



ENGINEERS NEWS

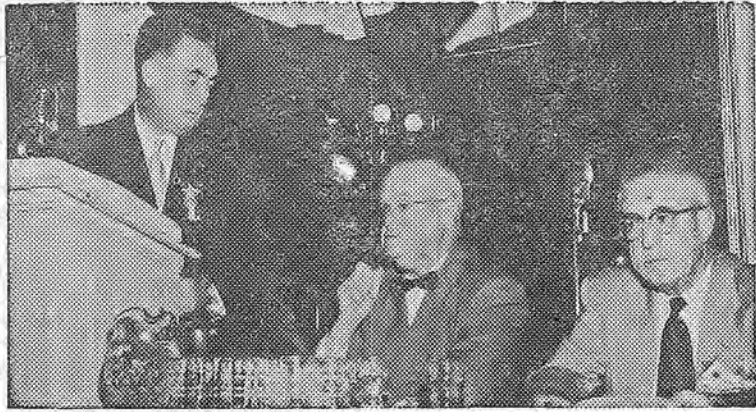
OPERATING ENGINEERS LOCAL 3

STATIONARY ENGINEERS LOCAL 39

VOL. 11 — NO. 10

SAN FRANCISCO, CALIFORNIA

OCTOBER, 1953



MARTIN DURKIN'S resignation and complete endorsement of his stand, despite a plea from Vice-President Nixon in behalf of the administration's Taft-Hartley attitude, featured the recent 72nd AFL convention in St. Louis. Here Durkin addresses the Building Trades Dept. Center is Dept. Pres. Richard Gray and at right is Lloyd Mashburn, who resigned as Undersecretary of Labor on October 8, same day that President Eisenhower named James P. Mitchell, N. Y., businessman as Secy. of Labor.



LITTLE GIANT—Rubber and steel, plus brains and brawn—that's the combination that is moving mountains in California these days as the state whips out a highway system that will handle its enormous population growth. Shown here is Operating Engineer Al Grandpre on a DH Continental tournapull, one of the smallest of this type of rig in existence, on a job in the southern part of the state. Though small, this baby is a bruiser.



HONEYCOMB ON THE BONNIE DICK—Very latest and most complete set-up for safety is the honeycomb of rigging around the big carrier Bon Homme Richard now in S. F. Naval Shipyard for a \$65-million, heavyjet conversion job. This, and the five-Mariner class, \$50-million contract at S. F. Bethlehem, are two major ship jobs awarded to west coast shipyards as the direct result of persistent protest by AFL metal trades unions against grabbing all ship work for favored eastern yards.

—PICTURE, COURTESY "THE DRYDOCKER"

All Local 3 Regions Hit Job Peak; Lag is Not in Sight

One of the best Fall seasons in some time is now being experienced throughout Local 3's extensive jurisdiction, from tropical Honolulu to the warm days and nippy nights of Utah, with no lag now in sight, other than the usual winter slowdown.

Though it is known that such items as housing, new plant work, and other projects have been materially slowed by uncertainty and new interest rates under the present administration, the big California backlog, plus excellent fall weather, is keeping out-of-work lists down to a minimum in nearly every branch office, according to this month's business agent reports.

Beat the rains and beat the snow—that's the cry from Eureka to Ogden and from San Jose to Cedar City, and in typical Operating Engineer teamwork the boys are doing a bit of rushing these days in that annual game of tag with the weather.

We'll start in the Far West, with Honolulu, for a look at this month's reports; there we find a sizable program of harbor work and housing getting under way. Back to the mainland, San Francisco is pushing a variety of projects to beat the rainy season.

Across the Bay, the Oakland boys are doing big things on the tidelands, with freeway improvements and the new Northbay Bridge, and the city of Berkeley is set to go on building up 500 acres of submerged land, a type of development much-needed all around the Bay. Down bay, San Jose is hustling with subdivisions, new plants, highway jobs, and a good start on the new \$50 million Ford plant at the tip of the bay.

Over the Coast Range and into valleys we find Fresno with hardly a man at leisure, everybody out loading up on sunshine, especially on the mountain jobs. Up the valley, Stockton and Sacramento are also busy, though they report some tapering off at present.

Further north, Marysville is hard at it with a slam-bang big program in operation, and Redding is so busy they could even use a few new men.

On over the red and yellow mountains, we drop into rip-roaring Reno and find the boys pushing street, highway, and mine work at a fine pace all over that big state of Nevada. On eastward into the sunrise we see a big cloud of dust up ahead and under it a gang of Engineers knocking out fast work on highways, housing, mines, and military projects. They have one of the best Indian Summers in many years and everybody is plugging to beat the big white blanket that will settle down there one of these October or November nights.

That's the picture this mid-October '53, a picture of hearty, capable men at work, doing big things for the growing West.

SERVICE WITHDRAWALS

L. H. GRAY, JR.
ALFRED B. MCKENZIE
FLOYD ROBERTS, JR.
ALBERT W. THOMAS

BECHTEL AWARD.—The Bechtel Corp. has been awarded general contract for construction of a 50,000 barrel Shell refinery at Anacortes, Wash., on a 700-acre plant site, work to start in mid-'54.

All Members, Please Note

In addressing any inquiries to the Health and Welfare department of Local 3, it will be necessary that you advise us who you are employed by. Since there are several health plan set-ups, we must know who you work for before we can give you accurate information.

San Francisco Voters, Attention!

After considering the recommendations of its Executive Board and after extensive discussion on the matter, the San Francisco Union Labor Party, meeting on September 30, 1953, voted, by secret ballot, to give organized labor's endorsement to the following candidates:

For Supervisors: Francis McCarty, James Leo Halley, J. Eugene McAteer, Marvin E. Lewis, George Christopher.

For City Attorney: Dion Holm.

For City Treasurer: John J. Goodwin.

For Board of Education: Adolph de Urioste.

Election Date: Nov. 3, 1953—Cast your ballot!

Nevada Wage Scales

A full list of the new pay rates under the Nevada AGC is given in this issue of the News on Page 4, for the information of those concerned and interested.

Construction Awards Hit \$1.1 Billion in Sept.

Heavy construction contract awards reported in September hit a new record of \$1,100,000,000, it was reported Oct. 8. This is a record for the month and 17 per cent of Sept. last year, as well as higher than August. Private awards rose from \$605 million in August to \$620 million in Sept. First nine months showed \$11.4 billion, down 7 per cent from last year's \$12.3 billion. However, last year's total included \$2.3 billion in Atomic Energy Commission contracts.

Safety Talk at Local 3 Regular Meeting

Joe Roberts, labor liaison man with the State Division of Safety, who has done much good on the job for thousands of California workers, talked to Local 3 members at the last regular meeting on the present safety situation and appealed to the members to observe the state law requiring a six-foot clearance on cranes near power lines. Failure to observe this law has resulted in several deaths in the state recently, he said.

ENGINEERING JOBS.—State Personnel Board announces exam to be held for Under Engineering Aid, jobs throughout state, chiefly with Division of Highways. Final date to file application: Oct. 23. Check with any post office.

BRIDGE REPAIR JOB.—State Personnel Board announces exam to be held for repairman on San Mateo-Hayward bridge. Final date for filing application is Oct. 27. Check with any post office.

IN MEMORIAM

- MORTON A. PRATHER
San Rafael, Cal., Aug. 6
- J. D. WYMAN
Concord, Cal., Aug. 28
- A. B. COOK
San Leandro, Cal., Aug. 30
- OTTO ENGE
San Pablo, Cal., Aug. 30
- A. E. MURRAY
Denair, Cal., Sept. 1
- JOHN H. MONROE
Redwood City, Cal., Sept. 4
- CARL BACCUS
Medford, Ore., Sept. 6
- JOHN OLIVERI
Collinsville, Cal., Sept. 8
- EUGENE S. PRATHER
Sacramento, Cal., Sept. 10
- A. D. NEVERS
Sacramento, Cal., Sept. 12
- DELMER L. WALL
San Jose, Cal., Sept. 14
- G. A. LAMONTAGNE
Sacramento, Cal., Sept. 18
- ARCHIE E. NEWTON
San Francisco, Cal., Oct. 3

Marysville Is Praised On New Engineer Bldg.

Marysville branch office of Local 3 reports it has received many sincere compliments on the new building recently opened there by the union to serve as headquarters for the north valley region. Other local unions are sharing in use of the new building, which is proving a boon to both Local 3 and the community in general.

Raiding, T-H Are Top AFL '54 Problems

St. Louis (LPA)—The AFL concluded its 72nd convention Sept. 25 by ratifying the no-raiding agreement with the CIO, approving a move for settling jurisdictional disputes within the AFL and chartering a new dockworkers' union to replace the expelled International Longshoremen's Association.

It adopted a Taft-Hartley program going beyond the 19 revisions to which Martin P. Durkin told the convention President Eisenhower had agreed. The resolution expressed grave concern over the Administration's attitude toward labor in view of the "failure of the President to keep an agreement" with the former Secretary of Labor, but said the 19 amendments "do not meet the objectives of labor and have no AFL sanction or approval."

"Whatever their origin, we can regard their substance only as a first step in the right direction," said the resolution, which called for pressing the fight for extended changes in the law at the next session of Congress. It praised Durkin for his "refusal to associate himself with the breaking of the agreement" to amend the act at the last session.

The convention voted by acclamation to keep George Meany and William F. Schnitzler in office as president and secretary-treasurer. It re-elected the 13 vice presidents and members of the Executive Council and named two new ones—President Al J. Hayes of the International Association of Machinists and President Maurice A. Hutcherson of the Carpenters and Joiners.

Los Angeles was chosen as the

scene of next year's convention and Chicago for the 1955 sessions.

Not a dissenting voice was heard among the 700 delegates when the no-raiding pact was given a shouted approval as the "first essential step" leading to merger of the AFL and CIO. The delegates were told that "fresh, firm and rewarding steps" have been taken with the CIO toward labor unity.

The convention gave enthusiastic approval to the plan for settling jurisdictional problems within the AFL which eventually would end contests for members and jobs among its 110 unions. Meany said it was the first wide-scale attempt in all history to stop the internal battles which, he warned, "are hurting us on the inside and hurting us on the outside."

The delegates applauded heartily when Meany announced the charter of the new AFL International Longshoremen's Association was in effect, with its activities to be under supervision of himself, Hayes, President Dave Beck of the Teamsters, President William C. Doherty of the Letter Carriers, and Paul Hall, secretary-treasurer of the Atlantic and Gulf District of the Seafarers. The charter was received by seven leaders of the ousted union who rebelled against the racket leadership in the Port of New York.

"What's Good for America"

Charles E. Wilson, Secretary of Defense, summed up the philosophy of the Eisenhower Administration probably better than he knew when he uttered the now famous sentence, "What's good for General Motors is good for America."

Since then Big Business has been at the wheel. It has been operating, as President George Meany put it, for the "benefit of the greedy few." It has run wild over the public housing program so that we are threatened with becoming a nation of slums. It has raised interest rates at the expense of taxpayers and home buyers to benefit the bankers only. It has tossed away Oil for the Lamps of Education potential funds at a time when we are 335,000 classrooms short.

It has hit the farmers whose prices for the things they sell are at a new low, while the prices of what they buy have risen. It has broken promises to the working people to make the Taft-Hartley Act more fair and just.

Despite the threat from Communist imperialism, now implemented by the H-bomb, it has seriously reduced our defense, especially in the air. It threatens to toss our power resources to the big private power companies.

At a moment like this the American Federation of Labor outlines its program. The philosophy behind this program was expressed by Meany with this sentence, "What's good for America is good for the American Federation of Labor."

Neighbor Jones says that sometimes a pinch of salt can be improved by dropping it into a glass of beer.

He was considered the village simpleton. People liked particularly to place a dime and a nickel on the palm of a hand and invite him to take his pick of the two. In each case he would pick the nickel, and the person or persons present would laugh and make merry at his expense.

One day a kindhearted man inquired, "Don't you know the difference between a dime and a nickel? Don't you know a dime is worth twice as much as a nickel?"

"Sure, I know it," was the answer. "And I also know they wouldn't try me on it any more if I took the dime."

AFL Backs Hells Canyon

The AFL went on record as supporting public construction of a multiple-purpose, full-utilization dam at Hells Canyon on the Snake River, situated between Idaho and Oregon.

It declared that Secretary of Interior Douglas McKay betrayed the public interest and contradicted his campaign utterances when he withdrew support of a multiple-purpose, government-built dam at Hells Canyon.

The federation pointed out that construction of the dam by the Idaho Power Co., a private utility, would "materially retard the economic development of the entire Pacific Northwest."

PGE-Bechtel Eye Atoms

PG&E and the Bechtel Corp. last week joined with three other firms to study the application of atomic energy to electric power generation. First goal is selection of a reactor design for power production and a study of its cost of operation. James B. Black, PG&E president, and Stephen D. Bechtel, president of the construction firm, made the announcement. Co-operating with them are: American Gas & Electric Service Corp. of New York, Commonwealth Edison Co. of Chicago, and Union Electric Co. of St. Louis. Research HQ will be in Chicago. Previous studies by the five firms confirmed the technical feasibility of producing energy from nuclear sources.

FRIENDLY GESTURE

"When I looked out the window, Johnny, I was glad to see you playing marbles with the boy next door," observed the mother.

"We weren't playing marbles," said Johnny. "We just had a fight and I was helping him pick up his teeth."

Uncle Remus says that men who owe everything to their wives should pay them off once in a while with a compliment.

Report of Last Meeting

The meeting was called to order at 8:00 p.m., President Clancy presiding. Vice-President Foss was excused. Brother H. T. Petersen was appointed to act as Vice-President. Roll call showed all other officers present.

A synopsis of the Regular Meeting Minutes of September 12 read and by motion approved as read.

A synopsis of the Executive Board Minutes of September 16 and of September 30, read and the acts and recommendations of the Board were by motion approved as read.

Joe Roberts of the Division of Industrial Safety spoke in regard to safety in the operation of cranes and shovels near live power lines. He pointed out that the State Law requires a six-foot clearance in any direction from any power line. He also pointed out that there had been several deaths recently due to disregard of this safety law. He appealed to the membership of the Local Union to refuse to work where their equipment might come in contact with any live power line. His remarks were well received by the members.

Cards of thanks were received from Mildred LaMontagne, Harry D. Reiners family; Mrs. J. D. Monroe, Mr. and Mrs. J. E. Hall, Mr. and Mrs. G. E. Hall, Mr. and Mrs. D. L. Filley. Received and filed.

The following Brothers were reported ill: Jos. J. Amaroso, Dwain Bowman, Cecil D. Herman, Warren Daily, Thomas Draper, Alfred C. Huber, Stanley W. Johnson, Louis Morse, T. K. Moore, Chas. P. O'Brien, Oliver Plemmons, Joseph Pierce, Clarence Periera, Joseph Robles, Antonio Rapoza, Louis Roseberry, John Rogers, Jennings Romine, Edwin K. Sharp, Joseph Silyer, S. M. White, Don Warner.

The following Brothers were reported deceased: Carl Baccus, J. D. Wyman, A. D. Nevers, John Oliveri, Eugene S. Prather, Delmer L. Wall, G. A. LaMontagne, and Archie Newton.

The membership stood one minute in silence in respect to our deceased Brothers.

The Business Agents gave their reports which were accepted as given.

Brother Otto Never, President of the California State Building Trades Council, made a short report on his work. His remarks were well received by the members.

There being no further business to come before the meeting, it adjourned.

Respectfully submitted
C. F. MATHEWS, Recording Secretary

Warns of Plot to Scuttle Prevailing Wage Law

Washington (LPA)—Warning that "a well-planned and highly organized program to destroy the Davis-Bacon Act" appears to be in motion in the nation's Capitol is sounded by acting Pres. Peter T. Schoemann of the AFL Plumbers Union in the August Journal of the union.

Led by a group of open-shop Texas road and municipal contractors, this program has picked up supporters in Oklahoma, Virginia, South Carolina and other southern states, Schoemann reports.

The Davis-Bacon Act, on the books since 1931, requires payment

of the prevailing wage rate on government construction contracts. If the law can be weakened or repealed, the Plumbers' chief warns, the door is opened for non-union contractors "to cut wages, undercut union contractors, and increase their profits many-fold at the expense of their employees."

"Their first step would be to replace skilled labor with semi-skilled workers which would result not only in an unfair advantage to them but also inferior workmanship on building projects," Schoemann warned.

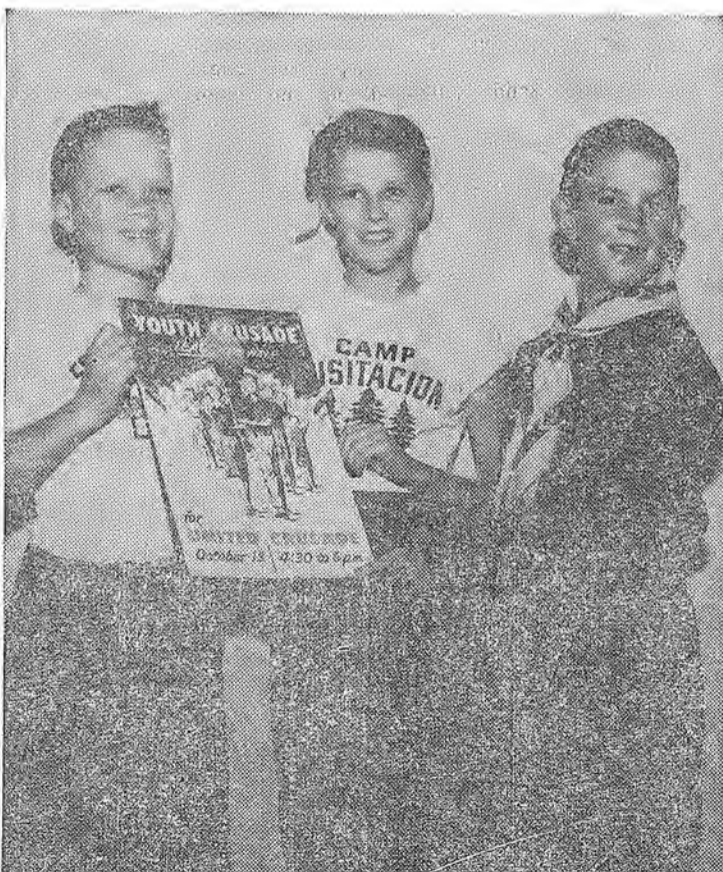
Prevailing rates are determined by the Secretary of Labor and become part of the specifications on a job. Opponents of the law have "set their repeal program in motion with a cry that they have been receiving unfair determinations" and are demanding judicial review of the rates set. Schoemann fears that rates might be lowered by "vesting final authority in local officials where the open-shop contractor can exert influence" and by causing such confusion and delay that all hands would become disgusted with the law and press for repeal.

