



# ENGINEERS NEWS

OPERATING ENGINEERS LOCAL 3

STATIONARY ENGINEERS LOCAL 39

Vol. 15—No. 7



SAN FRANCISCO, CALIFORNIA

JULY, 1957



FRATERNAL BLOOD, that's what these San Mateo brothers are giving at the building trades "B" day at the blood bank in the Peninsula city. For list of donors, see below.

## Honor Roll of Blood Donors

SAN FRANCISCO  
Arthur L. Thomas

OAKLAND  
Keith Shoopman  
A. J. "Tony" Silva  
Dean Sparks  
Jerry Bailey

SACRAMENTO  
Carl E. Schlink  
Fred E. Lacert  
Mrs. Carol Burns  
Mrs. Norma Gault

SAN MATEO

Mrs. Carl L. Ackerman  
Carl L. Ackerman  
Joseph Aguilar  
Fred Henry Arendt  
William G. Caufield  
Morris E. Cummings  
Philips J. Dunn  
Mrs. Francis H. Heath  
Alfred J. Hurt  
John L. Kirk  
Marrion C. Morgan  
Hugh P. J. Meara  
Marshall H. Peary  
William A. Pierce  
Allen C. Shanklin  
Melvin R. Shelton  
Oscar Walker

SANTA ROSA

Dave Hanney  
Dave Kragler

## IN MEMORIAM

- ROBERT M. GILLESPIE  
Fallon, Nev., May 31, 1957
- ROLLAND J. CAPEHART  
Colusa, Calif., June 1, 1957
- EARL WHITMORE  
San Rafael, Calif., June 12, 1957
- FRED J. WOOLEY  
Alameda, Calif., July 11, 1957
- EDMUND CORNETT  
San Francisco, Calif., June 16
- LA VAR NEILSON  
St. George, Utah, June 17, 1957
- J. A. KIMMEL  
Lincoln, Calif., June 22, 1957
- C. B. WOOD  
San Francisco, Calif., June 28
- CHARLES MERRIFIELD  
Moab, Utah, July 3, 1957
- HERBERT WHITING  
Mineral, Calif., July 3, 1957

## June Service Withdrawals

- Gerald Batista, Reg. 828688, Local 3.
- Ralph Blotter, Reg. 828742, Local 3A.
- Robert E. Desimone, Reg. 883851, Local 3E.
- Arthur W. Dias Jr., Reg. 888-778, Local 3.
- Albert James Fowler, Reg. 865508, Local 3A.
- Stanley A. Soito, Reg. 782732, Local 3A.
- Richard Taras, Reg. 928232, Local 3E.

## An Open Letter to the Members of Local 3

Dear Sirs and Brothers:

One of the most important functions of our International Union, is that of guardian of the affairs of its affiliated locals in times of crisis. While this may sound harsh, it is softened considerably when fully understood.

As the chartering body and constitutional authority for ALL of its locals, our International is duty bound to protect and maintain the local union's welfare at all times . . . and especially in critical times. This is a relationship best expressed as parental.

Our local unions, spread across the North American Continent, are in reality the children of our International Union. In fact, our International is significantly referred to as the parent body—a federation which is rightly called a family. Too often the meaning of this is not recognized, and is misunderstood—and even rejected, by some family members. Regardless of this, our constitutional authority, the democratically established organic law of our great organization, confirms this relationship beyond all question of doubt.

Happily, in this instance of Local Union No. 3, a complete understanding and acceptance of this relationship universally prevails. Your Officers have not only displayed full understanding but, by official and united action, pledged their cooperation and expressed approval of the General President's choice in appointing me as Local Union Manager of your affairs. Further than this, and to their lasting credit, your Business Representatives fell into line with the same enthusiastic cooperation. All of this is exactly as it should be, and is irrefutable evidence of the greatness, strength, and continuing success of your virile Local Union.

An expression of complete appreciation is in order, and is herewith humbly submitted by your Local Union Manager.

Sincerely and fraternally,

NEWELL J. CARMAN  
Local Union Manager



That's salt water you see in the hole cleared for driving steel piling way down into San Francisco's famed Embarcadero. The big "I" beams will give solid foundation for the two story freeway, Bay Bridge to Golden Gate, now taking shape in front of the historic Ferry building.

## Automation Hits the Highways—

# THE BUNK ABOUT ROAD WAGE COSTS

By GEORGE D. RILEY  
Legislative Representative  
AFL-CIO

The federal highway program was announced originally as a \$101,000,000,000 undertaking. When it appeared that many citizens were having difficulty in thinking in such vast terms, a \$50,000,000,000 figure started circulating, and the states went thoroughly conservative in their estimates of costs for highway construction to be done within their boundaries.

The \$50,000,000,000 tag took hold. Congress passed the legislation. Money began to pour into the trust fund. Mentally, the nation's motorists started riding on the new limited-access roads.

Now there are signs that the original \$101,000,000,000 figure may be nearer the real amount for the same mileage contemplated in the \$50,000,000,000 which Congress envisaged when it wrapped up the highway legislation last year.

State-by-state estimates of construction costs were compiled for the information of Congress in 1954. Now, according to Engineering News-Record, "highway officials are shocked over skyrocketing costs of the new federal highway building program."

And an attempt is made to pin the blame on labor costs.

But last February the U.S. Department of Commerce pointed out that wage costs in highway construction are vastly on the decline while contract bid figures are on a steep incline.

"Road construction volume in 1955," the Department of Commerce said, "was nine times that for 1944, while labor usage in 1955 was (only) five times that for 1944."

As the machines used in road construction mount in size and increase in efficiency, the labor cost factor diminishes, thus providing a rebuttal to Engineering News-Record, to the Carolinas Branch of the Associated Gen-

eral Contractors and to all others who are engaged in spreading the "increased labor" costs" fallacy.

The position of the low-wage regional branch of the Associated General Contractors has been summed up as follows:

"Carolinas Branch, AGC, staged an all-out fight last year to defeat the Davis-Bacon section of the highway bill, branding it as 'unnecessary, expensive and a tool of union officials.'"

And so the Carolinas Branch carries on for the lowest wages possible—or at least against a law which requires that the wage rates shall be the same as those paid for similar work in the community.

Secretary of Commerce Sinclair Weeks, no dear friend to the Davis-Bacon Act, has done the cause of the Carolinas Branch no good by coming up with the actual facts and figures regarding highway construction wages and their relation to total

costs as reflected in the bid figures. He has told the Carolinas Branch that with each passing year the cost of labor will be less and less. One reason is improved equipment—machines, for example, which lay bituminous topping at the rate of 84 feet a minute.

But as steadily as highway contract bid figures rose between 1944 and 1955, it is evident that more recently they have climbed even higher.

It is interesting to take a look at cost studies concerning all types of highway construction during 1956. In New York State labor costs were about 29.5 per cent of all costs. In California, another high-wage state, labor costs averaged 28.3 per cent. In Florida, a low-wage state, the average labor cost was 21.9 per cent.

Statistics on labor costs by themselves do not present the full picture. To assess the part (Continued on Page 12)



## San Mateo - Hub of the Peninsula

# San Mateo Bldg. Trades "B" Day At Blood Bank is a Big Success

By CHET ELLIOTT and BILL RANEY  
Business Representatives

The yearly "B" day Blood Bank Drive sponsored by the San Mateo County Building Trades Council was held on Saturday, June 22nd at the Peninsula Memorial Blood Bank. All crafts affiliated with the Council were well represented. One hundred and seventy-five members of organized labor were serviced, which resulted in 115 pints of blood

being credited to the various local unions affiliated with the Council. The Operating Engineers had 20 members processed and 17 pints of blood were credited to Local 3 Blood Bank for the month of June. Sixty pledge cards were signed by members of Local 3 and a large number of these men showed up but, due to the large crowd assembled at the blood bank, they left, agreeing to come back at a later date as their turn would come up so late in the day it would interfere with their weekend plans.

The personnel of the San Mateo Office are sincerely proud of this turnout, and thank these worthy members who helped to make this "B" Day such a success. It is people of this high caliber that make San Mateo such a friendly and pleasant place to work and live. A list of the donors will appear in another spot in this issue of the Engineers News.

Breakfast and a bracer were served the business representatives of the various locals acting in the capacity of cooks, their wives and members of Office Employees Union Local 3 serving as waitresses, and Girl Scout Troop 58 serving as dishwashers. Our sincere thanks also to all of these people.

The McCammon & Wunderlich Co. are progressing as well as can be expected on their 2,000,000-yard state highway project at Edgemar. Despite the cool, foggy weather which predominates at this location, in three months of operation the sun has been visible for just five days. Elmo Campbell, who is project manager on this work, is assisted by Superintendent Brother Ed Martin, Foremen Brothers Ham, Barnett, De Martini and Master Mechanic Brother Fredericksen, who has eight heavy-duty mechanics under supervision in the shop. The aforementioned supervisors have 12 DW 20's, 12 cats, two shovels, one ditcher and three grade checkers working at top speed. There are eight subcontractors also working on the project, Huetig & Schromm, Safe Electric Co., Byron Todd, Vannucci Bros., Bragato Paving Co., Williams & Burrows, San Jose Steel and Cyclone Fence Co., all of whom employ many members of Local 3.

