

ENGINEERS NEWS

OPERATING ENGINEERS LOCAL 3

STATIONARY ENGINEERS LOCAL 39

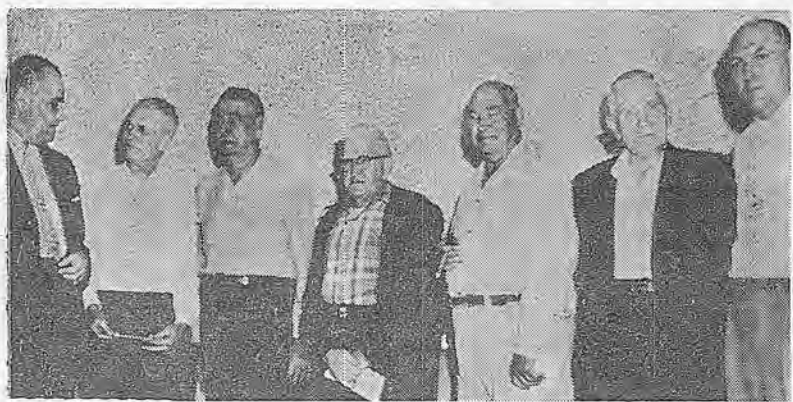
Vol. 19—No. 7

SAN FRANCISCO, CALIFORNIA

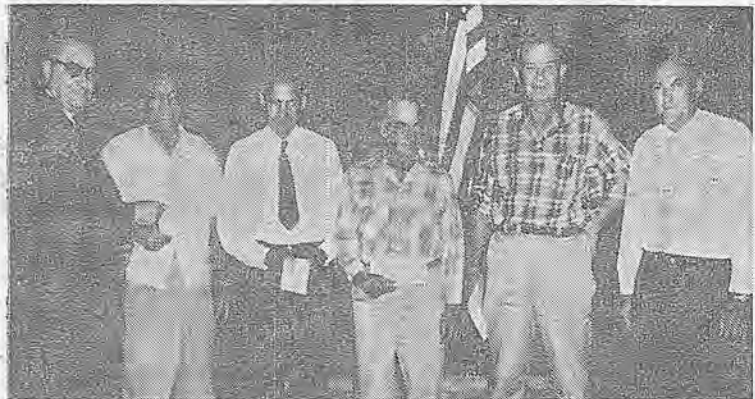
AUGUST, 1960

Utah Members Ratify New AGC Agreement First Local 3 N. Cal. - N. Nev. Pensions Paid

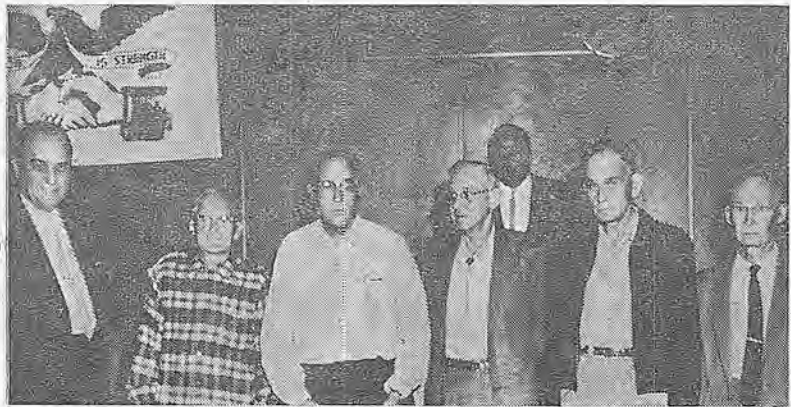
by AL CLEM, Business Manager



First members of Local 3 to receive pensions under the new Northern California-Northern Nevada pension plan were these Stockton members shown getting their checks on Aug. 3. Presenting the first checks here and in the pictures below was Bro. Al Clem, Local 3 Business Manager. Shown in this group are Bro. Clem, Pres. Paul Edgecombe and the following pensioners: William Bacon, Henry Brown, Eric Edenholm, John Eutaler, and Walter Mills.



Sacramento area's new pensioners included Harry S. Cole, Alvin J. Verser, King W. Walters, and Ray O'Kelly, shown here with Bros. Al Clem, at left, and Paul Edgecombe at right. Checks were presented on Aug. 4.



San Jose area's first pensioners were John T. Bannister, Alexander Bond, James Potter, Albert Sharon, John VanDorn, Oscar F. Yeager. Also in picture were Bro. Al Clem, at left, and Vice-President Jerry Dowd, in background. Presentation took place Aug. 9.



Oakland-San Francisco area had the largest group of first pensioners. Shown here are George Freeman, Archie Vandewark, Bill Kalb, Les Mears, Lucius Baker, Joe Correa, Joseph Gullmette, Carl Thomason, William Jackson, Joe Basler, E. L. "Toby" Davis, Harry Olsen, George W. Stevens, Chris Immel, Charles Plumb, James Jordan, W. E. Williams. At extreme right are Bus. Mgr. Al Clem, who presented the first checks, and Pres. Paul Edgecombe. This took place at the Oakland district meeting Aug. 11.

UTAH AGREEMENT . . . A three year contract between Operating Engineers Local No. 3 and the Utah Associated General Contractors has been ratified overwhelmingly in a series of membership meetings in Salt Lake City, Provo, Ogden, Vernal and Cedar City.

This Agreement, effective as of July 18th, 1960 and in effect until July 1st, 1963 will bring our Utah membership raises ranging from 67c per hour to \$1.21 per hour. (On Piledriving and Steel Erection the increase amounts to more). The wage scales and special conditions appear on page 3 of this issue; and the entire contract is now being printed in booklet form, for distribution to the members working in the State of Utah who will be covered under the new agreement.

The Utah A.G.C. negotiations covered a period of approximately eight weeks and the committee we dealt with was very fair . . . but, like all employers . . . watchful of their own interests, so it was a hard bargaining session all the way! **STEEL ERECTION AND PILE-DRIVING PAY SCALES NOW COMPARABLE TO NO. CALIF.**

Because the wages of the Operating Engineers in Utah had fallen so far behind those paid in California and Nevada, it was our aim to try to equalize them as nearly as possible. Although we were unable to accomplish this fully, we did equalize the wages for two classes of work . . . steel erection and pile driving . . . and we were successful in closing the gap, to a great degree, in other categories. We were also able to convince the employers that the Operating Engineers were entitled to a good increase because of the increased efficiency of the equipment and the special skills of the operators.

There was agreement in principle also on a modified hiring arrangement, details of which will be spelled out by a committee of equal number from the union and the employers.

This was all brought about with only one small job shut-down for a very brief time, after the Company withdrew from the A.G.C. and refused to negotiate with our union, the job was picketed and nine of our brothers refused to cross the picket lines even though a great deal of pressure was applied by the Employer, for whom many of them had worked exclusively the past twenty years. Every member of Local 3 in Utah owes this group a debt of gratitude and respect, as their actions helped our cause a great deal.

Our gains were the achievement of **UNION TEAMWORK** which consisted of the members in the bargaining unit, first of all, then the Officers of the Union, the representatives and the technical staff. Through this teamwork we developed a smooth working machine with the district representatives providing data to strengthen our arguments and Local 3's officers, and staff, furnishing in-

valuable assistance.

The members of the Negotiating Committee which consisted of myself, President Paul Edgecombe and District Representative Tom Stapleton appreciated the assistance they received, and in particular want to thank the members for their confidence and support!

N. CALIF. - N. NEVADA PENSION PLAN OPERATING

First pension payments this month to construction members of Operating Engineers Local 3 are the climax of several years time and study to work out the best possible provisions.

The main pension achievement is the plan now activated, which covers all construction industry members in Northern California and Northern Nevada.

Five types of pensions are presently provided: **NORMAL PENSION** of \$60 a month, payable to retiring members aged 65 with 25 years of service; **REDUCED PENSION**, for those retiring at 65 with less than 25 years' service; **EARLY PENSION**, on retirement at 60 or over; **DISABILITY PENSION**, available after age 50 for members who qualify for Social Security Disability Benefit; **BASIC PENSION** provided for members who retired during the six years immediately preceding Jan. 1, 1959.

The past pension credit covering many of Local 3's old timers who will retire on reduced pensions was written into the plan because the Trustees, both union and employer, felt that they were entitled to a pension for the long years they have worked in the construction industry.

It is anticipated that 600 members will qualify for retirement this year and that, ultimately, pension checks will be sent to 2,500 retirees monthly.

The Administration Office

has been established at 476 Valencia Street, San Francisco 3, California in conjunction with the Health & Welfare administration. The latest in electronic office equipment will record the work record of each member individually, for proper computation of your benefits when you choose to retire.

As the experience of the plan develops it will be studied and it is anticipated that this plan will be revised and improved as circumstances warrant in future years. It is my intention, as well as that of the officers of Local 3 to ultimately cover every single member in the Union.

All members covered by this plan have been mailed copies of a booklet describing the many features of the plan. I would suggest that you read this booklet carefully. If you don't have a copy you may obtain one at the nearest office of Local 3 OR by writing to **OPERATING ENGINEERS PENSION PLAN—ADMINISTRATION OFFICE**, at 476 Valencia Street, San Francisco 3, California.

You may request an application form for the pension at any time from that office. Your Union officials will be glad to assist you in filing for proper benefits under this Pension Plan and to provide you with any information which may be helpful.

In closing I would like to acknowledge a letter received from Bro. King Walters one of our old-timers. Bro. Walters sent a personal letter thanking the Officers and members of Local 3 for making the pension plan possible. In his own words he expresses his gratitude as follows: "My head lights have dimmed and my fuel pump runs slow . . . I sure need this pension for my work is done!"

OFFICIAL NOTICE TO MEMBERS

SEPTEMBER

- 7 (Wednesday) Fresno, Labor Temple, 631 Kearney Blvd.
- 8 (Thursday) Ukiah, Labor Temple, State Stret.
- 14 (Wednesday) Salt Lake, Teamsters' Hall, 443 S. 6th E.
- 15 (Thursday) Reno, Reno Musicians' Bldg., 120 W. Taylor

HAVE YOU CAST YOUR VOTE ON THE PROPOSED BY-LAWS? ? ? If we are to preserve the democratic processes within Local No. 3 and make them work successfully it is the duty of every member of Local No. 3 to exercise his American right to vote on all issues presented to you. **THE MEMBERS WHO SERVED ON THE BY-LAWS COMMITTEE WERE ELECTED BY YOU.** Many months of their time and effort were devoted to composing this set of by-laws to protect and benefit the membership. . . . However, the job is not complete **UNTIL YOUR VOTE IS CAST!** We urge you to protect your rights as a member by studying these proposed by-laws and marking and mailing your ballot so that it will be received in the post-office **PRIOR TO 10 A.M. MONDAY, AUGUST 29th, 1960**, at which time the Certified Public Accountants will open the ballot box. **VOTE! ! !**

Field Survey Notes

SURVEY PACT GETS 1ST OK

By AL BOARDMAN and ART PENNEBAKER, Business Representatives

Negotiations have been completed and the parties have voted to approve the new tentative agreement. Effective August 1, 1960, all classifications shall receive an increase of 6½ percent in pay.

Effective August 1, 1961, an additional increase of 5% shall go into effect. On Aug. 1, 1962, a 5% increase shall take effect. Also the contract shall be opened on health and welfare and pension items.

Effective Jan. 1, 1961, all employees covered by the contract with ten years service for an individual employer shall receive three weeks vacation with pay. All employees with one year's service shall receive two weeks vacation with pay. The 4% straight time clause on hours worked remains the same.

Effective Aug. 1, 1961, the minimum amount received by an employee for the required use of his automobile shall be three dollars \$3.00 per day. An increase of two cents per mile for the use of your personal automobile brings it to a total of 12 cents per mile. Subsistence has been increased to \$12 per day.

Travel pay shall be at the rate of straight time for the ten miles and any mileage over 20 miles shall be at the rate of time and one-half.

WAGE SCHEDULE

These are the wage schedules for the Technical Engineers working under the Bay Counties Civil Engineers and Land Surveyors Agreement:

Classification	8-1-60	8-1-61	8-1-62
Senior Chief of Party	\$4.13	\$4.34	\$4.56
Senior Inspector	4.13	4.34	4.56
Chief of Party	3.82	4.01	4.21
Inspector	3.82	4.01	4.21
Instrument Man	3.70	3.89	4.08
Field-Assistant (Class 1)	3.37	3.54	3.72
Field Assistant (Class 2—Rear Chainman			
Brush Cutter, Stake Carrier, etc.)	3.12	3.28	3.44
Apprentice (First three months)	2.44	2.56	2.69
Apprentice (Second three months)	2.72	2.86	3.00
Field Assistant rate Class (2) thereafter	3.12	3.28	3.44

Friends of John C. Brown will be saddened to learn of his passing. He was a long-time member and a good one. He had been with T. V. Tronoff on the Doelger job for many years and had been in the union since its inception. We will miss him.

NEW JOB AWARDS

OAKLAND, Contract awarded to CK-FM & Graver Tank & Mfg. Div. of Union Tank Car Co. in San Diego, \$14,028,292, for F & I aprx. 5 mi. 87" Pipe Third Mokelumne Aqueduct, Sta. 410 nr. Pardee Rsvr., CALAVERAS CO.

SACRAMENTO, Contract was awarded to Eugene Lühr Co., Columbia, Ill. \$916,845, for Middle Crk. & Drng. Slough, Levee const., Clear Lake to Bloody Island Pump & Civeng-04-167-60-43.

Sacramento, Contract was awarded to Fred J. Early Jr. Co. Inc., S. F. \$6,335,000, for construct pump and trmt. plant, South E. Assessment Dist.

SACRAMENTO, Contract was awarded to Fredrickson & Watson Const. Co., Oakland \$4,893,755, for abt. 5.5 mi. four lane frwy. grade. & 15 brdgs. const. 1.0 mi. S. and 2.0 mi. N. of Merced. MERCED CO.

ARE YOU REGISTERED TO VOTE NEXT TIME?

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

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Second class postage paid at San Francisco, California

The City by the Golden Gate

SAN FRANCISCO HAS GOOD WORK LOAD

by PAUL EDGECOMBE, JERRY DOWD, and GEORGE BAKER, Business Representatives

Diamond Heights and Double Rock jobs continue to keep the out of work list depleted of Dozer men, DW-20 men, and mechanic-welders in the San Francisco area at this writing.

Bayshore Wreckers have their full crew working on 17th St. This firm keeps several brothers working steadily.

L. J. Immel has finished their rail removal job in Daly City and are now finishing up the paving. This will improve the streets in this district immensely.

There has been some activity in the shipyards of late, with Bethlehem ordering a few Whirly Crane operators.

Bethlehem Steel is also going full swing on steel erection for both the Fairmont Hotel addition and the American President Lines building. The latter was slow getting started due to the large amount of footing preparations.

We have been meeting with the State Civil Service employees in order to straighten out some of their problems on the state dredge. Also we met with the S.F. Civil Service employees and the Federal Civil Service employees. These people have many problems and your Business Representatives will do everything possible to help them.

Demolition work is still about the same in the area. Union Crane, K.T.K., Arron Wreckers, Calif. Bldg. Wreckers, Flora Crane, Cleveland Wrecking, all have crews working at this time.

