



ENGINEERS NEWS

OPERATING ENGINEERS LOCAL 3

STATIONARY ENGINEERS LOCAL 39

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SAN FRANCISCO, CALIFORNIA

MARCH, 1956

Bro. Swanson Is Honored for 8 Years Work on SF Public Utilities Commission

Public Utilities Commission

CITY AND COUNTY OF SAN FRANCISCO

Resolution No. 16,052

WHEREAS, the term of office of Victor S. Swanson, as a member of the Public Utilities Commission, expired January 15, 1956; and

WHEREAS, Mr. Swanson served on the Commission for a period of eight (8) years, and as President of the Commission, for the calendar year of 1955; and

WHEREAS, Mr. Swanson, an outstanding member of the Labor Movement, occupied a prominent position in the civic life of the City and County of San Francisco, applying his marked ability and energy in furthering every progressive movement for the welfare of said City and County; and

WHEREAS, during his term of office, Mr. Swanson brought to the Public Utilities Commission an untiring energy and devotion to the application of sound principles in the operation of the utilities under the jurisdiction of the Commission and discharging all duties in connection therewith with characteristic ability and faithfulness;

THEREFORE, BE IT RESOLVED, That the Public Utilities Commission on behalf of the people of the City and County of San Francisco, in recognition of the splendid and selfless service he has rendered as a member of the Commission and as its President, does by this resolution, express to him its appreciation for work well done; its thanks for his unprecedented services; its acknowledgment of his brilliant achievements and its most profound wishes for health and happiness and for success in all his future activities.

Joseph Martin Jr.
President

George Christopher
Mayor

James H. Turner
Vice President

Edw. B. Baron
Manager of Utilities

Donald A. Cameron
Commissioner

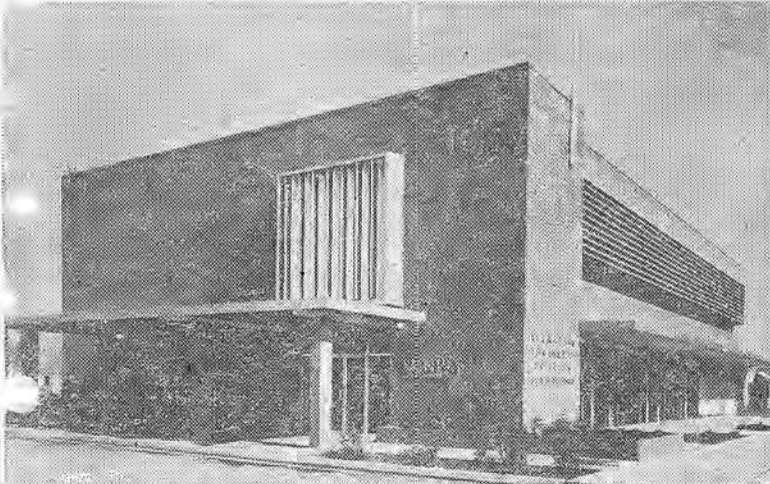
Oliver M. Rousseau
Commissioner

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting on January 16, 1956

R. J. McDonald
Secretary

Following up recent praise from union members and officers for his work in the interests of labor, is the above plaque presented to Local 3 Bus. Mgr. Victor S. Swanson in honor of his eight years of service as member and president of San Francisco Public Utilities Commission. Under the signatures of Commissioners Joseph Martin Jr., Donald A. Cameron, Edw. B. Baron, Oliver M. Rousseau, Mayor George Christopher, and Utilities Mgr. James H. Turner, the resolution warmly praises Bro. Swanson's service.

New Operating Engineers Building in Fresno Is a Tribute to Local Union 3



Another fine new home for the Operating Engineers—giving organized labor in the community new facilities and new dignity—is now in place at 3121 East Olive Avenue, Fresno. Above is a view of this modern building. It is generally regarded as one of Fresno area's most attractive buildings in this class. Plenty of room and good lighting, up-to-date conveniences, and an off-street parking area are features of the new center, indeed a tribute to the sound management of Local Union No. 8.

