



ENGINEERS NEWS

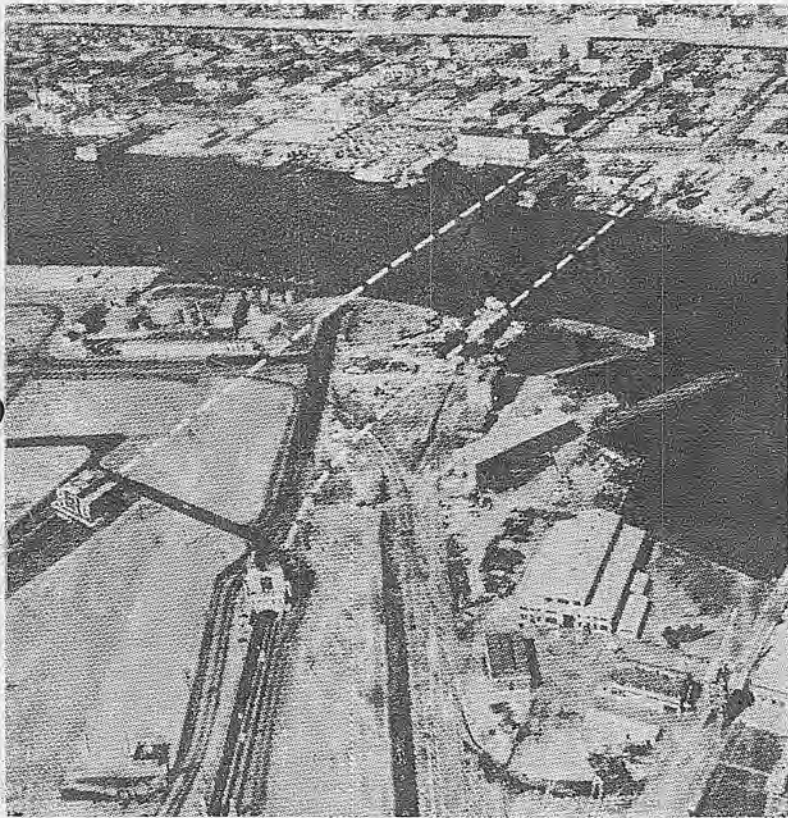
OPERATING ENGINEERS LOCAL 3

STATIONARY ENGINEERS LOCAL 39

Vol. 19 — No. 4

SAN FRANCISCO, CALIFORNIA

MAY, 1960



NEW CAR TUBE to Alameda from Oakland is drawn into this photo, with the present Posey tube at right. The 3-year, \$16-million job involves sinking 12, 200-foot precast tubes, with 2½-foot walls, aided by divers, to a depth up to 90 feet in the mud. The new Webster Street tube will carry two lanes one-way to Alameda. This view is looking toward Oakland with Nimitz freeway in background. (See picture on Oakland page)

Local 3's Pension Plan Is Launched

By NEWELL J. CARMAN, Local Union Manager

The Trustees of the Pension Trust Fund for Operating Engineers announced the details of our pension plan this last week. Two years of time and study have been given to each of the provisions of this plan. The plan has been designed especially for the members of Operating Engineers Local Union No. 3. Special studies were required in order that a plan could be adopted which would encompass all the members working under the many collective bargaining agreements in effect in Northern California and Northern Nevada. Consideration had to be given to allow members to earn

retirement credits wherever they work under the jurisdiction of Local No. 3. Records had to be established for each member so that a mathematical computation could be made of the years of service credited to each individual. An actuarial report was recently made to the tax authorities and, last but not least, the many benefits of the plan were agreed upon and put into effect.

A Board of Trustees has been established in accordance with the law to govern our new pension plan. Your representatives on this Board are N. J. Carman, Al Clem, J. Dowd, P. Edgecomb, H. Foss, W. Minahan and H. Pet-

ersen. The employers have appointed a like number of representatives.

MONEY DEPOSITED

The Board of Trustees have turned over to the New York Life Insurance Company approximately three million dollars to start the pension plan. Additional funds will be deposited monthly with this insurance company and in turn guaranteed monthly pension checks will be provided by the insurer for each member who has been approved for retirement by the Board of Trustees. The plan as initially established with the insurance company provides immediate benefits for older members who have been responsible for making Local No. 3 the successful labor organization it is today. Once these pensions have been adequately financed improvements will be studied to liberalize the provisions for younger members who will retire in the

years following. It is anticipated that this plan will be revised and improved as circumstances warrant it in future years.

5 DIFFERENT TYPES

The present benefit plan contains five different types of pensions. All the pensions are payable in addition to Social Security benefits. The normal pension payment is \$60 per month and is payable to retirees with 25 years of service. A reduced pension is available for those who wish to retire and who do not have 25 years of service. An early pension is available for those who wish to retire after age 60 rather than at age 65. A disability pension is available after age 50 for those who are entitled to a Social Security Disability Benefit. A basic pension is provided for those members who retired during the six years immediately preceding the date in 1958 when pension contributions started.

An administration office has been established at 476 Valencia Street, San Francisco, California to handle all the records of this pension plan. Special machine equipment will record your work record each year in the future along with your work and years of union membership in the past. Permanent records will be maintained for each member individually to help you apply for your proper pension allowance when you wish to retire. A booklet has been distributed to the home address of each member describing the many features of the pension plan. The trustees of the plan request that you read this booklet carefully so that you will be fully acquainted with the benefits which are now yours. It is anticipated that approximately 600 members will be entitled to retirement this year and that ultimately pension checks will be sent to 2500 retirees monthly. Applications for pensions are now being taken. You may request an application from the administrative office at any time. Your union officials will be glad to assist you with this plan and to provide you with any information which may be helpful.

ENGINEERS NO. 3 SWINGS IN SUPPORT OF WATER PROJECT

By NEWELL CARMAN

The Operating Engineers Union is "taking a second look" at Governor Brown's \$1.75 billion state water plan, following a meeting with the governor in Sacramento on April 26, and indications point to a strong swing in support of the plan by organized labor when it appears on the state ballot in November.

Many unions had been opposing the plan on the grounds it would enrich big valley landholders, but it appears to me that every big public project such as a freeway or new college creates some "enrichment" of nearby land and bring advantages to private industry in the area.

A state water program will create enrichment for all citizens of California, the Governor declared.

In view of the tremendous amount of building trades work involved in the proposed plan to bring Northern California's big water supply to the dry

south, it is generally felt that many unions will come out in full support of the water referendum in November.

Action of a referee early this month, giving Arizona a much larger share of Colorado river water and reducing California's share by some 900,000 acre feet (enough for Los Angeles for one year) also sharpens the need for quick action on conserving California's own water supply for its residents.

Included in a group of S. F. Bay area union leaders conferring Governor Brown on this matter was Bro. Newell Carman, Local 3 union manager.

Operating Engineers are strongly in support of the program because it is estimated that some 38 per cent of the jobs involved will go to their members, but the Engineers are always in support of beneficial public projects such as this regardless of their personal interest.

The union officials asked Gov. Brown for legal opinions on payment of prevailing wages on the water project if it goes through and by the hundreds of water districts covering the state.

The water districts generally oppose unions and pay less than standard building trades wages for "maintenance work" which often covers major construction work. The union officers asked for a legal ruling as to whether the districts come under the rule calling for prevailing wages in "political subdivisions." Gov. Brown said he would ask the attorney-general to give him opinions on this subject.

OFFICIAL NOTICE TO MEMBERS

District meetings scheduled for June, 1960:

JUNE

- | | | |
|----|-------------|--|
| 8 | (Wednesday) | Fresno, Labor Temple, 631 Kearney Blvd |
| 9 | (Thursday) | Santa Rosa, Labor Temple, 636 Third. |
| 14 | (Tuesday) | Salt Lake, 151 So. 2nd East, Annex. |
| 15 | (Wednesday) | Reno, Reno Musicians' Bldg., 120 W. Taylor |

SPECIAL MEETING SCHEDULED FOR TECHNICAL ENGINEERS—May 20th, 1960 at 8 p.m. in the San Francisco Building Trades Temple, 200 Guerrero Street, San Francisco to discuss forthcoming negotiations. **THIS MEETING IS IMPORTANT AND ALL TECHNICAL ENGINEERS SHOULD MAKE EVERY EFFORT TO BE PRESENT AND PARTICIPATE IN THE DISCUSSIONS.**

SAN MATEO "B" DAY (BLOOD BANK) SATURDAY MORNING, JUNE 4, 1960. The Bi-annual Blood Bank Day in which the various unions affiliated with the San Mateo Building & Construction Trades Council gather together for a mass donation of blood will take place at the Peninsula Memorial Blood Bank on El Camino Real at the South end of Millbrae. Members donate blood in the name of their own organization. Get your pledge card at the office in San Mateo. . . . We won once, let's WIN AGAIN!

D.I. REFUND NOTICE—Workers covered by the state Unemployment Disability Insurance Law, who contributed more than \$36 toward the program last year, are entitled to a refund of the excess, but they must make application for it on a form obtainable at any local office of the state Department of Employment, before June 30, 1960.

Under state law, an employer withholds from the pay of workers covered by the California disability program one per cent of the first \$3,600 paid each worker.

Persons who work for two or more employers during the year may pay more than \$36, because each employer, in turn, withholds the statutory one per cent, as he is required to do so by law. Any amount collected in excess of this will be refunded, but only if the worker applies for it.

Honor Roll of Blood Donors

SAN JOSE

Hillman Caywood
Herbert Theissen
John Bridges
Romeo Noel
Jesse Reidenour
James Kelly
Gene Cooper
Lester Baker
D. W. James

EUREKA

Wesley A. Hixson
Emory Readon
Rex Whorton

SACRAMENTO

Alad J. Brown
Ernest B. Kennedy
Elmer Rastetter


FRESNO

B. H. Heuston
E. Turner

OAKLAND

Angela E. Small



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PAUL EDGECOMBE President
H. O. FOSS.....Vice-President
W. V. MINAHAN.....Recording-Corresponding Secretary
AL CLEM.....Financial Secretary
H. T. PETERSEN.....Treasurer

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The City by the Golden Gate

SAN FRANCISCO JOBS
SLOW, PICK-UP SEEN

By PAUL EDGECOMBE, JERRY DOWD and DAN MATTESON,
Business Representatives

The long awaited Diamond Heights Project on the south slope of our picturesque Twin Peaks, which went under construction last month, has not fulfilled our employment expectations. We had anticipated by now in having at east thirty to forty engineers on the job and we would have had if it had not been for the fact that they ran into an excessive amount of mud and water in the striping of one of the canyons. Also, the City's changing of the plans in this operation, didn't help matters any.

In speaking to the Superintendent of the project (Dutch Hendrick) the other day, he is of the opinion that in a couple of weeks they should be able to get into more productive operation. He also stated that the DW 21's that were on the site last month, and which were moved to San Jose, will be back by the end of the month along with additional rubber tired rigs. At present there are four dozers and four carryalls working. The greasing is being done on a double shift basis with one man on days and two on the swing shift. The shop will also be working on a double-shift basis when production picksu p. At present the shop crew is made up of two mechanics, one welder, and a foreman. The master mechanic is a member of Local 3 and this certainly helps to better the working conditions for our members.

Even with the unanticipated slowdown, we have sixteen men along with three grade foremen on the payroll. Almost forgot to mention that there's a 22-B on the job also. (Brother George Freeland wouldn't forgive us, for this!)

By the time another article appears in our next issue we hope to report that we have more than our anticipated amount of engineers employed on Diamond Heights.

DOWNTOWN JOBS

In the downtown area, work is just about the same as was reported last month. No new work has gotten underway as yet. The new work we have in mind is the Hilton Hotel and the Portsmouth Square Garage. What's holding up the Hilton Hotel we don't actually know although it is rumored that there is a political hassle going on among the politicians, pertaining to the garage. We sure hope they can settle their differences so that this project can get underway as it will represent a great deal of work for the Engineers.

On the American President Line's Building, George F. Casey cutback to one shift on the drill rigs and was able to absorb some

I.U.O.E. Convention, Best Ever,
Clears Tasks Under L-G Law

By AL CLEM, Assistant Local Union Manager

It is with great pleasure that I present this report of the events of the 26th Convention of the International Union of Operating Engineers to which you, the members, elected me as a delegate to represent you. With only minor differences of opinion, by a minute minority, our delegation cooperated and contributed to what, in my opinion, was the most progressive and well run convention it has ever been my pleasure to attend. This indicated that a healthy condition existed among the delegates whom you elected to represent you.

The convention was highlighted by the attendance of outstanding speakers from all parts of the United States. John O'Connell, a vice-president of Bechtel Corporation, addressed the convention the first day. He was followed by Professor John T. Dunlop of Harvard University, formerly chairman of the National Joint Board for Settlement of Jurisdictional Disputes. The Secretary of Labor, James P. Mitchell, had nothing but praise for General President Delaney, General Secretary Wharton and the Executive Board for the manner in which they have cooperated with the Labor Department in putting into effect the changes required in our constitution by the enactment of the Landrum-Griffith Act. He also paid respect to the Operating Engineers Union, more specifically mentioning their accomplishments during the war years.

It seems to me that when an International Union has people of such high stature as the Secretary of Labor, James P. Mitchell; a Senator of the United States, John Kennedy (who has



aspirations of becoming President of the United States); and President of the AFL - CIO, George Meany, taking time out from their busy schedules to appear before a gathering of Engineers from the United States and Canada to deliver an address such as these gentlemen did, we know that the leaders of our international are working towards raising the standard of living for the Engineers, thereby creating a better way of life for the members of our organization, their wives and families.

100 RESOLUTIONS

Turning to the business for which we were assembled, more than one hundred (100) resolutions were acted upon which dealt with proposed changes in the Constitution required to conform with the new law as set forth in the Landrum-Griffith Act. More than fifty (50) of these amendments were submitted by the General President, the General Secretary-Treasurer, and the Committee on Law itself. This is a tribute to the alertness of our International and is documentary evidence of their desire to conform with the laws of our land, distasteful as some of their provisions may be.

Recognition of the ability and prestige of International Vice-President Newell Carman was demonstrated by his appointment as Chairman of the Committee on Officers Report. The General President paid tribute to Local Union No. 3 by selecting me to serve on the Committee on Law and Brother Paul Edgecombe, your President, to serve on the Resolutions Committee.

Brother Frank P. Converse, as chairman of the Law Committee, brought with him the benefit of experience of past service in this capacity and the outstanding job he did demonstrates General President Joseph Delaney's good judgment in selecting him as chairman. Brother Paul Askew, Assistant to the General President, acted in the capacity of Vice Chairman and Rowland G. Hill of Toronto, Canada, as Secretary.

