



ENGINEERS NEWS

OPERATING ENGINEERS LOCAL 3

STATIONARY ENGINEERS LOCAL 39

Vol. 19—No. 8

SAN FRANCISCO, CALIFORNIA

SEPTEMBER, 1960

New By-Laws Approved By Overwhelming Vote

By AL CLEM, Business Manager

The new By-Laws of Operating Engineers Local No. 3 have been approved by the membership by an overwhelming majority. The ballots were out to the membership for 30 days. The Post Office box was opened August 29, 1960, by Price Waterhouse & Co., certified public accountants, and the following was certified by them as the result of the election:

| | |
|---------------------------------|-------|
| Ballots in favor of the by-laws | 3,527 |
| Ballots opposed to the by-laws | 1,431 |
| Total number of ballots | 4,958 |

It now remains for the By-Laws to receive final approval from General Pres. Joseph Delaney and for him to set the date on which they will go into effect.

The By-Laws are the result of approximately two years' work by a committee, approximately two-thirds of whose personnel was elected by the membership of this local union that every

I think it is evident from the overwhelming vote to accept the By-Laws that the members of Local 3 have faith in those whom they selected to represent them.

It is a good set of By-Laws. While particular provisions may not please everybody, neither did our United States Constitution when it was adopted originally. And, as with the Constitution, provision has been made in the By-Laws for amending them.

Every member of Local 3 has been mailed a copy of the By-Laws. If you have any questions regarding their meaning, contact your Business Representative, and he will be happy to explain any point in question.

We also have received from Price Waterhouse & Co. their tabulation of the voting by members of Local 3 in the election for General Officers of the International Union of Operating Engineers.

The following is their tally:

| Office Candidates | Number of votes |
|--------------------------------|-----------------|
| General President | |
| Joseph J. Delaney | 4,050 |
| First General Vice President | |
| John F. Brady | 3,847 |
| Second General Vice President | |
| Frank P. Converse | 2,163 |
| Ralph B. Bronson | 1,985 |
| Third General Vice President | |
| William J. Stuhr | 3,742 |
| Fourth General Vice President | |
| Charles Paluska, Sr. | 3,722 |
| Sixth General Vice President | |
| J. C. Turner | 3,741 |
| Seventh General Vice President | |
| Newell J. Carman | 4,009 |
| Eighth General Vice President | |
| Paul O. Larson | 3,745 |
| Ninth General Vice President | |
| Leo Bachinski | 3,731 |
| Tenth General Vice President | |
| Eugene M. Reardon, Sr. | 3,758 |
| General Secretary-Treasurer | |

| | |
|---------------------------|-------|
| Hunter P. Wharton | 3,985 |
| General Board of Trustees | |
| Marshall Whaling | 3,577 |
| Rowland G. Hill | 3,587 |
| Joseph R. Donovan | 3,617 |
| Total number of ballots | 4,426 |

As you will note, a total of 4,958 ballots was cast in the voting on the proposed By-Laws and a total of 4,426 votes cast for the International Officers. The membership of Local 3 at this time is in excess of 22,000. That means that less than 23 per cent of our members took the trouble to vote on these important issues.

It is the wish of the Officers of this local union that every member should take advantage of his opportunity to cast his ballot in union matters as he sees fit.

We believe and hope that as time goes on, the members will realize the importance of voting on all issues that are presented to them.

(The total tally in the International election will be published in the International magazine.)

Many of the members will certainly have noticed the special section on safety that was contained in the last issue of our International magazine.

Following the lead of the General Officers in this vital matter, there was discussion of the subject by the Officers and Executive Board of Local 3, and a decision was arrived at to step up the safety program first instituted in this local by General Vice Pres. Newell Carman.

Through our collective bargaining agreements, we have progressed a long way in protecting the security of our membership through the Health & Welfare benefits and pensions. But these economic benefits do not really cover the tragedy when the family's breadwinner is incapacitated or killed by an accident, they merely alleviate it.

We have discussed with the Division of Industrial Safety of the State of California and with various employers and employer associations means by which we can help eliminate preventable accidents.

We urge each Engineer, not only to work safely himself, but to have a general awareness of



EXECUTIVE BOARD of Local Union No. 3 is pictured here at its meeting of Sept. 11, at which job safety was one of the many important subjects discussed and acted on. At left of left-hand table, l. to r., are: C. R. Van Winkle, Bob Christy, Al Rains, Jim Jennings, Barney Work. At right of this table, l. to r.: Geo. McFadden, Ernie Nelson, Don Kinchloe, Fran Walker, Tom Stapleton. At left of right-hand table, l. to r.: A. V. Dalton, John Hinote, Ken Brooks, G. C. Bruner. At right of this table, l. to r.: Jack Lofton, Joe Miller, H. L. Spence, V. H. Holmes, A. W. Myers. Back row, l. to r.: H. T. Petersen, Bill Minahan, Paul Edgecombe, Al Clem, Jerry Dowd, A. J. "Buck" Hope, and Guy Slack.

safety. That includes reporting any unsafe conditions on the job to whoever is in charge, for we feel that almost all employers are as much interested in safety as we are. And it goes without saying that your Business Representatives will welcome your calling to their attention any unsafe conditions you discover.

We hope that through all of us working together we will be able to cut down accidents in our part of the construction industry, thereby enhancing the security of our wives and families.

The month of August was a particularly busy and fruitful month for Local 3 on the economic front.

The highlight of the month was the signing of a historic agreement in the Hawaiian Islands with the General Contractors Association of the State of Hawaii.

Previously the general contractors had never sat down and negotiated with labor. But now an agreement has been negotiated and signed with the four basic crafts—Operating Engineers, Carpenters, Laborers and Cement Finishers—covering conditions, a wage schedule and a health plan. The agreement became effective September 1, 1960, and runs to 1963.

(For details on the Hawaii agreement see the report from Honolulu elsewhere in this issue of the paper.)

Generally, in the approximate one-month period from July 29 to Sept. 6, there were 98 "short form" construction agreements signed throughout the territorial jurisdiction of Local 3, in addition to 50 other contracts. Some were old employers signing new agreements, but some were new employers in our territory.

Several Rock, Sand & Gravel agreements were negotiated in California, and the Rock, Sand & Gravel agreement in the State of Utah, as re-negotiated, was ratified by the membership.

During the past month, also, we finally brought to a satisfactory conclusion a dispute with the Silver State Construction Co. of Nevada which had been in progress for almost exactly one year. In the end, it proved unnecessary to resort to economic action, but it was the readiness of the membership involved to take economic action that brought matters to a conclusion.

Local 3 in August 1959 con-

summated a Nevada contract which brought substantial gains in wages, a new vacation plan and—most important of all—a good hiring agreement. This agreement was signed by all the employers except Mr. Andy Drumm, President of Silver State Construction Co.

Mr. Drumm asserted that his attorney advised him the hiring agreement was illegal, and while paying the new rates he refused to sign the agreement.

Every effort was made to negotiate a settlement, but last month the employees finally ran out of patience. At a special called meeting, with virtually full attendance by the Silver State Construction employees, a motion was passed without dissenting vote to strike unless Mr. Drumm signed. Within a few

(Continued on Page 2)

OFFICIAL NOTICE TO MEMBERS

| District meetings scheduled for | | |
|---------------------------------|-------------|--|
| OCTOBER — 1960 | | |
| 5 | (Wednesday) | San Francisco, 200 Guerrero. |
| 11 | (Tuesday) | Eureka, 9th and E, Labor Temple. |
| 12 | (Wednesday) | Redding, New Elks Hall, Benton Drive. |
| 13 | (Thursday) | Marysville, Acapulco Dance Hall, 323 E St. |

IMPORTANT!! . . . ASSESSMENT NUMBER 11 IN THE AMOUNT OF \$6.00 IS DUE AND PAYABLE ON OR BEFORE OCTOBER 1, 1960. All members who participate in the Burial Expense and Good Standing Fund should send in an additional \$6.00 for the Number 11 assessment when paying their fourth quarter dues.

PAYMENT OF CURRENT DUES AND ASSESSMENTS IS THE PERSONAL RESPONSIBILITY OF EACH MEMBER. The benefit to which your family would be entitled in case of death is entirely dependent on the payment of your union dues and assessments. A deceased member must have been paid for the month in which he died in order for his beneficiary to be eligible for the death benefit.

SAFETY - - - Everybody's Job Every Day!

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NEWELL J. CARMAN.....Managing Editor and Supervisor
AL CLEM.....Assistant Supervisor and Business Manager
PAUL EDGECOMBE.....President
JERRY DOWD.....Vice-President
W. V. MINAHAN.....Recording-Corresponding Secretary
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Look Ahead, Not Behind, For Accidents on the Job

By GLENN DOBYNS and DALE MARR, Business Representatives

It is time for safety engineers to begin practicing safety engineering by foresight—not hindsight.

For too long they have been telling people what they should have done to prevent accidents—after the accidents happened.

Every time a new piece of equipment comes out, they sit back and wait to see what happens.

When an accident occurs, they run out and look for the accident cause and then we devise a way of preventing the same accident from happening and they repeat the performance. This is hind sight safety engineering.

We know it isn't always that way. Sometimes they do foresee what kind of accidents will happen with a new process or a new piece of equipment and they devise the means of prevention beforehand. We suppose all of us in the craft have some of this fore-sighted safety engineering effort to our credit.

In some industries this kind of safety engineering is done quite extensively. Regrettably, this isn't true in the construction industry.

There are aspects of every program that have nothing at all to do with human safety as such, and have very much to do with the basic problems of management: cutting unit cost, controlling quality, preventing interruption of the productive process, and meeting production schedules.

You have probably heard of the statesman who thought that war is too important to be left entirely to the generals.

Similarly it can be said that safety is too important to be neglected by the management.

To see the safety problem in the context of the big picture a distinction must be made between the words injury and accident. There is always an accident before any injury, but we often have accidents without any injury.

Until now, the emphasis in safety work has been on injuries, even when discussing such things as accident costs. For instance, it has long been said that for every one dollar spent on the direct costs of injuries (medical and compensation) there are also four dollars spent on the indirect costs, interruption of production, damage to equipment, damage to product, etc. This is the famous "four to one ratio," long accepted as a guide to estimating the cost of accidents in industry.

But, and here's the really new and startling fact, the four to one ratio is just the beginning of the cost picture.

Common sense and experience tell us that someone doesn't get hurt every time something goes wrong. Accidents happen every day without any resulting personal injury but let's look at the record:

| DISABLING WORK INJURIES INVOLVING SELECTED HEAVY EQUIPMENT CALIFORNIA, MAY, 1959 - APRIL, 1960 | | |
|--|-----------------------|-------------------|
| | Disabling injuries | Fatal injuries |
| Tractors | 2,089 | 28 |
| Highlift trucks | 1,177 | 11 |
| Road graders, road roller, road oilers, and scoopmobiles | 377 | 15 |
| Lumber carriers, hysters, gantry trucks | 90 | 1 |
| Other industrial vehicles, n.e.c. | 418 | — |
| Farm implements | 979 | 5 |
| Hoisting apparatus | 835 | 21 |
| Concrete mixers | 230 | — |
| Compressors | 229 | — |
| Trenchers or diggers | 101 | — |
| Pile drivers | 23 | — |
| Pug Mills | 3 | — |

We are planning to start within the month an active program designed to acquaint the men in the field with the necessity for thinking and acting safely both on the job and at home.

We know there is a lot of work to be done to cut down this tremendous loss of life and of time that is affecting our members and their families. We sincerely ask for the cooperation and advice of every member in the field as we start this program.

We feel sure that with your help we will be able to cut down considerably this appalling loss to our members and their families.

SURVEYOR JOBS PICKUP

By AL BOARDMAN,
ART PENNEBAKER
Business Representatives

The pattern of last year seems to be repeating itself this fall. The demand for survey Parties has increased during the latter part of August and the early days of September. Many jobs are in remote areas and are exceedingly hard to fill. It should be remembered by all the worthy brothers, that when a dispatch slip is accepted from the Union that they are obligated to report to the job. Failure to report relieves the employers ionfrom their obligation to the Union and they may hire anyone they choose. We have fought for many years to Unionize the jobs and to protect the employment opportunities of our members. These efforts will be wasted if you fail to report to work, when dispatched to a job by the Union.

Now is the time for all good men to come to the aid of the party . . . In November of this year the American public will decide who will run the business of Government for the next few years. The candidates who are elected will be your personal representatives. The candidates you select will be in the position of making important decisions vital to every workingman. They can vote for your interests or against your interests.

From this moment until election day, the voter will be bombarded by claims, counter-claims and false issues until he enters the voting place in a daze of misinformation. The large publications; newspapers, magazines, etc., derive a large part of their income from Big Business. It would be difficult for them to show the true facts concerning working people. COPE was established to disseminate Facts to Union members. COPE has a full time staff devoted to searching through and studying speeches, the congressional record, voting records, legislations, etc., of your elected representatives. COPE digests these and compiles all the facts which are a concern of the working people. COPE is designed to fight the half truths and phony issues.

If you want Facts concerning the effect of politics on you as a working man, If you want to know the best candidates who will truly represent the working people of America follow the recommendations of your Committee on Political Education.

The City by the Golden Gate SAN FRANCISCO JOBS HOLD FAIRLY STEADY

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

Contractors in the San Francisco Bay Area have been fortunate in gaining numerous scattered small jobs and thereby maintaining a reasonably steady operation which keeps a considerable number of brother engineers happily employed. However, none of the recent jobs have been large enough to exhaust the manpower

surplus which exists in some classifications. Other crafts within the building and construction industries in this area, are having increased unemployment problems but if a few of the proposed projects develop soon, this situation will be relieved. The existing condition among the other crafts brings a definite lull to the ready mix plants and other phases of the rock, sand and gravel industry. In the past, at this time of the year, these operations were normally operating at full capacity but from reports received they are now running about half their normal production.

The dirt moving contractors, Harney, Atginson and Buzz Haskins are all busy working on large projects and have been able to maintain good sized crews of engineers throughout the year.

Chas. L. Harney was low bidder on the second section of the Southern Freeway with a bid of \$3,921,424 representing one new major project about to start.

On Harney's Double Rock job they have finally decided where the rest of the dirt will go, so this job will progress right along now. The same Company's job at the school on 25th and Euclid has progressed to the point that the heavy grading is about finished and the Pacific Coast Builders are now starting the foundation work.

Harney's street jobs . . . are moving right along. The Street widening on Brotherhood Way is nearing completion and the progress on Geary Blvd. has been moving slowly for the reason that there are many factors to contend with on this particular project. Naturally, there is always a great deal of repair work on equipment when a company has so much work going at the same time so we can always find a large crew of mechanics busy in Harney's shop. It looks as though there will be many of our brothers working for this Company for some time to come!

Buzz Haskins has a spread working on top of Guttenberg Street grading for the Standard Building Company. Since this is a cat and can job it should last

until the rains start.

Fay Improvement Company have several jobs under way at this time. This Company always seems to keep their crews busy, doing something.

In the downtown area the building program is progressing about the same as usual. Bethlehem is busy putting the steel up on the APL Building and the Fairmont Hotel. Cahill's job is running smoothly with several men employed on hoists and compressors.

M. & K's Hall of Justice job is running smoothly keeping a good crew of Engineers busy . . . undoubtedly, for some time to come!

