On Brother Carmine's desk in the San Francisco office is a telephone. He is busy with a report, and beside it something that looks like another telephone. Except that it has a circular grille where the dial would ordinarily be.

That simple base and handset looking like an ordinary phone is the only visible evidence of an electronic giant stride which is thrilling to management personnel and promises a good part of the distance problems of one of the largest and most widely distributed local unions in America.

By picking up that "phone," Carmine is directly and almost instantly in communication with six branch offices of the union and its business agents travelling in the automobile miles away from any telephone, as well as from five miles away from his office.

Equally important, each of these business agents and branch offices can communicate direct and simultaneously with any other with the San Francisco main office of the union.

As a matter of fact, such was the basic idea that the Federal Communications Commission on March 20, 1958, licensed line 2 T to operate its own short wave radio network with the call letters WJ 0229. This is believed to have been the first union application in the West of the radio service which is now widely in use by taxi cab companies, trucking firms and others.

Telephone: No, that's the wrong gadget. The magic of which Newell Carmine, business manager of Operating Engineers Local 5, is speaking connects which the local's new shortwave radio system which hooks up union offices and automobiles spread over a good portion of Northern California.

But a transmitter-equipped rig is located right in the records room where all shop membership files and data are kept, and any desired information can be had immediately.

The same speed and convenience is said to save the business office representative a job and discovers more men are needed on the job. He can call the nearest office and have them sent out right away.

The scope and usefulness of the radio network sound like it derives the right kind of company. No more telephone lines, no more miles both direct and round about, no more accounts receivable expense or accounts payable expense both here and in the territories surrounding these points.

Usefulness of the radio network is readily apparent. Our jurisdiction covers heavy construction equipment opera tors on highway projects, dams, landscaping and leveling and similar work which is often done in remote areas.

A business representative checking a job 'way out in the country who needs to check on a member's good standing or wants information on the contract covering that job doesn't have to drive all the way back to the regional office anymore.

He can flick a switch on his automobile dashboard and within seconds be speaking to someone else in the office miles away to telephone.

The Welfare and Pension administration office has already received this new device, and the members interested in keeping accurate records of their accounts. It is vitally important that they be able to show conclusive proof of the number of hours they were actually employed and when the payroll whenever a welfare claim is contested and when applying for insurance claim, the priority dates are determined. The best proof in this regard is the record of your hours worked. You are reminded to keep these valuable records.

Local 3's Radio Phone Solves Union's Distance Problems

By NEWELL L. CARMIAN, Local Union Manager

Last month, The California State Federation of Labor and the California Labor Federation, State Federation of Labor of the American Federation of Labor and Congress of Industrial Organizations met in San Francisco to merge their organization and leadership into a labor movement of the AFL-CIO.

Joe Angles of the Steel Workers told his colleagues in the CIO convention that, "No one, and I mean no one, is going to take away our jurisdiction under this merger."

At the end of the first day's proceedings it looked as if the merger convention might be in for a few ills.

But on Tuesday the two organizations met together and melded in an atmosphere of harmony and peace which continued throughout the convention. Laughter abounded during a half day ahead of schedule.

Differences on the subject of collective bargaining, jurisdiction and economics were thrashed out in committees and, by common consent, were swept under the rug. Practically all committee recommendations were accepted and it was evident then that the delegates wanted this, their first convention under merger, to be an experience of unity.

The Most Important Part of the Proceedings was the adoption of a Policy Statement outlining the long range program of the new Federation.

The most important part of this document is much like the platform of a political party.

(Continued on Page 12)

OFFICIAL NOTICE TO MEMBERS

DISTRICT MEETINGS SCHEDULED FOR FEBRUARY, 1959

Four meetings of the various official committees of the California Operating Engineers Local 5 will be held to discuss important issues affecting the membership.

