



ENGINEERS NEWS

OPERATING ENGINEERS LOCAL 3

STATIONARY ENGINEERS LOCAL 39

VOL. 17—NO. 10

SAN FRANCISCO, CALIFORNIA

OCTOBER, 1959

San Francisco Members:

Vote Recommendations

Be Sure to Vote Nov. 3

FOR MAYOR: Russell L. Wolden
 FOR MUNICIPAL JUDGES: Byron Arnold, John Bussey, Francis McCarty, Edward O'Day
 FOR SUPERVISORS: 1. Joseph Casey,
 2. Dr. Chas. A. Ertola, 3. James L. Halley,
 4. John J. Ferdon, 5. John Abraham
 FOR DISTRICT ATTORNEY: Thomas Lynch
 FOR SHERIFF: Matthew Carberry
 FOR BOARD OF EDUCATION: Leland Lazarus

PROPOSITIONS

PROPOSITION A—This bond issue to the amount of \$7,575,000 is for the purpose of rehabilitating and modernizing the San Francisco Civic Auditorium. A project of the utmost necessity to our continuance as a modern Convention city. We recommend a YES vote.

PROPOSITION B—This bond issue in the amount of \$2,970,000 is for Ferry Park. It was pointed out that for every dollar the city puts up for the Ferry Park, the Federal Government will match it with two dollars in outright capital grants and loans for the Golden Gateway Project. More than that, the Federal Government has just ruled that Ferry Park must be built by the city as a prerequisite for proceeding with the Golden Gateway Redevelopment Project. Failure of the city to build Ferry Park will cost San Francisco nearly \$6,000,000 in federal aid. We recommend a YES vote.

PROPOSITION C—This bond issue in the amount of \$1,800,000 is for improvement and reconstruction of the Palace of Fine Arts. This amount of money, together with \$2,000,000 which has been contributed to the City and \$2,000,000 which will be contributed by the State of California will constitute the sources of funds for improvements. We recommend a YES vote.

In the matter of Charter Amendments, the following positions shall be taken:

PROPOSITION D—This amendment would provide that a quorum of six members could transact the official business of the Art Commission. This amendment is necessary because of the non-attendance of six ex-officio members of the Commission. We recommend a YES vote.

PROPOSITION E—This amendment relates to the filing of claims for money or damages and the manner of their disposition. This is a recommended change of language to bring the charter into conformity with the state law. We recommend a YES vote.

PROPOSITION F—This amendment would provide the compensation of the Attorney appointed by the Public Administrator would be fixed in accordance with the salary standardization procedure of the Charter. It was felt there was an obvious technical inequity in the present law. We recommend a YES vote.

PROPOSITION G—This amendment relates to so-called special interest in work, business, contracts or sales of the City and County of San Francisco by Supervisors, Officers and employees thereof and attempts to define such conflict of interest. We recommend a YES vote.

PROPOSITION H—This amendment is enabling legislation which will permit the City to act as an intermediary in transferring surplus federal land in the interest of creating a new produce market. Any ordinance concluded under this enabling legislation would require three-fourths vote of all members of the Board of Supervisors. We recommend a YES vote.

PROPOSITION I—This amendment provides the following: (a) permits city employees to accumulate unused vacation allowance not in excess of thirty working days. (b) provides holidays shall not be considered a day of vacation. (c) provides pro-rata of vacation allowances for employees who cease to be employed by the city. We recommend a YES vote.

PROPOSITION J—This amendment provides for inclusion of Operating Engineers in the Fire Department as members of the Fire Department. This would make these engineers eligible for pension and other benefits. We recommend a YES vote.

HONOR ROLL OF BLOOD DONORS

SAN FRANCISCO
 Norma J. Clark
 Harry J. O'Connell

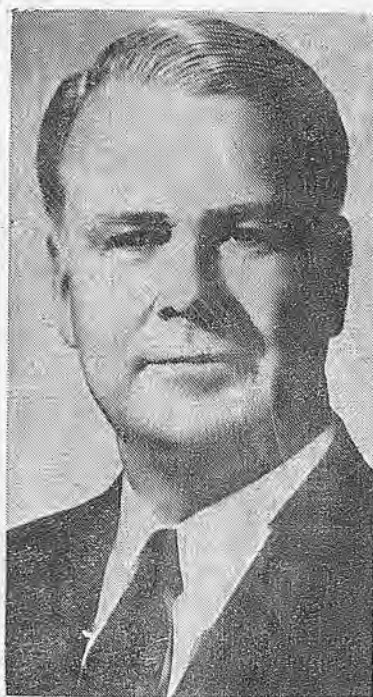
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Jim Barnes
 Ted Mertz
 Roy Glenisky
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 Mrs. Loretta Lloyd
 SACRAMENTO
 Walter Gavrilko

FRESNO
 E. L. Thomas
 Stanley Denney



JOSEPH M. CASEY

Labor Backs Casey As S.F. Supervisor

San Francisco Supervisor Joseph M. Casey, longtime union man, is seeking re-election to another term as a member of the board of supervisors, and no other candidate has a wider backing by the organized labor movement of the city.

Supervisor Casey has served in many capacities as a special representative of the American Federation of Labor. His activities have brought him to all of the western states, and he has appeared before the legislative committees in these states to explain and foster legislation beneficial to the working people.

His family and personal background in the labor movement qualify him ideally to know the needs and wishes of the working people of San Francisco as well as the needs of the community as a whole.

As a member of the board of supervisors, he is chairman of the Police and Judiciary Committees. His work through the years has brought him reputation as an expert on salary standardization problems.

All members are urged to work for the re-election of Bro. Joseph M. Casey.

In Memoriam

LYNN O. SHELTON

San Francisco, July 28th, 1959

ELBERT HOUSE

Reno, Nevada, August 19, 1959

EUGENE L. CARTER

Orem, Utah, August 25, 1959

L. C. SNELL

Lone Pine, Cal., August 27, 1959

FRANK L. POOLER

Rio Vista, Cal., Sept. 7, 1959

WILLIAM J. KAMBIC

Oakland, Cal., September 7, 1959

JOE A. CHAMBERLAIN

Groveland, Cal., Sept. 10, 1959

ORVILLE A. BYBEE

Ogden, Utah, Sept. 12, 1959

EDWARD F. MARTIN

San Francisco, Sept. 13, 1959

TROY J. YOUNG

Redding, Cal., Sept. 13, 1959

LOUIS N. ROGAN

Corning, Cal., Sept. 21, 1959

GARY L. COOPER

Yuba City, Sept. 25, 1959

E. R. MOBLEY

Auburn Cal., Sept. 30, 1959

LABOR BATTLE PLAN LAID AT S.F. MEETS

By NEWELL J. CARMAN, Local Union Manager

The third bi-annual convention of the AFL-CIO closed here in San Francisco Civic Auditorium, September 25, 1959, after approving key resolutions which will guide the Federation during the next two years.

Your Business Manager was privileged to be one of the 596 delegates to the five-day convention which went on record expressing a firm determination to push forward despite hostile political and economic pressures.

The convention, held in San Francisco for the first time since the merger of the AFL-CIO, included representation of 125 National and International Unions; 6 AFL-CIO Departments, 44 Central Bodies, 156 City-central groups and 41 directly affiliated unions. Three fraternal delegates from abroad attended the sessions and a total of 136 union representatives from 18 countries in Europe, Africa, Latin America and Asia were guests.

Considered the most critical convention of the AFL-CIO since its founding the over 900 delegates adjourned, determined to implement the program they had adopted which called for action in four key areas:

1. To unify labor's ranks.
2. To organize the unorganized people into the ranks of the trade union movement.
3. To educate the members and the public to know the trade union movement for what it

really is 'AN INSTRUMENTALITY FOR GOOD.' To advance not only the interests and the welfare of the members of the trade union movement, but to advance the entire life of the community.

4. To engage in political action so that we may roll up greater majorities of liberals in Congress and in the legislative halls of the nation.

Adoption of an arbitration plan to solve the internal disputes among Unions, won approval with the convention directing the Executive Board to develop a detailed plan and procedures to be submitted to a special convention of the AFL-CIO for approval. This is a major step towards the solution of one of labor's biggest problems.

The AFL-CIO closed ranks in support of the strike-bound Steelworkers when the General Board adopted unanimously a militant seven point program of financial, moral and physical support for the striking Steelworkers. Declaring that "the struggle between the Steelwork-

(Continued on Page 2)

OFFICIAL NOTICE TO MEMBERS

District meetings scheduled for November, 1959:

NOVEMBER:

- 4 Stockton, Engineers' Bldg.
- 5 Sacramento, C.E.L.T. Bldg.
- 12 Oakland, Labor Temple, 2315 Valdez
- 18 Salinas, Labor Temple, 117 Pajaro Street

HAVE YOU PAID THE No. 10 ASSESSMENT? ? ? Assessment No. 10 in the amount of \$6.00 was due and payable October 1st, 1959. Members who participate in the Burial Expense and Good Standing Funds should remember that the 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.

San Francisco Members: HELP YOUR BROTHER ENGINEERS Vote "YES" on Proposition J

Proposition J would correct an oversight that occurred in 1949 when the engineers were not mentioned in a charter amendment that included hydrant-gatemen, marine pilots, marine engineers, and marine firemen as "members of the Department" for the purpose of the retirement system.

The engineer responds to all fire alarms when on duty and to major fire alarms when off duty. He is subject to the same rules and regulations, the same disciplinary action, and the same hazards and risks as other members of the Department. He is constantly on duty and operates Fire Department high pressure steam driven equipment that can place 21,000 gallons of water a minute on the streets of San Francisco at 300 pounds pressure.

THIS CONTRIBUTES GREATLY TO OUR LOW FIRE INSURANCE RATES.

There are 16 brother engineers involved and they all perform a very valuable service in the Fire Department and should receive equal protection and benefits. Tell your family and friends to VOTE YES ON PROPOSITION J.

The City by the Golden Gate

TEAR DOWN, BUILD IN SAN FRANCISCO

By PAUL EDGEcombe, JERRY DOWD and DAN MATTESON
Business Representatives

Work in the San Francisco area has remained just about the same this month, as was reported in last month's article. Lots of commercial and demolition work is keeping the brothers busy and it looks like they'll be busy for some time to come.

We witnessed a rare spectacle in the area this last month when Beatty Scaffold Inc., set up the tallest moving crane ever to be seen in the Bay Area at Pacific & Franklin Streets. Counting the boom and jib, the crane reaches to the height of 200 feet or to the equivalent of a 17 story high building.

The contractor of a new 13 story apartment building at Franklin & Pacific expect the use of the giant crane, together with a "first time" combination of two advanced construction methods, to set a new record in terms of speed and economy for apartment house construction.

Beatty Scaffold Inc., the San Francisco firm, introducing this Pecco Crane to the Western States explains that the crane was developed and built in Western Germany. With a pull of a lever, the crane can stretch itself from the horizontal position in which it is transported to a job site, to its full height of height of more than 200-feet in less than seven minutes. (This we'll have to see!) At this height it can reportedly lift a four and one-half ton load straight up for a distance of seventeen stories in one minute. At heights up to ten stories Beatty officials say it can lift some nine tons. The crane is remarkably maneuverable. It can move forward or backward on its tracks, swing, hoist, or lower a load on the hook and raise or lower its jib, performing all four actions simultaneously and, if necessary at any one of four different speeds. The operator has just two controls to manipulate and he can operate the rig from three different stations. One at the base of the boom, at the fifty-foot mark and just below the top of the boom or at the hundred foot elevation.

Where the crane is set up now, it is being used to pour concrete for the simultaneous erection of three slipform towers moving at a rate of one foot per hour.

TWO MEN ON RIG

When we held a pre-job conference with the contractor, prior to its use, it was agreed that there would be two operating engineers to a shift, on the crane. The contractor contemplated working three shifts, but a restraining order by the property owners would not allow this, so the rig is now working one shift, ten to twelve hours daily.

The two operators on the rig are Frank Garcia and Dewey Edwards. These two brothers are to be complimented on the wonderful job they are doing, especially since up to three weeks ago they had never even heard of the rig! With just a few hours instruction they took over like they'd been around the rig for years. This proves that the capabilities of Local No. 3's members are unlimited.

Pacific Paving Company are nearing the completion stage of their track removal contract on Geary Street. Phil Carlin on the loader is one of the main reasons that this job has progressed so quickly. Chas. Harney is also buttoning up their track removal job on Balboa Street.

Union Crane Service, under

the supervision of Pat Clancy, are progressing very rapidly on the demolition of the Crystal Palace Market. It's no wonder, as Pat has one of the best hands working for him!

Bayshore Wrecking Company have completed the demolition of the American Trust Building on California Street. They are now going to move on to their job in Oakland at the Castle-mont High School. Brothers Jack Lloyd and Mike McCord are slated to be on the rig, going over.

The Civic Center Garage is coming right along; if the weather holds off Taas & Hayne will have it in the completion stage before long.

The Pacific Construction Company have started construction of the Comstock Apartments at Washington & Jones Streets. This apartment will be seventeen floors, with the apartments being individually owned. At present, we have Fay Improvement Company, Leonetti Bros., and Biggie Drayage on the job. In a month or so there should be a good hoisting job or two, for some members.

Charles Harney is just getting started on their job at Clarendon Drive and Twin Peaks. It looks as though there'll be some cat work on this job which isn't too large but might provide good employment this winter.

Plans for Prudential Life Insurance Company's thirty-two story skyscraper at Post & Stockton are now on the drawing board. It will be the biggest office building in town with 50,000 square feet of office space. When this job is let it could be one of the better jobs for our brother engineers.

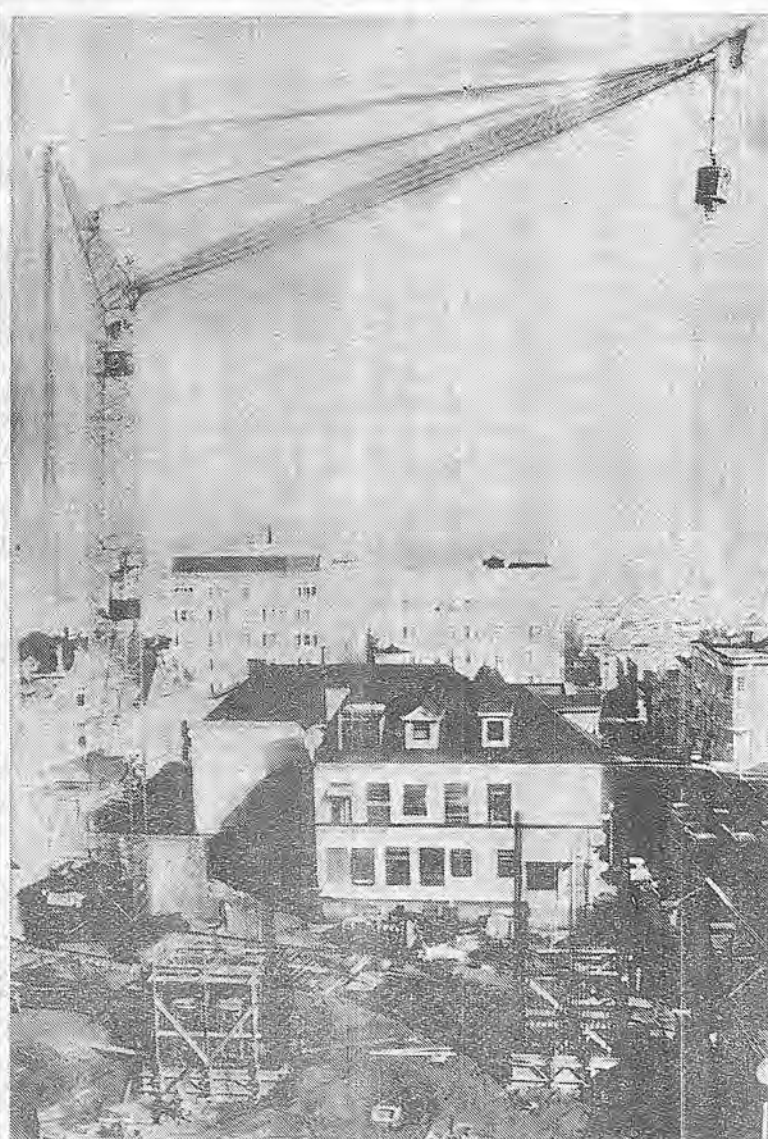
An Engineers' survey, submitted to the San Francisco Port Authority recommended expenditures of over \$38 million to improve port facilities. The survey proposed that top priority be given to construction of a nine-birth marginal wharf, north of Islais Creek and second establishment of a distribution and warehouse area.

