



ENGINEERS NEWS

PERMANENT FILE

OPERATING ENGINEERS LOCAL 3

STATIONARY ENGINEERS LOCAL 39

Vol. 19—No. 6

SAN FRANCISCO, CALIFORNIA

JULY, 1960

VOTE!

By NEWELL J. CARMAN, Supervisor

During the month of July, 1960, the membership of Local Union No. 3 will have the duty and the privilege of taking part in two important votes affecting the welfare and future progress of both Local No. 3 and the International Union.

The first ballot you will receive will be for the election of our International Officers. The firm of Price, Waterhouse & Company, certified public accountants, are now in the process of mailing out these ballots and they will open the Post Office Box to which the ballots are addressed at 10 a.m. on July 31st. If your ballot is not in the box at that time, it will not be counted, so make sure you mail it in well in advance of Sunday, July 31, 1960.

Price, Waterhouse & Company will then conduct the counting of these ballots and the results of the voting for International Officers will no doubt be available in the next issue of our Engineers News.

Later this month, every member of Local 3 will receive a printed copy of the new by-laws, along with another ballot. You will have approximately 30 days thereafter in which to study the by-laws and cast your vote FOR or AGAINST adoption.

It is extremely important that each member take part in the choice of officers who are to guide our great International Union for the next four (4) years, and also study the new by-laws under which Local Union No. 3 will operate, if approved by the majority of the membership.

Voting in union affairs is just as important as voting for public issues and legislators. We cannot expect to have our interests either as Union members, OR as citizens, protected IF we neglect to take advantage of this truly American privilege of exercising our vote and making our voice heard through the ballot box.

Be sure to cast your union ballots . . . let's make the voting record of this union coincide with the position of leadership held by Local Union No. 3 in the International Union of Operating Engineers!

NEW OFFICERS APPOINTED . . . Below you will find reprinted a copy of my letter to General President Delaney recommending that Brother Al Clem be appointed as Assistant Supervisor and Manager of Local Union No. 3, effective July 1, 1960. Also, General President Delaney's acceptance of my recommendation; both of which are self-explanatory. The accompanying article on this page also announces my appointment of Brother Jerry Dowd, Vice-President, and Brother A. J. Hope, Financial Secretary, to fill the vacancies which existed.

LETTER TO GENERAL PRESIDENT DELANEY

Mr. J. J. Delaney, General President
International Union of Operating Engineers
1125 Seventeenth Street, N.W.
Washington 6, D.C.
June 27, 1960

Dear Sir and Brother:

It is my recommendation, herewith submitted for your approval, that Brother Al Clem be appointed Assistant Supervisor and Manager of Local No. 3, effective July 1, 1960.

Increased activity in connection with my duties as Regional Director has necessitated my frequent absence from the office and prevented me, recently, from devoting the time required for the close supervision necessary to Local No. 3.

Your favorable consideration of this recommendation will be appreciated.

With kindest regards, I am,

Fraternally yours,

N. J. CARMAN

Supervisor, Operating Engineers Local No. 3.

LETTER IN REPLY TO BRO. NEWELL CARMAN

Mr. Newell J. Carman
Regional Director, IUOE
June 29, 1960

Dear Sir and Brother:

Reference is made to your letter of June 27, 1960, wherein you recommend that Brother Al Clem be appointed as Assistant Supervisor and Manager of Local Union 3 effective July 1, 1960.

Your letter indicates that your recommendation is prompted by increased activities in connection with your duties as Regional Director which has made necessary frequent absences from your office on official business and prevented you from devoting the time required for close supervision of Local Union 3.

Pursuant to the authority vested in me by the International Constitution, and for the reasons stated in your letter referred to above, I hereby accept your recommendation and appoint Brother Al Clem as Assistant Supervisor and Manager of Local Union 3, effective July 1, 1960.

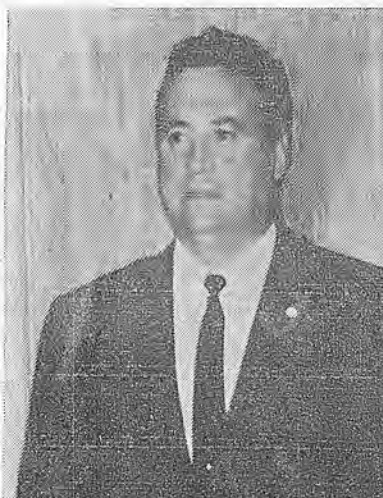
Will you kindly communicate this action to Brother Al Clem and to the membership of Local Union 3.

With kindest regards, I am

Fraternally yours,
JOSEPH J. DELANEY
General President.



AL CLEM
Assistant Supervisor and
Business Manager



JERRY DOWD
Vice-President



A. J. "Buck" HOPE
Financial Secretary

Clem Named Local 3 Business Manager; Dowd, Vice-Pres., and Hope, Fin Secy.

Appointment of Al Clem as Assistant Supervisor and Business Manager of Operating Engineers Local 3 rounds out twenty-six (26) years' membership in Local 3 and its predecessor Local 59 and nineteen (19) years in official positions of increasing responsibility.

Brother Clem joined the Hoisting & Portable Local 59 on May 28, 1934. When Local 3 was formed by merger in 1941 he was elected to the Local 3 Executive Board, on which he has served ever since, and became a business representative, working out of the Stockton and Oakland Offices.

For fifteen (15) years he was senior Business Representative in charge of the Oakland office, one of the busiest outside San Francisco, with the largest number of contracts and members to serve and with the largest staff.

He was appointed Local 3 Financial Secretary in January 1958 and designated Assistant Manager in August 1959.

In a statement for *Engineer News*, Bro. Clem this week expressed his understanding of the great responsibility entailed in the business manager's position and stated his objectives, immediate and longer range.

"It is my intention as Business Manager to carry on the democratic policies now in effect in our Union, and I pledge myself, with the rest of the Officers, to improve the economic life of each and every member of the union.

"Ours is a big Union—geographically and in membership. Through the years Local 3 has secured good agreements, and we hope to continue this, but to continue we have to work as a team . . . the Officers and Business Representatives cooperating with the membership, and the members and representatives cooperating with the Officers.

"I think it has been demonstrated repeatedly in the history of the labor movement that only by this kind of cooperation can we expect to march forward.

"All of the members received the report of our International Convention as printed in *The Engineer*, and you know from reading this better than I could tell it, that the International has regard for the welfare of this local and all the other locals.

"In general I will endeavor to advance the cause of the Engi-

neers in an orderly manner, but there is no thought of wholesale upsets and changes.

"One objective we hope to attain is establishing uniform working conditions throughout our area as agreements expire and are renewed.

"You will soon be receiving the draft of the new by-laws, I urge you to read them and study them so that you will know what you are voting on when you mark the ballot which will also be enclosed; giving you the choice of voting FOR or AGAINST adoption of the new by-laws.

"I'd also like to say that we are desirous of hearing from the individual members who have any ideas on improvement of the union for the benefit of the membership as a whole. Anyone with suggestions should write me, or communicate with the business representatives."

Brother Clem, in addition to his activities in Local 3, has received recognition in the broader labor movement. He is a former Vice-President of the California State Building & Construction Trades Council and holds the unusual distinction of having been President of two local building trades councils at the same time—the Contra Costa Building Trades Council 1945-52 and the Alameda County Building Trades Council 1947-50.

Born in Denver, Colorado No-

vember 17, 1904, he came to California in 1922. His first union membership was in Pile Drivers Local 34. He has worked on clam shells, shovels, cranes, hoists and piledrivers and is familiar with steam, gas and diesel equipment.

He is married and has one grown son. He now resides in Daly City, although prior to being transferred to the San Francisco Office, he lived in Oakland for twenty-five (25) years. **APPOINTMENT OF VICE-PRES. and FIN SEC. ANNOUNCED**

Brother Newell J. Carman has appointed Bro. Jerry Dowd, San Francisco business representative to the Office of Vice-President which was vacated by the retirement of Bro. H. O. Foss. He also appointed Bro. A. J. "Buck" Hope, district representative in the San Jose area, as Financial Secretary to replace Bro. Clem.

The appointment of Bro. Dowd and Bro. Hope is a tribute to their untiring efforts in having served our Local Union so conscientiously as members and business representatives, throughout the years.

Men with their unusual ability, who have proven themselves to be industrious and untiring in their efforts to better our organization must naturally move on to positions of greater trust. Bro. Carman is to be commended on his fine choice of Officers!

OFFICIAL NOTICE TO MEMBERS

District meetings scheduled for August, 1960:

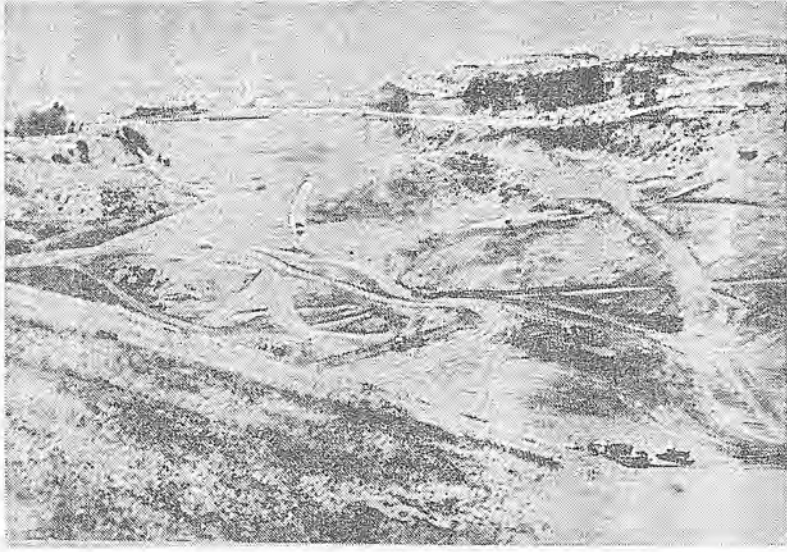
AUGUST

- | | | |
|----|-------------|---|
| 3 | (Wednesday) | Stockton, Engineers' Bldg. |
| 4 | (Thursday) | Sacramento, C.E.L.T. Bldg. |
| 9 | (Tuesday) | San Jose, Labor Temple, 45 Santa Teresa |
| 11 | (Thursday) | Oakland, 2315 Valdez. |

IMPORTANT . . . Please make sure you are sending in the right portion of the card when mailing in your next dues payment. If you will retain the left hand side of the card, which serves as your "Membership Identification Card" and receipts . . . then **SEND IN THAT PORTION WITH THE RED LETTERING ACROSS THE TOP** it will facilitate prompt and accurate posting of dues payments. Many members are not returning the correct portion which causes delay, and errors in recording your payment. If you will remember to return the **WHOLE RIGHT HAND PORTION OF THE CARD . . . WITH THE RED LETTERING . . .** the new system will work to your advantage. Your cooperation will be appreciated!



DIAMOND HEIGHTS housing project, in one of the last remaining unsettled hilly sections of San Francisco, is now under way in high gear, as these pictures show. A large number of Engineers are at work on this big job (see San Francisco report). Shown in picture are, left to right: Ken Hegre, foreman; George Purcell, Wm. Bettencourt, Ken Harbert, Verl Boyer, Buck Robirds, Roy Vierra, Joe Pedrini, Bruce Cromwell, Phil Serpa, George Southers, and Forrest Atkinson. These and other brothers on the job are really moving the dirt on this Atkinson job.



The City by the Golden Gate SAN FRANCISCO CUTS THE JOBLESS LIST

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

It's a pleasure to report that the out of work list in San Francisco has been greatly depleted in several classifications. We can attribute this to the Diamond Heights project. Without this job our list would look like we were still in the middle of winter.

While visiting the job a few days ago we made a survey as to the amount of equipment on the job and engineers who are employed. It was enlightening to find that there are over seventy (70) engineers drawing pay checks and that they will be drawing these checks for many months to come.

The break down on the engineers and the classifications, under which they are employed, are as follows: Six D-9 operators, eleven D-8's, fifteen DW 20's, four D-W 21's, two DW 20 Hyster tampers, five blades, 9 grade foremen, four grade checkers, thirteen mechanics, three welders, two mechanics helpers two mechanic foremen and four grease monkeys.

In some areas this would be just a small spread, but to San Francisco this is just what the Doctor ordered! ... Speaking of Doctor's orders we are happy to report that Brother P. E. Vandewark will be back on the job as foreman, next week. Van has been off on account of illness but is now well enough to return to work.

The Double Rock job, another good size dirt job has been shutdown for two weeks. However, it should be back in full operation within a few weeks. Charley Harney's moving the dirt with Momellina & Fruin and Colnon scheduled to do the building construction. At present we have a forklift operator on Momellini's payroll with a cross-carrier operator to be hired in the near future.

M. & K. Corporation & Associated Pipelines have a joint venture sewer project. The job will be from 4th & Howard to Channel Streets and will be of six to seven months duration.

Walther Lenkite was low bidder on another sewer project in the same area. Between these two jobs we should have quite a few engineers employed. M. & K. Corporation also have a sewer job on Lincoln Way between 20th & 29th Avenue.

The demolition work has changed very little since the last Engineers News. Union Crane still have their rig working along with Flora Crane Service, K. T. K. Wrecker's and Cleveland Wreckers. Last week Aron Wreckers of Sacramento moved two rigs on to their demolition job on Battery Street. They are in the process of demolishing the old Crown Zellerbach building.

K. T. K. Wreckers have a couple of school demolition jobs along with what they still have

left in the Western Addition. They are keeping two rigs operating at present.

Charley Harney's job on Geary Street will employ a few men. We very seldom find more than four or five Engineers on the job and we're hoping the situation improves and there will be more men on the job, in the near future.

The commercial building construction has remained just about the same. We're still waiting for the Hilton Hotel and Portsmouth Square job to get underway. We still don't know what's causing the delay.

The shops in town are all quite busy. We are very happy to announce that we have completed negotiating a new contract with all the shops in town, with the exception of one. We should have this shop signed very shortly.

NEW GRIEVANCE COMMITTEE MEMBER ELECTED AT SAN FRANCISCO MEETING... Brother Gil Hager was elected by a large majority to serve as a member of the San Francisco Grievance Committee. Gil will replace Brother Roy Scarbrough who has moved out of the area. Congratulations Gil, we know you'll do a good job!

In closing, let's hope that work continues to improve in all areas so that ALL our brothers can enjoy a fine working season.

Some men's wives are club-women while most of the others are dish throwers.

Most women don't mind men reading them like a book just so he doesn't use the braille system.

In Memoriam

- R. J. HISHON**
April 10, Oakland.
- J. C. WARD**
May 1, Sacramento.
- FRANK O. BUTCHER**
June 1, Beatty, Nevada.
- LESTER F. HARLES**
June 2, Oroville.
- LYLE R. TATHAM**
June 3, Sacramento.
- FRED TAUTRIM**
June 6, Marysville.
- VERN D. CATTERSON**
June 7, Pepperwood, Calif.
- HAROLD DALTON**
June 11, Salt Lake City.
- EDWARD A. SIMPSON**
June 11, Oroville.
- UDELL DALTON**
June 12, Richfield, Utah.
- HAROLD S. DARLING**
June 19, North Sacramento.
- ROBERT F. MELTZER**
June 20, Irvington, Calif.
- JAMES A. WALKER**
June 20, Sunol, Calif.
- RONALD A. TALMADGE**
June 21, San Rafael.
- SELDON S. WALKER**
June 21, Selma, Calif.
- JOHN C. BROWN**
June 22, Pacifica, Calif.
- N. P. JESSEN**
June 22, San Francisco.
- CARL SHOUP**
June 23, Concord, Calif.
- GUS PETROGEORGE**
June 29, Kearns, Utah.

Field Survey Notes

SURVEY TALKS CONTINUING

By AL BOARDMAN and
ART PENNEBAKER
Business Representatives

There is very little to report on the negotiations for the new contract which are now underway. We have met several times and have more meetings scheduled.

We're pleased to report a communication received from the U.S. Department of Labor concerning wage determinations for Real Chainmen, Head Chainmen and Instrumentmen. The Department advises that they will apply the provisions of the Davis-Bacon Act to these classifications which means that on jobs involving federal funds, which come under the Davis-Bacon Act, the employer must pay the prevailing rate of pay. This was achieved through the joint efforts and action of Local No. 3, Local No. 12 and the International Union and was accomplished in spite of terrific opposition from the employers.

