

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" magazine, 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 sail- long distances, and the attendant ing on the big freeway, a project problems. that typifies and symbolizes the challenges presented to California is its association with the big IVAN WILEY population influx its

The symbolic feature of this job

(Continued on Page 12)

\$285,000.

Fresno: U.S. 99 to West Ave., 6-

reka limits, \$900,000. North of city limits, \$850,000. 101 to Mad River

Lake: SR 20, Laurel Dell to Tule

wood Creek, \$475,000. SR 1, Little

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

Canal St. to 1.8 mi, N. of Salinas Sunnybrook Dr. to Pleasant Hill River, 4-lane, bridge, \$1,366,000. Rd., 6 and 8-lane, \$3,800,000. West 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)

### OFFICIAL NOTICE TO MEMBERS

CARRY YOUR MEMBERSHIP CARD !! Your membership card should be carried with you at all times for identication 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.

Del Norte: U.S. 101, to Smith

of Pleasant Hill, \$1,500,000. North

limits, Walnut Creek, 4-lane,

\$3,580,000. W. Creek to Danville,

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
  - Richmond

## 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 BONOR 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!

2 AL 24 5 300 1



## and Natio Name OPERATING ENGINEERS LOCAL UNION No. 3

#### HANGES 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.

1. 25

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 E would like to know is if my hushand 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 buy 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 probebly be sufficient to prove your ege. The best proof of age is a certificate; however, it is hirth recognized that many states did Not maintain complete records until later years. Where no birth certificate is available, other convincing evidence such as baptismal pecords, school or military records. insurance policies, marriage records or other documents estabhshed years ago are sufficient to prove age.

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

Answer: Your payments will stop if you remarry. Your remarmage 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 hit about the "disability freeze." Is to 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 fajury, bodily sickness, mental illness, or blindness.

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

Answer: Yes. Social Security

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 thenranging 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 down my back. 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.



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 loca; 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

"'Oh, I'm sorry,' Bob said.

## **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. Arn 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 Digenan, 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 Wil-liams, 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 ★ 🖈

The middle section will accommodate the rest of the laundry. To remove the soiled clothing, simply unbutton the shirt ...

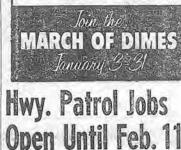
Locate oil cook stoves or heaters a safe distance from curtains or drapes. Otherwise, there's danger the fabrics will be blown into contact with open flame or heating and the dirt vanishes. surfaces.

Here's a fine way to serve con-

Laundry bags can be made from You can clean bathroom walls a man's old shirt. Sew up the cuffs in double-quick time by filling the and shirt tail. Use one sleeve for bathtub with hot water. When the hose; the other for handkerchiefs, 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

Did you ever think of imitating the Finnish steam baths right in your own home? After taking densed cream of chicken soup: Cook real spanking hot sudsy bath, try rubbing your skin vigorously until together and drain; add the bacon 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.



checks can be sent to you anywhere in the world where there is reasonable assurance that you vill 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 grade. period within which certain corrections can be made.

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#### per year

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### 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

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 plainimeter 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,

"'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!

minced bacon, onion and celery 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 rickrack 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.



## THE NEVADA ROUND-UP--

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

with Brother Irvin B. King on the truck crane and his oiler. Brother ernon 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 back into operating condition. Bro.

Brother Eddy Du Bos operating, id the outstanding oiler from Falion, 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 b 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. Laoks like the boom was bent or twisted a bit out of shape. Not too had, 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 GEM'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. Gehres, O. D. Sickles, and Perry 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 cially well for Bro. Nick Piscevich, Truck Crane. That is a dandy! Red as he has a very, very interesting and that Quick Way Truck Crane make a good match. However, Red | days. Rather nice, I'd say! 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 job and three of them work "around 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 nice fellow, and tries to get real along with Red. However, the Quick Way Truck Crane has no oilers. cab for the oiler, and I think the oiler is cold or nervous. Anyway, miss one of the "old hands," Le-

hin Geo Ger The and oth tha rea Ma doin Ind out dra N pan lon but Cli 3. p.m

Steel Erection and Rigging Com-1 company, was on the projects a pany has just about completed the short while back, and as a result new hanger at the Reno Airport 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 Crane raising steel on the job with 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,

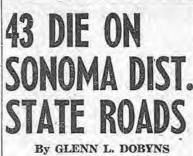
#### A SHIFT IN THE SHAFT

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 Steadman seem to be getting along fine in the shop.

At the Hoist House all is well with the brothers there, and espeitem to keep him occupied these

Anaconda Copper Co. at Yerington, Nev. has been working the pit there steadily. There are four 1500 P & H electric shovels on this the clock," Brothers Fred Polish, Joseph Slogan, 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

The cat operators on this project he shakes when Red screams at moyne Weirich, as he has gone



#### **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 Tatal 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 rightof-way on their job between Reeves Creek and nine miles north of Hillvilla on Highway 101.

# **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 fourlaned 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.

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.

HALL HALL

Three

Tracy Rock & Gravel on Mc-Arthur 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. :

\* \* \*

k

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 0111 19

George E. Miller Co. Bro. Frank	Brothers Charles Willhoyt, Delmar	They have moved in a Marion shovel and if the weather permits	Shire with it of the brothers we	ber in '55!
Ferhard is the head pump man.	Brammer, Melvin Prince, Harold Pryor, William Perkins, James	they will start on the pioneering.	their stations. Bros. Roy Mechling and Charles Mehrten are loading	
That brother pumps more water	Walker, Herschel Wright, Robert.	Transocean Construction Com-	the manganese ore at the mine	Making Alma Cand
and runs from one pump to an-	Cramblit, and John Taylor are the	pany, working on the Middletown	with their Unit Shovel.	'Labor's Aims Good
other in a flat rack truck faster	Brothers who do the cat work for	job, will have all the material	ALTAMONT PASS	
than any brother I ever saw, Frank	A.C.M,	crushed for the base rock in about	P.C.A. at their Kerlinger Plant	For All the Poonla'
really gets around on that job. Bro.	Bro. Milford Farnsworth, who is	two more weeks.		For All the People'
Marvin Lindley has a full time job doing the back filling of the ditch	on the Churn Drill crew, has the	If the weather is favorable they	have had a good run this winter	Detroit "I will continue to
and helping Bro. Don Bruner move	best job of all. "Milt" does all the	will lay the base rock-then head	the late in the Contine before this	fight for things organized labor
out part of the ditch ahead of the	water well drilling for Anaconda.	for the barn for the winter. It will	be late in the Spring before this	hopes to achieve, for labor does
dragline.	(A good man for a good job.)		job is completed.	not ask for anything that is not
Nomellini Construction Com-	Brothers Darrel Merchant, Harold	Pulsipher at the Levlathan Mine	Arthur B. Siri, Inc., of Santa	good for all the people," says
pany's sewer disposal plant in Fal-	Oliver, and Frank Bower are also	in Alpine County, Calif., and he	Rosa completed the levee job at	U.S. Senator-elect Patrick Mc-
lon, Nev. is beginning to shape up.	on the drill crew, and are all doing	says that all he learned from	Cloverdale. Most of the equipment	Namara (D., Mich.).
but it should with Brother Dale	a fine job.	Brother Pulsipher has really helped	from this job is now back in the yard for repairs.	
Clifford on the crane, and Brother	Brother Robert McCollum has	him in his work for "Uncle Sam."	yard for repairs.	
3. M. Scott on the pump in the	been on the P & H Crane here and	Best of luck to "Whitey" at his		
p.m., and Brother Bud (Delicate)	there around the job, and I think	job in the Army!	Elizabeth a	
Jocobsen operating the pumps on	"Bob" likes crane work much		A STREET, STREE	2
the graveyard shift. What a pump	better than shovel or repair.	List of names of men whose		· · · · · · · · · · · · · · · · · · ·
operator that Bud makes! He tells	Brother Clyde "Squint" York has	retroactive pay checks from Isbell		Electron and a second
me that pump deal is just about	left the great Silver State, and now	Const. Co. are being held in the		
his speed. Much better than a	resides at Stockton, Calif., and is	Reno office:		ANZ = 1
Super C or a Dozer. It looks like	working out of the Stockton office.	John W. Beiler, Loyd R. Bird,	A CONTRACTOR OF A CONTRACTOR	
_ocal No. 3 has developed itself	Brother Paul Collette has left	manuel ondiace, o. it. Davis, outin		
another good pump man! I could	Chilcott, Calif., and moved to Ked-	R. Diaz James A. Eavenson, Ellis	A REAL PROPERTY AND A REAL	The second state of the second state of the
'say to Bud that compressors are a	die, Calif., to start the new tunnel	Green, Harry Hamaker.	100 - Salar	
good job too.	job (re-lining) for Utah Const. Co.	A. J. Harris, Stan L. Holman,	Colling and the second	Sales and a second s
IN THE PITS	NO SNAFU HERE	Donald Huntington, Alfred Jacob-	- ALL	and a second
Isbell Const. Co. from Reno,	Brother James E. "Whitey"	sen, Harold E. Johnson, John S.		
Nev., is working steadly at their	Hutcison has entered the Army,			
its in Ely, Nev. Although the tem-	and much to his surprise he was			DRANE - This 147,000-pound K-55
	placed in a Construction Division			the "Galloping Goose" by Operating
below zero, and snow has covered	The second se			rn California. The rig was especially
the ground the work still continues				take the place of the wooden gin
at a fair pace.		tingslow, Raymond Willie, Jerold	12-ton counter-balance.	70-foot boom, 60-ton capacity, and
c. v. isben, president of the	son was an oiler for Brother M. J.	D. ZINDIA.	· 10-ton counter-banance.	

