



ENGINEERS NEWS

OPERATING ENGINEERS LOCAL 3

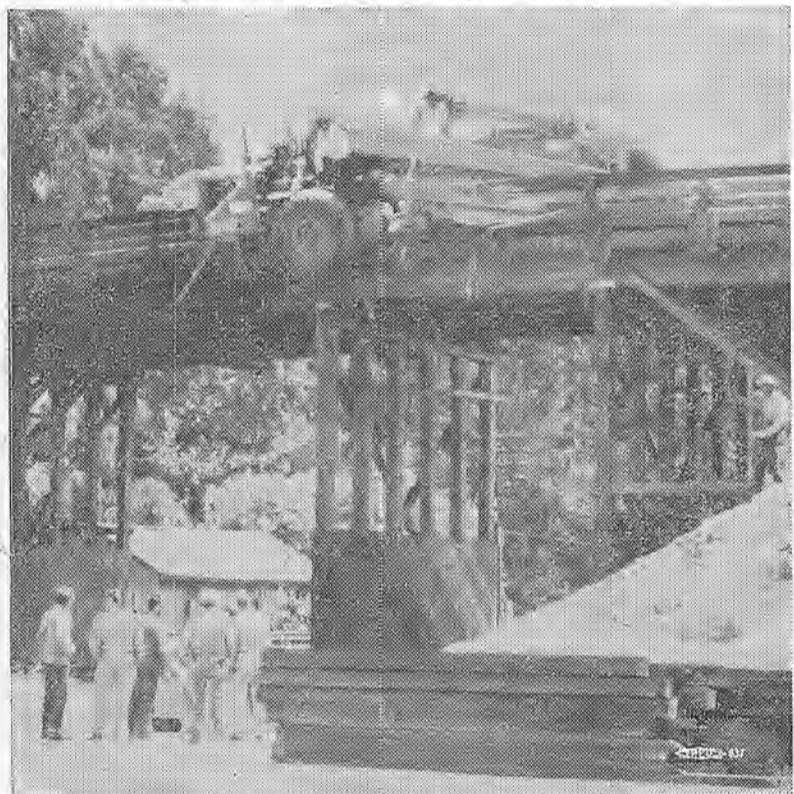
STATIONARY ENGINEERS LOCAL 39

VOL. 12—No. 8

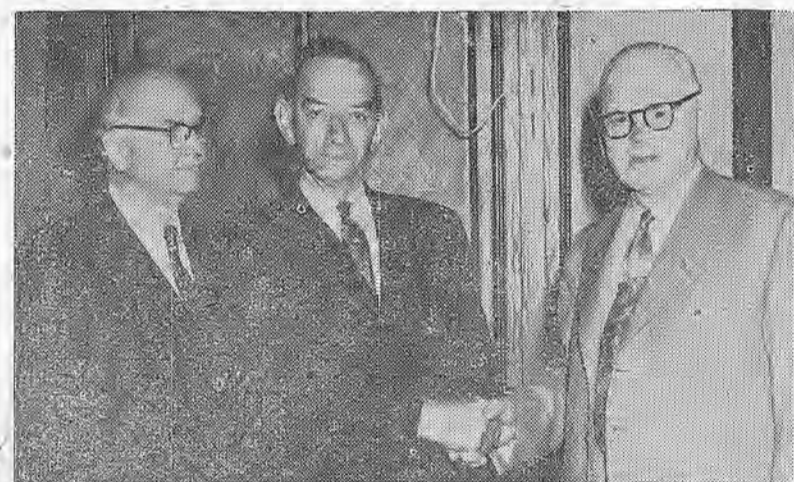
SAN FRANCISCO, CALIFORNIA

AUGUST, 1954

Safety Belt Pays Off With a Life!



Saved from certain death by being catapulted to the railroad tracks 45 feet below was Bro. Richard Perfect recently when steering apparatus failed on this Terra Cobra rubber-tired earth mover and it jumped over the bridge railing near the Hindry Const. Co. project at the Mills Estate in San Mateo. Bro. Perfect gives thanks to the safety belt he was wearing at the time, and he very warmly recommends to all brother members the advisability of wearing the safety belt on this type of equipment. Brothers, especially those who are lax in wearing the belt—take heed!



FRANK LAWRENCE SWORN IN—Shown here during the recent ceremony at which Bro. Frank A. Lawrence, Local 3 member, was sworn in for his second term as a member of the State Industrial Accident Commission here, left to right, Superior Court Judge Wm. Sweigert who administered the oath, Bro. Lawrence, and Bro. Victor S. Swanson, Local 3 business manager. In his letter of announcement, Governor Knight informed Bro. Swanson that his support of the re-appointment was the major factor in his decision to make it. Bro. Lawrence has been a member of the IUOE for 33 years.

Feather Power Job

Survey crews have begun preliminary work on the \$40 million hydro-electric project for PG&E on North Fork of Feather River, near Poe. Construction work should start soon on a dam near Pulga and powerhouse served by a long tunnel, near Poe station of WP railroad. Project will be above high water of planned Oroville dam.



ROCK AND SAND MEN—Shown here are some members of Local 3 working in the Rock, Sand, and Gravel industry who attended a meeting in Pleasanton recently for the purpose of adopting a new contract covering the Rock, Sand and Gravel industry. Fine looking bunch, we'd say. (Picture by Bro. Jim Jennings.)

Report Astonishing Raid Try by Reno Teamster Rep

For many years it has been my privilege, and pleasure, to be closely associated with representatives and members of the Brotherhood of Teamsters in the Western States, particularly within California, Nevada, and Utah. I have always found them to be a fine group of Union representatives, as a whole.

It is true that while we have not always agreed we have invariably been able to settle our differences and problems consistent with the policies laid down by the American Federation of Labor. However, I am now compelled to call to the attention of those Officers of the Brotherhood of Teamsters who maintain control of their jurisdiction in the State of Nevada, as well as to the members of the Teamsters Local Union 533 the following astonishing incident which recently occurred in Reno, Nevada.

By-way of explanation I call attention to the fact that the Operating Engineers, Local Union No. 3 has an established office in Reno, Nevada, with two business representatives, Brother H. L. Spence and Brother Joseph Miller. We also have a contract with the Nevada Chapter of the Associated General Contractors and have established recognized wage scales on all construction work, within our jurisdiction, in the entire State.

The Isbell Construction Company, a member of the Associated General Contractors, are now constructing an airport in Reno for the United States Government. The story deals with this Company, and the equipment involved on their job is self loading Euclid Scrapers. This same equipment is operated by Engineers on every job in California, Nevada, and Utah at an established wage scale.

However, on August 3rd, 1954, at 9:30 a.m. a meeting was held with the Isbell Construction Company at which Henry Isbell, W. J. Isbell, and Andrew Duerr were present, representing the Company. Brothers H. L. Spence and Joseph Miller represented the Operating Engineers, Local No. 3, and Mr. A. O. May represented the Teamsters, Local Union No. 533. In the course of the meeting Mr. May stated that he would furnish the Company with all the men needed to operate the above named equipment for \$2.20 per hour.

This is exactly 59c per hour LESS than the Company was paying the Engineers on that job for operating this type of equipment. The Engineers have an ESTABLISHED WAGE SCALE of \$2.79 per hour on all jobs in that State which was, and is now being paid!

However, Mr. A. O. May did consequently furnish men at the reduced wage of \$2.20 per hour, and since our agreement called for

\$2.79 per hour we were, of course, compelled to shut the job down. Shortly thereafter the Company agreed to restore the \$2.79 per hour wage scale and our men are now back operating the equipment.

It is extremely difficult for me to comprehend Mr. May's action. I cannot believe that his action or statements represent the true sentiment of the Teamsters Organization, or Teamster Representatives, as I have known them in the past. If this represents any part of a Union principle then I have lived

a long time in the dark and must have wasted a long life. It is for that reason I am now calling upon the Officials of the Brotherhood of Teamsters so that they may have full cognizance of the wrong which was perpetrated by one of their representatives, namely, Mr. A. O. May.

Should anyone desire further proof of the statements and matter referred to herein, I shall be glad to cooperate to the fullest extent.

—VICTOR S. SWANSON

Local Union Manager
Operating Engineers Local 3.

Attention All Members—

LOCAL 3 BY-LAW COMMITTEE PRESENTS AMENDMENTS

The membership of Local Union No. 3 at the Regular Meeting in June of 1952, knowing that our By-Laws are antiquated due to increase in membership and progress of this Local Union, did direct that the By-Laws be revised and that a committee be appointed to carry out this direction to the end that the By-Laws shall be amended to apply to our present requirements for the successful operation of your Union.

Open 4-Mile Bore

Drillers exchanged greetings August 7 far below the surface of Chalk mountain, 60 miles NE of Redding as they holed through a 4-mile PG&E power tunnel on which work has been proceeding for two years. Water from Pit river, diverted through the tunnel, will drive 84,000 kilowatt turbine generators in Pit No. 4 powerhouse. More than 380,000 cu. yds. of rock were removed. Concrete lining must be placed, and the tunnel will then be 19 feet in diameter.

McCloud Project

Harnessing McCloud river and Squaw Valley creek for electric power is sought in application by PG&E with FPC. Job, 40 air miles NE of Redding, would be in two stages, include eight dams, five tunnels totaling 17½ miles, two powerhouses. Outlay will be \$89 million.

July Service Withdrawals

Ralph Castellanos
Melbourne D. Fauvor
Mirl B. Hartsell

IN MEMORIAM

GEORGE A. GOSICH
Oakland, July 12, 1954.
CLIFFORD W. KATES
Stockton, July 17, 1954.
JACK F. COX
Los Angeles, July 19, 1954.
CLARK L. FREELAND
Hammonton, July 20, 1954.
JAMES B. CARPENTER
San Francisco, July 29, 1954.
W. M. MIZER
Placerville, August 5, 1954.

The committee now reports and recommends the major revisions (full text of which will be found on page 2), and submits them for the approval or disapproval of the membership. Special meetings have been arranged in various cities where the union maintains offices to make it possible for all the members to have a voice and a vote to either adopt or reject the proposed revision of your By-Laws. These meetings are of great importance to you, and you are urged to make every effort to attend them.

Oakland.—Tuesday, August 31, 1954, 8 p.m., Labor Temple, 2315 Valdez Street.

Sacramento.—Thursday, Sept. 2, 1954, 8 p.m., Labor Center, 2525 Stockton Blvd.

San Jose.—Friday, Sept. 3, 1954, 8 p.m., Labor Temple, 45 Santa Teresa.

Fresno.—Thursday, Sept. 9, 1954, 8 p.m., Labor Temple, 631 Kearney Blvd.

San Francisco.—Regular meeting, Saturday, Sept. 11, 1954, 8 p.m., Building Trades Temple, 14th & Guerrero Streets.
Stockton.—Thursday, Sept. 16, 1954, 8 p.m., Labor Temple, 805 East Weber Ave.

As this paper goes to press, no advance arrangements could be completed for meetings in Marysville, Eureka, Redding, Reno, or Salt Lake City. Therefore members residing in these districts will be notified by mail when arrangements are complete for meetings in these cities.

Corning Canal

Contract for first 7½ miles of Corning Canal, near Red Bluff, will be awarded Sept. 17. Estimated cost of \$980,000. The 28-mile canal, part of Sacramento Valley canals unit just authorized by Interior Dept., will irrigate 28,000 acres.

MAJOR CHANGES IN BY-LAWS

(As Submitted by the By-Laws Committee)

Article III Elective Officers

SECTION 1. The officers of this Local Union shall be: President, Vice-President, Recording-Corresponding Secretary, Financial Secretary, Treasurer, Trustees (three), Auditors (three), Conductor and Guard. The offices of Financial Secretary and Treasurer shall not be held by the same person.

SECTION 2. The terms of all officers shall be for a period of four (4) years. In the event of vacancy, Article X of these By-Laws shall be accepted as the adopted procedure in filling the office for the unexpired term.

SECTION 3. No candidate shall be eligible for nomination, be elected or hold office unless he shall have been a member of five (5) years registered standing and who shall have been in continuous good standing in this Local Union for not less than one (1) year prior to election, and shall have filed a Non-Communist Affidavit with the Recording-Corresponding Secretary for the office to which he seeks election on or before the 15th day of January preceding the election, nor unless he shall have been in recorded attendance at a majority of the regular meetings intervening between the date of the filing of such declaration of candidacy and the date of the nominations. The Recording-Corresponding Secretary shall read such Declarations of Candidacy at the next two regular meetings after the filing thereof and announce the names and record the regular attendance of candidates, and proclaim their compliance and eligibility at time of Nominations of Officers at the regular monthly meeting in May.

SECTION 4. Only those members of Local Union No. 3 who are in good standing as hereinafter defined in these By-Laws shall be recognized and accepted as eligible to candidacy for Elective Office.