Superintendent Brother Elmer Dufloth, assisted by Operator Brothers Turner, Bellicitti, Garrett, Lampley, Kelly, Lawrence, Milam and McClintock, together with Oiler Brother Marlar, are making excellent progress on the C. J. Woods contract for the San Mateo County Road Department Highway Project at La Honda. When this stretch of highway is completed, a good road will extend from Skyline Blvd. to San Gregorio, replacing the one that has been a hazard for so long.

### EL CAMINO REAL

El Camino Real Highway is the scene of much activity at the present time. The Lowrie Paving Co., with a large crew of Operating Engineers, are well started on the widening of the highway from a four-lane to a six-lane road from Third Ave.

in San Mateo to Thirty-first Ave. This work is very difficult due to the heavy daily traffic problem in the center of the city, and is a very slow operation but one which will keep many members of Local 3 busy for several months.

Piombo Construction Co. are ahead of schedule on the Bayshore Freeway Project at Redwood City. Ninety per cent of the fill is now complete, 100 per cent of sand import is in place and they are now starting to haul base rock. Approximately 30 per cent of the concrete bridge and overpass work is completed. The completion date on the entire project is estimated to be June or July of 1958. Superintendent Brother Phil Dunn is in charge of this work, assisted by Foremen Brothers Shelton, Lewis, Pierce, Hawkins and Brown. Brother Gino Giampaoli is the Master Mechanic for this firm.

At a pre-job conference held between the Utah Construction Co. and the representatives from your union, Project Manager Brother Dawson informed us that work on their industrial fill project would be in full swing around the 10th or 15th of July. Up to this time they have four cat operators, an electric shovel operators, two oilers, one heavy duty mechanic, one compressor and one electrical maintenance mechanic. This will be approximately a one-year operation.

### NEW BUILDINGS

During the past months bids were opened on several large building jobs. The Martinelli Construction Co. of South San Francisco were low bidder on the grading and overpass for the school site in South San Francisco, the Barnhart Construction Co. of Santa Clara were the successful bidders on the Highland Elementary School in San Mateo, Peterson Construction Co. were awarded the contract for construction of the War Memorial Building in the city of San Bruno. The Public Utilities Commission of the City of San Francisco will open bids on July 11 for construction of warm up pads and taxiways at the San Francisco International Airport.

Many street paving, grading and underground construction jobs were awarded during the month of June. The Oddstad Homes Co. were awarded the contract for street work in Farm Hills, Redwood City, the low bidder on the grading for two 4,000,000-gallon water reservoirs for Redwood City was the Elmer J. Freethy Co. of El Cerrito. The Freeman Paving Co. of Palo Alto were the successful bidders on street grading and paving jobs in three different locales in San Mateo County; namely, Belmont, Millbrae and San Mateo. The Bragato Paving Co. of Belmont were awarded the contracts for street paving in both Redwood City and Belmont, and the E. T. Haas Co. contracts for the underground utilities in both Millbrae and Redwood City. The California Division of Highways have awarded a \$1½ million repair job on the San Mateo Bridge to the Johnson-Western Gunite Co. of San Pedro.

Although employment for en-



PATTERN FOR '57 along the Embarcadero these days is steel and concrete shaping up into a huge, high, fast freeway along the waterfront, bringing the era of autos right into the domain of windjammers, battlewagon, and merchantmen.

## 'B' Day at the Blood Bank

The photo on page 1 was taken at the Peninsula Memorial Blood Bank on "B" Day while donors were awaiting their turn to make blood donations. The first man sitting, on the left, is Brother Phil Dunn, superintendent for the Piombo Construction Co. The following brothers and their wives will appear on the Roll of Honor for blood donations:

- Mrs. Francis Heath
- Mrs. Carl Ackerman
- Carl Ackerman
- Melvin Shelton
- Phil Dunn
- Joe Aguilar
- Fred Arendt
- Marshall Percy
- Oscar Walker
- Bill Pierce
- Bill Caufield
- Al Hurt
- John Kirk
- Allen Shanklin
- Hugh O'Meara
- Marvin Morgan

To all the brothers who completed pledge cards and who will donate later due to the fact that they could not be processed on "B" Day, many, many thanks. Your names will appear in the next issue of the Engineers News. For your further information, the telephone number at the Peninsula Memorial Blood Bank is OXford 7-4034, and the following is the day schedule for donations:

- Monday: 3 p.m. to 7 p.m.
- Wednesday: 8:30 a.m. to 12:30 p.m.
- Thursday, 3 p.m. to 7 p.m.
- Saturday, 8:30 a.m. to 12:30 p.m.

gineers is not as great as it was at this time last year, it has picked up considerably during the past two weeks, and with all the new work which we have mentioned, this office expects to have many more engineers cleared during the coming month.

The United Crusade C Week, sponsored by Management and Labor in San Mateo and endorsed by the San Mateo Building Trades Council, will take place starting the 5th of August, extending through the 10th. The proposed plan this year is for the workers participating to

## CONSTRUCTION AWARDS

SACRAMENTO, Contract awarded to Peter Kiewit Son's Co., 442 Post St., S.F., \$7,235,235, for abt. 1.4 mi. port of multi-lane, 2-level, weld. steel & RC separation struc. to be constr., ramp apprchs. & city streets graded & surf. w/pltnx. surf. on cem. tr. base & exist. pvmt. & hwy. elec. sys. inst., bet. 0.4 mi. E. of So. Van Ness Ave. & Turk St., S.F.

SAN FRANCISCO, Contract awarded to Diversified Bldrs., P.O. Box 390, Montebello & Macco Corp., 14409 S. Paramount Blvd., Paramount, \$2,612,480, for const. sanit. sewer & water sys., incl. wells, tanks & rel. items, flood control lake, etc., Squaw Valley.

SACRAMENTO Contract awarded to Gordon H. Ball, Gordon H. Ball, Inc. & Ball & Simpson & Lew Jones, Camille Ave., Danville, \$5,419,268, for 8.8 mi. grade & conc. pave, etc., 15 bridges, 3 pump. plants bet. Rt. 42 in Los Gatos & Bascom Ave. in San Jose. SANTA CLARA COUNTY.

SACRAMENTO Contract awarded to Eugene Luhr & Co., Columbia, Ill., \$1,094,610, for constr. Sacto. River deep water ship channel proj., toe drain, Mi. 22.4 to 4.00, YOLO & SO-

## THE REDWOODS ARE JUMPING

By K. A. (KEN) BROOKS and DANNY O. DEES  
Business Representatives

Brothers, it's really harder to make a detailed report at this time than you would expect. As we go to press, it seems we can't keep up to the work no matter how we try. The out-of-work list looks like something you always hope for; then, when you need a man, you wonder where the heck to find them. So, we are beginning to believe you can't win.

The whole trend in the area seems to run to cats and rubber-tire equipment this year. There are hardly any shovels, dragline, etc.

The Atkinson job at Dyerville on 101 is still below peak performance due to the problems they have had to cope with, one of them being the breakdowns of the big donkies on top of the mountains and another hauling the DW 20's up that 50 per cent grade for about 500 feet. They have three donkies to do the job, but they have had many troubles such as losing a second gear on a 300-horse machine and then a bearing out of the torque converter on a 400-horse machine, and next this same V12 Deisel pulled a sleeve, and next a twin 200 horse, making 400 horses in all, blew some gaskets. All in all, they are still making progress and have the job up to two nine-hour shifts at this writing. We sure wish them luck. They have a real challenge, to say the least, but the men are there with the know-how, so we are sure the job is in good hands. This really is something new in highway construction when the scrapers are hauled up by hoists instead of being pushed up a winding return road by dozers. Something to remember is that this cut is 450 feet deep.

The Crescent City area is rather quiet except for Peter Kiewit's Jetty job and some resurfacing on 199 being done by Mercer-Fraser and Arthur Siri. Osborne and Bowie are making pretty good progress on the bridges between Crescent City and Klamath.

work one hour per day for five days instead of a half day on Saturday as we did last year. This contribution, as you know, is completely voluntary on the part of the worker.

### East Around Willow Creek

Don Hastings has completed the grading at Orleans and has only the bridge left. James Clack is going great guns at Bluff Creek on the access road. Kuckenberg Construction Co. is moving right along on Highway 299 east of Willow Creek. Arthur B. Siri is graveling several miles of 299 east of Willow Creek.

### In and Around Eureka

The contractors are all on the move around town. Mercer-Fraser is on various paving and grading jobs.

Arthur B. Siri is doing likewise. W. C. Sharp is on underground construction, and Peletz Construction is all on underground work about the city. It seems that every piece of equipment around here is working.

Harold Construction Co. is making progress on their Jetty job on the North and South Spits west of the Bay.

### Blood Bank

Our sincere thanks to Brother Harry McVey for his blood donation.