# **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 singes 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 PERSONALS and has all but moved out at this willting. Stolte, Inc., has moved into the completed powerhouse to Western %-yard dragline available mitall the electrical equipment at this time. Call Fair Oaks, YO which will take several months to 7-6178. mish.

1 Our

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 ion shed the fish hatchery at Nimbus and will be moved out this week. Stockton Const. Co. have started a pipeline to connect with Wimbus Dam to the fish hatchery. They will be completed in a month 01' 50,

The constructors of Nimbus Dam, Winston-Johnson, have completed The shop is located on Highway 40 the structures and have moved everything, except the office and a rew pleces of equipment, to Southern California. Stolte Inc. also have installation of powerhouse the 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 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 treatmeat plant located at Camp Kohler near McClellan Field. They have mor 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 completely with the exception of a fev fordsons and ditchers.

In checking the gravel plants we full Fox in charge.

J. D. Pitcher Drilling Co. have a r'g at the California Rock Prodrepairs 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. Picmbo, at Placerville, is still going with about half a crew. Bad weather will also shut off this operation. Fredrickson & Watson have finished the Sly Park Dams and are prostically moved out. T. E. Connol y are progressing rapidly with their tunnel lining and another two months will see completion here. En ineering Constructors start at the tunnel with their seven-mile pip line 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 dropping by to say hello. should have plenty of work for all Engineers in this locality. There in the near future. One will be estal allocation for Highway 40 deweappment over Donner Summit, surgery for ulcers. With these and subdivisions and BLOOD BANK other work we should have a very prosperous year.

Brother D. R. Gerke has a HD10 Dozer with winch, and an Austin-

Brother Art Dunton owns and Continental Drilling Co., with 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. 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. milles of paving on the Roseville 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 walsed our out-of-work list consid- on TV; JACK CARWIN working erably. The subdivisions are down on a crusher; LYNN DOUGLAS helping; CARL BAKER in the middle of a crusher; GLENN ROB-ERTS welding a bucket; BENNIE find all of them working with a ELLSWORTH bailing gravel; crew, building stock piles, NORMAN WING leveling for a batching, hot stuff, etc. A. Teichert | truck crane; DOUG BUTLER go-& Son have four rigs stripping at ing to work at 5 a.m.; BOB HALL the Del Paso Rock Co. on the running a TD24; NED VALEN-Aresrican River, with Brother Ken TINE pioneering; VERN JONES visiting a dredge; AL DIXON looking over a muddy pit; BUCK PEL-TON grading a freeway; LLOYD ucts Co. at Auburn. They are drill- DAVIDSON gradall technician; ing 120-foot blast holes at the JOHN MacMURDO keeping wind quarry. Bro. J. D. Sells operates up; DEWEY CLENDENIN taking this rig and Bro. T. W. (Scotty) a ride to Auburn; ORVILLE GOD-Scott does the helping and greas- FREY washing parts; BRONC ing This plant has shut down for JOHNSON blading a sewer line; BILL LANDRUM-??; RED GOR-HAM fixing an auto; MEL WISS-LER working on a truck crane; DON CRAIG in the middle of a truck crane; VIRGIL WIMMER digging a cat out of the mud; JES-SE 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 stripers; HAROLD HUSTON Wishes for speedy recoveries go to: Ray Culp who recently had are several highway jobs coming surgery performed on his knee and is now on crutches; John Disney from Auburn to Newcastle and who has been in the Roseville Hosshould be a good job. Another will pital with a heart ailment; Clyde he let on Highway 50 near Fresh Stephenson who is in the hospital Foud. We are hoping for the fed- as a result of an auto accident; and Sterling Pirtle who underwent

# 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

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.

trouble you can be sure

with Peter Kiewit, in a joint ven- Dave Folsom Co., Harris & Allen, Force Base in Merced, have about ture, were low bidders on a contract at the Edwards Air Base in Boyd, and W. M. Lyles Co. a 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 Moseman Co. job on Whitney Avethrough 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 you of the BLOOD BANK. Now going on for the past two months would be the time for all to do on the West Side in the oilfields. nate.

onstruction Awards

**DECEMBER 21, 1954** 

SACRAMENTO, contracts awarded as follows: (1) to Baldwin Contrg. Co., P. O. Box 269, Marysville, Berkeley, \$12,763 for repl. bitum. \$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 When you help out a man in Berry St., S.F., \$7,987 for const. 306, San Anselmo, \$3,830 for place for new Lick-Wilmerof one site work 1.345yd, asph SO. thing. He won't forget you-the ding School, located on Ocean Ave. at Mill Valley AF Station, Mill betw. Tara and Howth Sts. Valley. next time he is in trouble.

Valley Crane & Rigging, Jimmie 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. nue west of Riverdale. Hubbe-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 activi 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

**DECEMBER 24, 1954** ALAMEDA, contract awarded t O. C. Jones & Sons, 1520 4th St., 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 remov. 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 LIN-COLN COUNTY, NEV.

SACRAMENTO, contract award ed 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 COS-TA COUNTY.

### **DECEMBER 29, 1954**

MILL VALLEY, contract awarded to E. A. Forde Co., P. O. Box

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



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. Th 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.

### January 15, 1955

ENGINEERS' NEWS

#### What's Doing **Oakland Area** he in

#### 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, building to be erected in the town, P.G.&E. PLANT 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 devel-

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 Altadena Subdivision, which is being developed by the Four Companies. The McElvain Construction Company from Niles is underway on grading and paving work at De-Anza 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 load- | operating a loader; Thomas Roeer.

Work on the grading and paving of the new Strowbridge grammar school grounds on which Rose and Matoza have had a crew working 405 piling to drive. for the past several weeks, is now reaching completion. This company is also finishing up the grading and found at 2257 North Main Street 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.

of Mission San Jose during the 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, Barbar 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, mer is the chainman, and Frank Stimac is doing the oiling. The Raymond Concrete Pile Company is handling the pile driving, with

Bro. Lonnie Treat, who can be 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.

The P. G. and E. Steam Plant at past 50 years. The excavating and 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. Geo.g. Drooks 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 rea 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.



Five

**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 : nd 42nd Street, Oakland, on January 4, according to Henning Edlund,

principal. Presented in a well-equipped shop, the class is designed to rive the mechanic an opportunity to up-grade himself in the main tenance of diesel engines, including truck, tractor, locomotive, mar ne, and heavy duty construction 10achines used in highway const. netion.

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

Diesel class meetings are 1 eld 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 tiese courses may be obtained at the adult school office by calling OLympic 3-0842.

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

The Vernon Beecroft home was made brighter during the holi lay season by the arrival of twin daughters, born December 1'th, and the Joseph Beauchemin's weicomed their first child, a son, dia December 18th.