When the above comes into being we'll have lots of employment for the members.

No more Seals Stadium . . . The historical landmark is now feeling the sting of the demolition ball. At this writing the floodlight towers have been removed and in general the grand old Ball Park is taking on the appearance of a ghost town. Most everyone feels a tug at their heart strings and recall memories of the wonderful games and good times they enjoyed at Seals. However, we can not stop progress so onward to Candlestick Park . . . which will be ready and able to accommodate the 1960 ball games!

The repair shops have had a real busy season keeping the equipment operating in the field. We are looking forward to them making "major overhauls" in the winter, so that our members will be kept busy. Keep up the good work boys!

Crane crews operating equipment with 80 feet or more boom length are to receive 15c per hour additional pay. Some of



BIG BUILDER—Almost single-handed this German-originated 200-foot crane can build a 17-story building. Its speed and strength are phenomenal. It is now on the job in San Francisco. For more details see the San Francisco report.

Convention Report

(Continued from Page 1)

ers and the basic steel industry is a struggle for the survival of the entire labor movement" the delegates representing the 13.5 million members of the AFL-CIO placed their stamp of approval on the action of the General Board.

Resolutions dealing with all aspects of the trade union movement were presented to the five day session and it would be impossible to give a complete report on them in this short article but those of greatest interest dealt with labor legislation, jurisdiction, civil rights, political action and educational advancements in our social programs was also presented in such areas as social security and minimum wages.

Preceding the AFL-CIO Convention the Building Trades Department and the Metal Trades Department convened for three day sessions. It was my privilege to attend both of these primary conventions and to see considerable benefits obtained through the numerous local problems, we were able to solve at that time.

the brothers have not been receiving the extra pay and upon reporting the shortage, have received the additional money. One of our members did not receive the extra pay for the whole month of July and it was quite a bit of work getting it straightened out. Checking with the operator and the boss, then the timekeeper, as well as the Company office, to find that the rig was rented out; after approximately six weeks we received a check from the Employer for the wage adjustment, which made us all very happy!

We have about thirty retro-active checks in the office for the Brothers who worked for Chas. Harney. Contact the dispatcher in the San Francisco office if you think we might be holding a check for you!

Don't forget, Brothers, practice safety at all times . . . it pays off!

The modern definition of war is lick 'em, feed 'em, and finance 'em.

Local 3 Members:

IS YOUR NAME ON THIS LIST?

Mail and messages are being held at the dispatcher's office at San Francisco for the following members:

Lou Caudell, Jack Comer, Harvey Findley, Leonard Gargas, Charles E. Maxwell, Thomas E. Meadows, Bill McNichols, Herbert Nefstead, Herbert D. Rucker, Edgar R. Rankin, Wendell Sandifer, George Turner and P. F. Uigalelei.

Checks are being held at the dispatcher's office at San Francisco for the following:

Peter A. Anderson, Willis Bennett, Orrin H. Braswell, George A. Cutler, Hamilton Daire, Walter M. Lynch, Carlos E. McDonald, Edward C. Nissen, James H. Nyholm, Thomas P. Robertson, John H. Watson, Louis C. Young, James E. Zumwalt and William R. Dickson.

Charles C. Knill, Kenneth F. Knutsen, Vincent Lombardo, Frank C. Morgan, Ray F. Rogers, C. W. Trexler, Donald E. Wardlow, L. S. McClintock, F. E. Wright, Anthony A. Angelo, Thomas Meadows, Harry Guynn, William D. Maloney and Robert Toney.

All checks must be signed for

Field Survey Notes

NEW PAY FOR SURVEY MEN

AL BOARDMAN and ART PENNEBAKER

Business Representatives

By this time all members working in the Civil Engineering and Land Surveying field should be receiving the new scale and pay retroactive to August 1, 1959. You should also receive double time pay if you worked Admission Day and straight time, if you did not. Make sure that your employer is paying into both the welfare plan and the pension plan and remember you are also entitled to 4% of your earnings under the 40-hour week rate, as vacation pay. This is payable at termination or at time of vacation.

These contract terms are enforceable by law and members working for less than the provisions of the contract, or any employer paying less than the provisions of the contract is in violation of the State Labor Law. Any violation of the law is subject to penalties under the code.

Grade setters top the list of Technical Engineer dispatches. As usual after the first rain the contractor gets the autumn itch and begins to move the dirt in earnest. Chief of Party and Instrument jobs have not been too plentiful consequently many Chiefs and Instrumentmen are filling the grade setter jobs.

Heavy construction is still moving slowly but steadily. The rule seems to be to move crews from job to job as the contractor finishes one and starts another. There is lots of work with the land survey firms, but very little turnover.

Not satisfied with the killer labor legislation passed by the recent Congress, the United States Chamber of Commerce has already opened a campaign for more restrictive labor laws. Among other things the chamber of commerce calls for (1) Passage of a Federal right-to-work law, banning the union shop; (2) Putting labor under anti-trust laws; (3) Outlawing industry wide bargaining.

It is obvious that your anti-labor employer will never rest until he has destroyed your wages and working conditions, as well as your union!

at this office. All mail and checks must be picked up within 30 days of publication, otherwise they will be returned to the sender.

The only thing more exasperating than a wife who can cook and won't is a wife who can't cook and will.



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San Mateo -- Hub of the Peninsula

GOOD FALL SEASON EXPECTED

By BILL RANEY and GEORGE BAKER
Business Representatives

Many different guides and measuring sticks lead us to believe that the work load will continue until quite late this season. We have made inquiries of some of the larger contractors as to their scheduled work and find that many claim they cannot finish their present work until after January 1, 1960. This looks very good as there is no doubt they will pick up considerable additional work between now and then.

Wunderlich Co. have finished the heavy dirt work on the Cresmoor job. They have just a few men doing the cleanup and pipe work. This was a very good job this summer for many of the members.

Irvin Varwig's job at Pacific Heights is going full blast, and the boys here are very busy pushing the dirt. We believe this job will run well into next year.

At Millbrae Meadows, Piombo have finished the bulk of the heavy grading, and are now busy putting in the pipe and streets.

Out at the airport Frederickson & Watson have finished the heavy grading and have moved to their large concrete spread. They sure have a large crew on this spread, and it keeps Brother Brodie quite busy with one eye on the crew and the other on the weather reports. It was quite cloudy on the job today, with a few drops of rain. The rain sure will hamper this job.

The Utah Construction Co. at South San Francisco are still running with their same crew. Still looks as though this project will run into the winter months.

Buzz Haskin's job at Pacifica is running top speed with everybody happy! The hours are good and there is no rock in this dirt.

Berger Coastwide has had an excellent year in this area. They have several jobs going at this time, the Aragon School in San Mateo, a school job in Linda Mar, plus the underground work for the Myer Bros. job, at the Hillsdale overpass, with some other good jobs in sight. This keeps Brother Joe Stockton, super, with Brother O'Brien and Gino Ottenello as foremen, really on the go.

Brother Superintendent Max Staggs is getting L. C. Smith's new job at Millbrae underway. They have cats and Eucs really busy in here and they expect to keep right on going until the heavy rains set in.

J. O. Archibald has several jobs running, these in conjunction with equipment rental, have furnished a lot of work for the brothers, all summer.

The Healy Granite breakwater job at Half Moon Bay, have moved their operation to the west side. They seem to be getting some rock from the quarry, but not as much, we believe, as they expected. Results are that they are using only one rig on the north end. We were unable to find out when they intend to start the east side again. It appears that it will be some time before there will be any floating rig working on this job.

The Peletz Co. from Santa Rosa have been doing the grading for the sewer disposal plant, just north of Half Moon Bay. This company have rented all the equipment for this job, spreading the business around with Jacob Bros., J. O. Archibald, Oscar Holmes and others all being on the same job.

Barrett Construction is going right along on the convent job in back of Farm Hills, Redwood City. The L. C. Smith Co. is doing the grading on this project.

Operating Engineers 3 Again Have a First

Wm. H. Brown (Register No. 79277), one of the long standing members of Operating Engineers Local No. 3 came into the San Mateo office to apologize for being unable to work on "C" Day, due to the fact that his aged mother required his care. Bill made a voluntary cash contribution to the United Crusade that was considerably more than his work would have brought in. Congratulations, Bill, for being a first. We're mighty proud of you!

Honorable mention goes to such brothers as Frank Sueuga, Odis Patterson for offering their services, even though their employers had no work for them.

The Building Trades Blood Bank Day on October 3rd was a huge success with 188 pints pumped. However, only five engineers showed for the month. Our thanks to those that did donate, and stayed to help afterward.

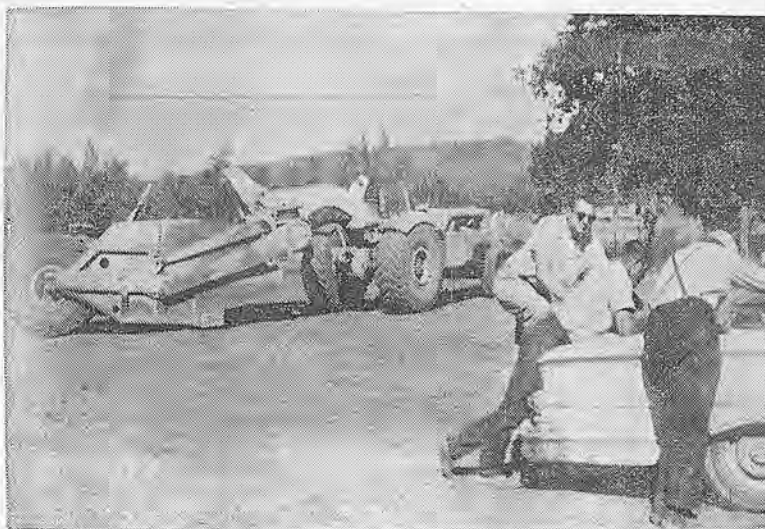
JAMES SIMMONS
HUGH O'MEARA
DAVE CAMPBELL
THEAMUS BOHLING
FRANK FENNELL

When completed, this is going to be one of the show places of the Peninsula. The grounds and building itself is set in a beautiful wooded spot.

The Thomas Bros. Construction Co. of Fresno, were the low bidders on the road job at La Honda. At this writing the job itself has not started, and we hope to have more information on this for the next issue of the paper.

Most all the Owner-Operators in the area are busy doing just about every type of work there is to be done. This we feel is a very healthy situation because these people furnish many days of employment for the brothers in this area.

The Bragato Paving Co., E. T.



A Special Thank You to Dick Cunningham, who made available a DW-20 so some of the engineers in the Santa Rosa area were able to obtain the "Special Highway Endorsement" to operate equipment such as DW-20's, 21's on the Highway.

Pictured is Robert Poe (taking the written test) also Dick Cunningham and Richard O. Bendel, the representative from the Department of Motor Vehicles.

Haas, Lowrie Paving Co., Associated Pipe and many other contractors in the area have numerous jobs running, and it would be impossible to list each and every job.

Mills Memorial Hospital in San Mateo will be calling for bids on November 2, for a three million dollar expansion of the hospital, together with modernization of their present facilities.

A. J. Peters Co. have just started work on a \$101,000 pipe line job on Alpine Road.

Piombo Const. Co. have finished the dirt work on the job at La Honda, and the pipe work is fast nearing completion. Modern excavation Co. have subbed the paving, with Larsen doing the landscape work. Although this has not been a large job, it certainly has furnished a great deal of work for the brothers.

Brothers, we are happy to report that even with the peak work load we have at this time in the area, the accidents have reached a low minimum. This goes to prove that SAFETY pays off in a big way. Please remember that the best known SAFETY DEVICE in the world is a safe worker.

Just a reminder that your San Mateo office is open each Thursday night from 6:30 p.m. to 8 p.m. If you have any problems we will be happy to help you with them.

The United Crusade "C" day effort was dampened considerably by the "cotton picking" rain. Because of this untimely event many employers and worthy union members worked either an extra hour during the week or worked on the follow-

ing Saturday. On the larger jobs there were a number of outstanding efforts made by our people, such as Brother Joe Stockton of Berger Coastwide. "Joe" had a terrific job trying to work out a schedule in order to make certain that all of his five or six projects now under way would run 100 per cent. "Buzz" Haskins and all of his engineers, as well as all other crafts on the job worked for "C" Day. On the Wunderlich job in San Bruno Brother Kelly and his engineers also contributed substantially to this worthy cause. These people are only examples of the many brothers and contractors who made an extra effort to fully cooperate in this worthwhile cause.

Job Awards

SACRAMENTO. Contract was awarded to Brighton Sand and Gravel, Sacto., \$219,541 for impvt. of Mills Park Terrace Assess. Dist., grade, surf., drainage.

PALO ALTO. Contract was awarded to Cortelyou & Cole, Inc., 444 Encina Ave., Palo Alto, \$305,000 for construct new chapel and alterations to boiler plant No. 114, Veterans Administration Hospital, Palo Alto.

SOUTH S. F.—Contract was awarded to L. C. Smith Co., San Mateo, \$172,950 for install. pavement overlay & storm drainage system at Coast Guard Air Station, South S. F.

SAN FRANCISCO. Contract awarded to S. J. Amoroso Con., 2100 Oakdale, S. F., \$636,700 (general) for const. physical education bldg. add. at S. F. State College, S. F.



MAKING DIRT FLY FOR C-DAY—Operator of a DW 20 scraper hits the "burm" as he drags his pan—normal procedure for braking the big machine—during voluntary C-Day work for United Crusade. Tentatively identified as "Skeeter" Edmondson, the operator is one of 60 employees of Buzz Haskins, South San Francisco, and they all worked on C-Day. This picture was taken at Unit 11 of the Henry Doelger Tract at Pacifica.