## CONSTRUCTION AWARDS

SAN JOSE, Contract awarded to Arthur Haskins, Inc., 114 S. Maple Ave., So. S.F., \$218,983, for const. San Jose Muni. Airt.

VERNAL, UTAH, Contract awarded to Wangsgaard Constr. Co., P.O. Box 286, Logan, Utah, \$504,642, for earthwork, strucs. & surf., access rd. to Glaming Gorge, sit. near Linwood, Utah, DAGGETT COUNTY, Flaming Gorge Unit, Utah-Wyo., Green Div., Colorado River Stge. Proj.

PETALUMA, Contract awarded to Peacock Const. Co. & Cleverton Co., Inc., 3603 Happy Valley Rd., Lafayette, \$243,475, for const. 9 wood frame hsg. units, incl. gas, water, sewer, elec. & storm drains, utils, bitum. pav. conc. sidewalk & eros. control at Two Rock Ranch Station, near Petaluma, SONOMA COUNTY.

# What's Doing in the Oakland Area

By AL CLEM, BILL BARR, TINY LAUX, DON KINCHLOE, HAROLD HUSTON and WARREN Le MOINE, Business Representatives

By comparison June of 1957 did not stack up to the activities we had in June of 1956. It seems that while we cleared over an excess of 725 men to various jobs, the jobs were of much shorter duration than they were of last year. We experience a great influx of members passing through the Oakland office and particularly we notice there is an extremely great number of unemployed people from out of state with no Union affiliation. The most discouraging thing that we are faced with this year is the younger generation coming to the hall seeking employment and a great many cases we are unable to be of any assistance to them. We have been kept very busy, due to the fact that many of our agreements of the smaller associations have expired and we are endeavoring to get them renewed. We find the employer very reluctant to meet the wage request that the members are desirous of receiving. But we are confident that barring any unforeseen mishaps, we will be able to conclude these negotiations with a minimum amount of difficulty. On checking the "out of work" list we find we have quite a number of members registered thereon. But we are hopeful that the month of July will see the "out of work" list down to a bare minimum.

Peter Kiewit & Sons are 80 per cent complete on their \$4,278,000 freeway job which runs 2.3 miles west of Dublin to 3/10 of a mile west of Center Street in Castro Valley. They've just completed placing 25,000 yds. of concrete and have about 5,000 yds. still to lay. At the present time there are 42 of our brothers working there and they should be kept busy till around the first of October when the job is expected to be completed.

Raymond Concrete Pile Co. is doing a job on Alhambra Rd. in Martinez. They are driving piling for a new telephone building that is going in. There are numerous piles to be driven. They will be driven 60 ft. into the ground. Brother John Cummins, Jr. is fireman and Brother Lyle Murray is operating on a skid rig. The job will take approximately two weeks.

## DREDGES BUSY

San Francisco Bridge Co.'s suction dredge "Hinds" is still working at the Alameda Naval Air Station, where they have approximately 30 days work left to complete the job. This job consists of deepening and widening the turning basins and the channel to docks to accommodate the larger air craft carriers.

Utah Dredging Co.'s dredge "Franciscan" is working at the Oakland International Airport expansion job. The whirley clam is putting the face rock on the perimeter levee for Healy-Tibbetts Co. The clam dredge "California" has been tied up in the yard at Alameda undergoing some changes and repairs.

Close Building Supply Co. & Krull & Pacheco have just about completed the new freeway running from Maddox Rd. to Russell Way in Hayward. Brothers Bob Bacon and Jim Jenkins are on roller. Brothers Don Ford, Ray Bush and Ronald James are on blade. Brother Glen Huffman is mechanic finisher, Brother Ed Bush is on loader, Brother Harold Duncan on a DW 10, Brother Frank Capp is mechanic, Brother Wm. Moran is grade checker, Brothers Al Greeno and Martin Wiley are Foremen.

Gallagher & Burk, Inc. was low bidder for the job which is a portion of the parkway which will extend from the San Leandro city limit to East 14th St. at 46th Avenue. The bid on this job was \$359,602.73. Work should start within a few weeks.

The Rosendahl job at Newark is getting under way now. The job is at Cherry & Mowry Rds. Brother Louis Dietz is on a compressor, S. W. Cooper is on an A Frame, Stanley Garber is operating on a T L 20 with Jack Mauser as his oiler. Judson, Pacific & Murphy is setting all the steel on this job.

Jos. Ballinger Co. is wrecking the Capwell, Sullivan & Furth building at 14th & Clay Sts. in Oakland. This to make way for more off street parking. Ballinger also has a crew wrecking the Allendale School in the Allendale District. Chas. Campanella Co. has two cranes busy on a school wrecking job at 13th & Myrtle Sts. in Oakland and at H. W. Gentry Material yard at Ashby Ave. in Berkeley, where a new plant is to be built.

Elmer J. Freethy last week was low bidder on construction of the Middlefield Reservoir of the Alameda County Water District. Work on the reservoir will probably begin in two or three weeks. It is expected to take about five months to complete. The reservoir will be located on the Mayock Ranch on Middlefield Ave. east of Irvington. Included in the project is construction of a booster station to pump water to Mission San Jose. Water from the reservoir will supply Mission San Jose, Irvington, Centerville and Newark. The bid on this job was \$259,418.

Gallagher & Burk Co. were low bidders for a section of the Bancroft parkway job from 90th Ave. West. Their Mountain Blvd. freeway job at the top of Lincoln Ave. in Oakland is progressing rapidly. The Prodanovich Co. is doing the underground work on this project.

## FLOOD CONTROL

Contract for construction of a flood control drainage project along Eden Rd. has been awarded to Galbraith Construction Co. of Hayward. This job is scheduled to be completed by October and it calls for the installation of a new "king size" suction of a drainage pipe along Eden Rd. between Manon Ave. and Ward Creek. Part of the Zone 3-A project of the Flood Control District. The job will provide drainage along the street and for the new Tyrell Ave. School to be constructed at Eden Rd. and Tyrell Ave. Some 1,536 ft. of re-inforced concrete pipe will be used.

Brother Ken Ross, Supt. for P.C.A. Quarry in Clayton says the work has been slow but is picking up. They are getting ready to start work 6 days a week, 10 hours a day. The work for this coming year looks very good.

Vincent Rodriques was awarded a contract from the Contra Costa County Sanitary District for \$324,452. The work consists of the reinforcement of concrete pipe. Brother R. M. Dooley, Jr. is the loader operator and Brother Joe Risch is on a backhoe. This job is at Shore Acres in Pittsburg.

## Dredgemen Accept Recommendation Of Negot. Comm.

On Tuesday evening, July 9th, there was a special meeting held at the Labor Temple in Oakland, in which there were over 100 members employed in the Dredge Industry in attendance, along with various officers of the Union. At this meeting the recommendation of the negotiating committee dealing with the Dredging Contractors Association was submitted to the membership for their ratification.

Inasmuch as this particular agreement is a joint agreement between Local 12, Local 3, and the Dredging Contractors Association, a similar meeting was held in the territorial jurisdiction of Local 12 at approximately the same time for the same purpose. The recommendation of the negotiating committee of both Unions was overwhelmingly accepted by the membership present.

Reporting on the thoughts as expressed by some of those present at the Local 3 meeting, we are convinced that while the proposed settlement was fair and just, we have other adjustments to make in the years to come. We are confident that with the cooperation of the members employed in this Industry, that we will continue to improve the wages and working conditions as we go along.

O. C. Jones & Sons of Berkeley are moving 120,000 cubic yards of dirt on Capwell's El Cerrito shopping center at Fairmount and San Pablo Aves. Brothers Earl Savely, Bill Pollock and Warren Houck are running the T S 300 A C pulls. Brothers Pete Snyder and Bill Henry are working as Grade Setter and Instrument man. Brother Alvan Persson is on blade, Brother Frank Rose is on a D-8 push cat, Al Kirby on a H D 20 sheepsfoot, Paul Godfrey is the foreman and Al Martel is the Residence Engineer. The Dinwiddie Construction Co., General Contractor is laying a 36" dual drainage pipe line in the old El Cerrito creek.

Pacific Mechanical Corp. of Richmond have been quite busy on shut-down work and several small new jobs in the Standard Oil Refinery of Richmond. These jobs consist of pump stations for pipe lines for the products distribution, installation of a new header in salt water stations for fire protection. Brothers Elmer "Bill" Williams and Jim Johns, Sr. are P & H crane operators with Brothers Lloyd Nester and Roy Cameron as their oilers. Charles Christian is mechanic and supervisor in charge of equipment. These Brothers are kept busy the year round and most of the time they have four to five Brothers busy. This corporation is managed by Harry Phasis.

The Utah Dredge Company dredge, being constructed at the Pacific Coast Engineering yard. The acquisition of equipment and machinery necessary for the outfitting of the new dredge is proving quite a problem.

