



# ENGINEERS NEWS

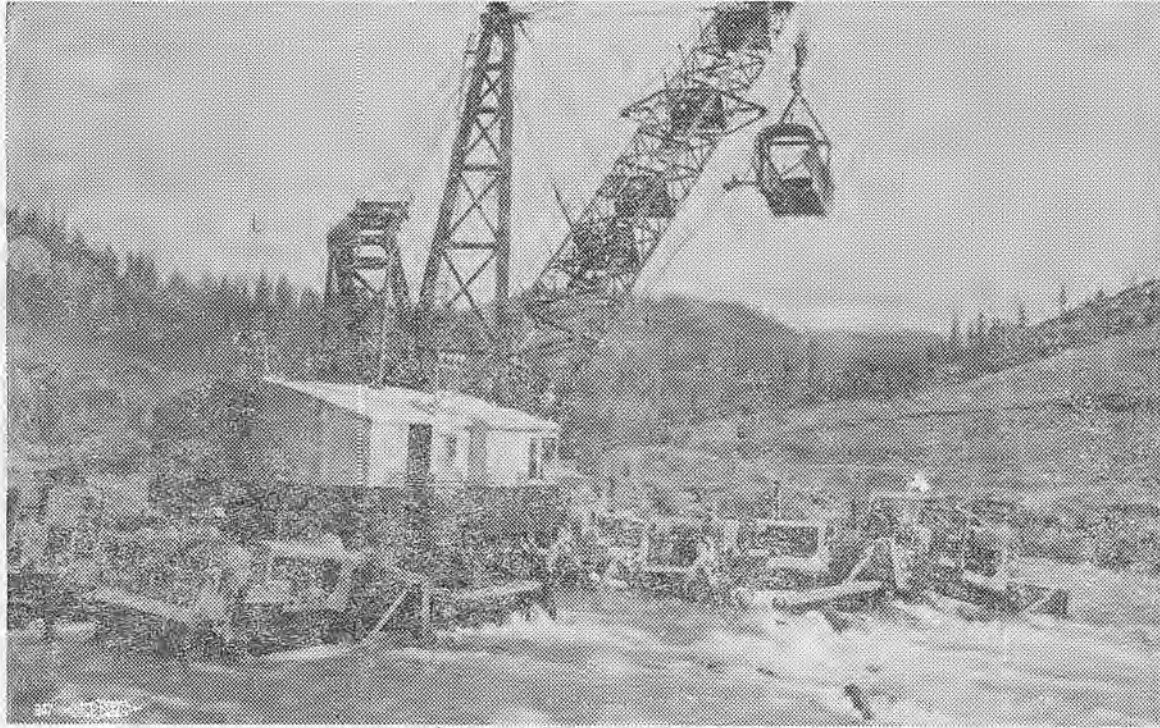
OPERATING ENGINEERS LOCAL 3

STATIONARY ENGINEERS LOCAL 39

Vol. 15—No. 10

SAN FRANCISCO, CALIFORNIA

OCTOBER, 1957



**CROSSING THE TRINITY**—Push and shove this \$250,000 Bucyrus 150-B across the river, before high water—that's the order from Trinity Dam contractors, hurrying along on excavation for the mighty Trinity Dam west of Redding. (Photo from Redding office, Local 3)

## Register Republican and Get Two Chances?

# Knowland Called Intolerant, Belligerent, Punitive, Violent

U.S. Sen. William Knowland's blunt drive for the California governorship, revealing a punitive, intolerant man, has shocked most Californians into realizing the need for concerted action to assure his defeat in next year's elections. One of the proposals put forward by some union leaders has been for everyone to register Republican so they can vote for Governor Knight in the primary. This will give them one shot at Knowland. Then, if he defeats Knight, these voters will have a second crack at the belligerent senator in the fall finals.

Printed here are statements issued last week by C. J. Haggerty, secretary of the State Federation of Labor, and Governor Knight. They reflect closely the thinking now prevailing in this important campaign:

### HAGGERTY STATEMENT

We note with regret that Mr. Knowland has formally entered the 1958 gubernatorial campaign on the basis of a negative and destructive program.

He pledges himself to a re-

gime of industrial chaos and confusion. He pledges himself to punitive and extremist action against the working people of California. As a violent partisan, he spurns patience and maturity.

It is apparent that Mr. Knowland doesn't know his own state. He has spent too much time out of California and not enough in it.

Only a man ignorant of the state's magnificent industrial progress would now promise to destroy responsible labor-management relations developed through decades of mutual patience and understanding.

Only a man without administrative experience in government would loan himself to the narrow, provocative pronouncements which have identified his

most recent political ambition.

Mr. Knowland has absolutely no background in working with people. He has demonstrated a certain facility for partisan political action on the floor of the U.S. Senate. But he is not qualified to serve as governor of all the people—of labor and management alike.

It would be fatal to California's hopes of economic and industrial expansion to give the authority of governorship to a man whose primary platform is the destruction of the labor movement embracing more than 1,500,000 of his fellow citizens.

The times call for constructive leadership in California. The people of the state cannot afford the intolerance of Mr. Knowland.

(Continued on Page 16)

## Honor Roll of Blood Donors

### SAN FRANCISCO

Felix J. Basye  
Frank Norman

### OAKLAND

Wesley R. Chown

### SACRAMENTO

Rolland E. Weller  
Mrs. Cecilia Vanderscheigen

### FRESNO

Everett Turner  
Robert Daniel  
Mrs. Robert Daniel  
Mrs. Juanita Tarver  
Eddie Tarver  
Lee Hunter  
Joe Wright

### SAN MATEO

Hugh Omera  
Marion Morgan  
Richard Nolan

### REDDING

A. A. Canfield  
John J. Lell  
Mrs. John J. Lell  
Clifford R. Robertson Sr.  
Clifford Robertson Jr.  
Russke Clarke  
Jerry Bolden  
Bruce M. Cromwell  
Carl Warner  
Harry W. McVey

# District Meetings Are Planned for Local 3 Members

By NEWELL J. CARMAN, Local Union Manager

The majority of the members reading this will probably not be in attendance at our next regular meeting on Nov. 2 in San Francisco, not because they have no interest in the affairs of their union but because the distance from where they work and live to San Francisco provides too great an obstacle.

In order to overcome this handicap and to promote greater solidarity between the membership and its officers, we are planning on having district meetings throughout the various localities within our jurisdiction. These meetings will be held on a monthly basis.

A study is now being made as to the appropriate boundaries within Local 3's territory so that we can determine the particular area in which each district meeting should be held. The final decision as to the localities chosen will be made predominantly with the thought of providing the MAJORITY of our members a convenient, practical and easily accessible location, so that they will ALL have the opportunity to attend and participate in the local union meetings.

When the date and location of the district meetings have been decided upon, you will be advised as to the time and place of each meeting, so that you can choose individually the location of the district meeting most

convenient for you to attend.

Personally, I am looking forward to the district meetings because they will enable me to become better acquainted with the membership.

The destiny of your local union depends on whole-hearted cooperation between the membership and the officers, and I sincerely believe that the members themselves will realize that they are a very important part of the organization, especially when they have the opportunity to take an active part in directing the affairs of their local union.

Our State Building Trades Council took action on a matter of interest to all building tradesmen at its last meeting. It adopted a resolution which will come before the national Building Trades convention at Atlantic City in early December. This covers the subject of protecting craft jurisdiction under the AFL-CIO merger. For more details on this, see the article on page ten of this issue.

## OFFICIAL NOTICE TO MEMBERS

**IMPORTANT!!! . . . ASSESSMENT No. 8 IN THE AMOUNT OF \$6 DUE AND PAYABLE ON OCTOBER 1, 1957.** All members who participate in the Burial Expense and Good Standing Funds should send in an additional \$6 for the No. 8 ASSESSMENT when paying their fourth quarter dues.

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



**PANAMA AT CARQUINEZ**—These snorting giants are 260 feet down, have about 80 feet to go, on the biggest cut since Panama-Culebra, at the Carquinez bridge approach. This view

shows a D-8 push-cat helping load a DW-20, which is pulling a scraper. The 20 and the scraper, 88 tons in all, will then high-ball it down the avenue at 45 mph. Left, a D-9 pushes a DW-20. (Picture from Oakland office of Local 3)

# ENGINEERS NEWS

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## The City by the Golden Gate

# San Francisco Jobs Holding Up

By BILL TOMBERLIN and HARRY METZ  
Business Representatives

Work is holding up pretty good in the San Francisco district and, of course, there is plenty of work on the freeways with all classifications busy. Buzz Haskins was awarded a contract which involves over a million yards of dirt to be moved. He's working hard to get the top soil out of the way before the wet weather prevents him from carrying on. Other than that, there is no new work being started at this time.

Fay Improvement Company is busy doing the grading and paving work at the new Telephone Building's lot at 23rd and 3rd Streets... Piombo Construction Company has several pieces of equipment working, grading the grounds at the new school on Silver Avenue and Thomas. The school, which was constructed by Rothschild, Raffin & Weirick Company, is now in the finishing stages... Charles L. Harney is moving some dirt on the site of the new ball park. However, the 120B is standing idle as he is still holding out... he doesn't want to put on the third man, in accordance with our agreement!

The California Steel Company is setting up a new smokestack at the PG&E's Hunters Point plant. It is said to be the largest smokestack ever set up. It has a 26-foot base and 12-foot top and will be 250 feet high when finished. So far they've set up 180 feet, so they're more than half finished... The Chicago Bridge & Iron Company finished their tank job at this location and have moved off the premises.

Speaking of Hunters Point... we've had a meeting with the Operators at the Naval Shipyard and they are getting very union-minded out there. Talk it up, fellows... we'd like to have you on our side of the fence!

Bayshore Construction Company is remodeling the old Haas warehouse at 3rd and Berry Streets. They are getting along very well, but it will be some time before it will be ready for use.

The scrapyards are keeping busy and not laying anyone off. However, the price of scrap is down about as low as it has been for a long time. It's dropped \$20 per ton in the last two months, so let's keep our fingers crossed that it won't go any lower and affect the employment picture.

L. C. Smith is still busy moving dirt on the South San Francisco school job. The contract called for moving 200,000 yards of dirt!

Brother James Jordan is still at the Franklin Hospital in San Francisco and coming along OK.

He is now up and around.

We were sorry to hear that Brother Jack Hurley of Fay Improvement Company had a severe heart attack. The last report was that he could not have any visitors. Hope you're doing better, Jack, and that you'll soon be back on the job!

## Field Survey Report

# SURVEYORS SEEK THE GREEN GRASS

By Al Boardman, Bill Minahan and Art Pennebaker

In a recent poll of Engineers in Industry conducted by Opinion Research Corporation of Princeton, New Jersey, it was discovered that professional engineers were happy and satisfied with their position in industry. It seems that the engineer no longer feels frustrated and forgotten and is as happy as a clam at high tide. Only one phase of the survey was disturbing. In answer to the question, "Would you abandon your Engineering Career for a position in management even if you could go as far in strictly engineering work?" Fifty per cent of the professional engineers answering the questionnaire said they would take a job in management over that of engineering.

This answer to a question points out a long known fact that a good fifty per cent of all graduate engineers do not go into engineering, but search for security and financial gain in other fields. It is a rare situation when you find an engineer who does not feel that the grass is greener on the other side of the fence. This is due mainly to his economic status in society. The engineer holds a minor position in society because he is subservient to management. The politician and the business tycoon take all the bows for the engineers' achievements. The engineers' great work go unrecognized because he works cheap. No group in society can achieve recognition if that group does not value the end results of its

## IN MEMORIAM

HAROLD THOMSON  
San Jose, Calif., Sept. 9, 1957

WILLIAM W. DULEY  
Oroville, Calif., Sept. 10, 1957

JOY TURNER  
Yuba City, Calif., Sept. 18, 1957

RAY EDWARDS  
San Jose, Calif., Sept. 23, 1957

EMERY H. FARMAN  
Chinese Camp, Calif., Sept. 23, 1957

BERNARD STEWART  
Salt Lake City, Utah, Sept. 25, 1957

DELMAR MORRIS  
Ogden, Utah, Sept. 27, 1957

EDWARD G. SMITH  
Stockton, Calif., Sept. 27, 1957

ANDY FENNAMORE  
Sacramento, Calif., Sept. 29, 1957

CARL E. ODELL  
Sunnyvale, Calif., Sept. 29, 1957

## Service Withdrawals

GARY COOPER

KENNETH M. GREEN

JOHN D. WILKINSON

## State Has Jobs Open For Bridge Inspector Contract Investigator

California State Personnel Board announces an examination for Investigator, Contractors' License Board. Final date for filing applications, October 25, 1957. Examine date, November 16, 1957. Salary range, \$436-\$530. Experience requirement is four years of experience in the construction industry in work providing a knowledge of several construction trades.

Examination for Bridge Construction Inspector II is also announced. Final date for filing applications, November 1, 1957. Examination date, November 23, 1957. Salary range, \$505-\$613.

Experience: Either (1) Four years of construction trades experience, other than painting at or above the journeyman craftsman level on bridge construction work, including at least two years as a foreman or subforeman; or (2) Five years of construction trades experience, other than painting, at or above the journeyman craftsman level on construction work on structures corresponding to bridge construction, including at least two years as a foreman or subforeman.

skill and brains.

We are now in the last quarter of the year. As always in the last quarter, the yearly assessment is due and payable. This is assessment No. 8. It costs \$6.00 and for this you receive a burial expense up to \$750 and a good standing fund of up to six months paid up dues when under the care of a doctor. There are still a few brothers behind on their assessments. This must be paid with your fourth quarter dues.

Work is still good west of the



## Report of Last Meeting

The meeting was called to order at 8:15 p.m., President Clancy presiding. Roll call showed all officers present.

The Regular Meeting Minutes of September 7 were read, and the Executive Board Minutes of September 18 and October 2 were read for the information of the membership.

The Trustees Report was read.

Cards of thanks were received from the family of Charles B. Gramling, the family of Marvin Strickland, the family of L. B. Little, Mrs. Elsa B. Anderson and family, Doris Turner and family, and Mr. and Mrs. H. O. Evans. All were received and filed.

The following Brothers were reported ill: Chas. W. Allee, Chas. E. Bedal, Clifton Blake, Walter Callison, Worth Cook, Roy Creedon, Walter Christman, Kenneth T. Counts, Wilbur N. Fulcher, Claude C. Feley, Joe Geer, Ed O. Harvey, Marion Imel, Herman R. Jolley, Zenos Levorsen, Henry C. Luth, A. N. Lance, Chas. C. McKissick, K. C. McBride, Dan Markt, Fred H. Moers, Thos. N. Nakamura, A. H. Ogden, Frank L. Pooler, Mike Perrett, John Pagliaro, Jesse A. Reese, Arnold Simonsen, Chas. Shafran, Donald R. Scheer, Claude M. Sloey, Jess F. Wilson, LeRoy Wright.

The following Brothers were reported deceased: Joel W. Everidge, James Brogard, Stanley Darcey, Harold Thomson, Ray Edwards, Bernard Stewart, Edward G. Smith, Carl E. Odell, Andy Fennamore, William W. Duley, Emery H. Farman, Delmar Morris. The membership stood one minute in silence in respect to our deceased Brothers.

Report of the General Secretary-Treasurer was read by President Clancy.

There was no unfinished business.

Under New Business, a discussion was had regarding the selection of a committee to write new By-Laws. After considerable discussion the matter was laid on the table until the next Regular Meeting.

Supervisor Newell Carman stated that in the exercising of his duties as Supervisor for the International Union, he would be guided as much as possible by the advice and counsel of the membership and these meetings.

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

The Financial Report was read by Financial Secretary Russell Swanson.

Treasurer Vandewark read the Treasurer's Report, and the Auditors Report for Operating Engineers, Local Union No. 3 for the period April 1 to June 30, 1957.

Brother C. G. McCormick was introduced and it was brought out that he had been a member in good standing since 1908 and that he was now retired and that an honorary membership card was to be issued him. Regret was expressed that the card had not been received in time to present it to him at this meeting and he was told it would be given him at a later date.

Brother Ed Park, Labor Commissioner, gave a brief talk on the right-to-work law and the effort that was being made by Governor Knight to prevent the passage of such a bill. He warned that if Senator Knowland was elected that the right-to-work laws would be passed.. He advised that all members now registered as Democrats should be registered as Republicans to prevent Senator Knowland from obtaining the Republican nomination for Governor.

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

Respectfully submitted

C. F. MATHEWS

Recording-Corresponding Secretary

# First Rain Electrifies the Jobs for Last Lap of '57

By PAT CLANCY, President, Local 3

Late September and early October saw arrival of the first rains, heavy ones in the northern districts, and this was like a shot of adrenalin to the construction industry. From now until the last workable days of winter, it will be double-shift, high-gear on practically all jobs.

Job awards are way down, forecasting a quiet winter period. It would be just our luck to have a very mild winter after this early rain and no jobs to work on!

Here is a quick round-up of the widespread districts covered by Local 3:

Utah: Autumn rush is on, jobs scattered widely, steel, mining.

Nevada: Mountains are white again, push is on highways, min-

ing. bay. Not much turnover in employees, but those who are working, are working steadily. Until the rains start, the best chance for jobs is away from the city.

Some brothers have grievances against their employers and your Business Agents can take care of these, providing we know of them! We have cases of brothers waiting two years or more before reporting an inequity and the length of time sometimes makes it difficult to accomplish a satisfactory settlement. Report infraction of the Agreement immediately. Your Union will see that the Agreement is lived up to.

Redding: Early rain a damper on big Trinity project; tunnels going three shifts.

Eureka: Rains scared the boys away, now much work left and hope to get it done.

Ukiah: 101 getting the freeway treatment; Russian river aqueduct let.

Northbay: Scramble to beat rains, all jobs.

Marysville: Boys holing up for winter in tunnel jobs; valleys pushing levees, bridges.

Sacramento: Highways, airfields, ship channel, all moving fast.

Stockton: Sizable slowdown; Cherry valley job let.

Fresno: Slack-off, hope for air base, power jobs.

San Jose: Rain on head makes feet move, say Confucius; all jobs moving.

San Mateo: Airport contracts, highways, industry.

San Francisco: Staying high gear, slowed a bit by weather.

Oakland: Some slowdown; pushing freeway, industry jobs.

Hawaii: Warm but not too wet, construction program moving.

# Marysville Area Pushes Power, Levee Jobs

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

It seems this news letter report comes around as regular as a monary payment at the bank, so here we are with our October report. Things have been pretty good in the entire area, but as we have said before, too many men blew in here for the Oroville Dam and are really premature for no money has been set aside for it. (We can't spell appropriated!)

We will say that the weather is much cooler this month and it really doesn't matter whether we start in the Valley or the Mountains. So just to be different let's start in the mountains.

J. H. Pomeroy Co. have the Penstocks and Butt Valley Powerhouse Job under contract to the P. G. E. and are getting underway. They have three crane crews, compressor men, foremen, foreman and mechanics on the job.

Walsh Const. Co. are doing good in both their tunnels, Butt Valley and Caribou. Les Hunting, General Superintendent was lucky enough to see the Robinson-Basilio fight at ring-side, having been called back on business.

Jess Hoopes and Bill Brown outside men for the Company don't have too many men left on the job. Bill Delp is trying to get the Almanor intake underway, but have had trouble with water.

Walsh, Wixon & Crowe have been doing O.K. on the Caribou Penstock and I can tell you this, one is slightly on the perpendicular, or in the vernacular straight up and "dicular."

M. K. Corp. are doing fine with their Caribou Powerhouse and like most of these mountain jobs, no room to work.

O. K. Mittry & Sons have been doing fine on their road job at Spring Garden. Ditto M. J. Rudy, same job.

By the way none of the boys have been in to brag about the big Bucks they have killed this year, I have not lost a hope as yet.

A. Teichert & Sons are doing fine at their gravel plant at Rodgers Flat. Brother Duke Sutherland is on the 80-N.W. there. Their popular office manager, Sully Sullivan was in the hospital for awhile.

Darkenwald, Harms & Morrison-Knudsen are still on the Belden Dam and working quite a gang of our men, including the best Smorgasbord crew I've ever known.

Bechtel Corp. doing the Poe Dam and the Poe Powerhouse, are just about at a standstill for they are now putting on the finishing touches and it goes slowly.

Brother Ira Bashaw is still on the crane for Wismer & Becker and makes some pretty good lifts there, none of which a man could use as a watch fob charm.

Brother Lee Potters and Ben Buck were on the Poe Powerhouse for a few days setting up a 200-ton capacity overhead crane for the Bigge Company. It is always good to see old friends from the Bay District.

**TUNNEL JOB**  
Utah, Bates & Rogers are making headway with their concrete lining job on the Poe Tunnel. Brother Ross Eddington and his fine crew are now making headway on the Poe Surge Chamber.