Pointing out that federally financed or aided construction constituted one-third of total construction, Schoemann writes that if non-union contractors could set wages "at whatever rates they wish to pay" this would have a "devastating effect on the entire wage structure" in construction.

Union contractors would have to press for lower wage rates to compete, apprentice programs would not be followed because skilled men would not be employed and the effect on all workers' income and purchasing power" could well tend to set off a chain reaction that would lead to depression," Schoemann wrote.

He called on all members of the union to act through local unions, state associations, and building trades councils to demand that the Davis-Bacon Act be not tampered with.

S.F. Youths Aid United Crusade



CRUSADING YOUTH—98,000 youngsters will be ringing doorbells throughout the city October 13, from 4:30 to 6 to carry the vital message to "give once—the United way." Among the youngsters who will carry the United Crusade "torch" to everyone in the community are, left to right, Bill Keane, San Francisco Boys Club; Patricia Forslund, Visitation Valley Community Center and Bob Dickinson, Cub Scout. This Youth Crusade for the United Crusade was adopted by the youngsters of the various Community Center agencies to help educate the public to the services of the Crusade which include healthy recreation for the youngsters themselves and assistance to people in need.

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Stockton Jobs Level Off

By ED. DORAN, W. M. TALBOT, M. W. GRIFFING and C. L. CASEBOLT (Modesto), Business Representatives

The work in Stockton and surrounding area has levelled off to a small out-of-work list at this office, but with a few clearances being issued each day. We do not anticipate any large orders for men this fall as several jobs are due to be completed in the next few weeks which will swell the out-of-work list.

On the Cherry Valley Project, which will be the hot spot next spring, we find Guy F. Atkinson with five cats clearing and with more due to arrive soon. The Atkinson Company will bring in lots of trailer houses (Spartans) for the employees to live in while the job is going on.

Also the rumor is that a school will be erected for the children of the employed personnel.

U. P. K. finished the tunnel for Cherry Dam and Claude Wood Co. are setting up a rock crusher and batch plant to crush and mix aggregates to line the tunnel.

Claude Wood & Co. are progressing nicely with their road job at Wallace with Brother Dick Morris pushing and they should finish the dam at Murphys by the time this is published.

The Condick Co. of Berkeley started the box-pipe storm drain job that runs through Mormon Channel which will then be back-filled to clean up a mosquito breeding swamp. Gordon Capps of Stockton is doing all the dirt work with a D-6 — D-7 and two electric pulls with more equipment to be used as the job progresses.

A. Teichert & Son should have the Pacific Ave. job completed by the time this item is read. They are busy putting black-top on now with Brother Dewey Carlson on the Barber-Greene spreader.

George Patterson finished a land levelling job on Highway 4 near Holt with Brother Dale Clifford in charge.

P. G. Andrew Co. are busy stirring up the peat dust on Roberts Island with Brother Kenneth Howard doing the shifting and Brothers Bob Quandt, Bill Chase and Frank Kerken on the LaPlante-Choate pulls with Paul Bouillin on the push cat.

M. J. B. Const. Co. on the Manteca-Ripon Freeway are progressing according to plan even with the handicap of having to cross the 99-Highway traffic and the Southern Pacific Railroad with each yard of borrow.

Stolte Inc., of Oakland, who were the low bidders on the Bureau of Reclamation job near Tracy, on the 11 miles of 30-in. concrete have not as yet started the job, which will entail a lot of trenching machine work.

Several land levelling contractors are busy levelling on Union Island and are paying a little premium pay to get the boys to eat the peat dirt which is really bad until we get a little rain. The contractors are Ivan Garden, M. Marchini & Son, John Black and Roy Reeves.

Work at the Tracy Annex is about finished.

The Independent Iron Co. have all their steel in place and have moved out.

The Four Companies will finish the concrete on the warehouses by the tenth of October and will have a small amount of clean-up for a few weeks.

L. Biasotti & Son have the base course on the streets in the annex all finished and are now placing the surface with two black top crews and should be finished by this time.

The Condick Company, as mentioned above, have started grading operations for the concrete conduit to carry off the run-off under the streets instead of in an open ditch, which has been an eyesore and a traffic hazard for many years.

The Center Street bridge will be opened to traffic in a few days which will relieve a traffic jam for the residents to the north and west section of the city.

McDonald Engineering Co. have finished the silos at the rice plant at French Camp.

Speaking of crops, the new farm creed 'pears to be faith, hope, and parity.

Listen to Frank Edwards!

Russian River and Fort Bragg Jobs Are Moving Along

By GLENN L. DOBYNS, Business Representative

Work to eliminate the sharp corner on Highway 12 in Monte Rio is nearing completion as the new road is brought up to grade.

Eaton and Smith of San Francisco, doing the work, will give no definite day when the job will be finished, but Jim Lewis, the superintendent, says "it won't be long now."

The road is being rerouted from the corner at Grand's, one block west of the junction with the Occidental Road, to the east boundary of the Burkett estate.

This means nearly one-third mile along the old River Road up to rejoin Highway 12.

Patterson's Point is being regraded and cut back to smooth out the long corner around the bluff. The circle cut around the hill will be on a wider arc and the road is wider with shoulders built up on the outer edge.

People in Villa Grande, directly across the river from the point, have had a fine show and speak with regret of the job's completion.

Flagmen on the job report a fine spirit of cooperation by those using the highway.

There has been a minimum of grumbling at the delays.

Bishop, Younger & Bradley working at 10 Mile Bridge out of Fort Bragg have had wonderful luck with this job since they started.

The pile driving gang is far enough ahead to keep out of the way of the carpenters and concrete crew for this winter.

This company has the overpass — over the Union Lumber Company's private logging road completed except for pouring concrete, which will start this week. Bro. Charles Bittencourt is operating the truck crane with Bro. Chester Dede his oiler. Bro. Merle Abbott is on the "A" frame most of the time. Bro. Jack Smith, cat loader at the plant, with Bro. Roy Parker on the mixer and hoist.

Arthur B. Siri, Inc., of Santa Rosa have several small jobs going in and around Santa Rosa.

The widening of Fourth Street is just about completed. Next week they will start to lay the plant mix.

The Wilson Street job is progressing according to schedule.

Harold Quam in charge of the Gravenstein Highway project has all but the cleaning up to do.

Tom Rich running the spread on Highway 1 at Gualala has high hopes of finishing in two weeks. However, the crusher will be left for another two months as this company will supply aggregates for the state.

On this spread we have Bro. H. E. Irish on the blade and on the cats, Bros. Clifford Armbrust and John Patchett. Bro. Ben Bertacco operating the crusher with Bro. John Cummings the oiler.

They are leveling ground at Fort Bragg for the new P.G.&E. substation. They are using one cat and a blade. On the cat is Bro. L. Snider; on the blade, Brother A. Pacheco.

The shop in Ukiah has been a beehive of activity all summer. Bro. Vic Henry, the master mechanic, is ably assisted by Bros. Ben Arnett, Ben Reynolds, Geo. Hanson.

Their new hot plant at Calpella is also a very busy place. Bro. Charles McCord, pulling boxes with Bro. Errol Bradford, the oiler.

Contract for construction of the Kawana Elementary School has been awarded to Bishop, Younger & Bailey, San Francisco contractors.

The San Francisco firm will be general contractors for the job and has several Santa Rosa firms to which sub-contracts will be let. Allied Paving will do the grading.

Contract, which includes site development and building, calls for

REDWOOD EMPIRE IS IN HIGH GEAR TO BEAT THE RAIN

By A. R. McCAFFREY, Business Representative

At the present time there isn't an unemployed Engineer in the Redwood Empire to our knowledge. The work load is still holding up good but I don't know for how long. We had our first rain of the season yesterday which amounted to one-half inch. It also served as a warning as to what to expect in the near future. We are hoping for a late fall like we had last year when we worked almost up till Christmas time. We have reached the peak of the year and we expect it to start slacking off gradually from now on.

Frederickson Bros., who have been working up in this area for the last three years, are just finishing up with their last project at Pepperwood. At one time we had approximately 75 Engineers, but never less than 20 when the weather permitted, working for this firm. During that time we have never had a beef which amounted to anything; never a question about time or rates. I think this is more or less of a record. Credit goes to Supt. Bill Rolland, General Foreman Bro. Archie Edmonds and Office Manager Don Davis and a crew of the best Engineers in the country.

Mercer Fraser Co., alias Ralph

completion of the school by August, 1954.

L. Neilson, Orinda, has started work on the bridge job they were awarded out of Ukiah. This bridge is to cross the Russian River east of Ukiah.

This company rented two of Arthur B. Siri's truck cranes.

Bro. Ray Duval driving sheet piling with Bro. James Barney, the oiler. Bro. Harry Sonnikson operator on the other rig with Bro. Robert F. Rocca, his oiler, digging the footings. Bro. Robert Kearns has been doing the clearing with the cat.

Bro. Bill Vickery was injured while working for Cecil M. Moore at Covelo. He is confined to the Howard Memorial Hospital in Willits. Wishing you a speedy recovery, Bill.

Bro. Francis Millerick will be in the Sebastopol Hospital for some time due to a severe shoulder injury. A speedy recovery is wished for you too, Francis.

The bundle from Heaven that Mr. and Mrs. Howard Seacord have been looking forward to arrived September 8th. The tag read: Nancy Lynn, weight 6 pounds, 12 1/2 ounces. Congratulations!

Belated congratulations are in order for the Cecil Brown family. They ordered another boy, so the Stork obliged by leaving Michael.

State's Waterfowl Areas To Take in Boarders

Sacramento.—The state's waterfowl management areas, long devoted exclusively to ducks and geese, soon will have some extra boarders, under a new program launched this summer by the California Dept. of Fish and Game.

Large mouth bass have been planted in two of the deeper ponds at the Los Banos management area in Merced County, and similar plantings are being scheduled for all other state-operated waterfowl areas that prove suitable.

Los Banos manager Roy Wattenbarger estimates that the bass in his ponds will reach catchable size by early next summer.

Rodeo Union Oil Job

Construction of a \$5,750,000 first unit in a \$40 million expansion program by Union Oil Company at Rodeo, north of Richmond, will get under way early next year. First unit is a 14,500-barrel platformer, plus new facilities and tankage. After that comes a catalytic de-sulfurization unit, a coker, a sulphur removal unit and processing unit, and auxiliary facilities.

PASCO PIPELINE.—Completion of a \$4-million oil pipeline from Pasco to Spokane is announced by Standard Oil. It is part of a \$48-million oil supply system to serve inland areas through the Rangely field in Colorado and Utah refineries.

Brown, is still rolling everything they have and what they can rent from sunup till dark. They finished their highway job at Bridgeville and have moved that hot plant over on the Mad River, east of Essex. At the present time they have their activities confined to one county, but all over it.

Fred J. Maurer & Son are also going full blast; jobs scattered from Eureka to Klamath; mostly highway work.

Bro. J. L. Conner will have the dirt moved on his highway job at Kneeland this week so it shouldn't take him long to complete this project.

C. V. Kenworthy up at Berry Summit is still rolling six 10's per week, really bailing muck. There are a lot of slides on this job. Yesterday when I was up there, they had a dandy come in—approximately 40,000 yards.

Kenworthy and Patterson at Weitchpec are making good progress. They should have their dirt moved in about 30 days if they get the breaks.

Brother Tom Hull has everything rolling. His biggest project is the rip-rap job up at Sweasey Dam. Tom bought a Northwest 25 the other day and told Bro. Ed Castle the rig was his (to operate, of course). Ed came back with the remark "where the hell am I going to put my name on it when you have yours plastered all over it?"

Bosch & Cummings are still up on Redwood Creek. They also are putting in a trailer court about two miles north of Arcata on Highway 299 which will be one of the best in the country. Brother Bill Cummings is the ram-rod on this project.

A. C. Johnson has started on their school job at Hoopa. Brother Dave Tenney has his dragline working on ditches while Mel Kadle is handling the aggregate.

Peletz Bros. have just about completed their water main job in Eureka. Associated Engineers are also winding up their pipe job in Eureka.

Up at Crescent City, Maccoc-M. K. has been making good progress on their jetty job. With a crew of Engineers like they have, they couldn't do otherwise. Up on their rip-rap job at Patrick's creek they also are coming right along. At the present time they have four draglines and two dozers working.

The jetty job is slated to be shut down October 15th due to heavy seas. They will resume operations early next spring.

Burman & Sons are making good progress on their three highway jobs: Crescent City, Shively and Bull Creek. They just took delivery of another new hot rod 8 with a "U" dozer; sure a muck-moving rig.

John Petersen is getting so he doesn't know night from day, going all the time. He has five different jobs going at the same time. How to keep from growing old!

W. S. Selvaige is also on the jump. They are also working several different jobs at the same time.

Carr & Rocca are coming right along on their bridge job on Highway 101 close to the Oregon border.

James H. McFarland has started on his bridges and approaches at Wilson and Jordan Creeks.

Aho-Box Equipment Co. of Crescent City have all their equipment rolling. What they haven't got rented out they are working themselves.

If we get a half-way decent break in the weather for the next two months, everybody will be happy. The Engineers will get in some good time and most of the jobs will be completed.

A word to the wise. While the brothers are getting in all this overtime, remember that rough quarter is coming up again: January, February, March, 1954.

REDDING IS BUSY; CAN USE MEN

By E. A. HESTER, Business Representative

Everything is in high gear in Northern California. Work is holding up remarkably well.

The out of work slate is clear at this time and we are still in the need of a few men, I believe though, that this situation will change in a short time as some of our highway projects are tapering off. There are two or three of them that will finish in a couple of weeks. However, we have a couple of small road jobs coming up which will take care of a few of those that are apt to be laid off.

J. H. Clack of Red Bluff was the successful bidder on the Bureau of Reclamation road job, leading into the diversion dam site three miles below Red Bluff. This is in preparedness to a large irrigation project.

The Bureau is also setting up temporary offices in Red Bluff. The dedication of this project will be held in the park at Red Bluff Oct. 17, 1953.

Fredrick & Watson have about all of the muck moved on the freeway North of Redding. But they still have other projects going full speed ahead in this district. They have their hot plant up at Red Bluff and are about ready for action there.

Serg. William E. Phillips and Corp. Marvin Hall is looking after the works at Red Bluff.—Lieut. C. C. Smalley takes care of the crusher and hot plant.

Out on the freeway we have Regimental Sargent Pete Pace and Fred Dohel. General Kurtz is pretty busy now days looking after his staff of Engineers. He is surely getting his share of the work in this part of the country.

Harms Brothers will soon have one of their plants up and start crushing that 650,000 tons of agates for the Big Bend tunnel job.

Brother M. E. Montgomery was seriously injured some time ago while working out at the Shasta Dam for J. H. Trisdale Inc. He is out of the hospital but not out of the cast and won't be for a long time.

Brother Claud Brown is also walking around with his head in a brace. He received a serious rock injury on the same project as Montgomery.

Escape

She was fat and over 40, but still kittenish. The young man she had cornered at the party was thinking hard for some excuse to escape.

At last he murmured: "Do you remember the youngster who used to tickle you under the chin at school?"

"Oh," she exclaimed gushingly, "so that's who you are!"

"No," said he, blandly. "That was my father."

Reason

A young student signed his name to a copy of the Declaration of Independence hanging in the hall of his Alma Mater. His parents, who had to pay \$5 for the defacement, were quite distressed until he explained his reason, "I read it all through (never saw another person do it in four years) and I agreed with all the points, so I decided to sign it."

San Jose is Busy With Plants, Housing, Highways, Dig Jobs

By M. G. "Mickey" MURPHY and A. J. "Buck" HOPE, Business Representatives

Well, Brothers, our Highways, Plants, and many new Underground jobs have been responsible in maintaining a short unemployment list for the past few months; however, a couple builders of large Subdivisions in the territory have suspended operations until spring, but that decision apparently made no difference with us, as the men were readily absorbed by other firms; many have been placed on the Ford plant. At present there are approximately 25 contractors working on this project and all of them are hiring from 2 to 10 Engineers. There are about 36 Technical Engineers doing the lay out work for the different firms.

Hester & McQuire, one of our large underground construction firms, are coming to a close in a couple of weeks on the job at Milpitas. We understand that this firm intends to move to Sunnyvale where they have another contract.

Manuel Smith, who has the underground job connecting with the Ford plant is still fully occupied with that unit, and is expected to be there for some time.

Gordon Ball has started pouring concrete on the Granite Freeway job and at this writing is making very good progress; they hope to complete this task about the first of December.

Moffet Field has come out with a good paving job and A. J. Raich was the low bidder to the figure of \$325,000; this firm has several jobs of major importance and seem to keep their two hot plants in operation quite steady.

Piazza Paving are also maintaining about 35 Engineers on their payroll. They too, have many jobs that they would like to complete before the rains set in. This firm has recently been awarded a couple of nice paving jobs for the city of San Jose.

Coast grading and paving, another of our local contractors, have a nice back log of work and are anxious for an early completion date on many of their present operations. They have five jobs in operation at the present time and are employing about 14 of the Brothers.

Moffet Field is still keeping about five major steel companies fully occupied on the Wind Tunnels, namely, Chicago Bridge & Iron, Pittsburgh - Des Moines, Western Consolidated, Eichley Steel and San Jose Steel. M-K Corporation have all but completed their contract and Carl Swenson is still toiling at his problem in construction of offices, warehouses and administration buildings. There has been no word on the extension of runways over the Bayshore, which we mentioned some time ago.

Palo Alto, Sunnyvale, Mt. View, Saratoga, Los Altos and Los Gatos all have many small projects in operation, too numerous to mention; however the larger contractors namely, O. V. Freeman, L. C. Smith, McCammon & Wunderlich, Bahr & Ledoyen, Pat Barclay, Leo Piazza, A. J. Peters, J. C. Bateman, Sondgroth Bros., McQuire & Hester, Alland & Co., Stolte Inc., Elmer Freethy and many more will be found in these little cities with perhaps one or two jobs in operation, and some as many as four. Most all of this work is in sub-divisions, on streets, underground work, highway resurfacing, schools and new production plants, so brothers, this is about all we can say for San Jose, except most everybody is busy, so let's head south.

