



ENGINEERS NEWS

OPERATING ENGINEERS LOCAL 3

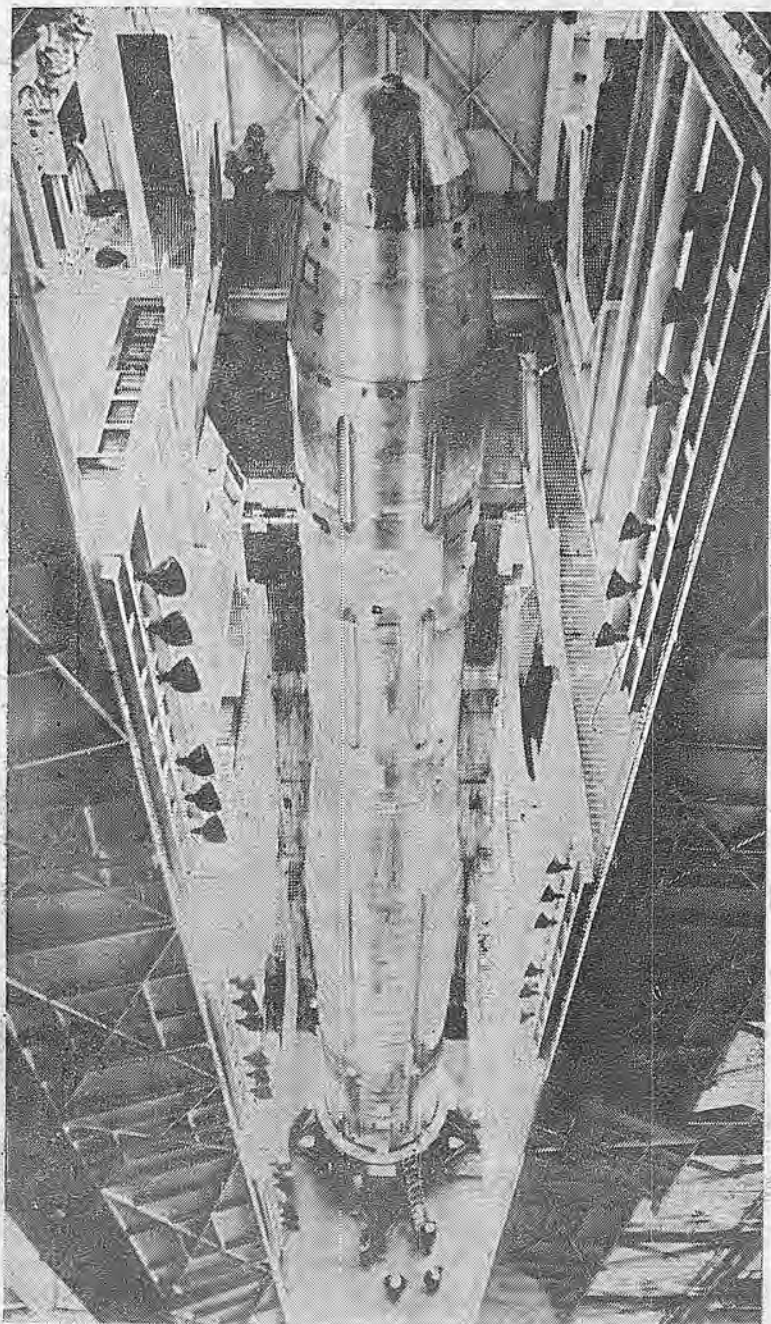
STATIONARY ENGINEERS LOCAL 39

VOL. 17—NO. 11



SAN FRANCISCO, CALIFORNIA

NOVEMBER, 1959



NEW VALLEY GIANTS—This photo from Beale Air Force Base information office gives a close-up look at the big Titan Missile in its "silo," getting last-minute inspection before being flight tested. Work starts soon on three launching sites for these missiles in the Marysville area. The Titan is a 90-foot, 110-ton, 15,000 mph, 5500-mi. missile. Note size of men at bottom and top.

OFFICIAL NOTICE TO MEMBERS

District meetings scheduled for December, 1959:
DECEMBER:

- 2 Fresno, 631 Kearney St.
- 3 Santa Rosa, Labor Temple, 636 Third
- 9 Salt Lake, 151 So. 2nd East, Annex
- 10 Reno, Reno Musicians' Bldg., 120 W. Taylor

HAVE YOU PAID THE No. 10 ASSESSMENT? ? ? Assessment No. 10 in the amount of \$6.00 was due and payable October 1st, 1959. Members who participate in the Burial Expense and Good Standing Funds should remember that the payment of current dues and assessments is the personal responsibility of each member! The benefits to which your family would be entitled in case of death is entirely dependent on the payment of your Union dues and assessments. A deceased member must have been paid for the month in which he died in order for his beneficiary to be eligible for the death benefit.

IN MEMORIAM

JOHN H. MANGUM
Fairfield, Calif., Oct. 5, 1959

R. J. MARTINEAU
Stockton, Calif., Oct. 5, 1959

JAY H. FREITAS
Rio Vista, Calif., Oct. 13, 1959

THOMAS D. WILLCOX
Freedom, Calif., Oct. 16, 1959

JOHN B. HOLTZ
Orangevale, Calif., Oct. 20, 1959

ROY WOLL
Hollister, Calif., Oct. 22, 1959

GLENN S. EASTON
Marysville, Calif., Oct. 22, 1959

THOMAS O'LEARY
San Francisco, Cal., Oct. 24, 1959

JACK R. CAMPBELL
Lafayette, Calif., Oct. 26, 1959

OSCAR J. THOMPSON
El Cerrito, Calif., Oct. 28, 1959

JERRY E. ADAMS
Salt Lake City, Utah, Oct. 28, 1959

Honor Roll of Blood Donors

SAN FRANCISCO
Arthur Johnson
Stuart Moncrief
Edward F. Kirk
Carl Warner

FRESNO
James Clark

Industry Slacks Off For Winter After Record Year

By NEWELL J. CARMAN, Local Union Manager

Annual winter slow-down of the west's giant construction industry has definitely begun, but because of prolonged dry weather throughout most of the region work has continued at an unusual pace for this time of year, making 1959 a record year for the industry and making this indeed a happy Thanksgiving for our members and their families.

Further brightening the picture is the fact that the 1960 outlook is good for most areas, with the west's population growth creating vast new construction needs in housing, industry, and public facilities.

Meanwhile, as we go to press on Thanksgiving eve, contractors in most districts are scurrying to get all possible work done, though many have folded operations knowing it must rain and snow very soon.

WARNING ON BENEFITS

This slow-up has caused the usual large increase in our out-of-work lists in all districts. And in this connection, for the information and guidance of members applying for unemployment benefits, we wish to quote from a letter received from the Department of Employment, as follows:

"We strongly urge you to caution all applicants who register with your employment office to report to our local offices each and every instance they fail to accept a dispatch.

"They should also report each instance in which they receive show-up pay or any other wages from any source.

"Failure to report this information is a misstatement and may result in additional disqualification and overpayment. It is also a misdemeanor to wilfully fail to disclose a material fact.

"You may rest assured that the Department of Employment will consider any excuse, permitted by law, for the refusal of certain job offers."

Happy Thanksgiving!

The officers and business representatives of Operating Engineers Local 3 wish for all members and their families a very happy Thanksgiving.



Members should please be guided by this information.

DISTRICT ROUND-UP

A look around the districts shows the work situation as follows at this moment:

San Francisco's jobless list is growing as members come in from outlying areas. San Mateo is holding up fairly well as contractors rush to utilize the last days of good weather, though there is slow-up there also. Northbay area is rushing to beat the rains. Santa Rosa-Ukiah is quite slow, and the Eureka area has kept going longer than ever because of the dry spell.

Oakland dispatched 600 men in October and has some jobs that will help in the winter, such as the new Martinez bridge and the new Alameda tube. San Jose has considerable slow-down in past month despite continued dry weather.

Swinging over to the valley we find Sacramento a bright spot, going high gear till valley rains and mountain snows bring a halt. Levees, roads, housing, Aerojet, and Squaw Valley are moving.

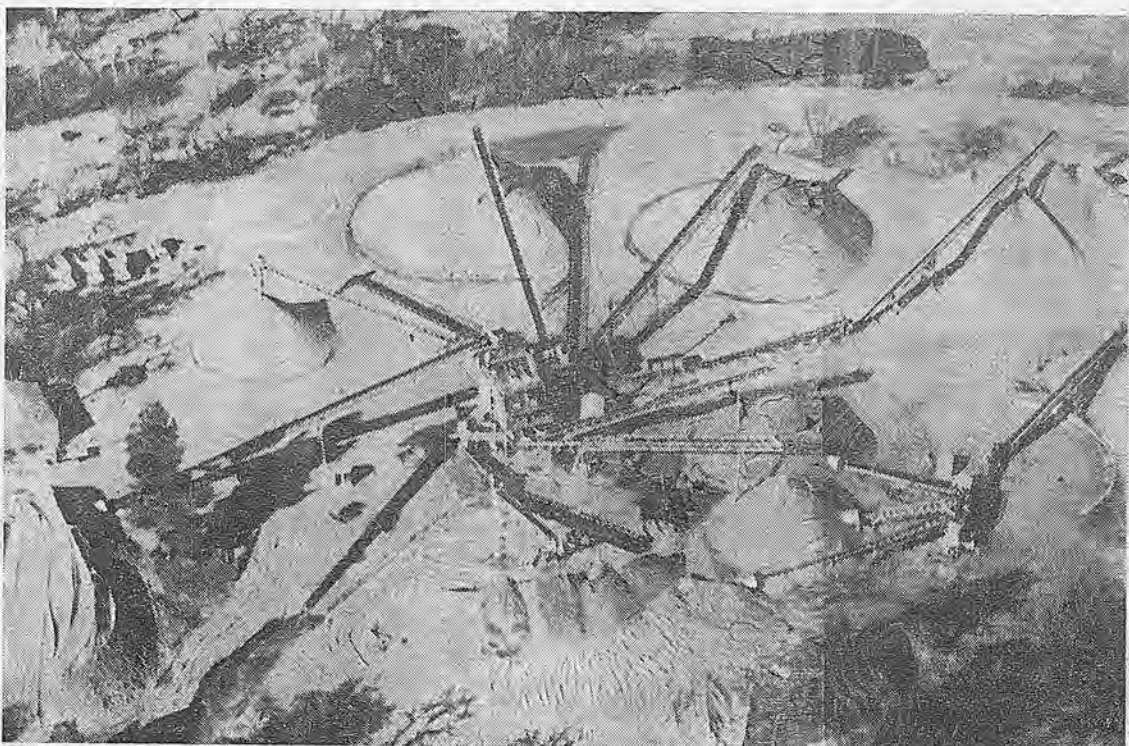
Up the valley, Marysville is hoping for winter work on three missile-launching sites, and Redding still has 600 members at work on the Trinity project, with tunnel work continuing thru the winter.

Down the valley, Stockton has it slow, but a good outlook for '60. Fresno's list is growing but there is still some going on mountain dams and valley roads and levees.

Over the mountains we find Reno fairly busy but the usual let-up in work extending over the vast Nevada regions. And coming into Salt Lake we find early bad weather doing damage and bringing an earlier shut-down of jobs.

Hawaii is the only green spot, from rain, in the whole picture, but that is normal for the 50th state. The job situation there is not too good at this time.

So from the beaches of Honolulu to the snowy pinnacles of the Rockies, the industry and our members are slacking off from a very busy year and getting the gear in shape for a new year just ahead.



BIG NORTH VALLEY PLANT—This is an aerial photo of the Shea-Kaiser-Morrison Gravel Plant located on the Sacramento River in Redding. It is the largest and most modern plant in California. In addition to the gravel plant, the Shea Company also has a hot plant which is not shown in this photograph and is supplying aggregates and hot mix throughout Northern California. This plant is operating under the A.G.C. agreement and employs eight members of Local No. 3: Stedley Brown, plant foreman; Dave Rush, shovel operator; George Reed, shovel operator; Darrell Brown on crusher; Westley Grove, plant oiler; Bill Cranshaw, plant mechanic; Henry Munz, dozer operator; Maurice Fleurette, Michigan Loader operator; Ed Shea, manager.

ENGINEERS' NEWS

OPERATING ENGINEERS LOCAL UNION No. 3

Published each month by Local Union No. 3 of the
International Union of Operating Engineers
(Northern California, Northern Nevada, State of Utah,
the Hawaiian Islands)
Office: 474 Valencia St., San Francisco 3, Calif.

Mail all news items in to editor not later than the 5th of each month

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Subscription Price: \$2.50 Per Year

Second class postage paid at San Francisco, California

San Mateo -- Hub of the Peninsula

WEATHER AND WORK STILL HOLDING IN SAN MATEO AREA

By BILL RANEY and GEORGE BAKER, Business Representatives

We reported last month that a good "Fall" season was expected and we are happy to report that our prediction is still valid. However, some of the employers that were scared by the rain we had, have worked so hard they have completed some of the work ahead of time.

Nick Ratkovich has about finished with his rubber tire spread. Utah's Industrial Park job in South San Francisco has come to a screeching halt, leaving Brothers Blain and Martin talking to each other. They won't be able to do much now that Brother Harry Hansen isn't there to tell them how.

The operators out of work list was swelled considerably during the last few weeks because of these two jobs slowing down, but even with this situation, we still have a considerable number of the brothers still employed.

Berger Coastwide Co. is growing by leaps and bounds. It is rumored that they are buying other companies. Their Terra Nova school job on the Coast is going full blast, as well as many other projects which they now have in the county. They have somehow managed to collect a large percentage of the available journeymen on their payroll.

A. O. Tucker, of the Healy-Granite Co., informs this office that his spread at the Half Moon Bay breakwater will not grow much until after next March. This is no doubt because a real storm could be very damaging if too many rigs were being used at once.

Oscar Holmes is still working at his Half Moon Bay Sewage Plant job. They had a very tricky engineering problem there of placing the outfall line.

Charles Harney has quite a crew redoing some of the airport facilities around the Terminal Building.

Buzz Haskins has a number of jobs in the northern end of the County, as well as his big Pacifica grading job for Henry Doelger. He now has about fifty engineers on his payroll. The "loot" must be good on this job as there is practically no turnover.

Frederickson & Watson is winding up their concrete work at the airport. It is seldom that we see a large concrete spread like they have had there.

School building construction is still going at a feverish pace with more contracts being awarded each month. Some of the latest are:

High school addition on Woodside High was awarded to Pacific Coast Builders, amount

\$913,000.

Burlingame high school gym, Morris Daly was low on this one at \$681,000.

Maroney Construction Co. was awarded the East Palo Alto School job for \$237,000.

At present, there are about eight sub-contractors hiring engineers on the Aragon School, in San Mateo.

Other new work:

E. T. Haas will be able to keep many engineers this winter with the help of a \$334,000 job they landed at Bayshore Industrial Park.

The dirt moving industry is still being plagued by individual cities, passing restrictive ordinances. Howard Marks won his case regarding Ralston Ave. in Belmont, but negative-minded non-progressive forces will find some other means to thwart progress. A lot more construction work would be done and many loader and shovel men would be working if only you voters would take a real interest in your city government. Let your councilmen know that you are in favor of growth in San Mateo Co.

We are in hopes that the new San Mateo Jr. College will start this winter as there will be a couple of million yards of dirt to be moved on this project.

At this writing the "C" Day totals are above \$20,000 and still rising. This is far better than last year but far short of the need. Those who did not receive their wallet cards and window stickers should have received them from the employer: please ask him for them.

Our apologies: To Hugh Meara for misspelling his name. Anyway you spell it, this brother has given blood consistently and very rarely misses a Blood Bank Day.

IT'S THAT TIME AGAIN! Seems such a short time ago that the holidays were upon us, and Presto! They're here again. The Business Representatives and office personnel of this office wish each and every one of you and the members of your family a VERY HAPPY THANKSGIVING!

