



ENGINEERS NEWS

OPERATING ENGINEERS LOCAL 3

STATIONARY ENGINEERS LOCAL 39

VOL. 10 — No. 8



SAN FRANCISCO, CALIFORNIA

AUGUST, 1952

Official Notices—

WSB Approval of AGC Terms in This Issue

The official approval of the Wage Stabilization Board on terms of the AGC master agreement, recently negotiated and now in effect, including all wage rates involved, is carried in this issue of the News on page 4.

Do not fail to be properly registered to vote, and see that your family and friends are also qualified. Last day to register is Sept. 11.

Huge Calif. Water-Power Program Underway; 12 Big Dams Building or Planned

A giant program to augment a growing state's lifeblood—water and power—is now under way by private, state, and federal agencies in California with much of the program now in progress and preliminary steps being taken on most of the remainder within the past three weeks.

Reports from Local 3 business agents this month tell of progress on several major projects and of plans for other large jobs now being laid, and news reports indicate preliminary steps on the enormous Feather River project.

More than a dozen major dams, to provide great new sources of both water and power, are either under way or planned, extending from Pine Flat Dam on the south to the proposed Trinity River development on the north.

Three huge central-state Sierra projects, on the Feather, Stanislaus and Mokelumne rivers, have moved out of the planning stage and into the preliminary-work stage in recent weeks.

BIG FEATHER JOB

Largest of these, on the Feather River, is a billion-dollar project being pressed by the state to deliver north-state water as far south as San Diego to help feed water-hungry Southern California. State Division of Water Resources ordered first survey work on the Feather River project last week.

The other two central-state projects are a \$52 million, PG&E tri-dam power development on the Stanislaus River, and a \$65 million tri-dam project on the Mokelumne River to give added water to the

East Bay cities of San Francisco Bay.

Meanwhile, work is going full blast on three other major projects. Bear River dam, a \$12 million PG&E power project 40 miles east of Jackson has 700 men employed. Folsom dam, a major Bureau of Reclamation development on the American River, is going high gear, and Pine Flat dam, an Engineer project on Kings River in the south, is breaking records.

One other project took its initial step recently, Coyote Valley dam, four miles from Ukiah on the Russian river, a \$16 million project, Army Engineers starting preliminary work.

Pressure for start on still another big water-power project in the north end was gaining force steadily. This is the Trinity River development, which would send a million acre feet of water into the Central Valleys system instead of letting it go to waste into the Pacific. A series of tunnels would bring it into the valley and put it into Sacramento River just below Shasta Dam, and stations would collect power from it on the way down into the valley.

Four More Enter Armed Services

Four more members of Local 3 have entered the armed forces during the past month, bringing the total of those who have gone in since the Korean outbreak to 308. While a number of these have now completed their terms of service and are back on the job, the majority are still in uniform. The following members took Service Withdrawal Cards during July, and their names go on our honor roll:

DUANE D. CRAIG
JAMES DOOLIN
STANLEY FREDRICKS
ALFRED W. HUNZINGER

NOTICE

TO ALL MEMBERS OF STATIONARY LOCAL NO. 39

ALL SEPTEMBER MEETINGS WILL BE CALLED MEETINGS FOR THE PURPOSE OF VOTING UPON THE INCREASE OF DUES

Four-Lane Highway Over Sierra Nevada Is Asked by State

California legislature in its recent short session adopted a resolution urging quick federal action towards building of a modern four-lane highway to replace inadequate highways through the Sierra Nevada mountains.

Action by the legislature followed that of San Francisco supervisors and various county governments in California and Nevada.

Pressure for opening up a fast, safe route through the Sierras is mounting daily, as realization of the present dangerous inadequacies is reached by state and federal officials.

Highways 40 and 50 are the only routes for military transportation or disaster relief, and these roads are overcrowded in the summer and often impassable in the winter. This situation constitutes one of the most dangerous security threats to the Central California region and defense needs of the western region in general.

The San Francisco supervisors sent their plea to federal and state officials, stating that "nothing has been done in the last 20 years" to more adequately serve the population of the state which doubled during this period.



Clarence Hull	July 10th, 1952
George Murphy	July 12th, 1952
Harry Hansen	July 15th, 1952
Cliff Alumbaugh	July 16th, 1952
H. O. Herbert	July 17th, 1952
Dick Lucas	July 19th, 1952
Eugene Olson	July 21st, 1952
Ernest J. Kennedy	July 22nd, 1952
Howard Spindler	July 24th, 1952
C. R. Selover, Jr.	July 27th, 1952
T. J. Chamberlain	July 31st, 1952
John B. Paroline	August 8th, 1952
Bert Sullivan	August 11th, 1952
Grover C. Thorpe	August 12th, 1952

State AFL Urges That Every Wage Earner Be Registered by Sept. 11

Dear Sirs and Brothers:

Thursday, September 11, is the last day to register for voting in the critical general election of November 4.

It is a matter of paramount importance that every wage earner in California should vote November 4, but thousands

of the wage earner public will be denied that right unless they register between now and September 11.

The California State Federation of Labor strongly urges that each AFL union and council in the state appoint a Registration Committee charged with the obligation of obtaining 100 per cent registration for its membership.

Those who must register on or before September 11 are:

1. Persons who have changed their address since last registering.
2. Those who through marriage or court action have changed their name since last registering.
3. Those who have reached the age of 21 since the last election. A person not 21 may register before Sept. 11, providing he will be 21 on Nov. 4.
4. New residents who have resided but one year in the state or 90 days in the county prior to Nov. 4.

5. Persons who failed to vote in the 1950 general election.

The formation of the Registration Committees should be given top priority by every AFL union and council interested in preserving their economic gains.

Trusting that your organization will immediately launch a registration campaign, I am, Fraternal yours,

C. J. HAGGERTY,
Secretary-Treasurer California State Federation of Labor.

Pit Tunnel Job Let

Contract to build a four-mile tunnel to carry water for the PG&E's Pit River hydroelectric layout in Shasta County was awarded this week to Walsh Construction Co. of San Francisco. The 19-foot, concrete-lined tunnel will take 2½ years to complete.

Hear Frank Edwards nightly. Tell your friends.



VALLEY ENGINEERS BALL TEAM—Shown above are members of the Gladding-McBean Co. ball team at Lincoln. For story on this see page eight. Left to right, front row, Joe Jiminez, Robert Jiminez, Dick Noyes, Bruno Bellotti, with Wayne Webber, team bat boy. Second row, George Padilla, Bob Culbertson, Lello Carnesecca, Ray Testa, Primo Santini. Back row, Manager Charlie Perry, Tony Shuper, Fred Vorous, Bob O'Shaughnessy, Leroy Stevens and Bill Barry, director.

ALL ARE WORKING IN REDWOOD EMPIRE

By A. R. McCaffrey

This is the kind of a report we like to have. Everybody is working and no one is on the out-of-work list, although we have no requests for men at present. We have been just about breaking even on the supply and demand for operators.

Mercer Fraser Co. has so many operations under way at this time that it is hard to keep track of them. On the Oregon Mountain job, the brothers are working six days. The job is repairing and resurfacing the highway and installing 18 culverts.

Mercer Fraser was low bidder on the Arcata portion of the Burns Freeway, and work should start this week. Their bid was \$629,293. We have learned that Mercer Fraser has received an extension of 30,000 yards additional rock on the Buhne Point job for PG&E. Rock for this job is being taken from the quarry at Jacoby Creek, east of Arcata.

In addition to the above jobs, this company has numerous other work, such as paving streets for the City of Eureka; furnishing gravel and blacktop for the State on the highway from Alton to Bridgeville; rock fill for a mill site at Leggett Valley, and many other jobs for private concerns.

John Burman & Sons still have one rig working for Arrow Mills at Klamath. They have started the Patrick's Creek job on Highway 199, which is a repair job. Work on the approaches to the bridge over the North Fork of Mad River on Highway 299 is progressing rapidly and will be completed in the not too distant future. Moore Dry Dock Co. is hanging the steel on this job, and our hope is that the old bridge doesn't fall down before the new one is ready for use. Burman also is contemplating a small bridge and approach job at Mattole.

CRESCENT CITY

Pelican Bay Construction Co. and Dave Scott are showing progress on laying sewers for the City of Crescent City. Pelican Bay is also busy at Klamath, still working on the pond site for Paragon Plywood. Dave Scott is supervising the piledriving on Citizen's Dock at Crescent City.

Fred Korthase also does a lively business for the various mills in Crescent City, Klamath, and vicinity. At this writing he is still busy on the plywood mill for Simpson Lumber Co. and the sawmill for Arrow Mills Co. at Klamath. In Crescent City, Korthase is finishing the rip rap on the jetty with the able assistance of Brother Charles H. Page and pa. Fred also has several pieces of equipment rented to Mercer Fraser and John Burman & Sons.

Fred J. Maurer & Son was awarded the repair of the highway at Shively Bluffs with a low bid of \$182,203. In addition to this, Maurer is doing the excavating on the \$1,500,000 hospital site for the Sisters of St. Joseph in Eureka. This company's large sewer job at Arcata is practically completed.

Fredrickson Bros. at Scotia have almost completed moving the dirt on the freeway job. There is still a large amount of work to be done on this project. With the completion of the dirt-moving, the brothers being laid off have helped us considerably in filling jobs for the other contractors. The hot plant crew is being kept busy getting ready for another run. Raymond Concrete Piling Co. has been driving piling for the underpass on this project. As soon as they finish this job, they are moving the driver into Eureka on the new hospital project.

Barrett & Hilp of San Francisco is the successful bidder on the St. Joseph's Hospital job.

EUREKA SEWER

Tom Hull is busy completing the outfall sewer job in Eureka and several other small jobs around town. He is all primed up to start on his new \$85,000 water main job. Brother Tom recently invent-

ed a go-to-hell pavement breaker. It worked. Was I surprised!

Brother Louie Conner has all his equipment working at this writing—cats scattered all over the country. Louie is the only contractor in the United States that I know of who directs his operations by marine radio.

The State has finally decided to repair the roughest road in the state—Alton to Bridgeville. They have rented three blades and one roller so far for this job.

During the last few weeks we have been darn busy, with all the new work starting and old work finishing, along with signing up all the individual contractors with the new construction agreements. We also just completed negotiations for a new contract with Eureka Ice & Cold Storage Co.

We are holding retroactive pay checks for the following brothers:
Robert M. Harvey
Charles L. Higgins
William H. Thompson
William C. Vickery
William M. Walker
C. O. Patterson
E. F. Martin
C. L. Wetherby
G. E. Bressler.

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Construction Awards

(1) Alameda Co. (IV-Ala-5-E): To Lee J. Immel, 3030 San Pablo Ave., San Pablo, \$249,921 for 6.7 mi. pltmx. surf. on cem. tr. base & reconstr. portions, betw. 2.3 mi. E. of Redmond Overhead & Greenville.

(2) Solano & Napa Counties (X-Sol, Nap-7-G-H-A): To Peter Kiewit Sons Co., 345 Kieways, Arcadia, \$335,592 for 4.4 mi. reinf. roadbed w/cem. tr. base & pltmx. surf., betw. 0.9 mi. E. of Rt. No. 208 and Cordelia Underpass.

SANTA CRUZ, contract awarded for the following sewer works:

Unit 4: Pump. Sta. & Treat. Works: To S & Q Const. Co., 248 9th St., San Francisco, \$160,919.

Unit 5: Outfall Sewers: To Granite Const. Co., Box 900, Watsonville, \$23,332.

SAN BRUNO, contract awarded to Ben Blair, P. O. Box 1082, Burlingame, \$2444 for widening Angus Ave., west (2 blocks).

JULY 25, 1952

McCLELLAN AFB, contract awarded to A. Tiechert & Son, Inc., 1931 Stockton Blvd., Sacramento, \$456,260 (Sch. B) for const. aircraft parking apron.

SAN FRANCISCO, contract awarded to Chas. L. Harney, Inc., 575 Berry St., San Francisco, \$26,422 for grade and surf. Phelps St., betw. Galvez and Jerrold.

SANTA ROSA, contract awarded to C. V. Kenworthy, 2037 East Harding Way, Stockton, \$21,650 for const. earth fill dam.

SOUTH SAN FRANCISCO, contract awarded to Peter Sorensen, P. O. Box 790, Redwood City, \$61,612 for improvements in Industrial Acres.

JULY 29, 1952

SAN FRANCISCO, contract awarded to F. H. Harris, 2170 Kern St., San Bernardino, \$34,513 for 3.459 mi. surf., etc., Sonora Pass, Stanislaus National Forest, TUOLUMNE COUNTY.

OAKLAND, contract awarded to Kevry Const., Inc., 655 Peralta Ave., San Leandro, \$5,744 for const. pipe conduit in Sunnymere Ave. and Burckhalter Ave.

SAN FRANCISCO, contract awarded to M. W. Brown, Box 222, Redding, \$76,695 for 1,305 mi. grade, etc., on State Sign Rt. 36, 45 mi. west of Red Bluff, near Harrison Gulch Ranger Station, on Beegum-Peanut Hwy., Trinity National Forest, SHASTA COUNTY.

BROS. BUSY ON HIGHWAYS IN SISKIYOU

By E. A. HESTER

Nothing much new has developed in the district since our last report. Only our good friend Jim Sheldon has been visiting us quite frequently in the last two or three weeks, and the good firm he represents, "Hirms Brothers" of Sacramento, are moving in again.

Brother Jim Henry has a good-sized crew of Engineers on a 10-mile road improvement job at Eagleville. Eagleville is situated about 40 miles west of Alturas near the Nevada line. The firm also was the successful bidder on the road job between Pit 3 and Pit 4. This is a heavy piece of work—looks like about 95 per cent rock job, and is about seven miles in length. They are moving in now a Northwest 80 and a 78. There also will be several cats on the project.

Bids were opened on the PG&E tunnel and power house Pit 4 jobs, July 15th, but the company hasn't yet announced the winner.

Adolph Bowers of A. Tiechert & Son has put on a second shift on the big freeway job at Dunsmuir, and it's going full speed ahead. Mr. Bower's general foreman is Brother Paul Shaw, and he has under his command Brother Charles J. Homan, E. T. Quijada as grade foreman. Brother J. Acquistapace is the master mechanic, and his son Ben, a new member, is doing some oiling around the job. Brothers John Blood, Glenn A. Severson, J. A. Austin and E. O. Kelley are in the repair gang. Lloyd E. Fleming, Burt Lopus and Smokie Huston are on the blades. Brother Allen A. Harris seems to lead the cat spread and he has quite a gang that follows him: Curley Reed, Charles Van Sickle, J. A. Thompson, Herschell Wright, Pete Whitehurst, Robert A. Spann, Claud S. Barber, Alvin R. Dickson, John L. Wells, Sherman E. Sellers, Oliver C. Taylor, Harry W. McVey, Noel B. Thurber, Charles Arnold, Carlos W. Rushing, A. R. Allen, Ray McAdams, Forest Thark, Eugen Walker, Cliff Kelson, Sylvester D. Fetters, P. D. Adams, and the old timer, David L. Sullivan.

Brothers Wm. C. Carroll and John A. Bateman are the technical engineers.

Brothers John Carroll and Chas. J. Walters are doing a lot of oiling on this job.

Bill Hoover, Sr. and Red Hester, Jr. are taking care of the two and one-half Marnor shovel.

At this writing everyone is working and we have a few good jobs open that we have not yet been able to fill.

Brother Jack Edwards of Tyson & Waters finished the job at Fort Bidwell and was on his way back to Sacramento. Coming over the hill near Ingot, he came in contact with a big pine tree. The tree is still there, but Brother Edwards is in the Memorial Hospital at Redding nursing two broken legs and a half-dozen broken ribs, plus a crushed windpipe. He is coming along as well as could be expected. Will probably be laid up for four or five months. We sympathize with the poor brother and wish him a speedy recovery.

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Weak, dividend unions are the bosses' desire. Strong, united labor is the workers' only hope for a better life.

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Report of Last Meeting

The meeting was called to order at 8:15 p.m., President Clancy presiding. Roll call showed all officers present.

Synopsis of the Regular Meeting Minutes of July 12 read and by motion approved as read.

Synopsis of the Executive Board Minutes of July 30 read and the acts and recommendations of the Board were by motion approved as read.

Cards of thanks received from Mrs. Challis Detiler and family and Mr. and Mrs. Robert Detwiler, Mrs. Allene Stoll and family, Larry J. Storms and family, Mrs. Laurence Eshelman and Ronnie Lee, George Murphy family, Mrs. Lyda Hansen. Received and filed.

Resolution read regarding the increase of dues in Local 3 and sub-charters, to be effective October 1, 1952. Regularly moved and seconded the Resolution be adopted by a 3-to-1 vote.