Peter Keiwit Sons Co. will be holing-in real soon on their two tunnels at Cold Springs. Brother George Smith, master mechanic, has had three shifts working to get the Jumbo ready.

H. Earl Parker informs me the Marysville Levee on the Yuba River will be complete in a week or so. Brother Lally Roper is the foreman.

This same Company is likewise working on a \$2,000,000 levee job on the Sacramento River. Brother Ernie Mayfield is Supt. and Herman Kiel, foreman.

R. A. Westrook, M-K Co., Inc.,

and H. Earl Parker are still working on Beale Air Force Base and a big job it has been too.

Brother Carl Miller, Supt. for Marin Rock Co. are really making the aggregate for this project.

Al Regali, Vice-President of Baldwin Co. informs me they have purchased a new 5,000 lb. modern plant and will set it up in Oroville in a few days to do about 17,000 ton of street work for Butte County and the City. Also that the gravel plants are busy.

Pacific Bridge here on the Marysville-Yuba City 5th Street Bridge have finished their slip form work and have the nicest looking piers you have ever seen.

C. K. Moseman & Raymond Concrete Pile Co. are busy on the Nicolous Bridge.

W. H. Darrogh & Sons have quite a spread on their Butte Creek Levee job.

A. Teichert & Sons doing O.K. on their Hiway 32 job out of Chico.

### PERSONAL MENTION:

Brother Paul Collett was hurt in his back on the Pacific Bridge job and is in the Curran Hospital, and Brother A. J. MacRae is in the same ward with him, also a back injury on Bechtel Poe job. They don't play Cribbage!  
We are sorry to report that Brother Joy Turner passed away on September 18, and we officers and members extend our deepest sympathy to his widow and family, and pray that God in His great mercy will assuage the pain of their great loss.  
—Les Collett and Bill Weeks  
\* \* \*

### INDUSTRIAL REPORT: ROCK, SAND AND GRAVEL

Through some delay, the cause which is unknown to us, the Rock, Sand and Gravel agreement was not signed by the association until September 24, which is the reason the new rates and the retroactive pay had not been paid.

By the time this reaches you this matter should have been taken care of and everyone should be receiving the new rates. If there are any who do not receive the new rates or have not been paid the retroactive pay (from July 16) please be sure and contact the office or the representative so that it can be looked into without undue delay.

As we are approaching the time of the year when there may be lay-offs it is thought advisable to advise you of one problem that has arisen, this is regarding pro-rated vacation pay. Under the Rock, Sand and Gravel agreement you are entitled to pro-rated vacation pay, according to your length of service with the company, for time worked under a year.

If you are laid-off temporarily and are confident you are to return to the service of the company it is not thought advisable to draw your pro-rated vacation pay, but rather to let it ride. If you do you may surrender your vacation seniority and have to start over again when you return to the Company, thus reducing the amount of vacation pay and length of vacation.

Meeting Notice: On Friday, October 25, 1957 at 8:00 p.m. in the Engineers' Hall, 1010 "Eye" Street, Marysville will be held a meeting of all the members employed under the Rock, Sand

and Gravel agreement in the Marysville office area. At this meeting will be decided the following matters:

(1) Whether to continue such meetings.

(2) The time, place and dates of such meetings if it is decided to continue the meetings.

It is hoped that as many as possible will try and be present so that a good cross section of the opinions of the membership involved may be obtained.

### GLADDING, McBEAN AND COMPANY:

....As this is being written we hope that the bottom has been reached in the lay-offs at least let us say this, that we hope that the assurance of the company that they think they are to the end of them is correct.

According to the reports from the Company some new work is in the offering and one of the shut down kilns will be reactivated. This work, we hope, will carry the plant to the first of the year and, then, we hope that the general economy will have received a shot in the arm, and orders will be plentiful enough to keep the plant rolling.

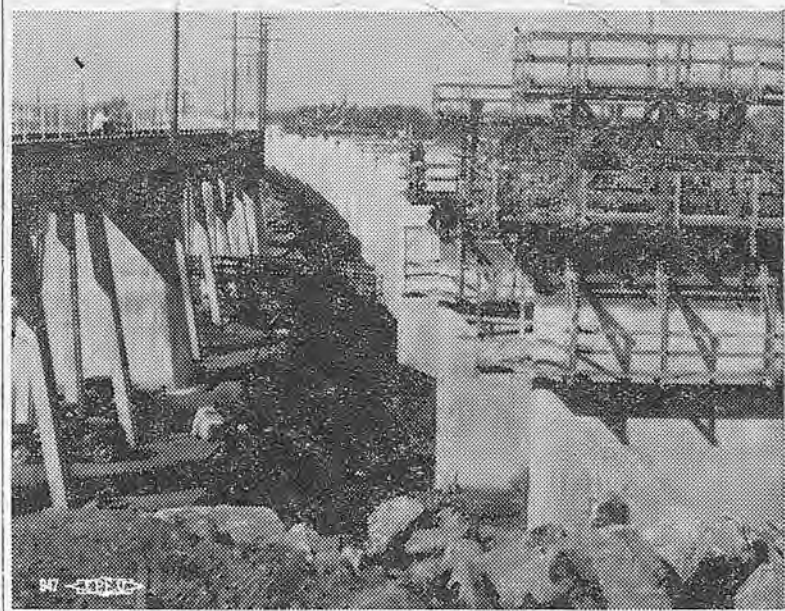
### NEW INSURANCE PLAN:

On September 17 at a special meeting of the membership employed by the Company a new insurance plan was adopted, subject to negotiations with the insurance Company and the approval of the Executive Board, to start as soon as possible.

This plan will replace the present additional life insurance with a disability plan that will pay \$20.00 per week, starting the eighth day, for thirteen weeks for each off the job illness or accident. The purpose of this plan is to equalize, as far as possible, the benefits paid by the Teamsters.

We hope that everything will have been taken care of, such as negotiations with insurance company, approval of the proper union officials, etc., so that this plan can become effective by November 1. As soon as the necessary steps are taken the membership will receive detailed information regarding the plan.

Next Meeting Announcements: Joint Board of the Lincoln Industrial Council meets Monday, November 4, 1957 at 4:15 p.m. in the Lincoln Industrial Council Office, Lincoln. All Joint Board Members, unless working, are requested to be present and any members who have business with the Joint Board. General Membership meeting will be held Tuesday, November 12, 1957 at 4:15 p.m. in the auditorium of the City Hall, Lincoln. All mem-



FLOOD SPECIAL—This view shows piers on the new Yuba City-Marysville bridge replacing the ones destroyed by the flood. (Photo by Les Collett)

## RIGHT-TO-WORK (A FRAUD)

One need not look beyond the term "Right to Work" to conclude that it is basically immoral. "Right to Work" is a false promise. It is a fraud! In 1954, for example, the Supreme Court of Idaho refused to sanction the submission to Idaho voters of an initiative measure mis-labeled the "right to work."

Actually collective bargaining and union security come the closest to giving the individual employee the "right to work." Without collective bargaining and the union shop, the legal "right to work" of any employee can be terminated at any time by the employer for any or no reason.

Those who argue for the "right to work" are really contending that the employer alone should have the right to set conditions for work alone without the participation of workers through their union. They are taking a fundamental immoral position—that the rights of the few are more important than the rights of the many.

They are arguing against the basic cornerstone of American democracy—the principle of majority rule. Even the late Senator Taft, whose name will be always associated with the Taft-Hartley law, opposed the barring by law of the "union shop."

Under the law the union is made responsible for fulfilling the terms of the agreement for all the workers in the unit. If the individual could withdraw from the union and still hold his job, he would have the power to threaten the very existence of the union. To destroy the very purpose for which it was organized. To allow this would be to defeat majority rule and substitute for it—rule by minority.

For instance it would be as moral to argue that an individual who supported a candidate for election to public office who was defeated should be allowed to stop paying taxes. Or that a State which supported a defeated presidential candidate should be allowed to secede from the Union. To allow such would destroy government, produce anarchy and chaos. The same would be true in labor relations.

Union security has proved economically and morally sound in the great industrial states of this nation. It has "paid its way" in providing prosperity—in raising the standard of living for millions of Americans to an all-time high. Unions have demonstrated their worth as an integral and necessary part of the American economy. Because of this they will continue to grow. No part of this Nation—no part of this state—can afford to ignore this fact.

If you do not want "right to work" imposed on you and your employer in your county! if you do not want the economy of your county upset; if you do not want your wages, hours of work, or working conditions endangered, drop a letter or post card to your supervisors telling them so.

There is some question if the Fish and Game Commission will permit it to operate.

### COMING MEETINGS:

Yuba Consolidated Gold Fields: This unit meets the fourth Monday of the month, which will fall on October 23, this month, Engineers' Hall, 1010 "Eye" Street, Marysville, at the times given below.

Natomas Company: This unit meets the first Mondays of the month and the next meeting will be Monday, November 4, 1957 and will be held in the Veterans' Hall, Folsom and also will be called to order at the times given below:

10:00 a.m. for those members unable to attend at night.  
7:30 p.m. for those members able to attend at night.

It is to be hoped that all the membership will make every effort to be present.

### CONCRETE PIPE COMPANIES AND N. Y. MACHINE SHOP

It is a pleasure to report that Don Chisolm who operates under the name of the No-Joint Concrete Pipe Company (Continued on Page 10)

### HAP HAZARD



# What's Doing in the Oakland Area

By AL CLEM, BILL BARR, TINY LAUX, DON KINCHLOE, HAROLD HUSTON and WARREN Le MOINE, Business Representatives

Work in the Alameda-Contra Costa County areas is beginning to slack off early this fall. At this time there is very little work advertised for bid, and very little to start this fall. Johnson, Drake & Piper's Eastshore freeway project is approximately 25 per cent complete. Gallagher & Burk, Inc., have completed about 60 per cent of the work on the Mountain Blvd. freeway project. San Francisco Bridge Co. has completed their contract at the Alameda Naval Air Station. They have sold out to Pacific Dredge Co., who hold Hawaiian contracts and plan to use some of the recently purchased equipment and stock in the Islands. Underground work such as storm and sanitary sewers, water mains and telephone conduits is holding up in good shape. Industrial building throughout the area continue to keep a good many of the brothers employed. Equipment shops in this area are experiencing a slack period such as they have not had in some time. There is little variation in the shipyards and the waterfront, where we have had little activity throughout the year. Our scrapyards have slowed down to almost a standstill. Although the Oakland office cleared over 500 men for the month of September, we still have quite a few out of work.

Freeman Paving Co. was awarded a \$150,000 contract from Eichler Homes for a new sub-division which is starting up on Ygnacio Blvd. in Walnut Creek. There will be 80 new homes and approximately 30,000 yards of dirt to be moved, sewers and water lines to be put in. There is no time limit on this job. Brother Howard Ray is foreman. Brothers Jack Turentine and L. Paul Shearer are on dozers, Brothers Albert Cook and Earl Stafford on DW 15's, with Brother Paul McFadden on blade.

Brother Homer Covey, who is operating a Ferguson hoe and Brother Charles Gordon as his oiler, are working for McGuire to Vincent Rodrigues on a sewer & Hester. They are rented out for job in Danville. Here are two Brothers that work as a team. The dirt moves fast and the grade is perfect. These Brothers are two that are hard to beat.

Gallagher & Burk was awarded the contract from Andrews & McGah for moving 20,000 yards of dirt. This work consists of building streets, house pads, curbs and gutters. There will be approximately 20 homes. The job is located on Mt. Diablo Road in Danville. Brother Floyd Hickey is foreman, Brother Dusty Flynt is on a dozer, Brothers Joe Martin and Tee Zee Sanders are on the DW 15's, Brother Ed Marks is on a dozer and Sheepsfoot. There is no time limit on this job.

## GE Adds Test Reactor At Vallecitos Atom Lab. in Pleasanton

Then General Electric Company has let contracts for a \$4,000,000 materials testing atomic reactor at the Vallecitos Laboratory, located on Vallecitos R. in Pleasanton. This is the fourth major nuclear facility to be developed at the site. The others are a radio-active materials laboratory, an experimental physics laboratory which houses a critical assembly and a nuclear test reactor; and a boiling water power reactor which soon will begin feeding the world's first privately financed atomic electric power to Bay Area homes. The latter reactor is being operated experimentally at low power.

Construction of the materials testing reactor is scheduled to be completed late next summer. The installation will consist of four structures, a cylindrical steel container 66 ft. in diameter and 104 ft. high to house the irradiation facilities, an office and control building, equipment and shop building, and a water cooling tower. Construction will be done by the Ralph M. Parsons Co. of Los Angeles with most of the work being

proximately 29 homes. The sub-division will be named "Springhill Valley."

J. Henry Harris has moved in on a job in Lafayette excavating for a new Bank of America Building that is to be built. Bro. George H. Babson operating a 3 yd. loader and Brother Herbert Clark on a 2 yd. loader are giving the teamsters something to cry about. The teamster is backing under the two loaders and Brothers George and Herb dump their loads and teamsters on their way. Brother Jim Mueller is Supt. on the job. Brother George Wright is operator on a D-6 dozer on the fill.

Ferry Bros. & Crow of Southern California who are working on the new highway 40 from Rodeo to Crockett bridge are down 260 ft. in the big cut and have some 60 ft. more to go to get down to grade. They have some 1,800,000 cubic yards of dirt to move. This means they have already moved some 9,500,000 cubic yards of dirt in 18 months. They are running eleven DW 20's double end scrapers, seven single DW 20's, six D-9 cats, six D-8 cats, one AC-21 cat rented from Bud Wells, three blades and one Marvin land plane keeping the haul road in shape. They have most of the corrugated metal plate 60" drain pipe set in place. They have been completed, one is under construction and one is yet to be started. If the weather conditions permit, they will have most of the dirt moved by January 1, 1958 and then will start the finish grading. Brother Pat Ferry is Project Manager, Brother Norman Gilliam is General Foreman. Other Foremen on this job are Brothers Ed Willis, W. J. "Fergie" Ferguson, Clarence Bruce, Rip Sowards, "Shorty" Darrow, Charley Rose, Bruce Gisbon, Richard Cochran, Claude Henry and Ted Combest.

Al Urricelqui is moving dirt on a new school site that will be built in Lafayette. The school will be named Fairview school. This school will be located on 23 acres of land. Urricelqui is doing the job for the Contra Costa School District. There is approximately 286,000 yards of dirt to be moved and time limit on this job is about 60 days. Brother Doug Cooley is foreman, Brothers Morris Spessard, John Silveria are on DW 21's. Brothers Elvin Kruger, Richard Hearsom, Floyd Hansbrough and Joe Pereira are on dozers, and Brother Vernon Cambra is the DW 10 operator.

John Carstensen is back filling the concrete culvert that Bo-Son Co. just completed. Bro. George Alton is Supt. on this job for Carstensen. Brother Bill Daugherty is operator on a D-6 dozer, Brother Roy A. Mason

## Attention—We Need Blood Donors

At present time we have nothing in the Reserve Fund at the Blood Bank in Oakland and, as in the past, we would greatly appreciate any blood donations in order that we may aid those brothers who are ill and in need of blood. We wish to take this opportunity to thank the brothers in this area who have donated to our Reserve Fund through the past years and to also stress the urgent need to build up this fund for future requests.

Donor: Brother Wesley R. Chown.

is on a TD-18 dozer, Brother Connie Young is operator on a loader, Brother Duane Meeks is Foreman, Brother Bill Lawrence is operator on a D-2 dozer, Bro. Martin Radke is on a roller, Brother Ralph Chaney on a Lorain clam with Brother, Rod Hocking as oiler. The culvert is about 2800 ft. long. There is approximately 19,000 yds. of dirt to be put back out of 32,000 yds. of excavation that was taken out. The culvert is 32 ft. at the bottom and 8 ft. sides. They have about 14 days for completion.

Stolte, Inc. of 8451 San Leandro St., Oakland were the successful low bidders on the Richmond Sewer Disposal plant and connecting sewer lines. This is a \$1,173,000 job. This job was started June 11, when they started the site clearing for this job. They used several DW 20's, dozers and a blade for this part of the job. There was some 300,000 cubic yards of dirt to move.

Most of this dirt has already been moved including most of the excavation for the plant and sewer lines. They have poured some 1,500 cubic yards of cement for the foundation of the plant and are now pouring the side walls of the plant. They have most of the trenches dug and are now laying some 5,000 ft. of 54" reinforced steel concrete pipe which goes through a 1200 ft. tunnel which is 7 ft. in diameter. This tunnel is now being driven by the Garofalo Tunnel Co. Working in the tunnel for Garofalo we have Brothers Oscar Peterson and J. H. Hubbard running motors, Ralph Storm and Clifford Mizer as mucking machine operators and Gene Hansen and Oren Hansen on the compressors. This part of the job is going two shifts. For Stolte, Inc. running backhoes we have Brothers Pat Acompara and Paulus Craig with Brothers Fred Binnacle and Elbert "Sandy" Sanders doing the oiling. The 54" reinforced steel concrete pipe line which goes through the tunnel and out to the foot of Girard Blvd., empties into the bay. This whole job is under the supervision of Charles Champion, Project Manager and is some 35 per cent completed.

Brother Al Downer was awarded the contract from Ronayne Realtors under the supervision of the City of Concord.

This contract was in the amount of \$200,000. This project is for putting in 15,000 ft. of 15" sewer line that is going down Clayton Rd. in Concord. The sewer line is being enlarged to meet the demand of the new sub-division that is being built in this area. Brother Henry Moore is Supt., Brother Thomas Gardner Downer is loader operator, Bro. George Kercheval is on a trencher, Brother Carl Shoup is oiler, Brother Roy E. Burch is on a boom-cat and Brother Lou Albright as oiler.

Clements Construction Co. are doing the black topping on the Alvarado-Niles Road. Eugene Alves is building the new bridge. There are six brothers working on this project.

The brothers working at rock, sand and gravel are on five days a week now, and we hope to see them continue this schedule as this year has been a slow one for them.

Williams & Burrows, Inc. was awarded the job at Radiation Laboratory in Livermore. They are to build four new buildings. E. C. Braun was awarded the piping job on this project and there are three Brothers working as of now.

Norman Engineers are doing the black topping on the water reservoir at Mission San Jose. They have three men working on this job. Blair Brothers are also working with them.

The Rosendahl job in Newark at Cherry and Moury Rd. is about over. This has been a good job for the five brothers we have working.

McGuire & Hester's job in San Leandro is almost finished. They are working at the foot of Lewelling Blvd. Eleven brothers have been on this job.

## News About The Brothers

Brother Leo Harrison who works for Kaiser Quarry in Clayton, California, took four days with his family to visit Clear Lake. Brother Leo, wife and children all water ski and had a wonderful time. Leo has an in-board motor that he takes along with him.

Brother Steve Halliday bagged a forked horn deer. He shot his deer two weeks before the season closed. Brother Steve is working for the Tunnel Rock Quarry operating a crusher plant.

More of the Brothers have gone hunting and fishing in the last month. Brother Dan Santa Maria caught a 19 lb. stripped bass out of the town of McAvoy near Pittsburg. Brother Dan caught the bass on a 15 lb. line which took 35 minutes to land.

We are sorry to report that Brother Tom Golithon, a crane operator at Pacific States Steel (Continued on Page 11)



**HIGH-BALL 88 TONS**—This DW-20, pulling a scraper, moves along at 45 mph on the big Carquinez cut, huge Ferry Bros. and Crow excavation. The load is 48 tons, the equipment, 40 tons.

# Water Shortage Ahead?

We in Northern California have been blessed with an abundance of water but we have always realized that what may be an abundance now could very well be a shortage in the foreseeable future.

Bro. Glenn Dobyns calls attention to an article by Phil Yeager appearing in the Washington Star on August 27, 1957, contains a good summation of some important facts concerning our water supply and the possibility that we will be faced with a water shortage in the near future. I think it of sufficient importance that it be brought to the attention of all, especially at this time when water is a subject that is constantly before us in our local papers:

## THE BATTLE FOR WATER

Ours may be the last American generation to know the blessings of abundant water. No one is going thirsty during the current dry summer along the eastern seaboard, but there is no guarantee people won't go thirsty in the next dry decade unless radical new techniques of fresh water acquisition are developed and much greater storage facilities devised.

It doesn't require mathematical genius to see why.

Right now the United States is thought to be consuming fresh water at the rate of 200 billion gallons per day for all purposes—industry, irrigation, and personal. Hydrologists say that if current trends in population growth and water needs are projected ahead to 1975 the water consumption level will reach about 400 billion gallons a day.

There are three big reasons for the rapid acceleration: More people, more industry, greater water demands by both.

In 1900 municipal water used by or on behalf of residents averaged less than 95 gallons per person per day. By 1950 it was 138 gallons. If the same ratio of increase is maintained, by 1975 the per capita use should be around 175 gallons for the nation's estimated 228 million population—or 40 million gallons per day.