ROSA-UKIAH NEEDS MORE DRY WEATHER

By R. F. SWANSON,
Business Representative

And the rains came!

At this writing it is raining in the Redwood Empire — not heavy — but just enough to prevent the brothers from earning a full week's pay. We sincerely hope it is just a passing shower, for the season so far has been short and the work scarce so a few months more of workable weather is a must.

The one big highway job in the area — Guy F. Atkinson at Healdsburg, (\$2,400,000) started with a bang and is still going strong with a number of brothers busy — thank goodness for one fairly good sized job.

Next year is election year so probably there will be more jobs than we have had this past year. Designs are underway now for the balance of the highway between Santa Rosa and Cloverdale. The estimated cost from Mendocino Ave. in Santa Rosa to Windsor is \$5,200,000, then from Windsor to the Grant School, \$3,800,000.

There are advance studies for highway 101 construction for 17.5 miles north of Layton to just south of the Mendocino County line.

On Highway 12 from Sebastopol through Santa Rosa and then to Kenwood and to Shellville, the design is underway for the Sebastopol - Kenwood section, and the freeway agreements between Santa Rosa and Sonoma County have been completed.

A few storm damage projects are in the planning stages for the area around Bodega Bay — one to cost about \$150,000 and another \$270,000.

On Highway 1 near Big River the right-of-way is being acquired and the design is complete for a new bridge and temporary connections.

The design is in the advanced stages for construction of a 10.6 mile by-pass of Ukiah.

All in all it looks fairly good for the coming year.

Oh yes, on November 4, we will know how the low bidder will be on a county highway project near Guerneville with an estimated cost of \$833,000.

Construction has not changed since the last report so will skip jobs mentioned in previous issues.

There have been a few jobs this past month with Walter Lenkeit working at Cazadero bridge (\$86,440), Rapp Const. on sewer line in Santa Rosa (\$58,564) and various other small contracts.

COPE tickets still for sale — have you bought yours yet — only "one buck."

Personal

Brother O'Hara is in Palm Drive hospital recovering from a heart attack — we wish you a speedy recovery, Ralph.

Job Awards

THREE RIVERS. Contract awarded to Cleverdon Co., 3603 Happy Valley, Lafayette, \$187,600 (grand total) (\$156,282-Sch. I & \$31,218-Sch. II) for construct. of water system at Grant Grove & Big Stump Areas in the Parks, (Sequoia & Kings Canyon Natl. Parks, Three Rivers, Cal.)

DALY CITY. Contract awarded to E. H. Moore & Son, 693 Mission St., S. F. \$411,000 for const. & completion of Fernando Rivera Elem. School, loc. on Lake Merced Blvd., Daly City, San Mateo Co.

What's Doing in the Oakland Area

By H. T. "PETE" PETERSEN, BILL BARR, "TINY" LAUX, WARREN LE MOINE, TOMMY THOMPSON and JOHNNY SCALES, Business Representatives

Now that we have completed negotiations on all our basic agreements, General Contractors; Rock, Sand & Gravel; Pile Drivers; Steel Erectors Association; Dredge Owners Association; Building Material Dealers and Equipment Dealers, it is time for the second phase, "Operation Mop-Up." The signing up of small independent employers and contractors, policing the new agreements and seeing that the proper scale of wages are paid and the new working conditions lived up to.

We know by the number of requests for collection of back monies that there are many of the Brothers still not receiving the proper pay rates. If this is the case with you, please call this office immediately so we can institute proceedings for collection. For the benefit of those Brothers on truck cranes of twenty-five ton capacity or over, the high shovel rate prevails and if the boom length is 80 (eighty) feet or over, an additional fifteen cents per hour is due.

For those Brothers who are not familiar with the Agreement under which they are presently working, please contact this office where copies are available. We would also appreciate reports on any violations of the working conditions of the agreement so that we can take immediate steps to correct same. The Willamette Iron & Steel Co. have moved into Yard No. 3 in Richmond with the intention of going into the ship repair business as well as scrapping operations and steel fabricating. We expect that after meetings with the Management that the Company will employ quite a few engineers on a steady basis.

* * *

LORENZO FLOOD JOB

Gordon H. Ball, Inc., of Danville, California, who is the contractor for the San Lorenzo Creek Flood Control project is putting on the final touches on the first year's work in preparation for the coming winter. The project started in mid April 1959 and is scheduled to be completed by mid November, 1959.

The project is a little over five miles in length beginning at the mouth of the bay and extending to Capwell's store on Foothill Blvd. The project began with the excavation and water diversion, which is now completed. The next stage was to pave the floor of the channel and pour the vertical walls. The floor section is now completed and the vertical walls are nearly completed.

The floor section was poured with a Kaehring paver which fed into a slip form paving machine. This same machinery with certain modifications was also used to pave the slope paving section at the lower end of the project. The vertical walls were poured with transit mix trucks. These transit mix trucks were batched on the job site and delivered to each wall section. The trucks dumped into concrete buckets which were hoisted by a truck crane to the metal pans which formed the vertical walls.

The main operation now in progress is the backfill behind the vertical walls. The earth is being moved in from large stock piles that were taken out of the creek in the initial excavation; this earth is being moved by small rubber tired earth movers, and being compacted by rubber tire compacting machines.

Backfilling behind the walls is made difficult by the fact that it requires a foot of filter material behind the walls. This is being done by putting the earth in four to five foot lifts and then being re-excavated to a one foot ditch by small backhoes. This ditch is then filled with filter material. The filter material is being lifted over the wall by another loader. When this operation is completed the contractor will put on the final touches such as the fences and walk ways. Next year he will complete the rest of the project from Meekland Ave. to Capwell's store on Foothill Blvd. He will begin sometime in the Spring of 1960.

Work is finally picking up in the Richmond and Berkeley area. The University of California in Berkeley has a lot of work with Williams & Burrows

doing the excavation which is about complete. At the present time they are pouring the footings. They have a six floor building that will take several months to complete, this is a six and a half million dollar job which should keep several of the brothers working all winter.

O. C. Jones have their job on Sacramento St. in Berkeley pretty well completed. Their job on 40th Street in Oakland is going good. They have several small jobs in the area and are keeping some of the members working pretty steady.

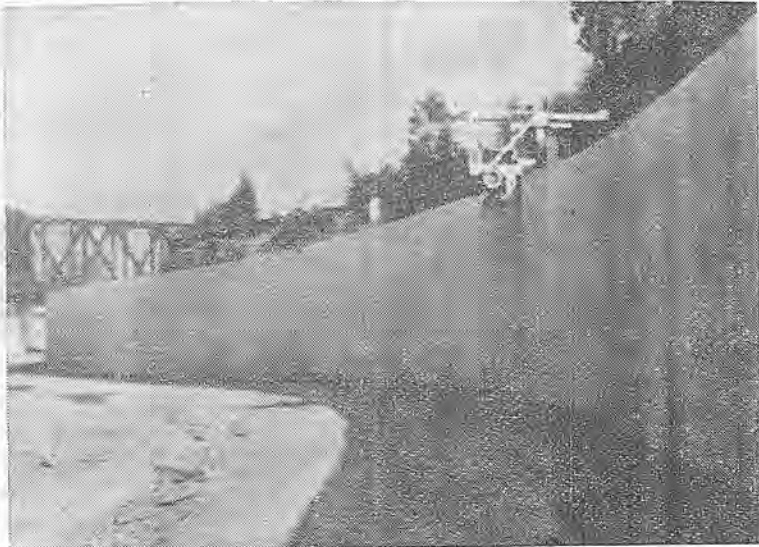
Utah Construction Co. have their job under way in El Sobrante and are moving a lot of dirt. Altogether on this project they are moving approximately 800,850 yds. of dirt and this should take until the rains start. At present they have five DW 20's, five cats and one blade working with one greast truck man and two mechanics working.

The Piombo Construction Co. freeway job is coming along good. They are now pouring structures and finishing grade. They expect to start paving in a few days but now have more dirt to move and are waiting to pave so that they can switch traffic. They are hitting headers and pouring curbs. Piombo's Santa Fe job in Richmond have five DW 20's and four dozers on the job. They are moving about 9,000 yards of dirt per day. The shovel at Ferry Point is moving a lot of rock and have about ten trucks hauling this rock to the fill that starts at 25th Street and extends towards Cypress Point. They will start blasting at Cypress Point in the near future and have been ripping the rock pretty good up to now but it won't last much longer.

Martin Bros. job at Terra Hills in Pinole is back to one shift now. They are still moving dirt and running three rubber tired rigs. They are getting some streets ready to pave and putting in storm drains.

Bechtel's job in Standard Oil is getting under way pretty well. We have four men on the job at present and expect to get some more to work in the near future. Blair Excavators are digging the footings for Bechtel & Duncanson & Harrelson have finished driving piling on the job.

Al Periera has a couple of housing jobs going. They have one on Pinole Valley Rd. and also one near Tank Farm Hill



Machine made by Local 3 mechanics to run along top of wall and move metal slip forms is shown here on the Gordon Ball flood control job at San Lorenzo Creek.

above San Pablo. Between the two jobs they are keeping the brothers pretty busy.

Ben C. Gerwick is working at Union Oil in Richmond on some dock repair work. They have three rigs there at the present but should be finished soon. They will then move down to start their Alameda tube job.

A record for construction here during a fiscal year was set in 1958-59 when permits for jobs totaling \$9,925,075 were issued, the city building department reported. The biggest building project in the twelve month period ending July 1st was the \$1,581,087 addition to the Concord Community Hospital. New housing totaled \$6,827,450 compared to \$6,412,568 in the former record year of 1954-55. Included last year were 547 single family homes.

Almost a new city of equivalent size has sprung up in Walnut Creek from new construction in the five year period since 1955. City building permits in these five years are valued at \$19,652,575 including the incomplete 1959 mark now totalling 5,387,805. This year, the peak construction year, is the first to jump over the \$3-million mark. This September established a new monthly high, \$1,134,529, \$27 above the previous high of \$1,314,502 in June of this year.

FIBREBOARD AT ANTIOCH

The San Joaquin division of Fibreboard Paper Products Corp. has purchased 30 acres of land adjacent to its present mills four miles east of Antioch. The corporation paid \$154,000 for the land to the Pacific Coast Co. of San Francisco. The property is within the new Pacific Plant Industrial Park and the transaction marks the first sale of industrial park land. The land was acquired as part of the firm's long-range planning



Considerable damage was incurred in the season's one big rainfall recently at the San Lorenzo Creek flood control project of Gordon Ball Co. Pictured are stilling basin and slope paving where water was deepest.

275.30 have been awarded by the East Bay Municipal Utility District for the installation of water mains in various areas of Contra Costa and Alameda counties. M. G. M. Construction Co. of Concord, lowest of nine firms bidding, was awarded a contract to install 4,030 ft. of 16-inch mains in Washington Ave. in San Leandro. This will replace an old sheet metal line placed in the ground in the 1870's.

McGuire & Hester of Oakland received a contract totaling \$149,343.50 to furnish and install 6,700 ft. of 24 in. mains and appurtenances on Dieblo Rd. from Tassajara Rd. to Green Valley Rd. near Danville. Their bid was the lowest of eight, Valley Engineers, Inc., of Fresno, received a contract for \$180,592.90. This is for constructing the inlet-outlet line for Maloney Reservoir near Pinole. Maloney Reservoir, a new 25-million-gallon, excavated, bowl shaped storage basin, located on a knoll east of Appian Way about one-half mile south of Pinole, is now under construction. The inlet-outlet line will connect the new reservoir with the District's Crockett transmission aqueduct in Pinole.

Receiving an omnibus type omnibus type contract is Underground Construction of Oakland. This contract calls for installation of more than 35,000 ft. of water mains, 16 inch and smaller, new fire hydrants, valves, meters, steel casings, bronze and copper service lines and paving materials. These contracts for distribution mains and appurtenances are all a part of the utility district's 283,000,000 water expansion program, a part of which calls for the installation and replacement of 900 miles of water mains by 1968.

News About The Brothers

Brother Roy Smallwood is in the Pittsburg Hospital after a slight accident. After checking with the hospital we find that Brother Smallwood is in good condition. We hope that Roy will be able to return to work soon and feeling up to par.

Brother "Tony" Scheer just returned from a nine day vacation. They visited "Happy Camp" which is an Indian Reservation near Klamath River, also the Whoopa Reservation near Trinity River and the Sacramento River. "Tony" did plenty of fishing and caught steel head and salmon, (no squaws).

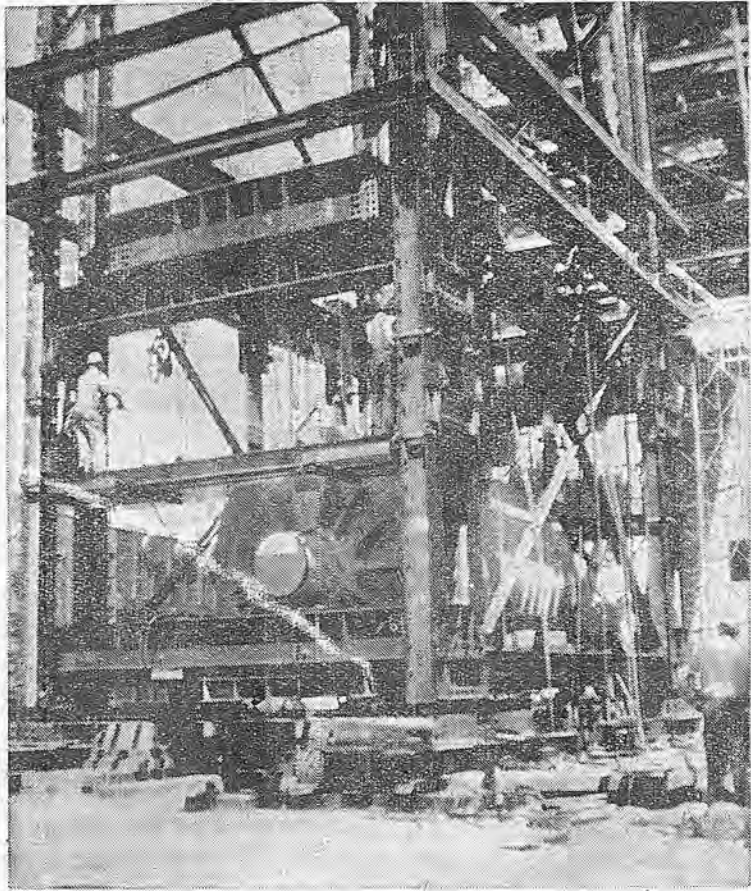
Brother Drury "Tiny" Wallace suffered two heart attacks in September and was in the Alameda Hospital. He had been home for several weeks when he suffered another attack on October 10. "Tiny" is now in the Pittsburg Hospital but it getting along fine and will probably be home by the time you read this.

Brother Golda Furgerson had a heart attack on September 5 and was in the Albany Hospital. Brother Furgerson is now taking it easy at home and will be able to go back to work in about a month.

Another brother is ill this month. Brother Joe Thibodeaux is in the University of California (Continued on next page)

Four contracts totaling \$666.

Two New PG&E Units at Pittsburg to Boost Plant Capacity to 1,310,000 KW.