JOB AWARDS

OROVILLE, contract awarded to Guy F. Atkinson Co., So. S.F., \$52,636,785, for const. So. Fork Proj., incl. four earth & rockfill dams, 3 conc. dams & minor reconst., etc. East of Oroville, PLUMAS, BUTTE & YUBA COUNTIES.

MT. VIEW, contract awarded to Williams & Burrows, Inc., & O. E. Anderson, Inc., Belmont, \$1,421,405, for const. Foothill College in Los Altos Hills.

SAN FRANCISCO, contract awarded to Mercer-Fraser Co., 2nd & Commercial, Eureka, & Morrison-Knudsen Co., Inc., \$1,568,563 (Sch. 1) for repairs to jetties at Humboldt Bay, HUMBOLDT COUNTY.

PACIFICA, contract awarded to Ralph Larsen & Son, Inc., So. S. F., \$1,591,613, for const. of Terra Nova Hi School in Pacifica.

RICHMOND, contract awarded to Northbay Const. Co., Santa Rosa, \$1,107,500, for const. Steps 275 Swge. Trmt. Plant for City of Richmond, Calif.

DAVIS, Contract awarded to Stolte, Inc., Oakland, \$1,254,700, for const. assemb. bldg. at Univ. of Calif., at Davis.

SACRAMENTO, contract awarded to R. A. Westbrook, Inc. & Morrison-Knudsen Co., Inc., 6431 Elvas Ave., Sacto., \$825,419, for 8.9 mi. 2-lane hwy. const. by grd. & pav. w/AC on aggreg. base over aggreg. sub-base & drnge. facils. inst.

BOARDMAN AT CONVENTION

Brother Al Boardman was elected by the voters of San Mateo County to serve as a delegate to the Democratic National Convention in Los Angeles. Brother Boardman arranged his week's vacation to coincide with the National Convention and from looking at the proceedings on television, we'd say he must be having a very exciting and noisy time of it!

In closing, we're glad to report that the out of work lists for Technical Engineers in the various districts are being depleted slowly, but surely. The lists show that work in the outlying areas have been better than that in the metropolitan areas.

BLOOD DONORS HONOR ROLL

SAN FRANCISCO
Lewis Glascock

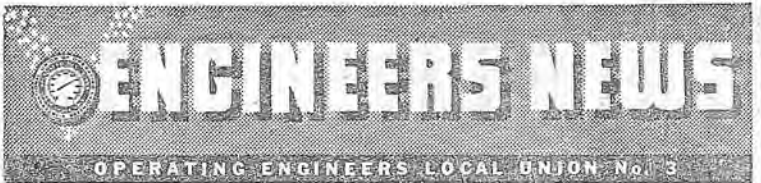
SAN MATEO
Lawrence Hanson
John Lockett
Wm. Lesh

SAN JOSE
Romeo Noel
Robert Long
Michael Kraynick
Carl Kirkpatrick
Chester Johnson
Ira Franklin
Bill Dalton
Al Dalton

SANTA ROSA
Ray McClure
Howard Seacord
Lee Drummond

STOCKTON
B. H. "Smokey" Heuston

FRESNO
Stuart Moncrief



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 Supervisor
AL CLEM.....Assistant Supervisor and Business Manager
PAUL EDGECOMBE.....President
JERRY DOWD.....Vice-President
W. V. MINAHAN.....Recording-Corresponding Secretary
A. J. HOPE.....Financial Secretary
H. T. PETERSEN.....Treasurer

Second class postage paid at San Francisco, California

San Mateo -- Hub of the Peninsula

Peninsula Booming at Season's Peak

By BILL RANEY and GEORGE BAKER, Business Representatives

We are at the peak of our work and anticipate this pace for the rest of the good weather season. Our "Out-of-work" list is right at the minimum. Some jobs are drawing to a conclusion and the jobs of short duration are always with us but the overall picture shows work is booming.

Plans for a million dollar, thirty store shopping center, near downtown Millbrae was disclosed recently and adjacent property to the center has been set aside for offstreet parking. Work will begin late this year and is scheduled for completion in the fall of 1961.

Douglas & Woodhouse will be doing some street work in Redwood City west of Woodside and a contract was awarded to the Bragato Paving Company for \$51,500 street improvement near Colma.

McGuire & Hester are going to swing at the International Airport under the able supervision of Brother Mel Lutz. Many of the brothers will have work there for some time to come.

The Ratkovich Construction job at the San Francisco Airport has not started as of this writing but they expect the job to be under way by the next issue. More information coming later.

A large parking lot for Redwood City will be put in by Pearce, McAllister, Thorsell with the low bid of \$136,751.00.

At Terra Nova School, Lindemeyer, Berger Coastwide finishing the grading and Ralph Larsen and Son had a bid of \$1,591,000 will construct the school building. This should furnish work for a great many operators.

Lowrie Paving Company has submitted low bid for surfacing in the San Gregorio area at a bid of \$150,941. We expect this work to start in the very near future.

The Aragon High School in San Mateo is nearing the stage of completion to where they have called for bids for area surfacing. Estimated cost \$110,000.

Montara Coast Guard Station, contract awarded to the C. J. Collins Company for \$66,000 by the 12th Coast Guard District for family dwellings.

Contract awarded to Martinelli Construction at a low bid of \$69,340.00 for remodeling ground floor Pier D at the San Francisco International Airport. Additional work will also take place at the Airport, 4th Floor, Terminal Building by McBroom & Picchini of Oakland.

ATKINSON BUSY

The Guy F. Atkinson Company of South San Francisco have recently been awarded some large jobs in other areas. This tends to increase the work in the main shop, therefore we have had many calls for mechanics and welders this last month.

The Wunderlich, San Mateo College job under the able Supervision of Brother Kelley, Dirt Superintendent, is moving along at a very fast pace and it appears at this writing that they are going to meet their September deadline.

Williams and Burrows on their Old Folks Home job in Portola Valley are doing the dirt work and the Building with various Subs. This has been keeping many of our brothers busily engaged on this project.

Berger Coastwide have started their underground work on the Meyers Tract in East Hilldale, San Mateo with several brothers working under the Supervision of Brother Perry Murray. This company found the mud very sticky on

this project and had to change from ditcher to dragline. The Berger Coast Highway Job, 25 miles south of Half Moon Bay is at this writing nearing completion. At present they are placing base rock.

Utah Dredge will move the Franciscan into our Area to do their job on the Redwood Harbor sometime around the first of August.

L. C. Smith's freeway job on Bayshore, North of San Mateo, under the able Supervision of Phil Dunn and his various foremen are fighting heavy traffic conditions, but in spite of this difficulty are making excellent progress on their project. Many brothers are on the job.

Keeble Construction at Oceana School in Pacifica will be complete on their grading in the very near future. This company has a job in Santa Cruz and they intend taking many of their present employees to this job.

Associated Drege Company at San Mateo Bridge are doing some site preparations so the successful bidder of the San Mateo-Hayward Bridge may do their work. We would like to see this bridge job get under way as this involves an expenditure of \$25,000,000. You can readily see that this will furnish considerable employment for the members of the San Mateo area.

Bill Wilder Company has many brothers employed on his various jobs throughout this area, such as, Farm Hills in Redwood City, St. Francis Heights in the northern part of the County and other jobs.

Piombo Construction at the Pacific Manor job in Pacifica, at this time have pioneered most of the steep ground and have this job to the point of using some DW 20's.

AROUND SAN CARLOS

At the San Carlos Airport, Shafer Construction on their \$5,000,000.00 development have Piombo Construction hauling fill to this area. We were told this would involve 100,000 plus yards. We have Dutra Dredge working on this project doing the channel widening and deepening. Jacobs Bros. are also working on this job with their dragline.

Raymond Concrete Pile are busily engaged driving the piling on the Eitel-McCullough Plant in San Carlos.

Irvin Varwig Company has completed the heavy dirt moving work for D. H. L. Company on their Hillside Boulevard job in South San Francisco. The D.H.L. Company will now finish the sub-base and paving.

We have found that our information concerning Buzz Haskins Callan Project job, pertaining to hiring of men has proven to be true over the past thirty days. Inasmuch as he is running with a full crew, he has not been in need of additional men.

The Willie Frank Company at Lindemeyer for Oddstad Homes are busy grading streets, lot area and the like, with the end of this project some time away. This Company has a large crew working at this job site.

Bragato Paving Company are doing many jobs of varying sizes in this area.

Fisk, Firenze and McLean are moving right along on the 36th Avenue Project in San Mateo. This company has various other huge success



"Er... this union of yours - could they get me a raise?"

JOB AWARDS

SAN JOSE, contract awarded to Wm. & Burrows, Belmont, \$1,207,470 + alt. \$65,507, for const. Stages LV & V increments, Santa Clara County Hosp. San Jose.

SACRAMENTO, contract awarded to Frazier Davis Const. Co., 1319 Macklind Ave., St. Louis Missouri, \$2,069,090, for const. Tunnel No. 1 Western Pac. RR Relocl., BUTTE COUNTY.

SACRAMENTO, contract awarded to Fredrickson & Watson Const. Co., Oakland, \$1,672,268 for 4.5 mi. four lane div. freeway graded and paved w/ PCC on Cem. tr. base, etc., 1.8 mi. N. of Greenfield, MONTEREY CO.

LEWISTON, contract awarded to Guy F. Atkinson Co., So. S.F., \$1,047,867 (Sched. I), E. W. Const. Co., Eugene, Ore., \$2,712,274 (Sched. II) for Trinity & Clear Creek Power Plants, in TRINITY COUNTY, near Lewiston; work for Clear Creek plant in SHASTA COUNTY, near Lewiston, Trinity River Div., Central Valley.

jobs running throughout the County.

E. T. Haas Company working away in Millbrae putting in underground in the second section of the Ratkovich Construction Company's fill area with a great many of the brothers working on this job.

Utah Construction Company Industrial Development site, South San Francisco have started hauling fill from the pit with DW 20's. They are also pulling the piling from the old Ferry Slip with a Model 6 Northwest. There are many members employed here.

Skyline Material have recently hired several of the Brothers in the Skyline Quarry. We always like to see this because these are always good jobs for the Brothers.

Your Business Representatives in the San Mateo Area for the past thirty days have been taking care of the various complaints, negotiating agreements, collecting back wages, and vacation pay. If you know of any contract violations we would appreciate it if you would notify your Business Representatives. We will do our utmost to correct these immediately. Remember, if you have any problems, we are here to help you.

We would like to congratulate the Brothers working in the San Mateo County Area. Cooperation with the various safety rules have been followed, and accidents in this area are at an all time low. Let us all work toward keeping this record throughout the year of 1960 and make this year a banner year for Safety in San Mateo County.

Our apologies to Lawrence Hanson, John Lockett and Wm. Lesh... we neglected to mention them in our last B Day Report. These three worthy Brothers donated blood during the Semi-Annual Blood Bank Day. Our hats are off to them, in addition to the many members and their wives who helped to make our "B" Day a

REDWOODS NOT UP TO PAR

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

Brothers it doesn't make us a bit happy to report that we still have men on the out-of-work list, at this time of year. It seems that so many jobs are late being let, that we are unable to clean up that list. We can only hope for real nice weather for the later part of the season.

The jobs that are going are working good hours and a couple two shifts but there isn't enough to go around at this writing. The future looks more than good but people have to eat in the meantime.

Well, let's get on the things to come. By the time this goes to press the structures and highway job on 101 south of Fields Landing will be let. A low bid of \$446,400 was received for initial grading work on the north approach to Hazelview Summit tunnel on Highway 199 in Del Norte county.

Gibbons & Reed Company's bid was one of six received for the project which saw a high bid of \$736,056 made. The award will be made at an early date since there is a short construction season left. This is one of a series of three bids to be let on the project 41 miles north of Crescent City. The current work will entail grading of the north approach to the tunnel portal which, when completed, will let the tunnel contractor to the point where the bore will begin.

An allocation of \$3.92 million has been made for the bore. Meanwhile, Crescent City, northernmost Humboldt and Southern Oregon residents are putting the final touches on ground-breaking ceremonies scheduled at the site. Some 2000 are expected to attend headed by State Senator Randolph Collier. Scores of Del Norte county residents are serving on various committees for the celebration.

Boring of the 1,740-foot tunnel is expected to begin later this year. To be open to traffic in 1962. Cost of the entire project, which calls for the reconstruction of 23 miles of the Redwood Highway in Del Norte county, will reach the \$30,000,000 mark.

Piercing Oregon Mountain will provide a route shortening the present highway by 2.8 miles and reduce the present 134 curves over the Siskiyou to 10. Sventy-five miles of Access Road slated for Six Rivers. About 75 miles of main access road will be constructed on Six Rivers National Forest this year and about the same amount of secondary roads and spurs. The forest road network involves opening up timber areas to develop the Six Rivers allowable annual cut of 163 million board feet.

The undertaking of well over \$1 million worth of work has left the Six Rivers staff short of engineering help, according to W. W. Spinney, Six Rivers supervisor, and Lester O. White, assistant forest engineer.

The projects, for which the exact finding is not yet known, will involve work in the Dinsmore area, Deep Hollow near Ruth, the Madden and Grouse Creek areas, Hore Linto north and east of Willow Creek, upper Bluff Creek and the South Fork of Smith River.

White pointed out the amount of engineering work needed on such a program in the unstable mountainous area of Six Rivers is vast. The need is for qualified persons who can furnish background and work references. Pay for the jobs range from \$4900 per year on field surveys to \$5900 and up for the other engineering posts.

Applicants should contact White at Six Rivers headquarters in Eureka to set up appointments.

Bids will be opened August 9

for construction of the Ruth Dam, roads and other work in Trinity county on the Humboldt Bay Municipal Water District's Mad River project.

Directors of the district passed a resolution calling for bids on the dam, which is to be completed in the fall of 1961 and which will be about half of the total estimated project cost of \$10.7 million.

Work on the project is scheduled to start 21 days after the contract is awarded.

The job includes four schedules or divisions. They are the dam and a short section of road at the dam; clearing of 1300 acres of reservoir site; construction of 15 miles of Trinity county roads, and construction of nine miles of Six Rivers National Forest roads.

Construction of the dam, scheduled for completion on November 1, 1961, will involve moving of over a million cubic yards of earth construction of a spillway and outlet.

The dam will be 760 feet across the top and 144 feet high. It will back up the Mad River to provide storage of about 45,000 acre feet of water.

Clearing of the reservoir area must be completed by December 1, 1961, while the contractor must complete both road jobs by October 1, 1961.

Specifications for the job, prepared by Bechtel Engineering and presented to the board by J. George Thon, are about the size of a telephone book two and a half inches thick.

Bidders will be able to obtain the specifications, at a charge of \$20 per set, from the water district office at 125 First Street, or from Bechtel at 62 First Street in San Francisco.

Calling of the bids was the culmination of four and a half years work by the directors, who since formation of the district have received voted authorization to sell \$12 million in bonds and have sold \$10.7 million in bonds to cover initial cost of the project.

No tax has been levied in the district during planning stages. In addition to the Ruth reservoir section of the project, the district will build a pumping station and diversion dam at Essex near Blue Lake and a pipeline to pulp mill sites on Samoa Peninsula. Bids for those jobs will be called at a later date.

Stolte Inc. of Oakland, Calif., is the low bidder for the bridge and approaches over the Eel River at Myers Flat on Highway 101 with a bid of \$1,160,000.

That about does it for this month, Brothers; more next time. We want to thank the Brothers who turned out for the July 5 meeting, but let's make it a real big one next time.

We want to extend our hearty congratulations to our new Vice President Jerry Dowd. Jerry spent some time working out of this office and made many friends. We all say much good luck to a great guy as he steps into the shoes of our one and only beloved Heinie Foss who retired July 1 after 20 years of service to this union as officer and representative. We all wish Heinie and his lovely wife Hazel many years of happy and contented retired life!

Brothers, the office is open every Monday night 7-9 for your convenience. Please remember the Blood Bank. We need more donors, give now so someone may live later.

What's Doing in the Oakland Area

By DON KINCHLOE, "TINY" LAUX, WARREN LeMOINE, NORRIS CASEY, TOMMY THOMPSON and DALE MARR, Business Representatives

At last the Oakland Area is really picking up. Approximately 628 men were cleared in the month of June. Although some of these jobs have been of short duration, which eliminates the possibility of depleting the out-of-work list, the number of men still out of work is considerably less than it has been.

Again we are going to ask that you and your families make an effort to donate blood to the Operating Engineers Blood Bank. We, in the office, upon having to inform a brother member that the blood bank is depleted find it embarrassing and a shame that this is the situation with as many brothers living and working in the area.

