



ENGINEERS NEWS

OPERATING ENGINEERS LOCAL 3

STATIONARY ENGINEERS LOCAL 39

Vol. 15—No. 8



SAN FRANCISCO, CALIFORNIA

AUGUST, 1957



START SHIP CHANNEL—This 4500 of Luhr Brothers is being loaded on barge at Sacramento for a trip to Little Holland Island to start digging the toe drain on Sacramento's much-publicized deep water ship channel.

BLOOD DONORS CAN SAVE LIVES AS WELL AS DOLLARS

No doubt you are ALL aware that our organization maintains a Blood Reserve Fund. This Blood Reserve Fund is YOURS, for use by you and your families, when blood transfusions are needed. A request to our Recording Secretary, Mr. C. F. Mathews, for credit releases will SAVE YOU DOLLARS on hospital blood bills.

In order to have insurance it is necessary that the Blood Reserve Fund maintain an adequate balance—this means regular blood donations from members of our organization are needed.

INSURE YOURSELF NOW . . . San Francisco members can arrange for an appointment by calling the blood bank direct at JORDAN 7-6400. In the outlying districts members can contact the Union office in the area in which they reside to arrange for an appointment.

HONOR ROLL OF BLOOD DONORS

FRESNO

Carl Rogers
Lee Hunter
B. F. (Tiny) Helling
Everett Turner
Bro. & Mrs. Robert Daniels

SAN FRANCISCO

Ingvar Torngren
Robt. M. Campbell
Emily B. Nichols

SAN MATEO

Julius Hacke
Max F. Hawk
Raymond R. Bisailon
Alfred M. Wood
Raymond J. Brechtel
Richard B. Hutchings
Glen E. Peterson

SACRAMENTO

Daniel C. Clancy
Donald R. Wood
Ellis B. Hensley
Mrs. Lola Livermore

SAN RAFAEL

Pauline Bradley

Labor Day Message

BARGAINING AND LEGISLATION, TWIN TASKS FOR LABOR

By FRANK A. LAWRENCE
Member, Industrial Accident Commission

Labor Day in 1957 again focuses attention on the importance of Labor's legislative role.

We sometimes forget that when the AFL was founded in 1881, twelve of its 13 goals as presented in the new organization's constitution were concerned with legislative achievements. We should never minimize the collective bargaining aspects of the labor movement, but on the other hand, neither should we play down the legislative functions, for the two have gone hand in hand through the years.

This has been evident on the state as well as the national level. Here in California Labor has been occupied for more than half a century with grave legislative responsibilities.

Perhaps the first great legislative victory won by the union movement of this state was the enactment of the present workmen's compensation law in 1917. Since then, we have witnessed the writing of other impressive social laws, including unemployment insurance and disability insurance.

I believe it would be proper now to consider the present status of the workmen's compensation program so that we might ascertain if it has kept pace with the times.

Let's look at some recent developments in the program.

As we know, the Industrial Accident Commission is the administrative heart of the workmen's compensation system. The industrial growth of this state has been phenomenal during the decade just past. The Commission, therefore, has made every

(Continued on Page 10)

IN MEMORIAM

LAFAYETTE M. HUTTON
Sonora, Calif., June 27, 1957

JOHN H. WEST
Eureka, Calif., June 30, 1957

IRVIN A. HUDSON
Reno, Nev., July 2, 1957

E. F. DeGROODT
Antioch, Calif., July 6, 1957

FRED HUGHES
Oakland, Calif., July 13, 1957

FRED CLASSEN
Richmond, Calif., July 15, 1957

E. M. ANDERSON
Bingham Canyon, Utah, July 17, 1957

ROBT. H. FOOTE
Stockton, Calif., July 24, 1957

LEONARD JEFFRIES
West Sacramento, Calif., July 25, 1957

E. G. NEFF
Oroville, Calif., July 31, 1957

HARRY K. PHOENIX
Oroville, Calif., July 31, 1957

EARLE DAVIS
Oakland, Calif., August 5, 1957



PAUL EDGECOMBE

Paul Edgecombe Is Named to Ex. Board

Appointment of Bro. Paul Edgecombe of Sacramento to the Executive Board of Operating Engineers Local 3 was announced on July 31.

Bro. Edgecombe has been a member of Local 3 since 1941 and was appointed business representative in 1953 at which time he worked out of the San Francisco office.

In August, 1955, Bro. Edgecombe was transferred to Sacramento as business representative in charge.

Our heartiest congratulations, Paul, on your well-merited appointment.

Service Withdrawals

Jerry Thompson
Michael J. Goetz



Moving a Mountain in the Redwoods

Some 60 feet of earth has been removed from the top of the giant cut on Highway 101 at Dyerville which will be more than 400 feet deep when completed. Because of steepness of the incline it has been necessary to help the big earth movers back up to top of cut by means of four donkey engines pulling on steel cables. Arrow points to rig on its way up. In lower part of picture is paved 101 detour at edge of Eel river south fork.





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H. O. FOSS.....Vice-President
C. F. MATHEWS.....Recording-Corresponding Sec'y
R. F. SWANSON.....Financial Secretary
P. E. VANDEWARK.....Treasurer

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San Mateo, Hub of the Peninsula Busy on Airport, Highways, Homes Pipelines, Schools and Industry

By CHET ELLIOTT and BILL RANEY, Business Representatives

The San Francisco International Airport is the scene of much activity at the present time. L. C. Smith Co., Barrett Construction Co., Bragato Paving Co., and Raymond Concrete Pile Co. are keeping a large crew of Engineers busy on the construction of ramp aprons and building of hangars for the United and Trans World Airlines.

McCammon and Wunderlich, Piombo Construction Co., Lowrie Paving Co., and C. J. Woods Co. have many members of Local No. 3 working on major highway construction jobs at Edgemar, San Mateo, La Honda, and Redwood City. This large highway program will keep these brothers happily and steadily employed until the rainy season sets in.

Superintendent Brother Mel Lutz, with five shovel crews, two tractor operators, and one compressor man, is getting started on Maguire and Hester's 79-inch pipe line, which extends from the north end of the new tunnel, just completed by Peter Kiewitt, two miles through the City of Hillsborough.

REAL ESTATE DEVT

Development work has picked up to some extent in this area after laying dormant all year up to this time. L. C. Smith Co. has started grading and paving operations at North Burlingame for Eichler Homes. Charles Berger and Bragato Paving Co. have started on a new unit at San Carlos Acres.

The large industrial development project where the Utah Construction Co. are reclaiming tidelands in South San Francisco is steadily expanding. More equipment is being shipped to this location and several members of Local No. 3 have recently been cleared by this office to the job.

The seven asphalt plants in this area are operating at full capacity to supply the material for the many street resurfacing projects in nearly every town in the county. In addition to this, the L. C. Smith Co. have one-half million tons of black-top to lay on Bayshore Freeway, and Lowrie Paving Co. has a large paving operation on El Camino in San Mateo. L. C. Smith was also low bidder on one-half million dollar resurfacing job at the San Francisco Airport. The Freeman Paving Co. was low bidder on \$200,000 asphalt paving job for Trousdale at the Mills Estate.

The many large industrial buildings, warehouses and school buildings being erected in this area have all the local builders and many others operating at full capacity such as Williams and Burrows, who were low bidders for the huge

Eitel-McCullough one and one-half million dollar electronics plant at San Carlos; the Sequoia High School, which the Pacific States Builders are now erecting; the Purity Warehouse at Millbrae, under construction by the Younger Construction Co. There seems to be a new school or a large building in process of construction everywhere you look.

All of the local contractors, including J. O. Archibald, Douglas and Woodhouse, Oscar Holmes, Bauman Bros., O. D. McCue, Fred Sperry, Fisk Firenze and McLean, R. A. Farish, McCammon and Wunderlich, C. J. Wood, Piombo Construction Co., Lowrie Paving Co., and many others, have a large group of Operating Engineers employed on the many underground installations, street grading and paving jobs, large highway and real estate development projects throughout the entire area.

CALL FOR BLOOD

Brothers, once again the San Mateo office wants to call your attention to the necessity of donating blood to the Operating

Construction Awards

SACRAMENTO, Contract awarded to Fredrickson & Watson Const. Co., 873-81st Ave., Oakland, \$1,742,222, for 1.4 mi. lgth. of freeway tog/w. frontage rds. & connections gr. & surf. w/pltmx. surf. on cem. tr. base & untr. base & RC bridge to be const., betw. 0.5 mi. N. of Calif. Park overhd. & Greenbrae, MARIPOSA COUNTY.

REDWOOD CITY, Contract awarded to Hub-Pacific Const. Co., 1077 Jackson Lane, Menlo Park, \$413,000, for const. San Mateo County Jail.

SACRAMENTO, Contract awarded to Rockport Redwood Co., Crocker Bldg., S.F., \$508,510, for 3.9 mi. grade & pltmx. surf. on cem. tr. base, betw. 1 mi. W of Yosemite Jct. & Montezuma Rd., TUOLUMNE COUNTY.

SAN FRANCISCO, Contract awarded to H. Earl Parker, Inc., 12th & "F" Sts., Marysville, \$626,629, for 2.767 mi. grade, Sta. 349/92 E'ly to 496/61, Proj. Yosemite 4-B2, Tioga Rd., Yosemite Nat'l Park, MARIPOSA COUNTY.

SAN FRANCISCO, Contract awarded to T. Earl Parker, Inc., 12th & "F" Sts., Marysville, \$546,446, for grading, beg. near McSwain Meadow & ext. E'ly to 3.361 mi., Tioga Rd., Yosemite Nat'l Park, TUOLUMNE & MARIPOSA COUNTIES.

OGDEN, UTAH, Contract awarded to Strong Co., N. Main St., Springville, Utah, \$581,013, for const. Proj. 1-A, Monument Entrance-Devils Garden, by grade & base surf., Arches Nat'l Monument, GRAND COUNTY, UTAH.

REDDING, Contract awarded to John C. Gist, 1020-46th St., Sacto., \$167,169, for recl. steel pipeline, pump. plt., loc at Redding, in SHASTA COUNTY.

Engineers Blood Bank at the Peninsula Memorial Blood Bank for the use of our brother members and their families who need it. We also wish to thank the brothers whose names appear below for blood donated by them during the month of July:

Julius Hacke
Max F. Hawk
Raymond R. Bisailon
Alfred M. Wood
Raymond J. Brechtel
Richard B. Hutchings
Glen E. Peterson

The City by the Golden Gate

JOBS ON INCREASE IN SAN FRANCISCO

By HARRY METZ and BILL TOMBERLIN
Business Representatives

We are happy to report that there has been a sharp increase in jobs in the San Francisco area. The Government has lowered down payments and raised the interest rate on FHA home purchases to make the sluggish housing program more attractive to both buyers and investors. The changes will reduce the cash outlay by about one-half on medium priced homes issued by the Federal Housing Administration. This action will have a considerable effect in stimulating home building in the Bay area. Commercial building activity has climbed to a record level in San Francisco. Large non-residential projects begun this year include Crown Zellerbach Corporation's 20-story office building \$4,260,000; Eastman Kodak Company's warehouses and offices, \$1,900,000; P.G.&E. power plant facilities, \$1,180,000; the five-story Ellis & Stockton Street Garage, \$1,700,000, and a new public high school for \$1,720,000.

Construction of the seven million dollar Embarcadero Freeway is moving right on schedule but it will be nearly two years before motorists can use the elevated roadway. Macco Construction Company is scheduled to conclude the pile-driving by December, 1957.

The government will spend fifty million dollars for drydock facilities at Hunters Point which will include a large aircraft carrier drydock and repair site.

Test borings for the Geary Expressway underpass at Fillmore Street have been completed.

Peter Kiewitt Company should start work shortly on their \$7,225,000 unit of the Central

Report of Last Meeting

The meeting was called to order at 8:05 p.m., President Clancy presiding. Roll call showed all officers present.

The minutes of the regular meeting of June 29 were read and, by motion, approved as read.

The minutes of the Executives Board meeting of July 17 and of July 31 read and the acts and recommendations of the Board were, by motion, approved as read.

The minutes of the meeting of the Executive officers were read, appointing Brother Paul Edgecombe to fill the unexpired term of Brother Ed Park as member of the Executive Board. Filed for information.

A communication was received from the office of the General President of the International Union of Operating Engineers approving the changes in the By-Laws as submitted by letter dated July 25, 1957. Received and filed.

Communication received from Brother Solari requesting a donation for the Queen of the Valley Hospital, Napa, Calif., in the amount of \$100. It was regularly moved and seconded to comply with the request. Carried.

Communication regarding the campaign to combat the "right-to-work" legislation in Sutter County received. It was regularly moved and seconded to approve the \$460 bill for Local No. 3's contribution toward the campaign. Carried.

It was reported that the members working under the Pacific Coast Master Shipbuilding and Repair Agreement had held meetings and had agreed to accept the wage rates offered by the employers, which includes those working for the Bethlehem Steel Corporation, Shipbuilding Division. It was regularly moved and seconded that this action be approved by the membership. Carried.

Cards of thanks were received from Margaret Hudson and family; Anna Filter; the Fred Hughes family; Mrs. F. H. Classen; the family of Milton S. Maxwell; Mrs. Pat Clancy, and the family of "Doc" Emmitt F. DeGroodt. Received and filed.

The following members were reported ill: Al A. Amaya, Roland E. Barton, Kurt Blylor, Leslie C. Barnes, Bryson Bentley, Clifford Booth, Lloyd A. Bowler, H. L. Childers, Albert Corrio, L. R. Croxon, Fred Classen, Roy Croedon, Floyd E. Dotson, Anton J. Dills, Vern A. Dalton, Daniel R. Ellis, Joel W. Everidge, Frank J. Fanger, Danny Furrer, Owen W. Goodwin, Odie A. Hicks, Fred Hughes, William Hoffman, Otto E. Hars, Marion Imel, Joe Isonio, Lorin J. Jessen, J. H. Jordan, Donald Jeakins, Henry T. Johnson, T. D. Kime, E. J. Kiras Jr., George E. Killian, Arthur Lance, Josh Lloyd, Chifton McCorkle, Thomas McCoy, James Martin, Bernard D. Moe, Oscar Medalen, Ross Martin, Martin D. Mathews, Fred H. Moers, Joseph Mendoza, John Mundy, Thomas Marshall, Fred Pardia, Blythe L. Pierce, Buford A. Petty, Homer Purcell, William Roberts, Charles E. Reagan, Earl Roberts, Lee Strickland, Charles Shafran, Marcus D. Sowby, Milton Thornton, R. L. Terry, Adriaan Visser, Royal Winfred, Walt Whipp, Eugene Whitfield, Doyle H. Wallace, Ransome Williams, Leon Yates, William Yates, Harvie L. Young and Neal Gregory.

The following members were reported deceased: C. B. Wood, Lafayette M. Hutton, Charles Merrifield, Herbert Whiting, Fred J. Woolley, Irvan A. Hudson, Fred Classen, Fred Hughes, E. F. DeGroodt, Robert H. Foote, Leonard Jeffries, E. M. Anderson, E. G. Neff, Harry K. Phoenix. The membership stood one minute in silence in respect to our deceased brothers.

Report of the General Secretary-Treasurer was read by President Clancy.

The Business Agents gave their reports, which were accepted as given. Financial Secretary Russell Swanson read Statement of Cash and reported there were 20,729 members as of July 1, 1957.

A report was made on the completion of the Piledriving Agreement. It was regularly moved and seconded the agreement be accepted. Carried.

Treasurer Vandewark read a report on the current assets of the local union as of July 1, 1957.

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

Respectfully submitted.

C. F. MATHEWS,
Recording-Corresponding Secretary.

Freeway running from South Van Ness Avenue to Turk St.

Payne Construction Company and Hat & Hynding are busy on their jobs on California Street relocating the cable car tracks.

Cahill Construction Company have several jobs operating. The largest projects consist of an eight-story office building at Market and Pine Streets, and two warehouses for Hamm's Brewery; one at 16th & Florida and the other at 16th & Bryant Streets at a cost of \$750,000.

We are negotiating with the Building Material Dealers Association at the present time for an increase in wages comparable to the Associated General Contractors' wage.

There is still a good deal of street repair and sewer construction work going on throughout the city.

Theo Meyers & Sons are completing the annex to the U.C. Hospital. However, there is a

good deal of interior work to be completed. Meyers project at the Civic Center is behind schedule and the city fathers are complaining because they can't solicit any conventions for next year since the completion date is not definite.