SAN MATEO, contract awarded to Mid County Const. Co., San Mateo, \$63,566 for erect. & compl. adns. to San Mateo Knolls School, San Mateo.

HILLS GREEN IN HAWAII; JOBS SLOW

By HAROLD LEWIS and
RUPERT TEVES,
Business Representatives

Aloha from Hawaii, the Paradise Isles. After a very unusually dry summer, early autumn rains have made our hills green once again; multi-colored rainbows will brighten any dull heart, even the hearts of our brothers who have lost quite a few working days in Kalihi Valley.

Our out-of-work list has been about the same over the last three months with Kaiser-Burns, Gilbert Kobatake and Bechtel-Hawaiian Dredging hiring more men while Hood Construction and Hi-Way Transportation have been slowing down.

Preparatory work on Kaiser's Permanente plant at Maile has begun and should be at full speed about the end of November. Kaiser's dredge "Judah" is finally digging across the highway after many changes in plans and mechanical breakdowns. The Hawaii-Kai job still has not gotten into high gear because of the lack of proper equipment which is unavailable in the islands.

The Teamsters unfair labor practice charges against the company (Kaiser) and its superintendent have been dismissed, and your union has won the election of Kaiser's construction division and also at his dredge and marine operations division.

The tying in of Hawaiian Dredging with a mainland agreement did not materialize as we had hoped, so it will be up to us in the islands to get them under an island agreement. This may take a while because of the fact that they are doing dredge work on the outlying islands also.

J. M. Tanaka's work on the Vineyard thoroughfare is half completed and the Likeli Highway in Kalihi Valley about two-thirds finished.

Hood Construction Company's work at the new Honolulu Airport site is getting near the end. The contract for the second increment was lost to Hawaiian Dredging and Construction who has a labor contract with the Machinist Union. Hood has several other jobs slated to start in the near future and it is expected that our brother members still with the company will remain quite a while longer.

Gilbert Kobatake's job at the Honolulu Airport park is almost completed but his work force is being utilized on the Olomana and Ewa subdivisions. Reliable sources say that these two projects will continue to expand as long as the lots are sold and judging from present conditions, the work will continue for years to come.

Work on Joe Pai's job in Kailua is going along steadily. Although the dirt work is about three months ahead of schedule, our newly organized brothers on this job are expected to be there for the next two years. Joe Pao is also bringing in a 12" suction dredge for an estimated two-year job in the marshlands at the foot of Keolu Hills. Work is not expected to start before December.

Our sincerest condolences are extended to the family and friends of the late Brother Ray Abulon who died early in November. Sincerest condolences also are extended to the family and friends of the late Brother George Wong killed in an in-

The City by the Golden Gate

JOBS SLOWING UP IN SAN FRANCISCO

By PAUL EDGEcombe, DAN MATTESON and JERRY DOWD,
Business Representatives

The anticipation of rain in the mountains has brought many members in to sign our out-of-work list. Consequently, the list has grown considerably, the last few weeks. Most of the jobs now coming in are of a fill-in nature, or of short duration. We are hoping that there will be some new jobs in the near future, so that we will be able to deplete the growing out-of-work list.

On the Crown Zellerbach Building we still have three Brothers on the inside elevators. These Brothers are getting their share of overtime due to the fact that Haas & Haynie, the contractor, is rushing the job to its completion stage. We also have a compressor man on the job.

The Telephone Building on Pine Street has progressed to the point where they are about ready to top off. This has been a good job for the Brother on the hoist and we hope that the plumbing contractors put on another welder, so that we can get another man on the job. Besides the Telephone Building, Cahill is also erecting a garage on Sacramento Street, near Kearney and the new American Trust Company's office on lower California Street has also provided a great deal of employment, at this stage. This job requires a twenty-foot excavation and this, in turn, means that the surrounding buildings must have shoring under them. When you make a 20-foot excavation in this location you can really get into trouble.

Speaking of trouble... the Pacific Company; contractors building the Comstock Apartment on Clay & Jones, had more than their share of trouble a few weeks ago. Fay Improvement Company had just completed the excavation on the back slope of the site when a slide developed. To prevent the homes above the slide from sliding into the excavation, the Contractor had to work around the clock for a few days (including a Saturday & Sunday) and as a result quite a few brothers received some nice, fat paychecks. This seems to substantiate the old adage "One man's meat is another man's poison!"

The Jack Tar Hotel is progressing rapidly. We still have two outside hoist operators, a compressor man, and one fork-lift operator on the job. It looks as though these members will be on the job for a couple more months.

On the lift slab apartment building going up at 1800

dustrial accident.

Safety can never be over emphasized. It is the moral responsibility of everyone of us to protect our fellow human beings as well as ourselves at all times. Our life on this earth is rough enough as it is so whenever it is within your power, spare our families and the families of others the grief of sudden death caused by accidents. We are all looking forward to the fun that can be had over the coming holidays; therefore, let us help keep each other alive so all of us can enjoy ourselves.

Mele Kalikimaka and Hauole Makahiki Hou to all from Harold Lewis and Rupert Teves.

Franklin Street, things have slowed down the last few weeks. At this writing they are just getting ready to pour the floor slabs. G. W. Thomas's rigs will do the pouring.

The huge German crane that was on this job, pouring the columns, has been taken to Beatty scaffold yard. The crane was slated to move on to the site of the Comstock Apartments but due to the slide mentioned above, it will be delayed a couple of months.

The Civic Center Garage is now employing two crane crews, a compressor man, loader operator, master mechanic and helper. The compressor operator was just added to this list after a visit to the job site last week. We hope this employment keeps up for the Brothers until after the 1st of the year. However, the way this crew works, one will have to do a lot of wishing!

The demolition work is going on just as strong as it was last month. Cleveland Wrecking, Flora Crane Service, Sherman Crane and K.T.K. Wrecking, are getting their share of the work. Bayshore has moved their rigs to Oakland on a demolition contract they have in that area.

Union Demolition Company are finishing up their job at the old Crystal Palace Market. This has been a good job for some of the members.

We understand that they are going to start construction immediately on the motel to be erected on this site. This will be another of the Del Webb Enterprises.

Charley Harney has completed the excavation on Twin Peaks Blvd. In a few days they will be ready for black top. Their sewer job on the Embarcadero and Market St., will be finishing up in the near future.

Associated Pipe Lines, Callahan Construction Company, Lowrie Paving, Fay Improvement Company, Walkins & Sibal, Williams & Burrows, Harry Rosenberg, A. J. Peters & Sons, Barrett Construction Company and many more contractors have jobs going on, or rig working in the area.

We are told that ground will be broken in about two months for a thirty (30) story apartment building to be erected on the property bounded by Lombard, Chestnut, Hyde and Larkin St. The ten million dollar structure will be the highest in the city and the apartments are supposed to be available for occupancy in two years. We hope that this will come about, and not go by the wayside as did the Hilton Hotel, which was to be under construction immediately after the demolition company moved out.

In the October issue of the Engineers News, we printed a list of names that had retroactive checks coming, and were being held in the San Francisco dispatch office. We specified that if the checks were not called for they would be referred to the maker by December 1st, 1959. At present we are still holding twenty (20) checks, belonging to the worthy brothers. If you have a check coming get in here and pick it up before we have to return it to Honest Charles (Harney).

What's Doing in the Oakland Area

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

In the past month several big contracts have been let in Alameda and Contra Costa counties which will help to keep quite a few members working this winter. The Alameda Tube, which is getting under way with Pomeroy, Bates, Rogers & Gerwick on a joint venture, will run for approximately three years. Already we have cleared about nine members for this job. As long as the weather holds out, our dirt work in the housing units is very good also the shipyards are hiring a few men still, along with the equipment shops. During the month of October the Oakland hall dispatched in excess of six hundred men.

Fredrickson Bros. of Emeryville, General Contractors, have the job of sloping, putting in a drain ditch and paving about 2,000 ft. of Crow Canyon on the Contra Costa and Alameda County line. They moved about 85,000 cubic ft. of dirt in the sloping of the banks and put this dirt in one fill but most went into a waste area. Four DW 20's six D8 Dozers, two Blades and two rollers were used on this job as most of the dirt has been moved and they are now putting down the sub-base and in about two weeks with weather permitting, they will have it paved. They will then finish the shoulder and ditches and have it ready to open by December 1st, or before, as this was a ninety day time limit job. This job was under the supervision of Brother Archie Edmonds. On the DW 20's were Brothers Jim Eychner, Geo. Johnson, Howard Vickers, Jim Meade and J. Tubbs. Brothers Edwin Martinez and F. Forest are the dozer operators, Al Thurman on grease truck, Ignacio Prfoto is the grade setter, Luther Gray mechanic, Cliff Sawyer and Kenny Head are on the blades, Ray Woody is on the Michigan loader with Roy Willis as foreman.

Al Teichert & Sons, contractor out of Stockton, California, have the job of moving 50,000 cubic yards of dirt for the Jensen Development Co. of Livemore on East Avenue for 150 homes in the price range from 14,000 to around \$30,000. This job will take about a month and is under the supervision of Brother Joe Baxter with Brothers Max Frink on a D-8 Dozer, Leonard Galloway on a D-8 Tico ripper and push-cat, Marion Beebe on D-8 sheepsfoot, Willis Gee on a DW 21, LeRoy Distafono also on a DW 21 and Ted Jamieson as grade setter.

Rothschild, Raffin & Weirick were low bidders on a new building at the Lawrence Radiation Laboratory in Berkeley. This bid was in the amount of \$1,654,200. They should be getting under way in the near future. We expect to place a few members on this job.

Willamette Iron & Steel Co. have opened yard No. 3 in Richmond. At the present time we have only two operators working with them. They will be doing conversion and repair work and there will be a lot of repair work on the equipment and the yard in general before the actual repair work on ships can get under way. They plan to use the two deep basins first. As the work progresses they will probably pump out and use more basins. This work will be slow but as time goes on we expect to have more men on the job. O. J. Sparrow is yard Supt., Brothers Charles Spoon and Chuck Randell are the operators on this job.

Winton Jones had a slow spring but has been rolling along pretty good through the summer and will keep the Brothers working until winter comes. He has had various jobs in Concord. The following members are on

his payroll: Fred Schaleski is master mechanic, Bernard Baker and Dick Mansfield are on blade, Gordon Bowman and F. L. Brown are the catskinners, "Red" Collins, Ernie Hopperstadt Elwood Laws and Wayne Schlosser are on crane, Don Cooper and Mel Evans on the Austin Western, John Cook on roller Ben Floyd is the technical engineer, Bob Kirk on loader, Al Preston on dozer, Ed Swan on T pull with Keith Alley and Eric Glasgow as oilers.

Water Tunnel Job

Construction details for a three mile water tunnel from Lafayette to Orinda were revealed. To be known as Lafayette Tunnel No. 2, the large diameter bore will be part of the EBMUD Third Mokelumne Aqueduct which will bring additional Mokelumne River water to East Bay consumers upon completion in 1963. The Tunnel will begin at a point near the EBMUD Lafayette Filter Plant and will end on San Pablo Creek west of the district's Orinda Filter Plant. Total construction time for the new tunnel project is thirty six months with work to begin in the fall of 1959. The tunnel will be excavated from both ends simultaneously on a three-shift basis. In addition to the tunnel proper, the project will include an outlet control structure at the west end, a Briones Pumping Plant and a connecting conduit to the Orinda Filter Plant. A later project will be the connection of the outlet conduit from the district's proposed Briones Dam and Reservoir at the tunnel's west terminus. Route of the tunnel west and generally parallel to the existing Lafayette Tunnel No. 1, part of the present Mokelumne Aqueduct system. The route of both the present bore and the new tunnel is through the ridge north of Charles Hill. The actual tunneling operation will be in the conventional manner of drill, blast and muck. A train of mine cars will be pulled out of the tunnel about once every five hours. At the east terminus, in Lafayette, the mine cars will be dumped and the spoil transferred by a loader to dump trucks.

The work in upper Contra Costa County from the Broadway Tunnel to the Rio Vista Bridge is going strong. With a little help from the weather man our membership should have a better than average winters work.

The boys at Tunnel Rock are busy and they are about the only people we know outside of the farmers who pray for rain. A bad water situation creates the necessity of an expensive water haul from Orinda. The shovel crew on this job have a Model No. 6 Northwest to work with. Should be able to keep up with the trucks and keep the boss happy. Brother Paul Carter is shovel operator with Brother Bill Bowe as his oiler. Brother Steve Holliday is plant operator with Brother Art Schaffer as oiler, Brother Frank Teadebrand and Brother Jack

Hopkins on loader with Brother Frank Paxman as mechanic.

Ball & Simpson are busy paving the last portion of their job in Lafayette and should finish on or before their schedule of Thanksgiving day with the entire job. The paving will be finished before this goes to press. Some clean up work and removal of the batch plant should wind it up. It has been a real pleasure to work with these people, our relations have been the best. On this job are the following Brothers: R. C. Buttons as master mechanic, Henry Moore and John Wilson as foreman with "Windy" Phillips as dirt foreman, Dick Blome and Nat Huckabee as mechanics, Bob Brannagh is on dozer, Leo Anderson and Bob Davis are on blade, B. F. Lowdin is crane operator, Archie Covey and Charley Page are on a loader, Jim Tomberlin compactor operator, Pete Aycrigg, Hank Easley and Adam Holt are the grade setters, Ned Alexander, Dwain Scott and Ned Alexander are the oilers.

The Martinez-Benicia Bridge is finally in its actual stage of construction. The distinction of breaking ground for this job goes to Joe Mauser who is the operator on an American truck crane with Chester Carnes as the oiler. Also among the first on the job to drive the first piling is Jack Reiser operator and Johnny Johnston fireman. They are on the floating rig the "Daniel C." Other Brothers working are Clyde Barnes as utility man, Don Fiora on a Tony Lemas blade pioneering the roads. This job should last approximately three years and should provide considerable work for the brothers. Kaiser Sand & Gravel have the contract to supply concrete and plan to erect a batch plant on the job site. There will be more on this project as time goes on.

New Tunnel

Some \$10,000,000 for construction of a two lane parallel Broadway low level tunnel connecting Contra Costa with Alameda county, was included in the 1960-61 state road budget, which also includes \$1,230,000 for buying further rights of way for route 75-E the Concord freeway, and \$3,332,000 for other right of ways in the county including the Danville freeway. The Concord freeway allotment includes funds for Eastbay municipal utility dist. to relocate its aqueduct. The project will take an estimated three years to complete. The highway official said that the added tube will allow four lanes of traffic west bound during morning rush hours, and four lanes in the opposite direction in the evening. The tunnel is expected to be in us by completion time of the new Benicia-Martinez bridge, which will be started as soon as Yuba Consolidated Co. completes surveys and moves fabricated steel, materials and other equipment into the construction area.

M. G. M. Construction Co. is busy putting the finishing touches to the pipe line on the Lark Corp. Job below Martinez. About all that remains on this job for our members is the backfill and that will have to wait for the testing and detail work.

The Young and Anderson job is off to a slow start because of the steel strike and the shortage of pipe. To keep the crews busy and on the payroll it was de-

cided to start the job "backwards." That is, some of the detail work such as "tie-ins" and tunnel work that normally would have been done at a later date are being done now. We hope to have about thirty five engineers on this job at its peak. The total price of this job is nearly \$15,000,000. There is approximately 34 miles of 87" pipe from Bixler, California above Brentwood to the north east portal of Walnut Creek tunnel. There is 271,000 yds. of pipeline excavation and 176,000 yds. of backfill. Ten to eleven short tunnel jobs and some "tie-ins" are keeping the following Brothers busy: Norris Casey is foreman, Tommy Byars is the loader operator, Marvin Hunt is on the backhoe with Edgar Isley as the oiler. On the tunnel phase of the operation, on the morning shift we find Paul Spencer as operator and Larry Gardner as oiler on the Model 799 American truck crane with Joe Bush taking care of the compressor and blowers. On the afternoon shift are Jack Curtis and Warren West on the truck crane with Ed Anderson "making air." Russell Ryder is master mechanic with "Barefoot" Dale Anderson as his able assistant. George Gray is Supt. on the spread. This job should last for nearly two years and will keep most of the gang going.