The downtown buildings are progressing about as usual. Hoist jobs have been coming in very slowly. However these should pick up as there is still a few building jobs to be started.

The Golden Gate 15-block area to be demolished is getting started with the old Zellerbach building being the first to go. We anticipate that there will be more demolition work let out to bid in the near future.

Charles Harney has started two new jobs. One on Brotherhood Way, the other involving grading for the site of the new Lowell High School at 25th, Eucalyptus streets. These jobs will furnish many hours of employment for our brothers.

The waterfront derrick barges are keeping full crews working on all the rigs.

Lenkiet Co. has started their new job at 4th and Berry. This will be running for about seven months.

M & K Corp. and Associated Pipe are moving right along with their 4th St. sewer job. This job has quite a while to run yet.

The shops in our area are all

UTAH NEWS ROUNDUP

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

July was a sizzling month with temperatures reaching 105 and over. The terrific heat wave seems to have passed which certainly must be a relief to the Brothers who man the machines.

At this time, we would like to mention the importance of taking part in the political issues. The 1878 Annual Report to the American Federation of Labor declared: "No one having any conception of the labor problems would for a moment advise the workers to abstain from the exercise of their political rights and their political power. Trade Union action upon the surface is economic action, yet there is no action which the trade unions can take but which in its effect is political."

Labor has had its ups and downs throughout history and we all know it is the political powers who are responsible. Today, every man can exercise his rights by voting for the legislation which will be of most benefit to him. The Labor Unions are making every effort to educate their members on the political issues by the setting up of COPE, which means Congress of Political Education. Through this they hope to bring home to their members the importance of voting on the issues which are vital to the survival of organized labor and their endeavor to maintain the high standard of living they have helped to attain for the working men of America and their families. BE A LOYAL AMERICAN. STUDY THE ISSUES AT STAKE AND REMEMBER, POLITICS DO PLAY A VERY IMPORTANT PART IN ALL OF OUR LIVES. DO NOT FAIL TO VOTE!

With our AGC Agreement consummated, the area is buzzing with activity. The weather is hot but with a faint hint of Fall the past few nights. We still should have three good months of work before any curtailment because of weather which is inevitable in this area.

Enoch Smith & Sons Company were recently awarded a 1,000,000 contract on the new Salt Lake Airport. Gibbons and Reed Company are at work there now on a similar job. This company is building a road on both sides of the town of Bingham. This is a pretty fair job and a very good one.

NORTHERN AREA

Things are moving right along up here in the Northern section of the State.

Thorn Const. Co. has started the road job to Thiokol Plant and so far these are the men on the job: Don Grock, Supt., with Bill Clark as Foreman. Roy Swenson is on dozer, Gary Everett and Blaine Clayson are on the 20's, Jim Vaughn on tamper, Earl Chambers on patrol and Archie Cameron as the mechanic. The job was bid at \$414,591.

Fife Const. Co. is getting underway on the dirt fill Dam at Mantua, with Steve Smith as Superintendent, Joe Farnsworth, foreman, Ray Jessop on the dragline and Grant Childs and Richard Telford on the dozers.

The J. B. Parsons Const. Co. of Smithfield was apparent low bidder on the biggest project bid on Tuesday, August 2, 1960. The project was a widening, resurfacing and straightening of U.S. 89 for five miles up Logan Canyon from 15th East. The bid was for \$527,737. Here are a few of the Brothers who are now working for the Parsons Company: Norman W. King, Ray Lindley, Martin C. Reeder, Hubert Burrell, John Kerr, Paul B. Meikle, Francis Giles, Arnold Auger, Wes Tarbett, Tom Mather, Bob Anderson and Ray Wendt. Another project in Cache County that J. B. Parsons was awarded is nine miles of U.S. 89 and 91 from Cache-Box Elder County line northerly toward Wellsville. This was bid at \$237,632.

Congratulations to Brother Gary Johnson on the birth of a son. Brother Royal D. Johnson is the proud Grandpa.

Brothers, we want to urge you once again to display your buttons in a very prominent place. It helps the Brothers to know that they are working with members and also helps me when I come on a job. I am trying very hard to visit all of the jobs in this area and I'll make it soon, so be patient.

PROVO AREA

We wish we could report on more activity in the Utah County area but at this time we only have one job of any size, which is Morrison Knudsen's Orem Freeway project. We have several small jobs such as Thorn's asphalt paving jobs on the Provo streets, Garff, Ryberg & & 2 box culv. HUMBOLDT CO.

"HEINIE" FOSS HONORED ON RETIREMENT

Upon announcement of his retirement on July 1st, 1960 Bro. H. O. "Heinie" Foss was honored at a testimonial dinner on Saturday night, July 2nd, at the Whitcomb Hotel, San Francisco.

At this affair, General Vice-President Newell J. Carman, as spokesman for the Officers and Business Representatives of Local 3, presented Heinie with a testimonial scroll on behalf of the Western Council of Operating Engineers and an Honorary Life Membership in the Local Union. He was also presented with assorted fishing gear and an order for a box of shotgun shells.

Another party was given in his honor by Marin County union officials and friends in the Painters Hall at San Rafael. There he was presented with a pair of waders, and well-wishers in the Vallejo area gifted him with a fine rod and reel.

All who know Heinie know that the fishing and hunting gifts stem from his passion for these activities to which he will devote much of the leisure which he will now be able to enjoy.

Looking back over six decades of work, Heinie said: "I've never been fired off a job in my life, but I've walked off plenty of them."

"The Operating Engineers have come a long way since the days when we ran shovels for 75c an hour. I'm proud of my record as a member and as business representative. I'm proud of Local 3 and the strides our Local has made; it makes me proud to feel that I have done my part."

SACRAMENTO Contract was awarded to Morrison-Knudsen, Inc. & Mercer Fraser Co., Eureka, \$2,102,369, for abt. 3.7 mi. lght. 4-way freeway log/w ramps, etc. to be const. by grad. & pave, etc. & const. 3 bridge. & 2 box culv. HUMBOLDT CO.

REGISTER NOW TO VOTE IN NOVEMBER



UTAH WAGE SCHEDULE

CLASSIFICATIONS	RATES PER HOUR					
	Effective Dates					
	7-18-60	1-1-61	6-1-61	1-1-62	6-1-62	1-1-63*
GROUP I Chainman, Gradesetter, Partsman — Permanent Shop, Repairman Helper — Permanent Shop, Rodman	\$2.59	\$2.66	\$2.79	\$2.87	\$3.00	\$3.16
GROUP II Asphalt Plant Fireman, Brakeman—Locomotive, Elevator Operator, Fireman, Material Loader or Conveyor Operator, Oiler, Partsman—Field, Repairman Helper—Field	2.68	2.77	2.89	2.98	3.11	3.27
GROUP III Air Compressor Operator, Boxman or Mixer Box Operator (concrete or asphalt plant, batch plant), Concrete Mixer Operator (skip type), Concrete Pump or Pumpcrete Gun Operator, Engineer, Dinky Operator, Generator Operator (100 KW or over), Greaser, Motorman, Pump Operator, Screedman	2.84	2.92	3.06	3.15	3.28	3.47
GROUP IV (A) Heavy Duty Repairman & Welder (Permanent Shop)	2.88	2.96	3.10	3.20	3.34	3.51
GROUP IV (B) Front End Loader, rubber tired (Under 1 yard), Hoist Operator—1 drum, Slip Form Pumps	2.89	2.98	3.12	3.21	3.35	3.53
GROUP V Air Compressor Operator (two or more compressors), Pavement Breaker Operator (Emsco & similar type), Signalman, Small Rubber Tired Tractor, Towermobile Operator, Welding Machine (two or more)	2.94	3.04	3.17	3.26	3.41	3.59
GROUP VI A-Frame Truck & Tugger Hoist, Engineer—Locomotive, Fork Lift (construction job site), Mixermobile Operator, Koiman Loader (and similar), Pipe Cleaning Machine, Pipe Wrapping Machine, Pipe Bending Machine Operator, Ross Carrier or similar type, Side Boom Operator, Small Rubber Tired Trenching Machine, Small Rubber Tired Tractor (with attachments, including backhoe), Small Tractor with boom, Tractor Loader Operator (up to 2 yds), Tractor Operator (Sheep's foot and compacting equipment), Road Mixing Machine Operator	3.10	3.20	3.34	3.44	3.59	3.79
GROUP VII Asphalt Plant Engineer, Concrete Mixer Operator (paving or batch plant), Drilling Machine Operator (well or diamond), Dual Drum Mixers (Oiler required), Elevating Grader Operator, Engineer — crushing plant, Front End Loader Operator (2 to 5 yds.), Heavy Duty Rotary Drill Rigs (such as quarry master, joy drills or equal) (Oiler required on caisson and foundation work), Hoist Operator—2 drums, Instrument Man, Mechanical Finisher Operator (asphalt or concrete), Repairman or Welder—Heavy Duty (Blacksmith & Tool Dresser), Roller Operator or self propelled compactor, Tractor (with boom) (D-6 or larger or similar), Tractor (dozer, scraper and push cat), Trenching Machine (oiler required)	3.15	3.25	3.40	3.50	3.65	3.85
GROUP VIII Boom Type Back-filling Machine (oiler required), Chicago Boom (including Stiff leg and sheer pole), Front End Loader (5 yds. and over), Self-propelled Elevating Grade Plane, Tractor (tandem scrapers), Turnapull, jeep, DW 10, 20, etc (or similar operator) Universal Equipment Operator (Shovel, backhoe, dragline, derrick, derrick barge, clamshell, crane, gradall, etc.) (Under 1 1/4 yds.) (Oiler required)	3.28	3.38	3.54	3.63	3.79	4.01
GROUP IX Chief of Party, Motor Patrol, Mucking Machine Operator, Saurman Type Dragline (under 5 yds.) (Oiler required), Universal Equipment Operator (Shovel, backhoe, dragline, derrick, derrick barge, clamshell, crane, gradall, etc.) (1 1/4 yds. to 5 yds.) (Oiler required)	3.31	3.42	3.57	3.68	3.84	4.04
GROUP X DW 10, 20 etc. (tandem), Highline Cableway Signalman	3.36	3.47	3.62	3.73	3.89	4.11
GROUP XI Highline Cableway Operator (signalman required) Foreman, L. 50 (Tandem) Saurman type dragline (5 yds. and over) (Oiler required)	3.42	3.52	3.69	3.80	3.97	4.17
GROUP XII Multiple Engine Earth Movers, Power Equipment with shovel-type controls (5 yds. and over) (two oilers required), Remote Controlled Cranes and Derricks (oiler required), Rubber Tired Scrapers (35 yds. and over)	3.57	3.69	3.85	3.97	4.14	4.37

*Five cents (5c) per hour, or a portion of such amount, of the increase in rates effective on January 1, 1963 may, at the option of the Union, be applied to Individual Employer payments into the Pension Trust Fund for Operating Engineers, and/or into the Operating Engineers Trust Fund for Utah to maintain existing Health & Welfare benefits.

(a) The straight time rate of all Employees in a crew performing work with power equipment on which the boom, including jib, is eighty (80) feet or more in length, shall be fifteen (15) cents per hour over and above their regular rate.

(b) The straight time rate of all Employees engaged in underground work shall be twelve and one-half (12 1/2) cents per hour over the above listed rates.

REMOTE AREA WAGE SCALE:

On any work performed a distance greater than a 45 mile radius from any county seat, there shall be paid 40c per hour extra; exception Daggett County. All work in Daggett County shall be paid 40c per hour extra. This Sub-Section "G" to become effective June 1, 1961.

Utah Report (cont'd)

Continued from preceding page)
Garff's job at the B.Y.U., a skeleton crew at CWS, Geneva. We haven't been able to find out when the next furnace will start.

Max Rosenloff Construction Company was low bidder on one of the freeway overpasses in Orem and Prichard Const. Co. of Provo got the other. More work on the Utah County section of the freeway should be let this Fall.

Brimhall-Rasmussen has the grade on Cox Brothers' job at Heber with a good crew of Union men on this spread. We are hoping to have Cox's men under contract also in the near future.

W. J. Smith & Son has cut to one shift on the Red Creek Dam north of Fruitland but expect to move first till the 1st of December.

Strong Company has all the grade and most of the gravel done on the Roosevelt to Gush- job and has a good start on the asphalt.

At this time we would like to mention the members now working at the Stanaker Dam

project for M. K. They are: James Beveridge, Harold Bratton, Carl Briggs, Robert Bruce, John Burdick, Milan Burton, Mel Christiansen, Harry Collard, Omar Conner, Roscoe Countryman, Frank Chroninger, Harvey Danielson, Clark De Long, Alvin Denver, Roy Goodin, John Hair, Austin Hardinger, Howard Harrison, Joseph Hatch, Thomas Howcroft, Roy Lawson, Stanford (Pete) Lunt, Burton McNiel, Kay Mecham, Lewis Merkley, Earl Millett, Leland Millett, Roger Millett, Kenneth Moore, Vernon "Banjo" Morrill, Earl Neumeyer, Neldon Nyberg, Doug Reeves, Jay Schulthes, Leonard Schultz, Andrew Shepherd, John Spickler, Bernard "Red" Stewart, Edward Stewart, W. J. Williamsen, George Woolf and Bob Zeller. M.K. Co. has been well satisfied with the work performed by these Brothers. We wish it could go another season but it will probably be wound up late this Fall.

Intermountain Concrete has moved their Model 6 shovel up to Brush Creek with Evan Street and A. A. McCarrell doing the operating and oiling. They should have their fishing poles, as it looks like good fish-

ing country.

Flaming Gorge Dam still needs experienced cableway operators so if you can qualify please get in touch with the Salt Lake office.

