



ENGINEERS NEWS

OPERATING ENGINEERS LOCAL 3

STATIONARY ENGINEERS LOCAL 39

Vol. 16—No. 3



SAN FRANCISCO, CALIFORNIA

MARCH, 1958



HUNTER P. WHARTON
New IUOE Secy.-Treas.



JOSEPH J. DELANEY
New IUOE President

Delaney Named IUOE President; Wharton is New Secy.-Treas.

Brother Joseph J. Delaney was elected General President at a special meeting of the General Executive Board, following the resignation of Brother William E. Maloney because of illness.

In accepting the big responsibility of the office, Brother Delaney brings a wealth of experience to the job. After serving many years as Business Manager of Local No. 30 of New York, and as an International Vice-President and member of the General Executive Board, he was elected to the Office of General Secretary-Treasurer upon the death of Brother Charles B. Gramling. Supporting our new General President, and succeeding him as General Secretary-Treasurer, is Brother Hunter P. Wharton, a long-time assistant to the Office of General President; Brother Paul Larson was named 10th Vice-President, and Brother Marsh Whaling was named as Trustee.

ing man and the trade union movement. He stated, "Those who are supporting right to work laws and similar legislation are doing a disservice to themselves, management, and the country as a whole."

Our General President, with the enthusiastic support and co-

operation of the General Executive Board, the Local Unions and every loyal member, will achieve the goal determined for the International Union of Operating Engineers: That it shall be one of the greatest and finest International Unions in the American labor movement.

Official Notice to Members

EXECUTIVE BOARD TO BE ENLARGED . . . MEMBERS TO BE ELECTED FROM EACH DISTRICT!!!! A rank and file member will be elected to the Executive Board by the membership at your next district meeting. Check your meeting schedule and be sure to attend the next meeting in your area so that you can vote to elect the member you want to represent your district, on the Local Union Executive Board.

The following District Meetings are scheduled for April, 1958:

- April 5—San Francisco, 200 Guerrero Street
- April 8—Eureka, Labor Temple, 9th & E Streets
- April 9—Redding, Eagles' Hall, 1005 Yuba
- April 10—Marysville, 1010 Eye Street.

Register with your Local No. 3 district office on the first day of unemployment, to avoid delay in receiving State Unemployment Benefits. You are not eligible for benefits unless you are registered on the out-of-work list.

We are receiving W-2 forms for members whose former employers do not have their correct addresses. Be sure your correct address is on file in your district office, as well as the main office, so that we can forward W-2 forms sent to us.

YOU CAN'T VOTE! ... If You're Not Registered

Become a part of the REAL "Social Register" of America . . . there's a place in it reserved for you. . . Contact the Registrar of Voters and enter your name in the REGISTERED VOTER'S BOOK!

You have the right to be listed in it . . . but nobody can do it for you. You have to get your name in this book yourself, AND, unless you do, the polls are closed to you on Election Day.

So get your name in the book. Most of your friends and neighbors are already there. If you know of one who isn't, take him with you when you go to register. There's a big election coming up . . . and you're part of it when you register, then VOTE.

If YOU FAIL to exercise your right to VOTE, you don't count in the scheme of things. You are getting a free ride. It's not difficult to rise to your responsibility as a citizen. Every locality throughout the country provides numerous Deputy Registrars of Voters . . . if you don't know where to register call your County Clerk, he'll be happy to advise you!

REMEMBER you must register to VOTE

- IF you have moved since you last voted.
- IF you are a new resident of your County.
- IF you have just become a citizen of the U.S.
- IF you have just become 21 years of age.

DO IT NOW . . . BEAT THE DEADLINE—APRIL 10th, 1958 is the last day on which you can register to vote in the June 3 California primary election!

Pledging the fullest cooperation of Local No. 3 to the new administration, Brother Newell J. Carman, said: "I believe I reflect pretty well the attitude of Local No. 3 members and officers in saying that we hope for, and will support in every way possible, the efforts of our International Officers toward democratic unionism in the International Union of Operating Engineers."

In a seven-point program of policy and administration, General President Delaney affirmed his faith in autonomous, democratic government of Local Unions; full cooperation to the Ethical Practices Committee and the endorsement of the Codes of Ethical Practices. General President Delaney also pledges to weigh all matters affecting public interest, but to fight any legislation that will restrict the fundamental rights of the work-

HONOR ROLL OF BLOOD DONORS!

SAN FRANCISCO

- Jerry Harris
- Edwin A. Koehn
- John R. Dennis
- Harry Dowdy
- Edward F. Kirk
- Earl B. Malett
- Charles Puckett
- James P. McGovern
- SAN RAFAEL
- Mrs. Dorothy A. Seth

OAKLAND

- Everett Yocam
- Harold Vian
- Wm. Hawley
- Nicholas G. Castillo
- SACRAMENTO
- Clarence E. Hoffmeyer
- Henry A. Hansen
- FRESNO
- Fred Cowger
- Nan H. Guinn
- Elwood (Pete) Guinn

19 Days to R-Day*

* April 10 is R-Day, the last day on which you can register to vote in the June 3 California primary election. There will be exactly 19 days from March 19 in which you can register.

There is no use talking about "right-to-work", or good candidates, or bad candidates, or good or bad programs, unless you can vote.

Are you registered? How about your family? Friends? Neighbors? Take care of it now! See your County Clerk.

SAN FRANCISCO MEMBERS TAKE NOTE: Those members living in the San Francisco area can now register and check on their registration at the main office of Local 3, at 474 Valencia St., San Francisco. Do this today — be sure you are qualified to cast your ballot in the important June primary election!

In Memoriam

WALTER A. McCAMMON
Tracy, Calif., Feb. 4, 1958

LAWRENCE GUMBITZA
Stockton, Calif., Feb. 6, 1958

THOMAS W. GIBSON
Modesto, Calif., Feb. 8, 1958

C. M. (Cliff) McDONALD
Belmont, Calif., Feb. 8, 1958

CHESTER A. ELLIOTT
San Mateo, Calif., Feb. 13, 1958

WM. SCRIMGER
Redwood City, Calif., Feb. 16, '58

WM. HASHENBERGER
Livermore, Calif., Feb. 24, 1958

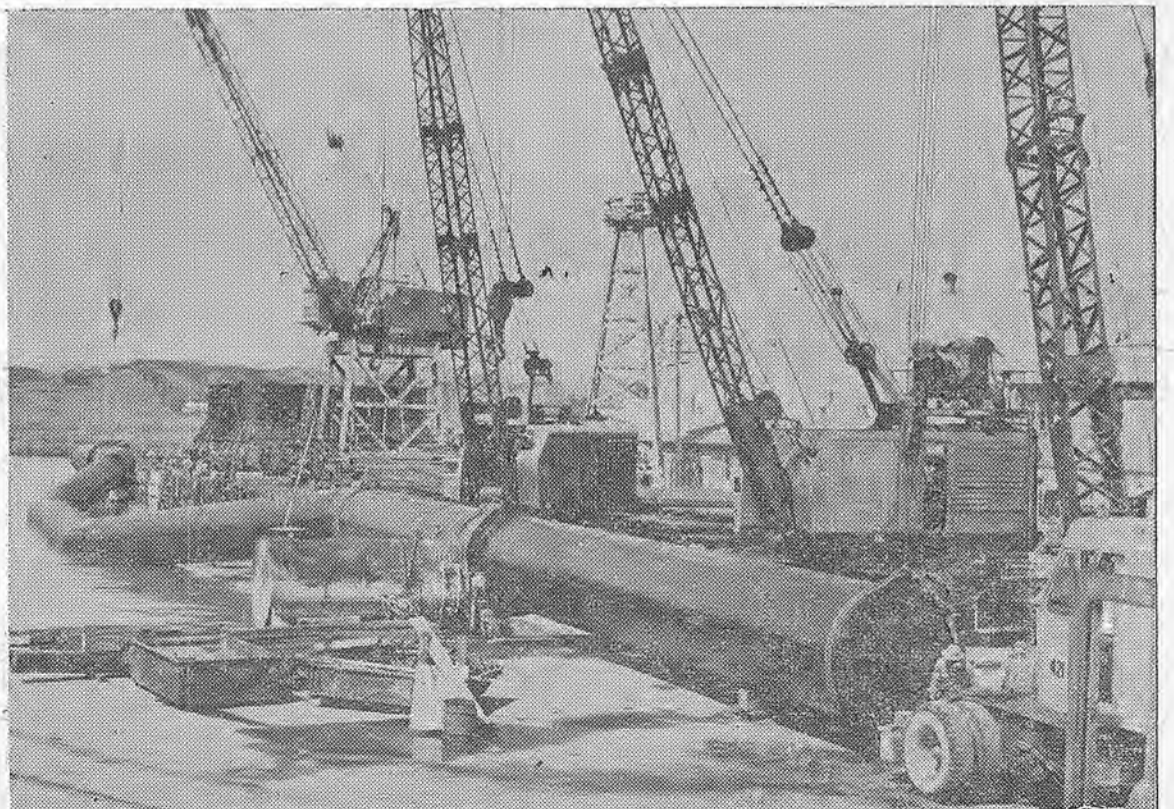
HOMER CONN
Concord, Calif., Feb. 24, 1958

OSCAR S. SESKER
Oakland, Calif., Feb. 27, 1958

DAVID BUNKLEY
Daly City, Calif., Feb. 27, 1958

F. W. SPIKER
San Mateo, Calif., March 3, 1958

J. J. HURLEY
San Francisco, Cal., Mar. 19, 1958



OPERATING ENGINEERS of Local No. 3 with assistance of rigging crews "team-up" for this lift. This siphon, well over 300 feet long and approximately five feet in diameter, is being placed in the Napa River bordering the Kaiser Plant, from where it will be towed down the river to San Francisco Bay for delivery to a customer. (See Page 12.)

ENGINEERS NEWS

OPERATING ENGINEERS LOCAL UNION No. 3

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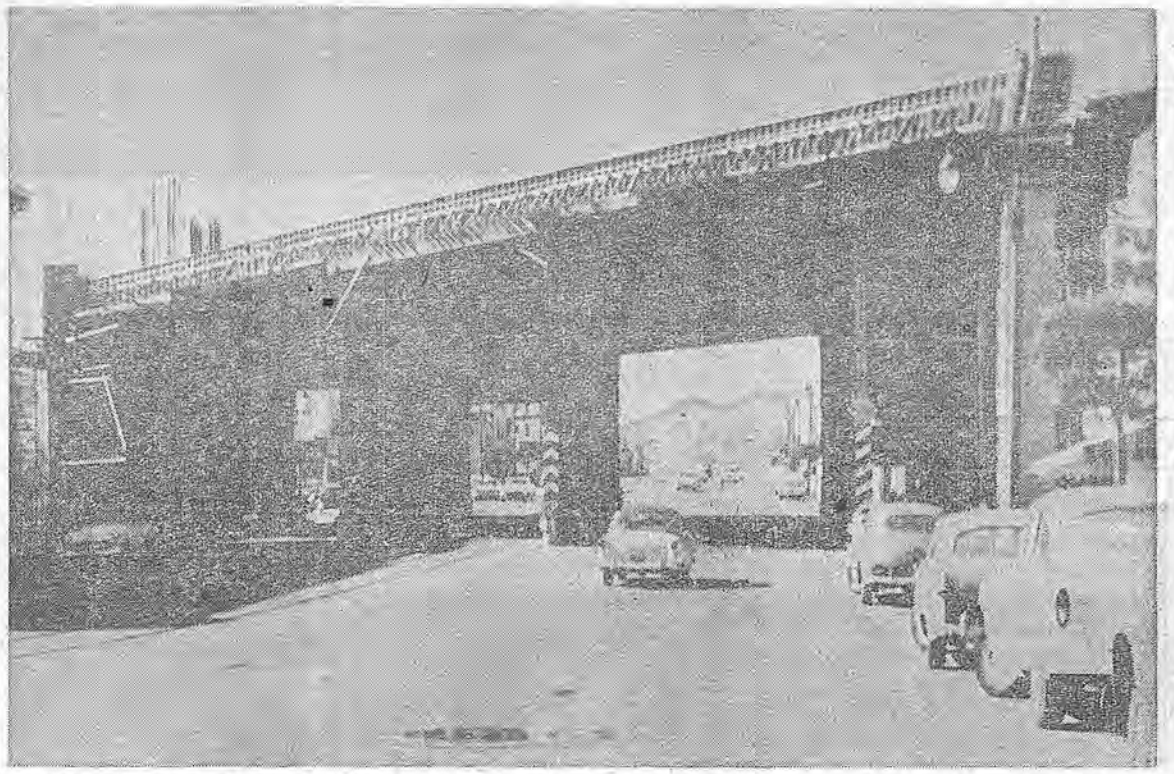
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NEWELL J. CARMAN.....Managing Editor and Local Union Mgr.
H. O. FOSS.....Vice-President
W. V. MINAHAN.....Recording-Corresponding Secretary
AL CLEM.....Financial Secretary
PAUL EDGECOMB.....Treasurer

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MODERNITY HITS MARKET—Historic Market Street has been crossed up in two prominent spots by new freeways—a two-decker by the Embarcadero Freeway at the Ferry Building, and this big bridge of the Central Freeway near Haight Street. Twin Peaks, about which many jokes have been made, are visible in the background.

The City by the Golden Gate

BIG S.F. JOBS WAIT ONLY ON WEATHER

By HARRY METZ and BILL TOMBERLIN,
Business Representatives

Bethlehem Ship Repair has the OK on a \$29,132,000 contract for the construction of two merchant ships at their yard at 20th St. & Illinois. The contract was signed in Washington, D.C., by American President Lines and the Federal Maritime Board. The contract was signed after President Eisenhower invoked, for the

first time, a new law which permits allocation of shipbuilding to serve the national interest. As a result, West Coast shipbuilding in the future will be assured of a fair share of ship construction by executive fiat, even when a West Coast yard is not low bidder.

Triple A Machine Shop is busy at its docks repairing the following ships: the Sgt. Jack J. Pendleton, the Willamette Victory, Apache TF67. We hope they continue to have a lot of work for men in the future.

Healy-Tibbits are working on the new docks at Bethlehem Shipyard. They are making very good time on this work. Time of completion not known at this time.

Chas. L. Harney is working on 7th St. with a new Pettibone Universal crusher. This is powered by the latest arc engine. They are picking up the cement in large pieces, crushing it and reusing the material. This machine is followed by a motor grader and put in shape for base fill, its first job here in the city. The Thomas Ave. job is going along in good shape, which was only one block of paving.

E. H. Moore & Sons have finished all the rough work on their Hillside Blvd. School, So. San Francisco. The school will be completed and ready for use for the September opening.

Macco Const. has finished the pile driving on the Embarcadero Freeway.

With weather clearing, various jobs are picking up and men are being cleared.

We all hope for a good season of many good jobs.

SO INVITING!

A fat dowager in a crowded bus trod upon the foot of an irritable gent who was trying to read his newspaper. "Madam," he said coldly, "I will ask you to kindly get off my foot!"

"Put your foot where it belongs," she snapped.

"DON'T TEMPT ME, MADAM ... DON'T TEMPT ME!"

WINNEMUCCA, Nev., contract awarded to Montgomery R. Fisher, 10835 Santa Monica Blvd., L.A., \$330,000, for const. family housing (18 units) at Winnemucca Air Force Stat., Nevada.

HERE ARE RULES FOR PREVENTION OF ACCIDENTS

Ignorance of safety instructions will not be accepted as an excuse for violations. If in doubt as to the meaning of a rule, ask your supervisor for an explanation of it.

Take a special interest in the new man, call his attention to dangerous practices and teach him the safe method of doing his work.

