



# ENGINEERS NEWS

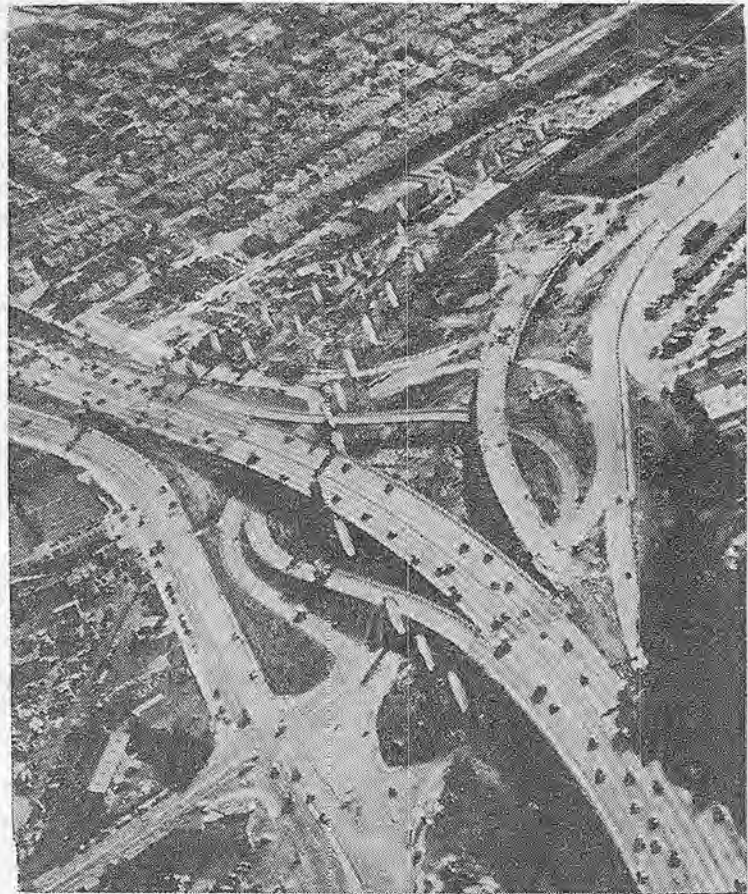
OPERATING ENGINEERS LOCAL 3

STATIONARY ENGINEERS LOCAL 39

VOL. 17—NO. 8

SAN FRANCISCO, CALIFORNIA

AUGUST, 1959



**MARCH OF THE FREEWAYS** has been slowed by local revolt as it approaches the better homes district in San Francisco, but it is progressing elsewhere. This aerial view shows the massive criss-cross now underway at Alemany Blvd. to provide interchange connecting Bayshore freeway, center, with first unit of Southern freeway, building at upper right. Farmers Market is at middle right.

## ANOTHER MILESTONE FOR LOC. 3—NEVADA AGC PACT

By NEWELL J. CARMAN, Local Union Manager

On Friday, July 17th your negotiating committee concluded negotiations with the committee representing the Associated General Contractors of Northern Nevada, wherein they arrived at a tentative agreement to be submitted to their respective memberships for approval. Subsequently the contract was ratified by the membership of Local No. 3 in Northern Nevada through a series of meetings commencing in Reno, Nevada, on July 18th; followed by a meeting in Wells, Nevada, on July 20th; and two meetings in Ely, Nevada, on July 21st and 22nd.

The new contract covers a three-year period, and in addition to agreeing on a non-discriminatory hiring hall, as well as 15c per hour to be paid into a vacation plan, your negotiating committee was also successful in accomplishing what the members working in Northern Nevada have talked about for a number of years—namely, the equalizing of wage scales between Northern Nevada and Northern California which will under this contract be achieved at the end of a two-year and six month period.

Although Nevada is a "Right-to-work" State we believe the main factor which kept these negotiations on an amicable ba-

### OFFICIAL NOTICE TO MEMBERS

- District meetings scheduled for September, 1959:
- September 2—Fresno, 631 Kearney Street.
  - September 3—Ukiah, Labor Temple, State Street.
  - September 9—Salt Lake, 151 So. 2d East, Annex.
  - September 10—Reno, Reno Musicians' Bldg., 120 W. Taylor

sis was the fact that the committee representing the employers were cognizant of the problems faced by their employees and they were willing to reach an agreement fair to all parties concerned.

Actively participating in the negotiation meeting as part of the negotiating committee were myself, Assistant Local Union Manager Al Clem, and Business Representatives H. L. "Curly" Spence and Joe Miller. The balance of the committee, President Paul Edgecombe, Vice-President H. O. Foss, Recording-Corresponding Secretary W. V. Minahan, and Treasurer H. T. Petersen, were fully relied upon for their advice and suggestions.

Had it not been for the fact that your negotiating committee feeling that they had the wholehearted support of the members in the state of Nevada, as evi-

denced by the members voting in favor of accepting this agreement, we would not have accomplished the job we did. A UNION IS ONLY AS GOOD AS THE MEMBERS MAKE IT and it is gratifying to know that when the chips are down, our members are willing to make sacrifices in order to better the standard of living for themselves and their families.

Owing to the full support of the membership, we not only secured a substantial increase in wages, we also reassembled the classifications so that the former group of sixteen (16) was reduced to eleven (11) groups; thereby adjusting the classifications to those contained in the Northern California contract.

In this issue of the Engineers News we have printed the complete group wage rates and classifications under the new contract, governing Northern Nevada. You will note that the wage schedules provide for an increase in wages of certain classifications at six month intervals; over a two and one-half year period. The conditions contained in this new contract represent another FIRST in the State of Nevada!

