



ENGINEERS NEWS

OPERATING ENGINEERS LOCAL 3

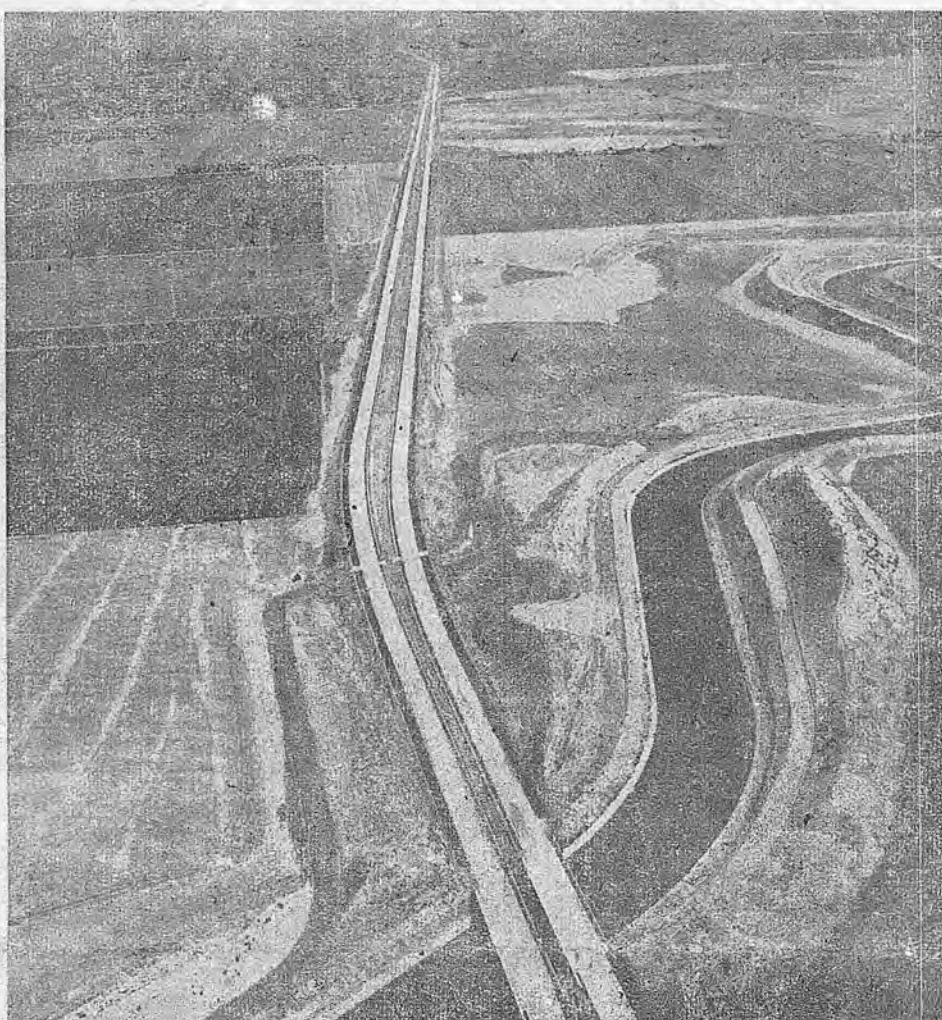
STATIONARY ENGINEERS LOCAL 39

VOL. 13—No. 1

SAN FRANCISCO, CALIFORNIA

JANUARY, 1955

Giant Arteries for the Golden State!



Giant handiwork of skilled Operating Engineers are these two vital arteries linking northern and southern areas of California. This beautiful view, loaned by "Calif. Highways and Public Works" mag-

azine, shows the recently-finished Altamont-Tracy Expressway where it crosses Delta-Mendota Canal. This project cleared one of the worst bottlenecks in the state. Old highway is far to the left. Tracy lies in the distance.

Altamont-Tracy Expressway, 2-Yr. Job, Clears Up One of Worst Bottlenecks

Opening of the new four-lane expressway between Altamont Pass and Tracy city limits in November, a two-year project on which some new construction records were set, served to clear up one of the state's worst major traffic bottlenecks.

It is now clear, fast, smooth sailing on the big freeway, a project that typifies and symbolizes the challenges presented to California by its big population influx, its

long distances, and the attendant problems.

The symbolic feature of this job is its association with the big (Continued on Page 12)

\$57 Million for N. Calif. Highway Work in 1955-56

California Highway Commission budget for the new fiscal year of 1955-56 provides a total of \$122,018,000 for construction projects, of which more than \$57 million will be spent in Northern California counties.

Another \$76 million is set aside for rights of way, but the \$57 million figure represents actual outlay for work in counties north of Kern and San Luis Obispo.

Largest single item is \$7,015,000 for an eight-lane section of the Eastshore Freeway in Oakland between 10th Street and the Bay Bridge distribution structure.

Major items, by counties, are as follows:

Alameda: Eastshore freeway, Beard Rd. to Jackson St., 5.6 mi., \$4,500,000. Same freeway, 10th St. to bridge approach \$7,015,000. U.S. 50 to just north of county line, \$700,000. Mountain Blvd., U.S. 50 to SR 24, \$300,000.

Colusa: U.S. 99W, through Ar-buckle, 4-lane, \$750,000.

Contra Costa: SR 24, west of Sunnybrook Dr. to Pleasant Hill Rd., 6 and 8-lane, \$3,800,000. West of Pleasant Hill, \$1,500,000. North limits, Walnut Creek, 4-lane, \$3,580,000. W. Creek to Danville, \$285,000.

Del Norte: U.S. 101, to Smith

River bridge, \$500,000. 101 to state line, \$255,000.

El Dorado: U.S. 50, thru Placer-ville, 4-lane, \$490,000.

Fresno: U.S. 99 to West Ave., 6-lane, \$2,250,000.

Humboldt: U.S. 101, south of Eu-reka limits, \$900,000. North of city limits, \$850,000. 101 to Mad River bridge, \$448,000.

Lake: SR 20, Laurel Dell to Tule Lake, \$525,000.

Marin: U.S. 101, Waldo to 2.5 mi. north, \$1,730,000.

Mendocino: SR 1, north of Green-wood Creek, \$475,000. SR 1, Little River bridge, \$255,000.

Merced: Eastside canal bridge, \$100,000. SR 152, widen 11 bridges, \$220,000.

Monterey: U.S. 101, King City, Canal St. to 1.8 mi. N. of Salinas River, 4-lane, bridge, \$1,366,000. SR 1, Del Monte junction, 4-lane, \$410,000.

Placer: U.S. 40, Newcastle to Auburn, 4-lane, \$900,000.

Plumas: SR 89, Middle Fork (Continued on Page 12)

In Memoriam

WM. H. TOWNSEND
Sandy, Utah, Nov. 29, 1954

W. R. BEMENT
San Francisco, Dec. 14, 1954

DAN KELLY
Project City, Cal., Jan. 2, 1955

NEIL REYNOLDS
Sanger, Cal., Jan. 5, 1955

CECIL H. WELLS
Redwood City, Cal., Jan. 6, 1955

S. P. PIRTLE
Sacramento, Cal., Jan. 8, 1955

IVAN WILEY
Richmond, Cal., Jan. 9, 1955

OFFICIAL NOTICE TO MEMBERS

CARRY YOUR MEMBERSHIP CARD!! Your membership card should be carried with you at all times for identification purposes. IT IS ALSO IMPORTANT with a membership of 16,000, where there is a great number of duplication of names, that you present your membership card (or mail it in) when paying dues. THIS WILL ASSURE PROPER CREDIT TO YOUR ACCOUNT. Payment of assessments should also be stamped on the membership card; therefore the card should also be presented when paying assessments.

It's Brotherly Blood—Donate to the Union Blood Bank!



This little girl required seven pints to recover from serious burns. Women, children, even strong men need blood—we never know when.

Give Today!

This is an emergency call to all members of the union.

Blood is needed! All supplies of blood credited to the Engineers are depleted. We cannot provide for those who need blood, and there is a backlog of demand for blood.

Now in the slack period of the year is a good time for all those who can do so to make a trip to the local Red Cross Blood Bank and give a pint in the name of the Engineers Union.

Just remember—you shouldn't eat for 4 hours before giving blood. Contact the union office—they will make the appointment for you.

Get on that honor roll of blood donors—it's for your own protection!



CHAMP BLOOD DONOR FAMILY—This is Bro. Cecil Bolton, member of the Operating Engineers in Southern California, with his wife and daughter Donna. They reluctantly released this picture for publication, but we proudly print it for these reasons: Since 1948, Red Cross figures show, Bro. Cecil has donated 14 pints of blood, Mrs. Bolton, 11 pints, and Donna, 7 pints. Since 1943, the two elder Boltons have given a total of six gallons of blood. This is a proud record. We hope it will inspire members of our own union to act!

CHANGES MADE IN SOCIAL SECURITY

Editor's Note: Several major changes in the Social Security law have been made recently. Perhaps your question about them is answered here.

Question: My husband and I are receiving Social Security. He is receiving \$30 and I receive \$15. He is 70 years of age. I am 66. What I would like to know is if my husband should pass away before me, how much other than my \$15 could I receive or does my \$15 stop on his death?

Answer: Upon your husband's death, your wife's benefit of \$15 would stop. You would be entitled to widow's benefits of \$30 a month for life. This would be in addition to a lump sum of \$90 to help with burial expenses. Although a widow's benefit is usually three-quarters of the amount the husband was receiving, the minimum sum payable to a family is \$30 and you would therefore get this amount.

Question: My age is shown on my marriage license. Will this be good enough to prove my age when I file for my social security?

Answer: If the marriage was made many years ago, it will probably be sufficient to prove your age. The best proof of age is a birth certificate; however, it is recognized that many states did not maintain complete records until later years. Where no birth certificate is available, other convincing evidence such as baptismal records, school or military records, insurance policies, marriage records or other documents established years ago are sufficient to prove age.

Question: My husband died several years ago and my children and I have been receiving Social Security payments since that time. If I remarry, will our payments stop?

Answer: Your payments will stop if you remarry. Your remarriage will have no effect on your children's payments and they will continue to receive them. Notify the Social Security Administration as soon as you remarry.

Question: I have heard quite a bit about the "disability freeze." Is it true that mental disability falls under this category?

Answer: Yes. You must be totally disabled, however. Only a disability severe enough to keep you from doing any substantial gainful work can be considered. The disability may have been caused by injury, bodily sickness, mental illness, or blindness.

Question: I recently retired and now receive Social Security payments. If I move to Canada to live with my daughter, can I continue to receive my checks?

Answer: Yes. Social Security checks can be sent to you anywhere in the world where there is reasonable assurance that you will receive and be able to cash them.

Question: How can I get a record of what has been credited to my social security account?

Answer: You may check your official social security record as often as once a year by writing to the Social Security Administration, Baltimore, Maryland, and requesting a statement of your account. You can get an addressed postcard at our office for use in requesting this information. If an error has been made in your account, we will help you get it corrected. You should check on your account at least once each three years, since there is a limit to the period within which certain corrections can be made.

Question: My husband died recently. I have two small children. What papers should I bring when I come to your office?

Answer: You should bring your husband's social security card, your marriage certificate and your children's birth certificates.

Question: I worked up until October 18, 1941, and was under social security for four years. Our wages were very small then—ranging from \$16 to \$25 per week as we were on piece work. Would I be entitled to anything if my husband and I are divorced?

Answer: The fact that you and your husband are divorced would have no effect on your right to receive benefits which would be based on earnings you had in the four years you worked.

Question: My mother will be 65 next month and will file for her social security benefits at your office. She worked for several years on jobs covered by social security and has been told that the amount she will receive from your office will be about \$61 per month. Can she get the California old age pension too?

Answer: Whether or not your mother will be entitled to the California old age pension depends on certain facts which this office is unable to answer. Your mother should contact the office of the Department of Public Assistance nearest her home.

Question: My husband and I were divorced five years ago. I was awarded the custody of our two children, ages 9 and 10. I have not seen him since our divorce. I learned a few days ago that he died. Will the children and I get any social security?

Answer: If your husband was working on a job covered by social security it would appear that social security benefits could be paid. I would suggest that you call at the nearest social security office immediately to make application.

Question: I am 31 years old and am totally disabled. Under the new social security law, can I receive any benefits now?

Answer: No. The purpose of the "disability freeze" is not to provide disability payments but to prevent your future benefits from being reduced. To protect your future benefits, it will be necessary for you to file a disability freeze application.

Do you have a question about your Social Security? Engineers' News has asked Mr. Charles H. Shreve, manager of the San Francisco Civic Center Office of the Social Security Administration, to answer your questions. Mail your letters to Engineers' News, 474 Valencia St., San Francisco, Calif. Each letter submitted will receive a personal reply from Mr. Shreve, even though it is not used in this column. Published questions will not be identified by your name.

Under Engineering Aid

State personnel board announces examinations for Under Engineering Aid. Final date for filing applications February 25, 1955; examination date March 19, 1955; salary range \$255 to \$310. Applicants must have been residents of California for at least one year immediately prior to the date of the examination. Education equivalent to completion of the eleventh grade.

Under Engineering Aid does simple field work, such as axman, flagman, or rear chainman; cares for axes, rods, and tapes; copies data; checks and plots level and cross section notes; computes areas and tabulates plainmeter readings; makes simple arithmetical computations; indexes and files plans, profiles, and survey notebooks, and does other work as required. Employment exists throughout the state, chiefly with the Division of Highways.

Many a girl who elopes wishes later that she had just let her imagination run away with her.

It's a BIGGER Job Now!

Join the MARCH OF DIMES January 3-31

Hwy. Patrol Jobs Open Until Feb. 11

For the first time in more than two years, positions as state traffic officers in the California Highway Patrol are open to application. The State Personnel Board announced that a civil service examination will be conducted on March 12. Applications will be received through February 11.