In the Danville area there is a good deal of activity. E. T. Haas with their perpetual omnibus type contract on a new water line to tie in with Williams & Burrows new reservoir project. E. T. Haas keeps the following members busy in this area with Jim Ryan as Supt. Brothers M. McCarthy is foreman, R. Bowers is on a trencher, M. Smith is oiler, George Elledge on backhoe, H. Hollingberger operator, Forrest Lockett is on swing crane, Don Powers on loader, Harland Gerth also on loader, and Don McFarland on grease truck. Jim hopes to keep this gang going through the winter and on into late spring or early summer.

On up the hill is the new reservoir site, a Williams & Burrows contract for \$571,018. The dirt is sublet to Giordano Bros. out of San Jose. The following Brothers are on the payroll: Sal Giordano is running the spread with Lyle Miller, George Cole, Elmer Strange, Jack Clarke and George Beatty running the equipment. These boys have about 180,000 yards to move with the cats and cans.

The Vinnell, U. K. P. Corp. with Brother Gee as Supt. are putting the large sewer line through the Pacheco area. This project should keep our boys going all winter with the exception of the rainy days. Brother Robert Patterson is foreman, Brother Troy Manzer is on a Manitowac crawler, Brothers Fred Given, Jerry Bailey and Frank Cabral are oilers, Brother Alvin Brown is on a P. & H. truck crane, Brother Charles Johnson is on a 95 N/W, Brother Jim Stoval is on the pumps and Brother Charles Smith is on a cat. This portion of the job ties in with the completed section contracted by M. G. M. Construction Co. last year. The third and final section is now under construction by Mike Miller Co. and goes out into the river above Martinez.

Fiberboard Job

The Bechtel Corporation is starting to move along on their

expansion job at Fibreboard. This job at a price of \$14,200,000 should last about one year or more and as of this writing is keeping the following Brothers busy. Pinky Fallon is Supt. Brothers Harvey Hendricks, Don Meifert utility man, Charles Russell on a Austin Western, Cliff Wilkins handi crane operator, D. Atherton shop mechanic, James Bankhead on handi crane and Charles Bray on loader.

Asta Construction Co. is down from the Rio Vista area for a short job off of Sommersville Rd. near Pittsburg. This is a twenty million dollar housing job. The boys on the job are: Manuel Asta, foreman with George Dietrich on blade, Gerald C. Miller on dozer, Sam Alexander and Marvin Case on the scrapers, George Williams is on the tamper. This outfit will be in and out as the job progresses and new sections of streets are opened up.

Eichleay Corp. has opened up after the steel strike and have the following men working at the Steel mill in Pittsburg: Tom Katling is the truck crane operator, Del Heter his oiler and Grover Warren is the maintenance man. This should keep our men going until spring, pending the out come of the steel situation.

Martin Bros. is busy trying to wrap up their jobs before the weather closes in. They are scattered out from Pinole to Clayton Valley. Everyone seems to be happy in the shop as "Pappy" Martin seems to be getting his share of the work. The following Brothers are on the payroll in this area: Covering the Clayton Valley job is Ed Garlick as foreman, John Koger, Oliver Atkinson, Clyde Wells, Tom Burns, Dare Elvidge, Prentice Nunn, Milo Schaff, Paul Ellis, Norman Brown, Howard Smith and Tony Salvador. At the Hillsdale tract is Duane Meeks as foreman, Merlin Beardsly, Lynn Walker, William Weathersby, Mike Gibney, Ervin Jarvis, Wes Rogers and Joe Lia. At the shop is Tommy Carter as foreman, Emmett "Red" Bishop, Maurice Lodge, Ralph Bohanan, W. H. McNutt, Cliff Owsley, Sherril Duncan, Harold Address, John Brown. In Lafayette is Lloyd Spencer and Walnut Creek is Milton Bowerman. Last but not least our old time roller and blade man, Ed Armstrong.

Avon has some action again with the second phase of the shut-down in full swing. There has been some talk of a new addition to the existing plant, the steel strike being the deciding factor. "Red" Ivy is equipment Supt. with the following men on the three shifts: On the day shift is Bill Vaughn as foreman, Ira Jones on truck crane, Charlie Protor as oiler, Sam Nettles on a Austin Western, Dan Maker is the compressor man, George Harrison on material hoist, Frank Morgan on Chicago boom, A. S. Hightower on tugger, Ralph Trout also on tugger, Art Sipos on a loader and Bart Reneau on A Frame. On swing shift C. H. Vanderlin is foreman, E. P. Bechtold on a Chicago boom, Clyde Conn on A frame, Joe Caetano on loader, "Shorty" Cooper on truck crane, Chuck Holzen oiler, Collie De Bose on tugger, Joe Freitas on material elevator, Tom Meredith on Austin Western, Ted Wadley on compressors and Ken Schaff.

(Continued on Page 9)

UTAH NEWS ROUND-UP

By TOM J. STAPLETON, MERLIN BOWMAN, JIM HALL, JOHN THORNTON and NEPHI NEMELKA, Business Representatives

Mother Nature has become very temperamental of late—what with terrific winds reaching a 100 mile velocity in the Bountiful through Ogden area which resulted in five million dollars worth of damage to construction projects, homes, schools, etc. Several large semi-trailers were toppled over on the highway before traffic was halted through the high wind belt. As an aftermath, the temperature has dropped with rain and snow squalls over the entire valley, which of course, has slowed construction down considerably.

Of great interest during the last month has been the Election Campaign. We were encouraged over the enthusiasm and support we received from many of the Brothers in our effort to elect the men favorable towards Labor. Although we suffered some adversities, we were able, through the combined work and perseverance of the labor group, to show great progress in the number of votes cast for our candidates in the final election in comparison with the primaries.

We still wish to express to you members the importance of taking an active part in the government of our state. We need all the help we can get in order to combat the adverse laws to labor which are now written in the statutes. These laws affect each and everyone of you. The year of 1960 will be the big year, so in the meantime, acquaint yourself with the issues at stake, and the men who will help us to revoke some of this unfair legislation.

Some of the Brothers who gave their time and effort towards the COPE CAMPAIGN were, John Willeon, Emerson Reid, Jim Wright, Sheldon Hunter, George Turner, Tom Tackett and "Lefty" Andreason. Thanks a lot, boys.

In our constant search for the answers to the problems which confront us, we have found there is a lack of understanding of UNIONISM and WHAT IT STANDS FOR. In an endeavor to create a better understanding so that you can help your family and neighbors to appreciate UNIONISM, we are going to bring you a series of FACTS AND COMPARISONS each month.

DID YOU KNOW that the real beginning of organized labor in this country started with the struggle to obtain a twelve hour day? Back in 1791 in Philadelphia, the carpenters were toiling from daylight to dark. In protest, they struck for a workday that would commence at six o'clock in the morning and terminate at six in the evening of each day. COMPARISON, over 40 per cent of the workers in this State are working under the same conditions that existed 168 years ago.

YOU are probably asking yourself, "What does this mean to me? I am a Union Member." The answer is, "Without your help in organizing the non-union workers by telling your friends and neighbors of the benefits derived from belonging to a labor organization, you will eventually be forced back to the conditions that existed 168 years ago, by these non-union people and anti-labor groups."

FLAMING GORGE

The work at Flaming Gorge has slowed down and they are now working two shifts only. This came as rather a surprise as we had hoped to have this as a stronghold throughout the winter. The concrete work on dam itself will start in the Spring.

We have had no word on the Freeway as it pertains to Tiago and Hansen-Neiderhauser who were given awards. We can't seem to find out what is holding the job up.

The Bingham Stripping is still going; however, it is reaching completion and hopes for another contract for Western appears to be pretty slim unless the Kennecott Strike is settled before long.

In the Northern Area things have really come to a screeching halt with Brewster shutting down the Willard Bay job until Spring. Also, Miles and Sons have shut their 20's down on the same project, which has put a good share of our 20 operators out of work. We are hoping that the two jobs which W. W. Clyde and Fife Construction Company were awarded, will take up some of the slack.

As your representative, I would like to caution the Brothers about having your name on the out of work list while still working at the trade. We do have some members who are guilty of this. If you are found guilty you will be cited before the Grievance Committee.

Largest of the two jobs put out for bid Tuesday involved construction of an Interstate Highway 15 roadway for seven and a half miles between Brigham City and Honeyville in Box Elder County. Fife Construction Company of Brigham City was apparent low bidder among sev-

en other bidders with a \$968,507 offer which was \$444,000 under the Engineer's estimate.

Weber Basin Project, earthwork, pipeline and structures was opened for bid on October 8th. Hansen-Niederhauser of Salt Lake City was the low bidder at \$312,381.

Also in October, bids were let on the Brigham City curb and gutter which consists of construction of the following: 28,400 lineal feet of type B combination curb and gutter, 30 inch wide and 6 inch high; 2750 square feet of driveways; 6,000 feet of intersection gutter; together with 12 cross street drains and miscellaneous structures.

W. W. Clyde was the low bidder on the Morgan County, plant mix bituminous surfaced road and two concrete structures on section of Interstate Highway No. 80 N between Stoddard and Morgan, a length of 3.357 miles. Estimated cost is \$1,270,000.

On October 20, bid was let on bituminous concrete road, steel structure and prestressed structure on section of Interstate Highway No. 15 between Beck's Overpass and Cudahy Lane, a length of 2.058 miles. Estimated cost of this was \$2,570,000. Tiago Construction was low bidder.

The Brigham City Power House bid will be opened on November 5th.

In South Davis County, a bond election of \$4 million was approved for a new sewer district.

Plans are being studied for a long range program covering storm sewer drainage for Clearfield. Preliminary plans have been completed.

On November 10th, bids will be opened in Davis County for a mix bituminous surfaced road on frontage road from 400 N in West Bountiful to Page's Lane.

Length of project is 1.55 mile.

In Morgan, water improvement plans have been announced. This includes construction of a 250,000 gallon reservoir of reinforced concrete. The reservoir would be located below Brauts Spring, South of Morgan.

We extend our sincere sympathy to the family of Pat Madsen, who was killed on the Willard Bay job. Also to the family of Fay Hamilton who was killed at Georgetown, Idaho, while working for Wells Cargo Company.

PROVO AREA

In the Provo Area, the work situation has not improved since the last writing. The steel and copper strikes have not been settled as yet and this, we believe, is partly the reason for the amount of men on the out of work list.

The Red Narrows job in Spanish Fork Canyon which has been postponed twice is supposed to be let November 10th. The railroad changes and engineering are responsible for the delay. This is mainly a rock job and could keep some members working during the winter.

Wangsgaard & Peterson Company from Logan was low bidder at \$244,879 for the building of an earth filled dam, 107 feet high and 1,700 feet long. Total cost of the project, including the dam, structures, land and reservoir clearing is estimated at \$295,000. Subbing the structures on the project is Kaulfield Company from Las Vegas, Nevada. The length of the project is 110 working days and the company anticipates possibly two shifts if the weather permits. Ross Bingham will be the Superintendent and Paul Lindsay will be grade foreman. The company has a few old hands that are already with them and want some that have worked for them before. All others will be dispatched through the office.

There is quite a bit of activity on the B.Y.U. Campus other than that made by the students. Bettilyon Inc. has an addition to the Field House, Garff-Ryberg and Garff have two building jobs, one nearing completion and the other just getting started with Whiting & Haymond moving the dirt. Okland Construction Company has another building that is finishing up fast. Dode Vincent and Son is renting their crane on this job with Billy Vincent and Barry Vincent, father and son combination, operating and oiling. George Storrs is running his crane from one job to another on the campus, keeping fairly busy. Belemont Richards Contracting Company is doing the same only pushing a little dirt around and grading, with Derl (Swede) Olsen and Dwayne Allman operating and oiling.

Eastern Utah Development Company in Price has set up a gravel plant and soon expect to erect a batch plant on the Spanish Fork Canyon road almost across the street from Hurst Economy Ready mix. This company called us and there were no problems getting a Rock, Sand & Gravel agreement signed.

The construction work may be falling off for the season but the organizing will be getting started for the winter in the Sand and Gravel and shops. This work is important if we expect to get a better AGC agreement next year.

Sympathy is extended to the family of Brother Seth Phillips who passed away recently.

Most jobs in the South are coming to a halt with winter

coming on. W. W. Clyde's job at Crescent Junction has only a few men left to do the cleaning up.

Western Knapp's job at the Mill still has six operators with Brother Harry Davis, foreman, Arthur Hall and John Jackman on the cranes. This has been a good job for the Brothers the last four months. We hope it will last.

PRICE AREA

Olof Nelson's job east of Price is almost buttoned up for the winter. The state stopped the oil crew about the 10th of October till in the Spring. Sumsion and Sons Co. is still battling a hundred on their job at Mexican Hat with a very fine crew of operators. Mexican Hat is one heck of a place to have to stay but most of the Brothers have trailer houses which makes it a little better.

Strong Company's job at Hatch is still going strong on a one-shift basis. This job should last most of the winter unless the weather gets too severe.

Contracting Corporation has a tough job relocating a section of the road in Zions National Park. This job should go all winter.

At this writing, V. C. Mendenhall's job south of Cedar City has only a week or two left to complete all the black top on their project. This has been a very good job for the Brothers.

There is very little to say about the Utah Construction Iron Mines, as only a few of the Brothers are working. The Steel Strike has compelled this company to cut clear to the bone. We are hoping that this strike will be settled by the time this paper reaches you so the men can get back to work.

Thorn's job, west of Beaver, has been running very smoothly with By Williams, general superintendent, and Brother Alma F. Madsen pushing the grade work. This is a new field for Brother Madsen but he is doing a bang up job. I would like at this time to congratulate him for the fine cooperation that he is giving the Brothers.

Wells Cargo has had a large turnover of operators on their job at Beaver caused by only working 40 hours a week. The men have been unable to keep two homes and make any money.

Whiting and Haymond Company were successful bidders on a nice road job in Kane County. We are glad to see this happen for they were finishing up at Delta and would have had to lay off some of the Brothers.

KENNECOTT COPPER

The world's largest open cut copper mine is still shut down because of the strike. Some of the Brothers have obtained work either through the Union out of work list or taking jobs out of our jurisdiction on their own.

We have had two meetings with the Company on October 20th and 28th. At these meetings the Company made an offer on economic issues. This offer was the same as they had offered other unions. This offer we took under advisement but it appears that it is not a final offer. In regards to the pitmen on the shovels and the helper on the dozers, the Company's position has not changed, and neither has ours.

As far as Local No. 3 is concerned, any change from the stand that your negotiating committee has taken in regards to the pitmen and helpers will be directed by the membership.

At the Membership Meeting

Job Awards

SALT LAKE CITY. Contracts awarded for: (1) Salt Lake & Davis Cos. 2.058 mi. bit. conc. road, 2 conc. & stl. strucs. & prestr. struc. on Interstate Hwy. 15 betw. Beck's Overpass & Cudahy Lane to Tiago Const. Co. & Schmidt Const., Inc., 3399 South 2nd West, Salt Lake City, Utah; (2) Morgan Co., 3.357 mi. const. PTMX. bit. surf. road & 2 dual conc. strucs., 172-ft. on Interstate Hwy. 80N betw. Stoddard & Morgan to W. W. Clyde & Co. P. O. Box 231, Springfield, Utah

SALT LAKE CITY, UTAH, Contract awarded to Wangsgaard-Peterson, 550 "D" Avenue, Logan, Utah, \$244,879 for const. Red Creek Dam.

