past month we were pleasantly surprised at the amount of work that continued in this area in spite of the damp soil conditions. However, "Old Sol" did beam on us long enough to allow resumption of work on the jobs already started. The outlook at the present time is for a continual buildup of construction throughout the entire district during the spring and summer months.

The largest job awarded during the month was the San Jose Sewer Disposal Plant. Although the Walsh Company and the E. D. Lane Construction Co. submitted the second bid, the City awarded them the contract for \$2,775,000. This job will start within the next few weeks and will use quite a few operators on the grading and excavating. The site is in the vicinity of Alviso.

There have been many small jobs let in this area, including several buildings. Cople Construction Co. were awarded a contract for the new Bank of America building. O. B. Christensen was awarded a contract for a 40,000 ft. building for Somers, O'Rears and Stephens on Kifer Road in Santa Clara. Hughes Construction will begin work on two new schools for San Jose which will cost about \$650,000.

A. J. Peters were low bidders on several small underground jobs and at the present time have several other small jobs under construction, keeping most of their regular crews busy.

L. C. Smith Company have started the ground excavation and the Pit excavation on the Los Gatos Highway job. The Pit site is located on the right-of-way and the company will move in a Crusher to process approximately 90,000 tons of slurry rock base. The grading operations on this job will build up a peak between now and the first of June. Carl Swenson Company have about completed their culvert on the Los Gatos Bridge job and will soon start construction on the bridge proper.

P & E Construction, Pisano Bros., John Mauck, Atwater Underground, Manuel Margues, Ed Tobin, Frank Sinnott and Seabrook-Stroud are all working on underground work in various subdivisions in the district.

Leo Piazza, A. J. Raisch and J. C. Bateman each have several jobs in progress in this locality. Surprisingly there has only been a slight letup in the various Concrete Batching Plants here and as spring comes on these people expect a very busy season.

There are many other small jobs and contractors busy in this area, too numerous to mention; however, these people make a lot of employment for the brothers.

Wells Goodeough, who has a 2½ million dollar dormitory job at Stanford, is making good progress and within a few months will be ready for occupancy. Bahr & Ledoyen have been slightly retarded due to inclement weather on their paving contracts. Wagner-Martinez are making good progress on their Shopping Center with Dinwiddie Construction. L. C. Smith is also very conspicuous on this project, same can be said of Wm. Radtke of Gilroy, who has the underground work. All of these projects are in the confines of the Stanford University.

We understand that groundbreaking ceremonies will soon start on another hospital in this immediate vicinity very shortly, also operations will begin on the new Government Hospital.

SUBDIVISIONS
At this time Sondgroth Bros. have many subdivisions on the agenda totaling nearly a million dollars, and are keeping their quarry in continuous operation, plus their Hot Plant. They have about 45 Engineers on the payroll. This firm has seen fit to purchase an 80D Northwest Shovel in order to meet the demand and supply for the ensuing year.

J. Archibald have a backlog of approximately \$300,000 on subdivisions, etc., and at the present time this firm has three 10's, three 20's, three 8's, two Blades, two Rollers and three Dozers in operation on just one subdivision. This firm is looking forward to a very busy year and is now employing about 27 engineers.

Jenecke expects to resume operation on their big job at La Honda



Powerful little log mover is this rig designed by Operating Engineer Harry Livermore of Oakland. It can pick up a nine-ton load and hold it in any position. (Picture, story from Oakland office.)

Designs Model Log Equipment

Brother Harry Livermore, shop superintendent for the Buran Equipment Company of Oakland,

about the first of April, which was shut down due to the rains.

John Mauck of Sunnyvale, a well known underground contractor, has seen fit to purchase much of the equipment of the Kevry Construction. John has just purchased a 160 Buckeye Trencher, two Pavement Breakers, one Boom-Cat, and two Welding Machines. He also anticipates a busy year.

J. McFadden also has a huge backlog of work on the subdivisions. O. V. Freeman of Palo Alto has seen fit to purchase two new 12 Blades. McCammon & Wunderlich, as always, have plenty of work to draw from and at the present time have about 22 H.D. Mechanics in the shop repairing equipment, in readiness for a banner year.

SOUTHERN DIST. SLOW

Work has been very slow this winter in the southern section of this district with very few new jobs being let. Granite Construction still has several jobs going, namely their sewer job for the City of Salinas, which is still keeping quite a number of the brothers busy. Work for this firm has slowed down around Watsonville due to the rains but they are still working four days a week in the shop.

Ted Baun Construction Company of Fresno were awarded a \$37,868 contract for road resurfacing and the widening of a bridge near Hollister. Brother Bill Smith has started work on his subdivision north of Salinas with the assistance of Brother Wells. Ed Donahue has considerable backlog of work but has had to shut down due to the wet weather.

Granite Rock at Aromas are still working five days a week and the Kaiser Plant at Natividad expects to go on two shifts very shortly.

Chesbro Dam and the Fadel Contractors have been pretty much at a standstill due to the weather. The company has found it necessary to get out a Key Way through compaction of the dam in order to take care of possible flood threat. In the meantime they have some equipment busy excavating for the spillway and the rest of the equipment on the by-pass roads working as ground conditions permit. Work is expected to resume on the dam proper in about a month. At the present time survey crews are busy on the preliminary work at the Arvis Dam site. The bids have not been let yet on this project.

May we again remind you that it is necessary to get a work clearance before reporting on a new job.

has designed two large four-wheel drive models of log handling equipment built up on the model 175A 2¼-yard Michigan Tractor Shovel.

One machine is equipped with conventional fork tower with a log pusher arrangement. It is capable of easily handling logs of over 12 tons through mud and rough ground conditions that are considered impossible for standard fork lifts.

The machine equipped with the log clamping arrangement is capable of picking a nine-ton load and holding it in any position. The hydraulically operated clamps exert a 14-ton gripping effort which will hold any log on the forks even though they are tilted over 45 degrees. This machine has an added feature which consists of a 2¼-yard bucket that slips over the forks and is held in place by four pins. It can be changed from log handling to bucket operation in two minutes by the operator.

Also available is a Carco rear mounted hydraulic winch which develops a 27,000 pound line pull. Pilot machines have been working at Arcata for the past six months and show promise of greatly reducing log handling costs.

Brother Livermore has been shop superintendent for the Buran Equipment Company for the past 12 years and has worked in heavy construction for 35 years. Working with Brother Livermore at the Buran Equipment Company are Asa Keltner and Johnnie Matovich, assigned to the welding and fabricating of these machines. Bro. Livermore says there are no better welders in the business than these two men when it comes to welding two unlike metals together. Other members of Local 3 employed for Buran are: Gib Runnells, Chris Gold, Walt Jones, Cal Callahan, mechanics who handle the field repair of these Michigan machines. Milton Thorne services the new machines and Buss Beaman is an expert at demonstrating the Michigan, whether it's tailing dirt or tossing logs around. Brothers Nick Acker and Kenny Holland stand ready with a \$40,000 stock of parts to assure that these machines are kept in running order.

The Buran Equipment Company has been under signed agreement with this local for a number of years with a shop in Santa Clara as well as their Oakland location. In addition to handling Michigan equipment they also are distributors for Allis Chalmers.

The best portion of a good man's life is his little, nameless, unremembered acts of kindness and of love.—Wordsworth.

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

Again, we come to the time of year when 'tis said a young man's fancy turns to thoughts of love—but around here, the love stuff seems to come second because everyone is looking for work. That should change shortly.

The big news from this area is that the two upper dams and tunnel work for the Tri-Dam Project will be advertised for bids this month, with the bid openings set for April 21. A short summary of the work involved follows: Donnell's Dam, which is the highest elevation, will be 40 miles east of Sonora on Highway 108, with a three-mile access road to be built to the damsite. This will be a concrete dam 288 feet high and 760 feet wide at the crest. Donnell's Tunnel will be seven and two-tenths miles in length and will be a horseshoe cross-section 12 feet by 13 feet. Beardsley Dam, which is the center dam of the project, will be 30 miles east of Sonora on Highway 108, with a six-mile access road to be constructed to the damsite. This will be a dirt, rock, and gravel fill dam 280 feet high and 820 feet long at the crest. A 30-foot-high afterbay will be constructed one mile downstream from Beardsley Dam.

Tullock Dam, which will be the lowest one, will not be let at this time because of lack of funds, as the irrigation districts involved were not able to raise the full \$52 million, but were successful in selling bonds in the amount of \$40 million so will proceed on the two upper dams and the tunnel.

Here in Stockton, Utah Construction Co. is progressing ahead of schedule on the rice storage silos at the Port of Stockton and were successful bidders on the \$3½-million building for the Walnut Growers Assn. of California, which chose Stockton as the site for the new building.

