

ENGINEERS NEWS

OPERATING ENGINEERS LOCAL 3

STATIONARY ENGINEERS LOCAL 39

Vol 16—No. 7

SAN FRANCISCO, CALIFORNIA

July, 1958

OFFICIAL NOTICE TO MEMBERS

DISTRICT MEETINGS SCHEDULED FOR AUGUST, 1958:

6th Stockton, Engineers' Bldg.

7th Sacramento, C.E.L.T. Bldg.

12th San Jose, Labor Temple, 45 Santa Teresa

14th Oakland, 2315 Valdez

MEMBERS TO BE ELECTED TO GRIEVANCE COMMITTEE . . .

. . . A special order of business will take place at each of the above scheduled meetings. MEMBERS WILL BE NOMINATED FROM THE FLOOR OF THE MEETING AND ELECTED BY THE VOTE OF THE MEMBERS PRESENT TO SERVE ON LOCAL No. 3's GRIEVANCE COMMITTEE. PLEASE MAKE EVERY EFFORT TO ATTEND YOUR DISTRICT AREA MEETING AND PARTICIPATE IN THE ELECTION AND FORMATION OF THE GRIEVANCE COMMITTEE.

HONOR ROLL OF BLOOD DONORS

SAN MATEO

Thearis Bohling
James Heaney
Harold Rietmann
Fred Buck
Carrie McNeil
Herman Walker
Joe Aguilar
George Lee Loy
Al Milanovich
Mildred Beebe
Charles Beebe
Norris Cummings
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SAN RAFAEL

William Avist

SAN FRANCISCO

William Hansen Jr.

Newman M. Baird

William S. Avist

Arthur L. Thomas

Fred L. Adams

MOURN HARRY METZ

As we go to press with the Engineers News, word is received on the death of Bro. Harry Metz, which occurred July 17 at Peninsula Hospital, Burlingame. Bro. Metz was a business agent of Local 3 and was a regional vice-president of the State Federation of Labor. He had been in ill health for the past few months.

PROPOSITION 18

Open Shop Proposal, A Threat to Every Segment of Population

(Editor's note: Because the campaign against the compulsory open shop—Proposition 18 on the November ballot—has been officially launched by the entire labor movement, it is most important that our members be fully aware of what it is and what it means. For this reason, we are reprinting in its entirety, the detailed explanation which appeared in the San Francisco Labor Council's paper. READ THIS SPECIAL ARTICLE . . . PASS IT ON TO YOUR FAMILY AND THERE WILL BE NO NEED TO URGE YOU TO REGISTER AND TO VOTE . . . YOU'LL WANT TO SEE THAT THIS MEASURE IS DEFEATED!)

Proposition 18 on your ballot in the general election on November 4 carries the seemingly innocuous title of "EMPLOYER-EMPLOYEE RELATIONS." Because it directly affects you, your job, your living standards, you will want to know exactly what is involved in this proposition.

Stripped of all its trimmings, the question you will be asked to decide is just this:

Shall the union shop (or any form of union security) be arbitrarily and absolutely prohibited by law?

But this basic question drags in its wake a whole train of other important questions. The implications of Proposition 18 reach out to your job and your union, to your family and your standard of living—the house you live in, the food on your dinner table, the shoes your children wear.

In this article, we undertake to explore some of the vital implications of Proposition 18, to track down the ways in which it affects you.

I. What it is not

You may be told that Proposi-

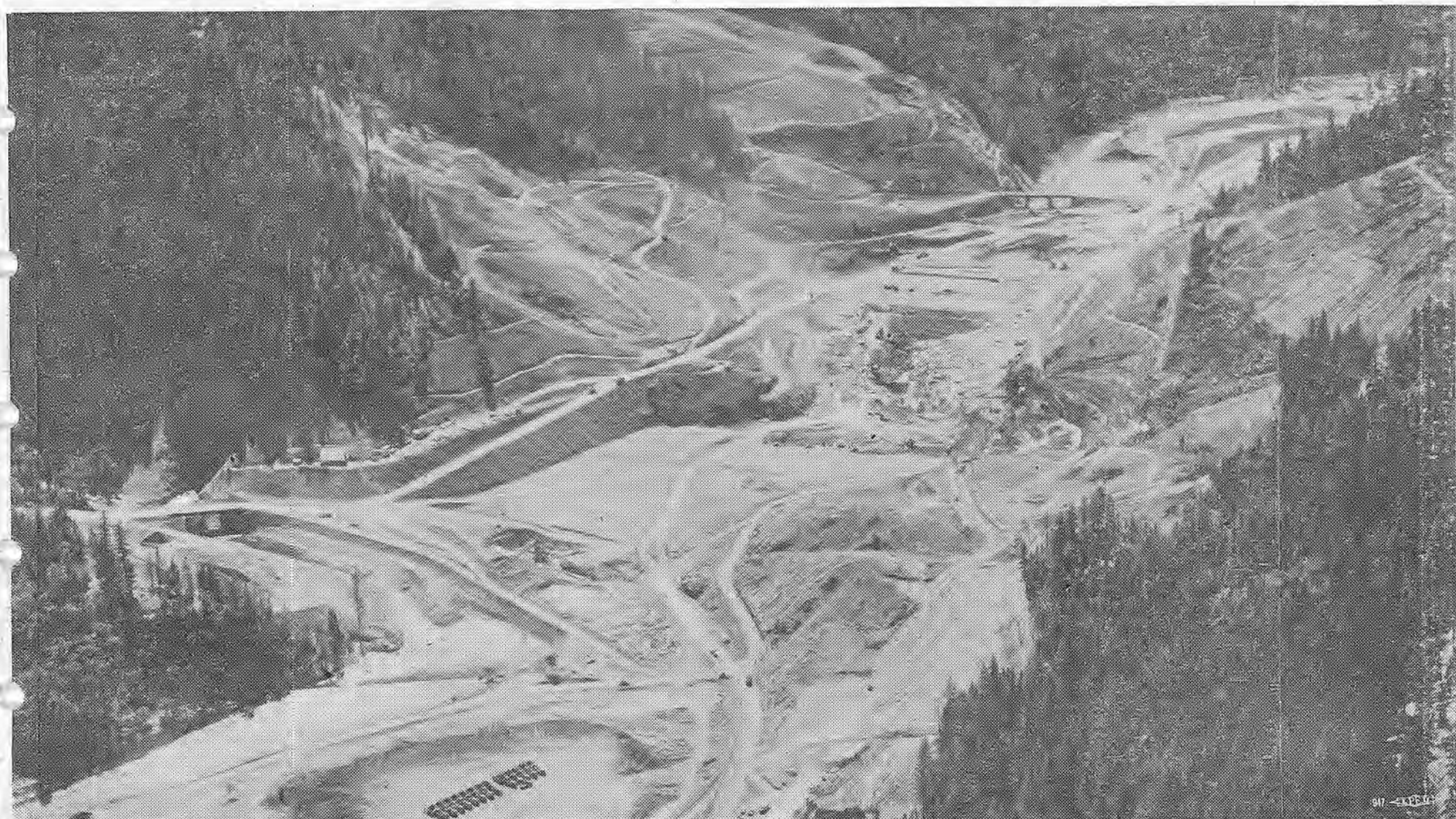
tion 18 is aimed at establishing your right to work. This is the name given to the same kind of law in a number of other states. It was also the name that was rejected by the Attorney Generals of Washington, Idaho and California as a totally false description of the law.

The fact is that it creates neither a job nor any right to a job. Among the millions of Americans who have been out of work this year, a good many live in states with "right to work" laws. These millions could tell you that they were just as unemployed as any jobless worker in San Francisco or any-

where else. Their "right to work" law provided no work nor any "right to work" of any kind.

THE NEWSPAPERS recently have given bold headlines to the wrongdoings of a number of union officials as revealed by the McClellan Committee. Consequently, you are likely to be told that this proposition is intended to end corruption in unions. But—there is not one word in the entire proposition that could have avoided even one single case, large or small, of corruption. You may feel the remedy for corruption is an active

(Continued on Page 2)



TRINITY DAM SITE—On the denuded and dry bed of the Trinity River between two barriers will rise a man-made mountain. It will be the Trinity Dam, a quarter of a mile wide at its base and 465 feet high—the mightiest earth-fill dam in the world. In the

picture, looking downstream, the river (bottom) has been blocked off and flows left under a bridge to the diversion tunnel inlet. Near the top of the picture, beyond a small barrier to block return flow, the river flows out of the tunnel, under a bridge and along its

normal bed towards Lewiston. Water has been pumped out between the two barriers, and men and equipment are cleaning the site for the dumping of the dam's 9 million cubic-foot, clay core.

Proposition 18 Threatens All Californians

(Continued from Page 1)

and vigilant membership or in the laws against embezzlement and theft. Or you may think we need still further laws; that question is still under study in Congress. Wherever you think the remedy is, though, you will not find it in this proposition.

You are likely to be told, too, that it will restore democracy in unions. Whether you believe only a few unions are undemocratic or that all unions are undemocratic, you will find nothing in this proposition that will restore democracy to a union where it is lacking. The proposition makes no distinction between a democratic or a dictatorial union or between an honest union or a dishonest one. It falls with an equally heavy hand on every union.

II. What it is

Down through the years, this kind of proposition has carried a lot of names—often high-sounding, just as often misleading and, most of the time, downright dishonest. But no matter what it is called, it is the open shop. In this case it would be imposed by law, so it is fair to call it the compulsory open shop.

In its simplest, non-toxic form, the open shop means that you do not have to belong to a union or join a union to get a job or keep it.

But it just isn't that simple. For example:

A grocery clerk in Reno, Nevada, in 1951 was paid \$69.30 for a 44-hour week—just 70 cents a week less than a grocery clerk in San Francisco. In 1952, Nevada passed a "right to work" law, in effect identical to Proposition 18.

In January, 1958, the Reno clerk was being paid \$76.56 and he was still working a 44-hour week. But the San Francisco clerk was receiving \$93 for a 40-hour week—\$13.44 a week more than the Reno clerk. In addition, the San Francisco clerk had obtained, through his union, a welfare plan, a pension plan, premium pay for night work, three weeks' vacation after five years of service. Union security made the difference—a difference that costs the Reno clerk close to \$25 a week or nearly \$1300 a year.