The steel legs which will support the 20 floors of the Crown Zellerbach Corporation's office building at Market, Sansome & Bush Streets are being fabricated by Bethlehem Steel Corporation. Eighteen of the legs will support the entire building. They weigh 2500 lbs. per foot.

Henry Doelger's Westlake subdivision has started to build an additional 100 homes which have been sold the last two weeks.

According to B. W. Booker, state highway engineer, freeway planning will be delayed until agreement is reached on location of the San Francisco anchor for the Tiburon crossing.



GIANT SIZED RIPPER—This view shows Bro. Lowell Surface pushing on a D-9 and Bro. Al Tribble pulling on a D-9. This big iron is in use on the Rocky Ridge road between Folsom and Roseville, Stecker and Scott, contractors.

SACTO STARTS SHIP CHANNEL

By PAUL EDGEcombe, ERNIE NELSON, ED HEARNE and BOB SORNSSEN, Business Representatives

Preliminary work has started on the initial stages of the deep water channel. Eugene Luhr, contractor from Columbia, Illinois, has moved in his equipment and work is getting under way excavating for the 17-mile toe drain channel.

This channel will serve two purposes: one for fresh water irrigation for the fertile farm lands in the lower delta areas, the other a quick drain off for the often flooded Yolo by-pass. Over three million yards of dirt is to be moved on this stretch. Much publicity has been coming from this project which will mean an extensive expansion of industry in Sacramento when the deep water channel is completed.

This work is under the jurisdiction and supervision of the Corps of Engineers and the Sacramento-Yolo Port District.

Activity at McClellan and Mather Field increases each week. These jobs are far enough along now that other operators will be able to start. Concrete pouring crews will be moving in right away. Many yards of concrete are to be poured on these two large runway extension projects. Gordon Ball Inc. is the general contractor. Project is under supervision of young but capable project superintendent, Henry List. Several sub-contractors have numerous jobs in this vicinity employing our engineers. Rock producers are working two shifts supplying these jobs.

J. R. Reeves is busy on their widening and paving job on Fair Oaks Blvd. They also have jobs scattered around town.

Brighton Sand and Gravel are progressing on the North 16th Street freeway interchange and widening job. This company keeps quite a crew of Engineers busy on numerous jobs.

McGillivray has completed one side and are opening up the other on the heavily traveled section on Freeport Blvd. Work is hampered here considerably on account of traffic and many business places that remain open. Job is coming along fine otherwise.

A. Teichert and Son Inc. has quite a crew of Engineers building the new levee on the American River. This project, when finished, will pave the way for the proposed site of the new state fairgrounds. A lot of preliminary work had to be done before actual dirt moving got under way. They have had a couple of obstacles, mainly "dust on the hops" and "bees in the belfry." Bees drove the skinners to the brush one afternoon, job had to shut down on that account. This job is under the supervision of Superintendent Russell. Foreman Al Human, John Neal, H. Clark, Wes Fothergill and Les Abshear. Engineers on the job are L. P. Burke, C. T. Ferreira, J. Freidman, A. C. Lindsay, P. Massoni, L. E. Flippin, R. O. Boyd, H. L. Moose, C. D. Neff, D. O. Harris, J. H. Walker, R. Roberti, G. S. Silva,

R. A. Addison, M. E. Robertson, A. E. Fountain, I. J. Gilbert, W. H. Buster, and S. Tankersley. Joe Pratt and Dorrel Kamplain are doing the stake setting. Tiny Bates keeps everything in tip top shape. This company has crews busy on the 13-mile stretch of highway from Sacramento to Nimbus and Highway 99 South. These are the largest of their jobs but they have many others of all sizes.

Operations on Highways 40 and 50 are running at a peak. These are big jobs and are fully manned at the present time.

C. S. Phillips has just started on his rugged section on Highway 89 from Meyers, six miles toward Luther Pass. A lot of timber has to be removed before grading can start. Boys on this job are right up in the fresh air.

Earl Parker's gang are grading another rugged section on Kit Carson Pass. Equipment is working a long day shift while the shovel is going two shifts. Al Parker is the superintendent.

All other phases of the industry, such as steel erections, rock plants and scrap yards are continuing on an even basis and keep numerous of our Brothers busy.

Safety notice: A neglect of operators working near high voltage wires has been called to our attention by the State Safety Inspectors. Don't break this law. It protects you in many ways, and may save the life of a fellow worker. The law specifies that a sign must be posted in the rig. Read it and obey it.

BLOOD BANK

Our sincere thanks go to Daniel C. Clancy, Donald R. Wood, Ellis B. Hensley, and Mrs. Lola Livermore who donated to our blood bank since the last report.

Remember, this office is open every Thursday 8 a.m. thru 8:00 p.m. Other week days 8:00 a.m. thru 5:00 p.m. Closed Saturdays.

CONSTRUCTION AWARDS

UKIAH, Contract awarded to Fred J. Early Jr., Co., Inc., 369 Pine St., S.F., \$876,229, for const. sewage treatment plant.

ROSEVILLE, Contract awarded to Krpan Trenching Co., P.O. Box 144, Perkins, \$107,595, for impvts. to sani. sewer sys. in Roseville.

JULY 12, 1957

SACRAMENTO, Contract awarded to Winston Steel Works, 1915 - 16th St., Sacto., \$83,710, for area to be surf. w/plttx. surf. on untr. base. bldgs. to be furn. & erected & water sys. to be ext., 0.5 mi. N. of Auburn on Rt. 17, PLACER COUNTY.

New Freeway Increases Jobs in San Jose

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

Work has finally started on the much talked of Freeway in San Jose. This Freeway will extend from Bascom Ave. to Los Gatos and will take many months to complete. Ball and Simpson were the lucky bidders on this project and at the present time are working two shifts, using 6 D.W. 20's, 5 new D-8 Dozers, 1 D-9, 2 D-6 Dozers, and 3 Blades. Lew Jones Construction Co. was awarded the structural work on this job and at the present time are using 2 Truck Cranes and 1 D-6 Dozer. Helpe Utilities, under the supervision of Brother Binkley, are working also on this Freeway.

All of the paving contractors in this vicinity are working at top speed to catch up on their backlog of work. A. J. Raisch are busy on their paving job on Foxworthy Ave. and Union Ave. They have just been awarded a resurfacing contract in the amount of \$323,547 on Capitol Ave. in San Jose. This firm has both of their Hot Plants in operation and are planning to build a new quarry off Monterey Highway, just at the southern edge of San Jose. J. C. Bateman, R. Bressani, Piazza Paving and McCarthy & Spiesman, all paving companies, are also working at full capacity.

Ed Keeble was awarded a good sized contract for approximately \$261,879 for the construction of Calabazas Creek Channel between Bayshore Highway and El Camino Real by the Santa Clara Flood and Water Conservation District. The work will involve channel excavation, storm drains, culverts and the construction of bridges. This firm is making good progress on its \$1,675,879 road job in Santa Cruz, which amounts to 360,000 cu. yards of roadway.

P & E Construction Company is still working on its storm sewer job off Homestead Road, and has about two weeks work left to complete its sewer job on Ross Ave. They recently were awarded a contract for \$158,695 for improvement of Miguelita Creek.

PALO ALTO AREA

L. C. Smith Company are making good progress on their project at Moffett Field and have another job at Arrowhead Meadows. They also are working on subdivisions around Palo Alto. Freeman Paving are busy in this area paving streets and subdivisions. They have rented a N.W. 80 from Chas. Berger, and have moved it into Neary's Quarry for hauling material left of the Bayshore.

C. Swenson will soon start on their job at Stanford and this job will last about two years. J. B. Nettles Company are also busy on the same job site. Williams-Burrows are also working on this same project.

SANTA CRUZ, SALINAS AND MONTEREY

Griswold Engineers are busy on their \$204,900 job at Santa Cruz. This job consists of 800 feet of 36" of concrete pipe to be laid in a rock trench on the ocean floor. To do this they are building a pier out into the ocean to work from.

Granite Construction Company have started their Soquel Drive job in Santa Cruz County. This went for \$54,471 and they have approximately 13,000 cu. yards of roadway and 4830 tons of untreated plant-mix. This firm has already begun work on their street job on Swift Street in Santa Cruz. This job will consist of 2.9 miles of road and will amount to approximately \$672,566. They have completed their dirt work at King City and Greenfield and are working a few rigs on finish work. Miles & Sons have sub-contracted the cement treated base work. Granite Construction Company have started their detour on Hecker

Pass Road and will begin work on the bridges as soon as the detour work is completed.

Lew Jones Construction Company of San Jose have started their \$189,980 job on San Benito River, eight miles south of Gilroy, with Piazza Paving Company doing the detour work for them. Lee Stephens has completed the dirt work on the Huntington Road job at Paicines. Huntington Bros. are busy

laying the base rock and are getting ready for the plant mix.

Donahue Construction Company were the low bidders on the Carmel Park subdivision in Salinas for \$42,760. This includes storm drains, sewers, streets and curbs. Wilder and Jones are keeping eight Engineers busy on their Watsonville sewer job but are having trouble with uncharted pipes and lines.

STOCKTON AREA HOLDING ITS OWN

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

The news here in the Stockton district is much the same as last month's report with the exception of the jobs listed as about to begin have started. However, we do not anticipate a shortage of experienced hands this summer as we have in the past due to the fact that the jobs which have been let are of short duration.

This month we will start in the mountains on Highway 108 and list the jobs as we come down the hill. The top job would be Tri Dam Constructors, who are putting the finishing touches on Donnell's Dam with three crane crews loading out and a staff of mechanics who are repairing the equipment before shipment. Next is Trans-Western Construction Co. on the new bridge and approaches across the Clove River, which is seventeen miles off Highway 108 at Long Barn.

M. J. Ruddy & Son, with Bro. Bud Woods as foreman, are preparing the Tuolumne Junction Road job with cement treated base now and should have the job completed by the time this is in print. Just a few miles east of Sonora Beerman & Jones keep a few of the brothers busy around the yard and shop as does Robert McClintock & Sons. Also in the same location, Bro. Bill Buckman is keeping the scrap rolling in at the Sonora Wrecking & Salvage Co., which, incidentally, is owned by Bro. Buckman.

Three miles east of Sonora we find R. E. Maxwell, Jr., who also keeps a few members steadily employed at the yard and shop. At present his crew is busy welding and erecting a new crusher and its related operations to be installed at the lime quarry north of Columbia.

COLORED ROCK

In this same area, the Sonora Marble Aggregate employees, who are also members of this local, are crushing and sizing the various colored marble rock that goes into the manufacture of terrazzo and other types of tile. Back to 108 and coming still farther down the hill, we hit the new job of Rockport Redwood Co., who were making nearly all new alignment on 108 from Yosemite Junction to Montezuma Junction. Rockport Redwood have four cats on the job and are using Red Craft cats and cans and Williamson's DW 20's and a TD 24 push cat. Brother Jack Douglas, who is general superintendent for the company, has been very cooperative in all phases of the new labor agreement.

Lower yet and four miles north of 108 is the Tulloch Dam, which is being constructed by the Arundel-Dixon Companies and the lowest of the Tri Dam project. The dam has been completed as far as the concrete pouring is concerned and has reached the stage of cleaning

up, repairing and shipping out. After passing this job, you are back in the valley—with the usual amount of work.

In the Tracy area the construction work is well under way with Stockton Construction Co., G. G. Williamson, Carvers Construction, R. Gould & Son, Al Haworth and Stanfield & Moody all employing local talent.

H. K. Ferguson Co. are still busy on the John Mansville job, which keeps several of the brothers working for them and still more working for the sub-contractors.

M. J. Ruddy & Son have started their job east of Colledgeville to the Escalon-Farmington Road. This is a county road job and involves a great deal of imported borrow to be hauled in by trucks.

STOCKTON STREETS

Underground Construction, M. Weber & Son, S. M. McGaw, A. Teichert & Son, Nomellini Construction and W. M. Lyles are all busy here in Stockton on street, sewer and housing project work. Transocean Engineering are moving right along on their Highway 88 job at Jackson. At present, they have eighteen operators, two grade setters and two foremen on the job. The way the dirt is flying it looks like this job should be completed by the time the rain starts.

Claude C. Wood Co. at Mokelumne Hill have only a few pieces of equipment left on the job and they should be ready to lay the plant mix in a week or so.

Atwater Underground Construction Co. are working on their sewer job at Altaville with a backhoe and ditching machine. This job will last about three months and will keep five of the brothers busy.

Asta Construction Co. of Rio Vista have started their county road job between Stockton and Woodbridge, a distance of eight miles. They have three blades, two rollers and a cat and carry-all working at the present time.

A. Teichert & Son, Claude C. Wood Co. and Rice Bros. have several small jobs going on in Amador, Calaveras and San Joaquin Counties.

How lucky can the Brothers get... Brother Ralph Hobak won a 1957 four-door hard top Cadillac recently and then was unlucky enough to break a leg a few days later.

Marysville Busy Mountain Valley Jobs

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

The work load continues to be heavy in the Marysville area. However, the fellows keep floating in thinking the Oroville Dam is on the way, but this is simply not so. During the past month three more good contracts have been let in this district. H. Earl Parker Co. was low bidder on a levee job on the Sacramento River in Sutter County for \$2,259,000 and will start it as quickly as he can get some equipment shook loose.

Lee Stephens Co. of Stockton got a levee job also in lower Sutter County for around \$400,000. Work is progressing there as of this writing.

J. H. Pomeroy Co. of San Francisco were low bidders for the Butt Valley Power House, and penstocks for the P.G.&E. should get underway soon.

H. Earl Parker also has a levee contract in Marysville along the Yuba River and is now working it plus a road job near Nicolous.

O. K. Mettry & Sons are doing well on their road job near Spring Garden, but have hit some rock which they did not anticipate.

Souza & McCue are rapidly winding up their road job at Taylorsville in Plumas County.

M. J. Ruddy have set up their plant near Sloat, California—they are subbing the poring from Mettry Co. Brother Mach Sholai is Superintendent.

Walsh Construction Co. have moved a rig to the Alamanor intake structure and they have quite a water problem there. They are doing well on both their tunnels at Butt Valley and Caribou.

Walsh, Wixon & Crowe are doing O.K. on their penstock job at Caribou.

M. K. Corp are doing pretty good on the Caribou No. 2 Powerhouse.

Darhenwald Co. have the dam on the North Fork of the Feather for the P.G.&E. and we have quite a crew of Brother Engineers on the job.

A. Tiechert & Sons are doing well with their crushing operations at Rodgers Flat.

Bechtel Corp. have slowed down somewhat on their Poe Dam and Powerhouse in Feather River Canyon.

POE TUNNEL JOB

The Utah Const. Co. and Bates and Rogers are again pouring concrete on the Poe Tunnel and the Surge Chamber is again going full blast.

Peter Kiewit & Sons Co. have not been able to start their tunnels on the re-location of the W.P.R.R. Tunnels but will be going about September 15th.

McCammon & Wunderlich are doing a good job on the 40A re-location job near Oroville. You can see by this report there is a lot of work in this area.

A. Teichert & Son at Chico have several small jobs around the area. Their Hiway 32 job is progressing very well—they still have quite a bit of rock to move. Also their rock, sand and gravel plant is in full swing. This Company also has a new office about eight miles west of Chico on State Hiway 32. Brother Ken Fox still in charge of this district.

Lester L. Rice & Sons have quite a bit of work at this time around Marysville, Chico, Oroville and Adin. We have also just signed the new agreement with this company. They have the rock, sand and gravel plant plus the transit mix business.

H. Earl Parker has lots of work on the mountains and in the valley. They were successful bidders on the largest levee job ever let in this area. Looks like Brother Mayfield has his work cut out for the next couple of years. This is a very nice company to do business with so far as the Marysville office goes.

W. H. Darrrough & Sons of Yuba City have got their \$500,

000 levee job under way, with Bill Cowan in charge. They also have quite a bit of work going on outside this area. Oh, yes, Brother Olson from Modesto has three rigs working on the levee job for this company.

Butte Creek Rock same as usual—have work scattered all around, also still working in the gas fields west of Biggs, around Butte City and south of Williams. Still the same old crew at the plant and in the shop. I think most of this crew have had their vacation so they should be in the pink.

W-M & K-Parker at Beale Air Force Base are rally moving dirt and pouring the concrete, with Marin Rock Co. making the aggregate and base rock. Action Co., subcontractor, is putting in all the underground drainage pipe and conduit. P.B.A. Co. is setting all the headers.

Petroleum Combustion Co. has the contract for the underground fuel system at Beale Air Force Base, with Souza and McCue doing the excavation for them and Sacramento Trenching Co. digging the ditches.

