



# ENGINEERS NEWS

OPERATING ENGINEERS LOCAL 3

STATIONARY ENGINEERS LOCAL 39

VOL. 17—NO. 7

SAN FRANCISCO, CALIFORNIA

JULY, 1959

## Legislative Watchdog---

## SOME GAINS FOR LABOR ARE MADE IN SACRAMENTO

Events over the past several years have clearly indicated a growing need for the Operating Engineers Union to accept greater responsibility in the Legislative and Governmental areas, for today the operations of a union are to a large extent, controlled by existing State and Federal laws and rulings of administrative bodies to which the by-laws,

procedures, and conduct of the union, by the membership and its officers, must conform. It is now not only our duty and responsibility, but it is also desirable, that we seek enactment of beneficial legislation and resist laws and rulings which are detrimental to the welfare of the membership and represent only the selfish desires of special interest groups.

It is important that we be concerned with the Workmen's Compensation, Unemployment Insurance, and Unemployment Disability programs and all the other social programs which are so necessary today to prevent the complete impoverishment of the individual unfortunate enough to be injured, unemployed, or ill. We must resist unfair taxation, discriminatory laws, and attempts to shift burdens of responsibility where they do not belong. We

must be ever alert to attacks on our prevailing wage structures and we must seek to extend their benefits into those areas which are not now covered and rightfully should be. Our lien and wage payment laws must be protected and improved. We have a great interest

(Continued on Page 8)

## BLOOD DONORS HONOR ROLL

SAN FRANCISCO

John P. Wilcox  
Rosemary Rush

SAN MATEO

Hugh O'Meara  
James E. Simmons

FRESNO

Stanley Denney

SACRAMENTO

Clyde Husted  
Fred Lacert  
Walter Gano

## OFFICIAL NOTICE TO MEMBERS

District Meetings Scheduled for August, 1959:

- AUGUST 5 Stockton, Engineers' Bldg.
- " 6 Sacramento, C.E.L.T. Bldg.
- " 11 San Jose, Labor Temple, 45 Santa Teresa
- " 13 Oakland, 2315 Valdez

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

## AGC Negotiations Net 6 Pct. Raise in All Classifications

By NEWELL J. CARMAN, Local Union Manager

At 1:30 a.m. on June 27th, 1959 your negotiating committee concluded negotiations with the committee of Employer representatives of the Associated General Contractors of Northern California. The proposed agreement has been submitted to the membership for their ratification. These negotiations were carried on from April 14th, when we first submitted our proposals to the Association, until June 26th, and involved a series of twelve meetings in which the negotiating committee representing the membership of Local No. 3, presented their views and ideas as to why the Engineers were entitled to a substantial increase in wages and a vacation plan.

Speaking for and on behalf of the Committee as Chairman, I am extremely happy to report to the membership as a whole that these gains were won without the necessity of any of our brother members losing one hour in pay!

After submitting the proposed changes in the agreement to the membership in ten special district meetings throughout our territorial jurisdiction in Northern California, the vote was yes, 2525; no, 677, for concurring in the recommendations of the negotiating committee was overwhelmingly in favor of accepting the committee's report.

I need not say that had it not been for the support the members were willing to give the negotiating committee and the close cooperation of all the business representatives working for Local No. 3, we would not have been able to arrive at a settlement as favorable to the membership as that which was accomplished without, perhaps, some work stoppages.

You will note by reading the agreement that it is for a THREE YEAR PERIOD, and the outstanding achievements are a healthy increase in wages in all classifications in addition to a vacation provision newly incorporated in this contract. The vacation clause provides, over a two-year period starting October 1, 1959, that the employer contribute 15 cents per hour for each hour worked, toward vaca-

tion credits for members working under this contract. Wages are increased 6 per cent in all classifications, with the exception of the Mechanic and the Catskinners who will receive an additional 5 cents over a three-year period, in addition to their 6 per cent increase in wages.

We are very proud of the fact that, to our knowledge, this is the first vacation provision negotiated into a construction contract for Operating Engineers in the Western States. We sincerely hope that we have now set the pattern and that it will only be a matter of time before the operating engineers, employed in the construction industry throughout the Western States, will also be eligible for paid vacations.

Aside from the monetary aspects, under this contract the administrative clauses were strengthened and clarified so that we are confident that in the future, many of the grievances that have arisen in the

past, will not confront us again. Should a question arise, the arbitration clause has been fortified to the extent that any grievance can be settled much more promptly than in the past.

At this time I particularly want to thank the Local Union's negotiating committee which consisted of the following officers: Paul Edgecombe, president; H. O. Foss, vice-president; W. V. Minahan, recording, corresponding secretary; H. T. Petersen, treasurer, and Al Clem, assistant local Union manager.

The untiring efforts of the Committee and the long hours spent at the bargaining table paid high dividends to the many thousands of members working under this agreement, and will ultimately be of great benefit to their families.

I can only say in closing, a vital factor in these negotiations was the fact that we have a good strong Union and an efficient staff of business agents. Knowing at all times we had the support of the entire membership made our job at the bargaining table that much easier and that much more productive.



GILBERT LESLIE EVANS  
Bell Gardens, Cal., May 26, 1959

AL J. WYCKOFF  
N. Sacramento, Cal., May 29, '59

GEORGE MILLER  
Reno, Nevada, May 31, 1959

DAN KISER, Jr.  
Richmond, Cal., June 2, 1959

JOHN MADRID  
San Leandro, Cal., June 2, 1959

N. B. BENNETT  
Sonora, Calif., June 2, 1959

PARLEY O. LOVELESS  
Sandy, Utah, June 2, 1959

JAMES E. ASHFORD  
Live Oak, Calif., June 6, 1959

DOYLE THOMSON  
Fresno, Calif., June 6, 1959

L. L. OLDAKER  
Fresno, Calif., June 11, 1959

L. K. BROWN  
Piedmont, Calif., June 14, 1959

ED GILBERT  
Altaville, Calif., June 18, 1959

FLYNN H. GROSE  
El Sobrante, Calif., June 21, 1959

HENRY R. HARKINS  
Monta Vista, Cal., June 24, 1959

HENRY ORMOND  
Ogden, Utah, June 30, 1959

## LOCAL 3 GETS ACTION ON BAD RR CROSSINGS

At one of the Stockton District meetings a recommendation was adopted to have this Local Union sponsor legislation that would help to eliminate dangerous railroad crossings by the installation of underpasses and overpasses. The Union immediately contacted their legislative representative in Sacramento and as a result of this forthright action the following legislation was introduced by the State Senate:

SB-103 Financing of separation of grade projects by local agencies:

Provides for the construction and financing of separation of grade projects by cities, counties and separation of grade districts and permits such authorities, with the approval of the voters, to pledge further state highway user tax and motor vehicle fuel license tax allocations for these projects. Also permits a pledge by a city, with approval of the voters, of such revenues to district separation of grade projects in districts of which the city is a part.

Operative upon passage of Senate Constitutional Amendment No. 1.



UNDERGROUND NEST for the ever-increasing swarm of auto-ants that pile into downtown San Francisco is this new 3-deck garage a-building at Civic Center. That's City hall at left, state building at right. Other half of the center downstairs is occupied by the recently-completed exhibit hall.



## San Mateo -- Hub of the Peninsula

# Peninsula District Booming Along

By BILL RANEY and GEORGE BAKER, Business Representatives

**HAPPY DAYS!** July again, and with it the usual happy season for the Operating Engineers. Most every top hand is working, many of them on overtime jobs which helps make up for the slow winter. Even the Contractors seem to be more happy, (they must be making money)!

Your Area Business Representatives have to work a little harder to find competent men to fill the jobs . . . and even this makes them happy! We're glad to report that the San Mateo's Out of Work List is rather sick. Operators are in short supply, rubber tire men and dozer men are scarce, but we have a few loader operators, crane, shovel runners and mechanics, which is about it! We still have quite a few "B" oilers on the list, many with incorrect telephone numbers and some with no telephone number at all. Some of them have no transportation and a car is a necessity for 95 per cent of the jobs in San Mateo. Those oilers who want to drive truck crane should obtain a Class "A" license (chauffeurs) as soon as possible. Many of the employers demand that their truck crane oilers have this license because of insurance company policy.

Your Business Representatives have been busy with negotiations in various plants and shops during the last month. It is hoped we will be successful in all of them.

L. C. Smith job on Sand Hill Road is just about ready for the black top. They should finish this project in another 30 days.

Healy-Granite's Half Moon Bay Breakwater job is out five hundred and sixty feet from the east end, and is running smoothly in the able hands of Ott Tucker, project manager. They plan to double this length and then start buliding a loading dock, then go to work on the west end of the project.

Weinrick Associates job off Sand Hill Road is well under way with several of the brothers working. This should last awhile as they plan to develop eighty acres.

William Frank's job in Linda Mar is a real nice spread with Brother Kidwell on the ground. This is another project that should last through the summer.

Frederickson & Watson are just starting their million and one-half dollar job at the San Francisco Airport. This one will hold ten engineers through the summer, clear through the month of November.

Arthur "Buzz" Haskins has 41 engineers on various jobs in the north end of the county. We can remember just a few years ago when Buzz had a D-6 dozer.

Ratkovich Construction Co. at Millbrae has been successful in getting the next leg on the truck fill, so this will keep the truck and shovel crew busy well into the winter and possibly through the early part of spring. Over on the other spread he has Bro. Chatfield in charge of six 20's, 2 D-9's and 2 D-8's, 1 blade and three grade checkers. This spread is really making the dirt fly.

### UTAH DREDGE

Utah Dredge hired eight or ten deckhands, mates, etc., getting the big dredge "Alameda" in shape for a big job. We should have more info on this for the next issue.

The Piombo job at Millbrae is moving along nicely with Bro.



**PASS DA SUGAR, BEULAH**—Giant hunks of granite are deftly handled on the big Pillar Point breakwater job on San Mateo coastline by this Granite Co. rig, with Bro. Baertsch as operator and Bro. Snieder, oiler.

Hawkins as super. The jobs this company runs have very few problems. This particular job has been a very rough one because of the steep terrain; however, the company's top hands have kept everything under control.

The Wunderlich job at San Bruno with Bro. Kelley in charge have a nice spread running, with everyone happy. There is an additional one and a half million yards that this company may decide to handle, if so, that will keep the brothers busy for some time.

The Utah Construction's fill job in South San Francisco is using a big crew under the able hands of Bro. Blain. The electric five-yard rig with Bro. Hansen at the controls, in conjunction with the DW 20's, sure move the yardage on this job. Bro. Magistretti, with his drill and powder crew keep this rock nice and loose for this project.

Just about every place that you go in San Mateo County we find the E. T. Haas Company doing some kind of work. The same applies to the Fisk, Firenze and McLean Company. They keep many of our Brothers steadily employed.

The Hilton Inn is completed at the San Francisco Airport and is now open for business. This was a good job for our people and furnished work for many of the Brothers.

### 13 MATERIAL DEALERS

The Material Dealers throughout the San Mateo County area have been keeping the Brothers working steady. There is very little change over in these plants. Negotiations are under way in all 13 plants.

All the repair shops seem to be holding their own. Many of the mechanics and welders are kept busy.

In the last issue of our paper it was reported in the caption, under the picture, one Page 1, that the operator on the 1201 Lima, at the Healy Granite Breakwater job was Smith. This is an error. Brother Smith is working on the same type machine as this, but he is loading the rock in Granite's Davenport Quarry. On the rig on this end

of the job we have Bro. Baertsch as operator and Bro. Snieder as oiler. Our apologies to all concerned.

Brothers, we are happy to report that we have not had an accident within the last 30 days in the San Mateo area. Your Business Representatives wish to compliment all you Brothers for your help in making this report possible. Keep up the good work, men. This is a major problem and must have the full cooperation of every man . . . the operator . . . the oiler . . . or supervisor. Again, may we say, safety pays.

"C" Day—Local No. 3 can be proud that we did a comparatively good job last year on "C" Day, which has led to our being forced to the front this year. It is well that we have accepted our responsibility to those less fortunate than we. We have and can show our community and the county as a whole that labor and particularly the Operating Engineers are something more "than those dusty people with those noisy machines." It is expected that the "C" Day procedure will be similar to last year. All monies go to the United Crusade, or any agency thereof that you may designate.

Because there are no straight time hours available without losing something from your regular check, those that work on "C" Day will do so on a Saturday for one half a day. The Employer agrees to make the time available on Saturday at straight time pay. The Employers agree to contribute 50 per cent of all monies earned by all crafts as their contribution. Any "C" Day work is to be in addition to your regular work week, such as, if you are already working on Saturday, the Employer may make some other extra time available. The checks for your time are made out to the United Crusade and endorsed by you. All of this, of course, is voluntary. It is hoped, however, that everyone will work, because it has happened that whole jobs have not been able to work when one man did not show. One job last year, three push-cat men showed and only one DW 20 opera-

## The City by the Golden Gate

# SAN FRANCISCO IS AT SEASON'S PEAK

By PAUL EDGEcombe, JERRY DOWD and DAN MATTESON  
Business Representatives

We're happy to report that the San Francisco area is at its peak work load with most of our engineers happily employed. The renewal of new work contracts have kept the business representatives busy; meeting with the various employers. With the peak season in work, it's also the peak season for accidents . . . so Brothers please concentrate on accident prevention while doing your job! Let's all work toward a SAFE SEASON.

This month we'd like to deviate from the usual around the town work synopsis and give you the highlights on the Bethlehem Steel Garage which is most interesting because it's the first example of a completely new design being constructed here in San Francisco.

This new five floor split level garage at the corner of Sacramento and Davis Streets for the Pacific Coast Division, Bethlehem Steel Co., utilizes exposed structural steel and is the first example of this new design concept being constructed in San Francisco.

With the placement of final steel in the new structure scheduled for this week, the architectural form of the building becomes apparent in the trim lines of the wide flange steel columns and vertical angles and steel plate forming the railings at various parking levels.

The building utilizes steel structural shapes and plate manufactured by Bethlehem to give design emphasis to the building as well as structural support.

Before it is completed, the red paint of the steel will be covered with a light grey paint to match the neighboring 15-

tor. The Employer paid them anyway in this case.

**NEW WORK**—Bragato Paving Company awarded contract \$55,210 by California Division of Highways. For two and nine-tenth miles resurfacing highways in Montara. Hackett Bros. sewer construction work, \$36,500 in Menlo Park. L. C. Smith Company resurfacing and improving the Alameda de las Pulgas from Hobart to Parrot Drive in San Mateo, \$91,000. Pierce, McAllister and Thorsell, bridge and culvert work in Redwood City, \$23,500. Dale Williams low bidder at \$93,958 for storm drains and improvements on Lincoln Avenue in Burlingame. Lewis C. Dunn Inc., contract awarded for construction of three new schools, Thomas Edison, Abraham Lincoln and Daniel Webster, all in Daly City. Total contract, \$1,295,000.

story Bethlehem building, now under construction across the street.

