



# ENGINEERS NEWS

OPERATING ENGINEERS LOCAL 3

STATIONARY ENGINEERS LOCAL 39

Vol. 19—No. 5

SAN FRANCISCO, CALIFORNIA

JUNE, 1960



**GIANT RAT RACE** is this new Alemany and Southern Freeway Interchange now shaping up on Bayshore Freeway in San Francisco. It will vie with the Bay Bridge-Eastshore interchange for size and complexity. At right is Farmers Market. At top is Candlestick Cove where freeway swings over water before hitting South City.

## In Memoriam

**JAMES G. JOHNSON**  
Reno, Nev., April 26

**ROBERT B. PAGE**  
Red Bluff, Calif., April 30

**JAMES R. JOHNSON**  
Cedar City, Utah, May 3

**R. O. BOYD**  
North Sacramento, May 4

**HARRY MERTON MILLER**  
San Pablo, Calif., May 6

**WILLIAM P. COLCLEASER**  
Sacramento, May 7

**ROY E. WESTERFIELD**  
Eureka, May 9

**ARTHUR L. BORDEN, JR.**  
Sunnyvale, Calif., May 16

**J. W. (Bill) BARR**  
Castro Valley, Calif., May 18

**GERRY PAINTER**  
Ukiah, Calif., May 18

**ARTHUR GAMBLE**  
Stockton, Calif., May 19

**JAY CARLSON**  
Gilroy, Calif., May 21

**CLYDE PEARSON**  
Fresno, May 21

**GEORGE WM. LICKLEY**  
Reno, Nev., May 20

**ALVIE KECK**  
North Sacramento, May 22

**LLOYD BAUER**  
Oakland, May 27

**HENRY ALLGOR**  
San Anselmo, Calif., May 28

**KEITH LITTLE**  
Sacramento, May 31

### NEW JOB AWARDS

**CARSON CITY, NEVADA.** Contract awarded to Silver State Const. Co., Fallon, Nev. \$3,694,174 for const. por. Interstate Hwy. Sys. **HUMBOLDT CO.**, on Rt. 80, betw. 1 mi. W. of Golconda & E. Foot of Golconda Summit, 12.685 mi. lgth.

**HAYWARD.** Contract awarded to F. P. Lathrop Const. Co., Berkeley, \$3,065,900 for const. St. Rose Hospital, Tennyson Rd. & Eastshore Freeway, Hayward.

**SALT LAKE CITY, UTAH.** Contract awarded to W. W. Clyde & Co., Springville, Utah, \$2,149,025 for grade, drain & ptmx. bit. surf. rd. & 5 strucs. ovr. 20' span, IH 80, frm. 1.2 mi. of Silver Creek. Junc. to 1.7 mi. N. of Wanship.

**SAN FRANCISCO.** Contract awarded to Ratkovich Const. Co., Redwood City, \$1,341,525, for fill extens. of Runway 19L & Maint. Base Area S. F. International Airport, Contr. 262.

## Public Support for Water Plan is Mounting Steadily

By NEWELL J. CARMAN, Local Union Manager

Preliminary surveys of public opinion in California indicate a widespread feeling that solution of the water problem is the state's Number One task, first step on which will be voter approval of the \$1,750,000,000 water bond issue on the November ballot.

Report on the early surveys was made by Governor Edmund Brown and various state agencies concerned with the gigantic problem of providing enough water for the state's historic population growth.

As close as it is to everyone's daily needs, the water situation is now on the minds of persons in every walk of life, and it becomes increasingly apparent that voters will give strong approval to the water project in November.

Operating Engineers Local 3 is strongly supporting the state water project, not only because it will provide a very sizable amount of jobs for our members but chiefly because this important step is an absolute essential if California is to keep up with its phenomenal growth in population.

This is the view held also by a growing number of unions in the state, particularly the building trades, which depend not only on this type of construction work but also on the future expansion of the state as a whole—expansion which will be blocked if the state lacks an adequate supply of water.

Some idea of the magnitude of the problem and proposed plans to solve it is given in a listing of the major projects needed to carry the north-state's big water supply to the south-state's vast, thirsty populated areas.

Here are some of the chief items in the project and their cost:

Oroville dam and reservoir, \$456 million. Frenchman dam and reservoir and Grizzly Valley dam, \$2.3 million each.

North Bay Aqueduct, \$28 million. South Bay Aqueduct, \$35 million. San Luis dam and reservoir, \$190 million, not including federal share.

Pacheco Pass tunnel, \$15 million. Delta to San Luis aqueduct, \$118 million. San Luis to Avenal Gap, \$56 million. Avenal to Kern, \$54 million. Tehachapi aqueduct, \$240 million. West branch, \$225 million. East branch, \$303 million. Coastal aqueduct, \$81 million.

Delta levees, \$53 million. San Joaquin drainage, \$24 million.

Oroville Dam, keystone of the whole project, will become the West's highest dam at 735 feet, 25 feet higher than Hoover dam, and 145 feet higher than Shasta dam. It will be 5½ miles upstream from Oroville on the Feather river. It will require 80 million cubic yards of material. It will provide 3½ million acre feet of water storage and provide power from a 600,000 kilowatt plant located inside the earthfill dam.

California's tremendous expansion will grind to a halt in a few years if the water program is not developed at once. The southern part of the state

is vitally dependent on the north's water supply, and the northern region is dependent on the water program to provide new sources of power, to build up much needed flood control, and to provide thousands of

new jobs for the construction trades.

In addition, the program will open up vast new recreational facilities which in turn will provide jobs in housing, highways, and local business.

## OFFICIAL NOTICE TO MEMBERS

District meetings scheduled for July, 1960:

- |    |             |   |
|----|-------------|---|
| 5  | (Tuesday)   | Eureka, 2806 Broadway.                            |
| 6  | (Wednesday) | Redding, Eagles' Hall, 1005 Yuba.                 |
| 7  | (Thursday)  | Oroville, Prospectors Village, Oroville Dam Blvd. |
| 13 | (Wednesday) | San Francisco, 200 Guerrero.                      |

Please Note!!!! An election for a member to the Grievance Committee will be held at the Oroville meeting on July 7th, 1960. Please make every effort to attend and elect the member of your choice.

## Bro. Heinie Foss Is Retiring After 20 Years of Service

His retirement as of July 1 from active participation (but not from active interest) in the affairs of Operating Engineers Local 3 has been announced by Bro. H. O. "Heinie" Foss, popular, long-time member and currently vice president of the local and Northbay area business representative.

Following is the statement of Bro. Foss in his own words:

"Brothers: I have an announcement of my own to make. After serving you for twenty years in various capacities and being a member of Local 3 for going on forty years, I feel it is time that I should give way to some younger Brothers who perhaps will be able to fill my boots and give you service and to build the organization as I have attempted to do in the past.

"I have no apologies to make for any actions that I have ever done while in and as an employee of Local 3—I feel I have done the very best of my ability to negotiate and help promote conditions and wage scales during that time.

"I feel that I am on borrowed time, and at the age that I have arrived at that I should try to have a little time to myself and enjoy my declining years.

"It has been a great pleasure to have served you. Thanking each and every member for the wonderful cooperation I have received, I can only say, many thanks, God bless you, and good luck!

Sincerely and fraternally,  
**HEINIE FOSS.**"



H. O. "HEINIE" FOSS

## Honor Roll of Blood Donors

SAN MATEO

Floyd Avery, Robert A. Martin, Milden E. Brock, Martin F. Nagel, Mrs. Louis Lovotti, Louis Lovotti, Ben C. Marrs, Tom S. Rafferty, Ray Jones, Rob. Lehto, Howard Curry, Phil J. Dunn, Ivan L. Fairbanks, Francis H. Beck Jr., Jack Bias, Earl Johnston, Robt. Lenz.

SAN FRANCISCO

Paul R. Etter, Ernest Preciado, Mrs. Peggy Price.

FRESNO

May E. Thompson, Stanley Denny.

SANTA ROSA

Charles Thomason.

SANTA CRUZ, Contract awarded to Granite Const. Co., Watsonville, \$367,364 for const. Feather Creek Pipeline, Santa Cruz, (Sch. 1, Alt. A is conc. lined & coated pipe, etc., Sch. 11, Alt. A is for LS, conc. lined & coated pipe, etc.) Total award \$809,962.



# New Operating Engineers Pay Rates Effective July 1

By AL CLEM, Assistant Local Union Manager

In connection with the timely notice of the wage increases which will shortly become effective under the Master Construction agreements, we take the opportunity to remind you that you can obtain copies of the complete agreement from your Business Representative or from your Local Union Office in the District. The complete agreement, of course, affords the best answers to questions you may have regarding your rights.

Listed below is a copy of the wage schedule which will be applicable on all construction work in Northern California effective July 1, 1960.

**RATE PER HOUR**  
Effective date: July 1, 1960  
**CLASSIFICATIONS**

Group No. 1	\$3.36
Apprentice Engineer (fireman, oiler, Note (1) signalman, switchman, brakeman, deckhand, tar pot fireman, heavy duty repairman helper)	
Partsman (Heavy duty repair shop parts room when needed)	
Note (4) Rear Chainman	
Group No. 2	\$3.48
Mechanical conveyor (handling building materials)	
Note (2) Compressor	
Concrete mixer (up to 1 yard)	
Fireman Hot Plant	
Mixer box operator (Concrete plant)	
Note (2) Pump Operator	
Tar Pot fireman (power agitated)	
Hydraulic monitor	
Spreader boxman (with screeds)	
Group No. 3	\$3.58
Boxman (asphalt plant)	
Box Operator	
Note (4) Head Chainman, Rodman, Gradesetter	
Locomotive (apprentice required)	
Motorman	
Ross Carrier (const. job site)	
Screedman	
Self-propelled, automatically applied concrete curing machine (on streets, highways, airports and canals)	
Group No. 4	\$3.80
Note (4) Grade Setter (dams and highways only)	
Fork lift or lumber stacker (const. job site)	
Material Hoist (1 drum)	
Scoopmobile (when used as hoist)	
Shuttlecar	
Towermobile	
Group No. 5	\$3.87
Note (3) Compressors (2 to 6)	
Concrete mixers (over 1 yard)	
Concrete pumps or pumpcrete guns	
Generators, gasoline or diesel driven (100 kw)	
Note (3) pumps (2 to 6)	
Note (3) Welding machines (gasoline or diesel) (2 to 8)	
Group No. 6	\$3.92
Asphalt Plant Engineer	
Boom truck or dual purpose A-frame truck	
Concrete batch plant (wet or dry)	
Concrete saws (self propelled unit on streets, highways, airports and canals)	
Drilling machinery (not to apply to waterliners, wagon drills or jackhammers) (Apprentice required)	
Highline cableway signalman	
Locomotives (steam or over 30 ton) (App required)	
Mechanical finishers (concrete) (Clary, Johnson or similar types)	
Mechanical finishers or spreader machine (asphalt) (Barber Greene and similar) (Screedman required)	
Maginnis internal full slab vibrator (on airports, highways, canals and warehouses)	
Power jumbo operator (setting slip forms etc. in tunnels)	
Portable crushers	
Roller or self-propelled compactor	
Surface heater	
Self-propelled pipeline wrapping machine (Perault, CRC or similar types)	
Slip form pumps (Power driven hydraulic lifting device for concrete forms)	
Small rubber tired tractors	
Group No. 7	\$3.97
Deck Engineer	
Dual Drum mixer (app. required)	
Fuller Kenyon pump and similar types	

Handi-crane	
Note (4) Instrument man	
Material hoist (2 or more drums)	
Mine or shaft hoist	
Mixermobile	
Pavement breaker	
Pavement breaker with compressor combination	
Pipe cleaning machine (tractor propelled and supported)	
Pipe wrapping machine (tractor propelled and supported)	
Pipe bending machine (pipe lines only)	
Pugmills (all)	
Refrigeration plant	
Scoopmobile (used as a loader)	
Self-propelled elevating grade plane	
Soil Tester	
Trenching machine (app. required)	
Truck type loader	
Small tractor (with boom)	
Group No. 7a	\$4.01
Heavy Duty Repairman and/or Welders	
Tractors, dozers, scrapers, sheeps foot, compacting equipment and push cats	
Group No. 8	\$4.14
Concrete batch plant (multiple units)	
Mucking machine (app. when required)	
Tractor loader (up to 2 yards)	
Euclids, T pulls, DW-10, 20 & 21	
Group No. 9	\$4.21
Combination mixer and compressor (Gunitite)	
Heavy duty rotary drill rigs (including caisson and foundation work.) (App. required)	
Kolman Loader	
Tractor (with boom) (D-6 or larger and similar)	
Chicago Boom	
Power Blade Operator	
Group No. 10	\$4.31
Boom type backfilling machine (app. required)	
Note (4) Chief of Party	
Highline Cableway (signalman required)	
Derricks	
Derrick barges (except excavation work) (deck engineer and app. engineer required)	
DO-MOR Loader and Adams Elegrader	
Lift slab machine (Vagtborge and similar types)	
Multiple engine earth-moving machine (Euclids, etc.)	
Pile Drivers (skid or floating) (app. required)	
Power shovels, cranes, (including bridge, hammerhead and gantry) clamshells, draglines, backhoes, (up to and including 1 yard) (app. required)	
Soil stabilizer (P&H or equal)	
Tractor loader (2 yards and over)	
Tractor, compressor drill comb. (app. required)	
Tractor (tandem scrapers)	
Group No. 11	\$4.43
Power shovels, cranes, clamshells, draglines, backhoes (over 1 yard) (app. required) (2 app. required on 120 B similar or larger)	
DW 20 (tandem scraper)	
Universal type pile driver (app. required)	
Note: 7 Bay Counties (San Francisco, Alameda, Contra Costa, San Mateo, Santa Clara, Marin and Solano)	
Section No. 12 (Second Part)	
Notes 1-2-3-4, See Below	
Operators and Oilers on cranes with booms of eighty (80) feet or more, including jib, and pile driving rigs with hammer leads of eighty (80) feet or more receive 15 cents per hour premium additional to their regular rate of pay.	
Foreman Agreement	
Foreman & Shifters	\$4.31
In addition to the increase in the hourly rates, effective October 1, 1960, there is an increase of seven cents (7c) an hour for each hour worked and for each hour due you as shift differ-	

tial as well. That increase brings your pay in lieu of vacation pay, which is in addition to your straight time hourly rate, to fifteen cents (15c) an hour.

Listed below is a copy of the wage schedule which will be applicable on all construction work in Northern Nevada, effective June 1, 1960. You will note that in some instances there is an interim increase as of January 1, 1961 for certain classifications in the contract.