C. K. Mossman and Raymond Concrete Pile are doing very well at their Nicolous bridge job, with Barney Barnhill super for Raymond and Dick Moseman in charge of the project.

Granite Construction have a resurfacing job at Knights Landing; Johnny Lawrence is super. Brother Charlie Lloyd has his blade working on this job.

PERSONAL NEWS

Some of the brothers have hobbies besides their jobs, but one of the most interesting is that of Brother Dick Whittington of 133 E. 13th Street, Marysville. Dick is a gun collector and has one of the finest in Northern California—pistols and rifles. Anyone desiring to trade or sell should visit Dick and look his collection over.

This office was saddened the past month by the loss of two brothers. Brother Ed Neff passed away in Oroville. He was an old-timer and good friend and we will miss him. Our sympathy is extended to the widow.

Brother Harry K. Phoenix was killed on a job accident. He, too, was a good friend and brother and will be sorely missed. We extend our sympathy to his widow and family.

—Les Collett and Bill Weeks

INDUSTRIAL REPORT YUBA CONSOLIDATED GOLD FIELDS

On July 22, 1957 at a special meeting the membership accepted the second negotiated offer of the Company by a substantial majority. In arriving at the second offer, the Company withdrew its demand for a change in the date vacation pay is computed upon, the shift hours of the clean-up and repair crews and for a three-year agreement.

The offer also included, effective June 1, an increase in wages over the previous offer which, at least in our opinion, made the offer much more realistic, and was the largest increase ever negotiated with the company.

The last meeting at which the agreement was reached was negotiated with Mr. McGara, the president, and Mr. Deaver, the field manager, in the Operating Engineers Office, Marysville, and ran far into the night. The agreement has been signed and

the retroactive pay and the new rates will be paid on the next payday, according to the Company.

Next Meetings Announcements: The next meeting of the Yuba Consolidated Gold Fields membership will be held Monday, August 26, 1957 in the Engineers Hall, 1010 "Eye" Street, and at the following times:

10 a.m. for those unable to attend at night.

7:30 p.m. for those able to attend at night.

GLADDING, McBEAN AND COMPANY

As stated in our last report, the negotiated offer of the company was acceptable except for two matters, the question of pay for paid holidays worked and the bonus for setting periodic kilns.

Subsequent negotiations carried on at the Company's office and by telephone with Mr. Swenerton, vice president, labor relations, in Los Angeles, and Mr. Perry, plant superintendent, who was in the State of Washington, resulted in the clearing up of these points.

These matters were presented to the membership at a special meeting in Lincoln Monday, July 15, and were overwhelmingly accepted. The acceptance of this agreement resulted in the Lincoln plant remaining the highest paid clay plant in the United States, and that means the world.

Major changes were made in the seniority rules to eliminate some injustices that had arisen under the old system. Main change is that under the new system there will be only two types of seniority, plant wide and job. The system should also prove more flexible and allow some leeway in local administration.

In the matter of the bonus for the setting of periodic kilns it was agreed that the parties would continue to explore the possibilities of settling this problem satisfactorily to the members involved, the Union and the Company. Also there remains the problem of job descriptions and work levels for the new maintenance helper classifications. It is hoped that the working out of these problems will result in better conditions for all involved.

One problem has also arisen since the consumation of the agreement and that is the question of the hours of those members employed in the tunnel kilns on a straight day basis, seven days per week. Since the writer has been with the unit the Company has talked about putting these workers on the same hours as other straight day workers.

There was nothing in any of the past agreements, nor is there anything in the current agreement to have prevented, or to prevent, the Company from doing this as these members are not, in the strict sense of the word, shift workers. Nor did the negotiating committee agree to this during the negotiations!

It must be admitted, however, that after talking about it for years and doing nothing the sudden action of the Company rather surprised us. The action was certainly poorly timed, to say the least, as it gave the impression that the Union had agreed to it, which is certainly not true, and the membership can rest assured that everything possible will be done to remedy

THE "RIGHT TO WORK"

The past few weeks around the Marysville area there has been a lot of talk about the so called "right to work" laws or ordinance. Although the agitation has, for the present, apparently died down, the membership cannot afford to relax its vigilance against this pernicious type of legislation as it is bound to crop up again, probably, as the proponents have taken a beating in the courts, as a state wide petition for a referendum vote.

In order to keep our membership informed each month we intend to run a brief article on this matter, probably in the form of questions and answers, questions raised by the proponents, members and others regarding this question.

One of the many things that the proponents claim is that form of a union security agreement is UN-AMERICAN! The question is, is this true?

The answer is emphatically NO! Fundamentally trade or labor union organizations, its basic principles and tenets go back for centuries and was imported into this country from Europe. The labor agreement and collective bargaining as we know it is a relative late development. Early unions merely made rules which each member agreed to abide by and the employer was told that those were the conditions that the members would work for or under.

While it is true that many of those early unions enforced a union shop, they did it by agreement among the members and not by agreement with the employer. And, incidentally, this is still done in some European countries where the union shop agreement with the employers, until lately, was unknown.

It was in America that the Union or Closed Shop was developed, and its development came as a consequence of employers importing cheap labor, often under contract, from Europe. By this method the Employers were able to weaken or destroy the fledgling unions in this Country, which is still the intentions of the proponents of this legislation.

As near as we can find out by searching the history books the Union Shop originated in Philadelphia, at the end of the Revolutionary War or the turn of the Nineteenth Century. Philadelphia then was the shoe making capital of this country, and the cordwainers or shoemakers were among the first Americans to attempt union organization.

Time after time after a successful strike and improvement of wages and conditions the employers were able to weaken or impotent or destroy the cordwainers' union by the importation of cheap labor from Europe. And then the unions had an idea! They insisted upon an agreement whereby every employer had to become a member of the union.

Philadelphia, in case the proponents don't know is an American City in the state of Pennsylvania, one of the original thirteen States and is not in Russia. Therefore, while the cordwainers reported their idea of a union from England, they themselves originated the Union Shop to protect themselves against the very thing the proponents of this vicious legislation are trying to do now, the destruction of the labor unions.

The Union Shop is as American as Ham and Eggs, Hot Dogs or the Mississippi River.

the situation to the advantage of all involved.

THE COMING MEETINGS: Joint Board of the Lincoln Industrial Council meets Monday, September 9, 1957 (the first Monday is Labor Day) at 4:15 p.m. in the Office of the Lincoln Industrial Council, Lincoln.

General Membership Meeting will be held Tuesday, September 10, 1957 at 4:15 p.m. in the City Hall Auditorium, Lincoln.

CONCRETE PIPE COMPANIES: Problems with these companies have been few, if we can go by the reports from the membership, which we believe we can, and only one serious problem has been drawn to our attention. This involved the lay-off of a man out-of-turn and not according to seniority.

This was one of those type of problems that "something can be said" for both sides, and, while it was not considered advisable to press for his return by the Company to the job, nevertheless we are of the opinion that some good was accomplished, and that the Company will be more careful in the future.

THE NEXT MEETING: The next meeting of the Concrete Pipe Companies members will be a joint meeting of the Laborers, Operating Engineers and Teamsters and will be held Monday, September 9, 1957 at 8 p.m. in the Teamsters Hall, 818 Wall Street, Chico.

THE NATOMAS COMPANY: Recent weeks have been very busy ones for your representatives and the writer admits that because of the lack of complaints he hasn't been around as much as is desirable. That is now changed to a great extent (most of the agreements are signed, sealed and delivered and the time spent in this work can now be spent on the jobs) and he

will be around more often and available to the membership if they want to see him.

IMPORTANT ANNOUNCEMENT. As the first Monday in September is Labor Day, a holiday, no regular meeting will be held in September. However, if any matters arise that require consultation with the membership, a special meeting will be called and all members will be notified in the usual manner.

PERSONAL NOTES: Through this means the officers and members of Operation Engineers' Local No. 3 wish to extend to Mr. Cecil Brophy, Field Superintendent of Yuba Consolidated Gold Fields, and the family of Mr. James Brophy, who was Dredgemaster on Dredge No. 17, their deepest sympathies upon Mr. James Brophy's recent unfortunate death by accident. Our thanks to Mrs. Lew Livermore, wife of Brother Livermore upon her donation of blood to the Engineers' Blood Bank. Let's have more of this. Congratulations and thanks to Gladding McBean and Company upon that company's \$7,000 donation to the City of Lincoln to provide a children's playground on lands recently donated to the city by the Holy Ghost association.

—C. R. Van Winkle

SALT LAKE CITY, UTAH. Contract awarded to W. W. Clyde & Co., P.O. Box 2, Springville, Utah, \$292,452, for const. 3.939 mi. ptmx. bit. surf. rd., WEBER COUNTY, sect. SP 103 (Harrison Blvd.) betw. 19th St. & 42nd St. (Sec. 2) on SR 182 (20th St.), betw. Washington Blvd. & Monroe Blvd., S.P. 11.

WILLITS, Contract awarded to Peletz Co., W. College Ave., Santa Rosa, \$298,00, for const: sani. sewers in city of Willits, MENDOCINO COUNTY.

What's Doing in the Oakland Area

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

In the month of July work has fallen off considerably. We have cleared approximately 670 men from this office. Most of the jobs that have come in are for a short duration. The work consists of a good many small jobs being done for the Water Company, PG&E and the Telephone Company. The shipyards have a few short jobs that may take extra men for two or three days at a time. The hoist jobs coming in are few and also for a short period of time. The equipment shops have picked up in good shape during July.

FREEWAY MOVES

Ball & Simpson have been really moving in high gear on their eleven million dollar freeway job which runs from Jackson St. in Hayward, to Warm Springs. Dirt is flying fast on this job which has 150 Engineers working at the present time. Brother Andy Webster is General Supt. and Brother Loyal Ferdig is the master mechanic. There are ten brothers who are foremen on this job, which are as follows: Alvin Denny, George Wilson, Jay Bostick, Windy Phillips, Joe McClery, Archie Covey, Pete Peterson, Ray Brown, Tom Akers and Art Ostrom. Eleven of the 25 bridges are completed and one of the pumping plants is completed. The brothers are moving around 15,000 yards of dirt a day now, hoping to complete ahead of schedule the last 10 mile link of the Eastshore Freeway by October of 1958.

The work on the section between Warm Springs and Beard Rd. near Alvarado is 25 per cent complete. The 5 mile section between Beard Rd. and Mt. Eden near Hayward is almost finished and is expected to open this October. Presently autos can only travel from San Jose to Warm Springs and from Mt. Eden to Oakland on completed portions of the freeway. Work on the eleven million 10 mile section through Fremont began in December. It is a joint venture by Gordon H. Ball Construction Co. and Ball & Simpson Construction Co.

The freeway along this stretch will be four lanes divided. Provisions are being made to add two more lanes when traffic demands it. Present construction efforts are being concentrated on piling up mounds of dirt for the seven interchanges and two separated crossings and putting in sub-structures for bridges at interchanges. The freeway will interchange with local roads at Warm Springs, Landing Rd., Mowry Ave., Thornton Ave., Decoto Rd. and Central Ave. They will cross over the freeway but will not connect with it.

The key to opening up the route are "dirt plugs" at Central Ave., Thornton Ave., and the Southern Pacific railroad tracks between these two roads. There are 12 DW 20's at the present time cutting Thornton Ave. down the freeway level, while traffic on this road is detoured around it. The freeway is being depressed about 20 ft. below ground level between Central Ave. and Thornton. About 1,500,000 tons of dirt is being taken out of this section to be added to another 1,000,000 tons of "imported" dirt to make the fills needed along the route.

A steel girder bridge to carry Southern Pacific rails across the freeway is expected to be in by July 15th. Currently, supports for this bridge are being poured. Raymond Concrete Pile Co. has 1300 casings to drive to support interchange bridges. Brother Paul Vogel is doing the operating and Brother Jack Pichert is doing the firing for him. The casings run from 40 ft. to 64 ft. in length. All the casings should be finished by August 20th. The roadway between Warm Springs and Thornton Ave. has been roughed out. The section be-

tween Thornton Ave. and Beard Rd. is about ready to get its gravel base before paving. Bro. Andy Webster hopes the entire route will be ready for base rock by winter when the road work will be shut down due to the wet weather. Bridge construction will continue during the winter and the structures should be completed by spring.

Charles Harney has just about completed moving 500,000 tons of crusher run, 1½ minus from the pit located this side of the Dumbarton Bridge in Newark. Brother Lawrence Higbee is the pit Foreman and the following Brothers have been working for him: Brother Darrell Higbee is operating the plant, Tommy Blair is on a D 9 dozer and also Joe Fonseca and Walt Meadows on dozers. This portable crusher, which was fed by the D 9 dozers and rippers, had all the power furnished by a 500 horsepower diesel power plant. All of this material was trucked to their freeway job on Bayshore Highway out of Palo Alto.

Lowrie Paving Co. has a job in Danville, working for the Telephone Company putting in a telephone line. There is approximately 4,000 ft. of line to be set in with approximately 45 days as the time limit. Brothers Loy Scarborough, Angelo Delago, John Kirby and Guy Basile are working on this job.

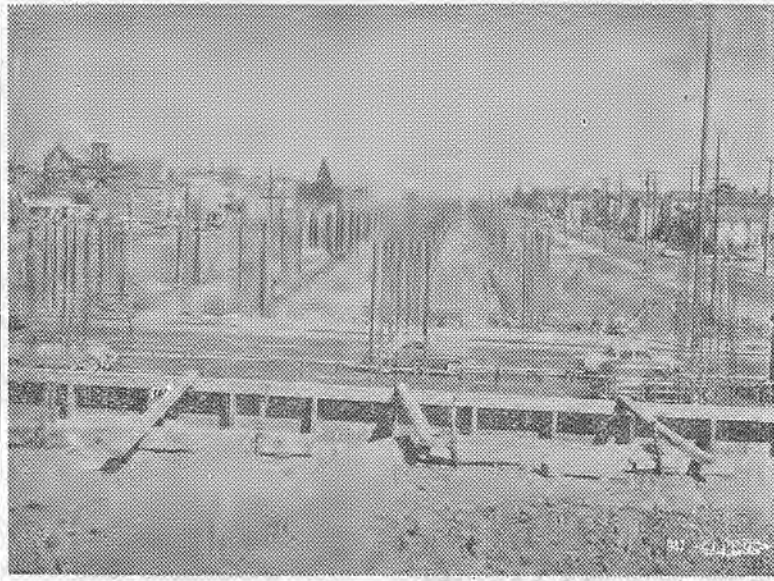
E. E. Hoover from Newark was awarded the contract from Contra Costa County in the amount of \$31,174. The work involves 1,060 cubic yds. of excavation and 670 cubic yds. of backfill; plant mix surfacing; manholes. Brother W. E. Hoover is Supt., Brother E. E. Hoover is operating a N.W. 6 backhoe and Brother Howard Steffens is the oiler.

Raymond Concrete Pile Co. has moved into Gregory Gardens near Walnut Creek. They are driving piles for a new bridge that is to be built on the Bo-Son job where a concrete culvert for the flood control is being put in. Brother Joyce Chapman is operating the skid rig and Brother Tom Rasmussen is the fireman.

M.G.M. Construction Co. was awarded the contract from Contra Costa Jr. College Dist. for \$37,306 for work which involves installation of water, sewer and electrical service lines. Brother Gilbert Isabell is the trencher operator and Brother Harry Burke is his oiler.

The contract was awarded to C. A. Gossett & Son from Soil Conservation Service for the construction of control structures and channel improvements, including clearing and grubbing, channel excavations, constructing reinforced concrete drop spillway structures and 480 yds. of rock riprap. Brother Tommy Griffiths is on a clam and Brother Richard Garner is the oiler.

John Evola is working on a job for the County of Contra Costa in Martinez for the reconstruction of Bailey Rd., between Willow Pass Rd. and State Freeway near Pittsburg. There is approximately 2600 cubic yds. of



LOOK OUT, OAKLAND! Here comes the freeway, a giant three-story job smashing straight thru the old produce district between Oakland's downtown and its new, improved waterfront area at Jack London Square. This big job is moving along fast.

roadway excavation and replacing with plant mix. Brother Dan Santa Maria is operating a blade on this job.

The Chicago Bridge & Iron Co. have moved in on the C. F. Braun job in Pittsburg. C. F. Braun is building the new Ethel plant. C. B. & I. are building a 100,000 gallon water tank. The water tank will be 125 ft. off the ground. Brother George Parker is the operator on the job operating a hoist. This job will take approximately three months.