We are certain, too, that he families of Grover Braddock and Ray Butterfield enjoyed the Ch mas season a great deal more thank 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 Patter and Marvin Collins were released from the hospital in time for the holidays, but we certainly have that by this time they are well on the road to recovery!

oped 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 ette. At the present time there are 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 ters of the Palms Shopping Cen-Conway-Culligan Tract known as ter, which is the first new business

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 Lafayfive 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 Sis-

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!**

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 Equip ment 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 is that of Bro. Harold Lane, equipment operator for the Clements

Bro. Keith Little signed in out 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, Vene+ zuela. Bro. Champion, who is + m++ ployed by the Raymond Conciste Pile Company, plans to return to South America again in January.

\* \* \* The oil in the crankcase of your car has many enemies-metal farticles, dust, acids, water, gasoline, soot, sludge. All of these decrease brought to our attention recently the efficiency of your engine and cause it to wear unnecessarily, Change oil regularly-it's fart Construction Company, who was cheaper than having to rebuild any married in the fall to Dorothy engine that is damaged by dirty it,

#### January 15, 1955

## Local 39 News

## Social Security Beneficiaries Have **Doubled in Last Four Years**

The number of old-age and survivors' insurance beneficiarles in- ficiary rolls and the higher benereased spectacularly during the fit rates provided by the 1950 and four-year period following enact- 1952 amendments were chiefly rement of the 1950 amendments to sponsible for the rapid growth in the Social Security Act, it was announced this month by the U.S. ments. Department of Health, Education and Welfare.

million persons were receiving monthly benefits -- more than ments, which provide higher benedouble the number in August, 1950.

The rapid growth in the number of beneficiaries during the past four broaden the coverage of the proyears reflects in large part the more liberal eligibility provisions and the broader coverage under the amendments enacted in 1950. \$8.4 million; these awards were Monthly benefits for August-the last to be paid at the rates prescribed in the 1952 amendmentswere 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.

### **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

The large expansion in the benethe monthly rate of benefit pay-

Continuing large increases in the beneficiary rolls and in the amount By the end of August, 1954, 6.6 of monthly benefit payments will also result from the 1954 amendfit rates beginning with the September payments and which gram, effective January, 1955.

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.

\* \* \*

### ENGINEERS' NEWS

# 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.

pleted their two jobs on the also shut down some of their jobs 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 Lumpsum death payments and already has started work in awarded in August amounted to 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.

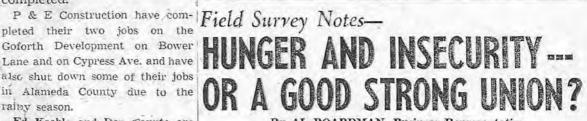
George Bianchi were the low bidders on a \$302,000 contract for the construction of a Shopping Center at the intersection of White and Story Roads in San Jose; work to begin later this year.

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,



### 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 tields 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

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"?

Seven

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 tohelp 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, longtime 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 heart.ly 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 ad-dress to T. J. Rivas, 4236 25th St., San Francisco. Bulletin will be mailed to you without any obligation. Private instruction is available.

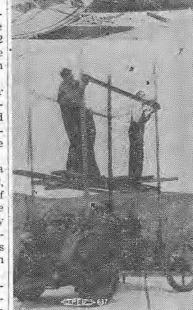
Branch offices of the Department of Motor Vehicles will be open Saturdays from 8 a.m. to 12 noon during the annual vehicle registration renewal period which ends on Friday, February 4.

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.

\* \* Duor Daid II.



PG&E Steam Plant `at Morro ing the dam. Bay, a \$40-million project, is well PERSONALS along. These pics show erection of a 500,000-gallon water tank for Del Armer is in the hospital at storage of water used in the steam Hollister and will be there for a plant. One boilermaker was killed considerable time. Our best wishes and several injured on this tank to him for a speedy recovery. We job. Bottom view shows tractor are happy to report that Brother and men erecting construction Murphy is feeling fine again and tower. Middle picture shows a will soon be back to work. Brother 3,200-pound plate with the tower Petersen is still working in San at 31 feet. Top view shows men Jose during Brother Murphy's finishing top section. The tractor absence. has a LeRoi motor, a winch, and

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-pass-

We are sorry to report that Bro.

We would like to remind the

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 lowerpaid engineer, regardless of ability?

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

MENT OF \$6 IS DUE AND PAY-ABLE NOW. This is your Burial

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 becomeso 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-Insurance and Good Standing Fund in resisting temptation is that its

#### Fight

## Highways, Feather River Jobs '55 OUTLOOK Main Items at Marysville By LES COLLETT and C. R. VAN WINKLE, Business Representatives

Here is our first report for 1955, and I'm happy to get into a new year and hope this will be the happiest and most prosperous the members of Local 3 will have ever had. The weather has been quite severe in the Marysville district since our last writing; however, there are a few bright spots here and there.

this area once more after an ab- ing meetings are important to all sence of about 14 months in the members as it is during these meet-Reno area. They will have a crew ings that the decisions as to what of about 14 members to line Tun- to ask during the coming negotianel No. 83, on the Western Pacific tions with the companies will be Railroad, about two miles east of made, and if any of the members Keddie.

vation finished on the new building meetings will be the time to bring for the State Highway Division such ideas up. here in Marysville. Darrough & Sons did that part of the work and to thoroughly discuss such ideas Charlie Lloyd did the blade work for the same company. They will have quite a bit of concrete to pour on this project with our members filling the job. Los Gatos Const. Co. are still down on the freeway jobs south of town. Jerry Lowrey, a member of Local 3 in this area, has a unit rig with backhoe and dragline attachments, % size, for rent or day work. Jerry's phone is Marysville 2-3828. Anyone in need of this kind of work, please note. P. J. Moore is crushing rock for

P.G.&E. job on the road the Parker Co. just finished near Jarboe Gap. Archie 'Till is the prime contractor. Richter Bros. are still crushing rock in the Yuba River bottoms for the Brown-Ely road job and we understand they will move out to Auburn for Piombo Co. soon.

Kaiser Sand & Gravel Co. of Oroville converted from steam locomotives to Euclid trucks and now have Bro. Dick Whittington on blade doing maintaining on the haul road with Bro. Jimmie Dorris keeping the rigs up mechanically. Bro. Ed Neff is still on the world's oldest and best shovel and can load trucks as well as side dump cars. Ed says he likes to keep busy, so he does.

Stolte Co. is still busy building the bridge across the Feather River for the access roads to the tunnel adits. Buite Creek Rock Co. keeps busy around the Chico area as they always do.

H. Earl Parker Co. has about 12 men out on landleveling. Bro. Vern Hawkins, in charge of this department, said they had been real lucky in getting to work. Baldwin Contr. Co. keeps busy in the shop and their various Sand & Gravel Plants in this district. Brown-Ely Co. shut down the work on their road until better weather. When that will be, no one can say.

#### PERSONAL MENTION

We had a nice visit with Mrs. Jim Dunn, who dropped into the office to pay a year's dues for her husband, who is General Superintendent for M & K Co. Inc. at Karachi, Pakistan. Mrs. Dunn told us of the country, the people and customs. She picked up a Local 3 calendar and some old buttons to take with her for Jim to take pictures. We are looking forward to getting them and news of the Brothers in that country.

Utah Const. Co. are moving into a more prosperous one. The comhave any ideas for improving the Little & Sutton have the exca- present agreements, the coming

> This will give us an opportunity from all viewpoints and to decide whether or not to ask that they be incorporated into the agreements. Don't wait until the negotiations are completed and we are acting upon the results because then it will be too late. Bring up your ideas during the coming meetings and before we meet with the companies.

For your information the following are the expiration dates of the agreements and the dates the agreements will be opened:

The Natomas Co., expires April 30th, opened Feb. 1st

Yuba Consolidated Gold Fields, expires May 31st, opened March 1. Concrete Pipe Companies, expires May 16th, opened March 16. Gladding, McBean Co., expires

June 30th, opened April 1st. Negotiations ordinarily start within two weeks after the opening dates, so if you have any ideas, it will be well to get them in soon as there is not too much time.

Employment has been steady in all units with very few lavofis. There has been some turnover in the dredger companies which necessitated replacements. While this is the slow period for the concrete pipe companies, there have been no layoffs; however, in case of quits, réplacements aren't being made. Gladding, McBean has laid off six men, which with the nine retiring employees, makes a reduction of 15, less one or two returning servicemen.

#### **Meeting Announcements** YUBA CONSOLIDATED GOLD FIELDS:

The next regular meetings of your unit will be held Monday, January 24, 1955, in the Engineers Hall, 1010 "Eye" Street, at the following Marysville, times:

10 a.m. for the night shift workers.

