



# ENGINEERS NEWS

OPERATING ENGINEERS LOCAL 3

STATIONARY ENGINEERS LOCAL 39

VOL. 13—No. 7

SAN FRANCISCO, CALIFORNIA

JULY, 1955

## Busiest Season Ever is Now On In All Districts

While earlier estimates for the '55 summer season were rosy they were not nearly as bright as the actual season has proven to be.

The present work load in Local 3 jurisdiction, ranging from the coast to the Rockies, is one of the heaviest in several years.

Some districts report it is the busiest year they have ever experienced.

The out-of-work list, as a result, looks pretty sick in every branch office of the union. Some districts are calling on others for men in different classifications.

While Local 3 had about a two-day stoppage to emphasize its requests for a wage increase, Local 12 in Southern California had a two-week shutdown, which ended on July 5 with wage gains for all classifications.

Here are samples of Local 3 reports for this July issue of "The Engineers News":

**San Jose:** "Busiest season we have enjoyed in several years."

**San Francisco:** "Hitting bottom in some classifications."

**Stockton:** "Good season with \$32 million Tri-Dam job under way."

**Eureka:** "Have never seen it so good; everything working, from Fordsons to 5-yards."

**Utah, Nevada:** "All districts experiencing heavy work load."

**Oakland:** "June best month in long time—581 men cleared."

**Northbay:** "Best year ever, hitting bottom of barrel."

Winter delays were not unusually bad this year, work having carried on pretty well, so the current boom can only be ascribed to the big population increase that

has hit the West in recent months and years.

The present building program—in all departments, freeways, industrial, housing—is the inevitable result of basic needs in a greatly expanded population.

The rush is due to carry on in high gear through August and probably through September.

All members are urged to keep closely in touch with the union offices so that union members may be placed on all possible jobs and thus protect our jurisdiction for the slower months later this year.

## Costliest Freeway Is Set for Oakland

Contract is about to be awarded on the most expensive single highway project in state history, 1.4 miles of double-deck Eastshore Freeway, between 16th street and the new \$6 million Bay Bridge distribution structure.

State has budgeted \$7 million for the elevated structure. Upper deck will have four lanes of southbound and intermediate level will have four northbound lanes. Ground-level will be for parking. The project will take 56,000 cubic yards of concrete and 17 million pounds of reinforcing steel. More than 32,000 vehicles travel daily on Cypress street at present.

Bids for the big Oakland elevated freeway were opened on July 13 in Sacramento. Low bid of \$5,878,249 was submitted by Grove, Shepherd, Wilson, and Kruge of Seattle.

Next two lowest bids were \$5,955,415 by M & K Corp. and Campbell Const. Co. of San Francisco, and \$5,976,917 by Peter Kiewit of Arcadia.

Eureka reports the Redwood area is buzzing with work. One item is daylighting a burned out railroad tunnel.

## San Jose Office

### Official Notice To Members

SAN JOSE OFFICE WILL BE OPEN EVENINGS ON THE 2ND AND 4TH WEDNESDAY OF EACH MONTH BETWEEN THE HOURS OF 7:30 P.M. AND 9 P.M. COMMENCING WEDNESDAY EVENING, JULY 27, 1955.

The office will be open so that members can come in and discuss their problems, or any grievances they might have, with the business representatives who will be available as per the above schedule.

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## The Roberts Family Has Its Day at Blood Bank in S.F.

The Roberts family of San Francisco has a lot of good Operating Engineer blood in it, good, brotherly blood, as was proven recently when five members of the family turned out to give blood on one day at the S.F. Blood Bank.

The family turned it in to the credit of Operating Engineers Local 3, and the Roberts therewith got credit for one of the nicest gestures ever made by an Engineer's family.

Here is the Roberts Honor Roll:

- Mary E. Roberts
- William Roberts, Jr.
- Daniel M. Roberts
- William M. Roberts, Sr.
- William O. Roberts

Our hats are off to each of you and to the family as a whole for giving us this good example of brotherly blood!

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## In Memoriam

- EDW. I. QUICK**  
June 6, 1955, Hammonton, Calif.
- CARL BEYER**  
June 10, 1955, W. Sacramento, Calif.
- CHESTER P. SPITTLER**  
June 21, 1955, Hanford, Calif.
- GODFREY NELSON**  
June 23, 1955, Pleasant Grove, Utah
- HERBERT B. FRIEMERING**  
June 30, 1955, Antioch, Calif.
- ROBT. M. NORDEEN**  
July 1, 1955, San Mateo, Calif.
- HUGH M. GAINSFORTH**  
July 4, 1955, Lehi Utah
- J. SCHWARZ**  
July 7, 1955, Mt. View, Calif.
- PAUL BRINGHURST**  
July 7, 1955, Murray, Utah
- CLINTON C. GILLIES**  
July 8, 1955, Irvington, Calif.
- C. A. ROBBINS**  
July 9, 1955, S. San Francisco, Cal.

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## SERVICE WITHDRAWALS

- J. L. BELL
- WENDELL S. KING
- KARL POSS, JR.

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Marysville is awaiting start on major tunnel work, and Stockton area is primed for two big dam jobs, Cherry Valley and Tri-Dam.

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"Fabulous expressways are smothered in traffic . . . space will mean lives." Bro. Doby comments on the highway situation, page 5.

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Observe Safety Rules!

## Increase of 12½c Is Won For All Classifications

In the last issue of the Engineers News I referred to the Strike Insurance Agreements which we had submitted to the contractors in lieu of the Master Agreement which had not been agreed upon. The classifications, and new wage scales, were also printed in full. I am very happy to inform the membership employed by the contractors who are members of the Northern & Central Chapters of the Associated General Contractors of America, Inc., that on the morning of June 15th, 1955 the Master Agreement was signed with Local Union No. 3. As previously stated, the contract contained the wage scales printed in our last issue which amounts to a twelve and one-half cent increase for all classifications.

The Master Agreement is now being printed in booklet form for distribution to our various offices.

On behalf of the negotiating committee I want to thank the fine group of Contractors, as well as our own membership for their wonderful cooperation, and assistance, in bringing the Agreement to a successful conclusion.

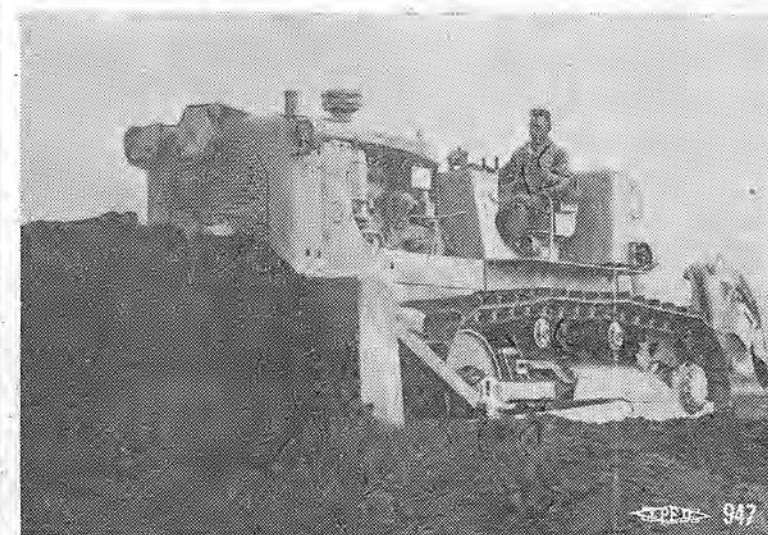
Respectfully  
**VICTOR S. SWANSON**  
Local Union Manager.

## \$46 Million for N. Cal. Military Bases

Congress appeared in mid-July to be on the way to approving a total of \$46 million for various major military bases in Northern California for the new fiscal year. This figure includes about \$22 million for Air Force, \$9 million for Army, and \$14 million for Navy. Major Air Force outlays are: Hamilton Field, \$1,501,000. McClellan at Sacramento, \$9,522,000. Mather at Sacto., \$1,516,000. Beale at Marysville, \$197,000. Travis at Fairfield, \$9,679,000.

Navy outlays are: S.F. Naval Shipyard, \$4,369,000. Treasure Island, \$3,147,000. Alameda Naval Air, \$3,729,000. Moffett Field, \$2,581,000.

Hope for substantial work allocations to S.F. Navy yard is now held, since the west coast is making a most determined fight to get construction of the fifth super-carrier at this yard. Maritime allocation of tanker construction is also expected as a result of this fight to keep defense-vital western shipyards alive.



Bro. Eddie Holm is shown here testing the D9X Dozer at Peterson's backyard in San Leandro. (Pic. and story from Oakland office of Local 3.)

## New, Big Muscles for the Engineers

One of the biggest and newest things in the construction news these days is the Caterpillar Tractor Company's latest contribution to the dirt moving industry—the recently developed D9X Dozer, which will be distributed in the Eastbay area by the Peterson Tractor Company of San Leandro.

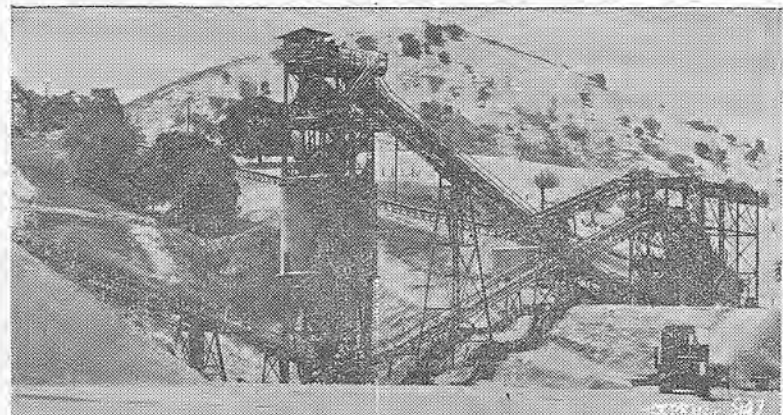
Many members of Local 3 have seen the new D9X at work on western projects and all have been impressed with its speed, power and work capacity. In response to the requests of many owners, operators and field mechanics many advantageous changes have been made. Some of the most notable changes on the D9X are:

1. Power boosted blower cooled brakes.
2. Longer track frame for improved stability.
3. Increased power by the use of a turbo-charger.
4. Increased operator comfort by the use of full power boosted controls, off-set hood and a four-way adjustable seat.

(Continued on Page Two)

## Nevada Ichthyosaur

Nevada brothers who unearthed the state's famous ichthyosaur in the new state park east of Fallon are confident they have won top prize for the oldest bones unearthed by Operating Engineers. Nevada's 160,000,000-year-old, 50-foot fish-lizard makes Utah's 80 million-year-old dinosaur a mere youngster. Whereas some 60 skeletons have been removed from Utah's Dinosaur park, Nevada is determined that none of its famed bones are to be removed, and the new park will be the most famous in the world.



Aggregates for the Bay Area are largely provided in the Eastbay foothills. Here is a view of the Batch Plant at the Kaiser Quarry, near Clayton, Contra Costa county. (Picture by Jim Jennings, Oakland office,

## New, Big Muscles for the Engineers

(Continued from Page One)

To get into the analysis of the relative value of today's new, bigger equipment, a typical tractor pair is chosen as follows:

	D-9 Direct Drive	D-8 Direct Drive
Flywheel horsepower	286	191
Operating weight as a tractor-bulldozer and integral ripper, approx.	75800 lbs.	56700 lbs.
Max. drawbar pounds pull at governed speed	54200	39150
Same, at peak torque	60360	45020
Relative investment, West Coast, approx.	\$46,100	\$31,900
Cost per fully equipped operating pound	60.8c	56.3c
Relative ownership and oper. costs, approx. \$16.21 per hr.	\$12.89 per hr.	6.75c
Cost per horsepower	5.67c	6.75c

In attempting to judge the relative merits of each as a work tool—or any other machines similar to these—it is first necessary to determine if the weight to horsepower ratio is satisfactory. Too little weight for the horsepower results in the loss of a lot of performance, at least in first gear where a crawler tractor performs its most arduous and effective work. This is occasioned by track slippage since it occurs before the development of full horsepower. Too much heft results in carrying around dead weight in steel and iron that have no function and tend to slow up performances over adverse grades.