The wide flange supporting columns of the garage will be outlined with a charcoal grey, while elevator tower and a pierced tile screen on the street level will be finished in glazed grey brick.

The new garage utilizes long span structural steel beams to avoid interior columns, and thus will provide greater flexibility in parking and car handling. The split level system allows for shorter ramps between floors.

Other features of the new structure will include an automatic sprinkler fire control system serving all floors, a passenger elevator and complete servicing facilities for cars. The garage capacity will be 300 automobiles. The facilities will be available to employees and tenants of the company's adjacent new downtown headquarters, 100 California Street.

Completion of garage is scheduled for late 1959.

### NEW JOB REPORTS

San Rafael, contract awarded to Eng. Ltd. Pipeline Co., 5690 So. Union Av., Bakersfield, \$1,067,891 for furn. & inst. approx. 4450 lft. of 24" I.D. & 4840 lft. of 20" I.D. stl. pipe or RCP, stl. cyl. type, & 815 lft. of 18" O.D. stl. pipe, w/nec. appurts., from vic. of Ross Fire House thru towns of Ross & Kentfield to Junct. of Sir Francis Drake Blvd. w/Manor Dr. in Kentfield.

Lemoore, contract awarded to D. D. Altermatt & C. R. Frederick, Box 93, Kentfield, \$2,599,000 for const. fuel storage and distrib. sys. at Lemoore Naval Air Station.

Lemoore, contract awarded to Griffith Co., Los Angeles, \$1,252,500 for const. aircraft parking aprons, 2nd increment at Naval Air Station, Lemoore.

A neurotic is a person who thinks you mean it when you ask him how he is.

The only thing children wear out faster than shoes is parents.

The only thing that goes as far as it did ten years ago is the dime that rolls under the bed.

## ENGINEERS NEWS

OPERATING ENGINEERS LOCAL UNION No. 3

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NEWELL J. CARMAN.....Managing Editor and Local Union Mgr.  
PAUL EDGEcombe.....President  
H. O. FOSS.....Vice-President  
W. V. MINAHAN.....Recording-Corresponding Secretary  
AL CLEM.....Financial Secretary  
H. T. PETERSEN.....Treasurer  
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# FRESNO TACKLES AIRBASE JOBS

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

The M. J. Ruddy Co. and Gerald Bing have started paving of the alert hangars and taxiways at Castle Field Air Base. It will take about 3 weeks to complete this job. The Ruddy Company also are back on their Landers Avenue job west of Merced, they have approximately 2½ miles to go on this job. There is another

one up for bids soon, which will take it to a point near Los Banos.

The rock plants in the Merced area are operating at a slower pace than usual. H. Earl Parker Co. and Harms Bros. continue to hammer away at the rock cuts on their jobs on the Tioga Pass Road. They expect to complete excavation this season.

Madonna Construction Co. are putting in long hours on their paving job on 99 Highway at Berenda. This job has a stiff limit so will have to be completed soon.

The H. Sykes Co. are doing some resurfacing for the City of Dos Palos. Fredericksen & Kasler have moved in their spread of cats, DW20's and eucs and blades and have started their levee job on the San Joaquin River, they are starting at the Newhall ranch El Nido. They have approximately 3 million yards of dirt to move plus some channel clearing.

On the Mammoth Pool jobs the Utah Construction Co. are pouring curbs in the tunnel. They have been held up awaiting the installation of the control gates. The Consolidated Western Steel Co. are installing the penstocks. The Bechtel Company continue on two shifts 6 days a week on the fill, they have approximately 1,200,000 yards to go on the Mammoth Dam.

Walt Taylor Inc. are winding up their section of the Bass Lake forest highway. Thomas Construction Co. are moving lots of muck on their section of highway, this section will bring the road to within 1½ miles of North Fork.

Fresno Paving Co. are building a parking area and access road at Vermillion Valley. H. Langworthy Paving Co. are grading at the new Fresno State College. Stewart & Nuss Inc.; Fresno Paving Co.; W. M. Lyles Co.; Kovick Bros. and O. D. Frost Construction keep quite a few members busy around the Fresno area. Down on the southern end of the Valley the Guy F. Atkinson Co. are moving lots of dirt for Success Dam. This Company have completed the diversion and have all the equipment working on the core for the dam.

Winston Co.—Green Co. on Terminus Dam at Lemon Cove are still working one shift but they have most of the stripping done and haul roads are about completed. Mountain States has two shifts working on the tunnel and are back 400 feet. This only leaves 900 feet to go. They hope to hole through in about 30 days.

L. B. Wells Construction have completed their job at Porterville and they are doing some resurface jobs around Lindsay. Ellis Construction have all the blacktop down on Highway 41 out of Kettleman City. This Company also have a resurface job on Highway 33 out of Avenal.

At the Lemoore Air Base things are busy, Griffith Company are pouring lots of concrete on their job. This company also were awarded a contract for \$1,252,500 for parking

Philip Yousem were awarded a \$11,100,000 contract for 800 Capehart Houses at Lemoore Air Base. This Company won't

start for about 60 days.

L. E. Dixon Co. at Lemoore Air Base have a few sub contractors working on their job. McKnight is moving the dirt; Mobile Crane have four truck cranes and three gradealls working, will pour lots of concrete for the buildings in about 30 days.

Baldwin Construction Co. were awarded a contract for \$4,124,900 for a control tower, hanger, fire stations, receiver building, transmitter building, storm sewers, roads and sidewalks and parking area. This company will get started about the 15th of July.

Isbell Construction Co. were awarded a \$3,532,415 road job out of Lemon Cove. This road will be a relocation of Highway 198 around Terminus Dam and lake, which is 7.6 miles. There will be lots of rock on this job. This company will start soon.

Flores & Perry will start their job on Frazier Valley road about the 6th of July, this is 4.9 miles of road.

Again only one blood donor for this month: BROTHER STANLEY DENNEY Thank you.

Sacramento, contract awarded to Peter Kiewit Sons' Co., 1024 Omaha Natl. Bank Bldg., Omaha, Nebr., \$13,552,555 for const. Union Valley Dam, Power Tunnel & appurt. works, Upper American River Project, EL DORADO COUNTY.

By R. F. SWANSON Business Representative

In the special called meeting which was held on July 10th in Santa Rosa, there were 72 members present. The purpose of the meeting was to give the membership an opportunity to vote their acceptance or rejection of the contract proposal which the negotiating committee had arrived at with the Associated General Contractors. Evidently the brothers present were in favor of the proposed contract because the vote was 72 (YES) and 0 (NO)—a unanimous vote. I am sure that your business manager will give a full report on the details of the proposal so in order not to repeat words that have all ready been said, I'll just say, "THANKS brothers for attending the meeting and also for your splendid vote."

## NEW YORK

I sure wish the work report could be better but once again the report is pretty sad. The following are the major jobs which have been let in this district during the past month. Granite Construction was low bidder on the Ukiah road job which is about five miles in length from 1.3 miles south of Robinson Creek to Smith St. The job consists of resurfacing and reconstructing certain portions of the existing highway with plant mix on cement treated base. The bid was \$447,064 with Art Siri a close second by \$1200. Baldwin Construction from Marysville had a low bid of \$28,696 to install 2450 feet of 8 inch sewer line near Talmage. C. O. Bodenhamer from

As this goes to press, practically all the "A" men are working in the Northbay area. However, we could use more work. A number of jobs ranging from small paving jobs to jobs of considerable size are operating at the present time in various parts of the area, which means that some of the brothers, at least, will have work for the summer, into the fall, which makes us feel better.

We do hope that the State Highway Commission starts the structures on Highway 101 North which are needed (even if they have to steal the money).

The Peter Kiewit job at Black Point is "sold" and they are just in the cleaning up stage, and will probably be gone by the time this hits the press.

The Dan Caput Bridge job at Greenbrae is in its final stage, the last pour was made the first part of July. It's been a pleasure working with this outfit, and with Jim Andrade, their Super. We hope to see them back in the future.

The Gallagher & Burk road job east of San Rafael has just about finished, and it was a pleasure having this crew in our area—hope to see them back again.

The Williams & Burrows jobs at Marin City Capehart Housing project, Angel Island remodeling site, and at Strawberry Seminary job are progressing nicely, keeping our boys gainfully employed. The crew at Angel Island enjoy a nice boat ride each day.

Carroll Madsen seems to be going along very harmoniously.

The tug boat strike situation has got the Basalt Rock at McNear's Point down—and they are marking time.

The Tom Hanna job at Corte Madera is progressing nicely, with a good crew of engineers. Tom has purchased a couple of spanking new 20's.

Pullman Bldrs. at Paradise Drive seem to be marking time. Don't know when they will turn loose of property we hear they have acquired. This will be quite a project if it materializes.

Schultz Bldg. who are the de-

velopers of the Greenbrae subdivision must be given credit for this "A" Number One subdivision in Marin County. It is worth one's while to investigate this ultra-subdivision at Greenbrae.

In the Vallejo area, Stockton Construction has just been awarded a contract for sewer work at a cost of \$242,154. They also have been awarded a contract for sewer work in the amount of \$394,500 in Vacaville along with Osborn Construction who were awarded \$571,292 contract.

Teichert & Son recently awarded a contract for irrigation and reclamation in North Solano County, near Dixon.

Slinsen Const. keeps quite a crew of brothers busy in the Napa area, having recently been awarded a contract for street and road work in Napa.

At Hamilton Air Base, there is a lot of activity—although R. H. Flickinger has just wound up their end of the Capehart Housing project.

C. Norman Peterson of Berkeley has just been awarded a contract at Hamilton Air Base for sewer construction.

Brothers, we wish to call to your attention, particularly those members residing in the Napa area: BERGLUND TRACTOR IS STILL ON THE UNFAIR LIST. YOU ARE IN VIOLATION OF YOUR AGREEMENT—AND IT IS YOUR DUTY TO REPORT TO OUR OFFICE WHENEVER BERGLUND IS ON YOUR JOB. LET US COOPERATE!

If you have not as yet purchased your COPE ticket, it is not too late. Your \$1.00 contri-

bution helps elect a better Congress.

The decals for the 3rd quarter are available for your tin hats. Please be sure and ask for yours when you pay your dues.

## ABOUT THE BROTHERS

We received a card from Bro. Louie Paysse who is on a hunting expedition in Africa—he says he is having trouble obtaining a license and much to his dismay, could not do any game hunting.

Brother Neil Rosko has recently returned from East Pakistan, where he was for 25 months with Utah International working as a mechanic. Bro. Rosko plans to stay in the States for the present.

Brother Paul Ryder has recently been released from the hospital, and we wish him a fast and speedy recovery.

## DISABILITY INSURANCE

Quite often we receive questions from the brothers on this subject, and the following is for your information: Disability benefits were increased and now range from \$10 to \$65 a week, based on your base wages. Everyone receives at least 56% of wage loss when disabled by illness or accident not connected with employment. Claims should be filed by the employee eight days after he is too sick to work, provided he is not hospitalized. If the employee is hospitalized he should file after the first day of hospital confinement. For full credit from the time disabled, the claim must be filed not later than the 20th day of disability. Medical benefits are also available for employees not covered under a voluntary plan maintained by their employer. Applications for State Disability Insurance Benefits are available at our office or at the State Dept. of Employment offices.

## WORKMEN'S COMPENSATION

Increases in this plan are still tied up in the legislature, but current weekly benefits range up to \$50 when unable to work, and employees receive payment of all medical care in case of injury or illness arising out of or occurring in the course of his employment. In case of death, a sum up to \$15,000 will be paid to dependents. Any member injured on the job or who believes he is suffering from an occupational illness should notify his employer or his employer's workmen's compensation insurance carrier as soon as possible. Be sure to take advantage of all benefits guaranteed you!

We wish to remind the brothers that the San Rafael and Vallejo offices are open on Thursday evenings until 7 p.m.

Davis Equipment has acquired a new Cable Sized Drill Type Rig which they use for digging foundations, wells, etc. Bro. Herb Harmon is the operator of this rig and they have just completed some well digging in Calistoga. This appears to be a very successful rig for getting water into ranches, etc.

The Piombo job at Terra Linda Valley with 7 operators and 2 Grade Checkers is progressing nicely. They are building house pads for Eichler Homes. Clarence Yturriaga is their foreman.

A. G. Raisch is doing a similar job at Terra Linda No. 10 with a good crew. Brother Kirby Mitchell, is the foreman on this project.

We hope the news in our next issue will sound more encouraging as far as the work is concerned in the Northbay area. See you next month!

# Northbay Area Busy But Not Loaded

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

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Carroll Madsen seems to be going along very harmoniously.

The tug boat strike situation has got the Basalt Rock at McNear's Point down—and they are marking time.

The Tom Hanna job at Corte Madera is progressing nicely, with a good crew of engineers. Tom has purchased a couple of spanking new 20's.

Pullman Bldrs. at Paradise Drive seem to be marking time. Don't know when they will turn loose of property we hear they have acquired. This will be quite a project if it materializes.

Schultz Bldg. who are the de-

velopers of the Greenbrae subdivision must be given credit for this "A" Number One subdivision in Marin County. It is worth one's while to investigate this ultra-subdivision at Greenbrae.

In the Vallejo area, Stockton Construction has just been awarded a contract for sewer work at a cost of \$242,154. They also have been awarded a contract for sewer work in the amount of \$394,500 in Vacaville along with Osborn Construction who were awarded \$571,292 contract.

Teichert & Son recently awarded a contract for irrigation and reclamation in North Solano County, near Dixon.

Slinsen Const. keeps quite a crew of brothers busy in the Napa area, having recently been awarded a contract for street and road work in Napa.

At Hamilton Air Base, there is a lot of activity—although R. H. Flickinger has just wound up their end of the Capehart Housing project.

C. Norman Peterson of Berkeley has just been awarded a contract at Hamilton Air Base for sewer construction.

Brothers, we wish to call to your attention, particularly those members residing in the Napa area: BERGLUND TRACTOR IS STILL ON THE UNFAIR LIST. YOU ARE IN VIOLATION OF YOUR AGREEMENT—AND IT IS YOUR DUTY TO REPORT TO OUR OFFICE WHENEVER BERGLUND IS ON YOUR JOB. LET US COOPERATE!

If you have not as yet purchased your COPE ticket, it is not too late. Your \$1.00 contri-

# ROSA-UKIAH JOBS SLOW

By R. F. SWANSON Business Representative

In the special called meeting which was held on July 10th in Santa Rosa, there were 72 members present. The purpose of the meeting was to give the membership an opportunity to vote their acceptance or rejection of the contract proposal which the negotiating committee had arrived at with the Associated General Contractors. Evidently the brothers present were in favor of the proposed contract because the vote was 72 (YES) and 0 (NO)—a unanimous vote. I am sure that your business manager will give a full report on the details of the proposal so in order not to repeat words that have all ready been said, I'll just say, "THANKS brothers for attending the meeting and also for your splendid vote."

