



# ENGINEERS NEWS

OPERATING ENGINEERS LOCAL 3

STATIONARY ENGINEERS LOCAL 39

VOL. 12—No. 6

SAN FRANCISCO, CALIFORNIA

JUNE, 1954

## 95% of Engineer Backed Candidates Are Nominated

A bit better than 95 per cent of the candidates on the June 8 California primary ballot who were endorsed and actively supported by the Operating Engineers were successful and will be on the November ballot.

Top names on the list of Engineer-backed candidates nominated were Goodwin Knight for governor and Samuel Yorty for U.S. Senator, and out of a field of 12 congressional races, all but one of our men were nominated, and two of them are assured of election.

Out of 10 Engineer-supported State Senator candidates, every single one was victorious, and of these four are assured of election by either having won both nominations or by having no opposition.

Out of a field of 25 State Assembly races in which the Engineers took a stand, all but two of our men won out. One was defeated, and the other, Phil Burton in San Francisco, lost out because the name of Cliff Berry (recently succumbed incumbent) was still on the ballot and was given the highest vote total—either thru ignorance or as a quiet voter tribute to deceased Assemblyman Berry.

All four of the Engineer-backed candidates for board of equalization got on the ballot: George Reilly, James Quinn, Clinton Duffy, and William Bonelli.

California voters upset all predictions in the June 8 election by nominating Democrats and Republicans to stay on the ballot for the November finals. Biggest factor causing this was the insertion of the letters "Rep." and "Dem." after each candidate, for the first time. Use of this designation is the first step toward abolishing cross-filing, a move supported by organized labor.

Besides Knight and Yorty going soundly onto the final ballot, Harold J. Powers got on as lieutenant governor candidate, George E. Johnson for treasurer, George O. Collins, Jr., for controller, Frank M. Jordan for secretary of state, and Roy E. Simpson for supt. of public instruction.

Attorney General Pat Brown was the only state-wide candidate to win both nominations and thus stand assured of election.

Engineer-backed congress candidates who were successful in their districts were: 1. Max Kortum, 2. Clair Engle (won both nominations), 3. John E. Moss, 4. Philip A. O'Rourke, 5. John F. Shelley, 6. Robert L. Condon, 7. Stanley K. Crook, 8. George P. Miller, 9. Harold F. Taggart, 11. Carl Sugar, 12. B. F. Sisk. Carty lost out in the 13th, and nominated instead was Timothy O'Reilly.

State Senator candidates backed by the Engineers and nominated were: 2. Randolph Collier, 10. Ed C. Johnson, 12. Charles Greenfield, 14. Robert I. McCarthy, 16. Anga Bjornson, 20. Alan B. Short, 22. Hugh P. Donnelly, 26. Stephen P. Teale (won both nominations). (Continued on Page 12)

### Official Notice to Members

The regular meeting for the month of July WILL BE HELD ON JULY 10 instead of on the first Saturday of the month because of the holiday week-end.



**PAT DOUGHERTY**  
San Francisco, Calif.  
May 9, 1954

**J. BAUMGARTNER**  
Burlingame, Calif.  
May 13, 1954

**O. C. GREEN**  
South San Francisco, Calif.  
May 1954

**JOE PIERCE**  
Brisbane, Calif.  
May 18, 1954

**DALE H. RIES**  
Santa Rosa, Calif.  
June 5, 1954

**JIM CAREY**  
San Luis Obispo, Calif.  
June 1954



**LEO DERBY MOURNED**—The sudden passing of Bro. Leo Derby, secretary of Stationary Engineers Local 39, is mourned by many friends. See page 6 for more details.

## \$6-Million Bridge Approach to Cut Out Fatal Cross-Weave



This fine aerial view, taken by Bro. Jim Jennings of Local 3, shows the existing distribution structure leading to the S.F.-Oakland Bay Bridge, on which a \$6 million project is now under way to eliminate the

fatal cross-weave. McDonald, Young, and Nelson, and Morrison-Knudsen are prime contractors. See another picture of this project on page 12, showing detail on new structure.

### Important Notice to All Members of Local Union No. 3

No officer, business representative, or employee of Local Union No. 3 shall accept any money, or checks, in payment of dues, assessments, initiation fees, or reinstatement fees without issuing an OFFICIAL RECEIPT from Local No. 3.

We are reproducing a facsimile of the official receipt. You will note each receipt is numbered. If money is collected outside of the Union Office the letter F appears before the number; these being the business representatives field receipts.

**OFFICIAL RECEIPT**  
OPERATING ENGINEERS LOCAL UNION No. 3  
Of the International Union of Operating Engineers  
Northern California, Northern Nevada, Utah  
Territory of Hawaii and Pacific Islands

No. 123456

Branch Office \_\_\_\_\_  
Date \_\_\_\_\_ 19\_\_

RECEIVED OF \_\_\_\_\_ REG. NO. \_\_\_\_\_ LOCAL \_\_\_\_\_

ADDRESS \_\_\_\_\_

DUES	1st Qtr.	2nd Qtr.	3rd Qtr.	4th Qtr.	Initiation	Defense Fund	Good Standing	Burial Fund	Transfer	Withdrawal

OTHER \_\_\_\_\_

DOLLARS \$ \_\_\_\_\_

CASH  M.O.  CHECK

All Fees Left on Deposit by Default of Applicant Will be Considered Forfeited in Thirty (30) Days

\_\_\_\_\_  
Representative

Should any person issue anything other than the above type of official receipt for any monies collected for Local Union No. 3 kindly notify the Main Office at 474 Valencia Street, San Francisco, California.

# ENGINEERS AID RECREATION PROJECT ON RUSSIAN RIVER

By GLENN L. DOBYNS,  
Business Representative

Some sage once remarked that "Christmas is for children." Working on the expanded theory that the world is for the young, and wholesome recreation is the greatest deterrent to crime, it will be Christmas every day for the Ukiah area children.

All this came to pass through the generosity of several Northern California contractors working in the area, the Ukiah police and Ukiah rancher D. W. Hopper, not to mention the generosity of several of the brothers who donated their time and efforts.

Two men can be given credit for instigating the whole thing. Police Sgt. Arnold Book, and Rancher Hopper.

As any civic movement without funds does, this took a while to jell. Mr. Hopper donated seven acres of lush tree cooled land adjacent to the Russian River. Police were happy but how to convert it to the recreation park and swimming area they desired in the long range program to combat juvenile delinquency in this vastly-expanding area. Enter the engineers, Operating Engineers Local 3 and the Ukiah Central Labor Council heard about it. On the Tuesday before Memorial Day week-end the big "putsch" started. With borrowed carryalls, dozers, donated oil, grease and gas from local Shell, Texaco, Chevron, Mobiloil, Signal and Associated dealers, volunteers started.

Just seven long, dusty, tiring days later, up came a miracle of levelled land and dammed river. Ukiah, thanks to far-sighted police who daily see the fruits of delinquency, volunteer operators who came as far as Lakeport and Santa Rosa on days off and after-working hours to see this thing through, has taken a major step to combat delinquency. Statistics-wise, 18,000 yards of dirt was moved and seven acres of land cleared and levelled.

A policemen's ball, normally to benefit the widows and orphans, turned over \$1500 to the children's new recreation park fund.

Hopper, in addition to the land, has donated all the seed necessary to raise grass in the area, a sprinkling system, the water and will even turn his sheep loose in the area to keep the grass cropped.

Ben Cohen donated all the sacks necessary to dam the river and create a large swimming area. Police are now hoping that concessions let in the park will be sufficient to take care of the salary of the lifeguard who will be on duty daily.

The following men donated their services: Police; Sgt. Arnold Book, Lt. George Barnes, Patrolmen Keith Ornbaum, Dallas Stipp, Jerry Ransom, Ed Blais and Sgt. Bob Mattern.

Engineers: Clarence York, Joe La Malfa, Harold Burbieri, Chet Williams, Walt Richmond, Jimmie Tusco, Harry Lister, Ben Pomeroy and Maurice "Tiny" Waugh; cats, Verna Sparling, Blade, and Lloyd Newgen, Farrel Dobbs, C. R. Carr, Lloyd Portlock.

Spencer and Glenn Dobyns, business agents of 1178, and Local 3.

The seventh and eighth grades of the Albertinum School, a Catholic Sisters school for youngsters who haven't had a decent shake in life, all came one day to clear brush from a 10-foot high, 200-foot long bank.

Dirt moving operations have started on Granite Construction Company's new 4.8-mile road project north of Ukiah. They recently won the state let bid with a low figure of \$233,935.

Mark Sholar, general superintendent and project manager, reports that a crusher has arrived to start processing and stock-piling material for the job. He said that 171,000 tons of material would be used and 23,000 tons of plant mix will assist in the operation. The material will be cement treated to a thickness of five inches and the plant mix will run four inches thick. Plus the regular road work detours, dikes, raised traffic bars, culverts and down drains will have to be constructed and placed. In addition to Scholar, Arthur Edwards is grade foreman; Harry Bales, heavy duty mechanic; Burnett Gates, blade; W. P. Schafer, cut; Harold Burbieri, push-cat; Bob Pearson, DW-10; Tiny Waugh, grease monkey, and Bill Tomlinson, stake setter. Orville Hanner will operate the Northwest 80 drag-line, and Alton Simpson is his oiler. Merrill T. Ralph is the plant man. Kenneth Hegre and E. E. Peters are also working on the job.

About six weeks is the time estimated left on the McCammon-Wunderlich job north of Ukiah, also tying in with Highway 101 realignment. The majority of the job appears to be ready for the topping. Helping wind up the job are, Brothers John Patchett, Howard Seacord, Cats, Joe Johnson, and Charles Burge, blades, Red Bartlett, finishing carryall, C. R. Carr, loading aggregate, Bill Simerson, Cat-carryall and Russell Anderson, Cecil Harmes and Lloyd Newgen, Head mechanic, Brother Harry Lister, Mark Haines, finish blade. Clarence York, grade superintendent and Kenneth Omsbert, assistant superintendent.



NATIONAL SAFETY COUNCIL

Mother had a hard time trying to break her daughter's thumb sucking habit. She finally threatened, "If you don't stop sucking your thumb you'll swell up and burst."

The very next week, mother was hostess to the regular canasta club meeting. One of the guests was a young matron soon to become a mother. Young April looked at her carefully and said, "I'll bet I know what you have been doing."

Heard about a civil service employee applying for sick leave for a fishing trip.

"Every time I go out on a boat I get seasick," he explained.

He beats his wife up every morning. He goes to work at seven and she goes to work at eight.

Boss: "Jones, what are you doing with your feet on the desk?"

Jones: "Economy, sir, my eraser wore out and I'm using the back of my rubber heels."

# STOCKTON CLEARS OUT OF WORK LIST

By ED DORAN, WALTER TALBOT, M. W. GRIFFING and C. L. CASEBOLT, Business Representatives

Stockton district has pretty well cleared our out of work list, except for a few oilers and compressor operators. Jobs are all rolling in high gear at the moment. Clements Construction Company, on highway, Grant Line road at Tracy are ready to put down the base—and in passing, Gordon Ball-Clements Construction Company were low bidders on the Highway 50 job west of Tracy, and should be getting lined up by the time this goes to press.

Pacific Coast Aggregates will furnish the material for both jobs. The brothers at P.C.A. will get in some overtime on this work which will compensate in a small measure for some of the time they lost last winter. Tracy Rock & Gravel are working steady at this time at both the Gravel Plant & Hot Plant supplying material for M.J.B. Construction Company job at Manteca Highway 99. Both slabs are poured on this job and they are now busy on the shoulders and approaches. Claude Woods, Lodi, is pretty busy and it looks like a good season for his crews.

The Calaveras River to Lockeford resurface is finished except for shoulders—and they are putting on the base course on the line change on Highway 88 at Clements subbing from Lee Stephens, prime contractors on this job. M. J. Ruddy, Modesto, are making nice progress on their Escalon-Modesto job and are getting ready to move in on their San Andreas project. Jack Galbraith is doing the preliminaries on this job.

Joe Vacini has the grade well under way at Mountain Ranch, and should be going on the road mix by the time this goes to press. Brother Floyd Bailey has his portable crushing plant on this job with Brothers Sam Cain and Edgar Knight keeping the cobbles pouring through. This is a fine Universal crusher and can be set up ready for operation in a very short

# Report of Last Meeting

The meeting was called to order at 8:10 p.m., President Clancy presiding. Roll call showed all officers present.

A Synopsis of the Regular Meeting Minutes of May 1 was read and by motion approved as read.

A Synopsis of the Executive Board Minutes of May 12 and of June 3 were read, and the acts and recommendations of the Board were by motion approved as read.

Cards of thanks were received from Genevieve Lindberg and family, Mrs. Theresa Coughlin and family; the Chas. Webb family; Mrs. Joe Pierce; the family of Paul Hansen; George Weber; Mollie Williams and Fred Baumgartner; Mrs. O. C. Jones; Irene Lewis and family. All were received and filed.

The Trustees Report was read. It was regularly moved and seconded the Trustees Report be accepted as read. Carried.

The following Brothers were reported ill: W. B. Apted, Cecil Alexander, Charles Connor, John Coggan, Virgil Campagna, Leo W. Ely, Jacob P. Fehr, T. P. Ferguson, Albert G. Goss, Sr., Flynn Gross, Lewis Haha, Charles C. Hardin, Floyd E. Lee, W. M. Lacy, Herman Lowe, Berry McAtee, Glen McDonald, Harold L. Moore, Loley Moseley, Chas. W. Milhous, James Neila, Peter H. O'Neil, J. A. Pettit, Hubert Power, Jennings Romine, Neil Reynolds, Dale H. Ries, Richard Stone, Charles Solway, John Susoeff, John M. Soto, Alfred Staff, Wm. G. Stark, Vernon Speck, Edwin K. Sharp, Louis Wenger, Edward G. Wehunt, Chas. P. Ware, Geo. Wyant, Wayne Boughton, Ray Coughlin, Paul Krug.

The following Brothers were reported deceased: Willard Lee Lewis, Paul Hansen, Pat Dougherty, J. Baumgartner, O. Z. Green, Joe Pierce, J. E. Ray, Jim Carey.

The Business Agents gave their reports which were accepted as given. Brothers Harry Metz and Russell Swanson both expressed their appreciation to the membership for their leave of absence, so that they might attend the Harvard Labor Class, and each gave a short resume of their studies while there.

Under New Business, Brother Swanson called to the attention of the membership that there was a motion on the floor a year ago, to revise the By-Laws. It was regularly moved and seconded that the Committee be instructed to have a report on the revision of the By-Laws at the August 7 meeting. Carried.

It was regularly moved and seconded that the August 7 meeting be declared a "special meeting" for the purpose of taking action on the revised By-Laws. Carried.

It was brought to the attention of the membership that the July meeting falls on a holiday week-end. It was regularly moved and seconded that the Regular Meeting be changed to July 10, 1954. Carried unanimously.

There being no further business to come before the meeting, it is adjourned.

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



3325 12-42  
BARBARA BELL PATTERN  
No. 3325

Tops in every spring wardrobe is the carefully-tailored shirtwaister, versatile and flattering. Sleeves cut in one with the top and easy flared skirt-line add to comfort as well as good looks; push-up sleeves are also provided.

Pattern No. 3325 is designed in sizes 12, 14, 16, 18, 20, 40 and 42. Size 14, short sleeve, requires 4 yards of 45-inch fabric.

For this pattern, send 35c in coins, your name, address, pattern number and size wanted to Barbara Bell, P. O. Box 99, Station G, New York 19, N. Y.

# Household Hints

Thaw frozen bread in the wrap per, to keep warm-air moisture from condensing on the bread.