Every workman should report promptly to his supervisor any defective conditions, practices or machinery affecting himself or his fellow workmen. Notify all persons who might be endangered by the work you are doing. Report every injury no matter how slight, a small scratch that does not bleed is often the first to become infected.

When work must be done on air lines while they are under pressure, before working on or disconnecting any air line, make sure that the air is shut off and the line is drained.

Do not ride on any moving equipment unless your duty requires it, such as conveyor belts, sling loads, shovels, cranes, catwalks and trucks, unless you are a member of the crew. Do not take short cuts, use ladders, ramps, gangways, stairways and paths intended for safe travel. Never enter manholes, tanks or other similar places that have not been ventilated.

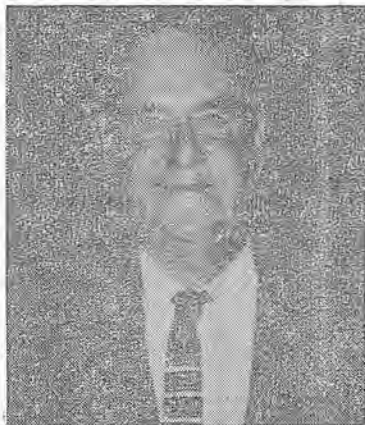
—BILL TOMBERLIN.

CONSTRUCTION AWARDS

SACRAMENTO, — Contract awarded to Pacific Bridge Co., 256 Montgomery St., San Francisco, \$1,538,660, for construction of bridge over North Fork of Feather River, near intake for Western Pacific RR, reloc. BUTTE COUNTY.

CARSON CITY, Nev., contract awarded to Silver State Const. Co., P.O. Box 191, Fallon, Nev., \$186,463, for 1.965 mi. const. por. of SH sys., F.A.S. Rt. 507 on SR No. 1-A, betw. State Rt. 2 in Fallon & 2 mi. North, CHURCHILL COUNTY, NEVADA.

BROTHER "CHET" ELLIOTT DIES



Chester A. Elliott

It is with deep regret that we announce the death of Brother Chester A. "Chet" Elliott, business representative of Local Union No. 3 which occurred on Thursday, Feb. 13, 1958. Brother Elliott entered Mills Hospital on Jan. 26, suffering from an asthmatic attack and a fatal attack of pneumonia followed.

Union officials from throughout Northern California joined with Chet's many friends and brothers in the San Mateo area to pay their last respects on Monday, Feb. 17 at the Patterson & O'Connell Funeral Home. A military service preceded interment at the Golden Gate National Cemetery.

Chet was a pioneer among Pacific Coast cat-skinners and worked at the trade when they were still skinning with horses. He joined the Operating Engineers Local Union No. 59 on May 19, 1936 and automatically became a member of Local No. 3 at the time of the amalgamation. For the past thirteen years he worked for Local No. 3 as business representative in the San Mateo area, in addition to which he also served as a member of the local union's Executive board and as a delegate to the San Mateo County Central Labor Council.

As a tribute to Chet, the San Mateo County Building Trades Council (of which he was a trustee), voted to place a "living memorial" plaque in the San Mateo Boys Club, now being built with volunteer labor and donated materials. Because the Boys Club was one of Chet's favorite projects it's nice to know that plans are being made to provide something in his name, that the younger generation can use and enjoy.

Brother Elliott is survived by his widow, Mrs. Melena Elliott, a daughter, Mrs. Virginia Coughney and a granddaughter, Penny Lee. Our sincere and heartfelt sympathy goes out to them, in their bereavement.

San Mateo—Hub of the Peninsula Peninsula Members Mourn Bro. Elliott; Jobs Start Picking Up

By BILL RANEY, Business Representative

It is with a great deal of regret that we announce the death of Brother Chet Elliott, Business Representative of the San Mateo office. Chet died in Mills Memorial Hospital on February 13, at the age of 62, of pneumonia. Chet had been with the Operating Engineers in the capacity of Business Representative for the past 13 years, most of this time having been in San Mateo County. His record has been outstanding not only for the good job he did as Business Representative, but also for his concerted efforts in such activities as the Blood Bank, United Crusade, Boys' Club, etc. Your present representative is proud to have worked with Chet, and thankful for the help and training he received. Chet will truly be missed.

Since about the 5th of March, Mother Nature has decided to smile just a little on us construction stiffs. Due to a break in the weather the local contractors have decided to take a chance on the weather holding, in an effort to get the backlog of work again in operation. Such is the case with the H. Earl Parker's six million yard dirt job in Daly City, who at the time this goes to press are on a two shift basis. After the long rainy spell we have had the brothers are again happy to be busy on this project.

Contract for the extension of the runways for future jet airplane traffic at the airport was awarded to the Piombo Construction Co. Actual construction work has not started as yet, but we get the word that they will be set to go in about two weeks. As the Freeway job in Redwood City is getting the finishing touches, many of the brothers will be transferred from Redwood City to the new job.

The Utah Construction Co. have started their South San Francisco fill job again with just about the same crew they had last year. Brother Superintendent Dick Dawson, together with Foreman Brother Gordon Blain, are riding the pick-ups herding about twenty other worthy members on the ten-hour single shift job. With operator Brothers Marsh, Martin, McCann, Poe, Schawver, rubber tire operators Ballam, Edmondson, Barbettini, Hanson on the Shovel, Self, shovel electrician, Brother Frank Fennell on the compressors, Brothers Marlar, Schollos, Taylor, and Wyman as oilers, and nut buster D. Holloway, we would say they have a good starting crew.

E. T. Haas, Charles Berger, Williams & Burrows, Bauman Bros., Lowrie Paving Co. and L. C. Smith, as well as many other contractors in the area are calling their men back to work, and replacing men who are no longer available, due to the fact that they have left the area and are working elsewhere. Bauman Brothers were low bidders on the \$78,000 drainage and surfacing job in San Mateo. Frank and Beardet low bidders on the San Gregorio Road job. J. O. Archibald is starting work on the Farm Hills project again. They were low bidders on still another road job in San Gregorio, \$67,000.

On March 21st we should have the information as to who was the low bidder on a one million yard job for the San Mateo Union High School District. The Hillsborough School district has also called for bids on a new school at Ralston and Eucalyptus Ave. in Hillsborough.

All in all the outlook for 1958 is a very favorable one. The activity that we have had this week has really reduced the size of the out of work list. Weather permitting, we should go right along as we have expectations for a very good season.

This is the first month in quite some time that we have not had a report of donations for the Blood Bank. The need is still very great. Won't you brothers please make an effort and contact the Blood Bank for an appointment?

CARSON CITY, Nev., contract awarded to Dodge Const. Co., Drawer 31, Fallon, Nev., \$317,088, for 16.56 mi. const. port. secondary hwy. sys. on SR No. 50, betw. 2 mi. E. of Unionville & Jctn. U.S. No. 40 at Mill City, PERSHING COUNTY, NEV.

CARSON CITY, NEVADA — Contract awarded to Silver State Const. Co., P.O. Box 191, Fallon, Nev., \$187,388, for const. portion of secondary hwy. sys. in LYON COUNTY, NEVADA, on SR No. 3, betw. Yerington and 10 mi. South.

SHASTA MEN SET FOR HIGH GEAR ON TRINITY, OTHER JOBS

By J. B. JENNINGS, Business Representative

The Redding District is happy to report that a few of the contractors in this district are resuming operations with a few of the brothers returning to the various jobs. Gibbons & Reed's job located on Highway 99 N. Shot Gun Creek is moving into high gear and anticipate having a full crew by the middle of April. Work on

the only effect the recent rains had on the Trinity dam workers was to make them glad to get to their jobs, because almost all work on the dam is still underground—in tunnels which will take Trinity River project water through and around the huge structure when it is completed. Crews are starting to line the quarter-mile-long diversion tunnel with concrete, a job that must be finished by May or June if work on the dam is to resume this summer. The diversion tunnel must be fully lined with concrete by summer so the river can be pushed into the tunnel and around the dam site.

The diversion tunnel is the main tunnel at the dam site; but two smaller tunnels are being constructed parallel to the diversion hole. One is a "glory-hole" spillway which will keep the Trinity reservoir from flowing over the earthen dam. An auxiliary outlet tunnel is being driven next to the diversion tunnel so the river can be switched out of the diversion tunnel when necessary. This will allow workers to get in the diversion tunnel for maintenance and repair work.

The following jobs have been awarded in the Redding District and are predicted to start operations by mid-April. List below are the low bidders on the following contracts.

OAKLAND FIRM LOW ON OVERPASS JOB

Stolte, Inc., of Oakland was the low bidder at \$247,877 for construction of a wider overpass across the railroad tracks at Eureka way. The bid is expected to be awarded next week and construction should begin next week and construction is to be completed and the four-lane structure opened before winter. Mr. Chris Hansen, will be the ram-rod of this job!

Yuba City contractor bids low one Redding's one-way street couplet. W. H. Arrough & Son bid \$262,040—slightly over the engineers estimate—to do the job. Darrough has been given 110 working days to complete the one-way pattern which includes converting Miracle mile to a divided, four-lane highway; surfacing Eureka way between Market and California Streets; and constructing a complex interchange at Market and Cypress Streets, when completed, Market will be a three-lane, one-way street for southbound traffic and Pine street will be three-lane, one-way northbound.

SEWER JOB AWARDED

The city council has awarded a contract for a second stage of the city's \$850,000 sewer project. The award price was about \$9,000 under the Engineers estimate. The contract went to Morre Underground Construction company of San Rafael for \$29,063.50. The project will provide a network of sewer mains and laterals in the Parkview area. Construction is expected to begin about April 1 and be completed by mid-June.

Bids coming up in the Redding District, Modoc County between Ravendale and Madline is a contract to be opened on a 22 mile paving job. There is also a 17 mile paving job coming up in the Tulelake district around Doyle, Lassen County.

Bids will be opened on the freeway job in Dunsmuir, Shas-

Meet Your New Ex. Board Members

On February 24th, Newell J. Carman, Local Union Manager announced the appointment of three new members to the Local Union Executive Board. Glenn Dobyns, A. J. Hope and Walt Talbot were appointed to fill the vacancies created by the death of former Board Member, Chef Elliott and the appointments of Paul Edgecombe, Treasurer and Al Clem, Financial Secretary. Brothers Edgecombe and Clem automatically become part of the Local Union Executive Board by virtue of their respective offices.



BRO. GLENN DOBYNS

Brother Glenn Dobyns has been in construction work since he was a boy. His father was the Chief Engineer of a City Light & Power Plant and as a youngster Glenn worked in his spare time, oiling and wiping in the engine room.

Brother Dobyns has followed the construction industry since his arrival on the West Coast in 1922. He joined the Operating Engineers in September of 1935 and his first job was that of service and repair man for Northwest Engineering Company in San Francisco. Later he operated shovels for various contractors and when tractors became popular he wasn't satisfied until he could operate one of those too!

In 1946 Glenn was appointed Business Representative for Local No. 3 and worked out of the Oakland Office. He later worked as a business representative in numerous areas within Local 3's territory and in 1951 he was permanently assigned to the Santa Rosa District Office. While there, he took an active part in the labor movement and served on the Executive Board of the Building Trades Council of Sonoma and Mendocino Counties.

Brother Dobyns is now in charge of the Sacramento District Office. He was transferred to Sacramento to replace Brother Paul Edgecombe who returned to the Main Office in San Francisco at the time he assumed his duties as Treasurer of Local Union No. 3.

Glenn's appointment to the Local Union Executive Board is an achievement he deserves and is well equipped to handle. BEST WISHES GLENN. . . we know you'll be of great value to the organization as a member of the Board!

ta Co. in April. There are also several road job coming up in April and May around Red Bluff, Tehama Co. Work in the Redding district is expected to be excellent this Summer, but will not be in full-swing until the first of June.

At this time we would like to URGE, members of the Redding District to attend their regular membership meeting to be held in the Eagles Hall, 1005 Yuba St. April 9th, 8: p.m.

We regret to report the recent bereavement of Mrs. Ira Goins, wife of Bro. Ira Goins. Our deep and heartfelt sympathy is extended to Bro. Goins. Also, Bro. Charlie Flynn is now a patient at the Mercy Hospital here in Redding to him, we of the Redding district would like to extend a speedy recovery! We know Bro. Flynn would appreciate any of the Brothers dropping in and saying Hello.

Psychologists say it's a good idea to kiss the children good night, if you happen to be up when they get home.



BRO. A. J. "BUCK" HOPE

Brother A. J. "Buck" Hope joined the Operating Engineers on July 7th, 1936 in San Jose, California.

Buck's background while working at our trade has varied. From a cat-skinner and blade operator . . . and he's one of the best . . . he's also worked as a Foreman and Superintendent. He entered the service in 1942 and was classified as a Chief Machinist. Upon his release in 1946, he returned to work for Macco, Morrison & Knudsen as a Foreman on the Mills Field job and later advanced to Superintendent.

In April, 1951 . . . Brother Hope became a business representative for Local No. 3 and was assigned to work out of the San Jose District Office. He is now in charge of that office. His appointment to the Executive Board represents another advancement and additional responsibility. However, Buck is capable of doing a good job and is well able to cope with responsibility; these qualifications will stand him in good stead, as a member of the Board. CONGRATULATIONS BUCK!

CONSTRUCTION AWARDS

SAN LEANDRO — Contract awarded to Lee J. Immel, 13555 San Pablo Blvd., San Pablo, \$125,366 (Sch. 1) and \$4,523 (Sch. 2), for grade, ptmx. surf., etc. on Dutton Ave., from E. 14th St. to MacArthur Blvd.

SALT LAKE CITY, UTAH — Contract awarded to Max Jones, 956 No. 9th E., Provo, Utah, \$38,852, for const. rein. conc. bridge over 20-ft. span on Duchesne River, State Rd. 208, 3 mi. SE from Tabiona, DUCHESNE COUNTY, UTAH.

SALT LAKE CITY, UTAH — Contract awarded to Jack B. Parsons, Smithfield, Utah, \$972,725, for 4.703 mi. ptmx. bit. surf. Inter State Hwy. No. 82, begin. 12 mi. NW from Tremonton, NW for 4.7 mi. toward Snowville, BOX ELDER COUNTY, UTAH.

FORT BRAGG, Contract awarded to Peletz Construction Co., 475 W. College Ave., Santa Rosa, \$205,800, for const. muni. water treat. plant & steel water reservoir.

REDWOOD CITY, Contract awarded to Frank & Beaudet, 19800 Santa Cruz, Hwy., Los Gatos, \$23,182, for realign Pomponio Creek Rr., cont. 13-ft. culy., etc.

SACRAMENTO, contract awarded to Edw. Keeble, Rt. 4, Box 64, San Jose, for 1.1 mile widen exist. roadways and ptmx. surf. on untr. base & exist. surf., at New Brighton Beach State Park & at Natural Bridges Beach State Park, SANTA CRUZ CO.

PALO ALTO, Contract awarded to Freeman Paving Co., Sta. A, Box 277, Palo Alto, \$33,706, for const. 3 parking lots.



BRO. WALTER M. TALBOT

Brother Walter Talbot was born in Stockton, California . . . the home of the Holt Manufacturing Company which later merged with the C. L. Best Company to manufacture the "Caterpillar" tractor and R. G. LeTourneau, who became internationally known for his Carryalls, Dozers and Power Control Units.

Walt grew up with this equipment and learned to operate the 30 and 60 Holts and Bests before he finished school. He tells us that he can vividly remember the transition from the gasoline rig to the diesel and the troubles encountered with sticking rings in the diesel, before the oil companies perfected a diesel engine oil.