Article XXVI Burial Expense-Relief Fund

SECTION 1. The Burial Expense-Relief Fund is hereby established as a mutual undertaking to be maintained by the annual contribution of five dollars (\$5.00) from each member at the time of his fourth quarterly membership dues payment, on or before October 1 of the current year. Members over fifty-five (55) years of age are not eligible to new affiliation in this Fund, and their contributions for participating membership cannot be accepted.

SECTION 2. This Fund shall be known as the Local Union No. 3 Burial Expense-Relief Fund and maintain its own titled depository in an established bank in the City of San Francisco.

SECTION 3. From this Fund shall be paid to all proper beneficiaries the sum of Five-Hundred Dollars (\$500.00) upon accepted evidence of death of good standing

brothers. Despairing emergency cases shall be considered for limited temporary financial assistance upon investigation and recommendation of the Executive Board.

SECTION 4. A member in order to participate must have been in good standing for a period of six (6) months from the time he made initial contribution of Five Dollars (\$5.00) and who has paid his membership dues and all other obligations to the date of his death. Where a member has become suspended for non-payment of dues or other causes, he shall have forfeited all rights to benefits from this Fund, and shall not again become eligible to participation, until six (6) months after his reinstatement to good standing membership.

SECTION 5. Claims for Burial Expense Benefits from this Fund must be filed within sixty (60) days of the death of the member and be accompanied by certified death certificate. No officer or member of Local Union No. 3 shall accept the annual contribution to this Fund from any member who is then in arrears in the payment of monthly dues or other assessments, unless all arrearages are paid at the same time.

SECTION 6. All assessments shall be due and payable within two weeks of the mailing of the statements therefor.

SECTION 7. Every member shall be required to designate a beneficiary upon the Burial Expense Form supplied by the Local Union, which may be subsequently changed at the pleasure of the member. It shall be the responsibility of the Beneficiary to pay the funeral expenses or reimburse the person who has paid, to the extent of the benefit allowed herein.

SECTION 8. Where Local Union No. 3 is made a beneficiary, and surplus remains after burial expenses are paid, such funds shall remain in the Burial Expense Fund. Where the beneficiary is not designated or cannot be located and no interested persons assumes direction, the Local Union will respectfully make funeral arrangements, defray costs, and unexpended funds if any, shall remain in this Burial Expense Fund. Excepting the duly authorized performing funeral director, no person other than a beneficiary shall receive benefits from this Fund.

SECTION 9. In order that this Fund be administered fairly and without discrimination, and to the end that the expense of a dignified funeral be provided by the Fund, it is ordered that the same Burial Expense Allowance in the sum of Five Hundred Dollars (\$500.00) be paid to the Beneficiary of each member in good standing upon death. Said claim is to be paid promptly upon receipt of proof of death, accompanied by Certified Death Certificate.

SECTION 10. Responsible signatory financial officers shall provide proper statements of all receipts and disbursements and announce

Article XXVII Good Standing Fund

SECTION 1. The Good Standing Fund is hereby perpetuated and will be maintained by the payment of an annual assessment of \$1.00 per year from each member at the time of his fourth quarterly membership dues payment, which is due and payable on or before October 1 of the current year. New members, whether accepted on application, clearance or withdrawal cards, or reinstated shall in addition to regular charges, pay the sum of one dollar (\$1.00) to the Good Standing Fund.

SECTION 2. This Fund shall be known as the "Local Union No. 3 Good Standing Fund", and maintains its own titled depository in an established bank in the City of San Francisco.

SECTION 3. The purpose of this Fund is to provide a means to financially assist those sick and stricken with extended illness, or disabled for protracted periods by accident and injury, with the payments from this Fund of their monthly dues and thereby securing their membership and protecting their benefits in this Local Union and the International Union.

SECTION 4. There will be paid from this Fund and transferred to the credit of the account of the entitled members upon the approval of their individual claims, the sum equivalent to their membership dues in the amount approved for the period of illness or disability, inclusive of six (6) months' continuous duration in any two (2) year period. Applications for consideration of extended good standing benefits beyond the six (6) months' period must be approved by special resolution authorizing continuance, by the Executive Board.

SECTION 5. Members making application to this Fund must be in compliance with the following:

(a) Have been in good standing up until the affliction of sickness or disability.

(b) Have been sick or disabled for more than one month.

(c) Present a claim accompanied by a Doctor's Certificate showing date of illness, nature of sickness, and duration.

SECTION 6. Any member found guilty of chiseling by making misrepresentation in his claim, or who shall be party to procuring fraudulent payment, or who claims and secures illegal and improper benefits or who willfully violates the spirit and intent of these rules and regulations, shall forfeit all rights to consideration in this Fund.

the condition and status of the Burial Expense-Relief Fund at the regular meetings of the Local Union and to the Executive Board.

TIPS FOR THE HOMEMAKER

Leftover baked beans may be combined with grated fresh vegetables such as carrots and green cabbage and used in a sandwich.

Always-ready lemonade can be made in a flash. Just mix one cup lemon juice and one-half cup honey. Store in tightly covered jar in refrigerator. To serve, add one-fourth cup of this mixture to one cup of ice water, and there you have it!

For mounting pictures in old frames, old phonograph needles are ideal. Place a cardboard backing over the picture and pinch the needles partly into the frame, using a pad on the outer edge to protect the frame from the pliers.

A fork comes in handy when you want to remove a button or a set of buttons from a garment. Slip the fork under each button before starting to cut the thread with the scissors or razor blade, and there will be no danger of cutting the material.

Use an upside-down stroke on the outside of the pane when washing windows, and a side-to-side stroke on the inside. If a mark is left, you can tell which side needs additional polishing.

If your outing takes you into the woods, don't forget that basic rule of good campers—always douse your fire before you leave.

Report of Last Meeting

The meeting was called to order at 8:05 p.m., President Clancy presiding. Roll call showed all officers present with exception of Vice President Foss, who was excused because of illness. Brother Murphy was selected to act as Vice-President.

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

A Synopsis of the Executive Board Minutes of July 14 and of August 4 was read and the acts and recommendations of the Board were by motion approved as read.

Dave Williams, former representative for the Piledrivers Union Local 34, requested the floor to speak on the campaign for the United Crusade. He reminded us that the drive would not start until mid-October and told of the different agencies supported by this Fund, and requested that all Unions give endorsement to the United Crusade. He was excused.

After he was excused, it was regularly moved and seconded that Local No. 3 endorse and support the United Crusade. Carried.

Letter was read from Governor Goodwin J. Knight, acknowledging our letter commending his reappointment of Brother Frank A. Lawrence to the Industrial Accident Commission. Received and filed.

Cards of thanks were received from Mrs. Harry Sherman and family; Mrs. Geo. A. Gosich and family; Mrs. Jack Dillon, Mrs. J. B. Dillon, Mrs. Billie Cameron. All were received and filed.

The following members were reported ill: Charles Arnold, John Adams, Allie Brodese, Jack L. Boles, James Christian, Jr., Charles Connor, W. R. Cravens, Harold Funk, Fred H. Gomez, M. J. Hogan, Ivan Halberg, Joy Hilliard, Monroe Johnston, Rudy J. Jacenich, James W. Jones, Wm. R. Lewis, Chas. Lankford, W. A. Monett, Wayne Noble, C. L. O'Coyle, Joseph O. Peterson, Roy L. Pierson, Martin Shirk, Clyde Sarmiento, Geo. Sharrah, A. Silva, Robert L. Sheffield, Leroy Wright, Fred B. Whittley, Frank J. Warwood, Marvin White, Wm. Yancey.

The following Brothers were reported deceased: Martin Shirk, Clifford W. Kates, Jack F. Cox, Clark L. Freeland, B. E. Thompson, Geo. A. Gosich, James B. Carpenter, Harold Weatherby, W. M. Mizer. The membership stood one minute in silence in respect to our deceased Brothers.

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

Brother Ed Park, Labor Commissioner, recently reappointed by Governor Knight, thanked Brother Swanson and the Union for the help in obtaining his reappointment. He stated that he is trying to do a job for both Labor and the State. He called to the attention of the members that Labor Unions are becoming recognized as responsible organizations and are taking their place on many Commissions for the State; that those appointed recognize their responsibilities and have proven willingness and ability to respond. His remarks were well received by the membership.

It was brought out that the next Regular Meeting would fall on the Labor Day weekend, which would be a three-day holiday for most members. It was regularly moved and seconded that the next Regular Meeting be held on September 11. Carried.

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

Respectfully submitted,
C. F. MATHEWS
Recording Secretary

Yorty Charges—

KUCHEL DUCKS ATOMIC VOTE

Congressman Sam Yorty, Democratic nominee for U.S. Senator, expressed his views on the Johnson amendment to the Atomic Energy bill as follows:

"The other day, the Senate took an extremely important vote that affects every citizen of the United States. It was on an amendment by Edwin Johnson (D., Colo.) to the atomic energy bill. The amendment would protect the public against having the field of atomic power for civilian uses turned over to private firms exclusively.

"It would also assure rural co-operatives and publicly-owned utility plants of having first crack at power turned out by proposed Government-owned atomic reactors. The reactors would produce electric energy on a large-scale commercial basis.

"And it would remove a prohibition in pending legislation which would completely close the door to the Government from doing anything in the way of supplying power made out of its own resources for the benefit of all the people of the United States.

"The amendment was passed by a vote of 45 to 41. Of the 10 Senators who did not answer 'Yea' or 'Nay,' four announced how they would have voted had they been there.

"That left six Senators who neither voted nor announced their stands. And one of them was the junior Senator from California.

"I don't know why the junior Senator from California was absent during the voting. He answered a rollcall about a half-hour before this vote was taken and again about a half hour afterward.

"Perhaps the junior Senator favored the Johnson amendment, but did not want to vote for it because President Eisenhower opposed it.

"Or perhaps he didn't favor it and was afraid to vote against it and then go to the people of California and ask them to return him to office next fall.

"There is no 'perhaps,' however, about the fact that right now not a single, solitary voter in the state knows where he stands—except on the fence."

HOME TIPS

These simple rules make dish-washing quicker and easier:

1. Wash dishes as soon as possible after use.
2. Scrape and stack at your right; wash from right to left to save waste motions.
3. Wash in soapsuds as hot as the hands can stand, preferably with a dish-mop.
4. Change to clean, lively suds as soon as soiled suds die down.
5. Drain dishes and rinse with hot, hot water; then only glasses and silverware will need to be wiped dry.

Padding in the backyard pool is great fun for the moppets when they have inflatable plastic toys such as tot-size fireboats that toot and squirt, Indian canoes, and animated alligators. Such plastic toys are built to take rough use, abrasive sand, harsh sunlight, grease and suntan oils.

ENGINEERS' NEWS

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Marysville District is in Sixth Gear—The Dirt is Flying

By LES COLLETT and C. R. VAN WINKLE, Business Representatives

This district has been in fifth and sixth gear since the last report, we are happy to inform you, and at this writing the dirt is still flying.

The H. Earl Parker Co. are really going to town on their levee job on the Feather River and the job is around 90 per cent complete. The work on the 20 sites on the Sacramento River is going along nicely too, with a large crew running two shifts.

Baldwin Contr. Co. of Marysville is doing work around the twin cities and will no doubt start on their Striplin Road job in lower Sutter County by the latter part of this week. W. H. O'Hair Co. is doing OK on the road job in upper Yuba County on Stanfield Hill. Their gravel plant has been moved in and will be crushing by the time this reaches print. Ted Baun Co. of Fresno has two jobs in our district; one for \$245,000 on Highway 20, between Colusa and Williams, with Cecil Smith as superintendent, Roy McHaney as foreman, Bros. Kirk and Law on the NW 25 and Bro. Frank Fellers as master mechanic. Their other job is for \$434,000 on Highway 99W between Williams and Willows, and the small bridge jobs have been subbed to A. A. Edmundston of Butte City. This job will go last of the two.

H. C. Spencer has finished on the Forest Road job near Gold Lake and P. J. Moore & Son have finished their highway repair jobs in Butte and Glenn counties. The Clements Const. Co. and Richardson Sand & Gravel are about buttoned up on their 40 Alternate highway job in the Feather River Canyon. The hot plant is to move over around Truckee and the crusher is slated to move in near Redding. Brown-Ely Co. has a bunch of blades on the job at Oswald on Highway 24 and W. H. Darrough & Sons are really doing a good job on the grading. Brown-Ely bought the Wheeler & Sullivan batch plant in Yuba City and will have a permanent installation there.

U.P.K. are setting up the hot plant on their road job at the Oroville-Chico Wye, with Bro. "Gibby" Gibson as plant engineer. This firm also has a new superintendent, Bro. Henry Linkert. It seems we will have a fine relationship on this project. Richter Bros. are doing OK on the sub-grade, with Bro. Vic Stromer in charge and Bro. Paul Menefee shifting. The Carl M. Halvorson Co. of Portland, Ore., was low bidder on the highway job at Spring Garden underpass, near Quincy, and the Engineers and Teamsters had a pre-job conference with this firm in Quincy. The company assured us they would go along on our union health and welfare plan. Mr. Robertson will be the superintendent. M&K Co., Inc. has finished its tunnel jobs at Greenville and the equipment is parked in H. Earl Parker's yard in Marysville.