Monolithic Pipeline Inc. were low bidders on about one-quarter of a million dollars worth of work in McLaren Park. We don't have the actual starting date but hope to have more information by the next issue of the Engineers News.

At the present time we are in negotiations with the Institute of Scrap, Iron & Steel and we hope to have this settled by the time the next issue goes to press. We are also negotiating with the Stauffer Chemical Company and will report the outcome of both negotiations next month.

By-Laws O.K.'d

(Continued from Page 1)
days, he capitulated and signed the same agreement in effect for the other Nevada contractors.

What makes this victory, especially significant is the fact that Nevada, has a so-called "Right-to-Work" law. Under this kind of open shop legislation a union member has no job rights unless they are spelled out in a hiring section in his collective bargaining agreement. The settlement with Silver State completes the job of making our membership in Nevada secure in this regard.

The committee which was to determine the Referral Office Procedures for the State of Utah has concluded its work. The complete Utah Agreement and hiring procedures are now at the printers and will be ready soon for posting and distribution.

And finally, a grand total of 3,979 men was cleared by Local 3 in the various districts during the month of August.

BLOOD DONORS HONOR ROLL

SAN FRANCISCO

Edward Kirk
Peter Haugnes

SAN JOSE

Johnnie Muniz

Citizens should use CONELRAD— 640 or 1240 on the radio dial — for official information and instructions in time of disaster.

Brother Larry Walker, foreman for Williams and Burrows, is shown "pioneering" a new foreman conveyance!



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 had many, many short jobs but some good long jobs are coming up. During the month of August we had 681 men cleared.

Bids were to come up September 14, 1960, in Sacramento, for a job in Alameda County, on Clawiter Road between West Winton Avenue and West Street near Hayward. About 0.6 mile in length this highway is to be constructed by grading and surfacing with asphalt concrete on cement treated base and sanitary sewer and drainage facilities.

Also, on September 14, 1960, a bid is coming up in Sacramento, for a job in Contra Costa County, on Taylor Boulevard between 1.8 mile southwest of Pleasant Hill and Pleasant Hill Road. About 2.0 miles of highway to be constructed, grading and surfacing with asphalt concrete and two bridges to be constructed.

Bids on September 21, 1960, in Sacramento for a job in Contra Costa County between Route 106 and Martinez-Benicia Bridge. It will consist of about 3.8 miles of four-lane freeway to be constructed by grading and paving. There will be seven bridges and one pumping plant to be constructed.

Again we urge the brothers and their families to donate blood to the Operating Engineers Blood Bank. Appointments may be made by calling OLYmpic 4-2924. Our Blood Bank is depleted. Please make an effort to donate blood as you may have occasion to need it for yourself or your family.

The Yuba job at the Martinez-Benicia Bridge is well under way as of September 7. The first piece of steel was set by four of our brothers whose picture appears in this section. The brothers used a 25T Lorain truck crane and an American 25T truck crane. The first piece of steel was around twenty tons and about sixty feet long. They will use a 3500 Manitowoc and a 25T Lorain doing all of the steel erection on the land piers until they get to the water and at that time they will put forty-foot more boom in the Judy Ann which will do all of the steel erection on the water.

We look forward to the progress of this bridge. We wish all of the brothers on this job all the luck in the world.

UPPER CONTRA COSTA

A run down on the jobs of Upper Contra Costa Area: Two of our big jobs are just about completed which is Bechtel Corp. at Fibreboard which employed around 35 of our brothers in the past 11 months and C.C. Moore at the P.G.E. Steam Plant which has been going for the past two years. The Yuba bridge job at Martinez and Young and Anderson pipe line are the two major projects in this area at this time. We have considerable amount of housing tracts, Stolte-Early tunnel job in Orinda is keeping quite a few of the brothers working.

Parish Brothers are doing a job for the flood control in Contra Costa County widening and sloping the creek bed running from Willow Pass Road to Arnold Industrial Highway. The brothers have about 40,000 yards and about one more month of work on this job. The brothers are G. H. McCants, George Freeland, James C. Sloan, Ed Parrish, Marvel E. Helton, Ed Bettencourt, Ed Swan, Ralph Sloniker, D. S. Wimberley, William Bowe, Harley Morrin, August C. Bokelman, and Bill Dorresteyn.

Swinerton and Walberg from San Francisco have started their job at Parr Boulevard and Goodrick Rd. in Richmond. They have the contract with American Marietta Company to build a resin plant. This job will last approximately four months. All the work will be done by sub-contractors. J. Henry Harris Co. has all the dirt work and are now cutting the streets and making pads for the buildings.

Piombo finally finished their job on Highway 40 near Albany. They had to spend the biggest part of the summer finishing the paving and putting the finishing touches on all the slopes and shoulders. Now they have moved nearly all their equipment out and scattered to other parts.

Brother John McCosker is still fighting the mud on his Point Isabel job. This is a big sewer line and has been a bad one for McCosker. He has had to drive piling and build cradles to lay the pipe in. At this writing he is about to start a tunnel under Highway 40 at Central Avenue. This will be done all in one operation and lined with armor plate. Then the main pipe will be laid thru and continued up Central to Carlson Boulevard. John has kept approximately 8 of our brothers busy all summer.

The Colliers job in Franklin Canyon is nearing completion. This plant will be in operation by September 15. This has been a spotty job for our members but we have had three or four brothers working here nearly all summer, for different companies. J. T. Thorpe had a crew here for a couple of months. O. C. Jones has had all the paving and excavating and have kept a few of their steady hands pretty busy.

The rock quarries have been very slow all year in the Richmond area. Blake Bros. are still running on a four day week basis. Quarry Products Inc. have been about the same. We hope things will pick up for these brothers.

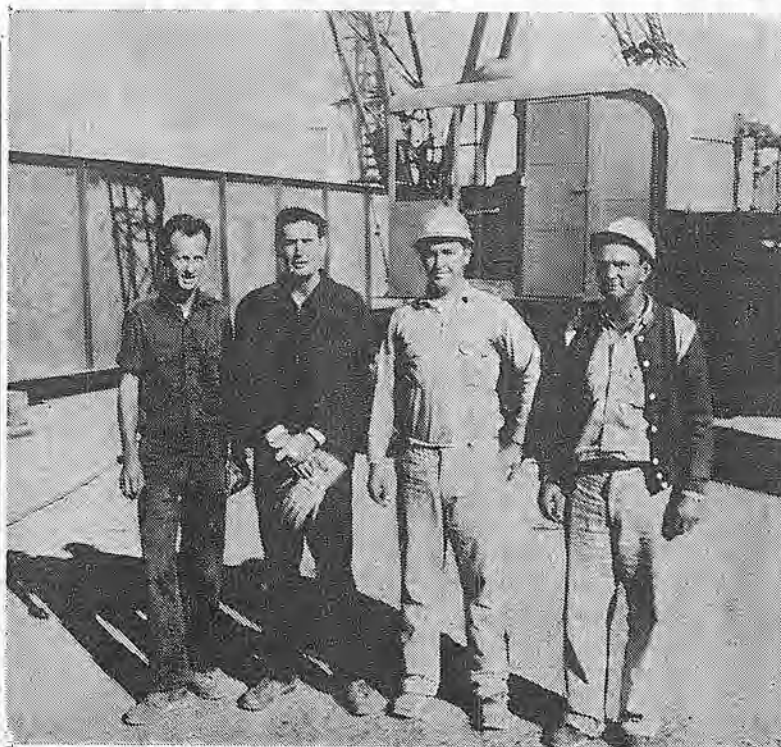
CROCKETT SKYWAY

Parish Brothers are still having a rough time on their Cummings Skyway Job in Crockett. They have most of the cuts made but still have another couple weeks to go. All the cuts that are left are solid rock and it is rough. They are topping off with their sub-base now and this part is going along pretty well. They should be done in another six weeks or so. We still have 12 men on this job.

McGuire & Hester have run into problems on their sewer job in Richmond. They are paralleling the sewer line that Glanville Plumbing put in two years ago. Some of the sheet piling that Glanville couldn't pull are still in their way. The banks are caving and they have to crib it all. They still have a couple of miles to go. So they will be there awhile.

MACARTHUR FREEWAY

Most of the activity west of East 12th Street is on the freeway project that parallels MacArthur Boulevard. Moseman & Sons, Kiewit and Guy F. Atkinson in that order. Kiewit is breaking ground at this writing—as they set up a new belt loader to move 100,000 yards for fill on the first phase of the job.



These views show work under way on the big Martinez-Benicia bridge project for Yuba Consolidated. In picture, l. to r., Robert Henson, oiler; Bill Richardson, operator; Charley Wells, operator, and Warren West, oiler.



The present schedule will move the equipment to the west portal of the Broadway Tunnel for additional fill dirt sometime in November. Equipment is being shipped in from day to day. At the peak of the job the supervision anticipates about twenty engineers on the payroll. At present the following brothers are employed: Chuck Kohler, grade foreman, Harry Fischer blade & dozer, B. A. Genereux, cat, H. Whitacre, cat, Mickey Rognlien, cat, Sam Nettles, handcrane, D. E. Jones, mechanic, D. O. Hawkins, grease truck, Chet F. Webster, oiler, V. W. Buchanan, grade checker, and Steve Hamby, master mechanic.

The Guy F. Atkinson project has completed the first portion of the dirt work and are now working on the overhead structures. On the payroll we find Ray Mullins, mechanic foreman, Pat Furnish, operator, P. R. James oiler on Bay City truck crane, R. H. Shepperd on a D-8 cat, Joe Martin, blade operator, J. P. Villa on forklift and utility man, "Bud" Heath, welder and mechanic, and Fred Hoagadon as excavation foreman.

Yuba Erectors are doing the "re-bar" with an American Truck Crane. The operator is John "Whitey" Kinslow with Karl "Rebel" Maxwell as lubricating engineer.

Bob Mulloy is moving in on the job behind the old Macco Quarry near the old tunnel road. This job should keep the boys going 'til the end of the year. On this spread we find Joe Fanfa, foreman, Joe Motta on the D-8, Carol Moore on the TD-24,

Rubin Stirton and Ray Rogers on the tampers, Dick Fanfa, Bob Findley and Bob Pemberton on the DW-21s with D. Johnson as grade checker.

The Williams and Burrows Reservoir job off MacArthur is about 85% completed as far as the engineers are concerned. Bigge has had two rigs busy for several months doing the erecting of this huge roof structure. On these two rigs we find Cliff Hubbard and Vilo Phillips on one and Gene Collet and Don Freitas on the other. Ask these boys about cressote???

According to word received in this office the bids for the new Broadway low level tunnel should be opened the latter part of this month with work to start before the end of the year. This job should put quite a few of our brothers to work above and below ground.

CASTRO HOME

Freeman Paving Company of Palo Alto, California has the contract to excavate and move some 1,000,000 yards of dirt with about 750,000 more yards of muck to move for about 460 new homes to be built on the hill above Crow Canyon Road in Castro Valley.

The Freeman Paving Company also has all the streets, curbs and gutters to be put in this housing unit. This job has been going since about the 1st of March, 1960, which consisted of clearing off the brush for this unit. The equipment on this job consists of 5 DW-20s, 2 D-9 dozers, 1 Michagan 280 dozer and Kom-pactor, 2 cat 12 blades. This job is under the supervision of Art Wright. Ray Morgan is general foreman, Bill Smits is fore-

man, Dave Painter, grade setter, Joe Mathews, dozer, William Rotar, Dozer, Charles Mey D-9 push cat, Jack Dills, D-9 push cat, Milton Hendricks, Michagan kompactor, Leon Lemon, DW-20, Ted Perry, DW-20, Burl Warren, DW-20, Tim Atkinson, DW-20, Jack McDaniels, DW-20, Ed Young, blade on haul roads, Frank Ramos, blade on house pads, Tim Harvey, grease truck, Lester Brundage, mechanic, Guido Burdelli, mechanic, George Beavers, D-8 dozer, James Walls, 8-D dozer, and Melvin Powell on a D-8 dozer.

Brother William Rotar ran a D-8 dozer and did all the clearing on a 1 to 1 slope. This job of clearing was quite dangerous due to the fact that it was heavy brush and steep hills.

Bevilacqua Home Builders Inc. of San Leandro has started unit number 5 of Lido Faire, a 3000 home sub division at Newark. In this new unit each home will be all electric and all aluminum construction. Active Construction is doing all the excavation work on this unit as they have done on the other four units. At the present time Belilacqua is starting the huge shopping area plus the Lido Lanes Bowling alley and skating rink. This is a well planned shopping area and will have plenty of parking space.

All the underground work is being done by Martin and Dias of Union City, better known as Decoto.

Active Construction has some 110,000 cubic yards of dirt to move plus all the curb, gutters and sidewalks to put in. They also have quite a lot of flood control work to do. The brothers working on this job are Paul Stauffer, foreman, Lou Jones, tamper, Jim Belshaw, D-6 pulling disc, Melvin Anderson, D-8 dozer, Ed Bush, DW-20, Charles Shattuck, DW-20, Fred Katarzy, blade, F. Rappini, blade, Harley Hall, blade, G. Walker, D-6 loader, Jack Burgess, roller, Vic Vargas, loader, M. Post, operator on backhoe with Jim Holtvar oiling on the hoe.

Bill Smits has gone to Iran as foreman for Vinnel Company where he will be in charge of building miles of roads in that country. He will be gone about 18 months.

A personal note of thanks from Brother Art Peterson:

I would like to thank my many friends and brothers with O. C. Jones for their contributions for my deceased sons wife and two small children—Thanks again.

San Leandro, Calif.
1405 Virginia St.
Art Peterson

JOB AWARDS

MENLO PARK, contract awarded to Wm. R. Cole, 81 Terrace Walk, Berkeley, \$326,326, for Hollyburne Ave. Intercept. San. swr., contract No. 19.

ROCKLIN, contract awarded to A. Teichert & Son, Inc., 1931 Stockton Blvd., Sacto, \$186,391, for impvt. Woodside No. 1 Assess. Dist. R.O.L. No. 209 under Act of 1911.

SAN FRANCISCO, contract awarded to Souza & Wright, Yuba City, \$448,874, for Hwy. 24-B. Gold Lake, Tahoe Nat. for SIERRA CO. und. Calif. F.H. 24-B.

BERKELEY, Contract awarded to J. Villa & Sons, 3501 Carlson Blvd. El Cerrito, \$60,600 (Base) for const. So. Branch Library, N. E. crn. Russell and Grove Sts.

San Mateo -- Hub of the Peninsula

Many Small Jobs Keeping Peninsula Boys at Work

By BILL RANEY and DAN MATTESON, Business Representatives

If you were to travel from one end of the county to the other, you would see a couple of hundred rigs running, within sight of any of our highways, belonging to various contractors in the area. There are many small jobs working in the county, enough to keep our brothers busy, and this, of course, is what keeps them all happy.

"Buzz" Haskins spread has slowed to a walk since the Daly City voters decided not to include the proposed Callan Tract as a part of Daly City. Rumors now have it that the twenty million yard job will go ahead soon as an unincorporated area, or maybe as a new city in itself. Whatever the decision, we hope it will not delay the project too long, as this would be a good winter job.

