Governor an Engineer

"Earl Warren got an honorary card in the Nineteenth Union, but I'd rather be a bookkeeper than a pledge player," thus commented Governor Godwin Knight on being made a member of the Operating Engineers. Here he is shown holding his new card in smiling acceptance, after being honored in this way by Local 317.

Governor Knight
Re-appoints Frank Lawrence to Board

Governor Godwin Knight, who is an honorary member of the Operating Engineers, paid tribute to a fellow member last week when he re-appointed Bro. Frank Lawrence to the State Industrial Accident Commission for another four-year term.

The Governor informed Bro. Victor Swanson, Local 3 business manager, of the action by letter, saying he, Swanson's support of the re-appointment was a big factor in the Governor's decision to make the re-appointment.

Bro. Lawrence has been a member of the Operating Engineers for 33 years. He has also been an official of Contra Costa County and Sacramento Building Trades Council, and the State BTC, and is a member of the Sacramento-Yolo Port Commission. He was first named to the Industrial Accident Commission by former Gov. Earl Warren in 1952, succeeded by the late Stanly Watchman, labor

Local 3 Dredgemen Approve New Agreement

Shown here are a group of hearty specimens known as dredgemen members of Local 3, who showed up at the Oakland office of the union recently to vote on and approve the new dredge agreement. These brothers operate the big dredges working up and down Frisco Bay and far back into the state on the Siskiyou and Sacramento rivers and into the gold country. For pictures of two of their dredges see page 12. (Picture by Rev. Jim Jennings.)

All Local 3 Areas
In 3 States Report
Jobs at 1954 Peak

Biggest work load of the year, with practically every one of Local 3's 15 branches, offices in three states and Harris reporting "no men on the benches," is the favorable situation to be recorded in mid-July, 1954.

This is welcome news after a lean winter and a spotty spring, and all members as well as other people are taking advantage of the situation to get in some good work. Old Man Weather is helping things along with a friendly smile.

From Frens to the Siskiyous and from Frisco to the Rockies, the worthy dredgemen are moving mountains of earth and plowing bridges, highways, and buildings on the western landscape to supply pressing needs of a booming population.

State freeway and road programs are keeping a small army of Engineers busy, and housing, building, and other construction take up the remainder.

Coal is good for all of the autumn season and well into the winter, judging from the present race, the backlog, and the trend of thinking in both private and government construction circles.

Induction of the government's concern for an adequate highway system was President Eisenhower's recent statement calling for a billion dollar national network, to provide the country with at least one good, big transcontinental highway. This statement will give much support to the contractors already working in Nevada and Nevada and Nevada defense leaders for an adequate transcontinental route, the widening and doubling of Route 40.

Power and water projects are shaping up. The demand is increasing every day for an adequate California water system, and dredging is the job that must be done soon, with the big Trinity and Feather river projects number one in the list of most feasible developments.

Army is on going thorough study to the North Bay barrier proposed, and if this materializes it will provide very substantial opportunities for jobs and industrial development, as well as providing enough non-salted fresh water to supply the entire state's needs.

Meanwhile, with every major city in the three states forming its unions with new people, the need for streets, homes, utilities, and buildings will continue for several years to come.

** * * *

Nearly 2 Million Yards Moved on Waldo Approach

"This job has run very smoothly—no gaffs. We are very appreciative of cooperation from management." Thus commented Rev. Henry D. Braghetta, pastor of the giant $4-million Bishop McLaughlin Co. project at the Golden Gate Bridge, largest single highway contract in state history. (See picture at right.)

Total earth moving on this job at the farthest point, which includes 120,000,000 cubic yards for the main fill, shows in picture. Also included are jumbo bridges and a 1,000-foot tunnel, the latter to be a one-way twin to the present tunnel.

Personnel on the big job include George McCoy, project manager, plus the following Local 3 members: Jim Dailey, grading engineer. (Continued on Page 12)

** * * *

Moving: One Mountain Beside the City

Largest single contract in scale history is the $4 million Alkinson company's Waldo approach to Golden Gate Bridge. This picture, taken from present highway, shows the tremendous 300,000 cubic yard fill and equipment working on it. In distance is Angel Island and a Sausalito shore below is the famed square-rigger Pacific Queen now getting into the S.F. Maritime Museum. See story as left for more details.

Milestone: Center Span on Northbay Bridge

Milestone was reached in this picture at a specially-built 130-foot high floating crane, with 125-foot boom ready to place a 48-ton abutment from place between the two main centers of the bridge. Other Jubilee-Pacific-Murphy and Kleinschkel barges are standing by. Men will work on the beams while building up the main steel span. (Picture by Rev. Jim Jennings.)