NEW AWARDS OF WORK

Baldwin Contr. Co. of Marysville has been awarded two small paving jobs at Alicia School in Yuba County: \$2,681 for grading and black top, and also \$1,707 for concrete slab.

S. S. Herrington of Auburn was low bidder on Daguerre Point Dam, \$19,206 for repair work.

Nomellini Co. of Stockton was low bidder on a 14-bed hospital at Greenville, Calif., at \$236,850.

A. Teichert & Son, Inc., got a \$57,000 contract for road repair in Butte, Colusa, Glenn, Yuba, Nevada and Placer counties.

Howard B. Folsom of Westwood got an \$84,829 contract for seal coating various locations in Plumas, Lassen and Modoc counties.

NEWS OF THE MEMBERS

Bro. Roy Kingrey writes from Iran, where he is employed by M&K Co., Inc.

Bro. T. C. Bartley has been sick with pneumonia.

Bro. Earl Wallace is laid up with a broken vertebrae.

We wish these brothers a speedy recovery.

Bro. Jack Greenwood of Chico has a new 3/4-yard Shield Bantam truck-mounted backhoe and says

Bro. Garlinghouse is really all smiles when he operates.

This concludes our report for this month on construction.

INDUSTRIAL WORK GLADDING, McBEAN CO.

Accepting the results by a substantial majority of the membership at a well attended special called meeting in Lincoln, held on Tuesday, July 27, of the recently negotiated offer by the company, the membership showed, we believe, their appreciation of the realities of the situation and the efforts of the negotiating committee.

This agreement, which was open only for consideration of wages, insurance and pensions, brought the membership four distinct gains as follows:

1. A two cents hourly increase in wages, which makes our membership employed by the Gladding, McBean Co. at their Lincoln plant the highest paid clay products industry employees in the country.

2. Advancement of one group of certain classifications deemed undervalued and an agreement to study and report before October 1 on certain other classifications deemed undervalued by the union.

3. An improvement in the welfare insurance provided by the company; namely, the non-integration of the daily hospital benefits with the California Disability Hospital Benefits. This means that hereafter, for the first 10 days, the maximum hospital daily benefit will be \$22 instead of \$12. Thereafter the \$12 maximum will prevail.

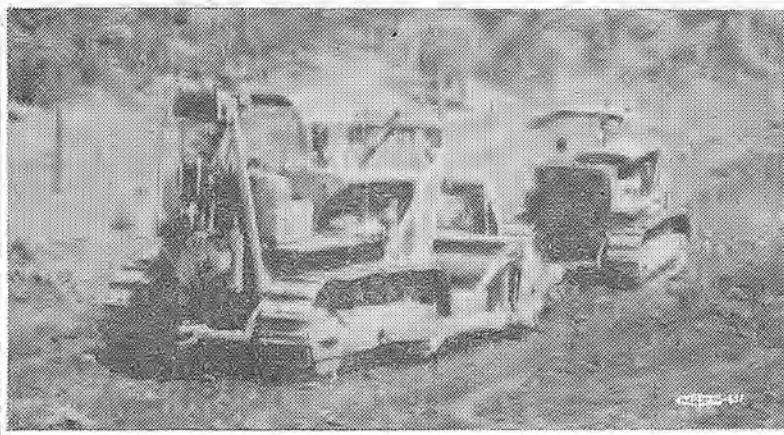
4. A pension plan. This plan, which has been entered into on a more or less experimental basis for a period of two years, provides upon retirement for the payment of pensions by the company on the basis of the employees' last 10 years of service times their years of service, with a minimum pension of \$100 per month, less the employees' present primary social security benefits, for 25 years of service. Any future raises in social security will not be counted or lower the amount payable by the company.

The minimum amount of service required is 15 years and provisions are made for retirement for disability after 15 years of service regardless of age, which is much more liberal than similar pension plans. Retirement is voluntary at age 65 and mandatory at age 68, but no employee will be required to retire before Jan. 1, 1955, and all employees retiring during 1954 are eligible to participate in the plan.

The plan runs until June 30, 1956, when improvements may be negotiated. It is estimated the initial cost to the company will be well over \$200,000. Payments of pensions to beneficiaries is guaranteed even though the plan may be abandoned later. Approval by the U.S. Treasury Department will be required (a legal requirement) and the stockholders of the company (a requirement of the union for the members' protection). Both of these are expected to be mere formalities as the plan follows accepted forms by the Government and the stockholders had previously approved the negotiation by the officers of the company of a pension plan for the employees.

Provisions are made for an administrative or watchdog committee composed of an equal number of members of the company and the union. In this regard you will be contacted to ascertain if the record compiled agrees with your records and it is very important to each one of you that you make sure that your record is correct. If you don't it could cost you money.

While the plan isn't everything



YUBA ROAD JOB—Pictured here are two pieces of equipment on the W. H. O'Hair road job in Yuba County. Bro. Lee Woods is on the roter, and Bro. Joe James is on the pusher.

we wanted, and probably never will be, it is a good start and a definite improvement over the previous methods of the company in retiring older employees. For the information of the membership, a lot of hard work went into this plan, the first that has been negotiated with the company, and a rousing vote of thanks is due Bro. Vandewark, the assistant business manager of Local 3, for his expert assistance in the negotiation of this plan.

MEETING ANNOUNCEMENTS FOR THE MONTH OF SEPTEMBER: Joint Board, Lincoln Industrial Council, Tuesday, Sept. 7, 1954, 4:15 p.m. in the office of the Lincoln Industrial Council, Lincoln. General membership meeting, Tuesday, Sept. 14, 1954, 4:15 p.m., in the City Hall, Lincoln. Please try to attend.

THE NATOMAS COMPANY

ANNOUNCEMENT OF NEXT MEETING SCHEDULE: As the next meetings of your unit will fall on Labor Day, Sept. 6, it has been decided to advance the meeting one week and it will be held on Monday, Aug. 30, 1954, in the Veterans Hall, Folsom, at the following times:

10 a.m. for the night workers.

7:30 p.m. for the day workers.

Attendance of the regular meetings should be a must with every member who can possibly attend as the discussions of our problems at these meetings tends to clarify many of the matters that may be of concern or confuse individuals among the membership. It also allows the membership to express individual viewpoints on any matters that arise, thus assuring that decisions made or actions taken are in accordance with the decisions of the majority. Please make every effort to attend.

The new agreement is apparently going into effect with little or no important difficulty arising. There has been some misunderstanding over the use of pump men, however we believe this has been satisfactorily adjusted with the company. An interpretation of Special Rule 3, of Appendix "B" of the agreement, is being discussed with the company and if successfully concluded will go a long way to correct any misunderstandings that may have arisen.

Adjustments have been obtained for some members regarding vacation and holiday pay. In this regard it should not be necessary to emphasize again, but we shall do so anyway, the necessity of reporting immediately any violations of the agreement that you think have occurred. Our relationship with the company is cordial and, if you are right, no difficulty will be had in adjusting any grievances, and furthermore, the company shows no inclination to discriminate against individual employees because of the raising of alleged grievances.

Remember, the Business Representative, for your convenience, is maintaining office hours in Veterans Hall, Folsom, each Wednesday afternoon, except the first Wednesday, unless prevented by the press of other important business, during the hours of 1:30 p.m. to 2:30 p.m. and 3:30 p.m. to 4:30 p.m. If you miss him on the job you may visit him there or may contact him through the Marysville office or at his home.

YUBA CONSOLIDATED GOLD FIELDS

Well, the new agreement has been signed, the back pay has been paid and, as far as we know, no difficulties have been encountered. There still remain, however, two

or three sore spots over the last layoff which, no matter how adjusted would probably have had the same effect. As we have said before, there has been no seniority system devised that will make the man happy when he is demoted or laid off. Our main concern has been to devise a system that will be fair and applied equally to all. The decision to use company-wide seniority in adjusting the numerical position of each employee, which action was taken on the advice of the membership in regular meeting, was taken to eliminate certain glaring inequities that job seniority brought to light. In making this decision we were under no illusions that it was the perfect system and would not produce other inequities. The point is, it produced the least.

Efforts are being made at the present time to include another classification in the agreement, that of watchman at Hammonton. The inclusion of this classification will add a couple of jobs to the seniority roster and, we hope, adjust the wages and conditions of these employees. Also, discussions are being carried on, at the request of certain members, regarding the disposal of funds held in trust by the company of the old Hammonton Cooperative Assn. It is our plan to call a meeting of some of the members of this association to discuss this problem in the near future.

AUGUST MEETING ANNOUNCEMENTS: The next meeting of your unit will occur the fourth Monday of August, which falls on August 23, 1954, in the Engineers Hall, 1010 "I" Street, Marysville, at the following times:

10 a.m. for the night men.

7:30 for the day men.

It is important that you make every effort to attend.

CONCRETE PIPE COMPANIES

IMPORTANT NOTICE: It has been decided to hold joint meetings of all three crafts for the concrete pipe company employees, as follows:

In Marysville, on the second Wednesday of every other month, and in Chico on the second Monday of every alternate month. As the first meeting will have occurred before this issue is in your hands, the next meeting will be held as follows:

Monday, Sept. 13, 1954, Teamsters Hall, 818 Wall Street (their new location) at 7:30 p.m.

Notices of the meetings will be posted on the bulletin boards in each of the plants. It is hoped that all will attend these meetings as they will be a big help to our new members in understanding the new problems that union membership and working under a union agreement have caused. For the information of each of you, the trade union movement in America has a glorious and interesting history of improving the lot of the workers and their families, until today we workers in America enjoy the highest standard of living the world has ever seen. You are part of this movement, now come to our meetings and join our procession to a better future.

PERSONAL NOTES

We are sorry to announce to our brothers the death on July 20, by drowning in Ellis Lake, Marysville, of Bro. Clark L. Freeland, formerly employed by the Yuba Consolidated Gold Fields as a machinist. Bro. Freeland, who was 62 at the time of his untimely death, apparently became ill and fell into the lake, striking his head which caused him to lose consciousness and resulting in drowning. His

Letter of Appreciation

For the information of our members employed by the Natomas Company and in the Folsom area, we are happy to reproduce the following letter and also apologize for failing to get it in the July issue.

Folsom, Calif.

June 22, 1954

Operating Engineers, Local 3
Marysville, California

Attention C. R. Van Winkle

Gentlemen:

The Folsom Pioneer Festival Committee wishes to thank your organization for sponsoring a candidate for our Queen contest. Your support and effort on behalf of your candidate helped make our Festival a success.

Very truly yours,

FOLSOM PIONEER

FESTIVAL COMMITTEE

C. Thomas, Chairman.

Crane Contact With High Voltage Line Is Held Not Deliberate

While assisting in the construction of a cement casing around a conduit pipe located in a ravine some 20 feet under a bridge, a carpenter was electrocuted when he sought to guide a cement bucket suspended from the boom of a crane positioned adjacent to the bridge spanning the ravine. The 50-foot long crane boom contacted a high voltage line which passed over the edge of the bridge on the side farthest removed from the crane's position.

The dependents of the deceased employee sought to reverse the Commission's finding that the employee's death was not caused by the employer's serious and wilful misconduct. The dependents contended that the crane boom's contact with the high voltage line constituted a violation of Safety Orders prohibiting the operation of a crane within six feet of a high voltage line as well as a violation of certain provisions of the Penal Code; that the violation of a prohibitory Safety Order constituted serious and wilful misconduct.

In defense of the Commission's findings it was pointed out that the mere violation of a safety order or penal statute does not constitute serious and wilful misconduct; that the circumstances under which the violation occurred must disclose a knowing and deliberate intent to cause injury or conduct bespeaking complete indifference to probable consequences; that in positioning the crane adjacent to the overhead line errors of judgment in estimating distances show error rather than deliberate intent. The District Court of Appeal affirmed the Commission's decision by denying the dependents' Petition for Writ of Review.

body was discovered soon afterward due to the fact that he suffered from high blood pressure, which, we are informed, causes a body to float instead of sinking as is usually the case. Bro. Clark was a native of Canada, had lived at Hammonton for 21 years and was a veteran of World War I. He is survived by two daughters, Mrs. Zella Bird, Marysville, and Mrs. Rita Reusser, Browns Valley; a son, Wendell Freeland, Grass Valley; a sister, Mrs. Mildred Snively, Canada; a brother, Bruce Freeland of Santa Monica, and 12 grandchildren. He had been a member of Local Union 3 for seven years and was in good standing at the time of his death. The officers and members of Local 3 take this means of extending their most sincere sympathies. . . . Bro. Chas. DeNure, formerly of the Natomas Company, has announced his retirement. He starts drawing his social security this month and states he is going to take it easy from now on out. . . . Bro. Vern Schmutzler of Yuba Consolidated Gold Fields is back on the job after a long illness. . . . Bro. Carl Thomson of the Natomas Company, who broke his ankle on the job some seven months ago, will be able to go back to work within a couple of weeks, he informs us.

