



ENGINEERS NEWS

OPERATING ENGINEERS LOCAL 3

STATIONARY ENGINEERS LOCAL 39

Vol. 16—No. 6

SAN FRANCISCO, CALIFORNIA

June, 1958



ROCKY ROAD TO RENO— Those ants on the white path are Californians happily on their way to Reno to give their money to Harold Smith and Bill Harrah (\$85 million a year they happily carry over to Reno). In this deep Truckee river canyon, between Truckee and the Nevada line, major highway construction is underway to provide double-track and to eliminate major slide threats. SP and WP tracks are at left. Truckee river, carrying Lake Tahoe snow water out to sink into the Nevada flatlands, is in center. Ants carrying money are on white path.

Don't Forget: San Mateo County's "B Day"—
Saturday, June 21
(See Page 2)

CHAS. E. FLINN
Redding, Calif., May 3, 1958
GEORGE CONLEY
Reno, Nevada, May 8, 1958
EUGENE CAPUTO
Salt Lake City, Utah, May 14, 1958
R. H. HOWARD
Modesto, Calif., May 16, 1958
RICHARD G. SHIELDS
Murray, Utah, May 19, 1958

Pat Brown Lead Over Knowland is 600,000; Let's Repeat in Nov!

By NEWELL J. CARMAN, Local Union Manager

It is pleasing to report that the labor movement in California did a splendid job on June 3rd in voting and getting out the vote . . . making itself the strongest single force in the primary election, and thus contributing greatly to the biggest election upset in many years!

What happened in California on June 3rd attracted nation-wide attention, and it will most certainly help eventually in getting our economy back on an even keel . . . and by popular demand . . . give the wage-earner a fairer break than he is now getting.

California voters, in effect, told the nation that they want quick improvement in the economic outlook. They also took a stand on an issue directly affecting their welfare as union members, namely, the so-called right-to-work legislation proposed by Senator Wm. Knowland.

Attorney General Edmund Brown, in his campaign for the governorship, took a direct stand on this issue speaking out plainly and strongly against it. He received the highest vote given a Democratic candidate in many years, and piled up a total, two-party vote, which was more than 600,000 above that of Senator "Right-to-Work" Knowland, whose chief campaign issue is a return to the open shop. The wealthy Knowland, who is suddenly worried about workers' rights, was soundly spanked and his blustering campaign has the entire GOP worried clear to the White House.

It is gratifying indeed to see so worthy a candidate as Pat Brown get such a great compliment and in comparison to see Senator Knowland get set back so strongly. It is also pleasing to see the huge turn-out of union members voting in this election.

However, while we may rejoice over this early victory, we certainly can't afford to rest on our laurels and expect to coast through a November general-election victory. You can be sure that Senator Knowland and his powerful backers will spare nothing in their drive to get him elected governor on November 4. It is likely we will see one of the toughest campaigns ever experienced in this state. We are going to have to fight . . . and fight hard . . . to hold the advantage won in the primary.

An onslaught of money, newspapers, billboards, radio,

TV, and a smearing campaign waged by the Knowland forces could whittle our advantage down to nothing IF we fail to continue our fight against the open-shop proposals and our support of Pat Brown, for Governor.

Therefore, our most important duty during these remaining four months is to see that we, our families, and our friends, are all properly registered to vote in November . . . And that we speak out, at every opportunity, against the proposed right-to-work law.

We must let it be known the great damage such a law could do to our hard-won wage structures, to our family security and

community living standards, and to stable, productive labor-management relations. You have only to look at the misery and deterioration in other states where this law has been adopted, to know what it will do to California if enacted. The entire nation is looking to us in California to hold the line and give these forces a resounding defeat on November 4th.

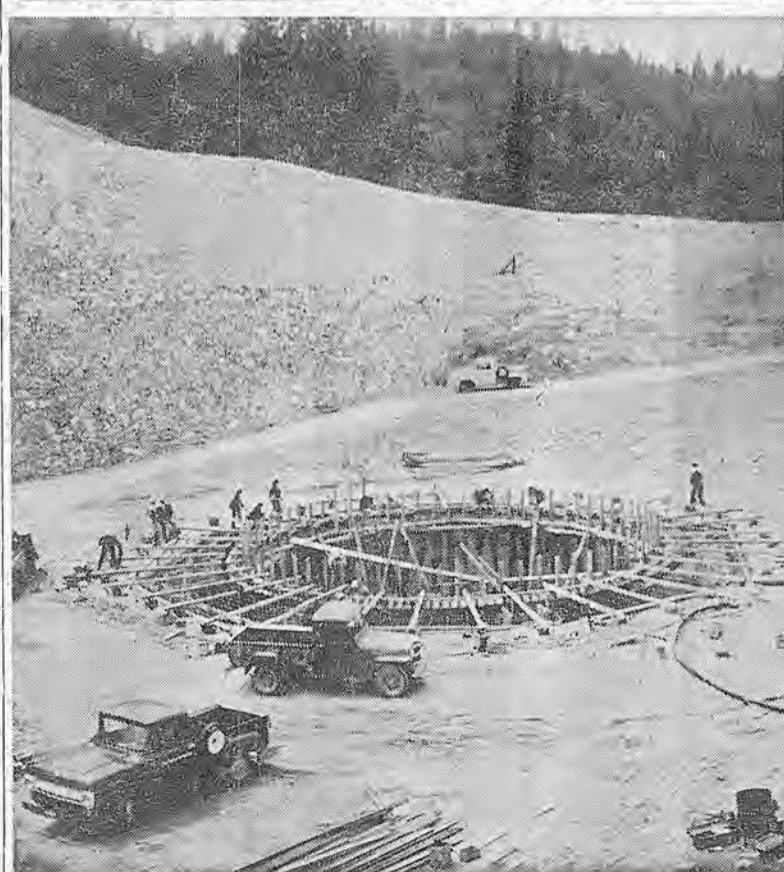
Local Union No. 3 can be justly proud of the fine turn-out and the cooperation displayed by the members and their families in the primary vote. Now let's finish the job on November 4th . . . Let's make certain once and for all that democracy is here to stay in California.

Official Notice To Members

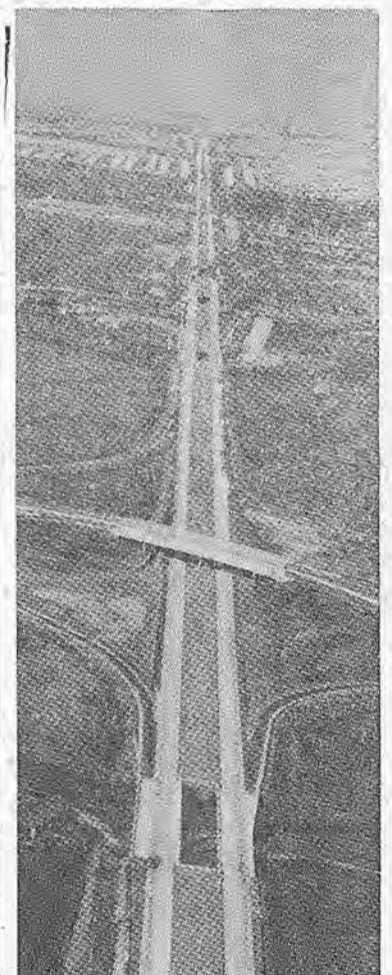
DISTRICT MEETINGS SCHEDULED FOR JULY 1958:

- 8th—Eureka, Labor Temple, 9th & E Sts.
- 9th—Redding, Eagles' Hall, 1005 Yuba
- 10th—Oroville, 1245 Lincoln
- 12th—San Francisco, 200 Guerrero

Union Directory in This Issue—See Page 10.



JUST A HOLE IN THE GROUND. It's a mighty big and deep hole, though. Carpenters are building forms for the concrete lip around the surge chamber shaft near the outlet of the Clear Creek Tunnel near Redding. The shaft will go straight down for about 180 feet to the 11-mile long tunnel, part of the Trinity River Project. The concrete work must be completed before the digging of the shaft can begin.



EASTSHORE FREEWAY, giving a fast run from Oakland to San Jose, is shown above. Upper picture shows new method of backing up residences to freeway instead of facing it. View is north along freeway in Hayward, with Jackson St. interchange in foreground. Lower picture shows the freeway looking north the Alvarado-Niles road interchange.

BLOOD DONORS HONOR ROLL

- SAN FRANCISCO
William Hansen
- OAKLAND
Otto Krause
Mrs. Alma Krause
Mrs. Lillian Meier
- SAN MATEO
Warren G. Sweitzer
Darrell Cooper
- SANTA ROSA
Sam Cooper
- SACRAMENTO
Don Macari
- FRESNO
Lee Hunter
J. D. Monroe
B. F. (Tiny) Helling
E. L. Thompson
Ray Kopley
Robert Daniels
Henry Church

In Memoriam

A. S. SLAUGHTER
Redding, Calif., May 21, 1958
ESTES R. STUMP
Oakland, Calif., May 21, 1958
CHAS. E. IRVIN
Alameda, Calif., May 23, 1958
ROBERT E. LEE
Willow Creek, Cal., May 27, 1958
VINCENT PULIZZI
San Jose, Calif., May 28, 1958

San Mateo Hub of the Peninsula Big Work Program Going Full Swing in San Mateo County

By BILL RANEY and JERRY DOWD, Business Representatives

This year seems by far to be a better year than last. There is quite a bit of new work starting, and still more in the offing. Contractors are vying for the better operators. Remember, don't quit your present job and expect to go right out on a job of your choosing. Read your agreement! You will then realize that the top "A" classified man in the area goes out first. This office will not accept an order for a particular man from a contractor until the agreement has been changed to permit such a procedure. So bear this in mind and let us all live up to our end of the agreement.

One of our worthy brothers came back from South Dakota the other day with a home town newspaper that proved to be full of enlightening facts. The Britton Journal, Britton, South Dakota, date line Thursday, February 20, 1958. One noticeable article was that the wage scales for the County Road department had been set up for 1958 as follows:

Top cat operators...\$1.25 per hr.
Const. foremen 1.10 per hr.
Truck drivers 1.00 per hr.
Shop labor 1.00 per hr.
Mower operators .. 1.00 per hr.

Six days per week, 10 hours per day, all straight time. Also listed was an audit for the month showing 13 per diem highway workers received a high of \$260.75 and a low of \$77.00 PER MONTH. Skipping through the advertisements were SPECIAL PRICES, AS FOLLOWS:

Tuna34 per can
Ice Cream79½ gallon
Pet Milk16 per can
Still another item, "Mobil Tubeless Tires, 6.70x15, \$24.00 each.

As you know, South Dakota is one of those states, where "Open Shop" is compulsory. They have the "Right to Work" there. All we have to do is to relax and say, "It couldn't happen here," and THERE YOU ARE!

Your San Mateo Business Representatives had a real treat the other day. The Dredge "NEPTUNE" was enlarging the Yacht Harbor off Coyote Point, and we were invited to lunch with the brothers. It was REAL chow that would have cost three or four bucks in any restaurant, and wouldn't have been half as good. Our hats off to the cook, Clarence Malo. He sure does a terrific job!

Brother Ray Jones acted as guide through the rig and Captain Paul Johnson was a very gracious host. He filled us in on some of the Neptune's impressive war record in the Pacific and also gave us the interesting specifications of the rig. It is by far the biggest clam shelling rig on the West Coast. Packs a six-yard bucket on the end of a 242½-foot wooden stick. The Neptune is 325 feet long overall. It is powered by a torque converted 400 horse powered twin Jimmy Diesel that is insignificant and hard to find in the massive 70 x 140-ft. hull. She was built in 1919 and has such a perfect balance that no power is used to swing the boom, 54 passes a minute in good digging. Brothers Mars Johnson, Albert Johnson, Alvin Cardoza handle the levers on each shift, with Brothers Joe De Leon, George Easley and Ray Jones as deckhands. At the time of this writing the Neptune will be just about finished with her work in this vicinity and will be moving on. Many thanks to Captain Johnson for the courtesy shown us, and we sincerely hope the Neptune will again be down our

way so that we may again visit her.

NORTHERN AREA

In the northern end of the county Earl Parker's job is progressing very well at this stage. At present construction has started on a few home sites. P&E Construction Company, out of San Jose, have the underground work on this project. We all know this job is on a two-shift basis and many men from our local are being employed.

L. C. Smith have moved some rubber tire rigs on to their job on Junipero Serra to do some stripping for the fills they are putting in, in the airport area. The two shovels are really getting the dirt out for the company.

Piombo Construction are likewise coming right along with the airport fill for the extending of the runways. That Euclid loader they have up in the pit at Crestmore, loading trucks, is something to see. This type of loader can certainly load out a truck quickly. It takes less than 10 seconds to load a 15-yard truck, which is getting the muck out in any man's language.

Piombo also has the fill for the new Hilton Hotel which will be located at the airport.

At this writing, their freeway job at Redwood City is just about in the completion stage. About all they have left is the interchange at Harbor Blvd. and some cleaning up to do on the slopes.

McCammon & Wunderlich finally sold their highway job on the Skyline to the state last week. It is really a nice piece of road and a tribute to our members' ability.

Utah Construction Company fill job at South San Francisco is still progressing without any trouble. The reason for this is the excellent supervision and hours that the men are working. We'll certainly hate to see this project come to an end.

South San Francisco area has many building sites going on; some in the completion stages and others just getting under way. We like to see this type of construction as it places many of our members to work who are passed the stage or would rather not run rubber tire equipment or cats.

Williams and Burrow are employing a few members on their Peninsular Hospital job. We understand that this is a two-year project which in turn means some nice employment for the brothers.

Barrett Construction Company is coming along nicely with the construction of the hospital in Redwood City. At present we have a few men on the payroll but hope to place a few more in the near future.

E. T. Haas has just about completed the underground work on the tract off of Ralston Avenue in Belmont.

SUBDIVISION

Charley Berger doesn't have much more to go on their Enchanted Hills subdivision on Parrott Drive and Belle Air in San Mateo. At present there are three of J. O. Archibald's DW 20's and three cats and a blade



of Berger's working. This has been a nice job also for the members.

The cats on Berger's Pacific Heights job finished up last week; however, there is still a little underground work to do.

Freeman Paving has moved in some equipment to open up some more home sites in Eichler Highlands. Freeman is also busy cutting out and grading new streets in the same area. The grading of the lots and opening up of the new sites is under the supervision of Brother Jack Hust. This subdivision work is nothing new to Jack, as he handled almost all of this type of work for McCammon Wunderlich a few years back. Nice having you back, Jack.

On the Skyline, Bryan and Hodges has started work on the radar station. What a job to try and locate, really in the brush. From what we could see of the job, the contractor is going to have a lot of rock to contend with.

There are many more jobs going on in the area but due to space and time we are unable to mention them. This is also true for all the different plants in the area. We hope to be able to cover all of these in next month's article.

We were all glad to see that a great majority of the members got out to vote in the primary election. So that we may even do better in November, we are contemplating a registration meeting for members and their wives around July 18th in San Mateo. Be sure to keep this date open so that you and your wife can attend.