The following Brothers were reported ill: Joseph Basler, Warren Blake, Carl Bonham, Jack Curry, John L. Cardk, Walter Donnelly, Henry Ensminger, Smith W. Eakle, Peter Fogli, Louis Flores, John Flannery, J. N. Guice, Herbert Gladrow, Lester E. Hunt, M. R. Hunt, John Hulse, Collier Jones, Paul H. Jackson, David Jarvis, William J. Jennings, Charles F. Klemp, Frank Kratz, Edward F. Kirk, Martin Lasick, Rosser T. Love, Nelson Mooney, Robert Mize, Anthony Nunes, L. G. Ostler, Lowell Oldaker, Eugene J. Orrock, Charles P. O'Brien, Joe Osborne, C. A. Oilar, James A. Peterson, Lee Roberts, J. T. Rice, Ray Reeder, George F. Rolin, J. A. Rinckhof, Charles Rickmond, Wayne Shirley, Glen R. Smith, Howard Spindler, Gus H. Stalnaker, L. Schleigh, Jack Sellick, Milam Sacilor, Edward Snider, Richard Simon, H. Zeke Thompson and Nicholas Zaccagnini.

The following Brothers were reported deceased: George Murphy, Harry R. Hansen, Jess Long, Dick T. Lucas, H. O. Herbert, Clarence W. Hull, Cliff Alumbaugh, Theo. J. Chamberlain, Eugene Olson, Howard Spindler and E. J. Kennedy.

The matter of the Agreement with the Calaveras Cement Company was discussed. It was regularly moved and seconded to refer back to the Negotiating Committee. Carried.

The Business Agents gave their usual reports which were accepted as given.

Brother Frank Lawrence, Commissioner of the Industrial Accident Commission, gave a talk on safety and insurance. His remarks were well received by the membership.

Brother John Previtera appeared before the meeting for violation of the working rules. After hearing the testimony Brother Previtera was fined.

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

Respectfully submitted,

C. F. MATHEWS, Recording Secretary.

MARYSVILLE AREA BUSY ON NEW JOBS

By LES COLLETT and WM. C. WAACK

Work continues to be good in the upper valley with more jobs to start or will be going by the time this news report is out.

The Rice Bros. firm was awarded a contract for \$279,000 on Highway 20, a mile west of Yuba City to build one mile of a four lane divided highway. This same company has two other small jobs on Highway 20, out on the Grass Valley road.

Lefevre & Bing were low bidders on a road job in lower Sutter County for \$108,000.

P. J. Moore has finished his road job on Highway 1152 in Glen County. Clements buttoned up the 99W job at Arbuckle, and some of the crew left for Lassen County and some have gone on the road west of Gridley, Calif.

Richter Bros. are going strong on their Oroville Wye job with about 25 members employed. Raymond Concrete Pile Co. moved to the second bridge location on the Oroville Wye job. Bro. Bob Woods is pulling the levers.

Butte Creek Rock Co. are busy as always at this time of the year and keep a pretty large crew on the payroll.

M & K Co., Inc., have moved in on the tunnel at Stirling City for the P.G.&E. This tunnel will be 7 x 8 ft. and 4600 ft. long. Karl Larson is the superintendent and all men for Local 3 will be cleared out of the Marysville office. Stolte, M & K Co. are really putting out the work at Beale Air Force Base. We have about 23 members on this project at the present time. Bro. Chuck Lee is in charge of the excavation.

C. K. Moseman Co. still have a dragline crew on the underpass job in Oroville. New York Machine Shop in Oroville keep fairly busy in the shop. All the Gravel Plants in Oroville are busy and Bro. Ed Neff, shovel runner, at the Kaiser Plant in Oroville, is on a vacation well earned. Walsh Const. still have a few men around the yard in Oroville waiting for a tunnel job to start.

J. Harold Shaver has his rigs

busy on the landleveling jobs in this district. Archie Till has two rigs back in the Hammonton district.

Darrough & Sons have their rigs scattered all over the district and are busy.

There will be a new County Building to start in Yuba City soon. We understand the H. W. Robertson Co. were low bidders.

PERSONAL MENTION

Bro. Paul Smith, cat operator out of Oroville, is off duty with a broken arm. We hope he will be back on a payroll pretty soon.

Bro. Bill Barstow is still off work from a car accident. The mail bag was rather low this month, so all the boys overseas out of this office must be doing O.K.

We regret to report the death of Bro. "Slim" Story's son, a marine killed in action in Korea, whose body was brought back to the states and buried on Wednesday, August 6th. Our sympathy is extended to the family.

Almost all companies in this area have paid or are paying the retroactive pay. All members from this district are requested to contact our office if the money is not paid by the time this paper is in circulation.

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San Jose Freeway

Bids will soon be called for extension of the Eastshore Freeway south of Oakland, from Gish road to Warm Springs, at about \$3 million. Completion of this and the section now under way will eliminate one of the worst bottlenecks in the state and open the way for an express highway from Oakland to Santa Cruz via San Jose.

What's Doing in the Oakland Office

By AL CLEM, T. D. BRYSON, LOUIS SOLARI, L. L. LAUX, Business Representatives.

Work continued to be good during the 30 days just past, with 665 members cleared from the hall. We are glad to report that Bro. Joe Riley has just returned from a 17-month stint with the Seabees, and will be working out of the Oakland office, covering the Contra Costa territory.

Getting Around the Jobs

One of the jobs which many of the brothers in the East Bay pass from time to time is the 12th Street Dam project. While this project seems to many people to be a never ending one, there have been several factors which have made a speedy conclusion impossible. For one thing, it has been necessary to keep the exceedingly heavy traffic using these streets moving in as nearly normal fashion as possible under the circumstances. Secondly, work was interrupted for some length of time by the recent Pile-butt Drivers strike. Keeble and Caputo are the general contractors on this project, which was started way back in May of 1951. Caputo is doing all the general bridge work, with Keeble doing the structure excavating, pipeline, and roadway work. Local 3 is represented by Bro. W. J. Curry, who is the operator on the Raymond Concrete Pile rig, with Vernon Beecroft as his oiler. Brothers C. Stowe, and J. E. Chism, fireman, are on the McGowan Pile Company rig, on the pedestrian subways. There are to be three pedestrian subways, one to Lakeshore, one for the Auditorium, and one leading to the courthouse. On the Keeble payroll, operating loaders are Brothers Larry Cox and Walt Ramay. Bro. Ray Johnson is operating a dragline, and has Les Mears, Jr., as his oiler. Bro. C. High is doing road excavating with a cat and can. Without doubt there will be more Local 3 men on this one as time goes on. It is anticipated that the entire project will be completed either in the spring or early summer of 1953.

Malifatano & Sons have completed their job for Bechtel on the Continental Can Company project in Pittsburg, and have also finished the work at Kirker Pass. They now have most of their equipment working at the Port Chicago Naval Base, doing the preliminary dirt-moving for several warehouses to be constructed at the Base.

At the end of the steel strike, work was resumed on the J. H. Pomeroy job, Pittsburg, which was one of the major jobs to be affected by the recent steel shut-down. By this time all the Local 3 men who had formerly been employed by Pomeroy have returned to their old jobs. Bro. Eugene Crawford is the grade foreman on this job, and Bro. Gus Blommseth, who has been with Pomeroy for the past two years, is still on the job.

Most of the Orinda Paving and Excavating rigs are on a housing project in Pinole, with the following brothers on the payroll: Bro. Ed Bohannon, Bro. Tom Shouse, and Bro. Jack Bowman, on the jeeps; Bro. Ed Armstrong and Bro. George West on the blades; Bro. Carl Beckford, Bro. Jess Bohannon, and Bro. Bob Pemberton on the Dozers, with Bro. Don Start on a roller, Bro. Nick Nichols employed as a mechanic, and Bro. Fred Lutz, as oiler.

Several of the brothers are working for McGuire & Hester, on their various pipe-line jobs in the East Bay area. 1400 feet of 8-inch pipe is to be laid on their job on Nussen Road in San Lorenzo. Bro. Larry Holst is operating a trencher, and has Bro. Russell Backus. On McGuire & Hester's 7th Street job, where pipe is being laid for an Interceptor sewer, Bro. Fred Leake is operating a N.W. "104," with Robert Selvidge as oiler; Bro. Marion Garrison is operating a "Quickway," and has Bro. Albert Cameron as his oiler.

Fredrickson & Watson have approximately four months' work at Crow Canyon, widening and

straightening the road, which is a \$400,000 project. At this time there are 2 blades, 4 jeeps, 4 D.W. 20's, 2 rollers, and 2 dozers on the job. There will be about 7 and one-half miles of road to be surfaced, and this phase of the work will be handled by Clement and Company of Hayward.

Jarvis Contractors have a \$275,000 contract at the Alameda Naval Air Station, where they are laying pipe for gas-lines, waterlines and storm sewers, which will take about six months to complete. Bro. Harry M. Miller is the general superintendent, with Bro. Kenneth Wilson on a cat, Bro. Marvin Collins operating a back-hoe, Bro. Bill Jarvis on the trencher, and Bro. Gilbert Miranda, and Bro. Johnnie Stark doing the oiling.

Williams & Burroughs Contractors, of San Francisco, are the general contractors on the Mt. Eden Hospital job, on Lake Chabot road, in Castro Valley, a job which will take at least 7 or 8 months to complete, and one which is furnishing employment for 9 engineers at the present time.

Work is progressing pretty much on schedule on the Peter Kiewitt Freeway job, with about 35,000 yards of dirt still to be moved. They also have their Crusher plant in Pittsburg set up and in operation with approximately 12 members of Local 3 on this payroll. We are all sorry to hear that Bro. Red Payne, who has been foreman on this job since it was first started, has had to take a few weeks off, and remain at home, recuperating from a recent illness. Bro. Jim Peckenpaw, dirt superintendent on the Freeway job, has been transferred back to Los Angeles, on one of the Kiewitt jobs in that area.

Coast Pipeline Contractors were recently awarded a \$457,000 contract to construct a fresh-water treatment plant, storage reservoir, and distributing system for the Contra Costa County Water District. These facilities will provide fresh water for Gregory Gardens and the surrounding areas. Frank Jackson, former member of Local 3, is the general superintendent and part owner. Work was begun on August 5th, with the following members of the local on the payroll: R. Huckaby, Clyde Saramento, Dick Lake, Roy King, Harry Workman, W. J. Barker, William Taylor, Atho Shumate, and John Birmingham. It is estimated that there will be six months work on this project.

Dredge News

Some difficulty is being experienced in procuring enough men to fill the various dredge jobs open at the present, even though there are no large suction dredge jobs going on at the present time. We are wondering what would happen if two or three of the large suction dredges should secure contracts and attempt to start operation at about the same time.

The Hydraulic Dredging Company job at Hunters Point will presumably finish around August 20th. Hydraulic is planning to move the dredge to the Peter Kiewitt job, located on the eastshore freeway job at the foot of Powell Street, Emeryville, where they have a large amount of fill to pump.

Dutra's dredges, "The Mallard," and "The Edwards," have recently been purchased by the Leslie Salt Company, who will continue to operate them on their extensive salt production in the South Bay. Edward Dutra will continue on in his position of superintendent of the levee work, and will have direct charge of the dredges. Leslie Salt Company has made application to join the Dredge Owners' Associa-

tion, and is willing to go along with our contract.

At this writing the San Francisco Bridge Company has approximately half the pumping completed on their job at Petaluma. We understand that they are getting ready to go out on the P.G.&E. job at Pittsburg, but it is doubtful that this job will be started until the Pronto finishes at Petaluma.

The Olympian Dredging Company has their dredge, the "Golden Gate" loading barges for the Port of Oakland, at the foot of Grove Street, on the Estuary. A few of our boys are also being kept busy at Olympian's yard in Rio Vista.

California Dredging Company still has their dredges at Bethel Island, but are only running two shifts as they have been unable to get a leverman for the third shift.

We have not yet learned who the successful bidder on the Coos Bay, Oregon, job is. We understand that this is to be a job of considerable size, and that several of our local contractors have offered their bids.

It has been announced that Congress has approved spending over \$400,000 for improvements in Humboldt Bay. This appears to be a rather small appropriation, but there is great need for the improvements, and we look for some activity there, in the near future.

Considerable discussion of improvements in the Richmond Harbor, and the Santa Fe Tidewater line, from Richmond to Oakland, is still being heard, but as yet nothing definite has been decided on either project.

News About The Brothers

It was good to hear that the "Engineers News," which is sent to Local 3 members on foreign jobs in different parts of the world, is really read with enthusiasm. Bro. G. E. Sorenson, who has just returned from Casa Blanca, told us that the copies he saw there had been just about worn to shreds from so much handling. Bro. Sorenson, who had been working for Atlas on their airport job in Casa Blanca, tells us that though he found conditions in general to be not too bad in French Morocco, it seemed awfully good to be home. Another Local 3 member just returned from the same job is Bro. Earnest Baughn. Bro. Baughn told us that though they were working 84 hours a week when he first hit Casa Blanca, this was cut, first to 60, and then to 54 hours before he left for the States.

Had a letter from Bro. E. A. Wright the other day, who for some time has been working for Foley, in Chile, South America. According to Bro. Wright, South America is a good place to work if you can speak the language. He tells us that Foley has a new contract for a job in Brazil, which promises to be good for four or five years, and that many of the engineers on the Chilean project are making plans to transfer to the job in Brazil. Quite a number of displaced persons are going to South America from Europe, and Bro. Wright tells us that most of them are fine craftsmen.

Bro. Edward Rue, who is known to the members who follow dredging work, has just returned from 13 months at Steep Rock Lake, located 90 miles north of International Falls, Canada. The Construction Aggregates Corporation, a Chicago company, for whom Bro. Rue worked, is pumping mud out of Steep Rock Lake. Approximately 20 million yards of mud has already been removed, and there are an estimated 70 million yards yet to go. There will be three more years work on this project.

Many of you who know Bro. Campbell, who has been doing construction work in Guam for the past, may be interested to hear that he likes life in Guam sufficiently well that he returned recently to the States to pick up his children, to return with them to Guam, where Mrs. Campbell is already in residence. The Campbells tell us

that there is quite a colony of Americans in Guam, and that good schools are available for the children.

Bro. Don Meifert, an old-timer in the local, stopped by the office the other day to bid us all farewell before taking off for a six-weeks trip to Minneapolis, where he intends to visit with his family. As Don has only made one previous trip home in the past 15 years, we imagine he will be greeted with open arms.

Just back from what sounds like a wonderful trip East, is Bro. Frank Conway, who flew to Chicago on June 9th, and then on to Flint, Michigan, where he purchased a new Buick. Mrs. Conway made the trip with Frank, and they were joined by their son Frank Jr. in Chicago. Much of their time was spent seeing the sights, visiting with relatives, and trying to keep cool.

We were all certainly sorry to hear about the serious accident in Bro. Charles Williams was involved recently. Bro. Williams was working on a ditch-digging machine when a cable snapped and hit him in the head. Bro. Williams will be confined to the hospital for some time, and we are sure that all Local 3 members join us in hoping we will have better news of him in the near future.

Another brother who has just spent quite a bit of time in the hospital is Bro. George La Vier, who up until the time he was hospitalized, was working as a cat-skinner for Gallagher & Burke. Our last report on George was that his recovery is coming along at a good pace.

Bad luck also hit Bro. Luther Alexander when he was involved in an accident with the cat he was operating. Unfortunately both of Bro. Alexander's feet were injured, and he is confined to the Herrick Memorial Hospital in Berkeley. A speedy recovery is also wished Bro. Alexander.

Retroactive pay checks are being held in the Oakland office for those members whose names are listed below. If your name appears in the following list, please contact the office for your check. Fluor Maintenance, Inc., has sent in checks for the following brothers: Allen, Marray M.;

Armer, Murrell T.; Barnes, Carroll; Bishop, Emmett A.; Blome, Richard W.; Bowersmith, Kenneth E.; Brentlinger, Debs D.; Byars, Thomas A.; Cox, Lee O.; Craig, Paulus M.; Doyal, James B.; Field, John E.; Gisel, George R.; Hazelwood, Clarence V.; Jacob, Thomas R.; Johnson, Johnie W.; Jones, Horace D.; Jones, Ira N.; Levering, Philip C.; Manes, Russell H. McMullen, Charles W.; Merrill, Eugene; Morin, Harley L.; Persen, Kenneth G.; Rogers, John E.; Steede D.; Stephan, Winfred S.; Whitaker, Aster; and Wilson, George A.

The Four Companies of Pleasanton have sent in the following checks: Airola, C. W.; Barnett, L. R.; Bellini, A.; Brown, W. M.; Dalton, A. V.; Davis, F. W.; Davies, R. W.; Dobyons, W. A.; Garner, G.; Gibeson, W. B.; Harris, G. Leonard, J. A.; Martin, R.; Murray, J. F.; Mustain, J. H.; Oldershaw, G. O.; Owen, H. A.; Plummer, T.; Robbins, C. B.; Squibb, W. C.; Stripplin, J.