THE HOME RULE for Ireland movement started in 1870.

SACTO BUSY, BUT SOME TURN-OVER

By W. V. MINAHAN, H. S. CLARK and E. M. NELSON, Business Representatives

Since our last report we have enjoyed a slight increase in the work orders, but we still have a problem of keeping the brothers working due to some jobs topping out and others just starting. We hope to be able to report all engineers working in the next issue.

The Folsom Dam builders have increased their manpower and they have started their downstream excavation which amounts to approximately 300,000 yards of rock. This should keep the shovels busy for several months, according to the progress map on this project. The concrete should be pretty well in place by the end of this year. With the apron pour and a few other items, this dam should be completed in the fall of 1955.

Guy F. Atkinson Co. has started on the channel excavation with two shifts on an eight and one-half hour basis. This company has approximately 230,000 yards of rock to move to the waste dump. Brother Jim Alexander heads this operation, with James Melton and Al Harris giving the assist as shifters. They have two 54s, a couple of cats and a blade at this writing. Continental Drilling, who have the diamond drilling in the galleries of the main dam, have finally gotten the green light and have a two-shift operation, with Dick Theis and Bond Jobe doing the ramrodding. This company has two brand-new Chicago Pneumatic 600 rotary compressors supplying air to these drills, which are as much as a mile in the main dam.

H. Earl Parker has the main contract for clearing the lake area. His two subs are Dale (Brigham) Young and Jack Omohundro, who are making rapid progress on the clearing and burning. They have two problems—rattlesnakes and unmarked cemeteries.

Bill Gross, who has the contract to remove graves in the Folsom reservoir, is progressing very well and it looks like he has completed about 50 per cent of his contract to date. This crew is gradually acquiring the name of "Digger Odell."

Fredrickson & Watson, builders of the Sly Park Dam, have finally got in gear and are really putting the muck on the fill. The saddle dam is just about finished and the main dam is well on the way. November should see these two dams holding water.

Gordon Ball Co. have completed their four-lane highway job at Davis. With a little shoulder work and trimming, we should see traffic rolling on this highway very soon now.

A Teichert has approximately two months to go on their levee job on the Sacramento River near Isleton. This company have also started their Stockton Blvd. job with trenchers, a backhoe and a curb and gutter crew. They will also begin another highway job near Shingle Springs during the week of August 9th. This job is 5.5 miles in length and the brothers will see a lot of rock in those miles.

A Teichert were also low bidders on concrete aprons at Mather Field at \$400,000 and we should see this job going very soon.

Also at Mather Field, McGillivray has a crew on aprons and runways with Bro. John Neal as the head man.

Brighton Sand & Gravel were low bidders on an excavation job at Mather at a cost of \$94,000, and this should also be underway in the very near future.

McGaw Construction Co. of Stockton are finishing a small conduit job for the Pacific Telephone Company.

Case Foundation Co. have a couple rigs digging cesspools on the Heraty & Gannon tract in North Sacramento.

Casey Drilling Co. have one rig at Folsom Dam and are drilling four foot test holes in the dykes.

H. Earl Parker has three draglines, four cats and two pulls on their levee job at Clarksburg.

On July 15, 1954, we completed negotiations and signed a contract covering the Sterling Concrete

PIT RIVER FREEWAY JOB IS LAUNCHED

By E. A. HESTER, Business Representative

Ukropina & Tom Polish are on their way back to this district, after an absence of 15 years. They were the successful bidders out of four bids on the Dog Creek bridge. This bridge is situated about 30 miles north of Redding on U.S. Highway 99. This is the beginning of the \$15-million freeway between Pit River bridge and Dunsuir. The State engineers are now busy laying it out.

Another oldtimer is on his way back to this district, Ralph Brown, now known as Mercer-Fraser Gas Co. of Eureka. He was the successful bidder on a lot of road work between Harrison Gulch and Peanut, in Trinity County.

Rice Bros. of Marysville seem to be moving into the contention for work. They were recently awarded two more jobs in this area. One near Granada at \$189,772.50 and another near Paynes Creek at \$118,504.

Morgan Construction Co. of Redding seems to be moving up into a higher bracket; recently they were awarded five different seal coat jobs throughout the district. Howard B. Folsom of Susanville is also out on a lot of seal coat work located in Lassen, Plumas and Modoc counties; about 51 miles in net length.

Floyd O. Bailey of Madera, another newcomer in this district, was successful bidder on a small road job about seven and a half miles east of Burney.

Bids on the new Court House at Redding were let last week to about 10 different contractors. I believe Stolte, of Oakland, will play the leading role in this project, which when completed will be a great improvement to the city of Redding.

M. W. Brown of Redding was successful bidder on another road job near Minersville, in Trinity County. This will make the third job they have under way in Trinity.

The work situation in this district is getting bigger and better every day. Now we have the good news from a high-up U.S. Bureau of Reclamation official that work is to begin soon on the Corning Canal, the first unit of the Sacramento Valley System. The first section of this canal will be about 26 miles long. It will take water from the proposed Red Bluff Dam. There has been approval of \$2,500,000 to start the project off. Congressman Clair Engle sends word that bids will be opened on September 17.

The four-mile tunnel at Big Bend, which Walsh Construction Co. has been boring for Pacific Gas & Electric Co., was holed

Austin, Sr., who underwent a serious operation recently.

Best of luck to Brother Roy Manas, now operator of the Liquor Mart, located at 1728 Broadway.

Our deepest condolence goes to the wife and family of Brother Wm. M. Mizer, who died from a heart attack; also to Brother Ivor R. Jones and daughter Ann upon the loss of Mrs. Jones this past month.

Congratulations to Brother and Mrs. Marvin Withrow on the birth of their baby girl; also to Brother and Mrs. George Tarleton on the birth of their baby boy this past month.

Brother Bob Wagnon just returned from an eight-day vacation which took him to Pike's Peak and Colorado Springs.

BLOOD BANK
Our sincere thanks this month goes to the following who donated to our Blood Bank during the past month: Mrs. Doris Luckie, Norman Creech and Mrs. Callie Milleson.

Remember, this office is open every Thursday evening from 7:00 to 9:00 for your convenience!

We'd like to remind all our hunters to be very careful while hunting for deer on the coast range, and we wish you all a safe and successful season!

STOCKTON BUSY ON CHERRY VALLEY DAM

By ED DORAN, WALTER TALBOT, C. L. CASEBOLT and M. W. GRIFFING, Business Representatives

The work picture here in the Stockton area is as good as can be expected with the curtailment of Government spending. We have several state and county highway jobs going on that help to keep the bulk of the members employed. The only jobs at present which have some Federal aid are the Cherry Valley Dam and the cleaning out of Littlejohn Creek with U.S. Army Engineers on both projects.

Guy F. Atkinson's job at Cherry Valley Dam is back in production again with approximately 200 engineers on the payroll. They have eighteen D.W. 20's on the job stripping and hauling on a two-shift basis. About thirty cats are kept busy pushing, compacting, ripping and dozing. The shovels have slowed down the rock going into the faces of the dam as they are getting too far ahead of the dirt core.

Slough Construction Company from Fresno have the cleaning of Littlejohn Creek from Highway 99 to Farmington, which amounts to about 21 miles of canal. At the present time, they have eight draglines on the job and seven cats. Seven of the draglines are operated by the owners, who are members of Local 3. They are Dewey Marquess, Bill Abright, Ed Siveria, Bill Menefee, Norlyn Amick, Willis Hamilton, and George Miller. The eighth rig also belongs to Dewey with Riley Merriott operating. Slough Construction has three cats and A. L. Craft out of Oakdale has the rest.

Kenworthy and Patterson's job on Priest grade is progressing satisfactorily with the digging on the

rocky side. Up to now, the cats have worried the rock out but there probably will be some shooting before the job is completed. Brothers Leo Noltamy, Frank Ponte, Bill Buckman, G. S. Bowerman, Howard Fausey, Joe Scott, Merle Frazier, and Woodrow Vest on the cats and Louis Kenworthy mechanizing; N. Thoroughman, helper, Milo Steeley, oiling, Fred Conwell, stake punching and Bro. Ed Lowry, foreman.

Claude Wood's job at Ione for the H. K. Ferguson Co. is about completed as is Joe Vicini's job for Owens-Illinois Glass Company. The Ferguson Company will be busy for several months on their building for the glass company.

Ball and Clements are scheduled to complete their concrete paving job west of Tracy by the time this is published so we will take this opportunity of wishing them well on their next job at Paso Robles as their cooperation was appreciated on the Tracy job.

There is a strong possibility that Tee Kay mines will be reopening by the first of September and that is good news to our 3D boys in the Tracy District.

Pacific Coast Aggregates is going strong with the brothers getting in considerable overtime supplying material for Ball & Clements on their Highway 50 job at Tracy.

Clements Construction Company have set up their hot plant in the P.C.A. yard and have made their initial run on the Grantline Road, which was finished August 3rd. The brothers from this operation have moved on to the Hayward job.

Tracy Rock & Gravel is stocking material for A. Teichert Company for their Manteca \$1,800,000 Freeway (Highway 99) which should be under way by the time this goes to press. This job should be pretty good for the brothers this winter as it is sandy soil.

Nomellini Construction Company have started the Knight's Ferry job on Highway 120 and are finding it rather rough going (lava under about a foot of clay). Bro. Dale Clifford is running the job.

Beerman & Jones had a short job resurfacing a section of the Chinese Camp road the past few weeks. This company is getting along very nicely on the sewage disposal plant for the city of Sonora.

Sonora Marble Aggregate is busy getting out material for terrazzo. They are confining their operations almost exclusively to this type of aggregate as the quality of their material is too high to be used for common roofing material.

Ball & Simpson is making good progress on the Dardinelle job above Sonora (Highway 108). The brothers enjoy the cool weather and an occasional trout for breakfast.

M. J. Ruddy Company have their grading almost finished through San Andreas. This has been a tough job and is still rather rough so take it easy if you go through town on your way to the high country. Some of the rocks are sharp.

The Calaveras Cement plant is rolling steady and all the brothers are getting in full time. Had some trouble with the heat the last few days. There was a nice turnout of the brothers at our regular meeting Thursday evening, August 5th. Thanks, brothers, let's fill the hall at our next regular meeting Thursday, September 2nd, 7:30 p.m. It is hoped all of you will take advantage of the opportunity to get in on the good standing and burial fund offered you by your union (Article 24 of the By-Laws of Local 3). These benefits can be of great value to you, as was pointed out at our August 5th meeting.



245,000 TONS IN 10 DAYS—That's the record lift made at the huge landslide on the Southern Pacific railroad at Clear Creek near Tehachapi recently. Bottom view shows slide covering over cleared rail line. Center pic shows a DW-21 in a rather precarious spot, and top shows a dozer cleaning out slide material in another spot. Several rigs were upset on this job, but no one was hurt.

through at 11:28 a.m. August 5. Now we have the task of concreting this tunnel. It looks from here as though there will be at least another year of work for the men on this project.

What's Doing in the Oakland Area

By AL CLEM, L. SOLARI, L. L. LAUX, J. RILEY and B. BARR, Business Representatives

The Oakland office is again able to report an exceedingly good month, with in excess of 500 men cleared to various jobs in the area. There is, however, practically no dredging work going on at the present time, resulting in a considerable number of dredge hands being without employment. A fairly large number of oilers are also registered on our out-of-work list. We are experiencing a tremendous influx into the hall of unskilled men, who are not members of Local 3, who are looking for work. It is our sincere hope that this lack of employment will not extend into the ranks of the Local 3 membership.

Getting Around The Jobs

McDonald, Young and Nelson have a contract for the construction of a new Safeway Store in Walnut Creek. This new Safeway will cost in excess of \$350,000, will contain 21,517 square feet, will offer every modern convenience for shopping, and will be entirely surrounded by a huge parking lot which will accommodate 170 cars. Excavating, which was awarded to Norman Engineers of Lafayette, is now well under way. Brothers Bob Pollard, Carl Danielsen and Bill Robinson are operating the dirt moving equipment. Brother Carl Danielsen, on the Dozer, has had quite an audience of "sidewalk superintendents," offering him a wide variety of comments on the removal of these age-old walnut trees. . . . In the same immediate vicinity Cleverdon Engineers have Brothers E. L. Evans and Dick Lacy on excavating work for the new Sears and Roebuck warehouse and a railroad spur.