Two huge generators, each weighing 192 tons, were eased into position at PG&E's Pittsburg power plant recently. The intricate maneuver was part of an \$83 million expansion project that will make the plant one of the largest in the nation run by a private company. By mid-1961 the capacity will be doubled to 1,310,000 kilowatts, enough power to supply the needs of three cities the size of San Francisco. Two generating units, 325,000 kilowatts each and twice as large as the biggest now on the P.G. & E. system, will be added to the present 660,000 kilowatt capacity.

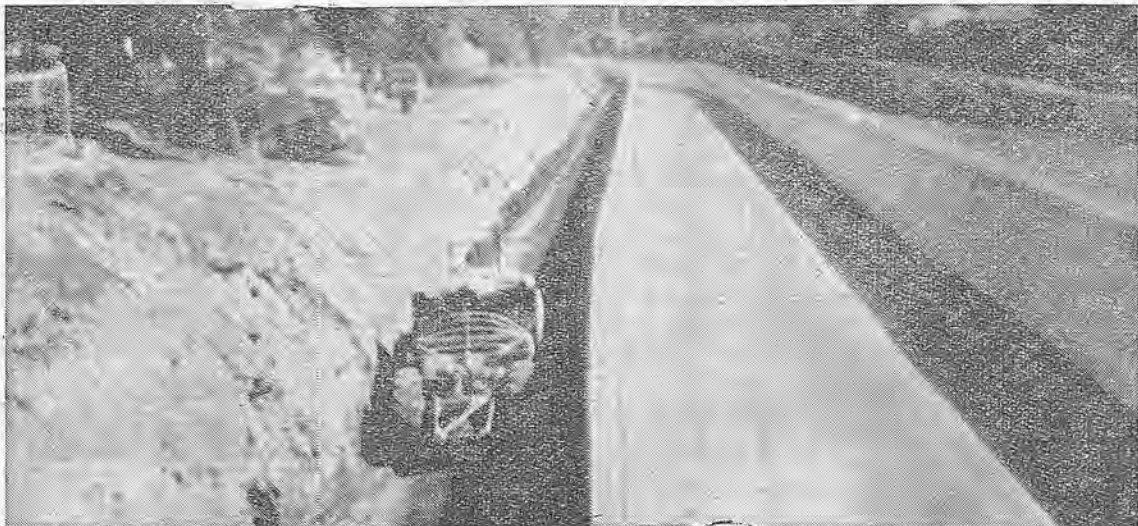
Situated along the south shore of the San Joaquin River

Oakland Report Continued

Continued from preceding page
nia Hospital in San Francisco for tests that they are making on him. Joe's condition has been a complicated one because of a blood clot but they assure us that he will be fine. If any of the brothers would like to contact the families of the members who are ill please give us a call and we would be glad to help you.

ATTN: BLOOD DONORS

Old Grizzly Jim Johnston called the Engineers office to donate a pint of blood. Jim went up and when they started to draw out the blood the nurse turned pale. Immediately she called the doctor, the doctor told her to draw out an extra small vial so he could test it. After the test they found it contained 82% of cactus juice. They informed Grizzly Jim that it would require 81 pints of blood to off-set the one pint of cactus juice. So dear Brothers you can see how much in need of blood we are for our blood bank.



Backfill on the San Lorenzo Creek flood control job south of Oakland is shown here going in with "D" Roadster T pull.

Northbay Area is Getting in the Last Licks

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

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

Recently in Marin, Vallejo and Napa area a few contracts have been awarded, and a few are

as follows: Street and Road work in San Anselmo awarded to Pionbo & Bresnan; City-Street Impvts. Water Mains, Storm Drains in City of Napa—Hidden Valley subdivision awarded to Slinsen Construction and to Ellis & Clemons, Inc., of Napa; Reliance Enterprises of Santa Rosa have been awarded three contracts in Marin County, one for water supply systems at Tomales Bay State Park, near Inverness; Af-Fuel Pump Barge Recvg. Line Repair & Replacement at Hamilton Air Base; Af-Storm Pump Sys. repairs at Hamilton Air Force Base.

E. A. Forde was awarded a contract for Af-repair & resurf. roads at Hamilton Air Force Base. Ceccotti & Son of Marin, Inc., was awarded a contract for river and harbor work at the Sausalito Seawall repair job; also awarded to Ceccotti & Son was an award for city-curb, gutter, culvert at Sausalito.

In Solano County, Ellis & Clemons was awarded a contract for dist.-sew. mains and appurts. at the Admiral Callaghan Lane

Sewer project in Vallejo. Syar & Harms was also awarded a contract for street and road work in the city of Vallejo.

George Slinsen Construction is busy throughout the Napa area. They recently purchased a new Barbergreene and they are keeping it busy. Their jobs consist of street and road work in Napa County, land clearing at Lake Berryessa for housing development and brush clearing in the Canal from Calistoga to Hardman Avenue. Thirty-three brothers are presently employed by Slinsen and looks like they will be there until rained out.

Talbot Bros. in Napa has the brush clearing job on the canal from Hardman Avenue to Napa River and Lincoln Avenue, for flood control, with 3 brothers working at present.

The Del Beebe job at Alameda is still blowing and going, they are replacing the Eukes with D.W. 21's.

Darkenwald and Vinson have started their pipeline job near Dixon with Brother John Gorman and Brother Fred Scales, foremen. Bro. Scales has just returned from South America where he completed a canal job for M. & K.

The Gordon H. Ball job at Winters is talking of going double shift—they are going to have to do something pretty quick as there will be water coming down Putah Creek in the near future.

Syar and Harms have completed their job at the golf course at McNear's and Bro. Jack Bean, Super, has moved his spread over to Marinwood, Unit No. 7 building, housing project.

Pullman Bldrs. at Paradise Cay are putting in the streets, curbs, gutters, sewers, high pressure water lines and have 2 homes under construction at the present time. There are about forty men employed of all crafts on this project.

Lynch Pipeline is about half finished with pouring pipe at Terra Linda. Mike Simon is foreman and Operator is Bro. Charlie Schram.

PERSONAL NOTES

ABOUT THE BROTHERS:

Brother Gerald Melone is now connected with the firm of Golden Gate Associates Engineering and Surveying, located at 36 Main Street, Tiburon. Their telephone number is GE 5-0551.

Brother Art Dias Jr. has taken a withdrawal card and is open for business, known as Hugh & Art's Garage & Speed Shop located at 807 Petaluma Blvd., So., Petaluma, telephone number: POter 2-6276. Bro. Dias would appreciate any of the brothers' business. Stop by and see him.

Brithr V. W.z was recently confined in the hospital, but he is back to work from the reports we received.

Bro. Fred Schultz stopped in to tell us he is taking off for Colorado within the next few weeks for a hunting trip—is packing in about 10 miles.

Bro. Louis Payssee has recently returned from his African hunting trip, gone about four months. Brought back with him quite a few pictures, and bagged 3 elephants; 2 buffalo and quite a bit of plainsgame.

We received a letter from Les Peterson (Low Country Les) from Isle of Palms, South Carolina, where he is driving pile for Ben C. Gerwick. He arrived there on October 6th, 1958 with five thousand piles to drive, and they still have two thousand to go. Bro. Peterson says the hu-

midity there is not less than 90, so it didn't make any difference if one was full of beer, taking a bath, or in swimming. The nights are around 68 and around 80 during the day. Bro. Peterson also says the mosquitoes are so bad, he saw one mosquito hold down and bite seven pile butts at one time!

We are glad to hear from Bro. Jerry Dorothy, and that the full 29 units of blood used during his recent stay in the hospital has been replaced. Our thanks to all who helped in this, including Brothers Jack Riley, Milo Puckett, Charlie Puckett, Aaron Smith and Charles Snyder.

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

Brother John Mangum passed away on October 5th, and our deepest sympathy to his wife and family.

Brothers, when we have a membership meeting in San Francisco, we would like to see the Vallejo area members there. We would also like to see more attendance too from the North Bay Area.

Reminder: The new contract booklets are available in our office. Remember, your vacation plan went into effect on October 1, 1959. It is important that you keep your check stubs. And if you have not received your retroactive pay as yet, would you please let us know so that we can check this for you. This includes Rock, Sand & Gravel as well as A.G.C.

O. C. Jones, Berkeley contractor, is making progress on the Larkspur road job, installing curbs and gutters. The Bon Air Bridge, intended to link Larkspur with Greenbrae, was completed many months ago. By the middle of September, Jones' crews had completed all cut and fill work, realigned a 1066-foot stretch of Magnolia Avenue and installed all storm drains. The sub-contractor for curb and gutter work on the Larkspur road project is U. Peira and Son of San Francisco. Jones' contract gives him 90 calendar days to complete the work, and that gives him until November 18th.

This about winds up the news from the North Bay Area for this month. The San Rafael and Vallejo offices remain open for your convenience every Thursday until 7 p.m.

Job Awards

McCLELLAN AFB. Contract awarded to Gordon H. Ball, Inc., \$186,251 for pavg. replent. at Base.

SACRAMENTO. Contract was awarded to Thomas Const. Co., Fresno, \$144,407 for 0.9 mi. grade, surf. & dbl. slct. etc., La Honda Rd., nr. Spanish Ranch Creek & Woodruff Creek, San Mateo Co.

LEWISTON. Contract awarded R. W. Byers, P.O. Box 67, Redding \$511,100 for clear Trinity Reservoir Site, Trinity Center, East Fork & Trinity River areas, sit. nr. Lewiston, in Trinity Co.

SAN JOSE. Contract awarded to Leonard Semas & Co., 1872 Lexington, Santa Clara \$360,766 (Base & Alt.) for const. addns. to San Jose City College, Bus. Educ. Bldg., San Jose.

TO THE UNINFORMED

By DANNY O. DEES,
Business Representative
Local 3 San Jose Office

Once again it is time to write for our newspaper and what is doing in our district. Last month we mentioned some special job or member and got quite a backfire from other members because we failed to mention their job or name, which would be quite an impossible thing to do.

This brings to mind quite a few questions — Have we forgot that we are brothers, that we are supposed to work together as a team, to help each other, so that we can help our union as a whole. After all, we the members are the union so let us stand together as one. Remember, the age old saying "United we stand, divided we fall."

It is not the business agent that makes the job, it is the members that are on the job and when they fight among themselves or talk about other members to the boss, they are destroying the very thing that we banded together for.

At the AFL-CIO convention, President George Meany said "We cannot afford the dubious luxury of fighting each other." As we are now having attacks being waged against Organized Labor on the bargaining front and the legislative field, let us take another look at our self and fellow worker and tighten up the ranks and work as a real team.

As everyone knows in every union there is a certain kind of union member that most of us know about, but we will describe a few things about him just to see if he does not sound like someone you know.

He thinks that the few dollars he spends in dues entitles him to full time personal services of a union representative. He wants action from his union — more, better, faster, oftener than anybody else. But don't ever make the mistake of suggesting that maybe his dues should be raised so he can get it.

It does not matter to him that the contract under which he works was hammered out only after long, burdensome, exhausting and complicated negotiations and represent the very finest possible. To him, it stinks or if he thinks it is pretty good; it should have been better. He never did get time to attend the meetings though, when the union was drafting the contract proposals.

He wants to know how come the union (which he is part of) cannot get him a pension plan twice as big as it is now, triple pay for holidays and a 30-hour week, starting day after tomorrow. Better yet, they should let him stay home and send him his check. The fault, he's convinced, is the union's, his union, he is a member.

"Them guys ain't on the ball" he growls. "They don't know how to get things done." Oh yes, he's heard about the N. L. R. B. and other labor laws and about employer opposition; but they don't apply to him.

It makes him mad when the union has to spend money for legal, statistical and other expenses connected with winning good employment conditions for him, but he is always 60 to 90 days delinquent in his dues.

He yells and screams for the union to do something about high prices, rent controls, knuckleheaded congressmen and a dumb traffic cop who gave him a ticket. Uh, huh, you guessed it—he isn't even a reg-

Signs, Signals and Safety Used on Highway Projects

By GLENN L. DOBYNS, Safety Representative

Members of construction crews working along highways are in constant danger from motor vehicles. Every precaution must be taken to protect both workmen and the traveling public.

Primary responsibility for safety rests with the workmen themselves and their supervisors. No job is so important, no service so urgent, that time cannot be taken to perform work in a manner safe for the worker, fellow workers and the traveling public. The supervisor should plan and analyze his work to determine the safest method of procedure. When making assignments, it should be his duty to give employees under his direction specific instructions on necessary safety precautions. He should be responsible for seeing that adequate protection necessary to the job is obtained, maintained and used throughout the work.

Adequate protection consists of two phases. First, advance notice should inform the traveling public that something out of the ordinary is taking place as a warning to expect the unexpected. Second, approved warning and protective devices, such as signs, flags, barricades and reflectors and flares, should be maintained throughout the duration of the hazardous condition.

Warning signs must be placed in advance of points where danger exists to permit motorists plenty of time to reduce speed.

Of utmost importance is the selection of alert, well qualified flagmen and proper signs for the job as upon each jointly depends the lives of other employees. The most alert, physically and mentally fit and courteous man should be assigned this important work. He must have a thorough understanding of the duties of a flagman, as well as a complete knowledge of the work in progress.

He should be reasonably neat in his appearance. The positive actions of a flagman will cause the traveling public to do as instructed and not become confused. At the same time, the safety of his fellow workers is in his hands, and he must perform his job so as to protect them from injury.

Should a flagman absent himself for any reason from his post of duty, he should arrange for someone to take his place until he returns. He is of no value on the job, either to the workmen or to the driving public, if he is allowed to mingle with the men instead of remaining at the proper distance from the crew.

A motorist delayed by a construction job on U. S. 101 between Laytonville and Garber-

istered voter.

What can you do about a guy like that? Cuss him or pray for him? Who knows? But it does seem that those who ask their union to do more and more for them are the ones who usually give their union less and less and the member who does the least for his union often turns out to be the member who needs it most.

Every one knows that none of us are perfect and we all make mistakes but the way things are going it's about time for us to close our ranks and start fighting together against the common enemies if we wish to come out on top and stay there. So help your brother every chance you can and in turn the two of you will make our union a bigger and better organization and we will all be proud of our union.

ville, California, receives an informative four-page leaflet explaining the project and apologizing for the interruption in his trip. The leaflet also gives general information on California's highway program.

Job Awards

MILL VALLEY. Contract was awarded to Western Steel Erectors, P. O. Box 125, Rialto and Electro Steel Strues., Inc., 430 Aldenville, Covina \$211,691 for FD Radar Facils., FPS-7 at Mill Valley AFS.

MATHER AFB, Contract awarded to Pittsburgh Des Moines Steel, Santa Clara, \$186,047 for construc. of water tower & water improvements at the Base.

OAKLAND, Contract awarded to Gallagher & Burk, Inc., Oakland, \$204,242 for impvt. Joaquin Miller Rd. betw. Robinson Dr. & Skyline Blvd. & Skyline Blvd. betw. Joaquin Miller Rd. & Crestmant Dr. & parts of intersecting Streets.