The list of men passing the examination will be used to fill normal vacancies and also to fill a substantial number of additional positions if these are authorized by the Legislature.

The Patrol wants men between 21 and 35 years old, between 5 ft. 9 in. and 6 ft. 4 in. in height, and in tip-top physical condition. Applicants must be high school graduates and United States citizens, and must have lived in California at least one year. No exceptions will be made in any of these requirements.

The state traffic officer job is the most popular one, from the standpoint of number of applicants, in the entire state service. It starts at a salary of \$358 a month and pays \$436 top. Despite the number seeking appointment, the Personnel Board said, well qualified men with ability have an excellent chance of getting jobs. Frequent vacancies in the ranks are expected as a result of promotions, retirements from service, and expanding operations.

Applications must be made on the official application form, and sent in by the February 11 deadline. Application forms and information are available from the State Personnel Board at Sacramento, San Francisco, and Los Angeles, and at all offices of the Department of Employment and the California Highway Patrol.

The owner of a local plumbing concern demanded a full report from one of his workers on a housewife's complaint that he had used foul and obscene language on the job.

Called to task, Joe gave this explanation:

"Me and Bob was working in basement installing a new shower stall. Bob, sealing an overhead connection, spilled some hot lead down my back.

"Oh, I'm sorry," Bob said. "You really must be more careful, Bob, was all I said."

Willie's mother was giving him lessons in brotherly love.

"Even if you fight with Danny," she said, "shake hands and make up before you go to bed. Remember, he might die before morning."

"All right," Willie grumbled, shaking hands. "It's okay if he dies before morning, but if he doesn't he'd better watch out."



Notify Union Promptly!

Report of Last Meeting

The meeting, was called to order at 8:05 p.m., President Clancy presiding. Roll call showed all officers present.

Father Scanlon of the University of San Francisco was given privilege of the floor and stated that beginning January 25, Monday through Friday at 7:30 p.m., at Turk and Stanyon Streets, San Francisco, he will conduct a series of talks, and invited all members of Local No. 3 to attend.

Brother Don Doyle of the 10th Assembly District expressed his appreciation for the aid of Local No. 3 in getting him elected to the office of Assemblyman. He talked about the number of bills before the legislature and stated they expect to have as many as 5000 bills before them to take care of before this Session is closed. He praised Governor Knight, stating he feels sure he would veto any adverse labor legislation.

A Synopsis of the Regular Meeting Minutes of December 4 was read and approved as read.

The Executive Board Minutes of December 15, and a Synopsis of the Executive Board Minutes of January 5, read, and the acts and recommendations of the Board were by motion approved as read.

Cards of thanks were received from Mrs. Emma Nelson and family; Mrs. Dewey Mead and family; Mrs. Estelle Gerding; Mr. and Mrs. William Bement, Jr.; Mrs. Bessie O'Hair and family; the family of Hubert N. Smith; Mrs. Ann T. Price. Received and filed.

The following Brothers were reported ill: Clyde Austin, Wm. M. Brown, Brandon J. Crandell, Fred Christle, Harry Crummey, Tony J. Correia, Robert Cairns, Roger J. Doherty, Maurice M. Dadone, Roy Digeman, Farrell C. Edwards, Everett Fisher, Antone Fiarelli, Cecil H. Field, Herbert Gladrow, Walter Gavrilko, Leland Gilman, F. D. Garrison, Elmer Hughes, F. L. Henry, Geo. Hicks, G. A. Hardmeyer, Walter Heffin, Edward Hicks, Lynn Larson, Floyd Lee, Eugene Moni, Myron R. O'Dowd, B. L. Pearson, Arthur Rundle, Marvin E. Roney, A. C. Smiley, K. Q. Smith, Wm. Snider, Wm. Stafford, Bennett Terry, E. L. Trautwein, Wm. G. Varney, Neal Willingham, James Walker, Harold Williams, Galen Wright, Earl Womble, Ivan Wiley, Robert A. Williams, William Rose, Fred J. Von Roder, Louie Lawrence, Marion R. Bell, Robert C. Kennedy, Charles Solway, O'Neal Miller, Lloyd Hollis, Alfred Staff, Delbert S. Armer, Michael Kraynick, K. F. Knutsen.

The following Brothers were reported deceased: Wm. H. Townsend, W. R. Bement, John Edwin Nelson, Neil Reynolds, Sterling Pirtle. The membership stood one minute in silence in respect to our deceased Brothers.

The Business Agents gave their reports which were accepted as given. Report of the General Secretary-Treasurer was read by President Clancy.

Brother Joseph Riley requested the privilege of the floor which was granted. He read a written speech, copy of which he gave to the secretary, regarding his reasons for resigning as Business Representative.

Brother Harry Hansen, on vacation from his work in Liberia, stated he was glad to be back, but that he was returning to his job after his vacation.

Brother Curly Onyett, who has been overseas for the past four years, stated he is glad to be home, and is now residing in California in the jurisdiction of Local No. 3.

There being no further business, the meeting adjourned. Respectfully submitted, C. F. MATHEWS, Recording Secretary.

Tips for the Homemaker

Laundry bags can be made from a man's old shirt. Sew up the cuffs and shirt tail. Use one sleeve for hose; the other for handkerchiefs. The middle section will accommodate the rest of the laundry. To remove the soiled clothing, simply unbutton the shirt.

Locate oil cook stoves or heaters a safe distance from curtains or drapes. Otherwise, there's danger the fabrics will be blown into contact with open flame or heating surfaces.

Here's a fine way to serve condensed cream of chicken soup: Cook minced bacon, onion and celery together and drain; add the bacon mixture to the diluted soup and heat.

A good investment for homemakers are those colorfast sisal hemp rugs—dyed in decorator tones, reversible, and practically indestructible. Dust and grime can be washed right out with soap and water. Hall and stair runners made of the same washable hemp stand up under the busiest family traffic.

Here's a simple way to make holiday chores easier. Instead of struggling with ordinary thread when you sew up the turkey after the stuffing is in place, use dental floss. The nylon won't dry out and break apart in the oven's heat. It's easier to remove, too, once the bird is roasted, because the nylon doesn't break into little pieces when you pull it out.

Make terry cloth curtains for your bathroom. Use the giant rick-rack to make contrasting stripes. Scallop top edges to hang from rod on rings.

Time to think about making Christmas gifts. Why not design spectacle cases of felt, yarn embroidery and sequins. Embroidered "eyes" are fun to do.

You can clean bathroom walls in double-quick time by filling the bathtub with hot water. When the room is steamy, wipe the walls with a clean, dry cloth.

When the children romp and play just before hopping into bed, you won't have to worry about having their feet soil the clean sheets if they wear sleepers equipped with plastic soles. Just wipe these plastic soles with a soapy cloth or sponge and the dirt vanishes.

Did you ever think of imitating the Finnish steam baths right in your own home? After taking a real spanking hot sudsy bath, try rubbing your skin vigorously until your whole epidermis turns a rosy glow. A well-lathered loofa sponge or a firm back brush will help. Then, turn on the cold shower and let it rain down fast and sharp.



CALIFORNIA IS ONE OF THE MOST IMPORTANT AREAS OF THE PACIFIC FLYWAY—MILD WINTERS & ONCE EXTENSIVE MARSHLANDS. STATE & FEDERAL WATERFOWL MANAGEMENT AREAS NOW SERVE AS RESTING & FEEDING SITES—AND HELP CONTROL WATERFOWL CROP DAMAGE.

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THE NEVADA ROUND-UP—

By H. L. "CURLEY" SPENCE and JOSEPH "JOE" MOORE, Business Representatives

Steel Erection and Rigging Company has just about completed the new hanger at the Reno Airport with Brother Irvin B. King on the truck crane and his oiler, Brother Vernon E. Speck. These two brothers have done an outstanding job here in the great state of Nevada. Legrange Construction Co., better known as Johnny (the little man) De Legrange had his Link Belt Crane raising steel on the job with Brother Eddy Du Bos operating, and the outstanding oiler from Fallon, Nevada, Brother Pat McCarthy oiling for him. Bro. Frank Fornengo is the head compressor man. Now that Frank knows his way around when it comes to operating a compressor, he really gets the job done. Brother Harry L. Smith was on the job for the finishing up part of Legrange Construction Co. However, Bro. Harry L. Smith was the tractor tower hoist operator for the Pittsburg and Des Moines Steel Company at the Reno airport. That Smith is almost big enough to raise the steel by himself, and let the Tractor Tower hoist sit idle.

GEO. E. MILLER CO.

The George E. Miller Co. has some work going on around Reno, Nevada. Brother Howard Johnston, the superintendent, keeps most of the regular brothers real busy around Reno. However, it seems as though Bro. Olend Crabtree had a bit of trouble with the boom on his rig. Looks like the boom was bent or twisted a bit out of shape. Not too bad, though, he is still on George E. Miller's payroll. Bro. Bro. John Livingston and Bro. Victor Busch have their troubles, especially these snowy days around the shop keeping everything rolling; especially the G E M Transit Mixer Trucks are a headache for John and Victor, but they are just the boys that can keep the G E M's rolling. George E. Miller Co. has quite a sewer line project in Fallon, Nev. Brother Frank Jakowatz is the head digger with the Bucyrus Drag Line, and his oiler, Bro. Harry Hayes is in there pitching all the time. Now these two brothers are a real drag line crew. Bro. Byron (Red) Bower is on George Miller's outstanding Quick Way Truck Crane. That is a dandy! Red and that Quick Way Truck Crane make a good match. However, Red really lays lots of sewer pipe in a day. He keeps up with Jakowatz and the rest of the crew. Red has to do extra work on the job, like pulling well points and moving pumps. Only thing wrong with Red is he gives his oiler, Mr. Bruce L. Ackerman a bad time. He hollars, screams and yells at the boy, "do this, do that," and his oiler is a real nice fellow, and tries to get along with Red. However, the Quick Way Truck Crane has no cab for the oiler, and I think the oiler is cold or nervous. Anyway, he shakes when Red screams at him, but they do a good job for George E. Miller Co. Bro. Frank Gerhard is the head pump man. That brother pumps more water and runs from one pump to another in a flat rack truck faster than any brother I ever saw. Frank really gets around on that job. Bro. Marvin Lindley has a full time job doing the back filling of the ditch and helping Bro. Don Bruner move out part of the ditch ahead of the dragline.

Nomellini Construction Company's sewer disposal plant in Fallon, Nev. is beginning to shape up, but it should with Brother Dale Clifford on the crane, and Brother J. M. Scott on the pump in the p.m., and Brother Bud (Delicate) Jacobsen operating the pumps on the graveyard shift. What a pump operator that Bud makes! He tells me that pump deal is just about his speed. Much better than a Super C or a Dozer. It looks like Local No. 3 has developed itself another good pump man! I could say to Bud that compressors are a good job too.

IN THE PITS

Isbell Const. Co. from Reno, Nev., is working steadily at their pits in Ely, Nev. Although the temperature has dropped to 15 degrees below zero, and snow has covered the ground the work still continues at a fair pace.

C. V. Isbell, president of the

company, was on the projects a short while back, and as a result there is a great deal of repair work being undertaken.

Brothers R. L. Robinson, Wm. McQueen, Nocal D. Wright, Jerry Tognarelli, Noel Jacobsen, Lew Buckmaster, Dave Folsom, and Henry "Doc" Lumby are all hard at work trying to get the shovels back into operating condition. Bro. Henry "Doc" Lumby had a narrow escape when a large boulder came out of the bank and knocked the lever bank, deck, and all right out from under him. Now he is busy repairing the shovel.

Brother John Dorrell, who was foreman on the Leviathan Mine project in Alpine county, California, is now home among the foremen at Ely. He is working at the Kimberly Pit along with Brothers James Sturgeon, Randy Booth and George Bowers.

I was very sorry to learn that Brother Walter "Tooney" Hagen was injured while oiling on the shovel at Lane City. I understand that he received some serious injuries to his right leg. Everyone is looking forward to a speedy recovery, and hope to see "Tooney" back on the job soon and in the best of health.

We wish to remind the brothers that we still have retroactive pay checks at the Reno office for many of them that worked for Isbell Const. Co. between March 21, '54, and September 20th, '54. Please advise us of your new addresses so that we can mail these checks to you. A list of these names appears at the end of this article.

A SHIFT IN THE SHAFT

At Foley Bros. Deep Ruth Shaft, I finally caught Brother Eldon E. Ford before he went "down the hole." I was beginning to wonder what shift he was really working on until one of the brothers told me exactly what time to be there, and where to look. Brother Ford seems very content at Foley Bros., and likes the change. Bros. Harold Gehres, O. D. Sickles, and Perry Steadman seem to be getting along fine in the shop.

At the Hoist House all is well with the brothers there, and especially well for Bro. Nick Piscevic, as he has a very, very interesting item to keep him occupied these days. Rather nice, I'd say!

Anaconda Copper Co. at Yerington, Nev. has been working the pit there steadily. There are four 1500 P & H electric shovels on this job and three of them work "around the clock." Brothers Fred Polish, Joseph Slogon, Harold Smith, Fed Billows, and Howard Shelton are the operators, and Brothers Donald Hunt, Lawrence Dean, William Pellegrini, Lloyd Lyman, Joseph Gill, and George Driskill are the oilers.

The cat operators on this project miss one of the "old hands," Lemoyne Weirich, as he has gone back to active duty in the Sea Bees. Brothers Charles Willhoyt, Delmar Brammer, Melvin Prince, Harold Pryor, William Perkins, James Walker, Herschel Wright, Robert Cramblit, and John Taylor are the Brothers who do the 'cat work' for A.C.M.

Bro. Milford Farnsworth, who is on the Churn Drill crew, has the best job of all. "Milt" does all the water well drilling for Anaconda. (A good man for a good job.) Brothers Darrel Merchant, Harold Oliver, and Frank Bower are also on the drill crew, and are all doing a fine job.