### LEGISLATIVE WATCHDOG

## New License Now Required for Over-road Operation of Special Highway Equipment

Section 12521 was added to the California Motor Vehicle Code at the 1959 General Session of the California Legislature. This law will become effective September 18, 1959, and since it will have a direct effect on many members of the Engineers Union, we are reprinting the new law in its entirety.

"An act to add Section 12521 to the Vehicle Code as enacted by the Legislature at the 1959 Regular Session, relating to chauffeurs' licenses for special highway construction equipment operators.

"The people of the State of California do enact as follows:

"Section 1. Section 12521 is added to the Vehicle Code as enacted by the Legislature at the 1959 Regular Session, to read:

"12521. Any person operating any piece of special highway construction equipment upon a highway when its dimensions are such that permission of the authorities having jurisdiction of the highway must be obtained prior to its movement thereon and when such permission has been obtained shall have an appropriately endorsed drivers' license issued by the department."

After the enactment of this new statute the Officers of both Local No. 3 and Local No. 12 met with representatives of the Department of Motor Vehicles and prevailed upon them to make the licenses available on the job site for the convenience of the worker who would otherwise be required to report, for this purpose, at a district office of the Department of Motor Vehicles. The Department in turn has solicited the cooperation of both the Union and the Contrac-

tors in expediting this program. Consequently, commencing September 1, 1959 the Department of Motor Vehicles will be sending teams of specially trained examiners to practically every construction project throughout the State of California. Their job will be to test the applicant and issue the type of license re-



LOS GATOS Freeway — new sign Route 17 from Route 42 in Los Gatos to Bascom Ave., is now opening to traffic.

quired under the new law.

We have been advised that the test will probably consist of observing the operator driving the equipment; a short list of written questions and a certificate of competency . . . from the employer.

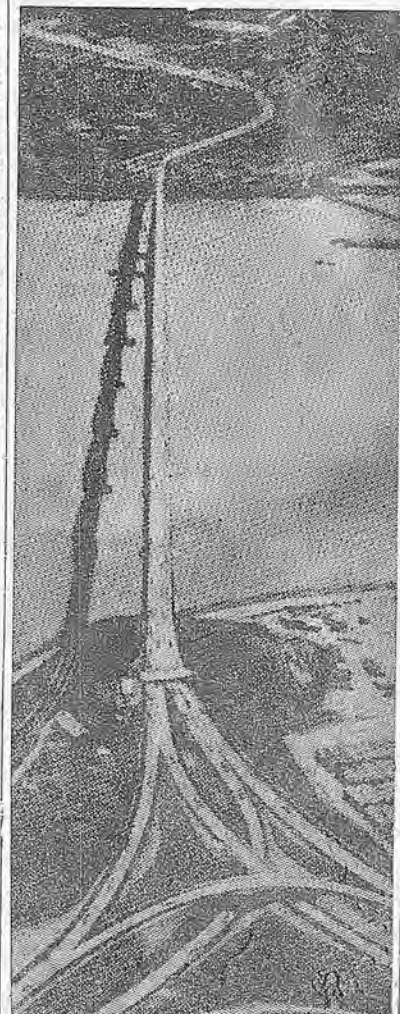
We are advising members who operate the type of equipment covered under this new law to take advantage of this opportunity to obtain the new type of license required, even though your present employment may be exempt from the provisions of Section 12521.

NEWELL J. CARMAN,  
Local Union Manager.

### BLOOD DONORS HONOR ROLL

- SAN FRANCISCO  
Tommy Winnett
- SAN MATEO  
Becky Barker  
Cliff Joness
- STOCKTON  
Clifford Johnson
- SACRAMENTO  
Howard B. Green  
James C. Wood  
Gwynne Vanciel  
Augustus Lindsey

Hillsborough, Contract was awarded to Rothschild, Raffin & Weirick, S.F., \$3,124,000 for const. High School on Hillsborough Site—school bldg. & pool.



BENICIA BRIDGE, hopping over from Martinez, will start soon, a \$34 million job. This shows how it will look when finished, looking south to Martinez in background. The state received bids July 22.

### IN MEMORIAM

- DESMOND J. MORRILL  
Salem, Utah, June 15, 1959
- EARL CLYDE THOMAS  
Heber, Utah, June 23, 1959
- MARINO RODRIGUEZ  
Woodland, Calif., June 27, 1959
- CECIL GLEN MOSIER  
San Francisco, Calif., July 6, 1959
- ALBERT L. NELSON  
Chico, Calif., July 6, 1959
- PETER W. ROBBEN  
Sobrante, Calif., July 14, 1959
- E. H. CARTER  
Nevada City, Calif., July 17, 1959
- OTTO E. HOLM  
San Francisco, Calif., July 24, 1959
- JOHN E. HAYWARD  
Jamestown, Calif., July 25, 1959
- MACK W. HATTE HAUER  
Red Bluff, Calif., July 30, 1959
- ROBERT A. WARD  
San Francisco, Calif., July 31, 1959

## Field Survey Notes

# AUTOMATION, LOW PAY IN SURVEYING

By AL BOARDMAN &  
ART PENNEBAKER  
Business Representatives

A report published by the National Society of Professional Engineers on the Professional Engineer's income and salary survey disclosed that in the year 1958 Civil Engineers were the lowest paid group in the engineering profession. It clearly points out that not only did the average civil engineer earn less than other engineers but for those with twenty-five or more years of experience their earnings were often several thousand dollars lower than those of similarly experienced engineers with other specialties. Blame for this is placed on civil engineers working for low paid government departments.

