

ENGINEERS NEWS

OPERATING ENGINEERS LOCAL 3

STATIONARY ENGINEERS LOCAL 39

VOL. 17—NO. 5

SAN FRANCISCO, CALIFORNIA

MAY, 1959

OFFICIAL NOTICE TO MEMBERS

District Meetings Scheduled for June, 1959:

- June 2 — Fresno, Engineers' Building
- June 4 — Santa Rosa, Labor Temple, 636 Third
- June 9 — Reno, Reno Musicians' Bldg., 120 W. Taylor
- June 10 — Salt Lake, 1515 So. 2nd East, Annex

HAVE YOU CONTRIBUTED YOUR DOLLAR TO THE COPE 1959 VOLUNTARY CONTRIBUTION DRIVE??? Contribution books have been mailed to all Local No. 3 business representatives and district offices so that every member will have the opportunity to donate ONE DOLLAR for this drive. If you haven't already done so . . . **DONATE YOUR \$1.00 TODAY!**

TECHNICAL ENGINEERS ATTENTION!! . . . Special meetings for members of the Technical Engineers Branch of Local No. 3 have been arranged to discuss the new Land Surveyor's Contract. Meetings will be held as follows:

- May 22nd—8 p.m., Friday—OAKLAND, 1444 Webster Street
- May 29th—8 p.m., Friday—SAN FRANCISCO, 474 Valencia
- June 5th—8 p.m., Friday—SAN JOSE, 760 Emory Street

BLOOD DONORS HONOR ROLL

SAN FRANCISCO
Ernest Preciado

OAKLAND
Harold H. Rogers

SAN RAFAEL
R. T. Irwin

STOCKTON
Al McNamara

FRESNO
Stuart Moncrief
Otto David
E. Kennedy

SACRAMENTO
Wiley Steelman
Albert Floris

In Memoriam

PAUL S. ISAACS
EWA, Territory of Hawaii,
March 21, 1959

GEORGE M. BRADLEY
Modesto, Calif., April 2, 1959

ERNEST RENKEN
Stockton, Calif., April 20, 1959

HENRY H. STARKS
Tracy, Calif., April 21, 1959

DELMER J. EDMONDS
San Francisco, Cal., April 21, '59

STANLEY MONTGOMERY
Santa Clara, Calif., April 26, 1959

I. E. CRAWFORD
Fairfield, Calif., April 28, 1959

JAMES HAMILTON
Burlingame, Calif., April 28, 1959

FATAL TUNNEL ACCIDENT POINTS NEED FOR SAFETY ON CONSTRUCTION JOBS

With the job season now in full swing throughout the broad jurisdiction of Local 3, serious accidents are beginning to happen, and officers of the union wish to take this opportunity to remind all members of the need for constant alertness on safety precautions.

A tragic accident took place in April on a tunnel job at the Oroville dam site, with three men killed and two injured, the latter being members of Local 3. This event brings forcefully to mind the need for making safety a regular habit. A full account of the tunnel accident was submitted by the Marysville office of Local 3.

"No matter what type of work you are doing or where you are doing it, observe, correct, and report all unsafe conditions and keep an eye open at all times for potential unsafe situations, so you may prevent property damage, injuries, and even loss of life," was the warn-

ing statement of Local 3 officers.

Here is the full account of the tunnel accident.

About 12:15 p.m. on Tuesday, April 21st, Brother "Bill" Ruff, who was working as a tunnel mechanic for Boyles Brothers Drilling Co. on an exploratory tunnel being drilled for the California Department of Water Resources at the site of the proposed Oroville Dam, had just sat down to eat his lunch.

A little while before that he had sent some 80 or 90 sticks of powder into the tunnel together with the necessary caps and fuse. So when he heard an explosion he thought nothing of it as he knew it was about blasting time. That is, he thought nothing of it until Brother Andrew "Buster" Canifax, the motorman, appeared at the heading and told him there had been an accident and to get help.

Brother Ruff went to the highway, stopped a passing motorist who telephoned the Oroville police, who thinking it was an automobile accident, in turn notified the Highway Patrol. The Highway Patrol dispatched an ambulance and help to the scene. In the meantime Brother Ruff waited for the help to arrive, which because of the confusion was delayed.

3 KILLED, 2 HURT

Meantime back at the portal "Buster", who thought he was the only survivor was amazed to see Brother Frank Shipe come walking out of the tunnel. He ran up to Frank and to his inquiry as to how he made it, Frank stated: "Buster, the will to live is pretty strong. I nearly gave up three times."

In the heading had been five men, Donald Goode, the superintendent, and two miners, Brothers Chester Zurek and Robert Arnold of Laborers of Local Union No. 185 and Brothers Shipe and Canifax. The first three were killed outright by the explosion and it is considered a miracle that Brothers Shipe and Canifax escaped.

Both injured brothers were taken to the Oroville hospital where it was disclosed that Brother Canifax had a broken arm and various bits of rock imbedded in his flesh. He was treated in Oroville. Brother Shipe having received bad injuries around the head, six broken ribs and a punctured lung besides rock injuries, was rushed to the University of California Hospital in San Francisco where he spent some seven hours on the operating table undergoing an emergency operation.

Once the confusion was straightened out and the authorities got going they moved with (Continued on Page 12)



WHERE BLAST OCCURRED—This pile of rubble, deep inside the 1000-foot exploratory tunnel was left by the explosion that took the lives of three men and critically injured Brothers Ship and Canifax. (Picture, courtesy Butte County Sheriff's Dept.)



TUNNEL ENTRANCE—This was the scene outside the tunnel following the fatal explosion. (Butte County Sheriff's Dept. photo.)



Bro. Andrew "Buster" Canifax, one of the injured members, is shown here with his family.



Bro. Frank Shipe, injured Local 3 member, is shown at a happier moment.

Address Change?? Follow the Rules!!

In order to speed up our address changes and also to assure the membership of their copy of the Engineers News, as well as important notices, we have instituted a new change of address procedure. Your cooperation will be appreciated!

TO CHANGE YOUR ADDRESS PLEASE OBSERVE THE FOLLOWING RULES:

A change of address will be made upon **WRITTEN REQUEST ONLY** and can be submitted as follows:

1. By filling out the change of address form which will appear in each issue of the Engineers News.
2. By filling out the "Change of Address" forms which are available in any of the Local Union's district offices.
3. By post-card or letter including your register number, new and former address and

date of change.

The deadline is the 10th of each month. If your change of address is not in the Main Office prior to, or on that date, you will NOT receive your paper for that month.

In the space provided for "remarks" make a notation as to how long you have not been receiving the paper and any other pertinent information you may wish to convey.

CHANGES SHOULD BE MAILED DIRECTLY TO THE MAIN OFFICE, 474 Valencia Street, San Francisco 3, California, and marked "Address Dept."

Change of Address

Please print name and address and give P.O. ZONE number
Effective date

new address.....Date of this change.....

Name.....

Register No.....Local.....

New Address.....

Town Zone State

Former Address.....

Remarks.....

Note: It is important that all above information be given to OPERATING ENGINEERS LOCAL UNION No. 3 474 Valencia Street MAIN OFFICE San Francisco 3, Calif

San Mateo Hub of the Peninsula \$100,000,000 Atom Smasher Is to Be Built in San Mateo County

by BILL RANEY, JERRY DOWD & GEORGE BAKER, Bus. Reps.

Word has just been received that the United States Government has authorized construction of the world's most powerful atom smasher, in the foothills just back of the Stanford University, and barely into San Mateo County. We are not in possession

of many of the facts on this project as yet, but it is believed that plans include a two mile tunnel under the hills just south of Sharon Estates, and that the unit itself will be the most modern that it is possible to construct. We will report more details on this project, as we receive them.

The Half Moon Bay Breakwater job at Pillar Point has started on a small scale. Healy-Granite have built a haul road to the west end and although there is a temporary lull in activities, at present, we are expecting that they will start moving some rock within the next few weeks.

The Piombo Construction Co. have started work on their newly awarded contracts at Glenview Highlands, on the Skyline just south of Crystal Springs Road. This brings back our old friend and buddy Jim Hawkins, as Supt., with Brother Angelo Pardini as foreman. At present we have Brother Vern Seim on a 20, with brothers Tom Rafferty and Jesse Schrack on the dozers. In addition to the paving, sidewalks and underground utilities, they have over 400,000 cubic yards of dirt to move and six or seven miles of various types of pipeline to install. As the job is starting, it should bring in plenty of calls for operators, as the job progresses.

The H. Earl Parker Co. is making noises inferring they may go to a one shift basis shortly. At this writing it is still going on a two seven hour shift.

DOELGER-PACIFICA

Many of the brothers are now going strong on the 12 million yard Pacifica development of Henry Doelgers. Haskins has managed to keep his men working most of the winter, and no doubt this Pacifica project which covers an approximate 150 acre spread will bring employment for a considerable length of time for many more of the brothers.

L. C. Smith Co. is progressing nicely. They still have considerable yardage and pipe work to be done before the job will be completed.

Nick Ratkovich has started his Mills Estates Job, which he was just awarded, at a contract price of 220,000. This is a grading, cut and fill job, with Brother Chatfield acting as foreman. This job should be good for all summer.

Berger Coastwide Const. Co. are still going strong on the many jobs they have throughout the area, which is good as they are keeping many of the brothers steadily employed.

There have been some layoffs in the Guy F. Atkinson shop in the welding line and Utah Dredge have also let some of the welders go, but on an overall picture in the remaining shops, things are holding up fairly well.

Bragato Paving Co. is working on jobs all over the area. Though there have not been many new hires for them, they are keeping their own men busy right along.

R. A. Ferrish (Pete) have started their job in So. San Francisco, where they are grading for an Industrial Area. They have 310,000 yards to move, so we know that this will keep Broth-

BI-ANNUAL BLOOD BANK DAY IS JUNE 6

PUT IT DOWN ON YOUR CALENDAR! SATURDAY, JUNE 6, 1959.

Peninsula Memorial Blood Bank, 1791 El Camino Real, Burlingame, California. This is the Building & Construction Trades Council's Blood Bank Drive that is held twice each year. The Engineers have always responded to this call, and we hope that this year we will have more donors than ever. It is a well known fact that the other Building Trades Crafts have always realized that they have the Operating Engineers to contend with in this contest, so let's show them we are going to come out on top again.

The usual breakfast of ham, eggs, sausage, etc., together with a bracer, will be served each donor. Let's make this a big day again.

er Boots Trimble, Red Haley, Forrest Atkinson, Truman Phillips, Harry Bagley, Bill Brown, Glenn Ward "Jim" Williams, going right along with Brother H. J. Woodhams as HD Mechanic and George Dwyer as Greaser keeping the rigs in first class order.

In the Eichler Tract on Polhemus Road, the Freeman Paving Co. have quite a crew running, with 4 dozers, 3 jeeps, 1 blade, 2 carryalls, 1 grade setter and, of course, the Foreman. They seem to have plenty of work in the area.

On the Meyer Bros. new subdivision, east of the Hillsdale overpass in San Mateo work has just started on the nine and a half million dollar site, which will house 165 apartments, 21 duplexes, nine 4 plexes, one seven apartment unit, and 81 homes as a start. This is an approximate three year job and should put plenty of the dirt pushers out in the field again.

The South San Francisco City Council has approved the first step in the development of a \$5,000,000 recreation area and small craft harbor, with full information to be available at a later date. This should be one to watch.

IN BUSINESS

Many of the brothers have gone into business on their own this year, and we have quite a number of them working on the smaller jobs all over the county. As the home building is far better now than it has been at any time during the past two years, it is keeping many of these Owner-Operators busy on the small lot grading jobs, etc.

Brother Harry Hansen is still swinging the five yard Marion on Utah's So. San Francisco job. Utah's yard work has slowed down a little at this writing.

Brother Christ Holst has opened what he calls the "Pioneer Snack Boat," featuring cold drinks, coffee and sandwiches for all you fishermen. If you are up Delta Way, by Franks Place, look Chris up.

Some of the new work coming up in San Mateo County includes a great deal of work on the various schools in the area, such as:

Redwood City, Sequoia High School, \$435,000; Atherton, Los Lomitas, district, 5 classrooms;

Field Survey Notes

SURVEY CODE CHANGES SET

AL BOARDMAN, ART PENNEBAKER, Field Representatives

There is presently an act before the California State Assembly to amend Section 8742 and add Section 8745.5 to the Business & Professional Code, relating to land surveying. The proposed amendment to the Code, read as follows:

8742. The educational qualifications and experience in land surveying, which an applicant shall possess, shall be not less than the following prescribed minima:

(a) Actual experience in land surveying for at least six years.

(b) Graduation from a four-year course in land surveying or in civil or mining engineering in any school or college, approved by the board, is equivalent of three years of actual experience.

Credits earned toward graduation from an approval school or college shall likewise be accepted as the equivalent of their proportionate part of three years of practice.

Credits earned in a technical institute in a land surveying curriculum, approved by the board, shall be accepted as the equivalent of their proportionate part of three one and one half years of practice.

SEC. 2. Section 8745.5 is added to said code, to read:

8745.5. One division of the examination shall test the applicant's knowledge of appropriate mathematical and basic engineering subjects. Applicants who have passed the engineering-training examination, or who hold professional engineer registration, are exempt from this division of the examination.

Another division of the examination shall test the applicant's ability to apply his knowledge and experience of land surveying.

If this legislation passes, it will increase the number of years experience from five (5) to six (6) years. It will also give credits earned in a Technical Institute in a land surveying curriculum approved by the Board, acceptance as the equivalent of their proportionate part of one and one-half years experience. Also added is a specified mathematical examination and applied knowledge of field work. These features of the amendment would be particularly good added to the Code.

The Civil Engineer and Land Surveying firms are becoming quite active. It is getting more difficult to find Party Chiefs to fill the jobs as these require diversified experience. However, "construction" Chiefs are still available and if the general trend of jobs continue, it would be wise for the "construction only" Chiefs to acquire the experience to do any and all types of surveys. As reported last month the jobs are in the fringe areas and some method of transportation is essential.

At the present time there is not too much demand for Technical Engineers in construction, but there are quite a few rumors and "someday we will build it" talk.

July 31st, 1959 is the termination date for the present Civil

Bayside Schol, San Mateo, \$117,000; Lakeshore School, San Mateo, \$238,000; Recreation District, Redwood City, \$120,000; San Mateo Police Headquarters, \$870,000; S. M. Co. Community Hospital, \$162,000.

ENGINEERS NEWS

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The City by the Golden Gate

SAN FRANCISCO IS BUSY IN ALL DEPTS.

By PAUL EDGECOMBE and DAN MATTESON, Business Representatives

This is the time of the year that the sun shines on both sides of the fence and most of our brothers are busy making the dust fly throughout the area. There have been a number of small jobs let . . . these involve pipeline and sewer-line work as well as work in connection with the remodeling of some of the larger buildings and apartment houses. Home building is holding up well and there are several new Motels being constructed. In cruising around the San Francisco area it is apparent that the small grading contractors are being kept busy as there is quite a bit of street grading going on.

THE SAN FRANCISCO DISPATCH OFFICE HAS ESTABLISHED NEW OFFICE HOURS . . . Members can contact the Dispatch Office as follows: MONDAYS between the hours of 7 a.m. and 7 p.m. TUESDAY, WEDNESDAY, THURSDAY and FRIDAY between the hours of 7 a.m. and 5 p.m. and on the FIRST SATURDAY OF EACH MONTH the Dispatch Office will be open from 8 a.m. to 12 noon.