Remember your Breakfast Date at the Peninsula Memorial Blood Bank on June 21st, Saturday morning between 8 a.m. and 12 noon. The address again—1791 El Camino Real, Burlingame, just off the Peninsula Hospital grounds. Do not eat breakfast for a hearty and warm meal will be served to you and your wife. If you have not received your pledge card just let us know and we will send one to you. See you Saturday morning . . . the date again, June 21st.

There Will Be Bloodshed At San Mateo Contest Saturday

Competition is developing among unions of the San Mateo County Building Trades Council that is certain to lead to bloodshed.

Bill Raney, business agent of Operating Engineers Union 3, started it all by announcing that Local 3 is going to give more blood than any other union at the Building Trade's Blood Bank Day, to be held Saturday, June 21, at Peninsula Memorial Blood Bank in Burlingame.

Raney, who is chairman for this big semi-annual event, said that if any other local tops Local 3, he will provide a wheelbarrow ride down B street for whoever is designated to receive this honor by the winning union.

Challenges had previously been hurled back and forth between Local 3 and Teamsters Union 216, whose president, Henry P. Schwab, is also presi-



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The City by the Golden Gate

SAN FRANCISCO'S MEMBERS BUSY

By DAN MATTESON and BILL METTZ, Business Representatives

After a slow winter we are mighty pleased to see a good number of our Engineers busy again! We hope to get some more of the boys off our out-of-work list in the near future.

Bethlehem Steel has topped out the 20th floor of the Crown-Zellerbach Building with the structural steel framework. Arrow Steel Company is putting in the steel floor decking. Haas & Haynie are the prime contractors.

At the new Bethlehem Building at the corner of California and Davis we have Clemintina's Gradall; Flores back-hoe; Haas & Haynie's Truck Crane, and Devenenzi Brothers D-6 cat loader and trucks, excavating for the basement.

The Pipeline companies . . . Fred Fairey, Associated Pipeline, and Murphy Construction Company all have jobs going on at several locations throughout the City.

MORE HOUSING

Out in the Westlake District Bizz Haskins crew are busy levelling the countryside for a future housing project. While "Buzz" was in the hospital Herb Haskins took over the job as General Manager and he keeps things going with the help of "Ditty DeMattei who is the Superintendent and Dick Keaman the Snapper.

Doelger also keeps things rolling with an able shop-crew and several brothers working throughout the Westlake Housing Project. Bill Hickey is General Superintendent for Doelger.

Out at the P. C. A. batch plant in Daly City Herb Farrister is the Master Mechanic and with the able assistance of Brother John Caughey they are producing concrete for the building industry.

Charles L. Harney is one contractor with a lot of work and keeping many of our brothers busy. He'll be moving the rubber-tired 20 spread off the new Ball Park in a couple of weeks and there's a lot of shovel work to be done now. Harney also has jobs located on Geary Blvd., Portola Drive and the Embarcadero. They are all manned by good long-boom operators!

DOUBLE-DECK

Kiewit is steadily gaining on the double-decker Gough Street job with Homer Olson as Project Manager and brothers Rex Richardson, Loren Squires and Ray Scarbrough on the truck-cranes with oilers Gene Bruner, Jerry Jacobson and Bus Burnett. On the same job we find Joe Hamby, master mechanic; Shorty Cowger, welder; R. O. Perry, mechanic and Bob Powers, Field oiler.

There are several Sewer jobs going on in the San Francisco area and quite a few of our members are working for Lowrie Paving; Pacific Paving; and Fay Improvement Company resurfacing streets.

Macco is busy doing the rail removing job on the Key Terminal in San Francisco. When completed they intend repaving the ramps which will then accommodate the Key System's busses on the old passenger train loading platforms.

On Candlestick Point McGuire & Hester are making good progress. The form work is practically completed and cement is now being poured. There are six engineers on this job, at present.

THANKS TO THE MEMBERS WHO PURCHASED PENS FOR THE CAMPAIGN FUND . . . Labor backed Candidates came out in front in the primary vote and we believe the outcome of the election proved the effect of our participation. The big job is yet ahead . . . now we have to concentrate on getting our people over the top in November by an even greater majority! Keep up the good work . . . contact your friends and neighbors and see that they support labor's candidates in November!

What's Doing in the Oakland Area

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

The members have continued to keep busy in this area with over 600 clearances being issued during the month of May, and still showing an upswing in the work picture. Most of the jobs, however, have been of a short duration, thus eliminating the possibility of depleting our "out-of-work" list. We do hope that in the forthcoming months, we will have most of the Brothers' in this area working.

Vincent Rodrigues has started his job for the Flood Control on A Street in Hayward. The bid on this job was \$186,000.00 and consists of digging and laying one mile and a half of storm drain for the Flood Control. The following brothers are working on this job. Burt Generey on the H. D.-11 loader, Manuel Ramos is on the Michigan loader, Joe Thornley is on the pumps, Ed Dooley is on the 22-B Bucyrus backhoe with Andy Hermandy oiling for him. Tony Perry is on the Parsons trencher with Don Marlon oiling for him, and Tony Silva on the Massey Harris backhoe with Gerald Parker doing his oiling.

Oscar C. Holmes, Inc. has started their job in Pleasanton. This job will be to construct a \$54,000.00 Lift Station for the City of Pleasanton Sewage Treatment plant. Brother Ken Bowersmith is operating the Northwest 25 clamshell, and Brother Leroy Stanton is doing the oiling for him. Brother John Wiley is operating the Huff loader.

Payne Construction Co. has started laying their 2,500 ft. of sewer line for the Pleasanton Fairgrounds in Pleasanton. Brother Clarence Schriener is operating the Lorain backhoe with Brother Ralph Prince doing the oiling for him. Brother Emmett Schriener is operating the D-2 loader and Brother Frank Silva is operating the 406 Buckeye trencher with Brother Bill Akins doing the oiling.

Fogelberg Construction Co. was awarded a \$39,000.00 contract from the City of Pleasanton. This work consists of laying 3,000 ft. of 18" sewer outfall. Dave Rogers is Supt. and Paul De Bene is the Foreman. Brother Hubert Flock is the loader operator with Brother Herman Ridernor on the link belt hoe. Brother Ralph Knight is the oiler and Brother T. "Bill" Billingsley is on boom cat. The job is now 2/3 completed and coming along as well as can be expected.

E. C. Braun Co. subbed from Williams & Burrows all the water, steam and sewer lines for the new Sandia Laboratory which will be an extension to the Radiation Laboratory located on East Avenue in Livermore. The following Brothers are employed on this job; Paul Perkins is on the loader, Earl Faria on the Bar-B-Green trencher with Brother Harry Burk oiling for him and Brother Oliver Cordeniz on the fordson loader.

Dan Caputo Co. have moved their equipment in and have started driving the piling for the new overpass walk-way to be constructed between Jackson St. and Tennyson Road in Hayward. Brother Woodrow Schmidt is operating the Bay City pile driver and Brother Gary Schmidt is doing the oiling for him. Brother Jack Pickert is the fireman on this job.

AVON JOB

Bumstead & Woolford Co. of Seattle, Wash. have the contract to install one Riley Steam Generating Unit for Tide Water Oil Company in Avon, California.

the Bechtel Corporation job for Tide Water Oil coker plant and water treating plant. This Riley steam plant will produce 500,000 lbs. of steam per hour at 600 lbs. pressure. This plant is fired by three types of fuel, fluid coke, fuel oil and refinery gas. This job has been under the supervision of George Zbinden and Tom Monahan. Jones Crane & Rigging truck crane was used to erect steel. This crane was operated by Brother Ernest Jones with Brother D. L. Brown doing the oiling. Brothers Ernest Hardin and Guy Jones are running the tugger hoist.

Silva Bros. was awarded the contract from Atomic Plant in Livermore. This contract was let at \$89,000.00 and the work consists of putting in streets, curbs and gutters. Brother Virgil Campagna is Supt. with Brothers Dan Griffith and Sam Dawson on blade, Brother Clyde Kitchen is grade setter, Brother Delbert Bottoms is on a D-4 loader with Brothers Ernie Adams and Dan Maniz on rollers. This time limit on this job is July 20th.

Hayward Rock Company have started their dirt excavation and fill job on West 137th Ave. in San Leandro. This will be a maintenance building for the City of San Leandro schools. Brother Ben Souza is foreman on the job with the following brothers working for him. Marlen Botts on roller, George Kelly on grease trucks and Harley Holl on the blade. Besides all the excavation, there will be 7,000 cubic yards of imported fill to be hauled in on this job.

Watkins & Sibald got the contract to do all the dirt excavation for the new track and 7,000 square ft. of laws to put in on the new Tennyson High School, located on Western Road in Hayward. The following brothers are working on this job; W. D. Walsh on Fordson tractor, Art Bradbury on the blade, Bill Spencer on the blade, Bud Wood is operating the Fordson trencher with E. Wood doing the oiling for him.

Bethlehem Pacific Coast Steel Corp. have started work on the new 28 story Kaiser Center Building on 20th and Harrison Sts. in Oakland. A. B. Ordway, Vice President of Kaiser Corporation, which is building it's \$45,000,000 world headquarters at 20th and Harrison Sts. overlooking Lake Merritt, said the first two floors will be up by the end of the month. The full 28 floor steel shell is scheduled A rapid fire schedule will be to be in place by November 1st. met by utilizing a construction method which has been used extensively only in the past five years. High tensile bolts will be used in place of rivets. Air driven torque wrenches will bolt the prefabricated structural parts together as fast as they are rigged into position. Because of the size of the giant office building, largest west of the Rocky Mountains, three guide derricks will be used simultaneously, erecting one tier of two floors each at a time. Approximately 13,000 tons of steel will be supplied and erected by Bethlehem Pacific Coast Steel Corp. The

BLOOD BANK

In past months we have made numerous requests for blood donors; appealing to the members in this area to build up their reserve fund at the Alameda-Contra Costa Medical Association Blood Bank, as the demands for blood have been far greater than the reserve fund could handle. Realizing the importance of our appeals, when the mobile service was in Richmond this past month BROTHER OTTO KRAUSE, his wife MRS. ALMA N. KRAUSE, and a friend of the Krause family—MRS. LILLIAN MEIER, went together to donate to the Operating Engineer's reserve fund. Our thanks to these people and those who have donated in the past to this fund. For those who wish to donate at a future date, the hours at the bank and mobile service are as follows:

(6230 Claremont Ave.—Oak.)
(Call OLYmpic 4-2924 for appointment).

DONOR HOURS:

Tuesday, Friday, Saturday
8:30 a.m. - 3:30 p.m.
Wednesday, Thursday
11:00 a.m. - 6:30 p.m.

Mobile Unit:

RICHMOND—1st and 3rd Monday of each month, at the Machinist Hall, 255-16th St.—5:30 p.m. to 8:30 p.m. (OL 4-2924).

MARTINEZ—2nd Monday of each month at the Carpenter's Union Hall, 3780 Alhambra Ave. 3:00 p.m. to 6:30 p.m.

PITTSBURG—4th Monday of each month at the Moose Hall, 12th and Moose Way, from 3:00 p.m. to 6:30 p.m.

working on this job; George Simon on derrick, Charles "Red" Hansen on derrick, Travis Price also on derrick, Evan Blood on the American crawler crane with D. O. Hawkins doing the oiling for him. Brother Jack Hamilton is taking care of the compressors. Metal decking for the building will be supplied by Inland Steel Products with erection by Henry E. Robertson Co. of Compton. The metal decking will interlock and will provide a base over which concrete flooring will be poured. Kaiser Sand & Gravel Division will supply readymix concrete to be poured at the rate of one floor every two weeks. Robert E. McKee, Inc., general contractor for Kaiser Center, will handle the concrete work as well as general construction. Excavation is nearly completed for the shops and five level garage structure which will be on the seven acre site with the 28 floor office building. Pile-driving for the shop structures flanking the 20th. Street side and pouring of foundations is underway.

McGuire & Hester was awarded the contract from the City of Richmond. They are to lay a twenty-four inch sewer line which runs from 38th St. to 10th on Cutting Blvd. There is 2 1/2 miles of sewer line. This job is about 3/4 completed. This line also connects with M. Miller, sewer contractor for the new sewer disposal plant at Richmond, off of Cutting Blvd. The sewer disposal plant which was built by Stolte Corp. is now completed. The Brothers on the job for McGuire & Hester are Albert Fogt on a loader, Fred Davis as mechanic, Melvin Anderson on loader, Terrell Young is operator on the Lorain Truck crane with Henry Anderson as

Leake is the operator with Ed Rowen as oiler.

Chicago Bridge & Iron have just about completed a 120 ft. tank at Standard Oil. As soon as this is completed they are moving on to a new tank site in Standard Oil. Brother George Parker has been employed by this company for many years, working for Carl Baker, who is Supt. of Chicago Bridge & Iron Co.

ALAMEDA-NILES

O. C. Jones was awarded the contract from the Alameda County. The contract was for \$340,000 and work consist of putting in three miles of road. They will use 20,000 tons of import, 5,000 tons of plant mix and 20,000 tons of cement treated base. The time limit for this project is sometime in August. Brother Al Martel is Supt. and Brother George Nabors is the foreman. Brother Bill Matthews is grade foreman, Brother Earl Savely is on jeep, Brother Bob Romiti is on tamper, Brother Dutch Kretz on roller, Brothers Dave Funes and Fern Folly are on blade, Brother Ernie Kundysek is also on a jeep. This road ties into Highway 50 and East Avenue, leading into the Atomic Plant in Livermore.

Niles Sand & Gravel in Niles are stripping, opening up creek channels and repairing same. Brother Erwin Muller is the foreman on this job. Brother Paul Mooney is on a T D-24 dozer with Brothers Bill Iversen, Bill Stone and Dick Nease on DW 20's. The quarry is working eight hours a day and five days a week. Brother Mueller says work is picking up. Brother Joe McElhaney is mill operator on the day shift and Brother Mark Sanchez is mill operator on night shift. Brother Bob Lagomarsino is loader operator on the day shift and Brother John Willingham is loader operator on the night shift. Brother Claude Barnes is the N. W. 6 clam operator, Brother Harold Mueller dragline operator, Brother George Pekota is on dozer on the night shift.

Close Construction Co. was awarded the contract from Rousseau Builders for putting in one of the biggest parking lots in Alameda County. This work includes 4,000 tons of plant mix and 6,000 tons of crusher run rock. There is no time limit on this job. Brother Harry O'Brien is Supt. and Brother Anthony Silva is the foreman. Brother

News About The Brothers

We are glad to report that Brother Howard Stewart is back to work now after his long illness.

Brother Earl Moore has just returned from a months vacation. Brother Earl went through Arizona, Utah, Colorado and New Mexico. On the way back Earl and his family stopped at Shelter Cove near Garberville, California. He said they caught fish of all descriptions in unlimited amounts. If you like fishing Shelter Cove is the place to go.

We are sorry to report that Brother Phillip Cardona is in the Veteran's Hospital at 13th St. and Harrison in Oakland. We wish him a speedy recovery.

Paul Young is on a blade. R. W. Bacon is roller operator, Brother Calvin Sherman is on a DW 10, Brother Glen Hoffman is paver operator and Brother Jim Jenkins screedman. They are putting two parking lots that will 1000 ft. in length and 450 wide.