From Fredrickson & Watson Construction Company there are checks for: Airola, C. W.; Allgood, D. W.; Arnold, C. A.; Beauchimin, J.; Bradley, C. S.; Bray, C. E.; Cardoza, M. D.; Chesney, Keith; Davis, F. W.; DeArmond, C. R. Eckert, D. E.; Fargo, D. H.; Gardner, W. O. Jr.; Gritman, L. E.; Hall, Obie; Hazzard, K. L.; Henthorn, J. E.; Howell, Lee; Linsley, J. E.; Loftis, James, McNutt, O. G.; Peter, T. R.; Phillips, Monroe; Roderick, D. L.; Roderick, E. P.; Shannon, L. D.; Spurlock, John; Stewart, H. A.; Vierra, Eugene; Walden, L. M.; Young, H. L.

M. Miller Company has sent in checks for the following: Crotzer, J.; Heath, Roy; Marchant, J.; O'Banion, A.; Phillips, Wendell; and Strickland, C.

Louis N. Rogan, Hovel C. Wayne, and Loren Welches have checks from C. C. Moore & Co.

J. H. Pomeroy & Co. has sent checks for Barr, J. W.; Chancellor, L. V.; Dean, O.; Fernandes, Augusto; Jones, Guy G.; Lee, Howard; Lodge, Maurice; Relyea, Calvin; Rorrer, Omer; Treat, Lonnie.

There are checks for Beecroft, Vernon; Sanders, Dale; Smalling, Daniel; Spencer, Paul; Steeves, Harrison.

Field Surveying Report

By AL BOARDMAN and W. V. MINAHAN, Business Representatives

Agreement has been reached with the Bay Area Civil Engineers & Land Surveyors Association on a two-year agreement covering Party Chiefs, Senior Inspectors, Instrumentmen, Inspector, Field Assistant Class I and II. This contract, subject to approval by the Wage Stabilization Board, calls for a fifteen-cent-an-hour increase on all classifications. Also a seven and one-half-cent-per-hour health and welfare plan to be put into effect August 1, 1953.

The clause covering Chief of Party has been changed to read as follows: "An employee who has been in the employ of an individual employer as an 'Instrument Man' in charge of a Survey Party for four (4) consecutive years, shall be classified thereafter as 'Chief of Party' when serving in charge of a Survey Party."

The reopening clause will read as follows: "The new agreement shall provide for one reopening on the issue of wages and a request for reopening on this issue may be made by either party between May 1st, 1953 and May 31, 1953 (allowing at least 60 days for negotiations), such negotiations to continue not beyond August 1, 1953, after which the union shall have the right to strike, but only for purposes of the wage issue as provided herein."

The new agreement provides for August 7, 1952 as the effective date and August 6, 1954 as the termination date.

The passing of George Murphy, at the age of 74 years, comes as a blow to those who knew and loved him. He was a life-long union member, and one of the loyal group who stayed with us

whether things were good or bad. He paid his dues a year in advance and attended meetings regularly. I am sure that when St. Peter checks his card, George Murphy will be found to be an active member in good standing in the brotherhood of sympathy and understanding.

Our union felt the devastating impact of anti-labor legislation recently when a civil engineering firm was granted a temporary restraining order by a Superior Court. This injunction compelled us to remove our organizational picket lines and allow the employer to continue exploiting labor with the protection of the court. This alleged temporary injunction has been in effect approximately six weeks. The case will probably be tried shortly, which will be very expensive for our union. Incidentally, because of this case and many similar ones, was one of the reasons it was necessary for the union to adopt a resolution at the last meeting raising our dues \$1 a month.

It behooves every member of our organization to be constantly alert (Continued on Page Four)

Official WSB Approval Of the AGC Agreement

CONSTRUCTION INDUSTRY STABILIZATION COMMISSION
WAGE STABILIZATION BOARD
U. S. DEPARTMENT OF LABOR BUILDING
Washington 25, D. C.
AREA RATE DECISION
Case No. C-7766

Applicants:

- Associated General Contractors of America, Inc. Northern California Chapter
- Associated General Contractors of America, Inc. Central California Chapter, San Francisco, California, and
- International Union of Operating Engineers Local No. 3, San Francisco, California.

On the basis of the facts submitted, the Construction Industry Stabilization Commission has voted to authorize the following rates as area rates for the area, on the type of construction specified, and for the job classifications indicated.

AREA: State—California

46 northern counties, above the northerly boundaries of Kern and San Luis Obispo Counties and the westerly boundaries of Inyo and Mono Counties.

TYPE OF CONSTRUCTION: Building, heavy, and highway.

Apprentice (oiler, fireman, watchman) (7 Bay Counties—San Francisco, Alameda, Contra Costa, San Mateo, Santa Clara, Marin, Solano)	\$2.28
Apprentice (oiler, fireman, watchman) (all other Counties)	2.17
Asphalt plant engineer	2.67
Box man or mixer box operator (concrete or asphalt plant)	2.34
Brakeman, switchman and deckhand	2.28
Fuller-Kenyon pump cement hog and similar types of equipment	2.72
Compressor operator	2.28
Compressor (more than one)	2.61
Concrete batch plant operator	2.67
Concrete batch plant operator (multiple unit, four or more)	2.83
Concrete mixer (up to one yard)	2.28
Concrete mixer (over one yard)	2.61
Concrete pump or pump crete gun	2.61
Derrick (including Chicago boom)	2.83
Drilling machinery engineer (not to apply to water liner, wagon drill, or jackhammer)	2.67
Dual mixer (apprentice engineer required)	2.72
Euclid loader and/or similar type of equipment (apprentice engineer required)	3.00
Fireman in hot plant	2.28
Fork lift or lumber stacker (on construction job site)	2.56
Handi-crane (no oiler required)	2.72
Heavy duty repairman	2.67
Heavy duty repairman, helper (7 Bay Counties—San Francisco, Alameda, Contra Costa, San Mateo, Santa Clara, Marin and Solano)	2.28
Heavy duty repairman, helper (all other Counties)	2.28
Highline cableway	3.00
Highline cableway signal man	2.65
Locomotive	2.39
Locomotive (steam over 30 tons)	2.67
Material hoist	2.56
Mechanical finisher (concrete or asphalt) (airport, highway and street work)	2.67
Mixermobile	2.72
Motorman	2.39
Mucking machine	2.80
Pavement breaker, Emsco type and similar types of equipment	2.72
Portable crushers	2.67
Power blade loader	2.90
Power grader, power planer, motor patrol or any type power blade	2.83
Power shovels and/or other excavating equipment with shovel-type controls (7 Bay Counties—San Francisco, Alameda, Contra Costa, San Mateo, Santa Clara, Marin, Solano) (up to and including one yard)	3.00
Power shovels and/or other excavating equipment with shovel-type controls (7 Bay Counties—San Francisco, Alameda, Contra Costa, San Mateo, Santa Clara, Marin, Solano) (over one yard)	3.11
Power shovels and/or other excavating equipment with shovel-type controls (all other Counties) (up to and including one yard)	2.83
Power shovels and/or other excavating equipment with shovel-type controls (all other Counties) (over one yard)	3.00
Pugmill (all) woodsmixer type	2.72
Pumps (2)	2.28
LeTourneau pulls (Jeeps, Terra Cobras, LaPlant Choate, and similar types of equipment)	2.83
Refrigeration plant operator	2.72
Roller	2.67
Ross Carrier (on construction job site)	2.39
Scoopmobile (when used as a hoist)	2.56
Scoopmobile (when used as a loader)	2.72
Screed man	2.28
Self-propelled elevating grade plane	2.72
Spreader machine (Barber Green, Jeager, etc.) (engineer and screedman used in operation)	2.67
Soil stabilizer operator (P & H or equal)	3.00
Surface heater	2.67
Towermobile	2.56
Tractor	2.67
Tractor (boom)	2.83
Tractor (Tandem)	3.00
Tractor-type shovel loader (scale not to apply when used as blade or bulldozer)	2.83
Trenching machine	2.72
Truck type loader	2.83
Truck crane	2.83
All hoisting equipment on specialty craft work	2.90

The Wage Stabilization Board has voted to approve the following:

Chief of party	\$2.97
Instrumentman	2.70
Head chainman, rodman, grade setter (not guinea chaser)	2.42
Rear chainman	2.28

Under Construction Industry Stabilization Commission Regulation 1, wage rates for foremen and apprentices (unless shown above) may be adjusted in amounts necessary to preserve the differential customary in the area.

This decision may be made retroactive to May 1, 1952, by the parties or whose behalf the petition was filed and by such other parties as adhere to the area collective bargaining agreement. As an area decision,

PUSH STRIP, AIRBASE JOBS IN NEVADA

By H. L. "CURLEY" SPENCE and J. W. "BILL" BARR

Andy Drumm's Silver State Construction and Dodge Construction, Inc. have really got things buzzing out at the Fallon Air Base on their sub-contract job for Peter Kiewit and Sons. Drumm has all his pulls on the job. Bro. Bernard (Shorty) Smith has a full time job on the push cat to keep those pulls going, but Shorty is just the boy that can do it. Dodge Construction, Inc. has moved their electric pulls in on the job, and that just means one thing—the muck will really fly now.

Isbell stripping job on the sulphur mine in Alpine county is going along in fine shape, but it should be with Brother O. J. Murphy and Bert Carley on the shovels, and Bro. Frank Jakowatz in charge of the repairing.

Foley Brothers, Inc. are having their troubles on the two shafts at Ruth, Nevada, too much water. Brother George Rood is the HRDM boss. Brother Nick Piscevich, Owen S. Smith, and Leroy Goodwin are on the two drum hoists at the Deep Ruth, and believe me, they are real hoist men. Brother D. I. Forsythe, Brother Charles P. Holstead and Brother Lee R. Linsa are on the hoists at the Kellenski Shaft. Brother H. M. Rogers is on the Chippy Hoist at the Deep Ruth. Now that's a fine bunch of hoisters.

Utah Construction Company has moved in to build 10 new houses and also to move the town of Ruth, Nevada. It is quite a job they have before them. The Pulsipher Brothers are on the Utah job, Bob and Dugan Pulsipher. It will be a good job with those two boys on it. They will keep things lined up in fine shape.

Clements & Company have their hot plant set up near Chilcoot, California, to mix the hot stuff for Eaton and Smith job, which is almost to the finish line as far as the dirt work is concerned.

J. A. McNeil Company has most of the footing dug on their job for Anaconda Copper at Yerington, Nevada. Mr. Bill Masters is in charge of the heavy equipment. Brother L. A. Hora is the HRDM boss man and he is doing a good job. He keeps everything rolling, believe me.

Triangle Rock and Gravel Company from San Bernardino, Calif., is getting out the rock and sand for J. A. McNeil Company. They also have a batch plant set up for the concrete.

Nelson Engineering Company has their link belt on the Anaconda job setting steel. Brother Robert Cowelti is the operator and Brother Charlie Olsen is the oiler. They are a fine crew, especially the oiler, "Oley."

Basic Refractories starts back to work Monday. I guess everything will be in full swing once more in Gabbs, Nevada.

George Schilling has his highway job on Kietzke Lane in Reno in good shape. Brother Les Jacobsen has had his trouble on the job, but Les is just the guy that can take the troubles as they come and fix them right up. Of course, Bill Games and Johnny Delagrang help out on the job and Frank Sbriglia does his half of the work. Brother Earl Games, Jr., doesn't work much anymore, just bosses the other brothers around. He is

the decision may be made effective the next full payroll period beginning on or after July 7, 1952.

This decision approves only those increases specifically set forth above. It does not constitute approval of other increases even though increases are contained in the latest collective bargaining agreement. Increases in items of compensation such as travel expenses, travel time, subsistence, premium pay, vacation or holiday payments, or health and welfare contributions require prior approval by the Commission before they may be paid or received.

This decision does not excuse any violation of the Defense Production Act of 1950, as amended, or the regulations and orders issued thereunder, including placing into effect of the adjustments approved above, prior to the date of this action.

Washington.
Issued: Aug. 8, 1952.

OILFIELDS, PINE FLAT DAM SPARK FRESNO

By H. T. PETERSEN and G. LYNN MOORE

Your business representatives have been active during the past month in the Avenal-Coalinga oilfield area, relative to renewal of agreements with Dave Folsom and Folsom & Oxborrow; also Thompson Materials and Construction Co. and Thompson Crane and Trucking Co. With the Thompson Co. we had difficulty renewing their agreement, however that has finally been accomplished.

We also have another firm in the area, Harris & Allen Co., which is headed by a very rugged individualist, Mr. Wm. Harris. This character does not believe in unions, consequently it has been necessary to place pickets on his company. The shutdown is 100 per cent effective and will continue so insofar as his employees are concerned until Mr. Harris decides to sit down to negotiate an agreement with the International Union of Operating Engineers Local No. 3 and the Teamsters' Union. In the meantime Ashbury Bros. of Bakersfield are moving in a spread to replace the equipment laid up on the Harris and Allen deal. This of course will put the members to work in the area.

In Merced County the Macco Construction Co. will move in shortly to begin driving piles on the Highway 99 bridge across Merced River.

Concrete Supply Co. and River Rock Inc. have about completed their subdivision job but are busy on contract work in the district. The company's pits are still making aggregate for Castle Field and Castle Gardens.

Ball, Simpson & Harms are still laying hot stuff on Castle Field, with Fred J. Early Co. busy on underground work. H. Earl Parker moved back a small spread to complete their grading contract. This same firm expects the contract with the Bureau of Reclamation to be awarded in the near future.

Barrett & Hilp have started framing on the individual units of their addition to Castle Gardens and this job will continue well into the winter.

Volpa Bros. are working on their highway job in Madera County and have placed shoulder material on most of the job. Processing for sub grade will start soon and they expect to have their hot plant set up within the next 10 days.

W. C. Smith Co. are still busy on their mountain job at Chiquita Creek as is the Hess Construction Co. at Shaver Lake.

Phoenix Construction Co. has completed laying oil on the Trans Ocean job at Trimmer. Sharp & Fellows and Ted Page Co. are making fair progress on their job on the same project.

Pine Flat Dam is still being rushed to completion with the company flirting with new records of the placing of concrete. About the same amount of brothers are employed, however there will probably be a cut down in force sometime this fall due to the nearing completion of the job.

In Tulare County, Gordon Ball Co. is busy on its two jobs there, one at Tulare, the other at Pixley.

United Concrete Pipe has started its plant at Tulare and has a year's run on spun pipe ahead of them.

American Concrete Pipe and Concrete Conduit Co. are still finishing odds and ends of their Bureau of Reclamation contracts. This last company is also making pipe for the Orange Cove Irrigation District.

The Bureau of Reclamation will call for bids in the near future on

the big wheel of the outfit now, I guess.

several additional pipe lines in the overall distribution system.

Griffith Co. is putting in the streets at the new state hospital at Porterville and keeping a fairly large membership.

Several small jobs in progress in the area, most of the brothers working, especially since all the activity in the Tehachapi area where we have dispatched men to supplement Local Union No. 12 on Morrison-Knudsen, H. Earl Parker and Miller & Henkle's spreads.

There will be NO meeting on the fourth Thursday of this month. However, the office will be kept open each Thursday night from 7 to 9 p.m. as usual.

JUST A REMINDER — "THE BLOOD BANK"

Am holding checks in this office for Ray Jewett, Ray B. Harrison, Edgar F. Dees, R. O. Boyd, W. Wisner, A. G. Hintz.

Construction Awards

AUGUST 5, 1952

Betw. W & X, 23rd & 24th: to A. Teichert & Son, \$3,184.

Betw. G & H, 28th & 29th: to E. E. Hilliard, 1355-43rd, Sacramento, \$3,124.

VISALIA, contract awarded to William E. Thomas Const. Co., Rt. 4, Box 3400, Sacramento, \$24,672 for const. 7 reinf. conc. culverts, acr. McClanahan, Caesar, Kennedy, Wilson, Williams, Button & Kings Ditches, betw. 7 mi. S. E. & U Mi. S.W. of Dinuba, Tulare County.

ALBANY, contract awarded to Lee J. Immel, 3030 San Pablo Ave., San Pablo, \$40,817 for drain and pave, etc., Solano Ave., from Cleveland Ave. to Madison St.

REDWOOD CITY, contr. awarded to L. C. Smith, 1st & Railroad Ave., San Mateo, \$10,729 for grade, pave, drain, etc. in Kensington Sq., SAN MATEO COUNTY.

OAKLAND, contract awarded to Kevry Const. Inc., 615 Peralta Ave., San Leandro, \$7,619 for construction sewer in portions of Grove St., betw. 40th & 44th Sts.

RICHMOND, contract awarded to Lee J. Immel, 3030 San Pablo Ave., San Pablo, \$151,313 for improvement of Carlson Blvd., betw. Cutting Blvd. & Santa Clara St.

SAN RAFAEL, contract awarded to R. J. Brant, P.O. Box 605, San Rafael, \$1,087 for const. Woodland Place storm drain.

GILROY, contract awarded to Granite Const. Co., Box 900 Watsonville, \$11,747 for pave 9th St., betw. Egleberry & Hanna Sts., & Hanna St., betw. 7th & 9th Sts.

Building a Big Wind At Moffett Field

Four 145-ton GE motors will be hooked onto a shaft to produce 180,000 horsepower, greatest single power output, and produce supersonic winds at Ames Tunnel, Moffett Field, in the multi-million dollar expansion now under way there to pave the way experimentally for the nation's future high-speed aircraft.