Either of these machines show acceptable ratios, indicating good performances and the expectation of developing all potential work power without the penalties accompanying the carrying of excess weight. Effective drawbar pounds will not exceed 90 per cent of the operating weight on tracks because that is the average point of track slippage. So any pounds pull rating can be seen to be a correct and useful one, or meaningless if rated above such ratio. In any case there must also be enough horsepower in the machine to create the rating.

The physical characteristics of present day construction work—pipe lines, highways, dams, mining, logging, even farming, have forced upon the contractor and his equipment increasingly heavier and more difficult tasks. Yesterday's heaviest equipment has laboriously performed these duties but with increasingly apparent need for more work output and/or cheaper results.

In checking and analyzing the extra performance of this great new machine, we often find that such a tractor as the 286 horsepower machine is capable of more than twice as much work as its smaller counterpart—the 191 horsepower unit. While the bigger machine is but 50 per cent larger, the surprisingly increased performance is accounted for in the fact that in such instances, the smaller machine is working at the declining point of near failure, whereas the larger machine handles the task with high-performance ease.

Many applications are of such nature that measured performance is near impossible. Others will quickly show calculable improvements, in performance rates and costs.

Among some of the more indeterminate terms of quantities are:

**Rooting or Ripping.** The larger machine will penetrate more dense material, break up harder rock and continue to function well, long after the smaller machine has met the point of refusal. The extra work power of the big machine is clearly distinguishable in such borderline areas where the smaller machine will no longer perform.

**Clearing.** This is another area in which a big machine will function in very heavy work and do it easily, where the smaller machine in the same spot would be floundering in the repetitive passes necessary to breaking down root or trunk resistance.

In a limited number of conditions, it has been found that one big tractor pushloads scrapers better than two smaller ones of considerably greater combined horsepower used in tandem. This is undoubtedly due to lack of coordination or synchronization between two tractors and the one scraper unit. Further, the rear tractor in tandem loading is working over the chewed-up surface left by the front one, and work power is reduced

with lack of traction. In any case, time elements were found to be similar although there might be some question about the relative density of the loads obtained by the separate methods (in favor of the tandem). As to the loading ability of a single, 286 horsepower tractor versus the single, 191 horsepower machine, the larger is capable of obtaining about five yards more earth in a properly sized scraper in one minute's loading time. This will be true whether the scraper is powered by a rubber tired tractor requiring loading help or a crawler type, mostly independent. In a smaller scraper—easily loaded by the 191 horsepower tractor with some 15 cubic yards, the larger tractor would reduce the loading time by about 40 per cent. The greatest benefit resulting from use of the larger tractor, however, would be in creating about five bank yards more to reach trip—to be handled at virtually the same rate of delivery. On hauls of about a mile one way, the extra five yards per load could easily result in 30 yards more an hour. And at normal excavation prices, plus overhaul, add extra revenue to the amount of \$10 to \$20 per hour.

Remember, Brothers, this is the machine that operating engineers helped to design and develop. A contribution which you can surely be proud of. Caterpillar has done their best to build, according to your design, a fast, agile, big tractor and the 130 engineer mechanics and welders employed by the Peterson Tractor Company at their modern, up-to-date plant in San Leandro will do their best to see that it is always capable of maximum performance.

Peterson Tractor Company is making a 120-foot addition to their already huge plant which will house their ever-expanding service department. They also will add 60 feet of concrete apron to two sides and one end of the plant for additional storage facilities.

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### CONSTRUCTION AWARDS

**LIVERMORE,** contract awarded to McGuire & Hester, 796 - 66th Ave., Oakland, \$201,841 for const. of storm sewers in Pleasanton-Livermore Road, So. F. St., W. 4th & E. 4th Sts., City of Livermore, **ALAMEDA CO.**

**SALINAS,** contract awarded to Granite Const. Co., Box 900, Watsonville, \$69,835 for const. curbs, gutters, sidewalks, street pav. & storm sewers in College Manor & College Park Addn. No. 1, Salinas, **MONTEREY COUNTY.**

**PLEASANTON,** contract awarded to Rose & Matoza Const. Co., 20830 Rutledge Road, Castro Valley, \$70,675 for plantmix surf. a por. of First St., Pleasanton.

**PALO ALTO,** contract awarded to Freeman Paving Co., 220 Lambert Ave., Palo Alto, \$24,490 for grade & pave park lot in Mitchell Park, Palo Alto.

**MARTINEZ,** contract awarded to O. C. Jones & Sons, 1520 4th St., Berkeley, \$25,061 for const. Carquinez School access road, **CONTRA COSTA COUNTY.**

**PLEASANTON,** contract awarded to Rose & Matoza Const. Co., 20830 Rutledge Road, Castro Valley, \$70,675 for plantmix surf. a por. of First St., Pleasanton.

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### SCHOOLS AND FIRMS HELP

The Navy has more than 2,000 research contracts under way in some 200 leading schools and 250 industrial concerns.

## THE SUN IS SHINING IN REDDING

By E. A. HESTER  
Business Representative

The sun is shining brightly and it is again time for our news report. Here are a few items that may be of interest to you brothers.

Earl L. McNutt was recently awarded a 3.0 mile stretch to be graded and surfaced with plant mix surfacing on cement treated base between Vitzhums and one mile east of Tom Lang Gulch. The bid was \$586,134.20. Superintendent Lindeman is getting things underway and should be going good in the near future.

A 25.2 mile job for grade and surface with plant mix surfacing on existing pavement, cement treated and untreated base, was awarded to Peter Klewit Sons with a bid of \$272,979. The work is between 0.8 mile north of Shasta County line and Camp Lowe and between Weed and 8.3 miles north. Bro. Marvin Hall is busy winding up their job at Fort Jones and soon will be ready to start on the new one. Also getting underway is their recently awarded job of placing plant mix surfacing on Section 1 of Forest Highway Route beginning approximately 21 miles west of U.S. No. 99, near Horse Creek, and extending easterly 7.049 miles to Walker Bridge in the Klamath National Forest, Siskiyou County. The bid on this job was \$144,761.

Mercer-Fraser Company & Mercer-Fraser Gas Company, with a bid of \$59,490, was awarded a job in Trinity County between one mile east of Trinity River Bridge and Prairie Creek. Work involves about 7.4 miles surface with roadmix surface.

Trinity Construction Company was awarded the job for construction of bridge towers and anchorages, across the Klamath River, about sixteen miles east of Hamburg, for a pipeline suspension bridge. Their bid was \$5,927.

Reed & Tuttle with a bid of \$40,302, was low bidder on the construction of 160-ft. bridge across Van Duzen River, located in Six Rivers National Forest, Trinity County. With a bid of \$63,820, E. H. Thomas Company was awarded the construction of six reinforced concrete bridges between Lookout and two miles east in Modoc County. E. H. Peterson submitted a low bid of \$64,528 for remodel and replace timber deck system of five bridges in Lassen National Forest, about 23 miles east of Red Bluff, in Tehama County.

### SISKIYOU JOB

Clements Construction Company & Ronald D. Coats, \$469,529, low for 5.6 mile grade and surface with plant mix surface on cement treated base and construct a reinforced concrete girder bridge, between Fort Jones and Moffet Creek, Siskiyou County. Clements Company, at present, has two jobs underway in this district, one at Los Molinos and the other between Burney and Fall River Mills.

M. W. Brown submitted a low bid of \$261,656 for bituminous plant mix surface course and construction of bridge on Federal Highway Route 5, a point approximately one mile south of Hayfork, California, easterly 20.305 mile to Browns

## Report of Last Meeting

The meeting was called to order at 8:00 p.m. President Clancy presided. Roll call showed all officers present with exception of Vice-President Foss who was excused. Brother Harry Metz acted as Vice-President.

A Synopsis of the Regular Meeting Minutes of June 4 read and by motion approved as read.

A Synopsis of the Executive Board Minutes of June 15 and of July 6 read, and the acts and recommendations of the Board were by motion approved as read.

Cards of thanks were received from Minnie Quick; Mrs. Tom Calvin and daughter; Lona, Lewis and Betty Clift. All were received and filed.

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

The following Brothers were reported ill: Wm. S. Bright, Lester Beckwith, F. D. Bird, Emil Bonzani, Leonard Biachi, Charles H. Clark, Hobart Carden, James E. Cline, Charlie E. Donley, Frank DeRosa, Buford Dearing, Acie M. Dunlap, F. C. Edwards, Harold C. Ficke, Ivy J. Gonzales, Earl L. Gibson, Orville Hubbard, Edward J. Henderson, Walter E. Hagen, Harry L. Hayes, Lonzo D. Harrington, Kenneth Hardy, Orville Hubbard, Frank B. McGrane, L. Neil Marlin, Robert E. Minkley, Walter R. Padia, Alexander Petrie, Claude E. Robbins, Wm. R. Reynolds, Daniel Reitmulder, Wm. G. Stark, Connie B. Shore, Edward B. Salsman, Ted R. Sager, Wm. J. Slinger, Lowell Singleton, Wm. J. Thompson, Cecil Turner, Barney O. Turner, Manuel Viscanino, Solen B. Welton, S. M. White, John S. Williams, Edward Wilson, James N. Winsky, Pius Wanner.

The following Brothers were reported deceased: Frank Peterson, Godfrey Nelson, Edward I. Quick, Carl Beyer, Chas. S. Cruikshank, Tony Souza, Hugh M. Gainsforth, Herbert B. Friemering, Robt. M. Nordeen, Chester P. Spittler, Paul Bringham, Jules Schwarz. The membership stood one minute in silence in respect to our deceased Brothers.

The Business Agents gave their reports which were accepted as given. Brother Victor Swanson reported on A.G.C. negotiations.

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

Third International Vice-President, John J. McDonald, installed the officers for the term July 1, 1955 through June 30, 1959. Brother Swanson reported on the accident of Vice-President Foss. President Clancy ordered that Brother Foss be considered obligated.

It was regularly moved and seconded that the membership stand one minute in silence in honor of contractor J. J. Brady, deceased.

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

Respectfully submitted  
C. F. MATHEWS  
Recording-Corresponding Secretary.

Bridge, Douglas City-Peanut, Shasta-Trinity National Forest, Trinity County.

Contractors who are still pounding away on their road jobs in the district are: Frederickson & Watson, at East Hill, Hatchet Mountain, Stillwater Creek and several other locations; Claude C. Wood, at Clear Creek, and between Slate Creek and Stone Ranch; Eaton & Smith at Montgomery Creek; Somers & Stacy and J. H. Trisdale, Inc. on the Corning Canal, near Red Bluff, and the Piombo Construction Company at LaMoine, Calif.

Jobs that just recently got underway were: Souza & McCue at Minersville; Wm. S. & Bruce F. Rogers at Fort Jones and D. Gerald Bing at Dana, Calif.

Bids will be opened on July 13, for highway improvements in Siskiyou County at various locations, a net length of about 18.1 miles, a fine seal coat to be applied to existing surface. Budget allocation, \$28,000. Bids due on July 27, for highway improvements in same county

at three locations, a net length of about 22.6 miles, a medium seal coat to be applied to existing surface. Also bids will be opened on that date for highway improvements across Irving Creek, about 10 miles north of Somes Bar, the existing bridge to be reconstructed; budget allocation \$30,000.

Bids due July 20, for construction of a reinforced concrete bridge across Scott River, about two miles east of Etna, Calif. Budget allocation, \$61,200.