The survey also shows that the percentage increase has dropped in amount from 12 per cent in 1956 to 5 per cent in 1958; proving that unorganized groups are the first to feel the economic pinch when the labor market becomes saturated. Private employment as well as civil service, must have collective bargaining representation in order to maintain a decent standard of living.

Automation is entering the field survey work picture. A new electronic device, called the Micro-Dist, is able to measure distances up to fifty (50) miles with a great degree of accuracy. The greatest use at the present time for this instrument will be triangulation in rough, wooded terrain. This device is not hampered by trees, fog, brush, etc. It is estimated that distances can be measured in a fraction of the time required by survey crews using conventional equipment.

This equipment is still costly and somewhat bulky but since great strides are being made in miniature electronic equipment it is not difficult to envision the day when the equipment can be produced as small as the size of a pocket size radio. We hope that the great increase in population will increase the work volume which in turn will offset the jobs that will be eliminated by this type of automation.

A well adjusted person is one who can play golf and bridge as though they were games.

Last year's fashions made women look as if they were poured into their clothes. This year's made them look as if they'd settled to the bottom.

An adult is a person who has stopped growing at both ends and started in the middle.

lion surfacing job at the airport. L. C. Smith got a \$90,000 job in San Mateo. Douglas and Woodhouse has a small one in Redwood City. Cotherman and Judd also have a small job on Alpine Road.

Dredging: Associated Dredge got a little dredging job in San Carlos—should be through soon. Utah's dredge the "Alameda" is being moved to the East Coast.

Schools: Pierce, McAlister and Thorsell has \$132,000 worth of school work. Raffin, Rothchild and Weirick got a nice one in San Mateo—\$3,124,000. Pacific Coast Builders has another job for \$667,000.

# ENGINEERS NEWS

OPERATING ENGINEERS LOCAL UNION No. 3

Published each month by Local Union No. 3 of the International Union of Operating Engineers (Northern California, Northern Nevada, State of Utah, the Hawaiian Islands)  
Office: 474 Valencia St., San Francisco 3, Calif.

Mail all news items in to editor not later than the 5th of each month  
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Subscription Price: \$2.50 Per Year

Second class postage paid at San Francisco, California

## San Mateo -- Hub of the Peninsula

### PENINSULA JOBS AT PEAK

By BILL RANEY and GEORGE BAKER, Business Representatives

We have reached the peak of our work season here in San Mateo County. Many of the jobs are of short duration. Our "Out of Work" list is right at the bottom in many classifications. We have had some of our bigger jobs finished here; however, we have been able to get most of these men out on other work.

Frederickson & Watson's San Francisco Airport job is well under way with Brother Brodie in charge. This job will run until November, furnishing work for many brothers.

Utah's job at South San Francisco is running as usual with a big crew. All the members are very happy as this is a ten hour job. Very little turnover here, so we believe that this job will carry until the rains hit us.

H. E. Parker has finished with the big dirt job they have had running for the past two years. There are just a few men left on this job cleaning up the ods and ends. This was a very good job for a great number of our brothers. There are many rumors about more site work at St. Francis Heights, but so far they are only rumors.

We suppose that you brothers are aware of the President's veto of the Housing Bill. This, of course, will have an affect on the work in San Mateo County. We have hopes that this will not last too long.

Wm. Frank has finished his job for Oddstad Homes in Linda Mar. We talked to him, but he doesn't have a job ready to move onto, so this caused some of our brothers to sign the Out of Work list. However, we have been able to dispatch several of them to other jobs.

The City of San Mateo has cancelled Brother Sunkes' hauling permit on the 9½ million dollar job at Hillsdale overpass, so this job will be down until these people are able to find another source of supply. We have not been able to find out for sure just where this material will come from.

The Half Moon Bay breakwater job of Healy Granite has been down for about three weeks. It seems that the Class A rock necessary for this job is not too easy to get out at their quarry. Mr. Turker informed us that it would probably be Labor Day or after before they start their operations again.

L. C. Smith has many paving jobs running throughout the area, keeping many of the brothers busy.

Buzz Haskins is running with a full crew. The brothers find this a good place to work—good equipment, good dirt, and good hours—so everyone is happy on this job.

Ratkovich Construction Co. is still very busy on their work at Millbrae with the shovels and trucks on one part of the job and the cats and DW 20's doing

the other part.

Up on the John Muir School job in San Bruno the Barnhart Construction Co. is very busy getting this job underway.

The Contractors in this area have too many small jobs running to be able to list each and every one. However, these jobs furnish many days work for our brothers.

Dale Williams has his storm drain job in Burlingame running smoothly. Also, he has prospects of several other jobs in the area.

Irvin Varwig is branching out into the heavier grading business. He plans to do some new site work on Pacific Heights subdivision. If money doesn't get too tight this may work into a large job.

We have had two donors give blood to our blood bank this last month. BECKY BARKER and CLIFF JONES. Their giving of their time and blood is greatly appreciated and sorely needed. We had to release 10 pints to one of our ill members. It is hoped we can do better in August. The blood drive is always on but the next big "B" day drive will be October 3. Fellows, we may be out completely before then.

Brothers, don't forget to set aside Saturday morning, September 19, for "C" day. It looks good for this year. The Employers seem to be in a better mood this time and we anticipate a 100 per cent turnout for this worthwhile cause. The other crafts also are in full accord and claim they will show us up this year.

Your Officers and Business Representatives are still negotiating some agreements, but hope to be through with most shops and plants by the next issue of this paper.

#### NEW WORK

Buildings: The Navy is planning a \$100,000 building in San Bruno. Peterson Construction Co. has a \$50,000 building in San Bruno. Collins Co. has a \$100,000 building in Daly City.