Since this water would account for only 10 per cent of total fresh water used by that time, it is clear that agriculture and industry are the real gluttons—and that their appetites are growing rapidly. Whatever the cause of increased consumption, the supply stays constant.

On the basis of records kept over a 62 year period, the United States experiences an average daily precipitation runoff of about 820 billion gallons. While this is more than double the expected water consumption rate by 1957, the present storage facilities such as dams and reservoirs are capable of capturing only about 20 per cent of the runoff.

Standing alone these figures give a distorted view of the true picture, for much of the daily runoff which is not stored is nevertheless used. Moreover, runoff represents only about a fifth of the total precipitation, and a good deal of the additional rain or snow eventually finds its way back to underground water tables.

However, since (1) between 75 and 90 per cent of all fresh water used in the nation does come from runoff; (2) it will never be possible to capture or use a large percentage of the total runoff, and (3) underground water is being consumed faster than it is being restored—the figures show how rapidly we are reaching a critical point in the ratio of water consumed to water available.

Chances seem good that the country will get through the present dry period without too much economic upheaval. But note the long-range weather pre-

dictions.

In recent years there has been a tendency to relate weather cycles to solar radiation in general and sunspot activity in particular. The sunspot cycle, which may run as short as 7 years or as long as 17, averages about 11.3 years. This parallels the length of time our wet and dry weather cycles seem to run. Thus United States weather during the 1920's was considerably wetter than average. In the 1930's it was quite dry and produced the dust bowls of the Great Plains. In the 1940's it was again very wet.

"The present period" say the experts, "presumably 1952-62, is running very dry in accordance with this large-scale cycle." Experienced meteorologists and climatologists have reservations about various aspects of the sunspot theory, but they do not deny there are certain rhythmic variations in the amount of continent rainfall.

Assuming the cycles continue in the pattern they have been following, the next set of dry years should be starting just about the time fresh-water consumption begins to double the current rate, i.e., around 1973.

Apparently the dry cycles of the 1900's have been, so far, a little less dry than they were in the 1800's. The wet cycles have been slightly wetter. But this trend, which is by no means great enough to offset increasing water use, may not continue. In any case, it is possible that the dry cycle of the 1790's will produce as much as 10 per cent less than normal rainfall.

For those times, and under the circumstances, the resulting shortages are likely to be far more serious than those of today. And today's are bad enough. Last year, for example, the Associated Press conducted a nationwide survey of cities and states with water problems brought on by the present dry cycle. "Countless communities all over the country," it disclosed, "are suddenly discovering their water facilities just won't do the job any more . . . During the 1953 drought only three states in the entire nation, Idaho, Mississippi and Rhode Island reported no water shortage problems.

Compounding the difficulty of securing enough initial fresh water are such increasing complications as pollution, the invasion of fresh water tables by salt water, erosion, and the like.

This is not to suggest a totally bleak outlook. Water problems in the near future will doubtless be solved. But they seem unlikely to be solved without a great deal more effort. Many experts believe that by the time the next dry-weather cycle comes around it will be impossible to handle national water needs unless there have been advances in four basic directions: Stabilization of underground water, regulation and storage of runoff water, conversion of salt water to fresh, and weather modification and control.

Even if the water problems of that day are dispelled by greater storage and new techniques, it is not likely that water will ever again be as cheap as it is today. Today's youngsters, whose parents are generally paying from 20 cents to 40 cents per 1,000 gallons for water, may by 1975 be paying \$2 or \$3 for the same amount.

# US-101 North Gets Freeway Treatment

By GLENN DOBYNS, Business Representative

The final five mile link on the U.S. 101 Redwood Freeway south of Santa Rosa was opened to traffic at 11:00 a.m. the 25th of September. The new freeway will mean a four to six lane divided highway for the 50 miles from the Golden Gate Bridge through Santa Rosa. Motorists will be able to drive the 26 miles from Novato in northern Marin County to Sebastopol Avenue in Santa Rosa without having to stop for a single traffic signal or intersecting road. The new four lane freeway, which replaces a two-lane highway that was long a traffic bottleneck, was built by the Guy F. Atkinson Company at a construction cost of \$3,100,000. Construction began in July last year.

The new freeway is now completed for Willits-Ukiah traffic, it will give about eight more miles of four lane-travel to Redwood Highway drivers. Construction was begun July 1 of last year by Arthur B. Siri, Inc. of Santa Rosa, Brother Jim Wilson was the superintendent of the job.

The Mercer-Fraser Company have moved into Longvale to lay 108,000 tons of rip-rap and pave the new stretch of Highway 101 that the Humboldt Constructors Inc. have been working on all summer. The following brothers are with Mercer-Fraser on this job: Gene Brown, Supt., Walt Reed, Jim Reynolds, Chet Dryden, Ernest Smith, Jack Besselman, A. Johnson, Ellery Marsh, Sr., Dave Kuykendall, Ellery Marsh, Jr., Dick Hinkle, Sam Shenk, and John Estes.

Construction of the major part of the \$3,000,000. Russian River Aqueduct to Santa Rosa is scheduled to begin in late November. The completion date of the project is April 1, 1959. More on this job at a later date.

We have several small jobs coming up in the near future, one of which calls for installation of a 48" reinforced concrete pipe culvert 14 miles east of Geyserville. On the 30th of September bids will be opened for the laying of 286 feet of 6" transite pipe and removal of a pump lift station. On October 1 there is the opening for the construction of a creek crossing for the Rincon Valley Trunk Sewer line. All we need is one little rain to put that out of the running. October 9 is the date set for the opening of bids for construction of a bridge at Lucerne cut-off across Rodman narrows, seven miles north of Lakeport. On October 14 bids will be opened for the construction of a Corporation Yard at the Sonoma County Airport.

What we would all like to know around here is what happened to the bids for the removal of trees, houses, farm structures, fences and debris for the reservoir area of the Coyote Dam. The opening was set for September 10, but to date not a word about who was low, or why it was postponed, if it was.

## Daily Still Going

Labor's Daily, which is published by the International Typographical Union, has just celebrated its fifth birthday, bringing congratulatory messages from a number of union leaders. The newspaper is the only daily in the labor news field.

# AUTUMN IN THE REDWOODS

By K. A. "KEN" BROOKS and W. G. "JERRY" DOWD Business Representatives

Brothers we are sure the first thing for us to do is to humbly bow our heads and ask your forgiveness for letting you down last month. When we sent in our report from the Redwood Empire it was incomplete in so far as some pages were missing and could not be replaced in time for publication. We'll assure you this will not happen again. The guy that put the erasure on the pencil sure was a brilliant man. We all make mistakes it seems.

We are sure the most important thing in your mind at the moment is our weather. Late September as usual played its old trick of giving us a couple of days of real hard rain late in the month to scare all the brothers away and then some real fine weather as expected and no operators to cover the jobs. Pretty hard situation to cope with when good hours are available in most classifications, especially DW 20's, dozers and cat and cans to name a few. At the time of this writing of course; the picture can change tremendously by the time this report goes to press. We sure hope we can get some good weather for the brothers this autumn as there is work to be done. We have no hope for any new work of any size until next spring, but there seems to be plenty coming then if our information is correct.

## NORTH. CRESCENT CITY

Peter Kiewit just about finished on the jetty job. Only a few tetrapods to set. They'll probably do some repair work up to mid-November. B & R Const. Co. making good progress on the new school in Crescent City. Brother Kelly's Coast Concrete Co. supplying this job and Brother Joe Smith & Son, Brother Billy of Eureka setting the steel with their Lima truck crane. Pelican Bay Co. at Smith River have their crusher and hot plant going fairly steady. We hope the winter business will warrant keeping some of the brothers on the payroll and also keep Vic in those long skinny cigars. We are sure sorry about Brother Hytinen's Readymix Co. having that fire, losing three trucks and a shed. We wish him good luck in recovering his loss.

Osborne-Bowie finishing up the approaches on their small bridges at Minot Creek and High Prairie on Highway 101, north of Klamath. Marlin Tryon of Smith River did the sub-grading. Norman I. Fadel, Inc. making good progress on the highway job at Big Lagoon. Really making the dirt fly with that big spread of rubber and cats when the weather lets them. Bob Allen of Morgan has his cats and cans on rental to this company.

## EAST, WILLOW CREEK

The Highway 299 job at Lord Ellis is coming along real well. This is a State Honor Camp job done by state and rental equipment. Britt Pugh of Ukiah has some cats and rubber rigs on this one, Ralph Lyman of Arcata some dozers.

We'll sure be glad to see this section completed as it will eliminate a real bad stretch of Highway 299.

Phillips-Erickson & Weisberg ready to pour the deck on the bridge over the Trinity River at Willow Creek. Independent Iron Works set the steel. Brothers McIntosh & Knight have the concrete. Arthur B. Siri have about completed their rocking and surfacing on 299 east of Willow Creek. I. J. Ely seems to be squirting oil all over the place in that area, road oil that is. James Clark of Sacramento is having a rough time on that access road out of Bluff Creek. Almost impossible to supply skidders. No place to live.

Kuckenber Construction Co. of Portland trying their best to

get the grading on 299 west of Willow Creek. Sure doesn't look like they will be able to beat the rain, even with more hours.

## SOUTH OF EUREKA

Engineers Limited moving right along on the pipeline for P.G.&E. from Red Bluff to Fortuna. The right-of-way crews met September 26th. They sure have the ditch open but are having one awful time getting the pipe strung out. Some 20-mile section near Dinsmore has been held up and a section near Carlotta having trouble acquiring the right-of-way. This sure causes a real expense moving equipment around.

George Lennon's Buck Mountain Construction Company did the clearing on the line. Still have to finish the skips when they are acquired.

R. H. Douglas of Fortuna are ready for steel on the bridge at Mad River, Independent Iron have the steel. Douglas will move from this job to Salmon Creek south of Miranda where he has two small bridges. John Lovett of Hydesville doing the approaches. I. J. Ely have their crusher set up on the Eel River bar to rock the Salmon Creek road.

Guy F. Atkinson highway job near Dyerville on schedule. They have the fill and rip-rap up to the point where they are fairly safe from old man river for the winter months, lot of work to do on this one next year.

Brother Tom Hull ready to start the deck on his bridge job at Blocksburg.

## AROUND EUREKA

Most of the jobs close in are rather small but plentiful. Arthur B. Siri Company trying their best to get the black top on the Freshwater road. This company has the surfacing of E Street completed. Sure some improvement. Mercer-Fraser going like mad on the black-top and sub-grade on the Loleta by-pass. The company hauled and placed as much as 9,500 tons of gravel on this job in one day.

Bechtel Corporation ahead of schedule on the second unit of the P.G.&E. steam plant at Buhne Point.

We are most unhappy to report the untimely death of Bro. Edward Smith of Stockton. He was killed at the Dinsmore yard of Engineers-Limited September 27th while moving the fork-lift attachment in the bucket of an HD 9 loader, as he was backing the loader to the place he wanted to store the attachment the hoist evidently was engaged, raising the bucket to two-block, dumping the heavy fork over on him and taking his life as he sat in the seat of the loader. We extended our most heartfelt sympathies to his loved ones. May he rest in peace.

We are sorry to report Brother Helger Johnson in the hospital with a heart attack and Bro. Tom Coy with the same badly wrenched stomach muscles. We hope they will both be out and well real soon.

Brothers, we still need more blood to replace that used to save the life of Brother Fred Adams.

Open Monday nights, 7 p.m. to 9 p.m. for your convenience.

There are only three basic jokes, but since the mother-in-law joke is not a joke but a very serious question, there are only two—George Ade.

# STOCKTON SLOWS, ROCK PAY RAISED

By H. T. PETERSON, WALTER TALBOT, AL McNAMARA  
C. L. CASEBOLT, Business Representatives

During the past month, we were successful in negotiations on the Rock Sand and Gravel agreement for Stanislaus County. Among other changes in the agreement, we were able to get a 22½ to 25 cent wage increase. Health and Welfare payments raised to \$15.00 per month and a pension plan to which the employer will contribute 5 cents per hour for each hour worked. The following firms will be signatory to this agreement: Standard Materials Co., George Reed Co., M. J. Ruddy, Marks Gravel Co., Beerman and Jones Co., American Transit Mix Co., Munn and Perkins and Turlock Rock and Materials.

We have also concluded negotiations on a renewal contract with the Valley Tractor Co. Results—raise in pay, health and welfare, pension.

Construction work here in the Stockton area has slowed up considerably in the past few weeks, however, we are happy to report that the land levelling work in this same period has picked up to the point where anyone doing this type of work is now working.

The Cherry Valley tunnel job low bidder was a joint venture with Guy F. Atkinson Co., and the Arundel-Dixon Co. in the amount of \$8,136,420. The job should be awarded and we hope some progress is made by the time this reaches the members.

Beerman and Jones were the low bidders and are now working on the reconstruction of Belle Meadow Loop Road in the Dodge Ridge Ski Resort near Pinecrest. This is probably the last plant mix job for the season at that elevation as the days are beginning to get too cold for paving.

Trans-Western Const. Co. of Denver, Colorado are still building the bridge for Forest Service on the Clavev River behind Long Barn. This is really a tough job to reach as it takes about an hour and 15 minutes to go 17 miles. The Forest Service plans on letting two road jobs, one to be let before this hits the press and the other next year which will tie in on either side of the bridge that is now being constructed. Another job that will be put out for bid by the Forest Service is approximately five miles of access road near Board's Crossing in Calaveras County.

Bids due October 16 on one mile of road work northwest of Sonora in Tuolumne County with a budget appropriation of \$150,000.

Larry Aksland should have completed his excavation for the new school site and grounds at Standard before now.

Paul Woof and Coy Collins are putting the finishing touches on their job in the Indian Reservation near Tuolumne.

Rockport Redwood Co. are still going full blast on the Yosemite junction job and from all indications, they will be working right up to the rainy season. Rice Bros. are setting up a crusher near Jacksonville to supply base material for the Rockport Redwood Co. job.

Stockton Const. Co. are working the City Sanitary Sewer job between Charter Way to 8th Street, which they were low bidders on in the amount of \$66,266.

W. M. Lyles Co. of Stockton also have a sewer trunk line to install in American Street for a contract of \$23,548.

Holden and Gorham were the successful bidders on a small resurfacing job for the City of Stockton on Miner Avenue from Filbert Street east to Highway 99.

Duncanson - Harrelson are working on the new ore dock extension at the Port of Stockton. They have one pile driving rig and one derrick rig to handle the concrete piling. The first test piling they drove probably hit a strata of hardpan because when the hammer was beating the piling no noticeable gain was made.

Thomas Const. Co. are moving right along on their bridge job at Galt. Raymond Concrete Pile Co. are driving the piles and Claude C. Wood Co. are moving the dirt.

Transocean Eng. Co. have almost all the dirt they can move with the rubber tired rigs finished. They have moved a shovel in on the rock cuts and will probably go two shifts to finish the cuts.

A. Teichert and Son and Stanfield and Moody were low bidders on two sections of Swain Road north of Stockton.

D. A. Parrish and Sons were low bidders on a storm water pumping plant. The bid was \$22,810 and will keep a few of the brothers busy.

Underground Const. Co. have quite a bit of work in Stockton for the Telephone Company moving and lowering telephone lines.

A. Teichert and Son and S. M. McGaw Co. have several members working around Stockton trying to finish jobs before the rains start.

The work around Lodi has slowed up. Claude C. Wood Co. and Rice Bros. are working on small jobs around Lodi. Rice Bros. are moving most of their equipment to their job in Ely, Nevada.

The Modesto area is coming to life. Darrough and Sons of Yuba City were awarded the contract for the new runway at the Modesto Airport. The Building Trades Council asked for a pre-job conference.

Rice Bros. are setting up a crusher at Dan's Camp on the Tuolumne River to crush aggregate. They will set up a hot plant there also.

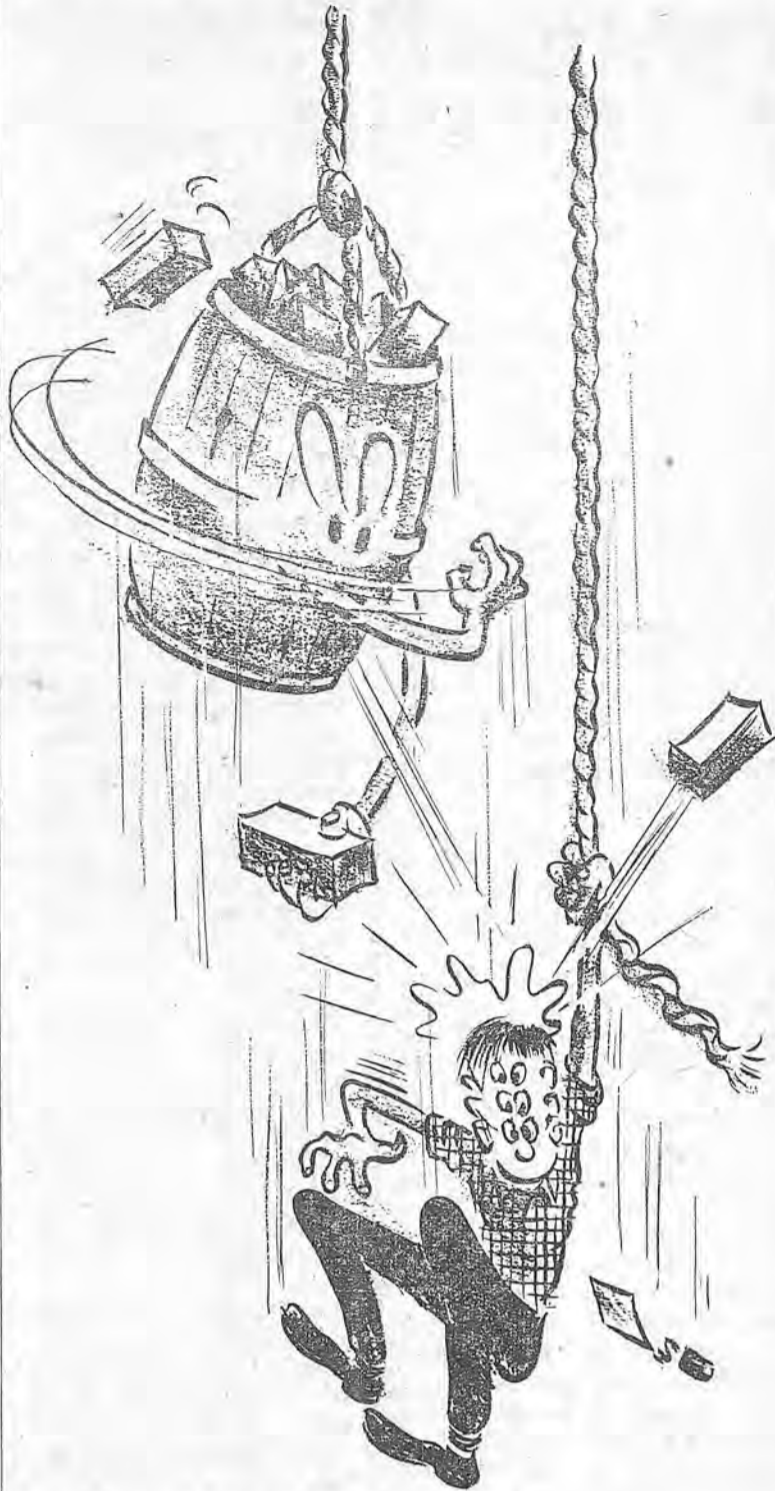
Miles and Nolet are making good progress on the access road to Cherry Creek power house. Fifteen engineers are on the job and they are working 10 hours per day, per week.

Bids are being let to wreck the old Court House in Modesto. Carver Construction Co. have started on the new auditorium at the Modesto Junior College. The job will take one year to complete.

Larson and Larsen are making good progress on the Gallo Winery. This job has provided more work for engineers than usual building jobs. It is a \$2,500,000 job.

Brother C. E. Herring and his wife carried off most of the top prizes during the weekend at the Walnut Creek Festival horse division. They have matched Pinto mares, "Lucky" and "Lady." Brother Bud Herring won double honors by winning first in best dressed cowboy and best working cowboy division.

Brother Si Sowash, a heavy duty mechanic for many years, is retiring and has a complete set of heavy duty sockets up to 2¾-inch in the ¾ drive. He also has a completed set of deep and regular sockets in the ½-inch and ¾-inch drives along with



## You Got Troubles, Bud?

# 'THEN I MUST HAVE LOST MY PRESENCE OF MIND BECAUSE . . .

Comes now the story to end all stories on the topic of safety in construction work.