Please call the Alameda-Contra Costa County Medical Association, OLYmpic 4-2924 to make your appointment.

Ransome Co. has a job of about a mile rebuilding Bond St. The job is being run by Bro. Phil Perrin with Bros. Burl Prince, Rudy Edman, Roy Laughlin, Fred Meyers, Clarence Porter, Bill Ryerson and Ed Hart doing the hard work.

Out on Golf Links Rd. Bro. John Stevko is ramroding a job for Independent Construction Co. with Bros. Bud Pummill and Carl Crawford on the pulls, Squarzino and Mitchell on the push cats, Carl Haley on the cat and sheepsfoot and Don Swanson on the grease truck. Superintendent Youngblood of Independent has the paving crew of Art Dethlefs and Harry White on the paver and Virgil Taylor and Art Swanson on the rollers, busy resurfacing various streets around town.

McGuire and Hester on Sixth Ave. and E. 18th St. has a pipe job with Bros. Jim Lehman and Cecil Dubberly on the backhoe and Ken Wilson on the loader keeping the job running smoothly. On E. 14th St., Gallagher & Burk has a grading and paving job with Bro. Bob Block running the job and H. R. Pringle on the blade. Bros. Ernie Alameda and Bill Martin are keeping busy on the grease truck servicing the equipment on the various jobs.

Bro. W. W. "Ted" Cox is getting along fine on his Rheem Creek job in San Pablo. This is a job for the Army Engineers Flood Control. Approximately all he has left is the finish grading and some street crossings. This has been a good job for our brothers. Bro. Burnett "Pete" Peterson is doing a real nice job of sloping the banks with a dragline. Bro. Joe Wittingham is his oiler. Bro. Bob Lynch is mechanic and Bro. Perry Fisher is on a D-8 dozer.

We have only had one problem with "Ted", who as a rule is very cooperative. He has an order in for a man to run a loader under a bridge. We have been unable to find one small enough to fit, as it is a very low bridge, and to my knowledge we have no midgets.

RICHMOND, PINOLE

McGuire and Hester are doing a big water line for EBMUD in Richmond. They have approximately three miles of 42" and 48" welded steel pipe, concrete lined and coated to lay. It runs from San Pablo and Rumrill Boulevards down thru North Richmond to Cutting Boulevard. This job will run for approximately 8 months with 10 or 12 operators working.

Renz Const. is finishing the street and pipe work at Pinole Park in Pinole Valley. They have had quite a bit of dirt to move but are laying sub-base and will follow through with the paving. Bro. Jim McGowan is the Superintendent and Bro. Don Harnish, foreman.

North Bay Const. Co., Santa Rosa, has broken ground on Sewage Treatment Plant for the

their \$1,107,500 addition to the City of Richmond. J. Henry Harris has all the excavation on this job and has two dozers, 1 blade and two jeeps working. This job has a one year time limit on it, so it should keep a few of our Bros. busy for awhile.

Richfield Oil Co. in Richmond are expanding. Last year they cut down a hill and put in a few down to the waterfront and are tanks. Now they have moved going to build 20 more tanks of various sizes. Duncanson and Harrelson Co. have to drive pile for the tank bases. Chicago Bridge and Iron has the tank erection. M.G.M., from Concord, has a sewer line nearly finished and Elmco has the underground piping.

R. C. Mahon Co. have slowed up on their job at Russell and Telegraph in Berkeley. They have the construction of a six story office building for California Farm Bureau Federation. This job was going real good, but had to slow down because of material shortage. This is a steel erection job and they have a 35T P&H truck crane here, with 170' of stick in it, including the jib.

Yuba Consolidated Erectors are busy in their Richmond Yards building the footings and prefabbing the steel for the Benicia-Martinez Bridge. This will be quite a feat of engineering. They are building the footings at their one yard in Richmond. These are built on ways similar to ship ways. The ways are on a 10% slope and the footings are built on a sled. It takes about concrete and steel in each one. They have three completed and six to go. There are 1700 tons of concrete and steel in each one. When each one is completed the hold bars are cut and it slides out in the water like a ship. It is then moored at the dock until they are ready for it at Martinez. When it is needed, it is towed by tug to the job site.

Once there it is put in position and tied off at each corner. Then, eight, six foot pipes are put through holes and drilled 6' into bed rock. In due time the footings will be tied off and the rest of the bridge built on top. We have ten men in this yard.

The steel for the bridge is being prefabbed at the other yard in Richmond. They have one truck crane there at all times.

Vinnell U.P.K.'s sewer line in Walnut Creek is moving right along. At the present time the Bros. have half the streets of Walnut Creek torn up. The Bros. are digging on the average of 25 foot ditch and are jacking pipes under railroads and street crossings. The Bros. have approximately one year to go on this job. At this writing they have two 95 North West backhoes, two American truck cranes, one loader and one small Fordson backhoe. The following Bros. are on this job: Charles Johnston, Troy Manzer, Alvin L. Brown, Charles E. Smith, Frank Cabral, Robert H. Patter-

son, Frank Minnick and George Westberg.

Lord & Bishop were awarded the contract to build a new boat harbor for the City of Martinez. This harbor is to be built next to the ferry ship in Martinez. There will be three hundred and fifty thousand yards of dredging to be done by Associated Dredge which will get underway around the 18th of June. There is also 50,000 yards of fill. The piledriving will be done by Lord and Bishop. There will also be three buildings on this job. One, a boathouse, the other, a restaurant and bar and the third, a utility building. Lord and Bishop have three hundred working days on this job.

James E. Roberts Co. has been awarded a contract for the new Lum Elementary School in Alameda at a price of \$529,700. This should put a few Bros. to work.

Ben C. Gerwick has moved the George Pollack rig in for about two months for more work clamming out the mud in front of the basin for the prefab sections of the tubes for the new "Alameda Tube."

This job is working on a two shift basis and has provided work for a number of the Bros.

As of this writing Bob Mulloy is the low bidder on a housing tract off Mountain Blvd. near the old Macco pit about the Tunnel Rd. There is approximately 475,000 yards to move in about 120 days. Joe Fanfa will run the spread. Heims Bros. has the brush clearing and Mulloy expects to move on the job in about three weeks.

The Kaiser center is about completed as far as engineers are concerned. The material tower is being dismantled at this writing and by the time this article reaches you there will be one lonely operator on the elevator. John Counter will be our sole survivor.

Herrick Iron Works setting steel on 14th St. for the new garage with one truck crane on the job. John Paro is operating with Charley Proctor as the oiler.

ABOUT THE BROTHERS

The other day, while talking to Al Chambers, who is a strapping big fellow of 5'5", and is an oiler at Yuba Erectors yard, he got out of his cab. A couple of pillows fell out behind him. I asked him what they were for, and if he had trouble with his back. He, very quickly, informed me that his back was fine but he had leg trouble. He continued to say that a few months ago he was moving a truck crane down from Sacramento. On the way he was stopped by a highway patrolman for no tail light.

When the officer saw him he had Al demonstrate his ability to handle the controls in the cab and then gave him a citation because his legs were too short!! We'll either have to get bigger oilers or smaller rigs.

Two of our Bros., Jim Clark and Don Rogers have opened a new Shell Service Station in Walnut Creek, which is known as Newell Shell Service. Along with all Shell products, they have available a mechanic for all foreign cars for complete overhaul and minor repairs. So

if in the vicinity, stop in and say "hello" to them.

We wish Jim and Don all the luck in the world on their new venture.

John Enrico and his bro. have opened a shop at Four Corners

THE PETERSONS OF SAN LEANDRO A STUDY IN TALENT & TECHNIQUE

Howard and "Buster" Peterson could easily be called the Thomas Edisons of earthmoving. Even the Russians haven't been able to catch up long enough to 'out invent' them or to match their unlimited ingenuity.

Their dealership domain is a relatively small slice of California real estate encompassing the Bay Area, and five northern counties—yet their influence on earthmoving tools and techniques is world wide. They maintain personal contact with their customers—yet their San Leandro facilities are probably the largest of any single dealership in the nation. They have personally engineered and built more than a score of major tools and attachments—yet they have no aspirations as manufacturers.

An enigma? Not to those who have known this enterprising pair for longer than a week. In a tenth of that time, it becomes apparent to the most casual acquaintance that the Petersons are a breed apart—brothers whose diverse, but perfectly blended talents are dedicated to but one purpose: to serve their customers.

To some, to persons outside their customer orbit, that might sound like a badly overworked dealer's cliché, a tenet more often voiced than demonstrated. But with the Petersons it is almost a religion, and it explains both the overwhelming size of the Peterson Tractor Co. and the "why" of their inventiveness.

Take, for example, the low ground pressure tractor now accepted as an indispensable tool in Arctic and Antarctic exploration work. It was born in Buster Peterson's engineering department, not as a snow-traveling vehicle, but in answer to a customer's need for a tractor that could crawl over stockpiles of wood pulp without sinking from sight.

Or take the Peterson-engineered "inside arm" bulldozer and companion shock-absorbing push block. Both were spawned in answer to a contractor's expressed desire for a tractor-dozzer combination more ideally suited for tandem push-loading, yet still qualified for area cleanup duty. Similarly, when a Bay Area road builder ran into a layer of hard pan that defied normal ripping techniques, Peterson fabricated a super-strong ripper tooth of unique design that could simultaneously be pulled and pushed by tandem tractors.

ARIZONA TO ALASKA

Or take any one of the dozen "specials" that have taken shape in the sprawling San Leandro plant: the several rubber-tired 'dozers created for work in Arizona copper mines; the cluster of small locomotives designed and built of motor grader parts and fitted with flanged rail wheels for use in a California salt mine; a huge fan mounted on a D4 to speed the burning of eucalyptus stumps; a special stinger and knife-edged ripper created for another contractor.

It's doubtful that the Peterson Tractor Co. showed much profit on any of these "specials". Nor was direct profit the motive behind the dozen or so Peterson-engineered attachments that have since been adopted as members of the Caterpillar

and Meadow Lane, which is called Power Equipment Repair Co. They rent everything from a wheelbarrow to a loader. They also do repairs on equipment for some of the smaller companies in the area. We wish the brothers luck.

manufacturing family. The inventiveness is simply the outgrowth of the policy of "what's good for the customer is good for the company."

Both the philosophy and the ingenuity can be traced back well beyond the start of the company 23 years ago. The foundation was laid in the 20's when Howard Peterson was hired for his first job by a Stockton (Calif.) neighbor... a ball-of-fire young contractor by the name of Bob LeTourneau who consistently underbid his competitors by inventing new machines to do the job faster and better. When "R. G." went into the manufacturing business in Peoria, Howard Peterson became his factory manager. Buster followed along as one of LeTourneau's chief research engineers.

In 1936, Howard began to yearn for a permanent return to his sunny California homeland. Hence, when a caterpillar franchise became available in San Francisco, he leaped at the chance of starting his own business. In a matter of weeks, he opened shop with a handful of employees in a 6,000 square foot building in San Francisco proper. Two years later the square footage was doubled in a move to new quarters across the Bay in Hayward... and it was upped again to 37,000 square feet of service-dispensing facilities in a 1941 move. Buster, meanwhile, re-joined his older brother to become the firm's executive vice president.

U.S. BIGGEST DEALER

Twelve years ago, the company moved again, this time into a Bunyonesque facility that dwarfs virtually every other equipment dealership in the nation... 20 acres of land, of which nearly two-thirds is occupied by a massive shop, a huge parts storage warehouse, showroom offices, an expansive used equipment lot and an assortment of lesser structures for special tasks. In addition, the firm recently established full-grown stores in Chico and Redding in the heart of California's logging and ranch country.

As in every major stride the company has taken, the San Leandro planning was the product of two minds, the perfect matching of two talents. Howard Peterson is an organizer, administrator and salesman with few peers; Buster Peterson is a top-ranking engineer, extremely practical yet endowed with daring imagination.

This blending of talents is strikingly evident in the organized efficiency of the headquarters facility. It's more than gigantic: It's functional down to the last square inch. It is designed for super customer service and super employee comfort. The low turnover rate among the firm's nearly 400 employees attests eloquently to the latter.

The main shop alone covers more territory than many dealerships. (Continued on next page)

Oakland Report Continued

Continued from preceding page

ers have in their entire systems. But again, every inch is fully utilized: a section given over to readying new equipment for delivery: a portion set aside for vital customer service and complete rebuilding jobs: an area designed for some manufacturing chores (i.e. building special Peterson water wagons and assembling hydraulic controlled compactors); a huge corner set aside solely for the some 35 mechanics and fabricators assigned to the special engineering department.

The parts department occupies its own special 50,000 square foot niche at the plant. Storage facilities are in a special section of the main building, fitted with its own truck loading dock. Kardex files are kept in an office near the order desk, adjacent to the showroom. As a further bow to efficiency, the operation is completely interconnected by a pneumatic tube system.

FLY OR SIT, BUT MOVE

In the kardex room, there is yet another example of Peterson ingenuity. Because of the vast inventory kept on hand, the file drawers cover an extensive area of wall whose length would normally be negotiated on caster-equipped chairs. But when Howard Peterson discovered clerks were being worn out almost faster than they could be hired, he asked his brother to devise something to ease the human wear and tear. Promptly, Buster's engineering department created four chairs, powered by electric motors to ride on tracks parallel to file drawers. The rider has only to depress a button to slide the chair swiftly along the counter.

In emergencies, the parts delivery fleet is augmented by one of two company planes. Parts have thus been flown into neighboring states to contractors well removed from Peterson territory—simply because they were unavailable anywhere else in the west.

Such good will building is further demonstrated daily by the 26-man field service force and by a special liaison corps of trouble shooters who personally show a new owner what to expect from his machine, how to operate it properly.

The special instruction is dictated by the fact that few machines leave the dealership exactly as they were received from the factory: many have been modified to suit certain conditions that exist in western states. As a result—the 34-man sales staff carries an extra set of "spec" books along on customer calls . . . a set marked "P" to correspond with the suffix designation on equipment model numbers that have been custom re-engineered.

That single letter is a symbol in itself. For wherever in the world it appears on the side of "Cat Yellow" equipment, it signifies a special brand of unlimited ingenuity . . . a brand named Peterson.

JOB AWARDS

SACRAMENTO, contract awarded to the following: San Mateo S. Clara & S. Cruz Cos. for 31.8 mi. exist. hwy. surf. w/ AC at var. locs. to Bragato Paving Co., Belmont. \$296,755. Shasta Co. for 5.9 mi. lgth. free-way tog. w/frontage rds., ramp & conn. grade & paved w/conc. pvt. on cem. tr. base, etc., betw. 6 mi. N. of Shasta Creek & 1 mi. S. of Castilla, to Slate-Hall-Hamilton, Portland. \$7,415,833.

MARYSVILLE STARTS THE BIG ONE: WYANDOTTE

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

WYANDOTTE PROJECT STARTS—Well, the big one we have been waiting for so long has started. Friday, June 24th, saw the first orders for men for the following Monday. This was followed almost minutes later by a change to report the next day instead of Monday and the job was off to a bang-up start, the first of the brothers working Saturday and Sunday.

Rather surprisingly, the high bidder, the joint venture of Guy F. Atkinson, Ostrander Construction Co., L. E. Dixon, Arundel Corporation and Hunkin-Conkey Construction Co. was awarded the contract. The lower bid of Henry J. Kaiser and associates being disqualified because of restrictions placed in the bid contrary to the specifications. Bid price was \$52,636,785.

The project was assured when on the 21st, the district received a bid for the bonds in the amount of \$65,157,769 which is ample to construct the project. Announcement of the commencement of the project followed almost immediately.

The companies forming the successful bidder have formed an operating company which they have designated as the Oroville Project Contractors. Heading up this company as General Manager is A. H. "Gus" Steiner, who from what we have seen of him so far is quite an organizer.

BLACK BUTTE DAM

George M. Brewster and Son on this job have gotten off to a slow start. So far all they have put to work directly is a surveying party. They have Clarence Baker doing some clearing on a sub-contract and have subbed some excavating for the tunnel to Hood and Case.

They have also notified us that they are renting some equipment, operated from Spencer Robinson and that he was to start Tuesday, July 12th. According to Fred W. Engelman, the Assistant Project Manager, the companies equipment will arrive on the job by the 20th.

SOME RECENT JOB NEWS

The Chico City Council has announced the receipt of bids totaling \$710,369 to \$719,882 for several improvement projects as follows:

Modernization and enlargement of the sewage treatment plant, Shanley Construction Co. and W. J. Nicholson of San Francisco, \$554,510 to \$564,023, depending on the alternate chosen.