SALT LAKE CITY, UTAH, Contract awarded to Whiting & Haymond Const. Co., 250 W. 2nd North, Springville, Utah, \$412,284 for roadmix bit. surf. rd. & 1 conc. & stl. bridg. 158'0. to 0. frm. Mt. Carmel Junction SE'ly 4.5 mi. twd. Kanab Proj. KANE CO., Utah.

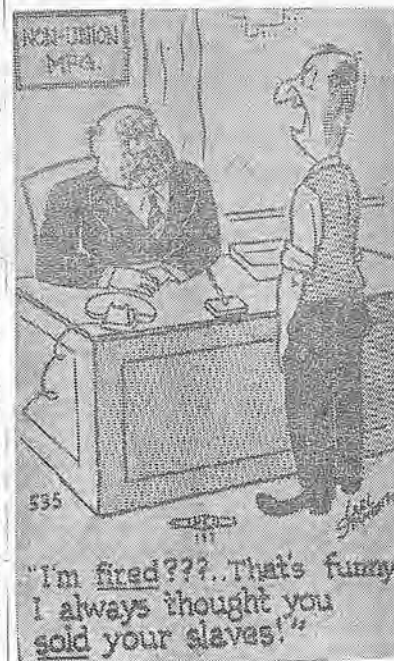
SALT LAKE CITY, UTAH, Contract awarded to Fife Const. Co., Inc., Box 563, Brigham City, Utah, \$968,507 for 7.495 mi. const. graded & drained roadway on Interstate Hwy. No. 15 betw. Brigham City & Honeyville BOX ELDER CO., Utah.

SAN FRANCISCO, contract awarded to Erickson, Phillips & Weisberg, Concord, \$256,400 for East Bay Track Removal of S.F.-Oakland Bay Bridge reconstr., in Oakland.

SUNNYVALE, Contract awarded to J & M Inc., Hayward, \$121,871 for Arques Storm Drain, from Wolf to Murphy Avenue.

CAMPBELL, Contract awarded to P & E Const. Co., 1620 So. 7th St., San Jose, \$104,785 for const. West Los Gatos trunk sewer extension.

SUNNYVALE, contract awarded to Inc. Bros. Pipeline Const. Co., Sunnyvale, \$136,825 for Correy Arques, Larsen State Road storm drain.



which was held on October 29, we again had close to two hundred members present. Brothers Newell Carman, Paul Edgecombe and Al Clem were present and gave answers to many questions that have come up during this strike.

We regret that Brother George Strand has been ill, but he is recovering at this time.

The United Mine Workers, District No 50 has filed for an Election in our San Francisco Chemical Mine located near Randolph, Utah. We believe that with the help of the Brothers in this area we can defeat this raid on our jurisdiction.

Brothers, if you hear of any move by these District No. 50 people in this area, notify your business agent immediately. We must stop these raids or they will penetrate into construction.

ALL MEETINGS WILL BE CALLED MEETINGS.

STOCKTON SLOW, 1960 LOOKS GOOD

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

The time has arrived in the Stockton-Modesto district when those signing the out-of-work list far outnumber those being dispatched. Of course with the smaller sized jobs which this district has reported this year we expected a growing out-of-work list at this time, but at the same time hoped that those working in districts with more work would continue until the rainy weather commenced. However the work picture for the coming season looks much brighter than that which we had this year.

The U.S. Army Corps of Engineers is calling for bids December 1, 1959, on approximately twenty-three miles of levee protection and realignment on the San Joaquin River, principally in Stanislaus County. This job entails approximately one and three-quarter (1,750,000) million cubic yards of excavation and approximately one hundred (100,000) thousand tons of rip-rap and gravel in addition to the culverts, drain pipe, check gates, pump station and miscellaneous work that a job of this size requires. The specifications call for the project to be completed in 700 working days; which makes this a job to be wanted in any district.

Also in Stanislaus County on Geer Road, between Hatch Road and State Highway Route 110, about nine miles south of Oakdale, the State Highway Department is calling for bids to be opened this week on two miles of road to be graded and surfaced with plant mix and two bridges to be constructed.

Another job that has been let, and will commence late next spring as it is on the eastern slope of the Sierra Nevadas, is on Highway 89 in Alpine County, between the junction with Highway 88 and the job just completed by Harms Bros., on Luther Pass. I. L. Croft was low bidder at \$656,768, leaving less than \$500 between low and second bidder. This same company have about completed their job at Big Trees in Calaveras County and expect to use much of the same crew next year on the new job.

Other jobs which have been approved by the State Highway Department for the coming year are on Highway 120, between Yosemite Junction, westerly for approximately six miles, in Tuolumne County, and a stretch in Amador County on Highway 88. However at this time no definite date has been set for bid calls. The Bureau of Public Roads have also indicated that the immediate approach to Yosemite Park, in Tuolumne County on Highway 120, will be advertised for bid this coming year. These, along with other projects which are contemplated for the coming year, are giving us an optimistic outlook for work in this district.

A. Teichert & Son were low bidders for improvements in El Dorado Village, north of Stockton, which consists of street work and curb and gutter for \$95,513.

Granite Construction Co., of Watsonville, were the low bidder on the new pipe line to replace an existing open ditch at Fricot Ranch School for Boys located near San Andreas in Calaveras County. This is extremely rugged terrain and the company expects it will be necessary to carry and place the four-inch pipe by hand as it will be impossible to get equipment to the existing ditch in several places. The bid was \$192,145 and the weather will be an important factor in determining how much can be accomplished this winter.

Claude C. Wood Company, of Lodi, were successful in bidding some levee repair work on Bear Creek for the Corps of Engineers.

The jobs which have been reported in the last several issues of the Engineers News, both here and in Modesto, have been completed or are nearing completion, which is causing our out-of-work list to swell rapidly. The only factors that will have a tendency to alleviate this situation as the winter progresses will be some land leveling, commercial buildings, and possibly some levee clearing and repairing.

BLOOD BANK CLUB

Brothers, we failed to make the Blood Bank Honor Roll this month and we are fast approaching the time when many members have surgery performed as they feel they cannot afford to be disabled during the busy months. In many instances these Brothers are not covered by Health and Welfare benefits and pints of blood come pretty high when you are not reimbursed.

GRIEVANCE BOARD

The Stockton District Grievance Board meets every Thursday from 7:00 p.m. to 9:00 p.m. in the Stockton Labor Center, Engineers Local Union No. 3 office, 2626 North California Street. This Board was activated for the express purpose for you, as members, to have a means of seeking adjustments or correction of grievances.

PERSONAL NOTES

Brother Jesse Reese, who is now on the retired status with the local union, dropped in for a visit the other day. Brother Reese is well known as a top leverman on the dredges, both here in the Delta and the Bay Area, having spent many years at the trade.

Brother Bill Hoffman is now manager of the Rancho Trailer Court in Stockton and would like to have you brothers with trailers pull in to see him.

Job Awards

REDWOOD CITY. Contract awarded to Pacific Coast Builders, S. F. \$913,850 (Base & Alt.) for erect and constr. Woodside High School Addns. and Multi-Use Bldg. and Athletic Field Addns. for Sequoia Union High School Dist., SAN MATEO CO.

CAMPBELL. Contract awarded to O. E. Anderson, San Jose \$890,901 for const. Ida Price Intermed. School.

OAKLAND. Contract awarded to N. T. Lewis, 25001 O'Neil Av., Hayward, \$647,975 (base and alternate) for construct and complete Garfield Elem. School, 1640 - 22nd Av., Oakland.

SAN JOSE. Contracts awarded for: (1) Impvt. Hedding St. from Mertel to Alm, and Chestnut to Walnut: To Santa Clara Const. Co., Santa Clara, \$89,907; (2) Impvt. Alum Rock Av. from King Rd. to Talmadge Av.: To Lea F. Piazza Paving Co., San Jose, \$573,699.

LEMOORE. contract awarded to N. P. Van Valkenberg, El Monte, \$549,000 for storm drain lift sta. & appurts. at Nav. Air Sta., Lemoore.

SAN PABLO. contract awarded to Joe Garavaglia, Crockett, \$179,842 for 2d addn. to Fairmed Elem. School, San Pablo.

Jobs Taper Off in the San Jose District

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

In spite of the fact that we have had no rains at this time, work in this area has slowed down considerably. The great demand for men that we had a month ago is a thing of the past and again we have men on our "Out-of-Work" list.

A \$224,400 contract for flood control work along Babb Creek in east San Jose has been awarded to McGuire & Hester of San Francisco. The job will consist of the installation of concrete pipe for more than a mile along the creek route from Jerilyn Dr. to White Road. This firm was also the low bidder on a \$79,240 contract for construction of a storm sewer on Lewis Road.

The Royal Corporation of San Jose were the low bidders on three sewer jobs in this vicinity. Their sewer job on Coyote Creek went for \$62,376. Their contract for the improvement of Almaden Road was in the amount of \$48,182, and their street job at Shasta and Hanchett Streets went for \$30,726.

Piazza Paving are working at top speed to get their jobs in shape before the rains shut them down. They recently were awarded a fairly large contract in the amount of \$573,699 for the widening and improvement of Alum Rock Ave. in San Jose from Talmadge Ave. to King Road. This same firm is busy doing the grading and paving in subdivisions off Kooser Road, Highway No. 9 and Capitol Ave., in East San Jose. They have just started

the widening of Meridian Road and this job will keep the Brothers busy for some time. The two Crusher Plants are working six days a week. Ince Brothers are doing the underground work on the Meridian Road job.

J. C. Bateman have completed their work on their subdivision off Prospect Road and have begun work on another subdivision off King Road. They also have several other smaller jobs scattered throughout the area.

A. J. Raisch Paving Company have three paving crews working at top speed to get their jobs near completion before the rains shut them down. This firm has numerous jobs throughout this area. At the present time they are paving on a school job off Kooser Road and also on Blossom Road.

Pisano Bros. are doing the underground work on King Road, with A. J. Raisch doing the paving.

Andrews Bros. are doing the grading and paving around houses in subdivision off Homestead Road, Dry Creek and Bollinger Road.

Kleinsmith, Inc., have numerous jobs in the area.

MT. VIEW AND PALO ALTO

Lomac Builders have started their new subdivision on Milpitas with Cupertino Gravel doing the dirt work.

O. C. Jones are about half way complete on their culvert job on Bayshore Road at Alviso Road.

Pisano Bros. have started their new storm drain line from the Bayshore north on East Duane.

Cothermann & Judd have started their new paving jobs in Sunnyvale after completing their paving job on East Duane and Kiefer Road.

Gerrard & Warren have completed about 1½ miles of drain canal behind the Lockheed Plant. This firm has several jobs throughout the area.

L. C. Smith is laying the black top on access approaches on their Bayshore job, with P.B.A. Company doing the concrete work for them. They have completed about two miles of three-lane concrete work.

Oscar Holmes has completed work on two bridges over the Bayshore and have the rest of their work well under way.

Ed Keeble is using a Drag-line and two Cats on his job on the Bayshore at East Meadows Drive.

North State Builders are about half through on the concrete work portion of their 12-story apartment building, with Brother Merschel Myers running their Hammer Head, Swede Crane, that they have on top of a 12-story elevator shaft.

Sondgroth Bros., as usual, are working on many jobs scattered all over the area.

Rose-Matoza are working in a subdivision in Santa Clara.

SANTA CRUZ, SALINAS AND MONTEREY

Healy - Granite Construction Company are in high gear on their stripping job at Davenport. They are using two shifts on the D.W.-20 spread.

All of the contractors in this area are working at top speed to get the jobs completed before the rains set in.

Fischer & Stokes are still at a standstill on their job at Carmel. Healy Construction have completed their job at Carmel, except for the paving.

Granite Construction Company are doing a fine job on their sewer line in Watsonville; like everyone else they are trying to beat the rains.

The Kaiser Plants at Moss Landing and Natividad as well as the plant located at Permanente are working at full capacity.

PERSONALS

We would like to remind the Brothers from the Southern area to be sure and include their telephone number and state what they operate when sending post cards for registering for out-of-work.

We have made several appeals to the Brothers in regards to setting up a Blood Bank in the San Jose District. At the present time we have had no response from you in regards to this very important matter. We had to turn down two Brothers just this week. We can't give what we do not have!

Brother Thurman Story and Mrs. Story were awarded a free trip to Hawaii as guests of the Chamber of Commerce of Sunnyvale. Brother Story, who is employed by the Ed Keeble Company has been a connoisseur of Hawaiian music for the past 28 years and has played the Hawaiian and electric guitar on many public appearances.

FRESNO STARTS WINTER SLOW UP

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

In the Fresno Area, November is starting off with a large out-of-work list and growing each day due to the Mammoth Pool project finishing up. Bechtel Company still have some road work and clean-up work to do, which will be until about the first of the year; they are working a small crew.

Winston Co.-Green Co. started their job at the Kings River Tunnel with few mechanics getting the equipment ready and by the end of the month should start the ground work. This job consists of about four miles of tunnel which will run three shifts with a single heading, will work five days per week. Road work has been completed up to the portal, the trailer court is being completed.

Fredericksen & Kasler on their San Joaquin River levee job south of Patterson, has increased their spread with rental rigs from Lowe and Watson from San Bernardino. They are working long hours hoping to complete this job before the rains and bad weather sets in. The San Luis Water District south and west of Los Banos coming along very good and L. L. Peterson, contractor on this job, hopes to finish with the grading in the next couple of weeks.

Division of Highways has advertised for bids to be opened November 18th on a 7-mile extension on the south end of Landers Avenue in Merced County. They have also advertised for bids to be opened November 12th on 6.1 miles in Fresno County on Nees Avenue. Concrete Supply Company of Merced have a curb and gutter job in Dos Palos. Work in the Merced area is very quiet except for the usual rock plants which keep going at a regular pace.

W. J. Smith Co. are about to complete the grading on the 99 Freeway. Griffith Co. plan to start paving operations on this job about the first of December. Their rock plant on the San Joaquin River, which has been running on a two-shift basis furnishing material for Lemoore Air Base, has been cut down to

one shift and they are making material for their freeway job. Subdivision work still going along as usual but it's about that time of the year when work does slow down. We had nice weather but some jobs in the area seem to be in the process of finishing up and no new contract being let.

In the southern end of the district, Winston-Green at Terminus Dam have diverted the river over to the north abutment to make room for the fill and are leveling up the bottom fill area with clay and rock. They have two 4-yard Marion shovels working on the cuts on the spillway, which will stretch across the south top ridge and will involve removal of more than one million yards of rock. They are also working on the intake upstream tunnel portal. In addition to the Marion shovels this company also workin one 71B Bucyrus shovel, one 54B Bucyrus shovel; one 30-ton truck crane; one 2½-yard Michigan loader; six DW-20 scrapers; eight D-8 cats, three D-9 dozers; one 50-ton Southwest compactor, one Ingersoll Rand Quarrymaster drill and two blades. This job working one shift, 40 hours.

TWO DAM JOBS

Isbell Construction Co. just across 198 Highway from Terminus Dam is making good headway through lots of rock with three Northwest 80 shovels, five cats and one blade. This job also is only working one shift, 40 hours.

Farther down south at Success Dam, out of Porterville, Guy F. Atkinson Company has the fill across the bottom, up about 50 feet. This job is away ahead of schedule. Flores & Perry will start cement treat November 9 (Continued on Page 8)

and we're thankful Daddy didn't get hurt on the job this year.



DON'T LET YOUR CRANE KILL A FELLOW WORKER!

By GLENN L. DOBYNS, Safety Representative

Heavy Construction poses hazards not found in other fields. When these hazards are compounded by unfamiliar conditions and situations, a higher than average accident rate might be expected.

Accidents involving men working or walking under crane booms and buckets are infrequent, but, of those that happen, many are fatal.