The following is vouched for as gospel by the distinguished British newspaper, the Manchester Guardian, which published a letter from a bricklayer in Barbados, in the West Indies, to the firm in England which had employed him:

"Respected Sir, when I got to the building, I found that the hurricane had knocked some bricks off the top. So I rigged up a beam with a pulley at the top of the building and hoisted up a couple of barrels full of bricks. When I had fixed the building, there was a lot of bricks left over.

"I hoisted the barrel back up again and secured the line at the bottom, and then went up and filled the barrel with extra bricks. Then I went to bottom and cast off the line.

"Unfortunately, the barrel of bricks was heavier than I was and before I knew what was happening the barrel started down, jerking me off

the ground. I decided to hang on and halfway up I met the barrel coming down and received a severe blow on the shoulder.

"I then continued to the top, banging my head against the beam and getting my finger jammed in the pulley. When the barrel hit the ground, it bursted its bottom, allowing all the bricks to spill out.

"I was now heavier than the barrel and so started down again at high speed. Halfway down, I met the barrel coming up and received severe injuries to my shins. When I hit the ground I landed on the bricks, getting several painful cuts from the sharp edges.

"At this point I must have lost my presence of mind, because I let go of the line. The barrel then came down giving me another heavy blow on the head and putting me in the hospital.

"I respectfully request sick leave."

ATHERTON, Contract awarded to L. C. Smith Co., 225 19th Ave., San Mateo, \$13,574, for impvt. of Winchester Dr. & Maple Ave., Atherton.

SAN JOSE, Contract awarded to Leo F. Piazza Paving Co., Rt. 1, Box 800, San Jose, \$31,043, for resurf. portions of King Rd., Park Ave., Sunol St., 24th St. & Williams St. in San Jose.

all the box end and miscellaneous tools of the trade. These tools can be seen at Si's home at the McLain Trailer Court, 927 East F. Street, Oakdale or call Oakdale 9865.

SAN RAFAEL, Contract awarded to Brown-Ely Co., P.O. Box 474, Corte Madera, \$16,932, for const. County Road, Sir Francis Drake Blvd. from College Ave. to Eliseo Dr., abt. 1.79 mi. lgth. to be surf. w/ptmx. surf. on exist. surf.

MARTINEZ, Contract awarded to Lee J. Immel, 13555 San Pablo Ave., San Pablo, \$10,567, for reconstr. Pacifica Ave., from Riverview Inter. School to Flumaveg Rd., in Martinez.

### DEATH VALLEY

Approximately 400 square miles of Death Valley lie below sea level.

# EARLY RAIN HITS JOBS AT REDDING

By E. A. HESTER and J. B. JENNINGS, Rus. Reps.

The past Summer has been very good for the Brothers around Redding, however we have had some early, heavy, rains which has slowed the Construction work down to nothing.

The Shea, Kaiser & Morrison, 11 mile Tunnel will soon be underway with four headings. The intake heading is now going full blast with three shifts. The two headings at the adit is expected to be working three shifts within a week or 10 days. Another Con-way Mucking Machine and some motors are expected to arrive on the job side this week.

The Trinity Dam Contractors are now working every minute the weather will permit to get things in shape so they can divert the Ricker back to its regular channel so that concreting of the Diversion Tunnel can be finished this winter. There is still a large force of Engineers working here!

J. W. Briggs are making good progress on their Ski-Lift Road job at Mt. Shasta. Working 10 hours—six days per week. They hope to finish the job before the snow gets too deep. They have already had 18 inches—but those Bull-dozers are going ahead. rain, snow, sleet or hail.

Gibbons & Reed have slowed down to a walk—working a skelton crew. Should be a little work on this project all winter as there is a lot of rock left to be moved.

It looks from here, that Stolte Inc., are not going to finish their job at Mineral as the Lassen Park Road is blocked with snow and their job is close to the entrance.

Macco Const. Co. will start Day-lighting Tunnel 14 near Dunsmuir for the Southern Pacific Railroad this week. With three Northwest 80's, and two D8's—two 10 hour shifts. This will make a good job for the Brothers this winter. They have 120 days to complete the job.

NOTICE, to all the Brothers who worked on the M. W. Brown job at Yreka, 1956-1957, Mr. Brown informed me that your subsistence checks will be ready to deliver in a very short time.

We are holding in this office checks for the following Brothers: F. L. Adams, E. L. Bean, E. W. Cluff, Robert Edmunds, James Gross, Wm. L. Heilman, R. L. Howard, Hugh Plott; C. K. Stephenson, and Ray Stowell.

Brother get on the "Honor Roll" for Blood Donors! Our Bank is short. You may do this by going to the Mercy Hospital Wednesday from 3 to 6 p.m.—Friday from 6 to 9 p.m.—Saturday from 9 to 1 p.m. A. A. Canfield, John J. and Geneva Lell, Clifford R. Robertson, Sr. Clifford E. Robertson, Jr., Russke Clarke, Jerry Bolden, Bruce M. Cromwell, Carl Warner, and Harry W. McVey—Thank you, Brothers!!!



"I'm going out for coffee break, Joe."

# SACRAMENTO IS STAYING HI GEAR

By PAUL EDGEcombe, ERNIE NELSON, ED HEARNE and BOB SORENSEN, Business Representatives

Hi-way, airfields, deep water channel and general construction projects are fully manned and are operating at a fast pace. Most of these jobs are of the kind that will continue until the construction season ends. There hasn't been any new contracts awarded recently to absorb too many of our members but the numerous ones that are now going have kept the bulk of the skimmers busy.

On small grading jobs around school yards and parking lots H. A. Anderson & Sons are keeping reasonably busy. Otto Van Gorder does about all types of small paving jobs and you're liable to find him in an alley or some undiscovered place doing grading and paving work. Dean Kitcherside has crews on various excavating jobs around the Sacramento area. McGowan Bros. digging a swimming pool or

grading a building site. Bill Estabrook doing excavating out around Folsom.

Dressing up front yard and digging footing, Chet and Bonnie Ball are keeping busy. Taylor Self is doing landscaping as is Frank Linna. C. C. Steele doing some hoe work. Ernie Monser digging big holes with his big Fordson Back Hoe. Ted Mitchell laying sewer pipe and grading C. C. McCormich doing landscaping. Ed Goethe running his Ford Back Hoe around town. Joe Correia keeps his trenching machines busy.

Since these are small contractors, some individual operator owners, they are not in the position to employ many of our members but they are all members of Local 3 and this office appreciates the cooperation that they give us in running a Union job. The size and length of most of their jobs are such that a Business Agent can't always keep up with them but in our contracts with them they give us a good complete picture of the jobs of this nature.

Again we would like to call our members attention to the tractor shops in the Sacramento area that employ members of Local 3. They are Rhea Tractor, Agriculture Equipment and G.M.C Motors, Wescott Equipment Repair, George M. Philpott, Inc., Euclid Equipment, Ferguson - Blakemore Distributors of LeTourneau-Westinghouse Equipment, Vonderheide Equipment, Cal West Equipment and Allis Chalmers Equipment line handled by Industrial Tractor Sales. These shops all have top notch machines that can do 100% repair job on all types of heavy construction equipment.

Hiway construction is in high gear and most of the jobs are working good hours to accomplish as much as possible before the season ends. Most of them reached the stage of building sub grade, spreading cement treated base and laying hot stuff.

C. S. Phillips job at Meyers on Hiway 89 is in the heavy grading stage. Superintendent Brother Bonner and the Operators up there have put on their "long handled drawers" as the mornings are very chilly.

Airfield work involves grading, laying rock and pouring concrete. Gordon Ball is operating a two shift job at Mather Field. Most of the sub-contractors on Mather and McClellan fields are about to wind up their respective contracts.

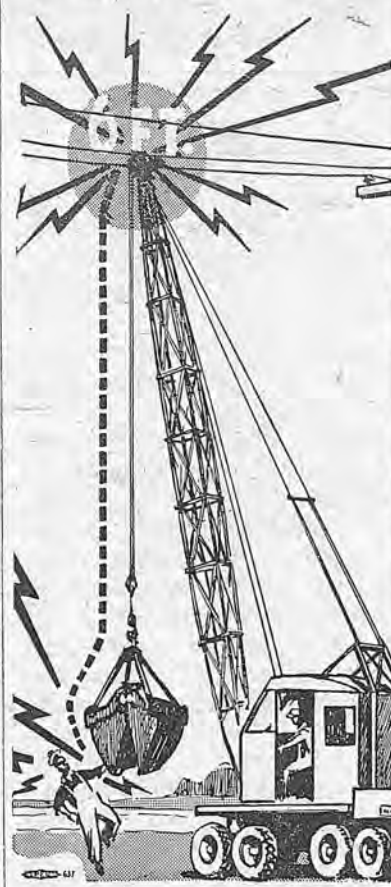
Dirt moving on the levee job and the deep water channel are continuing on an even keel, fully manned and getting in some good time.

At times this past couple of weeks our "out of work list" has been depleted in some classifications. Now that the industry has leveled and no new jobs starting, this condition, without a doubt, won't exist for long. We wish it would but it just doesn't happen that way.

**BLOOD BANK:**  
Our sincere thanks go to Roland E. Weller and Mrs. Cecilia Vanderscheigen who donated to our blood bank since the last report.

Remember this office is open every Thursday 8 a.m. thru 8:00 p.m. Other week days 8:00 a.m. thru 5:00 p.m. Closed Saturdays.

# Highlights of Revised Safety Orders



Early in the year the Industrial Safety Board adopted revised Construction Safety Orders. The adoption of the orders was the culmination of work at scores of committee meetings in San Francisco and Los Angeles, and of public hearings in these two cities.

Construction employers and employees were well represented at all meetings and hearings. Revision of the old Orders was long overdue, since no changes had been made since 1940. In the years since World War II, construction methods and processes had changed radically. Among some comparatively recent processes and tools covered by the new Owners are lift-slab construction, tilt-up construction, explosive-powered tools, and stud-jack scaffolds.

Highlights of the revised Orders are given below, and it is the recommendation of the Building and Construction Trades Council that workers in various crafts and fields acquaint themselves with the provisions set up to insure greater safety to them at their work.

Employers are required to have a safety program covering each job they do. While the Order does not specify the details of such a program, the appendix to the Orders includes a suggested list of rules that employers can use as a guide. However, where an employer has 20 or more employees at a project, the requirements concerning a program are more specific, providing for such things as regular inspection of all work places, investigations of accidents and sponsorship of safety educational activities.

Orders dealing with particular crafts cover many phases of construction activity and are briefly outlined below:

**PAINTING LADDERS:** Ladders used by employees must be removed from service if they are painted in such a way to hide the grain structure or defects. Ladders hereafter should be kept coated with a suitable transparent preservative material.

Extension ladders shall not exceed 44 feet in length when extended to the limit.

**HOUSEKEEPING:** Thorough investigations have revealed that many accidents are the result both directly and indirectly of careless housekeeping. The Orders now provide that all litter and debris resulting from construction activities must be kept reasonably cleared away. All work areas, passageway and a ground area of 6 feet around the building under construction must be kept reasonably cleared.

**HEAD PROTECTION:** Hard hats are required for all workers subjected to the hazard of falling or flying material from a higher level; also men working in trenches 6 feet or more deep shall have hard hats.

**EXCAVATIONS:** Greater attention has been given in the new orders to the method of sloping bank walls in lieu of shoring and bracing. The order states that if sloping is substituted for shoring, it shall be 3/4 horizontal to 1 vertical except where a safe angle of repose of material encountered is less steep, in which case the slope shall conform to this angle.

Protection while installing shoring provides that special provisions shall be made by the employer to prevent injury to workmen engaged in the installation of shoring. Such protection can be given by the use of special devices such as long-handled jacks that will allow upper cross braces to be placed from the ground surface before men work in the trench at those points.

**POWER HANDSAWS:** The Orders require that telescopic guards shall be equipped with a

lifting lug or lever, remote from the blade teeth, that will permit the operator to safely shift the guard for starting unusual cuts. Saws with hinged guards shall be equipped with two handles so fixed that neither hand is exposed to the hazard of the rotating blade.

**SCAFFOLDS:** The dangers in poor scaffolding have long been recognized and safety provisions have been in use for many years. Revisions in the original Orders include the addition of a midrail to the guardrailing on light-trade pole scaffolds, or the use of wider work platforms.

Another new Order provides that scaffold platforms used primarily by bricklayers and stonemasons must extend to within five inches of the building face upon which work is being performed.

Stud jacks may be used only if the teeth of the stud jack grip two adjacent building studs and if the ledgers are made from 2" x 6" material, not more than five feet in length.

Some minor improvements have also been made in metal scaffold, suspended scaffold, and ladder-jack scaffolds. The orders in each case require more protection for the workmen.

**ROOFING KETTLES:** The Orders require that an attendant shall be within 100 feet of a kettle at all times while the flame is burning, with no ladders or similar obstacles forming a part of the route to be taken to reach the kettle.

Elevated Roofing Kettles must now be on platforms designed to carry the load without excessive tipping or distortion; provide a clear work area at least 4 feet wide at the accessible sides and ends of the kettle, including an unobstructed four-foot passageway between the kettle spigot and the roof; provide a fireproof platform or platform covering.

**FALLS FROM ROOFS:** To prevent fall from hazardous roofs, the new Orders require that carriers must be provided at the lower edges of steep roofs, and curved roofs with steep areas. This may be a scaffold platform, a substantial toe-board (at least 10 inches high). Any roof steeper than 1/3 pitch is a steep roof.

**LIFT SLAB:** To prevent serious catastrophes on lift slab work, the Orders require that the building columns and related structural elements shall be adequate, according to recognized engineering formulas and standards, to resist without undue deflection all vertical and lateral loads to which they will be subjected during and after slab-lifting operations



"Yes... I saw you win all that cash on television last night... why?"

## One Way of Spending Money

AFL-CIO leaders, recalling the loose charges of financial waste thrown at the Democrats during the last election campaign, enjoyed their biggest laugh of the current Congress as the result of disclosures made by a Government Operations Subcommittee. The frugal Republicans, the Subcommittee found, spent \$350,000 on public opinion polls to discover, among other things, how the people think Secretary of State John Foster Dulles is doing his job. One of these polls—the one that brought howls of mirth from Democratic Congressmen—showed 58 per cent of the public approving Dulles' handling of his job while only 52 per cent knew what his job was!

## Double Tanker Fleet

By 1972 there will be 95 million dwt. tons in the world tanker fleet compared with 43 million tons in mid-'56, according to a study released by the Suez Canal Co. The study foresees 750 million tons of petroleum products moving on world trade routes in 1972 compared with 250 million in 1955.

## BENCH TALK

WHAT'S THE DIFFERENCE BETWEEN LABOR AND MANAGEMENT?



TO EARN ENOUGH TO PAY BILLS IS LABOR?



TO HAVE SOMETHING LEFT OVER IS MANAGEMENT



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## Pensions—Room For Much Improvement

Unions want to improve their pension plans in four general areas, the AFL-CIO Dept. of Research notes in its Collective Bargaining Report.

They want higher retirement benefits, "vesting rights" which would give the worker the permanent right to the pension credits he accumulates (whether or not he leaves his job before retirement time), improved disability pensions and more protection for widows.

Of course the chief demand in industries which don't have pensions is to establish them. Some 55 to 60 per cent of union members eligible for social security are now also covered by bargained pension plans, nearly all of them negotiated in the past 10 years.

Cocktail lounges are half-lit to match the patrons.

## Public Roads 'Socialistic'

Even the public roads and highways are now being attacked as "socialistic" by the lunatic fringe of big business.

Dr. Emerson P. Schmidt, Chamber of Commerce economist, recently declared that "if we had privately owned streets and highways, operated as private enterprise," the problem of traffic congestion "would never have arisen and would be self-solving."

Dr. Schmidt's remarks are backed in full by the Foundation for Economic Education, a reactionary propaganda organization which has appealed to employers to stay in practice for the fight against "socialism" by arguing against "socialized" highways.

Apparently, Dr. Schmidt and the FEE believe there would be little or no congestion on the highways if the roads were operated by free enterprise because the tolls would be so high that only the wealthy would be able to afford to travel by car.

Privately owned roads, like the recently proposed privately owned postal system, might cut down on government spending, but it certainly wouldn't cut down on spending by the public.

## REPORT FROM SAN JOSE, SALINAS & WATSONVILLE

RICHARD A. CHRISTIANSEN,  
Business Representative

I am happy to report the conclusion of negotiations with the Pacific Mfg. Co., Santa Clara, Calif.; Liquid Ice Company, Salinas, Calif., and with the Union Ice Company, Santa Cruz, Calif. Negotiations not yet concluded are that by and between the Tuxedo Candy Company, Red Star Laundry, and the Bakeries in San Jose, Calif.

We are endeavoring to gain the engineers in the new Salinas Freezer Co., Inc., Salinas, Calif., and inquiry has been forthcoming from Atastadero, Calif., relative to the plant for organization. It is being looked into.

Brother George Manning, employed at the Bank of America, has been ill and certain persons have been endeavoring to induce him to allow them to test their steel on his body. So far Brother Manning has not acceded to their wishes.

Regular monthly meetings have been held. There was room for much improvement as to the number of members attending. I believe it to be of vital interest to all not barring Chief Engineers, to attend as numerous problems could so readily be solved at our meetings with the result it would avert misunderstandings, jealousies, etc., among the men. Also, perhaps it might be interesting to the Chief Engineers to learn that they, intentionally or otherwise, have shown too much partiality to certain employees. Of this cause—the matter of "overtime" I believe is greatest. To have proper relationship with your fellow employee it is felt one should share equally in any "overtime." Your meetings are always open to you for discussions, etc., and remember it is your meeting; not any one particular group or individual.

Due to the State AFL-CIO convention, there was no Central Labor Council meeting on the third Friday of the month. We trust those who attended learned something constructive. We will be getting busy again on the first Friday in October.

The Label-Service League booth at our County Fair was excellent and merited the contributions given thereto. It all served to keep before the public what Unions could and were doing for the general welfare of its members as well as for others not yet in a Union.

I appeared before the Central Labor Council in Santa Cruz in an appeal for help if needed involving the Union Ice Co. I was given all courtesies possible. However, it was stressed that they would be much more inclined to help organizations who were affiliated with them, and they hoped we would.

"What's my trouble, Doc?" asked the patient.

"I'm not sure exactly what's wrong with you," replied the doctor, "but if you were a building, you'd be condemned."

the employees approval at the present time. I have one man working there as the chief engineer. It is doubtful if this plant will crush grapes this year.

Refrigeration industry bumping along slowly. There is some hope that if the experimental crop of lettuce at Patterson works out, the ice business will make a comeback.

Domestic consumption of cigarettes was estimated at 395 billion in 1956 against 395 billion in 1955.

## Construction Awards

(Compiled by P. E. Vandewark and R. F. Swanson)

SEPTEMBER 6, 1957

SACRAMENTO, Contract awarded to A. Teichert & Son, Inc., 1931 Stockton, Sacto., \$73,213, for const. rdwys., Miller Park.

SALT LAKE CITY, Contract awarded to Gibbons & Reed Co., 825 W. 9th N., S.L.C., Utah, \$79,425, for median island & pltmx. surf. road on 5th South St. betw. 11th & Hempsted Rd., etc., SALT LAKE COUNTY.

CARSON CITY, Contract awarded to B. C. Richter Contr. Co., Inc., P.O. Box 1231, Oroville, \$448,546, for 14.529 mi. const. por. secondary hwy. sys. on FAS Rt 576, betw. 5 mi. S. Steels Crk. in Clover Valley & Jctn. US 93, 6 mi. S. of Wells, ELKO COUNTY, NEVADA.

CARSON CITY, Contract awarded to John L. Savage, 1503 N. Carson St., Carson City, \$36,480, for 0.379 mi. const. por. of PSH on US 50, betw. Calif.-Nevada State Line & 0.4 mi. northerly, DOUGLAS COUNTY, NEVADA.

CARSON CITY, Contract awarded to Rice Bros., Inc., 900 Victor Rd., Lodi, \$872,241, for 14.045 mi. const. por. PSH on US 6, betw. Nye-White Pine County line & pctn. Preston-Lund Rd., WHITE PINE COUNTY.

SEPTEMBER 10, 1957

WOODLAND, Contract awarded to McGillivray Const. Co., P.O. Box 873, Sacto., \$225,798, for const. roll ty. conc. curbs, gtrs., conc. walks, storm sewers, drainage facilities, etc., YOLO COUNTY.

SEPTEMBER 11, 1957

SACRAMENTO, Contract awarded to Lord & Bishop, Inc., P.O. Box 812, Sacto., for const. bridge on Middle Jackson Rd. over Morrison Creek, SACRAMENTO COUNTY.

BELMONT, Contract awarded to C. J. Wood, Inc., P.O. Box 203, Redwood City, \$147,386, for drain, pave & const. sewer sys. for reconst. Old County rd., Belmonth.