Bechtel Corp. at Standard has completed their new plant for Standard Oil, which has been a good job for several of the brothers, this past winter. I wish to take this time to write a little article in our paper thanking Walt Simms who is Supt. for Bechtel Corp. for his cooperation with the Operating Engineers, Local No. 3 and for his dismantling and shipping out the Manitowacs. Thanks Walt.

The Dinwiddie Construction Company have been awarded the contract to build two new dormitories on College and Lant in Berkeley. O. C. Jones did all of the excavation work for Dinwiddie Co. on this site. There were several Brothers employed on this job. J. B. Nettle Co. is doing all the plumbing and piping them. It will take approximately two years to complete the dormitory.

C. & H. Construction Co. located at 1015 Market Street, Richmond, was awarded the contract from State of California Highway Division. This job is to widen the highway 30 ft. They will use 4,000 tons of imported cement treated base and 1,500 tons of plant mix. The time limit on this job is 60 days. This job is located in Hayward. Brother Harry H. Ridenour is the foreman, Brother Lynn Walker is loader operator, Brother Al Aquire is the blade operator and Brothers Paul Emerson and Carl Pennington are the dozer operators.

O. A. Fogelberg has moved their equipment in and have started their job for the City of Pleasanton. They will dig and lay 4,000 feet of 16 inch sewer main lines. The bid on this was for \$21,000.00 and will serve areas of potential growth north and west of the city, including Pleasanton's proposed Berkeley Avenue College site. The following Brothers are working on this job; B. Y. Norton on the T. D. side boom, Vernon Beecroft of the Hydro Hammer, Herr Ridenour on the Link-B speeder backhoe with Ralph Knight doing the oiling for him.

Martin Bros. of Concord, California have just completed grading and paving San Pablo Ridge Lake Chabot and Rocky Ridge Niki sites for the Army Corp. Engineers. They are also working on numerous sub-division projects. They have just completed paving California St. in Pittsburg for Contra Costa County. They are also just completing a \$260,000.00 sanitary sewer project in the Pleasant Hill area. They are also working on a waterfront road from Avon Port Chicago and have some 3,000 tons of import on this job plus 10,000 tons of sub-base. They will then be armor coated. Brother Herman "Red" Le Sueur is the foreman, Brother Oliver Atkinson is running the blade and Brother D. Bowerman is the roller. This shop has expanded from a one man crew

HAWAII NEEDS GOOD MEN, BUT COSTS HIGH, PAY LOW

By OTTO E. NEVER, Business Representative

The report from the 15th district is one of continued progress and full employment. Our problem mostly is to keep good union mainland contractors from becoming vicious scabs when they land here in the islands.

The M. J. Brock Company has commenced work on the Fort Shafter job on building Capehart homes. The aggregate of the job will amount to about 2 1/2 million. They will be involved in the building of homes both at Fort Shafter and Tripler General Hospital. The M. J. Brock Company has sublet their dirt moving and equipment work to Pacific Construction's subsidiary corporation, Pacific Utilities, a non-union organization.

Sam Lenis attempting to start his job at Lualualei and the Murray Sander Company expect to start dredging on the Barber's Point Capehart job by July 1st. Actual construction on this \$21 million project should commence on or before August 1st. So far the Kaneohe job of Richards Construction Company shows no indication of getting under way.

The Meyers, McKee & Nordic job at Schofield barracks has just about completed their major dirt moving work and we hope to place our brothers here, as they are being laid off, on the new projects that are starting.

There are a great many private subdivisions starting or under way such as Centex and Blackfield. Fisher Construction Company was successful bidder at the Fort DeRussey job which will amount to about \$600,000. Pete Fisher was one of the first contractors to sign with the Operating Engineers. We would like to see him get more and bigger jobs.

In our organizing program we now have the majority of the operators and mechanics at Gilbert Kobatake. By the time this issue of the Engineers News reaches our membership, we will have asked for a contract. We have also started organizing all the equipment operators and mechanics at the Hawaiian Dredging and Construction Company as this company's contract with the International Association of Machinists will expire on September 30th. From the information we have been able to gather, the I.A.M. has less than 10 per cent of the employees signed up. We already have a better majority than that. At one of our recent organizing meetings with the employees of Hawaiian Dredging, one member arrived late and when quizzed about his tardiness, he stated his wife was worried about him being out at night because this season of the year the termites are flying. When asked what that had to do with him, he said, well, you know I have a wooden leg, you don't want me to be undermined, do you?

PERMANENTE

The contract negotiated with Permanente Cement is now in effect and the members have received their retroactive pay. We are now negotiating with the Flynn-Learner scrap iron company and our demands are for check off, health and welfare, 10 cents which has been granted, and a 50 cents increase straight across the board. There has been no return offer made on the latter. We feel quite confident that the employer will offer 25 cents. We have asked for eight holidays instead of the four that we now have. This has been granted. We have asked for four paid holidays out of this eight, two have been granted—New Year's Day and Labor Day.

week's vacation, we have asked for two week's vacation for all employees employed over two years. There has been no offer on this. Inasmuch as the scrap iron industry is now in a very precarious state, it may be necessary to take part of our demands at this time and reopen the contract again in six months in order to secure the balance of our demands. We will keep the membership advised as to our progress.

The warm weather here is now in full effect and the old saying that a man is as old as he feels but seldom as important is quite evident. Nobody is very important when the weather is hot.

In this paradise of the Pacific where tourism is one of our greatest industries, many strange things happen. Many of our foreign visitors are prohibited from taking more than \$200 from their country when they leave for a vacation or tour. Sometimes their financial condition after they had been here a while becomes quite desperate. We heard with amazement recently that a waitress noticed a couple at a restaurant after being served that only the husband was eating and not the wife. Finally the waitress said, madam, aren't you hungry? To which the Mrs. replied, I sure am but I am waiting for my old man to get through with the teeth.

SHIPYARDS

In the shipyard at Pearl Harbor our committee is very much disturbed about a recent order put out by the production officer allowing the various shopmasters to qualify shop employees as temporary bridge-crane operators. This same condition existed in 1954 and the complaint was made directly to the Bureau of Ships, Washington, D. C. Evidently, in January, 1955, the shipyard commander at Pearl Harbor amended the order so that only the most necessary work should be done by temporary operators and that all other operators would be drawn through Shop 02 where our members are employed. We have set up a meeting with IRO and presumably with the production officer to have the same ruling made effective again. We have also learned that the present tightening up of expenditures is for the 4th quarter of the budget year. It is expected that beginning July 1st this condition will be eased a great deal.

We are continually receiving letters of inquiry from members of Local 3 or members of other locals of the International regarding employment here in the islands. In order that there will be no misunderstanding for anyone seeking employment here, we will again report what we have published in previous issues of the Engineers News. The average wage for catskinners is \$2.70 an hour; shovel runners, \$2.80; blade operators, \$2.70 an hour; heavy-duty mechanics, \$2.70 an hour; trenching machine operators, 5 ft. and under, \$2.20 an hour and over 5 ft., \$2.60 an hour; and batch plant operators, \$2.05 an hour. We have already received approximately 45 cents an hour in-

THE NEVADA ROUND-UP . . .

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

Gordan Ball will be finished pouring concrete on the Gibbons and Reed Highway 40 job, west of Reno, within the next two weeks. All that will be left to complete on this job will be some clean-up work for Gibbons and Reed to do and then a very fine four lane highway will be open for all to travel on. Seems as though the distance becomes shorter every day between the cities in California and Reno with the fine new highways the Brothers are helping to build.

The next section of Highway 40, west of Reno, is being done by Isbell Construction Company, Gordon Ball and Granite Construction in a joint venture. This job runs from Floriston, California to Boca, California, starting from where the Gibbons and Reed job ended at Floriston. They are just beginning to

arrived in the islands. We have negotiated for an additional 10 cents increase on August 15th. There are no fringe benefits at this time although we are negotiating for them. There is no travel time.

The cost of living is 35 per cent higher here than on the mainland and housing is scarce. This is pioneer organizing; no contracts are offered to any prospective employees. Forty hours before overtime on Federal work and 44 hours on Territorial work until July 1st when that will also become a 40 hour week. We are very short of good mechanics at this time and we mean heavy-duty mechanics, not specialists. Operators must be universal operators who are qualified to operate any kind of equipment. If a mechanic can only repair gas engines or an operator can only run a roller or a double-drum hoist, do not come over here.

We are in need of good men. This is no training ground for would-be operating engineers. Most jobs are running five and six days a week with a 10 hour day. If you intend to come here, come at your own risk. We will not guarantee you work for the simple reason that 75 per cent of the members who have come here have failed to qualify as good operators and we have been hardput to keep them busy. There is at present almost \$200 million of construction work under way on this island. Smaller jobs will be let from time to time on adjacent islands. There is no recession here.

The Operating Engineers, Carpenters and Roofers are making the drive with the assistance of other crafts and organizing all contractors and the Contractors Association in this territory. The old bug-a-boo of the employer calling for an election before recognizing us and then continually bargaining for a period of a year or more is something of the past. We have now begun notifying the contractor that he must sign a union agreement covering the subcontractors or put on a suit of overalls and do the job by himself. We no doubt will run into plenty of trouble but we have had that experience before. With our past experience and the help of a very loyal membership, we expect to make definite progress in unionizing the entire territory during the next six months.

Referring back to the union contractors on the mainland who try to go non union here in the territory, we are reminded when little Johnny was asked, do we get fur from skunks? Johnny's reply was, yes, just as fur as we kin.

We extend our aloha to our

get lined out so they can start moving dirt and are putting in some of the foundations and structures for the bridges. Granite is setting up the gravel plant and the job is really starting to shape up.

Morrison-Knudsen are still fighting the battle of the rocky cuts on Highway 40, east of Reno, at Painted Rock, with their DW-21's. Most of the scraper work is about completed. About the only thing that is left is shovel work, and of course, putting down the gravel which Brother Frank Gillespie's Gravel Plant has almost completed crushing. They will move in a hot plant later and finish the job.

At Stead Air Base, north of Reno, work is moving right along. Mendenhall is finishing up on their job of paving the streets on the Housing Project. Lagrange Construction Company has finished the excavating on their sub job for Stolte, Inc. Rogers Materials has set up the concrete plant on Stolte's job and will be pouring concrete very soon. Brother Frank Forango is on their crane and Bro. Joe Hopkins oiling, and no bird nests in the paint sheaves either. Stolte will be going on the buildings as soon as the footings, etc., are poured.

Thayn Construction has the grade ready and is about to get under way on the paving at their job on Highway 88 out of Minden, Nevada.

At the north end of Lake Tahoe, west of Incline Beach, Souza and McCue are making good progress on their job. This job will be a new road from the lake to Mount Rose. Brother Zane Frankland has been elevated to foreman on the job and he is doing a fine job.

At Lovelock, Nevada, Kaiser Engineers are rapidly putting up the processing plant for the Eagle Pitcher Company. They are supposed to have this plant ready for operation by September 1st, 1958, and it looks as if they will make it in good time. John Pedro of Lovelock, Nevada, was awarded the stripping contract for the open pit, north of Lovelock that will supply material to the mill. We expect Pedro to get started on this job soon.

The iron mines, south of Lovelock, have been shut down. This is supposed to be a temporary shut down, and we hope that this holds true, as it has put quite a few operators out of work. These operations were shut down due to expired ore contracts with Japan, and Japan is now attempting to get ore from India. Should the Japanese contract their ore from India, then these mines will probably remain closed.

Hoops Construction Company has shut down their job at McDermitt, Nevada, for about 30 days, because of high water. They will move onto the job again in July and finish the grade. They are going along very well on their other job at Starr Valley, between Elko and Wells, Nevada. They have about 12 miles of road to build and have about one-third of the grade in.

Duffy Reed Construction Co. has moved onto their job on the Owyhee Indian Reservation, north of Mountain City, Nevada, and will be moving dirt on this job by June 10th. They have about 130,000 yards of excavating to do, but a lot of gravel goes on this job. I was told that Morrison-Knudsen would handle the plant-mix.

B. C. Richter Company has

job at Clover Valley, south of Wells, Nevada, and have just sub-contracted some excavating from Rice Bros., on their job south of Ely, Nevada, on Highway 6. They will move their spread down to Ely, and keep the Brothers busy there for the summer.

Rice Brothers have been going along rather slowly until just recently on their job south of Ely, but are beginning to get into high gear now, and with the Redding crew coming down, they should put in a lot of road in the next 60 days.

Wells Cargo has just been awarded the job that ties onto the Rice job, and will have their dirt spread going by June 15. Brother Jack Chatelle will be the Super on the job, and we expect that Jack will keep the Brothers in high gear all through the job. Brothers Gene Harris and John Hesselgesser were the only men on the job the other day, and these Brothers were really kicking up the dust, clearing the right of way. Wells Cargo brought four Super C pulls onto the job. I had hoped that maybe, one of these days, we could forget about the Super C's and term them as a rig of the past, but I suppose that they will still be around for years.

Dodge Construction Inc., of Fallon, Nevada, has really been in high gear on their jobs in this area. They have completed the dirt moving on the Mill City job and are putting the gravel base on. They should complete the Mill City job in another 40 days. On their job at Dickinson Summit, between Austin and Eureka, Nevada, they will have the dirt moved in another week or ten days. This job was right out across the valley floor, and the Brothers sure did make the dirt fly. It has been a long time since I've seen a job as dusty and dirty as this one has been, but these brothers have the rough stuff done, and now things look much better.

Silver State Construction Co. will be very busy now with their work as they have been awarded a couple more jobs since the last newspaper. They have jobs at Carson City, Hawthorne, Hazen, Frenchman's Station, and their job at Yerington, Nevada, is completed. The Carson City job is ready for oil, and the one at Frenchman's Station on Highway 50 is about ready for oil. The Hawthorne and Hazen jobs were just recently awarded and will soon be going "full blast," Drumm style. Drumm has a crew on the Hawthorne job now and is going along fine, but the rock on the job is getting some of the "bossmen" a little nervous and upset. Drumm is building a rock moving crew though, so these big rock outfits like Morrison-Knudsen and Isbell better sharpen their pencils on these bids or Silver State Construction Company will be right in there with them.

Pyramid Construction has been doing some patching on the runways at the Fallon Air Station for the Navy. Brother Duane Kearn is the foreman for Pyramid, and he has a small crew of about six men working on the job. Brother Kearn should wind up this job by press time.

It is, with a deep sense of loss, that we must report the death of Brother George Conley, who was and had been working for Isbell Construction Company many years. Brother Conley was a foreman on Highway 40 job from Floriston to Boca, California, and was hit by a truck while working. Brother Conley had

Northbay Area Underway on a Busy Season

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

The news is much better this month, with work prospects improving with the start of each new job, and with the improvement of weather conditions, contractors are utilizing their crews to the fullest extent on jobs already under contract. Rigs beginning to roll and stir the dust. We look for a busy season from now on.

Bo-Son Inc. of Palo Alto have been awarded contract of \$137,771 for a bridge over the Corte Madera Creek located in Larkspur, and work on this bridge is now under way.

Engineers Lt. Pipeline of El Cerrito awarded contract of transmission line at Sleepy Hollow subdivision in San Anselmo at a cost of \$185,220.