Surveying Report

(Continued from Page 3)

to the insidious anti-labor forces, whose ultimate objective is complete subjugation of all labor unions.

Appoint yourself a committee of one to see that all your friends and relatives are registered and that they vote next November. Urge them to vote for candidates friendly to labor.

News Roundup From Utah

MERLIN BOWMAN, C. R. VAN WINKLE, DON ELLIOTT, and CHARLEY COCKAYNE

Work in this state has been very good for our Operating Engineers this summer, and is going to hold up very well until the snow falls.

Gibbons and Reed have a very good start on their airport job in Salt Lake which is going to be a constant fight on account of water being so close to the surface. This will be a very good job, providing we do not have too many fall rains. They have almost completed their chipping job at Tooele, Utah, which has kept approximately five of our operators very busy this summer. Their street jobs have been going in high gear and will continue for some time to come.

W. W. Clyde & Co. have started their road job at Dugway which is going to be a very nice job for the operators in this territory. He is also getting near completion on the job at 21st South between Salt Lake City and Magna. I think this crew that is working on the 21st job will move to their job in Parley Canyon on which the grading was completed around a month ago.

Utah Construction Co. is still moving dirt on their Bingham Strip job with only one shovel at this time in operation. They have moved one of the electric shovels on the other side of the mountain but have no information on how much yardage there will be to move. This shovel has not gone into operation as of yet.

It looks like the job on the dike will last approximately another month and a half. This job has been a very good job for our people.

Utah Construction Tunnel job at Lark is very near completion. They have layed off all but one shift. This shift will probably work for another few weeks.

The Lark Surface Facilities job looks as though it may go through the winter. This is only a five-day-a-week job but has been a very good job. Their crushing job at Murray, Utah, has been going along very steadily with no turnover in employment for Operating Engineers.

Myers Construction Company is really putting in the foundations for their housing project at Dugway, with the Phillips Construction Company doing the excavating and back filling for the footings.

Cox & Colthorp have had the clearing and leveling of the grounds for this housing project, and have been a very good company to deal with.

Olof Nelson has landed a few small jobs. One job is shouldering of highway at Tooele, Utah. This is only a small job but is a very good one, with very good cooperation and relations with the superintendent. They also have a job at Duchesne of nine miles of shouldering. This job should last around three months.

R. M. Jensen Co. has completed his excavation on his road job in Duchesne County, and the men that came in off this job lost one day and were sent out to other contractors.

Wilson & Stone Construction Company have nine hundred acres of land leveling at Fort Duchesne County, for the Indian Service. They have been working two 11-hour shifts, six days until July 30, 1952, and was forced to cut back to one shift on account of dust and darkness. They have a few 428 operators but most of them belong to Local No. 3. This job will last until the snow and frost drives them out this fall.

We are having considerable trouble with Tolboe and Harland Construction Company on their job at Desert Chemical Company at Tooele. This company refuses to pay subsistence on this job. We have two other construction companies in this area which are paying subsistence and feel like it must be paid by Tolboe and Harland. They are trying to establish and maintain a bus line from Provo, Utah, to Tooele, Utah, in order to beat the subsistence.

Sumsion Construction and J. K. Thayne are behind schedule on their grid jobs at Dugway. They are trying to hire additional machinery to catch up the lost time.

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NEWS OF SOUTHERN UTAH

The Geneva Steel Company went back to work Monday, July 28, 1952, after 59 days on strike. We are all glad this is over. It not only

removes what had become a general nuisance in construction work; as these fellows were all cat skinned, shovel runners or anything the contractor would let them try out, but it also makes work a little easier for your representatives.

Consolidated Western Steel Company is going in the plant on general maintenance and will employ construction people at construction wages and conditions. This company has been in the plant before and has been very cooperative with Operating Engineers.

We were led to believe that at least some of the employees of Geneva were glad to get back to work, when on routine checking at the plant at 7 a.m. Your representative was not the first one there by no means.

Elsewhere around the south we have had a few cloudbursts. On L. T. Johnson's job at Fairfield, two large culverts were washed out and considerable damage was done to the road that was all ready to be oiled. Also on Sorenson Brothers job, adjacent on the west, some damage was done as this part of the road was in the process of being oiled so it didn't help it any.

W. W. Clyde Company at Monticello and Helper are still running two shifts when they can get enough members. The job at Monticello especially is hard to get and keep members, due to the fact that it is just across the border from nowhere, but even if it is "away down south," it is 7,000 feet up and not too hot.

The 35 miles L. T. Johnson got at Mexican Hat should be a good winter job, but it is starting a little too soon. Winter doesn't start down there for six months yet, more or less.

I was over to the Bill Ross job from Greenriver to Hanksville, which is about 70 miles, and although we have cleared some men to this job, we didn't clear all of them. However, it is 100 per cent union. This job jumping is becoming a common practice and should be stopped. No one blames anybody for bettering themselves, but it is rather embarrassing to clear a member to one job and a few days later find him on some other job. A post card only costs 2 cents and it sure would help like hell to have this much consideration from the members. We all know there is plenty of work for all so let's stick together fellows!

Morrison-Knudsen Company at the proving grounds out from Castle Dale, bitterly blew themselves off the job on July 11, 1952, when they set off 165 tons of T.N.T. After they clean up the mess, they are, as far as anyone knows now, through. This has been a good job for about two years for at least six to eight members the year around. The company is, however, looking at other work in this area, and we hope they get it, with Brother Larry Wicks as superintendent.

Utah Construction Company is still working on the reservoir above Sunnyside, and it looks like they may get it done sometime in September. This has been another one of those jobs that is hard to keep members on. Why, I don't know, although living conditions seem to be the biggest problem.

The part of Utah Construction Company that was in Geneva, I am told, have taken a job around Ruth, Nevada, and are busy moving the town of Ruth. Most of the members that have worked for them ever since they went into Geneva, went with them.

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JOBS IN THE NORTH

The past few weeks have brought

Schedule of Utah Meetings for Construction, Lang Company, Sand and Gravel, Iron Ore, and Kennecott Copper Corp.

- Wednesday, August 27, 1952, 8 p.m.
Court Room, Millard County Court House, Fillmore, Utah.
- Friday, August 29, 1952, 8 p.m.
El Escalante Hotel, Cedar City, Utah. (Note change in meeting night due to State Federation of Labor Convention.)
- Monday, September 7, 1952, 5 p.m.
Lang Company Members, Engineers Hall, 1969 South Main Street, Salt Lake City, Utah.
- Thursday, September 11, 1952, 8 p.m.
Sand, Gravel and Construction members, Engineers Hall, 1969 South Main Street, Salt Lake City, Utah.
- Friday, September 12, 1952, 8 p.m.
Sand, Gravel and Construction members, Labor Temple, 161 West First North Street, Provo, Utah.
- Friday, September 19, 1952, 8 p.m.
Sand, Gravel and Construction members, Labor Temple, Ogden, Utah.

Kennecott Copper Corp. Members

- Tuesday, September 2, 1952, 3:30 p.m.
Crane and Pump Departments, at the Mine, Mill and Smelter Workers Hall, Bingham Canyon, Utah.
- Tuesday, September 9, 1952, 3:30 p.m.
Angle Dozer Department (includes Angle-Dozer Operators, Angle-Dozer Operator Helpers, Patrol Operators, Plow Operators and Track Shifter Operators and Students) at the Mine, Mill and Smelter Workers Hall, Bingham Canyon, Utah.
- Tuesday, September 16, 1952, 3:30 p.m.
Shovel Department, Mine, Mill and Smelter Workers Hall, Bingham Canyon, Utah.
- Tuesday, September 16, 1952, 7:30 p.m.
General Meeting (all departments), Midvale City Hall, Midvale, Utah.

good news about work for our members in this area. The best news probably is the President's signature on Legislation, appropriating \$1,350,000 to start the first phase of construction on the Weber Basin Project. This project has been in the development stage for a number of years and was finally approved by Congress in 1949.

The second project is the 350 unit housing development to be constructed at Hill Air Force Base. Final approval on a loan guarantee has been completed and work is under way. Moulding Brothers have started the excavating and considerable quantity of supplies and material are already on hand.

Other work already in progress in this area has all the members working. Most jobs are working six days a week, and the men are getting in good time.

Hilton & Carr are doing some preliminary work on their overpass job at Emery and have driven a few test piles.

Germen Abbott and Waldron are nearing completion on the Weber Canyon job. They were low bidder on a job at Howell and if awarded the contract, expect to move some of their machinery to this job.

Gibbons & Reed moved their dragline in at Mantua to make the channel change so they can go ahead with their road work. There is a lot of rock on this job, but the contractors are having good luck moving it with very little use of powder.

Wheelwright Construction Com-

pany is making good progress on their Lewiston road, a bridge job. They have dismantled the old bridge and are getting ready to drive pile for the new structure.

This company also has a number of crushing jobs in the northern area. At present, they are working at Wellsville and expect to move to Lewiston, then back to Ogden for the base on their Wilson Road project.

Olof Nelson Company of Logan is finishing a few small jobs in this area. Most of their machinery is working in other areas of the state, and they have sold their small Hat Plant, so there is only a small crew still working in the north.

LeGrand Johnson hasn't as yet gone into full swing on his road job at Rattlesnake Pass. This firm is not a signatory to the Labor Agreement, between the A.G.C. and the Building Trades and, as of now, we have made little progress in organizing the men on this job. The men working for this contractor seem to feel they would be jeopardizing their position with the company if they did sign with the union—although they are very willing to go along and receive the gains won by our union's efforts.

Sometimes we don't seem to be making many gains when we find a few men working on these jobs who are disregarding their obligation to help support organized labor and help maintain as a group the working conditions and wage increases gained by the labor organization's efforts.

News of the Mines and Shops

KENNECOTT COPPER CORP.

News from this front hasn't taken any turn for the better. The Company hasn't changed its position and stands firm in its previous unsatisfactory offer, an offer that the Company has been informed by the Joint Committee wasn't worth considering. Unless there is a definite change in the Company's position it looks as if we are in for another "copper strike." We can only hope that the Company's position becomes more reasonable, from our point of view.

Some progress, however, is being made in the negotiation of the "training programs," that should eliminate most of the "promotion" beefs, especially those involving "qualifications." Watch for and attend your unit meetings so that you can attend and voice your opinions regarding these programs. Remember we can only reach decisions at meetings and no matter how wise or pertinent your ideas, they serve no useful purpose unless voiced at a meeting.

VITRO CHEMICAL COMPANY

An appeal has been filed jointly

by the Company and the Union on the Denver Wage Stabilization Board's adverse decision regarding the "mechanics rate" of July 1st. This appeal was heard Saturday, August 2nd, and turned down by the Denver Board. The appeal now goes to the National Board where we hope to have better luck as we feel that the Denver Board erred in its decision. How long this will take we have no idea at this time.

Regarding the Wage Reopener of July 1st, frankly we have been waiting for a favorable break, such as a favorable settlement at Kennecott Copper Corp. or similar incident, as there is not much in the pot at this time, for anything but a very minute increase under the "cost of living index." (We too are convinced that there has been considerable increase in the cost of living, but the "index" doesn't reflect it at this time.)

SAND AND GRAVEL AND CONTRACTORS SHOPS

Some progress has been made in protecting the legitimate union employer against the unfair sand, gravel and ready-mixed concrete

outfits in this area. This is a tough fight, due to the many "family" and "alley" plants that spring up and disappear every day, but we can report considerable progress in funneling the legitimate business to the legitimate operators.

The Contractors Shops have been going along about the same, no additions to speak of to the forces and no beefs, at least we haven't heard of any. We're doing a little better we hope in contacting the jobs, which we believe, has had its effect. While we try to make the jobs at regular intervals, we confess that our record in this respect has been more irregular than regular. If the members will let us know of any violations we'll know where to go and what to look for and can be more efficient in assisting the Brethren on the jobs.

IRON MINES, CEDAR CITY

Well the steel strike is over and the Columbia Iron Mine Boys went back to work (Monday, Aug. 4th). They went back to work under terms, the final details of which were not known at this writing. As explained to us there are two possible settlements and just which one would be used or accepted was not known when this was prepared.

This first item of the settlement was the inequity adjustment. This item was settled, we are informed, by making adjustments that will use up the entire 8½¢ that was agreed would be the limit. This, however, doesn't mean each classification will receive 8½¢, some classifications will receive more, some less.

The second item is the matter of a general raise per hour. This is to be adjusted by one of two ways: The first way would involve 18 groups, starting at \$1.31 with an increment of 4½¢ between groups and add 12½¢. The second would involve the same number of groups, with an increment of 3.83¢ and add 16¢.

Which method will be used depends upon a selection that will be made after this has been prepared and perhaps will be shown around Cedar City before this reaches you. We hope that a conference will be had with the U.C. Co. and our wage question settled before then. When we have received a satisfactory offer or have negotiated as far as we can go a "special called" meeting will be called so that the membership may have an opportunity to be informed and pass judgment upon the outcome of the negotiations.

On the whole the recent forced curtailment on the Company's iron ore operations has been handled by the Company in a satisfactory manner or, at least, in a manner that has caused a minimum loss of pay to our members. That everyone hasn't been satisfied goes without saying, many of our members were required to take vacations at an inconvenient time, especially in the light of a very uncertain financial future.

We know that this was unfortunate and inconvenient but are of the opinion that it was better for the great majority than a lay-off without pay. Considerable friction was caused by the question of seniority, a question that has presented some perplexing problems.

First, the Company's employment records are not too accurate and has made several revisions necessary and more will undoubtedly be necessary before all the "bugs" will be ironed out.

Second, the divided authority of the Company's operations has made it difficult to keep things straight, especially questions of seniority. We don't think that questions such as assignment of work shifts or mines is a matter concerning the Union in the first instance, that is the prerogative of management and management should perform such functions under the terms of our Labor Agreement. It is only when management errs or fails to perform properly under the agreement is the Union involved, in our opinion.

The above matter was subject to a conference recently in Salt Lake City with the Company officials. At this meeting the entire situation (Continued on Page 11)

PLAN BIG DAM JOB ON THE STANISLAUS

By ED DORAN, C. L. CASEBOLT and WALTER TALBOT

This work is strictly in the planning stage so don't rush in expecting to go to work at once but—Chief Engineer T. P. Stivers, backed by OI Chief Engineer R. E. Hartley has announced plans of the South San Joaquin and Oakdale Irrigation districts to develop electric power to pay for water to be used on valley farmlands. More than \$225,000 has already been expended by these districts jointly on preliminary engineering surveys for the proposed tri-dam project on the Stanislaus River, with an estimated cost of \$52 million.

Biggest slice of the construction cost will be for the Donnell's Project, farthest upstream of the dams. This is three projects in itself, at a total estimated cost of \$23,964,105. Of this, \$9,861,405 is earmarked for the huge arch type dam; \$10,199,200 for a tunnel carrying water through the granite mountains of the area, and \$2,762,305 for the powerhouse.

Next on the way down to the valley is the Beardsley Dam, estimated to cost \$9,327,720. Lowest of the three will be Tulloch Dam estimated at \$8,132,540. The remaining costs will be acquisition of land, clearing land, and construction of access roads to the high Sierra sites.

Irrigation district officials also summarized the plan of PG&E payment of power. This is certainly an ambitious project and one we hope to see get started in the very near future.

MOKELUMNE JOB

A \$65 million plan for further dam construction along the Mokelumne River is planned by the East Bay Municipal Utilities District program if its water rights application is approved by the state. This was recently announced by Frank H. Watson, local resident engineer for the East Bay MUD. The district's plan calls for three new dams and increased capacity at its present Pardee Dam.

Whether the \$65 million program materializes depends upon the State Division of Water Resources granting a permit for the added water rights.

The East Bay MUD's program calls for damsites along the Mokelumne just above Clements, at the upper reaches of Pardee Reservoir and at Railroad Flat.

The first site, to be called Camanche Reservoir, will be located just east of Murphy's Creek. It will be a 112-foot high earth dam measuring 1,580 feet across with storage capacity of 212,000 acre feet of water.

Middle Bar Dam is the name given to another project at the upper reaches of Pardee Reservoir. This 135-foot high concrete dam would hold back 40,000 acre-feet of water.

The final structure along the river is the Railroad Flat Dam, just below the settlement of that name. This last dam would also be of concrete, 327 feet high, expected to hold back 80,000 acre-feet of water.

Of bids already let in the area, a contract for surfacing 3.4 miles of roadway along Route 108 about nine miles northeast of Pinecrest has been let to F. H. Harris and Company for \$34,513.

MJB Construction Company was awarded the contract on a bid of \$94,634 for installation of curbs, gutters, streets and a sewer line in the new Riviera Cliffs subdivision west of the Stockton Golf and Country Club.

Resurfacing of four major Lodi streets has begun. The City Council recently awarded contracts to Claude C. Wood Company for plant mix and to Lodi Asphalt Co. for emulsified asphalt.