7:30 p.m. for the day shift workers.

### ENGINEERS' NEWS

1 10 1 10

# By E. A. HESTER **Business Representative**

Work is slow in this district at this time, but things look good for '55 when the weather clears and which we predict will begin early when things begin to roll along, this year, namely, about April 1.

McDougal Construction Company of Portland, Oregon, was low bidder on a federal road job at Callahan, Calif. This job connects with M. W. Brown's project. All in all, there is about \$3,000,000 of road work on this stretch and it is rough country.

Claude Wood, of Stockton, was the low bidder on the Clear Creek-Igo job. According to the specifications this will be quite a job; 1,-755 000 cu. yer, of roadway excavating, 9,000 cu. yds. of structural excavating; a lot of back fill, and a teel plate sirder bridge. The bridge alone will be quite a project as it will be kigh and long.

Opening of bids on the Vollmers-La noire project has been postconed until January 26, 1955. This 's the job that we are all looking forward to, as there is about 2,000,-000 yards of material to be moved and it looks rough and rocky.

we have another good road job to look forward to, over Hatchet Mountain, taking off from Montgomery Creek, relocation of Highway 299. Money has been allocated and we expect to see bids opened in the very near future.

Somers & Stacy, of Klamath Falls, have moved in four electric LaTourneau pulls, one dragline and a couple of cats on their canal project, near Red Bluff. They are trying to get started but the old weather man is giving them a bad time.

Rice Bros., Marysville, are still having at it, between storms, on the Sulphur Creek Hill project. I believe that they are determined to finish that job before the winter is over.

Fredrickson & Watson are not doing much-I believe that they have pretty good weather foresight. Weather conditions don't seem to bother Pat Barkley. Pat came

up here from San Jose-he is doing a pipe line job in Red Bluff.

. Walsh Construction Company is making very good progress in the concrete lining of their tunnel at Big Bend. "Haywire" Les Huntington, general superintendent of this project, seems to be very happy about everything. The power house is nearing completion and it looks from here that if everything goes well this job will just about be wound up by June, 1955.

It is still rumored around that it is a pretty sure shot that the

### Northbay Jobs Hold Up By FRANK LAWRENCE and H. O. FOSS, Business Representatives

We learn by the vine that Niles Gravel (Jim Cassidy) & Granite Const. cooking a deal on Black Point Aggregates. Will HAVE to be new plant, also hot plant. Competition will be among us with a big "C." It sounds like Brother Gu-

Slack will still hold the tiller if tied to the wheel. Br6, Paul Ryder injured arm many months ago not responding haust from stomach . . . tough go, to treatment and will possibly be next June before back in harness.

Bro. "Slim" Alyea finished building clam bucket for digging; heats 'em all. At present building a 3tooth ripper to be followed by a sheepfoot. Any brother wanting to see A plus workmanship stop in Amaral shop at Petaluma.

The pre-stressed stringers to complete E. P. & W. bridge job in Petaluma still in test stage. When pass test will be hoisted to position. Same being cast at Gerwick yard in Petaluma, Has Parish Bros. tied up on south end.

The Gerwick yard looks more like steel yard than pile casting yard at this writing. All steel for Redwood Bridge being worked over here.

We hear · Parish Bros. bought N.W. 80 for Petaluma job, two Austin Western 3 unit crusher plants. In deal was given 4 AC's-19's with electric starters as a gift . may use 'em doing chores.

J. D. O'Connor, owner of Norcal spread, will start on 300,000-yard fill for Blackfield - Santa Venetia way soon as ground stops weeping. His 20's be in from Atkinson spread on Waldo soon.

Bro. Dud Day dropped in to pick up year card. Dud does Standard, Union, Gen. Pet. paving all northern Calif. . . . good year-nice bag full for '55.

Ghilotti Bros. taking delivery of N.W. 25-all attachments, Link Belt inree-quarter yard truck crane, 1 TD 14, 1 TD 9, 1 HD 14. Their mix plant about ready to go. This spread going places.

Crown Development, Kentfield, have Justice & Dunn doing landscaping. Vincilione doing the fill. SUBDIVISION

Terra Linda (Alliance, that is) large subdivision north of town change Supers each moon but seem to be spreading.

Calowell about on finish of sewers, etc., on project. Carey Bros. doing grading, Ghilotti Bros. with fingers also in up to elbow. E. A. Ford also on project. Pat Jinks doing house grading. One hell of a bunch of engineers on project.

Ero., Stan. Giffen, foreman for Maggoria, fallin' apart. Seems knee popped a socket. May take surgery to replace. Hope for a speedy

recovery. Bro, Tony Brabo pinched off clearing and grading on Enchanted Knolls Hi, south, Mill Valley junction. / Quite a project . . . be a busy boy . . . took on more equipment. Good going, Tony.

Bro. Harry Cahill just out of hospital . . . new intake and ex-

but so is Harry. Hope to be in harness soon as frost won't nip him. Brother Bortfeld still progressing.

January 15, 1755

Al Moretti, formerly contracto from Petaluma area, now a member of 302. Dropped in with greet-Working around Anchorage ing, and doin' O.K.

We hear Bro. Fred Jensen is selling out. Have not seen him around for quite awhile . . . must be ma Shaffer & Madsen finishing Pre-

sidio job soon and moving back to area on two subdivisions. Both of em supporting '55 year buttons.

Want to thank the many brothers for Season Greeting cards from all over the world. Good luck to you and prosperity always.

Bro. Carroll Dow taking WD. Reconditioning and installing motors, etc., 730 Francisco Blvd. This will never be like skinnin' a cobra, etc. Good luck.

#### WALDO

Bro. Jim Henry in to pay us a isit. Advising Harms Bros. will do crushing job for A. G. Raisch on Waldo. Crusher and equipment not set up as yet.

Carey Bros. to start fill at Corte Madera soon as a special pipe put in for drainage. Lots to do at Terra Lin ia in '55, Each of the brothers bought now homes this tract . . . no news on the wing ding. Must be in the \$; both boys also supporting those '55 medals.

Have received a letter from Bro. "Fuzzy" Wyman doing a pushing job in the Philippines for Atkinson Co. . . . doin' good. Wondering about "Scarbelly" Addington . . . don't we all. Good thing these two characters not in the Islands together or the Islands would sink, Bro. Ed. Oaks of Ed. Oaks Trucking Co., Redding way, signatory to agreements and has quite a plant of his own creation, Ready-Mi: that is very efficient and it's portable. Doing a job for Cambell Const. Co. on Angel Island. Bros.

Edwin Bostwick and Sam Bever doin' chores, Archibald doing the grading on the Island for Cambell. This company also busy Ft. Cronkite way, Ballinger and Thomas have rig on

project. E. T. Haas received two contracts at Fairfield for installing sewer system and water distribution at a cost of \$54,736. This job has been a good one for several of our brothers as they have bee working during the wet weather.

Will be sorry to see it finished up.

C. M. Syar has hot plant shut down but keeping a few engineers busy doing alterations on it. His cement batch plant at the Napa Junction sends out a few trucks each day, just enough to keep th batch man on the job. Trewhitt, Shields and Fisher jobs at Yountville and Napa still pecking away on those two projects keeping two to three of our brothers busy most of the time. Bro. John Crockett has been in the Woodland Hospital for a stor ach operation, almost lost him, buhe is a tough old bird and we expect to see him back on the job soon. Those web-footed engineers on Lee Stephens, Stolte Inc. job at the Monticello dam project have been moving muck all through ba weather, and are only down when it pours. Congratulations are in order for Bro. Tracy Floyd . . . a baby girl Bro, Jack Curry and wife hav taken over the management of the Airport Junction Cafe just north mas. Fortunately for the safety of tion work as a laborer in 1930. In of Santa Rosa on the highway to Windsor. Brothers can drop in and wet their whistle with a beer. We would like to express our deepest gratitude to Bro. Johnr An electric heater is thought to past president of the Northern Dennis for his response to our ple\_ have been the cause. Neighbors California Chapter, Associated for blood. Of all our members he was the only one to donate. We might also add Johnny did not, let his recent stay in the hospital pre-Observe Safety Rules! vent his giving. Thanks again.

We of this office received a lot of nice cards and greetings from members scattered around the U.S. and the world and say thanks a lot for your kind thoughts and good wishes.