Antioch Paving Co. was awarded a \$65,000 contract from Haas & Haynie who are building a new Crown Zellerbach Towel and Tissue plant in Antioch. All the grading and paving with approximately 4,000 tons of plant mix to be laid. This job is 80 per cent completed now. The time limit is August 15, 1957. Brother Harry Leighton is foreman. Brother John Hartman is the barber green operator. Bro. Ed Mestik is screed-man and Brother Ivy Hampton is roller operator.

Oliver De Silva is doing roadway excavation work for the County of Contra Costa. There is approximately 17,700 tons of imported sub-base and untreated base, 5,600 tons of plant mix and 30 adjusting manholes. Brother Roy Copley is foreman. Brother Hank Munroe is on a loader, Brother Forest Smith is grade setter and Brother Floyd Patterson is on blade. This job is located in Cameo Acres near the Diablo Country Club in Danville.

Malfitano & Sons have started their project for a new 4.4 miles of road to be put in on the Bolinger Canyon Rd. This job consists of grading plant mix surfaces. They are west of Crow Canyon Rd. approximately one mile west of San Ramon and 9.7 miles northeast of Hayward, and extends 4.4 miles along Bolinger Creek. Brother Lou Roberts is Supt. Brothers Ed Thoa and Bob Rigglesford are on dozer. Brother Denzil Patterson is on a blade. Brother Thurman Smith is on cat & can. Brother Louie Malfitano is on grease truck. Brother Cleve Wichman on a N.W. 25 dragline and Brother J. Pitzig is grade setter.

Since the last meeting we have been successful in negotiating a new agreement with Howard Terminal Co., whereby the employees received a substantial raise of .325 per hr. for crane operators and .265 per hr. for mechanics and welders. Also improved working conditions consisting of two fifteen minute coffee breaks, one in the first

half of the shift and one in the second half. We were also successful in inserting the coffee break period into the Parr-Terminal agreement of Richmond. Also an increase in wages which makes this agreement the best we have in the area.

At the J. H. Baxter & Co. pole yard in Alameda, negotiations have been completed favorably with a substantial raise and improved vacations. During the past month we concluded negotiations with E. J. Lavino at Newark. This is a brick and clay production manufacturing plant. We received a 6 per cent increase in wages across the board, which gave a wage of .11 per hr. to .14 per hr. The members accepted the agreement almost unanimously due to the understanding that another Union, not Local No. 3 had concluded negotiations whereby they received a 5 per cent increase in wages for work of a like nature.

McGuire & Hester are constructing 3,000 ft. of 51 inch storm drain on 24th St. from Adeline St. to one block east of San Pablo Ave. in Oakland. Bro. Jim Fuggitt is the Supt. on this project. The Brother Engineers consist of Lynn Covey, operator on the Fordson backhoe with Harvey Felix as his oiler. John Cunningham on a Michigan loader, Ken Wilson is the roller man, Willmar Fletcher is on the N.W. 25 backhoe with Bill Dorstein as oiler. Also Al Fogt on clam shell with Rudy Benno as oiler. This job requires tunneling under Market St. and San Pablo Avenue.

Paris Bros. was awarded a \$27,272 contract for sewers on Harrison St. between 20th and 21st Sts. and west on Harrison St. in Oakland.

Fullmer Bros. Construction Co. of Salt Lake City, Utah is the general contractor on the new Latter Day Saints Church at the top of Lincoln Ave. in Oakland. Ransome Co. have two loaders on the job cutting footings.

The Fred J. Early Co. has been awarded the contract by the East Bay Municipal Utility District for the construction of sludge digestion tanks and alterations to digestion control buildings of East Bay Sewage treatment plant. Brother W. S. Stephan, yard mechanic, is overhauling the Bay City truck crane for this job.

Vincent Rodrigues is just getting under way with the job at Centerville. This is to be a two-month job and 20,000 ft. of 18" steel line is to be put in. We

hope to see a lot of Brothers working on this job.

The Ransome Co. is making progress on their paving job on Adeline Street. This is a big improvement since the street has been widened and new curbs and gutters installed. The men responsible for this vast improvement are Brother Dan Griffith on a blade, Brothers Feldo Salerno, Carl Warner and John Hall are on rollers, Brother Paul Emerson is the pilot on the Barber Green and his co-pilot is Brother Bob Alessi on screed. Brother Frenchy Perrin is the man in charge of operations extending from 8th St. in Oakland to Emeryville.

McClure-Alameda Crane Service were the successful bidders on the \$153,951 contract with the City of Oakland, that consists of construction of retaining walls at Lake Merritt, adjacent to Harrison St., Lakeside Dr. and Grand Ave.

E. C. Braun Co. was awarded the job at Livermore of the replacement of water lines. We have two brothers on this job.

Bob Mulloy has about 3 months more work on the "Sleepy Hollow Homes" in Castro Valley. Altogether there is approximately 190,000 yds. of cut and fill for the new homes. The Brothers on this job are: Claude Jordan and Theodore Taylor on DW 21. Pat Mulloy is on a DW 15. William Costa and Leroy Stanton on sheepsfoot and Jos. Motta and Gerald Boyle on push cat.

Galbraith Construction Co. has 3,500 ft. of storm sewer to put in for Alameda County. They have started at Santa Maria Ave. and end at Lorena Ave. in Castro Valley. Brothers T. A. Carrigan and W. Dyer are on trenchers, Brother Cecil Alexander is on a loader, Brother A. W. Best is cherrypicker and Brothers Bill Chivers and Lyle Stohl are the oilers with Brother B. Dooley on a blade.

UNION OLEUM JOB

Syars & Harms of Vallejo have the contract to move some 225,000 cubic yds. of dirt for seven large tank bases for the Union Oil Co. at Oleum, California. This company has sublet the contract for installing all the sewer and drainage lines on this project to Peletz Co., Inc. of Santa Rosa. Syars & Harms job is under the supervision of Brother Jack Bean who is Supt. with Brother Johnnie Walling as foreman on the morning shift. Brother Dick Stone, the mountaineer of Susanville, pushing the afternoon shift. Working on the morning shift running D-8 cars are Brothers Joe Mathews, Van Spears, John Bradbury, Marvin Clark, Foy Mayo, Tom Dolan and Claude Feley. Brothers Frank Parolini and Bill Castner are on DW 15. Brother L. Gritman is on a blade. The grade setters are M. Ronning and Kenneth Green. Brother W. Ronning is chairman. Lester Dressel as H. D. mechanic. Brother Wilson Henry, who has been on this job since it started, has gone up to Tioga Pass for Harms Bros. On the afternoon shift they have Brothers L. Lopes, William Howard, Howard Viall, John Williams, Jerry Calvin, Whitey Crisler and Darrell Crisp on D-8 cats. Brothers Marvin Askeward, Jerry Dorothy and Carrol Moore are on the DW-15's. Lorrie Stone is grade

(Continued on Page 11)

AN ANGRY HOUSEWIFE—

"Take Your 'Rite to Work' And With It, \$18 a Week!"

The wife of an Operating Engineer in Sutter County, where there is a drive on to install a "right-to-work" law, took pen in hand recently to answer an unsigned letter in the local paper from another housewife who favored such a law. Mrs. Pearl Lawyer of Yuba City couldn't stand such tripe. The lady wouldn't sign her name for fear her husband would get fired. Mrs. Lawyer comments: the husband "has to belong to a union to draw good wages."

The editor of the paper recently stated he would not publish any unsigned letters, but he did publish this one, since he is obviously against unions.

Mrs. Lawyer submitted to us the answer she wrote for the paper, saying "I hope in some way this letter will cause those many very weak members to take stock of what this 'right to work' is trying to do to our own United States and the rights to freedom and good living."

UNION WIFE'S REPLY

"Answer to the Sutter county housewife's letter regarding the 'right-to-work' movement."

"It is just such people so easily swayed (since they don't seem to have a reasoning power of foresight) that are endeavoring to tear down working conditions, wages and privileges. There is an old saying, 'In union there is strength.' At the time of that quotation, it didn't mean what this lady refers to—however, it is broad enough a term to cover all. I wonder if this dear lady ever stopped to think or consider how many tears, how many empty stomachs, how much bloodshed went into the making of these United States of America? What for? Not for those who gave their all—but for those coming after—you and you and yours are a part of that heritage. Don't say 'that has nothing to do with unions.' Better read up. Without a united front, there are no gains or advancements.

"Where would the working man be were it not for those unions? Though it's no thanks to such people as you, yet you are profiting by their efforts. It is through these unions, and I do mean unionism—not just a 'membership card carrying person'—that you are eating sufficiently, being housed comfortably and all else that goes into making a living for you. Have you earned such privileges?

"This campaign against unions is just another sneaky way of causing strife—of which I'm sure will make the Commies very happy. There are many states which, I'm sorry to say, are counted as a part of our United States which have this 'right-to-work' in effect. And they're lucky to get work at \$18 a week for 10-12 hours a day. How would you enjoy that?

"Since you aren't for the unions and their standards, why don't you go back there and enjoy their comforts? No one is forcing you to stay here and pay dues. There's plenty of people flocking into this state willing to pay dues for protection they have never had before.

"I dare say, you don't gripe about the interest you pay on your car payments or house payments. How long do you think you'd be enjoying such comforts were you to 'free lance.' You wouldn't have enough weekly pay to buy beans. I will say, I think there are many who aren't worth shooting, much less the pay they get, but, in dealing with people, and that's what we have much of, we do have all kinds. Don't we?"

"I think it's time you took stock of your thoughts and thanked God and your forefathers for giving you what we have today and be willing to fight to hold it. My father helped organize the AFL many, many years ago in the East, and my husband was a member of the UMWA as far back as 1913 and still is a member of the Operating Engineers No. 3 and proud of it. Neither of us have ever felt that the strength of the unions have ever robbed or deprived a man of the right to earn a decent living.

"Am wondering, Mr. Editor, if this will reach print since it does not go along with your views, even though it does carry my signature.

"MRS. PEARL LAWYER
"134 Wilson Avenue
"Yuba City, Calif."

CONSTRUCTION AWARDS

SAN FRANCISCO, Contract awarded to L. C. Smith Co., 225-19th Ave., San Mateo, \$377,395, for constr. of warm up pads & taxiway & reconst. taxiway at S.F. International Airport, SAN MATEO COUNTY.

SACRAMENTO, Contract awarded to W. H. Darrough & Son, P.O. Box 392, Yuba City, \$485,000, for channel impvt. & levee const., Butte Creek from Old Hwy. 99E upstream from Durham-Oroville Rd., BUTTE COUNTY.

SAN ANSELMO, Contract awarded to Bishop-Mattei Const. Co., Pier 7, S.F., \$290,720, for constr. of Residence Hall at Seminary, San Anselmo, MARIN COUNTY.

SACRAMENTO, Contract awarded to Harms Bros., 5261 Stockton Blvd., Sacto., \$146,661, for 1.3 mi. grade & pltmx. surf. on untr. base, on Bootjack Rd., betw. 0.9 mi. & 22 mi. E of Mormon Bar, MARIPOSA COUNTY.

UKIAH, Contract awarded to Al Erickson & Co., P.O. Box 384, Napa, \$82,123, for const. a steel truss bridge w/timber approach spans, across Eel River approx. 15 mi. E'16 to Willits at Hear St., MENDOCINO COUNTY.

SAN JOSE, Contract awarded to A. R. Bodehamer, 365 Glen Dr., San Leandro, \$83,500, for reconst. & widen the exist. San Carlos Street Bridge across Guadalupe River in city of San Jose, SANTA CLARA COUNTY.

MARTINEZ, Contract awarded to Oliver DeSilva, 2333 Eden Rd., San Leandro, \$97,723, for Cameo Acres Street impvts.

SACRAMENTO, Contract awarded to Phoenix Const. Co., Inc., P.O. Box 906, Bakersfield, \$95,348, for 2.3 mi. gr. & surf. on imp. subbase mat'l. DiGiorgio Rd., 10 mi. SE of Bakersfield betw. Vineland & Malaga Dr., KERN COUNTY.

SACRAMENTO, Contract awarded to Lester L. Rice & Sons, 235 Summer St., Yuba City, \$81,389, for 3 mi. rdbed. widened & raised & surf. w/ptmx. surf. on untr. base, port. 40 mi. rd. abt. 5 mi. s. of Marysville, betw. Slaughter House Rd. & Dairy Rd., YUBA COUNTY.

TULARE, Contract awarded to W. M. Lyles Co., 4685 E. Hedges Ave., Fresno, \$71,797 for const. north Tulare sewer main in city of Tulare, Calif.

Field Survey Notes

NEW PACT FOR TECH. ENGINEERS

By AL BOARDMAN, BILL MINAHAN & ART PENNEBAKER,
Business Representatives

A new agreement has been successfully negotiated for the Technical Engineer. This is a one-year agreement. Wages have been increased 16c across the board making the new wage scales as follows:

	Per Hour
Chief of Party	\$3.51
Senior Inspector	3.51
Instrument Man	3.235
Inspector	3.235
Field Assistant (Class I)	2.83
Field Assistant (Class II)	2.61

Eight (8) Holidays will be observed. Six of these will be Paid Holidays. Paid Holidays are as follows: New Year's Day, Decoration Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day.

Vacations will be computed at 4 per cent of your earnings. Under last year's agreement many of the brothers did not receive vacation pay for short term work; however, this will be rectified in this new agreement.

These changes were unanimously accepted by the Technical Engineers present at the meeting held August 2nd, 1957.

Work on the West Side of the bay has picked up for the Technical Engineers. However, most of the jobs are of short duration.

Office, warehouse and store building in commercial construction is moving along but there is very little heavy factory work. As far as subdivision work, these are progressing one unit at a time which makes a lot of subdivisions, but little work. By comparison, last year the improvements for several units were worked all at the same time.

As fall and winter approach and the politicians begin to think in terms of votes from their friends in labor, we should see an upswing in work and a decline in unemployment. It is a peculiar phenomenon that politicians forget that a working man and his family get just as hungry and can go just as far in debt on an off year as he can during an election year. In the next few months it would be well to examine the current and past records of the candidates and find out who was actually a true friend of labor. You may find some who only added an extra layer of frosting to cover a mediocre cake!

It is impossible to register complaint or approval unless you vote AND you can't vote IF YOU DON'T REGISTER. Last year many brothers did not find the time to get to the Registrar's Office so this is a reminder that you now have a little more than nine months in which to register! EXERCISE YOUR PRIVILEGE TO VOTE BY TAKING THE TIME TO REGISTER.

CORTE MADERA, Contract awarded to Barrett Const. Co., 1800 Evans Ave., S.F., \$783,450, for constr. bldg. at Corte Madera Shopping Center, for J. C. Penney Co. & W. T. Grant Co., MARIN COUNTY.

MILL VALLEY, Contract awarded to E. M. Shanley, 503 Market St., S.F., \$206,668 for site utils. at Strawberry Point, MARIN COUNTY, New loc. for Golden Gate Baptist Theological Seminary.

'ALOHA' REPORTS

By OTTO E. NEVER, Business Representative

We are pleased to report to the brothers that we have met with the Kaiser Aluminum & Chemical Sales, Inc., and they have signed a consent recognition, recognizing the Operating Engineers Local Union No. 3 as the union representing their employees at Lihue, on the island of Kauai. Contract negotiations are already under way in the San Francisco office between Local 3 and the Kaiser Company.

We have started negotiations with the E. F. Nilsen Company on Kauai, having won an NLRB election there on July 18th. The Teamsters Union intervened and received exactly no votes. We wish to thank Brothers Raymond Aki and Yukio Arashiro for their sincere efforts on our behalf. We now have in excess of 125 members on the island of Kauai, and the amount is growing each week.

The much publicized Capehart job, amounting to \$21,000,000, is finally under way. Robert McKee Co. of Los Angeles, Theodore Meyers & Son of San Francisco, and Nordic Construction Co. of Honolulu, were the successful bidders. It appears that the Nordic Construction Co. will furnish equipment and most of the supervisory personnel. This organization is non-union. Just what effect this will have on the entire venture has yet to be seen.

However, with the present construction work now under way on this island, and with additional construction to be let within the next 60 days, we will be pushed to have sufficient operators to man all the jobs. However, with the wage scale lower than the mainland, we will have very little opportunity on calling on brother members on the mainland to help us out. Cat skimmers on rigs under 75 h.p. will get \$2.20 an hour; over 75 h.p. will get \$2.50 an hour; dragline, crane, etc., under 1 yard—\$2.25 an hour; ½ yd. to 1 yd., \$2.60 an hour; 1 yd. and over, \$2.75 an hour; grader, \$2.50 an hour. No oilers have ever been used in this territory.