A. Teichert & Son is the busiest contractor in the area it seems, with two freeways, levee work, paving when possible, and grading at the San Joaquin County Fair Grounds for the new buildings to be erected by Floyd Borchardt.

MJB Construction Co. has not been able to start its freeway job between Lodi and Galt, due to the wet ground, but we believe something will be stirring on the job by the time this is printed.

Conditions are looking brighter throughout the Mother Lode area. Everywhere you go, you will find the State survey crews out with their tapes and stakes, laying out roads for improvement or realignment.

Highway 49 is surveyed for improvement for a distance of 11 miles between Sonora and Angels Camp. Beerman & Jones are waiting for the snow to melt above Twain Harte to start a half mile of improvement on Highway 108. This company also has the grading for the Safeway store in Sonora and has four of the brothers on the job.

Ball & Simpson are marking time, of course, on their job at the Dardenelles on Highway 108. M. J. Ruddy Co., with Ed Keeble of San Jose subbing the grade, is busy on Highway 120 from the San Joaquin County line easterly four and one-half miles.

The rock plants in this district are busy stockpiling material in anticipation of a good season. The PCA-Kerlinger plant lost but very little time through the winter. Tracy Rock & Gravel Plant on MacArthur Road is busy overhauling their Bucyrus dragline, getting ready to supply material for A. Teichert's job at Manteca on Highway 99.

Claude Woods Co. of Lodi will supply the material from its plant at Clements for MJB Construction Co.'s job on Highway 99 north of Lodi.

We have just completed a series of department meetings for the brothers employed at Calaveras Cement Co., San Andreas, and are now ready to move into negotiations with the company. The meetings were well attended and the members who were present went away with a better knowledge of

the workings of their union and a better understanding of the benefits of their retirement plan. Our next regular meeting for Calaveras Cement Co. members, and all regular meetings, will be held on the first Thursday of each month in the office of Local 3 at San Andreas. This office is open every Monday from 10 to 12 a.m. and on Thursdays from 1 to 4 p.m. The phone number is San Andreas 36. Any time you have any questions, come in and let's talk it over.

On the personal side: Brother George Angerina has entered the service station business at 307 Maze Blvd., Modesto, and would like to see some of the brothers in that area. The business is under the name G&D Service. He deals in Shell products and wash jobs, lubrication, and small tune-up work. We all wish Brother Angerina success in his new venture.

We are sorry to report that Brother Arthur Rundel is still on the sick list. We all hope that he is improving by now.

We are also sorry to report that Brother Bill Ulm's wife was in a very bad automobile accident in Ripon the first part of the month. She is in Ceres Hospital at this writing and will probably be there for some time yet but fortunately is on the road to recovery.

That's about all for this time.

CONSTRUCTION AWARDS

HAYWARD, contract awarded to Camping Construction Co., 904 54th Ave., Oakland, for \$85,000 for construction of church for St. Timothy Evangelical Lutheran Church, Hayward.

OAKLAND, contract awarded to N. H. Sjoberg & Son, 5604 East 16th St., Oakland, for office addition building on Grant Ave., \$24,500.

FRESNO, contracts awarded to Carl N. Swenson Co., Inc., P.O. Box 558, San Jose, \$571,600; for general work; Jeffrey Electric Construction Co., P.O. Box 351, Fresno, \$105,061 for electrical work; and Conditioned Air & Refrigeration Co., 249 No. H St., Fresno, \$140,995 for heating, ventilating, etc., and to Haverty Co., 2245 McKinley, Fresno, \$44,600 for plumbing work on new state office and lab. building for District VI, California Division of Highways, Fresno.

SAN JOSE, contract awarded to John C. Pursley, 120 Serena Way, Cupertino, \$103,000 for church school addition to St. Christopher School.

PALO ALTO, contract awarded to San Francisco Bridge Co., 140 Montgomery St., San Francisco, \$30,240 for dredging of harbor to depths of 5 and 7 ft. below mean lower low water and depositing material in disposal areas, east and west of channel.

MILLBRAE, contract awarded to W. A. Moroney, 1408 Chapin Ave., Burlingame, for construction of office building for Wilsey & Ham at Millsdale No. 2 including a parking lot.

BALLICO, contract awarded to Marcus Imber, 1727 Almond, Merced, \$45,751 for State addition to present Veterans' Memorial Building.

TRACY, contract awarded to Carvers Construction Co., P.O. Box 484, Stockton, \$29,475 for classroom additions to Jefferson Elementary School.

ORINDA, contract awarded to Joseph Bettancourt, 1015 San Mateo Ave., San Bruno, \$146,531 for school additions to Sleepy Hollow School.

FORT MILEY, contract awarded to R. L. Wilson, 158 S. Park, S.1 \$21,100 for construction of vehicle shelter & searchlight building, access road and extend manholes at Harbor Defense Unit.

Utah News Roundup

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

J. K. Thayne Co. and Gibbons & Reed were low bidders on five units of the Midvale sewer system and expect to get started about March 7th, weather permitting. This will be the first job Thayne has had in the Salt Lake area for several years. We are looking forward to a good job with about four backhoes and two or three good cats operating. This should make for a good deal for some of the brothers as Thayne has always been liberal as far as overtime is concerned.

Gibbons & Reed were awarded units 1 and 4 which are the trunk lines calling for 18-in. and 24-in. Cenvido pipe. This company has already started one crew jacking pipe under the railroad crossings and canals in this area. They have one 25 NW backhoe on the job and plan on a Parsons trenchliner soon.

There is some talk that the city, with the aid of the Army Engineers, will build an earth-filled dam above the old Mt. Dell reservoir to curb some of the flood waters such as those we experienced here in 1952. The feeling now is that all the storms of late and the possibility of a sudden warm spell could easily enough give us a repeat performance of 1952. In any event, we will always welcome these kind of projects.

Work on the Wanship Dam is still very slow with a new outfit, Fred Cannon Co., in to do the core drilling and grouting. This job should last two or three months and employ about four No. 3 men. Utah Construction Co.'s work should pick up again soon depending on the elements. The fill and dam should really get under way early this spring and continue through the summer.

Work in Dugway is to get under way in the near future. Jacobsen Const. Co. has some building jobs going at present. Thorn Co. expects to start their job of resurfacing the old grid roads. Gibbons & Reed will get going on their 240 miles of grids and roads. These jobs should absorb quite a number of men from our out of work list. These contractors plan on working 8 hours per week or more and \$3.00 per diem subsistence makes the work attractive to our people.

We still have no definite word on which company will do the work at Utah Oil, but we understand the cost will run up into the millions. The job will definitely go this year in order for the company to write it off on their tax amortization.

American Bridge Co. has the Beck Street overpass about erected. We understand the right-of-ways are being cleared for the new road which will join 6th West to make an alternate for some of the 2nd West traffic.

Gibbons & Reed has been ordered to clear the west end of their yard at 9th North and 8th West. They have already begun moving across 9th North where they have graded for the area with about two feet of gravel for the new road. The new road is to run right through the old yard about 40 feet west of the west door of their shop, so if you see a lot of activity in this part of town, it doesn't mean Gibbons & Reed is leaving town, but merely getting ready for another new road job in the near future.

All in all, as spring again approaches, the outlook for work in the construction fields is very bright. Hardly a day passes when one can't pick up a local paper and see some more contemplated work in and around Salt Lake. So, as we anxiously await a burst of spring activity, the prospect is that more men will be working more hours at more jobs during the months immediately ahead.

Virgin, Nephi

The Smith Mesa Air Force Rocket Sled job at Virgin is a beehive of activity these days. Unusually rough weather through January and February had the work there about at a standstill for a month or so, but now with the advent of sunny days, the tempo of work has been increased. Quite a large group of men are being kept busy in a number of crafts there. Work for Operating Engineers has not been too extensive. We have had a maximum of 16

men employed there and at this time the force is reduced to about 10. There has been very little cut and fill. The major part of the work has been clearing and grading the sled track-site.

L. A. Young should be able to get his job at Leamington started very shortly, as should W. W. Clyde his job in Nephi.

We have some word that the Buckhorn Flat job will be let in the near future.

Northern Area

The month of March has brought little additional news in the way of new construction for the Northern area.

A large percentage of the work already under contract is either at a standstill or progressing on a slow scale. Our out of work list is long at this writing, but should start to decrease in the near future.

The proposed fill across the Lucin cut-off, mentioned in previous articles, got an additional boost this past month and brings the starting of this huge project nearer reality. The Office of Defense Mobilization has granted the Central Pacific Railway Co., a subsidiary of the Southern Pacific, a certificate of necessity which permits fast write-off of the construction costs. Some preliminary engineering work has been completed, including drilling and sound reading across the lake bottom. According to information available, work on this job could possibly start late this year at an estimated cost of in excess of 35 million and will eliminate the present 12-mile wooden trestle.