WHEN REGISTERING FOR WORK MAKE SURE YOU MAKE A NOTE OF YOUR CORRECT TELEPHONE NUMBER. There have been many instances where a member has been called for work only to find that the number listed on the out-of-work list was a wrong number! If you move or change your phone number, notify the dispatch office IMMEDIATELY so that we will be able to contact you when there is a job available.

KEEP ACCURATE RECORDS OF YOUR EMPLOYMENT. The Welfare and Pension administration office has again stressed the need for you, the parti-

Engineers and Land Surveyors Agreement. The agreement will be open for negotiations on June 1st, 1959 and three (3) pre-negotiation meetings have been scheduled for the membership. All three meetings have been scheduled for Friday nights at 8 p.m. as follows: May 22, OAKLAND, 1444 Webster St.; MAY 29, SAN FRANCISCO, 474 Valencia St.; and JUNE 5, SAN JOSE, 760 Emory St. ALL MEMBERS ARE URGED TO ATTEND AND DISCUSS THE NEW AGREEMENT . . . Remember this is YOUR AGREEMENT . . . and the rules, wages, and working conditions are those that you will work under and be governed by, for the next one year period. DON'T MISS AT-

cipants of the trust funds, to keep accurate records of your employment. It is vitally important that you be able to show conclusive proof of the number of hours worked on each job and the name of the employer responsible for the payroll whenever a welfare claim is contested and when annual pension credits are determined. The best proofs in this regard are, of course, your payroll stubs. You are again reminded to keep these valuable records!

IN CLOSING WE WANT TO REMIND YOU OF THE SLOGAN "SAFETY FIRST" . . . KEEP IT IN MIND AT ALL TIMES AND MAKE THIS A TOP SAFETY YEAR!

Eliminate "Killer" Railroad Crossings, Is Engineers' Plea

Elimination of unprotected railroad crossings, where many are killed each year, by installation of over and under-passes is the request being made by Operating Engineers Local 3 to state labor and government leaders.

"The railroad companies have not made any effort to correct this hazard," declares a resolution forwarded to the State Building Trades Council by Recording Secy. M. V. Minahan.

"These hazardous crossings should be eliminated by the installation of under-passes and over-passes, and we propose and support legislation that will accomplish the elimination."

The resolution calls upon the California State Federation of Labor and California State Building Trades Council to actively support this proposal.

Sunnyvale, Contract awarded to Carl N. Swenson Co., Inc., 1604 Hedding, San Jose, \$937,600 for const. dev. control center at Sunnyvale, SANTA CLARA CO.

Berkeley, Contract awarded to John E. Branagh & Son, 42 La Salle Ave., Piedmont, \$1,040,800 for const. Engr. Services Bldg. No. 90, Lawrence Rad. Berkeley.

REDWOOD EMPIRE JOBS ARE GETTING UNDERWAY

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

Well, Brothers, the Redwood Country is on the move, not at full steam but things are stirring, we are so happy to say. The out-of-work list is slowly shrinking down, not as fast as we would like to see it but at least we are going in the right direction.

A lot of the Brothers have returned to their regular jobs and a good number have started on new work. The only two new jobs to start up so far is the Delphia-Early & Crow job on the 101 at Trinidad, which is taking a few more men every now and then as the company tries to get more equipment to work. Of course it's a slow process getting this type of job opened up to the point where they keep the whole spread on the move without getting bogged down for lack of room to work. We expect to see them rolling pretty well by June 1 on the dirt moving.

Brother Jack Douglas has a spread of dozers and DW 15's started on his job on 101 at various slide and slip-out points in the Garberville and Piercy area. This is a rough show but the boys are sure doing a swell job.

There isn't really much use in elaborating on the old jobs that we have mentioned in previous reports so will go on to items in the future that will be of more interest to you.

Number one of interest is the big one on 101 from Dyerville to Myers Flat. We are told this job will be bid at least a month sooner than originally anticipated, which would bring it out about June 1. This makes us real happy to say the least, we hope that information is authentic. This job runs about \$6,500,000, mostly dirt.

By the time this goes to press the 1,000 ft. bridge over the Eel River at South Scotia will have been let. This job won't help us a great deal but for a mile of approaches. However, we are sure this is a prelude to future work in that area. That means plenty of work for the Brothers.

We hope that by the time you read this that the money is available for the continuation of the levee job at Sandy Prairie near Fortuna on the Eel River. We should get at least a half million dollars in dirt and rip rap. This kind of job is the kind we like, this doesn't seem like much money but it all goes for the moving of muck and not for steel, etc. Therefore it carries a large payroll which is what we are interested in.

AIR BASES

Five generators to be installed at expanding air base near Klamath. Construction of a \$423,000 power plant for air force radar installations at Klamath station in Requa, 60 miles north of Eureka, was assured when the money was released for an immediate start, according to advice received from Congressman Clem Miller of this district in Washington.

John H. Wilson, civilian deputy at Klamath Air Force station, acting for Colonel Robert Conner, in command, verified the facts, but declined to discuss details which he said were classified. He is air force installation representative of the South Pacific region.

The construction will house five generators designed to supply power for radar installations. The contract will be awarded in June with completion designated for March next year. The San Francisco district engineer will be the contracting officer. The plant is a planned expansion, not an emergency. The structure has been under design for about five months. The district engineer already

has the plans and advertising for bids has been authorized.

Requa is a small community in Del Norte county which lies close to the coast in what has been termed a strategic area for approach by air from the Pacific. It lies approximately 60 miles north of Eureka close to U.S. Highway 101 at the mouth of the Klamath River.

By the time this goes to press a hearing will have been held in Sacramento on a proposed \$14,500,000 appropriation for construction of the third unit of the highway 101 Redwood Freeway bypass. The special appropriation is called for and will be heard before the Assembly transportation and commerce committee. The third unit of the bypass would start at the southerly end of the second unit to be started this summer at Myers Flat and would extend southerly to Sylvandale, about three miles north of Redway.

One of the main features of the third unit would be two crossings of Eel River, one near Myers Flat to the opposite site of the Eel from the present highway, and another just north of Sylvandale to come back into the old highway.

No funds have yet been allocated for the third unit, although it has been authorized. If this bill should pass all legislative hurdles it would mean a speedup of several years in construction of the third unit. The bill would result in complete transformation of outmoded sections of the Redwood Empire Route into a modern highway system, based on increased volume of traffic, 35% of which comes from the Los Angeles areas.

In contrast, state public works officials have declared that at least ten years would be required for completion of the projects. This is probably the most deficient area in our state highway system, based on increased volume of traffic, 35% of which comes from the Los Angeles areas.

SAVE REDWOODS

The measure would provide for the transfer of additional funds from the state's multiple road building (gasoline tax) funds for the previously authorized third unit of the Redwood Highway freeway projected in Humboldt County. The bill provides that 25% of the construction cost come from the southern counties' share of gasoline tax construction money. The measure would provide adequate funds to complete this vital project at an early date by passing the parks and saving the picturesque Redwood trees and at the same time providing badly needed freeways while prohibiting interference with existing park facilities.

The California Highway Commission will meet in Eureka late in June, according to information in a release by the streets and highways committee of the Eureka Chamber of Commerce. The announcement was contained in a release commending the commission on its action allocating an additional \$180,000 in the current year's budget for construction of the second unit of the Redwood Freeway bypass from Dyerville to Myers Flat. This will allow the entire contract to be let in one bid and could mean that the program

Dirt Flies as Northbay Jobs Get Moving

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

Rigs beginning to roll in the north bay area, and the favorable weather is really making us put the men out these days. The dust is stirring, and we do look for a busy season from now on.

The \$1,200,000 filtration plant at Bon Tempe in Marin County which was started last August being built by C. Norman Peterson of Berkeley on an area which overlooks Phoenix Lake, Ross and

Kentfield is fast nearing completion. The weather has been kind and this has helped speed construction — somewhat ahead of schedule.

Another filtration plant will be built near Woodacre at the same time in the Nicasio Dam is constructed to provide further water supply—ultimately to be twice as large as the one nearing completion which will furnish water primarily for the northern part of the district. The total cost of all this construction, including the Nicasio project will be approximately \$6,500,000. However, this project is still in the "drawing board" stage.

Carroll Madsen, Inc. has jobs scattered all over the county and starting on Monday, May 11th, will be going 9 hours. Some of the brothers with Madsen are: Bro. O. R. Buchanan on Dozer; John Lapp, Elec. Pull Operator; Ralph H. Tieman, Stake Puncher; Jan Zaner, Side Boom Loader Operator; Clarence Cameron, Operator.

Tom Hanna has his equipment—subbed under Eaton & Smith job located in Corte Madera doing the fill for housing. Some of the brothers on this job are: Brothers Marcus McDowell on Dozer; John R. Dennis, 20 Operator; Ross Maynard, Dozer Operator.

Bro. Syl. Cervantes, Sr. Contractor is pretty lucky to be with us, as he had a cave-in on one of his jobs—about up to his neck. We were under the impression he had laborers to do this work—if he didn't have 2 shovels in his hand, he wouldn't have gotten out.

Brother John Price has 2 water wagons for hire—2500 & 3400 gals. capacity — 3 inch pumps. His phone is TWINBROOK 2-2711 in Novato.

Brother Joseph Prescott's wife was in recently to pay his dues—she is on her way back to join him in Venezuela where he is employed with Phillips Petroleum as Master Mechanic. Mrs. Prescott manages to come to the States about once a year to visit relatives.

Our condolences to the family of our late Brother I. E. Crawford, known to many of us as "Pete." Bro. Crawford was electrocuted on the Peter Kiewit & Sons job located at Black Point on Tuesday, April 28th. Upon investigation of this accident, it appears a mis-assignment of the work—as the Oiler was on the Truck Crane, and Bro. Crawford who had been cleared out as their Mechanic was acting as Oiler.

Best wishes for a speedy recovery to Brother L. D. Muzzy in Ross General.

CONTRIBUTE

HAVE YOU MADE YOUR \$1.00 donation to COPE Yet? The following brothers have recently contributed at our San Rafael office: Frank Wilton, John Wilcox, H. O. Foss, John J.

may be stepped up for the second unit.

Brothers that pretty near winds it up for this time and the way it looks from here we should be really buzzing by the time the next issue comes out so we will see you then and lets hope there won't be anyone out of work by that time.

Keep in mind we are open Monday nites 7-9 p.m. for your convenience. We are here to help you, let us try to answer your questions before they become a problem.

Gibbons, R. S. Gudgel, John Kolesar, Sandy Mills, Jr., Jose A. Silva, L. F. Giannini, R. G. Malarch, George D. Smith. Remember, every dollar contributed will help elect a Better Congress.

Every month, we try to stress to you the importance of donating to our blood bank. We wish to quote from a letter recently received from Brother Yates Hammet along these lines, and we feel after you have read this, you will make an effort to take a few minutes of your time and arrange with us to make your donation to our Blood Bank:

"I would like to take this opportunity to express my appreciation for the financial aid extended to me during my late wife's illness. It is during a trying period of this type that one learns to appreciate the many benefits afforded by our organization. Once again, May I express my sincere thanks."

(signed) Yates Hammett.

Our thanks to Brother R. T. Irwin who has made his regular donation to our blood bank. Once again, we wish to remind you brothers to give us a call or drop us a postcard if you forgot to remove your name from the out-of-work list. Many times you will go back to work for the same employer after a short lay-off but you neglect to notify our office to take your name off the list.

Are you entitled to a refund? If you have paid more than \$36 in 1958 for disability insurance coverage, you may recover the excess.

Application forms for this refund are available at our office, and the deadline for filing is June 30th. Any one who has worked for two or more employers during 1958 have probably overpaid the \$36.

Associated Dredging of Sausalito who were awarded the river and harbor work at Petaluma Creek in Petaluma at a cost of \$154,328, are in full swing with a good crew of dredge hands. Brothers Harold Hansen, Leverman; Salvatore D. Liberati, Deckhand; Savior Papetti, Deckhand; John DelZompo, Deckhand; John Baldetta, Sr., Deckhand; Caesar Palestini, Deckhand; Rodney McDermott; Pasquale Baldetta, Leveeman; Peter J. Caramitaro, Leveeman; George Kiefer, Leverman; James Kolesar, Asst. Engr.; Herbert C. Sawyer, Mate.

Some of the contracts recently awarded in the area are for street and road work in various locations in Marin-Sonoma and Napa Counties, awarded to Reich & Jurkovich at a cost of \$135,771. District-Sewer Force Main in San Anselmo to John McCosker, amt. of award: \$69,030.

Sewer construction award at Terra Linda awarded to F. Bobo of Novato at a cost of \$41,899. Bldg. construction for grade awarded to Herrero Bros. of S. F. at a cost of \$142,343. City-Ptmx. surf. VCP Sewer awarded to M. Amaral of Petaluma, E. English St. extension, at a cost of \$10,748.

Another awarded to Gordon H. Ball & Gordon H. Ball, Inc. for State-Grade, Pave, Subgrade between 0.2 mi. n. of Sweeney Creek & Putah Creek near Winters in Solano County at a cost of \$1,010,234. Pre-job conference was held recently with all parties concerned.

VALLEJO—NAPA NEWS

McGuire & Hester have fin-

ished their job at the Putah Creek Canal. This is the first phase of the irrigation canal leading to the Dixon area. They only have some clean up left to do but as far as the Operating Engineers are concerned, we are done and they are moving their equipment back to the Bay Area.

Martin Bros. are still laying monolithic and precast pipe on their job near Winters.

Gordon Ball, Inc. on the Highway 90 job between Allendale and Winters as of this morning are starting to move equipment in on their job which was just awarded for the widening of 5.2 miles of highway in the amount of \$1,010,000.

Syar & Harms still have little jobs all over the area.

Parish & Harms are doing the excavation and concrete work for Frederick & Altermatt at Travis Air Force Base.

Stolte Inc. are doing the Readiness Crew Building at Travis Air Force Base and A. Teichert & Son are moving the dirt and doing the concrete work for them.

The Vallejo Office wish to report that we still have quite a few men on the out-of-work register.

The Benicia Freeway job has been postponed indefinitely for lack of Federal funds. We are hoping that when the new budget is released as of July 1, 1959 that they will have some for this work.

The job for the widening of Solano Avenue in front of the Vallejo Union Hall is slated to be let on May 12.

F. W. Case Construction Company have started back on the Bell Canyon Job in St. Helena on April 20, 1959. This job will be completed in July 1959. They will have 9 Engineers on the job.

E. A. Forde Co. has subbed for Crushing Rock on the McCammon and Wunderlich Job in Yountville. The members working for Forde are George Vasquich, crusher operator, Bill Brin, Oiler, Don Frohn, D9 operator; Lindy Backman, Foreman. McCammon & Wunderlich are about 80% complete on the highway and this will be opened on the 1st of July.

Syar & Harms have contracted a job to excavate at the Napa State Hospital's new juvenile Home. The general contractor is Joseph Bettencourt of South San Francisco. Syar & Harms were awarded \$100,000 to excavate 50,000 yards of dirt and grading and storm drains. Earl Mallet is operating a new NW 41-1½ yard DL. Jim Bean, Oiler; Jack Bean, Foreman; Ross Shook, D8 Dozer Opr.; Robert Huffman, DW 21 operator, Dick Taylor DW 21, Dennis Owens, D8 Dozer; and Lorrie Stone is Grade Setter.