## NEW YORK

I sure wish the work report could be better but once again the report is pretty sad. The following are the major jobs which have been let in this district during the past month. Granite Construction was low bidder on the Ukiah road job which is about five miles in length from 1.3 miles south of Robinson Creek to Smith St. The job consists of resurfacing and reconstructing certain portions of the existing highway with plant mix on cement treated base. The bid was \$447,064 with Art Siri a close second by \$1200. Baldwin Construction from Marysville had a low bid of \$28,696 to install 2450 feet of 8 inch sewer line near Talmage. C. O. Bodenhamer from

Mountain View was low at \$27,692 for construction of a bridge across the south fork of Big River about 14 miles west of Ukiah on the Orr Springs Road. Olson Construction bid \$27,730 to pave and repair the Santa Rosa Maint. Station. Watkins and Sibbald submitted a low bid of \$110,249 for site development work at Montgomery High in Santa Rosa. Argonaut Const. at \$15,218 for construction of sewer and water main at Healdsburg. This area is far short of big contracts as can be seen from the above list. Naturally there are a few jobs which are not listed but they amount to so little that there is no point in telling you about them.

## AROUND THE JOBS

Granite Construction going to town on their 4.9 miles of highway near Longvale. Ball and Simpson down to a skeleton crew on Cummings Highway job. A. and E. Paving finished with the crusher and about ready to move in a hot plant near Laytonville. Huntington Brothers still doing better than expected on Covelo Road near Dos Rios. Boyles Brothers still drilling test holes near Covelo for Spencer Dam site. Windsor Sand and Gravel still loading and keeping a number of trucks on the highway. Basalt working two shifts on a number of rigs. Russian River Rock slowed up somewhat. Hiens Brothers doing fair. Siri Construction finished at Willits, but working a about completed. Argonaut few engineers on subdivisions around Santa Rose. Amaral with a pipeline job in Healdsburg about wound up in Ukiah but still doing some pipe work in

Healdsburg. Rapp Construction with most of his rigs at Cook Junior High School in Santa Rosa. There are various other small job but on the whole this area is very quiet.

## BLOOD BANK

The wife of one of our Brothers needed blood this past month and we are very happy that we were able to supply the blood which was so desperately needed. Brothers, our supply is growing short and we are now appealing to you to donate blood when you are able — THANK YOU.

Committee on Political Education still needs money and we have the receipts for you when you voluntarily donate \$1.

## LATE JOB REPORTS

Daly City, contract awarded to Louis C. Dunn, Inc., 799 Monadnock Bldg., S.F., \$1,295,000 for const. 3 new schools (Thomas Edison, Abraham Lincoln and Daniel Webster).

Ogden, Utah, contract awarded to Geo. M. Brewster & Son, \$4,606,260 for const. Willard Dam (2d State) near Willard, BOX ELDER CO., Utah.

Sacramento, contract awarded to Flores & Perry, Hanford, \$1,150,265 for 4.9 mi. ne lgth. grade & RDMX. surf on cem. tr. base, on Frazier Valley Rd., bet. RT. 25 & Av. 176, abt. 8.5 mi. S. E. of Strathmore, in TULARE CO.

Concord, contract awarded to Oscar C. Holmes, Inc., Menlo Park, \$497,626 for const. channel improve. on Reach 4 of West Fork Grayson Creek & Reach 5 on East Fork Grayson Crk., Walnut Creek Watershed Flood Control Zone.



# What's Doing in the Oakland Area

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

During the month of June there were 500 men cleared out of the Oakland office. However, most of these jobs were of short duration. This time of the year would normally find few men on our "out of work" list. Now that the negotiations are behind us we hope to see a change of orders as the contractors open up the jobs.

Richfield Oil Co. is doing some work at Point Richmond on loading docks and will build a new plant. Work should get under way this summer and should make a lot of work for a good size crew for a long time. Ted Cox has his dirt spread on the job building tank pads at present. This should be finished soon.

Piombo Construction Company have started moving dirt again on their Albany freeway job. This job has begun to shape up good but they still have a lot of work left. They have about one year of work on this project.

Building plans have been approved for the Coca Cola Warehouse building. The bottling company warehouse, the initial phase of a proposed \$300,000 development that ultimately is expected to result in re-location of the Coca Cola bottling plant from Pittsburg to Concord, will be built in Concord Industrial Park on Willow Pass Rd. extension.

Stolte, Inc. have started a job on Cutting Blvd. in Richmond. It is an air reduction plant. Blair Excavators have done some dirt moving on this job. The Plumbers are in on the job now but up to now Stolte, Inc. have not hired any of our men. When they get under way we will be able to place a few men.

The Richmond-Berkeley area is still pretty slow although there is a few jobs still going and several more to start. O. C. Jones is going along good with their street jobs in Berkeley, they are also on 40th Street. Their job on Sacramento Street in Berkeley will keep a few of the Brothers busy for quite some time yet.

Glanville Plumbing Co. have their job about finished on Road No. 20 in San Pablo. They will be moving out soon and we hope they will pick up some more work in the area soon.

## POINT ISABEL

Pt. Isabel on the Bay is due for a \$850,000 transformation, starting this week, into a 54½ acre industrial park being constructed by the Santa Fe Railway Company. A railway spokesman said the contract to grade and fill the tree-clad peninsula which juts out from Hoffman Blvd. has been awarded the Piombo Construction Co. of San Carlos. Santa Fe said the area on the Richmond waterfront will be devoted to light manufacturing industries which will be served by the railroad on an 8,800 foot spur line to run along the tidelands. Both the facilities of the Stege Sanitary District and a radio station transmitter on the end of the point will remain, but the San Pablo Rod and Gun Club, which has been on a short term lease with the railroad, will have to move, the spokesman said.

Stockton Construction Co. have about another week to ten days left on their pipe line job in Richmond. They are sending some of our men from this job to Napa on another job so therefore they won't lose too much work.

Gallagher & Burk was awarded the contract at the Rolling Hills Estates at Pleasant Hill. The Brothers' have 120,000 yards of dirt to move. There are to be thirty four new homes built on this site.

Ball & Simpson at Lafayette are moving right along with their road construction job. At the present time we have forty five Brothers employed with them. This job should be completed around December of 1959.

Elmer Wendt at Antioch has all of the dirt work at the Alhambra Lake Homes Development. This is something new in the line of home building. This lake will be for the home owners and they are going to import Texas hot water trout for fishing. The brothers have about three and a half months yet to go on this job. They are working ten hours a day, five days a week. There is 600,000 yards of dirt to be cut and filled and there are 240 homes to be constructed in the tract. Thirty acres of the land will be flooded ten feet deep for the lake. They will allow sailboats and rowboats only on the lake. The brothers working on this project are John Phillips, Curley Sanders, Clyde Climber, Roy Wendt, Ben Zimmer, Bob Avery, George McCartney, Howard Stockton, Clyde Grundon, Al McLaine, Bud Burkhart, Don Jose, Bud Winters, Jesse Bowden, Al Muns.

Pacific Mechanical Company have fourteen operators and oilers on their Standard Oil job in Richmond. They have approximately another thirty days of work left on this project.

Work in the downtown area has shown little change since the last report. A few small jobs have been let but very little activity in construction. The shipyards are holding their own with a few new hires as vacation time rolls around. The material dealers are about normal with expectations of a burst of activity as soon as the A.G.C. contract is behind us. The scrapyards are busy as usual for this time of the year. Learners have added a new shear and everyone seems to be happy with the same old gang at the controls.

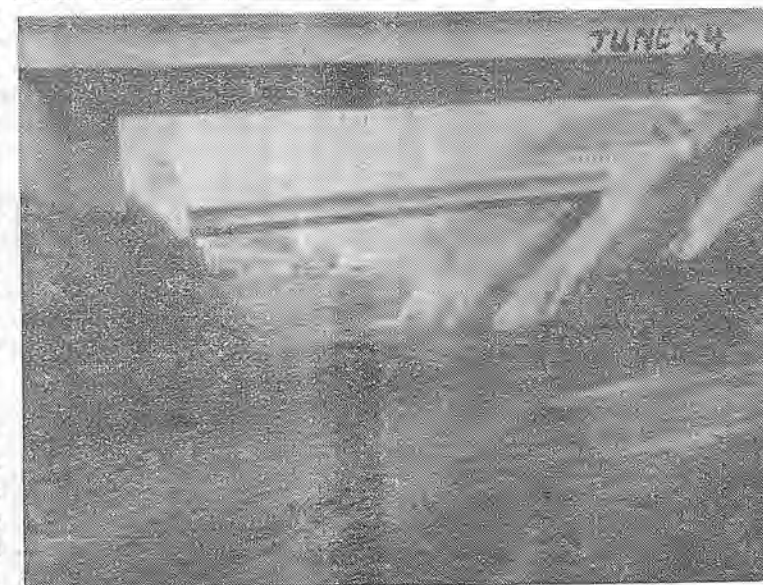
Fredrickson, Watson & Ransom job is going smoothly with little change since last month. The airport job is creeping along with the blade operators reporting some tough inspection on finish grade.

## GIANT WATER TANK

Tormey, the village between Rodeo and Crockett on old Highway 40 will become the site of one of the world's largest concrete water storage tanks. East Bay Municipal Utility District engineers said the 10,000,000 gallon tank will be constructed on a hill immediately north of Tormey. Contract for the installation has been awarded to Elmer Freethy & Co. of El Cerrito. The tank will provide water service for an area including Rodeo, with the possibility that Crockett and Port Costa may join the district. Crockett civic leaders have been seeking means to tie in with EBMUD, rather than California Water Service.



**NIMITZ AT LORENZO**—Here are three views of the big Ball job on San Lorenzo Creek where it underpasses Nimitz Freeway, which demonstrate the fast-moving work of Local 3 members. Dates are shown on each picture, showing progress made. For details on this job see below, right.



O. C. Jones is busy on the Grand Avenue removal job in Oakland with the following Brothers showing off for the sidewalk supt.: George Nelson is Supt., Ray Granlund is foreman, Henry Stephens is on blade, Harold Stack on roller, Ernie Miller on N.W. shovel, Jim Stevenson as his oiler, Bob Patters on truck crane, "Mac" McFarland as oiler, Stan Mattice oiler at large, Frank Macedo on the Barber Green paver, Art Peterson as screedman and Dutch Kretz on a hot roller. These boys aren't too popular with the police force and the traveling public.

The new apartment house structure on 19th Ave. and Jackson St. in Oakland has about reached the stage of construction where no operators are needed. Joe Riley, one of our real old timers has kept the material hoist well under control.

The Kaiser Building is taking on that "finished look" although there is considerable work for some of our Brothers for some time. The only people in the world who have more ups and downs than a Business Agent are the two brothers on the elevators in this same building.

The demolition and wrecking

outfits are having a field day preparing right-of-ways for the new MacArthur Blvd. freeway. The following outfits are now active in the area with our respective Brothers busy at the controls. Campanella Wrecking Co. has Yelton De Witt as oiler, and Ernie Lemos as operator. For the Sherman Crane Co. on the same over-all project are Mel Harrington as operator, B. Bedford as oiler with Luis Sherman as foreman.

## WATER PLANT

The Stolte job on Mountain Blvd. in Oakland is in full swing. It consists of water line and filter plant at a price of \$2,800,000, with 900 working days. At the present time there are four members employed — George Philips and A. G. Ransome on the backhoe and crane with S. D. Branscum and G. W. Smisek doing the oiling. Stan Kister is foreman with Roger Griffen as Supt. In the shop keeping the outlying jobs going are the following Brothers: Jack Snead is master mechanic in the truck shop with O. R. Tommy Thompson, Johnnie Williams and Lou Smith at the foreman shop. In the cat shop is Ed Petschauer as foreman, Russ Ingerson, Gene Gurney, Roland Di Guilio, Mar-

vin Orr, Alex Johnson and Dwight Courtney.

McGuire & Hester with their usual amount of small jobs in and around town with a couple of big ones out of the area—keeps the shop crew busy shipping equipment and repairing same. Bill Holloway is master mechanic and has the following Brothers on the payroll keeping things rolling and keeping the front office out of his hair. R. Byrne, J. Johnson, A. L. Rodrick, Wilbur Swope, E. L. Osborn, H. Thie-man, E. L. Patburg, Lou Mahler, T. R. Young, Leonard Lee, J. Troutman, P. Ferrari, E. T. Davis and Bob Mahaffy.

Rodendahl Corp. has completed their job on the glass company project and are about to pull off. We have three members hanging on now but will probably be on the "out of work" list as this goes to press.

Underground Construction Co. in Alameda and on E. 14th St. with about \$178,000 in projects has kept a few of our brothers busy. Everett Wilson as Supt. between jobs keeps the following Brothers busy: Calvin Jackson on the loaders and swing crane, Ralph Peck with O. E. Olson as oilers on the backhoe. Lynn Covey and Burl Bradbury are on the small hoe on E. 14th St. with Robert Ready as loader man. In the shop for Underground we have Homer Covey, Dick Bennett with Bro. Wyman welding.

## BALL PROGRESSES ON SAN LORENZO CREEK

Gordon H. Ball, Inc. of Danville holds the contract for approximately \$3,900,000 for the San Lorenzo Creek Improvement Project, which was awarded by the USCE in conjunction with the Alameda Flood Control & State of California. The project is a three season job, total of 500 contract days, beginning April 10, 1959 and ending November 15, 1959 and starting again in the spring of 1960. The contractor expects to complete the project in two seasons.

The job begins at Capwell Store on East 14th St. in Hayward and extends to the mouth of the creek at the Bay. The purpose of the project is to realign the channel of the existing creek. Most of the creek will have concrete slab running along the bottom and vertical walls. The rest of the creek will be sloped and in some sections riprapped. The extreme end nearest the Bay consists of only earthen levees. The first season's work extends from Meekland Ave. to the mouth of the Bay. The project got under way in the middle of April and at that time water was running in the creek, presenting the contractor with a difficult water diversion problem.

The water was diverted by series of pipe lines laid in ditches along both sides of the creek and surrounded by gravel. A 12-inch aluminum pipe was also laid along the top of the levee to handle the surface water. When the creek was finally dried up, excavation for the paving sections began. In the phase of the project small rubber tired earth moving machines were the main tool used because of their short turning radius and ability to get in small areas. One time the contractor had as many as eight of these machines working. After excavation from Meekland Ave. to the stilling basin had been completed, fill material was put down and paving began which is to

(Continued on Page 9)



# Redding District to Have Largest U.S. Forest Service Base in U.S.

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

The U.S. Forest Service plans to build its largest installation in the United States at Redding's municipal airport. On the airport property the Forest Service will have a smoke jumper base, its Northern California depot, zone air headquarters, a fire cache and equipment shops. The smoke jumper base will be the second largest in the United States. The top and the first section of the smoke jumper base are planned for construction this year.