Airport: Ben Gerwick Co. has a lighting trestle job at the airport to the tune of \$51,000.

Underground: New underground work has slowed somewhat with only 1/4 million in new work scheduled in the near future for Peletz Co. in Half Moon Bay, E. T. Haas in Menlo Park and Hackett Bros. in Menlo Park.

Streets: Lowrie has a half mil-

## Wage Scales for Foreman & Shifters Under New N. Calif. A.G.C. Agreement

In the last Engineers News we neglected to reprint the wage scales for Foreman and Shifters under the new Master Agreement covering Northern California. The following STATUS OF FOREMEN AND SHIFTERS is applicable:

1. The Individual Employer shall have the right to determine in his sole discretion the need for and number of foremen and shifters. Where the Individual Employer uses either foremen (other than general foremen) or shifters, they shall be required to be members of the Union.

2. WAGE RATES . . . No foreman shall be allowed to operate any mechanical equipment. Foremen and shifters shall receive \$4.08 per hour beginning July 1, 1959, and \$4.31 per hour beginning July 1, 1960, and \$4.54 per hour beginning July 1, 1961, together with overtime computed at the overtime rate applicable to the men supervised. All Foremen and Shifters shall be paid by the hour.

## The City by the Golden Gate

# SAN FRANCISCO IS BEING WRECKED

By PAUL EDGECOMBE, JERRY DOWD and DAN MATTESON,  
Business Representatives

San Francisco may well be called the CITY OF DEMOLITION . . . as they demolish building after building . . . however, it's nice to know that after "demolition" new construction is on the horizon.

At present we have the following companies all busy doing demolition work. They are the Cleveland Wrecking Company with three cranes; two in wrecking operations and one now in the shop for repair. Bayshore Wreckers have two cranes in operation. Campbell & Ballenger, two cranes in operation, one crane having a 120 foot boom with a 2500 lb. ball. It's a work of art the way the boys handle this type of equipment! Aaron Building & Wrecking Company have two cranes with a clam on one and a ball on the other. Union Crane Service will keep two cranes busy tearing down the Crystal Palace Market, one of San Francisco's oldest landmarks to make way for a modern motel to be erected on the site. The motel is to be operated by Del Webb and will be noted for fine food, so that's some thing to look forward to! Flora Crane Service have one crane at work as well as a cat loader. Their crane has a 90 foot boom along with a clamshell. K.T.K. have one crane working. Sherman Crane Company also have one crane operating at this time.

When all the clearing is completed, there will be a great deal of new construction work to be started and we hope to have many engineers employed. Incidentally we are happy to report that injuries on the job have been kept to a minimum. A piece of pipe struck one of the Oilers on the wrist, breaking his lower arm but aside from this, the boys employed in this highly specialized work are to be complimented. The crews work carefully and the Safety Record shows it!

Aside from the demolition work going on we have two track removal jobs that have started in the last couple of weeks. Charley Harney and Pacific Paving finally got the go ahead word from the city after many weeks of waiting. Harney's job is from 33rd and Balboa Streets to the beach and this job should give employment to several members. Pacific Paving Company will remove the track from Geary & Market St. to Geary & Franklin St. Part of this job will have to be done at night on a one-shift basis. This means that a few of our good members will be in for a lot of overtime!

The commercial building construction in the area has remained about the same as the last two months. Some of the

buildings will be reaching the completion stage in a short time. However, we look for more of this type of construction to be let in the near future. This is in addition to the Hilton Hotel and Del Webb's Motel, that we already know about.

Lowrie Paving Company, Fay Improvement Company, Mike Murphy, Associated Pipe Line, Fred Fahey, G. W. Thomas and Farnsworth & Ruggles have contracts and rigs working throughout the area.

We hope by the next issue that we will be able to have some information on the completion date of the ball park as we know many of the brothers are more than interested in the completion date!

IMPORTANT . . . If you are not receiving your new wage scale negotiated in the A.G.C. and E.G.C.A. or individual employers contracts, be sure the business representative servicing your job is contacted. The new wage rates were effective as of July 1st, 1959.

Members employed in the equipment repair shops in the San Francisco area should also be receiving their increase as these contracts have all been signed.

Building Material plant employees will receive their increase in the near future as the contract has been approved by the membership and is being processed at the present time.



**BAYSHORE - REDWOOD**  
This shows relocation of Bayshore freeway in Redwood City, showing Harbor Blvd. interchange in foreground.

# What's Doing in the Oakland Area

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

At last construction is beginning to pick up in the Alameda-Contra Costa County area. Our equipment shops have been busy most of the year. The scrap yards in this area are keeping our Engineers busy while the Rock, Sand and Gravel industry is enjoying a good production year. Dredging is very slow, as is shipyard work—your Business Representatives are busy with various contract negotiations and meetings.

## PCA AT CENTERVILLE

The Centerville sand and gravel plant of Pacific Cement & Aggregates, Inc., has completed ten years of operation without a lost-time accident, one of the best safety performances in the industry. The two shift operation accumulated 875,113 man hours without accident in the ten years following the opening of the plant on May 13, 1949.

Forty men of the Centerville crew who helped establish the record were honored at a special Safety Award dinner on the night of June 17th in Berkeley. President Richard K. Humphries of Pacific Cement & Aggregates made the presentations to the men at a meeting preceding the dinner.

President Humphries also accepted an award to his company from the National Safety Council. Superintendent of the Centerville plant is Joseph C. Paulo, who has been with C.P.A. for 18 years. In ten years the plant has produced more than ten million tons of sand and gravel, or enough to make a sidewalk five feet wide and three inches thick around the world. The plant has a monthly production record of 142,000 tons. The Centerville works in Alameda County is a mining and crushing operation.