1. Stockton, Engineering 4th, 1:30 PM, February 11
2. San Bruno, C.L.R. Local 5, 1:30 PM, February 12
3. San Jose, Labor Temple, 45 Santa Teresa
4. Oakland, Labor Temple, 2315 Valdez

14-15 January, 1959

HONOR ROLL OF BLOOD DONORS

SAN FRANCISCO

Robert C. Hanratty, 20
James Stewart, 15
Howard Phillips, 15
Ernest J. Preciado, 10
Tommy Munds, 10
Frank Scales, 10
Harold Roberts, 10
Herbert Hopper, 10
MARKSVILLE

Mrs. Iola H. Livermore
TROJAN

Fred Campmor
SANTO

Hugh O'Meara
Lee Levy
Mr. and Mrs. John Reiden
Norma R. Cagenn
John H. Rhodes
Robert E. Leboe
Hilma Pena
George Bettis
Kenneth Burch
Jan. E. Simmons
Mrs. Herbert M. Farewell
Robert E. Leboe
Herbert M. Farewell
James E. Boll

SAN FRANCISCO

The Welfare and Pension administration office has again stressed the need for you, the participants in the Welfare and Pension programs, to keep accurate records of your earnings. It is vitally important that you be able to show conclusive proof of the number of hours you were actually employed and when the payroll whenever a welfare claim is contested and when applying for insurance claim, the priority dates are determined. The best proof in this regard is the record of your hours worked. You are reminded to keep these valuable records.
By BILL RANDEY and JERRY BOWD, Business Representatives.

When the rain comes early in the spring, the grower is in the same position as the grower who has been busy planting tobacco. It happens that the first time of the year, until the rain have been shut down in this writing, except for a few consequent the weather, we are faced with the problem which type of work is that for construction.

At the airport, Hana and caught us with a couple of things in Hawaii, the vacationers' hotel started out to be for only a week or so but we have no concern with that for so far.

We understand that the extension of the East-West runway at the airport will be coming up for bids this month. The project, according to the information received in this office will be considerably more than what was in the contract just completed by Phoenix.

The two models being contributed in this area were showing of a lot of progress before the wet weather set in. In the future we expect these jobs to progress even further.

Charley Berger has been trying to get a couple of days off between rains. The operators have been getting a couple of days off between rains.

E. T. Blas Co's fine line job on Old County Road in Belmont has furnished some work for the trucks. The company is working on this water. The L. C. Smith Co. is doing very little on their project at Portola Valley. Just waiting for a break in the weather to get to work on the job. As soon as the weather clears the men will be moving full speed.

Most of the plants in the area are at a standstill but are holding on with some turning over the corner.

Some work has held up very well so far, the repairing of equipment going right on as of now. We have some new jobs coming in on this project.

Rain Hands Work Slow in San Mateo

By RUPERT TEVES and HAROLD LEWIS, Bus. Reps.

Aloha from Hawaii, the vacationers' paradise. The hotels are doing well so far, and the union members have been working full blast again.

By the time you have a chance to run this out, Aloha from Hawaii, the vacationers' paradise will have returned.

The spring has really turned out to be a wonder. We understand that the vacationers into his hospital until rooms are available in the hotel.

The Hilton Hotel Chico has a small hospital and has signed an agreement with W. F. Dillingham to build a 1,000-room hotel on Dillingham's property check it out. The Kaiser Hospital and the Wil-ber-Edison project is going well and a lot more room for tourists.

Our Christmas party was held as scheduled and a good time was enjoyed by everyone in attendance, especially Brother Ulmer who played Santa for the kids.

We have to be careful about the construction going over to the General Contracting.

Work on the second Honolulu harbor entrance will start this spring and will be new being taken at the Kealake Lagoon end where the channel is being widened.

The call for blood for your own hospital on Dillingham's property check it out. The Kaiser Hospital is one of the businesses which makes it a habit to get the monthly meetings and for new ocean passenger terminals.

$11,813,000 worth of traffic;
$4,815,000 worth of sewers;
$2,900,000 for traffic signals;
$4,800,000 for sewers.

It is said that the smaller contractors are busy working in the area.

As of 1959, we are. The smaller contractors are busy working in the area.

The various "dirty jobs" which are done by many are actually interrupted with a job here and a job there.

Before closing let's watch to remind our brothers of the Blood Bank. We are in dire need of replacements as the bank is down to a very low level. It's a shock, being off the books, of weather conditions, we'd certainly appreciate it.

Brothers would take the time to donate a blood to the Blood Bank. If you are fortunate enough to have the opportunity to donate, please do so.

We have two accounts; one in San Francisco Bay and one in the Marin area.

The hours are from 9 A.M. to 5 P.M. Monday thru Friday and from 8 A.M. to 5 P.M. on Saturdays.

The Board of Directors has authorized that Brother Bill McGuire is in the Hospital, in special conditions, and are fortunate enough to have the opportunity to donate, please do so.