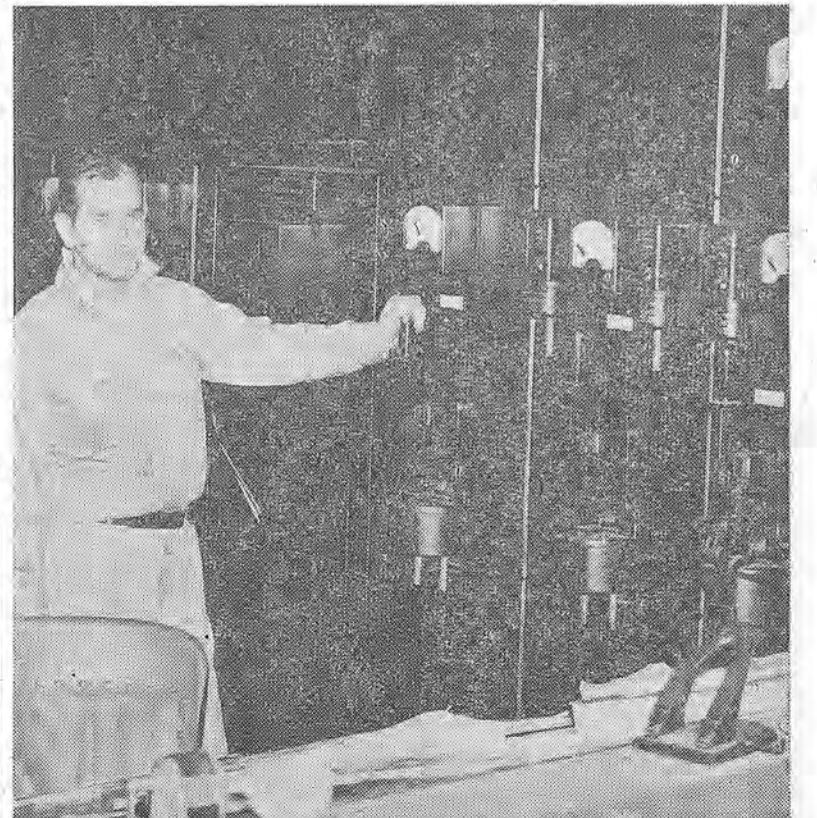
As you can very well see, by the above report, that the work situation in this district is very good.

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**SACRAMENTO,** contract awarded to the following for const. sanitary sewer system, sewage treatment plant, 2 pumping stations in Dist. No. 7, **SACRAMENTO CO.**

**Sch. A—To A. Teichert & Son, Inc., 1931 Stockton Blvd., Sacramento, \$128,935.**

**Sch. B—To M. A. Little & A. C. Sutton Co., Inc., 617 Montgomery St., S.F., \$178,000.**



**RAIN OR SHINE, DAY OR NIGHT—That's the schedule when the big dredge "Papoose" is in action. Shown here is George "Woody" Woods, engine room operator, at the control board.**

### ENGINEERS' NEWS

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# What's Doing in the Oakland Area

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

The month of June was one of the busiest experienced by the Oakland office in quite some time. This is not hard to understand when we come to the time to write our report and look over the number of men we cleared during the month . . . a total of 581 men were cleared from the Oakland office during June.

While we still have a few of certain classifications on our out-of-work list, we find that our job orders and available men are running just about even. We noticed a considerable shortage in some classifications, such as blade men and rubber tire equipment operators.

We are hopeful that the coming months with their good weather and promise of a heavy schedule of construction work in this area that we will be able to continue to keep the great majority of the brothers gainfully employed. As always we shall strive to do away with the out-of-work list entirely. This is something that we have not been able to accomplish, to date, in this area as it seems there is always someone finishing a job or making a change from one job to another.

## AROUND THE JOBS

O. C. Jones and Sons is continuing their busy schedule with jobs in the outlying areas as well as their local jobs. The following jobs are under supervision of the foremen who are all members of Local 3.

Brother Vern Story is winding up the dirt moving on the Barrett Tract in El Sobrante which has been going on for the past few months. They will soon be ready for laying the rock and paving the streets on this particular project.

Brother Buck Hanna has things pretty well torn up on Marin Avenue in Berkeley and expects to have the paving done by mid July.

Brother Harry Bartlett has completed the Mare Island job and is moving to the grading and paving job at the state hospital in Sonoma. Brother Harry is considering renting himself a room at the hospital if they don't quit sending him up there. This will be the second season he's had the job in Sonoma.

Brother Frank Wright has the Barber Green crew and is now resurfacing a number of streets in Daly City.

Brother Loren Hoisington and his crew were the lucky ones who got the seal coat job on 11½ miles of road to the top of Mt. Diablo.

Brother Martin Mathews has been taking care of several small jobs in the Eastbay area. Brothers Al Martell, George Nabors and Les Garrison have been keeping the boys busy on the Moraga Highway job.

Brother Brady Johns, Master Mechanic for O. C. Jones and Sons, is in charge of the equipment and running of the shop with Irwin Cunningham as his Shop Foreman and Brothers Cleo Harper and Al Cleveland working as welders and mechanics. Brothers Bob Romite and Don MacKenzie are doing the oiling. This company has been employing between 45 and 50 engineers on their jobs and they expect to keep this crew busy until late in the season.

## RICHMOND DREDGING

The Associated Dredge Company has recently moved their clamshell dredge Liberty in on the mudflats off Castro Street in Richmond for the purpose of digging a channel 60 feet wide and approximately 2500 feet long preparatory to use by their dredge "Sucker No. 5." The Sucker will move in and pump the mud out of this area to a depth of 15 feet. This area then will be filled in with rock fill and California Spray Chemical Company will erect a new chemical plant on the site.

Levermen on this job are Brothers Dennis Scanton and Howard Wilcox. Deckhands are James McAllister and Carroll Mutler.

Brother Charley Wells is Levee Superintendent with Tom Boone as leveeman. This particular job will work on two shifts and will probably finish in approximately two months.

In connection with the above-mentioned job, the rock fill portion of the California Spray Chemical site job will be handled by the Walsh Construction Company.

Fessenden Company has the sub-contract from the Walsh Company to move some 200,000 cubic yards of rock for this project. This rock will be moved with two new TD 14 two-yard loaders going two shifts. Working along with this new equipment will be a D-7 and a D-8 Dozer and a new Tico Ripper. Walsh Construction Company has one D-8 Dozer on the fill, keeping it in shape for the trucks to haul over. Brother Dick Knapp is the day-shift foreman and Floyd Fessenden will be night-shift foreman on this job.

Lee Immel has a contract for a 3000-foot road job in Lafayette. This job consists of widening the 3000-foot section of the road 15 feet. On this job Gordon Campbell is the superintendent and Erwin Cox is the foreman. The Brothers are Larry Leighton on the blade; Bill Clark, blade; Virgil Taylor, dozer; Bob Reynolds, loader; Chester Grant, dozer; Cliff Hughes, backhoe; Lewis Lively on the clam and Richard Alavez on the roller. Oilers are Brothers Elbert Trost and Gene Ransome.

## AROUND ANTIOCH

The dirt moving portion of the Zellerbach Paper Mill in Antioch is drawing to a close. This job was done by Louie Roberts, Dean Marvin and Archie Roberts. During a large part of this project they worked on a double shift, but are now working only single shift. This job called for the moving of 400,000 yards of dirt. On this job are the Brothers DuBois, cat and can; Clark, cat and can; Monroe Phillips, tamper; John Murray, pushcat; J. V. Gibson, mechanic. Dean Marvin was foreman on this job.

The Fibre Board Plant in Antioch is having a shut-down and the Swinerton and Walberg General Contractors are already busy on the job with Howard D. Woods as superintendent. Brothers Sam Nettles, John Gaffney and Charlie Russell are already busy on this job.

The Kirker Pass Freeway is to be 4.4 miles and Transocean Engineering Company, the general contractor, has a year to complete this job. Roberts and Ransome are doing the dirt moving which consists of 550,000 yards. The members of Local 3 working for Transocean on the Kirker Pass job are: Pat Murphy, superintendent; Paul Fields, crusher spread; Glen Bowman, dozer; Cal Barnett, crane operator; Don Bowman, oiler, and Arnold Olson, mechanic.

The Roberts and Ransome gang consists of George Wray, foreman; Larry Shaw, jeep; Bert Miller, jeep; Ted Chamberlin, HD-21; Shorty Coffman, dozer; Gerald McCullough, dozer; Philip Perrin, blade; Richard Lundtoft, blade, and John Prindible, grade setter.

Brothers Roy Colvard and Dean Colvard, working for Urricelqui, have been busy paving streets. Roy on the blade and Dean on the roller and Barber Green. Two good men—and they make a good team.

## CASTRO FREEWAY

Brother R. G. "Andy" Webster, superintendent for the Ball and Simpson Freeway job in Castro Valley, has really got the boys moving dirt these days. Arthur D. Ostrom, foreman of the roadway excavation, has moved 400,000 cubic yards and has 224,000 cubic yards left to move. J. V. Bostick is foreman of the Imported Borrow. He has a total of 189,000 cubic yards to move and to date has moved 125,000. A. L. Covey is foreman of the pipe crew.

Brother L. B. Ferdig is the shop foreman with Brother Ray Triplett and R. Blome working with him, doing the heavy duty mechanic work. On the DW 20, Engineers have Donald Eckert, Wendy Phillips, Al Radtke and George Smith. Dan Shirts is on the push cat. Grade setters are J. P. James and William Baker. William "Slim" Berry is working on the blade and Perry Bonham, Richard Young, Fred Stratton and Fred Roach are on the Tamper and spread cats. Eugene S. Yates is on the Northwest 80 loading 16 trucks with Fred Biven doing his oiling. Al Bresciani is operating the swing cat and E. V. Erbland is on the grease truck.

The Erickson, Phillips and Weisberg Company is doing all the overpasses and the Foothill Interchange from Highway 50 to Eastshore Freeway. This particular job calls for eight bridges in all. This company, in addition to this freeway work, in that same area, is working on fifty million gallon reservoir which will be located at the end of Bridge Street in Hayward. This reservoir will furnish additional drinking water for the Hayward area, and will take approximately a year to complete.

The following of our Brothers are busy on these two large projects: William Hoover is operating the Northwest 25 on the reservoir job with Rudy Foral oiling for him. Lou Jones is on the roller. At the Interchange Charlie Myers is operating and Don Farnham is oiling on the Northwest 25. Frank Fanger is operating the Quickway at the Castro Valley Bridge, with Pete McNair doing his oiling.

Art Bradbury is the heavy duty mechanic.

The Lee Construction Company is really in high gear these days with numerous jobs going on throughout the area.

In the yard Richard "Mac" McCampbell is operating the Michigan Loader, loading trucks. In the shop, the two mechanics, E. E. Vaughn and James Tomberlin keep the equipment rolling. Vernie Fuller is on the grease and gas truck keeping the equipment operating.

In the field the Lee Company has August Polo rolling rock grade at the Adam Development Company Tract No. 1496 on Channel Street in San Lorenzo. At the Dearborn Development Company Tracts Nos. 1402 and 1488 in Centerville, Murt Lynch is on Motor Grader checking curbs and gutters and Leonard Wolff is on the DW 10 cutting a ditch. On the hill at Maxwell Hardware's Real Estate Division Tract No. 1446 in San Leandro they have Ross Walker on the D-8 and Carryall and William Dorresteyn on the D-8 and Sheep-foot Tamper building new roads in the side hill. At the Lessley Land Development Company Tract No. 1505 on Grant Avenue, San Lorenzo, W. C. Squibb on the DW 10 checking curbs and gutters. At Kearns Gardens Tract No. 1468 at Irvington Tony Machado on a roller levelling the rock grade. At Brad-dock, Logan and Valley Tract No. 1507, Washington Boulevard at 144th Avenue, Ray Meyers is on motor grader and Earl Barker on DW 10 on sub-grading and the new shopping center. On the Marlin W. Haley Tract No. 1564 in Castro Valley, there are Holger Jessen on a D-8 and Carryall and George Souza on a Motor Grader making roads up and down the Castro Valley hills. At the C. H. McEntyre Tracts on Lewelling Boulevard, San Lorenzo is Fred Meyers on a Motor Grader cutting out the new streets.