Need Action on \$12 Billion Water Control Program

California has a gigantic task of water storage, water transport, and flood control that is clamoring for quick action and that will cost in the neighborhood of \$12 billion, the state's Water Resources Board declared in its summary presented to the Legislature on March 8.

The \$1 1/2 billion Feather River Project is the first section of a "California Aqueduct," designed to export 23 million acre-feet of northern surplus waters to the deficiency areas of the South.

The Aqueduct will cost about \$8 billion, with dams and reservoirs taking the remainder of the expenditure. A total of 260 new major storage reservoirs is proposed, along with numerous hydroelectric projects.

4 TIMES MORE ACREAGE
Quadrupling of the present 20 million acre-foot storage in the state will permit expansion of irrigated areas from 7,300,000 acres of land to 19 million acres.

When the thousands of pages of the plan are published in June, the Board will ask the Legislature for formal approval. It is a master plan but not a rigid one, the board explains.

The north coastal area, recently heavily hit by floods, is well considered in the plan. This area has a run-off making up 41 per cent of the state total and only 4 per cent of state consumption.

Thus, large works are planned to divert waters of the Smith, Klamath, Mad, Trinity, and Van Duzen rivers into tunnels that will carry them into Sacramento valley and the great aqueduct. Eel river water will be caught and sent back to Clear Lake and some to the Russian river.

40 DAMS, RESERVOIRS
Some 40 large dams and reservoirs will be required here, with pumping stations and tunnels.

Here are examples of details under the eventual layout: In Mendocino county, eight small dams to (Continued on Back Page)

All Members Take Note:

No Meeting of Local 3 in April

All members of Local 3 are herewith reminded of action taken at the regular meeting of March 3 at which it was voted to cancel the regular meeting of April 7 due to the closeness of that date to the International Convention in Chicago, starting April 9. Many officers and delegates serving on convention committees would not have time to get to the convention for the opening if the April 7 meeting were held, so it was voted to cancel this meeting, and the next regular meeting of the union will be held on May 5, 1956.

\$50 Million Rail Fill Job on Salt Lake

Southern Pacific Railroad has awarded the major contract in a 13-mile re-routing of its tracks across the Great Salt Lake, a \$50 million job that will top the West's largest dam and freeway projects.

A fill stretch will replace the world's longest railroad trestle, and contract for the massive embankment has been let to the Morrison-Knudsen Co.

When finished in 1960, the fill will parallel the historic 12-mile wooden trestle that was a world wonder when finished in 1904. Dredging from 15 to 30 feet of soft mud will be the first step. Rock and gravel will then be barged into the lake and dumped into the dredged area. The ditch bottom will be about 60 feet beneath the water surface, and the fill will go to 17 feet above the surface.