Until July 1st of this year, the territorial work week was 48 hours before overtime could be paid. Beginning July 1st of this year, it became 44 hours at start time before overtime could be paid.

BREAKWATER JOB

The San Francisco Dredging Co. was successful bidder on the \$2,300,000 breakwater job at Kawaihae, on the island of Hawaii. This is near Kona on the big island.

The jobs on the islands of Midway and Eniwetok have been pretty well filled and we have had very little calls, if any, for those jobs now.

There is great deal to be done in organizing the construction industry in the Territory of Hawaii and in the islands of the South Pacific. Jobs are far apart, and traveling between jobs can only be done by plane, which is exceedingly expensive. There are many cases where your representative has to be processed

CONSTRUCTION AWARDS

SALT LAKE CITY, UTAH, Contract awarded to L. A. Young Const. Co., & Vernal Sand & Gravel Co., Richfield, Utah, \$276,711, for 10.824 mi. m-in. rdmx. bit. surf. rd., sect of SH No. 88 from Auray N'ly for 10.8 mi. UTAH COUNTY.

SALT LAKE CITY, UTAH, Contract awarded to Germer Abbott & Waldron, Tremonton, Utah, \$245,288, for 3.751 mi. 2-in. mdmx. bit surf. rd. & conc. struc. over 20-ft. span, sect. of SH No. 86 fm. jct. of SR No. 86 & S RNo. 87 S'ly to 3.7 mi., DUCHESNE COUNTY, UTAH.

for security reasons by all branches of the Armed Services, each branch having several security requirements. With the necessary processing that must be followed, additional delays are continually encountered. We cannot service our outlying members as much as we would like to, but our stewards on these jobs have been doing excellent work on our behalf. We are making progress. We have a fine group of loyal members. So long as they hold together like they are, we will continue to progress.

In the Shipyard and other defense establishments progress can be reported too. At the present time, the Army, Air Force, and the Navy are conducting a wage survey. We feel that this procedure is both antiquated, inappropriate, and certainly not applicable in this area. The Wage Survey Board uses non-union business establishments in Honolulu, as well as the plantations, for comparison to our membership in the Shipyard. However, the Navy will not utilize the wage scale of contractors or construction companies. The result is a differential between the Pearl Harbor Shipyard and other defense establishments of approximately \$100 a month, compared to Naval and defense projects in Northern California. Your representative has appeared before the Wage Survey Board, and will prepare an adequate brief to be presented to the Secretary of the Navy, showing and improving these inequities.

ASK DIFFERENTIAL

We have been instrumental in introducing a bill before Congress through our very able delegate from Hawaii, Delegate John A. Burns. We feel that the military establishments here should carry the same wage scales plus 6½ per cent as compared to those in Northern California. White collar workers here are allowed their regular wages like those on the mainland, plus a 20 per cent differential because of overseas employment. Blue collar workers receive as much as 60 per cent an hour less than those in the San Francisco Bay area, and do not receive any 20 per cent cost of living increase.

This affects our membership in two ways. One, they are denied the 20 per cent increase which is tax free; and two, they are also denied an additional 6 per cent to be applied to their pension fund. The result is that the employees of the Federal establishments working under a cost of living handicap in excess of 30 per cent over the mainland, and at least \$100 a month reduction in pay, be forced to retire at a pension insufficient to maintain them in their old age. Although the Armed Services attempt to model themselves as an outstanding organization against discrimination, they practice it more viciously than any other Federal body.

We hope to see these inequities removed within the next year. We realize that this takes time, but with the sincere cooperation of our Craft Committee at Pearl Harbor, we feel sure that progress will be reported continuously in regards to wages in the Territory of Hawaii in all military establishments.

Northbay Area Has Lots of Work, Shortage of Men

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

North Bay Area, as well as Solano and Napa vicinities are still busy—plenty of work and a shortage of men.

Parish & Harms & Peter Kiewit have made some headway on the Travis Air Force Base runway job but seem to have some trouble with the concrete cracking. When they get this lined out they will find the cause. Brother Jerry Bothwell, Superintendent of the excavation had better get to work on the subgrade pretty damn fast or Brother Bill Miller will have concrete on all the equipment.

Frederickson Bros. on Highway 12 with Brother Archie Edmonds and approximately 40 Engineers going along without much trouble and we wish to apologize for neglecting to mention this particular job in the last issue.

Vinson Construction on the canal in Vacaville have slowed down considerably due to the fact that they have to line the canal with rock and are running into a considerable amount of water.

Hanna Construction have started the third section of this canal job which extends 8½ miles with Marshall & Haas, the prime contractors. Spears Construction will do the structural work on this section also.

M. & K. Corporation & Stolte at Mare Island have a very smooth operation on their sewer line having progressed to the point where they are paving some sections of the ditch.

Ben C. Gerwick are very close to completion of their job on Mare Island.

McGuire & Hester doing the small underground job on Mare Island at the present time.

Raymond Concrete Pile still driving piling for M. & K & Stolte.

Syar & Harms on Highway 40 with Brother Keeler as Superintendent and Brother Herman Cecil as assistant and about 40 Foremen, or so it seems anyway, on the job. You can imagine what this job will seem like when they get pickups for all these men.

Frederickson, Watson & Ransom still laying select material on the approach to the Carquinez Bridge with Brother Lyle Engel running this job with a smile.

Brother Charles Arnold's offspring will be having a tonsillectomy and has already forgotten it by the time we go to press.

Brother Bill Madden's child is being treated for a case of blood poisoning.

Brother Deam M. White is the proud father of a baby girl who was born at the reasonable hour of 9:00 a.m. on July 8th and weighed in at 4 lbs., 8 oz.

BIRTHS, INJURIES
Brother John Dennis can finally settle down. His blessed event arrived on July 5th and it's another boy, 7 lbs. 4 ozs.

Brother Ralph Musgrove burned his arm on the job. We all know how painful it is.

Brother Fran H. Beck has been taking treatment for a condition in his right arm.

Brother Frank Pooler has a broken knee cap and has just come out of the hospital. We're all hoping to see him off those crutches soon. When we saw him last he said it might be about the 15th of August.

Brother William P. Anderson had an accident on the job, he caught his hand in an emery wheel and is not sure at this point what the scoop will be, and whether he will be able to use the hand again.

Bro. Dick Wise, Super for Ed

OPEN THURSDAY

Remember: San Rafael office, Vallejo office, Napa office remain open straight through to 7 p.m. on Thursdays for your convenience.

Keeble—Hwy. 101 job taking off on a well-earned vacation—has not had one in 2 years—job all wound up. His plans are uncertain at present.

Bro. Oliver Fiedler had to make a fast flying trip East. His mother passed away on July 19.

We are also sorry to learn of passing away of the wife of Bro. Antone Mello on July 28th.

Bro. Robert Young became a father—1st time—baby boy—8 lbs 2½ ounces, born at Marin General on July 27th.

Bro. Larry MacDonald still busy at his Pt. Reyes Ranch with his horses. Tells us he took a course at Cal-Poly on learning how to shoe horses.

Bro. Warren Blake, Foreman for Brown-Ely had to pick on the crookedest road in Marin County to have an auto accident—driving on the wrong side trying to avert hitting a car—spent 4 days in hospital. Hurry and get well, Warren.

THANKS FOR BLOOD!

Our thanks, again to Pauline Bradley on donating blood. Seems she visits the Blood Bank regularly—this makes her third donation to our fund. How about this, brothers? Are you going to let the opposite sex show you up? When are you going to donate? It only takes a few minutes of your time.

Frederickson & Watson have started their job on Hwy. 101—award \$1,742,222.22. Brother "Tex" Strickland is their foreman—Gross is Super. Other members on this job are: Brother Arthur O. Lloyd, shovel operator; Kenneth Davis, oiler on shovel; Ellsworth London, mechanic; Leland A. Williams, gradall; Gene D. Stedman, grade setter; Larry Ortner and Wilford G. Anderson, dozer operators; Larry Zoppi, oiler.

A pre-job conference was held with all parties concerned and were taken out to lunch by Bro. Strickland—but not before checking with the striking Culinary Workers to find out where the "good" places were to eat. Strangely, one of the picketed restaurants, "Hamie's" is practically next door to Frederickson & Watson's office.

F. W. Case, with Bro. Bennett Murray has started up their job again at Greenbrae with a small crew. Members on this job are: Bro. Travis Fodge on motor patrol; Alden Springer on N.W. 80 D shovel; Alfred Wicht, oiler on shovel; Wm. Murray, operator.

The Ball & Simpson job is practically wound up at the San Quentin Road—moving down in San Jose area next.

Piombo Const. Job at Marinwood is underway—Bro. Bill Pierce as their foreman. Dozer operators are: Brothers Stanley Todd, Ray Stoltze, B. A. Smith, Jerry Chandler, Vincent Silva, James Johnson, Donald Pierce, Ray Schunk, Otis Wilbor, Pete Verhonik. Stake puncher, Bro. James E. Johnson; mechanic, Elmer McKinnon; grade checker, John Cummings.

The Charles Harney job on

THE NEVADA ROUND-UP . . .

By H. L. "CURLEY" SPENCE and JOSEPH "JOE" MILLER
Business Representatives

The Isbell Construction Company have started their big four-lane highway job on Highway No. 40, 14 miles east of Reno, Nev., at McCarren Hill. Ex-Brother Arnold Blair is the super. on the job and, with a good man like Arnold working, I am really sure that the job will be supervised properly. He calls the employment office of the union, in accordance with the agreement for operators on the equipment. Brother Bill Ponton and Brother George Sharrah are on the dozers, just brushing and helping to get the shop set up.

Isbell has most of the dirt moved on their Clear Creek highway job on No. 50, out of Carson City, and most of the dear brothers are looking forward to coming down with the equipment to the McCarren Hill highway job. Some of the HDRM, such as Brother Harry Mill, the foreman; Brother Jack Colvin, Brother Harry Lee Simmons, Brothers Omer Rorer, Marshall Thurman, and Gilbert Redmer, the welder, are all looking forward to a few days' work on the new job, for these brothers are all good HDRM, and that's the kind of help Bossman Blair wants in the repair crew. You know, "Keep 'em Rolling Arnold."

Isbell Construction Company's other highway job in Carson City is still rolling along. Brother George "Beef" Conley is in charge of the job, and he has everything torn up on the main thoroughfare through Carson City. This is Highway No. 395. All the natives and old-timers around Carson are really moaning and giving George a bad time, but Brother George is just the boy that can pacify them with his big smile and personality.

I see Brother "Frenchy Lincoln" Azparren doing a bit of fancy dozing on the streets of Carson City. That Frenchy really puts on a good show with a dozer. Brother Lawrence Cawelti is on a blade in Carson and he is a real smooth kid. He can run a close second to Brother Al Shay, who is on the same spread.

Brother Bill Martin is on the Skippy and has done a real good job for George. I think Bill has something on George as he just looks mean and George doesn't bother him. Brother Raymond David, the Michigan Loader operator, has done more work on the job than anyone else. He just works all the time.

Brother Jim Obester has been

Forbes Overpass finished up—so informs Bro. Joe Stockton, foreman. Last operator transferred to San Francisco.

Brother L. E. Thompson moving his equipment consisting of cat loader, trucks and a grader to Hat Creek—where he has purchased 18 acres. Tells us he will build a few cabins, etc. We wish Bro. Thompson lots of luck in his new venture.

MEMBERS, PLEASE NOTE!
Miles Garden Supplies on "We Do Not Patronize List" of Bldg. Trades, Marin County. Also known as Miles Bunyea. Located at: 1535 Second St., San Rafael.

State Civil Service Examinations—California Personnel Board. For Deckhands (Tugs & Dredges). Prevailing scale. The forms are available at this office.

FOR SALE
F. S. Pampell, 2223 Kathleen Drive, Napa, California, has: 240-Star Well Drilling Rig, mounted on 43 Chev. 4x4 W. Winch. 200 Amp. G.E. Welder. Some tools. Telephone: Baldwin 4-0867.

Nevada Members, Take Notice!

The Reno office will be closed on Saturday, effective August 3, 1957, and will remain open on Wednesday from 8 a.m. to 8 p.m., effective August 7, 1957.

Fred Polish and Ray William, around. You'll go a long way to match this crew.

EASTERN AREA

The work situation in the eastern portion of the State of Nevada is still holding up very well and most of the membership is working. There has been a lot of jobs going and there are others that are still coming out in the near future.

Dodge Construction Company is very busy on the street job in Ely, and the subcontractors working under Dodge Construction Company are doing pretty good.

Stewart and Wells Construction Company is putting on the gravel on the jobs in Ruby Valley, Elko County, and will be ready to oil the job in the near future. Hoops Construction Company was awarded the extension to this job and are now on the job with the equipment, and should be moving dirt by the time this paper comes out.

Silver State Construction Co. is still on the overpass job at Wells, Nev., with a small crew pouring concrete. They should be ready for some steel soon.

Jack Parsons Construction Company is beginning to show some rapid progress on their job at Tuscarora, Nevada, and have a large group of the brothers busy on this job. It looks as though this job will keep on going until late fall.

At the tunnel at Palisade, Nevada, Utah Construction Company is doing very well, considering the bad ground that they have to cope with. I believe that this job will keep going until freezing weather should shut them down. It is expected that they will do a couple of more re-lining jobs on the tunnels just out of Elko next year.

Morrison and Knudsen Co. is now in the process of finishing the grade at their job in Austin, on the east side of the summit, and are beginning to put on the gravel. They have cut back part of the crew, but with the oiling about to come up, I think that there will be a few more brothers put to work there.

There has been two more jobs advertised for bids that will be awarded around the fifteenth of August.

Twelve miles of road will be built at Lund, Nevada, starting at Lund and running south on State Route 38.

The other job is in White Pine County and will start at the east foot of Connor's Pass and run approximately 17 miles south toward Shoshone.

Both of these jobs have a considerable amount of dirt to be moved and then be paved. The paving will probably be done next spring, as they won't have the grade ready before the rough weather sets in this winter.

We expect this work season to continue at a peak for another 90 days and even longer if the weather doesn't get any worse than it was last fall and winter.

FRESNO, Contract awarded to R. Pedersen & Sons, 446 Clark, Fresno, \$396,339, for const. class room bldg. 2, Fresno State College, Fresno, California.

jumping around from the Backhoe to the Northwest Dragline and other odd jobs. Half-Brother Dale Jensen is oiling for Brother Ted DeLavega and goofing off most of the time waving at the tourists.

The Isbell Construction Company Shop Agreement is still up in the air, but, with the fine negotiating committee we have from the Shop, it just seems we can't miss getting a substantial raise and a better agreement.

AROUND RENO

The George E. Miller Company is really performing around Reno and Sparks with Brother Howard Johnston the superintendent. That Brother Howard really gets the work done in short order. Brother Don Wood is on the dragline for Miller out at the Reno Airport digging the drainage ditches. McCammon and Wunderlich will move in some cats and scrapers soon for the excavation.

The George Grifall Company, better known as the "Terrible Greeks" outfit, are going right to town. He has all of his regular crew working such as Brothers Roy Nielson, on the skip loader; Calvin Scolari and Al Parlanti, on the shovels or backhoes. Brother Vic Busch is still monkeywrenching for George and, while he's around, George doesn't have to worry about whether his equipment will run or not. Brother Floyd Trissel just joined the Grifall outfit on a HD-5 loader. This is a fine outfit and Grifall really gets a lot of work around Reno. He's a good fellow and really treats the brothers fair and square most of the time.

Brother Bob Williams, the sandman out on Highway 40 west of Reno, has quite the deal. He has the sand business around here in his pocket. Now he has the "Little Man," Johnny De Lagrange of Lagrange Construction in on the deal, and they are really going to town with the sand business.

I see Brother Al Mabrier and his faithful oiler, Brother Hank Schultz, around Reno with Martin Iron Works' big truck crane quite often. However, sometimes they get carried away with themselves and want to operate both of the cranes: Martin's big one and the small one they have. However, Mr. Herman usually saves the day.

Reno Iron Works have come out with a new Lorain truck crane, but Earl, the man about the place, and Mr. Andy J., the owner, seem to have trouble deciding what Operator they want on the rig. The two of them think more of that truck crane than they do their right arms. Of course, they have half-day jobs or a day, maybe two sometimes, but they have Brother Cliff "Babbling" Booth, Brother Kenneth Kidd, and a couple of other crane operators whose names I can't mention 'cause they are here for a divorce and they are real "hush hush" about such things around Reno, but between them all, they get the job done. Who can tell, maybe Earl and his boss will end up operating their own Lorain truck crane.