SOUTHERN UTAH

Work in the South is going very good with several new jobs getting started. Sumsion's job at Jensen is going good with several Brothers on this job. W. Clyde and James Reed Company should be going good on their jobs at Moab and Mexican Hat. These two jobs should be good winter jobs. L. A. Young's job south of Richfield is getting started and going good at this writing. Strong's job at Gledale is going good with the following Brothers on the job: Ted Strong, B. E. Troy, Rapley Bird, Keith Hepworth, Errol Robinson, Don Kleinman, Howard Bushnell, Lee Griffith, Bill Combes, E. C. Hepworth, Deon Connell, Cleon Jackson, Vall Troy, Clyde Butcher, Paul Butters, Earl Clayton and Glen Holt. Moving the muck is under the good hands of Brothers Leland Gillman and Jim Crammer. Whiting and Haymonds' job at Mt. Carmel is going ahead with this company getting several

PILE DRIVING

WAGE SCALES, CREWS, RAISING STEAM

The following wage scales shall be effective on the dates indicated:

GROUP I	Effective Dates	
	7-18-60	7-1-61
Apprentice (Fireman, Oiler, Deckhand)	\$3.36	\$3.54
Apprentice (Fireman, Oiler) Group 5 (equipment only)	3.46	3.69
Apprentice (Fireman, Oiler) (Groups 7 & 8 (equipment only))	3.51	3.69
GROUP II Operator of Tugger Hoist (hoisting material only)	3.80	4.00
GROUP III Deck Engineer	4.01	4.23
GROUP IV Operating Engineers in lieu of apprentice tending boiler or compressor attached to Crane piledriver Operator of Piledriving rigs, skid or floating and derrick barges (apprentice required) (BOOMS AND/OR LEADS LESS THAN 80 FEET IN LENGTH) Operator of diesel or gasoline powered Crane piledriver (without boiler) up to and including 1 cubic yard rating (apprentice required) (BOOMS, INCLUDING JIB AND/OR LEADS, LESS THAN 80 FEET IN LENGTH)	4.31	4.54
GROUP V Operator of Piledriving rigs, skid or floating, and derrick barges (Apprentice required)	4.41	4.69
GROUP VI Operator of diesel or gasoline powered Crane piledriver (without boiler) over 1 cubic yard rating (Apprentice re-attached, (BOOMS, INCLUDING JIB AND/OR LEADS, LESS THAN 80 FEET IN LENGTH) Operator of Crane (with steam, flash boiler or compressor attached, (BOOMS, INCLUDING JIB AND/OR LEADS, LESS THAN 80 FEET IN LENGTH) Operator of steam-powered crawler, or Universal type driver (Raymond or similar type) (BOOMS INCLUDING JIB AND/OR LEADS LESS THAN 80 FEET IN LENGTH)	4.43	4.67
GROUP VII Operator of diesel or gasoline powered Crane piledriver (without boiler) up to and including 1 cubic yard rating (Apprentice required)	4.46	4.69
GROUP VIII Operator of Crane (with steam, flash boiler or compressor attached) Operator of diesel or gasoline powered Crane piledriver (without boiler) over 1 cubic yard rating (Apprentice required) Operator of steam powered crawler, or Universal type driver (Raymond or similar type) (Apprentice required)	4.58	4.82

A. In the application of the above, the length of the boom shall be measured from the center of the heel pin to the tip of the boom or jib, the length of leaders shall be the length of the leader column.

B. On diesel, or gasoline crane rigs with boilers attached, the crew shall consist of two (2) Operating Engineers, and they shall receive a minimum of one-half (1/2) hour at double time (in addition to their pay for straight time work) for raising steam on the boiler and oiling the crane, when required before the start of the regular shift. On crane rigs with boilers detached, the Employee assigned to the boiler shall receive said one-half (1/2) hour.

C. On equipment with a detached boiler, the crew shall consist of three (3) Employees: An Operating Engineer and an Apprentice; and either an Apprentice Engineer or, when the Employee in charge of the boiler operates the hammer valve, a Group 4 Operating Engineer.

D. For any classification of work covered by this Agreement for which a classification and rate has not been specified the rate paid for such work shall be the prevailing rate for such classification in the area in which the work is being performed.

E. For raising steam on any equipment before a shift begins, except as otherwise provided, effective July 1, 1959, \$3.18; effective July 1, 1960, \$3.36; and effective July 1, 1961, \$3.54 shall be paid.

F. Whenever an Employer covered by this Agreement is required to work with piledriving crew, he shall receive the same subsistence and rate of overtime as is paid to the Piledriver.

G. The Individual Employer agrees to accept the wage rates negotiated July 1, 1962 between the Piledriving Contractor Association for Northern California and Operating Engineers Local No. 3 as the rates for the period from July 1, 1962 to July 1, 1963.

H. Employee shall be paid double his straight time rate for all work before the shift starts and after it ends, and for all hours worked on Saturdays, Sundays and Holidays. Except for all repair work (including boiler washing) one and one-half times the regular hourly rate shall be paid for all work performed before a shift begins and after it ends and for all Saturday work.

STRUCTURAL STEEL & TANK ERECTION WAGE SCALE & SPECIAL CONDITIONS

GROUP I	Effective Dates	
	8-16-60	8-16-61
Crawler cranes and truck cranes (15 ton or less capacity) (Oiler required) tugger hoist, single drum hoist, A Frame or Boom Truck, Handi Crane, Boom Cat and Chicago Boom	\$4.335	\$4.565
GROUP II Crawler crane and truck crane (over 15 ton capacity) Derricks, (Oiler required), Highline Cableway (Signalman Required)	4.555	4.795
GROUP III Truck Crane Oiler	3.505	3.695
Oiler	3.385	3.565

SPECIAL CONDITIONS

1. Operating Engineers and Oilers handling all equipment with boom (including jib) in excess of 80 feet in length shall receive an additional fifteen (15) cents per hour.

2. Employee shall be paid double his straight time rate for all hours worked before the shift starts, and after it ends, and for all hours worked on Saturdays, Sundays and Holidays. Except for all repair work (including boiler washing) performed before a shift begins and after it ends and on Saturday, one and one-half times the regular hourly rate shall be paid.

3. Employees covered by this Agreement shall be compensated at the rate of \$7.00 per each working day (in addition to their regular straight-time rate) when employed on any job more than thirty-five miles from the Individual Employer's permanent yard or shop or fifty miles from the Salt Lake City Hall.

4. An Individual Employer within the bargaining unit who performs less than four (4) hours work in a day will be excluded from these provisions.

5. The Individual Employer agrees to accept the wage rates negotiated by the Steel Fabricators and Erectors Council for Northern California and Operating Engineers Local No. 3 as the rates for the period from July 1, 1962 to July 1, 1963.

yards of overhaul cutting back

the rock cut. Stout Const. Co. has their job going good at Hurricane, as is V. C. Mendenhall south of Cedar City. Wells Cargo's airport job at Beaver is coming to an end. Floyd Whiting's job at Helper and Thistle has 19 good operators moving

the muck.

At the Cedar City Iron Mines, we find things very peaceful with very few grievances. This has been a good year-around job. Utah Const. Co. is putting in a new crusher and wash plant which we think will make new jobs.

What's Doing in the Oakland Area

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

The Oakland Area has finally picked up and started to roll. We have had many jobs that were of short duration, still eliminating the possibility of depleting the out-of-work list. There were 550 men cleared in the month of July.

The outlook for this area looks very good for the rest of the year.

Peter Kiewit was the low bidder on the MacArthur Freeway with a contract of nearly \$4,000,000. As yet we have not had a pre-job conference but expect to very soon.

Again we wish to urge you and your family to make an effort to donate blood to the Engineers Blood Bank. Appointments may be made by calling Olympic 4-2924. The Engineers Blood Bank is depleted!

* * *

Gallagher and Burk has changed their quarry operations from the Rock, Sand and Gravel agreement to the A.G.C. construction agreement starting the first of July. This has resulted in a very nice increase in pay for most of the men employed there. Brother Harold Burk is in charge of the operations with the following men in high gear, Dan Street, A. E. Peach, Paul Waznick, Jim Key, Leslie Kayte, George Arlett, Virgil Armstrong, Earl Baxter, Jack Bilodeau, Tom Brown, John Collins, Tony Castro, Duke Ferreira, Alvin Foster and DeWayne Johnson.

* * *

Brother Lowethen Scott, Shop Supt., at Bay Cities Equipment has a crew of ten men busy in their yard at the present time and it looks as though they will be busy for some time to come. Brothers Thomas Beatho, Joe Campbell, Bob Caruth, Marion Ciochon, Henry Klinkhammer, Allen Koivisto, Walter Levings, Stan Lewallen, Herb Post and George Severe are busting nuts and keeping things humming along at a steady pace.

* * *

Fredrickson and Watson's shop, under the direction of master mechanic C. W. Stephenson is running along smoothly with the crew apparently happy and busy. The crew consists of Brothers Clark Yarough, Sandy Sanders, John Davis, Pat Patterson, Okie Crandell and John Rebeski.

At the High Street shop of Gallagher and Burk, Brother George Morcell, shop superintendent, is keeping a crew busy on repair of equipment in this area. Brother Bill Hunt, Art Johnson, Art Port, and Nathan Nelson are working in the shop and Ernie Alameda and Bill Martin are doing the servicing with the grease truck.

* * *

At the South Shore development in Alameda the James E. Roberts Co. is the general contractor on the new Donald Lum School. George Hall will be doing the grading and paving on this job. Brother Mannie Simas will be in charge of the work for Hall. He expects to use 5 or 6 men in about one month.

* * *

33 MILE PIPELINE

Young and Anderson Co. of Brea, California, was the successful bidder on a 33 mile, 87" pipeline which runs from Bixler to Orinda. They began laying pipe in the middle of March after a six month delay caused by the steel strike.

The job has been slowed by ground conditions that were much more difficult than the contractor first thought but even this problem added to the initial delay is not expected to push them beyond the contract completion date.

The ground that Young and Anderson ran into at the Bixler end of the project consists of a material which resembles quick sand. In addition they have encountered ground water in a much greater area than anticipated.

These conditions have caused them first to bring in pumps to keep the ditch dry, and second to keep the excavating pipe placing and back filing equipment bunched up together.

Such circumstances, of course, mean slow progress but even so Young and Anderson have been able to stay close to schedule.

To open up the ditch Young and Anderson are using the largest backhoe available in the country. This backhoe is an American 995 crawler with a 4½ yard bucket.

With the large bucket it takes the backhoe just minutes to open up the 16 feet wide 12½ feet deep ditch. After the ditch has been brought down to approximate grade a crane with a clamshell moves in to bring the bottom to final grade and to also place filter material in the areas where ground water makes this necessary.

The pipe sections are being placed with a 1201 Lima 70 ton which is laying 25 to 35 joints a day. Brothers Johnny Hunter and G. W. Smisek are the operator and oiler.

The 87 inch pipe is made of steel plates which are being fabricated in South San Francisco by the Consolidated Western Steel Division of U. S. Steel. After the cylinders have been formed and welded the pipe is transported to American Pipe and Construction Co. at Hayward where the interior is concrete lined and the exterior is first wrapped with reinforcing steel and then mortared or coated.

Young and Anderson has been hauling the pipe to the job site as sections are made-ready and already have enough laid out ahead to keep excavating and placing crews working for weeks. The pipe is hauled to the job site on low boys and is unloaded by a D9 sideboom run by E. Harry Bovet.

The following members are on this job: Foreman, Bob Mavis, Edgar E. Anders, W. E. Barrentine, F. J. Bentley, G. S. Broce, C. N. Bryant, T. Cathing, J. E. DeWitt, D. R. Farnum, H. B. Gibson, J. A. Hunter, C. C. Jackson, Jr., R. Laughlin, H. F. Munroe, W. A. Norvell, G. M. Parker, R. C. Richeson, C. Spoon, J. O. Standley, Jr., W. Tessmer, W. Z. Vaughn, G. Warren, A. A. Watkins, J. R. Curtis, R. C. Hans, E. J. Isley, B. G. Perry, W. A. Rankin, M. Strable and Howard Reed.

CONTRA COSTA ACQUIRES LAND FOR FREEWAY

Contra Costa County has obtained through condemnation proceedings the remaining 20 parcels of land it needs for the Jackson Blvd. Freeway

The proposed two-mile freeway route is between Highway 21 and Willow Pass Road extension and the Pleasant Hill bypass.

The freeway will cost the county and state \$875,000 to construct and will ultimately be four lanes. At first, however, the center stretch of about 1½ miles will be two lanes. The freeway will include two bridges, one over Contra Costa



THIS HOE is an American 995 crawler with a 4½ yard bucket. It is run seven days a week and three shifts a day. The operators are J. R. Curtis, R. C. Hans and E. J. Isley. The oilers are Howard Reed, B. C. Perry and M. Strable.

Canal and one over Grayson Creek. The state will call bids in August and award the contract in September. Construction will take about a year.

* * *

The Board of Supervisors awarded the second of three major contracts in the \$642,000 emergency flood control project for Walnut Creek. The contract went to Parrish Brothers Company of Benicia. It covers channel reconstruction from Arnold Industrial Highway to Willow Pass Road.

The board previously awarded a contract to Winton Jones, Concord, for channel work between Bancroft and Willow Pass road to a point six miles from Ygnacio Valley Road.

* * *

VOLK-McLAIN COMMUNITIES

Volk - McLain Communities, Inc., one of the five largest builders in the country, have a development called San Ramon Village. The location of this development is in Alameda and Contra Costa Counties, about 20 miles southeast of Oakland, 10 miles east of Hayward and 10 miles west of Livermore. There are 4,300 acres, composed of 16 packages. 9500 homes are to be built.

The development will be based on a completed master plan involving a total construction investment of more than \$250 million. The plan calls for full residential, commercial and industrial development with an expected eventual population of 30,000.

Martin Brothers of Concord, California, has the contract for the excavation and sanitary sewers on the first unit of about 186 homes on the Volk-McLain San Ramon Valley housing project. They have some 50,000 cubic yards of dirt to excavate, plus channel excavation, two box culverts, channel gunite lining, storm sewers, sanitary sewers and water line. San Leandro Pipe Co. is laying all of the water pipe line.

They have all the site improvements for 186 homes, such as sidewalk, curb and gutter, driveways, streets, site grading for commercial area, school and church areas.

The work on this first unit began July 5, 1960, and is to be completed by November 25, 1960. All this work is under the personal supervision of Floyd Martin, with Brother Arnold Holub, superintendent, Brother Jim Clark, excavation foreman, and Brother Chris Mobley, pipe foreman.

* * *

The work in the Richmond-Pinole area has not changed too

much from the last writing. The work is good, however, there are no big jobs starting. There are a number of small jobs around. You can look almost anywhere and see O. C. Jones, Lee J. Immel or Ransom Co. paving a couple blocks of street or a parking lot. These companies are not doing any big work, but are managing to keep all their old hands busy.

* * *

The Bechtel job at Hercules, seems to be going along smoothly. There are a lot of stories as to how long this job will last. No one seems to know for sure how long it will run. The following brothers are on this job. Ray Butterfield, Johnny Piper, Cliff Wilkins, Harold Craig, Floyd Johns and Jim Bankhead.

* * *

Standard Oil is still slow. Badger still has a few months to go. With the exception of Badger there is little other work. Of course, George Peres Co. and P.M.C. have their usual amount of off plot work.

* * *

On the outfall sewer at Point Isabel, John McCosker Co. has one part of the job and Elmer Freethy Co. the other. This has been an odd job. Both companies started at the same point. Freethy went one way — McCosker the other. On Elmer Freethy's job he fought rock all the way out to the bay. McCosker went the other way and has had to drive piling because of mud. The whole job is not 2000 feet long and it's hard to believe there could be that much difference in ground.

* * *

The Parris Bros. job on Cummings Skyway near Crockett still has a couple months to go. Things have gone fairly well on this job. We have about twenty of our brothers working steady here.

MANY ACCIDENTS

This job was hit by a rash of accidents last month. Being capped off by a near fatal one. The job is in the hills and has some pretty steep hills for the 20's and 21's to go up and down. All the boys so far have made it down.

But one day last month one of the brothers lost one on the way back up. Brother Ed Swan, who is a very good operator, was following another DW 21 back to the cut area. Part of the return road is real steep and the brother in the lead spun out. Ed, of course, had to stop behind him, and in due time had to try to move back enough to let a dozer by to push the front 21 over the hill. His brakes were very bad and as

soon as he picked up his scraper he was gone. His stinger hit the upper bank and threw the tractor over the side.

Fortunately Brother Ed was thrown clear of the rig. He, of course, hit hard and often. In the process of all this he swallowed his tongue and by the time the other brothers reached him he had no pulse and was purple. Had it not been for three of our quick thinking brothers who had enough knowledge of first aid, to force his mouth open, pull up his tongue and give him artificial respiration. Bro. Swan would not be with us today. He started breathing again and naturally was taken to the hospital where he was x-rayed all over. No broken bones were found and a week later he was back to work with a very sore tail bone and a few faint scars.