STOCKTON, Contract awarded to Stockton Const. Co., P.O. Box 2087, Stockton, \$66,266, for const. trunk line sanit. sewer, betw. Charter Way to 8th St., Pershing Ave., Argonaut St. & 8th St., Stockton, SAN JOAQUIN COUNTY.

SEPTEMBER 12, 1957

DIXON, Contract awarded to P. J. Moore, 5261 Stockton Blvd., Sacto., \$11,361, for paving 4 block of city streets, in Dixon, Calif.

SEPTEMBER 13, 1957

SACRAMENTO, Contract awarded to A. Teichert & Son, Inc., Box 928, Sacto., \$43,397, for impvt. to streets & R/W in Lagomarsina Terrace, Sacramento.

SACRAMENTO, Contract awarded to Lentz Constr. Co., 2416 Sutterville Rd., Sacto., \$107,382, for impvts. to circles, streets & R/W signs in & adj. to Fuller Town.

SACRAMENTO, Contract awarded to Tom Hull, 630 Carston St., Eureka, \$80,496, for const. 2 RC slab bridges & bridge aprch. rdwys. to be graded & tr. w/pene. trmt. on imp. base matl. etc., near Rockport, 0.3 mi. length, MENDOCINO COUNTY.

CAMPBELL, Contract awarded to Pisano Bros., 1800 Stockton Ave., Santa Clara, \$45,263, for const. sanit. sewer mains, wye branches, flushing inlet, risers, house lats., manholes & lampholes, pumping sta. & force main.





ACRES OF GIRDERS — Pushing fast to beat the rains is this Yuba City-Marysville bridge to replace the one erased by the flood. The many girders at right are pre-stressed concrete. (Photo by Les Collett)

## San Mateo, Hub of the Peninsula New Contracts at S.F. Airport Step Up Work in San Mateo Area

By CHET ELLIOTT and BILL RANEY, Business Representatives  
During the past month three large jobs totalling about two million dollars were awarded to local contractors by the City of San Francisco Public Utilities Commission at the San Francisco International Airport. The L. C. Smith Co. was the successful bidder on two of these projects; a paving and reconstruction of aprons and runways job, and the other half million yard fill job to be used for circulation roads which will start at the San Bruno Overpass and parallel Bayshore Boulevard to the Millbrae Overpass to be used as an access road to accommodate the various airlines who are erecting hangers and shops in this area. This firm is very active at this location at present on the Trans-World Airlines Grading and Paving Project and reconstruction of runways and aprons and with these additional jobs in operation many members of Local No. 3 will be added to the payroll. Superintendent, Brother George Smith and Foremen, Brothers Hartman and Minner, are in charge of this work at the present time assisted by a large crew of Operating Engineers.

The Lowrie Paving Company of South San Francisco were awarded a large paving and reconstruction of runways and aprons contract at the San Francisco International Airport which, along with their present activities on the widening, grading and paving project converting El Camino Highway from a four to six lane highway from 3rd Avenue to 31st Avenue in the City of San Mateo, has stepped up employment for Operating Engineers in this area. Superintendent Brother Elmer Duffloth, with a crew of Cat and Rubber Tire Operators, have finished the grading on the C. J. Woods Highway job at La Honda. This work was done in record time way ahead of schedule. The base rock is about complete and Operators, Brothers Milam, Hernandez and Haskins are preparing to lay the oil. This firm was the low bidder on two miles of street work on the Old County Road in Belmont. This work includes the grading, paving installing the underground utilities. Brothers Leonard Turner, Stan Pyle and Ben Shade are now at the job site getting this work started which the firm plans to finish by December 1.

The Superintendent for Arvil O. Jones, Inc. of San Pablo, California, Brother Neelev Folger, has moved in a couple of cats operated by Brothers Smedley and Clarence Smith to start the Hillsborough High School project which consist of clearing the land of the large eucalyptus trees which is a tough job and the grading and installing of the underground utilities. Brother Dave Morrison, who has a world of experience on tree removal, is assisting in this capacity. Brother Folger plans to move in some rubber tire rigs in a few days to start the grading which will keep several worthy Brothers busy for quite some time.

According to the latest information received in this office from the McCammon & Wunderlich Highway Project at Edgemar, the one million yard grading job is about 90 percent complete and Superintendent, Brother Hamm, plans to finish in about two weeks. Some of the rock has been laid and the entire project is scheduled to be complete by December 1 of this year. This has been a long job and members of Local No. 3 have done very well financially due to the overtime worked.

Christensen & Lyons were successful bidders on the Crown Zellerbach building in South San Francisco which will cover 15 acres of land and provide 400,000 feet of floor space. Brother Buzz Haskins has subcontracted the grading at the building site which includes the imported fill and other building preparation work. About 10 Engineers will be employed on this project. The Chas. H. Berger Co. and Bragato Paving Co., on a joint venture deal, were the low bidders and were awarded the contract by the City of San Bruno for the construction of street sewers, water mains, curbs, gutters and sidewalks in Pacific Heights subdivision No. 1. This work, when started, will keep many members of Local No. 3 happily employed for several months and if the weather is anything like it was when this tract was being graded it is our thought the brothers who work there better bring plenty of warm clothes. This real estate development work, and others like it getting under way, is an indication that real estate development is making a comeback.

Due to the many projects under construction throughout this area by many of our employers such as Woodhouse & Douglas, active on street construction in Redwood City, E & J Construction Co. on storm sewers work at Burlingame, Cotherman & Judd on street construction at San Carlos, Paul W. Wasson on sanitary sewer work at San Carlos, Fox & Marsac on street construction in Hillsborough and Fred Sperry on street construction in San Carlos, the out of work list has remained in a healthy condition, which makes us happy.

**PICKS UP HIS FINGERS**  
This office extends our sympathy to Brother Clair Somers employed by Chas. Berger Co., as Heavy Duty Mechanic, who met with a very painful accident when his thumb was severed by getting it caught in the shiv on the carrvall. Brother Somers picked up the thumb and carried it to the hospital where the doctor sewed it back on and now some weeks later the injury is doing very well. Moral of the story, the next time you cut your thumb off, carry it with you to the doctor.

In closing this report Brothers we would again like to call your attention to the importance of visiting our Peninsula Memorial Blood Bank and donating a pint of blood and be sure it is credited to the Operating Engineers account. Blood donors who donated blood this past month will appear on the honor roll in another part of this Engineers News. Our sincere thanks go to Brothers HUGH OMERA, MARION MORGAN, RICHARD NOLAN whose names are to be placed on the Honor Roll of Blood Donors.

The kind of success that turns a man's head always leaves him facing in the wrong direction.

## Building Crafts Push Fight To Preserve Jurisdiction

Like the ghost at the wedding, the issue of building trades union jurisdiction continues to cloud the AFL-CIO merger outlook, and the battle which the California State Building Trades Council initiated at the recent State Federation of Labor convention in Oakland is now slated for further airing in the East.

Immediately following the State Federation meeting the executive board of the State Building Trades Council restated in even stronger form its position that the building trades union jurisdiction must be guaranteed against "assault" by the industrial unions.

This position is embodied in a new resolution directed to the convention of the Building & Construction Trades Department which will be held in Atlantic City, N.J., Dec. 2 through 4.

The resolution asks the Department to "take such steps as may be necessary to protect, preserve and enforce the traditional and historic craft jurisdiction" of the building trades unions and councils "regardless of cost."

The resolution is now making the rounds of the local building trades councils with a request by the State Building Trades Council that they prepare resolutions along similar lines addressed to the Department and that they ask local unions to petition their Internationals "to demand their and our charter rights as granted by the American Federation of Labor in February of 1908 and to see to it that they are observed and perpetuated."

First round in the out-in-the-open fight of the building trades for clear-cut jurisdictional guarantees took place at the State Federation of Labor convention in Oakland, with a resolution introduced by the State Building

Trades stating a policy that there should be no merger in California without such guarantees.

The Resolutions Committee recommended filing the controversial resolution, but after lengthy debate that consumed much of the fourth day's proceedings the convention voted 398 to 328 against the committee's recommendation. Later, however, the building trades resolution was tabled.

Many observers felt that a moral victory had been won in overriding the adverse committee report, and that the vote showed support of the building trades unions' case by delegates from many miscellaneous unions.

Pres. Bryan P. Deavers of the State Building Trades Council said: "I think we accomplished all that we could accomplish at the moment. We got the thoughts of the people."

In its latest mailing to the local building trades councils, the state building federation stresses that new by-laws of the Building Trades Department for the first time permit state and local councils to have delegates at the Department's convention and urges all councils to send delegates.

At its meeting last Thursday night the San Francisco Building Trades Council discussed the jurisdiction issue and the forthcoming Building Trades Department convention at length.

There was general agreement that the council should be represented if at all possible. It was voted to submit credentials to Sec. Daniel Del Carlo and explore ways and means of paying for the trip.

The California State Building Trades Council will call a meeting early in November of all delegates to the national convention going from local councils to discuss policy and form a plan for uniform action.

The State Building Trades also has sent out the call for its 38th convention, to be held at the Hacienda Motel, Fresno, Dec. 16 through 18.

The timetable for development of the jurisdiction-merger issue, therefore, is this: the national Building Trades Department will meet Dec. 2 to 4 at Atlantic City; this will be followed by the AFL-CIO convention in Miami Beach, Fla., starting Dec. 5; the State Building Trades will meet in Fresno after both these meetings and after the Dec. 5 "deadline" set by AFL-CIO President George Meany for merger in California, and will be in position to evaluate and act on the situation as it then exists.

## Marysville Report (Continued)

(Continued from Page 3)  
struction Co. has finally signed a Monolithic Concrete Pipe Machine Contractors agreement. It is reported that he found it a little hard to get concrete for a certain job.

Otherwise everything has been going along peacefully. The business level in the concrete pipe plants seems to be holding up fairly well. The New York Machine Shop seems to be enjoying a good level of business and, as usual, there are no growls or groans from this shop.

**NEXT MEETINGS:**  
**New York Machine Shop:** There are no regular scheduled meetings for this unit and if there is any necessity of a meeting it will be held at the shop during the lunch hour.

**Concrete Pipe Companies:** The next meeting will be, as usual, a joint meeting of the Laborers, Operating Engineers and Teamsters, Monday, November 11, 1957, at 8:00 p.m. in the Teamsters Hall, 818 Wall Street, Chico.

**PERSONAL NOTES:**  
Brother Art McFarland, loader operator at the Mine for Gladding, McBean and Company, suffered third degree burns on his hands and arms. Gasoline being used to wash parts for the lawn mower ignited some way causing the burns. He is in the Sutter Hospital in Sacramento and will be confined there from four to six weeks before returning home.

## 24 Hour Week

Many trade union officials are talking about a 30-hour week but Joseph Prendergast, executive director of the National Recreation Association, told the organization to expect a 24-hour week by 1975.

"Working hours have been reduced from 70 to 35 hours a week in our lifetime," he declared. "At that rate there will be a 24-hour work week by 1975." He said that the added leisure time "must be filled with value or it is wasted."

## SALLY Says...

Tell your wife about your social security account. In case of your death she should come to see us right away.



For INFORMATION about monthly payments to survivors, go to your nearest SOCIAL SECURITY OFFICE

## Observe Safety Rules!

**WORKING DAZE**

"We've installed every known safety device to keep our employees from getting caught in our equipment!"

NATIONAL SAFETY COUNCIL

# Construction Awards

(Compiled by P. E. Vandewark and R. F. Swanson)

## SEPTEMBER 16, 1957

**CUPERTINO.** Contract awarded to V. Rodrigues, 226 Jackson St., Hayward, \$273,889, for const. sani. sewers, house laterals & 3 lift stas. in **SANTA CLARA COUNTY.**

**EUREKA.** Contract awarded to Mercer-Fraser Co., 2nd & Commercial, Eureka, \$144,531, for const. fill, grade & drain, facils. at Eureka County Airport, **HUMBOLDT COUNTY.**

**STOCKTON.** Contract awarded to Stanfield & Moody, 405 E. Se St., Stockton, \$43,641, for reconst. Wain Rd. from 225 feet West exist. street Easterly to Pacific Ave., **SAN JOAQUIN COUNTY.**

## SEPTEMBER 17, 1957

**REDWOOD CITY.** Contract awarded to Paul W. Wasson, 800 Pinedale Court, Hayward, \$152,795, for const. vir. sewer lines in Devonshire Co. Sanit. Dist., **SAN MATEO COUNTY.**

**OAKLAND.** Contract awarded to John H. McCosker, Inc., 1501 Eastshore Blvd., Berkeley, \$62,925, for const. sanit. sewers in 9th Ave., Terminal & Webster St. areas of Oakland Inner Harbor, **ALAMEDA COUNTY.**

**STOCKTON.** Contract awarded to D. A. Parrish & Sons, Inc., 28 E. Minor Ave., Stockton, \$22,810, for const. storm water pump plant at Brookside Tract in city of Stockton.

**STOCKTON.** Contract awarded to R. Goold & Son, P.O. Box 190, Stockton, \$34,369, for reconst. Buena Vita storm water pump. plant, city of Stockton.

**SAN PABLO.** Contract awarded to Lee J. Immel, 13555 San Pablo Ave., San Pablo, \$21,025, for impt. of subdiv. in Hillcrest Terr., San Pablo.

**SACRAMENTO.** Contract awarded to Brighton Sand & Gravel Co., P.O. Box 7001, Perkins Branch, Sacto., \$22,144, for paving playgrounds at various schools within school dist.

**REDWOOD CITY.** Contract awarded to Douglass & Woodhouse, P.O. Box 908, Redwood City, \$53,147, for impt. of Rutherford Ave., in **SAN MATEO COUNTY.**

## SEPTEMBER 18, 1957

**SAN FRANCISCO.** Contract awarded to Chas. L. Harney, 5 Berry St., S.F., \$25,946, for reconst. Natoma St. betw. 3rd

& 4th Sts., city of San Francisco. **SAN FRANCISCO.** Contract awarded to The Fay Impvt. Co., 101 Carolina St., S.R., \$149,805, for reconst. Chenery St., 30th to Diamond Sts., city of San Francisco.

**SAN CARLOS.** Contract awarded to F. D. Sperry Co., P.O. Box 1153, Burlingame, \$18,888 for const. of Arcuello Park, San Carlos, **SAN MATEO COUNTY.**

## SEPTEMBER 19, 1957

**SAN FRANCISCO.** Contract awarded to Maccos Corp., 14409 So. Paramount Blvd., Paramount for grading of open cut for reloc. of tunnel No. 14 near Dunsmuir, **SISKIYOU COUNTY.** Amount of contract was not announced.

**SACRAMENTO.** Contract awarded to A. E. Forde Co., P.O. Box 306, San Anselmo, \$120,894 for 4.7 mi. grade & pltmx. surf. on untr. base, 2-lane hwy. on Sir Francis Drake Blvd., betw. Lagunitas School & 2.7 mi. east, **MARIN COUNTY.**

**FRESNO.** Contract awarded to Thomas Const. Co., P.O. Box 683, Fresno, \$36,173 for const. RC bridge over Dry Creek Canal, Fresno Street, south of McKinley Ave., city of Fresno.

## SEPTEMBER 20, 1957

**KING CITY.** Contract awarded to Granit Const. Co., P.O. Box 900, Watsonville, \$17,658, for const. airport road, storm drain sys. & industrial waste line for King City, **MONTEREY COUNTY.**

## SEPTEMBER 23, 1957

**HILLSBOROUGH.** Contract awarded to Arvil O. Jones, 3420 San Pablo Dam Rd., San Pablo, \$47,109, for grade, clear & drain at site of new North Hillsborough Intermediate school, **SAN MATEO COUNTY.**

**SALINAS.** Contract awarded to Phil Calabrese Const. Co., P.O. Box 1362, Monterey, \$18,392, for apply seal coat on var. County Roads in N'ly. end of county.

## SEPTEMBER 24, 1957

**SACRAMENTO.** Contract awarded to Granite Const., P.O. Box 900, Watsonville, \$43,290, for 13.2 mi. apply slurry seal to exist. travelled way & surf. shldrs., apply pene. trmt. to un-surf. shldrs. & 0.4 mi. pltmx. surf. on exist. surf., betw. Ben Ali & 0.5 mi. E. of Roseville, **SACRAMENTO & PLACER COUNTIES.**

**RODEO.** Contract awarded to California Engineering & Const. Co., 6638 Richmond Ave., Richmond, \$11,924, for inst. storm sewers, 7th St., Rodeo, **CONTRA COSTA COUNTY.**

## SEPTEMBER 25, 1957

**SAN RAFAEL.** Contract awarded to Mario Bottini, 802 C St., San Rafael, \$49,606, for const. curbs, gutters, drainage structures near Novato, in **MARIN COUNTY.**

**SAN RAFAEL.** Contract awarded to C & H Contractors, Inc., 615 Market St., Richmond, \$15,179, for const. roads in Manuel T. Freitas Parkway, from SE Los Gallinas Ave. to Los Tavados Ave. about 0.6 mi. to pltmix. overlay & drainage strucs., **MARIN COUNTY.**

**PALO ALTO.** Contract awarded to O. C. Jones & Sons, 1520-4th St., Berkeley, \$15,109, for widen portion of Page Mill Rd. in Palo Alto.

**SAN BRUNO.** Contract awarded to C. J. Wood, Inc., P.O. Box 203, Redwood City, \$22,853, for resurf. aprx. 3,000 ft. exist. pvmt. & realign aprx. 700 ft. Sneath Lane, incl., Redwood City.

## SEPTEMBER 26, 1957

**SAN FRANCISCO.** Contract awarded to The Lowrie Paving Co., Inc., 174 San Bruno Rd., So. S.F., \$409,875 for reconst. runways at S.F. International Airport.

**SAN BRUNO.** Contract awarded to Chas. H. Berger Co., P.O. Box 545, San Carlos and to Bragato Pacing Co., 500 Bragato Rd., Belmont, \$281,277, for construction of streets, sewers & water mains, curbs, gtrs., sidewalks, etc. in Pacific Heights No. 1 subdiv., city of San Bruno.

**OAKLAND.** Contract awarded to O. C. Jones & Sons, 1520-4th St., Berkeley, \$223,532, for const. Basco Rd., loc. E. of Livermore, from USH No. 50 to East Ave., abt. 2.04 mi. lgth. inc. 1 20' span RC brdg., 81' lgth., one Arroyo Seco & 2 grade xings, 1 over SP & 1 over Western Pacific.

## SEPTEMBER 27, 1957

**DAVIS.** Contract awarded to Jay Bailey Const. Co., P.O. Box 148, Woodland, \$480,843, for const. Dairy Research Unit at Davis, Calif.

**SO. SAN FRANCISCO.** Contract awarded to Christensen & Lyons, 3454 Harlan St., Oakland, \$1,149,919, for const. of a Dist. Center in So. San Francisco for Zellerbach Paper Co.

