



ENGINEERS NEWS

OPERATING ENGINEERS LOCAL 3

STATIONARY ENGINEERS LOCAL 39

VOL. 13—No. 11

SAN FRANCISCO, CALIFORNIA

NOVEMBER, 1955

Make Safety a Habit—It Pays!



GRIM SAFETY REMINDER—From Nevada comes this picture of one of Isbell Company's Backhoes in upside down position. It happened on a Reno job, and the operator fortunately was not seriously hurt. He is very self-conscious over the whole affair, needless to say. However, this is a reminder to all of the brothers that you cannot be too careful. Make safety a habit—it pays!

Official Notice

Changes in Office Hours; Directory of Offices in This Issue

The revised issue of the Local Union No. 3 Directory of offices and business representatives appears on page 2 of this issue of the Engineers News. You will note there are some changes in addresses, names, telephone numbers.

All members are asked to note there have been some changes made in the office hours of the branch offices of Local 3. Please note this month's report of the business agents in your district. Where the office hours have been changed mention of it will be made in the business agents' report.

Equipment Mechanic

State personnel board announces examinations for Heavy Equipment Mechanic for Stockton and vicinity will be held on Dec. 17. Final date for filing applications. Nov. 25.

Industry Stays At Top Pace As Weather Permits

Busiest construction schedule in years, generously prolonged by a kindly Indian Summer sun and a late start on the annual bad-weather season, has absorbed the skillful, diligent attention of thousands of Operating Engineers on a wide variety of projects stretching from the Great Divide to Pacific Shores.

It was truly harvest season for the men of Local 3, whether busy on a California subdivision or double-shifting a copper mine on the vast purple, eye-resting reaches of the planet Nevada.

The boys didn't pull in pumpkins, grapes, corn, and beans, like their outdoor colleagues, the farmers, but they are plowing deep and wide for freeways, bridges, 10,000-home subdivisions, and industrial structures, and they are reaping the wages therefrom.

A goodly portion of the harvest goes into the bank to help provide the necessities in case of prolonged unemployment during the winter season just ahead—men in the construction game have formed the rainy-day-fund habit.

A look at this month's fine set of business agent reports covering the 300,000-square-mile jurisdiction of Local 3 shows work at fever pitch in all districts as long as Jupe Pluvius stays away from our shores and refrains from sending his howling storms down from the North Pacific.

Here's a quick round-up on the B.A. reports for November, 1955:

Eureka: PGE steam plant moving, also rail tunnels, highways, autumn in the Redwood empire.

Nevada: Mining in high gear,

highways hurrying, with one eye on the sky; new gambling palaces.

Utah: Big rush to beat the snows; mining, roads, industry.

Northbay: Using good weather to the last hour; major housing, roads, salt plant.

Hawaii: Kaiser's "Paradise" taking shape; safety drive follows five fatalities on one job.

Redding: Test drilling for \$225 million Trinity, 35-million yard dam; freeways.

San Jose: Final Fall rush; all contractors have a backlog; highways, industry, housing.

Sacramento: Top speed; pushing freeways; Placerville bypass finished.

Stockton: Mountain jobs in high gear but deep in the Sierra gorges days are getting shorter; valley freeways.

Marysville: Local 3 underground farmers hard at it on big Poe job; tunnel work ahead for years.

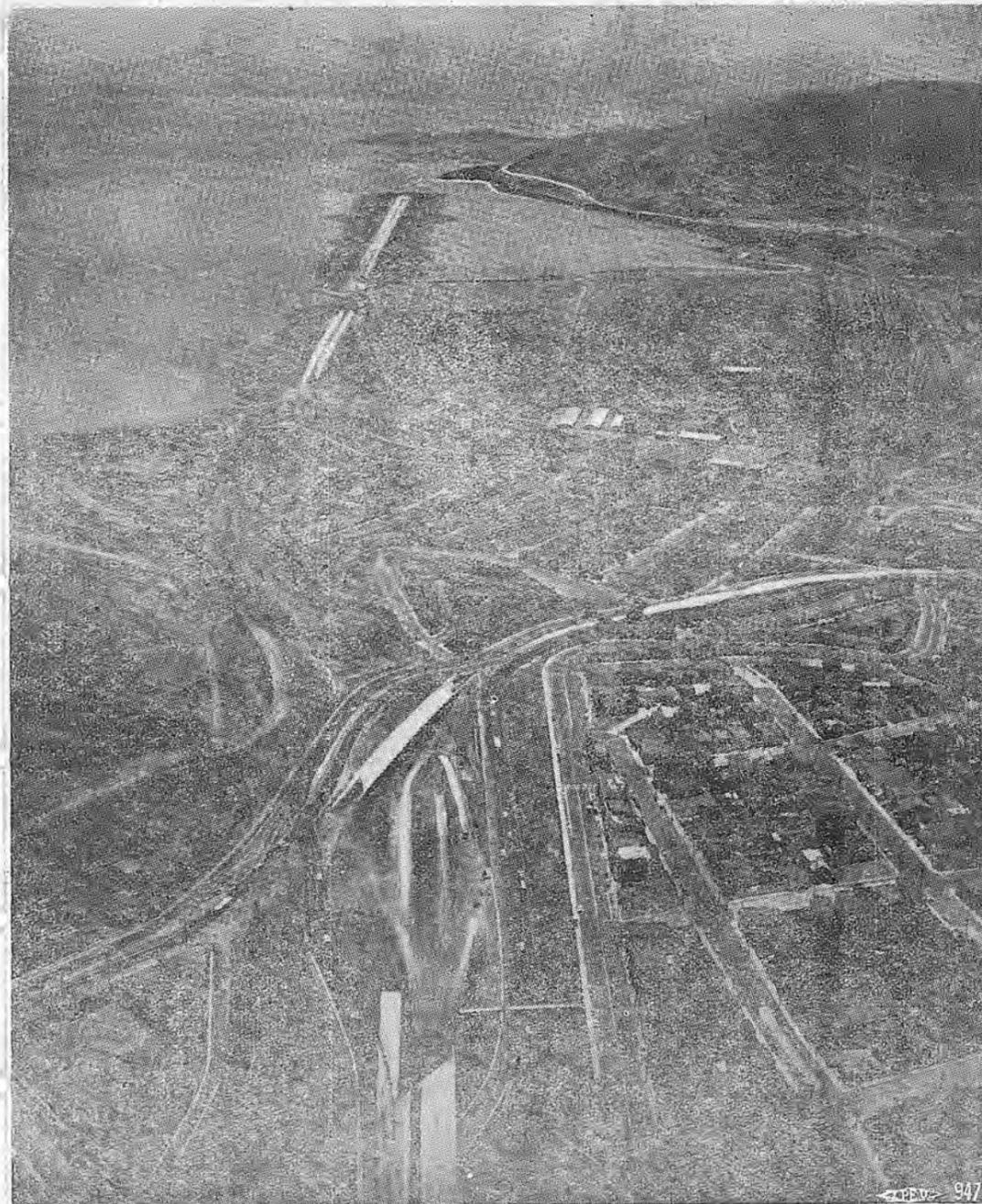
San Mateo: Everybody working as weather stays good.

Oakland: One of best months; industry, back-county subdivisions; opening main line routes out of the Bay Bowl.

San Francisco: Freeways, housing, industry, waterfront jobs.

Fresno: Valley freeways move, also mountain jobs, housing.

Candlestick Cove—Last Link on Bayshore Freeway



LAST LINK, BAYSHORE FREEWAY—Guy F. Atkinson Co. submitted low bid of \$2,039,702 on Oct. 26 for the last major unit of the Bayshore Freeway south of San Francisco. The bid covers the last unit of the Candlestick Cove overwater unit, first portions of which are shown in the above picture. The contract is for 1.6 miles of freeway and two bridges.

Route of the freeway can be plainly seen in the foreground. The "runway" above, at bottom of the bay is at least 10 times as wide as the surface showing. As it joins Sierra Point it will cross over the mainline rail tracks. The present route can be seen at right as it winds its way over the point. (Picture courtesy, "Calif. Highways and Public Works").

Record State Highway Program

Biggest budget in history, nearly \$350 million, has been announced by the State Highway Commission. Listed here are the major Northern California projects for the 1956-57 fiscal year:

ALAMEDA

Foothill Blvd., Hayward to Mattox Rd., \$800,000.

Warm Springs to Beard Rd., \$5,785,000.

Eastshore fwy., Magnolia to 17th St., \$2,650,000.

BUTTE

SR 32, Chico to Hog Springs, \$680,000.

CONTRA COSTA

Hilltop Dr. to Hercules, 6-lane, connects Carquinez proj., \$6,800,000.

EL DORADO

U.S. 50, east of Camino, \$970,000.

FRESNO

Complete fwy. thru Fresno, \$1,930,000.

SR 41, Shields Ave., \$600,000.

HUMBOLDT

U.S. 101, north of Fernbridge, 4-lane, \$1,130,000.

U.S. 101, Mad River Bridge, 4-lane, \$715,000.

MARIN

U.S. 101 at Greebrae intersection, 6-lane, \$2,700,000.

MENDOCINO

U.S. 101, Ridgewood summit, \$610,000.

U.S. 101, north of Hilvilla, \$825,000.

MERCED

U.S. 99 at Atwater, 4-lane, \$2,500,000.

NEVADA, SIERRA

U.S. 40 at Stateline, 4-lane, \$2,600,000.

PLACER

U.S. 40, east of Newcastle, 4-lane, \$1,300,000.

U.S. 40 to Colfax, 4-lane, \$3,250,000. To Magra, \$3,900,000.

SACRAMENTO

U.S. 99 at Cosumnes River, 4-lane, \$2,250,000.

SR 24, Freeport Blvd., \$650,000.

SR 15, Folsom Blvd., \$700,000.

SAN FRANCISCO

U.S. 101, Lyton St. to SR 1, 8-lane, \$3,900,000.

U.S. 101, Bypass, Bayshore, 8-lane across Candlestick Cove, \$1,435,000. (Same amount apportioned San Mateo County).

Embarcadero Freeway, to Broadway, 8-lane, \$5,300,000.

(Continued on Page Five)

IN MEMORIAM

FRED E. GIBSON
October 8, 1955, Alameda, Calif.

HERBERT C. CANTRELL
October 13, 1955, El Dorado, Calif.

M. C. RAMLOSE
October 13, 1955, Norwalk, Calif.

HERBERT H. ANDERSON
October 18, 1955, Hayward, Calif.

LESLIE FLOWERS
October 19, 1955, Stockton, Calif.

HARVEY BEATTIE
October 23, 1955, San Mateo, Calif.

HARMON H. NELSON
October 31, 1955, San Jose, Calif.

FLOYD WEECH
October, 1955, Wells, Nevada

Report of Last Meeting

The meeting was called to order at 8:00 p.m., President Clancy presiding. Roll call showed Treasurer Vandewark absent, and excused.

A synopsis of the Regular Meeting Minutes of October 1 was read and by motion approved as read.

A synopsis of the Executive Board Minutes of October 12 and of November 2 read, and the acts and recommendations of the Board were by motion approved as read.

A letter was received from the Municipal Carmen's Union, Local 250 requesting support of Proposition N. It was regularly moved and seconded to endorse Proposition N. Carried.

Cards of thanks were received from the family of Leslie Flowers; Ruth Darling and Dick; and Mrs. Virginia Gibson and Michael. All were received and filed.

The following Brothers were reported ill: J. N. Avery, Wm. F. Beebe, Gideon Blewett, B. L. Clem, Richard Conn, Ray Davies, B. E. Dearing, Louis Devincenzi, John Faulkenburg, Claude C. Feley, Cecil H. Field, Edw. L. Flaherty, G. R. Farley, Tony Ferreira, Kenneth Hardy, Tullis Hardy, Leroy Hedrick, Irving Jordan, Earl Lashmett, Ray McClure, Paul Melton, Guido Nosenzo, Chas. Overman, Jerry O'Donnell, Grover Pearce, Leon Paris, Nilo Pesetti, Amory Rathbun, Wm. Reynolds, John L. Saling, H. E. Scherer, Lynn Shelton, Tony Smith, Elmer Sudmeier, Martin Sondergard, Wm. Tucci, E. E. Vaughn, Richard Wright, Homer W. Warren, Leon H. Witt, Earl Wortman.

The following Brothers were reported deceased: James C. Stewart, Alton Ivie, Arlie R. Darling, M. C. Ramlose, Herbert H. Anderson, Leslie Flowers, Harvey Beattie, Harmon H. Nelson, Herbert C. Cantrell, Fred E. Gibson, Floyd Weach. The membership stood one minute in silence in respect to our deceased Brothers.

The Business Agents gave their reports which were accepted as given. Report of the General Secretary-Treasurer was read by President Clancy. There being no further business to come before the meeting it adjourned.

Respectfully submitted,
C. F. MATHEWS,
Recording Secretary.



Operating Engineers go to all manner of strange places in their work, and this spot 90 feet below the desert floor is no exception. It is the foundation for the hydro-electric plant on the All-American canal at Pilot Knob. Material is unloaded by gantry crane from flatcars. Generators alone weigh 89 tons.

Latest Changes in Laws on Workmen's Compensation

CHANGES MADE BY 1955 LEGISLATURE

By FRANK LAWRENCE,
Industrial Accident Commissioner

Questions and answers on workmen's compensation laws prepared by the Industrial Accident Commission.

Question—When did the 1955 Amendments go into effect?

Answer—Ninety days after adjournment of the Legislature, Sept. 7, 1955.

Q—If I was injured before Sept. 7, 1955, does this date affect my rights?

A—Generally not, because your rights are determined under the law as it stood at the time of your injury.

Q—If I am killed at work, what do my dependents receive?

A—The dependency death benefit for a total dependent is increased to \$10,000 and in the case of a surviving widow with one or more dependent children, \$12,500. The maximum death benefit for partial dependency is increased to \$10,000.

Q—If I am injured seriously and was partially disabled before, is my old disability considered?

A—Yes. If the previous disability or impairment affected a hand, an arm, a foot, a leg, or an eye, or if the injury causes a 40 per cent disability of itself, the injured employee can be paid additional compensation for the old disability out of the Subsequent Injuries Fund if the total disability equals 70 per cent or more. However, such additional compensation shall be reduced to the extent of any payments in money for the pre-existing disability; except in the case of pensions or service-connected disability.

Q—What is the Subsequent Injuries Fund?

A—It is a sum of money or fund for the payment of special awards for previous disabilities of injured workmen, to be known as the Subsequent Injuries Fund.

Q—If I had a stiff knee from a gun shot wound received in the last war for which I was drawing a monthly disability check from the Federal Government and now injure my back in a fall at work, would I be entitled to compensation for the back disability and the knee condition also?

A—If the back injury causes over 40 per cent of the total disability, and the total disability rates over 70 per cent, then you would be entitled to recover for the back disability from the Workmen's Compensation insurance carrier and for the knee disability from the Subsequent Injuries Fund as provided for in Section 4751 of the Labor Code.

Q—I have a gardener care for my garden at home once a week. Do I have to carry compensation insurance?

A—The law has been clarified by new amendment to exclude part-time gardeners for private dwellings when the work for any individual does not regularly exceed 44 hours a month.

Q—What is the rate of compensation payable to injured workmen under the new legislation?

A—The rate of compensation has not changed. It is still figured on the basis of 65 per cent of the average weekly earnings. The weekly maximum and minimum have however, been increased.

Q—What is the maximum temporary total disability weekly compensation payment?

A—It has been increased from \$35 weekly to \$40 weekly.

Q—What is the minimum temporary total disability weekly compensation payment?

A—It has been increased from \$9.75 a week to \$15 a week.

A strong, democratic union is your best friend, your best investment. Support yours!

Operating Engineers - Local Union No. 3

Directory of Officers and Business Representatives

OFFICERS

Local Union Manager.....	Victor S. Swanson
President.....	Pat Clancy
Vice-President.....	H. O. Foss
Recording-Corresponding Secy.....	C. F. Mathews
Financial Secretary.....	R. F. Swanson
Treasurer.....	P. E. Vandewark
Conductor.....	Les Collett
Guard.....	Glenn Dobyns
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Trustee.....	Chas. Davenport
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Auditor.....	E. A. Hester
Auditor.....	G. L. Moore

EXECUTIVE BOARD MEMBERS

Ed Doran, Chet Elliott, Al Clem, Al Boardman, Harry W. Metz
Ed Park, C. L. Casebolt

DIRECTORY

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SAN MATEO, California

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Chet Elliott DIamond 3-3127 (San Mateo)

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Walter Talbot HOWard 4-1092
M. W. Griffing HOWard 3-2900
Renny Burroughs GRANite 7-2567

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C. L. Casebolt MOdesto 4-0962

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K. A. Brooks HILLSide 2-7981

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G. L. Moore FRESNO 3-7575
J. D. Monroe FRESNO 5-4197

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Les Collett SHerwood 3-5213
C. R. VanWinkle SHerwood 2-2747

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1054 Tehama Street Tel. REDDING 159
E. A. Hester REDDING 995

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Joseph Miller RENO 2-8815

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Ernest Nelson HILLcrest 7-2471
Paul Edgcomb GILbert 2-6469

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Merlin Bowman HUNter 5-5672
C. E. Cockayne HUNter 4-1444
George Farrell OGDEN 3-4359
Glenn Fullmer CRESTwood 7-2450
Jay Neeley PROVO, FRANKlin 4-0500

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40 N. Morrison Street Tel. CYPRESS 5-8788
A. J. Hope YORKshire 7-2942 (Los Altos)
M. G. Murphy CYPRESS 5-1824
H. T. Petersen FRANKlin 8-0984
A. R. McCaffrey CYPRESS 5-8788

SAN RAFAEL, California

701 Mission Avenue Tel. GLENwood 4-3565
H. O. Foss GLENwood 3-8323
F. A. Lawrence GLENwood 4-2214
Louis Solari GLENwood 4-3565

SANTA ROSA, California

724 - 3rd Street Tel. SANTA ROSA 60
Glenn L. Dobyns SANTA ROSA 60
(Every Thursday afternoon in UKIAH, may be contacted at the Labor Temple on State Street).

HONOLULU, T. H.

208 McCandless Bldg. Tel. HONOLULU 6-5418
J. H. Waiwaiole HONOLULU 74-9053

SERVICE WITHDRAWALS

September:

Jack D. Cook
Donald L. Taylor
Glen Thompson
Norman P. New

October:

Don M. Griffay
James L. Schmitz
Kenneth Suer

SAN JOSE, contract awarded to O. C. Jones & Sons, 1520-4th St., Berkeley, \$47,580 for site work, incl. grade, piping & HM for surf. water control, for new Calaveras High School.

Sacto Classes on Highway Construction

Sacramento members of Local 3 are taking good advantage of classes in Highway Construction Technology started recently at American River College in Del Paso Heights. Nine different subjects are being taken up. For details see Sacramento office report inside.

5 P. G. & E. Plants

PG&E announces it has been authorized to build five new hydro-electric power houses and enlarge a sixth. Full outlay is \$149 million. Three new projects will be on North Fork of the Feather River in Plumas County and other three on North fork of Kings River in Fresno County.

Hillsboro Tunnel

The S.F. Public Utilities Commission on October 25 awarded contract on Oct. 25 to Peter Kiewit Sons Co. at \$1,366,800 for a one-mile tunnel under Hillsborough. The 6000-foot, 91-inch line will run from Casey's Quarry to Cherry Creek Canyon, a link in the city's new Sunset water supply line from Crystal Springs Lake.

ENGINEERS' NEWS

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What's Doing in the Oakland Area

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

The past month in the Oakland office has been very good for all classifications. At times, we found ourselves extremely short of blade and hot roller men.

Grove - Shepard - Wilson and Kruger Company who have the contract on Cypress Street Freeway are making progress on their job. It is a race against time—ten days of good weather will see the detours filled and paved to route traffic around the overhead structures to be erected in the center of Cypress Street.

A. J. McCosker and Company are wrecking the old Golden West Meat Packing Company plant at 65th and Eastshore Freeway. They are filling and grading the area for the new Louis Brothers Store Warehouse to be constructed there soon. The A. J. McCosker crew is also making fill and grade on the adjacent property for the new Hasslett Warehouse.

Monterey Sand Company of Monterey, California, is constructing a new yard at 2nd and Cedar Streets in Berkeley. Brothers Brazil and Drake are doing the mechanical and welding on this job.

McCammon - Wunderlich Company have their DW-20's and dozers going full blast on their housing project at Skyline Blvd. and Redwood Road. Brother Woods is foreman on the project, and he tells us that more property has been added to this hill-top project and it should make a good winter job for the brothers.

Tom Hanna's project, at the El Rancho Verdi Tract in Hayward, is nearing completion. Much credit should be given Brother Jack Gardner, the foreman, as he has certainly done a fine job. They have moved 1,000,000 cubic yards of dirt this year and anticipate finishing the clean-up work in a couple of months. The following brothers are still employed: G. Dupree and Bob Davies, blade; Olen Ragsdale and Caesar Rogers, DW-10; John Willey and Wallace Miller, Fordson loader; Kenneth Dyer and Ray Blakley, dozer; Art Lefleur and Fred Allen, stake puncher; J. C. Kelley, mechanic; and L. V. Johnson, grease monkey.

Arnold Bellini was recently awarded the contract to place 1,000 yards of dirt fill at the corner of Ruus Road and Tennyson Road in Hayward. This will be a building site for a new Shell Service Station. Brother Al Best is running the blade and Arnold Bellini is on the D-4 loader.