**Section XIV**  
On all work performed, regardless of when said work was bid or let, the wage scales and classifications shall be as follows:

CLASSIFICATIONS	RATES PER HOUR	Effective Dates
		6-1-60 1-1-61
GROUP 1	3.36	3.36
Assistant Engrs., incl. Fireman, Oiler, Greaser.		
Heavy Duty Repairman, Helper.		
Train Handlers (other than engine crew)		
Rear Chainman*		
GROUP II	3.48	3.48
Air Compressor Operator		
Material Loader or Conveyor Operator		
Pump Operator		
Screed Operator		
GROUP III	3.58	3.58
Engineer Generating Plant		
Asphalt Plant Fireman		
Boxman and Mixer		
Box Operator		
Motorman		
Head Chainman*		
Grade Setter*		
Rodman*		
GROUP IV	3.69	3.75
Grade Setter (Dams & Highways)*		
Concrete Mixer Operator, Skip Type		
Concrete Pump or Pumpcrete		
Gun Operator		
Dinkey Operator		
Ross Carrier Driver		
Skip Loader Operator, Wheel Type		
Tow Blade or Grade Operator		
GROUP V	3.78	3.83
Elevator & Material Hoist Operator (1 drum)		
Pavement Breaker Operator		
Roller Operator		
GROUP VI	3.84	3.88
A-Frame Boom Truck		
Asphalt, Stationary or Portable		
Crushing Plant Engineer		
Concrete Batch Plant Operator		
Concrete or Asphalt Spreading, Mechanical		
Tamping or Finishing Machine Operator		
Stationary Pipe Wrapping & Cleaning Machine Operator		
Skip Loader (Michigan, Hough or Similar equipment to 1 3-8 yds.)		
Tractor Hi-Lift Shovel Operator to 1 1/2 yds.		
GROUP VII	3.89	3.93
Road Oil Mixing Machine Operator or Pugmill Operator		
Surface Heater & Planer Operator		
Compressor (2 to 6) (Banked or Compressor house only)		
Material Hoist, Double-Drum		
Boring Machine Operator (excluding pneumatic or similar capacity)		
Trenching Machine Operator		
Concrete Mixer Operator, Paving & Mo-		

# Yes, Accidents Can Be Prevented, Eliminated!

GLENN L. DOBYNS, Safety Representative

An accident is an unplanned event. Any occurrence, not planned, is inefficient and, by its very nature, costly. Safety and efficiency are one and the same. You can not have an efficient job without having a safe job. Every accident is unnecessary—can be prevented. The best way to do this is to plan a systematic attack on the unsafe acts and unsafe

conditions that cause these costly accidents. Certainly the employer in any industry has a moral obligation, and indeed the legal responsibility, to provide and maintain safe working conditions for his labor. In the construction field I think the statistics reveal there is in addition financial benefit to be gained through an accident prevention program.

The prevention of accidents which result from lack of guarding, poor design, or other ma-

bile Mix	
Chicago Boom, Tower Mobile	
Heavy Duty Repairman	
Tractor Operator, Bulldozer, Tamper, Scraper or Drag-type Shovel or Boom Att.	
Instrument Man*	
GROUP VIII	4.02 4.08
Drilling Machine Operator, incl. Water Wells	
Elevating Grader Operator	
Highline Cableway Operator	
Highline Cableway Signalman	
Locomotive Engineer	
Mixermobile	
Oshkash, DW - 10, Tournepull or similar equipment Operator	
GROUP IX	4.13 4.17
Tractor Hi-Lift Shovel Operator, over 1 1/2 yds.	
Traveling Pipe Wrapping & Cleaning Machine	
Universal Equipment Operator, Shovel, Dragline, Derrick, Barge, Clamshell, Crane or Pile Driver, up to and including 1 yd.	
Skip Loader (Michigan, Hough or Similar over 1 5/8 yds.)	
Euclid or Similar Type Loader	
Motor Patrol Operator	
Power Blade	
GROUP X	4.16 4.24
Chief of Party*	
Tractor, Scraper or Drag - type Shovel, Tandem	
GROUP XI	4.21 4.32
Universal Equipment Operator, Shovel, Dragline, Derrick, Barge, Clamshell, Crane over 1 yd.	
Universal Type Pile-driver	
DW-10, 20, etc., Tandem	

All underground operations to be 12 1/2 cents per hour above listed rates.

In addition to the increase in the hourly rates for Northern Nevada, effective October 1, 1960, there is an increase of seven cents (7c) an hour for each hour worked. That increase brings your pay in lieu of vacation pay, which is in addition to your straight time hourly rate to fifteen cents (15c) an hour.

The officers and business representatives are currently in the process of negotiating a number of agreements in the Industrial Plants throughout the territorial jurisdiction of Local Union No. 3, and your Business Representatives are busy signing up new contractors to the Short Form Construction Agreement. The work picture seems to be improving in all areas and we are extremely hopeful that in the not too distant future all members will be gainfully employed.

chine failure is an engineering matter, the one place in the safety program where typical engineering methods can be applied to best advantage and where, as has been repeatedly proved by many concerns with well implemented safety programs, this type of accident can be reduced to the vanishing point.

The safe design and general safeguarding of machinery, tools, and equipment is fundamental to industrial safety and this phase of safety work must be carried out with a high degree of effectiveness before an employer can reasonably ask his employees to do their share in accident prevention through adherence to safe practices.

It is realized that on new equipment, machinery and installations pre-purchase and pre-installation planning is most important. This can result in accomplishing an accident-prevention service as well as an economic service. Obviously it is less expensive for the vender to provide adequate guards at the time of manufacture than it is for the buyer to fabricate and install these guards in the field.

However, in the course of human events we do not always find perfection. There are times that the physical hazards must be corrected after the receipt or installation of equipment, machinery and buildings. To assure that all physical hazards are eliminated from new equipment, machinery and installations.

Marking a construction project is serious business. And it is becoming more serious as more traffic flows over expanding expressways at greater speeds.

Two kinds of safety are involved—personal and team safety. And there's a third type, too. I like to call it competitive safety. This type requires cooperation of all officials involved.

Safety is like vitamins. The body can't store up vitamins. And the worker can't store up safety. It must come down in a steady stream from the top. Sometimes it leaks out on the way down and then you have trouble.

Everybody has a good idea of what is needed in this field. What must be done now is to develop methods to improve safeguards. And in this whole field, the key to success is uniformity.

**O. C. JONES & SONS**  
**GENERAL CONTRACTORS**  
Cedar & 5th St. BERKELEY  
Landscape 6-3424  
Member A.G.C.

**BLAKE BROS. CO.**  
Producers of  
**ASPHALTIC CONCRETE**  
**READY MIX CONCRETE & QUARRY PRODUCTS**  
P. O. Box 1002 Richmond  
Western Drive BEacon 2-5193



# ENGINEERS NEWS

OPERATING ENGINEERS LOCAL UNION No. 3

Published each month by Local Union No. 3 of the  
International Union of Operating Engineers  
(Northern California, Northern Nevada, State of Utah,  
the Hawaiian Islands)  
Office: 474 Valencia St., San Francisco 3, Calif.

Mail all news items in to editor not later than the 5th of each month

NEWELL J. CARMAN.....Managing Editor and Local Union Mgr.  
PAUL EDGECOMBE.....President  
H. O. FOSS.....Vice-President  
W. V. MINAHAN.....Recording-Corresponding Secretary  
AL CLEM.....Financial Secretary  
H. T. PETERSEN.....Treasurer

Subscription Price: \$2.50 Per Year

Second class postage paid at San Francisco, California

## The City by the Golden Gate

# SAN FRANCISCO HAS GOOD JOB PICK-UP

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

Brothers, employment in the San Francisco area has picked up considerably since our last article in the Engineers News. Within the next couple of weeks we'll be out of operators in several classifications . . . especially rubber tire operators and dozer skidders. We hope that by next month we'll say that we're short-handed in ALL classifications!

The long awaited wish that Atkinson would get their Diamond Heights project into full production is now a reality. In about three weeks they'll be in full swing. Each week they're adding more operators to their payroll and on the 20th of this month they're planning to bring in 12 to 14 more rubber tired rigs and several dozers. By the middle of July there will be between fifty and fifty-five operators employed on the project . . . not counting the shop and greasing crews. Nothing like a good dirt job to delete the out of work list!

Demolition work has dropped off in the last week or so. This has been expected for some time now as housing for evicted families is becoming very scarce. It's rather difficult to evict a family if they can't find a home to go to!

Union Demolition have layed off one of their rigs and are contemplating laying off another in a few days. They intend to finish up their contract with one rig and a loader. Cleveland Wrecking have just one crane and a loader working in the area and the same applies to K.T.K. Wreckers. (We're speaking of the Western Addition Redevelopment program).

The Housing Authorities sold a parcel of this Western Addition land the other day for 3.5 million dollars. As yet, we don't know when the buyers will start construction but we look for more work in that area, in the very near future.

George F. Casey Company have just about finished up on their drilling at the American President Line and Fairmont Hotel construction sites. They are down to two rigs at the A.P.L. Building and one at the Fairmont.

### IN CHINATOWN

Cahill's coming right along on their Chinatown job. One hoist is operating at present and they'll have two more in operation quite soon. Swinterton & Walberg are very close to selling their Bethlehem Building to the owners. We know three elevator operators who'll hate to see this job finish up . . . it's really been a good one for our brothers. On Swinterton &

Walberg's Bank of American job they still have two hoists in operation. Mac McClintock, the compressor man on the job, shouldn't have any trouble finding his way around the bank when it's completed. He's been on this job two years, next month and we can truthfully say Mac knows how to take care of a compressor job!

Still haven't heard when construction will start on the proposed Hilton Hotel or the Portsmouth Square Garage . . . however, you'd think whatever is causing the delay should be ironed out by now.

Vagtborge Lift Slab Corporation have completed their lift slab operation for George Belcher at 1800 Franklin. This was quite an operation and we can expect to see more of this type of construction in the future. Belcher has a hoist in operation now with Brother Whitey Wilson at the controls.

The Double Rock Housing Project is finally underway after many delays . . . the usual red tape encountered on most Federal Projects. Charles Harney is doing the grading with many of our Brother engineers on the job. They have some rubber tired rigs, dozers, compaction equipment as well as a dragline handling the wet material.

Nomellini Co. have their office set up on the job site and have received some reinforcing steel as well as a few loads of building material.

### THE BAY BRIDGE

The lower deck on the Oakland-San Francisco Bay Bridge track removal and roadway widening project is nearing completion on the first section of this job from San Francisco to the tunnel, on Yerba Buena Island. The balance of the contract is to be let in the near future. Many of our brothers have been employed on this job for several months.

**PERSONALS . . .** Brother Paul Vogel is in the Real Estate Business. His firm's name is Fagnani & Rogers located in Millbrae at No. 1 Hillcrest Blvd., phone OXford 7-1345. Brother Vogel has been in this business over a year now and is in a position to offer any services, pertaining the Real Estate. He'd

# SURVEYOR MEMBERS OK NEW CONTRACT PROPOSALS

By AL BOARDMAN and  
ART PENNEBAKER  
Business Representatives

At the special called meeting held Friday, May 27th, 1960 the members working under the Civil Engineers & Land Surveyors Master Agreement discussed proposals to be included in the forthcoming negotiations with the employers for a new contract beginning August 1st, 1960.

The proposals that the membership approved were as follows:

All employees working for an employer for one (1) year shall receive two (2) weeks paid vacation. All other employees shall receive 4% times their gross straight time earnings as vacation accruals.

(This would apply to a member working for a firm for one year but who lost time because of rain. He is now entitled to only 4% times his gross straight time earnings, which could be considerably less than a two week paid vacation. This clause gives the permanent employee a full two week paid vacation.)

All employees working in the industry for five (5) years shall receive three (3) weeks paid vacation.

(No change)

All time spent travelling from the employers office to the job site, on the job site, between the job sites, and back to the employers office shall be considered time worked.

(This would be a change from the 20 miles going and 20 miles returning on the employee's time.)

Increase subsidy to \$12.00 per day.

(Beans cost more these days!)

Increase reimbursement for use of automobile to 15c per mile with a \$4.00 minimum per day.

(A member uses his car on the job for the convenience of the employer. This proposed rate would be a bargain for transporting men and material.)

Each employee to be paid his wages in full each week.

(The various employers pay at various times. Some on the 1st and 15th of the month; some every two weeks; some weekly; and others on the 5th and 20th of each month. Now a member working for several firms dur-

welcome seeing any Brother engineers who can find time to drop in and say hello.

Brother "Curly" Lyle Atkinson also entered the Real Estate business. His firm's name is PAUL LAW REALTY, INC., located at 371 West Portal Ave. in San Francisco. Phone: LOmbard 4-6800. Curly is prepared to find a house for you to buy . . . lease . . . or rent, so Brothers drop in and give our boys a chance. With our Brothers entering new fields we wish them all the success and best of luck in their new careers!

Brother Dave Tucker, who has been in the heavy-equipment and repair business in San Francisco for 23 years has moved to a new location at 1120 Carroll Avenue in San Francisco; located near the new Candlestick Stadium. Dave's place of business goes under the name of TUCKER EQUIPMENT & ENGINEERING CO., phone VAleria 4-0533. Good luck, Dave, in your new location!

Before closing we want to extend a hearty thank you to those of you who travelled down to San Mateo to donate blood on the Building Trades D-Day. Thanks for participating!

ing the year cannot possibly gear his budget to the various methods of payment. This clause will eliminate the problem.)

Ten per cent (10%) across the board increase.

(This was introduced as a 10 per cent across the board increase in wages. However, the membership amended it to read 15 per cent across the board, feeling that this would bring the wages more in line with the jobs being performed.)

At no time shall a survey party consist of less than three (3) men.

(The employers expect rapid and accurate work. We can better serve his need through the efficiency of a three man party, rather than a restricted two man party.)

A three (3) man survey party shall be composed of a chief of party, field assistant Class I and field assistant Class II.

(A few employees have attempted to work a three man party with a chief and two rear chainmen. This clause should clarify the present contract.)

A four (4) man survey party shall be composed of a Senior Chief of Party, Chief of Party, Field Assistant Class I and Field Assistant Class II.

(This language is also intended to clarify the meaning of the present contract.)

Set up an Apprenticeship Committee to study and implement an Apprenticeship Program.

(Your union representatives have been working on an apprenticeship program for some time. However, it is necessary that a committee be set up since an apprenticeship program requires joint operation between management and labor.)

Testers and Inspectors Interested in Our Organization . . . Some employees working in the Testing and Inspection Industry have contacted your representatives looking for assistance. These people now pay dues to

a group that is supposed to represent them; however, their chief complaints against their present union center around the fact that they have no representation; an inferior contract with their employers; inferior working conditions; ridiculously low wages and the inability of their present organization to help them.

Under their present contract a Technician after working 18 months is entitled to \$430.00 per month. In contrast, Local 3's Rear Chainman working under the Civil Engineers Master Agreement for 1959-60 receives \$507.00 per month . . . a difference of \$77.00 per month, not counting Health & Welfare, Pension, and other benefits.

In order for the Operating Engineers to help these Testers and Inspectors they must hold an election to determine, in the eyes of the National Labor Relations Board, that they want the Operating Engineers to represent and bargain for them with their employers.

This is a golden opportunity for the members of Local No. 3 . . . particularly the Technical Engineers, as it will help to organize additional workmen under the wages and working conditions of our own Local Union.

In the beginning the Technical Engineers had many of the same problems that now face these men. Likewise, the Technical Engineers could do little about their problems UNTIL they joined the Operating Engineers.

On Subdivision and other construction work, you will find these men working along side of you and our members can do the labor movement and these men a great service by explaining our organization to them. Let them know how a strong, efficient and effective union can better their wages and working conditions! Remember the more we work together, the stronger we will be.

# FRESNO WORK IS SLOW TO PICK UP

By JOSEPH "JOE" MILLER, J. D. "JIM" MONROE and  
B. F. "TINY" HELLING, Business Representatives

Work has been generally slow in the Fresno District during the past month, but it has been improving somewhat as each day passes. Hold over jobs from last Fall are now getting underway and the new jobs are being awarded and started as soon as possible after the award.