HOW DOES an open shop accomplish this? Basically, it creates an unlimited, no-holds-barred competition for work. Jobs are given the lowest bidder—the worker who will accept a few dollars less or put in a few hours more and forget to ask for his overtime. With every man competing to stay on the job, your working conditions would very quickly break down and in time disappear.

The open shop, also, makes it possible for an employer to make sure he never has to deal with a union of his employees—and it wouldn't matter whether it was an honest union or a crooked one, a democratic union or a dictatorial one. He could refuse to hire any man with a union card, discourage his employees from joining a union, replace those who were brave enough to insist. He could fire a man who complained about the job or his treatment on the job. And because, under an open shop, you stand alone, the employer dictates the wages you get, the hours you work, the conditions on your job. Your only choice is to take it—or leave it.

You would be helpless to strike. You would have no assurance of support in the shop or outside. Strikebreakers, under an open shop, are quickly

and easily available. With more "free riders" than members, your union would be unable to finance a strike or even to conduct effective negotiations.

YOUR UNION would gradually crumble, hurried along by the members who desert, undermined by non-union replacements and by the employer's resistance. Or your union could become an easy target for an employer's attack. Easily-recruited strikebreakers or non-union replacements would speed its disintegration.

It happened to the longshoremen and maritime unions on San Francisco's waterfront after World War I. It happened to plumbers, molders, carpenters and most building trades generally under the so-called American Plan in the mid-twenties. It was a general condition in in-



dustry during the depression of the thirties. There is strong evidence that it is happening today in "right to work" states like Arizona or Utah or Florida, just as it happened to the grocery clerks in Nevada.

III. But why?

Proposition 18 involves a basic contradiction. It is put forward, they will tell you, to protect the working man and woman, to "free" you from the domination of "too powerful" unions. But it is put forward by men and groups who have opposed virtually every important effort to raise living standards, to protect the rights and welfare of working men and women.

This contradiction is sharpest when you look at some of the people who are sponsoring "right to work" legislation, not only in California but in other states and across the nation.

California's lame-duck senator, William F. Knowland, is perhaps the most obvious example. Knowland rested a major part of his campaign for the Republican nomination for governor of California on the right to work. He has given every indication that his fall campaign will put even more emphasis on this issue. He poses, in this respect, as the knight on a white horse who will rescue

SALT LAKE CITY, Utah, contract awarded to LeGrand Johnson Const. Co., Inc., 639 E. 1st So., Logan, Utah, \$491,243, for const. ptmx. bit. surf. rd., sect. of U.S. No. 89 beg. junct. of U.S. No. 89 & SR No. 101 E'y for 1.8 plus mi., etc., CACHE COUNTY, Utah.

SACRAMENTO, contract awarded to Fredrickson & Watson Const. Co., 873 81st Ave., Oakland, & Ransome Co., 4030 Hollis St., Emeryville, \$2,617,777, for 4.6 mi. 4-lane freeway, etc. betw. 0.9 mi. W. of Magra overhead & 0.5 mi. W. of Monte Vista, PLACER COUNTY.

JUNE 16, 1958

the downtrodden worker from slavery.

YET THE RECORD clearly shows that Knowland, in all his public life, has seldom, if ever, cast a vote for the laws that effectively safeguard workers and their rights. He voted for the Taft-Hartley law and he voted later against its repeal—but put this obvious vote aside. He has voted against the extension of social security and minimum wages to large groups of Americans; he has voted against public housing and slum clearance; he supported proposals to ease the taxes on large corporations while opposing any tax relief for the wage-earner or small business man; he opposed TVA, public development of water and power; he opposed fair employment practices, supported a bill that would have legalized segregation; he has supported every effort to maintain the filibuster as a device for sidetracking civil rights and other progressive legislation.

But Knowland is not alone. Nationally, he keeps company with the National Association of Manufacturers and the U. S. Chamber of Commerce, both powerful employer organizations who oppose every proposal that promises some help to working men and women. In California, he enjoys the support of the Oakland Tribune and the powerful Los Angeles Times interests—both of them avowed opponents of everything the labor movement has worked for. On his side, too, are the Associated Farmers and California Association of Employers; they, too, are bitter opponents of progressive legislation and unions. And these are just a sample.

THE POINT is that these people have an ulterior purpose in sponsoring right to work legislation. The employers and the financial interests see it as a tool to cut the labor movement down to the size they consider appropriate. The politicians see it as a useful masquerade to make them appear as the "people's friend."

The compulsory open shop makes good sense—for them. Any savings out of your paycheck, multiplied a hundred or a million times, are reflected in profits—their paycheck. They are traditionally opposed to unionism and what it stands for and they don't care whether your union is honest or democratic.

This is the one, clear, unmistakable clue to their real intentions—not what they say they want, but what they actually expect to gain from it. What they expect to gain, it is plain, can only be achieved at your expense.

IV. The union shop

For more than a hundred years, the American worker has fought, often bitterly and desperately, to establish and maintain his right to bargain collectively through a union of his own choice. The open shop employers fought back with labor spies, blacklists, the "yellow dog" contract that forced a man, in order to get a job, to swear he would not join a union. He fought back, most of all, with the power to hire and fire—hiring the worker who would work for a few dollars less or a few hours more, firing the worker who was willing to stand up for a decent wage, decent working conditions and fair treatment on the job.

Once unions gained a foothold, union security became their first line of defense. It usually took the form of the union shop which required the

employee, after a trial period, to join the union representing a majority of the employees in the shop. The union shop now is well established in American industry and business—nearly four out of every five union agreements contain provisions for the union shop or some kind of union security. And these are the reasons:

1. THE UNION SHOP is the best insurance against employer efforts to undermine the union.

2. By bringing all the employees into the union, the union shop comes closer than any other way to matching the economic and bargaining strength of the employer.

3. The union shop is purely voluntary. It can only come about when it is supported and endorsed by a majority of the workers and the employer. (It is the complete opposite of the compulsory open shop, for the union shop is left entirely to free negotiations and voluntary agreement between the union and the employer. The compulsory open shop, on the other hand, would impose the open shop on all, employers and unions alike by force of law.)

4. THE UNION SHOP is the direct application of majority rule to employer-employee relations. It gives every worker involved the opportunity to share equally in all the decisions, as well as the responsibilities, of his union contract. It gives every worker a voice and vote on the conditions that affect him directly and personally.

5. Federal law requires the union to bargain for all the employees. Union security is recognized as the fair and democratic way of requiring employees who share equally in the benefits to share, too, in the decisions and the costs of obtaining them. The union shop is merely the application of the principle of majority rule to employer-employee relations in business and industry.

V. Look what's happened

Basically, the union shop is important to you, as a working man or woman, because it multi-



plies your bargaining power a hundred- or even a thousand-fold. Under the security of the union shop, we have seen our living standards improved. Wages have been increased, hours reduced. Conditions on the job have been made more favorable; fair treatment has been insured. We have established health and welfare plans and many unions enjoy substantial pension plans.

All this has come about as the result of the increased bargaining power that the union shop, perhaps more than any other single factor, has made possible. But the results have not ended there. We have seen more and more favorable laws

adopted by our Congress and Legislature. We have won minimum wage laws, Social Security protection, workmen's compensation, unemployment and disability insurance.

And we have won fairer treatment under the tax laws, bigger, better school systems, hospitals, and other health and welfare services.

But most important of all, increased bargaining power, under the protection of the union shop, offers the major hope for continuing to make new gains for working toward the improvement of many more conditions and the elimination of many other social and economic problems.

IT HAS BEEN the unions who have constantly pressed for every kind of private and public policy which will maintain the full strength of the nation's purchasing power. For that purchasing power underlies and prosperity and better living standards for all. And it has been made possible mainly by the security that comes from the union shop.

To the employer, it has meant stability and harmony in industrial relations. It has meant greater productivity on the job and a prosperous economy in which to do business.

To the housewife, it has meant a growing paycheck to pay the bills, feed and clothe her family, and put a little aside. Perhaps no paycheck was ever enough for what we want and what we legitimately need. But a union paycheck buys far more—including hope for improvement—than any open-shop paycheck ever written.

To the member of the minority group, who is the victim of discrimination and segregation, it has meant the strong and lasting support of one major force in the community for civil rights laws, for fair employment practices, for equal opportunity in education and employment. We have not yet accomplished enough in this area, but Proposition 18 won't speed the job; if anything, it will slow it down.

To the business and professional man, it has meant an increased opportunity for great earnings. Full employment and growing living standards call for more business, for more doctors and dentists and lawyers and technicians. And the union movement has been the prime mover for full employment and higher living standards.

VI. The big picture

Looking back at the total picture, this is how it adds up.

Union organization and collective bargaining stand at the very foundation of the jobs and living standards of every American who works for a living. Union security is the keystone in that foundation. Remove the keystone and the whole building collapses.

It is not only the unions that will be buried in that collapse—it will bury the jobs and the union wages and working conditions of millions of Californians—workers—yours included. It will bury the living standards in your home—the house you live in, the food on your dinner table, the shoes your children wear. It will bury the purchasing power and full employment that are the very foundation of the prosperity that supports all of us. Perhaps most of all, it will bury the hopes of all of us for still higher living standards, for greater and more equal opportunity, for a continuing democratic voice in the affairs of our country and community that concern us.



FLAG PRESENTATION—Highlight of the recent record-shattering Blood Bank Day of San Mateo County Building Trades Council at Peninsula Memorial Blood Bank was the presentation of a new flag. Mrs. Melena Elliott, left, widow of Chet Elliott, gives the flag to Mrs. Paul Hanzlik, administrator of the blood bank, on behalf of the council. Center, Bill Raney, who succeeded Brother Chet as senior San Mateo business agent of Operating Engineers Union 3, and who served as chairman for the Blood Bank Day. The day was dedicated to Chet.

San Mateo, Hub of the Peninsula

PENINSULA IN HIGH GEAR

by **BILL RANEY and JERRY DOWD**, Business Representatives

If the last two months could be considered a criteria, there is no recession in San Mateo County. Our out-of-work list is composed almost entirely of "C" men. Class "A" men are at a premium—some of whom have gone out on two jobs in one day. Rubber tire men have been in short supply with many of them being very choosy about who they are willing to work for. Too bad this condition couldn't last throughout the winter.