## SEPTEMBER 30, 1957

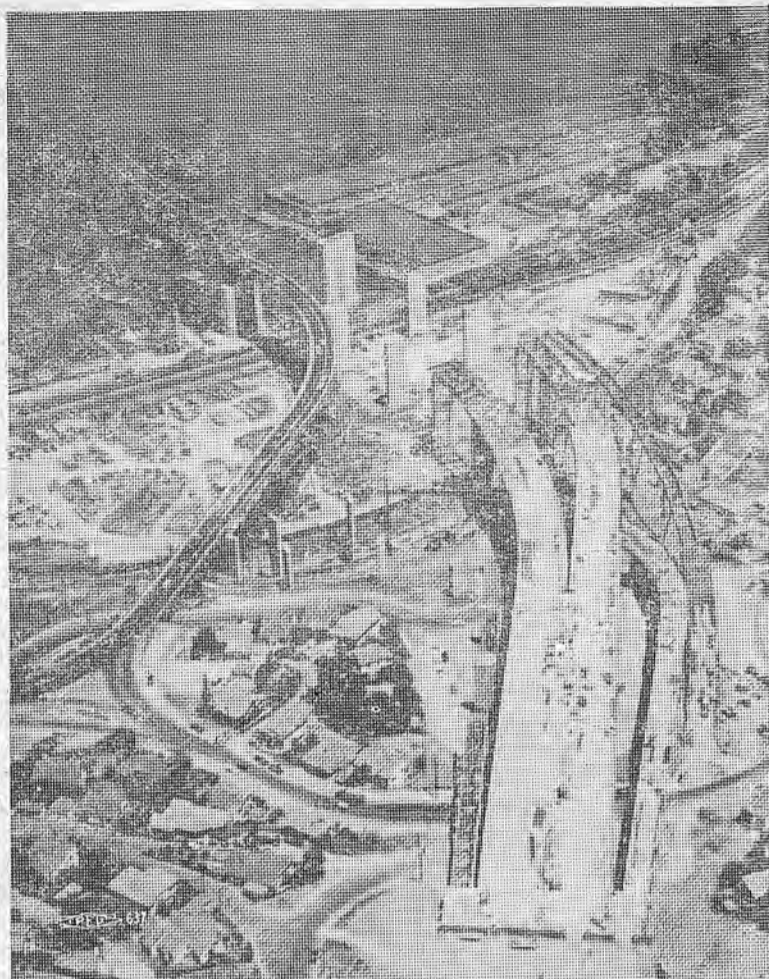
**MARTINEZ.** Contract awarded to John McCosker, Inc., 1501 Eastshore Hwy., Berkeley, \$96,097, for reconst. water mains in var. parts of Martinez, **CONTRA COSTA COUNTY.**

**SALT LAKE CITY, UTAH.** Contract awarded to L. A. Young Const. Co. & Vernal Sand & Gravel Co., 306 Beason Bldg., Salt Lake City, \$161,544, for 4.872 mi. rdmx. bit. surf. rd. on SR 119, betw. Glenwood & Jctn. with SR 24, **SEVIER COUNTY, UTAH.**

**SALT LAKE CITY, UTAH.** Contract awarded to L. A. Young Const. Co. & Vernal Sand & Gravel. 306 Beason Bldg., Salt Lake City, Utah, \$153,335, for 6.358 mi. rdmx. bit surf. SH 62 betw. Koosharem & Greenwich, **SEVIER & PIUTE COUNTIES, UTAH.**

**SALINAS.** Contract awarded to Granite Const. Co., P.O. Box 900, Watsonville, \$26,569, for apply sl. ct. var. county roads, **MONTEREY COUNTY.**

**SALINAS.** Contract awarded to Granite Const. Co., P.O. Box 900, Watsonville, \$29,430, for apply sl. ct. var. county roads, in **MONTEREY COUNTY.**



**CARQUINEZ CROSSING**—The new twin bridge at Carquinez Straits and the complex approach system are taking shape rapidly, as this aerial view shows. Workmen under Peter Kiewit Sons Co. are pushing decks of the approach and interchange out across the concrete piers. Some 47 piers were erected, some to a height of 125 feet. (Picture courtesy Kieways, Kiewit Co.)

## Oakland Report (Continued)

(Continued from Page 4)  
Niles, suffered a heart attack last week. Tom is in the Merritt Hospital in Oakland and doing as well as can be expected. We are hoping to see Tom "chipper" as ever and back to work soon.

Brother Ben Edelman and family went on a two weeks vacation to Shreveport, La. to visit relations. Brother Ben did some deer hunting but no luck; also cat and black bass fishing in which he was lucky. They noticed a lot of road work going on in Arizona, New Mexico and throughout all the states they went to.

Brother Lawrence Wilbur, Supt. for Kaiser Quarry in Clayton took two weeks off for a vacation and stayed home and rested, that is except for doing odd jobs around home and looking for another house to move into.

Brother Ben Van Deusen who works at the Pacific States Steel Mill in Niles, is the proud father of a baby girl called "Terry Lynn." Congratulations, to the three of you.

Brother Joe Brown of Olympian Dredge went deer hunting in Placerville and bagged a forked horn deer. Joe brought the deer down on the second shot. It weighed 162 lbs.

Brother A. Peach went deer hunting the last of the season and killed two deer in the Orinda Hills. Brother Peach is operating a 2½ yd. loader for Tunnel Rock Quarry in Orinda.

Brother Darold Scheer has been ill and in the hospital in the month of September. He expects to be back to work around October 21st at the Utah Dredge Co.

Brother Charles Hord, another one of our Brothers working for P.C.A. Quarry in Clayton, went on a weeks' vacation. Brother Hord is Plant Engineer at P.C.A. "Charlie" and family went to Oklahoma to visit relatives they hadn't seen for a year. A nice trip was had by all.

Brother Carol Stedman, who is operating a dozer for Malfitano & Son is the fastest man on two feet. Operating Engi-

neers should enter Brother Stedman in the 1960 Olympics. Carol, who is on the road job Malfitano is building for the Army Engineers' Niki Site in San Ramon, was clearing trees and ran into a yellow jacket nest. The Business Agent was standing watching Brother Carol when he took off and didn't even see him go by he ran so fast. Therefore, in 1960 we will tie a yellow jacket nest behind him so a Local No. 3 man will win the Olympics.

Brother J. C. Jennings is now working in Siam. He has been over there about five months now and expects to stay 18 months in all.

Brother Ken Ross and family went on a weeks' vacation. They went to Clarks Fork and Kennedy Meadows for trout fishing in the Sonora area. Brother Ken says that they caught the limit every day, the trout ran from 10" to 14" long. In October they are taking another week off to go deer hunting in Modoc county. Good luck, Ken.

Another Brother from Kaiser Quarry took a vacation at Clear Lake. Brother Tony August spent two weeks with family at the Highlands. They took their boat with them and tried water skiing but Tony says he drank half of the lake so he gave up.

Brother Johnny Williams of the Close Building Supply Co. in Hayward has been off work since May. Johnny had a stomach operation and was in the Hayward Hospital. He is just about back to par and will go back to work around November 1st.

Brother Pete Nolasco and family took a two weeks vacation to Lake Tahoe. Pete says they fished, swam, slept, ate, gambled and went busted, but all in all they had a wonderful time.

**THE TRUTH OF IT**  
"One of the prime sources of the inflationary pressure is the inflationary spiral of interest rates brought about by the fallacious policies of this Eisenhower administration." — Sen. Albert Gore (D., Tenn.)

**WATCH THAT**

**MUZZLE!**

CALIFORNIA DEPARTMENT OF FISH & GAME

**108 HUNTERS SHOT IN 1956**

# THE NEVADA ROUND-UP . . .

By H. L. "CURLEY" SPENCE, JOE MILLER and  
RUSS SWANSON, Business Representatives

There was a big celebration at the opening of the Clear Creek highway job on No. 50 that Isbell Construction Company finished—ribbon cutting and all. Now the tourist can go from Carson City to Lake Tahoe in nothing flat. All of the dear brothers did a real good job building the new highway with the help and supervision of the Isbell Construction Company, especially Hank Isbell and, of course, with the help of his father, Wilmer J. Isbell, giving him a bit of encouragement and advice, and it's a beautiful looking highway.

Of course, out on Isbell's highway job on U.S. 40 east of Sparks, Nev., better known as the Arnold Blair Construction Company, that job, too, is going to be a beautiful section of highway when it is finished some time next year. There are lots of outstanding brothers on the project doing a fine job. There are too many to mention all of their names, but there are a few I have to mention just for fun and recognition and such. And then there are some of the brothers that don't want their names in the paper on account of "policemans."

However, they are all good fellows, especially Brother Manuel "Bronco Buster, Rodeo Star" McCloud, Brother Kendel "Deadman" Scow, Brother Blanko Markovich and the outstanding finish man, Brother Bud "Reformed" Berg. Brother Gray "Frenchie Lincoln" Azparren is really a cat hand. No one does a better job than Frenchie, and he is a good fellow along with his good work.

The heavy duty repairmen are different. They do all the work. Brother Dave Hendricks Sr. is really getting around even though he is fat, and Brother Harry Lee Simmons (he is skinny) does his part and then some. Of course, there is Brother Roger Coffman, a real welder, from the famous welding shop in Reno and, believe me, Coffman can hold his own anyplace.

Martin Iron Works are really branching out. They have three truck cranes working. Of course, Brother Al Mabrier and his faithful oiler, Brother Hank Schultz, work the year round, for Mr. Herman thinks they are so good that the company would go out of business without Al and Hank working and, of course, himself, too (Mr. Herman). And come to think about it, Mr. Herman, what about Brother Leslie "Red" Warren and Brother Dan Milovich on the old link belt truck crane. Now that's a truck crane crew for any outfit. That Red is a real crane man. He tipped it over once and laid it on the side once, but that means nothing to Red. His oiler, Dan, tells him, "You don't want the outriggers out, go ahead. There is no fear when Dan is here; tip her up; go to it, Kid."

Dear Brother Burger was on the Quickway for Martin. He and Brother Walter "Toomey" Hagen, but poor Brother Burger had a heart attack. No wonder, that old Quickway would give anyone a heart attack just looking at it. However, since Brother Burger is flat on his back in the hospital, and we're hoping that it won't be too long before we have him back with us and out of that hospital, Brother Hagen is running the Quickway with Half-Brother David Johns oiling for him, and John has to be real brave just to go out with "Toomey," for anything can happen and usually does, but it's a good crew, believe me. After all, Martin Iron Works is not a bad outfit, especially Mr. Herman, for he wants to run things right even with his "half-baked" Iron Workers, as he and I call them,

and besides Mr. Herman can even get along with Betty, which is more than I can do.

## RENO, SPARKS

The George E. Miller Company has lots of work around Reno and Sparks. They have to with good men like Brother Howard Johnston, Brother Don Brunner and Brother Don Stacey as superintendents. Of course, Riley's around, too. All Chiefs, no Indians.

Brother Fred Busch keeps everything rolling out of the Busch boys are all fine HDRM, but it runs in the family. The Busch boys are all find HDRM, Fred, Dusty and Victor. Besides, there is another attraction added to the George E. Miller Company, and that is none other than Brother Fred "Bud" Miller, who is a real all-around operator, on the job and off the job, too, and his partner in crime, the Alaska Kid, Brother Guy Tietjen, no relation to Ted Tietjen. Brother Terry Fisher is doing all the finishing work on the blade for Miller out at the Reno airport, along with the McCammon & Wunderlich crew, and doing a fine job, too.

Now, there is GEM Ready-mix Company, which sounds like some connection with the George E. Miller Company. Seems like Marilyn dreamed that up or had something to do with the name. Anyway, Jimmy Parker is the wheel around the plant, but Brother Paul Brothers does all the real mixing and hard work and keeps everything mixed up on the plant. If it wasn't for Brother Brothers, nothing would be ready at the GEM Ready-mix.

The P. W. Burge Company has improved since Brother Burge got his leg out of a cast. No more limping around, he can really swing the whip now, and Brother V. McCold gets in high gear when he sees Brother Burge show up on the job. However, Brothers Ray Williams, Fred Polish and Ed Gnadig are good steady hands. They work right along whether Mr. B. comes around or not. They get the job done.

Out at the Dodge Construction, Inc., Iron Mine, Brother George Eckman has lots of troubles taking care of the whole operation by himself. He has a heavy load to carry. Brother Daniel R. "Bob the Gripper" Ellis is still complaining about his high dues. Brother T. C. "Alabama" Bottoms just looks at the Gripper and says nothing. Brother Ray Seibert is real happy with the job and likes to live in Lovelock. Brother Manuel "Doc" Mello says nothing; just looks at his new baby every day and says to himself what a good man I am. Brother Frankie W. Chico just digs away with his shovel and smiles at everyone and does a real good job.

## ANACONDA

Out at Leviathan Mine in Alpine County, California, the dear brothers from Anaconda Copper are really working in the sulphur mine deposits. Brother Eugene E. Clary is running the shovel, and Brother Malcolm Jones Jr. is doing the oiling. In the repair shop we find Brothers W. W. Sanger, Malcolm Jones Sr. and J. Moxley. Out on the crusher is Ernest Petersen. John McDorman and Larry Winterhalder are the drill operators, while Rodney Holbrook and Merlin Howell are oiling. The one

lone cat skinner is Carl Hebrew. The boss man on the entire spread is Marvin McCollum. He tells us that as of the end of November the mine will be shut down and all of the brothers will move their trailers over to Weed Heights, Nev., to work there until weather next year again permits the opening of the mine. There seems to be an endless amount of high-test sulphur, so presently there is no estimate as to when the sulphur will be depleted.

## EASTERN NEVADA

The construction work in the eastern part of Nevada is still holding up fairly well, with work still going on and some starting, even though we had our first snowstorm for this year. The mountains are white, but the jobs have not been affected as yet, and with some good fortune, the jobs around Ely will be working for another three or maybe four months before the snows shut them down.

DODGE CONSTRUCTION COMPANY is working very hard on their job in Ely in order to complete it and get the oil down before it gets too cold. They don't have too much left to do, and I think that they will finish up in about ten days. The crew that is working here will then move on down to their job south of here, at Shoshone.

At their job at Shoshone, work is going along very well, with a good number of the brothers working there. They should keep busy on this job for at least another two months.

STEWART & WELLS CONSTRUCTION COMPANY has just started their job at Lund, Nev. They have a couple of scrapers, about four dozers and a couple of blades on the job at the present time. There will be a couple of more dozers and a string of DW's on the job in the next week or so, as soon as they get done with the dirt work on the Caliente job. Brother Jack Chattelle is the superintendent on the job and has several of his old shipmates with him that came from Dodge's.

RICE BROTHERS CONSTRUCTION COMPANY of Lodi, Calif., has just started their job on the White Pine and Nye Counties line and running to the Lund Junction. They should have the main portion of the equipment on the job by October 7. Then watch the dirt fly. Brother Clyde Covington is the super on the job, and I have found him to be very cooperative and a very nice fellow.

B. C. RICHTER CONSTRUCTION COMPANY of Oroville, Calif., has been under way on their job at Clover Valley, just six miles south of Wells, Nev., for about two weeks and are moving along very well. They are going to try to get all of the pipe in and as much of the grade as they can before the heavy snows hit that area. The snowstorm that just hit here may spook them a little, but I think that they will have several weeks of good weather yet that will permit them to get a lot done.

HOOPS CONSTRUCTION COMPANY is still working very hard on the job at Secret Pass, in Upper Ruby Valley, and have progressed very rapidly and have laid off a few men. Another month or six weeks will pretty well clean up the dirt work on this job, and then Hoops will set up for the balance of the year at his yards in Elko, unless he grabs a job in the southern portion of the state.

## MINING JOBS DROP

At the mines in this end of the state, there has been a big

# FRESNO FREEWAY REACHES TO L.A.

By G. LYNN MOORE, JAMES D. MONROE and  
B. F. (TINY) HELLING, Business Representatives

Activity in the Fresno area is about the same as last month. No new jobs of any size have been let. However, there are rumors that Southern California Edison Co. plan to do something on Mammoth Pool sometime around the first of the year.

According to information we receive in this office, the LeMoore Air Base is scheduled to go next year sometime.

The \$11,000,000 freeway through Fresno has been completed and traffic has been rerouted. This makes a complete four-lane highway from north of Fresno to Los Angeles. The long strike between Carpenters, Laborers and Cement Finishers Unions against the San Joaquin Valley Home Builders Assn. has slowed down paving and grading operations on subdivisions by various local contractors. There does not seem to be any settlement in sight.

Griffith Company have the concrete in on two lanes on their highway job between Visalia and Highway 99 and will start grading for the other two lanes as soon as traffic can be diverted.

The new Tulare County Court House in Visalia is getting the finishing touches. John Fields is doing the paving, curb and gutter work.

Stewart & Nuss Inc. have just about finished the fill on their Woodlake job and will start black topping in a few weeks.

Schall & Cain are moving right along on their road job out of Porterville.

Madonna Construction, who have the access roads around the contemplated reservoir near the site of the Success Dam, have run into two rough rocky cuts and hope to have some easy going in the near future. This job will last up into the early spring.

Pacific Pipeline Co. have been unloading pipe at Huron and will be moving their wrapping equipment from Barstow soon.

Gerald Brewster of Avenal have a spread of cats and 20's stripping at Mistake Mine about 35 miles west of Coalinga.

Valley Paving Co., who were low bidders on the highway just west of Corcoran, have subbed the dirt work to the Fortier Construction Co. and are moving right along.

Prepakt-Intrusion Co. have had considerable difficulty getting started on their job raising the Black Rock Dam, but to date have managed to get the base poured up above the water level and should have better going from now on.

Rothschild, Weirick & Raffin have poured the foundation up to the floor level of the old pow-

erhouse at Balch and will soon be ready for installation of the two additional units. Consolidated Western Steel have placed the first three sections of penstock under the river bed and are all set for the winter run. Consolidated have also placed several anchor sections of Haas penstock.

Kings River Constructors have completed all excavation at the Haas underground power house and have moved all equipment to a yard in Fresno.

L. C. Smith Co. have completed their rock brushing for PGE and have moved out. Harms Bros. have also completed their crushing contract for PGE and have moved back to Sacramento. Thomas Construction and Harms Bros. are still busy on footings for penstocks; they also have a 300-foot tunnel to bore. In the new installation, the Haas tunnel job is moving right along with three shifts, six days.

The Wilson Dam progress to the final stage on the main fill. Morrison Walsh & Perini expect to complete the rock fill in November. This will leave considerable concrete work to be done next year. The court-right Dam is moving right along but will shut down soon for the winter. It will take a full season next year to complete Court-right Dam.

In the Mariposa area, John Delphia Co. have completed grading on Highway 140 and are now laying cement treated base. They have moved their hot plant from Placerville to the Mariposa Sand & Gravel Co.'s plant and will soon be ready for black top. Harms Bros. have completed grading on their Boot Jack job and are ready for black top. The Morro Construction Co. have started on their sewer job at Mariposa. The H. Earl Parker Co. and Harms Bros. are still fighting rock on their Tioga Pass jobs. They have had a couple of light storms so far and the next one will probably shut down all work in the area for the winter.

Don't forget, brothers, the office is opened every Thursday from 7 to 9 p.m.

We want to thank the following brothers and wives for their donation to our Blood Bank:

EVERETT TURNER  
MRS. ROBERT DANIEL  
ROBERT DANIEL  
EDDIE TARVER  
LEE HUNTER  
JOE WAIGHT  
JUANITA TARVER

Brothers, let's all donate to the Engineers' Blood Bank at Central California Blood Bank at 2155 Amador, Fresno, Calif.

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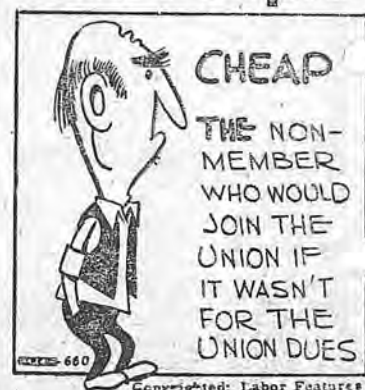
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Brothers, let's all donate to the Engineers' Blood Bank at Central California Blood Bank at 2155 Amador, Fresno, Calif.

## SMALL People



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# Northbay Rushes to Beat Coming Winter

H. O. FOSS - F. A. LAWRENCE - L. C. SOLARI - A. S. SMITH  
Business Representatives

The good old Fall is closing in—and one thing we in the North Bay area are sure of—the days are getting shorter. The first storm of the season has hit us—however, hasn't effected working conditions—we hope the weather continues to be good.

Ball & Simpson at the San Quentin Road job is finally wound up—boys moving down to San Jose.

Peter Kiewit & Son job on Highway 101—Corte Madera job still working the boys.

John P. Stegge job on Lakeville Road under way with a fairly good crew. One of their operators, Brother Ben Mahan, whom all the old-timers around the Bay know, came down from Stegge's Trinity job to work at the Lakeville Road job.

Valley Engineers from Fresno a water transmission line job at Lagunitas, Pete McWalters as their project manager. Brother Prin Montgomery, backhoe operator, on the job for Dewey Marquess, and Brother Rollin Wheeler as oiler.

A. Forde has been awarded contract at cost of \$120,894, State-Grade, Pltmx. Surf. 2-Lane Hwy.—on Sir Francis Drake Blvd. between Lagunitas School and 2.7 miles East.

Frederickson & Watson—Hwy. Overpass job making very good progress.

Brother Solari from the Napa office reports work busy—men barreling along.

Brothers: The Napa office wants to call your attention to a much needed lettering (Operating Engineers Local Union No. 3) which will appear on our office window in the very near future. This printing, we hope, will eliminate confusion in locating us that some members had in the past.

Many problems confront us from time to time, and Brother Roy W. Distafano, looking dejected, had his problem the other day. He informed us of difficulty with the universal in his auto. Chin up, boys—better days are ahead.

## NAPA JOBS

We wondered if other branch offices had difficulty with operators as the Napa office. We mean "telephone operators." We mainly welcome the girls back in their jobs—we tried to use our telephone as little as possible during the recent dispute.

Ellis & Clemons Construction Company, \$22,340 job, 8-inch cast iron pipe. This job is the water supply system at Silverado Country Club, lineal feet 800. Job started August 19, 1957, 40 hours per week—Napa County.

George Slinsen Construction Company, general equipment tractor, Napa, Calif.—Construction bid for parking lot, 35,000, 4½ acres, 186,000 square feet, 5,200 tons crusher on base, 2,000 tons blacktop. This is one of the large parking lots this company is doing in Napa County—besides repairing streets, highways, etc.—23 engineers on payroll.