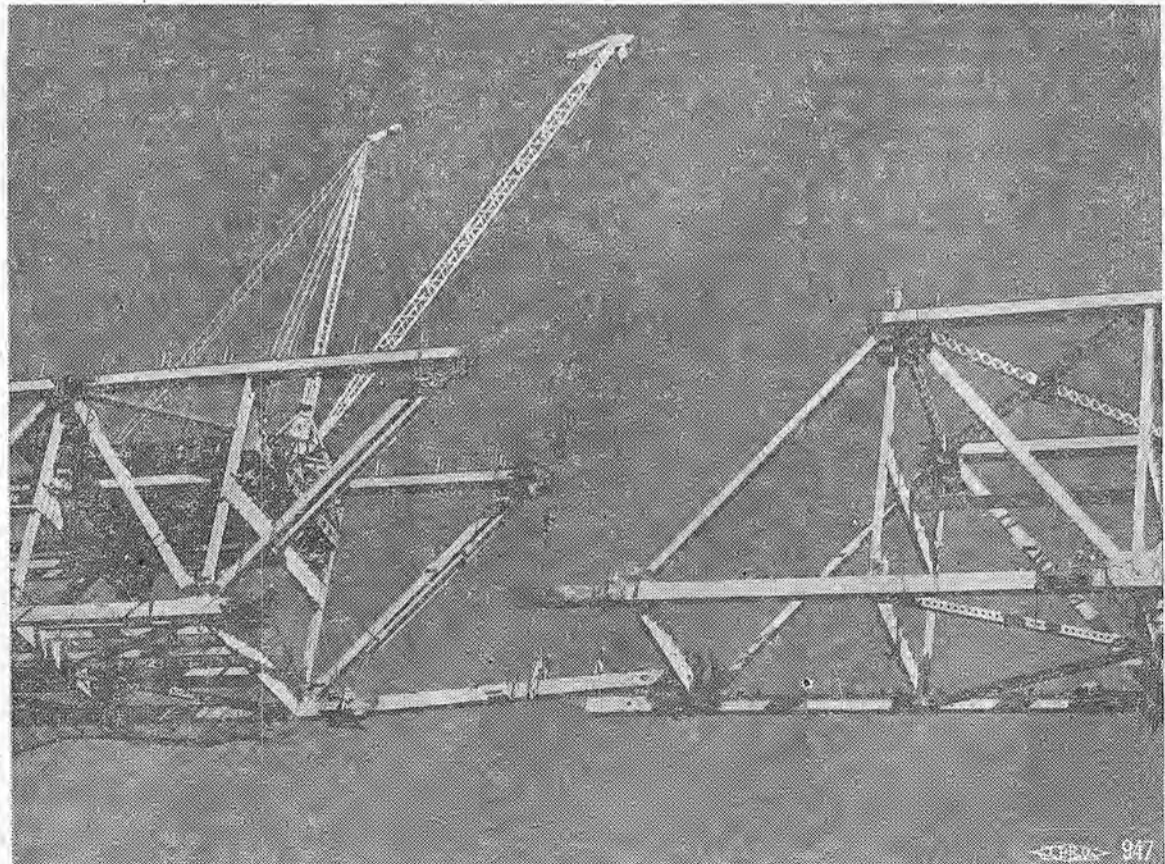
A camp for some 600 men and their families is being built on a

mountainside west of Promontory Point, Utah. From 800 to 1300 workers will be employed.

In Memoriam

- BIRD A. GALLAGHER**
Feb. 10, '56, Livingston Manor, N.Y.
- CHAS. HOWERTON**
Feb. 13, 1956, Riverbank, Calif.
- B. W. WEDEMEYER**
Feb. 21, 1956, San Francisco, Calif.
- RALPH W. FARNHAM**
Feb. 28, 1956, Pleasonton, Calif.
- JEWELL E. HEATON**
March, 1956, Cupertino, Calif.
- RALPH BURTON**
March 5, 1956, Salinas, Calif.
- JACK FOSTER**
March 7, 1956, Stockton, Calif.
- RICHARD J. SMITH**
March 7, 1956, Copperton, Utah
- GILBERT E. OVERHOLD**
March 12, 1956, San Francisco, Calif.

Last Steel Link Closes 1000-Foot Span on Northbay Bridge



The lifting of the key chord, or closing chord, was fastened in place March 7th on the Richmond-San Rafael Bridge by Operating Engineer Jim Lynch, as shown in this historic picture. The contract was awarded to Judson Pacific Murphy-Kiewit on February 26, 1953. The bridge is composed of thirty-six 100-foot girder spans, thirty-six 289-foot truss spans, and two cantilever spans. The main span is 1,070 feet long, and the back span is 535 feet long. The total length of the bridge is just over four miles.