## ANTIOCH TO TRACY

W. M. Lyles from Visalia, has a new job starting on Willow Avenue in Antioch and finishing

in Tracy. This is a total of 35 miles. The job consists of digging out and loading the 10" pipe line that Standard Oil had put in. The pipe will be salvaged and used elsewhere. Paul Campbell is Supt. on this job. Glen Baker is operating the side boom, Charles Frasier is on the trencher, Ken Crenshaw is on blade, Joe Cornelius on handi crane loading out pipe, and Carl Shoup is oiling. This job is to be finished in about 90 days.

Peter F. Giordano & Son have a sub-contract from Williams & Burrows. They have 25,000 yds. of dirt to be moved for a 17 housing unit to be built at the Nike site in San Ramon. Brothers Val Salvador and Pete Giordano are on cat & can. The Army Engineers Corps. is having the work done which has a 30 day time limit.

Aquiar Bros., a sewer and road construction company of San Pablo have several jobs going at the present time in Richmond. They have just completed installation of sewer pipe for the Disposal plant in Richmond, and are now starting their sewer job on McBride Ave. These jobs are part of the \$8,000,000 sewer Bond issue for the City of Richmond. They have 2500 ft. of pipe to lay on the McBride St. job, some 14' deep. Brother Al Aguiar is operating a trenching machine, Brother Ray Aguiar is his oiler, Brother Joe Gava is on Blade, Brother Bobbie Aquiar is on swing crane and Brother Frank Aguiar is operating a dozer. This job is being supervised by Brother Joe Aguiar with Brother Tony Aguiar finishing the Meeker Street job. C. & H. Construction Co. have the job to pave McBride Ave. when the sewer is in.

M.G.M. Construction Co. was awarded a \$96,694 contract from the San Francisco District Corps. of Engineers. They will be constructing a water supply and sewage disposal, also constructing a high pressure water supply line, pumps and a 60,000 gal. storage tank, spray field, outfall sewer line and enlarging the oxidation pond. This job is in Rocky Ridge near Danville and the Nike site. The time limit is August 29th. Brother Henry Moore is foreman, Brother Bill Trammel is on a trencher, Brother Roy Krazer on a N. W. 25 hoe and Brother Ralph Taft is the oiler.

Fay Wills was awarded a \$60,728 contract from the City of Antioch for the reconstruction of 18th Street from D St. to L St. and an extension of G St. from 17th to 18th Sts. in Antioch. Brothers Val Easton and Cleve Kennedy are on blades, Brother Virgil Brown is mechanic and Brother Pogy Hunt is Foreman.

The Galbraith Construction Co. in Livermore are putting in 3200 ft. of sewer pipe and 3200 ft. of underground piping. Brothers Vic Tyler and Bill Dyre are operating on a trencher and Brothers Tom Willingham and Delbert Johnson as oilers.

The City of Oakland celebrated the opening ceremony of the Cypress St. viaduct of the Eastshore Freeway. The \$10,000,000 double deck structure is the first such structure in California and it extends from the Bay Bridge distribution structure to Market St. A major traffic "bottle neck" in Oakland has

## Blood Donors for Month of June

KEITH SHOOPMAN  
A. J. "TONY" SILVA  
DEAN SPARKS  
JERRY BAILEY

## News About The Brothers

Bro. Joe Gava is leaving Sunday, July 14th, for Italy to visit his sick brother.

The Brothers at E. J. Lavino Co. in Newark are on their two weeks vacation now. Hope all the Brothers are getting some good fishing in. The maintenance men are doing some repair work and hope to have the plant running about July 8th.

Brother Robert McCord, an electric crane operator, is in the Alameda Hospital. Brother McCord suffered from a stroke on June 24th and will not be able to go back to work. His address is 768 Olive St. in Newark if any of the Brothers would like to visit him.

Brother Floyd Carr, who is working for P.C.A. Quarry in Clayton, just returned from two weeks vacation. Brother Carr and his wife took a trip through Louisiana to Houston, Texas and saw some hale storms and the floods. They reported the floods weren't as bad in that section as the papers made them out to be. All in all they had a very nice trip.

Brother Thomas Marshall fell on June 21st and broke his hip while at work. The doctor says it will be about eight months before Brother Marshall can return to work. We are sorry to hear this and we wish Tom a speedy recovery.

Brother John Koger raises German shorthair pointers. Bro. John entered his dog in a dog show in Richmond and brought home the blue ribbon—"first prize." The dog received five points toward championship.

We're glad to report that Brother John Wiley is back to work after his long illness in the hospital.

## CONSTRUCTION AWARDS

SACRAMENTO, Contract awarded to Thomas Const. Co., P.O. Box 683, Fresno, \$188,881 for 1.1 mi. grade & surf., etc., 2 bridges betw. Kenyon Dr. & Redding underpass, SHASTA COUNTY.

SACRAMENTO, Contract awarded to Ghilotti Bros., 629 Francisco Blvd., San Rafael, \$429,587, for 2.3 mi. grade & pltmx. surf. on cem. tr. base, etc., in Santa Rosa.

SAN FRANCISCO, Contract awarded to Williams & Burrows, Inc., 500 Harbor Blvd., Belmont, \$850,784, for const. Army Family Housing, S.F. Defense Area, CONTRA-COSTA COUNTY.

CARSON CITY, NEVADA, Contract awarded to Dodge Const. Inc., Fallon, Nevada, \$348,501, for const. por. Primary Hwy. sys. on US 50 & 50 Alt., betw. 11th St. & 15th St., East Ely, Nevada, WHITE PINE COUNTY.

been broken with the opening of this new double deck viaduct. The new structure will speed some 60,000 motorists through west Oakland.



## STOCKTON KEEPS ALL EMPLOYED

By H. T. PETERSON, WALTER TALBOT, AL McNAMARA and C. L. CASEBOLT, Business Representatives

With three road jobs and one levee job having been let this past week, we feel that it would be safe to say that everyone should be working by the time this is in print. However, up to now, the jobs here in the Stockton district have been few and far between and of short duration. The new jobs are the 3.9 mile road job between Yosemite Junction and Montezuma Road on Highway 120 and 108 with the Rockport Redwood Co. being the low bidder in the amount of \$508,510. We understand that this is the first venture into road construction for this company and hope they have a new technique to move rock inasmuch as they left \$70,000 on the table.

Basalt Rock Co. were low bidders to the District Corps of Engineers on the stone protection along the banks of Old River from the head of Old River to Paradise Cut. The bid was approximately \$600,000 and included about 175,000 yards of levee repairing.

M. J. Ruddy & Son of Modesto was low bidder on the County road job for the reconstruction of Mariposa Road from Skiff Road to the Escalon-Bellota Road, which is a distance of 4.7 miles. They should have completed the job on Tuolumne Road east of Sonora by this time and will probably transfer the crew from this job to the new one on the Mariposa Road.

Transocean is the last of the four new jobs. Transocean Engineering Corp. of Hayward was the low bidder in the amount of \$942,791 on the Highway 88 job between Ione and Martell in Amador County, which will be 7.8 miles long. This job is quite rocky in places and should keep a number of brothers busy for some time. A new underpass and relocation of the highway in various places will straighten out the road quite a bit.

Atwater Underground Construction Co. was low bidder on the sewer lines at Altaville. The bid was \$112,246. There is a lot of rock on this job, so the operators on the trenching machines and backhoes will have a rough time. Atwater has completed the sewer lines at Valley Springs and are now working on the Disposal Plant.

Claude C. Woods Co. have a few more weeks of work on their Mokelumne Hill job. This was a good job, but it did not last long enough.

### LODI FREEWAY

M.J.B. Construction Co. is finishing up the Freeway North of Lodi. They are placing the rock on the frontage roads and overpasses. Claude C. Wood Co.

is putting down the plant mix and should be finished by the time this goes to press. Lord & Bishop have completed the bridge over the Mokelumne River and have turned the traffic over it.

Stanfield & Moody, Holden & Gorham and S. M. McGaw Co. keep several of the members busy on the small jobs between Lodi, Stockton and Tracy. These three contractors employ approximately twenty-five members all year.

Carvers Construction Co. of Stockton were awarded the government low housing project in Tracy for \$467,750. Al Haworth will do the grading for Carvers with the same crew he has had working on Nomellini Construction low rent housing projects both here in Stockton and in Thornton.

Rivers Construction Co. of Fort Worth, Texas, have completed the pipeline job that came into this district from Richmond but will be making the river crossings for some time yet. John Scheurer put one of his rigs to work for Rivers driving piling on slough crossing that does not have to be submerged.

The sewer disposal plant job for the City of Tracy seems to have hit a snag. Fred J. Early, Jr. Co. was low bidder but apparently the bid was rejected as too high and new bids have been called.

### STOCKTON CHANNEL

Blake Bros. of Richmond were awarded a rip-rapping job along the Stockton Deep Water Channel in San Joaquin and Contra-Costa Counties in the amount of \$129,355.

A new four million dollar fertilizer plant is contemplated for this county. It will be located adjacent to the Best Fertilizer Plant property south of Lathrop.

H. K. Ferguson Co. are still building the new John Mansville Transite Pipe Plant and from all indications, they have a couple of months more setting in the pipe-making machinery and that keeps several engineers happy.

