

WESTERN

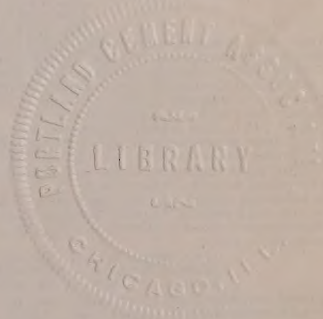
CONSTRUCTION

January-December

1955

ANNUAL INDEX

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1955 WESTERN CONSTRUCTION HANDBOOK

JANUARY ISSUE

A 136-page directory of construction equipment manufacturers and their Western distributor outlets is bound into the January 1955 issue.

This is the 6th annual edition of this comprehensive reference book for all buyers and users of construction equipment in the eleven Western states.

Major divisions of the handbook are:

Manufacturers Section—Alphabetic listing of construction equipment manufacturers in the entire United States, with detailed information on products, Western branch offices, key Western personnel, and distributors in the 11 Western states and Alaska.

Distributors Section—Names of construction equipment distributors in the West listed (a) by states, (b) within states alphabetically by cities, and (c) within cities alphabetically by name. Information on each distributor includes: address, personnel, phone number, branch offices, and lines of equipment handled.

Products Section—Alphabetical listing of equipment by types, with the name of each manufacturer of that category of product.

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Editorials

Of money and motive for a new year

Conservatism seems to have gone out the window in our estimate of construction activity for the West in 1955. You'll see when you turn the page—that's where 1955 starts.

We haven't changed our estimating methods appreciably this year—from those used in the past to set a value on the coming year. But try as we might this year, the facts as we see them just don't allow us to look conservative.

Of course, we have a slight bias in that we're looking for the good, the positive—hoping for better times. But for the past few years that bias hasn't been evident. Events have proved to be right in line with our hopes—and construction has gone on to top all other industry each year, at the same time setting its own successive records for volume.

"Optimism" is a colorless word. But as long as we're restricted to the printed page, that's about as far as we can go. Our natural conservatism prohibits us from saying "boundless optimism!"

Of money and men for a new era

Just a year and a half ago, in June 1953, the editors of *Western Construction* predicted "a new era in Western highway building." They noted what were then frankly straws in the wind: legislative hassles over bigger gas taxes, spreading success of toll roads, pressure for expanded federal aid, public acceptance of bond issue highway construction.

The passing of 18 months has lent weight to those earlier thoughts. Conscientious effort by legislators, highway officials, and highway engineers has resulted in a *Construction Outlook* for 1955 that is bright indeed. This is a "highways year."

Federal aid at something like a realistic figure for fiscal 1956 and 1957 was passed by Congress. Totaling over \$156,000,000 for the West each year (plus money for roads on federal lands), it represents a 50% jump.

The most startling contribution to the *Construction Outlook* came from the Eisenhower administration, with its proposal for a 10-year \$50,000,000,000 supplemental program of highway construction. Superimposing this on conventional highway programs would more than double the work load. But to date none of the departments has expressed anything but delight at the prospect.

The only dampening of enthusiasm has come from the White House committee appointed to hammer out details for the big boost in highways. Lucius Clay, chairman, has reported trouble in finding \$50,000,000,000. For the present, therefore, attention is being focused on the interstate system of highways alone. It does appear feasible to raise \$26,000,000,000 for this category—and on an exclusively federal basis.

Whether the coming increase be \$26,000,000,000 or \$50,000,000,000—or somewhere in between—the question arises as to whether Western highway departments are prepared to handle it. Delight at the prospect, as a practical matter, is secondary.

Look at Oregon. R. H. Baldock comments, "... no insurmountable problems ... since the department has been built up to handle a heavy state bond program which is just being completed. We have a backlog of \$100,000,000 in the planning or design stages."

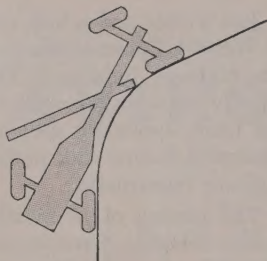
Then take Arizona. Here is a state that is putting construction funds in the bank each month because there is no backlog of work ready for letting. The construction engineers have turned to the state's sufficiency rating reports and are making preliminary location surveys on the most critical routes—in the hope that designs can be gotten out. The problem here is partially one of fund allocation among departmental activities. But it is also a serious one of engineering design manpower.

Are Western highway departments prepared for the new era?

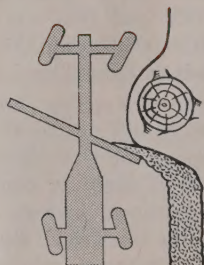
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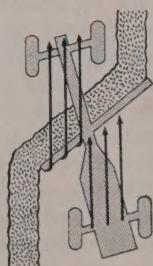
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CALIFORNIA—EDWARD R. BACON COMPANY San Francisco 10
CALIFORNIA—SMITH BOOTH USHER COMPANY Los Angeles 54
COLORADO—LIBERTY TRUCKS & PARTS COMPANY Denver 1
IDAHO—ENGINEERING SALES SERVICE, INC. Boise
MONTANA—WESTERN CONSTRUCTION EQUIPMENT CO. Billings
WYOMING—KEREMI TRACTOR AND EQUIPMENT COMPANY

MONTANA—WESTERN CONSTRUCTION EQUIPMENT CO. Missoula
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WESTERN CONSTRUCTION — January 1955