## PT. RICHMOND QUARRY

The Blake Brothers Quarry located in Point Richmond, near the new Richmond-San Rafael Bridge, has their various plants in operation—Asphalt Plant, Ready Mix Cement Plant, and from their quarry they furnish Rip Rap, Crushed Rock and Crusher Run Rock Base.

The Blake Brothers Quarry has been in this location for the past fifty years. They ship their material by rail car, by truck, and by barge delivery. This quarry is

capable of producing about 3000 tons of rock per day when in full operation.

In the quarry they have two new Northwest Model Six shovels which recently replaced their four old steam rigs. They also have a D-8 Loader and a clamshell loading cars for concrete.

John Asmusson, vice-president and superintendent, started on this job 46 years ago as a mechanic. Brother Steve Leonasio has been with the company for the past 35 years. Blakes keep about 20 of our brothers employed steadily the year round. The foremen on the job are Dwight Eaton, Charles Johnson and Ernie Johnson over the Asphalt Plant.

## News About The Brothers

Brother Gordon Bowman is planning a two or three week trip to South Dakota to visit his family. Have a good trip, Gordon.

Larry Graham is back at work after just being released from the hospital where he was getting fixed up from his recent accident. Glad to see you back on the job.

Richard Cole is working a fork lift for Muth & Sons building contractors and we have the feeling that he'll know what a house looks like when this job is over. Right, Dick?



Contra Costa County's hilly interior is location for big aggregates plants. This is a view of Pacific Coast Aggregate's plant at Clayton. (Picture by Jim Jennings, Oakland office of Local 3.)

## Contra Costa Has its Share of Rock Plants—Kaiser and P.C.A.

In some of the recent issues of the Engineer's News we have travelled to the various rock, sand and gravel industry plants located in Southern Alameda County for a brief word and pictorial run-down on their operation. In this issue we will take you in the opposite direction—to Contra Costa County, near the little town of Clayton where the Pacific Coast Aggregates Company and the Kaiser Company have their crusher plants located.

The Pacific Coast Aggregate Company plant was formerly operated by the Harrison-Birdwell Company until approximately a year and a half ago when P.C.A. took over operation of the plant. At the present P.C.A. operates on a 10-hour a day, six day a week basis and is averaging 3,000 tons of crushed rock.

Kennedy Ross is the superintendent on the P.C.A. job and working with him are the following members of Local 3: Floyd B. Carr, Warren Eastwood, B. F. Edelman, Bruce Francis, Charles Hard, Renata Moni, Ralph Trout, C. J. Whittemberg, Ira Willis and Darwin Earl. These men are working in the plant.

The Kaiser Quarry, also in Clayton, is crushing approximately 3,500 tons per day and their plant is working 8 hours a day, 5 days a

Brother Bill Connolly just can't wait for the snow to fall again next fall. He just had the cast removed from his foot which he broke in a skiing accident last season. You're not as young as you used to be, you know, Bill!

Brother Charlie Spoon, who is working for the Bechtel Corporation on their job in Korea, wrote a letter to the Local 3 Oakland office to say hello. He reports that they are working at a fast pace and the only other members of Local 3 working with him are Ed Johnson and Ray Purdy.

Brother Elmer G. Burkett's wife Evelyn was recently in the hospital where it was necessary for her to be given nine pints of blood. Unless this blood can be taken from our blood bank, Brother Burkett will have to pay \$37.50 a pint. This should be an incentive for all you brothers to make that trip to the blood bank and donate a pint to the Engineer's Blood Bank Account.

Brother Ira Willis just returned from his vacation at Clear Lake. He reports that the fishing was no good! Maybe he just had the wrong technique?

Brothers Ken Avery and Frank Booth are on the Ajax at the Oakland Army Base for the Pacific Bridge Company where they will drive some 80 fender piles. Brother Frank tells us that the Ajax has been tied up so long that he doesn't rightfully know whether it was fired with oil or corn cobs!

week. During the time when they are loading out material, they work a 12-hour day, 5 days a week. The plant crew for Kaiser Company, working under Superintendent Tony Wilbur, is Ray Allison, Tony August, Merle Botts, Dan Fachne, Leo Harrison, Vern Klein, Ted Mulligan, Anselmo de Lemos, Pete Nolasco, Bill Proffitt, Jesse Sewell, Leon Sewell and Troy W. Ely.

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## THE OTHER WAY

With an air of romance and pleasant sentimentality, the company were discussing how each married couple among them first met.

"And where did you first meet your wife?" the little man in the corner asked.

"Gentlemen, I did not meet her," he replied solemnly, "she overtook me."

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His proposal of marriage had been perfect—just the right combination of youthful ardor and tender hesitancy.

"Did you ever say anything like that to a girl before?" his sweetheart wanted to know—after she had accepted him.

"What?" he retorted. "You don't suppose it could be done like that the first time, do you?"



# RECORD SEASON FOR SAN JOSE DISTRICT

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

We are in the busiest season that this district has enjoyed for several years. The disposal plants, subdivisions, freeways and street work have given employment to the Brothers on the out-of-work list.

A. J. Raisch were awarded a \$24,587 paving contract for the City of San Jose and are working in several sub-divisions in this area.

Low Jones were the low bidders on a \$136,834 street and bridge job from Center Road to Coyote, also repair on the bridge on Keyes St.

Carl Swenson Company is making good progress on their Highway No. 101 job, near Coyote. Volpi Brothers, of Fresno, are moving up their hot plant and crushes to do the paving on this job

Granite Construction have begun operation of their Highway job at Sunnyvale under the supervision of Paul Mattos. This firm has nearly completed their sewer job at Big Basin. They were recently awarded a \$64,525 resurfacing of 10.5 miles of road in San Benito County and a \$16,742 paving job in Salinas. They were the low bidders on a \$200,000 sewer job on Sanburn Rd. This job will take approximately three months to complete.

Ed Keeble has several jobs in and around San Jose and were recently awarded a \$14,921 road job in Santa Cruz.

Los Gatos Construction are busy on their telephone line job, at the present time they are working between Greenfield and King City. This line will continue on down to Paso Robles. At the present time they are employing 4 cats, a blade, a trencher, and 2 small bachoes. Brother Roy Wall, who recently bought out his brother, J. D. Wall, has 2 trenchers on this job also.

**KING CITY BRIDGE**

Moseman Company and Raymond Concrete Pile are working on the King City Bridge and are making good progress on the foundation work. Moseman Company expect to start forming the piers within the next week. Los Gatos Construction have the contract for the building of the approaches but work on this section will not start until later in the summer.

In the area around Monterey there are no large construction jobs underway but several small street jobs and sub-divisions are keeping the brothers busy. At Fort Ord some new barracks are being erected.

Work on the Los Gatos Freeway is progressing nicely. A. J. Raisch is grinding the rock for the plant mix and L. C. Smith is getting ready to pour the concrete lining in the channel change. When this phase of the work is completed the rest of the dirt operations will continue at a stepped up pace.

Carl Swenson Company have completed pouring the deck beams on the Los Gatos bridge and should finish paving the deck in the next couple of weeks. They still have to move the temporary bridge that is carrying the traffic.

W. E. Karstedt were awarded a canal job by the Santa Clara Flood Conservation and will start work very shortly.

In and around the northern section work seems quite plentiful with the new sub-divisions, shopping centers, and the activity around Stanford.

Douglas & Woodhouse seem to keep many pieces of equipment busy on their Alpine Hill job out of Woodside and expect to be busy here for some time to come.

**JOBS IN PALO ALTO**

Raymond Concrete Pile have moved in a rig on the L. C. Smith job on Willow, in Palo Alto, and are hammering down the piling. L. C. Smith still have a fair-sized crew on the grading and excavating. The Joe Brady Construction Company have finished their work on the Flood Estates off Bay Road and have moved much of their equipment down to his Los Altos job on Miramonte where Sterling, Inc., are building several new homes.

Stanford Shopping Center is shaping up very nicely in the last month, particularly in the 37 acres paving project, which Sondgroth Brothers are performing. L. C. Smith has much of the street work on this project and expect to complete the major portion of this phase within the next few weeks. Dinwiddie has months to go before his work is completed.

The Sunnyvale Disposal Plant is showing much activity, with Williams-Burroughs starting pouring the concrete this week. Souza & McCue of Yuba City, who have the out-fall job, have moved in a couple of more clams and a drag-line and they, too, are going to town.

Brandon Construction still have much work to do on their subdivision off of Lawrence Road and Baysore. P & E Construction have the underground work to do on this project; while Crocco & Hansen have the foundation work for the 735 homes to built in this subdivision.

While none of the jobs in this vicinity of any great magnitude they are so numerous that the brothers should keep busy until winter.

# REDWOOD EMPIRE BOOMS

By A. R. McCAFFREY, Business Representative

The members of Local 3 have never seen it so good in the Redwood Empire. It seems that everywhere that you look there is a piece of equipment working, everything from a Fordson to a 5-yard dragline.

Mercer-Fraser Company, alias Ralph Brown, is up to his old tricks again this year with work all over the country; 12 miles of base and surfacing north of Crescent City; bridges and approaches at 101 and 299 intersection north of Arcata; base and surfacing and structures, Burns Freeway, between Eureka and Arcata; surfacing job at Berry Summit and various other jobs scattered over three counties.

Arthur B. Siri, Inc., are practically moved into their new yard at Arcata and the new Madsen hot plant and gravel plant are almost ready to roll. They are busy on five different jobs around the area; grading and excavating on the Bechtel job at Buhne Point; a street job in Eureka; a highway and bridge job at Klamath; a highway job at Hoopa; a mill job in Eureka and other small jobs around the area.

Valley Engineers, Inc., from Fresno, are rolling right along on three different jobs in Eureka and Arcata; a water system and water main in Arcata and a pumping station in Eureka.

Underground Construction Company are also busy on a tile job in Arcata.

### BRIDGE JOB

Ben C. Gerwick, Inc., of San Francisco have moved in on their bridge and highway job in Eureka. They are starting on the bridge first which crosses Eureka Slough north of town. Shellmaker, Inc., is doing the dredge work for the footings, while Brother Al Boehl is doing the levee work. There is a variable beehive of activity in a small area on this project. Mercer-Fraser Company with a pile driver, a dragline, two dozers and a flock of trucks; Brother Tom Hull with a dragline and piledriver; Brother Al Boehl with a dragline; Shellmaker, Inc., with their dredge and pipe, plus a lot of highway traffic, makes it a real cozy affair.

Bechtel Corporation are making good progress on their P.G.&E. steam plant job at Buhne Point, south of Eureka. The preliminary work on this project indicates that this plant will be a whole lot larger than originally planned. They will be there on this job for at least two years more as it looks from here.

Maurer & Sons are busy on their 100,000 yard fill job at Fields Landing, also hauling rip-rap to this job from Jacoby Creek.

Associated Dredge Company are busy in Eureka Small Boat Basin. Cantor and Coull driving piling at Fields Landing.

Brother Tom Hull working on dock job and two sewer jobs in Eureka. Also repairing Coast Guard dock at Samoa.

Brother J. L. Connor grinning from ear to ear, all his equipment is working, everything rented except the boat.

Brother Spike Melohn keeping his equipment busy. Macco-M.K. Company at Crescent City is rolling right along on their

# NOTICE! SAN JOSE MEMBERS

San Jose office will be open evenings on the 2nd and 4th Wednesday of each month between the hours of 7:30 p.m. and 9 p.m. COMMENCING Wednesday evening, July 27, 1955.