Ince Brothers Construction was successful in getting the \$81,000 contract for 19,000 feet of 12, 10 and 8 inch sewer line to be installed at Railroad Avenue in Warm Springs. They are using a 25 Parsons ditching machine with Brother Robert Settlemire doing the operating, Earl Ince, oiling; and Glen Ince is running the swing crane.

Vincent Rodrigues has a lot of work in various locations. The job in Livermore between Pine and Chestnut Street consists of 8 to 24 inch pipe with a total of 19,000 feet of sewer line to lay. Brother Wesley Boman is operating the 22-B Backhoe with Sanches Rios doing the oiling. Manuel Ramos is operating the cherry pick and Robert Dias is on the loader.

The Centerville project, at the Cabrillo Park tract, consists of 2,000 feet of storm drain in 48, 36 and 33 inch dimensions. They also have remaining 7,000 feet of sewer line to install. Brother Lee Russell is operating the 120 Buckeye ditcher on Castro Valley Blvd. in Castro Valley, with Jerry Russell oiling and Bobby Dias is operating the HD-5 loader.

They are progressing very rapidly on the project for the Bevilacqua Development tract in San Lorenzo. They have 6,000 feet of 12, 8 and 4 inch sewer line. Operating the 407 Buckeye is Brother Vincent Rodrigues, Danial Lucas, oiling;

and Craig Chandler is operating the Michigan loader, doing all the back filling and clean-up work.

Martin and Diaz of Decoto have the following projects: A sewer in Peacock Gardens, Cherry Street, Newark, consisting of 1,280 feet of 8 inch, 1,200 feet of 6 inch, and 255 feet of 4 inch; Joaquin Manor, Mayhews Landing, 1,257 feet of 6 inch and 917 feet of 4 inch sewer; C. P. S. Corp in Newark, a sewer consisting of 315 feet of 12 inch, 1,655 feet of 8 inch, 1,470 feet of 6 inch, and 841 feet of 4 inch; Alameda County Water District in Centerville, 2,000 feet of 8 inch water main; and also at American Forest Company, 6,000 feet of 18 inch sewer to lay. The following brothers are employed by them; Don Martin, Segundo Diaz, Frank Roe, Carl Haley and Harold Torquemado.

HAYWARD TRACT

Floyd Watson was awarded the contract to move 60,000 cubic yards of dirt on the Park Wood tract just off Winton Avenue in Hayward. This will include the clearing and grading of the lots and streets which will take approximately two months to complete. Slim Williams, the foreman, is really keeping the rigs in high gear. Brothers Hugo Marchetti, Louis Giannini and Pat Carlan are operating the HD-15's pulling 18 yard Chalmers scrapers; Ernie Ellis is on the blade; Manuel Osario and Harold Callan are on the HD-9 and HD-15 dozers.

Flora Crane Service has just moved their Northwest 25 backhoe on the Parkwood Tract just off Winton Avenue in Hayward. They have the contract to dig and lay 3,000 feet of 12, 18, 39 and 45 inch storm sewer. Brother Dick Fabri is doing the operating with Brother Fred Gerard oiling.

Underground Construction just received the bid from the City of Hayward Telephone Company to dig and lay one mile of four inch soapstone pipe which will run six ways and have four man holes. The superintendent on this \$23,000.00 project is Guido Villato with Brother Tom Wission operating the trencher, Roy Hopper, oiling; and John West is on the loader.

Branden Construction Company have moved 600,000 cubic yards of dirt this year and have approximately 700,000 yards remaining on their job at the Palma Ceia Village tract located at Hesperian Blvd. and Tennyson Road in Hayward. When this tract is completed, it will accommodate a total of 4,300 homes. Brother Kenny Cline is the Superintendent and working with him are the following brothers: Mac McGrow, grade foreman; Boyd Deaton, Leroy Dieastfona, Ronald Jones, DW-10; Bill Conn, Alvin Denney, Albert Rogers, D-8's and D-6; Frank Hill, Lee Wright, Roller; George Gentry, Ed Miller, Kermet Cline, blade; Frank Broughton, L. McMullen, Fordson; Jack Brown, master mechanic; Alvin Meyers, grease truck; and Dick Babbett and Frank Alstrand, grade checkers.

PALMA TRACT

J. M. Followell Excavating are also working on the Palma Ceia Village tract, and have moved their three-quarter yard Osgood dragline to dig the 7,500 foot drain ditch. This ditch will be fifteen feet deep, eight feet at the bottom with a 1½-1 slope on sides. The dirt to be moved will be between 30,000 and 40,000 yards. Brother Buck Followell is operating and Louie Landes is oiling.

Frederickson & Watson have remaining five hundred tons of plant mix to lay on the Dublin Freeway of which they expect to have finished in approximately two weeks. Still employed doing the clean-up work, are nine of the Engineers.

OFFICE HOURS

Due to the request of a number of the members, and for your convenience to those who are unable to contact the office on Saturday, the Oakland office will remain open on Thursday evenings until 8:00 p.m. However, the office will not be open on Saturday mornings, as it has in the past, with the exception of the first Saturday of every month. If Thursday should fall on a holiday, the office will remain open on the following Friday night.

Cecil Moore Construction have their equipment at the Strobridge School, off Bridge Street in Hayward. They are prepared to move 45,000 yards of dirt thus extending the playground and building areas for the school. Earl Mack, foreman; John Hall, D-8 dozer; L. Red Caldwell, cat and scraper; Richard Stanley, D-8; Harlan Ward, D-7 dozer; Clarence Smith, D-8 and scraper; and Elvin Kruger, blade.

McGuire and Hester have started their big pipe line project at Livermore which will commence at Livermore - Pleasanton Highway and run down West Fourth Street. This pipe line for the City of Livermore will include 11,000 feet of 54 and 39 inch storm drain. Frank Snow is managing this job, and working with him are the following brothers: O. C. Windham, blade; Leo Pullan, HD-9 loader; Lester Walker, Model 25 clamshell; Charles Kerr, oiler; James Johns, Jr., Bay City; with Harry Michelsen oiling.

Clements Construction of Centerville have received \$176,000 contract for the widening and reconstruction of Lincoln Road to Dairy Avenue in Newark. This contract will consist of 30,000 yards of dirt, 51,000 tons of rock, and 6,500 ton of plant mix to move. John Holgate, superintendent; Windy Phillips, foreman; Herhall Maddocks, blade; Jage Plemmons, blade; John Hall, blade; Marian O. Miller, DW-15; Bob Radtke, DW-15; Brady Dean, DW-15; H. E. Chaffee, roller; and the grade men are Joe Ryden, Gerald McCue and Carl Williams.

Martin Brothers of Concord are grading the lots and streets on the Pinole Estates project and are also putting in the sewers. In the first unit of 1,070 homes, they have about one million yards of dirt to be moved. This work is under the supervision of Brother Ted Kreiberg with Brothers Jess Bohanan and Bill Rogers running the jeeps, Brothers Tom Burns, Joe Mathews, Charles Wells operating the dozers, Brother Howard Lee running the blade, Virgil Kitchen, grade setter, Brother Morrie Lodge doing the nut busting, Brother Herman Le Seuer operating trencher with Brother J. Hirel doing the oiling. This gang moved in from Sherwood Forest where they did all the grading, sewers and paving for the 300 homes in this housing project.

S. O. AT RICHMOND

There is a great deal of activity around Standard Oil in Richmond. Fessenden Company and Walsh Construction Company have finished their dirt fill job for the Ammonia and California Spray plant. 500,000 yards of rock fill has been moved of which furnished work for a great many of our engineers for several months.

The H. K. Ferguson job at Standard Oil is rapidly nearing completion; however, they anticipate about four or five more weeks of work. We have had about fifteen brothers on this job since February.

The small job Bechtel Corporation has at the 100 Octane plant will be completed and shut down by the middle of December. There were approximately five brothers working on this job.

George Peres has kept his crew of men busy at Standard Oil grading, paving roads, tank sites and the area in and around the new plants which have been built.

The Rosendahl Corporation has had a number of brothers working at Standard Oil on their own jobs plus the brothers running cranes for other contractors whom they rent equipment. This company keeps approximately twenty of our engineers busy the year 'round.

John Delphia and Lee Immel have the contract on San Pablo Dam Road to May Road near El Sobrante in Contra Costa County. John Delphia has just about finished their portion of the contract which was to move the dirt, rough grading and put in the cement reinforced concrete pipe culverts. Lee Immel is in the process of installing curbs on gutters, laying crusher run base and getting prepared to lay the asphalt.

The \$200,000 Water Conservation project on Pine Creek Dam Road at Walnut Creek has been awarded to F. W. Case which consists of 155,000 yards of dirt to move. This really is a "high ball" job working two ten-hour shifts, and the men are really doing a great job of moving the dirt. George Harris is the superintendent and has the following brothers working with him: Bennett Murrey, foreman; Floyd Vance, foreman; Dale Atkins, mechanic; R. A. Chamberlain, dozer; Bill Withrow, blade; Roy Harris, DW-21; George Cook, dozer; Dewey Bowers, grease truck; Cherry Holms, pump operator; Jim Reed, DW-21; T. Z. Sanders, dozer; W. E. Casto, dozer; Melvin Armstrong, dozer; Edward Lavv, DW-21; Felix Darcy, DW-21; J. E. Moore, mechanic; Don Powers, pump operator; Virgil Lowery, dozer; A. E. Greffey, dozer; Mack Terrapin, dozer; and M. H. Barton, blade.

LAFAYETTE FREEWAY

Gordon-Ball were the successful bidders on the \$3,052,000 highway at Lafayette which will be 2.6 miles and will consist also of six double structure bridges with 1½ million yards of dirt to be moved. Fred Straub is the superintendent and Paul Sidrer is the chief engineer and have the following brothers working with them: Jim, Knoll, Lorain; Bert Peeler, oiler; Don Harnish, foreman; Mike Glage, D-9 dozer; Nich Chorak, D-9 dozer; A. J. Hulstrom, D-8 dozer; Marc Parenti, D-8 dozer; Bob Mangum, DW-20; Tom Butterfield, DW-20; John Maravelias, DW-20; E. Kiras, Jr., DW-20; Everett Turner, 6 NW; John Morettini, oiler; Charlie Keeney, P & H dragline; Danny Nieto, oiler; G. L. Robinette, Compactor; Homer Wright, D-8 dozer; Eugene Burnwell, DW-20; William Palmer, DW-20; H. J. Rogan, DW-20; and Earl Knoll, grease truck.

Al Urricelqui has a sub-division job near the Orinda Cross Roads which requires moving 1,000,000 yards of dirt for 350 homes. The brothers working on this project are: Emra Watt, foreman; Morris Spessard, dozer; Manuel Spessard, dozer; Joe Pereira, DW-21; John Netto, dozer; Tom Leaird, DW-20; Cliff Bakewell, DW-10; Billy Boydston, DW-10; Lloyd Lyman, DW-10; Everett Galvin, TD-21; and Al Borges, dozer.

The Kirker Pass Freeway which has been under construction for sometime is expected to be complete in December. Transocean is now doing the paving as Ransome Company previously did the dirt moving for this 4.4 mile long freeway.

Encon Corporation is putting in the sewer from Walnut Creek to Danville, and anticipate completion in November of this year. To meet this completion time, it has meant that the brothers have certainly worked many a hard and long hour. The following brothers are still employed: Raymond Dimity, NW-6 hoe; Henry Gibson, oiler; Arnold Butterfield, 40 Lorain operator; Clarence Nelson, oiler; Art Smith, dozer; Glen Dayton, dozer; Lyle Smith, TL-20 Lorain operator; James Marchant, oiler; Norris Casey, Parson 310 operator; Joe Speck, oiler; Cliff Gray, NW-25 operator; Kurt Blyler, NW-25 oiler; Herman Ridenour, Parson 310 opera-

Contractors Note

We would like to take this opportunity to advise the contractors that inasmuch as the office will be closed on Saturdays starting November 26, to please anticipate their need for men on Thursday so that we can clear them for Monday morning.

tor; and Willard Kelley, Parson 310 oiler.

WALNUT CREEK

Stolte-Gallagher & Burke have been awarded the \$3,000,000 contract for the new highway from Walnut Creek to the Monument, which is 2.8 miles long. It is expected to be completed in 250 working days and at present have the following brothers employed; Larry Ashworth, project manager; Carl E. grade foreman; George Ashworth, foreman; Barney Hedberg, superintendent for State; Edward Garlick, foreman; Thomas Hathman, foreman; Ronald F. Abare, DW-20; Nich Anderson, Roe operator; Blackman, dozer; Bowden, dozer; Earl Brooks, blade operator; Clarence Bruce dozer; Harold W. Corbett, DW-20; M. F. Cooley, compactor operator; Harold F. Dooley, trencher operator; Ivy V. Hampton, oiler; J. Kennedy, DW-20; Otis C. King, ditcher operator; Atha Lines, Euclid operator; L. W. Mehaffey, grade-all operator; Thomas Perkins, compactor operator; Melvin Pereira, oiler; George Phillips, NW-80 operator; Cecil R. Price, dozer; William Putman, DW-20; Walter Rogge, loader operator; Charles Shields, dozer; Virgil Sims, oiler; Phillip Smith, Euclid operator; Paul Stone, D-9 dozer; and Harold Vain, oiler.

M. G. M. Construction have the \$28,000 P. G. & E. contract in Livermore for digging and laying the 8-inch gas line which is 14,000 feet in length. The following brothers are employed on this project: Tom Foster, tamper; Fred Beroni, side boom; Ralph Chaney, dozer; Lloyd Hensley, Cleveland 110 operator; and Ralph Taff, oiler.

M. Malfitano and Sons are widening and paving the Buchanan and Summerville Road between Antioch and Pittsburg. Working on this \$330,100 four mile road are brothers K. J. Young, superintendent; Leonard Seratte, grade setter; J. C. Seratte and Johnnie Sanders, DW-20's; Fred Pietrick and Lyle Reeve, dozer and sheep foot; T. P. Beck, blade operator; William Norwell, dozer; Carl Moore, NW-25; Don Farman, and Steve Luck, oilers; and B. P. Morgan, grease truck.

R. A. Parrish has moved in a blade and two "pulls" on a housing project on Golf Links Road.

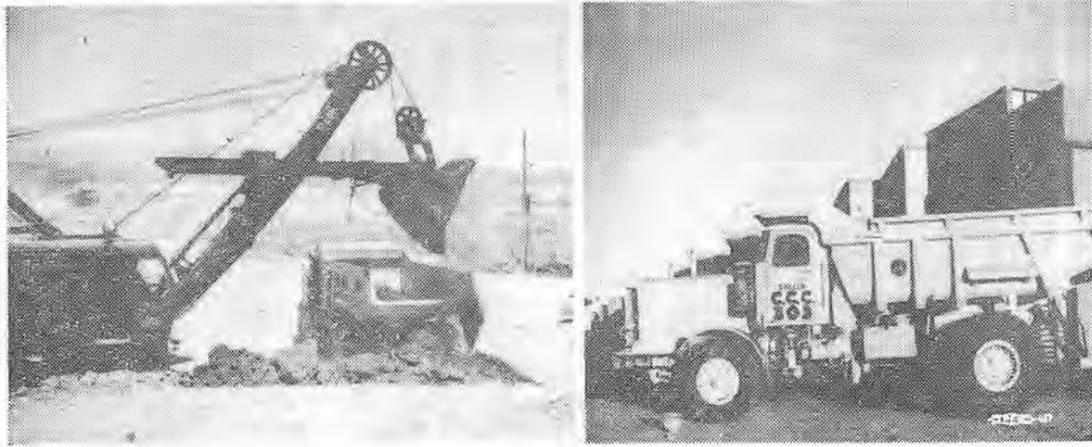
Gallagher & Burke have a "great spread" on the Ray Nichols tract off of Golf Links Road, while McGuire and Hester have a good-sized crew doing sewer work on this project.

Pomeroy Inc. is doing the excavating and grading for a new warehouse for the Ohio Chemical Company at 2nd and Gilman Streets in Berkeley with Brother Jim Basham on the D-8 dozer.

News About The Brothers

Brother Wayne Straight and his wife, Thelma, own and operate the Western Motel—just one mile west of Reno on highway 40. They have thirteen air-conditioned units—9 double and 4 twin-bed units. It is AAA approved with \$5.00 and \$6.00 winter rates and \$6.00 and \$7.00 summer rates. For your convenience, they serve free coffee in the morning and also free ice anytime. If any of you brothers are in Reno, Wayne would be very happy to see you and talk shop.

On October 9, 1955 Brother Henry Gibson and his wife added
(Continued on Next Page)



Consolidated Coppermines Corporation's first shovel and first truck in action are shown above, and at right the string of trucks to be used on its Nevada operations. (Pictures by Curley Spence.)

THE NEVADA ROUND-UP—

By H. L. "Curley" SPENCE and JOSEPH "Joe" MILLER, Business Representatives

After a period of waiting and eagerness on the part of the employees at Consolidated Coppermines Corp., at Kimberly, Nevada, the National Relations Board conducted a job election between the International Mine, Mill and Smelter Workers Union and the American Federation of Labor unit. (Operating Engineers Local Union 3, Teamsters Local Union 533, and Laborers Local Union 169.) The A. F. of L. unit was victorious at the polls by approximately 13 to one. Now a series of job meetings have taken place and negotiations with the company will get under way. Everyone is eager to have a working agreement signed, so that they will know what they are, where they are, and how much money they should receive. The company has four shovels on the job, a P & H 1400, P & H 1055, P & H 755, and a 71-B Bucyrus. All of these are new machines and have the latest advancements. The 71-B is air control and is truly a fine operating rig seems as if everyone wants to run it.

Consolidated Coppermines Corp. will have their share of difficulties with the undertaking of open pit mining and new equipment, but with the crew of men employed by them, things will soon level off and rapid progress should be made.

Such Shovel Operators as Brothers Henry Tonn, Merritt "Dugan" Pulsipher, R. L. Robinson, S. M. Barnson, LeMar Barnson, and Eldon Ford, who have many years of experience behind them are of great value to the operation and will give "ConCopper" a good start. In the Mechanical Department, Brothers Bob Pulsipher, Ralph Reed, Forest Smith, Charles Basso, Henry "Doc" Lumby, Marion Duilio, and welders, Brothers Steve Dizzia and Bill Peterson will be found giving their support and experience to the operation. The same grade of men will be found throughout the job and in all phases, like Brothers "Shorty" Beckham, Art Billett, Vic Heenan, Gerald Wilkins, Virgil Burnett, John Ashe, Clarence Foote, Robert Pulli, and Brick Smith and several others. There are a few new comers to the Copper Pits such as Stanley Simms, D. Meeker and others who will be doing a fine job at Kimberly, Nevada as they have done elsewhere in the state.

Simplot Mining Company has started to work again at their Iron Mine near Palisade, Nevada, and it sounds as if they may stay for a couple of years. Brother J. P. McDermott is on the Northwest 25 loading the ore trucks that haul the ore to the railroad at Palisade. John Coby is the Super on the job, and we will contact him soon for further information about the mine.

South of Battle Mountain, Nev., the Copper Canyon Mining Company has started operations again after a few years of inactivity. They have a crew repairing the mill which they expect to have in operating condition some time in January. Their source of ore will come from an open pit that will be located about seven miles south of town. Wells Cargo, Inc., will do the pit work for Copper Canyon Mining Company and we expect to see activity at the pit site early next spring. From what information we could get, we don't believe that any large scale work will begin until completion of the mill overhaul. "Doug" and "Buster" Adamson are working at the mill on the repair and overhaul crew. One of these Brothers is the Master Mechanic on the job, but I can't remember which is "who."

WINNEMUCCA

Dodge Construction, Inc., is rap-

idly progressing their job at Winnemucca, Nevada, despite the lava and granite cut that has been giving them some trouble. They have a new D-9 Cat on the job that is doing a good job of ripping after a remodeling job on the ripper teeth. Vern Wilson, the Super on the job, says that they will start the gravel on the sub-grade soon and expect to get in high gear in a week or so, and if weather permits them, they should get the big portion of it on before snow starts to fly.

Hoops Construction Co. has been moving dirt on the job at Denio, Nevada, for about three weeks now, and they will go on until about the first of the year before they finish the excavating. As an answer to the many questions as to when Hoops will move to the Eureka, Nevada, job, I found that the Eureka job will not start until next Spring. Hoops Construction has been doing a large amount of work in this state this year and has had some of the finest Operators working for him.

Due to a plane crash, the last of October, both the Operating Engineers Local Union 3 and Hoops Construction Co. lost one of the finest blade men that we have had in the State of Nevada. Brother Floyd Weech was killed in the plane accident, and I know that it was a great shock and caused much sorrow to all that knew him. He had worked for Hoops Construction several years as a key man and did a good job in a short amount of time. Nothing we can say in this writing can express our feelings upon the news of his death. He will long be remembered by his many friends and co-workers as an outstanding Brother and fine man.

YERINGTON

Anaconda Company at Yerington, Nevada, still is working along as usual without too much change from normal operations. They have been working six days a week for the last couple of months and this has changed a lot of viewpoints on the job. It has not only increased the pay checks but also the spirits on the job. For a surprise of surprises, I met Brother Gerald "Jerry" Luke at the job the other day, and he is going to work at the Anaconda shops. Jerry has finally had his ulcers taken care of and really looks fine, and it's nice to have him back in this area. Brothers Howard K. Shelton, Harold Smith, Joseph Sloan, Donald Hunt and Fred Billows with their Oilers, Brothers Dean Lawrence, William Pellegrini, Joseph Gill, Kenneth Mitchell and Mervin Crouse are still slinging dirt with the 1500 P & H Shovels. At the Weed Heights recreation center, the company is putting a two-lane bowling alley in for the employees. This is really going to be a nice bowling alley, and the people of Weed Heights will get an awful lot of enjoyment out of it. The single men on the job, I'm sure, are very glad to see this addition as a lot of them got tired of playing pool every day.