P. W. Burge seems to keep his outfit of Operating Engineers working every day. Brother V. McCold, the bossman for the outfit, has a lot of good help with such fellows as Brother Ed Gnadig, the HDRM; Brothers

UTAH NEWS ROUND-UP

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

Highway building, long a big business in Utah and throughout the Nation, is in the process of becoming dramatically bigger. In terms of dollars available to the Utah State Highway Commission, the acceleration generated by the 1956 Federal Highway Act is already well under way and will continue for 13 to 15 years without further legislation; such is the latest word from the State Road Commission.

First sample of the superfine interstate highway system to be built in Utah, will be a 5.7-mile section in north Salt Lake from the end of the J. B. Parsons job to north Bountiful. This project is to be advertised October 1, 1957 for bids. \$7,335,000 has been appropriated to cover all engineering, right-of-way and construction.

The much talked of Keetley to Heber section, 10.3 miles, to cost approximately \$1,050,000, will be advertised for bids about September 1, 1957. The west side, north south freeway, is still in the negotiating stage, but progress is being made and the job will be broken into two sections from 10th North and 8th West to 6th South and 7th West. This is approximately 2½ miles and the total cost will be about \$9,200,000. The balance of this project on to the Draper Crossroads, about 18 miles, has \$2½ million earmarked for preliminary engineering and right-of-way.

Even though we have experienced a rather slow season so far in 1957, and had nothing but a lot of promises of work to come, we do have quite a number of good jobs going at present.

In the Uintah Basin, L. A. Young and Vernal Sand & Gravel have two good jobs going. Germer Abbott and Waldron also have two jobs, one at Arcadia and 19 miles of gravel and oil on the Vernal to Manila Road.

R. M. Jensen and Demar Brimhall have a good job going west out of Manila to the Wyoming line at \$270,101.

Sorenson Bros. are laying the asphalt on the Myton to Rocsevelt job for L. A. Young. Olaf Nelson is setting up his hotplant to do 12 miles of Mirror Lake Road. So, all in all the road work is really moving even though most of it is way out in the jungles. Wangsgaard Constr. Co., under the able supervision of Jack Dougherty, is moving along on the Flaming Gorge road, getting a little assistance from Whiting and Haymond, while Wangsgaard's equipment is still tied up in Idaho, and Whiting & Haymond's job still tied up waiting for orders to proceed from the Bureau of Reclamation.

At present the biggest topic of conversation is the three pipeline jobs now working. Engineer's Ltd. is laying the 100 mile loop line from Rangely to Salt Lake and have crews spread out over the entire length, making it difficult to police. However, our relations with this company simplifies matters considerably, so the job is going along very well. They are working 10 hours per day, six and seven days a week with the great majority of operators on the job being No. 3 men. But, believe me, this is also a tough job on operators who are going over some of the most difficult terrain in the country, so one has to be a real hand to be able to stay with it.

Engineer's Ltd. and Enoch Smith are also doing a 20" line from Salt Lake to Roy, also going over some tough country, and we have been fortunate enough to keep the job well supplied with real qualified operators and the company has

commented to these same operators several times on their ability to acclimate themselves to the tough conditions.

At this time we are probably at the peak of the season; therefore many problems confront us daily on the jobs, and so we ask every one to support to the utmost the upholding of our contract and working conditions. Remember our working conditions in the future depend on how we conduct ourselves today. Be a good Union Man, uphold the conditions we have always tried to maintain.

Northern Area

The work here in the Northern Area is moving along in good shape with nearly all of the Engineers busy on local jobs. As in the past, several new contracts have been awarded this past month and a number of additional jobs are in the planning stage which should help keep the work picture favorable.

The Mountain Fuel Supply Company lost no time in calling for bids and awarding contracts for the Distribution systems in Logan and Brigham City, and for the main line extension from Roy to Logan.

Engineers Ltd. Pipeline Construction Co. were low bidder on the 12-inch main line extension from Roy to Logan. Right-of-way work is already under way and the company expects to be laying pipe within the next few days.

Waterfall Constr. Co. was low bidder and work is well under way on the four sections of distribution lines in Brigham City. The contract for the Distribution system in Logan was let in eight sections. Hood Constr. Co. was low bidder on four sections, Klopfer Constr. Co. on two sections, Neidelhauser Lumber and Constr. Co. on one section and Engineer's Ltd. on one section.

Fife Constr. Co. submitted the low bid of \$477,352 for the construction of 6.7 miles of road and three concrete bridges on State Road No. 39 between the Pine View Dam and Huntsville.

Hilton and Carr Constr. Co. was low bidder at \$53,783 for the digging and laying of a water line between the Pine View Dam and the Ogden City Water Purification plant in Ogden Canyon.

Work has started on several other jobs mentioned in previous articles, including Davis and Buttler on Gateway Power House with L. T. Johnson Construction Co. doing the excavating, Smedley Constr. Co. on sewer and water lines in Kaysville and Layton, and W. W. Clyde Co. on Harrison Blvd., Vega Engineering and Constr. Co. on Willard Bay Drain, J. B. Parson Constr. Co. on Willard Bay Dike, Fife Constr. Co. on West Warren Road, and Knudsen Constr. Co. on Riverdale sewer line.

Southern Section

After a very slow start the work in this area has continued to improve until now. We have almost depleted our out of work list. The prospect for some late fall and winter work continues to be good.

James Reed Co. was low bidder on a 12-mile section west of Blanding, Utah, to the Cot-

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

Construction, Sand and Gravel Membership Meeting, 2nd Thursday of each month, Engineers Hall, 1969 South Main Street, Salt Lake City, Utah.

Construction, and Sand and Gravel Membership Meeting, 3rd Friday of each month, Labor Temple, Ogden, Utah.

Construction, Sand and Gravel Membership Meeting, 2nd Friday of each month, Labor Temple, Provo, Utah.

Kennecott-Copper, Tuesday, August 27, 1957, 7:30 p.m., Salt Lake County Library on East Center St., Midvale.

Cedar Iron Mines, Western Phosphate, Vitro Uranium, Lang Co., Sand & Gravel, and State Road all called meetings.

tonwood Wash. This job came just in time to keep the crew together, as this company is almost finished with the grade in Moab Canyon.

The Industrial Constr. Co. are in the process of a move from their job at Kanab, where only the oiling is going on, to their job at Mexican Hat, Utah. They have 19 miles of grade from Mexican Hat to the Arizona line.

We were pleased to furnish a crew for Swinerton and Wahlberg Co. at the A.E.C. Mill in Monticello, Utah. Brothers Les Finkle, Merlin Smith and Walt Pinkerman are on the payroll at present, and we have a promise for more men in the future.

Locally, Thorn Constr. Co. are tearing into their job at Springville. Bro. Lave Bertelson is on the old 8, brushing and doing the preparatory work. Raymond Concrete Pile Co. is on the job with a rig operated by Bro. Glen Kuhry, Bro. Evan White is the oiler and Bro. R. E. Black firing the boiler.

Utah Construction Co.

Main points of activity as far as Utah is concerned are still at Bingham. The work at the stripping job has been cut to two shifts, as the contract is about finished. Every one is hoping that Kennecott will let another contract, but at this time it's just wishful thinking. We could sure use the work in this area as things are continuing slow. At the Bingham Tunnel, July has been a relatively slow month on account of bad ground at the heading and has caused quite a bit of lost time for the concrete gang, at this writing approximately 3000 feet have been mucked out and the work is about back on schedule.

Since the contract settlement at Utah's Cedar Iron Mines, industrial peace prevails because the new company blood there has shown recognition of a problem which has existed for quite some time and they worked with us to solve the problem during negotiations.

In the Southern Utah Area down 91, and adjacent to (if 60 miles can be considered as such), Young and Smith are progressing along on Wah Wah Summit west of Beaver, and will probably be ready to black top about the time you read this article. They are also pretty well along with their bridge job at Veyo.

The membership at Kennecott Copper Mine are in the process of electing stewards for the forthcoming year. We will notify the membership of the results of the election when the names of those elected have been presented to the Executive Board for their approval.

The untimely death of Bro. Edward Anderson during July came as a shock to his many friends in the local, and of course a hard blow to his fam-

ily. Eddie was killed while active in his capacity as a Bingham Volunteer Fireman. We are

Construction Awards

(Compiled by P. E. Vandewark and R. F. Swanson)

SACRAMENTO, Contract awarded to Stewart & Nuss, Inc. P.O. Box 886, Fresno, \$207,483, for 5.5 mi. to be graded & paved w/ptmx surf. on cem. tr. base & 23.8 mi. med. sl. ct. to be applied to new & exist. surf. on Madera-Firebaugh Rd., betw. Firebaugh Bridge & Madera, MADERA COUNTY.

SACRAMENTO, Contract awarded to Bo-Son, Inc. & Western Bldrs., P.O. Box 306, Sta. A, Palo Alto, \$197,290 for 0.7 mi. const. RC bridge & approaches, acrs. Laguna De Santa Rosa on Guerneville Rd., 6 mi. W. of Santa Rosa, SONOMA COUNTY.

SACRAMENTO, Contract awarded to Lentz Const. Co., 2416 Sutterville Rd., Sacto., \$159,284, for const. relief outlet sewers at Swanston Estates Subdivision & the new State Fair site N. of The American River, County Sanit. Dist. 2.

SACRAMENTO, Contract awarded to Lester L. Rice & Son, 235 Summer St., Yuba City, \$176,284, for 1.1 mi. lgth. to be graded & surf. w/ptmx. surf. on cem. tr base & on exist. pvmf. on 8th & 9th Sts., betw. Main St. & in Fir St., Chico, BUTTE COUNTY.

SALT LAKE CITY, UTAH, Contract awarded to Industrial Const. Co., Box 910, Las Vegas, Nevada, \$665,957, for 21.175 miles 2-in. rdmx. bitum. surf. rd., sect. of S.R. No. 47, betw. Utah-Arizona State Line & Mexican Hat, SAN JUAN COUNTY.

WEAVERVILLE, Contract awarded to John C. Gist Co., 1020-46th St., Sacto., \$287,105, for const. earthwork, fish barrier, fish ladder, hold. pond, etc., for temp. fish trapping facilities, Trinity River Div., Central Valley Proj., near Lewiston, TRINITY COUNTY.

SACRAMENTO, Contract awarded to Brighton Sand & Gravel Co., P.O. Box 7001, Perkins Sta., Sacto., \$257,445, for grade, asph. conc. paving and drnge. in Barrett Hill Assess. Dist.

SACRAMENTO, Contract awarded to A. Teichert & Son, Inc., 1931 Stockton Blvd., \$87,381, for impvts. in Johnston Industrial Park Assess. Dist.

DAVIS, Contract awarded to A. Teichert & Son, 1931 Stockton Blvd., Sacto., \$137,700, for const. 2 storm water pump stations in city of Davis.

STOCKTON, Contract awarded to Asta Const. Co., 33 N. Front St., Rio Vista, \$228,822, for reconstr. Sacramento Rd., from Gill Ave., N'y 8.56 mi. to Mokelumne Ave., town of

apt to pay too little attention to the boys who serve as volunteers in the various fire departments around, but such incidents should print indelibly on our minds the fact that these boys stand ready to give their all in the service of their fellowman and deserve our undying gratitude. We extend to his wife and children our deepest sincere sympathy.

Sand and Gravel in the area has been slow but picking up a little. Vitro Uranium, Western Phosphate and Lang Shops are proceeding along about normal for the time of the year.

State Road has received very little attention from the powers that be up on Capitol Hill, but we are hopeful for some consideration in the very near future. We have been in contact with the Governor and the Commission Chairmen and they have expressed sympathy for your cases and indicate a willingness to correct some of the problems.

Woodbridge, SAN JOAQUIN COUNTY.

SAN FRANCISCO, Contract awarded to M. Malfitano & Son, Inc., P.O. Box 750, Pittsburg, \$344,475, for const. Proj. Calif. A-AD 29 Bollinger Canyon Rd., CONTRA COSTA COUNTY, etc., along Bollinger Creek.

SAN LEANDRO, Contract awarded to D. W. Nicholson, 1701 San Leandro Blvd., San Leandro, \$50,278, for const. sewage trmt. addns., city of San Leandro.

CITRUS HEIGHTS, Contract awarded to Ward Const. Co. & R. J. Stoddard, 2509 W. Rosecrans Blvd., Compton, 647,983, for const. main water supply lines & distb. sys. in & near Dist., SACRAMENTO COUNTY.

BENICIA, Contract awarded to Herbert E. Ellis, P.O. Box 146, Sta. A, Berkeley, \$44,621, for rem. exist. deteriorated rd. & RR brdg. N. of Classification Yard & replc. w/RC brdg.

PALO ALTO, Contract awarded to Sondgroth Bros., P.O. Box 1055, Mt. View, \$457,539, for impv. Wilkie Way, Palo Alto.

ALTAVILLE, Contract awarded to Atwater Underground Const. Co., P.O. Box 26-A, Milpitas, \$112,246, for const. sani. sewer sys., under Bond & 1913 Act, CALAVERAS COUNTY.

STOCKTON, Contracts awarded as follows for const. streets, curbs, gutters & storm dwers, SAN JOAQUIN COUNTY.—(Sch. 1) M. Weber, 28149 Niles Rd., Hayward, \$67,623—(Sched. 2) A Teichert & Son, Inc., P.O. Box 118, Stkn. \$188,593—(Sched. 3) R. Goold & Son, P.O. Box 190, Stkn., \$9,636.

JULY 10, 1957

SO. SAN FRANCISCO, Contract awarded to L. C. Smith Co., 225 - 19th Ave., San Mateo, \$113,900, for grade & drain. work for site devlpmt. for Crocker School in So San Francisco, SAN MATEO COUNTY.

WATSONVILLE, Contract awarded to Granite Const. Co., P.O. Box 900, Watsonville, 68,993, for grading, paving, curbs, gutters, walks, etc., Calif. St., Manor Ave., Tharp Ave., Washington St. & Wilkie Ave., Watsonville.

JULY 11, 1957

MILLBRAE Contract awarded to Freeman Paving Co., Sta. A, Box 277, Palo Alto, \$177,075, for const. of impvts. in Mills Estate 18, Millbrae.

PALO ALTO, Contract awarded to Howard J. White, 870 Charleston Rd., Palo Alto, 120,680, for const. Lewis Terman Hi School in Palo Alto.

WILLITS, Contract awarded to Peletz Co., 475 W. College Ave., Santa Rosa, \$298,100, for const. sani. sewers in city of Willits, MENDOCINO COUNTY.

Construction Awards

(Compiled by P. E. Vandewark and R. F. Swanson)

SACRAMENTO, Contract awarded to Nevada Constructors, Inc., 307 Morrill Ave., Reno, Nevada, \$111,394, for .6 mi. net lgth. graded w/rdm. surf. on Hot Springs Rd. & Montgomery St. betw. 0.5 mi. E. of Grover's Hot Springs & SR 23 in Markleeville, ALPINE COUNTY.

SACRAMENTO, Contract awarded to Independent Const. Co., 741 - 50th Ave., Oakland, \$136,915 for 0.5 mi. grade, traveled lane to be surf. w/pltmx. surf. on cem. tr. base & parking areas surf. w/conc., San Leandro on Davis St. betw. 0.1 mi. W. of S.P. RR xing & e. 14th St., ALAMEDA COUNTY.

SACRAMENTO, Contract awarded to Asta Const. Co., 33 N. Front, Rio Vista, \$122,755, for improvmts. of Sunrise Ave., Greenback Lane to Auburn Blvd., city of Sacramento.

OAKLAND, Contract awarded to Underground Const. Co., 807 - 75th Ave., Oakland, \$204,964, for inst. an emerg. basis, C.I. asb. cem. & weld stl. water mains, from 2" to 16" dia., w/in limits of Dist. from 8-1 to 6-30-58, ALAMEDA & CONTRA COSTA COUNTIES.

SALT LAKE CITY, UTAH, Contract awarded to Thorn Const. Co., Inc., Box 111, Springville, Utah, 353,066, for 1.266 mi. 4" pltmx. bit. surf. rd. & const. conc. struc. ovr. 20' span section of US 50 & 89, betw. Springville & Mapleton Bench, UTAH COUNTY.