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The Oakland office cleared in January of 1959 for more than 6000 members. In addition to the continuance of the important contract at 9:30 a.m. of the past year, the completion of one year's more work. The crew has been completing at the present time in the Oakland area in plants and oil refinery... This highway construction work budgeted for this area is also encouraging with representatives, priced at approximately 29.6 miles on the Banta and Longs project. At this time dredging in this area is still under way and very little dredging is in sight.

County to Get Jet Fuel Depot

A huge underground fuel jet 

By H.T. "Pete" Peterson, Bill Bare, Tiny Lauer, Warren LeMoine, Tommy Thompson, and Johnny Scalise, Business Representatives.

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Rains Finally Halt Work in San Jose

By A. J. HOPE, T. J. STAPLETON and D. K. O. DIERS, Business Representatives

Rains finally halted construction work in the area. The last arrival of the rains had given the projects some of the moisture they have been long overdue for and the work has been able to continue.

P. & K. Construction Company was preparing to move its headquarters to San Jose and Westover Partners, the builders of the new $30 million office building, will begin the work on the new building.

San Jose News January, 1959

Rains Finally Halt Work in San Jose

Mike Miller of Los Angeles has about 2½ months work left in the San Jose area and will be the last of the two only two of the worthy brothers are employed by this firm.

Carl Swenson Company is still busy on projects to be completed in the San Jose area and San Jose State College and the 1.1-mile extension road to the town will be in time to become in time to be completed. They also have started a job in San Jose and on the Sonoma County.

D. E. Anderson is also working on a job at the San Jose State College.

Two large highway jobs will begin in the near future in the area. The new highway will be built from the San Jose area to the San Francisco area. The San Jose area is about 2½ months work in the area and about 6½ months work in the area.

The highway is expected to be completed in the near future and the work will be completed in the area. A few sewer jobs will also be completed in the area.

The highway will be about 6½ miles long and will be built on the new road.
As the Russian River completes its second year of resurfacing roads, it is time to take a closer look at the work. The projects have been well-received by the community and have improved safety on the roads. The following section outlines the current status of the projects and the future plans for the Russian River.

**North Coast: Rain, Rain!**

By R. F. SWANSON, Business Representative

The start of the new year has brought with it long and heavy rains. We realize that this means that the road work will be delayed, but we also know that these rains will benefit the people of the North Coast. These boys will go on and make the job a success.

The following roads have been resurfaced:

1. Russian River Freeway
2. Remmder Road
3. Cummings Road
4. Shasta Road
5. Skunk River Road
6. Windsor Road
7. South Coast Road
8. Disappointment Road
9. Stewarts Flat Road
10. Highway 101
11. Redwood Highway
12. Philo Road
13. Healdsburg Road

The following roads are scheduled for resurfacing:

1. Healdsburg to Philo
2. Remmder Road to Cloverdale
3. South Coast Road to Healdsburg
4. Stewarts Flat Road to South Coast Road
5. Disappointment Road to Philo
6. Philo to Healdsburg
7. Healdsburg to Cloverdale
8. San Rafael to San Francisco
9. San Francisco to San Jose
10. San Jose to Los Angeles
11. Los Angeles to San Bernardino
12. San Bernardino to Mexico

The following roads are being studied for resurfacing:

1. Russian River Freeway
2. Remmder Road
3. Cummings Road
4. Shasta Road
5. Skunk River Road
6. Windsor Road
7. South Coast Road
8. Disappointment Road
9. Stewarts Flat Road
10. Highway 101
11. Redwood Highway
12. Philo Road
13. Healdsburg Road

The following roads are being considered for resurfacing:

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3. South Coast Road to Healdsburg
4. Stewarts Flat Road to South Coast Road
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6. Philo to Healdsburg
7. Healdsburg to Cloverdale
8. San Rafael to San Francisco
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Advance Planning Vital For Construction Work

By GLENN L. DOYINS, Safety Representative

Each operation of a construction job should be planned in advance. Such planning is needed at all stages of the project. It should begin with the preplanning of bids, and continue throughout the job, with superintendent and foremen doing their share.

Construction planning will eliminate some accidents automatically, by creating a well-organized job. But expert planning gives special attention to safety, and it is exactly in this way that making the operations safe and efficient.