Brother Robert McCollum has been on the P & H Crane here and there around the job, and I think "Bob" likes crane work much better than shovel or repair.

Brother Clyde "Squint" York has left the great Silver State, and now resides at Stockton, Calif., and is working out of the Stockton office.

Brother Paul Collette has left Chilcott, Calif., and moved to Keddie, Calif., to start the new tunnel job (re-lining) for Utah Const. Co.

NO SNAFU HERE

Brother James E. "Whitey" Hutcison has entered the Army, and much to his surprise he was placed in a Construction Division at Fort Leonard Wood, Missouri, and is operating heavy duty equipment of all types. Brother Hutchison was an oiler for Brother M. J.

43 DIE ON SONOMA DIST. STATE ROADS

By GLENN L. DOBYNS, Business Representative

This New Year of 1955 was less than 45 minutes old when Sonoma County's first traffic victim of the year lost his life. The fatal accident was caused by a combination of poor visibility due to fog, and an unsafe stretch of Highway 101 near Asti.

State highways in Sonoma County are completely inadequate for the traffic loads they must carry. The fact is underscored by the fact that last year 43 persons lost their lives in automobile accidents in the county, compared to 37 in 1953. Our population has increased, the number of cars on our highways has increased, but the mileage in adequate highways has not increased proportionately. Instead, the number of deaths has gone up.

The most deadly road in the county is Highway 101 between Petaluma and Healdsburg. In 1953, one person was killed on that stretch for every two miles. In 1954, the toll per mile was slightly worse, with 19 persons being killed on the 32 miles of highway.

Second deadliest is Highway 12 between Sonoma and Santa Rosa. In 1953, there was one violent highway death for every three miles of road. Last year this figure improved, with one death for every four miles. Despite the improvement, the death toll remained far too high.

If immediate steps were being taken to eliminate the cause of death, Sonoma County could look forward to 1955 with some assurance of a lower highway mortality rate.

The fact that authorized highway construction on the killer-roads of Sonoma County is completely inadequate. Provided that the legislature does not reduce the state gasoline tax, freeway construction from Petaluma is authorized to a point about four miles south of Santa Rosa.

That will help some.

But it makes no provisions for the death-trap conditions between Santa Rosa and Healdsburg. It does nothing about the narrow, blind and traffic-burdened highway between Sonoma and Santa Rosa. It still leaves four highly-dangerous miles from Santa Rosa south.

Fredrickson Bros. of Emeryville have two cats clearing the right-of-way on their job between Reeves Creek and nine miles north of Hillville on Highway 101.

They have moved in a Marion shovel and if the weather permits they will start on the pioneering.

Transocean Construction Company, working on the Middletown job, will have all the material crushed for the base rock in about two more weeks.

If the weather is favorable they will lay the base rock—then head for the barn for the winter. It will

Pulsipher at the Leviathan Mine in Alpine County, Calif., and he says that all he learned from Brother Pulsipher has really helped him in his work for "Uncle Sam." Best of luck to "Whitey" at his job in the Army!

List of names of men whose retroactive pay checks from Isbell Const. Co. are being held in the Reno office:

John W. Beiler, Loyd R. Bird, Manuel Chaidez, C. R. Davis, Juan R. Diaz James A. Eavenson, Ellis Green, Harry Hamaker.

A. J. Harris, Stan L. Holman, Donald Huntington, Alfred Jacobson, Harold E. Johnson, John S. Keeling, Russell McGrew, H. B. Patterson.

L. M. Peasnell, John J. Richard, Clifford Ridenour, Joseph M. Temple, Kenneth L. Wells, Tom Whittingslow, Raymond Willie, Jerold D. Zinola.

STOCKTON AREA SEES ANOTHER GOOD YEAR

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

From the news we can pick up from different sources it appears that the two upper dams of the Tri-Valley project will be let for bid early this spring. If this project gets under way, along with another season on the Cherry Valley Dam plus the new freeway work the state is doing.

1955 should be a banner year for the Stockton district. The State Highway Department is calling for bids on another 3.4 miles of freeway on Highway 99 to be let on Jan. 19th between Johant Road north of Lodi to the Sacramento County line. This job will have four bridges to be constructed.

With the awarding of this project on the north end of San Joaquin Co. this will leave four more sections of freeway to be let before Highway 99 will become four-laned through the county. This along with the work to be done on secondary roads in the county should keep the brothers busy for the next three years.

Amador county, which lies to the northeast of Stockton, contemplates realigning the road from three miles east of Ione to Martell, which would cover approximately eight miles and would cost in the neighborhood of one million dollars.

CALAVERAS JOBS

Calaveras county, which is due east of Stockton, has plans for about two miles of new road between Valley Springs and Double Springs. Another still to be realigned is the road between Altaville and Murphy, which covers about eight miles.

Tuolumne county, which lies southeast of Stockton, has a few new road jobs coming up and the Patterson Grade job being constructed by Ball & Simpson to be completed this year. The Shawmelt Grade job between Chinese Camp and Woods Creek is getting serious attention. Another stretch of the Sonora Pass road should be let in the near future to make Highway 120 over the Sonora Pass a key highway over the Sierras. In this same county, Clyde Woods & Son are presently resurfacing the road to LaGrange.

Stanislaus county, lying due south of Stockton, is large enough and has enough work going on in that area that the Engineers office in Modesto handles the work out of both Stanislaus and Tuolumne counties. Presently, Granite Construction is working on the bridge and approaches on the Tuolumne river south of Modesto. Standard Materials is working on a frontage road near Ceres. M. J. Ruddy & Son have subbed their road job on Highway 120 from the Stanislaus county road to Oakdale to Edward Keeble of San Jose.

TeeKay Mines are operating one shift with 11 of the Brothers at their stations. Bros. Roy Mechling and Charles Mehrten are loading the manganese ore at the mine with their Unit Shovel.

ALTAMONT PASS

P.C.A. at their Kerlinger Plant have had a good run this winter

be late in the Spring before this job is completed.

Arthur B. Siri, Inc., of Santa Rosa completed the levee job at Cloverdale. Most of the equipment from this job is now back in the yard for repairs.

with all the Brothers getting in full time, supplying material to the new Highway 50 job for Clements Co. from Mountain House (Altamont Pass) to the west city limits of Tracy.

Tracy Rock & Gravel on McArthur Road are holding most of the Brothers on steady, overhauling the plant and doing quite an extensive stripping job in the pit.

The Claude Wood gravel plant at Clements is pretty slow at this time and possibly will be until spring. M. J. Ruddy have closed down in San Andreas until the weather gets better. They have the surface on through town and all that remains to be done are a few intersections.

This office extend its best wishes for success to Beerman & Jones of Sonora on their new addition in Altaville, located a half mile north of Highway 49 on the Altaville-Murphys road. This operation will be under the management of Bro. N. B. (Red) Bennett, offering general engineering and construction service for any size or type of construction problem, complete from foundation to finish surface. They can supply any type of plant mix or any size crushed rock. This company employs only Union men of the various crafts and they all take pride in the quality of their work.

The Calaveras Cement Co. at San Andreas is keeping all the Brothers working steady in spite of the usual winter slowdown of heavy construction.

Had a nice turnout at our regular meeting of the Calaveras employees in the office at San Andreas.

Brothers Dave Dondero and William Schowerer and Joe Roper were reported as on the sick list. We wish them a speedy recovery.

One thing I'm certain
That isn't so funny,
Is to have too much month
At the end of the money.

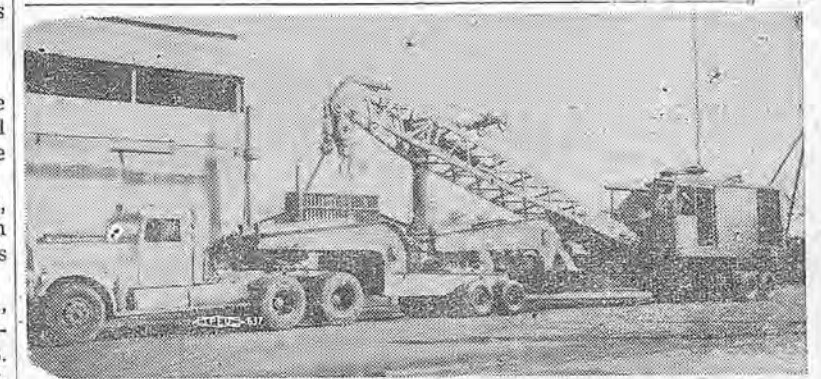
Teacher: "Where is the capital of the United States?"
Student: "All over the world."

Some women have found the best remedy for dishpan hands is hanging an apron on their husbands.

Back up your union, support your labor press—be a better member in '55!

'Labor's Aims Good For All the People'

Detroit.—"I will continue to fight for things organized labor hopes to achieve, for labor does not ask for anything that is not good for all the people," says U. S. Senator-elect Patrick McNamara (D., Mich.).



WORLD'S BIGGEST TRUCK CRANE — This 147,000-pound K-55 Linkbelt Crane has been christened the "Galloping Goose" by Operating Engineers now using her in Southern California. The rig was especially planned for refinery operations, to take the place of the wooden gin pole. She moves fast, has 42 tires, 70-foot boom, 60-ton capacity, and 12-ton counter-balance.

'SHOWPLACE' FOLSOM DAM NEARS FINISH

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

The constructors of Folsom Dam have resumed operations after a one week shutdown over the holidays. The same crew is doing the engineering. This project is in the finishing stages and this year should see it completed. According to all reports this dam will be one of the showplaces of California.

Guy F. Atkinson Co. has completed the powerhouse at Folsom and has all but moved out at this writing. Stolte, Inc., has moved into the completed powerhouse to install the electrical equipment which will take several months to finish.

Continental Drilling Co., with Bro. Dick Theis in charge, are progressing rapidly with their grouting of the galleries in the main structure at Folsom. Another couple months should see this phase completed.

H. Earl Parker has the upstream clearing well under control. This, too, will be finished in the early spring.

The Gordon Pollock Co. have finished the fish hatchery at Nimbus and will be moved out this week. Stockton Const. Co. have started a pipeline to connect with Nimbus Dam to the fish hatchery. They will be completed in a month or so.

The constructors of Nimbus Dam, Winston-Johnson, have completed the structures and have moved everything, except the office and a few pieces of equipment, to Southern California. Stolte Inc. also have the installation of powerhouse equipment at this dam. This year should see power from both dams on the American River.

The Baldwin Contracting Co. were low bidders, \$1,576,913, on 13 miles of paving on the Roseville freeway. They have not yet indicated a starting time but we're hoping it will be very soon.

Fred J. Early Co. were low bidders, \$241,111, on a sewage treatment plant located at Camp Kohler near McClellan Field. They have not started yet but should do so in the very near future.

Practically all dirt work in this area is at a standstill due to the December rains which have also raised our out-of-work list considerably. The subdivisions are down completely with the exception of a few fordsons and ditchers.

In checking the gravel plants we find all of them working with a full crew, building stock piles, batching, hot stuff, etc. A. Teichert & Son have four rigs stripping at the Del Paso Rock Co. on the American River, with Brother Ken Fox in charge.

J. D. Pitcher Drilling Co. have a rig at the California Rock Products Co. at Auburn. They are drilling 120-foot blast holes at the quarry. Bro. J. D. Sells operates this rig and Bro. T. W. (Scotty) Scott does the helping and greasing. This plant has shut down for repairs and will resume operations about May.

The Piombo highway job at Applegate has been officially shut down by the State Highway Department. It looks like about May before operations begin here. Piombo, at Placerville, is still going with about half a crew. Bad weather will also shut off this operation.

Frederickson & Watson have finished the Sly Park Dams and are practically moved out. T. E. Connolly are progressing rapidly with their tunnel lining and another two months will see completion here. Engineering Constructors start at the tunnel with their seven-mile pipeline which is also 70 per cent completed. This pipeline stops at the railroad tracks in Camino.

In surveying the work situation for 1955 we find that this district should have plenty of work for all Engineers in this locality. There are several highway jobs coming in the near future. One will be from Auburn to Newcastle and should be a good job. Another will be let on Highway 50 near Fresh Pond. We are hoping for the federal allocation for Highway 40 development over Donner Summit. With these and subdivisions and other work we should have a very prosperous year.

PERSONALS

Brother D. R. Gerke has a HD10 Dozer with winch, and an Austin-Western 3/4-yard dragline available at this time. Call Fair Oaks, YO 7-6178.

Brother Art Dunton owns and operates the Florin Welding Works. Brother Art specializes in automatic hard surfacing with submerged welding technique, portable welders, cat parts, i.e., rollers, idlers, sprockets, etc., and repairing. Call Sacramento HU 6-2764.

Bro. W. S. (Bill) Edwards owns and operates Bill & Leroy's Pet Shop, located at 3306-19th Ave. Bill specializes in monkeys of all types, flying squirrels, and even a deodorized skunk. Call HI 7-9905 or his residence at HI 5-5549.

Bro. Ralph Sykes has recently opened a welding shop located at Roseville. Bro. Ralph does any type of welding, also portable welding and fabricating. Call Roseville Welding Works, Roseville 4235. The shop is located on Highway 40 east of the city limits near the gas distributing plant.

Bro. Don Johnson is the new operator of the Bob-Les Club located on Del Paso Blvd. in North Sacramento. When in that vicinity, drop in to see Brother Johnson and his wife, Dot.

Bro. Hugh Monahan now operates the Cottage Cafe at Folsom. This is located next door to the Sutter Club which is well known among the Engineers in this area. Pass by to see Brother Monahan when in that area.