H. Earl Parker's job is the biggest in the county and is still going full bore, two shifts of nine hours, with over 70 engineers employed. Utah's Industrial Park dirt job is slowing down considerably. This has been one of the best jobs for the past few months with hardly any turnover. Piombo has about six contracts in the area, many going nine hours and some scheduled to two shifts.

Utah Dredging Company is outfitting the dredge, Franciscan to do some work down Local 12's way. Negotiations are in progress with Ideal Cement Company and Pioneer Shell Company. The Olympian Dredge Company's big clam, "The Neptune" is finished and gone from the San Mateo Yacht Harbor. (Pardon the error in last month's paper—54 passes per hour—not per minute.)

The Stockton Construction Company has a large (\$560,000.00) storm sewer job in Burlingame. Twin 90" concrete pipes down narrow suburban streets. It is quite a job to keep these streets open to traffic.

L. C. Smith has been awarded a \$96,000.00 street job in the City of San Mateo.

Lowrie Paving Company has two good jobs in Millbrae, one job for \$115,000 and the other for \$45,000.

E. T. Haas was awarded a \$95,000 sewer job in Belmont.

Charles Harney has the street work in Industrial Park of Utah's in South San Francisco for \$83,000.00.

We can expect some traffic problems along Bayshore in the near future as a 2.2 mile section of the Freeway between San Mateo and Burlingame is to be landscaped with 101,306 plants and shrubs. They will need a lot of—ah—fertilizer.

Most subdivisions that have any land left are becoming active again after a year and a half of hibernating, such as, Oddstad, Eichler, Liebman, Parkside, McKeon and many others.

Schools in process of erection are too numerous to mention. Also two large hospital additions. Swinerton and Walberg has broken the ground on the new California Teachers Association Building at Millsdale. This is about a \$1,000,000 job to their central headquarters for all of California.

THE AGE OF TECHNICIANS

First we are asked to furnish

blade men, and then Finish Blade men. Now the orders come in asking for Finish Dozer men that can do finish blade work with a dozer. Then even more ridiculous is the finish slope dozer man on an A.C. "No, we don't want a cat or I. H. Skinner, just an A. C. specialist". Some of the new equipment is so specialized that often we are stumped. We have heavy duty mechanics that are experts on an D8 Cat but can't "gap" a spark plug, and truck specialists that can't bleed a cat injector. We have burners, welders, production welders, layout welders and now metallurgical technicians. We have apprentices, hot plant firemen, boiler firemen, deck hands, oilers, mechanics helpers, drillers helpers, crawler oilers, trenching machine oilers, grade checking oilers, non-grade checking oilers and of course lubricating engineers. Next week, Doctors of Friction.

Most of you shovel runners know that if you can't run conventional Northwest and Electrics, and all attachmens, sticks, hoe, clam, drag and crane, you will have to go a little hungry in the winter.

The whole idea is, if you have the slightest opportunity to learn how to operate a different rig, trade off with another operator. Write for technical data from manufacturers, seek out and attend night school classes that will teach you skills not normally obtainable on the job. You operators, learn how to adjust your power unit. You mechanics, make a round once in awhile so you'll know what the operator has to put up with. You mechanics and skimmers pack the same card, pay the same dues, but who works the most? It's always the man who can do the most jobs well. You would be surprised at the amount of dozer men who can't operate a carryall and the cat men who can't run rubber and the DW20 man who can't operate a DW21, the pull skinner who is lost on a 10. Better learn it, brothers, it's your bread and butter.

EMPLOYEE RELATIONS ACT

Formerly known as the Right to Work Act but appearing on the ballot in November will be the Employer-Employee Relations Act. If passed, it would mean the eventual end of your contract, your conditions, your wage scale. First to go would be all the fringe benefits. No Health and Welfare payments, no pension, etc. Then all over-

Mateo's Blood Bank Day Was A Gala Event

San Mateo's Blood Bank Day had a real turnout on Saturday, June 21st. This biennial Building Trades event shattered all previous records in blood donations; 169 donors showed up ready to give blood and stayed on for a sumptuous breakfast. The day was dedicated to the memory of our late Brother Chet Elliot with Mrs. Elliot presenting an American flag to the Blood Bank on behalf of the Building Trades Council. Bro. Al Milanovich, owner of the Turf and Paddock Club in San Mateo, brought in eight donors who helped to boost the Engineer's participation to 31. Plumbers Local No. 467 bested the Engineers with 41, while the Teamsters Locals No. 216 and 28 and the Carpenters Local No. 162 had 29, etc. Your Business Representative Bill Raney furnished the promised wheelbarrow ride down "B" Street in San Mateo to a king-sized gloating plumber (age, 1½ years). Many thanks to all those who helped and particularly to the blood donors whose names appear (under San Mateo) on this month's HONOR ROLL.

Special mention must be made for the fine work done by Mrs. Hanslick, Blood Bank Administrator, and Les Simonds, Building Trades Business Manager, who did such a fine job of coordinating all activities. Brother Al Boardman served as "Apprentice Bus Boy" and after the work-out he got, he can probably qualify for a journeyman's card!

time would be straight time. Then what are you going to do when the non-union man tells the boss he will work for a dollar an hour less than you would work? Then another "fink" says he will work 50c cheaper than that. What will you do? Poke him in the nose? And end up in jail? The "scab" will still be in, doing your job and you can't get him off. Neither could your union—if you still had one. This doesn't happen now because of our agreement. If the measure passes, we will never again have such an agreement. 51% of the vote will put it in. It would take a nearly impossible 2/3 vote to get rid of it—after all your conditions are gone. If this bill should pass, do you think it will make any more work in the winter? No, and you probably would not have earned enough the previous summer to draw your unemployment insurance either.

You now have a strong bargaining power built up with your faith, unity and dollars. The old cliché still stands, "In union there is strength."

Please brothers, check to see if you and your family are registered to vote! Urge all your friends and co-workers to register. It is very simple to register; and city hall or the county court house has registrars. There are 5 registrars in the same building as your union office in San Mateo on "B" Street. If you did not vote at the last General Election, you had better check. The voter who can vote but does not, just puts another vote in Knowland's pocket.

It takes about five minutes to register. It may take fifty years to undo the damage that could be done by the lack of one vote. **CAN'T DO IT ALONE.**

Unions have contributed to America enjoying the highest standard of living in civilization history. Unions have helped many millions of Americans to enjoy increased incomes, health and welfare and old age security benefits.

Many people who have never

The City by the Golden Gate

SAN FRANCISCO HITS THE SEASON'S PEAK

By **DAN MATTESON, BILL METTZ and HAROLD LEWIS**
Business Representatives

Construction in the San Francisco area has finally hit the peak season and most of the brothers are busy and happily employed. We hope to see everyone working in the near future.

Last week Guy F. Atkinson Company was successful bidder on the southern portion of the freeway. This will be a large job and something for the brothers to look forward to.

The Olympic Dredging Company have been awarded more work on berths No. 3 and No. 7 . . . this additional work will keep several of our members busy for some time as it will work on a three shift basis.

McGuire & Hester are winding up their Candlestick Point sewer job and will soon move on to the Islais Creek Sewer Project. The brothers employed by this company are all well pleased.

The Pacific Pavement Company manages to keep busy throughout the city. They now have another small job repaving street and sidewalk openings.

We reached a satisfactory contract renewal with Consolidated Western Pipe Company at South City. The new contract calls for a 15c hourly wage increase, retro-active to June 1st, 1958 and an additional 4c to be paid as of January 1st, 1959. In addition to this we also obtained a \$2.50 monthly increase in health and welfare (effective June 1st, 1958) which will make it possible for the member to receive better benefits. The vacation clause was extended so that a member will be entitled to three weeks vacation after 12 years; instead of after 15 years, continuous employment. Employees will also receive half paid holiday before Christmas and New Year's.

We are now in the process of negotiating with the Shipbuilding Industry and after five

weeks, we are making some good progress. We hope to have a full report for the next issue of the Engineer's News.

Your business representatives have also started an organizing campaign among the "dumps" in the San Francisco area. We are happy to announce that the Islais Greek Dumps located on Third Street & Arthur Avenue have gone along 100 per cent with us. If any of the Brother Engineers have anything to dispose of . . . drop in and patronize a good Union Dump . . . Sounds like a joke, eh? Guess we should say a good Union BUSINESS!

Bethlehem Shipyards are going along at a great pace. Many of our members are employed in the shipyard working on new ships, and ship repair.

Now that the 4th of July is over we can look forward to Labor Day and another nice three day week end in September! In speaking of LABOR DAY and SEPTEMBER . . . this year is more important than ever. Remind your friends and relatives that if they haven't registered to vote that September 11th, is the deadline . . . LABOR NEEDS ALL YOUR VOTES in order to defeat Proposition No. 18, the "right-to-work" issue masquerading on the ballot under the title of Employer-Employee Relations. Read Brother Garman's report in this issue of the Engineer's News and join the Union's crusade AGAINST PROPOSITION NO. 18!

Engineers Set 'Family Night' With Haggerty as Speaker

Operating Engineers Union 3 will hold a big, entertaining and educational "Family Night" for all members and their families, other union families and the public, on Friday night, July 25, at 7:30, in San Mateo High School Auditorium.

C. J. (Neil) Haggerty, secretary of the State Federation of Labor, and Matt Tobriner, nationally known San Francisco labor attorney, will be the principal speakers at the affair, which will be free to all.

Local 3 officers said there will be no hard chairs for this meeting. "The seats are soft in the auditorium, and you'll be able to listen in comfort to our best speakers on subjects of crucial importance, affecting our jobs, our future standard of living and the health and welfare of our families."

In addition to the main sub-

held construction or industrial jobs are unaware of what the collective bargaining process actually is or why it came to be. The Union Shop is designed to make collective bargaining work effectively.

A single employee is helpless in dealing with an employer. Individual bargaining has been proven unsatisfactory to the worker because the employer could almost always wait him out.