M. Amaral of Petaluma has been recently awarded a contract for street and road work in Petaluma at a cost of \$116,992, and at present is keeping the following crew busy: Brothers David Nason, Motor Patrol; Leon Muzzy, Backhoe Operator; Larry Zoppi, Oiler; Charles Chandler, Charles Mossi and Glen Dayton.

Another job under way is the Peter Kiewit & Sons project at Black Point with the following crew: Brothers Boyd B. Davis, Frank Chaddock, John Price and Orville Schmidt on Dozers; Brothers Earl J. Kohler, Grade Setter, Leland "Barney" Williams, Backhoe Operator, Robert Manka, oiler; George "Beechnut" Freeland, Shovel Operator, Allyn Clark, oiler; Walter Lynch and Alfred Wicht, oilers; Clarence Robitaille, I. E. Crawford, Mechanics, and Brother Melvin Walker, Master Mechanic. Bro. Rollin Wheeler on grease truck; Bro. Clifford Dilley, Operator; Lewis "Ted" Hicks on Motor Patrol; Foremen are: Brothers John Kaufman, Robert E. Lloyd and Earle K. Tepner. Brad Lockwood Jr. is Super on the Kiewit job. He informs us that the D.W. 20's won't be in operation for a few more weeks.

Paul Respini of Petaluma has a cat and carryall in operation with Bro. Al Boccaleoni as his operator. He also has a D6 which is not working at the present time, but Paul hopes to put it to work before long.

George Slinson of Napa has been awarded contract — plant-mix surfacing at Napa airport at a cost of \$21,319. Slinson keeps several engineers busy in the area.

John P. Stegge's rock plant, also known as North Bay Sand and Gravel located in Sonoma has a pretty steady crew consisting of the following: Brothers Bert C. Malmstrom, foreman; W. H. McNutt, hot plant and crusher foreman; Clifford Owsley and August Bohlmann, crusher operators; Vincent Silva, dozer operator; Henry Henderson, oiler; Ralph McNair on grease truck; Alfred Creekmore, oiler; Grover Goldie, fireman on hot plant; Richard Yerington, operator at plant; Lloyd F. McCulla, shovel operator; Laurel Frohn, oiler on shovel; Emil Lowder, batchman; Robert Bowers, Russell Pyle, Hans Stern, Edgar Ellis, Gordon H. Lovely, John Forrest, Van Hampton, mechanics and welders; Lorry Azevedo, mechanic helper; Paul J. Bertalla is master mechanic.

On Stegge's Lakeville road job, Brother Art Adams is foreman with Brothers L. B. Rothwell and Marley H. Rowen on Motor Patrols; Ben Shanahan, Roller Operator; M. F. "Barney" Kline, Barber-Greene Operator; and William Maloney, screedman. Brother Babe Marsh is Super for Stegge.

Another job under way and keeping crews busy is the John Novak job in Novato—Brothers Floyd Welch, Clarence Torgelson, Pete Verhonik, L. E. Everett, Frank Zachary, Operators; Brothers Paul Nuttall, Edwin Rader, Albert Harms, mechan-



PETLUMA CREEK, historic waterway, gets a new high crossing for the highway. This view is looking east. The partially completed fill in foreground will be finished after two lanes of the new bridge are opened to traffic and the old draw-bridge is replaced.

ics, and Bro. Louie Giannini, master mechanic. On Grease Truck and mechanic helper is Bro. Pete Anderson.

Fredrickson Bros. awarded contract at Travis AFB vicinity amounting to \$271,690. This job is to get under way shortly.

Fred J. Early Co. of S.F. awarded sewer construction job at Benicia—at cost of \$487,850.

Attention: Have you purchased your Eversharp pen yet? They are available for \$1.00. Remember, your purchase of one of these pens will help defeat that vicious "right-to-work" bill in California.

PERSONAL NOTES

Bro. Kenneth Shaffer of Shaffer & Madsen recently confined to San Rafael General Hospital, but reports are that his stay there was very short.

Bro. Oscar King confined at Ross General, but back to work at Basalt-McNear's plant.

Bri. Nils E. Edlund on way to Persian Gulf to pull levers on dredge for Pomeray & Hawaiian Dredge.

Bro. Wm. McDonald recently returned from his jaunt to Formosa, Hong Kong and Manila.

Brother Kenneth M. Bailey is in the "Queen of the Valley Hospital" in Napa. Bro. Bailey had an operation and will be confined to the hospital for several weeks. Lots of luck, Kenneth, hurry and get back home!

Brother E. W. Binstock will go into the "Queen of the Valley Hospital" within the next few days for a stomach operation. We all sincerely hope this operation will put Bro. Binstock back on his feet again real soon and that he will be moving dirt again.

Bro. Vincent Matulas had walked down the flower strewn road. Congratulations and may your road be as smooth as the paving you do!

Bro. Wiley Allen has just returned from New Mexico, Oklahoma, and Arizona. These are right-to-work states and oiler's scale is \$1.30; highest operator's scale, \$2.50. Glad to be back, Bro. Allen says, and glad to have him back, too!

Bro. Harry Dowdy is just recuperating from some broken ribs, seems he fell off the roof while on the job. From the latest reports, he is coming along fine and we know that his friends all

are glad to hear this.

Bro. Alvin R. Arndt is for hire together with his D8 Dozer. You can reach him at SWift 5-4616, address: 6408 Peterson Road, Sebastopol.

Bro. Harold Cooper dropped in the other day, left his business card, is now associated with Coast Equipment Company as service engineer, and travels as far as Fresno, and as far north as Oregon border, also Nevada.

Remember: Our office is open straight through on Thursdays to 7 p.m.

Effective July 1st, the Napa and Vallejo offices will be consolidated and their office will be at this new location: 1707 Solano Ave., Vallejo. Bros. Louis Solari and Aaron Smith are the representatives in the area of Napa and Vallejo. The phone number will be the same: MID-way 4-2667.

SAN JOSE, contract awarded to Dan Caputo Co., 650 Race St., San Jose, \$14,810, for impvt. of Calabazas Creek from 500' S. El Camino Real to 350' N. El Camino Real.

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STOCKTON NOT YET IN HIGH GEAR

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

The work here in the Stockton-Modesto district has not reached the point where everyone is working as anticipated a few months ago. The jobs have been of short duration with no prospects of any large projects scheduled for this district this year. However, we do expect calls from the neighboring offices which will alleviate the situation but, of course, this entails living away from home or making a long drive to work.

At this time the only job of any size which has not started is the H. Earl Parker road job starting at the Lumberyard Ranger Station on Highway 88. Frank J. Fuller is doing the clearing for Parker and should have enough road cleared for Parker to start soon on the excavation.

Macco Construction Company expect their ammonia plant job near Lathrop to get underway by the time this is printed. However, we do not anticipate many engineers on this job other than two crane crews, a boom truck and three technical engineers.

A. Teichert & Son have not been able to start their levee job south of Mossdale due to high water. From all indications it will be late in July before the river will recede enough so Teichert will be able to get started. The Mossdale Wye job also being constructed by Teichert is nearing completion and should be in use before too long.

Reinhhold & Jurkovich should finish their resurfacing job at various locations in the Tracy area.

M. J. Ruddy & Son are progressing as scheduled on their job east of Tracy on Highway 50.

The low bidder on the transmission from Moccasin Creek Power House to the new Cherry Power House was James H. McFarland of San Francisco in the amount of \$772,148.00.

There is some work picking

up in Tuolumne County. Darrough has practically finished their contract at the Modesto Airport. Standard Materials is laying the rock and blacktop on the job. Munn and Perkins are laying the rock on the Woods job and should begin on asphalt any day. The Thomas bridge job across Dry Creek should be completed within six weeks.

Claude C. Wood Company are moving right along on their Highway 4 job east of Murphys. They have shut down a few times because of rain. Wood's job at Pardee Dam will not start until September because of high water. So far they have done some levelling for the building contractor and sewer construction.

Transocean Engineering at Jackson have about fifteen engineers on the job finishing up the dirt and clean up. They should start blacktopping about the first of July.

Lord & Bishop are pouring the piers on their bridge job at New Hope Landing west of Thornton.

Holden & Gorham were low bidders on street work in West Lane Heights, Stockton, in the amount of \$35,375.00. This should keep a few of the brothers busy.

F. G. Cannon Diamond Drill was low bidder to drill test holes for exploration for proposed dam sites in Calaveras County on San Antonio Creek at Dorington and Coyote Creek near Murphys.

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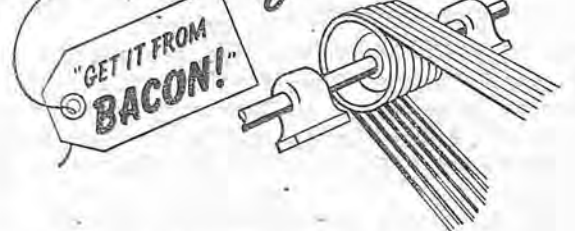
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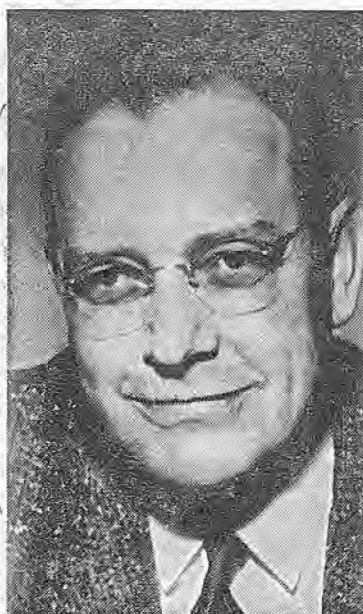
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BUSINESS REPRESENTATIVES OF OPER. ENGINEERS LOCAL 3



ALBERT G. BOARDMAN
Business Representative

Brother Al Boardman was appointed business representative for the Technical Engineers division in July of 1948 and for the past four years has also served as a member of our Executive Board. He is very active in San Mateo County, where he resides. He is a member of the San Mateo County Democratic Central Committee and Chairman of the Planning Commission for the City of San Mateo.

Ever since 1941 when he first became a member of former Local No. 89 Technical Engineers & Draftsman's Union, Brother Boardman has been dedicated to advancing the interests of the Technical Engineers. In 1947 Brother Boardman was elected President of Local No. 89 and he was instrumental in affecting the successful merger of that membership into Local No. 3-E of the International Union of Operating Engineers in February of 1948. (At that time the membership of Local No. 89 voted ONE HUNDRED PERCENT to make application and become part of Local Union No. 3).

In reminiscing Brother Boardman tells us, "That was the most important decision the Technical Engineers ever faced and the unanimous vote of the membership to affiliate with the International Union of Operating Engineers proved to be their salvation! As part of Local Union No.



WM. G. "BILL" RANEY
Business Representative

Brother "Bill" Raney was born and raised in the Sacramento Valley. In 1935 he decided to try his hand as a tramp miner in Nevada and followed mining for approximately five years. He also spent five years with the Army Engineers and when he returned from the Armed Services he took out his card and was initiated in Local Union No. 3 in January of 1946.

Bill ran shovel for most of the contractors on the Peninsula, as well as in San Francisco. He was employed as a shovel-runner with the E. H. Bean Trucking Company prior to his appointment, in October of 1956, as Business Representative in the San Mateo area. Bill is now senior representative in the San Mateo Office and quite active in the various labor organizations in that County. At present he is a Trustee of the San Mateo County Building & Construction Trades Council, Chairman of the United Crusade Drive for the heavy construction division for the year 1958, and a member of the Board of Directors for the San Mateo County Building Trades Foundation.

Keep up the good work Bill . . . we're mighty proud you're part of this organization!

3 they gained wages and working conditions it would have been impossible to acquire otherwise because of the strength and prestige that Local No. 3 commands in the field and at the bargaining table. I know that our Technical Engineers are eternally grateful and proud to be a part of the International Union of Operating Engineers Branch Local No. 3-E."

(. . . EDITOR'S NOTE: Well said, Brother Boardman . . . and we'd like to say it works both ways! Local No. 3 is ALSO PROUD of the Technical Engineers . . . the members of Local No. 3-E have proven to be a credit to our organization and a welcome addition to our craft!)

Nevada News

(Continued from Page 4)
made his home in this area for quite some time, and all of us will miss seeing George on the Isbell jobs and around Reno. Our sincere sympathies to his family. All of us will miss him.
An N.L.R.B. election was held at the Crooks Brothers Tractor Co. shop in Reno, and Local Union 3 won the election and gained the bargaining rights. Negotiations are now underway for an Agreement and we hope to conclude them as soon as possible.

FORT MASON, contract awarded to William R. Cole, 81 Terrace Walk, Berkeley, \$53,283 for const. repairs to Fender System at Pier No. 1, Fort Mason.

Oakland Report (Continued)

(Continued from Page 3)
four men with Tommy Carter in charge.

* * *

WALNUT CREEK

Arvil Jones, Inc., General Engineering Contractors of 631 South 13th St. in Richmond has the contract to move some 400,000 cubic yards of dirt on the site for the new Tice Valley High School, out of Walnut Creek on the Dollar Ranch. C. J. C. Construction Co. of Pittsburg has the sub-contract to put in all of the underground piping. The Foreman on this job is Brother Neely Folger. Brother Jim Walker is working on a H D-24 dozer, Brothers Henry Monroe, Ed Ingram, Tom Lovell are on D-8 dozers. Brothers George Guen, Sam Gibson and Jack Turrentine are working the Model C pull's. Brother Bob Pemberton is running Alexander & Sims electric pull, Brother Phil Allen on a D-8 cat with Brother Wilford Jones as the blade operator. Kister & Savio Engineering firm of Richmond, California is doing the layout and grade setting on this job. They expect to be on this project about four months.

* * *

Lemount Corp. has the contract at Pinole Estates. The brothers have approximately 28,

000 yards of dirt to move for this job. Brother M. Moore is on a Fordson scraper, Brother Al Totten on dozer, Brother Clyde Plynell on a pull, Brother John McClain on blade, Brother Mares is Grade checker. There are thirty eight homes to be built. Doing the sewer work and laterals is Chris Reid. He has approximately 1,000 ft. of sewer line and 1,500 ft. of laterals. Brother Jack Neal is working for Chris Reid.

* * *

Rogers Trucking Co. has a sub-contract from Piombo Construction Co. to haul all of the dirt for fill at the Piombo Freeway job in El Cerrito. They have a six and one half mile haul from Hilltop Drive in El Sobrante to the job in El Cerrito. We understand that there is about 200,000 yds. of dirt to be hauled to complete this job. Rogers Trucking Co. have just purchased five new pieces of equipment, they include two T D-24 dozers, two Michigan loaders and one scoopmobile with a three yard capacity which is quite a machine to see at work. Brothers Leon Lemon and James Boyd are on the T D-24 dozers, Brother Albert Huckaby is on the scoopmobile and Brother Clem Brunell is the loader operator.

SLOW START IN REDWOODS

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

Brothers, we again repeat, the work in the northwest is dragging its feet this season and it sure doesn't make any of us feel good at all. There are just too many of our people on the out of work list. We think they should all be working by this date, but we do have to admit a couple of late rains didn't help the situation any.