Mr. W. H. O'Hair, one of our Contractors of Colusa, A.G.C. passed away the past month and we will miss him very much. First, because he was the only A.G.C. member in that town, second, because Mr. O'Hair's word was good and third, he was a great hunter, fisherman and sportsman and could talk about the above and guns for hours. We enjoyed knowing and doing business with him.

This is about all for the present, so here's hoping the sun will soon be shining and our members will be on a payroll with the dirt flying -LES COLLETT. real soon.

#### Industrial Report A MESSAGE TO ALL UNITS:

Here is a suggestion to start the PERSONAL NOTES New Year right and one that can Bro. Stevenson, cagemaker at prove profitable and make this year Valley Concrete Pipe Co., who was

#### GLADDING, MCBEAN COMPANY;

Joint Board of the Lincoln Industrial Council, Tuesday, February 1, 1955, at 4:15 p.m. in the office of the Lincoln Industrial Council, Lincoln.

Regular membership meeting, Tuesday, February 15, 1955, at 4:15 p.m. in the City Hall, Lincoln.

#### THE NATOMAS COMPANY:

Regular meetings will be held Monday, February 1, 1955, in the Veterans Hall, Folsom, at the following times:

10 a.m. for those working nights.

7:30 p.m. for the day shift men.

#### CONCRETE PIPE COMPANIES:

The next regular meeting for all employees of the Concrete Pipe Companies coming within the units of the unions will be held in Marysville, Thursday, February 10, 1955, at 7:30 p.m. in the Engineers Hall, 1010 "Eye" Street.

steel mill and iron mine will open

From the way Senator Kuchel and Congressman Clair Engle are talking that the \$207,000,000 Trinity hydro-electric project is not too far off.

The out-of-work list is large and we don't expect to see it get any

recently reported as having severe eve trouble, is now getting along fine and the trouble is apparently healed, he reports. . . Bro. Joe Pacheco, John Duran, Manuel De-Gouvea and Louis Olivas, who last month were reported as on the retired list at Gladding, McBean Co., have been granted permission, at their request, to continue working for one year. . . , Bro. Sam Isaminger of the Natomas Co. reported off duty because of a severe illness, has recovered and is back on the job. . . . Bro. Kenneth Ellis, of the Natomas Co. suffered the complete loss of his home through fire the day after Christthe family, the entire family was absent at the time; but, of course, the catastrophe might not have now president of H. Earl Parker, occurred if they had been home. and organizations in Folsom have General Engineering Contractors. been making donations to alleviate the loss.

-C. R. VAN WINKLE.

smaller for at least another two or three months.

I regret to report that Brother Russ Thompson was seriously injured in an auto wreck while working for Harms Bros. at Weaverville. The brother is in the Mercy Hospital in Redding, and is coming along in very good shape.

Brother Dan Kelly passed away Monday, January 3, of Pneumonia. He was working for the Selby Drilling Company in the iron mine. His wife, Pauline Kelly, is living in Project City.

#### \* \* \*

### Knight Names Parker

Governor Goodwin J. Knight has announced the reappointment of H. Earl Parker of Marysville as a member of the Contractors' State born on Dec. 9, 1954. Hope this one License Board for the new term does not cause as much loss of ending January 15, 1955. Parker sleep, was first appointed to the board in 1952

He began his career in construc-1937 he started his own contracting business in Marysville and is Inc., general contractors. He is a

\* \* \*

#### ENGINEERS' NEWS

Utah News Roundup

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

ployment.

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 ber of men still busy on the canal 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-81s" 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 little work and a very plentiful this could be quite a job. At this writing the men on the job are Stringham, supervisor, Deward Marion Cook, operator on the P&H "955" and Brother Glen Kitchen, oiler. As we say, the job is just on the job (how could I forget) is repair work before things get under way. Work on the First Security Bank at 4th South and Main is still going general contractor, employing our operators and several sub-contractor 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. is very slow at this time of year 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 bangup year in the construction indusgains.

Morrison & Knudsen have a numwork 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 Trementon 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 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 starting and should take a few Company's pipe fabricating plant fight to get a worthwhile program. more operators as it proceeds. The at Geneva, There has been a speedcompany has leased a "1201" Lima up of operations here with the Road Employees in the various are payable. This includes charges from United Concrete Pipe Co. Also project going on a two-shift basis districts, the following Business of 10 hours each. A person can Representatives are handling your Johnny Ernst who is doing a little 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 along with Utah Const. Co., the 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 Work elsewhere around this area the Pumpcrete, Bro. Clyde Snedeger on the Wayne Crane with Bro. which certainly is not unusual. We 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 try in Utah and with the support spring. The other contractors finof all members of Local No. 3 we ished their work before bad not able to leave the area have expect to make some big Union 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 The usual winter shut downs year in Utah in 1954. Work was slow getting started but caught on McEwan and the local Cedar Mines to increase a great deal the past fast and lasted good. We can only officials in an effort to see that the few weeks. The frost is down over surmise, hope and pray that we will be equally successful in the

### 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, Jahuary 27, 1955, 8:00 P.M., El Esca-

Cedar City Iron Mines, Inursuay, Sanuary 27, 1950, 0.00 Late, In Essa-lante 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 agreement. The records were laid Virgin. The work on this project out with each man's seniority will begin immediately and serve rights thoroughly discussed and all cases were given the consideration to relieve the pressure of unemdue them,

bad—1954 is checking out. In general, it has not been a very good year. In most cases, contract-wise, the gains made owere 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

Sometimes it takes adversity such as 1954 to separate the strong from the weak. We hope those who have fallen by the wayside room, then the plan must pay \$11 will get back in the scrap. It's per day for these accommodations. going to take men with courage to

### 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 The miscellaneous hospital al-

lowance is payable for any period Monterey.

### U.S. Rates Tools Over Workers In Tax Setup

Nine

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 Rukeyser, 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 superelevated 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, Watsonviile, \$6,770 for const. conc. curbs, walks and pave subgrade, base and asph, wearing surf. at 5th St. Entrance Road et al, U.S. Naval Postgraduate Sch.,

State Road With all its problems-good and

fall of 1950 with that of today.

#### Northern Area ,

have caused the unemployed roll 30 inches in some areas and has caused the excavating to stop on present year. most of the jobs:

For the information of State 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 stood by with an optimitstic 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 end of the year layoff was made according to Rule No. 14 as near as possible. The meeting lasted all day We have word that the work has and we came close to a mutual

IOL which room and board benefits 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 for better labor-management relaseems he doesn't have sense enough tions prove good, and that in the to know that prosperity for the workers spells prosperity for all. the department, they will take it Well, you just can't please every- in good grace.

#### **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 Slinsen 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 Blyd., 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 event of a favorable decision from

### ENGINEERS' NEWS

# **Daily report of awards for construction**

and Harry Metz)

Ten

#### DECEMBER 3, 1954

SAN FRANCISCO, contr. awarded to Eaton & Smith, 1215 Michigan, S.F., \$6,308, for pave curbs, sewer, etc., Chestnut St., between Montgomery & Sonsome Sts., San Francisco.

SACRAMENTO, contract awarded to Carl N. Swenson, Inc., P.O. Box 558, San Jose, \$56,753, for exist. bridge & approaches to be widened across Stevens Creek on Homestead Rd., 5 mi. west of Santa Clara, SANTA CLARA COUNTY.

SAN FRANCISCO, contr. awarded to Chas. L. Harney, 575 Berry St., S.F., \$3,402, for repair wear. surf., Industrial St., San Francisco.

SACRAMENTO, contr. awarded to Friant Const. Co., 4929 Hedges St., Fresno, \$59,815, for 0.4 mi. appr. to future bridge graded & surf. w/untr. rock base & seal coat. Lincoln Ave., betw. Trancas Ave. & Silverado Trail, NAPA COUNTY.

#### **DECEMBER 6, 1954**

SACRAMENTO, contr. awarded to Lew Jones Const. Co., 1535 So. 10th St., San Jose, \$64,736, for widen a bridge & approaches across Stevens Creek on Fremont Ave., betw. Burns Ave. & Mercedes Ave., SANTA CLARA COUNTY.