When workers band together and bargain collectively, the workers even up the balance between the employer and em-

ployee. There is a direct relationship between the union shop and collective bargaining. A majority of workers banded together can definitely influence an employer. Collective bargaining rests on the workers acting together as a unit. That is what the word "union" means.

A special invitation has been extended to those families who missed the previous meeting on these subjects, held by the San Mateo County Non-Partisan Educational Committee on "Right to Work" Laws at the SMHS auditorium.

Hundreds of people were unable to get into the jampacked building on that occasion.

Collective bargaining then, is one of the most important tools a union man has. Let's keep it and be certain to vote against the Right to Work bill, which will appear on the November ballot as the "Employer—Employee Relations Act."

BUSINESS REPRESENTATIVES OF OPER. ENGINEERS LOCAL NO. 3



LOUIS C. SOLARI
Business Representative

Brother Louis C. Solari has long been affiliated with the labor movement. In 1934 he joined the Laborer's Union, Local No. 304 in Oakland, and this started his union career as it was not long thereafter that he was appointed Assistant Business Agent for this Local. In 1939 he took a withdrawal from the Laborers and went out on permit as an oiler for Local 59.

The date which stands out in "Lou's" mind is August 16, 1941 when he received his first card from Local No. 3A. After five years he was transferred to Local No. 3. For the next three years he was a Steward on many jobs and helped the Business Agents in the Oakland office on picket duties and in the organization of companies.

On March 7, 1949 Brother Solari was appointed as a Business Agent for Local No. 3 and covered the State of Utah. From there he was transferred to the Oakland office where the need for men of his caliber with strong union feeling was needed. In 1955 "Lou" moved a little north to the San Rafael area and was assigned to cover Napa, Sonoma and Lake Counties.

Brother Solari is one representative that can really state that he started from the ground up.



B. F. "Tiny" HELLING
Business Representative

Brother "Tiny" Helling has been associated with Local Union No. 3 for the past 13 years, during which time he has worked in California and also in three overseas locations.

He was appointed business representative in June 1956, and is now working out of the Fresno office of Local 3.

Bro. Helling joined Local 3 in 1945, at which time he was working for N. M. Ball & Son. He also worked for Peter Kiewit Co., Bechtel Co., and most of the contractors around the valley as a dozer and rubber tire operator.

His overseas jobs include work in Alaska and the Aleutians as a dozer and carryall operator. He also went to Arabia for Bechtel Co. as a foreman, and his last tour outside the continent was to Greenland as a general foreman for Kiewit Company.

With his extensive job experience, Bro. Helling has proven himself an asset to our union.

SACRAMENTO, contract awarded to The Lowrie Paving Co., 174 San Bruno Rd., So. S.F., \$115,026, for 0.5 mi. ptmx. surf. on cem. tr. base, inst. traf. sigs. & hwy. lgh., & widen bridge, in Millbrae, betw. Silva Ave. and Charbourne Ave., **SAN MATEO COUNTY**.

McCLELLAN AFB, contract awarded to Markwart Const. Co., 1401-24th St., Sacto., \$29,715, for road repair work at the Base.

McCLELLAN AFB, contract awarded to Markwart Const. Co., 1401-24th St., Sacto., \$23,255, for const. apron access taxiway near SE corner Hangar 3171, **McClellan AFB**.

McCLELLAN AFB, contract awarded to Fred J. Chapek, 2917 "T" St., Sacto., \$192,887, for site prep. & other facils. for electronic data processing eqpt. at **McClellan AFB**.

SACRAMENTO, contract awarded to A. Teichert & Son, Inc., 1931 Stockton Blvd., Sacto., \$144,964, for grade & AC paving & drnge. in Lake Natomas Heights, **SACRAMENTO CO.**

MARYSVILLE, contract awarded to Baldwin Contrg. Co., Inc., P.O. Box 311, Marysville, \$31,075, for surf. Olivehurst Ave. & 7th Ave., in Olivehurst, **YUBA COUNTY**.

gestions from the Brothers on this.

On future trips to the plants I will be seeking contributions of one dollar, or more, per member to go to the Committee on Political Education, for the purpose of combating anti-labor legislation which needless to say will not only effect the organization, but closer to you, yourselves. Equally important is the urgency for every member of Local 39 to be registered to vote in the coming election.

Statistics are showing that in states having the "Right to Work" law, wages are running about 50 percent below other states not enjoying this "blessing."

At the present wage scale in this area I don't believe many of us could stand such a cut.

REPORT FROM STOCKTON

By **BERT TANNEHILL**
Business Representative

Have been kept busy the past month trying to get around to the various plants, and acquainting myself with the office procedure in this area. I have observed some very well kept and apparently efficiently operated plants, but then why shouldn't they be, as long as we have members of 39 to man them.

It is good to welcome back a past member, Thomas Kimmel employed at Union Ice Plant No. 16 who has been out on withdrawal for a couple of years. Also to welcome Charles Marain and Florénio Sanchez, employed at the McCormick & Baxter Creosoting Co., David Pearson employed at Meyenbergs at Ripon, and Lloyd Burton employed at Valley Ice Company as new members. Our best wishes to John Bauer formerly of Union Ice Plant No. 18 who is out on withdrawal and off to Lake Tahoe area.

Was by Avoset Creamery, Gustine, the other day and Bro. George Chambers expressed a desire to pay his dues in advance, as he was going on vacation. Must be quite a vacation as he paid through December.

Al Barbieri of Golden State here in Stockton, has not changed too much since I last worked with him, except to lose quite a lot of weight. There is the thought of trying to set up meeting dates for this area (Stockton, Modesto and Gustine) and I would greatly appreciate sug-

What's Doing in the Oakland Area

By H. T. PETERSEN, BILL BARR, TINY LAUX, DON KINCHLOE, WARREN LeMOINE and TOMMY THOMPSON, Business Representatives

The Oakland area has picked up considerably in the month of June, with 667 men cleared out to various jobs. Most of these jobs have been of a short duration. Ferry Bros. & Crow in Rodeo are starting their paving with Gordon H. Ball. The Port of Oakland airport will start laying 1,000,000 tons of rock and the contract on this will be let about July 22nd. We still have approximately 250 men on the "out of work" list; but we hope this will be lowered considerably in the next few weeks.

OAKLAND ELEVATED

Johnson, Drake & Piper, Inc. are really moving along in high gear on the new elevated freeway which goes between Fallon and Market Streets in Oakland. A comparison of recently completed elevated freeways and others currently under construction reveals an interesting variety in methods employed by the different major contractors involved on the various projects. Based upon job and terrain conditions, some are making extensive use of steel scaffold shoring, others are using heavy timber shoring to support the bridge deck forms. A most efficient method of using timber shoring is being employed by Johnson, Drake & Piper of Oakland, under its \$4,935,599.00 contract with the Division of Highways, extending from 0.25 mile east of Fallon Street to 0.22 mile west of Market Street in Oakland. The finished freeway will consist of four lanes in each direction.

There will be an on and off ramp on Washington and Clay Streets; a Sixth Street outer viaduct for Madison and Harrison Streets; widening for approximately 400 feet on both sides of the Fifth Avenue overhead. With shoring a very significant item, both in terms of cost and speed of job progress, the contractors have developed several ingenious procedures for this project in terms of fabrication handling, and multiple use. All of the timber shoring is based upon the use of three types of towers all of which are 17 ft. high and eight ft. wide. The only difference among the towers is their length. By using multiples or a combination of the three types of towers, it is possible to meet any width requirements of the bridge to support deck forms.

The average area which a tower occupies is 22' 4 1/2" x 8'. The legs of the towers are 6" x 6" timbers, 7' 5/4' on centers. The shores fall under the longitudinal stem walls. The towers are made up in jigs to form about 20 spans at a time. For a 76' bent the contractors are using for sets of shorting towers, placed eight ft. apart on centers, and line sets of eight ft. panels at the top. After a tower has been prefabricated and assembled in the saw yard it is hauled to its initial location. Screw jacks are mounted at each end of the tower legs, which are set on timber pads when ready for use.

Before placement of the towers, dozers and motor graders bring the ground level to within the limits of height adjustment with the jacks. After a section of the decks has been poured the towers are easily removed with the skip loader and hauled to another site on the job for re-use. Here a truck crane is employed to replace a tower on its now timber pads. The forklifts are used to remove the intermediate panels, which are then hauled to another point of installation on the job by a jeep and small trailer. They are using the 17 ft. high towers for work on the left side of the structures. When work is finished on the left side and operations start on the right side, because of a difference in ground elevation up

to 18" will be cut off the tower legs. All of the concrete for the job is being supplied by Rhodes & Jamieson, Ltd., with a fleet of truckmixers.

The truckmixers discharge into three mixermobiles which hoist the concrete up to the deck. Here the concrete is discharged into two Cmetco twin-hoppers. From here nine Cmetco power buggies haul the concrete over runways for pouring into the deck form. After the concrete has been distributed over the deck form, three Clary self-propelled vibrating roller screeds, placed end to end with a small overlap, are used to screed up to a maximum of 83 ft. width of the slab.

The roadbed and columns are water cured for seven days. Spray curing is used for the interior stem walls and bottom slab. The first pour is the bottom slab and stem walls. The second pour of 6" tops off the slab. A single pour extends from hinge to hinge, or approximately 2 1/2 spans. Pours vary from 300 to 750 cubic yards per day. Since the forms for the top deck are lost, soffit forms for the top slab are prefabricated and set in as a unit. Another time saver is the use of plastic impregnated plywood, which greatly simplifies removal, and re-use is greatly increased. Five-eighths inch thick plywood is used for most of the forms, and 3/4" thick plywood is used for the beams and columns.

Another interesting method being used is in the construction of the stem walls. Since the interior stem wall forms (for the longitudinal girders) are hidden, they have developed prefabricated plywood and metal-faced form sections that are made in a dozen different sizes and patterns. They are made of plastic impregnated plywood, with conventional 2 x 4 studs. They are stiffened top and bottom with 10 gauge rolled plate to form the 4" haunches. This stiffens the form and since it is bolted, can be re-used. Most of the units are 32 1/2" wide and 6 ft. long. Ends of different lengths and designs are painted different colors for easy selection as the job progresses. Splice panels and corners are all metal.