This Committee on Law consisted of twenty (20) delegates from various Local Unions in the United States and Canada and was in session for a week

In Memoriam

- FRANK PURDY
Fortuna, Cal., Mar. 6, 1960
- FERD A. JOHNSON
San Jose, Cal., Mar. 19, 1960
- EDWARD E. McHENRY
Chico, Cal., Mar. 19, 1960
- GEORGE W. JOHNSON
Hayward, Cal., Mar. 21, 1960
- JAMES KETCHEL
San Francisco, Mar. 26, 1960
- GEORGE SOUZA
Hayward, Cal., Mar. 30, 1960
- RUBEN E. KETCHERSIDE
Sacramento, Cal., Mar. 31, 1960
- CHARLES E. EDSINGER
Campbell, Cal., Apr. 3, 1960
- FRED PARKER, SR.
Oakland, Cal., Apr. 11, 1960
- FRANK KRATZ
Piedmont, Cal., Apr. 13, 1960
- LESLEY E. SMITH
Oroville, Cal., Apr. 16, 1960
- ELMER STIGLER
Ogden, Utah, Apr. 19, 1960
- OVIL R. WELCH
Reno, Nev., Apr. 20, 1960
- WALTER MISHORK
Salt Lake City, Apr. 22, 1960
- ROBT. KILLINGSWORTH
Benicia, Cal., Apr. 23, 1960
- JOHN LAIGHT
Salinas, Cal., Apr. 23, 1960
- JOHN LAW
Ogden, Utah, Apr. 26, 1960
- LESTER C. LANKFORD
Gilroy, Cal., Apr. 30, 1960

be served a big, hearty breakfast prepared by the Business Representatives and served by the girls in the respective Union offices.

See you all there, between the hours of 8 a.m. and 12 noon!

prior to the convening of the convention. We were furnished with able legal assistance by the General President and the Chairman of the Committee on Law and were able, through amending and discussion, to come out with an unanimous recommendation of all issues and resolutions which were submitted to the Law Committee for their consideration.

There were several resolutions submitted by local unions throughout the United States, some of which had merit, and after study and revision by the Committee on Law also were adopted by the convention.

I would be amiss in my duty if I did not report to you that the recommendation of the Law Committee on the resolutions submitted by the General President and the General Secretary-Treasurer were adopted by an overwhelming majority, in excess of 700 voting for adoption to concur in the recommendation of the Law Committee, with only 12 against.

It is my firm belief that our International Union will march forward at a faster pace in the next four (4) years under the present leadership than ever before! Having occasion to become closer acquainted with the General Office personnel and, more particularly, General President Joseph J. Delaney, Hunter P. Wharton, General Secretary-Treasurer, and the General Vice-Presidents, I am sure they all have our interests at heart.

In closing I would suggest that you make a special effort to attend your next District meeting so that you will hear a full report by the delegates who were in attendance at this important convention.

A tourist is a fellow who drives hundreds of miles to get a picture of himself standing by his automobile.

* * *

When a woman meets a man who looks her straight in the eye, she'd better do something about her figure.

* * *

Spinster to sister: "Oh, Ella, I'm going out tonight with a used car salesman." Ella: "What's the difference, so long as he's healthy."

What's Doing in the Oakland Area

By DON KINCHLOE, BILL BARR, "TINY" LAUX, WARREN LE MOINE and TOMMY THOMPSON, Business Representatives

Brothers, the Oakland area is still slow. Unfortunately, the late rains have kept the area slow, although the outlook appears to be very good.

As you are probably aware, our blood bank at the present time is completely exhausted, therefore we would like to request that all Brother Members and their families make an effort to donate blood to the Operating Engineers Blood Bank. This blood is very necessary and can save the life of a Brother Engineer or his family, as well as the additional costs to an Engineer. So Brothers, please donate, and all who do will have their names listed in the Engineers News Honor Roll of Blood Donors.

Every year there are many accidents and deaths on and off the job and since work is about to get under way, be careful. Watch your equipment for defects. If the equipment is unsafe, make it safe. Your life is far more important than any piece of equipment. Think first and then act. On the highways watch the other person. Be Careful.

Had a pre-job with the Bechtel Corporation who will build a chemical plant that will make plywood in Hercules, Pinole. The contract price is \$5,000,000 and the job will end in December, 1960. There will be only four or five engineers on the job in Hercules.

* * *

Oliver De Silva, Inc., General Engineering Contractor, San Leandro, was the successful low bidder on the Stanley Boulevard between Pleasanton and Livermore. The first phase of the job was to remove a great number of Black Walnut and Eucalyptus trees for the right of way. They also installed various drain lines. They have put down about four miles of A.C. leveling course. The Oak Knoll Bridge on this project has to be widened about six feet on each side, which will consist of the following: 19,500 cubic yards of road-way excavation, 2,200 cubic yards of ditch excavation, 24,000 tons of aggregate sub-base, 19,000 tons of aggregate base, which will be made by the Kolman screening plant, 10,000 tons of cement treated base, 17,500 tons of asphalt concrete, 1,400 lineal feet of raised bar. The equipment on this job will be three Michigan scrapers, two TD 24 dozers, one cat 12 blade, one Adams 660 blade, Kolman portable screening plant and 1 HD 16 dozer, one HD 9 loader, one 12 ton roller, one 8 ton tandem roller and a rubber tired roller. The project manager on this job is Phil Fox. Brother Virgil Guptill is the foreman. The following brothers are already on the job: Bon E. Acre, Dick Faria, R. Mizeer, and Gene Norberg. This job will be good for about ninety days.

* * *

Hart & Hynding of 427 Tehama Street, San Francisco, was the low bidder to the Bureau of Reclamation for the installation of a trash removal equipment system for fish collection facilities at the Delta Mendota Intake Canal, Delta Division of CVP near Tracy on old River in Alameda County. This job was in excess of \$200,000. It consisted of about 3,000 cubic yards of underwater excavation, where concrete wing walls were poured to install the equipment used in the removal of the trash which comes down the river. They also put in some 5,000 cubic yards of compacted backfill. The Rosendahl Corporation of Richmond has one of their cranes on this job, with Bro. George Wooton taking care of the compressors and welding machines.

Branough Construction Co. in Berkeley well under way with their \$350,000 parking structure keeping a couple of our brothers busy on the hoists.

Rothschild, Raffin and Weirick up on the hill behind the campus at the university doing a little concrete and form work with one truck crane crew.

Bethlehem Steel is busy on the Oakland Bay Bridge. Bro. Wes Warner busy on the barge fishing and freezing to death in addition to running the hoist.

This company has some nice jobs in the near future and should keep some of our brothers off the out of work list.

O. C. Jones has a lot of small jobs well scattered out—all of short duration.

Wunderlich's job on Mountain Boulevard, with our old friend Jim Kelley in charge, has run into water problems and is down to a slow crawl.

THE MAC FREEWAY

Guy F. Atkinson put a few of our boys to work on what little excavation there is on the freeway job. This job as last reported is overhead structures and will not be too much help to this office as far as hiring is concerned. A few crane crews and lots of concrete is what they will have. Another portion of this freeway (MacArthur) will be let as this goes to press. The demolition crews are busy clearing the right of way. Charles Campanella moves his crews faster and more often than a rabbit in a grain field and is just about as hard to locate. Baker Equipment, likewise, keeps on the move and stays busy.

Kiss Crane and Abdo Allen along with Bro. Hunt can be found somewhere along MacArthur.

Joe Ballinger and his crews are likewise doing their share of the demolition work.

Heim Bros. of Berkeley have the contract for brush clearing on the Guy F. Atkinson portion of the freeway.

Moseman and Sons have one rig and an A Frame busy on their section of the freeway with Ben C. Gerwick doing the driving for the piers.

Gallagher and Burk are doing the dirt work in conjunction with their job on the east side of the Broadway low level tunnel.

Raymond Concrete Pile have moved a driver in on Broadway to drive the cans for Guy F. Atkinson and should provide the sidewalk superintendents with an interesting if noisy job.

The shipyards as usual this time of year are very slow—waiting for the government to come up with additional money for ship repair work. It should pick up in July according to the experts.

The scrapyards are holding their own and have kept the brothers busy thru the winter months.

The equipment shops are starting to pick up a little after a very dull winter. This is always a good barometer for the outside work.

The Pomeroy, Bates, Rogers & Gerwick job on the Alameda Tube is going along smoothly with more activity on the Oakland side.

Rogers Materials who have the concrete plant are beginning to pour a little once in awhile.

BLOOD DONOR FOR OAKLAND OFFICE

ANGELA E. SMALL

The two whirleys that are being erected to handle the concrete will soon be in place and then the show will be on the way.

The big clam shell dredge is slowly chewing the channel way for the Alameda sections of the tube.

Three more whirleys are being dismantled in the Bethlehem yard and shipped to the southland. The entire yard is up for bids so there should be considerable activity as all the cranes and machinery are to be moved out.

The Dearborn Machinery Co. out of Downey, California are the contractors on the job. This should keep a few of our members going for about three weeks, also some additional help from Bigge and the boys.

As work on the MacArthur Freeway progresses it should be noted the fine job of protection being displayed by Bros. H. E. Shelby and Henry Brusstar of Barricade & Warning Lite Co. Their excellent equipment is more than serving its main purpose of protection. The jobs of C. K. Moseman and Guy F. Atkinson Co. are a fine example of what good equipment and excellent service can do to improve and otherwise unsavory atmosphere so often found on a job of this sort. Streets properly detoured and safely covered by Barricades and Lites encourage caution on the part of the public as well as the workmen on the job.

* * *

NEWS ABOUT THE BROTHERS

Bro. Walt Medinas is the newly elected President of the Vine Hill Improvement Association in Martinez. Anyone living in the Vine Hill area that is interested in joining this association or desires any information relating to the association can call Bro. Walt at Academy 8-3604 or stop by and see him at 4195 Irene Drive, Martinez, California.

* * *

Bro. Charlie Plumb has retired from the Operating Engineers Union Local 3 after twenty three years. He has a fix-it shop and sharpens saws, mowers, knives, shears etc. Bro. Charlie's address is 3860 Castro Valley Boulevard, Castro Valley. Phone number Jefferson 8-4808. If any of the brothers needs any work done take it to his shop and say hello.

* * *

"Bud" Rich is confined in the hospital in Concord having undergone surgery. He expects to be out in about a week and after a short rest should be back in the middle of things—Good luck "Bud" and take it easy.

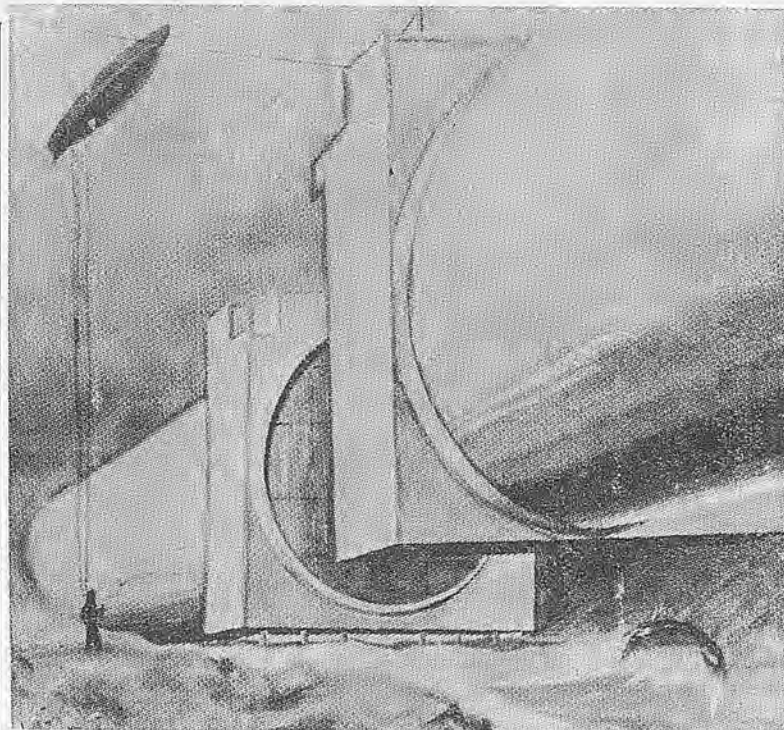
* * *

Bro. "Shorty" Cooper is in the Peralta Hospital in Oakland recuperating from a bout with pneumonia. We wish you a speedy recovery "Shorty".

NEW JOB AWARDS

SAN FRANCISCO, Contract awarded to M. W. Bartee, 159 Sycamore Ave., Brentwood, \$1,392.50 for making two test borings from floating equip., between 26th St. and Islais Creek Channel E of 3rd St.

STOCKTON, Contract awarded to Bob Long Const. Co., P.O. Box 1623, Fresno, \$1,521,050 (Base-Add.) for const. outpatient bldg., SAN JOAQUIN CO. HOSPITAL, French Camp.



ACTUAL CONSTRUCTION is near on another underwater tube for the Alameda Estuary, to parallel the present tube. An interesting feature of the job will be the connecting of pre-cast concrete tube sections under 90 feet of water. Divers, as illustrated here, will have to rely largely on sense of touch because of muddy water at this depth, and connecting of sections will be made as nearly automatic as possible.

STOCKTON JOBS IMPROVE A BIT

By WALTER M. TALBOT and AL McNAMARA, Business Representatives

The prospects for work in this district have picked up considerably since our last report, but we are still lacking any of the large projects that are being let in other districts. The new Hogan Dam will come into the large job category but it is not scheduled to be let until October of this year; however, it will probably be 1961 before any noticeable number of engineers will be employed.

The biggest change in the local picture since our last report is the work that has been successfully bid by T. Teichert & Son. In addition to the Mathews Road job that was mentioned in last month's report at \$42,477, they were lowest bidder for conversion of Sharpes Lane to four lanes from Charter Way to 13th Street in Stockton in the amount of \$227,133; construction of a boat launching ramp and fishing facilities at Louis Park for \$29,649; reconstruction of streets in Park View subdivision for \$70,438; conversion of North El Dorado Street to four lanes from that portion which is now four lanes to Claremont Avenue for \$114,473; and the Calaveras County road construction and relocation around the proposed new Hogan Dam for \$344,000. This aggregates nearly \$900,000 of work with four more jobs to be let this week. The largest, money wise, is the overpasses and underpasses on State Highway 99 in Stockton; two more city street jobs and another county road job north of Lodi on Peltier Road. Based on past bidding, the bets are for A. Teichert & Son to get three out of the four jobs.

Stockton Construction Co. were awarded a contract for the construction of the northeast storm water pumping plant and trunk line sewer to serve the College View area for \$118,776.

The storm sewer job on Walker Lane, on which the Monolithic Pipelines, Inc. was low bidder, has been rejected with owner to readvertise for new bids.