Even if the crane is in excellent condition and is being run by a first-rate operator, it is never wise to expose men needlessly. Usually, the victim is a laborer doing an assigned job which has nothing to do with the crane.

The rule is simple: "Do not permit men to stand, walk, or work under crane booms, buckets, or suspended loads." A companion rule is the one on hard hats: "Hard hats shall be worn by all men working in the vicinity of cranes, scaffolds, or in any place where an object may fall from overhead." This rule helps to take care of men who just won't "stay out from under."

How are men to be kept from standing, walking, or working under booms, buckets, and suspended loads?

Prior planning of crane operations should take into account the area to be covered by the swing of the boom. Cranes should be positioned so that the boom or bucket cannot be swung over workmen. Otherwise, operations should be scheduled only for times that men are excluded from the swing area.

In a congested work situation, the swing area should be roped off or barricaded, and signs should be posted to keep unauthorized persons out of the hazardous area. In extreme cases, it may be necessary to post a watchman or traffic controller.

In concreting operations, it is especially necessary to keep all persons away from the vicinity of the bucket travel. A chunk of semi-hardened concrete frequently drops from the bucket and can produce a serious injury even if the victim is wearing a hard hat. If he is not wearing a hard hat, the bump may be fatal. Puddlers should be kept well in the clear, both when the crane operator is landing the bucket and during take-away.

The position of a crane or any bomo equipment too close to

high-tension lines may cause an accident.

The equipment should be so placed that, should the boom fall, its decent will be in a direction away from the wires. The same precaution should be taken against a rebound occurring when a load is dropped.

The best position for the machine is one in which no part of it or the load will come within six feet of the wires under any circumstances. This should take into account changes in position caused by swinging the crane.

The operator should make sure that the equipment is on solid ground to help prevent sudden unexpected movements of the rig. Mats may be used to help solidify the position.

Outriggers should be used where necessary and the equipment should not be overloaded.

Now's the time—it is understandable if you get a little irked when you hear: "Do it today,"—"Hurry, supply is limited"—"Act now!" a constant battering of such "urgent messages." So, how do you tell a guy that safety is vital, that he needs to act immediately and that he shouldn't put safety off until tomorrow?

It's tough! So's an accident! Have a nice Thanksgiving!

LATE JOB REPORTS

SACRAMENTO, Contract awarded to Krpan Bros., P. O. Box 7144, Perkins Branch, Sacto. \$343,522 for Antelope Rd. sewer assess. dist., Sacramento.

PETALUMA, contract awarded to Rapp Const. Co., 705 Bennett Ave., Santa Rosa, \$262,345 for const. Grant Ave. Elem. Sch., Petaluma, SONOMA CO.

SACRAMENTO, contract awarded to A. Teichert & Son, Sacto., \$279,172 for surf., walk, curb, gr. for Sierra Oaks Unit No. 8.

SAN JOSE, Contract awarded to McGuire & Hester, Oakland, \$79,240 for storm sewer system, Lewis Road, San Jose.

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, Section 233) showing the

Ownership, Management, and Circulation of
Engineers News, published monthly at San Francisco, California, for October 1, 1959.
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, Newell J. Carman, 474 Valencia St., San Francisco, Calif.; Managing Editor, Newell J. Carman, 474 Valencia St., San Francisco, Calif.; Business Manager, Newell J. Carman, 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 bona fide owners.

5. The average number copies of each issue of this publication sold or distributed, through the mails or otherwise, to paid subscribers during the 12 months preceding date shown above was (This information required from daily, weekly, semi-weekly, tri-weekly newspapers only.)
Newell J. Carman (Signature of editor, publisher, business manager, or owner)

Sworn to and subscribed before me this 29th day of September, 1959, W. V. Minahan,
(SEAL) (My commission expires June 6, 1962.)

SACRAMENTO AREA STILL IN HIGH GEAR FRESNO REPORT

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

The Sacramento area is much like the report that was made last month. The work is in full swing and the operators and oilers are working long hours. Winter is not too far off and when the rain and snow starts, the jobs will stop.

The Sacramento Office has dispatched 557 men in the month of October.

Squaw Valley Development Co. at Squaw Valley still have a picket walking up and down. The Operating Engineers have filed with the National Labor Relations Board for recognition and certification. We are hoping by this time next month we can write that we have been certified and we will be in negotiations.

We reported on Brother Dusty Flynt who was in an auto accident last month. Brother Flynt is doing fine and is ready, willing but not yet able to work. Brother Flynt should be able to come back in December. We are all wishing a speedy recovery, Dusty, and want you back with us soon.

Brother Wm. Colcleaser is home and paralyzed from his hips down. Brother Colcleaser was ill and went home from work. The illness caused him to become paralyzed. Brother Bill, we all wish you the best of luck and get well fast. We all want to see you back on the job.

Brother Bob Lynch was setting grade and a blade backed over on his foot. Brother Bob we all wish you a speedy recovery and look for you back soon.

Winter is getting close and jobs will be down. We are looking forward to next year as we will have as much work, if not more, than we had this year.

BROTHERS WE NEED BLOOD! PLEASE DONATE. Call the Blood Bank and make an appointment. Call Gilbert 1-1296. The address is 3230 "J" Street, Sacramento.

Hydraulic Dredge Co. just got started on their Deep Water Channel job when the main motor burnt up. They had to bring in a floating crane to lift the motor out and take it down the bay to be rewound. Now we understand they are going to take the dredge down and put it in dry dock for about two weeks so it looks like it will be sometime in December before they get started again.

Pacific Dredging Co. is almost in the turning basin and that will take until sometime in August, then they will have to move back in the channel for one more cut before they are through.

The Lock Bridge Const. Co. are getting their jobs wherever they can and will work whenever it isn't raining this winter.

The Dinwiddie Co. are coming along with the Federal Building and will be putting some more of the brothers to work.

Harms Bros. have started bidding on subdivision work in the Sacramento area. Although this company have had their office and shop here for years, they have never bid for any work here. They have been working on their own subdivision for the past year.

Gordon Ball is putting finishing touches on their job at McClellan Field.

This is a hard time of the year to write anything, for it seems that all of the jobs are winding up.

Ball has all of the sub-grade done at Winters and are about a third done with the paving. They have most of the bugs worked out of their slip-form paver, and it is doing a good job now.

A. Teichert & Son are going to start paving on their Davis Freeway job on November 5.

They are trying to get the paving done before the rains hit. They have several other small jobs in and around Woodland and Davis. Their plant in Woodland has been working two shifts part of the time this year.

Granite Const. has quit a lot of underground work in the south end of town, also some street work, but they have not been able to hit any big jobs this year.

Madison Sand and Gravel are furnishing aggregates for Ball's paving job at Winters and all of the blacktop.

We have two more Tractor Shops under agreement. The Western Traction Co. at 16th Street and American River, and Northern California Euclid in West Sacramento.

Rhea Tractor Co. has the largest force of mechanics they have ever had, and it looks like this company is going to keep growing.

Industrial Tractor Sales keep about the same crew all the time.

The Dean Ketcherside Co. has been keeping their draglines busy this summer and are renting d-8 cats.

Robertson Sand & Gravel Co. have been very busy at their Sand Pit.

BAD FIRE SEASON

We are sorry to report that during the past month we have witnessed one of the worst forest fires ever seen in this area. It ravaged more than 42,000 acres of the Sierra Nevadas. On highway 40 at Alta, Gold Run and Dutch Flat and on Highway 50 at Riverton. Lots of homes were destroyed and beautiful forest and timber were burnt to smoldering ashes. We wish to thank all the brothers who helped in fighting this fire to get under control.

As one woman told a reporter later, her garage was in flames and her house was close by and as she was standing by her house helpless, waiting for it to burn too, out of nowhere came a bull dozer and pushed the burning garage away from the house, thus saving her home and possessions.

Hansen Brothers Const. Co. is cleaning up some of the slide areas between Truckee and Tahoe Valley on highway 89. This work is being done for the state division of highways and should last through most of the winter.

The Wood-Kirst Co. had the official ribbon cutting of the opening of the six miles of freeway at Soda Springs. This has been one of the toughest stretches let so far on highway 40, with the majority of the excavation being rock. Many of our brothers were employed on this job for about two years.

HIGHWAY 40

Work on Hwy. 40 has been slowing down on most jobs but has held steady on at least two of them.

Fredrickson & Watson and Ransome Co. has wound up their job at Truckee and laid off most of the crew. We sure hate to see this job wind up because it provided jobs for quite a lot of brothers.

Clement Rock has a few brother engineers working but not like it was a couple of months ago. They need another big job in the area so that they will have some sales and can put on a bigger crew.

Woods and Kirst had the of-

ficial ribbon cutting ceremony on the job at Soda Springs and have that section open for traffic. They opened it up on the 4th of November and they only had a few days until the deadline.

C. H. Meyerholtz has the hot stuff laid on the job and has shut down the hot plant. This outfit was only here a short while.

At Blue Canyon, A. Teichert & Son, has finished the concrete on the eastbound three lanes and moved the batch plant out the second the last batch was dumped into the batch truck. It was a good thing that they had enough material because they had already started to tear the plant down and move it to Davis to pour the job there.

Teichert has a good sized crew still moving dirt on the job and they will be going strong until the weather shuts them down.

Madonna is working a good sized crew of engineers on his rigs and they are really making the dirt fly. There was quite a bit of excitement in the Monte Vista area due to a forest fire driven by a brisk north wind. Several homes in the vicinity were burned and quite a bit of property damage resulted. Several of the brothers spent a couple of rough days on the fire line.

Teichert's freeway job at Loomis is just about wound up but they left so much dirt and rock in the median strip that they have kept a good sized spread of blades working long hours. They should be selling this section very shortly.

Wayne Selby, the master mechanic on the Loomis job, just got back from Colorado where he went on his annual deer hunt. He got four deer while he was there, so I guess you could say that he had a successful trip.

Work is very slow around Grass Valley and Nevada City at the present time. Carl Woods, of Yuba City, has a small site preparation job on a new school to be built on Ridge Road between Grass Valley and Nevada City. At this time he is just getting moved in.

Hansen Bros. of Grass Valley have most of their equipment parked at the present.

Lowrie Paving Co. has a small underground job going in Nevada City but it is about completed.

Baldwin Const. Co. has their underground job at Grass Valley finished.

Flores and Perry of Hanford, are finally getting some dirt moved on the Pilot Hill section of Hwy. 49. They have put Harold Darling on as grade foreman and he is a good union man.

Brothers, if you are planning on having any concrete work done around Sacramento, one of our members has gone into business for himself. He operates the Ford tractor and his brother does the finishing. Call the Sheppard Bros. at Garden 8-7445 and they will appreciate the call.

AROJET LAGS

The work is slow at Arojet. No new starts because of government appropriations.

Nicholson keeps seven top brother engineers on the payroll. A.E.C. has three operators putting in time. Callahan is up and down with at least two good men on the equipment. Robert E. L. Parker puts in an order occasionally for extra men on small jobs, with a crew of five drawing regular pay checks.

Teichert has all but pulled out. They try to have a crew on maintenance when they can. Baldwin is well along on their building, with two operators. Na-

tional Iron in hanging the steel. Delta Const. and Joe Richards have finished the parking lots for the manufacturing building employees. Joe Vicini finally got to finish the revetments and back-fill on the Continental job.

At Mather Field Claude Young's crew put the finishing touches on their job at the Readiness-Crew-Bldg., a sub-contract from J. Bailey.

Capehart Housing is 80 per cent complete with the final date set for January Brighton had the street paving and sub grading around the houses. Duanne Hug is doing the final grading with top soil. This contractor has four small four-yard Pulls, known at the "Airborne Super C." The Army originally had these pulls to build roads and landing fields in out-of-the-way-places that could be reached only by air planes. The pulls were dropped by parachute, hence, the name "airborne."

National Landscape is seeding the lawns. At last report there has been thirty-two different contractors on this job.

In the Sacramento area all the contractors are in the stage of finishing up their jobs for this season. Brighton Sand have a top notch crew working at Nimbus Lake near Folsom, building landing ramps for the boat enthusiasts. Claude Wood moved in a crew of old timers on their boat ramp job on Folsom Lake at Dyke 8.

Lentz Const. Co. keep large crews busy all over the county on sub-division work. McGilivray Const. Co. are on and off with the hot plants and crushing crews. The mechanics in the main yard are busy repairing equipment. A. Teichert's mechanics at the Perkins Shop are busy and putting out good work. Teichert also has underground crews, grading paving and curb and gutter working throughout the area.

Erickson Const. has been successful recently, bidding low on several jobs. They have a go-ahead crew of brother engineers at the controls.

ROCK, SAND AND GRAVEL—P.C.A., A. Teichert, Brighton, Sacramento Ready Mix, Folsom Ready Mix, Erickson and Fair Oaks Gravel keep the brothers busy crushing rock, batching concrete, repairing plants, boxing hot stuff and overhauling equipment. Here is the place to go for a career. Some of our brothers have been working for as long as forty years.

Sacramento Valley Truck Crane has the most cranes working in the area with all good operators and oilers. Reliable Crane, Wilkens, and McLaughlin are on the go all over this district.

LAKE TAHOE BUSY

John LaGrange at Bijou, Lake Tahoe, has gotten in gear on his sewer job and will work, weather permitting, all winter. This job should keep about 20 of the brothers busy.

Tahoe Redwood and the other smaller contractors in the Tahoe area are busy as bird dogs.

Pomeroy at Tahoe Keys seem to think they will work all winter and I certainly hope so, as we have about 25 of the brothers on this spread. Harms has about finished and are involved in picking up the loose ends for the winter.

On down the American River country, in the big smoke area, Ice House Dam is winding up on the fill and some concrete left on the spillway.

Marin Rock seems to have enough rock crushing to keep busy till after the first of 1960.

Kewitt at Union Valley Underground are busy as beavers with

(Continued from Page 5)

and black top operations about November 17th at Strathmore. This job will be finished about December 1st.

L. B. Wells Construction Co. have completed the dirt work on Central Valley Highway out of Hanford and are putting down base rock. This company will start black top about November 20th.

Peerless Concrete Pipe Co. have started their concrete-pipe job out of Terra Bella. This job will be two units, one unit is 13,000 ft. of pipe and the second unit is 47,000 ft. This is being done for the Terra Bella Irrigation District.

Work at the Lemoore Air Base has slowed down due to Griffith Company finishing the concrete. This company has a few of the brothers still doing some tie-in concrete work and overhauling equipment.

L. E. Dixon Co., on the south end of the Base, is still pouring concrete for the buildings. Cal Mobile is doing the mixing.

On October 29th and 30th the wind stopped all work at Lemoore Air Base and did about \$20,000.00 damage. It blew in two concrete block walls on the telephone building and the walls of the cold storage warehouse were cracked.

Van Valkenburgh Co. were low bidders of about \$1,000,000 on sewage pipe installations and canal at the Lemoore Air Base. This job is scheduled to start November 9th and should be completed in one year. Cal Mobile will furnish concrete for manholes and headwalls.

The outlook for new work at the present time is not too promising although we are hoping things will pick up after the first of the year, when all the contemplated work is let out for bids.

Only one blood donor for the month: Brother James Clark. Thank you.

Now that a lot of the brothers have time on their hands and not working, why not go to the **ENGINEERS' BLOOD BANK** at 2155 Amador St., Fresno, California.

SAN JOSE, Contract awarded to McGuire & Hester, 796 - 66th Av., Oakland, \$224,400 (Alt. A) for stage 1 of impvt. of Babb Creek.

SAN FRANCISCO, contract awarded to Fay Impvt. Co., S.F., \$312,994 for widen & impvt. of Mansell St.

three shifts on the tunnel and going right ahead on clearing for the dam and quarries. They are getting ready for a good start in the spring.

Fruin and Colnon should be pouring concrete on Junction Valley Dam by the time this goes to press.