Brother Talbot first started to draw pay as a land leveller and followed this phase of cat work along with levee repairing until 1938, at which time he moved to the Mother Lode and operated dozer for several Placer County mining companies.

"Walt" became a member of Local No. 3 in August of 1940 and with the exception of the one year he was out on service withdrawal, participating in World War II on Uncle Sam's payroll, he has been a member in continuous good standing.

Prior to becoming a business representative in August of 1951, Brother Talbot worked for various contractors in the San Joaquin Valley and around the Bay area. He went to Alaska in 1943 to work on the Alcan Highway Project for Utah Construction Company. However, his most permanent job was near Tracy, California where he was employed as a cat operator for two and one-half years on the Delta-Mendota Pumping Plant.

Brother Talbot is proud of the opportunity to become a member of the Executive Board of Local No. 3 and we're proud to welcome him as a member of the Board.

MILL VALLEY, contract awarded to S & Q Const. Co., 48 So. Linden, So. S.F., \$170,174, for const. & inst. adns. & enlargements to Trestle Glen Sewage Treatment Plant, incl. const. & inst. sewage pumping or lift sta., sanit. sewer main, force main & interceptor sewer, manholes and appurtenances.

REDWOOD CITY, contract awarded to J. O. Archibald, 929 Shasta St., Redwood City, \$67,446, for realign por. of Pescadero Rd., County Rd., No. 35 & const. Pescadero Road. cutoff, betw. 0.52 mi. E. on intersection of San Gregorio St. w/Main St. in Pescadero & 0.11 mi. E. from intersec. of Pescadero Rd. w/ Butno Rd., aprox. 1.095 mi. to be graded & surf. w/dbl. seal-coat on imp. base matl.

The reason some people get lost in thought is because it is unfamiliar territory to them.

Field Survey Notes

UNORGANIZED PAID LESS

By AL BOARDMAN & ART PENNEBAKER Business Representatives

I have before me the recommended pay rates of the Civil Service Commission of San Francisco. This is an annual survey made of wages paid in private and public employment required by ordinance. From this survey the salaries of San Francisco city employees are determined.

In the interest of the brothers, we are going to give you some of the comparisons based on monthly rates. A Surveyor's Field Assistant in San Francisco at present being paid from \$300.00 minimum to \$430.00 maximum, with a recommended thirty dollar a month increase. His increase effective in July. The rate of California averages \$373.00 minimum and \$455.00 maximum rates of pay per month. In the San Francisco Metropolitan Area the average minimum rate is \$360.00 and the maximum \$423.00 per month. The Union Rates, effective in the San Francisco Bay Area May 1st, 1958, will be \$520.00 minimum and \$554.00 maximum per month.

These Union Rates, plus pensions and welfare plan, are a compelling testimony to the value of organized labor. Unorganized labor, whether it be public or private, cannot bargain successfully against management.

At this writing, dispatches are practically nonexistent. The survey firms are finishing up work started before the rains. There seems to be a lot of work coming up—but none right now.

Thinking in terms of the long haul—there is something each brother can do to better his own possibilities. Call the democratic Headquarters and say "I am a Union man—I want to work against Wm. Knowland and his right to wreck philosophy." They can put you in contact with a person in your immediate area who can put you to work politically for your union.

The number to call is Douglas 7020. This is the Northern Headquarters. It doesn't cost anything to participate in this way, just a little time. You will be helping your Union, you brother, the economy of our country & most important, you will be helping your Union, your brother's future. A small amount of money can often be a tremendous productive investment. Wreck the wrecker! Fight Knowland!!! Meeting Notice: Technical Engineers, 3E, Friday, March 28, 7:58—8:00 p.m. 474 Valencia Street, San Francisco, California.

What's Doing in the Oakland Area

By H. T. PETERSEN, BILL BARR, TINY LAUX, DON KINCHLOE, HAROLD HUSTON and WARREN Le MOINE, Business Representatives

A few days of sunshine and the Brothers have begun to clear back to the jobs they left at the beginning of the rainy season. Continued good weather will see additional jobs starting up in the area, that will certainly put a lot of the Brothers back on someone's payroll, which is a welcome change over what has been the situation for the past three and one-half months.

Although this is not intended to be a pessimistic report, we must face facts; and data of a survey shows a curtailment of about one third on future construction projects for this season. This is due primarily to the failure of this national Republican administration to allocate funds toward much needed Federal projects in the area; namely, flood control, water conservation, etc. Also, a curtailment of the Federal housing program and a general lack of faith by business, thus forestalling any expansion plans that may have been on the board.

A situation of this kind can only be overcome by you and the other citizens in this country doing your duty. In order to be able to vote for a change in administration and the forestalling of the spread of this recession is to REGISTER, to see that your wife and/or family of voting age are REGISTERED, and your friends, and then VOTE.

This office is starting a program of a check system with the County Registrar of voters in both Alameda and Contra Costa Counties against a roster of the membership residing in these two counties, as to who is registered at the present time. YOU, as members, can assist the Business Representatives and the office staff if you will save us the trouble of calling you to remind you of what is primarily your duty as a citizen. REGISTER AND VOTE.

This is an election year and in this State we will be electing a Senator, a Congressman, a Governor and other State officers, and members to the State Assembly and Senate. But of most importance is your vote against the so-called "Right to Work" bill that, if passed, can only result in a lower wage scale and non-union conditions such as have not been prevalent since depression days.

Potentially we do have some State highway work coming up, a section of the Richmond Freeway to be let this month and a possibility of the advertising for bids this year for the Martinez-Benicia bay crossing.

This office received word this week that Business Representative, Don Kinchloe, who is attending a labor relations course at Harvard University was singularly honored by being elected president of his class. We know his friends are interested to have this news, and good work Don.

Blair Excavators have subbed from Robert J. Miller all the excavation work of removing the dirt and placing two tanks which will be 6000 gallons in capacity for the Texaco Service station on 24th Avenue and San Leandro Blvd. in Oakland. Brother George Ward is operating the model L Quickway ¾-yard backhoe with Brother Don Englehart doing the oiling for him.

BETHEL ISLAND

Vita Peat, Inc., located on Bethel Island have a sedge peat bog of some 2500 acres located in Frank's tract where they clam this peat and load it on barges. It is then taken to their dock and unloaded into dump trucks, hauled to the bulk yard and then unloaded, where it is allowed to drain from 30 to 60 days.

It is then reloaded and spread into a drying yard where the sun and wind dry it to a moisture content consistent with the best workable condition for gardening purposes. It is then re-gathered and put through a grinder at the rate of 75 cubic yards per hour. They then move it into a bagging room, where it is put in bags of 20, 40 and 100 pounds for distribution through only reputable nurseries and local garden supply stores all over California, Nevada and Arizona.

Some 40,000 cubic yards of raw peat was dredged during 1957. Look for the bright yellow package with red and green lettering trade-marked Vita Peat. No other product may be sold under that name.

The Vita Peat, Inc., is operated with the following Brothers of Local No. 3: Brother Fran Koser is in charge of the entire operation, with Roy Larson as yard foreman; Normal Miguel is the clam and barge operator. Kenny Koser is oiler, Roy Hayes is tractor operator, Fred Mello is mechanic and in the bagging department is Ben Cole, Buck Duncan and Bill Ermine.

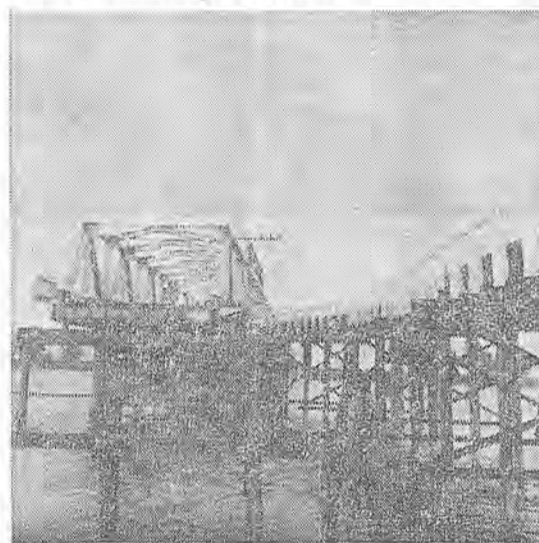
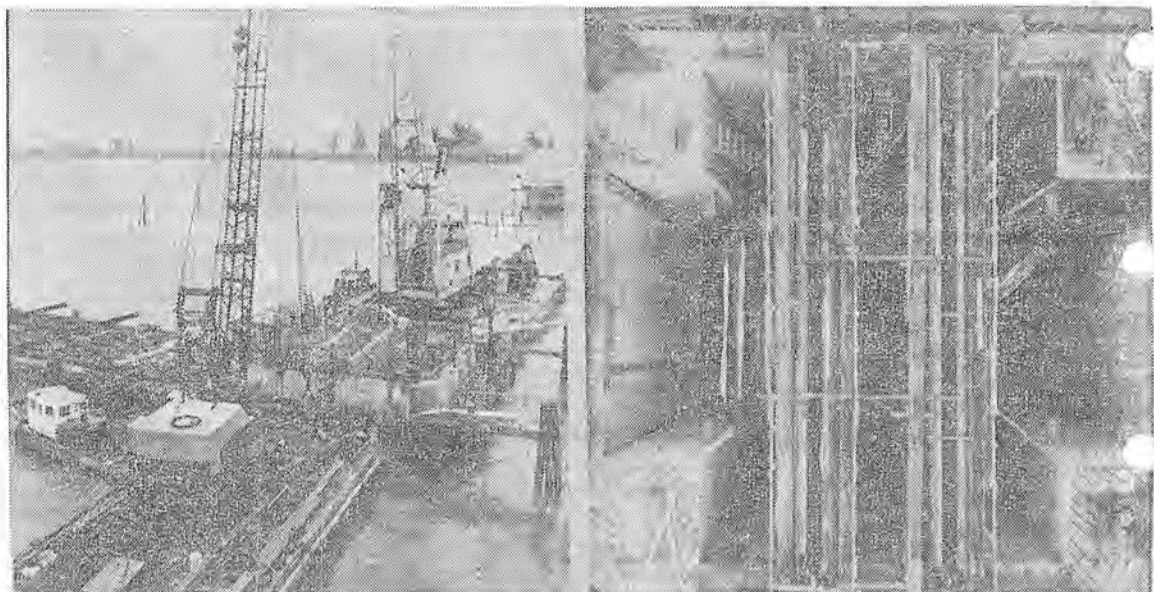
Underground Construction Company have moved their equipment in and have started their job on 34th Avenue and E. 14th Street in Oakland. This job consists of digging and laying 4500 feet of telephone conduit pipe. The job starts at 34th Avenue and E. 14th Street and ends at 23rd Avenue and E. 14th Street in Oakland. Brother Everett Wilson is the Foreman and the following brothers are working for him: On the Hopto backhoe the operator is Robert Smith and the oiler is Gerry Haskins. On the Scoopmobile the operator is Harold Puckeylow. When this job is completed they have 1800 feet to dig and lay which runs from 82nd Avenue and E. 14th Street to 90th Avenue and E. 14th Street in Oakland.

Due to the heavy rains in the past month two houses located at 469 and 473 Merritt Avenue in Oakland, had to be demolished because they were slipping down on other homes on a giant earthslide which was caused by the heavy rains that we had. The J. Henry Harris excavating firm of Berkeley was hired by the City of Oakland to do the demolition job after Mayor Rishell declared a "state of emergency" in the exclusive neighborhood. The following brothers worked around the clock with the truck cranes: Glen Shaner as operator with Hershall Hall doing the oiling for him. Brother Bernard Budde is operating with Brother William King as his oiler.

Russell R. Brown has moved his Tuskey Hoist to 14th and Oak Streets in Oakland to place 60,000 square feet of sheet rock in the new 27-unit apartment house being built there. Brother D. J. Byerrum is the operator on the Tuskey hoist.

RICHMOND SEWER

Mike Miller Company, a pipe line contractor from Los Angeles, was awarded the job in Richmond to lay the pipe for the new sewer disposal plant on Central Drive. There are three lines to this project. Line B con-



HOLE IN THE WATER—It's 50 feet to bottom of the river here on straightening of the Sacramento river bridge at Rio Vista. These pictures show old and new approaches and work on the support pier for the lift span. One view is looking straight down into the hole and the other shows a Foy Tug & Barge Co. 45-ton Washington derrick and a Marion two-yard lifting the cofferdam frame, which weighs 60 tons. (For details, see Oakland report below.)

sists of 1579 feet of 66-inch concrete pipe. The depth of this line runs from 16 to 33 feet deep. Line C runs from Central Drive to 10th Street. There are 5267 feet of 54-inch concrete pipe averaging 14 feet deep.

Line G starts at Cutting Boulevard south to 10th Street. This line has 1391 feet of 42-inch concrete pipe, also 2054 feet of 18-inch V.C.P., also 1832 feet of 12-inch with depth average 12 feet.

The brothers working on this job are as follows: Earl Ray, Jr., is general superintendent; John Soltis is equipment foreman, Al Whittset is ditching machine operator, Tom Lannen is on a Northwest 80 hoe, Robert Caswell is on a loader, R. M. "Bud" Rich is Lorain crane operator, Collie De Bose is pumpman, Troy Manzer is on a Lorain hoe. The oilers are Paul Long, Evan Larson, Jerry Bailey and Charles Gordon.

O. C. Jones was awarded the contract from Union Oil Co. at Rodeo to cut and fill three tank foundations for the erection of new tanks. The Brothers have 80,000 yards of dirt to move on this job. O. C. Jones will also build the fire walls around these tanks. General American Co. will do the erection on this job. Brother Frank Rose and Brother ave Funes are operating D-8 dozers, Brother B. Houck is on a H-D 20, Brother Earl Savely and B. Pollack are on a Turn'pull, Brother George Nabers is foreman with Brother Bob Romiti as mechanic. This job is to be completed around August of this year.

East Bay Excavators were low bidders of \$130,000 on the two detours approaching the east-shore freeway. This job consists of doing all the grading and excavation and placing 50,000 tons of imported sub-base rock which will be hauled from the Bay-O-Vista pit in San Leandro. These two detours go from Fallon Street to Market Street in Oakland.

Brother Robert Atkins is operating the H.D. 15 loader, starting the grading at Fallon Street. When they start hauling the im-

ported sub-base rock from the Bay-O-Vista pit in San Leandro, the following brothers will be working there. On the Northwest 80 shovel, Brother Fred Haack will do the operating with Twaine McGoyne oiling for him. On the dozer in the pit will be Brother Antone Brun.

RIO VISTA BRIDGE

Lord & Bishop, Inc., of Sacramento, have the contract for sub-structure to re-align the Rio Vista Bridge. This job is about 60 per cent completed and consists of six piers plus the abutment. They drive sheet piling which is waterproof; they then do the excavating to grade and then drive pre-stressed concrete foundation piling. They then pour seven feet deep tremie seal concrete which seals the bottom so no water can get in.

After this cement dries they then pump all the water out, clean up the hole and put in the reinforcing rod and pour three feet of cement foundation. The side walls of the pier are then poured and capped.

This job is under the supervision of Harold Doty. On this job we have the following brothers: Harry S. Cole is on the pumps, Johnny Dorton, Mel Wissler, Doug Lloyd are the operators with W. M. Lewis, Guy Basile and Jimmy Lee as their oilers. Foy Tug & Barge of Antioch will do the excavation on this job.

URGE SHIPBUILDING

At a recent meeting at the Oakland City Hall, your business agents met with Mayor Rishell of Oakland, along with the officers of the Chamber of Commerce and a representative of Bethlehem Pacific Steel Company in conjunction with metal trades unions.