Construction of fire station, Lamon Construction Company of Yuba City, \$80,977.

Construction of a bridge over Little Chico Creek at Ivy Street, Lew Jones of San Jose, \$24,166. Apparent low bidder on the bridge approach is A. Teichert and Son, 6,418.

Construction of sewers in east central part of the city, Murphy Universal, Inc., of Chico, 44,298.

The bids on the last of five tunnels for the restoration of the Western Pacific Railroad around the proposed Oroville Dam were opened June 22 by the Department of Water Resources. There were eight (8) bidders and the low bidder was the Frazier-Davis Company with a bid of \$2,069,090.

It has been reported to us that the job has been awarded to the above company although we have heard that there had been a law suit filed by another bidder to prevent the awarding of the contract. What the company's plans are we cannot report as we haven't had time as yet to contact the company.

Wright Brothers of Gridley were the successful bidders on June 29th and have been awarded the contract for 2.7 miles of grading and surfacing of Marysville Road, six miles north of

ON BLOOD

NOTICE ON APPEARANCE OF MOBILE BLOOD UNIT

MARYSVILLE: Thursday, August 11th, in the basement of the Elks Club between 11 a.m. to 1 p.m. and 2 p.m. to 6 p.m.

OROVILLE: Monday, September 12th, in the Elks Club between the hours of 11 a.m. to 1 p.m. and 2 p.m. to 6 p.m.

CHICO: Monday, October 3rd between the hours of 12 a.m. and 6 p.m. and Tuesday, October 4th between 8 a.m. and 1 p.m. in the Elks Club.

To those that have asked, let us repeat that we have been unable to arrange for the giving of blood through any of the local hospitals as no local hospital has a license to draw or store blood.

Do not eat for four hours before giving blood and designate the Operating Engineers Blood Bank.

The need for blood is great, brothers, so please be generous as who knows, the need may be by you or one of yours.

Browns Valley. The bid was \$238,660.

Besides the above there have been a number of smaller jobs let around the area. All which swells the volume.

SOME COMING BIDS

The Department of Water Resources is asking bids on July 13th on the excavation of an exploration tunnel on the site of the proposed Oroville Dam.

On the same date the Division of Highways will open bids on one and one-tenth miles of two-lane highway in Glenn County between Willows and Walker Creek.

On the following 27th, the same division is asking for bids on approximately 4.3 miles of two-lane highway near Butte City between Datton-Duran Road and Chico. The estimate cost is reported to be \$296,200.

INDUSTRIAL REPORT

The main event for the past 6 or 7 weeks in the industrial unit has been the negotiations between Gladding, McBean and Company and the Lincoln Industrial Council negotiating team. This team was composed of the following:

C. R. VanWinkle and C. E. Cockayne, representatives and Ed Burgess, representing the rank and file, Operating Engineers, and W. E. Youman and Jack Martin, representatives, and Dallas Campbell, representing the rank and file, Teamsters Local Union No. 150.

Negotiations were long and were tough, we went all the way, and you can believe us when we tell you that there weren't any dull moments. We would like to give you a blow by blow description but time and space doesn't permit.

However, as of this date, July 11th, we have finally negotiated an offer from the Company which we feel that we can take to the membership and recommend acceptance.

At the plant there is plenty of pipe being made and shipped and it looks like another good season of work this year.

We missed the pleasant countenance of Cliff Howard, former assistant personnel manager, during the negotiations. Cliff has left the company and gone

into the dry cleaning business in Lincoln. Best of luck in your new business, Cliff.

In the Rock, Sand and Gravel, Ready-Mixed and Concrete Pipe plants throughout the Marysville-Oroville district there is the usual summer activity, at least no one is complaining too loud, everybody is hard at it and it looks like a good season ahead.

Goforth Brothers, who operate a sand and gravel and ready-mixed concrete plant at Williams have expanded their operation and are in the business of processing and distributing commercial fertilizers. Brother Jack Goforth is a member of Local 3 and we wish them success in their new venture.

There is not much in the gold dredging picture. The fact is as we cover the work from week to week, it is difficult to believe that the dredges have moved, yet they do. This time of the year there is one consolation to the brothers on the dredges. They are about the coolest places around here.

One exception is the dismantling job on Dredge No. 5 at Natomas Company. It is hotter than h— there, but the old scow is disappearing fast. We are very happy to report that so far there has been no serious accident or injuries.

Considering the constantly and ever changing crew (the dredger crews are only used part time) that our old friend "Grumpy" Warren Ede, the Superintendent has to use, he has done a remarkable job. He sure knows his business around the dredges, but we hope when he has finished with 5 he doesn't want to dismantle the operating dredge.

PERSONAL NOTES

We are very sorry to inform his many friends and brothers, who, haven't been apprised of the fact, of the death of Brother

On Starting Early

The Construction Agreement (A.G.C.) provides, Section 13, Rule 2, that the regular starting time of single shift jobs shall be 8 a.m.

Rule (7) provides that an earlier starting time under, and for, certain conditions may be established by mutual consent.

The Executive Board of the Union in order that an orderly procedure may be followed has ruled that such consent shall only be granted by the Executive Board when petitioned by a substantial majority of the members on the job and when solicited by the Business Representative and that such starting time shall not be earlier than 7 a.m.

Such change in starting time must continue to the end of the job or until changed back by the same method.

There have been several recent violations discovered which have led to some unpleasantness (the contractors don't like to pay the overtime) and in some cases there has been the suspicion that it has been done with the consent or upon the request of the members, either through ignorance of the rule or the lack of thought.

So please remember and observe the above rules and report any violations of it or requests to change starting times immediately. Your cooperation in this matter will be appreciated and could save unpleasantness to all concerned.

Meeting Notices

REGULAR QUARTERLY DISTRICT

MEETING: The next meeting will be held Thursday, October 13th at 8 p.m. in Marysville.

GRIEVANCE COMMITTEE: This very important committee which is now up to full strength meets every Thursday at 7 p.m. in the Engineers' Hall, 1010 "Eye" Street, Marysville.

ROCK SAND AND GRAVEL: Meets Friday, July 22, 1960 at 8 p.m. in the Teamsters' Hall, 818 Wall Street, Chico.

YUBA CONSOLIDATED GOLD FIELDS: This unit will meet Monday, July 25, 1960, at 10:30 a.m. and 7:30 p.m. in the Engineers' Hall, Marysville.

NATOMAS COMPANY: Meets the first Monday of August, August 1st, at 10:30 a.m. and 7:30 p.m. in the Veterans' Hall, Folsom.

GLADDING, McBEAN AND COMPANY: Joint Board, Lincoln Industrial Council meets Tuesday, August 2, 1960, at 4:15 p.m. in the Lincoln Industrial Council Office, Lincoln. General Membership: Meets Tuesday, August 9, 1960, at 2:30 p.m. and 4:15 p.m. in the auditorium of the City Hall, Lincoln.

CONCRETE PIPE PLANTS: Membership meeting will be held Monday, August 15, 1960, at 8 p.m. in the Teamsters' Hall, 818 Wall Street, Chico.

PETERSON TRACTOR AND NEW YORK MACHINE SHOP: Meetings subject to call.

Edward A. "Jim" Simpson on June 11th. Brother Simpson was 64 and had been ill for some time although he had worked up to about six weeks before his death. His immediate survivors include his wife and two sons. He had made application for an early pension, which was affirmed by the trustees and his wife will receive the pension for three years . . . It is also with regret that we announce the death of Brother Otho "Bob" Nelson in an automobile accident in Roseville on July 5th. Funeral was held Friday, July 8th, in Yuba City. Survivors include his wife, two daughters, Janet and Judy and one son, Robert, of Oroville . . . We would like the families of both our brothers to know that they have the sincere sympathy of the officers and members of Operating Engineers Local No. 3.

JOB AWARDS

LINDA, contract awarded to E. T. Hass Co., P.O. Box 95, Belmont, (\$1,247,580—total units 1 to 5—\$1,307,650 minus \$66,070 Unit No. 6) for sanitary sewer project.

SACRAMENTO, contract awarded to Chas. L. Harney, S.F. \$1,794,835, for 1.6 mi. 6-lane fry. graded & surf. w/PCC on cem. tr. base & 3 brdgs. const., etc., Chadbourne Rd. SOLANO COUNTY.

SACRAMENTO, contracts awarded to the following: SAN JOAQUIN COUNTY, to A. Teichert & Son, Inc., Sacto., \$488,344, for 6.6 mi. southbound lanes wid. & surf. w/AC on cem. tr. base, etc., bet. Calaveras Rvr. & Harney Lane, 1.2 mi. So. of Lodi. NEVADA COUNTY to J. W. Briggs Const. Co., Redding, \$7,423,104 for 7.0 mi. frwy. graded & drain. facils. inst. or const., frtge. rds. graded & paved, & bridge const. etc. E. of Soda Sprgs. & 1.0 mi. W. of Jet. of Rts. No. 7 & 38.



JOB AWARDS

SACRAMENTO, contract awarded to A. Teichert & Son, Inc., Sacto. \$108,646, for 0.5 mi. conc. brdg. const. & apchs. grd. & surf. et. across Dry Creek about 2 mi. W. of Ione, AMADOR COUNTY.

TAHOE VALLEY, contract awarded to N. P. VanValkenburgh Co., Sacto., \$118,649, for const. of port of force Main IV-22, Tahoe Keys to U. S. Hwy. 50, force Main TV-23, pump sta. No. 4 to treatmt. plant, prt. of force Main B-20, Johnson Rd.

SAN FRANCISCO, contract awarded to Chas. L. Harney, S.F. \$167,307, for impvt. of Brotherhood Way from Junipero Serra Blvd. to Lake Merced Blvd.

OAKLAND, contract awarded to Duncanson & Harrelson Co., Richmond, \$107,430, for replc. exist. fender sys. incl. repr. & replc. 1331 lft fender sys. at Pier 7 at Oakland Army Term., ALAMEDA COUNTY.

SACRAMENTO, contract awarded to Thomas Const. Co., P.O. Box 1547, Fresno, \$107,604, for port. of site to be grd. & surf. w/AC on aggreg. base, a frame of c. bldg. & four met. bldgs. const., utils. inst. & site to be fenced, at Madera Maint. Sta., MADERA COUNTY.

SANTA CRUZ, contract awarded to Werner J. Jasper, Santa Cruz, \$160,004, for const. of Army Res. Train. Center & Maint. Shop at Santa Cruz, SANTA CRUZ COUNTY.

CONCORD, contract awarded to Gallagher & Burk, Inc., Oakland, \$165,314, for rough grading & storm drain, Diablo Valley College, Golf Club Rd., Concord.

SACRAMENTO, contract awarded to A. Teichert & Son, Inc., Sacramento, \$75,937, for Parkwood Unit No. 4, Assess. Dist., SACRAMENTO COUNTY.

Work Is Slow To Pick Up In San Jose Area

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

We had hoped at this time to report that our "Out-of-Work" list was depleted; the jobs have been short and the demand for men has not been up to normal this year. We still have many Brothers on the Waiting List.

A. J. Raisch were the low bidders on a \$549,863 contract for the improvement of the Municipal Airport in San Jose. They have started moving the dirt in preparation for enlarging the Airport to accommodate the larger four-motored planes. Completion of this project is expected in January. This firm is also working on several subdivisions in the area.

Piazza Paving is working on its Crusher Plant that had to be moved from its former location on Pentencia Creek due to city regulations. At the present time they are using three Blades, three Rollers and two Loaders on the improvement of Alum Rock Ave. This firm is also busy on Foxworthy and Jarvis and is doing the paving on Almaden Road.

Ball & Simpson have about a month and a half left to complete their section of the Bayshore Highway job.

L. C. Smith are getting their Pit ready on Stevens Creek Road to supply the material needed for their work on the Bayshore Highway.

Bragato Paving is working on several jobs in the area. They expect to be ready to pave on Hamilton Ave. in a couple of

weeks. They are working on First Street and Senter Road and have a contract with the State Highway Department to widen the intersection at Homestead and Highway No. 9.

C. Swenson is still working on the construction of the new City Hall and new buildings for the San Jose State College.

M & K Corporation has completed its work on the telephone building and are making good progress on their job at the College.

L. C. Smith was the low bidder on the extension of the Freeway from Middlefield Road in Mt. View to Mathilda Ave. in Sunnyvale. It also includes building about one mile of four-lane Freeway on Mt. View-Alviso Road in Santa Clara County, including an interchange at Mathilda Ave. Campbell Company will start work on the final section of this project in about a week. R. Dennis Company have subbed the dirt work from Campbell Company.

Sondgroth Bros. are making good progress on the widening of Mathilda Ave., to four lanes

and are also working on the Claude Lindsay tract, in addition to numerous other jobs.

Freeman Paving are working on the new Eichler homes, with Harvey Connors doing the underground work.

A. J. Raisch is doing the paving in the Curtner Estates in Milpitas with Ala Clara Construction Company doing the dirt work.

Kleinsmith, Inc., are about complete on the street work and yard for the new school on Reed St., in Santa Clara.

SANTA CRUZ, SALINAS AND MONTEREY

Santa Cruz seems to be the busiest area this year. Ed Keeble has started his highway job at Camp Evers on the Los Gatos-Santa Cruz Highway.

The Newell Dam job at Ben Lomond was off to a good start with two shifts but due to grouting and placing filter rock, they had to lay off the second shift, which involved about 12 of the Brothers.

P & E Construction Company is about complete on its Santa Cruz pipeline job, but will soon start on its new job at Capitola.

Granite Construction is busy on its eaterline job from Newell Dam to Santa Cruz, and has several other jobs in Santa Cruz proper.

Valley Engineering Co. is about to finish its outfall job in Watsonville.

Krzych & Ramos are off to a good start on their new job in Freedom.

Shellmaker, Inc., have a \$116,783 dredging job at Moss Landing.

Edward & Faulk were the low bidders on a \$78,913 contract for installation of a new water system in Aromas.

The Ted Baun Construction Company on Carmel Hill is beginning to show signs of completion. George Wilkerson is the Super on this job, and is handling it like a veteran.

Phil Calabrese and Granite are keeping their crews busy around Monterey.

Peninsula Paving of Monterey is busy on its grading job in Salinas and subdivisions in Pacific Grove.

Fred T. Early and Madonna Construction Company are going full blast on their Airport job at Fort Ord. Madonna Construction will take their crew from this job to San Jose. They were the low bidders on a very good job on the San Juan cut-off.

Fredrickson & Watson were the low bidders on the Greenfield by-pass job. At the present time they are using about fifteen Engineers but will soon be putting on more.

John Delphia is busy paving its highway job at Soledad. On this same job, C. B. Tuttle has the bridges and overpass almost complete.

All of the Sand Plants in this area are doing a good business but they expect to be doing even better in another month.

We are happy to report that Brothers Joe Doolin, Phil Marquiss and Larry McFadden have been released from the hospital and hope that soon they will be able to resume their work.

We wish to thank the following Brothers for their donations to the Blood Bank during the month of June:

Romeo Noel (second donation), Robert Long, Michael Kravnick, Carl Kirkpatrick, Chester Johnson (third donation), Ira Franklin, Bill Dalton, Al Dalton.

JOB AWARDS

SACRAMENTO, Contract was awarded to A. B. Siri, Inc., Santa Rosa, \$487,048, for 4.2 mi. two lane hwy. const. betw. St. Helena Creek Brdg. & Middletown, LAKE COUNTY.

SACRAMENTO, Contract was awarded to Granite Const. Co., Watsonville, \$862,248, for abt. 12.5 mi. lgth. to be graded and surf. w/AC, etc. in Mendota, FRESNO COUNTY.

SACRAMENTO, Contract was awarded to Slinsen Const. Co., P.O. Box 539, Napa, \$343,934, for 0.5 mi. bridge to be const. and brdg. apprchs. frontage rds. & connec. str. to be graded and paved w/AC on cem. tr. base over aggr. base, near South city limits of Napa, betw. Imola Ave. and 0.1 mi. North of Old Sonoma Rd., NAPA COUNTY.

NIMBUS STATION, Contract was awarded to Petersen Const. Co., 431 W. Chestnut, Monrovia, \$795,950 for new const. & addns. & modif's to exist. facils. in Area 04 Aerojet-Gen. Solid Rocket Plant, Nimbus Sta., Spec. No. 5858.