If you are buying meat with bone, you'll need one pound for two servings. A pound of lean meat without bone will make four servings.

While shampooing, comb the thick soapy lather the full length of long hair, using a very coarse comb. This is extra insurance for complete cleanliness from scalp to hair ends.

If you are planning to build or redesign your bathroom, plan it to avoid annoyances. That "jungle" of drying hosiery or lingerie can be eliminated by installing an armed rack right into the wall or wainscot at the time the bathroom is modernized.

If not sure of the quality of a chuck or round steak, tenderize it before braising. Just cut through the surface fibers of the meat in a criss-cross pattern.

Tweezers or a strawberry huller will do a good job of pulling out pin feathers from poultry.

Scrap ends of washable wallpaper make attractive, practical, and long-wearing jackets for recipe books and other kitchen manuals.

Thinking of throwing out that faded fiber rug? To make it last another season, give it a coat of your favorite color house paint thinned with turpentine (one part turpentine to three parts paint). Work the paint thoroughly into the fiber with the brush to obtain the best results.

shift basis by the time this is printed as they have 140,000 yards to move by August.

Claude Wood Co. has a small contract to put her spur track into this same job. This same company is setting up a bunker and crusher on the other side of Ione for Permanenti.

(Reported by Cooper)

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# San Jose, Southern Area Job Outlook Better

By M. G. "Mickey" MURPHY and A. J. "Buck" HOPE, Business Representatives

Well Brothers, since last month our unemployment situation in this locale has improved considerably and we are happy to announce that much of the equipment which was conspicuous in the contractors' yards last month has been moved out and put to use on some project; however, these jobs are small but numerous.

We have no news in regard to the Los Gatos-San Jose freeway other than that the bids will be called for about the 15th August, but it seems that about every week there is a new industry of some kind appearing in this county. Our most recent one is \$400,000 plywood plant to be located in Santa Clara, also a new modern \$150,000 ready-mix plant under construction in Milpitas. Christensen & Lyons of Oakland are constructing a large sub-division at the Old Able Field, about 4 miles out of Milpitas, on the county line—we understand this will be a 1500 home unit; Clements of Hayward have the grading and street work on this project.

The city of San Jose has at last given the "go" signal on their sewer disposal plant, located out of Milpitas, and Lew Jones was the lucky bidder on this project for approximately \$200,000.

Union Battery \$250,000 project, adjacent to the Ford plant, on which Rhodes & Hilp are the prime contractors, is making good progress and they hope to turn out their first battery about the time that the first Ford cars come off the line. Sondgroth Bros. have the paving and grading contract and are making good progress. J. C. Bateman has finished up on his P.G.&E. sub-station job and will soon complete his section on the Ford plant, however, this firm has all of their equipment out of the yard and working somewhere.

Newcomb-Detroit Company are still installing ovens in this plant and Anchor Steel are installing all the conveyors now and then using a couple of Kelly Brothers cranes.

McCammon & Wunderlich have moved back to the Stern & Price sub-division on Stevens Creek Road to make way for another 300-home unit, using 5 cats, 2 blades and 1 ditcher.

Elmer Freethy has resumed operations on his Stevens Creek Road job, which he suspended last winter due to the rains and is now laying base rock for the widening process. Los Gatos Construction have five pieces of equipment working on the reservoir job out of Saratoga and expect to be there about 30 days, while Heple Utilities have the underground work pretty well in hand.

The new paper carton plant on Stockton Ave. is shaping up pretty well, with A. J. Peters doing the underground work. A. Voss still on the paving and J. Nicholson as the general contractor.

Clementina Demolition of San Francisco are still pounding away at the old brewery on Cinnebar in a wrecking operation and expect to be there for a couple of months.

A. J. Raisch has all of his equipment out of the yard at present and between new sub-divisions and street work for the city is keeping about 35 engineers busy at all times, plus their two hot plants, one of which is in operation daily.

O. V. Freeman of Palo Alto, has about three jobs in operation in and around Palo Alto and Mt. View, mostly sub-divisions and one drag-line working for the City of Palo Alto on drainage lines.

Marvin & Roberts of the North Bay area were the successful bidders on the Permanente Cement Company's big quarry stripping job of approximately 250,000 yards, at present, they have three A.C.'s on the job and will get more soon and go on a double shift basis.

Permanente must be preparing for a big year as they have just purchased a 120-B from A. J. Fertling, Inc., of Seattle; at present Biggie Construction Co. of Oakland are reassembling this rig and the company expects to put it in operation within two weeks. This will make two 120-B (electric) and one three yard Marion (electric) in the quarry.

N.A.C.A. at Moffett Field is going to have another big remodeling job on one of their old wind tunnels to start very shortly—this cost in the neighborhood of \$600,000. Pittsburgh-Des Moines still have

about three months left on the present remodeling job—incidentally this tunnel was the first one to be built on the base in 1940.

Well, brothers, this just about mentions all the major projects in this part, however, space will hardly permit us to mention all of the jobs and contractors in this section of seven cities.

## SOUTHERN TERRITORY

Granite Construction—busy on several projects in this area; they have recently started work on a resurfacing job at Boulder Creek and have been awarded an \$80,000 sub-division contract for the city of Santa Cruz. This firm has about one year's work left to complete a stripping job for the Davenport Cement Company at Davenport.

Ed Keeble has shipped out all of his equipment except two blades and expects to finish in about a month. Roberson Brothers and Wendall Batt has a few small jobs in this vicinity. Los Gatos Construction have completed their work on the Chittendon Pass and Mt. Herman Road; Granite Construction are doing the paving at the present time on these two jobs.

Work around Watsonville at the present time is very quiet but before too long work will start on two large storm sewer jobs.

John Delphia's job at Salinas is progressing very nicely, with three 20's, three 10's, three Cobras and six D-8's working 9 hours a day, 6 days a week.

Gordon Ball, the prime contractor on this Salinas job, is busy putting in structures; Raymond Concrete Pile is driving the piling on this project. Granite Construction have several projects in operation in the vicinity of Salinas; at present they are paving Market street in this city and working on two sub-divisions. They also have the paving work for the prison camp at Soledad. E. A. Irish has completed their work on the 37 miles of telephone job, which extends from Salinas to Soledad.

Engineers Limited have started work on their 34-inch pipe line job out of Hollister. This job will keep the brothers busy for some time with approximately 30 miles of pipe line to lay. At the present time they are using about seven cats but expect by the 27th of June to bring in the side-booms.

Buzz Hart has his equipment in Hollister doing the paving on two sub-divisions. P & E Construction were awarded a \$77,570 storm sewer contract at Gilroy and have about three weeks left to complete the job. A. J. Peters was awarded a small contract at Gilroy and are now working on this project. Ratke has completed about one-half of his 10-mile telephone conduit job which has kept six engineers busy for some time.

Valley Paving & Construction Company has been awarded a \$85,538 resurfacing contract in Monterey county and expect to start work in a couple of weeks.

## PERSONALS

Brother Adrian Paris, who has been in Chile for the past three years, working for Foley Construction Co. stopped in at the office to say "hello," and asked to be remembered to his many friends of Local 3. He was on his way to Duluth, Minnesota, where he will be employed by the same firm. We are sorry to report that Brother James Pettit is in the hospital and wish him a speedy recovery. We wish to extend our sympathy to the relatives of the late Brother John Baumgartner, who passed away last month after a long illness.

**BROTHERS, PLEASE WEAR YOUR UNION BUTTONS.**

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"If your mother gave you a large apple and a small apple and told you to divide with your brother, which one would you give him?" asked the teacher.  
"Do you mean my little brother or my big brother?" asked the pupil.

# HONOLULU'S MAYOR ASKS SAFETY STEP

By J. K. WAIWAIOLÉ, Business Representative

Mayor John H. Wilson has asked Karl Sinclair, chief tunnel engineer, to submit a report on safety conditions. It is assumed Sinclair will draw on data gathered by the territorial industrial engineer from interested parties such as your own union. These conditions were brought to the fore by an accident which occurred a week ago causing a young man of 23 to be totally and permanently disabled, when falling rock struck him on the head and shoulder. Now both arms and legs are paralyzed and, so far as doctors can tell, will remain that way for the rest of his life. When this branch first brought these conditions to the T. H. safety engineer, we were told that his hands were tied. His staff consisted of only one inspector and one office girl and it was impossible for him to police the whole area. He stated pressure was always applied on him not to stall various projects by management and the big wheels.

Kalakaua Ave. realignment proposal by the Chamber of Commerce and the Hawaii Tourist Bureau took a step back when Matson Navigation Co. balked their move. Now the Chamber is bringing in an expert from the Mainland to survey the realignment proposal.

Hawaiian Dredging Co. gets the \$1,000,000 family housing project for Johnston Island. They were also low bidder on the Ala Wai Canal dredging job. J. M. Tanaka was awarded the Kalihi Access road job with a bid of \$430,827. Oahu Construction will build the twin bridges over Moanalua Stream.

The Seabees are gradually taking over work formally contemplated for Mid-Pac contractors on Kwajalein. Brother Buster McCubbins was called to report for work in Subic Bay, Manila, P.I., by Superintendent Bill Smith. All six brother members now employed as levermen for the Engineers in Okinawa have decided to remain on the job there for another extended contract.

Brother John Paole and his lovely wife flew all the way from Guam to attend their son's graduation from the Kamehameha Boys School this week. They will return on the 16th of this month. John reports our boys out there are kept pretty busy in the quarry and on repairs to the breakwater.

Brother Herb Nefstead visited the office the other day en route to San Francisco from Guam with a completed contract. He hopes to locate in Reno if possible.

The job picture for the islands is getting dimmer with over 15,000 registered as unemployed and an approximate 5000 unregistered. It seems most of the big work is moving further out closer to the hot spots. However, hotels, schools and other private building construction will comprise the bulk of projects contemplated for Honolulu the next few years.



ON THE NOVEMBER BALLOT—Two leading labor-backed candidates on the November final election ballot will be the incumbent governor, Goodwin Knight, left, and Samuel W. Yorty, supported for the important job of U.S. Senator from California.

# NEVADA HIGHWAY JOBS IN HIGH GEAR

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

Silver State Construction Company, better known as Andy Drumm, have started to work on the highway job on Route No. 50, between Dayton and 3 miles east of the junction with U.S. alternate Route No. 95, a length of approximately 25 miles and all of Drumm's good Engineers are hard at it. Drumm has his Hot Plant set-up at Hawthorne, Nevada, the Crushing Plant at Fallon, Nevada, and most of his dirt moving equipment on the Dayton highway job, so Drumm is right in his glory. Everything is going in high gear, lots of work and that is the way "Andy" likes it and so do his crew of Engineers.

The Dodge Construction, Inc., highway job from East Ely, Nevada, to Connor's Pass in White Pine County, Nevada, is well along with the dirt moving, but it should be with all the good brothers on the job. Vern Wilson, Super on the job, thinks he has the best crew of dirt moving Engineers in the Great State of Nevada, and I agree with him; however, there are a few other good dirt moving crews around.

Gibbons and Reed from Salt Lake City, Utah, have their Hot Plant going on Connor's Pass in White Pine County, Nevada. They have two jobs to lay the hot stuff on this season and that Gibbons and Reed is the outfit to get the job done in short order.

W. W. Clyde Company from Springville, Utah, was low bidder and were awarded the highway job on Route No. 50, between Robinson's Summit and 6 miles west of Ely, Nevada, a length of approximately 12 miles. They expect to start on this job in the near future.

Wells Cargo, Inc., was low bidder and were awarded the highway job on Route No. 50, Churchill-Lander County line and Railroad Pass, a length of approximately 18 miles. They expect to get started right away for it's a 60-day job.

## ON ROUTE 95

Young and Smith Construction Company of Salt Lake City, Utah, have just about completed their highway job in Mineral County, Nevada. It's a short cut from Route No. 95, 6 miles south of Mina to Basalt on State Route No. 10, a length of approximately 23 miles. This new road will save approximately 15 miles for brothers who are traveling south to Southern California in the winter-time. This highway system of ours in Nevada is improving each year and some day we will have a four-lane highway across the State of Nevada.

Morrison-Knudsen, Inc. four-lane highway east of Vista, Nevada, is right on schedule. They have moved a lot of rock and dirt in a short time. Brother Tuffy Jones keeps things on schedule most of the time. The office manager for Morrison-Knudsen, Inc., Mr. J. M. "Mark" Harris is a very efficient office manager. No Engineer goes to work without a clearance from the union and they have to sign up with him before going to work just in case of an accident so the Engineers will be covered by the Nevada Industrial Commission. I think that it is a very good system that Mr. Harris has adopted. Mark has been very cooperative with the Reno office and we really appreciate it. Now we have an outstanding brother by the name of W. H. "Mouldy" Arvin who is the pusher

on the cat spread and is doing an outstanding job for M-K.

## ON ROUTE 395

Harms Bros. from Sacramento, Calif., have their highway job on Route No. 395, between Litchfield and Ravendale, Calif., is well on its way. They have all the detours in and the Rock Crusher is going at full speed. The brothers are happy with their jobs even though it's awful rocky and it's a tough go but the Dear Brothers like it that way. Brothers George Sharrah and R. A. Stillwaugh told me that they did not think that rock like that on Harms Bros. job could be moved with Cats and Carryalls and it certainly fooled them. Brother Stillwaugh is on the Ripper and he is really a Rippling Man, believe me, I saw him performing.

Rice Brothers have started their Hot Plant at Blairsden, Calif. The dust, stone and Hot Stuff is really flying and the job will be finished in short order.

Isbell Construction Company is off to a good start on their Reno Airport job. There are three shifts on the Gravel Plant and there will be three shifts on everything in the near future, for Mr. Henry "Hank" Isbell is really pushing this job as he wants everything to keep flying in a big way.

## JOB AT RUTH

Foley Brothers in Ruth, Nevada, are doing a fine job on the Kellinske and Deep Ruth Shafts, with such expert hoistmen on the job, such as Brothers Nick Piscevic, L. R. Linsea, L. Kitchens, Dick Hunt, T. Redick, L. Goodwin, Steve Mayne and Dave Forsythe, then of course we have "Old Faithful" Bro. "Overtime" Rogers. All the brothers on the jobs are kept happy by the fine repair crew they have. Of course Brother Si Bustos being the "work-horse" of them all. Ha!! Ha!! Isn't that right, brothers? Brother Kenny Adamson keeps the machine shop work pretty well lined out. He tells us that they are really slaving. Then of course there is Brother O. D. Sickels who is the "top notch" foreman in the shop.

Hoops Construction Company of Twin Falls, Idaho, is ready to lay the oil on their Palisade, Nevada, job, thanks to the good work of Brother Lee Jenkins who put out the muck with the Lima Shovel, and Brother Floyd Weech who has really been moving that Blade around on the finish work. Bill Hoops is fixing to move some equipment on the Cherry Creek job out of McGill, Nevada, between Cherry Creek and Junction of U.S. Route No. 93, about the tenth of June.

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A young lady bought a ticket on a big lottery and insisted on getting Number 51. It won the major prize of \$15,000. A reporter called and asked why she had insisted on Number 51.

"Well," she said, "for seven nights I dreamed of number seven, and seven times seven is 51. So I bought the ticket."

# Marysville Busy on Levee, Dam, Highway, Tunnel Projects

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

The most exciting thing around this area the past month was the Rice Bros. sale of their local hot plant, gravel plant, sand plant, shops and office to the Baldwin Contracting Co. of San Rafael, California. Al Regalia will be general superintendent and most of the crew will stay on with the new outfit. Rice Bros. will stay in the heavy construction game and at present have good sized road jobs in other parts of the state.