Gallagher and Burke have a variety of jobs under way through Contra Costa County. Their new yard in Walnut Creek, consisting of shop and office, has now been completed. Local 3 is represented by Brothers E. W. Spalinger, Dave Davies and Ken Rishel who are the mechanics in the Walnut Creek shop. A crushing plant is being erected adjacent to the yard, and a pit is being opened. Gallagher and Burke have a subcontract from the Fred J. Early Company to do the excavating for the filter plant on the Heather Ranch Area, Walnut Creek. Bro. Bill Dial is foreman on this spread, with Brothers J. Burke, C. Bruce, and W. P. Newson on jeeps; C. D. Campbell on a blade, C. Rood on a Dozer, Ed Bettencourt on a Push Cat, and N. R. Yassnay doing the stake punching.

The excavating on the Cloverleaf-Pittsburg Freeway has been completed, and preparation is being made by Gallagher and Burke to start the paving in the very near future.

The Jackson-Pryor Company has a contract for a storm sewer system and culvert for the Rheem's Properties, Inc., on Rheem Blvd. and Moraga Road. Involved is the excavating for, and the building of, a culvert which will be 16 feet deep, 12 feet wide and 360 feet long. Bro. Jerry Marion is operating a Michigan Clamshell on this job, with Harold Sousa doing his oiling.

Pacific Coast Aggregates are currently engaged in the construction of their new plant on Mitchell Canyon Road, near Clayton, which they purchased from Harrison and Birdwell several months ago. Due to the increased demand for rock this quarry is now operating on a two-shift basis, employing approximately twenty members of Local 3.

C. K. Hulse has 11 miles of levee work for the U.S. Corps of Army Engineers at Cache Slough, in the Hasting Tract near Rio Vista. This contractor has nine "U" Dozers, three Scrapers, and two Pumps on this job, which will keep a number of the brothers busy for the coming four months.

O. C. Jones has kept a number of Engineers busy for the past six weeks on the new West Campus of the Contra Costa Junior College,

currently under construction in Richmond; 85,000 cubic yards of dirt moving was involved, in O. C. Jones' phase of the work. The general contractor for the new Junior College is the Nomellini Construction Company of Stockton. Brother Vern Story is foreman of this spread, with Brothers Earl Savely and Hugh Chandler operating two new T.S. 300 A.C. Motor Scrapers. Bro. Frank Rose operating a H.D. 20 Push Cat, Floyd Mahoney on a Blade, and Bob Parker on a carry-all.

Excavation for Kaiser's new Clayton Plant is completed, and two of the crushers have been placed. Work on the series of conveyors is progressing favorably, with Brothers Joe Mauser, operator, and Jack Mauser, oiler, operating the crane.

Bro. "Pogie" Hunt's Mt. Diablo Rock and Aggregate Plant is extremely busy at the present time, having received orders for 20,000 tons of belt-mix slurry to be used on the Solano Way - Avon Road job, and an order for 10,000 tons of crusher-run to be used by Malfitano and Sons on their levee job at Emmaton Landing, near Antioch Bridge. These orders, together with numerous other small orders, create a favorable business outlook, which is most welcome as this company has recently gone to considerable expense on the change-over and on modernization of the plant. Helping Bro. Hunt are Tony Medieros on a D-8 Dozer feeding the plant, Floyd Walker, plant operator, and Bill Norvall on the loader.

Carl Overaa is the general contractor on the \$30,000 Junipero Sella School to be built at the top of Edmond Avenue in Richmond. This project, which is a joint venture with Oliver De Silva and Robert Mulloy got under way June 1st of this year.

Parr Terminal in Richmond is cutting back at present due to the curtailment in the shipping of ore. We hope that they will be starting up again soon.

Builders Groom and Moyer have started the excavating work for the first 1700 units of a new tract in Richmond, the tract to be known as the Fairmeade Tract. When it is completed it will contain 3000 homes, and approximately 10 acres of shopping center. The grading work is being handled by the Close Building Supply Company of Hayward. The following engineers are working on this project: Brothers Earl Mack, foreman, Robert Cooper, grade setter, A. L. Florence, Sam Dawson, and Clifford Arnold on pulls; Dean Hodge, Ralph Sloniker, A. R. Silva, Carroll Moore, Clarence Smith, and Ottis Hindman on dozers; Bro. John Hull is on a blade, Jim Jenkins is doing the greasing, and Mac McMullen is the mechanic. This crew will be increased in the near future, as the trenching and building progresses. A survey crew composed of six engineers, and headed by Phil Jones is also on this project.

The Oliver Rousseau Company is the general contractor for the new Westwood Tract to be located on Hesperian Blvd., near Mt. Eden. Several firms have been awarded sub-contracts for various phases of the work. The C. J. Wood Company, Inc., who at the present time are doing work on the streets, sidewalks and gutters are employing Brothers Jack O'Leary, Art Thompson, Pete Hayes, Duane Meek, and George Rogers. Redgewick and

Banke have moved their loader in on the job site. Goddard Brothers are furnishing rock for sub-grade fill for the streets, and Frank Freitas is using his equipment to dig footings for the home sites.

Lee Construction Company was awarded a sub-contract for the grading and paving, and excavating for the streets and home sites for the C. H. McEntyre Builders, who are at the present time under way on an addition to Washington Manor on 150th Avenue, San Leandro. Local 3 is represented by Brothers Ross Weber, foreman, Renius Owen on a pushcat, Bill Campbell on a dozer, Murt Lynch and Earl Barker on DW 10's, Holger Jensen on a carryall, and John Brewer on a loader.

Kevry Construction Company was awarded a \$26,000 contract to install 6000 feet of water line for the EBMUD through the P.G.&E. right of way near First Avenue in San Leandro. Bro. R. Griffen is general foreman, Al Zaft is foreman of the pipe crew, V. Myers is on a crane, and Seth Beavers is doing the oiling.

John Carstensen Construction Company have started work on their new canal job near Washington Avenue in San Lorenzo, which involves 34,000 yards of excavating. Brothers Ken Shaffer on a dragline, Howard Spurlock on a dozer, and Bob McMains, oiler are keeping busy on this one. This company also has a contract to widen and re-pave Decoto Road, between State Highway 69 and State Highway 5, and are employing seven engineers on this job.

Cleverdon Company have a \$30,000 street job in the Navy Hospital area at Camp Parks, near Pleasanton. Bro. E. L. Evans Jr. is breaking ground with a cat-blade. We expect to see several more members on this spread before long.

Ace Construction Company have all their equipment working for the Army Engineers on a new project on Lake Chabot Road, Castro Valley. Involved in their phase of the work is the building of two miles of road, and the excavating of 50,000 yards of dirt for the building sites. On Ace's payroll on this project are Brothers John A. Wilson, foreman, Lee Scott, on a dozer, Fred Sweet on a loader, James Martin and Bud Hasha on Carryalls, Tony Levy and Joe Silvera on cat-tampers, Virgil Welton on a blade, and Joe Correia on a roller. Bro. H. D. Lopez is operating Ace Construction Company's Bycyrus Erie 1 1/2-yard shovel on the new Grant Store in Hayward, with Fred Biven doing his oiling. Approximately 2600 yards of dirt are to be moved on the first phase of this project.

Oliver De Silva have a contract to pave the area surrounding the Fleishhacker Paper Company's new job site on Merced Street and 1st Avenue, San Leandro. Bro. Gunnar Norberg was sitting up on his brand new Adams 660 Blade when we happened by, feeling so "high-toned" he wouldn't even talk to a B.A. However, we finally got him stopped long enough for him to tell us that his rig is powered with a 140 horsepower Cummings Diesel engine. Also on Oliver De Silva's payroll on this job site is Bro. Roy Miser, who is operating a roller.

The contract to clear and clean out the San Lorenzo Creek was awarded to three contractors, namely: Ball and Simpson, \$59,000; Independent Construction Company, \$118,000, and the Murdock Construction Company, \$78,000. Approximately two miles of creek will be cleared and cleaned out. This work has been let by schedule, with Ball and Simpson starting the first schedule on July 30th, and employing Bro. Charlie Harris on a cat, as a starter.

Ball and Simpson also have a sub-contract to excavate and slope the inside of the East Bay Municipal Utility District's 51-million gal-

lon reservoir, which is located in Hayward. The work will get under way around the middle of August.

Their freeway job between Castro Valley-Highway 50 and the Eastshore Freeway is progressing satisfactorily, with approximately 20 engineers on their payroll at the present time.

Redgewick and Banke have a sub-contract to place 37,000 yards of fill material on the Drysdale Construction Company's tract on Tennyson Road, Mt. Eden. This tract adjoins the 3500 home subdivision now being constructed by the Branden Construction Company, which is better known as Palma Ceia Village. Redgewick and Banke have moved several pieces of equipment in on the job site, and have the dirt flying. This company was also the successful bidder on the Tyrall Avenue job, Hayward, near this same project.

Goddard Brothers' new quarry will be located at Woodland Ave. and Valle Vista, Niles, Niles Road, near Hayward, and will be in operation in about sixty days. All sizes of red-rock crusher material will be available. At present they have two carryalls stripping for the new quarry site. Keeping busy on this work are Brothers John and Clayton Goddard, Clyde Pitts, Lynray Lemon and John Murray. Orders of any size, for crusher material will be appreciated.

Smith Peters Investment Company Developers have a survey party working at the present time on their tract in Newark. Comprising this crew are Brothers W. E. Dutra, instrumentman, Willis Simpson, head chainman, and Leonard Donero and Joseph Milani, rear chainmen.

Work in the various equipment shops in Oakland is somewhat spotty at the present time. While Peterson Tractor and Equipment Company has their shop pretty well filled with equipment, and are continuing to place orders for additional help, some of the other equipment shops in the area are maintaining only skeleton crews.

It is rumored that Merrill-Brose is relinquishing their dealership for International Tractors. However, at present they are keeping their current crew busy, but are not putting on any additional men.

Prodanovich and Rodrigues will have the \$123,750 sewage-disposal project at the Naval Supply Center in Oakland completed in approximately two months. This project for the U.S. Navy was the separation of the storm sewers from the sanitary sewers, and was so designed as to provide connection with the Alameda Naval Supply Center, Alameda. It has entailed the laying of approximately 300 feet of bore casing and jacking pipe, under the S.P. mainline tracks, and under the main switching tracks. Seventy-five per cent of the job has been completed, with seven engineers currently working on the project.

During the past month Robert McNair started work on the sewer job for Grove and Market Streets in Oakland, where 1000 feet of sewer line will be installed, the pipe running to the main interceptor. The following engineers are working on this project at the present time: Brothers Nicholas Schmidt, on a 1/2-yard Buckeye, with Peter J. McNair doing his oiling, and Bill Stevens on the compressor.

Lee Immel has a \$73,000 contract for the straightening and widening of Standard Avenue, between Cutting Blvd. and Garrard Blvd., in Richmond. The first phase of the work was the excavating of the road base. It was then filled in with cement treated import base, capped with four inches of plant-mix. A sub-contract for the curbs and gutter work was let to Roy Coffee. A contract for the electric work was awarded to the Abbott Electric Company.

We have just concluded negotiations with the Howard Terminal, whereby we have received a 5 1/2 cent increase effective August 1st, with an additional 2 1/2 cents to become effective November 1st.

News About the Brothers

Bro. "Red" Lyle Smith is now a big land-owner—as he has just recently purchased a fine new three-bedroom home on La Salle Avenue in Concord.

Bro. J. R. Venti, who for the past several months has been a hoisting engineer for Bechtel Corporation at Pittsburg, is now opening a Bait and Tackle Shop at 1050 Monument Blvd. in Concord. He will handle a full line of sporting equipment, including Mercury outboard motors, and would be glad to see any of the brothers who might be passing his way.

During one of his recent visits to the hall, Bro. W. L. Darneille of Niles was telling us about his five show horses, especially talking with pride of his little Palomino Stallion, "Ceramic Flight," which

he hopes to show in the near future.

Bro. Joe Beauchemin and his wife took off on July 29th for a week's vacation trip to be spent in Montana, visiting with Mrs. Beauchemin's family.

Our congratulations to Bro. John Battenfield who was married in Carson City, Nevada, on July 3rd to Mary Soule of Oakland.

While picking up a clearance to a new job, Bro. Arthur Dethlefs did a little very justifiable boasting about his son Bryce, who is 6 feet 6 inches tall, and a star basketball center at Idaho State, where he is a junior.

Bro. August Bokelman is at home again, after a stay of five months at the Contra Costa hospital. We would all like to wish Bro. Bokelman a speedy recovery.



GIANT TOADSTOOLS is what these large concrete railroad bridge piers look like. They have 220 yards of concrete in them and will hold 55-ton girders on which railroad tracks will be placed. Location is 7 1/2 street across L.A. river in Long Beach.

Daily report of awards for construction

JULY 22, 1954

MILLBRAE, contract awarded to Lowrie Paving Co., Inc., 1755 Evans Ave., San Francisco, \$5602 for const. curbs, gutters, sidewalks, Armor coat, etc., on Bayview Ave., in City of Millbrae.