A. Safe Access and Movement

(a) Workers

(1) Adequate work areas
(2) Adequate walkways and clearances
(3) Adequate signs, signals, etc.
(4) Work areas and passageways clear of rubbish, debris, etc.
(5) Protection for floor and roof openings
(6) Adequate illumination

(b) Vehicles

(1) Good roads
(2) Adequate turn space
(3) Adequate parking space
(4) Free from excessive mud and damps
(5) Separate materials storage areas and dump areas
(6) Adequate signals, signs, etc., to route vehicles on jobs

(c) Maintenance and repair of vehicles

(d) Location of Utilities and Service lines

(1) Locate sew, tank, sheds, offices, etc., safe from eventual plant
(2) Consider location of power lines
(3) Arrange to move, de-energize, etc., or take other action is a possibility
(4) Locate sanitary facilities, water sources, etc., for safety and convenience

B. Schedule Work for Safety

(1) Adequate manpower
(2) Adequate space, cranes, hoists, elevators, trucks, etc.
(3) Adequate space

(a) Proper auxiliary equipment, cranes, hoists, elevators, trucks, etc.
(4) Methods of loading and unloading

C. Work Procedures

(1) Adequate space

(a) Proper auxiliary equipment, cranes, hoists, elevators, trucks, etc.
(2) Adequate space

(b) Proper auxiliary equipment, cranes, hoists, elevators, trucks, etc.
(3) Adequate space

(c) Tools and Equipment

(1) Repair, maintenance and care

(2) Inspection

(a) Adequate supplies of the right tools for each part of the job
(3) Workers and Foremen

(a) Proper job placement
(4) Adequate training and supervision

(a) Adequate manpower
(5) Plans for maintaining interest in safety

(b) Notice signs, signals, record charts, and posters

(c) Recognition for groups or individuals with safety records

As we start the New Year the San Joaquin Valley is having the first wet weather of the season. After a couple of short weeks of rain, the holidays will be over, and the smaller jobs in the area have been completed ahead of schedule. The company, therefore, is teasing plans to operate on the Main Moffat project when weather permits. They have resumed the 100' 19's shift on the dirt, the rock fill continues on two shifts, the cushioning plant is also operating one shift.

The Pacific and Midway Construction Company and P. Construction Company are keeping several shapers busy clearing the reservoir area.

The Bechtel Company has all of its estimates completed and is ready to go on the Power House and are now set out of danger of the spring run-off. The Tule Construction Company has completed facing operations at the inlet and continues three shifts on the Mistle Tunnel.

In the Kings District Company are holding the hole for the splice mechanism at the inlet. The powerhouse installation is due to begin under way about April 1st. The Tule Paving Company has finally cut their dirt base on the fork at Lake Fresno Paving Company continues to work in the dusty area, near Front road on the North East road. The R. S. & G. Company are grading the road and rock on this job. The Swartz & Nims Company was awarded a contract for grade and surface about three miles on Willow Avenue. This company is busy on a section of the State Avenue freeway. The Pacific Company has completed two lanes on their Slough Avenue job and are working two more lanes on the same project. This company is making good progress on their work road near Hoey, they have a number of the structures completed. The J. S. Smith Company are also working on the dirt road near Hoey, they have a number of the structures completed. The J. S. Smith Company are also working on the dirt road near Hoey, they have a number of the structures completed.

FRESNO WORKS BETWEEN RAINS

By LYNNE MOORE, J. D. MONDOE, B. F. (TENY) BELLING

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FIRST "MARCH OF DIMES" DRIVE

By the National Foundation for its expanded program of aiding birth defects and arthritis in addition to polio receives endorsement of AFL-CIO President George Meany, shown with him is the 1959 poster children - Jeffrey Roll, 11, of New York City, victim of an open spine; Janella Felp, 6, of Oklahoma City, polio sufferer. The bond drive will run Jan. 2-31.

CONTRACTS AWARDED

SACRAMENTO, Contract awarded to Granite Co., 360 N. Main Ave., for E. M. & B. Co., 360 N. Main Ave., for their service on the 500-foot section of the I-80 bridge. Awarded to Amrine, Co., 360 N. Main Ave., for their service on the 500-foot section of the I-80 bridge. Awarded to Amrine, Co., 360 N. Main Ave., for their service on the 500-foot section of the I-80 bridge.

SACRAMENTO, Contract awarded to Clifford & Bros., Inc., 360 N. Main Ave., for their service on the 500-foot section of the I-80 bridge.