From the indications, work in the Marin, Sonoma, Solano and Napa County areas will be good, and we look to see the out-of-work register diminishing.

Another reminder: The San Rafael and Vallejo offices remain open on Thursday evenings straight through to 7:00 p.m. See you next month!

Carson City, Nevada, Contract awarded to Silver State Const. Co., P.O. Box 191, Fallon, Nev., \$444,587 for 10.184 mi. const. PSH sys. on US 50, betw. 34 mi. W. & 24 mi. W of Eureka, EUREKA, CO, NEVADA.

What's Doing in the Oakland Area

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

We in the Oakland office are happy to report that we are beginning to move the members on to jobs quite rapidly, and we hope that the brothers will bear with us as the work orders have been slow coming in. The outlook for the future is good even though we have had a very slow start. Your representatives have met with management groups, civic groups and the Oakland Chamber of Commerce for the past year in an attempt to attract more ship repair and ship building in the East Bay area. We may now be getting some favorable results. The small craft shipbuilding business in California will benefit, so will shipyard workers, by the provisions of a bill which has been approved by an Assembly Committee. The bill would relieve shipyards of city and county taxes now being paid on materials and parts for vessels while the vessels are under construction, provided the vessels are over 50 tons burden or over 100 tons displacement. Reason for the bill, its sponsors say, is to put California small shipyards in a better competitive position when bidding against yards in other states for small craft jobs. California has in the neighborhood of 75 small craft building yards—but only two or three of them are now building vessels. A few years ago these California yards were building hundreds of small vessels each year. Now they are building a half dozen or so each year because of the competitive situation. Builders in other states are not burdened with this type of property tax. Employment of skilled small craft building yards should increase as a result of legislation of this type. Yachts and other types of pleasure craft are not covered by the provisions of this bill.

NEW DISPATCHER IN OFFICE

Brother Tom Kennedy is now in the Oakland office with full responsibility of the work dispatching. We hope the Brother members will feel free to contact Brother Tommy . . .

Construction is under way on a \$3,000,000 liquefaction plant for the Air Reduction Pacific Co. Groundbreaking for the facility was held on the 10.7 acre plant site in Galvin Industrial Park, which the company purchased from the Redevelopment Agency. The new plant, which will be completed late this year and which will employ approximately 100, will produce liquid oxygen, liquid nitrogen and liquid argon. The company's executive offices in San Francisco, and the sales and accounting offices in Emeryville will remain in their present locations. The new facility will be constructed by Stolte, Inc.

Williams & Burrows, general contractors have the contract on the new Aramco spiral pipe plant on Vasco Rd., east of Livermore. Brother Chet Stone is the supt. on the job. McCammon had two DW 20's on this job operated by Brothers Jim O'Brien and Gerald Hashin. Winton Jones had two D-8 dozers also with Brothers F. L. Brown and Al Preston operating them. Brother Burney Baker is the blade operator. They had 130,000 cubic yards of dirt in a railroad cut and stripping and structural backfill. Clem's grade-all from San Francisco dug all the footings and drainage trenches. This contract is only for the grading and pouring of the footings and walls. Judson, Pacific & Murphy have all the reinforcing bar to put in place on this job, with Bethlehem Steel of Alameda to do all the steel erecting. J. Y. Long Engineering firm did all of the surveying and technical work on this job. All the dirt work has been under the supervision of Brother Larry Walker who is foreman of the Williams & Burrows Co.

BIG AQUEDUCT JOB

Work on the Eastbay municipal utility districts sixty eight million third Mokelumne aqueduct is scheduled to begin June 1, according to EBMUD Chief Engineer Jos. De Costa of Orinda. De Costa said the initial contract will call for building a thirty-three-mile stretch of the waterlifeline over a thirty-months' period. Terminal points for this section will be at Walnut Creek and at Bixler, near Brentwood. The entire aqueduct line totals 92 miles, running from Pardee reservoir, in the

coating will be 600 pounds for a total of 1050 pounds of material per lineal foot. De Costa explained that the job of building the third aqueduct in eight contracts will speed the completion of the entire 92 miles. Another important advantage of breaking the job into segments is that the total contract would otherwise be so large that smaller contractors would be eliminated from the bidding competition.

Pacific Cement & Aggregates, Inc., Centerville plant No. 106 has undertaken an expansion program in their loading facilities and crushing operations which will cost around \$100,000. This expansion is necessary to take care of their continually increasing production and sales in the ever-growing Fremont area of new homes and commercial buildings. As well as the freeway construction in the San Jose area, this plant is operating on a two-shift operation is under the supervision of Joe Paulo. At the present time we have twenty-eight brothers working in this plant.

Friedrickson, Watson & Ransom Co. have started the Mountain Blvd. job. They now have three dozers, two pulls, one DW 20 and one blade working. As the job progresses they will bring in more equipment and at the peak of the operation they should have about twenty to twenty-five men on the payroll. On their airport job they have completed the base rock and cement treat base on the main runway. At present they are laying base rock on taxi ways. They have twelve operators working. Basalt Rock Co. is still on the job with three men unloading material for the runways.

C. Reynolds Co. from San Jose have about one week of dirt moving left on their school job on Mountain Blvd. in Oakland. They have five brothers on the job and will be going back to the San Jose area when finished.

J. W. Lee Co. have moved about all the dirt on the Stolte-M. & K. job on the filter plant on Mountain Blvd. Stolte is doing some pipe work on this job and will start the building before too long.

Rosendahl Corp. has the contract on the Anchor Hocking Glass Co. job on 137th Ave. in San Leandro. They are making good progress and have nine members working at the present time.

A NEW HOTEL

Negotiations are almost complete for purchase of a two-acre site near Broadway and MacArthur Blvd. in Oakland for construction of a \$6,000,000 hotel by the Sheraton Hotel Corp. At the same time they announced they were making plans for a \$16,000,000 fashion center office building project on an adjoining six acres. Sheraton will start construction this fall on an eight-story, 250 to 300-room luxury hotel fronting on both Broadway and Piedmont Ave. a few hundred feet south of MacArthur Blvd. and to be completed in the spring of 1961.

In addition to the hotel, which would be Sheraton's fifty-third, there will be a "colony" of luxury lanai rooms around a landscaped swimming pool. Plans call for adequate self-parking for all guests. The building will

include a specialty restaurant, coffee shop, "minute chef" counter and a convention and banquet hall for 500 persons. The MacArthur Blvd.-Broadway corner is the sixth most heavily traveled corner in the nation. The proposed Oakland hotel will complement Sheraton's West Coast Division which includes the Sheraton-Palace in San Francisco, the Sheraton-West in Los Angeles, the Sheraton-Huntington in Pasadena, and a new hotel to be completed in Portland this fall.

The corporation's expansion into Hawaii will be completed by June 1 with final purchase of the Matson Navigation Company's four hotels in an \$18,000,000 deal. Development of the six acres surrounding the two-acre hotel site will proceed at the same time as the hotel.

Independent Construction Co. have opened their rock plant in Shepard Canyon. So far they have worked two or three days per week, but will probably be steady if they get the right material for base rock that will pass inspection. We have four members working on the job at present.

The scrap metal business is holding up real well and is keeping several of the brothers working. Moore-Learner is still scrapping ships in their Alameda yard. They will scrap about eight ships if their first one goes according to schedule.

All the equipment shops are still going strong. They have been taking all the H. D. mechanics and welders that we can supply. Peterson Tractor Co. is doing a lot of production welding at the present time. They are building rippers for D-9's also sheepfoot tampers and dozers.

Buran Equipment Co. is logging forks for Michigan loaders. They have two shifts going on welding plus their service work in the field which keeps the boys pretty busy.

McGuire & Hester general contractors of Oakland were the successful low bidder on the Industrial sewer pipe line which is the first phase of this line for the new Livermore sewer disposal plant. This job is for some 23,000 ft. of 30 in. down to 12 in. cement and clay pipe. Brother W. Fletcher is working a backhoe with Brother Henry Anderson doing the oiling. Brother Johnny Phillips is working the trenching machine with Brother E. Lapacek doing the oiling. Brother T. Young is operating a N. W. 25 crane with Brother Wilbur Tash oiling. Brother Johnny Johnston is blade operator, Brother Sam Haley is on the side boom, Brother Gerald Boyle is the dozer operator, Brother Bob Mahaffy is the mechanic. This job will be good for about another five months. Brother Willie "Chappie" Chapman is the foreman.

Ball & Simpson's job in Lafayette is laying off again after a short burst of activity. The paving crews were busy on the first portion of the concrete but have pulled off—waiting for finish grade and detours.

A. J. McCosker is starting up again after waiting on the tank site excavation on the outskirts of Walnut Creek. They are working on a water line and are digging through solid rock and lots of it.

Robert Mullroy is moving dirt at the new Pleasant Hill's High School job near the Contra Costa Jr. College. Brother Joe Fanfas is pushing the spread with the following brothers on the payroll. Carol Moore, Ted Taylor and Dick Fanfa on the DW 21's. Tom Christy on pushcat, Jack Wagner and Owen Foster on the tamper with Johnnie Castro in and out with the grease truck. The completion date of this project is about the end of July.

Martin Bros. on Clayton Rd. in Ygnacio Valley is moving dirt for another subdivision. They are using Arvil Jones' electric pulls with the following brothers working: Wilfred Jones, Gary Johnson, Neely Folger and Paul Jarvis. Jack Koger, Tom Burns, R. M. Cole, O. Atkinson, C. J. Hanson, Sherl Duncan, Les Garrison as dirt foreman with Ed Garlick as superintendent. There is about two months' work on this project for the brothers.

Yuba Industries are busy on the tank job near Port Costa. Brothers Tom Rogers and J. H. Smittle are on the welding machines; E. Choy, L. Dixon and Kenny Persen are on the truck cranes with Albert Chambers, C. Hines and Rudy Beno doing the oiling.

BERKELEY EXPANSION

Ducommun Metals & Supply Co., with 110-year-old industrial supply firm, broke ground for a \$1,500,000 expansion here in Berkeley. Ducommun—the name of a Swiss watchmaker who braved the Gila River Route through the southwest with one of the first parties of Forty-Nines—has become the symbol of growth and progress of an entire economy to many of the nation's largest manufacturers. Through long established contracts with hundreds of the nation's largest suppliers, Ducommun is the service center that gets these industrial necessities into the manufacturing plants of the west. As an industrial service center the company is a boon to suppliers and manufacturers alike.

The suppliers like Ducommun because its regular placement of large orders and prompt payments enable them to reduce their costs of sales, production, inventory and freight, and to lower their credit and handling expenses.

The manufacturers are happy with Ducommun because they don't have to carry large inventories—Ducommun does it for them. This saves manufacturers' overhead expenses in maintenance, floor space, taxes and insurance.

Manufacturers also save scrap loss ordinarily incurred by cutting and grinding metals, because this work is done by Ducommun in its own warehouse. Ducommun—one of the country's largest and oldest distributors of industrial supplies—refers to itself as a "department store to industry." The "store" has four major units—Los Angeles, San Diego, Phoenix and in Berkeley. In addition, sales offices are maintained in Fresno, Bakersfield, Salt Lake City, Tucson and Albuquerque.

Last year sales totalled \$44,531,000 and the firm had gross earnings of \$12,020,000. After costs, including \$5,041,000 in wages, the company had a net income of \$1,353,000. Its net worth on December 31 was \$12,189,000. In the four years that

(Continued on Page 10)

San Jose District Jobs Are Picking Up Fast

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

This looks like one of the best years that the Brothers in this area have had. The demand for men has been good and while the jobs have not been too long, most of the Brothers have been kept busy.

Ball & Simpson are making good progress on the second section of their Freeway job. The first section of the Freeway that has been under construction for the past two years was opened to the public this week.

Piazza Paving have opened their new Hot Plant, which is the largest and most modern in the County. This plant is located on Downer Ave. This Firm is busy on several Sub-Division in this area besides some street work.

Brandon Construction Company have had to cut down on work on the housing areas in this area due to the tightening of the F. H. A. loans.

A. J. Raisch Paving Company are working on the San Jose-Los Gatos Road and in several Sub-Division around San Jose. They have their new Hot Plant on the Monterey Highway in operation at the present time.

P & E Construction are working in their Sub-Division off Senter Road and they also are working in the Tropicana Village.

Ed Keeble are progressing nicely on their Highway job on Almaden Road. This same Firm are also working on Saratoga Ave. under the Supervision of Brother Carl Crevola.

Garrard & Warren, Inc., a new Firm just established in this area were the low bidders on a \$37,442 contract for the improvement of Hamilton Ave. to the new Freeway.

A \$12 Million Dollar first link in a new Freeway joining the North County and West Valley to down town San Jose has been approved. This job when the bids have been let should keep many busy for some time.

J. C. Bateman are keeping a full crew busy on the area, as are most all of the Paving and Grading Contractors in the area.

SUNNYVALE, MT. VIEW AND PALO ALTO

Olympian Dredging Company are dredging the Palo Alto Yacht Harbor with the Neptune Dredge. The mud was so soft and heavy that at first the job seemed impossible, but the difficulties have been overcome and the job will be completed in June. Brother Paul Johnson is the Skipper, Brothers Paul Erickson, Albert Johnson and George Easley as Leverman. Brother Munoz Johnson retired as of May 1st. Brother Ernest Brown, Joe DeLacon and Harold Keene as Deckhands and Bro. Charlie Gelleck is the cook. For the local sidewalk superintendent, this dredge was built in 1919. It is the largest Clam Dredge on the West Coast. It has 242 feet of boom the hull is 70 feet by 140 feet long and the over-all length from stern to end of boom is 325 feet. It is now concerted to diesel. During the war the Neptune was taken over by the Army Engineers and was moved to the Pacific to dredge around the numerous islands.

The City of Palo Alto is revamping the entire harbor. They are building new finger floats to tie the boats to. They will have electric water outlets for service. They are constructing double boat ramps for loading and unloading of the boats anchored here, which formerly at low tide were high and dry; this will make waiting for high tide unnecessary.

Raymond Concrete Pile Company have moved a rig in on the C. Smith job on the Bayshore Highway. Brother Tom Peters is the Operator and Bro. H. B. Herring is the Fireman.

O. C. Jones were the low bid-

ders on a \$335,323 contract for the extension of Bailey Ave. in Mt. View. They have completed the excavation and are now laying approximately 2700 tons of rock a day. George Nabors is the Super on this job, with Bro. Roy Granland, Foreman, Roy Stevenson & John Lodin on the Blades, Harold Slack, Mel Thorpe & Walter Rogasch on Loaders. This job should be completed about July 1st.

Freeman Paving Company have started work on their job on California St., in Mt. View. This job went for \$400,000. They have about 2½ miles of 8 inch base and 8 inch import. Brother Ray is the Foreman, Frank Ramos the Blade Operator and Ed Ramos on the Loader.