* * *

Brothers, this man was lucky. Please observe your safety regulations and stay with us! You may not be so lucky.

* * *

Fessenden is busy as a beaver up on Skyline Blvd. doing the excavation and grading for a new "country club." About 15,000 yards to be moved with Irvin Hadenfeldt, Carl Riblett and John Preddy doing the work.

* * *

Independent Construction Co. with Neal Taylor as superintendent, are moving some 75,000 yards off 82nd Avenue. Brother Feuerhelm, Scott Swanson, Squarino and McGary on the equipment.

* * *

At this writing a prejob conference is being scheduled for the Peter Kiewit job on the new MacArthur Freeway in Oakland. This section is the portion of the Freeway between the Moseman and the Atkinson sections.

At the peak of the job there will be about 20 engineers on the payroll, according to J. C. Kaufman, excavation superintendent. Norm Hawkey is the project superintendent. More news on this job in the next issue.

* * *

ABOUT THE BROTHERS

Brother Floyd Walker, one of our old time members, has been in the Veteran's Hospital for the last six months and it looks as though he will be there at least another three months. Floyd went into the hospital for a cataract operation on his eye, but after an examination the found he had tuberculosis. He has been under treatment for the T.B. but still has not had the operation on his eye. He will have to go home and rest about two months and then return to the hospital for the eye operation. He would really appreciate hearing from any of his many friends, as the time is dragging by slowly. If you can't get up to see him, drop him a card.

* * *

As you know many of our brothers have outside interest which of course vary.

One of our good brothers has a very interesting one (to him anyway.) He is a crop duster!!! and loves it. But last July 20, he almost met his death in a crash.

It seems Brother Mack Terrapin, from Antioch, was out doing his morning exercises, (crop dusting), before going to work for a contractor on a DW-20. As he tells it, in the matter of a few minutes he dusted a large almond orchard near Brentwood. As he went down he

(Continued on next page)

San Mateo -- Hub of the Peninsula

Peninsula Jobs Stay in High Gear, All Rigs Are Moving

By BILL RANEY and DAN MATTESON, Business Representatives

The last two weeks prior to this writing has shown little activity in dispatching. It seems as though everyone is sticking to their job, and that employers have had every rig manned.

Berger Coastwide have suspended most of their work and have only a very small crew finishing up their jobs. Their problem

seems to stem from underwriting problems at a very high level. This company's very good record with the Building Trades has been due to very able supervision. It is obvious to this writer that their current problems stem from some other sources. It is probable that they will be going into the Building and Real Estate Business rather than to continue in the dirt moving.

Buzz Haskins crew has been moved a few hundred yards from the Callan Tract to a two-and-a-half-million job for Stone-son. It seems there is quite a row over which City this tract should be in. It is hoped by the time that this is printed the annexation problem will be solved, and it will be full steam ahead again. If so, it looks like Buzz will have to buy more rigs and hire more engineers.

Nick Ratkovich has finally gotten started on his airport. He was moving the dirt with two 54 B's and one model 6. Now it seems he is going to try a couple of Kolman Loaders. We also hear that some disgruntled bidders are creating roadblocks on this job.

Brother Gordon Blaine is still pushing his Utah spread at South San Francisco Industrial Tract, on a hit and miss basis.

The Utah Dredging Company's Dredge Franciscan is finally in from Long Beach. They ran into some extra work down there that held them up. By the first of September there should be a crew of 50 or 60 Engineers working around the clock widening the Redwood City Harbor.

Months ago it seemed as though the Wunderlich Company had bit off more than they

could chew on the San Mateo College job. It didn't seem possible that they could complete on time. This points out an old adage, "that if you treat your men right, they will produce for you." Brother Jim Kelley gathered a fine crew around him and saw to it that they stayed. The major portion of this job should wind up in a couple of weeks.

The brothers on L. C. Smith's freeway job are really producing. Every job on this spread is extremely hazardous. Six lanes of high speed traffic is dusting their pants off every second of the day. So far no serious accidents to any engineers. Keep your eyes open.

Lowrie got a surfacing job \$150,000 down near San Gregorio and it will be interesting to see how they keep the hot stuff hot.

L. C. Smith picked up a half million dollars runaway job at the San Francisco Airport. This should keep a lot of engineers going for awhile.

O. C. Jones of Berkeley were low bidder for road work for the Aragon High School in San Mateo.

San Mateo Office was mighty sorry to see Bro. George Baker go back to the main office. He did a fine job while he was with us and there is no doubt he will do equally as well in San Francisco. Bro. Dan Matteson, who has been a Business Representative in San Francisco for two years is now in San Mateo and will be doing his best to see that you members get continued good service, in this district. Welcome to San Mateo Dan.

Your Business Representatives have just completed negotiating a contract with the Barber Greene Company in South San Francisco. This is a nice new shop that will no doubt grow. What with all the resurfacing going on in the County, by such Contractors as L. C. Smith, Douglas & Woodhouse, Lowrie Paving, Fisk, Firenze & McLean, Bragato Paving and many others, they will probably wear out their paving machines and Barber Greene will sell them some more, and hire more engineers and so on and on ad infinitum.

Fisk, Firenze & McLean, Bragato Paving and many others, they will probably wear out their paving machines and Barber Greene will sell them some more, and hire more engineers and so on and on ad infinitum.

San Mateo's "C" Day, Scheduled for Saturday, a.m.—September 17th!

Construction Division of the United Crusade in conjunction with all the Building Trades Crafts will again drive for 100% participation of the industry in this most important community endeavor. This is the one way that everyone can give a large generous amount to 23 worthy charities without one cent coming out of your weekly check. We must all give to those less fortunate than ourselves, and we never know when we may be one of these unfortunates. Here is the way to do it. The employer will make available to his employees four hours of

Work Picks Up In San Jose District

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

The demand for men during the past month has been good. The Newell Dam, located at Ben Lomond has put on the second shift again, which took a number of the Brothers off the "Out-of-Work" list, and several large projects have been started which have also helped to shorten the list. We still have too long a list of unemployed Brothers for this time of the year, but the picture is much brighter than it was a month ago.

Piazza Paving have their men and equipment busy throughout the area. This firm recently purchased the largest and most up to date semi-type service truck in the Santa Clara Valley. It is capable of carrying sufficient gas and fuel to service their equipment for two days without refueling. This is quite an accomplishment considering the size of the company's spread. Brother Pete Burum is the competent greaser on the remarkable piece of equipment. This firm was low bidder on a \$205,924 contract for the resurfacing and emprovement of 3.5 miles of Highway No. 17, between Los Gatos and the Summit. They plan to use mostly blades and compactors on this job, which will go on a two shift basis, under the supervision of Brother John Matus. All equipment must be off the highway by 4 p.m. on Fridays, due to the heavy week end traffic. They also are putting in the base material on Hillsdale Ave., and expect to start paving on this job in a couple of weeks. Piazza Paving also working on the widening of Alum Rock Ave., and the New Almaden Freeway in addition to numerous sub-divisions throughout the area. They recently started work on their new quarry, which will employ four men. They already have three other quarries in operation.

A. J. Raisch Paving Company have started work on their job at the San Jose Airport. Santa Clara Sand & Gravel will furnish the base material on this project from the City Pit to Alum Rock Ave. Brother Al Dalton is the chief operator in the pit with his new D-8 cat. A. J. Raisch are also working on

work in addition to their work week. This will be at the regular straight time rate. The check will be made out to the employee and the United Crusade and maybe earmarked for any one of the 23 agencies by the man who worked.

The boss will then send in 50% of whatever his men make in a separate contribution. Normally there are no hours available during the week without it coming out of your regular check, so we have set up Saturday morning, September 17th as "C" Day. Please set aside this day for this worthy cause and tell your employer you will be there so that he can program the work. Let us show the community and the other crafts that we can keep up our end.

BLOOD DONORS FOR THE MONTH OF JULY: Julian Olsen, John R. Nolan, Richard J. Nolan Jr., Joseph Aguilar, Carl Warner and James E. Simmons.

DEPUTY REGISTRAR AVAILABLE IN THE SAN MATEO OFFICE . . . ARE YOU REGISTERED TO VOTE IN THE FORTHCOMING GENERAL ELECTION?

For the convenience of the members, their families and friends, your San Mateo office now has a permanent Deputy Registrar who can register anyone eligible to vote, in San Mateo County. Take advantage of this facility and IF you or anyone known to you, is not properly registered . . . have them contact the girls in the San Mateo Office between the hours of 9 a.m. and 5 p.m. Monday thru Friday.

their new sub-division near the I.B.M. Plant on Monterey Road. They also are doing the grading and paving on the Branden job at Tropicana Village.

P & E Construction Company are putting in the sewers and storm sewers for Branden Construction. At the present time Branden are using three D.W. 21's, two 10's and five cats ni constructing the house pads.

Oscar Holmes of Menlo Park were the low bidders on a \$738,460 contract for the construction of Permanente and Stevens Creek Outfall. This consists of the widening and rerouting of the existing channels.

SANTA CLARA, MT. VIEW AND PALO ALTO

A. J. Raisch Paving Company were awarded several contracts in this area. At the present time they are working on a \$32,250 contract for grading and paving of the playfield for girls at the Santa Clara High School. They also were the low bidders on a contract for the improvement of Arques Street in Sunnyvale in the amount of \$272,485.

A. M. Campbell of Santa Ana have begun work on their \$4,934,045 contract on the Bayshore Highway. This will extend 6.1 miles, with the construction of access roads and overpasses. The dirt work has been subbed to V. R. Dennis. Brother Pat Callahan is operating the new 25 ton P & H Truck-Crane for Campbell Co., with Brother Charles Beebe as oiler.

O. E. Anderson and Williams & Burrows, a joint venture, are working on the construction of the Foothill Junior College in Los Altos.

Bahr & Ledoyen are doing the paving and grading on the parking lot for the Palo Alto Club House on Page Mill Road. They also have a \$57,397 contract for the extension of Villa Street in Mt. View.

Sondgroth Bros. of Mt. View are making good progress in the widening of Mathilda Ave., now that all the Public Utilities have been removed.

The Dutra Dredge Company, with their dredge the "Alameda," is busy opening up the channel for the two flood control projects being done by Oscar Holmes. The Alameda is being manned by a fine crew and Skipper.

SANTA CRUZ, SALINAS AND MONTEREY

Work in Santa Cruz at this report is getting in high gear. The Newell Dam has put on the second shift and Ed Keeble is getting a good start on his Highway job, with more equipment coming in. Valley Engineers have begun work on their pipeline job which extends from Water Street in Santa Cruz to the filtering plan on Graham Hill Road. Granite Construction is showing good progress on their pipe-line job from the filtering plant to the Newell Dam. P & E Construction are putting the finishing touches to their pipeline job in Santa Cruz, and expect to start on their new underground job at Aptos in a couple of weeks.

Madonna Construction have started their Plant Mix job at Big Sur. This job will last about one month. The Brothers are making a lot of overtime on this job but as there is no place to live in this area, they are sleeping in their cars.

Fredrickson & Watson are in

high gear on their by-pass job in Greenfield. John Delphia are still paving on their job at Soledad but expect to be completed in the near future.

Madonna Construction expect to start work on their job at San Juan very soon. This job should put quite a number of the Brothers to work.

ABOUT THE BROTHERS

Brother Vernon Bright enjoyed an extremely Happy Birthday! Brother Bright has been employed by the Ed Keeble Co. for the past 25 years. On his birthday, Mr. Keeble presented him with a new G.M.C. pickup and a watch. Many more Happy Birthdays, Brother Bright!

Brother Phil Marquiss stopped into the office last week. Brother Marquiss has been confined to the hospital for the past month and it was a pleasure to see him on his feet again.

Brother A. C. Lambert has been released from the hospital and is feeling fine again.

We are sorry to report that Brothers Tony Nunes, Ezra Smith and John Moore are still on the sick list and hope that soon they will be well on their way to recovery. Brother Richard Conn and Robert Riggelford are still in the hospital.

DON'T FORGET THE BLOOD BANK! During the month of July we did not have a donor.

Job Awards

SACRAMENTO, contract was awarded to Peter Kiewit Sons' Co., S. F. \$3,806,235, for abt. 1.1 mi. frwy. tog. w-frtg. rds., strts. etc. substructs. for 4 bridges & 11 retain walls, in Oakland, ALAMEDA CO., (IV-Ala-5-Oak)

SACRAMENTO, contract was awarded to Stolte, Inc., Oakland, \$1,106,965, for abt. 0.8 mi. A 4-lane rdwy. grade & brdg. const., HUMBOLT CO.

SAN FRANCISCO, contract awarded to Fred S. Macomber, Fresno, \$1,079,900, for const. altns. to S. F. State Bldg., 350 McAllister St., City & Co. of San Francisco.

MOUNTAIN VIEW, Contract awarded to Williams & Burrows, 500 Harbor Blvd. Delmont & O. E. Anderson Inc., (JV) P.O. Box 251, San Jose, (BASE & ALTS) for const. of Foothill College in Los Altos Hills. \$1,891,576.

SAN FRANCISCO, Contract awarded to L. C. Smith Co., San Mateo, \$555,043, for pvmt. reconst. & runway ext. at S.F. Int. Airport. Contr. No. 265.

SAN JOSE, Contract was awarded to Oscar C. Holmes Inc., P. O. Box 788, Menlo Park, \$738,460, for const. Permanente and Stevens Creek Outfall, Mtn. View Slough, Zone NW-1 (North-West) Proj. No. 1 & portion of Proj. No. 11 of Santa Clara Co. Flood Control & Water Conservation District.

MATHER AFB, Contract was awarded to Southern & Harvick Co., Long Beach, \$689,762, for const. SAC Missile Facils., Mather AFB. Spec. 2678.

ALAMEDA, Contract awarded to James E. Roberts Co., Oakland, \$529,700 for Const. Donald D. Lum El. School, Alameda.

BEALE AFB. Contract was awarded to Southern Waldrip & Harvick Co., Long Beach, \$700,000, for const. SAC Missile Facil. at Beale AFB. Eng. 04-167-60-38.

Oakland Report Continued

Continued from preceding page

knocked the almonds with his wings, wrecked one nice airplane, broke his nose and nearly put the dusting Co. out of business. He woke up half of Brentwood and gave an ambulance some business.

BRO. FRAN WALKER IS ELECTED TO EXEC. BOARD

At the Oakland district meeting, on August 11, 1960, Bro. Fran Walker was elected by a large majority to replace Bro. Norris Casey, newly-appointed business representative, on Local 3's Executive Board. The Tellers reported the following election results to the meeting: Fran Walker, 186; Ira Jones, 75; R. M. "Bud" Rich, 12; Emmet Kelly, 7; Jerry Cook, 7.

Our sincere congratulations to Bro. Walker. We know he will be a credit to our district and will serve the members faithfully.

* * *

Due to an error on our part we omitted Brother Earl Knowles' name on the list of brothers working in Walnut Creek for Vinnell U. P. K. Brother Earl is the oiler on an American truck crane, while Brother Troy Manzer operates.