Pacific Bridge at Jaybird Power House has been delayed by slide material on penstock line, but at present are busy again.

Frazier and Davis holed through downstream and in the near future will start another heading from Junction Dam.

Archie Till has seven cats working on the access road to Camino tunnel on his sub for Walsh construction. Walsh has begun to show a little life as if they intend to try and do something this winter.

Stolte, on the power lines have Heim Bros. as sub on the clearing.

Most of the small contractors in Pollock Pines are busy.

Full Speed Ahead in Northbay District

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

The outlook on the work situation still looks good at this writing, with weather conditions being still favorable. Contractors working full speed ahead to beat the rains.

We wish to call to your attention that the year buttons for the coming year 1960 are available, also the decals for that year. First of the brothers to purchase theirs are: Brothers E. L. Evans Jr.,

Al Coontz and Peter Krolick.

The Syar and Harms job at Marinwood is moving along very rapidly as this goes to press. This job is one of the fastest dirt moving jobs in this area. Brother Jack Bean, Super, seems to be quite satisfied with his skimmers. They are bidding another tremendous job in this area—more about this in our next report.

At Fort Baker, McCosker is cleaning up a slide job within the grounds.

Basalt Rock is doing some ripping at Fort Baker. We find some real old-timers from this barge. Jim Croon swinging on rock and putting it right down the gun barrel. We also find on the Deck Engine, Brother Glover. We find Bro. Nicholson telling them what to do. Recently added on this job as Oiler is Brother Harry Little, Jr. This makes a very efficient crew, and these are all old-timers—having been with Basalt for 20 years plus.

Carey Brothers are doing the street and road work on the Marinero project located at Tiburon, and progressing very nicely. Their crew at Carson Spur job will be winding up for the winter and returning home by the time this comes off the press.

In checking Bro. Steve Zappettini's shop recently, we find Brother Riella who is master mechanic screaming why he never gets mention in our column. Well — here it is — but can't say anything good about him!

Brother Cy King of King's Auto Shop located at 815 Olive Ave. in Novato is doing a bang-up business repairing from Cadillacs down to nits and lice. This member is worthy of mention, and appreciates the other brothers' patronage. His telephone number is: TWInbrook 2-5529.

Also located in Novato at a new location is John's Welding Shop at 878 Vallejo Ave. Brother John Giari welds everything from baby buggies to boats!

Attention: Members working in Rock, Sand & Gravel plants: The new printed booklets containing your working agreement have just come off the press and are available to you for the asking at the union office. Please pick one up so that you can familiarize yourself with your contract.

NEWS AROUND SOLANO

Darkenwald and Vinson is in full swing on the \$611,610 pipe job at Dixon and was low bidder at \$682,222 on another section.

Syar and Harms are still keeping a lot of brothers busy, with work scattered all over Solano, Napa and Marin Counties.

Still going strong in Solano County are: Stockton Construction on the Elmira-Vacaville sewer line; R. A. Heintz on the canal job at Allendale; A. Teichert & Sons remodeling job on Travis Road to Vacaville and approximately one mile of lining from the R.A. Heintz job into the canal, and Lee Stevens Contractors who has moved his 20's in on the R.A. Heintz job.

Gordon H. Ball at Winters have finished the excavating and laid off their 20's with the exception of a couple of rigs for finish work. The concrete saw is running full blast. They are using a new paving machine that lays concrete without headboards.

Van Valkenburg has finished the sewer job on Kidder Road in Fairfield.

A \$2,430,000 contract for Bomarc Facilities at Travis AFB, in Solano County was awarded to Zarpas Fullerton of Detroit, Michigan, and by the time this paper is out the job should be started. Fullerton is trying to sub out the excavation but, as of yet, nothing settled.

MORE MARIN NEWS

The Basalt Rock at McNear's reports things rather quiet, and unless they snag some contracts in the very near future, the layoffs will be coming. They don't seem to be particularly affected by the tug boat strike at the present time.

Elmer Lane has contracts doing hauling and is a brother worthy of mention. We not he has one of the best truck drivers in the Teamsters organization—a pretty blonde dame!

Brothers — as the season is slackening up—we do wish you would make some effort to see us about arranging for an appointment to our Blood Bank. The bank is very low as the present time. How about taking a few minutes of your time as this is all that it takes to give your donation?

In closing this month's report, we take time out to wish you

and yours a Very Happy Thanksgiving with all the trimmings.

(Under this new Landrum-Griffin law which was signed into law by the President on September 14, 1959 — also known as "Labor-Management Reporting and Disclosure Act of 1959", it states that an employer is forbidden to give his employee a Christmas turkey. But there's nothing to hinder that employer from giving that employee a Christmas Goose!)

Brother Paul Vincilione has not too much activity going on at the present time, and is open for hire. He has some 20's if you need them. He may be contacted at the following telephone number: WAbash 4-3733.

Hutchinson Company doesn't seem to be overly busy. One Shovel and one Demolition Ball and the Hot Plant is barely operating.

Marin Rock & Asphalt in Novato reported by Dick Rush has four Operators at present. Rush has rustled a job which is to start in Yuma, Arizona, at the Marine Air Base, and we understand that some of the boys will be going on that job.

See you next month!

Oakland Area News

(Continued)

(Continued from Page Three)

shift is Don Farnum on material fer on tugger. On graveyard hoist and John Gaffney on Austin Western.

* * *

Underground Construction Co. and the North Bay Construction Co. have a total of over \$400,000 worth of sewer work in Crockett. This consists of a Pump station, main and interceptor sewer lines.

* * *

The Mike Miller job in the swamps of Martinez is back in operation again after a shutdown and their day in court. They will continue until the rains force them out. Its forty feet of blue mud and no bottom. Everything but the time office is on mats. The boys on this job have a tough one. They are as follows: On the morning shift is C. M. Yost as Supt., Bernard Budde and A. M. Barton are operators, Al Phillips on a truck crane, Fay Walker on compressors and Elmer Hughes is the oiler. On the second shift is Dave Byerum is operator on a 604 Lima crane, Charlie Thomason on truck crane, O. L. Dean on compressors and Floyd Dotson and Claude Norman as oilers, with Abe Vannelli on dozer.

* * *

The Charles Harney spread is moving rapidly to a finish on their paving. They expect to be finished soon after Thanksgiving. The rest of the job should be wound up the first of next year with only 100 working days remaining. The bridges are finished as of this writing. The following brothers on this project are: Vivio Alberti, Mel Armstrong, Freelan Bentley, Clayton Brooks, Earl Brooks, Bill Clarke, Carney Claunch, Franck Colloms, Bob Cooper, George Dupree, Ron Fawcett, Everett Galvin, Bert Geneaux, Larry Higbee, Sr., Larry Higbee, Jr., F. G. Jackson, Ron Jones, Bob Kirkpatrick, Lloyd Lyman, Tony Maniz, Thos. Perkins, Ted Perry,

Monroe Phillips, Lee Pischke, Fred Probst, Don Rogers, Dan Scott, Geo. Stockdale, Relder Scribner, Jom Vickerson and Alva Watkins.

* * *

News About The Brothers

Brother Walter Markee, Jr. was in an automobile accident on October 15th. Walt suffered brain concussion and a sprained back but we are glad to report that he is fine now.

* * *

In October Brother Fran Walker took his vacation and visited Palm Springs near Los Angeles and also Encinada and Tijuana, Mexico. On his way back from Mexico while crossing the Border, Brother Fran almost didn't get across. They checked his car thoroughly and even took the hub caps off. Probably thought he was one of the natives.

* * *

Brother Clarence Brophy was in the Brookside Hospital in Richmond with torn legiments in his left leg. But we are happy to say that Clarence is fine now and ready to return to work.

* * *

Brother Joe Zulawski was hurt on the job while working for Olympic Dredge Co. Joe had been in the Permanente Hospital but is home now and progressing rapidly.

LATE JOB REPORTS

BERKELEY. Contract awarded to Rothschild, Raffin Q Weirick, S. F., \$1,654,200 for const. Chemical Bldg. No. 70 at Lawrence Radiation Lab. in Berkeley.

SAN FRANCISCO. Contract awarded to J. W. Briggs, P.O. Box 348, Redding, \$726,016 for 20.075 mi. base crs. & bit. surf., Tioga Rd., Yosemite Natl. Park, TUOLUMNE & MARIPOSA Cos.

REDWOOD THANKSGIVING

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

All the brothers in the Redwood Empire are probably giving their thanks right now for the good weather we have had this autumn. We are all so thankful that the greater majority of the brothers have been able to work so late in the year.

At this time we think we should start thinking of things to come for 1960 rather than what is already behind us, namely new work, we reported rather extensively last month on the coming year and do not want to repeat our selves this time.

We will report to you, brothers, on the one big job you are most interested in is the Morrison-Knudson job at Weott on 101. This one has had nothing but good luck as far as the weather is concerned, they have concentrated their efforts on getting the "stab" trenches and drainage in to the point where they have had some of the brothers take the 2 shift operation around the clock to beat the mud and weather, and it looks like their disregard for overtime is going to pay off. If they complete this work they will be able to go full blast in the early spring or maybe we should say as soon as it dries up in the spring, at any rate there is a lot of dirt to be moved there next year.

The following report on some of our work for 1960 may not seem a bit exciting to the brothers who are not familiar with this area, but to us they are of great importance insofar as the structure for instance are a prelude of real nice jobs to some in the very near future. One job in particular is the bridge and approaches over the Eel River at Myers Flat, the south end of this bridge will go to nowhere until 14 miles of road is constructed through virgin country and another structure built at Sylvandale to tie back into 101 at that point. These are the kind of jobs that put the old coin in the brothers pockets.

The California Highway Commission has adopted its 1960-61 fiscal budget which contained more than six and one-quarter million dollars for work on Humboldt County highways, including future freeways.

The county's share of the total budget of \$569,243,867 will be in excess of \$6,300,000 with \$770,000 for Del Norte county.

HIGHWAY JOBS

Humboldt county projects listed in the huge state highway project are:

Bridge and grade approaches on Redwood Freeway, Eel river at Myers Flat, \$1,915,000, to begin construction on the third unit of Redwood Parks Freeway; Fortuna by-pass, U.S. 101 structure on future route of the four-lane freeway bypassing Fortuna 1.8 miles north of Route 36 near Alton to .3 mile north of Fortuna \$910,000; paving structures for four-lane freeway, .2 of a mile south of Loleta Drive to 1.2 miles north of White Slough near Fields Landing, \$2,590,000, for

LATE JOB REPORTS

TAHOE VALLEY, contract awarded to La Grange Const. Co., Reno, Nev., \$897,873 for const. sewage collection sys., Assess. Dist. 1959.

TAHOE VALLEY, Contract awarded to LaGrange Const. Co., P.O. Box 1487, Reno, Nevada, \$897,873 (after deductions) for const. sewage collection system.

TRAVIS AFB, Contract awarded to Zarpas-Fullerton, 19156 Filer Av., Detroit, Michigan, \$2,430,000 for construct. BOMARC Facilities at Travis AFB, SOLANO CO.

OAKLAND, Contract awarded to Barrett Const. Co., \$3,053,000 for mech. systems & features inter. & exter. work, Phase 11, at the Hall of Justice, Oakland.

extension of the Table Bluff freeway with one structure at Hookton road and one at Loleta Drive, to convert Table Bluff expressway to full freeway;

Replace two bridges on Little Lariabee and Butte creeks east of Bridgeville, .6 of a mile, \$137,000. Grade, pave stretches from 9.6 to 11.1 miles east of Bridgeville on Route 35, \$65,000.

And \$695,000 for various rights-of-way, to continue the Humboldt county freeway construction program.

Big projects on mountain roads including one on U.S. 299 at the Shasta-Trinity line, involve construction of the initial two lanes of future four-lane freeways or expressways.

Facts pertaining to development and maintenance needs to Humboldt Bay harbor were voiced at a hearing at the Eureka Inn.

Testimony resulted in expert witnesses stating:

1—It is not feasible to use tetrapods for reconstruction of the jetties because the force of current is not direct against the jetties, but at a slant.

2—Use of section dredges, rather than the present hopper dredges, on interior channel maintenance is not feasible under present appropriations because of added cost and the fact hopper dredges still would have to be used on the bar and entrance channel. This would mean the hopper dredge during inclement weather would be idle at a cost of \$2 per minute.

3—Repairs to the jetties will begin on a contract basis next spring with the more than \$200,000 appropriated this year, but that additional funds must be provided for completion. Estimated cost of the total job is \$2 million.

4—Stronger local support is needed to obtain funds for a re-survey of harbor needs by the Corps. Cost would be about \$25,000.

5—Sand removed from channels and dumped at the bell bouy south jetty does not return to the bay and it is questionable whether that dumped into a deep hole in the entrance channel during rough weather returns to the bay.

6—Extension of the present jetties seaward would not help in allowing ships to enter in rough weather which now causes them to remain outside until calmer seas.

7—Use of per diem forces of the Corps of Army Engineers would not compare favorable to contract work on repairing of jetties because of idle time caused by unfavorable seas.

8—The reason more contractors do not bid on jetty repair is because of hazards and unpredictable seas, rather than any shortage of skilled personnel to place the repair rock.

First to take the stand was Colonel John S. Harnett, district engineer for the San Francisco district of the U.S. Army Corps of Engineers. He was followed by Paul Vredenburg, Corps chief of operations and John Degan, chief of the Corps engineering division.

The hearing was not an official Congressional probe, but was called by Congressman Clement W. Miller to assist him in requests for Humboldt Bay appropriations.

Brothers may we wish you and your families a Happy, Happy Thanksgiving Day.

Marysville Hopes For Winter Missile Work

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

MISSILE BASES:

Considerable interest has been expressed by the membership in the Titan Missile Bases to be built in this area and we are indebted to Sergeant Slackwood of the Information Office at Beale Air Force Base, Mr. Ted Larsen of the Corps of Engineers, Sacramento and Lt. Col. Lutzman of the Ballistic Missile Division of the Air Force at McClelland Field for the following information:

The plans and specifications have been reviewed as of Nov. 3rd and are being turned to the architects and engineers with "comments for corrections". These corrections we are informed should take about ten days, at which time they will be returned to the Ballistic Missile Division, who in turn will turn them over to the Corps of Engineers.

Sometime between Nov. 20th and the 25th, if everything proceeds normally, the Corps of Engineers will advertise for bids. These advertisements are usually for 30 or 45 days and it is hoped that soon after that the actual work should start which, according to our figures, will be around the end of January. As a matter of fact, according to the Colonel, they want to get on with the work "as soon as possible".

From information supplied us as to the method of construction, each of these bases should provide a considerable amount of work for our members and this is one of the reasons for the rather hopeful title to this article. On another part of this page is a picture of the "Titan" Missile and the following is a brief description which illustrates the size of these weapons.

The Titan is a two-stage ICBM over 90 feet in length. Its first stage is 54 feet long, 10 feet in diameter; the second stage is 37 feet long, including the nose cone, and 9 feet in diameter. It weighs 110 tons and is propelled by liquid propellant engines using a kerosene type fuel, designated RP-1, and liquid oxygen as the oxidizer. Its range is over 5500 nautical miles at speeds in excess of 15,000 miles per hour.

\$43,000,000 has been released for the construction of the three sites, which includes \$1,000,000 for ammunition storage facilities, public utilities, road construction and hazard removal projects on Beale Air Force Base. According to Air Force officials, access roads will probably be built first, the general support facilities installed next, and after that the actual work on the missile base will start.

HIGHWAY & R.R. BRIDGE

As most of you already know Stolte, Inc. and Morrison-Knudson, Inc., of Oakland were the low bidders on the combination highway and railroad bridge over the West Branch of the Feather River on the relocated Highway Alternate 40. Bid price was \$8,738,745. There were 13 bidders and the bids ranged from the low to \$10,428,485.