The meeting was called in an effort to revive a slowly dying shipbuilding and ship repair industry in this area. We have in this area the necessary facilities, the know-how and skilled manpower to do any part or all that pertains to ship building and ship repair. While Bethlehem-Pacific has more work than can be handled in their San Francisco yard, it is the feeling in the East Bay area that a portion of

that work could be allotted to the Bethlehem-Pacific yard in Alameda, whereby the craftsmen in the Oakland-Alameda area would be put to work and the yards that have laid idle for so long would again be productive. During World War II the East Bay shipyards built and repaired many ships.

It was also pointed out in a meeting that with the congested traffic on the Bay Bridge and the great lack of parking facilities that exist at Bethlehem-Pacific yard in San Francisco, the shipyard craftsmen are reluctant to travel that far twice a day. The primary objective of the combined group (Labor, Management and City Government) was to formulate data to be presented to the Bethlehem-Pacific Company and Maritime Commission to point out the existing facilities in this area, to recommend that some of the new shipbuilding and future shipbuilding that is now allotted to the San Francisco yard be taken under consideration for the Alameda yard.

We would like to take this time to write in the paper an article about the operation at Parr-Terminal. The brothers at Parr have quite a job consisting of running magnets which weigh 6 tons and are capable of picking up a gondola off the tracks (Smile Slim), and also of running the eight-yard clam buckets. These brothers at Parr load and unload scrap iron, boxite chrome ore and coke.

The brothers at Parr-Terminal have five 60-ton whirleys, 2 Clydes, 1 American, 1 Colby and 1 Washington crane. Parr-Terminal is considered one of the fastest loading operations of scrap iron on the West Coast.

The Operating Engineers also cover the railroad in Parr-Richmond, which is handled very capably by Brother Jack Moser and Brother Leon Huff, who does all the hard surfacing on all the welding. Brother Aldridge is the foreman over the brothers at Parr-Terminal. The operators on this job are Brothers Warren Benner, Bob Hanson, W. McCuan, Frank Price, J.

(Continued on Page 5)

Oakland Area News

(Continued)

(Continued from Page 4)

Price, Alex Radke, F. O. Walker, Rex Stanbery, and the two mechanics are brothers J. B. Dejar-natt and L. F. Start, with Brothers M. R. Stayton, Joe Wining-ham and Ben Marco as oilers.

News About The Brothers

Brother Howard Stewart is home from the hospital and is doing fine after his recent heart attack.

Brother Drury "Tiny" Wallace who had a serious accident in January, is home from the hospital and back to work now. "Tiny" was in the Merritt Hospital for a week with a back injury caused by a truck and automobile collision. We are glad to see "Tiny" back to work and feeling much better.

One of our brothers, Jack L. Jones, has a half interest in a service station, located at 1855 MacArthur Boulevard in Oakland. It is called Jack's Mohawk Service. Jack would appreciate it if some of the members would come by if they should be out his way.

Brother William Robinson was hurt on the job on January 9th. Brother Bill was in a collision between a roller and dozer and fractured his right arm. A very speedy recovery to you, Bill, and next time please pick on something smaller to hit.

Brother Jack Jones signed for one year to work for Holmes & Narver, Inc. He is going to Eniwetok in the Marshall Islands and will be working for the U. S. Atomic Energy Commission at the Pacific Proving Ground.

Brother Dan Maker has been in the hospital with a very serious operation. Brother Dan is home now and doing fine. He wants to thank each and every one of the brothers for donating blood for him. Brother Dan says it's a wonderful feeling to know when you're down and out that so many brothers will come to your aid. So, speaking for Dan and on behalf of the Operating Engineers No. 3, we want to thank each and every one of the following engineers who gave blood for Brother Maker. The brothers who appeared on our front page "Honor Roll" last month are Charles Freeborn, Charles Hopkins, Dave Hayward, Floyd Wagner, Charles Crossland, Sam Nettles, Clarence Brophy, George Larson, John Thompson, Jerome Theisen, D. O. Hawkins, David Byerrum, Jack York, Harry Burke, Herman Morris and C. E. Baker. Thanks again, fellows. We wish more of our brothers would pitch in and donate blood for our blood bank.

We received a letter from Brother Bart Reneau, who is

working overseas. The job is for Bechtel Corporation in Sumatra, Indonesia. Brother Bart is operating a dragline and Brother Al Munns, also an operator from our local, is operating a truck crane. Bart says in his letter on this job it rains a lot and they are in mud up to their necks morning til night. They are building a road through a 30-mile swamp and no rock or dirt. The road is 56 feet wide and they only make approximately 200 feet a shift. If any of the brothers know Al Munns or Bart Reneau, write a line to them to Pacific Bechtel Corp., care of P. P. M. Pakanbiau in Sumatra, Indonesia.

Brother Troy Manzer Jr., from Oakland, was in the Alameda Hospital for an operation on his neck. Troy is out of the hospital now and we want to wish him lots of luck on the operation.

Brother F. M. Schwartz, a technical engineer returned from the Marshall Islands the end of January after working there for a year for Holmes & Narver.

We are very sorry to report the accident of Brother Robert Mann, who lost his right arm on a small Badger crane while working on the job. But we are very glad to say that Bob is getting along very well and doing fine. Bob has been out of the Permanent Hospital about three weeks now but expects to go into the U. C. Hospital in San Francisco soon.

We received a letter from Brother Tommy Laird, who is working in Ilo, Peru, S. A. They are building a railroad from Ilo to Ioquepala and are now working at an elevation of 5000 feet. Tommy is grade supervisor. He says it is dry and hot there with no rain, just a heavy fog that comes in at night. He has quite a while to go there yet before he returns home again.

Another brother was hurt on the job. Brother Joel L. Peterson broke a leg on February 28. Joel is in the Richmond Hospital but may be home by the time this is in print. We want to wish you a speedy recovery, Joel, and hope you will be able to get back on the job soon.

Mrs. Agnes B. Kattenhorn, wife of Brother Rudy Kattenhorn, will run from the 14th District Assembly for the Democratic County Central Committee. She was appointed by Bob Crown, for the remaining term of three months and will now be running as an incumbent in the next election.

Brother Ted Burkhart had a heart attack around March 1st. He is at home and is getting along very well. Brother Ted works at Parr-Terminal.

BLOOD DONORS

Everett Yocam.
Harold Vian.
William Hawley.
Nicholas G. Castillo.

CARSON CITY, NEVADA — Contract awarded to Silver State Const. Co., P.O. Box 191, Fallon, Nev., \$187,388, for const. por. of secondary hwy. sys. in LYON COUNTY, NEVADA.

SAN JOSE, Contract awarded to C. J. Wood, Inc., P.O. Box 203, Redwood City, \$145,050, for impvt. of Matadero Creek, betw. El Camino Real and Bayshore Highway, Palo Alto.

Work Picks Up In the San Jose District

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

Now that we are enjoying the beginning of the Spring season, work has picked up some in this area. Many of the Brothers have called in to let us know that they have gone back to their former employers and if the weather continues to be favorable we expect our "out-of-work" list to get much shorter.

Most of the Underground Construction Contractors are off to a good start. Pisano Brothers are busy on their sewer job on Winchester Road; also on the Monterey Highway. They have moved some of their equipment to Fort Ord on the housing project and this job will last two months.

Bilardi Construction Company are still working on their job off Los Gatos Highway and have another job in the Lone Hill area. They recently purchased a new N.W. 25 shovel.

Ince Brothers have begun work on their sewer job in a sub-division off Payne Ave., and will soon start work on the storm sewers in the same tract.

Wilder & Jones, Inc. were the low bidders on an underground job on the same tract and will soon move up some of their equipment from Monterey.

McCammon & Wunderlich have started work on their contract for the excavation of 200,000 yards of fill in the Los Altos hills. This job will last about 2½ months. At the present time they are using 2 D-8's, 2 D-9's and 4 D.W. 20's.

L. C. Smith have started work on the parking lot for a large super market located on Homestead Rd., using 2 electric pulls, 2 euclids and 2 D-8's.

P & E Construction have jobs under way on Meridian Road,

Downer Ave. and Los Gatos-Santa Clara Highway.

MT. VIEW AND PALO ALTO AREA

Brandon Construction Company have resumed work on the Lakewood Village sub-division and at the present time are using about 13 Engineers on D.W. 10's, dozers and blades.

IN SANTA CLARA

P & E Construction Company is back to work on Stevens Tract off Bowers Road in Santa Clara running a couple of trenchers. Brother Moore & Son of Vacaville are doing the foundation digging on this job.

J. C. Bateman has started work on new jobs in Mt. View and Palo Alto. On the new Sylvannia job in Mt. View they are using three Engineers and have started a couple of cats and cans on a new road job off Charleston and San Antonio Rd. in Palo Alto.

Chas. Harney has one blade and a few Engineers back working on their section of the nearly finished freeway.

McKee Construction's job on the Veteran's Hospital in Palo Alto is getting started again. L. C. Smith has started the dirt spread with approximately seven Engineers. Rowland Fencing Co. is doing the drilling, using two Engineers.

Carl Swenson is in high gear on their Stanford Hospital job,

using approximately nine Engineers on their dirt spread and six Engineers pouring concrete and hanging steel. They are using three Engineers at their Lockheed job at Moffet Field. This is a high gear job. San Jose Steel is doing the steel erection on this job. Kleinen Plumbing Co. of San Francisco have the plumbing contract and P & Z Drilling Co. are doing the drilling.

Braggato Construction is using approximately four Engineers on the road work around the Lockheed Plant and E. T. Haas is keeping four Engineers busy on the underground work on this same job site.

Sondgroth Bros. are keeping a good crew in their shop getting their equipment in shape so they can go back on their numerous jobs throughout the area.

Neary's Quarry and Bahr & Ledoyen's Quarry have been pretty slow but should be in full swing by the time this paper comes out.

SANTA CRUZ, SALINAS & MONTEREY

Work had picked up considerably in the Santa Cruz area, Granite Construction are laying pipe for the widening of the channel of the San Lorenzo River and Bush Construction Company is clearing the brush on this same project.

OUTFALL SEWER

Griswold Engineers have about a month left to complete their outfall sewer job. Jim Evans, Roberson Bros., Virgel Kester and Jolley & Sons, all are busy in this vicinity with various small jobs.

Work on the Lockheed job on Empire Ridge is in full progress with Williams-Burrows, N. P. Van Valkenburgh and John Delphia doing the road work and sites for the buildings. Willie Frank is doing the repair on roads on this same job, that that were damaged by the rains.

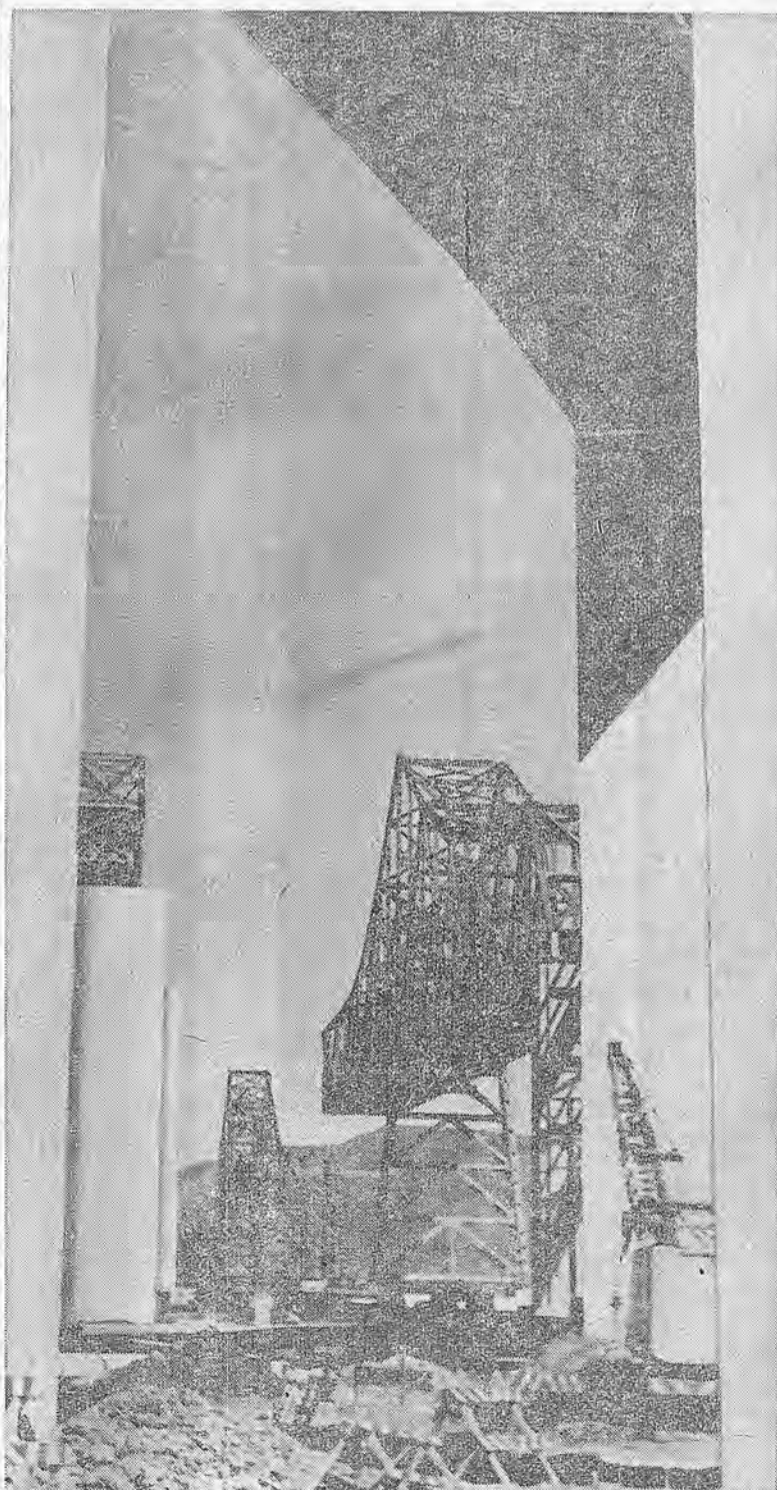
Heer's Associates of Los Angeles are going full blast on the Cape Hart housing project at Fort Ord. N. P. Van Valkenburgh is doing the dirt work on this project.

Phil Calabrese, Peninsula Paving and Frank De Amaral also have several small jobs in the vicinity of Monterey.

Work in the Salinas area is beginning to increase, with Granite Construction, Buttler & Fox and Donahue Construction moving their equipment back to the jobs that were shut down due to the rains.

Johnson, Drake & Piper have about completed their job at Sordedad Prison and have sent their crane to Oakland on the freeway job.

We would like to take this opportunity to again remind the Brothers of the Blue-Print and Grading Checking school that is being held every Wednesday night at 7:30 at the Union Hall. We are very pleased to hear the favorable comments from the members that have been attending but wish that more of the oilers would take advantage of the class. We have been averaging about 35 members to a class and find that about 90 per cent of them are operators. We feel that the class is very beneficial to foremen and future foremen, but it also opens the way for oilers to acquire the knowledge necessary for promotions and also enables them to do the job they now have more efficiently.



STONE, STEEL, IN SCULPTURE—Giant construction is the word for it on the big Carquinez twin crossing, rapidly nearing completion. The second bridge, reaching far out over the straits, is here framed by huge pillars of the approaches. The old bridge, with its new approaches is at left. Second and third, 300-foot-deep foundations of the new bridge are visible in distance.

BLAKE BROS. CO.