By the time this goes to press there should be quite a number of small jobs let that will relieve most of the pressure.

In the Crescent City area Mercer-Fraser hard at work on the Hiway 101 By-Pass; actually it's not a by-pass since it follows L and M Streets through town, but it will be a great improvement, to say the least. Marlin Tryon has three rigs on the job on sub-contract. Shanley Const. Co. nearing completion on the sewage treatment plant for that city.

Engineers Limited have started on the water pipe line from Smith River into the city. Should take about four months to complete; 45,000 ft. of cast iron which figures about 9 miles. At Requa, R. H. Douglas making progress on his two small bridges; Raymond driving the piles and Brother John Lovett doing the dirt work. Norman I. Fadel has probably another month with a skeleton crew on the Big Lagoon job, before Mercer-Fraser moves in to do the paving and bridge.

Willow Creek area Kucken-berg Const. is having their troubles on Hiway 299 west of the town; rained out several times. We sure hope they won't have any more setbacks. James Clack is hard at work on slides and access road job in Bluff Creek area. F & W Const. Co. nearly done with their bridge and approaches near Hoopa, the rest of the area is pretty quiet.

South of Eureka things are a little more active with Atkinson rolling right along to get the big job at Dyerville done; Brother Harold Burbery the super this year and doing a real fine job. We all wish you lots of good luck on your way up the ladder.

We still have no dope on the clearing job from Dyerville to Meyers Flat on Hiway 101. Hope it comes soon as we can use it. The rest of that area consists of small jobs scattered here and there, small bridges, county equipment rental, etc.

AROUND EUREKA

Eureka and vicinity seems to be spattered with all kinds of little jobs too numerous to mention.

A low bid of \$1,079,420 was submitted to the Division of Highways by Norman I. Fadel, Inc., of North Hollywood for construction of a U.S. freeway project in Humboldt County.

The work will include grading and surfacing of 3.2 miles of four-lane divided highway from Fortuna to about a mile north of Fernbridge.

The project is a short distance northeast of the present highway and will connect with the recently completed Table Bluff Hill expressway.

Tom Hull of Eureka was awarded a \$169,350 contract by the Department of Public Works for construction of a reinforced concrete arch culvert on U.S. 299 about 24 miles east of Arcata.

Low bids for construction of a two-story speech-arts little theater building at Humboldt State College totaled \$1,279,514.

The contracts went to MacDonald, Young and Nelson, Inc., Oakland, general work, \$941,000; William S. Cox, Red Bluff, electrical work, \$199,323; and Charles J. Chandler, Eureka, mechanical work, \$185,191.

A \$759,065 contract for con-

struction of 3½ miles of four-lane expressway and a 443-foot bridge on U.S. 101 was awarded by the Department of Public Workers to Mercer-Fraser Co., Inc., and Mercer-Fraser Gas Co., Inc., Eureka.

The project is between Patricks Point State Park and .3 miles north of Bog Lagoon. The bridge is over Bib Lagoon.

Wildwood Sanitary district opened bids on construction of a sewage treatment plant and miles north of Big Lagoon. The bridge is over Big Lagoon.

Low bidder was North Bay Construction Company of Santa Rosa at \$142,986. Other bidders were Peletz Construction Company of Santa Rosa, \$151,000; John W. Peterson of Loleta, \$151,713, and A. C. Johnson and Sons of Eureka, \$158,947. The bids were \$11,000 lower than then the district engineer anticipated.

The bids were opened in the business office of Angelo Barsanti, secretary of the Wildwood Sanitary district, with Carlo Marchetti, Sr., president of the board of directors, presiding.

SEWAGE JOB

Construction of the new sewage treatment plant is expected to start before July 1 and will take four or five months to complete. The plant will also serve the Rio Dell sanitary district. It will be located near the Eel River in the East Rio Dell.

Mercer-Fraser Co., Inc., and Mercer-Fraser Gas Co., Inc. of Eureka submitted low bids on two Humboldt county road projects.

The firms bid \$169,104 for resurfacing 1.6 miles and grading and surfacing to realign Bull Creek road between the west boundary of Humboldt Redwoods State Park and west of Cuneo Creek bridge.

Their \$135,400 offer was low for grading and surfacing to realign .9 mile of U.S. 299 northeast of Arcata between Essex Gulch Road and east of Fieldbrook Road.

Economic optimism is asserting itself in Northwestern California, first and perhaps hardest hit region in the state by the recession, founded on growth expectations prompted by construction projects in the area. A survey by the Humboldt Times reveals that more than a third of a billion dollars will be spent in the area on construction in the next five years, most of it in the next two or three.

Business has been off in the three counties of Del Norte, Humboldt and Mendocino since mid-1956 when the lumber market fell from its postwar peak. About 60 per cent of the area's residents, according to the Humboldt County Chamber of Commerce, rely on lumber for livelihood.

Biggest shot to the economy is an unprecedented spending program in public construction. Highways, power plants—including one to produce atomic power—governmental buildings and schools will cost an estimated 100 million dollars over the next five years. A 10-year realignment of U.S. Highway 101 through the Redwood Empire will eat up 50 million.

Sam Helwer, engineer for District One of the Division of Highways said that a total of \$27,450,000 will be spent on the highways in Del Norte, Humboldt and Mendocino counties in

Work Levels Off in San Jose District

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

Now that the early spring rush is over, the demand for men has leveled off considerably in the San Jose area. The jobs are short and the demand for help is not so great.

Bilardi Construction Company are busy on two sewer jobs in the Campbell area. At the present time they are using 2 trenchers and a Northwest 25 Dragline on their sewer job on Campbell Ave.

P & E Construction have begun work on three new jobs. They were awarded the sewer and storm drain job on Luther Ave. in the Campbell area and also are putting in the storm drains on Saratoga Highway off Story Road. They are also busy on a 1200 home subdivision doing the underground work off Story Road, and Brandon Construction Company are doing the

the next three years. The projected sums for each county for the three year period are: Del Norte, \$130,000; Humboldt, \$19,150,000; and Mendocino, \$7,000,000.

An expansion program at Humboldt State College, Arcata, calls for an expenditure of 15 million dollars over the next half decade, the bulk of it to be spent this year and in 1959.

THE OUTLOOK

Private and commercial construction in the area is expected to amount to more than 10 million dollars a year minimum for the next three years.

Del Norte and Humboldt county members of the Northern California Chapter of the Associated General Contractors of America met last week to discuss the award of construction contracts, and the proposed changes of state specifications applying to highways, streets and bridges in the state.

Since there is a growing tendency by these counties and certain cities in the area to use "day labor" methods on construction work which could be done more efficiently through the time-honored "competitive bid" system, it was decided an action committee should be set up to offset this trend.

R. W. Brown, president of Mercer-Fraser Company, Inc., has agreed to act as chairman of this local task force and he expressed the opinion experience has shown "that the system of awarding contracts to competitive low bidders among qualified contractors means better construction, shorter periods of inconvenience to the public and savings to the taxpayers."

C. W. Wilson, representative of the Northern California Chapter of the Associated General Contractors of America, stated

grading and paving on this same tract.

Mike Miller Company of Los Angeles, A. C. Lantz and Ince Bros., all underground contractors, are busy in this area.

A. J. Raisch Paving Company are still busy on their job on McKee Road in East San Jose, and also on their subdivision off Foxworthy Ave. This firm have their two hot plants and crusher plant in operation and are working six 10-hour shifts.

Piazza Paving have been awarded a contract for \$130,936 for the improvement of Winchester Road and another contract for \$204,609 for widening of Meridian Road to four lanes.

Dinwiddie Construction Company have started work on their \$5,800,000 job at Lockheed. This will be a tilt-top constructed building to be completed in about 8 months. They have 13,000 yards of concrete, and 800 drilled in place piles 34 feet deep. The drilling is being done

that "within the counties there are a number of qualified licensed contractors, whereas the city and county governments and/or public works agencies are not organized to do major construction work efficiently."

He went on to say that the person, the company, or the public agency which needs a building, or other project, has the right to expect from the construction industry the best possible project at the lowest possible cost.

Experiences of the construction industry have demonstrated that maximum efficiency in the construction of a project, which requires interlocking operations, is secured when undivided responsibility for its execution is placed upon an experienced and competent general contractor through the award of one general contract.

Other members of the Northern California Chapter of the Associated General Contractors present were: A. E. and Allen Maurer, Humboldt Constructors, Inc.; Kenneth and George Johnson, A. C. Johnson & Sons; Arthur Burman, John Burman & Sons; A. Fadel, Norman I. Fadel, Inc.; Arthur B. Siri, Inc.; John W. J. Peterson.

Brothers, don't forget our district meeting July 8 at the Labor Temple, 9th & E Street, Eureka. Let's have a good turn out, 8 p.m., July 8. Make it a date.

Construction Awards

SACRAMENTO, contract awarded to L. C. Smith Co., 225 19th Ave., San Mateo, \$735,782, for 3.2 mi. grade & pav. w/ptmx. surf. on cem. treat. base & const. reinf. conc. bridge, betw. 0.4 mi. S. of Whitehouse Creek & 1.0 mi. S. of Pigeon Point, in SAN MATEO COUNTY.

SACRAMENTO, contract awarded to Peter Kiewit & Sons Co., 442 Post St., S.F., \$1,587,482 for 6.7 mi. lgth. 2 addntl. roadway lanes to be const. & exist. rdwy lanes to be reconstr. by grading and pav. w/ptmx. surf. on untr. base & exist. pvt. & 2 RC bridges and an exten. to Cattle Path to be const., all to prov. 4 lane-NE Freeway, etc. MARIN & SONOMA COUNTIES.

SACRAMENTO, contract awarded to Leo F. Piazza Paving Co., 985 Downer Ave., San Jose, \$204,609, for const. 4-lane rd. on Meridian Rd., betw. Pedro St. & Cherry Grove Dr., San Jose.

by Casey.

Archibald Construction Company is finishing their 56,000 yards of road work at Pescadero. They are keeping six Engineers busy on the 20's and Cats.

L. C. Smith Company are starting their Pigeon Point job. Tony Bruno is running the job, and they expect to be using about 25 Engineers on the job when it gets under way. This same firm is finishing the rough grading at the Vet's Hospital at Stanford and are finishing their grading at the Lockheed plant.

Freeman Paving are busy in this area and are renting some equipment from Archibald for their job in Mt. View. C. J. Woods are keeping six Engineers busy on the Atherton High School job off Woodside Road.

Pisano Brothers are finishing their underground work at Stanford and have moved a crew in on E. California St. in Sunnyvale. They are using five Engineers on this job.

Chas. Harney should have their work on the Freeway completed by the time this is in print. This job has kept many of the brothers busy for several months.

Granite Construction are showing very good progress on their river project in Santa Cruz and at the present time are working the shovels two shifts. Ed Keeble Company are laying the hot stuff on their highway job at Santa Cruz and Dan Caputo on the same job is about complete with the bridge work.

Work on the Lockheed plant at Empire Ridge has progressed rapidly. Williams & Burrows are finishing up on the dirt work and N. P. Van Valkenburgh are moving into the final section of their contract. Graham & Sons have their cement plant on this job site in full operation.

Henry Baker, a one-man contractor, has finished his two block street renewal in Watsonville. When I say one man, I mean one man, from the bidding to the finished product, Henry does it all by himself.

Sun-Gold Inland Empire are working full capacity on their job at Fort Ord. Heer's Associates will soon complete the dirt work on his project. N. P. Van Valkenburgh and Granite Construction are also busy on this same job site.

Phil Calabrese has two jobs in operation in Hunter Liggett with about 40 miles of road mix to put in.

Everywhere you go in the southern area Granite Construction are busy on scattered jobs. Kaiser Aluminum & Chemical Corporation in Natividad have gone back on two shifts.

Well, fellows, as you know we had a meeting on May 20th at the Labor Temple in Salinas. We were certainly disappointed by the small attendance. Only 69 brothers were present at this meeting. This is a very poor showing. We had hoped that now when the brothers were given the opportunity to attend the meetings and given a chance to voice their opinions as to the way they would like their union to be run, that a far greater interest would be shown on the part of the membership.

We would like to take this opportunity to express our sincere sympathy to the family of Bro. Vincent Pulizzi, who was fatally injured while working on a job last week. Brother Vincer Pulizzi was well liked by all who knew him and will be missed by all of us.

Marysville Perks Up, But Not Enough

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

H. Earl Parker has considerable work and is keeping a good number of the boys working, but has been unable to do much on his levee job in the Sacramento River in Sutter County due to the spring run-off. We are hoping that they can get started soon as it will ease the situation.

Darrough & Sons has started their levee job on Butte Creek. Chico, they also have a channel change, and as we understand, a lot of structure work on this job. We are sending a lot of the brothers to them every day or so.

Elmer Wendt has quite a bit of equipment on his levee job west of Grimes. Cecil Hulse is sub-contractor under Wendt, and has had his rubber tired equipment shut down for the last few days because it's too hot to work. He plans to start as soon as there is about a million-five hundred thousand yards of dirt to move.

McCammon & Wunderlich has considerable number of pieces of equipment on their Highway 40-alternate jobs, and is going very well. It takes about a day to visit this job because it is scattered out so.

Darckenwald-MK-Harms are ready to start the fill on the Belden Dam and will probably work two shifts. They are having trouble with seepage so far. They have a good size crew working.

Walsh Construction Co. is going town on the concrete in their tunnels, also they are doing the excavating at the intake. They have to dig a channel from the water at Almanor Lake to the intake.

M & K Corporation at the Arthur Powerhouse are well along with their work, and we are informed that this job will start moving down before long.

Wisman and Becker on the same job are approximately fifty per-cent completed with the part of the job, which consists of setting the equipment. Walsh, Wixson and Crowe are working in the pin stock.

Romeroy are well along with their powerhouse and pin stock at Butt Valley, with Wisman & Becker setting the equipment on the job.

Pacific Bridge Co. on the Western Pacific Railroad bridge across the North Fork of the Feather River has the access bridge and road completed and is starting to drive the piles in the false work.

John Gist of Sacramento has often started on the Western Pacific Railroad bridge across the Feather River just above Orville. They have the concrete for the bridge and American Concrete Co. is to erect the steel.

CAMP BEALE REPORT:

Westbrook, M. K., Parker are moving dirt again in record time with a good crew of the brothers working. Baldwin Construction Co. has the water and sewage lines, and several structures. Trans-Ocean is building the primitive road.

P. B. A. is setting the header boards under a sub-contract with Westbrook, M. K., Parker. Concrete Saw Co. is doing the sawing, with another company pouring the tar into the seams. Marin Rock and Asphalt Co. is making the base rock and furnishing the concrete aggregates and plant mix material.

Petroleum Combustion is putting in the underground fueling system. Wisman and Becker has an electrical contract for the project, or at least part of the project and the Action Co. have a lot of concrete pipe and conduit to install.

Wolfe, Inc. has the sub-contract on the Sage installations. B. Hays Associates, Inc. of Los Angeles submitted the low bid of \$9,078,500, on the Capehart Housing Project and should be getting started in the near future, that is, of course, if the F. H. A. and Air Force accepts the bid.