The office will be open so that members can come in and discuss their problems, or any grievances they might have, with the business representatives who will be available as per the above schedule.

# WILLITS JOB IN HIGH GEAR

By GLENN L. DOBYNS, Business Representative

Bill Roland, superintendent for Frederickson Bros., informed us that the Willits job is well on schedule. Approximately twenty days of excavation work left. From the start of this job everybody has worked hand-in-hand which makes for smooth going. And the boys have been happy consequently the turnover of men has been nil. From the first day

everyone put it in high gear and they have maintained that pace. Bros. A. C. Edmonds and R. F. Willis are the foremen on the spread. Bro. K. N. Doaks on the shovel. Bro. A. M. Andrews on the truck crane.

On the blades Bros. E. L. Fuller and Clifton Sawyer, the latter has only one gear on his rig—high. On the ca's, Bros. C. R. Carr, O. O. Darrow, J. Dixon, Harley Joliff, L. C. Finley, H. C. Jones, Fred Phillips, C. L. Roper, J. L. Scott, R. E. Stritzel, W. T. Williams, D.W. 10's, Bros. K. C. O'g, Leonard Reynolds, H. E. Vann. The master mechanic, Bro. J. P. Bunch. Bro. R. E. Pearson, the mechanic. Bro. Gus Wallin—him head grease monkey with Bros. Leo Beers and F. A. Mello. Tech. Engineers Bros. F. O. Elk and Harley Joliff Jr.

Granite Construction Company are off to a good start on the Elk job. Herbert Whiting the superintendent, has the excavating moving along.

Raymond Concrete & Pile Company have moved in with skid rig. Bro. Joyce Chapman is the engineer with Bro. Chas. Shafran, the fireman. Raymond's superintendent, Rhea Weaver, always has a hearty welcome for Local 3 men when they report on the job. On the cats, Bros. Carl Wellman, Floyd E. Webb, Fred Cox, Bro. George Huso on the blade. On the truck crane, Bro. Curt Burns, Heavy-duty mechanic, Bro. Dana Coltenbush. Bro. E. R. Wilson taking care of the pumps.

Huntington Brothers on the Stewarts Point job are moving along, according to schedule, even though it is rocky and rough plus strong winds each and every day. Recently they added a project manager to their staff, Bob Kenning.

This week they are opening up the Bodega Bay job.

### MENDOCINO

Contract for constructing passing lanes, correcting a slipout and surfacing portions of Highway 101 in Mendocino County between .2 mile north of Sonoma County line and a half mile south of Lanes Fla., to Arthur B. Siri, Santa Rosa.

An overwhelming problem — in the world of the highway, when you start by-passing the by-passes you're in trouble. And that, apparently, is about to happen.

The Wall Street Journal, in a roundup look at the nation's traffic tangles, found that situation just one of the many oddities as cities across the land strive desperately to cope with their problems.

The avalanche of vehicles is snowing them under. In half a year there will be 60 million more cars and trucks on the road, virtually double the number a decade ago.

By 1965, say the experts, the total will pass 80 million vehicles. Beyond that, we'll begin to talk in

terms of 100 million.

The highways we have, even most of the ones we're planning, won't be able to take the load. They're already saturated with traffic in many, many instances.

Two-lane roads have a safe, comfortable load limit of around 5000 cars a day. But many bear far greater burdens, sometimes six times as many.

### INVITATION TO TRAFFIC

Even fabulous new express ways are smothered in traffic. The Hollywood freeway in Los Angeles was built to accommodate 100,000, but already it is handling 168,000 daily. New Jersey Turnpike authorities will tell you that super-highway carries traffic now that the engineers thought it wouldn't see for three decades.

At rush hours or on crowded week-ends, the slightest mishap sometimes can tie up traffic for miles. Los Angeles is seriously searching for helicopters big enough to hoist wrecked cars off its freeways to uncork accident bottlenecks.

It would be foolish to say that the country is not at last awake to the magnitude of the traffic problem. President Eisenhower's proposal for a 101 billion dollar highway program, by far the costliest yet suggested, shows recognition of the difficulties ahead.

But all the evidence at hand indicates that neither the federal government nor the states and cities are planning with sufficient vision and scope to surmount the problem in the foreseeable future.

The truth is painful: We are swamped by the swelling flood of traffic. And the tide of cars is rising so swiftly and so high that we are likely to stay swamped unless we get some plans that fit the size of the problem.

The answer clearly belongs in the realm of staggering billions. Anything less won't buy as much space on the highways. And space means lives.

\* \* \*

SACRAMENTO, contracts awarded as follows:

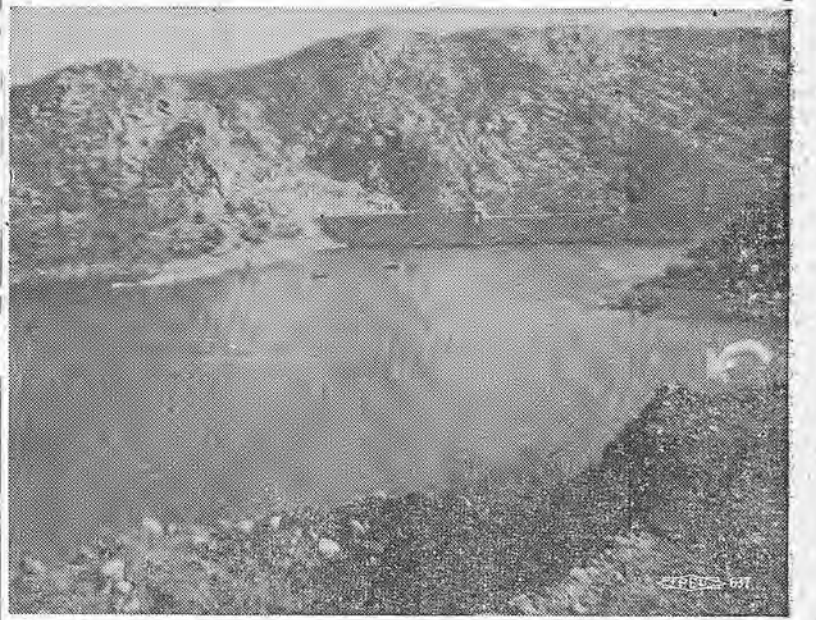
(1) SAN FRANCISCO CO.—To The Fay Improvement Co., 101 Carolina St., San Francisco, \$153,902 for 1.0 mi. widen & surf. w/ p/mix. surf. on conc. base & exist. traf. sig. sys. modic. Park-Presidio Blvd., betw. Fulton & Lake Sts.

(2) TRINITY CO.—To Mercer-Fraser Co. & Mercer-Fraser Gas. Co., 2nd & Commercial, Eureka, \$59,490 for about 7.4 mi. surf. with roadmix surf. betw. 1 mi. E. of Trinity River Bridge & Prairie Creek.

WALNUT CREEK, contract awarded to A. J. Peters & Son, P.O. Box 632, San Jose, \$95,507 for const. of State Hwy. sewer relocation in CONTRA COSTA COUNTY.

to save your LIFE heed SIGNS OF LIFE

NATIONAL SAFETY COUNCIL



This Cat Went for a Swim!

Ponderay Corp. of San Diego lost a D-8 Dozer in San Vicente dam reservoir, and it took a week to fish it out. The operator lost his rig for a few moments, looking back to see it going down bank (see arrow) at 50 per. It ended up 345 feet from shore—15 feet deep. A diver was used to grapple it, and a "24" was used as dead man, a D-8 doing the pulling, with 900 feet of cable required.



# Utah News Roundup

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

Bids have at last been opened on the first section of Parley Canyon Road—the section around the Mt. Dell Reservoir—connecting with the four-lanes that so abruptly end just above the Emigration Canyon cutoff junction and running down the canyon some 3 miles. We have waited a long time for this project to get started, not only for the work it will afford Local 3 men, but for the need of better road through this dangerous section of the canyon leading into Salt Lake City.

While this work is starting, Reynolds Const. Co., out of Springville, are busy resurfacing the Emigration Canyon road preparatory to the start in 1956 of the lower section of Parleys where all traffic will have to be rerouted through Emigration Canyon during the construction of this narrow section.

At present, Reynolds Const. Co. have a crusher and hot plant on the job along with the necessary blades and cats. The hot plant has been set up on the very top of the mountain to avoid any contamination of the Salt Lake City watershed, and ironically enough the crusher is set up 2 1/2 miles down toward the bottom. The material is trucked from the crusher to the hot plant, mixed and then trucked down onto the road bed. Sometimes these things are hard to understand but usually they are for a good reason.

Carl E. Nelson Co. is getting started on the 33rd South Street job to Magna. It is a little early just yet to say how our relations with this company will be. They have been notoriously famous for running "open shop" jobs in other states, but this is the first time they have been in Utah for some years. We do have some good union men on their payroll at present.

Mayn Const. Co. are well on their way with the Airport to Saltair highway and so far our relations are good. This is the first real work this company has had in Utah for some time also. With the good union men we have on the job at present, such as George Hand, Reno Caputo, Les Nelson and several more, we should have a good job here.

J. B. Parsons Co. are really making the gravel roll on their two crushers at Grantsville with three 90-day deadline to meet so will have to really make gravel.

Work in the Uintah Basin is also very good this year with 5 big jobs going at present and another section of the Vernal to Marysville road to be bid July 19th. Work has never been better in this area. Also there is talk of a \$10 million plant to be built at Bonanza, Utah, south of Vernal, which will be used to process and refine naphtha from the Gilsonite and then pumped via pipeline to the railroads.

There is talk of Boeing Aircraft Company building a multimillion dollar plant in Utah. Although we may be pessimistic, we nevertheless are not too optimistic as to this undertaking and especially so after the Echo Park Dam letdown.

All in all, the work is very good at present and we hope at least part of it will be able to go through the winter.

We again urge you to attend our union meetings and keep your dues up to date to insure all benefits due you in case of any accidents, etc.

## Northern Area

The month of June has been the best month for construction in this area for several years. All of the members are working and we have had some difficulty in filling orders in certain classifications.

The majority of the work under way is of several months duration. Several new jobs are to be started or bid in the very near future and considerable other work has been approved or is in the planning stage.

The J. W. Bateson Co. of Dallas, Texas, submitted the low bid of \$3,573,152 for the construction of a warehouse and supporting facilities on Hill Air Force Base.

Utah Construction Co. was low bidder and has been awarded the contract at \$1,372,172 for the en-

largement of the Pine View Dam in Ogden Canyon. Also \$650,000 additional has been allocated to the Utah State Road Commission for relocation of highways in the reservoir area.

The A. S. Horner Const. Co. of Denver was low bidder at \$445,917 for the construction of the Stoddard Diversion Dam and additional canal in Morgan County on the Bureau of Reclamation Weber Basin Project.

E. V. Chettle Co. of Salt Lake were low bidders on 5.7 miles of Pilot drain west of Bountiful in Davis County for the Bureau of Reclamation.

Union Const. Co. has been awarded the contract for the grading and surfacing of 5 1/2 miles of State Road No. 83 from Blue Creek Junction toward Promotory.

Contracting Corp. has been awarded the job and are working on the bridge over the Weber River near Slaterville.

The LeGrand Johnson Co. is busy completing the road job west of Tremonton and starting on the grading and surfacing of 4.77 miles of the Clarkston to Trenton Road.

July 12th is the day set for the Bond Election for \$5,800,000 for Sewage treatment facilities in Ogden and part of Weber County.

A \$3,500,000 bond issue has been authorized for the construction of gathering system and disposal facilities for South Weber and North Davis County. Construction is scheduled to begin this fall.