Carl Swenson Company have started their U. S. Army Development Control Center job at Lockheed in Sunnyvale. Cupertino Gravel Company have joint-bid the grading with them. This job went for \$937,000, but with the Army's changes, this job will probably be twice as big before they are completed. There are at present 50,000 cu. yds. of excavation and 45,000 cu. yds. of import. The following Brothers are employed on this job: Russell Johnston, Foreman; Roy Gorton, Paul Saffeeles on Dozers, Del Sorenson & Earl Hagle on the Blades; Larry Tavares, Don Canciamilla, Bob McCully & Oliver Wilson operating the Loaders; Roger Walker checking the grade; Howard Cartee operating the Backhoe with Vern Atherton the oiler and Joe Levine the Job Engineer. Pisano Brothers are doing the underground work on this job site. Brother Ray Fleetwood is the Foreman. Brothers Wayne Bolliger and Arley Kellar are operating the trenchers, with Joe Harkness and Dave Tyson the oilers.

West Valley Construction Company are doing some Telephone work in this area. Bro. Everett Edwards is the Foreman with Brother Gilbert Henshaw operating the backhoe and A. R. Childress the oiler. Brother Tommy Glage has his small backhoe, with Robert Hastings doing the oiling.

Carl Swenson Company and Cupertino are also doing the Dick-Yee Shopping Center on Lawrence Road as a joint venture. This is a \$360,000 project. Brother August Suess is operating the blade, Bob Finley is on the dozer and Bruce Delhi is checking the grade. Bro. Floyd Morris is operating Tony Serpas' loader on this same job.

Pisano Brothers have begun work on their underground job in Mt. View. They have about 45,000 cu. yds. of excavation and 6400 ft. of 33" & 34" R.C.P. The job runs from the Mt. View Disposal Plant to Independence Ave. in Mt. View. Brother H. J. McCue is running the job, with Brother Al Perry operating the Clam-shell, Wyle Nagle operating the Drag-line, Charlie Law and Billie Richardson the oilers, and Bro. Joe Prentiss on the dozer.

M. G. M. Construction Company are doing a 24" water line on Fremont Ave., in Sunnydale. They will be complete on this 7000 feet of pipe in about two months. M. G. Morgan is running the job, with Brothers Herb Hubbard operating the Hopto and Joe Phillips the oiler. Bro. Allen Swanson is operating the Side-Boom, W. L. Hensley on the

Loader and Fred Baroni is the Equipment Superintendent. SANTA CRUZ, SALINAS & MONTEREY

Santa Clara Sand & Gravel are busy on their new Plant in Scott's Valley. They are transporting the over-burden across the Highway on Roberson Bros. property. Fredrickson & Watson have about a month's work at the Kaiser's Sand Plant. This Firm have about completed the clearing on Highway No. 17 and are about ready to start moving the dirt.

The Sands Plants in this area are all working at top speed, to supply the demand for material. We were sorry to hear about the accident that took the life of Walter DeBois on April 19th. Walter DeBois was President of the Santa Cruz Aggregates. Dutch, Woodie & Jack have taken over the work and we wish them the best of luck! We know that they are able and capable to carry on the work as Walt would wish.

Granite Construction is still working on the reservoir job at Boulder Creek. They also have four 20's and 4 dozers on the quarry site at Davenport. They are moving the over-burden like mad, with Brother Fred Tucci at the controls of the big P & H Shovel.

Shellmaker, Inc., have moved back on the San Lorenzo River project and are keeping several of the Brothers busy six days a week, dredging out the river channel. The job is to be complete in about 60 days. Roberson Bros., Jim Evans, Jolley & Sons and Wendall Batt have full crews working at the present time. Clark & Clark have opened up a new yard in Santa Cruz.

Phil Calabrese under the supervision of Brother Harley Davison is busy on their job in Watsonville with 3 Rubber-tired equipment, 2 Cats and a Loader.

Granite Construction Company is making fill for the County at Moss Landing under the supervision of Rocky Rockwell. This Firm have several scattered jobs thru-out the area. Granite also have a street job in Monterey, under the supervision of Jim Benson. They are also working on a parking lot and smaller street jobs for the City of Monterey.

Stokes & Fisher are moving dirt on their Highway job at Carmel Hill. They have completed the clearing except for the stumps. Peninsula Paving and Wilder & Jones are busy on a new County road in Carmel Valley.

Ed Keeble is putting down the rock base on their Airstrip job on East Garrison Road. Pisano Brothers are just about complete on their underground work on this job site.

E. Donahue has a full crew back at work at the present time. Buttler & Fox are busy on several small jobs in the area.

Delphia-Early have their job ready for gravel and have already begun work on the new section around Soledad. Steve Rucilez, who was operating a DW 20 on this job, was unfortunate enough to have a tire blow out, but was lucky to escape with only a broken leg. He is in the hospital at this writing. Best wishes for a speedy recovery.

We have a new Sand & Gravel Plant just completed in Hollister, this firm will operate under the name of Hollister Sand & Gravel and at the present time

STOCKTON JOBS CONTINUE SLOW

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

This month's report from the Stockton-Modesto district will be rather brief, inasmuch as the work is just not coming our way. The prospects for new work in the immediate future is disappointing, due largely to the fact that District No. 10 of the State Highway Department, located in Stockton, have at this time only two road jobs to be let, one in Alpine County and the other in Amador County. However, we expect some city and county work to start which will help to alleviate the local situation.

Our able Congressman John McFall, who represents this district in Washington, is making a concerted effort to obtain funds for the New Hogan Dam at the site of the present dam near Valley Springs. This dam would be a flood control for the City of Stockton and its environs and would later be integrated into the Central Valley Project as part of the Folsom Canal which will supply water to the east side of the valley.

The largest job let in the district since the last report was to McGuire and Hester for approximately two miles of storm drain in the amount of \$1,143,863.

A Teichert & Son, of Stockton, was low bidder to the Corps of Engineers for bank protection and levee work on the San Joaquin River for \$194,710.

Thomas Construction Company of Fresno was the successful bidder to reconstruct a weir dam at the site of the existing weir on the Tuolumne River near Modesto.

CHERRY TUNNEL

Cherry Tunnel Constructors are winding up the regular tunnel between Lake Eleanor and Cherry Creek Reservoir. The tunnel will be holed through before this item is printed and the lining will only be done at the bad spots.

Consolidated-Western have the sub-contract to line the power tunnel to the penstocks. This consists of placing the steel liner in the tunnel and filling the voids between the tunnel wall and the liner with grout.

The street work located in east Stockton is keeping the members employed by Stanfield & Moody busy.

Charles F. Dorfman Company

are using several of the Brothers in the plant. Wm. Radkte, George Renz are both busy in the area of Hollister and Gilroy.

If you need any repair work done, go to the Gilroy Equipment Garage in Gilroy, which is being run by one of the worthy Brothers. What a Mechanic!

Our thanks to Brems Brothers, Western Tile Co. and Bayshore Rock for supplying much of the dation Center of Monterey which needed rock for the Youth Foundation supported by Union and Union Labor, for the use of under privileged children.

We wish to call to the attention of the Brothers living in Santa Cruz County the importance of the Bond Issue coming up June 7th. The need for new buildings and roads is necessary for the advancement and growth of the County. We hope that our members will study carefully these Bond Issues and urge them to support the Issues and see that their neighbors are also aware of the need.

Please call CY 2-4613 before 3:30 week days and any time during the week end, if you are interested in buying the following: K & E Builders Level No. 5155. Tripod and Leveling Rod, book on Surveying included. \$140.00. One Lietz-Bulz-i Level (New) cost \$12.50 will sell for \$7.50.

who kept some of the members busy through the winter are nearing completion on their sewer line job in the south of Stockton.

Carvers Construction Company are preparing to pour the walls on the new Reception Center at the Deuel Vocational School near Tracy.

S. M. McGaw Company of Stockton were the successful bidders on a six inch water distribution main in Tracy, a similar type job in Park Woods subdivision, northwest of Stockton, and a paving job around the National Guard Armory at Stockton Field.

Archie Tompkins of Lockeford was low bidder on the surfacing of an existing parking lot at Oak Park. Brother Glenn Gallaven is now a partner in this company and we take this opportunity of wishing him every success.

I. L. Croft & Son, Inc., are starting to move right along on the Calaveras Big Trees road job. Bad weather and clearing the right of way has held up the dirt moving. We have twenty-two brothers on the job at the present time and will probably have ten to fifteen more before the job is finished.

Beerman and Jones have finished the grading and are now ready to put the rock on the new \$100,000 Trailer Park at Avery.

A. Teichert & Son have a crew working on the Murphys grade road, between Altaville and Murphys, taking out the curves and widening the road. There is lots of rick on this job, and it is good hard rock, too.

Claude C. Wood Company are finishing the road job at Sutter Creek and are working on a few small jobs around Lodi.

BLOOD BANK CLUB:

The donations to our Blood Bank Club are again needed to replace that which has been used. At this date the bank is depleted. Brother Albert McNamara was the only donor this past month.

PERSONAL NOTES:

Brothers Ernest Renken and Henry Starks, who lived in this district, both passed away recently as a result of heart attacks. The members and office staff of this district wish to extend their sincere sympathies to the families of both the departed brothers.

San Francisco, Contract awarded to Louis Dunn, Inc., Monadnk. Bldg., S.F., \$2,245,630 (Base) for general constr. of Arts Bldg., Classroom Bldg., Athletic Field, Cafeteria additions and gym additions at City College.

Fremont, Contract awarded to Galbraith Const. Co., 834 Rossom Way, Hayward, \$965,737 for const. trunk sewer lines & struc. & facils. in ALAMEDA CO.

Sacramento, Contract awarded to Gordon H. Ball, Inc., Camille Ave., Danville, \$1,392,945 for 13.7 mi. lgh. graded freeway, paved w/conc. pav. on c.m. tr. subgr. & PTMX surf. on untr. base & exist. hwy. to be surf. w-PTMX surf. on untry base and exist. hwy. to be surf. W/PTMX surf. on exist. surf. & other roadbeds to be graded & surf., betw. Solano Co. line and Long Creek, YOLO CO.

ROSA-UKIAH JOBLESS LIST STILL LOADED

by R. F. SWANSON
Business Representative

We regret reporting the same thing over and over but so far this year the pickings have been very slim in this area. There are a few jobs which are anticipated but in as much as they have not been advertised it will still be some time before new work of any consequence will begin.

Guy F. Atkinson have about completed their portion of highway and bridge construction which is the first of 2 sections which will eventually bypass Healdsburg. This section has been open to traffic. The second section will be let out to bid sometime this year and the engineers estimate is \$2,715,000.

Granite Construction Company have started their 4.9 mile of highway construction located near Laytonville, they are using mostly cat and can which is somewhat unusual these days. These are 4 bridges which have been sub-let to C. K. Moseman & Son and which they have already started.

Ball & Simpson are going strong on their highway construction located near Cummings. Presently they are only working the one shift but the brothers are getting quite a bit of overtime in. This job will probably only last a few more months. Traffic is being held up for approximately an hour, so don't get impatient.

Another job where traffic is being held up is on the Covelo road where Huntington Brothers are working on a \$400,000 job. They have been very fortunate in that the weather conditions have been excellent and the rock isn't too hard.

Thomas Construction Company have about finished their bridge job on the above mentioned road.

Art Siri is working on the slides near Willits, so far they haven't held traffic up but it will sure be nice when they finish a couple of those areas to do away with one way traffic. Siri is also finishing the bridge located at Pudding Creek near Fort Bragg.

Argonaut Constructors have started in Ukiah on a \$70,000 pipe line job.

Underground Construction has moved out their equipment

Alameda Central Labor Council; Alameda Central Labor Council Executive Board; Local 39's union meetings held in San Francisco and Oakland, also Local 39's executive board and by-laws committee. Handled approximately nine contract grievances as well as spending time on organizing Linde Air, Pittsburg and Washington Township Hospital.

The teamwork of your Business Representative and Officers of Local 39 has been outstanding. It is a pleasure to have the harmony and mutual respect that exists throughout the Local. Through this type of cooperation the union will benefit.

New members this past month are: Paul Boni, Cecil Crawley, Audio Cowan, Devon Clement, Ronald Stark, Dom Tavone, Dalton Triplett, Ronald Wildman and Ferdy Wollrabe.

We are sorry to report that Homer Evans of Flintkote is in the hospital. Also we regret to report the sudden passing of Arthur Woolley who was working at Fairmont Hospital. He has been a member of Local 39 for many years. We extend our sincere sympathy to his family.

ELECTION OF OFFICERS comes up in June. Make sure your dues are paid up. **MAKE SURE YOU VOTE!**

and finished pipe work at Calpella.

Valley Trenching are once again back in the area to finish the pipeline job near Calpella which they had started last year.

Windsor Sand & Gravel have been doing pretty good for the brothers most of the Winter and presently they are going full speed.

Hiens Brothers still with only 3 engineers but we understand Ed Turner, who has been sick will be back on the payroll pretty soon. It will be good to see you back on the job Ed.

In general things have not changed much since the last report but the Out of Work list has gone down a little due to jobs starting in other areas.

We haven't too much information yet but PG&E will be using the Sonoma County Geysers for power one of these days. A PG&E plan to generate electric power with stream from the Sonoma County Geysers was approved by the California Public Utilities Commission. PG&E said it will build a \$2,000,000 generating plant on Big Sulphur Creek, 26 miles northeast of Healdsburg. Live steam from the geysers will power turbines developing 12,500 kilowatts of electricity, initially, PG&E said. The plant is expected to be completed by mid 1960 and will be the first privately financed electrical generating plant of its type in the world.

A million dollar Radar net is planned at Point Arena—The Air Force has released 1,338,000 to plug a gap in its West Coast Radar Net Work with construction of Radar facilities at Point Arena Air Base. Project is slated for completion in late 1960.

A 6 year program called the Central Water Shed Project is in

the wind. The purpose is to end the Santa Rosa Valley annual flood peril. Next month the Board of Supervisors plan to call for bids for a dam at Paulin Creek. This will trigger into action the first phase of a \$12,000,000 project.

A few jobs which have been let this past month are as follows—Young & Engelke \$83,600 for work at Healdsburg to repair flood damage at War Memorial Dam—Boyles Brothers at \$54,000 for test holes for a proposed Spencer Dam near Covelo. M. Amaral \$21,900 for sewer work also \$46,000 for construction of a State Maintenance Yard at Bodega Bay—Bragato Paving Co. \$39,000 grade & surface road near Camp Meeker—Al Erickson construct bridge near Westport, \$28,900. Peletz Construction \$29,400. Construct water mains—Siri \$60,800. Westgate Sub-division. As can be seen few engineers but we could sure most of these jobs will help a use some bigger contracts specially the much need major highway work.

The next regular district meeting will be held at the Labor Temple in Santa Rosa on June 4th at 8:00 p.m. please be there.

If I haven't asked you all ready to contribute a \$1.00 to COPE—don't worry I will—the money is needed to support proper candidates who will give the working man a break.

Personal—Bro. Frank Elk was operated on for ulcers and is doing nicely, speedy recovery Frank.

Brother Lou Barnes was in an auto accident and spent about a week in the hospital. Thank goodness, no permanent injuries.

See you at the meeting June 4th in Santa Rosa.

Construction Awards

Decoto, Contract awarded to Swinerton & Walberg Co., 200 Bush St., San Francisco, \$1,155,000 for construc. of California Masonic Home.

Ferndale, Contract awarded to James E. Roberts Co., 4444 Piedmont Ave., Oakland, \$355,500 for const. 24-unit Capehart Housing Project at U.S. Naval Facil., Centerville, Ferndale, Calif.