## TRINITY STAYS AT PEAK

Jim Clack, who is subbing a job from H. Earl Parker, has started work on the excess road at Whiskeytown. The Whiskeytown reservoir should be in full swing in 1960 with relocation of Highway 299. This job alone will amount to around six million dollars. Guy F. Atkinson has started their third shift on the beltline at the Trinity Dam project. O. K. Mittery's Bureau of Rec. job at Minersville is in high gear employing approximately 40 operators. There is also one additional clearing job to be let July 10th on the Trinity Dam River project. This will bring the total up to 200 skidders doing the clearing work alone. J. W. Briggs is nearing the end of their job at Del Loma which is a U. S. Forest Service excess road. The boys at the Shea-Kaiser-Morrison Clear Creek tunnel project are still going full swing and have already completed approximately six miles of the eleven mile tunnel. Kaiser Steel recently moved in at the outlet to start work on the surchamber.

## WORK ON HWY 99N

Gibbons & Reed going full swing with two shifts on their freeway job out of Dunsmuir. Joe Lema has started moving dirt and is working 5-10's. McCammon & Wundelic in full operation on their freeway job which is adjacent to Gibbons & Reed, however, this job is strictly 9 hrs. 5 days a week. J. C. Compton has moved in down the Klamath River out of Yreka to start his paving operation and we have approximately 14 brothers on this job. There is a total of 21 miles of resurfacing on Compton's job at the Klamath River and an additional 9 miles South of Susanville. Wright Bros. Construction has moved in on the job at Canby, which is an excess road, and they have additional work between Etna and Callahan. These two jobs will be in full swing until some time in November when the weather precludes further work. Baldwin Construction's Green Horn Dam job at Yreka going smoothly with brother Paul Manafee as Superintendent. M. W. Brown has started work on his job out of Susanville with brother Al Denny as his foreman. Most of the brothers in the Redding District are working, although we still have a few classifications on the out-of-work lists. Work for paving crews has been extremely slow this season, however, with 3 or 4 paving jobs breaking in July, we hope that these brothers will get in a lot of overtime to make up for their late start. Work in and around Redding is also extremely slow. The majority of the larger jobs in the northern district are from 25 to 175 miles from the Redding office.

## INJURY LAW FORBIDS SUITS AGAINST FOREMEN

Further suits by injured workers against foremen, superintendents, and others responsible for on-the-job safety were ruled out when Governor Brown signed AB 1015, the new workmen's compensation law. The first suit against supervisory employees

was filed in February by Jack Halpin, Redding attorney, on behalf of the family of a logger killed in an on-the-job accident. By filing the suit against higher employees of the logging company instead of against the company itself, Halpin sought to circumvent the legal ban on suits against employers participating in the state's workmen's compensation insurance program. Under the new law, suits against supervisory employees are permitted only in cases of unprovoked physical attack, drunkenness or "reckless disregard of safety."

The Redding district is happy to report that we have recently signed agreements with the following companies: Wayne Boulster, C. H. Fleming, James T. Gleeson Const. Co., Richard M. Jackson, Civil Eng., M. S. Ready Mix, Roy Madson Const. Co., Jack A. McDonald, Alfred F. Mellow, Schutt Const. Co., Inc., Three Point Logging Co., Inc., H. C. Young, Bob Kirch.

Brother Bob Kirch who has been a member of Local No. 3 for a number of years, has formed his own construction company and his first job, which is a county road job, is in full swing in Ono. We wish Bob great success in his enterprise. We have also signed an agreement with W. G. Cozart who has a portable repair shop in Burney. His motto is "Have Shop On Wheels, Will Travel".

A note of thanks to the employees of McCammon & Wundelic was received from Carolyn Lynch and Helen and Clara Bowdish which reads as follows: "To each of you our heartfelt thanks and appreciation. We hope to be as worthy of your contribution as Gene was your respect."

Tom Fraser, mechanic on the Mittery job, is out of the hospital and will be back to work in a few weeks. Don Rudolph is in the hospital after an accident from an overturned Euclid on the Mittery job. We wish him a speedy recovery.

The Redding office would like to thank the members for their terrific turnout at our last regular meeting, with an especial thanks to those brothers who relinquished their time on swing shift and graveyard shift on the Trinity Dam River project in order to attend.

The Grievance Committee meets at the Redding office on Thursday night from 7:00 p.m. to 9:00 p.m. and the office is open during that time for your convenience.

## Jobs Awarded

San Francisco, contract awarded to Mid State Const. Co., \$542,000 for const. of Hall of Flowers.

Sacramento, contracts awarded to: (1) L. C. Smith Co., \$208,243 for abt. 27.3 mi. net length surf. exist. Hwys. w/PTMX. surf. on exist. surf., at var. locs. in SAN MATEO & SANTA CLARA COS. (2) Lee J. Immel, \$23,480 for 0.1 mi. net lgth. remove slides, reconst. embkmt. & inst. drain. facils. in City of San Pablo, CONTRA COSTA CO.

San Francisco contract awarded to The Lowrie Paving Co., Inc., South S.F., \$559,320 for reconst. runway & taxiway pav. at San Francisco Airport.

# It's a Busy Summer for San Jose Area

By A. J. HOPE, DANNY G. DEES and WM. HARLEY DAVIDSON, Business Representatives

This is an extremely busy time for the Brothers working in the San Jose District. Work started early this spring due to the dry winter and at the present time our "Out-of-Work" list is mighty short. Even the southern area, which seemed to get off to a slow start, now is buzzing with activity.

A. J. Raisch Company are resurfacing the Monterey Hiway, south of San Jose and are laying the black-top on the new freeway for Ball & Simpson. They also have the contract for building the detours for Ball & Simpson off 13th Street. This firm also has three sub-divisions in east San Jose in which they are doing the grading and paving.

Kleinsmith have begun work on Unit 2 off Story Road and have about completed their section of the work on Unit 1.

Ball & Simpson have seen fit to put on the second shift on their freeway job to get as much completed as possible before the rains set in. This job will keep many of the Brothers busy for a long time.

Piazza Paving are resurfacing several streets for the City of San Jose and also are working in a sub-division off Prospect Road.

Ed Keeble also is working in several sub-divisions in and around San Jose.

P & E Construction Co., Ince Bros., Pisano Brothers, A. J. Peters all underground contractors are busy on sewer lines and storm drains throughout the county.

M. J. B. Construction Co. have about completed their road job near Moffett Field and will soon be moving their equipment to Santa Cruz, where they have 43 miles of high-pressure sewer lines to complete. They expect to use seven trenchers on this job. Brother Orville Paul will be the Super on this job, after successfully completing his job near Moffett.

Carl Swenson & Cupertino Gravel, a joint venture, are doing the grading and shaping up for the black-top on their job at the Lockheed Plant. Pisano Brothers have the sewer contract on this same job.

L. C. Smith are showing good progress on their job at Matadero Creek and Highway job. Raymond Concrete Pile Co. and Oscar Holmes are also working on the same project.

## PIPELINE JOB

Pisano Bros. & McCue are about complete on their pipe-line job across the Bayshore. This line will connect with the sewer line that is now being completed by Manuel Smith.

P & E Construction Co. have completed their pipe-line on the El Camino Real in Sunnyvale. Hester & McGuire are moving along nicely on their sewer job on Highway 9. This same firm has a large job along the Southern Pacific Railroad off Pagemill Road, besides several jobs scattered throughout the area.

Stolte, Inc. is shaping up nicely on their job on the underpass on Page Mill Road. E. T. Haas have 12 Engineers busy on their underground work in the Fremont Hills.

M.G.M. Construction Co. are running the pipeline for the Regnart Reservoir and are at the present time employing six men. Williams & Burrows are shaping up the reservoir with Giordano Bros. doing the dirt work. Kelly Bros. have a truck crane on this job site.

The new form of Gerrard & Warren were the low bidders on several good sized contracts recently.

## MONTEREY, SALINAS and SANTA CRUZ

This has been a good year for the Brothers living in the Santa Cruz area. While work as a rule is rather slow in this vicinity, this year several big jobs have been let and everybody is busy. At the present time Fredrickson

& Watson are busy on the new highway being built between Scott's Valley and Santa Cruz. This job will last until the rains shut them down. All of the smaller contractors and plants in this area are working at top speed.

Granite Construction Co. have work scattered all over the southern area. They have called back all their former employees and have seen fit to put on many new men.

Phil Calabrese have started work on the Prunedale cut-off. This is a State job, with Brother Willis Long in charge.

Fisher & Stokes are making good progress on their highway job at Carmel.

Madonna Construction Co. have started their job near Hollister and also have a highway job at Mt. View. Bragatto Paving are doing the paving work for Madonna Construction at Hollister.

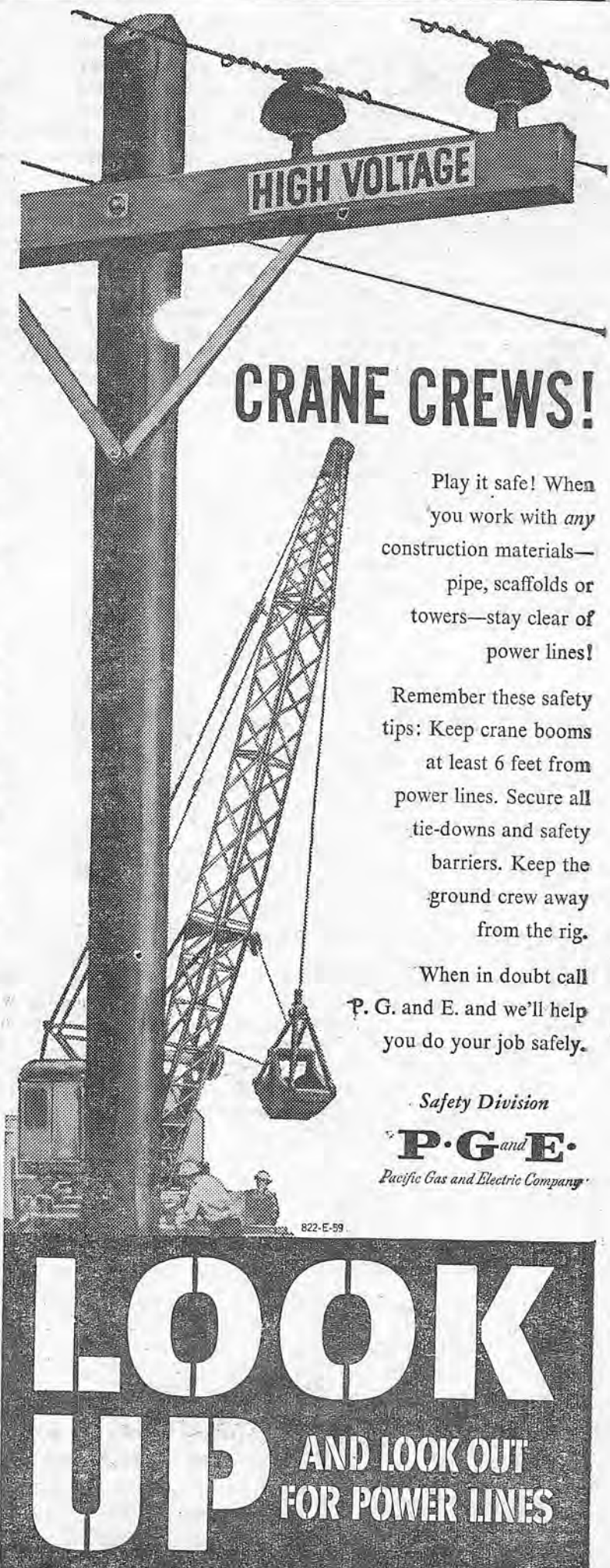
## PERSONALS

We would like to take this opportunity to advise the Brothers

that Brother Tom Stapleton has been transferred to the Salt Lake City Office, where he is in charge. Our very best wishes to you Tom, and we know that the excellent job that you did in San Jose, will be carried on in your new location. Brother Tom asked that we thank the Brothers for their cooperation and consideration of him, while he worked in this area; he was unable to see many of the Brothers before he left.

Brother Wm. Harley Davidson is now working out of the San Jose office and will be serving the southern area. Harley is well known to many of the Brothers and is a welcome addition to our staff.

We want to thank the Brothers who attended the meeting on July 6 in regards to the new agreement. PLEASE REMEMBER THE MEETING ON AUG. 11, 1959, TO BE HELD IN THE LABOR TEMPLE, LOCATED AT 45 SANTA TERESA ST., SAN JOSE, CALIFORNIA.



**HIGH VOLTAGE**

**CRANE CREWS!**

Play it safe! When you work with any construction materials—pipe, scaffolds or towers—stay clear of power lines!

Remember these safety tips: Keep crane booms at least 6 feet from power lines. Secure all tie-downs and safety barriers. Keep the ground crew away from the rig.

When in doubt call P. G. and E. and we'll help you do your job safely.

Safety Division  
**P.G. and E.**  
Pacific Gas and Electric Company

**LOOK UP AND LOOK OUT FOR POWER LINES**



# Legislative Round-Up

(Continued from Page 1)

and responsibility in all laws and rulings affecting the Building and Construction Industry. For this purpose, Local No. 3 joined with the State Building and Construction Trades Council in sending Brother Ed Park to Sacramento as a legislative advocate to work with the California Labor Federation during the 1959 legislative session. That Brother Park has been confirmed by reports from the State Building and Construction Trade Council, the California Labor Federation, and many crafts. The years of experience Brother Park has had with state government has made him invaluable in this field.

The following is a preliminary report touching on some of the highlights of the 1959 legislative session.

\* \* \*

The 1959 General Session of the California Legislature that adjourned at midnight June 19, 1959, was a successful one in terms of dollar benefits in the three basic social insurance programs, Workingmen's Compensation, Unemployment Insurance and Disability Insurance. The advances won in these three programs will bring workers in the state between \$75 to \$100 million a year in additional benefits. This is close to double the amount secured in any previous session in the past fifteen years.

The secretary of the California Labor Federation AFL-CIO and his staff who worked with him in Sacramento deserve outstanding credit for their accomplishments in this field.

On the negative side the consumer taxes enacted, which were opposed by Organized Labor, will add an additional tax burden upon the consumer, of \$64 million and will in effect nullify a large portion of the dollars won by the workers in the field of social insurance.

In the area of legislation affecting the Engineers and the Building Trades Crafts in which your advocate was primarily involved, a number of Federation measures won enactment. Among these were AB-302 (Gaffney) prohibiting employers from requiring releases for payment of wages, prior to the actual payment AB-317 (Z'berg) providing for the inclusion of fringe benefits in determining prevailing rates on Public Works. AB-380 (Bane) making it unlawful to refuse to make health and welfare contributions into pension and vacation plans pursuant to a collective bargaining agreement. AB-608 (Patee) requiring that informal bids on State Public Works contracts shall be let to licensed contractors. AB-880 (Kilpatrick) requiring cities and counties to file local prevailing rate determinations with the State Department of Industrial Relations, and AB-902 (Bane) permitting the state, counties, and local political subdivisions to make payments into fringe benefits funds, on behalf of hourly or per diem workers, in the same manner and on the same basis as made by private employers.