Producers of

Asphaltic Concrete - Ready-Mix
Concrete & Quar. Products

P. O. Box 1002 Richmond
Western Drive BEacon 2-5198

Marysville Jobs Start To Roll As Sunshine Returns

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

It is surely good to see the sun once more. We had begun to think the young children would live to be old folks without ever seeing the sun. By the same token, quite a few men were called back to work - that makes us happy. If the north wind keeps blowing and the sun keeps on bearing down, we will put more out to work.

M & K Inc. - Parker & Westbrook have just a skeleton crew at Beale, and it will be about April 15th or later before they can get started. This Company has contracts amounting to about 4 million dollars more of contracts, and will entail about 500,000 yards of dirt to be moved.

Baldwin Co. have subbed the dirt work on the 40-A HiWay job south of Oroville to McCammon-Wunderlich Co. They will start as soon as possible. Brother Bob Woods will be in charge.

Pacific Bridge Co. can't start their Poe Bridge until a 5100 foot - 10% grade access road is built. We hear that Baldwin will build the access road.

H. Earl Parker Co. had a few men on two - 10 hr. shifts just for a few days on the Sacramento River Levee near Meridian when the Army Engineers declared an emergency - for they had good reasons to believe the levee might break. We are happy to report it didn't.

L. L. Rice Co. only have a few men on the payroll in the vicinity, but expect to start out when the weather permits.

E. C. Richter Co. of Oroville have kept about 25 men working through the winter. Brothers Paul Menefee and Vic Stromer are always out scouting up more work. At present they are crushing the aggregate for the Peter Keiwi Sons tunnel.

There is to be a bridge let on April 9th for the Western Pacific relocation just east of Oroville - it will be a good job.

Also a road job on the Oroville-Chico HiWay.

A road job near Taylorsville, Calif. around \$230,000.

Oh, yes, Brother C. W. Lloyd has a new 12 Blade, and he says an old man to run it (meaning himself). He also says the payments are hard to come by, and he desires to rent some.

Walsh Const. Co. at Caribou and Butt Valley have all their tunnel drove, and are in the process of getting ready to start concreting. They have had snow, rain, and wind most of this winter, but the sun has been shining for the past few days. Looks like it will be late summer or fall before they complete this project.

Darkenwald & Harms at Belden dam site have a good crew of engineers working and are moving right along with their excavation. They are also starting their small tunnel which is only about 200 or so feet long. Harms also has a crusher set up on this job running the material for the filter of the dam.

M & K Corp have been working all winter on their Powerhouse job at Caribou, and are getting along very well. Wismar and Becker are setting the equipment on this project, which at present is approximately twenty-five percent completed.

Bechtel Corp are just about to complete their work on the Poe dam and powerhouse. Also Utah, Bates and Rogers are in the final stages of their project of the Poe job. They are paving a surge chamber now - be about another week on that.

J. H. Pomeroy at Butt Valley Powerhouse have a good crew working and are doing very well. Bigge Trucking are moving the

pen stock pipe in on this job. There are a hundred or so pieces of this pipe. That means the boilermakers will have a lot of rivets to drive.

—LES COLLETT & BILL WEEKS
* * *

MEETING NOTICES:

YUBA CONSOLIDATED GOLD FIELDS: Your units next regular meeting will be held Monday, March 24, 1958 in the Engineers' Hall, 1010 "Eye" Street, Marysville and at the following times:

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

7:30 P.M. for those members whose work permits them to attend the night meeting.

* * *

NATOMAS COMPANY: The next regular meeting of your unit will be held Monday, April 7, 1958 in the Veterans' Hall, Folsom and at the following times:

10:00 A. M. for those whose work doesn't permit them to attend at night.

7:30 P. M. for those whose work permits them to attend at night.

* * *

CONCRETE PIPE COMPANIES: This meeting will be held Monday, April 14, 1958 at 8:00 P. M. in the Teamsters' Hall, 818 Wall Street, Chico.

* * *

ROCK, SAND, GRAVEL AND READY MIXED CONCRETE PLANTS: This unit meets next Friday, April 11, 1958 at 8:00 P. M. in the Laborers' Hall, 1245 Lincoln, Oroville.

* * *

GLADDING, McBEAN AND COMPANY: The joint Board of the Lincoln Industrial Council will meet Monday, April 7, 1958 at 4:15 P. M. in the office of the Lincoln Industrial Council, Lincoln. All board members, unless working, are requested to be present. THE GENERAL MEMBERSHIP MEETING will be held Tuesday, April 8, 1958 in the auditorium of the City Hall, Lincoln and will be convened at the following times:

2:30 P. M. (please note that the hour has been advanced one hour) for those working the swing shift.

4:15 P. M. for those members working the day or graveyard shift.

* * *

NEW YORK MACHINE SHOP: Subject to call in the shop at noon or after work.

Will start this little article out by urging you to attend your unit meetings. Negotiations are approaching and it will probably be a good idea to get our "ducks in a row" so that we may be working together.

Also while we're talking about meetings don't forget the quarterly district general meetings. These meetings are important and informative and you'll learn a lot about the inner workings of your local union. We thought we would mention this because some of you in the above units have been conspicuous by your absence at these meetings.

Any report written now will sound like the aftermath of a storm. The rock, sand, gravel and ready-mixed concrete plants

CONSTRUCTION AWARDS

SAN MATEO, Contract awarded to Bauman Bros., 699 Industrial Rr., San Carlos, \$28,119, for improvement of South Claremont, bet. 5th and 9th Aves., San Mateo.

STOCKTON, Contract awarded to A. Teichert & Son, Inc., 1931 Stockton Blvd., Sacramento, \$16,471, for construction of street improvement in a portion of Fair Oaks North Victory Park Villas, city of Stockton.

MARTINEZ, Contract awarded to Martin Bros., Inc., P.O. Box 127, Concord, \$22,150, for reconstruction of California Ave., from Harbor St. to Sta. 65-50, in Pittsburg, Calif.

OAKLAND, Contract awarded to A. J. Peters & Son, P.O. Box 632, San Jose, \$27,181, for construction Line 1-3, from Thornton Ave. to East Shore Freeway, in Newark.

OAKLAND, Contract awarded to V. Rodrigues, 226 Jackson St., Hayward, \$154,508, for construction of Lines K-1, K1-1-2, Hayward, Zone No. 2.

CARSON CITY, NEVADA, Contract awarded to Wells-Stewart Construction Co., 2133 Industrial Rd., Las Vegas, \$486,289, for construction of a portion of secondary highway system in Churchill County, Nevada.

SACRAMENTO — Contract awarded to Dicco, Inc., P.O. Bin 217, Sta. A, Bakersfield, \$778,348, for 7.9 mi. grade and pave w/ptmx. surf. on untr. base & RC bridge to be constructed between Linda Vista Ave. and Rt. 34, at Hermosa St. in Lindsay, TULARE COUNTY.

MT. VIEW Contract awarded to Sondgroth Bros., P.O. Box 1055, Mt. View, \$135,207, for const. California St. Impvt. Unit No. 1, California St., E. of San Antonio, Mt. View.

are pretty much down or working part time waiting for construction to catch its breath after the storms and start up.

Gladding, McBean and Company is at its lowest ebb in many years with deliveries practically at a standstill because of the rains. Same is true of the New York Machine Shop which, at this writing has gone on a four day week.

The Concrete Pipe Plants are also in the rough and have reduced to a minimum crew or are only working part time. Only the gold dredgers are working along without any change in the situation, but even they haven't found it too nice working in the rain.

Yet with all the pessimism on account of the recent bad weather all the employers are optimistic for the future if the present good weather, at this writing we hasten to add, continues, and expect the coming season to equal, if not better last year. Let us hope and pray that they are right!

PERSONAL NOTES:

Brother George McGrath of the Natomas Company recently suffered a heart attack and, although he is up and around and looks good, is not expected to be able to return to work before the middle of May. Best wishes George and get well quick.

Some of the boys at Butte Creek Rock seem determined to lose their stomachs, or at least a good part of them. Brother Frank McPetridge, the shop foreman, recently had a portion of his stomach removed. He has returned home, is doing fine and is reported to be chaffing at the bit to return to work. Brother Lawrence Wells not only had part of his stomach removed, but had to go back to have his appendix removed. He is getting along fine.

— C. R. VAN WINKLE.

In The Islands —

HAWAII BROTHERS AWAIT START OF NEW BIG JOBS

By OTTO E. NEVER, Business Representative

Reporting from the Paradise of the Pacific:

Because of the tightness of money, our Capehart jobs here that were let 30 to 90 days ago have been slow in starting. We now understand that the M. J. Brock job at Tripler General Hospital and Fort Shafter will start shortly. Pre-job conferences are set within the next week or ten days. The \$8½ million Capehart job at Kaneohe has not been started and we have no indication at this time how soon they will be ready to go. Once these two jobs start, our out-of-work list will be exhausted and we will be looking for either new members here in the islands or be calling the mainland for help. Calls to the mainland will be placed through the San Francisco office.

On March 5th bids were called on the Manana or Pearl City Capehart job and the low bidder was Murray Sanders for approximately \$3¼ million. This contractor is friendly to us and we feel that the way these Capehart housing projects are progressing that they will all go union. The fact that we are now beginning to tax our own out-of-work list and all other crafts is causing many non-union craftsmen to join the ranks of organized labor. All of the building trades follow the principle here that we will not accept anyone for membership unless we have a job for him. Therefore, the fact that a journeyman is not in the union does not mean that he is unacceptable. The progress of organization of all crafts in the building trades with the exception of the Painters, Teamsters and Cement Masons & Plasterers is progressing steadily with a definite and encouraging program.

I.L.W.U. STRIKE

The present strike of the I.L.W.U. affecting all of the sugar plantations is having a disastrous effect particularly on the islands of Kauai, Molokai, Maui and the western slope of Hawaii. This strike called by the I.L.W.U. on the first of February is a tight and well-disciplined strike. There is no trespassing on our work unless we call the I.L.W.U. for men to fill temporary jobs. The cooperation between the building trades and the I.L.W.U. is something to be considered with a great deal of pride and is an educational feature for all unions to copy.

Like Brother Joe Kelly said when he took his new girlfriend out to a luau last Saturday night. She said, "Joe, would you like to see where I was operated on for appendicitis?" And Joe, being as honest as he is, said, "No, I hate hospitals."

Irrespective of our feelings toward Harry Bridges, Jack Hall and other officers of the I.L.W.U., they have set a pattern of cooperation and respect for other unions that many would-be labor organizations would do well to copy. How long this strike will continue, we have no idea. All efforts on the part of Federal conciliators, the territorial Governor and others have failed to this time. When we consider the treatment accorded employees of the plantations before they were organized, we can feel no sympathy for the employer whatsoever and we wish the I.L.W.U. every success.

The eviction of the Teamsters from the AFL-CIO has posed a very critical problem here in the islands. The feeling of cooperation and good will that has existed by the Teamsters on the mainland does not exist here and never has. To reveal to the readers of this publication the intricate and non-union efforts of the Teamsters' organization

here towards organizing and trespassing would, to say the least, be unbelievable. Unless one had first-hand information or could see the results of the Teamsters program of disorganization and the creation of animosity, you gentle readers would not believe it either.

The dredge McLeod at Kawaihae is operating full time with very little labor difficulty.

The previous clearance by this office of members to the Holmes & Narver job at Eniwetoc has been completed temporarily. We do not expect any more calls for either the Eniwetoc job or Wake Island for the next 90 days. We have also checked the possibility of calls for work in Okinawa. There is no possibility of any work being let there for at least six months.

SHIPYARD WORK

In the shipyard at Pearl Harbor work is progressing at a steady pace with no outlook for a layoff at the present time. We are now attempting to organize the leadermen and quartermen in Pearl Harbor Naval Shipyard and all other federal agencies into a separate local or a separate division of Local 3. There is a great deal of interest in this organizing program and we hope to have some definite information on the progress of this effort in our next issue of the Engineers News.

We have received many letters from our good brothers on the mainland asking for information regarding work here. We have attempted to answer each and every letter and those desiring employment have been placed on our out-of-work list. We, of course, would welcome brothers who are experienced, for work here, although we feel sure that they will be disappointed with the working conditions here compared to the mainland. However, their efforts on our behalf for organizing here would speed up our securing of conditions comparable to those on the mainland. We suggest that those interested in coming here contact our San Francisco office as we will call the San Francisco office whenever we need qualified operators. Transportation here, of course, will have to be paid by the member. Full details of the job as to working hours, wages and so forth will be furnished when the call is sent to the mainland. However, any of you members who have any amorous ideas about Waikiki, remember that the trouble with girls who look like a million are usually looking for it, too.

In closing we can report steady progress, a very fine and loyal membership and an improvement in working conditions from month to month.

Ben C. Gerwick Inc.

Engineering Construction
Wharves - Piers - Bridges
Terminals - Foundations
Submarine Work
417 Market Street
San Francisco 5
Phone SUtter 1-7104

REDWOODS TO GET FIRST COMMERCIAL A-POWER PLANT

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

Well, Brothers, it looks like Ole Sol is trying to return to the Redwood Empire. We still have our fingers crossed, though. It's pretty early to get our hopes too high even with our rainfall over 11 inches above normal, we can still get some more. It sure would make us all happy to see an early spring so that big out of work list could be reduced.

We have been telling you all along we would let you know about new work the moment it was let. We have to repeat ourselves again, but we can say we are informed that we can expect probably three highway jobs to come out between April 1 and 15. It seems the Division of Highways is letting the jobs rather late this year for some reason.

In the Crescent City area things are just about the same as they were last month. As yet we've had no lettings on the water line or L Street By-pass jobs and what's holding them up, we are unable to say.

We certainly hope that they are let real soon so we can put some of our men to work from this area. Pelican Bay Const. Co. is doing a little crushing at their plant on the Smith River, which is keeping a few of the boys working. Shanley Const. Co. is working every day on the sewer disposal plant but the size of the job has only called for three members.

Buck Followell has his dragline on the job which he, himself, is operating and there is also a dozer which Scotty Jenkins is operating. Marlin Tyron has his shovel working in Klamath Glen. The rig had just finished working on the slide area at Piercy. Both of the school jobs in this area are progressing right along but neither one of them furnished much employment for operators. We still have one man on the B & R Construction Co. payroll at present and expect to place a man on Barnharts Const. Co. Crescent Elk school job in the near future. Howard Kortie, a new owner-operator in this section of the country, has the grading on the new shell station going up in town.

Tom Hull started work on their bridge job at Prairie Creek. This bridge is located north of Orick on the county road and looks to be a nice job for a few members and the contractors. R. C. Douglas expects to start his bridge construction in Requa about the 15th of April. This, of course, depends on the weather as these streams rise quite fast with a little rain.

BIG LAGOON
It will be eight months from the time Norman I. Fadel shut down on the Big Lagoon job until they get started up again, so it will be a little while before we can expect to dispatch anyone to that job. This information was conveyed to us from the contractor himself just the other day.

Aside from Ford Gravel bridge operation at Hoopa, things are no different at this writing than last month. As yet we do not know when Kuckenberg intends to start up again on Highway 299. Like all the work in this area the weather is the main factor, which in turn has the contractor a little gun shy. John Peterson doing a little work on the approaches to the bridge across the Trinity river at Willow Creek.

In the southern area things are very slow with the climatic conditions and the non-letting of new construction. Guy F. Atkinson is still shut down at Dyer-ville but we look for them to get started up around April 15th. This is our assumption, not the contractors. When they do open up again it will greatly de-

preciate our out-of-work list, which we are all looking forward to.

We have five or six men cleared to Flour Corp. Ltd. on their steam plant project at Scotia. This is one type of construction that the weather doesn't seem to bother. The brothers on this job haven't lost a day since it started. Too bad we haven't got a hundred and six men cleared instead of six. We are receiving wonderful cooperation from the Flour people and it's a pleasure to have them in this area.