Mr. Don Looz, General Manager of the company, informs us that, as this is being written up, the contracts are being processed, but that no order to proceed has been received. They expect orders to proceed in about 10 or 15 days, which will be around the 13th to the 18th of this month and expect to start as soon thereafter as possible.

George Trevitt will be Project Manager and he will be assisted by Charles W. "Bill" Young as Project Engineer. At first they will establish a yard and headquarters and proceed with the necessary access roads. As soon thereafter the excavating of the piers will start. We hope that before you read this we have dispatched some of the brothers to this job.

A LOOK AT THE WORK

Isbell Construction Co. on the Frenchman Dam has around 15

of the brothers going at present. As its at 5000 feet elevation and it was snowing recently at 7000 feet or so, we were told, we don't know how long they can work as it is an earth-filled dam, and cold weather won't help too much.

Ball and Simpson on the W.P. R.R. relocation have two shifts going, but are behind on account of a slow start. Gates and Fox have written us a nice letter stating they intend to start the tunnel work on this job around Dec. 1st, if support steel is available. Steel, we are afraid, is going to have something to do as to the progress of many jobs in this area.

Valley Engineers are proceeding nicely with that company's sewer jobs in Greenville and Oroville. They should complete these jobs in March or April, depending on the weather. Pacific Bridge is making good progress on that company's bridge at Poe and are going to end up with a mighty pretty concrete railroad bridge. This has been a good job for a number of the brothers.

Eugene Luhr Co. are rapidly getting near completion on the Cherokee Canal job and some of the boys have already come in and registered "out of work". Malfitano and Son, who are doing a levee job on the West Bank of the Sacramento, are also finishing up and laying off. They tell us they don't know whether or not they will get started on their job at Knights Landing this fall or not. It has something to do with the Tug Boat strike and hauling the rock in by barge.

Hood Construction Company is back in the area doing a short pipeline job for P.G.&E., west of Biggs. It's only five miles and won't last long. Baldwin Contracting Co., A. Teichert and Son and Butte Creek Rock Co. in addition to work previously reported are scattered all over the area doing numerous jobs of various sizes which keeps a bunch of the boys off the out of work list.

R.M. Price on the E Street Bridge, Marysville, is making good progress and apparently, considering the luck they have had with the weather, are going to beat the high water. They tell us that they are away ahead of schedule and expect to have traffic using the west side of the bridge in a couple of months or so. After that the old bridge has to be removed before the job can be finished. This will depend, of course, on the height of the water.

BEALE AIR FORCE BASE

The Capehart Housing Project on the base it what you might call a Business Agent's dream, that is if you like dreams that are full of mares. We'll bet we

have met more contractors on it than most of you will ever know and some of them no one will ever know again.

Here is a complete town being built up from the ground, including streets, curbs, sidewalks, utilities, etc. and 977 houses, with another 500 or so in the offing, or so they say, with a prime contractor who told us when they started that all the company was going to supply was the drinking water. And we had to threaten drastic action to get that.

Everything is subbed with many of the subs from Southern California and the excavating and grading contractors were of the very hopeful type who didn't know much about the rocks and the clay on the base. So if they are not going bankrupt or running out of money to meet their payrolls, they are getting mad and closing down because they haven't been paid, etc.

Which has meant that every day or so there is a new contractor on the job to sign up, a new crew to arrange for or a crew to transfer from one sub because another sub is taking over the same work, or a rubber check to collect on or a hell of a lot of other things, any one of which is calculated to drive a business agent nuts.

And on top of this there is always the worry that the welfare insurance or the pension isn't being paid and now we have the extra worry of the vacation pay. This one job alone would normally keep one B.A. busy every day, five days a week and would have if it wasn't for the fine cooperation of many of the brothers on the job who have kept us pretty well informed as to what is going on from day to day.

INDUSTRIAL REPORT Peterson Tractor Co.

On October 15th at a special called meeting held in Chico the membership unanimously approved a newly negotiated agreement effective September 1st which included a substantial increase in wages. This increase, coupled with previous increases gained in the past 16 months, since Peterson took over from Sierra Tractor, has meant a gain in hourly wages for most of the brothers involved of up to 85 cents an hour.

These increases along with other improvements should prove to all our membership that membership in Local 3 is a good paying proposition and by their vote the brothers working in the Chico shop certainly indicated that they agree with this statement. Presenting the agreement were Assistant Local Union Manager Clem and President Edgecombe, who headed up the negotiating committee who ne-

COME ON NOW YOU KNOW WE CAN DO BETTER THAN THAT!

Last month we mentioned the little matter of your donation to COPE, the political arm of the A.F. of L. - C.I.O. and we asked your cooperation in sending in your buck or giving it to the B.A. when he is on the job. Up until now the response has not been what was expected. In fact it has been practically non-existent.

We know that after a rather poor season on the part of some of you and when you are facing a lay-off, if you are working, dollars look as big as saucers. But we also know that you are smart and know which side your bread is buttered on and that you want your Union to be able to function effectively for you and that it can't if some of the politicians have their way.

So come on now! Let's have a little cooperation. Tap the B.A. on the shoulder and say "Here is my buck for COPE". Thank you.

MEETING NOTICES

Grievance Committee: Meets every Thursday at 7:00 P.M. in the Engineers' Hall, 1010 "Eye" Street, Marysville. If you are not satisfied with the settlement of your grievance here is a committee that is set up to help you.

ROCK, SAND AND GRAVEL INDUSTRY:

No meeting scheduled for the month of November.

YUBA CONSOLIDATED GOLD FIELDS: Next meeting will be held in the Engineers' Hall, 1010 "Eye" Street on Monday, November 23, 1959 at the following times:

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

7:30 P.M. for those able to attend.

NATOMAS COMPANY: This unit will meet Monday, December 7, 1959 in the Veterans' Hall, Folsom, and will convene as follows:

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

3:30 P.M. for those members not working at this time.

GLADDING, McBEAN AND COMPANY: The Joint Board will meet Tuesday, Dec. 1, 1959 at 4:15 P.M. in the offices of the Lincoln Industrial Council, Lincoln. The General Membership meeting will be held Tuesday, Dec. 8, 1959 in the City Hall, Lincoln, and at the usual times of 2:30 P.M. and 4:15 P.M.

CONCRETE PIPE INDUSTRY: This unit will meet Monday, Dec. 21, 1959 at 7:30 P.M. in the Teamsters' Hall, 818 Wall St., Chico.

NEW YORK MACHINE SHOP AND PETERSON TRACTOR: Meetings subject to call.

gotiated the agreement with the Equipment Dealers Association. New York Machine Shop

A twenty-five cent an hour increase effective August 15th was reached with the New York Machine Shop in Oroville and was approved by the membership employed at the shop. This shop which does mainly custom and repair work for the construction contractors and some work for farmers has been a little slack recently, however, Brother John Gilbert who runs the shop does a fine job of keeping the brothers busy whether work is slack or rushing.

Rock, Sand, Gravel, and Ready Mixed Concrete

Output in most of this industry has remained good due, no doubt, mainly to the many housing projects and subdivisions that have been springing up all over the area. This has been a pleasant surprise and the one bright spot in our picture considering the level of major construction.

The Kaiser plant at Oroville is one place that upsets this picture as it has been almost completely shut down and will be, so we are informed, for about two more weeks. Rumor has it that there are plenty of orders coming up which with some much needed replacement of equipment, such as wooden bunkers by steel, etc., may carry the boys through the winter. We sure hope so anyway.

Concrete Pipe

Demand for concrete pipe is holding up better than expected (the above-mentioned subdivisions undoubtedly has something to do with it) and although Lacasella is not making pipe as this is written, installation is keeping the crew busy. In the installation end up around the Chico area a non-union installer who is putting in a plant at Cottonwood has sort of upset the picture, but we have referred this matter to our Redding Office and we bet the boys up there take care of the situation.

Gladding, McBean and Company

After an exceptionally busy spring and summer the operations at this plant has fallen off somewhat, however, the drop in production is what is normally expected at this time of the year. Clay products are usually manufactured somewhat in advance of demand and stock piled so we expect these plants to slow down a little in advance of the construction industry.

SPECIAL NOTICE: November 30th you brothers at Lincoln will have an opportunity to give a little blood to the Lincoln Blood Reserve. Notices will be posted well in advance at the plant and you will be given complete information of how to proceed. Come on now, let's all chip in

and help out. Who knows, it may be you or one of yours who will need the blood!

Gold Dredging Companies

There is not much change to report in this industry and there usually isn't. There have been a few minor beefs all of which, we hope, have been settled to the brothers' satisfaction. This is an industry that goes on day and night, week in and week out, and year after year with no change except when they run out of color or run out of ground, such as we reported last month.

PERSONAL NOTES

We regret to report to you the death of Brother Glenn S. Easton on the 22nd of last month. Brother Easton who would have been 40 on Nov. 2nd had long been employed by the Baldwin Contracting Co. and we are pleased to report that he was in good standing and eligible for full benefits. Of his survivors his wife is the only one that we know. We take this means of extending to the family of Brother Easton the sincere condolences of the officers and members of Operating Engineers Local Union No. 3. Brother Orland Best was reported to have been taken to the Fremont Hospital recently for observation. As this is being prepared we have received no report on his condition. Brother Wilbert Strickland was recently operated upon at the Rideout Hospital, but is now at home and tells us he feels better, but a little weak due to the loss of blood (they gave him 15 pints). Brothers Art McFarland and C. L. Smith have both been off work due to back injuries. We wish for all our disabled brothers a speedy and complete recovery.

Job Awards

NIMBUS STA. Contract awarded to Sheldon L. Pollock Const. Co., 1106 So. Lo Cienega Blvd., Los Angeles \$227,900 for Temperature Conditioning Bldg. 4623, for Area 46, Aerojet-General Solid Rocket Plant, Nimbus Station.

DAVIS. Contract awarded to Baldwin Contrg. Co., Inc., P.O. Box 269, Marysville \$267,200 for outside utilities for Residence Hall 4 at Davis.

PALO ALTO. Contract awarded to Bahr & Ledoyen, Inc. 3291 Park Blvd., Palo Alto \$282,193 for grade, PTM. surf., and other improvements in Palo Alto.

O. C. JONES & SONS GENERAL CONTRACTORS

Cedar & 5th St. BERKELEY
Landscape 6-3424
Member A.G.C.

THE NEVADA ROUND-UP...

By H. L. "CURLEY" SPENCE,
JOSEPH "JOE" MILLER and
TOM ECK, Bus. Reps.

The Dear Brothers out at the Isbell Construction Company Main Shop in Reno, Nevada, seem to be getting along O.K. with Brothers Chris Jensen, Bud Clem and Herman "Whitey" Behrens on the Shovel Crew. That Crew can really fix those Shovels up in first class shape. If you don't believe it, just ask W. J. Isbell. Now, Brother Stan Anderson is the outstanding Lathe man at the Shop. He can make everything and anything. Brother Eddie Clifford and Brother Parker are the "Roustabout" H.D.R.M. and doing a fine job. And then there is the Tireman, "The Tireman of the Year", Bro. Vinton Karrasch. And there are many other Brothers in the Main Shop out at Isbell's and they all make up one fine, congenial crew. And, of course, there is the Foreman...

Isbell's Pyramid Highway job is almost finished and so is their Truckee River Clearing and Widening job near Vista, Nevada. There are still a few of the Brothers left on the job such as Brother James Mott on the Dozer, and Brother Jimmy Howe, the H.D.R.M. and "Howe" that boy knows "Howe" it is done. Most of the Isbell Construction Company Crew has been transferred to the Frenchman Dam job in "Sunny California" near Chilcot.

Brother Wayne Straight has found himself a home on the Reno Iron Works Lorain Truck Crane. He just works all of the time and his faithful Oiler, Brother Lester Olson, puts in a shift too. They have a few problems with the Iron Workers. They take them on once and again over the "A-Frame" Truck or the Boom Truck. The arguments get awful loud and foul sometimes, but Brother Straight has won every time, so far.

Martin Iron Works with three Truck Cranes do lots of work around the Reno Area. Brother Henry Schultzz and Brother Leslie "Red" Warren are operating and these Brothers are outstanding men for Mr. Herman told me so. Which reminds me, Mr. Herman and I haven't had a good argument since he decided to keep Oilers on the Cranes all of the time.

ENGINEERS NEWS

At the Dodge Iron Mine operations out of Lovelock, Nevada, we find Bro. Harry Pardick keeping things rolling around the railroad loading ramp along with the scales, paper work, railroad business, etc., and on the "gravy train" Brother Dan Smith keeping the railroad cars in line. Up at the Pit, we find the following, a good crew of Iron Miners, Bro. George Eckman, Supt. over the equipment and on the shovels Bros. Chico, Siebert and Zubieta with their oilers Booth, Collins and Garrett. Keeping all the nuts and bolts tightened up is Brother Hildenbnd and Brother Blanchard. Brother Perry Thompson is on the crusher doing the grinding and Brother L. F. Brown is keeping things oiled and greased.

Further up the mountain at the Mineral Materials operation we have Bro. Henry Harris on the NorthWest 80-D who really has a rough go keeping two Eucs loaded. Brother "Doc" Mello is on the dozer and Bro. Glenn E. Rose is doing the "Nut Busting".

At Fallon, Nevada, Dodge Construction Co. is about ready to roll on their Highway No. 50 relocation job and have started to call back their faithful and reliable crew of earthmovers, who are real happy to be working in their back yard this winter, for the first time in quite a spell.

Out of Gods Country at Denio, Nevada (this is as far as you can go before you start coming back) we come upon Silver State Construction Co.'s project on State Route 8A. This project is about 20 miles west of Denio. Here we have the smiling faces of the following Brothers. On the dozers Junior Anderson, "Shorty" McEvers, "Swede" Bell, "Chuck" Whalen and John Barainca.

On the scraper spread we find the following Bros.: "Red" Melendy, Elmer Salanis, Joe Munoz, Billy Fritz, "Tut" Anderson, Joe Armas and Jimmy Street. Doing the stomping with the sheep foot rollers is Vern Nichols and Henry Tonn, who has to do some dragline work as it comes up. Brother Nathan George is on the finish can and is followed by Brother Al Montrose, Mike Rasley and Oluf Hartvigsen on the Blades. Keeping the cuts and fills lined up with the stakes we find "Bowser" Bud Bowers, Joe Ripoli and J. Montrose. The lubricating engineers, Larry Harrison and B. Geehighly, keep things well oiled, while Bro. Ervol Yturiaga does the Monkey Wrenching. Drumm moved his comp on this job, as room and board in this area is rough. There is a possibility of another contract coming out for this section of road next month, which should make the Bros. smile. Drumm's job at Eureka is in the clean-up stage and they are moving off the job at present.

At the Fallon Naval Air Station business has slowed to almost nothing, compared to the beehive of activity that it was six weeks ago. The Gordon H. Ball runway job is just about to a halt till the new road is located around the Air Base. F. Gunner Gramatky has some oil to lay.

Gibbons and Reed have finished their overlay and are ready to tear down their plant and move out. Marin Rock has already moved their crew and

equipment to Yuma, Arizona. This whole job created good jobs for a good number of the Brothers this past season. We hope to see more work on the Base in the future as this is to be one of the top Naval Air Stations in the West.

Dodge Construction is presently working on the re-locating of the new road around the Base, and as soon as this job is done we expect to see more work coming up at the Fallon Air Station in regard to runway extensions and improvements, etc.