JOB AWARDS

SACRAMENTO, Contract awarded to A. Teichert & Son, Inc., 1931 Stockton Blvd., Sacto., \$528,468, for levee const. Cache Creek, Yolo Bypass to High Ground, YOLO COUNTY.

SACRAMENTO, Contract awarded to D. H. L. Co., Daly City, \$517,154, for two-lane hwy. grd. base matls. plc. etc. & brdg. const., Ukiah-Boonville rd., MENDOCINO CO.

SACRAMENTO, Contract was awarded to Allen M. Campbell Co., Santa Ana, \$934,045, for 6.1 mi. frwy. w/frontage rds., interchgs. and conn. const. by grad eand pave, etc. bet. 0.3 mi. NW Morris Ave. Near Sunnyvale and 0.1 mi. SE of Brokaw Rd. near San Jose, SANTA CLARA COUNTY.

SUNNYVALE, Contract awarded to Sondgroth Bros., Mtn. View, \$806,821 for Baylands Assess. Dist., const. street impvts.

SACRAMENTO, contract awarded to Lentz Const. Co., Sacramento, \$165,561, for impvts. of Madison Avenue.

SANTA ROSA, Contract awarded to Scott & Scott, Sun Valley, \$82,297, for const. Elim Grove brdg. & aprch. across Rustin Creek at 0.5 miles South of Cazadero.

STOCKTON, Contract awarded to Stanfield & Moody, Tracy, \$89,515, for ptmx. surf. etc. in Assess. Dist. No. 60-2, Webers-town Subdiv. Unit No. 2, Stockton.

THREE RIVERS, contract awarded to Valley Engrs., Inc., P.O. Box 992, Fresno, \$75,423, (Main bid, asb. cem.) \$13,210 (Alt. A-asb. cem.) \$11,046 (Alt. B for const. water sys. at Grant Grove, Sequoia & Kings Canyon Nat'l Parks.

SACRAMENTO, contract awarded to Floyd O. Bailey, Auburn, \$76,154, for 3.8 mi. agr. base plc. over exist. surf., etc. betw. Seidad Valley & Klamath Rvr. Bridge, SISKIYOU COUNTY.

FREMONT, Contract awarded to Galbraith Const. Co., 834 Blossom Way, Hayward, \$68,795, for Alameda County Flood Contr. Dist. for const. of Line N from SPRR to junc. w/line N-2, const. line N-2 from Line N to Nimitz Freeway, Fremont.

WHAT HAS THE UNION DONE FOR ME LATELY



FRESNO AREA JOBS IMPROVE

By JOSEPH "Joe" MILLER, J. D. "Jim" MONROE and
B. F. "Tiny" HELLING, Business Representatives

Work in the Fresno District has finally begun to get rolling and job situation looks much better. The out of work list is dropping each day as orders for operators and oilers, etc., continue to come in.

The Brothers in this district have been waiting a long time for the work to break and are happy to see it finally get moving. We still have quite a few operators on the list, but most of them should be working by next month. We have been holding prejob conferences with the contractors as they are awarded the various jobs and have had good relations and cooperation from almost all of them. A few of the employers have not been too cooperative but are now becoming better acquainted to the procedures and working rules of our agreements after receiving some service from the business agents and are now cooperating much better.

Governors Water Program Endorsed: The Operating Engineers Local No. 3 presented a resolution to the Fresno-Madera Counties Building Trades Council asking them to support Governor Brown's Water Program. After a good debate on the subject it was adopted by the Building Trades Council and a request made of the affiliated Local Unions to do likewise.

This program will create a vast number of jobs for all of the Building Trades craftsman and will be of tremendous benefit to our membership and families as well as to the entire state of California.

It is true that there are some features of the program that are not agreeable to organized labor. However, we of Local Union No. 3 feel that these objectionable features should not hold up the development of the water resources in California and also hold up the many jobs that would be created for our membership.

In a program such as this, there is always some provision that is objected to by some group, but they can be properly worked out and agreed to during the course of the project, without holding back the entire program. We sincerely hope that issues are resolved by those concerned to the satisfaction of all the people of California.

We also hope that the construction of the project begins as soon as possible so that our members can benefit from the work and that Southern California can foresee a new supply of much needed water in the reasonably near future. Grievance Committee: of the Fresno District has been operating very harmoniously during the past few months. There has been several cases come before the committee. They were all treated with fairness and the decisions of the committee resolved all but one case to the satisfaction of those concerned. One case was referred to the Executive Board for its action as it was a case of serious nature. This case should be resolved this month. We want the members of the Fresno District to know that any member is welcome to come before the committee with any grievance that they may have.

JOB GRIEVANCES

There has been numerous reports of job grievances that did not come before the committee. Those were reported to the Business Agents and were corrected in accordance with the agreement and to the satisfaction of those members involved.

A great many of these cases were properly settled because of the good cooperation of the membership. They supplied the office with all the proper information and made themselves available if needed. We appreciate this cooperation and ask that it continue so that we may eliminate any violations of our agreement or working rules.

The long awaited freeway job through Merced has at last become a reality. With the opening bids for the five and one-half miles of four lane highway. The bids were opened on July 6th. The Company Frederickson and Watson and Lew Jones Company were apparent low bidders.

The contract calls for five and one-half miles of four lane freeway and twelve overhead structures. Due to water conditions in the area the freeway will be above ground. Knowing the areas of borrow material in Merced it will without doubt, be truck imported. Many of the Brothers who follow the rubber tire spreads know this and have moved to better areas. The J. W. Briggs Company have moved in at Tioga Pass and at present have approximately twenty-five engineers setting up a crusher and hot plant and preparing the twenty-three miles for black top.

The Granite Construction Company have started work on their hiway 33 job at Mendota. This job will be a good job for blade men, as it consists mostly of compacting existing materials and bringing it up to State specification specifications. They will set up their rock plant and hot plant near Pinoche. Brother Burt Thornton and Claude Thompson are foremen on the job and John Lawrence is the superintendent. The Fresno Paving Company continues to keep a crew on sub division work in Madera County. The Scott and Scott Company are preparing to move in a rock crusher and hot plant near Academy to furnish Materials for their job of resurfacing 161 way 168 from Academy to Shaver Lake. The Rothchild, Werrick and Raffin Company were awarded a contract to build the new P. G. and E. power house near Kirch Flat. The awarding of this contract will no doubt disappoint many of the Brothers, as it does not include any penstock work or any work on the Siphon across Dinkey Creek or the raising of the existing dam near Balch Power house.

Lyle Pipe was awarded a Contract for \$3,097,671 for Concrete. Irrigation Pipe. This job will start just out of Porterville and will go West 55 miles United Concrete Pipe at Tulare will make the Concrete Pipe. This job will start about August 1, 1960.

Guy F. Atkinson on Success Dam out of Porterville will finish their job sometime in October. This job is still working two shifts. Winston and Green at Lemon Cove has one shift working 8 hrs. This Company has taken over the tunnel from Mt. States and will furnish the Concrete work about September, then they will divert the river and start to fill on the North end of the dam.

At Lemoore Air Base Griffith Co., is doing Cement treat for

Northbay Hits Halfway Mark in High Gear

by F. A. LAWRENCE, L. C. SOLARI & A. S. SMITH, Bus. Reps.

Here we are at the half way mark of 1960, and the North Bay Area is buzzing with activity. Work is about at its peak, although we still have men on the "out of work" list, but it's coming down. We do hope to see everyone working in the near future.

One problem that has caused us concern is the telephones listed that are reported to be wrong numbers, disconnected or moved. We would suggest that, if you haven't been called and are wondering why, have moved or had your telephone disconnected that you check with the office and see that a telephone number is listed with us, through which we can reach you.

The L. C. Smith job at McNear's Road has wound up, it appears, for the time being, and all equipment is being moved to a job they have in So. S.F. It was certainly a pleasure having these boys here, and we hope to see them back in our area soon.

Fredrickson & Watson at Hwy. 101 interchange, coming along nicely, so says Brother "Tex" Strickland. They too have a pretty nice crew. It doesn't look like they will be leaving our area for awhile though, as they have enough work to keep them busy through the year.

Cherf, Sandkay and Cheney at Nicasio Dam progressing nicely, according to report received from Russell Hopkins, Project Manager. They are double shifting at the present time. The mechanics working around the clock. This job has made quite a change in the appearance of the Nicasio Valley, which was such a quiet place. But now all kinds of equipment rumbling and echoing throughout the Valley.

A pre-job conference was held recently with Madonna Construction who have several paving jobs throughout Marin, Sonoma and Solano Counties.

Brown-Ely has started to work again, after being in hibernation for a short time.

Terra Linda area is still humming with all kinds of equipment. Thermal Construction and C. K. Hulse working on the Shopping Center Site. W. H. Stecker also in Terra Linda with a small crew.

101 INTERCHANGE

Peter Kiewit Sons Co. of S.F. have started their job at Greenbrae traffic interchange on Hwy. 101. The construction will invoke about seven tenths of a mile highway interchange in the area where Corte Madera and Larkspur meet near the Greenbrae intersection. Included in the project is removal of the old four-lane highway bridge over Corte Madera Creek, construction of new bridges over the creek which will serve as north-bound off-ramp connections to

Baldwin Construction and putting down Black Top. This Company will sublet all the Black Top at Lemoore Air Base.

John Varin will finish the dirt on the Capeheart Houses about the 15th of July. L. E. Dixon was low bid on a Hospital and Dental Clinic at Lemoore Air Base. Smith and Martin started their Rail Road job at Lemoore Air Base last month. This Company subletted the dirt to Pacific Western and they started moving dirt June 18, 1960, this job will be good for about three months. Several of the Brothers are in business for themselves: in Merced "Smokey" Marks would appreciate seeing any of the Brothers at Marks Welding & Repair at 15th and "J" Streets in Merced. Snyder Welding and Repair at 716 "P" Street in Fresno. It's Monties Flying "A" Service at 401 E. Olive—Fresno, run by and see Brother H. E. Montague. Also Cal Menefee has a bar on Highway 41 at the hub.

We had one blood donor for the month, Stuart Moncrief.

Sir Francis Drake Blvd. and consisting of other ramp and frontage road connections. Also included is resurfacing of a short section of the freeway and completion of the reconstruction of Sir Francis Drake Blvd. through the interchange area. Paul Vincillione is moving the dirt.

Carey Bros. off to a very good start already here in the north bay area, as well as a big one in the deep south, Local 12 area. They have also started up in the Sierras again.

Carroll Madsen barreling along, many jobs in the bag. See where Bro. Joe Silva has made foreman for him. From the exercise he is getting from the ground, should put him in good shape, not saying the blisters on his heels from not being used to that walking!

We wish to remind you brothers that it is vitally important that you keep an accurate record of all hours you work, particularly in reference to the 8c per hour vacation plan which has been in effect since October 1, 1959.

Personal notes about the Brothers: In our last report, we mentioned that Brother Al Hansen was injured on the C.S.&C. job at Nicasio Dam and was hospitalized. We now learn that he is still in Hillcrest Hospital, but coming along very nicely. We know Al would surely like to see some of his brother members pay him a visit there in Petaluma, while he is convalescing.

Brother W. E. Williams, known as "Pop" to many of the brothers, is calling it quits after many years of operating, and will be applying for his pension. We wish him loads of luck.

Another old timer, Brother Harry Cole also calling it quits, and is on retirement pension from Local 3. Lots of good luck, Harry.

Basalt Rock at McNear's Point have a very good crew, and keeps Johnnie Malone pretty busy running back and forth to their plant in Napa and down to Ventura.

NEWS OF VALLEJO

The Gordon H. Ball job at Cordelia is going according to schedule with Brothers Bill Thompson and John Neal, foremen; Leo Anderson, L. Gray, C. D. Patterson, Ken Head, F. Meyers, blades; Larry Weaver, Art Cereda, G. Vasquez, Sam Hert,

Ray Culp, cats; Cliff Owsley, John Baraby, rollers; Larry Reedy, H. Moore, Doug Fagg, grade setters; Lowden, crane operator; Scott, oiler; Paul Stewart, master mechanic; Bob Bowers, J. B. Gibson, mechanics; Kermit Yochum, grease truck. Glen Davidson has his blade rented to Ball on this job and is operating it himself. Brother Glen has blades, loaders, and water trucks for rent and can be contacted at Harrison 5-5197.

Syar and Harms has started their job in Fairfield on Texas Street and they have this street torn all to hell. Brother Jack Bean is foreman of this job.

At the present time we are unable to find out when Charles L. Harney will be moving in on their job on Highway at Fairfield, but we imagine it will be in the real near future.

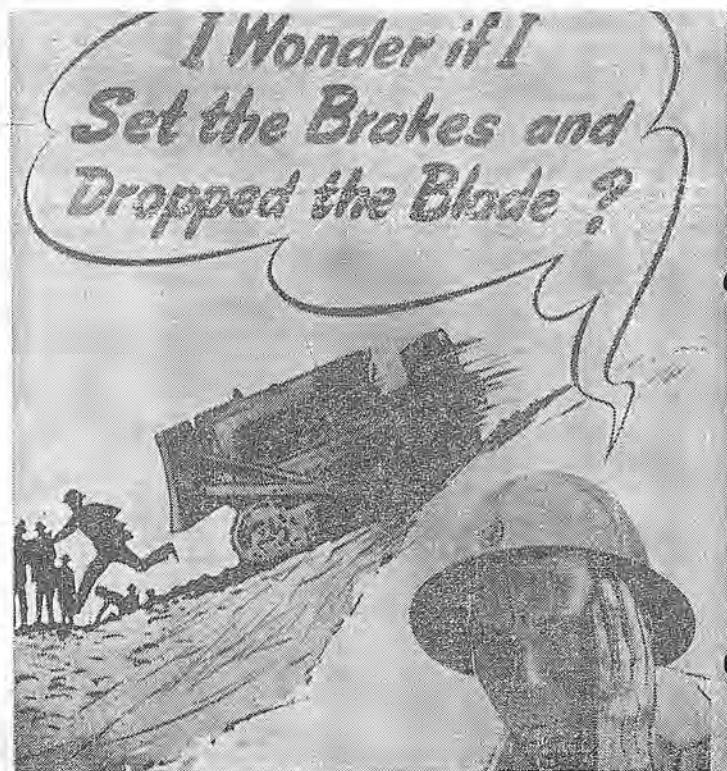
News in Napa area: George Slinsen has started his job on the overpass and approaches on the Old Sonoma Road. On the job at the present time is Andy Anderson, foreman; Chet Bailey, truck crane; Jess Rhodes, oiler on truck crane; Roy Glenisky, dozer; Bill Castner, loader; Curtis Smith, blade. By the time this paper is out, the jeeps, tampers and rollers will have moved in. Slinsen has just received a contract for the reconstruction of the city streets in Napa.

Basalt has put a few more of the brothers to work in the plants. They have various jobs of paving in Napa and Solano Counties. They also have 40 thousand tons of plant mix to put down on the Gordon H. Ball job at Cordelia, but it will be quite a while before they are ready for it.

Kaiser Steel has two full shifts and a couple of men working on the third at present.

As this goes to press, we learn that bids will be opened on or about July 20th for construction work on Nicasio Road in Marin County, between 7.6 and 6.2 miles northwest of San Geronimo, about 1.3 miles of 2-lane highway to be graded and paved.

Members please note the change of address at our Vallejo office: Effective July 1, 1960 our address is: 2172 Spring Road, Vallejo. The telephone number remains the same, Midway 4-2667.



Nevada Round-Up

By H. L. "CURLEY" SPENCE
and T. ECK,
Business Representatives

LOOKING SOUTH: Dodge Construction Company going right along on their highway No. 395 job from Steamboat Springs to Washoe City. The pull spread on the long dirt hauls have their problems with the heavy tourist traffic while the W-Scraper spread have their problems with the bolders. But Dodge will get her done.

Isbell's Clear Creek Paving job from Carson City to Spooners Summit off to a delayed start with Hot Plant troubles. But within the next week they should be off and running full blast.

Helms Construction Company sewer line Project and the E. V. Lane Corporation sewage disposal plant in Carson City moving along in good shape.

Nevada Contractors, Inc., have wound up and moved off their Kinsbury Grade Road job. The County is going to let a Paving Contract on this stretch of road on July 20, 1960.

At the Leviathan Sulphur Mine, we hope to arrive at a suitable agreement with the Wells-Cargo Company who is doing the stripping by revising and renewing their mining and stripping agreement which expired several years ago, and we presented the problems of the Anaconda people on this project to the General Manager in Weed Heights who claims he will look into the matter.