SANTA CRUZ AND VICINITY
The sand plants in the Felton area are working at top speed at the present time, namely, Santa Cruz Aggregate, Graham Bros., P. C. A., Kaiser Sand and the Felton Quarry. They have started pouring concrete on the Keeble-Caputo job but at the present time there are only two cats on this job, 3 D.W. 20's and two more cats will be brought in soon, and will be in use throughout the winter.

Coast Pipe Line Co. have just started their pipe job for the city of Santa Cruz, which should last four or five months. Leo Card-

well, also of this area, was awarded a \$16,000 contract for the city of Santa Cruz.

Stolte, Inc., were the low bidders on a \$60,000 contract for a steel and concrete bridge across the San Lorenzo river, near Boulder Creek. One of our old time friends, Mr. Barton, of Barton Construction, was awarded a \$20,500 contract for repair work in Sea Cliff Beach State Park.

Archibald Const. Co. has started work on their telephone job on the Capitola Road.

WATSONVILLE

E. T. Haas were the lucky bidders on the water system for the city of Castroville. This job is due to start in about three weeks at a cost of \$150,000. The rest of the jobs around here are progressing nicely.

FORT ORD & MONTEREY

There have been no large jobs "let" in this area in the last month however, the men are still busy on the jobs that have been going since spring.

SALINAS & SOUTH

Granite Construction has been awarded 3.8 miles of road south of Chular, which will amount to \$449,353. Brother Brown, Supt. for Fredrickson & Watson, has started the concrete work on the Keeble job in Salinas. Seems as though when they get too old to run a blade they make superintendents out of them. (Apologies to Brother Brown.) Granite Const., in this vicinity are working six 10's in a race against the rain. This firm in Greenfield have all their streets graded and expect to lay hot stuff in a week.

GILROY & HOLLISTER

Lowrie Paving was awarded 5 miles for Pacific Telephone Co., which they will start upon the completion of their present job at Coyote. George Renz in Hollister has approximately another week left on his street work and will then go to Gilroy, where he will begin work on another street job.

Radtke has five miles of work left on his telephone job which is going through Morgan Hill. E. T. Haas Co. have completed their section on this project in Coyote on the Cross County Canal job, but Herringer & Richards still have considerable work to do.

PERSONALS

Received a nice letter from Brother Thomas Hinds in Casablanca. Tom sends his best to all of Local 3. Brother Walter Jones was in from Jamaica on a 30-day leave, where he is employed by the Kaiser Bauxite Co. He says that the fishing is excellent in Jamaica. Brother David Ramos, who was recently released from the Army and Korean Prison Camp was in to deposit his Service Withdrawal Card. Dave put in about 2 1/2 years in the P. W. camp and says that it is no fun with that bunch holding a machine gun on

CARE OF BRAKES

The life of an automobile's brake linings can be prolonged by having the wheels removed and the linings and drums cleaned with a wire brush and compressed air at regular intervals.

WHEEL BALANCE

A slightly unbalanced wheel may cause your car to vibrate severely at high speed. New or replacement tires should always be balanced when they are installed on the automobile.

you day and night. We believe you, Dave.

Brother Leo Doheney, one of our "old timers" is going to take a leave of absence after about 29 years with the Operating Engineers. Lots of luck in the future to you, Leo. We will all miss you.

Again, Brothers, please let us know if you have procured work through another office. It saves the cost of many long distant calls and helps the office considerably. Don't fail to get a work clearance before you go to work.

THE NEVADA ROUND-UP Reno, Highway Jobs Hold

By H. L. "Curley" SPENCE and J. W. "Bill" BARR, Business Representatives

Del Beebe has quite a job, paving and beautifying the streets in Hawthorne, Nevada. Beebe really has quite a crew of Engineers. Brother John Montgomery is the Pusher. Brother T. V. "Sundown Slim" Newell is on a Blade and Brother Larry Hudson is on the roller and flunking around. That Beebe is a real highball outfit.

Silver State Construction Company, better known as Andy Drumm, will get going on his 13.176 miles of Hiway through the

town of Hawthorne. The Drumm outfit Brothers can live at home in Fallon now and commute back and forth. However Drumm has bought most of the regular hands Trailer Houses to live in so they can move around. Of course there are the "Play Boy" type that work for Drumm. They will stay in Hawthorne. Lets see, there'll be Joe Solaegui, Charles "Red" Melendy, and a few others that I won't mention.

Lagrange Construction Company has quite a lot of work around Reno. Brother Johnny DeLagrange has a good outfit and some good operators working for him. There is Brother Frank Jakowatz and his Oiler Dan Milovich, Brother Tobe Connors and his Oiler Johnny Reeves, and the Shop is in good hands, Brother J. W. "Walt" Harcourt has everything under control in that department. Then there is Brother Hank Kiechler, the rust-about man. He runs the Blade, the Dozer, and the Skiploader. That Hank is quite a man and Johnny likes him. But Johnny likes everyone. He runs a good outfit and lots of luck to the Lagrange Construction Co.

Clarence Dieterich Company has started on the Idlewild Park job. He has quite a crew of Engineers. Brother Al Parlanti and his Oiler, Brother Eugene Hyatt on the Backhoe. They are a good Backhoe crew. Brother Jay Baker is on the Skip Loader. Now that Jay is a real Skippie man. Ed DeGarmo is doing the welding and monkey wrenching for Brother Clarence Dieterich's outfit.

TEAR UP STREET

George E. Miller Company has some of the streets torn up in the Biggest Little City in the World, Reno, Nevada, and using his new process of taking up the old black top and adding fresh oil to it and replacing it on the street. Riley, the super for Geo. E. Miller, says it is better than new plant run hot stuff. I hope so for it means lots of work for the Dear Brothers around Reno. Riley has quite a crew on this new deal. Brother Don Bruner is the boss man. Brother Leonard Miller and Brother Don Stacy are on the Blades. They are a couple of outstanding Blade men, but they have to be to get along with Riley. Brother Roy Nielson is on the new Skiploader and believe me, that Roy is an operator from the old school. He really loads out the muck. Brother Olend Crabtree is back from Ely, Nevada, and with his new oiler, is really going good on the ditch work around town. Olend misses his oiler he had out at Ely, "Poor" Joe Gonzales. Poor Joe has more trouble than three men but he is a good Oiler for Crabtree said so. There is another oiler that works for Miller that has his troubles, and that is none other than Brother Vincent Puccinelli. Now "Pucci" really rattles off and gripes about everything but he's not such a bad fellow when you know him, but the trouble is, you never know "Pucci." But Brother Frank Gerhard thinks Puccinelli is the best oiler in the business.

Macal Improvement Company has the Rockiest job in Alpine County, but they have some real rock men on the job. Brother Johnny Arvin is the Shovel Foreman; Brother Joe Miller is on the Northwest Shovel, Brother Floyd "Slim" Ricketts is oiling for Joe, and Brother Menson Henry and Mitchell White are on the Dozers pushing rock in place.

The big construction job of building the Anaconda Copper Mining Company Plant at Yerington, Nevada, is just about completed. Then Anaconda will take over and start the mill in operation in the very near future. It was a real good job for the Dear Brothers for they made good money all the time they were there. Now that Anaconda Copper Mining Company is taking over the operation of the Mill and the open pits are going good, there will be a lot of good jobs for the brothers that follow the production work in the Copper Industry.

NEVADA WAGE SCALES

The following wage scales are effective September 14, 1953, as agreed to between the Nevada Chapter, The Associated General Contractors of America, Inc., and Operating Engineers, Local Union No. 3:

CLASSIFICATION	PRESENT EFFECTIVE	
	RATE	JAN. 1, 1954
"A" Frame Boom Truck Operator	\$2.60	\$2.65
Air Compressor Operator	2.33	2.35
Apprentice Engineer - including Fireman, Oiler, Equipment Watchman	2.19	2.23
Asphalt or Crushing Plant Engineer	2.58	2.65
Asphalt or Concrete Screed Operator	2.35	2.35
Asphalt Plant Fireman	2.47	2.47
Asphalt Road Mixing Machine or Pug Mill Operator	2.63	2.70
Boring Machine Operator-excluding pneumatic or equipment of similar capacity	2.69	2.73
Box Man or Mixer Box Operator, Concrete or Asphalt Plant	2.47	2.47
Concrete Mixer Operator - Skip Type	2.47	2.50
Concrete Mixer Operator - Paving Type and Mobile Mixer	2.69	2.75
Concrete Pump or Pumcrete Gun Operator	2.47	2.50
Dinkey Operator	2.47	2.50
Drilling Machinery Operator, including Water Wells	2.74	2.79
Elevating Grader Operator	2.74	2.79
Generating Plant Engineer	2.42	2.45
Heavy Duty Repairman	2.60	2.65
Heavy Duty Repairman, Helper	2.19	2.23
Highline Cableway Operator	2.74	2.79
Highline Cableway Signalman	2.74	2.79
Locomotive Engineer	2.74	2.79
Material Hoist Operator	2.55	2.57
Material Hoist - Double Drum	2.67	2.72
Material Loader or Conveyor Operator	2.33	2.35
Mechanical Tamper & Finisher Operator, Concrete or Asphalt	2.60	2.65
Motor Patrol Operator	2.74	2.79
Motorman, Haulage Motor	2.45	2.57
Oskosh or D W 10 Operator	2.74	2.79
Pavement Breaker, Emsco Type	2.57	2.57
Pile Driver Operator	2.82	2.88
LeTourneau Pulls, Terra Cobras, LaPlant Choate and similar types of Equipment	2.74	2.79
Pump Operators	2.33	2.35
Road Oil Mixing Machine Operator	2.63	2.70
Roller Operator	2.57	2.57
Ross Carrier Driver	2.47	2.50
Skip Loader Operator - Wheel Type	2.47	2.50
Stationary Pipe Wrapping & Cleaning Machine Operator	2.60	2.65
Surface Heater & Planer Operator	2.65	2.70
Tow Blade or Grader Operator	2.47	2.50
Tractor Hi-Lift Shovel Operator to 1 1/2 cu. yd.	2.60	2.65
Tractor Hi-Lift Shovel Operator over 1 1/2 cu. yd.	2.82	2.88
Tractor Operator - Bulldozer, Tamper, Scraper or Drag Type Shovel or Boom Attachments	2.60	2.65
Tractor Operator - Scraper or Drag Type Shovel Tandem	3.02	3.06
Train Handlers - other than Engine Crew	2.19	2.23
Traveling Pipe Wrapping & Cleaning Machine Operator	2.82	2.88
Trenching Machine Operator - all sizes	2.69	2.73
Universal Equipment Operators - Shovels, Dragline, Derrick, Derrick Barge, Clamshell, Crane or Mucking Machine	2.82	2.88

Foremen shall be paid not less than \$.12 1/2 per hour more than the hourly rate of the highest classification over which he has supervision. January 1, 1954, Foremen shall be paid not less than \$.17 1/2 per hour more than the hourly rate of the highest classification over which he has supervision.

SAFETY-BLIND DRIVERS

Automobiles are not "seeing-eye" vehicles, so driving blindly with a fogged-up, clouded, discolored, defective or dirty windshield is dangerous and against the law. You can't train a car to drive you safely, but you can train yourself to keep your car in a safe-driving condition. Develop a sharp "seeing-eye" when it comes to safety in your automobile.

Play it safe—follow safety regulations. Report all job injuries.

Uncle Remus says that a good turn is one that gets the blankets back on your side of the bed.

Kennecott Pay Hike

AFL Electrical Workers, Operating Engineers, and Machinists, representing about 1000 employees of Kennecott Copper Corp. in the Salt Lake City region reached tentative agreement Monday on a new contract calling for general wage increases ranging up to 13.7 cents per hour.

MINDANAO GOLD QUITS—Mindanao Mother Lode Mines is closing down its mines at Surigao, Mindanao, Philippine Islands, but announced it will seek other producing property.

What's Doing in the Oakland Area

By AL CLEM, T. D. BRYSON, L. L. LAUX, L. SOLARI, and J. RILEY, Business Representatives

It is gratifying to be able to report that work has remained at the same high level during the 30 days just past. Work for Heavy Duty Repairmen and Crane Operators is less plentiful, than in all other classifications. During the past month 571 men were cleared to jobs in the area. We have re-negotiated an agreement with the California Steel Products Company, with McDonough Steel Company, and with a number of the Steel Erectors.

Quite a crew are busily at work for Ariss-Knapp on their excavating work on the parking lot and access road for the new shopping center, in Walnut Creek, a project which has been under way for the past several months. Bro. Les Garrison is the foreman of the following crew: Bro. Jim Clay, on a blade; Mat Madieros on a roller; Bro. Ed Squarzina on a loader; Bro. Bill Matto on a dozer; Bro. Les Tiffany on a shovel; Bro. Joe Degana, doing the oiling. This company will also do the excavating and grading of an additional seven acres of land to be used as commercial property in the future. The paving of the four-acre parking lot and access road will be handled by Ransome Company, with the paving just now getting under way. Bro. C. B. Walker is foreman for Ransome on this job, with Bros. Burl Prince and Philip Perrin on blades, and W. E. Costa on the roller.

Healy-Tibbetts have moved in on their job at the Standard Oil Long Wharf, where they have 92,000 cubic yards of mud to move. They are digging to a depth of 18 to 38 feet deep, and approximately 300 feet wide. At present there are ten members of Local 3 on this job, which is working two shifts.

Work has been started by Ben C. Gerwick on the new fireproof cement dock for Union Oil at Oleum. The new dock will be T-shaped, and will be 1250 feet long and 136 feet wide. Four members of Local 3 are on this job at present.

Only one piece of equipment is as yet working on Fredrickson & Watson's Highway job at Orinda, with Bro. Lyle Engle clearing for the right-of-way with a bulldozer.

Bro. Mel Lutz, foreman for McGuire & Hester, tells us that for the first time in the history of this company, they have contracted to build streets and roads. Bro. Lutz is referring to the Mt. Blvd. realignment road and street job, between Redwood Road and 38th Avenue, running west to Mt. Blvd. On McGuire & Hester's payroll on this project are Bros. John Haner, Scotty Douglas, Houston Chandler and Elmer Roderick on cats; Bros. Clint Robbins and John Johnston on blades; Percy Hauck on a loader, and Charlie Clark on the roller.

J. Henry Harris of Berkeley, Walgren and Peterson of San Francisco, and Gallagher and Burke and Stolte, Inc., were all awarded separate contracts for the installation of drainage structures along this extension of the Mt. Blvd. freeway. One shovel crew and several cats working for J. Henry Harris have started excavating.

The Frank Beach Company is well under way on the main sewerline job running through Clayton Valley, Concord, which is a \$100,000 contract. Bro. Ed Carter is operating a Buckeye, Howard Smith and Chuck Day are on loaders; and Ed Garcia is on a blade, with F. Byrd doing the oiling.

Frank Malfitano has three jeeps, three cats, and two blades on their street improvement and channel change project on Cowell Road, Coventry Road, Grove Way, and Davis Avenue in Concord, with Bro. Ken Young as foreman on this spread.

EASTSHORE FREEWAY

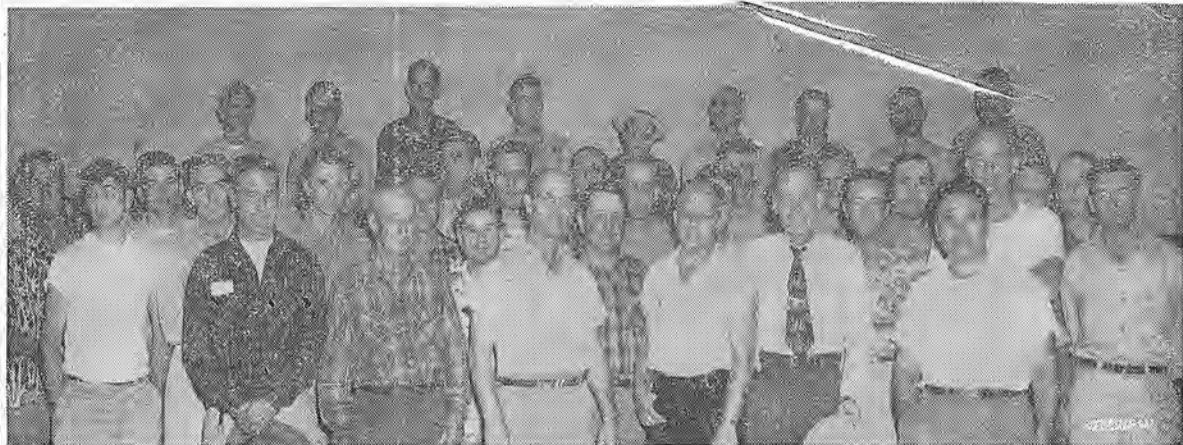
Considerable progress has been made on the Eastshore Freeway project at Emeryville, under construction by Peter Kiewit & Sons. Since our last report piles have been driven, and concrete piers poured for the west half of the Powell Street structure, base ma-

terial and plant mix placed on the detour, and rip-rap placed along the embankment shoreline. On September 26th the detour, which is six lanes wide and 0.9 mile long, complete with traffic signal system at Powell Street, traffic stripes and signs, was opened to the traveling public and access to the old highway for that portion was blocked. Thereupon, excavation of Powell Street, removal of pavement and excavation for the east half of the Powell Street Bridge was begun. Local 3 has the following men employed on this job at present: Bro. J. O. Kaufmann is grade foreman, Bro. Henry Vogt is H.D. repairman foreman, A. O. Lloyd is on a shovel, B. E. Williams is on a blade, D. L. Booth and G. H. Bowman are on tractors, J. L. Caetano is on the pumps, and C. E. Bahr, I. E. Crawford and C. D. Mulock are doing the oiling.

Work was begun September 21st by Prodanovich & Krzich on their storm sewerpipe job for Western Electric in San Leandro; 32,000 feet of concrete pipe is to be installed along Williams and Davis Streets in San Leandro, the pipe ranging from 24-in. to 42-in. in diameter, with each section ranging from 8 to 12 feet long. Bro. Ted Halbeck is laying pipe with his own P. & H. Crane, with Henry Halbeck doing the oiling. Bro. Freeman Haas is on a backhoe and has Al Phillips as his oiler. "Doc" Noble is foreman on this job, and Earl Embree is the mechanic. Prodanovich & Krzich have three additional waterline jobs to do for the East Bay Municipal Utility District, with only one of the three having gotten under way at present. Work has already been started on the waterline job along Davis Street and the freeway in San Leandro, where they have 6000 feet of 12-inch cast iron pipe to install.