A message to the Brothers who live and work out of the Stockton District:

As you probably know by now; the hiring procedure in our master contract with the Associated General Contractors and all signed Independent Contractors specifically states that all employees will be registered on the Union's out of work register and will be dispatched according to the procedure as set forth in the contract. Brothers, this method of hiring is for your own protection as you will discover as time goes by. However, in the meantime, we expect your loyal support to see that this new plan is carried out.

A civilian defense official, drawing up plans for billeting space in his city in case of a bomb attack, asked the pastor of a large church how many persons could sleep in the church buildings.

"I don't know," replied the pastor, "but every Sunday morning we sleep 1400."

DON'T BUY O'SULLIVAN HEELS AND SHOES



**OFF WE GO!**—Giant hunks of concrete and steel are being fashioned into a sky-high, canted speedway 250 feet over Carquinez Straits these days as a twin to the present structure, and down below they plunge 300 feet through treacherous tides to bedrock. Coming in from the right, the double-track mainliner will pass through a 350-foot slice in the hills, biggest cut since Culebra on the Panama Canal. This view was taken from a moving car, shows two lanes of the high highway and, below, one of the Crockett turn-offs.



# UTAH NEWS ROUND-UP

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

Construction work on the great, much talked of Flaming Gorge Dam project on the Green River in the very northeast corner of Utah has actually begun.

Witt Construction Company of Provo was awarded the contract for eighty homes, streets, utilities and have sub-contracted the dirt work to Whiting & Haymond Company of Springville. This company has bought some more new equipment and moved onto the job.

Evan Ashby Company has the utilities, etc. and has also started work. Wangsgaard Construction Company of Logan has his new section of road leading to the town site underway. We are very happy to announce that during the past month and before these projects got underway, we were fortunate to get subsistence in the amount of \$4.25 per day, written into our contracts for this area. This was achieved finally after many months of meetings with the AGC labor committee and in behalf of basic building trades. Brother Merlin Bowman spearheaded the entire operation. We feel this to be one of the biggest achievements of the year, along with our Health and Welfare program and the increases in wages. Thus far, 1957 has started out to be a successful year, and would be much more successful if we could get the Utah State Road Commission to let some more of the many jobs that have been promised.

During the past month two more State Road jobs were awarded in the Uintah Basin. L. A. Young Company was low bidder from Ouray to Highway No. 40 and Germer, Abbott and Waldron on a three mile secondary job at Upalco.

The Bureau of Public Roads in Ogden plan to let another six mile section of the Vernal to Manila Road, July 12, 1957. Because this work is in the very high Uintah Mountains, it leaves a very short working season, but the bidding is expected to be quite competitive. Other work in this higher altitude left over from last year is again resuming operations.

The road to Mirror Lake was opened through great snowdrifts the first part of July. Olof Nelson Company has a hotplant mix job to complete the paving on to Mirror Lake. R. M. Jensen Company has a little finishing and clean-up work remaining on his section north of Mirror Lake toward Evanston, Wyoming.

The much publicized west side Salt Lake Freeway is still in a hassle with the State Road Commission and the Salt Lake City Commission at odds. The problem seems to lie in where the east, west interchange is to be built. We are still hoping this will be worked out and actual construction started this fall.

Huber and Rowland Company is now working on the east, west Freeway through the north end of Fairmont Park in Sugar House.

Ribbons and Reed Company has started on the 33rd South Street job from State Street to 2300 East, so some traffic relief is in sight for the people who live in the southeast part of the city.

Engineers Limited Company and Enoch Smith Company are keeping a large number of Local No. 3 men busy on the two pipelines now working. The loop line from Rangely, Colorado to Salt Lake is being done by Engineers Limited now working 6-10 hour shifts. The right-away crews are now working near Wolf Creek Summit and the laying crews are still working between Rangely and Roosevelt.

Enoch Smith Sons sub-con-

tracted the right away and ditch work on the Salt Lake to Ogden 20" line and have machines scattered over the entire 40 miles.

Word was received recently that Utah Oil Refining Company plan expansion at their north Salt Lake Refinery starting this fall to the tune of 2½ million dollars, which is certainly welcome news. The Fluor Corporation now working at Standard Oil Refinery are expecting to finish there just about in time to move on to the Utah Oil job. Work at Philips Petroleum Company at Woods Cross, is expected to start early in August. This word was received from the Pro. Con. Co. who will do the construction of the "platformer" there. So, all in all the work picture is good at present with many small jobs around Salt Lake, but the bigger jobs being all in the outlying areas; so hang onto that trailer house if you have one and get in on some of the bigger and better jobs at Flaming Gorge, Mexican Hat and Kanab.

## Northern Area

A number of new jobs have been advertised on bid this past month and work is already under way on several of them, which is helping in keeping most of the engineers busy in this area. Tolboe and Harlin Const. Co. have been awarded a \$3,838,251 contract for the construction of a sewerage treatment plant for the central Weber Sewer Improvement District and work is underway with Sorenson Const. Co. sub-contracting the earth work.

Wheelwright Const. Co. has started on the \$291,264,000 state road project on Highway 162 between the Pine View Dam and Eden.

Ace S. Raymond Const. Co. has been awarded a \$1,099,000 contract for an addition to the Logan L.D.S. Hospital. Fife Const. Co. has a \$92,835,000 contract for the widening and surfacing of 2.72 miles of road between west Warren and Little Mountain. Waterfall Const. Co. has been awarded a \$99,385 contract for the widening and resurfacing of .47 miles of Brigham City Main Street on Highway U.S. 30.

The contract for the construction of the Mt. Ogden Junior High has been awarded to Campion Construction Co. at \$1,396,736. Miya Brothers Const. Company has sub-contracted the excavating and grading. The Mountain Fuel Supply Company has been granted a franchise to serve northern Utah with natural gas and have announced a 3½ million dollar expansion program for the construction of a 40 mile line between Roy and Logan along with distribution systems for Brigham City and Logan.

W. W. Clyde Const. Co. submitted the low bid of \$292,452 for widening and resurfacing of 25 blocks on Harrison Blvd. in Ogden.

The Marquardt Aircraft Corp. has advertised for bid several phases of work at the Ram Jet Engine Testing facilities at Little Mountain, including 36,000 feet of Industrial Water line, 1.5 miles of access road, air storage vessels, air supply compressors, industrial water treatment clarifier and test air heaters.

These jobs along with a num-

## Schedule of Meetings for Construction, Lang Co., Sand & Gravel, Iron Mines, Vitro Uranium Corp., And Kennecott Copper Corp., and State Road

Construction, Sand and Gravel membership meeting, second Thursday of each month, Engineers Hall, 1969 South Main St., Salt Lake City, Utah.

Construction, Sand and Gravel membership meeting, third Friday of each month, Labor Temple, Ogden, Utah.

Construction, Sand and Gravel membership meeting, second Friday of each month, Labor Temple, Provo, Utah.

Kennecott Copper, Tuesday, July 30, 1957 at 1 p.m. and 3:30 p.m. at Bingham Civic Center. At 7:30 p.m. at Midvale Library No. 2, East Center St., Midvale, Utah. Nominations for stewards.

Cedar Iron Mines, called meetings.

Western Phosphate, Vitro Uranium, State Road, Sand and Gravel, all called meetings.

ber of other projects already underway or scheduled to be bid within the next few months, should keep the engineers busy for this season.

## Southern Section

The picture in the southern section is continuing to be brighter as the summer progresses. Increased activity in the building program has taken up the surplus locally. A number of good grade hands have moved out of state to remain employed. Inactivity in road construction in Utah has caused this condition; only a few small jobs are being let from time to time.

A joint venture by L. A. Young Company and Vernal Sand and Gravel Co. was successful for 11.6 miles of grade and surfacing in Sanpete County. This job includes the surfacing of Spring City and Mt. Pleasant main streets. L. A. has once again succeeded in keeping this work to himself. This meets with the approval of his operators as most of them are at home in this area. The bid of \$628,615 on this job was about \$52,000 under the engineer's estimate. Thorn Construction Co. has sub-contracted the hot plant work and laying. Brother Ted Madsen and his crew are at work moving the new plant from the point of the mountain to Mt. Pleasant. A smaller plant will be erected at that site to finish their job at Draper.

A low bid of \$581,013.46 was entered by Strong Company of Springville, Utah, for construction of 9.2 miles of road and a three-span bridge between Arches Monument headquarters and the balanced rock. The bid on the work was several thousand dollars under the engineer's estimate. Terms of the contract call for completion of the road 320 days after starting date. A major piece of the work will be the building of a large concrete bridge over the courthouse wash, an intermittent stream that has proven dangerous to motorists during flash flood periods. This will be a good one for some winter work.

Brother Charles T. Merrifield, who was operating a shovel at Continental Uranium Rattlesnake Mine was shot and killed by his oiler following an argument. Brother Merrifield operated a crane for Foley Co. during construction of the new Moab Mill and was a devoted union member and very well liked. It is very hard to imagine what moves a human being to such drastic action. Our most sincere sympathy to Mrs. Merrifield and her daughter.