Folsom, Contract awarded to Nomellini Const. Co., P.O. Box 1528, Stockton, 194,750 for con. Folsom Dam Forestry Camp for Div. of Forestry.

Hillsborough, Contract awarded to Fisk-Fsirenze & McLean, 1320 Marsten Road, Burlingame, \$34,834 for const. impvts. in Neillcourt in Hillsborough.

Oakland, Contract awarded to Elmer J. Freethy, 1342 Kearney, El Cerrito, \$244,556, grand total, for const. prestr. conc. wtr. stge. rsve., cap. of 5 MG & for const. aprx. 1200 ft. 20" dia. mtr. ind. & ctd. weld. steel pipeline, loc. off Hawthorne Dr. S. of Walnut Creek.

Sacramento, Contract awarded to Harms Bros., 5261 Stockton Blvd., Sacto., \$371,348 for 2.9 mi. widen rdwy., grd., surf. 3/PTMX., widen 2 brdgs., etc.

Lewiston, Contract awarded to Ray D. Kizer Const. Co., 2990 S. W. Underwood, Portland, Ore., \$613,735 for earthwork, strucs., & surf. for reloc. of Trinity Co. Rd., Ridgeville, to Covington Hill, nr. Redding.

Richmond, Contract awarded to C & H Contractors, Inc., 1015 Market St., Richmond, \$117,976 for impvt. of 42nd, 43rd & 44th Sts., Nevin-Macdonald Aves.

Salinas, Contract awarded to F. V. Hampshire, Inc., P.O. Box

448, Salinas, \$537,000 for const. Juvenile Hall in Salinas.

Salinas, Contract awarded to Tomblason & Huck, Inc., P.O. Box 1388, Salinas, for const. Salinas Public Library.

Susanville, Contract awarded to Stevenson-Pacific Inc., 1135 Chestnut, Redwood City, \$397,697 for const. Memorial Hospital, Susanville.

Oakland, Contract awarded to Gallagher & Burk, 344 High St., Oakland, \$84,947 for grading & incidental work at Redwood Rd. School Site.

Sacramento, Contract awarded to Brown-Ely, 45 Sir Francis Drake Blvd. East, San Rafael, \$179,821 for 0.9 mi. widen hwy. b ygrade & pave w/PTMX surf. on cem. tr. base & exit. pave & modify traf. sig. sys. & etc., between Rt. 15 & 0.9 mi. North in and near Yuba City, Sutter Co.

San Rafael, Contract awarded to Carey Bros. Constr. Co., P.O. Box 235, San Anselmo, \$46,237 for const. conc. ramp, tbr. floating pier impmts., to exist. patty & parking area at Miller Park.

Travis AFB, Contract awarded to A. Teichert & Son, Inc. P. O. Box 928, Sacramento, \$333,094 for impvt. of streets at Wherry Housing Area, Travis AFB.

Redwood City, Contract awarded to Moroney Const. Co., 1498 Chapin Ave., Burlingame, \$161,077 for finish exist. areas for kitchen & dining room at San Mateo Co. Community Hospital, San Mateo.

Ukiah, Contract awarded to Argonaut Constrs., 1357 Marsh Road, Santa Rosa, \$70,879 for water main impmt. in State St. & Well No. 4, Ukiah.

Marysville Disappointed in Wyandotte Bids

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

Bidding results Tuesday, May 5th, in Oroville on the Wyandotte or South Fork Project, although not unexpected, can only be described as disappointing. Submitted were only nine partial bids (no overall bids were received) and the bids received were described by the officials as unsatisfactory except in two cases.

Reasons given by the contractors for not submitting bids were that they were discouraged by the guaranteed money and time limits required. In other words a guaranteed firm bid to construct was required on each schedule. Another reason cited by other officials was the rising interest rate in the bond market which had risen three-tenths of one percent in the last few weeks, which would have decreased the amount of money that could be raised by three million dollars.

All of which will delay the construction of this much desired and needed project by, at least, a year. Generally speaking all directly concerned expressed optimism that the project would go next year, pointing out that there are too many interested parties to allow the project to be dropped. For instance, P. G. and E. wants the power, Bechtel wants its contingency fee, Blythe and Company a financial firm, wants it fee for handling the bonds, Colonel Frank Bonner, the districts' engineer, wants his contingency fees, etc., besides the many others such as the realtors, chamber of commerce and business people who see additional business and opportunity for the Oroville area.

None of this is very satisfactory, however, to the brother sitting on the bench and who saw in this project a chance to pick up a good job that might last a few months. Delayed projects, although nice to look forward to, admittedly don't pay this year's bills or help feed, house and clothe the family at this time.

Last month we reported upon a number of jobs that were about ready to start and we are happy to report that for the most part this work is going with a goodly number of the brothers having been dispatched to this work.

This, however, hasn't been enough and there are still to many of the brothers on the out of work list. So probably we should take a look at the work that has developed or is ready to bid to see what the situation is going to look like.

Brown-Ely was low bidder on the four laning of Live Oak Highway, north from Colusa Highway in Yuba City, and at this writing is just getting a start. Brother Ed Burke will be the super on the job. Baldwin Contracting Co. is making very good progress on their storm drain job in the same city. This is a no-joint concrete pipe job.

Baldwin also has got a start on that company's street assessment district job in Marysville as well as some other small jobs at Beale and in Yuba County, which has meant the calling back of several of their regular crew.

Up and around the Quincy area there are several small jobs to go, but nothing exciting or which will take too many of the brothers. Coming back to the Oroville district Baldwin is getting a good start on the Clark Road job. Around Chico there are several State road jobs to come up, which should start in the near future and which will keep a number of the brothers busy. A. Teichert and Son was the low bidder on the Esplanade job at a little under a half a million and we hope they get the award and get started immediately.

On the Sacramento river the levee work is off to a good start and there are rumors of another large job to be advertised and bid, but to date we haven't been

able to get any dope on this. We do know that the Army Engineers have been pretty busy up and down the rivers and it wouldn't surprise us a bit. In the meantime a small levee job has been let to P. H. Vincilene of Larkspur in District No. 108 in the amount of \$43,360. We hope there is more to follow.

It also appears quite probable that favorable action will be taken by the legislature this session to appropriate additional monies for the continuation of the relocation work around the site of the Oroville dam and if this occurs this will mean a considerable amount of work that we are told should go this year.

QUITTING AND UNEMPLOYMENT INSURANCE

The law provides that if you quit a job without good cause you shall be penalized five weeks unemployment insurance. The department also has a rule that if a dispute arises on a job that a union agreement covers and you quit because of this dispute arises on a job that a union agreement covers and you quit because of this dispute you may be penalized five weeks unless you have exhausted your remedies under the agreement.

Why we bring this to your attention is because recently we have had two such cases and in both cases the brothers suffered the penalty. In both cases although we did everything we could, we were unable to prevent the penalty from being levied.

In such cases, in the future we would advise that you contact the office before you quit and allow one of the representatives to represent you. In this way, if we can't straighten the matter out, you can say that you exhausted your remedies under the agreement and we will be in a better position to defend you.

INDUSTRIAL REPORT

Natomas Company
Negotiations, after the usual length of time, with the Company have reached the point where your negotiating committee is ready to report. For this purpose a special meeting is being called for Monday, May 18th, at the usual place and times. At this meeting a full report will be made and it will be up to the membership whether or not the results are acceptable.

At this Company there isn't much else to report beyond the fact that Dredge No. 1 was finally shut down on April 21st. This hasn't resulted in a lay-off as yet as the crew will be used to dismantle and store the dredge. This should take three or four months and after that there will probably be a shake up of the crews according to seniority and a lay-off, if the quits haven't taken care of the matter in the meantime.

Yuba Consolidated Gold Fields

The picture as far as the dredgers is concerned is a little brighter with this Company as finally, after a lengthy remodeling job, Dredge No. 18 is back into service. This balances out the closing down of Dredge No. 1 at Natomas Co.

Otherwise the picture remains the same with the Company, although there are, and has been, a few points of the agreement that has been overlooked or ignored. In this regard we confidentially don't expect much

Meeting Notices

Next Quarterly District Meeting: Thursday, July 9, 1959, 8 p.m., Prospectors Village, Oroville. Start making your plans to be there!

Grievance Committee: Meets each Thursday, 7:00 p.m. to 9:00 p.m. in the Engineers' Hall, Marysville. This committee is here to serve you and if you have reason make use of it.

Natomas Company: Special meeting will be held Monday, May 18, 1959, in the Veterans Hall, Folsom for the purpose of considering the negotiated offer of the Company. The meeting will be convened at 10:30 a.m., remain in session until the business of the meeting is concluded, recess and reconvene at 7:30 p.m. A secret ballot will be taken.

Rock, Sand, Gravel and Ready Mixed Concrete: This unit meets Friday, May 22, 1959, at 8:00 p.m. in the Teamsters' Hall, 818 Wall Street, Chico. The coming negotiations will be discussed.

Yuba Consolidated Gold Fields: Membership meeting will be held Monday, May 25, 1959, in the Engineers' Hall, 1010 "Eye" Street, Marysville and at the following times:

10:30 a.m. for those unable to attend the night meeting.

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

Gladding, McBean and Company: Lincoln Industrial Council Joint Board meets Monday, June 1, 1959 at 4:15 p.m. in the office of the Council, Lincoln. General Membership Meeting: Tuesday, June 9, 1959 in the City Hall, Lincoln at the following times:

1:30 p.m. for those working the Swing Shift.

4:15 p.m. for the balance of the crew.

Concrete Pipe Companies: Meeting to be called.

New York Machine Shop—Peterson Tractor Company: Meeting subject to call.

trouble in clearing up the differences.

An interesting incident to note before concluding with this Company is the passing into the limbo of forgotten things of a town, Hammonton, and old company houses, boarding houses, stores, garage, etc., and which many of our readers may remember, is rapidly becoming just another dredger pond and tailings pile.

Gladding, McBean and Company

The company has been officially notified of the desire of your Union to open the agreement for the only matters open this year, wages and classifications and one fringe benefit. As the company has been in touch with us by telephone from Los Angeles regarding the start of the negotiations we confidentially expect to be well into the negotiating sessions before the end of the month.

The plant is still bowling along at a high rate of production, which is a little different from most years when it is just coming out of the winter doldrums. We hope that this means the company had a prosperous year and that they will be willing to share a little of this prosperity in the coming negotiations with the men that made it possible.

At the present time the company is busy putting together

FRESNO IS AHEAD OF ITS SCHEDULE

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

As we approach the busy summer season we find our out of work list growing. Many of the local jobs have wound up ahead of schedule due to the dry weather. Much of the work scheduled for this area has not as yet got underway.

We have many of the Brothers inquiring about the levee work in Merced County. Bids were opened on this work April 22nd. The Fredericksen & Kasler Company were low bidders at \$1,956,421.00 for this work consisting of approximately 3 million yards of levee embankment at various locations on the lower San Joaquin River. As of this date the contract has not been awarded and there is no indication as to when work will start.

The M. J. Ruddy Co. were awarded a contract for Alert taxiways and parking aprons at Castle Field Air Base. They have started excavation with their DW21 spread and a couple of blades. Much of the money involved in this contract will go for electrical work. This company also started their rock plant on the Merced River and are preparing rock for the Castle Field job. This company also have a job to complete on Landes Avenue west of Merced.

The Madonna Construction Company were awarded a contract for \$369,000.00 for repaving and grading shoulders on 99 Highway from Brenda to Califa in Madera County.

The Bechtel Company have completed the rock excavation

for the spillway and the rock what we are informed is the largest of its kind in the world, a Polychrome Painted Ceramic Mural, 18 feet high and 76 feet long.

It has been designed by Sheraton Stanton, a designer and painter, who spent two years on historical research to make sure the events portrayed on the mural are historically correct. The mural will be prominently placed facing the sea on the new Harbor Administration Building at Long Beach and undoubtedly will be something to behold.

Concrete Pipe Industry

First negotiations this year in this industry will take place May 22nd and will be joint negotiations between the Laborers, Teamsters and your Local Union with the companies. As there will be a new company involved in the negotiations this year we cannot predict the length or difficulty of the negotiations, but we hope that they will not be too lengthy and that it will be possible to peacefully arrive at an acceptable settlement.

Work in the plants continues slow, which is reflected into the field work, however, we do have hopes that as the season advances there will be considerable improvement.

Rock, Sand, Gravel and Ready Mixed Concrete

The members employed in this industry should start giving some thought to contract negotiations as, although the results of the construction negotiations usually sets the pattern for this industry, there are many matters peculiar to the industry that you may wish to have considered.

Contractors Shops, New York Machine Shop and Peterson Tractor Co.

The contractors shops are showing plenty of activity which we think is a good sign. New York Machine Shop and Peterson show a decrease in activity which may indicate just the opposite. So there you have it!

fill on Mammoth Dam. The DW 20's however will work two shifts until the dam is completed late this fall.

The Utah Construction Co. have holed through on three of their headings and are driving upstream from Rock Creek and downstream from Shake Flat, with about 3,000 ft. to go for completion of the 9 mile tunnel. They have moved crews from the outlet to Shake Flat to start concrete operations.

The Consolidated Wester Steel Company have moved in at the tunnel outlet and are installing skids for placing the penstocks.

The Fortier Construction Co. have completed their Shaw Avenue job and have laid off part of their crew.

Stewart & Nuss Inc. have completed their Willow Avenue job and are about 50% completed on the Shaw Avenue job from Blackstone to Van Ness Avenue.

Winston Bros. Company—Green Construction Company at Terminus Dam are moving dirt with three DW20's have 7 cats clearing and building some haul roads. This job is moving slow as a diversion tunnel must be built first and this has not started as yet.

Guy F. Atkinson Company at Porterville on Success Dam have nine DW20's; eight cats and one 54B dragline, working one shift. This job will go two shifts soon.

L. B. Wells Construction Co. have finished their job at Tulare and are moving their hot plant to Tipton, where they have a road job. This Company also have a road job at Porterville where Flores & Perry will move the dirt.

Rice Bros. have all the black top on in their job at Tranquility but still have some shoulder work to do. This company have started black top on Jensen Avenue and are about 40% completed.

Griffith Company at Lemoore Air Base have some parking aprons poured and have started concrete pouring on runways. They are still having compaction trouble on the cement treated but hope to line out on the runway and start pouring lots of concrete.

Kovick Bros. are keeping a few of the brothers busy at Lemoore Air Base on pipe work. The bids for parking aprons and taxiways have been postponed until sometime this month. There will be a bid opening June 3rd on relocation of Highway 198 around Terminus Dam. This will be 7.6 miles of new highway with a 253 ft. bridge crossing Horse Creek. There also will be another job opening June 3rd for Frazier Valley road. This is southeast of Strathmore in Tulare County.

On Highway 99 north of Fresno the Griffith Co. have completed 4 structures and have two more to go. W. J. Smith Co. moving the dirt and going along same as usual. Granite Construction have a 2 mile sewer job on Chestnut Avenue.

Sub division work in this area has slowed down considerably.

BLOOD DONORS FOR APRIL were: Stuart Moncrief, W. House, Otto Davis and E. Kennedy.

Thank you very much Brothers. Let's all do the same this month.