The H. Earl Parker Co. are making good progress on their Feather River levee job and some of the cats are moving out on jobs near Sacramento and on the seven sites job on the Sacramento River below Grimes. The Parker Co. was low bidder on another job on the Sacramento River below Colusa around \$400,000.

P. J. Moore & Son were low and successful bidder on state highway work in Butte County and are now road mixing material in Oroville near the Kaiser plant. Clements Const. Co. of Centerville, Calif., were low bidders on 12.7 miles of plant mix surfacing and stock piling aggregate between Jarboe Gap and Spanish Creek in Feather River Canyon.

Rice Bros. of Marysville were low bidder on street improvement for Live Oak, Calif., and the job has been turned over to Baldwin Co. The job started June 4th with a small crew. The State of Calif. called for bids June 2nd for drill test holes on the Oroville damsite in Feather River Canyon. State of Calif. is also calling for bids on 99W for 16.6 miles to be widened by placing plant mix surfacing on cement treated base on widen 3 bridges between Maxwell and Willows in Glenn and Colusa counties. The Clyde Kennedy Co. of San Francisco is the engineering firm on an earth compacted dam—to be built for the Paradise Irrigation District at a cost estimated to be \$525,000. E. T. Haas Co. of Belmont were low bidders on a \$33,688 sewer and drain job in Oroville for that city. The job is started with a few men over there on the ditcher.

Fredrickson & Kasler of Sacramento were low bidders on Division of Highways on 4010 feet of guard rail in Feather River Canyon in the amount of \$12,310. Bids are to be opened June 9th on 5.3 miles of grade and plant mix surfacing in Sutter County between Oswald Rd. and Rt. 15.

Butte Creek Rock Co. of Chico were low bidders on resurfacing portions of Warner St. in Chico in the amount of \$9,635.64. James McFarland Co. were low bidders to widen four concrete bridges on 99W north of Williams in the amount of \$52,658. The Schott Paint Co. are about finished on the sand blasting tank in Meridian, Calif. The Hertel Co. are pouring concrete on the bridge on the Greenville-Quincy Wye. The M & K Co., Inc., have about 3 or 4 weeks to go on their tunnel daylighting job above Greenville, Calif. U.P.K. have a small spread on their highway job at the Oroville-Gridley Wye, with Barney Bell as Supt. and Bro. Jolley as foreman. Richter Bros. still have quite a crew on their portion of the same job with Bro. Vic Stromer in charge.

We have been in negotiations all the past month with Valley Concrete Pipe Co. plants in Chico, Yuba City and Dixon, Calif. The contracts have been signed and will run until April 30th of next year. Likewise, we have finished the agreement with Lacasella Concrete Pipe Co. of Yuba City. Same term for this firm.

## PERSONAL ITEMS

Bro. Johnny Reed dropped in to say hello and report on the job and Local 3 members on the Niagara tunnel in Canada. Bro. Okie Hammond writes from Washington and tells of the fishing. We regret to report the death of Bro. Willard "Buzz" Lewis, old-time cat skinner. He passed away May 7th, 1954, in Oroville. We, of Local 3 extend our sympathies to his loved ones.

—LES COLLETT.

## THE NATOMAS COMPANY

Negotiations have been completed with the Company and the negotiated offer of the Company has

been presented to the membership at two special meetings held Monday, June 7th. A secret ballot taken at the two meetings resulted in a good majority voting to accept the offer and the agreement has been signed in behalf of the membership.

The agreement, effective May 1, 1954, and for one year resulted in, outside of some technical corrections, substantial improvements in working rules and a straight across the board increase in rates of three cents per hour. The raise, while hardly substantial, with the rule changes, does indicate a steady and consistent improvement.

As soon as humanly possible (this is our busiest season) it will be mimeographed and gotten into the hands of the membership. It is to be hoped that each member will study the agreement and if confronted with any obvious violations, report them to the Business Representative so that an investigation can be made and an adjustment made.

After a number of months work and study the seniority lists have been corrected and brought up to date. As soon as possible these lists will be mimeographed and posted in convenient places and made available to the membership. In connection with the seniority lists we would like as forcefully as possible, to bring to your attention the necessity of filing any complaints, regarding your listing, with the Business Representative within 30 days of the posting of the lists. Otherwise, the lists will stand until January 1, 1955, and you will have to abide by them, regardless of the consequences.

Your attention is also drawn to the grievance procedure, Section Three, especially Section 3.1, Time Limit, which provides that grievances must be filed within fifteen days, of the occurrence and discharge grievances within five days, or the right to appeal is forfeited. Grievances may be filed either with the Business Representative, and we advise that you do file them with the Business Representative, or the Company, but, nevertheless, must be filed within the time limit.

**MEETING NOTICES:** The next meetings, falling on July 5th, a paid holiday, the meetings have been cancelled, and the next regular meetings will be held on the first Monday in August (watch for the announcement in our July issue). In the meantime, for the convenience of the membership, your representative will be at the Veterans Club, Folsom, each Wednesday afternoon between the hours of 1:30 p.m. and 4:30 p.m. to meet with the membership that have anything to consult him about.

## YUBA CONSOLIDATED

Negotiations had been completed with the Company, we thought, but the membership saw fit at a special called meeting of Tuesday, June 8th, to reject the negotiated offer of the Company. Particular complaint seemed to be the refusal of the Company to make a start, even a token start, at least, towards adjusting the differentials that exist in the wage rates of the Company, and the Natomas Company. At this writing, additional meetings have been scheduled with the Company and a sincere effort will be made to acquaint the Company with the situation and to attempt to get them to see the situation as the members view it.

**ANNOUNCEMENT OF THE NEXT MEETING DATES:** It is our intention as soon as possible, and we have anything concrete to report, to call a special meeting by mail. If such a meeting is called it will take the place of the regular meetings in July. If this special meeting is not called, the next meetings will be held, Tuesday, July 13, 1954, at the Engineers

# Sacramento Area Picks Up, Still Some Jobless

By W. V. MINAHAN, H. S. CLARK and E. M. NELSON, Business Representatives

This area has shown a definite increase in employment since our last report, although we still have a rather long out-of-work list for this time of year. The Folsom Dam contractors are still pouring concrete on a three-shift basis with the completion of the pour set for sometime in the early Fall. The cat spread on this project is ahead of schedule at this date. The outlook for the cats is about a year to completion.

The downstream channel, which consists of about 400,000 yards of excavation, should be underway shortly. We are hoping for two shifts on this spread. Stolte, Inc., are well on the way with the electric switchyard at this location.

The Dinston-Johnson Co., builders of Nimbus Dam, are looking for completion in the early Fall. Brother Carly Larsen survived the trip to the dentist and is back ramrodding the cats with a set of new choppers.

H. Earl Parker, Dale Young and Jack Omohundro, contractors, are well on the way with the upstream clearing on the Folsom project. These brothers not only have heavy brush but they have to contend with rattlesnakes besides. The brothers on Jack's spread are Rich Albright, James Isom, Cliff Isom,

Hall, 1010 Eye Street, Marysville, at the following times:

10:00 a.m. for the night workers.

7:30 p.m. for the day workers.

GLADDING, McBEAN CO.

**NEXT MEETING ANNOUNCEMENTS:** The next meetings of your unit will be held as follows:

Lincoln Industrial Council Joint Board, Tuesday, July 6, 1954, at 4:15 p.m. at the Lincoln Industrial Council Office, Lincoln. All Board Members are urged to be present as there will undoubtedly be matters of great interest to discuss. General membership meeting, Tuesday, July 13, 1954, at 4:15 p.m. in the City Hall, Lincoln.

At this writing no meetings have been held with the Company concerning the wage reopener. This has been primarily because it has not been convenient for the Company to meet. Also we haven't pressed them too hard as the negotiations should not be too prolonged this year because there is only the question of wages and insurance to consider, the balance of the agreement running until July 1st, next year.

Before the next meeting, meetings will be held with the Company and as soon as there is anything concrete to report, a special called meeting will be called to consider matters. The attention of the membership is called to the termination and renewal section of the agreement, which provides that any settlement, if there is no work stoppage, shall be retroactive to July 1st. Thus there is no great rush, considering the economic situation, as one of the great stumbling blocks to drawn out negotiations is removed, the question of retroactivity.

## ADDITIONAL MATTERS AND PERSONAL NOTES

Your attention is drawn to the negotiated settlement with the Valley Concrete Pipe Co. and the Lacasella Concrete Pipe Co. mentioned in the construction news, above. These movements and negotiations have occupied a lot of our time and the settlement has resulted in considerable gains in the area of the Marysville office. Not the least being increased employment opportunities for our membership, and better stabilized wage scales. Here for the first time in our knowledge, in this area, agreements have been consummated covering not only plant production but construction and agriculture work as well. . . . Bro. Walter Heflin, our popular steward on Dredge No. 21, Yuba Consolidated Gold Fields, reports that his wife underwent a serious operation for the removal of a tumor, Tuesday, June 7th, at the Yuba City Community Hospital. Reports are that Mrs. Heflin is doing fine and we all hope that she enjoys a speedy recovery and good health from the operation. . . . Brother Van Winkle, Business Representative (perhaps not so popular in certain circles) has underwent an operation for the removal of a tumor (don't ask him where or he might tell you), has enjoyed a fine comeback and is feeling much better. He hopes to be able to resume full activities very quickly. . . .

—C. R. VAN WINKLE.

Bobbe Howe, and Jack, himself. Those on the Parker spread are Paul Holt, Buster Hogue, Bud Adams, Ted Sager, George McBride, Odie Hicks and Floyd Parker, shifting. Ed Bell is the superintendent here.

Piombo Construction Co. are about finished with the cats on the Placerville freeway with the remainder to be completed with shovels. This company encountered more rock than they anticipated, so it looks like the shovels will finish it.

## SLY PARK DAM

Fredrickson & Watson and M-K Corp. are rolling at Sly Park Dam. They have the quarry on a two-shift basis and the cats on one shift, with the outlook for two shifts all around in the very near future.

John Mehren has finished his road job at Sly Park and has moved his spread to Nevada City for the completion of another road. Bro. Jim Kelly is superintendent on this spread. Approximately 30 days should see them finished here and then moving north onto another road.

Gordon Ball has about completed the road at Davis with the concrete poured and the shoulders being placed. Another 30 days should see the traffic rolling on this strip.

The gravel plants on the Yolo side are operating at capacity now with a good summer's run in the offing; in fact, that goes for all the plants in this vicinity.

McGillivray, Teichert, Reeves, Lentz and all the contractors in this area are steadily increasing their manpower. At this rate, we should be able to report a deleted out-of-work list in our next issue.

McGillivray Const. Co. were awarded a contract to strengthen runways at Mather Field in the amount of \$443,660.10. They plan to start work immediately, which will give employment to several members for at least four months.

A. Teichert & Son, with Ken Fox in charge, have started their Roseville freeway job. The brothers on this project have encountered plenty of mud to date. Looks like these engineers will be busy all summer as this project consists of 10 miles of four-lane freeway.

U.P.K. have about completed the dirt moving on the Elvas freeway and, take it from us, these brothers have set a record for moving muck. This company is also completing the West Sacramento freeway on which traffic should be moving very soon.

The Bayshore Const. Co. were given a contract for \$1,864,699.80 to construct hangars, install utilities and drainage and pave the area surrounding these installations.

The Clements Const. Co. were low bidders on 12.5 miles of road surfacing at four different locations in Placer and Nevada counties. Their bid was \$175,516.50.

There are several potential highway projects proposed for this area but the California Division of Highways cannot tell us when they will be advertised for bids.

Stolte, Inc. contracted to complete the Nimbus Dam, which includes turbine and generator installation and switchyard erection, for \$227,861.

## HERE AND THERE WITH THE BROTHERS

Glen Gurley, welding conveyors; Ray Addison, working on a plant; Bill Edwards, skinning; Dave Zang, nut busting; Bill McDougal, running a rock plant; Pete Sartoris, oiling; Bill Henderson, looking for street ells; Jack Edwards, burning; Bob Savage, stockpiling; Harry Crigler, getting cleared; Don Johnson, going to Antelope; Martin Lasick, paying a year's dues; Chester Youngblood, coming out of the brush; Leonard John, with a back injury; Merle Parker, going to the hills; Doug Butler, grease technician; Jack Boles, getting a welding certification; Whitey Resh,

fishing in a private lake; Lonnie Dubose, raising chinchillas; Max Pickard, blading the mountains; Bill Landrum, heading north; Dick Wise, visiting the office; Charles Kammerer, grading a ditch; Si Milne, working uphill; Willard Gibson on a sideboom; Jack Dundee, blading haul roads; Amos McCoy, quarry master; Clyde Baker, running a crusher; Notley Byrd, oiling a rock plant; Glen Bigelow, heading towards Eureka; Harold Moore, head chairman; Marvin Withrow checking in; Ray Blakeley, looking for a screed man.

R. H. Linderman specializes in excavating, swimming pools, all types of craning—call WA 5-5896; Ted Mitchell, blade and truck crane work—Roseville 620F22; Bob Winkle, all types of excavating, grading, dump trucks, concrete mix, top soil, fill dirt—Grass Valley 1720; Smokey Sutherland & Son, grading specialists, dozer work and backhoe—Auburn Turner 5-4263.

After several days, because the pipe wasn't delivered on schedule and other job conditions, the Engineering Constructors finally begun the pipe job at Comino. This firm hopes to get through by Fall. This job is seven miles of four-inch pipe. Brother Dick Griffen does the gaffing here.

## BLOOD BANK

Our sincere thanks for blood donations this past month goes to Ernest Sutton, Mrs. Ada Wilkinson, Clifford McCorkle and Harry Crigler.

Remember to observe all safety regulations when on the job. If ever in doubt, keep in mind that you will never have any regrets if you perform your duties in the safest possible manner for yourself and your co-workers. Never try to take a "short cut" in your work if it is hazardous in any way!

Here's hoping you've all voted in the primaries. Also, we want to wish all the brothers and their families a happy 4th of July holiday. Most important of all, let's make it a SAFE holiday!

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## Useful First Aid

All of us should know something about first aid. Accidents occur suddenly and, while awaiting the physician, a few simple maneuvers may prevent disability and occasionally save a life. This concerns such mishaps as take place in the home, on the street, and in office or factory.

Accidents vary from simple scratches to concussions and fractures. Those with no medical training will profit from the advice, "The less done, the better." Hemorrhage is the exception. But anyone who has been knocked down by a car, is unconscious, or who may have sustained a fracture is better left alone until competent help arrives. Such individuals should be made comfortable and kept warm. There are times when common sense enters the picture. If Tommy comes home with a black eye there is more to be done than telling him to duck the next time he gets into a fight. Have him lie down and apply cold towels or an ice bag to stop bleeding beneath the skin. The same applies to bruises elsewhere on the body.

The first aid treatment of burns follows a hands-off policy except for the first degree burns which is best treated with soap and water and covered with a clean bandage. The application of petroleum jelly offers relief. Second and third degree burns leave scars, more so when they become infected.

★ ★ ★

"Dad, what does college-bred mean?"  
"They make college bred from the flower of youth and the dough of old age."

★ ★ ★

To make planting of small seeds a lot simpler, mix them with dry sand.

# What's Doing in the Oakland Area

By AL CLEM, L. SOLARI, L. LAUX, J. RILEY and B. BARR, Business Representatives

An optimistic view of the construction industry as a whole can be presented for the first time in several months. While many of the jobs continue to be of somewhat brief duration, orders for men are becoming more plentiful, and the out-of-work list is dwindling. Jeep-skinners, dozer hands, and mechanics continue to be in demand; however, we still have a number of crane operators, hoist men and oilers registered for work.; 411 men were dispatched to jobs during the past 30 days, with 138 operators, and 38 oilers registered for work.