At the Anaconda operations at the Leviathan sulphur mine, Brothers J. Peterson and Carnegie

Smokey have been handling the sulphur ore crusher. They don't mind the crusher, but things don't smell too good around there most of the time. Brother Gray Azparren is always doing a fine bit of dozer work around the pit area and I must thank him for the use of his jeep on my last job check. Came in right handy. The Leviathan job will keep running until the snows come and then the Brothers working there will return to Weed Heights operations for the winter.

CARSON CITY

Isbell Construction Company has finished paving the streets in Carson City and are moving the crew and equipment to the job at Herlong, Calif. Looks as if Brother Martin Rosso will be moving out of his back yard and heading out for the sticks again.

Clement Construction is working hard to beat the snow on the job at Truckee, Calif., and it looks as though they may make it. They have a good crew.

Silver State Construction Company was low bidder on approximately 7.467 miles of secondary highway work near Wellington, Nevada.

H. Earl Parker was low bidder on the job at Cave Rock, Lake Tahoe, on Highway No. 50.

After meeting our mailman for the last three months, we finally found what we were looking for. A letter from Brother Tommy Eck, and he is safe with Morrison-Knudsen in Chaman, Pakistan. Believe us Tommy, everyone was getting pretty worried. We thought you just stayed in Siam. A very interesting letter though, and we were sure happy to receive it. Brother Eck told us a border dispute had been holding up work for about five months as supplies, parts, fuel, etc., have to cross the border into Pakistan. They were working, but when equipment broke down, it couldn't be repaired as there were no parts. But at the last minute, the dispute was settled and Morrison-Knudsen is back in full swing. Brother Eck has a dragline spread right now. He has five draglines digging canals and deep drains on a huge irrigation program. They are all Northwest, one 95, three 80 D's, and one 6, plus some cats and blades building access roads and laterals, etc. Brother Eck has the 5 p.m. until 2 a.m. shift, and he says it takes him the whole shift to make the rounds as they are so spread out. But Brother Eck, have we news for you, help is coming!! Your old buddy, Brother Jerome "Jerry" Morlan left Nov. 7th from New York for the Morrison-Knudsen project in Pakistan. Yes, he's the new lubricating super. This is Brother Jerry's first overseas job, and we know he'll do this one just as he did his work here. He's one of the best. So, good luck to both of you and let us hear from you again. And Brother Eck, we won't forget the calendars, especially the one requested from "The El Capitan" in Hawthorne called "THE CHARMER."

Attention, all Northwest Shovel Repairmen: Brother Eck says if any of you are interested in shipping out, you might contact Morrison-Knudsen as they are short-handed in Pakistan. There is three years work lined up now over there, with more to follow.

Brothers, this year the accident rate has taken a sharp rise and a great amount of this is due to carelessness, of not taking the necessary precautions and using safety

AUTUMN IN THE REDWOODS

By K. A. "KEN" BROOKS and ED. HEARNE, Business Representatives

We are most happy to report that the autumn weather in this area has been very kind to the Brothers. There hasn't been more than two or three days lost on any one job because of inclement weather, for which we are very thankful.

Most of the contractors have their jobs in fairly good shape due to overtime work being done.

If we seem to repeat ourselves in these reports, it is only because we want to show the progress being made on the jobs in this area.

In and around Eureka: BBen C. Gerwick, Inc., continues to make good progress on their bridge job over the Eureka Slough. Mercer-Fraser have completed the dirt work on this contract and are now going strong on the widening and resurfacing of Broadway. As of Nov. 1, Fourth and Fifth Sts. were made one-way, to carry the Route 101 traffic through the city. Fifth St. running north and Fourth St. south. A fine time was had by all the first day, including the police force. The change is really a great improvement.

Brother Tom Hull, local contractor, has a number of the Brothers busy on various jobs such as pile-driving, sewer work, building demolition, etc. This Brother was low bidder on the Mad River South Fork Bridge with a bid of \$95,365.

Humboldt Constructors of Eureka were low bidder on the grading and surfacing of Harrison Avenue with a bid of \$141,602.

Brother "Louie" Conner in good shape for the winter, has recently finished a number of jobs around the area, and has most of his spread in the yard for any and all repairs that might be needed.

Brother Russell Melohn still on the move with his spread of cats. He has a D6 buzzing around leveling the lot next door, checked the skinner's card, he's OK.

Valley Engineers still have a skeleton crew going here and there testing on their pipe line job, repairing leaks and cleaning up.

Engineers Limited have finished the underground job for the telephone company.

STEAM PLANT

Mercer-Fraser Co. are busy as can be in most any direction you look. We hope that Mr. Ralph Brown, who heads this company, has healed from his trip to the World Series. Its arlight Ralph, we lost too, better luck next year.

Bechtel Corp. making good progress on the PG&E Steam Plant at Buhne Point. Some ten Brothers are on this job. We are happy to see that big tank on top of the plant, a good job well done, Brothers of all crafts involved. A two-yard rig, a 12-ton load, a 100-foot lift, Brother Vander Platt on the levers, Brother Sulzer, the oiler Jack Curlee the projects manager, holding his breath.

Arthur B. Siri, Inc., have a number of jobs going throughout the area, mostly grading and paving. The materials being supplied by the Empire Rock Co.

North: Associated Dredging Co. have their dredge set up in the Crescent City Harbor and should be going around the clock when this goes to press. B. F. Gregory is in charge of this operation, coming here from a job in Brazil a short time ago.

Carr & Rocca waiting for steel on the Myrtle Creek Bridge. Bro. Louie Deane, the one-man crew, sure rough on some people, nobody to talk to.

Paul Woolf's job on 199 completed and the equipment stored in Fortuna.

Pelican Bay Construction Co. have their crusher nearly ready to go. This will continue to supply employment for a few Brothers in that area.

Marlin Tryon's portable crusher and screening plant in full swing, keeping more Brothers busy.

South: Maurer & Sons have com-

pleted their job at Blocksburg and have moved the cats out.

John Peterson nearly finished on his dirt job in the same area.

RR TUNNEL JOB
M. K. is about 50 per cent of the way through the tunnel lining job at Steelhead for the Northwestern Pacific Railroad.

Mercer-Fraser Co. have about 3 or 4 more weeks of work to daylight the tunnel at Eel Rock, also a railroad job.

Burman & Sons have completed their job on 101 at Red Mountain and are winding up one for the county at Maple Hills near Miranda.

Trans Ocean Engineering have finished driving the sheet piling on the bridge near Miranda and are now working on the excavation.

Frank Craine should have the dirt work done on the Miranda School by the time this goes to press.

EAST: Construction on Highway 299 over Berry Summit is progressing very well considering the slide problem they have had. J. Ira McNutt Co. of Portland, Oregon are in very good shape on their section, they haven't had many slides.

John Delphia's section is coming into shape nicely. If the slopes continue to hold, they will finish in about a month.

Humboldt Constructors would have finished at this writing but seems the whole mountain is sliding into one cut and the present highway is coming with it, tying up traffic for hours at frequent intervals.

MEN INJURED
We are sorry to report that Bro. Jim Clarke, foreman for John Delphia, was injured while directing the clearing of a slide. It seems the place he was standing gave away, causing him to slide feet first under a cat. Fortunately, only one foot was hurt, no broken bones, but many bruises and torn ligaments. The soft mud saved his feet.

We can't begin to say how sorry we are that Brother Harold Robinson is lying in the hospital with seven broken ribs and internal injuries that will incapacitate him for some time. He was caught between the counterweight and tool box on a truck crane, nobodys fault really. Brothers, you can't be too careful, don't take unnecessary chances.

Don't forget, Brothers, this office is open every Monday night from 7 to 9 for your convenience.

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More Oakland News

News About The Brothers

(Continued from Preceding Page) a new member to their family. A baby boy, 9 pounds 6 ounces, named Michael Bryan—Congratulations!

Brother Larry Shaw who was employed by Ransome Company is in the Antioch Hospital with stomach trouble. We are all hoping for a speedy recovery.

Brothers Manuel Spessard and Emra Watt last week end were deer hunting near Truckee. No deer, but had a nice ride.

Brother Warren Le Moine and wife were hunting in Modoc County. They saw quite a number of deer but they were too smart and fast for them to hit. Sorry, better luck next time.

Brother Emery Erving, who is working for Hydraulic Dredge in Rio Vista will be leaving about November 10 with his family for a year in Poloto, Brazil.

Brother "Ossie" Osborne, set-up man for West Coast Engine & Equipment Company, Berkeley, is in St. Mary's Hospital, San Francisco, and we hope he is on a rapid road to recovery.

Brother "Ike" Spears, recently with Tunnel Rock Company, is in Herrick Memorial Hospital, Berkeley, after having lost his little finger and part of his left hand.

STOCKTON REPORT SHORT DAYLIGHT IN MOUNTAIN GORGES

By E. DORAN, WALT TALBOT, M. W. GRIFFING, C. L. CASEBOLT and RENNY BURROUGHS, Business Representatives

Sunup at 8 a.m. and sunset at 4 p.m.—that is life in the canyons this season of the year. Both Donnell and Beardsley Dam on the Tri Dam Project are deep in the gorges of the upper Stanislaus. Sharply lowered night time temperatures and shortened hours of daylight are warning the brothers of the rough winter season about to set in on these jobs. More and more restricted work programs are the order of the day until next spring.

A short work stoppage by the miners over safety conditions has ended and considerable improvement is noted in management's attitude on these points.

Jim Clack from Red Bluff has moved in on the access road job on Tulloch Dam at Knight's Ferry. Using two D-8's, one D-9 and one NW 80 and a couple of Eucs, he will complete the main excavation and surfacing in 60 days, weather allowing.

Arundel & Dixon were low bidders on Tulloch Dam at 8 million plus and activity on this project should get under way. Letting this bid was delayed several weeks due to a holdup on the bond sale. By the time this reaches the press, in all probability, the job will be let and equipment begin to show up.

Atkinson sold the Cherry Valley Dam to the City of San Francisco and only Wixon and Crowe on the clearing are still moving on this project.

Mittry is completing Shawmut grade, with Beerman and Jones paving the job at the present time. Incidentally, Beerman and Jones tapped a nice winter job Altaville way when they took the Ione highway section just north of Altaville.

No new sizeable projects are opening in the Modesto area. Ruddy, Standard Materials, Delphia, Geo. Reed, Turlock Concrete, and smaller contractors in the "All American City" are finishing up considerable small work.

MANTECA FREEWAY

The new Freeway around Manteca will be completed by Teichert and open to the traffic before this news gets to you. The one job remaining between Stockton and Modesto to make it freeway all the way will be let so that the contractor can get on it by the first of 1956.

Stockton, too, has many jobs, all in the completion stages and each laying off a few men. Only small street jobs have been newly let recently, with McGaw and Teichert taking these in their stride. Dun and Rosvar, Lyles & Co., Stockton Construction, Parrish, R. Gould & Son, and other contractors are all doing fine on subdivisions and miscellaneous work.

M & K Corporation flipped a NW 3/4 yard truck crane on its side at the telephone building and got some notoriety. M & K Corp. is almost through at their State Building job also.

McDonald Engineering completed their silos at Calaveras Cement at San Andreas. H. Earl Parker hasn't started at Angels yet and the story is that it may be another month before he does.

Rice Bros. are having dust problems at their Lodi plant but we believe that they can cure this by the first of the year. Claude Woods are moving their plant on the Mokelumne some distance upriver. Teichert is putting a new gravel plant on this popular stream also, just a little below the old Clements bridge.

MJB is really tapped off at Galt and looking for a new project. They left a beautiful stretch of freeway and all concerned can be very proud.

The enjoyable visits that occur at this season are commencing.

Brother Harold Lowry was in from Stockton Construction, with tales of mule deer and Modoc County.

Bro. Forrest Pritchard of Lodi came by this office and picked up a 1956 Year button on his way to Spain for Brown, Raymond and Walsh.

TALES FROM GREENLAND

Brother Bob Goodenough left Thule, Greenland, and a paving plant on a Thursday. On the first of the following week, he was sitting in this office comfortably dis-

UKIAH HAS PROBLEMS OF POP. GROWTH

By GLENN L. DOBYNS
Business Representative

OFFICE HOURS

Members are herewith notified that Local 3 office hours in Santa Rosa and Ukiah will be as follows:

Santa Rosa office will stay open on Wednesday evenings from 5 to 8 p.m. The hours in Ukiah will continue to be: 4 to 5 p.m. at the Mendocino County Building Trades Office.

The City of Ukiah is virtually bursting its seams—the city itself has not been able to foresee or to cope with the tremendous influx of population. The big headache at the moment is the sewer issue.

The city-district joint proposal has asked for funds to be raised through a bond issue to build additional sewage facilities. Although the city and its fringe areas are holding separate elections, defeat of either issue could spell the end of progress in the Ukiah Valley.

Under the joint contract, urban areas outside Ukiah called the Ukiah Valley Sanitation District and governed by the board of supervisors, have proposed to contract for the construction of trunk lines for \$300,000. The construction will cover the cost of trunk sewer lines from Ford road to the proposed site of the city's sewage plant. Should construction costs exceed \$300,000, the district will pay one-third the additional costs, the city paying the balance.

The district also agrees to pay one-third of the city's cost in acquiring a site and construction of the sewage treatment plant above the estimated \$600,000, project costs.

Should the city proposal fail:

1. The city will continue to deposit untreated sewage into the Russian River.
2. The city will be subject to an injunction by the state for depositing sewage into the river.
3. The city council will be forced to use more costly means of financing the necessary improvements.

If the issue of the district should fail, Ukiah will have to build a new sewage plant at its present site and restrict its work within the city.

In 1948 the state bureau of sanitary engineering issued to Ukiah a permit to deposit treated waters from its present sewage plant in the Russian—but subject to the following conditions:

1. That no impure water shall be discharged into the Russian River or along its banks.
2. No solid matter recognizable as of sewage origin shall be permitted in the river or along its shores.
3. No offensive odors of sewage origin shall exist in the river or along its banks.
4. No condition resulting from the operation of the plant shall exist which may constitute a hazard to the health of humans or animals.
5. No operation of the sewage plant shall be permitted which will result in the breeding of disease carrying mosquitos.
6. The city sewage shall be treated so that the waters in the river will conform to bacterial standards of the state board of public health.
7. A program of improvement shall be maintained that will prevent sewage overflows during the winter in the city or into the river.
8. The plant shall operate adequately and effectively at all times.
9. Additional treatment works and changes in the outfall shall be provided when required by the state department of public health.

The city has violated every one of the requirements. Since 1952 Ukiah has been under continuous orders from the state department of public health to discontinue these violations. Each year since then it has called the city's attention to the inadequacy of its sewer (Continued on Page Eight)

SACRAMENTO STILL GOING TOP SPEED

By PAUL EDGEcombe, HAL CLARK and ERNIE NELSON,
Business Representatives

Sacramento area is happy to report that all phases of the construction industry is operating at top speed. We all are aware that the winter season is rapidly approaching and most of the contractors are hustling to get their work in shape. This applies especially to the freeway projects that are now in progress. A few of the jobs have just recently been completed and there have been no new major jobs starting this past month to alleviate the recent influx of unemployed brothers.

Folsom Dam, which has been a vast project for this area for the past three years, has reached the stage of operations mostly confined to the dismantling of the facilities that are no longer needed for the completion of this important project.

A. Teichert has finished their Highway 50 job at Shingle Springs. This new five mile stretch removed a series of sharp curves and dangerous highway. This company has numerous grading and sewer installation jobs going on at various sites throughout the area and they are employing many operating engineers.

Another section of Highway 50, just completed by Harms Bros., is the new freeway through Placerville. This new portion has solved the terrible traffic problems that existed there.

Highway 99, just south of Sacramento, is scheduled to be opened to traffic on November 10th.

Baldwin Contracting Co. are pushing their thirteen mile Sacramento-Roseville freeway job, with intentions of getting it ready to relieve the heavy traffic between these cities some time around December first. This is another fine job of highway construction and our brothers on all these projects are proud of their summer's work.

There are several sub-contractors operating at the McClellan Field area under the prime contractors, Heller, Campbell, Erickson & Lawrence, Richards Engineering, Inc. are pushing their concrete spread to the hill, pouring the slabs for the huge warehouses here. All underground facilities are being installed by Frank Beach.

HIGHWAY CLASSES

Our school for Highway Construction Technology, which we inaugurated on October 4, 1955, has progressed by leaps and bounds to this date. Brother Phil Edwards, who is the instructor at these classes, reports an average attendance of 27. Since our last report the time has been changed from 7 p.m. to 7:30 p.m. every Tuesday. Classes will be held on Tuesday evenings only from 7:30 to 10:30 p.m. in Room 38 at the American River College located directly across the street from the Grant Union High School in Del Paso Heights.

Here is an outline of the courses that are given at the present time:

1. Terminology of LD. markings
2. How to obtain cuts and fills
3. Layout, pipe, inlets, conduits, curbs and gutters
4. Percentage, super diagram, variable slope and typical profile instruction
5. Blueprint reading
6. Instruction in the use of twenty scale, all elevations above sea level
7. Layout of monuments and fences
8. Transit gun instruction
9. Slide rule as used for cross sectioning and slope work.

HERE AND THERE WITH THE BROTHERS

MARVIN REED going to school; FRANK VARGUS testing hot oil; FRANK PIERSON rolling sub-grade; JACK SHAFFER checking in on the weekend; BILL KISSELL boring holes; LUDDY GREY finishing shoulders; HAROLD QUIGG back in the brush; RALPH KNIGHT getting the bucks; ART KRUGER shop mechanic; JIM BOWERS dodging a cesspool; ANDY NEELY watching the wheels; IRV MEYERS plant engineer; GLEN GURLEY running lathe; WALT GAVRILKO working on a garage; PAT CALDWELL ripping; JACK REEVES c.b.t. operator; ROY PIERCE rolling on Arden Way; CLAY COOK down in

OFFICE HOURS

All members are herewith notified that official hours for the Sacramento office will be as follows henceforth: Daily, 8 a.m. to 5 p.m. Thursday: 8 a.m. to 8 p.m. Saturdays: closed, effective November 26, 1955.

the crusher; BILL PUCETTI fitting pipe; WALLY BROWN with a new pickup; JAMES MOUNTNEY handling salmon; GEORGE BROWN riding a dw10; BENNIE LOVETT laying hot stuff; DOUG BUTLER hot rodding; DON WREST hunting the elusive stag; W. R. TATE mucking red clay; VAN MATTOX watching mechanics; BILL REIBER firing a hot plant; MARVIN HAYNIE s'ripping overburden; BILL PATTERSON oiling a plant; JOE PULIZ pulling a box; FRANK BISHOP welding; CECIL FIELD taking it easy; F. M. ABBOTT laying oil; ROY BELL delivering numbers; JOHN HYDE craning; MARSHAL WHITE signing the out-of-work list; DENNIS FLINT eating lunch; R. L. MONROE, ART JONES and GEORGE ROLLIN also eating lunch; LEROY STARK catching his 4th quarter dues; ED HARRIS locomotive engineer; PANCHO SCHOUBLIN taking a ride; BOB EICHLER watching a grizzly; PETE SARTORIS on the rock plant; MARTIN PAISLEY oiling.

Best wishes for speedy recoveries go to Clarence Guzek who burned his eye with a welding rod, and to Hank Doering who is in the Sutter Hospital with a heart condition.

BLOOD BANK

Sincere thanks to Pete Ekberg and Alex Gray, our two donors to the Blood Bank during the past month.

NOTICE:

The phone number of the Sacramento office will be changed from Hillcrest 7-5795 to Gladstone 7-5795, effective November 19, 1955. Please use the new prefix when calling this office in the future.

San Mateo News

(Continued from Back Page)

teo, the population has grown from forty to sixty thousand in three years. It is estimated that when the development that is now planned is completed the population for the City of San Mateo will be one hundred and twenty-seven thousand in ten years. All of this would create many jobs for our worthy brothers.

The out of work list in the San Mateo Office has been practically zero for the past two months and at the present time the list just about balances, for as soon as the member signs the list he is dispatched to another job.

PLEASE TAKE NOTE:

In the past we have called to the attention of our worthy brothers the fact that our blood supply is sadly depleted due to the fact that we have had so many of our brothers ill and hospitalized. We petition each of you who are physically able to donate a pint of blood to do so. If you will contact the Peninsula Memorial Blood Bank, in Millbrae, and inform them that you wish to donate to the Engineers Local No. 3 Blood Bank, they will work with you in order to give you a selected appointment time.

BENICIA, contract awarded to Ghilotti Bros., 629 Francisco Blvd., San Rafael, \$23,443 for reconstr. of "J" St. betw. E. 2nd St. & E. 4th Sts., in city of Benicia, SOLANO COUNTY.

SALINAS, contract awarded to Granite Const. Cofl., P.O. Box 900, Watsonville, \$14,326 (Sch. 1) for const. 36 manholes.

Mountain Jobs Spark Marysville District

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

OFFICE HOURS

All members are herewith notified that office hours of the Marysville office of Local 3 will be as follows:

The office will be closed on Saturdays and will be open on Thursday evenings from 6 to 8 p.m. If it is found that in any way this schedule does not give proper service to the membership, such as during the time of heavy work load, it will be re-arranged.