REDDING AREA IS SET FOR A BIG YEAR

by J. B. JENNINGS and S. McBroome, Bus. Reps.

The Trinity River Dam project is at its peak for the year of '59. Since our last Engineers News there has been additional clear-work awarded on the Trinity project. At the present time there are 50 brothers engaged in the clearing of the Trinity Dam. This is extremely steep country to work in and we have had a number of men in the past three weeks who could not handle this particular type of work. Guy F. Atkinson, of the Trinity Dam project, is in full swing with two shifts. Apparently there will not be too much overtime on this job this year. Guy F. Atkinson is ahead of schedule on the project. South West Welding is busy on the pen stock for Trinity Dam and recently went to two shifts with brother Walker operating the derrick.

The firms of J. Trisdale Construction Company of Redding and the Hubner-Michner Company of Denver, Colorado, have been notified by the U. S. Bureau of Reclamation to proceed with clearing portions of the reservoir area on the Trinity project.

Work has been resumed on a three-shift basis on the inlet portion of the tunnel between Lewiston and Whiskeytown. The Shea-Kaiser-Morrison combine installed larger pumps to remove water which had been flooding the tunnel.

The O. K. Mittery & Sons is under way on their road job at the Cedar Stock Ranch. This job is in the heart of Trinity County and will be a nice cool job for the entire summer.

HIGHWAY 99 NORTH

The McCammon and Wunderlich is in full swing on their freeway job. Also, there has been an additional job awarded to the Gibbons & Reid Construction Company totalling around five million dollars for the extension of freeway on Highway 99 south of Dunsmuir. The Gibbons & Reid Construction recently completed a 4 7/10 mile freeway between Hazel Creek and Shotgun Creek. Work is expected to start on their new project in May.

The Clemens Construction Company has moved back in at Tulelake with a few paving jobs to start out on. M. W. Brown got back into full swing on his job at Hatcher Mountain which is due for completion in 1959. Work in and around the Redding area has just about hit its peak for this year. We were fortunate to get off to an early start which was all due to good weather, although we have a number of brothers who are still on the out-of-work lists.

Any of you brothers who are contemplating coming into the Northern area should first contact the hiring hall to make sure that you have a job as you might otherwise be on the out-of-work list for quite some time. At present the majority of the work in Redding for cat skimmers is on clearing and pioneers men and this work, throughout the Trinity project, is in extremely steep country. All of the road construction throughout the six counties has been awarded for the official year and, at present time, there are approximately 1250 brothers employed.

I would like to remind anyone who has registered at the hiring hall in Redding and has

SACRAMENTO JOBS IN HIGH GEAR

By DON KINCHLOE, ERNIE NELSON, HAROLD HUSTON, EDW. HEARNE and BILL METTZ, Bus. Reps.

The Sacramento area has begun to move. The contractors have started their jobs and the men are moving out.

In the month of April the Sacramento office dispatched 473 men. That is the biggest month that this office has seen in years. The month of May was slowed up with snow falling on Hwy. 40 and '50 for two week ends. The work in the area for this year looks better than any year we have had in history. Last year and this spring has been exceptional and has helped the Engineers and oilers a great deal.

We would like to ask the support of you brothers to donate blood. Our blood bank is coming down and one never knows if he or his family might need blood.

Brother Frost, working for Gibbons and Reed, and Brother Glenn Bigelow, working for Piombo Const. are in the Placer-ville Sanitorium. Brother Frost broke a hip and Brother Bigelow ruptured his stomach. We know they would appreciate you brothers stopping in and moving a few mountains. Brother Frost and Brother Bigelow, we all wish you a speedy recovery and hope that you both are back on the job real soon.

ICE HOUSE DAM

At the Ice House Dam, Gibbons and Reed has started the second shift on their equipment and are getting down to the business at hand. They haven't started the earth fill as yet, but will be starting on it shortly. They have two shovels working in the spillway and are stockpiling rock for facing the dam. Brothers "Whitey" Koche, Supt., and Jim Taylor, foreman, are pushing the day shift, with Brothers Earl Baker and Ed Frost, asst. superintendent and foreman, on the swing shift.

Work is due to start on the main embankment about June 1. In the meantime, there are two small dikes to be built. One with 2,000 cubic yards and the other containing 125,000 yards.

been dispatched out of another office to please contact the secretary in order that she may remove your name from the register. We have approximately 450 names at present and quite a difficult time contacting about half of the number on the list. Your cooperation in this matter will be highly appreciated.

We have recently signed an agreement with the M. & S. Reddy Mix, a newly formed company in Redding who are equipped with a portable batch plant, and the firm is now 100% union. They also have ready-mix trucks and will travel in any portion of Northern California.

Frank Bondie, job manager for Peterson Tractor and Equipment Company, tells us that they are extremely busy throughout Northern California with approximately 20 brothers employed.

That, apparently, is about the work picture for this district. Again we would like to bring to your attention the fact that this office should be notified within 15 days if you have grievance or a shortage in your wages. The Redding office remains open on Thursday nights for your convenience between 7:00 p.m. and 9:30 p.m.

We would like to extend our sincere wishes for a speedy recovery to brothers Johnny Dunning, Vern Fuller, Bill Elam and Claude Brown who are at present hospitalized here in Redding.

San Francisco, Contract awarded to Peter Kiewit Sons' Co., 442 Post St., S.F., \$1,572,166 for const. appr. roadways and strucs. to lower deck of bridge, etc.

McCammon and King have moved in and started clearing the reservoir area. Brother Whit Little is running the cat spread with Brothers Clarence Edwards, Bob Wolske and Fred Barbick, on the cats, and Brother Donald Clark on the grease rig.

B & B Logging Co. is subbing the falling and logging from McCammon and King. They have signed an agreement with Local No. 3 and will use union operators on their rigs.

Piombo Const. has pioneered their Jaybird Powerhouse access road all the way through to the end. This piece of road goes through a mighty rugged bit of country, but they can't make it too rugged for a good pioneer dozer operator like Brother Ray Hamilton. Ray pushed this job through all the way from the top of the hill with the able assistance of Brothers James Killion, James Johnson and Bro. Pierce.

Frazier-Davis has holed through in the raise and are diving down from the top widening out of the hole. By the time you read this, they will be doing the lining. The safety problem has apparently been straightened out, as far as the shuttle cars are concerned. Working conditions underground are unsafe at best, and we are doing everything in our power to eliminate as many hazards as possible, brothers.

Boyles Brothers Drilling Co. are back on the Upper American River Project with one drill rig. The crew on this job is being flown into the job site by Rick Helicopters. This is quite a flight, and very interesting to take. We had a dispute on the job over the drill helpers and the company let us fly into the job to straighten it out. Sure beats walking.

Bechtel Corp. has kept one survey crew busy all winter and should soon be expanding to two crews as the work picks up. Bechtel is the contracting authority for all the work being done by the Sacramento Municipal Utility District and are in charge of all the work on the project.

TAHOE DREDGING

J. H. Pomeroy Co. has moved their dredge onto the job at Tahoe Keys and are getting assembled and ready to go. They bought the dredge from the Morrison-Knudsen Company and moved it from the huge earth fill job across the Great Salt Lake.

Associated Dredging Co. of Sausalito, also has a boat in the area. This one is working at Truckee pumping rock out of the gravel pit into the rock plant for Clements Rock. They are supposed to move another dredge in right away.

Clements Rock is still busy on repair and new construction on the plant. This is already the biggest rock plant in the Sacramento area and it is getting bigger yet.

Fredrickson, Watson and Ransome at Truckee have been stalled frequently by flurries of snow and rain, but this situation should be mostly cleared up by now.

The same problem has confronted Woods-Kirst at Soda Springs. They have made several attempts to get going, but with little luck so far.

At the south end of Lake Ta-

hoe we recently signed a few of the grading and paving contractors to agreements; they are Browne & Plemons, South Shore Grading & Paving, and Tahoe Redwood Company. Browne & Plemons has been a union outfit for some years under the name of Milo A. Browne. South Shore is new in the area but Tahoe Redwood is one that we've been chasing for years. We are very happy to be able to report that they are finally signed up and their employees are members of Local No. 3.

Harms Bros. have started on Luther Pass and on Highway No. 50 at Tahoe Valley. Brother Jack Corbett is the Superintendent on the Luther Pass job and Brother Al Pierce, superintendent.

Fredrickson & Watson are ready to start the paving on Highway 40 at Gold Run. They should be paving by the middle of May.

We were saddened by the death of a brother engineer on this job during April. Brother Charles Smith, oiler on a backhoe was injured fatally, when caught in a cavein while checking the grade in an excavation. Again, we say, be careful on the job, Brothers, for it only takes one slip and you become a statistic.

AEROJET BUZZING

Work is picking up at Aerojet. Teichert seems to be in command of most of the work, in comparison with the number of engineers employed. Second is Robt. E. L. Parker. Most of these operators are old-timers and doing a good job. The old dredger toolings is hard on equipment, so only skilled engineers survive on the job.

Teichert's foremen are running good jobs. Parker has Laff Brooks and Dick Cooper snapping jobs at a dozen different locations. The operators are happy now with the new umbrellas and the water cans.

Joe Vicini moved in a crew of hillside engineers to a 150,000 yard excavating job for a new mix and cure plant. Campbell Const. will do the building.

Affiliated Engineers Equipment keep getting more work and are expanding their excavating crews. Woody Cox is Superintendent now.

Granite Const. Co. finished the parking area at the new administration building and the equipment is parked. Bill Christensen ran a good job for the brothers and gave the union 100 per cent support.

Van Valkenburg is doing the deep ditch work for Parker and A.E.C. The operators on the rigs know the business and are doing first class work.

Dalzell Rigging get all of the heavy lifts, installing new machinery for the manufacturers. Swinterton and Walberg have 19,000 feet of pipe to lay with most of the work subbed out to local contractors. Latest reports are that Teichert will do the right-of-way and Richard Seal will dig the ditches and lay the pipe. This should keep some engineers busy for several weeks.

The D. W. Nicholson Co. has added a hydraulic back-hoe to their spread, which we have manned by a good operator and oiler. This company is going right down the line 100 per cent.

Southern Eng. are 40 per cent completed on the new Boron Plant and keep two engineers on the payroll. This is a pilot plant and if it proves out, Aerojet will build another of considerable size.

Lee Stephens is finishing several small jobs in the area and has been a good outfit to do business with.

It seems that every Contractor is doing very well. In every direction from downtown Sacramento you can find new subdivisions going in. Teichert, Brighton Sand & Gravel, Granite, Erickson, An-Nan, Reeves, Lentz, Landsborough and Claude Youngs keep large crews of engineers busy excavating, grading and paving. It is no wonder that Sacramento, as predictions go, will soon be the town or city of the West.

Lentz and McGillvary have added new foremen and graders to their jobs where needed. We anticipate good relations with these outfits.

Practice safety-first every day Brothers. Keep awake and stay alive!

DREDGING, LEVEES

This is the time of year the Business Representatives like to make their reports, as most of the brothers are working and the rest will be working soon.

Hydraulic Dredge is getting their 21 million yards job under way. Guy Walgrave is going to be General Superintendent, his brother Morris, will be the levee superintendent and Nick Carlson, dredge superintendent.

Luhr Brothers Construction is doing casting on the retention levees with 2,4500, with 120 feet of boom and 7 yard buckets. This job will last all summer.

A. Teichert & Son has subbed the hauling on this job. Their end of it will be a little over one million yards. They are going to have a small spread working two shifts.

Pacific Dredging Company is still pumping around a million yards per month. This job has very little turn over, although Brother Howard Green turned his boom cat over, they are going to put out-riggers on it now.

Gordon Ball is starting on their job at Winters. This job has a little over six miles of grading and about 17 miles of paving. The main road will be concrete and the frontage roads will be black top. Harms Brothers will do all of the black top on work on this job. Stolte, Inc. has the Eye Street Bridge closed for the next 100 days, at which time they will have the new ramp finished on the west side of the river. This is going to be a big improvement over the old bridge.

This is quite a bit of work at McClellan Field this year. Gordon Ball has two runway improvement jobs which will take all summer. Fruin & Colnon has a big hangar to build and Action Electric still has some work to finish.

We signed up Wagner Tractor Sales on a shop agreement.

Rhea Tractor, Industrial Tractor, New Island Equipment and Blakemore are all going very good.

Teichert and Sons has a lot of work in and around Woodland and Davis. The plants in that area are all going good. Pacific Coast Aggregates at Yolo is thinking of running two shifts.

Brighton Sand & Gravel has a big subdivision job going out at Spruce Avenue and Highway 40. They have about 15 rigs working there.

William Gannon has a of his rigs going on subdivision work. Walt Blood, superintendent for this company, had an operation on his stomach but is now back on the job and doing fine.

THIS MONTH'S BLOOD DONORS WERE:
Wiley Steelman
Albert Floris

3 Killed in Feather Tunnel Blast; Safety Rules Given

by GLENN L. DOBYNS, Safety Representative

This news article will be devoted mostly to the use of explosives, due to the terrible disaster which occurred on April 21, 1959 at the Feather River Project exploration tunnel, killing three men and injuring two, one critically.

Killed outright were Donald Good, the job superintendent, Robert Arnold, Chester Zurek, the latter two, miners.

The injured, both members of our Local, Bro. Frank Shipe and Bro. Andrew Canifax. At this writing both of the injured are getting along nicely.

The five man crew was working on the exploratory tunnel at the east abutment of the proposed Oroville Dam.

They were employed by the Boyles Brothers Drilling Company of Salt Lake City, Utah, under contract with the state department of water resources to drill the bores to test the foundation for the dam.

What happened at the face of the bore 1,000 feet inside the mountain is a matter of speculation.

Blasting Operations—Section Blasting Operations—Sec. 1544

Cases that have contained explosives should be destroyed by burning out-of-doors. Do not burn in a stove or furnace.

Do not wear shoes with nails or metal plates in magazine or around explosives.

Blasting caps shall not be carried loose in pockets of clothes. Use insulated containers. Use the least amount of proper strength explosive that will do the job effectively.

Keep detonators and primers separated from the explosives until it is necessary to bring them together in preparing for the blast.

Holes loaded during a shift should be fired during that shift.

The operations of loading and firing should be carried out with as few men as possible.

Drill holes should be blown out and made ready before explosives are brought to the site.

In tamping, use steady, even pressure on explosives.

For electric blasting:
(a) Make good, tight electrical connections.

(b) Make sure there are no short circuits or breaks in the wires.

(c) Be sure there is enough current to fire all shots.

(d) Exert a strong, properly applied force when using a blasting machine that is operated by physical effort.

(e) Be careful not to damage the insulation of wires when tamping charges.

If misfires occur, contact the employer's representative, who will issue instructions, and see that a careful and experienced man does the corrective work.

Most misfires can be prevented by the proper, careful use of blasting supplies, so try to avoid misfires and the following hazardous work. Usually the safest way to handle a misfire is to shoot it. When electric blasting is involved, disconnect the lead wires at the source of the power before approaching the area of the blast; then, if the leg wires are accessible, test the cap wires with a galvanometer. If that part of the circuit is good, reconnect and attempt to fire. If this fails, or is not feasible, try to shoot the charge with a new primer.

For holes containing less than sixteen inches (16") of stemming, it may be possible to explode the charge by placing the new primer on top of the stemming. Otherwise, it will probably be necessary to remove some of the stemming or drill a new hole in accordance with pro-

visions of Order 1544 of the State Safety Code.