It's an all day job just getting around this project as there are so many contractors working, and, what is more important, you have to be darn careful to keep from being run over by a rubber tired piece of equipment or a truck.

NEW WORK:

There is considerable news of future work, both definitely provided for, and projected. For instance it seems pretty definite now that the E Street bridge in Marysville will be up for bids in July, however, space and time prevents us from going into details.

Projected future work may not mean too much to the brothers, but it is a matter of deep concern to your representatives as this indicates whether or not the coming season is going to get off to a good start, barring the possibility of bad weather, or whether or not we spend most of the year getting started. Next month we will try and list the future projects in store for this area.

INDUSTRIAL REPORT: MEETING NOTICES FOR ALL UNITS ARE SET FORTH IN AN ADJOINING COLUMN GOLD DREDGER COMPANIES REPORT ON THE NEGOTIATIONS

Negotiations with both gold dredger companies has proceeded slowly this year, however, this should not come as a surprise as that has been the situation year after year. This year the negotiations have been made more difficult as the expansion into other fields by both companies has made it more difficult to get our story to top management.

As this is being written up it is becoming apparent that your negotiators are fast reaching the point where further action and instructions by the membership is becoming a necessity. Probably before this reaches you, special meetings will have been held in both units for that purpose.

GLADDING, McBEAN & COMPANY

Meetings with the Company has at this time been held with the Company for the purpose of discussing the wage rates for the coming year, starting July 1, 1958. To date we have met with the representatives of the Company for two days and additional meetings are scheduled for the middle of this month.

So far most of the discussion has been confined to classifications with the Union's representatives presenting arguments for the upgrading of several classifications which we thought to be undervalued. It is probably needless to add that the Company hasn't agreed with us.

There is one favorable aspect of the question that we cannot help commenting upon and that is the more favorable employment situation at the plant. Practically everyone laid-off has been recalled, however, we believe that a larger number than in the past has failed to answer the recall. This must mean that they have secured other employment, which is also a good omen.

It is our hope that at or near the end of this month it will be possible to call a special general membership meeting and that we will have a satisfactorily and acceptable report to make. Keep your time open so that you can attend when the call is sent out.

It would not be fair that in passing we failed to mention, and to commend, the Joint Board representatives who were elected to help in the negotiations. They are Brother Rene Menchinella, representing Operating Engineers Local Union No. 3 and Brother Tony Avila, representing Teamsters Local Union No. 150, and both are doing a very commendable job in representing the membership.

ROCK, SAND AND GRAVEL

The level of activity in this branch of our work is about the same as the general construction picture. That is, it is much improved, but could be better. For instance in the Chico area, Butte Creek Rock Company is plugging along with the same crew, but would like more business.

On the other, Teichert was practically closed down on our last visit because of lack of business. In the Oroville district, Kaiser Sand and Gravel was working full time and some overtime with the stock piles getting low in some categories due to having to change the location of the stock piles because of the relocation of Highway 40, Alternate, which skirts the edge of their property.

Other plants, such as Feather River Aggregates, etc., were coming to life and looking forward to some increased activity. In the Marysville area the situation remains about the same, except that Lester L. Rice has informed us that he is closing his batch plant and is going to confine his activities strictly to construction.

CONCRETE PIPE COMPANIES

In this industry the biggest piece of news is the reported change of ownership of the Valley Concrete Pipe Company. Reported purchaser is the Concrete Conduit Company, a wholly owned subsidiary of the American Marietta Company. It happened so recently that we haven't had time to meet and become acquainted with the new management, although we have been informed that no change in personnel or policy is contemplated.

NEW YORK MACHINE COMPANY

This Company is one that, in a way, we wish other companies were like as we never have a beef or any complaints, however, it is one that is awfully hard to write up anything about. About all we can say is that on our last visit things were a little slower than our last months report.

MEETING NOTICES CONSTRUCTION INDUSTRY

It is our plan to hold "gripe" meeting of the construction members in various parts of the area in order to get better acquainted and for the purpose of discussing the many job problems. These meetings are not designed to take the place of the regular quarterly meetings, but rather to supplement them. Please watch for notices of these meetings.

NATOMAS COMPANY: Meets Monday, July 7, 1958 in the Veterans' Hall, Folsom and at the following times:

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

7:30 p.m. for those able to attend the night meeting.

GLADDING, McBEAN & COMPANY: The Joint Board meets Monday, July 7, 1958 at 4:15 p.m. in the Lincoln Industrial Council Office, Lincoln. All

SACTO CHANNEL WORK STARTING

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

Ground will be broken by the time this goes to press for dredging seven miles of the Sacramento Deep Water Channel and the harbor area at Lake Washington in West Sacramento. Land and water equipment will be combined to do the job which involves the moving of millions of cubic yards of earth.

McCammon & Wunderlich & Wunderlich Construction Company was the low bidder on the first phase of the channel. Contract price for this phase was \$7,057,620. John New will be the Superintendent assisted by Pat Stewart.

McCammon & Wunderlich has almost completed their job on Highway 40 at Colfax. They have traffic on one side of the new roadway and are pushing this job to completion.

We want to take this opportunity to thank John New the Super. and Pat Stewart the asst. Super. for the fine cooperation they gave us on this job and for the way they treated the Brothers who worked for them. The same goes for the foremen who were on the job. They were as fine a group of foremen as it has been our pleasure to work with. We only wish all the jobs in our area could be as well run as this one was.

H. Earl Parker and Baldwin Contracting Company are almost finished with their job at Auburn and are going to open the freeway on June 17th from the railroad bridge at Auburn to Newcastle.

Frederickson & Watson and Ransome Company are paving their job at Colfax and have sent most of the earth moving equipment to Truckee. This Company was low bidder on the section of highway that connects with this section. The new job will run from the end of their present job through Gold Run. Work should be started by the time this article goes to press.

Woods & Kearst, at Kingvale, are having a real tough time getting started due to the snow on the ground. They are working some cats and drills however and are shipping in equipment all the time. At this time they are just parking most of it. They are about a month late and will have to go some to make it up.

At Truckee, Frederickson & Watson and Ransome Company are starting their job on Highway 40 as fast as the snow and mud will allow. On Highway 89, from Truckee to Squaw Valley, they are clearing and burning and will be moving dirt real soon.

In Squaw Valley, the Raymond Concrete Pile Company has finished driving piling for one of the buildings and have moved their drivers out. There

Board Members, unless working, are expected to be present.

The General Membership Meeting will be held Tuesday, July 8, 1958 in the City Hall Auditorium, Lincoln and at the following times:

2:30 p.m. for those on the swing shift.

4:15 p.m. for all other members.

ROCK, SAND AND GRAVEL: This unit meets Friday, July 11, 1958 at 8:00 p.m. in the Laborers' Hall, 1245 Lincoln Street, Oroville.

CONCRETE PIPE COMPANIES AND YUBA CONSOLIDATED GOLD FIELDS

SPECIAL NOTICE: Because of a conflict of meeting dates which makes it impossible for the representative to be present the meeting dates for the above two units will have to be changed.

WATCH FOR SPECIAL NOTICE

is still a lot of snow in the valley floor and it will likely hold up work for awhile.

Phillips is doing some clearing and drilling in the floor of Tahoe Valley but have been unable to do any work on the Luther Pass because of snow.

Clyde Woods is putting the finishing touches on their job at Pacific House. This job has given them a bad time because of slides.

At Winters, the Gordon H. Ball Company has started moving dirt on their highway job. They should be making the dirt fly by now.

A. Teichert & Son was low bidder on 1.6 miles of State Highway 16 for grading, realigning, and resurfacing. Their bid was \$104,453.

Granite Construction Company was low bidder for widening and surfacing 5.8 miles of the Rio Vista—West Sacramento road just north of the Solano County line. They bid \$122,715. for this one.

AMERICAN RIVER

Low bidder on the first phase of the Upper American River project was the Frazier-Davis Construction Company of St. Louis, Mo. Their low bid for the 4 mile long Jaybird Tunnel was \$5,175,135. They will probably get started about the end of June if the S.M.U.D. board of directors okays the contract on June 12th at their meeting. There will be more of this work coming up right along.

Roseville Readymix Company has been purchased by Robinson & Roediger and Rollin Sweet & Associates. The price of concrete must have gotten too high for these fellows so they decided to do something about it.

D & L Construction and J. D. Bradley Company of North Hollywood were low bidder on 220 Capehart housing units. They submitted a low bid of \$3,421,300. These will be built at Mather A.F.B. to house base personnel and their families.

Brothers, we were very happy about the outcome of the recent primary election. It is our hope that the voters do not go to sleep because of the large number of votes given to the friends of labor. We must remember that between now and November 4th, the backers of Bill Knowland are going to spend millions of dollars to get him elected and to pass the vicious so called "right to work" bill. If you know of any working man that is not registered, get him to register and see that he votes. Remember Brothers, it's you they're taking the cut at.

BLOOD BANK: Our sincere thanks go to Don Macari who donated to our blood bank since our last report.

Remember this office is open every Thursday, 8:00 a.m. thru 8:00 p.m. Other week days 8:00 a.m. thru 5:00 p.m. Closed Saturdays.

OGDEN, UTAH, contract awarded to Olsen Const. & Engrg. Co., Inc. 3231 Kiesel Avenue, Ogden, Utah, \$71,186 for construction of earthwork and concrete Canal Lining, Gateway Canal revisions, Station 354 & 06 to Station 360 & 77 Block, near Peterson. MORGAN CO.

UTAH NEWS ROUND-UP

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

First of all, we wish to remind all of you that on June 1, 1958, a wage increase of ten cents per hour for all classifications became effective. Make sure that your employer is aware of this increase.

Summer again comes to the Beehive State bringing with it temperatures crowding the 100 degree mark along with an increased tempo construction-wise with the starting of new jobs in almost all corners of the state.

The state road commission has also been busy for a change, letting contracts at the rate of six or seven at a time. Many are small secondary road jobs, which means plenty of work and moving for our members; so the man with a trailer house is really in demand this year. Statewide Const. Co. was low bidder and has started work on

the West Jordan sewer project. Duane Christensen was also low on two sections of this same district. Work on the Hunter-Granger sewer district is still going at a fast pace with Enoch Smith Sons and Statewide Construction Co. on this district.

Rust Engineering Co. of Pittsburgh, Pa., have started work on the Kennecott power plant at Magna; Gibbons & Reed Co. have a backhoe and one small crew digging footings; Alex Robertson Co. have a small pipe crew (1 backhoe, 1 dozer, 1 boomcat and 1 boring machine) putting gas and fuel lines to the job.

Tiago Const. Co. is working two shifts on the Davis County Freeway with Local 3 men hitting the 40 plus mark. This job is a real highballer. Chuck Dickson and Lloyd Grimm are operating the Kolman loader on the two shifts and have been putting out in excess of 25,000 tons per day. Believe me, that is really moving dirt and if you don't believe it just ask the spread men on the fill. They can tell you; in fact the entire job has really been pushed since it was started early in March.

Work in the Uintah Basin is getting into full swing with ten jobs under contract. This is the most work we have had in this area. The jobs are fairly small but the State Road Commission is still advertising more small jobs in the same area, so the operators already in the area should be able to keep busy all season.

By the time this paper reaches you we will know who the successful bidder is on the Flaming Gorge project. The bidding fever is really running high with some 35 sets of plans out on the job. Some real promising names are on the list for prospective bidders.

NORTHERN AREA

The additional new work scheduled for the northern area this past month will help the employment situation considerably for the next few months, some of which will carry over into the year 1959.

Olsen Construction and Engineering Company were low bidders and have been awarded a \$71,186 contract for earth work and concrete lining on the Gateway Canal.

The M. H. Hasler Construction Company submitted the low bid of \$1,101,140 for the additional drain work and dike on the Willard Bay Project. Work on this job is scheduled to get underway about June 20.

A \$2,298,051 contract has been awarded to the Gibbons & Reed Company of Salt Lake for the construction of taxiways and parking aprons at Hill Air Force Base. Some work is already underway on this job with Wangsgaard Const. Co. of Logan subbing the excavation and Fife Const. Co. of Brigham City making the base gravel. The concrete work on this project is expected to start about July 15th. Also included on the Hill Field work is a \$386,000 contract for hangers which has been awarded to the M. B. McCullough Construction Company.

Bids are scheduled to be opened on June 17 for additional water distribution facilities on the Weber Basin project including earthwork, pipelines and structures, etc., for the Bureau of Reclamation.

Four road jobs have been bid in this area the past few weeks and work is already underway. Sorenson Const. Co. has a \$152,000 contract on state road 133

between Upton and Pine Cliff in Summit County. L. T. Johnson Const. Co. has a \$236,007 contract on State Road 204 from Riverdale Road to Rushton Avenue; Olof Nelson Const. Co. has a \$60,373 contract on Route 69 between the Box Elder Cache County line and Collingston. LeGrande Johnson Const. Co. has a \$91,455 contract on State Road 20 from Highway 30 north to the Idaho line.

OGDEN JETS

The Christiansen Bros. Const. Co. of Salt Lake submitted the low bid of \$2,312,935 for the construction of additional facilities at the Marquardt Aircraft Company jet engine testing site at Little Mountain west of Ogden. This testing area has been a busy place the past few weeks so with this new contract the activity should be increased for some months to come.

The start of several road jobs recently has relieved our out of work list here in the southern part of the state. The future looks good with more jobs being advertised regularly.

Another good job on Highway 91 in Washington County is scheduled for letting on June 17. A road between Scofield and Clerk Creek in Carbon County is scheduled for bid on the same date.

MK IN SAN JUAN

Morrison Knudsen Co. has two jobs in San Juan County totaling 13 miles in length and over \$600,000 in money. We have just begun to clear the men to these jobs. The first two brothers on the job are Brother R. G. Drummond and Brother Jack Majors, who are hard at it clearing the right of way. More men will be going to these jobs right along, as they intend to run two shifts. Brother Dean Straw will supervise the work on both jobs. Brother Straw will be remembered locally as superintendent of construction for M & K Co. at the coal treatment plant at Wellington, Utah last fall. Our relations with Brother Straw and the company leave little to be desired.

The L. A. Young Company from Richfield, Utah are moving equipment on to the Alton Junction job. Our prediction is that they won't be there long, as he is a "go ahead road builder" with a very good organization. L. A. Young's bid on this job was \$415,770 with the engineer's estimate at \$445,423.

Some activity is being created locally by W. W. Clyde Co. who was awarded a contract by Provo City, for widening several streets. W. W. Clyde Co. has set up a crusher in the Giles Pit east of Provo and will obtain material for the streets from this site. Brother Oliver Vickery will operate a dozer until they start the laydown machine. Brother Dell Mortenson is running the blade and Brother Ruel Jensen is supervising the project.

Negotiations have been completed at United Concrete Pipe Company's plant at Pleasant Grove, Utah. A very good vacation plan, some added classifications and a five (5) cent hourly increase was accepted by the membership.

Increased activity at the Glen Canyon Dam has resulted in more of the local talent being channeled to that job. Most recent additions to M.C.S. Company's payroll are Brother John Durrant, Brother Elfaun Wall, Brother Leo Fech and Brother Mark Bryan. We hope these

CONSTRUCTION AWAI

SOLEADAD, contract awarded to Granite Const. Co., P. O. 900, Watsonville, \$39,933, const., curbs, gutters, s grading & paving Impvt. Dist. No. 6.