ATOMIC POWER PLANT WILL BE BUILT HERE. The first utility owned atomic reactor plant in the United States will be built just south of Eureka by the Pacific Gas and Electric company.

This significant development in peacetime application of atomic energy was announced in Washington before the capitol's joint congressional committee on atomic energy. The announcement was made by Admiral Lewis L. Strauss, chairman of the atomic energy commission.

The new plant will be located at the PG & E's Humboldt Bay power plant south of Eureka. Construction will begin sometime after October 1 under the direction of the Bechtel Corp. and will be completed in 1962.

Norman R. Sutherland, PG & E President, informed Admiral Strauss that his company appears to have broken the cost barrier to commercial atomic-electric Power.

Sutherland's wire attributed the company's belief that it had broken the economic barrier to (1) advances in the design and technology of the boiling water reactor, based on knowledge gained in the General Electric-PG&E Vallecitos atomic power plant, and (2) favorable factors at the proposed plant location.

These two elements combine to achieve competitive power costing eight-tenths of a cent per kilowatt-hour, the wire stated.

The cost goal should be reached with the second core of uranium fuel placed in the proposed new plant and that they expect to approach this goal with the first core.

The power reactor unit to be constructed here will be somewhat larger than the unit at Vallecitos. The reactor will exceed the Vallecitos dimensions which are 100-feet high and 40 feet in diameter. It will be furnished by the General Electric company.

The unit will make up the third power installation at the Humboldt Bay Power plant. The second is currently under construction, and the first unit has been completed.

Subject to receiving the usual permit, licenses and certificates, PG&E proposes to install and operate a boiling water atomic power unit rated at 50,000 kilowatts which it expects will produce 60,000 kilowatts of electric power.

It would be located at the Company's existing new Humboldt Bay Power Plant south of Eureka. The Humboldt plant is in a moderately high fuel cost area and there are other favorable factors which make A-electricity economically feasible there ahead of other areas in the PG&E service territory. The

output of the plant would be fed into the inter-connected PG&E system serving Northern and Central California.

The boiling water atomic unit would have a normal thermal rating of 165,000-kilowatts and would include several nuclear advances such as (1) complete internal steam separation and driers, (2) largest steam flow using the single-cycle principle, (3) largest reactor with natural circulation and (4) refueling method and equipment of advanced design.

Believe to have found the way to economic atomic power and are eager to get AEC approval to proceed with the project. The company has completed negotiations on a regular commercial basis with Bechtel Corp. to design and build the plant. General Electric company will supply the nuclear and electrical equipment. The nuclear fuel would be fabricated by G-E under a separate contract.

No financial assistance to PG&E is involved in the contract, no assistance from AEC for research and development is contemplated.

PG&E, G-E and Bechtel joined forces to build the Vallecitos project near Pleasanton which went into operation last October producing the world's first all-privately financed atomic-electric power. Vallecitos operates under AEC Power-Reactor License No. 1.

G-E and Bechtel are associated with the Nuclear Power Group, Inc., which is building the 180,000-kilowatt Dresden Atomic Power Plant near Chicago. G-E is the supplier of atomic and electric equipment for the Dresden project.

PG&E will continue working to reduce the cost of a previously announced 200,000-kilowatt atomic electric unit the company desires to install when cost goals for this larger unit are achieved.

BECHTEL EMPLOYEES SET SAFETY RECORD!

(1) An unprecedented mass meeting of all Project Employees, Union Officials and Safety Officials was held Tuesday morning, March 11, 1958, at 11:50 a.m. to celebrate the setting of the six month safety record. Mr. John V. O'Brien, Safety Supervisor for Bechtel Corporation and Mr. G. L. Rodier, Safety Engineer for Industrial Indemnity, was introduced at the meeting.

(2) Six month Milestone passed at 4:30 p.m. today. Bechtel Employees today completed a six month period without a lost time accident at the Humboldt Bay Power Plant Project.

In the announcement by Mr. H. H. Warner, Project Superintendent, he stated "Most of the credit for this record is due to the men in the field. Without the enthusiasm and whole hearted cooperation of the men, no safety campaign can succeed." He went on to say "With the calibre men we have at Humboldt we are confident of stretching the record to a year."

(3) Slip Rule Calculations. To emphasize the significance of our record of six months without a lost time accident, the following computations were made:
6 Months — 12,058 Man Days, or 96,464 Man Hours, or 5,787,840 Man Minutes, or 347,270,400 Man Seconds, or 2,411 Man Weeks, or 552 Man Months, or 46 Man Years, Q. E. D. Our six month record is equivalent to one man working a lifetime without a lost time accident.

Brothers Hershel Myers, Ned Miller, Gene Cox, David Gilmore, Stanford Hitchings, James Jordan and Ken Robinson are the operating engineers on this job who have contributed to this record.

Our congratulations to you brothers, keep up the good work. Don't forget to come to the

Santa Rosa Report —

WITHOUT UNIONS, WORKERS DEPRIVED OF THEIR RIGHTS

By J. D. Mark, Dispatcher — Santa Rosa Office

There are those in California who fear labor and would destroy the trade union movement, they realize that this present time of emotional thinking offers the opportunity of a lifetime, and their introduction of "Right to Work" legislation is their method of attack. In an age where big corporations are getting bigger, strong unions are necessary to provide equality at the collective bargaining table between labor and management.

The individual worker on his own is at a distinct disadvantage in trying to influence the employer's decision regarding his wages, hours and working conditions. Consider the ridiculously unbalanced bargaining relationship between the individual worker and General Motors, U. S. Steel, the Bell Telephone System or the Prudential Insurance Company! Without the strength of the union to assist him, the individual worker is compelled to accept the wages and working conditions that are established by the employer.

Some people, although they may think that unions are "fine," feel that it is somehow undemocratic to compel anyone to belong to a union. So, these people are apt to oppose union security and give support to the so-called "Right to Work" laws on the mistaken basis that an individual is deprived of some essential liberty. The obligation to join a union where a union security contract prevails is only one of many obligations that any person must accept in taking a job. Obviously, any person must, under these circumstances, accept the obligations to observe Safety and Health rules; must have proper work qualifications, must have, depending on the job, varying education and experience qualifications, etc. The qualification that a person must join a union is only one of the many qualifications.

It is good to know that a great many business men are against the "Right to Work" law, for example, the Ets-Hokin & Galvan Co., Mr. Louis Ets-Hokin states: "We don't think non-union workmen who are underpaid and afraid of their jobs make good workers, and besides they make lousy customers."

In an address to the AFL-CIO Metal Trades Department, Harry Morton, attorney for the nationally known industrialist Henry Kaiser, told how Kaiser changed his views to advocacy of the closed shop.

"Kaiser was not always the idol of the working men. He was at one time as rough as any employer in the United States . . . Kaiser's people built Boulder Dam, an open shop job. A few years later, they built Grand Coulee, the tightest closed shop you ever saw . . . We did not get religion just because we like you people. I am speaking of management now. We learned this: The cost per yard of concrete poured at Grand Coulee was less than it was of concrete poured in Boulder Dam. The cheaper job was the closed shop, the union shop. The more expensive job was the open shop job. This is your beginning and reason for us getting religion, and when we got it, we went all the way."

The following bids have been opened during the past month: Peletz Construction Co., Santa Rosa — Improvements to the

meeting April 8 at the Labor Temple 9th & E Streets, Eureka. Let's make a good turn out.

The office is open 7 to 9 p.m. Monday nights for your convenience.

Municipal water and sewer system in Fort Bragg, \$205,800.

Elmer G. Wendt, Rio Vista—Construction of Diversion channel and concrete water tank for Clear Lake State Park, Lake County, \$71,726.

Slinson Construction Co., Napa — 0.1 mile grade and surface, 12.8 miles east of Geyserville, Sonoma County, \$9,961.

E. T. Haas Co., Belmont—Improvement water system, Fort Bragg, \$146,505.

Ball and Simpson, Berkeley—2.8 miles of 4 lane highway, 12 miles north of Laytonville, \$1,814,527.

Lentz Construction Co., Sacramento — Construction of sewage collection system in Ukiah.

The following jobs are up for bids in the near future:

Lake County—2.2 miles wider or grade and surface park roads with plant mix on untreated base at Clear Lake State Park. Budget Allocation \$91,000.

Mendocino County — Mackericher State Park, shaping, compacting and surface approximately 11,000 sq. yds. of roads and parking spurs, also resurface approximately 3100 sq. yds. roads.

We have sunshine now, but I don't think I can ever remember the rains having been so consistent. I realize we have had more rain, but this has been just one storm right after another. I only know of one member who is hoping for this weather to continue until the end of February and that is Bud Olson. He has caught the largest steelhead in the Guerneville steelhead derby and if this weather holds he will win first prize, which from all I can gather, is a lot of loot.

Brothers Dave Hanny, Orin Gibson and Floyd West have been in the hospital undergoing operations, they are all up and feeling fine now, and will be ready to go by the time this country dries out.

This area is not the same now. Gleen has left us and we miss him. One thing I will say, it has certainly stirred up the Brothers. There have been members in this office that I haven't seen in months, all inquiring as to what the score is.

Why is it? We never really appreciate having a good guy around until he is gone. I have no idea as to who will be appointed to fill this vacancy permanently, but I will say this whoever he is, he has a mighty big pair of shoes to fill. In the meantime, the area is being serviced by the San Rafael office with Brother Foss acting as "Superintendent." With Hein on call, you can be sure we're not being neglected.

It used to be that women were either blond, brunette or red head but today you see a lot of convertible tops.

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STOCKTON SEES AN EARLY START

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

The work picture here in the Stockton area is somewhat brighter than last month's report. The weather has taken a turn for the better and all indications are for an early start this spring.

Macco Corporation is planning to build a permanent yard in Tracy where they will manufacture spunpiling. This yard will stockpile and distribute spunpile to the various jobs in Northern California. We understand that the Ammonia Plant to be built by Macco Corporation adjacent to the Best Fertilizer Plant will not get started until May.

San Joaquin County is planning to call for bids on the replacement of the old Tracy Road bridge between Union Island and the Fabian Tract. This project is estimated to cost over one-half million dollars.

M. J. Ruddy and Son of Modesto have started their highway 50 job east of Tracy. At this time, they are using a trenching machine to get culvert in and a blade, but should have several engineers back on the payroll by the time this item is printed.

This same situation applies to A. Teichert and Son on their Highway 50 job south of Stockton. At present they are stripping the borrow pit near French Camp and should be moving the dirt before long.

The Mossdale job, still further south on Highway 50 where it converges with Highway 120, has resumed operations but according to Adolph Bauer, Teichert's superintendent, it will be at least two months before the railroad shuffly can be taken out and the new overpass put into use.

FAIRGROUNDS

The M. K. job at the County Fairgrounds is making progress despite the rainy weather this year. This means that the race track will have to be let right away in order to be completed by fair time.

Carvers Construction Co. of Stockton is busy on the ore dock extension at the Port of Stockton. Brother Marvin Haynie drove the piling on this job with his rig.

Claude C. Wood Co. has started clearing the right of way on their road job above Murphy's. Paul DeMartini has his cat on the job doing the clearing and logging. If the weather permits they should start moving dirt about the first of April. They are also setting up a crusher and hot plant at Vallecito. Claude C. Wood Co. has three other jobs in this area, and on Highway 12 out of Lodi, another at Modesto on a County road and a grading and paving job at Fricot School in Calaveras County. Work has started to pick up around Ione. McClintock Construction Co. has a dozer working cleaning up for a new building and it looks like Claude C. Wood Co. has the dirt and paving.

Arron's Building and Wrecking Co. is finishing up a job at Preston School. A dozer and truck crane are busy tearing down old buildings.

Joe Cicini has his DW 20s and cats back to work for Owens Illinois Sand Plant stripping for more sand.

Transocean Engineers have put a few men back to work on Highway 88 at Jackson. If it doesn't rain, they should have a full crew working by April 1.

MODESTO JOBS

In the Modesto area, the Macco Company has moved in a portable driver on the Thomas Bridge job across Dry Creek. Speaking of bridges, the County has let four engineering con-

tracts recently and has called for bids on the McHenry Avenue crossing at the Stanislaus River. Bids to be opened about April 3. Darrough & Son has resumed work at the airport and are now going full blast. Claude C. Wood Company is still down because of bad weather. Everything is going very well at Cherry Valley and the crews have been increasing steadily.

Brother Lee Turner went to Germany on a pipeline job for W. M. Lyles Co.

Brothers, in order to expedite the Health and Welfare claims we suggest that if you know you have a claim coming up that you mail a post card or letter to the Operating Engineers' Trust Fund office, 476 Valencia St., San Francisco 3, giving your name and social security number and the name of your last employer and request the hours you have in your account. If you find that the hours differ from those on your check stubs, bring the card and the hours worked into the office and we will endeavor to get the matter straightened out. This procedure will keep you advised as to your surplus hours in advance of any hospitalization or medical benefits.

As you probably have noticed in reading the Engineers News, this area is not represented on the Blood Club of Honor Roll that appears in every issue. Let's make an effort to change this situation as we have members whose health and welfare hours are depleted and they are out the cost of blood, besides the inability to secure it.

PALO ALTO, Contract awarded to Pisano Bros., 1800 Stockton Ave., Santa Clara, \$46,761, for const. of R.C.P. storm & sanitary sewers, Stanford University School of Medicine.

SACRAMENTO — Contract awarded to Processed Diamond Bit & Tool, 66 Ritch St., S.F., \$11,017, for drilling test holes for explor. of a proposed dam site at Freemans Crossing on Middle Yuba River, abt. 16 mi. N. of Nevada City, YUBA & NEVADA COUNTIES.

Sacramento Expects Record Year

By GLENN L. DOBYNS, ERNIE NELSON, ED HEARNE and BOB SORNSSEN, Business Representatives

The Sacramento area has very little going on at the present time, Brothers, but we are expecting our busiest year so far.

Gordon H. Ball was low bidder on the construction of apron and parking facilities on the runway at Mather Air Force Base. Their bid was \$1,588,612.10. There are some long faces at Teichert's office for they were just \$3,700 high. Better luck next time, fellows.

On their runway job at Mather, Gordon Ball is 50 percent complete on the pouring of the runway and taxi ways and are awaiting dry weather to finish up. They have been doing some repair work in the shop and this has kept a few of the Brothers busy all winter.

Aerojet General, at Nimbus, has several jobs going all the time now and some of them are rain or shine. Robert E. L. Parker has a lot of work to do when, and if, the sun shines. Continental Construction, Affiliated Engineers, and Baldwin Contractors all have buildings under construction at the present. The present emphasis on the missile and satellite program has put this work on a rush basis.

The home building program is still slow at the present time with most of the building being done by small contractors who have only three or four homes under construction. We are in hopes that this work will pick up in the Spring.

Western Concrete Pipe Co., who were down for quite some time repairing, are down again after two weeks run. They are in need of a few orders for pipe but none of the contractors are buying due to wet grounds. The crew at Western are busy installing a new machine that will make concrete multiple conduit for underground telephone lines. Concrete conduit can be made faster, cheaper, more waterproof, and less brittle than clay conduit. At least the company that makes the machinery says so. We will wait and see.

GRAVEL PLANTS

The ready mix plants and gravel plants around Sacramento are operating on a limited capacity at this time, and are taking advantage of the season to catch up on their repair work. Tehichert's rock plant at Woodland is running full time. Madison Sand and Gravel is down repairing and cleaning up after the high water. The other day there was a foot of water in the office on top of the new paint job that hadn't quite dried

Bids will be opened on April 1 for construction of 540 family housing units at McClellan Field. These will be built under the terms of the Capehart Act.