A little in excess of 10 million dollars has been appropriated for continuation of existing work and the starting of new jobs for the Bureau of Reclamation on the Weber Basin Project.

Gibbons & Reed Co. have started on the paving contract on the Ogden City streets with Wheelwright Const. Co. doing the excavating and grading.

The majority of the other work mentioned in the past couple of months is still under way with several other smaller jobs getting under way that will require additional men and keep the crews busy that are working for these contractors.

The Selby Drilling Co. is under way with the testing and experimental work for the Southern Pacific Railroad on the proposed fill across the lake that is to take the place of the present 12 miles of trestle. From the information available it will require several months to determine if such a project is feasible. We certainly hope the tests prove favorable and that work on the fill can get started in the near future.

## Southern Section

The membership in this section is very busy and prospects are good for one of the busiest seasons in the history of Local 2 in Utah.

H. K. Ferguson's job in Monticello has lost a faithful and capable cat hand to private enterprise. Bro. William J. Nelson has seen fit to enter into a business of his own. Bill will open a combination service station and rock shop and invites visits from all the boys who will fill up with gas and receive a lecture on the formations. His place of business is located just west of Price, Utah on Highway No. 50-6.

Bill, we wish you the best of luck in your new endeavor. Bro. Bill Austin, Bro. Lewis Snow, Bill Bureh, Bro. Arthur Nielson and Bro. Harold Nielson will do the operating and maintenance from here to the finish. These men as are most Local 3 men, are the type that makes the duties of a business agent a pleasure to perform.

Ragner-Benson, Inc.'s new bridges south of Moab are progressing on schedule, under the guidance of Bro. Vance Abbott. Raymond Con-

## 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, August 4, 1955 at 8:00 P.M., El Escalante Hotel, Cedar City, Utah  
Kennecott Copper Mines—Meeting called this time on account of Negotiations

## Schedule of State Road Meetings

Salt Lake City, Tuesday, August 9, 1955, at 8:00 P.M., 1969 South Main Salt Lake City, Utah  
All others will be Called Meetings

crete Pile Co.'s Bill Wheatly and his pile driving crew have completed their work on these bridges and moved into Colorado. Bro. Bill Match operates the driver and Bro. Bobby Roberts handles the firing on the rig.

There is a definite drought in southeastern Utah and Bro. Ray Corless and his crew on W. W. Clyde's road job at Moab are aware of it. It is necessary to wet the borrows on this job to keep the sand from running out of the scrapers. The material is this dry to depths of 7 or 8 feet. In the face of such odds the job is progressing nicely.

Bro. Waldo Levanger has moved his hot plant and crew to the Ferron job from the recently completed Nephi job. The grade awaits him and if his work follows a previous pattern there will soon be a first class road there.

The grade work on Clyde Co.'s Spanish Fork Canyon job is nearing completions. They have dug out the big cut the 80-D was in and diverted the stream. The pulls operated by Bro. Bill Bonner and Bro. "Red" Haymond are nearing the end. Bro. Harry Davis, the nut buster, was recently transferred from this job to the Moab spread where it is very easy to work up a lather. His replacement came from W. W.'s shop in the pleasant personage of a comparatively new, fully competent brother by the name of "Red" McDougall.

The Uranium Mill at Moab is now under construction. There has been lots of rumors about this plant since its inception. Foley Bros. Uranium Constructors are at work now. To date we have cleared 3 members to this job. Bro. Tom Curtis is back in the saddle again after quite a forced and lengthy vacation. Tom's sight was impaired last winter but has improved now until he is able to work. Tom has torn the cellophane from a 22B and is hard at it. His oiler is an applicant by the name of Paul Ried whose chore it is to keep the machine as new and seems wholly capable. Bro. T. H. Davis, an old and accomplished cat hand is moving the red sand around to suit the supervision.

This section of Local 3 was saddened recently by the passing of Bro. Godfrey Nelson who lived at Pleasant Grove, Utah. Bro. Nelson was working for United Concrete Pipe Co. at the onset of his sickness and could just not shake it off. We will remember him always as a fine friend and a loyal union brother.

## Kennecott Copper

As we go to press the situation at Kennecott is stalled on dead center. All their properties in the western division are shut down by the strike which took effect on July 1st. In the past local issues—many very important ones—have been sidetracked when settlement on the main issues was reached. The negotiating committee agreed this year that the local problems must be resolved or no settlement could be reached on the main issues. On the 9th of July it appears that after a full week on local issues there are good prospects to

get back on the main demands early next week. We would think that Kennecott, being the world's largest copper producer, would quit hiding behind the Steel settlement, forget it completely, and settle on the basis of their own product; but so far they have refused to do this. The only conclusion this representative can reach is that they are making so damn much money that the only way they can justify their refusals to meet the union's fair demands is to talk about steel or mutton or anything else, but by no means, Kennecott profits.

I indicated we had resolved the local issues of the Engineers. The Pumps will now be in one group with one seniority list prevailing. Bumping privileges will be allowed each three month period in the Shovel Dept., Crane Dept. and Pump Dept. Understandings on a number of other aggravating problems was reached. In the main, these consisted of interpretation of the present agreement. Mr. Barlow has indicated that many violations can be taken care of if you brothers will report them as soon as possible after they occur.

A number of the brothers are taking advantage of the strike to do some fishing which from reports is good in some areas. Others are vacationing and some have been in to the office and have been sent out on construction. We anticipate that long before you read this article we will have you back on the job.

## Cedar Iron Mines

The status of operations at the Iron Mines continues about the same. The new work rumors seem to be nothing more than rumors. We are encouraged by the fact that Utah Const. has called about fifteen Engineers back in the past sixty days. It appears that the sun is breaking through the clouds at last.

Fortunately, we have been able to place quite a few of our brothers who have been laid off at Utah's mines during the past year and a half, on construction jobs. That's one of the good reasons for being

a member of Operating Engineers. It might be a good idea for some of you brothers who continue to throw C.I.O. in our teeth to take note of that fact. When the C.I.O. has lay offs in their jurisdiction they have nothing to offer their members. Our position as it relates to construction has proven its value to many Cedar City brothers during the curtailments at the Utah mines over the past year and a half.

On the personal side, we are very glad to report that Jim Cox is improving at the Holy Cross Hospital from his accident. He is regaining control of his feet now.

In regard to construction, the job at Buckhorn Flats is really in high gear. The wind has raised the devil some, but in spite of that fact, the job is way ahead of schedule. Much of it is due to the capable supervision of Bro. Si Morrell.

The Virgin Air Force job "Smart" is completed and testing is starting. That is about the size of construction picture in the Southwest. We do have word of a new project from Anderson Junction down to Leeds for the near future.

## State Road

The eternal struggle goes on. We told you via the last issue that the Commission was endeavoring to get approval of the State Board of Examiners to boost the maximum on wages. The action of the Board was adverse, but Commissioner Corliessen was to be given the opportunity to appear before the Board at a later date to plead his case. We hope the result will be success. He definitely indicates the desire to give you fellows more money. The trouble is the people who hold the purse strings seem to have the opinion that wage increases can't be considered in the light of their economy program. We hope the Commissioner can convince them that you Brothers are still way below any decent standard of wages even as it relates to counties and cities here in Utah.

If the Commission is not successful in this matter, we have a proposal to present to them to reduce the work week and give the same take home pay. We'd like to take this opportunity to state that we appreciate the efforts of Commissioner Corliessen in this matter. He always has indicated a much more liberal attitude in these matters than his predecessor exhibited.

\*\*\*

## Attend Union Meetings!



This is a front view of the Cutcrete Corp. specially built concrete spreader. The 1 1/2-yard Garbro cement bucket that travels across channel and stops where directed, is shown being filled from Transit Mix truck. Special finishing machine, passing over reinforced steel on headers, can be seen in bottom of channel.





# SACRAMENTO BUSY ON ALL TYPE JOBS

By RENNY BURROUGHS, HAL CLARK and ERNIE NELSON, Business Representatives

For a territory in which there are no large dams or tunnel work, the Sacramento area is doing mighty good. Highways and air fields are the chief projects of Operating Engineers in this district. Subdivisions and pipelines are also keeping us busy.

Heller, Campbell, Erickson and Lawrence Const. Co., joint venture, have over \$8,000,000 worth of work at McClellan Field. Stolte has better than \$2,000,000 worth. Sub-contractors on these two projects include H. Earl Parker, Claude Youngs, A. Teichert, Granite and any others.

Bethlehem Pacific Coast Steel took about a \$265,000 job on the Department of Veterans' Affairs building at 13th and O streets.

Olympian Dredging Co. took about 200,000 yards of material to be pumped out with suction dredge from Broadway to Bryte Bend and a 3-mile slough on the San Joaquin.

Valley Concrete Pipe Co. got \$43,000 worth of pipe for a sewer job at Woodland which Western Construction Co. of Stockton is placing.

McGillivray Const. Co. recently took a \$250,000 job at Golf Course Terrace. Larchmont Village, Inc. is putting in a new 45-home subdivision. Heraty & Gannon are planning a \$5,000,000 hotel building at Arden Way and Elvas Freeway.

J. L. Eichler & Sons are putting in a subdivision at South Land Park Hills that will hit close to \$500,000. Asta Const. have a good deal of surfacing and lately took a levee crown surface job for \$36,000 on Twitchell & Sherman Islands.

Fred J. Early is going strong on Camp Kohler and Cordova sewer plants. Frederickson Bros. keep busy at Winters, as does Madison Sand & Gravel, Sterling Pipe Co., and our other contractors in that area.

At Woodland, P. C. A. and Teichert are very busy running their plants. Cecil Hulse on Dry Creek, north of Sacramento, figures on being busy until the first of December. Few contractors have given their crews better equipment to work with and better conditions.

Lord & Bishop recently grabbed a \$300,000 plus job on a drainage district. Joe D. Miller at Rio Linda has a rugged time getting started; however, his crew seems to be doing well at the present time.

A. Teichert grabbed a \$583,000 job in the Sutterville area on the South Land Park Estates for storm sewers, etc. Ukropina-Polich-Kral are folding their operations in this area, having completed the Elvas freeway.

Harms Bros. moved into Placer-ville to start their freeway paving job with Brother Jack Ferguson acting as superintendent on the main road, and Brother Bill Treymbo doing the superintendent work at the plants. George Brown and Louie Pool are doing the gaffing. Bros. R. E. Mathews, C. A. Kisse, R. Coolidge, W. Bosenko, R. S. Jones, L. Madry, Ward Moyer, Fred Thompson, John Huiting and Bob Francis are giving the assist.

Until we hear of a better record, we are claiming a record high for one of our blade men. Bro. Lloyd Dixon laid 4,090 tons of base on Teichert's job at Shingle Springs. This job consisted of 8-ft. shoulders, lifts of blue tops, and it took ten hours to complete.

HERE AND THERE WITH THE BROTHERS!

Frenchy Guzek checking in; Bros.

Mathews & Wilson cutting trench 2 ft. high; George White acquiring the same Spray Bar; Manny Ennis mixing cement for pools; Carl Gentry running down fence; Jimmy Ashford on a scraper; Dewey Schreiner looking for a Woodmixer; Cecil Field hoisting blocks; Stanley Alldrin busting nuts; Jim Withrow working on a truck; Bob Boyd with a 10 o'clock date; Pat Caldwell cutting slope; Joe Erre-cart mucking rock; Irvin Silverberg laying pipe; Bill Landrum pulling a ripper; John Hartman laying it on grade; Red Welton likewise; M. C. Graham building intersection; Ted Brown rolling it tight; Doug Butler pit man; Jack Dundee No. 1 pickup; Verne Curtis repairing drilling machinery; Kenneth Fox??; George Knight changing plans; Bob Ingersoll building subdivision; Bob Jinkerson getting up a backhoe; Ralph Knight repairing a plant; Lee Young pumping wind; Herman Hill running la'he.