It sure is a nice thing to report that work is still almost at the top for this time of the year and let's hope it continues for sometime to come.

I'm happy to report to the membership that by the time this reaches print, the Utah Const. Co. and Bates & Rogers Poe Tunnel Project will have Adit 1 railed and Conway muckers running both north and south headings, plus a few more motormen. Also that the tunnel outlet will be going three shifts with Elmco muckers doing the heavy rock moving. Bill Brown and his gang have finished the road now from the bridge down to the powerhouse site and will move on to other work on the project. This job has been going along nicely with a minimum of beefs and that too, is enough to make a business agent happy.

We also have it on good authority that the dam will be bid on Nov. 15, however, it will be about Dec. 15, before we know who the successful contractor will be. The dam is about one-quarter of a mile above Pulga, Calif.

The Utah Const. Co.'s Western Pacific Tunnel job at Belden, Calif. is about 60 per cent complete and when finished they have another one nearby to line with concrete for the same railroad company.

The Halvorson Const. Co. have three or four men left at Spring Garden, on their Hiway 40 job and M. W. Brown Co. of Redding, is doing the crushing for this job.

Over in Sierra Valley, the Brown-Ely Co. is near the windup and a good thing too, for it snows and blows up there and the thermometer gets down below zero. Bro. Daryl Doyle is Supt. on the road, Bro. Frank Cook is crusher foreman, and Bro. Bill Ivers is hot plant foreman.

Butte Creek Rock Co. of Chico have had a crew doing a little paving in Paradise, and they keep their gravel plant and shop crew busy. Ace Excavators are winding up their job in Glenn County on the Hamilton City river road. The State has allocated \$207,000 more for the continuation of this road, but don't expect it to come up before spring.

Baldwin Contr. Co. have jobs of one kind or another all around the district; a small road job at the 7-mile house on the Grass Valley Rd. with Bert Bengston in charge; a paving job around Oroville with Brother Tim Lairby as shifter; a sewer job in Gridley with Tex Lowman in charge, and a large sewer, curb and gutter job in East Marysville. They also have a full crew in the shop and Johnny Zerkovich is going ahead with crushing at the main crusher in Hallwood.

H. Earl Parker Co. has buttoned up their levee job at East Nicolaus, but Bro. Vern Hawkins has a big crew out landleveling, and Bro. E. V. Songer has a fine and steady crew at the shop. Earl has no work in this district, but does have work in other areas. Kaiser Sand & Gravel has a good steady crew in their Oroville plant and Bro. Dick Whittington keeps the haul road as smooth as the Lincoln Highway. There is also a great bunch of fishermen in this plant . . . you should see the salmon they have been catching. I'll put up the Marysville group of Engineers against any other branch office group in fishing; either trout, black bass, cat or salmon. Some of these guys love to fish to well, they hope the rig or job will shut down, so they can go fishing.

An article came out in the Sacramento Bee, that the Calif. Public Utilities Commission had given the PG&E Co. permission to build two

more powerhouses in the Feather River Canyon; one at Belden and one at Butt Valley. It is not known when this will start, but it looks as if we will have tunnel and dam work for years to come . . . let's hope this will be true.

NEW JOBS

St. Monica Catholic Church—bids due in Willows, Nov. 17—estimated \$160,000.

A. Teichert & Son, low bidder on storm drain for City of Chico—2,864.10.

City of Chico will construct a swimming pool, dressing rooms, deck, etc.—cost around \$125,000.

Lee Arnold Co. of San Francisco, low bidder on Oroville Armory—\$107,000.

Brown-Ely Co., low bidder on street work in Yuba City—\$23,923.

Bids due Nov. 9 on a state highway drainage job in Colusa County.

Brown-Ely Co., low bidder on a small surfacing job about seven miles out of Marysville—\$6,567.

Butte Creek Rock Co., low bidder on a small street job in Chico—\$1,928.50.

Watkins & Sibbald of San Anselmo, low bidder on drains and gutters at Paradise High School, for \$160,390.

PERSONAL MENTION:

Bro. Mike Tennyson, broke an ankle on the Poe job and will be laid up for sometime to come. We hope for a full and complete recovery . . . Bro. Bobby Grant is coming back to work after being off for sometime with a broken leg . . . Bro. Grover Braddock, an old timer and former Business Representative for Local 3, dropped in the past month to visit and chat awhile, and also to see the new office in this district.

That's all for this month, men, and don't eat too much turkey for Thanksgiving.

—LES COLLETT

INDUSTRIAL REPORT

Meeting Announcements:

The following are the dates, times and places of the meetings of all Units. Please check this column and try and be present, as we cannot reiterate too often, meetings are important.

YUBA CONSOLIDATED GOLD FIELDS:

Monday, November 28, 1955, in the Engineers Hall, 1010 "T" St., Marysville, at the following times:

10 a.m. for those members unable to attend at night.

7:30 p.m. for those members able to attend at night.

NATOMAS COMPANY:

Monday, December 5, 1955 in the Veterans Hall, Folsom, at the following times:

10 a.m. for those members working nights.

7:30 p.m. for those members working days.

GLADDING, McBEAN & CO.

Tuesday, December 6, 1955 at 4:15 p.m. in the office of the Lincoln Industrial Council, Lincoln, the JOINT BOARD meets. ALL COMMITTEEMEN are required to attend.

Tuesday, December 13, 1955, GENERAL MEMBERSHIP meeting at 4:15 p.m. in the City Hall, Lincoln.

CONCRETE PIPE COMPANIES:

Thursday, December 8, 1955, in the Engineers Hall, 1010 "T" St., Marysville, at 7:30 p.m.

GLADDING, McBEAN CO.

The new Insurance Certificates have arrived and are in our office in Marysville. Before they are distributed, it will be necessary that some things be done. Each member's name and the name of his beneficiary, among other things, will have to be typed upon the certificates, in order to be sure that: First, that your name is spelled correctly; Second, that your beneficiary is named correctly, and; Third, that other pertinent information is correct, you will be sent a "Member Enrollment Card." On this card we will print in your name, the date of your birth as registered in this office, the name of your beneficiary, as and if registered in this office, and such other information as is required and registered in this office.

These will be sent to you as soon as we can get this work done. And, as we cannot complete filling out

your certificate until this card is returned, we cannot urge you too strongly to immediately make any corrections necessary by drawing a line through the item to be corrected, print the correction above the error and immediately return the card to this office. It is very necessary that your beneficiary be named correctly, as, in case of death, that is the person who will receive the insurance. Be sure to indicate, as noted above, any change in your beneficiary and remember to also inform us, immediately, of any future changes in your beneficiary.

DREDGING COMPANIES:

Both the Yuba Consolidated Gold Fields and the Natomas Co. are running along very smoothly with a minimum of complaints. As a matter of fact, we some times wonder if all the legitimate complaints are turned in to us.

So, a word of advice, don't wait for the representative to look you up. Working seven days a week around the clock as you do, the representative, no matter how often he is at your place of work, can easily miss you and the time limit to file a grievance could expire. Turn your complaints in to your Committeeman. There is one on your crew, if there isn't, or he isn't functioning, come to the next meeting and report the matter and steps will be taken to correct the situation.

If the matter is something you would rather talk over with the representative before filing, appointments may be made with him by calling Marysville, SHERWOOD 3-7321 or if you work at the Natomas Co., by contacting most Wednesday afternoons, except the first Wednesday (due to the regular meeting being held the first Monday) at the Veterans Club, Folsom.

CONCRETE PIPE COMPANIES:

After a delay caused by our inability to get the new agreements mimeographed and in getting the parties together for signing, the new agreements have been signed and copies soon will be available to each member.

Before this reaches you, a meeting will have been held with the No-Joint Pipe Machine contractors and we hope to soon have an agreement covering the operation and maintenance of this equipment both on construction and agricultural work.

PERSONAL NOTES:

We regret to inform our members of the sudden death, October 13, 1955, of Herbert C. (Bert) Cantrell, for a great many years an employee of the Natomas Co. Bert was 73 and is survived by his son Richard C. Cantrell, repair foreman at the same company and to whom we offer our deepest sympathies . . . We take this means to offer our best wishes for a long, happy and enjoyable retirement to "Cal" Sears, field superintendent of the Natomas Co. "Cal" was a very likable and cooperative superintendent and we're going to miss him. He was replaced by Warren Eades, who, we are sure, is also going to prove as likeable and as cooperative . . . Without mentioning names, we would like to offer the same hopes to those of our membership who retire at the end of this year at Gladding, McBean & Co., and to again offer our services in any way we can be helpful . . . It has just been reported to us that Bro. and Mrs. Otto Miller of the Natomas Co. were severely injured in an automobile accident in Nevada, August 1. We extend to both of them our wishes that they speedily recover and suffer no lasting ill effects.

ON BENEFICIARIES:

Please, if there is any change in your beneficiary caused by marriage, divorce, death or just plain "mad," remember you can change your beneficiary at any time by just notifying this office. Otherwise, in case of your death, there is a possibility that your Union benefits and Welfare insurance may go to some other person than you would wish.

—C. R. VAN WINKLE

REDDING SETS 99 FREEWAY

OFFICE HOURS

All members are herewith notified that the Redding Office of Local 3 will remain open Monday through Friday from 8 a.m. to 5 p.m. and Friday evening from 6 p.m. to 9 p.m. It will be closed on Saturdays, Sundays, and all legal holidays. This arrangement is subject to change during the busy season.

By E. A. HESTER
Business Representative

Contractors, on November 2, made their bids on one of the projects on the freeway between Redding and Dunsuir. The job is situated about thirty-five miles north of Redding on Highway 99, running south from the Dogwood Creek bridge. Guy F. Atkinson Company of South San Francisco, nosed out Fredrickson & Watson with the low bid being \$1,294,763. It was a photo finish, Earl Parker of Marysville, Harnes Brothers of Sacramento, and Peter Kiewit & Sons of Klamath Falls, Oregon also ran.

The work situation still holds good in spite of the fact that a lot of our highway projects are rapidly coming to a close.

Earl L. McNutt Company should finish up their job at Douglas City about this time next year.

Somers & Stacey have finished their canal project at Red Bluff and are moving men and equipment to their new job location out of Callahan, California in Siskiyou County.

Peter Kiewit & Sons' will be finished at Dunsuir in another two or three weeks.

If the weather holds out, Eaton & Smith will finish their job at Montgomery Creek in another month and Fredrickson & Watson Company are nearly through at Hatchet Mountain.

Piombo Company, at Le Moines, due to a little difficulty in pipes and culverts, have slowed down.

It is getting to be that time of the year when all construction will slow down, and be down for three or four months at least.

Clyde C. Woods, of Stockton, has finished his project at Igo and the Clements Construction Company is nearing completion on their eleven mile stretch out of Los Molines but are still going strong on their other job at Fort Jones.

The Bureau of Reclamation is calling for bids on another stretch of the Red Bluff, Corning Canal. Bids will be opened on December 6, 1955.

There is also another highway job coming up in Siskiyou County on November 23, 1955.

Harnes Brothers were the successful bidders on Sage Hen Summit and Dry Creek, in Modoc County. Their bid was \$301,898.00.

There have been a lot of inquiries about the big two hundred and twenty-five million dollar Trinity County hydro-electric project. The Bureau of Reclamation is doing a little test drilling for clay that will be used in the core of that proposed mighty earfilled dam. When the job is completed, this dam will be the largest earfilled dam in the world, consisting of 35,000,000 yards of earth and rock.

Brother Ben Shanahan, after spending four weeks in the Memorial Hospital, is out walking around and looks very good to us.

CONSTRUCTION AWARDS

SANTA ROSA, contract awarded to Rapp, Christensen & Foster, 705 Bennett Ave., Santa Rosa, \$44,372 for const. sewage pumping station & nec. appurt. gravity sanitary sewers & pressure discharge line to replace an exist. installation on W. Robles Ave. for the South Park Co. Sanit. Dist. SONOMA COUNTY.

SAN FRANCISCO, contract awarded to James I. Barnes Const. Co., 940 Spring St., Redwood City, \$429,000 for const. upper Noe Playground & field house, Sanchez, Day & 30th Sts., S.F.

SACRAMENTO, contract awarded to A. Teichert & Son, Inc., 1931 Stockton Blvd., Sacramento, \$52,690 for repave parking deck, Headquarters Bldg., Dept. of Motor Vehicles, Sacramento.

CONSTRUCTION AWARDS

SAN FRANCISCO, contract awarded to Isbell Const. Co., P.O. Box 2351, Reno, Nev., \$178,373 for grade, bitum. surf. & const. a bridge on Sierra Ordnance Depot, access Highway beginning at U.S. No. 395, 5 miles west of Doyle & extending northerly approx. 3.7 miles to junction with present Herlong-Susanville Access Road, in LASSEN CO.

MILLBRAE, contract awarded to E. T. Haas Co., P.O. Box 95, Belmont, \$44,872 for const. water lines & pumping station in Millbrae Meadows No. 1 Subdivision, SAN MATEO COUNTY.

SAN JOSE, contract awarded to Leo F. Piazza Paving Co., Rt. 1, Box 800, San Jose, \$44,097 for reconst. Malone Road betw. Lincoln Ave. & Guadalupe River in City of

BERKELEY, contract awarded to Judson-Pacific-Murphy Corp., 4300 Eastshore Hwy., Emeryville, Peter Kiewit Sons Co., 442 Post St., S.F., Stolte Inc., 8451 San Leandro St., Oakland, and Fred J. Early Jr. Co., Inc., 369 Pine St., S.F., \$2,919,019 for const. the San Quentin Approach for the Richmond-San Rafael Bridge acr. San Francisco Bay. Work is near Pt. San Quentin 2 1/2 mi. SE'ly from San Rafael, MARIN CO., & extends from "Ct" line sta. appr. 230.05 to upper deck trestle sta. approx. 278.33 & lower deck trestle sta. approx. 286.34, involv. gr. & pave 6-lane div. hwy., rem. exist. thr. trestle strucs. & const. separ. struc. & 2 prestress. conc. trestles.

UKIAH

(Continued from Page Five)

age plant from the public health standpoint.

The conditions that exist today are the result of unprecedented growth. And the population is increasing every day.

The only way in which Ukiah may conform to protect public health is to construct an entirely new treatment plant and provide additional major trunk line sewers.

The job of providing sewage disposal for the valley can be done either with one plant as proposed or by stringing out a lot of little ones. Past experience in other areas has shown that the latter plan is much more expensive and less efficient.

Darrukh and Son of Yuba City who have the contract for 5.2 miles on the Willits to Fort Bragg road have broken through the last half mile of pioneering. And they are working long hours trying to beat the rains.

This was the last stretch of bad road between Willits and Fort Bragg to be let and when this stretch is completed next spring the road will be entirely paved.

Bro. Leonard Anderson is the superintendent. On the polls: Bros. Richard E. Bell, M. L. Darrough, Herbert Lytken, E. H. Marshall and Sy Shepard. On the tractors: Bros. L. M. Remstedt, Jess M. McFarland and Eldon J. Holmes. Bros. Robert W. Nelson and M. Woodward on the blades, Grade Sellers: Bros. J. C. Parkinson, Jack Christie, Gard Anderson. The master mechanic Bro. W. A. Little. Heavy duty repairmen: Bros. Edbert Whipple and Aldon Swan. Grease monkey, Bro. Perry T. Maxey.

Contract for reconstruction of the last 2 1/4 miles of the Valley Ford highway into the town of Bodega Bay was awarded to Transocean Engineering Co. of Hayward.

Other jobs due for completion soon include Frederickson Bros. on the Freeway job 8 miles north of Willits on Highway 101. Granite Const. Co. at Blue Lake on Highway 20 in Lake County and Huntington Bros. at Bodega Bay.

Near completion also is the bridge over the south fork of the Big River on the Orrs Springs road, 22 miles west of Highway 101. It collapsed in April under the weight of a logging rig.

We extend wishes to all the brothers and their families for a very happy Thanksgiving!

SANTA ROSA, contract awarded to Atwater Underground Const. Co., P.O. Box 26A, Milpitas, \$19,530 for const. approx. 1612 ft. cast-in-pl. storm drain in 9th St. betw. a point 180' W. of Hudspeth to Link Lane, S. on Link Lane to Palomino Drive W. on Palomino Dr. through W. boundary of Sunny Manor Subdivision No. 1, City of Santa Rosa.

Utah News Roundup

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

With the rapid approach of winter, all of the contractors in this area are crowding their jobs to get as much done as possible before winter really sets in to shut them down.

Utah Construction have cut the work at Wanship Dam back to one shift of 40 hours per week, which puts quite a number of men on our out-of-work list, but most of them have gone out on other jobs already. The Garfield Dike took a few men and is now working on a two-shift basis.

J. B. Parsons Co. of Logan are starting their job at Beck street, and should work a crew here most of the winter, using their D.W. 20's, cats, trucks and almost everything they have. The bid on the job was a little over \$776,000 and could keep this company busy for a year. As yet, we don't know who will be supervising the job, but we imagine it will be the same crew that has been at Grantsville all summer.

The lower section of Parleys Canyon will be bid Nov. 22, and will be a winter job and will probably use a number of men most of the winter; along with Gibbons & Reed already in the Canyon, it should be a busy spot this winter, and especially so, if we get two companies each using as many machines as Gibbons & Reed have on their job.

H. & M. Constr. Co. of Denver, have the clearing contract at Wanship Dam site and have 3 Cats on the job at present. They also have one of those much talked about clearing saws mounted on a D-8 dozer and it is really doing a job cutting those old cottonwood trees off right flush with the ground, so any of you who have never seen such an outfit in action, it might be worth your time to go up and watch it work.

Strong Co. are still working at Vernal on the Manila Highway, getting closer all the time to the finish of the grade. It is also getting nearer the time when Old Man Winter will shut down these higher elevation jobs, but with luck and a lot of good weather they could possibly finish the grade here this fall.

Contracting Corp., better known as Ralph Prout was low bidder on the grading for the new administration building at the Salt Lake Airport, and should get going real soon.

Leonard Constr. is once working in this area, doing another job for A. S. & R. at the old Garfield Smelter.

Pipe Linings Inc., are still working 7 days a week at Heber, coating pipe for the Salt Lake to Rangely pipe line, but should be through by Dec. 15.

F. & S. Constr. have received commitments to build another 550 brick homes at Kearns, so should keep the boys there busy through another winter.

So all in all, this winter should see the big majority of our men working.

See you all at the meetings; 2nd Thursday each month.

Northern Area

We can begin to look forward to the usual fall slow down, although work is still very good at this writing with only a few members on the out of work list. A number of companies have indicated they expect to work every day they can this winter, but we all realize certain weather conditions will stop some of the work, particularly where compaction is necessary.

Theo. Woods' & Company have three backhoes working on the sewer job west of Layton.

Davis & Buttler are working on the outfall structures and expect to be laying pipe by Nov. 20, on their sewer job west of Layton.

Statewide Plumbing and Heating will have pipe available by Dec. 1, and expect to start work as soon as possible.

R. W. Coleman Co., is using some Engineers on the Brigham City Sewer gathering system. We are having some difficulty with Coleman, but expect to be able to remedy the situation soon.

W. W. Clyde Co. have a good start on the Henefer to Echo Road with Mac Olson and Duane Peterson shifting. This job should keep about 14 engineers busy for some time.

The A. S. Horner Const. Co., expect to keep several men busy for some time on the pumps, cats and rig at the Stoddard Diversion Dam.

The majority of the earthwork and lining is completed on the Gateway Canal job with Morrison & Knudsen keeping quite a few men busy on the backfill and clean-up work.

Utah Const. Co is still going strong on the raising of the Pine View Dam with Shorty Affleck pushing the dirt spread. This job should go for some time to come. They have considerable dirt to waste and about 1/2 mile of rough pioneer work on the relocation of the road.

Wheelwright Const. Co. has most of their equipment busy on the Weber Aqueduct.

Enoch Smith Sons Co. have some men and equipment busy in this area on telephone company and gas company work.

There are a number of other smaller jobs under way that should keep quite a few Engineers busy for most of the winter and some other work scheduled to be bid within the next few weeks.

Southern Section

A gradual increase in the out of work list at Provo office, indicates the approach of winter. The recent cold snap brought to the bench, quite a number of hands, as it warms up they gradually get back to work.

I would like to dedicate the space it takes to a worthy group of local No. 3 Boys, who have been out of circulation for quite a spell. This is the group of operators who are at the levers of Heckett Engineering Co.'s machines. These machines are engaged in reclaiming metal from the slag at Geneva Steel Co. The oldsters with this Co. have been on this project almost 5 years. A list of the equipment includes 1-4500 Manitowoc, 4-3900 Manitowocs, 1-3500 Manitowoc, 2-D-8 Cats, 1-Crusher and separator, 1-20 yard Euc. and a very well equipped shop.

The responsibility of keeping the machines running, rests largely with a Brother who deposited his withdrawal card with us and is very capable. This Brother is Oran Weis. Doing the operating are Brothers Darrell Simmons, W. A. Shephardson, Leo Babb, Art Irwin, Bob Reese, Duane Davis, and Ray Cummings. These brothers have worked at this job without a Union Contract with this Co., but have taken very good care of their standing with Local No. 3. Each have contributed to the success of their jobs as they have their Union. Their dues are always paid up and the majority attend meetings when possible. This is acquired with very infrequent visits from the B. A. and the credit rests solely with themselves. I have had the pleasure of working with most of this group at some time, and I am happy and proud to call each one friend and brother.