The splice panel will take up to 2 ft. variation in length of stem wall. With enough panels for one and one half hinges, this quantity, involving approximately 50 re-uses, is sufficient for pouring the entire job. For speed in transport they are making extensive use of fork lifts, with smaller prefabricated form sections loaded on skids. In many instances skid loads are bound with steel strapping for greater safety and ease of handling.

They are using large corrugated paper boxes to cap the columns. This reduces the forming of rust on the exposed reinforcing steel and prevents staining which can require costly re-finishing.

The job is scheduled for completion by December 1958. The project manager on this job is George Krenkel, and George Warren is superintendent. Major quantities on the project include: 30,000 cubic yards of roadway excavation; 25,380 cubic yards of structure excavation; 3,270 lbs. Portland cement;

HAVE YOU REGISTERED TO VOTE?

To all Brothers working out of Oakland, we would like to ask; have you registered to vote in this coming election on November 4th? If not, please register and have your neighbors and friends register, as this means a great deal to all of us. Vote for Edmund "Pat" Brown for Governor and vote against the "right to work" law; for it will be on the November 4th. ballot. Lets all get together and DEFEAT it.

50,140 cubic yards of class A concrete, bridges; 14,708,000 lbs. of bar reinforcing steel, bridges; 212,000 lbs. structural steel; 154,000 lbs. miscellaneous iron and steel.

The following brothers are working on this job: Anthony Cardoza is operating the Gradall with Fred Biven oiling, Wayne Lassiter is operating the crane with Ralph Jay as his oiler, John Ray is operating a crane with William Carter as the oiler, Dewey Minnick is operating a crane with Pete Higgins as oiler, Gene Hansen is on the Handi crane with Clifford Horman on a dozer, E. O. Morgan is on a blade, James Taylor on the fork lift, Chuck Bray on the fork lift, Coburn Greenwell and Warner Bussen as mechanics, Frank Winters, Jr. is on grease truck, with Emery Lovell doing the grade checking. Gilmore-Skoubye holds the sub-contract to furnish and place the reinforcing steel. Brother Dewey Moore is operating the Michigan T-24 truck crane with Brother A. A. Beckmiller doing the oiling for him. Structural steel for the Fifth Avenue widening is being supplied by Independent Iron Works, Inc.

Robert Farish is moving dirt for thirty new homes which will be built off of Golf Links Road in Oakland. Brothers George Vierra and Glenn Ward are the cat and can operators, Brothers W. A. Trimble and Manuel Osoris are the dozer operators. Brother Harold Woodhams is mechanic. They have approximately thirty days to complete this job.

C. & H. Construction Co. was awarded the \$130,000.00 contract from California Division of Highways. One job is located on Highway No. 9 and Highway No. 21 and consists of paving two miles and approximately 17,000 tons of plant mix in Mission San Jose. The second job is located on Niles Canyon Road, between Sunol and Niles. They have approximately two miles of paving to be done on that job. Brother Gordon Campbell is running the job.

Awarded to Dan Caputo Co. of San Jose was the \$50,190.00 contract for the California Division of Highways. This job is to build a reinforced concrete pedestrian overcrossing that crosses the freeway between Tennyson Road and Rte. No. 105 in Alameda County. The job is almost finished with only the concrete walkways to be put in.

FLOOD CONTROL

McGuire & Hester was awarded the \$214,000.00 contract from The Alameda County Flood Control. There is 2500 ft. of 60 ft. of concrete pipe and 4000 ft. of lined channel which will be gunited. The gunite will be done by Emsco which McGuire & Hester just bought out. This job is

on Sulphur Creek in Hayward and starts at Hesperian Blvd. and ends on Amador St. Brother Mel Lutz is Supt.; Brothers James Lehman, Carl Booth and John Phillips are the loader operators, Brother E. T. Davis is the mechanic, Brother Joe Bellar is on dozer, Brother Lynn Covy is the fordson hoe operator, Brother Roland Lauge is Truck crane operator, Brothers Roger Cook and Don Freitas are oiling and Brother Francis Mathews is operating the gunite machine.

Plans for an extensive private boating and recreational development on the Oakland Estuary were disclosed last week by William Swigert, President of Pacific Bridge Co. Dredging is scheduled to begin next week on company waterfront property, extending 2500 ft. east from Bethlehem Shipyard for the project estimated to cost between \$400,000.00 and \$500,000.00. The ultimate development will have berthing facilities for 300 boats up to 60 ft. in length, a private clubhouse, semi private restaurant and bar, swimming pool, tennis courts, handball courts, play ground and a nursery for children. The berths will extend on floating finger piers into the estuary and the first berths should be completed by the end of July and hopes to complete the entire project by the end of the year. Negotiations for a land trade are under way now with Encinal Terminals to provide access to the property from Eagle Avenue in Alameda.

Vincent Rodrigues of Hayward received the contract from the City of Hayward in the amount of \$418,736.00. From this amount \$177,565.00 will be used for sewers and \$241,171.00 for the water lines. This work consists of the construction of sanitary sewers, water mains, fire hydrants, and is located on Harder and Tennyson Rds. in Hayward. Brother Vincent Rodrigues is the foreman. Brother Ernie Miller is loader operator, Brother Tony Gomez is on a boom cat, Brother Joe Thornley is trencher operator, Brother Bill Taylor is on a Fordson hoe and Brothers Charlie Simpson and Jimmy Taylor are the oilers. This job will last nine months.

Rose & Matoza is doing a job for Maxwell Hardware Co. for a new sub-division which is being built on Estudillo off of Foot-hill Blvd. in San Leandro. The job consists of moving 380,000 yards of dirt. There will be 168 lots in all. There is no time limit for this job. Brother Charles Pedro is foreman, Brothers Turner Hayes, Darrell Scott and Nick Castello are on the DW 10's, Brothers Ernie Vargas and Harry Avilla are dozer operators with sheepsfoot, Brother Richard Peterson is grade setter with Brother August Testi on dozer.

Independent Construction Co. was awarded the contract from the City of San Leandro for relocating Delores Street. This street will be 64 ft. wide and 400 ft. long. They will be laying sub-base and plant mix. Brother Neil Taylor is the blade operator and Brother Art Dethlefs is on a roller.

CROW AT RODEO

Gordon H. Ball, Inc. has started the paving on the Ferry Bros. & Crow job at Rodeo. They have about two and one half miles of freeway with 28,500 yds. of concrete to pour before completion. This stretch runs

from Hwy. 40 to the Crockett Bridge, and hope to be done within 30 working days. The brothers' on this job will then go to Warm Springs to complete the freeway on Highway No. 17 through the town of Centerville. The brothers' on this job are: Brothers J. A. Price, Wade Spittler are on pavers, Brother J. A. McIntyre is on a spreader, Brother M. Mejia is on finisher, Brother J. Kohler on float, Brothers Morris Hartman and L. M. Nair are the foremen, Brothers B. J. Inman, Paul Crumpton, Dallas Snider and Dave Campbell are oilers, Brothers Robert Hicks, W. C. Thurman and Wade Henderson are the mechanics with Brother Floyd Davis as Master mechanic. Brothers Lee Kendrick and Wm. Boren are on rollers, Brother Norris Swope on a finisher, Brother A. S. Babich on the Northwest No. 6, Brother Fred Cowger on a blade, Brother John W. Foty on cat, Brother John Piper is the belt operator and Brother Bill Roger as plant operator.

News About The Brothers

Brother F. H. Burlison has left for Greenland to work as a mechanic. He will be working for Greenland Contractors and says that they need mechanics over there. Brother Burlison will be over there for six months or more.

Brother Abb Davis was hurt on the job in Truckee. He was working for Clements Construction Co. who are out of Centerville. Brother Abb got his left hand caught in a rock crusher and had to spend two weeks in the Reno hospital.

He will not be able to work for approximately eighteen months but we are happy to report that he is doing nicely at this time.

Brother Jack L. Jones has returned from six months in the Marshall Islands. Jack was working for Holmes & Narver over there, where it was hot all of the time but the food was very good.

Brother Tom Meredith just returned recently from his vacation where he and his family had a wonderful time. They traveled through Arkansas, Oklahoma and Texas and he said the "cat fish" were really biting.

Brother Fred Parker, Sr. is now in the Permante Hospital for a heart operation. We want to wish you a speedy recovery, Fred, and success with the operation.

We received a letter recently from Brother Al Steeded who is now working at Kuwait, Arabia. He says the temperature there is 125°, but they have air-conditioning in their sleeping quarters also their food is excellent. The job he is on is a drilling and exploration job.

SALT LAKE CITY, contracts awarded as follows: (1) DAGGETT COUNTY, to R. M. Jensen, S.L.C., Utah, \$195,663, for 2.78 mi. 2 1/2" rdmx. bit. sur. SF SR No. 44 & SR No. 260, NE for 2.1 mi. toward Flaming oGrge Dam; (2) WAYNE & LANE COUNTIES, to Germer, Abbot & Waldron, Tremonton, \$41,752 for 44 j. sealcoat SR No. 24 betw. Loa & Torrey on SR No. 12 & on SR No. 259, from Utah Ariz. State Line, westerly.

Rosa-Ukiah Area Job Picture is Only Fair

By R. F. SWANSON, Business Representative

Employment in Santa Rosa-Ukiah area is just "mediocre." The word "mediocre" is certainly a high faulting word but I am sure the Engineers in this area are well aware of the meaning.

Presently we find most of the brothers working and believe me it is a pleasure to be able to say this, especially after the long and rough winter so many of you have had. There isn't a big surplus of new contracts but jobs are slowly being awarded and all indications point towards a fairly long work season.

In June issue of the "Engineers News" I reported the 4.9 mile road job which is to bypass Healdsburg was coming up for bid on July 2nd. It did, and Guy F. Atkinson was the low bidder with a figure of \$1,647,722 and approximately \$155,000 was left on the table. At this writing information is lacking, but by the time the paper goes to press we will have had a pre-job conference and have all the information. I did meet Hank Quade, who is Guy F's district Supervisor and he did say that the "Super" on the job will be King Evers and also that the job will be started before it has officially been awarded. I'll have more news in the next issue.