HERE AND THERE WITH THE BROTHERS

VERNE MOORE visiting Sacramento; RAY AUSTIN and CARL GENTRY likewise; LEROY HART-SAW and FRED COX finishing lots with a fordson at Placerville; LONNIE PIKE playing a piccolo on TV; JACK CARWIN working on a crusher; LYNN DOUGLAS helping; CARL BAKER in the middle of a crusher; GLENN ROBERTS welding a bucket; BENNIE ELLSWORTH bailing gravel; NORMAN WING leveling for a truck crane; DOUG BUTLER going to work at 5 a.m.; BOB HALL running a TD24; NED VALENTINE pioneering; VERN JONES visiting a dredge; AL DIXON looking over a muddy pit; BUCK PELTON grading a freeway; LLOYD DAVIDSON gradall technician; JOHN MacMURDO keeping wind up; DEWEY CLENDENIN taking a ride to Auburn; ORVILLE GODFREY washing parts; BRONCO JOHNSON blading a sewer line; BILL LANDRUM-??; RED GORHAM fixing an auto; MEL WISSLER working on a truck crane; DON CRAIG in the middle of a truck crane; VIRGIL WIMMER digging a cat out of the mud; JESSE KYLE oiling a backhoe; BOB HINKSON keeping the mechanics busy; CARL LARSEN watching a whirley; NICK GAVRILKO bailing rock; BRUCE AYRES feeding a plant; AL TAFOLLA operating a hackley; GEORGE CROGAN operating a Koering 27-E; KENNETH BELT watching compressors; FRENCHY GONYEAU making instant coffee; JOE MILLER rolling a belt; CHUCK TAYLOR lowering electrical equipment; DEL WELLS running a 275-ton bridge crane; HANK DOERING paying dues and assessment; LEE ROEDER fishing for strippers; HAROLD HUSTON dropping by to say hello.

Wishes for speedy recoveries go to: Ray Culp who recently had surgery performed on his knee and is now on crutches; John Disney who has been in the Roseville Hospital with a heart ailment; Clyde Stephenson who is in the hospital as a result of an auto accident; and Sterling Pirtle who underwent surgery for ulcers.

BLOOD BANK

Sincere thanks goes to the following donors to our Blood Bank:

Fresno Keeps Busy Despite Bad Weather

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

In spite of the bad weather—fog, rain and frost and not seeing the sun there still is quite a bit of activity going on whenever ground conditions permit.

Peter Kiewit Co. and Frederickson & Kasler, at the Castle Air Force Base in Merced, have about the most activity of all contracts in this area. Their rock plant runs three shifts making base material, and Rush Construction is setting up a plant to run the washed aggregate. They have quite a spread of cats and 20's on the excavation. They also are setting up two batch plants and a hot plant.

Stolte Inc. is still doing some work at Castle AFB and Clarence Ward Co. has started on its contract for the utility buildings. Standard Materials still has some paving to do but cannot finish until weather permits. Kovick Bros. are putting in storm drains at the Base.

M. J. Ruddy & Sons are still crushing rock for their Plainsburg road job, out of Planada, but they will not be able to work on this road until next spring. Granite Construction is busy on subdivision work. Gene Richards Paving Co. was all set to get started on their paving job at Los Banos but after several stops and starts on account of frost and rain have stopped all operations for awhile.

FRESNO FREEWAY

Guy F. Atkinson Co. still have their 20's working on the north end of the Fresno Freeway, have another month or so to do on the grading. This company is putting the import borrow on their job at the Visalia Plaza and has set up a batch plant and will be ready to start paving within three weeks or so.

Kovick Bros. have two draglines and one shovel on repair work on the Friant-Kern Canal, out of Orosi. PCA's rock plant at Lemon Cove has slowed down but will pick up now since Clement Co. set up their hot plant to make material for the Guy F. Atkinson Visalia Plaza job.

Baldwin Construction Co. has lost very little time on their job at Cairns Corner, still hauling in sub-grade material. Frederickson & Kasler, at Porterville, are moving most of their equipment to Edwards Air Base. This company,

Anita Koenig, Fred E. Lacert, Mrs. Ada Wilkinson, Don Pickel, Mrs. Ida Pickel, P. F. Ekberg, Norman Creech and E. C. Larsen.

Remember this office is open every Thursday from 7-9 p.m. for your convenience!

The intellect has only one failing, which, to be sure, is a considerable one. It has no conscience. —J. R. Lowell.

When you help out a man in trouble you can be sure of one thing. He won't forget you—the next time he is in trouble.

with Peter Kiewit, in a joint venture, were low bidders on a contract at the Edwards Air Base in Kern County.

John Ferry has a rock plant all set up east of Porterville and now running, making the aggregate for the Gordon Ball jobs on Highway 99, starting at Earlimart south through Delano in Kern County. This latter company is making very good progress on its Tulare County job and has subbed some of the work on the Kern County project to Ball & Simpson.

Gerald Brewster of Avenal is doing the earth work for Granite Construction Co. east of Coalinga on Jayne Ave., and is progressing very nicely. Granite Co. is setting up a hot plant close to the job site. Macco Co. is driving piling for the bridges.

IN THE OILFIELDS

Quite a bit of activity has been going on for the past two months on the West Side in the oilfields.

Dave Folsom Co., Harris & Allen, Valley Crane & Rigging, Jimmie Boyd, and W. M. Lyles Co. are doing most of the work for the oil companies.

Valley Paving Co. has been delayed in getting started on moving the import barrow on the C. E. Moseman Co. job on Whitney Avenue west of Riverdale. Hubbs Equipment Co., from Colton, Ca. has started on its Bureau of Reclamation job located southwest of Madera, with the S. E. Boyd Co. as subcontractor with a spread of five MRS's. Longest haul is three miles.

Still have quite a bit of activity on subdivisions with underground and street work.

In spite of all the activity going on in this area this winter, we still have a large out-of-work list.

Brothers, again may we remind you of the BLOOD BANK. Now would be the time for all to donate.

Construction Awards

DECEMBER 21, 1954

SACRAMENTO, contracts awarded as follows: (1) to Baldwin Contracting Co., P. O. Box 269, Marysville, \$1,576,913 for 13.1 mi. surf. with pltmix. on cem. tr. base and untr. base, betw. Ben Ali and 0.5 mi. east of Roseville; and (2) to R. E. Hertel, 2904 Regina Way, Sacto., \$11,760 for repair exist. timber bridge across Bear Creek, 25 mi. west of Williams.

STOCKTON, contract awarded to S. M. McGaw Co., 307 Elks Bldg., Stockton, \$43,835 for const. sanit. sewer, water sys. and street improv. in Unit 3, Park Woods.

ST. GEORGE, UTAH, contract awarded to Lembke, Clough & King, Inc., Box 1391, Las Vegas, \$1,023,616 for const. Proj. Smart at Pioneer (Lower Smith) Mesa, near Virgin City, Utah.

DECEMBER 22, 1954

MILLBRAE, contract awarded to Owen D. McCue, 304 El Camino Real, Millbrae, \$7,545 for extend Center St., City of Millbrae.

SALT LAKE CITY, UTAH, contract awarded to R. K. McCullough Const. Co., 676 G St., Salt Lake City, \$112,050 for const. two conc. block bldgs. at Marine Corps Reserve Training Facil., Naval Reserve Training Cntr., Salt Lake City.

MILLBRAE, contract awarded to Pisano Bros., 1800 Stockton Ave., Santa Clara, \$4,600 for const. 14-in. water line in Silva Tract, Millbrae.

DECEMBER 23, 1954

SAN FRANCISCO, contract awarded to Chas. L. Harney, 575 Berry St., S.F., \$7,987 for const. site work for new Lick-Wilmerding School, located on Ocean Ave. betw. Tara and Howth Sts.

DECEMBER 24, 1954

ALAMEDA, contract awarded to O. C. Jones & Sons, 1520 4th St., Berkeley, \$12,763 for repl. bitum. taxiway with conc. pave., patching, const. AC transition sec., move 3 lights and inst. taxiway light with necessary earthwork, paving, etc., at Naval Air Station, Alameda.

DECEMBER 27, 1954

EUREKA, contract awarded to Mercer-Fraser, 2nd and Commercial Sts., Eureka, \$4,435 for removal of RR ties on Myrtle St. from 5th to 7th Sts., in city of Eureka.

DECEMBER 28, 1954

CARSON CITY, NEV., contract awarded to Silver State Const. Co., Inc., 859 S. Maine, Fallon, Nev., \$329,988 for const. por. of PHS on U.S. Rt. 93 betw. 2 mi. north and 13 mi. north of Pioche, in LINCOLN COUNTY, NEV.

SACRAMENTO, contract awarded to Brighton Engineering Co., P. O. Box 1, Perkins, \$18,744 for const. a prefab. metal bldg. and surf. with pltmix. surf. over untr. base a portion of yard area, at warehouse site on Folsom Blvd. near 59th St., in SACRAMENTO COUNTY.

BERKELEY, contract awarded to Walsh Const. Co., 785 Market St., S.F., \$740,803 for const. Richmond approach for Richmond-San Rafael Bridge acr. S.F. Bay, in City of Richmond, CONTRA COSTA COUNTY.

DECEMBER 29, 1954

MILL VALLEY, contract awarded to E. A. Forde Co., P. O. Box 306, San Anselmo, \$3,830 for place 1,345 sq. yd. asph. conc. pavement at Mill Valley AF Station, Mill Valley.



Here's the beginning of an 8.4-mile brand new stretch of expressway which has eliminated one of the worst, most dangerous traffic bottlenecks in the West. In foreground is the Mountain House inter-

change. The old highway veers off to the left. The new route cuts straight across the yellow hills and winds up at Tracy, where traffic slows down to a walk and where a by-pass arrangement is much in demand.

What's Doing in the Oakland Area

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

The year of 1955 is starting out much the same as the past four or five years have begun. A number of jobs shut down at the end of the year, increasing our out-of-work list considerably. Upon opening the office on January 3rd, we added 100 more names to the list, bringing up the total to over 500 men, in all classifications, registered for work. However, the old-timers who have followed construction work for a number of years realize that this is a condition which has existed for many, many years, and they know that there is very little that the union can do to rectify the situation, even though the Business Agents wish that each and every member might have year-around employment.

We can, however, look forward to our share of work to be done in this area when the rains subside, and the construction season begins once more. In the meantime we can only endeavor to spread what little work is available around as best we can.

The H. K. Ferguson Company was awarded a contract for the construction of a new engine laboratory, to be built in Richmond, for the California Research Corporation, a subsidiary of the Standard Oil Company of California. The new laboratory will have two floors to be used for research, offices, shop facilities, and a basement. In addition to the new building, a wing will also be added to the existing administration building and laboratory, which will be used to provide additional space for chemical laboratories and engineering offices.

Duncanson and Harrelson, who were awarded a sub-contract for the pile driving, have approximately 500 60-foot piling to drive. The excavating and grading for the new building is being handled by J. Henry Harris, who has two cranes and one dozer on this job at the present time.

Fredrickson and Watson are proceeding on schedule on their portion of the work being done in connection with the Eastshore Freeway in West Oakland, which was begun during September of 1954. Sixty per cent of the import borrow has been placed. Approximately 35% of this company's contract, which includes the foundations, pillars for the structures, and miscellaneous road work has been completed. Their contract also calls for the laying of 9,338 lineal feet of drain pipe. A crew of seven engineers is keeping busy on the project at the present time. Eighty per cent of the pile driving work, which is being handled by the Raymond Concrete Pile Company, has been completed.

MANY SUBDIVISIONS

There continues to be a fair amount of activity created by the continuation of work on the numerous subdivisions being developed throughout Alameda and Contra Costa counties. A brief mention of the contractors engaged in the various phases of work on these projects may be of interest at this time.

Tom Hanna's cat spread is operating on the Goforth Tract, Hayward, with plenty of mud to contend with. Hanna's equipment is grading for the home sites and streets. L. C. Jensen has a number of our members at work on this tract, laying a storm drainage system. The P. and E. Construction Company has moved their rigs back to San Jose for the winter, but are planning to return to this tract in the spring. Their contract calls for the installation of the sanitary sewer system. The M.G.M. Construction Company will lay all the water pipe on the tract. Gonzales is handling the horizontal boring in connection with the water system. Martin Williams still has several survey parties working with the above contractors.

A number of contractors have equipment on the Oliver Rousseau Tract in Hayward, and on the Conway-Culligan Tract in Irvington. The C. J. Woods Company is grading and paving streets on the Rousseau Tract, and Galbraith Construction Company is doing the pipe laying. Leo Piazza, a San Jose firm, has the new section of the Conway-Culligan Tract known as

Irvington Square to grade and pave.

The Russell Development Company has started its new tract in Irvington, to be known as Russell Park. This builder has the option on 5,000 lots. Twenty-six homes are now under construction.

McGuire and Hester are keeping busy grading and paving streets on the "Liv-Mor" Tract, where Bros. Gerald Fisher and Johnny Johnson are operating blades, and Pat Ferrari is the greaser. 123 homes will be built on this tract. One hundred and twenty-four homes are to be built just next door, on the A'tadena Subdivision, which is being developed by the Four Companies. The McElvain Construction Company from Niles is underway on grading and paving work at DeAnza Gardens, which is just down the road a short way.

Silva Brothers have several members operating equipment on the Jensen Tract in east Livermore, and a number of other engineers working on Jensen's other tract in Pleasanton.

Other contractors engaged in work of a similar nature on some of the other subdivisions are the Wynn Construction Company, Lee Construction Company, Rose and Matoza, Frank Freitas and the Jibson Brothers, the Clements Construction Company, O. C. Jones, and Redgewick and Banke.

A crew working for J. H. Fitzmaurice is currently doing grading and paving work on the parking and playground area of the new Irvington grammar school. The brothers making up this crew are Bros. Dominic Arata, foreman; J. R. Jackman, on a blade, and George Middleton, operating a T.D. 9 loader.