SAN FRANCISCO, contract awarded to Hart & Hynding Co., San Francisco, \$50,872 for instl. fire roads & misc. work at S.F. Hospital.

MODESTO, contract awarded to Standard Materials, Inc., 1411-9th St., Modesto, \$4485 for const. of sanit. sewer in Coldwell St. betw. Alley in Block 803 & Tully St.

SACRAMENTO, contract awarded to Nomellini Const. Co., P.O. Box 1177, Stockton, \$61,822 for about 2.1 mi. to be graded & drainage facils. inst. betw. SR 97 about 2.5 mi. S. of Ione & SR 34, AMADOR COUNTY.

MARTINEZ, contract awarded to McGuire & Hester, 796-66th Ave., Oakland, \$99,970 for const. of sewage treatment plant, Phase 1, for the City of Martinez.

SACRAMENTO, contract awarded to J. R. Reeves, P.O. Box 1072, Sacramento, \$88,100 for pave, sidewalks, curbs, gutters, etc., on Marconi Ave., SACRAMENTO CO.

JULY 23 1954

OAKLAND, contract awarded to Redgwick & Banke, Inc., 20465 Foothill Blvd., Hayward, \$44,935 for paving, etc., Co. Road known as Tyrell Ave., Eden Township, ALAMEDA COUNTY.

EUREKA, contract awarded to Melvin W. Oldham, Upper Lake, \$10,505 for const. triple culvert, Coyote Creek, N. E. Middletown, LAKE COUNTY.

SACRAMENTO, contracts awarded as follows:

(1) MENDOCINO AND LAKE COUNTIES—To Delta Const. Co., Box 457, Rio Vista, \$66,325 for 53.8 mi. seal coat on exist. surf. at various locations.

(2) HUMBOLDT & DEL NORTE COUNTIES—To Mercer-Fraser Co. & Mercer-Fraser Gas. Co., 2nd & Commercial, Eureka, \$35,000 for seal coat applied to surf. various locations.

PLANADA, contract awarded to Manuel Smith, Rt. 1, Box 352, Winton, \$59,940 for const. sanitary sewer mains, house laterals, manholes, etc., in City of Planada, MERCED COUNTY.

JULY 26, 1954

SAN FRANCISCO, contract awarded to John Delphia & Humboldt Const. Co., Inc., 125 W. 5th St., Eureka, \$754,265 for const. Proj. Calif. F.H.3-D, Trinity River, Six Rivers Natl. Forest, HUMBOLDT COUNTY, approx. 26 mi. east of Arcata, extend. easterly 2.420 mi. length.

OAKLAND, contract awarded to Ransome Co., 4030 Hollis St., Emeryville, \$24,140 for furn. & place approx. 40,000 sq. ft. bitum. pave., in Oakland.

JULY 27, 1954

IMOLA, contract awarded to Watkin & Sibbald, 6 Bridge St., San Anselmo, \$24,789 for grounds improv., Phase 3, Napa State Hosp.

PALO ALTO, contract awarded to Los Gatos Const. Co., P.O. Box

111, Los Gatos, \$18,400 for excavation, loading, hauling and placing earthfill for const. work on new Palo Alto Muni. Golf Course.

LINCOLN, contract awarded to G. S. Herrington, P.O. Box 708, Auburn, \$9,719 for laying approx. 2250 ft. of east end of main transmission line from reservoir to city limits of Lincoln, PLACER COUNTY.

SAN JOSE, contract awarded to Watson Bros., Rt. 1, Box 1557, Sunnyvale, \$5,122 for const. storm sewers & appurts. in San Jose storm sewer system, Forest-Bascom area.

STOCKTON, contract awarded to Miller-Hayes Co., 742 E. Weber Ave., Stockton, \$10,341 for const. sanitary sewer for Dist., SAN JOAQUIN COUNTY.

BERKELEY, contract awarded to McGuire & Hester, 796 - 66th Ave., Oakland, \$15,440 for const. of sanitary sewer from M/H S. of Lewis Hall to M/H N.W. of LeConte Hall Annex, Univ. of Calif. campus.

BERKELEY, contract awarded to Emsco of San Francisco, 1320 Harrison St., San Francisco, \$34,852 for const. of repairs to old Strawberry Creek culvert on U.C. Berkeley campus.

SACRAMENTO, contract awarded to Gene Richards, Inc., P.O. Box 1349, Fresno, \$561,699 for 5 mi. grade & pave w/"B" PCC on cem. tr. subgr. & 2 RC bridges to be const., betw. 0.5 mi. W. of Rt. 191, Jct. & E. of High Line Canal, 3.8 mi. W. of Los Banos, MERCED COUNTY.

SACRAMENTO, contract awarded to Bishop-Younger-Bradley Co., 450 Sansome St., San Francisco, \$121,900 for const. Cedar Creek Experimental Sta., Dept. of Fish & Game, 20 mi. N. of Laytonville, MENDOCINO COUNTY, const. conc. diversion dam w/timber & const. fishway, pipeline, etc.

VISALIA, contract awarded to Kaweah Const. Co., P.O. Box 1021, Visalia, \$19,573 for const. one triple box culvert-type bridge acr. Elk Bayou about 5 mi. S. of City of Tulare & const. one double box culvert acr. Kings Co. Canal Company ditch, about 4 mi. N. of town of Alpaugh, TULARE COUNTY.

HILLSBOROUGH, contract awarded to L. C. Smith Co., P.O. Box 610, San Mateo, \$58,428 for grade, pave, curbs, gutters, etc. in Carolands Park No. 8, Hillsborough, Assessment Proj. under 1911 Act.

JULY 28, 1954

BERKELEY, contract awarded to J. H. Fitzmaurice, Inc., 2857 Hannah St., Oakland, \$38,392 for reconstr. Hearst Ave. & Berkeley Way from Shattuck to Oxford.

OAKLAND, contract awarded to Gallagher & Burk, Inc., 344 High St., Oakland, \$159,969 for const. Park Blvd. betw. El Centro Ave. & Estates Dr., Oakland.

YUBA RIVER, contract awarded to G. S. Herrington, P.O. Box 708, Auburn, \$19,206 for repairs to Daguerre Pt. Dam, Yuba River.

BELMONT, contract awarded to Kuntz Paving Co., 2725 Flores, San Mateo, \$7,200 for approx. 43,500 sq. ft. asphalt pave. at Mae Nesbit School, Belmont.

MATHER AFB, contracts awarded as follows: to A. Teichert & Son, Inc., 1931 Stockton Blvd., Sacramento, \$410,723 (Sch. A); and to Brighton Sand & Gravel Co., P.O. Box 1, Perkins, \$94,374 (Sch. B); for operational apron extension & hazard removal, partial, at Mather Air Force Base.

SACRAMENTO, contract awarded to Geo. C. Renz Const. Co., 1745 Grant St., Santa Clara, \$57,566 for stl. girder bridge & conc. box culvert const. at Llagas Creek & 0.4 mi. approaches widened & surf. w/"B" dbl. seal coat on imp. base matl., Bloomfield Ave., between Davidson Ave. & Frazier Lake Rd., 3.5 mi. S.W. of Gilroy, SANTA CLARA COUNTY.

SACRAMENTO, contract awarded to Fredrickson Bros., 1259-65th St., Emeryville, \$114,491 for 1.8 mi. roadway surf. with plantmix surf. on asph. tr. base, untr. rock base & imp. subbase matl. on Pleasanton-Sunol road, betw. 0.5 mi. S. of Pleasanton & SR 107, ALAMEDA COUNTY.

SACRAMENTO, contract awarded to Fredrickson & Kasler, 212 13th St., Sacramento, \$817,627 for

7.6 mi. grade & por. surf. with plantmix surf. on cem. tr. base & 3 RC bridges to be const. betw. 1.5 mi. N. of Deer Creek & Linda Vista Ave., TULARE COUNTY.

OAKDALE, contract awarded to A. E. Downer, 305 E. Weber Ave., Stockton, \$22,510 for const. sanitary sewers at various locations.

JULY 29, 1954

MODESTO, contract awarded to Standard Materials, Inc., 1411-9th St., Modesto, \$8,587 for const. of sanit. trunk sewer in Granger Ave. betw. McHenry & Honeysuckle Ave. & at Roseburg & McHenry, in City of Modesto.

REDWOOD CITY, contract awarded to Douglass & Woodhouse, P.O. Box 908, Redwood City, \$6,133 for addn. to paving & grading-1954 at Wm. Howard Taft Elem. Sch., Bay Rd. & 10th Ave.

CARSON CITY, NEV., contract awarded to Dodge Const., Inc., Fallon, Nev., \$92,593.96 for const. por. of sec. hwy. sy. approx. 2.408 mi. on FAS Rt. 577, betw. 2 mi. S. of Carlin & Jct. 10th St., in Carlin, ELKO COUNTY.

WINTERS, contract awarded to Stolte, Inc., 8451 San Leandro St., Oakland, Gallagher & Burk, Inc., 344 High St., Oakland, and Lee Stephens, P.O. Box 316, French Camp, \$1,663,806 for const. earthwork, strucs. & surf. relocation of S.H. 6 (S.R. 28), Monticello Dam to Capell Valley, Monticello Reservoir, Solano Proj., YOLO, NAPA & SOLANO COUNTIES.

ANTIOCH, contract awarded to F. Wills, RFD 233, Antioch, \$17,364 for site develop. for Belshaw Elem. Sch., Tregallas Rd. & Roosevelt Lane.

JULY 30, 1954

SACRAMENTO, contract awarded to McGillivray Const. Co., P.O. Box 873, Sacramento, \$12,909 for const. of Eastern Ave. from alley N. of 64th St. to 65th St.

SACRAMENTO, contract awarded to Dan Caputo, 2711 Moorpark Ave., San Jose, \$93,920 for a RC spillway chute extension & bridge to be const. at Lexington Dam, near Los Gatos, in SANTA CLARA COUNTY.

SAN FRANCISCO, contract awarded to Carl M. Halvorson, Inc., P.O. Box 1449, Portland, \$633,227 for grade, bit. surf. & const. bridge on Forest Hwy. Rt. begin. approx. 7 mi. E. of Quincy & extend. easterly 2.6 mi., PLUMAS Natl. Forest, PLUMAS COUNTY.

STOCKTON, contract awarded (general) to Rothchild, Raffin & Weirick, 274 Brannan St., San Francisco, \$228,370 for const. of Women's Ward Bldg., Stockton State Hosp.

AUGUST 2, 1954

IMOLA, contract awarded (general) to Bishop-Younger-Bradley Co., 405 Sansome St., San Francisco, \$1,364,000 for addn. to TB Ward, includ. general work, etc., at Napa State Hosp., Imola, Calif.

SACRAMENTO, contract awarded to Howard B. Folsom, P.O. Box 722, Westwood, \$84,829 for 51 mi. seal coat app. exist. surf. at var. locations, LASSEN, PLUMAS, & MODOC COUNTIES.

SACRAMENTO, contract awarded to Harold Smith, 1427 Kearney St., St. Helena, \$20,373 for 0.4 mi. grade & surf. with roadmix surf. on untr. rock base, on Silverado Trail betw. Pratt Ave. & Sanitarium Rd., in NAPA COUNTY.

SACRAMENTO, contract awarded to A. Teichert & Son, P.O. Box 1118, Stockton, \$32,739 for 29 mi. seal coat to be applied to exist. surf. at var. locations in SACRAMENTO, YOLO, EL DORADO & PLACER COUNTIES.

SACRAMENTO, contract awarded to Morgan Const. Co., Box 904, Redding, \$32,898 for 20.9 mi. seal coat app. to exist. surf. at various locations, SHASTA, SISKIYOU & TRINITY COUNTIES.

AUGUST 3, 1954

FRESNO, contract awarded to Long & Needham, P.O. Box 1623, Fresno, \$1,017,700 for const. three-story, 50-bed hosp. addn. of Type 1 const.

SACRAMENTO, contracts awarded as follows: (1) Siskiyou Co., to Rice Bros., P.O. Box 1489, Marysville, \$118,505 for 7.8 mi. exist. roadbed shaped & surf. betw. S.R. 3 & Four Corners, 7.2 mi. E. of Granada; (2) Tehama Co., to Rice Bros., Inc., P.O. Box 1489, Marysville, \$184,433 for 7.2 mi. surf.

betw. jct. Rt. 3 & Paynes Creek bridge (por.), approx. 3 mi. E. of Red Bluff; (3) Butte, Colusa, Glenn, Placer, Nevada & Yuba counties, to A. Teichert & Son, Inc., 1931 Stockton Blvd., Sacramento, \$57,637 for 38.3 mi. seal coat app. to exist. surf. at various locations.

SACRAMENTO, contract awarded to Duncanson-Harrelson Co., 530 W. Cutting Blvd., Richmond, and Pacific Bridge Co., 256 Montgomery St., S.F., \$3,017,427 for const. conc. girder & box girder & T-beam bridge & hwy. embankment at Richardson Bay, MARIN COUNTY.