Brother Jack Leftwich of Provo, who has recently struck out on his own as a contractor, was low bidder on a sizeable

sewer job in Grand Junction, Colo. We wish him all the luck and good digging he requires. If fortitude, drive and fairness will get the job done, there will be no doubt of the outcome.

## Utah Construction Co. Cedar Iron Mines

During the past month agreement was reached on the new contract resulting in another two-year agreement with raises being made in the amount of 11 per cent for the year 1957, with hourly increases ranging from 22 cents per hour up to 30 cents per hour and bringing the wage structure equal to or above anything in the state. For the year 1958, there will be an increase of 4 per cent with increases of from 9 cents up to 12 cents per hour. Several outstanding problems were straightened out and we especially believe that up to the present infamous Rule 14 is at last written in a manner in which it can be understood. We are of the opinion the new agreement is a good one in comparison with many in similar industries.

In the immediate area, there has been quite a change in the complexion of things. There has been the usual spring migration to other jobs, with a result of quite a number of new faces upon the hill. Lots of dirt is being moved in spite of the considerable mechanical difficulties and equipment breakdowns which have been encountered. After the long-drawn-out winter weather in the mountains, it is good to have real summer there now.

## Bingham Tunnel

Progress is fair at the tunnel. The drilling is now at about the 2500-foot stage, with the concreting about 300 feet behind the face. We are firmly of the opinion that the safety of the men inside has certainly been protected in a large degree by the method Paul has used of keeping his concrete as near to the face as possible. It has been necessary to move Whitey Walker off the job. He only lasted a few days. There is certainly the best morale condition existing at the tunnel now than has existed at any time previously.

We extend our good wishes for a speedy recovery to Brother Joe Porter, who has found it necessary to be confined to the hospital for a throat ailment.

At Kennecott Copper Corporation Bingham Copper Mine we do not have too much to report on. We repeat that conditions in all departments have obviously improved over the past couple of years and there is a much better attitude on the part of the supervision out on the hill. At the last meeting held in Bingham, nominations were

## CONSTRUCTION AWARDS

SAN FRANCISCO, Contract awarded to Engineers Ltd. Pipeline Co., 5690 So. Union Ave., Bakersfield, for the final 138 mi. of "Super Inch," 34" gas pipeline. Const. will start with a 30-mile job in San Bernardino County ext. E'ly from Dnyb. The second sec. will be 68.8 mi. from Oak Creek Pass to Hinkley, N. of Mojave, & third will be a 39.2 mi. stretch in the W. San Joaquin Valley, Kettleman to Panoche. Ext. cot: over \$15,000,000.

SAN FRANCISCO, Contract awarded to Engrs. Ltd. Pipeline Co., 5690 So. Union Ave., & Alex Robertson Co., P.O. Box 698, Concord, for const. of the 165 mi. 12" steel gas pipeline, ext. from Corning, TEHAMA COUNTY, to the Humboldt Bay Area near Eureka, Calif. Ext. cost: approx. \$9,250,000.

FRESNO, Contract awarded to James I. Barnes Const. Co., 1940 Spring St., Redwood City, \$5,265,300, for constr. of Fresno County Hospital, Fresno, Calif.

SACRAMENTO, Contract awarded to Mercer-Fraser & Mercer-Fraser Gas Co., 2nd & Commercial Sts., Eureka, \$459,955, for abt. 0.6 mi. appr. graded & surf. w/pltmx. surf. & const. bridge across Mad River, HUMBOLDT COUNTY.

LIVERMORE, Contract awarded to Swinerton & Walberg, 200 Bush St., S.F., \$461,928, for const. of Bldg. No. 114, at Livermore, Calif.

PETALUMA, Contract awarded to Ray I. Johnson, Box 98, Kentfield, \$235,420, for const. E. M. & NCO Service Club with Guest House, at Two Rock Ranch Station, near Petaluma, SONOMA COUNTY.

FAIR OAKS, Contracts awarded to A. Teichert & Son, Inc., 1931 Stockton Blvd., Sacto. (awarded all street & sewer works, no price announced), & to Chris Reid, 1134 Edam Ave., Stockton (awarded all water main work, no price announced), for grade streets, const. curbs & gutters, storm sewers & domestic water sys., Lincoln Oaks Unit No. 3, loc. near Fair Oaks, SACRAMENTO COUNTY.

SACRAMENTO, Contract awarded to Granite Const. Co., P.O. Box 900, Watsonville, \$672,566, for 2.9 mi. grade, pltmx. surf. etc., betw. 0.2 mi. E. Swift St. in Santa Cruz & 0.5 mi. W. of Wilder Creek, SANTA CRUZ COUNTY.

opened for stewards for the next year. At the next meeting, nominations will be opened, and at the conclusion balloting will be conducted. The meetings will be held at Bingham Civic Center at 1 p.m., 3:30 p.m. and at 7:30 p.m. in the Midvale City Library on Tuesday, July 30, 1957.

We extend our best wishes for a speedy recovery to Brothers Ray Argyle and Alma Ashforth after their recent injuries.

## Sand & Gravel

In the Sand & Gravel industry a new contract extending for three years was consummated a few days ago which resulted in a 35-cent increase over the life of the agreement, to be applied in the following manner: 15 cents in 1957, 10 cents in 1958 and 10 cents in 1959, with overtime for Saturdays. There are no changes in the holiday attitude of the association.

We regret to report an accident which occurred by Ray Cory at J. B. Walker's plant. Ray's injuries were extensive. His nose was broken along with a badly smashed foot and other minor injuries. At the last report, he was getting along well. Best wishes for a speedy recovery, Ray.



# Fresno Area Jobs Are Slow

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

Beside the fact that it has been extremely hot in the Valley, there has been very little change from last month, work continues to be very slow in the area. The several freeway jobs we have been enjoying for the past three years are all coming to the final stages with no new ones in sight at this time.

The Gordon H. Ball Company job on the Atwater Freeway is still awaiting steel for the overpasses with most of the grading and paving completed. The Frederickson & Kasler Freeway job at Chowchilla is completed except for tie ins at both ends. Their job at Madera has progressed to the stage where they will have to wait several months on bridge crews building overpasses before final excavation and paving can be completed. Frederickson & Kasler's concrete spread have moved to Fresno to place the concrete and cement

treated base on the C. K. Moseman freeway job through Fresno. This job will probably be completed next month.

In the Merced area the Joe D. Miller Co. and Kovick Bros. are making good time on their sewer jobs despite the water condition in that area. North Bay Construction are about to wind up their job at the Merced Sewer Farm. Beleme Construction and the Downer Company were low bidders on the next section of the sewer project for the City of Merced. D. Miles Thomas

Co. have completed their sewer job in Los Banos.

The strike of the building trades men against the Home Builders Assn. of Fresno has practically halted subdivision work in Fresno and is now beginning to effect the rock and sand plants in the area but we have been able to place some of the members on mountain jobs.

### IN THE MOUNTAINS

Work in the mountain area continues to hold good, Morrison, Walsh & Perini have integrated the Wishon and Court-right Dams projects and are now operating the two jobs on a 5-day basis on excavation — three shifts, six days for mechanics. The tunnels continue to operate on a six day, three shift basis. Harms Bros. have suspended operations at their rock plant on Kings River due to high water. L. C. Smith Company continues their rock plant operations at Black Rock, they are making aggregate for the Balch Power House addition and the addition to Black Rock Dam, which was recently awarded to the Pre-past Intrusin Company. The Thomas Construction Co. are busy pouring footings for the penstock at Balch and Haas Power houses. Consolidated Steel Company have their stiff leg derrick and overhead crane ready to install the penstocks.

### 3 HOSPITALS

Fresno is finally getting the much needed hospital facilities with the awarding to the Jas. I. Barnes Construction Co. the contract to build the Fresno County General Hospital. This puts three new hospitals under construction, the new Community Hospital and Sequoia Hospital are already underway.

Linton & Kilgore, who have the sub contract on Volpa Bros. Manning Avenue job at San Joaquin are putting down cement treated base and will be ready for black top soon. Volpa Bros. plant at Skaggs Bridge are making material for this.

Fresno Paving Company keeping their men very busy, have started their new contract for approaches on North Blackstone (Hwy. 41) north of Fresno. This Company also have quite a crew working on Highway 180 at Cedar Grove.

Stewart & Nuss Inc. are moving lots of dirt at Hanford on their Central Valley Highway job and will start paving in about two weeks. This Company also have several other contracts: Ventura Avenue job and Olive Avenue job, they also were low bidders and awarded a contract at Exeter and a job out of Visalia in Tulare County. Griffith Company are moving right along on their Highway job in Visalia.

### SUCCESS DAM

The outlook for Success Dam is not too promising as there seems to be a dispute over the right of way and the award has been held up until after the hearing to be held July 15. The Green Construction Co. were low bidders last month for this project and according to the information we have they should be awarded this contract by July 24 and must begin work within 10 days. If the court case delays the contract award past July 24 the construction firm may withdraw the bid.