Work on the grading and paving of the new Strowbridge grammar school grounds on which Rose and Matoza have had a crew working for the past several weeks, is now reaching completion. This company is also finishing up the grading and paving on the grounds of a new grammar school in Castro Valley.

Songroth Brothers are finishing their grading and paving of the Centerville high school grounds.

Brown and Kruli still have their crew of four engineers working on the 9 hole addition to the Hayward Golf Links. It looks like these brothers will be kept busy at this location for the next month to come.

Martin Brothers have just taken delivery on a new P. and H. Model 255A Crawler Crane, with all the attachments. Bro. Pat Acompora is trying it for "fit", and has Tony Salvatore doing the oiling.

Bro. A. Urricelqui has been keeping quite a few of the members busy throughout the year on various excavating jobs. His latest project consists of moving 90,000 yards of dirt at Lafayette Heights, a housing project south of Lafayette. At the present time there are five carryalls, three dozers, one push-cat, and one blade at this job site, where 40,000 yards of dirt remain to be moved.

The Richard H. Lincoln Company recently completed the Little Sisters of the Palms Shopping Center, which is the first new business

building to be erected in the town of Mission San Jose during the past 50 years. The excavating and paving of the grounds was handled by Jibson Brothers.

STREET WORK

Lee J. Immel has several jobs in progress at this time in the city of Richmond, and a small street reconstruction job in Pinole. One of the jobs in Richmond is the resurfacing of the streets, and the curb, gutter and driveway work on the Pullman Park Tract. On Immel's payroll at this location are Bros. Ray Fredig and Gordon Campbell, foremen; Irvin Cox and Russell Bates on blades; Louis Lively on a dragline and clam; Richard Aveliz on a roller and loader, and Bob Enge doing the oiling. When the Pullman Tract job is completed this crew will begin the street reconstruction job on Central Avenue and Hoffman Blvd. in Richmond. Their contract in Pinole calls for the reconstruction of 2nd Avenue, between San Pablo and Nob Hill Avenue. The grading has been completed, and the crusher run-base has been placed, but the laying of the black top is being held up until such time as a new water main is put in. A number of the brothers are also being kept busy in Immel's repair shop in San Pablo. A crew made up of Bros. Frank McAfee, Ken Peden and Leonard Pierce, under the able supervision of Hans Enge, master mechanic, are repairing cats, cranes, carryalls, Barber Green pavers, rollers and trucks. When outside construction is slow the operators and oiler come into the shop and do repair work.

C. F. Braun and Company are building a dry ice plant on 9th Avenue and the Embarcadero in Oakland, for the Liquid Carbonic Corporation, a Chicago firm. When the building is completed and in operation, 50 tons of dry ice will be produced each day. A crew of from five to seven engineers will be at work on the new building, with plans calling for it to be completed and in operation by June 1st, of 1955.

Two thousand cubic yards of fill have already been placed on the site. On Braun's payroll are Bros. Charles Johnston, operating a Lorain crane; Ralph Chaney, as the special operator; Roy Cameron, operating a loader; Thomas Roemer is the chainman, and Frank Stimac is doing the oiling. The Raymond Concrete Pile Company is handling the pile driving, with 405 piling to drive.

Bro. Lonnie Treat, who can be found at 2257 North Main Street in Walnut Creek, is perhaps better known in construction circles as "Shewar Paving Company". Lonnie has a steady crew of engineers organized who can really do paving. This crew is made up of the following brothers: John Wertz and George Benadom, blade operators; Jim Saunders, the mechanic; Carl Iness, foreman; Neal Batt, loader operator; Leo Anderson, carryall operator, and Tom Foster, the Fordson jockey and roller man.

Stolte-Gallagher and Burke have a contract to install 6,000 feet of concrete drainage pipe, from University Avenue in Berkeley to the El Cerrito Overpass on the Eastshore freeway. The drainage system will provide drainage for the new four-lane Eastshore Freeway. This company also has 1.9 miles of grading and paving work in this same general area, and also has the construction of a reinforced concrete overpass, and underpass. Work was begun on December 29th, with 450 working days required to complete all the various phases. On Stolte-Gallagher and Burke's payroll are Bros. Virgil Welton, foreman; Paulus Craig, on a backhoe; Hoyt Blackwelder, on a dozer, and Dwight Courtney doing the oiling.

Observe Safety Rules!

P.G.&E. PLANT

The P. G. and E. Steam Plant at Pittsburg, which was started in April of 1952, is now nearing completion, and it is expected that it will be finished by February of this year, with the exception of some finish grading and clean-up work. A good many of our members have had steady work on this job for the past three years. C. C. Moore has had as many as 20 engineers employed, while the Bechtel Corporation employed 36 engineers under the very able supervision of Bro. Jack Summerville at peak operation.

Bro. Summerville is "old man steam plant" himself, having been connected with steam plants continuously since February 1949, when construction on the Antioch steam plant was started. At Pittsburg, the following members of Local 3 are still employed: Bros. "Whitey" Freeman and Ralph Smith on truck cranes, "Brig" Young operating a tugger hoist Homer Conn on a handi-crane, Everett Sasser on the 60-ton overhead crane, "Red" Bishop, mechanic, and, last but not least, Bro. George Brooks grade boss.

News About The Brothers

Bro. E. G. Gomez recently returned from a successful hunting trip near Sheridan, Wyo., where game is plentiful and big. Bro. Gomez tells us that 5,000 deer, 246 elk, and 700 antelope were taken out of one area of 18,000 miles. No count was made of the number of bear taken out. The license fee for out-of-state hunters is \$20.00 with a limit of two deer, or by paying \$100.00 a hunter is permitted to take out a bear, a deer, an antelope, an elk, and the limit of birds and fish. This certainly sounds to us like a real hunter's paradise.

Bro. Paul Warner, who was formerly employed at the P.C.A. plant, has taken over a new Mobile Oil Service Station at the four corners at Monument Blvd. and Meadow Lane near Concord, and is fully equipped to service your car rapidly and efficiently.

In addition to keeping as busy as is possible this time of the year as an oiler, Bro. Danny Nieto also does television and radio repair work. Danny, who does very fine work at reasonable rates, is located at 21176 Gribben Avenue, Hayward, telephone JEFFerson 7-7447.

One of our well known former members, Bro. Alvin Bradley, stopped in just prior to Christmas to extend to us the greetings of the season. Bro. Bradley was in uniform as he is a master sergeant in the United States Army, Infantry, 2nd Division, and is stationed at Ft. Lewis, Washington.

Bro. Edward L. Burns, one of our oilers and the youngest son of Bro. J. G. "Tiny" Burns, stopped by recently to pick up a service withdrawal, as he was leaving for service with the United States Air Force on the 3rd of January. Also we had during this past month the deposit of a service withdrawal by Bro. John Nolan, 3a, who previously to his period of service worked at the Bay Cities Equipment Company.

Bro. H. E. Flock, who works for the McDonough Steel Company, dropped in to wish us a happy New Year and to inform us that he was on his way to Reno to be married! We would like to wish the best of luck to Bro. and Mrs. Flock.

Another marriage which was brought to our attention recently is that of Bro. Harold Lane, equipment operator for the Clements Construction Company, who was married in the fall to Dorothy



Oakland Diesel Classes

The class in Diesel Operation and Maintenance presented on Tuesday and Thursday evenings began the winter term at Technical Adult School, Broadway and 42nd Street, Oakland, on January 4, according to Henning Edlund, principal.

Presented in a well-equipped shop, the class is designed to give the mechanic an opportunity to up-grade himself in the maintenance of diesel engines, including truck, tractor, locomotive, marine, and heavy duty construction machines used in highway construction.

Practical experience supplemented by lectures on the diesel engine, its various parts and accessories, types and styles, are part of the course.

Diesel class meetings are held each Tuesday and Thursday from 7 to 10 p.m. under the instruction of Charles Graves, an experienced teacher, chief engineer, and contributor to national diesel publications. A related class in machine shop is also presented on the same evenings.

Complete information on these courses may be obtained at the adult school office by calling OLYmpic 3-0842.

Silva, their wedding taking place in Klamath Falls, Oregon, where Bro. Lane was employed at the time.

The Vernon Beecroft home was made brighter during the holiday season by the arrival of twin daughters, born December 17th, and the Joseph Beauchemin's welcomed their first child, a son, on December 18th.

We are certain, too, that the families of Grover Braddock and Ray Butterfield enjoyed the Christmas season a great deal more than they otherwise might have because both Ray and Grover were released from Peralta Hospital in time to spend Christmas at home. We were not able to find out whether or not Bros. Bob Parker and Marvin Collins were released from the hospital in time for the holidays, but we certainly hope that by this time they are well on the road to recovery!

Bro. Keith Little signed in on the out-of-work list during December for the first time in quite a while, having spent the past year in Alaska, where he was employed by Pomeroy and M. and K. Corporation as paving superintendent.

We also had an opportunity for a brief visit with Bro. Leonard Champion, who has been spending the past year in Caracas, Venezuela. Bro. Champion, who is employed by the Raymond Concrete Pile Company, plans to return to South America again in January.

★ ★ ★

The oil in the crankcase of your car has many enemies—metal particles, dust, acids, water, gasoline, soot, sludge. All of these decrease the efficiency of your engine and cause it to wear unnecessarily. Change oil regularly—it's far cheaper than having to rebuild an engine that is damaged by dirty oil.

Local 39 News

Social Security Beneficiaries Have Doubled in Last Four Years

The number of old-age and survivors' insurance beneficiaries increased spectacularly during the four-year period following enactment of the 1950 amendments to the Social Security Act, it was announced this month by the U. S. Department of Health, Education and Welfare.

By the end of August, 1954, 6.6 million persons were receiving monthly benefits—more than double the number in August, 1950.

The rapid growth in the number of beneficiaries during the past four years reflects in large part the more liberal eligibility provisions and the broader coverage under the amendments enacted in 1950.

Monthly benefits for August—the last to be paid at the rates prescribed in the 1952 amendments—were being paid at the end of that month at a monthly rate of \$284.9 million, more than four and a half times the rate four years earlier.

The large expansion in the beneficiary rolls and the higher benefit rates provided by the 1950 and 1952 amendments were chiefly responsible for the rapid growth in the monthly rate of benefit payments.

Continuing large increases in the beneficiary rolls and in the amount of monthly benefit payments will also result from the 1954 amendments, which provide higher benefit rates beginning with the September payments and which broaden the coverage of the program, effective January, 1955.

Lumpsum death payments awarded in August amounted to \$8.4 million; these awards were based on the earnings records of 46,000 deceased workers.

The average lumpsum payment per worker represented in the awards during August reached an all-time high of \$179.

* * *

REPORT FROM FRESNO

By M. G. CAMPBELL, Business Representative

On my last trip around the area all engineers were enthused about Christmas, with not too many beefs. Now that Christmas has passed and we are in the New Year with all but one of our members working, we should have very little to worry about, except our Federal, State and automobile taxes. How lucky can one be? If we can rely on our daily news the future looks good.

At our last regular meeting of the Fresno area it was unanimously passed to hold quarterly meetings unless a special meeting was required. In that case the membership would be notified.

Agreements under negotiations: Ice Industry; Laundry Industry; Milk Mfg. and hotels. On my last visit to the St. Agnes Hospital, Brother Shepard had the boiler room pretty well filled up with new equipment to be installed in the new addition to the hospital.

Brother Wyman expects to be back on the job shortly. Next time, Brother, do not take on a bull unless he is smaller than you are, then be careful because a little bull goes a long way.

* * *

Cal. Auto License Deadline, Feb. 4

Branch offices of the Department of Motor Vehicles will be open Saturdays from 8 a.m. to 12 noon during the annual vehicle registration renewal period which ends on Friday, February 4.

Paul Mason, Director of Motor Vehicles, said the Saturday operations in permanent offices would include all types of vehicle registration service, and driver license examining.

Effective dates for the extra service are Saturdays, Jan. 15, 22, and 29 only. During the rest of the year the Department's office hours are 8 a.m. to 5 p.m., Monday through Friday, with limited driver examining service after hours by appointment only in certain metropolitan offices.

Department officials advise motorists renewing their car registrations for 1955 that fastest service is obtained by submitting fees with the new pre-punched reminder statements mailed from Sacramento. The right-hand stub of the card should be filled in with name and address of registered owner, typed or legibly printed. The stub must not be detached and the card should not be stapled, pinned, or folded. Persons who fail to receive a prepared statement may renew by submitting fees with the 1954 white slip.

* * *

Construction Lags in the San Jose Area

By A. J. "BUCK" HOPE and M. G. "MICKEY" MURPHY, Business Representatives

Work has slowed up considerably in the past two weeks due to the rainy weather. Not many new jobs are being let at this time and the projects already in operation are being completed.

P & E Construction have completed their two jobs on the Goforth Development on Bower Lane and on Cypress Ave. and have also shut down some of their jobs in Alameda County due to the rainy season.

Ed Keeble and Dan Caputo are still working on the spillway at Lexington Dam. Ed Keeble is still working on his subdivision at Milpitas and was recently awarded a \$37,600 contract for street and traffic lights on Moorpark and Scott Street in San Jose; this firm also has a 3-month job in Modesto.

Atwater Underground Construction at Milpitas has approximately two weeks work left on this project and already has started work in Gilroy. A. J. Peters have about two weeks work left to complete their section of the sewer and trunk line to the disposal plant on which Lew Jones has the major contract.

A. J. Raisch, Leo Piazza and J. C. Bateman have most of their equipment in the yards now due to too much rain.

Carl N. Swenson Company have about completed the demolition of the old bridge structure across Los Gatos Creek and will soon resume construction of the box culvert, over which the freeway will pass. When this phase of work is completed they will start construction of the new bridge pass-over. L. C. Smith Company are continuing to clear the right-of-way. They now have four Cats on the job and hope to move in additional equipment to start the channel change excavation, about the middle of the month.