Two crews, employed by Fredrickson Bros., are keeping busy on the extension of the Castro Valley freeway. The first crew, under the supervision of Archie Edmonds, is laying the cement-treated sub-base. On this crew are Bros. Cliff Sawyer on the new Oliver wobbly-wheeled roller, Bill Berry on the Woods mixer, F. R. Katarzy on a cat, Tony Maniz on a blade, and Ray Willis on a sub-grader. This spread is followed by G. A. "Brownie" Brown's concrete crew, made up of Bros. Gene Romero on a mixer, Dick Marley on the finisher, "Windy" Phillips on the spreader, Jerry Cochrane on a float, and Guy Conyers doing the oiling. Pouring of the concrete will continue for another 30 days. Bros. E. M. McKinnon, master mechanic, and Bill Bishop, mechanic, are keeping busy in Fredrickson's shop.

A subcontract for the pre-stress work on the five-million-gallon water tank under erection by the Elmer G. Freethy Co. on Los Altos Road, Orinda, was awarded to the Pre-Load Company of Virginia. The pre-stress work consists of wrapping the concrete shell with three layers of wire, each layer being pulled to a tension of 140,000 pounds per square inch on the horizontal wrap, and to a tension of 170,000 pounds per square inch on the vertical wrap. Each layer is gunited by the Cement Gun Co. of Sausalito. Four hundred miles of wire will be used in the complete job.

Utah Construction Co. has started work on their extensive housing project to be completed in El Sobrante. The dirt work has been sublet to R. A. Farish of San Francisco, who has moved the following men and equipment in on the job: Brother Boyd Cable, foreman, Bros. Bill Bardley and Bill Averingo Jr. on tampers, Bill Trimble and Glenn Ward on carryalls, "Boots" Trimble and Earl Stafford on the LeTourneau pulls, Charley Buther on the push-cat, Howard Addington on the blade, Woody Woodhams as mechanics, and George Dwyer doing the lube work. Approximately 500,000 cubic yards of dirt are to be moved. Five hundred homes will be built in the first section of this subdivision, which will eventually number 1,500 homes.

The Gene Richards Co. of Fresno has a contract to build two bridges across Highway 50, near Livermore. Excavation for the drainage canal, and the placing of the levee will be handled by the John Carstenson Co. Approximately 60,000 yards of dirt will be excavated and placed. John Carstenson is foreman of the dirt spread, and is currently employing Brothers Joe Downin on a blade, Tom Turney as grade setter, Howard Spurlock and "Red" Guild on Cats, and Seetty Jordan and Clarence Ruff on pulls.

The Fred J. Early Co. is well under way with the work involved in the additions to existing facilities at the Oro Loma Treatment Plant in San Lorenzo, with Brother Harry Foster operating Early's Koering shovel and Athel Robertson doing the oiling.

Syar and Harms of Vallejo have come to the Oakland area to really get the dirt flying on the Palma Ceia Village project on Tennyson Road in Mt. Eden. This firm has a subcontract to excavate for the home sites, streets and gutter work. Brother Ken Cline is the foreman on the project, where Bros. Frank O'Brien, Ray Blake-

ley, Weldell Cline, Tim Atkinson, Bill Evans and Lee Wright are currently employed.

Close Construction Co. has a subcontract to excavate for the homesites, curbs and gutters on the Claude Lindsay tract at Niles, where 450 homes will be built. Nine members of Local 3 began moving dirt during the first week of May, and will be kept busy at this site until the last week of June. Bros. Earl Mack, George Sa and Frank Anderson are operating cats; A. L. Florence and John Haner are on super Cs; A. R. Silva and A. Silva are on D-6s; Glen Huffman is operating a blade, and Robert Cooper is checking grade.

A. J. Peters & Sons have started work on their sewer line job, approximately two miles long, on Golf Links Road in Oakland. Work has been started on both ends, with the crews hoping to meet somewhere near the middle. Two trenchers, two loaders, two dozers and a swing-crane are in operation on the job, the men being supervised by Bros. L. A. Woolridge and Glen Stewart.

Elmer J. Freethy has moved in a shovel and a dozer, and with this equipment has started excavating for the Schapiro Reservoir to be built near San Pablo, for the East Bay Municipal Utility District.

A \$377,817 contract was awarded to McGuire & Hester for construction of the 34th Street storm drainage system, a portion of the West Oakland drainage system. This contract involves construction of approximately 8,599 linear feet of 12-inch to 72-inch plain and reinforced concrete pipe conduit; 709 linear feet of 8-inch to 36-inch pipe sewer, and manholes, inlets and other appurtenances. Eleven engineers will be employed on the project for the next six months. Other work now being undertaken by McGuire & Hester includes two street reconstruction jobs in Alameda, the first being the reconstruction of Central Avenue from Park Street to College Street, the second being Ninth Street from San Antonio Avenue to Santa Clara Avenue. Each of these street jobs will keep six engineers busy for the coming six months. On June 7 this firm also began work on the construction of two sewage pumping plants, the first to be erected at Eighth and Portola Avenues, the second at Eighth and Taylor Avenues in Alameda.

Several old-time members of Local 3 are still on Williams & Burrough's Village High School job in San Lorenzo. Brother Jerry Cady is operating a NW shovel, Chuck Hendershot is on a blade, and Hughie Sharpe is doing the oiling.

On May 24, Peter Kiewit Sons began laying concrete on the first section of the extension of the Eastshore Freeway, from the Cypress Street distribution center to Ashby Avenue in Berkeley. Nine thousand cubic yards of concrete will be used in the pouring of these eight lanes of highway. Each lane is to be 12 feet wide, and will be 3,666 feet in length. This section of the freeway will be completed by the middle of July. The following members of Local 3 are currently employed on this phase of the work: R. D. Marr, M. E. Vetter, and J. O. Kaufman, grade foremen; H. P. Vogt and M. J. Walker, heavy duty repair foremen; W. R. Gilmore, paving foreman; A. O. Lloyd, C. A. Spoon and J. G. Burns, shovel operators;

J. H. Bowman, G. Boyle, F. Cain, H. D. Clark, D. L. DeSanno, R. R. Kemmit, R. A. Lacy, Foy Mayo and E. J. McDonald on dozers; R. L. Pemberton, H. W. Corbett, J. T. Perdue and J. L. Williams on DW-20s; D. L. Booth, M. W. Batts, E. A. Dooley and W. J. Green on rollers; W. R. Mathews on a blade; H. R. Pringle on a spreader; J. W. Boyd on a paver; A. R. Hilton and O. F. Parker on mechanical finishers; H. G. Bardine, L. C. Gray, M. E. Greenwood and P. D. Robbins as heavy duty repairmen; C. E. Baher, H. J. Leonard, P. E. Perkins, N. A. Williams, J. R. Beauchemin, V. L. Bowen, J. E. Crawford, V. M. Fuller, D. C. Mulloch and W. Rogers doing the oiling, and J. L. Caetano on the pumps.

Granite Construction Co. was awarded a \$429,000 contract for streets, curbs, and gutter work for the City of Martinez. Brother Howard Hawkins is foreman on this job, Clarence Toscano is on a blade, and Gus Cooper is operating a new TD-18 loader.

Atlas Pipe Co. has three engineers working on its sewer job on Berrellessa Street in Martinez. Brother Gus Laws is operating a trencher, Bud Pitkin is on a loader, and Dean Branscum is doing the oiling.

Kevry Construction Co. was awarded a contract to lay 6,000 feet of sewer pipe along Rheem Blvd., in the Moraga area. Bros. L. Holst and Pete McNair are keeping busy on this job.

LeBoef-Dougherty and Erickson & Pearson, a joint venture, have a skid-rig on McDonald Young & Nelson and M-K's job on the distribution center for the Oakland-San Francisco Bay Bridge. On this project, 2,600 pilings are to be driven, with approximately 20 per cent of this phase of the work now completed. Brother Edwin Erickson is operating the piledriver, with Roy Thompson firing the rig.

Work on the Richmond-San Rafael bridge is progressing satisfactorily, with Local 3 represented at the present time by 60 engineers on the Ben C. Gerwich-Peter Kiewit payroll. Fifteen of these are mechanics, who are being kept busy doing necessary preventative maintenance and repair work. Harry Larson, whose cooperation with Local 3 is greatly appreciated, is now superintendent of the Mix-master, and has Bros. Howdy Harris and Dick Brogden working under him as foremen.

Olympian Dredging Co. is moving their suction dredge, the Palmer, to Avon where they have 300,000 yards of sludge to remove from the channel. Brother Axel Strandberg is skipper of the Palmer, Eugene Keefer is chief engineer, and Charles Anderson is the mate. Approximately 30 of the Local 3 men who follow dredging work are now employed on the Palmer. The Monarch, Olympian Dredging Co.'s clamshell dredge, has moved in on a short job at the Webb Tract.

After a short job in Martinez, Simpson Brothers have moved the California back to do additional work on their phase of the pre-dredging in connection with the Eastshore Freeway. In each eight-hour period, 1,200 cubic yards of sludge is removed from the channel. On the California is the following crew: Babe Simpson, co-owner and foreman; Otto Holm and Leslie Cantrell, levermen; and George Nuckoles and James McAllister, deckhands.

## News About The Brothers

On May 5, Brother Fred L. Asavis was lucky enough to catch a 32-pound striped bass, measuring

41½ inches long, at the Lower Santa Clara Shoals on the San Joaquin River. Fred has his own boat, and every fine weekend finds him and his wife headed for their favorite fishing spots. The "whopper" Fred is shown holding in the picture won him the weekly prize for the largest fish—a 510 Harnell glass rod, at Lee Anderson's Bait Shop in Oakland.

One of the Local 3 men, sent to the Cherry Valley Dam job from the Oakland office, Brother S. L. Ellis, took a trial run up to the jobsite to look the situation over, and then returned to the Bay Area for his wife and his very modern 40-foot trailer home. Coming back down out of the hills, Brother Ellis saw 20 deer and practically had to chase them out of the way of his car.

While signing in on the out-of-work list recently, Brother Bill Dial, who had just finished up a year's employment for Bechtel Corporation at the PG&E steam plant in Pittsburg, reported he has spent most of his leisure time during the past months flying—his favorite pastime.

Brother Eugene Yates, who has spent the past seven years in Okinawa, recently returned to his home in Berkeley, this being the first time he had put in an appearance in three years. During the greatest portion of the time Brother Yates spent in Okinawa he was superintendent for Vinnell Corporation. However, for the past 10 months he was employed as super for the T. V. Lane Co. Before returning to his home in Berkeley he enjoyed a two-week vacation in Tokyo, where he took advantage of the low prices by doing a considerable amount of shopping for his family.

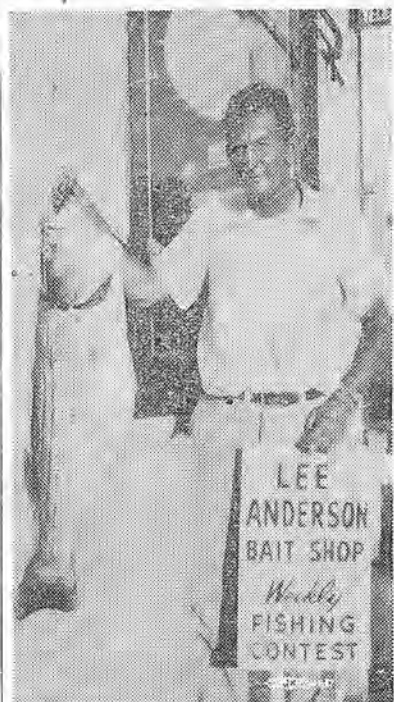
A letter was received this month from Brother George Dupree, postmarked Wolf Point, Montana, where George has been engaged in farming for the past few months. At the time he wrote, his farming was almost finished up and he was just about ready to start on a job for Peter Kiewit. George asked that he be remembered to all his friends in Local 3.

Brother Tommy Laird, who has spent the major part of the last several years on overseas employment, left early in April for New York City, where he was to have been processed for a job in Brazil. However, because of medical reasons, he was forced to delay his departure for South America, and so he has gone to work on the Thru-Way currently being built from Buffalo, N. Y., to New York City. When this highway is completed each automobile using the road will be required to pay one and one-half cents a mile to drive on it. Tommy appears to be enjoying his stay in New York, as he has been to see the Dodgers play ball and is also doing a lot of fishing on Lake Onieda, just out of Utica, N. Y.

Brother James Duncan, who has been a member of Local 3 for the past 10 years, has just recently gone into the service station business at 2000 Kittredge St., Berkeley. He tells us that he can give any of his fellow engineers a very good price on tires or batteries, and would like to see any Local 3 men who may happen to be in the neighborhood.

**PUNCTURE PROOF INSOLES**  
Nails are nasty things. Recently a laborer stepped on a nail, while wearing rubber boots. The nail was projecting from a piece of lumber that had been buried in the mud. This is a common accident on construction jobs, especially in wet weather. The solution is to wear puncture proof insoles which can be placed in rubber boots. They will prevent nail punctures of the soles and heels of the foot.

**Hear Frank Edwards!**



ANOTHER BIG ONE—Here is Bro. Fred Asavis, Oak'and member of Local 3, shown with a 32-pound striped bass which he caught on May 5 at the Lower Santa Clara Shoals.

## 'Unsinkable' Ship Of Gar Wood's Sinks

The prototype of "the ship that couldn't sink," designed by world-famed speedboat racer Gar Wood, broke apart and went down in the Bahamas a few weeks ago, once again blowing up the myth about a man-made vessel incapable of being tamed by the sea.

Wrecked in the stormy Atlantic about 65 miles off the lower east coast of Florida, the twin-hulled Venturi was a 188-foot wooden vessel like nothing else afloat. Basically an oversize South Seas catamaran, its deck and cabins were perched 22 feet above the parallel, pontoon-like hulls in a design which Wood said would ultimately become the model for future ocean liners, guaranteeing a smooth passage through all kinds of weather.

**NO LIVES LOST**  
With no loss other than the ship itself in the disaster, the speedboat king indicated he still felt that the design was basically "unsinkable" and that if he ever built another one it would be made of iron. The elderly sportsman, 73, wouldn't say whether he planned to build another one, however. Wood's radical design for the Venturi developed years ago, when between 1920 and 1933 he monopolized world speedboat records with his Miss America boats. The experimental craft was actually launched in 1944, and had sailed through all kinds of weather during the 10-year period.

"I guess maybe she'd become brittle," he admitted after the wreck. "The waves kept pounding the port side and she began to settle, down in the water. There are 20 bulkheads in each of the twin hulls and they held a long time," he noted.

Powered by four diesel engines, the twin hulls, each carrying two propellers, enabled the ill-fated Venturi to slice through the waves instead of riding over them, eliminating most of the pitching and rolling that often makes ocean travel a nightmare for the land-lubber. The controls of the experimental vessel were so simple one man could operate them. A hand lever controlled the rudder.

Further, the 120-ton vessel had considerable speed, as the camber to the leading edge of the top deck gave the craft lift like an airplane wing and air funnels between the hulls pressed it upward and reduced draft, in addition to breaking the drag of water under the hull. These innovations in the design, coupled with the four diesels turning out 4,800 horsepower, enabled it to make over 20 knots without difficulty.

Lions are capable of 8 to 10-ft. vertical leaps.

More About Local 39

REPORT FROM

OAKLAND

By FRANK O. BRANTLEY Business Representative

I am extremely pleased with the progress of the apprenticeship program. One year ago we were just in the act of setting up the joint committee; today we have in the Oakland area five apprentices on the job—we have consolidated the effort with the San Francisco side and are making the first move to expand the program throughout the entire jurisdiction of Local 39.