P. H. truck crane owned by Asalt Rock Company in Napa being operated by Bro. J. C. Gardin and Bro. H. L. Son is oiler. They are working on the Veterans Memorial Building, located in Solano Ave. in Napa. They have a 105-foot boom picking load-weight three tons of asalite blocks. Boom set at 50-degree angle. These blocks are for the base of the floor in the building. Bro. H. L. Son is proud of his rig; he keeps it polished and dusted every day and keeps it in good shape.

Bro. Albert Corrie is now back to work in Napa County recovering from an elbow injury he received on the Alrickson job June 28, 1957. We now a chipped elbow is very painful, but Al always wears a

big smile during his weeks of disability.

It is with regret we report that Bro. Coy B. Hurst, employed by Peletz was operated on September 7, 1957, at the Parks Victory Hospital in Napa and will be disabled for six weeks. Glad you are better, Coy. We will be looking forward to seeing you back on the job real soon.

Bro. Bernard Moe is convalescing at his home in Napa after months of treatments in San Francisco and Napa for an injury he received on a job at Willits. Come on, Moe, let's go—get well fast. (As this goes to press, we understand Brother Moe has gone back to work, out of our San Rafael office, on a cat and can.)

Bro. J. B. Couch is back on our books again. Couch reports he visited a doctor on September 16. The doc finds Couch nervous and run down. We are deeply sorry to learn of Couch's condition and hope he will be feeling well again soon.

Bro. Alvie Keck has been operating a blade for Syar & Harms at the West Park School in Napa. At this time Brother Keck is ill at his home in Vacaville, and we hope by this time you are better and that you will be back on the job before too long a time.

We can continue to report progress on the Queen of the Valley Hospital being erected at Napa. Operating Engineers Local Union No. 3, as well as several other union crafts in Napa County, cheerfully contributed financially to making this development possible. Even though this is a beautiful building, stay well, boys.

We recently talked with Bro. Elmer B. Gray, who wishes to sell his 1956 Mercury station wagon, everything power. If you are interested, you may contact him at 6719 Jefferson St., Yountville, or by telephoning Yountville 4522.

## SICK, INJURED

Brother Gray also informed us that he was in the hospital at St. Helena for three weeks. He has been off work eight weeks. His condition is heart trouble—He is still under the doctor's care, and the doc tells him—no more heavy work. Good luck and best wishes to you, Elmer.

Bro. Jerry Barker, heavy duty mechanic and welder at Syar & Harms in Vallejo, seems to have had a little bad luck. He visited the doctor Saturday, September 21, only to be informed he has blood poisoning. However, Jerry tells us he expects to go back to work by the end of the week. We sure hope so.

Bro. A. J. Collins, looking real cheerful, will be a father one of these days soon. We will be expecting to hear from you, Collins, shortly after the arrival for more information.

Bro. Watt Wood will be adding another to his family come this December. Watt already has a pretty eyed baby of 20 months named Joan.

Bro. Charley Asbury has just returned to his home in Fairfield from Yosemite Park. Brother Asbury worked for Harms as a dragline operator for five weeks at the park, but had to give it up September 14 on account of the high altitude. Charley has worked for Harms almost two years, and informed us he certainly disliked leaving.

He also told us Yosemite is an ideal vacation spot with tame deer and bears all over.

There was sure a lot of excitement Saturday night, September 21, at the Little Switzerland in Sonoma County. Seen tripping the light fantastic was Bro. Ralph Musgrove and wife of Vallejo, also Bro. Frank Brown and wife of San Pablo. I have been told it was really a sight to see. There's just no end to our boys' hidden talents.

We have heard that Bro. George Peabody's wife, Helen, is still buzzing around the Wright Spot in Napa wearing that smile, rain or shine. This gal never complains, and it is a real pleasure to be served by her.

Bro. C. F. Giacomazzi has competition in his family. His wife is an operator at the telephone company in Benicia. The Giacomazzi family recently moved from Napa to Vallejo in order that both Giacomazzi operators will be closer to their own particular job. Best of luck, Mrs. Giacomazzi.

We are very proud to announce that Bro. Charles H. Hytholt's wife also carries a union card. Mrs. Hytholt works at Walkers Coffee Shop in Napa. This girl certainly looks as though she is happily employed.

Hard-working member John Stephens sounded very unhappy. said he had just told his brother goodbye who was going to make his home in Southern California. John expects to join his brother this fall permanently when the rains come. We will surely miss you, John!

It seems that Bro. Jack Hornsby had a little bad luck the other day. Jack lost his wallet in the fill while working. This loss does not create a problem as far as duplicating Jacks' union card; just sorry we can't duplicate the green stuff, too.

If any of you brothers run into someone who has a beautiful Irish accent, his name will more than likely be Finnegan. Bro. T. J. Finnegan is straight from Ireland and has told us many an interesting story about working conditions there. He also expressed his thoughts about this country and said the old saying was true—"America is the land of opportunity."

## THE FLU HITS

We are extremely sorry to hear that Bro. C. L. Robinson's five children (Calvin, age 16; Frankie, 12; Norma Sue, 11, Carolyn, 10; Diane, 7) have all had the flu within the last two weeks. Robinson works for Syar & Harms in Vallejo.

We are glad to report that Bro. Joe Pedro received a doctor's release August 5. Joe has been under the doctor's care since May 18, 1957, and is now doing fine.

Bro. John Von Salden's wife is also a wage-earner. Mrs. Von Salden is employed as a nurse at the Parks Victory Hospital, Napa. John reports he is becoming a real good hand at dish washing; that is, when he is unemployed.

It has been brought to our attention that Bro. Alvin Quaini's wife, who is employed by the Napa City Bakery in Napa, will soon be leaving the bakery on account of a bad back. Mrs. Quaini worked at the Napa City Bakery the last year and has had 30 years' experience in bakeries. It has been a pleasure to see you in the office, Mrs. Qua-

ini, and we hope those treatments will put you back to feeling like new again.

It is with pleasure we announce that Bro. Delmer Steele and wife of Sonoma are expecting a little Steele sometime in November.

Attention, Members: Anyone knowing the whereabouts of Bro. John Shaffer, 45 years of age, of 1334 Stockton, St. Helena, please contact sheriff's office in Yolo County or call the Napa office. Brother Shaffer's car was found last June on the Sacramento Levee. This brother has been missing since June. His family asks that we appeal to help find some trace of him. Register No. 369948; social security number, 523-09-7569. Brother Shaffer, whom a lot of the old-timers will know, ran shovels.

Activity in the Vallejo area has been good, by reports received from Bro. Arron Smith.

Syar & Harms, who have the highway pretty well torn up through Vallejo, seem to be running along very smoothly. They are having no trouble, and the rain apparently seems to have only held them up for one day. This appears to be the general hold-up on almost all the jobs. Most of the employees being Operating Engineers may have something to do with the smoothness of the job.

Crococo & Hansen have two big jobs going at the present time—the Capehart Housing at Travis Air Force Base and the Branden Estates over in Hayward. They are also doing some highway work in Vallejo as a subcontractor under Syar & Harms. At the Capehart Housing, they are doing the concrete work and they are coming along just fine.

The Vallejo Iron Works, who are subbing at Travis Air Force Base, are progressing very well. They have been very fortunate and have had no major injuries on the job. The job has been slow down because the Air Force did not release the hangar sites on schedule.

North Bay Construction, who are the prime contractors on the Sanitation District in Vallejo, are 50 per cent complete on their job. The grading work, which is being done by Syar & Harms, under the direction of Bro. Jack Corbett, is on schedule. No difficulty has arisen here except for the slippage from the sides and this was anticipated.

## MARE ISLAND

Supt. Dick Keefer reports that M&K Corp. & Stolte on Mare Island are also about half completed. They have about 11 pieces of equipment operating, and things are going real smooth. They are well ahead of their schedule and even were able to work during the one day of rain that we had down here.

Parish & Harms at Travis Air Force Base seems to be about done with the dirt on the runway, with Peter Kiewit pouring concrete to beat hell.

Van Valkenburgh still going strong with the underground work on the Capehart Housing at Travis.

Syar & Harms are doing the grading of streets and house pads on this big project.

Frederickson Bros. on Hiway 12 are hauling base rock to beat hell with the intention of starting their paving next week. Their rock is coming from their rock plant at Winters with the rock plant running full blast to keep ahead.

A. Teichert & Sons have their rock plant going on Putah Creek at Winters with a small stockpile at this time for material for the highway job between Winters and Monticello.

Geo. Pollock Co. have finished the diversion dam on Putah Creek and moved out.

A pre-job conference was held on October 2 with Rapp, Christensen and Foster.

Syar & Harms have started excavation for the Maritime Building, by Carquinez Bridge.

Bro. Sheldon Coudray's baby is very ill with a blood ailment which the doctors have been unable to diagnose. We sure hope that they can find out what's wrong and get it straightened out.

Bro. Harry Dowdy was sure keeping things quiet around the 14th of August when the winged bird visited his household with a little gal now called Jewell Ann.

Bro. Lewis J. Dexter is really walking around in the clouds these days. After 13 years of married life and not having been blessed, they had anticipated adopting a little one to keep them company. It was, therefore, one of the most wonderful things in their lives when on September 18 they were presented with a little baby girl whom they have named Janine Sue and who weighed the great sum of 7 pounds and 15 ounces. They are, we think the happiest two people in the world.

Bro. Kenneth M. Green, with Parish & Harms, has taken a service withdrawal, being inducted into the service on October 3.

Bro. Roy McRee, on motor patrol for Ghilotti Bros., was hospitalized recently at Petaluma General.

## YOUNG ENGINEER

The Early Bird came a-calling on Brother John Stuber's household. Their first child—a true Californian—arrived on Monday morning, September 9—Admission Day. Brother Stuber is employed by Wilsey & Ham. Our heartiest congratulations on your boy—4 pounds and 3½ ounces—named John Eric.

Bro. Jerry Arena, two years with Ghilotti Bros., has taken a withdrawal—to pick up his studies on industrial designing at the University of California.

Congratulations to Bro. Lawrence Holloman on becoming a father on September 15. Also to Bro. Robert Libchitz—September 23, boy.

Bro. Steve Giffin and family recently returned from a vacation to Lake Charles, La., where he visited with his mother. Steve informs us he drove 5,000 miles and it was his first vacation taken in many years. Brother Giffin has been employed by Maggiora for a few years.

Bro. Bill Manka, oiler for B. Miles Thomas, has been off for about six weeks with a stubbed toe.

Bro. Albino Bazzi has taken a withdrawal card—going to take care of his father's ranch in Petaluma. Bro. Antone Mello also has taken a withdrawal—driving a school bus for City of Novato.

Bro. Hans Stern is hospitalized at Marin General; also Bro. Fred Webster.

Bro. Pop (Thurman) Foster dropped in to say hello; has been with Delphia on Camino job; going to Mariposa from there.

Bro. Dan O'Conner's wife is hospitalized at present. We wish her the best.

The Gerwick-Pomeroy job at Petaluma Creek Bridge is making good progress, according to report received from their super, John Ford. They have approximately one more year on this project, weather permitting. Some of the boys on this job are Bros. Les Peterson, Virgil Idle, Howard Harris Elmo Sandahl, Yates Hammet, John Munroe, Loran Murphy and Carroll Barber.

(Continued on Page 14)

# UTAH NEWS ROUND-UP

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

Everything in this area is still swinging along at a rapid pace; perhaps a little too rapid. With the coming of the wet and cold season most of the contractors have increased production, working longer hours and in some cases more shifts.

Most of the big work is in the outlying areas; actually the best jobs are scattered to the very far corners of the state.

Work on the housing on Dutch John Flats at the site of Flaming Gorge Dam is progressing on a two nine-hour shift basis and the dirt is really flying. Whiting and Haymond Company have five new rubber tired scrapers of different makes along with their cats, blades, etc., working two shifts a day and have already changed the profile of Dutch John Flat to the point that it resembles a nice little city. This company has a crew of top notch operators and along with the good food they are putting out in the cookshack, things are going very well. They expect to continue this pace until old man winter runs them out.

Ashby and Stewart Company have all of the utilities in the area and are working two backhoe crews and cats; also helping to change the picture is Wangsgaard Construction Co. They have increased their spread on the highway leading into Dutch John Flats by 2 D.W. 20's, 2 D.W. 21's, 1 D9 and 1 T.D. 24, so you can see activity in this far corner of Utah has really picked up.

R. M. Jensen Co. is still going strong on their job a few miles down the road. They are experiencing some difficulties for lack of stakes and engineering but are still making good progress.

D. W. Brimhall is right behind the Jensen crew with the gravel and oil and is also having some difficulty because of lack of engineering; also racing against time to beat the winter is Pease Brothers Company and Hood Construction Co. who have a forty mile collection pipeline system in the Red Wash oil fields southeast of Vernal. They are working 12 hours a day and making good progress. We are happy to announce that after several years of bickering and negotiating we have finally reached an agreement with Pease, and have signed a contract covering his pipeline work in the future. We feel this a great accomplishment and a further step in organizing these remote areas.

Olof Nelson Company has been working every hour possible on the Mirror Lake road and it looks as though they will finish the asphalt on the main road but will have to go back in 1958 to finish some approaches and side roads that lead into some of the camps, etc.

## Southern Section

Since the last issue I am happy to report that we have been able to maintain our jurisdiction on the coal washing plant at Wellington, Utah. This plant is being constructed by U.S. Steel Company, the general contractor being the New York concern of Allen and Garcia Company. This contractor came into this area with a working contract with District No. 50 of the United Mine Workers. The company sublet a dirt contract to Morrison-Knudsen Company of some 700,000 yards. As you know M. K. hires Operating Engineers almost exclusively. The work after a rapid start was halted abruptly when our people were contacted by District No. 50 representatives, to pay permit to their organization. The Salt Lake City Building Trades and especially Local No. 3 had different views on the matter. The work was stopped

and the equipment idled for a week while negotiations were in process. It is reported that Morrison Knudsen Company threatened removal of the equipment and to relinquish the contract, if they were not permitted to proceed with their own organization (meaning Local No. 3). This had the effect we were hoping for, and the order to proceed was forthcoming. This fine company (M.K.) should be commended for the attitude they maintained throughout the squabble as it was largely through their efforts that we maintained the work.

This job has grown in proportion since the squabble, with the addition of a 2nd and 3rd (in some instances) shift. The job now boasts 42 members of Local No. 3. This job opened at an opportune time (at the closing of U.C. Company stripping operation) and many of the boys have made the change.

Activity in the Glen Canyon area has remained slow. The cat stairs job which was reported to be advertized in September has never come up. We are hoping for it soon, as it would furnish some much needed work throughout the winter.

Erection of the crushing plant at the Mah Wap will come late this year or early next, is the latest report.

L. A. Young Company of Richfield, Utah was low bidder on all four jobs recently let in the Southern section. This company with the help of Young and Smith Company and Thorn Construction Company have the Mt. Pleasant Pidgeon Hollow job almost complete. Grading was finished on October 4th and the equipment is moving to the other jobs.

L. A. Young is now working 4 pulls belonging to Young & Smith Company, 4 pulls of his own plus 2 D.W. 10's belonging to Brother Maurice Rasmussen. With such a crew one begins to realize how L. A. can get these jobs done.

## Northern Area

The majority of the contractors have been taking advantage of the unusual moderate weather, by working full crews long hours trying to accomplish as much as possible before the snow starts to fly.

Even though there has been a few road jobs let and the highway program has been slow in getting started there has been sufficient work in other lines to keep the engineers busy until now.

Although there is considerable work scheduled to be bid within the next few months it appears questionable as to whether a sufficient amount of work will be let soon enough to keep all the operators busy this winter.

We have been successful in reaching an agreement with several new employers working in this area and have had good cooperation from the majority of the contractors, so all in all the work situation doesn't appear bad.

The construction work on the Ram Jet Engine testing facilities for the Marquardt Aircraft Company at Little Mountain is beginning to take shape with several contracts already let and underway and additional work scheduled to be bid within the

## Schedule of Meetings for Construction, Lang Co., Sand & Gravel, Iron Mines, Vitro Uranium, Kennecott Copper Corp., and State Road

Construction, Sand and Gravel Membership Meeting, 2nd Thursday of each month, Engineers Hall, 1969 South Main Street, Salt Lake City.

Construction, Sand and Gravel Membership Meeting, 3rd Friday of each month, Labor Temple, Ogden, Utah.

Construction, Sand and Gravel Membership Meeting, 2nd Friday of each month, Labor Temple, Provo, Utah.

Kennecott Copper, Wednesday, October 30, 1957 at 7:30 P.M. at the Midvale Branch Library, East Center Street, Midvale, Utah.

Cedar Iron Mines, Western Phosphate, Vitro Uranium, Lang Company, Sand & Gravel, and State Road, all called meetings.

next few weeks. Bids are scheduled to be opened on October 15 for the sidening and resurfacing of 2.6 miles of highway 84 between Nyes corner and the Junction of Highway 38.

Waterfall Construction Company submitted the low bid and has been awarded a \$163,106 contract for the construction of an addition to the Sanitary Sewer System in Riverdale. Work is to start immediately.

Several other jobs that we should have definite word on within the next few weeks are the South Ogden Sanitary Sewer, two curb and gutter and paving districts in Ogden, culinary water distribution system for North Ogden, water distribution system for Weber Basin Waer conservation district on the Uintah bench, clearing and recreational facilities of Pine View reservoir, main sewer line extension to the new sewerage disposal plant in Slaterville, additional facilities at the Hill Airforce Base. This work already scheduled along with several road jobs should help keep the work going.

## Utah Construction

On the Utah Construction Company scene the Bingham Tunnel job is moving ahead in good shape. The ground is now good and the engineers on the job report it will continue good for quite a spell. A new record was established in September with over 1200 feet drilled.

The Bingham Stripping job will be wound up by the time you read this article. Already the crews have been drastically cut with only the Big Marion shovel still in operation. Fortunately the operators have been laid off a few at a time and most of them have gone out to other jobs.

Cedar Iron Mines continue at the same tempo of the past couple of years.

## Kennecott

At the Kennecott Bingham Mine things don't look so good. The company informs us of a possible cut back which will be of major proportion and will reach into every department in all their Utah properties. They give the following reasons: Slow market, low price of copper and low grade ore. We expect to be advised of their definite intentions within the next few days.

## Vitro

At Vitro Uranium Corporation plant we have a brighter picture. The company is endeavoring to have a more diversified operation and are making a test run roasting molybdenum ore in their idle roasters. This has required the services of an additional number of employees and if successful will make several new permanent jobs. We wish Vitro success in the venture.

## State Road

We are reproducing herewith correspondence which has been submitted to the State officials and a letter received from them, in our continued attempts to secure better wages for the State Road Maintenance employees.

Letter to the Governor, George D. Clyde.

Dear Sir:

During the past several years, a considerable number of Utah State Road employees have become members of the Operating Engineers Local Union Number 3 and we have represented them in the matter of wages and working conditions before the previous administration.

We are submitting herewith for your consideration, a schedule of job classifications and wage rates to be applied to the hourly employees of the Utah State Road Commission engaged in Highway Maintenance.

The proposed rates compare favorably with rates being paid in industries which are performing similar work in the Utah area and we believe that they justify your favorable consideration and are in line with the recent board actions in regards to bringing State employees' earnings in line with those paid in industry.

Heavy duty equipment operator including shovel, dragline, backhoe, crane, clamshell, motor patrol, dozer, scraper, front end loader and other similar earthmoving equipment .....2.35  
Rotary Snowplow operator .....2.35  
Mechanics, Repairman and Welders .....2.35  
Blacksmith, Body and Fender Repairman .....2.35  
Painters .....2.35  
Crusher Operator .....2.35  
Oiler and Greaser .....1.95  
Truck Drivers .....1.95  
Transport Drivers .....2.10  
Laborers .....1.80

All work performed in excess of eight (8) hours in any one day or forty (40) hours in any one week shall be paid for at the rate of time and one-half per hour.

Letter in answer from the Governor.

Receipt is acknowledged of your letter of September 23, 1957, and a schedule of job classifications and wage rates which you suggest be applied to employees of the State Road Commission engaged in highway maintenance.

Salary schedules above \$425 are brought before the Board of Examiners. Up to that amount, they are initiated and approved in the various departments. I am sending your correspondence to Mr. Ellis Armstrong, Director of the State Road Commission, for his review and consideration . . .

These are in addition to a number of personal contacts we have made in that endeavor and speak for themselves. A check

## Northbay Report (Continued)

(Continued from Page 13)

Just another reminder—Assessment No. 8 is due with the fourth quarter dues.

Bro. Joe W. Threat Jr. . . . taken a withdrawal to enter the structural pest control business. Any member who has terminated trouble should look this former member up. His phone: Glenwood 3-6765. Brother Threat informs us he has all of the . . . lejo area and Napa. Phone number in Vallejo is 3-3418, and in Napa call Baldwin 4-0780.

Are you registered to vote? Make it your business to see that you are registered. If you have moved, you must re-register.