A contract has been signed between the Claremont Const. Co. and the Washington Terrace Housing Corp. for the moving and remodeling of the remaining 1200 homes of the Terrace development. This work consists of digging and pouring basements, moving and remodeling the homes to meet FHA requirements in a price range of 6 to 11 thousand dollars. The estimated total cost of the project is about 9 million dollars.

The early work depends on how soon the snow and frost leaves. All in all, it looks as though this coming year should be good if we all work together.

Provo Area

The grip of one of the lengthiest cold spells we have experienced in years is gradually being lessened by the more direct rays of "Old Sol." As surely as the warmer days arrive, dirt movers go into action. In the past week a few of the contractors were moving equipment to the job sites. Whiting & Haymond are moving to their job at Escalante. Strong Co. is sending a few cats to Torrey in Wayne County. W. W. Clyde & Co. have moved an 80-D and a new cat to their overpass job in Spanish Fork Canyon where they hope to get started this week, weather permitting. L. A. Young Co. of Richfield, Utah, is moving to their job between Oak City and Leamington.

One good building job has been let since the last issue. Witt Const. Co. from Provo, Utah was low bidder on the Orem High School. The writer has contacted this company on several occasions and always has had the cooperation you hear about, but seldom have with local building contractors. We hope he has success with this job. Our good friend Bill Ross of Ross Const. Co. figured the dirt work with Witt on the school. We haven't heard definitely, but feel safe in assuming Bill will do the excavation.

The Pleasant Grove sewage disposal plant was supposed to have been let on March 2nd, but have

Schedule of Meetings for Construction, Lang Co., Sand & Gravel, Iron Ore Mines, Vitro Uranium Corporation, Kennecott Copper Co.

Construction, Sand and Gravel members, 2nd Thursday of each month, Engineers Hall, 1969 South Main St., Salt Lake City, Utah
 Construction, Sand and Gravel members, 3rd Tuesday of each month, Labor Temple, 165 West First North, Provo, Utah
 Construction, Sand and Gravel members, 3rd Friday of each month, Labor Temple, Ogden, Utah
 Vitro Uranium Company, 3rd Thursday of each month, Engineers Hall, 1969 South Main Street, Salt Lake City, Utah
 Lang Company—All Called Meetings
 Cedar City Iron Mines, Thursday, March 24, 1955, 8:00 P. M., El Escalante Hotel, Cedar City, Utah
 Kennecott Copper Mines, Wednesday, March 30, 1955, 1:30 P. M. and 3:00 P. M., Civic Center, Bingham Canyon, Utah

Schedule of State Road Meetings

State Road Meetings will be Called Meetings

not to date selected the low bidder. Rumor has it that Utah Power and Light Co. are going ahead with their plan to add a generating unit to their Castlegate Plant. The rumor is being investigated.

Another rumor from a more reliable source is that Foley Engr. Co. from New York are going to be the builders of the Uranium Mill at Moab. We can only hope until we get the word.

State Road

As matters now stand in the Legislature, just one week before adjournment, there is little likelihood that any Civil Service or Job Security legislation is going to be acted upon, let alone passed. Apparently the great law making body up there has very little concern for your security. We have spent considerable time up there pleading to get one of the bills out of the sifting committee. There are three bills in, but all the bills have been kept buried there and that appears to be that for this round.

Action on a bill introduced to bring all State and Municipal groups under the benefits of the Employment Security Act—Unemployment Insurance—appear doubtful. The best we can hope for is that the bill may be referred to the Legislative Council for a two-year study and to be acted upon at the next session. The cost to inaugurate the plan would be about \$250,000 we are told and no department has made any request in their budget for the matter. However, if the bill is referred to the Legislative Council, the departments would be aware of it and could make the necessary provision for funds to cover their share in their next budget request. It is obvious there was very little in the bag up there this time for anyone but special interests. All we can do is keep trying, which we'll be up there doing next time around.

Cedar Iron Mines

Iron ore mining at the Cedar Mines is at a very low ebb. We are hopeful to see a more rosy immediate future for the mines, but we have about decided that our hopes are of little avail. However, it looks like it has to get better before it can get worse.

Rusty and his gang are busy at the Burke mine reconditioning that equipment and it will be a happy day if it can be put back to work immediately. Comstock and Iron Springs are moving along pretty steadily with their curtailed program and some ore is being shipped from Iron Mountain. The way steel is being thrown around off the coast of China, it looks as if some more digging will be required to replenish that supply.

The new Provo-Geneva Pipe Plant is being rushed to completion and should create a heavier demand for ore from the Cedar area. It is anticipated the plant will be put into operation by May. Several brothers who were laid off the mines have gone to work on the Air Force job at Virgin and others for Thorn Const. Co. at Mesquite. We hope to be in a position to absorb the rest who will

leave the area in construction right away.

Just saw Tuck Williams and Gary Kendricks. Gary is pretty well recovered from a bad smash-up he suffered in an auto accident. Both say hello to their friends around the mines.

Kennecott Copper

A considerable amount of justified criticism has been raised in the Shovel department since the accident in which Brother Bibian Rendon suffered the loss of one leg and almost lost the other one. Incidentally, he is getting along very well and has a remarkably cheerful attitude about the whole affair.

Another similar accident occurred Sunday morning. Again the operator got his legs crushed, but we haven't learned how badly yet. We are of the opinion that our suggestion to the company to change the shovels around and keep the operator on the track-side is the answer to this problem. We have held two lengthy grievance meetings with the Bingham officials and their answer is that they will do so whenever possible.

In view of the accident, arrangements have been made by us to have the State Industrial Commission Mine Inspector to come to the Mine on the morning of March 8th. We are hoping he will make recommendations to eliminate the cause of the accidents. Time seems to be of more concern to the company than the loss of limb and perhaps life to the crews. We notified the company that the employees were prepared to take drastic action unless something is done to correct the situation. Barlow indicates that an operator can refuse to work a bank which the operator considers unsafe. Perhaps the answer is for the operator to take the position that any bank is unsafe as long as he is required to work the shovel from the bank side.

We are determined to resolve this matter in an amicable manner if the company will cooperate fully. We intend to get it settled so that our brothers will get all the protection it is possible to have. I believe we are all aware that on some rare occasions it is necessary to work the operator on the bank side, but you can help control that.

In regard to regular scheduled crews running short Barlow says he wants it reported. Call him, if necessary when it happens, should the level foreman not immediately get the third crew member, and he will correct the situation. He wants no one man to operate alone ever.

A delicatessen store displayed a sign reading:

"We make every kind of sandwich in the world."

A joker appeared one evening and ordered a whale sandwich, but that didn't faze the proprietor.

"Nothing doing," he said. "I'll be hornswoiggled if I'll cut up a whale for just one sandwich."

Comment by columnist in the Crestline (Calif.) Courier: "We will from time to time be up in these here hills and will take pleasure in shaking hands with old familiar faces."

UTAH GETS "RIGHT TO WORK" LAW

The "Right to Work," "Right to Slaye," "Right to Scab," "Right to Shirke" bill, or whatever the hell else you would name it, passed the wonderful Utah Legislature, whose total effort amounted to fraternizing, condolenizing, criticizing, memorializing, hypnotizing and in general, paralyzing anything which would in any way benefit the workers of the great state of Utah.

The apparent intent of the authors of the bill is to kick the labor movement back into the 20's. They want to destroy the conditions which have been gained by a lot of hard work on the part of organized labor. They want to put you at the mercy of the "Free Loader" who will destroy you if you will let him.

We can't say too much about the bill yet—we'll have to see it in action—but the one way to kill its usefulness is to stay strong. The intent is to open up the way for the employer to kick you off the job and put anyone on who will work for a lower rate. Repeat this a few times and you will be able to make a buck an hour—maybe.

We dislike "right to work" laws for the profoundly moral reason that their very name is a lie. They are not "right to work" laws. They are laws designed in the first instance to tempt workers to enjoy union benefits without helping to preserve them, and in the long run to leave the workers unprotected and open to the unscrupulous practices of the twenties.

Abraham Lincoln said "All that harms labor is treason to America. No line can be drawn between these two. If any man tells you he loves America, yet he hates labor, he is a liar. If any man tells you he trusts America, yet fears labor, he is a fool. There is no America without labor." Those who voted for the bill, apparently have forgotten this great man.

100,000 Entitled To Refunds on Cal. Disability Taxes

(State Fed. Release)

One hundred thousand California wage earners are entitled to excess taxes paid to the state disability insurance fund if they make their refund claims before June 30, it was announced this month by William A. Burkett, director of the California Department of Employment.

The state Unemployment Insurance Code requires covered workers to contribute one per cent of the first \$3000 they earn each year to the state disability fund.