AROUND TOWN: The Van Vaulkenburg sewer line project in Sparks has plenty headaches for Big Mike. Water, water everywhere and how to get rid of same??? Well Points—Shields, what next? This job started off with a bang, but not much pipe has been laid in these past few weeks. This job has been spotty for the brothers. Some weeks exceptionally good sized pay checks and other weeks nothing. One advantage, the job's location—right in town.

ISBELL: Peavine Dam Project coming along in fine shape with the topping off in not the too far distant future.

FACING NORTH, EAST: Wells-Cargo finally wound up and moving off their State Highway 8A job west of Denio. The brothers on this job finally got around to getting in some hours on the tail end of the project.

Silver State Construction Company have returned to their job in this area to oil what they left last fall and have completed their portion and moved out.

Ready-Mix Paving Company will be starting on their highway job on Highway No. 95 at Orvada, Nevada. Mr. Francis G. "Big" Riley will be in charge of the job, that will be a high ball with Big Riley around to dish out orders like a top sergeant in the walking Army, but it will be a real good job for some of the dear brothers.

The George Grifall Company has lots of work around Reno and Sparks, that George really gets his share of the work around here and keeps all of his crew working and happy most of the time. George is a bit bossy and mean some times, but most of the brothers like to work for him as he keeps them on the job all the year round.

McKenzie Company has his truck crane back in operation. Brother Roy Tucker has learned some new tricks about operating a truck crane.

Brother Bob Williams, better known as Bob the Sandman, has quite a lot of irons in the fire along with his Sand business.

That Bob is quite the boy around Reno.

Brother Sam Wauchope, the head HDRM at the Pyramid Construction Company shop north of Reno has most of the company equipment in running order; however, he has some problems sometimes with his boss.

Brother Wayne Straight and his faithful oiler Brother Lester Olson really keep that Reno Iron Works crane busy around town.

The Old Crow Brother Frank Fornengo and his oiler Brother Earl Oltman, really can get the concrete poured with the Brunzell truck crane. They are in a bad spot where they are at the State Hospital job, anything could happen to the Old Crow or Earl out there as they have lots of buddies watching them work with that truck crane, you know, like sidewalk superintendents.

Brother L. E. (Red) Warren and his oiler Brother Al Mabrier get their share of crane work with Martin Iron Works crane. That Red is real handy with the crane.

Brother Don McGowen the HDRM for the Paul Tholl Paving Company has everything in running order around Reno. Brother Byrl Johnson who was superintendent for the Paul Tholl Company for a number of years quit the other day. They lost a good man.

The Isbell Construction Company has quite a traffic problem on their highway job along the Walker Lake shore near Hawthorne, Nevada. There is quite a delay at times. They have two shifts on the shovel spread and the drilling crew. Brother Johnny Parker is the HDRM Foreman and he has quite a job keeping everything moving, but that Parker boy is just the fellow that can keep things moving on a highway job. Brother Jim Blair, Brother Bert Fernandes, Brother Burtis Bush and Dan Avery, Jr., are the Foremen on the job. Jim is always giving the skimmers a bad time, but he gets the job done.

The NACON Construction Company up at Jack Creek, Nevada, is well along with their highway job now that Tom Stewart is on the job all of the time, things seem to go along much better. NACON was awarded another highway job at Eureka, Nevada, on Highway No. 50. I imagine some of the Dear Brothers will be moving to Eureka, Nevada, real soon for there is quite a bit of dirt on that job and the job is close to town and that's what the NACON crew likes when the work is finished, they like to go to town and see the bright lights and have a little fun.

JOB AWARDS

EL GRANADA, Contract awarded to Granit Const. Co., Watsonville, \$314,981, for const. of sanit. swr. trunklines, 2 pump houses & swge. trmt. plant.

DAVIS, Contract awarded to Baldwin Contrg. Co., Marysville, \$323,699 (Sch. C-Alt.) for irrig. & domestic wtr. impvts., adns. & modifs. to swge. trmt. plt. & elec. sys. impvts., Univ. of Calif. at Davis.

SACRAMENTO, contract awarded to Lentz Const. Co., Sacto., \$347,639, for const. storm sewers in Redevelopment Proj. Area No. 2-A.

SACRAMENTO, contract awarded to Brown-Ely Co., 45 Sir Francis Drake Blvd., San Rafael, \$128,192, for 0.7 mi. rock slope prot. plc. & rdwy. slipout repr. betw. 1.5 mi. & 2.2 mi. E. of Monte Rio, SONOMA COUNTY.

ROSA-UKIAH IS SET FOR HIGHWAY JOB

By R. F. SWANSON,
Business Representative

NEW WORK — Well, we finally have a date on July 27 the long awaited job from Santa Rosa to Healdsburg is scheduled to be bid! The budget allocation is \$5,200,000 and this job is one which is needed both from the standpoint of work and also transportation within the Redwood Empire. Please don't all rush to this office because we still have Engineers available from this area.

The low bidder on the Levee job near Lakeport is Eugene Luhr Co. from Illinois. Their bid was \$916,845 and at this writing there has been no Pre-Job Conference. Angonaut Construction working on \$158,000 pipe line at Mayette Village-Franklin Serres low at \$73,112 for road construction at Guerneville. Morgan Con. low, at \$24,781 for surface job near Pt. Arena. Scott & Scott, low at \$82,297 on B Bridge job near Cazadero. Rapp Constr. low at \$53,980 Sewer System Extension in Santa Rosa.

WORK IN PROGRESS: D. H. L. Co. busy on Boonville Rd., also Cunningham - Huntington still going strong at Navarro. Granite working both at Big River and Laytonville. Guy F. Atkinson at Healdsburg. Young & Engleke at Boonville Rd. Fredrickson & Watson on Trenton Rd. Argonaut on Mayette Pipe Line job. Baxman at Van Dam State Park. Brown Ely at Monte Rio. Don Dowd at various locations. Art Siri at Administration at Rhnert Park and Lake County. Windsor Sand and Gravel. Heins-Basalt going at peak. Reichold and Jurkovich at Bodega on resurface work. Baldwin Construction busy on pipe work at Ukiah and many others reported on before.

PERSONAL: Brother Rupert Poe weighted down with a 22 caliber shell in his leg. Brother Harry Allen in the hospital after having suffered a heart attack. Robert Hanover still in the hospital after suffering a foot injury when a dozer blade dropped on his foot. Ralph O'Hara picking up some weight and looking much healthier now that some time has elapsed since his having had a heart attack. Brother Harland Ward who suffered a broken leg when he was thrown from his rig. We wish you all a speedy recovery, and also at this time would like to remind the brothers that "Safety" should be practiced at all times—especially when on the job (P.S. and camping out).

BLOOD: A special Thank-you to the following for donations of blood—Ray McClure, Howard Seacord and Lee Drummond. Brothers, please follow their lead and help keep a ready supply of blood in our blood bank.

The Grievance Committee meets in Santa Rosa every Thursday evening at 7:00 p.m. We are sorry to report that Doug Clements is no longer on the Santa Rosa Grievance Committee due to his working in another area. Doug was always available and was a credit to the committee. It was too late in our last issue to report this, but at the last meeting of this district Brother Lou Barnes was elected by the members to take the place of Doug. I am sure that Lou will do everything in his power to make this committee progress for the betterment of the Santa Rosa Area in particular and the Operating Engineers in general. Good luck

STOCKTON GETS THIRD AQUEDUCT

By WALTER M. TALBOT, AL B. McNAMARA and
GLENN L. DOBYNS, Business Representatives

The largest job to be let in this district in some time is the additional Water Supply System for the East Bay Municipal Utility District which will be known as the Third Mokelumne Aqueduct. As the name suggests this new pipeline will parallel the existing two lines now in service and will be made of steel with

a concrete lining. The C. K. F. M. & Graver Tank & Manufacturing Division of San Diego were low bidders on the project with an aggregate bid of \$14,032,709. This includes furnishing and installing approximately thirty-two and one-half (32.5) miles of eighty-seven (87") inch inside diameter pipe from a point near Pardee Dam Reservoir, in Calaveras County, to Holt, in San Joaquin County, and does not include the San Joaquin River Crossing. This leaves the crossing of Roberts Island, and the Bixler Tract and the crossing of Middle River and Old River still to be let for bid on another contract in order to connect this job with that being done in Contra Costa County by Young and Anderson. However, as of this writing, the job has not yet been awarded to the Graver Tank Co.

The Cherokee Lane overcrossing on Highway 99, mentioned in the last issue of the News was scheduled for bid opening on June 29th, has been postponed until July 13th.

The M.J.B. Construction Co. and Dan Caputo job, at Highway 99 and Fremont Street, is well

JOB AWARDS

SUNNYVALE, contract awarded to Hart & Hynding, So. S. F., \$264,533, for coast. satellite test ctr. modif. at Sunnyvale, SANTA CLARA COUNTY.

MT. VIEW, contract awarded to McGuire & Hester, Oakland, \$273,932 (Alt. B) for Moffett Blvd. impvts.

SUNNYVALE, contract awarded to A. J. Raisch Co., San Jose, \$272,485, for impvts. on Arques Ave.

SACRAMENTO, contract awarded to C. K. Moseman & Son, Redwood City, \$228,047, for 0.1 mi. grade, surf. w/AC on cem. tr. base over aggr. subbase & const. RC brdg., Trancas St. across Napa River abt. 1.5 mi. NW of Napa, NAPA COUNTY.

CARSON CITY, NEVADA, contract awarded to Ready-Mix Conc. Co., Reno, Nev., \$565,248, for const. of portion of PHS in HUMBOLDT COUNTY, Nev. on U.S.H. No. 95, betw. junc. w/SR 8A and 2 mi. N. of Orvada, approx. 14.083 mi. lgth.

VALLEJO, contract awarded to Archie Q. Smith, Vallejo, \$334,162, for const. U. S. Army Res. Ctr. & Maint. Shop at Vallejo, SOLANO COUNTY.

LIVERMORE, contract awarded to E. C. Braun Co., Berkeley, \$415,170, for FY 1960 mech. util. impvts. at Comm. Livermore Site, 3 mi. E. of Livermore.

MODESTO, Contract awarded to Daniels Const. Co., Long Beach, \$441,500, for const. swge. & indust. waste trt. works enlargement.

to you Lou and remember, brothers, we meet every Thursday.

Office location—Some of you brothers are still having trouble finding the office. The telephone number is still Libert 6-2487 and the new address is 1186 Yulup Ave.

The Boys' Club is progressing very nicely, but on weekends some of you brothers who are also carpenters or laborers can lend a hand. The location is Hahman & Spring Creek Drive in Santa Rosa. Your help will be appreciated!

under way at this time, with the borrow being hauled by M. Miles & Sons of Merced.

Stanfield & Moody, of Stockton and Tracy, were the successful bidders on the plant mix, surfacing and sewer work in Weberstown for \$89,515.

Daniels Construction Co., of Long Beach, was low bidder at \$441,500 to the City of Modesto for enlargement of the city's sewage works.

HIGHWAY 99

A. Teichert & Son was low to the State of California for the widening and resurfacing of the south bound lane of Highway 99 between Harney Lane and Stockton, in the amount of \$488,334. Also Teichert & Son were successful bidders on the construction of a new concrete bridge and approaches across Dry Creek, two miles north of Ione in Amador County.

Thomas Construction Co., of Fresno, was awarded the one and one-half (1.5) miles of road job between Sonora and Tuolumne.

Carey Bros. are now working to complete the paving of the job on Kit Carson Spur. The grading was nearly completed last year before bad weather caused the job to be shut down.

Calaveras Rock Co., near Bel-lota, has stepped up production with the addition of two Super C Pulls hauling material to the Crusher. Brother Don Meriam is in charge of operations.

Both R. E. McCarty and James E. Johnson, who are engaged in the equipment rental business, particularly draglines and back-hoes, have employed a few engineers this past month.

The Delphia-Early job, on Highway 120 east of Oakdale, which was temporarily shut down on the dirt moving phase of the job due to the lag in the construction of the required structures, is now going again.

Frederickson Bros., of Emeryville, are low bidders on the resurfacing of Route 53 west of Terminous. The bid was \$77,838, which includes the same type work in other districts that was covered by this contract.

A. Teichert & Son also are resurfacing on Highway 33, south of Patterson, and at various other locations in this district.

PERSONAL NOTES

Brother Glenn Dobyns, who has been a Business Representative for Local 3 for a number of years, is now working out of the Modesto Office. This should be good news to the Brothers in Stanislaus and Tuolumne Counties, as we have been working short handed in this district since Brother Casebolt's retirement. The Modesto Office will be open every Wednesday evening between 6 and 8 p.m. for your convenience.

We would also like to draw your attention to the regular district meeting to be held in the Stockton Engineers Building 2626 North California St., August 3rd, as an election will be held for a replacement to the District Grievance Committee.

BLOOD BANK CLUB:

We are happy to acknowledge receipt of another pint of blood from Brother B. H. "Smoky" Houston, who is trying single-handedly to keep this district on the Honor Roll.

SACTO IS SLOW, AS STATE JOBS LAG

by ERNIE NELSON, EDW. G. HEARNE, WM. E. METTZ, HAROLD HUSTON, JOHNNY SCALES, Business Representatives.

The work in the Sacto area is still not what it should be. It seems like the state is not going to let the work that we thought they would and the county is slow letting their work also. We have the largest out of work list that we have ever had in Sacramento.

SOUTH SAC. FREEWAY

Brothers, work is well under way on the South Sacramento Freeway from the vicinity of 12th Avenue south to about Florin Road. Work will gradually spread out to take in the whole length of the job, but the first order of business is to complete the ramps and route traffic over the overpasses. When this is done, work can progress without being hampered by cars crossing the work areas.

Gordon H. Ball, prime contractor on the job, has just a few pieces of equipment of their own on the job and all other equipment is rented on an operated and maintained basis. Some of the companies with rigs on the job are: Hessmace Trucking Co., Dutch Graf of Courtland, H. O. Rutherford, and a few owner-operators.

Brothers, we are always preaching safety on the job and it is something that cannot be overstressed. Even when practicing normal safety, accidents can still happen. One of our most careful operators was involved in a near fatal mishap that was no fault of his own. Brother "Uppie" Upchurch, working for Gordon Ball, had his D.W. 20 turn over with him and come within inches of crushing him. He was fortunate to suffer only a broken rib. The tractor was upside down but the scraper was holding it so that the seat was only a few inches from the ground. Had it dropped a few more inches, it could have been a different and sadder story. So again we say, be alert at all times for it may save your life or that of a brother.

At present there is little or no activity at McClellan Field and we have heard nothing that is coming up right away.

Capehart Housing at McClellan is wound up and no more coming up.

Building homes is pretty spotty throughout the North Sacramento-Rio Linda area as it seems like there are quite a few new houses standing vacant. Most of the trouble seems to be lack of financing and not a shortage of prospective buyers. The high interest, hard money policy of all the Republican administrations means that investors can make more on their money by investing it in other places and they don't want to tie it up at low interest for 20 to 30 years. This has caused the subdivision business to be a series of "boom and busts" during the two terms that Eisenhower has been the front man for the money men.

E. T. Hass has completed the new pipeline on 24th Street Road and on Meadowview Road for the Sacramento Water Department. This line will eventually be part of the line carrying softened, filtered, river water throughout the entire city but at present it will be used to tie all the wells together in the south area.

In the same vicinity, Lentz Construction Co. is moving dirt at the site of the new Charles M. Goethe Junior High School on a sub-contract from Construction Co. This will be about a \$2,000,000 job on the building and grounds.

Near Knights Landing, M. Malfitano & Sons has the dirt already moved and Basalt Rock Co. has the rip-rap work about done on the Sacramento River levee. This was not a very big job but it did keep a few brothers

working for a while.

Not much activity in the Woodland area at present. The two largest projects there are a sewer line being put in by Ince Brothers of San Jose and an overlay job that Teichert is doing.

At Davis, Teichert is very close to completion on the six-lane freeway job. They expect to be finished about the 15th of August or thereabouts.

Two new contracts have been awarded by the Regents of the University of California for work on the campus at Davis. AT DAVIS CAMPUS

The biggest of the two is a contract for \$1,254,700 awarded to Stolte, Inc., for a new assembly building. The other is a contract to Baldwin Construction Co. in the amount of \$323,699 for improvements to the irrigation and domestic water systems and for additions and modifications to the sewage treatment plant.

Of the two jobs, the pipeline job will provide employment for the most Operating Engineers. One or two hoist operators or a crane operator are all that will be on the assembly building.