R. Gould & Son submitted the lowest bid for replacement of a gas line at the Deuel Vocational School, near Tracy, for \$39,234.

COUNTY HOSPITAL
The controversial County Hospital addition was awarded to the Bob Long Construction Co.

of Fresno over the protests of second low bidder, Gordon H. Ball, due to technicalities. The Long Co. bid was \$1,457,600.

S. M. McGaw and Barker Constructors were low bidders at \$50,190 to rip-rap the recently completed South Disposal Plant Oxidation Pond Dike. Brother Tony Cardoza is using his Grade All with a self-designed rake attached to the boom to place the rip-rap.

The Simpson-Lee Paper Plant in Ripon is beginning to show signs of construction, with the Miller-Davis and William C. Tait Companies in charge of the building construction, and A. Teichert & Son doing the excavation and grading at this time, and to make concrete on the job site, with a John Gist Company portable batch plant.

As of this writing no news has been received by those contractors submitting bids on the access road into the asbestos deposit near Copperopolis. Needles to say they feel that no award will be made as the bid opening date was April 1st.

In the Modesto portion of this district the work also is on the uptake.

Ince Brothers of Sunnyvale were low bidders at \$141,832 for the construction of sanitary sewer line and a sewage treatment plant at Patterson.

Delta Construction Co. of Rio Vista, were awarded the surfacing and grading with plantmix at the U.S. Navy Auxiliary Landing Field at Crows Landing for \$72,710.

Bids will be opened May 18 for approximately one (1) mile in length to be graded and surfaced, and construction of a bridge on Carpenter Road, between Hatch Road and Paradise Road, near the west city limits of Modesto. Budget allocation is \$482,482.

Jesse Harrison of San Ardo (Continued on Page 5)

San Mateo -- Hub of the Peninsula

"B Day" at the Blood Bank is Saturday Morning, June 4, 1960

By BILL RANEY and GEORGE BAKER, Business Representatives

Preparations are well under way for the bi-annual Blood Bank Day, coming again on June 4, at the Peninsula Memorial Blood Bank, on El Camino Real, at the south end of Millbrae. The San Mateo Building & Constructin Trades Council arrange this shindig twice a year, at which time the affiliated with the Council

gather together for a mass donation of blood, each member donating in the name of their own union. The Business Representatives of the various Unions act as cooks and waiters and serve a big breakfast of eggs, sausage, hot rolls and a refresher, (the works) to all blood donors. SO—IT'S THAT TIME AGAIN FELLOWS. There is always stiff competition between the Building Trades locals as to whom will "bleed the most." There was a time when Local 3 "led the parade" in this event, but the last blood bank day the engineers were sure at the low end of the totem pole. Let's strive to regain our status as "TOP MEN". Bring your wives too, as recently we have found that in many cases it is the wives of the members that need the blood when emergencies arise. Pledge cards are available at the office in San Mateo, but if you are unable to get your pledge card, just show up some time between the hours of 7 a.m. and noon, on Saturday, June 4th. Be sure not to eat, we will feed you. SEE YOU AT THE BLOOD BANK.

San Mateo may have a flurry of dredging work this coming year. Dutra and Leslie are doing some work in Redwood City and at the San Carlos airport. The San Carlos job is the beginning of a very large proposed fly-in, Yatch in and Motel, that will cost at least five million dollars, much of which will be paid in wages to Engineers.

REDWOOD HARBOR

Utah Construction has already had a pre-job conference with your representatives, and informs us that the large dredge "Franciscan," will be coming up from Long Beach in about a month to deepen and widen the Redwood City Harbor. They will employ about sixty (60) dredgemen on this project for a period of approximately two and one-half months. They will also take the clam shell "California" out of moth balls again for a few weeks work, and this will be the first time she has worked in over a year. If the big twenty-two million yard Brewers Island job gets started next year, the "Franciscan" will be here to bid on that job. They should have an advantage over the other dredging companies that have rigs large enough to do the work.

You rubber-tired skimmers who have not obtained your properly endorsed license, should contact your Business Representative for information as to how to obtain same. The State driving tester, Mr. Reimers, will make himself available at a pre-arranged site in San Mateo County, if there are enough of you who wish to obtain the license. CALLAN TRACT

The brothers with Buzz Haskins have moved to the new Callan Tract, and as usual the dirt is moving faster than you will see it moving on any other job in the area. This is no small job and will keep about sixty (60) engineers going for two to three years at a six day ten hour basis. "Buzz" has collected many of the real good skimmers in District 1 and as yet we have not found one who cares to leave, so we

are not expecting many new hires. There is a fifty yard DW 20 on this job that is really something to see. Tom Callan Jr., the developers, claims that the plan is to invest five hundred million dollars in this tract in the next eight years.

It looks as though the brothers with the L. C. Smith Co., will not run short of work for awhile as he has just been awarded the contract for the widening of Bay-shore, from six to eight lanes, from South San Francisco to San Mateo. He has also just been awarded a resurfacing job to the tune of over \$100,000 in San Mateo as well as many small projects.

Berger Coastwide has three jobs running in the County and has just about finished the High School site at Terranova, near Rockaway Beach. Pacific Coast Builders were awarded the erection of the buildings for \$1,444,000.

There seems to be no let up in commercial building in San Mateo with three commedcial jobs now going on at the airport, as well as such jobs as the one awarded to Morris Daley at the San Mateo High School for \$100,000, E. A. Hathaway being low bidder on a rehabilitation center at Crystal Springs, with a bid of \$941,000, Morlind Construction Co. has a \$113,000 government housing contract at Pidgeon Point. Williams and Burrows got an estimated \$2,700,000 job for a three story building at the Stanford Research Institute Center at Menlo Park, as well as being the low bidders on a senior citizen housing job in Portola Valley to the tune of three and one-quarter million dollars.

Cotherman & Judd got a \$182,000 street and road job on Middlefield Road.

MORE ELECTRONICS

The D. H. L. Co. were awarded the contract for grading, surfacing curb and gutter work etc. on Hillside Blvd. at Chestnut in South San Francisco. Many people were wondering about this company. We can allay your fears, Bro. Jack Douglas is the prime and is the "D" part of the company. They plan to sub out most of the dirt work and at this writing we believe Irvin Varwig will be the man.

The ONE HUNDRED MILLION dollar linear accelerator that was so prevalent in the news last year is now ONE HUNDRED AND FIFTY THREE MILLION. At first we believed the work would all be in San Mateo County. Then a map showed it five miles south into Santa Clara County. Our Congressman now tells us it is back in San Mateo County near San Hill Road, in back of Stanford University. The proposed plan is a ditch two thousand feet wide and two miles long, then a concrete culvert in the bottom and then cover it. IF AND WHEN this job goes it will be some deal and when completed 4200 people with a 320 million dollar payroll. This added to our present electronic type companies will make San Mateo the electronic capitol of the world.

PERSONALS:

BRO. "RANDY" RASLER, has

Spring Work Lags in the San Jose District

By A. J. HOPE, DANNY O. DEES and WM. HARLEY DAVIDSON, Business Representatives

In spite of the good weather, this has been a slow spring for the Brothers living in the San Jose area. We had hoped that at this late date our "Out-of-Work" list would have been depleted, but we still have a great number of men unemployed. Several good-sized contracts have been let, so when these jobs get under way, our unemployment problem should be solved.

A contract to build the \$1,295,158 overpass for the Market Street-Coleman Avenue expressway was awarded to Lew Jones Construction Company. Jones' bid was for prestressed concrete girders instead of steel. The expressway will become the northern entrance to the downtown area from the Route 5 Freeway. Eventually the new expressway will be linked to the De La Cruz overpass now being constructed in Santa Clara.

Ball & Simpson have completed the concrete work on their freeway job and are now working on the shoulders, getting ready for the sub-base. A.J. Raisch Company have the paving and black-top work and the intersections. Ball & Simpson will be through with their section of the freeway and we would again like to take this opportunity to thank this firm for the splendid cooperation they gave the San Jose office during the past two years.

Guy F. Atkinson Company have begun work on the rerouting of the Guadalupe Creek; which is necessary for the enlarging of the San Jose airport.

At the present time they are using four 21's, three 20's, and five cats. This job should last through October and keep a number of the brothers busy this summer.

Piazza Paving have started operating their quarry in East San Jose and expect to start their job of widening Alum Rock Ave., about May 9. They are also working their job on Hillsdale Ave., and are widening Almaden Road to four lanes. They are busy in several subdivisions in this area.

Bragato Paving Company were the low bidders on a \$102,089 contract for the construction of a four lane undivided road on Hamilton Ave., between Meridian Road and San Jose-Los Gatos Highway. George Renz did the underground work on this job.

A. J. Raisch are working on their project at the Almaden Golf Course and also are working on their contract for the enlargement of Oak Hill Memorial Cemetery. This firm is also busy on several sub-divisions.

James Engineering Company

under the supervision of Brother James Chalmers are busy on their sewer contract on Almaden Road, leading to the new Almaden sub-division.

McGuire and Hester were the low bidders on a \$121,120 contract for construction of sewers on Almaden Road between Curtner and Hillsdale Road.

PALO ALTO, MT. VIEW AND SUNNYVALE

O. C. Jones of Berkeley was the low bidder on a \$202,485 contract for construction of a parking lot in Mt. View.

E. T. Haas of Belmont were awarded a contract in the amount of \$43,543 for installation of a water line on Homestead Rd., near Sunnyvale.

McGuire & Hester are working on their \$183,207 water line contract for the city of Palo Alto.

Cupertino Gravel are still working on Curtner Estates in Milpitas, making the house pads and doing the street work for this sub-division, which when completed will have about 700 homes. Pisano Bros., are doing the underground work and Arthur Construction Company are putting in the foundations.

SANTA CRUZ, WATSONVILLE AND MONTEREY

Work in the Santa Cruz area is going to be very good this year. The Newell Dam at Boulder Creek is just now getting underway. At the present they are only using eight engineers, but before long many of the brothers will be needed on this project.

Granite Construction are busy on various jobs in the Santa Cruz area. S & O were the low bidders on the sewage treatment plant and ocean outfall sewer for Santa Cruz.

P & E Construction Company were low bidders on the sewer pipeline job at Aptos.

The Sand Plants located in the Santa Cruz area and smaller contractors predict a very good season for this area.

Granite Construction Company in the Watsonville area are keeping a full crew busy. They were recently awarded a 15-mile paving job, which will amount to \$115,664.

Delphia-Early were the low bidders on the airport job at Fort Ord. They expect to start work on this project about May 11. Madonna Construction Company will do the excavating on this job.

Work in the Monterey area is also good. The small craft harbor is keeping many of the brothers busy. Granite Construction are working on this job site.

Phil Calabrese was recently awarded a paving job at Fort Ord, and this will help to keep his crew busy.

Granite Construction Company are busy in the Salinas area. They also are busy in the Hollister area, under the supervision of Brother Jim Gaither, with about 14 engineers on the spread.

We would like to take this opportunity to thank the following brothers for their donation to the Blood Bank!

Hillman Caywood (donated twice.)

Herbert Theissen
John Bridges
Romeo Noel
Jesse Reidenour
James Kelly
Gene Cooper
Lester Baker
D. W. James

REDWOODS START TO ROLL

By K. A. "KEN" BROOKS and W. L. "BILL" TOMBERLIN, Business Representatives

It looks like we sure jumped the gun on the sunshine last month or maybe the weather man just wasn't on our side this time, nevertheless as this article is being written it is beginning to look like we should be able to roll real soon, we sure hope so! There is plenty to be done if we can only get at it.

Up in the north around Crescent City it is still pretty quiet, Peter Kiewit is pouring the deck on their small bridge at Gasquet, Hytenin Concrete furnishing the concrete.

R. H. Douglas making the aggregate for Coast Concrete Co. who will supply the concrete for the Honor Camp at Klamath.

Pelican Bay Co. at Smith River working a skeleton crew at their plant. We still haven't gotten any new dope on the tunnel and approaches on 199 at Oregon Mt., soon we hope.

Delphia Early & Crow trying to work a small crew when the ground is dry enough, which hasn't been very often.

Slate Hall & Hamilton have eighteen brothers on the payroll so far in their Hiway job between Weitchepet & Orlens, should be a few more in the near future.

The brothers up there are getting sunshine and plenty of good fishing.

The State has called for bids for equipment on the Hiway 299 Honor Camp job at Lord Ellis. The bids are for 1200 hours so this will be a summer's show for a few more brothers, every little one helps.

Morrison Knudsen still pawing the ground to get going but it's still too wet, they'll start any day now, and it can't come too

opened a nice brand new shop called the PENINSULA BOWLING SUPPLY at 2349 El Camino Real, at Redwood City, just three blocks north of the new MELS BOWL. They are open each Wednesday and Friday evenings until 9 p.m. and feature Trophys and bags as well as Hyde shoes and all other top notch bowlers supplies. Go in and see him and his wife Lillian who runs the shop while Bro. "Randy" takes care of the Whipple Road Quarry during the day. LOTS OF LUCK TO YOU RANDY, in your new venture.

soon for us. It sure hurts to see all those men sitting around with old Man Weather holding them back from their jobs. There is still plenty to be done on this one.

Westbrook-M. K. job at Bridgeville is beginning to come to life, doing a little pioneering here and there.

Brother Marlin Tryon is doing the clearing. This job should be pretty well opened up by the time this goes to press.

The last information we received on the Fortuna job was that the plans had not been completed to take in the additional work but should be ready for early June letting. The Beatrice-Fields Landing job should come out at about the same time, we are hoping for an addition to this one too.

This about covers the picture at the moment except for some small bridges and various jobs scattered all over the countryside.

Hope we have more to report to you brothers next time.

Still no further dope on the Ruth Dam.

Our many thanks for the following brothers who have donated blood so far this year: Wesley A. Hixson, Emory Rearden, Rex Whorton. We still have members and their families who need blood.

NEW JOB AWARDS

SAN JOSE. Contract awarded to Lew Jones Const. Co., 1535 S. 10th St., San Jose, & Gordon H. Ball & Gordon Ball, Inc., Camille Ave., Danville, & Ball & Simpson, 685 Delaware St., Berkeley, Calif. \$1,295,158 (Alt. 1) for const. Coleman-Market overpass & connections.

SACRAMENTO, contract awarded to Fredrickson & Watson Const. Co., 873-81st Ave., Oakland, \$564,429 for const. Tehama Co. Rd. p-86, Black Butte Proj. Stony Creek, TEHAMA CO.