* * *

BLOOD DONOR

Bro. "Cactus Jack" Johnston.

ROSA-UKIAH AREA WORK JUST FAIR

By RUSSELL SWANSON
Business Representative

This area has not been so fortunate as many of the other areas, in that we do not have numerous million dollar jobs. However, we do have a number of smaller jobs with just a few of those big jobs thrown in. I would imagine the most interesting job which has just been awarded in this area is the Guy F. Atkinson freeway job between Santa Rosa and Windsor which should start any time. The bid was just short of \$4,000,000. But this sounds a lot better than it actually is so far as Engineers are concerned. Presently it is our understanding that a small spread of jeeps will be used with the majority of the hauling to be done with trucks. Naturally there will be a number of Engineers; but Brothers, please don't come flocking in, for this same company is just finishing a job at Healdsburg and the same brothers in all probability, will be moving right over to this new job.

It is reported that Hien Brothers from the East Bay will be doing the clearing with Atkinson doing the rest of the work. At this writing we have not had a pre-job conference, so the information is limited. Other new work in the area which has been bid recently are as follows: Carey Brothers, low at \$279,936 for bridge and bridge approaches new Juan Creek—Thomas Construction, low at \$100,750 for harbor work at Lake Mendocino—Ray Anderson, low at 12,488 \$for pipe work near Napa—Granite Construction, low at \$137,094 for .85 mile road work just above Willits. Al Erickson, low at \$28,638 for bridge work across Pardaloe Creek—Pete Barretta, low at \$78,769 for road work near Hopland—Frank Seres, low at \$73,112 for road work near Guerneville—Scott and Scott, low at \$82,297 for bridge near Casadero. There are varied other jobs which have been reported on in previous issues. P.S. No new report on Luhr Co. levee job near Lakeport. Their low bid was \$916,000. A pre-job conference is expected shortly.

OLD WORK: So far as work is going on presently we see the following: Guy F. Atkinson in the final stages of their freeway job by-passing Healdsburg. Fredrickson-Watson likewise on Trenton Road. D. H. & L. at Boonville now going strong—Pete Barretta just beginning at Hopland—Granite is finishing work both in Laytonville and Mendocino. Huntington Bros. about wound up at Navarro by the Sea, also at Pt. Arena. Slinson working a few Engineers at Pt. Arena, Baxman on various jobs near Ft. Bragg—Dick Cunningham with equipment working in Boonville and Navarro—Argonaut Construction keeping a lot of Engineers busy in and around Santa Rosa—Rapp Construction started on the pipeline job on Highway 12—Brown-Ely going strong on slide area near Monte Rio. Siri with various jobs around Santa Rosa. Don Dowd fairly quiet. Madonna Construction with a few rigs near Tomales. Reichold and Jurkovich about ready to leave the area. The rock plants, Windsor, Basalt, Hiens, Maxwell, Russian River Rock, are all busy. The above resume' is a partial list of the jobs in this area, but it

(Continued on Page 12)

Marysville Area Gets Out of Low Gear

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

JOB SITUATION IMPROVES:

The month of July produced a decided improvement in the job situation in this area. This was due primarily to the start of the Wyandotte project; however, other work also helped give the situation a shove. During the month a total of 389 men were dispatched from this office, which is a record of some sort or the other for the Marysville area.

Despite the great increase in dispatching, the list of "A" Operators remained almost at the same height due to many men outside the area registering in. Many of these, of course, will be reported as working before we get around to giving them a call.

At the present, although we are optimistic about the work outlook now and in the foreseeable future in this area, we are advising the many who inquire not to move into this area. We do this because although the job situation is much improved, there will be only a certain number of jobs and we have no assurance that there will be jobs for everyone who desire to come into the area.

Better wait, we say, until you are assured a job before going to the expense of moving. Also if we run short the word will get out and then it will be time enough for such moves.

WORK STARTING OR AWARDED:

Frazier and Davis started Tunnel No. 1 on the Western Pacific Railroad relocation job Monday, Aug. 7. Howard O'Dell is to head up the job. Baldwin Contracting Co. of Marysville awarded the construction of a sewage disposal plant by the Linda Water District. Bid price was \$414,165. This company was also low on 4.3 miles of road on the Butte County Highway between Datton-Buran Rd. and Chico. Bid was \$264,298.

G. S. Herrington of Auburn was low at \$177,632 on 1.1 mi. of 2 lane highway and bridges in Glenn County. Shanley Construction Co. and W. J. Nicholson of San Francisco were low at \$470,523 on a sewage disposal plant, Chico.

Boyles Brothers of Salt Lake City bid \$244,937 in an exploration tunnel on the Oroville Dam site. (Hope we are luckier on this one, than the last one they had.) Murphy Universal (formerly the Murphy of Murphy, Cherf and Sandkay) picked up a couple of jobs in the Chico area. One, a sewer job at \$44,298 for the City of Chico, and the other, a storm sewer job at \$218,961 for the Pleasant Valley Drainage Assessment District.

Above is just a partial list of jobs awarded, started or about to start. In addition to the list above Southern Waldrip and Harvick Co. of Long Beach was awarded a \$700,000 job for construction of SAC MISSILE facilities at Beale Air Force Base and Fred S. Macumber of Fresno was low at 1,363,252 for construction at Chico-State College.

Add this to a number of state road jobs of various sizes slated to be bid in the near future and the 14 miles of railroad grade in the Western Pacific Railroad relocation job which we are reliably informed is to be bid in the near future and you can understand why we are reservedly optimistic.

INDUSTRIAL REPORT:

Gladding, McBean and Co.

In our last report in the Engineers News we indicated that we were at a point in our negotiations with the Company that we could report back to the membership and recommend the negotiated settlement and possibly get that ball of yarn wound up.

Our feelings on the matter were confirmed on Thursday, July 14th when at a special

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.

YUBA CONSOLIDATED GOLD FIELDS: The membership of this unit will meet Monday, August 22, 1960 at 10:30 a.m. and 7:30 p.m. in the Engineers Hall, Marysville.

ROCK, SAND AND GRAVEL, ETC: This membership meeting will be held Friday, August 26, 1960 at 8:00 p.m. in the Engineers Hall, Marysville.

NATOMAS COMPANY: Meeting cancelled on account of Labor Day.

GLADDING, McBEAN AND COMPANY: Industrial Council Joint Board meets Tuesday, September 6, 1960 at 4:15 p.m. in the office of the Council, Lincoln. THE GENERAL MEMBERSHIP meeting will be held Tuesday, September 13, 1960 at 2:30 p.m. and 4:15 p.m. in the City Auditorium, Lincoln.

CONCRETE PIPE PLANTS: This unit meets Monday, September 18, 1960 at 8:00 p.m. in the Engineers Hall, Marysville.

ALL OTHER MEETINGS SUBJECT TO CALL.

meeting called for that purpose in Lincoln, the proposed settlement was accepted by a secret ballot by a good sound majority vote.

Briefly the settlement provided for a three year agreement with wages established for the first and second year and a very good improvement in Health and Welfare. The third year the agreement is open for wages, welfare and pensions.

We would like to take this means of expressing our appreciation to our brothers at the plant in accepting the settlement. To us it indicated a note of confidence and that you felt that your negotiators had made an all out effort in your behalf.

The annual picnic is being planned this year for Saturday evening, August 27th, which is a little later than the last couple of years. We figure (and hope) that it will be a little cooler by then. It will be held at the McBean Memorial Park, Lincoln. A cordial invitation is extended to all the brothers at the plant to come and bring your families and appetites.

CONCRETE PIPE INDUSTRY:

The usual summer activity in these plants is the rule, which means that everybody is very busy making pipe and moving it out into the fields. Of course, it goes without saying, if they weren't using it out on the various jobs, they wouldn't be making it.

The start of the Oroville-Wyandotte project and the number of other jobs in the area has created a much brighter atmosphere for all these plants that are in any way related to the construction game.

ROCK, SAND, GRAVEL, ETC.

These plants including the

ready-mixed concrete plants are bowling along at a goodly pace and the prospects are, according to reports made to us, that this will continue as long as the weather permits.

GOLD DREDGING:

There isn't much new to report in this industry. The companies are still moving a lot of dirt and we are sure that occasionally they glean a little gold in the process. Natomas Company is expanding their shop work at Folsom by bringing in some outside work, but these doesn't help us as another union has the bargaining rights to the shop.

PETERSON TRACTOR, NEW YORK MACHINE SHOP AND OTHER SHOPS:

Peterson Tractor is banging along at about the same pace, which means, apparently that the height of business is good. Anyway we know that you find the brothers working out of this shop about everywhere we have work going.

New York Machine are optimistic that the upsurge of work is going to mean a good season for them. They report a good amount of work has come in from the Oroville-Wyandotte project.

The contractors shops are about the same level with the exception of H. Earl Parker, which has been slowing down for months, although some of the brothers are still hanging on and Walsh Construction Co. in Oroville which has experienced a slump recently.

PERSONAL NOTES

During the past month we have had only one death reported to us of a member who usually works through this office or who resides in this district. That is that of Brother Mike Keenan on July 20th and we know that all of you join with the officers and us in extending to the family of Brother Keenan our sincere sympathies. Brother Bishop Lawyer has undergone a hernia repair since our last report and has done so well he is back on the job. Brother Harry Hockett of Gladding, McBean and Co. is off the job on account of a back

To Our Blood Donors

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.

Remember, do not eat for four hours before going to give blood (if you do you are not only wasting your time but also the time of the unit and your blood). Please designate the Operating Engineers Blood Bank.

Incidentally and for your information we will be notified by the Red Cross of each donor who does designate the Operating Engineers Blood Bank and you will have your generosity publicized in this column.

Come on now. Let's have a lot of generosity to acknowledge.

REDWOODS LATE TO START

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

Brothers, we are a little more on the sunny side at writing than we were the last time even though we have some people still on the out-of-work list, which we don't like to see, but all in all by the time this goes to press the Redwood area should be in pretty good shape.

The Ruth Dam has been let at last, as we stated in last month's article this job was let in four parts. We do not have the figures yet, but we do know Norman I. Fadel is the low bidder on three parts which include the dam itself and all the roads to be constructed. The other part is the clearing on which Trisdale of Redding is low. These jobs have not been awarded at this time but we do not anticipate any change, but anything can happen when a bid is let any one part or all in 4 schedules where the owner may take each one separately or in total combination which ever way it comes out you can rest assured we have a lot of work to do here.

Mercer-Fraser and Morrison Knudson (joint venture) were the low bidders on the Fields Landing Freeway, already have three (3) cats in there doing the stripping and taking off the brush, by the time this goes to press they should have some rubber tired rigs on the move.

The Fortuna by-pass is to be let the 24th of August which will put some more of the brothers in a good state of mind for some time to come.

Morrison Knudson going along full blast at Weott on 101 Hiway, Stolte likewise on the bridge at Myers Flat.

Westbrook - M.K. also going along fine with 2 shifts at Bridgeville. Too bad this isn't a bigger job, it's going to be way too short, but every little bit helps.

The rest of the work in the area is rather small and scattered to all points of the winds.

Gibbons & Reed are moving in their TC-24's in preparation for starting their excavation work on the northern approach to the Oregon Mountain Tunnel job. Buesey Bros. is doing the clearing on this project.

SMITH RIVER

At Smith River, Pelican Bay

injury *** Brother Tony Avila of the same company is out of service because of an injury to his knee (what happened Tony?) *** Brother Bob Davis, also of the same company, is back home after a siege in the hospital with a scalded foot *** Brother Fred Arruda is home recuperating from a stroke *** Brother Cliff Smith is back on the job after several months off on account of a back injury.

Plant is working a full crew, good hours. Their plant is furnishing black top to the Hooker Company who is resurfacing Hiway 101 between Klamath and the 199 & 101 Junction north of Crescent City.

McDonald Young & Nelson, general contractor, is working on the Safeway building at Crescent City. Arthur B. Siri is doing the excavation, which is nearly completed at this time. Mercer-Fraser did the piledriving for this job.

Delphia-Early & Crow at Trinidad is in the finishing stages of completing their job, with a small crew still employed.

Mercer-Fraser Company is putting on sub-base in preparation for laying the cement treated base.

Mercer-Fraser Company set off the coyote holes in their quarry, from which they will secure rock for the jetty job at the entrance to Humboldt Bay.

The various gravel plants in the Arcata area are working, slow but part time.

Eureko Sand & Gravel have installed a new crusher and washing plant. It is now in operation to better serve the Arcata and Eureka plants.

Mercer-Fraser Company is keeping a full crew busy at Essex crushing rock and making black top at their batch plant.

Several engineers are employed on rented equipment on the Honor camp job on Lord Ellis mountain on Hiway 299.

Trinity Construction Co. have completed removing slides west of Willow Creek and are now on the finishing of the job.

At Martins Ferry on the Peter Kiewit bridge job they are setting steel, last information obtained they plan to have all steel set by the end of August.

Slate Hall & Hamilton is moving along good on their road job between Weitchpec and Orleans with a crew of about 27 engineers.

McIntosh & McKnight keeping busy with their gravel and cement plant east of Willow Creek.

The weather is around 100 degrees or over every day in the Hoopa-Orleans area which is rather on the warm side.

Brothers, it looks like that is about it for this time, we'll be talking to you next month.

— REGISTER NOW —
TO VOTE IN NOVEMBER



STOCKTON AREA CONTINUES SLOW

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

There has been no appreciable change in the work picture in this district since our last report. The jobs continue to be of short duration, with a few exceptions, thus creating a situation where one day the dispatching office is short of men, the next with many. The only prospects for any long term employment in the foreseeable future will be the construction of the East Bay Aqueduct and the New Hogan Dam. However, neither project is slated to get under way until late fall or early winter.

The C. K. - F. M. & Graver Tank Manufacturing Co., low bidders on the East Bay Aqueduct, estimate it will be January 1, 1961 before any excavation work is done for the pipe line. This joint venture plans to erect a pipe fabricating plant in Lockeford which will remain as a permanent installation. A hatch plant will also be erected at the same site in conjunction with the pipe fabricating plant to produce the necessary concrete which will be required for the inside and outside lining of the steel pipe. They expect to have this operation going sometime next month in order to stock pile the finished pipe for the thirty-two (32) mile stretch.

I. L. Croft & Son, Inc. job near Luther Pass in Alpine County should be tapering off very soon. The grading is about completed leaving the paving phase of the job to be completed before bad weather comes to the high country. This company will also supply the plant mix for the Carey Bros. job which is in the same general vicinity. They also were successful bidders on another road job in El Dorado County near Placerville, and could possibly move the excavation equipment to that location on completing the present job.

Bids are being received by the State Highway Engineers until August 17th, at which time they will be opened, on approximately two (2) miles of road to be graded and surfaced near Picketts in Alpine County.

Dan Caputo and M. J. B. Construction Co., who are busily engaged on Highway 99 in Stockton, were low bidders on the Cherokee Lane overpass and approaches in the amount of \$327,343. This new job is within a half mile of the work already under construction by this joint venture and the frontage roads and ramps will be under construction before this article is printed.

Granville Construction Co., of Oakland, low bidder on the Storm Sewer job on Waterloo Road had their bid rejected on the basis of exceeding the engineer's estimate. The job will be readvertised in the near future.