Even though we still have a sizeable "out of work" list there are many brothers working and a few more are being dispatched to jobs each day. The work situation should improve quite a bit during June, in comparison to what it has been during the past few months.

On June 8th, 1960 bids will be opened for twelve miles of road work in Fresno County between a point two miles north of Mountain View Avenue and Route 41 in Mendota. This job has approximately 200,000 yards of excavation and three million yards of station overhaul. It should be a good job for the Brothers. We need more jobs of this size in the area and less of the small jobs that last from one week to three weeks or less.

At Lemoore Airbase McKnight has finished the dirt work for L. E. Dixon. John Varin has about one more month putting in housing pads and streets for Yuosom Co. on his 800 capehart houses. The Navy has a low bid for 300 more capehart houses from Aloha Construc-

tion Co. The bid was \$7,771,771. This job should start some time in July. Zarpas and Fullerton of Sacramento was low bid of \$1,650,000 for a hospital at Lemoore Airbase. Harris Construction was low on a school, at the Airbase. Fresno Paving has started moving dirt on this job. Midway drilling was low bid for five water wells last month. This Company has three drillers and helpers working. Armstrong Rubber Co. hopes to begin construction on a \$25,000,000 tire plant within sixty to ninety days at Hanford. L. B. Wells was awarded two road jobs in Tulare County. One at Visalia for \$62,834 and one at Strathmore for \$208,294. This Co. has started black top at Strathmore. Isbell Construction Co. have one more cut of 196 feet to open up on their road job out of Lemon Cove. This Company still have three Northwest 80s and 150B shovels working five days nine hours.

The Scott and Scott Co. will start paving operations soon on highway 168 from Academy to

(Continued on Page 8)



# What's Doing in the Oakland Area

By DON KINCHLOE, TINY LAUX, WARREN LeMOINE, TOMMY THOMPSON and NORRIS CASEY, Business Representatives.

The Alameda-Contra Costa County area is picking up and work is beginning to move out to the various areas. There were 382 men cleared in the month of May. There are many short jobs in the area, but the outlook appears good for this year.

We had a pre-job this month with Lord and Bishop, Inc., who were awarded a contract of \$1,200,000 to build a small boat harbor in Martinez. This job will consist of dredging fingers, three buildings and a breakwater. The dredging will be done by Associated Dredge.

A bid is coming up in Sacramento, June 15, 1960, for a job in Walnut Creek between Oakland Boulevard, Walden Road and Lilac Drive. This job, about two miles in length, will consist of placing asphalt over the existing pavement.

Brothers, we are again appealing to you in regards to the blood situation in Oakland. Our blood bank is depleted! This blood is very important to all Brothers and their families. Appointments may be made by calling OLYmpic 4-2924.

There have been quite a few Brothers sick and in the hospital this past month. If you know of any Brothers who are sick or in the hospital and may need help in filling out health and welfare or compensation forms, please contact this office so we may assist them in filling out the proper forms.

## COSTA PIPELINE

Young and Anderson's 38 mile pipe line job in Contra Costa County is moving right along as brothers are laying about 1,000 feet a day. Each joint of the Giant M 87" diameter pipe weighs 22 tons. The project, authorized by the voters in June, 1958, is not as elementary as it may sound. Very simply it involves bringing the water capacity of the East Bay Municipal Utility District, the second largest water district west of the Mississippi, up to the need anticipated for the next half century.

The water is to be drawn from the Mokelumne and San Joaquin Rivers, deposited in the Pardee Reservoir at an elevation of 575 feet, 38 miles north-east of Stockton and consumed by the 1,100,000 persons now served by the District.

To accomplish this feat, EBMUD planners had to route the water through a new pipeline, 87 inches in diameter, through solid rock tunnel ditches, under rivers, uphill and down to a system of reservoirs and treatment plants so complicated as to bewilder the best construction engineer.

As a result the brothers are working two 10 hour a day shifts and are barely able to keep ahead of the men who are laying the Giant M, as the 87 inch line is called, at the rate of 1,000 feet of pipe every day.

Late in May a brand new and greatly expanded Lafayette filter plant was put into service. New filter beds doubled the capacity of the plant from 21,000,000 to 42,000,000 gallons a day. It serves everything west of the Oakland Berkeley hills.

Gallagher and Burk were awarded the contract for a housing tract in Orinda. They have six hundred and fifty thousand yards of cut and fill. There will be two hundred and fifteen new homes in this tract. At the present time the brothers are working ten hours a day. The brothers on the job are: Jake Davis and John Proto, grade setters, the DW 20 operators are Larry Mehaffey, Arnold Lindgren, Bill Rodrigues, Dan Street and R. Price; on the D9s, H. Corbett and H. Johnson; on the D8s, Carl Rood, Bob Parker, Earl Barker and Monroe Phillips; and Floyd Patterson is on the blade.

Gallagher and Burk's job at the Orinda tunnel is just about done. The brothers have moved 140,000 yards of dirt in forty days. They had eighteen trucks running from the tunnel to the new MacArthur Freeway for fill. The brothers will move back in to complete the job by the end of the year. There were

three brothers on this job.

## MARTINEZ BRIDGE

Yuba Erectors on the Martinez Bridge are just getting well under way this year. They have the land piers erected and on water pier on the Martinez side. We hope to see a lot of brothers on this job this year. At the present time there are fourteen engineers employed. They have three floating rigs, one thirty five hundred Manitowac and one twenty five ton Lorain truck crane.

McGuire and Hester received the contract from the city of Martinez to complete the fifty seven inch sewer line. This is the job that M. Miller Co. was trying to do last year but ran into much trouble and had to give up. McGuire & Hester are doing the job on a cost plus basis. At the present time we have eight brothers on the job. It is interesting to see the different ways that the two companies go about laying pipe. We wish the brothers and McGuire and Hester all the luck in the world on this job.

The East Bay Municipal Utility District in their expansion program is creating some work. They have a number of big water tanks and a large reservoir in the Pinole area under construction. However, not too many of our brothers are on these jobs at present.

Standard Oil Company is pretty well shut down as far as construction goes. Badger Manufacturing Co. has started a job in Standard Oil with a few engineers. Most of the rigs are rented. Brother Stan Garber and Don Morlan are on a Rosendahl rig. This job should run until about November.

Bechtel Corporation is running an Austin-Western on this job.

There are a number of new buildings being constructed in the University of California. At this time, most of these are in the winding up stages and very few of our brothers are employed. However, we still have one or two on each building.

Blake Bros. Quarry and Hot Plant in Richmond has been very quiet lately. They are keeping most of their crew on but the production hasn't been very good.

Piombo is doing the finishing touches on the East Shore Freeway. They are finishing paving and dressing up the shoulders and slopes. They have approximately 12 engineers still employed on this job and equip-



BILL BARR

## Members Mourn The Passing of Bro. J. W. (Bill) Barr

It is with deep regret that we inform you of the death on May 18, 1960 of Brother J. W. (Bill) Barr, our business representative in the Oakland office.

Brother Barr was initiated in Local No. 3 in 1942, and throughout his 18-year membership he served our union faithfully as a good union member, and for the past eight years as a business representative.

His devotion to his work and his loyal and intelligent service to Local No. 3 won the respect and admiration of the brother engineers he so faithfully served.

The officers, members, and staff extend their sincere sympathies to his wife, Marion, and daughter, Beverly. May they bear his loss bravely and proudly because of the courage and ideals that his life exemplified.

ment is scattered all over the area.

The Parrish Bros. job on Cummings Skyway between Crockett and Franklin Canyon Road is now in full swing. We have 26 engineers on this job, under the supervision of Jerry Bothwell. This job should run for approximately 70 more days.

## BECHTEL AT HERCULES

The Bechtel Corp. is starting their job at Hercules. At this writing they are driving piling and starting to excavate. This job should go on about six months. George Wilcox is running this job for Bechtel. Raymond Concrete Pile are driving the piling. Pacific Mechanical Corporation has a hot on this job and Valley Excavators have a loader.

Operations have been resumed on the Alameda County Flood Control Project on San Lorenzo Creek by Gordon H. Ball, Inc. of Danville, California.

Last season the project was completed from the Bay to the Meekland Avenue Bridge. Work this season will continue upstream to 1500 feet above East 14th Street. Operations began in much the same manner as last season, starting with the clearing being performed by Elite Tree Service of Oakland on April 1st. After the clearing of trees and removal of debris from the Creek D-8 dozers began pioneering operations for the excavation on the Channel. The excavation, which at the present time is the main operation now in progress, is being accomplished by Caterpillar 619 scrapers, D-8 pioneering Cat and D-8 push cats. This dirt from the excavation is being

stockpiled for a later use as backfill material against the vertical concrete walls that will line the Channel.

Work has been progressing smoothly and close to schedule, being hampered only by a few unexpected rains.

Concrete paving of the channel floor and vertical walls will begin the latter part of June and this seasons work should be completed in early November. The key personnel on the project this year are: Nate Ball, Assistant Superintendent; E. L. "Jack" Armstrong, Grade Foreman; W. "BB" Latorre, Master Mechanic; and Don Messner, Partsman.

## SOUTHERN HOUSING

Lido Faire, Newark, California, is the first California residential development, which contains all the features of three nationally advertised homes was opened to the public on Memorial Day week-end with a special program which included a personal appearance by TV's Davey Crockett—Fess Parker.

The triple-threat Lido Faire homes by Bevilacqua contain all the maintenance-free features of the Reynolds Aluminum "House of Ease"; all the insulation benefits of the Owens-Corning "Comfort-Conditioned" home and all of the modern appliances and rigid qualifications of the all-electric Medallion Home.

Sunday's program, scheduled from 2 to 5 p.m., was staged at Lido Faire's modern 4400-square foot sales pavilion, complete with stage, product exhibits and ample parking room.

Ed and Tom Bevilacqua, officials of Bevilacqua Homes of San Leandro which is building the Lido Faire homes, say this development is part of a five year \$120 million plan which will include 5,000 all-aluminum homes, 1300 multi-residence units and two commercial shopping centers on 1,000 acres in Newark and San Leandro.

But, say the Bevilacquas, initial effort is going to create a planned residential area containing the finest medium-priced homes in the country. All of the Lido Faire homes will be on lots with a minimum of 6,000 square feet. They will be three and four bedroom ranch-style homes with two baths. They will have family rooms, an oversized double garage, and many will have fireplaces. In addition, they will have all of the features of the House of Ease, the Comfort-Conditioned Home and the Medallion Home. Yet they are priced to sell from \$14,400 to \$16,500.

As a Reynolds House of Ease, the home will contain more than 20 maintenance-free aluminum products, including the four-way interlocking shingle roof which is guaranteed for the life of the building by Reynolds and siding with a baked enamel finish that will not require painting for from 12 to 15 years. Other aluminum products in the house include windows, sliding doors, hardware, shower stall, thresholds, weather stripping and insulation.

As an Owens-Corning "Comfort-Conditioned" Home, it will have four inches of fibre-glass insulation in the ceiling and two inches of fibre-glass in the side walls, this, coupled with the insulative features of aluminum, should make the home not only comfortable on a year-round basis, but extremely economical to heat and cool.

As a Medallion Home, it will meet the rigid electrical wiring

requirements of Pacific Gas and Electric and will have thermostat-controlled baseboard electrical heating and will include the Hotpoint range, oven, garbage disposal, and forty gallon water heater, with the dishwasher, laundry and refrigerator as optional equipment.

The Fess Parker appearance Sunday was only one of the many promotional features scheduled in connection with the Lido Faire development, officials of the company say. Other nationally-known personalities will make personal appearances from time to time. In addition, many prizes, including a trip to Paris for two, will be given away to visitors to the tract.

Bevilacqua Builders is entirely a family organization, founded 39 years ago by Thomas and Ulisse Bevilacqua, identical twins who first came to this country from their native Italy when they were still young men.

They started in the homebuilding business in New York State—made a fortune and retired—still young men. They were victims of the depression and lost almost everything during the great crash in the twenties.

They moved to California with what little they had left and after two years of working in local factories, managed to save enough money to build two homes. The proceeds from the sale of these two homes were used to build four homes . . . and so it went until just after World War II. In 1953, Thomas Jr., and Edward Bevilacqua, sons of Thomas and Ulisse Bevilacqua respectively, took the active management of the firm. The twins, although still very active in the business today, acknowledge the fact that Tom Jr., and Ed manage the entire operation.

Ed handles design and construction while cousin Tom handles land acquisition. Jerry, Ed's brother, is in charge of all field operations; Ed Tocci, Tom's brother-in-law, is controller and Dick Musson, Ed's brother-in-law, is marketing manager for the firm.

## DOWNTOWN AREA

The downtown area has shown little change since the last report. W. W. "Ted" Cox is winding up a small job off Golf Links Road. They moved about 30,000 yards for housing sites and streets. Dale Marr is the foreman with the following brothers on the project. Jim Tubbs on the rubber, Jim Addington on the blade, Mel Thorp on a push cat and Vic Alves on a sheepsfoot. "Ted" is bidding more work and hopes to go on another job with the same crew.

Guy F. Atkinson Co. is now using about the maximum number of engineers on their freeway job while Gallagher and Burk are moving off the Moseman section, pending more footings and pilings. Duncanson and Harrelson have the 80 Northwest busy for Moseman with Bro. Jerry Marion and Ed Shelly busy at the controls and the oiling. "Making" steam for the operation is C. Stanford, the fireman.

Guy F. Atkinson has 560,000 yards total excavation with the following members keeping the earth moving: Pat Furnish, crane operator, and P. R. James, oiler on the Bay City. On the cats we find R. H. Shepherd, J. E. "Joe" Riley, J. P. Martin and L. C. Wood. Eastman Clemons, on a 4 yard rubber tire loader, and a fleet of bottom dumps, is

(Continued on Next Page)



## San Mateo -- Hub of the Peninsula

### Trend For Summer Work is Up in San Mateo County

BY BILL RANEY and GEORGE BAKER, Business Representatives.

Contractors in the San Mateo Area are finally getting their projects underway for the season, with some of the jobs that started earlier on their way to completion, while other newer work being started or just about to start.

The Utah Construction Co. is constructing buildings for various firms. They are also pulling piles from the old freight ferry slip in order to get the rig out to the piles. They have a small rubber spread hauling fill to the area. There are various other buildings going up in the area plus the street and underground work, all of which adds up to furnishing many jobs for our people.

The D.H.L. Co. on their project on Hillside Blvd., with Irving Varwig doing the dirt work, are moving right along.

The San Francisco Airport is now in the middle of a burst of activity, with Charles Harney and Lowrie Paving busy on their jobs there. The L. C. Smith Co. also have a spread going and Haas & Haynie have the work at the Coast Guard Station.

"Buzz" Haskins has his work pretty well started on the Callan Project. This job will work some hours. We have had many, many inquiries as to employment on this project and know that many of the brothers have the same question in mind, so we would like to inform you that the San Mateo office has been informed by Buzz Haskins that he has a full crew and he does not anticipate hiring any more men. This is a vast development and the newspapers have given the project plenty of coverage.

#### BAYSHORE JOB

The L. C. Smith Co. have started their job of widening the Bayshore Freeway in the north county area. There will be a lot of hot stuff laid on this seven miles of work. This job when completed will relieve the traffic congestion problem from South San Francisco to Coyote Point.

Ratkovich Construction Co. was low bidder on the Airport runway extension plus other fill work. This job should be starting just about the time this paper goes to press. Ratkovich is still working on his shovel and truck job at Millbrae.