However, when an employee works for more than one employer during the year and earns more than \$3000 in the several jobs, he will have paid more than \$30 into the state fund. The law permits a refund of amounts over \$30.

The disability insurance fund provides maximum weekly benefits of \$35 for job time lost due to non-industrial injuries or illness.

Refund claim forms may be obtained from any local office of the Department of Employment. Claims covering contributions paid during 1954 should be filed as early as possible and must be filed by June 30, 1955.

Crane Operator Fined

For bringing the boom of a crane within 6 feet of high voltage lines, a misdemeanor under Sec. 385, of the California Penal Code, a crane operator and his employer were fined by Judge Edward J. Smith on July 1, at Oakland Municipal Court. The operator was fined \$100 and the employer twice that sum, \$100 as employer of the violator and \$100 for not providing a warning sign in the crane cab reminding the operator it is unlawful to operate equipment within six feet of high-voltage lines.

Bridge, Homes Keep North Bay Busy

By H. O. FOSS and FRANK LAWRENCE Business Representatives

As this edition goes to press, the weather is still uncertain, but we are hoping for the best.

Brown Ely Co. has resumed the grading on Richardson Bay approach job. Have about one week's work to finish there. Will have 5,000 tons for paving bridge deck when it is completed next year. Doing small fill jobs and paving a few service stations at present, just trying to get started.

Raisch Co. is setting up portable cement treatment plant at their yard. Will be moved to the Waldo job when completed. Probably won't start paving there for two to three weeks yet. Want to be assured of sunny skies before beginning to lay red rock. Have work on approximately 19 subdivisions in progress, including Marin and Sonoma counties—doing curbs and gutters, grading, and sewers—no paving as yet. Have a big backlog from 1954.

Parish Bros. at Petaluma road job started some of their rigs to work again and will start more as fast as they can. Their paving job on the access road into Travis Air Base has got under way, with motor patrols and rollers putting the subgrade in shape. Will be laying hot stuff in the near future.

Slinsen Construction Co. at Napa was awarded a drainage system job costing \$9,993 at Napa State Hospital and will be starting in on it as soon as the ground dries up a little more. Brother Ed Burke will go back to work for George Slinsen as foreman sometime this week. Slinsen was also awarded the job of paving and grading Main Street in Napa at a cost of \$21,358. With this new work and the jobs that he was unable to finish last fall before the rainy season, it looks like he will have a busy season.

Pacific Construction Co., Berkeley, has started work on a new auditorium theater at Travis Air Base costing \$205,366. Parish Bros. are doing the excavation and laying the select material for the fill on this job. This company also has been awarded another contract for erecting Engineers hangar and storage facilities at Travis Air Base. Will be starting work on this project in the near future. This job will cost \$407,718.

S&Q Construction Co. of South San Francisco received an award for constructing a transmitter building at Hamilton Air Force Base costing \$244,380. The work got under way last week.

Bergato Paving is hauling material from Black Point into the base making a new road to the job site, also select material for the building foundations. Five of our brother members are employed on the equipment.

Raymond Concrete Pile moved a driver onto the site and will be driving piles for the building sometime this week.

R. A. Farish moved several of his pulls and cats into Terra Linda for construction of streets and curbs this week. Bros. B. S. Trimble, Glen Ward, Charles Butcher and H. Clyde Kelley are on this job.

Received a few lines from the "Pelican," H. O. Foss down Mexico way. From his report, he has gone native. I guess when he gets back to the States he will have a special pair of shoes made.

Nice to see Brother Tom Shaw again. Only see him when it's time to buy that year button. Working at Vacaville Hospital job for Syar and Harms on his blade. Has plenty of work but too wet, so Tom's going fishin' for steelhead.

Our congratulations to Brother Frank Brooks, working for Brother Charles Hover. It was another boy, January 27. Brother Ray Reeder also a daddy, on February 8—an oller.

Brother Ray Schunk leaving for school. Going to work on assembly line for Eimco Co. prior to sailing for the Philippines. He will work for their government, supervisor over maintenance and operators.

Stephens, Stoltz Inc. still going strong up on the Monticello road job. If it weren't for this work, quite a few more names would have been on the list. Put on another foreman as this goes to press—Brother Aaron "Big Inch" Smith.

Brother Howard "Scarbelly" Adington dropped in at the office recently—just returned from a mining venture in the American River area. Left everything there but his Geiger counter. The only honest work "Scarbelly" has ever done in his life.

"Let me have some money, Pop," asked Junior.

"What'd you do with the dime I gave you last week?" inquired Pop.

"I spent it," replied Junior.

"What are you doing?" asked Pop, "keeping a woman?"

with English spelling. One of his suggestions is that "fish" ought to be spelt "ghoti."

He argues that the "gh" is pronounced as in "rough," the "o" as in "women," and the "ti" as in "nation."

So obviously "ghoti" spells "fish".

An artist finished painting the portrait of a haughty dowager, laid down his brushes and invited her to inspect it. She took one glance and flew into a rage.

"Why," she said, "if I had wanted to look like that I would have gone to a photographer."



The S3 "QUICK-WAY" ...a Rugged 3/4 Yard, 5 Ton Money Maker

Hour after hour, day after day, you can count on your S3 "QUICK-WAY" to handle all types of jobs—faster, smoother. The S3 is rugged—built to handle tougher digging, heavier lifting and roll up production records that put it way out front as a money-maker.

The S3 "QUICK-WAY" gives you all steel construction, precision engineering, simplicity of design, interchangeability of parts—and BIG CAPACITY in digging and lifting—all at a price that COSTS YOU LESS. Fully convertible. An attachment for every kind of job. Ask us for full details today.

Edward R. Bacon Co. CONSTRUCTION EQUIPMENT

Folsom at 17th St., San Francisco, Calif., HEmlock 1-3700 SACRAMENTO • OAKLAND • FRESNO

Daily Construction Awards

Compiled by P. E. VANDEWARK and HARRY METZ FEBRUARY 7, 1955

SALT LAKE CITY, contract awarded to Whiting & Haymond, P. O. Box 232, Springville, \$146,993 for 6.44 mi. 2-in. rdmx. bitum. surface on SR 54 fm. Escalante southwesterly 6.4 mi., in GARFIELD COUNTY.

SALT LAKE CITY, contract awarded to L. A. Young Const. Co., Richfield, \$213,464 for 12.887 mi. 2-in. rdmx. bitum. surface and one conc. bridge over 20-ft. span on SR 125 betw. Oak City and Leamington, MILLARD COUNTY.

SALT LAKE CITY, contract awarded to Strong Co., P. O. Box 228, Springville, \$296,451 for 5.612 mi. 2-in. rdmx. bitum. surface and two conc. bridges over 20-ft. span on SR 24 from Torrey easterly, WAYNE COUNTY.

SALT LAKE CITY, contract awarded to Young & Smith Const. Co., 306 Beason Bldg., Salt Lake City, \$53,973 for 1.043 mi. 2-in. rdmx. bitum. surface on SR 111 betw. June, of SR 111 and US 91 and Draper, SALT LAKE COUNTY.

SALT LAKE CITY, contract awarded to LeGrand Johnson, 639 E. 1st St., Logan, \$325,815 for 5.617 mi. 3-in. pltmx. bitum. surface and one conc. bridge on US 30S from Tremonton westerly 5.6 mi., BOX ELDER COUNTY.

SALT LAKE CITY, contract awarded to Olof Nelson Const. Co., P. O. Box 267, Logan, \$226,640 for 8.754 mi. bitum. surface on SR 121 and 246 betw. Whitecliffs Rd. and LaPoint Junction, etc., UNITAH COUNTY.

CARSON CITY, NEV., contract awarded to Silver State Const. Co., P. O. Box 151, Fallon, Nev., \$173,473 for 6.254 mi. surface etc., portion of S.H.S. betw. June, US 95, 8 mi. south of Fallon and June, US 50 (Pasture Rd.), CHURCHILL COUNTY.

OAKLAND, contract awarded to General Conveyor Co., Inc., 118 Freeway Blvd., So. S.F., \$12,372 for instal. one each hoist and three monorails in Bldg. 6, Naval Air Station, Oakland.

FEBRUARY 8, 1955

NAPA, contract awarded to Slinsen Const. Co., P. O. Box 539, Napa, \$21,358 for grading and paving Main St., Lincoln to Central, and Pearl St., Main to Franklin.

SAN JOSE, contract awarded to Leo F. Piazza Paving Co., Rt. 1, Box 800, San Jose, \$15,878 for widening portion of Lincoln and Minnesota Aves. around Willow Glen Elem. School.

CONTRA COSTA COUNTY, contract awarded to Pacific Coast Builders, 2530 18th St., S.F., \$217,325 for construction of Las Juntas School, near Martinez.