George Bianchi were the low bidders on a \$302,000 contract for the construction of a Shopping Center at the intersection of White and Story Roads in San Jose; work to begin later this year.

Permanente has seen fit to lay off a number of the brothers at this time but expect to recall most of them before very long.

Agreements have been signed with W. P. Goodenough and Wm. D. Smith during the past month.

In the Southern Territory work has also slowed down but the sand plants have been able to keep working at a normal capacity. The Kaiser sand plant at Felton is still working a double shift; P.C.A. on a 40-hour basis and Hansen-Silvey & Sinnott are still working 6 days a week. Grimm Brothers have been fortunate so far in keeping the brothers busy but there has been a considerable lack of work for Granite, Wendall Batt, Roberson Bros. and Jolley & Sons.

Granite Construction are making good progress on their sewer jobs in Salinas and Watsonville and have two more sewer jobs to start in Monterey within the next two weeks.

Monterey Sand under the supervision of Brother Bob McDonald Jr. are employing about 15 Engineers in their three sand plants. Brother Bill Smith still has a Blade and a Jeep working on his subdivision in Salinas.

Gordon Ball has completed the concrete work on the freeway at Salinas and are moving their equipment to Delano. (Brother Moore, please treat these men kindly when they reach your territory.) Granite Construction will lay the hot stuff on the shoulders on this project. John Delphia still has three rigs moving the dirt on the freeway.

Work on the Chesbro Dam has stopped until March when they will complete the dam. The Engineers employed on this project are now working on the roads by-passing the dam.

PERSONALS

We are sorry to report that Bro. Del Armer is in the hospital at Hollister and will be there for a considerable time. Our best wishes to him for a speedy recovery. We are happy to report that Brother Murphy is feeling fine again and will soon be back to work. Brother Petersen is still working in San Jose during Brother Murphy's absence.

Field Survey Notes—

HUNGER AND INSECURITY... OR A GOOD STRONG UNION?

By AL BOARDMAN, Business Representative

This is the time of year when everyone should take an inventory of his or her status in life. We as Engineers should take stock of the basic facts that affect our economic security.

This your correspondent believes can be done by a series of questions that deserve an answer from all of those so-called professionals who oppose unions.

Have his thinking processes been so trained or overtrained in the fields of research, engineering and production that to think of himself or his family needs is considered undignified and a sacrilege to the profession?

Has he been, or is he still being, trained to sell his soul for a professional title, while he gives freely of himself to his employer, for whom he makes possible lucrative financial returns, while he wonders why his wife says she can't meet the grocer and butcher bills and complains because she can't buy a new dress?

Is he being deliberately trained to think only of engineering progress and the development of new ideas for his employer, as the only true professional attitude, because if he stopped to apply his thinking processes to himself, part of his employer's profits would be diverted to his own pay envelope for the use of his family?

Why is his thinking being trained along the paths of self-sacrifice and economic suffering—with the mythical fantasies that, like his boss, he also will own a large mansion, cars, and have servants galore; only to awaken at the age of 50 and discover the professional fraud and duplicity practiced on him; that his employer has used him to fill his own (the employer's) coffers and that there was no self-sacrificing or suffering by the employer?

Why does he refuse to admit to himself that while a doctor, dentist, attorney or accountant can hang out a "shingle" and start practicing his profession, that the engineer is not so lucky—because to practice engineering and engineering development requires a fabulous financial investment?

Why is he constantly being reminded by the employer-dominated professional societies that he must remain an "Individualist" with a capital "I" and that unions destroy his professional standing and ethics?

Does his employer practice "ethics" at all times with his clients or customers?

Why is the employer so interested in shielding him from the economic teamwork through unions, yet his employer brags about the "teamwork" of his Alma Mater when he returns from the college athletic contests; by the way, can the employee engineer afford to attend these college athletic contests and festivities? Shouldn't he also be able to enjoy them?

Why does he shy away from asking himself whether the professional societies' preached ethics are in opposition to union rates of pay (his own salary is less)? Is it unethical to be well paid? Would his inadequate salary be even what it is if it were not for the existence of a bona fide engineering union like the Operating Engineers?

Why, at the first sign of a business recession, does he hope against hope that his employer will not fire him and keep a lower-paid engineer, regardless of ability?

Is it ethical to be fired after giving his employer 10, 15, or 20 years of the best that's in him?

Is it professional ethics that dic-

tates the employers' repeated assertions that he (the employee engineer) doesn't have enough experience and that he only has the theoretical college training, but when he reaches the age of 45 or gets gray hair sooner—he is too old, he's too slow—in fact, he is "over the hill"?

Why does he investigate the minutest detail of an engineering problem, but be afraid to investigate what the union has and is accomplishing for its membership?

Why are the professional societies discouraging the engineer from investigating the benefits of bona fide unionism? Why have the societies encouraged membership in so-called "company unions" and why have some of the professional societies even financed company-type unions whose constitutions provide that the employee engineer cannot have the union bargain for him?

When will the employee engineer take time to find out (and how many of the Operating Engineers' members will undertake to help him find out) that the business of a union is the building up of the life and economics of its members; that a union's functions include collective bargaining for benefits, the policing of achieved benefits, handling of grievances, combating of unfavorable legislation; in short, the "Emancipation of the Engineer"?

Friends of Cecil Wells, long-time Party Chief for Frost & Brian, will be shocked to learn of his sudden passing. He was a loyal union man and a trusted friend. We shall miss his helping hand.

Here is some interesting news, a long felt need heartily endorsed by this column.

INSTRUCTION CLASSES

T. J. Rivas, one of our members with 30 years of field experience, will conduct a personally supervised course of instruction for Rodmen, Chainmen, and those Instrumentmen who may be interested. The course will be held over a six-week period, with two night classes a week, of two hours each. This brief but comprehensive course will stress fundamentals, short cuts to field problems, computations, simplified curves, simplified D. M. D. method, adjustments, maintenance and repair of instruments. Further particulars may be obtained by dropping a card or letter giving your name and address to T. J. Rivas, 4236 25th St., San Francisco. Bulletin will be mailed to you without any obligation. Private instruction is available.

Next 3-E meeting will be Friday, January 28, at 8 p.m., 474 Valencia St., San Francisco.

* * *

How sweet the girl,
How true, how brave,
Who can kiss her man
When he needs a shave.

* * *

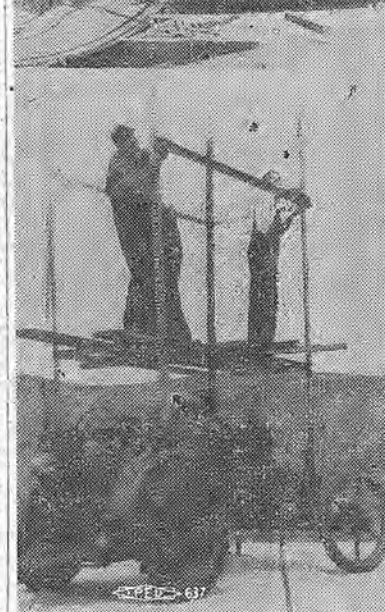
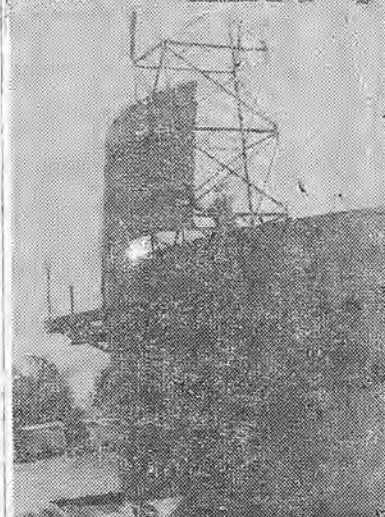
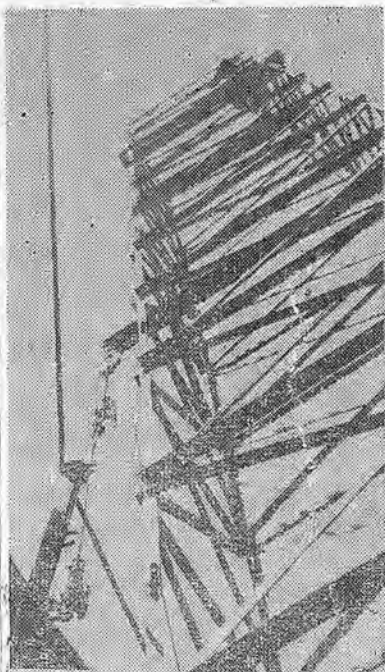
Our major cities have become so congested with cars and trucks there are now only two kinds of parking—illegal and no.

* * *

Lady: "What can I do to have soft, beautiful hands?"
Beauty Specialist: "Nothing madam—and do it all day long."

* * *

One of the tempering influences in resisting temptation is that it may never come again.



PG&E Steam Plant at Morro Bay, a \$40-million project, is well along. These pics show erection of a 500,000-gallon water tank for storage of water used in the steam plant. One boilermaker was killed and several injured on this tank job. Bottom view shows tractor and men erecting construction tower. Middle picture shows a 3,200-pound plate with the tower at 31 feet. Top view shows men finishing top section. The tractor has a LeRoi motor, a winch, and a compressor built in.

We would like to remind the Brothers that the 5th ANNUAL MEETING OF THE ENGINEERS' NEWS SOCIETY will be held on Friday, January 28, at 8 p.m., 474 Valencia St., San Francisco.

MENT OF \$6 IS DUE AND PAYABLE NOW. This is your Burial Insurance and Good Standing Fund. Do not let it slip away from you NOW.

Keep Due Paid Up!

Utah News Roundup

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

The Utah State Road Commission has set up its road building program for 1955 and it is one of the largest on record with a contemplated expenditure in excess of eleven million dollars.

One of the first jobs on the agenda will be the job on the upper end of Parley's Canyon, eliminating the death strip around Mt. Dell reservoir. This job should start as soon as the weather permits.

The lower portion of the Parley's Canyon job will probably come in 1956 as the traffic has to be completely cut off during construction in the narrow section near the old quarry. The traffic has to be rerouted through Emigration and Weber canyons. Also, the road connecting Parley's Canyon and Emigration Canyon is on the agenda for a resurfacing job in 1955.

Another good project to come early in 1955 is the North Temple road from the Airport to Saltair. This job should run around \$800,000 and could employ quite a few operators for some time.

DUGWAY FROZE UP

Work in Dugway is at a standstill due to the heavy frost which hampers the compaction factor. It seems the company (Gibbons & Reed) could get the compaction up to specifications all right, but after a few nights of sub-zero weather the ground would swell and the compaction process would have to start all over again. Gibbons and Reed, Thorn Const. Co. and Jacobsen Const. Co. are the contractors who now have work in Dugway which is shut down, but they should resume operations early as, generally speaking, spring comes about March 1st in Dugway.

Most of the sewer contractors are down temporarily due to about 12 to 14 inches of frost, while some of them are desperately trying to figure out a way to overcome this obstacle.

Vukich and M.G.R. Co. have rented a ripper and two "D-8s" from Gibbons and Reed to loosen the old dirt a little. Tiago Const. Co. has improvised a burner affair (sort of a modern day defroster) to overcome the steel grip that Mother Nature gets on things around Utah every winter at this time. We certainly wish them all luck in this as we have had a goodly number of No. 3 men employed on these jobs.

22-FOOT PIPE TRENCH

Young & Smith has started the 84-inch sewer line in North Salt Lake. The job consists of about 4000 feet of pipe at depths up to 22 feet. In that section of town this could be quite a job. At this writing the men on the job are Deward Stringham, supervisor, Marion Cook, operator on the P&H "955" and Brother Glen Kitchen, oiler. As we say, the job is just starting and should take a few more operators as it proceeds. The company has leased a "1201" Lima from United Concrete Pipe Co. Also on the job (how could I forget) is Johnny Ernst who is doing a little repair work before things get under way.

Work on the First Security Bank at 4th South and Main is still going along with Utah Const. Co., the general contractor, employing our operators and several sub-contractors also using No. 3 men. Utah Const. Co. is also doing quite a job on the annex to the 1st South and Main branch of the same bank.

Work elsewhere around this area is very slow at this time of year which certainly is not unusual. We do have quite a number of good jobs to start as soon as spring comes and the outlook for new work promises to be very good. So, all in all, 1955 should be a bang-up year in the construction industry in Utah and with the support of all members of Local No. 3 we expect to make some big Union gains.

Northern Area

The usual winter shut downs have caused the unemployed roll to increase a great deal the past few weeks. The frost is down over 30 inches in some areas and has caused the excavating to stop on most of the jobs.

Morrison & Khudsen have a number of men still busy on the canal work in Morgan County. This work at the present time consists of pioneering and wasting of excess material.

Young & Smith Const. Co. has been able to keep moving on right of way and pioneering work on their excavating sub-contract from United Concrete Pipe Co. on the Davis aqueduct.

The Mountain Fuel Supply Co. has awarded several contracts for main gas line extensions to the Waterfall Const. Co. These jobs should keep Waterfall's crews busy for several weeks.

Wheelwright Const. Co. has been awarded the contract for \$819,610 for the earth work and concrete pipe lines on the Weber aqueduct and work is to start as soon as the weather permits.

Lloyd Underwood submitted the low bid of \$607,691 for the moving and remodeling of 76 homes for the Washington Terrace Housing Corp. This bid is in excess of the engineer's estimate and there is some question as to whether the contract will be awarded.

The runway and other additional facilities on the Hill Air Force project are scheduled to be bid during the next four months and should improve the work situation in this area.

Several road jobs have been approved for Northern Utah during the coming year. Included in the state program are 7 miles of Highway 30 west of Tremonton and 5 miles of Highway 30 between Echo Junction and Henefer. Resurfacing of Washington Ave. and widening and resurfacing of Wall Ave. and a section of secondary road from Blue Creek Junction to Promoting Point also are included.