Some very few of our people saw fit to drop their union affiliation after acquiring employment on this project, but I am happy to say it was the type of people we are much better off without.

A little job has been advertised and will be awarded on Tues., Nov. 8. It consists of 74,000 yards of rock and is located at Olmstead in Provo Canyon.

A meeting has finally been arranged for, between the builder of the Ammonia Plant, and your Union, Nov. 15 will be the date and news of this long awaited job should be forthcoming.

At long last the Health and Welfare program is in effect for the Utah Constr. Co. Employees at the Cedar Iron Mines. We hope this program satisfies the wishes of the

Schedule of Meetings for Construction, Lang Co., Sand & Gravel, Iron Ore Mines, Vitro Uranium Corporation, Kennecott Copper Co.

Construction, Sand & Gravel Membership Meeting, 2nd Thursday of each Month, Engineers Hall, 1969 South Main Street, Salt Lake City, Utah, 8 P. M.

Construction, Sand & Gravel Membership Meeting, 3rd Tuesday of each Month, Labor Temple, 165 West 1st North, Provo, Utah at 8 P. M.

Construction, Sand & Gravel Membership Meeting, 3rd Friday of each month, Labor Temple, Ogden, Utah, at 8 P. M.

Vitro Uranium Membership Meetings will be Called Meetings.

Lang Company Membership Meetings will be Called Meetings.

Cedar Iron Mines Membership Meeting will be Thursday, November 6, 1955 at Cedar City, Utah.

Kennecott Copper Corporation Membership Meetings will be Tuesday, October 25, 1955, at 1:30 and 3:30 P. M. at the Bingham Civic Center.

State Road Membership Meetings—All Called Meetings.

brothers of the mines who have long desired such a program.

In the course of our search for an appropriate and adequate program, many plans were reviewed, and it is our sincere belief that the plan is as good as is available in the State.

The plan chosen is Blue Cross, and Blue Shield, and also included is a \$1,000,000 Life Insurance Policy, with double indemnity in case of accidental death or dismemberment, also a provision to pay \$20.00 per week in case of sickness or non-compensable accident, the amount becoming payable on the first day of an accident and the eighth day of a sickness.

From what we know of various plans, already many members are covered by, this plan is excellent and we are sure will prove its worth to those who find it necessary to use it. We are still expanding our efforts to get the vacation matter settled. This matter concerns our Brothers who were laid off and have been called back to work after being off more than ninety days. Attorney Jacobson is opposing the deal at this time, but we are scheduling more meetings on it.

KENNECOTT MINE.

Discontent is a tool that has been used throughout the life of organized labor to stop the progress toward better living standards for the working man. Sometimes it is a method used by management and other times it is used by an opposing union who wishes to take an advantage of such a situation to raid a particular union.

At Bingham, the latter is the case, false accusations have been made and other methods resorted to, to cause discontent.

The history of Local No. 3 at Bingham is good. If you will check the record you will find that the highest grade is paid to Operating Engineers and we have kept out in front constantly in spite of what some would say otherwise. You have fared well under our banner and we are sure that you are qualified to be the judge of that.

We of Local No. 3 are proud of the advancements made and the advantages gained for our Membership throughout the territory. Local No. 3 operates in, and that goes for construction and into many varied fields where Local No. 3 represents the workers.

Many of your problems could be better dealt with if you would attend the meetings, called for that purpose. Our main desire is to give you service when you need it and we can only do that when we know of your problems.

A change in schedule in the Shovel department was agreed to by the Stewards. This is to be for a trial period. If you object to it, make your feelings known and we shall ask the Company to work out some other plan. It is being done with the idea in mind to do what is wanted by the majority.

SACRAMENTO, contract awarded to Granite Const. Co., Box 900, Watsonville, \$125,271 for 1.0 mi. grade & surf. w/pltmix surf. on Watt Ave. betw. Arcade Creek & Ben Ali-Antelope Rd., SACRAMENTO COUNTY.

Construction Awards

SACRAMENTO, contract awarded to Granite Const. Co., P.O. Box 156, Perkins, \$67,262 for grade, drain, pave, const. of sewers, curbs, gutters & sidewalks, Elk Grove-Florin Road, Sara St., Sierra St., 2nd Ave. in Rancho Grande Subdiv. SACRAMENTO COUNTY.

NOVEMBER 4, 1955

SOUTH SAN FRANCISCO, contract awarded to Oscar Holmes, P.O. Box 790, Redwood City, \$13,906 for const. Mayfair Ave. canal crossing, S. Canal St. & Mayfair Ave.

CARSON CITY, Nevada, contract awarded to Silver State Const. Co., Fallon, Nev., \$235,142 for 7.467 mi. const. por. of second. hwy. sys. betw. 3 mi. W. & 1/2 mi. W. of Wellington, Proj. S-560(2), & betw. jct. FAS 560 near Wellington & 5 mi. N., Proj. S-644 (1).

SAN MATEO, Contract awarded to O. C. Jones & Sons, 1520 - 4th Avenue, Berkeley, \$19,550 for paving playground at site of Buena Vista School in Baywood Park Tract, Charing Cross and Parrott Drive.

SACRAMENTO, Contract awarded to R. E. Hertel, 2904 Regina Way, Sacramento, \$181,409 for reinf. conc. bridge and 0.6 mi. of approaches graded and surf. w/plantmix surf. on untreated base at Berenda Slough about 3.3 miles W. of Califa, MADERA COUNTY.

SACRAMENTO, Contracts awarded as follows:

(1) SONOMA CO.—To Transocean Engineering Corp., 7807 Rusel City Road, Hayward, \$349,867 for 2.2 mi. grade and untr. base placed and apply dbl. seal ct. on Bay Hwy betw. 5.7 mi. W. of Valley Ford and 0.4 mi. SE of Bay.

(2) FRESNO CO.—To Paul E. Woolf, 2203 N. Fruit Avenue, Fresno, \$20,964 for 0.6 mi. grade and surf. w/rdmix surf. on imp. borrow betw. 0.5 mi. S. of Mendota and 0.3 mi. E. of Panoche Road.

NOVEMBER 7, 1955

SACRAMENTO, Contract awarded to Valley Paving & Const. Co., Inc., P.O. Box 6, Pismo Beach, \$140,014 for about 7.5 mi. graded, imp. subbase matl and untr. base pl. and pen. tr. and med. seal coat applied on Fairview Road and Shore Road betw. Fallon and Bolsa Roads, SAN BENITO CO.

SACRAMENTO, contract awarded to Granite Const. Co., Box 900, Watsonville, \$160,420 for 5.7 mi. grade Q surf. w/plantmix surf. on cem. tr. base on 6th Ave. betw. Fargo Ave. & Excelsior Ave. & on Excelsior Ave. betw. 19th Ave. & Kings River, KINGS & FRESNO COUNTIES.

SAN FRANCISCO, contract awarded to Cahill Bros., Inc., 350 Sansome St., San Francisco, \$945,000 for const. of a wholesale flower bldg., 1-story, approx. 165,400 sq. ft. floor space, to be located at 6th & Brannan Streets.

SACRAMENTO, contract awarded to Basalt Rock Co., Inc., Box 538, Napa, \$576,439 for levee enlargement, irrig. facils & stone protec. for Sutter Isl. Stone Protec. along Sutter & Steamboat Sloughs, near Courtland.

In the Islands BOSS, GOVT. PUSH SAFETY IN HAWAII

By J. K. WAIWAIOLÉ
Business Representative

The Territorial Labor Department issued strict safety regulations to be complied with before both the Wilson Tunnel and the Nuuanu Pali tunnel jobs by E. E. Black Ltd., and L. M. Tanaka Contracting Co. respectively were permitted to continue work.

This vigilance on the part of the Territorial Industrial Safety Department is a step forward to better working conditions for the laboring man in the islands, although a little late for 5 men and their families.

Brother Soyel Kakazu hired as a welder from the start of the Wilson tunnel job states that all safety precautions are being taken especially at the section of the cave-in of last August, where 5 men lost their lives. E. E. Black has bored two small drifts on each side of the cave in and fortified them properly with cement and iron before tackling the middle section beginning at the top and working down. The soil condition of this particular area is still soft and wet. There is still 800 feet left to be dug before coming out on the Kalihi Valley side.

Kaiser's Hawaiian paradise is taking form gradually with two cabanas and a big swimming pool dotting the Ala Moana sea scape, almost ready for mainland tourists. Hawaiian Dredging Co., Ltd., was called upon to furnish the necessary equipment and men to dig out a man made lagoon with a little island complete with coco palms in the center of it.

Brother Danny Hosino is doing the actual dragline work with a Northwest 95, while Brother Lawrence Tavares runs the D-8 or D-4 dozer whichever is needed for the days excavations. Brother Dick Richards is hired directly by Kaiser Community Homes as a utility man spelling on the D-4 when needed.

The dredge W. F. Dillingham arrived at the Hawaiian Dredging Co.'s repair basin last week and after some minor repairs will start pumping a million cubic yards of coral for the Army and Navy material stock pile at Ft. Kam in Hickam Field beginning November 15.

Acquisition of Sand Island by Standard Oil of California moved a step closer with the Army stipulating release of Sand Island back to the Territory only on the basis that it is used for a refinery.

The Metal Trades Council organizing program in the Pearl Harbor Ship Yard, assisted by the A.F. of L. organizer of the area has shown some increase in membership for a few unions already. Our turn to be helped starts Monday, November 7, with a mass meeting at the C. E. A. Hall Area 3 of men who work in our craft jurisdiction. After some public relations work by Brother A. S. Reile, of the A.F. of L. office, it is expected that possibly eight top supervisors of the various shops in the ship yard will help clear the way to organize in the yard.

Brother Sam Kekaha writes from Kwajalein requesting membership application cards as some of the equipment operators there wish to join us. Brother Magana, a heavy duty mechanic there was one of the first men sent down. He was called upon to do the initial repair work on some dilapidated pieces of equipment as he was quite familiar with them. He was formerly the repair foreman for Contractors Mid-Pac on Kwajalein.

NOVEMBER 3, 1955

MODESTO, contract awarded to North Bay Const. Co., Box 30, San Rafael, \$7340 for const. roof for domestic sewage digester.

SAN JOSE, contract awarded to A. J. Pefers & Son, P.O. Box 632, San Jose, \$32,465 for const. 2 prefab. metal pumphouses & other misc. work for water system at San Jose State College.

Observe Safety Rules.

Daily report of awards for construction

(Compiled by P.E. VANDEWARK and RUSS SWANSON)

O. C. JONES & SONS
GENERAL CONTRACTORS
 Cedar and 4th St. BERKELEY
 Landscape 6-3424
 Member A. G. C.

BLAKE BROS. CO.
 Producers of
 Asphaltic Concrete - Ready-Mix
 Concrete & Quarry Products
 P. O. Box 1002 Richmond
 Western Drive BEacon 2-5193

GALLAGHER & BURKE, INC.
 GENERAL CONTRACTORS
 344 High Street Oakland, Calif.
 Office: ANdover 1-0466 — Quarry: TRinidad 2-2400

STOLTE, Inc.
 General Contractors
 TRinidad 2-1064 8451 San Leandro St.
 Oakland, California

Main Office:
 Modesto, Calif.
 443 S. 99 Hwy

Four Branches
 to Serve You

920 S. 99 Hwy
 Modesto, Calif.

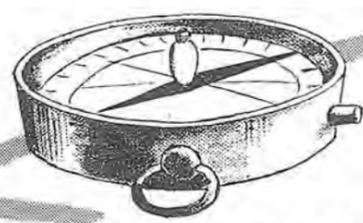
Operating Engineers always get a better deal at
TRAVELON TRAILER COMPANY
 Because they FEATURE easier terms on
 SPARTAN - PAN-AMERICAN - COLUMBIA - AIRSTREAM
 SHASTA - FLEETWOOD - TERRY - WESTERNER

Stockton Branch
 1761 N. Wilson Way

Fresno Branch
 2996 Ventura

Gordon H. Ball
 General Contractor
 300 Camille Ave. Danville, California
 VERNON 7-4216

the RIGHT way



for maximum equipment performance
 on your job is to get it from
BACON . . .
 "GET IT FROM BACON!"
 Real Service, large
 parts and machine stocks, equipment
 know-how, and keen willingness
 to meet your needs now!

GET IT FROM
EDWARD R. BACON COMPANY
 CONSTRUCTION EQUIPMENT
 Folsom at 17th Street, San Francisco 10, Calif. HEmlock 1-3700
 Sacramento • Oakland • Fresno

October 7, 1955
 FRESNO, Contract awarded to Kovich Bros. Const. Co., P.O. Box 1323, Fresno, \$22,461 for repl. 24" sewer in "H" St. betw. Merced and Stanislaus Sts and in Stanislaus St. betw. "J" St. and Broadway Alley.

MILLBRAE, Contract awarded to The Lowrie Paving Co., Inc., 1755 Evans Avenue, San Francisco, \$68,148 for const. streets in Robinwood Subdiv. in City of Millbrae, San Mateo County.

SEASIDE, Contract awarded to Granite Const. Co., Box 900, Watsonville, \$0.1625 sq. ft. for 528,000 sq. ft. seal coat on various city streets in Seaside, MONTEREY COUNTY.

October 10, 1955
 STOCKTON, Contract awarded to S. F. Bridge Co., 140 Montgom-

ery St., S. F., \$75,360 for dredge in main channel, Stockton Deep Water Ship Shannel, near Stockton.

October 11, 1955
 CONCORD, Contract awarded to McGuire & Hester, 796 - 66th Avenue, Oakland, \$106,757 for const. sanit. sewers, curbs, gutters, sidewalks, driveways and street in Berkshire Village, Luper Tract and Dearthorff Lane, Assessment Dist. No. 6, Concord, CONTRA COSTA COUNTY.

SOUTH SAN FRANCISCO, Contract awarded to The Lowrie Paving Co., 1755 Evans Avenue, San Francisco, \$47,117 for grade, pave, curbs, sewers, etc., in So Canal St. and Mayfair Avenue.

SALINAS, Contract awarded to Easto & Smith, 1215 Michigan St., S. F., \$4,178,880 for const. Nacimiento River Dam, 9 mi. SW of Bradley on Nacimiento River, rolled earth fill w/clay core, grav. facing and conc. spillway, appr. 260' high and 1500' crest length, MONTEREY COUNTY.

SACRAMENTO, Contract awarded to Chas. L. Harney, Inc., 575 Berry St., San Francisco, \$85,644 for channelize intersec., extend exist. concrete trestle and modify or inst. traffic control facils on Alemany Blvd. near Crescent Ave. entrance to Farmers Market, City and County of San Francisco.

BELMONT, Contract awarded to Harbar Engineers & Contrs. Inc., 700 Harbor Blvd., Belmont, \$23,645 for grade and resurf. Alameda de las Pulgas, Ralston Ave. to N. City limits and Notre Dame Ave., Ralston to Alameda de las Pulgas.

SALINAS, Contract awarded to Buttler & Fox, P.O. Box 91, Salinas, \$25,320 for const. curbs, gutters, sidewalks, street paving and storm sewers for Serra Park Addition No. 1, Impvts. Dist. No. 65-3.

October 13, 1955
 MODESTO, Contract awarded to M. J. Ruddy & Sons, Rt. 6 Box 1419A, Modesto for furn. plantmix surfacing materials as required by the City of Modesto.

PALO ALTO, Contract awarded to Oscar C. Holmes, P.O. Box 790, Redwood City, \$51,000 for const. 4800 ft. roadway on the Stanford Campus.

SAN LORENZO, Contract awarded to V. Rodrigues, 226 Jackson St., Hayward, \$21,651 for const. the 162d Ave. interceptor sewer.

SAN LORENZO, Contract awarded to Souza & McCue Const. Co. and Jess Hogg & Son, Colusa Hwy., Yuba City, \$50,777 for const. Lewelling Blvd. trunk sewers.

RICHMOND, Contract awarded to V. Maggiora, P.O. Box 385, Sausalito, \$46,300 for const. sewage pumping station, Las Gallinas Valley Sanit. Dist., Marinwood and vicinity, MARIN COUNTY.

SACRAMENTO, Contract awarded to W. M. Lyles Co., P.O. Box 495, Avenal, \$35,538 for 0.4 mi. storm sewer sys. and elec. oper. drain, pump. plant, near Tulare betw. 0.3 mi. E. of Ash Ave. and Rt. 132, TULARE COUNTY.

SACRAMENTO, Contracts awarded as follows:

(1) SONOMA CO.—To Arthur B. Siri, Inc., 1357 Cleveland Ave., Santa Rosa, \$86,267, for 4.9 mi. rdbed surf. w/pltmx surf., shoulders const. of untr. base and pentr. and seal applied, betw. 3.2 mi. W. and 1.7 mi. E. of Kenwood.

(2) LASSEN CO.—To Harms Bros., 5261 Stockton Blvd., Sacramento, \$301,898 for 3.5 mi. gr. and surf. w/pltmx. surf. on untr. base, betw. Sagehen Summit and Dry Creek.

October 14, 1955
 SAN CARLOS, Contract awarded to Bragato Paving Co., 500 Bragato Road, Belmont, \$36,875 for const. 2 parking plazas in San Carlos, SAN MATEO COUNTY.

SAN FRANCISCO, Contract awarded to Hart & Hunding, Inc., 472 Tehama St., S. F., \$104,406 for new elevators and stair enclosure in Tuberculosis Group, S. F. Hospital.

SACRAMENTO, Contract awarded to Granite Const. Co., Box 900, Watsonville, \$296,397 for about 1.6 mi. grade and surf. w/plantmix surf. on cem. tr. base betw. 0.3 mi. N. of New Year Creek, SAN MATEO COUNTY.

SAN FRANCISCO, Contract awarded to M. J. Lynch, 2251 Revere St., S. F., \$198,839 for const.

Lincoln Way sewer, Sec. A, from 39th to 48th Avenues.

SAN FRANCISCO, Contract awarded to Antone Petersen & Sons, 2758 San Bruno Ave., San Francisco, \$129,980 for const. engine house No. 5, 45th Ave. near Irving St.

IRVINGTON, Contract awarded to P & E Const. Co., 1620 S. 7th St., San Jose, \$189,979 for const. vitr. clay sewers.

FRESNO, Contract awarded to Stewart & Nuss, Inc., P.O. Box 866, Fresno, \$10,063 for pltmix. on imp. borrow on Madera Ave. betw. Cottonwood Creek and 0.5 mi. N., MADERA COUNTY.

October 17, 1955
 SALT LAKE CITY, UTAH, Contracts awarded as follows:

(1) SEVIER CO.—To L. A. Young Const. Co., Richfield, Utah, \$469,320 for 7.017 mi. 3" pltmix bit. surf. road and 2 conc. bridges over 20' span, on US 89 betw. Richfield and Elsinore.

(2) SUMMIT AND MORGAN COS.—To W. W. Clyde & Co., Box 231, Springville, \$413,340 for 4.601 mi. const. 3" pltmix bit. surf. on US 30 betw. Henefer and Echo and widen conc. bridge, Devils Slide.

SAN FRANCISCO, Contract awarded to Piomba Const. Co., P.O. Box 935, San Carlos, for 120,000 cy. grading and const. of reinf. conc. retaining wall w/approx. 400 cy. concrete, approx. 500 ft. fencing, traffic guardrail and conc. curb, at 26th, Vermont and Army Sts.

SAN FRANCISCO, Contract awarded to S. J. Amoroso Const. Co., 2100 Oakdale Ave., San Francisco, \$100,649 for alterations and improvements to North Exhibit Building, remodel horse barns and livestock area, at Cow Palace, 1st Dist. Abric. Assn.

STOCKTON, Contract awarded to A. Teichert & Son, Inc., P.O. Box 1118, Stockton, \$11,479 for const. San Joaquin Co. Corp. Yard, at Hazelton and B Street, Stockton.

CARSON CITY, Nev., Contract awarded to Silver State Const. Co., P.O. Box 191, Fallon, Nev., \$309,430 for 19.53 mi. grade, channel excav. roadmix on SR 20 betw. jct. U.S. 6 enar Currant and Duckwater Indian Reservation, Nye County.

October 18, 1955
 SACRAMENTO, Contract awarded to Assoc. Development Co., Sacramento, \$15,197 for const. foundations, pads and cable trench for addl. bus work at No. City Substation.

SOUTH SAN FRANCISCO, Contract awarded to Rayor Const. Co., 107 S. Linden Ave., South S. F., \$12,123 for enlarging and reconstr. exist. sludge beds and const. new sludge lagoons at Sewage Plant in South S. F., San Mateo County.

SALINAS, Contract awarded to Donahue Const. Co., 355 E. Market St., Salinas, \$39,688 for const. of curbs, gutters, sidewalks, paving & storm sewers, in Fairmont Park, Salinas, Improvement Dist. 55-4.

RICHMOND, Contract awarded to J. Henry Harris, 2657 9th St., Berkeley, \$9,200 for const. of 60" reinf. conc. culvert in Hoffman Blvd. at South 36th St. in City of Richmond, Contra Costa County.

STOCKTON, Contract awarded to S. M. McGaw Co., P.O. Box 757, Stockton, \$15,179 for reconstr. of El Dorado St. betw. 75' north of Duncan Ave. and north edge of Mayfair Unit 6 in Modesto.

REDWOOD CITY, Contract awarded to BRAGATO Paving Co., 500 Bragato Rd., Belmont, \$16,165 for plant mix surf. on Old Coast Hwy., Co. Rd. 105-J, betw. Coast Hwy., SR 56 and Half Moon Bay, approx. .3 mi., and Ralston Ave., Co. Rd. 19, betw. Skyline Blvd. SR 55 and Canada Rd., Co. Rd. 20, approx. 1.2 mi., San Mateo County.