There will be relocation of the highway coming up July 17, this is a fairly good sized job. Nothing new as yet on Lemoore Air Base.

California State Division of Highways have advertised for bids for 1.3 miles on Bootjack Road in Mariposa County; and about 2.5 miles in Kings County about 2 miles west of Corcoran.

# SACRAMENTO JOB PEAK LEVELLING

By PAUL EDGEcombe, ERNIE NELSON, EDW. HEARNE and BOB SORNSEN, Business Representatives

Throughout the month of June engineers in the Sacramento area have been busy with jobs steadily increasing as the projects progress. At times our out of work list was pretty slim, but an influx of engineers seeking employment from areas that were a little slack, enabled us to fill our work orders. Several of the jobs have reached their peak and employment has begun to level off considerably. No new jobs of large proportion requiring any large amount of manpower will be starting. We suggest you contact this office before migrating to this area.

This past month has been a hot one. The weather has created a problem for many of our brothers. We appreciate the cooperation that the employers have extended to our members to relieve the situation as much as possible by furnishing umbrellas and decent drinking water.

Resurfacing and the laying of "hot stuff" will increase as there are several miles of resurfacing work to be done on various state and county highways within the five counties.

Bragato Paving Co. has started its hot plant at Colfax, preparatory to paving the detours and McCammon & Wunderlich's six-mile stretch from Heather Glen to Colfax. This is a new continuous mix portable Barber Greene plant, and a dandy. McCammon & Wunderlich have their finishing crews busy in addition to their dirt spread. The remaining dirt to be moved is of a slow process, so many of our brothers will be there for some time yet.

Frederickson & Watson have added to their crews as additional equipment comes in. This job has shaped up and the dirt is really being moved. They have a lot of it in this six miles of rugged new highway.

On the Newcastle-Auburn section, Earl Parker has the bulk of the rock moved and has started the finishing work.

At the south end of the Lake on Highway 50, Baun Construction has opened up this section from the State Line to the intersection of Highway 89, and has the clearing about completed. The heavy grading is now getting under way. When completed, this will be a big improvement on this heavily traveled road.

Nothing official yet, but many rumors pertaining to the big development at Squaw Valley. Tentative proposed grading and building for the site of the 1960 Olympic Games is in the making. Many obstacles such as law suits and condemnation of land will have to be ironed out before any action can be taken.

C. S. Phillips Construction Co. has done a little clearing and moved no dirt on his \$778,297 job from Meyers to Luther Pass.

A. Teichert & Son, Inc., has crews busy on Highway 99 South; on Folsom Blvd. from Sacramento to Nimbus, and have recently started on their American River Levee project. Activity has been hampered by complaints of too much dust damaging the hop fields. (No dust in your beer.)

Operations in the rock, sand and gravel plants have increased with the demand of material for the highway and air field construction. Some of these plants are now operating on a two-shift basis.

**NOTICE TO OUR MEMBERS:** Be sure and report any injury that occurs on the job. Get hold of your foreman and have him make out an accident report. This will clear up any investigation that might occur at a later date.

Our sincere thanks to Carl E. Schlink, Fred E. Lacert, Mrs. Carol Burns and Mrs. Norma Gault, who have donated to our Blood Bank since our last report.

Sacramento office hours are 8 a.m. to 5 p.m. daily except Thursday, when we are open 8 a.m. to 8 p.m. Closed all day Saturday.

### Keep Dues Paid Up!

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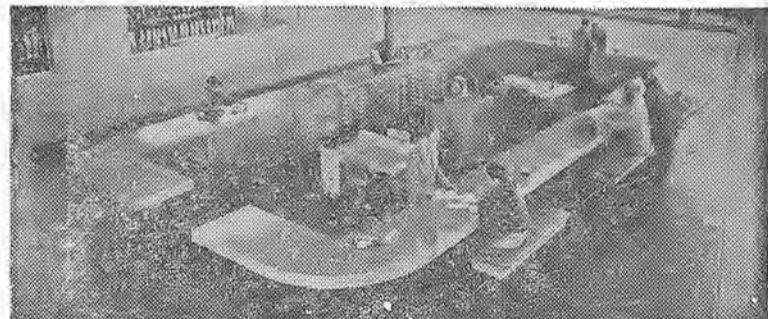
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318 So. B Street San Mateo Diamond 3-5828

**STOLTE, Inc.**  
General Contractors  
TRinidad 2-1064 8451 San Leandro St.  
Oakland, California



**OROVILLE REALIGNING**—Jaspar Grant of Thermolito, member of Laborers 185, Oroville, is shown here trimming up trees felled in clearing of right-of-way for new highway. Wick's Corner to Jarboe Gap. Highway will replace present U.S. 40A through Feather River canyon above Oroville, to be flooded by Oroville Dam.

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# SUMMER RUSH IN SAN JOSE

By A. J. HOPE and T. J. STAPLETON, Business Representatives

After an unusually slow spring season work has picked up to such an extent that this promises to be a very prosperous year for the Brothers working in this area. All of the local Contractors have seen fit to put on extra help and this has reduced our "out-of-work" considerably.

All of the underground contractors are working at full capacity to catch up on the backlog of work. Pisano Brothers are working on their project off Page Mill Road and have another sewer job on Homestead Road. P&E Construction Company have about three weeks left to complete their job on South First Street in San Jose. This same firm is also working on their storm drain job on the Los Gatos Highway and have another project in Saratoga off Prospect Road. Associated Engineers, under the supervision of Brother Jack Wiginton, have plenty of work in this area; at the present time they have jobs on San Antonio Road, Homestead Road, Almaden Avenue, and will soon begin work on a storm drainage job at Stanford University.

William Vierra Construction Company are making good progress in the widening of San Carlos Street in San Jose and expect completion in about six months. Ball & Simpson were the low bidders on the new freeway job and will move in equipment this week to begin operations on a job that should keep the brothers busy for about two years. Bud Haskins of San Francisco has begun work on his project at the San Jose Airport and at the present time is using 5 dozers, 4 jeeps, a blade and a Bachoe.

## PALO ALTO, MOFFETT FIELD

The Metals Company of San Francisco are making good progress on their 7-foot drain pipe job for the new hospital at Stanford. Carl N. Swenson Company

Kaneohe and the Air Force at Wheeler Air Field. The entire program for this project will cost approximately \$160 million, and will spread over a period of five years.

We have again received calls for heavy duty mechanics, heavy duty mechanics helper, and refrigeration mechanics from Holms & Narver, for one year's work at Eniwetok. Southern California wage scales will be paid. However, with the present trend of employment, it is impossible to fill this order.

In the joint meeting of the construction and the shipyard divisions on May 24, much interest was shown regarding a labor course at the University of Hawaii. This course has now been tentatively agreed upon, providing we can secure 35 or more members to attend the course. Cost will be \$15 per member and will amount to 1½ hours per week for 10 weeks. The course will cover such subjects as the beginning of organized labor, pertinent facts of the Taft-Hartley law, Federal laws covering Federal employees, contract negotiations, labor conciliation and mediation, and negotiations, and how they should be handled for the benefit of organized labor. One or two other items will be added at the request of the membership.

These brothers were elected to serve on the Sick Committee of the construction division: Harold Palimoo, Lawrence Tavares and Bernard Clarke. Here in the islands, this is an important committee as it tends to make a closer organization, and gives the member a feeling that he really belongs to a great organization.

Organized labor in the Territory of Hawaii is progressing, and the Building Trades will lead the way.

have been awarded the building contract for the hospital at Stanford University and at the present time are moving their equipment from the IBM job on Monterey Highway to the hospital site. Work on this job should near completion in about 18 months.

L. C. Smith of San Mateo, under the supervision of Brother Butler, have about 11 Engineers working on their job at Moffett Field. They are also busy on two subdivisions east of the Bayshore in Palo Alto. Brother Tex Strickland, superintendent of Fredrickson & Watson reports that their highway job at Alviso is nearly completed and that their section of the work at Moffett Field will have to shut down for about a month while the electricians install the wiring for the lights on the runway.

Bahr & Ledoyen have had to halt their work on Page Mill Road at this time due to underground construction, and have moved their equipment back to the Quarry, where they have plenty of work.

## SANTA CRUZ, SALINAS AND MONTEREY

While work has been good in this area since early spring, several good sized jobs have been let recently and this has added to the demand for men in the last couple of weeks. Ed Keeble of San Jose has begun work on his job on Morrissey Blvd. in Santa Cruz, using 4 DW 20's, 5 dozers and 1 shovel. Granite Construction Company were the low bidders on the highway job north of Santa Cruz and expect to start work about the 15th of July. Piazza Paving Company are building the roads to the atomic plant in the Santa Cruz Mountains and Willie Franks has five dozers busy on the same job. Oscar Holmes is making good progress on his highway job at Boulder Creek and Ben Lomond.

Wilder and Jones have started work on their big storm drain job at Salinas. They were also the low bidders on a similar job for the city of Watsonville. American Engineers have about completed their highway job at Chualar.