DECEMBER 7, 1954 SACRAMENTO, contr. awarded to C. K. Moseman, 727 Barron Ave.,

(Compiled by P. E. Vandewark | lgth. graded w/plant mix surf. on | Oakland, \$342,049, for const. conc. | medium seal coat applied & 0.5 mi. | cement treated base & 3 reinf, conc. bridges to be const, on Mt, Whitney Ave., betw. Howard Ave. & Gar-

field Ave., FRESNO COUNTY. SACRAMENTO, contr. awarded to Beerman & Jones, Sonora, \$15,-133, for 0.2 mi, grade & surf, with plant mix surf. on untr, rock base & imported subbase mat'l, 0.5 mi. east of Twain Hart in TUCLUMNE. COUNTY.

SACRAMENTO, ...ontr. awarded to Gordon H. Ball & San Ramon Valley Land Co., Camille Ave., Danville, \$1,908,844, for 4.0 ml. grade & pave w/Port cem. conc. & consts, 6 bridges, betw, 1 mi. So. of Delano underpass & 0.5 mi, No. of Kern-Tulare County Line.

NAPA, contract awarded to Slinsen Const. Co., P.O. Box 539, Napa, for reconst, of 6th St., betw. Soscol & Burnell Sts. in city of Napa,

#### DECEMBER 8, 1954

REDDING, contract awarded to Morgan Const. Co., P.O. Box 904, Redding, \$4,990, for 0.3 mi, grade & surf, with pltm, surf, betw. 0.5 mi, N. of Pit River Bridge & Sidehill Viaduct, SHASTA COUNTY.

SAN FRANCISCO, contr. awarded to Healy-Tibbitts Const. Co., 411 Brannan St., S. F., \$154,530, for const. Mendell St. outlet & sanitary sewers betw. Davidson Ave, & Arthur St.

SACRAMENTO, contr. awarded Redwood City, \$370,218 for 5.5 mi. to Gilb Const. Co., 1136 E. 11th St.,

floors in warehouses & grade exist. grav. base course, at Sierra Ordnance Depot, Herlong, Calif.

SANTA CLARA, contract awarded to Coast Grading & Paving Co., 1145 Auzerais Ave., San Jose, \$13,-373, for reconst. of Portion of Gould Ave., city of Santa Clara. MATHER AFB, contract awarded to Affiliated Engrs, & Contractors, Inc., \$109,166, for dismantle & erect 2 bldgs., demo. & rebuild 2 bldgs., move and reloc. 6 bldgs., pave, extend water, sewer & power lines, etc., at Mather AFB.

SANTA ROSA, contract awarded to G. M. Carr & Bati Rocca, 2333 Burbank Ave., Santa Rosa, \$14,847, for const. of steel girder bridge w/reinf. conc. deck on Hoen Ave., across Spring Creek, near Santa Rosa, SONOMA COUNTY

SAN FRANCISCO, contr. awarded to O. C. Jones & Sons, 1520-4th St., Berkeley, \$19,210, for const. park. lot, serv. road, etc. at 2643d Air Reserve Center, East Fort Miley, S.F.

CHICO, contract awarded to Jess Hogg & Son, P. O. Box 20, Yuba City, \$7,771, for installing storm drain system on Mangrove Ave. & Pametto Ave., city of Chico.

#### **DECEMBER 10, 1954**

SACRAMENTO, contrs. awarded as follows:

(1) Stolte, Inc., 8451 San Leandro St. Oakland & Gallagher & Burk, Inc., 344 Hight St., Oakland, \$2,-040,720, for 1.9 mi. grade & pave w/PCC & pltmix, surf & RC overcrossing & RC undercrossing const. betw. S. of University Ave. & El Cerrito Overhead, ALAMEDA COUNTY.

(2) M. J. Ruddy & Son, 922 "J" St., Modesto, \$213,111, for 3.5 mi. grade & surf. w/pltmim, surf. onuntr. rock base, betw. San Joaquin County line & E 1.0 mi. North of Oakdale, STANISLAUS COUNTY.

(3) Gene Richards, Inc., & E. M. Underdown & Gene Richards, P.O. Box 1349, Fresno, \$221,020, for 0.5 mi. grade & surf. w/pltmix. surf. on untr, rock base & struc. steel bridge const., betw., Clinton Ave. & intersec. of Weber & W. Weldon Aves., FRESNO COUNTY.

(4) Edw. Keeble, Rt. 4, Box 64, San Jose, \$37,600, for const. traf. sig. system. hwy., ltg. etc., betw. 0.1 mi. So. of Moorpark Ave. & Scott St., near San Jose, SANTA CLARA COUNTY.

(5) Frederickson Bros., 1259-65th

HAYWARD, contract awarded capacity.

SAN FRANCISCO, contr. awarded to The Fay Improvement Co.,

of pltmix surf. pl. on PCC base, city of Fresno, at var. loca, on Rt. 4, FRESNO COUNTY.

MOUNTAIN VIEW, cont. awarded to Kevrey Const. Inc., 655 Peralta St., San Leandro, \$5,455, for const. of Calderon Ave. sanitary sewer extension in city of Mt. View.

#### **DECEMBER 15, 7954**

SAN FRANCISCO, contr. awarded to F. W. Spencer & Son, Inc., 437 Potrero Ave., S. F., for const. of additions & betterments to S.F. Sewage Treatment Plant, S. F.

SAN FRANCISCO, contr. awarded to Eaton & Smith, 1215 Michigan St., S.F., for site grading for new office, coffee plant & warehouse on Schwerin St., betw. Sunnydale and MacDonald Aves., W. of Bayshore Blvd, in city and county of San Francisco.

#### **DECEMBER 31, 1954**

MODESTO, contr. awarded to Tanner Const. Co., 2084 Panama Ave., Modesto, \$1,564 (blacktop pave) and to Geo. Reed, 529 Covena Ave., Modesto, \$3,130 (sidewalk & curb) for const. at Modesto Jr. College, in area of Agric. Bldg.

OGDEN, UTAH, contract awarded to Wheelwright Const. Co., Box 109, Ogden, \$819,610 for const. earthwork, conc. pipelines, strucs., etc., Weber Aqueduct, Web. Basin Proj. situa, near Ogden, DAVIS & WEBER COS.

**JANUARY 8, 1955** FORT DOUGLAS, UTAH, contr. awarded to Tolpoe & Harlin Const. Co., 3091 So. Main St., Salt Lake City, \$285,779 (Sch.A) for const. bldg. & conc. pave utils., etc. at Tooele Ord. Depot. TOOELE CO., UTAH.

MARE ISLAND, contr. awarded to Hart & Hynding, Inc., 472 Tehama St., San Francisco, \$12,-414 for rem. exist. crane & RR rail & inst. new rail, Drydock No. 1. MARE ISLAND, contr. awarded to McGuire & Hester, 796-66th Ave., Oakland, \$8,824 for repair of fresh water distr. sys., Railroad Ave. at 14th St. & Calif. Ave. at 7th St., Mare Isl. Naval Shipyard. PRESIDIO OF S. F., contract awarded to Duncanson - Harrelson Co., 530 W. Cutting Blvd., Richmond, \$9,432 for const. extension of storm drain outfall, Presidio of S.F. MARE ISLAND, contr. awarded to E. A. Forde Co., P.O. Box 306, San Anselmo, \$4,493 for const. storm drain & CB, grade & asph. conc. pay. vic.

LODI, contr. awarded to Chas. N. Shults, 816 S. Pleasant Ave., Lodi, \$1,822 for const. driveway extension st. U.S. Post Office, Lodi. SAN JOAQUIN COUNTY.

BENICIA, contr. awarded to Asta Const. Co., 33 N. Front St., Rio Vista, \$13,201 for repairs to Hill Rd. from Bay Shore Rd. to Nevada Rd., Benicia Arsenal.

SAN FRANCISCO, contr. awardtock Block, Portland, \$324,459 for board ratings formerly given the

SAN FRANCISCO, contract awarded to Chas. L. Harney, 575 Berry St., S. F., \$4,827 for reconst. 23rd St. betw. Carolina and Wisconsin Sts., San Francisco.

SAN FRANCISCO, contract awarded to Chas. L. Harney, 575 Berry St., S. F., \$9,738 for reconst. Montcalm St. betw. Wright St. and Mullen Ave., San Francisco.

#### **DECEMBER 16, 1954**

MODESTO, contract awarded to Ted Swinford Const. Co., P. O. Box 506, Salida, \$5,116 for const. storm sewer in 8th St., betw. L and N Sts., Modesto.