OAKLAND, Contract awarded to John E. Branagh, Piedmont, \$397,000 for const. & compl. Hagens Court Jr. High School Gym, 1390 - 56th Av., Oakland.

OAKLAND, Contract awarded to John E. Branagh & Son, 42 La Salle Av., Piedmont, \$740,000 (Base) for const. new auditorium & conversion of exist. auditorium to library at Oakland Tech. High School, 4351 Broadway, Oakland.

PACIFICA, Contract awarded to Martinelli Construction Co., 1580 Folsom St., S.F., \$148,830 (Base bid) for const. six room classroom addn., library, toilet facils. at Vallemar Elementary School, Pacifica.

SACRAMENTO, Contract awarded to Brighton Sand & Gravel Co., 7001 Perkins Branch, Sacto., \$142,110 for parking & site development at resid. halls, Sacramento State College.

OAKLAND, Contract awarded to McGuire & Hester, \$181,181 (gross) (\$177,577, w/deduct.) for 1,130 ft. 30" & 1,700 ft. 48" cem. lnd. & ctd. stl. wtr. mains & appurts., Pinole, CONTRA COSTA CO.

OAKLAND, Contract awarded to McGuire & Hester, \$149,343 for const. 6,700 ft. 24" cem. lined & ctd. stl. water mains & appurts. near Danville, CONTRA COSTA CO.

LEMOORE, Contract awarded to Midway Drilling & Pump. Co., Camarillo, \$97,812 for const. Prod. Wells No. 1 & 2 at Nav. Air Station Lemoore.

SAN JOSE, Contract awarded to Royal Corp., DBA Berber Coastwide Const. Co., 765 Bayshore Blvd., San Carlos, \$96,000 for const. Sunnyvale West Outfall Drainage Channel, between Bayshore Hwy. & Moffett Field Channel, in SANTA CLARA CO.

SACRAMENTO, Contract awarded to A. Teichert & Son, Inc., 1931 Stockton Blvd., Sacramento, \$124,751 for 4.7 miles grade, PTMX. surf. & wid. brdg. on Peabody Rd. & El Mira Rd., betw. Alamo Av., 1.4 mi. S. of Vacaville & Alamo Creek Bridge, nr. El Mira, SOLANO CO.

SACRAMENTO, Contract awarded to A. Teichert & Son, Inc. Sacto., \$397,436 for E. Coloma Drain. Assess. Dist., SACRAMENTO CO.



REDWOODS GO FULL BLAST WITH ONE EYE ON THE SKY

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

Brothers, we are at this writing like the guy going eighty miles an hour with one eye on the road and one eye on the rear-view mirror looking for the man with the white door on his car. We are going eighty looking over our shoulder for old man rain to move in on us for the winter. We all know he has to come to us each year to refresh our ranches and keep down the fires, restore and replenish our water table and reservoirs, irrigation system, etc., but we never seem to be willing to refrain from wanting another couple of weeks; that's human nature.

Well, brothers, right here we have to change our tune, the rain is really coming down while this is being written. We can only hope it doesn't, as all the jobs are down at the moment.

Rather than go into a repetition of last month's report, let's touch on some of the work for the coming year. First of all, Bechtel Corp. expects to start work on the new atomic plant for P.G.&E. at Buhne Point as soon as they can start excavation in the early spring. There is quite a bit of grading to be done on the site plus a terrific amount of underground work including one hole 100 feet long by 50 feet wide by (get this) 100 feet deep. Brothers this is going to be a problem, taking water etc. into consideration, but we have the people who know how.

Contracts to purchase water from the Humboldt Bay Municipal Water District have been signed by two pulp firms, Georgia-Pacific Corp. and Simpson Paper Co., signing of the contracts, calling for minimum annual payments of \$144,000 by each company, means construction of the \$10,750,000 Mad River water development will get underway on March 1960. Announcement of the signing was made by directors of the district, who have worked toward such a development since formation of the district on March 13 1953.

Calling for delivery of water by July 1, 1962, the contracts will run until 1999, the basic payment of \$144,000 per year by each company calls for delivery of a minimum of eight million gallons per day. Two years after delivery of water begins, the companies agree to a minimum price of \$225,000 per year each, with the district providing 12.5 million gallons per day delivery.

BASIC PRICE

District directors point out that if the companies use more water than provided for in the minimum agreement, they will pay more, although the price per unit will diminish according to scales set in the contracts.

District directors point out that if the companies use more water than provided for in the minimum agreement, they will pay more, although the price per unit will diminish to scales set in the contracts.

Basic price for the first two years is about \$50 million gallons, a price considered high for pulp mills, according to district directors.

Signing of the purchase agreements will mean construction will probably start in March following the opening bids sometime in February. Signing the contracts for Georgia-Pacific were R. B. Pamplin, president, and Mary A. McCravy, secretary. Simpson signers were Thomas F. Gleed, president, and C. E. Runacres Jr., secretary. R. W. Matthews, board chairman, and A. J. (Tony) Gosselin, board secretary, signed for the water

district.

Location of two pulp mills here will have considerable impact on the economy of the county, pointing out additional year-around employment in the plants, employment in the woods and in supporting industry.

The effect on the county's tax rate, is expected to be a reduction of about 36 cents per hundred, based on current figures. This would come about because of the increased assessed valuation brought by the pulp mills and their supporting businesses.

The board anticipate two pulp mills would add about \$18 to \$20 million assessed valuation, although exact figures will not be available until the mills are constructed and placed on the tax rolls.

Developments to date include: Engineering — Bechtel Corporation, engineers for the district, is conducting work at the site including soil investigations, aerial surveys and mapping in preparation for ground surveys, a portion of this work is being done by subcontractors.

Property appraisals—to be accomplished as soon as ground surveys and "take" lines are established. Acquisition is expected in November and December.

Plans and specifications—being worked on by Bechtel. The entire \$10.75 million project will include the 131-foot high dam and 1150 acre reservoir at Ruth in Trinity county; a diversion dam and pumping station in Mad River at Essex below Blue Lake, and a nine to ten mile 42-inch pipeline out Samoa Peninsula to the mill sites at Samoa for Georgia-Pacific for Simpson.

SUPPLY PULP MILL

In the first stage of construction, the reservoir will hold 42,000 acre feet, enough for delivery of 75 million gallons of water per day, which would supply three pulp mills in addition to domestic needs of the Humboldt area. The river channel will be used as the aqueduct to take water from the reservoir downstream to Essex. There a diversion dam sunk into the riverbed will provide a means of removing the water.

A bank of pumps will be provided to the pipeline. When additional water is needed, the pumping station is designed to provide for installation of additional pumps.

The pipeline will be 48 inches in diameter from Essex to the Eureka water line near the Big Four Inn. There it will drop to 42 inches to supply the two pulp mills. It is designed to carry 38 million gallons per day.

Should a third mill be obtained, an additional line would be required.

A second-stage development when required would raise the dam to 174 feet, with the reservoir covering 2160 acres. This would mean storage of enough water to provide 125 million gallons of water per day. Financing of the project will be through sale of the \$12 million bond issue voted by residents of the district on September 25, 1957.

Facts currently are being gathered for a bond sale prospectus, with actual sale of the

It's A Busy Autumn Season For San Jose

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

The San Jose District is enjoying one of the busiest Autumn seasons that we have ever had. For the past two weeks we have been short of Operators and Oilers. There is just no end to the amount of work to be done before the rains set in. The demand for men is great at this time and we are having trouble getting men to fill the jobs.

A. J. Raisch Paving Company have recently purchased 5 new No. 210 Michigan Scrapers and two No. 80 Dozers. They have three paving crews working at the present time on their jobs in Tropicana Village, off Story Rd., for Brandon Construction Company; they are doing the paving on the Ball & Simpson freeway job and have paving jobs in the Campbell area. They have six grading crews scattered throughout the area and their two Hot Plants are working at full capacity.

J. C. Bateman are doing the grading on the Saratoga-Los Gatos Highway and also have grading jobs in East San Jose under the supervision of Russell Reese.

Piazza Paving Company are busy working on Downer Ave., and also have a large street job off Kooser Ave. They have completed their work on the Alameda but are busy doing the paving and grading in several subdivisions in the area.

Branden Construction Company have put several of the Brothers back to work at Tropicana Village. They have rented a few pieces of equipment to Granite on a job at Carmel. Brother Paul Mattus is the project manager.

Pellicciotti and Bellicitti have rented two of their D.W. 20's to Granite and some of their equipment is rented to O. C. Jones for their job at the Los Altos Col-

bonds expected in the not too distant future. The financial consulting firm of Schwabacher and Company, San Francisco, is handling the bond sale.

Repayment will be made mainly through income from the sale of water. The district will approximate the self supporting level if current negotiations with the cities of Eureka and Arcata and the Humboldt Community Services District are successful.

Should a third pulp mill locate in the area—or any other plant using similar large quantities of water—income would more than meet the bond obligation and operating expenses. If sales exceed the income needed, and after a reserve fund is built up, contracts call for a reduction in water rates to all users.

Closing of the water pacts is the culmination of a drive started about a year before formation of the district on March 13, 1956, by the Eureka Chamber of Commerce and other interested citizens.

As interest rose in obtaining industries which would make use of the large volume of wood waste in Humboldt, the board of supervisors retained Bechtel to draw up a feasibility report on obtaining a firm water supply.

The company recommended the Ruth site on Mad River as the most feasible. In its survey Bechtel eliminated both the Butler Valley site in Humboldt county and the Ranger Station site in the state water plan as not being practical.

Later investigations by the state confirmed the firm's choice.

Rights to 120,000 acre feet of water from Mad River then were applied for through state channels and a long fight followed with the Trinity county board of supervisors, who claimed the reservoir would take away assessable land.

Agreement finally was reach-

lege. On this project, O. C. Jones has a 45-day limit for completion and are making good progress with approximately 30 Engineers on the job.

Construction crews are building the first paved section of the Guadalupe Parkway, destined to be one of San Jose's major north-south arterials. The section under construction lies east of the Guadalupe River between Mission and Rosa Streets. This job is being done by A. J. Raisch Paving Company, working under an \$81,000 contract.

Pisano Brothers are still working on their project on the Monterey Highway; they also have jobs on Almaden Road and Branham. Brother Al Perry is operating the crane on this job. This firm is still busy completing work on their subdivisions in Mt. View and Sunnyvale, under the supervision of Brothers Nick and Tony Pisano.

Rose-Matoza are working on a job on Portal Ave. off Stevens Creek Road. At the present time they are using two Cats. Brother Charles Edsinger is the foreman on this job.

Bilardi Construction Company have started their underground job on Highway No. 9 and Saratoga Ave. and are about complete on their jobs on Doyle Rd. and Quito Road.

Ince Bros. have started work on their subdivision off White Road in East San Jose and they

also have a job off Meridian Road. Piazza Paving Co. are doing the paving and grading on Meridian Road and Ince Bros. are doing the underground work.

P & E Construction are still working on the Ball & Simpson freeway job putting in the storm sewers. This firm has 20's working for Coast Grading & Paving Company. They are also working on their 72-inch storm sewer job on Alma Ave., in Mt. View.

McGuire and Hester of Oakland are still busy on their storm sewer job across from Moffett Field.

Alex Robertson Company are making good progress on their eight miles of 24-inch gas line on Doyle Ave. and Saratoga Rd. At the present time they are using about 10 Engineers on this job. Brother Wm. Gray will do the paving on this project. They also have five miles of pipe to lay on the Los Gatos Highway.

Healy & Granite Construction Company have started a double shift on their stripping at the Davenport Quarry. This has put many of the Brothers to work.

M.J.B. Construction Company, P & E Construction Company and Fredrickson & Watson are in high gear trying to accomplish as much as possible before the rains set in.

The Rock, Sand & Gravel Plants are all working at top speed in the Santa Cruz area.

Granite Construction Company have many of the Brothers working in the Watsonville area. John Delphia and C. B. Tuttle are making good progress on their highway job south of Soledad on Highway No. 101.

Madonna Construction are working on Highway No. 1 south of Monterey near Limekiln Creek on a \$53,626 contract for the repair of slip-out areas with reinforced concrete cribbing. Stanton & Biggs are still cribbing on the irjob in the same area.

Fischer & Stokes are at a standstill with their dirt moving until a detour is completed, which they expect to be about three weeks. Then they plan to put the Cat Spread back to work. This job is located on the top of Carmel Hill on Highway No. 1.

James E. Roberts are getting started at Point Sur for construction of 24 Capehart Housing quarters.

PERSONALS

We would like to report that Brother Earl "Shorty" Webster is on the sick list. Good luck to you Shorty and hope that soon you will be as good as new again.

Again, we are making an appeal to the Brothers living in this area to contact the San Jose Office in regards to establishing a Blood Bank. Every week some member will come into the office and ask for blood for a member of his family. We hate to tell the person that we cannot help him; due to the fact that we have never been able to get enough donors to have a Blood Bank. Please give this appeal your special attention, so that if some member of your family should have a need for blood, that we will have a Blood Bank at your disposal.

We would like to take this opportunity to thank the Contractors for their splendid cooperation in obtaining the Application for the license for driving the equipment on highways. The success of the completion of this could not have been accomplished without the help and cooperation given the State Examiner by the Contractors.

Late Job Awards

SAN FRANCISCO. Contract awarded to Arntz Bros., 1745 Filbert St., \$924,629 (combined work) for Job 1748—const. connect. corridor, betw. Ward Bldg. 10 & 20 at S. F. General Hospital; Job No. 1750—const. General Ward Bldg. No. 10, modern. Proj. 3, Phose E. Park 1, S. F. General Hospital.

STOCKTON STILL HOLDING ITS OWN

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

The work picture in the Stockton-Modesto district remains about the same as our last report, with no large jobs in the area at this time. However, up to this writing the calls for men on the small jobs have kept our out of work list down, although the time is approaching when the situation will change.

The prospects for work next year in this district are very encouraging with substantial progress reported by our congressman in the flood control, irrigation and navigation programs. Leading the appropriation for the district is that for New Hogan's Dam, the bill which was vetoed by the president but was overridden by Congress, thus the appropriation became law.

New Hogan Dam	\$1,462,500
San Joaquin River Levees	975,000
Stockton Channel Levees	243,750

These plus studies and planning of other projects that are proposed for the future such as New Melones Dam, Consumnes River, Hidden Reservoir, Buchanan Reservoir, False River Cut-off and New Don Pedro Dam should afford work for Operating Engineers for years to come. However, we are more concerned at this time with the immediate future so with the three projects listed above along with the twenty-three mile levee job that will be bid next month, which was reported in the last issue of the news, and additional work on the East Bay Pipe Line, we can foresee a bigger and better season for 1960.

Carey Brothers job on Highway 88, above Silver Lake, has been hampered by inclement weather and they will probably be unable to lay plant mix this year.

In this same general area the State Highway Department will call for bids on November 4th for approximately four miles of realignment on State Route 89, that intersects with Route 88, above Carey Brothers job and extends to the job which was recently completed by Harms Brothers. The budget appropriation for this project is \$720,000 and will provide work for Stockton district members.

Granite Construction Co., Watsonville, was low bidder on the replacement of a water supply ditch at Fricot Ranch School, near San Andreas, in the amount of \$192,145.