Among other general Labor Code bills, sponsored by the Federation, which died in the legislature were measures providing for the following: payment of wages while serving as a juror; prohibiting discrimination because of age; requiring overtime hours and fringe benefits to be specified on check stubs; and payment of treble wages for failure to pay on discharge or quit, in accordance with the law, extending the time

limit that such wages may accrue from 30 days to six months.

Another measure passed by the legislature was the Governor's Water Plan for California. If approved by the voters this act will provide for the sale of one billion 750 million dollars in bonds and will result in one of the largest construction programs ever to be undertaken. It must be noted that organized labor must rightfully be concerned with protection against enrichment of landed monopolists in California that is now implicit in the program as it stands. It is hoped that this defect will be corrected and the program is approved by the people as it will result in construction work running into the billions.

Two other measures which resulted in considerable controversy and particularly during the closing hours of the legislature were the Governor's Labor Bills SB-209 (Teale) and AB-419 (Miller). These were so-called "Labor Reform" and "Labor Representation" measures. AB-419 proposed the establishment of machinery for the determination of union representations rights and the settlement of jurisdiction disputes in intrastate commerce, while repealing the injunctive provisions of the state's anti-labor jurisdictional Strike Act.

SB-209 proposed the establishment of constitutional requirements for "democratic" procedures in the operation of unions, the regulation of financial transactions of employee and employer representatives, and the imposition of "safeguards" for local unions placed under international trusteeship.

AB-419, the so-called labor representation bill moved quickly through the Assembly but farm and employer groups staged an all-out mobilization effort against this bill and crowded the Capitol with undoubtedly the largest gathering ever to appear against a bill being heard in committee. The largest hall in the Capitol, the Assembly Chamber, was made available for the hearing but still fell far short of accommodating all those who had traveled to Sacramento to indicate their opposition to this measure. The Senate Labor Committee tabled the bill, thereby killing it for the session.

Organized Labor assumed SB-209 would now be dropped after the failure of AB-419 to win passage. To the contrary a concerted effort was made by the administration to secure passage of this measure resulting in a head-on clash with organized labor which was not resolved until the closing minutes of the 1959 session. SB-209 came up for final action on the Assembly floor, by special order at 3 p.m. on the last day. After three hours of locked battle the bill was sent back to the Committee on Industrial Relations by a vote of 50 to 28 thereby killing it for the session.

More than 5,000 bills were introduced during the 1959 session, some as a result of resolutions presented to the California Labor Federation by the State Conference of Engineers. More than 1,500 were passed by the legislature and it is anticipated that the large majority of these will be signed into law by the Governor. Many of these new laws will affect in some way the lives of the members and their families so we would like to review with you in subsequent issues some of those that will have the greatest impact upon you.—(N. J. Carman).

# Contract Awards

## LATE JOB REPORTS

Sacramento, contract awarded to Morrison-Knudsen Co., Inc., Seattle, Wash., \$4,912,329 for 7.5 mi. freeway tog. w/frontage rds., ramps & connects. to be gr. & surf. w/PTMX. surf. on untr. & tr. bases, drain. facils. to be inst. & 4 bridges to be const. betw. Myers Flat & 0.6 mi S. of Dyerville, HUMBOLDT CO.

Sacramento, contract awarded to Barrett Const. Co., S.F., \$1,129,000 for Headquarters Bldg., reinf. conc. & stl. const., 3 stories.

Sacramento, contract awarded to Dinwiddie Const. Co., San Francisco, \$6,381,700 for const. Courthouse & Fed. ofc. Bldg. at 7th & Capitol Av., Sacramento.

Berkeley, contract awarded to Williams & Burrows, Belmont, \$4,696,250 for const. of Educ. Psychology Bldg., Berkeley.

Oakland, contract awarded to Whalin Bros., 3551 Brunell Dr., Oakland, \$236,890 for const. Lockwood-Highland School, portable classroom bldg. located at 81st Ave. and Rudsdale St., in Oakland, ALAMEDA COUNTY.

Hill AFB, Utah, contract awarded to Gibbons & Reed Co., P. O. Box 1113, Salt Lake City, Utah, \$230,312 for const. aircraft wash rack incl. util. bldg. equip., utils. paving & removal of exist. work at Hill Air Force Base, OGDEN, UTAH.

Placerville, contract awarded to Harms Bros., \$115,183 for pav. & marking runway, taxiway & apron, etc., for Lake Tahoe Airport.

Oakland, contract awarded to Elmer J. Freethy, El Cerrito, \$553,715 for comp. excav. for & const. 23 m gal. prestr. water storage reservoir, near Pinole.

Marysville, contract awarded to Paul D. Young, Yuba City, \$188,747 for const. fire station, 9th & 10th Sts., Marysville.

Fresno, contract awarded to Harris Const. Co., Fresno, \$449,600 for cafeteria addition, Fresno State College.

Oakland, contract awarded to Healy-Tibbitts Const. Co., S.F., \$303,600 for harbor dredging at Naval Supply Center, Oakland.

Paynes Creek, contract awarded to Singleton Corp., Redding, \$296,467 for const. Plum Creek Conserv. Camp, near Paynes Creek, TEHAMA CO.

Point Sur, contract awarded to James E. Roberts, Oakland (Base \$393,400) for const. 24 Capehart Housing Qtrs. at Pt. Sur.

# A Good Investment: Safety Every Man Must Take Part!

By GLENN L. DOBYNS, Safety Representative

Now that our Business Manager, Brother Newell J. Carman has established a safety program we would like to step up our activities in this field during the current year.

There was a time when hundreds of men were killed and thousand injured on the job every year and where it became a problem for us in our union to solve.

For many years we scorned and condemned the employer for what we considered lack of concern and attention to this serious situation. We also criticized the state for its lack of enforcement of safety rules, but we did not realize that we, too, had a responsibility of doing something about this terrific waste of human life.

Our union decided to fulfill its obligation and to undertake its proper part in industrial safety.

These are the dividends we seek from accident prevention programs: fewer people killed, fewer people hurt, and cleaner and better and safer places in which to work.

This program must be established on a cooperative basis, and, when all three partners in safety cooperate fully, the results are tremendous.

In the opinion of the union, the respective responsibilities of management, government and the union should be clearly and correctly defined, and failure to do this will only result in confusion. Management has the legal and moral responsibility to organize and direct a safety program and to see that it is carried out. They must provide safe working premises, proper instruction of workmen, and adequate training of superintendents.

## EVERYONE PROFITS

Management has gained a lot from safety. He saves money on his insurance costs, he saves money on the protection of his equipment and material, he protects the investment by continuity of production, and develops better public and union relations, so we must believe that safety is good for management.

Safety is good for us, too. We receive dividends—dividends in human happiness and worker welfare, better and safer working conditions, and a better way to live.

It has been necessary in many instances to call upon the State Industrial Accident Prevention Offices in our various districts. They are always available for interpretation of the safety codes.

They provide expert advice and consultation on mechanical and industrial safety problems.

They cannot make our industries safe places in which to work, however, regardless of size or sincerity of administration, but they do make a full and great contribution as a partner in this teamwork with labor and management in safety.

The end objective of our safety program is the development of a safety consciousness in every worker that would protect him on the job, on the highway, and in the home. We are of the opinion that safety must start at the top and be carried right down through all supervision and right down to the worker on the job. Indeed, much of the success of the program and the results obtained are due to this enlightened supervision. These are the things that we believe in.

## STARTS WITH ME

No safety director, nor state inspector, and no superintendent or foreman can protect the worker who is not interested in his own protection. The hazards of industrial units will always be there, so it is very necessary that an educational program be adopted that will sell him the idea that safety is good for him.

It is our intention to have all job stewards set up a safety committee in every district and that a safety meeting be held once a month.

It must be remembered that a safety committeeman can take nothing for granted but instead must be constantly on guard to see that all safety precautions are being taken and call to the attention of management when the safety rules are being violated. If an accident should occur, it is important that the safety committee make a full and complete investigation with the purpose in mind of preventing a recurrence of the accident and not merely for the purpose of placing blame.

I am sure the members who serve on these committees realize, as we do, that safety is a subject which presents one of the biggest challenges we have ever faced. It is not spectacular nor glamorous work and yet I venture the opinion that no other field offers as much in genuine satisfaction as the knowledge of a job well done. For in what other activity can you gain the satisfaction of knowing that the safeguards you are taking today could save the life of a fellow man tomorrow.

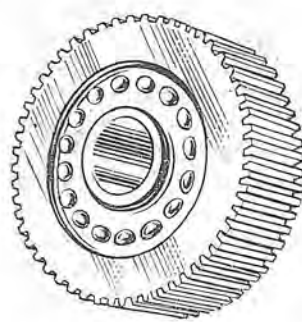
## LATE JOB REPORTS

Santa Cruz, contract awarded to Granite Const. Co., Watsonville, \$269,043 for const. of approx. 1.32 mi. 33" RCP sewer; approx. 1.17 mi 24" pipe sew., 2 trestle sects., 1 meter. sta.

Oroville, contracts awarded for const. of sanitary sewer. Proj. Sch. A. & Sch. B.: to E. T. Haas Co., Belmont, \$345,127 for Scvh. A., sanit. sewer trunk lines; to E. H. Morrill Co., Berkeley, \$493,383 for Sched. B., sewage treatment plant.

San Jose, contract awarded to Leo F. Piazza Paving Co., 985 Downer, San Jose, \$251,289 for const. 4-lane road on Meridian Rd., betw. San Carlos St. and Fruitdale.

# PARTS-



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# SACTO DISTRICT NEARS ITS PEAK

By D. R. KINCHLOE, ERNEST M. NELSON, EDW. G. HEARNE, WM. E. METTZ and IRA BASHAW, Business Representatives

In the Sacramento area, the members have been kept busy on many large jobs and many small jobs. For the month of June we cleared 677 men. We still have men on the "out of work list," but it is coming down.

At Squaw Valley, the Operating Engineers have put a picket line on Squaw Valley Development Co. This has nothing to do with the Winter Olympics or contractors working on the Winter Olympics. There are six men involved. They have been trying to get a raise for two years, and these men asked the Operating Engineers for help.

We have tried to negotiate three different times with Squaw Valley Development Co. They called each man in and asked if he had joined the union. The men replied that they had, and they were laid off. So the Operating Engineers set up a picket on July 2, 1959. Everyone has been helping and supporting us all the way.

We had three picket signs made up. The wind blew so hard one day that the signs were hard to hold and we were afraid they might tear. One of the contractors came over and took one sign at a time and cut a 3/4 inch ply board to put the signs on. The contractor tacked the signs on the ply board and made a handle so the signs could be easily carried. That's what we call cooperation!

Lord and Bishop have a small crew putting in three new bridges on highway 99.

Markwart Const. has a warehouse at McClellan Field for \$181,927.

Harbison and Mahoney have another job at McClellan Field. This one is in addition to the Special Projects Lab, at a cost of \$271,600.

Gordon Ball is ready to start the paving on part of their runway job. This job has three different parts; two runways and one apron.

Ball has a good size crew working on their job at Winters, on the North end. They are putting down the base rock. This will be a good paving job when it gets started.

Harms Bros. are finishing up their paving job on highway 90.

A. Teichert & Son got a good job in Yolo County; Four and four tenths miles of freeway, together with Frontage Roads, Ramps and overpasses. This job went for \$2,083,222. Teichert got another job in Yolo County about 2 miles north of Woodland. This is a bridge and paving job for around \$220,000. They also have small jobs all over Yolo County. Their hot plant and gravel plant are going good.

Dinwiddie Const. was low bidder on the \$6,281,700 Court House and Federal Office Building at 7th and Capital. This is something we have needed for a long time.

Hydraulic Dredge have two subs working on the levees on the Deep Water Channel. Teichert & Son have the hauling equipment and Luhr Bros. has two 4500's doing the casting.

Pacific Dredge will be coming into the ship turning basin some time this month. They have been making good time on the Channel.

All of the shops are going good. Northern California Euclid have the brothers running equipment all over the county, day and night.

## MOUNTAIN JOBS

Work is slower than anticipated on Hwy. 40 this year. Brothers, thanks to President, Eisenhower's refusal to put any money into the Federal Hwy. Program.

One job that would have put a great many operators to work was the Donner Summit stretch. This section is solid rock and

would have been in the neighborhood of \$15,000,000. We are in hopes that the new fiscal year will bring some help.

Clements Const. has started laying hot stuff on Hwy. 89 and they are making good progress. They actually have two different jobs that tie into one another. One is a sub-contract from Fredrickson & Watson and the other is for the stretch of Hwy. 89, from the entrance to Squaw Valley around the west side of Lake Tahoe to a point past Emerald Bay.

Work in Squaw Valley is much slower than it was this last year. Most of the work is far enough along that it can be completed in ample time for the Winter Olympic Games.

A. E. C. has their Bucyrus 11 B truck crane rented to Berkeley Plywood Co., who are constructing two guest centers in The Valley. Brother John Pummala is at the controls of this rig, with Brother Martin Paisley doing the oiling. These two engineers take pride in their work and keep the rig looking like new. That is, except when the oiler stores his cans of grease upside down with the lid on loose.

There is quite a bit of subdivision work going on at the North end of Lake Tahoe. This work will keep a business agent going full time to chase gypso's. On the freeway at Truckee, there is quite a bit of work remaining to be done. Mostly finish work and laying of rock, but some excavation still going on. Quite a few brothers still working on this job.

Back toward Sacramento, A. Teichert & Son have started the second shift on the Baxters to Emigrant Gap Freeway job. This job will keep between 80 and 100 engineers working all summer.

Woods and Kirst are busy making fine grade and placing rock. They have about 10 blades going all the time. They have three rented from M. C. Christian, and one from Jay Harris and Son. If we have a late fall, this job will be finished this year.

Sutherland Const. of Auburn has finished their job on Forest Hill Ave. in Auburn. J. R. Reeves laid the hot stuff for Sutherland.

At Colfax, Lowrie Paving Co. has completed the change-over on their dredging setup. They have removed the dredge and have set in a dragline and a screening plant to speed up the production of silica rock. Their plant at the Colfax rail yards will handle a lot of material, for the old dredge just wouldn't put it out fast enough.

A. Teichert & Son have started paving the Roseville to Newcastle freeway. They have made very good time on this one as they had pretty good going most of the way. This has been a very good job as far as union relations are concerned. This came as no surprise to us though, for we have had the same kind of cooperation on all the jobs that Wayne Russell has been in charge of.