RENO, NEV., contract awarded to Dodge Const. Co., Fallon, Nev., \$51,600 for gravel approx. 24.1 mi, primary road sys. of Stillwater Wildlife Mgmt. Area, 20 mi. west of Fallon, Nev.

SAN FRANCISCO, contract awarded to M. J. Lynch, 2251 Revere Ave., S. F., \$2,255 for const. Bertita St. relief sewer.

SAN FRANCISCO, contract awarded to Associated Pipeline, Inc., P. O. Box 66, So. S. F., \$26,400 for Guttenberg sewer extension,

#### **DECEMBER 17, 1954**

SAN MATEO, contract awarded to B. Gayman, 12 Seymour Ave., Mill Valley, \$43,977 for grade, pave, etc. at San Mateo High School site, San Mateo.

ALAMEDA, contract awarded to McGuire & Hester, 796 66th Ave., Oakland, \$7,680 for sanit. sewer at U.S. Naval Air Station, Alameda, PIEDMONT, contract awarded to John E. Branagh & Son, 42 LaSalle Ave., Piedmont, \$31,696 for site development of Frank C. Havens Elem. School, Piedmont.

SACRAMENTO, contract awarded to E. F. Hilliard, 1355 43rd St., Sacramento, \$3,201 for grade and pave Alleys W and X, 25th to 26th Sts.

SACRAMENTO, contract awarded to Fredrickson & Watson Const. Co., 873 81st Ave., Oakland, \$785,-555 for 2.9 mi. grade and surf, with plimix, surf, on cem. tr. base, betw. Mt. Gate and Bass Hill, SHASTA COUNTY. \* \* \*

### Wanted: Seabees

The Navy Dept. announced today new quotas for procurement of construction men in the Seabee Reserve. The men are needed to fill billets in the paid drilling units and also the overall requirements of the Reserve program.

The greatest need is for builders and construction drivers or equipment operators. The quota also makes available many opportunities for non-rated men, or apprentices of the various building trades. Under the new distinctive rating system which has been established for the Seabees, 7 ratings cover over 60 different civilian construced to Natt McDougall Co., 824 Pit- tion skills and replace the ship-



### New Features --- Models L2 and E2

NEW FULL VISION CAB • All Steel, with safety glass. 360° vision. Con-trolled ventilation. More comfort.

NEW CLUTCHES . Reversible shoe, improved "roll-in," self-energizing, improved "roll-in," self-energizing, single adjustment type. All interchangeable.

NEW BRAKES . Automotive type pedal action. Increased leverage. Positive effortless braking power.

NEW CENTER PIN THRUST WASH-· Heat treated. Encased in oil ERS tight pans. Long life and easy swing due to submerged lubrication in light weight oil.

draulic cylinders on each control line. Due to increased leverages in the hy-draulic application, greater pressure is transmitted with less effort. Improved clutch lock-in system.

NEW CONTROLS . All control levers, large brake pedals, clutch throwout lever, house lock lever, throttle, etc., have been conveniently grouped with the operator's comfort and additional ease of operation in mind.

NEW HOUSE LOCK CONTROL New foolproof and positive over-center house lock control, Designed for greater ease of handling and conveniently located for operator.

For Greater Output and More Profils See The Complete New Line of QUICK-WAY Truck Shovels

St., Emeryville, \$579,796, for 2.1 mi. grade & surf. w/pltmix. surf. on cem, tr. base, betw. Reeves Creek & 0.9 mi, N. of Hillvilla, MENDOCINO COUNTY.

to H. H. Anderson, 29700 Niles Rd., Hayward, \$79,934, for const. Highland Blvd., "250" reservoir, consist. of 2 tanks, eas. of 500,000 gal.

NEW SWING ROLLERS AND SWING ROLLER PINS • The conical, high alloy steel swing roller and roller pin diam-	. Allows sanitary sewers in Colby St., betw.	const. Proj. Calif. FDR 4005-B, Cal- lahan-Cecilville, grading & cul-	Seabees. In addition to the new ratings, provision has been made
eters have been increased. All four roll-	Dwight & Offistead St., San Fran-	verts, Kalamath National Forest,	for the orderly advancement of a
ers and pins are interchangeable and NEW FLOOR FRAMES, easily removable. Hardened rollers and	cisco.	SISKIYOU CO., beginning 3 mi.	construction recruit to Chief Petty
bins on Model L2 equipped with large, NEW SIDE FRAMES,	SAN FRANCISCO, contr. award-	W. of Callahan & ext. Sw. 4-067 mi.	Officer thence to Warrant Officer rank.
permanently lubricated ball bearings, NEW COUNTERWEIGHT,	ed to The Fay Improvement Co.,	SAN JOSE, contract awarded to	Present procurement policy al-
Model E2 equipped with large anti- riction phosphor bronze bushings and CAPACITY • Model L2: ½ c	101 Carolina St., S. F., \$78,860, for resurf. roads in Golden Gate Park	Watkin & Sibbald, 6 Bridge St.,	lows full credit for construction
both with submerged center pin thrust ton crane. Model E2: 4/10 cu		San Anselmo, \$60,047, for grounds improv. work at Abraham Lincoln	know-how. Navy rates offered are
washers give the operator smooth, ton crane.	DECEMBER 13, 1954	High School, 555 Dana Ave., San	commensurate with civilian skill
easy, effortless swing. (Hardened roll- ers and pins with permanently lubri- New Features-Model			and experience, whether or not a
cated ball bearings available for Model	VA G DA	MOFFETT FIELD, contract	
E2 at extra cost.) New CONTROL CABINET	Littletoo,	awarded to Carl N. Swenson Co.,	Age requirements are from 17 to
NEW GEAR PANS . New design oil. CONTROLS as described ab	ove, and 3.1 mi, grade & page w/Port, cem.	Inc., P.O. Box 558, San Jose, \$10,-	44, if the applicant is not draft
ight pans encase engine, jack shaft, NEW CLUTCHES with new i fulcrum leverage insuring ea		251 for const. RC fdns., pipe	eligible. Older men with military
gizing clutch action with less		trenches, elec. ducts and diffuser	service may be over 50.
VEW CONTROL CABINET . New de-	JOAQUIN COUNTY.	sound isolation for Supersonic	Seabee Reserve units, both pay
CAPACITY · Model S2; 1/2 c		Wind Tunnel No, 1, Ames Aero.	and non-pay are located in the
ton crane. Model J2: ½ cu. y crane.		Lab., Moffett Field.	larger communities throughout the
rully convertible to	Spear St., S. F., \$64,879, for repair	SACRAMENTO, contract award-	Twelfth Naval District which com- prises Northern California, Nevada
french Hoe Pile Driver For a FREE	RR trackage betw. Marina Gate & West end of Crissy Field, Presidio	ed to A. G. Raisch Co., Box 458, San Rafael, \$1,192,952 for 3.7 mi.	and Utah. Training for pay units.
Crane Magnet	of San Francisco	surf. with pltmix. surf., tile tun-	consists of 48 paid drills a year and
Shovel Front Dump Shovel (Ouick-Wa Dragline Hammer Drive Clamshell Clam	FORT MeDOWELL, contract	nels and install hwy, and tunnel	two weeks of active duty training
Dragline Hammer Drive Clamshell Clam	awarded to Chas. O. Jones, 49 Zoe	light., betw. Manzanita and Golden	annually with full pay and allow-
Backfiller Blade, Orange Peel, Scoop, Spatch Black	St., S. F., \$81,874, for rehab, facils.	Gate Bridge, MARIN COUNTY.	ances. Non-pay units meet once of
Jackfiller Blade, Orange Peel, Scoop, Snotch Black, self-cleaning Trench Hose Bucket, Telescoping Boom, ag Grapple, Hay Fork, Skull Cracker, and many Demonstration Se	(East Garrison), bidgs, & grounds	MOFFETT FIELD, contract	twice a month without pay for
ather special loois available. Mounted on your own	& acus, (interior & exterior), at	awarded to Ets-Hokin & Galvan,	technical lectures and discussions.
ruck or complete with new truck of your choice.	Fort McDowell, Angel Island, Calif.		They also offer annual training
Toman D Diegos Counts	DECEMBER 14, 1954	for furn, and inst, commun, sys.	duty with pay. Members of the
EDWARD R. BACON COMPAN	SACRAMENTO, contr. awarded		Standby Reserve do not engage in
	\$24,579, for abt. 1.6 mi. grade, Imp. to Lange Bros., Box 66, Lakeport,	Unitary Wind Tunnel, Ames Aero. Lab., Moffett Field.	Construction men interested
Construction Equipment	base math. placed & cl. B sgl. seal	NORTH HIGHLANDS, contract	should contact the nearest Navy
A CONTRACT OF	coat applied, betw. Scott's Creek		recruiting office or write the Re-
Folsom at 17th St., San Francisco 10, Calif., HEmlock 1-3.		369 Pine St., S.F., \$241,111 for	serve Seabee Program Office, 12th
	W. of Lakeport, LAKE COUNTY.	const. sewage treatmt. plant at	Naval District, San Francisco, Cal.
Sacramento Oakland Fre	sno FRESNO, contract awarded to		* * *
	Thomas Const. Co., P. O. Box 683,	Force Base, in SACRAMENTO	Attend Haten Mantenal
	<sup>1</sup> Fresno, \$13,856, for 0.4 mi. of	COUNTY,	Attend Union Meetings!