Al Haworth should have the oxidation ponds completed on Roberts Island for S. & Q. Construction by the time this article is printed. Also on the job, subbing under Haworth, are Marvin Haynie, dragline and trench-

ing machine, Merle Warner, dragline, D. A. Parrish & Son, backhoe, several of E. H. Rider & Son cats, and Ed Dutra's dredge on the San Joaquin River, excavating for the pipe line that will run under the river bed from the sewer disposal plant on one side of the river and the new oxidation ponds on the other.

The sub-division work has picked up a little with Stanfield & Moody, A. Teichert & Son, R. Gould & Son, S. M. McGaw, William Lyles Company, Holden & Gorham and D. A. Parrish & Son all doing their respective jobs. Construction has started on Holiday Park, Unit No. 3, a sub-division of Mayfair, which is a \$2,225,000 development project. This unit will have 100 three bedroom homes, 10 duplexes, 5 apartment houses and a 6 acre shopping center. Although this is primarily carpenter work we do get operating engineers on the grading and paving, trenching work and other related jobs.

Oliver De Silva's job on the Corral Hollow Road, southwest of Tracy in San Joaquin and Alameda Counties, is making box culverts and moving dirt at this time with approximately an even split between residents of this district and those from the Oakland district.

The M. J. Ruddy & Son job at Farmington is progressing slowly with the sub-grade softening in spots necessitating the extra work of digging out and refilling the soft spots. Andrew L. Micek, who subbed the dirt, has been confronted with this problem, and the unseasonable rain we had has made it a bad job for him. However he should complete his contract before this item reaches print.

I. L. Croft & Son, Inc. are nearing the finishing stages of their job in the Calaveras Big Trees and have completed the paving operations on the section of the job which required plant mix and should complete the clearing and grading south of the Stanislaus River before too long.

The Modesto half of this district has no new jobs to report, although Standard Materials, George Reed, M. J. Ruddy & Son, Munn and Perkins, American Sand & Gravel and Turlock Rock have kept their crews busy. McGuire & Hester's pipeline job in Modesto has been a good job for many and should continue for several more months.

PERSONAL NOTES

We are sorry to report the death of Reynolds Martineau, who has resided in this district the past 13 years, due to a heart attack while operating his blade for Asta Construction Co. Our deepest sympathies are extended to Brother Martineau's family.

Our thanks to Mrs. Loretta Lloyd of Jamestown, the only donor this past month.

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THE NEVADA ROUND-UP

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

The N.E.C.O.N. outfit off to a real good start on the Peavine Dam job just northwest of Reno, Nevada. Brother Bud (Delicate) Jacobsen, the Superintendent, and a good one too, he really keeps the brothers on the ball. Brother Harold Reynolds is on the Blade and he really keeps things smoothed up on the Dam job and also

on the haul roads. Brother Nick (Lefty) Lemich is on the S-18 bouncing around most of the time. Brother Fred Hunter is on the D-9 doing the pushing. He is quite the pushcat man. Believe me he hits them hard and fast. Brother Melvin James is on the sheepfoot. Now he is a real stomper cat man. Brother Charlie Schafer is on the grease truck and that boy really keeps things greased up in fine shape including himself most of the time.

Brother Bill Boegle, the super out at Isbell Construction Co. Hot Plant and Gravel Plant on East 2nd Street, has lots of problems to keep everything rolling, but that Boegle is just the man that can do the job. Of course he has Brother Norman Bailey to help him out and so some welding. Isbell C. C. is putting down the hot stuff on the Pyramid Road job. The rubber-tired rigs and the operators have been layed off on the river job near Vista, Nevada; however, some of the Brothers may be transferred to the Frenchman Dam job in California. Also some of the brothers from Boca highway job have been transferred to the Dam job in California. Their highway job from Wilson Canyon to Smith, Nevada, is almost finished. Bro. C. E. Lohr has done a good job for the company on their highway job.

Most of Lagrange Construction Company's outfit has moved to California, but they maintain their office and yard here in Reno, Nevada. The brains of the company, Harold Imelli takes care of the money and the office work.

Out at the George E. Miller Company, Brother Howard Johnston, the superintendent, has everything under control. He has a few problems, but he can handle most anything that comes up.

The Anaconda Mine at Weed Heights near Yerington, Nevada, is one of the few copper mines that is still producing copper in the Western States. We hope to reach an agreement without a stoppage of work.

Brother Harry L. Smith out at C. Dieterick Company has some worries keeping all of the equipment running. The company has quite a bit of work around Reno and the lake.

George Griffall Company is getting bigger and better all the time. That George is just the man that can do things and go places in a big way. He runs a good outfit.

Gibbons & Reed is well along with the hot plant job at the Fallon Navy Base. They expect to be finished this month.

Gordon Ball is almost finished at the Fallon Navy Base.

Dodge Construction, Inc., has just started on the highway job by-passing the Fallon Navy Base. They don't have very many men working, they expect to transfer some of the crew from the Wells highway job to Fallon this month some time.

Leland Eckley Company job on highway 8A between Austin, Nevada and Battlemountain, Nevada is coming along in fine form. Brother Johnny Arvin is the bossman. Hank Kietchler and Gene Hill are on the Super "C's" and Lawrence Ferguson

come to members through their claims.

At this same meeting the Trustee's increased your bank of hours maximum to 750 hours. This will give a total of six months coverage to any member and his family, who becomes unemployed after building up his maximum reserve.

Brothers, the Employers are paying into the Health & Welfare Plan every month and very few are delinquent in their accounts at this writing. This is good and we are checking regularly for any delinquent accounts; however, it is hard for us to determine if they are paying in on all of the hours that you have worked. It would be wise if each of you would keep a time book of your own showing the name of the Contractor that you have worked for and the amount of hours that you worked for him, then follow up with this and check with this office and see if they have paid into the Trust Fund on all of your time. This system will also be of great help to your Business Agent.

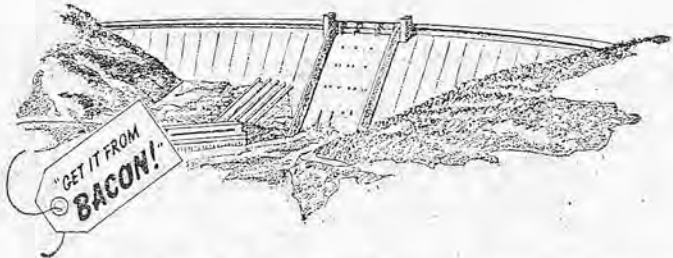
PENSION FUND

Brothers, we have been checking the accounts in the Pension Fund at the Bank and again we find that most of the Employers are up to date; however, we have found a few employers who have gone behind to quite an extent and are now in the process of collecting these accounts. Please check at your employer's office and ask if he is paying into the Pension Fund for you. Again this will help us in keeping the account up to date. This is your Fund, for your retirement. Check with your Employer and protect your interest in this Fund.

VACATION NOTICE

As you all know, the contractors are required under your new contract to start paying 8c per hour into the vacation Fund for you effective October 1, 1959. This means that we should start receiving their payments about the 10th of November. Please keep an account of your time and check with us every now and again so that we can have a double check on the Fund to assure you your full vacation amount next year (1960). Pass the word of the Vacation Fund to your fellow worker and your Employer and prevent any loss of memory on their part!

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SACRAMENTO IS STILL IN HIGH GEAR

By D. R. KINCHLOE, ERNEST M. NELSON, EDW. G. HEARNE, HAROLD HUSTON and WM. E. METTZ, Business Representatives

In the Sacramento Area the jobs have opened up and are going full swing now. The contractors know winter is not far off and the Operators and Oilers are working longer hours to complete as much work as possible before winter sets in. During the month of September 558 men were dispatched to various jobs throughout our area.

The report on the Squaw Valley Development Company has not changed. Our picket still remains and they still refuse to negotiate any agreement with the Operating Engineers Local 3.

Industrial Tractor has a picket line in front of their shop. In negotiations this year, Industrial Tractor did not come up to the expectations of our members, and they voted to strike.

Gordon Ball's job in Winters has a Freeway that is 19 miles long. Ball has a new paving machine that lays concrete without header boards. The machine is controlled by piano wire. This wire steers the machine as well as controls the grade and thickness of the concrete. The machine is all electric with a Jimmy Diesel turning over a 100 kilowatt generator that generates 440 volts. This paver lays the concrete, vibrates the concrete and has a drag that levels the concrete.

Brother E. R. Mobley and Brother Dusty Flynt, going to work for Teichert & Son in Baxter, were in an automobile accident. Brother E. R. Mobley was killed and Brother Flynt is in the Highland Hospital in Auburn. Brother Flynt is doing fine now and I know Brother Flynt would like to have the Engineers drop by and see him.

Brother Ray Culp's wife is in the hospital and took 18 pints of blood. Brothers, I surely am glad we had enough blood—for our blood bank is very low.

A message to all the Brothers and their families: **DONATE BLOOD.**

One never knows when we or our family will need blood. If we have it, it is yours; but if we don't have the blood, no one gets any. **PLEASE DONATE.**

This month one blood donor wah **WALTER GAVRILHO.**

* * *

DEEP WATER CHANNEL

Hydraulic Dredge has started dredging on their job on the Deep Water Channel. This job will be good for two years or more. They have all new equipment on the levee so it should be a good job for the Brothers.

Pacific Dredge has moved into the Turning Basin at the Sacramento Port and have rebuilt the Yolo By-Pass Levee behind them so they will be working there until sometime next year. This is a rough job because in most places they have very light fills.

Teichert & Son have about three more weeks on the Retention Levees on their part of the channel job. Luhr Brothers will be working on their part of the channel until the rains come. McCammon & Wunderlick are doing the finishing of the levees behind Pacific Dredge. They will be working all of this year and part of next with a few rigs. Lock Bridge Construction is

coming along about the same on their Barge Locks job. Richard Bickmoore is still hauling a little muck now and then.

Gordon Ball is back paving at McClellan Field. This job should be finished some time this month. They have started paving at Winters. There is over 19 miles of paving on this job. Madison Sand & Gravel is furnishing the aggregate and will put down the blacktop on the shoulders and frontage roads.

Teichert & Son are going great guns on their Freeway job at Davis. They also have several jobs going in and around Davis and Woodland. Their gravel plant at Woodland is employing about twenty of the Brothers. They have a new screening plant that keeps some of the Brothers going.

P.C.A. Plant at Yolo keeps the same crew going all the time.

Suza Bros., out of Marysville, have a sewage plant job at Woodland which is keeping a few brothers going.

Granite Construction has several subdivision and under-grounds going.

Dinwiddie Construction is getting a good start on their Federal Building on Capitol Ave.

Erickson Construction is getting their bank job pretty well along. This building is where the old Labor Temple was.

Wm. Gannon has the same crew working subdivision. Part of the crew is working at Larchmont Village and the rest are south of McClellan Field.

The shops are all going good. Rhea Tractor Sales have a good sized crew of the Brothers working and there is some overtime.

New Island Equipment has only a small force; but the company is still new. We think they have a very good line of equipment to sell and it is only a matter of time until they will be putting on more help.

Northern-Cal Euclid Co. has been putting on more mechanics this year. They are now in the old Sutton Truck Sales shop which they have remodelled and it is a very nice place to work.

Western Traction Co. is doing more work now than they ever have in the past. They are the dealers for Hopto and Gradeall in this area.

Brother Nathan Hill is home with a heart attack at 5101 Stockton Blvd. He would like to talk to any of you Brothers who know him.

MOUNTAIN JOBS

On Highway 40 there are quite a few jobs going at the present, but three of them are in the finishing stages and should wind up soon.

Going east, we find Teichert's job on the Roseville-Newcastle Freeway about wound up. All that is left is paving the shoulders, the approaches, and doing the general cleanup work that is always left to be done at the end of one of these jobs. They should be finished with this section by November 15th.

At Monte Vista, Madonna Construction Co. is getting under way with a vengeance. They have moved in quite a spread of new cats and cobras and are currently using about 35 of the Brothers on the equipment. They have a new D8, 46A cat on the job and it is a real dandy. It has an automatic transmission and no clutch. What a

breeze! Foremen on the job are Brothers Jack Livingston and Bill Parrott, and they really keep that dirt moving.

On the Madonna job, the trees are being logged off the job by Goble & Frazier Logging Co. of Colfax. This outfit uses all members of Local No. 3. They are taking the trees and Madonna is clearing and grubbing the right of way.

Right up the highway, on the next section of Freeway, A. Teichert & Son has started paving the three east bound lanes, and by the time this reaches you, they should have them paved. That is, if the weather holds up for awhile and they don't get another storm. The state wants these lanes open by December 1 so they can divert traffic over them and concentrate the equipment on the west-bound lanes. This job is keeping close to 75 engineers busy and has about another year to go.

Buher Logging Co. is doing the clearing and grubbing and they are hauling off the stumps and hiding them so the tourists won't be able to see them.

Fredrickson & Watson has completed the concrete paving on the Wood-Kirst job at Soda Springs and are moving out the paving equipment.

C. H. Meyerholtz, from Lancaster, has set up a hot plant on the job site and is paving the shoulders and the traffic approaches. He has a unique set-up on his plant for, with an arrangement of jacks and chains, he can erect the plant without using a crane.

Wood-Kirst has several blades busy making grade for the paving spread. The way the weather has been acting for the past few weeks, they will be very fortunate to finish this year.

Frederickson & Watson has cut down their crew at Truckee and are finishing shoulders, approaches, and the center strip. Traffic has been turned over the roadway while the finish work is in progress. Eastbound traffic goes all the way through while westbound traffic has to drop off at the east end of Truckee until the new bug station is finished. Singleton Construction Co. has the contract for the Agricultural Inspection Station and should have it opened soon so that traffic can be taken off the old highway.

Clements Construction Company has been doing the black-topping on the shoulders and the approaches.

Clements Rock Co. has slowed down quite a bit now that they have finished sending rock to the Fredrickson & Watson job, but they still have a large crew on the plant. When the next job comes up on the Donner Summit Freeway, they will probably furnish the rock to it for they have the only ready supply available in the area.

Activity has picked up some in the Squaw Valley area in the past month. This is the last minute rush. Independent Iron has a rig hanging steel in the Ice Arena. LaGrange Construction is paving roadways and parking areas. Looks like they might have some snow for the events this year. We still have the picket line on the Squaw Valley Development Company which is the Lodge.

There is still a lot of work going on in the area at the north end of Lake Tahoe. Mostly summer homes and cabins. A. Teichert & Son has a small crew working on a subdivision at Tahoe City. Foreman on the job is Flip Phillips, with Sidney Olsen on a cat, Blackie Popejoy on a blade, and Norris Goings

on his own blade. We would like to see Teichert get more work in the area and give some of the gypos a run for their money on the subdivision work.

Flores & Perry have about six rigs working on Highway 49 at Pilot Hill. Three tractors and three International pulls. Progress has been rather slow to date. Brother Wayne Brookshire is the Super on the job.

Claude Young has several rigs working on the site of the new Sierra College at Rocklin.