ROSA-UKIAH AREA NEEDS MORE WORK

By R. F. SWANSON
Business Representative

Yes, this is not an overstatement and we do need more work. If it is true that one good job is anticipated and that is the highway job between Santa Rosa and Healdsburg. It is a sure thing that we need it, not only for the work it will provide, but for the convenience of the travelers and townspeople of the Redwood Empire. The "rumors" still have it that the job should be advertised during May with the bid opening in June, but this is still strictly a rumor. This job will help, but let's hope for additional highway work in the area.

JOBS RUNNING: Presently there are a few jobs running (in between the rains) in this district. Guy F. Atkinson is going full blast on the Healdsburg bypass. Frederickson & Watson, likewise on Trenton road. Granite Construction is about to start their \$600,000 bridge and road job at Big River. Granite once again in progress on highway work near Laytonville.

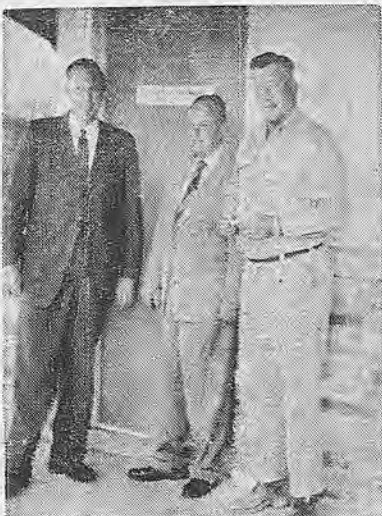
Huntington Bros. starting at Navarro job on Highway 1 with Dick Cunningham working a few of his rigs on the same job. Steve Baxman is about to start work at Van Damm State Park. Young and Engelke also ready to start their job on Boonville Rd. Art. Siri-working at Willits and Des Rios, and also in and around Santa Rosa. M. B. Stevenson along with Paul Hawkins on pipe work in Santa Rosa. Rock plants at Basalt. Heins of Windsor going strong. Don Dowd with scattered work. Most of the other work has already been reported on in previous issues.

LICENSE LAW: Those of you who run rubber, a word of caution: When you drive them on the highway you need an endorsement on your operators card. I was with one of the representatives on a few jobs and he issued the licenses after observing them operate and then having the brothers pass a written test. When you see the Department of Motor Vehicles representative, make sure you get this required license.

MEETING NOTICE: The next regular district meeting will be held in Santa Rosa at the Labor Temple at 8 p.m. on June 9. Please try and be in attendance. These meetings are always informative and besides that I like to see the brothers take an interest in their union.

BOY'S CLUB: Many thanks to the brothers who have agreed to donate their labor for the construction of a Boy's Club in Santa Rosa. There has been very little equipment work, but I must congratulate for the donation of equipment the Arthur B. Siri Construction Company. Even though there is very little engineers work, I can see where there is work for carpenters, laborers, etc. etc. So, if you have any time or week-end, I am sure they could use your help in some other capacity than an engineer. By the way, the new Boy's Club is being built on the corner of Hahman and Spring Creek Drive in Santa Rosa. Thanks again for your help.

BLOOD BANK: Please help—**BLOOD NEEDED.** Everybody has sure been conspicuous by their absence so far as the donating of blood is concerned in this area. Some of the other areas have sure put us to shame, and they must be con-



Pictured above is Everett Matzen, who is a candidate for the 7th State Assembly District. Also pictured are Johnny Hinote the rank and file Executive Board member, and L. S. Kitzmiller, a Grievance Committee member of the Santa Rosa district.

Mr. Matzen was good enough to be in attendance at the Santa Rosa Grievance Committee meeting, and in as much as he is a Business Representative for the Butchers Union and is also an endorsement of COPE, we are certain that he is an excellent choice.

Matzen Is Labor's 7th A.D. Candidate In Marin-Sonoma

Everett A. Matzen is organized labor's candidate for the Democratic nomination for State Assemblyman in the Marin-Sonoma county 7th A.D. and now, by virtue of Executive Board action, has the special endorsement of Operating Engineers Local 3.

The Executive Board voted to support Matzen on recommendation of the Santa Rosa Grievance Committee.

Matzen previously had won the endorsements of the Marin County and Sonoma county COPE organizations and of the state COPE body.

For many years one of the leaders of Sonoma county labor, Matzen is secretary-treasurer of Butchers Local 364, and area vice president of the Western Foundation of Butchers. He is a former secretary of the Sonoma County Central Labor Council. He has also been prominent in civic and political affairs, holding office presently as a Petaluma city councilman. His other activities include service on the Sonoma County Grand Jury in 1955 and 1957; director of the Petaluma Chamber of Commerce; member, Petaluma Planning Commission; director, Community Health Assn. of Northern California; Allied Poultry Industry Council; Sonoma County Board of Trade and Sonoma County Taxpayers Association.

Jack McCormick, director of the Matzen campaign and secretary of the Sonoma County Central Labor Council, urged support of all union members for Matzen.

"We have in Matzen an excellent chance of electing a labor man to the State Assembly, which certainly needs more expression of the labor viewpoint, as well as a man who, as top vote getter in the last Petaluma city elections, has demonstrated

gratulated.

Please try to be in attendance at the June 9 meeting for I am sure that your present officers can very ably answer all the various questions, and especially those regarding the Pension Plan. I'll see you there.

The Northbay District Shifts Into High Gear

By H. O. FOSS, F. A. LAWRENCE, L. C. SOLARI and A. S. SMITH, Business Representatives

The dust is stirring in the North Bay area, and the favorable weather is really making us put the men out these days. We do look for a busy season from now on.

The rumble of bulldozers echoed thru quiet Nicasio Valley as earth-moving began on long-planned Nicasio Dam. Chief, Sandkay & Cheney started work on their \$1,780,569 contract for erecting the earth-fill dam and building a new section of the Pt. Reyes Petaluma road to skirt the section that will be flooded by the reservoir which will be formed as the dam holds back Nicasio Creek water. The job is scheduled for completion December 15th, in time to hold next winter's rain.

First stage of the project will be construction of a new bridge across the Creek about half a mile below the dam as the first step in re-routing the highway. A pre-job conference was held on April 28th, prior to the starting of the job with Mr. Keith Hardin, Project Manager.

Brothers on this job so far are: Bill Evans, Howard Rowley, Vincent Silva on Dozers, pioneer; Lloyd V. Hood, Mechanic Foreman; Merle W. Olds, Welder; Eddie H. Gaston, Mechanic. Foremen are: Wm. J. Blair, Art. Burch, Floyd Wine.

E. A. Forde has the paving end of this job.

Watkin & Sibbald have started their landscaping job on Highway 101, contract award of \$54,000.

Ghilotti Bros. is out of hibernation, lots of local jobs, street paving, etc.

Brown-Ely doesn't seem to be doing anything. Their men have accepted other jobs.

Tom Hanna expects to be working on the A. G. Raisch job at Marin Golf & Country for a couple of weeks or so more.

Terra Linda is humming with equipment. Thermal Const., C. K. Hulse and Fredrickson & Watson all have equipment there. Thermal and Hulse on the Shopping center site and Fredrickson & Watson on the Highway interchange at Terra Linda and 101.

By the time this gets off the press, we should have the award in for the Greenbrae bridge. Low bidder on the estimated million-dollar completion of the Greenbrae traffic interchange on Hwy. 101 was Peter Kiewit Sons Co. of San Francisco at \$964,351. The construction will involve about seven-tenths of a mile of highway interchange in the area where Corte Madera and Larkspur meet near the Greenbrae intersection. Included in the project is removal of the old four-lane highway bridge over Corte Madera Creek, construction of new bridges over the creek which will serve as northbound off-ramp connections to Sir Francis Drake Blvd. and consisting of other damp and frontage road connections. Also included is resurfacing of a short section of the freeway and completion of the reconstruction of Sir Francis Drake Blvd. through the interchange area.

The State is calling for bids for a two-lane bridge and approaches at the Miller Creek on Lucas Valley Road. The project is one of eight just approved on federal aid secondary county roads throughout the state.

Charles Harney has quite a spread on paving of runway at Hamilton Air Base. Brothers are: Ken Briggs, Ken Jones, Wm.

his popularity among the voters generally and qualified himself with experience in governmental affairs."

SANTA CRUZ, Contract awarded to Granite Const. Co., Watsonville, \$638,301 for RV brdg. const. & 0.5 mi. N. of Big River, etc. **MENDOCINO CO.**

Green, Ronald Gary Anderson, Chainmen; Roy Scott, Loader Oper.; Bud Martini, Ross Wells, Harry Cahill, Roller Operators, Don Leissner, Screedman.

VALLEJO NEWS

Morrill Company of Berkeley has been awarded a \$489,000 water treatment plant job at Fairfield. The site work and paving on this job has been subbed to Syar & Harms.

So far, Gordon H. Ball has moved in only 2 rigs but more equipment is expected any day now. We hear they have purchased 6 new automatic transmission 20's and some Dozer D'9's. Super on this job is Homer Holmes and Assistant Super is Joe Hensley. Brothers Bill Thompson, Foreman, Paul Steward, Mechanic, Sam Hert, Dozer, Leon Anderson, Blade, and Kermit Yochum, Grease Truck.

We would like to apologize to Brothers Lawrence Thomsen and Harold Hindman. It seems they make a special point of paying their dues by the year so they can see their names in print, but last month when they paid their dues, we failed to mention them. Please accept our apology and we can assure you it won't happen next year.

We regret to report to the many friends and brothers of the passing of Robert (Bob) Killingsworth. Brother Bob was 72 years old and had operated a Cat for the major part of that time right up until last fall. He had worked for Parish Brothers of Benicia since 1944 and he will certainly be missed by everyone who knew him. Our heartfelt and sincere sympathy to his family.

Want to remind you that June 30th is the deadline for filing with the Dept. of Employment for a refund, if you worked for two or more employers last year and received more than \$3,600 in wages during the year for work in California for which total deductions for Disability In-

surance (State or Voluntary plan) exceeded \$36. Application forms for this purpose may be obtained from your local Dept. of Employment office or from this union office.

Brothers, we wish to remind you to please keep a copy of your referral slip with you at all times. It helps us and it helps you too, when you go in to any office to register on the out of work list.

RETIRING BROTHER

One of the first members to retire under our pension plan is Brother Fred Webster, 25 years with Hutchinson Rock. Bro. Webster called it "quits" on April 8th and will benefit under the pension plan.

Brother Joseph Prescott dropped in to say hello. Is in charge of transportation for Phillips Petroleum in Barcelona, Venezuela, S.A.—says he'll see us in a couple of years.

Brother John DeBorba has the launching ramp at Nick's Cove at Tomales Bay. Any of you brothers who have boats, make it a point to look him up.

It is with regrets that we see Brother Phil Dunn, foreman for the L. C. Smith job at McNear's Road transfer to another job down the peninsula. We realize it is a bigger job and think it is worth more money. It certainly was a pleasure to work with him here. Brother Ernie Hartman will take over the duties in Brother Dunn's place.

Attention members living in Sonoma and Marin Counties: Everett A. Matzen is the Democratic candidate for Assemblyman and would appreciate your vote. He has served on various committees in Sonoma County and is an experienced public servant.

Clem Miller is seeking reelection to Congress. Charles Geller, candidate for State Senator, asks your support. Remember these names when you go to the polls.

Stockton Jobs Improve

(Continued from Page 3)

was low bidder at approximately \$550,000 to the Bureau of Public Roads for construction of nearly five (5) miles on State Route 120, east of Harden Flat in Tuolumne County. Not included in the initial project, estimated to cost \$500,000, is construction of a bridge near the Cliff House. Bids for this project are expected to be received in August. The Bureau of Public Roads eventually plans a modern two lane highway to be constructed from Big Oak Flat to the westerly boundary of the Yosemite National Park. The total project will cost in excess of two million dollars.

PERSONAL NOTES

Brother Jerry Grover, employe of the George Reed Company in Modesto for many years, had a narrow escape when, while working on Reed's Rock Plant near Waterford, he slipped and fell into the gravel bin and was almost completely buried before being extricated by fellow workers.

Brother R. C. Edwards of Modesto is in the Veteran's Hospital in Oakland. He is reported to be in serious condition.

BLOOD BANK CLUB

There have been no donors to the Blood Bank Club during this month. Our balance is danger-

ously low and it would be greatly appreciated if donations of pints of blood could be made.

NEW JOB AWARDS

SAN FRANCISCO, Contract awarded to H. Harrison, P. O. Box 315, San Ardo, \$552,635 for Proj. California F. H. 39-A, Stanislaus National Forest, TUOLUMNE COUNTY.

CONCORD, Contract awarded to Jos. Bettancourt, 125 South Linden, South S. F. \$627,000 for const. Physical Science Bldg., Diablo Valley College, incl. 90'x 210' two story complete construction.

DALY CITY, Contract awarded to Louis C. Dunn, Inc., 681 Market St., S. F. \$451,200 for const. of Abraham Lincoln, Thomas Edison & Daniel Webster Elem. School & all appurt. facils. on public school property.

WOODLAND, Contract awarded to Ince Bros. Pipeline Const. Co., 616 E. Taylor, Sunnyvale, \$486,187 for inst. sanit. swr. outfall line & Storm swr. outfall line loc. on Gibson Rd. & Co. Rd. No. 24, Woodland, YOLO CO.

SACRAMENTO, Contract awarded to Wismer & Becker Contr. Engrs., Sacto. \$415,103 for compl. of Unit No. 1, Jaybird Power house & apurt. work Upper Amer. Rvr. Proj., EL DO-RADO CO.

LET'S START A NEW HABIT-- TAKE A SAFETY BREAK!

By GLENN L. DOBYNS, Safety Representative

Let's start talking—A safety break. Like it or not, the coffee break is here to stay. Many hundreds of organizations have another kind of break—the safety break. Everyone should have them. Here's how they work:

Once a week, at the beginning of the shift or right after lunch, the foreman gets his men together for a short safety meeting. The foreman starts with a talk about some aspect of safety that is of interest or importance to his men; then there is a question-discussion period. The whole session lasts only 10 or 15 minutes—no longer than the typical coffee break.

That is all there is to it! But simple as it is, the safety break can help your men, your foreman, and you.

Your foremen give a safety talk once a week, and as a result come to feel more a part of the safety program—develop more interest in what you are trying to accomplish through the safety program.

Employees listen to a safety talk once a week every week, and so get a steady exposure to safety training—from the men they respect—their own foremen.

Although construction is one of our nation's greatest industries, it has long stood in the shadow of a poor safety reputation. Years ago, construction casualties were anticipated by such rule of thumb expectancies as a life for every million dollars worth of work, a life for every story of a skyscraper erected, a life for every few hundred feet of tunnel driven, and many other such callous resignations. It has been an extreme pleasure to refute these fatalistic expectancies and supplant them with the knowledge that construction work can be done with the same relative degree of safety that is produced by other activities.