Fredrickson and Watson has finished the concrete paving on the Gold Run freeway and are cleaning up the rest of the job so they can sell it to the State.

Equipment is going in every section of the county; on highways, streets, and underground jobs.

Lentz Const. has expanded their operations this season and have crews working at Merri-Hill, Cordova, Mills Estates, and a dozen other places, keeping ahead of the house-building.

A. Teichert keep their operators doing work on one thing or another.

Granite Const. Co. is going when they get a job, but so far this year it's been slow. The shop crew keeps the equipment in good shape and are first-class engineers.

The engineers at Geo. Pollock's shop have everything under control and going their way.

Sacramento Trenching, Capital Trenching and Dick Cox are busy on underground jobs and keep a good many brother engineers busy the year round.

Delta-Pre-Stress at Florin has a crew of four worthy brothers making up precast concrete girders and slabs for various jobs and contractors.

Van Valkenburg Trenching have several crews going on underground work, and have first class operators at the controls.

Teichert's Perkins Plant is still on a two-shift basis, trying to keep ahead of the demand for aggregates.

P. C. A. at Fair Oaks is likewise going two shifts.

The Haggin Sand & Gravel engineers are doing a good job along the American River.

Erickson Const. are having growing pains and keep a large crew of engineers working.

Brighton Sand & Gravel at Perkins go two shifts for a time and then back to one, trying to keep in line with the demand. Their plant at Kilgore is undergoing extensive repairing this last month.

Swinerton and Walberg have finished their pipeline and are putting up the water tanks at present.

Baldwin Const., Campbell and Continental Const. are getting the big contracts on buildings, with A. E. C. able competition.

A. E. E. keeps several of the brothers busy with their equipment rental.

Valley Crane keep their cranes going with long boom swings on all of the big jobs. This type of work is on a day-to-day basis and evidently there is a lot of turn over. The Four-Way Contractors get a fair share of the heavy lifts, as do Reliable, Wilkins, and Kelly Bros.

County Building permits are averaging over three million dollars a week now, with no let up in sight for the next few months.

Pacific Bridge Co. of Alameda have started the Engineering Building at the Sacramento State College. This is a \$1,195,400 job.

Affiliated Engineers, of Florin, are doing a record-time job for Aerojet in completing test stands 29, 31, 33, and 34, on a \$965,600 contract.

W. M. Lyles \$195,211 water distribution system at Lincoln is forty percent complete, with the brothers on this job making big pay checks.

J. R. and L. A. Reeves have got jobs going all over the area.

Fruin and Colnon are just getting started. They have five operators on the job, with a possibility of increasing that number in the near future.

Pacific Bridge are also getting started and increasing their working force slowly, but consistently.

At this writing, Lee should be about finished with his job at Tahoe Airport, which will put some of the brothers who have been operating the electric pulls, back on the "out of work" list.

Bechtel has, in the past, hired a few technical engineers, and I

hope we will be able to place more as the Upper American River work progresses.

Piombo Const. at Pacific House on Hwy. 50 are apparently making good progress and keeping quite a number of our people busy.

Pomeroy, at Tahoe Keys, have finished setting up the dredge skookum and settled down to the steady job of making real estate out of mud holes or swamp land.

Brothers we need blood—please donate!

THIS MONTHS BLOOD DONORS were: Clyde Husted, Fred Lacert, Walter Gano.

## HAWAII JOBS ON SCHEDULE

By HAROLD LEWIS and RUPERT TEVES

Business Representatives

Aloha from Hawaii, the land of sunshine and perfume scented flowers.

The work load is back to normal with all jobs running smoothly and on time. The Murray-Sanders and Fuller project at Manana is about 90 per cent completed and their other job at Iroquois Point is about 50 per cent completed. The Richards Construction Company at Kaneohe is about 70 per cent completed. M. Miller Company, who has been doing the underground work for Murray-Sanders and Fuller's projects, is about 80 per cent completed with his work and is now negotiating with Henry J. Kaiser for the underground work on the Hawaii-Kai project. Results of the negotiations are expected in the very near future.

The Dillingham interests are still blocking Kaiser's cement manufacturing project but Kaiser is not a man to give up a good fight. Kaiser's dredge "Juda" is being launched at the time of this writing and is expected to start working about the first of August. Plans for "Kaiser's fleet" is not known but it is a fact that he has acquired two LSM's and one or maybe two LST's; there is also some talk about his purchasing a CVE (baby flattop). It was hinted that most of the men employed on these ships will come out of the Hawaii Branch of Local 3 and that makes us wonder all the more of Kaiser's secretive plans. The Hawaii Kai job is rolling along faster with the addition of another 80D shovel, three D9's and a 34-yard scraper, all manned with good union operators.

The Bay Company's jet fuel line is completed and the company has gone home to do more work "up north."

The Pacific Dredge's McLeod is now in drydock for repairs to her hull and is to start on a 250,000 yard job about the 27th of July.

Hood Construction signed our contract and therefore was added to our union contractors' list. Hood's airport job is running a little behind schedule because of the mudrock fill which does not compact too easily, but they expect to make up lost time on the coral fill phase. Applicant brother Kahigina, Kekumu, Ramos, Spencer, Vincent, Stone and many more are doing a grand job of moving dirt.

Brothers Henry Ramos, Richard Nunes and Dick Richards are home again and enjoying the company of their happy families.

Aloha.

## Oakland Report Continued

(Continued from Page 4)

done with a Guntert & Zimmerman slip form machine which is just beginning to get under way. the project to date is close to schedule and is running smoothly. Key personnel on the job are Wayne Hapaala, general manager; Jay Row, project superintendent; Daryle Doyle and Nate Ball, assistant super.; Cliff Jasper and Jack Armstrong, dirt foreman; Vertis MacDonald and Al Banducci, concrete super.; Ted Halbach and Johnny Viera, labor foreman.

Two contracts totaling more than \$675,000 for expansion of the East Bay Municipal Utility District's distribution system were awarded this week, according to EBMUD Director Wm. D. McNevin. Elmer J. Treethy, contractor of El Cerrito, with a low bid of \$553,715, will construct and roof Maloney Reservoir, a new 23 million gallon storage basin. It will be located about one-half mile south of Pinole, 1,500 ft. northwest of the new freeway, at an elevation of 325 ft. above sea level. Maloney Reservoir will be an excavated rectangular shaped basin, and will be lined with a specially prepared impervious lining. The roof will be covered with a light weight asbestos cement material, and will extend over an area of more than three acres approximately the size of three football fields. The reservoir is scheduled for completion in about 18 months, and will provide additional quantities of filtered water for this rapidly growing area in Contra Costa County served by EBMUD. The other contract for \$121,824, was awarded to A. J. Peters & Son, Inc., of San Jose and calls for the construction of 3,800 feet of new water mains in Danville.

## News About The Brothers

Brother Wm. Gaunt, owner of Superior Machine Shop in Oakland suffered a fractured skull when a heavy piece of steel fell on him in the shop. He is in satisfactory condition at the Concord Community Hospital now. We wish Brother Gaunt lots of luck in his recovery.

Brother J. A. Stephenson, has bought an establishment where the water flows like beer and would appreciate it if any of the Brothers' would come in to see him. Brother Stephenson is located at: 6457 San Pablo Avenue in Emeryville.

Pete Miladanovich, the pavement breaker specialist for Underground Construction Co. has decided to go on a honeymoon after seven years of married life. They are going, no less, to the Hawaiian Islands. We hope Pete gets an easy job on his return—that's a pretty rough row to hoe—pavement breaking and honeymooning.

Brother Charlie Melsone and his wife just recently celebrated their 50th wedding anniversary. Brother Melsone retired when he was 67 but went back to work recently because he "got tired of being retired." He is now working for the Lerner Scrap Metal Co. of Oakland.

Sacramento, contract awarded to A. Teichert & Son, Inc., Sacto. \$2,083,222 for 4.4 mi. freeway work, 3 mi. E. of Davis, SOLANO & YOLO COS.

Oakland, contract awarded to Young and Anderson, Brea, Calif., \$14,975,491 for const. Third Mokelumne Aqueduct.



# Marysville District Continues Very Quiet

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

Work is still very quiet in the Marysville Office area and although every day dispatches to various jobs are written, they are running far behind experiences in past years. Most of the jobs being advertised are small, small, that is, in comparison with what we have become used to calling big, but in the aggregate they mean jobs and jobs, of course, is part of our business.

## OROVILLE DAM RELOCATION WORK:

Best news to date is the call for bids for the construction of Tunnels 2 and 3 on July 3 for the Western Pacific Railroad relocation around the Oroville reservoir site by the Department of Water Resources. This is the first call for bids under funds appropriated by the 1959 session of the Legislature. Bids will be opened July 29.

Tunnels 2 and 3 will be located just north of the proposed combination highway-railroad bridge over the west branch of the Feather River (appropriation around 12 million dollars) and which will be advertised within the next 60 to 90 days.

Length of Tunnel No. 2 will be 2,940 feet and Tunnel No. 3, 2,810 feet. Both tunnels will be 24 feet high and 18 feet wide. This contract also will include railroad grading for 4,900 feet. Estimated cost of the job is \$8,700,000.

Other relocation work involved will apparently be delayed another year as, for instance, the Legislature only appropriated money to secure the rights of way for the balance of the Western Pacific Railroad relocation. Also the balance of the relocation work on Highway Alternate 40 is, according to the Division to Highways on an "indefinite" status.

Funds for Tunnel No. 1, a curving tunnel 2,750 feet long to be located south of the West Branch Bridge, were not included in this year's appropriation by the Legislature. This tunnel will be quite a job as, according to the plans, it will be part of a horseshoe curve.

Tunnel No. 5, Peter Kiewit Sons, contractors, which is the second longest tunnel in California (8,830 feet) holed through Saturday, June 27, and this little incident added names to the out of work list. There will be some call backs as soon as the concreting starts.

Tunnel No. 4, (4,400 feet) holed through last October 10 and work has been completed on the lining except for the inverts. Completion of the concreting caused a temporary lay-off, however, as said before we expect this crew to be recalled.

On June 24, Flores and Perry of Hanford, was low bidder on 3.6 miles of graded roadbed and plant mix surfacing just south of Grimes in Colusa County. Bid price is reported to be \$141,759 which was considerably less than the Engineer's estimate.

A. Teichert and Son was low bidder on the same date on 5.2 miles of widening and surfacing on Highway Alternate 40 between Robbins and the Sutter Causway. Price on this job was \$331,894 and was below the Engineer's estimate according to the Division of Highways. Hungry contractors bidding low makes for a rough life for a business agent.

E. T. Haas Co. was the low bidder on the construction of a sanitary sewer in Oroville at a price of \$345,127, but the only trouble is that they say that a clerical error caused them to bid about \$90,000 low. A request by the Company to withdraw the bid was rejected by the City Council with the threat to forfeit their bid bond.

Latest word is that Haas turned the job down, the forfeiture

of the bid bond will probably have to be decided by the Courts, and the job was awarded on July 1 to Valley Engineers of Fresno. They should be starting up around the 20th.

Contract for the construction of the sewer treatment plant was awarded to the E. H. Morrell of Berkeley. Bid price was \$493,383. The second low bid was for \$514,911. Engineer's estimate was \$640,000. Here again we have a situation that explains why business agents don't sleep good at nights.

Contract for the construction of a sanitary sewer project in Greenville was opened July 1, and was awarded, so we are told, to Valley Engineers, Inc. of Fresno. Bid prices were as follows: Alternate "A," \$280,976.50, Alternate "B," \$280,291.00 and Alternate "C," \$272,054.00. Which alternate was awarded we haven't, as yet, been informed. Around \$10,000 in round figures was left on the table and we also haven't been informed if there was an Engineer's estimate.

## WORK STARTING:

Eugene Luhr and Company are as this is written up, moving in on that company's Cherokee Canal job. Subs will be N. D. (Bud) Plant, clearing, Elmer Wendt, structures and Louie Roberts, dirt work. Luhr has, so far, only brought in three of the brothers. Brother A. B. Cameron, who will ramrod the spread for the Company. Brother Jim Withrow, who will keep an eye on the maintenance of the equipment and Brother Marvin Withrow who will ride herd on a D.W. 21. H. D. Hickman will superintend the project.

## A GLANCE AT THE WORK GOING:

Beale Air Force Base work is about the same as last month. The second 400 houses have been started with Tuttle Engineering Company doing the surveying. The spread is in charge of "Bob" Kolbe who is transferring in from Local 12, with Wayne Bashaw ably seconding him.

Hal B. Hayes has finally signed the contract with C. O. Brand for the streets, sidewalks and ditch work on the second 400 houses and before you see this they should have a good start. Ralph Stone is to furnish the equipment on a rental basis and if our preliminary talks are any criterion our relationship should be the best. This should supply some more jobs.

B. C. Richter is still plugging along on his part of the first 577 houses. Ernie Sutton, one of our fine brothers, is under John Dooley, the superintendent, directing the work. Hood Construction on the pipe work has finished up everything, but some testing and repair work. Rumor has it that there will be a few jobs there for a number of the brothers for a while.

Balance of the work on the base is mostly building and isn't supplying much work for us, however, Baldwin is keeping a few of the brothers busy on paving and the like. Abel Rogers and Terat (a new combination) has five of the brothers working. Bigge Crane has a crane working with Paul Ellis on the levers and Ben Buck oiling. And last, but not least, there are several owner-operators here and there, mostly there when we are here.

Malfitano and Sons have about

finished the dirt work on that company's levee job between Rio Oso and Nicolaus. R. M. Price is still making fine progress on the E Street Bridge, Marysville. H. Earl Parker has a goodly sized fine body of the brothers busy on his levee job on the Sacramento.

L. A. and R. S. Crow is making the dirt fly on their levee job on the west bank of the Sacramento at Ord's Ferry. A. Heichert and Son are moving right ahead on their Esplanade job in North Chico. Les Crissman is ramrodding the spread with a fine crew of the brothers doing the work. Brother Jack Greenwood has subbed some of the crane work.

The bridge jobs of John C. Gist and Pacific Bridge Co. are making fine progress. G. S. Herrington of Auburn has two bridge jobs going, one at Chambers Creek and the other at Chips Creek in the Feather River Canyon. Saxton and Holcomb is constructing a small bridge at Susanville.

## INDUSTRIAL REPORT:

At the start of this part of this column we would like to vary our usual routine and report that Brother "Charlie" Cockayne who is responsible for the substance of this column from this point on was taken suddenly ill Monday, June 20. The illness required his hospitalization and an emergency operation for acute appendicitis. We are happy to report that the operation was a success and he was able to partially resume his duties on Tuesday, July 7, and that he looks better than he has in weeks. Barring complications, he should be out and among them as chipper as ever within a few days.

## GLADDING, McBEAN AND COMPANY:

The negotiations with the Company have been carried as far as possible with the Company and has been presented to the membership at a special meeting on Tuesday, July 7. The results, although not as great as expected by some (they never are), however, met with the approval of the membership and we have an agreement, effective June 29 for the next year through June 30, 1960.