East Bay Excavators have a \$200,000 contract to do the excavating for the new parts, repair, and dispatch building to be erected for Western Electric, a subsidiary of Pacific Telephone & Telegraph Company, on Williams and Doolittle Streets in San Leandro. Work was begun on September 14th, with plans calling for the excavating phase of the work to be completed by November 15th; 100,000 yards of fill are to be placed. This fill is being brought from the South Reservoir on Bridge Avenue, Hayward, a project on which this company has been working since April. All the equipment being used on the San Leandro job is Allis Chalmers equipment, purchased from Buran Equipment of San Leandro. In operation is a 70-ton rubber-tired Southwest Tamper, several H.D. 15 loaders with 3-yard buckets, an H.D. 9 loader, and an H.D. 5 loader. Bro. Jack Hamby is foreman on this job; Bro. Joseph Cox is on a blade, Bro. Frank Collum and Fred Haack are on dozers; Art Adams is on a H.D. 20, and Pete Silva is the greaser. This company anticipates keeping approximately 14 engineers on their payroll throughout the winter months.

The Marvin E. Collins Company of Richmond were awarded a \$113,800 contract for the grading of the site, and the installation of the storm drainage system for the De Anza High School at Valley View and May Roads in El Sobrante. Approximately 125,000 cubic yards of dirt are to be moved, and approximately 600 linear feet of 90-in. concrete culvert and 3000 linear feet of drain-tile pipe are to be placed. The dirt moving equipment being used on this job has been rented from L. H. McLaury. Bro. Donald C. Shields is the field superintendent on this job, C. O. Dennis is equipment superintendent,



OAKLAND MEMBERS of Local 3 who are employed at the Pacific States Steel Company at Niles, are shown here as they attended a meeting in the Oakland office of the union to discuss working conditions at the plant.

and Merle D. McLaury, Freddie Worthington and Julius Hubbard are operating equipment.

Piombo Construction Company will do all the dirt moving on a new housing development on Easter Hill in Richmond. A total of 65,000 cubic yards of dirt is involved in this project, with 20,000 cubic yards already moved. Bro. Richard Piombo is foreman on this job, with Bros. Johnny Burns, Bob Lacy and R. A. Findley on scrapers; Bros. Frank Anderson, Harland McClintock, Roy Piombo, and Earl Barker on dozers; Ted Thurston doing the mechanic work and Harry Burrows on the grease wagon. In addition to the dirt-moving Piombo has approximately 3000 boulders to place for picturesque landscaping.

HENRY J.'S CAT

Fredrickson & Watson are landscaping the backyard of Henry J. Kaiser's home in Happy Valley, Lafayette. Henry J. is still doing things in a big way for the cat. Fredrickson & Watson is using the most powerful of its type to be used on the West Coast. The new cat, which has a 175 horsepower engine was just delivered by Peterson Tractor. It has a high speed reverse equal to 5th forward speed. Bro. Paul Fields is the operator on the big cat. There are also two jeeps in use on the Kaiser job.

Several engineers will be employed for the next three months by O. C. Jones on excavation for a mile-long storm drainage canal for the City of Hayward; 5000 yards of excavating is involved in the project, with the job starting at Alquiore Road and continuing to Tennyson Road. Bro. George Nabors is the foreman on this job, with Bro. R. B. Granlund operating a dragline, Earl Saverly a cat and carryall, and Paul Perkins doing the oiling. O. C. Jones has a considerable amount of work lined up for the future months, and will without doubt keep between 30 and 35 members of Local 3 busy throughout the winter months.

A general look at the Construction Industry throughout Alameda and Contra Costa counties reveals that most phases of work is at least as good as last year, and in some instances better, with one or two exceptions. Several million dollars are involved in the many schools being erected in this area. Excavation and paving create many jobs for our members. State and county roads, and city street projects are keeping a large number of Local 3 members busy. Commercial building and refinery work are quite good at this time. The Rock, Sand and Gravel plants, Material Yards, and Quarries are rocking along in fair shape. The home-building industry is below normal for this time of year and does not look too good for the future. Shipbuilding and repair work are slow, and below normal. However, a real degree of optimism about the industry as a whole does not seem to be unwarranted at this time.

Dredger News

Dredge work has continued to be good during the 30 days just past. There is quite a bit of Clamshell and Derrick Barge work under way at the present time, but not very much Suction Dredging now.

The San Francisco Bridge Company has just about finished their job at Pt. Magoo, and are working a large crew on conversion and repair work on their equipment at their Belaire yard.

Olympian Dredging Company have their three large clamshell dredges working at the following locations: The Neptune is on the Grant Line Canal near Tracy; the Monarch is on the Hasting Tract, out of Rio Vista, and the Holland is on the Richmond-San Rafael Bridge job, where it is digging for pier footings. They also have the Palmer (suction dredge) on the Sacramento job, but will probably be finished pumping there by October 10th or 15th.

Associated Dredging Company had a little trouble recently with their small clamshell, the Liberty. As the Liberty was going through Belmont Slough on its way to the San Mateo job, for some reason it took a notion to have a complete bath, so it sank! However, they soon got it righted and work-way, and it is now cutting its way through the levee and towing the Sucker into the pond. Plans call for pumping to get started around the 12th of this month. The Delta No. 1 is working at Strawberry Point, in Marin County.

Ed Lippstreu and Sons have their dredge, the Pacific, working in the vicinity of Suisun, and the Solano is in drydock at Hunters Point, undergoing some badly needed repairs.

Simpson Brothers have their dredge, the California, on a job on the Grant Line Canal near Banta.

News About The Brothers

A Jet Comet, traveling 1600 miles in three hours, was the means of transportation used by Bro. Broy "Hap" Hazzard on his recent return to the Bay Area from French Morocco. "Hap" was employed for the past year by Atlas Construction Company on their Air Base project, and had no complaints about either living conditions or working conditions in Africa. Bro. Jack Abernathy is another Local 3 man who is still employed on this project.

Also back in the Bay Area, after an absence of several years, is Bro. Charles Spoon, who spent his last six months of foreign employment working as a crane operator for Bechtel-Wimpy, who are building an oil refinery for the British government in Aden, located on the southern tip of Arabia. One interesting bit of information about this part of the world, related to us by Bro. Spoon, is that while there is never any rain in Aden itself, yet the roads into the town are being continuously washed out by rains in the nearby countryside.

Bro. Darrell Fisher, who has spent the summer months working in the Reno area, has now returned to Oakland, and has gone out on a blade for McGuire and Hester.

By 8:30 a.m. on opening day of deer season in Siskiyou County, Bro. Neil Taylor had bagged a 160-pound buck, a portion of which has found its way into his deep freeze. Neil also wishes to recommend the Marble Mountains as a fisherman's paradise, having found

the trout plentiful.

Bro. George Dupree's new Mercury took the Dupree family 8300 miles on their recent vacation trip. The Duprees were gone two and one-half months, touring just about all the Western and Middle Western states.

Bro. Fred Amaral refers to do his fishing from his 13-foot Plexiglass boat, and tells us that the striped bass around the Antioch-Stockton area are mighty fine.

Bro. Mel Behney certainly managed to pick the right spot for the accident which befell him on Friday, September 11th. Mel was driving Moore Drydock's truck crane along San Pablo when the large P.I.E. truck just ahead of him stopped short to avoid hitting a two-year-old child, and Mel's truck plowed into the P.I.E. vehicle. Mel was jammed into the cab of his truck, which had caught on fire, but fortunately the San Pablo firemen rushed to the scene and pulled him to safety. By this time Mel is none the worse for the accident, but is quite thankful that it took place right in front of the San Pablo fire department.

A sideline of one of the members, Bro. Walt Medinas, in his restaurant and bar, called the "Chili-Bowl," and located at 336 Pacheco Blvd., on Highway 21, Pacheco.

We would like to thank Bro. Sneed and his family for taking time to get such an interesting letter off to the Oakland office, from South America. Bro. Sneed is employed by Winston Company in Colombia on a highway construction project. Mrs. Sneed is with her husband, and they were able to find a very luxurious home in Cartagena, which, they tell us, is a very old city, is completely walled, and surrounded by the ruins of old forts.

Also remembering his friends in this area, Bro. Cliff Dilley writes this month from Baguio in the Philippines, where he is field supervisor over the H.D. mechanics on the Ambuklou project. Bro. Dilley appears to be quite happy with the camp, the weather, his co-workers, the recreational opportunities, and conditions in general in the Philippines.

Bro. Gordon Hamblin was in the office awhile back passing out the cigars. An 8-pound, 9-ounce baby boy was born to the Hamblins on August 11th. The baby, who is named Gordon Jr., is their first child, and Gordon is really bursting his buttons.

Bro. Bill Gaunt, who was welder foreman for Western Pipe and Steel for many years, and also formerly master repairman foreman of the largest construction companies throughout the west, is the owner of the Super Blacksmith, Welding and Machine Shop on Broadway and Harrison in Concord. Bro. Gaunt's shop is equipped to handle repairs for inside and field work.

Quote and Unquote!

"I didn't," he said firmly.

"You did, too," she replied scorchingly.

"What are we arguing about anyway?" he inquired gently.

The office vamp says just because a girl closes her eyes when she is being kissed is no sign she is not wide awake!

Sacramento Has Surplus of Men as Work Tapers Off

By W. V. MINAHAN, H. S. CLARK and E. M. NELSON, Business Representatives

The two dams located at Folsom are working at capacity since our last report because of the jobs that have been completed. We now have a surplus of engineers in this area.

The two dams located at Folsom are working at capacity and expect to begin the concrete pour sometime in December.

Fredrickson & Watson, on the Sly Park Dam project, are practically shut down now. This job will be down until the middle of October as they are now diamond drilling. Although these rigs are on a two-shift basis it will be at least two or three weeks before they will be ready to go.

Tariton Contracting Co., who has the tunnel on this job, is practically through at this writing. Another three or four weeks should see them moved out.

Joe Vicini has completed the access road to the Stolte Co. dam on Camp Creek, and has moved his rigs to other jobs. Stolte has progressed rapidly on this dam and should finish it shortly. Wixson & Crowe have completed the clearing at Sly Park and are in the process of moving at this time. This company has a lot of burning to do yet which will require at least two dozers this fall.

The John Mehren Co. picked up a two mile road job on this project and should begin very soon. Jim Kelly bosses this spread. The brothers on this Sly Park project report very poor buck hunting at this time because the mountains haven't had any rain.

The Judson-Pacific-Murphy Co. are progressing very well on the two parallel bridges crossing the American River. This is a part of the Sacramento freeway system which is now taking shape rapidly. U.P.K. are the prime contractors on this plan of freeways, consisting of West Sacramento, North Sacramento and Roseville.

A. Teichert & Son have just about completed the structures and paving on the J Street freeway. Engineers on this job are Walt Blood, K. Christenson, Hank Ritter, Archie Brooks, Al Treglow, Ed Finley and Clyde Miller. This project should be opened to the public sometime in the latter part of October.

This highway system will relieve the strain on H Street and also on Folsom Blvd. Brother Stan Gilbert has done a bang-up job of bossing on this job with Brothers Bronc Johnson, John Small, Shorty Barlow, Art Warnke, Leo Wright, Louis Thrasher, Charles Walker, Carl Clark, Buck Toft, Howard King and Bob Soderlund and many others lending a hand. Take it from us, this is a beautiful piece of work. The job was \$400,000, consisting of two overpasses, two strips of concrete 2400 feet long—24 feet wide, 10,000 tons of hot stuff, 25,000 tons of road rock and a lot of terracing. The firm of Luppen & Hawley installed all the lighting and electrical work. This entire project will be completed sometime in November and will be turned over to the State and City.

H. Earl Parker, doing a levee job on the Sacramento River, are in the finishing stages with about six weeks to go.

J. R. Reeves has just opened a new subdivision called Norwood & Altas Acres. This job calls for 4 1/2 miles of streetwork including gutters and accessories. The bid was \$300,000. Brother Dick Cooper is the job Superintendent with Brothers Lee Cline, Norman Collingwood and Frank Dickey giving the assist.

The Hughes-Vertin Lime plant at Cool is still in the stages of adding a new burner to their plant, which is well on the way at this writing. This burner should double their capacity. Brother Vaughn Stone is the ramrod at this plant, with Brothers Frank Vierra, Melvin Hoebet, Ernie Ring, Ernest Ritchie, Harold Snider, Roy Gully, Tony Nicholson, Talbot Scott, Ken Nicholson and Wm. (Vern) Cantrell, acting steward. These brothers keep this plant producing on an around-the-clock basis.

A. Teichert also picked up a road widening job near Folsom on Highway No. 50. This will eventually

be a four lane strip. Brothers on the job are Stan Billigmeier, Art Warnke, Louie Thrasher, Ray Wymore, Wayne Selby, Paul Sheldon and Brothers Fox and Howard, punching stakes.

The Hard Materials Co., who have their plant near Bercut-Richards packing plant, deal exclusively in building materials, line, concrete, mortar, fill sand, etc. Brother Ray Finch owns and bosses this plant.

American River Sand & Gravel Co. keeps the brothers plenty busy these days. This company furnishes all the aggregate for the Western Pipe Manufacturing Co. They do all types of excavating, rock products, wholesale and retail. Phone Hunter 6-8471.

HERE AND THERE

WITH THE BROTHERS

PAUL MUCK paving Howe Avenue; WILLIE FRANKLIN, lubrication technician; AL REESE bossing a cat spread; HOWARD COTTRELL, rolling Auburn road; JOHN HYDE, craning; BOB (Hard Rock) JOHNSON, swinging leads; DOC LINDSAY, cleaning his office; RED STEWART, ramrodding a batch plant; CLARENCE GUZEK, welding; NEAL WILLINGHAM, driving a blade; VIC BONNER, in from the woods; BOB CALLENDER, expecting a family addition; JACK WINGATE, leveling a parking lot; FRED CAMPBELL, loading trucks; BILL EDWARDS, rolling a school yard; LEE ROBERTS, checking his dues card; PETE CONNOR, wiping soot; DOUG SIMMONS, hunting the elusive stag; DAVE HANNY going South; VIC NELSON looking good; ORVILLE WRIGHT, running a spreader machine; CLAUDE KEE, working long hours; AL HUMAN, watching a concrete pour; GORDON HANNA, looking over a blasting lot; WALT LANGFORD, dodging bombers; BILL SMALL, working many hours; RAY FINCH, buying his lunch; BILL McDUGAL, looking for a hand level; BOB WAGNON, hitting tops at buck hunting; CLYDE KEMP, relieving; FELIX BOSIO, writing a check; MIKE ROBERTSON, going to school; ED DOMROSE, sorting receipts; MIKE HANNA looking at a new car; FLOYD HICKS, blading; BILL COLCLEASER taking it easy.

Our best wishes for a happier future go to Brother Harry Schnell who suffered a slight heart attack but will soon be back to work; Brother George McFarland who is undergoing tests for ulcers and will be off work for a few weeks; Brother Irvin Silverberg who lost a few days' work because of a sprained ankle; Brother Harry Powning who was off work one week due to illness; Brother Jimmie Jones who fractured his leg in a fall from a rock plant and is now laid up for at least three months; Brother Roger Henley who is suffering from a fractured arm and a back injury incurred at the same plant as Brother Jones.

Our deepest sympathy goes to the wives and families of Brothers Arthur D. Nevers and Eugene Prather who passed away this past month. Both these men were well known and well liked throughout the area and will be missed by their many, many friends.

We are holding mail in this office for the following brothers and would like to request them to call for it as soon as possible: Ernie Wurth, Wm. J. Herbert, Larry O'Bryen, Herman Melton, Burl Booth, E. D. Lanham, Wm. Ward, Richard G. Brown, H. B. Talley, Robert Fenner, Carl Fleeman, Hubert Fallin, Everett Bryan, Earl Bradford, Robert Wisdom, Chester Bartole, Harry E. West, Harry T. Golden, Casper B. Elliott, R. R. Qualls, R. L. Coast, J. Wright.

Congratulations to Brother and Mrs. Richard Daigh on the birth



You're the one who told me to vote for that ----- company union!

All Are Working in Fresno; Mountain Jobs Are Pushed

By H. T. PETERSEN and LYNN MOORE, Business Representatives

Our report for this month is very similar to that of last, in that practically everyone is employed and we assume that job opportunities will remain good until late in the Fall. This prediction of course being subject to how soon the snow flies in the Sierras. A rough count shows that we have approximately 325 men employed on Mountain jobs that are seasonal. However, none of the projects will be completed this winter and will continue early in the Spring.

We have had some new work started during the month in Kings County. Oilfield Trucking Com-

pany have moved in on their grading job on the highway between Corcoran and Hanford. Thomas Construction have started some bridge work in Tulare County. American Pipe and Construction Co. have started their plant to manufacture pipe for the Lloyd Company of Coachella. Eaton & Smith started clearing operations on the second unit of the Bureau of Public Roads job at Huntington Lake. Hayward Materials Co. have started surfacing 14 miles of Bureau of Public Roads east of North Fork of Madera County.

Nomellini Construction Co. will begin operations soon on their canal contract for the Bureau of Reclamation in the Northwestern part of Madera County.

Union Steel Co. of Los Angeles have started erection of the large hanger at Castle Field Air Base and they have a 4 1/2 months completion schedule.

On the other side of the ledger we have H. Earl Parker Co. completing their first canal contract and still working on the second section, will complete in February or March. Stolte Pacific Co. have about 10 days left to complete their Bureau of Reclamation job at Berends.

P. J. Moore Co. have completed their highway job on Santa Fe Ave. in Merced County. Standard Materials will complete their Highway 99 job within the next two weeks. All of the other current jobs within the area are proceeding on a rush basis, with no near completion date. We realize that this will be considered a short report, however anything additional would be a repetition of our past reports.

We have had no serious trouble within the district and don't anticipate anything out of the ordinary within the near future, however, all of us have assumed a responsibility in the establishment of the blood bank. Members and their dependents have come to look upon it as a safeguard to their welfare. In order to maintain this bank we must have a continuous flow of donors and we need blood now.

For the benefit of those members who are applying for health and welfare claim forms it is necessary that you tell us your employer's name and the type of work you are doing, i. e.: gravel plants or construction. This will facilitate getting the proper forms back to you.

SAFETY IN PASSING

When you want to pass another car ahead, don't rely on your hand signal alone to clear the way for you. Signal, but also make sure no other car is trying to pass you at the same time. Make your signals well in advance of your intended action, so following drivers may have ample opportunity to learn your intentions.