The weather will be the determining factor on how soon work will start again. The amount of work already under way on proposed jobs should keep all the men busy during the coming year.

Southern Section

This new year has found us with little work and a very plentiful supply of good operators riding the bench. The fact that there is still some motion on the labor front at this time of year is reassuring.

The most active job in our section is Consolidated Western Steel Company's pipe fabricating plant at Geneva. There has been a speed-up of operations here with the project going on a two-shift basis of 10 hours each. A person can hardly see any of the plant for rigs. Shurtleff and Andrews have three of their truck cranes on this job, namely, a truck mounted Gradeall, two backhoes, and a 1201 Lima. Some of the recent operators on this work are Bro. Ray Barney, on the 1201 when he gets it to running (they had to overhaul it before they could get it off the car); Bro. "Danie" Bertleson on the A-frame, Bro. C. R. Bridget on the Pumpcrete, Bro. Clyde Snedeger on the Wayne Crane with Bro. Reese Allan oiling for him. One more job like this and it would be June in January in these parts.

The State Road Commission should get busy and get some jobs advertised. There is one contractor who has a job to go to in the spring. The other contractors finished their work before bad weather and don't have much to start on. There has been lots of talk about work, but little action.

I believe the majority of our membership enjoyed a very good year in Utah in 1954. Work was slow getting started but caught on fast and lasted good. We can only surmise, hope and pray that we will be equally successful in the present year.

We have word that the work has

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 St., Salt Lake City, Utah.
 Lang Company—All Called Meetings.
 Cedar City Iron Mines, Thursday, January 27, 1955, 8:00 P.M., El Escalante Hotel, Cedar City, Utah.
 Kennecott Copper Mines Tuesday, January 25, 1955, 1:30 P.M. and 3:00 P.M., Civic Center, Bingham Canyon, Utah.

Schedule of State Road Meetings

Cedar City State Road Wednesday, January 26, 1955, 7:30 P.M., El Escalante Hotel, Cedar City, Utah.
 All other State Road Meetings will be Called Meetings.

been awarded on the test site at Virgin. The work on this project will begin immediately and serve to relieve the pressure of unemployment.

State Road

With all its problems—good and bad—1954 is checking out. In general, it has not been a very good year. In most cases, contract-wise, the gains made were small and only obtained after intense and prolonged negotiations and in many cases throughout the nation only after strike action was taken. We point this out to you brothers in the State Road unit of Operating Engineers to point out that where tools are furnished to work with, in a manner of speaking, and laws given us for bargaining rights, the going has been really rough; but where no tools are furnished the going is much rougher. That has been the situation in Utah on the State Road and has proven to us more than ever the need to get some laws on the books which will give people who choose to work for a public body such as the State, a right to have representation of their own choosing and job security. A joint effort is now being made before the 1955 legislature for just that. Some of the brothers have dropped out of our ranks. Seems they forget permanent gains which we have accomplished during the past four years. To them we say, get a pencil and paper and compare their situation as of the fall of 1950 with that of today.

Sometimes it takes adversity such as 1954 to separate the strong from the weak. We hope those who have fallen by the wayside will get back in the scrap. It's going to take men with courage to fight to get a worthwhile program.

For the information of State Road Employees in the various districts, the following Business Representatives are handling your problems: District No. 1, George Farrell, phone Ogden 2-1200; Districts No. 2, 5 and 6, Charles Cockayne, phone Salt Lake 8-8551; Districts 3 and 4 and Utah County below American Fork shops, Jay Neeley, phone Provo 1715-J; District No. 6, east of Heber, Glen Fullmer, phone Salt Lake 8-8551.

Cedar Iron Mines

We now come to the end of a year in the Iron Mining Industry in the Cedar area which could be termed crudely as "lousy."

We were fortunate to be able to place on construction jobs many who were affected by the numerous layoffs which have taken place. This proved very helpful to them and their families. Those who were not able to leave the area have stood by with an optimistic attitude, looking for future developments in the iron ore business.

On December 28, 1954, at the office at Iron Springs, your representatives met with Earl Frye, Ben McEwan and the local Cedar Mines officials in an effort to see that the end of the year layoff was made according to Rule No. 14 as near as possible. The meeting lasted all day and we came close to a mutual

agreement. The records were laid out with each man's seniority rights thoroughly discussed and all cases were given the consideration due them.

Kennecott Copper

After a couple of months of trial we are still not completely in accord with the final draft of the Health & Welfare Plan. However, a meeting has been arranged with the company director of the Plan, Dave Houston, in an attempt to correct several points which are in error as to the negotiated plan. We hope by the time you read this epistle the matter will be corrected and the booklet on press. Generally speaking the program seems to be proving its value, and we sincerely believe that with a few corrections, the program is a good and better than the average plan. Those who have found it necessary to use it indicate the plan is good.

So that all members will become more familiar with this plan, we will attempt in this and future issues of the Engineers News to give you an explanation of its provisions.

If you are a full time employee, you are eligible for the following hospital benefits: Up to \$11 per day for ward accommodation for 365 days plus \$220 for miscellaneous hospital charges. The company interprets this clause to mean \$11 per day for ward accommodations only. That is, if the hospital charges \$8 per day for a ward that is all they will pay. We contend that if the hospital does not have a ward available or if a doctor orders a semi-private or private room, then the plan must pay \$11 per day for these accommodations.

The miscellaneous hospital allowance is payable for any period for which room and board benefits are payable. This includes charges for an outside anesthetist, and local ambulance to and from a hospital. It also is payable for emergency treatment in case of an accident at a hospital or in a doctor's office, provided treatment is within 24 hours. If you have an operation this clause provides treatment and medical care either in the hospital or after you are discharged.

If you wish to have hospital or medical claim form on hand, call the Company Employment office and they will be mailed to you, or contact your steward. In the next issue we will try to cover some more provisions of this plan.

Brother Chick Pierce has been in the hospital and is now back to work. Brother Dick Smith is also in the hospital, to which he was confined on Christmas Day, but should be out soon.

The year 1954 has just shuffled out of existence and it has been a bum one at Kennecott as years go. We're not sorry to see it end. We hope the change in the national political scene will result in a better year (1955) for the workers. Recently we heard the comment, "All you're interested in is the welfare of the workers." It seems he doesn't have sense enough to know that prosperity for the workers spells prosperity for all. Well, you just can't please every-

U.S. Rates Tools Over Workers In Tax Setup

A noted economist agreed with the AFL and other liberal groups that "the present tax setup tends to fall with greatest harshness on workers and salaried persons whose income comes entirely from personal services."

Merryle Rukeysor, writing in the Washington Post-Times Herald, said:

"Believe it or not, the tax law treats inanimate property—physical things such as tools, houses, business machines, etc.—more tenderly than human beings. Owners are permitted under the law to make deductions from net taxable income for wearing out tools, or depreciation; for going out of debt, or wearing out of machinery, and so on.

"But no similar accounting adjustment is made for the limited life span, or limited supply of energy. As far as the tax law is concerned, the receipts in the wage and salary envelope are all income, with no allowance for the using up of the reservoir of human energy."

Construction Awards

OAKLAND, contract awarded to Souza Bros. and H. J. McCue, P. O. Box 325, Yuba City, \$27,257 for const. Alvarado Levee betw. Marsh Road and Main Outlet Channel, Zone No. 3-A proj., ALAMEDA COUNTY.

LINDSAY, contract awarded to Weardco Const. Corp., 3110 W. Beverly Blvd., Montebello, \$13,260 for const. earthwork and strucs., turnout, turnout extension, and Venturi meter inst., Friant-Kern Canal, Central Valley Proj., near Orange Cove, Calif.

DECEMBER 30, 1954

SAN FRANCISCO, contract awarded to I. J. Ely Co., P. O. Box 834, Larkspur, \$8,627 for about 0.2 mi. on curve widened and super-elevated with pltmix. surf. on untr. base and imp. borrow, at Biss's Corner, abt. 1.6 mi. south of Sonoma, SONOMA COUNTY.

MOFFETT FIELD, contract awarded to Santa Clara Const. Co., 1178 Martin Ave., Santa Clara, \$7,250 for apply seal coat on auto parking areas at U.S. Naval Air Station, Moffett Field.

MONTEREY, contract awarded to Granite Const. Co., P. O. Box 900, Watsonville, \$6,770 for const. conc. curbs, walks and pave sub-grade, base and asph. wearing surf. at 5th St. Entrance Road et al, U.S. Naval Postgraduate Sch., Monterey.

JANUARY 4, 1955

SAN FRANCISCO, contr. awarded to Pipelining, Inc., Box 457, Wilmington, \$23,514 for reconditioning 30" steel pipeline, betw. Santa Clara Ave. and Portola Drive and Fairfield Way & Ocean Avenue.

NAPA, contract awarded to Slin- sen Const. Co., P. O. Box 539, Napa, \$82,261 for construction of various city streets in City of Napa.

MCCLELLAND AFB, contract awarded to A. Teichert & Son, Inc., 1931 Stockton Blvd., Sacramento, \$2,150 for overlay of roadway at Dixon Transmitter Site, YOLO COUNTY.

body, but we aim to keep trying. There are several new problems before the management at this time. These problems have arisen as a result of the recent hiring and moving of men by bids. However, we expect to have them solved immediately.

Our appeal to the Unemployment Dept. for your compensation for time lost due to the August strike is about completed and we expect an early decision from the Appeals Referee. We hope that the overtures on the part of Kennecott for better labor-management relations prove good, and that in the event of a favorable decision from the department, they will take it in good grace.

QUAKE BANGS UP EUREKA; RECONSTRUCTION JOB BEGINS

By A. R. McCaffrey, Business Representative

On the threshold of a brand new year, we are pleased to report to you that the outlook for this year is a good one for the Engineers in the Redwood Empire. With considerable new work to be let and a lot of unfinished work left from last year to be completed, it looks like everybody will be busy around here.

An earthquake of enormous intensity shook Humboldt County Tuesday December 21, at 11:57 a.m., causing several million dollars worth of damages. At least 50 persons were injured and it is a miracle indeed that a number of persons weren't killed.

The violent shock cut a swath of destruction in its errant path. Buildings shook, creaked and swayed; chimneys toppled; store-windows buckled and cracked, crashing onto the sidewalks in a fierce rain of breaking glass.

According to seismologists, the quake put out more energy than the nation's electric power facilities could produce in 2 1/2 years. The figure was listed as more than 2 1/2 trillion horsepower hours.

There was a temporary total power blackout of the city and the fire department answered 12 calls from 11:57 a.m. to 4:00 p.m., but no major conflagrations developed. There was some damage done to gas mains, but repairs were quickly made.

Traffic was jammed as people rushed to their homes to check on the safety of their loved ones and to assay property damage soon after the force of the tremor expended itself, but both during and after the quake there was surprisingly little panic.

Dr. H. D. McGinitie, professor of geology at Humboldt State College, said that the temblor was as severe as the Bakersfield earthquake in the summer of 1952. Professor McGinitie said that the earthquake registered 6.5 on the Richter scale at Humboldt State, heavier total than the 1933 earthquake in Long Beach. Since the big quake we have had 40 minor shocks, sometimes several in one day.

Construction has slowed down as usual this time of the season due to the uncertain weather. We have the consolation though that there is approximately 12 million dollars

worth of construction work slated to be let just in the vicinity of Eureka, plus all of the Federal, County and City work to be let. All indications point to the fact that this will be one of the best and busiest seasons yet in the Redwood Empire and we will be hoping for an early start.

As of January 3, 1955, our office is now located at 2806 Broadway, in the new Engineers building. Our phone number is still the same, Hillside 2-6201.

Unvented Heaters Are Dangerous!

With the coming of the winter season, Director of Industrial Relations Paul Scharrenberg again issued a warning to all state residents on the dangerous use of unvented gas heaters. Each winter many men, women and children die needlessly from carbon monoxide poisoning or burns received from open-flame unvented heaters.

A necessary precaution before placing heating equipment in use is to have it checked and adjusted.

A few other simple rules should be observed. Before retiring, turn off the heater. Leave windows open to admit a sufficient amount of air. Do not use the oven for room heating.

Such equipment also creates a heavy humid condition within a room.

These factors contributed heavily to the consideration given by the Legislature in adopting amendments to the State Housing Act in 1951, prohibiting the use of unvented non-approved gas appliances.

Don McNeill reports a housewife's life is easy: "All she has to do is look like a girl, think like a man, act like a lady, and work like a dog."

'55 Construction Outlook Good

(APL Release)

Washington.—Here's good news for 1955 for the building and construction trades:

"If you had plenty of work during the past year, chances are excellent you will have plenty of work in 1955."

That's the word from the AFL Building and Construction Trades Department, whose affiliated unions represent more than 3,000,000 workers.

In its current monthly publication, the Department surveyed the outlook for 1955 and said:

"The outlook for construction in 1955 is good.

"1954 was one of the best in our history and 1955 should be better.

"We are very optimistic about the coming year."

The survey then listed these prospects for the various segments of the industry:

Housing—Private and government experts predict an increase of 10 to 13 per cent. Millions of World War II veterans still eligible for GI home loan privileges, millions of other people feel that buy-

ing a house in 1955 will be a good investment.

Commercial Construction, Religious and Private Educational Building—Will likely expand still more in 1955. Architectural Forum and Dodge Reports are even more optimistic about the volume than government experts.

Public Construction—Expected to increase from 5 to 10 per cent.

Highway Construction—About 20 per cent higher reflecting the expanded program of Federal Aid to Highways and an increase in toll roads.

Public Schools—Should increase 16 per cent.

Federal Construction—Expected to show a further but much smaller reduction than in 1954. However, plans for Federal public government buildings are in the works and should be available if need for pump-priming should arise.