SAN LEANDRO, contract awarded to P&E Const. Co., 1620 7th St., San Jose, \$19,203 for const. of vitr. clay pipe sanit. sewer in Grand Ave. betw. Sybil Ave. and Estudillo Ave.

PORTERVILLE, contract awarded to Midstate Const. Co., 705 Bank of America Bldg., Fresno, for const. of Dial Bldg.

RICHMOND, contract awarded to Lee J. Immel, 3030 San Pablo Ave., San Pablo, \$11,933 for reconst. of culverts at following intersections: 36th & Solano, S. 17th & Florida Ave., 23rd & Roosevelt Ave., and 24th & Gaynor Ave., in City of Richmond.

SANGER, contract awarded to H. E. Graham, 1132 M St., Sanger, \$61,700 for const. of school adnns. near Sanger.

FEBRUARY 9, 1955

HAYWARD, contract awarded to George Rook, P. O. Box 783, Stockton, \$115,900 for school adn. to Hayward Elem. School.

SHASTA COUNTY, contract awarded to Piombo Const. Co., 1571 Turk St., S.F., for grading and surfacing and a bridge betw. Vollmers and 0.5 mi. north of Lamonie, \$2,314,544.20.

WALNUT CREEK, contract awarded to F. Wills, RFD Box 233, Antioch, \$21,995 for ground improv., Natl. Guard Armory.

SACRAMENTO, contract awarded to Continental Const. Co., P. O. Box 2551, Sacramento, \$39,300 for expanding State Nursery facils.

McCLELLAN AFB, contract awarded to Lawrence Const. Co., 3020 V St., Sacramento, \$100,989 for const. water supply system,

includ. well, pump house, elevated storage tank, piping, elec. work, security fence and access road, for Kohler Laundry at McClellan AFB.

STOCKTON, contract awarded to Healy-Tibbitts Const. Co., 411 Brannan St., S.F., \$17,500 for maintenance dredging along marginal wharf, etc., at Stockton Annex, Stockton N.C.S., Oakland.

SANTA ROSA, contract awarded to F. Fredenburg, 9061 E. Garibaldi Ave., Temple, for const. of composite girder bridge with RC deck acr. Sonoma Creek on Boyes Blvd., near Boyes Springs, SONOMA COUNTY.

SAN FRANCISCO, contract awarded to C. J. Collins Co., 2166 Market St., S.F., \$33,081 for const. fluoridation treat. plants at San Andreas and Crystal Springs, Water Dept. contract No. 707.

IRVINGTON, contract awarded to Beckett & Federighi, 1441 Franklin St., Oakland, \$127,365 for const. of new bank.

METCALF, contract awarded to Bridges Const. Co., P. O. Box 966, San Jose, for const. of substation for PG&E.

FEBRUARY 10, 1955

NEWARK, contract awarded to Underground Const. Co., 75th Ave. and San Leandro and F. P. Lathrop Const. Co., 806 Hearst Ave., Berkeley (joint venture), \$2,500,000 for construction of manufacturing plant at Baine Ave. and Cedar Road.

FRESNO, contract awarded to Albert Biehl, 3831 Van Ness Blvd., Fresno, \$16,000 for installation of sprinklers and ward grading at the following schools: Addams, Fremont, Roeding.

PINOLE, contract awarded to Calif. Builders, 525 Marshall, Oakland, \$285,000 for additions to Pinole Elementary School No. 2.

SALT LAKE CITY, Utah, contract awarded to Gibbons & Reed Co., P. O. Box 2429, Salt Lake City, \$26,486 for 0.008 mi. concrete bridge on S. No. 68 between South Jordan & West Jordan, SALT LAKE COUNTY, UTAH.

SALT LAKE CITY, Utah, contract awarded to W. W. Clyde & Co., Springville, \$341,446 for 7.087 miles 3-in. pltmx surface and 3 concrete bridges over 20-ft. span on section U.S. No. 40 from Colo. state line westerly. UINTAH CO.

SALT LAKE CITY, Utah, contract awarded to W. W. Clyde & Co., Springville, \$306,056 for 6.055 miles 2 1/2-in. bitum. surface & one concrete bridge over 20-ft. span on SR No. 10 between Castle Dale & Ferron, EMERY COUNTY.

SALT LAKE CITY, Utah, contract awarded to W. W. Clyde & Co., Springville, \$148,824 for 1.038 miles sel. mat. base crse. Road & 2 concrete bridges over 20-ft. span on SR No. 53 between Duchesne-Carbon Co. line & junction of SR No. 53 w/U.S. No. 6 & No. 50. CARBON COUNTY.

SALT LAKE CITY, Utah, contract awarded to W. W. Clyde & Co., Springville, \$454,565 for 3.728 miles 3-in. pltmx. bitum. surface road & 1 concrete & steel overpass, on U.S. No. 6 & No. 50 between Detour & Tucker, UTAH COUNTY.

SALT LAKE CITY, Utah, contract awarded to W. W. Clyde & Co., Springville, \$92,246 for 1.679 miles 3-in. pltmx. bitum. surface road on U.S. No. 91 (Nephi Main St.) between 9th North St. & So. City Limits Nephi. JUAB CO.

FEBRUARY 11, 1955

OAKLAND, contract awarded to O. C. Jones & Sons, 1520 4th St., Berkeley, \$52,121 for street repairs Naval Supply Center, E. St., between 5th and 6th Sts.

SAN BRUNO, contract awarded to Dills and Goodway, 416 Garden Ave., San Bruno, \$20,328.11 for industrial building.

SUNNYVALE, contract awarded to Bridges Const. Co., P. O. Box 966, San Jose; for construction of concrete tilt-up construction store building.

SACRAMENTO, contract awarded to A. Teichert & Son, Inc., 1931 Stockton Blvd., Sacramento, \$29,888 for construction "H" St., storm water separation sewer.

CROWS LANDING, contract awarded to Standard Materials, Inc., 1411 9th St., Modesto, \$19,925 for drainage & repair of shoulders & portion of concrete slab including earthwork, remove existing concrete slabs, provide base course

bitum. surface & PCC pavement at Naval Auxil. Air Station.

SACRAMENTO, contract awarded to George Pollock Co., P. O. Box 903, Sacramento, \$67,712 for construction of "H" St. overhead City of Sacramento.

SAN JOSE, contract awarded to A. J. Peters & Son, P. O. Box 632, San Jose, \$12,472 for installation of pipeline from Leroy Anderson Dam to Main Ave., Pond in Morgan Hill, SANTA CLARA CO.

STOCKTON, contract awarded to M. & K., Financial Center Bldg., S.F., \$515,515 for construction of office building for the State; such amount to cover only the general work.

SOUTH SAN FRANCISCO, contract awarded to James H. McFarland, 101 Tara St., S.F., \$80,000 for new office building in Linden Ave., near Hillside.

FRESNO, contract awarded to L. H. Hansen & Son., P. O. Box 1784, Fresno, for construction of warehouse and spur track.

CENTERVILLE, contract awarded to Pacific Coast Builders, 1 South Park St., S.F., \$228,499 for school additions to Washington Union High School.

WALNUT CREEK, contract awarded to F. Willis, R.F.D. 38, Antioch, \$21,995.89 for ground improvements at California National Guard Armory.

NILES and CENTERVILLE, contract awarded to John E. Branagh & Son, 42 La Salle Ave., Piedmont, for construction of Community Hospital on Santos Rd., ALAMEDA COUNTY, \$1,549,500.

ALVISO, contract awarded to George Lauer, 602 Patton Ave., San Jose, \$157,750 for construction of Alviso Elementary School. SANTA CLARA COUNTY.