CLOVIS, Contract awarded to W. M. Lyles Co., P.O. Box 495, Avenal, \$34,648 for const. of adds. to sanitary sewer outfall.

October 19, 1955
 TULARE, Contract awarded to M. M. Batchlor Pipeline Const. Co., 2338 Bedel Ave., Visalia, \$10,909 for const. adds. to storm drain system in Tulare, loc. in Auburn Heights and Mefford subdivisions.

EUREKA, Contract awarded to Tom Hull, 930 Carson St., Eureka, \$7,918 for const. storm sewers in Allard Ave. and Iowa St. in Eureka.

SUNNYVALE, Contract awarded to Wenrick & Associated, P.O. Box 905, Sta. A, San Mateo, \$8,170 for

inst. manholes and convert sewage pumping stas. and convrt Lawrence Sta. Rd. Trunk sewer, Sunnyvale.

BERKELEY, Contract awarded to Lee J. Immel, 13555 San Pablo Ave., San Pablo, \$19,930 for resurf. Fulton and Oxford Sts. betw. Bancroft Way and University Ave.

SAN FRANCISCO, Contract awarded to Chales L. Harney, Inc., 575 Berry St., San Francisco, \$13,840 for construction of student parking area No. 1, City College of San Francisco, Ocean and Phelan Aves., S.

SACRAMENTO, Contract awarded to A. Teichert & Son, Inc., 1931 Stockton Blvd., Sacramento, \$30,925 for paving and fencing and other related work at Arcade Dist. Admin. site, Arcade Elem. School, Creekside Elem. School, Del Pr Manor, Dyre Kelly, Howe Avng Marconi, Pipe Elem. and Whitney Schools, Sacramento County.

SAN FRANCISCO, Contract awarded to Eaton & Smith, 1215 Michigan St., San Francisco, \$13,868 for improve LaGrande Ave. betw. Russian Ave. and S'ly terminus.

October 20, 1955
 MARYSVILLE, Contract awarded to G. S. Harrington, P.O. Box 708, Auburn, \$12,150, for .6 miles gr. and pen. treat. applied on base matl. and exist. surf. at 6 loc. betw. 1.5 mi. W. of Greenwood and Co-Eldorado County.

INVERNESS, Contract awarded to Reliance Enterprises, 427 S. Davis St., Santa Rosa, \$27,999 for const. water collecting sys., pumping sta. redwood storage reservoir and water collecting line w-ftgs. Yappurt., incl. related elec. work, Div. of Beaches and Parks, Tomales B. State Park, near Inverness.

OAKLAND, Contract awarded to John H. McCosker, 1501 Eastshore Hwy., Berkeley, \$72,555 for improvement of Line K adn Line K-1, Irvington, Zone 6 Project, Spec. FC 6-4.

October 21, 1955
 FRESNO, Contract awarded to Kovich Bros. Const. Co., P.O. Box 1323, Fresno, \$9,830 for const. 8" and 10" sewer lines in Fulton-Van Ness Alley betw. Stanislaus and San Joaquin Sts., Fresno.

FRESNO, Contract awarded to W. M. Lyles Co., 3306 Winery, Fresno, \$8,437 for laying C.I. water mains in Collee Terrace Tract No. 1457.

SALT LAKE CITY, Contract awarded to Gibbons and Reed Co., P.O. Box 2429, Salt Lake City, \$149,332 for const. 7 conc. strucs. on U.S. 9. (State St.) from near N. city limits of Sandy-southerly 3.3 mi.

PALO ALTO, Contract awarded to Williams and Burrows, Inv., 500 Harbor Blvd., Belmont, \$1,993,980 for const. of the Florence Moore Residence Hall for Women, on the Stanford Campus. The Hall w consist of seven 3-story living units around a central office and a service building, all of reinforced concrete construction.

SACRAMENTO, Contract awarded to Granite Const. Co., Box 900, Watsonville, \$236,567 for 2.5 mi. gr and surf. w-pltmix. surf. on im. base matl. and cem. tr. base, and RC slab brdg. betw. San Benito Co. line and Rt. 2, Santa Clara Co.

SACRAMENTO, Contract awarded to Granite Const. Co., P.O. Box 156, Perkins, \$14,692 for gr. and surf. parking lot, 9th and N Sts.

October 24, 1955
 DUGWAY PROVING GROUND, Utah, Contract awarded to Jacobsen Const. Co., 421 W. 13th South, Salt Lake City, Utah, \$16,656 for const. new spire and entry for chapel and new vestibule for change house, Dugway Proving Ground, Toole C.

TULARE, Contract awarded to Midstate Const. Co., 347 Clay St., San Francisco, \$101,777 for const. Type "A" Armory, Calif. National Guard, Tulare, Calif.

OROVILLE, Contract awarded to Lee Arnold, Inc., 580 Bosworth St., San Francisco, \$107,000 for const. Type "A" Armory, Calif. National Guard, Oroville.

SACRAMENTO, Contract awarded to A. Teichert and Son, Inc., 1931 Stockton Blvd. Sacramento, \$16,484 for drain, curbs, gutters, sidewalks, on Verano St. Sacramento County.

HANFORD, Contract awarded to W. M. Lyles Co., 3006 Winery St., Fresno, \$24,044 for const. storm sewer, Cameron St. and Rogers Rd. in City of Hanford.

Northbay Taking Advantage Of a Fine Indian Summer

By H. O. FOSS, FRANK A. LAWRENCE and L. C. SOLARI, Business Representatives

Indian Summer has been a big boon to the dirt moving contractors on this side of the bay. Tecon have their job in order so that they can work this winter if the rains are scattered out. The fills and cuts are in very fine shape, also there are thousands of trees to be pulled out up in those canyons which will enable our operators to work during wet weather.

Stegge has their job in very much the same way and it looks like—rock cut picked out to enable them to keep working. Some time this week, foundations for the first homes will be poured. We have twelve or fifteen Brother Engineers on the job operating jeeps and dozers. Bro. Al Bannon is the big wheel pushing this job for Steege Const. Co.

M. G. M. Construction Company from Concord awarded \$62,680 for construction of water lines in Bel-Air Subdivision, city of Napa located on Trancas and Freeway. They will start on November 10 and completion of this unit will be Dec. 23. 15,600 feet of water line—accumulates 3 miles of cast iron water line. This will take 7 weeks work, rain or shine. 6 miles of water line on Silverado to Lincoln in Napa. They started job on Oct. 24 and completion will be November 30.

M. G. Morgan is foreman. Dozer Operator is Robert L. Viere, Trencher Operator is August C. Bokelman. Oiler on Trencher is George V. Larson, Allen R. Swanson on Swing Crane, R. H. Nider on Hydro Hammer, L. D. Copeland on Compressor.

Raymond Concrete Piling Company—"Queen of the Valley" Hospital located on Trancas and Beard Road, Napa. They have 190 pilings to be driven—start of this job on November 3, completion will be 3 to 4 weeks work. The general construction is by Barrett Company. Operator on the Pile Driver is C. E. Vivion, and fireman is Marion C. Wilson.

NAPA SALT PLANT

J. O. Archabold, General Engineering & Construction Company of Redwood City started a new excavating for a new salt plant month of May in Napa County. Since May, they have moved 350,000 yards of fill material, 600 acres of grading, 600 acres of landleveling. There are 12 large ponds to crystalize. These salt ponds will be graded to 3000 per cent per 100 feet. Nine years to complete this job. The heaviest dirt moving in nearing completion. 3 years of fine grading or roads, levees and ponds. They hope to use this same crew from year to year, and have the best crew in the area, as far as the company is concerned. This work has been in progress since 1951. Monty Archabold is foreman. Robert Myers is Dozer Operator, and W. M. McCoy, Jeep; Floyd Siligo, Jeep; Jack Shanahan, Jeep; John Dillard, Cat and Can; C. Cunningham, Cat and Can; Henri Dole, Cat and Can; L. H. Robertson, Cat and Can; L. Ford, Cat and Can; Ray Dennis, Cat and Can; G. Cooley, Cat and Can; Walt Shearer, Cat and Can.

In the coming year, Archabold expects to employ approximately double the crew of engineers with the work they have lined ahead. Charlie Hover, Contractor has his 95 N.W. Drag Line on this job and Charlie Georgi is the Operator and Frank Brooks is their Oiler.

Shamrock, as of November 1 is closing their yard on Saturdays, and we expect the cooperation of the other leading people on the same type of business—ready-mix. We wish to thank the Shamrock people for their cooperation.

We received a letter from Bro. J. S. Krantz with Atlas Const., Morocco. We wish to extend our greeting to all member in that area.

Brother Orville Hubbard who has been on the sick list for quite some time—is coming along satisfactorily, and we hope that before long, he will be back on the job.

STRAWBERRY POINT

Guy F. Atkinson Job, Strawberry Point—Baptist Seminary. Chamberlin as their Liason man—600,000 yards of dirt to remove. The supt. on this job is Mickey Daley—using

Bay Construction Industry Tackles Population Needs

If you think there are an awful lot of people around lately, you are so right. One only has to look at the tremendous housing developments that are spreading through Alameda, Marin and San Mateo counties to realize that there are a lot more people here than there used to be. As a matter of fact California acquired 650,000 new residents in 1953 and will get another 500,000 each year in the future. We are in the midst of a "population explosion," the like of which has never been experienced anywhere in the country before. Experts say that in 10 years California will have a population of 15,000,000 people.

Now let's look around the Bay and see what evidence we have of this expansion in the jobs some of the companies are doing, and who is doing them. Pacific Bridge Co. is involved in a number of jobs at this time. Bob Davis is superintendent and Bruce Anderson is foreman on a rehabilitation of piers 3 and 4 at United Todd Shipyard at Alameda, where docks are being reconstructed and some utilities replaced. At Martinolich Ship Repair in Oakland, the company is replacing oak blocks on the concrete floating docks under the direction of Charlie Harnois, foreman. Charlie Bond is the foreman on the construction of a concrete seaplane dock at Alameda Naval Air Station. John Dean is superintendent and Boyd Stortroen is the foreman on the company's King's River bridge in the King's Canyon National Park out of Fresno. The company is also reconstructing a wharf at the U.S. Naval Construction Battalion Center at Port Hueneme, where Fred Toft is superintendent.

RICHARDSON BAY

Duncan Harrelson Co. and Pacific Bridge have about 100 men employed on the Richardson Bay Bridge. Of these 30 are pilebutts. It is expected the bridge will be completed in 10 or 11 months. Pilebutt leaders on the job include Curley Lewis, Oley Floe, Bud Hunter, Ernie Burgstahler and Tom Woodhull. Carpenter Foreman on box girder work is Jim Duckett.

Fourteen miles north of Santa Barbara the company is removing oil well foundations and access piers for Pacific Western Oil Corp. There are 29 wells to be abandoned and obliterated. If any of you know how to explode dynamite underwater without killing a lot of fish, which makes all of us unhappy and the Fish and Game Commission, in particular, superintendent Leo French certainly would like to know the trick. Maggi Magistretti is doing the drilling and blasting on the job. Anton Grevstad and a crew have worked all summer repairing Western Pacific's freight slip at the foot of 25th street in San Francisco. Ed Baugh, Frank Cook, Pat Patterson, Frank Frakes, El Pedrick and compadres are almost finished repairing the Coast Guard dock at Monterey. Ben C. Gerewick, Inc. is under

this happens there is very little the Union can do to help without the member having been sent to the job with a proper clearance slip. There is a permanent record kept in all offices of every man sent to a job with a clearance slip. Even if you have lost your copy, we have a copy we can use in case of a labor or wage dispute. Your referral identifies you to the correct contractor.

If you want to be sure that you are going to get a referral slip when Mr. Contractor calls you at home and says, "I need you first thing in the morning, come on out and I will get your referral slip later," you tell him, "Mr. Contractor, my name is on the out-of-work list. If you will call the hall, they will call me." In a good many cases he will say it is too late to call the hall now, come on out, he will take care of everything. Take our advice—make them call the hall and get you referred properly. It could save you money.

We received a letter from Bro. Darrel Dippold and sorry to learn he is confined to a hospital in Tucson, Arizona. Best wishes to him for a speedy recovery.

A VERY HAPPY THANKSGIVING TO YOU AND YOURS!

Observe Safety Rules

way on the joining of Piers 15 and 17 on the San Francisco waterfront in a quay-type wharf. More than 1800 pretensioned concrete pile tops for composite concrete-timber piles and 140 pretensioned concrete piles 131½ feet long will be used. John Ford is the superintendent with Foremen J. Harvey, W. Ferraris, C. Sequest, K. Smith and G. Kemp running the job. Engineers include H. Brauner, Ed Casey and R. C. Huttlinger.

EUREKA SLOUGH

Gerwick is also building a 947-foot bridge over Eureka Slough on the outskirts of Eureka. The bridge will consist entirely of prestressed concrete, 138 pretensioned 20-inch squarer piles up to 100 feet long; 252 pretensioned deck units 30 feet and seven post-tensioned 105-foot girders. Don Weaver is superintendent and William McCrea and R. Verbrugge are the foremen. For J. H. Pomeroy & Co., Inc., Gerwick is building eight piers for the approach girder spans of the Richmond-San Rafael bridge. One hundred thirty-six 14-inch steel H piles up to 60 feet long are being driven. Four cofferdams up to 20 feet deep are also being built. Bob Harvey is the superintendent and Harris Edner is the foreman.

Harry Larsen is the superintendent and Verne Miller the foreman on the construction of 670 sand drains, driven to a depth of 70 feet for the Vallejo Sanitation and Flood control District. Run off trenches and a 10-foot fill are also being done. At Hamilton Air Force Base the company is building antenna footings and anchors for the U.S. Air Force. Superintendent Dave Young and Foreman Manual Freitas are running the job that includes concrete mast bases and

deadmen for guy lines for 146 footings with one precast concrete-timber pile per footing. The piles are about 90 feet long. The company soon will start three twenty-foot span timber bridges. Henry Doty is the concrete foreman on these jobs.

That's most of the news for this month. We'll be back with some dope on what the other companies in the association are doing next time.

Sincerely yours,
PILEDIVING CONTRACTORS ASSOCIATION
M. B. McGowan, President.

J. R. Feeney

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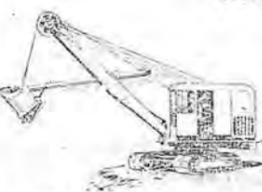
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Statement required by the Act of August 24, 1912, as amended by the Acts of March 3, 1933, and July 2, 1946 (Title 39, United States Code, Sections 3901-3904)

Ownership, Management, and Circulation of

Engineers News, published monthly at San Francisco, Calif., for October 1, 1955.
1. The names and addresses of the publisher, editor, managing editor, and business managers are: Publisher, Operating Engineers, Local No. 3, 474 Valencia St., San Francisco, Calif. Editor, Victor S. Swanson, 474 Valencia St., San Francisco, Calif. Managing Editor, Victor S. Swanson, 474 Valencia St., San Francisco, Calif. Business Manager, Victor S. Swanson, 474 Valencia St., San Francisco, Calif.

2. The owner is: (If owned by a corporation, its name and address must be stated and also immediately thereunder the names and addresses of stockholders owning or holding 1 percent or more of total amount of stock. If not owned by a corporation, the names and addresses of the individual owners must be given. If owned by a partnership or other unincorporated firm, its name and address, as well as that of each individual member, must be given.)
Operating Engineers Local Union No. 3 of the International Union of Operating Engineers, 474 Valencia St., San Francisco, Calif.

3. The known bondholders, mortgagees, and other security holders owning or holding 1 percent or more of total amount of bonds, mortgages, or other securities are: (If there are none, so state.) None.

4. Paragraphs 2 and 3 include, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting; also the statements in the two paragraphs show the affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner.

5. The average number of copies of each issue of this publication sold or distributed, through the mails or otherwise, to paid subscribers during the 12 months preceding the date shown above was: (This information is required from daily, weekly, semi-weekly, and tri-weekly newspapers only.)
Victor S. Swanson (Signature of editor, publisher, business manager, or owner) sworn to and subscribed before me this 28th day of September, 1955. C. F. Mathews. (SEAL) (My commission expires November 16, 1956.)



FAST FREEWAY OPERATION—Shown here is the largest cement treated base operation in the world—three Petti-Bone Woods Mixers operated by Miles & Son Co. on the Baldwin freeway job located at Roseville. These mixers average 6500 feet per day and have now completed this operation. Bro. Bud Obenosky was in charge of this entire project. (Picture from Sacramento office.)

New Engineers' Building in Fresno Tribute to Loc. 3

By G. L. MOORE and J. D. MONROE, Business Representatives

The big news in the Fresno area this month is the completion of the new Engineers' building located at 3121 E. Olive Avenue, Fresno, California. It is a beautiful building and one that all of us should be proud of. The building is of modern design and there is the off street parking area, which is a definite asset to the ever-growing city of Fresno and to the sound management of Local Union 3.

OFFICE HOURS

All members are herewith notified that hours of the Fresno office of Local 3 will be as follows: Open daily, Monday through Friday, 8 to 5. Open Thursday evenings 7 to 9. Closed on Saturdays.

AROUND THE JOBS:

All work in the Huntington Lake area has been completed for this season, with the exception of Eaton & Smith's Stump Springs job near Big Creek.

On the M&K Walsh & Perini job on the Kings River the diversion tunnel has been holed through but most of the muckers, brakemen and other engineers working on the tunnel will be absorbed into other phases of the job until weather runs them out. They are continuing with small diversion dams and getting the quarry site ready. They have set up a nice all-steel shop building and it looks like they will be ready for a big season late next spring. There is a crew of mechanics dismantling a 120B to be trucked to the job site, with a 150B to come later. Earl Parker have a crew working on the access road to the Helms Dam site. There will be little activity on this job until late next spring. However the road job from Balch to Black Rock will be up for bids within the next few days. This is another phase of the same project of PG&E. The elevation for this job will be lower and there should be a little activity during the winter months.

BRIDGES, ROADS

M J Ruddy & Sons have moved their crusher and hot plant to a site west of Madera and are moving right along on their road job from Madera to Firebaugh. The Charles Harney Co. have brought a small spread down from the Bay Area to do their Bridge and approach job on Highway 140 between Gustine and Merced. H. Sykes Co. have started work on three bridges near Hornitos in Merced County. The Stockton Construction Co. are near completion of their flood control job east of Merced. Gordon Ball Co. are still stepping it up and activity on their highway job on grading on three sections of Highway 99 from Delano north. Cement

paving to start in the near future.

Guy F. Atkinson Co. finished up their job at the Clover Leaf (Visalia Y) at Visalia on Highway 99, which will now eliminate quite a bit of confusion for the motorist traveling on Highway 99. With the completion of this job and the Gordon Ball job at Delano Highway 99 will be four-lane from Visalia to Los Angeles.

Stewart & Nuss are very busy in the Porterville and Terra Bella areas with the rock plant and hot plant starting up to take care of their highway jobs.

L. B. Wells Construction Co. have completed excavation on their street job at the Porterville State Hospital, now putting in curbs and gutters.

Middleton Sequoia Rock Plant and P. C. A. are still keeping busy making sand and gravel for that area. The pipe mfg. industry has all come to a stop in the Tulare, Lindsay and Exeter areas, due to the Bureau of Reclamation not letting any more contracts until later this year, however United Concrete Pipe Co. still have some finishing up to do on their pipe line job at Delano. In the Fresno Area the boys are still being kept busy on subdivisions, the street work is giving some of the boys some hours due to the continuing warm weather and no rain as of yet. Also have quite a bit of sewer line work and storm drains projects going on.

Guy F. Atkinson finishing up on their section of Highway 99 at the north end of town and Gene Richards Engineering Co. getting a good start on their section of the Freeway. The State Division of Highways are to let another section and then that will complete the Freeway through Fresno. The Ted Baum Co. was low bidder on seven miles of grade and paving on East Belmont Ave. from Clovis Ave. to Academy Ave. Thomas Construction have a bridge job going at Hub on Highway 41 and one across the Fresno Slough near Tranquility. The Granite Construction Co. were low bidders on resurfacing job northeast of Hanford and the Valley Paving Co. of Pismo Beach on a highway job on 41, grading and paving near the Kern County line.

By the time this news report

NEVADA AGC NOW COVERS SURVEY MEN

By AL BOARDMAN and BILL MINAHAN Business Representatives

For the first time the technical engineer classifications are included in the Nevada Labor Agreement with the Nevada Chapter of the Associated Contractors of America, Inc. and the Operating Engineers Local Union No. 3. It is a two year agreement and is in effect until the 1st day of June 1957.

The following rates are effective August 1, 1955:

Chief of Party	.....\$3.08 per hour
Instrument	..... 2.85 per hour
Head Chain	..... 2.55 per hour
Rodman	..... 2.55 per hour
Grade Setter	..... 2.55 per hour
Rear Chain	..... 2.43 per hour
Effective June 1, 1955:	
Chief of Party	.....\$3.205 per hour
Instrument	..... 2.975 per hour
Head Chain	..... 2.675 per hour
Rear Chain	..... 2.555 per hour

The contract states the following: The above classifications herein referred to shall apply to employees covered hereby, regularly employed in field survey work excluding individual employer, executive administrative or supervisory personnel.

Field survey work shall be that work performed by such employees in connection with the establishments of control points governing construction operations when performed by the employer, on any type of home office or Commercial building construction.