SONORA PASS

R. P. Shay and Company of Indio is making pretty fair progress on a tough rock job at the top of Sonora Pass. They are operating five compressors, five dozers, and one 80 NW shovel. They hope to finish before snow fills but that is pretty doubtful. Just below them, Piombo is finishing their grading job and another firm will move in shortly to put in a three-inch road mix.

Boullin, Carl Williams, R. L. Maxwell, all Sonora contractors,

are busy employing members of the Operating Engineers. Beerman and Jones are just completing their job below the Cliff House for the City of San Francisco and will move onto the State Bridge job above the Moccasin Creek Powerhouse within the next few days.

Now—for a pretty thorough run-down on the Cherry Creek Dam project. To start with, this project is being sponsored by the City of San Francisco. However, the Modesto and Turlock Irrigation Districts and the Army Engineers are also interested and supplying funds to complete this work. At a later date, these same interested parties contemplate building a new dam just below the present Don Pedro Dam to enlarge the Don Pedro Reservoir. The objectives are to supply water to San Francisco, more irrigation water to the irrigation districts, and the Army Engineers are interested in flood control, but at this time we would not advise anyone to look for work on the Don Pedro Dam as it is not scheduled for completion until 1962.

CHERRY VALLEY DAM

For the past three years, the City of San Francisco has been engaged in preliminary work for the Cherry Valley Dam. This has consisted of building approximately 40 miles of new road and about 24 miles of new power line. None of this preliminary work is completed although we expect the T. E. Connolly Company to have their work completed within 30 days and the Ferrero Electric Company of Merced will have the power line completed very soon. On the upper end of the road, KlienSmid Company is moving right along. They have a large crew at this time and are making better progress than in the past. It is very doubtful, however, if they will be able to complete their contract this year.

There has been only one contract let which could be considered a part of the dam, proper. That is for a diversion tunnel which was let to Ralph Bell a year ago. Mister Bell recently made arrangements with the UKP Company to open up the portals for the tunnel and as we understand it, the Bell Company will drill the tunnel themselves. Bro. Ray Austin is pushing this work for UKP and Bro. Al Smith is master mechanic. This is a really rough and tough project, what with bad roads, high water, etc.

According to the Holt Gazette, a magazine put out by the Caterpillar dealer in Stockton, land leveling in San Joaquin County is big business. They also state that the average cost per acre in this area runs around \$80.

Something new has been added to land leveling equipment. R. I. Blackmore of Rio Vista has added two DW 21's to his spread. According to the operators, these new DW 21's are the best rubber tired equipment they have been on and they have run all makes and models. Dick Blackmore is one of the few landlevelers who does not have trouble finding men—everyone wants to run these new rigs.

Joe Richards, also from Rio Vista, has three of the brothers working at Ryde and another on Grizzly Island. This cat is tied on a test boring truck pulling it through the soft spots.

In the Thornton area, we have Art Baker's job west of town with Brother Ken Howard doing the shifting. Subbing from Baker are Al Vogel Jr., from San Jose, and Bud Wells of Oakland.

North of Thornton, H. Jenecke is completing work on the Thornton Farms and will be moving the cats that are left either to Dixon or north of Sacramento. The way the Jeneckes move up and down the state, it keeps Brother Bell busy packing his grip.

Near Lockeford, P. G. Andrew

REPORT FROM THE VAST PACIFIC AREA

By J. K. WAIWAIOLÉ

Both the Kalihi Housing and Palolo Housing projects broke ground simultaneously last week. Hawaiian Dredging Co., Ltd., and Walker & Moody Construction Co. are the contractors for these jobs. It will take them over a year to complete construction.

Brother Ernest Chee, assistant superintendent of project for M-K on their job in India, writes that they may probably have to vacate since communist activities are very strong in the area. He also reports that Brother Lemon Wharton, a foreman on the same job, enjoys instructing the natives there.

Brother Joe Cathcart, dredge deck captain and presently shore superintendent of dredging for Pacific Dredging Co., Ltd., at Okinawa, writes that both the dredges Raymond and Gulf Stream will be on a full production schedule when the Gulf Stream has had a few more hours breaking-in time. He also reports our boys from the Hawaiian Branch are putting in a lot of overtime on the dredges and also on the drill rig.

The boys on the dredge Norfolk at Subic Bay, Philippine Islands, report that it is very hot there at this time of the year. Bro. Dave Eckman is captain at present and Brother William Dragsness is chief engineer.

Brother Barney Sullivan, master mechanic for Contractors Mid-Pac and responsible for putting the Norfolk back into operation, took a leave of absence and returned to San Francisco. He has just signed a new contract with the same contractor and will be chief engineer on the dredge "W. F. Dillingham," formerly the "Jefferson." This dredge should be ready for its initial breaking-in sometime the latter part of this month prior to being towed to Kwajalein for an estimated six months job. It is assumed at this writing that the "W. F. Dillingham," after completing dredging at Kwajalein will also go to Subic Bay, Philippine Islands. Brother Frank Soares has been contacted to be one of its levermen. It is understood also that there will be other levermen and engine room operators from

has a leveling job with the help of Brother Bill Arnold, who is operating his cat, and Louis Ericksen, who has Bro. Larry Smith on his.

Fred Piacentine of Linden finished up a dusty job near Bellota and gave his boys a week off with pay—which should give them time to get a little mountain or sea air into their lungs.

E. H. Rider and Son also have a rig in the Bellota area with the rest of them near Dixon.

The dustiest job in my opinion is Joe Meyers' and Roy Reeves' job on the Ingomar Ranch south of Gustine. When the wind blows, it looks like a cyclone moving across the plains. If a camel should stray past the job, one would swear they were on the Sahara Desert.

John and Elwin Delphia, with Bros. Dave Soden and Les Flowers doing the pushing, have land leveling jobs west of Patterson and at Vernalis. The job at Patterson was a big one with over 200,000 yards of dirt to be moved.

We welcomed back to this area Bros. "Mac" McCrea and Coy Sanders from the wilds of French Morocco. Bro. Jack Abernathy returned from there also, but almost immediately left for South America so we were just glad to see him in passing.

We got a card from Bro. Harold Hamrick, who is working with a gold dredging outfit at Barkerville, B.C.—where he says the moose and grizzly hunting is all that anyone can desire.

Bro. Jack Lynch and his beautiful wife are operating the Sierra View Club at the entrance to Calaveras Big Trees. Stop and see them when you are in the vicinity.

We congratulate Bro. Darell Allen, who was the first member to pay the new dues rate for the fourth quarter.

Construction Crews Move Mountain In Building Bear River Dam

JACKSON, July 30—A mountain is not a stumbling block when the PG&E wants to build a dam.

Forty miles east of Jackson, construction crews are whittling down mountain sides with dynamite to fill in two big dams for the Bear River Project which will impound the waters of Bear River to increase the company's power output.

For two years construction crews have been hard at work on the dam project which will add a 33,000 kilowatt generator to the company's system this fall.

The two barriers will create a lake that will be three miles long, a mile wide and will hold 49,000 acre feet of water.

MOVE MOUNTAIN

The simplest description of the Bear River project is: move a mountain into a ravine.

That is just what is happening. An entire mountainside is being blasted away and piled into two adjacent ravines. More than 650,000 pounds of dynamite was used.

The new project is not the first Bear River Dam. In 1900, the utility constructed the original, located upstream from the new site. This provided 6000 acre feet of water

other branches of Local 3 on the west coast to man her.

Contractors Mid-Pac is gradually reaching its peak on construction work. However, the present housing speed-up by other governmental agencies may change the picture and retard construction at the Kaneohe Marine Air Base. With dredging accentuating construction for Kwajalein in the coming months, it is assumed likewise that shore equipment men and repair men will also be called back

From Turkey, Brother Thompson Kilauano, equipment superintendent for Byrne Organization, reports that although conditions are very good there "he still misses his poi," that he will return home at the completion of his contract, which will be sometime in November. He writes that he will give his wife the opportunity to travel and meet him in Washington, D.C. when he returns and will visit some of the points of interest on the mainland together. He also reports that aside from operating Brothers John Spencer and Joseph Haia are called upon to instruct Turkish subjects employed there.

We have good news that Brother Edward Ortiz is being considered for the next step higher in classification on Canton Island for the CAA. This office has been called to fill his vacancy, and Brother Jonah Kinolio has been cleared to begin the latter part of this month.

Our out-of-work list is down to a minimum. With the assistance of Brother Byrne at the Pearl Harbor Naval Shipyard, the bridge crane operators have had the opportunity to present their case to the top echelon of the base which has enabled corrective recognition now being instituted in their behalf. He also reported that Brothers William Sniffen and Lawrence Chong, engine man, hoisting and portable and bridge crane operator, are now working at Hunters Point in the Bay area.

★ ★ ★

Bro. Joe Riley Back From Seabee Service

Bro. Joe Riley has returned from a 17-month stint with the Seabees and is to work out of the Oakland office covering the Contra Costa district. He says it is very nice to be back in civvies. This was his second hitch, the first being during World War II. Welcome home, Joe.

★ ★ ★

Alaska's six-year-old construction program, which had received \$586 millions to last May, has now reached maximum momentum, and value of work during 1952 will run to \$150 million, with 1953 a bit higher.

★ ★ ★

Highway work in California in 1952 will total \$113 million, estimates reveal.

storage for the Old Electra Powerhouse.

The new dam will back its waters to the old site which will be retained.

The huge project is being completed at a cost of \$12,000,000. Four construction companies have 700 men on the job along with a multitude of heavy-duty rigs of all types.

TWO DAMS

The main dam is 665 feet wide at the base, 970 feet long, 248 feet high with a 20-foot runway.

Its "smaller" brother will be 343 feet wide at the base, 1000 feet long and 153 feet high.

More than 900,000 cubic yards of loose rock and sand has been used for the dam fills. This has been faced with another 100,000 cubic yards of placed rock and the whole has been faced with concrete.

The mountain has been blasted away by use of what dynamiters call "coyote holes." These are man-made tunnels, three by five-foot excavations, loaded with dynamite.

Giant shovels, heavy-duty trucks and hard-working construction crews "toss" the rocks onto the truck beds.

HUGE TRUCKS

Like most everything else used in the Bear River dam project, these trucks are extraordinary. They are 20 cubic yard affairs powered by diesel fuel and are too wide and too heavy for regular highway travel.

The trucks have no gear shift, just forward and reverse. A feature of their manipulation is power steering, a necessity for the terrain in which they are being used.

Between the two—the cranes and the trucks—an average of 3600 yards of dam fill has been moved daily since the job began.

When the dam project is completed and the waters impounded, the water will be carried from the dam, through a diversion tunnel that is an engineering feat in itself and down a 500-foot penstock into the Salt Springs powerhouse.

This tunnel, through Bear Valley Ridge, is 13,000 feet long and measures eight feet by eight feet.

The construction crews live in nearby camps. During the summer months these are swelled by the men and their families. In the winter, however, the Utah Construction Co., one of the four working companies, keeps only 100 men for maintenance and repair of equipment.

Last year this group was snowed in and rescue parties had to be sent with supplies and gear.

WILD AREA

The area is wild and rugged. The workers relate how they constantly see deer and other game in the forests and trout can be had with a minimum of trouble in nearby streams.

The new Bear River Dam will complete the PG&E's plans for development of power along the North Fork of the Mokelumne River and its tributaries.

The Old Electra power plant was opened about the turn of the century. Tiger Creek and Salt Springs plants were opened in 1931 and West Point and Electra in 1948.

Supervising them all is Elmer Dicken, hydro superintendent, who began work at the Old Electra as a machinist in 1920.

Work on the Bear River Dam and powerhouse project has been under way for three years and is scheduled for completion this year.

—Stockton Record.

★ ★ ★

Stock'on Area Needs \$7 Million in New Roads

San Joaquin County's metropolitan and major intercity road needs include 22 projects at an estimated total cost of \$7,475,540, according to the County Highway Department. The survey of metropolitan area and major intercity roads was submitted to the County Board of Supervisors. It includes information presented to a State joint fact-finding committee on highways at a session in Long Beach by County Engineer Julius Manthey.

BIGGEST LOAD IN 3 YRS. AT SACRAMENTO

By E. P. PARK and H. S. CLARK

This district now virtually roars with activity and for the first time in three years we have a manageable out-of-work list. Occasionally a few jobs go begging for a day or two but so far we haven't experienced a real shortage of men and there are no indications that we will. The supply has kept up with the demand which, in itself,

is rather amazing because the demand has been exceedingly heavy.

The Folsom Dam continues to receive a great deal of publicity with the same result. A great many of the brothers come seeking employment there. We were in a somewhat happier position during the past month than we had been and were able to clear a great many to jobs there. This condition will undoubtedly prevail until the rains come and then look out. Folsom will be a poor place to be. A great deal of the work there will of necessity be curtailed during the winter.

The M & K, Atkinson and Savin jobs are rolling along much as reported last month with the addition of a lot more members of Local 3. Johnson-Winston are now underway at Nimbus. Brother McAbee is the superintendent; Bro. Veaseman the master mechanic, and Brother Curly Larsen the Foreman. This job should be opened up in good shape by next report time and we will be able to give a more extensive report on it then.

McGillivray is still running quite a spread at Mather Field with Brothers Scotty DeVere, Gordon Hanna, Stan Muir and Al Human in charge of the various departments and Brother Jim Turner running their South Land Park job.

Flint & Cross are subbing from United Concrete in West Sacramento with Brother Mike Cross in charge. J. R. Reeves is busy with subdivisions. Brothers Hank Doering and G. R. Macfarland are doing the shifting. Brother Bud Spring is off due to illness at this time. Brother Wm. Herzog is back with Claude Youngs and Bob Sorenson is off to Nevada.

We finally got out scrap yard agreements behind us but we still have to wait for W.S.B. approval. This should be encouraging to Brothers Bill Cody, Floyd Evans, Nick Backovich and Frank Ordway.

For the information of the brothers, the Graco shop in Woodland is 100%. Local 3 with Brother Geo. Johnson doing a good job as steward. Don't be afraid to take your work there or call them for service—Woodland 2-2821.

It's still rumored that the steel plant will go sometime during September. This should be a big project if and when it does get rolling.

EASTERN DISTRICT

The eastern part of this district has shown a remarkable increase in construction work since our last issue. F. T. Bastian, Ted Schwartz and other contractors in Grass Valley and vicinity are keeping the brothers busy on all types of construction work. F. T. Bastian specializes in all kinds of grading, surfacing, etc. This firm also has a transport that's available. Ted Schwartz concentrates mostly on guniting, swimming pools, ditches, etc. Jay Harris, also from this area, keeps his blade going all the time.

The John Gift Co. moved into the Bowman Lake area within the last 30 days. This company is doing a flume overhaul for a water district. Sixty days should see the finish here. Brothers A. Johnson and Fred Arp have the tunnel job here which is a 10-foot heading, 550 feet long. Pat Caldwell and Deonard Royat are holding down the cats. This job goes two 10-hour shifts. The camp on this project is excellent with sleeping facilities furnished and plenty to eat.

Joe Chevreaux, Red Simpson, Gus Berquist and the other contractors in and around Auburn continue to keep the brothers busy every day. The C. W. Peterson Co. is doing a highway job at Au-

burn with Brother Frank Neel in charge and R. K. Froh, John Ellis and Smokey Sutherland on the cats.

California Rock Products have another delay in their starting time this year. The latest report says August 18th, although they have kept their crew intact through the winter and spring. Bob Hall and Bob Callender have moved the 54-B out of the quarry at this plant to work on the Peterson project as noted in the preceding paragraph. C. W. Peterson has another two-mile stretch of road at Georgetown which is progressing rapidly at this writing. Brother Melvin Lee is ramrodding this spread. Brothers Miles and Hillman Caywood are the nut busters with Pete Ordway, Max Pickard, Bob Coldren on the cats. They will be moving two electric pulls and another cat on this job in the near future.

Joe Vicini, Henningson Bros. and J. P. Morton keep the engineers plenty busy around Placerville. Joe Vicini has all his rigs working at this writing and Henningson Bros. with their batch plant, building materials, etc., also keep their engineers going. J. P. Morton has several building jobs in progress now. The brothers working for this company keep busy on scoompobles, cement mixers, hoists, etc. most of the year.

The subdivision work in the Sacramento area has tapered considerably since spring. The trenching companies are still working good time as the sewer and pipeline work seems to have picked up. John DeVriend has several ditch jobs going at the Proctor & Gamble soap plant and the State college job. Brothers Roy Bell, Bob Minkley, Gus Ahlstrom and Doug Butler are the operators and oilers.

John Krpan, who has just recently gone into the trenching business, is also working his machine at the State college. He seems to have a lot of work lined up ahead of him. John does all types of trenching and will go anywhere. Call him at Hillcrest 7-7697.

W. C. Failing is working the brothers in the Woodland area and keeps ahead of the engineers all the time. This company has a good sized job of resurfacing from Esparto to Woodland, which will be underway very soon. With all the leveling, street work, etc. around this area, the boys are kept busy all the time. They also operate their own gravel plant and hot plant. Brothers Spike Voudouris and Fred Burger do the bossing here.