June Service Withdrawals: $40 Million PG&E Power

Word at press time indicated that preliminary survey work is starting in the Feather river area on a major power development by PG&E, a 450 million project that will add a very large amount to the utility's power output in Northern California.
At Oleum on San Pablo Bay, the United Oil Company is building steel and concrete terminal, which company officials proudly say "will last forever.

That may be somewhat exuberant, but it is undoubtedly the most ambitious work in the world. The job is being done by Bult and Bult, of San Francisco, who are now at work on the foundation. The project has been in existence for several years and as a result of business conditions, is now being speeded up.

Bult and Bult are building a new Oleum terminal, which will be used to handle the new Oleum distillation process. The terminal will be the largest of its kind in the world and will be capable of handling 2,000 tons of crude oil per day.

The construction is being supervised by a large force of men, and the work is being done in a very efficient manner. The terminal is scheduled for completion in November, and the company officials are optimistic that the job will be completed on time.

Pumbling by the oleum is expected to start in March, and the first shipments of crude oil are expected to be made in May.

The terminal will be located on the north side of the Oleum refinery, and will consist of several large tanks and a number of smaller storage tanks. The tanks are being constructed of steel and will be covered with concrete.

The terminal will be connected to the refinery by a Pipeline and will be equipped with the latest in equipment. The company officials are confident that the terminal will be ready for operation by the end of the year.

In conclusion, the Oleum terminal is a major undertaking and is expected to be completed on time. The company is optimistic that the terminal will be ready for operation by the end of the year. The terminal will be a major addition to the Oleum refinery and will help to meet the increasing demand for crude oil.

(Author's note: This is a fictional article and all names and locations are fictional.)
The work in this district has shown a sharp increase since the last issue. The Auburn contractor is working full time and the contractors calling back their former employees.

The Folsom Dam builders have that project on a two and three month basis. They are working full time and are on the verge of completion at this site. H. Karl Parker, Jack Omohundro, and Dale Young are doing the upstream clearing and are progressing rapidly.

Perry & Watson, builders of the Bear Creek one and one quarter mile drainage pipe, are on a three mile time schedule. They are well ahead of schedule and will be finished in about 4.5 months. The maximum cost for this project is $225,000.

After a several weeks' shutdown, Whitin-Adams has started the civil work on their project and are improving the road system. The dam will come in at the end of the month.

Fredrickson & Watson, builders of the Bear Creek one and one quarter mile drainage project, are working full time on the project. They are still on the one and one quarter mile mark and are two weeks ahead of schedule.

Brother Bob Wiggen at Martinez is working full time on the large disposal project and has been putting in a very large crew. The project is being worked on full time and is expected to be finished in about 6 months.

Auburn Nearly all of the members of the construction industry are working full time. The Kern Aluminum and Thomas project is working full time and will be finished in about three months. The big subdivision project is working full time and will be finished in about three months.

Mrs. Marvin Withrow upon known and well liked by everyone. The work will be finished in about three months.

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NEVADA ROUND-UP

Silverstate Boys Ride Hard

By H. C. "Corley" SPENCE and JOSEPH MILLER,
Business Representatives

Isbell Construction Company is off to a real good start on the Highway 4 Tunnel job. The first day, they got their first fine outstanding group of foremen on a job, things really happen in a big way. Mr. Harry "Ham" Green is the new manager on these fellows, and they really get going.

Isbell has the usual small payroll jokes, including one where Brother David Johnson and Brother Bob M. have a small argument over whether a truck has two axles or four. The discussion goes on for some time, and then Brother Dave/Ham says, "All I know is that a truck has to have axles to run on the road, and that's the rule." Brother Bob/M. replies, "That may be right, but the hell with it, we're going to run this job as fast as we can!"

—Lagrange Construction Company is doing a lot of work on around Reno and vicinity. Brother John De Leon says they are doing a lot of paving and replacing the pavement along Highway 40 west of Reno. The Company tear up the pavement and haul it to a gravel pit and replace the gravel in the holes in the holes and build his tiles and breaks his springs. He says there's no limit to what they can do. It has to be done right, and that's what Lagrange Construction Company is doing.

—Redding is doing a big job on some gravel plants that are going up on the south side of town. They have a new machine that is doing a good job and the men are very happy with it. They are working in hot weather, but they are working hard and they are getting things done. The job is going well and everyone is working and it looks like they may be able to get a lot more of our brothers into the job. The job will go on for a long time and we are happy with the progress they are making.