Utah Dredging Co's mammoth dredge "Franciscan," is going full blast on a three shift basis at the Port of Redwood City. They are having their problems with the blue mud, but the company has some very capable engineers who will find a way to pump it. Redwood City's harbor is rather crowded these days with Utah almost blocking the harbor entrance with the "Franciscan," along with a half a dozen other rigs assisting in the operation. Pioneer Shell bringing their rig in and out every day. The Ideal Cement Co. dredge bringing in six or seven barges of shell every day. All this is in addition to the regular traffic of Permanente loading cement, Leslie Salt loading salt for all over the world from their large stockpile. Put all this together with the smaller pleasure craft buzzing around, and there is not much water left.

The Shellmaker Corporation have a small dredge at the San Carlos Airport, not far from the old Richmond-San Rafael ferry boat that has been brought into the airport by private industry. Rumor has it that the ferry boat is to be remodeled into a swank restaurant and night club, to keep in pace with other improvements to be made at the airport.

Nick Ratkovich's job is still going strong in spite of Nick himself being in the Peninsula Hospital. Nick was attempting to dress the belt on his link belt loader, (Kolman type) when his arm was caught. It pulled him partially around the drum. His arm was quite seriously injured, and he also suffered some facial injuries. Nick is a tough one though, and we hear he is progressing nicely. It would not surprise us to see him out on the job, cast and all, before long.

LOSES FOOT IN GEAR

Brother "Red" Kazar caught his foot in the crowd gear on his Model 6 shovel on the Fisk Firenz & McLean job, and unfortunately lost his foot. "Red" did manage to get quite a spread in the local newspapers, who, for once, did get the story just about right. At this writing he is doing fine, and is hospitalized in the Sequoia Hospital in Redwood City. How many of you shovel runners or oilers use the McCaffrey trip assembly as a step when you start up the boom? This is not to be done. All rigs come with guards over the gears. Many operators remove them. The guards were put there for a purpose. DO NOT REMOVE THEM!

Piombo Construction Co. have quite a few of the brothers employed at the school site in Pacifica. Most of the work there

now is on underground, which accounts for so many sub-contractors with small backhoe etc. working.

Willie Frank is about finished at Vallemar and is starting on the Linda Mar job. This could keep the brothers busy for some time.

Ralph Larsen & Son have a backhoe crew busy on the school at Pedro Valley. This job is shaping up nicely.

HALF MOON BAY

The Half Moon Bay Breakwater job is in full swing. This job is one that takes lots of patience as every stone that is hauled in from the quarry at Davenport, has to be placed with the Lima crane. All the brothers on this job are real busy and are making some nice checks too.

The Berger Coastwide job below Pescadero is shaping up nicely, after quite a few delays due to improper material. This situation has now been corrected and the material is on the road bed in winrows, ready for final treating and laying down. With the completion of this piece of roadwork, we will have a nice stretch of highway clear down the Coast to the Santa Clara County Line.

The Payne Construction Co. were low bidders for resurfacing and other work at the San Francisco International Airport, with a bid of \$174,088.

Bids are out for a new Municipal Court Building in San Mateo.

The Barrett Construction were low bidders at \$92,500 for improvements to piers and north concourse at S.F. International airport.

Arthur Brothers low bider at \$771,000 for construction of a new Police Department Building, at 19th and Deleware, San Mateo.

STRESS SAFETY FIRST

With the serious accidents we have had in San Mateo Area during the past month, we again STRESS SAFETY. In our travels on the jobs we find many safety problems such as gears unguarded, belts unguarded, moving machinery not properly guarded: all of these and many other conditions existing should be called to the attention of the EMPLOYER, for correction. In many cases the problems are attended to at once. If they are not, contact your Business Representative, and call to his attention the unsafe condition, so that he may be able to make a report on the safety problem. Loss of time caused by these accidents is costly to yourself, and if the accident would be of a serious nature, it could result in a great deal of lost time. A great many of the Construction Companies have excellent Safety Programs, with Safety stewards suggestion boxes, etc., with a determination to keep down accidents. It really works out for them. You should show full co-operation to these programs, as you are the one to be helped most by the program. We would like to mention at this time that Brother L. C. Chapman is now able to be working as a roller operator on the L. C. Smith job on the Bayshore Widening project, Chap-

Oroville Project Big Help to Marysville

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

MANY DISPATCHED, MANY STILL TO GO:

The Oroville-Wyandotte Project has certainly proven a good pump primer for the Marysville area. No sooner had the Oroville Project Contractors started hiring than every contractor in the area decided he too better get going and began ordering men. IN THIS AREA

During the past month around six million dollars of work has been let. As the great majority of this hasn't been started we are still in the dark as to how many additional jobs this will mean.

These jobs run from \$23,969, Baun Construction Company, for road improvement, Colusa County, to \$3,612,652, Gordon Ball Inc. and Ball and Simpson, for the Western Pacific R.R. relocation grading job of approximately 14 miles above Oroville.

The jobs cover everything from road jobs to the bridge job over the Bear River near Rio Oso which involves 2.7 miles of road work and a concrete bridge and which Fredrickson & Watson and Lee Stephens were the low bidders at \$862,241.

Also about to start is the machinery setting job by the American Foundry Company, which is directly contracted with the Air Force Base, and which Paul Hardemon, Inc., of Stanton is the sub-contractor. Southern Waldrup and Harrick Company is to construct at Beale the SAC Missile facilities. The job was announced as bid in at \$700,000.

In addition to the type of jobs listed above and which the Operating Engineers is, in most cases, the predominant employee used, there is over four million dollars of construction of various building going on or about to go at the Chico State College, Chico, and which is not included in the figures quoted above.

NO NEWS ON CAPEHART

To those who have inquired we are sorry to report that we have not definite news on when the Capehart housing project at Beale will start up. All we know is that the Continental Casualty Co., the bonding company, is reported to have accepted bids from Baldwin Contracting Co., R. J. Daum and Brock Company (a joint venture) and the Sheridan Construction Co. to complete the project. Nothing has been reported on who, when and how much.

SOME JOBS TO COME

News of the approval of Congress of the first installment of \$700,000 on the \$4,804,000 federal loan on the Browns Valley Irrigation District, Virginia Ranch Dam has led to the expectation that this almost five million dollar project may be started this year.

Congress at the same time approved the first installment of \$700,000 on a \$4,875,000 federal loan for the construction of the Camp Far West irrigation project leads us to believe that this project may also get started this year. In addition to the above federal loan there is a state loan

pie has had eleven months of lost time due to a badly broken and shattered leg, thanks to medical science and a brace, Chappie is now back in the saddle again. Cats and loaders will be out from now on, but Chappie is happy to be able to go out on the roller after all the time he has been inactive. GOOD LUCK CHAPPIE!

This is the first month we have not had even one blood donor. Lets get on the ball again! WE CAN'T AFFORD TO LET A MONTH GO BY WITHOUT BLOOD DONATIONS.

By the time this issue of the paper reaches you "C" Day will be over. It is hoped that you were in a position to take advantage of this easy way to help those less fortunate than yourself.

of \$1,260,000 which makes this a \$6,135,000 project.

There is at this time some interesting news developing regarding the Yuba River Project being presently studied as to its feasibility by the County. There is hope that this project which is estimated at \$152,000,000 may be ready for bids and the letting of the contract some time late summer of 1961. More about this and the above later.

INDUSTRIAL REPORT

Gold dredging is probably a monotonous task for those of our members who work at it the year around, but to us ordinary people it is a fascinating operation. Although it is a disappearing industry, few probably realize that the remaining gold dredges provide employment for over 150 of our members in a year around basis.

For this reason the officers of your Union and especially the representatives at the Marysville Office are very much interested in this industry and anything that will have the effect of improving and expanding this operation.

Because the price of gold has not been increased since 1934, we believe was the year, gold mining has gradually closed down with the exception of the most profitable operations. Yet in the hope that the price would be adjusted upward by Congress a number of gold dredges are being kept on a standby basis and would probably be put back into operation in case this happens.

Regarding this matter, information has been given to us that our government is somewhat concerned about the threat of the Russians to put the Ruble on the gold standard. This they tell us would probably force the revaluation by our government of its policy regarding the price of gold.

It's a rather sad state of affairs where it takes an action by the Ruskies to force a price relief on a product in this country which is long overdue, as we have frequently pointed out in the past, and which should have been taken care of years ago.

We thought you might be interested in how the gold dredging industry got its start in this part of the country. It came into being because W. P. Hammon, for whom the town of Hammon was named, noticed flake gold in the tailings while drilling a well near Oroville.

To mine this low paying dirt profitably, Mr. Hammon constructed a barge in a pit and mounted a bucket line on it on a belt and when ready to go filled the pit up with water. Maximum depth that this dredge could dig was around thirty feet. Today it is 128 feet.

At one time around the start of World War One there were around 52 dredges of various sizes working around Oroville. Today we are down to four near Marysville. However, if the price was right much of the ground that was once worked over by the shallow dredges could be again worked, and profitably, by the deeper digging dredges.

In the balance of the industrial unit of this office the various plants and shops have had

what may well prove their best months this year in the last two and we have some reason to hope that this rate may continue for awhile as at present.

PERSONAL NOTES

Brother William H. Clark of Yuba Consolidated Gold Fields retired August 31st. He has worked 35½ years for the Company. Happy retirement, Bill. We would like to point out that Brothers Walters and O'Kelly who were shown on the front page as retirees of the Sacramento area are actually from this area and we would like to wish them many, many happy retirement days. It also goes without saying that is our wishes toward all the retired brothers of this Local Union.

* * *

MEETING NOTICES

REGULAR QUARTERLY DISTRICT MEETINGS

This very important meeting will be held Thursday, October 13, 1960 at 8 p.m. in the Acapulco Ball Room, 323 E Street, Marysville. There will be a Grievance Committeeman to be elected.

GRIEVANCE COMMITTEE

Will meet each Thursday evening (except the night of the Quarterly Meeting) between 7 p.m. and 9 p.m. in the Engineers Hall, 1010 "Eye" St., Marysville. ROCK, SAND & GRAVEL

Membership meeting will be held Friday, September 23, 1960, at 8 p.m. at the Teamsters' Hall, 818 Wall Street, Chico.

YUBA CONSOLIDATED GOLD FIELDS

Members will meet Monday, September 26, 1960, at 10:30 a.m. and 7:30 p.m. in the Engineers Hall, 1010 "Eye" Street, Marysville.

NATOMAS COMPANY

Membership meeting will be held Monday, October 3, 1960, at 10:30 a.m. and 3:30 p.m. in the Veterans' Hall, Folsom.

GADDING, McBEAN & CO. Lincoln Industrial Council Joint Board meets Tuesday, October 4, 1960, at 4:15 p.m. in the office of the Council, Lincoln.

The general membership meeting will be held Tuesday, October 11, 1960, as follows: 2:30 p.m. in the office the Lincoln Industrial Council, Lincoln. 4:15 p.m. in the auditorium of the Lincoln City Hall.

CONCRETE PIPE PLANTS

This unit will meet Monday, October 17, 1960, at 7:30 p.m. in the Teamsters' Hall, 818 Wall Street, Chico.

ALL OTHER MEETINGS SUBJECT TO CALL.

JOB AWARDS

San Jose, contract awarded to Fred J. Early, Jr., Co., Inc., 369 Pine St. S.F. \$1,137,000, for addit. to sewage trmt. plant invlg. two sedimentation tanks of 15 mgd, etc. and L.S. bid.

REDDING, contract awarded to M. & K. Corp., 519 California St. S.F. \$4,355,000, for const. mfg. portion of plant site inv. Redding, inv. instal. crushers, raw. & clinker storage, mill bldgs., kiln & aux. eqpt.

REDDING, contract awarded to Heman & Lawrence engrg. Co., 1295 Folsom, SF \$1,585,000, for raw storage, silos, cem. storage silos, & packhouse at new plant site near Redding.

SACRAMENTO, contract awarded to Chas. L. Harlan, Inc., S.F. \$3,921,424, for abt. 1.1 mi frwy. tog w/frtge. rds., etc. grd. & pav., etc. const. 5 brdgs. etc. SF CO. (VI-A F. 2-S. F.)

2-Year Whiskeytown Dam Job on Trinity Project Gets Underway Near Redding

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

Work started on the \$6,215,577 Whiskeytown dam September 6th when Operating Engineer Andy Babich moved the first three yards of fill with his shovel. The job is on a one shift operation at present but Roy Ladd, Project Manager for Gibbons and Reed, states the job will employ an estimated 200 men by next summer.

The entire project is scheduled to be completed in two years and eight months. Although Whiskeytown dam won't be the giant that Trinity dam is, when the tunnels and power transmission lines are completed, it will be a vital link in the transportation system of both power and irrigation water in the Central Valley project. The portals are scheduled for completion by October 1 and the tunneling will continue through the winter. Sometime between March 1st and June 15th, a coffer dam will be built to stop the water and divert it into the tunnel.

Clear Creek will flow through the hill while the main dam is under construction. Before the project is completed, 4,480,000 cubic yards of dirt will have been excavated and made into the dam embankment. By sacrificing historical Whiskeytown, which will lay some 150 feet under water after the dam is filled in 1963, we will be gaining a new recreation center. Winston, Green & Drake is in full swing on the Spring Creek Tunnel job with 60 Engineers now employed. Contractors started driving tunnel three weeks ago. Project Supt. on this job is Chuck Pearson, Master Mechanic is Bill Thomas and Shop Foreman is Jim Hedges.

The shop buildings have been erected, the compressor houses have been set up and the job is beginning to shape up and look like a real prosperous job for the Engineers. It is one of the closest jobs to the Redding Hiring Hall—only 7½ miles. American Pipe Co. has moved in on the job to do the pipe lining on the ciphons. The excavating for the heading of the intake is near completion. M. W. Brown recently completed the paving on a 3 mile section to the main entrance of the job. Shea, Kaiser, Morrison is preparing for the alignment of the 11 mile Clear Creek tunnel which will bring the water from Trinity County to Shasta County. The water will empty into the Whiskeytown Reservoir which will have a 36 mile shoreline. The Spring Creek tunnel will then transfer the water into Keswick Dam and eventually into the Sacramento River.

It will be approximately 4 years more before the entire Trinity Project is completed. Work has been started by E & W. Corp. on one power house at Whiskeytown and Guy F. Atkinson is making preparation to get started on the powerhouse at Minersville. The Trinity Project hit its peak in 1960 for Operating Engineers with approximately 1000 members on the entire project. In the coming year the project will not need as many men but the majority will be able to work throughout the year due to the underground work and the powerhouses. Another job let on the Trinity project is a 5½ mile road relocation awarded to O. K. Mittrey for \$711,158, to build a new road from Carrville to Cedar around the east side of the Trinity River project.

REDDING AREA:

Calavaras Cement company has awarded contracts for \$5,940,000 worth of construction work at its new plant site near Mountain Gate. The M & K Corp. of San Francisco won the

largest contract to build the \$4,355,000 manufacturing portion of the plant. The contract calls for the installation of crushers, storage facilities, mill buildings, kiln and auxiliary equipment.

Homan & Lawrence Engineering of San Francisco was low bidder at \$1,585,000. to build raw storage siloes, cement storage siloes and the pack house. Work is expected to start on this project immediately. Isbell Construction, contractors for the excavation work, is in full operation with approximately 35 Engineers employed. This is another major job within close range of the Redding Office. In the past, most of the major jobs were quite a distance from Redding and this may in part account for Shasta County doubling it's population in the last ten years.