Products range from 1½" gravel down to fine sand. Rock, sand and gravel are mined by the open pit method on 140 acres of property. The deposit is mined by a Bucyrus dragline with a three cubic yard bucket. The material is hauled from the mining site of the plant by three 25 ton Wooldridge Terra Cobra trucks. The material is dumped into a raw materials hopper from which it is conveyed by 3,600 ft. of heavy duty rubber belts through a series of screens, crushers and scrubbers.

The different kinds of aggregate are fed to conveyor booms which deposit them in separate piles. Three Bucyrus and one Brownhoist clamshells feed the material into bins which load directly into trucks. The Centerville plant supplies aggregates to builders in the East Bay in an area extending from Concord to San Jose, as well as to parts of the Peninsula. It is one of fourteen sand and gravel plants operated by Pacific Cement & Aggregates in northern and central California. Pacific Cement & Aggregates is one of the largest building materials firms in the west. It operates 28 ready-mix concrete yards and building material yards, five asphaltic paving plants, ten area sales offices and a 2,250,000 barrel annual capacity cement plant near Santa Cruz. Headquarters are located at 400 Alabama St., San Francisco.

## NEW SHIPYARD

Shipyards No. 3 will reopen September 1st. The yard has been leased to the Willamette Iron and Steel Co. by the U.S. Maritime Commission, and will be used for ship repair, conversion work, ship scrapping and bridge section fabrication. The huge facility, which was operated during World War II by Henry J. Kaiser, has been idle since 1955 when the Triple A Shipbuilding Co. of San Francisco closed down. The Willamette Iron & Steel Co. has handled

major ship conversions for the Matson line and other steamship companies. The initial work force here should be about 100. Some refurbishing of facilities will be necessary before production can begin, but the company may be able to do actual ship construction work there. The portion of the works leased by Willamette includes five basins, wharf and the plate shop.

\* \* \*

Williams & Burrows Construction Co. of Belmont was awarded the contract by the University of California for \$4,696,250. They are to build a psychology building located on Hearst St. in Berkeley. There will be approximately 21,000 yards of excavation on this job. The building will be seven floors high.

\* \* \*

Piombo Construction Co. was low bidder on a job for Santa Fe railways in Richmond. It will be a fill for a track around the bay to near Golden Gate race track. There will be 750,000 yards of fill to go in. They plan on moving DW 20's in to move the dirt. There will be about 550,000 yards to move from Isabel Pt. They will have some clearing, some blasting and 125,000 yards of rock to be trucked in from Ferry Point, Richmond that will call for more blasting. There are also three tressels on the job which will take some pile driving. A 40,000 yd. dredging job is included on the job. The fill will start somewhere near 23rd St. in Richmond and extend around the bay near the Golden Gate race track. This job should last about ten months and will keep some of the Brothers going for awhile.

\* \* \*

Stolte, Inc. was low bidder on a job to be constructed for the Port Commissioner at the Grove St. pier. The bid was for \$356,000 to construct a cotton warehouse. Work should start in the near future and it should put a few of our men to work.

\* \* \*

Rose & Matoza Construction Co. of Castro Valley was the successful bidder on Line D canal, adjacent to Alquire Rd. from Valle Vista Bridge to the Western Pacific Railroad of the Alameda County Flood Control and water conservation district. This canal has been widened to 75 feet with six ft. levees on either side. They moved some 90,000 cubic yds. of muck in six weeks. They have built one bridge and have a number of culverts yet to be installed. Brother Eddie Edsinger is the foreman on this project with Brothers A. Affonso, E. Ruiz and Jim Sander on the DW 10's. Brothers D. Pruett and V. Alves on dozers, Brother Tom Autry is the blade operator, Brother I. Proto is grade

## BLOOD DONORS

We are still very much in need for blood donors. Our members are always in need of blood due to accidents or illness and we cannot issue blood if we don't have any. If you have any time off please contact us or call the Blood Bank direct to donate. Our office number is TWInoaks 3-2120, Blood Bank, OLYmpic 4-2924.



**AGGREGATORS**—Here are company officials at the big Centerville aggregates plant (see Oakland report, this page), left to right: Joseph Paulo, Centerville plant superintendent; Richard K. Humphries, president, Pacific Cement and Aggregates, Inc., and Leo Bunds.

setter, Brothers Johnnie Johnson and Bill La Gasa are the mechanics. Rose & Matoza have just started on a 200,000 yard excavation job on a new subdivision in the Hayward hills. This job has a 90-day completion date.

\* \* \*

## CONCORD HOUSING

Martin Bros. of Concord was awarded the job for the excavation of a new housing unit. The work will be carried out between the Arnold Industrial Highway and Highway 24. There will be 240 homes in this tract. There will be 100,000 yards of cut and fill to be moved and when this job is completed in Concord in ten days the Brothers will move to Tara Hills in Pinole for the 3rd unit. There will be 90,000 yards of cut and fill to be moved under this contract. Brothers on the job are: Duane Meeks, L. Spencer, P. Nunn, T. Machado, L. Walker, F. Gomez, Ed Morris, E. Blincoe, John Florence, Floyd Bell, A. C. Kemper, Alvin Tubb, Chas. Berhorst, Roland Ridgeway, Pete Bonham, A. C. Mead, George Johnson, Robin Wright, Bob Pemberton, Jim Parrish, R. G. Miller, Glen Luttrell and Thomas Burns.