The engineers employed by Alameda County will receive some increase again this year, and we are at present working on an adjustment for the City of Oakland. Out of the five engineers employed by the City of Oakland, only two of them are members of the union. However, they are classified as stationary engineers and it is the intention of this union whenever such a classification exists that it be compensated accordingly—so I will do my best to get some adjustment for the Oakland City engineers.

At this time we have five pledge cards from that well known place, Herrick Memorial Hospital and have strike sanction. We will be able to report further next month on this matter.

There are many contracts now open for negotiation and I am desirous of closing them all as soon as possible, so I probably won't be seeing you on the job for the next few weeks. I might state that all of you who know that your contract is up, please feel free to call me at the office and keep me informed as to the requests, and also that I may keep you up-to-date as to progress.

For general information, our Oakland office secretary will be absent for a period of two months—she is being relieved by Marjorie Burger.

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REPORT FROM

STOCKTON

By R. E. McCARTHY

Business Representative Local 39

Attended the California Sewerage and Waste Disposal Convention at Sacramento, May 5, 6, 7 and 8. These operators all feel that they are underpaid, and after hearing some of the wages they receive, I was the first to agree with this statement. This feeling was not too prevalent where the Engineer was representing the men, probably due to the fact that the representative of the union was always keeping up a constant agitation for the prevailing rate of pay in the area.

My feelings go out to the civil service worker who feels that he does not need representation in receiving better working conditions and wages. Because, putting it mildly, he who does not belong to a labor union representing the

Seabees Issue Call For New Members

(13th Naval Dist Release)

During the recent Korean episode, a small unit of Marines was experiencing difficulty silencing a stubborn North Korean pillbox. As a shortcut, the leader called in a dozer operator who was working in the vicinity. The Seabee dozer operator shifted his wad of tobacco, dropped his blade, and calmly covered the recalcitrant pillbox with earth. "Next time you kids get into trouble, call me," he said, and dropped a stream of tobacco juice at their feet.

This is an isolated case, but it shows one thing—the Seabee is still around, and is carrying on in the same tradition established by his outstanding work during World War II. Many of you construction men were with the Seabees during that time; a great many more of you have probably become acquainted with their story. In the short article to follow, you will find out how the Seabees fit in today. You'll find it worth your while, particularly if you still have a military obligation to serve—or if your sons or friend's sons have a military obligation.

First—did you know that by Public Law 51, as passed by the 82nd Congress, any person who is inducted or enlisted into the Armed Forces before reaching his 26th birthday shall be required to serve a total of eight years of combined service in the active military and in the reserve? In other words, if you've served your two years on active duty, you have six years more to do in a reserve component of the armed services. This can be in any reserve component. Did this surprise you?

Here's how this applies to YOU: By serving in the Seabee Reserve, you may fulfill your military obligation. If you're an apprentice in a construction trade, and between the ages of 17 and 18½, you may also join the Seabee Reserve. When you are given your notice for induction, you will be called into the Seabees, where you will serve your two years of active duty as required. What's important, you will be working in the same skill in which you were employed on the outside. If you have served on active duty, but still have not completed your eight years of obligated service, you may complete this period with the Seabee Reserve.

You older men, who have no military obligation, fit into the picture in this way. Would you like to fit in with a reserve unit composed of construction men like yourself, and earn credit for a retirement pension? Would you like to serve in the same reserve unit as your son? Father and son teams are no new thing to the Seabees. The Seabees need YOUR skill and experience to guide the younger men—to be sure that, should another emergency arise, it will be handled with the same Seabee spirit which has given rise to the motto: "CAN DO!"

particular crafts he may follow, is being taken for a ride by whoever hires him.

On my visits down the West Side next week, I shall have to remember to check the Los Banos Dairy-men's Assn. at Los Banos to find out from Brother Ray Eldred how our bundles to Briton drive is coming along.

I hear rumors that Brother Peterson went on a fishing trip starting May 22, and didn't catch anything but a cold.

Things sure must be getting back to normal (or what looks like and is supposed to pass for normal). The employer says "No" much faster and more surely than he used to.

Busy negotiating contracts this month (lots of headaches).

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The highest compact we can make with our fellow is—"Let there be truth between us two forevermore."—Ralph Waldo Emerson.

NORTH BAY JOB LOAD IS HEAVIER

By H. O. FOSS and FRANK LAWRENCE Business Representatives

The Basalt Rock Company has gone into the paving business in a big way. They have more work at this time than they have time. Just finished the A. G. Raisch job at Yountville . . . 1500 tons. At present they are doing the paving for the Sjoano County streets, east of Vallejo . . . 1700 tons. They have the Goforth Development paving job. Talbot Bros. job at Connor tract in Napa . . . 1400 tons. Housing project on Fleming Hill in Vallejo for A. B. Siri also Souza Housing tract at Suisun, for 1200 tons. Brother Frank Grimoldi, foreman. Bros. Nate George, Barber Green operators, Bob Fletcher, screed, Willard Love, Roller and Willard Talbott on the blade.

Leslie Salt Co. is in the process of developing the larger part of the islands just west and north of Mare Island for the new salt beds. It takes seven years to harvest a crop of salt after the first water is turned into the bed. The Mallard and Edward dredges were built by A. S. Dutra in 1911 and were sold to the Leslie Salt Company by Ed Dutra, who is now general superintendent over all dredging for the company. Ed is also groceryman, general flunkie, along with nurse maid to all of his men and believe me that is a full-time job. He must be a right guy because his crew has been with him from five to ten years. They receive two weeks vacation with pay and each dredge has an extra all around operator to fill in if one man is not available. Ed still owns the Belmont and is leased to Leslie Salt on this project and will be here for three months—it has been operating on two shifts "Crochet" Pete Krolock, skipper; Gerald Kelly, leverman; Cemion Dole and Gerold Butler, deckhands. Russell Passmore on the Mallard, at present on vacation, has been on this dredge since 1922; Herman Schonmaker, 11 years; Don Clapper, Don Bell, levermen; Pete Hargress, Ray Jones, deckhands. Of course the most important men on this dredge is Mike Ingram, "chief cook and bottle washer," has been on this dredge for 10 years. On the Edwards—Alfred Cardoza, Ted Krasoski and Paul Foster, levermen. Art Klitzke, John Reed, Laurence Larson, Bill Drewery, deck hands, and Jim Razad, cook.

P & Z foundation contractors on new Alberts building . . . sink those holes in a hurry. They are in and gone between meals. Job Mill Valley next.

Delphia on San Quentin job, fill for Richmond bridge, taking out 20's . . . too much rock. Bro. Briggs is superintendent; Bro. Roose, foreman; Bro. George Ley "tired boy" getting a work out on the 80.

Brother Grover Wilson has first Ford diesel loader we have seen in the area—looks good. Wilson furnishes top soil, fill, etc., phone GL 3-4785.

Paul J. Straub, Petaluma way, back in land leveling, dams . . . Bro. Rocco Poncetta lead man.

Parish Bros. awarded 3¼ million for Petaluma freeway . . . joint venture with Carl Swensen doing the structures. Be starting as this comes off the press. Buying more 20's and 21.

Don Brewster, from Avenal, pulled in on Atkinson job at Waldo with 3 20's.

Martin Bros. pulled in on subdivision job . . . East Petaluma. Bros. O. Atkinson, Jess Bohanan, operators, and Bros. Harry Leighton, foreman.

Brother E. E. Johnson, operator for Basalt many years, confined to Mary's Help Hospital, San Francisco. Got doctors puzzled . . . would like to see visiting members. We hope for rapid recovery.

Paul Respini has Bros. Buchanan and Silva scattered around Petaluma way, dams and general grading.

Vincilione will be known as Crown Development. Buying more rigs and venture expanding each

FRESNO DISTRICT JOBS MOVING FAST

By H. T. PETERSEN and G. LYNN MOORE, Business Representatives

The Clement Company have resumed operation on their road mix job out of North Fork in Madera County and will be busy for the next two months. D & H Construction Company's canal job is in the finishing stages, work in progress now consists of laying pipe and structures. Most of the men employed there expect to go south with the company.

Nomellini Construction Co. have run into trouble on their canal job, so far as finishing operations are concerned. They will probably be busy for another four weeks.

Morsion & Schwartz have completed excavation and have now started import on impervious material for canal lining.

H. Earl Parker Company are finishing their last contract with the Bureau of Reclamation on the Madera Canal Distribution.

Harms Bros. have started paving the Briceburg grade and will probably complete this job within six weeks.

Close Materials have completed paving on their job on the outskirts of Mariposa. Granite Company have completed rough grade on their Yosemite Highway job. This firm, however, have resumed full operations on the Merced City streets job and have also received a new bid from the Division of Highways for a stretch of highway through town.

CASTLE AIRBASE

Standard Materials have about two weeks left on the Castle Field Air Base runway paving job and will then start construction on a gun testing setup.

The Army Engineers expect to award bids about the middle of July for an extension of the existing runways and repairing of most of the existing taxi ways and parking area.

T. C. Bateson Co. have approximately six weeks work left on the new hangar at Castle Field Air Base.

River Rock company's plant is busy cracking rock for several small jobs in the area and also for Standard Materials.

Stevens Trucking Company of Stockton have resumed operations on Santa Fe Avenue near Castle Field Air Base. Phoenix Construction will mix the road oil.

M. J. Ruddy & Sons have completed their highway paving job on the outskirts of Merced and their plant will be shut down for approximately 10 days, when they will start paving the Gustine job.

Stewart & Nuss, Inc., have two jobs in the Los Banos area, both repaving: (1) from the Dos Palos Y to Los Banos. (2) through the city of Los Banos.

In the vicinity of Fresno the gravel plants are all busy mostly servicing small jobs throughout the district. Some subdivision work in progress and small pipe line jobs.

Granite Construction Co. have a storm drain sewer job for the City

day. Subdivision . . . Kentfield way. Mountains to move . . . nice homes.

J. R. Armstrong job, Valley Ford way, should be done as this leaves the press. Brother Ed Burke has been last foreman. Credit due him, making a sour job more tasty.

Atkinson double shifted Waldo job on the 7th. Cleaned out our out-of-work list . . . been a nice job . . . fine cooperation and good management.

E. A. Forde Co. . . . Bro. Cooper in charge back in area . . . several grading and paving jobs.

Johnson & Nelson finally came to life from a dormant winter . . . getting strung out. Bro. Lee Cox running spread. Bro. "Sandy" Mills M.M. All quarries in area busy—long season ahead.

Norcal with Bro. Deardorff in charge—busy on Loch Lomond sub-division.

Terra Linda, the 4000 home subdivision north of San Rafael, has Carey Bros. moving the dirt and Coast Pipeline putting in water and sewers. Brown Ely getting underway again. Missed several by close margin. Bro. Morgan is in charge of blacktop jobs Sausalito way.

We understand Bro. Harry Cahill will be back with Brown Ely as foreman soon now . . . after long

of Fresno. When first starting this job they had quite a time with cave-ins but getting along better now.

HIGHWAY JOBS

The Highway Department have advertised several jobs in the area, bids to be opened June 16th; another section of the Fresno Freeway and 3.9 miles resurfacing in Kings County. Also a grade realignment from Los Banos west to the 9-Mile House. Bechtel Corp. at Vermillion Valley have most of their crew back from last year and running along smoothly, very little turn over.

Eaton & Smith's job at Shaver Lake-Huntington Lake by-pass road have all their rigs busy and have lots of rock to move before the snow sets in again. Hess Construction are back again to finish their section of this road.

J. E. Roberts from San Bernardino going right along on their Cedar Grove job on Highway 180.

L. B. Wells Co. are keeping busy on their job west of Ivanhoe with Stewart & Nuss putting in select and black top.

Fredericksen & Kasler are back again to finish their highway job on 99, "The Visalia Plaza."

United Concrete Pipe are busy on their present contract for the Bureau laying pipe but have not started their new contract as yet. Doing quite a bit of repair work in their yard at Tulare.

Peerless Pipe Co. have rented two back hoes from Dewey Marquess and one back hoe from Jack Graves for their pipe laying job out of Earlimart. Lloyd Company are the general contractors on this job.

Volpa Bros. have started their grading operations on their contract on the Central Valley highway job north of Corcoran but have not as yet moved in their hot plant.

John Delphia on their job on San Lucas Highway 198, 20 miles west of Coalinga, have started placing their select material and will have quite a bit more surfacing to do before this job is completed.

Gerald Brewster Co. of Avenal are busy on street work at Orange Cove.

L. D. Folsom Co. have quite a bit of surface work at Huron but will not get started on this until later in the month.

Next regular meeting of this area will be Thursday, July 22nd, 1954, at 8 p.m., 631 Kearney Avenue, Fresno, California.

absence due to accident.

We see Brother Otto Bortfeldt around . . . slowly recovering from a long illness.

Gallotto Bros. had a little extra \$ laying around so gave a dinner at the Blue Rock for the grading and paving crews. Refreshments, dinner and movies. This company keeps seven engineers happy. Have just completed their job at St. Helena and the Muir Beach road job.

Brother Guy Slack, foreman for Black Pt. Aggregates says he has all the headaches cleared up on the plant . . . now going on the road as a salesman??? Load three trucks out and they'll be in business again. Seems they have overload of sand. Keep Bros. Mel Cross, Bert Walker, Jim Rowlette and Paul Bertella busv.

Brother "Duke" Winsor back with Coast Pipe after brief interruption . . . understand upon return put in charge of spread. Good luck, "Duke."

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Mother, trying to impress her youngster with the idea it is more blessed to give than to receive, said, "Always remember that we are here to help others."

Child thought it over for a while, then asked, "What are the others here for?"

# Utah News Roundup

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

The time has arrived finally after many months of anxiety, a lot of talking, and a lot of postponement when the bids on the Wanship Dam will be opened. At this writing we don't know who the successful bidder is or the amount of the bid. The figure should be somewhere in the neighborhood of \$9,000,000. The project will consist of 3,000,000 yards of excavation and fill and the length of the dam will be approximately 2150 feet overall, and should make a 60,000-foot reservoir and also a darn good fishing resort, equal to Deer Creek and Pine View Dam. Anyway we are all very happy to see the commencement of this project and also the others that tie in with it. Work to be bid at the same time is the highway relocation around the dam.

We were really amazed at the interest shown by the out-of-state contractors on these two projects, and regardless of who gets the work, we feel we all stand to profit by the work it will make for Local 3 members.

The first phase of the county sewer is also to be bid at the same time, or rather one day later, as some of the local companies have requested that bids be opened so they can be present at both bid openings. A lot of outside contractors have shown interest in this project, too, and we expect to see some really sharp pencils around here for awhile.

Work elsewhere around this section is progressing very well. Strong Company is working a full crew on their tow jobs above Park City. They have one 80-D Northwest in the big rock cuts and seem to be going to town. They also have their old 38-B Bucyrus working on the other end, along with all their cats and pulls—so the pay dirt really flies.

KC & Miya Brothers are once again after their job at Mirror Lake, with about half of the job completed so far. When this job is finished there still remains one short section to be bid on this year, and that will finish the span clear to Mirror Lake. Now if the Bureau of Public Roads would only do a little work on some of the side canyons intercepting this new super-highway we could drive to some of the Granddaddy Lakes with more ease and to some of the good hunting that is prevalent in that area. Well, I guess we don't want it too easy.

There is more talk of work at Dugway again. This time the date has been set for advertising approximately \$8,000,000 to be spent on grids and roads—and some buildings and utilities. At this writing we understand the R. E. McKee outfit has a lot of new earth-moving equipment that they would like to put to work out there. Of course, there is nothing certain that they will do the work, but Local 3 men who have worked for this company in the past will swear by them and the firm has an international agreement with the Operating Engineers.