The agreement, which was open for wages and classifications and one fringe issue only, provides for an increase in wages, one inequity adjustment and that holidays falling on Saturday shall be observed the previous Friday.

Even though the wage increase provided for may seem small in comparison with some increases, for instance, construction, we feel that good progress was made as the clay products industry is a highly competitive industry and it is impossible to increase wages too far above the Company's competitors. As it is Lincoln remains the highest wage clay products plant in the world.

## CONCRETE PIPE COMPANIES:

Although we weren't able to complete the negotiations with these companies by June 30 as the membership demanded, we want to make it plain that this was not the companies' fault. Illness in the Marysville Office and other negotiations made it impossible for us to meet and complete the negotiations by the expiration date.

Before the expiration date, however, it had become appa-

## Meeting Notices

Next quarterly District Meeting: Marysville, Friendship Hall, 323 E St., 8 p.m., Thursday October 8, 1959.

Grievance Committee: Meets each Thursday at 7 p.m. in the Engineers' Hall, 1010 Eye St., Marysville.

Rock, Sand and Gravel and Ready Mixed Concrete: This unit meets Friday, July 24, 1959, at 8 p.m. in the Teamsters' Hall, 818 Wall St., Chico.

Yuba Consolidated Gold Fields: Meets Monday, July 27, 1959 at the Engineers' Hall, 1010 Eye St., at 10 a.m. for the night shift and 7:30 p.m. for all others.

Natomas Company: Meets in the Veterans' Hall, Folsom, Monday, August 3, 1959 at 10:30 a.m. for those working nights and 7:30 p.m. for the others.

Lincoln Industrial Council: Joint Board meets Tuesday, August 4, 1959. (Note the change in week day) at 4:15 p.m. in the office of the Lincoln Industrial Council, Lincoln.

General Membership meeting will be held Tuesday, August 11, 1959, in the Lincoln City Auditorium at 1:30 p.m. for the swing shift and 4:15 p.m. for all others.

Concrete Pipe Industry-Peterson Tractor Company-New York Machine Shop: Meetings subject to call.

rent that an agreement, we thought might be satisfactory, would be reached so, under the circumstances we felt justified in the delay. We are of the opinion, and we hope you agree with us, that becoming impatient in such situations would be a little foolish.

The new agreement provides for a substantial increase this year and next, an equal or very close to equal in the plants and on agriculture work. It also provides that holidays falling on Saturday are to be paid holidays, with the employers having the option, after notice, of observing them on the previous Friday. Three weeks vacation after fifteen years of service is also provided. The agreement was ratified in the Marysville area at a special membership meeting Wednesday, July 8.

## GOLD DREDGING COMPANIES, ROCK, SAND AND GRAVEL TRACTOR AND MACHINE SHOPS:

Because of the aforementioned illness and operation of Brother Cockayne there is nothing new or startling to report this month. The Rock, Sand and Gravel negotiations, which sessions are held in the Bay Area, should be well on its way by the time this reaches you.

At this writing we have no report on any negotiations with Peterson Tractor Company and we are waiting for some word as the demands and results will have some effect on the agreement to be negotiated with the New York Machine Shop. The business of these two firms, while different, still are similar as far as the work and conditions are concerned.

## PERSONAL NOTES:

We are sorry to inform our membership of the death of Brother Albert L. Nelson, long an employee of Teichert and Son, of cancer on July 6. Brother Nelson, who was 48, had been complaining, but wouldn't go to the doctor until a couple or three weeks before his death. The funeral was held Friday, July 10 in Chico. Brother Nel-

# SURVEY JOBS OUTLOOK FAIR

AL BOARDMAN

ART PENNEBAKER

## Business Representatives

There is not much movement in new employment for Technical Engineers, although those who are working, are steadily employed. We have a few Party Chiefs out of work, and these are brothers who are experienced in heavy construction but have no experience in land surveys. Grade setters seem to be holding their own and there are few instrumentmen and chainmen still out of work, with new jobs coming very slow.

The Technical Engineers Master Agreement is presently being negotiated with the Civil Engineering & Land Surveying group and we hope to report on this agreement next month.

During the past month it was necessary to take the James Hill Engineering firm to grievance, through the procedure contained in the Union contract. Mr. Hill was hiring non-union men off the bank and paying under the scale. Brothers Boardman and Edgcombe represented the Union on the Board of Adjustment and they were able to resolve the situation in a satisfactory manner. Mr. Hill now employs Union employees, pays the scale, health and welfare, pension, vacation, holidays, etc. His employees have also received checks for back pay.

Brothers, you may be called upon in the near future to decide whether you are willing to fight for your contract. You may also be asked to fight for your jurisdiction! Other crafts are continually trying to take over your work and it is your duty as a Union member to notify your business representative whenever you see another craft doing your work. If you work for an engineering firm and stake out a school for a construction job of any kind, let your business agent know! The business agent needs the cooperation of the members IF he's to do a good job for the members. In other words, **HELP US . . . HELP YOU!**

son is survived by his wife and three children and by Brother Robt. Nelson, his brother of Paradise. As this is being prepared word has reached us of the death of the father of of Grievance Committee Member Brother Don Coykendall last Sunday, July 5. According to reports received by this office Mr. Coykendall was on a mining claim owned by him or his family about four miles up Chips Creek in the Feather River Canyon, either working on the claim or fishing when suddenly overtaken by death. No information at this time was available of the funeral arrangements or other details. To the families of Brother Nelson and Brother Coykendall we extend the most sincere condolences of the officers and members of Local 3. News . . . News also has just reached us of the serious injury of Brother Don Rodolf employed by "Bill" Davis in the Redding area. According to our reports he was injured when a Uke scraper overturned. We hope his injuries were not too severe and his full and complete recovery does not take too long.

Sacramento, contract awarded to Isbell Const. Co., Reno, Nev., \$3,532,415 for 7.6 mi. grde. & PTMX. surf. on untr. base and const. struc. stl. brdg. betw. 1.4 mi N. of Lemoncove & 2.6 mi. S of Three Rivers, TULARE CO.



## Working Rules

(Continued from Back Page)

Sunday shall be the twenty-four (24) hour period commencing at 12:00 midnight Saturday. On three (3) shift operations, Sunday shall run from 8:00 a.m. Sunday to 8:00 a.m. Monday. Holiday hours shall be reckoned on the same basis as Sunday hours.

(B) Double the regular hourly rates shall be paid for all work (other than repair work) performed on Saturday and before a shift begins and after it ends in the following counties: San Francisco, Alameda, Contra Costa, San Mateo, Marin and Solano.

(C) One and one-half times the regular hourly rates shall be paid as follows:

(a) For all work, performed before a shift begins and after it ends, and for all Saturday work, in all counties not mentioned in Paragraph (5) (B) hereof.

(b) For all repair work and field survey work in all counties performed before a shift begins and after it ends, and for Saturday work.

(D) On single and double shift work, Saturday shall be the twenty-four (24) hour period commencing at 12:00 midnight Friday. On three (3) shift operations, Saturday shall run from 8:00 a.m. Saturday to 8:00 a.m. Sunday.

(E) All Saturday, Sunday and Holiday hours shall be compensated at the overtime rate applicable to such days, without reference to whether such hours are before the shift of any Employee starts or after such shift ends.

(6) (a) The hours of employment shall be reckoned by the day and half-day, the fraction of a half-day to be paid for as a half-day, except overtime, which shall be reckoned by the hour and half-hour.

(b) Whenever a man is called out to work on a Saturday, Sunday or a Holiday he shall be paid at least four (4) hours at the applicable overtime rate unless the overtime work immediately precedes his regular shift and he works, or is paid, for the first half of his regular shift, in which case he shall be paid for the overtime actually worked by the hour and half-hour. All time worked beyond the first four (4) consecutive hours on Saturday, Sunday and Holidays shall be reckoned by the hour at the applicable overtime rate. The above shall apply to men called out to work on the day shift, when the project is on shift work basis, provided however, should men on the second and/or third shifts be called out, then men on all shifts shall be compensated in accordance with Paragraph (3) or (4) of Section No. 13.

(c) In case an Employee works on more than one classification or kind of work in any one day or shift, he shall receive the rate of the highest paid classification on which he has been employed for the full day or shift.

(d) In the event an Employee has completed his regular shift and returned to his residence, and is called back to perform overtime work, such Employee shall be paid at least two (2) hours at the applicable overtime rate.

(7) Where in any locality existing traffic conditions or weather conditions render it desirable to start the day shift at an earlier hour such starting time may with the mutual consent of the Individual Employer and the Union be made earlier. In such event, the starting time agreed to must continue for the duration of the job or until changed by mutual consent.

(8) Except in emergency, no

Employee shall work more than one shift at straight time in any consecutive twenty-four (24) hours and not less than four (4) hours shall be paid for the work performed in any one shift. No arrangements of shifts shall be permitted that prevent any Employee from securing eight (8) consecutive hours of rest in any consecutive twenty-four (24) hours, Monday through Friday, inclusive.

(9) Where there is equipment to be operated before the shift begins or after it ends or on Saturdays, Sundays, or Holidays, the engineer who regularly operates the particular piece of equipment shall be given first choice to perform the work, and if an oiler is required, the oiler who is regularly assigned to the particular piece of equipment shall be given first choice to perform the work.

(10) When the engineer on any piece of equipment requires assistance in the operation of said equipment, an Employee covered by this agreement (apprentice oiler or firemen) shall be employed. The above shall not change the established practice regarding employment of oilers or firemen.

(11) It is agreed that the asphalt plant crew shall consist of the following: plant engineer, boxman, fireman, oiler. The plant engineer shall be in charge of the entire plant.

(12) The Individual Employer agrees to furnish suitable shelter to protect the operators from falling material and from the elements.

(13) No Employee covered by this agreement shall furnish transportation within the job site or between job sites or from yard to job site for transportation of Employees or tools or equipment or for any other purpose as a condition of employment. The Individual Employer agrees to furnish a safe and suitable storage place for tools. When the Individual Employer transports Employees from yard to job site or within job site or to power lines or pipeline he shall provide safe and suitable transportation.

(14) No foremen or shifters shall be allowed to operate any mechanical equipment.

(15) Where it is necessary to operate during lunch period such machines as compressors, refrigeration plants, pumps, cement or pumpcrete guns, etc. the operator of such machine shall receive pay for the lunch period at the applicable overtime rate.

(16) Heavy Duty Repairmen shall furnish their own tools but shall be furnished special tools when needed, such as: Pin Presses, Spanner Wrenches, Air or Electric Wrenches, Gear and Bearing Pullers, Electric Drills, Reamers, Taps and Dies, Oxy-acetylene Hoses, Gauges, Torches and Tips, Twenty-four inch Pipe Wrenches or Socket Wrenches and Sockets requiring over one-half inch drive.

(17) An Employee may be changed from one classification or piece of equipment to another classification or piece of equipment and returned to his original classification or piece of equipment only once on any shift. If an Employee is changed from one piece of equipment to another piece of equipment, the piece of equipment which the Employee leaves may not operate unless the Employee is replaced by another Employee.

(18) The transportation by means of its own power of equipment operated by Employees covered by this Agreement shall be performed by Employees covered by this Agreement.

## Redwoods Are Rolling

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

Business Representatives

Well, Brothers, here we are at the half way mark of 1959, so it's about time we roll and be happy to report we are rolling.

To touch this report off let's first give you the information on the Highway 101 job from Dyerville to Meyers Flat as we promised last month. Morrison, Knudsen was the low bidder, with a bid of \$4,912,000 for grading and paving of 7.6 miles. There is three million yards in this one, lots of good work for the Brothers. By the time this goes to press the Redwoods should be really echoing with the rumble of many pieces of equipment on the move. At this writing there are four new 8-Dozers in the dirt and 1 TC 12 Euclid Dozen being put together. We are rather anxious to see this big twin engine tractor go to work, it is the first of its kind to come to this area. This company has equipment coming from every direction for this job.

The rubber tire rigs will be TS 24 Euclids for the present at least, there may be some other makes to come along as the job progresses.

Bill Hudson is the project manager, George Eckert the general superintendent and Brother Arthur Meyers the first foreman on the job.

In the northern part of this area, things are rather slow so far. Sierra Construction is finishing up their timber access road at Siskiyou Fork. Right here we want to report to you that we are not happy with the fact that all the roads from the dead end of this job are to be included in the sale of any tract of timber sold in that area. It seems that the Six Rivers National Forest is unable to get appropriations from the Federal Government to build these roads so the logger has to build his own. We have made every effort, including talks with our Congressman Clem Miller who is doing his utmost to help in this problem.

Peter Kiewit Company has a small bridge and approaches at Gasquet, this will put a few of the Brothers to work, every little bit helps. Arthur B. Siri coming along real fine on their job north of Kalamath at various points, widening out some real bad turns on Highway 101, Mercer-Fraser about finished up on their paving and grading at Orick and Big Lagoon. This company has completed the new strip of 101 at Mad River and are now rebuilding the old strip.

James Clack moving back on his timber access road up in the Big Foot Country at Bluff Creek. This job should be completed this year. W. C. Sharp has his bridge complete except for the concrete rails at Bluff Creek.

Joe Meyer's cats and cans getting in good time on rental to the State on the Prison Camp job on 299 at Lord Hills. Brother Tom Hull making good progress on the big culvert at Lup-ton Creek.

A. & E. Paving Company going like mad on their cement treated base at Fortuna on Highway 101. Charles McCammon is really moving the muck on the approaches for the new South Scotia Bridge. Norman I. Fadel has a number of his DW 21's on rental on this job. The bridge is being built by Erickson-Philips & Weisberg. Jack Douglas

## STOCKTON JOBS IMPROVE A BIT

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

The work picture in the Stockton-Modesto district is looking somewhat brighter. With the unusually slow spring, due largely to the slump in the land leveling business, this district has been struggling to find work for the residents in districts with more work. We miss such contractors as George R. Patterson, Kenworthy & Patterson, C. V. Kenworthy, Joe Alldrin, Frank Taylor and others who in the past would have had at least forty members working for them by this time, but who have either retired from the business or have had financial difficulties and are no longer in business.

In reference to the brighter picture here, the City of Stockton has started several jobs in connection with the sewerage problem we encounter each year when the canneries are working at their peak and the existing facilities are unable to handle the additional load, causing pollution in the river, thus killing the game fish. This, of course, has been a sore spot with the local sportsmen groups.

S. & Q. Construction Co. of South San Francisco was awarded a \$297,315 contract for creation of the oxidation ponds and for installation of a transmission line to carry sewage under the San Joaquin River to the ponds from the main South Sewage Treatment Plant in the port area.

Daniels Construction Co., of Long Beach, was low bidder for \$399,522 for sewer treatment plant additions.