Independent Iron Works of Oakland keeps one or two truck cranes busy in the area on the many school jobs going. They had a rig up here for a while that is really a dandy. It is a 60-ton Lima with two front axles under it. The only drawback to it is that it weighs nearly 100,000 pounds and the ground is a bit soft for it.

Recently the Miners Foundry and Machine Works in Nevada City, and the Operating Engineers, Local Union No. 3, signed an agreement covering their shop and field work. There are nine men employed in the shop and we want to take this opportunity to welcome them into Local No. 3.

At Granite Park, on Folsom Lake, Stecker and Scott and J. H. Harrison are almost completed but have shipped most of the equipment out to other jobs. Miles and Sons are waiting out the rain to finish the cement treated base.

BLOOD BANK: Our sincere thanks go to Clarence E. Hoffmeyer and Henry A. Hansen who donated to our blood bank since our last report.

Remember this office is open every Thursday 8:00 a.m. through 8:00 p.m. Other weekdays 8:00 a.m. through 5 p.m. Closed Saturdays.

Labor Organization Financial Report

CASH BALANCE AT THE BEGINNING OF THE FISCAL YEAR (Exhibit G)		\$ 541,909.81
Add:		
CASH RECEIPTS		
Dues (or per capita tax from affiliates)	\$1,406,156.42	
Fees excluding work permits	317,099.43	
Work permits	45,478.00	
Fines	3,256.00	
Assessments (Exhibit C)	68,907.06	
Income from investments (dividends, interest, etc.) (Exhibit D)	22,708.70	
Receipts from sale of assets (Itemize in Schedule A)	4,175.00	
Receipts from sale of supplies (labels, buttons, etc.)	308.75	
Other receipts		
From members—Burial Expense Fund	110,155.44	
From other sources (Itemize in Schedule D) (Exhibit E)	131,191.69	
TOTAL CASH RECEIPTS	\$2,109,436.49	
TOTAL CASH ACCOUNTABILITY	\$2,651,346.30	
Deduct:		
CASH DISBURSEMENTS		
Per capita tax and assessments (Exhibit F)	373,415.98	
Salaries	No. of Persons	
Officers	7	70,537.84
Staff	200	675,959.13
Allowances		
Travel and related expenses		20,322.97
Other (Itemize in Sched. E) (Exh. H)		115,918.66
Taxes (Exhibit I)		34,372.27
Fees for legal services		10,224.68
Fees for other professional services		4,755.00
Office and administrative expenses (Exh. J)		96,820.89
Benefit payments to or for members or dependents (Exhibit K)		83,835.00
Publications, publicity and educational exp.		16,871.45
Purchase of assets		292,495.41
Other disbursements (Itemize in Schedule G) (Exhibit L)		257,641.63
TOTAL CASH DISBURSEMENTS	\$2,053,170.91	
CASH BALANCE AT THE END OF THE FISCAL YEAR (Exhibit M)	\$ 598,175.39	

BALANCE SHEET

STATEMENT OF ASSETS AND LIABILITIES

ASSETS	Beginning of fiscal year January 1, 1957		End of fiscal year December 31, 1957	
	Amount	Total	Amount	Total
Cash:				
Cash on Hand		\$ 541,909.81		\$ 598,175.39
Securities:				
Government Bonds	\$ 275,000.00		\$ 275,000.00	
Corporate Stock (Exhibit O)	100,670.39	375,670.39	100,670.39	375,670.39
Fixed Assets (Net of Reserves)				
Land and Buildings (Itemize in Schedule H) (Exhibit P)		1,613,613.76		1,845,059.62
Furniture and Fixtures		42,768.94		49,363.35
Notes and Accounts Receivable (See Schedule J)		600.00		600.00
Other Assets (Itemize in Schedule K) (Exhibit Q)		145,447.07		131,595.76
TOTAL ASSETS		\$2,720,009.27		\$3,000,464.81
LIABILITIES AND NET WORTH				
Net Worth (excess of Assets over Liabilities)		2,720,009.97		3,000,464.81
Total Liabilities and Net Worth		\$2,720,009.97		\$3,000,464.81

The Complete Report, including all Supporting Data, is available in the office at 474 Valencia Street, San Francisco, California.

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Nevada Round-Up

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

Morrison-Knudsen is off to a real good start on their new job on Highway No. 40, east of Sparks, Nevada, near Painted Rock, and it should be off to a good start with Ralph "Tuffy" Jones as Super for that boy really gets a job in high gear at the beginning and keeps things rolling until the job is finished. He has a lot of

good help with Brother Fred Huff, Brother Dean Straw, Brother Bliss Cushing, Brother Harry King as Grade Foremen. Brother Oluf Hartvigsen is on the Blade doing a bit of sloping, detour work and keeping up the haul roads. Brother Robert Boyer, the foreman in the shop, has some real heavy duty repairmen working for him. Brother Alfred Rains, Brother R. W. "Bad Eye" Pulsipher, Brother William Watt, Brother Carlyle Anderson and Brother Ted Haberman; these Brothers are real repairmen, but they have to be to work for Brother Boyer.

Boyer has a couple of real welders on the job by the names of Brother Gilbert Redmer and Brother Edson Hamm. These two Brothers keep things welded up in the shop and on the job. Brother Earl Andreassen and Brother Jimmie Zunino are on the DW-21's. That's a couple of fine 21 men and they are both ex-bartenders, good ones too, that I know from experience. Brother Leonard Miller and Brother Leonard Ellis are on Dozers and complaining about the rock, the hard work, rough going and what have you, but that can be expected from the two "Leonards."

Now, there are some other outstanding Dozer hands on the M-K job, such as Brother Matt Greve, a real dozer man, Brother Frank Breeding, Robert Glover, John Kudron, John Arvin, E. B. Brixey and "Dugan" Pulsipher. Tuffy is real fortunate to have such a good crew of Cat hands on this job. The shovel crew on the 71-B are Brother Alfred Kennedy and Brother Arlie Pratt. They think that is quite a rig in rock. Brother I. J. "Tobe" Tobler is on the old Northwest and does more digging than the new 71-B. Brother Fred Ingledue, this is the boy that has it made, taking care of the compressor. Now the Cat drill crew are a couple of real dandies. Brother Donald Larson is on the Cat and none other than Brother Danny "Mike" Milovich is the driller, and a good one. Danny puts on his card 70 or 80 feet a day. However, he really drills about five or six hundred feet a day. Danny has the bassman, Mr. Jack Good up in the air all day and especially when Jack reads the footage report. Now we can't forget the poor old greaser, Brother Roy Gottbehuert on the day shift, doing a fine job. On the P.M. shift, there is Brother Miguel "Mike" Pantoja, that's a real grease monkey.

Lagrange Construction Company better known as the "Little Man;" "Sputnik" Johnny has his new crusher set up out at Brother Bob "Sandman" Williams' sand and gravel pit, west of Reno, Nevada. Brother Wade Henderson has done a good job repairing and getting the crusher in shape. Brother Reggie Fields, Johnny's shop foreman, has things under control around the Lagrange Company shop. The yard boss Mabel, has been a bit quiet during the winter months; come summer, things will be different. Mabel will be bossing the boys around as usual. Harold "Gruesome" Imelli is his usual pleasant self watching over the company money.

ISEBELL, FLORISTON

Isebell Construction Company is getting off to a slow start on their job at Floriston, California.

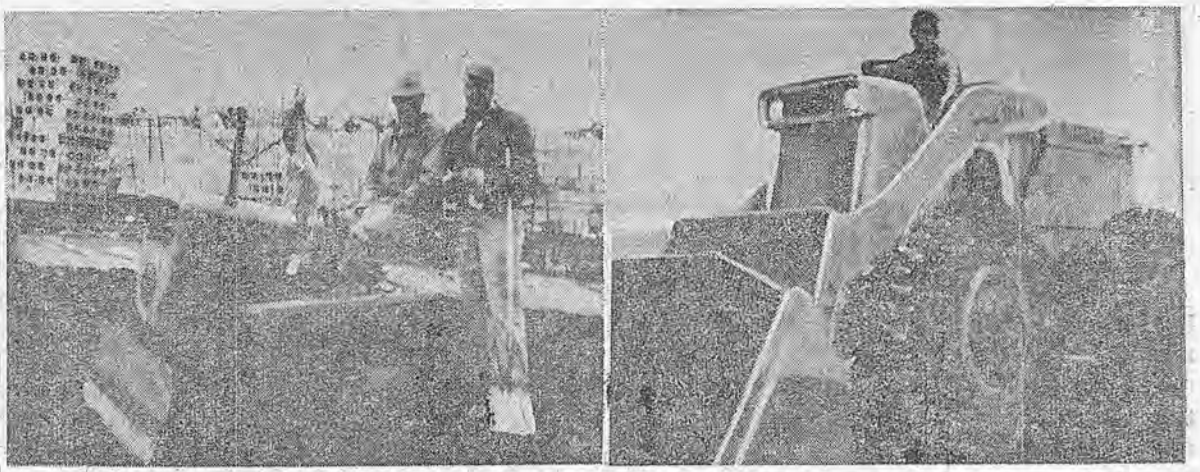
They have Brothers Bud Clem, Chris Peterson, Cecil Barnes, H. R. "Whitey" Beherns and T. R. DeLavega busy putting the 150-B electric shovel together. Brothers A. C. Blair and Al Bergevin are the foremen on the job. Brothers Kendal Scow, Raleigh Franklin, Wilbert Snodgrass, George Sharrah, Manuel McCloud, Ernest McAllister and Charles Oulette Jr. are on dozers doing the clearing work. Brother Clifford Morse is doing the HDRM-welding on the job. As soon as the weather permits, Isbell expects to kick into high gear, and are in hopes that they can get under full power by the first of April. Gordon Ball has brought his office onto the job and will have a few of the Brothers busy on a Lorain crane in a few days. They have to unload the rig. Granite will be showing up on the job as soon as weather permits. This job is a joint venture of Isbell Gordon Ball and Gordon Ball, and Granite Construction. Isbell will do the excavating; Granite will handle the aggregates; and Gordon Ball will do the bridge and structural work.

At the Isbell Construction Company shop in Reno, things are about normal, with the usual amount of gripes, grievances, and general "bull slinging." There were some grievances of serious nature a short time back, but they were disposed of promptly and to the satisfaction of the men involved. During the course of meetings with management on these issues, the possibility of a gripe of the same nature occurring was removed by the decisions that were made. Except for the restlessness among the men with the coming of spring and the road work, I think that everything in general is in pretty fair shape, and that all will settle down again very soon.

Negotiations are underway with Crooks Brothers Tractor Company of Reno for an agreement with Local No. 3 to cover their shop employees. One meeting has been held with Crooks Brothers and another will be held during the next ten days. We are very glad to be servicing the employees working there for they are a swell group of men. We don't contemplate any serious trouble in negotiations at present and hope to reach agreement soon.

AT THE AIRBASE

At Stead Air Base, north of Reno, the large housing project work has really slowed down due to the past weather conditions. Most of the contractors have lost a lot of time on the job and progress has been slow. There has been some work going on in "spurts" that has kept some of the Brothers busy out there. A picture was taken on the Isbell Construction Company's portion of this work of Brother G. C. Brown while he was operating a dozer within the foundations of the buildings. I thought it would be a good picture for the paper so that other members of Local No. 3 could see the size of this monstrosity that Brother Brown was running. It is driven by a 2 cylinder Wisconsin motor, I think. Well, big or small, we can run them all. If you don't believe us, ask Brother Brown. Also on the job is Brother Ronnie Hoover, who is operating a 125-A Michigan loader. The dif-



BIG AND LITTLE IN NEVADA—Engineers run them all, large and small, as shown in these pictures of rigs at Stead Air Base, north of Reno. The "miniature" model is a dozer used within building foundations, driven by a 2-cylinder Wisconsin motor, operated by Bro. G. C. Brown. The big one is a 125-A Michigan Loader, operated on the same job by Bro. Ronnie Hoover.

ference in these two machines makes a good comparison.

Stewart and Wells Construction Company is moving along very well on their job on Route No. 1-A, north of Fallon, Nevada. There is a lot of mud on this job, but it doesn't seem to bother the Brothers too much. Brother Harold Hawn went to work on the job the other day as a Michigan loader operator. There is a top hand that will do them a good job. Brother Ray Duval, crane operator, and his oiler, Brother Thomas Giomi are on the Lorain for Riggs, the sub on the Stewart job. These two are also doing a top job for Mr. Riggs. Brother Tracy Horn is on a dozer for Stewart. He sure was glad to get that clearance; that Rockin' Chair was getting short. Brother Ted Smitten is the grade setter on the job and is keeping busy staying out of the way of Brothers Robert Nelson, William Martin, Fred Hunter, and Ralph "Jug" Stephens so they won't run over him.

In the iron mining industry in western Nevada, it seems very likely that an agreement will be reached within the next week, covering all three of the iron mine operations which are Dodge Construction, Inc., Lovelock Operation, Mineral Materials, Lovelock Operation and the Standard Slag, Wabuska Operation. Meetings have been held with the above companies and their employees during the past two weeks, and a joint meeting is scheduled at the Reno Employers Council office on Friday, the 14th of March. This has been a long drawn out affair because of many reasons, but the main issues involved seem to have been eliminated and progress has been made. The Friday meeting might well be the close of negotiations with an agreement of satisfaction being reached. The employees at these mines have been patiently waiting for the outcome of these meetings and have turned out in force for their membership meetings and have expressed themselves very well. They have been very open minded and cooperative, so we believe that a solution to the problems has been found, and we look forward to much achievement at the meeting of the 14th.

LOVELOCK MILL

Kaiser Engineering has received several cars of steel and plant equipment on the mill job at Lovelock, Nevada. The iron workers have spent a few days unloading and have started bolting things together. Brother Leslie "Red" Warren is operating the Manitowoc crane and Brother Vincent "Pooch" Puccinelli is his hard working, fast talking, cigarette mooching oiler. These two Brothers are happy now as they are working under the specialty crafts clause and drawing the subsistence. Maybe "Pooch" won't have to smoke my cigarettes and use my matches next week. Scotty, the super for Kaiser, is very pleased with his crew however, and says that they are doing a good job

for him. Brother "Doug" Starr and his oiler, Brother Wilson Victor, are doing the clamshell work for Kaiser. Brother Starr has his own machine on the job, and we are pleased to see him there. Hope to see him keep his machine working as he is real swell "folks."

Dodge Construction Inc. was awarded a \$317,000 road job that is about sixteen miles in length and runs from Unionville to Mill City, Nevada. This project is located about midway between Lovelock and Winnemucca, Nevada.

There was an article released by the Highway Department of forthcoming jobs in the eastern portion of the State of Nevada. A job will be advertised in the next two weeks for work on Highway No. 50 at Hickinson Summit between Austin and Eureka, Nevada. It also stated that this summer, the Keystone Junction to Ely, Nevada, job would be let.

Most all of the present work is just waiting for the weather to clear in order to resume full working schedules. We hope that by the time this paper comes out, that all of this season's work will be under way and in full swing. It looks like a good season once it gets started, but the winter has been

a long one for many of the Brothers. They will sure be glad to see the green grass grow.

This is always the hardest and most difficult part of the newspaper article to write. Believe me, Brothers, when I report the death of Brother Byron "Red" Bower, it is with deep sorrow and the feeling of having lost a good friend. Brother Red was killed in a one truck accident on Highway No. 40 near Floriston, Calif. He had many friends and all of us wish to extend our sincere sympathy to his family.