SACRAMENTO, Contract awarded to John Burman & Bros., 360 N. Main Ave., for their service on the 500-foot section of the I-80 bridge.

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BETHEL, Contract awarded to John Burman & Bros., 360 N. Main Ave., for their service on the 500-foot section of the I-80 bridge.

DELMONT, Contract awarded to E. H. Haus Co., 360 N. Main Ave., for their service on the 500-foot section of the I-80 bridge.

BETHEL, Contract awarded to John Burman & Bros., 360 N. Main Ave., for their service on the 500-foot section of the I-80 bridge.

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ENGINEERS' NEWS

January, 1959

STOCKTON LOOKS BACK AND AHEAD

By WALTER M. TALBOT, AL McNAMARA & C. L. CASEBOLT, Business Representatives.

Again we come to the time of the new year when we look back at the past year with memories of the jobs we have had, and then we look ahead to what the year holds in store for us. Following this line of thought the past year for the Stockton South of Dodge Construction Company is spent in the understanding in the way of large fuel starting dates, will be the first for the new plant. The Standard Starke General Depot, the widening of McKinley Avenue in Stockton to two lanes, the completion of the new Bigelow Way to reduces the number of cars on San Vicente and the completion of the new Molinos Dam, enlargement on Don Pedro Dam, and the completion of the west side highway from Tracy to Petaluma. However these are only the beginning of a host of programs that we do not count on to start this year.

THAT'S THE KIND OF REAL NEWS WE NEVER SEE IN THE DAILY PAPERS.

95% OF LABOR DISPUTES SETTLED PEACEFULLY.

WINTERS, Contract awarded to B. L. Toney.

702,000 s.f. Office Building for Pacific Gas & Electric

GALVESTON, Contract awarded to K. H. Smith.


CONTRACTS AWARDED

WINTERS, Contract awarded to Siller, A. W., Fauthen, P. G., Fauthen, P. C.

Stark's City Hall

782,000 s.f. Office Building for Pacific Gas & Electric

GALVESTON, Contract awarded to K. H. Smith.


CONTRACTS AWARDED

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BROTHERS have been called on Rainbow long steel truss to support expansion of a 667,777 freeway job. The work is underway.

McConnaughey & Winderlich are through with their job on the southbound lane of the Cordice Drige has taken over where they left off.

Lowe Jones & Bright Sand & gravel have made good progress on the construction of the So. Sacramento Freeway. This job has never had many brothers working on it.

Rodeo and San are all through with their part of the job.

The Sand & Gravel Plants are operating smoothly. Master Manger of the gravel has slowed down some what. Now they are repairing some of the old equipment.

P.C.A. has enough stock pile to run all winter.

The roads here are still going strong. Wm. Gunson has his hands full on another section of Larchmont Village.

Teichert & Son are just about finished with their houses for the San-Gold Subdivision at the end of Watt Avenue.

Erickson & Campbell Const. are working on the Rookery in the Bank of America at the old LaRue Temple at 8th and 14th Streets.

A. Teichert & Son Con-

struction completion of this project will be at Loomis.

The job was $159,000 and consists of doing all the excavation and water line work for the curbs, gutters, sidewalks, and paving in all, the drainage system and to relay the Loyal Canal.

All of the dirt excavation is complete and the embankment is up and the building will start under the new contractor.

The Del Oro High School will cost over $1,000,000 and should be ready for occupancy by the first of December of 1959.

A. H. Anderson Const. Co. is relocating the Auburn Underpass in Placer County.

This work originally was included in the City of Auburn underpass, but the job was deferred to permit the construction of a 500 foot long tunnel to support the railroad over the roadway.

In the placer area, work has come to a virtual standstill in spite of the fine weather. The Joe Vietal

275 tons of plant mix surfacing to put down.

This job is complete there will be four lanes of freeway, 300 feet wide. Completion date is scheduled for February 1, 1969. Brother Jack Van Vliet is on the job with Brother Jack Moura on the D-7 Doner, and Brother Fred Pickerell in charge of the project.

McConnaughey & Consta. have completed the enlarging of the parking area located at Lake Clementine, five miles south of Auburn, Placer County.

The lake is a reservoir for the city of Placerville and the Dusia Dam on the North Fork of the American River. It is used for recreational fishing and water skiing enthusiasts.

The project consists of accommodating eight automobiles and the 7,500 expansion jobs with a total of 190 cars. In addition, over head lighting will be installed.