"In this general note of optimism about construction prospects," the Department said "there should be some note of caution.

"Although construction is the biggest segment of our economy it does not operate in a vacuum. The rest of the economy must remain strong. As we have seen in the past year, activity in construction can bolster the economy greatly but not forever."

80% of Cal. Union Members Covered By Health Plans

(State Fed. Release)

Four out of every five employees under union contracts in California now have health and welfare benefits included in the terms of their contract, the California Dept. of Industrial Relations announces.

More than a million California workers are presently covered by health and welfare plans negotiated between their unions and their employers.

This is eight times the number at the beginning of 1950, according to surveys made by the Division of Labor Statistics and Research of the California Dept. of Industrial Relations.

Contracts currently on file with the Division which include health and welfare benefits cover 1,072,000 workers, compared with 134,500 at the beginning of 1950.

In the past year, unions representing a large number of workers in the Los Angeles metropolitan area, particularly in construction, have negotiated health and welfare plans with their employers. The proportion of union workers having such in this area, 84 per cent, is still below the 87 per cent figure in the San Francisco-Oakland metropolitan area.

In the remainder of the state, 74 per cent of all workers under union contract are covered by negotiated health and welfare plans.

The Division of Labor Statistics and Research and the Stanford University Medical School are currently conducting a joint survey of labor-management health and welfare plans. M. I. Gershenson, chief of the Division of Labor Statistics and Research, Dept. of Industrial Relations, and Dr. Charles Gardipee, of the Dept. of Preventive Medicine, Stanford University Medical School, are directing the study.

JANUARY 5, 1955

SAN FRANCISCO, contr. awarded to Ira H. Larsen Co., 64 South Park, San Francisco, \$131,211 for construction of Patrick Henry Elementary School, 19th and Kansas Sts., San Francisco.

SAN JOSE, contr. awarded to Precision Drilling Co., Box 693, Santa Rosa, \$18,880 for drill and test two gravel packed water wells at San Jose State College.

WALNUT CREEK, cont. awarded to D. Prodanovich, 750-81st Ave., Oakland, \$26,410 for state highway sewer relocation No. 3, relocate sewers at corner of Mt. Diablo Blvd. and Pleasant Hill Road.

Oh, for the good old days when the only form of radio-activity was listening to Amos 'n' Andy!

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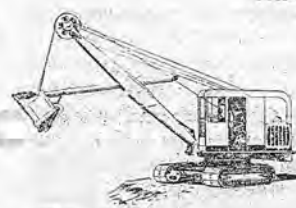
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*Do You Know It?***YOUR WELFARE PLAN**

By P. E. VANDEWARK
Assistant Local Union Manager

This question and answer column is intended to better acquaint you with your Health and Welfare Plan.

1. Question: Are there any extended benefits under the plan?

Answer: Yes, if your insurance terminates when you are totally disabled, your hospital, surgical and medical benefits will continue in force for three months provided you remain totally disabled during this three month period. You will be covered if you go to the hospital or require surgery. This extended benefit also applies to your dependents in the same manner as it applies to you.

2. Question: What identification does any one covered under this plan need when going under a doctor's care or requiring hospital service?

Answer: An identification card will be furnished to you upon request from any of the offices of Local 3. Copies of the master policy for your individual use will also be furnished in the very near future.

3. Question: How do I file a claim?

Answer: One may obtain claim form from any one of Local 3's offices and please follow the instructions thereon when filing said claim.

4. Question: What is an assignment as shown boxed in on the claim form?

Answer: An assignment is the method by which you authorize the office of the Welfare Fund to pay your benefits directly to your doctor or your hospital. If you desire to do this, a place for your signature is provided on the claim form. In the case of charges by your doctor or hospital are lower than the respective amount of benefit to

which you are entitled, the Trust Fund will pay you the difference.

5. Question: How is your claim form processed?

Answer: Upon receipt of your claim form in the Welfare Office trained personnel immediately check the claim as to benefits required. These are then ordered paid in accordance with the schedule of benefits provided for under the Plan.

6. Question: What benefits are also payable in addition to industrial compensation payments as the result of an injury on the job?

Answer: Basically, the Health and Welfare Plan is intended to reimburse the member or his dependents for injury or sickness arising away from the job but there are a few exceptions to this rule. In the case of the loss of a hand, arm, foot, leg or an eye arising out of an injury on the job then in that case the Welfare Plan will pay you for such loss in accordance with the schedule of benefits set forth in the booklet.

7. Question: How long does it take to have a claim processed and payment made?

Answer: The normal time required in the processing and the ordering of payments in accordance with the schedule of benefits should not exceed fourteen days.

8. Question: Does this claim form have to be signed by any one other than myself?

Answer: Yes, your claim form must be signed by either your doctor or the hospital or both in the case of a surgical operation. (To be continued in the next issue.)

\$57 Million for No. Calif. Highways

(Continued from Page One)
Feather River bridge, \$280,000.

Sacramento: U.S. 50, S. Joaquin county line, 6 mi. south, 4-lane, \$3,600,000.

San Francisco: SR 1, Fulton to Lake St., 6-lane, \$200,000. Embarcadero Freeway, Bridge to Broadway, \$2,600,000.

San Joaquin: U.S. 99, Lathrop Rd. to Turner Sta., 4-lane, \$1,400,000. SR 12, E. of Clements to Calaveras County, \$400,000.

San Mateo: U.S. 101 to S. Clara line, \$240,000. 101, Rosedale to Victoria, \$300,000. 101, Bayshore, Willow Rd. interchange, \$930,000. 101, Bayshore, Butler Rd. to SF line, structure across Candlestick Cove, \$2,000,000.

Santa Clara: U.S. 101, Llagas Creek to Ford Rd., 4-lane, \$1,000,000. 101, to S. Mateo line, \$240,000. 101, Bayshore in S. Jose, S. Clara St. to Rosa St., \$1,600,000. SR 25, S. Benito line to 101, \$420,000.

Santa Cruz: SR 1, Los Gatos hwy. to Mission St., 4-lane, \$1,270,000.

Shasta: U.S. 99, Crespo's to Vollmer's, 4-lane, \$1,200,000. U.S. 299, Montgomery Creek to Hillcrest, \$685,000.

Solano: U.S. 40, Carquinez bridge to Greenfield Ave., \$310,000. SR 12, Suisun to 5 mi. E., \$250,000.

Sonoma: SR 1, Jenner to Mendocino line, \$200,000. Sebastopol to 101, \$140,000.

Tehama: U.S. 99E, Butte Co. line to Los Molinos, \$850,000.

Trinity: U.S. 299, Vitzhum's to Tom Lang Gulch, \$700,000.

Tulare: U.S. 99, Earlhamart, 6 mi. N., 4-lane, \$2,000,000. SR 65, Deer Creek to Linda Vista Ave., \$900,000.

Tuolumne: SR 49, Shawmut grade, \$375,000. Columbia Wye to Calaveras line, \$100,000.

Yolo: U.S. 99W, Cache Creek to Yolo, bridge, \$460,000.

Yuba: U.S. 99E, Olivehurst to Marysville, 4-lane, \$700,000. U.S. 40 Alt., Simmerly Slough bridge, underpass, \$725,000.

Service Withdrawal Cards

Robert L. Block
Edward Lee Burns
Robert L. Davidson
Donald J. Darkenwald
Buddy Dory
James W. George
Carl James Kirkpatrick
Donald Myers
John J. Smith
L. J. Weirich

Men at Work

Shown here at the Gates & Fox tunnel job on Putah Creek standing in front of the compressor set-up he operates is Bro. Miles Moore, a member of the union for over 10 years. His fellow workers like to blow a little about Miles because he is such a good egg, a hard worker with a nice family, one who always does his part, believes strongly in the union and its business agents, and never asks any special favors, despite the fact that he lost his right arm at the shoulder. More power to you, Bro. Miles!

Winter Jobs Hold Up Well for Local 3 Members in Peninsula District

By CHET ELLIOTT, Business Representative

Although the out-of-work list has grown considerably in this office during the past month, employment for engineers has held up extremely well for this time of the year. Many of the brothers who are now out of work have jobs to go to as soon as the weather permits. All of the large highway

and real estate developing projects, such as Pimbo's job, L. C. Smith's Coast Highway job, and the Sterling Builders' job at Pedro Valley and Belmont. Also the Trousdale Sub-division at the Mills Estate continue to operate every day it is possible to do so.

The Pimbo Construction Co. is progressing as well as can be expected on their State Highway Freeway Project, which is now more than 90 per cent complete. Would have been finished by this date if the weather had been favorable. This firm has now moved their office force to their new headquarters at San Carlos and are now busy moving the shop and yard to the new location.

Brother Charles Berger, owner and manager of the Allied Trucking Co. has a shovel crew and a fleet of cats and blades operating on the new unit of the Fiesta Gardens subdivision, off 19th Avenue, adjacent to the Bay Meadows race track.

While visiting this job your representative contacted Bros. Pitts, Jones, Sell, Spanne and several others. According to Bro. Berger's report, he has a large construction program to put into operation this season that will employ many members of Local 3 for the entire year.

The L. C. Smith Company of San Mateo were the successful bidders for the underground work and street paving on the Country Club Manor Real Estate Development Project in Hillsborough. Williams & Burrows and the Paulson Nursery Company are also operating at this point remodeling the club house and relocating the golf course to make room for the building of homes.

SUBDIVISION WORK
Brother Reese Woodhouse of The Douglas & Woodhouse Company have a crew of engineers operating on sub-division work at Portola. Brothers Brown, Frederickson, Mosier and others were contacted at this location.

Foreman Brother Smith assisted by operators Brothers Bastiani, Pittard and several others are operating under adverse weather conditions on the Finsen and Oddstadt Real Estate Development job

PLENTY S.F. JOBS BUT WAIT ON WEATHER

By PAUL EDGEcombe and PAT CLANCY, Business Representatives

Now that the holiday season is over everyone has a new outlook for this year. Weather has taken its turn putting in a delay especially in the dirt moving schedule. Most of the jobs so far this winter have been a hit and miss affair. This, of course, is nothing unusual at this time of the year, but with a few days of sunshine operations begin to roll again.

Building construction hasn't suffered too great a delay up till now.

Resurfacing and street repair work has practically been at a standstill during the holiday season. This, of course, is due to the merchants' complaints of interruptions of their customers' convenience. Several of the paving companies have good contracts on various resurfacing jobs throughout the city. Now that they can resume this type of work should pick up when weather permits.

Contract has been let and construction has begun on the largest single warehousing facilities in the San Francisco area. This will be the S. & W. Fine Foods building, located on Schwerin Street, and will be their main office and storage warehouse in this vicinity. Eaton & Smith have started the excavation for this building.

Similar to this type of warehouse is the new addition to the American Can Co. at 3rd and 23rd Sts. J. H. Pomeroy is the contractor and

Western Crane Service's truck cranes are doing all the hoisting. The special type of concrete that they are using on this modern building warrants the "on the job" concrete mixer.

The new Equitable Life Insurance building has begun to take the shape of a skyscraper with Dinwiddie Co. now pouring concrete on the 24th floor.

Cahill Construction has the concrete almost all poured on the new 9-story downtown garage which will be a self-parking ramp style garage with a very modern outside appearance.

Pacific Mutual Insurance's 9-story building at Kearny and California Streets, with MacDonald, Young & Nelson as the contractor, has begun to sprout out of the ground.

Devencenzi & Haskins have been busy on various excavation jobs around the city, including excavation for the site of the new Salvation Army building.

Work continues on the Herbert Hoover Junior High School which covers considerable ground area on the sidehill of 14th Avenue and Santiago Street. James I. Barnes is the contractor.

Daily City sewer outlet, extending from Westlake to Lake Merced tie in, is about two-thirds completed. M & K Corporation has its NW dragline doing the excavating and pouring.

Shipyard work has held a steady level for the past few months with Bethlehem Steel keeping quite a crew busy on two shifts.

Triple A Shipyards have been busy on repair work for the last couple of months. This company recently leased the dry dock yard at Richmond to do all their work that requires those facilities. Major repair will continue to be done at Pier 64.

Building material plants have operated on a continual basis all winter and have had steady crews consistently employed.

\$550-Million Trinity Project to Congress

California Congressmen said last week they were planning to introduce bills authorizing the \$550,000,000 Trinity-San Luis water project west of Redding.

Rep. Clair Engle said hearings on his measure will be held as soon as possible by the House Interior Committee, which he will head. Sen. Thomas H. Kuchel said he will introduce bills for federal aid in building two other California water projects in addition.

The Trinity project calls for diversion of 700,000 acre feet from Trinity River into the Central Valley Project system. Engle called it "the best remaining in the West." It will furnish water that will soon be urgently needed in the Sacramento Valley.

Altamont Express Road a Good Job

(Continued from Page One)

Delta-Mendota Canal, as shown in the above picture. This vital link in the huge Central Valleys Project carries the white gold, water, from the plentiful rain regions of the north hundreds of miles southward into the arid country and is probably the forerunner of an extension that will take the precious liquid all the way from Mt. Shasta's white dome southward some 800 miles to the Mexican border.

Thus, Highway 50, key route to both East and South, crosses path with Delta-Mendota—both being crucial man-made links to progress.

The new 8.4-mile route replaces an old 9.5-mile two-lane twisting road. Average daily traffic on this road is 11,300 vehicles, 12.5 per cent of them trucks. Many lives were lost on the old road in auto accidents caused by attempts at passing.

The job was first started in September 1952, with contract to McCammon-Wunderlich Co. and C. K. Moseman of Palo Alto. A second contract with Gordon H. Ball, San Ramon Valley Land Co., and Clements & Co. was approved June 30, 1954, for completion by connections and paving.

An outstanding construction feature of the second contract was the speed at which the portland cement concrete pavement was placed. An average of 1,090 cubic yards of concrete placed per day was maintained throughout the paving