NOT AN AFTERTHOUGHT

A successful safety program is said to be one which has the cooperation of everyone. Therefore, the first objective would naturally be to win this cooperation. If safety is wanted, it must be worked for and this work must come from those who are associated with the hazards, either being exposed to them, creators of them or condoners of them. If safety is wanted, it must stem from leadership. Not the passive kind which admits a belief in safety principles, and then does nothing further, but the kind that not only believes in them but practices them. If those who direct and manage want safety, they are going to have to spend some time on it. Granted, a safety organization will relieve them of certain detail, but it can't remove the inherent relationship of safety to the thoughts and acts which make up the day's activities. If safety is wanted, it must be advanced as a basic consideration and not come along as an afterthought. Safety organizations have a large responsibility in shaping and guiding the attitudes and understanding of those who must operate the program. Many programs which have excellent potentials are dismal failures because this responsibility is treated lightly, if at all.

FAST, POWERFUL
Modern equipment for hauling earth is large, fast and powerful. Their destructive power when out of control is devastating. Obviously, this destructive power is a function of speed. Therefore, it might appear justifiable to some to limit that speed to prevent accidents. Will agree that this is an effective means of controlling such accidents, but it is not good safety work. That dam is needed as soon as possible, and with the least cost to the taxpayer. The safety engineer must be as interested as

the operating engineer in getting the most dirt moved as is possible in the shortest time. Therefore, it is his job not to limit speed but to facilitate it. Determine the road surface which must be maintained, the flow of traffic, traffic controls, road widths, allowable grades, standards of equipment maintenance, qualification of operators, and many other details which will bring safety to high speed operation. We consider this nothing more than good normal safety engineering. Sometimes methods are proposed which defy efforts to control the hazards and it is necessary to completely abandon them in favor of a more responsive scheme. These are accomplished as joint projects between safety and operating personnel so that the needs of all concerned are served.

Redding District Predicts Good Year

By J. B. JENNINGS and SID McBROOME,
Business Representatives

It is always a pleasure to give a report of the district when the outlook is good. Work throughout the six northern counties has been extremely slow starting this spring due to heavy rains and snow. We hope that the storm we had last week will be our final storm for this season.

U. S. 299W: We have had a number of inquiries regarding the possibility of employment on the Trinity River Project. The Trinity Dam is now in full swing with approximately 460 Operating Engineers employed. To date we have had very little turnover on this project. Recently there have been additional contracts awarded in this area, with M. W. Brown being the low bidder on one of the road jobs. The clearing contractors are well on their way of clearing for the huge Trinity Dam Lake. Some of the brothers have been able to work practically all winter on some of these clearing jobs. W. B. Jones was one of the low bidders on a portion of the clearing and has been in full swing for the past four weeks.

Ray Byers is also in full swing on his clearing portion of the job. Shea, Kaiser, Morrison is still working three shifts, six days, with approximately 95 brothers employed. The eleven mile tunnel is now less than one half mile from holeing through. J. W. Briggs Con-

struction Company is now in full swing on their job on Highway 299W. This is a very difficult job for the company due to the heavy traffic between the Trinity Project and Redding. The job started on a single shift and according to the superintendent will remain on a one-shift basis.

The Gibbons & Reed Company are now in full swing on their four million dollar project at Whiskeytown with two shifts going. M. W. Brown who has recently taken over Jim Clacks job to complete the road going into Whiskeytown Reservoir has the job going in full operations and will complete the job by the middle of June. The Spring Creek Tunnel was awarded to Winston & Green with a low bid of eleven million dollars. This job will probably not get under way until the latter part of June. The power plants and the Whiskeytown Reservoir is due to be let sometime in June.

IN REDDING AREA: The Shea, Kaiser, Morrison gravel plant at Churn Creek has had a skeleton crew off and on during the winter months but from the work picture in the northern district the crews will be extremely busy this year. This plant was set up and designed to furnish black top and all types of aggregates to contractors throughout Northern California. One major project in Redding will be the Sacramento River bridge job on Hi-way 99 north at the Miracle Mile. This job should start around July 1. The Calaveras job will start to take shape now since the excavating has been completed by the H. P. Edwards Company from Red Bluff. Stolte Inc. was the low bidder on a portion of the Calaveras project at Mountain Gate. Work on this project is expected to start around May 15.

U. S. 99N: The California Oregon Power Company has been awarded the contract to construct an earth filled dam on the Klamath River, this work

for impvmt. of Santa Cruz Ave. from San Mateo Dr. to Oakdell Dr.

STOCKTON, Contract awarded to A. Teichert & Son, Inc., 1931 Stockton Blvd., Sacto., \$70,438 for reconst. streets in Park View Subdivision from Stockton City Limits N'ly.

SACRAMENTO, Contract awarded to Lentz Const. Co., Box 7538, Sacto. \$62,889 for (1) Impvt. Shady Hills Estates Assess. Dist.

will be done by the M & K Corporation. The superintendent for M & K recently held a meeting in Redding and gave our office a complete report on this job. There is a 2900 foot diversion tunnel to be constructed which will start on an around the clock operations.

The work will be extremely slow on the dirt part of the job this year and it will strictly 8 hours, 5 days. The job itself lies approximately 20 miles from Yreka on the Klamath River and approximately 8 miles from the little town of Hornbrook. This company will not have a man's camp on this job. There is a trailer court and living facilities at both Hornbrook and Yreka. The reason the dirt work would not be in full operations this season was that the Klamath River had to be diverted prior to the starting of the dam.

Gibbons & Reed is now in full operations on their freeway job on Hi-way 99 North at Castella. One additional contract is coming up for bid on June 5 for work on highway 99 north. This is for work on the portion of the hiway that was completed in 1959 at Castella which is a total length of 6½ miles.

U. S. 44: Fresno Paving is now in operations on their job at Old Station near the Lassen Park entrance. On May 3rd they had three inches of snow in eight hours although the weather in Redding was beautiful and warm.

I would like to thank the members of Local 3, who voted for me as a delegate to the International's 26th convention that was held in Miami, Florida. I enjoyed the trip and the convention and am happy to report that a movie was made of the convention, which will be available for showing to the members at one of the future membership meetings.

There was a total of 157 local unions represented at the convention with a total of 100 delegates from the 48 states and Canada. The convention went into session Monday, April 11 at 10 a.m. and remained in session until 12 noon.

The delegates returned for the afternoon session which was held from 2 p.m. to 5 p.m. We had some very prominent speakers, such as Secretary of Labor Mitchell. It was certainly an educational program for the delegates who attended all of the meetings to learn the functions of one of the greatest unions in the world and for the members that were not present, it would have been an education to listen to General President Joseph J. Delaney, who was the chairman. To any member who has any questions regarding my part as a delegate, I will be more than happy to sit down and answer their questions.

The officers and administrators of Local 3, have completely equipped our office with the necessary information regarding the Pension Plan for the members. As you know the employers make a contribution which was a part of the agreement to make the Pension Plan possible.

For your benefit we urge you to keep the names of your employers, the dates you work, the dates of termination and the amount of hours worked. This information will help you in the event that you have a shortage of wages, subsistence or vacation pay.

The Grievance Committee meets in the Redding Office Thursday nights between 7 p.m. and 9 p.m. and the office is open during that time for your convenience.

New Job Awards

SACRAMENTO, Contract awarded to R. A. Bianchi & R. A. Bianchi Const. Co., P. O. Box Camarillo, \$546,537 for abt. 5.4 mi. graded on Onion Road, betw. Onion Valley & 8 mi. W. of Independence, INYO CO. (lx-Iny-1183).

SANTA ROSA, Contract awarded to Rapp Const. Co., 705 Bennet Ave., Santa Rosa, \$272,000 for const. spec. trmt. program units, Los Guilucos Schl. for girls, nr. Santa Rosa, SONOMA CO.

REDWOOD CITY, Contract awarded to D. H. L. Co., Box 3188 Westlake Sta., Daly City, \$154,517 for const. Hwy. on realign. of portion of Hillside Blvd. & portion of Chestnut Ave., So. San Francisco.

SAN JOSE, Contract awarded to McGuire & Hester, 796-66th Ave., Oakland, \$121,120 for sanitary sewer on Almaden Rd., betw. Curtner & Hillsdale Rd., San Jose, Calif.

SANTA ROSA, Contract awarded to Todd Const. Co., P. O. Box 1145, Santa Rosa, \$256,200 for constr. of Monroe Elem. School, loc. on Marlow Rd., Santa Rosa, SONOMA CO.

SOLEDAD, Contract awarded to Daniels & House Const. Co., \$136,699 for addn. to No. Facil. Admin. Bldg., Correction. Trng.

Facil., Soledad, MONTEREY CO. **CARSON CITY, NEVADA,** contract awarded to Nacon Co., Inc., 2133 Industrial Rd., Las Vegas, \$272,107 for const. por. of SHS in ELKO CO., Nov. on SR No. 11, betw. Jack Creek & junc. w/ SR No. 11A, lght. of aprx. 6.204 mi.

EL CERRITO, Contract awarded to S. J. Amaroso Const. Co., S. F. \$379,860 for construction Public Safety Building to house Police and Fire Departments and Courts.

SACRAMENTO, Contract awarded to John E. Northrop, 931 Foothill Blvd., LaCanada, \$86,350 for clear & grub for lower San Joaquin River Flood Control Proj. in MERCED, MADERA & FRESNO COS., Spec. No. 60-6.

SAN JOSE, Contract awarded to O. E. Anderson, Inc., 1850 So. 7th St., San Jose, \$98,381 for remodel. Arts. Area for Corp. Yd. (PH11) San Jose St. College, San Jose.

SAN JOSE, Contract awarded to D. Tomacci & Son, 1181 Spencer Ave., San Jose \$94,435 for eqpt. bldgs., 6th St., Main Corp. Yd., SANTA CLARA CO. San Jose, Calif.

MENLO PARK, contract awarded to L. C. Smith Co., 225 19th Ave., San Mateo, \$77,482



GOLDEN GATEWAY—Here is one of nine plans submitted for re-developing 20 acres of an eventual 44-acre renewal of San Francisco's waterfront produce district bounded by the Embarcadero Freeway and the financial district skyline. All of the model plans, submitted by contractors and developers, are on display at the Redevelopment Agency, 525 Golden Gate Ave., from 10:30 a.m. to 6:30 p.m. daily. About 2,000 new dwelling units will be erected by this development.

SACRAMENTO OFF TO A SLOW START

By ERNIE NELSON, EDW. G. HEARNE, WM. E. METTZ and HAROLD HUSTON, Business Representatives

Brothers, we are sorry to report that work is getting off to a slow start in the Sacramento area after what looked like an early start. This condition is due to the bad weather in the mountains and the late arrival of winter which allowed the contractors to finish up so many of the jobs. However, there is quite a lot of work to be done in the area and we anticipate another good work season as soon as things get rolling.

Work on the West side is still slow due to the bad weather. The gravel plants are all running five days per week.

Teichert & Son is finishing up their job at Davis, and are starting a small street job in Woodland.

The subdivisions are still slow starting.

Pacific Dredging Company are down again. They just put in a new transformer about three weeks ago and it went out again a week ago. Hydraulic Dredge is going along in good shape. They have the same crew.

Erickson Construction's shop at the American River have had a good crew going all winter and have the equipment up in good shape.

Those who have donated blood this month are: Alad J. Brown, Ernest B. Kennedy and Elmer Rastetter.

LAKE TAHOE AREA

George Miller has about wound up his sewer job at Kings Beach. He started up about seven weeks ago after being down all winter. There is not much in the line of equipment on this job but it is all being manned by Local 3 Brother engineers. Brothers M. R. Darrigrand and Courtney Rupp are on the "A.C." loaders and John Evans is running the backhoe. There has been a change in oilers so we cannot give the name of the new one as we do not have it at this time.

At Dollar Point Subdivision, C. Dieterich of Reno has a D6 dozer and a 3/4 yard Lorain backhoe working on the pipeline for the water supply to the subdivision. Robert H. Barrett of Reno is putting the equipment on the job and he is keeping things pretty straight.

H. Earl Parker has a small channel revision job on the Truckee River at Tahoe City. They are working over the river bed to create a spawning ground for trout. This is just a small job with a contract price of about \$34,000. They will have one dragline and a dozer on the job.

There is nothing doing in Saw Valley at this time except a small amount of private home building. The State may be spending some money in there this year, though, so later there may be something doing.

Krull & Pacheco of Union City is getting started on the small job they have on the Kings Beach short cut from the edge of Truckee to the Placer County line, a distance of about a mile and one-half. They will be widening and resurfacing the existing roadway.

Well, Brothers, we are very happy to report that the long awaited start of Prosser Creek Dam is here at last. The job was kicked off on the fourth of May when three cats started moving dirt on the job. They are stripping at present and using the dirt from that to build their haul roads. From the taks we have had with the representatives of the R. A. Heintz Company, contractors on the job, there will not be many rigs working on the job this year as they will be doing preparatory work to get ready for the main fill next year. However, this may not prove to be the case and they may have a large crew

going this year. At any rate it looks like a good season ahead for the Brothers in the Truckee area.

Isbell Construction Company of Reno, was the low bidder on 6.6 miles of two lane highway to bypass the Prosser Reservoir on State Route 89. We have not heard from this company yet, so we have no word yet on when this job will get started. We will pass this on to you as soon as we have anything to report.

Hiem Brothers has the contract for clearing the Prosser Creek reservoir area. His bid was approximately \$5,700. They will have only one or two dozers on the job for there is little clearing to be done.

John E. Northrop Company of Los Angeles, has a small job at Lake Tahoe for the Federal Aviation Agency at a bid price of \$64,502. This will be eighteen miles southwest of Truckee at Yuba Pass.

Same old story at Emigrant Gap on Teichert's job. Work has been cancelled because of wet ground. It could easily be the middle of June before there is much equipment going here.

Madonna has made several false starts on their freeway job at Monte Vista. Every time they get a full crew working, it starts to rain and shuts them down again. We certainly hope that this situation is about over.

Granite Construction is making fair progress on the underground work at Auburn. This job will be good for the rest of the summer at least.

C. Norman Peterson of Berkeley, has been awarded the contract for a sewage treatment plant, three pumping plants and the sewer lines for a low bid of \$1,004,532. This is in the Placer County Sewage Assessment District No. 2 which is on the east side of Folsom Lake.

Lowrie Paving Company is finished with their sewer job at Rocklin-Loomis. Most of the engineers have been laid off. This was one of the most kosher jobs we have ever been around and we are sorry to see it wind up.