On all types of heavy, highway and engineering construction when employer is required by contracting authority to furnish own field survey service, or when employer at his own discretion hires employees to perform field survey work then in such instances, such work shall come within the classifications herein mentioned.

The contract covers the portion of Nevada above the northerly boundaries of Esmeralda, Nye and Lincoln Counties. Inasmuch as Local 12 operating Engineers have also included the technical engineer classifications in the contract covering the southern part of the state. We now have full coverage in the state of Nevada.

Next meeting will be on November 25 at 74 Valencia St., San Francisco at 8:00 p.m.

Help Fight TB



Buy Christmas Seals



"It's about time your union negotiated a few paid holidays for we auxiliary members!"

goes to press we will be in our new offices, which is located at 3121 E. Olive, Fresno, California. Week days Monday through Friday and Thursday evenings from 7 to 9 p.m. The telephone number will be the same (Fresno 3-1981).

The City by the Golden Gate

State Announces \$348 Million Highway Program

By PAT CLANCY and HARRY METZ, Business Representatives
California's highways, and those of the Bay Area, got a major shot in the arm last week with announcement of a \$348,704,000 1956-57 budget by the California Highway Commission.

The huge proposed outlay, greatest ever adopted for road purposes in California, includes some major northern California and Bay Area improvements, particularly on the Bayshore and Eastshore freeways, in San Francisco, San Mateo, and Alameda counties.

The budget caps 10 years of planning and preliminary work and brings the highway system to its first real postwar maturity, highway division spokesmen said. Some of the projects may be advertised for bids in the next few weeks.

Among the most important local jobs are:

Completion of the Bayshore Freeway all the way from San Francisco to the Santa Clara County line—by mid-1957—by finishing the 7.6 mile stretch from San Carlos south, and the over-water link across Candlestick Cove. Total outlay for these in the budget is more than \$7,500,000.

Extension of the Embarcadero freeway from Fremont street across Market to Broadway, \$5,300,000.

Widening of the Golden Gate Bridge approach to eight lanes west of Lyon street, 1.3 miles, \$3,900,000.

U.S. 101, Lyon street to State Route 1 connection, grade, pave and structures for 8-lane freeway, 1.3 miles, \$3,900,000; Bayshore Freeway, .3 mile north of Butler Road to Salinas avenue, pave, completing 8-lane freeway across Candlestick Cove, 4.1 miles, \$1,435,000; Embarcadero freeway, Fremont street to Broadway, grade, pave and structures for 8-lane freeway, 1.2 miles, \$5,300,000, rights of way, \$2,270,000.

Fay Improvement Company en-

tered the low bid of \$175,485 for a large city paving job.

Streets in the contract include Arleta Avenue from Rutland to Delta; Golden Gate Avenue, Parker to Market; Ocean Avenue, Mission to Onondaga; Post Street, Gough to Octavia and Buchanan to Lyon; Seventeenth Street, Castro to Clayton; Taraval Street, Dewey Boulevard to Forty-eighth Avenue; Third Street, Bayshore to Arthur; Teddy Street, Rutland to Elliott.

The job will start in thirty days, and be completed in mid-April.

WATERFRONT JOB

A multi-million-dollar wedding has reached the midway point at the Port of San Francisco.

Port engineers supervising the massive job of joining Piers 15 and 17 into one king-size terminal said 1000 pilings have been driven into the open water area between the two big piers, with 1000 more to go.

Contractors on the port's two-million-dollar pier conversion are surfacing the piling-studded area with concrete-and-asphalt aprons. The project also involves widening the transit sheds on the two 800-foot piers and installing new rail and truck docks.

Newly developed pilings of prestressed concrete are being used on the pier job for the first time on the west coast, Chief Harbor Engineer Sidney Gorman said. Use of corrosion resistant, worm-proof supports is drawing inquiries from marine engineering offices around the country, he added.

When it is completed next summer the combined terminal will provide a cargo assembly area of 395,000 square feet of pier space, with berthing facilities for the largest cargo and passenger vessels operating in the Pacific.

Good Weather Booms Jobs In the Peninsula - San Mateo District

By CHET ELLIOTT, Business Representative

During the past month the Public Utilities Commission of the City and County of San Francisco awarded the contract for one mile of Tunnel Construction to the Peter Kiewit Co., who were the low bidders on this work. This tunnel will be approximately a ten-foot bore and will accommodate a ninety-inch steel pipe line,

and it is estimated the project will provide employment for several engineers for about eighteen months.

Foreman Brother Grundy with operator brothers Hoover, Graves and Bennett has moved McFadden & Sons equipment to Unit No. 2 of the Fairview Subdivision on the coastside, near Sharps Park. This grading contract is for the Perry Liebman Co., Home Builders, who will erect several hundred homes at this location.

The McCammon & Wunderlich Co. who have a large crew of engineers operating at San Bruno, leveling off the hills for the Consolidated Lands Co., are moving equipment this week to Linda Mar, at Pedro Valley, to move several hundred thousand yards of earth for the Oddstad Homes Co. This job will increase in volume as fast as this contractor is able to move the rigs from Los Angeles, where they are now completing their work in that area.

At Millsdale, the Tecon Corporation are operating at full capacity and plan to add more equipment to this job from time to time.

Foreman Brother Ruoff, and operator brothers Gottula, Buck, Talley Chisum, Aregger and Scofield, who are employed by the Harbor Engineering Co., grading and paving streets in the city of Belmont, and Foreman Brother Sutherland, operators Malcolm, Spanne, Rossi and others who are installing the

underground utilities and grading for streets on the Parrot Drive Subdivision for this same firm are rushing this work so as to accomplish as much as possible before the rains begin.

The Lowrie Paving Co. have moved a crew of engineers to the San Francisco Airport where they are now engaged in grading and paving operations on streets and aprons, Foreman Brother Ben Mellar is in charge of this work.

The California Highway Commission has allotted seven million dollars for the extension of the Bayshore Freeway from Branston Road in San Carlos to the Santa Clara County line, a distance of seven and one half miles. The State plans to call for bids on this huge project in a few weeks and will award the contracts as early as January 1, 1956.

At the present time, one of the largest Real Estate Developers in the State has plans submitted to the City Planning Commission to develop what is known as Brewers Island, which is a nineteen hundred and forty acre Island, all of which will be on filled ground. This area will accommodate eighteen hundred homes to cost forty million dollars, and will also include another one million dollar shopping area. Due to the Real Estate Development in the City of San Ma-

(Continued on Page Five)



ENGINEERS NEWS

OPERATING ENGINEERS LOCAL 3

STATIONARY ENGINEERS LOCAL 39

POLITICAL EDITION

SAN FRANCISCO, CALIFORNIA

NOVEMBER, 1955

ENGINEERS BACK REILLY, CASEY



FOR MAYOR: GEORGE R. REILLY

ENGINEERS RECOMMEND:

Take this with you to the Polls

- For Mayor **GEORGE R. REILLY**
- For District Attorney **THOMAS C. LYNCH**
- For Sheriff **DAN GALLAGHER**
- Member, Board of Education, Vote YES **CHARLES J. FOEHN**

SUPERVISORS (Vote for Six)

- Joseph M. Casey**
- Charles A. Ertola**
- James Leo Halley**
- Thomas F. Mulvihill**
- Clarissa McMahon**
- John J. Ferdon**

Judges of Municipal Court

- Office 1: **Raymond J. Arata**
- Office 2: **Lenore D. Underwood**
- Office 3: **C. Harold Caulfield**
- Office 4: **Alvin E. Weinberger**

MUNICIPAL PROPOSITIONS

Union Labor Party Recommendations

- PROPOSITION A** **YES**
Hetch Hetchy Bonds
- PROPOSITION B** **YES**
Courthouse Bonds
- PROPOSITION C** **YES**
Park and Recreation Bonds
- PROPOSITION D** **YES**
Off-Street Parking Bonds
- PROPOSITION E** **NO**
Non-Civil Service Employees
- PROPOSITION F** **YES**
Absence of City Officials
- PROPOSITION G** **YES**
Effective Date of Ordinances
- PROPOSITION H** **YES**
Charter Amendment on Registration
- PROPOSITION I** **YES**
Charter Amendment on Night University
- PROPOSITION J** **YES**
Police Retirement Allowance
- PROPOSITION K** **YES**
Police Retirement Allowances
- PROPOSITION L** **YES**
Uniforms for Police and Firemen
- PROPOSITION M** **YES**
Fire Department Tours of Duty
- PROPOSITION N** **YES**
Compensation & Working Conditions of Street Carmen

Elect Friends of Labor Tuesday

With strongest backing of major labor, civic, and business groups making itself heard in final days before the Nov. 8 election, the drive to elect George Reilly as Mayor and Joseph Casey as Supervisor went into high gear and gave every promise that these popular leaders will be named to high office in next Tuesday's ballot.

However, since their opponents have full backing by powerful downtown interests and all the daily newspapers, it will require greatest effort by labor to elect Reilly and Casey. Every IUOE member is urged to make himself a committee of one to vote and get out the vote!

CASEY DEMANDS CITY PROGRESS

A live program for the progress of San Francisco is making Supervisor Joseph M. Casey one of the most popular candidates in the race for Board of Supervisors. Organized labor is strongly backing him because of his progressive platform, of which key points are:

1. Push forward on the Southern Bay Crossing.
2. Bring Rapid transit to the Bay Area, including a revitalization of the Municipal Railway.
3. Regain control of our port, now owned and operated by the state.
4. Furnish better recreation facilities for adults and children alike.
5. Encourage business of every type to locate in San Francisco.
6. Furnish the citizens of San Francisco with all needed services at a price they are able to pay, and in that regard a careful and watchful eye on the budget must be maintained.
7. Press for much-needed off-street parking facilities in order to alleviate traffic congestion and maintain our streets in a safe and convenient manner.
8. Hold down the tax rate by a rigid scrutiny of the use and purpose for which every dollar of tax money is spent.

Casey is a former negotiator for the AFL teamsters and is son of Mike Casey, famed early San Francisco labor leader. He was appointed to the board several months ago to fill a vacancy.

Joe Casey was born and raised in San Francisco. He graduated from college and took a course in labor economics at Stanford University. His entire life has been devoted to the advancement of the working people.

He is one of the best informed men on labor-management relations, civic affairs, and community betterment in this region today.

Vote, Get Out the Vote!

LABOR BACKS DEMOCRAT FOR MAYOR

George R. Reilly, son of Irish immigrant parents and long-time friend of organized labor, has been endorsed for Mayor of San Francisco by labor bodies representing more than 99 per cent of the rank and file members of organized labor in the city!

Reilly is a life-long Democrat. Officially endorsing his candidacy up to the time of this publication were these organizations:

- The AFL Building Trades Council.
 - The San Francisco Council of the Congress of Industrial Organizations.
 - The Northern California District Council of the Warehousemen's Union.
 - Production and Aeronautical Lodge No. 1327 of the International Association of Machinists.
 - Construction and General Laborers Local 261, AFL.
 - American Radio Assn., CIO.
- This is only a partial list, but it shows the sort of support labor is giving to Candidate Reilly.
(Continued on Page Three)



For Supervisor Joseph M. Casey

Protect our Water Supply—Vote Yes on 'A'

Protect our Water Supply—Vote Yes on 'A'

The Battle for Rights and Sites

San Francisco's water and power—the life-blood of the community—are unrivalled in a parched and power-hungry West. They have been developed over the years in planned and orderly steps to meet everincreasing demands. They require no aid from taxes. Rather, they make substantial contributions toward tax reduction through lower rates and free grants of water for municipal use.

These immensely valuable properties and rights, representing expenditures of \$355,000,000 by the city, are now threatened. A small but shrewd and powerful group of outsiders seek to seize these rights that are ours.

We must fight to protect those rights with every weapon at our command. The best weapon is to build power plants at once on sites we now own to forestall any political plots to snatch them from us.

Plans of Invaders

There is now before Congress a bill introduced by Rep. Clair Engle, (Fifth District, Calif.) on behalf of Tuolumne County Water District No. 2, seeking to give to the water district our own rights to a \$30,000,000 power site at Early Intake on the Tuolumne River, right in the heart of our vast Hetch Hetchy water and power domain.

The pretext for this proposed grab is that San Francisco has not developed that site and therefore should surrender it to the water district. This, despite the fact that San Francisco over forty years ago filed on the site, has built the water storage capacity at its own expense and has always planned to construct Early Intake power house just as soon as a market for its power output developed. It is significant that such time having arrived, there should be a raiding party on hand to seize the benefits.

Extent and Purpose of The Water District

Tuolumne County Water District No. 2 was authorized in 1946 for the affirmative vote of 1802 persons for the purpose of developing 36,000 acres of mountain lands in Tuolumne County (in which San Francisco's mountain water supply originates). Our rights, sites and developments however are wholly outside the boundaries of this sparsely populated water district, although the latter covers 90 per cent of the county's area.

Through the Engle bill the water district seeks to build a power plant outside its own boundaries on our site and use our stored water and

expensive access roads to obtain for themselves sufficient power revenues to finance and develop irrigation projects on a foreign water shed.

The scope and import of this bold proposal was described in hearings before the House of Representatives Committee on Interior and Insular Affairs (of which the author of the Engle bill is chairman) in the following words:

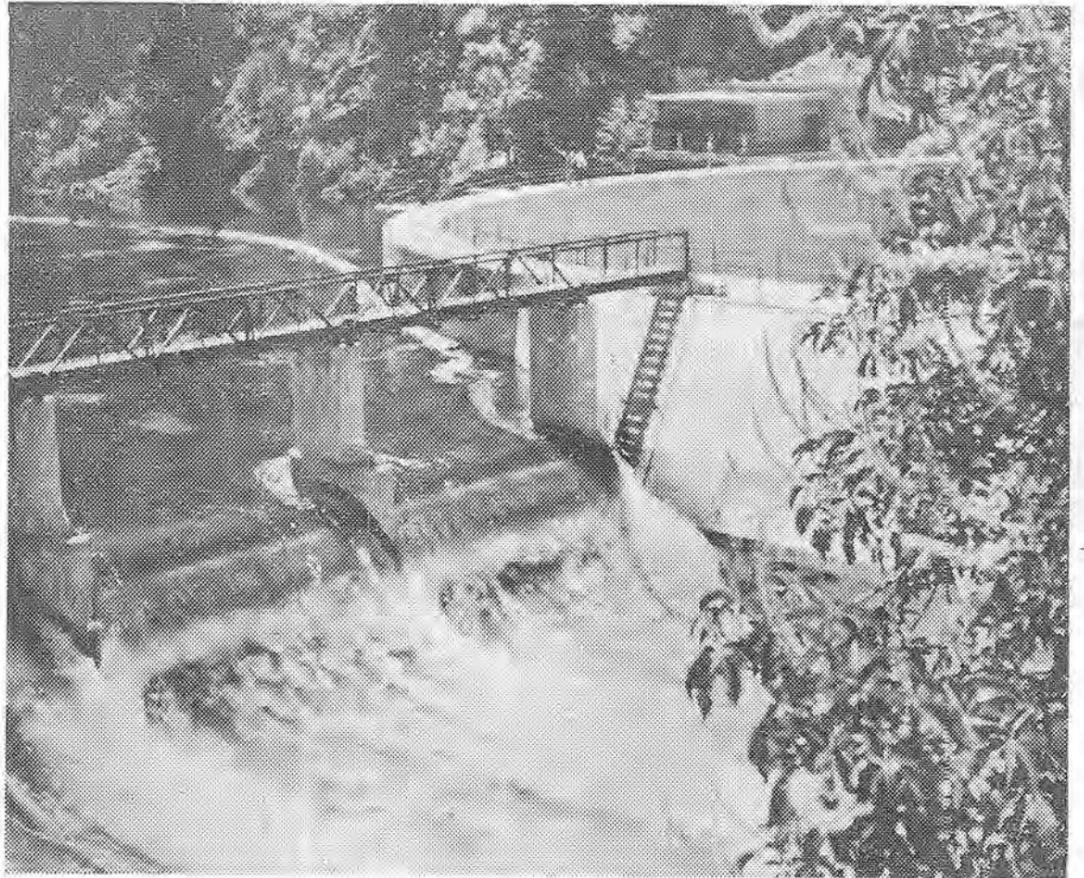
"San Francisco has an over-all development plan on the river and I compare that plan to the wise and provident father who felt he was going to have a large family and built an extra bedroom in the house because he expected some day to be able to fill it. Now, the Tuolumne County Water District No. 2, as a complete outsider, comes along and says, 'You have an extra bedroom. I am going to move into it because you are not using it right now.'"

We Are About to Use That Bedroom

As previously mentioned, power demands have now grown sufficiently so that additional power sites can be beneficially constructed by San Francisco. The consumers who have so created this demand will occupy that "bedroom" so providently built at the city's expense to provide for that anticipated need.

We are not about to surrender any such site to some other needy family from some other watershed because the "bedroom" was vacant yesterday.

The Turlock and Modesto Irrigation Districts, with whom we share water and power rights on the Tu-



Here's What The Fighting Is About

"Early Intake" is the site of the Hetch Hetchy fight. The photo above shows the diversion dam and spillway on the Tuolumne River 13 miles below O'Shaughnessy Dam. What appears to be a small concrete stable upper right is actually the enclosed mouth of the mountain tunnel through which Hetch Hetchy water flows to San Francisco. It is near this tunnel mouth that San Francisco would build a power plant to finance needed water developments and which Tuolumne County Water District No. 2 seeks to seize from the city.

olumne River, date their filings back to 100 years ago. San Francisco's filings were made more than half a century ago and its grants from Congress, in return for valuable cash considerations, have been in effect since 1913.

Step by Step, the long range program has been diligently pursued through all these years—Eleanor Dam, O'Shaughnessy Dam, Cherry Valley Dam, now nearing completion; Moccasin and Eleanor power plants; switchyards and transmission lines; two great pipe lines across the San Joaquin Valley to San Francisco.

The secret of our success has been to develop power resources as a by-product of the water system to protect our right and to keep water cheap. It would have been foolhardy to build other power plants before an assured market for the product was available.

Such a Market Awaits Us Now

At the present time, we and our customers consume more power than we produce. This year we must buy \$872,000 worth of power from other producers to satisfy our customer's demands. That market is growing annually at the rate of seven per cent to that by the time we have built these next two power plants we will still be on the safe side of the market. Demand will still exceed production.

Revenues from existing power plants have reduced over-all water costs to us by many millions of dollars. There is also an annual saving in the costs of power consumed for municipal purposes of \$497,000 because of lower rates. Added to this is the annual grant of free water for municipal uses amounting to \$739,565. All these constitute indirect reductions in the tax rate. Moreover, in addition to all these benefits from a pay-as-you-go water and power program, San Francisco's domestic water are still ten per cent lower than they were 25 years ago.

These benefits can not be continued and certainly can not be extended if outside interests are permitted to raid our power reserves.

Your Vote Controls The Outcome

It had been the city's plan to build Cherry Valley power plant first and Early Intake second. That order is now reversed to circumvent the raid on the Early Intake site. At the request of the Public Utilities Commission and with

strong support of all important segments of the community, the Board of Supervisors have placed on the ballot for the November election **PROPOSITION A**. This measure calls for the issuance, as needed, of \$54,000,000 in general obligation bonds to develop the Early Intake and Cherry Valley power sites, in that order, during the next several years.

The cost of Early Intake is estimated at \$30,000,000 and Cherry Valley at \$24,000,000.

The income to us from these two developments after payment of all costs of operation is estimated (on the basis of experience with the two plants we already operate) at \$4,817,000 each year.

Adverse consequences of political raids on our vital resources by forces now in evidence and as yet unforeseen can not be tolerated by the people of San Francisco.

Many Rally to Repel Water Raid

The only organized opposition to Proposition A is directed by political predators foreign to our community interests. Supporters are legion.

First to approve Proposition A was the Mayor's bond screening committee headed by Jerd F. Sullivan, president, Crocker First National Bank. Committee members include representatives of labor, industry and all walks of community life.

Proposition A was then approved for submission to the electorate by UNANIMOUS vote of the Board of Supervisors.

Meanwhile, after careful exam-

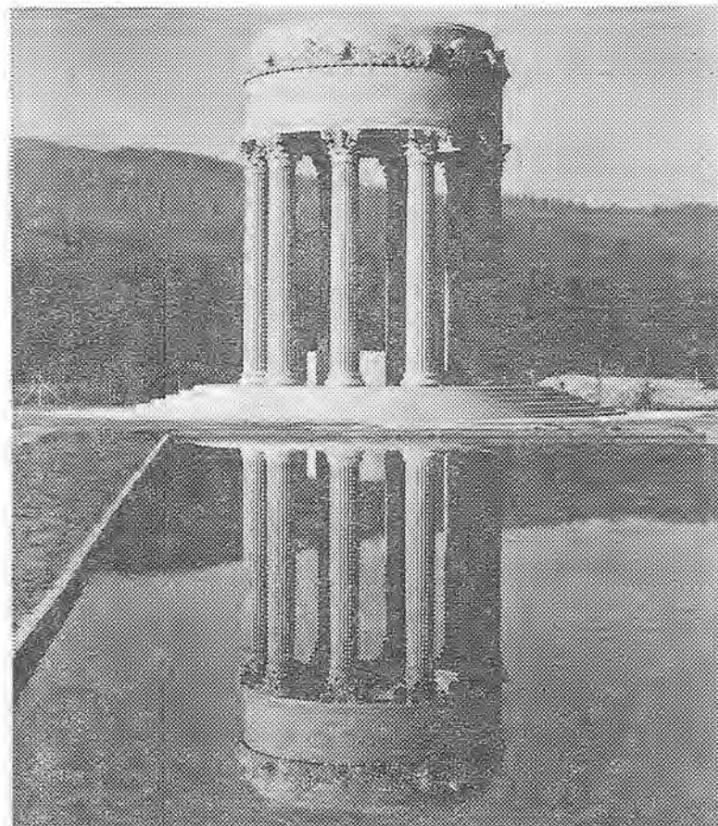
ination, the Municipal Conference, comprising delegates from the heaviest tax-paying interests in the community declared Proposition A the most urgent issue before the people today. These organizations are:

- Building Owners & Managers Association.
- California Northern Hotel Association.
- Down Town Association.
- San Francisco Chamber of Commerce.
- San Francisco Junior Chamber of Commerce.
- San Francisco Real Estate Board.
- Apartment House Association of San Francisco, Inc.
- Retail Dry Goods Association.
- Retail Merchants Association of the Chamber of Commerce.