Madison Sand & Gravel, located on Cache Creek at Madison, keep the brothers busy getting out that aggregate which goes to Travis Airbase. Brother Willard Walker is in the driver's seat at this plant. He has Brothers Dee Wright, Frank Browning, Homer Kerr, Jack White, Alvon Hampton and Jim Walker over there.

HERE AND THERE WITH THE BROTHERS

Wyland Lambert in the cleaning business at 645 Fifth street, Lincoln; Pete Frediani, hydraulic backhoe; Claude Johnson, operating a gravel plant; Claude Hensley, changing; Bill Holman, busting nuts; Jack Starns, walking conveyor; Chico Ybarbo, firing a hot plant; Bill Landrum feeding a crusher; Pat Caldwell dozing rocks; Leonard Royat, also dozing rocks; Bill Snider working on a flume; John Ellis, blading Highway 49; Frenk Neel, driving a jeep; Red Woods under a mixer truck; M. B. Snow in the hospital; Bob Rich, job steward; Al Wyckoff, in the hospital; A. C. Macgregor, welding; Bill Rafferty, eating lunch; How-

ard Green, giving blood; Harry Powning, batch plant; Jack Winget, blading blue tops; Bob Callender, directing traffic; Stanley Coach, guniting; Harry Sawyer, erecting a plant; Keith Milliron & Danny Furrer, back from Tehachapi; Oron Cobb, realigning the river road; Dolly Gray, back from an extended vacation; Mel Newman sends in a year's dues from the north; Ray Copeland, back from Alaska; R. E. Leimbach, J. C. Patrick, R. E. Fredricks, and C. M. DeVore all with the city of Sacramento and anxious for the raise which should be through by now; Duke Sutherland, sending a letter from Bear River.

Congratulations to Mr. and Mrs. Ernie Clark on the birth of their baby girl; also to Mr. and Mrs. Whitey Resh on the birth of a girl.

Better health and better luck in the future to: Brother Ike Gardner, who broke his arm in an off-the-job accident. Who said we didn't need that welfare? Be careful, and remember that it doesn't go into effect until February of 1953. Also to Don Wrest, who has had to lay off the welding on advice of his doctor. Better health to Bud Spring, who we understand was just released from the hospital; also to Brother Jack Vaughn who is seriously ill in a San Francisco hospital.

Sadness is threefold in our report this month. The deaths of Brothers H. O. Herbert, T. J. Chamberlain and Jess Burch made it so. To the families and friends they left behind we extend for ourselves and the members of Local No. 3 heartfelt sympathy. They were all well known in this area and equally well liked. Brother H. O. Herbert had been with Lord & Bishop for a good many years and spent most of his time in this locality. Bro. Chamberlain came from Stockton with the T. E. Connolly Co. and worked to the completion of their job and had only recently been employed on the Savin job. Brother Burch was a young man who had nothing but friends. It was our privilege to have known and worked with him in the Oakland area before coming to Sacramento. He was employed on the United Concrete job at the time of his death.

If any of the brothers have not received their retroactive pay by this time, will you please bring it to our attention so we may effect collection. This applies to those members working on construction under our Master Construction Agreement.

BLOOD BANK

This past month has brought in five donations of blood to our reserve. Thanks a million to Myrtle Crigler, George Wood, James Gorham, Wm. S. Edwards and H. S. Clark. Your donations are appreciated and very badly needed. We are still several pints behind in our account, so please, fellows, won't

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you call us for an appointment? Honestly, it doesn't hurt a bit and it takes such a very few minutes. Call us, won't you?

We are holding mail for the following: L. E. Gordon, LaVern Klopotek, Ernest P. Bartels, Roy Reynolds, Joseph Enos, L. R. Renwick, B. C. Blanchard, Clyde Creech, Robert L. Johnson, Richard G. Brown, R. E. McGauvran, Leonard McDonald, Orville Goodman, William Crisler, George Neely, C. S. Hughes, Robert Glover, and R. Froh. Some of these are checks, fellows, so you'd better contact us and give us a forwarding address; otherwise we will be forced to return them to the sender.

Remember that the office is open for your convenience each Thursday, from 7 to 9 p.m.

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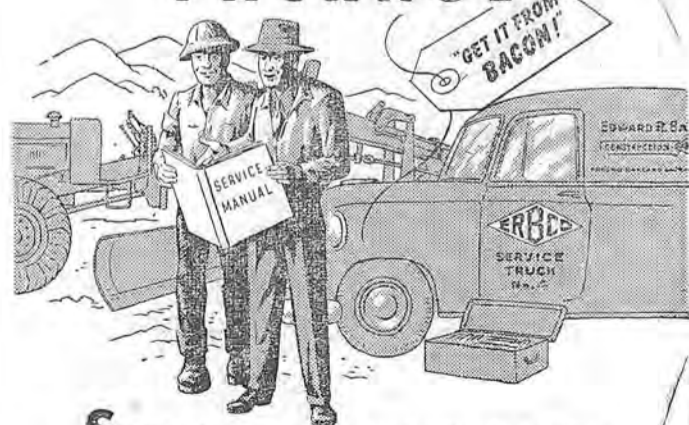
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Daily report of awards for construction

(Compiled by P. E. Vandewark)
JULY 10, 1952

RIPON, contract awarded to L. Biasotti & Son, 40 West Clay St., Stockton, \$18,297 for paving city streets.

SAN FRANCISCO, contract awarded to Adam Arras & Son, 855 Treat Ave., San Francisco, \$39,464 for const. pav., fence and utils. for primates and panthers at S. F. Zoological Gardens.

SONOMA, contract awarded to J. R. Armstrong, 400 Central Ave., El Cerrito, \$63,727 for 1952 street improvement program.

BENECIA, contract awarded to J. Henry Harris, 2657 9th St., Berkeley, \$26,769 for repave platforms at Bldgs. 71, CL-1, and W6, and replace ramp at Bldg. 91-A.

JULY 11, 1952

SAN FRANCISCO, contract awarded to Fay Improvement Co., 101 Carolina St., S. F., \$242,936 for track remov. and repav. Valencia St., McCoppin to Mission and 14th St., Mission-Valencia.

SAN FRANCISCO, contract awarded to Piombo Const. Co., 1571 Turk St., San Francisco, \$53,360

for landslide repairs on Sausalito Lateral.

SACRAMENTO, contract awarded to Harms Bros., 5261 Stockton Blvd., Sacramento, \$59,190 for 1.8 mi. grade, place import. base matl. and apply cem. and pene. treat., betw. 6.9 and 5.2 mi. west of Loyalton, SIERRA COUNTY.

SACRAMENTO, contract awarded to M. J. Ruddy & Son, 922 J St., Modesto, \$109,595 for 3.7 mi. pltmx. surf. betw. Alameda County line and Janney Station, SAN JOAQUIN COUNTY.

SOLEDAD, contract awarded to Stolte, Inc., 8451 San Leandro St., Oakland, \$40,426 for const. water system addition at California State Prison.

OAKLAND, contract awarded to (General) Monson Bros., 475 6th St., San Francisco, \$156,400 for const. factory trades bldg., Oakland Center, Calif. Industry for the Blind.

SACRAMENTO, contract awarded to the following:

(1) 58th St. betw. 14th Ave. and 1884 ft. south: To McGillivray Const. Co., P. O. Box 873, Sacramento, \$17,460; (2) Alley, "N" and "O", 22nd and 21st, to: A. Teichert & Son, Inc., 1931 Stockton Blvd., Sacramento, \$2,824.

SACRAMENTO, contract awarded to Concrete Pavement Maintenance Co., 333 7th St., San Francisco, \$45,832 for seal pavement joints at various locations in Hwy. Dist. V, SAN LUIS OBISPO, KERN, MONTEREY, MADERA, TULARE and FRESNO COUNTIES.

SACRAMENTO, contract awarded to Fredrickson & Watson Const. Co., 873 81st Ave., Oakland, \$426,249 for 6.7 mi. grade and pltmx. surf. on Crow Canyon Road, betw. Rt. No. 5, in Castro Valley and Contra Costa Co. line, ALAMEDA CO.

SACRAMENTO, contract awarded to Harold Smith, 1427 Kearney St., St. Helena, \$81,284 for const. two reinf. conc. bridges and 0.3 mi. grade and rdmx. surf. on cem. tr. import. base, and apply sealcoat, apprs., at Dry Creek and Dry Creek Overflow, ½ mi. W. of Jctn. of Rts. 89 and 49 in Middletown, LAKE COUNTY.

SAN FRANCISCO, contract awarded to Campbell Const. & Equipment Co., 465 10th St., San Francisco, \$22,773 for const. facils. for Golden Gate, Olympic and Fort Funston Sites, S. F. Defense Area.

JULY 14, 1952

REDDING, contracts awarded as follows for work in SHASTA CO.: Buckeye Road (Co. Hwy. 12-D): 1.94 mi. grade, drain, pltmx. surf., betw. Newton and Summit City to M. W. Brown, P. O. Box 222, Redding, \$88,814.

Big Bend Road (Co. Rd. 16-C): 9.6 mi. realign, reshape, rdmx. surf., SH No. 99E to 9.6 mi. north: To Fredrickson & Watson Const. Co., 873 81st Ave., Oakland, \$78,227.

SACRAMENTO, contract awarded to L. C. Smith, 1st & Railroad, San Mateo, \$103,479 for 1.3 mi. pltmx. surf. on untr. rock base and cem. treat. base, betw. Three Oaks Way near Saratoga and Main Sts., in Los Gatos, SANTA CLARA CO.

SACRAMENTO, contract awarded to Chas. L. Harney, Inc., 575 Berry St., San Francisco, \$2,905,604 for const. superstruc. and por. of substruc. for por. of bridge, and misc. roadwork on 13th St., betw. Mission St. and Rt. No. 68, SAN FRANCISCO CO.

SACRAMENTO, contract awarded to Stolte Inc., 8451 San Leandro St., Oakland, \$23,494 for improv. of sewer system at Pfeifer-Big Sur State Park, MONTEREY CO.

JULY 15, 1952

UKIAH, contract awarded to Kenneth Whited, 5816 Mendocino Ave., Oakland, \$15,835 for const. reinf. conc. bridge, 115 ft. in length, across Ten Mile Creek, about ½ mi. west of Laytonville, MENDOCINO COUNTY.

SAN FRANCISCO, contract awarded to Harold Treacy, 48 Sotelo St., San Francisco, \$4,218 for lay 8 in. cast iron water mains in easement to Pier No. 72, S. F.

SANTA ROSA, contract awarded to Associated Engineers, Inc., 3606 El Camino Real, Palo Alto, \$4,078 for const. irrigation system at Los Guillicos School for Girls, near Santa Rosa.

SANTA ROSA, contract awarded

to Helwig Const. Co., 407 N. Main St., Sebastopol, \$63,400 for grounds improv. at Los Guillicos School for Girls, near Santa Rosa.

SAN FRANCISCO, contract awarded to Piombo Const. Co., 1571 Turk St., San Francisco, \$58,360 for landslide repairs on Sausalito Lateral.

HAYWARD, contract awarded to M & K Corp. & Fredrickson & Watson Const. Co., Financial Center Bldg., San Francisco & 873-81st Ave., Oakland, respectively, \$1,779,303 for const. Muni. sewage collection & treatment system for the City of Hayward.

RICHMOND, contract awarded to Lee Immel, 3030 San Pablo Ave., San Pablo, \$4335 for improvement of Bayview Ave., from San Pablo Ave. to 57th Streets.

DAVIS, contract awarded to Delta Const. Co., P. O. Box 457, Rio Vista, \$27,644 for grade and pave "B" St., betw. 7th St. & North City Limits, Oak Ave., betw. N. Subdivision & "G" Street.

CARSON CITY, Nev., contract awarded to John Savage, Carson City, Nev., \$97,000 for const. street paving proj.

JULY 16, 1952

SACRAMENTO, contract awarded to J. P. Brennan, Zeiss Bldg., Redding, \$256,968 for 6.1 mi. grade, place imp. base matl. & apply "B" dbl. sealcoat, betw. 0.3 mi. west of Cow Creek & 1.5 mi. east of Whitmore, SHASTA COUNTY.

SAN FRANCISCO, contract awarded to Morrison-Knudsen Co., Inc., 442 Post St., San Francisco for const. 4600 ft. 7 x 8.5' tunnel to replace portion of Hendricks canal, near Sterling City, BUTTE CO.

SACRAMENTO, contract awarded to Watkin & Sibbald, 709 Sir Francis Drake Blvd., San Anselmo, \$13,455 for prepare & plant roadside areas (11.1 mi.), betw. Greenville & Hopyard Rd., ALAMEDA COUNTY.

EUREKA, contract awarded to Mercer-Fraser Co., 2nd & Commercial, Eureka, \$50,570 for asph. pltmx. surfacing in that city.

ALAMEDA, contract awarded to Paris Bros., 430-40th St., Oakland, \$13,967 for const. trunk storm sewer on Melrose Ave., Bay Farm Island.

JULY 17, 1952

FRESNO, contract awarded to Stewart & Nuss, Inc., P. O. Box 886, Fresno, \$44,556 for 1.68 mi. resurf. various streets.

SACRAMENTO, contract awarded to A. Teichert & Son, Inc., 1931 Stockton Blvd., Sacramento, \$107,610 for site development at Sacramento State College.

SALT LAKE CITY, Utah, contract awarded to L. T. Johnson Const. Co., Ogden, Utah, \$188,793 for 41 mi. const. graded roadway on State Route No. 47 betw. Blanding & Mexican Hat, SAN JUAN COUNTY.

SACRAMENTO, contract awarded to J. Henry Harris, 2657-9th St., Berkeley, \$113,257 for 1.2 mi. net length grade & pltmx. surf. on base matl. on Petaluma-Valley Ford Hwy., betw. 4 & 5.4 mi. west of Petaluma, SONOMA COUNTY.

SAN FRANCISCO, contract awarded to Huettig, Schromm & Bennett, P. O. Box 798, Palo Alto, \$360,374 for 1.276 mi. clear, grade, drain, surf., etc., from near Seiad Valley, E. acr. Klamath River to Walker Creek, Klamath National Forest, SISKIYOU COUNTY.

JULY 18, 1952

SAN FRANCISCO, contract awarded to Eaton & Smith, 1215 Michigan Ave., S.F., \$164,706 for track removal on 29th St., Virginia Ave., Coleridge St. & Courtland Ave., S.F.

MADERA, contract awarded to Fred J. Early Jr. Co., Inc., 369 Pine St., S.F., \$24,565 for const. sewage effluent oxidation evaporation lagoon at 774th. Ac. & Site.

HAMILTON AFB, contract awarded to E. A. Forde, 640 Sir Francis Drake Blvd., San Anselmo, \$14,400 for const. bitum. surf. roadway, adjacent to four hangars at Hamilton Air Force Base.

HAMILTON AFB, contract awarded to Brown-Ely Co., Box 474, Corte Madera, \$12,363 for const. asph. conc. parking area in Zone 6, under No. 04-602-52-24.

HAMILTON AFB, contract

awarded to I. J. Ely Co., 665 Butterfield Road, San Anselmo, \$10,195 for const. asph. conc. parking lot adjacent to Theater No. 1 and NCO Club.

HAMILTON AFB, contract awarded to E. A. Forde, 640 Sir Francis Drake Blvd., San Anselmo, \$7540 for const. enlargement of parking area, adjacent to Theater No. 1.

POINT ARENA, contract awarded to I. B. Cunningham, Fort Bragg, \$9660 for repair. access road to Hillift pumping station, at 776th AC & W site, Point Arena, Calif.

JULY 21, 1952

SAN PABLO, contract awarded to the following for work at W. T. Helms Junior High School:

(1) Paving: To O. C. Jones & Sons, 1520-4th St., Berkeley, \$12,120.

(2) Walks, curbs & gutters: To J. Henry Harris, 2657-9th St., Berkeley, \$6360.

NAPA, contracts awarded as follows for sealcoating:

Sch. 1: Napa Valley: To Munn & Perkins, Modesto, \$19,225.

Sch. 2: Gordon & Wooden Valleys: To Munn & Perkins, Modesto, \$16,005.

SAN JOSE, contract awarded to Pisano Bros., 1790 Moorpark Ave., San Jose, \$11,200 for const. R.C. culv. near Ring's Place on Mt. View-Stevens Creek Rd. SANTA CLARA COUNTY.

HERLONG, contract awarded to H. B. Folsom, Box 964, Westwood, \$29,279 for resurfacing work at the Depot.

PARKS AFB, contract awarded to Four Co.'s, S.F., \$456,238 for const. various bldgs. at Parks AFB, No. 52-71.

JULY 22, 1952

FRESNO, contract awarded (General) to Trewhitt, Shields & Fisher, 926 Parallel Ave., Fresno, \$237,140 for const. of Agric. Mechanical Shop Bldg., Fresno State College (instead of to Harris Const. Co., \$234,124).