On the job—Peter Kiewit is going right to town on the bridge job in Gualala, Brother Harold Stevenson is operating the truck crane and Frank Pedro is the oiler, Ward Sammis is doing a little bit of everything but mostly meching. The original cost of this job was \$530,000 and was originally started in July of 1957. They were shut down for 5 months through the winter and expect to finish the job by October 1st.

Tom Hanna is working on the road work in connection with the above named bridge job with Johnny Hinote still bossing, the crew is still the same as it was reported in the last report with one exception and that is Ronald Day as the grade checker. Say Roy, someone wanted me to ask you which side of a scraper has the best cutting edge?! Say Dean—I know your last name is Hyder—sorry for the mis-spelling in the last issue.

Engineers Limited have started their pipeline job which begins at Russian River and comes across country to tie into the present job of W & S near Sonoma Airport. Ken Hooks is operating the back-hoe and Ren Holmes is oiling. Ray Stoddard is running the D7 and Wm. Palmer is on the D6. Frank Elk is the technical engineer.

TWO PIPELINES

W & S have two pipeline jobs in Santa Rosa area and there have been a lot of comments and questions from the brothers as to why so many engineers from Southern California are allowed on the job. Brothers, let me try and explain this—A few years ago there was always a problem between the two locals over who would be able to obtain clearances in the other locals territory; after many meetings between the two locals an agreement was reached whereby a certain number of regular employees may follow a contractor who they have been working for into the other locals territory. There are certain rules that go along with this agreement and believe me this system has been just as fair for Local 3's members as it has been for those in the Southern California local.

Now with each job the contractor can fill out an equipment transfer and bring a specified number of men with him. The present job of W & S is a good example for this company is from Southern California and they have filled out this equipment transfer and only those men named on this transfer have been cleared. If this situation was reversed and W & S was from this area and had a job in Southern California then the

brothers would be able to get cleared to the job in the Southern California area providing the contractor filled out the proper transfer. I hope this answers the many inquiries I have had regarding this particular job.

E. T. Haas probably will have finished their pipeline job in Ukiah by the time you read this. Gerald A. Card has been operating a trencher in between the times of yelling and ordering the little kids to keep away from the trencher. Walter Thompson is his oiler. W. Paul is on the loader. Fellows, don't worry, I am not going to say a word about the Fort Bragg job. By the way Lloyd Dod has been the bossman.

Lentz Construction have started on their pipeline job in Ukiah with Allen Clay running the loader and Jimmy Greer operating and Jess Clay oiling on the ditcher. Also James Fine is "pushing" the men around. On the same job are brothers G. W. Haase running a trencher, Marvin Lawson on a scoop and Edward Springer as foreman.

Valley Pipeline have a job in Ukiah and should start most any time according to Mr. McWalters.

Ford Gravel have been doing fairly well in keeping the following brothers busy. Archie Moyer on the mixer and loader, Albert Garzini and Louis Zeina on the DW-10's, Milt Ford runs most anything, Ed Walsh on the cat and Henry Ford is running the shovel.

Fred J. Early Jr. is finishing up with their work in Ukiah and the truck crane should be moved to Benicia most anytime. Brother Perry, was the ride back on the gradall any easier?

Guy F. Atkinson on the dam are keeping a few of our brothers busy but sure have had their problems with rock. The Federal Government can't seem to make up their mind and even though Guy F. has tried to get an OK on rock to be used as Rip-Rap so far it has been to no avail.

Mark Haynes Welding of Santa Rosa have had a truck crane on Atkinsons job with Wes Temple operating and Wes Taylor oiling.

Ball & Simpson have started a two-shift operation on most of their spread but have changed things from their original plans. Now one shift starts at 6:00 a.m. and the other at 2:30 p.m. so the brothers are working 7 and getting paid for 8 hours. Ray Brown please don't be so abusive to the BA just because he called you Roy. My apologies Ray. Oh! yes, the name is Glenn Darling and not "Gene."

Humboldt Constructors have a job in Yreka so some of the brothers who are finishing up at Longvale will probably be moving with the equipment.

F. A. Johnson still is clearing on the Ball and Simpson job with Brothers Hanover and Lancaster on the cats.

I stopped a Buran Equipment pick-up on the highway and sure enough there were two Local 3 members. They had been doing some repair work in the woods. I don't remember their names but one fellow was called Dave. Mallot Peterson and Grunde had a couple of rigs on the High School job in Willits, Brother Don Currie was the operator.

ROCK-SAND

My apologies to the Rock, Sand & Gravel employees. There must have been a little misun-

derstanding in the time of the meeting which I held. One brother (Van Winkle from Heins) showed up and we had quite a meeting ourselves. As you all know July 16 is the expiration date of the present contract and your officers in San Francisco have met with association and are doing everything possible in order to come up with a good contract. As soon as I know anything definite regarding the negotiations I will have a meeting with those of you who are employed under this agreement. This time I'll put a notice on your paychecks and I am sure there we will have no misunderstandings.

Wm. Jensen is operating his trencher and Allen is oiling it on the J. P. S. pipe job in Santa Rosa. Also on this job is Brother Bob Rains with his back-hoe (Fordson Major) and brother Milton E. Brock is running Ritchie-Miller Stomper.

There have been a lot of rumors flying around concerning a Split-up of Rapp, Christensen and Foster with Bob Rapp on one side and Foster & Christensen on the other. I guess it will be a problem as to who goes where.

Teichert have added a few to their crew on the pipeline job but overall about the same fellows who have previously been reported on are still there. Their operating is running very smoothly. Stockton Construction still have their big trencher on the job.

Carey Brothers had a couple of 21's on the Ward Sub-Division with Brothers John and Delbert Jaquish operating.

BASALT

Basalt in Healdsburg are very busy, Brother Lawrence Cussins is running the big drag with J. A. Woodville oiling, Leonard McClish and Marcellus Bussman on the loaders—Gerald Martinelli on a cat—Peter Reed is on a shovel and E. F. Hall oils. Harry Delfino is running the drag and Gino Derrico is oiling. Frank Delfino is on a loader. Paul Warner is operating the motor patrol. The hot plant crew consists of Willie Anderson, Ted Fitch and Jack Row as foreman. Lloyd Tonelli is running a cat and J. C. Voss is the electrician or repairman. Also Dave Bennett is on the crusher. Jim Kennedy is Basalts "Big Wheel" and Verge Bottarini is Asst.

Brother Vincent A. Ansoni can be seen running Hall & Sons fordson on most any sub-division.

Art Siri has rigs all over the area and I will go into detail more in the next issue.

Windsor Sand and Gravel have been very busy, Mike Hanner is the main man, Ben Parsley is the plant oiler, Jack Pearson the welder and Mech. Jim Asbury shovel operator and Tom Campbell the oiler, Joe Cagle is the cat skinner and George Songer the loader operator, Red Grinstead is on the blade.

PERSONALS

For those brothers who come into the hot town of Ukiah and are in need of a thirst quencher please stop and see one of your former business agents—A. R. McCaffrey. He has a "Frosty Shoppe" located at 744 South State Street and always enjoys talking with engineers.

Also in Ukiah is a brother who was hurt pretty bad some time ago and is now operating a restaurant located at 800 North

Construction Awards

VALLEJO, contract awarded to Stockton Const. Co., 639 W. Clay, Stockton, \$773,853, for const. of North Interceptor Sewer.

SAN FRANCISCO, contract awarded to B. Richter Const. Co., Inc., P.O. Box 1231, Oroville, \$441,419, for 6.73 mi. const. 2-lane timber access road in El Dorado Natl. Forest, EL DORADO COUNTY.

VALLEJO, contract awarded to C. Norman Peterson, 2832-9th, Berkeley, \$158,763, for const. pump. sta. pump. cap. 13.0 million gals per day.

SACRAMENTO, contract awarded to M & K Corp., 405 Montgomery St., S.F., \$184,750, for const. pump. plant for int. drnge., Middle Creek Proj., LAKE COUNTY.

State Street. His name is Jack Curry and he would certainly enjoy seeing the brothers. By the way, those ham and eggs were delicious.

There are still plenty of pens available so please have your dollar handy and I will be very happy to sell you one. I'll see you on the job or you can see Jim in the office.

Don't forget to write down the date of September 4th. That is the date of the next District meeting which is to be held in Ukiah. At this meeting a rank and file grievance committee will be elected.

Doug Clements has been running the shovel for Atkinson but the other morning had an attack of "Borcitis" so will be in the Ukiah General Hospital a short time. We hope Doug will have a speedy recovery.

NOTICE

The Santa Rosa office will be open every Thursday evening between the hours of 5:00 p.m. and 7:00 p.m.

Jim Mark, our Santa Rosa dispatcher, is now a Deputy Registrar of voters, so please be sure and drop in the office to register, if you have not already done so. The closing date for registration of voters for the general election is September 11th.

BEALE AFB, contract awarded to R. A. Westbrook Morrison-Knudsen Co., Inc., & H. Earl Parker, 6431 Elvas Ave., Sacto., \$563,157, for const. transient & base flight apron, etc., Beale AFB, YUBA COUNTY.

SAN FRANCISCO, contract awarded to Chas. L. Harney, 575 Berry St., S.F., \$288,937, for const. sewers & pavement, Gilman Ave., from Griffith St. to Hunter's Point.

SAN RAFAEL, contract awarded to M.G.M. Const. Co., P.O. Box 1056, Concord, \$186,662, for site grading & street grading, Loma Verde Subdiv. No. 5, MARIN COUNTY.

HILL AFB, Utah, contract awarded to Gibbons & Reed Co., P.O. Box 2429, S.L.C., Utah, \$227,664, for const. calibration hardstand at Hill AFB, Utah.

SAN JOSE, contract awarded to Leo F. Piazza Pav. Co., 985 Downer, San Jose, \$104,740, for impvt. San Jose Muni. Airport, inc. access rds., storm drain line & san. sewers.

YOSEMITE NATL. PARK, contract awarded to Fresno Paving Co., 1549 Thesta, Fresno, \$109,327, for const. parking area at Glacier Point, Washburn Point & Badger Pass in the Park.

SAN FRANCISCO, contract awarded to Pacific Pavements Co., Ltd., 1275 Michigan St., S.F., \$154,650, for repaving street & walk openings.