\* \* \*

Mechanics at Martin Bros. are rather proud of their new shop. The shop was completed three weeks ago. The shop is 120' long and 55' wide. There are five bays and one welding bay. It is completely equipped with a new greaserack, heating and cooling systems. The proud brothers of this shop are: Red Bishop and Ed Bohoman as mechanics. Arthur Port is the welder, S. Dunkin is helper, Harold Andress is on the grease truck and Tom A. Carter is equipment superintendent.

\* \* \*

Bechtel Corporation was awarded the job from Fibreboard for a new rollingmill which will get underway around the 25th of August. We hope to see a lot of Brothers on this job this winter. As of now Bechtel has not ordered any men for this job. Brother Ray Butterfield will be the foreman for the operating engineers on this job.

\* \* \*

## MARTINEZ TANK

Yuba Construction Co. is moving right along on the tank job between Martinez and Crockett. This job is being done for the Navy. The tanks Yuba are erecting are 90' across and 48' high. Pomeroy is also on this job and is pouring all the concrete which consists of pouring a 10" thick wall of concrete around the

tank. It is 1300 yards around the tank and top. Herrick is on this job also with his wire wrapping machine. After the concrete is poured Herrick wraps wire from the top to the bottom. This is a 150,000 lb. per inch pull on this wire. When the tank is completely wrapped with wire every inch, Western Granite moves in and gunites the wire. When these tanks are completed Winton Jones will move in and completely cover these tanks with earth.

\* \* \*

Vinnell Co., Inc. and Ukropina, Polich & Kral just commenced their sewer line from Arnold Industrial Hwy. to Walnut Creek. They have about 60 per cent of the right-of-way for this line this year. They have five highways to jack the pipes through the ground. This job will run into 1961. When the work is completed the line will connect Walnut Creek and Concord Sewer Disposal Plant at Arnold Industrial Highway. At the present time there are eleven brothers on this job. Brothers Troy Manzer, Cliff Wilkin, Charles Johnston, Chas. Smith, Jerry Bailey, Roy Heath, Earl Rarey, Charlie Spoon, Fred Biven and George Smisek.

\* \* \*

Ericksen, Phillips & Weis-



**SLOWEST FREEWAY** correction in the state is the Richmond Highway 40 bottleneck where traffic has been jammed up for 10 years. This shows work finally underway at El Cerrito, with Eastshore freeway and Golden Gate Fields in background.

berg, Concord contracting firm, was low bidder recently at \$1,980,000 to remove railway tracks and repave the lower deck of the Bay bridge from San Francisco to Yerba Buena Island. Bid from six companies were opened by the San Francisco Bay Toll Crossings Division here. The contract should be completed within nine months. A second contract will carry the bridge reconstruction across Yerba Buena Island, and a third will extend it to Oakland. When the \$35 million bridge reconstruction project is completed the bridge will have five wide east-bound lanes on its lower deck, and five wide west-bound lanes on the upper.

\* \* \*

NEWS about the Brothers ...

Brother Jimmy Cook and his family were in an accident on August 1 when their car blew a tire and flipped over. We are happy to report that except for a broken leg on one of their sons everyone is in A-1 condition. Brother Jim is back to work now and we hope we won't have anything else but good to report.

## Job Awards

Sacramento, Contract awarded to Gordon H. Ball & Gordon H. Ball, Inc., & Ball & Simpson, 685 Delaware St., Berkeley & Gates & Fox Co., Inc., 329 Primrose Road, Burlingame, \$5,720,320 for const. roadway, strucs. & tunnels No. 2 and 3 for West-San Francisco, Contract was awarded to Erickson, Phillips & Weisberg, P.O. Box 338, Concord \$1,979,994 for deck pav. const. of S.F.-Oakland Bay Bridge, City & Co. of S.F. and City of Oakland, ALAMEDA CO.

Sacramento, Contract awarded to Pacific Bridge Co., Alameda, \$1,195,400 for const. Engrg. Bldg., Sacto. State College.

Fresno, Contract awarded to Louis C. Nelson & Son, 2915 McCall, Selma \$1,263,000 for const. new police station.

Beale AFB, Contract awarded to Robt. E. McKee, L. A. \$2,227,229 for hospital & boiler rouse at the Beale AFB.

Sacramento, Contracts awarded to: (1) Granite Const. Co., Watsonville, \$38,566 for 1.4 mi. 2-lane hwy. gr. & PTMX. surf. & RC brdg. const. on W. River St., 38 S. of Donner Crk. Upass & Rt. 38, Truckee; (2) Rice Bros., Inc., Fresno, \$159,219 for 2.6 mi. widen & PTMX. surf. & widen 2 RC brdgs. betw. 2d St., Coalinga & Three Corners; (3) Yuba Consol. Industries, Inc., Emeryville, \$5,769,000 for brdg. sub-struct. acr. Carquinez Strait, Benicia-Martinez.

Irvington, contract awarded to B & R Const. Co., 110 Market St., S.F., \$1,572,000 for const. Irvington High School addition.

Fresno, Contract awarded to Fred S. Macomber, 4702 E. McKinley Ave., Fresno, \$1,894,000 (Sch. C) for const. Terminal Bldg., Concourse Bldg., Admin. Tower Bldg., Maint-Util. Bldgs., Fire Sta., Access Roads, etc. at Fresno City Airport.

McClellan AFB, Contract was awarded to Harbison & Mahoney, Sacto., \$271,600 for const. adn. to Spec. Proj. Lab at McClellan AFB.

San Jose, Contract awarded to Lew Jones Const., 1535 S. 10th St., San Jose, \$470,064 for const. of Permanente Creek cross channel, Portland & Miramonte Ave. to Stevens Crk., Mt. View, Los Altos & SANTA CLARA CO.