The bitter history of safety teaches us a lesson. It is this: do not let safety become a controversial issue. Whether you are a safety engineer, plant safety officer, or a representative of your local union, you have the basic responsibility of keeping the safety program of your plant or industry above and beyond wage and grievance negotiations.

Aware that it is sometimes necessary to include portions of a safety program in a collective bargaining agreement, because there are times when that is the only means of securing adoption.

The usual procedure is for management and labor to make representations to the Commission concerning specific safety proposals over which they have jurisdiction.

Personal Responsibility — the safety awards program has driven home to men the fact that they are personally responsible for much of the safety record. They like to live up to a good record and take pride in their accomplishments. The material rewards of a program, are, of course, an incentive, but they are over-shadowed by the award winner's personal satisfaction with a job well done.

In closing — many times the accident victim dies a quick, painless death. It's the family who suffers months and years of hardship and grief. Think about that next time you get careless and even if you don't give a whoop about your own neck, have some consideration for those in your life who care.

Report All Safety Violations Immediately

Oakland Area News

(Continued)

(Continued from Page 4) have elapsed. Ducommun's faith in this area has been justified and multiplied by increased markets and growing sales. The original Berkeley yearly payroll of approximately \$95,000 has been enlarged to more than \$250,000.

Total company sales increased \$5,000,000 over the 1955 figure of \$39,058—much of this attributable to the Berkeley operation. The Seventh Street site has occupied 110,000 sq. ft., of which the modern office takes about 3000 and the single Bay warehouse 40,000. A railroad spur serves the entire length of the warehouse, with a 5-ton used for both unloading freight cars and handling of orders.

Today's expansion adds 130,000 sq. ft. of area—more than doubling the site—bringing the total to roughly five and one-half acres. The new warehouse will take 70,000 sq. ft. of this, bringing the total "under cover" square footage to 110,000. The new warehouse, like the present one, will be equipped for handling all types of metal products, with special storage racks and frames to accommodate much

THE NEVADA ROUND-UP . . .

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

Jerry Bing Construction Company has quite a project on the Reno Airport extension to the runway warmup aprons and shop site for the National Guard. Brother Matt Greve is on the cat. Brother Leland Eckley has his three Super C pulls on the job. Brother Henry (Hank) Kiechler, Brother Gene Hill and Fred Spaulding operating the pulls and believe me these three brothers are real Super C pull operators.

Bro. W. E. (Buck) Buchanan on Martin Iron Works P. & H. Truck Crane raising a bit of steel but most of the time he has the concrete bucket on the hook.

Pyramid C. C. yard just north of Reno, better known as Carson Frazzini where Brother Sam Wauchope takes care of the HDRM work in the shop that Sam has lots of problems with his work and that Frazzini bossing him around most of the time and Brother Duane Kern putting in his two bits worth bossing also, but that Sam is just the boy that can hold his own with the best of them.

The George E. Miller Company has lots of work around Reno, Sparks and Stead Air base where Brother Howard Johnston, the superintendent, keeps quite a few of the brothers busy.

Brother Don Bruner is G.E.M. Hot Plant and road superintendent and a good one too. Bro. A. E. Colip seems to be some kind of a foreman, he does all of the work anyway, for he's a real good man for the Miller Company.

The Bush boys, Brother Fred

Late Job Awards

Sacramento, Contract awarded to Dalzell Rigging Co., 1150-6th St., Berkeley, \$42,714 for 0.2 mi. net lgth. const. two bridges & grade apprs., at Hayfork Creek & Dobbins Gulch, TRINITY CO.

Oakland, Contract awarded to O. C. Jones & Sons, \$265,562 for const. grade, pave, AC surf., etc. on 40th St., Oakland.

Carson City, Nevada, Contract awarded to Silver State Const. Co., P.O. Box 191, Fallon, Nev., \$444,587 for 10.184 mi. of const. PSH sys. on US 50, betw. 34 mi. W. and 24 mi. W. of Eureka, EUREKA CO., NEVADA.

Carmichael, Contract awarded to N. P. Van Valkenburgh, 3000 Howe St., Sacramento, \$113,900 for const. pumping plant.

larger stocks. Many of the storage methods will be of Ducommun design, bringing about better protection of materials and faster handling. Cutting equipment, metal saws and burners—will be able to process all the sizes of materials stocked.

News About The Brothers

Brother Delbert Lewis who was hurt on the Healy-Tibbetts job last October is getting along fine now even though his left leg is still a little stiff. Brother Delbert was hit by a cable while working on a tugboat.

We have three heroes in the Engineers — while working for the Mondot Construction Co. on a ranch in Livermore, Brothers' Eugene Oaldeira, Harold Yancy and Tony Faria killed a four-foot rattler with a crowbar. The rattler had twelve rattlers and a button. Broher Tony Faria is a field mechanic for Peterson Tractor Co.

Bush and Victor Bush takes care of the shop and yard for Miller Company now. S. E. (Dusty) Bush a bit of an outcast, he works in the shop in the field or operates. Now Brother Al Parlanti, the all around operator, really gets the job done when he is on the job.

Brother Roy Tucker is real busy with McKenzie C. C. truck crane and around Reno that McKenzie C. C. is really branching out especially since Tucker came to work for them.

SAND AND GAB

Brother Bob Williams the Sand man just west of Reno is really handing out the sand from his natural pit along with a little gab with the sand.

Brother Fred Schopper has a few jobs around the City and along with his nursery and landscaping Fred's doing O.K. especially since Brother V. McCord is working for him.

Now Brother Carl Hoover is doing O.K. with his landscaping construction outfit he does lots of landscaping in Reno and vicinity.

Isbell C. C. has finished their storm drain job along the old V & T right-of-way. However, Brother Bill Boegle keeps the 2nd Street Hot Plant and Gravel Pit going good. That Boegle is quite a man around that pit but he has some real men under him. Brother Clinton Green is a first class crusher man so is Bro. Martin Rosso, the Virginia City Kid, and Brother Peter Finn really keep that Hot Plant fire up all the time, but he has to because Boegle gets real worried when he can't see the smoke and dust flying in the air.

Gibbons & Reed Construction Company is moving along at a fast pace on their road job at Ely, Nevada. They should have the excavating done in the next six weeks and will start paving as soon as possible. They have the sub-grade finished on half of the project and this was done last fall. They will probably start to pave this portion before the other end is complete.

Afton Bohn, the superintendent on this job, has practically the same crew on the job as he had last fall when they shut down and the brothers are hoping to move to other work that Gibbons & Reed have. They have been successful bidders on several jobs this year and have operations going in Utah, Nevada and California.

ELY, WINNEMUCCA

Wells Cargo, Inc., will be back to their job south of Ely, Nev., by press time and have sub-contracted the paving to Stewart & Wells Construction Company. Stewart and Wells will start moving onto the job right away.

Whiting Brothers Construction Co. is making progress on the street work in Winnemucca, Nevada, and expect to start paving in about two weeks. This job won't last but about six weeks. They will also move another Hot Plant to the Paradise Valley job and start paving that section of road, by the end of the month. Frank Gillespie has had his crusher and crew up there since the first part of the year and they are getting the gravel out pretty fast. Brothers Jeakins, Bessey, Teitjen and Omer Pruitt have kept the plant going full blast.

North of Wells, Nevada, at Contact, Dodge Construction has moved their crews back and are moving dirt six days a week. They will have about two more

months of excavating left to do at Contact and then will start paving. The gravel has already been crushed for the job and the finish crews are starting to get things in shape for the oil.

Willis Brothers Construction Company is working hard on this job at Denio, Nevada, and are having a problem with small cuts full of large boulders. Those three-foot cuts and six-foot rock doesn't make the operators very happy either, but John Pedro Lovelock, Nevada, has a good crew of operators on the job and they will get the job done in good order.

FALLON AIR BASE

Gordon H. Ball have their runway extensions at the Fallon Air Base moving along very well. They are working the Brothers there six tens in order to get done as soon as they can and move on to other jobs that they have in California. The existing highway that by-passes the base at present is causing a bottleneck in the operation but they expect to have something worked out with the Navy so that they can go ahead with the job in the near future. Bids will be advertised for a new section of highway from Fallon around the north end of the Naval Base some time soon to eliminate the traffic problem at the landing strip. The new routing of the highway will create some long needed work for a number of the brothers in this area.

The Isbell-Ball & Granite joint venture job at Boca, Calif., is in high gear again and will continue that way for most of the summer. Isbell Construction has their finish crews busy on the sub-grade and are trying hard to get everything cleared away for Granite & Ball. Granite has the job of crushing the rock for the job and will do the anaerobic work while Ball will do the concrete paving. There is a fair large crew of brothers working on the job now and more will be put on as the job progresses.

Wells Cargo, Inc., have a contract with the Anaconda Company to strip about 300,000 yards of material from the Anaconda Sulphur Mine at Leviathan, California which is just over the California line and southwest of Gardnerville, Nev. They will have about 10 men working there until snow flies this next winter. Wells are sending some DW-20 operators and cat operators to the job on the 11th of May. This will be a good job for these brothers.

Brothers, we have been watching the mines between Lovelock and Winnemucca, Nevada, and they are not too active as yet but things look much better in that area.

The Iron Hat Mining Company has moved an 80-D Northwester out to the job, and it will widen the roadway en route to the mine. Brother T. C. Bottoms and his oiler Mike Smith will be the crew on the 80. It will take them a few weeks to get up to the mine as it is a long way to the top of that mountain range above Dixie Valley.

It takes a billy goat or a crazy business agent to get to the mine on the present road without jeep or some other 4 wheel drive vehicle, but crazy or otherwise I finally located the project. There is only a small exploratory crew working there now but it may well develop into a good project later on.

We do hope so, and will continue to check it out.

UTAH NEWS ROUND-UP

By MERLIN F. BOWMAN, GLEN FULLMER, GEORGE FARRELL, JIM HALL and JOHN THORNTON, Business Representatives

The low bid of \$1,658,834 submitted by Morrison & Knudsen Co. for the Stanaker Dam, first major structure for the Central Utah project, was awarded May 4th, by the Bureau of Reclamation.

Work is expected to begin immediately and ground breaking ceremonies are set for May 14, 1959. This project will supply supplemental irrigation water to about 14,700 acres of land and 1600 acre feet annually to supplement the municipal supplies of Vernal, Naples and Maeser. Other features of the plan call for divergent canals and laterals. Invitations to bid on these are scheduled for next year. We have tentative plans for a pre-job conference on this job for about the middle of May.

Vernal Sand & Gravel Co. jointly with Leland Stephenson have the contract for relocation of the highway around the dam-site and work has already started.

W. W. Clyde Co. is again working after a three month shutdown on highway No. 40 from Gusher toward Vernal.

Work at Flaming Gorge is still progressing satisfactorily on the roads and approaches. The lining of the tunnel got started early this month and work on the keyways will begin as soon as possible.

As far as Local No. 3 men on the job we have been well represented right from the start of the job. Brothers Ed Colebrook and Sid Rust are shifting on the dirt end of the works and Brothers Rue Davis, Dewey Lund and Evan White are pushing the repair work in the shops. We are well represented with good top notch mechanics and operators on the job.

Bids for the clearing of the Flaming Gorge reservoir site are called for May 14, 1959. This promises to be an interesting undertaking as most of the clearing will have to be done in almost vertical, inaccessible canyon walls; canyons that are covered with cedar and pinion pine.

Western Contracting Corporation still have the muck flying up on the Bingham Stripping. They have ordered a few welders and a couple of catskinners due to Kennecott giving them a little force account work to do. We are all getting anxious for Kennecott to show some signs of letting another contract up there.

KENNECOTT COPPER

Down below at Kennecott, I would like to report that the Mine-Mill have filed for an election which means we will all have to get out and work to keep our unit intact. We hope you brothers will all realize this and won't let Mine-Mill sell you a bad bill of goods. We would also like to say that the attendance at our meetings is improving but we would still like to see a bigger improvement, so lets all get out and attend. Our next quarterly meeting will be June 9 at the Labor Temple Annex, 161 South 2nd East, Salt Lake City, Utah at 8 p.m. We would like to see a good representation from the Kennecott Copper. We can only support you if you in turn support us.

We would like to congratulate the following brothers on their twenty year certificates. In the shovel department, Del Margetts, Alva Fairbourn, Orren Argyle, Garland (Tex) Potts, Torton Cook and Peter Strelbel. In the Pump Department are Gordon Young and Andrew Takos. Receiving watches for thirty years' service are Walter English, George Strand, Glen Radmull, Cyral (Red) Robison, Norman Peterson and Bill Palmer.

Around the Lang Shops we are still in negotiations and we hope by the time you read this we will have had success in getting part of what we asked for and that things will soon be back to normal.

We are glad to report that the Sand & Gravel people are moving right along now and also the slag operation at Garfield is in full production.

We would like to say to the boys at our Randolph operations of San Francisco Chemical, that our recent negotiations have kept us from visiting them, but we hope to be able to make it over there in the very near future.

Going south, we know the brothers are all anxious about the Beaver job and by the time you get this report it should be let. Who will get it, can be anybody's guess. It seems as though all the the contractors are after this one. At the Utah Construction Company's Iron Mines, we are in negotiations with these people and are going in the first of May to try to get it settled.

M. K.'s job is going strong at Ashcreek with the addition of a second shift. It looks as though Tuffy Jones and the Brothers will wrap this one up by fall.

W. W. Clyde's job at Pintura is progressing along at a rapid pace. This job should also wind up this coming fall. Strong Company has put the tact on their job and are getting ready to lay oil.

To the South, at this writing, Gibbons and Reed have about fifty operators on the Orem Freeway job with two shifts on two separate spreads. This job has made quite a dent in the Provo Out-of-Work List. With the exception of one accident, the job seems to be going along at a very good clip. It seems they found out the hard way that a D.W. 20 just won't go between a water truck and a patrol parked on each side of the 16th South haul road. It lacked about two feet.

Wangsgaard and Peterson's job at Sunnyside Junction is finished except for the oiling on this road. Fife is expected to do the oiling along with their own which is the section next to Wangsgaards. Fife also has the oiling on Germer, Abbott and Waldron's job from Crescent Junction towards Moab.

W. W. Clyde Company was low bidder on the stretch of freeway at Crescent Junction and by the time you read this they will probably have a full crew on the job.

Down in Moab, J. M. Sumison Co. is still chewing their way along the Colorado River. Their job at Monticello is moving along quite a bit faster.

At Consolidated Western at Geneva, everything seems to be depending on whether or not there will be a steel strike, although the fabrication for No. 2 blast furnace is getting started as of this date.

Back down Highway 89, Thorn is finishing the grade but is setting up the hot plant and crusher on the south end of the job getting ready for the oiling. Whiting and Haymond have a good crew down at Henrieville under supervision of "Woody" Winters, and it looks as though

Kennecott Divorce Suit?

BINGHAM CANYON MEMBERS SET FOR NLRB ELECTION

The more than 15 years of steady progress in improving the wages and working conditions of the Operating Engineers at the Bingham Canyon Kennecott operation has been threatened by a Taft-Hartley petition.

Local 3 first won bargaining rights in November of 1943, under the Wagner Act of the Roosevelt administration. Your union won in spite of the opposition of Mine-Mill to the very principal of a special union for craftsmen having special skills.