### PERSONALS

Our deepest sympathy goes to the wife and son of Carl Beyer who passed away during the past month. Carl was well known and very well liked throughout the area and will be missed by all.

We ought to have a flyers' club in this area with the amount of flying that Fred Salas and Bill Seaman are doing. They certainly seem to enjoy their hobby.

### BLOOD BANK

Sincere thanks goes to Mrs. Doris Luckie and James Fine, our only two donors at the Blood Bank this past month.

Remember to observe ALL safety regulations while on the job. Keep in mind that a life, many times, may depend upon your living up to these regulations.

This office is open every Thursday evening from 7 to 9 for your convenience!

\*\*\*

## CONSTRUCTION AWARDS

OAKLAND, contract awarded to M & K Corp., 405 Montgomery St., San Francisco, \$84,449 for const. reinf. conc. box culvert & sewers in Clement St. W'ly of 50th Ave. and repair outlet channel on E'ly extension of Clement St., City of Oakland.

WHEATLAND, contract awarded to H. Earl Parker, 12th & "F" Sts., Marysville, \$333.33 (Sch. 1) and \$666.66 (Sch. 2) for const. levees & percolation & sludge drying beds, for Sewage Treatment Plant on Bear River & for distrib. system and overflow lines, for City of Wheatland.

OAKLAND, contract awarded to the following:

(1) Independent Const. Co., 751 50th Ave., Oakland, \$8979 for reconst. ortion of Havenscourt Blvd.

(2) To Gallagher & Burk, Inc., 344 High St., Oakland, \$56,825 for repair & resurf. por. of High St., et al.

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### A COINCIDENCE

Preacher, concluding sermon on temperance: "And I say that all the liquor in the nation should be thrown into the river!"

Choir leader: "The next selection by the choir will be 'Shall We Gather at the River?'"

## Construction Awards

SACRAMENTO, contracts were awarded as follows:

(1) MARIN CO.: To Can Caputo Co., Dan Caputo & Edw. Keeble, 650 Race St., San Jose, \$1,156,675 for 1.9 mi. grad & surf. with pltmix surf. on cem. tr. base, const. bridge & furn. & inst. hwy. lgtg. & illum. sign sys. betw. Waldo & 0.3 mi. N. of Alto.

(2) ALAMEDA, contract awarded to Stolte, Inc., 8451 San Leandro St., Oakland, for 0.1 mi. grad. & surf. w/pltmix. surf. on untr. base & const. RC s'ab bridge in Oakland at Lincoln Ave. extension. Contract price \$121,406.

(3) SACRAMENTO CO.: To Brighton Sand & Gravel Co., P. O. Box 1, Perkins, \$22,627 for inst. storm & sani. sewers & surf. w plant mix surf. on untr. base, at Hqtrs. Lab. Site at 59th St., & Folsom Blvd., Sacramento.

(4) AMADOR CO.: To Claude C. Wood, P. O. Box 599, Lodi, \$66,280 for 2.1 mi. surf. w/pltmix. surf. on untr. base, betw. SR 97 about 2.5 mi. S. of Ione.

SACRAMENTO, contract awarded to Abbott Electric, 85 Federal St., San Francisco, \$30,863 for traf. sig. sys. & hwy. lgtg. & channelization, at intersec. of Foothill Blvd. w/Bridge St. & E. 14th St. w/Bridge St. & Grove Way.

SAN JOSE, contract awarded to A. J. Raisch Co., 900 W. San Carlos, San Jose, \$24,587 for off-street parking lots, Site 2 & 4, San Carlos St., betw. Market & Almaden & San Carlos betw. 2nd and 3rd Sts.

SAN RAFAEL, contract awarded to Plombo & Besnan, 931 2nd St., San Rafael, \$33,454 for reconst. Mission Avenue, between Lincoln Ave. & Irwin St., City of San Rafael, Marin County.

RICHMOND, contract awarded to Lee J. Immel, 13555 San Pablo Avenue, San Pablo, \$26,619 for surf. curbs, gutters, etc., on Roosevelt Avenue, betw. 33rd & 37th Sts.

SAN FRANCISCO, contract awarded to Wixson & Crowe, P. O. Box 799, Redding, \$366,666 for Cherry River Proj. Cherry Valley Dam Rsvr., clearing H. H. W. S. 272.

REDWOOD CITY, contract awarded to Bragato Paving Co., 500 Bragato Road, Belmont \$25,699 for reconst. of Sharp Park Road, approx. 2.2 mi. in length, betw. Coast Hwy. & Skyline Blvd., San Mateo County.

SAN MATEO, contract awarded to O. C. Jones & Sons, 1520-4th St., Berkeley \$15,531 for const. Central Parking Dist., Lots 1 & 2, No. 54-3.

OAKLAND, contract awarded to Payne Const. Co., 689 Louisiana St., Oakland, \$208,533 for const. warehouse & food processing bldg. on Embarcadero at ft. of 17th Ave.

### JUNE 22, 1955

STOCKTON, contract awarded to Clifford & Bodenhamer, 2950 Claremont Ave., Berkeley, \$9,776 for const an RC bridge across Duck Creek, about 1 mi. S. of Stockton city limits on "B" St., San Joaquin County.

VALLEJO, contract awarded to Stolte, Inc., 8451 San Leandro St., Oakland, \$282,405 for const. RC pipe & appurts.

### JUNE 23, 1955

MODESTO, contract awarded to W. M. Lyles Co., P. O. Box 495, Avenal, \$42,336 for const. sani. sewers & street lgtg. system in Improvement Dist. No. 3, Modesto, Stanislaus County.

FRESNO, contract awarded to Stewart & Nuss, Inc., P. O. Box, 886, Fresno, \$13,726 for const. traffic island, Divisadero St. crossing at SPRR & "G" St.

FRESNO, contract awarded to Stewart & Nuss, Inc., P. O. Box 886, Fresno, \$50,218 for resurf. por. of Tulare & Belmont Sts., betw. Palm Ave. & subway.

TRAVIS AFB, contract awarded to Stolte, Inc., & Morrison-Knudsen Co., Inc., 8451 San Leandro St., Oakland, \$207,721 for const. igloo bldgs. magazine bldgs. small arms magazine & access road, at Travis AFB, Solano County.

### JUNE 24, 1955

SACRAMENTO, contract awarded to Stockton Const. Co., P.O. Box 2087, Stockton, \$347,694 for const. diversion channels, Black Rascal Creek to Bear Creek; Owens Creek to Mariposa Creek and stream gaging stations near Merced, Calif.

SACRAMENTO, contract awarded to Fredrickson & Watson Const. Co., 873-81st Ave., Oakland, 105-555 for 7.2 mi. surf. w/plantmix

surf. on cem. tr. base & exist. untr. base, betw. Lanes Valley Road & Manton, TEHAMA CO.

SACRAMENTO, contract awarded to Arthur B. Siri, 1257 Cleveland Ave., Santa Rosa, \$227,000 for 21.4 mi. const. pass. lanes, correct slipout & surf. por. w/plantmix surf. betw. 0.2 mi. N. of Sonoma Co. Line & 0.5 mi. S. of Lanes Flat, MENDOCINO COUNTY.

OGDEN, Utah, contract awarded to Young & Smith Const. Co., 306 Beason Bldg., Salt Lake City, \$48,500 for const. of earth test embankment, Willard Dam, Weber Basin Proj., near Ogden, BOX ELDER COUNTY, Utah.

GRIDLEY, contract awarded to Butte Creek Rock Co., Skyway, Chico, \$10,944 for rem. & reconst. sidewalks, gutter drains, etc., on Spruce St. between Vermont St. & West City limits of Gridley.

SACRAMENTO, contracts awarded as follows:

Observe Safety Rules!

**The Fay Improvement Company**  
 PAVEMENT CONTRACTORS  
 Highways, Streets and Subdivisions  
 101 Carolina Street  
 San Francisco  
 Phone UNderhill 1-2671

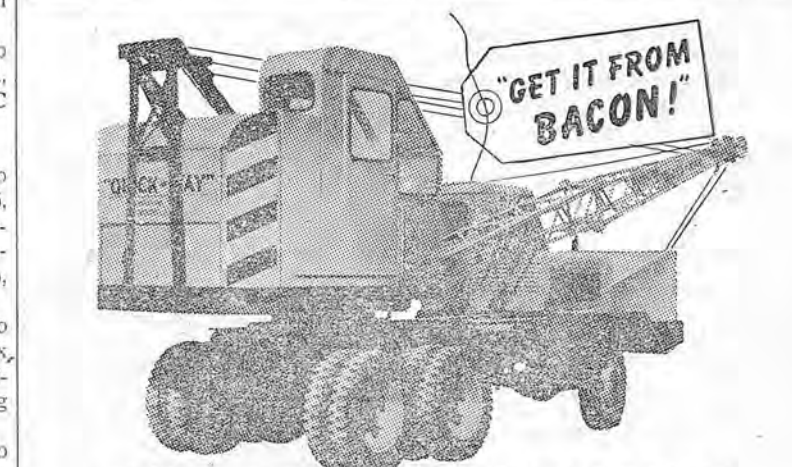
**Ben C. Gerwick Inc.**  
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 Terminals - Foundations  
 Submarine Work  
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 San Francisco 11  
 Phone SUtter 1-7104

**STOLTE, Inc.**  
 General Contractors  
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 Oakland, California

**Barber-Greene Co.**  
 CONVEYORS DITCHERS LOADERS  
 Asphalt Mixers and Finishers Portable Conveyors  
 318 So. B Street San Mateo Diamond 3-5823

**PARISH BROS.**  
 General Contractors—Highway and Public Works  
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**BAY EQUIPMENT CO.**  
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# Engineers Active at All Points In the San Mateo District

By CHET ELLIOTT, Business Representative

Due to the many highway construction jobs, large building jobs and real estate development projects now in operation in this district, most of the members of Local No. 3 are now employed on good jobs. In most instances the jobs are working on overtime basis and will more than likely continue to operate in this fashion until the rainy season begins.

Although at present we have a temporary reduction in forces at the Mills Estate due to the changes being made in the survey of the property. The cobras have been laid off and some of the DW 20's were sent to Los Angeles to work. Many Engineers are still employed on this project.

In order to conclude the negotiations between Local No. 3 and the Associated General Contractors it became necessary to suspend operations on two jobs in this area. Fortunately the members were out of work for one day only and at this time the personnel of the San Mateo office wish to thank all the members for their splendid cooperation on this occasion.

Real estate development projects seem to be the major portion of the Operating Engineers work at present in this area. Two new projects have just begun operations on Polhemus Road in San Mateo. The L. C. Smith Co. and Chas. Berger were the low bidders on a portion of this large development for the Bell Aire Eichler Homes Tract. The O. V. Freeman Co. of Palo Alto were the successful bidders on another portion of the project. This large home building program extends from Polhemus Road to Skyline Blvd., and from Ralston Ave. to Crystal Springs Road.

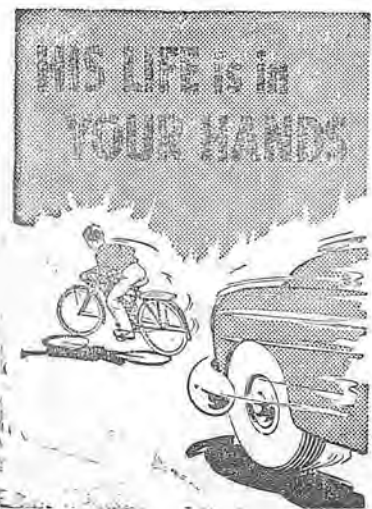
Brother Oscar Walker dropped in at the San Mateo office a day or two ago to pay his dues and gave us the information that he and his partner entered the Service Station business and are now running the Texaco Service Station, at Jefferson and Alameda, in Redwood City. This brother would appreciate it if the members would drop in and see him. **GOOD LUCK TO YOU, BOYS, IN YOUR NEW VENTURE.**

Brother Lynn Shelton, employed as an oiler, met with a very painful accident Friday while working on the L. C. Smith job in San Mateo. The drive chain on the shovel broke while operating on a steep grade and the shovel got out of control and ran back down the hill. Bro. Shelton was struck by the bucket and is now confined at the Mills hospital.