The upper deck has concrete on 80 per cent of its length, and they anticipate pouring the last concrete around the first of May. The contractors' original completion date was August 27, 1956, and, with weather permitting all the painting should be finished by that time, and it is expected to have the upper deck open to traffic by October 1, 1956. (Picture by Jim Jennings, Oakland office of Operating Engineers Local 3.)

Last Day—April 12!
Are You Registered?

Survey Notes

HIGH SKILLS AND LOW PAY

By AL BOARDMAN and BILL MINAHAN
Business Representatives

We have always been puzzled by the anti-union prejudice so deeply felt by professional engineering societies. Members of these societies make up the lowest paid group of trained professional employees in the United States. Men whose qualifications and training must be equal to and superior, in some cases, to any other recognized profession, spend the major years of their lives working for wages so low that any skilled craftsmen would reject them with scorn. It seems incredible that trained men whose specialty is planning the course of society should reject as intolerable any organization to improve their own economic welfare.

This total lack of interest in their own well-being stems from many contributing factors, some of which will bear scrutiny at this time. The major contribution to this frame of mind is the feeling of inferiority on the part of every graduate engineer. This feeling is instilled in our schools to higher learning. The student engineer is led through a maze of theory and practice to believe that he must spend the rest of his life in study before he becomes of any value to society. He is also taught that he has no place in the social order. His role is that of errand boy for management. The engineer is to be grateful for any crumbs that may fall from the table of the board of directors. Never mind if his family must make the sacrifice or he himself finds his economic burdens intolerable. This is part of the price he must pay for his position in this great illusion known as the professional engineer.