Financial Data Required by Labor-Management Relations Act, 1947 to Be Furnished Members of Local Unions of OPERATING ENGINEERS LOCAL UNION No. 3

of the INTERNATIONAL UNION OF OPERATING ENGINEERS

| RECEIPTS | |
|--------------------------------------|----------------|
| January 1, 1954 to December 31, 1954 | |
| Dues and Fees | \$1,203,177.93 |
| Interest, U.S. Defense Bonds | 6,940.00 |
| Rents | 55,662.68 |
| Engineers News | 2,912.78 |
| Books and Buttons | 59.00 |
| Good Standing Fund | 7,490.25 |
| Burial Expense Fund | 37,027.75 |
| Defense Fund | 24,945.50 |
| Reimbursements | 15,006.89 |
| Miscellaneous | 20,149.11 |
| | \$1,373,371.87 |

| DISBURSEMENTS | |
|--------------------------------------------------------------------------|----------------|
| January 1, 1954 to December 31, 1954 | |
| Salaries | \$455,993.03 |
| Officers and Business Representatives Expense: (43 Bus. Representatives) | 130,007.10 |
| Office Expense, Direct, 14 Offices | 66,880.81 |
| Audit and Legal Fees | 7,442.98 |
| Blue Cross Hospital Plan | 1,789.00 |
| Books and Buttons | 5,986.04 |
| Building Operations | 47,242.87 |
| Burial Expense Fund | 37,027.75 |
| Capital Expenditures | 197,638.36 |
| Defense Fund | 24,945.50 |
| Dues and Fees, Refunded, Transferred | 7,299.50 |
| Employee Disability Fund | 1,500.00 |
| Employee Insurance Trust Fund | 10,196.35 |
| Engineers News | 12,364.61 |
| Good Standing Fund | 7,490.25 |
| Insurance | 7,833.28 |
| Miscellaneous | 85,611.28 |
| Per Capita, International | 231,592.15 |
| Per Capita, Local Councils | 25,633.68 |
| Tax, Excise | 746.31 |
| Tax, Federal O.A.B. | 11,151.80 |
| Tax, Calif. S.U.I. | 2,682.32 |
| Tax, Nevada Unemployment | 125.07 |
| Tax, Utah Unemployment | 191.80 |
| Tax, Federal Withholding | 60,645.51 |
| Transportation | 16,504.33 |
| | \$1,446,521.68 |

| Less Payroll Deductions: | |
|-------------------------------|----------------|
| Federal Withholding | \$ 80,645.51 |
| Federal O.A.B. | 5,621.50 |
| Calif. S.D.I. | 2,024.48 |
| Employee Disability Fund | 500.00 |
| Employee Insurance Trust Fund | 1,449.65 |
| Blue Cross Hospital Plan | 1,712.20 |
| | -71,953.34 |
| | \$1,374,568.34 |

| BALANCE SHEET | |
|--------------------------------|----------------|
| December 31, 1954 | |
| ASSETS | |
| Cash: | |
| Office Funds | \$ 2,050.00 |
| On Deposit | 200.35 |
| Commercial Bank Account | 71,497.73 |
| Savings Bank Account | 205,606.48 |
| Good Standing Fund | 7,774.82 |
| Burial Expense Fund | 45,332.02 |
| Defense Fund | 126,573.85 |
| Pension Reserve Fund | 92,060.69 |
| | \$ 552,096.94 |
| U.S. Bonds | 275,000.00 |
| Real Estate | 1,071,042.59 |
| Transportation Equipment | 188,564.36 |
| Office Furniture and Equipment | 34,511.72 |
| | \$2,071,215.61 |
| LIABILITIES | |
| Net Worth | \$2,071,215.61 |
| | \$2,071,215.61 |

Daily report of awards for construction

SAN FRANCISCO, contract awarded to Chas. L. Harney, Inc., 575 Berry St., S.F., \$18,618 for construction of right turn connection from Stanley Drive to Junipero Cerra Blvd., City of San Francisco.

STOCKTON, contract awarded to Floyd G. Borchardt, P.O. Box 208, Stockton, \$326,900 for construction of 2 exhibit buildings, 2nd District Agriculture Association, Stockton, SAN JOAQUIN CO.

FEBRUARY 14, 1955

TRAVIS AFB, contract awarded to Parish Bros., P.O. Box 1019, \$84,474 for widening of Broadway & Hangara Avenues, Travis AFB.

MANTECA, contract awarded to T. Brayton & Sons, Box 95, Escalon, \$416,242 for additions to Manteca High School.

FEBRUARY 15, 1955

CAMPBELL, contract awarded to Pisano Bros., 1800 Stockton Ave., Santa Clara, \$33,555 for construction of sanitary and storm sewers in Tract 1392, Westchester Park in Campbell, SANTA CLARA CO.

SANTA CLARA, contract awarded to W. J. Nicholson Co., P.O. Box 390-A, Santa Clara; \$150,000 for steel structure plant, 40,000 square feet.

RIO VISTA, contract awarded to H. F. Lauritzen, P.O. Box 470, Pittsburg, \$15,426 for replacing dolphin pilings for both Decker Island & Rio Vista Storage Activity, Rio Vista.

BURLINGAME, contract awarded to Morris Daley, 1350 Howard Ave., Burlingame for construction of bank.

CAMPBELL, contract awarded to Calowell Construction Co., 580 Bragato Rd., Belmont, \$42,742 for asphalt concrete paving, etc., in Tract No. 1392 Westchester Park on Virginia Ave. between Rincon Ave. & Bucknell Rd., Campbell, SANTA CLARA COUNTY.

FEBRUARY 15, 1955

PALO ALTO, contract awarded to S. F. Bridge Co., 140 Montgomery St., S.F., \$30,240, for dredging portion of Palo Alto Harbor, S. F. Bay for depths of 5' and 7' below mean lower low water & deposit material in disposal areas East and West of Channel, approximately 108,000 cubic yards of material.

FEBRUARY 16, 1955

Turlock, contract awarded to Sauerwein & Thompson, 903 Seybold Ave., Modesto, \$31,148 for construction of pre-fabricated steel rigid frame cattle barn.

PALO ALTO, contract awarded to Hilp & Rhodes, 299 Kansas, S.F., \$150,000 - \$200,000 for construction of a new office building and warehouse.

BERKELEY, contract awarded to Duncanson-Harrelson Co., 530 W. Cutting Blvd., Richmond, \$68,200 for foundation explorations for So. Crossing of S. F. Bay at various locat. in S.F., Oakland & Alameda.

OAKLAND, contract awarded to Gallagher & Burk, Inc., 344 High St., Oakland, \$10,257 for reconstruction of Lincoln Ave., betw. Alida St. & Maiden Lane, Oakland.

FEBRUARY 16, 1955

OROVILLE, contract awarded to W. H. O'Hair Company, P. O. Box 33, Colusa, \$34,100 for loading, hauling, screening & spreading dredger tailings on Block Rd., between Gridley-Colusa highway, 4 miles south at county line and on Richvale So. highway, betw. W. Road and 0.6 miles south.

OAKLAND, contract awarded to Stolte, Inc., 8451 San Leandro St., Oakland; \$155,378 for construction of RCF conduit & CIP sewers in portion of 41st St., Grove St., 45th St., Telegraph Ave. & Shattuck Ave., from West St. & 41st St. to Telegraph Ave. & 47th St.

FEBRUARY 17, 1955

OAKLAND, contract awarded to McGuire & Hester, 796-66th Ave., Oakland, for constructing conduit on Bancroft Ave., 75th Ave., et al., \$15,792.35.

STOCKTON, contract awarded to Nomellini Construction Co., P.O. Box 117, Stockton, \$179,625 for construction of bank on Hunters Square.

SISKIYOU COUNTY, contract awarded to S. W. Grossbeck, 2387 Alder St., Eugene Ore., \$35,281.10 for riprapping approximately 5 miles of dikes in Lower Klamath National Wildlife Refuge.

SACRAMENTO, contract awarded to R. M. Skarnes, 541-35th St., Sacramento, for construction of a reinforced concrete girder bridge across Shasta River about 1 mile east of Grenada in SISKIYOU COUNTY.

SPARKS, NEV., contract awarded to Mogensen Concrete Co., 725 W. 6th St., Reno, \$27,576 for construction of concrete curbs & gutters within city limits of Sparks under 1955 paving & curb and gutter program.

SPARKS, NEV., contract awarded to Isbell Const. Co., P.O. Box 2351 Reno, Nev., \$106,529 for reconstruction of 2.95 miles of city streets within city limits of Sparks under 1955 paving, curb and gutter program.

FEBRUARY 18, 1955

ST. HELENA, contract awarded to Harold's General Contractor, 307 12th Ave., S.F., \$92,770 for constr. of a new bank building.

MERCED COUNTY, cont. awarded to Gene Richards, Inc., Fresno, \$51,874 for widening of 3 bridges across Twin Canals and Los Banos Creek, betw. west city limits of Los Banos and 1.5 miles west.

KERMAN, contract awarded to R. T. Dealy, P.O. Box 151, Avenal, for construction of a new bank building \$104,990.

FEBRUARY 21, 1955

OAKLAND, contract awarded to John E. Branagh & Son, 42 La Salle Ave., Piedmont, \$1,758,421 for construction of Outpatient Bldg. at Highland Hospital.

STOCKTON, Utah Construction Co., 100 Bush St., S.F., for construction of warehouse & processing plant in SE portion of city off Charter Way, betw. D and E Sts., complete cost to be \$3,500,000.

OROSI, CALIF., contract awarded to Clarence Ward Const. Co., P.O. Box 806, Fresno, \$417,232 for construction of school additions to Orosi Union Elementary School.

TRAVIS AFB, CALIF., contract awarded to Stolte, Inc., 8451 San Leandro St., Oakland, \$135,988 for construction of two story stucco wood frame readiness crew bldg., asphalt concrete parking lot and utilities at Travis Air Force Base.