ROCK PLANTS

A. Teichert has called back their steady crew of engineers to man the Perkins plant, on a two shift basis. They anticipate a good year ahead. The yardbirds have their end of the operation under control and do a good job filling orders for customers. The Del Paso plant is up to top production again with all the old-timers back on the payroll. The hot plant has been relocated to a new site because of the new Watt Avenue bridge and is now operating full time.

Granite's plant on Power Inn Road never slows down except for repairs. We have an able crew there.

P.C.A. at Fair Oaks seem to be getting more orders by the day and have stepped up their operation to build up the stockpiles of aggregates and sand. Looks like two shifts for another year. Tritan Products at Folsom are going now but are having trouble with the sand. There is a lot of clay in the material and in order to wash the rock clean, it also washes out the fines and brings the sand equivalent down. H. A. Anderson have their plant going, producing rock and paving material. The Cutter plant on the American River at Orangeville

keeps the same top-notch crew of brother engineers the year around.

BATCH PLANTS

There is not too much difference from day to day in the concrete business. Sacramento Concrete are busy with 21 trucks in line. This company gets a lot of work and keeps our engineers busy. Folsom Ready Mix are expanding now with three brothers on the payroll. They are furnishing new uniforms for all the crew. Granite's two plants have their steady customers to service besides their own work.

A. Teichert's crew of batchmen have everything secure and are getting full paychecks each week. P.C.A. also keeps our brothers busy filling orders for everyone. Clements & Company have finished erecting the new hot plant at P.C.A.'s Fair Oaks site. This plant will be remodeled to produce C.T.B. and slurry mix.

SUBURBAN SACRAMENTO

The subdivisions are slow to start due to a high moisture content in the ground and maximum compaction is hard to reach. A few days of north wind and sunshine would change the picture and put our brothers to work. The underground work is going fairly well now with sharing on most of the jobs. Safety is a big factor on these jobs because as a rule the work is confined to small quarters. The county is enforcing new safety regulations in regards to dust control in residential areas as well as all trenching operations. traffic seems to be the biggest hazard on the street underground jobs.

Lord & Bishop are ahead of schedule on the Watt Avenue bridge job with a crew of old-time engineers operating the pile driver and cranes. Thomas Construction is constructing the ramps and overpass for the future American River Boulevard. This is an import material job with one dragline, blade, dozer-sheepfoot, grade checker and foreman. A. Teichert have the sub grade finished on the new Bella Vista Expressway between Fair Oaks Blvd. and Mariposa Ave. and will start paving soon.

Granite Construction will start the Folsom Blvd. job between 52nd St. and 65th St. This will be a tight operation with traffic problems. Brighton Sand and Gravel have started the job on Sunrise Avenue. This will be a short job with very little dirt to be moved. McGillivray Construction have most of the equipment going now. The rock plant on 4th Avenue has started up to supply the materials for their many subdivision jobs. This looks like a fairly good year for McGillivray's engineers with street work, underground and paving. The contractor's shops and yards are down to a normal crew now with most of the equipment out on the jobs. The boys that man the wrenches are breathing a little easier now with a good season in sight for the balance of this year.

Make "SAFETY FIRST" the word of the day. Report all unsafe conditions to your business agent immediately. UPPER AMERICAN RIVER JOB ON HIGHWAY 50

By the time this goes to the printer, Frazier & Davis will have holed through Jaybird's 21,000 feet of tunnel. This 5 1/4 million dollar job has kept a lot of our brothers busy. There are approximately 20,000 cubic yards of concrete to pour inside the 14 foot tunnel. At the present time they are employing 49 engineers on this job and completion is scheduled for September, 1960.

On the Junction Dam, Furin-Colnon are about one-third completed. They have poured 12,000 cubic yards of concrete, and still have over 20,000 cubic yards left to pour. We have 12 of our brothers working on this job and completion is scheduled for September 1, 1960.

Peter Kiewit Sons, Inc. were low bidder on the Union Valley Dam with a bid of \$13,552,555. At the present time they have completed 3,246 feet of tunnel except for the pouring of the concrete inside which should take about one month. There are over 9 million cubic yards of dirt and rock to move on this job and it should keep lots of our brothers busy. We have 79 engineers employed on this job at present and should have about 150 engineers working here at the peak of the job. If Old Man Winter permits, dirt should start on the dam site in about four weeks. Completion is scheduled for November 1, 1962.

J. W. Briggs Construction Co. was low bidder on a little over 2 miles on realigning Highway 50 this side of Riverton. The bid on this job was \$985,444. They have subbed all the clearing on this job to Bozarth Brothers Construction Company. At the present time there are 7 of our brothers working on this job. Piombo Construction Company have started back to work on their job on Highway 50 at Pacific House. They are hoping to complete this soon so Harms Brothers can start paving.

Guy H. James Construction Company of Oklahoma City, Oklahoma, was low bidder for the construction of the 17,000 foot Robbs Peak Tunnel. The bid on this job was \$3,607,200 and construction should start some time in July. The 13 foot diameter Robbs Peak Tunnel will run from the South Fork Rubicon, near Gerle Creek, to the Fells Creek arm of the Union Valley Reservoir, the project's main storage reservoir. The tunnel will carry water from the Loon Lake-Rubicon River area into the Silver Creek watershed basin. Completion date is scheduled for October, 1962.

NEW JOB AWARDS

REDWOOD CITY. Contract awarded to E. A. Hathaway Co., 1098 So. 5th St., San Jose, \$941,500 for const. of addn. to Crystal Springs Rehabil. Center.

MARTINEZ. Contract awarded to Lord & Bishop, Inc., P. O. Box 812, Sacto. \$1,288,874 for const. Martinez Small Craft Harbor, etc.



RICHARD G. BALLENGER

Engineer Ballenger Is Candidate for Supervisor, Dist. 4

Richard G. Ballenger, 32, a member of Local 3 for the past nine years, is a candidate for Supervisor in District 4.

He has been employed by Fredrickson & Watson & Ransome for the past five years as an operator on the Highway 40 freeway project from Colfax to Truckee.

He has been a resident of District 4 for 28 yers and has a family of four.

"I will devote full time to the job of supervisor as I believe that in order to do a good job you must be on the job," said Bro. Ballenger.

"The only promise I can make to the voters is that I will do my best to improve and represent all of district 4 equally."

All members of Local 3 and their families are urged to vote for and work for the election of this worthy brother to the board of supervisors.

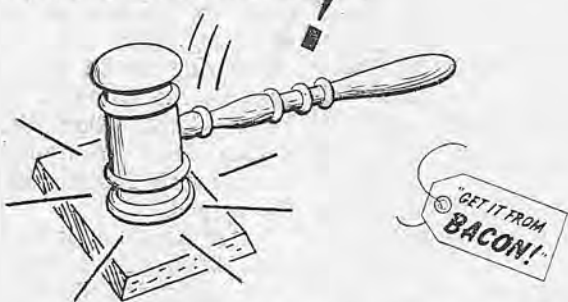
NEW JOB AWARDS

SACRAMENTO. Contract was awarded to H. James Construction Co., 4901 Sewell Ave., Oklahoma City, Oklahoma, \$3,607,200 for construction of Robbs Peak Tunnel.

LEMOORE. Contract awarded to Gordon H. Ball, Inc., Concord, \$2,934,444 for aircraft maint. facils. at Naval Air Sta., Lemoore, Spec. 25283-59.

MONTEREY. Contract awarded to Daniels & House Constr. Co., P. O. Box 1470, Monterey, \$1,313,503 for Const. Roger S. Fitch, Jr. High School, North-south Rd. at Eucalyptus Rd. nr. Ft. Ord.

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MARYSVILLE WAITING FOR THE BIG ONES

By C. R. VAN WINKLE, C. E. COCKAYNE, W. R. WEEKS and IRA BASHAW, Business Representatives.

Unfortunately the preparation of this article cannot wait for the news that most of us in Marysville are sitting on the edges of our chairs waiting for and that is the opening of the Wyandotte project bids, and to a lesser degree the opening of the bids on the Black Butte Dam.

These two jobs if the bids are opened when slated and if bid and the bids are acceptable are going to make the difference between a real bang up season or a mediocre one. All of us know in this area, at least, what the failure of the Wyandotte project to go as scheduled last year meant to us and are also well aware that the same thing could happen again this year.

Well enough of this because when this reaches you these matters will probably have already been settled and anyway there is no profit in anticipating the worse. Because, despite the butterflies in the stomach over the fears that this or that may or may not go, the situation shows a marked improvement over last year in the amount, dollar wise or otherwise, of work going and the number of men dispatched.

Between April 1st and May 5th when this was written up despite a large number of new registrants from out of the area the number of "A" Operators was reduced from 663 to 544. The number of "A" Apprentices in the same period was reduced from 93 to 70. This of course was not all to the credit of this office as some of these men were taken off our lists because called back to jobs in other areas, however, a large number were dispatched to jobs in this area.

CORRECTION:

Last month we reported that Frederick and Watson were the successful bidders on 11.9 miles of grading and highway surfacing near Ravendale. In naming the place we erred. We should have said Janesville. Jonesville lies in the Marysville district while Ravendale is farther north and in the Redding district. They are really making good time on this one.

WORK LET IN APRIL

Lord and Bishop was the low bidder at \$773,978 for 1.2 mile of grading and paving highway and extending an existing bridge between Cordova Four Corners and the Sacramento River near Butte City. Teichert and Son have subbed the grading and paving, Raymond Concrete Pile Co., the piling and Lord and Bishop will deck the bridge.

Souza and Wright a new firm composed of Souza Brothers of Yuba City (formerly Souza and McCue) and Wright Brothers of Gridley were low on 4.3 miles of highway on Route 83 near Blairsdén. The bid was \$938,421. Sierra Construction Co. and Sierra Construction, Inc., of Merced were next at \$1,016,639. They are just getting started at this writing on this one and have called out a few of the brothers.

Harms Brothers were the low bidders on an equipment rental deal with the Department of Water Resources on the construction of test fills on the site of the proposed Oroville Dam above Oroville. Total bid was \$118,274.00. This ought to keep some of the brothers busy for a while at least.

Baldwin Contracting Co. picked up during April in the district some \$228,000 plus of work in four jobs which consists of mostly surfacing various locations of highways throughout the area, especially above Oroville in the Feather River Canyon, Beale Air Force Base, and

so on. This has caused the Company to start recalling some of the brothers laid-off for the long, long winter.

In addition to the above Bos Construction Co. was low on a bridge job near Beckworth in Plumas County on the Beckworth-Calpine Road and over the middle fork of the Feather River. Low bid was \$154,270. This one hasn't been awarded as we get this together.

BAY BIDS:

In addition to the bid openings reported last month including the Black Butte Dam and the Wyandotte Project the State has called for bids, to be opened May 11th, for the widening and resurfacing of 5.3 miles of State Sign Route 32 from just east of the Sacramento River to 2½ miles westerly of Chico. \$480,000 is budgeted for this one.

While the above is the biggest new one, there are several smaller jobs being advertised by the cities, counties and other awarding bodies. Each one of these jobs in itself doesn't amount to much, but in the aggregate they mean a number of jobs for the brothers.

REPORT ON THE WORK

Fredrickson and Watson, as we previously said, are really making the dirt fly at Janesville. Souza and Wright, Inc. are getting a good start on their two jobs, one at Calpine and one at Blairsdén. Wright Brothers on their Forest Service job near Greenville are about finished, having been going since February and only having missed four days work due to bad weather.

Isbell Construction Co. have again started up on the Frenchman's Flat dam job near Chilcoot. They have put back quite a few of the brothers who were there last fall when the weather shut the job down. At present they are running one shift, but will probably go two later on. Pacific Bridge have completed their bridge job at Poe and are taking out the false work which will probably take a couple of months. Ball and Simpson are going two shifts on their railroad grade above Oroville. This one should be good for the summer. Gates and Fox who are driving the tunnel on the same job are making good progress.

Valley Engineers have finished their sewer job in Oroville, but another to start. This one was bid in at \$95,000. There are a number of small jobs running around the town most of them previously reported on.

Hal B. Hayes and Associates, Inc. at Beale Air Force Base have made another change on the Capehart Housing Project. This time C. O. Brand is finishing up and the Wurtsmith Corporation, a subsidiary of Hayes is taking over. C. O. Brand is continuing to do work in the area in the name of the Bear River Construction Co. Ernie Sutton has been brought back from South Dakota to ramrod the spread.

Peter Kiewit Sons on the Missile Bases aren't making the progress expected, which with Murphy, Cherf and Sandkay finishing up on the first stages has made employment a little slower than anticipated.

Considerable smaller work is going on around the Chico area the majority of which is being done by Teichert and Butte Creek Rock. Butte Creek Rock also keeps a small crew pretty busy in the gas fields which is handled out of a yard in Butte City.

Baum Construction Co. has started construction of widening two sections totaling 3.8 miles of the Maxwell Colusa Road. Malfitano and Son have started that

Meeting Notices

Regular quarterly District Meeting: Next meeting scheduled for Thursday, July 7, 1960 at 8:00 P. M. in the Prospectors Village, Oroville Dam Blvd., Oroville.

Grievance Committee: Meets every Thursday at 7 p.m. in the Engineers' Hall, 1010 Eye St., Marysville.

Yuba Consolidated Gold Fields Membership: Meets Monday, May 23, 1960 in the Engineers Hall, Marysville at the times of 10:30 a.m. and 7:30 p.m.

Natomas Co. Membership: Meets Monday, June 6, 1960 in the Veteran's Hall, Folsom at the times of 10:30 a.m. and 3:45 p.m.

Gladding, McBean & Co.: Lincoln Industrial Council Joint Board meets Tuesday, June 7, 1960 at 4:15 p.m. in the Lincoln Office. General membership meets Tuesday, June 14, 1960 at 2:30 p.m. in the Lincoln Council Office and 4:15 p.m. in the City Auditorium, Lincoln.

Concrete Pipe Membership: Meets Monday, June 20, 1960 at the Teamsters Hall, 818 Wall Street, Chico at 7:30 p.m.

Rock, Sand & Gravel & Ready Mix Membership: Meets Friday, May 20 at the Teamsters Hall, 818 Wall St., Chico, at 8 p.m. All others subject to call.

company's levee job on the west bank of the Sacramento River. On top of this there are a number of housing projects starting that have produced considerable work for the brothers.

ON SOME CRITICISM

Before anything else is said, let us say that we believe in criticism, especially when it is constructive, as criticism keeps us awake and on our toes. Yet some that we hear we must admit that we find hard to understand. Like the brother who complained that "he hadn't seen a business agent in six months," yet the day before his card was checked on the job by the writer.

As this is being prepared a piece of written criticism (?) has been called to our attention. This criticism is that there is such a thing as a combination Mechanic and Welder and it is implied that the officers of this Union invented this idea.