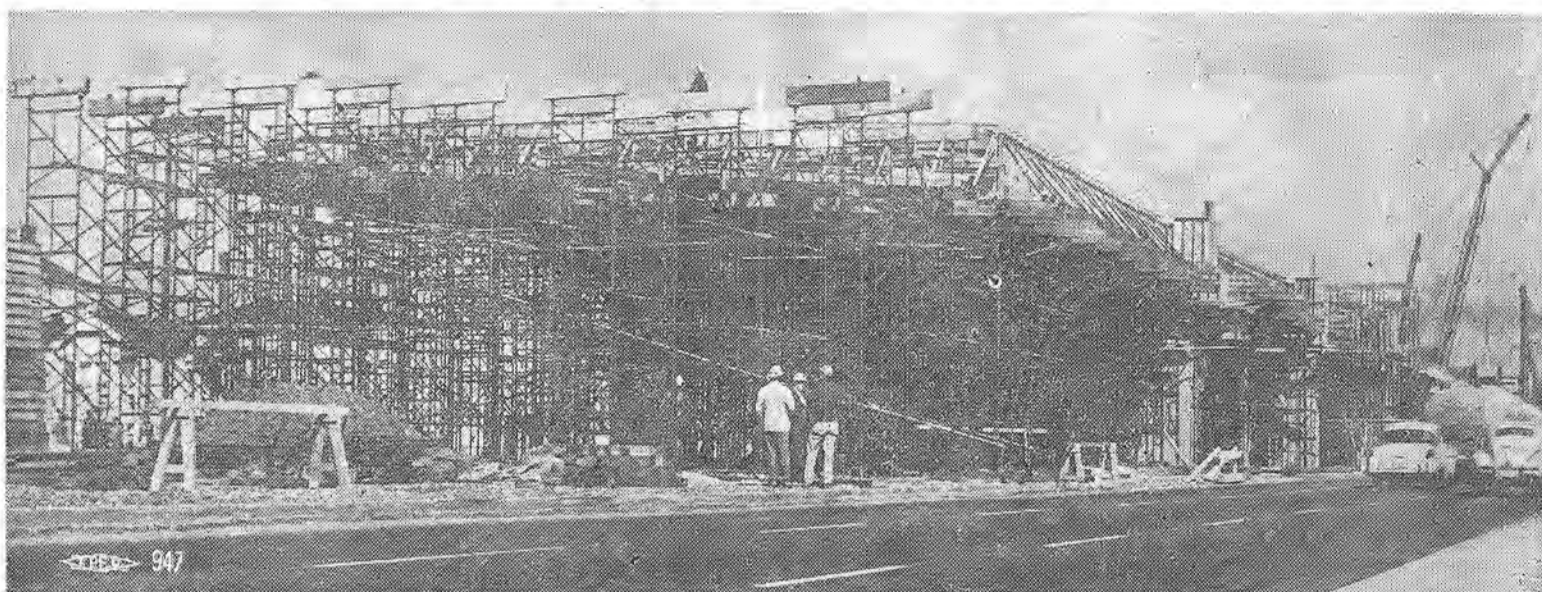
GOVT. DOMINATION

Another factor is that of government domination. Engineering is the only profession that cannot survive without government subsidy. Projects large enough to employ a professional engineer are usually too expensive for private enterprise to finance. Government agencies rate their engineering personnel on construction and engineering costs. It follows then that a low salary and wage rate is a virtue rather than a vice. The engineer regards any element or organization that increases engineering cost as his mortal enemy. This automatically makes labor organizations his enemy. He carries this natural apathy to the extreme end when he is confronted by a labor organization with the demand that his employees receive decent wages and working conditions.

In recent years this prejudice has become more evident in the policy making bodies of the engineering societies. The latest organization to go on record with this un-American attitude is the Schuetzky Engineers Association. This august organization has made the remarkable discovery that it is opposed "to the inclusion of its members in either an engineering or an heterogeneous labor union." They have dug up several old cadavers to support their stand. The following they believe to be the gospel truth: (1) "Union membership is incompatible with professionalism." (2) The tendency of unionization is to split the profession into two conflicting factions—non-supervisory engineers and engineers in management. (3) Union participation involves the loss of a measure of individual freedom.

Organization of engineering personnel into labor unions has proven all of the above allegations to be false. Number one, the definition of a professional is a man of sufficient standing to command a professional fee. Union organization increases the bargaining power of any group and enhances the prospect of professional pay. Two—the engineering profession has always been divided into employee and management factions. The rulers of the professional societies have fostered the contrary illusion to further their own ends. If you are not convinced of the difference, compare your pay check with that of the Boss. Third—the only true

3 Miles of Double-Deck Freeway in Oakland Sets New Construction Records



Contractors Grove-Shepherd-Wilson & Kruge, Inc., have added a new contract to their Oakland Cypress Street Bay Bridge approach job which will make a total of three miles, largest double deck viaduct in the state's history.

Pin-point timing has been necessary to do the work and allow continuous flow of traffic. Many construction innovations have been applied on this job, including largest use of steel frame scaffolding in highway

annals, which has attracted engineers and contractors from distant cities. Above view shows the extensive use of scaffolding. Present highway lies in foreground. Many on and off ramps are involved in addition to the large bridge-like viaduct.

(Picture by Jim Jennings, Oakland office, Operating Engineers Local 3.)

The City by the Golden Gate

S. F. IS IN HIGH GEAR

By PAT CLANCY and HARRY METZ

All of the local building and heavy construction contractors in San Francisco are busy with street repair, underground, street paving and grading, high schools and hospital additions.

Good progress is being made on the Guy F. Atkinson job at Serra Point, where the new section of the Bayshore Freeway joins the old highway. Before this can be accomplished it will be necessary to relocate the existing railroad tracks around the point.

The sub-divisions at Westlake, Westview, Rollingwood, Twin peaks and Sierra Highlands are operating at full capacity to prepare their sites for new homes in these areas.

The Campbell Const. & Equip. Co. is installing and equipping the Nike bases around the bay area hills. This work was awarded to them by the S. F. District Corps of Eng'rs.

Michael J. Murphy Co. is busy on a good many of city streets doing underground work for the S.F. Water Dept.