ADJUST HEADLIGHTS

Automobile headlights should be tested and adjusted regularly. An abnormal load in the trunk or rear compartment of a car may tilt the light beam higher than a permissible safe level. Before starting on a trip, it is advisable to load baggage or its equivalent in weight in the automobile and then have the headlight adjustment checked.

the Federal Dingell-Johnson program, upper reaches of the stream were opened up and a natural hatchery capable of processing millions of salmon eggs was back in operation, Mongold reports.

Play it safe—follow safety regulations. Report all job injuries.

State AFL Follows Through On Convention Resolutions

(State Fed. Release)

C. J. Haggerty, secretary-treasurer of the California State Federation of Labor, announced this week that recent action has been taken to implement better than thirty resolutions adopted earlier this year in San Francisco at the August convention of the Federation.

The resolutions spell out in many areas the policy voted at the week-long convention, and make recommendations on various political, economic, and social problems and issues which labor is facing on all levels of organization and government.

Affiliated unions and councils have been urged to assist the Federation in carrying out nine resolutions which cannot be implemented without the full cooperation of local AFL bodies.

The resolutions range in purpose from support of private welfare organizations and institutions to the establishment of local welfare and education committees designed to better acquaint members with benefits and services available under federal and state social security programs and private welfare plans, and to educate against intolerance so that racial discrimination may be wiped from the life of the nation.

Resolutions calling for the extension of civil liberties and guarding against their subversion by undemocratic elements in the nation received high priority. Among officials contacted in this regard were President Eisenhower and Vice President Nixon. Albert M. Cole, Housing and Home Finance Administrator, has also been urged to eradicate segregation and discrimination in all housing that has any form of public financial support.

A strong resolution condemning the common practice of appointing representatives of employer groups on consultative and advisory bodies dealing with agricultural labor problems and requesting the appointment of AFL representatives on an equal basis with agriculturalists and corporation farmers has been given widest possible circu-

of a baby daughter during the past month.

BLOOD BANK

In checking over our report of last month, we notice that we failed to mention the names of last month's three donors to our Blood Bank. Again we express our sincere thanks to those three donors: Mrs. Helen L. Thompson, Harold S. Clark, and Harry Crigler. We hope the Brothers take heed of this month's report on our Blood Bank. We had only three donors this past month again. Thanks to Marshall J. White, Edward J. McGraw, and Ed Carter for their support to our account. We appreciate your help, fellows. Since our last report we have released twelve pints of blood and have had only three pints replaced. We had to borrow these twelve pints from the Blood Bank and at this writing, we are indebted to them for nine pints of blood. Consequently, we are forced to say that we cannot release any more blood until these nine pints are replaced and our fund is built up sufficiently to warrant our releasing any blood. We do not feel it necessary to say more on this as you can see from this report just how badly we are in need of donors!

lation in state and federal agencies and departments, including the U. S. Departments of Labor, Agriculture, and Health, Education and Welfare. State officers and agencies so advised include the Governor, the Departments of Industrial Relations and Public Health as well as the State Board of Education.

In a detailed letter pointing out the magnitude and seriousness of the "wetback" invasion, Attorney General Brownell has been urged to give full support to a resolution calling for the enactment of stringent penalties against employers who knowingly employ illegal Mexican nationals, and that such legislation be rigorously enforced by an adequately manned border patrol. Haggerty pointed out that this is the only way in which the "wetback" problem can be solved.

The cooperation of the national AFL has been enlisted on other resolutions requiring, among other things, national legislation to reduce the tax burden on low income groups, to liberalize the Social Security program, and to provide adequate housing for low and middle income families. The California delegation in Congress has also been approached to press for the enactment of these and other programs adopted at the convention requiring national legislation.

Blast Boulders From Salmon Spawn Route

Red Bluff—Scaling a sheer canyon wall by rope ladder to set their dynamite charges, California Department of Fish and Game stream improvement workers have blasted through a boulder jam in Mill Creek, Tehama County, to complete one of the first of many stream clearance projects now under way.

In the toughest assignment of its type, dynamite, tools, gasoline and even a portable generator had to be back-packed in to do the job.

Completion of the Federal aid project means the opening up of many miles of good spawning stream to migrating steelhead trout and salmon.

Mill Creek, one of the Sacramento River's larger and more important salmon spawning tributaries, had been at least partially blocked by the giant boulders for many years. Wedged wall-to-wall in a narrow gorge, they cut off the stream only six miles above its confluence. An earlier passage cleared by a Department crew in 1952 had been blocked again by last winter's high water.

Salmon were present below the jam when he and his assistant arrived, according to L. F. Mongold, project chief. Ten days later, before he could pick up his tools after the last blast, two salmon had made their way through the new four-foot passage and into an upstream pool.

Complete cost of the project, including crew salaries, was \$626. For this expenditure, three-quarters of which was supplied under

Utah News Roundup

By MERLIN BOWMAN, CHARLES COCKAYNE, GEORGE FARRELL, GLEN FULLMER and JAY NEELEY, Business Representatives

It is always good to write about the work in Utah at this time of year. Plenty of jobs going full speed and working overtime to beat the winter slow-down that is coming. We are having a perfect Indian Summer. The hunting season is just beginning, and everyone, including the contractors, is in a good frame of mind.

Work around Salt Lake City is cleaning up in good shape. Enoch Smith has completed the State Street job and Gibbons and Reed have about finished the black topping on it, and expect to get started blacktopping the Airport immediately. These two projects have kept a lot of our members working all season. W. W. Clyde is still going strong on the Beck Springs overpass and should finish in about six weeks.

Strong Company at Park City is still pattering along, waiting for the machines to come back from Wyoming. They started their crushing last week.

Utah Construction Co. at Bingham is about finished on the 5960 dump line and we are all looking forward to the big holing-through party that is coming between now and the first of the year on the H-Line Tunnel. Utah Construction Co. has had a very slow season in this area, but has promises of a lot of Kennecott work to start presumably in early 1954, and we are all hoping it will be real early.

The Dugway work is still dragging along at a snail's pace. McKee Company has about four or five Local 3 men on the job of about three or four buildings in the easy area and Cox & Coltharp are crushing some gravel for the jobs coming, preparatory to moving the crusher out.

Clyde & Jacobson at Tooele Ordnance are trying to beat the winter on their igloo job and have a lot of our good members on a two-shift basis. At this time we would like to tip our hats to Brother Lorus Palfreyman, superintendent on this job, for keeping it 100 per cent union. Lorus carries a Local 3 card himself and has been very cooperative on this job.

F&S Homes, Inc. at Kearns are really building homes at a fast pace. We have quite a few members on this job and it should work all winter, weather permitting.

Work should be good for some time yet, but promises for the winter and new work look dismal at this time. So stay with your guns, we have a long winter coming.

STATE ROAD NEWS

The upheaval which was created as a result of the recent lay-off has pretty well settled and we hope now that the matter of wage increase—to those who were held on the payroll—will be taken care of in the immediate future. Some of the boys who were discharged we have assisted to get reinstated back on the job, and we are disturbed that we couldn't get all our boys back to work. However, we have been able to place several out on construction jobs.

We sometimes are disturbed by the fact that some few members apparently are unable to take disappointment and figure they'll give themselves a raise of \$3 a month. Several did that in the Salt Lake shops when they heard there was going to be a lay-off, and it didn't help them at all, in fact most of that group were laid off. I'm going to tell you here and now to check the record, since the Operating Engineers took over the job of representing you. I'll venture you were all glad to stay home on Columbus Day, and all the other holidays we negotiated for you, and receive your pay for those days. The extra pay on your hourly rate will add up to quite a few bucks each month, and I'd like to give you a little information on the value of the Social Security benefits available to you and your survivors should any of you have the misfortune to pass away and leave a young family, as was the case of our good friend "Docky" Zagarich. "Docky" left a widow and four youngsters and his benefits from Social Security entitle them to receive \$255 as a funeral benefit and \$168 per month from

the date of his death until such time as the third oldest child reaches age 18, at which time the benefits will be reduced by about one-third. The whole amount of benefits adds up to the fact that his family may receive in excess of \$30,000 by the time his 10-month-old baby reaches age 18. We rightfully claim a great deal of credit for our efforts in getting that bill passed by the Legislature. Under the old state retirement act his family would have received a little more money back than he already received along with the rest of you fellows and over 2,000 other State employees, a year ago, and then would have been compelled to go to the Welfare Department for sufficient to provide for the family. We are not one bit ashamed of our record of accomplishments on your behalf; on the contrary, we are quite proud of them and know there will be more in the future.

Utah Construction Co.—Iron Mines, Cedar City

Things appear to be moving along in good order at the various operations, with the appearance of the New Marion at Burke that job should be able to maintain schedule in good shape. The work at Comstock is moving into production, making a fill to build a road to the crusher, erection of shop buildings and the crusher have been slowed down somewhat for one reason or another but seem to have resumed a normal pace, and from last reports should be ready for the entire property to be placed on a production basis by early December.

Some problems concerning the pay due for holiday work performed on Decoration Day and July 4 by some were taken up with Ollie Hoe at a recent date, and it was our information that all had been paid, but it was found there was some misunderstanding on the part of Ollie regarding Decoration Day, but he agreed to go all through the records and get the amounts due paid off.

We are coming right into the middle of deer season, so naturally many will be out after the wily buck. All of you fellows are needed at the mines for future operations, so our advice is to zig at the right time as we want to see you all back around when the season ends. Guess most of you have a deer tied up in the brush around the mines. I tried to catch one at Comstock the other day, but he got away.

According to a tally of ballots cast by the Desert Mound Operating Engineers, Don Lynch was selected to represent you as steward for that mine and the company will be so notified.

The last meeting was hamstrung because of the football game; at least we're willing to place the blame that way. As a result, we were unable to take care of the matter of electing a steward for the Burke job. We would like to get this taken care of at the next meeting. Will enough of you attend to do the job?

SHOPS

Due to the fact that we have had several agreements to get printed, in order to have a sufficient supply for our membership, we are making all efforts possible to have the agreements in the

SCHEDULE OF MEETINGS FOR CONSTRUCTION, LANG CO., SAND & GRAVEL, IRON ORE MINES, VITRO CHEMICAL CO., AND KENNECOTT COPPER

Cedar City Iron Mines: Friday, October 30, 8:00 p.m., El Escalante Hotel.

Kennecott Copper Corp.: Tuesday, October 27, 1:30 p.m. and 3:00 p.m., Civic Center, Bingham, Utah.

Vitro Chemical Company: Tuesday, November 10, 8:00 p.m., Engineers Hall, 1969 South Main St., Salt Lake City, Utah.

Lang Company: All called meetings.

Sand, Gravel & Construction members, Thursday, November 12, Engineers Hall, 1969 South Main St., Salt Lake City, Utah.

Sand, Gravel & Construction members, Friday, November 13, Labor Temple, 165 West 1st North, Provo Utah.

Sand, Gravel & Construction members, Friday, November 20, Labor Temple, Ogden, Utah.

SCHEDULE OF STATE ROAD MEETINGS

Provo Labor Temple, Wednesday, October 21, 7:30 p.m.

Cache County Court House, Logan, Utah, Friday October 23, 7:30 p.m.

El Escalante Hotel, Cedar City, Utah, Thursday, October 29, 7:30 p.m.

hands of our members within the next few weeks. We feel that our shop members have been very patient and that they should have a copy of this agreement in their possession in order to quell any grievances that may arise because of their not having an agreement in their possession at this time. Until we can get these agreements out you can always find a copy or the original agreement at our office, and you can be sure that your business agent will do everything in his power to settle all grievances, should any arise.

Vitro Chemical Co.

It has been necessary for your representative to call several meetings with the Vitro Chemical Co. regarding grievances that have arisen within the plant. It has been a known fact for a long time that if we put our grievances in writing and follow the channels of our agreement our grievances will be taken care of within the time period that is specified in our agreement. Also, if we follow this procedure, our grievances are much easier handled and more facts are brought above board. In our last membership meeting that we held our attendance was not too good. I would like to specify that our scheduled meetings will be held on the second Tuesday of each month for all crafts employed by the Vitro Chemical Co. These meetings will be held in the Engineers' Hall and we would like to have everyone who can attend.

Kennecott Copper Co.—Bingham Pit

At long last, negotiations for the new agreement effective Sept. 1, 1953 have been completed and at meetings held Wednesday, Sept. 30, for the purpose of submitting for the consideration of the membership the matters which had been negotiated, the offers made by the company were accepted by secret ballot of those present.

Some things pertaining to local issues and proper interpretation of the agreement were agreed upon and will be in writing for the future in language that will be understandable and not left subject to the interpretation of certain individuals who in the past have wanted to make their own opinion the last opinion. We have certain matters which were brought to our attention at the meetings and are calling for grievance meetings on them. We expect to have answers for you at the next meeting. The company has agreed to hurry the printing of the new agreement and we expect to have them out on the hill in short order.

We are interested in getting a meeting of all employees in the Angledozer Department and will call one for that group in the very near future. We have been informed that you have some problems there which you would like discussed in a meeting for your own group, and we want to

do all we can to help you solve them. As a result of our negotiations we are assured of better cooperation in resolving all of our problems in the future.

Utah Sand and Gravel

Since our new agreement has been in effect for the sand and gravel people, we found it necessary to call a meeting in regard to notifying our office of the lay-offs, rehiring and new hiring, as stipulated in the agreement. This has been neglected by the sand and gravel people to a great extent, but in our last meeting with the Utah Sand and Gravel Co. they informed us that they would notify us of new hires and lay-offs.

So I would like to ask all members who are employed in the sand and gravel industry to check to see whether or not their fellow workman is a union member or a non-union employee. We have found in the last week or two that many of our members are working alongside non-union employees.

It has taken us very nearly all summer to get the signatures of the sand and gravel companies on our new agreement without a strike and we are progressing very rapidly in getting the rest of the companies in Salt Lake City and the State of Utah to sign up. With the help of all the brothers working in the sand and gravel industry, we are sure that we can come out 100 per cent.

NORTHERN AREA

A number of the jobs in this area have started to cut down on their crews the past few days. Several contractors have transferred some men and equipment to other jobs in the state and a few new projects have started. At this time there is still enough work going to keep most of the fellows busy.

Morrison & Knudsen Co. has laid off about half of their crew on the railroad job in Ogden and expect to maintain a small crew until they get the word on the additional work at the stockyards. Some other work is planned for the railroad yards but no definite word has come through as yet.

Wheelwright Construction Co. is running two shifts on the crusher, making ballast for the Union Pacific switchyard and also has started to move some equipment to other work in Jackson Hole, Wyoming, and a bridge job they have in the southern part of the state.

The two road jobs of W. W. Clyde Co. in this area should finish within the next six weeks. Traffic has been routed over one side of the new section from Farmington through Layton and the oiling is nearly completed on the other side. There are a number of cut-off sections, side roads and approaches yet to complete through Layton and Kaysville. This section of road will certainly be a speedway and we hope there is enough

time left to get a good chip job before bad weather sets in.

The rock point on the Hot Springs to Five Points road has really been rough on men and equipment and has caused some delay in the completion of this job. The pulls have been transferred from this project to the Beck's Hot Springs overpass job and should keep the pull operators busy until bad weather.

L. T. Johnson Co. is keeping a few men busy on the Plain City road and bridge job and cleaning up and oiling around the yard and office in Ogden. Most of the equipment is back in Ogden off the Blanding road.

The Ace Raymond Co. has a good start on the excavation and footings for the Science Building at Utah State Agricultural College.

Wilkinson Bros. Co. is still making good progress on the Laketown Canyon job and has started on the road and bridge job at Croysden.

J. B. Parsons Co. has nearly finished the oiling through Smithfield City and has a few small oiling jobs to complete locally. Some of the equipment has been moved from the Malad road project to Plymouth for the six miles of new road there. This job should keep most of the crew busy until snow comes.

Germer Abbott and Waldron have several machines busy on land leveling work and have transferred the crusher to Hansel Valley to crush some material for the county.

This amount of work still left to be completed should keep most of the fellows busy for the rest of the year.

SOUTHERN UTAH

Credit for the pleasant condition of our out-of-work list goes to the beautiful weather we have experienced of late. The fine weather along with the desire of the contractors to finish their work this fall has kept our out-of-work list nil to date.

W. W. Clyde Co., at Red Narrows, is still pushing the grade and is having a tough time finding enough material from which to make gravel. They have two dozers and a cat and can in the pit to keep the crushers busy. The hot plant is set up and they will start to lay the hot stuff today. In spite of the pleasant fall, there will be some work to do here next spring.

Thorn Construction Co. at Soldier Summit is scratching to finish the job this fall. Just when it began to look like they would wrap it up, they ran out of crushing material and had to move their plant. Having two units to the plant, it requires some time to move and set up again. Gravel material is at a premium in the canyon, having almost exhausted the material available. With some good luck they should finish here this fall.

Consolidated Western Steel Co. will finish hoisting and connecting the red iron on Bechtel's power house job at Castlegate within the week. Our members on this job, who are entitled to the specialty craft pay, have not received it due to a dispute over the wording of the contract. We think we have this corrected and the boys should get their money this week.

Whiting and Haymond have begun moving equipment from their job in Salina Canyon. The grade is finished on the Salina Canyon job and the crusher is working two shifts in an effort to beat the frost. They have two good men on the blades and the laydown is moving swiftly.

It is my understanding that the State awarded the widening of the highway tunnel to Whiting and Haymond. They were awarded a stockpile job at Moab also. These small jobs hardly seem adequate to handle the men who are available, but at this time of year we are mighty grateful for them.

L. A. Young Construction Co. is doing very well on its Vermillion-Salina road job. It's almost ready for the gravel, which will soon be coming as the crusher is all set and ready to go. They have a rig of Shurtleff and Andrews on the job to drive piling for the bridge.

Make your union stronger!

Work Load Holds Up Good In the Marysville Area

By LES COLLETT and C. R. VAN WINKLE, Business Representatives

The month of October is now upon us and the work load in the Marysville area is holding up fairly well.

The biggest job in this district at present is the Richter Bros. job on the Chico-Oroville Wye in which the original contract was almost \$700,000 for grading and surfacing, was let to Rice Bros. of Marysville. Bro. Al Vercruyssen, superintendent on this \$384,000 job, states if the rain holds off, they can finish in about six weeks.

There are two crushers, a hot plant, three draglines, two blades and rollers on this job, along with all the other rigs it takes to lay hot stuff.