Stockton Construction Co. was low bidder on the sanitary trunk sewer and plant conversion for \$391,046.

A. Teichert & Son was low bidder at \$47,561 for the improvement of Lafayette Street, between Van Buren and Edison

### NEW JOB REPORTS

Oakland, contract awarded to Bble Bldrs. Co., San Leandro, \$480,623 for const. Jefferson Elem. School, 2035-40th, Oak.

McClellan AFB, contract awarded to Markwart Const. Co., \$181,927 for const. warehouse, depot, dehumid. for bldgs. S-29 (626) & S-28 (627) at McClellan AFB, Calif.

Sacramento, contract awarded to A. Teichert & Son, Inc., \$152,635 for Lincoln Palisades Unit No. 2, SACRAMENTO CO.

Hayward, contract awarded to Wallace Webb & Son, 1772 "B" St., Hayward, \$178,129 for Govt. Center Bldg. Traffic Control Tower, Hayward Muni. Airport.

Vallejo, contract awarded to Syar & Harms, 5261 Stockton Blvd., Sacto., \$167,852 for impvmt. of Springs Road from Modoc St. to Rollingwood Drive.

Sacramento, contract awarded to Griffith Co., \$131,314 for 29.9 mi. PTMX. surf, FRESNO CO. LINE N. of Coarsegold, MADERA COUNTY.

about to finish up the slide work at various points near Garberville. Arthur Burman & Marlin Tryon going along fine on the county road at Briceland.

Brothers that about covers the larger jobs, the usual amount of small work is scattered all over the area, far too numerous to mention.

We want to take this opportunity to express our gratitude for such a wonderful turnout at the July meeting. We are most happy to see such interest in your Union.

May we again remind you about the Blood Bank, we are in need of three units at this writing.

That's all for now Brothers, more next month.

Streets, and of Washington Street between El Dorado and Edison Streets. This same company was low at \$17,295 for parking facilities at American and Channel Streets.

Stockton Construction Co. was low bidder at \$58,100 for construction of the sewer line to serve East Stockton and Wood Cannery.

Low bidder for the extension of Benjamin Holt Drive, along the south side of Swenson Park, was Holden & Gorham at \$38,603.

With these city jobs to bolster our expectations of more employment we will take a look at the county jobs.

M. J. Ruddy & Son were low bidders on the Escalon-Bellota Road, about 6.6 miles in length, to be graded and surfaced with plant-mixed surfacing.

A. Teichert & Son are starting the reconstruction of the Tracy Island Road, between the Grant Line Canal and Old River, for \$98,784.

Oliver De Silva, of San Leandro, should complete the street work at Lathrop by the time this article is printed.

M. J. Ruddy & Son were low bidders on the resurfacing job between Twain Harte and Long Barn, which is approximately 10 miles.

Carey Bros., up on Carson Spur on Highway 88, are starting to move right along on their highway job. They have a North-west 80' Shovel and will have eight or nine cats running by the time this paper comes out.

I. L. Croft & Son, Inc., at Calaveras Big Trees, have most of the big cuts finished on this side of the river and are starting the last mile across the river.

Claude C. Wood Co. have a few small jobs going but nothing big. They have their hot plant and paving crew working on some resurfacing jobs in the foothills.

Projects to be bid in the near future are several small grading and surfacing jobs for San Joaquin County: Soil Retention Levee near the Port of Stockton; reconstruction of Duncan and Wall Roads; parking areas at Caswell Memorial State Park.

We will end this report with which we consider to be the best news of this district, which is the call for bids in October, by the Army Corps of Engineers, for levee construction and bank protection on the San Joaquin River in Stanislaus County, which will entail over two million yards of excavation.

### PERSONAL NOTES

Brother William Kramer is recuperating from his last visit to St. Joseph's Hospital.

Brother Francis Welsh is also recuperating from recent surgery with radiation treatments involved.

We sincerely hope both brothers will be on the ready line in the immediate future.

Brother Orville Stockman, who recently took a withdrawal card due to a back injury, is now raising quail for market. Brother Stockman is located at the end of Priest Lane in French Camp.

**BLOOD BANK CLUB**  
Brothers, we had no donors for our Blood Bank Club this month, which takes us off the Honor Roll in the Engineers News. Let's make an effort to be reinstated.



# WAGES, WORKING RULES UNDER MASTER AGREEMENT

On all work performed, regardless of when said work was bid or let, the wage scales and classifications shall be as follows:

## SECTION No. 12

### GROUP WAGE CLASSIFICATIONS

	Effective dates — 7-1-59	7-1-60	7-1-61
<b>GROUP No. 1</b>	\$3.18	\$3.36	\$3.54
Apprentice Engineers (fireman, oiler, note (1) signalman, switchman, brakeman, deckhand, tar pot fireman, heavy duty repairman helper) Partsman (heavy duty repair shop parts room when needed)			
Note (4) Rear Chainman			
<b>GROUP No. 2</b>	\$3.29	\$3.48	\$3.67
Mechanical conveyor (handling building materials)			
Note (2) Compressor			
Concrete mixer (up to 1 yard)			
Fireman Hot Plant			
Mixer box operator (Concrete plant)			
Note (2) Pump Operator			
Tar Pot fireman (power agitated)			
Hydraulic monitor			
Spreader boxman (with screeds)			
<b>GROUP No. 3</b>	\$3.39	\$3.58	\$3.77
Boxman (asphalt plant)			
Box Operator			
Note (4) Head Chainman, Rodman, Gradesetter			
Locomotive (apprentice required)			
Motorman			
Ross Carrier (const. job site)			
Screedman			
Self-propelled, automatically applied concrete curing machine (on streets, highways, airport and canals)			
<b>GROUP No. 4</b>	\$3.60	\$3.80	\$4.00
Note (4) Grade Setter (dams and highways only)			
Fork lift or lumber stacker (const. job site)			
Material Hoist (1 drum)			
Scoopmobile (when used as hoist)			
Shuttlecar			
Towermobile			
<b>GROUP No. 5</b>	\$3.66	\$3.87	\$4.08
Note (3) Compressors (2 to 6)			
Concrete mixers (over 1 yard)			
Concrete pumps or pumpcrete guns			
Generators, gasoline or diesel driven (100 kw)			
Note (3) pumps (2 to 6)			
Note 3) Welding machines (gasoline or diesel) (2 to 8)			
<b>GROUP No. 6</b>	\$3.71	\$3.92	\$4.13
Asphalt Plant Engineer			
Boom truck or dual purpose A-frame truck			
Concrete batch plant (wet or dry)			
Concrete saws (self propelled unit on streets, highways, airports and canals)			
Drilling machinery (not to apply to waterliners, wagon drills or jackhammers (Apprentice required))			
Highline cableway signalman			
Locomotives (steam or over 30 ton) (App. required)			
Mechanical finishers (concrete) (Clary, Johnston or similar types)			
Mechanical finishers or spreader machine, (asphalt) (Barber Greene and similar) screedman required			
Maginnis internal full slab vibrator (on airports, highways, canals and warehouses)			
Power jumbo operator (setting slip forms, and etc. in tunnels)			
Portable crushers			
Roller or self-propelled compactor			
Surface heater			
Self-propelled, Pipeline Wrapping machine (Perault, CRC, or similar types)			
Slip form pumps (Power driven hydraulic lifting device for concrete forms)			
Small rubber tired tractors			
<b>GROUP No. 7</b>	\$3.76	\$3.97	\$4.18
Deck Engineer			
Dual Drum mixer (app. required)			
Fuller Kenyon pump and similar types			
Handi-crane			
Note (4) Instrument man			
Material hoist (2 or more drums)			
Mixermobile			
Mine or shaft hoist			
Pavement-breaker			
Pavement breaker with compressor combination			
Pipe cleaning machine (tractor propelled and supported)			
Pipe wrapping machine (tractor propelled and supported)			
Pipe bending machines (pipe lines only)			
Pugmills (all)			
Refrigeration plant			
Scoopmobile (used as a loader)			
Self-propelled elevating grade plane			
Soil Tester			
Trenching machine (apprentice required)			
Truck type loader			
Small tractor (with boom)			
<b>GROUP No. 7a</b>	\$3.79	\$4.01	\$4.23
Heavy Duty Repairman and/or, Welders, Tractors, dozers, scrapers, sheeps foot compacting equipment and push cats			
<b>GROUP No. 8</b>	\$3.92	\$4.14	\$4.36
Concrete batch plant (multiple units)			
Mucking machine (apprentice when required)			
Tractor loader (up to 2 yards)			
Euclids, T pulls, DW-10, 20 and 21			
<b>GROUP No. 9</b>	\$3.98	\$4.21	\$4.44
Combination mixer and compressor (Gunitite)			
Heavy duty rotary drill rigs (including caisson and foundation work) (App. required)			
Kolman Loader			
Tractor (with boom) (D 6 or larger and similar)			
Chicago Boom			
Power Blade Operator			
<b>GROUP No. 10</b>	\$4.08	\$4.31	\$4.54
Boom type backfilling machine (app. required)			
Note (4) Chief of Party			
Euclid loader and similar types (app. required)			
Highline Cableway (signalman required)			
Derricks			
Derrick barges (except excavation work) (deck engineer and app. engineer required)			
DO-MOR Loader and Adams Elegrader			
Lift slab machine (Vagborge and similar types)			
Multiple engine earth-moving machine (Euclids, etc.)			
Pile Drivers (skid or floating) app. required			
Power shovels, cranes (including bridge, hammer-head and gantry), clamshells, draglines, back-			

hoes (up to and including 1 yard) (app. required)  
Soil stabilizer P & H or equal  
Tractor loader (2 yards and over)  
Tractor, compressor drill comb. (app. required)  
Tractor (tandem scrapers)

**GROUP No. 11** \$4.19 \$4.43 \$4.67  
Power shovels, cranes, clamshells draglines, back-hoes (over 1 yard) (app. required) (2 app. required on 120 B similar or larger)  
DW 20 tandem scraper  
Universal type pile driver (app. required)  
Note: 7 Bay Counties (San Francisco, Alameda, Contra Costa, San Mateo, Santa Clara, Marin and Solano)

## SECTION No. 12—(Second Part)

Operators and Oilers on signals by mechanical or electrical means (also by means of hand signals on excavation work) directly to the operator of hoisting equipment only.

Note (2) (3): When the number of compressors, (excluding compressor house) pumps and welding machines or any combination thereof operated, serviced and maintained or any of them by an Individual Employer exceeds six (6) then an additional Employee shall be employed in accordance with the provisions of Section Nos. 3 and 12 of this agreement.

When Operating Engineers are employed to service a Specialty Craft or crafts, with hoisting equipment, compressors or welders or any of them (Material hoists, house elevators excluded, except when servicing Specialty Craft 75% of the time) they shall receive the wage scale and working conditions of the Specialty Craft or crafts (welfare, pensions, vacations of Specialty Craft or crafts payments excluded), if such wage scale and working conditions are in excess of the provisions contained in this agreement. Apprentices are excluded from wage provisions but are entitled to all other working conditions of the Specialty Craft or crafts, (welfare, pensions, vacations of Specialty Craft or crafts payments excluded). Regular employees on a particular project and assigned to work with a Specialty Craft or crafts temporarily shall not be entitled to any of the conditions of the Specialty Craft or crafts. Temporarily shall be interpreted as meaning any work performed in a single day of four hours or less.

Combination mixer and compressor operator on gunitite work shall be classed as servicing a Specialty Craft.

On any job, location or project located more than 35 miles from the permanent yard of the Individual Employer, Operating Engineers employed by an Individual Employer who is regularly engaged in the business of renting cranes, truck cranes or hoisting equipment on a fully operated basis, shall receive in addition to their regular and overtime wage six dollars (\$6.00) per work day for subsistence.

Employees working in tunnels or adits shall receive \$0.12½ per hour over and above the regular rate. Employees working within shafts, stopes and raises shall receive \$0.25 per hour over and above the regular rate. The hours of employment of such Employee shall commence at the portal of the tunnel, adit or shaft at which he is directed by the Individual Employer to report for work on his shift and shall end at such portal.

Underground differentials shall apply for the full shift to any Employee performing work underground. Except as specially provided, all other terms and conditions of employment in underground work shall be as otherwise established in this agreement.

Note (1): The necessity for the use of a workman as a "signalman" shall be determined by the Individual Employer, but when used, he shall be an apprentice as defined in this agreement, who assists in giving or relaying

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stances, such work shall come within the classifications here-in mentioned.

On engineering projects where there is no Chief of Party and where there is an Instrument man employed who is required to work from drawings or plans, he shall be classified and paid as Chief of Party.

For any field survey work beyond the direct control of the referred to classifications and Individual Employers, the pre-ditions shall not apply.

The Union will cooperate with the Individual Employer in the placing of student engineering trainee, so long as its does not materially affect the normal employment of regular Employees.

This agreement does not cover inspectors.

## SECTION NO. 13 WORKING RULES

(1) Five (5) consecutive days of eight (8) consecutive hours (exclusive of meal period) Monday through Friday, inclusive, shall constitute a week's work.

(2) On single shift jobs, eight (8) consecutive hours (exclusive of meal period) shall constitute a day's work, the regular starting of the single shift being at 8:00 a.m.

(3) When two (2) shifts are employed (on a specific unit of the job) for five (5) or more consecutive days, seven (7) consecutive hours (exclusive of meal period) shall constitute a day's work, for which eight (8) hours straight time shall be paid. Shifts shall run consecutively with not more than one hour break between shifts. On two shift operations the first shift shall have a regular starting time not earlier than 5:00 a.m. and not later than 8:00 a.m. Once such starting time has been established it shall be maintained to completion of the job unless changed by mutual consent. Shift differentials shall apply whenever shifts are worked under the above conditions, including Saturdays, Sundays and Holidays.

(4) When three (3) shifts are employed (on a specific unit of the job) for five (5) or more consecutive days, seven (7) consecutive hours (exclusive of meal period) shall constitute a day's work, for which eight (8) hours straight time shall be paid. On three (3) shift operations, the first shift of the day and of the work week shall start at 8:00 a.m. Mondays and such work week shall end with the closing of the third or graveyard shift at 8:00 a.m. Saturday. All work performed between the hours of 8:00 a.m. Saturday and 8:00 a.m. Monday shall be compensated for at the applicable overtime rate. In the event that a shift operation is so established on a specific unit of the job or project then all Employees on that specific unit shall be compensated on the basis of eight (8) hours pay for seven (7) hours work. Once established shift differentials shall apply on all work thereafter, including Saturdays, Sundays and Holidays.

(5) The following rates shall apply on Saturdays, Sundays and Holidays and on all work before a shift begins and after it ends.

(A) Double the regular hourly rates shall be paid in all counties for all work performed (including repair work) on Sundays and the following holidays: New Year's Day, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Admission Day, Thanksgiving Day and Christmas Day. Holidays falling on Sunday shall be observed on the following Monday. On single and double shift work,

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