Apparently they never heard of the "Wilson Award" a decision handed down during the First World War in which it was declared that welding was part of a trade and not a trade.

This was long before Local 3 was organized and the Building Trades Department awarded the repair, upkeep and maintenance of the equipment he operates to the Engineers.

INDUSTRIAL REPORT

The picture in the industrial units has begun to show signs of improvement. Like the old bear when he comes out of hibernation, right now it seems to be going through the flexing period and getting ready to go to work. In other words what we are trying to say is that all signs seem to point to a reasonably good season ahead.

In the Gold Dredging Industry we have recently consummated a new wage agreement with the Natomas Company. An increase equal to that previously agreed to by the Yuba Consolidated Gold Fields, which agreement has another year to run, was agreed upon effective May 1, 1960 and running to April 30, 1961.

While the present rates being paid in the gold dredging in-

dustry may seem to some to be low yet to us who have been closely allied to this industry and who have some understanding of its problems the advance in wages and conditions not being all we would have liked, of course, seem prodigious over the past 6 or 7 years. Especially when you consider that here is an industry that has not had an increase in the price of its product in over 25 years.

The Natomas Company is making good progress in the dismantling of Dredge No. 5, which we reported before is being dismantled to ship out of the country and to then reassemble. In doing this every piece of the dredge must be taken down, cleaned up and then marked so that it can be reassembled after shipment.

According to the latest reports at Yuba Consolidated Gold Fields Dredge No. 18 is about ready to start digging again after being shut down on account of the high water. It should be back to work by the time this reaches you. If you are entitled to be recalled and have not been recalled notify the office immediately.

At Gladding, McBean and Company in Lincoln shipments was good in March, but slacked off about the time we wrote up our last article last month. The management reports to us, however, that they believe that the signs indicate another good season ahead.

The Company through the Lincoln Industrial Council which is the bargaining unit there and of which your Union is a part, has been notified that it is the desire of your Union to open the agreement for negotiations. As the agreement expires this year, it is open for conditions, wages, health and welfare, pensions, in fact, everything.

The Concrete Pipe Plants are picking up again after being slowed down to some degree by the recent rains and now that the sun is again shining it looks as if all hands will be busy. This also true of the rock, sand and gravel plants, and they too are getting back into high gear. It would have been worse for this industry if it hadn't been for the stimulant given by the demand for their product by the missile bases.

At the various shops, Peterson Tractor, New York Machine Shop and the contractors work is reported to becoming more plentiful with even the hiring of a brother here and there. When some of these other jobs coming up are bid, so they tell us, things ought to really get better. We sure hope they are right.

PERSONAL NOTES:

We are sorry to report the sudden death by a heart attack on April 16th of Bro. Leslie Smith. Bro. Smith was one of the real old time oilers and firemen of this area and in extending our deepest sympathies to Mrs. Smith and his family we want them to know that this passing leaves a void in our ranks that will not be filled for a long, long time. We also extend our deepest sympathies to Bro. Joseph J. Huston, who is employed at the Peterson Tractor Company's Shop, Chico, upon the recent death of his wife Nadine. On a more cheerful side we wish to report the return on a part time basis (two weeks here, two weeks South Dakota) of Bro. Ernie Sutton. Bro. Sutton is Grading and Equipment Superintendent for Hal B. Hayes and Associates, Inc. Bro. Sutton states that if any of the brothers have any hankering for a "right to work" State they should go to

South Dakota to become disillusioned. He states that \$2.30 is tops for Engineers, with the smaller equipment running \$1.95 to \$2.10 and NO HEALTH AND WELFARE, PENSIONS OR VACATIONS. As under these conditions your wives and daughters would have to work, he thought you might be interested in women's wages. Waitresses 65c an hour tops. Department Stores women 35c an hour, men 60c an hour and ten hours a day, six days a week (they don't have and Wage and Hour Protection). Also for those who complain about conditions facing the mechanic, the shop rate for mechanics for winter jobs is \$1.35 per hour. How about living costs? They must be less you say! Actually living costs you as much as it does here.

LATE JOB REPORTS

MENLO PARK, Contract was awarded to Williams & Burrows, Inc., 500 Harbor Blvd., Belmont, (amount not disclosed) for research office bldg., structural steel frame bldg., three story basement, 140,000 sq. ft. Est. \$2,700,000.

SACRAMENTO, Contract was awarded to Fisher Bros., P.O. Box 478, (Rio Vista, \$17.48 per hr. dredging) and \$223,900 (piling) for equipment rental clean ditches, etc. at Grizzly Island Waterfowl Management Area, Suisun, SOLANO CO.

AUBURN, Contract awarded to C. Peterson, 2892 9th St., Berkeley, \$1,004,532 for const. Dist. sewage trmt. plant, three pumping plants, etc. Placer County Sewer Asses. Dist. No. 2.

SACRAMENTO, Contract was awarded to Souza & Wright Const. Co., \$938,421 for grd., ruf., rdmx. 3tc. Blairsdén & Willow Creek, Plumas Co., (11-plu-21-F).

SACRAMENTO, Contract was awarded to Ball & Simpson, Berkeley, \$2,122,142 for 4.2 mi. grade, surf. AC base, etc. 5.7 mi. N. of Mono Lake, MONO CO.

PALO ALTO, Contract was awarded to Pacific Coast Bldrs., South Park St., S.F., \$1,648,800 (base plus alt.) for const. of 75-85,000 sq. ft. RC four story courthouse & county office bldg.

SAN JOSE, Contract awarded to Barrett Const. Co., 1800 Evans Ave., S.F., \$963,080 for construction San Jose Alvisio Mun. Court Bldg., San Jose.

SUNNYVALE, Contract awarded to Norman Sinclair, 3170 Riddle Rd., San Jose, \$6290 for const. Fire Sta. No. 3, Mary & Ticonderoga Sts., Sunnyvale, Calif.

STOCKTON, Contract awarded to S. M. McGraw Co. & Barker Consts, Box 757, Stockton, \$50,190 for const. of So. Disposal Plant Oxidation Pond Dike riprap.

CROWS LANDING, Contract awarded to Delta Const. Co., Rio Vista, \$72,710 for nec. earthwork, sel. fill subbase, mech. stab. surf. crs., ptmx. surf. & bit. surf. trmt. to provide restab. of overrun areas & reprs. to shld. runways & taxiways at U. S. Nav. Aux. Landing Field, Crows Landing, Spec. No. 25253/59.

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UTAH NEWS ROUND-UP

By T. J. STAPLETON, MERLIN BOWMAN, JAMES HALL, JOHN THORNTON and NEPHI NEMELKA, Business Representatives

This has been a wet and dreary Spring, weatherwise; however, the last week has shown much improvement with clear skies and warmer temperatures predicted for the coming weeks. This is welcome news for all concerned on construction.

We know you are all anxious to know what progress we have made in negotiations thus far.

In the Rock, Sand and Gravel industry, progress has been slow indeed. The company is taking the position that they do not want to better the conditions of workers in the industry. We are, however, working hard to negotiate something worthwhile for all concerned and hope by the time this reaches you we will have reached a satisfactory agreement.

We have had several meetings with the Graver Tank Company and hope to have an agreement with them in the near future.

On the AGC Agreement we have presented the Association with a very good proposal. As you know, it is the goal of this administration and your representatives to obtain the same wages, conditions and benefits which exist throughout the rest of Local No. 3 jurisdiction.

We understand the employers are circulating a lot of propaganda on the Hiring Hall clause. We members know that the hiring hall based on seniority is the only protection members have in a Right-to-Work state or in any other state with the present ruling of the NLRB. This is a crucial issue and one that we must work hard to promote.

We are again urging the membership to get behind the negotiating committee in an endeavor to solidify our stand.

Things are starting to hum in

the Salt Lake Area, with all of the small contractors busy and all the larger ones beginning to hit their peak. W. W. Clyde is going two shifts on his interstate job on the west side of Salt Lake. Tiago is going ten hours on the missing link of the interstate system in North Salt Lake. Gibbons & Reed has resumed operation on their job and should wind this one up in about six weeks. L. A. Young is going full blast with his end of the job which is the paving from Cudahy Lane to Page's Lane. L. T. Johnson's crew is filling the detours for the interstate job. Weyher Construction is beginning the last structures of this section of the Interstate job. This section of the road is about the busiest stretch of road in the Intermountain area. There are eight contractors at high speed operation within a mile stretch, with their crushers and clammer loaders going full blast, creating a state of confusion to the motoring public and contractor alike.

Out at Flaming Gorge things are really beginning to hum with the Company starting the aggregate plant and stripping of the pit. If any of you members are qualified cableway operators let us know as they are in need of you men.

TO THE NORTH, work is slowly getting started, with patrol and DW 20 operators in demand. The Brewster job at Willard Bay is moving slowly along with four sauermans going now; however they expect to start three shifts soon. The three members on these machines at the present are Brothers Denton Parkar, Paul Davis and C. F. Durrant.

The Keith Merrill Construction Company from Idaho, sub-contractors on the Miles job are getting started. They plan to use quite a number of D. W. 20 Operators on their spread.

Up Morgan way the interchange underpass on the interstate highway at the east edge of the city is reported almost completed. The progress made this year is due to the fact that W. W. Clyde had a fast start last Fall, before any time was charged against them. They were given 275 working days to complete the job, starting January 12. However, the construction firm started work October 10 and continued until December 23 with no time charged against them. In addition to the east structure for the interchange into Morgan City, a similar structure will be erected for the interchange. A third un-

derpass will be built to provide an access road to farms west of the city. Each of the interchange structures will take 200 yards of concrete and 43,000 pounds of steel. Each lane will have 38 feet of driving surface and will be 127 feet long.

W. W. Clyde & Company were low bidders on the Silver Creek Junction job. Their bid was \$2,149,025. This job should get underway before long.

KENNECOTT COPPER

Things have settled down pretty much at Kennecott. By now you have all received your letters and cards explaining the procedure on bringing your dues up to date and also participating in the Burial and Good Standing Fund. We haven't had too much response as yet. If you have any question, please contact the Salt Lake office or your steward. We wish to urge all of you to take advantage of this means to become a member in good standing. It is to your benefit.

ALL MEETINGS WILL BE CALLED.

PROVO AREA

The work situation around Provo hasn't changed much in the last month, but jobs have been picking up a little out in the Uintah Basin.

Morrison Knudsen at Stanaker Dam has finally started a full crew on one shift and will probably start the second shift soon in order to keep up with Intermountain Concrete Company who is doing the coarse fill.

Strong Company has a full crew on their job on highway 40 east of Roosevelt. The following operators are on the job. Adam Bickel, "Banjo" Morrell, Bill Marshall, Lee Gillman, Morris "Fox" Cranmer, Bill Coombs, John Nazaryk, Don Olsen, Paul Butters, Ivan Street, Rex Chugg, John Burdick, Clarence Wilkerson, Kenneth Wilkinson, Clyde Miller, Ray Walker, Tom Bronson, Tracy Bronson, Orville Wardle, Ross Ellis and Frank Peterson.

The M. K. Co. job on the Orém Freeway should be well underway by the time this paper reaches you.

Work in the South is picking up with Strong Company getting his men lined up to start their oil job at Hatch with 15 good operators on the job.

Whiting and Haymond still have about 19 operators on their job at Mt. Carmel. Wells Cargo at Beaver, is now getting their dirt work started, which will take several good operators.

At this writing Floyd Whiting has only 2 cat operators on his

Thistle job, but we hope he will have several more working by the time you get this paper. He still has a full crew on his Helper job.

Fife Construction Company at Huntington Canyon was only down about two months during the winter.

D. W. Brimhalls job at Fairview have completed their dirt work and are now graveling,

getting ready for their oil job.

Freddie Berquist and Company really have a tough job pioneering a road to a television tower to be built at West Mountain. The following brothers are working 7 days a week. Pinkey Collett, Clair Doyle, Phillip Rough, Tom Rabb and Jim Mathis. Brother Fred Berquist is pushing the job.

The Cedar City Iron Mines

THE NEVADA ROUND-UP

By H. L. "Curley" SPENCE and TOM ECK, Business Representatives

NEVADA STARTS TO MOVE

After a long hard winter (actually a rough year and a half) things are beginning to look up for the brothers in the Great Silver State. Many of the local contractors have recalled their old hands and have started to take new men off the "Out of Work Lists." We still have a fair sized out of work list, but a very promising season ahead. By the time this paper reaches your mail box, two more highway projects will have been let. A six and one-half mile stretch of highway No. 395 south of Reno running between Steamboat Springs and Washoe City is to be let May 12, 1960. Engineers estimate one million dollars. Then on the 19th of May the long talked about Golconda Summit project is to finally become a reality. Engineers estimate 4½ million. This job starts one mile west of Golconda and runs to the east foot of Golconda Summit on interstate route No. 80. This stretch is a little over 12½ miles. These should be two good jobs for many of the local brothers who have been sweating it out in Nevada through the past long lean months.

ISELL GETS GOING

This firm has a number of brothers on their Walker Lake highway project under such competent supervision of Superintendents Arnold Blair, Ed Dempsey and Bill Richards and capable Foreman Dan Avery, Jim Blair, Bert Fernandes and Al Thompson. Setting stakes for the dirt movers (or should we say rock) are Brothers Terry Neff, Manuel Peralto and Dave Rose. On the dozers we find Matt Greve, Lawrence Ferguson, "Shorty" McEvers, "Whitey" Skinner, Dewey Duffloft and Howard Dyer. And on the pulls there is "French" Azparren, Howard Clark, Neil Johnson, Calvin Lohr and Bill Martin with Jerry Tognarelli on the push cat. Leonard Miller keeping things swept up with the blade and Elmer Strange on the cat and can. Brother Merland "Red" Wetherby pimping around with the swing crane or michigan. On the shovels there is Tom Brown and John Giuffra with Brothers Attilio Brovelli and Henry West oiling.

Brothers Lou Gates and Tony Moline doing the nut busting. The cat drill crew consists of Danny Milovich and G. A. Norton. Keeping things well oiled and greased we see the team of Mike Pantoja and Charles Schaffer. This job should be a good one for the brothers mentioned above as well as a second crew when they start their second shift.

On the Isbell Peavine Dam project under the supervision of Superintendents Pierre LeGuirre and Ted Contri and Foreman "Buck" we see the follow-

ing brothers dozing: Jim Audrain and Harvey Gregory, Frank Breeding, Ernie McAlister and Roger "Cookie" Heric on the pulls with Brother Jim Howe mechanicing and Jim Munson greasing. This project will no doubt put on a few more brother sin the near future as soon as the fill is started.