The popular Nyack Lodge, to be operated by the well known Ensign Gap, Placer County will have to be removed from this job before the end of 1959, to make room for widening the transcontinental highway.

This job is 60% complete and the road and the job should not be6ed by rain.

The purchase of this property was necessary because property owners on the other side of the present highway with the double tracks of the Southern Pacific Co. nearly paralleled the roadway.

The driveway in the Sierra has brought from fools but their efforts are beginning to show. The country is working to finish the $7,500 project which will complete all of the other side of the present highway with the double tracks of the Southern Pacific Co. nearly paralleled the roadway.

The road on the Sierra is still going strong. Wm. Gunson has his hands full on another section of Larchmont Village.

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HERE ARE RULES FOR PREVENTION OF ACCIDENTS

Ignorance of safety instructions will not be accepted as an excuse for violations. If in doubt as to the meaning of a rule, ask your supervisor for an explanation.

Take a special interest in the new man, call his attention to dangerous practices and teach him the safe method of doing his work.

Every worker should report promptly to his supervisor any defectice conditions, practices or machinery affecting his own safety or that of his fellow workers. Notify all personnel who might be endangered by the work you are doing. Report every injury no matter how slight, a small scratch that does not bleed is often the first to become infected.

When work must be done on air lines while they are under pressure, make sure that the air is shut off and the line is drained.

Do not ride on any moving equipment unless your duty requires it, as you convey building ladders, cranes, excursioners and trucks, unless you are a member of the crew. Do not take short cuts, use ladders ramps, gangways, stairways and paths intended for travel. Never enter manholes, tanks or any other similar places that have not been ventilated.

A man even to himself to be successful. After this, its own to the Bureau of Internal Revenue.

A woman who won't take for what you are will sometimes take you for what you have.

A joint checking account is never handed down by the wife. It's just under-depoted by her husband.

Question: If a policeman is a man of the law, what is a policewoman? Answer: A filthy minyon.

BY MERLIN BOWMAN, GLEN FULLMER, GEORGE PARREL, L. JAY NEELEY AND JAMES HALL, Business Representatives

With anticipation and hope we are once again starting a bright new year, full of good wishes that 1959 will bring everything to the best of our expectations.

W. C. Bydke and his firm, Western Contracting Corpora- tion have their other shoe in and are now starting to move into the main campaign. The weather has slowed down work to some extent and even the log and slippery hard roads, but Western Contracting, with the help of Ogden Shops have slowed down considerably with a few men being held back on a quiet job.

M. K. has quite a bit of work on their job at Ashcroft and they are anxious to see that things move a little faster, however, they have ordered only a small crew to sub-contracted the tunnel to Eno- gunna and Story. This will not be a long job and the finish work will be in full swing soon.

W. C. Clyde has moved in on his job at Pintura and is getting underway. Of course the weather conditions haven't been as severe as in the north so they are able to start the work a little sooner than this year, just about finished the grade on the upper section and have a long way to go on the lower part. This will be a good project for the Brothers and has around the compact iron mines is about normal. We have a problem there but expect all service to be there.

Up at the Bingham Tunnel things are still progressing slow, few of the men have been called back but the ground is still wet.

In the northern area work has been very quiet this past month. A few people and contractors have left behind us and we hope things will start to move along right away. The few bids received have been for small works and the determining fac- tor in the progress of work will now soon work to be undertaken.

There is considerable work already underway without contract and a number of new jobs scheduled to be put out for bid. Few of the men have been called back but the ground is very wet.

 работы has been awarded contracts for a total of $1,219,000 for the services of providing the work at the time. The cold weather hampers the progress of the work, but construction is the prediction slow fr. mishap, es- at one time or another. The outlook for future work at this plant is much improved and a very busy contract will be put on the market soon.

Locally, L. A. Creer Co. is installing the first of its line of the boys occupied. Brothers Berrett Sabey, Guy Snell, Char- lie Sabey and Leo Sabey are hard at it for this company. Stewart Bros., who have been working out of Hackney, Utah and have managed to em- ploy a number of men, are now in the lead of the work for the Salt Lake Co. The most recent additions to the crew being Bill Gillhee on the haul, Brother Dell Mort- emson on a D8 and two very fine full pole operators, Bernard Fawward and Walt Pinkerman. The weather has been quite variable, with good periods on the fixed standards, being rainy and without snow. Many of the men, however, are ready for their vacation and feel that things come spring, they will more than likely take advantage of the climate.