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The long-awaited summer months are now upon us—bringing with them a very gratifying increase in activity in the construction industry as a whole. Blade men and DW 10 and DW 11 are working on the new highway projects, in which at least 200 men are also employed. In all other jobs classifications a number of men are still unemployed. During the past 30 days 450 men were cleared to jobs in the

Summer is at last upon us. By that, I mean the 100-degree temperature readings here in Salt Lake City. Also the summer work has begun and we hope it will continue for some time to come. There has been enough work for Salt Lake & Gravel employees, as the weather continues to move very slow. Just when we think we are out of more work, one of the shorter jobs now under way lay off a few men and we still have a job out of work.

New Construction Projects

The Salt Lake & Gravel Co. has started work on the remodelling of the old Buck Island Bridge in Salt Lake City. This bridge was built around 1900 and has been in use until the present time. The new bridge will have a four-lane capacity and will be built to better the present bridge. The construction will be completed by the end of the year.

Corrections

In my last report, I mentioned the construction of a new bridge in the Salt Lake City area. I should have mentioned that the bridge will be built to accommodate the increased traffic in the area. The construction will begin in August and be completed by December.

The Company has also started work on the repair of the old Buck Island Bridge. The bridge will be repaired to its original condition and will be in use for many years to come.

The Salt Lake & Gravel Co. has also started work on the construction of a new bridge in the West Valley area. The bridge will be built to accommodate the increased traffic in that area. The construction will begin in September and be completed by January.


Construction, Sand & Gravel members, 2nd Thursday of each month, Engineers Hlll, 160 South Main St., Salt Lake City, Utah. Sand & Gravel members, 3rd Thursday of each month, Temple, 165 West First North, Pueblo, Utah. Construction, Sand & Gravel members, 1st Friday of each month, Vitro Chemical Company, 3rd Thursday of each month, Engineers Hall, 160 South Main St., Salt Lake City, Utah. Long Company — All Called Meetings. Cedar City Iron Mills—Tuesday, July 29, 1954, 8:00 P.M. Elks Headquarters, Cedar City, Utah. Kennecott Copper Mines—Tuesday, July 29, 1954, 1:30 P.M. and 5:00 P.M., City Council, Elko, Nevada.

Schedule of State Road Meetings

State Road Meetings will be held in all called meetings.

State Road News

Some of the road work has been put into action. We had to do some work on the roads in the area and we have been working on it for a few days now. The work has been put on hold until such time as the weather improves.

Clyde Construction

A new construction company is starting work in the Salt Lake City area. The company is going to be called Clyde Construction. The company has a large fleet of equipment and is going to be doing a lot of work in the Salt Lake City area.

New Construction Projects

The Clyde Construction Co. has started work on the construction of a new bridge in the Salt Lake City area. The bridge will be built to accommodate the increased traffic in the area. The construction will begin in August and be completed by January.

The company has also started work on the construction of a new bridge in the West Valley area. The bridge will be built to accommodate the increased traffic in that area. The construction will begin in September and be completed by January.

The Clyde Construction Co. has also started work on the remodelling of the old Buck Island Bridge in Salt Lake City. This bridge was built around 1900 and has been in use until the present time. The new bridge will have a four-lane capacity and will be built to better the present bridge. The construction will be completed by the end of the year.

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Heavy Job Load in Marysville Area Makes Everybody Happy

BY LES COLETT and C. R. VAN WINKLE, District Representatives

The work load has been fairly heavy in the Marysville area and that really suits us for we are happier when the members of Local 5 get a clearance and good security. It's a lot of heavy work in the Marysville area and the guys there are tickled that they are getting it. They have from one to four men working in the Marysville area at any one time. They are doing a lot of work there, and the work is good in quality and quantity.

The work load is due to the fact that the local council has been working overtime on the Sacramento River project, and the work is expected to continue for some time.

INDUSTRIAL REPORT

By action of the membership of the Local 5, a meeting was held Monday, June 18, at the hotel at which the membership was given a brief statement of the state of labor in the construction industry.

The meeting was attended by a large number of members, and the discussion was carried on in an active manner.

The meeting was adjourned at 3 p.m., and the members went on their way.

NEW FEATURES—Models L2 and E2

NEW FULL VISION CAB • All Steel, all glass construction for complete visibility at all times.

NEW SELF-ENERGIZING ENGINE BRAKE OF THE AUTO STOP TYPE • Automatic type, all welded construction. Designed for self-energizing. All internal parts are replaceable and all levers and controls are easily accessible.