The bridge being built in the Redding city limits is now in its second month of construction and by next summer will provide two new lanes for traffic crossing the Sacramento River. John C. Gist of Sacramento, contractor for the bridge, and his men are now placing steel forms in the river bed for three of the eight piers. Bridge builders are digging in the river channel for a solid bedrock footing which at one pier will be about 18 feet below the river surface. Concrete is being poured for the piers while the river rushes by at speeds up to 35 miles an hour. The new bridge will be built from 400 tons of structural steel, 200 tons of reinforced steel and 4,000 cubic yards of concrete. Including approaches, it will be almost a half mile long although the span will be but 800 feet. About 20 men are working on the bridge at present but there will be 50 men on the job at the peak of construction later this year.

SOUTH OF REDDING

Thomas Construction is winding up on their road job out of Beegum. With the few contracts let throughout this area it has already improved driving conditions for the hunters and fishermen. As a point of interest, one of the most scenic drives in Northern California is from Red Bluff through Beegum, to Wildwood and back into Weaverville. It is about an eight hour drive but for a Sunday cruise it is well worth the time. If you anticipate making the drive through the hunting season, we advise that you take your rifle as game abounds in this area. You might also throw in the trout rod too as there are some beautiful streams around Wildwood and Hayford. For further information regarding this territory, I would suggest you contact Brother Reid Hood who has lived in the area for a number of years and knows it as well as any ranger. Hood and Case were low bidders at \$508,102 on the flood control job out of Gerber.

EAST OF REDDING

The Department of Correction recently awarded the State Prison job near Susanville to Johnson, Drake and Piper of Oakland. Their bid was for \$8,140,000. Work is expected to start on this project at once in spite of the fact the snows are apt to start anytime after September. This particular job will not get into full operation until

spring of next year but we expect it to be a good job for the Engineers and a real vacation for their families.

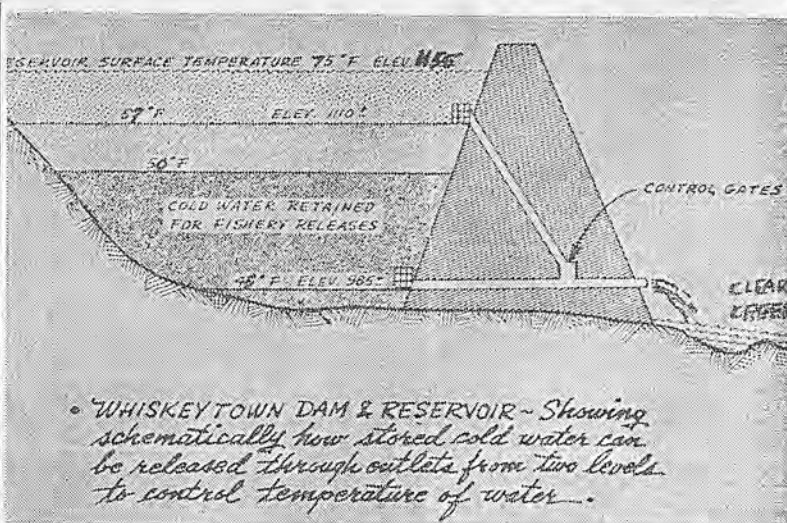
Westbrook, Morrison, Knudsen is still in full swing with their highway job near Madeline. This has been an extremely good job for the Brothers, both for overtime and pleasant weather. They have been working a 60 hour week on this job. Brother Manuel Spessard, Grade Foreman for Merrill Duback, claims it is the best part of the country he has worked in for a long time.

U.S. 99 N:

The state public utilities commission has granted the California-Oregon Power Company permission to build a 173 foot high earthen dam at Iron Gate on the Klamath river instead of the 65 foot high concrete dam originally planned by the company. Preliminary work is already under way on the dam, which will be located eight miles east of Hornbrook in Siskiyou County. The power company said special and more costly foundations would have been needed if the concrete dam were built. The earthen dam will be completed in one stage, whereas the concrete structure would have been built in two stages. Total cost of the earthen dam is estimated at \$6,585,330 while the concreted dam would have cost an estimated \$8,149,710.

The Iron Gate dam is seven miles downstream from an older COPCO dam on the Klamath. The new dam will regulate the discharge from the upper dam. Morrison & Knudsen now have 25 operators employed on the job and for the duration of 1960 will remain on a 40 hour week. They plan on using 75 men in 1961 when the project is in full swing. McDonald Construction is near completion on their Oberlin Road job. This job has employed about 20 Engineers. Gordon Ball has completed the first concrete pavement in Northern California on the freeway going through Dunsmuir. They will now move over to pave another strip on the Gibbons & Reed job which will add approximately 9 miles of completed concrete freeway on U.S. 99. Slate, Hall & Hamilton is in full swing with approximately 75 Operating Engineers employed. Ray Byers, clearing contractor for Slate, is nearing completion.

This will add another 7 miles of freeway when completed in the latter part of 1961 and will open the bottleneck in the canyon. Slate expects to continue their operations until the weather closes them down for the season. Five new campground, located on the McCloud arm of Shasta Lake now have access from paved roads due to completion of a contract by the Morgan Construction Co. Improvements in the campgrounds include stoves, tables, sanitation facilities and piped water systems. A concrete launching ramp and parking area have been installed at Hirz Bay and a group campground built to accommodate 150 people. M. W. Brown of Redding submitted a bid of \$48,740 to reconstruct about three miles of the road south of the Pit River bridge. Brothers, I hate to sound like a broken record but again I would like to remind you how import-



Pampered Fish Get Hot, Cold Water Control at New Dam

WHISKEYTOWN—Just how "hot and cold water faucets" to be built into the Whiskeytown Dam will operate has been explained by the Bureau of Reclamation, which for the first time has designed such "faucets" for water temperature control for fish conservation. The reason for the installa-

tion, which will control the temperature of water in Clear Creek below the dam, is that water temperature is all-important to spawning salmon. Water warmer than 58 degrees means no spawning.

Salmon, the Bureau explained, seem to have a built-in thermostat. (Continued on Page 11)

ant it is on your part to keep a complete work record of your hours and the employers you have worked for, for further reference.

Recently we had several Brothers come into the Redding office inquiring about their Health and Welfare. One stated he had submitted a claim to the Trust Fund Office which hadn't been acknowledged. An investigation showed his employer had not been reporting him on the Trust Fund forms. An immediate demand was made to the employer which entailed quite a bit of work going through the books as this employee had worked some 1500 hours. The employer immediately made the necessary contribution to the Trust Fund office which then made this Brother eligible for his claims to be paid. The company had also not been reporting the Pension plan and we collected all back time for about 20 employees. In addition there was a discrepancy in the employees vacation pay and a number of the employees who had been discharged had not received their vacation pay. We collected the vacation pay for the following named members on this job:

John Amuchastegui, Clent Bentley, Dallas Brown, Lawrence Butterfield, Littleton Byers, Raymond Carter, Carle Criss, Melvin Daucherty, Richard Gesner, William Hanson, William Hendrix, Wilmot Kester, John McDonald, Joe Paulazzo, William Poole, Virgil Milligan, Con Murphy, James Norris, Ransome Reynolds, Joel Roth, Tom Rhyne.

All in all we collected about \$2,000. from this contractor in unpaid benefits. So, now you can see why it is so important to keep records. I would also like to remind you that on October 1st your vacation pay goes to 15 cents for each hour worked.

ACCIDENTS IN AUGUST

Slate, Hall & Hamilton—U.S. Hiway 99 N. at Flume Creek. Keith Chesney who was operating a DW-21 coming down a steep grade could not drop his pan. He jumped off of the rig and received minor cuts and bruises. The 21 was completely demolished. Ray Kizer—subcontractor for Slate, Hall & Hamilton.

L. R. Dixon was operating a blade when the bank gave way under him and he received some broken ribs and cuts and bruises. The blade was exten-

sively damaged. Isbell Construction at Mt. Gates. Sam Johnson, cat and can operator, was coming down a steep grade when he ran his equipment into the bank and flipped it over and received chest and back injuries. The worst accident of all occurred on the Slate, Hall & Hamilton job when Walt Strickland was starting to service an 80D shovel near the crushing plant when a gasoline can exploded and he received severe burns which caused his death three days later. Brother Strickland leaves his wife, two children, mother and father, who is also a long time member of Local 3. For those of us who knew Walt, it really drives the point home that safety is every man's job and a 24 hour one at that.

If you see any safety violation or hazard on the job you are working on, report it to your supervisor at once. You just might be the one that would suffer by it. So one gains by being injured on a job and this is something that we owe to our families and ourselves. So let's all try to work a little safer.

Brothers, some of you worked with Brother Al Grey who was injured in 1958 on the Trinity River Dam project when his cat overturned and pinned him underneath it. For a year Al wasn't expected to survive but by some miracle he did and has now established a hardware and building materials business in Project City. Al has been a member of Local 3 for a number of years and still carries a card in this local. So if you need any nuts or bolts, Brothers, Al claims he can take care of you.

We received a letter from King Walters the other day telling us that he is retiring as an Engineer. King is one of the old timers in Local 3 and wrote us to express his gratitude to the officers of Local 3 who made the Pension Plan possible. All of us will be retiring one day like King and it certainly helps to know we belong to an organization that is constantly striving to better our working conditions and benefits.

IMPORTANT NOTICE:

The next district membership meeting will be held on Wednesday, October 12, 1960 at the new Elks Lodge in Redding which is located on Benton Drive just north of the Sacramento River Bridge on U.S. 899. The time of the meeting will be 8:00 p.m. I would like to urge all members to attend this next quarterly meeting.

ROSA-UKIAH WORK LOAD JUST SO - SO

By RUSSELL SWANSON
Business Representative

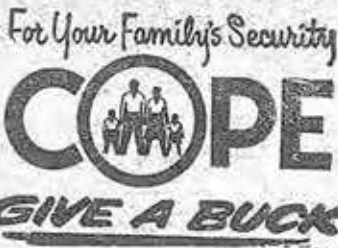
The Brothers in this area have been somewhat fortunate in that the same contractors who have completed jobs here have been low bidders on new jobs and consequently a number of the same Brothers from this area have been able to have a continuity of employment. On the other hand in regards to new jobs for a great number of new employees in this area we run into a problem, for we have not been so fortunate in having a large amount of new work. Even though there are a lot of Engineers working in the area at this time, this does not seem to be the place to come if you are looking for work.

NEW WORK

Guy F. Atkinson is going to town on their new Freeway job between Windsor and Santa Rosa-Heim is doing the clearing. The Brothers who have been working on the Healdsburg By-Pass job are finishing up and have been going to the Windsor job so we haven't had too much action in the dispatch office for this job. Granite about half way through their Willits job, and on the very final stages of their have made it across piles on Granite Mendocino job-D. H. L. along with Cunningham working strong at Booneville with all the slopes starting to shape up-Thomas Constr. just starting boat ramp and parking facilities for Lake Mendocino-Argonaut Constr. finally straightening up street around Santa Rosa office, where they have had a pipeline job. Fredrickson & Watson finishing the Trenton Road job-Brown-Ely working at the perpetual slide area near Monte Rio with a thirty mile haul for rip-rap Basalt, Windsor, Hiens, Russian River Rock, all going fairly strong. Rapp about finished with pipe job on Highway 12-Carey Bros. with a fast start at Westport Bridge and Road job-Huntington paving at Navarro By the Sea-Siri with scattered work, both in Lake and Sonoma Counties.

ELECTION

By the time you read this



article, it will have been too late to register to vote, but we hope that the majority of you are registered and will vote for the candidates who will give Labor (the working man) a fair shake. Don't forget Everett Matzen, he is Labor's Candidate for the 7th Assembly district. Clem Miller also; for he has given Labor his support.

PERSONAL

Merl Wood who has been employed for Granite Constr., was driving home one night after work and he flipped the pick-up and was thrown out, and received a broken back. He was in the Willits Hospital, but by now, he should be back in Watsonville, thanks to Granite who were to fly him there in the Company plane. Hurry up and get well Merl.

Howard Seacord, who has a number of riends in this area was doing some home improving on his supposedly "Leisure Hours" when he fell a distance of about 30 feet and recived a number of injuries. His right ankle was broken along with ribs and pelvic injuries and he is presently at the County Hospital. Howard, Hurry and get well!

Our depeest sympathy to the loved ones of Mario Orsolini, our deceased Brother.

Our next regular meeting for the District will be held on December 8th at the Moose Hall, 521 3rd St. Santa Rosa, which is only a couple of blocks from the Labor Temple.

To those of you who attended our last district meeting in Ukiah, I want to give you a special thank you; for I realize that there was a lot of competition. Namely two companies working late, and a three day holiday. And further, another company having a barbecue for the employees.

BOYS CLUB

The Boy's Club of Santa Rosa is coming near completion and we wish to thank those of you who gave your time, in helping to build it.

Kennedy? Nixon? Here's Record

VOTING RECORDS OF KENNEDY AND NIXON

(R-means Voted Right or Paired Right; W-means Voted Wrong or Paired Wrong; A-means Absent or General Pair).

| | KENNEDY | | | NIXON | | |
|---------------------------|---------|----|----|-------|----|----|
| | R | W | A | R | W | A |
| Agriculture | 5 | 6 | 5 | 0 | 3 | 0 |
| Civil Rights | 15 | 1 | 5 | 0 | 3 | 1 |
| Civil Service, Postal Pay | 5 | 0 | 2 | 2 | 1 | 0 |
| Consumer | 9 | 1 | 4 | 1 | 4 | 1 |
| Controls: Prices, Rents | | | | | | |
| Wages | 21 | 0 | 1 | 5 | 10 | 1 |
| Defense | 2 | 0 | 0 | 1 | 2 | 0 |
| Education | 3 | 0 | 0 | 0 | 1 | 1 |
| Health | 2 | 0 | 0 | 0 | 3 | 1 |
| Housing | 15 | 0 | 5 | 0 | 5 | 0 |
| Labor | 10 | 0 | 0 | 1 | 6 | 1 |
| Labor-Management | 23 | 0 | 0 | 0 | 8 | 0 |
| Offshore Oil | 14 | 0 | 0 | 0 | 4 | 0 |
| Public Power | | | | | | |
| Natural Resources | 13 | 7 | 2 | 0 | 0 | 0 |
| Public Works | 3 | 1 | 0 | 0 | 0 | 0 |
| Small Business | 2 | 0 | 0 | 0 | 0 | 0 |
| Social Security, | | | | | | |
| Public Assistance, etc. | 6 | 1 | 2 | 0 | 4 | 0 |
| Taxes | 9 | 2 | 2 | 1 | 8 | 2 |
| Unemployment | 11 | 0 | 0 | 0 | 1 | 0 |
| Veterans | 2 | 0 | 0 | 0 | 0 | 0 |
| Miscellaneous | 5 | 0 | 1 | 0 | 2 | 1 |
| TOTAL | 175 | 19 | 29 | 19 | 64 | 10 |

VOTING PERCENTAGES

Kennedy 90.2% Nixon 22.9%

Voting Percentages on Labor and Labor-Management Legislation
Kennedy 100% Nixon 6.7%

STILL IN DOUBT?

Sacramento Work Picture Continues Good

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

There has been very little change in the Sacramento area in the last month. The work is still holding up good, although there is no new work being let. We think there will be some State work let yet this fall—if so, we will have something to start on next spring.