Rock plants in the Woodland-Madison area are operating but below last year's output due to no new highway jobs in the area and building being below normal. We hope that things pick up so that there are no mid-summer shutdowns. Those are the kind that really hurt the brothers.

Utah Dredging Co. was the low bidder on a contract to dredge the Sacramento River from the "Y" Street Bend to Bryte Bend and the Mouth of the American River. Their bid was \$273,890, but since it was about 25% above the engineers' estimate, the contract has not been acted on at this writing.

Olympian Dredging is currently working at the Rice Growers' dock below the "M" Street Bridge with a clamshell dredge. They should be out of there by the time this goes to print.

Pacific Dredging Co. is finished with the main dredging in the main ship channel and the turning basin but are going to be doing clean up until about the first of the year. There is still quite a bit of silt and sand laying on the bottom and they have a few feet of depth to get.

Hydraulic Dredge is still pumping in the main channel and are getting very good yardage at this time. One thing for sure, that is sure sticky mud when you fall into it from the pipeline. This latter bit of information does not come to us second hand, we can assure you.

Fredrickson Brothers have a small overlay job that runs from the Sacramento River bridge at Rio Vista to the Mokelumne River Bridge. The price was \$39,417,000.

Teichert & Son has started on their job on Cache Creek. This is for levee construction in several spots from about the vicinity of Madison to where the creek dumps into the Yolo Bypass. Wayne Russell will be general superintendent on this job and he always runs a good, clean job. Contract price was \$528,468,000.

AT AERO-JET

Several new contracts have been let. Baldwin Construction Co. has a \$139,120 contract to construct a new test lab and

a \$871,700 job to modify and additions on the rocket plant. Swinerton & Wolberg received a \$114,614 low bid for a nitro-comp. pilot plant. Sheldon L. Pollack was low bidder to construct storage propellant facilities at \$451,000. This type of work will not employ too many of our people other than grading and the steel erection. Wismer & Becker has two steady engineers going with an occasional addition. Pacific Crane & Rigging has a \$72,313 addition job at the solid rocket plant with a crane crew drawing pay. A. Teichert is finishing the grading for the Sacramento District Soap Box Derby event. Superintendent "Chuck" Holman and his disciples are sponsoring this work strictly on a voluntary basis and should be commended for their efforts in furthering good relations with Aero-Jet as well as the public in general.

AT MATHER FIELD

Gordon Ball is 50% completed on the warehouse and storage building. This is an intricate type lift-slab structure and was placed by our good brothers operating for Valley Crane. Harbison & Mahoney are having trouble keeping work lined ahead of the crews due to service men living in the homes that are to be remodeled. George Miller is running into some tough trenching on the sewerage extension job into Wherry Housing, it is either too wet or too hard. A. Teichert is also encountering the same conditions on their off-area, underground job for Capehart Housing. Manny's, Inc. are almost complete with the building pads for Capehart No. 230. Charles Alexander had his equipment on this job. No beefs with this man, he is an old time engineer and takes good care of our boys with fresh ice water, umbrellas and water on the haul road.

Harms Bros. is getting lined up with several jobs underway—the Fair Oaks Blvd. job is going along with no traffic problems, the underground at Lincoln Village is in the finishing stage and the shop crews are going all out to keep the equipment in good shape.

Lentz Construction is expanding more and more with lots of underground work, paving and grading. This outfit keeps our brothers busy and are working 100% with the agreement. McGillivray Construction has curtailed part of their operation due to lack of contracts but manage to keep the steady crew going. Brighton Sand & Gravel are picking up a few small jobs and at this time are going about 70% of capacity. Granite Construction Co. never slow down with their go-ahead shop and plant crew. Their outside work is going better now with some new contracts. Krpan Bros. Trenching are going all out this season with several low bids recently—looks like they'll have a good year. Clark's Welding have moved to a new location on Folsom Blvd. at Perkins and keep a full crew going doing Class "A" work. Western Concrete Pipe are coasting now waiting on word to go ahead with a pipe order for the southeast sewer project. Delta Pre-Stress at Florin has the same three smiling faces on the payroll—looks like a full season's work ahead here with some overtime.

Prodonavitch is running into water and solid granite on the Placer County sewer project. The finish date is for November with 16 miles of terra-cotta pipe to lay. C. Norman Peterson has started the sewerage disposal plant tanks and are well ahead

of schedule. Fredrickson Bros. will start paving the Nimbus Road exchange next week. This will help alleviate the in and out flow of traffic to and from Aero-Jet.

Another job going along good is the Lord & Bishop Watt Ave. bridge, finish date next March with entire road finished to Highway 50 by June. Erickson Construction have traffic problems on Fair Oaks Blvd. in Carmichael but will have this job finished by August 1. Asta Construction on the Greenback Lane expansion project have everything under control and will pave out before the end of the year.

GEORGETOWN P.U.D. AND UPPER AMERICAN RIVER

Bids were awarded by the Georgetown Divide Public Utility District for the construction of the Georgetown Project consisting of a 165-foot high dam on Pilot Creek near Stumpy Meadows with a 20,000 acre foot reservoir, approximately 9 miles of ditch line, a 4,600 foot long tunnel and various other works.

The low bidders were: Piombo Construction Company and M. & K. Corporation on the dam in the amount of \$1,570,119; Boyles Brothers Drilling Company on the tunnel in the amount of \$448,885; and Cheney-Cert-Sandkay on the ditch in the amount of \$944,384. There was a total of 14 bids received.

The work is being financed under an interest-free loan from the Federal Government under the U.S. Bureau of Reclamation loan program. The loan will be paid back over a period of 49 years with funds obtained from Sacramento Municipal Utility District through the sale of water from Loon Lake. When completed, the new improvements will provide water for a considerable expansion of the District. The water supply will come from Pilot Creek and its tributaries.

We had pre-job conferences last month, June 14, 1960, with Piombo Construction Company and Boyles Brothers Drilling Company and work should really get in high gear soon. Completion date should be some time in November 1961.

Directors of the Sacramento Municipal Utility District awarded a \$1,033,094 contract to the General Electric Company of San Francisco for a 67,500 kilowatt generator to be installed in the district's Camino power plant. The generator will be installed in 1962 at the plant which is located near Pollock Pines, El Dorado County, on the South Fork of the American River.

The plant eventually will have a capacity of 135,000 kilowatts. It is part of the S.M.U.D.'s \$85,000,000 Upper American River Project.

The Federal Power Commission has approved the enlargement of S.M.U.D.'s Camino Power Plant and tunnel. This will more than double the project's originally proposed capacity. The plant will be located three miles north of Pollock Pines in El Dorado County and will be part of S.M.U.D.'s multi-million dollar American River Power Project.

The F.P.C. approval of the district's request for the change in plans will increase the capacity of the Camino Power Plant to more than twice the original proposed capacity of 57,000 kilowatts. Eventually, the plant will have a capacity of 142,500 kilowatts. In the present project the district will install only one unit of 71,250 kilowatts.

The larger capacity will be made possible by later construction

tion of a 1,200-acre foot forebay reservoir with a 180-foot rockfill dam on Brush Creek about a mile north of the power plant.

This change in design will result in two forebays at the same elevation interconnected by a tunnel to give the district peaking capacity thereby making the plant more valuable. It permits the district to construct 1,900 feet of Camino tunnel on the outlet end at an 18-foot diameter instead of a 15-foot diameter to accommodate a bigger flow.

We are happy to report Bro. Ike Spears is home from the hospital and doing fine. It should not be too long before he will be back to work which should make him real happy.

17,000-FOOT TUNNEL

The work in Riverton, Georgetown and Lake area has started to break pretty good now.

The Guy James Construction Co. of Oklahoma City was low bidder on the Robbs Peak Tunnel. The job is located in the Ice House area on the South Fork of the American River. They have started some clearing work and should be hiring a few operators in the near future. The tunnel will be a 13-foot bore and approximately 17,000 feet in length. That should create a few jobs for our boys for quite some time.

Piombo Construction Co. have started clearing on their job near Georgetown. They have an earth-fill dam going in with approximately 1,500,000 yards of dirt to place. At present they have four clearing cats working. They have about finished their Highway 50 job at Riverton. Harms Bros. are doing the paving on the job and about all that is left is some shoulder paving and clean up work. Some of the Brothers will go to the Stumpy Meadows job for Piombo.

Boyles Drilling Co. have a tunnel job starting near Georgetown. It is a 9-foot bore and approximately 4,000 feet in length. This job is getting under way and at present time there are two operators and one mechanic on the job. They have part of the road pioneered in and have started excavating for one portal. They are about ready for a shovel rig and compressors.

Peter Kiewit & Sons' Union Valley Dam job is getting rolling pretty good. They have two shovels in the Key Way and should get their rubber-tired rigs busy soon. They are working two shifts on the rigs and the mechanics crews. They have the borrow pits cleared and stripped and most of the lake site cleared.

Gibbons & Reed have quite a lot of work left to do in the Key Way of their job. It will be some time yet before they start pouring concrete on this job. A.E.C. Construction Co. will pour the concrete on this job.

Pacific Bridge Co. have the power house and pin stock. They have their tram way and footing complete on the pin stock and are making good headway on the power house. They are working two shifts on the power house.

Fruin-Colmon is going good on their job. They are working one shift but are pouring quite a lot of concrete. Marin Rock is furnishing the aggregate for this job. The job is approximately two-thirds completed.

The J. H. Pomeroy job at Lake Tahoe is coming along good. They are putting in streets, curbs, sidewalks, and utility lines. All utilities will be underground. Their dredge is not working at present but may start pumping again later on this summer.

George Miller is doing a lot of underground work in the Lake area, mostly sanitary line. Their job should last all summer.

UTAH NEWS ROUND-UP

By T. J. STAPLETON, MERLIN BOWMAN, JIM HALL, JOHN THORNTON and JAY NEELEY, Business Representatives

We know all of the members are greatly interested in the progress being made with the new agreement with the AGC. To date we have covered many of the issues pertaining to working rules and conditions and we feel quite pleased with the results so far. We resume negotiations tomorrow (July 12) and hope that by the time you read this we can report on the more crucial issues, such as wages, etc.

We have been successful in signing quite a few of the employees to the Steel Agreement covering three states and the pile driving and the dredging agreement covering three states. We believe that with the help of the Brothers we can make great progress here in the state of Utah.

We would like to ask for the cooperation of you Brothers in promoting Unionism on the job. We can't help but notice that many of the Brothers are working along side of men who do not belong to the Union—yet these men are enjoying the same benefits and wages which we have worked so hard and long to obtain. We are of the opinion that if these men were shamed a little into realizing this fact, we may have them with us instead of against us. You may think that it isn't exactly the American way to shun these people but on the other hand they are helping to break down the conditions which all Americans are entitled to—namely, decent wages and fair working conditions. Exert yourself by letting the "free loader" know how you feel. Maybe if he finds himself being ignored by you union men he will give some serious thought to becoming one of you.

Another problem which we find ourselves confronted with is the neglect of some of the Brothers to keep their dues and assessments up to date. The seriousness of this was brought again to attention, when we were compelled to tell the widows of two of our Brothers, this past month, that they were not entitled to benefits. It isn't easy!

We would like to call to the attention of the Kennecott members that the stewards have a list of all members and their current standings. If in doubt, please contact them or the Salt Lake office relative to your standing. We are very anxious to have you up to date so that you can be in a position to derive these benefits.

We again ask that when you pay your dues be sure to detach the right hand two-thirds of your card and send it in with your payment. This is important, as it facilitates processing of payment.

We are indeed happy to have Brother Jay Neeley back as business representative and following is his report.

I'll start this report by saying that it is a pleasure to again be associated with my friends and brothers in Local No. 3. I have not had the pleasure of meeting all of you personally since my return, but I have heard reports and have established the whereabouts of most of you. When present negotiations are ended I hope to visit your jobs regularly. It would not have been possible to enter this work at a busier time what with the AGC, Sand & Gravel, Steel Erectors, Pile Drivers and Dredge Agreements being negotiated. As reported above, negotiations are still in progress and it is my opinion that the AGC Committee realizes we are due a substantial increase, but until the other crafts who lean on us, settle, they refuse to make a concrete offer. They also state that too large an increase the first year they cannot afford but seem to be more liberal in the second and third years thereafter.

I would like to make an observation on your negotiating committee which consists of Brother Al Clem, who is acting Business Manager of Local No. 3, and acts as spokesman for your negotiating committee; Brother Clem is very competent and dedicated in this work. He talks to the AGC Negotiating Committee in no uncertain terms. Your local area representative, Brother Tom Stapleton, has been a regular member of this committee. Brother Stapleton is also a capable and

valuable member of this committee. Brother Paul Edgecombe has also been sitting in on recent meetings and I needn't dwell on his capabilities as they are well known to most of you. One of the other business representatives usually sit in on the meetings, depending on who is available at the time. I have appreciated this opportunity.

BINGHAM WORK

The Western Contracting Corporation were low bidders on some 12 million yards of stripping at Bingham. This Company has recently recalled some 50 of the Brothers to the hill. They intend to work 2-9 hour shifts, six days per week. This Company has signed our agreement including the hiring hall. We need more contractors like this in Utah.

Up Bingham way, Morrison-Knudsen Company have a huge task in the removal of some 2½ million yards of ore from the very bottom of the mine, lowering the floor some 150 feet. They will tap the ore haul tunnel permitting the removal of ore by hauling it all down. Tuffy Jones is Superintendent. Brother Gale Nye is pushing one shift. Some old timers on this job are Glen Haynes, Ed Narovich, Smokey Franks, George Walker, Cleo Colby and ole Randall "Carrot County" Nelson doing the greasing chores. Another shift will be added this week. The company intends to finish the job in March 1961. Their intentions are to rip up the material with D-9s and load it with TS-24 Euclid scrapers, haul it up one level where it will be piled and loaded into railroad cars by a Kennecott shovel for a trip to the Magna Mills. The intentions are for this job to run from six to three on the first shift and from 5:00 p.m. till 2:00 a.m. on the 2nd shift. Two nine hour shifts, 5 days per week.

In the Northern Section, things are moving right along with few men on the out of work list.

The Brewster job is in full swing with Paul Davis on one of the Sauermen along with Clarence Durrant and Ray Jessop, Wayne Chambers, Jim Stewart, Walt Wagstaff, Mark Nemelka, Clair Doyle, Robert Haws, Jewel Shields, and several other of the Brothers who we will mention another time. Brother Denton Parker is Foreman along with Jack Brock. Brother Jim Udall is the master mechanic on the job. The patrol is operated by Eldon Bailey with Pinky Collett on the grader and Harold Goedert and Earl Beach on the dozers along with

Grant Thorpe, Ivan Albretsen and Terrance Westley. Taking care of the nut busting is Bob Fox and Earl Whitaker.

On the Keith Merrill spread going full swing is Pat Peterson as Foreman along with Ham Cripps on patrol, George Ripley on a DW 20; also Walter Cripps and Bob Olafson on 20s. Odell Christensen is on a DW20 along with Dave Braegger on cat.

Brother Jim Hall is now established in Ogden, as representative for the northern section. He has moved there, and you can contact him at the Ogden office, EX 4-1011 or at his home, EX 9-0065. Jim would like any of you who have missed seeing a business representative on the job, to contact him so that he will know the whereabouts of all the jobs in that area.

AROUND PROVO

In the Provo area, work hasn't changed much since the last writing and probably won't until the AGC Contract is settled. However, at this time, our out of work list is very small.

Consolidated Western Steel has completed the overhauling of the No. 2 blast furnace and have cut their forces back to their regular hands. We haven't been able to find out as yet when they anticipate starting on the No. 3 furnace. If you have been an employee of CWS since June 1, 1960 and have not received their pay in accordance with the steel erection agreement, please get in touch with the Provo office.

Morrison - Knudsen Company has two shifts going on the Orem Freeway, loading slag with a Kolean loader. The dozers on the slag pile have been working under very dusty conditions. The Company keeps telling us that this will be taken care of but so far we have had no results. Paul Wright is master mechanic. We all know him and know he will do what he can to correct this situation.