Just after the DiSilva Co. of Hayward, with a crew of 20 engineers completed their job of unloading a boat load of gypsum at the Port of Redwood, which takes four days and nights to accomplish, working under very difficult conditions due to the dust and limited working area — the plant where the gypsum was to be used to manufacture gypsum board burned to the ground. Apparently, Brothers, all of your hard work and effort was in vain.

In closing this report we wish to mention an unfortunate automobile accident that took the life of one of our younger successful employers, Joseph J. Brady was killed while returning home from his fishing trip. Judging from the great number of Operating Engineers present at the funeral services, we were reminded of the fine type of may and employer this contractor was, and we wish to extend our sympathy to his family and many friends.

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## Field Survey Notes—

# PRAISE NEW WAGE RATES

By AL BOARDMAN and BILL MINAHAN, Business Representatives

Big news for the survey parties working for contractors signed to the construction agreement is the new wage scale. Party Chief \$3.27 per hr., Instrumentman \$3.00 per hr., Soils Tester \$3.00 per hr., Head Chainman, Rodman, Gate Setter \$2.72 per hr., Rear Chainman \$2.58 per hr. Add ten cents per hour paid into your welfare fund and you have quite a scale.

Compare these rates with the contract we first signed with the Bay Counties group six years ago and you will find the greatest argument there is for belonging to a strong labor organization. Not only have the wages been doubled but the working conditions and the welfare plan have put the surveyor in a class by himself. All of this has been created by the strength and backing of your union, The Operating Engineers, Local Union No. 3.

The Tri-Dam project near Strawberry is using seven survey parties to lay out this \$32,000,000 job. The boys are all working six days a week at the construction scale. Interesting features of the contract are that \$1,000,000 is available over and above the bid price to cover contingencies. Also, if the project finished before planned completion date of December 15, 1958, all power revenues derived between actual completion and planned completion dates will go to the contractor. This could be as much as \$2,000,000 if the contract is finished one year early.

Several of the brothers are busy at McClellan Field, Mather Air Base, and Aero-Jet, all near Sacramento.

Parrish and Harms are using two parties on their job at Travis Air Base, Fairfield.

Bechtel Corp. on the Associated Oil Co. job at Avon, have four three-man parties laying out the first unit of a proposed \$100,000,000 plant expansion program.

Kaiser Engineers started their Gypsum plant construction at Pittsburg on July 11th. The management told us they will only need one instrumentman and one rodman on this project.

All of the East Bay Land Survey Firms are working at capacity on sub-divisions in every community.

We have had many inquiries about the DuPont plant scheduled to be constructed east of Antioch. We have been informed that this project should be started within the next 30 days.

Howard Adams is being transferred from the San Francisco hospital to Hassler Health Home in Redwood City. He would like to see some of his friends. When you send in your dues for the third quarter (July, August, September), don't forget that the new rate will be fifteen (\$15) dollars per quarter.

The next 3E meeting will be Friday, July 22nd, at 474 Valencia St., San Francisco.

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TALMAGE, contract awarded to Watkin & Sibbard, 6 Bridge St., San Anselmo, \$85,670 for grounds improvements, phase 11, New Receiving and Treatment Bldg., Auditorium & Admin. Bldgs., & Ward Bldg., Mendocino State Hospital at Talmage.

OAKLAND, contract awarded to Krull & Pacheaco, 21542 Bridge Court, Hayward, \$33,311 for grade, pave, etc., por. of Co. Road known as Bridge St. from E. 14th St. to Foothill Blvd., Eden Township,

# In the Islands— OLD TIMERS GET A BREAK

By J. K. WAIWAILOE, Business Representative

Brother Jim McCandless, a veteran of over 25 years in construction, especially in dredging work, was made captain of the dredge "Gulf Stream" in Okinawa. He was appointed after the resignation of Captain J. L. Tenbrook, who returned to the states. Jim has been the acting captain the past two years and leverman prior to that. He writes they have on plans about 8 more months of dredging at Sukiran. He also reports the passing away of Brother James Eggan from Portland, Oregon. He was the levee superintendent.

Brother Joe Cathcart, with over 20 years in dredging, was made captain of the dredge "Raymond" and is now dredging in Korea. He was formerly on Okinawa, as leverman and shop foreman.

Both men have had much experience in dredging in the Pacific Ocean area.

The department of public instruction of the Territory of Hawaii details \$7,000,000 for Oahu school building program to be carried out from September, 1956 to September, 1957. This expenditure has already been accepted by the legislature which ended in April.

The military forces will be expending for its building projects in Hawaii about \$12,000,000. The Air Force will be using about \$5,000,000 for the Hickam Air Force Base runways, to build new runways and parking ramps at Hickam and to install new runway lights. Included in the authorization is a new pier for Hickam's crash boats and for purchase of one-tenth of an acre of land near Wheeler Air Force Base.

The Navy and Marine Corps in Hawaii would get a total of \$4,673,000 in the bill, with \$3,000,000 of that scheduled for Kaneohe Marine Corps Air Station.

A little over \$2,000,000 will be expended by the Army for housing units and a radio transmitting station.

After much legal wrestling on the part of the City and County of Honolulu and E. E. Black, Ltd., general contractor for the Wilson Kalih'i tunnel, E. E. Black has finally requested the curtailment of his present contract to finish the tunnel job. He cites intervention by various agencies and parties hindering the proper expedition of his work at the tunnel and new planning that would involve added costs have forced his hand to request cancellation of his contract at the present stage.

Present indications at Kaiser's Community Homes project (Niu-malu hotel) shows that all unions here to be involved in any further work at this same project or for Kaiser in the islands, must of necessity be checked more thoroughly in the future with reference to the use of union men. The present project has been using many non-union sub-contractors and hiring men on the open market.

Thailand hiring as noted in our daily press is causing quite a commotion here, especially amongst the operating engineers and other allied crafts.

## BIG THAILAND JOB

Raymond Concrete and Pile, Smith, Haddock, the prime contractors for the \$30,000,000 Thailand highway project, has retained a Mr. Jesse Kopp, a local man as the project manager for this job. Mr. Kopp who also worked these many years as a supervisor under one of the general contractors locally, no doubt feels the same about unions and its membership as all others in the General Contractors Association of Hawaii. He has already made verbal commitments to hire men on the open market and from many other contractors locally. Although over 300 men will be required for this project, Mr. Kopp has made the statement that since he is quite familiar with the economy of the islands as well as the people in construction for the past many years, he would not need the services of the Building and Construction Trades Council nor its affiliated organizations.

This office is in hopes that there

# CITY BY THE GOLDEN GATE IN HIGH GEAR

By PAT CLANCY and PAUL EDGEcombe, Business Representatives

With the signing of the recent A.G.C. agreement activity has increased considerably in all classifications of our work. At times there was a complete depletion of some classifications in the dispatch office. Now the situation arises that construction work in this area should shape up to be the busiest year yet. Most of the projects are now running full tilt with a few working some overtime shifts. There have been no new jobs starting that are of vast proportions but numerous small jobs keep a regular turnover of the operators and others busy coming back in off short jobs.

In spite of the obstacle of running into hard rock on the Candlestick Point portion of the freeway, Ed Keeble is making progress at this time. John Delpha's crew is rolling in 5000 yards every day on the center section of the water fill grade just beyond the previous section. The initial phases of the Embarcadero Freeway include demolition of buildings, driving piling, excavating for footings and pouring concrete. This operation includes Warren Ballinger's truck crane, Raymond Concrete's pile driver, along with McDonald, Young & Nelson and Morrison-Knudsen, general contractors.

Chas. Harney is now busy filling in and straightening out the big dip and curve on Porto'a Drive and has just recently started the clearing for the relocation and straightening of Skyline Highway from Lake Merced to Alemany Blvd.

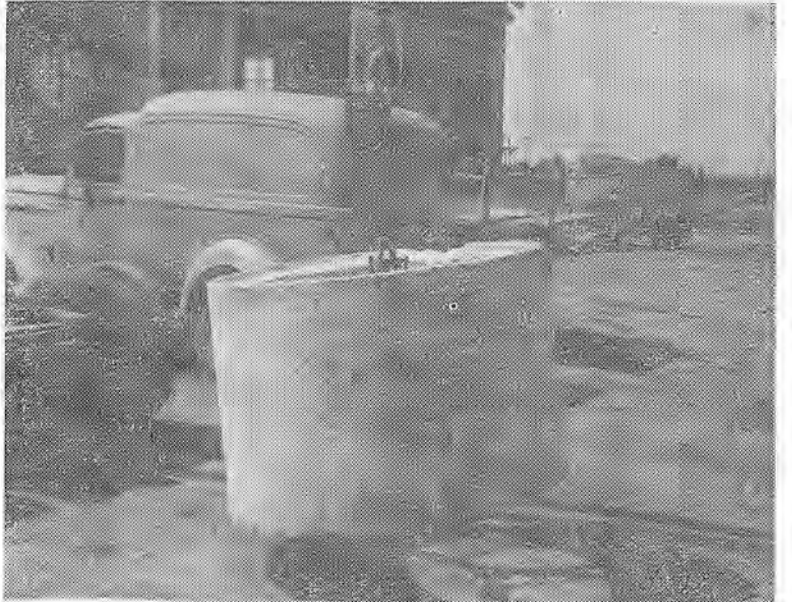
Resurfacing work of various streets throughout the city has in-

creased the asphalt work for several of the paving outfits. Fay Improvement Co. has been running pretty steadily on various jobs while Lowrie Paving Co. is about to put the finishing touches on the approach to the Golden Gate Bridge. Pacific Pavements Co. is patching and surfacing odd job around town.

Water line and sewer work still maintains a steady trend with Fred Fairey laying the water mains up and down the hills at Midtown Terrace. M. J. Lynch is getting a good start on the big sewer job on Clarendon Avenue.

Building construction continues on the increase with such additions, to those already in progress, as Macy's warehouse on Paul Ave. and Penny's store in Westlake. On the Macy's job Devincenzi Bros. are doing the excavating and George Casey is drilling the holes for footings for Dinwiddie Co., the contractor. While at Penny's the P & Z Drillers are operating under Henry Doelger.

We are happy to report that the recent negotiated contract with the A.G.C. was accomplished with the cooperation and understanding of the membership without the loss of too much time.



Operating Engineer Bill Holloway of Oakland, master mechanic and his assistants at the McGuire and Hester shop, have developed a cam and lever device which they call a Center Lift, which will be used in handling 30 and 40-inch manhole collars. Another example of skill and know-how by Operating Engineers. Lower picture shows the fit; upper view shows it in operation. (Pic. from Oakland office of Local 3.

is some type of tie-in on union recognition with some of the prime contractors or even an international agreement whereby we may be able to intervene in behalf of our membership locally when a Mr. Newell, personnel manager, arrives in town in a few weeks.

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The Reno brothers are helping build new gambling palaces, paid for by us California eager beavers.

OAKLAND, contract awarded to Krull & Pacheaco, 21542 Bridge Court, Hayward, \$30,750 for grade, pave, etc., por. of grounds at Alameda Co. Corp. Yard No. 1 & field office at end of Turner Court, Eden Township, ALAMEDA CO.

SACRAMENTO, contract awarded to Lord & Bishop, Inc., P.O. Box 812, Sacramento, \$338,950 for const. drainage facils. involving 2 drain. pump. plants, drain, ditches, access roads and other apurt. work.