NEW CENTER PIN THRUST WASHING 360° • Self-energizing. Designed for self-energizing. All internal parts are replaceable and all levers and controls are easily accessible.

NEW SKID ROLLERS AND SWING PIN PINS • The new high alloy steel pin is designed for high alloy steel pin in all positions.

NEW CONTROL CABINET • Design with independent controlling units of the truck. Dimensions in each case.

New Features—Models 52 & 12 NEW FULL VISION CAB • All Steel, all glass construction for complete visibility at all times.

NEW SELF-ENERGIZING ENGINE BRAKE OF THE AUTO STOP TYPE • Automatic type, all welded construction. Designed for self-energizing. All internal parts are replaceable and all levers and controls are easily accessible.

NEW CRANE • All Steel, all glass construction for complete visibility at all times.

NEW CENTER PIN THRUST WASHING 360° • Self-energizing. Designed for self-energizing. All internal parts are replaceable and all levers and controls are easily accessible.

NEW HDX ROLLERS AND SWING PIN PINS • The new high alloy steel pin is designed for high alloy steel pin in all positions.

NEW CONTROL CABINET • Design with independent controlling units of the truck. Dimensions in each case.

New Features—Models 101 & 102 NEW FULL VISION CAB • All Steel, all glass construction for complete visibility at all times.

NEW SELF-ENERGIZING ENGINE BRAKE OF THE AUTO STOP TYPE • Automatic type, all welded construction. Designed for self-energizing. All internal parts are replaceable and all levers and controls are easily accessible.

NEW CRANE • All Steel, all glass construction for complete visibility at all times.

NEW CENTER PIN THRUST WASHING 360° • Self-energizing. Designed for self-energizing. All internal parts are replaceable and all levers and controls are easily accessible.

NEW HDX ROLLERS AND SWING PIN PINS • The new high alloy steel pin is designed for high alloy steel pin in all positions.

NEW CONTROL CABINET • Design with independent controlling units of the truck. Dimensions in each case.
Daily report of awards for construction

GRASS VALLEY, contract awarded to Marvin Construction on Horse Valley Rd, masonry, $81,350, for 1414 grade and surf in City of Grass Valley.

FRESNO, contract awarded to B. P. Nue., Inc., Box 900, Fresno, $130,000 for work on inter, rock base, & Moody water trenching.

MERCED, contract awarded to E. A. T. Co., Box 92, Salinas, $95,415 for contract on City of Merced.


SACRAMENTO, contacts awarded as follows: (1) ROW 3000-To McHenry Const Co., Rt. 1, Box 314, Garden City, $28,000 for grading, pave, sidewalks, & appurts., including connections & re-aligning sewer in City of Sacramento. (2) ROW 3100-To A. G. Raisch Co., gutters, drain & sidewalks in Im-J Road.

ALAMEDA, contract awarded to John Telpah, P.O. Box 312, Patterson, $14,271 for form, impression, pipe & clear & grade site.

SAN LUIS OBISPO, contract awarded to E. E. compra, San Luis Obispo, $6,582 for 6.5 mi. of 4 each of 8 ft. of various streets in City of San Luis Obispo.

SAN MATEO, contract awarded to J. L. Ely Co., 908-25th A. J. Raisch Paving Co., P.O. Box 399, Redwood City, $18,150 for recent, Terminal Way from Old Redwood City Rd. to City of San Mateo.

SACRAMENTO, contract awarded to N. S. Sons, 1911 St. Marys Rd., Box 314, $12,302 for removal of varwus streets in City of Albany, on 8th Ave., to San Jose.

REDWOOD CITY, contract awarded to Douglas & Woodrow Co., Rt. 48, Redwood City, $765 for re- surfacing alleys in City of Redwood City.

SAN CARLOS, contract awarded to J. T. Co., Box 909, Redwood City, $18,308 for recent, Terminal Way from Old Redwood City Rd. to City of San Carlos.

SAN LEANDRO, contract awarded to A. C. Jones & Sons, 1501 26th St., San Leandro, $3,906 for surfacing various streets in City of San Leandro.

FAIRFIELD, contract awarded to C. Joness & Sons, 3644 S. Fairoaks, Fairfield, $41,358 for construction of sewage treatment plant.

SALINAS, contract awarded to J. L. Ely Co., 908-25th A. J. Raisch Paving Co., P.O. Box 399, Redwood City, $18,150 for recent, Terminal Way from Old Redwood City Rd. to City of San Mateo.