The subdivision work is real slow and it looks like it will be for the rest of this year.

There seems to be a lot of accidents this year. If there is unsafe equipment on your job, would you please report it to this office?

SOUTH SACTO FREEWAY

Work on the South Sacramento Freeway has started to slow down with the bulk of the dirt moved at this time. Dutch Graf still has his DW-20s on the job but his 15s have been laid off. H. O. Rutherford's M.R.S.s have been laid off.

Gordon H. Ball, prime contractor on the job has his crushing and screening plant running at Perkins making rock for the base material. Their finish crews will be getting the best end of the job from here on out.

In the tractor shops we find different situations prevailing. Some of the shops are very busy while some of them are almost at a standstill. Weaver Tractor Co. has recently had to put the men on 4-day weeks and hope that something would break so they could get busy again.

McCormack has his small tractors busy and they really get around the area. They are mostly on small jobs so they can often be seen all over town during a given week so that it looks like he has a lot more equipment than he really has.

McGouran Bros. have their front end loaders busy on a variety of jobs. The International Drott has been working quite steadily on the Department of Motor Vehicles job for Continental Construction Co. on 24th Street. Continental has the excavation and foundations on the job and the rest of the job has not been let yet. McGouran's H.D.-6 loader has been digging swimming pools and doing various other work. These two Brother engineers do excellent work and are a credit to their Union.

Hydraulic Dredge is still moving steadily up the ship channel and getting good yardage every day.

Pacific Dredging Co. has finished the cleanup work in the turning basin and have moved out into the ship channel on cleanup work. Elmer Wendt of Rio Vista took the levee down so they could get through and will put it back up behind them.

Teichert has quite a lot of work going on in the Davis and Woodland area. At Davis they are almost finished with the freeway job. They have a subdivision job going and they have work at the campus at the University. They also have a subdivision going at Woodland that keeps a couple of engineers busy.

Joe Richards has the dirt moved at the site of the Hunt Food products plant in Davis.

Associated Engineering Co., who has the prime contract on the job, has the bulk of the concrete floor slab poured and are forming for the tilt up walls. Arco Trenching Co. of San Leandro is doing the trenching in and immediately adjacent to the building and Teichert takes it from there on out.

Baldwin Construction Co. has about 2,000 feet of transite pipe to put in the ground at the University campus and then they have to put in an outfall sewer line across Highway 40.

Stolte, Inc., has finished the excavation on the new assembly building for the University and are presently forming and pouring concrete.

The call for bids is to go out this month for construction of an earth fill across the Yolo bypass. This will be a six lane highway and is an improvement that is long overdue. This job would involve a lot of dirt moving and we certainly hope that bids are called as planned. Unfortunately nothing can be done this year because of the lateness of the season.

Work on the Upper American River project of S.M.U.D. is providing work for many Operating Engineers at this time but we anticipate little increase in the number this fall.

Walsh Construction Co. at Camino Tunnel are through driving on the out-fall portal and have the surge shaft drilled. They are preparing to start the lining on the shaft right away. At the adit, they have turned the corner and are driving upstream and down. They have crews working in both headings on an around-the-clock basis. This job will be going for a good long time to come and will keep many of the brothers working for the next two winters.

Boyles Brothers Drilling Co. of Salt Lake City has several diamond drilling crews working throughout the area on most of the jobs. They have crews in Union Valley, Junction Dam, and at Camino Powerhouse site to name a few.

Peter Kiewit Sons Co. is hauling fill material at Union Valley Dam on two shifts with the M.R.S. scrapers and with the Euc. scrapers. These are large capacity rigs but, since they have several million yards of fill to move, they should be going until at least the end of the season.

Cheff Brothers are busy at Robbs Peak Tunnel with the preliminary work. They have had a crew of welders working on the Jumbo and a crew facing off the mountainside so as to start their portal. At this writing they have not started underground but may be by the time you read this.

Low bidder for the clearing in Union Valley was Hubner & Michner, Inc., of Denver Colorado. They submitted a low bid of \$829,400. All of the saleable timber has been logged out of the area by Michigan-Cal. Lumber Co. H. & M. did the clearing a few years back on the Tri-Dam project that was handled out of the Stockton office so they should not be complete strangers in the area.

At the Jaybird Powerhouse Pacific Bridge Co. has the steel frame work up for the powerhouse and are also putting the penstock in place.

Gibbons & Reed are pouring concrete on the Camino Dam and should be able to pour from now until they top out. That is, providing they don't get a lot of water before they get the concrete poured up a ways. This is not a bid dam and will only be a diversion dam for Camino Tunnel.

Junction Dam is just about completed at this time with all but a few hundred yards of concrete in place. At this time they have less than a thousand yards to pour. The crew on their 38-B crawler, Terry Braaten and

Delbert Davis, operator and oiler respectively, are now called the "Commodores" by the rest of the men on the job. Seems as how they have purchased boats and take to the waterways every chance they get. I suppose that if they took someone along for a ride they would be expected to swab the deck or stand at attention when the "Commodores" came aboard. How about it fellows?

Marin Rock has completed all of their contracts to date and are pretty well shut down. About all that they have going is the loader. They still have to haul the stockpiles away.

Harms Brothers have been in the process of moving their plant to another job and should have it moved by now. It was located right above Riverton on the road to Peavine Ridge.

J. W. Briggs of Redding has 9 or 10 rigs moving dirt on Highway 50 from Riverton west. They are just getting started and probably won't get too far this fall before the weather sets in.

Union Construction Co. & I. L. Croft Co. have a project going on "50" from the vicinity of Twin Bridges west to about Kyburz. They have six turnouts to build which does not involve a great deal of dirt. Brother Bert Butterfield is the foreman on the job.

Aero-Jet — Contractors at Aero-Jet are doing better now after the release of new building funds. Baldwin Construction Co. have approximately 2 million dollars worth of work. Pacific Millstallation have a 2-2½ million dollar pipe job connecting all test stands to a central fuel supply system. A. Teichert & Son have finished the new railroad grade for Schroder Construction Co. Teichert's crew do most of the site preparation work and building of re-ventments. They are a good go-ahead outfit. Sheldon L. Pollock Construction Co. have three separate contracts going. Jim Callahan received a one year, time and material contract for maintenance. This will keep several brothers busy. Pacific Crane and Rigging have three worthy brothers on several job locations, all receiving premium pay. Wester Freight Handlers added another engineer to their payroll with mor work in sight. Wismer & Becker also have added another engineer.

Mather Field—Capitol H. & P. Co. received a \$106,000 job for a heating plant and steam distribution system for the Mather Hospital. A. Teichert was the contractor for the grading and street work. Rossi & Arno Construction Co. are well along on their service contract at Capehart Housing. This is a tough job due to severe inspection on the underground work. Genie Construction keeps an engineer busy on the forklift. Geo. Miller Construction are in the clean-up stage at Wherry Housing on their new sewer system. Charlie Alexander has moved back in to Capehart to do the sub-grading around the houses and will later bring in top soil. A. Teichert have finished the new off-area street and underground work. Harbison & Mahoney have about sixty days to go on the additions to existing buildings at Wherry Housing.

Rock Plants and Batch Plants — Granite's plant on Power Inn Road is going five 10s to keep up with the demand for material. Their batch plant is on a five and one-half day week. Brighton Sand at Perkins keep everything going forty hours

with the repair gang on two shifts. The Kilgore plant has recently been remodeled and now can produce all sizes of materials and a good grade of sand. A. Teichert's plant at Perkins is going two shifts yet with no end in sight. The Del Paso plant has stepped up production now and is working more hours. Teichert's hot plant crews are getting in good hours—these brothers are top engineers and 100% union men. Erickson Sand & Gravel on Arden Way keep the same crew going, however, there is quite some turnover. Fair Oaks Gravel at the end of Illinois Avenue in Oranvale have had no turn-over with engineers in the past four years. This is a good place to set in with no troubles from the top man. P.C.A. at Fair Oaks are still on a two shift basis and will be for some time. We are sending a lot of new faces here to relieve the engineers that are on vacation. The batch plant and hot plant crews have lots of business and are putting in long hours. H. A. Anderson on Blue Ravine Road at Folsom have a small crew going to produce material for their own jobs. Titan Rock Products are making aggregates for their own use.

Subdivisions — A. Teichert is taking the lead in the new subdivision work. They have their pencils sharp and are getting the majority of the jobs. They have started working longer hours on all local projects, with the mechanics getting lots of overtime. Lentz Construction Co. is running a close second on jobs bid as per price-wise. This outfit has been nice to work with and treat our brother engineers good. Each year Lentz is expanding their operation and this has been an exceptionally good season. McGillvray Construction Co. are busy with all of their equipment at present. The shop crew have everything in top shape for the operators due to lots of time earlier this year. Granite Construction Co. are holding their own but have transferred some of our engineers to jobs in other areas. This is a good outfit and the brothers enjoy the best of conditions. Brighton Sand & Gravel have picked up some this last month and most of the brothers are getting full pay checks.

Make Safety-First your daily by-word.

FIGHT FOREST FIRES

Brothers, we are happy to report the three major forest fires, Foresthill, Donner Lake, and North San Juan are now under control. The two big fires were near Foresthill and in the Donner area of the Tahoe National Forest covering over 90,000 acres. The communities of Bath and Michigan Bluff were almost completely destroyed leaving hot, smoldering, white ashes. It was the Donner fire which knocked out the 11,000 volt feeder line of the Sierra Pacific Power Company, blacking out Reno, Truckee, and the Lake Tahoe area for 28 hours. Many of the burned acres this year were on what the United States Forestry Service calls watershed value lands. These are brush lands. The brush has no value itself but it has incalculable value in helping to hold back water during floods and rainy seasons for use later for irrigation and municipal water supplies. The state division of forestry released about 150 men from the Foresthill blaze, leaving crews to help mop up the smoldering stumps. Over 5,000 men have been used to bring these fires under control. Dam-



EVERETT C. BUTLER
(July 1960, Reported Aug. '60)
Midvale, Utah.

WALTER A. STRICKLAND
(July 25, '60, Reported Aug. '60)
Corning, California.

HUGH W. HUGHES
August 11, 1960, Wilton, Calif.

SUMNER G. LAUGHTON
August 15, 1960, Bowman, Calif.

CLYDE C. BENDICKSON
Aug. 16, 1960, Cupertino, Calif.

JOHN C. SCALES
Aug. 19, 1960, Placerville, Calif.

MARIO ORSOLINI
Aug. 19, 1960, Sebastopol, Calif.

MARK ASHWORTH
Aug. 20, 1960, Modesto, Calif.

JAMES PARSONS
Aug. 22, '60, Salt Lake, Utah

JAMES R. LAWSON
Aug. 24, 1960, Atherton, Calif.

KENNETH E. KINSER
Aug. 25, 1960, Broderick, Calif.

GEORGE W. RANDALL
Aug. 26, 1960, Auburn, Calif.

LARRY E. McINTEE
Aug. 31, 1960, Eureka, Calif.

WILLIAM REHDER
Aug. 31, 1960, Livermore, Calif.

age to timber is estimated at \$5,250,000.

We wish to thank all the brothers who had a part in bringing these fires under control and saving the many homes that were saved. No one will ever know the extreme hazardous conditions that existed while the brothers were operating the equipment on the fire line except those who were out there.

Clements Construction Company has offered a low bid of \$73,792 to do drainage work to stop mud slides from cracking the freeway on a six-mile section of U.S. Highway 40 between Hampshire Rocks and Soda Springs in Placer and Nevada Counties. The section of freeway was closed by cracking due to a huge mud slide last winter near Baxter, Placer County. However, a detour was constructed in time to reopen Highway 40 to four lanes of traffic through the area during the Olympic Winter Games in Squaw Valley. Included in the drainage work will be installation of larger units to expedite snow pack removal and speed water drainage during melt periods.

A. Teichert & Son, Inc., have finished setting up their crusher and washing plant located 4½ miles northwest of Home-wood. We presently have 5 of our brothers working there and hope this will increase real soon. The plant will run through 200 tons per hour. At the present time they are stockpiling material to be used around the lake area.

Joe Chevreux has most of his sub-grade in on the road extension on Himes Road in Rocklin. This will be a new truck route between old Highway 40 and the freeway. The bid on this job was around \$30,000 and is for Placer County.

Roads, Inc., have completed all their paving on their street work in Grass Valley. Huntington Brothers' hot plant in Grass Valley furnished all the black-top material for this job.

G. S. Herrington has completed his road job on Elm Avenue in Auburn and all that remains is a little clean up work.

FRESNO DISTRICT AT SEASON PEAK

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

The past month has been the best month that we have had in the district this year, and conditions are holding up at the same level of activity at this writing. We still have an out of work list, although nearly all of the members are working. The turnover of men, from one job to another, will probably keep a few men on our lists for the balance of the season.

All of the contractors in the area are busy on jobs both large and small, and if they continue to let some of the jobs in the district we expect to keep everyone working until the weather begins to get rough.

Working conditions and job conditions generally, over the district, have been good with too many major problems that could not be taken care of without resorting to economic action.

Collections on member's claims have varied, from a vacation check, to 64c, to a wage claim amounting to \$800. No claims have been left unadjusted though we do have some collections that are pending, due to bankruptcy procedures of employers that have gone broke. The money to cover these claims has been "tied up" by Local 3 and as the accounts are processed and figured, our members are receiving their pay and the trust funds are receiving the contributions for the health and welfare and pension.

MERCED ROCK, SAND AND GRAVEL AGREEMENTS

Negotiations have been completed with Standard Materials Company, Merced Sand and Gravel Company, River Rock Inc., and Concrete Supply Company of Merced County. The agreement will run for one (1) year and the brothers working in the plants for these four companies, ratified the agreement at their meeting, last month. The wage increase ranged from nineteen (19) to twenty-four (24) cents per hour, beginning July 16, 1960 to July 16, 1961.

I wish to express our appreciation to the membership employed at these operations for their wonderful attendance to the meeting and for their splendid participation in the business at hand. It is always a pleasure to preside over meetings where we have good attendance and sound participation. Thanks.

LEMOORE NAVAL BASE

Work at the Lemoore Naval Base is progressing rapidly and all of the contractors are active. There are about 1000 men of all crafts now employed on the base. We have had our usual amount of trouble with the sub-contractors on the base, as well as the farmer equipment showing up on the project. However, we have been doing very well in controlling their activities and have been making good progress in having the sub-contractors comply with our agreements.

The first aid facilities and ambulance service to the workmen on the base has been, and is at the present, inadequate to service the employees. There was a meeting held on this subject September 1, between the Building Trades Unions and the employers along with representatives of the navy.

The Federal Mediation Service set up this meeting and we discussed this issue for several hours. There was no immediate action taken, however, on September 14 at 10 a.m. a committee from each side will again meet with the Navy and the Federal Mediator and attempt

to come to an agreement on having adequate first aid facilities and ambulance service located on the base.

We hope to resolve the issue at the next meeting, however, if we do not resolve it and have not got justified reasons for not accomplishing this goal, there may be considerable trouble at Lemoore, as the membership of all the crafts have threatened to stop all work unless they receive proper protection in case of job accidents. It is our sincere hope that we can avoid this from happening and that the September 14 meeting will bring satisfactory results.