SALT LAKE CITY, UTAH, Contract awarded to Gibbons & Reed Co., 825 W. 9th N. Salt Lake City, \$226,289, for 3.351 mi. 3½" pltmx. bit. surf. rd. sec. of SH 171 (3rd South St.) betw. State St. & 2nd East St., SALT LAKE COUNTY.

RICHMOND, Contract awarded to Arvil Jones, 3420 Dam Rd., San Pablo, \$203,190, for site work, street paving, curb, gtrs., walks, center stip & drnge. sys., Galvin Industrial Park, 4th & Nevin Ave., Richmond.

SAN FRANCISCO, Contract awarded to M & M Const. Co., P.O. Box 859, Merced, \$256,235, for const. Canyon Cherry Power Development access rd. to Cherry Power House.

STOCKTON, Contract awarded to The Duncanson-Harrelson Co., 530 W. Cutting, Richmond, \$389,714, for const. of 5 conc. mooring platforms for the Port of Stockton, Stockton, Calif.

COALINGA, Contract awarded to Valley Engineers Inc., P.O. Box 412, Fresno, \$208,827, for const. new gas main & a general replent. of exist. gas sys.

YOSEMITE NAT'L PARK, Contract awarded to Manuel Smith, P.O. Box 899, Atwater, \$123,425, for const. water & sewer sys. at Bridalveil Creek, White Wolf & Upper Tecoya Areas, Yosemite Nat'l Park, Calif.

SACRAMENTO, Contract awarded to Valley Paving & Const. Co. & Antone Doko, P.O. Box 6, Pismo Beach, \$173,164, for 2.5 mi. grade & surf. w/ptmx. surf. on untr. base & exist. pave., 2 mi. W. of Corcoran, 10th Ave., betw. ½ mi. N. of Whitley Ave. & Whitley

Ave. & Cross Creek, KINGS COUNTY.

SACRAMENTO, Contract awarded to Pyramid Const. Co., 21 E. 1st St., Reno, Nev., \$188,545, for 3.9 mi. const. 2-lane hwy. by grade & ptmx. surf. on cem. tr. base, on Beckwourth-Calpine Rd., PLUMAS COUNTY.

OAKLAND, Contract awarded to Fred J. Early Jr. Co., Inc., 369 Pine St., S.F., \$485,089, for const. sludge digestion tank, inst. control eqpt., alterations to digestion control bldg. & miscel. piping.

SACRAMENTO, Contract awarded to Schroeder Const. Co., Box 308, Sun Valley, \$199,000 for 5 mi. roadbed to be graded & ptmx. surf. plc. betw. 0.4 mi. N. of Inyokern & Rt. 23, KERN COUNTY.

SAN FRANCISCO, Contract awarded to Stevens & Son, 10010 Breidt Ave., Tujunga, \$280,830 for const. proj. Calif. FRD 0806-D, stump spgs. Sierra Natl. Forest, 2.96 mi. lgth. aprx. 14 mi. NW of town of Big Crk. & ext. n'ly., in FRESNO COUNTY.

SAN JOSE, Contract awarded to Ed Keeble, Rt. 4 Box 64, San Jose, \$261,879 for const. Calabazas Crk. Channel impvt. zone NC-1 (N. center zone, Santa Clara Flood Control & Water Conserv. Proj. 1, Unit 3 & E. for impvt. of Calabazas Crk. betw. 3400'N. Bayshore Hwy. to El Camino Real, SANTA CLARA COUNTY.

SAN JOSE, Contract awarded to P. & E. Const. Co., 1620 S. 7th St., San Jose, \$158,695, for const. imprvt. of Miguelita Creek, etc.

SACRAMENTO, Contract awarded to Baldwin Contracting Co., Inc., P.O. Box 269, Marysville, \$106,813, for 0.5 mi. lgth. brdg. acrs. roadways to be surf. w/ptmx. surf. on Garden Hwy. Feather River, nr. Nicholas, in SUTTER COUNTY.

OAKLAND, Contract awarded to McClure-Alameda Crane Service, Encinal Terminal, Alameda, \$153,951, for const. a RC wall & resurf. ports of existing rubble walls at Lake Merritt adj. to Harrison St. Lakeside Dr., & Grand Ave., in City of Oakland, ALAMEDA COUNTY.

STOCKTON, Contract awarded to A. Teichert & Son, Inc., 1931 Stockton Blvd., Sacramento, \$143,483 for reconstruct Main Street from city limits of city of Stockton, e'ly to diverting canal, in SAN JOAQUIN COUNTY.

SAN JOSE, Contract awarded to P & E Const. Co., 1620 S. 7th St., San Jose, \$158,695, for const. improvement of Miguelita Creek betw. Capital Ave., & Silver Creek, Santa Clara Flood Control & Water Conserv. Dist., Zone E-1 (East) Proj. 7, Unit 1, for comb. storm water drain cond. & channel appurts. in SANTA CLARA COUNTY.

SAN JOSE, Contract awarded to Ed Keeble, Rt. 4, Box 64, San Jose, \$261,879, for const. Calabazas Creek Channel Impvt. Zone NC-1 (North Central Zone of Santa Clara Flood Control & Water Conservation Proj. 1, Unit 3 & E. for improvement of Calabazas Creek, betw. 3400'n. of Bayshore Hwy. to El Camino Real, SANTA CLARA COUNTY.

UKIAH AREA HITS PEAK OF SEASON

By GLENN L. DOBYNS, Business Representative

At this time of the year we are starting on the down hill grade and can right now begin to see the finish of some of the jobs.

The Guy F. Atkinson Company intend to finish the Coyote Dam this year or at least have it to the point where next year all they will have to do will be cleaning up. The Highway 20 job is well ahead of schedule on the dirt moving program but the steel work is lagging due to the shortage of steel. There are approximately 75 members on this job at the present time. To date they have moved approximately a million yards of dirt and will start seal-coating about the first of August. The highway will not be ready for use until the fall of 1958, this late date being due to the steel shortage. One of the most interesting items on this project is the use of the slip-form method of building the piers for the bridge over the east fork of the Russian River. The slip-form method of pouring piers (a Swedish process) has been used only once before in California and that was on the Carquinez Straits bridge. The Humboldt Constructors, Inc. are nearing the end of their job 13 miles north of Willits, a few of the men have already been layed off and we expect more in the near future.

A preliminary topographical survey of the Baechtel Creek and Little Lake Valley area in connection with a proposed flood control dam on Baechtel Creek has been completed by the U.S. Army Engineers. This project, besides its value for flood control will also be a potential water supply for the city of Willits.

The new jobs in this district are as follows: The Fred J. Early Jr. Co. were awarded the contract to build the Sewage Disposal plant in Ukiah. The Pelletz Construction Co. were awarded the contract for construction of new sewer lines in the city of Willits. Bo-Son Inc. and Western Builders were low bidders on the construction of a new bridge over the Laguna De Santa Rosa, 6 miles west of Santa Rosa. Arthur B. Siri, Inc. were low bidders on a 44.9 miles, net length of seal coating in Humboldt, Trinity, Mendocino and Lake counties.

The notices are out on the construction of 21,100 feet of 6- and 8-inch sewer lines in Santa Rosa. We are anxious to have this job start as soon as possible, although it is doubtful if they will be able to finish it this year.

The Willits Paving Company, Brother Joe Lipary owner, have purchased a new mobile rock crushing plant and are going full blast. Brother Lou Barnes is the superintendent; Bill Brown, plant manager; Roy Miller, plant

LABOR DAY MESSAGE

(Continued from Page 1)
effort to expand its facilities to more effectively serve the public. This expansion has included, among other things, the establishment of District Offices strategically located throughout the State. District Offices have now been established in Bakersfield, Fresno, Long Beach, Oakland, San Bernardino, Sacramento and San Diego. Other offices are contemplated in Redding, San Jose, Santa Ana, Santa Barbara and Van Nuys. It is through these facilities that the Commission hopes to more effectively and expeditiously serve the injured employee.

But now let's consider the benefit structure, for unless benefits are reasonably related to wages, the very purpose of the law is being defeated. A review of the increases made available in workmen's compensation benefits, as a result of the 1957 legislative session, shows encouraging progress.

Much credit for these increases goes to Governor Goodwin J. Knight and to the California State Federation of Labor. The Governor's sympathetic interest in, and the Federation's concern for, injured workmen and their dependents have immeasurably advanced the call for increased benefits in this field.

Within existing legislatively prescribed limitations, the following monetary increases in 'compensation' benefits are expected to become legally effective on and after September 11, 1957:

1. Temporary disability indemnity is increased from the maximum to \$40 to \$50 weekly;
2. Permanent disability indemnity is increased from the maximum of \$35 to \$40 weekly;
3. (a) In cases of total dependency, except as otherwise noted, the aggregate dependency benefit is increased from the maximum of \$10,000 to \$12,000;
- (b) In the case of a surviving widow and one or more dependent minor children, the death dependency benefit is increased from the maximum of \$12,500 to \$15,000;
- (c) In cases of partial dependency benefits, the aggregate benefit, under the formula of contribution fixed by statute, is

engineer, and A. W. Pasay, plant oiler.

Brother W. H. Hoague lost a finger while working for McGuire and Hester at Ukiah. We are sorry to report that the doctors are having considerable trouble with it and that he had to go back to the hospital.
ROSA FREEWAY

The Guy F. Atkinson Company job on the Santa Rosa freeway is coming along fine and is in the last phase of construction. White paving is progressing well and should be completed by about the 22nd of August. Traffic should be turned over the new freeway about the 1st of October. The smoothness of the paving operation can be attributed to the fine crew on the job. The paving crew proved its ability recently when it broke a long-standing record by placing 1320 cubic yards of concrete in 8 hours and 5 minutes. The paving crew is composed of: Paving: Foreman, Chuck Thomey; paver operator, Bob Thornton; paver oiler, C. Martin; Blaw-Knox spreader, G. Hinshaw; Blaw-Knox finisher, H. Lemasters; Johnson float, C. Childers. Cement treated subgrade: Foreman, T. McConnell; pug mill, R. Weller; leveler, D. J. Lucio; roller, L. Labelle; roller, C. Martin; blade, Duke Winsor. Headers: Form grader, J. Joy; form puller, F. Hamilton.

increased from the maximum of \$10,000 to \$12,000.

The working people of California may be assured that the members of the Commission will take every step essential to insure a prompt, orderly and courteous disposition of cases pending before the Commission. We realize that benefits lose their significance if workers become hopelessly entangled in needless red tape.

We are also concerned with the costs of medical care under our program. Under the provisions of an enabling act, the Commission may establish an Official Minimum Medical Fee Schedule. On June 26th of this year, it issued its order amending the schedule adopted in 1954. The order was the result of an intensive investigation into the medical practices and fee problems arising in the treatment of industrial injuries and diseases.

The California Medical Association had petitioned for amendments to the existing schedule. The matter was referred to the Commission's Standing Committee on the Official Minimum Medical Fee Schedule in order that it might hold hearings and ascertain the facts necessary for the Commission's guidance in making an essential, equitable and legal disposition. Two preliminary noticed public hearings were held, one in San Francisco on October 25, 1956 and the other in Los Angeles on November 1, 1956. A committee meeting was suggested and attended by representatives of known interested parties in San Francisco on December 11, 1956.

The committee investigation included a consideration of statistical and other related data underscoring the economic developments upon which the petitioner's request was premised. A tremendous amount of time, effort and study was given over to the subject under investigation. Every effort was made to acquire all evidence essential to an equitable, legal and just conclusion. The committee prepared, supplemented and filed its report in the Office of the Chairman. The report was made available for public inspection.

A noticed public hearing was called in Los Angeles on June 28, 1957. No opposition developed to the committee's report. The petitioner's request was found to be valid and supported by reason, factual evidence and asserted argumentation. The signing of the order amending the schedule implemented the Report of the Committee and underscored the expressed primary concern of all commissioners that injured workmen should be afforded the best medicine and medical facilities available in the observation, control and treatment of industrial injuries and diseases.

All of this indicates that the workmen's compensation law in 1957 is a far different instrument than it was in 1917. Its purpose is the same, of course, but through thoughtful legislative and administrative action it has been amended to meet the needs of a changing and expanding state.

It would be a horrible thing if this humanitarian law ever fell into the "dead letter" category, with little or no meaning to the working people it was designed to serve. Fortunately, this will never be the case, because to more than a million and a half trade unionists in California, workmen's compensation remains the first and most significant of all our social programs. Their continuing interest in the law is our best guarantee of its future success.

STOLTE, Inc.
General Contractors

Trinidad 2-1064 8451 San Leandro St.
Oakland, California

BLAKE BROS. CO.

Producers of

Asphaltic Concrete - Ready-Mix
Concrete & Quar. Products

P. O. Box 1002 Richmond
Western Drive BEacon 2-5193

Oakland Area News

(Continued)

(Continued from Page Five)

etter, John Estey as mechanic. This job is now about 50 per cent completed.

The John Carstensen Co. is working at the Tennyson High School on Western Rd. in Hayward. There are about eleven brothers working and they have 112,000 yds. to cut and fill.

Lee Construction Co. is working on Santa Maria Ave. in Castro Valley cutting out old black top and replacing it with new. Brother Howard Lee is on a blade and Brother Louis McGill is on a loader.

O. C. Jones & Sons have their usual spread of jobs going in the Bay Area. Brother Harry Bartlett is close to home for a change, and is paving some streets at Standard Oil. Brother George Nabors is doing the excavation and straightening Highway No. 1 out over near Stinson Beach. Brother Cliff Broderson is laying pipe at the new Adams Junior High School in Richmond. Brother Roy Granlund has Highway No. 17 torn up near Alvarado, getting ready to put a box culvert in for the Alameda Flood Control District. Brother Loren Hoisington is winding up the paving job at Herrick Iron Works' new plant in Mt. Eden. Brother Paul Godfrey is working on Celar St. in Berkeley. Brother Neil Taylor is paving some roads at Travis Air Force Base. Brother Al Martell has several jobs going around Vallejo and Napa. Brothers Brady Johns, Irv Cunningham, Al Cleveland, Stan Mattice, Don McKenzie and Jon Southwick are keeping the equipment greased and running.

Kaiser Radium in Pleasanton, is still working four days a week as all the sand rock & gravel jobs are running five days a week. Hope to see the Brothers get back to some overtime soon.

The bid was opened and the contract awarded to J. W. Lee & Co. for the County of Alameda. The work consists of the construction of slide correction, including 9,387 cubic yds. of roadway excavation and backfill.

Gallagher & Burk are grading lots for 140 new homes in White Cliff Park, Richmond. They are moving some 145,000 cubic yds. of dirt and are doing the grading for the streets, curbs and gutters. Brother Lloyd Hickey is foreman on this job. The Brothers running the DW 15's are Joe Martin, Clyde Pitts and Tee Zhee Sanders. Brothers Dusty Flynt and George Machado are on dozers. On blade is Brother Jerry Crawford and Brother Richard Turner is the grade setter. They have moved over 100,000 yds. of dirt so far, with about four weeks to go to complete this job. Dan Prodanovich is installing sewers and water lines with a trencher and two loaders working on this job.

Arvil O. Jones, Inc. of San Pablo, California have several jobs going at the present time. They are moving some 75,000 cubic yds. of dirt for 32 new homes for D & M Homes Sub-Division in El Sobrante. This is a \$28,000 job. Brother Neely Folger is Foreman with the following Brothers running equipment. George Green, Clarence Smith and Eugene Smedley are on dozers. Edwin Howard, Paul Pugh and Howard Smith are on the Le Tourneau electric pulls, with Wilford Jones running a blade. He also has a sub-division job for Values, Inc. in Walnut Creek with some 20,000 cubic

yds. of dirt to move plus streets, curbs and gutter work. This is a \$20,500 job. Jones also was the successful low bidder on the Richmond re-development agency of Richmond. This project is for site work grading, street paving, curbs, gutters, sidewalks, center strip and drainage system in the Galvin Industrial Park on the lower end of Cutting Blvd. in Richmond. This job is in excess of \$200,000.

News About The Brothers

Brother Albert Berryhill of 5552 Fremont St. in Emeryville was hurt on the job in July and lost a finger. We are sorry to hear this happened to Brother Al but we will be looking forward to seeing him on the job soon.

Brother Vernon Paulk and his wife are the proud parents of a baby girl born July 8th. Her name is Kristina Ann and she weighed in at 7 lbs. 3 1/2 ozs. Congratulations to both of you.

We are glad to see Brother Everett Huff out of the hospital and able to come in to see us. He was in for a month with a bad back. Glad you're better, Everett, and we don't want to see you back in the hospital again.