OAKLAND, contract awarded to Gallagher & Burk, Inc., 344 High St., Oakland, \$11,748 for surf. Peninman Ave. Southeast of Courtland Ave. & construct sanitary sewers in easements & right-of-way betw. Peninman Ave. & Fleming Ave.

REDWOOD CITY, contract awarded to Douglass & Woodhouse, P. O. Box 908, Redwood City, \$15,544 for drain & pave on Oak Ave., betw. Reese Ave. & Ebener St.

SAN JOSE, contracts awarded as follows:

Spring St. betw. Polhemus & Empire Sts.: To Leo F. Piazza Pav. Co., Rt. 1, Box 800, San Jose, \$18,249.

Chestnut St. betw. Hedding and Vermont Sts.: To A. J. Raisch Pav. Co., 900 W. San Carlos St., San Jose, \$16,505.

Fire Dept. Drill Tower Area, Holme & Sycamore: To A. J. Raisch Paving Co., 900 W. San Carlos St., San Jose, \$2484.

REDWOOD CITY, contract to S. & Q. Const. Co., 248-9th St., S.F., \$7845 for const. conc. box culvert (Fay St. Bridge).

REDWOOD CITY, contract awarded to McCammon-Wunderlich Co., P. O. Box 1023, Palo Alto, \$48,544 for drain & pave Junipero Ave., betw. Redwood Ave. & Vera St. & Oak Ave. betw. Valota & Junipero Ave.

HOLLISTER, contract awarded to Pisano Bros., 1790 Moorpark Ave., San Jose, \$42,910 for const. conefl storm sewer on South St., betw. Powell St. & San Benito River, Hollister, SAN BENITO CO.

SOUTH SAN FRANCISCO, contract awarded to Peter Sorensen, P. O. Box 790, Redwood City, \$61,612, for improvements in Industrial Acres.

SAN LEANDRO, contract awarded to Jefford & Fenske, 611 Beach St., Hayward, \$26,252 for resurf. city streets.

JULY 23, 1952

SAN FRANCISCO, contract awarded to Eaton & Smith, 1215 Michigan Ave., San Francisco, \$113,959 for rem. tracks & repave 3rd St. betw. Market & Channel Sts.

MENLO PARK, contract awarded to Joseph McFadden & Son, P.O. Box 915, Palo Alto, \$19,979 for street & sewer work in Hobart St.

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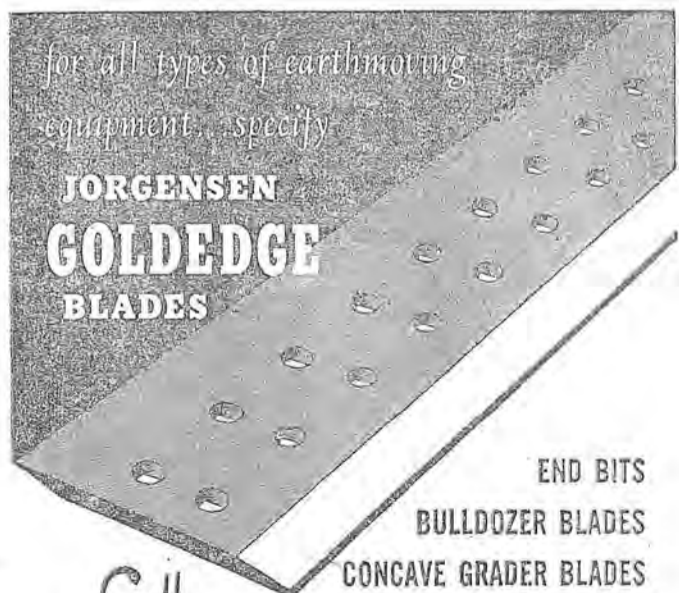
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SAN JOSE FREEWAY LINK IS SET TO GO

By M. G. "MICKEY" MURPHY and A. J. "BUCK" HOPE

Brothers, we have just received word through the Public Works Department that they will soon call for bids on the extension of the Eastshore Freeway—between Gish Road and Warm Springs—approximate cost, \$3,000,000. As most everybody knows, this will be adjoining the present section now under construction by Fredrickson & Watson. When this

section of eight and one-tenth miles is completed it will eliminate one of our most dangerous bottle-necks. This express highway, which will eventually connect Oakland with Santa Cruz via San Jose and Los Gatos, will run a little to the west of the present San Jose-Oakland road (Highway 17).

Among the recent authorizations are the Warm Springs underpasses, Dixon Road overcrossings, Penitencia Creek bridge and Bayshore Highway separation. A nice job for some GOOD contractor.

AMES TUNNEL—MOFFETT FIELD

Thought you might be interested in a few of the "specs" on this project, which is now under construction by Raymond Pile, Carl Swenson, Chicago Bridge & Iron and Eichleay Steel Co. First, the power unit of 180,000 horsepower will be the greatest power output over-harnessed to a single shaft, which in turn will create a wind velocity far in excess of supersonic. The electric motors—totaling four at 45,000 horsepower each and weighing more than 145 tons—will be supplied by the General Electric Co. of New York. If the need arises, these huge metal and copper monsters can be accelerated to produce a peak one-hour output of 216,000 horsepower and are considered the largest of their kind ever to be constructed. It is predicted that it will take two years to construct this tunnel.

Raymond Concrete Pile have double-shifted on their Whirly Driver and just received notice recently of an extension of 800 piles more to be driven—making a total of approximately 2600.

Chicago Bridge & Iron are making progress on their \$4,000,000 unit where they are erecting their 100-ton stiff-leg derrick to be used in placing of several 75-ton units in this structure.

Eichleay Steel Co. at present is using two cranes on the \$2,500,000 contract on the tunnel and expect to show much more activity in the very near future. Bros. Phil Marquiss, Joe Mathias, Jim Jelnich and Ted Holmes are very conspicuous on this project at this time. We expect to see many more faces soon, though.

M. K. Corp. is going right along with the warehouse unit on this base. Guy F. Atkinson, however, will soon be putting a period on on their contract here. Leo Piazza has seen fit to go double-shift on his blacktop job, which is on the Atkinson contract.

Before we put a period on Moffett Field we would like to give you some information on the requirements to work on the wind tunnel project. You must be a citizen of the United States and must have a substantial insurance policy on your car before permission will be given you to drive your car into this area.

LEXINGTON DAM

The dam is showing considerably more activity in the last few weeks and we expect much more very shortly. As many of you know, last month progress was impeded due to relocation of pipelines and new roads. Then, within the last two weeks, they had a large mountain slide of approximately 350,000 yards which slipped down on the west side. This slide held things up considerably but at this writing it appears they have overcome that difficulty and will soon be operating most of their available equipment. At the present time they have about 95 engineers employed.

McCammon & Wonderlick have started grading on a 1600-home subdivision off Stevens Creek Road. This subdivision will be one of the largest single-unit jobs ever constructed in Santa Clara County. There are so many subdivisions under construction in this area that space will not permit us to mention all of them. We can tell

you that on any main road out of San Jose you will see one, two, or three of them.

Sondgroth Bros. have another nice subdivision job off Bascom Ave. L. C. Smith also has one off Winchester and two in Los Gatos. Leo Piazza, A. J. Raisch, Ed Keeble and many smaller contractors also have subdivision jobs.

We are happy to say that 'most everybody who can operate something is busy at this time.

Our material yards and quarries also are working to capacity. Some of them are running double-shift.

Bebek & Brkich, A. J. Peters, Chas. Dorfman, Buck Wall (who just came back "home"), Pisano Bros., P&E Co. (Ernie Pestano), Foley & Kruger, L. C. Jensen, Frank Sinnott, W. C. "Billy" Stevens—all ditching machine and underground firms—are all running to capacity.

So, brothers, any place you may look, whether it is at Palo Alto, Sunnyvale, Mountain View, Los Altos, Saratoga, Los Gatos or San Jose, you will see a street, a subdivision or a ditch line under construction. Yes, we are busy.

NEWS OF THE BROTHERS

If you wonder why Charles Marines is going around with his chest stuck out these days, it is because on July 2 he became the proud father of a six and one-half pound girl, Janelle Mary. . . . Thanks to the many brothers who have called in asking us to take their names off the out of work list as they had gone to work in another territory. A couple of the brothers are Wm. Moore and Phil Freed. We certainly appreciate this courtesy. . . . Received a few lines from Glen R. "Tiny" Barnett recently from Shelton, Conn. Says he is fine, also "Shorty" Kashka and Joe Marcella. Very hot there (the weather) and humidity high. Sounds as if they will be glad to get back on the West Coast.

SANTA CRUZ AND VICINITY

Granite and Los Gatos Construction Co. are progressing nicely on their job at Boulder Creek. Ten engineers are employed on this highway job. Granite Construction is nearly finished with their sewer job in Santa Cruz, and have completed their stripping job on the lower pit at Davenport. Brother Fred Tucci, one of our well known members, is operating a P&H four-yard shovel recently purchased by Granite. This shovel will be used in the upper pit, where the job is expected to run at least a year. Only one shift is in operation now but it may be necessary to put on two shifts.

S&Q Construction, of San Francisco, was awarded the sewage disposal job in Santa Cruz, which will take about a year to complete. Granite Construction was low bidder on the outfall contract for this sewage disposal job.

A. J. Peters has made good progress on their sewer job in Santa Cruz.

Roberson Bros., Jolley & Sons, and Leo Cardwell are in full operation in this vicinity.

MONTEREY AND FORT ORD

Granite Construction, subbing at Fort Ord under Normac, is starting operations on a recently acquired job of approximately 50,000 yards. They also have the underground contract in this area for Normac. This will keep many of the brothers busy for several months. Normac Construction soon will begin operations in their pre-fabricated plant for the construction of 500 homes in a subdivision at Fort Ord.

Webb Construction is working at top speed pouring between 500 and 700 yards of concrete per day, building barracks for the Army. The men are getting plenty of overtime on this job.

Hickey Construction, with assistance from Brother Al Williams,

Earthquake Board Back in Business

Earthquake Safety Advisory Board has been reactivated by the state department of public works. Created in 1933, it serves in an advisory capacity to the state division of architecture for advice on public building construction. Strength of the recent ground shimmy at Tehachapi shows need for revised rules.

EBMUD Crane Operator

An examination for the position of Crane Operator will be held Friday, August 29, 1952, the East Bay Municipal Utility District announced today. Applications must be filed no later than Tuesday, August 19, 1952.

Starting salary is \$356. To be eligible applicants must have completed the eight grade and either two years of employment in the last ten years in the operation of shovel crane combination equipment, or three years of employment assisting directly with the operation of such equipment. Applicants also must have a California driver's license.

For applications and further information, contact the EBMUD Personnel Office at 512 16th Street, Oakland, or the District's business offices in Alameda, Berkeley, Richmond, Lafayette, and San Leandro.

is in full operation on their excavating project.

Granite Construction has about 15 streets to pave in the Presidio besides several small jobs in this area. They have nearly completed the underground and grading job for Alliance Construction.

Charles Harney Construction Co. of San Francisco is doing all the grading for the Hass Navy job.

The companies of Stolte and Geo. Augusta have been awarded a \$40,000 contract for street work in Monterey. Stolte & Co. already has begun operations on their sewer job in Big Sur. We hope that by this time next month Stolte & Co. will have been awarded the job at Fort Ord on which they were the low bidder.

KING CITY AND OIL FIELDS

Phil Vincenz has two pieces of equipment in operation in King City. Granite Construction has started work on a \$60,000 rifle range in Camp Roberts. The men are working six tens and the job is expected to last a couple of months. M.J.B. Construction has nearly completed their job at Camp Roberts.

The three well-known firms of Sperling & Harrison, Acme Construction, and Moorehead Co. of Fresno have their equipment in full operation in the oil fields.

Stolte & Co. were the lucky bidders on an underground job at Soledad.

SALINAS

Rice Construction is making good progress on the road job in Chular and will soon set up their hot plant in Soledad. Donahue Co. has all its equipment in operation in this vicinity. Progress on the Ed Keeble and Dan Caputo freeway job south of Salinas has been retarded somewhat due to change in plans.

The Kaiser plant at Natividad has slowed down considerably due to the steel strike and we are sorry to report that the Kaiser sea water plant at Moss Landing has been completely shut down.

GILROY AND HOLLISTER

Pisano Bros. were low bidders on the underground contract in Hollister. Fredrickson & Watson are busy on their street job of grading and resurfacing, in Hollister. Geo. Renz has several small jobs in this area.

John Paraline, Geo. Renz and Ratke have several small jobs in the vicinity of Gilroy. Western Gravel & Tile is in full operation at their plant.

We are happy to report that all the men are working and our out-of-work list is exhausted.

"Were it not for the labor press, the labor movement would not be what it is today, and any man who tries to injure a labor paper is a traitor to the cause."—Samuel Gompers.

Hear Frank Edwards nightly!

More Utah News

(Continued from Page 5)

was discussed at length. The Company's decision was to put in, as soon as possible, a "Personnel Director" or person performing similar functions who will handle these problems in the future. We hope that this method will eliminate many of the complaints regarding seniority and-like problems in the future.

Regarding the future at the

Cedar City operations, frankly, we think it is good. Orders should promptly increase, in fact, they show signs of doing this at this time. The new operation should get under way as soon as the limits of the ore body is determined, so that they can tell where to locate the plant, etc. Iron Springs should also show an increase in orders, if the ore shortage is what they claim it to be.

Schedule of Utah State Road Meetings

Friday, Sept. 5, 1952, 8 p.m.

Carpenters Hall, Brigham City—for Cache and Box Elder Counties.

Tuesday, Sept. 9, 1952, 8 p.m.

Labor Temple, 161 West 1st North, Provo, Utah.

Thursday, Sept. 11, 1952, 8 p.m.

Price City Hall, Price, Utah.

Tuesday, Sept. 16, 1952, 8 p.m.

Engineers Hall, 1969 South Main St., Salt Lake City, Utah.

Thursday, Sept. 18, 1952, 8 p.m.

Community Club, Roosevelt, Utah.

UTAH STATE ROAD

The question we are asked most frequently these days is, "When do I get my refund of contribution from the State Employees' Retirement System?" That seems to be coming to be the sixty-four-dollar question.

Mr. D. K. Moffat of the Finance Commission office has been appointed chairman of an Election Committee consisting of he, Reese Reese, the State Treasurer, and Clinton Vernon, the Attorney General, by Mr. Vernon under whose charge the election of the board is placed by law.

Mr. Moffat informed that a call for nomination of the three elected board members was sent out to all concerned about July 28, 1952, and that immediately upon return of the nomination, petition ballots would be prepared and sent to you to be returned and opened by Aug. 20, 1952.

Some feel that their contributions are in jeopardy of being gobbled up or dissipated away. We are sure that you have nothing to worry about on that score. The funds are in safe hands and are not being and cannot be tampered with, since the law provides that none of the money withheld from your earnings can be used for any purpose other than to provide retirement benefits for you.

Until the new board is elected, hold a meeting and organize their work. The Finance Commission (whose job it is to dispense the funds), has no authority to return any of the money in the fund to those presently employed. They have authority only to return the contribution to those leaving the service of any agency covered by the act.

We are of the opinion that this election of the board members could have been accomplished by the end of July and we have done what we could to press for quick action, but all these officials of the state are very busy people and no doubt the press of other state businesses have been very urgent and have made first demand of their time.

The new board must be guided in its actions by the provisions of the act, and the new act provides that anyone with less than 15 years of service shall receive refund of their contributions with interest at the rate of 2½% from the time of withholding less the amount required to purchase Social Security Coverage back to Jan. 1, 1951, and anyone with 15 years or over may choose

(1) To accept retirement benefits as provided under the Public Employees' Retirement System or

(2) Receive refund of contributions and purchase Social Security Benefits under the same provisions provided for employees with less than 15 years service.

Your patience has been rewarded several times since we have been bargaining for you, and we feel that your patience will again be rewarded in the near future in this matter.

PERSONAL NOTES

Dear Brother Members:

We feel very fortunate that the number of accidents or cases of serious illness have been very few among our members this season. We are sorry, however, to have to announce to our membership the

passing of three of our Brothers during the past month. Two of them, we are glad to inform you, were in good standing and entitled to both the Local Union and International Death Benefits and the Local Union Benefit Checks of \$500 has already been delivered to their families.

Brother Dick Lucas was fatally injured while working on a Cat for Enoch Smith and Sons at American Fork. He is survived by a widow and five children.

Brother Eugene Olsen of Price, Utah, died in Price last month after a lingering illness.

Brother Dean Loveless, employed by Utah State Road Commission, was accidentally drowned in the Lagoon swimming pool, Sunday, Aug. 3, 1952.

We take this means of expressing for the officers and members, as well as ourselves, our heartfelt sympathy to families of our departed Brothers, whom God has seen fit to call to His Home.

We would like to express to all members of Local No. 3 that it gives we Business Representatives a sense of serving our brother man to be able at times like this, to deliver to a family these benefit checks, and it is indeed a sad and very unpleasant duty to tell them that the departed Brother was not in "good standing" and not entitled to benefits. We urge all our members to keep their dues paid up in advance so if the grim reaper does call we will be able to turn over the benefit check to those left behind.