CARSON CITY, NEV., contract awarded to Isbell Const. Co., P.O. Box 2351, Reno, \$440,600 for 1.551 miles of plant mix surface etc., portion of P.H.S. System on U.S. No. 40, betw. 1.5 miles west, or Reno & Vine St. in Reno, WASHOE CO.

FEBRUARY 23, 1955

RICHMOND, contract awarded to Elmer J. Freethy, 1432 Keanney St., El Cerrito, \$62,528, for construction of storm drains in Harbor Gate Industrial area in Hoffman Blvd., So. 34th St., Seaver Ave. & So. 32nd St., City of Richmond.

STOCKTON, contract awarded to A. Teichert & Son, Inc., P.O. Box 1118, Stockton, \$45,068 for construction of streets, curbs, gutters, sidewalks, storm drains, etc. in Alpine Ave., et al., SAN JOAQUIN COUNTY.

PT. ARENA AFS, CAL., contract awarded to Reynolds Constr. Co., 55 Mountain View Ave., Santa Rosa, \$55,840 for construction of towers & structures at Point Arena Air Force Station.

SAN FRANCISCO, contr. awarded to McGuire & Hester, 796-66th Ave., Oakland, \$313,310 for construction of a supply line in San Andreas Branch, SAN MATEO COUNTY, Water Department.

SAN FRANCISCO, contr. awarded to Theo. G. Meyer & Sons, 200 Quint St., S.F., \$2,340,920, for construction of Harbor Slope Housing Proj. consisting of 226 units in 37 buildings, San Francisco.

FEBRUARY 24, 1955

SAN JOSE, contract awarded to Leo F. Piazza Paving Co., Rte. 1, Box 800, Downer Ave., San Jose, \$15,873 for street improvements to Lincoln Ave. and Minnesota Ave. adjacent to Willow Glen School.

SAN LEANDRO, contract awarded to Gaspard Const. Co., 6629 Beck, Oakland, for additions to Roosevelt School, including some site work.

SAN LORENZO, contract awarded to Indenco, Inc., 960 - 98th Ave., Oakland, for construction of Bay School, \$311,830.

PALO ALTO, contract awarded to Williams & Burrows, Inc., 500 Harbor Drive, Belmont for construction of dormitory addition to Stern Hall on Stanford Campus along with landscaping and some site work.

HOLLISTER, contract awarded to Baun Const. Co., Box 4057, Fresno, \$37,868 for 0.3 miles of grade & surfacing with plantmix surface & widening of bridge, Tequesquito Slough, 4.5 miles north of Hollister

in SAN BENITO COUNTY. RICHMOND, contract awarded to R. J. Naylor, 540 Eastshore Highway, Albany, manufacturing plant expansion consisting of a specialty fabrication shop and a one-story tank.

FEBRUARY 25, 1955

OROVILLE, contract awarded to Riverman & Sons, 2032 NE 48th Ave., Portland, Ore., \$182,000 for construction of St. Thomas Parochial School.

SAN JOSE, contract awarded to Nielsen & Nielsen, 1071 Westwood Drive, San Jose, for construction of store building 6050 sq. ft. with facilities for future second story on San Jose State College Campus.

SACRAMENTO, contract awarded to Marchio-Baker-Trewhitt, 830 Casmalia Way, Sacramento, \$17,390 for 0.2 miles cement r. base construction & plantmix surface app. at various locations on Arnold Industrial Hwy. between Martinez Rd. & Willow Pass Road, CONTRA COSTA COUNTY.

EVERGREEN, contract awarded to Hughes Construction Co., S. 7th at Phelan, San Jose, for construction of Evergreen Elementary School, \$321,527.

NORTH HIGHLANDS, contract awarded to Campbell Const. Co., P.O. Box 390, Sacramento, for construction of 25,000 sq. ft. market bldg.; shopping center to contain five shops; tilt-up construction, \$175,000.

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S.F. EMBARCADERO FREEWAY STARTS

By PAT CLANCY and PAUL EDGEcombe, Business Representatives

The first unit of the Embarcadero freeway was let recently and the construction firms Morrison-Knudsen and MacDonald, Young & Nelson submitted a low bid of \$5,216,162. This unit is a multi-level traffic separation structure between the Bay Bridge approach near Third Street and Main and Mission Streets. There is considerable preliminary work to be done before the elevated structures can be erected and it is expected to take almost two years before completion.

Another project of major proportion was awarded to Ben C. Gerwick, Inc., this being the converting of Piers 15 and 17 into a single quay-type terminal. This contract is for the sub-structures and wharf portions and amounted to \$1,313,870. Other parts of the job will be the concrete surfacing, installation of truck and rail docks and extending sheds.

Throughout the last month work has been exceptionally good for this early in the season, primarily in the dirt moving operations. Most of this work is on subdivisions that had been started late in the fall and wasn't completed, consequently, with a few days of good weather they started rolling. At Rollingswood, a Sterling Builders' project, grading on the second unit of this site should be completed in the next few days by Ed Keeble and when completed he will move his spread to the Candlestick portion of the freeway.

Piombo Construction is keeping ahead of the builders on the Rancho Buri-Buri tract. Phil Hall moved his equipment in on the grading for the site of the new school building at the north end of Serra Highlands.

Westlake, a Henry Doelger sponsored project and the largest of the subdivisions, has full force operations going. In addition, to his own equipment he has Devenenzi's Lorain Shovel and Chas. Burger's NW 80 moving the tip of the hill on the west side of Skyline Highway to the lower area at Alemany and Lake Merced Blvd.

Heavy grading is completed at Westview by Bob Barbettini and all that is left is the finishing of the streets and lots.

Macco, M & K have two NW 80 shovels in the pit north of the Rollingswood job loading material for the big fill job on the site of the United Airlines and TWA proposed buildings.

The scrap yard industry has been very dull the past few months and suddenly has taken a recent splurge to the extent that some are operating on a two-shift basis.

We would like to remind our members to remember the safety regulations and to apply them to this modern, fast moving construction equipment; YOU'LL LIVE LONGER!!

Home Tips ★★

An ankle bracelet may emphasize the slim ankle of an early teener, but it is far from becoming to anyone over 16. One given by a husband as a "gift" may be tactfully worn around the house or on the wrist.

Favorite luncheon casserole: Sliced hard-cooked egg teamed with drained canned asparagus and cream sauce. Top with buttered crumbs and grated cheddar cheese and heat until bubbly in moderate oven.

Remove crusts from sliced bread, butter lightly on both sides, and toast in the waffle iron. Serve with turkey gravy and cinnamon apples.

If you are on a diet and want to give in to ice cream, try instead a jar of baby apple sauce or apricots. These foods will satisfy the desire for sweets with a minimum of calories.

Here are some suggestions for quick fillings for cookies: Use jam or jelly, canned apple butter, a few semi-sweet chocolate pieces,

Field Survey Notes SURVEY WORK PICKING UP

By AL BOARDMAN Business Representative

The scramble for men is now on, with many employers refusing to notify the union when they have job openings. I should like to remind the membership that they are obligated to notify the union when they change jobs. I should also like to remind the employers that they are subject to strike action if they do not notify the union when they have job openings. Along those same lines the following was expressed in a letter to the Editor of "American Engineer," the monthly publication of the National Society of Professional Engineers: "Dear Editor: The NSPE Annual Report for 1954 states, 'the professional engineer-employee has a responsibility of loyalty to his employer and should notify his employer of his desire for a change in employment.'"

I assume this refers to what we were taught in the early twenties, and apparently still is taught, that the ethical thing is to give one month's notice to your employer that you have accepted employment elsewhere, so that replacement may be trained.

A young friend of mine followed this policy recently and was promptly fired as of the end of the week.

The young engineers should be warned of such occurrences, since they occur not only in the small companies but even in the larger ones, with large employee relations departments.

Experiences such as these explain why "34 per cent of engineers . . . believe in collective bargaining agencies . . . Most of them . . . within the 25 to 35 age group." Chester E. Rose, P.E., Meuchen, N.J.

The above is an example of the chaos rampant in the professional engineering field whose sole aim in life is to bring order out of a disordered world. Their only answer to disgraceful wages and working conditions is to look for another job. For every change of employment they have to pay an employment shark better than \$100. They have no representation and little or no hope of setting up standards of any kind. The engineer must organize within the jurisdiction of a strong labor organization in order to survive.

Next meeting of the Technical Engineers will be held March 25, 1955, at 8:00 p.m., at 474 Valencia St., San Francisco, Calif.

jam mixed with chopped nuts, raisins and chopped nuts, mincemeat, or peanut butter moistened with a little orange juice.

When sending cookies through the mail, wrap flat drop cookies in pairs (back to back with waxed paper between them) in moisture-proof material. Wrap other cookies individually.