AEROJET

Work is slowing down at Aerojet. A. Teichert is doing the bulk of the grading in that area. Joe Richards moved in a spread of rubber tired rigs to build a couple of parking lots. This is a hurry up job with \$200 a day penalty if not completed on schedule. D. W. Nicholson keeps a crew of six good Engineers busily employed. Callahan Construction is down to three Brother Engineers, with no additions in sight. Joe Vicini has one dozer working with the Delta Construction Co., and the rest of the equipment parked, waiting for Continental to finish the Cast and Cure Building. Western Freight Handlers keep one Engineer on the payroll and occasionally use a rented truck crane. Baldwin Construction Co. is getting started on a two million dollar contract. A.E.C. are holding tough with five top operators drawing pay.

MATHER FIELD

Mather Contractors have completed one block of homes at Cape-Hart housing. Brighton Sand & Gravel have the paving completed with lots of overtime for the engineers. Rocky Mountain Construction is going good on the landscaping with a crew of six engineers. These brothers are doing a fine job as this is fine grading and close quarters. C. O. Brand finished their underground work ahead of time and have moved on. Pacific Ready Mix is down to one mixer truck—what a life for a batch man. Ken Russell keeps one man on the driveways and another good go for big dough. If the weather holds, these houses will be completed by the first of the year. This project has given a lot of our brothers employment for the past year and a half.

SACRAMENTO AREA

The subdivisions command most of the engineers; the growth of Sacramento for the first nine months was to the tune of \$300,000,000 in county permits. A. Teichert is busy with crews on a dozen different locations doing grading, underground, paving and curb and gutter. Lentz Construction Co. is getting a big share of the work this year with crews working long hours to get ahead of the coming winter. Brighton Sand & Gravel are bidding all the jobs, big and small, and getting enough to keep the Engineers working steady. This company is reorganizing its policies and are 100 per cent in line with the agreement. McGillivray is back in the race again with rock crushers and hot plants going on a full time basis. The shop crew keeps happy with a lot of equipment to overhaul and repair. Erickson Construction Co. is coming in with low bids to get a fair share of the work. They run good clean jobs with top hand engineers. Now, with their rock-plant along with the construction company, this outfit can give the other contractors some stiff competition. Jim Hawley added three rigs to his spread this year and is coming out on top doing subdivisions.

HAP HAZARD



H. A. Anderson Co., at Folsom, got another contract at Natomas Heights and will be busy for the next few months. They have remodelled their rock plant so they can produce to specifications. Claude Young Co. is calling in for engineers to man the equipment. This company is doing several jobs in the area, but miss most of the big ones.

ROCK PLANTS

All the rock plants are going full blast and long hours. P.C.A., at Fair Oaks, are still on a two shift basis, with the hot plant and batch plant going one shift. Brighton Sand & Gravel is off and on, on a two shift basis at Kilgore and Perkins, with the night repair crew trying to keep ahead. The boys out at Del Paso Rock are down to eight hours now and catching 30 pound salmon before and after shift. This holds the same for Fair Oaks Gravel and Haggin Sand & Gravel.

BATCH PLANT

The new Building Material Agreement is negotiated with a substantial raise for the Brothers and an improvement in conditions. Sacramento Ready Mix keeps up with the demand for material with a string of 17 trucks going. A. Teichert's engineers, at Elvas Ave., Mississippi Bar, West Sacramento and Del Paso Rock, are hard at it with orders up to 1200 yards a day.

TRUCK CRANES

Valley Crane is going with 12 rigs. These long boom operators are all top engineers, making good hours at the controls. Reliable Crane goes out for everyone, doing all the difficult jobs, too tough for the amateurs. Wilkens, Dalzell and McLaughlin have the engineers on a full time scale with good pay check coming in.

SHOPS

Delta Pre Stress has three good engineers, making up orders for all contractors. Clarks Welding are putting out grade "A" work, building up rollers, tracks, idlers or what have you. Cal West Equipment has put on extra men to get their machines ready for the sale yard.

PRACTICE SAFETY EVERY DAY!

Jobs Awarded

SUNNYVALE. Contract was awarded to Chicago Bridge & Iron Co., 100 Bush St., S. F., \$155,840 for construe. of a 500,000 gal. welded steel elev. water tower 50 ft. dia. 115 ft. to low water line.

MATHER AFB. Contract was awarded to Luppen & Hawley, Inc., Sacto. \$255,046 for replacement of wtr. distrib. sys. at Mather AFB.

MCCLELLAN AFB. Contract awarded to Gordon H. Ball, Inc., Danville, \$155,902 for aircraft washrack, grade, RC storm drain, McClellan Air Force Base.

J. R. FEENEY

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FRESNO HAS 1st SEASON SLACK

By G. L. MOORE, J. D. MONROE and B. F. (Tiny) HELLING,
Business Representatives

The month of October will show quite a drop in the number of brothers employed in this area. With the topping out of the Mammoth Pool Dam on October 2nd our out of work list took quite a jump in all classifications. However, there still is a lot of work to be completed on this job. The Bechtel Corp. will still hold quite a few cat operators and mechanics until late in the season.

Utah Construction Co. have completed concrete operations at the tunnel outlet and surge chambers and have moved to Shake Flat making way for the Consolidated Steel Company to complete instalations of the penstock.

Bechtel Corp. have closed the diversion tunnel and have closed the main tunnel gate so another man made lake is in the making. Utah Construction Co. have moved one operation to Snake Flat, will pump concrete around the several hundred feet of liner installed by the Consolidated Western Steel Co. They also continue two shifts at Rock Creek on concrete lining. The Fluor Corp. have moved in and are constructing the transmission lines.

On the Bass Lake Highway job the Walt-Taylor Co. have completed their section. Thomas Construction Co. are on the final rock cuts on their portion. It doesn't look like they will be able to do any surfacing this year. Thomas Construction also are making good time on their trailer park job at El Portal.

At a present meeting in Modesto, re the rock plants in that area and Merced area, the meeting was well attended and we hope for a satisfactory settlement of these contracts soon. The Concrete Supply Co., M. J. Ruddy Co. and Granite Construction continue to keep quite a few brothers busy at Castle Field Air Base and on subdivision work in that area. M. J. Ruddy Co. have completed their Lander Ave. job west of Merced. The State Division of Highways have announced they will let another 19 mile section of this road in November.

Fredericksen & Kasler are keeping a crew of approximately 40 engineers busy on the lower San Joaquin levee job. They have been working the DW20's spread long hours and have added a few rented rigs trying to beat the rainy season. They maintain two shifts of mechanics on this job. On the San Luis Water District job west of Los Banos, which was recently organized, the A. L. Craft Co. of Oakdale and the L. L. Peterson Co. of Los Palos are keeping approximately 25 engineers busy on 29 miles of new canal. They have approximately 8 miles to go at this writing. The Fresno Paving Co. and O. D. Frost Construction are working a few rigs on the subdivision development of highway 41 in Madera County.

There is very little activity to date on the new PGE Kings River Power project. The Winston-Green Companies, the successful bidders for the tunnel and penstock have subbed all the work to date to the Smith-Wehner Co. This company has three cats building roads and facing off for the portal. They are also clearing in preparation for a trailer court. This job is located near Balch Camp, 60 miles east of Fresno. The job consists of approximately four miles of tunnel.

On the southern end of the Valley there isn't much change. Griffith Company at the Lemoore Air Base have layed off

most of the dirt crew and are working 10 hours, six days on the cement treat and concrete. This company hopes to finish the concrete around the first of November but will still have some black top to do.

L. B. Wells Construction out of Hanford have about two more weeks on the dirt and will start black top about the last of October. This company also have subdivision work. Rice Bros. have moved their DW20's to Coalinga on highway 33. Their job on the relocation around Lemoore Air Base has belly dump trucks hauling sub-base material and six engineers on blades and compacting equipment. They should start black top about November. Winston-Green Companies on Terminus Dam, out of Lemon Cove, have the botom core on the south side of the river filled with clay material and hope to get high enough before the river comes up due to rain. To keep going on the fill this job has five DW20's hauling clay and two shovels working on the spill way, also seven cats and two truck cranes around the job.

Isbell Construction on Highway 198 relocation out of Lemon Cove have five cats doing pioneer work and three Northwest 80 shovels loading rock. This job has about a mile and a half that you can drive over. The fence crew had to use a horse and donkey to carry wire and posts.

Guy F. Atkinson Co. have the fill across the bottom and are up high enough that if they do have high water it won't bother much. This job has one more year to go.

WE HAVE TWO BLOOD DONORS: BROTHERS E. L. THOMAS and STANLEY DENNEY.

Thank you very much.

Job Awards

SACRAMENTO. Contract was awarded to J. H. Jomeroy & Co., Inc., 120 Montgomery St., S. F., Bates & Rogers Const. Corp., 600 W. Jackson Blvd., Chicago and Ben C. Gerwick, Inc., 417 Market St., S. F., \$16,641,000 for 1.1 mi. 1gth RC subaqueous vehic. subway tube to be const. U' Oakland Estuary, Portal Bldgs. & Conc. Boat Sees. to be const. & aprch. rdwys. tog w/ramps, st. & connections, to be graded & surf., the Webster St. Tube, betw. Alameda and Oakland, Alameda Co.

SACRAMENTO. Contract was awarded to John F. Otto, 4322-24th St., Sacto., \$106,762 for Lime Treatment Plant, Sacramento River Water Filter Plant.

SAN FRANCISCO. Contract awarded to Ira H. Larsen Co., 64 South Park, S. F., \$251,111 for general construc., plbg. mech. & elect. work for Fire Engine House No. 14, located on South side of Oak St., between Franklin & Gough.

FRESNO. Contract awarded to Ellberg & Conklin, 1467 Smith St., Kingsburg, \$471,790 for erection & constr. of Leif Ericson School, Fresno.

OAKLAND. Contract awarded to Gallagher & Burk, Inc., Oakland, \$204,924 for impvt. of Redwood Rd., from Skyline Blvd. to 2800 ft. southerly.

Weather Slows Redding Work

By J. B. JENNINGS and
SID McBROOME,
Business Representatives

Redding received its worst storm in 80 years in the month of September. Although immediately following the storm the majority of the jobs resumed their full operations, work has slowed down. The Wunderlic job on Highway 99 at Dunsmuir has closed down for this year. The Gibbons & Reed job on 99N is still in full swing, working two shifts. This job will continue as long as the weather permits. The Baldwin Construction dam job at Yreka is trying to wind up their operations before the weather strikes that area.

M. J. Coleman was the low bidder on our U.S. Forest Service road job between Cecilville and Calahan. When this job is completed it will open up a 31-mile drive between Cecilville and Callahan, and it also opens up a new route to Eureka and points west. This route has been under construction since 1954 and is due for completion in 1960. Wright Bros. job out of Etna is still in full swing and is due for completion along in December. Work in and around Yreka has been extremely slow for the brothers this season, however, there are several highway jobs due to break in 1960. Work in and around Tululake country did not exist with the exception of the hot plant at Tululake which Clement Const. set up for about four months.

Work around the Alturas country was also extremely slow with the exception of three small jobs. Again there is additional highway work to be awarded in 1960. Work around Susanville and south was very good this year but now Monty Brown has completed his road job out of Susanville and Thomas Const. is due for completion around Oct. 15th. The Baldwin Const. Co. has completed their paving in Lassen Park. There is additional work in the park to be let in 1960 and additional road work coming up on Highway 44, which is one of the entrances to the park. The amount of money which has been appropriated for this job will warrant approximately two and a half years of construction.

Work in and around the city of Redding has been slow during the year of '59, but there is additional work scheduled for 1960 on Highway 99 north of Redding. There are two additional sections to be let, with one section to start the last of October at a total cost of about ten million dollars. Work on 299E is also proposed for 1960 with the relocation through Whiskeytown that is due to be let in February, 1960. The Whiskeytown Reservoir and the Lewiston Control Dam are due to come up in 1960. The funds for these two projects have already been approved by the administration.

Work on the Trinity River Dam project has taken quite a drop since our September report. Guy F. Atkinson has laid off a number of Engineers, bringing the total down to approximately 400 men employed at present. The Shea-Kaiser-Morrison Clear Creek tunnel project is still in full swing with approximately three and a half miles more tunnel to dig. Work around Trinity Center has been extremely good for the brothers in this area and the outlook for 1960 is even better. There are approximately nine contractors in operation in a radius of 25 miles from the dam site with three of the road jobs to be completed this year. McCammon

Const. is working on their job between Trinity Center and Minersville and anticipate completion the latter part of October. Floyd Grubb, working out of Trinity Center on a road job for the Bureau of Reclamation, is due for completion in 1960.

Work south of Redding on Highway 99 in and around Red Bluff has been rather slow but the outlook for 1960 is extremely good. Hood & Case is in full swing on their pumping station job at Red Bluff.

OFFICE NEWS

We have recently negotiated an agreement with the Stewart Masonry Supply for a 15-cent increase with eight paid holidays and paid vacations. This office is holding checks for retroactive pay and monies collected for the following named members:

Bert A. Carr, George Caton, L. Courtwright, K. Donovan, Melvin Ferguson, Willie Hogue, Robert

Howard, Bert Manson, Robert G. Montgomery, C. C. Osborn, A. B. Rittenhouse, J. M. Roth, O. C. Taylor.

If your name appears on this list, please contact this office. Again we ask any of the members employed in this district who have not received their retroactive pay to contact us.

We are sorry to hear of the death of Brother Louis Rogan who had been a member of Local No. 3 for a number of years and was well known in the Bay Area, and also had a lot of friends in this district.

This is just about the work picture for the Redding District. The brothers have had an extremely good year. With weather permitting, work will hold up in this area until the latter part of November. The Redding office is open Thursday nights between 7:00 and 9:00 P.M. for your convenience.



BROKEN ROAD to disaster. When the Montana earthquake struck, this hillside slid into Hebgen Lake, carrying several hundred feet of Highway 1 and a cabin with it, the worst of four areas. Arrow points to submerged cabin. Heavy equipment was moved quickly into the quake area.

New Job Awards

CARSON CITY, NEV. Contracts awarded for the following: (1) Churchill Co.: 10.835 mi. constr. portion of PSH in Fallon, on USH 50, betw. intersec. of Williams & Maine Sts., & 10.8 mi. S. E., to Dodge Const. Co., Fallon, \$646,606.

SACRAMENTO. Contract was awarded to Continental Const. Co., Sacto., \$839,000 (base) for const. max. and min. secur. Branch County Jail, Franklin Airport, Sacto.

SAN FRANCISCO. Contract awarded to Chas. L. Harney, Inc., 575 Berry St., S. F., \$243,483 (Sch. B.) for const. pavement & utils. cargo apron area, S. F. International Airport.

SAN RAFAEL. Contract was awarded to Carey Bros., Const. Co., P. O. Box 235, San Anselmo \$149,797 (Sch. A) for grade & constr. street, drainage & utility improvements, Marinero Improvement Project.

CARSON CITY, Nev. Contract awarded to Dodge Constr. Co., Inc., Drawer 31, Fallon, Nevada, \$646,306 for const. portn. of State Hwy. Sys. in Churchill Co., Nevada, on USH 50, betw. intersec. of Williams & Maine Sts., in Fallon, Nevada.