Now for a little more pleasant news: Brother Edwin "Verl" Kelsey, cat skinner for Utah Construction Co. at Desert Mound, is back on the job after a two-month battle with pneumonia. He looks fit and we hope that he finds himself completely recovered.

Brother Donovan Kearns, shovel oiler for Utah Construction Co. at Iron Springs, joined the benedicts Aug. 1, 1952, by taking unto himself a wife, pretty Miss Lou Jean Bentley. To both of you a long life filled with every happiness.

Brother Max Getz, of the Utah Construction Co., Iron Springs, is looking a little proud lately. Reason, Jennie Getz, daughter, born July 19th, weighing 5 lbs. 9½ ounces. Both mother and daughter are in the best of health, Brother Max reports. (Incidentally, why does everyone want to know how much babies weigh at birth? They don't stay that way very long!)

Brother Gary Kendrick, oiler on the 1600 P and H at Iron Mountain for Utah Construction Co. and stepson of Brother "Tuck" Williams, tells us that Uncle has got him and he is on the way to the Army. He leaves Aug. 18. Good luck, Gary! We'll be holding your job until you get back!

We are happy to see Edgar Stanley, foreman of the Welding Shop at the Utah State Road Commission Shop, Salt Lake City, is back on the job after being laid up for some time by a serious spinal operation. We hope this fixes you up, Ed, from now on.

"Were it not for the labor press, the labor movement would not be what it is today, and any man who tries to injure a labor paper is a traitor to the cause."—Samuel Gompers.

Attend Union Meetings!

NORTH BAY JOBS ARE MOVING IN HIGH GEAR

By FRANK LAWRENCE and H. O. FOSS

Bro. Les Petersen in little hard luck. Broke both bones above the ankle when the rig tipped over . . . be in the shop couple of months . . . Les working at Hutchinson Quarry when the accident occurred.

McGowan, driver, with Bro. Martin aboard, poking down piles at their San Quentin Wye job.

Sorry to hear of the sudden passing of Bro. Larry Storm's wife. Larry old member, recently in from No. 428.

Bro. Tony Brabo of Mill Valley with Bro. Harold Brown . . . sure busy boys. Tony recently added a couple new White dump trucks to his spread.

Bro. Art Ostrom, formerly with the Granite Co., taking a few days off. Sorry to see Art leave the area, always runs clean spread.

Bro. Warren Blake been on sick list but on last report now running spread for Granite 101 Highway north. He's in his stocking feet so will have a tough time running after skimmers.

Bro. Charlie Giorgi back in mud Tiburon way for Chas. Hover. Looks like he'll be here all summer.

Bro. Jim Edwards with trenching equipment always fooling around the Schultz Housing, Greenbrae.

Cunningham & Smith adding another electric pull to the spread . . . have grading job in Napa and between times tie in with A. G. Raisch on their many jobs in the vicinity.

Bro. Erman Paine of the Paine tribe, stuck his head in the window last week and ended up—Healy-Tibbitts rig at Tiburon Net Depot. McGuire & Hester can't stay away . . . Quite a pipeline job—San Pedro Rd. Bro. Troy Carrigan lines out the work . . . Bro. Ivan Barnes on boomcat.

BLOOD IS NEEDED
Old timer Bro. Harry Cahill, working for Brown Ely Co., received injuries which resulted in the amputation of his foot on Aug. 1st. Harry says he can't kick any more, but he's tough. He had to have two blood transfusions . . .

BLOOK BANK LOW . . . How about some of you members that are able donating a little?
Ferd Drayer Co. on the Carson Dam Site, clearing for the Water Dist. going good. District shuts 'em down when temperature gets up there, on account of fire. Quite a spread . . . Bro. Younce, foreman. Raymond Concrete putting down piling for underpass north of San Rafael. Brown Ely, contractor. Boas to put in pass on sub.

Bro. Ted Hicks on gantry for Gerwick—Petaluma. Finally got one in his back yard . . . last one in Casa Blanca. Bros. Pacheco, Bird and Spurgeon also on project.

Bro. Ed Nelson, of Johnson & Nelson Co., with Bro. Lee Cox, foreman, keep quite a spread going all around area . . . Same goes for J. J. Ongaro Co.

The McCaffrey Bros. are like the button on the door of that little house; keeps spinning around.

Vincillione gets on top of ridges and down in the creek bottoms, has his ups and downs but always keeps busy.

E. A. Forde Co., with Bro. Cooper, pusher, has more than they can do this year all over district.

Ike Ely says he never will catch up this year . . . they just keep handing 'em to him.

Munn & Perkins got a small one on the Silverado Trail in the Napa vicinity—\$68,000 plus.

Parish Bros., in the Benicia Arsenal, have changed that hill where the new warehouses are going up. They have made the surrounding country look like small farm area. The biggest part of their D.W. 10's and 20's are on this job and it looks like there will be a new D.W. 21 added to the fleet . . . and can that move the dirt.

Jim Lewis, one of our really old timers, has his 8 and L.P. scraper with a Woolridge ripper for sale. He's got one fine 30-ton transport for rent, can be reached at St. Helena 38-J-2.

CARSON DAM

John Delphia has \$78,000 stripping on Carson Dam starting Aug.

4th. Earl Bernard, super, Bro. T. Foster, foreman, Bro. Johnnie Hinton first skinner on job—working 5-9's. Expect to be out 15th of September. Will have to get into high gear, more rigs coming. Bro. Geo. Wisdom H.D. mechanic.

Del E. Webb Co. from Phoenix, Arizona, has been awarded contract on T.A.B. in excess of \$6,000,000. A pre-job conference was held on the project, Aug. 7th. All crafts represented, also Lowell Nelson, Secy. of Solano B.T. Representing the company were R. G. Fleming, super on job; W. J. Miller, business manager, and P. D. Clouthier, office manager.

Lee Stevenson has his D.W. 20's and dozer working for McDonald, Young and Nelson Co. at T.A.B. Bro. Bebe on push cat . . . how he strayed so far from home no one will know, but he has a good chauffeur to take him home every night.

Peter Keiwit Co. has most of the dirt moved on their job in at T.A.B. and are getting ready for the rock base. The new rock plant is being put up at Cordelia on the Nelson Bros. Rock Quarry site and is just about ready to begin producing rock. About ten engineers employed on this plant.

Riedesel Construction Co. has a contract at the base for the erection and construction of 15 igloos. Bigge has two cranes on the job, erecting steel and pouring concrete.

Walsh Construction Co. has equipment strung out for miles on its pipeline job, from Vallejo to five miles northeast of T.A.B. They are making good headway—have about 25 engineers on job. Bros. Harry Cole and Lloyd Rice on the grease wagon tried to compete with the airbase fliers for an altitude record. Took off from the highest hill in area and wound up at the bottom with the grease truck and a compressor upside down. Next time would recommend installing wings before the takeoff. The two worthy brothers escaped with minor scratches and bruises . . . and just a little wiser!

J. Henry Harris got under way with their shoulder job on the Napa-St. Helena highway. Bill Mathews as super, with Bros. Duvall, Croft, Marr, Blackman, Rodarmel, Starr, Adkins and Sampson operating equipment.

Helwig Construction Co. moved two blades and a loader in on their job at Two Rock Ranch Station, paving and surfacing roads and parking areas.

MARE ISLAND

E. C. Brown Co., Berkeley, have trencher and boomcat on their job at Mare Island—removing and rehabilitating water distribution lines. They will be several months on this one as it's slow and hard work.

Delta Construction Co. of Rio Vista got under way with their job at the T.A.B. grading and paving the so-called All Weather road at the east end of the air field. Bro. Norm Brown is the foreman, with two members on blade and roller.

Bro. "Duke" Windsor getting in the B.T.O. class, has added a new D-8 to his family. "Duke" says he will take on all jobs too tough for anyone else. We think he can do it, too! You can contact him at P. O. Box 594 in Novato.

Bro. "Doc" Sherman, with Norcal Co., received minor injuries last week when his dozer came up with a small tree that had been covered over. Result—a trip to the hospital. No bones broken, just painful bruises on his left arm and shoulder. Lucky he got that arm up in time, might have been a "Headless Horseman."

Bro. Geo. Ley from Sonoma way gave us a new telephone number recently . . . knew you were close George, but not in!

Bro. Wm. Bradley, operator for Johnson & Nelson Co., was hurt in auto accident while on his way to work. Understand he should be

PUSH FAST FREEWAYS ON PENINSULA

By Harry Metz
Business Representative

A delegation appearing before the fact finding committee of the State Legislation at Long Beach presented the following recommendations: Allocation of state funds to expand El Camino Real into a six-lane highway, the length of the peninsula; development of more high-speed freeways; recognition of the immediate need of cross-tie arterials and railroad overpasses through local communities!

Plans for a five-mile extension of Bayshore Freeway from the terminus of the present project at 16th Ave. in San Mateo to Branson Rd. in San Carlos south of the Holly St. intersection at an estimated cost of \$3,500,000 were disclosed here today by District IV office of the State Division of Highways.

Cloverleaf interchanges will go in at 19th and Hillsdale Blvd., in San Mateo, Ralston Ave. in Belmont, and Holly St. in San Carlos. L. A. Heymouth, district engineer, said "The hope is to get the job under contract by the first of the year."

Since the last report, we have been exceptionally busy signing up contractors who are not members of the AGC's on new agreements. The object of this is so that all members will come under the Health and Welfare Plan. Also, to insure all members in receiving the proper increase.

August has been a busy month. We find most contractors working all of their equipment and some jobs, although in the minority, are working overtime.

Floyd Watson and Buzz Haskins have a large crew of engineers working on their Winston Ave. manor job. At the San Francisco Airport Clinton Construction Company have two shifts on their pile-driver. Several other contractors such as Barrett & Hilp, Lowrie Paving Company, Frank Smith, J. O. Archibald and Weber & McCann have contracts there.

J. O. Archibald of Redwood City has a string of cats working on the salt beds for Leslie Salt Company.

Guy Atkinson at their South San Francisco yard are employing a good many of the brothers as welders and mechanics.

R. A. Farish, with Brother Boyd Gable as foreman, is also keeping a good many of the boys busy.

L. C. Smith Company of San Mateo has work in practically all areas of the county. Its biggest job is resurfacing the Bayshore Freeway.

Sperry & McCue, Bragato Paving Company, Frank Smith, Joe Brady and Peter Sorenson are scattered all over San Mateo County on various jobs.

McCammon & Wunderlich have finished the grading at the Belmont Airport.

Sterling Home Builders are employing several contractors' equipment on their subdivision at Redwood City. On this job such outfits as Ed Keeble, Frank Newman, John Brady, Workman Construction Company and Cliff Jergerson are kept busy.

Mosley is keeping three of the brothers working up on the old Carolands Estate in Hillsborough; also on the same job Brothers Fox and Marsac are operating their own cats.

The E. T. Haas shop in Belmont is keeping Brother George Ramsell as shop foreman and Brothers Ira Gewrinn and Tom Smith busily engaged.

John Delphia has finished the Alpine Rd. job and McCammon and

back to work as this comes off press,

Piombo with Bro. Dunn and couple of cats working on Sausalito lateral slide.

Maggiara going good on sewer job in Sausalito.

Ran into Bro. Grover Braddock punchin' down a few piles. The rig was older than Grover and his last request was for me to get him a new roll of baling wire.

MANY NEW JOBS FOR SAN FRANCISCO

By PAT CLANCY and CHET ELLIOTT, Business Representatives

The position of the members of Local No. 3 as far as employment is concerned is better at this time than the previous month. Encouraging news reaches this office daily of new contracts being awarded and bids being advertised on new projects.

Valley Engineers' Ball Team Wins 3 Seasons in a Row

By WILLIAM C. WAAACK

Located on Highway 99-E, midway between Sacramento and Marysville, Calif., in the Great Valley, is the city of Lincoln. It has one of the most rabid baseball populations of any community in this area. The strength of this spirit centers around the Lincoln plant of the Gladding-McBean & Company, whose 420 employees are working under a joint contract of the Operating Engineers Local No. 3, and the Teamsters Union Local 150. All production workers in this sprawling clay manufacturing plant are under the jurisdiction of the Operating Engineers.

Most all of the team members are employees of the plant. One is a former employee who has entered the Armed Forces.

The Lincoln Potters captured their third baseball pennant in as many years when they ended the 1952 season with a 34-3 steamroller victory over the Truckee nine of the Placer-Nevada league. This marked the first time in the history of the loop that any team has won the pennant three times in a row.

Not only did the Lincoln Potters win their third successive flag, but were awarded the coveted Ray Weller trophy which was to be given to the first team to win three Placer-Nevada league pennants. No other team has ever held the trophy because the Potters have taken all three flags since the cup was initiated.

A victory dinner which will be highlighted by awarding of the trophy and flag is planned for the immediate future.

"Engineers' News," the Best-Read Paper in Calif., or Anywhere

This paper you're looking at is one of the best-read papers in the state or anywhere for that matter. We have had repeated proof of this in reports from our brothers overseas as well as those scattered throughout the U. S. Bro. G. E. Sorenson, just back from Casablanca, again provides us with evidence of the News' popularity. He says that he saw copies of the paper in Casablanca that were nearly worn to shreds from being passed around. In past years it has been the same story about the little old dog-eared, smudged, threadbare Engineers News being handled carefully and affectionately in Alaska, Afghanistan, Venezuela, Okinawa, India, and Argentina, as well as in Yuba City, Kansas City, and Atlantic City, U.S.A.

Wonderlich have moved in to do the surfacing.

Some of the new contracts awarded are as follows: To L. C. Smith the grading and surfacing of Lodato Ave. in San Mateo. To Weber & McCann silt removal from Millbra, South Lomita, and North Canals at San Francisco Airport. To M. J. King, Inc., for improving several streets in Redwood City. To Frank Smith, Inc., for reconstruction of portions of several streets in the Burlingame subdivision.

Healy & Tibbitts and Piombo Construction Company are both making good progress on their Bay Shore Freeway jobs.

Road builders will feel heaviest impact of the steel strike, now that it's over, with a time lag in delivery of steel. Defense orders are expected to push road work down the list.

Chas. Harney Co. was low bidder and has been awarded the contract for track removal and street repaving on Van Ness Ave. from Market to Bay St. This job will provide work for many engineers, and due to the fact that this firm has several projects in operation now and all of their engineers are busy, the new project will call for more engineers to be added to the Harney payroll.

On the Sunset Recreation Center job, Piombo Bros. are progressing in a very satisfactory manner. Brother Bagley is the foreman on this work and assisting him in operating the equipment are Bros. Wager, Holz, Whitfield, Chronis, Helean and Thurston. This firm also has started operations on track removal and paving work on Turk and Eddy Streets. Although a couple of cats have been moved to the job, there is very little activity at present, as they are just getting started.

Standard Building Co. has completed grading on the new subdivision on Sloat Blvd., and has moved the equipment to the scene of new activities in the Twin Peaks area, and south of San Francisco. While visiting the Twin Peaks projects, which consists of clearing and grading for 800 new homes, your representative contacted Bros. Dunne, Soloman, Albonica and Al Beebe, who all seemed happily employed!

Bros. Barton, Pitts and Crowley, on the M&K Corp. job at the Lincoln High School, are industriously engaged on the last stages of this project and expect completion of the job in the near future.

The M. Murphy Construction Co. has started operations on about a mile of 12-inch water main on 34th Ave. Bros. Phillips and Ritchie are employed on the preliminary work of this project.

Casey & Casey are operating three drill rigs on a two-shift basis and employing 14 members of Local 3, working on the borings for the footings on the Kaiser Permanente Hospital on Geary St. Louis C. Dunne is the major contractor on this building.

The job awarded to Associated Pipeline Welders, Inc., and M&K Corp., has been held up temporarily by the shortage of steel. However, now that the steel strike is over the firm plans to proceed with this work in the Haight St. district.

The large construction projects at Fort Funston, under operation of Foster & McHarg and Lowe & Watson, as well as the Wherry Housing project at the Presidio, operated by Bakers Beach Builders and McCammon & Wunderlich, are progressing efficiently at full capacity. Many engineers are employed on these projects.

Morrison & Knudson Co. is winding up work on the Broadway Tunnel and getting the equipment in shape to ship out. They will, however, have a few members of Local 3 on the job for some time.

Work on the freeway job on the south side of San Francisco has been going ahead as fast as possible. There is a little dispute on the Fredrickson & Watson Co. job regarding plumbers wanting to do some of our work! The plumbing on the job was shut down for a couple of weeks due to this dispute but we believe it will be ironed out shortly.

The Chas. L. Harney and Guy F. Atkinson freeway jobs are going along O.K.

Keeble Co. should be about finished with its job at Candlestick Cove.

In addition to scouting the jobs, your representatives have spent considerable time working and negotiating the Repair Shop Agreement covering the San Francisco area. We are happy to report that this is just about consummated at this time.