## NORTHERN AREA

By the time this news reaches you we should have some definite word as to when the work on the Bureau of Reclamation's Weber Basin Project will get started.

The opening of bids on the Davis County Aqueduct is scheduled for June 15, the job consisting of 17½ miles of pipe (from 60-inch to 84-inch) on an alternate bid of either steel or concrete pipe.

The Bureau of Reclamation has also indicated that it expects to be able to advertise for bid by June 15 the eight-mile canal from Morgan to the Gateway Tunnel.

There have been several other contracts awarded and some others advertised for bid on road work and sewer and water improvements.

O. of Nelson Co. has been awarded a \$156,000 job of resurfacing 4.5 miles of road between Logan and Smithfield.

Hilton & Carr was low bidder on the main sewer line extension in Clearfield. This company also has some other work under way.

E. K. Fuller Co. was low bidder on water line extension in North Ogden.

Holaday & Houtz have received

several contracts for sewer and water lines in Ogden.

Morrison-Knudsen Co. finally received the okay on the Bamberger overpass in the Ogden railroad yards.

Wheelwright Construction Co. has several men busy on the street repair job in Ogden and their crushing crew has been busy making ballast for the railroad.

Floyd Whiting Co. crushing two shifts in Echo Canyon in preparation to surfacing the grade first completed.

Young & Smith are making good progress with the grade on the new alignment in Echo Canyon.

J. B. Parsons Co. is surfacing the Plymouth road.

Germer-Abbott & Waldron moving part of their crew to Idaho. Also keeping a few men busy finishing the Penrose and Montpieler road jobs.

W. W. Clyde Co. has completed the grading and surfacing of the Weber College campus. Bill Clyde's finding it slow going on the Countiful to Farmington surfacing job.

General American Transportation Co. is building a tank for Phillips Refining Co.

Ragnar-Benson Co. has a good start on the General Motors plant at Woods Cross. Most of the work has been subcontracted on this job.

A gravel-surfaced road and concrete bridge 18 miles northwest of Corinne was up for bid June 8. Also the bridge over the Weber River on Wall Avenue in Ogden is scheduled for bid June 15.

With this amount of work scheduled to start in this area in the near future, prospects for employment are very good. This is good news to all of us and we hope the weather is mild so this work can go late this season and get an early start next year.

## SOUTHERN UTAH

This issue of "Utah News Roundup" might well be captioned "The Rains Came." The past week has turned loose about an inch of rainfall upon us. It has hampered the construction work some, but the monetary value to the farmers would have been unestimable if only the moisture had come without the freezing temperatures. Some of the fruit is damaged, but it will be a few days before an accurate estimate is forthcoming.

Work prospects are steadily improving with the advertising of several long-awaited projects. The Wanship Dam is being let June 10, with the relocation of the highway at the reservoir site being let on June 8. A 42-mile aqueduct is also a part of this project, to be let in the near future. These contemplated projects are not in the immediate vicinity of Provo, but have been anxiously awaited by some of the boys. The \$1,200,000 bridge across the Colorado River at Moab has been advertised, with bid opening set for June 8. This job also has been eagerly awaited and should afford some winter work at this location.

Construction of an \$18,825,000 chemical plant in Sanpete Valley has been approved by the Office of Defense Mobilization. Negotiations are under way with a large chemical company, which would increase the size of the plant to between \$40,000,000 and \$45,000,000.

These projects will make for a good year to look forward to, and we are watching with much interest the developments on the Upper

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

Construction, Sand & Gravel members, 2nd Thursday of each month, Engineers Hall, 1969 South Main Street, Salt Lake City, Utah.

Construction, Sand & Gravel members, 2nd Friday of each month, Labor Temple, 165 West First North, Provo, Utah.

Construction, Sand & Gravel members, 3rd Friday of each month, Labor Temple, Ogden, Utah.

Vitro Chemical Company, 3rd Thursday of each month, Engineers Hall, 1969 South Main Street, Salt Lake City, Utah.

Lang Company—All Called Meetings.

Cedar City Iron Mines—Thursday, June 24, 1954, 8:00 p.m., El Escalante Hotel, Cedar City, Utah.

Kennecott Copper Mines—Tuesday, June 22, 1954, 1:30 p.m. and 3:30 p.m., Civic Center, Bingham Canyon.

## Schedule of State Road Meetings

State Road Meetings will be all Called Meetings.

Colorado River Storage Project. Secretary of Interior Douglas McKay promised in Salt Lake to press for Congressional approval of this gigantic project.

We have a fair amount of work going on in our section and a few jobs scheduled to bolster our position.

There is something on the fire at Geneva. It comes to the writer that Research Engineering Co. has a pretty good job at Geneva Steel Co. scheduled to break within the month.

Consolidated Western Steel Co. at Geneva has not been very active this summer. They have a maintenance contract at the plant and are hanging on to a crew that would be hard to replace. Bros. Len Allen and Vic Bronson operate the rigs (when they run), with Bros. Bert Madsen and Leo Fech oiling. Brother "Peewee" Rees is on the tugger and Brother Fred Harding on the A-frame, with Brother Jim Lewis doing the repairing. Hope they can keep this crew active throughout the season.

## BINGHAM COPPER

As this article goes to press we are entering negotiations with Kennecott on the economic issues which we are permitted to negotiate this year under the agreement. We are not of the opinion that any great amount is in sight this year, but a pattern has been established throughout the area which indicates we should be successful in coming out with some increases. Of course, we hear frequently enough that labor should just carry on for another year under the present wage rates, but we are not unmindful of the fact that a tremendous cut has been taken when the sixth day was lopped off and we shall stick for as much as we can get to offset that cut. The recent call-back of men at Kennecott is an encouraging sign and we are glad to see the price of copper rise. It makes the whole picture much brighter for you brothers and of course the stockholders won't feel badly, and it also gives us some material to use in our efforts to negotiate a wage boost.

The next regular meetings will be held at Bingham Civic Center, Tuesday, June 22, 1954, at 1:30 p.m. and 3:30 p.m., at which time we expect to have a report on negotiations for you.

## STATE ROAD NEWS

Day by day the need for labor to stick tightly together becomes more obvious. Certain groups and individuals throughout the country seem to think it's up to them to bust the labor unions and are doing their best to take away the gains which have been made during past years by organized labor.

Today all workers are enjoying the standards gained the hard way over the years by the union—vacations with pay, paid holidays, paid sick leave, the right to advance to better jobs by virtue of seniority, and many other good things which were dreamed about

many years ago but hardly expected in a lifetime. You State Road brothers working for public employers are not permitted by law to enjoy some of these gains, the main one being seniority and job security. These we contract for with private employers, but if anyone makes it possible for you to be guaranteed the advantages mentioned it will be done by organized labor, strangely enough when we don't first succeed we keep at it until we do succeed. That's the record and in your case we can succeed only if you support us and maintain your membership in this organization. Think it over; we have consistently worked in your interest despite rumors to the contrary.

## CEDAR CITY MINES

We are right now in the midst of negotiations with Utah Construction Co. for the mines, and in line with the general opinion of most employers this year, the company is of the opinion that you brothers should be content to forget any demand for wage increases for this year and just be satisfied to straighten out some points in the present agreement which have been a source of trouble to us. I can't say we're surprised, because even in good times it's difficult to find many employers who are making any money. However, the stockholders manage to struggle by with a new Cadillac or so, a few months traveling in foreign countries, and by and large living off the T-bone steaks of the beef. Your labors make this possible and it's our humble opinion that losing the sixth day was cutting deep enough. We are not unmindful of the fact that the market for steel is bad right now, but we do read the papers and are aware of the affairs in the Far East and don't intend to be caught with the proverbial pants down in case anything breaks that will send things into another spiral, so several proposals have been discussed and kicked around and as of now we are right in the middle of it.

The next regular meeting will be held Thursday, June 24, 1954, at 8 p.m. at the El Escalante. We expect to have a report on negotiations for you then, so plan to attend.

## SHOPS

We have now completed our agreement with the Utah Construction shops and came up with the same raise as we received in the construction field which is five cents for helpers and seven and one-half cents for the journeymen mechanics, and a one-week vacation per year. This became effective as of June 1, 1954. This company has been very good in trying to keep everyone employed during the winter months; however their field work has been very slow, with very few operators working.

## CHEMICAL COMPANIES

With our new agreements now

## HIGHWAY JOBS MOVE AT REDDING

The highway program in this district is well underway. It includes the Harms Bros. of Sacramento, at Madeline Plains, about 30 miles east of Alturas; Claude Young, of Sacramento, beginning at Alturas on the Susanville-Alturas highway; Peter Kiewit & Son, between Adin and Alturas; Eaton & Smith, between Dorris and Klamath Falls, Oregon, also at Beegum; Clements Const. Co., of Hayward, between Dorris and Weed; Morgan Const. Co. at Yreka; Peter Kiewit & Son at Fort Jones; George Patterson, on the Klamath River at Happy Camp; Bob Heintz, of Portland, Oregon, at McCloud, California; J. H. MacFarland on bridge and approach on Klamath River at Walker; A. Teichert & Son is at it again on their third year out of Dunsuir; McClosky Const. Co. is pounding away on their bridge project at Dunsuir and this applies to Ruby Const. Co. at Corning.

Fredrick & Watson is doing a good job on all of their work. It consists of 12 miles at Los Molinos, about seven miles at Bellavista, a bridge job at Millville, a county road job south of Redding, and the big freeway out of Project City. They have other small jobs in the district.

M. W. Brown, of Redding, has lengthened his hours and is increasing his force on the job at Weaverville.

There are many other small jobs in the district too numerous to mention. A month ago our out-of-work list was large; all of these men have gone to work, and we have been able to put a lot more of our Number 3 men to work, including some other brothers from Local 12 and Local 701. However, they keep turning up here every day; broke, out of work, out of money, stranded and with hungry wives and children.

The jobs are all about loaded, the turnover is light. I don't believe that we will need much more help. The jobs are all scheduled to finish by late Fall, which will leave us all out on a limb again—so save your money, brothers.

We are sorry to report that two of our brothers, Arthur Morrison and Max S. Winter, Jr., who were employed by C. V. Kenworthy, are in critical conditions at the Memorial Hospital in Redding as a result of an automobile accident.

in effect in our chemical plants in the state of Utah, we are in hopes to have copies of the agreement available very soon for our members working in these plants. We believe that after our membership gets the agreement and studies it, we will have fewer grievances in these plants.

As you know, in our Vitro plant, Mr. Hall has been promoted to vice-president but still maintains his offices in Salt Lake. Mr. Cole will be the new manager at the Vitro uranium plant, with Mart Ellis as superintendent of the plant. We believe Mr. Cole will be a very reasonable man to deal with. He has managed many plants of this type.

## SAND & GRAVEL

At this writing, we believe that by the time this paper is printed we will have reached an agreement with the Sand & Gravel Association and that everyone will be back at work. These negotiations have been drawn out considerably due to the fact that Mr. Knowlton of Utah Sand & Gravel has been very ill this spring and has had to spend a great deal of time on the coast for his health. However, he is back on the job and is really battling for the interests of his company. At this writing the Teamsters have had a picket line on J. B. Walker and Utah Sand & Gravel jobs for six days. They are requesting a 22½ cents per hour increase. Your negotiation committee is meeting jointly with the Teamsters in the Conciliator's office Tuesday, June 8, to try to get this affair ironed out.

# Engineers Report on Trade Union Course at Harvard University

(Report on 13-week Course, The Trade Union Program, at Harvard University—February 24 through May 20, 1954, inclusive.)

By HARRY METZ and RUSSELL SWANSON

May 18, 1954.

The class formally opened on Feb. 23, 1954, at which time the Director, Clint Golden, and his assistant, Joe O'Donnell, introduced the students of the class. The background and history of previous classes was outlined, as well as the aims and objectives of this type of program. The various rules under which we were to live for the next three months were outlined. Each student was assigned his roommate, who was a foreign student. A review of the class schedules and the purposes of the subjects were explained. A tour of the campus was our final introduction prior to actual class attendance.

There were 12 different subjects taught, which ranged from theoretical to functional classes. The first of these was **Problems in Labor Relations**, involving approximately 40 hours of classroom work.

This class was conducted in conjunction with the Advanced Management Group. The method of study involved class assignments of actual cases which were read outside of class and the different points of view were debated in the classroom. In addition to our regular textbooks, Selekman & Selekman and Schultz & Coleman, actual copies of contracts and transcripts of negotiating sessions were assigned and used to stress certain principles and issues.

As a result of broad discussions involving these matters, many references were made to legislation and laws currently in effect.

We feel that the course was very constructive. In discussing this course with management representatives, we found it served another purpose, namely that the caliber of the union representatives attending these sessions tended to alter some of the adverse opinions that had been formed by management against unions.

In our opinion we believe that for this particular class we should have more diversified and recent case studies. This is not intended to detract from the merit of the course, but is an honest attempt to aid the instructor in improving the class. Robert Livernast was the instructor.

**Union Administration.**—We had 13 hours of classroom work during the course in administration. Everyday union problems confronting labor were subjects of discussion and debate. Matters of strikes, the do's and don'ts were kicked around at length. As everyone knows, there is no definite pattern to follow for preparation or the conducting of a strike. The general opinion coming from the class was that serious consideration and a proper analysis of all problems confronting the organization should be reviewed thoroughly prior to calling any strike.

The subjects reviewed were the guaranteed annual wage, full employment, contract negotiation, picket lines, and matters of general interest. Joe O'Donnell was the instructor.

**Wage Determination.**—The six hours of study in this class consisted of all methods of wage compensation and included job evaluation, incentive systems, pensions, and general wage matters.

The method of approach and the basic intent of each type of plan were lectured on. The students discussed the adaptability of such plans for their respective unions.

Actual point systems for wage determination by the job evaluation method were used to illustrate this phase of the subject. The conclusions drawn from this class were that any wage payment made is actually a method of job evaluation. Therefore, we feel that this course should be expanded to permit broader coverage of each specific phase. Donald White was the instructor.

**Accounting.**—We had 26 hours of class study. Arthur Hansen was the instructor.

No attempt was made to produce accountants. Basic accounting principles were studied which would enable the average union representative to adequately understand and evaluate financial reports.

The case method of study was utilized and actual financial statements were prepared in order to more clearly point out some of the hidden meanings of certain information contained in financial reports.

The knowledge gained from this course will enable a representative to keep from being misled by management's arguments that it is not in a position to grant financial concessions.

**Economic Analysis.**—We had 39 hours of classroom work on this subject. Stanley Jacks was the instructor. This course was of a strictly theoretical nature.

The average trade union student finds this course the most difficult in the entire program. Having no practical experience in this field to draw from, he is entirely dependent on what he reads in the textbooks assigned.

Many students were discouraged in the early stages of this course due to the fact that they could not see a practical use for this type of subject. As the course progressed and lectures were given in addition to the reading assignments, which pinpointed the reasons for reaching these conclusions, interest increased. The use of visual and graphic aids further helped to increase the knowledge of the students.

While this course did not provide actual case studies as provided in some of the other courses, the lectures were such that they traced the effects of these theories as applied by various administrations upon our economic history. This clearly pointed out the control that can be exercised over such matters as full employment, cost of living, and spending power of the American public.

At the conclusion of the course all were agreed that it will serve a useful purpose. Many arguments can be formulated from the knowledge acquired to substantiate our demands in future negotiations. It also forms a basis for a better understanding of governmental fiscal policies and programs for public welfare legislation.