SAN JOSE, contract awarded to L. C. Smith, 225-19th Ave., San Mateo, \$93,280, for Matilda Ave., exten., SANTA CLARA COUNTY.

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In the Pacific Islands—

CONTRACTORS TRYING TO RUN NON-UNION IN HAWAII

By OTTO NEVER, Business Representative

The Honolulu district, Paradise of the Pacific, is reporting continued new construction. However, we must continue to report that our mainland union contractors are still striving to operate non-union. Their subterfuges are many but the main plan is to stall. Since the last issue of the Engineers News, the Murray-Sanders Associates and George A. Fuller Company have started the Camp Smith and Barbers Point job. The aggregate of the two jobs is approximately \$22 million. The dirt work at the present time has been subbed to Gilbert Ho, a non-union contractor. A third of the money for this job was furnished by the International Union of Ladies Garment Workers. We have been promised a contract by Mr. Ho for a period of two weeks. At the time of this writing Mr. Ho has not signed an agreement with this union and to further complicate matters, he is hiring additional rigs from Okada Trucking and Grace Brothers, two non-union organizations.

The Len Company of Los Angeles, owned by Mr. Sam Len, has started the job at Lualualei and is using the Okada Trucking Company for his dirt moving. We have put Mr. Sam Len on the "We do not patronize" list and have received strike sanction from the Central Labor Council. We have requested financial assistance for picket duty from Brother Carman. We are evidently faced with a knock-down and drag-out campaign with our "friendly" mainland contractors. The Hood Construction Company of Los Angeles will also be put on the unfair list. Not only have they refused to sign a contract but they have paid below the scale.

The Richards Construction Company of Los Angeles will probably start construction by July 15th on the Kaneohe job. At the time of this writing we are unable to contact Mr. Richards but we understand that the Miller Construction Company has all of the utility work. Miller Construction Company of Los Angeles has been an outstanding example of a sincere union contractor. Mr. Miller did not sign a contract with this union but he did pay above the scale and brought his key men from the mainland paying them not only transportation but furnishing them hotel accommodations and an adequate allowance for meals. The membership may rest assured that we will extend every courtesy and cooperation to the Miller Construction Company.

HOSPITAL JOB UNION
The M. J. Brock Company is making good progress on their job at Fort Shafter and at Tripler General Hospital. This is also a Capehart job. Although this company recognizes this union to the extent of hiring all of its equipment operators from this office, they let their dirt moving to Pacific Utilities, a subsidiary corporation of George Freitas, also non-union. The dirt moving at the Tripler Hospital area was and is being done by Gilbert Kobatake. In this case, we have organized the Gilbert Kobatake Company with the help of steward Yutaka Miyashiro, a member of this organization since 1947. We wish to congratulate and thank this brother for the sincere effort he has made on behalf of our union in this organizing campaign. Without his help I doubt whether we would have been successful as we have been attempting to organize this company for the past year and a half. We are now in negotiations with the company's attorney and it appears we will be

successful in having them sign our standard form contract.

The Hercules Construction Company continues to operate non-union for Centex Construction Company in their subdivision. Centex also has refused to sign an agreement with us and we have now forwarded copies of our agreement to the company's headquarters in Dallas, Texas. This is another would be union company.

Meyers, McKee & Nordic at Schofield has continued to operate union with the basic trades and has assisted us materially in organizing the sub-crafts. We have no complaints against the McKee Company and we value the friendship of the project manager, Mr. Bohne. With the help of Mr. Bohne we are now negotiating with the Sperry-Hanson Company and their associates for a contract covering block setters, bricklayers, laborers and engineers. If we are successful in this negotiation, we will have the major part of the concrete industry covering block setting and concrete work under union contract.

The Pacific Construction Company should be starting their job at Hickam Field before the end of July. This company and the J. M. Tanaka Company are very vulnerable and should be organized easily with the help of the Carpenters and the various sub-crafts. By the time that this issue of the Engineers News reaches you, Local 3 will have launched an organization campaign covering these two companies.

ON WAKE ISLAND

The Fisher Construction Company has in addition to the \$600,000 job at Fort DeRussy also received a job at Wake Island in excess of \$800,000. The latter job will not start before November 1st. Pete Fisher was one of the first contractors to sign an agreement with this union and no matter how loud he yells, we will still extend him every service possible.

The Len Company lost the \$8 million job at Camp Catlin. We understand it was because of their failure to post a satisfactory bond. Bids will be advertised and accepted on July 23rd for a new contractor.

In addition to these Federal jobs, announcement has been made that there will be a \$1,158,000 shopping center in Manoa Valley covering 31.4 acres. This proposed construction program is in the present Manoa War Homes area and will include not only a shopping center covering a supermarket, department store, professional building, shops and other businesses but there will be additional private construction, apartment houses and two-story buildings.

Also just released was the news that the city slum clearance job known as the Queen Emma downtown slum clearance project has been given the go-ahead signal. This is an \$11 million program. We understand that it is only a formality now in signing a contract between the various agencies and Federal government bureaus before this job can get under way.

Our membership might realize the tremendous volume of construction now under way in this island when I quote you the official report of the Gen-

eral Contractors Association that at this time for the first six months this year there is \$125.8 million of construction under way, compared with \$60.9 million of construction under way at this time last year.

HOUSING AT GUAM

A word of interest to this membership. The E. E. Black and Associates were successful bidders on the Capehart housing job at Guam. Although Guamanian and Filipino help will be used on this job, key men will be taken from here to Guam. Key men will cover all crafts. These key jobs are very choice in that the men are paid a bonus over and above the local scale and the most of living there is much less than here.

We wish at this time to remark to our good friend, Waiki Joe, that although he meant well when he introduced me to the school teacher, I can only say that she had no class and no principal either.

The Pacific Dredging Company has completed their job at Kawaihae and are looking forward to three or four other jobs here in the islands, which should be starting within the next 30 days. In the event they are unsuccessful in receiving other work, they will leave the dredge McLeod here hoping to be successful bidders on future jobs. At this time we would like to thank Brother Peter Wong for the splendid job he did as steward during the entire length of this work. Brother Wong not only collected dues but made regular reports to this office on conditions, got along without any trouble or disturbances whatever and signed up new members and all in all saved your representative several expensive trips to the Big Island. We sincerely hope that we shall have an opportunity to return this cooperation to Brother Wong. It is members like Brother Wong who make the organizing program in this territory a possibility.

IN THE SHIPYARDS

In the shipyard and other branches of the Federal government, we can report that we have been very successful in adjusting several matters of interest to the membership, particularly at Pearl Harbor naval shipyard. We have been assured that there will be no further layoffs in Shop O2. In fact the shop is high on work and low on personnel. They have also assured us that they will spread the overtime evenly between all members in all classifications and in cases where a truck driver or a bridge-crane operator is called for work on a Sunday and does not work, they will give further consideration to retain these members for overtime by publicizing the fact that they are available to other jobs. It is quite possible that certain shopmasters have no knowledge of this service and have not availed themselves of the same. We have also secured the assistance of the Central Labor Council in initiating a continuous program to use West Coast wage scales as a comparison for wage surveys. Delegate Burns has written me from Washington that a bill has been enacted covering the Portsmouth navy yard and gave it the same wage status as the Boston navy yard. It should be quite obvious that there is no comparative industry in the islands that the wage survey board can use to qualify the present low-wage scale. The present program is based on the peonage program that prevailed in the plantations here 20 years

ago. With the cost of living 35 per cent higher here than on the mainland and with the cost of homes prohibitive, something must be done to bring our memberships' pay to at least equal that of the mainland.

The present program of the wage survey board reminds this writer of a statement made by one of the senior citizens in this community. When she was asked about her ancestry she said she was a descendant of a long line her grandmother once foolishly listened to, years ago.

We can assure our members both here and on the mainland that there is never a dull moment in District 15. Furthermore, we believe that by the time this issue reaches the readers, there will have been negotiated a contract between the Building Trades and the General Contractors Association. We will not comment on this contract at this time but will give you full details on it in our next issue. We believe that our report covers continued progress with an ample supply of headaches that is no exception to any labor representative. In conclusion we say aloha to our friends and brothers on the mainland.

SACRAMENTO, contract awarded to M. Malfitano & Son, Inc., P. O. Box 750, Pittsburg, \$273,806, for levee const. & stone protection, right bank of San Joaquin River from Walt Hall Slough to head of Old River in SAN JOAQUIN COUNTY. JUNE 17, 1958

CARSON CITY, NEVADA, contract awarded to Isbell Const. Co., P. O. Box 2351, Reno, Nev., \$253,634, for const. a por. of SH sys., in WASHOE COUNTY, NEVADA, on FAS Rt. No. 726, betw. a junc. w/SR No. 33 near Reno, & Sun Valley via Sun Valley Dr., approx. 3.543 mi. JUNE 13, 1958

Construction Awards

SALT LAKE CITY, UTAH, contract awarded to Harris Bethers & Bethers & Stocker, 163 "L" St. Salt Lake, Utah, \$265,377, for 8.56 mi. 2" rdmx. bit. surf. road, Sect. of SR No. 262, begin. 8.8 mi. from Jctn. of SR No. 262 & SR No. 47, South, SAN JUAN COUNTY, UTAH. JUNE 9, 1958

SACRAMENTO, contract awarded to Mercer-Fraser Co. & Mercer-Fraser Gas Co., 2nd & Commercial Sts., Eureka, \$135,400, for 0.9 miles 2-lane hwy. to be graded & surf. w/ptmx. surf. on untr. base, betw. 0.1 mi. W. of Essex Gulch Rd. & 0.2 mi. E. of Fieldbrook Rd., HUMBOLDT CO.

SACRAMENTO, contract awarded to Mercer-Fraser Co. & Mercer-Fraser Gas Co., 2nd & Commercial Sts., Eureka, \$169,104, for 1.6 mi. surf. rd. w/ptmx. surf. on untr. ase & 0.5 mi. grade & surf. Bull Creek Rd., betw. W. boundary of Humboldt Redwood State Park & 300' W. of Cuneo Creek Bridge in HUMBOLDT COUNTY.