The Merced Freeway job got off to a good start on the 10th of August. The Frederickson and Watson Company and Lew Jones Company are the contractors. They have subbed all of the import and compaction to the Miles Sierra Company. At the present they have six cats, four rollers, two pulls, three blades, two backhoes. They are loading with two cats, 14 Do-Mors. There will be very few added to this spread for some time. The import is all trucked in.

The Baldwin Construction Co. were low bidders at \$248,666, for black topping 17 miles on Lander Ave., west of Merced. The Calumet Construction of Fresno were low bidders at \$355,747, to build roads and a water sewage plant at El Portel.

The Harms Brothers were also awarded a \$177,911 contract for paving at Yosemite. This site will eventually be headquarters for Yosemite Park. The Drennan Construction Company, from Oildale have started work on a \$149,654 job placing water mains and a treatment plant at South Dos Palos. The Concrete Supply Company in Merced are keeping busy supplying material for the Merced Freeway and work along the San Joaquin river in Stanislaus County. There are additional contracts for work on the San Joaquin levee job due this fall, but at this date none have been let, likewise expected work on the Madera Canal system is still being held up.

The J. W. Briggs Company and Hardesty Construction Company continue to put in long hours at Tioga Pass. They are trying to complete the job before snow flies.

The Fresno Paving Company have started work on rebuilding 5.8 of McMullis grade near Helm. This company is also working on their job at Blue Canyon. This company has not started their job at the Fresno Air Terminal.

Lee Pipe has one trencher and one side boom cat working on their concrete pipe job out of Porterville. This company will be moving more equipment in about the 15th of September. United Concrete Pipe at Tulare have one shift making pipe for this job. Guy F. Atkinson on Success Dam at Porterville have laid off the swing shift on the first and have the day shift working nine (9) hours. This job will be finished about the last of October.

Winston and Green at Lemon Cove have the south end of the dam coming up fast. This company is still working 10 hours,

It's A Busy Autumn Season For San Jose

By A. J. HOPE, and WM. HARLEY DAVIDSON, Business Representative

As usual for this time of the year, work has been good during the past month. During the month of August over 600 men have been dispatched to jobs throughout the area.

Fred J. Early Company of San Francisco have been awarded a contract for the construction of an expansion to the primary sewage treatment plant on a low bid of \$1,137,000. The contract calls for the work to be completed within a ten month period. Work on this project is to begin within a month and will increase the plant capacity by 15 million gallons a day.

Piazza Paving Company were the low bidders on a \$205,924 contract for the resurfacing of 3.5 miles of highway between Los Gatos and Santa Cruz. They have resumed work on the widening of Alum Rock Ave., which had been curtailed due to a shortage of pipe. This firm is also doing the paving on Hillsdale Ave., and are showing good progress on their highway job at Hecker Pass near Gilroy.

A. J. Raisch Paving Company have completed the dirt work on the San Jose Airport and hope to start moving the select material by Sept. 15th, they are also doing the paving on a new Sub-Division in Milpitas and have various other jobs scattered throughout the area.

P & E Construction Company were the low bidders on a \$104,903 contract for Unit No. 2 of the Trimble-Morrill main trunk sanitary sewer to serve the Berryessa district.

L. C. Smith Company of San Mateo were the low bidders on a contract in the amount of \$98,647 for the widening of Minnesota Avenue between Lincoln and Hicks Avenue.

Guy F. Atkinson Company on their Guadalupe-Bayshore project have about two weeks left for the DW 20's and 21's, but will be using the Cats sloping for a couple of months.

V. R. Dennis Company are showing good progress on their section of the Campbell High-

way job. At the present time they are using 5 DW 20's, 3 DW 21's and 6 Cats. This job will keep the men busy for the balance of the year. We are happy to have Brother Hogan as general Super on this project.

L. C. Smith have the section of highway above the Campbell job, with Brother Bruno as Super. At the present time they are using 2 Trenchers, 3 Backhoes, 2 Euclids and 4 Electric Pulls. This job will keep the Brothers busy all winter.

Songroth Bros. are working on the construction of a road behind Moffett Field. This will alleviate the bottle neck caused by the traffic from the Lockheed plant. They are also working in Sub-Divisions at Cupertino and Palo Alto.

SANTA CRUZ, SALINAS, MONTEREY

Santa Cruz area has many good-sized projects underway at the present time. We are happy to report that most of the Brothers living in this area are working on these jobs and will be for some time.

Granite Construction and Wendall Batt have started their Santa Cruz Beach project. Erwin and Varwig have moved in on their school job at Soquel.

P & E Construction are busy on their underground job at Aptos. Ed Keeble's crew are showing a lot of progress on their highway job at Camp Evers.

The Newell Dam is showing good progress after getting a very slow start.

The Watsonville area is slow but the members living in this area are working on various

jobs in the Santa Cruz area.

A dredge owned by the Associated Dredging Company of Sausalito went aground at midnight on August 22nd near the Watsonville new sewer outfall line close to the mouth of the Pajaro River. The dredge was swept by heavy seas most of Monday and despite the efforts of its crew of five and the aid of fishing boats of Moss Landing, the barge was swept upon the shore. Captain James Peterson said the craft will be hauled upon the beach, dismantled and taken back to Sausalito for repairs. The dredge was being used to remove the sand from beneath the sewer line to enable it to sink deeper in the ocean floor.

Thomas Construction Company have been awarded a couple of bridge jobs south of Monterey and will soon start work on these jobs.

Stanton & Biggs have begun work on their concrete bin type retaining walls that will be constructed at fourteen different locations along the roadway embankment, south of Big Sur. This will be a job of long duration.

Stolte, Inc., and Daniels & House Construction Company were the low bidders on the hospital building at Monterey. This bid went for \$1,958,000. The Housing Project at Fort Ord was awarded this week in the amount of \$8,000,000; this will be a good winter's job for some of the Brothers.

Fredrickson & Watson are making good progress on their job at Greenfield.

Madonna Construction Company are getting a good start on their highway job at San Juan. Most of the men working for them on the Fort Ord Airport job have been shifted to this job.

The Sand & Gravel Plants throughout the entire area are all busy.

ABOUT THE BROTHERS

We are sorry to report that Brother Bill Lema, of Ed Keeble's Construction Company is laid up due to an automobile accident. Brother Tony Nanes is still in Salinas hospital and a very sick man. Brother Lewis Fitzsimmons is confined to the Monterey hospital but is well on the road to recovery. We are happy to report that Brother Walter Havens, who has been in the hospital in San Jose is greatly improved.

IT'S YOUR LIFE

A unique form of insurance that offers so much protection and costs so little is the San Jose Local No. 3's Blood Credit Club.

The cost is just one pint of blood per year, yet that on donation extends protection to you and your family if you should ever require blood. In less than an hour's time, your pint of blood not only provides this protection but contributes to an adequate supply of vitally needed blood in our area.

Why not appoint yourself a committee of one to promote Local No. 3's Blood Credit Club? Countless lives are saved; many more are hurried to recovery from illness and accident. All it takes is just one pint of blood per year and a little less than an hour of your time.

Why not call the San Jose office today and make arrangements to join the Blood Credit Club? DON'T PUT IT OFF!

New Job Awards

SANTA ROSA, contract awarded to Rapp Const. Co., Santa Rosa, \$1,174,150, for const. of grandstand, SONOMA CO. Fairgrounds.

five days. Isbell Construction on 198 Highway out of Lemon Cove have cut the shovels down. They have two Northwests loading rock, and are shipping the 150B out. This company will start black top soon.

P. C. A. at Lemon Cove will supply the black top for this job. Bechtel Company have a pipe line job at Coffee Camp, 30 miles east of Porterville. Alex Robertson ill be sub-contractor, on the pipe. This job, when completed will supply water to Porterville. Fred Galanti also has a road widening job above Coffee Camp on Highway 190. This company will have about 60 days on this job. J. B. Wells was awarded a resurface job for \$223,735, at Sequoia and Kings Canyon Parks. This will keep his plant at Goshen going for some time.

The representatives of Local Union 3 and the membership in the Fresno area were shocked at the sudden death of Brother John C. Scales, who passed away August 19, 1960. Brother Scales was serving the membership out of the Sacramento office, but his home and many friends of many years were in Fresno. He was respected and liked by all that knew him here and it is with deep regret that we write of his death. We wish to extend our sincere sympathies to his dear wife and family at this time of sorrow. We will all miss his presence among us.

ARCATA, contract awarded to B. & R. Construction Co., S.F., \$1,142,180, for construction of Natural Science Bldg., Humboldt State College, HUMBOLDT CO., Arcata.

LEMOORE, contract awarded to Aloha Const. Co., L.A., \$8,110,415, for const. 500-unit Capehart Housing Proj. at U.S. Naval Air Sta., Lemoore, KINGS CO.

MOFFETT FIELD, contract awarded to Carl N. Swenson Co., 650 Race St., San Jose, \$1,223,000, for const. Data Reduction Center at Ames Research Center, Nation. Aeronautics & Space Admin., Moffett Field.

SACRAMENTO, contract awarded to Johnson Drake & Piper Inc., 4821 Tidewater Ave., Oakland, \$8,140,000, for const. main. bldg. group, Calif. Conserv. Center, LASSEN CO., incl. 20 bldg., stl. conc., mason, etc.

EAST PALO ALTO, Contract awarded to Bernhart Const. Co., Santa Clara, \$495,803 (Base & Add) for const. School 11, Pulgas Ave. at O'Conner.

CASTRO VALLEY, Contract awarded to Galbraith Const. Co., 834 Blossom Way, Hayward, \$355,399, for Alameda Co. Flood Control Dist., for impv. Line "G" & Line "F", Castro Valley, under Bid FC2-30.

CHICO, Contract awarded to Fred S. Macomber, Fresno, \$1,363,252, for const. of Phys. Science & Agric. Bldg., Science Bldg. remodel, headhouse & greenhouse, Chico State College.

ELDRIDGE, Contract awarded to W. J. Kubon Co., San Rafael, \$163,877, for alts. & additions to General Warehouse, Sonoma Sta. Hospital, Eldridge, SONOMA CO.

THE NEVADA ROUND-UP

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

The Isbell job on Highway No. 95 at Walker Lake north of Hawthorne is shaping up good after a rough struggle these past three months what with trying to move the rock off the cliff section and keeping the road open for the tourist traffic, making production somewhat of a problem.

The excavation looks like it should wind up in five or six weeks. There is a crew of REAL Engineers on this project with such form as Bert Bush on the day shift with the following brothers on the shovels, O. Murphy and Hank West with their oilers McMahan and Norm Parsons and on the cats Brothers "Popeye" McCloud who claims those C-6 Euc cats are just like riding a bronc. Bill Schaffer and "Dipperlip" Ferguson.

Brothers Leroy Ruffner and Ed Dorflinger sweeping things up with the blades and "Red Jr." Weatherby on the Michigan Loader. Planting all those little sticks of wood around the job is Brothers George Kolhepp, Manny Peralto and Johnny Pederski. Brother Arnold Waunchemuth doing the greasing. Bros. Jeppson, drill boss and Harold Farnsworth looking after the compressors.

Making little ones out of the big ones under the supervision of Brother Harold Watts is Plant Allen Bridges with Merle Nord oiling and Brother "Red Sr." Weatherby on the dozer, and Brothers Jerry Tognarelli and Johnny Guiffria on the shovels. Brother John Parker, master mechanic and his trusty crew keeping all the nuts and bolts tightened up around the spreads with such hands as Brothers Caryle Anderson, "Red" Gaines, Art Gates, John Ellithorpe and others.

Brothers Jim Blair and Al Thompson supervising the finishing and clean-up spreads. On the dark shift in the hands of Brothers Dan Avery, Jr., are Brothers Dan Sutherland and Jim Walker on the 80-D's with their oilers Bonnie Bustos and Tom Tiomi.

On the dozers are Brothers Junior Anderson, Mario Souza and Floyd Guinard with Don Vaughn on the blade and Wayne Church on the stakes. Over at the crusher is Wilson and Brewster on the shovel, Howard Sebas on the dozer and Brothers Warren Westbrook, plant engineer with Lou Maine oiling and that is some crew of Engineers to assemble on one project.

Isbell's Hot Plant and Paving gang on the Clear Creek Road Project between Carson City and Lake Tahoe are figuring on winding up about October 1 or so then it looks like they might pave the streets of Carson City and over to Walker Lake to pave their project on Highway 95.

RENO AIRPORT

Meanwhile Isbell just picked up a couple of more jobs in this area. A small job on the Reno airport had the new Highway 395 from Reno north to Stead Air Base. This should keep a good portion of Isbell's Engineers busy most of the winter as they wind up some of their other projects. I imagine men and equipment will be transferred to these new projects.

Silver State Construction Company, better known as Andy Drumm, has signed an agreement with the Operating Engineers Local Union 3. The agreement signed by Drumm is the same as the present A.G.C. agreement signed by all of the other contractors belonging to the A.G.C. in Nevada. There were a few job meetings held at Golconda, Nevada, with the Brothers that work for Andy

Drumm, before the agreement was signed. And at this time I want to thank all of the brothers for their good attendance at the meetings and their cooperation and support in obtaining this agreement with the Silver State Construction Company. Without the dear brothers help, there might not have been a very good agreement.

Drumm's job is going along very well. He has moved a lot of muck on this job and there is still a lot left to move. There is a good crew of operators on this job and they are a "dirt hungry" bunch.

SPARKS GAS LINE

Helms Construction Company has quite a large job putting in the gas main for the Sierra Pacific Power Company from Reno, Nevada, to Sparks, Nevada, along Oddie Boulevard. There are quite a few of the brothers on the job.

Brother Frank "The Old Crow" and his faithful oiler, Earl Oltman on the Brunzell Company's truck crane at the State Hospital job. They are doing very well and they are still on the outside, so brothers stay with it, you may make good some day and get on the inside track.

REDWODS CONTINUE SLOW

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

Brothers, as we have reported so many times before, this area has really been on the rough side this year. We had hoped that some of the late jobs would pick up the slack but it seems the contractors on the jobs are a little scared of the weather hitting them early so are only doing preliminary work in order to really go in the springtime.

Norman I. Fadel and Granite Const., venture who were low bidders on the Ruth Dam and the two road contracts do not anticipate any real activity this year other than to complete the spill way so they can roll in the spring after the snow goes away, we can only expect maybe a dozen of the brothers to make this one this fall.

J. H. Trisdale of Redding is getting started on the clearing.

Clifford C. Bong Co. of Arcadia, California was the winning bidder on the Fortuna Freeway and has at this writing put 5 brothers on the payroll, more real soon we hope. This job also will not roll until spring.

M. K. Westbrook at Bridgeville have cut back to one shift but still quite a bit of work to do. Marlin Tryon furnishing the filler and base material.

Morrison Knudson at Weott on 101 still rolling along on the dri tand sub finish, Mercer Fraser Co., rearing to go full blast on the base on this job.

Independent Iron hanging steel on the Scotia bridge progressing while Arthur B. Siri Co. working on the approaches.

Morrison Knudson-Mercer- Fraser Co., joint venture going along fine on the Fileds Landing section of 101. This joint venture also doing well on moving rock to the North Jetty and stocking it for placement when they get their big rig set up to place it in the surf.