The Edward Keeble Co. on the Oceana School, is really making yardage fly with a good crew of top hands. A number of the Brothers have been with this company for many years.

Wm. Frank Co. at Linda Mar moving right along with this project, which seems to be growing as they have been bringing in more equipment and hiring several men.

At the Healy Granite Breakwater job the derrick is on two shifts loading barges, with the Lima on one shift placing A rack. So far they are not using any floating rigs but are unloading the core rock with a dozer.

The Thomas Construction Co. at La Honda are putting the finishing touches on their highway job. This job has been under the able supervision of Brother Andy Cathey.

Berger Coastwide are moving right along on their Coast Highway job, 25 miles south of Half Moon Bay.

Cotherman & Judd have two projects going at the present time, one is street work, etc. in

Ladera Meadows, the other the widening of streets in Menlo Park.

J. O. Archibald Co. have been very successful with their development work off Ralston Ave., in Belmont.

Williams & Burrows have started their job in Portola Valley on the long awaited development of a private home for aged people.

The Wunderlich Co., at the San Mateo Jr. College site have really found the rock and, as you rubber tired operators know, this makes for a tough shift.

We have had a number of the brothers come over from the Valley area to work in this area on rubber tired rigs. They have worked for two or three days then leave the area due to the fact that the jobs are only eight hours. Brothers: for your information this is a double time area for overtime and Saturday work. Therefore, most of the jobs in this area are eight hours.

The work on the Redwood City Harbor has not as yet been started by the Utah Dredging Co. We hope to have more info on this for the next issue.

Piombo Constr. Co. have the job at Pacific Manor started under the able supervision of Bro. Jim (Squeaky) Hawkins and Angelo Pardini. This is what these two brothers call their separation center. Maybe they are right, at that, as the pioneering is on a slope of about 70%. They have all top hands here which accounts for the dirt being moved at top speed.

Associated Dredging have a job at the Toll Plaza on the San Mateo Bridge. Preparing the site in advance of the bridge construction. We hope this won't just lay idle, because when the proposed twenty five million job does get started it will mean a lot of jobs for our people.

We were talking with Bill O'Brien of the Berger Coastwide Co., who has their Enchanted Hills jobs. He tells us that this job has about 100,000 yds. to be moved yet. This has been a cat and can job.

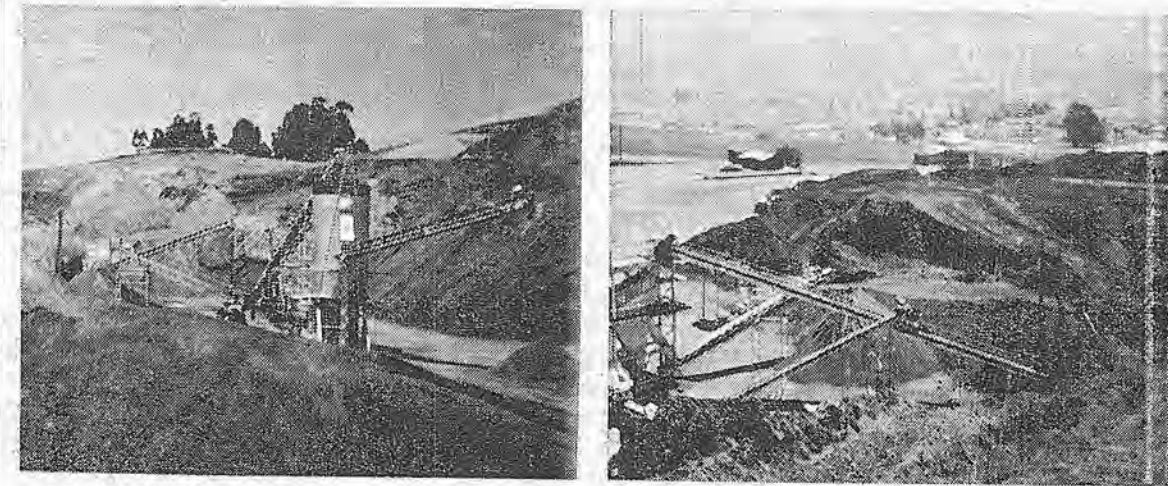
#### NEW WORK IN OFFING

Plans for construction of a \$6,000,000 suburban office center to be built in So. San Francisco the first of its type in the Bay Area are underway. This will comprise a complete, self-contained office community which will include a restaurant, bank, post office, sales meeting and conference accommodations with ample off-street parking space both for tenants and their visitors. There will be accommodations for one hundred firms in this center. Development of the site should begin within the next two weeks or so, so we will probably have a lot more information by the next issue of the newspaper.

So, San Francisco is studying plans for a giant new \$6,000,000 apartment house project on ten acres of land between Hillside Ave. and Chestnut Ave. At the present time they are giving no further information until certain sewer deficiencies are squared away. . . So more for the next issue.

Oddstad Homes are giving

## Oakland Area News (Continued)



**LA VISTA QUARRY**—Here are two views of the growing quarry at Hayward. At left is 175-ton storage tank for loading trucks and automatic overflow to quadrant conveyor for stacking surplus. At right is reciprocating feeder behind bulkhead feeding 36-inch field conveyor to 5 by 14 double deck screen, to two 15-foot by 36-inch jaw crushers for sizing material in closed circuit.

(Continued from Preceding Page) the busiest man on the job. C. B. Black is the grade checker, Art Rolling Master Mechanic and Fred Hogadone is foreman.

Gallagher and Burk Quarry has far from reached the peak of activity but have remained active enough to keep our people fairly busy. On this operation we find the following members: Tony Castro, Elmer H. Ferrari, George Arlett, Carl Baxter, Paul Woznick, N. J. Dickison, Virgil H. Armstrong, Leslie Kyte, Thomas Browne and John Collins. The foreman is Harold Burk.

The work on the estuary has shown signs of life as Ben C. Gerwick moves in on dock repair and some dredging at Encinal Terminals. The crew on the floating rig are C. C. Clark at the controls with Ray Talbot doing the firing and Charlie Gondola as deck engineer. Jack Jenkins, operator and Henry Gondola make up the truck

serious consideration, with plans in the offing for a \$2,000,00 apartment house project at Pacifica. This will be built north of Pacific Manor, on the sand dunes. More of this later.

#### REPORT ON "B" DAY,

JUNE 4, 1960.

The semi-annual Blood Bank Day, sponsored by the San Mateo Building & Construction Trades Council. WAS THE MOST SUCCESSFUL "B" DAY EVER HELD IN SAN MATEO COUNTY!

As usual Breakfast and a bracer was served to each donor. There were 335 Breakfasts served, with a total of 218 pints of blood being donated. THIS IS INDEED A RECORD. Business Representatives Bill Raney and Jerry Dowd were on the cooking detail, with George Baker and Al Boardman serving on the refreshment detail. There were 62 dozen eggs cooked and served, together with 55 pounds of special pork sausage, 10 gallons of apple sauce, five gallons orange juice, fifty dozen special hot danish pastries, doughnuts, etc., and two cases of refresher. Untold gallons of coffee.

OUR HATS ARE OFF TO THE FOLLOWING MEMBERS AND THEIR WIVES WHO DONATED BLOOD TO THE ENGINEERS BLOOD BANK ON THIS MEMORABLE OCCASION: Floyd Avery, Robert A. Martin, Mildred E. Brock, Martin F. Nagel, Mr. and Mrs. Louis Lovotti, Ben C. Marrs, Tom S. Raftery, Ray Jones, Robert Lehto, Howard Curry, Phil J. Dunn, Ivan L. Fairbanks, Francis H. Bock, Jr., and HONORABLE MENTION TO Jack Bias, Earl Johnston, Robert Lenz.

TO EACH OF YOU, THANKS As long as the Operating Engineers have members such as you we will always be able to take care of our own.

crane crew with Pete Teronis on the compressors and Clark Stowe on the tractor.

Todds Shipyard in Alameda has a short burst of business that put some of our whirley operators to work and should keep them busy for a few paydays. The members now working in the yard as of this writing are: J. A. Blackwell, Oscar Carlson, H. V. Gifford, H. C. Goehring, A. L. Holmes, G. A. Jeremiason, V. W. Lober, W. E. McBride, B. Y. Norton, C. W. Olive, L. S. Perry, J. H. Rule and D. B. Troutner. In the power house we find S. F. Wolf, L. C. Parker and E. A. Rainey.

The Bigge Rigging Co. is busy in the Bethlehem yard in Alameda dismantling eight of the "Wartime Whirlies" for shipment to far away places. The entire yard is up for bid and in due time there will be little left but the yard site. Al Lichthorn and Ben Buck make up one crane crew—Gene Collett and Don Freitas make up the other with Scotty Douglas watching the compressors and helping out on the whirleys.

The last report from the Bigge gang looks good—lots of business. This is one bright spot at least.

Raymond Concrete Pile have two rigs on the Guy F. Atkinson job and more work coming up. Vernon Bellah and Tom Rasmussen as fireman, make up one crew with Clarence Vivion and "Harboil" H. B. Herring making up the other. Lots of "cans" and plenty of sidewalk superintendents.

It was this writer's privilege and pleasure to attend the three-day State Conference on apprenticeship in San Francisco, May 18 thru May 20. The convention proved both interesting and educational. There were many fine speakers. Among them were many from the national level as well as those from various state agencies. All the information gathered from this and other such meetings should prove of great value when the Engineers embark on a program of apprenticeship and journeyman training.

#### AGGREGATES

La Vista Quarry Inc., 28816 Mission Boulevard, Hayward,

California, formerly known as the Corrie Bros., Quarry, was bought last fall by E. L. Clements of Clements Construction, Orland Close of Close Construction and Guy Warren of Warren Transportation. This company completely rebuilt this plant during the winter months. They put the new plant into operation in May, 1960.

They are making imported sub base materials and untreated base which meets all State, County and City specifications for this type material. This company has also made plans to move a cement treated base plant in as soon as they can make room for it. They have a 60 foot scale in operation so they can weigh the big double trucks which haul from this plant. They can produce about 4,000 tons of material in an eight hour day. This operation requires about six operators.

This plant is under the supervision of George Young, Superintendent of Clements Construction Co. of Fremont. Bro. Joe Giroux is plant engineer. Other operators, on the job with Bro. Joe, are Jimmie Clements, Yasi Teramoto, Alvin Rita and Bro. Don Coats in charge of scale house.

Clements Construction Co., Centerville, is in the process of moving into their new shop which is now about completed. This is a very modern shop in which the Bros. of Local 3 will take care of all the equipment of Clements Construction Co. The old shop has been leased by the P. C. A. Rock Sand and Aggregates Company to take care of their cement trucks.

Bro. Bernard Budde is going to Honolulu as equipment foreman for M. Miller Co. He will be there for some time. We wish you a lot of luck.

Bro. Albert "Sandy" Sanders suffered a heart attack on May 5, while at work for Rothschild Raffin and Wierick in the University of California. Bro. "Sandy" was in the hospital for 20 days, but is now at home resting and doing very well. He will be laid up for some time yet. We wish you a speedy recovery.

SAN FRANCISCO, Contract awarded to Walter Lenkeit, S.F. \$309,129, for const. No Point Collection Sewers, Sec. D-4, Berry St. Interceptor sewer.

## PARISH BROS.

General Contractors — Highway and Public Works

PHONE 330

P. O. BOX 6

BENICIA, CALIF.

## Barricade & Warning Lite Company

The only supplier of barricade and warning lites in Northern California who are all members of Local 3

Oakland: OLYmpic 8-3923

San Jose: CYpress 5-3152

Fresno: CLinton 1-8121



## Fresno Report (cont'd)

(Continued from Page 3)

Shaver Lake. They plan to set up their hot plant near Academy.

The J. W. Briggs Co. are moving in a crushing plant and hot plant in preparation for paving the Tioga Pass road. Some of the rock was stockpiled by Harms Bros. last year. However several thousand tons will have to be quarried.

### MERCED FREEWAY

In regard to the many questions about the Merced Freeway, the work being done on this job now is not part of the main freeway job. From information we have at this time the main contract will be let late in June. The State department of water resources plan to let additional contracts for levee work on the San Joaquin River and Bear Creek, in the vicinity of the Harney Ranch in July.

The Richardson Bros. plant near Los Banos are furnishing rock for the Ted Baun Co. job near Firebaugh. The M. J. Rudy Co. have a few small jobs in the Merced Area and at Castle Airbase. They are also keeping quite a few Bros. busy on their Lander Ave. job near Los Banos.

The Winston-Green Company are moving right along on their tunnel job at Blach Camp. They have completed an access road and are now getting ready for the unstream heading. They will use the same crew after completing the downstream section. There has been no further contracts let on this project to date.

### DIST. 50 ACTIVITIES IN FRESNO.

Brothers before telling you of the activities and efforts of Dist. 50, I would like first to refresh your memories especially you older members, and also to inform the younger members of Local 3 of some of the years that have gone by and are now past history.

Most all of you older members can surely remember the tough times of the nineteen twenties, thirties and up to the early 1940's when this Union and all other unions were fighting for survival as well as getting better wages and working conditions for the membership. There were many long hard strikes during which time entire families, father, mother and children as well walked picket lines to gain a living wage and to be able to work under conditions that were just and fair. They fought for the right to be recognized as human beings and to be treated as such and not as slaves of the Employer or human pigs who were to be worked long and hard and paid only enough to keep them alive for the next days work or until another stronger worker became available.

### BREADLINES

Many of you can remember the soup lines and bread lines of those years and of the many times that you wondered where you might get the next meal for your loved ones. You can also remember your working conditions (when you worked??) and how you were under continuous pressure and abuse from the bosses and the fear of standing up for your rights. If you did you lost your job and the employer selected another man to take your place, from the long line of "rustlers" who were waiting for the chance to bet even a days pay under any conditions. Should it be that you have forgotten all this or that you haven't felt it necessary to tell your son of this, I am reminding you now, think back of those years Brothers and look at the empty cupboards and food cellars that you had,

think back of the clothes that you and your family wore, think back of the living conditions that you had including the "2 holer privy" if you had one and wasn't in a tent or living in the Hobo jungle. This was your past, Brothers until we were organized and through our hard fought battle of these times we emerged with the wages, fringe benefits and working conditions that we know of and have today. Yes you can think back and know that this was not handed to us on a golden platter by Labor Loving Employers.

I have refreshed your memory too many of you are inclined to forget it or to let it pass and say to yourselves — it can't happen again. I have told you this also because of the fact that you are being threatened with this same condition of those years again. Here and now—the United Mine Workers, District 50, has moved organizers into this area as well as many others in the country. They have been active in Fresno for the past two years and have concentrated their efforts in the Home Building Industry, that is up until now.

### LOOK AT THE RECORD

(1) What has District 50 done? (2) How does this effect us as Engineers? (3) How does it effect our wages and working conditions? 1. About two years ago the Home Builders Association of the San Joaquin Valley, forced the AFL-CIO Building Trades craftsman into a strike, by attempting to cut their wages and working conditions to pieces. When this strike was called, this association then signed a "sweetheart" contract with the United Mine Workers District 50. District 50 then manned their jobs with District 50 men and crossed the Building Trades picket lines. They have continued to do so since that time, and now District 50 has a two year contract with the Home Builders association and in that contract the Employers deduct the dues of \$50.00 per month from each man's paycheck. This money is then sent (as per the contract) to District 50 United Mine Workers in Washington D. C. The District 50 contract also allows the following conditions:

1. Eight hours straight time pay for any eight hours worked out of any twenty-four hour period. Note: Here in Fresno we have seen them working with flood lights at night for this wage.