A registrar is stationed in the building at 701 Mission Ave. for the convenience of members living in the San Rafael area.

back to conditions and wages prior to Local No. 3 entering the State Road picture will show a decided change for the better. A lot of the boys were doing about everything for around \$ an hour. Now the top jobs paying above \$2 an hour and intermediate job rates have been increased accordingly. We know we haven't done it all but you are sure we've done plenty to boost the improvements into reality.

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# AREN'T YOU GLAD YOU CAN HELP



## UNITED CRUSADE

YOUR ONE BIG GIVE...GIVE BIG

# Amendments Tighten Up Contractor License Law

"It pays to advertise" is generally accepted as a sensible slogan, but unlicensed building contractors—and even craftsmen who do occasional jobs on their own—will have to be extra careful about advertising from now on. Reason for the extra vigilance is a series of amendments to the State Contractors License Law voted by the last session of the Legislature which went into effect September 11.

Changes were made in 12 sections of the law, but perhaps the most important changes were addition of two sub-sections, 7026.6 and 7026.7, dealing with advertising.

One result of these sub-sections is eliminate the need for proving that a contract existed in order to prosecute on a violation amounting to less than \$100 in labor and materials.

Now the mere fact of wrongly advertising as a contractor or even in a way "which would indicate to the public that he is a contractor" is a misdemeanor in itself, and the fact of advertising eliminates the need for proving a contract existed even on jobs under \$100.

The law already specified that using the term "builder" in advertisements is the same thing as saying "contractor."

As amended, it is tightened up to cover listings in classified advertisements or phone or business directories under classifications which include the word "contractor" or "builder," even if the firm or person don't use that word in their own listings.

A very broad definition of advertising is given, including, but not limited to, issuing cards, posting signs on any building or structure, and newspaper, magazine, radio and TV announcements.

Lettering on a truck or other vehicle is considered advertising.

The language in the new sections, "which would indicate to the public that he is a contractor," means that care has to be taken in use of phrases like "free estimates" which would suggest that bids are submitted.

It is understood that the licensing board is even questioning directory or ad listings under mixed headings like "Day or Contract."

For Building trades workers

doing odd jobs it would be wise to specify "work by day or hour" in any listings and possibly even to stipulate this in writing to anyone with whom you discuss work other than as an employee of a licensed contractor.

Another change in the licensing law that might be worth mentioning is the new section 7068 covering the issuance of contractors licenses to firms or individuals who use someone already licensed to qualify for them.

Burden of proof is now placed on the qualifying individual to establish that he is in fact the responsible managing employee at all times when his principal has a job in progress. If the qualifying person quits, notice must be given in writing within 10 days to the State Contractors License Board.

The name of the "right-to-work" laws is a lie. Workers already have a right to a job if they can find one. They will never have an effective right to work as long as there is unemployment.

### Famous Last Words



"I want to meet the boys in the shop."

## PARISH BROS.

General Contractors—Highway and Public Works

PHONE 330 P. O. BOX 6 BENICIA, CALIF.

# The Annual Autumn Rush is on in San Jose

By A. J. HOPE, T. J. STAPLETON and DANNY O. DEES, Business Representatives

The threat of rain during the past week has increased the work tempo in this district to get the jobs completed as nearly as possible before the rainy season really sets in.

All of the local Sewer Contractors are working at full capacity. P & E Construction expect to start work on their Story Sewer job on Capitol Ave., within a week. This is the largest storm-drain contract that has been let for some time in this valley. It is 9 feet in diameter. This same firm was the lucky bidders on a \$217,960 storm drain contract on Meridian Road, between Campbell and Los Gatos Creek.

Pisano Brothers have 3 subdivisions going at the present time in Cupertino and Mt. View area. A. J. Peters have been having difficulty on their job in Monta Vista but expect completion in about three weeks. They also have a job on Miller Ave. off Stevens Creek Road.

Vincent Rodriguez & Son of Hayward were awarded a \$273,889 contract by the City of Cupertino for the construction of about 38,000 feet of sewer pipe.

Associated Engineers have about completed their sewer job on Almaden Ave. and will soon start work on their new project, which was awarded them by the Santa Clara County. This sewer line will extend about 3 miles, from Campbell towards the City of Los Gatos.

The paving and grading contractors have also seen fit to speed up work, now that the autumn season is here. A. J. Raisch Paving Company are busy with street work and subdivision and for the past 2 1/2 months have been working 10 hours a day, 6 days a week. Pizazz Paving have almost completed their paving work for the City of San Jose and are now working in King's Acres, with Brother Frank Gaumer doing the hot stuff rolling. Brother Gaumer is one of Local No. 3's oldest members in this district.

Kleinsmith, Inc. are making satisfactory progress on their Cupertino High School job. J. C. Bateman, R. Bressani, Coast Grading & Paving and McCarthy & Spiesman, all local contractors, are working at top speed.

### PALO ALTO AREA

Ed Keeble is making good progress on their job at Calabasas Creek and Channel job. This job went for \$261,879 and they have 157,360 cu. yds. of excavation to do. They are using about 12 engineers on this job.

Madonna Construction Company are about 80 per cent complete on the excavation part of their Adobe Creek job near Palo Alto, but have just started work on the concrete lining.

Sondgroth Bros. are busy everywhere in this area. They have several street jobs, subdivision work, and 2 jobs on the Lockheed Plant. At the present time they are using about 40 engineers.

Charles Harney has combined his two Bayshore Highway jobs and is making good progress on both. They have been hampered on the erection of the bridge work due to the steel delay. Chas. Hogan is the superintendent on this job.

Carl Swenson were the low bidders on the Stanford Hospital job for approximately \$9,000,000. They have about 34,000 yards of concrete to pour and are about 20 per cent complete on this. They are keeping six engineers busy on the pours and handling materials. Cahill Construction Company have begun work on their \$844,800 contract for the construction of the Lucy Sterns Memorial Hall on the

Stanford University.

Baumann Bros., Pisano Bros., and McCarthy & Spiesman are also busy on several jobs in this area.

### SANTA CRUZ, SALINAS & MONTEREY AREA

Granite Construction Co. is very active all over this area. They have about completed their bridge job on Highway 159 and several other smaller jobs in the Morgan Hill-Gilroy area are completed.

Piombo Construction will finish the work on the Uvas Dam in about three weeks. Already many of the brothers who were working on this dam have been sent elsewhere to work. Huntington Brothers have finished their section of road work at Paicines and what a nice job they did. We have a new Ready-Mix Plant going in about 30 days in Hollister. Good luck to Johnny in his new venture!

In the Salinas area Granite Construction still have some sub-division work to do and they also have quite a crew in the lettuce fields working on a sewer job. They are about half-way complete on this job. Wilder & Jones are also out in the middle of the sewage plant, putting in the lines and pumps. Lyle Construction is nearly complete with their sewer work in this area.

M.J.B. Construction Company at Chualar are making good progress on their Highway 101 job. Johnson, Drake & Piper are in full swing on their job at the

Soledad State Prison.

Madonna Construction Company and Valley Paving are doing some small road jobs and Madonna Construction is resurfacing the air-strip at Hunter-Liggett. Wilder & Jones also is working in this vicinity.

Graham Brothers are going at top speed with their Batch Plants, since the Teamsters went on strike at the Central Supply Plants. This strike has slowed down work in the Santa Cruz, Salinas and Monterey areas.

The boys in the Kaiser Aluminum plants seem very happy with their new wage raise and are keeping the plants humming.

Sungold & Inland Empire Co. were awarded the big contract for the construction of 900 homes in Fort Ord. They expect to start on this job about the first of the year. Phil Calabrese is busy as a bee in the Monterey and Fort Ord area.

Granite Construction is in full swing on their Freeway job at Greenfield, with Brother Cecil Smith as Super.

Things are slow at Granite Rock Plant at Aromas to what they have been. As you know the old Super retired last month, after doing a fine job for several years. Good luck to the new Super!

The big job that was to be let at Santa Cruz has been cancelled again. Maybe soon they will see fit to award this job. With the new jobs being let, work should continue until the rainy season.

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## STOLTE, Inc.

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- CRANES—Pitman, Austin-Western
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- DITCHERS—Cleveland
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- GRADERS—Austin-Western
- HOISTS—Skagit
- HYDRA-HAMMER-HOE—Ottawa
- LOADERS—Scoopmobile
- MIXERS—Jaeger
- OILING EQUIPMENT—Littleford
- PAVING EQUIPMENT—Jaeger
- PILE HAMMERS—McKiernan-Terry
- POWER SWEEPERS—Wilshire
- PUMPS—Jaeger, Thor
- ROLLERS—Austin-Western, Tampo
- SAND BLASTERS—Sanstorm
- SAND WASHERS—Wemco
- SAWS—Jones, Thor
- SCREENS—Symons
- SNOW PLOWS—Klauer
- STEAM CLEANERS—Malsbary
- STEAM GENERATORS—Kwik-Stream
- SWEEPERS—Austin-Western
- TEETH—H & L
- TRAILERS—La-Crosse
- TRUCK MIXERS—Jaeger
- VIBRATORS—Dreyer, Jackson, Thor
- WAGON DRILLS—Thor
- WHEELBARROWS & CARTS—Gar-Bro
- WIRE ROPE—Roebling

SALES RENTALS PARTS SERVICE

## EDWARD R. BACON COMPANY

CONSTRUCTION EQUIPMENT

Folsom at 17th Street, San Francisco 10, California HEmlock 1-3700  
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# HAWAII CONTINUES BUSY ON CONSTRUCTION PROGRAM

OTTO E. NEVER, Business Representative

The report from Hawaii to the Brothers of Local 3 is still encouraging. Although the weather here continues quite warm with a good deal of humidity, there has not been sufficient rain at any time to slow up our construction program.

We are happy to report the signing of a contract with Foster Homes Development Company covering all of their equipment including trucks. Here in the islands, jurisdiction is considered a bad word. It is a case of he who gets the firstest gets the mostest. We have just been advised that the Standard Oil Company will build a \$40,000,000 refinery at Ewa instead of Sand Island. I understand also that Bechtel will be the general contractor and will undoubtedly sublet or joint venture with Hawaiian Dredging Company. This, no doubt, will be a rough struggle to see who is going to organize the workers and who will claim jurisdiction.

We are still attempting to negotiate a contract with the Nilson Construction Company on Kauai, but inasmuch as this company has turned its negotiating over to the Employers Council here, negotiation is a very slow project to say the least. The Matson Hotel Corporation proposes to start their hotel program on the island of Maui this winter. Just how much work they intend to do and the exact time of start is still quite indefinite. It does appear, however, that our members will be continually busy with very little prospect of layoff during the next two or three years.

We wish to acknowledge a letter from Brother Leo Alimoot, now living at 451 Lindsay Avenue, Del Paso Heights, California. Although Brother Alimoot has nothing but praise for Central California and for the services he has received from the various business agents of Local No. 3 in the Bay area and Sacramento, he, like all the other Hawaiians, becomes homesick when hearing music of Hawaii, particularly on the radio program Hawaii Calls. Will some of the good Brothers who are from Hawaii and now living on the mainland be kind enough to drop a card or letter to Bro. Alimoot? Possibly we could get together enough of a group and throw a luau. I would come back to the mainland for that myself.

At the present time we are negotiating for contracts with seven different contractors and re-negotiating contracts with two. We feel this is an indication of progress and we again

thank our membership for their 100 per cent wholehearted support in making these negotiations possible.

We would like to take this opportunity of thanking Brother Raymond Aki and Brother Yukio Arashiro for their continued support and help in the organizing of the island of Kauai.

Brother Jack Merriman, new transfer from Local 115, is now selling Fords. Why not give him a call at 95261? Remember, we always give a Brother a break.

The Pacific Dredging Company dredge, S. G. Hinds, is scheduled to leave San Francisco on October 15th and will start work dredging the harbor at Kwaihae on November 1st. G. W. Rich will be the superintendent on the job. Work should last approximately ten months, working six days a week, three shifts. Brother Tom Wills has been getting the crew together.

The McKinley Mortuaries are planning a \$15,000,000 cemetery and mausoleum on the windward side of the island, beyond the pali.

In closing we say Aloha to all of our members everywhere.

"Does your husband still complain of thirst?" asked the doctor.

"He did at first," replied Mrs. Jenkins, "but I gave him a glass of water every time, and he soon stopped."

**STAY SAFE OFF-THE-JOB, TOO**

**BEFORE YOU BACK UP**

**LOOK BACK SOUND YOUR HORN and BACK SLOWLY**



**HONK HONK!!**

John Keesom NATIONAL SAFETY COUNCIL

# Knowland Called Punitive, Intolerant

(Continued from Page 1)  
KNIGHT STATEMENT

Senator Knowland's announcement viewed by reasonable people as a hydra-headed bid for the Presidency of the United States.

The voters want to know whether or not Senator Knowland is willing to abandon for the next five years any Presidential ambitions which would divert him from the big job of being Governor—and that he doesn't consider California a mere pebble on the road to the White House.

Concerning the campaign ahead, I presume that Senator Knowland, having been absent from the State for a large part of the past 12 years, will want to dig in, between now and January, for a refresher course on California's many problems—problems including water development, education, tideland oil, mental hospitals, State colleges, and maintenance of our State's unusual record of business-labor harmony.

I hope a sense of responsibility will make him more temperate and less belligerent than he has been in the past, and that he will think carefully before stirring passions and raising divisive issues which can do untold damage to peaceful business-labor relations in our State.

This will be no panty-waist campaign. There are sharp differences on basic principles between Senator Knowland and myself. I shall keep faith with my principles and fight for them, as the people have a right to expect of me, with all the vigor at my command. Nor shall I hesitate to question Senator Knowland's capacity for leadership in this State when I believe it is in the public interest to do so. But my campaign will be based strictly on the vital principles which are at issue, not on personalities.

There is no profit to California in belligerence in government, in industrial strife, and in the deliberate pitting of one segment of the economy against another. Government must be the partner of business, labor and agriculture and not a biased partisan of one as against the other. That spirit of friendly partnership and tolerance has been the keystone of my administration and shall continue to be as long as I am Governor of California.

**Attend Union Meetings!**

# LOCAL 3 BUSINESS REPRESENTATIVES

(Editor's Note: In each issue of the Engineers News we are going to feature two business representatives of the Local Union, in order that ALL of our members can become acquainted with their background in Local No. 3 and in the labor movement. In fairness, we have decided to start with the oldest and the youngest (not in age... but according to seniority) and we will follow through, accordingly, each month).

**Pat Clancy, Pres. and Business Rep.**



Bro. Pat Clancy joined Local No. 59 of the Operating Engineers in July of 1933. He was active in the affairs of that local, holding various offices, including vice-president, financial secretary, organizer, and business agent.

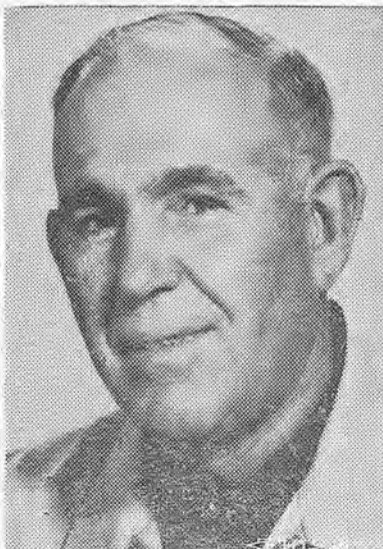
At the time of the amalgamation in March, 1939, when Local No. 3 was formed, Bro. Clancy became a business representative of Local 3 and was assigned to the Sacramento area. Subsequently he worked in the Stockton, Marysville, and Reno offices of the union.

In June of 1941, Bro. Clancy was nominated and elected president of the union. He took office as the first elected president of Local Union 3 in July of 1941 and has held that office continuously since that time.

He is well known throughout our jurisdiction and has had an active part in all negotiations throughout the years he has been representing the Local Union.

Pat has also served as president of the California State Conference of Engineers since its inception 15 years ago.

**Wm Tomberlin, Business Rep.**



Bro. Bill Tomberlin wanted to become a railroad man, so at the tender age of 18 he hired out as a fireman on the railroad and joined the Brotherhood of Locomotive Firemen and Engineers.

He continued as a member of that union for 10 years until he was transferred to "yard service" and became a member of the Brotherhood of Railroad Trainmen.

He was a member in good

*your*



**SOCIAL SECURITY**

By P. E. Vandewark, Treasurer

Some very important changes to the Social Security law were enacted by Congress in 1956, and set forth herein are those amendments which are of benefit to you.

**1. Disability "Freeze."**

If you are totally disabled for six months or longer, and the disability is expected to be of long-continued and indefinite duration, you can apply to the Social Security Board to have your earnings record "frozen." When your record is frozen, the period in which you were disabled and have practically no earnings will not be counted at all in figuring your average monthly wage or the amount of work you must have to be eligible for benefits.

You cannot have your record frozen unless you worked at a job covered under social security for five years out of the ten before you became disabled, and at least one and one-half years out of the last three immediately before you were disabled. Remember to qualify for the "freeze," you must file an application while you were disabled, and the disability must have started before you reached 65—the disability, except for blindness, must be severe enough to keep you from doing any substantially gainful work.

Do not confuse these provisions with the new disability insurance benefits, which become due after July 1, 1957.

**2. Disability Benefits at age 50.**

Beginning July 1, 1957, monthly benefits are payable at or after age 50 to workers who are permanently or totally disabled. They receive the same amounts as if they had retired at age 65.

To be eligible, a worker must have six quarters of coverage in the thirteen quarter period ending with the quarter of his disablement (a quarter is a three-month period beginning on January 1, April 1, July 1, or October 1) and twenty quarters of coverage in the forty quarter period ending with the quarter of his disablement. In addition he must be fully insured. Benefits are not payable to his dependents, and they are payable to the disabled worker only after a six month waiting period. Any other Federal or State workmens compensation benefits are deducted.

To be fully insured, you must have one-half as many quarters of coverage as there were calendar quarters after 1950 and before the quarter in which you reach retirement age of 65 or die.

standing of that union until he joined Local No. 3 in 1942. He has been in continuous good standing since that time.

Bill is well known in the Bay Area. He is a top notch heavy duty mechanic and has worked in and around the Bay Area since 1942.

In April of 1957 he became a business representative of Local No. 3, working out of the San Francisco office.

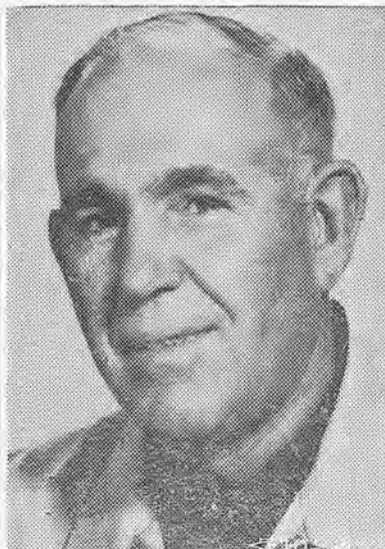
**Observe Safety Rules!**

# Have You Signed Enrollment Card for Health Plan?

**IMPORTANT...** All members of the Operating Engineers Health and Welfare Trust Funds who have not previously signed an enrollment card or who wish to file a new enrollment card: Please complete the form printed below and return it to the Trust Office, 476 Valencia St., San Francisco.

**OPERATING ENGINEERS TRUST FUND MEMBER ENROLLMENT CARD**

MEMBER TO COMPLETE				SOCIAL SECURITY NO.	
MEMBER'S LAST NAME		FIRST	INITIAL	LOCAL NUMBER	
DATE OF BIRTH	MONTH	DAY	YEAR	SEX	
NAME OF PRESENT EMPLOYER OR YOUR LAST EMPLOYER IF NOT NOW EMPLOYED				DATE OF EMPLOYMENT.	
BENEFICIARY—FIRST NAME		MIDDLE INITIAL	LAST NAME		RELATIONSHIP
BENEFICIARY ADDRESS:					
DO YOU HAVE A SPOUSE?		UNMARRIED CHILDREN 14 DAYS TO 19 YEARS OF AGE		NUMBER	
YES OR NO					
I HEREBY REQUEST TO BE INSURED FOR BENEFITS TO WHICH I MAY BECOME ENTITLED UNDER THE GROUP POLICY OR POLICIES FOR WHICH APPLICATION HAS BEEN MADE TO NEW YORK LIFE INSURANCE COMPANY.					
DATE SIGNED		SIGNATURE OF MEMBER			



Bro. Bill Tomberlin wanted to become a railroad man, so at the tender age of 18 he hired out as a fireman on the railroad and joined the Brotherhood of Locomotive Firemen and Engineers.

He continued as a member of that union for 10 years until he was transferred to "yard service" and became a member of the Brotherhood of Railroad Trainmen.

He was a member in good