Up in the northern part of the state Gibbons & Reed just went to two shifts on the tunnel approaches from the north end, hoping to complete it ahead of the weather. We have reports that the tunnel may let this

Out at George E. Miller Company the brothers are hard at it. The Busch boys are beating the bushes around the shop. Brother "Peewee" Galleron is burning up the welding rod. Brother Howard Johnston and his crew of Engineers are still over in sunny California near Lake Tahoe. There must be something attractive around that lake or maybe they just like California.

Pyramid Construction Company has quite a bit of work around the Fallon Air Base which is keeping some of the brothers busy.

Brother James Floyd Lambert was killed on the Isbell job at Clear Creek on Highway 50 in Nevada. Brother Lambert was one of the foremen on this job of resurfacing of Highway 50. He was driving his pickup at the time and was involved in an accident with a truck.

Brother Lambert was only 42 years old, but had made quite a name for himself as a blade-man around this state of Nevada in the few years we were privileged to know him. He has worked throughout the state for Isbell and one of my fondest memories of him will always be the time we left Ely after being snowed in for three days, and finally reached Elko after battling snow drifts and ice for over 10 hours. Our most sincere sympathies are extended to his family and friends. We all will surely miss Brother Lambert.

year but we have no definite answer yet to pass on to you.

The rest of the jobs in that area are small and scattered in all directions.

Over in the Hoopa-Orleans part of the area, Slate Hall & Hamilton are making progress under some pretty tough conditions on the Hiway between Bluff Creek and Orleans, this is a real stinker and mostly all rock. The only other job of any size in that area is brother J. L. Connor's, Rip-rap job west of Willow Creek, the rest of them are small and scattered.

In the Eureka and Arcata area practically all the jobs are small and of all types that you could think of.

Brother it sure is a long time to spring, we all know but if we are anywhere near right you can look for a roaring 1961 in this old Redwood Empire.

Take note—District Meeting October 11th, 2806 Broadway, Eureka, California. Let's make it a big one.

MENLO PARK Contract awarded to Wm. R. Cole, 81, Terrace Walk, Berkeley, \$326,326, for Hollburne Ave. Intercept. San. swr., contract No. 19. SAN JOSE, Contract awarded to Herwig of Calif. Cambell, \$228,263, for remodel Art. Wing, San Jose State College, San Jose, SANTA CLARA CO. SAN JOSE, Contract awarded to P&E Const. Co., 1620 So. 7th St., San Jose, \$74,000 for City of San Jose san. sewer syst., Trimble-Morrill, Unit No. 1.

STOCKTON, Contract awarded to S. M. McGraw, P.O. Box 757, Stockton, \$26,008, for const. off street park lot, Hunter and Market Sts.

STOCKTON AREA HOLDING ITS OWN

By WALTER M. TALBOT, DANNY O. DEES and
GLENN L. DOBYNS, Business Representatives

The report from this district is a repetition of last month's report with a few new jobs being let and others being completed. This creates a situation where we are seldom short of registrations on the out of work list for any classifications covered by our agreements.

The large pipeline that was awarded to C. K. - F. M. and Graver Tank & Manufacturing Division for the 32 miles of 87 inch pipe has not as yet commenced operations. Their schedule as reported to us was to erect the pipe plants in September and manufacture the pipe for the excavation which was scheduled to begin after the first of next year.

Hogan Dam, another project that is looked upon with eager anticipation by the engineers of this district, is to be let late this month, however, we do not expect to supply many men before next spring.

I. L. Croft & Son, Inc., who have almost completed their section of Highway 89, on Luther Pass, were awarded the grading and resurfacing of approximately to miles near Picketts on Highway 88, which adjoins the Luther Pass job. The bid price was \$339,232.

Stanfield & Moody were low bidders on street improvements in the El Ricardo section of Stockton in the amount of \$80,739.

George Roek Construction Co., of Stockton, are busy on the new Junior High School on Pock Lane.

Claude C. Wood Co. have completed their job on Highway 88, near Clements, and their job on Peltier Road. They were low bidders on a \$144,361 road job in Mono County, however, this job will be in the jurisdiction of Local No. 12.

A. Teichert & Son have several jobs going in the area, with the relocation and realignment of the Calaveras County road job around Hogan Dam, the widening of the southbound lane of Highway 99, between Lodi and Stockton, boat ramps at Lewis Park, grading and paving at the ne paper mill in Ripon; construction of Jack Tone Road, and miscellaneous street paving and parking areas.

S. M. McGaw Co. also have small jobs scattered throughout the county with the bulk of their work being in the Stockton city limits.

The Rock, Sand and Gravel Producers have large stock piles of aggregates in their plants. Teichert Aggregates have temporarily ceased operations due to the lack of demand for these products.

Nomelline Construction Co.

JOB AWARDS

SACRAMENTO, contract awarded to Gordon H. Ball, 300 Camille, Danville, & Gordon H. Ballm Inc., & Simpson, 685 Delaware St., Berkeley, \$3,612,652, for const. rdwy & struc. Oroville to WEST Branch Feather River, Western Pacific RR reloc, in BUTTE CO.

SACRAMENTO, Contract was awarded to Clifford C. Bong & Co., 123 N. 3rd Ave. Arcadia, \$2,490,427, for 3.9 mi four lane frwy. grd. & pav. w/AC, etc., 6 brdgs. const. & hwy. lgtg & sign illum sys. inst., HUMBOLDT CO.

SACRAMENTO, Contract awarded to A. Teichert & Son, Sacto., \$88,960, for impvt. of pub. way and R/W w/in and adj. to boundaries of Oakridge Indust. Park Unit No. 1 Assess Dist. SACTO CO.

was low bidder on the Food bridge across Smith's canal.

Standard Materials of Modes-to was low on street improvements in Escalon.

Nevada Constructors, of Minden, Nevada, were awarded the two miles of realignment and construction of the Alpine County road from the junction with Highway 88 toward Blue Lakes.

M. Malfitano & Son, Inc., and VeVga Engineering & Grading Co., a joint venture, have completed 75% of the dirt work on the levee at Crows Landing, according to Tom Gunter, the project manager. They are using tractors and carryalls, as well as rubber tired equipment. This project is spread over 24 miles and forty thousand tons of rip-rap rock will be placed on the slopes. Almost all of the culverts and pipe work is completed. The soil is sandy, however, so that the rains will not stop the boys from working. We are looking forward to having more contracts let on the levees.

Delphia and Early have completed all excavation on Highway 120. This job ran smoothly, very little turnover of operators. Too bad more jobs could not run equally as well.

George Reed Construction Company has several small jobs in the Sonora and Pine Crest area. They have completed paving all of the parking area at Pine Crest Recreation Center, and are now resurfacing twenty-four miles of Highway 108 and 120. They have just completed widening the landing strip at the Columbia Air Port.

Gunther, Shirley & Lane - Harm Bros. - Thomas, have been testing the generators at the Cherry Valley Power House for the past two weeks. The only work left for Operating Engineers is the paving around the power house and the main road from the highway to the power house. This work is being done by Harms Bros.

PERSONAL NOTES

Brother William Kramer is in the Veterans' Hospital in Oakland being treated for kidney trouble. Brother Kramer has had more than one man's share of ailments the past two years. We hope for a speedy recovery for Brother Bill.

We understand that Brother L. J. Rose was involved in a car accident last weekend, but as of this writing no details are available other than he was critically injured.

Our deepest sympathies go to the children of the late Bro. Mark Ashworth, who passed away recently after being unconscious for over three months as a result of an automobile accident, and upon the loss of their mother, both within the same month.

BLOOD BANK CLUB

Our thanks to Brother Jesse Bailenger for his recent contribution to the Operating Engineers Blood Bank Club.

SPECIAL NOTICE

Effective this month, the Stockton Operating Engineers Office will remain open until 8 p.m. each Wednesday, instead of Thursday as in the past. The Stockton District Grievance Committee will also meet on Wednesday at 7:30 p.m. to 9:30 p.m.

UTAH NEWS ROUND-UP

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

Work here in Utah has hit its peak — with contractors really hustling to finish their jobs before the inclement weather starts. Needless to say, we are starting to scrape the bottom of the barrel for experienced operators, which of course, in a way is wonderful; however, it is mighty hard on the Dispatcher.

As many of you know, we have been on strike against the L. T. Johnson Construction Company since August 19, 1960. We have been successful in stopping the majority of his equipment and we hope that by the time this article reaches you, we will have the matter settled. A lot of our trouble has been centered in the northern area of the state and we wish to thank the Brothers in the other areas for their patience as we haven't been able to police many of the jobs in other locals due to the concentrated effort being waged in the northern section. We are trying to get conditions and Health and Welfare for these members who work for the numerous companies that haven't signed an agreement. If, however, you notice any violations of the agreement on your job, we would appreciate it if you would notify your business representative or the office nearest to you. We will do our best to take care of such grievances.

We would like to take this opportunity to thank the members who have helped on the picket lines as their service to the Union will be felt throughout the State.

NORTHERN AREA

Here in the Northern Section of the state, things are moving right along with all of the men busy and a few new jobs just getting under way.

Waterfall Construction job on Monte Cristo got underway this past Monday, with Bill Dodge as the foreman. Harry Hamaker and Leonard Perry on the DW 20's. Horace Wilson and Jimmy Mahas on the D-9's. Howard Leavitt on dozer and Blaine Arave on a DW 20.

Hood Construction has started their pipe line job south of the Thiokol plant in Corinne. George Van Horn is in charge of this job.

A coast firm was the low bidder on the Boeing bid at Hill Air Base for work on the Minuteman Missile assembly plant. Diversified Builders and Johnson Construction Co. of Paramount, California, entered the apparent low basic bid. This job will probably be awarded September 15, with work to start shortly after that. This was an even four million dollars on the basic bid for constructing new structures and modernizing buildings.

SOUTHERN UTAH

Jobs in the South are still going strong with Whiting and Hayman, with a good crew of operators keeping the wheels going on three jobs.

Wells Cargo is not going to quite finish their job at Beaver by Labor Day. They still have the following brothers on the job: Sargent Shira, Deloy Guyman, Henry Willesen, Herman Koger, P. M. Denson, Don Scott, and Verl Scott. Whiting Bros. have the oiling on this job. Mr. Whiting said they would have about two more weeks of oiling then they were going to oil the job for Whiting and Hayman Company at Panguitch.

After the trouble we had with the L. A. Young Co., they are now running a good job at Richfield, with the brothers doing him a good job.

Strong Co. job at Glendale is going very well. This job should go until the weather runs them out. Strong Co. is moving their hot plant from Roosevelt to Nephi this week.

We have several of the brothers working for M. C. S. at Glen Canyon. I would like to mention the following men, who are working at the Wahweap, making the gravel for the dam: W. A. Arnold, Wallace Braithwaite, Jack Brown, Art Collett, Allen Delby, W. E. Edwards, Gaden Gates, Bill Hanks, Paul Hansen, Henry Haynes, Arden Johnson, Sam Leigh, J. H. Mantooth, Deck Meslimons, George

Moore, Morris Nielson, Perc Long, Vance Pugh, J. L. Robinson, C. J. Rupe, Merlin Smith, Elbern Sorenson, Gus Souta, Ellis Switzer, Ralph Taylor, J. A. Van Ausdal, Elfawn Wall, Kenneth Walther, Clyde Wharten, J. M. Williams, Eugene Yae-gar and Vance Abbott.

Things around the Cedar City Iron Mines are not looking too good at this writing, with Utah Const. Co. trying to hold all the brothers at Iron Spring, rather than lay them off. They have shut down the Comstock and Iron Mountain operation, and we are hoping this will only be temporary.

CENTRAL SECTION

Progress on the Interstate Highway System is noticeable these days. Tiago's job on North Beck St. is a good example. It looks like utter confusion with men and machines working furiously everywhere. There are 21 million dollars worth of these projects now under way on the Ogden to Provo section of the Interstate System and an additional 23 million dollars in projects will be under contract by next July 1. The state director of highways says that elsewhere in the state, 10 million dollars in interstate projects are or will be under way soon. The state road commission ordered that priority be given to interstate construction of the more heavily traveled areas where the need is the greatest.

Some publications have been printed which tend to degrade the Interstate Highway program and in which the accomplishments of the program are completely ignored. In defense of the program it can be noted that more than 9,100 miles of the 41,000 mile system are now in use. The existing highway program forebodes nothing but good and should be upheld and protected by members of Local 3.

W. W. Clydes road job at Silver Creek is the largest single road contract to be let in Utah. The rights of way are now settled and the brothers are busy pushing the grade up the canyon. There will be plenty of rock on this job, and we are thinking it will last as late into the season as any of them. Bro. Ray Smith, who is an old timer in the union is pushing the first shift. Bro. Clyde Deen, who is also an old member was in charge of the second shift until a heart attack put him on the inactive list. Bro. Art Walker took over for him and is doing a bang up job. Our congratulations to these brothers and our hopes and prayers for a speedy recovery to Bro. Deen.

Brother Ira Whitney is operating the Koering and Brother Berdell Sabey is doing the oiling. Brother "Whit" is forever threatening to quit because he dislikes riding to and from work alone. I'll bet that he stays to make the 80-D in that big rock pile.

The members voted to ratify the contract in the sand and gravel industry in Utah. The new contract consists of a 15c per hour increase beginning September 1, 10c per hour toward a health and elfare insurance plan beginning Jan. 1, 1961, 7½c per hour May 15, 1961, and 7½c per hour May 15, 1962 with the contract termination extended to August 15, 1963.

PROVO AREA

Word has recently been received that Consolidated Western Steel is to begin the major overhaul on the No. 3 blast furnace September 10. This is good news around the Provo area for it should just about delete our out of work list.

State Electrical and Mechanical Corp. has a sizable amount of work at Geneva, although they only employ 1 operators at the present time. We expect more tugger work there in the future.

On the Freeway work in the area, General Contracting Corp. as awarded an overpass in Orem, and the job that was awarded to Prichard Construction Co. of Orem had to be rebid. It seems he only allowed 10c per hour for his flagmen.

W. J. Smith & Son is moving dirt ahead of schedule on the Red Creek Dam north of Fruitland. O'Dell Anderson is on the "B" pull, Leland Anderson on one D W 20, Ralph Tacker on the other 20, Jim Street and Jack Muir on the push cats, Clarence Hansen on the blade, and his son Charles R. Hansen doing the greasing.

Strong Co. at Roosevelt has moved their hot plant and all the rest of their equipment to Nephi with the exception of the crusher. They have about 10 days of crushing chips, then this project will be complete.

Intermountain Concrete Co. has just put on a second shift on the two model 6 shovels at Vernal, one in the pit below Stanaker Dam, and the other up on the mountain digging rip rap. Finding big enough rock to satisfy the Bureau of Reclamation is a big problem for this company.

Flaming Gorge is really a busy place these past few weeks. Most of engineers on this job have been working 6 and 7 days per week, although Arch Dam constructors will only base their operation on 40 hours.

September 20 is the tentative date to pour the first bucket of concrete into the dam. They plan quite a celebration for this event. So if any of you engineers have no other plans, this would be a good place to spend the day. Two thousand persons are expected to attend this occasion with several dignitaries scheduled to be present.

KENNECOTT COPPER

We have been very disappointed in the lack of attendance at our membership meetings. We would like to urge you to be a good union member and attend all of the meetings. For the benefit of those who were not present at the last meeting, it was voted on that the Kennecott members change from the current method of books and stamps to the card system which is used in construction

We are going to attempt to work this out with the San Francisco office.