Harry D. Ross, City and County Controller, in submitting a detailed schedule of this Proposition, stated in the final paragraph, "The above schedule indicates that the interest and redemption relating to this \$54,000,000 bond issue would be paid from the revenues from the Hetch Hetchy project and would not require support from ad valorem taxes, nor would it have any effect upon the tax rate."

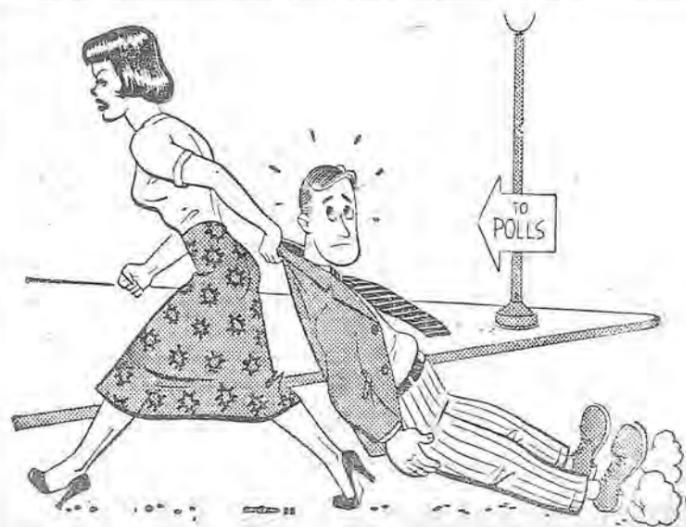
The four principal metropolitan newspapers are making a concerted effort to alert the voters to the approaching crisis. Strong new endorsements from other important organizations reach the headquarters office daily.

It is our clear duty as owners and developers of the water and power resources of San Francisco to support and to vote for **PROPOSITION A**.



San Francisco Waters Join at Pulgas

This is Pulgas Temple, where Hetch Hetchy water leaves the aqueduct to mingle with locally produced waters at Crystal Springs reservoir on the Peninsula. In 1930, only local water supplies were available. The city and its immediate neighbors now consume three times as much water, two-thirds of which comes from Hetch Hetchy. Bond approval by voters made this possible.



"Last time you asked 'Why register and vote?'—Boom! Taft-Hartley!"

For S. F. Progress, Elect a Strong Board of Supervisors

Charles Ertola Has Widest Support for Return to the Board



CHARLES A. ERTOLA

In his campaign for re-election to the San Francisco Board of Supervisors Dr. Charles A. Ertola has been the recipient of an overwhelming number of professional, business, civic, labor and veterans endorsements.

There must be a reason for this impressive and solid recognition that has been bestowed on the doctor by almost every representative organization in San Francisco. Part of the answer for this phenomenal public recognition and support can be found by tracing the fabulous career of this quiet, homespun, warmhearted gentleman who was born in 1898 on Telegraph Hill.

At the outbreak of World War I, conscious of the duties and obligations of a young man, he volunteered his services to the Medical Corps of the United States Navy where he served with distinction and honor.

Upon the conclusion of hostilities Charles Ertola resumed his studies at the College of Physicians and Surgeons. In 1921 a burning desire was realized when, after many years of sacrifice and dedication to an ambition, Charles Ertola was graduated as a doctor of dental surgery. His remarkable professional aptitude gained for him a position on the faculty of the College.

Dr. Ertola's capacity for leadership was first established in his participation in the affairs of the American Legion.

Dr. Charles Ertola's first official city position was as a member of the Board of Trustees of the War Memorial Opera House. In 1939 his recognized ability and record of commendable public service was utilized by the Federal Government as a member of the Selective Service System.

In addition to his activities in the Legion Dr. Ertola has also found time to participate in North Beach club work and the Native Sons.

Because of his untiring and unselfish efforts in the interests of his community he was chosen as foreman of the 1954 San Francisco Grand Jury in which capacity he had excellent opportunity to study at first hand the various operations of all branches and departments of government on municipal level.

Because of the tremendous store of knowledge and experience accumulated over a period of 25 years engaged in civic enterprise and affairs, he was appointed to fill a position on the Board of Supervisors left vacant by the unfortunate passing of the veteran legislator Dewey Mead.

This native son has demonstrated and proven through difficult years by the sheer force of his magnetic personality, complete sincerity and unquestioned integrity that he possesses abilities and qualifications which recommend his retention on the San Francisco Board of Supervisors.

Tidelands (Geo. Reilly's Platform)

Advocate reclamation of tidelands, especially from Islais Creek the southern boundary of the city for urgently needed industry.

Labor Endorses John J. Ferdon For Supervisor

Supervisor John J. Ferdon, a Volunteer-sponsored team-mate of Harold Dobbs in the 1951 election, is a graduate of the University of San Francisco and Hastings Law School. A veteran of four years



JOHN J. FERDON

service with the U. S. Army Counter-Intelligence, he was overseas in the China-Burma-India Theatre.

A practicing attorney and a member of the faculty of the San Francisco Law School, John Ferdon was chosen in 1951 by the Volunteers, along with Harold Dobbs, for his qualifications of leadership, ability, and knowledge of San Francisco's problems.

He is a director of the San Francisco Visiting Nurse Association, the San Francisco Homemaker Service, the Symphony Foundation, and the Catholic Youth Organization. He is a member of the San Francisco Bar Association, the St. Thomas More Legal Society, the University of California and USF Alumni Associations, the Irish Literary and Historical Society, and of the Guardsmen, Bohemian and Press-Union League Clubs.

Supervisor Ferdon's activity on the Board includes his chairmanship of the Public Utilities Committee, the Streets Committee, the County, State, and National Affairs Committee, and the Judiciary Committee. He has also worked as a member of the Police Committee, and serves as President of Highway District No. 9.

John Ferdon is recognized for his performance on the Board of Supervisors. His grasp of the facts involved and the results shown, have earned him whole-hearted endorsement.

Over 40 Jobs (Geo. Reilly's Platform)

Establish a special city commission to cooperate with business and industry looking to employment of persons over 40 year of age.

Vote, Get Out the Vote!



"Hey, Sam! You know our union is against any splits in the ranks of labor!"

Reelect Supervisor Clarissa McMahon, Capable, Efficient

Supervisor Clarissa Shortall McMahon, incumbent on the Board of Supervisors since her appointment in 1953, is the daughter of the late Superior Court Judge Edward P. Shortall. Long interested in San Francisco's civic affairs, she has served on the Board as Chairman of the Public Health and Welfare Committee, and as a member of both the Judiciary and the Education, Parks, and Recreation Committees. She has been on several occasions Acting Mayor.

A graduate of the University of California and Hastings Law School, and a practicing attorney, Supervisor McMahon is highly qualified to administer to our city's affairs. She is a member of the San Francisco Bar Association, the Lawyers' Club, The Queen's Bench, the Business and Professional Women's Club, The Loyola Guild, the League of Women Voters, and is active in



CLARISSA McMAHON

the University and Hastings Alumni. The widow of John J. McMahon, killed in Italy in 1944, she has a son, John E. McMahon, at St. Ignatius High School.

In two years' time, Mrs. McMahon has shown an astute knowledge of the problems of San Francisco. She is recognized for her integrity, judgment, and courage in making decisions on matters that benefit all San Francisco.

AFL-CIO Back George R. Reilly

(Continued from Page 1) Acknowledging this backing in a television speech on Oct. 14, Mr. Reilly said:

WHEN LABOR UNITES
"I am proud to be an instrument of unity. San Francisco is one of the best organized cities in the country, and when Labor unites we get things done."

Reilly campaign leaders issued this statement:

"If you are one of the forgotten people of San Francisco, if you believe that our city has been standing still too long, if you want a mayor who will put San Francisco back on its feet once more, then you want George R. Reilly as your next mayor.

"George R. Reilly's roots are deep in the soil of San Francisco. He was born, reared, and in turn reared his own family, two boys, and two girls here. His seven grandchildren are growing up with the true traditions of our great city.

"Reilly is not afraid to make decisions, not afraid to back up his judgement when action is necessary. He will be a full-time mayor, he has no private business interests to interfere with the performance of the duties of mayor.

"His published 26-point platform clearly sets forth his views and desires for the making of a better San Francisco. He declares: 'I rec-

Back Halley on His Fine Record As Supervisor

James Leo Halley, when only 18 years old, set himself up in business in San Francisco, his birthplace.

That was in 1915. Today he is a patron and civic leader of the city that nurtured and sustained his full and active life.

During the intervening 40 years Leo Halley saw his original business prosper.

At the same time his city also expanded into the mature and so-



JAMES LEO HALLEY

phisticated financial, trade and cultural center of the West Coast.

His hard work in business, moreover, found increasingly satisfying outlets in civic affairs and government. He is now a supervisor of the city and county, with a solid background of several years' service to citizens.

Leo Halley's contributions to San Francisco total more than what is found in his supervisor's voting record. For to him a legislator must do more than merely say "yes" or "no" one afternoon a week.

One early, notable role he played in city life was as head of a citizens' committee struggling for the first large-scale school bond issue. That was many years ago.

The fight was successful. Today San Francisco has a modern and praiseworthy public school system.

During the 'forties Supervisor Halley served twice on the county Grand Jury, once as foreman. Here was a top post in a city that uses its jury as a respected watchdog for good government.

Today he is chairman of the board of supervisors' Committee on County, State and National Affairs. He is also a member of the Judiciary and Street Committees.

Organized labor, Leo Halley maintains, is a vital and healthy part of any community, be it local or national.

"As a supervisor I have constantly, with an open mind, welcomed discussion and solution of labor's problems," he states, "when they require just and prompt government action."

"My consistent, public record is one of fair and sympathetic approach to organized labor's role and requests."

"Support of responsible labor unions—those with the philosophy and considered judgement shown by groups like the Operating Engineers—has been justified in the past," incumbent Supervisor James Leo Halley said.

"And it will be just as strongly justified in the future."

commend this 26-point platform to strengthen and revitalize San Francisco. I shall hold myself accountable to my fellow San Franciscans for the accomplishment of each of the goals set forth in this platform."

"Organized labor make it a must on your program to vote for George R. Reilly and see that everyone you know votes on election day, Tuesday, Nov. 8. The registered labor vote alone can elect George R. Reilly Mayor."

Be Sure to Vote Nov. 8!

MULVIHILL IS BACKED FOR SUPERVISOR



THOMAS F. MULVIHILL

Strongest support is going to Thomas F. Mulvihill for election to San Francisco Board of Supervisors in next Tuesday's election.

The young, active candidate has labor's support and that of veterans' and civic groups, and business, fraternal, and professional endorsements.

An artillery gun crew sergeant in the war, he finished his education, and entered business life as an accountant in which field he has been very successful.

He was born in San Francisco and knows the city's needs and problems.

BACKS HETCH HETCHY

His campaign platform includes full support for passage of the Hetch Hetchy bonds and the parking, courthouse, recreation, and police-fireman measures on the ballot. In addition he stands for these principles:

Taxation: Eliminate excessive taxes and wasteful spending by efficient economy. Develop unused lands for industrial and residential purposes so they can help lighten the load on present taxpayers.

Park, Recreation: Expand and improve playgrounds and neighborhood recreational facilities for adults.

Tidelands: Reclaim tidelands for a greater industrial area.

Parking: Increase public parking facilities in downtown area and neighborhood districts.

Transit Service: Develop a rapid transit system between major sections of the city and adjoining counties.

Education: More teachers, better facilities.

He spent 22 months in the European theatre in gunnery during the war, earning six campaign stars and being decorated for gallantry in action during the Normandy invasion.

He married the former Inez Maloney, a registered nurse, upon his discharge from the service, resumed studies at University of S. F. and graduated in 1948. In 1950 he started the present public accounting firm of Mulvihill and Shea, 4675 Mission St.

ACTIVE LEADER

He has four young children and is active as a leader in the Hibernians, the Commonwealth Club, USF Alumni Assn., American Legion, Druids, South of Market Boys, Star of the Sea Fathers Club, and National Society of Public Accountants.

Among the groups endorsing Tom Mulvihill are:

Union Labor Party.
Veterans Political Activities Committee.

Building Trades Council.
Civic Improvement Clubs.

District Merchants' Associations.
Other Business, Professional, and Fraternal organizations.

Engineers: Get Out the Vote Next Tuesday!

Engineers: Get Out the Vote Next Tuesday!



CHARLES J. FOEHN

HEAVY VOTE FOR FOEHN

Charles J. Foehn, unopposed candidate for Member, Board of Education, will receive a heavy "Yes" vote at the municipal election, Tuesday, November 8.

This prediction was made today by political observers who state that "Foehn's sane record on the seven-member Board of Education is a tribute to the wisdom of both labor-management forces who recognize his worth in the important educational post."

Foehn, business manager, International Brotherhood of Electrical Workers, Local 6, was first named to the school board by Mayor Elmer E. Robinson, in 1950.

His renomination for a second term last August came as no surprise to anyone because of his sound approach to all problems affecting San Francisco's educational system.

A strong confirming "Yes" vote will be acknowledgement of Mr. Foehn's school board duties, friends declare.

Power Bonds

(VOTE YES)

Proposition A: To incur a bonded indebtedness of \$54 million for the acquisition, construction, and completion of two power plants and other works and properties on the Hetch Hetchy Project.

Courthouse Bonds

(VOTE YES)

Proposition B: To incur bonded indebtedness of \$13 million for construction of a courthouse, with garage space and all facilities necessary therefor, at or near the Civic Center in San Francisco.



VOTE
for the friends of
LABOR

Proposition A "Yes" Vote Vital

By REP. JOHN F. SHELLEY

"I believe that the only immediate solution to this grave problem is the passage of Proposition A. I hope that all of you will vote for it. Any intrusion by anybody on our water and power resources must be resisted. If one invader succeeds, others will surely follow. A major earthquake could not be more disastrous.

"This is not an issue of public vs. private power. We will have little left to fight for in the future should the Engle bill be successful. If Proposition A is approved by the voters, as I sincerely hope it will be, San Francisco will have the power capacity it requires and the immediate danger of loss of rights will have passed.

"Your representatives in Congress will be sorely pressed to maintain their position of opposition to the Engle bill unless we prove that San Francisco means business and through passage of proposition A will build these revenue-producing power units."

Recreation Bonds

(VOTE YES)

Proposition C: To incur a bonded indebtedness of \$7 million for the acquisition of new and rehabilitation of existing playgrounds and recreation centers within the City and County of San Francisco.

Parking Bonds

(VOTE YES)

Proposition D: to incur a bonded indebtedness of \$11 million for the acquisition, construction and completion of off-street parking facilities within San Francisco and all other works, property, or structures necessary therefor.

Vote "No" On This Proposal

Proposition E: Adds Charter Section 34.2; provides that city attorney and public defender shall each have power to appoint a confidential secretary.

Officials Absent

(VOTE YES)

Proposition F: Amends Charter Section 6 to allow city and county officers to be absent from state for a period not to exceed 21 days without permission of mayor and board of supervisors.

Ordinance Dates

(VOTE YES)

Proposition G: Amends Charter Section 16, provides that ordinances not subject to referendum provisions of charter shall become effective upon passage.

Registration

(VOTE YES)

Proposition H: Amends Charter Section 173, 174, 175, 176, 177, 180, and 181; relating to duties or registrar of voters, municipal, and special elections and elective officers.

Night University

(VOTE YES)

Proposition I: Amends Charter Section 9; deletes provisions relating to canvass of votes by board of supervisors and to the establishment of a night university.

Police Retirement

(VOTE YES)

Proposition J: Adds Charter Section 168.1.5.2; increases future monthly retirement and death allowance payments granted to or on account of certain retired or deceased members of police department by \$25.



THOMAS C. LYNCH

TRIBUTE TO LYNCH!

Thomas C. Lynch, District Attorney of San Francisco for the past seven years, is unopposed for reelection to this important office. This is an outstanding tribute to his integrity and efficiency as it is the first time in over fifty years that a district attorney has had no opposition.

District Attorney Lynch, a native of San Francisco is recognized by law enforcement officers everywhere as one of the leading prosecutors in California. His record confirms this appraisal. He brings 22 years' experience as a public prosecutor to this office. For seven years from 1944 to 1950 he served as Chief Assistant District Attorney. For 10 years prior to that period, as United States Assistant District Attorney, he successfully conducted important prosecutions for the Justice Department. He was appointed District Attorney in January of 1950 and re-elected to a 4-year term in 1951.

A competent administrator as well as an able trial lawyer, he supervises the efficient work of a highly complex office.

City Pensions

(VOTE YES)

Proposition K: Adds Charter Section 165.1.4; increases future monthly retirement allowance payments of employees who retired under Section 165 before July 1, 1952 after 20 years service by \$25 and by proportionately less after less service.

Police, Firemen

(VOTE YES)

Proposition L: Adds Charter Sections 35.5.2 and 36.1.5; provides for an annual uniform allowance of \$150 for members of the several ranks of the police and fire department respectively.

Firemen Hours

(VOTE YES)

Proposition M: Amends Charter Section 36; provides for fixing of and re-defines tours of duty and maximum consecutive hours of work for officers and members, and redefines the several ranks in fire department.

Street Car Men

(VOTE YES)

Proposition N: Amends Charter Sections 125 and 151.3; fixes basic hours and days of work and provides method of fixing rates of pay for platform employees, coach and bus operators of Municipal Railway.

Reduction of Taxes

(Geo. Reilly's Platform)

See that San Francisco receives its fair share of the State Sales Tax dollar, as San Francisco is one of four counties in the State receiving less than 50 per cent of the amount of sales tax paid into the State treasury.

Institute new and sufficient economies in city government, eliminate overlapping functions and spend more carefully.

VOTE "YES" ON THESE!

Propositions L and M Aid Firemen and Policemen

Propositions L and M have to do with the police and firemen.

Both measures were put on the ballot by unanimous vote of supervisors present at the time the amendments came up for consideration.

Proposition L would provide a cash uniform allowance of \$150 a year for members of both departments.

Police and firemen now are required to buy their own uniforms, and replace them when they are ruined or damaged.

The \$150 a year uniform allowance is designated to meet this "deficiency," by giving each member sufficient money for approximately one complete, new outfit a year.

HOURS FOR FIREMEN

Proposition M applies to working hours of members of the Fire Department. It also eliminates obsolete language regarding the pay of firemen in the various grades.

The pay provisions of this particular section were outmoded some time back when the people voted to place members of the fire and police departments under the salary standardization system which applies to other city employees. Don't

be confused by references to the salary scale in this measure.

Firemen now are required to work in two shifts. One is a 10-hour day shift from 8 a.m. to 6 p.m. The other is a 14-hour night shift from 6 p.m. to 8 a.m.

MEASURES UNOPPOSED

Proposition M directs the Fire Commission, on recommendation of the chief, to fix the hours of work, or tours of duty for members of the department, with all tours of duty starting at 8 a.m. This, in effect, wipes out the present two-shift system and places firemen on a 24-hour shift instead.

It does not change the overall number of hours firemen are required to work, nor change their pay scales in any way.

The pay scales now are set by the Board of Supervisors, on recommendation of the Civil Service Commission as provided in another section of the charter.

There is no official, or insofar as we have been able to learn, any organized opposition to either Proposition L or M.

Both measures have been recommended by numerous civic, labor and other organizations.



FOR SHERIFF: DAN GALLAGHER

I have every reason to be proud of the record established during my administration as Sheriff in the past three years, and, in seeking to be returned for a new term, I pledge myself to the continued fulfillment of the important duties of my office.

My administration has maintained a sound policy of economy. At the same time, under my direction there has been carried out a progressive, expanded program of rehabilitation of jail inmates, as well as a modernization of our jail facilities.

The many matters attendant upon rehabilitation and education of inmates, together with an enlarged work program, have been given priority attention. This program must be and will be continued.

It has been my thought to have every able-bodied inmate taking part in a program of raising cattle and poultry, as well as producing

vegetables and fruits. Eventually we can produce enough fresh meat to make our county jails self-supporting.

Matters of interest to this department are pending in the current session of the State Legislature. I have personally urged enactment thereof, both at the State Capitol and locally, and will continue to work for constructive state and local laws to achieve the desired results in the operation of the Sheriff's Department.

The people of my city have honored me in the past by electing me twice to serve in the State Legislature and on three occasions to serve as a member of our Board of Supervisors. I am indeed grateful for their support.

It is my sincere hope they will return me to the office of Sheriff in the election next November.

—DAN GALLAGHER
Sheriff.

Protect our Water Supply—Vote Yes on 'A'