SAN FRANCISCO. Contract awarded to M. J. Coleman, Sterling City, \$337,682 for 6.247 mi.

grade, drain and const. conc. bridge or portion of Forest Dev. Rt. 40N18, beg. at Chadew Crk. & extend W. to ptn. nr. Cecilville Klamath Natl. Forest, Siskiyou Co.

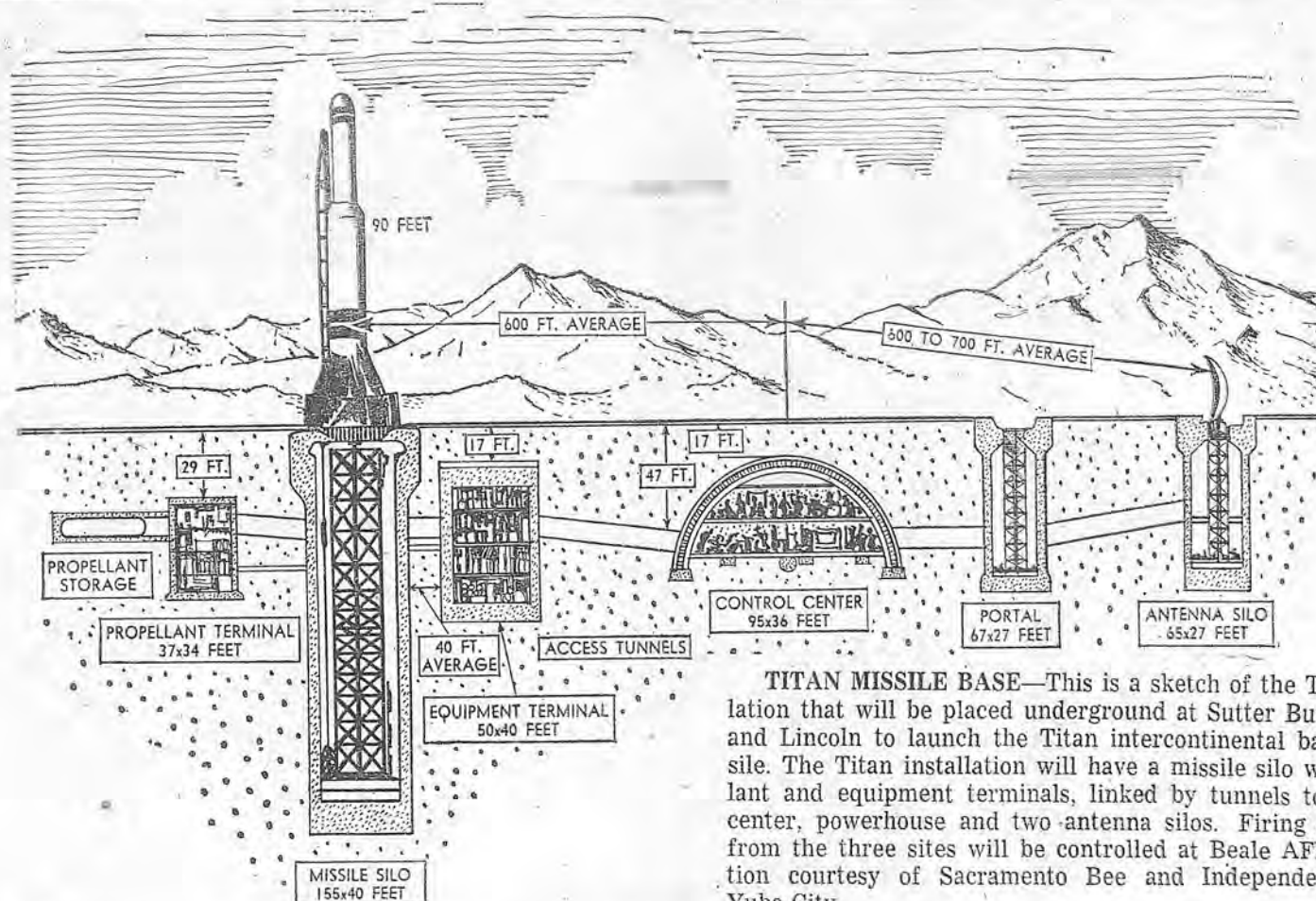
SAN FRANCISCO. Contract awarded to Clyde W. Wood & Sons, Inc., No. Hollywood, \$474,154 for grade, drain, reinf. conc. girder bridge on portn. For. Dev. Road, 21802.2 fram Kentucky Meadows Rd. 24 mi. NW of USH 395 to 10.117 mi. NW Troy Meadows.

MADERA AFS. Contract was awarded to Meyers Bros., \$370,000 for const. FY-58 family housing, 774th AC&W Sqdn. Madera AFS, Madera.

SACRAMENTO. Contract was awarded to Walsh Const. Co., 2 Pine St., S. F. \$6,387,880 for const. Camino Tunnel, appurt. works & access rds. Upper American River Proj., El Dorado Co.

REDWOOD CITY. Contract awarded to Leonard Semias & Co., 1872 Lexington, Santa Clara \$227,500 for constr. Central Library Headquarters Bldg. in San Mateo Co.

SACRAMENTO. Contract was awarded to McGillivray Const. Co., Box 783, Sacto., \$151,868 for impvt. Northridge Oak Unit No. 2 and 3 in Sacramento Co.



TITAN MISSILE BASE—This is a sketch of the Titan Installation that will be placed underground at Sutter Buttes, Chico, and Lincoln to launch the Titan intercontinental ballistic missile. The Titan installation will have a missile silo with propellant and equipment terminals, linked by tunnels to a control center, powerhouse and two antenna silos. Firing of missiles from the three sites will be controlled at Beale AFB. Illustration courtesy of Sacramento Bee and Independent Herald, Yuba City.

Marysville Area Gets 3 Big Missile Bases

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

News of the installation of three Titan Missile Bases, two of them to be built in the Marysville area, has added interest to the coming construction picture and the hope that, barring too much bad weather, some of the brothers may be able to get in a few licks this winter.

These bases, which according to our information, will cost in the neighborhood of \$42,000,000 each are to be advertised, we are informed, at the end of next month and to be let in December with construction to start as soon thereafter as practical.

While the details at our command are somewhat vague we are told that the method of construction is to excavate a hole large enough for the entire installation, lay a nine foot reinforced concrete floor on the bottom, build the rest of the installation on top of that and then cover it over. If this is the case it ought to mean a few jobs for "us boys."

DISPATCHING PICKS UP

Dispatching from the Marysville office the past few days before this article was prepared picked up and some difficulty was even had in filling some classifications. Whether this is a symptom of the last dying efforts of the season or means we are, even though it is late, going to enjoy a few days of better times we can't say, but we sure hope it is the latter.

HIRING HALL CHANGES

Your attention is drawn to the following two changes in the Hiring Hall Procedures and your cooperation is solicited in observing them as we have no other alternative but to enforce them as they are a part of the current agreement with the A.G.C.

Section (e) Regulations Governing Employment Offices, sub-section 4, 2nd paragraph has been amended to provide as follows:

"Any employee who refuses to accept four (4) consecutive offers to dispatch him shall have his name placed at the bottom of the list on which he is registered."

The same section, sub-section (6) provides in brief that registrants shall re-register every 84 days, between the 76 and 85 days or the registrant's name is to be stricken from the list. Re-registering may be done by any convenient method and the same position is retained upon re-registering.

REPORT ON WORK

Ground was broken on the Frenchman's Dam near Chilcoot Tuesday, September 29, 1959 by Governor "Pat" Brown and Assemblywoman Pauline Davis jointly pushing the plunger that set off the first blast. Isbell

Construction Company of Reno is the prime contractor, with Thomas Construction of Fresno doing the concrete work. The company has started and says that they are going to keep going as long as the weather permits, but as it is pretty high, this may not be too long.

Malfitano and Son are making good progress on this company's levee job near Colusae. Cecil Hulse is subbing part of the work. Malfitano is also starting their sub-contract under Basalt at Knights Landing. H. Earl Parker is making good progress on his levee job on the West bank of the Sacramento. Incidentally while H. Earl Parker is liquidating his equipment, he tells us that he is not going out of the business.

Eugene Luhr Company are moving right along on the Cherokee Canal job. Besides their own spread they have Louie Roberts subbing part of the dirt work and "Bud" Plant doing the clearing. Brother Hickam is the super on the job with Brother Ed Gaston as Master Mechanic, keeping the equipment running.

As mentioned last month Ball and Simpson have started the grading between tunnels 2 and 3 on the W. P. relocation work. There has been some delay due to trouble in finding material suitable for the fill. We hope this doesn't delay the start of the tunnels, slated for December.

Healy Construction Company has a road job at Lake Almanor with Cupertino's Sand and Gravel doing most of the grade work. Brother Frank Gibbs is directing the work. We don't know how much longer this can go as it gets real cold up there now, especially at night.

The Valley Engineering of Fresno is doing a couple of sewer jobs of considerable size, one in Oroville and one in Greenville. Baldwin Construction Co. has a road job near Butte City, a resurfacing job to do near Glenn, a hot plant running near Chester, some work at Beale and other work scattered all over the area.

Considerable work is going on at the Beale Air Force Base, mostly building which doesn't create too much work for us. Robert E. McKee, of Los An-

geles is the contractor on the new hospital with Souza Brothers and United Constructors as subs. Gil Construction Company is the contractor on the new bridge and the main road through the housing project. H. P. Edwards of Red Bluff and R. C. Fogel of Redding are the subs doing the road and pipe work.

The Capehart housing project no sooner gets settled down on one end than something erupts on the other end. During the past month we have been troubled with late checks, rubber checks and the like, all of which fortunately has been satisfactorily settled. Then a rental contractor pulls off because he isn't paid or so he said and we have another switchero. Oh, well, our mothers told us there would be months like this.

INDUSTRIAL REPORT

The sand and gravel industry showed some curtailment during the past month due mainly to a cancellation of a large order at the Kaiser Plant in Oroville. This was an order for railroad ballast and the cancellation is blamed on the steel strike, and it has resulted in a number of lay-offs. We hope this is not for too long.

The ready mixed concrete, clay and concrete pipe companies have been getting a boost by the home building boom in the area (at least it is boom by our standards) caused by the work at the Beale Air Force Base and the expected influx of population. News of the missile bases has also caused talk of additional home building.

New York Machine Shop is in the same position regarding the settlement, which has been held up waiting for the Peterson Tractor Co. settlement. This is an unique job shop with construction, sawmills, tunnelwork, farmers and a variety of small industries keeping a number of the brothers quite busy.

The gold dredging industry is plugging along at about the same pace. Yuba Consolidated Gold Fields have four dredges working which keeps a goodly number of the brothers busy. However Natomas Company is not doing so good. Only one dredge remains running, one having been closed down on account of running out of ground

Committee on Political Education

Have you made your donation to COPE? Remember while LABOR has the people it also takes dollars to elect friendly people to office. And right now the Lord only knows how badly LABOR needs friends in our legislative halls.

Your donation need only be a dollar (larger donations will be gladly accepted) and half will be used nationally and half in California. Come on now let's get our donations in. The office has the books as do the Business Representatives. Send in your dollar or if you are in the office or talking to the representative remind them, if they forget to ask you.

and another on account of poor ground.

Soon where once was a prosperous gold dredging industry will be a bunch of homes built on top of a lot of rock piles, something we didn't think we would ever see, and we often wonder just how much water it takes to water a lawn around one of those houses.

Gladding, McBean and Company has had a very busy summer, but now has begun to taper off and the extra men hired during the peak of the season have been laid off. Remaining are about 340 men, a little better than half of which are members of Local 3.

During the past few months relations with the company have been quite good with very few grievances needing to be settled at the monthly Labor-Management meeting. This means the department foremen are on the ball and are living up to the agreement on the local level.

PERSONAL NOTES

Brother Gary Cooper, a member of Local 3E, who had worked around the area on several surveying jobs was fatally injured Friday, September 25th in a motorcycle accident on the Yuba City end of the Fifth St. bridge. Brother Cooper is survived by his father and a sister that we are acquainted with. We offer to his family in behalf of the officers and members of Local 3 our most sincere sympathies. Brother Allie Moffitt suffered a serious back injury and Brother Jesus Ibara a broken foot in accidents while employed at Gladding, McBean and Co. A speedy recovery is wished for both. Brother Ernest J. Wilmoth

MEETING NOTICES

GRIEVANCE COMMITTEE — Meets each Thursday night at 7:00 P.M. at the Engineers' Hall, 1010 "Eye" Street, Marysville. Here is the place to air your beefs, if you aren't satisfied with the representative's action or, as far as that is concerned, if you aren't satisfied with the representatives period.

ROCK, SAND AND GRAVEL MEMBERSHIP MEETING: Will be held Friday, October 23, 1959 at 8:00 P.M. in the Teamsters' Hall, 818 Wall Street, Chico.

Yuba Consolidated Gold Fields: This unit meets Monday, October 26, 1959 in the Engineers' Hall, 1010 "Eye" Street, Marysville, and at the following times:

10:00 A.M. for those unable to attend the night meeting.

7:30 P.M. for those able to attend the night meeting.

Natomas Company Membership Meeting: Will be held Monday, November 2, 1959 in the Veterans' Hall, Folsom, at the following times:

10:30 A.M. for those members working nights.

3:30 P.M. for those members working days.

Gladding, McBean and Company: The Joint Board meets Tuesday, November 3, 1959 at 4:15 P.M. in the Lincoln Industrial Council Office, Lincoln. All Joint Board members, unless working, are urged to be present as there are many matters of importance to discuss and decide.

General Membership Meeting will be held Tuesday, November 10, 1959 in the City Hall, Lincoln and will convene at 2:30 P.M. for the convenience of those members working the swing shift, remain in session until the business of the meeting is completed, recess and reconvene at 4:15 P.M. for the convenience of the day shift.

Concrete Pipe Companies Membership Meeting: This group will meet Monday, November 16, 1959 at 7:30 P.M. in the Teamsters' Hall, 818 Wall St., Chico.

Peterson Tractor Company and New York Machine Shop: Subject to call.

THE VALUE OF MEETINGS:

We hear a lot these days about democracy in unions, the protection of union members' rights, etc. and a very loosely drawn and dangerous law to the trade union movement, has recently been passed that is supposed to guarantee all this.

But in the end only an alert membership can make democracy work in unions. Only an alert membership can prevent their rights from being usurped and this can only be done by their attendance of the meetings of their Union.

By the above meetings you are being offered an opportunity to actively participate in the affairs of your unit, at least. To be kept informed of the progress of grievances, etc. and to make your desires known. **WHY DON'T YOU TAKE ADVANTAGE OF THIS OPPORTUNITY?**

of Oroville suffered a hernia while employed by Utah Construction Co. on the Mammoth Pool job. On the way to the doctor he was in a car accident which complicated matters. However, this has been straightened out with the Compensation carrier and a repair is to be done very soon. Brother King Walters, an old time shovel runner who lives in Paradise and who many of you know, has been having eye trouble in the form of cataracts which has prevented his working. He is to be operated upon on November 1 and the doctor tells us that his sight will be completely restored in one eye, which is good news. Good luck, King.