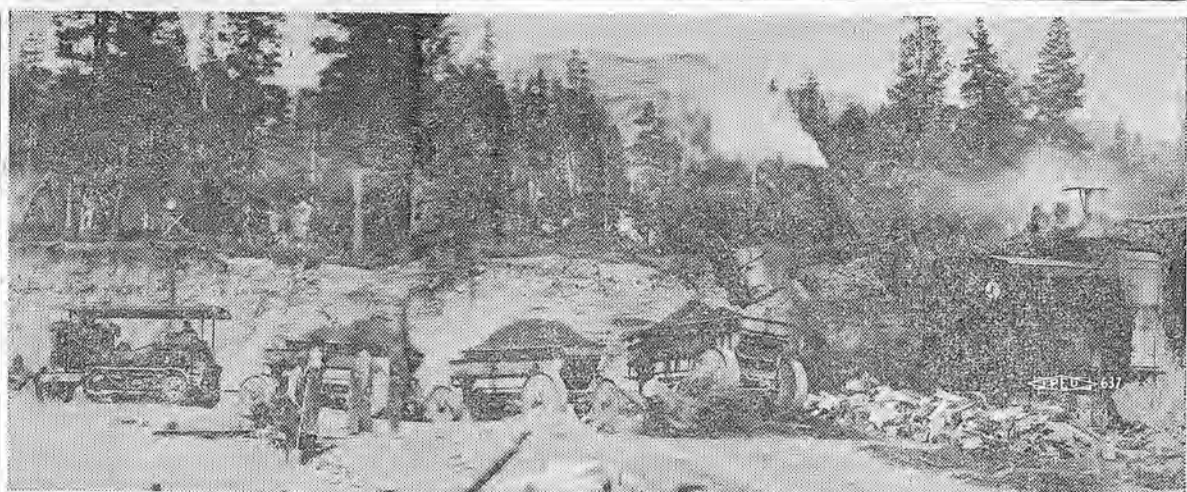
**Parliamentary Procedure.**—This class consisted of 13 hours of mock meetings with various chairmen conducting the sessions. The various points of procedure were ruled upon by him. The situations which actually develop during a meeting were thus illustrated, as were the methods of coping with the problems. The various rules and reasons for their use were explained by the instructor.

Various pitfalls were pointed out that should be watched for, and proper use of by-laws and constitution was discussed. Ross Atwood was the instructor.

**Labor Law.**—Twenty-six hours of classroom lecture and discussion were spent on this subject. The history and effects of labor legislation from the first use of the courts by management to control labor was reviewed. The more important laws were discussed in detail with most time being spent on the Railway Labor Act, Wagner Act, and Taft-Hartley Amendments.

This course provides the means of understanding the law and aiding the representative in avoiding embarrassment through lack of knowledge of existing laws. Allan Tepper was the instructor.

**Seminars.**—Each week a seminar was held under the personal direction of Dr. Sumner Slichter. Guest speakers representing management, labor, government, and educational fields of endeavor were presented. Following each address a lengthy question and answer period was held which gave the students ample opportunity to clarify any problems that might be confronting them on the subject under discussion.



'Twas in the summer of 1922 at Twin Lakes Dam in Alpine county that this picture was taken. It shows Holt 75 Caterpillars used by Western States Gas and Electric Co. on this project. Cat trains of

6-yard dump wagons were used, loaded by one-yard 30-B Bucyrus steamshovels, double shifted. Leo Dohoney and Hap Cromwell were operators in this picture. Steamshovels used wood for fuel.



**EASTSHORE DREDGING OPERATION**—Shown in this aerial view is Simpson Brothers' dredge, "The California," which is again in operation on the dredging phase of the multi-million dollar improve-

ment of Eastshore Freeway fronting San Francisco Bay between Oakland and Berkeley. Picture was taken by Bro. Jim Jennings of Local 3.

## Redwood Empire Humming

By A. R. McCaffrey, Business Representative

During the last several weeks we have really been busy in the Eureka office. Some days it's impossible to get away from the office, locating and dispatching men, and answering the telephone, but that is the way we like it.

All of the local brothers are working, also many from the other areas. There has not been any large jobs started in the last couple of weeks but we have been busy adding operators to the ones already rolling.

There is almost a continuous string of equipment scattered out between Eureka and Arcata. Macco-M.K. Company on the Eureka end and Mercer-Fraser Company on the Arcata end. At this writing we have approximately 65 engineers working for Macco-M.K. Company. The job is working two seven-hour shifts per day, six days a week.

Mercer - Fraser Company are moving one of their hot plants and several pieces of equipment down on their Garberville job. They are also busy on various jobs all over the country. Almost impossible to keep up with them. This firm has one of the best crew of Engineers in the country, we also enjoy good relations with the management. This is a combination which is pretty hard to beat. There are approximately 75 engineers employed by this company at the present time.

### GARBERVILLE

Burman & Sons were awarded the Red Mountain Creek job, south of Garberville. This job is only .8 mile in length, but has approximately 300,000 yards of excavation on it. Their bid was \$503,000. They are just completing their highway job at Bull Creek so that means that there won't be very many new brothers on the Red Mountain job, as most of their equipment is already manned. This firm is also working on several other small jobs at the present time.

J. L. Connor has his equipment scattered around on different jobs, Fortuna, Freshwater and on the Macco-M.K. job. Louie has just bought a new boat, which is a dandy. He is now rigging it up for a very busy fishing season.

Bosch & Cummings have their

string of equipment working on the Macco-M.K. job at Eureka. Brother Bill Cummings was oiling on the shovel. Brother Speck Bosch is on a dozer, but I don't know for how long.

Brother Tom Hull has several small jobs running around the area. He has just bought a new pavement breaker.

Consolidated Western Steel Co. have a steel water tank to erect in Eureka. Their bid was \$75,520.

Maurer & Sons are finishing up their highway job at Klamath, also working on other small jobs.

Sanderson & Capwell are keeping busy on small jobs around Eureka.

Russell Melone keeps plugging along, talking about more equipment.

All the material firms around the area are going good now.

We have considerable work going in the Crescent City area now. Macco-M.K. Company are going full blast on their jetty job. McCammon & Wunderlich are coming right along on their highway job at Fort Dick, bringing in more equipment all the time and talking second shift. Pelican Bay Construction Company are still setting up their new hot plant, also working on small jobs around the area. Aho & Box have most of their equipment working. Crescent City Cement Company are doing all right. A & E Readymix Company are rolling right along. They have their new P & H truck crane busy loading lumber on barges. Ausland & Dodson have a bridge job at Patrick Creek. Their bid was \$28,504.

We have had a few showers lately which has slowed us down some but not for long. At this time we have a few of the brothers on the out of work list, and the demand has been light. We have all the larger jobs covered and the calls we are getting for men are for replacements or on short jobs.

Identify your local union—  
Wear your union button.

★ ★ ★





# Construction Awards

**SANTA CRUZ**, contract awarded to Granite Const. Co., Box 900, Watsonville, \$69,750 for const. of streets, sewers, water mains in West Cliff Village Unit 1, Proj. No. 54-1, Santa Cruz.

MAY 27, 1954

**OAKLAND**, contract awarded to Ransome Co., 4030 Hollis St., Emeryville, \$45,179 for reconstr. Hollis St. betw. Peralta St. and Yerba Buena Street.

**SALT LAKE CITY**, Utah, contract awarded to Whiting & Haymond, Springville, Utah, \$75,650 for 3.207 mi. const. 2 in. drmix bit. surf. on SR 20 betw. Garfield-Iron County Line & Pct. SR 20 w/U.S. 89, in Garfield County, Utah.

**SALT LAKE CITY**, Utah, contract awarded to Olof Nelson Const. Co., Logan, Utah, \$156,280 for 4.565 mi. const. 3 in. pltmix bit. surf. on U.S. 91 betw. Logan and Smithfield, in CACHE COUNTY.

JUNE 1, 1954

**SACRAMENTO**, contract awarded to

**O. C. JONES & SONS**  
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Landscape 6-3424  
Member A. G. C.

**J. R. Feeney**  
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PHONE 330 P. O. BOX 6 BENICIA, CALIF.

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

**RANSOME COMPANY**  
Construction and Butane Engineers  
Member of A.G.C.  
4030 Hollis Street OLYmpic 2-3600 Emeryville 8, Calif

**GMP**  
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ed to J. Henry Harris, 2657-9th St., Berkeley, \$22,334 for revise curbs & gutters & reconstr. intersections in Ukiah betw. Gobbi St. & Low Gap Road in MENDOCINO COUNTY.

**SACRAMENTO**, contract awarded to Clements Const. Co., Box 667, Centerville, \$115,275 for 12.7 mi. w/plantmix surf. & min. aggr. stockpiles, betw. Jarboe Pass and Spanish Creek in BUTTE COUNTY and PLUMAS COUNTY.

**REDDING**, contract awarded to D. Strong & Son, P.O. Box 14, Lockeford, \$6620 for 1.6 mi. surf. w/drbrx surf. betw. 4.9 mi. E. of Susanville & 6.5 mi. E. Susanville in LASSEN COUNTY

**OAKLAND**, contract awarded to Edward Smith, 483-38th St., Oakland, \$17,411 for const. Diablo Vista Pumping Plant on Mt. Diablo Blvd. east of Carol Lane in Lafayette District, CONTRA COSTA COUNTY.

**STOCKTON**, contract awarded to Rothchild, Raffin & Weirick, 274 Brannan St., S.F., \$623,449 for construction program for Division of Highways, District X, Stockton.

**SACRAMENTO**, contract awarded to A. Teichert & Son, P.O. Box 816, Stockton, \$85,748 for 0.5 mi. widen highway & plantmix surf. on untr. rock base & imp. subbase matl. betw. 0.1 mi. W. of McDougald Canal & French Camp Turnpike in Stockton, SAN JOAQUIN COUNTY.

**OAKLAND**, contract awarded to Olympian Dredge Co., 525 Market St., S.F., \$7072 for dredging at Coast Guard Dock, Oakland Inner Harbor.

**SACRAMENTO**, contract awarded to Basalt Rock Co., Inc., P.O. Box 538, Napa, \$617,176 for levee construction & bank protection, Sacramento River betw. Georgiana Slough and Freepoint.

JUNE 2, 1954

**SAN FRANCISCO**, contract awarded to M & K Corp., 200 Financial Center Bldg., S.F., \$543,169 for const. Hamilton Rec. Center, Hamilton Playground, Geary, Scott, Post and Steiner Sts.

**SAN FRANCISCO**, contract awarded to Watkin & Sibbald, 6 Bridge St., San Anselmo, \$14,393 for landscape work at West Sunset Community Center, 39th Ave., Quintara St., 41st Ave. and Ortega St., S.F.

**SAN FRANCISCO**, contract awarded to Associated Dredging

Co., 1702 Bridgeway Blvd., Sausalito, \$15,937 for const. protective levees at West end of Bay crossing pipeline bridge in SAN MATEO COUNTY.

**SACRAMENTO**, contract awarded to Parish Bros., P.O. Box 6, Benicia, and Carl N. Swenson, P.O. Box 558, San Jose, \$3,425,225 for 8.6 mi. grade & conc. pave on cem. fr. subgr. & separation struc. and bridges betw. Railroad Ave. & 1.4 mi. S. of Petaluma Creek, SONOMA COUNTY.

**SAN FRANCISCO**, contract awarded to Eaton & Smith, 1215 Michigan St., S.F., \$265,935 for track removal on Union St., et al.

**SACRAMENTO**, contract awarded to Granite Const. Co., Box 900, Watsonville, \$157,844 for 4.2 mi. grade & pltmx. surf. on untr. rock base & pltmx. surf. on por. of exist. pave. betw. jet. Rt. 4 & 0.4 mi. W. of Planada, MERCED COUNTY.

**STOCKTON**, contract awarded to S. M. McGaw So., 307 Elks Bldg., Stockton, \$19,024 for resurf. Weber Ave., Center St. to Sacramento St., Stockton, Calif.

**FRIANT**, contract awarded to California-Fresno Asphalt Co., P.O. Box 527, \$2748 for placing 120 tons liquid asphalt penetration coat for Friant-Kern Canal Patrol Road, mi. 43.94 to mi. 54.0 near Orange Cove, TULARE COUNTY.

**TRACY**, contract awarded to A. Teichert & Son, Inc., P.O. Box 1118, Stockton, \$11,067 for reconstr. E. 3rd St. betw. RR track and MacArthur Dr., city of Tracy.

**SANTA CLARA**, contract awarded to P&E Const. Co., 1620 So. 7th St., San Jose, \$6,599 for const. 30-inch reinf. conc. storm sewer in Homestead Rd. in city of Santa Clara.

**CASTRO VALLEY**, contract awarded to D. Balanco, 550 Hathaway Ave., San Lorenzo, \$47,875 for reconstr. sanit. sewer and appurts., in Madison Ave. et al, ALAMEDA COUNTY.

**VACAVILLE**, contract awarded to Harms Bros. and C. M. Syar, P.O. Box 1431, Vallejo, \$19,456 for major city street const. proj. for year 1954, SOLANO COUNTY.

JUNE 3, 1954

**SACRAMENTO**, contract awarded to McGillivray Const. Co., Box 873, Sacramento, \$92,759 for const. sanit. sewer sys. and improvements to Public Ways and R/W Freeport Village No. 4 and por. of Del Rio Junct., in SACRAMENTO COUNTY.

**MARTINEZ**, contract awarded to Kevry Const. Co., Inc., 655 Peralta Ave., San Leandro, \$7,320 for const. water mains and appr. 220 ft. of sewer lines in Mt. View area, city of Martinez.

**OAKLAND**, contract awarded to Dan Prodanovich, 750 81st Ave., Oakland, \$14,329 for const. sewer in Thackeray Dr., Westover Dr., Girvin St., et al, in city of Oakland.

**SAN QUENTIN**, contract awarded to E. A. Forde, P.O. Box 306, San Anselmo, \$7,500 for surf. of roadways and driveways with pltmx. surf.

**CARSON CITY, NEV.**, contracts awarded as follows: (1) Lander County, 17.874 mi. por. P.H.S. on S.R. 2, U.S. 50, betw 6 mi. E. of Churchill-Lander county line and RR pass, to Wells Cargo, Inc., Las Vegas, \$261,557; (2) White Pine County, 12.032 mi. const. por. of P. H. sys. on U.S. 50, betw. 0.4 mi. W. and 6 mi. W. of Ely, to W. W. Clyde & Co., Box 231, Springville, Utah, \$497,565.

JUNE 4, 1954

**SALT LAKE CITY, UTAH**, contract awarded to W. W. Clyde & Co., Springville, Utah, \$148,820 for 1.657 mi. const. 3-in. pltmx. bit. surf. road and const. one 63-ft. conc. span bridge on U.S. 6 and 50, betw. Thistle and Castilla, in UTAH COUNTY.

**MONTEREY**, contract awarded to Granite Const. Co., Box 900, Watsonville, \$5,525 for resurf. Alvarado St. betw. Pearl and Decatur.

**SALT LAKE CITY, UTAH**, contracts awarded as follows: (1) Duchesne County, to L. C. Young Const. Co., Richfield, Utah, \$189,833 for 8 mi. 2 1/2-in. rdmx. bit. surf. on S.R. 35 from Duchesne northerly; (2) Utah County, to Rose Const. Co., Provo, Utah, \$270,775 for 8.312 mi. const. 2-in. rdmx. bit. surf. on S.R. 96 betw. jet. of S.R. 96 with U.S. 6 and 60 and the Utah-Carbon County line.