2. The Employer can work any man at any classification he feels necessary without any regard for jurisdiction.

3. The Employer has the sole right of hiring and firing as he pleases and hiring from any source that he desires provided that he sends the dues money to Washington, D. C.

4. District 50 members are not allowed to strike, slowdown or stop work under any conditions during their agreement and further "no picket line established by any person or organization shall be recognized during their agreement.

5. They have a sub-standard wage scale for the next two years; a so called classification of construction worker pays \$2.80 per hour until February 1, 1962. No vacations. No Pension.

This is strictly a contract for the benefit of the Home Builders Association. In answer to questions 2 and 3, namely how does this affect us as Operating Engineers and how does this affect our wages and working conditions?

It will do the same to you

## Work Increases in the San Jose Area

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

After an unusually slow spring, we are happy to report that work has picked up considerably during the past three weeks and the demand for men has been good. We still have quite a long "Out-of-Work" list, but if the present conditions continue, our men should soon all be working.

Piazza Paving are busy on the widening of Alum Rock Ave., in East San Jose. At the present time they are using 3 blades, 2 loaders and 2 rollers. This job should last about three months. They are also doing the paving on King Road. This firm has the contract for the widening of Almaden Ave. to four lanes, near the Hawaiian Gardens and the southern extension of this road, in addition to several Sub-Divisions throughout the vicinity.

McCarthy & Spiesman have rented several pieces of equipment from Bellicitti and Pellicciotti and are busy on a Sub-Division on Sterling Road. At the present time they are using 3 blades, 2 rollers and a loader, under the supervision of Brother Charles Marines.

A. J. Raisch Company were the low bidders on a \$63,370 contract for the improvement of Downer Ave., between Almaden Ave., and Snell Road. They also have the contract for the widening of Dela Cruz Blvd., from the Food Machinery Plant to Brokaw Road. This firm also is busy in various subdivisions throughout

as it has done to the other crafts already such as the plumber, carpenter, bricklayer, electrician and all of the others. Under a District 50 contract there is no such craftsman, there is no Operating Engineer. You will all be working as so called construction workers and for any wage scale that the employer wants to pay. You will be doing this work for straight time wages at any hour of the day or night that the boss may decide he needs you. There will no such thing as starting time or quitting time, only the bosses time.

Before long under a District 50 contract you would be working under the same conditions that we mentioned at the beginning of this article. Don't say it can't happen to us. It already has to other unions such as ours. We have told you this short history so that you can realize what is happening around you and so that you don't get caught asleep with your pants down. Should a District 50 man contact you, judge yourself accordingly, as it is your future that we are talking about. Don't be sucked in by any sweet talk or big promise that is given to by this legalized scab union. At this writing there is a conference being held by all of the crafts in the area including their International Representatives to map out some method of getting rid of District 50 wherever possible. With your help and cooperation I am sure of success in this task. In closing I wish to make one comment as to the effect of District 50 contracts on our wages and conditions; the right to work law such as those in Nevada, Utah, Arizona and other states is compared to District 50, like an angletworm to a rattlesnake.

We had two blood donors during the month of May, E. Thompson and Stanley Denny.

SPARKS, NEVADA, Contract awarded to Brunzell Const. Co., 701 Munley Dr. Reno, Nev. \$699,625 by Bd. of Dir., Nev. State Hospital, Sparks, Nev. for addn to female ward.

CARSON CITY, NEVADA, Contract awarded to Isbell Const. Co., Reno, \$469,953, for const. port. Primary Hwy. Sys., DOUGLAS & ORMSBY COS.

out the San Jose area.

P. & E. Construction Company were the low bidders on a \$80,857 contract for a storm sewer system on Story Road. They are busy at the present time on a 42 inch storm drain sewer being laid in West San Jose.

Pisano Bros. are working on a subdivision on Monterey Hiway and were the low bidders on a \$36,844 sewer contract on Coffin Road in San Jose.

Bragato Paving were the low bidders on a contract in the amount of \$76,523 for street improvements and sewers on Hedding Street, from Dana to Park Ave.

### SANTA CLARA, MT. VIEW AND PALO ALTO

The L. C. Smith Company and Concar Ranch Enterprises, Inc., was low bidder with an offer of \$4,133,017 for work on the Bayshore Freeway, State Highway No. 9 and the Quadelupe River Channel. This project includes 5.4 miles of six-lane freeway on the Bayshore between Mt. View and Sunnyvale; a mile of interchange work on State Route No. 9; construction of five interchanges and improvement of the Quadelupe River Channel near San Jose.

A great deal of activity is shown in Milpitas, with several new subdivisions springing up and plans for a new 10 million dollar shopping center. George Renz are working in a subdivision off Calaveras Rd. A. J. Raisch are doing the paving of the streets in Sunnyhills subdivision in this area. P. & E. Construction are doing the underground work in the Starlite Homes. Ala Clara Construction Company and Pisano Bros. are also working in the Milpitas area.

Carl Swenson Company have begun work on the new High School in Santa Clara; Pisano Bros. are doing the underground work and Ala Clara Construction doing the dirt work.

J. C. Bateman are doing the street work and dirt work on a new subdivision on Reed and Lawrence Station Rd., with P. & E. Construction doing the underground work.

McGuire and Hester were the low bidders on a \$268,268 contract for the improvements of Moffett Blvd., in Mt. View.

Sondgroth Bros., are busy on numerous jobs throughout the area. They recently were awarded a contract in the amount of \$164,272 for the widening and resurfacing of Mathilda Ave., in Sunnyvale.

Freeman Paving are working in several subdivisions throughout the area, as are Anthony Izzi, Wm. D. Smith, A. J. Raisch, Ince Bros. and Ed Keeble.

### SANTA CRUZ, SALINAS AND MONTEREY

Several good-sized jobs have been let in the Southern Area, so the Brothers living in this vicinity should be kept busy for the summer. Krzich & Ramos were the low bidders on a sewer contract at Freedom in the amount of \$642,244. P. & E. Construction Co. have been awarded a sewer job at Aptos. Ed Keeble got the highway job at Camp Evers. This bid went for \$1,189,788, and includes three bridges, lighting and signal systems and the construction of three miles of four-lane highway on State Highway No. 17. This job joins the one that Fredrickson & Watson are completing.

Oscar C. Holmes have started

the San Lorenzo River intake works. This project went for \$52,600. C. Merrill of Fresno has been awarded a contract in the amount of \$31,296, for the construction of roads and camp sites at New Brighton and Sunset Beach.

Valley Engineers, Inc., of Fresno were the low bidders on a \$337,338 contract for construction of pipelines on Ocean St., in Santa Cruz.

Granite Construction received the pipe-line job for Newell Dam to the filtering plant at Boulder Creek. They are going to start the clearing on this job soon.

S. & O. Construction Company were low bidders on the sewage treatment plant at Santa Cruz. This job went for \$283,757.

Granite Construction have started their 14.8 miles of paving. The first section of this job is just north of Moss Landing, the second section is at Monterey & Oak Street in Salinas and then to King City. This job went for \$115,664.

Valley Paving Company are still working on their 42 inch Out-fall Sewer Line. This pipe goes 4800 feet into the ocean.

In the Salinas area, there are a few street jobs and Granite is busy on several subdivisions in this vicinity. Fredrickson & Watson were the low bidders on the Greenfield By-Pass job, which went for \$1,672,268. Another good job will be coming up at San Juan on June 15.

In the Monterey area, Fred J. Early was the low bidder on the Air Port at Fort Ord, in the amount of \$1,270,568.

Stanton & Biggs were low on a concrete bin type retaining wall; this job starts two miles north of San Luis Obispo line and extends to eleven miles north of Big Sur, Hiway No. 1. Madonna Construction was low on the coast paving job on Highway No. 1.

Phil Calabrese was low bidder on a \$74,943 road repair job at Fort Ord.

Gil Construction Company were awarded a \$1,130,385 contract for improvements and repairs to the exit of the 522 unit Housing Project at the Naval Post Graduate School in Monterey.

The Monterey Supervisors awarded a \$635,000 design contract to Bechtel Corporation for the San Antonio Dam. This contract covers preliminary borings, designs and supervision of construction. The boring machine is working at this time and we have four members working at the present time.

### PERSONALS ...

We would like to take this opportunity to extend our sympathy to the families of the following brothers who recently passed away: Jay Carlson, of Watsonville and Arthur Boyer of Mt. View.

DON'T FORGET THE BLOOD BANK! The following people are now members of the San Jose Blood Bank—How about you?

Mayme Culp.  
Lawrence Brown.  
Theodore Jimenez.  
Sergio Turralde.  
Ralph Bockeno (donated for the second time).

We are sorry to report the following brothers are on the sick list. Our best wishes for a speedy recovery! Brothers Phil Marquiss, Al Hicks, John Scurlock, Noncev De Maria, Larry McFadden, W. C. Ruggles and Joe Doolin.



# Marysville Area Expects Good Season, If?

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

## WYANDOTTE BIDS OPENED

Tuesday, June 7th, saw the opening of the bids on the Wyandotte or South Fork Project in the Prospector's Village, Oroville. The low bidder was a joint venture of Henry J. Kaiser Co., Raymond International, Inc., Macco Corp., Peter Kiewit Sons Co., and Coker Construction, Inc. The bid submitted was \$51,178,671.00.

The only other bid—for \$52,636,785.40 — was submitted by another joint venture, that of Atkinson Ostrander Co., L. E. Dixon Co., the Arundel Corp., and the Hunken-Conkley Construction Co.

Prior to the opening of the bids it was generally the understanding and on good authority that a bid under \$54 million would be considered favorable, and optimism is high in the places where it counts for the most that the project will be let.

This optimism is qualified to some extent as the bond market must remain as good as it is today, or nearly so, if enough money is to be raised by the sale of the lands to finance the construction. The bonds will be of the revenue type and tax free. Bond bids will be opened June 21st.

This project is a strictly local enterprise. There are no Federal or State monies involved. It is to be financed by the sale of the power to the Pacific Gas and Electric Co. This company and the district signed an agreement May 25th, by which the company will pay the district money to retire the bonds and pay the interest.

If the bonds find a favorable market and the contract is awarded, work will start this summer and is to be completed in three years, or by the middle of 1963.

## HAL B. HAYES

About this company, about all we can tell you is what we read in the papers. Hal B. Hayes and Associates, Inc. is the contractor of two Capehart Housing units at Beale Air Force Base. Around 970 houses are involved.

A few weeks ago trouble began to develop. A sub-contractor was closed down and moved off the job and a subsidiary of Hal B. Hayes took over. A few days later, the whole project was closed down over, according to the newspapers, the demand of the Air Force that the company put up 100% performance bond. Work of a similar nature at Mather Air Force Base and in Texas is also involved, according to the same reports.

From local contractors, we have received the information that only a \$25,000 performance bond was required on each project. If this report is true, then only a \$50,000 bond required on some \$15 million of work. If that is the case, then it looks like a pretty slack way for the government to be doing business.

This, incidently, is the company who, at the pre-job conference on the first project, who after outlining their sub-contractors, were asked what they were going to do, answered, "furnish the drinking water" And that is about all they did furnish as far as we know, and we had to threaten to shut them down to get that.

We wish we could tell you when the project will start up again, as there are quite a few of the brothers jobs involved, but we can't. We just haven't been able to find out. To show you how little is known, the su-

## Meeting Notices

**REGULAR QUARTERLY DISTRICT MEETING:** Next meeting will be held Thursday, July 7, at 8:00 p.m., in the Prospector's Village, Oroville Dam Blvd., Oroville. There is a member of the Grievance Committee to be elected at this meeting.

**GRIEVANCE COMMITTEE:** Meets every Thursday at 7:00 p.m. in the Engineer's Hall—1010 "Eye" Street, Marysville.

**ROCK, SAND AND GRAVEL:** This unit will meet Friday, June 24, at 8:00 p.m. in the Teamster's Hall—818 Wall St., Chico.

**YUBA CONSOLIDATED GOLD FIELDS:** Membership meeting will be held Monday, June 27, at 10:30 a.m. and 7:30 p.m. in the Engineer's Hall, Marysville.

**NATOMAS COMPANY:** No meeting scheduled for July because of the Fourth, a holiday.

**GLADDING, McBEAN AND COMPANY:** Joint board meets Tuesday, July 5, at 4:15 p.m. in the offices of the Lincoln Industrial Council. The General Membership meeting will be held Tuesday, July 12, at 2:15 p.m. and 4:15 p.m. in the City Hall Auditorium, Lincoln.

**CONCRETE PIPE PLANTS: PETERSON TRACTOR AND NEW YORK MACHINE SHOP:** Meetings subject to call.

perintendent was in the office recently asking us what we knew or had heard.

## BLACK BUTTE DAM

George M. Breuster and Son of Bogata, N. J. was the low bidder on this job at \$5,368,695 and has been awarded the job. The company has a representative in Orland and has established an office in that city. Plans have been made for a pre-job conference very soon, probably before this reaches you, and then we will be able to answer the many inquiries we have received.

## OTHER WORK

E. T. Haas with a bid of \$1,307,650 was the low bidder on the Linda sanitary sewer system and was awarded the job. This does not include a planned treatment plant which is estimated to cost an additional \$430,000. Bids on this plant are scheduled to be opened July 11th.

A. Teichert and Son was awarded a \$383,991 widening and resurfacing job on Highway 32 and are getting a good start as this is written up. Roads, Inc. was low bidder on the approaches and a bridge over the Cherokee Canal. The bid was \$177,194. Even H. Earl Parker is back in business. He was awarded about five miles of surfacing of Garden Highway in Sutter County at a bid of \$53,110.

## SOME FUTURE BID OPENINGS

Tunnel 1, of the Western Pacific R.R. relocation work is slated to be bid on before June 22nd. This is a tunnel that will be shaped like a horseshoe and will be quite a job. Balance of the railroad grade, some fourteen miles, while at first scheduled to be bid the last of this month, will not be bid until the last part of August at the earliest. Somebody caught a mistake in time, we suppose.

The State Division of Highways is advertising for bids for the reconstruction and realignment of 2.6 miles of the Browns Valley road in Yuba County. Date of the opening is June 29th. A total of \$294,000 is

available for the job.

## A FUTURE JOB

The South Sutter Water District has long planned a much larger dam and reservoir than now exists at the Camp Far West site, about eight miles east of Wheatland. At the last session of the Legislature, an appropriation for a \$1,260,000 state loan, to be administered under the Davis-Grunsky Act was approved.

This loan was predicated upon the appropriation of a federal loan to help finance the project. Recently we were informed that the Department of Interior will submit to Congress the districts application for a \$4,875,000 loan and that there is a good reason to believe that it will be approved. Cost of the project is estimated at \$6,000,000.

## INDUSTRIAL REPORT

GLADDING, McBEAN & CO.

As this is prepared for the presses your representatives are in the process of negotiations with the company for a new agreement. When we say new, we mean new, as everything is open. The body of the agreement, wages, welfare insurance and pensions. So the negotiations should prove interesting and may be somewhat protracted as there are a lot of matters to discuss.

At this writing, several meetings have been held with the Company. The first couple of days we spent outlining the Union's demands and explaining them. Then the Company's representatives took the floor for a couple of days and we listened to their tale of woe about the terrible year they expected, although they had to admit that last year business was very good.