Negotiations have been completed with the Sierra Engineering Company and the Sierra G. M. Diesel Company, with the exception of taking care of some last minute details and having the contracts proofed before the actual signing of the agreements. These negotiations took a considerable amount of time to complete, but the time was well spent and a good contract was reached. The members working at these two operations are now under their first contract and are beginning to receive the benefits that they were missing out on in the past years. They now have a two (2) year contract with good working rules, fringe benefits and a fair wage scale (it being noted that all employees in the same classification will now get the same pay, rather than as before, where they got whatever the boss felt like paying). Prior to this contract, the men were paying for their own Health and Welfare, which was a company plan. The employers are now payin ten (10) cents per hour into the Nevada Construction and Industrial Workers Health and Welfare Fund for all employees. In addition to the fringe benefits that they received under the contract, they received an average of fifty cents per hour increase during the two-year period and, last but very important, they have the Agency Shop clause in their contract, which prevents "Free-Riding" by non-union employees. This Agreement was ratified by the employees at their meeting last month. I wish to take this opportunity to thank all of the membership working at these operations for their wonderful cooperation and support during these negotiations.

Aside from the contract, things are going along as usual at the operations without too much difficulty from either the men or the Company adjusting themselves to working and abiding to the provision of the contract.

Now, for a little news about the Brothers around the Office right now, the ones with "leisure time" to spend at the moment. The "Noisy Kid" Brother Vince Puccinelli never stops talking, complains about everything, "beef, beef" all day long. Brother James "Cowboy" Kennedy and the Yard Bird and Water Boy, Brother Earl Oltman, play cribbage every day, never stop, don't even stop for lunch. Brother Mike Pantoja, the clown of the office crew, has nothing to do; no lawn to mow, no snow to shovel, just a slow time of year for Mike. Brother Mike and Brother Vince heckled Lou "Smokey" Hess, the Secretary and Dispatcher of the Reno Office, so much she had to go to the hospital for a rest. But she says she'll return. . . . Brother Henry "Hanko" Kiechler and Brother Gene Hill, the Super C. Boys, have returned home from Austin, Nevada, where they had a vacation and created quite a bit of excitement in the old Ghost Town of Austin.

WORK SLOWS IN SIX NORTHERN COUNTIES

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

On November 3rd Redding got its second rain of the season which has slowed work down throughout the district. Paving is finished for this season with the exception of Madonna Const. paving Highway 99 South. 1959 was a record year for members throughout the Redding district with the Trinity project being

the topic for this area. At present we still have approximately 1400 brothers employed, with approximately 800 on the Trinity project. The Shea-Kaiser-Morrison Clear Creek tunnel will continue their operations and the Shea Company is due to hole through on their 11-mile tunnel in March or April. Shea also recently completed work on their surchamber at the Outlet. The Whiskeytown project is due to break in the early part of 1960. As we have mentioned before, this will consist of an additional five-mile tunnel to carry the water into Keswick Dam and additional clearing work in the Whiskeytown area on the relocation of Highway 299. The amount of work in this particular area should be around 20 million dollars. Jim Clack is finishing up on his access road to Whiskeytown. This has been an extremely good job for the Engineers in this area. In fact, it was the closest job we had to the hiring hall.

ON HIGHWAY 99N:

Gibbons & Reed is still in full swing working two 9-Hr. shifts. Rice Bros. has moved in and set up their crusher at Dunsuir to do the crushing and paving on the Wunderlic job. Also, Raymond Concrete Pile has moved a rig in to drive 120 piles at Dunsuir for Wunderlic. This operation should be completed in the latter part of November. Lou Jones, subcontractor for Gibbons & Reed is doing the bridge work on their job at Castella. That's about the work picture for Highway 99N at present. Additional highway work to be awarded in November will include work between Weed and Shasta River which will amount to around \$1,600,000, and approximately seven miles of 4-lane highway on 99N, one mile south of Castella. Coleman Const. has moved in on his job at Cecilville which is 27 miles east of Callahan. Mr. Coleman claims that he is going to continue operations throughout the winter months and has set up a Man Camp. In addition, he is having his own radio relay station put in on the job site. This will be the only communi-

cation to this job. Wright Bros. is finishing up their road job out of Etna. This will add four miles of good road from Etna to Callahan. Work in and around Yreka has been real slow this year. The Hood & Case Co. at Red Bluff is in full swing on the pumping plant. This job is due to be completed in April of 1960. Pratt Const. out of San Diego has subcontracted the concrete work on the pumping station for Hood & Case.

1960-61 Budget for Northern California Highway Work

Shasta County will get \$7,510,000 for highway construction from the state and federal government in 1960-61 if the state highway commission's budget is approved. The commission has adopted a budget that includes \$1,960,000 for construction and rights-of-way purchases in the county. Included is \$720,000 as the state's share of the cost of relocating Highway 229W around the future Whiskeytown reservoir. The federal government will furnish \$5,550,000 for this project. The commission's budget also includes \$1,490,000 to build the first two lanes of the four lane expressway on 299W from Fawn lodge to the top of Buckhorn mountain in Trinity county. Siskiyou county was allocated \$190,000. This money will be used to build the initial two lanes of the four lane expressway on Highway 97, 4.6 miles north of Weed for a distance of 1.1 miles. All told the highway commission's 1960-61 budget comes to \$569,243,867, the second biggest in history despite a 21 per cent cut in federal funds.

The so-called "Right to Work" bill was defeated in Trinity County by the Supreme Court and this Ordinance no longer exists.

The Redding Office is open Thursday nights between 7:00 and 9:00 p.m. for your convenience.

KINGS BEACH. Contract was awarded to George E. Miller, P. O. Box 1728, Reno, Nev., \$84,370 for sonit. sewerage.

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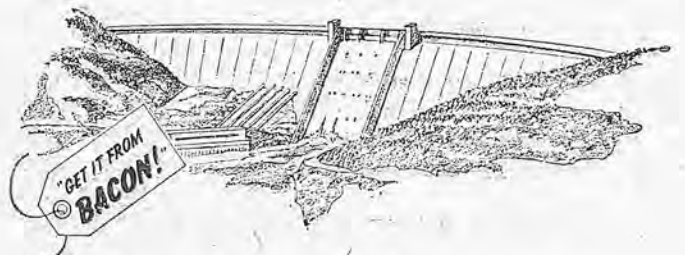
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ROSA-UKIAH WINTER JOB VIEW IS POOR

By R. F. SWANSON

In looking back just a year ago at this time the anticipation of a good year for 1959, so far as work was concerned in this area, was something everybody dreamed about but didn't really expect. At that time most all of the appropriated money was passing us by and going to some other district. We realized there was a little work for this area but not near enough to take care of all the brothers who live in this district. Consequently, at that time, we tried to tell the brothers to seek work in some of the other areas and now we find that the majority of the brothers who did just this were fairly successful in that they were able to work considerable more hours than the brothers who remained in this area. Now the year 1959 is just about history and the big question is—What's on tap for the year 1960? Well—the news is a lot better and things are looking a lot brighter for now some of the money is coming our way. We further have some work to look forward to for this coming year.

HIGHWAY BUDGET

The State Highway Commission included the State Highway Budget for the 1960-61 fiscal year the following jobs for Sonoma, Mendocino and Lake Counties. It should be noted that the construction contracts may be awarded beginning Jan. 1, 1960 while the right of way funds may not be expended until July 1, 1960 which is the start of the fiscal year.

For Sonoma County

1. This first job is the one we have all been waiting for and that is on Highway 101 from .6 mile south of Mendocino Ave. in Santa Rosa to Grant Creek which is near Healdsburg—a total length of 9.2 miles of grading and paving and structures for a four lane freeway—cost \$5,200,000.

2. Route 1 from .4 mile in Marin County to Bodega Bay to reconstruct, resurface, drain, and improve a portion—total length is 9.6 miles—cost \$230,000.

3. Route 12 from 1.5 to 2.2 miles east of Monte Rio—grade and pave to correct slip out conditions—cost \$200,000.

4. Various rights of way costing \$971,000.

5. Landscaping in Petaluma for \$100,000.

Mendocino County

1. On highway 101, .9 miles just north of Willits for grading and paving a portion—cost \$175,000.

2. Route 16 from 2.8 mile to 3.7 mile east of Hopland to grade, pave and widen—cost \$95,000.

3. Replace Big River on Highway 1 south of Mendocino—cost \$735,000.

4. Relocate Highway 1 at Navarro Bluff from 1.5 miles between the Navarro River Bridge and 1.5 miles south—cost \$410,000.

5. Various rights of way—cost \$595,000.

Lake County

1. Route 49 from St. Helena Creek to Middletown—grade 4.2 miles and pave to construct 2 lane expressway—cost \$625,000.

2. Various rights of way—cost \$160,000.

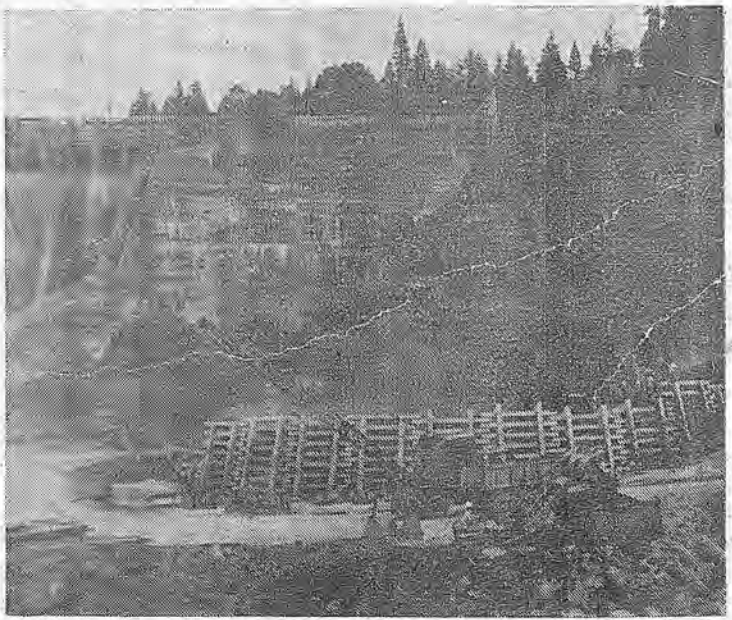
This is a good start but we hope the above list of budgeted jobs is just the beginning.

OUT OF WORK LIST

A short time ago we were crying for operators, especially for rubber, and at that time there were very few brothers on the out of work list but now, at this writing the list has grown and we have a number of brothers seeking work. The main reason for the large out of work list is because Granite Const. shut their Laytonville job down for the winter and have also finished and a number of the brothers from that job have registered.



Guy F. Atkinson Co. is presently working on the Healdsburg By-Pass job. This picture shows the Superintendent, Jim Daley, pointing out the direction of the new freeway.



Arthur B. Siri Co. just about finished at Lake Pillsbury where Hank Pacheco has been the Boss" during construction of the pictured retaining wall.

NEW WORK

Only one job of any consequence was bid on during this past month. This is the stretch of road on Trenton Road between Wohler and Olivet Road. Incidentally, the general location is Northwest of Santa Rosa on the road towards Guerneville. The job includes 2.8 miles of grading and surfacing and the low bidder was Fredrickson and Watson from Oakland with a low bid of \$673,540. There has been no pre-job conference yet so it is impossible to know whether the job will be starting this year or the company will wait until spring.

PERSONAL

Brother Vern Motley is in the hospital after having an accident in his garage. He was working on the gas tank of his car—he went through all of the necessary precautions by draining the tank and filling the tank with water—he had finished the repair job and was filling the tank with gas from a can when evidently the fumes which must have been in the garage ignited when a gas heater started. Well, in no time at all the garage was on fire and so was Vern but he did have the presence of mind to run out to the garage and roll on the ground to stop his clothes from burning. In the time it took to do this he was badly burned and is now in the hospital. Vern, we sure wish you a speedy recovery and do hope that those who read this will be a little more safety conscious.

We also wish Brother Clyde Butler a fast recovery. He is in the Memorial hospital after having broken his leg while working for Rapp Construction at

the Geysers.

MEETING NOTICE

Brothers, your next regular district meeting will be held December 3, at 8 p.m. in the Labor Temple which is located at 636-3rd St. in Santa Rosa. Please try to be in attendance for this is the last meeting of the year in this district.

LATE JOB REPORTS

SACRAMENTO, Contract awarded to Stolte, Inc., 8451 San Leandro St., Oakland & Morrison-Knudsen Co., Inc., Oakland, \$8,738,745 for about 2.5 mi. N of Cherokee, a comb. hwy. & RR bridg. const. in **BUTTE CO.**, across W. branch of Feather River.

SANTA CLARA, Contract was awarded to Lew Jones Co. & Gordon H. Ball & Gordon H.

Field Survey Notes

SURVEYORS' HEALTH PLAN RULES ARE EXPLAINED

By AL BOARDMAN and ART PENNEBAKER, Business Representatives

At a special membership meeting held on Monday, October 26th the Technical Engineer members employed by the Bay Counties Civil Engineers & Land Surveyors Association voted to accept the offer of the Association. This contract is essentially the same as that signed by the other two Associations.

In answer to many questions we've received from members with regard to the welfare plan, here are the rules governing members working under the Construction Division (i.e., members working for survey firms). **TO BE INSURED** . . . the initial eligibility requirements of the plan provide that an employee must work for one or more contributing employers at least 300 hours in a period of three or less consecutive calendar months. Each employee who meets this requirement shall first become insured on the first of the calendar month next, following such period.

All hours worked for contributing employers by each employee will be recorded to the individual's account, and the Trust Office will determine monthly those employees eligible for benefits. Whenever the employee works more hours during a month than is necessary to qualify him for benefits, then these excess hours will be set aside to help qualify him in subsequent months. Present eligibility requirements provide that an employee shall continue to be insured so long as he works, or has credited to him from his reserve account at least 115 hours in each calendar month. An employee will be allowed to accumulate excess hours up to a maximum of 700 hours.

REINSTATEMENT

An insured member who ceases to meet the eligibility requirement shall again become

insured if he works or has credited to him from his reserve account at least 115 hours within the 6 calendar month period subsequent to the cessation of his insurance. Such reinstatement shall be effective on the first of the calendar month following compliance with this work requirement. If the member does not become reinstated within a 6 calendar month period, any reserve of hours which he has shall cease to exist and he shall again become eligible for insurance only upon completion of the initial eligibility requirements as set forth above.

TERMINATION OF INSURANCE

A member's insurance under this plan will terminate at the end of that month in which his reserve of hours worked falls below the minimum for eligibility for benefits as explained above, or upon entry into the military service (other than a temporary tour of duty not exceeding 30 days). Under certain circumstances provided in the group policies, coverage for the dependents of the member entering military service may be continued for a period up to 24 months.

The insurance for a dependent child will terminate when the child reaches 19 years of age, when the child marries, or when the member's insurance terminates. The insurance for a member's spouse will terminate when the member's own insurance terminates or when the spouse ceases to be a husband or wife, as the case may be.

OBTAINING INSURANCE

To obtain your insurance certificate, you should complete the enrollment card provided by the Trust Fund Office or Local Union No. 3, supplying the information requested about you and your dependents.

No medical examination is required of you. No medical examination is required of your dependents.

There is no age limit for you or your spouse.

You are covered for conditions that existed before you came under the plan, for chronic ailments, for tuberculosis and polio (except in the case of excess benefits). Quarantinable diseases and service-connected disabilities as well as other catastrophic diseases and conditions are also covered.

Tonsils, adenoids, hernia, hemorrhoids and varicose veins are covered as soon as you come under the plan without a waiting period.

CLAIMS

To file a claim under your welfare plan follow these steps:

1. Get a claim form from your employer or union office or trust fund office.

2. Fill out your portion of the claim form.

3. Give the form to your doctor or hospital, who will complete the form and mail it to the Operating Engineers Trust Fund (Construction Division), 55 Fillmore Street, San Francisco.

4. Mail any further bills or statements for any medical or hospital services covered by the plan to the trust office as soon as you get them.



FAREWELL TO BATTLEWAGONS as we go into the age of faster, lighter surface ships. The torch is being applied these days to the USS Maryland at Todd Shipyard in Alameda. Here a workman leans against the giant control tower, which has just toppled.