MODESTO: Glenn L. Dobyns, Representative.

I have again been assigned to serve the membership in the Modesto area after eleven years of absence from this area. It has been a great pleasure to see so many of the "old faces." The "new faces"—the pleasure is mine.

Delphia and Early, contractors on Highway 120 out of Sonora, are whipping this job into shape fast, with the rubber tired rigs finished to blue top, cats and carryalls in the rock cuts.

M. J. Ruddy and Son are moving in a screening plant for the base rock, also a hot plant. Between these two contractors this job will be completed before the rains set in.

San Ardo Construction Company, working on Highway 120

at the Cliff House, have just about finished the pioneering and about all of the culverts are in, which gives the operators on the rubber tired rigs a straight run for it. This stretch of new road has been badly needed as the old road was built during the construction of the Hetch-Hetchy Dam, which goes back many years.

Carl Williams, contractor from Sonora, recently signed a contract with us. He is now widening the air strip on the Columbia Air Port.

Beerman and Jones Construction Company, who were "old timers" in the Sonora area, recently sold out to George Reed Construction Company of Modesto. Freddy Beerman will stay on with the new company working as a Supervisor. Here is another "old timer" who just cannot stand the thought of retiring. This company will do the paving on the Columbia Air Port, as well as many other small jobs they have in the Sonora area.

Sonora area has changed drastically in just a few years. It is fast becoming a sportsman's paradise. Many new Summer cabins are under construction in Mi-Wuk Village. They have opened up another seven or eight miles of new road bed in Mi-Wuk Village, which will be paved this summer and open to the public.

PERSONAL NOTES: Brother Harold "Slim" Wilson, old timer on the dredges and lately a watchman at United Concrete Pipe Corp., passed away recently. This office, as well as the members who knew Slim, will miss his periodic visits.

Received a card from Brother John Crosswell who is in the Veteran's Hospital near Livermore. We hope Brother Crosswell makes a speedy recovery.

Brother and Mrs. Arthur E. Ross wish us to extend their thanks for the many cards they received consoling them on the passing of their son, Ronnie Ross.

We are happy to announce that the following "old timers" received Pension Checks at the recent District Meeting held in the Stockton Labor Center on August 3rd:

William Bacon, Henry Brown, Eric Edenhorn, John Futsler, Walter Mills, Eugene Moni, Jesse Rains.

BLOOD BANK CLUB: We are again appealing for blood donors for Stockton and Modesto. Brother Floyd Nichols, a resident of Modesto, has been very ill and required several pints of blood which must be replaced. We hope that some of you, who are between jobs, will show up at the Blood Bank.

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Northbay Work Load at Season Peak

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

Here in the North Bay Area, work has just about reached its peak. Our out-of-work list is right at the bottom in many classifications, and it looks like the Brothers will be busy until the rains shut the jobs down.

Cherf, Sandkay & Cheney at employed. Hanna Grading also has equipment on this project. E. A. Forde is moving in with their portable rock plant to crush rock for C. S. & C. Al Hawthorn from Stockton is doing the clearing. Brother Toby Johnson, foreman on the swing shift for C. S. & C. has been chosen to conduct the "Safety Meetings" being held on the job.

A. G. Raisch has been awarded a contract for the street and road work at the new housing project located in Marin City, at a cost of \$244,768 and work will be underway by the time this gets off the press. At the present time, Raisch is spread out at Marin Golf & Country Club estates at Ignacio, also at Marinwood, with about 25 brothers employed on these two jobs.

W. H. Stecker & Co. from Burbank were awarded the road relocation job for 2-lane highway at the Nicasio-Pt. Reyes-Petaluma Highway. A pre-job conference was held recently with P. F. Oppenheimer, General Superintendent. This job is scheduled to start on August 8, with Bro. Stanley Rue as Euclid Operator. At present, Stecker has the following crew at their Terra Linda job: Brothers Levi D. Hart, Master Mechanic; George Beaver, Dozer Operator; Delmar Steele, Dozer; Odie Gant, Jr. and John Richards, Grade Checkers; Stu Orchard, Euke; T. B. Shannon, Euke; Jerry Donaho, Dozer; Bro. Emil DeMartini if foreman.

Paul Vincillione has equipment spread all over the county, including Bodega Bay and at Lake County.

Fredrickson & Watson at Hwy. 101-Terra Linda Interchange progressing nicely with a crew of 14 engineers. We are sorry to learn that Bro. Lee Strickland, Oiler, is laid up at San Rafael General, and we hope to see him back on the job soon. Best wishes!

Carroll Madsen spread all over hell at present, and keeps approximately ten of our brothers busy.

Swinerton & Wahlberg has moved in with a Mobile at the site of the new McGraw-Hill Building located at Corte Madera. Bro. Tom Casteel is the Operator.

Laufenberg Drilling putting in the piers for the bridge on the Fredrickson and Watson job on Hwy. 101, and by the time this goes to press, they will have moved to another job.

S & Q Construction from So. S.F. recently awarded a contract at \$104,160 for water supply system at 3rd & High in San Rafael.

V. Maggiora and Son have a sewer job going at Golf Links Tract in San Rafael.

Ghilotti Bros. keeping about 15 of the brothers busy at present, as they have enough work spread throughout the country.

"Honest" Charlie Harney still at Hamilton Air Base, paving job with approximately ten brothers. Bro. Roy Copeley is Superintendent and Bro. Carl Ackerman, Civil Engineer.

TOMALES, TIBURON

Madonna Construction busy with several paying jobs throughout the county, and at present are at Tomales, having just finished a paving job at Tiburon Road.

We are asking all members to support the consumer boycott

Nicasio Dam working three shifts with approximately 90 brothers of Sears Roebuck & Co., in repudiation of the firm's anti-labor policy which was startlingly revealed when Sears fired 262 union employees who had respected a picket line.

Our condolences to the family of our late Bro. Floyd A. West who was killed in an automobile accident on July 15th.

Heard from Bro. Dave Kitzmiller still on the sick list, and is now wearing a cast over his body weighing 33 lbs.

Bro. Alonzo Crawford recently returned from Afghanistan for two years, is heading for Formosa for another eighteen months' hitch as Equipment Superintendent for Morrison-Knutson. We wish him lots of luck!

Bro. Sam E. Hall has for sale: D2Cat-5U Series—all hydraulic Dozer with Hydraulic Blade Tilt & Hydraulic Scarifier—all electric starter—low hours. He can be reached at WA 4-1737 (Corte Madera.)

HAVE YOU REGISTERED FOR THE COMING ELECTION? On September 15 the rolls for registration of voters will close.

Congress reconvenes in August to act on vital legislation. Members are urged to write to their Representatives in Congress to stimulate passage of important legislation such as pending bills on Aged Health care, Minimum wage measure, Housing legislation, School aid. California Representatives in the House are Clem W. Miller for Marin, Sonoma, Humboldt Counties and should be addressed at the House Office Bldg., Washington, D.C.

VALLEJO News

Two sections of irrigation canal near Vacaville was recently awarded. Granite Construction was awarded Section No. 1 at

\$683,121 and Valley Engineers, Section No. 2 at \$96,500. By the time this paper is out, both jobs should be in full swing.

Charles Harney has just started their Highway job at Fairfield and they are still moving in equipment. Steve Harlin is running the job.

Frederickson Bros. was recently awarded a \$59,613 contract widening and paving on the road between Dixon and Dozier. They have started up their hot plant at Winters again.

Gordon Ball at Cordelia is still moving in equipment but everything is going according to schedule except for the material not meeting the State specifications. They had their sub base pit set up on the Napa Highway which was a short haul, their new pit will be close to Benicia which will be a 5 mile haul.

We would like to thank Bro. Ed Kirk for his donation to the blood bank.

Wage increases in construction division were effective on July 1st, 1960. In the Rock, Sand & Gravel division, wages were increased on July 16th, 1960. Make sure you are receiving your correct wage. If in doubt, contact our office.

Be sure and keep an account of your hours worked, particularly for the vacation plan, which at present is 8c per hour. On October 1st, 1960 this increases to 15c per hour.

— REGISTER NOW —
TO VOTE IN NOVEMBER

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

PARISH BROS.

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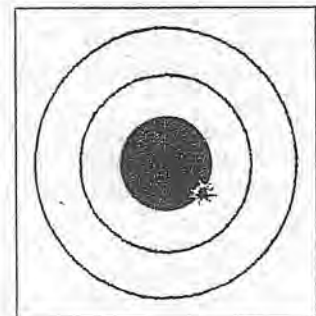
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SACRAMENTO IS AT SEASON'S PEAK

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

We are at the peak of our work now and hope it stays that way until the rains come. Our out-of-work list is at minimum in most classifications. The subdivision work is still slow, also shop work, but we have some large jobs that will last all next year.

We are in hopes of getting another good-sized dredging job on the deep water channel and there should be some more freeway work left this year.

Again our Blood Bank is depleted and we are asking you and your family to donate to Operating Engineers' Blood Bank.

The hours are:

Monday—1 p.m. to 6 p.m.

Tuesday—9 a.m. to 12 noon.

Wednesday—2 p.m. to 7 p.m.

Friday—9 a.m. to 1 p.m.

Saturday—9 a.m. to 11:30 a.m.

The Blood Bank is located at 3230 "J" Street and they have asked that we remind you that you should be on a fat-free diet for four hours before donating blood.

WESTSIDE SACRAMENTO

Brothers, with the exception of the South Sacramento Freeway, work is about the same on the west side as it was in last month's report.

Madison Sand & Gravel is back in full swing but they are not being swamped with orders. It is strictly a case of staying even without any of the crew being laid off.

Sterling Concrete Pipe Co. has been purchased by the American Pipe Co. and they took over officially on August 1st. We will have to negotiate a new contract with this firm covering the employees at this plant.

Teichert's Woodland rock plant is going good with all the brothers getting their 40 hours a week at least. This is not good for this time of year but with construction as slow as it has been it is not too bad. The hot plant is going pretty steadily supplying plant mix to their several small jobs throughout the area.

P.C.A. at Yolo is still crushing rock but like the rest, they are not too busy. They manage to keep the crew busy most of the time but then they have a good crew and they are worth keeping. Brother Chris Berg does the mechanizing and Ted Berg runs the loader around the various stockpiles. Brothers Floyd Duncan, plant operator, Donald Macaris, batchman, Jack Cronl, dragline operator, and Bill Luck, his oiler, make up the rest of the crew.

Teichert & Son has gotten underway on the Cache Creek levee job. They started on the first section right where the creek crosses Highway 99W at Yolo. In case anyone noticed the bid price that we had in the article last month, we wish to correct it. The amount is \$528,000, and not 528 million as it said.

Ince Bros. of San Jose are close to completion on their sewer job in Woodland but they will be around for a while yet. They have had slow going due to the type of ground they are working in. They have to dig one length of pipe, lay it, and dig another and so on. This is the only way they can be safe and avoid the threat of cave-ins.

At Davis, Stolte, Inc. is doing preliminary work on their job. Yost-Alcott Co. of Sacramento is drilling the footings for the buildings. They have had a drill rig in there that would drill footings 54 feet deep and on an angle.

Teichert has finished laying the plant mix on the freeway job at Davis and are about wound up with the entire project.

Pacific Dredge is about fin-

ished cleaning out the turning basin on the Port of Sacramento project and are about ready to start down the main ship channel cleaning it up. This job has been a real tough one for the levee hands as the mud has no bottom to it and a lot of the pipe has to be removed by manpower alone.

Hydraulic Dredge levee hands are a little more fortunate at this time as they are able to move the discharge line with boom cats most of the time. In spite of how you do it, though, working on the levee is still work.

In and around Sacramento the K. & W. Excavators are keeping their rigs busy on subdivisions and swimming pools and various other jobs. Everywhere we go we see their equipment. They really get around.

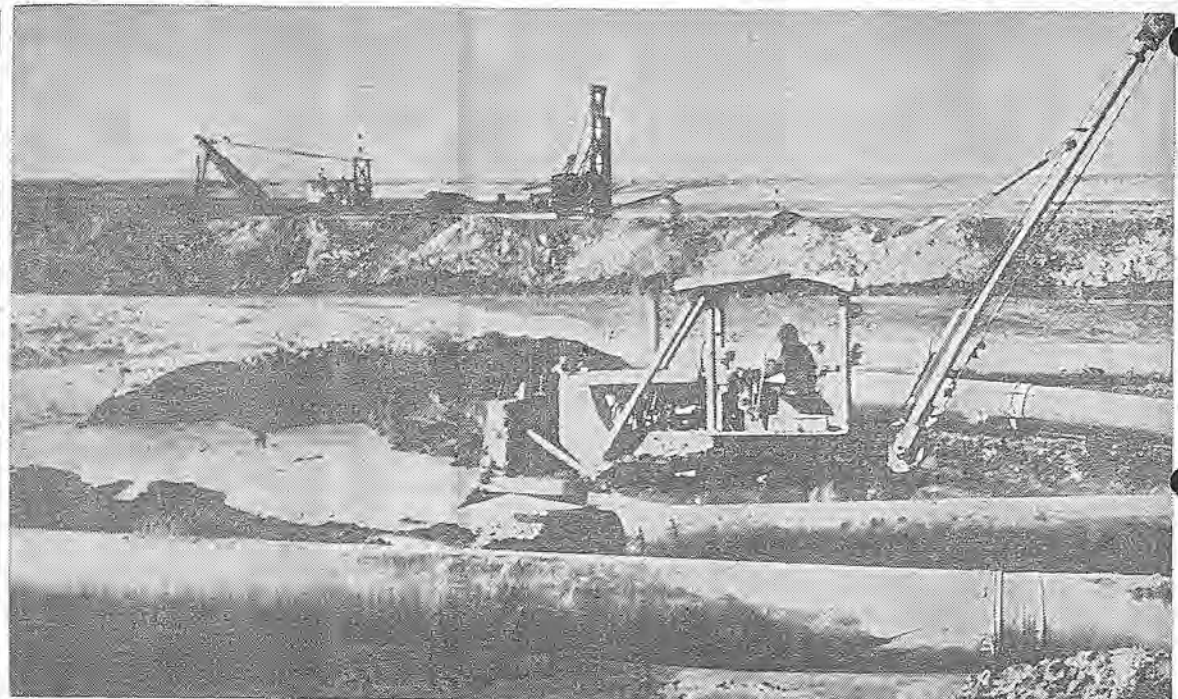
On the South Sacramento Freeway, Gordon Ball has about 50 Operating Engineers going and it looks like an ant colony. They have equipment rented from all over and have only a few of their own rigs on the job. The way they are going they will have most of the dirt moved by fall.

SUB-DIVISIONS

A. Teichert is taking the lead in the sub-divisions with twenty-nine different contracts underway. This includes site preparation, street and underground and paving. This company employs a large number of our brother engineers on this type of work each year and they are all top hands. Lentz Construction Co. follows by a close second and are getting more jobs by the week. McGillivray Construction Co. have all of their rigs going now with the hot plant working on a day to day basis. The crushing plant on 14th Avenue is going steady again after a short overhauling. Granite Construction Co. is getting a fair share of the local work and manage to keep the shop crew busy and the crushing plant going six days a week. Erickson Construction Co. keep several crews going on building erection, excavation and site work. They also have some street work.