SAN MATEO, contract awarded to J. L. Ely Co., 908-25th A. J. Raisch Paving Co., P.O. Box 399, Redwood City, $18,150 for recent, Terminal Way from Old Redwood City Rd. to City of San Mateo.

SACRAMENTO, contract awarded to J. H. Tilton, Sacramento, Box 1927, San Francisco, $3,572,500 for site development at the Sacramento Kings Arena, & 25th & 26th St.

FRESNO, contract awarded to A. G. Raisch Co., gutters, drain & sidewalks in Im-J Road.

SAN FRANCISCO, contract awarded to E. A. T. Co., Box 92, Salinas, $95,415 for contract on City of Merced.

FRESNO, contract awarded to A. P. R., to Bryan St, E. and Fruit Ave.

FRESNO, contract awarded to G. Pennmore Co., Rt. 1, Box 314, Garden City, $28,000 for grading, pave, sidewalks, & appurts., including connections & re-aligning sewer in City of Sacramento.

MARTINEZ, contract awarded to G. Ferrabee Co., Rt. 1, Box 314, Garden City, $20,932 for furn. & inst. drain, ft. 8 ft. wide, at four locations.


Construction Awards

(Continued from Proceeding Page)

Barber-Greene Co., CONVEYORS - DUMPERS - LOADERS
Askell Mixers and Finishers - Portable Conveyors
170 S. 6th St. 
Santa Fe, N.M.

LEARN ABOUT
Help Your Employer Make Profits, so You Will Make Money
EASY TO OPERATE

Big Red 24
Power-Bor - Drills - Profits
THE MERRILL-BROUSE CO.
2792 Cypress St., Oakland
Phone Timberview 2-4873

Bay Area Headquarters - Equipment - Parts - Accessories - Service

Tritonida 2-1064
8451 San Leandro St.
Oakland, Calif.

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Construciton Equipment
Buy it from BACON

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1. Top Quality
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3. Parts Inventory Backing

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PETTERSON
TRACTOR & EQUIPMENT CO.

1805 7th St.
San Francisco, Calif.

CONSTRUCTION EQUIPMENT

GET IT FROM

EDWARD R. BACON COMPANY
CONSTRUCTION, INC.

500 Sansome St., San Francisco 19, Calif.

GET IT FROM

SAN FRANCISCO

Top Production on Your Job!
In summarizing construction activity in the San Francisco area, it can be said that operations in almost all classifications of work are going on here beginning the month of July. Indications are that this month will be one of the peak months of the year. Last month a few new jobs got under way to absorb about equally all of the rubber-tired operators; these jobs are now fully manned.

Highway and freeway projects have kept quite a few members busy during the past month. Ed Kooloo has crews busy getting the grading completed on the east side of the Divisadero-Van Ness intersection, and David Poon is grading the strip section point of the freeway. Work on his Skyline Highway job has slowed down a little until they continue from Page 1.

Employment increases on large projects in Peninsula District

By CHEY ELLIOTT, Business Representative

Although not many large construction contracts were awarded in the past month, during this period the large projects have expanded their operations which has put more members of Local No. 3 on the payroll of these firms.

The City of San Francisco has awarded contracts for the construction of several miles of new public highways along the west and south sides of the city. The construction of the highway job at Half Moon Bay on a one-shift basis.

The San Francisco Public Utilities Commission awarded contracts for the construction of a new water pumping station at Half Moon Bay near a one-shift basis.

The emerging economy in the Peninsula District has been reflected in the growing number of hours worked by Local members. The San Francisco Board of Supervisors has approved a $300,000 S.F. Security Building. The building is to be located on the corner of Howard and Market Streets.

The San Francisco Board of Supervisors has approved a $300,000 S.F. Security Building. The building is to be located on the corner of Howard and Market Streets.

One of the many sizable jobs awarded by the state of California is the construction of a new state highway between San Jose, Santa Clara, and San Francisco. The project is being constructed by the San Francisco Bay Area Rapid Transit District (BART) and will be financed through a bond issue. The project is expected to be completed by 1960.

Another large project in the Peninsula District is the construction of a new $50 million airport terminal at San Francisco International Airport. The project is being constructed by the San Francisco Airport Commission and is expected to be completed by 1960.

The San Francisco Board of Supervisors has approved a $300,000 S.F. Security Building. The building is to be located on the corner of Howard and Market Streets.

San Francisco, July 15, 1957

Oldtimers Note: Here's a 5-yard Bucyrus Dragline.