All this comes under the head, we guess, of shadow boxing and it seems to be part of the process, and just so much time must be devoted to it before you get down to the meat and potatoes. Next meetings are scheduled for June 16th and 17th, and at these meetings we expect to get down to serious business.

Shipping of pipe is picking up and despite the forebodings of the company, we rather anticipate a good season in this department. Several laid-off employees have been recalled in anticipation of the seasonal pick-up.

A change in the method of the operation of the mining department this month due to the fact that the company's mining equipment is practically worn out and they don't want to replace it. This work which consists of operating clay pits at Lincoln, Wheatland and Nicolaus, has been contracted out to Frederickson Brothers. The work will be done under the construction agreement.

This will mean a change in status to the members who have been in the mining department, however, they will retain their regular classifications on a relief basis, and it is expected that due to their seniority, all of them will be able to bid into comparable spots in the near future.

## GOLD DREDGING

This industry is going at what would probably be described as the peak for 1960. Yuba Consolidated Gold Fields has Dredge No. 18 back to digging and this has meant the recall of several members. Natomas Co. has a fair sized extra crew dismantling Dredge No. 5 for shipment.

On the first of May at Natomas and the first of June at Yu-

## ON ACCIDENTS

Every now and then a member comes into the office mad and with blood in his eye. He has been the victim of a minor accident on the job and went to the doctor, and then is billed for the visit or visits. The employer, through his insurance company, refusing to accept liability for the charges and to pay them.

In most of these cases, we find the following occurred: (1) The accident wasn't reported. (2) If reported, the member wasn't sent to the doctor by the company, but two or three days or so later went to the doctor on his own, or (3) he went to a Chiropractor.

What we want to emphasize is this: (1) Be sure you report all accidents, no matter how minor, to someone in authority. (2) If at first medical attention is not deemed necessary and then later is found necessary, be sure to have the company send you to a doctor on their panel. If this isn't possible, report the fact as soon as possible to your employer or get word to your union so we can take care of it. (3) If you wish to go to a Chiropractor, be sure you go or are sent to one of the company's or insurance company's panel. They just won't recognize all chiropractors.

We are mentioning this because lately we have had a number of such cases and while most of them have been adjusted, in some instances the member was stuck. Also, it being caused by an on the job accident, the Welfare Office can't accept liability.

ba, the new rates for the coming year went into effect. If you haven't received it or if you have any doubts about whether or not your rate is correct, be sure to contact your representative.

## ROCK, SAND AND GRAVEL

The various companies and plants in the area that make up this industry are all working at, or near capacity. All of them are pretty optimistic about keeping this up for the season as they all have their eyes on the various projects that have been bid, or will be bid in the near future and which will require lots of aggregates or concrete. The level of housing is also high in some parts of the

area, and this brings business to this industry.

## OTHER PLANTS

The various shops are keeping relatively busy. Peterson Tractor, for instance, has added to the crew (a recall) and informs us that they will anticipate adding more of the brothers to the payroll. New York Machine Shop, on the other hand, has had a hard time keeping the crew busy. All of them expect that if the Wyandotte project goes, business will boom. We hope so. The Concrete Pipe Plants are operating at about the seasonal level. There have been no new hires and no lay-offs.

## PERSONAL NOTES

We are sorry to announce the sudden death of Brother Lester Harles on June 2nd. Many of you, no doubt remember Bro. Harles as he worked for some time on various jobs in the Feather River Canyon. Bro. Harles had undergone a serious operation in San Francisco and had returned home apparently well on the way to recovery, when death occurred . . . On June 6th, Bro. Fred Tautrim, who was employed by the R. M. Price Co., on the E street bridge, passed away suddenly. He was operating a tractor at the time, but shut it off before passing away. Cause of death was a coronary thrombosis . . . It has also been reported to us by his brother, Lt. Commander Tatham, that Bro. Lyle R. Tatham, who resided in Oroville, but worked for Brighton Sand and Gravel Co., apparently in the Sacramento area, had passed away. No other details were given . . . We want the relatives and friends of our departed brothers to know that they have the sincere sympathy of the officers and members of Local 3, and if there is anything we can do to help or to ease the pain of loss, we will be more than glad to do it . . . During the past month there has apparently been almost an epidemic of flu in this area which has affected the members and staff considerably. So many of the members and their families have reported to us as having been ill, that space doesn't permit the printing of all their names. We do hope, however, that all have recovered and are back in the best of health.

## REDWOODS NOT IN HI GEAR

by K. A. "Ken" BROOKS & W. L. "Bill" TOMBERLIN, Bus. Reps.

Last month we reported that we were starting to roll, but it sure is slow getting into a high gear. This seems to be the slowest start in years in this area.

We have been talking over and over again about the 2 good jobs on 101 at Beatrice just south of Fields Landing and the Fortuna By-Pass, we had expected these to be let a month ago, but no one seemed to have an answer why not, so after many phone calls we came up with the latest bug in the ointment. The railroad is involved in both of these jobs, what they are growing about we don't know, but it seems that when a railroad has to come in the picture on any job there is always a hassle, all take and no give.

We got another back hander on the new atomic plant at Butte Point. It seems there is some controversy over it being too close to a school and a well populated area, and that there are some new safety developments in the making for this type of power plant, that will be available in the not too distant future, and it is felt these things should be waited for, etc., etc. We are not sure who is passing the buck around and can only wait until they decide to build it before we can go to work on it, soon we hope.

## 101 AT WEOTT

Getting back to the better

side of the picture, Morrison Knudson is on the roll on the 101 job at Weott; by the time this goes to press they should be under a full head of steam, still waiting on some new rubber rigs to complete the spread. They have a real problem of handling a few hundred thousand yards of waste and are bringing in 6 new S-18 Euclids with Hydro. Tarders to bring it down through the Park and not come down on the scraper. Brothers, she is steep. There is only two in at this waiting, 4 to come soon, 3 new T.C. 12 also to go in the spread. They sure make some pushcat, with those 2 big "Jimmies" side by side on the stinger. We want to say hope you are feeling better and out and about soon to Bill Hudson who was project manager on this job last year, some sort of infection caused the illness, a real nice man replaced by Jack Coons, who has been very nice to work with. "Mitch" Humphreys and Geo. Echert.

(Continued on Page 11)



# STOCKTON JOBS IMPROVE A BIT

by WALTER M. TALBOT and AL. B. McNAMARA, Bus. Reps.

We are happy to report that the number of men being dispatched is increasing each week and we are gradually gaining on those registering for work. However, the work is not of the long term job nature many are seeking, but rather of that which will be completed by early winter at the latest.

In Alpine County, the easternmost county serviced by this office, we find the I. L. Croft & Son, Inc., job going at high gear on the realignment of approximately four miles of State Highway 89 from the junction with State Route 88 to Luther Pass. An additional two miles of Route 88 is expected to be advertised for bid by the state in the immediate future from this junction easterly toward Woodsford.

The Tahoe Sand and Gravel Company at Hope Valley are now under contract with Local No. 3. This company produces sand and gravel for their distribution outlet at Lake Tahoe for commercial users and home builders.

In Amador County on State Route 88, the Carey Bros. job at Kit Carson Spur, which was graded last year, will be paved this year. It is expected that Carey Bros. will sub his phase of the job to another contractor. Another portion of Route 88, at Pine Grove, will be let for bid by the state this season.

A. Teichert & Son, Nomellini Construction and Brother Cal Burrell are all doing work at the Preston School of Industry at Ione.

The members of this local working for the Gladding, McBean Co., near Ione, were granted pay increases and more fringe benefits in accordance with our new contract recently negotiated with that company.

The R.T.R. Rock Co., near Sutter Creek, have been supplying the rock for the rip-rapping of the levees for the sewer oxidation ponds in Stockton.

The Claude C. Wood Co. is stripping near Buena Vista and Camanche. Joe Vicini is stripping overburden for the Gladding, McBean Co., near Ione.

## CALAVERAS COUNTY

Calaveras County is very quiet yet with the usual small service station jobs, home approaches, sewer lines and other various services that are required by the towns of Angels Camp, San Andreas and Alta-ville. The only job of any importance at this time is the A. Teichert & Son, Inc., relocation of county roads around the proposed New Hogan Dam site. However, we have been advised by state engineers that a road job near Camp Connell will be advertised for bid this fall.

In San Joaquin County, largest in this district and comparatively flat as compared to those mentioned already, we have Dan Caputo and M.J.B. Construction Co., low bidders on the overpasses, underpass and frontage roads on Highway 99 for \$1,553,700.

Bids will be opened on June 22nd for this same route on widening and surfacing between Harney Lane and the Calaveras River. On June 29th another overcrossing, bridge and ramps for Cherokee Road and Highway 99 will be let.

The Stockton Construction Company was successful in bidding two sewer jobs, one on Fulton and Sutter Streets in Stockton, and the other in Improvement District No. 10, in Modesto.

## IN STOCKTON

Holden & Gorham, S. M. Mc-

Gaw Co., and A. Teichert & Son, Inc., all have city street jobs going in Stockton. Other contractors busy in the Stockton area are Downer Corporation on a storm sewer job; Carvers Construction Co., and Bob Long Co., on hospital additions; Chicago Bridge and Iron on a water storage tank; and Joe Ballinger on demolition, site clearance and grading, in connection with the new low cost housing development program, as approved by the voters of Stockton in the recent election. F. W. Case Co. is guniting grain silos at the Port of Stockton, Chalmers & Borton, completing their silo job at the Port; R. E. McCarty, D. A. Parrish & Son, Stolte & Stephens, completing the Harding Way Underpass.

In addition to the stripping job in Calaveras County the Claude C. Wood Co. has two road jobs, Peltier Road, north of Lodi, and State Route 88, north of Clements, going at this time along with the miscellaneous street work for the City of Lodi.

A. Teichert & Son were low bidders on the grading, surfacing and bridges on Jack Tone Road, south of Lockeford, in the amount of \$380,000.

Stanislaus County is also coming alive, construction wise, with the largest project being the Malfitano & Vega Engineering Co. job near Crows Landing. The Corps of Engineers will have opened bids on the pumping plant to be constructed on the site that is now a part of the Malfitano & Vega Engineering job by the time this article is in print. Also in the same general vicinity is Delta Construction working at the Crows Landing Naval Air Station and Ince Bros. on the sewer pipe line for the City of Patterson.

Stolte, Inc., was low bidder on the Tuolumne River Bridge and approaches on Carpenter Road for \$383,328.

Working in and around Modesto on the usual street work and housing projects are M. J. Ruddy & Son, Standard Materials and George Reed. Others working in Modesto are Jackson-Fischer, Harris Construction & Hansen on school jobs; Larsen on the Gallo Glass Plant; Pittsburgh-Des Moines Steel; Gallo Winery and Tanner Construction.

Going back up in the hills in Tuolumne County the first job across the line is the Delphia-Early road job. The dirt moving has been curtailed until June 27th when operations will be resumed.

Thomas Construction was low bidder on approximately one and one-half (1½) miles of road to be graded and surfaced near Tuolumne City for \$179,587.

Jesse Harrison is well under way at this time with approximately twenty engineers on the job. In this same general vicinity Paul Woof Co. is busy on the resurfacing job into Mather.

The Cherry Tunnel Contractors have all but completed their job, leaving Gunther-Shirley-Lane to wind up the powerhouse job later this year.

Negotiations have recently been completed with Sonora Marble Aggregates Company on a new contract to cover Local 3 members employed at the Col-

# Northbay is Moving Into High Gear

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

Work prospects are improving with the start of each new job, and contractors are utilizing their crews to the fullest extent on jobs already under contract. There is quite a bit of new work starting, and still more in the offing.

Cherf, Sandkay & Cheney working double shift at the Nicasio Dam. This is certainly a "Tin Pants" job. They have quite a spread at the present time. On the dozers are: Brothers Vincent Silva, Bill Evans, Walt McLaren, Don Rodolf, Glen Humiston, T. D. Shanklin, Johnny Presley, Otis Wilbor, "Luke" Evans, "Doc" Sherman, Ed Bruner, Bob Gordon, Curtis L. Marlin, H. K. Schooler, Push Cat, Glen Anderson, Cat & Can, Paul Bach, Cat & Can, J. E. Wingfield, T.D. 24 dozer, D. V. Kendall, Cat & Can, Roy Lee Anderson, T.D. 24 dozer, Paul Elmore, T.S. 24 Jeep, Claude Odom, T.S. 24 Euke, Claude Pirtle, Euke; Bill Avist, S.T. 8; Vernie Mewhinney, T. S. 24; Glen Dayton, T. S. 24 Euke, double engine; Forrest Thorpe, H.D. 6 loader; C. H. Elrod, D. W. 20; M. R. Gibney, T.D. 24; Robert W. Reidlen, D.W. 20; Neal Wil-lingham, Al Hansen on Motor Patrol; Merle M. Grubb, Shovel operator; George Ley, truck crane operator; Ray A. Jones, Link belt operator. Fred Perry, Odie Hicks, Dewie Dobbs and "Shorty" Freeman, on grease truck; L. H. Portlock, Dale M. Erickson, Ralph McNair, grade checkers; Archie Redden, Ray Chattman, M. M. Grubb, Jr. oilers; Merle Olds, layout welder; Eddie H. Gaston, Tom Pilkington, Marvin E. Selby, Louis Giannini, M. C. Alyea, John F. Ely, P. C. Evans, mechanics; K. M. Pruitt, Al Harms, welders; Wm. J. Avist, P. R. Clinkenbeard, Euke Mechanics; Mechanic Foreman is Lloyd V. Hood. Bros. Wm. J. Blair, Russell O'Neal, Floyd F. Wine are the foremen. Tom Hanna has moved in some of his equipment with the following brothers: Guy Simpson, mechanic; Clarence L. Cole, M. D. McDowell on dozers; Roy W. Harris on dozer or D.W. 20; Dean Hyder on Dozer or D.W. 20; J. L. Hinote, foreman.

Eichler Homes at Terra Linda. Brothers on the job are: Emil DeMartini, foreman; D. J. Vega, on S-18 Euclid; W. A. DeSpain, S-18 Euclid; James Little, D9 dozer; George Beaver, dozer; Herb Knill, grade checker; Harold B. Skaggs, mechanic.

Piombo Const. is cleaning up at the present time and according to Jim Louis, their foreman, they should be all finished up by the time this gets off the press.

Fredrickson & Watson have quite an extensive piece handed to them according to Brother "Tex" Strickland. Thinks he will be spending the rest of the year with me and we'll probably go on a drunk come New Year's.

Valley Engineers have a gas pipe line job going at South Novato Blvd. at present, a pre-job was held recently with their Project Manager, Pete McWalters. Brothers are: O'Neil Easten, dozer operator; Ray McAdams, side Boom; Louis A. Bennett, link belt operator; M. H. Shepherd, oiler; Billy Thomson, trencher operator; LeRoy E. Dunigan, side boom; Frank Sutton, D6 dozer; Tommy Bennett, bending machine; Tom Roach, oiler.

A pre-job conference was held recently with Peter Kiewit Sons' Company who were awarded the contract for the Greenbrae Overhead and Bridge on Hwy. 101. Bob Powers will be their mechanic; Dick Hendricks, operator and Gene Bruner, on Clary Screed. Paul Vincilione has the dirt on the job.

A. G. Raisch still plugging along at Marin Golf and Country Estates.

The L. C. Smith job at McNear's still going.