Brother Walter English is on the sick list as is Brother Alden Jenkins. We wish him a speedy recovery.

ABOUT THE BROTHERS

Last week Bro. James Stevenson, and Brother Bud Burns, were involved in an accident while working on a shovel at the Iron Mines. There was a truck parked on an incline waiting his turn, and when the driver backed toward the shovel for a load, the brakes, due to a bad diaphragm, failed to hold, and the truck crashed into the shovel, catching James Stevenson in leg in two places and injuring the pelvis plus other bruises.

Brother Jim Stevenson has worked 15 years and 8 months as a mechanic and shovel operator. Brother Ronald Bud Burns was oiling the shovel and the truck caught him as he was standing on the cat walk of the shovel. M. D. said he would be able to go to work in about six weeks. We wish them both a speedy recovery.

Also just got word that Bro. Ralph Taylor was in the hospital in very poor conditions after a car accident.

Brother Phil Thorley from Cedar City has had a heart operation. He is in the L. D. S. hospital in Salt Lake, and reports are he is doing very well.

Help the candidates who will help you. Work with COPE.

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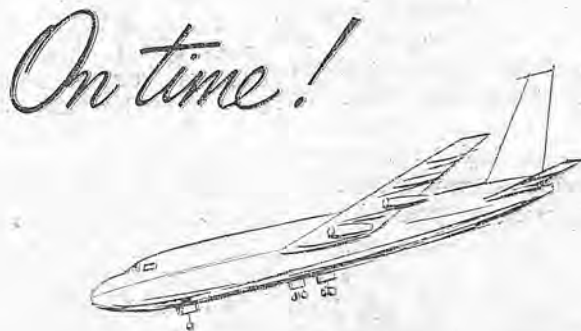
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Pampered Fish

(Continued from Page Five)

mometer. When the water is at 55 degrees, they will spawn with only minor damage to the eggs. But when the temperature hits 52 degrees they know that water conditions are ideal.

The accompanying sketch of Whiskeytown Dam shows the location of water outlets and the temperature of the water in the reservoir as it would be on September 1 of a drouth year.

The warmest water will be at the top and the coldest at the bottom. Thus the warmest water can be released through the upper outlet during January-August. Cold water can be retained for release from the lower outlet during the fall spawning season, from September-December.

At times of extreme drouth, the cold water in Clear Creek will provide a good environment for salmon. At such times, the water in the Sacramento River, into which Clear Creek flows, may be too warm for the spawning fish.

Construction of the dam was scheduled to start last week. The contractor is Gibbons and Reed of Salt Lake City. Total cost of the project will be \$6,215,577.

Whiskeytown Dam will be an earth structure, 278 feet high, with a crest length of 2,150 feet. Within a 36-mile long shore line, the reservoir will store 250,000 acre feet of water.

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Four Basic Trades Sign Historic Pact With Hawaii Contractors

By HAROLD LEWIS, HUPERT TEVES and BERT NAKANO, Business Representatives

The AFL-CIO took a major step forward on September 1, 1960. The four basic crafts of the Building and Construction Trades, namely: Operating Engineers, Carpenters, Laborers, and Cement Finishers signed a three-year agreement with the General Contractors Association of Oahu.

The signed agreement is the result of two years of whole-hearted organizing and negotiating. A workable agreement was within reach in 1959, but one of the crafts had internal problems and negotiations were broken off for a few months.

Although the contract was signed in the name of the G. C. A. of Oahu, only those companies who are signatory to the agreement will be affected.

The historical document calls for a modified union shop, dues check-off, medical plan paid in full by the Employer covering the employee, his spouse and children, if any. The plan will go into effect July 1, 1961. Also a sixty cent (60c) an hour wage increase over a three year period (the blade operators, pull operators of D 9's or equivalent will enjoy a seventy cent (70c) increase, and a hiring provision.

Local No. 3 has made another substantial gain in their organizing drive in the state of Hawaii. After a year and a half of ground work by your representatives, and a member of another independent union, the members of the "late" Federa-

tion of Hawaii Workers were convinced that they should affiliate with the Operating Engineers No. 3. This group of 233 men and women, led by Bert Nakano, were formerly members of the I.L.W.U. Being true unionists, these strong hearted workers parted the company of Harry Bridges for obvious reasons. Bert Nakano is now a business representative of Local No. 3 and his followers are dues paying members. The "merger" has caused a bit of political unrest in the top echelon of the I. L. W. U. Their "political pawns" were given a rude awakening when news of the affiliation was published in the local papers.

The Operating Engineers now have an office on the Island of Hawaii, in the city of Hilo, the business representative is Bert

Nakano. The office is situated at 56 Waiuanue St., Room 213 of the Lycurgus Building, Hilo, Haail. Our new brothers and sisters work for the following firms: Ramsey Appliances, American Factors (both the Hilo and Kona branches), Theo. H. Davies, Hilo Transportation & Terminal, Hilo Iron Works, Rudde Sales & Service and Fred L. Waldron, Inc., all on the Island of Hawaii.

Brother members who are working for Honolulu contractors on the Island of Hawaii are asked to contact Representative Bert Nakano in the Hilo office in regard to any union business. The phone number is Hilo 4316. The Hilo office has been open for business during the hours of 8 to 4:30 Monday through Friday, and 8 to 12 on Saturday.

A two year agreement was reached with Associated Steel Workers, Ltd. (crane division), United Crane Rentals and Crane Service of Hawaii, Ltd. There three (3) companies represent the majority of crane rental companies on Oahu. Contract provisions call for a full union shop, a forty cent (40c) wage increase spread out over a period of two years, and a medical plan in full by the employer cover-

ing the employee, spouse and children, if any, effective July 1, 1961.

Too much can never be said in regard to the AFL-CIO. role for clean and helpful government. Election time is here and again we ask all to heed the recommendations of the A.F.L.-C.I.O. COPE for better government in your state and in the United States of America. Your delegates to COPE spend many hours investigating each political candidate, and you can be certain that their recommendations are not for personal gain, but for the welfare of each and every member and his family, and the nation as a whole.

MEATCUTTERS' STRIKE

It is hoped that, at this publication, the strike by the Meatcutters Union against Hawaii Meat Co. is over with. If it is not, we urge all union members of all internationals not to buy meat and food products distributed by the Hawaii Meat Co. This strike is not merely an economic battle between the union and the company, but it is between the A.F.L.-C.I.O. and the Hawaii Employers Council. The day of employer domination over the working man is long gone, and it is about time the

Hawaii Employers Council realizes the fact that labor is here to stay and has no intention of giving any ground to this dominating group, who have led the people to believe that they are the almighty. The only way they will learn is the hard way, so get together brother members and hit the meconomically.

Sears Roebuck & Co. is also on the unfair employer list, and the same economic action must be taken against them. There are other stores at which you can shop and they, too, have bargains.

To our Hawaii brothers who enjoy an occasional "cool one", the Bartenders Local 7 ask your co-operation in stopping at union establishments to enjoy your leisure time. A list of such union houses can be found in your local union office, and if you prefer to imbibe at your "favorite" spot and it is not union, you "kokua" in organizing will certainly be appreciated by Local 7.

Your brother members whose wives or relatives work in stores or markets, who are unorganized, please "kokua" and have them join the A.F.L.-C.I.O. Retail Clerks Union.

Mahalo & Aloha!

Northbay Area Jobs Continue in Hi Gear

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

Another month has rolled around, and we are happy to report that the brothers are still hard at work and will be until the weather brings things to a halt.

There has been some pickup in road and street work in the past month, and most of the crews are busy on a multitude of small jobs. The out-of-work list is the way we like to see it, real slim!

Brothers, we do hope that you are registered for coming elections in November, as the deadline for registering if you moved was September 15th.

Eaton & Smith have a small spread on their job at Tiburon with Brothers Fernand Carpentier and Cal Hall on Dozers.

M.G.M. Construction have two jobs going on at the present time, one at Terra Linda, a water pipe job located on Fredrickson & Watson's project and one at McNear's Road, the Marin River a Development Sewer job. Brothers are: Allen R. Swanson, Side Boom Operator; Mathew Frazer, Backhoe Operator; E. R. Taff, Oiler on Backhoe; P. L. Garner, Michigan Loader; John Huntziker, Michigan loader; Douglas L. Sickles, Oiler on Backhoe; Johnny Presley, Dozer and Jim Jorgensen, Oiler on Hoptoe.

Cherf, Sandkay & Cheney at the Nicasio Dam are back on one shift operation sat present.

W. H. Stecker under way at present on the Nicasio, Point Reyes, Petaluma Road job, with Brothers Stew. F. Orchard Jr., Mechanic's Helper; Roy Hildreth, Mechanic; Levi D. Hart, Master Mechanic; Wayne L. Sooter, Grade Checker; Ted Hicks, Motor Patrol; Jim Campbell, D.W. 20; Robert Lang, Oiler. Brother Phil. Oppenheimer is the Super.

E. A. Forde have moved their Crusher on the site of the Nicasio Dam. Brother O. A. Cooper, their foreman, says we are sending him some good men for a change.

Tom Hanna Grading also has a spread on the road at Nicasio Dam site.

Winn & Breitmaier are relining ditch at Terra Linda with Brothers Anthony Cardoza on his Gradall and Wallace Davidson as his oiler.

A. G. Raisch making progress at Marin City at present, street and road work.

Brown-Ely with a good crew on Sir Francis Drake Blvd. at Kentfield making good progress.

Hulse Construction have wound up their job at the site of shopping center at Terra Linda and moved back to Woodland.

Carey Bros. keeping our brothers busy on various jobs throughout the county. The same goes for Carroll Madsen who seems to have quite a few nice jobs scattered around the county.

Bresnan & Piombo moving along nicely with a good crew, latest job is at the new shopping center located near Marin Town & Country Club at Fairfax.

Charles Harney working full speed ahead at Hamilton Air Base on runway, with a good crew of Roller Operators.

IS EVERYTHING SAFE ON YOUR JOB? Call your Business Agent and let him know if there are any violations existing.

Please wear your union button. Some of you we find on the jobs look half-naked.

Brothers, we seem to be drawing blanks on blood donors. When are you going to donate? Remember—any member of your family can donate to the blood bank. It only takes a few minutes. Call our office for an appointment.

We would like to see more attendance from the North Bay Area at our San Francisco membership meetings. The next meeting will be held on Wednesday, October 5th.

Quite often we receive questions from the brothers on Unemployment Insurance Disability, and the following is for your information: Disability benefits were increased and now range from \$10 to \$65 a week, based on your base wages. Everyone

received at least 56 per cent of wage loss when disabled by illness or accident not connected with employment. Claims should be filed by the employee eight days after he is too sick to work, provided he is not hospitalized. If the employee is hospitalized he should file after the first day of hospital confinement. For full credit from the time disabled, the claim must be filed not later than the 20th day of disability. Medical benefits are also available for employees not covered under a voluntary plan maintained by their employer. Applications for State Disability Insurance Benefits are available at our office or at the State Department office.

News from Vallejo: Fredrickson & Watson will start the import next week on their job on the Vallejo-Benicia Freeway. Basalt has subbed the paving on this job and will probably start it later this fall.

Charles Harney has started their freeway job at Fairfield and will probably move in some more equipment this week or next. The brothers on this job are: Superintendent Steve Harlin, Foreman George Dupree, Dozers Frank G. Jackson, Art Cereda, Jim Barnes, Loader L. D. Copeland, Blade Ray Van Vranken, Grade Setter Carney Claunch, Backhoe Operator Jim Clark, Backhoe Oiler Paul Grassman, and Master Mechanic Cliff Daniel.

Granite Construction has started their job on the Kilkinney section of the Solano County Irrigation project at Vacaville, and according to the last report everything is going according to schedule.

We regret to report that we have had two on the job accidents this month in the Vallejo area. Brother Gordon Cavana

JOB AWARDS

SACRAMENTO, Contract was awarded to Thomas Const. Co., Fresno, \$551,000, for RC bridge to be const. & aprchs. gr. & srl., etc., at Willow Crk., MONTEREY CO.

PACIFIC GROVE, Contract awarded to Harold C. Geyer, P.O. Box 1119, Monterey, \$409,900 for additions to Pacific Grove High School.

GERBER, contract awarded to Case-Hood Const., Newhall, \$508,102, for const. Elder Crk. Chanl. Impvt. & levee const. Sacramento River O'Flow area, etc- TEHAMA CO. nr. Gerber.

SAN JOSE, Contract awarded to Nielsen & Nielsen, 1081 Shelton Way, San Jose, \$510,513 for const. Fammatre Elem. School.

HAYWARD, Contract awarded to Rose & Matoza Const. Inc., 2830 Ruthledge Rd., Castro Valley, \$582,932, for site works at New Highland High School. To B & R Const. Co., 110 Market St., S.F., \$2,710,500, for const. Highland High School.

SAN FRANCISCO, Contract awarded to William McIntosh, 635 Texas, S.F., \$644,689, for gen. const. T. B. Bldg. No. 60 modernize at S.F. General Hosp.

SAN FRANCISCO, Contract awarded to Cahill Constr. Co., Inc., 350 Sansome St., S.F. \$839,

608, for gen. const. plng. mech. elec work, Claredon Elem. School, Job No. 1895.

SACRAMENTO, contract awarded to Hubner & Michner, Inc., P.O. Box 8757, Univ. Park Sta., Denver, \$829,400, for clear Union Vly. Rrvr. area Upper Amer. River Proj., EL DORADO COUNTY.

CARMICHAEL, contract awarded to Bob Long Const. Co., P.O. Box 1623, Fresno, \$632,800, for const. of Charles Peck Elementary School.

NIMBUS STATION, contract awarded to Baldwin Contrg. Co., Inc., P.O. Box 269, Marysville, \$353,600, for new const., addns. & modif. to ex. facils., Areas 05 & 06, Aerojet Genl. Solid Rocket Plt., Nimbus Sta., Spec. 5952.

EAST PALO ALTO, contract awarded to Bernhart Const. Co., Santa Clara, \$495,803 (Base and Add) for const. School 11, Pulga Ave. at O'Conner.

CASTRO VALLEY, contract awarded to Galbraith Const. Co., 834 Blossom Way, Hayward, \$355,399, for Alameda Co. Flood Control Dist., for impv. Line "G" & Line "F", Castro Valley, under Bid FC2-30.

sustained a broken arm, leg and ankle in an accident on the Charles Harney job, and Brother Claude C. Jordan sustained a broken leg in an accident on the Fredrickson & Watson job. Our best wishes for a speedy recovery goes to these two brothers.

Personal notes about the Brothers: In last month's issue, we mentioned a few of the old-timers who are retired on the Engineers Pension Plan. We are happy to add the name of Bro. Otto Bortfeld who has just informed us he has been awarded a pension from this Fund. Happy Retirement.

Our best wishes go to the following brothers who were hospitalized recently: Brother Lowell "Rip" Van Winkle, C. E. Huffstutter, Otis "Ozzie" Wilbur,

John Collingwood, Jesse "Bob" Hare. Bro. "Bob" got banged up somewhat riding in a Rodeo when a bull threw him. Better for him to "throw the bull" next time.

This about winds up the news from the North Bay Area this month.

POLITICAL ACTION PROGRAMS COST MONEY

COPE
GIVE A BUCK