### **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 he 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 ...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 f destruction in its errant path. Buildings shook, creaked and swayed; chimneys toppled; storewindows 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 21/2 years. The figure was listed as more than Are Dangerous. 2½ 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 like a dog."

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 fac' 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

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.

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



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 Department, whose affiliated un- investment. ions 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-

### 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.

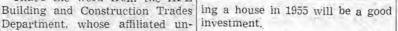
More than a million California workers are presently covered by health and welfare plans negotiated between their unions and their employers.

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 propertion 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.



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.

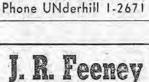
Highway Construction-About 20 per cent higher reflecting the expanded program of Federal Aid to Highways and an increase in toll roads.

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."



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Member A. G. C.

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COMPANY

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PARISH BROS.



PHONE 330 P. O. BOX 6 BENICIA, CALIF.	The Division of Labor Statistics and Research and the Stanford University Medical School are cur- rently conducting a joint survey	
GALLAGHER & BURKE, INC. GENERAL CONTRACTORS 344 High Street Oakland, Calif. Office: ANdover 1-0466 — Quarry: TRinidad 2-2400	of labor-management health and welfare plans. M. I. Gershenson, chief of the Division of Labor Sta- tistics and Research, Dept. of In- dustrial Relations, and Dr. Charles Gardipee, of the Dept. of Preven- tive Medicine, Stanford University Medical School, are directing the study.	DO YOU KNOW
RANSOME COMPANY Construction and Butane Engineers Member of A.G.C. 4030 Hollis Street OLympic 2-3600 Emeryville 8, Calif.	JANUARY -5, 1955 SAN FRANCISCO, contr. award- ed to Ira H. Larsen Co., 64 South Park, San Francisco, \$131,211 for construction of Patrick Henry Ele- mentary School, 19th and Kansas Sts., San Francisco. SAN JOSE, contr. awarded to	GABEN HIMAY JIBBOON ST. BRIDGE BRODERICK TT ST. TO JO TO JO
BAY EQUIPMENT CO. (RAY SMITH—Local 3) All Types of CONSTRUCTION EQUIPMENT	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. award- ed 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.	To SAM MANCISCO TO SAM MANCISCO AVE. SHIDOL AVE. SHIDOL TO AVE. SHIDOL TO MACHINE STATE CAPITOL AVE. SHIDOL TO MACHINE STATE CAPITOL TO MACHINE STATE CAPITOL TO MACHINE STATE CAPITOL TO MACHINE STATE CAPITOL TO MACHINE STATE CAPITOL TO MACHINE STATE CAPITOL TO MACHINE STATE CAPITOL TO MACHINE STATE CAPITOL TO MACHINE STATE CAPITOL TO MACHINE STATE CAPITOL TO MACHINE STATE CAPITOL TO MACHINE STATE CAPITOL TO MACHINE STATE CAPITOL TO MACHINE STATE CAPITOL TO MACHINE STATE CAPITOL STATE CAPITOL STATE CAPITOL STATE CAPITOL STO STATE CAPITOL STO STATE CAPITOL STO STATE CAPITOL STO STATE CAPITOL STO STATE CAPITOL STO STATE STAT
for Sale and Rent 3254 Eastshore Highway RICHMOND LAndscape 5-2190	Oh, for the good old days when the only form of radio-activity was listening to Amos 'n' Andy! * * * Early to bed and early to rise, And your girl goes out with other guys.	GET IT FROM EDWARD R. BACON COMPANY CONSTRUCTION EQUIPMENT Folsom at 17th Street, San Francisco 10, Calif. Sacramento • Ookland • Hemlock 1-3700 Fresno

#### PAGE TWELVE

#### **ENGINEERS' NEWS**

January 15, 1955

## Do You Know It? YOUR WELFA

#### 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?

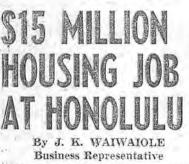
Answer: An identification card will be furnished to you upon request from any of the offices of Local 3. Copies of the master policy for your individual use will also be furnished in the very near future.

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 elaim 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



Congress has approved spending \$15 million on much-needed housing for 25th Division families at Schofield. Contractors interested to bid this job may do so on February 1st, when plans and specifications will be ready for them in San Franblocks of 3 to 5 million dollars.

Commission will construct a Pa- St. to Rosa St., \$1,600,000. SR 25, cific National Memorial in Punch- S. Benito line to 101, \$420,000. comptery that will cost "at least \$2,000,000." An on-the-spot study will be made here this month by the commission to get this project on the way early this year. Viewing mainland results keenly 'on "overpasses and multi-passes". the Territory looks towards this trend to solve some of its traffic problems by building one at Kalakaua and Kapiolani, Blvds., and another at Ala Moana Rd. and Kalakaua and Ala Wai Blvds., and a six-lane bridge over the Ala Wai canal. This contemplated project would cost approximately over \$2,-000,000. The Territorial highway construction program in Hawaii-for 1955 will cost around \$13,000,000. Much of this will be spent on the Nuuanu route to Windward Oahu. J. M. Tanaka is on the first phase now. The next will start from the present Nuuanu Pali lookout point. Brother James McCandless, after only three weeks of vacation, returned to Okinawa, for the Army Corp of Engineers on the dredge Gulfstream. Local contractors presently being organized under a joint program with the Laborers, Carpenters, and Teamsters are Ben Hayashi, Ltd., and J. M. Tanaka. Brother Masuo Yoneoka writes from Japan that he helps out as an interpreter besides holding down deck captain responsibilities on the dredge W. F. Dillingham,

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 Broad-

way, \$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 cisco. This job will be let out in Creek to Ford Rd., 4-lane, \$1,000,-000. 101, to S. Mateo line, \$240,000. The American Battle Monuments 101, Bayshore in S. Jose, S. Clara

Santa Cruz: SR 1, Los Gatos hwy



tunnel job on Putah Creek standing in front of the compressor setup 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 is the new addition to the Amershoulder. More power to you, Bro. Miles!



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 ican 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 9story 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. \* \* \*

# Road a Good Job

(Continued from Page One) Delta-Mendota Canal, as shown in is vital link above picture in the huge Central Valleys Project carries the white gold, water, from the plentiful rain regions of the north hundreds of miles south ward 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 live 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 wa. placed. An average of 1,090 cubic yards of concrete placed per day was maintained throughout the paving

### Members in Peninsula District By CHET ELLIOTT, Business Representative Although the out-of-work list has grown considerably in

Winter Jobs Hold Up Well for Local 3

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 at Carlmont, endeavoring to install Coast Highway job, and the Ster- the underground system. Foreman ling Builders' job at Pedro Valley Brother Pantaleoni with a crew of and Beimont, Also the Trousdale engineers are operating at Pedro Sub-division at the Mills Estate continue to operate every day it is possible to do so.

The Piombo 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.

Valley for this same firm.

After a season of mediocre activity the many ready mix concrete plants throughout the Peninsula district have reported to this office that during the past month business at these plants has increased at a great rate and all members of Local No. 3 engaged in this work are steadily employed.

# \* \* \*

## \$550-Million Trinity Altamont Express 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.

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

Tom Lang Gulch, \$700.000. Tulare: U.S. 99, Earlimart, 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.

Yole: 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.

六 六 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

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