Brown-Ely has started up as this goes to press on road work in the Larkspur area.

## THE VALLEJO AREA

Fredrickson & Watson has already moved about 60% of the dirt on their Vallejo Benicia Freeway job and has started some of their finish crew. This job has 10 months more to run.

Raymond Concrete who had the pile driving work on the Fredrickson and Watson job at Mare Island Straits has moved out. Fredrickson & Watson has started to put in drain rock and fill. This job is 50% completed.

Syar & Harms has completed the grading on the Water Treatment Plant at Fairfield and are waiting for the pipe work to be completed before they move back in to do the paving which should be some time the end of this month. Morrill Company was the prime contractor on this job.

Syar & Harms was low bidder on the Texas Street job in Fairfield at \$143,802 and expect to get started on this job very soon. This contractor has a number of housing projects at the present time, 3 in Fairfield and 3 in Vacaville, all in various stages of completion. They are also doing a job for J. Bettencourt at Napa State Hospital in Napa.

Brother M. F. (Pete) Weber has started his own pipeline construction company and is equipped to handle Water Mains, Sewer Systems, Storm Drains. He can be contacted at 437 Baywood Drive, Vallejo or Midway 3-4724. We wish Brother Weber success in his new venture.

In Napa area, George Slinsen Construction was low bidder at \$343,934 on the overpass and approaches on the old Sonoma

Road. They expect to start the latter part of the month.

Our best wishes to the following who are on the sick list: Brother C. L. Robinson who is in the Intercommunity Hospital at Fairfield after an accident on the Gordon H. Ball job at Cordelia; Don Morton and John Dennis who are out of the hospital but still recuperating from an automobile accident. We were very sorry to hear about these accidents but are very thankful that they were not of a more serious nature. And as this report is being written up, we got word that Brother Al Hansen who was operating a Motor Patrol at the Nicasio Dam was seriously injured on the job, and at present is at the Hillcrest Hospital in Petaluma. We do hope that he is not too serious, but will be able to report more on this in next month's issue. Our best wishes, Al.

We learn all District offices are very low on blood. Brothers, don't you have any consideration for the need of blood? What position would you or your family be in if you should have urgent need for it? Contact us and make arrangements to donate.

To members out of area: We have called many of you and have placed some of you to work. But many who we contact inform us they are gone. Please try to cooperate and advise this office you have gone to work. You will sometimes help a member to get in a full shift this way. Thank you.

Is everything safe on your job? Call your Business Agent and let him know if there are any violations existing.

The new construction wage rates go into effect on July 1. Check your booklet for the correct rate.

We are sorry to report the death of Brother Henry Allgor who passed away suddenly on May 29. He will be sadly missed.

Brother C. E. Hoffstutter returning from Sumatra, Indonesia for the past fifteen months doing work for the Caltex Oil Company for Bechtel. The job is still going on in the production scale producing lots of oil. The Civil War still going on there. He had a very pleasant tour through Europe, visiting London, Paris, etc., by the way of New York. Says Local 3 highly represented in Sumatra conditions likewise.

Brother H. W. Huffstutter, another brother member has an excavating license—has a D 8 Dozer for hire; Phone Wabash 4-0483.

## LATE JOB REPORTS

SACRAMENTO, Contract awarded to Geo. M. Brewster & Son, Inc., P. O. Box 586, Ogden, Utah, \$5,368,695 for construction of Black Butte Dam & appurtenances for Black Butte Project, Stony Creek, incld. earthfill main dam, const. six earthfill dikes, intake strucs., outlet works, tunnels & exist. channel to Stony creek, Spillway & conc. sill, outlet struc., irrig divers. struc. & connect ditch w/S. Side Canal, etc., loc. in GLENN & TEHAMA COS., approx. 10 mi. from Orland, Spec. 2640, CIV-ENG-04-167-60-25.

WOODSIDE, Contract awarded to Williams & Burrows, Belmont, \$3,304,971 for const. Presbyterian Home for Senior Citizens, Portola Valley, SAN MATEO CO.



# SACTO AREA OFF TO A SLOW START

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

The work in the Sacramento area is getting started off to the slowest start in the history of Local 3 and no one has the answer. The subdivision work is small and spotty and the big jobs are just getting started.

There is a little good news, Placer County is getting out of the road construction business and will sell its road building equipment at public auction. County Executive, John Bernard, stated it has been discovered private contractors can do the work at less cost than the County. He said, however, reserve equipment will be kept for road maintenance. The equipment to be offered for sale includes a rock crusher, dozers, truck and rollers.

Pacific Dredge is still down due to a bad transformer but should be starting up again soon. This will put some dredge men back to work. Hydraulic Dredge is coming along in good shape. They have had very little down time.

## HIGHWAY 40

Brothers, there is not too much change this month in the work situation on Highway 40 except to say that this late in the year we should have no more storms of any importance. Let's all keep our fingers crossed.

At last, the first section of the Donner Pass Freeway has been advertised and bids are to be opened on June 22. We have been waiting a long time for this job to break and we just wish that it were starting now instead of being bid.

The low bidder on this job had better be a smart rock outfit or they will leave here sadder, poorer, and much wiser than when they got here, for there is darn little dirt anywhere around the Donner Summit.

Isbell Const. Co. has gotten off to a flying start on the clearing of Highway 89 bypass around Prosser Lake. They should be moving dirt by now. The burning on this job must be done by the time that the Forest Service shuts off the burning or they will have to do it this winter.

Heintz, Inc. is still not doing much. They have put their 80-D shovel to work in the channel change loading rock wagons. They may have bone to a second shift on the shovel by the time you read this but it still won't put many men to work.

Clements Rock is not doing a thing at the plant at the present time. They have enough rock piled to last a long time unless they get more business.

A. Tiechert & Son is putting in a rock plant at Homewood which is on 89, a short way past the Tahoe City "Y." This will be a slow going proposition until they get some business built up. They will put a crew in to crush rock for awhile until the stockpile is built up and then there will be just a loader to load out the trucks until they need more rock.

Tiechert's job at Emigrant Gap is going along with a much smaller crew than last year. They have most of the heavy cuts and fills in and most of the work this year will be on the westbound lanes. There is still a water problem on parts of this section but not as bad as last year. This part of the country is full of underground water and could cause problems for years after the highway is finished.

Maddona has the same problem on the upper end of their job from Alta to where they tie to Tiechert's job. If it doesn't dry up some, they could be around a long time trying to finish.

Rods' Inc. is going good on the Colfax Ave. job in Grass Valley. They never have more than 3 to 5 engineers on the job at any time.

Granite Construction is hard

Wife: In most marriage ceremonies they drop the word obey now.

Husband: Too bad, isn't it? It used to lend a little humor to the occasion.

at it on the sewer line job at Auburn. They have run into a lot of red rock and it makes the digging a little rough. Brother Henry Meadows is on the 22-B backhoe and he is getting quite a beating hammering away on the rock. There is a lot of ditch left to dig. In fact, they couldn't be more than one third done.

Fred J. Early has gotten quite a lot done on the main sewage treatment plant and is starting on the pumping plant at Edgewood. Neither of these two plants are in the subsistence area, but the next two pumping plants are. Granite has had to pay subsistence on quite a bit of their job so far.

Peter Kiewit Sons Co. job at Lincoln is making good progress. This is the first Kiewit job we have seen where they don't have any transportation when they need it. The mechanics stand around waiting for a truck to haul them and their tools out to where the equipment is broken down. They must think they are saving money by not having any pickups on the job.

They have started pouring concrete in some of the equipment silos and it won't be too long before the mechanical and electrical firms will be moving in.

Harms Bros. are still making rock at their Bear River site near Sheridan.

The Flores & Perry job at Pilot Hill on 49 has been taken over by the bonding company and given to Harms Bros. to finish. They have sixty days to complete the job and in the meantime the bonding company is paying the State of California \$100.00 per day in penalty pay. This job has sure been a headache in the past but it should straighten out now, we hope.

Granite has a crew working on the shoulders of the road on the Sacramento River levee. They have an \$85,000 contract to put 4-foot shoulders on 15 miles of levee road. Dave Mello and John Parker are on the blades, Sid Smyth is setting grade, and George Zotavitch is foreman on the job.

Pittsburgh-Des Moines Steel Co. has a tank erection job at Clarksburg and are about finished with it. They have had two of the brothers working for quite a spell on this job. The tanks are for dehydrated sugar beet pulp that is to be barged down the river and used as cattle feed.

H. E. "Dutch" Graf has not had much doing this spring except repair work but has rented at least six rigs to Gordon Ball on the South Sacramento Freeway.

## SUBDIVISIONS SLOW

Work is slow in the subdivisions due to tight money we're told. McGillivray keeps a small dirt spread going at several different locations. Their rock crusher on 14th Avenue is on a 5-day a week schedule with the regular crew. The shop crew never changes faces, a good, steady bunch of engineers here.

McGillivray also has a go-ahead crew of brothers doing underground work. Brighton Sand & Gravel keeps going with a crew of street builders of underground men. They have come in second on a lot of jobs but are now getting their pencils sharpened. The Perkins plant is going everyday now producing materials of all sizes. The shop crew has everything in good shape with very little down time with the equipment.

Lentz Construction Co. are getting their fair share of the work in this area. They keep the brothers on the dirt spread going with a full pay check each week. The paving crew is off and on but getting in fair time. Lentz was low bidder on two sewer jobs recently and have these boys going full time to keep ahead of the finish grade crew.

Granite Construction Co. are short on work but seem to keep their old reliable shop crew going repairing the equipment. The crushing plant is building up the stock piles of aggregates in anticipation of future work.

A.E.C. has their structure at the Aero-jet-Nimbus interchange 50% completed with no new work in sight. Fredrickson Bros. are putting down the base rock on this same job, with the paving crew ready to go to work when they can. This has been a good job, no beefing about the treatment our brothers have received.

Asta Construction have the Greenback Lane job well underway now. Traffic will be some problem here because this is the main thoroughfare from the suburban area to the freeway into Sacramento.

## FOOTHILL SEWAGE PLANT

Norman C. Peterson has started the Placer Hills sewage disposal plant off Barton Road near Folsom. This encompasses 1300 acres and is the first move in the right direction for eventual sub-dividing or southern Placer County. Prodanovich Construction Co. is laying all of the trunk lines for Peterson and are encountering lots of solid rock. At present we have two backhoes and two trenchers, one loader, side boom and compressors and pumps going with a crew of good operators.

A. Tiechert, as usual, have our engineers working pretty steadily now with crews scattered throughout the Sacramento district. The subdividers are slow but most of the engineers are getting full pay checks now. The gravel plants are going two shifts. The portable crew is set up at Mississippi Bar at present going two shifts. This looks like a good year for this rambling crew.

Thomas Construction will soon be completed on the Watt Avenue bridge approaches. Lord & Bishop are making good progress on the new four-lane Watt Avenue bridge over the American River, and anticipate finishing ahead of schedule.

Erickson Construction Co. are getting a few jobs now, just enough to keep the dirt crew going. Their plant on Arden Way is undergoing a complete change on the road rockplant and hot plant. This is a good company to do business with and is doing the best they can to keep our engineers employed. Harms Bros. are doing a good job off Bradshaw Road for Lincoln Developers, Inc. Most of the streets are completed now with the underground close behind, no trouble on this job as for the agreement.

Aero-Jet has no new construction planned for this year so, consequently, work is slow for

our engineers. Several contractors in the Sacramento area are going to build a paved hill on Aero-Jet property for the Soap Box Derby events which are held here annually. This project is headed up by A. Tiechert & Son and the Operating Engineers will be playing a major role in this worthy project.

The contractors have had some good work at Aero-Jet in the past and maybe this gesture will help our relations in the future.

Calahan has a two-man crew on a time and material contract, as does Wismer and Becker, with two operators. A. Tiechert has from two to eight engineers going at times. Capehart housing at Mather Field is well underway with the grading for the building sites almost completed. The underground is due to start soon, with the paving to be finished next year.

## Think Safety—Talk Safety—

## LAKE TAHOE AREA

Work around the south end of Lake Tahoe has been slowed down quite a bit by Old Man Winter still letting go with snow and rain every so often.

J. H. Pomeroy still have their dredge shut down on the Tahoe Keys job, and no one really knows just when they will get started again. They are keeping some of our brothers busy repairing the dredge and clearing the water on the Keys' home-sites.

John LaGrange Const. Co. are 90% completed on the sewer line job on Highway 50 at El Tahoe. This job has kept 25 engineers real busy for quite some time. All the survey work has been done by Brown & Caldwell. The depth of ditch has varied all the way from six feet to twenty feet and the size of pipe from six inch to sixteen inch.

We're happy to report Brother Jim Lockhart is back on this job after breaking his hip while operating the backhoe.

Most of the brothers will be transferred to either the Hot Plant or paving crews to catch up on a lot of their small jobs.

We might mention at this time, John LaGrange Const. Co. was low bidder at \$264,000 to build two pumping stations for the South Tahoe Public Utility District located at Tahoe Keys and El Tahoe areas. Work should start real soon on this project. George E. Miller Construction Co., Inc. have just about completed their sewer line job on the Tahoe Keys project. The main thing left to do now is clean up work.

We had a pre-job conference with the Miller Construction Co. on May 26, 1960, on the new job they were awarded. This job consists of laying 200,000 feet of sewer line and the building of one pumping station in the El Tahoe area. The bid on this job was \$685,065 and should take about 360 calendar days to complete it. Work on this job will start in the next couple of weeks.

Harms Bros. hot plant at Myers hasn't been too busy. They completed paving the new Safeway Store at the "Y" in Tahoe Valley and most of the other jobs are small. We surely hope the paving business will pick up in this area so all our brothers will be working.

On their hot plant at River-ton, it should be rolling in high gear very soon. As soon as Piombo Construction Co. turns the stretch of highway over to them at Pacific House they will begin immediately laying the blacktop.

We're happy to report that Brother Isaac Spears is getting

## REDWOODS

(Continued from Page 9)

the rest of the top hands, nice people.

Wesbrook-M.K. have their job on the Blocksburg Road pretty well under way at this time. Should be room for a few more brothers real soon.

W. C. Sharp getting ready to go on the \$90,000 bridge at Dobyn's Creek near Blocksburg. J. J. Tracey making Progress on the two small bridges on 36 out of Bridgeville, Brother Art Burman doing the approaches and detours, Marlin Tryon going along nicely on the clearing for Westbrook-MK.

Last report on Ruth Dam—maybe it should be called a rumor, maybe some road work by August.

Crescent City and vicinity is still pretty quiet; no jobs of any real importance to report. Delphia-Early & Crow trying to get their 101 job at Trinidad ready to sell so Mercer-Fraser can get on the base and surface.

Slate Hall & Hamilton making good progress on the Orleans job. This is a real tough one to say the least. Those sliver cuts are sure way up there and rock besides, but everyone is happy and that's what we like to see. Park's Machinery Company of Pablo, Colorado have the iron in for the bridge at Martins Ferry, and are making preparations to start setting it. This is another rough one, a lot of heavy iron to be handled by High Line a long way out and a long way to the bottom, no room for a mistake here. Peter Kiewit is the prime contractor.

Trinist Const. Co. cleaning up some slide areas and cutting some slope back west of Willow Creek on Hiway 99.

## BID ON JETTY

Well brothers at last we have some work on the Humboldt Bay Jetty, Mercer-Fraser and Morrison Knudsen Joint Venture were low with a bid of \$1,568,000. This looks like only the beginning of things to come.