Use a wide pan when you are cooking more than one package of frozen vegetables that come in "blocks" so you won't have to stack them.

MOVING?
SEND US YOUR CHANGE OF ADDRESS

In the Islands— KAISER PLANS AUDITORIUM

By J. K. WAIWAIOLÉ Business Representative

Henry J. Kaiser has announced that his organization is planning to build a 4,000 to 5,000-seat convention type auditorium on his recently acquired John Ena property in Waikiki. Mr. Kaiser announced his plan for the auditorium at a hearing before the Senate Lands Committee.

The auditorium will be located on the Diamond Head-makai corner of Kalia Road and Ala Moana. He made no estimate of the cost. Work will be done by the Kaiser Community Homes, which is handling the development of the John Ena property. Kaiser told the Senate committee the main purpose of the auditorium will be to encourage holding of more conventions in Honolulu.

A Honolulu concern and two California firms were awarded a \$225,771 contract to design the 1,326-unit Wherry Act housing project at Scofield Barracks. The contractors are the local firm of Austin & Towill; Indence Engineers, Inc., of Oakland, Calif., and Benedict, Beckler & Kochev, architects and engineers, of Los Angeles.

It is anticipated that plans will be available to prospective sponsors in early May or June. It is hoped that construction on the site will begin before September, the original deadline set for start of the work.

The project will provide housing for 1,326 families in one, two, and three-bedroom units to rent at an average of \$99 per month. Some four-bedroom homes may be included.

Hawaiian Dredging Co. was declared apparent low bidder for repairs to airmen's barracks at Hickam Air Force Base. The firm bid \$595,100 for the complete project, lowest of the seven bids submitted to the Honolulu Area Engineer Office. Work on the building is expected to begin in late March. Our dredgemen brothers with Hawaiian Dredging Co., Ltd., on the dredge Dillingham have just returned from a completed job in South Japan. Their sights are now set on a job in Hong Kong, China.

Mid-Pac's Kwajalein project closed on February 15 and all members and others are back in town.

Brother Albert Ching, equipment and excavation foreman, may head for Spain in the near future as he has been asked by those in authority to fill out an application and wait for the call. Brother Ching has spent over eight years on jobs away from home.

Brother John Spencer, now in Turkey, has just completed his contract with the Byrne organization. He will spend some time touring Europe before returning.

Brother Joseph Haia, also in Turkey, at Istanbul, awaits the "stork" to make things happier for his wife and self.

Historic Merger Step by AFL, CIO

(Continued from Page One)

better nation and a stronger free world.

Unity, said the agreement, "will materially benefit the entire nation."

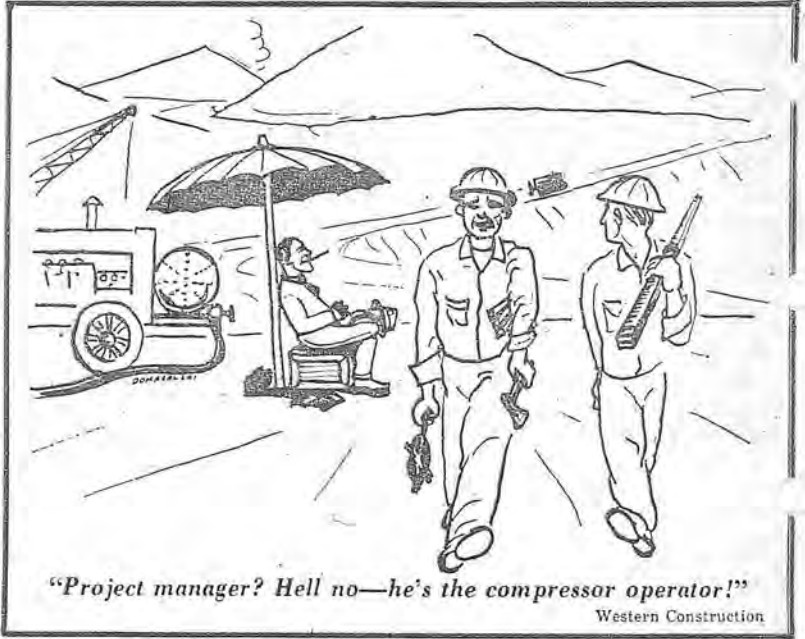
VOLUNTARY MERGER

The agreement calls for a constitutional provision protecting unions in the merged federation "against raiding by any affiliate."

It declares that each affiliate shall have the same organizing jurisdiction that it had prior to the merger and that conflicting and duplicating organizations and jurisdictions shall be worked out by voluntary mergers of the unions involved.

The merged federation's constitution will recognize the right of all workers, without regard to race, color, or creed, "to share in the full benefits of trade union organization."

Per capita tax payable to the new federation by affiliated unions



Large Construction Projects Expand in the Peninsula Area

By CHET ELLIOTT, Business Representative

In order to produce more volume, the McCammon & Wunderlich Co. have placed their large real estate development job for the Consolidated Lands Company at San Bruno on a three-shift basis. Mr. Campbell, the superintendent on this job has foremen, Brothers Hust, Hammes, and Duffloth, assisting him on the day, swing and graveyard shifts. This work involves the moving of two or three million yards and will keep many of our worthy brothers busy for a year or more.

The Hindry Construction Co., who are operating at the Mills Estate under contract to the Trousdale Construction Co. are adding more equipment to their large fleet of rubber tire rigs which has enabled this office to somewhat reduce the out of work list. At the present time 100 Engineers are employed on this job by the several contractors operating at this location.

Foreman Bro. Ebright with the assistance of cat operators, Brothers McKinsey, Smith, Gansberger and Hutchinson, have just started a one million yard dirt moving job for the J. O. Archibald Co. on subdivision work at San Carlos as soon as possible. Bro. J. O. Archibald plans to move several rubber tired rigs to this project.

According to the information we have received at this office, it is the prediction of all of our employers engaged in the heavy construction and building construction industry, that the summer season now beginning will be the best we have ever experienced as far as employment for our members is concerned. The many large highway jobs now being advertised, such as the Bayshore Freeway at Menlo Park and the contemplated 19th Avenue highway construction and many large real estate development projects getting started or now under way substantiate this opinion.

All of the local contractors in this area have resumed operations on the many street paving, grading and underground construction jobs throughout this district and have put their steady engineer employees back on the payroll, and in many instances have added additional engineers to their lists.

Your Local Union office at 304 7th Ave., San Mateo, is getting pretty well established and beginning to function as well as can be expected. The personnel of this office wish to thank the members and employers for their co-operation in helping to obtain these results.

Dam Job Nears

State Engineer A. D. Edmonston advocated on February 16 that California proceed immediately with the \$1½ billion Feather River project, potentially the greatest single water works ever undertaken by man.

Calling for a bond issue to pay for the state-wide system, his long waited report to the state water project authority concluded:

will be four cents per month. The Council of Industrial Organizations and other departments will establish their own per capita taxes.

OVERSEAS REPORT

By RUSS SWANSON

The employment situation on the overseas projects has not changed since last report. No new jobs have been reported to this office. At such time as they are, we will print it in the Engineers News.

In the last report, I asked you fellows who at present are working away from the States to write a letter in order that we might inform the rest of the brothers of the conditions, etc. of the jobs you are on.

One letter has arrived and that is from George Gisel, who is working in Australia. He reports that some other Engineers also are on that project, namely: "Blackie" (Ed) Stoker, Howard Mott, J. C. Hester, George Veach and Bunky Steph.

George says that everyone is very happy with the job and so far no one has gone home. At present the work is just starting to get into high gear. George sent a magazine to us which is very informative regarding the type of work being done.

Interesting excerpts: Adaminaby Dam to be built, will put the town of Adaminaby under water. People are not too happy about low price offered for their land. American engineers to drive 13.8-mile tunnel and another tunnel about 1½ miles, 21-foot diameter. Biggest single tunnel ever let anywhere in world. The 13.8-mile tunnel to be built in two sections; first section, 10 miles, longest in world. Contractors are Kizer, Walsh, Perini, Raymond. Equipment 95 per cent Australian and only 5 per cent American. Living quarters for the Americans in Cooma, population 8,000.

The magazine article tells what "Jumbo" mucking machines and motors are used for. Language problem, men fed and housed free, beer at cost. When tunnel is complete a diversion dam 260 feet long and 60 feet high will be built. Workers mostly from European countries. By December 1957 they should have one-tenth of its ultimate billion-gallon capacity. Big dam 290 feet high and 715 feet long then to be built, wide enough for tourist highway.

Thanks very much, George, for this most informative communication. We wish you luck and a very successful contract. Say hello to the Engineers for us.

Again we request some of the brothers who are overseas to give us a letter.

Service Withdrawal Cards

Ernest Wm. Fitch
William S. Hanna, Jr.

Keep Dues Paid Up!