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The Sun Shines And Big Rigs Roll in Northbay Area

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

For the last few days, we have had ideal weather for Operating Engineers—the kind of days that make it IMPOSSIBLE for dirt movers to stay indoors.

The one thing that our boys forget is that we have to allow enough time for the ground to dry out in order for the equipment to be able to move dirt.

In the Vallejo area, as of March 4th, Syar & Harms have started their freeway job on Highway 40, with some dust flying. Brother Cecil Herman was chomping at the bit, wanting to get started, and tired of looking at the big line of equipment sitting lined up and idle. Now that they have started to roll, he has begun to smile again.

M & K Corp. & Stolte still giving Mare Island workers a bad time on their sewer job with detours and equipment. This has been a wonderful job for the Operating Engineers, throughout the whole winter; losing very, very few days and those only because there was a downpour to the extent that the operators couldn't see the Oiler 25 feet in front of his rig giving the signals. That was the only reason they lost any days.

North Bay Construction, on the Disposal Plant at Ryder Street have been plugging along all winter also.

Syar & Harms are putting up a new concrete plant on Sonoma Boulevard south of Vallejo and are making very good progress after losing approximately \$10,000.00 in one mans' life from a freak accident, which goes to show that you can't take too many precautions on any job, regardless of how big or how small. We sincerely hope that all of our boys will be very careful in order to prevent accident, no matter what job they're doing and to remember that regardless of who happens to be the unlucky one it's the family that suffers the most.

FAIRFIELD

Up in the Fairfield area, with the help of a few more days of sunshine and a North wind, Marshall & Haas and also Vinson & Darkenwald should be starting their Canal job.

Solano County looks as if it will be having a good year for the Engineers, but with a late start.

We would appreciate and I know that it would make one of our long standing members' days a lot happier, in the Vallejo General Hospital, if we were to send him a get well card. We think that most of the members, at some time or other, have worked with or heard of Brother Lawrence (Shorty) Freeman. This little fellow has made a name for himself as an Oiler in Local 3 and I know he'd appreciate it very much, if you are ever in the Vallejo area, during visiting hours, to stop in and say hello. "Shorty" says that you can always sneak in by going through the alley, if they won't let you in the front door.

Brother Charles Smith, who worked for Ferry & Crowe on a DW 20 double is having quite a time pinning a diaper on a 5 lb. 3 oz. future operator who was born on February 24th. This boy barely got his seed back.

We have reports from some of the Brothers who are now in other areas and just would like to say hello to Brother R. W. Harper who is in Yuma, Arizona; Bro. Joe F. Dixon who is in Wichita, Kansas and to Brother Ralph Gaches who is in Carlsbad, New Mexico. Say fellows how are things in other parts of the coun-

try. How about a line from you?

NAPA AREA

Activity in the Napa area—Runways get face-lifting at Napa County Airport . . . Workmen are ripping out 176,000 feet of asphalt joint filler at the Napa County Airport, cleaning out cracks between the concrete squares of the runways and replacing the old asphalt with new. The first operation utilizes a tractor very much like a farm tractor. This machine, equipped with a single steel spring in lieu of a plow, reaches down into the joint and tears out the old asphalt. The rippings are gathered up and hauled away. The runway is then gone over with a street sweeping machine to gather up as much as possible of the dust and dirt. Then a wire brush, mounted on a garden tractor and whirling at a high rate of speed, is used to brush the point out thoroughly. Final cleaning is done by compressed air which blows away any remaining loose material. The new joint filler is a rubber-based asphaltum which is expected to last much longer than the original now being removed. The runways were laid in 1942 and this is the first redoing of the joint sealer material. Expansion joints in mile long concrete runways are necessary because of the contraction and expansion of the hard surface material and also because of the terrific impact upon the surface when the wheels of large Sfreight-carrying aircraft first touch down.

The A. R. Reid Company of San Francisco is contractor on the job. Operator S. R. Wolf on applicator, Operator Waldemar Blessum on John Deere Model L, foreman is Cal Kirk. Eight and one-half working days.

The low bidders on relocation of the Conn water line at Yountville were MGM Construction Company of Concord, \$19,914.30 for installation of valves, couplings and pipe; Kaiser Steel Corp. \$15,346.80 for 36-inch pipe; Dresser Mfg. Co. of San Francisco, \$316 each for 30 couplings; M & H Valve and Fittings Co. of Aston, Alabama, \$2221 for valves.

PERSONAL NEWS

Best wishes for a speedy recovery to Bro. Wm. E. Phillips, foreman for Frederickson & Watson who is at San Rafael General.

Thanks to Dorothy A. Seth, wife of Bro. Don Seth for donating blood. Bro. Seth tells us his wife is a regular donor, visits the blood bank regularly. Wish we had more brothers like her.

Johnnie Meloni very popular and well liked Superintendent at Basalt-McNears' Pt. — attended quarry meeting in Chicago just recently—traveled by train. Afraid to fly, Johnnie? He says he had a very enjoyable trip—this meeting was also attended by Johnnie Sasani from Basalt.

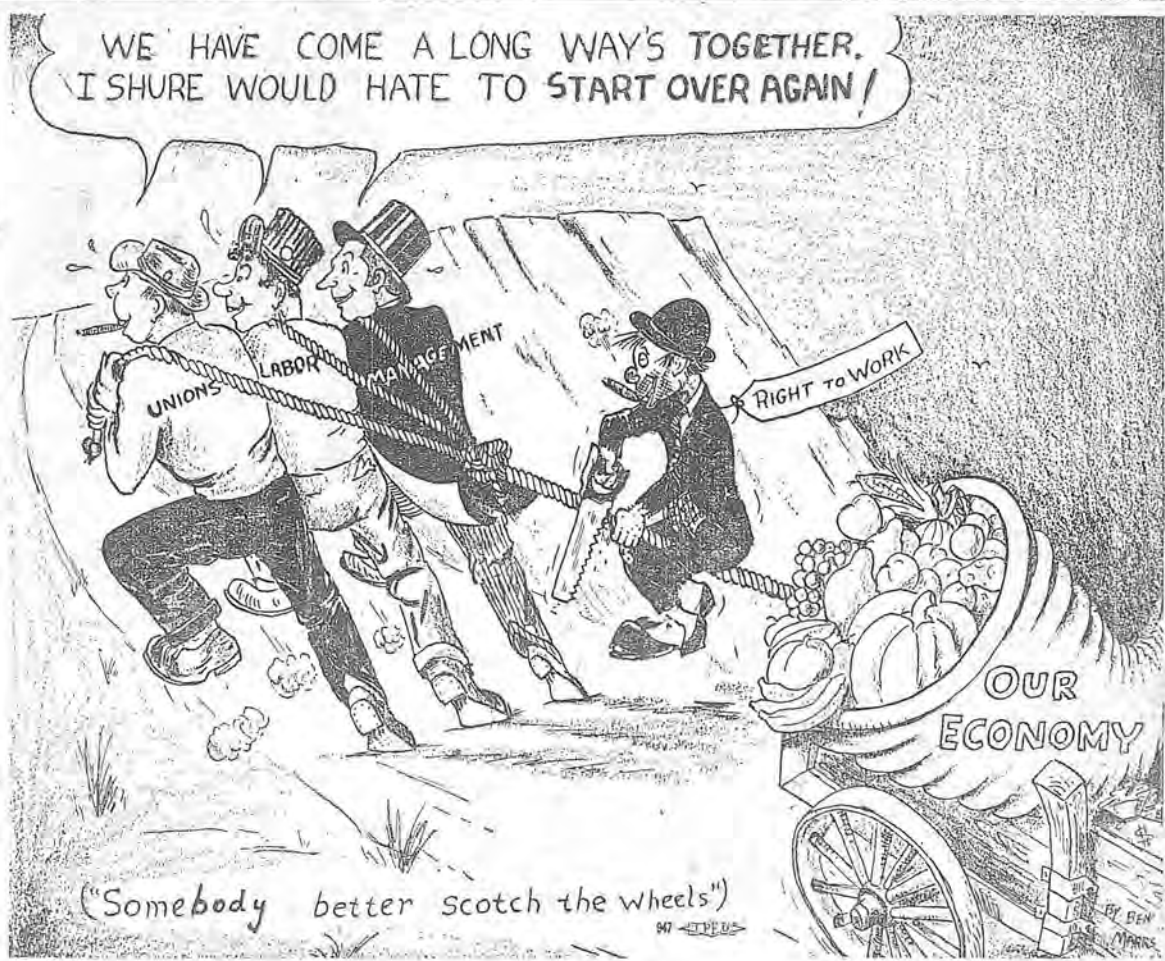
Brother Dave Scott recently went to Chicago on a business trip.

Brother Alonzo Crawford is leaving for Afghanistan for Morrison-Knudsen as foreman.

The following members purchased year buttons since last issue:

Brothers G. E. Bothwell, E. O. Casten, Ralph W. Talbott, Ed. C. Johnson, Paul H. Vincilione.

ALL TAKE NOTE!
Another reminder—Be sure to



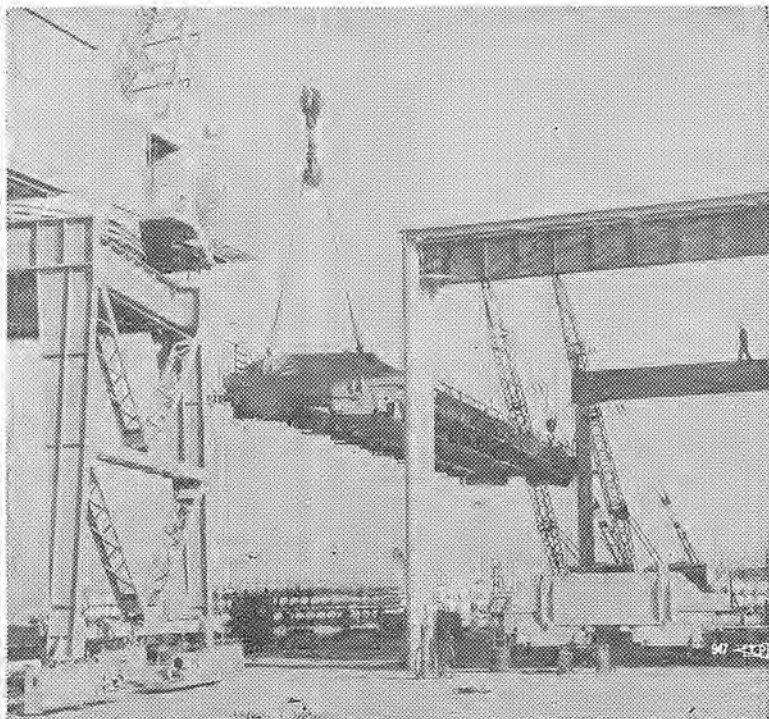
Kaiser Napa Steel Plant Builds "To Serve The Growing West"

"Built to Serve the Growing West" is the theme around which have been developed the many present day activities of Kaiser Steel Corporation. Working together to serve the needs of the West are some 900 of Kaiser's employees located at the company's Napa Fabricating Plant. Members of Operating Engineers Local No. 3 play an important part in the activities of that plant which fabricates a variety of steel products.

Heavy pressure vessels, steel gas transmission line pipe, barges, cranes and other miscellaneous steel products offer a challenge of skill each day to the forty Local No. 3 men that must lift, load and transport these items within the plant.

Thirty-inch diameter pipe is

being loaded out on flat cars at the Kaiser plant in Napa. Mobile track cranes are employed in this operation and are operated by members of Local No. 3. Rail shipment is the primary method used for moving the majority of pipe mill products from Napa to the customer's plant and loading operations of this type are in progress much of the time.



This fifty ton gantry crane assisted by two truck crane units is manned by members of Operating Engineers Local No. 3. Being hoisted to track rail is a fifty ton capacity overhead traveling crane which is now being used in the main Fabricating Shop.

SACRAMENTO, contract awarded to Granite Const. Co., P.O. Box 900, Watsonville, \$234,342, for 3.9 mi. grade, surf. two-lane hwy. w/ptmx. surf. on cem. tr. base & port. of exist. surf. at 2 locations, betw. E. side of Yolo Bypass & Broderick, YOLO CO.

register and vote—Survey in our area shows 4 out of 5 not registered. A petition is being circulated at the present time pertaining to state sales, use and income tax rates. You are urged to sign this initiative measure—which is in our office. A deputy is in our building at 701 Mission Ave. to register you to vote. Deadline for registering is April 10th.

This is all for this month!

SACRAMENTO, contract awarded to A. Teichert & Son, Inc., 1931 Stockton Blvd., Sacto., \$101,215, for const. of tract impvts., incl. earthwork, conc. work, gutter, drainage & manholes & inlets, guard rail., water distb. sys. & watermain & all related work in Peterson Tract.

BEALE AFB, contract awarded to R. A. Westbrook, Morrison-Knudsen Co., Inc., & H. Earl Park, 6431 Elvas Ave., Sacto., \$489,375, for const. storage ordinance base, Beale AFB, YUBA COUNTY.

SAN FRANCISCO, contract awarded to Payne Const. Co., 689 Louisiana St., Oakland, \$165,123, for const. of a corporation yard located in Golden Gate Park.

Construction Awards

MATHER AFB, contract awarded to Gordon H. Ball, Inc., Camille Ave., Danville, \$1,588,612, for const. apron, stub park. & apron & oper. hyd. fuel sys. at Mather AFB.

SACRAMENTO, contract awarded to Rothschild, Raffin & Wierick, 274 Brannan, S.F., \$1,053,446, for approaches to be graded & surf. w/ptmx. surf. cem. tr. base & exist. bridge renovated, & connect w/newly const. Valona Interchange struc. to be const. betw. 0.6 mi. S & 0.5 mi. N. of Carquinez Straits Bridge, CONTRA COSTA & SOLANO COUNTIES.

SAN FRANCISCO, Contract awarded to Piombo Const. Co., P.O. Box 935, San Carlos, \$935,500, for fill. for runway exten. at S. F. International Airport, SAN MATEO COUNTY.

SALT LAKE CITY, Utah, contract awarded to W. W. Clyde Co., P.O. Box 231, Springfield, \$1,073,466, for 10,054 mi. const. 4' bit. ptmx. surf. roads & one conc. bridge over 20' span, Sect. of U.S. No. 40, from near jctn. of U.S. Nos. 40 & 189, north for 10 mi. towards Keetley, in WASHINGTON COUNTY, UTAH.

MENLO PARK, contract awarded to William & Burrows, Inc., 500 Harbor Blvd., Belmont, \$500,000, for const. office-warehouse in Bohannan Indust. Park, Menlo Park.

SACRAMENTO — Contract awarded to Claude C. Wood Co., P.O. Box 599, Lodi, \$484,968, for 5.9 mi. to be graded and surf. w/ptmx. surf. on cem. tr. base & imp. base mat'l. betw. 2.5 mi. E. of Murphys & 3.5 mi. W. of Big Trees, CALAVERAS COUNTY.

BELMONT, contract awarded to L. C. Smith, 225-19th Ave., San Mateo, \$27,354, for street work, sidewalks, curbs, gutters, sewers & water lines in Long Gardens Subdiv. Impvt. Proj.

SAN RAFAEL, contract awarded to MGM Const. Co., P.O. Box 105, Concord, \$123,711, for install. North Marin Transmission Line.

SANTA CLARA, contract awarded to Geo. C. Renz, 555 5th St., Gilroy, \$40,312, for impvt. of Wistar St., Scott Lane to W'ly line of Empire Manor, Unit No. 2, City of Santa Clara.

SAN FRANCISCO, contract awarded to M & K Corp., 51 California St., S.F., for General Work, on const. addition to Class Room bldg. No. 1 at S.F. State College, San Francisco.