The big bridge and approaches at Myers Flat are to be let June 22.

The iron has just started to come in for the south Scotia bridge, all we can say is it's about time this traffic hazard is about to be eliminated.

Brothers, that about covers it for now, more next month. In the meantime may we beg of you, one and all, be careful, please try to work safely. Our work is hazardous and we all know it but when we have to report the untimely death of one of the good Brothers it makes you feel real sad down inside. On June 7 at 3:10 p.m. Brothers Vern D. Catterton lost his life under the wheel of the DW 20 he was operating on the Delphia-Early & Crow job at Trinidad. No one can say how it happened. He had gone to dump a load of waste material which had been done when he was found by the foreman who went to see why he didn't come back.

We of this office and Local No. 3 express our most heartfelt sympathy to the family and loved ones of our Brother who has left.

## NEW JOB AWARDS

**BERKELEY**, Contract awarded to Engstrom & Nourse & Stolte, Inc., S. F. \$6,162,500 for const. chemistry bldg., Unit 1, Univ. of Calif. Berkeley.

**LINDA**, Contract awarded to E. T. Hass Co., P. O. Box 95, Belmont, \$1,037,000, for sanitary sewer project.

along fine after his heart attack. Brother Huston was in to see him and he said it won't be long until he'll be right back working.



## ROSA-UKIAH DIST. FINALLY PERKS UP

By R. F. SWANSON  
Business Representative

What has been an exceptionally long winter is finally breaking up and the sun is shining through to help bring some of the long anticipated work to this area. There was such a long list of unemployed in this area for so long a time that the brothers were becoming discouraged and that is understandable. Many brothers have come from other districts seeking work in this district during the past few months. We realize that our answers have been somewhat repetitious, and probably very blunt, in that we advised the brothers it would be some time before work was expected to pick up here and our "out of work list" was already too long. However, the brothers were certainly welcome to put their name on the list and many of them did. For a number of them registered a period of 85 days has gone by and the 85 day rule of the hiring hall has been applied which means their names have been removed from the "out of work list." Remember Brothers, this rule applies to everybody who signs the list, so please don't fail to re-register when the time comes.

### TWO JOBS ON THE HOME STRETCH

We are sorry to report that two jobs which have been very convenient for our brothers, especially around the Santa Rosa area, are slowly coming to a close. Most of the "main show" the "Rubber Operators" will be finishing up shortly with the Fredrickson & Watson job on Trenton Rd. and also the Guy F. Atkinson Healdsburg Bypass job. So far as we can see the brothers who run rubber will have very little trouble in going to work even though it may not be in this district.

### NEW WORK:

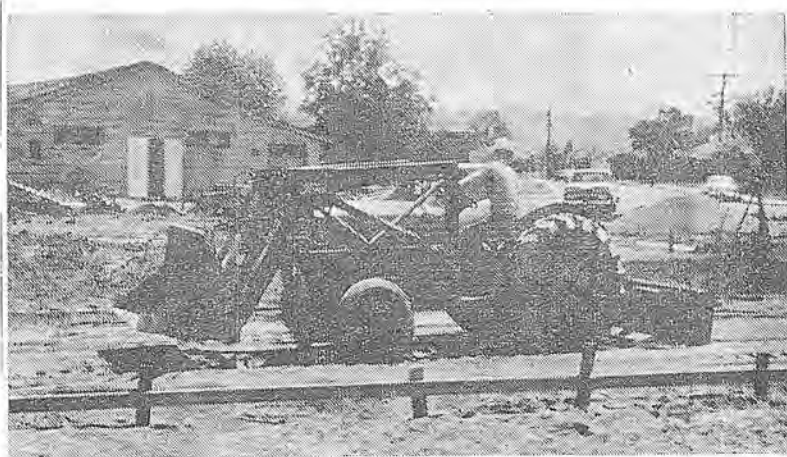
Since our last issue the following are some of the jobs which have been bid on in this area — Mercer-Frazer, low at \$271,714 for 46.2 miles of resurfacing at locations near Willite & Clear Lake Oaks. Reichold and Jurkovich, low on surface job in Marin Co. and Sonoma Counties at \$147,455. D. H. L. Co. was low at \$517,154 for road repairs, bridges, etc on the Boonville Rd. Slinsen Bros., low at \$91,034 for access roads at Pt. Arena. Arthur B. Siri, low at \$487,048 for highway work near Middletown. Young and Engelke, low at \$67,000 for slide removal on Boonville Rd. Baldwin Constr. low at \$254,239 for Water System construction near Ukiah. Madonna Constr., low at \$784,341 for surface job in various locations in Marin, Napa & Sonoma Co. No more news on the Healdsburg-Santa Rosa Freeway.

### PERSONAL

In the Service: Robert B. Brown was working on a DW20 for Fredrickson & Watson. He received a greeting card from Uncle Sam. Good luck in the Service, Robert.

We are sorry to report the death of one of our brothers, Gerry Painter, who was working for Absco Paving, and was killed on the way home from work. Our deepest sympathy to those loved ones he left behind.

John Paul was oiling on a crane for Guy F. Atkinson, when he fell and broke both hands. Ralph Bowman was working for Ray Anderson when a gas can ignited and burned both his hands. We certainly wish you both a speedy recovery. We would like to stress at this time



**LABOR HELP** on the new Boy's club at Santa Rosa included generous assistance by members of Local 3, both financial and physical. This shows Bro. Canevari operating a loader at the site of the new club.

## Job Awards

**CARSON CITY, NEVADA,** Contract awarded to Silver State Const. Co., P. O. Box 191, Fallon, Nev., \$3,694,174 for const. port. of Interstate Hwy. Sys. in **HUMBOLDT CO., Nev.,** on Interstate Rt. 80, betw. 1 mi. W. of Golconda & E. foot of Golconda Summit, 12.685 mi. lngth.

**SANTA CLARA,** Contract awarded to Carl N. Swenson, P. O. Box 558, San Jose, \$1,341,000 for const. Adrian Wilcox High School, Unit 1, invlg. 2-story RC admin. & classroom bldg., & 25,000 sq. ft. 1 story gymnasium.

**SACRAMENTO,** Contract awarded to L. C. Smith Co., 325-19th Ave., San Mateo, \$1,528,442 for abt. 7.5 mi. lght. of exist. six-way div., hwy. to be widened by grading & surf. w/PCC & AC ovr. cem. tr. base & interchange ramps to be added to prov. 8-lane div. hwy., betw. 2 mi. N. of Grand Ave. in So. S. F. & Peninsula Ave. overxing. in San Mateo, **SAN MATEO CO. (IV-S. M.-68-S. S. F., F., Mlbr., Burl., S.F.)**

**WOODLAND,** Contract awarded to Campbell Const. Co., Box 390, Sacto., \$965,645 for const. phys. educ. bldg. & classrooms addn., Woodland High School.

that Safety on the job is something that we should always be aware of and should certainly be practiced consistently and possibly more, than in the past!

A very special THANK YOU to Brother Charles Thomason who is on the Blood Donor Honor Roll for this District, this month. Our Blood supply is limited so please Brothers, try to donate!

**LIKE BOATING???** For any of you who own a boat or are anticipating owning one, contact Brother Les Crane who is now in business at 5933 Redwood Highway North, Santa Rosa. You can call him at Liberty 6-0425. He also sells parts.

Last minute election note . . . The election returns are in and Everett Matzen wishes to convey to our membership in Marin and Sonoma Counties a hearty thank-you for voting for him. However the fight has just begun. Mr. Matzen won the primary election . . . at least he's 150 votes ahead and most of the absentee votes have been counted . . . so while we're sure he's the winner in the primaries come November REMEMBER he'll be the Democratic candidate for the 7th Assembly District and will need all the support we can muster.

Meeting News: It was very gratifying to see the splendid turnout at our regular district meeting held on June 9 in Santa Rosa. To those of you who did not attend you missed a very good meeting, especially the informative talk given by Mr. Charles Sweeney the Administrator of our Pension Plan. Your officers also made excellent reports and I am sure those who were in attendance were well pleased to have heard them.

## HAWAII GIRDS FOR LAVA, TIDAL WAVES

by Harold Lewis and Rupert Teves, Bus. Reps.

Aloha from Hawaii, the land of fun, and disaster. Hawaii has always been known for its natural beauty and its love scenes on a lonely moon-lit shore, but every once in awhile mother nature sees fit to harass us with the unusual; this time in the form of a tidal wave which destroyed the city of Hilo, and, at this writing, has claimed 54 lives and millions of dollars in property damage. A massive cleanup job is under way by residents, friends, and even tourists who want to do "their share."

The Governor and other law makers are enacting legislation to enable the merchants and residents to form a new city on higher ground to guard against another tidal wave and also away from the often threatened flow of lava from the islands volcanos. Speaking of volcanos, Halemamao, or fire, pit is acting up at this writing and we may be in for more volcano activity.

On the construction scene we have completed negotiations with Hawaiian Dredging & Construction, dredge division and also have won a state-wide election with Morrison-Knudson Construction and negotiations with this company have also been completed.

A petition for representation of operating engineers of Hawaiian Dredging & Construction, construction division, has been filed with the N. L. R. B. and if things go well, an election will have been had at this printing. Representation has also been asked for the construction truck drivers of J. M. Tanaka, Inc. and that election too should be had by the time of this publication.

Negotiations for renewal of all construction contracts will start early in August, and you members who are always complaining of unfavorable working conditions and unjust wage scales, come to our July meeting and make your suggestions known; you may have some good points, but don't wait until after the contracts are signed and then cry like a bunch of babies because "we didn't get this or that." This is your union and it will be your contract; so, show interest in your products and attend the meetings not just to "cry" but to offer something constructive and give your representatives the co-operation that we should have from you.

Negotiation type talks have been going on with Bert Nakano who heads a 250 member independent union on the Island of Hawaii. This union, the Federation of Hawaii Workers, severed their ties with the I. L. W. U. several years ago, and the mem-

## WORK IN REDDING DISTRICT MOVING AT NORMAL PACE

by J. B. JENNINGS and SID McBRÖOME, Bus. Reps.

Recently the Division of Hiways awarded one of the largest highway contracts ever let on Highway U.S. 99 in Shasta County. The low bidder on this job was Hall, Slate & Hamilton, contractors from Portland, Oregon. The total amount of the contract was \$7,273,000. This will complete Highway 99 between Dunsuir and Lakehead with all four lane freeways. The next section to be let will be between Lakehead and Bridge Bay which is not scheduled by the Division of Highways until 1961. Work is expected to start on the new contract about June 30th.

**U.S. 99N:** Gibbons and Reed is near completion on their job out of Castella. McDonald and Ransome is in full swing on their job out of Yreka. M & K Construction is now under way on the COPCO job on the California-Oregon state line. Project Engineer Larry Wicks reports that this job, during the 1960 season will be strictly an eight hour-five day a week job on the dirt spread. The tunnel job is due to get underway about July 10th and will be working three shifts. J. T. McDonald Logging Co. has the job of widening Oberlin Road between U.S. 99 in Yreka and 5 miles east in Siskiyou County.

Clements Construction Company has an 11 mile resurfacing job on State Highway 139 south of the Oregon border. The state recently announced allocation for the following highways in Siskiyou and Del Norte Counties, \$460,000 for realignment of the highway between Etna and Yreka, \$769,000 for reconstruction of Highway 99 at Bailey Hill 1.4 mile south of the Oregon line, \$85,000 for reconstruction and drainage of State Route 96 on the Klamath River near Seiad. That just about completes the work picture between Redding and the Oregon state line.

**U.S. 99 So.:** Work south of Redding to the Glenn County line is in full swing with Hood & Case and Pratt Construction Company working on the pumping plant out of Red Bluff. Fredrickson & Watson recently got started on the access road going into Black Butte Dam. The Redding office is dispatching men to the road job but the work on the dam will be out of the Marysville office. Thomas Construction from Fresno has the county road job to be graded and surfaced in the amount of \$191,160 west of Red Bluff near Beegum.

**U.S. 299 W:** The Trinity Dam project has a number of new contracts awarded for 1960 and the contracts on the road work are as follows: Wight Bros. out of Gridley has a road job 14 miles north of Minersville with a total of eight miles. Baldwin Contracting Company has a six mile surfacing job between Minersville and Scott Mt. which will run \$154,655. Winston and Green Company out of Los An-

bers now want to affiliate with the A. F. of L.-C. I. O. but are not sure as to what international they want to come in to. It is hoped that our talks to the executive board were convincing and that the vote will be for us.

Negotiations between the Carpenters, Engineers, Laborers & "Mud" Trades and the General Contractors Association have been going on for over a month with the hopes that a suitable industry wide contract can be worked out for you; so again, we urge you to attend the meetings to find out what's going on and give us your co-operation. Mahalo.

geles was awarded the Spring Creek Tunnel job for \$11,617,000.

This is the extent of the new contracts to date but the Whiskeytown Dam and two power contracts are scheduled for July. Shea, Kaiser Morrison is still in full swing on the Clear Creek Tunnel job with approximately 1000 feet more to go before holing through. Work in the Redding Area: John Gist was low bidder on a new bridge to be constructed over the Sacramento River on U.S. 99 in Redding city limits. The work is scheduled to get under way June 30th. This particular section has been a bottleneck for the traffic in the city.

**U.S. 44:** Joe Lema Construction Company has an 1 mile road job on Hat Creek rim, and Fresno Paving is in full swing on their 5 mile stretch east of Old Station.

Well Brothers, I think that is just about the work picture for the northern part of California in the month of June. I would like to bring it to the attention of all members on the out-of-work list so please keep a current telephone number listed with the hiring hall as we have had some difficulty trying to reach member for dispatching. Again, as the busy season approaches it is extremely important that each member keep a complete record of his time.

It is again time to donate blood to the blood bank and the Redding district has been at the top of the goal throughout Local 3. Last year there were approximately 150 pints of blood donated by you and your families which is extremely good, so, what do you say, fellows, let's try to continue our good record and keep our blood bank filled. If you will contact the office, we will be happy to make arrangements for you at Mercy Hospital. I would also like to bring to your attention that your next membership meeting will be held in Redding on July 6 at 8 p.m. at the Eagles Hall.

We would like to point out that your Grievance Committee meets every Thursday night between 7 and 9 p.m. not only to settle grievances but also to discuss or answer any questions you may have regarding your organization or agreement. Please do not hesitate to drop in and discuss them with us.

## Job Awards

**GEORGETOWN,** Contracts awarded as follows for const. the Stumpy Meadows Proj. in **EL DORADO CO.:** Sch. "A" to Plombo Const. Co. & M & K Corp., San Carlos, \$1,570,119 Sch. "B" to Cheney Const. Co. & Cherf Bros. & Sandkay Contrs., Inc. Seattle \$944,384 Sch. "C" to Boyles Bros. Drilling Co., S.L.C., Utah, \$448,885.

**SACRAMENTO,** Contract awarded to Peter Kiewit Sons Co., 442 Post St., S. F. \$964,351 for abt. 0.7 mi. hwy. interchange, comp. by perform. final stage const. of grade, pave w/AC on cem. tr. base ovr. aggr. subbase, const. RC brdg. & inst. hwy lgtg. & sign illum. sys. in Corte Madera & Larkspur, bew. 0.9 mi. N. & 0.2 mi. N. of Greenbrae O'Head, **MARIN CO.**