AERO-JET

A. Teichert was successful in getting the seven miles of railroad grade from Gate No. 1 via the main road to the liquid area C. D. E & G. This spur line was needed due to the excessive weights of the motors being transported out of Aero-Jet. Conventional heavy duty truck and trailers are not big enough to handle these large rockets. Wismer & Becker are maintaining a crew of two worthy brothers on their time and material contract. Baldwin Construction Co. are well along with approximately 2 million dollars worth of work. Teichert's crews did the grading and revetments. Sheldon Pollock have all of the underground finished on their "F" area contract and are ready to start the structure. This will be a combination of concrete block and pre-fab concrete. Teichert will also do the re-vets



SACTO CHANNEL AHoy—A view here shows construction on the Sacramento Deep Water Channel on the section being done by Hydraulic Dredging Co. In foreground, working among discharge lines, is Bro. James "Red" Gorham on the D-7. In the background can be seen the dredge Papoose, busy pumping mud at the rate of about 4,000 cubic yards a day. They have pumped about 8½ million yards so far and must pump another 10 million within the next year.

on this job. The "Coaster Derby" was a big success with our good neighbors from Nevada taking most of the ribbons. This worthy project was built with Teichert's supervision and equipment and Local No. 3 engineers at the controls. Callahan Construction are down to a one man crew with no improvement in sight.

MATHER FIELD

Charles Alexander is long gone with his equipment from the grading project for Capehart Housing—this is a good boy to have around, no complaints from the operators. We have been able to maintain good conditions on this project in comparison to the previous job of Hal B. Hayes. Rossi Bros. is starting the underground work for Sheraton & Murray with a full crew of No. 3 men. Teichert has finished the off area work and have the out street to Gate No. 3 ready to pave. Geo. Miller is having trouble with the underground work for Wherry Housing. The old sewer and water lines have been leaking for the past several years which creates a subterranean oasis. Shoring is required at all times and the turn over of labor employees is great.

ROCK, SAND & GRAVEL

P.C.A. at Fair Oaks are going two shifts with no let-up in sight. This is the home of the old-timers—anybody with less than ten years is considered an apprentice. Titan Rock Products on Blue Ravine Road have all the bugs out of their plant now and are producing material that will pass all specifications. A. Teichert at Perkins, Del Paso and Mississippi Bar keep the same crew of engineers going steady. No turnover at these plants with everyone happy. Brighton Sand & Gravel are gradually remodeling the Kilgore Plant to the extent of being the big producer for the company. The Perkins plant is going steady but raw material is becoming scarce. Erickson Sand & Gravel on Arden Way have everything going 100 per cent now.

Voudouris and McEwen have just about finished their job on Placer Hills Road in Meadow Vista. The bid on this job was \$90,000 and consisted of grading and paving 1¼ miles of road. The following brothers are still working there finishing up the shoulders—Charlie Lloyd on the blade and William Simpson on the roller.

The bonding company took over the job Flores and Perry started at Pilot Hill last year and gave it to Harms Bros. Construction to complete. Brother Kenneth Little is the foreman

on this job and at present he has 11 engineers working for him. This has been a rough job with just the placing of 1 foot of D.G. material on the 2.4 tenths miles of highway and a scaler coat left to do. Completion date should be around September 1, 1960.

Fred J. Early Construction Company have made real good progress on their construction of the sewer disposal secondary plant located on Joeger Co. Road in Auburn. The bid on this job was \$1,250,000 with completion date late in October of this year. All the concrete to be poured, which is a total of 1,000 cubic yards, was to be finished by August 1, 1960.

Granite Construction Company sub-contracted from Fred Early all the installation of 20 miles of sewer lines to be located in the north and northeast of Auburn. The bid on this job was around \$750,000, and by the looks of it, it is going to be real tough digging. Most of the ditch they dig they hit rock and have a back-fill and shoot and then re-dig. Brother Gus Coates is the foreman on this job and at present has 16 of our brothers working with him. They are 50 per cent completed on this job at present. Completion date is the latter part of October, 1960.

John Northrop Co. have got started on the construction of the new V.O.R.T.A.C site to be located at the peak of Squaw Valley. The bid on this job was \$64,000 and it will be a test site for the Federal Aviation. There are 40 to 50 thousand yards of excavation to be moved on this job with about 75 per cent of it to be shot. Completion date will be in August, 1960.

A. Teichert & Son, Inc., are 70 per cent completed on their \$4,787,000 job at Baxter. There was 2 million cubic yards of dirt excavation on this job and five bridges to construct, which are now completed. Over ½ million tons of 1½-inch base rock will go on this job. At the present time they are working two shifts on the Whitmore maintenance station slide which will consist of moving another 250,000 yards of dirt. They should start pouring concrete August 3, 1960, with a total of 30,000 cubic yards to be poured. At the present time there are 86 of our brothers working on this job. Completion date is scheduled for December 13, 1960.

C. "Doc" Reynolds Construction Co. have just about completed their dirt excavation on their job located on Douglas Street in Roseville. There was a total of 80,000 cubic yards of dirt excavation for Contract Engineers who are going to build

a new shopping center.

J. W. Briggs and J. N. Conley of Redding, Shasta County, were low bidders on the relocation of Donner Summit road. The bid on this job was \$7,500,000 and consists of relocating 10.5 miles of U.S. Highway 40 as a freeway over Donner Summit. The four lane, divided freeway will sweep over the summit on a new location two miles to the north of the famed Donner Pass. Also included is the Donner Lake undercrossing and connector road to provide access to the west Donner Lake business and residential area. At the present time there are a few engineers working on this job but hope it will get opened up real soon. Work on the remaining 3.5 miles from West Lakes to Soda Springs and surfacing of the route will come under future contracts.

HIGHWAY 50 HI GEAR

Work in the Highway 50 area has picked up a lot the past three weeks and we have been able to send out a lot of men. It is a late start but should last until rough weather sets in.

SMUD project—There will be tunnel work that will probably go all winter if it doesn't snow too much.

Walsh Construction have started the surg chamber on Camino tunnel and are making good progress. They have also holed in on the adict and will start three shifts in a few days. They will drive it approximately 1,000 feet and start two headings that should put a few more engineers to work.

Gibbons & Reed have their keyway excavation about complete. The 88-B shovel is being readied for shipment and they will start pouring concrete as soon as they get their batch plant set up, which will be in about three weeks. They plan to run all winter if weather permits. A.E.C. was supposed to have poured the concrete but Gibbons and Reed wound up with the job.

Pacific Bridge is making good progress on their pin stock and power house job. They are setting steel for the overhead crane in the power house and pouring concrete, too, so it won't be long till they will set the overhead crane. They are setting up a stiff leg to set the pin stock and will soon be ready to start on it.

Frazier-Davis have about completed the Jaybird tunnel. They are still pouring invert but that won't last much longer. However, they have another job at Oroville to go on so maybe some of the Brothers won't lose too much work.

Any of the brothers who may
(Continued on Page 11)

Nevada Round-Up

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

Silver State Construction Company, better known as A. D. Drumm, Jr., is well along with his big highway job at Golconda Summit on Highway No. 40, but he should be well along with the job as Joe Solaegui and Brother Chip Montrose are in charge of the job. Now there is Brother Joe Ripoli, Brother Bud Bowers, Brother Robert Nelson and Brother C. M. Carr are foremen on the job and they are real high ball foremen. They really get lots of work done with such good blade men as Brother Al Montrose and Oluf Hartvigsen on the job to keep everything smoothed up. Now there is the outstanding pull men Brother Billy Fritz, Brother Tut Anderson and Brother Shorty McEvers who do the pushing of the pulls and believe me that Shorty is the real pusher man. Brother W. R. (Bill) Skipper, the pioneer man on the D-9, seems to have all the tough work to do on the job, but that skinner man is just the one that can do the tough jobs. The scraper hands are the boys that really move all the muck on the job, and they are Brother Red Melendy, Brother Elmer Salinas and Brother M. D. (Doc) Mello. Now there is Brother (Foo) Morse, Brother Ralph Bill and Brother Sheldon Homer around the job on the cats doing odd jobs. Bro. Vern O. Nichols is back on the grease truck, greasing everything in sight. The job would not progress without Vern. Bro. Richard Anderson is in charge of the crusher and he really turns out the crushed rock. Brother Ervol Yturiaga, the HDRM, has lots of problems keeping everything rolling with so much equipment on the job.

Ready-Mix Concrete Company highway job on Highway No. 95 near Orvada, Nevada, is well along. Willis Brothers Company from Winnemucca, Nevada, is subbing the dirt on this job. Mr. F. G. (Big) Riley is in charge of the job and he keeps everything going in fine form.

The Brunzell Construction Company, Inc. job is going along good at the State Hospital. Brother Frank Fornengo and Brother Earl Oltman have improved their way of living ever since they went on the job. They are a couple of good boys now.

NACON has finished the grading and most of the gravel on their highway job at Jack Creek, Nevada; they will be laying the oil real soon. Some of the crew has moved over to their highway job at Eureka, Nevada, on highway No. 50. This will be a nice job for the brothers near town.

Out at the George Griffal Co., Brother Cal Scolari and Brother Donald Wood and Brother Pete Ferretta are hard at it digging on George's backhoes. Bro. George Mull, blademan and dozer man, really does a good job for the outfit. Brother Ivan B. Woodford and Brother Ray Ferretto do their share of the work most of the time.

Brother Wayne Straight and his faithful oiler, Brother Melson seem to get their share of crane work around Reno; however, they have to do a bit of repair work once in a great while. These two brothers really get around with that Reno Iron Works truck crane.

Brother Fred Schopper of Schopper Company has quite a job tearing down one of the old land marks on Center Street in Reno, Nevada. This old building was the fire station for these drawn fire wagons.

Isbell's Clear Creek Paving job moving along with the gravel plant on Highway No. 50 east of Carson City working two

Sacto Report (cont'd)

(Continued from Page 10)

be in Placerville might drop in at the Rainbow Cafe, 480 Main St., which is now owned and operated by Bro. Elden W. Evans and his wife.

Kiewit Co. Union Valley Dam Job—The keyway work is going pretty slow but this is pretty rough work and slow. It takes a lot of time. They have started hauling dirt for a test fill and are doing some stripping in the borrow pits. They have the crushing plant set up and will open up the quarry as soon as they get the keyway finished. We have had three men hurt on this job. We wish them a speedy recovery and hope to see them on the job soon. They are Brothers Carl Neeley, Dave Leonard and Bud Willhite. Good luck, boys, and get well fast.

Cheff & James Robbs Peak Tunnel Job—They have the road almost complete to this job and are excavating for the portal. The cats are working two shifts and should be ready to face off in about two to three weeks. That should be a job for a few brothers for the winter. They are building the jumbo and should be ready by the time the excavating is complete at the portal. When they hole in they will go three shifts, five or six days per week.

Georgetown Area — Boyles Drilling Co. are going along good on their tunnel job. They are working three shifts at present on the east portal and are working the cats on the west portal. When they get the excavating on the west end, they will move and start driving from the West Portal.

Cheny-Cherf & Sandkay have started their canal at Georgetown. They are working five 10s. They have at present five cats and a Model-six backhoe on the job. Archie Till is doing the clearing on the jobs. He has four cats working this job. It should last about seven to eight months.

Lake Tahoe Area and Highway 50—J. W. Briggs started moving dirt on their Riverton job this week. They have three cats and cans, three dozers and one blade on the job. They will run into a lot of rock on the job, but they plan to move in a shovel this winter to move the rock.

Silva and Bro. Mike Brown. Smoothing things over with the blades are Brothers Tom Cline, Dick Hardy and Lee Pilcher with Brothers Jack Schultz on the scraper. The plant crew with Brother Lew Peck keeping things lined up and Brother Paul Whitner plant operator with Denny Ferguson oiling. On the dozers we see "Lefty" Lemich and Clyde Wadsworth, and "Chub" Whalen all over the job keeping an eye on those tricks. I can imagine how anxious all these brothers are to finish up this job and move to their new project at Warm Springs.

It is with regret and a feeling of loss that we must report the death of Brother Charlie Lee. Brother Lee had a heart attack and passed away very suddenly. He was working for Isbell Construction Company on their Walker Lake Highway 95 job near Hawthorne, Nevada. I don't believe Brother Charlie had a sick day in his life before. He had lived and worked in the Nevada area for many years and not only this office will miss him, but the many friends that he has made during his life time, and the jobs he has done so well. We'll all miss him. Our deepest sympathies are extended to his family and loved ones.

FRESNO DISTRICT HITS FULL STRIDE

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

All of the local contractors in the Fresno area are busy now, the Rock, Sand and Gravel Plants and Hot Plants in the area are all increasing their output working steadier than they have for several months.

Fresno Paving Company is busy on several projects around town at present and after being low bidders on some recent work, will be very busy in the next fifteen days (15), they have so much now, that they have taken over the Construction Division of Fortier Trucking Company. Fresno Paving is doing the largest portion of work locally, however Langworthy Paving Company is keeping a crew of Engineers busy on several jobs.

Smith and Wehner is active in the Northwest section of town at present paving streets and driveways.

The out of work list has been dropping at a good rate every day over the past month and most of the Operators and Oilers are working.

The Frederickson & Watson Company have started clearing on the Merced Freeway Job. They have two dozers and one loader at this time, clearing the area of old Concrete and excavating for footings. The Lew Jones Construction Company will build the structures. This contract includes twelve structures and two and one half million yards of import. The import will be trucked in by Miles and Son of Merced. This Contract does not include any paving.

The Thomas Construction Company are building a bridge across the Merced River at El Partel, for the new Yosemite Park Head Quarters.

The J. W. Briggs Company have started laying Black Top on the Tioga Pass Job. The Brothers are getting in some time on this job but living conditions are rough.

The Merrill Construction Company were awarded a small job to build a road into the Indian Reservation near Friant. The Scott & Scott Company have a new crushing plant set up near Academy, making material for their paving job from Academy to Shaver Lake.

RIVER CLEARING

The John Northrup Company is making good time on their San Joaquin River clearing job, they have progressed to a point about three miles from Firebaugh. The Granite Construction Company have run into some compaction problems on their thirty three highway job, near Mendota, but otherwise they are making good progress. They have set up their Rock Plant and Hot Plant in the foothills near Mercy Hot Springs.

On the Kings River project, the Winston Green Company expect to hole thru on the down stream end of the Tunnel about September 1, 1960. They will then have to move across Dinkey Creek, where the portal is all ready faced and ready to go, to punch the remaining nine thousand feet up stream, they do not expect any down time during this move.

The Rothchild Raffin & Weirick Company are doing some excavation at the new power house site. The Tulare County Concrete Company will furnish the concrete for this job.

The M. J. Ruddy Company have their rock plant set up on

CARMEL, Contract awarded to Stote Inc., & Daniels & House Const. Co., Oakland, \$2,159,441 for const. two story reinf. conc. Hospital Bldg. at Carmel

Pinoche Creek, West of Los Banos, making base rock for their Lander Avenue job.

Bids will be opened August 10, 1960 for paving this new nineteen mile Highway from Highway No. 140 to Los Banos.

The Fresno Paving Company were apparent low bidders for paving and drainage work at the Fresno Air Terminal. The Pittsburgh, Des Moines Steel Company are erecting the Steel for the new Buildings on this job.