PITTSBURG, contract awarded to F. Wills, R. F. D. Box 233, Antioch, \$75,598, for const. Civic Center St.

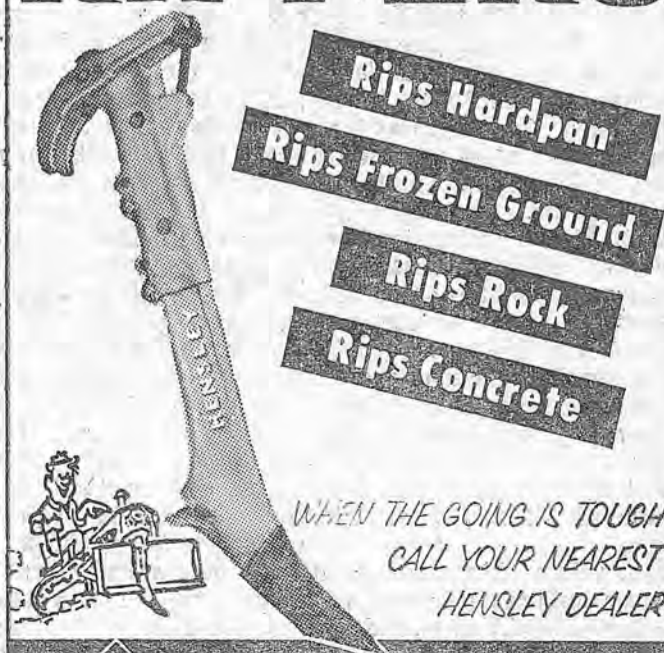
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July, 1958

FRESNO TACKLES MOUNTAIN JOBS

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

Work has picked up considerably since last month in this area. Most of the mountain jobs are again operating with full crews. Harms Bros. have moved back in on Tioga Pass job and are getting set up for a busy season. Living conditions are very poor on this job, the nearest town is Levining, about 30 miles to the east, no camp set up.

H. Earl Parker have also moved back to Tioga Pass and will be in full swing soon. M. J. Rudy Co. have started work on Highway 140 near Gustine. They have approximately 4 miles to widen and surface. The Madera Freeway is nearing completion, Fredericksen and Kasler plan to have it open for travel about August 1st.

The Mammoth Pool project continues on a three shift basis, however, there has been some layoffs recently, as the excavation on the keyway gets deeper the working area gets smaller.

The Utah Construction Co. are getting a slow start on the main tunnel on their Mammoth Pool project. They are underground on the down stream portal at this time. They will hole in about 500 ft. with Eimco muckers and dumpsters then they will move this spread to Rock Creek and repeat the same operation, they will use conways on the main tunnels. There will be 5 headings, 1 surge chamber and two vertical bores when they get underway. The camp is not completed at the present time. The Bechtel Co. are preparing the site for the main power house.

Harms Bros. & Thomas Construction have completed their road job leading to the tunnel site and have moved their crews to Tioga Pass. There have been a few new jobs let in the area recently. The Fresno Paving Co. have a \$109,327.00 contract for paving area in Yosemite Park.

Walt Taylor Inc. were low bidders on 3.5 miles at Bass Lake, \$424,774.00. Griffith Co. have moved in some equipment on their job at the Lemoore Air Base. They are having trouble with compaction. The soil there is a black adobe and alkali so they can't get the water to penetrate but they hope to have this whipped soon.

Basich Brothers will start soon on their job at Kettlemen City, the dirt has been subbed to Fisher Construction.

Dicco Inc. have bought Stewart & Nuss's hot plant at Porterville and are doing a few black top jobs in the Porterville area. It will be about two more months before they can start paving on Worth Road.

Madonna Construction have their new hot plant up and are paving on their job 6 miles out of Porterville.

L. B. Wells Construction have finished the dirt at Exeter and will start black top soon. This material will come from P. C. A. plant at Lemon Cove.

Fortier Construction have the grade in on Grangeville Blvd. and will be paving about July 10th.

Ted Baun Construction have completed their job at Five Points.

Harry Elias has made good time on his job on Fowler Avenue just out of Fresno. He will have the grade in about July 12th. Stewart & Nuss will do the paving.

Stewart & Nuss have been busy on resurface work all

around the valley. This Company also were low bidders on 6.5 miles just out of Calwa.

W. M. Lyles Co. were low bidders for \$97,372.00 at Three Rivers for water and sewer facilities, this is in Sequoia and Kings Canyon Parks.

No Blood donors for this month. Please, let's do something about it.

WORK PEAK IN REDWOODS

By KEN BROOKS and BILL TOMBERLIN, Business Representative

Well, Brothers, it looks like we have reached our peak at last, it sure took a long time to get out of the mud. We were rather lucky in one respect in so far as the work list and the work came out just about a tie. We at least the out of work list is real slim, coming of any size so most of the Brothers going out will be replacements for various reasons known to all of you. This season in the Redwoods is far above average but not as good as last year. The information we have been able to get from the State Division of Highways is more than favorable for the coming year, but we talk of that in the future, and it has no bearing on the present season. Most of the larger jobs will run rather late for which we are very thankful.

In the Crescent City area, Mercer-Fraser is making good progress on the By-pass. This isn't too big a job in yardage, but a lot of detail which provides a lot of work for men and equipment.

Marlin Tryon has two Northwests and a couple of cats on sub contract on this job. Engineers Limited Pipe Line Co., going right along on the water line from Smith River to the city, this one will take about four months to complete.

Pelican Bay Co. at Smith River keeping busy with their crusher and hot plant on various jobs around town plus quite a bit in Oregon.

R. H. Douglas doing fine on the two small bridges at Requa. Brother John Lovett doing the approaches.

Arthur B. Siri will soon be starting the grading for a small housing project at Requa Radar Station for the Air Force.

At Big Lagoon, Mercer Fraser is driving piles on the bridge. They will start the four miles of paving as soon as Norman I. Fadel, Inc. completes the grading which will be real soon.

In the Willow Creek area and vicinity we have James Clack working seven cats on the Bluff Creek timber access road. Boy, this one is up in the timber, but the Brothers all like it. More work to come in that area in the future.

Kuckenber Const. Co. finishing up their job, west of Willow Creek on Highway 299 with a skeleton crew. They will sure be happy to sell this one, they have had it.

Brother Tom Hull getting under way on the big culvert job at Lupton Creek. Lots of rock on this one. They have moved a Lorain shovel in and a cat so far.

IN MEMORIAM

CLAUDE R. JACKSON
Oroville, Calif., May 19, 1958

HENRI L. MIDDLETON
Los Gatos, Calif., June 11, 1958

E. M. DALEY
Santa Cruz, Calif., June 12, 1958

GORDON K. LOWREY
Visalia, Calif., June 12, 1958

JAMES J. JELINCH
San Jose, Calif., June 13, 1958

JAMES L. STANTON
Folsom, Calif., June 13, 1958

JOHN E. FIELD
Concord, Calif., June 14, 1958

A. R. COLLINS
Provo, Utah, June 20, 1958

LEONARD PROSSER
Alameda, Calif., June 21, 1958

M. C. DEGEN
Sacramento, Calif., June 22, 1958

STANLEY R. BURRSTON
Moab, Utah, June 28, 1958



PACIFIC AMPHITHEATER—Not the rice fields of Burma, nor the copper mines of Utah, is this scene, but rather the scenic, rugged Mendocino county coastline, where it was necessary to excavate 700,000 cubic yards on a 1000-foot bluff, in six giant benches, to get a roadbed for State Sign Route 1. This was a \$350,000 job by Rockport Redwood Co. at Juan Creek Bluffs under the Federal-aid Secondary Highway program. 'Tis said the Paul Bunyan of the Redwoods comes out and sits on these benches to watch the sun set in the Pacific.

TALKS ON '59 SURVEY PACT

By AL BOARDMAN and ART PENNEBAKER, Business Representatives

We are making fairly good progress in our negotiations with the Bay Counties Civil Engineers & Land Surveyors Association toward the Master Agreement for 1959. So far three meetings have been held and it looks as though a tentative agreement will soon be reached. When it is, a special meeting will be called so that we can report to the membership. All members will be notified so that they can be present and have the opportunity to hear the business representatives report on the negotiations and vote whether or not they wish to accept or reject the final results.

The Tuttle Engineers, a Los Angeles survey firm has finally agreed to work according to the terms of the Northern California agreement. A two-day strike on this firm brought excellent results. Our members refused to work for this employer in Hayward and Marysville when they attempted to impose certain sub-standard working conditions in those areas. However, when

Service Withdrawals

Gordon Call, Local 3A, Reg. No. 939855.

Denzil Edwards, Local 3, Reg. 817622.

"I certainly don't understand," said the irate husband. "Here we are with the wolf at the door, and you come up with a new fur coat."

"That's simple," his wife replied. "I let him in last night."

It's the good girls who keep diaries—the bad girls don't have the time.

the Company was faced with the loss of its contracts they agreed with alacrity to live up to our local conditions and to sign an agreement with Operating Engineers, Local No. 3.

According to a recent article the National Society of Professional Engineers estimate that 40,000 of the nations professional engineers and scientists are union members. However, the N.S.P.E. claims that the 40,000 professional employees represented by Unions make up something less than 10% of the total engineering population and only 30,000 of the total are considered by the N.S.P.E. to be dues paying members. These statistics will give you an idea of what will happen to you if the Right-to-Work Law is passed . . . 25% of the engineer employees would get a free ride on your back!

To emphasize the importance of fighting this vicious measure and in order for all of the members to understand the facts fully, the Union is holding a meeting on Friday—July 25th, 7:30 p.m. at the San Mateo High School Auditorium. The topic for discussion will be the proposed Right-to-Work Proposition No. 18 to appear on the November ballot. Speakers will be Neil J. Haggerty, Secretary of the California State Federation of Labor and Mathew Tobriner, prominent San Francisco labor attorney. I hope all the members will reserve that night—the 25th of July—and bring their friends and members of their families along to hear the true facts and become aware of what could happen, if this were to become a law. REMEMBER THE STARTING TIME . . . 7:30 P.M. San Mateo High School Auditorium located at Ellsworth and Poplar Streets, San Mateo, California.