SACRAMENTO, contracts awarded as follows: (1) San Francisco, to Lowrie Paving Co., 1755 Evans Ave., S.F., \$265,531 for 0.5 mi. widen & surf. & 2 bridges widened, on Golden Gate Bridge approach, San Francisco; (2) Fresno County, to Robinson Electric Co., 136 N. Van Ness Ave., Fresno, \$36,010 for hwy. lighting sys. furn. & instal. in & adjac. to City of Fresno; (3) Sutter County, to Baldwin Contracting Co., Inc., P.O. Box 269, Marysville, \$115,169 for 7.8 mi. roadbed surf. on El Centro Blvd. betw. Sacramento County line & 1 mi. S. Triplin Rd.

ATWATER, contract awarded to M. Smith, Rt. 1, Box 352, Winton, \$3,831 for const. storm drain in City of Atwater.

COALINGA, contract awarded to L. D. Folsom, Inc., P.O. Box 347, Coalinga, \$6,420 for resurf. 5th St. from Elm Ave. to Sunset, a length of 2475 mi.

VALLEJO, contract awarded to Mission Quarry Co., 22 Sycamore Ave., Mill Valley, \$5,800 for grade, pave, sidewalks, curbs & gutters in a por. of Montclair Manor Unit 1, adjac. to Beverly Hills School site.

FAIRFIELD, contract awarded to Al Erickson & Co., P.O. Box 384, Napa, \$35,315 for const. of conc. bridges & a culvert on County Road 125 at Gibson & Ulates Creeks, and County Road 249 near Birds Landing, SOLANO COUNTY.

LIVERMORE, contract awarded to Lee Const. Co., 1575 Lake Chabot Rd., San Leandro, \$25,888 for reconstr. East St. betw. S. Livermore Ave. & 7th St., City of Livermore, ALAMEDA COUNTY.

PITTSBURG, contract awarded to Vincent Rodrigues, 202 Jackson St., Hayward, \$42,478 for const. of water main on Calif. Ave.

SAN RAFAEL, contracts awarded as follows: (a) Maint. patch & seal coat, var. streets, to I. J. Ely Co., P.O. Box 834, Larkspur, \$15,021; (b) Plantmix surf. on D St. from Antonette St. to S. city limits, to A. G. Raisch Co., P.O. Box 458, San Rafael, \$8,766.

AUGUST 4, 1954

REDWOOD CITY, contract awarded to Lowrie Paving Co., Inc., 1755 Evans Avenue, San Francisco, \$8,055 for surf. San Bruno Crystal Springs Road, between Skyline Blvd. & terminus of Junipero Serra, SAN MATEO CO.

HANFORD, contract awarded to Harris & Allen, P.O. Box 2181, Avenal, \$38,872 for const. of curbs & gutters in various locations in the City of Hanford.

EUREKA, contract awarded to Mercer-Fraser Gas Co. & Mercer-Fraser Co., 2nd & Commercial Sts., Eureka, \$13,642 for 1.1 mi. surf. with pltmix. surf. between 0.3 mi. S. of South City Limits of Arcata and 17th St., HUMBOLDT COUNTY.

REDDING, contract awarded (General) to Marion V. Allen, 4435 Bechelli Lane, Redding, \$430,156 for const. 3-story & basement steel & concrete bldg. on grounds of present Shasta Co. Court House.

NAPA, contract awarded to Slinson Const. Co., P.O. Box 539, Napa, \$16,305 for paving certain areas at Ridgeview High School, Napa.

CONCORD, contract awarded to G. Ferrabee CCo., 2507 Woolsey St., Berkeley, \$12,327 for paving, conc. & misc. maintenance at 11 schools.

OAKLAND, contract awarded to Assoc. Dredging Co., 1702 Bridge-way Blvd., Sausalito, \$32,625 for 70,000 cy. dredging matl. from West Oakland Outchannel Tideland Area, Nly. of Bay Bridge Approach.

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Survey Notes—

PAY HIKE IN BAY DISTRICT

By AL BOARDMAN

The Bay Counties Civil Engineers & Land Surveyor's Association reached an agreement with the Union for an increase of 7 1/2 cents per hour, starting August 9, 1954, and 2 1/2 cents increase in the welfare payments, starting February 1, 1955.

- Party Chief\$3.075 per hr.
Senior Inspector .. 3.075 per hr.
Instrument Man .. 2.80 per hr.
Inspector 2.80 per hr.
Field Assistant
(Class I) 2.275 per hr.
Field Assistant
(Class II) 2.175 per hr.
Apprentice
(1st 3 months) .. 1.575 per hr.
Apprentice
(2nd 3 months) 1.825 per hr.
Apprentice
(3rd 3 months) 2.175 per hr.

At a meeting with the Associated Civil Engineers & Land Surveyors of Santa Clara County Labor Relations Committee on Friday, August 9th, the Association was

notified by the Union of the new scale and conditions expected. The Association agreed to an answer by Thursday, August 12th.

News from Local 12-D, Los Angeles Technical Engineers, indicates that a Supplementary Agreement will soon be signed with the Southern Chapter of the Associated General Contractors at an early date.

Friends of Carl Hedlund, long-time Technical Engineer Union member, will be saddened to hear of his passing. Carl had worked for many years as a statistician for the San Francisco Housing Authority and had retired last year.

The next meeting of Local 3E will be Friday, August 27th, at 8 p.m. at 474 Valencia St., San Francisco.

Construction Awards

SUNNYVALE, contract awarded to Vincent Rodrigues, 202 Jackson St., Hayward, \$53,610 for const. sanitary sewer & pumping station in Sunnyvale Industrial Center, E. of Laurence Road on Kifer Road.

ALAMEDA, contract awarded to Paris Bros., 2752 Park Blvd., Oakland, \$5,886 for const. storm sewer line A to serve Co. Road & Garden Road on Bay Farm Island.

MONTEREY, contract awarded to Granite Const. Co., Box 900, Watsonville, \$28,794 for asphalt conc. surf., Abrego & Cass Sts., et al, part cash job and part assessment.

AUGUST 5, 1954

UKIAH, contract awarded to Nels Sundeen, P.O. Box 74, Cloverdale, \$6,546 for const. of approx. 4,000 ft. curb & gutter at various locations.

REDWOOD CITY, contract awarded to Bragato Paving Co., 500 Bragato Road, Belmont, \$29,357 for Phase V, paving & site work at the McKinley Elementary School.

REDWOOD CITY, contract awarded to Douglass & Woodhouse, P.O. Box 908, Redwood City, \$6,133 for 38,000 sq. ft. of yard paving at William Howard Taft Elementary School.

SACRAMENTO, contract awarded to Guy F. Atkinson Co., 10 West Orange, South San Francisco, \$1,288,816 for 0.9 mi. graded road bed to be const. between 1.0 mi. & 1.9 mi. S. of S.F.-San Mateo Co. line, SAN MATEO COUNTY.

REDDING, contract awarded to Donald Graves, 185 Cunningham Avenue, San Jose, \$9,220 for 4.2 mi. seal coat applied to exist. surf. betw. Clear Creek & Hill St. in Redding, SHASTA COUNTY.

BERKELEY, contract awarded to Williams & Burrows, Inc., 500 Harbor Drive, Belmont, \$293,153 for const. Admin. Bldg, tool lanes, etc. at Toll Plaza, Richmond end & a maint. bldg. at Pt. San Quentin end of bridge.

OAKLAND, contract awarded to Stolte, Inc., 8451 San Leandro St., Oakland, \$74,603 for const. pipe sewer, por. of 19th Ave., 22nd Ave, Livingston St., Dennison St., King St., Frederick St. & Wly. on SHR No. 69.

WOODLAND, contract awarded to A. Teichert & Son, Inc., 1921 Stockton Blvd., Sacramento, \$105 per sq. ft. for grade, & pave school yard at Laugenour School.

UKIAH, contract awarded to Pellet Co., Inc., 1236 Central Ave., Santa Rosa, \$22,435 for const. gas & water mains at various locations in City of Ukiah.

AUGUST 6, 1954

GILROY, contract awarded to Norman I. Fadel, 7101 Radford Ave., P.O. Box 206, N. Hollywood, \$601,344 for const. Elmer J. Chesbro Dam on Llagas Creek & relocate portion of Oak Glen Ave., SANTA CLARA COUNTY.

long battle with the carpenters, signed.

Today the Operating Engineers are placing emphasis on a college program. Its chief attraction: summer jobs to undergraduates at up to \$2.52 an hour as chainmen. About 100 students took advantage of this last summer.

The program hasn't been in effect long enough to demonstrate whether any appreciable number of graduate engineers will remain with the union. But business agent Al Boardman—president of the technical engineers unit before it joined the Operating Engineers, and now heading the survey party organization—is optimistic about the chances of bringing more civil engineers into the union.

Developments in unionizing civil and other professional engineering employes in Southern California seem to be following the pattern set in the San Francisco area.

Operating Engineers Local 12 (Southern California and Southern Nevada) and AGC currently are negotiating a new contract.

Local 12 has a contract including these workers with the surveyors association—and reportedly has contracts with almost all surveyors who are not association members.

Yorty, on 83rd Congress—

CUT PEOPLE \$35 MILLION AID BUSINESS \$21 MILLION

"I think that the Republican 83rd Congress can be summed up fairly well by these figures," said Rep. Sam Yorty, candidate for U.S. Senate from California.

It cut the budgets for the Department of Labor and of Health, Education and Welfare; which handle matters concerning the nation's workers and needy persons, by some \$35 million.

But it turned around and gave the Department of Commerce, which is primarily concerned with business—especially Big Business—an increase of \$21 million.

Thus it has failed to help those who need it the most, but has helped those who need it the least.

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BOSS TALK ON SURVEYORS

In a recent issue of the Engineering News-Record the labor editor, in an article entitled "Boiling Point," had the following to say about unionization of engineers in California:

UNION'S EARLY START—At the close of World War II, Local 89 of the Technical Engineers, Architects and Draftsmen Union (AFL) started its drive to organize survey parties in the San Francisco Bay Area. Its treasury was small. It couldn't afford a business agent. And its 250 membership was all that remained from the days when mushrooming shipyards had boosted the ranks to 3000.

Almost a decade later—and under the sponsorship of the Operating Engineers—the technical engineers are well on the way to organizing contractors' survey parties in all of Northern California. Membership has jumped to about 800. (This includes about 30 civil engineers, some of them working as project managers, superintendents and foremen and most of them veterans of the original technical engineers group.)

As spring contract-signing season rolls around, the union is not expected to try to extend its gains. But it won a wage increase from the Associated General Contractors, conforming to the pattern set in other crafts contracts (the contract was open for negotiations only on wages). And it has a chance to show its strength in two other fronts:

Its contract with the Bay Counties Civil Engineers & Land Surveyors Assn. will be re-opened in June. The main pitch for field party workers apparently will be to bring head and rear chainman's rates up from \$2.20 and \$2.10 an hour to the AGC level of \$2.52 and \$2.38. Rates are slightly lower than the AGC contract, but fringe benefits compensate.

A new contract with the Santa Clara County Assn. of Civil Engineers & Land Surveyors is imminent.

Why the apparent success in unionizing the survey parties? One reason may be that San Francisco is a strong union area. But building contractor Harold Sjoberg, former president of the Central California Chapter of AGC and long-time member of its negotiating committee, blames contractor indifference.

"It's a matter of expediency," says Sjoberg. "These inroads into management prerogatives don't cost contractors anything directly—or immediately—so they're indifferent. They lost the battle against union pressures just because they got tired."

He fears that unionization of survey parties is only a "foot in the door" for the Operating Engineers, that the union will pressure next for organization of timekeepers, estimators, draftsmen, office workers. "Without militant opposition by employers," says Sjoberg, "we're bound to experience progressive deterioration of our position."

Actually, the contractors' groups didn't sign with the union until two years after surveyors' associations had recognized union representation for their survey party employes.

The first success the original technical engineers group had after the close of the war was in negotiating contracts with two land surveyors. This spurred other surveyors into establishing the Bay Counties Civil Engineers & Land Surveyors Assn. It included most of the surveyors in the area and was able to check further union efforts.

The technique of the union was to picket subdivisions laid out by non-union surveyors. But the strikes were unsuccessful because the union did not have the support of the jurisdiction-jealous craft unions.

So in 1948 the technical engineers successfully petitioned Local 3 of the Operating Engineers to take them in.

This move gave the technical engineers new strength. Not only did it have the backing of the well-established and financially strong Operating Engineers, but also of craft unions.

Operating Engineers put picket lines on survey operations on a few subdivision jobs. Members of other construction unions respected the lines and work was stopped.

In April 1949, members of the Peninsula Chapter, Bay Counties Civil Engineers & Land Surveyors Assn., announced they would have to pull out of the organization and sign an agreement with the union.

At this point the association decided that further resistance was futile. Rather than let the peninsula chapter pull out, the entire association agreed to negotiate with the union.