At the South end of the Valley, United Concrete Pipe has started making Concrete Pipe for Lyle Construction, fifty five miles of Irrigation Pipe, out of Porterville. Lyle will start trenching and laying Pipe about September 15, 1960.

Valley Engineers, was low bid at Sequoia & Kings Canyon Park, \$85,727., this job will be water supply systems.

L. B. Wells has finished the roadway excavation and has started import on the job at Strathmore. L. B. Wells Company was awarded another road job, \$94,479, at Orosi.

Gordon Ball has finished the dirt at Tulare on No. 99 highway and will start Concrete about the last of August.

Airbase Housing

Aloha Construction Company, was low \$17,771,771, to construct five hundred Capehart Houses at Lemoore Air Base, this Company will start some time in September.

Winston & Green at Lemon Cove started working five days per week and ten hours per day, August 22, 1960 and will do so until about the last of October 1960.

Guy F. Atkinson, at Success Dam, out of Porterville, has finished their eighteen drainage wells, and have a two mile haul for their fill. Joe D. Miller is about fifty per cent completed on the Sewer & Disposal facilities at Cutler.

We still have quite a number on the list, however it looks like most of the Brothers in the District will be working by the end of the month.

We wish to take this opportunity to thank the Brothers of the Fresno District for their cooperation in processing many of the grievances and varied job complaints that have been reported.

Due to this cooperation by all those members concerned, we have successfully resolved all of the issues reported and collected the wage claims that have been turned in to the office. Again we say thanks and ask that you abide by your Agreement and working rules and make your Employer do the same. Brothers, you have exercised your right to vote in Local Union No. 3 twice over the past six months and at present are again privileged to exercise that right again.

You were sent a copy of the proposed By Laws of this Local Union, along with a Ballot, so that you can vote. It took your committee a long period of time, and many hours of work, to prepare the proposed By Laws for your consideration.

Please read these By Laws and without failure, Please VOTE!

- GET YOUR BALLOTS BACK IN BEFORE THE DEADLINE.

900 Engineers Work On Trinity Project

By J. B. JENNINGS and S. N. McBROOME,
Business Representatives

Mucking machines took the last rock out of the 11-mile Clear Creek Tunnel on July 28th. When the mucking machines approached from east and west and met five miles inside and 2500 feet under the summit of Hoadly Peak it completed the holing through operation started in 1957. It was a big day for John Shea, Project Engineer for Shea, Kaiser, Morrison, with officials from the company, representatives from the Bureau of Reclamation, newsmen and the men who did the actual work on hand to witness the final blast. Although this was not an easy job due to underground rivers, crumbling rocks, and granite faults too numerous to count, running the job a year longer than originally anticipated it was a better than average job for the Operating Engineers, providing work throughout the long winter months when work lags. There still remains some two years work to be done on this project.

U.S. 299 W.

Winston, Drake and Green has put on a second shift to complete the necessary access roads leading to various locations of the Spring Creek tunnel. The company expects to start driving tunnel very shortly but a definite date has not been set. Preparation for setting up shops and compressors are under way with approximately 60 Brothers employed on the project already. Gibbons & Reed is well under way and making extremely good progress on the new road job on U.S. 299. This section will be completed in 1961. They are running a two shift operation on the dirt spread and a three shift operation in the shop. Jack McLain, Superintendent for J. W. Briggs job on U.S. 299 at Buckhorn Mountain states this five mile section will eliminate roughly 30 curves and is due for completion by November of this year. Baldwin Construction is subcontractor for the paving on this job. Work on the huge Trinity Dam project is near completion on the dirt fill but has approximately a year and-a-half more work to be done. M. W. Brown is in full operation on their job out of Trinity Center.

To give you a brief idea of the work in Trinity County alone, there are approximately 900 Operating Engineers working on the entire Trinity Project which involves in the neighborhood of \$125,000,000 worth of work and we still expect to employ some 250 more men before the season comes to a halt this year. The outlook on further construction for the northern part of the state is extremely good at the present time. The Trinity project will continue for approximately 5 years before the entire program is completed. The Bureau of Reclamation claims that it will be one of the most beautiful areas in the state of California with the huge lakes that will be formed by the new dams. Shasta county is in the planning stage now for making the Whiskeytown reservoir one of the nicest recreation areas that any county can offer. This lake will maintain a constant water level and will be only a fifteen minute drive from the center of Redding.

U.S. 99 N.

There are five major projects under way on U.S. 99 with \$16,000,000 involved on the five projects. John Gist's bridge job across the Sacramento River in the Redding city limits is well under way and drawing crowds of interested citizens daily. Slate, Hall and Hamilton are working on a \$7,000,000 road job

near Flume Creek. Brother George Schaeffer, who is running a shovel on this job as he has in various other U.S. 99 jobs for a good many years, claims he is still moving dirt he moved 15 years ago. This project will employ some 125 Engineers and will hit its peak in 1961. We anticipate the job using 75 Engineers this season. Gibbons & Reed is near completion on their job out of Castella which will add another four mile section. Gordon Ball has moved in on the Wunderlic job at Dunsuir to lay the first concrete highway in the northern part of the state. This will be a three and-a-half month operation and is due for completion by the middle of November. When this section is completed it will take the bottleneck out of the traffic through the city of Dunsuir and provide a straight route into Mt. Shasta. Gibbons and Reed is getting ready to lay the sub-base on their job out of Weed which will take another bottleneck out of U.S. 99. Morrison and Knudsen is well under way on the COPCO job on the Oregon state line. Although this is strictly an eight hour, five day operation for this season, the work on the tunnel is on a two shift operation, five days a week. Wright Bros. has moved back into Etna and is near completion on their job between Etna and Callahans.

EAST OF REDDING

The new state prison job which will run from ten to fourteen million dollars worth of work before its completion is under way near Susanville. There will be two more prison sites established but this work will probably not get under way until next season. Fresno Paving and Joe Lema Construction are nearing completion on the shortcut between Hat Creek and Susanville and hope to wind this job up before the end of this season.

SOUTH OF REDDING

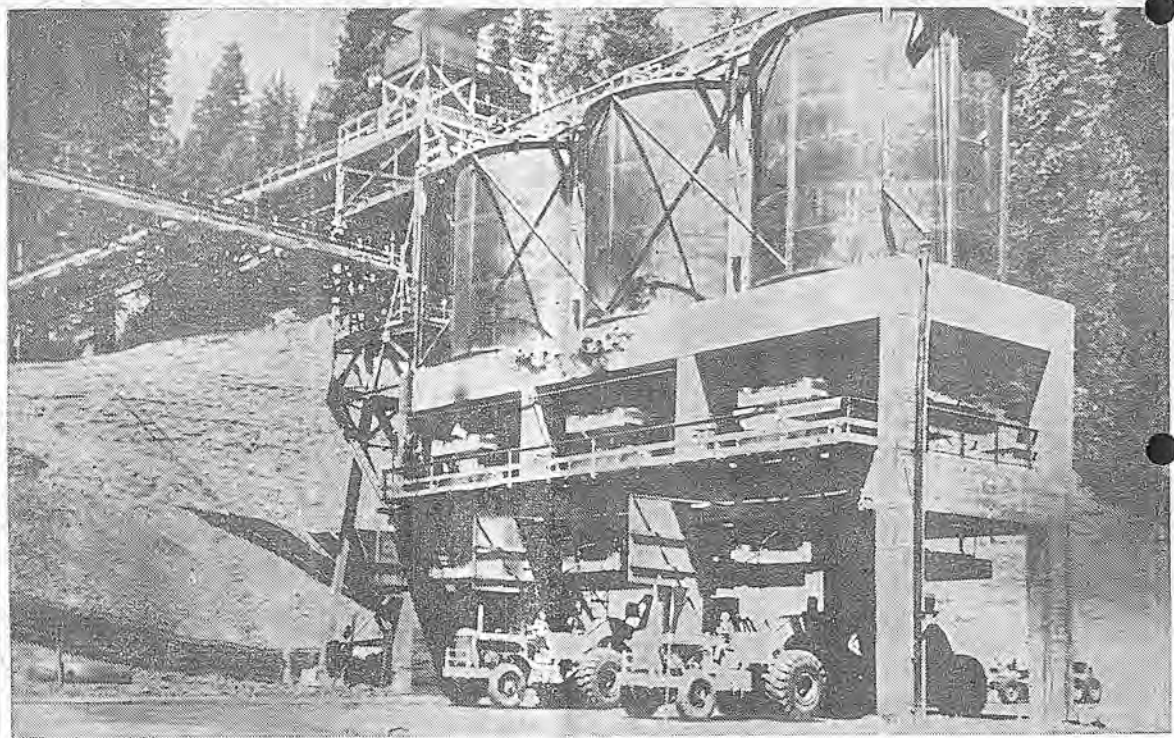
Teichert has started laying the ground work for the quarter of a million dollar ground-to-air communication center. Although it is not using many Engineers at this time we expect to start dispatching to the job very soon. Frederick & Watson's access road to the Black Butte Dam project out of Orland is going along nicely and they expect to finish up this year. Hood and Case has just about finished up their pumping plant job. The plant is completed and all that remains is the clean up work and the finishing of the intake ditches from the river to the pumping plant which should run another couple of weeks.

Well, Brothers, that just about wraps up the news in the Redding District for another month.

We would like to urge each and everyone of you to register and vote in the November election.

— REGISTER NOW —

SACRAMENTO, contract was awarded to Guy F. Atkinson Co., So. S. F. \$3,993,744, for 9.6 mi. four lane div. frwy. tog. w. front. rds., ramps & conn. graded & paved w-PCC on cem. tr. base, etc. etc. & 14 conc. strucs. const. betw. 0.6 mi. S. of Mendocino Ave. & Grant Crk., SO-NOMA CO. (IV-Son-18ro, E. B.)



FAST FREIGHT—Operating Engineers Don Lindberg and George McMahon here load their DW-20's from the bunkers at the end of a five-mile belt line on the big Trinity project. Each load consists of 90,000 to 100,000 lbs. It takes approximately 9 seconds to load and 4½ minutes to make the trip to the fill and return to the bunkers.

Aloha from Hawaii, Political Ballpark Of the Pacific

By HAROLD LEWIS &
RUPERT TEVIS Bus. Rep.

Seasoned politicians are having a hard time deciding where to place their bets, especially where the labor votes are concerned. Two teams are playing the game; The I.L.W.U. is on one side and the A.F. of L.-C.I.O. is on the other. A few scrimmages have already been held on Sand Island docks. The longshoremen won the first game, but the second and third were won by the A.F. of L.-C.I.O.

On the surface it looked as tho this was just another jurisdictional play, but we know it goes deeper than that. An interesting situation arose when some of the I.L.W.U. players were paid by the coaches for their part in the game and the substitutes were not. When the substitutes got wind of this curious set-up they put up their own protest line and prevented their own teammates from returning to their jobs on the docks. From last inside reports, the majority of the I.L.W.U. players are dissatisfied with the

Rosa-Ukiah (cont'd)

(Continued from Page 7)

can readily be seen that there is quite a bit of activity even though the work is pretty well scattered.

Register to Vote—Brothers, there is no use in trying to explain how important it is to be able to vote. If you have not already registered, please come into the engineers office and we will see that you get registered. Remember the deadline for registering to vote this fall is September 15.

Boy's Club—The new Boy's Club in Santa Rosa is certainly coming along. Mr. McKenzie, who is the regional director for the Boy's Clubs of America made a statement that I believe speaks for itself. "Labor has done more for our group than any group in the country." The building tradesmen have been very faithful in their attendance on week ends. However, \$35,000 is still needed to insure completion. Enough said.

STOCKTON Contract was awarded to Geo. Roeck Const. Co., Stockton, \$1,908,432, for const. SE Jr. High School.

SAN FRANCISCO, contract awarded to Ira H. Larsen Co., S. F. \$1,227,711, for addns. & altns to Steinhart Aquarium, Golden Gate Park.

way their coaches have been calling the plays.

Another thing that set the coaches back was the fact that they didn't think from the A.F. of L.-C.I.O. had such a large team. Our team consisted of the Sailors Union of the Pacific, Marine Fireman Oilers & Wipers, Marine Cooks & Stewards, Ironworkers, Boilermakers, Meatcutters, Retail Clerks, Teachers, Electricians, Roofers, Laborers, Carpenters, A.F. of L.-C.I.O. organizers and even our State Legislator David McClung. We now have a team that is hard to beat, and any opponent will have to come up with something better if they expect to win a game.

On the construction front, negotiations between the General Contractors Association and the four basic crafts are nearly completed as of this writing, and it is quite possible that a contract will be signed by the time of this publication. The members of Bert Nakano's Federation of Hawaii Workers, and independent union on the Island of Hawaii, have voted their approval for affiliating with the Operating Engineers Local Union 3. This gives us a good foothold on the "Big" Island, as this unit consists of approximately 230 members.

Kaiser's dredge, Kaiser I, formerly the "Judah" sank on July 31, in the channel it had just completed fronting Kaiser's new home at Koko Head. Efforts are being made to salvage her, but the turbulent waters may prove too much for complete recovery.

Work at the Standard Oil refinery is slowing down and our out of work list is growing, but it is expected to be back to normal when M. & K. starts their work at Kahuku, Waimanalo and Honolulu Airport.

Our state officials of the transportation division still have not approved the access roads for the Hawaii-Kai Project and work there still has not picked up.

We will again ask all of you to do your share as a union member to organize the unorganized. Don't forget your forth quarter dues and the No. 11 Assessments, which are due before the end of this month.

Congratulations to Brother Ed Ulmer on his new "Cat" dozer. Brother Ed, a civilian employee at N.A.S. Barber's Point, has been on the same "2U" for seventeen years and the danged thing still runs.

Aloha

BLOOD DONORS HONOR ROLL

SAN FRANCISCO
Elsie M. Kennedy
Jim B. Johnston
Paul R. Etter

SAN MATEO
Julian Olsen
John R. Nolan
Richard J. Nolan, Jr.
Joseph Aguilar
Carl Warner
James E. Simmons

OAKLAND
Jack Johnston

VALLEJO
Ed Kirk

In Memoriam

JACK FOSSATI—May 21st—
Reported July, 1960
Placerville, California

JACOB SIMONSEN—June 16
Reported July, 1960
Sunnyvale, Calif.

NEW MAN C. POUNDS
July 1, 1960, Redwood City, Cal.

OTHO NELSON
July 5, 1960, Oroville, Calif.

ANDY S. PADILLA
July 10, 1960, Oakland, Calif.

FLOYD A. WEST
July 18, 1960, Petaluma, Calif.

FOREST TESTERMAN
July 19, 1960, Hayward, Calif.

MIKE KEENAN
July 20, 1960, Oroville, Calif.

THOMAS FAULKNER
July 21, 1960, Sacramento, Calif.

ERNEST GAGLE
July 23, 1960, Tagus, Calif.

CHAS. E. GREEN
July 23, 1960, Los Altos, Calif.

ERNEST A. MUELLER
July 27, 1960, San Francisco, Cal.

H. G. ALLEN
July 28, 1960, Santa Rosa, Calif.

CHARLIE LEE
July 30, 1960, Yerington, Nev.

On LABOR'S HOLIDAY



Stay Safe.

...AT PLAY
...ON THE WAY