SANTA ROSA, contract awarded to Arthur B. Si 1357 Cleveland Ave., Santa Calif., \$66,467, for const. of nett Valley Road, between mi. E. of Brigham Av mi. W. of Mt. Taylor Dr. NOMA COUNTY.

CARSON CITY, NEVAI tract awarded to Silver Const. Co., P. O. Box 191, Fa Nevada, \$650,268 for const. of SHS of Nevada, on SF 95, betw. 1 mi. NW of B & 10.5 mi. NW in MINI CO.

there will be no reason why cannot remain employ duration of the job.

In the southwest, Str company is hard at it at Pi down on Highway 91 and mean hard at it: All we can in either direction is boulders and more boulders; how with two shifts working ju few of these boulders are relocated. Looks like about teen months of work c project.

L. A. Young Const. Co. is ting pretty well along on Central job. The grade a finished and the majority of gravel spread. Pretty soon will be out of the forest.

Wheelwright Const. Co. been at Modena for a short on the approaches for a rail overpass there with a operation. They have been about a month and will moved over to Roosevelt about the 15th of June.

At Cedar Iron Mines, wor still very slow; the recession hit quite hard. There must been some awful large st piles of iron ore tucked somewhere. There are about ty operating engineers s work there for Utah Const. tion Co. Fortunately, some the slack has been taken up the contractors in the s area.

AT BINGHAM

Up north at Bingham, Kennecott Mine has been ped again; this time to a day week. Not much to be mystic about in Bingham at this time. Utah Const. Co. still having fairly good going the tunnel. They have had weeks slow down on account bad ground, but had made s exceptionally good progr earlier that they have hurt as yet. They are up in heading in excess of thirty thousand five hundred fee

At Lang Inc. and Lang Co Equipment, agreement has been reached on the contract the coming year, with ir ranging from five to nine ce improved vacation provis and holiday provision ove ed.

At Vitro we are about to ter negotiations for the agreement.

Sand and Gravel and stressed concrete are hitting pretty fair tempo, now pro at the peak for this miser year.

Western Phosphate has fered on account of the r ed schedule at Kennecott. ern gets its sulphuric acid Garfield and the supply been reduced one fifth so have had to lay a few men but we are still working the maining men on a fr t schedule.

Wangsgaard Const. Co. will moving in on the Dell job on Highway 40 in the next days.

ALL MEETINGS WILL

UNION DIRECTORY LOCAL UNION NO. 3

OFFICES AND BUSINESS REPRESENTATIVES

Main Office: San Francisco, California 474 Valencia Street Telephone HEMlock 1-1568

Representatives	Home Phones
Paul Edgecombe	Mission 7-4748
Al Clem	LOckhaven 8-7259 (Oakland)
W. V. Minahan	MULberry 2-8128 (Concord)
Al Boardman	FIreside 5-3971 (San Mateo)
Harry Metz	DIamond 4-2691 (San Mateo)
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Bill Metz	MARKet 1-2063

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L. L. Laux	LANDscape 4-4023
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J. W. Barr	JEfferson 7-1056 (Castro Valley)
Harold Huston	SYcamore 7-1769 (Fremont)
Warren LeMoine	MULberry 5-6543 (Concord)
Art Pennebaker	JUNo 9-0735 (South S. F.)

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C. R. VanWinkle	SHerwood 2-2747
Bill Weeks	SHerwood 3-9583

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J. B. Jennings	CHEstnut 1-2773

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Glenn Dobyns	GARDen 8-7794
Ernest Nelson	GLadstone 7-2471
Ed Hearne	GARDen 8-2515
Bob Sornsen	CHapel 5-3854 (Plymouth)

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T. J. Stapleton	ELGato 4-8612
Danny Dees	OXford 7-1706 (Millbrae)

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701 Mission Avenue	Tel. GLENwood 4-3565
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Louis Solari	BALDwin 4-6011

VALLEJO, California

2911 Sonoma Blvd.	Tel. MIDway 4-2667
Aaron S. Smith	MIDway 2-9634

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546 Farmers Lane	Tel. LIBerty 6-2487
Russell Swanson	LIBerty 6-2487

RENO, Nevada

125 Martin Avenue	Tel. FAIRview 9-0236
H. L. Spence	FAIRview 2-1420
Joseph Miller	FAIRview 3-0105

SALT LAKE CITY, UTAH

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M. F. Bowman	AMhurst 2-0644
C. E. Cockayne	HUNter 4-1444
George Farrell	EXport 3-3459 (Ogden)
Glenn Fullmer	CRestwood 7-2450
Jay Neeley	FRanklin 4-0500 (Provo)

HONOLULU, T. H.

208 McCandless Bldg.	Tel. HONOLULU 6-5418
Otto E. Never	HONOLULU 7-71443

WORK FAIR BUT NOT TOO GOOD IN SANTA ROSA-UKIAH

By R. F. (RUSS) SWANSON, Business Representative

Yes, Brothers, I am sorry to report here in the area surrounding Santa Rosa and Ukiah that work is fairly slack and the prospects are not the best. The only prospective job halfway exciting is the highway job that will bypass Healdsburg. This job will come up on July 2nd and will include 4.9 miles of highway and also a bridge crossing the Russian River.

I want to say thank you to all of the brothers who attended the district meeting which was held in Santa Rosa. I realize that a lot of the brothers traveled a long way to come to the meeting and it is certainly appreciated that you brothers show enough interest in your union to attend these meetings even though you have to give up something else that is a lot more relaxing. By the way, the next district meeting will be held on September 4 in Ukiah. Please write this date down you will be sure to attend this meeting.

Congratulations to Johnny Hinote who was elected to represent the rank and file on the Executive Board. Bro. Hinote, we know from past experiences that you will represent the brothers in a very capable and excellent manner and at this time I would like to wish you every bit of success in this most important position.

On the Peletz Construction Co. bridge job near Lakeport, Possi is the super. They have the Braito floating rig with Clifford Fisk operating and Wm. Getchell oiling. Peletz on various other jobs has Donald Fischer, cat; Oroville Gilmer, crane; Harold Hicks, oiler; Johnny Brodnansky, mechanic; Bro. Rowland Davis, super in the yard and Roy Fowler, trencher operator.

In reporting on Humboldt's highway job above Willits in the last issue I inadvertently left out a few names. Cecil Harms was on a D-7 then but now he is operating a blade, "Say, Cecil does that slope meter come in handy for you on the blade?"

John W. Pearson has been on D-9 and by golly he must know how to slope with it! Jasper Scott is on a cat. My apologies to Brother Gitile, or should I apologize to Zitelli? Brother Leonard Kleczka is grade setter and C. Tappin is the greaser. Oh, yes, two more foremen, Brothers A. R. McCaffrey and Clarence Munson, and the NW-25 is being run by Don Pearson and Paul Bristow is oiling. Mercer Fraser have a couple of truck cranes on the job with Brothers Herbert Purcell and John Bullock operating and Doug Wilkinson and Cliff Purcell oiling.

HIGHWAY JOB

By the time this article is in print Ball & Simpson will probably be working two 7-hour shifts for 5 days a week on their highway job near Cummings. There has been a lot of rumor on how long the road will be closed to traffic each day during construction so I asked "THE MAN" Wayne Morris just what the deal is. Starting July 7th and ending September 15th the road will be closed from 9 p.m. to 1 a.m. and from 2 a.m. to 6 a.m.

During the other hours the road will be closed to traffic at a maximum of 30 minutes, but the company expects to keep the traffic moving most of the time. The road will not be closed on Saturdays and Sundays or a holiday or the day before a holiday.

Also school buses and "business agents" will be allowed to pass. There will be five signs posted giving most of the above information.

The following brothers are employed on the project: The

shop crew consists of "Master" Bishop with G. R. Worthington and Hugh Brookin as mechanics and welders and Pat Jones as the "Lubricating Engineer". George Tuso, Roy Brown and Jim Tuso are foremen. The cat skimmers are R. Anderson, Gene Darling, R. Fross, R. Nelson, John Armbrust and Glenn Keck. The compressor operator is Perry Wilson. On the 21's are Ray Stoddard and Frank Beams, Clyde Huntington operates and Carl Thomas oils on the NW-80. Bob Kearns runs and Leo Beers oils on the truck crane and M. Phillips operates and M. Stutts oils on the NW-25. R. J. Bauer is on the blade.

The grade checkers are Barney Lane, L. W. Worthington and Dick Rice. John N. Pitcher's drill rig can be seen on the job with a crew of Brothers Wm. R. Schoppe and Book Perkins.

Tom Hull is back to work on their bridge and road job near Rockport, Brother Carl Torgelson is on the cat and the dragline is being run by Charles Sears and oiled by Ray Lamunyon, they should be there for 5 or 6 more weeks.

Pittsburg Des Moines Steel Co. is erecting a 1,500,000 gallon tank to be used for water treating purposes. The location is Fort Bragg.

Baxman Gravel Company in Fort Bragg is going along fairly well. Dave Jensen is on the blade and Fred Danner is on the small "backhoe", Vic Varian is on the spreader and Robert Wooden is the shovel operator and Oscar Kosinen on cat.

HEALDSBURG

Young and Engelke is keeping a crew fairly busy around Healdsburg. Brother Ray Topper is the crane operator and Russell Masterson is oiling. Clemente Figueroa is on a cat as is Robert Stritzel and Wallace St. Clair, Larry Lacazotte is on a blade. Gene Thompson is the master mechanic and John Winstett the foreman.

Brother Oscar Stetler is operating C. L. Bullard's rig while Brother Bullard is oiling, they can be seen most any where near Lakeport.

Lange Brothers are working on the roads in Clear Lake Park, Brother W. L. Plum is on the blade and Brother Prull is doing the rolling.

Cinder Products Inc. are going right to town on their light weight aggregate material. The Santa Clara Sand & Gravel have bought the operation and employ Al Hilton as foreman and James and Bill Hilton are working the plant.

Rapp, Christensen and Foster have the following operators on various jobs: Herschel Wright and Murray Allen on the cat and blade and Robert Rocca on the trencher. James Grant and Ralph Brigham, universal operators and Clyde Butler as an oiler.

Paul C. Queen has a blade working on Highway 101 for the state with Brother G. M. Stover the operator.

George M. Carr has one of his truck cranes on a reservoir job for Rapp with Brother Earl Wallace operating and Brother Lester Neeley oiling.

We find Brothers L. W. Thornton and Stan Robertson working for H. B. Gonzales on a boring machine on the E. Teichert & Son job. They will only be there four or five days and will bore a 76-foot long, 48" wide hole.

Richard Phillip is running his brothers D-9 on the W & S Contractor's reservoir job.

Lester L. Rice Co. has set up his hot plant to service his resurfacing job which runs along Highway 20. The big majority of their job is in the free zone so there will be no subsistence, according to the AGC contract. There is about three and one-half months work to spread 26,000 tons of asphalt from Lower Lake Junction to Potter Valley. They expect to work 9 hours a day, 6 days a week.

Retraction — Cliff Hubbard is and was the operator for Moore Dry Dock? You're welcome, Brother Crabtree.

Bad News — Guy F. Atkinson is not going to remove that 200,000 yards of slide. It will probably be rebid at some future date.

Construction Supply have a crew of George Smith and Gene Schneider on the dragline and Marion Reynolds on the scoop.

H. F. Lauritzen is working on the slides along the Russian River. Only one truck crane with Leonard Smith oiling and Doug Warren operating.

Don Dowd Co. of Sebastopol have a number of engineers, James Sanders, loader operator; L. M. Musselman, crane operator; Jack Garner, oiler, and Charles Cassarotti in the shop.

FORT BRAGG

E. T. Haas from Belmont are working on a pipeline job in Fort Bragg. Harold Lockett is the trencher operator and Forrest E. Lockett is the oiler. John Bottoni runs the loader and "A" frame. They will be there all year because they just got another \$128,000 job.

Art Siri has engineers scattered all over the territory. The hot plant above Ukiah has Bill Brown as plant engineer and Emery Brooks firing; Charles McCord (Shorty) batching and Bob Archibald oiling. Vic Henry is the master mechanic and Larry Brooks, B. Arnett and George Hanson as mechanics and welders. The Barber Greene operator is H. E. Behnke and the grease truck is taken care of by Lloyd Landries. Bob Grider is on the loader, working lately on Highway 101 for the state.

Clem Co. of Berkeley have been working on the Court House in Santa Rosa and John Henderson has been running the compressors.

Camgros in Mirabel Park are fairly slow with Brother Meyers the only engineer.

Hank Pacheco is running Art Siri's cat along the Russian River.

B & H Excavating and Grading Company are doing very little, mainly getting the beaches ready for the tourists.

Tom Hanna is working a crew at Gualala with Johnny Hinote the boss. (We are sure happy that the welfare was able to help you, Johnny.) There was about 220,000 yards of dirt to move and now they have about 75,000 yards left. George Purcell, Roy Harris, Dean Hyden and Bill Ferguson are on the cats and Marvin Selby is the mechanic.

Art Siri is going along with a number of engineers on their Cache Creek job. Ken Cunningham and Ken Omsberg are the foremen with Jim Wilson "overall," Bill Listoe on a roller, Francis Vaars on a blade, Perry Lane on a blade, Darrell Gray as grade checker, George Hildebrand on a cat, Ben Reynolds and Gene Ross as mechanics.

Bill Adams on compressors, Wes Kinney on a cat, Van Harpe oiling and Don Smith shovel operator. This job should be finished about October 1st. They are working five days and

eight hours a day. The crew around the crusher is Roy Miller operator and Amos Paslay as oiler, Darby Cohen is the loader operator and Phil Carlin, Mario Orsolini and Bob Brown are on the cats. The grease truck is run by Tony Delia. Jack Ozanne is oiling on the truck crane and Richard Van Patten is operating.

The Atkinson Co. have been going along with the same crew on the dam. They will be placing ripp-rapp pretty soon but where they get the rock is still, at this writing, up in the air. As can be seen now very few additional men will be needed.

Brothers, the election results are very favorable towards labor, but please don't get overconfident, the fight is just beginning for now you will see those in opposition to labor spend a lot of money for adverse publicity towards labor. We must combat this sort of publicity in some way and we are doing it through the State Federation of Labor and also personal contacts.

In order to raise money to help those who vote with labor we are selling pens at \$1.00 each. The local bought 10,000 of these pens at quite a saving so when you buy a pen you are getting your money's worth plus helping defeat those in opposition to labor.

PERSONALS

Brothers E. F. Holmes and O. R. Gibson are both layed up in the hospital. Our sincere wishes for a speedy recovery. Our hearty thanks to Brothers Sam and Darrell Cooper for their donation to our blood bank this month.

SACRAMENTO, contract awarded to Thomas Const. Co., 4665 E. Hedges, Fresno, \$119,654, for 1.2 mi. net lgth. of city streets to be graded & paved with ptmx. surf. on cem. tr. base in Fresno, betw. Santa Clara St. & San Joaquin St. in FRESNO COUNTY.

SACRAMENTO, contract awarded to Silva Bros., 235 Fremont Ave., Fremont, \$19,017, for ground water explor., vic. of Fremont, ALAMEDA COUNTY.