Chas. L. Harney Co. has been awarded a contract for a unit of the Embarcadero freeway. This section will join with present approach being done by MacDonald, Young & Nelson.

Fay Improvement Co. has several grading, asphalt, concrete and pavement work going on around town.

M & K Corp. is rapidly nearing completion on their Embarcadero sewer job.

Cahill Const. Co. seems to be represented on about every street in downtown financial district. On all these jobs you will find a member running the material hoist. Cahill's job at Beach and Taylor for the Scavenger's Assn. is about completed.

Theodore J. Meyer & Sons have started grading at the Westmoor High School in Daly City. This is rather a large job (\$2,500,000) as is their job at U. C. Hospital addition. Bethlehem Steel Co. has the job of erecting the steel on the new student's dormitory on Parnassus St.

James I. Barnes & Co. is finishing up the job on the new Hoover High School. They also are the General Contractor for the student's building at U. C. Hospital.

It was hoped that we would have some information on when the big unit of the Embarcadero freeway would be let for bids in this issue of the News, maybe next issue.

freedom is gained through economic security, that security can only be gained through union organization.

Next SE meeting Friday, March 23, 1956, at 8 p.m., 474 Valencia St., San Francisco, Calif.

SACRAMENTO, contract awarded to Chas. J. Swanson, 5207-10th Ave., Hanford, \$11,700 for emerg. levee repairs, R. & L. bank of Sonsumnes River, SACRAMENTO CO.

\$12 Billion Water Program Needed

(Continued from Page One)

hold stream-flow and provide recreation would be built on Hayworth creek, the south fork of Big river, east branch of north fork of Navarro river, the Garcia river, north fork of Gualala, Rancheria creek, Wheatfield fork of Gualala, and south fork of Gualala.

In the Russian river basin, the now authorized Coyote Valley dam would be supplemented by 11 smaller works to store water or local use and recreation and flood control. The 11 creeks are Robertson, Feliz, Cumisky, Dry, Big Sulphur, Saysal, Warm Springs, Mill, Maacama, Big Austin, and Mark West.

New SF PG&E Station

PG&E has been given the green light by state Public Utilities Commission to build a \$23 million addition to its Hunters Point steam plant off Evans street in San Francisco.

It will be known as "Station P" and will be the fourth largest plant in the PG&E system. It will add a 152-250-kilowatt generating unit to the three already at the plant, and added transmission facilities will be installed.

CONSTRUCTION AWARDS

MARCH 1, 1956

OAKLAND, contract awarded to Paris Bros., 2752 Park Blvd., Oakland, \$23,330, for const. R.C. pipe conduit in Altamont Ave. betw. Sunnymere Ave. & Mt. Blvd. and in Mt. Blvd. betw. Edgemoor and Burkhalter Aves., City of Oakland.

SACRAMENTO, contract awarded to Thomas Const. Co., Box 683, Fresno, \$131,722, for const. reinf. conc. bridge and 0.3 mi. approach graded and surf, w/rdmix, surf, acr. Brush Creek near Manchester, MENDOCINO COUNTY.

CHICO, contract awarded to Butte Creek Rock Co., Skyway, Chico, \$21,562, for street pavement and conc. work, city of Chico, BUTTE COUNTY.

CHICO, contract awarded to G. G. Williamson, 22 & Park Ave., Chico, \$14,500, for sewers and pipe-work, city of Chico, BUTTE CO.

OAKLEY, contract awarded to M.G.M. Const. Co., P.O. Box 1056, Concord, \$368,000, for furn. and inst. Oakley County Water District Water Distribution System.

Contractor Names Local 3 Man As Safety Engineer on Job Site

By CHET ELLIOTT, Business Representative

Due to the high rate of speed developed by the modern rubber tired earth moving equipment and the many safety hazards encountered in the operation of these rigs, one of the major local contractors, the McCammon & Wunderlich Co., who have three million yards of earth to move in San Bruno in a very hilly area, were able to obtain the services of

Brother Harold Skeans to act as full time Safety Engineer on the job site. Brother Skeans has had many years of experience as an operator, as well as experience in the field of supervision.