In the years that followed, in contract after contract, Local 3 has justified the 1943 victory by bringing home the bacon. Wages have been increased about 150 percent and we have won health insurance and pensions.

So, we know your union will beat off this Mine-Mill-Taft-Hartley attempt at a raid.

But with the negotiations on a new agreement with Kennecott stalled by this suit to divorce the Bingham Canyon Operating Engineers from the more than 22,000 other Operating Engineers represented by Local 3, we are campaigning for an overwhelming victory.

That way, Kennecott will know the Operating Engineers are working together and are prepared to act to enforce their demands together when the management faces your union across the bargaining table.

Furthermore, we are confident the operators at Bingham Canyon want to continue to be represented by a union that knows first-hand what they do and what they are worth.

Local 3 could have postponed this election up to possibly six months, but in the interests of getting on with the negotiations we have agreed to holding the election as soon as possible.

The Bingham Canyon members will learn of the date of the election as soon as it has been determined.

In the next issue of this paper we expect to be able to report another Local 3 victory at Bingham Canyon.

this job should last well into the summer.

There are still a few road jobs to be bid in the next few weeks which should about deplete our out-of-work list.

In the northern part of the state there has been very little new work start this past thirty days but a number of good jobs are scheduled for bid during May which should help the employment situation considerably.

Bids were scheduled to be opened on May 14, for the second phase of the Willard Dike on the Weber Basin Project. This phase of the job consists of approximately 9½ million yards of material to be placed in the eleven mile dike embankment and excavating of approximately three miles of open drain.

The bids are scheduled to be opened May 5 for the construction of seven miles on the interstate highway system at Wasatch in Summit County estimated to cost \$2,600,000.

The State has also called for bids on two secondary road projects in the northern area. One job is for realigning and resurfacing of 5.9 miles of highway 39 from Woodruff toward Monte Cristo and the other is for grading, realigning and resurfacing of 4½ miles of the West Warren Road. Both of these jobs are scheduled to be completed in 125 working days.

The low bid of \$353,934 was submitted by the J. B. Parsons Const. Co. for the construction of six miles of the interstate highway from Rattlesnake Pass to Snowville. Work on this job should get underway within a few days.

There are a number of smaller jobs which should get underway within the next few weeks that will take a few men so all in all the work situation should be good this summer.

All meetings will be called meetings.

San Francisco, Contract awarded to Arntz Const. Co., \$287,377 for mail platform, conveyer housing, etc. at Rincon Annex, S.F.

Richmond, Contract awarded to Stockton, Constr. Co., P.O. Box 2087, Stockton, \$196,812 for const. sewers & appurts. for McBride Interceptor.

Sacramento, Contract awarded to L. B. Wells Const. Co., P.O. Box 1311, Visalia, \$93,871 for abt. 2-1 mi. Ign. to be graded & surf. 3/PTMX surf. on cem. tr. base on Rd. 252, betw. Ave. 128 & Ave. 144, abt. 0.5 mi. S. of Porterville in TULARE CO.

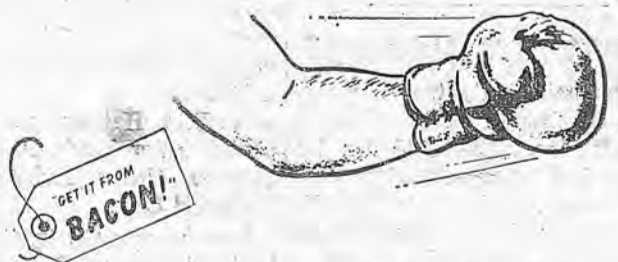
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Sacramento Oakland Fresno

Late Job Awards

Sacramento, Contract awarded to McGillivray Const. Co., P. O. Box 873, Sacto., \$47,694 for widening Sutterville Rd., Del Rio Rd. to Freeport Blvd., Sacto.

Yountville, Contract awarded to E. T. Haas Co., Box 95, Belmont, \$102,500 for domestic water sys. impvts. at Vets Home, Yountville.

Martinez, Contract awarded to Oliver De Silva, 2530 Eden Rd., San Leandro, \$41,029 for resurf. Oak Grove Rd. and Treat Lane, from Ygnacio Valley Rd. to Clayton Rd., CONTRA COSTA CO.

Millbrae, Contract awarded to Piombo Const. Co., P. O. Box 935, San Carlos, \$429,283 for const. impvts. in Glenview Highlands, Millbrae.

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MODEL OF ENGINE at left and working model of a nuclear plant, at far right, were among features of the Operating Engineers exhibit at San Francisco exhibition hall May 1 to 6, as part of big annual U.S. Union-Industries Show. The Engineer display attracted much attention and favorable comment.

YES, YOUR DOLLAR CAN MAKE THE BIG DIFFERENCE

In 1958, one-third of the successful candidates for the U.S. Senate and almost one-fourth of the winning candidates for the U.S. House of Representatives were elected by a majority of less than 5 percent of the vote.

One Senator, Frank Moss of Utah, who was endorsed by COPE, won a three-way race with only 38.7 percent of the vote. Eleven representatives supported by COPE—including George Kasem of our state—won their seats with majorities of less than 1,000 votes.

Many of the candidates endorsed by COPE can trace their winning margins largely to the amount of financial help which they received from their friends. In many cases, a few extra dollars meant the difference between victory and defeat.

Campaigning costs money. The dollars that workingmen and women contribute voluntarily to COPE can tip the scales toward victory. The dollar that workers contribute can help push the candidate to Washington where he can push the kind of legislation labor wants to see passed.

CONTRACTS AWARDED

Sacramento, Contract awarded to Gordon H. Ball & Gordon H. Ball, Inc. \$1,010,234 for 5.2 mi. grade & pave w/PCC pav. on cem. tr. subgr., betw. 0.2 mi. N. of Sweeney Crk. & Putah Crk. mr. Winters, Solano Co.

Sacramento, Contract awarded to Gibbons & Reed, \$5,094,662 for 4.4 mi. Freeway, Frontage Roads, Ramps & Connects., graded & surf. w/conc. pav. on cem. tr. subgr., PTMX. surf. on untr. base & 4 R. C. brdgs. to be const. betw. 1 mi. S. of Castello & 0.07 mi. S. of Siskiyou Co. Line, Shasta Co.

Sacramento, Contract awarded to McGuire & Hester \$1,143,863 for 1.7 mi. grade, PTMX. surf. & storm drains, Modesto.

Lemoore, Contract awarded to L. E. Dixon Co. \$8,752,000 for const. Admin. Area Faci. at Naval Air Sta., Lemoore.

Contract Awards

Millbrae, Contract awarded to Piombo Construction Co., P. O. Box 935, San Carlos. \$429,283 for construction improvements in Glenview Highlands, Millbrae.

Sacramento, Contract awarded to Gallagher & Burk, Inc., 344 High St., Oakland. \$105,538 for construction frontage roads by grade, pave, PTMX, surface ocer cem. tr. base, near Crockett, betw. Grandview Ave. and Pomona St., Contra Costa County.

Sacramento, Contract awarded to Slinsen Const. Co., Napa. \$114,918 for 1.7 mi. grade, pave w/PTMX. surf. on untr. base & exist. pave, widen 2 bdrgs. and inst. drain. facils. at var. locs. betw. 6 mi. N. E. of Napa and Rt. 102, Napa Co.

Winters, Contract awarded to Crest Contracting Co., 240 S. 2d, Rio Vista. \$28,856 for const. 12 in. water main and connections to the City Water System.

Oakland, Contract awarded to Western Empire Const. Co., \$263,780 for 3 million gal. reservoir in El Cerrito.

Oakland, Contract awarded to Underground Const. Co., \$181,711 for water mains in Alameda and Contra Costa Counties.

Oakland, Contract awarded to Fred J. Early Jr., Co., Inc. S. F. \$407,634 for const., of exten. Lafayette Filter Plant & Oper. Bldg., near LAFAYETTE.

Redwood City, contract awarded to E. A. Hathaway & Co., Inc. \$435,000 for Boy's P. E. facils. Sequoia Union Hi Sch. Dist., Redwood City.

Sacramento, Contract awarded to Fredericksen & Kalsner, \$1,956,117 for const. Lower San Joaquin River Flood Control Proj. Merced Co.

Salt Lake City, Utah, Contract awarded to General Contracting Co., \$434,052 for conc. & stl. strucs. at Pages Lane, et al., in Bountiful, on Interstate No. 15, Davis Co.

San Francisco, Contract awarded to Clovis Const. Co., \$321,500 for general const. of Engine House No. 15.

Vernal, Utah, Contract awarded to Morrison-Knudsen Co., Salt Lake City, \$1,658,833 for const. Stanaker Dam.

400,000 ATTEND BIG U.S. LABEL EXHIBIT IN S.F.

More than 400,000 visitors from all parts of the West came to San Francisco to see the big annual U. S. Union Label Show at the Civic Auditorium exhibition hall from May 1 through May 6, the biggest and best show thus far held.

Operating Engineers attracted considerable attention with an exhibit showing various phases of construction work, including a miniature of the engine from a big rig and a miniature, operating model of a nuclear plant, set up in cooperation with Univ. of Calif. and the Livermore Atomic Laboratory.

AFL-CIO Secy. Wm. Schnitzler, Mayor Christopher, Gov. Brown, and other dignitaries opened the show, and President Eisenhower sent this message:

"The Union-Industries Show performs a public service in focusing attention upon the healthy partnership of American labor and industry. This partnership is the basis for a strong economy, and it supports the living standards of our people."

Construction crafts, culinary, musicians, metal trades, postal workers, and others took part, chiefly the former AFL trade unions, with few if any of the former CIO, industrial-type unions.

Many attendance awards were made, much literature given out, and labor's public relations got a big boost from the outstanding exhibition.

Late Job Awards

Arcata, Contract awarded to Bayside Const. Co., Rte. 2, Box 33, Arcata, \$152,600 for const. Student Health Center at Humboldt State College, Arcata.

Hubbard Field, Nevada, Contract awarded to D. Gerald Bing, P.O. Box 473, Adelanto, \$186,159 for apron extension, taxiway impvts., washrack & waste treatment facils. at Hubbard Field, Nevada.

Martinez, Contract awarded to Oliver De Silva, 2530 Eden Rd., San Leandro, \$48,717 for resurf. St. Mary's Rd., from Moraga Hwy. to So. Lucille Lane, CONTRA COSTA CO.

Hawaii Boys Starting on \$350 Million Kaiser Job

By HAROLD LEWIS and RUPERT TEVES, Business Representatives

Aloha from the 50th State. Work is still good out here with all the members except a few heavy equipment mechanics, working.

Henry J. Kaiser's \$350 million development will be starting about the third week in May with a couple of dozers clearing for surveyors. Full scale operation is not expected for another couple

months. Kaiser's cement plant in the Waianae district will start as soon as the city planning commission approves of his petition for rezoning. Kaiser's competitor to be, Hawaiian Cement, is not too keen with Kaiser's plan because of his competitive spirit, which Hawaii needs most. By the way, all of Kaiser's work will be with union labor and we cannot say definitely whether his rival will do the same.

The Hawaii Teamsters Union won an election for the truck drivers of J. M. Tanaka by a vote of 19 for Teamsters, 7 for Local 3 and 7 for no union. In the past years the Hawaii Teamsters union has never bothered to organize in the construction industry but with the terrific amount of work in sight, they want to get a piece of the cake that the Operating Engineers local has been baking. The Hawaii Teamsters are also trying to take over the Sand and Gravel industry in the islands. They had tried to gain a foothold a couple of years back with Honolulu Construction and Draying's Cement and Aggregate Division and was beaten by another independent local. This year they have been trying to take over PCA, Hawaiian Division, formerly Clarke-Halawa Rock Company and have been giving us a rough time organizing with their coffee and pasteries in the morning, beer in the afternoon, propaganda and a bonus in the form of colorful "tee" shirts advertising the AFL-CIO Cement Mason, Unity House and Hawaii Teamsters, all under one label—AFL-CIO. We came second best in the first election of a run-off series and also second best in the final with a vote of 29 for the Engineers and 49 for the Hawaii Teamsters.

Work out at Ewa on the Standard Oil job site is progressing rapidly with most of the cut and fill areas more than 60 per cent complete. Excavation for pipe lines has just started in the toughest coral this side of the Rockies. Drill and blasting crews and a Model A backhoe have been having a rough time at it so Bechtel has brought in a Buckeye "48" to tackle the job. Brother Ed Nieto who has been riding hard out there (and he is good at it), will not see any more coral.

Pacific Dredge's McLeod is about to finish its work at Iroquois Point after many months and several breakdowns, bucking the same type of coral as found on the Bechtel job. We want to congratulate Brother Peter Wong for his fine job as steward for the dredge crew and also for doing an excellent job on the tug he operates.

About the best operator-oiler combination can be found on Bay Company's trenching machine now working in the Wai-pahu area is tiny 5' 6" Brother William White (123½ lbs, soaking wet) and oiler, Brother Abe Bowman (5' 11", 240 lbs). If you think a father and son team is a good one, you ought to watch these two.

Our aloha goes to Brother Miles Shima of San Francisco who has started a mail order business to carry him through the rainy season. Good luck, buddy!

Work on the new Capehart job will not start until the Government and the bidding contractors get things straightened out. The low bidder was nearly \$2 million away from the next firm and he may have made a mistake somewhere along the line.

Hood Construction, who is doing the work at the Honolulu airport, has been organized and a good contract is expected soon.

Tunnel Accident Points Up Need For Job Safety

(Continued from Page 1)

dispatch. Doctors were sent to the tunnel. Doctors stood by in the hospital and when it became necessary to move Frank to San Francisco, the ambulance made it in two hours. Which is a record.

Miraculous as their escape was, the brothers' recovery was nothing less than amazing. Recently Brother Canifax was found out in his back yard trying to hoe some weeds and Brother Shipe felt so good that he wanted to attend the meeting of the By-Law Committee, of which he is a member, on Saturday, May 2nd.

Brother Canifax apparently will recover without any after effects, however, Brother Shipe's head injuries will necessitate a plate being placed in his head as soon as his recovery is sufficient. In addition he suffered about a 10 per cent loss of hearing in one ear because of a punctured drum.

THE CAUSE?

What caused the premature explosion? No one seems to know. The heading was wet and, according to Brother Canifax, some difficulty was being had in igniting the fuses and just before the explosion he remembers Don Goode saying: "Let's light this one and get to hell out of here."

It could have been a fast fuse, a defective fuse or a wet fuse. One guess is about as good as another. When the tunnel was opened and the heading mucked back six unexploded caps were found, three of which were lifters, one back hole and two side holes. Which, of course, probably doesn't tell much. Ironically only about a week's work was left, which doesn't help much either. Eventually a Coroner's Inquest will be held and this may determine the cause, although we have our doubts.

Brothers Shipe and Canifax have expressed their appreciation to all who assisted after the accident. The officials and doctors, and the many members, officers and representatives, who upon hearing of the accident, rushed forward to offer their services. Brother Shipe also wanted to be sure that those who caused or helped in getting his daughter to San Francisco know that he is very appreciative. As he says: "There are a lot of good people in the world."

Oakland, Contract awarded to E. T. Haas Co., Belmont, \$311,570 for instl. water mains, San Ramon Valley Co. Wtr. Dist., Contra Costa Co.