Granite Construction Company were the lucky bidders on a \$56,000 contract for the construction of an airport at Fort Ord. Madonna Construction Company of San Luis Obispo will do the resurfacing of the runway on the airport. Folsom Construction Company were the low bidders on a \$86,000 contract for resurfacing and building new roads at the south end

of Hunter-Liggett. Also at Hunter-Liggett, Valley Paving Company of San Luis Obispo were awarded a \$96,000 contract for grading and paving of roads on this site.

Granite Construction Company at Greenfield, under the supervision of Brother Cecil Smith, has made good progress on their highway job. Work is prevalent everywhere in this area and new jobs seem to open up every day.

We were happy to receive a very interesting letter from Brother Joe Bowling, who is in Iraq. He reports that working conditions are good and that there is plenty of overtime.

Be sure that you get a work clearance before reporting on a new job.

## Automation Hits Road Construction

(Continued from Page 1)

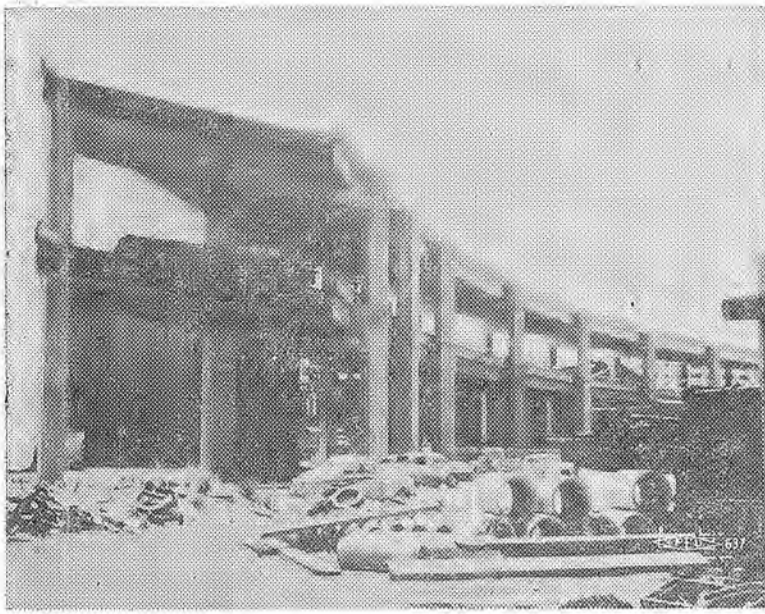
which labor costs play in relation to overall construction costs, it is necessary to consider the sharp decline in the amount of labor employed in highway construction as a result of the use of new methods and new machinery.

The Bureau of Public Roads, U.S. Department of Commerce, recently completed a study which showed very clearly how the man-hours of direct labor in highway construction had decreased between 1944 and 1955.

In plain words, automation has come to the highway construction field, and the road contractor today uses something like a half of the workers he did in 1944.

The Bureau of Public Roads has also projected its study to cover the whole period of the federal highway program up to 1970. After showing that from a value of approximately 217,700 man-hours per million dollars of construction costs in 1944 the man-hours fell off to about 123,000 in 1955, the study indicates the drop in 1960 will be to 104,000 man-hours and for 1970 it will be down to 80,000 man-hours.

It is evident that labor costs in highway construction are diminishing. Therefore, labor costs cannot possibly be blamed for any increases in expenditures for the new roads. The facts are plain. Now it will be interesting to see whether the foes of labor will stop or continue their false allegations about "increased labor costs."



READY TO GO, that's the concrete sandwich swinging in from Bayshore and Bay Bridge to hit the waterfront and await steel-concrete pilings to carry it on its way up the Bay to Golden Gate Bridge.

## HAWAII LABOR ASKS FAIR PLAY

By OTTO E. NEVER  
Business Representative

Everyone is, without doubt, familiar with the broadcast known as "Hawaii Calls," but very few people realize that Hawaii labor not only "calls" but screams for fair play and recognition. Here is an illustration of what we mean by fairplay.

Recently on the island of Kauai, the various unions belonging to the Building Trades formed a unit to organize the various crafts. A Mr. Raymond Aki, formerly a member of the SUP, and who is now in the insurance business, as well as being the building inspector for the Veteran Administration and Federal Housing Authority, was chosen to lead the organizing drive. The organizing was immediately successful. The loyalty and aggressiveness of 99 per cent of the Building Tradesmen was assured. Brother Aki then called the contractors together for the purpose of having them recognizing the Building Trades. Nine out of 18 general contractors agreed to sign a labor agreement, as well as seven sub-contractors. The balance of the general contractors and sub-contractors were contacted by the Employers Council of Hawaii and personally told to refrain from recognizing organized labor.

In as much as the members of the Operating Engineers in this movement were in excess of a hundred, it was decided that we assist with our personal help in getting this movement started and organized. The various contractors who refused to sign were contacted. They had various excuses. They gave reasons that they were afraid to sign because of pressure from financial institutions, supply houses, material dealers, etc.

However, the contractors who refused to give any reasons started laying off the union employees as soon as they discovered who the men were. It was necessary then that the Operating Engineers file unfair labor practices. These contractors then screamed for an election. Any nincompoop knows that you cannot hold an election while unfair labor charges are waiting to be heard. However, such information does confuse the general public. We found that not only were some of these contractors hiding behind the National Labor Relations Board for an election, but they were attempting to hide the fact that they had not been paying the scale of wages as set forth under the Davis-Bacon Act.

### CHEAT AND LIE

In addition to cheating and

stealing from their employees from 50 cents to 75 cents an hour, they were also shorting their employees on the hours worked. We are now receiving checks for our members covering the shortages of money. We then insisted that the shortages of hours also be made up. Bear in mind that these employers willfully stole this money from their employees; yet, they signed an affidavit for the government stating that they had paid the wages as set forth under the Davis-Bacon Act.

Verily I say unto you, my readers and worthy brothers, here we have employers so low that not only do they steal from their fellow men, but they lie about it as well. Following this disclosure, and the firing of our members, there was a walkout and strike against the Kauai Machine Works and the E. F. Nilsson Construction Co. Both companies will have a very tough time getting men to fill the vacancies left by the engineers now on strike.

We, in Hawaii, are proud of Brother Raymond Aki and we are proud indeed to call our members on Kauai brothers.

We wish, at this time, to publicly thank the ILWU, officers and membership, for their cooperation and help in backing us in this fight for recognition.

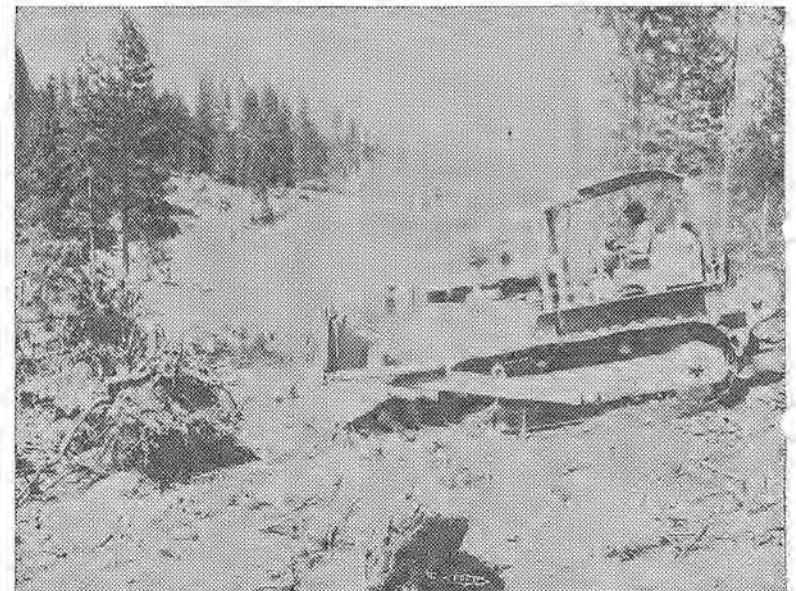
Notwithstanding the battle of recognition on Kauai, we have no men on the out-of-work list on the island of Oahu. Our organizing program is proceeding according to schedule on the islands of Oahu and Hawaii. Our increase in membership has been approximately 100 new members a month. We are particularly proud of the ability of our members in the construction division who are qualified universal operators. In fact, they can run any piece of equipment; our heavy duty mechanics are not only skilled mechanics on all equipment, but they are also good operators.

Our Civil Service workers in the Navy, Army and Air Force continue to bring in new members. Brother Timothy Byrne of the Pearl Harbor Shipyard has given unstinting help in organizing Federal employees.

Many of our members on Midway, Kwajalein and Eniwetok continue to ask for applications for fellow workers in those areas.

### ARMY HOUSING

Indications that the long-awaited Capehart construction program, amounting to \$23 million for Army housing, will start August 1. This should be followed by Capehart housing programs for the Marine Corps at



NEW HIGHWAY—Clarence Edwards of Oroville, member of Operating Engineers Local 3, is shown here bull-dozing brush and fir stumps into piles for burning, clearing the route for new 40A highway realignment in connection with the Oroville dam.