Butte Creek Rock Co. has its plant on full production and has had numerous small paving jobs in the area. Among them, the Princeton School, a small road at Cohasset in Butte County, and the Chico State College at Chico. This company also is furnishing the concrete for the Hendricks tunnel job at Stirling City for M&K Co., Inc. M&K has about six weeks to go on the lining of their tunnel at Stirling City. We have been in a dispute with this company over compressor time but the matter is now being adjusted. We have about 10 members left on this job.

On the tunnel daylighting jobs at Greenville, M&K Co. is going fine, with 18 members on the job. Bro. Bob Overman is in charge of grading and Bro. Russell Ball is master mechanic. Mr. I. D. Robbins is project manager and I am happy to report that there has never yet been a dispute on this job, which proves conclusively that labor and management CAN work together to the best advantage of all concerned. Bro. Les Shellenbarger is on the job and the lucky rascal killed a large buck while eating lunch one day and is the only member of Local 3 who has got one in this district that I've heard about. Every year so far, they have been in here measuring the spread of horns but the deer seem to be getting smarter now.

The Utah Construction Co. finished its tunnel lining job at Keddie, Calif., and put a good crew of 13 operators on the bench Sept. 22. However, they are all standing by in hopes the company will get the job at Chilcoot Pass, east of Portola. They will know October 3—before this gets in print. We had several arguments with this company, until Mr. George Foster and Bro. Bob Harles took over. Since then it has been a swell job for our members.

Brown & Hertel have moved in a rig on their job at Indian Creek, near Quincy, but won't get to do much this year. San Joaquin Construction Co. has had a small job grading the school yard at Challenge, with Bro. Rip Edwards in charge. He cleared all men through this office.

New York Machine Shop at Oroville hired another man, Bro. Bill Sloan, as welder. Kaiser Sand & Gravel keeps plugging along at a steady gait as per usual this time of year. Moore & Moore had a small clearing and grading job for new houses in Canyon Highlands at Oroville.

All the rigs on the State job near Glen are through now. Rice Bros., Parker Co., O'Hair Co., Al Edmonston, and Wright Bros. all had equipment on this work.

Archie Till of Marysville has three cats and a pull on a land-leveling job at Stonyford in Colusa County, with Bro. Dana Gallenbush in charge. R. G. Andrews of Stockton has five rigs on the Wildlife Refuge at Willows, with Bro. "Shorty" Darrow in charge and about six weeks to go on 82 more acres. Rice Bros. of Marysville have small paving jobs in the area. Sand and gravel plants are going and the hot plant and shop are working steadily.

D. Zelinsky & Sons, a painting firm from San Francisco, has jobs in the Feather River Canyon, sand blasting. We had a little dispute with this company over payment of overtime but got it all settled.

H. Earl Parker Co. has eight rigs on land leveling around the district. The shop is on steady time and two rigs are left at the

High School in Paradise. A pile-driver rig is at Glen, Calif., for Provident Irrigation District, with Bros. Bill Hemestreet and Carl Samuels as pilot and co-pilot respectively.

The Tiechert Co. is still in Yuba City on their \$204,000 contract and Bro. Charley Lloyd has his blade rented on this job. The Simmons Trenching Co. has a few small jobs at Beale Air Force Base. Stolte-M&K Co., Inc. are rapidly moving out of Beale after doing several million dollars worth of work there.

NEW WORK

Contract awarded to Kirkpatrick & Lane for \$10,840 for box culvert at Gold Lake, Sierra County, by Bureau of Public Roads.

Bids due on water system at Chico State College, October 6, by State Division of Architecture.

Division of Water Resources, Dept. of Public Works, taking bids Sept. 29 for test hole drilling at Oroville dam site.

Oil Terminal Co. awarded contract for 17 tanks and piping to Baldwin Contracting Co. of San Rafael; contract price withheld.

Chicago Bridge & Iron erecting a five-ring tank for Shell Oil at Colusa with Bro. Carl Anderson as operator on the job.

Sherrol Bowman of Oakland awarded a \$39,000 job for storm sewers on High Street in Oroville by City of Oroville.

NEWS OF THE BROTHERS

Bro. Fred Hoffman, oiler on dragline for Rice Bros., was injured on the Chico job Sept. 29 by the rig swinging and counterweight pinning him against bunker. We have had several cases of this type throughout our jurisdiction, and cannot urge too strongly that oilers stay away from moving rigs. It is reported that Bro. Hoffman was not too seriously hurt and will no doubt be back on the job in a week or so.

SOME FIRSTS FOR THE NEW OFFICE

Bro. Francis Hammond of Oroville was the first member to call in the new location to tell us he was going to Canada on a mucker for M&K Co.

Bro. R. G. McBride, blade operator for Rice Bros., was the first member to pay dues in the new office.

Simmons Trenching Co. was the first contractor to call for an operator.

The new building is a credit to our union and to our Twin Cities community. There have been many compliments paid to the Local 3 building committee.

INDUSTRIAL REPORT

Gladding, McBean Co.: Notices regarding the next meetings: **Joint Board: Tuesday, Nov. 2, at 4:15 p.m. in the Lincoln Industrial Council office, Lincoln.** This is a very important meeting and a full attendance will be appreciated. **General membership meeting: Tuesday, Nov. 9, at 4:15 p.m., City Hall, in Lincoln.**

A word regarding the raising of grievances: If you feel that you have a grievance, as soon as possible, or as soon as it comes to your attention, it is suggested that you take it up immediately with your committeeman in your department. **Their names are posted on the bulletin boards.** In this way the matter can be settled on a local level, and in many cases quicker. If you fail to get satisfaction in this manner, report this to the steward or to one of the business representatives, so that the matter can be carried to a conclusion in accordance with the agreement. Why we suggest that



the matter first be raised in this manner is that we have found that in many cases this makes for better relations with the foreman. The foreman, being human, is liable to error, and when his error is called to his attention, appreciates being able to correct it without the matter being known to his superiors.

During the past month a discharge occurred which brings to light a very important matter. This employee had an accident, caused at least in part by his failure to obey the company's safety rules. Under the circumstances, there was nothing your union could do for this brother. These rules are made not mainly for the protection of the company's property, but for your protection and the protection of your fellow employees. **So obey the safety rules.** If you are not sure, ask your foreman, and if your foreman asks or insists that you violate the safety rules, refuse, and report this to your union; we will be glad to hear about it.

The Natomas Company: Meeting information: **The next meeting of your unit will be held Tuesday, Nov. 2, in the Meeting Hall, Natomas (unless changed by action of the October meeting; watch the posted meeting notices) as follows: At 10 a.m., which allows an opportunity for the night workers to attend, and at 7 p.m., for the day men.**

Last month occurred the first of the safety inspections under the terms of the new agreement, and we are happy to report that our inspection brought to light very few unsafe practices or matters of importance that required correction. We inspected Dredge No. 10, and we wish to commend the crew for their housekeeping, it was very good.

Again we want to emphasize that housekeeping is important—and is something that can be accomplished with very little added effort. It is really, more than anything else, just a matter of getting into a good habit. Good housekeeping not only prevents accidents by eliminating debris on decks that can be slipped on, etc., but brings to light any unsafe conditions that may exist.

If you know of any unsafe practices or conditions be sure to report them to your representative so that an investigation can be made, and the conditions eliminated. By doing so you will not only be protecting yourself, but the company as well, as the company is as interested in eliminating unsafe conditions as we are—it saves them money!

We are happy to report that we have finally completed the new agreements, and by the time this reaches you, your copy should be in your hands. If you do not receive a copy, be sure to let us know so that we can correct this oversight. Again, we wish to apologize for the delay, but it was caused by the press of other business, a matter that was beyond our control.

Yuba Consolidated Gold Fields: Information regarding the next meetings: **Your next unit meetings will be held Wednesday, Nov. 10, in the Engineers Building, 1010 Eye St., Marysville. As usual, the morning meeting will convene at 10 a.m. for the benefit of the night workers. The evening meet-**

North Bay Lively With a Variety of Construction Jobs

By H. O. FOSS and FRANK LAWRENCE, Business Representatives

Fredrickson & Son started moving dirt on the new road job from Vacaville into Travis Airbase. Specs call for the north half of the road to be graded and paved before the wet weather sets in. So far they have made good progress. The select is being laid now and soon will be ready for the black top.

Nomellini Const. Co. from Stockton pinched off a nice job for the City of Vacaville, at a cost of \$184,000—sewage disposal and water supply. They will be getting started in the near future.

Parish Bros. have moved in a NW-80 dragline and a couple of cats and dozers to pioneer the relocation road at the Monticello dam site. About all they will do this year is to open up the road and dig the footings for the bridge. Kiewit isn't expected to move in any equipment until next spring.

Parish Bros. are ahead of schedule on their runway job at Travis Air Base. Their contract calls for all the paving to be completed before the rains set in. At present the job is about 80 per cent complete.

Robert McKee of Los Angeles was awarded the new extension at Vacaville State Hospital and has started to move in equipment as this goes to press.

Ball & Simpson's job at Petaluma is still double shifted—going to beat hell. Brother C. L. Yoder added to spread on 80. Very cooperative outfit. That gal Thelma is tops for this office. Brother Stanley, foreman on the spread, nearly not with us—got run off the road. Jeep in hell but he is still with us.

Brother Lowell Nelson negotiated our agreement for the members working for the Housing Authority in Vallejo—retroactive pay and welfare plan. Brother Nelson is secretary of Solano BTC and also vice-president of the State Fed. We were sorry to note his name was omitted at the dedication of our new building in Marysville as he was PRESENT.

Brother Aaron Smith added to the list of foremen for Syar & Harms job at the Vacaville hospital.

Brother Harry Cahill, who lost his leg, is having difficulty with fitting; it will be some time before he returns to work.

Brother Otto Bortfeld still recuperating. Reports will be some time before he will be able to climb up on a shovel.

Loe Gatos Const. Co., with Brother Miller in charge, should be gone from the J. R. Armstrong sub at Valley Ford as this goes to press.

Armstrong job, Brother Ralph

ing will be called to order at 7:30 p.m. This month we would like to pay tribute to the boys of our baseball team in the Peach Bowl Junior League. They came through with flying colors, and again emerged as the undisputed champions. We are sorry that we are not able to give you their names (an oversight that we will correct next month) but the press of other business, and a week's vacation to take care of private business, took up too much time and we didn't have time to secure them.

This team displayed an ability to work and practice hard, something the other teams could well imitate, and under the able management of Bro. Lewis Austin of the Yuba Consolidated and his co-manager, showed real baseball ability. The sponsoring of this team by your local union is just one of the many worthy public services being performed by your union and the labor movement as a whole, that receives very little attention or credit by the general public.

The new agreements have finally been mimeographed and as soon as they are ready will be sent to you together with information regarding the checking-off of dues. If you haven't received your copy by the time you receive this paper, be sure to let us know so that we can get your copy to you. Again we offer the same apology and reasons as we did in the Natomas case.

Knight in charge (with headaches), putting down base, getting ready to pave. Hope he beats the rain.

Carey Bros. pulled in on the Terra Linda subdivision—old Freitas ranch, north on 101. If the proposed plans develop this will be the largest housing project in the North Bay area.

Siri of Santa Rosa now clearing for bridge south side of Petaluma Creek. Don't know when Phillips and Weissberg starting structures.

We hear from Jack Foss, chip off the old block (H.O., that is), from Aden, Arabia; second jolt for Bechtel. General foreman on the project. Family going over Dec. 1 to Asmara, Africa, on Red Sea—nearest family settlement.

Marin Equipment (GL 3-5872), Greenbrae, will repair your rig on the project or in shop—or maybe trade 'em. Three top-hand mechs at your service.

Brother Frank Zachary and his oiler, Jim McNickle, on Midwest Pipeline job at Brockway, north end of Lake Tahoe.

Sorry to hear of Brother Delbert Slaybaugh's recent illness. Correspondence will reach him at Weimar Sanitarium, Weimar, Calif.

McCammon & Wunderlick finished a nice paving job at the Blackfield subdivision. Foreman Joe Henderson says headed Grass Valley way.

As this edition goes to press the long awaited Waldo approach job is getting under way—by Guy F. Atkinson. At present there are four cats, one blade and a shovel on the project. Some new equipment on job and more coming in from other projects. George McCoy is project manager; Brother Jim Dailey, grade super; G. Chaussee, assistant super. Should be in high gear within 30 days. Contemplate using 20 cats, six DW-20s and one shovel.

Congratulations to Brother Gus Cooper, recently working at Carson Dam for John Delphia. Ordered a cat skinner but this writer's opinion got the littlest gal in town.

Flashing Turn Signals Legal Warning Lights

Approved-type flashing turning signals on both private and commercial vehicles can be used as caution lights to warn approaching traffic when a vehicle is disabled and standing on or near a highway.

A new law which became effective Sept. 9 makes it legal to use flashing turn signals as a warning device when an automobile or truck is stalled or stopped in or near the path of traffic movement.

In the case of commercial vehicles, however, the blinking turn signals—at least two in front and two in the rear—are to be used between the time of the breakdown and the time it takes the driver to set up flares, lanterns, reflectors or warning lights at a distance of approximately 100 feet in advance of and to the rear of the truck.

The truck's turn signals may be kept on, but they cannot be used in place of the warning devices after a sufficient interval has elapsed for the driver to set them up in the required places. Private passenger vehicles, however, may use turn signals without employing other warning devices.

BATTERY OVERCHARGING
Excessive consumption of water by the automobile battery indicates that the generator charging rate may be too high. If this condition is not corrected, serious generator or battery trouble may occur.

Daily report of awards for construction

Compile by P. E. VANDEWARK and HARRY METZ

SEPT. 2, 1953

SAN FRANCISCO, contract awarded to M&K Corp., 200 Financial Center Bldg., S. F., \$137,800 for improve Miraloma Playground and const. field house.

OAKLAND, contract awarded to Dan Prodanovich, 750 81st Ave., Oakland, \$71,458 for const. sanit. sewers in por. of Park Blvd., Shelterwood Dr., Stockbridge Dr., Carisbrook Dr., Chelton Dr., et al. in City of Oakland.

OAKLAND, contract awarded to Independent Const. Co., 741 50th Ave., Oakland, \$23,637 for resurf. Park Blvd. Place and por. of intersec. streets betw. E. 18th St. and Park Blvd., Oakland.

BERKELEY, contract awarded to McGuire & Hester, 796 66th Ave., Oakland, \$66,359 for const. Grant St. storm sewer from Oregon St. to Dwight Way.

SACRAMENTO, contract awarded to Clements Const. Co., P. O. Box 328, Hayward, \$30,475 for traffic signal systems and channelization on E. 14th St. betw. 173rd Ave. and Medford Ave., ALAMEDA COUNTY.

SEPT. 3, 1953

SACRAMENTO, contract awarded to Guy F. Atkinson Co., 10 W. Orange Ave., South San Francisco, \$4,122,332 for 4.5 mi. grade and const. conc. lined vehicular tunnel and misc. reinf. conc. strucs. betw. Manzanita and Golden Gate Bridge in MARIN COUNTY.

REDDING, contract awarded to Morgan Const. Co., P. O. Box 904, Redding, \$14,967 for drainage and paving at Shasta College.

RICHMOND, contract awarded to Healy-Tibbitts Const. Co., 411 Brannan St., San Francisco, for 95,000 cu. yd. dredging and fill at Standard Oil Co. Long Wharf, Richmond.

EL CERRITO, contract awarded to Elmer J. Freethy, 1432 Kearney St., El Cerrito, \$104,830 for const. 1st stage of primary sewage plant.

SEPT. 8, 1953

SALT LAKE CITY, Utah, contract awarded to Gibbons & Reed Co., P. O. Box 1113, Salt Lake City, \$67,035 for 0.347 mi. const. 3-in. bit. conc. road on U.S. 40 (21st South St.) betw. 11th East and

300 ft. east of 13th East St., SALT LAKE COUNTY, UTAH.

CONCORD, contract awarded to Fred J. Early Jr. Co., Inc., 369 Pine St., San Francisco, \$51,180 for enlarge sewage disposal plant.

SAN JOSE, contract awarded to Elmer J. Freethy, 1432 Kearney St., El Cerrito, \$111,451 for const. reinf. conc. pipe storm drain along San Jose-Stevens Creek Rd. from Cajabazas Creek to Cupertino.

SEPT. 10, 1953

FAIRFIELD, contract awarded to Heringer & Co., P. O. Box 606, Rio Vista, \$10,088 for inst. culverts on var. roads S.E. of Dixon, SOLANO COUNTY.

FAIRFIELD, contract awarded to Syar & Harms, Box 1431, Vallejo, \$14,362 for shoulder improv. on por. of County Rds. Nos. 214 and 427, near Vacaville, SOLANO COUNTY.

MT. VIEW, contract awarded to Coast Pipeline Const., 580 Bragato Rd., Belmont, \$18,888 for const. sewer and water facils. in Eldora Park.

FAIRFIELD, contract awarded to Asta Const. Co., 33 N. Front St., Rio Vista, \$14,357 for const. surf. Co. Rd. No. 114, 1 mi. south to 0.9 mi. north of Ryde Ferry, Ryer Island, SOLANO COUNTY.

FAIRFIELD, contract awarded to W. J. Kubon, 39-A Mary St., San Rafael, \$15,935 for const. tr. timber bridges on Co. Rd. 122 at Gibson Creek, Rd. 88 at Haas Slough, Rd. 129 at Barker Slough, all in SOLANO COUNTY.

FAIRFIELD, contract awarded to C. M. Syar & Harms Bros., Box 1431, Vallejo, \$29,320 for const. rip-rap slope south bank of Putah Creek at Winters Dam, SOLANO COUNTY.

EL CERRITO, contract awarded to Lee J. Immel, 3030 San Pablo Ave., San Pablo, \$325,825 for surf. city streets in Third Street.

SACRAMENTO, contract awarded to Huntington Bros., 2186 Monticello Rd., Napa, \$99,999 for 5.5 mi. grade & inst. drainage facils. betw. Weber Creek Bridge & U.S. Hwy. 50 in Shingle Springs, EL DORADO COUNTY.

SAN BRUNO, contract awarded to L. C. Smith Co., 225-19th Ave., San Mateo, \$69,964 for extending San Bruno Ave. west from Acacia to Junipero Serra Blvd.

SAN JOSE, contract awarded to McCammon-Wunderlich Co., P. O. Box 359, Palo Alto, \$258,180 for const. storm sewers in South Willow Glen.

SAN JOSE, contract awarded to Leo F. Piazza Paving Co., Rt. 1, Box 800, San Jose, \$55,341 for surg. 7 major city streets.