**SANTA ROSA**, contracts award-

ed for water main extensions: (1) Job WW-54-9, to Peletz Co., 1236 Central Ave., Santa Rosa, for mains in Southwood Park Subdivision No. 2; (2) Job WW-54-10, to Codding Homes, 500 Farmers Land, Santa Rosa, \$5,000 for mains in Montgomery Village Subdivision No. 15.

**SACRAMENTO**, contract awarded to A. Tiechert & Son, Inc., P.O. Box 928, Sacramento, \$105,959 for conc. pave., River Park Unit No. 7, ROW 3024.

**IRVINGTON**, contracts awarded as follows for street improvements for Tract 1335, near Irvington, Alameda County: Sch. B, to Domingos Balanco, 550 Hathway Ave., S.F., \$78,663 for sanitary sewer, storm drain, and water service; Sch. C, to Burch Bros. & Peninsula Conc. Co., 216 Camaritas Ave., South San Francisco, \$38,674 for conc. curb, gutter and sidewalk.

**MONTGOMERY CREEK**, contract awarded to D. B. Stutsman Hwy. 299 E., Redding, \$20,177 for const. of diversion dam, intake strucs. and water mains and appurts. for Halcum Cemetery District.

JUNE 7, 1954

**SACRAMENTO**, contract awarded to O. C. Jones & Sons, 1520 4th St., Berkeley, \$42,621 for const. bridge and approaches at Coyote Creek, about 2 mi. N.W. of Sausalito, MARIN COUNTY.

**SACRAMENTO**, contract awarded to John Burman & Son, 2750 Harrison Ave., Eureka, \$503,134 for 0.8 mi. grade and surf. with pltmx. surf. on cem. tr. base, and a reinf. conc. arch culvert to be const. at Red Mountain Creek, about 17 mi. S. of Garberville, MENDOCINO COUNTY.

\*\*\*

Pete says a budget is a method of worrying before you spend the money instead of afterwards.

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# SAN FRAN. BUSY ON FREEWAYS, HOUSING

By PAT CLANCY and PAUL EDGECOMB, Business Representatives

Near Buri Buri subdivision just off El Camino, the McKeon Development Co. recently purchased the 118 acres which will be known as Serra Highlands. Stripping off the loam and heavy excavation is being done by Buzz Haskins. In this tract there will be 850 homes in the \$15,000 price range.

L. C. Smith, of San Mateo, has his equipment busy grading off the Rollingswood sub-division at Sneath Lane and Junipero Serra in San Bruno. There are several thousand yards of muck to be moved before completion of this job.

Just a short distance south of Westlake, on the Skyline Highway, R. A. Parish, Weber & McCann have finished grading for a new sub-division called Westview. At present Weber & McCann have their equipment just down the mountainside on another grading job on a sub-division at Edgemar Manor Village.

Ed Keeble has quite a crew of engineers on the Skyline Highway job—just recently moved in some new DW 20's. As soon as the preliminary work is done at the Candestick Point job, he will be moving several pieces of this equipment to that job.

Charles Harney has a little activity going on on his portion of the freeway, but just as soon as the carpenters get out of the way he'll be rolling some more dirt.

Biltwell Construction was low bidder on the 3 1/2 million dollar housing project which will be built near Hunters Point.

Consolidated Western Steel Co. has started erecting the derricks for their erection job on the Equitable Life Insurance Building. This will be a 26 story structural job; won't be too long before the ground work is all finished and up she'll go.

The re-bracing job on the Golden Gate Bridge, being done by Judson-Pacific & Murphy, is progressing toward a completion between the two towers on the center span, as

# SURVEYOR PACT OPEN

By AL BOARDMAN, Business Representative

The Master Agreement with the Bay Counties Civil Engineers and Land Surveyors Association was opened for changes on May 31st. As yet negotiations have not been started but a meeting will be held soon and we expect to reach an early agreement this year.

The recently negotiated contract with the Associated General Contractors, Northern California Chapter, brought the scale for heavy construction up to the following rates: Chief of Party, \$3.12; Instrumentman, \$2.85; Head Chainman, Rodman, Grade Setter, \$2.57; Rear Chainman, \$2.43. This pay rate went into effect May 1st and an additional 2 1/2% raise effective August 1st was also negotiated. No other changes were made this year as the contract was opened for wages only.

Speaking of contracts the Los Angeles Local No. 12-D is having great difficulty in attempting to establish pay rates on classifications in the Associated General Contractors agreement in Southern California. At the present time negotiations are at a standstill with the employers refusing to give in on any points.

The Local 3-E organizing program is going ahead full speed in Santa Clara County with a majority of the firms now 100 per cent union. Some opposition is still being felt from a few firms as defeat does not have an acceptable taste to these people.

Friends of Howard Adams will be glad to know that he is out of the hospital and living in Monterey at the present time.

We are saddened to hear of the accidental death of Jim Carey, one of the most promising of our student engineers. He had a bright future and we will feel the loss in future years.

Next meeting of Local 3-E will be held Friday, June 25th at 8 p.m., 474 Valencia Street, San Francisco, California.

soon as this is accomplished all the erecting equipment will be lowered and transferred to the other side of the towers for the extension of the same job to the approach of the bridge at both ends.

Two track-removal and street repair jobs were awarded recently. Eaton & Smith were low bidders on Union St. of \$265,935, while Charles Harney was low on Castro street at \$105,380.

M & K Corporation is about to finish the 18th street sewer job. They also have crews in the Silver Ave. pipe job.

Work in general in the area has increased considerably the past two or three weeks and from the looks of the new jobs work should be plentiful for a few months.

To all Operating Engineer baseball fans, Wednesday night, June 30th, will be "A. F. L. FAMILY NIGHT" at Seal's Stadium. The whole family gets in for \$1.35 (single charge).

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Even a tombstone will say good things about a fellow when he is down.

\*\*\*

"There's a man outside who says he has a dual personality."

"Then tell him to go chase himself."

\*\*\*

First Mother: "My son always has his shirttails flapping and your four sons always are so neat with their shirts tucked in. How do you do it?"

Second Mother: "It's simple. I just sew an edging of lace around the bottom of all their shirts."

# AFL NIGHT AT BALL GAME ON JUNE 30

Wednesday night, June 30, will be "AFL Family Night" at Seals Stadium in San Francisco, and organized labor is doing its best to help pack the ball park that night with members, their wives, and kids. The whole family will get in for a single charge of \$1.25.

The Building Trades Council has voted its full support of the venture and appointed a Baseball Committee to rally a big turn-out. Included on the committee is Brother Paul Edgecomb of Engineers Local 3.

The baseball night proposal came from Assemblyman Thomas A. Maloney, who is chairman of a Citizens' Committee to Save the Seals. He said working people

must turn out, because baseball is not only the game of the common people but it also supports a good many jobs of people who work directly or indirectly to keep the big sports events going.

Public support must be given to this most entertaining and wholesome and beneficial sport if it is to survive in this area, and organized labor can and must do its share to help assure its continuation.

# Engineer Candidates Win

(Continued from Page One)

nations), 28. Charles Brown, and 30. Hugh M. Burns (won both).

Engineer-backed assembly candidates getting on the final ballot are: 2. Pauline L. Davis (won both), 3. Lloyd W. Lowery, 5. Samuel R. Geddes, 7. Richard H. McCollister, 8. Gordon A. Fleury, 9. Roy J. Nielsen, 10. Donald D. Doyle, 11. S. C. Masterson, 12. John J. McFall (won both), 13. Carlos Bees, 14. Randal F. Dickey, 16. Sam W. Blanford, 17. Wm. B. Rumford, 18. Winton McKibbin.

19. Milton Marks, 20. Thomas A. Maloney, 22. John A. Busterud, 23. Philip Burton (lost out, see paragraph 4 above), 24. Edward M. Gaffney, 25. Theodore H. Pretzler (defeated, lost out to James B. Daly), 26. Frank Groves, 27. Glenn E. Coolidge, 30. Ralph M. Brown, 32. Wallace D. Henderson, 34. Fred Farn.

In San Francisco, our viewpoint on the six local ballot propositions was largely supported by the voters. We asked a "no" vote on A and B, but "yes" vote predominated on these two. "Yes" won out on the other four, C, D, E, and F, and we favored a "yes" vote on all of these.

# Water, Drainage, Sewage Keep Peninsula Boys Busy

By CHET ELLIOTT, Business Representative

During the past month several large underground projects have begun operation at various points in this district, including the South San Mateo Trunk Sewer System; the large water pipe line at Crystal Springs Lake and the Belmont Water District system in Belmont.

The McGuire and Hester Co. of Oakland have moved three shovels and a cat to the large 78-inch pipe line which extends from the Crystal Springs dam to Hillsborough and are now digging some ditch. However, this firm does not expect to become very active until after the 15th of June, due to the fact steel pipe of this size will not be available until after that date.

Superintendent Bro. Gilbert Lilly assisted by Foreman Bro. Lowell Abbott and Operators Bro. Mike Perrett and several others have begun operations on the South San Mateo Trunk Sewer System. This work when it gets into full swing will amount to a large project which will provide employment for many Local No. 3 members.

The Associated Dredging Co. who have been operating for some time on the Seal Slough drainage project have nearly completed this work. According to the information your representatives received while visiting the job, the company plans to move out the suction dredge and finish the cleanup job with the clam shell rig. While visiting this operation, Bro. Tom Bryson and myself contacted Brothers Faison, Erickson, Wilcox, Cleveland, Carlson, Peterson, Johnson, McNab and several others who seemed to be happy with their work.

Operators, Brothers Geo. Jacobs, Milt Jacobs, Smart, Gerard, Hogg and Brown are progressing as well as possible on the Arthur Brothers Sewage Disposal Plant for the City of San Mateo. Due to the phenomenal growth of this city it has become necessary to increase the capacity of all public utilities and facilities.

Foreman Bro. Martin Keeble, of San Jose, has moved a fleet of cats and carryalls to the Sterling Builders Real Estate development project on Alameda in Belmont. This is a tough rock job and operators Bros. Tobacco, White, Periera, Frank and Pimentel seem to be happy with their occupation al-

though it is a pretty rough go.

The Janecke Co. of Sunnyvale, have begun construction on the grading and realignment of the La Honda road, which begins at La Honda and extends east, Bros. Ed McRae and Weldon Honley with two new D-8 cats are doing the pioneering on this project which is quite a chore as the country in this spot is quite rugged.

Brother Buzz Haskins and operators Brothers Kraer, Ford, Lipke, Schulhauser, Thompson and Martin with several D-W 20's and cats are progressing very well with the grading on the Bragato and S & Q highway project near San Gregorio. This operation will provide employment for many of our members for several months.

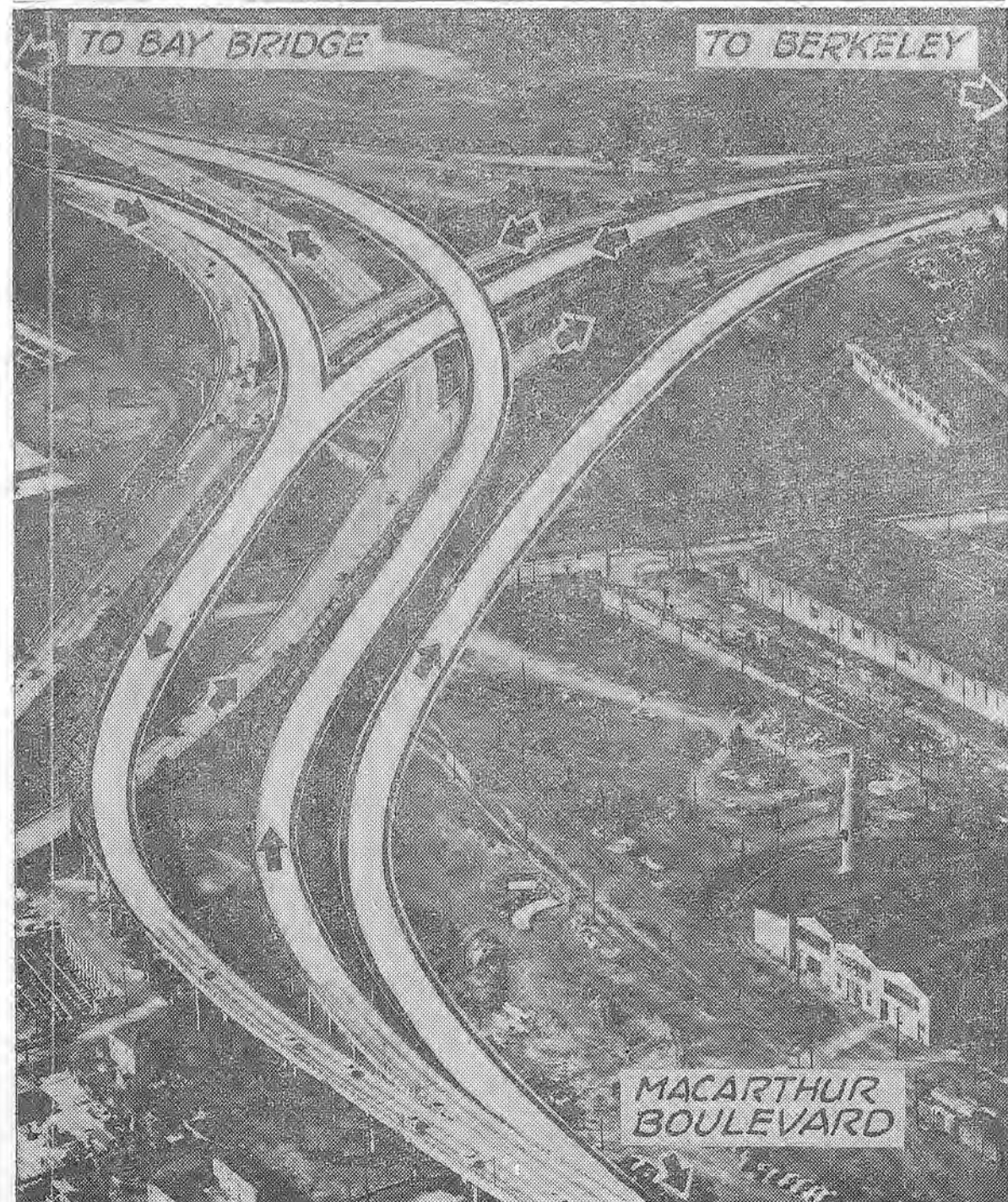
At Half Moon Bay the L. C. Smith Co. have a good start on their State Highway work. Superintendent H. F. Mrown assisted by Foreman Brother Anthony Bruno have acquired some pretty fancy new Euclid scrapers and D-8 cats to move the dirt with on this job and have had Brothers Steel, Giovannoni, Evans, Austin and many other members of Local No. 3 cleared from this office to operate them.

Although the many local contractors in the area are all operating at full capacity on the street, grading, highway and building construction jobs which has caused our out-of-work list to take on a more healthy appearance, we believe the peak of employment has not been reached as yet for this year as there are many contracts awarded which have not become active so far.

All of the quarries, rock crushing plants and building material yards are operating on normal capacity who employ a large number of Engineers.

Two vary bad accidents nearly happened in this district during the past month and it was due to the cooperation of members of Local No. 3 in observing all safety regulations that we suffered no casualties in either instance. "KEEP UP THE GOOD WORK, MEN."

**Service Withdrawals**  
Clarence C. Torgelson  
\*\*\*  
**Hear Frank Edwards!**



Shown here is a combination picture and artist's drawing of the \$6 million Bay Bridge approach job which will eliminate the fatal cross-weave now necessary which has killed at least a dozen persons. Portions of the existing MacArthur Blvd. approaches,

which carry crossmarks in the picture, will be eliminated when the new lanes rise to a third level in the distribution structure. (Picture courtesy, THE OAKLAND TRIBUNE)