UP NORTH

Nacon Company, Inc. of Las Vegas, Nevada, moving in on the state highway No. 11 at Jack's Creek north of Elko with Brothers "Delicate Bud" Jacobson as superintendent. Mel Lee on blade, Bob Glover and "Lefty" Lemich on pulls, Ed Smith on dozer, Harold Thompson, mechanic, and Jerry Etchervy greasing. This should be another good job for the brothers up there in God's country what with all the good fishing and (hunting??). This firm also will put some more of the brothers to work as soon as they locate some more equipment and get the job opened up a little more plus a break in the weather.

The Wells-Cargo State Highway No. 8A west of Denio has slowed down considerably, especially since the foreman, Brother Jack Chattelle left and most of the new equipment was transferred to other projects. Then Superintendent Lloyd DeNeui sure has a rough time trying to understand our A.G.C. Agreement, especially the Hiring Clause. I guess he worked in the mines too long. Then there is the problem of the mechanics getting hell for the equipment being broken down and the mechanics raising Cain due to lack of parts, etc., plus the fact that it's 60 miles to the nearest phone, which is out of commission half the time, which means another 70 miles to Winnemucca—Problems, Problems. The following brothers are doing their best to wind this project up in a fine and true Engineers style despite all the handicaps. "Bud" Bowers, foreman, John Denson, Joe Aguirre, Marc Thomas and Hugh Lefevre on the dozers, J. Campbell, Joe Armas, Guy Tietjen and Orin George on the scrapers. Ray Duval, Matt Summers and H. Ovensby on the blades.

Don Hesselgesser on the loader and "Scotty" Scott, Charlie

are still holding most of their men although the shipment of ore has been limited because of the repairing of the Blast Furnaces at Geneva Steel.

Personal Notes: Brother Reed Johnson was taken back to the hospital for another operation and is now in critical condition. I know he would appreciate having the brothers call on him and wish he would recover soon.

Brother Lee Bates is going into business for himself. Why not look him up at the Artic Circle, 1300 North State in Provo. Instead of pushing a crew of operators he will be pushing hamburgers, ice cream, etc. We all wish you success, Lee.

Lee and H. Turner doing the nut busting with Brothers Merle Nord and "Shorty" Gottbehuet greasing and Alan Hamdorf on the roller.

The George Griffall Company is expanding and getting to be such a large contracting company that he is filling in and grading off a new office, shop and yard site on Glendale Road in Sparks, Nevada, but Griffall should expand with all the good brothers like Cal Scolari, Donald Wood and Pete Ferretto on the backhoe and Lloyd Mattei and E. E. McDaniels oiling. Brother Ivan Woodford on the skippy, Brother Ray Ferretto on the dozer and what have you. However, as a whole the Griffall Company is doing O.K.

Helms Construction Company, better known as "Bob Helms" has quite a crew of Operating Engineers working for him. Brother W. H. (Bad Eye) Pulpipher, Bill Peterson, Bill Bacus, Ed Kozacek the HDRM and the Luzier Brothers, Cliff and Howard; that's quite a crew.

The Nevada area was stunned to learn of the death of Brother James Johnson. Brother Jim passed away very suddenly and it was with a feeling of sadness and shock that we learned of the news. He had been employed by the Isbell C. C. for the past 13 years and worked chiefly as the "Bossman" of the street patching crew. Somehow or other it won't seem quite the same to pass the crew now and not see Brother Jim's cheerful grin and the wave of his hand "hello." We extend our sincere sympathy to his family and we, as his friends, will surely miss Brother Johnson. We would also like to extend our sincerest sympathy to the family of Brother Orvil Welch better known as "Oakie" who met with a fatal accident on Highway No. 40. Everyone who ever worked with "Oakie" will miss his constant smile and good nature.

Drive Safely. Enjoy your vacation.

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FRESNO DISTRICT IS COMING ALIVE

By JOE MILLER, J. D. MONROE and B. F. (Tiny) HELLING, Business Representatives

Work in the Fresno District has been picking up slowly since last month and the out of work list is dropping off a little more each day. Some of the jobs that we have dispatched the Brothers to have been good jobs of several months duration; however, the major portion of our dispatching still consists of jobs of short duration. This helps, however, as the calls are more frequent and many are recalls of the member dispatched, which is creating more stable employment.

The month of May will make the outlook somewhat brighter, as there will be some work advertised and awarded this month that will create more jobs and reduce the out of work list even further. We don't expect the amount of work this year, that this area has had during the past few years, however, there will be enough work to keep the Brothers in the area supplied with jobs. Should some of the projects get underway that have been pending, then we expect a very good season for the members. Relative to the work that is slated to get underway this year, the State Division of Highways has released the following information: the Department of Public Works has budgeted twenty-one million dollars for road work in the Central San Joaquin Valley. The major portion of this to be used for construction of freeways. Ten miles of freeway will be built between Highland and Chestnut Avenues south of Fresno. This job will also cost about eight million dollars.

During the month of May, bids will be let for a portion of work on Highway 99 just north of Kern River for a million dollars, State Route No. 33 will be advertised for rebuilding between Mountain View Avenue and route No. 41, also about one million dollars.

During the month of June bids are expected on approximately fourteen miles of Freeway in Tulare County near the Tulare airport on Highway 99 at an estimated cost of three and one-half million dollars. Many small jobs are due during May and June for resurfacing and improvement on some of the secondary roads in Kern, Tulare and Madera Counties.

We have taken off on a slow start this spring, but it looks much better ahead.

PENSION: Local Union No. 3's pension plan is now underway with several of our old members making application for their retirement checks. The printed booklets are now being mailed to all members for their use. We want to call your attention to the fact that any member who wishes to retire must write to the Operating Engineers' Pension Trust Fund at 476 Valencia St., San Francisco, California and request his application for Pension benefits. When you do this please give your full name, correct address, register number and/or Social Security Number. Should any member desire any further information on the Pension Fund or should any of you need assistance in making out your application for benefits, please drop into the office and we will be glad to help you in any manner possible. Should you be unable to come to the office drop us a line or call.

Best wishes and good health to Brother Ralph L. Sedgwick, who has retired from Local Union No. 3 after 20 years of active service.

GRIEVANCES: Brothers, we

have found it most difficult to process many of the grievances properly during the past month. The reason for this is due to not receiving enough information from the members involved.

We ask again, that if you should have any grievance over wage claims, working conditions, or otherwise, please keep some kind of a record as to the date that the grievance occurred and give us as much information as possible as to the nature of the grievance and also of the circumstances applying to the case.

In many instances having this information will eliminate a drawn out series of arguments and the case can be handled much faster. We will appreciate your cooperation in this matter.

The Northrop Company from LaCanada were awarded a contract for clearing on the San Joaquin River in Merced and Madera County. The \$86,350 bid was considerably below the estimate. They plan to start work immediately. This contract does not include any levee work. It will consist of three cats and one mechanic.

The right of way for the new Merced Freeway is being cleared of remaining structures. The Concrete Supply Company have moved out of their old headquarters, (which was in the path of the freeway. They have moved to their new shop and equipment yard on Snelling road. This freeway job will be advertised soon.

The M. J. Ruddy Company have resumed work on the Lander Ave. job near Los Banos. The Richardson Brothers are crushing rock at their pit west of Los Banos for the Ted Baun Company, on their freeway job. They will also set up the Ellis Construction Company's hot plant at the same site to furnish the plant mix for this job.

The Tioga Pass job is still snowed in at this writing. However, the Park Service is attempting to open the road. The J. W. Briggs Company have a contract to make the aggregate and pave the entire new section from White Wolf to a point near Tuolumne Meadows. The Fredrickson and Kasler Company have a few weeks to completion of their levee job west of Merced. A contract will be let soon to resurface Highway 168 from Tollhouse to Shaver Lake. There is nothing new on the proposed Merced Irrigation Project this time. However, the prospects still look good for this project.

The much talked about San Luis project got a boost recently when the President came out in favor of passing this bill. If this bill passes in this session of Congress, the project has good chances of getting started within a year. At the Lemoore Naval Air Station, L. E. Dixon has sub-contracted the dirt work to the McKnight Construction Company, who has ten Engineers putting in building pads. The Gordon Ball Co. was awarded a building facilities contract in the amount of \$2,934,000. They have sub-contracted the survey work to Schall & Martin who started setting grade on May 2. The McKnight Construction Co. will do the dirt work for Gordon Ball. Griffith Company has fired

Field Survey Notes

SURVEY MEN SPECIAL MEET IS MAY 20TH

By AL BOARDMAN AND ART PENNEBAKER Business Representatives

There will be a special called meeting of Technical Engineers at 200 Guerrero Street (San Francisco Building Trades Temple) in San Francisco at 8 p.m.,

May 20th, 1960. This important meeting is being called so that we may discuss the forthcoming negotiations with your employers.

It is interesting to note that the employers have become more discerning as they have



Aloha to You!

Hawaii Using Up Reserves

By HAROLD LEWIS AND RUPERT TEVES Business Representatives

Congress has approved the proposed "East-West Culture Center" and construction of the "first" will begin shortly on the University of Hawaii grounds.

The construction industry is slowly swallowing our manpower "reserve" and we are now drawing our men from non-union contractors to work for union employers. We must ask you brother members on the mainland not to come out here on your own expecting to get a job immediately. We will contact our San Francisco office when extra men are needed. We will also remind our mainland brothers that working conditions and wages do not equal those of the west coast, so if and when you come over to this "paradise", be prepared to enter an area that is not fully organized and without all the mainland conditions.

A State-wide contract has been signed with Haas & Haynie Construction for a \$300 million development project on the island of Hawaii. Negotiations for a dredge agreement with Hawaiian Dredge & Construction Co.

up their hot plant and have a crew putting down black top, they will do all the black top work at the base. Macco Construction Co. have a pile driving rig, driving piles and working two shifts. They are on the Baldwin job. Vanell Steel Corporation has a truck crane setting up steel for the hangars. Van Valkenburg has most of the storm drains in at the south end of the base. The Isaac Company has started pouring concrete for the 800 Capehart houses. H. M. Robertson has one dragline, one backhoe and a trenching machine working on the Capehart houses.

At Porterville the Guy F. Atkinson Company has two shifts working on the Success Dam. They will keep about 30 engineers busy until October, 1960. At Lemoore, Winston-Green on the Terminus Dam are only working one shift, this job has lots of time left and it doesn't look like they will go two shifts. The Isbel Construction Co. on Highway 198 around the Terminus Dam, have started black top on the first mile of their job. They still have lots of rock to move on the last two miles.

For the convenience of the Brothers, this office is open every Thursday night from 7 until 9.

We have two blood donors—B. H. Houston and E. Turner. Thank you very much.

will be completed by this publication. "Hawaiian Dredge" is the last dredging contractor in Hawaii to be organized. A petition for election has been filed against Island Construction Co. The companies formerly known as Lakeside Development, T.C.P. Corp., Joe Pao Construction, Kailua Heights Development and Grading & Development Co. have all merged to form Island Construction Co. The anti-union feeling of the employees has diminished and a strong union vote is anticipated.

Hood-Thompson Construction Co. was awarded the contract to install water mains and provide oiltop-gravel roads for a new subdivision at Lalamilo on the island of Hawaii. The job is expected to last about nine months.

J. M. Tanaka was low bidder on the last phase of the Nuuanu Tunnel road with a figure of \$53,328. This job, not counting the rained out days, will last a year.

Kaiser's dredge "Judah" is running but one 12-hour shift. Kaiser's Hawaii-Kai project was slowed down a little once again, when residents nearby objected to the fact that access roads to the new highway was taking too much property that was already developed. Plans had to be changed so as to move the overpass and access roads further toward the fishpond.

Brother Tom Wills proudly holds the title of Dredge Captain of the "Judah," a position he well deserves. Congratulations, Brother Wills.

Brother "Auggie" Dias, formerly with Hiway Transportation, has joined his brother and formed ready-mix concrete company under the name of "Hawaii Concrete Products." With buildings going up as they are, Brother Dias should retire in 10 years. Good luck, "Auggie."

Brother "Pat" Raiolo has invested in a 20 ton Lorraine truck crane to be rented out to whomever needs it.

If any member needs any concrete at home or a crane to remove those "pohakus" (rocks) hire your union brothers to do the job.

The AFL-CIO will probably have started a big organization drive in the islands at this publication and we again ask your help in organizing, this time not only the Operating Engineers, but everybody and his uncle. Tell all of your friends and neighbors to join the AFL-CIO and run the undesirable independents out of town.

Don't forget, your third quarter dues which are payable in advance before the end of the month.

banded the three Associations together, into one overall negotiating block. This means that they will be stronger, harder, and more difficult to negotiate with. There is only one way to meet this situation and that is for the Technical Engineers to stand together as a unit... from start to finish! We can start by attending this first negotiation meeting and ALL sticking together until the new agreement is signed. A show of strength by the membership at this time, can help line your pockets with more money in the future. Remember that the outcome of these negotiations can well depend on the support your negotiating committee receives from you, the membership. The employers are well organized and united... let's meet their strength! In the words of one of our great Americans; Benjamin Franklin "It's better to hang together, than to hang separately." WE HOPE TO SEE YOU AT THE MEETING... DON'T LET US DOWN.

BROTHER BOARDMAN REPORTS... My share of this report will be an account of the 26th International Convention held at the American Hotel in Bal Harbour, Florida. I left San Francisco International Airport on Sunday, April 10th, at 1:15 a.m. The trip from San Francisco to Dallas, Texas, was made aboard an American Airlines 707 jet airliner. The distance 1570 miles was covered in two hours and 30 minutes. At Dallas we boarded a DC7 that took us to New Orleans, Tampa, Florida, and Miami Beach, arriving at our destination at 2:30 in the afternoon. We checked into the Ivanhoe Hotel about two blocks from the Convention headquarters. Monday morning, after an early morning caucus at which we elected Brother Newell J. Carman as head of our delegation, we went over to the Convention headquarters to register.

At the opening session we listened to an address by President George Meany of the AFL-CIO. Senator Kennedy of Massachusetts spoke on the second day and President Hall of the Sailors Union of the Pacific spoke the third day. All were outstanding speakers and they all stressed the importance of Labor's activity in the political field.

The Convention got down to business immediately. The revision of the International Constitution was the major topic of conversation because the passage of the Landrum-Griffin Bill passed by the last Congress, necessitates a wholesale revision of the International Constitution. All changes by the Law Committee were approved by the convention, thereby making the International Constitution in compliance with the law of the land.

The third day was taken up with the nominations of International Officers. This was accomplished by 6 p.m. and the convention adjourned till the year 1964.

A fine banquet was held that last evening and your delegate returned to San Francisco at 9:30 Saturday evening. In my opinion the Convention was a constructive event, with all committees working hard toward the results accomplished. I think the results achieved at the Convention will result in a better Union in the future. Thank you all, for allowing me to make the trip!