This enterprising firm realizes that safety comes first, not only in the saving of life and limb, but also, from a financial standpoint. They realize also that with the constant growth of construction industry, the demand for experienced rubber tire operators during our peak months, exceeds the supply. The duties of the Safety Engineer shall also include assistance to our less experienced new men. It is the general opinion of the members who have contacted this office that a word of caution from this worthy brother should be heeded rather than disregarded altogether as it may save the life of yourself or that of some brother with whom you are working. This placement of a Safety Engineer appears to be one more step toward progress for the Operating Engineers.

SAN MATEO OFFICE

The dry weather for the past few days has relieved the unemployment situation in the San Mateo office. The out of work list has been greatly reduced and if the fine spring weather lasts the future is very promising. In a very short time we will be scraping the bottom of the barrel looking for engineers.

Brother Floyd Watson, assisted by foreman Brother Williams, and a great group of cat operators, have the Millbrae Meadows job in full operation, and plan to double shift this job soon.

The J. O. Archibald Co., of Redwood City, are now operating at full capacity at various points in this area. Shop Foreman Don Warner has a full crew of heavy duty mechanics busy in the shop getting more rigs in shape to send into the field, to provide more work for members of Local No. 3.

Mr. Howard Marks, who operates the Skyline Quarry near Half Moon Bay and the Marks Materials plant at Rockaway Beach, has a full crew of engineers at each of these plants doing repair work in order to have the plants in shape for the season's business. Mr. Marks was successful in obtaining the services of Brother Joe Stockton, to act as Superintendent at the Skyline Plant, which was using very good judgement.

The Piombo Construction Co. of Belmont, who have Foreman Brother Hawkins in charge of the grading operations in San Carlos, are progressing in a very satisfactory manner. Brother Hawkins has op-

PENINSULA BLOOD BANK

The Peninsula Memorial Blood Bank will have a mobile unit at the Menlo Park Civic Center, Menlo Park, on Friday, March 16 between 3 p.m. and 7 p.m., and on March 30 at the San Carlos Fire House, 895 Britton Avenue and Industrial Way, San Carlos, between 8:30 a.m. and 12:30 p.m. Our bank is entirely depleted. Won't you please make arrangements to donate a pint of blood to the Operating Engineers Account? It will take only a few minutes of your time. REMEMBER—you must not eat or drink for four hours before making a donation.

erator brothers Hutchings, Gregory, Cherry and others, assisting him in this work.

Brother Lyle McCann who is foreman for the Tecon Corporation at the Mills Estate, has a few cat operators on the payroll at present. Mr. Green, who is project manager on this job, is experiencing his first San Mateo winter season, and unfortunately it has been one of the wettest in history, feels uncertain as to just what the weather will do next. It is his opinion that proceeding with caution is the best policy (which is more than likely right). He predicts he will have this job in full operation soon, and that this project will be the scene of much activity this coming season.

The last information received in this office from the California State Highway Department, was to the effect that the bids will more likely be advertised for the Seven Million Dollar Bayshore Freeway job, which will begin at San Carlos and extends through Redwood City and Palo Alto to the Santa Clara County line, by April 1. This work will involve a lot of fill and grading operation, which will keep many members of Local No. 3 employed for a great length of time. The contract will probably be awarded in June or July.

Once again we wish to announce that the San Mateo office will be open each Thursday evening to extend services to the members of Local No. 3.

CONSTRUCTION AWARDS

CASTLE AFB, contract awarded to Lee Arnold, Inc., 580 Bosworth St., S.F., \$604,051, for const. of 3 operational squadron bldgs. and shop maintenance organizational bldg. utilities, paved areas & relate items at Castle Air Force Base, MERCED COUNTY.