Forty-six members of Local No. 3 are employed at the agreg- gate plant on the Glen Canyon Dam project. While they for their work and for the benefit of their families with them, they prefer the work away from home to the life they have had and the permanent plant of the permanent work is being moved. A larger gate will be contracted for more men.

P. O. BOX 1097 Reddick, Nevada

TIPS FOR A COMPLETE LINE OF CONCRETE PRODUCTS

A. Complete Line Of CONCRETE PRODUCTS

TIPS FOR A COMPLETE LINE OF CONCRETE PRODUCTS

1. Tips Hardpan

2. Rips Frozen Ground

3. Tips Root Mat

4. Tips Concret

WHEN THE GOING IS TOUGH, CALL YOUR NEAREST HENSLEY DEALER

By MERLIN BOWMAN, GLEN FULLMER, GEORGE PARREL, L. JAY NEELEY AND JAMES HALL, Business Representatives

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Marysville Outlook is Good for '59


Dangerous as it may be, as prophets are seldom honored in their own country, this month we thought we might take a bold step. We have decided that if we can determine what the situation will look like in the coming year. Before we do that, we will say that this Outlook is drawn on the basis of being honest and well meant warning.

We are not already a resident of this area, so we do not feel at home and know (or hope) that our family will feel at home and know (or hope) that our family will be put on beautiful highways. In any case, this is the rumor we have heard.

Regular Quarterly Meeting: Regular quarterly meeting was held in the Dave Dunn Blvd, Orville, Thursday, January 25, 1959 at 8:00 p.m. The meeting was called to order and proceeded with the following agenda:

- Graveling and Construction Committee report

Meetings of the Gravel and Construction Committee will be held Monday, February 2, 6:30 p.m., at the building association and Companies Joint Board meeting Monday, February 9, 1959 in the Lincoln Industrial Council office, Lincoln, on February 23, 1959 at 1:00 p.m. for the benefit of the Board and continues every two months.

Concrete Pipe Companies: Graveling and Construction Committee report.

Peterson Tractor Company.

New York Machine Shop. Subject to call.

Peterson Tractor Company.

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Check the job that is right for you. Call or write: Edward B. Bacon Company, 2295 Executive Suite, San Diego, California. We are a full-service construction company specializing in commercial, industrial, and residential projects.

Personal Notes: This last meeting of the committee will be held Monday, February 2, 6:30 p.m., at the building association and Companies Joint Board meeting Monday, February 9, 1959 in the Lincoln Industrial Council office, Lincoln, on February 23, 1959 at 1:00 p.m. for the benefit of the Board and continues every two months.

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REPORT ON CALIF. LABOR'S MERGER

(Continued from Page 1)

By AL. BOARDMAN
& ART PENNIBAKER
Business Representatives

Although it seems hard to believe, it has been brought to the attention that members of Local No. 56 are making "under the table" extra projects employing workmen. This is strictly contrary to the working rules of this Union and if investigation proves a member guilty, that member will be penalized to the fullest extent.

We have fought for many years to gain these wages and working conditions and for members of this Union to make special deals giving away those hard fought gains is treason. If any of you want to work for less, go in non-union territory. Do not destroy the conditions here.

The five-cent pension payments went into effect January 1, 1959 for members covered by the Technical Engineers for Agreement. If you work for a Civil Engineering Firm, make sure the payments are being made. Your future welfare depends upon it.

To make the future look better, the Army Engineer will adopt a multi-billion dollar construction program this spring including the development of a $1.25 billion dollar Army Ioning Center for Sharpie General De- nver and renovations of Point Arena Air Force Base 50,000 acre 1,000 million dollar lighting approach, 1 million dollar water supply for Point Arena Air Force Station. These are a few of the jobs starting this Spring.

The National Labor Relations Board has refused to give a permit that the teams will not be used for the project specifically assigned to them. Under these conditions, the Laborers Union has decided to give a high strike to the workers.

The laborer operators explained that they ganged his work by the distance ahead at which the bigger crew of men were at work. Lowering pipe to men invisible in the trenches. He was asked to show the man upon whom the cable was laid, and the trader asked:

"I'm not going to heaven because there's no heaven," he said in a louder tone.

"Well, then," the minister replied, "up to hell, but be quiet about it.""