Brother Roland Davies who is working for Hydraulic Dredge went on a weeks vacation to Rio Nido at Russian River. Brother Roland, wife, daughter and hound dog all had a good time. Brother Roland says that the hound dog was the most trouble of all and had the best time.

Brother Merle McLawry was in an automobile accident on June 29th and will be off work approximately five months. We are sorry to hear this and hope he will have a quick recovery. Brother Merle lives in Denair, California.

Brother Louis Manuel who works at the Pacific States Steel mill in Niles was recently a proud father of a 6 lb. 15 oz. baby girl by the name of Laurie Marie. Congratulations sir!!!

Glad to report that Brother Julius Davis is home from the hospital after his serious automobile accident. All the Brothers wish him the very best of luck. Brother Davis works at the Pacific States Steel mill in Niles.

Brother Bob Avery, wife, daughter and son went on a five weeks vacation to Georgia. Bro. Bob went back to visit mother and dad. While there he did some fishing in the Blue Ridge Lake and caught a large mouth bass and rainbow trout. Fishing was great and all had a wonderful time. Bob works for Hydraulic Dredge.

Another brother who was hurt on the job is Brother Robert Sanders. He is in the Merritt Hospital with a back injury. Hope you're home, Bob, before this gets in print and we hope you get well soon.

Brother James Zumwalt and wife have a new addition to their family. A baby girl was born June 6th, weighing 8 lbs. and 5 ozs. The baby's name is Patrisha Ann Zumwalt. Wife and father are doing fine.

Brother Nick Carlson and family just returned from a three weeks' vacation. Brother Nick, wife and daughter went to Salt Lake City, Utah; from there to

TRINITY DAM PROJECT IS MOVING FAST

By E. A. HESTER and J. B. JENNINGS, Business Representatives

Working conditions in this district are very good, at this time. With most all of the Brothers working, with the exception of about 35 Tunnel workers. Most of these Brothers are hanging around the hall waiting for the Tunnel to start, which we think will be some time in September.

Trinity Dam contractors are going ahead rapidly on the excavating, road building, clay pits and quarry stripping. A full crew of operators are working here, including cats, DW-20's, shovels, draglines and a little tunnel work.

Up the Sacramento River Canyon, near Dunsmuir, Calif., Gibbons & Reed Const. Co. has been keeping a lot of our Brothers busy on the freeway job.

Jess Harrison is going ahead on their highway job at Beegum with grading and draining being done at this time. The job is expected to wind up in another month or six weeks.

In Mineral, Stolte Inc., is going full blast trying to get the job finished before the snowballs begin to fly.

M. W. Brown is finishing part of his access road from Fawn Lodge to Lewiston. It looks like the Brothers will be on this project until late fall.

Transocean Engineers are finishing up their job at Lewiston and are moving to their new job at Jackson, Calif.

Yellowstone National Park, then to Glacier National Park. They stayed four days in Yellowstone and a week at Glacier Park. Brother Nick says Glacier Park was the nicest of the two. Trout fishing was good and everyone had a good time.

Brother Norris Casey, who works for Paul Wasson in Walnut Creek as a loader operator, has been ill, but is now back to work. You can't hold a good engineer down.

The Brothers at Concrete Service are going to work about two hours ahead of time; we hear the deer hunting is good around the water. Keep a lookout for the G. W.

Brother Drury "Tiny" Wallace took a vacation in July which included 5,730 miles in all. He went to Oklahoma City and on the way hit a toad storm for 23 miles. "Tiny" came back through the northern route, hitting Kansas, Colorado, Utah, and Arizona and Nevada through the southern route. All in all he had a nice vacation and a nice time.

Union Buttons— Attention, Brothers!

We find that a good many of the members pay too little regard to the fact that they should display their membership button on the job, showing that they are members of Local Union No. 3, and the period for which the dues are paid. The display of a button or badge will designate to other crafts and to the employers that the equipment over which the Operating Engineers Local Union No. 3 has jurisdiction is properly manned. The display of your membership button will also eliminate the many telephone calls that come into the various offices, reporting non-members operating machines. If your Union button becomes lost or damaged please contact your local office or contact your Business Agent who will gladly furnish the proper identification.

The Engineers Limited got off to a flying start on their PG&E pipeline job out of Red Bluff, leading to Eureka. Alex Robinson Company (on the same job), seems to have their "necks bowed" for some unknown reason. It looks like Brothers we're going to have to wash some of that Southern California Smog off them.

The Granite Construction Co. have started their road job between Etna, and Callahan, Calif. Peter Kiewit & Son have finished their job at Ft. Jones, also at Mt. Shasta. These have been two good jobs and we hope they continue doing work in this district.

Baldwin Const. Co. of Marysville got off to a late start on their job at Likely. However, everything now seems to be well under way and going along very well.

All the jobs throughout the district are pretty well loaded

with help. The turnover is light, with the exception of a couple of jobs.

Brother Bowler is convalescing at his home here in Redding after a foot injury he received on the M. W. Brown job at Lewiston. We wish him a speedy recovery and hope to see him back on the job soon.

BLOOD NEEDED!

Brother Engineers, our Blood Bank is getting low. Members should make contributions to the Blood Bank. Contact the Redding office for full particulars. Donations can be made on Wednesday from 7 to 9 p.m. and Tuesday and Thursday from 3 to 6 p.m. at the Memorial Hospital.

O. C. JONES & SONS
GENERAL CONTRACTORS
 Cedar and 4th St. BERKELEY
 Landscape 6-3424
 Member A. G. C.

CONSTRUCTION AWARDS

SACRAMENTO, Contract awarded to Bragato Paving Co., 500 Bragato Rd., Belmont, \$92,877, for 42 mi. pene. tr. betw. Orleans & Happy Camp, HUMBOLDT & SISKIYOU COUNTIES.

SACRAMENTO, Contract awarded to Baldwin Contrg. Co., Inc., P.O. Box 269, Marysville, \$96,124, for 1.8 lgth. to be graded & surf. w/pltmx. surf. on untr. base & exist. pave., Garden Hwy., betw. 0.2 mi. NWly of Feather River Bridge near Nicholas & Laurel Ave., SUTTER COUNTY.

SACRAMENTO, Contract awarded to Granite Const. Co., P.O. Box 900, Watsonville, \$103,618, for 0.3 mi. lgth. approaches to be graded & surf. w/pltmx. surf. on untr. base ovr. imp. sub-base matl. & an RC slab bridge to be const. at Tule Rd., across Colusa Basin Drainage Canal, COLUSA COUNTY.

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REDWOODS STAY IN HIGH GEAR

By K. A. "KEN" BROOKS and DANNY "O" DEES,
Business Representatives

Well, brothers, here we are again, another month gone by, as they have a habit of doing these days. It seems we keep repeating ourselves raving about the good season we are having in this area, but we can't help it, we are happy and thankful. The out-of-work list is the way you like to see it. The trend has been to cats and

rubber tire equipment, but the other classifications have been pretty good outside of shovel work which has been and still is rather slow, and none in sight at this time.

There isn't any doubt that we have reached our peak for this year, but it should hold this level until the rain hits. We are hoping for a late fall, so the brothers stay on the payroll, the work is here to be done.

Since there is no new work coming out, to our knowledge anyway, the bulk of men dispatched from now on will be replacements.

We are certain you have heard many rumors about the turnover in operators on Guy F. Atkinson's Hiway 101 job at Dyer-ville, so we will try to clarify the picture some for you. Brothers to start with the job is a real rough one, to say the least, but it is being done as safely as humanly possible. Going up a 62 per cent grade on a cable with a DW 20 is no child's play. It takes a man with a lot of "guts" to do it day in and day out, and the down road is no picnic. By the time this report goes to press they should be able to eliminate the "Donkies" as the grade is lowered some 100 ft. When this is done the DW 20's will be able to go up the present down road when it is revamped to a milder grade, then come down where they are now going up. We can't say this will be too much better for awhile except the skinnners won't have to ride the cables, and the top will continue to come down.

We want to say at this time that no matter how tough they come our Brother Engineers can do them and we want to extend our congratulations too, and express our admiration for these Brothers for their skill and tremendous courage. You are doing a hell of a job.

CRESCENT CITY & NORTH is rather quiet and will stay that way for the rest of the year. Some small jobs here and there but nothing of any size outside

CONSTRUCTION AWARDS

CARSON CITY, NEVADA, Contract awarded to Isbell Const. Co., P.O. Box 2351, Reno, Nev., 2,631,956, for const. por. of Interstate Hwy. Sys. on U.S. Hwy. 40, betw. 9½ mi. & 15¼ mi. E. of Sparks, approx. 6.285 mi., WASHOE COUNTY.

CARSON CITY, NEVADA, Contract awarded to Isbell Const. Co., P.O. Box 2351, Reno, \$2,61,956, for const. por. of Interstate Hwy. Sys. on U.S. 40, betw. 9½ mi. & 5¼ mi. E. of Sparks, approx. 6.285 mi., WASHOE COUNTY, NEVADA.

VERNAL, UTAH, Contract awarded to Witt Const. Co., P.O. Box 19, Provo, Utah, \$2,678,031, for constr. hwy., street, utils. & residences for Flaming Gorge Community Facils, sit. near Linwood, Utah, DAGGET COUNTY.

DAVIS, Contract awarded to Cal-Central Const., Co. & Western States Const. Co., 7500 - 14th Ave., Sacto, \$1,426,113, for const. soil plant at Davis Campus.

SACRAMENTO, Contract awarded to Transocean Engr. Corp., 7807 Russell City, Hayward, \$942,791 for 7.8 mi. lgh. graded & surf. Martell, AMADOR COUNTY.

of Peter Kiewit job on the jetty, which will finish this year.

Norman I. Fadel's job on highway 101 at Big Lagoon is going great guns to beat the winter, 21's and cats all over the place.

This company has completed their 101 job at Loleta and Mercer-Fraser is tearing into the graveling for the cement treated base and then the asphalt.

WILLOW CREEK has only three jobs of any size that will last the year out, James Clack's timber access road at Bluff Creek, Kuckenberg 299 Highway job at Willow Creek and the 299 Highway section at Lord Ellis being done by the state with prison labor, but our people and State employees on the equipment.

Work around the Eureka area has been pretty good, most of the jobs rather small but they all count. They seem to keep Arthur B. Siri and Mercer-Fraser going pretty well along with their larger job.

Brothers, that about covers it except for the Pipe Line from Red Bluff. We are still in the clearing stage in our area; more about this next time we're sure.

They say you can't get blood out of a turnip but it shouldn't be any harder than getting it out of people, at least it does seem so to us. How about that blood donation.



These views show a DW-20 on its way up the hill at the big cut on Highway 101 at Dyerville, and on the way down. Also shown are the three of the four donkies used to pull the rig up the slope. Guy F. Atkinson Co. will make a 400-foot cut at this point.

Local 3 Brothers Making The Dirt Fly in 3 States

By PAT CLANCY, President, Local Union 3

It's harvest time on 20,000 square miles of Local 3 jurisdiction and the worthy brothers are at this moment making the dirt fly on a thousand different projects in three states.

The boys are wheeling their big rigs in fine fashion, pushing at top speed to take fullest advantage of good weather, long daylight, and the eagerness of contractors to cut down on those big backlogs.

Most branch offices of Local 3 report work at peak, though in some cases it is not too plentiful and there are out of work lists. Our union has in all cases been able to supply good men whenever and wherever needed.

Here is a round-up of the situation at mid-August:

San Francisco: Sharp increase in work. Home building resuming. Much freeway and downtown building construction.

Oakland: Jobs fell off from last month. Most are of short duration. 670 men cleared in July.

San Mateo: Airport expanding, freeways, housing, schools, and industry are busy.

San Jose: All contractors at top speed to cut backlogs, freeways, industry, housing.

Fresno: Picked up but still below last year. Out of work list fairly large because jobs available are in remote areas.

Stockton: New jobs in but mostly short, and that office can handle them.

Sacramento: Much-publicized ship channel finally underway; busy on military, levee jobs, highways 40 and 50 in high gear.

Marysville: Levee work, mountain power pobs.

Redding: At peak, with Trinity dam moving fast.

Eureka: Still a record season,

probably level now until those rains arrive, which they hope will be late.

Ukiah: Just over the peak, jobs tapering.

Northbay: Right at the crest, even short of men.

Nevada: Reno highways busy. Mining.

Utah: U.S. highway program affecting this big, rugged state. Big pipeline jobs, mining active.

Hawaii: Fairly heavy job load, waterfront, military, industry.

FRESNO IS SLOW, JOBS ARE DISTANT

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

The job outlook in the Fresno Area has picked up some since last month but remains far short of this time last year. We have quite a large out of work list for this time of year, mostly because the brothers are reluctant to take jobs in the remote areas, where most of the work is this year.

There have been several jobs let in Mariposa and Merced Counties. H. Earl Parker have moved in and set up a camp on their recently awarded job on Tioga Road in Yosemite Park. This job is at approximately 8000 ft. altitude so will be a short season. Manuel Smith has a \$123,425 contract for sewer and parking facilities at White Wolf and Bridal Veil in Yosemite. Miles and Son has just completed a similar job in Glacier Point. Harms Bros. have moved in on their \$146,661 job at Mormon bar near Mariposa. The John Delphia and Early job on Yosemite Highway are showing some progress despite the heavy tourist traffic at this time of year. The Downer Corp. have started work on their \$210,135 Olive Avenue trunk line sewer job in Merced. Beleme Construction are making good progress on their section of the same line.

The Joe D. Miller Company has just completed his section. North Bay Construction and Kovick Bros. have also completed their sections of the sewer project in Merced. The total outlay on this project was well over one million dollars. Concrete Supply Co. are busy on black top for Gordon Ball Co. on their Atwater Freeway job.

Frederickson & Kasler have completed their freeway job at Chowchilla and have moved most of their spread to the desert near Victorville. Frederickson & Kasler have completed paving for C. K. Moreman Co. on their Fresno freeway. This spread will move to Calabasa. Valley Engineers were low bidders at \$208,827 for gas mains and sewer lines in Coalinga. Work within the City of Fresno is very slow, the strike against the home builders remains at a standstill. This strike has tied up some of the street work, which is normally done at this time of year. Rothschild, Raffin and Weirick have moved into Blach Camp and are excavating for the addition to Balch Power House.

Consolidated Western Steel Co. maintain a small crew on the penstock job but will have to wait for footings, being constructed by Thomas Construction Co. Intrusion Prepaht Co. have moved to Black Rock and are making preparations to raise the Black Rock Dam. Excavation for the Haas Underground Power House is nearing completion. Rothschild, Raffin

and Weirick also have the contract to install new generators and overhead cranes in this very unique power house. It is 450 feet underground.

The Brothers on the Haas Tunnel continue at three shifts, they are about at the half way mark now, it will be completed next fall. Morrison Walsh & Perini are making good progress on the Wishon Dam. They have slowed down some on the fill rock, in order to catch up with placed rock and concrete. The main fill will be completed late this fall.

The R. W. Byers Co. still have a large crew clearing the Court-right storage area. Stevens & Sons from Tijuana, California, were low bidders of \$280,830 for extension of the Stump Springs Road near Big Creek. Stewart & Nuss Inc. are putting down black top on their Hanford job. They have about 30 days more and should finish up. This company also has a job at Woodlake which is just getting started. They also got a job in Madera, 5.5 miles resurfacing, bid was \$207,483. Consolidated Steel Co. have four tanks up at Coalinga and still have two to go, this is being done for Union Oil Company.

Valley Paving Co. have a road job at Corcoran, 2.5 miles, contract price \$173,164. This company has not started on this job as yet. Griffith Company have the dirt in on the south side of their job on E. Mineral King Highway in Visalia. They will get started on the concrete in about three weeks. They have to pave the south side, then turn the traffic over to that side before they can move any more dirt. Madonna Construction have started their relocation of road around Success Dam. They have 9 Terra Cobras, 9 D9's and 4 D8's so far on this job. Success Dam at this time has not been awarded. Schall & Farrel were low bidders on 5.7 miles on Frazier Valley Road out of Porterville, contract price \$317,448.

We have had a few donations to our Blood Bank. Thanks to Brothers Carl Rogers, Lee Hunter, B. F. (Tiny) Helling, Everett Turner and Robt. Daniels and Mrs. Robt. Daniels. May we hear from some of the other brothers?

SACRAMENTO, Contract awarded to Lee Stephens, P.O. Box 726, Stockton, \$393,172, for levee const., back levee, R.D. 100 & 1001.