# SACTO PICKETS SQUAW VALLEY

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

In the Sacramento area the members have been kept busy during the month of July. There were 709 men cleared to various jobs. However, we still have men on the "Out of Work" list.

Last month we reported on our picket line at Squaw Valley. We still have a picket line on Squaw Valley Development Co. Squaw Valley Development Co. sat down once to negotiate but it was all for their side and nothing for the members; so the picket will remain.

We had a pre-job conference with Peter Kiewit and the dam will not start until next year. Kiewit is going to do two tunnels before the dam gets underway. Some excess roads are to be built in order to get to the location.

Fredrickson & Watson on Hiway 40, Gold Run, has completed their job. Fredrickson & Watson on Hiway 40, Truckee, are paving now and should be completed in another 30 days.

Wood & Krist on Hiway 40, Soda Springs, should be completed in 60 days. That will be three more freeways completed and opened to the public.

Brothers who operate boom type rigs watch the high voltage wires. The Industrial State Safety has asked us to relay this message to all Brother Engineers on boom-type rigs—to stay six feet away and not to go under voltage lines unless the juice is cut off. The State Safety is going to enforce this law to the fullest extent. This could be a fine or jail sentence. Safety is great if all practice it. Think first and act second for this could be a life saved.

## VALLEY WORK

Brothers, if you got the impression that J. R. Reeves Construction has vanished off the face of the earth, you are not far wrong. Mrs. Reeves sold out lock, stock and barrel to the Erickson Construction Co. and one condition was that the Reeves name be taken off of all the equipment immediately. This order was carried out the first morning that Erickson took over. This company has been a landmark in the construction industry around Sacramento for many, many years and we are rather sorry to see them go. Erickson Construction Co. is a very progressive firm, though, and we feel sure that they will make their name well known in the area before long.

Erickson has so many jobs going in the area that it would take a full page just to list them all. Up to this time their earth moving has been confined mostly to site preparations for buildings that they are going to build.

It's still the same story in the subdivision business as it was last month and the month before. Everywhere you look, there are streets being built, house pads being leveled, underground work being done, and the streets being paved. Places where you could have fired a high powered rifle in any direction without hitting anything but the ground just six months ago, you couldn't throw a rock today without hitting a dwelling house.

McGillivray has an underground crew working steadily at Grand Oaks in Citrus Heights. They have been forced to move across the Roseville Freeway for they have used up all the ground on the other side.

James Hawley is doing the streets and house pads for McGillivray on this project. Jim has to keep working so that he will have a place to keep Bill Johnson busy. Bill can do more on a house pad with a dozer than most of us could with two of them.

Homer Flint has a couple of jobs going that keep several

brothers working. Homer is not a large contractor but we wish that all of the contractors were as good as he.

On the Roseville-Newcastle Freeway, Teichert has about completed all the finish work and has moved out most of the rigs. They are going great guns on the concrete and are snapping at the finish crews' heels all the time. Ray Austin, Sr., is pushing the finish crew and he is not letting it get him excited. Ray has been at this game a long time and he knows how to get the work done with the least amount of sweat.

Brothers Bob Boyd and Bill Hogue, a pretty good pair of blade hands, are doing the finish work in this crew.

Brother Hal Clark is keeping quite a few operators busy to supply material from the rock plant and the sand plant that he is in charge of. The job uses quite a lot of rock and sand and keeps one or both of the plants busy all the time. Two cat skimmers who have been working for Hal most of the time are Brothers Bill "Red" Buster and Gus Lindsay. We always enjoy a chance to talk to these fellows for they are both good operators and good Union men as well.

Baldwin Contracting Co. was the low bidder on a storm sewer job in Lincoln. They submitted a low bid of \$49,986 for the job. They left about 20 per cent on the table.

W. M. Lyles Co. has about wound up their underground job in Lincoln. They are down to a skeleton crew.

Flores & Perry of Hanford, California, who were low bidders at \$176,927 on 2½ miles of Hiway 49 from Pilot Hill to Hastings Creek, have set in and are moving dirt with a vengeance. Brother Wayne Brookshire, pusher on the job, intends to be out of there in about 90 days, and he might just make it. This job calls for grading and surfacing a complete new alignment of two lanes. This will eliminate a quite bad section of hiway and we will be glad to see it opened for traffic.

Claude Youngs of Sacramento is moving dirt for the new Sierra College which is to be built in Rocklin or, rather, just out of Rocklin. Fred Arent, foreman, has several rigs working steady on the site preparation. When completed, the Junior College will move out of Auburn to occupy the new buildings.

## 16,000 AT AEROJET

Aerojet General Corp. recently received a \$200,000,000 contract to further the development of rocket fuel. Only a small part of this will be spent for new construction.

Continental Construction have finished the new Cost and Cure building with no new jobs to go to.

Baldwin Construction is finishing their mixing plants in line three.

Robert W. L. Parker keeps a small crew of Engineers busy on new streets and revetments.

A. Teichert has the biggest part of the cat work. They have started the clearing and grading at the new recreational site.

D. W. Nicholson has a crew of eight Brother Engineers.

A.E.C. and A.E.E. are busy with five engineers on the new administration building and general clean up.

It isn't hard to realize the size of Aerojet with its 16,000 employees; by next year it is anticipated to be 20,000. However, new construction within the site will taper off with the ending of this season. Most of the current money is to be used for experimental purposes.

Dalzell Rigging maintains a good crew unloading and placing heavy machinery. They get all of the tough jobs.

Southern Engineering has one engineer controlling the welders.