Out at the Flaming Gorge, we now have 53 members working on this project. They are as follows: G. T. Vought, Batch Plant Foreman, C. W. Foote, Mechanic Foreman, T. E. Hudson, Mechanic Foreman, E. H. White, Mechanic Foreman, C. E. Walton, Dragline Operator, N. E. Young, Cableway Operator, C. O. Wilkerson, DW-21 Scraper Operator, M. H. Haight, Dozer Operator, F. Oliver, Dozer Operator, R. D. Fisher, Crane operator, M. A. Tripp, DW-21, R. D. Caldwell, Crane Oiler, R. Durfey, Oiler, D. C. Turner, Oiler, V. P. Aldredge, Mechanic, M. J. Aullman, Mechanic, S. Butler, Mechanic, D. A. Christensen, Mechanic, R. J. Gerhart, Mechanic, J. L. Hardy, Mechanic, H. K. Knight, Mechanic, C. A. Osborne, Mechanic, L. Ross, Mechanic, F. R. Aubrey, Welder, G. J. Henderson, Greaser, J. J. Turner, Greaser, R. M. Davis, Mechanic Foreman, S. W. Hackford, Mechanic Foreman, D. W. Lund, Mechanic Foreman, A. G. Ross, Lube Foreman, G. Twitchell, Shovel, Art Hazelrigg, Dozer, R. G. Church, Patrol, A. H. Morrell, Dozer, F. F. Siler, Dozer, R. L. Kron, A-Frame, W. E. Brighton, Michigan loader, R. M. Davis, Jr., Oiler, G. D. Garrard, Oiler, L. C. Broadhead, Oiler, N. E. Anderson, Mechanic, C. C. Bruner, Mechanic, L. Childers, Mechanic, N.

O. C. JONES & SONS

GENERAL CONTRACTORS

2nd & 5th St. BERKELEY

Landscape 6-3424

Member A.G.C.

E. Clouse, Mechanic, T. D. Hamilton, Mechanic, R. B. Harrison, Mechanic, H. I. Larson, Mechanic, D. O. Paulk, Mechanic, G. E. Swett, Mechanic, J. L. Morrell, Welder, F. N. Cazier, Mechanic, P. H. Engle, Mechanic, and N. A. Philbrick, Mechanic.

Due to the fact that this job is quite a distance from town, we have had difficulty in getting members to fill the jobs. Right now, we are still in need of cableway operators and if you have had experience on this, please let us know so that we will not be forced to take in outside help.

Our operators at Stanaker Dam, Vernal, Utah have been doing good at 6-9 hour shifts. They still hope to complete the fill before the frost sets in this Fall. However, there will be other phases of this project to complete, such as canals, ripping, etc.

Western Knapp has a good start on the mill ten miles north of Vernal for San Francisco Chemical Company. They have seven operators on the job and are well satisfied with their help.

We have numerous smaller jobs such as Peterson's job at Red Creek that Wilson Smith has taken over, Stevenson's job at Indian Canyon, Vernal Sand & Gravel North of Stanaker Dam and others in the Uintah Basin.

Brother Lavon Steffens has been very ill this past while. We sincerely hope his health improves in the very near future.

To the far South, Wells Cargo is really going great guns on their \$1,724,952 super highway at Beaver, Utah. Brothers this is one of the highest points on highway 91 between Los Angeles and Salt Lake City.

This job has kept approximately forty engineers employed

for the past year except for about three months during the winter. It is under the management of Brother Gene Handorf, who has been a member of the Operating Engineers since 1943 and has been in the supervisory capacity for fourteen years. He's a wonderful man to do business with. This has not been an easy job for they have had rock cuts of 80 feet or more with 1,653,000 yards of excavations; 151 thousand tons of stabilized base; 80,000 tons of blacktop; 3,000 cubic yards of concrete. This Company figures the excavation will be completed in three more weeks and the job will be fully completed by Labor Day on this 8½ miles of divided highway.

The rest of the jobs in the southern area are going full speed with not much change since the last writing.

We regret to report the death of three of our members this last month. They are Udell Dalton, Gus Petrogeorge and Harold Dalton. May we extend our sincere sympathy to their families. We shall indeed miss them.

ALL MEETINGS WILL BE CALLED MEETINGS.

SACRAMENTO, contract awarded to Allen M. Campbell Co., Santa Ana, \$934,045, for 6.1 mi. frwy. tog. w/frontage rds., interchange & conn. const. by grade & pave, etc., bet. 0.3 mi. NW Morris Ave. near Sunnyvale & 0.1 mi. SE of Brokaw Rd. near San Jose, SANTA CLARA COUNTY.

BLAKE BROS. CO.

Producers of

ASPHALTIC CONCRETE
READY MIX CONCRETE &
QUARRY PRODUCTS

P. O. Box 1002 Richmond

Western Drive BEacon 2-5193

PARISH BROS.

General Contractors — Highway and Public Works

PHONE 330

P. O. BOX 6

BENICIA, CALIF.

Barricade & Warning Life Company

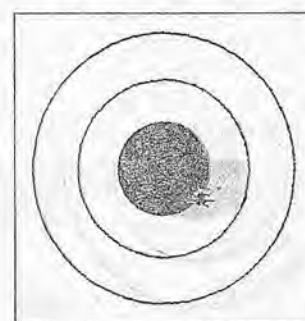
The only supplier of barricade and warning lifes in Northern California who are all members of Local 3

Oakland: OLYmpic 8-3923

San Jose: CYpress 8-3132

Fresno: CLinton 1-8121

ON TARGET!



Every service to help you get your job done better is our aim.

The most efficient, reliable equipment, a comprehensive parts stock to support that equipment, and competent field service to keep it at top performance is all part of the Bacon package.



EDWARD R. BACON COMPANY

CONSTRUCTION EQUIPMENT

Folsom at 17th Street, San Francisco 10, California. HErmond 1-3700

Sacramento Oakland Fresno

Redding District Finally In Full Swing

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

Work in this area was extremely slow in breaking this season. The big job on Highway 99 awarded to Slate, Hall & Hamilton has recently gotten under way and we anticipate it will be in full operation by August 1st. The job will employ approximately 100 Operating Engineers from local

3. The only part of the Springs Creek tunnel job in operation at the present time is the work on the access roads leading to the tunnel. As of July 1st, this job went into a two shift operation to speed up the deadline. There are approximately 35 Engineers working on the road project. When the work on the tunnel gets under way, there will be approximately 100 Engineers needed.

Gibbons & Reed is working two shifts on their Highway job on 299 out of Whiskeytown. This was one of the first major jobs to break this year, as the job was let around January 1st. If it were possible for all State and Federal work to be let around January 1st, work would be able to start at least two months earlier every season.

The Shea, Kaiser, Morrison tunnel job has less than 400 feet before holing through now. This has been an extremely good job for the Brothers throughout this area. Work on the Trinity Dam is nearing the peak of the crest. Joe McNab, Project Manager for Guy F. Atkinson, claims the dirt work should finish up around the latter part of October but there will still remain a lot of work for the Engineers. At present there are roughly 500 Engineers employed out there.

Atkinson was also low bidder on a power plant to be built on the Trinity Dam job. Work in and around the Trinity Alps area is nearing completion. Tony Tarroco, Superintendent for Sierra Construction is winding up their job in the Trinity Alps and making preparations to move in on their new job in New Mexico. Brother Tarroco states that he plans on taking any of the Engineers who want to go although he claims there are just a few things wrong with the job, no subsistence, no Health & Welfare, no Pension Plan, no Vacation Plan and the pay is below the Local 3 wage scale. So Brother Tarraco thinks he just might have some trouble enticing some of our Brothers into following him. Floyd Grubb is winding up on the job out of Trinity Center and this will open up another stretch of the Trinity Alps area. **IN REDDING AREA:** John Gist Construction Company has started construction on the new Highway 99 Sacramento River Bridge in Redding. Although jobs have recently picked up around here most of the major jobs will not be let until next season. One of

them will be the new freeway from Anderson that will by-pass downtown Redding.

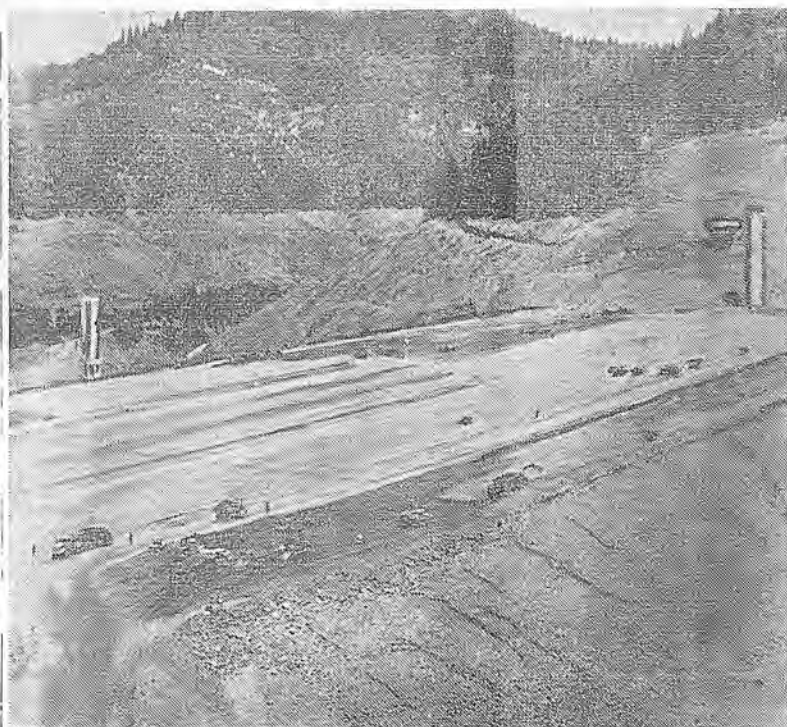
SOUTH OF REDDING: The Fredrickson and Watson job at Orland is in full swing with approximately 20 Engineers constructing the access road into the Black Butte Dam. Work on the pump station out of Red Bluff will be completed around September or October. This has been a fair job for the Brothers this winter although it only needed 12 or 14 Engineers at a time.

NORTH OF REDDING: Work around the Alturas area is starting to move with Westbrook and Morrison-Knudsen getting under way on their Hiway 395 job. This job is scheduled to work 6/10 and will need approximately 30 Engineers. McDonald and Ransome, a company recently formed by two bay area firms, McDonald Logging and Ransome Construction, has been low bidder on a lot of work throughout the six northern counties. Bob Kirsch, President of the company, states that they have taken a number of jobs by a landslide. The company now employs about 40 Operators, working in Shasta, Tehama and Siskiyou counties, and is working 6/9 on some of them. Morgan Construction of Redding is also in full swing with a number of paving jobs in the six northern counties.

Construction in Redding

Floyd O. Bailey of Auburn was low with a bid of \$76,154 to do reconstruction work and install drainage facilities on sections of State Route 96 between Seiad Valley and the Klamath River Bridge. A low of \$27,000 was submitted by H. P. Edwards Company to construct a sand storage building on State Route 36, 16 miles east of Mineral. One of the jobs yet to be awarded is the widening and reconstruction on 4.5 miles of east-west road between Hill Road and Park Street in Tulelake. The commission set aside \$350,000 for this work, and \$220,000 for the realignment of 3.8 miles of the Centerville Road between Alturas and Canby in Modoc County.

We have approximately 85 members employed in the Rock, Sand and Gravels plants throughout the district which are all in full operations and anticipating an excellent year for aggregates. The boys at Peterson Tractor and Equipment in Redding, where we have 22 members employed are now in full swing. Well, Brothers, that raps



up the work picture for the month of July.

GOOD ATTENDANCE

I would like to take this opportunity to thank all the Brothers for the tremendous turn out we had at our Quarterly Membership Meeting. It was not only gratifying to see such interest shown in your organization but is the best way for you, as a member, to learn its affairs.

One of our guest speakers, C. W. Sweeney, Administrator of the Trust Fund Office, gave an excellent speech explaining our new Pension Plan and commented on the intelligent questions he was asked by the members. If there are any Brothers that run into a problem regarding the Pension Plan please contact us and we will supply you with the answers. Again, I would like to point out to each and every member to keep a complete record of your employers and the time for each.

This is extremely important when the day comes that you want to apply for your retirement. We have had four members from this district make application for retirement so far, the latest being Jess Saucerman, an old time member who has worked from one end of Local 3 to the other. Jess was a Blade Operator and now makes his home in Burney, Calif. When we sat down to make out the application we found it was very difficult for Jess to remember his former employers and the length of time worked for each since 1942. So this is the reason we stress that you keep your own personal record. Jess commented that this was one of the greatest things the Administration has ever done in negotiating the Pension Plan. Now with his Social Security and Retirement benefits, he

MIGHTIEST WALL. About 700 workers, using earth-moving machines of all kinds, are piling up, spreading and packing down dirt and rocks for the world's greatest earth fill dam, the Trinity Dam near Lewiston. The above picture, facing upstream, shows work on the fill surface and a concrete intake tower. The brushed-off mountainside in the background shows the level which the reservoir will reach after the dam is completed.

plans to take life easy enjoying the beautiful country around Burney and figuring out an easier and sure-fire way of catching trout. As you know, as of July 1st, we had a wage increase. If in checking your payroll stubs you find a discrepancy first inform the timekeeper and then contact this office.

At our Quarterly Meeting, Brother Duke Dalton a member of this local for a number of years, was elected to the Grievance Committee. Duke says have no fear at the name Dalton because he's not a relative of the notorious Dalton Boys. The other members of the Grievance Committee are: Barney Word, Chairman; Jim Jennings, Secretary; Wally Franz; Wayne Coleman. Barney Word, your Executive Board member, asks that you contact him regarding any question you may have about the Executive Board Minutes, and he will be happy to answer them.

We were sorry to hear that Brother N. M. Nill, who operates a Crane for Wunderlic overturned his rig and is now recovering in Mt Shasta Hospital with a broken leg. This should be a reminder to stop, think, work safe and live safe.

**— REGISTER NOW —
TO VOTE IN NOVEMBER**



Aloha to You!

HAWAII JOB FOR M&K CO.

By HAROLD LEWIS and
RUPERT TEVIS,
Business Representatives

Aloha from Hawaii, future missile center of the Pacific.

Morrison-Knudsen has signed an agreement with Local 3 in Hawaii and in the interior the company has picked up two Nike-Hercules sites on Oahu and an airfield in Kori Island. Also picked up by the company is some work on both Johnson and Kwajaleine Islands. M. & K. will be bringing only key personnel and the rest will be local hire.

Regarding the negotiations between the four basic crafts and the G.C.A., things look good for a favorable agreement. Negotiations have come to the point where a rough draft of the agreement is being drawn up at the writing, and both sides will again sit down and iron out minor details.

J. M. Tanaka has started the next section of the Nuuanu Pali road job. Work will be limited to the construction of bridges until the Kalihi Tunnel access roads are completed so as to divert the traffic from the windward side of the island.

We would again like to remind all members of "COPE" (Committee on Political Education). We will ask each of you to follow politics more closely on the local and national scene. We will be voting for the president for the first time in Hawaiian history. We also will ask you to get yourself, your wife and friends to register to vote before the deadline, which is September 1.

Attend your meetings, and show more interest in your union.

Mahalo.

NEW JOB AWARDS

SACRAMENTO, contract awarded to Edw. Keeble, San Jose, \$1,189,848, for 3.0 mi. four lane freeway const. by grade and pave w/AC conc. on aggr. base, etc., N. of Santa Cruz, **SANTA CRUZ COUNTY.**

SACRAMENTO, contract awarded to Dan Caputo Co., San Jose & M.J.B. Const. Co., Stockton, \$1,553,700 for 1.6 mi. 1gth. graded and paved w/PCC on cem. tr. base & sep. struc. const., Stockton, 0.4 mi. N. of Farmington Rd., etc., **SAN JOAQUIN CO.**

PLEASANT VALLEY, contract awarded to R. V. Lloyd & Co., Coachella, \$1,861,229 for const. 20 mi. irrig. water mn. pipeline distrib. sys., w/ in Pleasant Valley Co. Water Dist.

SACRAMENTO, contract awarded to L. C. Smith Co. & Concar Ranches Entr. Inv., \$4,133,017 for 6.3 mi. of freeway tog/w ramps, connec. & frontage roads graded and paved w/PCC & asph. conc., etc. on Bayshore Hwy., betw. 0.3 mi. N. of Charleston Rd. in Mt. View and Guadalupe River, nr. San Jose, incl. Mt. View-Alviso Rd., betw. Bayshore Hwy. & 0.2 mi. E. of Borregas Ave., **SANTA CLARA COUNTY.**

GOING UP!—The huge Trinity Dam, key unit of the Trinity River project in Trinity and Shasta counties, is rising rapidly across a canyon five miles above Lewiston. This is a view of the dam at its present level, from the downstream side. A concrete intake structure rises at the upper right; below the dam to the right is the outlet of the diversion tunnel.