Out of talks came this agreement: Chief of Party or Senior Inspector would get \$2.50 an hour; Instrumentmen or Inspector, \$2.25; Junior Inspector, Engineer's or Inspector's Aid, \$1.75.

Union spokesmen—reviewing this agreement—say that they had some surveyor support. Large employers, who paid higher wages were just as happy to have the wage levels of their smaller competitors brought up to their standards. But any move of this nature on an association level was impossible since larger firms would be outvoted by the smaller firms.

FIRST MOVES

First formal talks between Operating Engineers and AGC over the survey party issue came in 1951. AGC flatly refused to consider such representation, and when the Operating Engineers started scattered strikes, it ordered a Northern California shutdown. A one-day shutdown that year ended the discussions.

Capitulation to OE came in 1951, at the end of a carpenters' strike that had lasted two months. The OE threatened to extend that strike, and AGC, worn down by the

Building Program Creates New Activity at San Francisco Airport

By CHET ELLIOTT, Business Representative

The George Fuller Co. of New York and Los Angeles were the successful bidders on a one and one half million dollar headquarters building for the American Air Lines at the San Francisco Airport and we are now engaged in the erection of this building. The George Widman Co. of Gardena, Calif., also have started construction of a large building to be used to service and repair Helicopters at this same site and a crew of engineers have been cleared from this office for these two projects. This work is a small part of the huge building program planned by the different airlines to be in operation at a later date.

Mr. "Whitey" Gilbertson, project manager for the Hindry Construction Company; at the site of the large Real Estate Development Project on the Mills Estate with the assistance of Superintendent Brother Marvin McCoy and foreman, Brothers Van Scoy and Hillman have expanded the operations on this job where they now have over forty members of Local No. 3 employed on the earth moving phase of this development who are operating Cobras, Cats, Blades and a shop crew. Another fifteen engineers are employed on this project by the E. T. Haas Company of Belmont and La Fon Brothers of Los Angeles who are under contract to the Trousdale Construction Company, owners and developers of this project.

Brothers before going ahead to the other items of this report your representative would like to take this opportunity to compliment all the operators of the Cobras for your cooperation on the wearing of safety belts, which definitely saved the life of one of your co-workers a few days ago. Mr. Thomas Soule, Chief Safety Engineer for the Industrial Indemnity Company of San Francisco and the Hindry Construction Company your employers also wish to extend their thanks to each of you for the action you have taken in observing this important safety measure.

Brother Ole Archibald of the J. O. Archibald Company of Redwood City along with Foreman Bro. Eitner and Ballam have many jobs in operation in this area and are consistently adding new pieces of equipment to their large fleet of

cats, blades and jeeps. The latest addition being two new D-S cats which creates employment for over 40 members of Local No. 3 at various points in this area, including the Guided Missile job at San Bruno, Leslie Salt Company at Redwood City, the Palo Alto Airport at East Palo Alto and the Sterling Builders job at Pedro Valley.

The several large highway projects in this area including Plombo Bros. job on the Bayshore Freeway, the Janecke job at La Honda, the S & Q and Bragato Paving Co. job at San Gregorio and the L. C. Smith Company job at Half Moon Bay are progressing as well as can be expected. These projects will keep many members of our Local Union employed until the rainy season sets in.

Skyline Materials, Marks Materials, Rockaway Quarry, the Whipple Road Quarry and several other rock plants in this district are operating at full capacity, providing work for Operating Engineers.

All of the local building and heavy construction contractors in San Mateo are busy with their many underground, street paving and grading and high school, and hospital building projects and many men have been cleared from our office to these jobs.

Incidentally, one of our brothers, Alex Milanovich, has just purchased the Turf and Paddock Club in the Greyhound bus depot, located on South B Street in San Mateo.

He is in this business with his brother and would be very glad to see any of the Engineers who happen down that way. Lots of luck in your new business, Alex!

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"Be like me and pay your taxes with a smile," advised Mrs. Wise. "I should love to," said Miss Sharp, "but they insist on cash."

In the Islands— ANTI-UNION PURSE FOR HAWAII G.C.A.

By J. K. WAIWAIOLÉ
Business Representative

A "special assessment" was levied by the General Contractors Association of Hawaii on its members for the purpose of creating a "strike fund" to fight organizing unions. The purpose was not stated in letters sent out to the members, but this message was passed on by word-of-mouth.

Small contractors assumed that assessments were based on their gross income. Goal of the contractors' fund raising was said to be \$50,000, mostly to defray the cost of future fights against organizing unions, and to replace \$5000 in legal fees already reported spent partly by Pacific Construction Co., Ltd., and partly by the association in the fight against the AFL Carpenters and Building Trades Council on the picketing at Princess Kaiulani Hotel and contractor Walker-Moody's Woolworth project.

The minimum sum ranged between \$200-\$400 for small contractors and the maximum about \$6000, which Hawaiian Dredging Co., Ltd., the biggest general contractor in the territory, is reported to have been assessed.

This latest action on the part of the G.C.A. of Hawaii and the reserve fund available from the Employers Council of Hawaii reportedly in the millions show that much more work and help is needed here by all interested parties concerned in a united effort to do a good job, especially in building and construction.

AFL PLANS STRATEGY

International Representative John O'Donnell of the Carpenters, who has been here over 6 weeks leading their organizing drive and Clayton Bilderback of the Plumbers & Pipefitters, who was in town for a week surveying their problems involving their subs, left the last week to contact their respective Internationals on the mainland with hopes of getting the Building Trades Department through their Internationals, to call a meeting of all Internationals and Nationals with interests in the Hawaiian Islands to sit down together and overhaul the labor picture here for future organizing.

Wilson Tunnel faces delay as cave-in halts project. Between 15 and 20 steel ribbed supports collapsed in the cave-in. It is believed that as much as 250 feet is piled with mud and debris.

If it hadn't occurred, Mr. Sinclair, engineer, said, the drilling of the tunnel could have been completed about September 1st.

A second entrance channel into Honolulu harbor ewa of Sand Island is among harbor improvements planned to start in the near future with the approval yesterday of over \$3½ million dollars by the United States House of Representatives' public works committee.

Another new shopping center is proposed to extend along North King St. at the Kam IV Road junction to cost over \$1,000,000. Owner U. Yamane has been a merchant for over 50 years in the Kalihi area. Bids are not yet out.

Hawaiian Dredging Co., Ltd., began working the million dollar bulk sugar plant for Cahu Transport Co., a subsidiary of the former company June 29th.

Brother Peter Joaquin, watch engineer on the dredge Gulf Stream, is back after 22 months in Okinawa. He plans to return for the Army Civil Service on their power barge when it arrives in Okinawa.

Brother William Wong, dredge mate on the Norfolk in Subi Bay, Manila, is also back after 20 months.

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When you break something made of glass, remember to use a bar of damp soap with which to pick up the bits. Then you can shave off the splinters from the soap with a knife and discard them entirely.

FREEWAYS, HOUSING STEAM UP SAN FRAN.

By PAT CLANCY and PAUL EDGEcombe, Business Representatives

With the recent awarding of a contract to Guy F. Atkinson at a bid of \$1,288,816, another section of the freeway will be started soon. Not too much preliminary work will be necessary since the roads, overpasses and underpass that had accommodated their previous contract are already intact.

SEASON IS AT PEAK IN REDWOODS

By A. B. McCAFFREY
Business Representative

Construction work has reached its seasonal peak and has started to level off in the Redwood Empire. Most all of the larger jobs are over the hump and what jobs that are breaking are small.

McCammon & Wunderlich's Freeway job at Fort Dick has been rolling 12 hours per day six days a week up until last Monday, when they cut it down to nine hours. It looks like they will have their dirt moved in approximately thirty working days.

Macco-Morrison-Knudsen Company are still rolling six days per week and making the muck fly. They hit the half way mark last week but they still have 250,000 yards of dirt to move plus plenty of mud.

Burman and Sons are all ready to start bailing muck on their Red Mountain Creek job just as soon as they get their concrete box culvert in. Carr & Rocca subbed the concrete work on this project.

Mercer-Fraser Company is still scattered all over the country. They finished their job at Garberville and are now moving that spread to Peanut. At present they are working at Rohnerville, Weitchpec, starting at Berry Summit, working on structures on Macco-M.K. job at Eureka and a dozen other places.

CRESCENT CITY JETTY

Macco-M.K. Company's jetty job at Crescent City has been shut down for the last month, everything except the shop. During the last few days, Macco officials and the Corps of Engineers have been negotiating in San Francisco on an extension to this job. As it looks from here, they will start rolling again in the near future.

John Delphia and Humboldt Constructors, Inc., were awarded a highway job at Berry Summit. This is a B.P.R. job. There are approximately 800,000 yards of rock and dirt on this job and it should be a good one for the Engineers. At the present time we have five dozers clearing the right of way, which is a pretty tough job, as it is in steep country and the timber is heavy. They intend to clear the right of way and open the job up this year and then come back next spring and move the dirt. The low bid on this job was \$754,265, the high \$1,278,303. There were 12 bidders.

Browne and Krull of San Jose have started their surfacing job up at Burnt Ranch. It is 9.6 miles in length. Their bid was \$98,313.

All of the local contractors are busy, also the material and gavel plants are rolling right along.

So far, we have kept our out of work list down to a few men although the demand has not been too heavy. Most of the jobs are for replacements or short jobs.

We are sorry to report that Bro. Jack Cox was killed in an automobile accident on July 20, 1954, near Willow Creek, California.

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History was made in August as first aluminum ingot was poured at Kitimat, British Columbia, marking completion of first state of vast hydroelectric and aluminum smelter project by Aluminum Co. of Canada. Labor of 10,000 men and expense of \$275 million thus far have harnessed giant power in past three years. Ultimate power will be 2,240,000 horsepower and annual output of 550,000 tons of aluminum, world's largest smelter.

On other sections that are now under construction work is increasing as fast as possible considering traffic obstacles. Ed Keeble has several pieces of equipment busy on the Candlestick Point portion. On the connecting link with this job and extending to Alemany Blvd. Harney has completed most of the concrete work on overpasses and will be moving dirt soon. Near 4th and 5th streets Eaton & Smith have full crews getting this section rolling.

Two lanes of the divided highway on the Skyline freeway are now open for traffic and operations have resumed to complete the other side. Keeble is doing this job.

With the enormous amount of steel that has been erected on the freeway, and buildings requiring re-finishing, during the past two months there has been considerable increase in the number of sandblasting contracts. We have been successful in signing the painting contractors to an agreement covering the compressor operator.

Subdivisions Westlake, Westview, Rollingwood, Sierra Highlands, and Standard Builders are operating at full capacity to prepare their sites for new homes in these areas.

San Francisco public housing projects are progressing. At Franciscan Plaza, Ted Meyers and Sons have a good start on construction of their twelve-story concrete-constructed apartment buildings. With the excavation and footings all completed, actual work on the buildings proper has begun. All hoisting of material is being done with a Northwest "80" and Bay City truck cranes.

On the Hunter's View project, Biltwell Construction have moved their equipment in to do the excavating and grading. This is a 3½ million dollar contract. Completion of the Potrero Hill project is near while the Alemany project is about half finished.

With these many operations in San Francisco, it has been possible to keep most of the cat-skinners, blade men, and rubber-tired operators employed.

A prospective engineer has arrived at the home of Ben Marrs: Danny Jack Marrs—9 pounds 4 ounces, June 27.

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Seabee Reserve Applications Open, 45-Year Age Limit

Brother Carl Pennington, Local No. 3 member, besides working every day at his trade is also a member of the Seabees and devotes his spare time to the recruiting of men for the Seabee Reserve. Those interested should contact Chief Pennington.

Today there are Seabee Reserve units all over the country composed of skilled construction men. These are men like yourself, who want to continue in their present civilian jobs but who wish to have the advantage of being a Seabee Reserve. They believe the best way to make sure that we are never faced with an emergency like Pearl Harbor is to be ready.

Men up to age 45 are eligible. Ex-servicemen can get in the Seabees. Those desiring to contact Chief Pennington can phone BEacon 5-0893 or call at his home, 3444 Dam Road, San Pablo.

WHERE TO APPLY

Billet open: Organized Naval Reserve C. B. Division 12-3. Meetings Wednesday nights at the Naval Reserve Training Center at 2144 Clement Avenue, Alameda. Muster at 1945 Hours. Drill with pay in both rate and military training. See Chief Pennington, Room 1132, 1st deck.

CDR A. P. KOETITZ



UNIV. OF CAL. EDUCATED SKY-HOOK—Shown in the picture is Datzell Rigging Company's 30-ton P. & H. Crane, with 180 feet of boom, which was used to set the stack down through the interior of the California State Health Building at Shattuck and Berkeley Way, Berkeley. Brother Ben James is operating this rig with Brother Bob Alter doing the oiling. (Picture by Bro. Jim Jennings.)