SACRAMENTO, contract awarded to Donald F. Graves, 185 Cunningham Ave., San Jose, \$19,256 for 0.3 mi. surf. w/pl mix surf. on cem. tr. base in city of Alviso betw. S. city limits & 0.3 mi. N. SANTA CLARA COUNTY.

SACRAMENTO, contract awarded to Morrison Const. Co. and Ted Schwartz, Glenbrook Park, Grass Valley, \$48,849 for const. 2 reinf. conc. box str. in cities of Albany & Richmond at Cerrito Creek, ALAMEDA & CONTRA COSTA COS.

SEPT. 11, 1953

BERKELEY, contract awarded to Watkins & Sibbald, 6 Bridge St., San Anselmo, \$42,396 for grounds development at California School for the Deaf.

FRESNO, contract awarded to Thomas Const. Co., Box 683, Fresno, \$12,538 for reconstruction of concrete roof of digester tank at the sewage disposal plant.

SACRAMENTO, contract awarded to McGillivray Const. Co., P. O. Box 873, Sacramento, \$109,427 for pave, curbs, gutters, etc., on Weber Way, et al South Land Park Terrace No. 10.

SACRAMENTO, contract awarded to Brighton Sand & Gravel, P. O. Box 2604, Sacramento, \$137,624 for resurf. 8 major city streets.

SAN FRANCISCO, contract awarded to Eaton & Smith, 1215 Michigan St., San Francisco, \$603,306 for grade & const. bridges on Forest Hwy. rt. begin. approx. 13 mi. N.E. of Shaver Lake & exten. N.E. 1/2 3.6 mi. to E. end of Huntington Lake near outlet of Ward Tunnel, Proj. FH 48E, FRESNO COUNTY.

SAN FRANCISCO, contract awarded to L. C. Smith, P. O. Box 610, San Mateo, \$58,790 for asph. conc. surf. on Junipero Serra Blvd. betw. Hickey Blvd. & Sneath Road, SAN MATEO COUNTY.

SAN FRANCISCO, contract awarded to Kirkpatrick & Lane, 125 E. Empire St., Grass Valley, \$10,840 for const. reinf. conc. box culvert on Forest Hwy. Rte. nr. Bassetts, approx. 4.5 mi. N.E. of Sierra City, SIERRA COUNTY.

SACRAMENTO, contract awarded to S. A. E. Company, 929 Shasta St., Redwood City, \$20,325 for 1.3 mi. surf. S.P. R.R. crossing & Bayshore Hwy., SANT ACLARA CO.

SACRAMENTO, contract awarded to James H. McFarland, 101 Tara St., San Francisco, \$21,940 for const. a reinf. concrete box structure, at Stockoff Creek 4.5 mi. north of Fort Ross, SONOMA CO.

SAN FRANCISCO, contract awarded to L. C. Smith, P. O. Box 610, San Mateo, \$58,790 for asph. conc. surf. on Junipero Serra Blvd. betw. Hickey Blvd. & Sneath Road, approx. 2.7 miles, SAN MATEO COUNTY.

DIXON, contract awarded to W. C. Railing, P. O. Box 651, Woodland, \$14,586 for resurfacing "A" St. betw. east city limits & west city limits.

OAKLAND, contract awarded to Underground Const. Co., 807-75th Ave., Oakland, \$26,639 for install. 6-in. and 8-in. cast iron & asbestos-cement water mains in Hercules & Pinole, CONTRA COSTA CO.

ARCATA, contract awarded to Harold Fisher Plbg. & Sheetting Co., 600-2nd St., Eureka, \$14,821 for minor const., etc., at training school, Humboldt State College.

SALT LAKE CITY, Utah, contract awarded to Reed & Jensen, 1057 S. 4th W., Salt Lake City, \$131,318 for 1.799 mi. const. 3-in. roadmixed bitum. surf. road on U. S. 91 from Dry Sandy Wash, 1.4 mi. N. of jct. of U.S. 916 & S.R. 15 (Anderson's Ranch Junction), S. 1/2 1.8 miles, WASHINGTON CO.

SEPT. 15, 1953

BERKELEY, contract awarded to Lee J. Immel, 3030 San Pablo Ave., San Pablo, \$20,305 for change grade of 7th St. & Anthony St.

EL SOBRANTE, contract awarded to M. E. Collins, 5635 San Diego St., Richmond, \$113,800 for site grading & storm drainage for the De Anza High School at Valley View Rd. and May Road.

MARTINEZ, contract awarded to McGuire & Hester, 796-66th Ave., Oakland, \$42,412 for reconstr. portion of County Road No. 0461, 3rd St., betw. Chesley Ave. and Verde Ave. in North Richmond.

MARTINEZ, contract awarded to O. C. Jones & Sons, 1520-4th St., Berkeley, \$12,844 for base and surf. on portion of May Road (Co. road No. 1373), 1 mi. east of El Sobrante.

SEPT. 16, 1953

CASTRO VALLEY, contract awarded to L. C. Jensen, 20330 Forest Ave., Castro Valley, \$26,202 for reconstr. sanitary sewers on Mabel Ave., Redwood Rd., Santa Maria Ave., Castro Valley Blvd., Forest Ave., Marshall St. & easement appurts. thereto.

SAN RAFAEL, contract awarded to John Carcano, San Rafael, \$16,198 for const. (A) Reinf. conc. culv. exten. under Sir Francis Drake Blvd. at McAllister Ave., (B) Reinf. conc. culv. exten. and headwall at Sta. 627 under Sir Francis Drake Blvd. near Tocaloma; and (C) Reinf. conc. culv. exten. and headwall at Sta. 512/50 under Sir Francis Drake Blvd. near Tocaloma.

OAKLAND, contract awarded to McGuire & Hester, 796-66th Ave., Oakland, \$12,812 for const. a drain in Mountain Blvd. at Leimert Blvd.

OAKLAND, contract awarded to Stolte, Inc., 8451 San Leandro St., Oakland, \$372,232 for const. pipe conduit & pipe sewers from State Hwy. Rt. 5 to Cypress St. in por. of Ettie St. & Campbell St. & R/W.

HANFORD, contract awarded to W. M. Lyles Co., P. O. Box 495, Avenal, \$15,493 for const. sewer lines & pumping station in Kensington Acres.

MARTINEZ, contract awarded to McGuire & Hester, 796-66th Ave., Oakland, \$42,412 for reconstr. por. Co. Rd. No. 0461 (2d St., Chesley-Verde Aves.) in No. Richmond.

MARTINEZ, contract awarded to O. C. Jones & Sons, 1520-4th St., Berkeley, \$12,884 for base and surf. por. May Road (Co. Rd. No. 1373), 1 mi. E. of El Sobrante.

SEPT. 17, 1953

SACRAMENTO, contract awarded to A. Teichert & Son, Inc., 1931 Stockton Blvd., Sacramento, \$72,612 for const. sewage force main extension for Arden-Watt Maint. Dist.

SACRAMENTO, contract awarded to Gene Richards, Inc., P. O. Box 1349, Fresno, \$138,179 for 5.0 mi. imp. base matl. placed & pltnix. surf. on Alta betw. SAS Rt. 1141 & Tulare-Fresno Co. line near City of Dinuba, TULARE COUNTY.

SEPT. 18, 1953

SAN FRANCISCO, contract awarded to Chas. L. Harney, Inc., 575 Berry St., San Francisco, \$12,208 for reconstr. Bush St. betw. Stockton St. & Grant Ave.

SALT LAKE CITY, Utah, contracts awarded as follows for:

(1) **Washington County**—Whiting & Haymond, Springville, \$336,325 for 2.226 mi. const. 2 1/2-in. roadmixed bitum. surf. road on U.S. 91 betw. St. George & Washington.

(2) **Weber County**—L. T. Johnson Const., Ogden, Utah, \$150,598 for 1.210 mi. const. 2-in. roadmixed bitum. surf. & one conc. bridge, on S.R. 40 from Plain City South 1.2 miles.

(3) **Morgan County**—Wilkinson Const. Co., Morgan, Utah, \$77,616 for 0.767 mi. const. 2-in. roadmixed bitum. surf. road and one conc. bridge on S.R. 158 betw. Devil's slide.

BELMONT, contract awarded to Bragato Paving Co., 1650 Old County Road, Belmont, \$10,998 for const. six tennis courts on Carlmont High School Campus.

ANTIOCH, contract awarded to Nomellini Const. Co., Stockton, (P. O. Box 1177), \$25,716 for const. storm drainage for Antioch Senior High School, 18th & L Sts.

DIXON, contract awarded to C. W. Macaloney, P. O. Box 1127, Los Banos, \$10,443 for const. 5 mi. drainage channel.

SAN FRANCISCO, contract awarded to Eaton & Smith, 1215 Michigan St., San Francisco, \$67,783 for reconstr. cable car tracks on Powell, Washington & Jackson St. Loop, No. 411.

SAN JOSE, contract awarded to A. J. Raisch Paving Co., 900 W. San Carlos St., San Jose, \$17,328 for grade & pave San Jose Junior

College.
SAN FRANCISCO, contract awarded to Arthur B. Siri, 1357 Cleveland Ave., Santa Rosa, \$14,805 for reconstr. shoulders & drain. facils. betw. 0.4 mi. N. of Alexander Valley Store & 2.9 mi. N. of Maacama Creek, SONOMA CO.

SAN JOSE, contract awarded to Lew Jones Const. Co., 1535 S. 10th St., San Jose, \$25,277 for clearing & grading former High School site, San Jose State College.

SEPT. 21, 1953

EUREKA, contract awarded to Tom Hull, 930 Carson St., Eureka. (cost-plus basis not to exceed \$24,800) for const. storm sewer at Murray & "A" Sts.

SEPT. 22, 1953

SACRAMENTO, contract awarded to A. Teichert & Son, Inc., 1931 Stockton Blvd., Sacramento, \$136,953 for grade, pave, drain, streets, avenues, drives, roads, etc. in Fairway Estates & Broadmoore Estates No. 2.

SAN FRANCISCO, contract awarded to Monson Bros., 475 6th St., S. F., \$576,697 for const. Summit Reservoir on Twin Peaks.

SAN LEANDRO, contract awarded to Rose & Matoza Rock Co., 4820 Castro Valley Blvd., Castro Valley, \$6,707 for surf. Leonard Drive in City of San Leandro.

SAN JOSE, contract awarded to H. H. Anderson, 15049 E. 14th St., San Leandro, \$9,269 for const. conc. sack revetment wall on Los Robles Creek, SANTA CLARA COUNTY.

SAN JOSE, contract awarded to A. J. Peters & Son, 534 Stockton Ave., San Jose, \$195,614 for const. por. storm swr. sys., Rt. 5 & vic. in City of San Jose.

VISALIA, contract awarded to Wm. S. & Bruce F. Rogers Co., P. O. Box 509, Madera, \$15,071 for 0.21 mi. grade and pave Church St. (Willow-Mineral King), West St. (Center-Acequia) and Encina St. (Center-Oak), Proj. 38.

STOCKTON, contract awarded to R. Gould & Son, P. O. Box 190, Stockton, \$54,600 for const. 8-in. press. pipeline in Flora, W. Oak and Fremont Sts., to Harrison St., and Harrison St. across Stockton Channel to Market St.

LAKEPORT, contract awarded to Stolte Inc., 8451 San Leandro St., Oakland; and Ray McGee, Lakeport, for const. 2,350 ft. 8-in. gravity pipeline and 2,100 ft. 6-in. force main and small pumping station, at north end of City of Lakeport (lump sum job): VCP \$38,683, CAP \$39,361.

VISALIA, contract awarded to Wm. S. & Bruce F. Rogers Co., P. O. Box 509, Madera, \$10,309 for 0.13 mi. grade and pave Burke St. (Acequia St.-Mineral King Ave.), Proj. 39.

SALINAS, contract awarded to Granite Const. Co., P. O. Box 900, Watsonville, \$34,935 for const. gutters, curbs, sidewalks and street paving, Serra Park St. Imp. Dist.

SAN MATEO, contract awarded to Bragato Paving Co., 1650 Old County Rd., Belmont, \$24,280 for 1953-54 street resurfacing.

NORTH SACRAMENTO, contract awarded to Kevry Const. Co., 655 Peralta Ave., San Leandro, \$52,220 Item 1 and \$2,300 Item 5, for const. sewage force main and revise existing pumping plant.

SAN JOSE, contract awarded to P&E Const. Co., 1620 S. 7th St., San Jose, \$8,949 for const. Tully Rd. storm sewer nr. County Fairgrounds, SANTA CLARA COUNTY.

SEPT. 23, 1953

HAYWARD, contract awarded to O. C. Jones & Sons, 1520 4th St., Berkeley, \$12,119 for const. drainage ditch along WP RR between Tennyson and Valle Vista.

SAN PABLO, contract awarded to Prodanovich & Rodrigues, 750 81st Ave., Oakland, \$334,660 for const. interceptor sewers.

SACRAMENTO, contract awarded to Fredrickson & Watson and M&K Corp., 873 81st Ave., Oakland, \$1,451,980 for 1.2 mi. grade and pave with Port. cem. conc. and const. reinf. conc. box girder bridge, betw. .5 mi. west and .7 mi. east of Orinda Jct., CONTRA COSTA COUNTY.

SANTA CRUZ, contract awarded to Coast Pipeline Constrs., 580 Bragato Rd., Belmont, \$82,046 for lay 16-in. and 22-in. welded steel pipe for extend water sys. from (Continued on Next Page)

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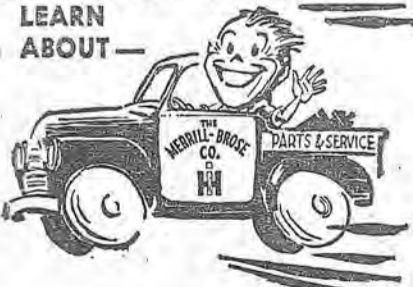
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Construction Awards

(Continued from Preceding Page) Majors Creek to present line near Wilder Ranch.

SAN FRANCISCO, contract awarded to Chas. L. Harney, Inc., 575 Berry St., S.F., \$96,590 for track removal, Bryant St. betw. Rincon and Division Sts.

MARTINEZ, contract awarded to Lee J. Immel, 3030 San Pablo Ave., San Pablo, \$38,992 for reconst. County Road No. 0565, Market Ave., betw. the SP RR and 1st St. in North Richmond, CONTRA COSTA COUNTY.

OAKLAND, contract awarded to McGuire & Hester, 796 66th Ave., Oakland, \$24,130 for laying of pipe conduit in Peralta Creek located in Salisbury St.

SEPT. 24, 1953

SACRAMENTO, contract awarded to Douglass & Woodhouse, Box 908, Redwood City, \$28,492 for 5.9 mi. pltmx. surf. over exist. pavement, betw. Correas St. and Montara Creek (portion), SAN MATEO COUNTY.

SACRAMENTO, contract awarded to L. C. Smith Co., 225 19th Ave., San Mateo, \$52,440 for 0.3 mi. grade and surf. with pltmx. surf. on cem. tr. base, betw. 0.1 mi. north of Country Club Drive and Roosevelt Ave., in City of South San Francisco, SAN MATEO COUNTY.

SACRAMENTO, contract awarded to Payne Const. Co., 689 Louisiana St., Oakland, \$50,641 for replace lift span counterweight ropes of exist. bridge and const. inspec. platform, across S.F. Bay betw. San Mateo and Hayward, SAN MATEO COUNTY.

SACRAMENTO, contract awarded to Stolte Inc., 8451 San Leandro St., Oakland, \$56,835 for const. steel and conc. bridge across Lorenzo River and 0.07 mi. approaches graded and surf. with untr. rock base and sealcoat, on Bear Creek Rd. at jct. with SHR 116 near Boulder Creek, SANTA CRUZ COUNTY.

SACRAMENTO, contract awarded to Stephens Trucking Co., P.O. Box 316, French Camp, \$87,089 for 5.9 mi. grade and surf. with roadmix surf. on Santa Fe Dr. betw. Kresse and Buhach Rd., MERCED COUNTY.

REDWOOD CITY, contract awarded to Healy-Tibbitts Const. Co., 411 Brannan St., San Francisco, \$18,400 (Items 1, 2 and 3) and Ben C. Gerwick, Inc., 112 Market St., S.F., \$39,266 (Item 4) for replace jacket piling in Wharves Nos. 1 and 2 at Port of Redwood City.

SAN FRANCISCO, contract awarded to Gilb Const. Co., 5464 Claremont, Oakland, \$40,863 for const. Duncan Creek bridge, 30 mi. east of Forest Hill, Tahoe National Forest, PLACER COUNTY.

SAN FRANCISCO, contract awarded to Chas. L. Harney, Inc., 575 Berry St., S.F., \$27,559 for improve sts. in Golden Gate Hgts., S.F.

SACRAMENTO, contracts awarded as follows: (1) Alameda Co., to John A. Carstensen, P.O. Box 37, Castro Valley, \$37,941 for 4.5 mi. drain. facil. const. betw. Hopyard Rd. and 2.5 mi. west of Dublin (pors.). (2) Humboldt Co., to Ted Schwartz, Glenbrook Pk., Grass Valley, \$44,936 for 0.1 mi. reconst. by grading and place pltmx. surf. at Mad River washout 4.5 mi. north of Arcata.

SEPTEMBER 28, 1953

SACRAMENTO, contract awarded to Justice-Dunn Co., 1260-59th St., Oakland, \$13,340 for grounds improvements at Headquarters Bldg., Ofc., of Civil Defense, SACRAMENTO.

SALT LAKE CITY, contract awarded to Wheelwright Const. Co., Ogden, Utah, \$62,805 for const. 1 conc. bridge 1998.60 ft. span, or SR No. 24, 3.7 mi. S.W. from Caineville over Fremont River, WAYNE COUNTY.

SOLEDAD, contract awarded (General) to F. V. Hampshire, P.O. Box 448, Salinas, for const. additional Industrial Bldgs. at Calif. State Prison, Soledad.

SEPTEMBER 29, 1953

FRESNO, contract awarded (General) to Harris Const. Co. Inc., P.O. Box 109, Fresno, \$664,268 for const. science bldg. at Fresno State College.

RIO VISTA, contract awarded as follows for const. storm drainage

system in Sunnyside Subdivision; & water mains, services

Jesberg Const. Co., 1179 Peach St. Concord, (storm drain) \$19,520.

A. E. Downer, 305 E. Weber, Stockton \$8,987.

DAVIS, contract awarded to Irrigation Const. Co., P. O. Box 512, Yuba City, \$102,560 for const. irrigation system in the Campbell Tract, Davis Campus, Univ. of California.