OAKLAND, contract awarded to Ransome Co., 4030 Hollis St., Emeryville, \$197,130, for impvts. Harrison Sts., betw. 20th & Grand Ave., 20th St. betw. Webster & Harrison Sts. & a portion of Lakeside Dr., S'ly of 20th St.

Construction Awards

SALINAS, contract awarded to Souza & McCue Const. Co., P. O. Box 325, Yuba City, \$301,572, for const. sewage works out-fall sys. from sewage trmt. plt. to the Salinas River, in MONTEREY COUNTY.

SALINAS, contract awarded to C. Norman Peterson, 2832 9th St., Berkeley, \$197,600, for const. primary clarifier, interconn. pipework & appurts. under a lump sum bid.

SAN JOSE, contract awarded to Leo F. Piazza Paving Co., 985 Downer Ave., San Jose, \$169,447, for impvmts. to Curtner Ave., from Brooks in Ave. to Guadalupe River.

ANTIOCH, contract awarded to F. Wills, Inc., RFD Box 223, Antioch, \$91,927, for const. "A" St., betw. 10th & 18th St., & other work.

SALT LAKE CITY, UTAH, contract awarded to Morrison-Knudsen Co., Inc., P. O. Box 120, S. L. C., Utah, \$394,860, for 8.029 mi. 2 1/2" rdmx. bit. surf. road, Sect. SR No. 46, from LaSal-NE, SAN JUAN COUNTY, UTAH.

SALT LAKE CITY, UTAH, contract awarded to L. A. Young Const. Co. & Vernal & Gravel Co., 306 Beason Blvd., S. L. C., \$415,770, for 12.104 US No. 89, from 1.3 mi. So. of Garfield-Kane Co. Line, N. for 4.4 mi. on SP No. 1603, from Alton Jctn. to Forest Boundary, GARFIELD & KANE COUNTIES, UTAH.

SALT LAKE CITY, contract awarded to Morrison-Knudsen Co., Inc., P. O. Box 120, S. L. C., Utah, \$298,821, for 2.82 mi. 2 1/2" rdmx. bit. surf. rd., Sect. SR No. 46, from 1.4 mi. W. of Utah-Colo. State Line, W. for 2.8 miles, SAN JUAN COUNTY, UTAH.


SALT LAKE CITY, contract awarded to L. A. Young Const. Co., & Vernal Sand & Gravel Co., 306 Beason Bldg., S. L. C., \$143,861, for 9.061 mi. 3 1/4" rdinx. bit. surf. road & widen conc. struc., Sect. 2, sealcoat US No. 40, sect. of 2nd North St., in Roosevelt, DUCHESNE COUNTY, UTAH.

STOCKTON, contract awarded to Stanfield & Moody, 405 E. Rose St., Stockton, \$104,450, for site development work at 2nd Dist. Agr. Assn. in Stockton.

SANTA ROSA, contract awarded to Don Dowd Co., P. O. Box 180, Sebastopol, \$24,754, for const. of reinf. concrete bridge on Mill Creek Road, across Mill Creek, 6 mi. W. of Healdsburg, SONOMA COUNTY.

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FRESNO AREA'S JOBS IMPROVE

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

The job situation in the Fresno area has picked up considerably since last month. Many of the brothers have returned to their former employers after having been laid off for some time during the wet weather. The largest employer in the area at this time is the Bechtel Corp. on the Southern California Edison Company job at Mammoth Pool.

With the completion of the diversion tunnel by the Macco, M&K Co., the Bechtel Co. put in the coffer dam diverting the San Joaquin river. The coffer dam is put in so that it will be incorporated into the main dam, thus eliminating the removal later. With the diversion of the river, it is full speed ahead on the main key way. They have increased the cat and shovel spreads to three shifts at this time, which put quite a few more engineers to work.

The Harms, Thomas Co. have completed the four miles of new road and are doing some preliminary excavation at the power house site, and are building a bridge. When this bridge is completed it will give the Edison Company access to all power units without traveling many miles in a round about way. We might add that there are no rubber tired rigs on the Mammoth Pool job at this time.

The Utah Construction Company was awarded the contract for the main tunnel on this project and they plan to move a shovel and 2 or 3 cats in soon to start facing operations. There is considerable rock to be moved and several hundred feet of open cut at the down stream portal. They still have to complete their camp facilities so it will be several weeks before this job gets underground. On the Kings River PGE project, the Morrison Walsh & Perini Company completed the Wishon Dam on schedule, June 1. The reservoir was immediately filled, due to the heavy snow pack and is now running over the spillway. With the completion of the Wishon Dam the Morrison Walsh & Perini Company moved their crews to Courtright Dam. They have moved many tons of snow from the camp area and quarry and are now drilling. They used hydraulic monitors to remove the snow from the fill. They will start placing rock again June 9, June 9.

H. Earl Parker Co. and Harms Bros. were awarded a \$1,738,225 contract for the remaining section of the Tioga Pass job in Yosemite Park. Both companies have yet to complete sections of this road started last year. There is still plenty of snow on this job. They expect to start operations about June 15. Stevens & Sons have also resumed operations on Stump Springs Road job above Big Creek.

Griffith Company of Los Angeles was low bidder of \$13,515,000 on Lemoore Naval Air Station. This is for the construction of two 13,500 foot runways, four miles of railroad spur lines, a four lane main road, transmission facilities for electricity, water and gas, storm drains and disposal facilities. Work will start about June 15. Due to the wide publicity given this job we have been swamped with inquiries about this project.

To save the brothers needless expense of coming to Fresno for this job we would like to point out that 30 to 40 engineers on a one shift basis will be about the size of this job for some time. Under the new hiring rules there is more than enough men on our out of work list to take care of all jobs. Any of the brothers seeking employment

(who are not familiar with the new hiring procedure should go to their nearest office where you will find it posted on the bulletin board.) This company was low bidder on 35.5 miles of road to be surfaced in Kern and Tulare Counties.

Dicco Co. have started on both of their jobs at Porterville. Flores & Perry are moving the dirt. Ted Baun Construction on their Five Points job are putting down cement treated base and Ellis Construction is going right along on the black top. This should be completed in about a month.

L. B. Wells Construction are moving lots of dirt on their job north of Exeter. This company was low bidder at \$246,209 for construction on the Lake Madera project just out of Madera. Madonna Construction are working on cement treated base and will start black top in two weeks on their job 6 miles out of Porterville. The first federal aid secondary county road projects under the speed up clause of the 1958 Federal Highway Act will be up for bid soon.

The projects authorized include Tulare County, grade surface, reconstruct and widen 11 miles of Alta Avenue between Highway 198 and Avenue 385 South of Dinuba. Fresno county, grade and surface 8.2 miles of road 1230 in the Tranquility vicinity; grade and surface two lanes of a future four lane divided highway on county road 579 east of Reedley; resurface and reconstruct 9.2 miles of county road 941 between Kings County Line and Tulare.

Basich Brothers of Pasadena were low bidders of \$567,537 on State Route 20 in Kings County. This job is 6.6 miles long and has about 800,000 yards of dirt to move. This job is about five miles from Kettlemen City.

The Lentz Company have completed their sewer job in Atwater. The Granite Construction Co. have completed grading operations on the Dos Palos sewer farm. The Crest Construction Co. are building pump turnouts on the Delta Mendota Canal near Firebaugh.

Kovick Bros. have started work on their \$184,695 contract for outfall sewer lines in the City of Fresno. The Commercial Transfer Co. have started work on their widening project on Shaw Avenue. The Mutual Pipe Line Company have started work on their \$296,000 contract for constructing a new water system for the City of Sanger. The Fredericksen & Kasler Company have completed paving on the Madera Freeway and have moved most of their crew to Camp Cook.

Subdivision work in this area is confined mostly to finishing streets left over from last year. It looks like a good season for the boys in this area.

The blood donors for this month are Brothers Ray Kopley, Robert Daniels and Henry Church.

Thank you, boys.

Service Withdrawals

JACK JEFFERY
RAYMOND ROGERS
PHILIP DONALD SOLBJOR
JIM ELMER WALTON



BLOODY BAYSHORE will be less 'bloody' when these new stretches are finished. Upper view shows freeway construction looking north from San Mateo-Santa Clara county line. Lower picture shows work in Redwood City. Present highway is on the right. Whipple Ave. interchange is on new freeway to the left.

CONSTRUCTION AWARDS

SAN JOSE, contract awarded to Arntz Bros. 1745 Filbert St., S. F. \$1,000,411, for const. addns. and alts. to Santa Clara County Hospital, **SANTA CLARA COUNTY**.

BEALE AFB, contract awarded to R. A. Westbrook, Inc., Morrison-Knudsen Co., Inc., \$986,445, for const. AC Maint. Docks Supporting Facils. at Beale AFB, **YUBA COUNTY**.

SALT LAKE CITY, UTAH contract awarded to Davis & Butler Const. Co., 1200 E. Turkeyshoot Dr., Bountiful, Utah, \$6,862,850, for const. water treatment plant at Little Cottonwood Creek, **SALT LAKE COUNTY, UTAH**.

HILL AFB, UTAH, contract awarded to Gibbons & Reed Co., 825 W. 9th N., S. L. C., Utah, \$1,375,831 (Sch. A), Maurice B. McCullough Co., 503 13th Ave., S. L. C., Utah, \$886,600 (Sch. B), Gibbons & Reed Co., 825 W. 9th N., S. L. C., Utah (Sch. C), \$922,219, for const. operational apron, hangar & ext. utils. at Hill AFB, **OGDEN, UTAH**.

SACRAMENTO, contract awarded to A. Teichert & Son, Inc., 1931 Stockton Blvd., Sacramento, \$593,392 for levee const. & stone protect. left bank of San Joaquin River, Banta-Carbona intake to head of Old River, **SAN JOAQUIN COUNTY**.

SACRAMENTO, contract awarded to A. J. Raisch Paving Co., 900 W. San Carlos, San Jose, \$1,051,034, for 3.9 mi. widen, sig. & hiway lgtg. bet. Rt. 114 & const. 3 RC brdgs. & inst. traf. 0.1 mi. E. San Tomas Aquinas Crk., in **SANTA CLARA CO.**

TRINITY RIVER COFFER DAM CLEARS SITE FOR BIG DAM

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

The Trinity Dam Project is the highlight for construction in Northern California. Work on the Trinity Project got off to a late start due to the diverting of the Trinity River. Engineers began pushing dirt and rock to build the coffer dam across the Trinity River to divert it into the quarter-mile long tunnel that skirts to the site of the Trinity

Dam. The diversion was expected to be accomplished by June 12th. The river will run through the diversion tunnel while the 465 foot high Trinity Dam—highest earth dam in the world—is built. The small coffer dam is located just upstream from the Trinity dam site. Pumps will be installed in the riverbed to dry it out before workmen start piling up the 33 million cubic yards of earth and rock which will make the Trinity dam. As construction progresses on the Dam it will increase its capacity of men! Although at this peak of construction of the 48 million dollar project, the Redding district is well fortified with Engineers of all classifications who have been waiting four to five months for work to break on the dam, however, for information to the Brothers who may be interested in coming into Northern California to seek employment on this project could be very disappointed; as the Trinity dam will employ approximately 450 Engineers. At the present there are 1,250 Brothers employed.

Sierra Construction, Trinity County has started their job on the Rush Creek Access Road between Weaverville and Lewiston. This job will consist of approximately 3 to 4 months, with 15 Engineers employed. The total amount of the contract was \$114,000 Brother Tony Takko, Foreman.

Gibbons & Reed Construction Co. Hy. 99 North Hazel Creek, California, are in full swing with approximately 45 Brothers. The extension of the additional 3½ miles of highway to be let in Dunsmuir, as of this date, there has been no calling for bids, bids are scheduled to be called for sometime in June.

M. W. Brown Construction Co. has moved their Crusher and Hot Plant in on his new job at Grass Lake, 9 miles East of Weed, California. Monty is preparing to get under way on the Paving job on Highway 97, total amount of bid was \$84,000.

The Dorman Construction Company of Vancouver, Washington are rapidly progressing on their 17 miles of paving on highway 97, they also have a paving job located between Ravendale and Alturas, Calif., total length of 22 miles, amount of contract was \$670,000. The completion date of this Project will be approximately November 1st.

Clements Construction Co. has their Hot Plant back in operation at Tulelake. With paving around Tulelake and Merrill, Oregon. Their plant is operating on 5 days 9 hrs. With Brother Orr Peterson, Superintendent.

Stolte Corp. has moved back to their job at Mineral with Vic McFarland Superintendent. Stolte will complete this job in the latter part of August, with Lester Rice and son doing the paving.

Work in general around the Redding area has increased, even so, we still have a heavy Out of Work List for this time of the year.

At this time for the Brothers working in the Redding area, we would like to call to your attention, that it is once again time for our quarterly membership meeting which will be held in the Eagle hall, 1055 Yuba St.,

8 p.m. Wed. July 9th. We urge every member to attend!

Brother Sid McBroom has been appointed Business Representative, assigned to the Redding Office, as of Monday June 9th. Brother Sid McBroom has been a member of Local No. 3 for a number of years and has worked throughout Local No. 3 district as foreman and Superintendent. At the time of his appointment by Bro. Newell J. Carman, Local Union Mgr. Brother Sid McBroom was employed by Guy F. Atkinson on the Trinity Dam Project. The Redding Office would like to congratulate Brother McBroom on his new assignment.

Survey Notes---

STUDENTS SEEK JOBS

By AL BOARDMAN and ART PENNEBAKER, Business Representatives

School is out and with it we have an influx of engineering students applying for jobs. Where we can, some of these men are being placed. These future engineers are the potential party chiefs, construction superintendents, project managers, and owners of Civil Engineering firms.

Here is a chance to give a helping hand and receive sound benefits in return. On the job is the only place to really learn the fundamentals of field surveying. A simple thing like holding a plumb bob over a point is extremely important to accuracy. Take these fellows by the hand and show them the right way. And show them the right way with the Union. Some day we will negotiate our contract with these same chainmen. They will appreciate and remember any training you can give them.

The California Primary Election is now history with Senator Knowland taking a fierce drubbing from Pat Brown in the Governor's race. Knowland, as you all know, is a confirmed labor hater and staunch supporter of the Right to Work legislation. We of labor who worked and voted against him may be proud of the results of our efforts. But we cannot rest for a moment because the enemies of labor are pushing petitions and undoubtedly will qualify the proposal for the ballot in the November general election.

First meetings with the Bay Counties Civil Engineers and Land Surveyors Association will be held Tuesday, June 17th, on the new contract. Your Union negotiators should have some results to report to you at our next meeting Friday, June 27th, 8 p.m., 474 Valencia St., San Francisco. Please attend.

SACRAMENTO, contract awarded to Mercer-Fraser Co. & Mercer-Fraser Gas Co., 2nd & Commercial Sts., Eureka, \$529,955, for 2.1 mi. grade, ptmx. surf. on cem. tr. base & widen bridge betw. 0.6 mi. S. of Elk Valley Rd. & 0.4 mi. N. of Northcrest Dr., **DEL NORTE COUNTY**.