SEPTEMBER 30, 1953

OAKLAND, contract awarded to Oakland Sewer Const. Co., 9915 Walnut St., Oakland, \$21,423 for const. sewer in Golf Links Road & Mountain Blvd.

OCTOBER 1, 1953

BURLINGAME, contract awarded to Associated Engineers, Inc., 3606 El Camino Real, Palo Alto, \$53,550 for landscape work at the Peninsula Hospital, SAN MATEO COUNTY.

OAKLAND, contract awarded to Malott & Peterson-Grundy, 2412 St., San Francisco, \$0.078 per sq. ft. for resurf. tennis courts for city of Oakland.

SHARP PARK, contract awarded to Douglass & Woodhouse, P.O. Box 908, Redwood City, \$15,203 for 90,000 sq. ft. pave playgrounds at Pacific Manor & Sharp Park.

SAN FRANCISCO, contract awarded to Fred Drayer, 1234 Caroline St., Alameda, \$47,572 for 2.899 mi. grading, etc., Proj. Calif. F.D. 0400-D., Sierra National Forest, MADERA COUNTY.

NOVATO, contract awarded to McGuire & Hester, 796-66th Ave., Oakland, \$113,854 for laying vitr. sewer on South Novato Blvd. & in Marin Village.

OAKLAND, contract awarded to Manuel Enos, 1900-101st Ave., Oakland, \$14,955 for const. storm conduit in 34th Ave. (Farnam to E. 17th Sts.) & in E. 17th St.

OCTOBER 2, 1953

SAN FRANCISCO, contract awarded to A. Wallgren & Richard Peterson, 500 De Haro St., San Francisco, \$21,350 for const. of Parker Ave. drainage & access shaft and tunnel extension.

FRIANT, Contract awarded to Nomellini Const. Co., P.O. Box 1177, Stockton, \$508,128 for const. earth work & struces, lateral & sublaterals, North Sec., Unit 3, Part 2, Madera Distribution System located N.W. of Madera, MADERA COUNTY

PALO ALTO, contract awarded to Bahr & Ledoyen, Inc., 3291-3rd St. Palo Alto, \$14,601 for grade & surf. in Charleston Rd. from Alma St. to Middlefield Road.

OCTOBER 5, 1953

SALT LAKE CITY, UTAH, contract awarded to Olof Nelson Const. Co., Logan, Utah, \$122,708 for 4.711 mi. const. 2' roadmix bitum. surf., FAS Rt. 284 from jct. w/SR No. 11 in Moroni, S'y 3.4 mi. & sec. FAS Rt. 280 jct. w/SR No. 11, 2 mi. SE'y from Moroni; W'y 1.3 mi. to jct. w/RT 284; SANPETE CO.

SACRAMENTO, contract awarded to Thomas Const. Co., Box 683, Fresno, \$183,465 for 1 mi. grade & surf. betw. Ash Avenue near Tulare & Rt. 132, TULARE COUNTY.

SACRAMENTO, contract awarded to Claude C. Wood Co., P.O. Box 599, Lodi, \$139,964 for 1.1 mi. grade & surf. at Big Gulch, 12 mi. S. of Pt. Arena, MENDOCINO CO.

STOCKTON, contract awarded to Cannon Const. Co., P.O. Box 1947, Stockton, \$16,076 for const. sanitary sewer submains & sewer laterals, manholes, lampholes, Y-branches & other appurtenances, in Waterloo Road Assessment Dist., RI No. 53-3.

STOCKTON, contract awarded to Granite Const Co., P.O. Box 900, Watsonville, \$67,154 for reconst. streets of N.E.'ly suburban area, lying E. of Sanguinetti Lane & N. of Waterloo Road, SAN JOAQUIN COUNTY.

Bay Bridge Approach

A \$3½ million improvement program for Bay Bridge was announced by State Toll Bridge Authority this week, including rebuilding approaches from Yerba Buena island, traffic control lighting system on the lower deck, \$700,000; expand toll plaza facilities and rebuild Port of Oakland overhead, \$2½ million.

Injured Can File Plea for Review In Compensation

WRIT OF REVIEW

(Submitted by Comr. Frank A. Lawrence)

Question: May a dissatisfied party in a compensation case petition for a Writ of Review after a final decision?

Answer: Yes, the dissatisfied party may petition for a writ of Review after any final decision.

Question: What is a final decision?

Answer: A final decision is any decision that decides the rights of the parties, which is not subject to Petition for Reconsideration, or Decision After Reconsideration, where no further petition may be filed.

Question: Within what time must a Writ of Review be applied for?

Answer: The Petition must be filed within thirty days after the filing of any final decision.

Question: How does a party apply for a Writ of Review?

Answer: The dissatisfied party applies for a Writ of Review by filing the Petition in the proper form with one of the Appellate Courts of this State, either the District Court of Appeals or the Supreme Court.

Question: What are the grounds for applying for a Writ of Review?

Answer: The grounds upon which a person may apply for a Writ of Review are:

- (a) Action without or in excess of Commission's powers.
- (b) Decision procured by fraud.
- (c) Decision was unreasonable.
- (d) Decision was not supported by substantial evidence.
- (e) Findings of Fact do not support the decision.

Question: Are petitions for Writs of Review automatically granted by the Appellate Courts?

Answer: No. The opposing parties and the Commission file answering briefs in defense of the Commission's decision. From the petition and answers the Appellate Court determines whether or not there are probable grounds for reversing the Commission's decision, and in those cases grants the writ.

Question: After a writ has been granted, what happens?

Answer: If a writ is granted, the Commission files a certified copy of all the papers, documents, transcripts of testimony of its proceedings (called a Return) in the Appellate Court. On a date designated by the Court the case is orally argued by counsel for the opposing parties.

Question: Does the granting of a petition for Writ of Review mean that the party dissatisfied with the Commission's decision has won.

Answer: No. In granting the Writ of Review the Appellate Court is required to review the Commission's record and determine whether or not, from a first-hand consideration of the record, the Commission's decision is correct.

Question: How does the Appellate Court advise the parties of its decision?

Answer: The Appellate Court is required to write an opinion stating the reasons for its decision.

Question: If the dissatisfied party wins in the Appellate Court, are further proceedings had before the Commission?

Answer: If the dissatisfied party wins in the Appellate Court and further proceedings are necessary, the case is set on the Commission's calendar in the same manner as any other case, notice being given to all parties, and an opportunity is provided for the parties to present further evidence.

Power Plant Moves

PG&E's new power house north of Redding is taking shape with first concrete poured on the \$25-million project and the tunnel crew holed through at the upstream end of a four-mile bore to divert water to the plant. Operation of the plant is planned in 1955. In addition to this Pit 4 project, PG&E has asked to build two more Pit River plants, No. 6 to cost \$19½ million and No. 7 to cost \$16 million.

Unionists Set Safety Record

Frankfort, Ky. (LPA) — Trade unionists have enabled the Albert B. Blanton unit of Schenley Industries Inc. to score the best safety record in the distilling industry, recently completing 2,691,211 man-hours of operation without a lost-time accident. Previous high mark was 2,686,399 man-hours at National Distillers' KD&W plant in Louisville.

Now the workers, members of the AFL Distillery Workers and Building Trades locals, are out to extend the no-accident run to 3,000,000 and thus qualify for the National Safety Council's highest industrial citation, the Award of Honor. The Blanton distillery started its record-shattering span August 8, 1951, and each month since then has averaged more than 100,000 men-hours without a mishap.

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S. F. RUSHES TO BEAT THE RAINY SEASON

By PAT CLANCY and PAUL EDGEcombe, Business Representatives

With the fine fall weather, the month of September has been our top month of the year. Most jobs are running at full capacity with the contractors' anticipation of the rainy season. With this full speed operation we would like to emphasize the importance of safety, especially to the members operating material hoists on building construction.

In respect to your years of efficient operating experience and fine judgment do not forget to abide by the State of California safety laws. Do not forget the regulation that prohibits employees from riding on hoisting facilities without permission.

Track removal, street repairs and resurfacing are large operation for many of our members.

Lowrie Paving Co. has started removing the tracks and ripping out the old cable car slots on Ellis Street. Their resurfacing crews are busy throughout various sections of the city.

Reconstruction of the tracks on Market Street by Eaton & Smith has begun. Progress is hampered by the traffic situation.

Grading for the baseball diamond, tennis courts, and parking facilities on the new Campus of State College is being done by Chas. L. Harney Co.

Coast Pipe Line has started laying pipe from Lake Merced Station to Sloat Blvd. The initial stages of this job excavation is being with a trenching machine.

On the pipeline from Broadway and Montgomery to Columbus and Bay Streets, Walter Lenkeit and Western Plumbing have completed about three fourths of this job.

Hoisting operations on building construction have been numerous enough to keep quite a few of our Brothers steadily employed. Remodeling work in downtown financial district has increased this month, giving a few more of our members work.

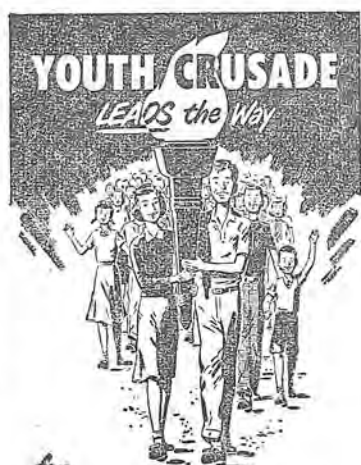
Considering the fact that no new contracts have been awarded recently, employment has held up good throughout the month and we hope that October is just as good.

PERSONAL NOTES

We received a letter from Brother A. E. Singleton in far off ADEN thanking us for sending the Engineers News to that corner of the Globe. Brother Singleton says there are about a dozen Engineers from Local 3 working there; in-

Calif. Factory Jobs At New High Point

Factories in California employed more workers in August 1953 than at any time since September 1944, the State announces. These jobs increased 41,100 from July to a new high of 1,092,000, most of the gain being seasonal fruit and vegetable work. Aircraft jobs rose to a new high of 208,400. Largest gains over the year have been in automobile, electrical equipment, and aircraft industries.



for **UNITED CRUSADE**
October 13 | 4:30 to 6 p.m.

cluding Charlie Dees, Bill Mare (pulling levers on a new Lorraine Crane) and Ed Hansen of Provo, Utah; who he claims is getting his school girl figure back in the hot climate. Best of luck to all the brothers; and thanks for dropping us a line!

NEED REPAIRS? ? ? Brother Wm. Desher has opened his own machine shop and repairs heavy-duty equipment. He's located at 1030 Quesada Street, San Francisco.

APPEAL FOR BLOOD

JUST A LITTLE REMINDER . . . IF YOUR BLOOD IS GOOD (and I know it must be) HOW ABOUT DONATING SOME OF IT TO OUR BLOOD BANK— We are desperately in need of blood. One never realizes just how important this is until they themselves, or some one near and dear to them needs this blood.

Big Eastshore Job

The State this week authorized call for bids on rebuilding three miles of Eastshore freeway between Ashby Ave. and the Albany-El Cerrito overhead, to be one of the largest single contracts ever let by the state, involving replacing 740,000 cu. yds. of Bay mud with 2 million yds. of fill. The section will be enlarged from six to eight lanes, divided.

Rides the Jet Liner

Oakland Local 3 member Broy "Hap" Hazzard returned from French Morocco recently where he worked for Atlas on the air base project, and on a portion of his journey he rode the famed British Jet Comet, traveling 1600 miles in three hours.

Survey Notes

BUR-REC LAYS OFF 1511 MEN

By AL BOARDMAN & DICK DINNING Business Representatives

This column is proud to add a new name to its by-line. Dick Dinning has been added to the Technical Engineers Department as an assistant business representative. We welcome him as an experienced engineer with a wide background of field and office engineering. His engineering education has been in Civil & Hydraulic at the University of California. We look for much progress and hope that the membership will give him all the help possible in his new undertaking.

Those of you who have been hoping that the Tri-Dam Project would get started this year will be interested to know that the directors of the Oakdale and South San Joaquin Irrigation Districts were forced to reject bids on the above mentioned project. Construction was scheduled to start in May of this year, but due to the 1% rise in interest rates, which would augment the cost of the entire project over the original estimate, bids on bonds were consequently postponed to a later date.

At present, plans include both new construction bids and selling the bonds so that work may begin in the spring of next year.

Employment conditions are holding fairly well for this time of year. We note for the first time in several years a surplus of engineering personnel. This is due to the slashing of engineering personnel by government bureaus. During the month of June the Bureau of Reclamation laid off 1,511 engineers. Many overseas jobs have been completed and a surplus of men are reported in Alaska. Cutbacks in defense spending point to a surplus of engineers both now and in the future. This should be a warning to all union members to guard against wage cutting and private details with employers. Report any and all such developments to your union.

Friends of Archie Newton will be shocked to learn of his sudden passing on, Saturday, October 3, 1953. He had long been a member of this Union and had the reputation of a fine and dependable engineer.

A recent visit to Brother Howard Adams, finds him in good spirits and on the mend.

Next meeting will be on October 23, 1953, at 8:00 p.m., at 474 Valencia St., San Francisco, Calif.

Harbor and Housing Projects Main Items in Honolulu

By J. K. WAIWAIROLE, Business Representative

A \$1,121,600 project for additional improvements to Nawiliwili harbor on Kauai has been recommended to the Chief of Engineers in Washington, D.C., by division and district officers of the Corps of Engineers, USA, it was announced this week from San Francisco.

Construction is expected to begin immediately on a \$2,244,195 housing project at Barber's Pt. naval air station. It will be the sixth Title 8 navy housing project in the islands and the last one planned at this time.

The 260-unit project will be operated by the Coral Rose Gardens Co., of which the principals are Richard S. Diller and Sam Len. They are the owners of Pacific Coast Building Co., contractors for the project.

Mr. Marlin Shiek, a general contractor in town and formerly project manager of Morrison-Knudsen and Peter Kiewit & Sons, will handle the construction for Pacific Coast Building Co., the general contractors on the new Barber's Point housing project.

The Navy said today it will reduce its civilian work force at Pearl Harbor by another 242 workers on October 14.

This, the third reduction in force announcement since June, brings the total cutback to 835. The shipyard employs 6,500 civilian workers.

Okinawa returnees — Brother Joe Cathcart, yard superintendent for Pacific Dredging Co., Ltd., and the District Engineers on dredge work, and Brother Tom Wills,

leverman on the Dredge "Raymond," dropped in the office the other day full of smiles because they received two weeks vacation with pay while waiting for transportation home from Okinawa and Japan. They both reported meeting Brother Ben Wun, dredge engineer in Japan, and that the dredge "W. F. Dillingham" has no work scheduled for her in Japan as yet.

Many equipment runners of the Hawaiian Branch are still with Mid-Pac on their Kaneohe project.

A few brothers are now being employed by the John Nicols Contracting Co., Ltd. Mr. John Nicols carries a withdrawal card from the Operating Engineers Union and he first received his membership card back in the days when he had to stand up and operate a steam rig to put in a better day's work.

The boys at Kwajalein are pretty well contented to date as no one has been sent home yet. Mid-Pac reports that they contemplate to finish the job early next year.

WORK HOLDING UP FAIRLY GOOD ON THE PENINSULA

By CHET ELLIOTT, Business Representative

In the last issue of the Engineers News it was reported that Guy F. Atkinson was having trouble in obtaining a permit for erection of an overpass over the S.P. tracks. The difficulties have been erased and the overpass is now being erected. The overpass is part of the haul road for the portion of the freeway awarded to Atkinson at Candlestick Point which will begin in a short time.

At present there is a blade, cat, shovel and crane and they are also setting up a 150B Bucyrus.

Piombo has been going right along on the Bayshore Freeway near Third Avenue in San Mateo and it shouldn't be long before they can sell that job.

Pete Sorenson is moving right along with their pipeline job in Millbrae. So far the digging has been very good and they are progressing a lot better than was expected.

M & K Corp. and Associated Pipeline are also working on a pipeline in Millbrae. So far as can be seen no money is being lost on that job either.

E. T. Haas Co. is working on the sewage pumping plant and pipeline for the city of Burlingame.

Skyline Quarry is in full swing but this year is not even close to the output of last year. What's the reason? Could it be the present administration?

Parkside Development Co. is in the process of building some 3000 homes and L. G. Smith is doing the dirt work, also on this project is Coast Pipeline.

Charlie Burger can be found at various "small" lot jobs from all

indications he has plenty of work ahead of him.

Ed Keeble has some equipment moved into the Skyline highway job near the "Silver Saddle". So far there isn't too much activity on this road job, but it shouldn't be long before they are in full swing.

Doelger, as usual, is keeping a number of Engineers busy, but there is an indication of a little slow up on this project.

Webber & McCann have had a number of rigs working on the High School job in San Mateo, but by the time this is printed they should be finished.

Most of the big jobs have been reported on in the last few issues of the Engineers News and as always there are rigs and contractors spread all over the Peninsula.

Freeway—Slow-way

A giant jam of smoking, fuming cars piled up on Frisco's new \$9,312,000 super-duper freeway in the first few days of its operation early this month, bringing hasty conferences, red faces, and steps for more and better approaches and exits. Round-the-clock construction work was ordered to help ease the embarrassing, costly situation, and public attention was strongly focussed on the tremendous traffic problem facing the Bay Area, one that needs immediate and active attention.

Richmond Span Moves

The new Richmond-San Rafael Bay Bridge, under way since March, is 13 per cent finished, and should be handling traffic by October, 1956, according to the Toll Bridge Authority's division of bay toll crossings. All borings for piers are finished. The \$14½ million substructure is 45 per cent complete, extending about two-fifths of the way from Richmond across the Bay. Steel is being fabricated for the \$21 million superstructure, with deliveries to start next month and erection in December. Fill at the Richmond end is now 45 per cent complete.

Crane Operator Fined

At Carpinteria on April 28, the Municipal Court found a crane operator guilty of violation of Section 385 of the California Penal Code, which makes it a misdemeanor to bring any object within six feet of high voltage lines. The operator was fined \$25.

The crane contacted the overhead power line, and the conductor had to be replaced. There was fortunately no injury or loss of life from the violation.



A GIANT RIG even today would be this big Marion shovel, photographed with its crew at the Utah Copper Co. strip mine, Bingham Canyon, Utah, in 1911. Some of the Operating Engineers who worked in the mines here and at Ruth, Nevada, around about this time included these names: "Soupbone" Kent, "Hap" Cromwell, Frank Young, LeRoy Francis, "Red" Murray, and Martin Tessick.