Granite Construction recently received the contract to repair faulty sections of existing roads and streets.

There is no let up in new subdivisions. The County building permits are over the \$3,000,000 mark each week. This means employment for a good many of our Brothers. A. Teichert's crew is busy in a dozen different places. They do the complete job, from surveying to finishing. They really have an organized operation, as one crew finishes one phase of the work another crew moves in to do what they are specialized in.

Lentz Construction have re-organized their way of doing things this year and are getting a fair share of the work, including grading and paving, curb and gutter and all underground.

Brighton Sand & Gravel have growing pains this season and are adding lots of new equipment to their spread. This contractor is going along 100 per cent with the agreement, and they keep good crews busy.

Granite, McGillivray, H. A. Anderson and Homer Flint keep going with big crews trying to keep ahead of the wood-butcherers.

Erickson Construction Co. also has expended their earth moving crews to the point where they are bidding some of the bigger jobs now. It is rumored that they are going into the Sand, Rock and Gravel business with the purchase of Reeves holdings.

Every contractor in the Sacramento area is busy placing concrete and hot stuff.

Brighton Sand & Gravel is back on a two shift basis now trying to get ahead of the demand for aggregates; the hot plant goes every day, their Kilgare Road Plant is again producing, after being recently repaired and remodeled.

Fair Oaks Gravel keeps going with a crew of four good engineers on the crushing plant and one engineer doing the batching.

P. C. A. at Fair Oaks cannot keep ahead with two shifts on a six day week. The repair gang works around the clock to keep the plant in shape. This plant kept going all through last winter with no chance to shut down to do the usual yearly repairs.

A. Teichert's Perkins Plant is holding its own, keeping the stock piles high with ample materials of all shapes and sizes.

We have recently negotiated new contracts with the Building Material Producers; Fair Oaks Gravel, Folsom Ready Mix, Cold Springs Rock & Sand, Chris Heningson & Sons.

Folsom Ready Mix is busy working long hours, furnishing concrete for curb-gutters, sidewalks, patios, driveways and swimming pools.

A. Teichert's Elvas Ave. Plant has four operating engineers working, taking care of twenty transit-mix-trucks.

Sacramento Ready Mix has 16 trucks going all the time.

Granite Construction on Power Inn Road mixes for all and everyone. This Ready Mix is a big

industry and employs hundreds of construction men.

The Truck Crane Rental business is slack at the present time, with Sacramento Valley Crane getting the heavy lifts and Reliable Crane doing the long boom jobs.

Wilkinson & Dalzel keep a small crew busy on various jobs.

## LAKE TAHOE

Pomeroy has settled down to a steady grind on their job at Tahoe Keys with very little turnover as most of the Brothers seem to be well satisfied; most of them have taken the cure as far as venturing across the state line into the fabulous state of Nevada is concerned.

There are several of the smaller contractors busily engaged in various jobs near Lake Tahoe employing a considerable number of the Brothers. Most of the Brothers seem well satisfied as they are working quite a few hours.

Harms has quite a number of the Brothers on Tahoe Airport and Highway No. 50, plus Luthers pass job.

Further on down Highway 50, Piombo has slowed somewhat on his job due to the delay on some of the multiple culverts, I have been told.

Kiewitt's Union Valley Dam has gotten off to a fair start but not as good as we would like. The delay seems to be due to the importance of driving the Diversion tunnel first.

Icehouse dam looks like it will be completed somewhere around the first of the year if all goes well.

Pacific Bridge Co. are rolling right along with their contract at Jaybird Powerhouse.

Frazier-Davis on Jaybird tunnel are rocking along pretty good since they improved the ventilation and worked over the exhaust scrubber on some of the machines.

On Highwa 40 Teichert is in full swing on their jobs and rolling right along.

The job at Baxter, I understand will be let the 19th.

Woods & Kirst are very near the end of their job and F. & W. have started to move in on C.T.S. and pouring concrete.

Ball is about over the peak on their work on 40.

There have been some smaller contracts let this month in this area and it seems to me these smaller contractors have some of the best jobs in this area.

Dinwiddie Construction was awarded the contract for constructing the Federal Court Building at 7th and Capitol Ave. at a cost of \$6,381,700. This will be the first new building on the mall.

Granite Construction was awarded a \$77,611 contract on 39th and 44th Aves. in South Sacramento for drainage.

Brighton Sand & Gravel got a \$75,190 job for street improvement in Meadowview Village Unit No. 3, also another job in Sheldfield Estates for \$134,419.

A. Teichert & Son got \$357,193 contract to repave 6 miles of the El Central Road north of Sacramento; also a grading and paving job in Carella Gardens Unit No. 8 & No. 9. They are moving right along on their job for Hydraulic Dredge Co. in the Yolo Bypass. They have their Davis Freeway job under way in good shape.

Gordon Ball job, at Winters, has a hit and miss deal all summer, but they should be ready to pave before too long.

Their job at McClellan Field has been going along in good shape. They will be taking the paving spread out soon to do paving in Nevada and back here



TAMPER is used on backfill around 36-inch pipeline on Trinity project road relocation, Ridgeville to Covington Mill. Ray Kizer Const. co.

to finish in about 30 days.

This company was low bidder on an office building on the Davis campus for \$760,000. This is the first time I knew Gordon Ball did this type of work.

Pacific Dredge Co. has moved to San Diego into the turning basin to dredge that out this summer and then they will have to finish the Channel this fall. McCammon & Wunderlich have a small spread finishing the west levee of the channel. They have enough work to keep them busy until fall.

Hydraulic Dredging Co. will start moving pipe in on their job before too long. The PG & E string lines in now for power. But, as far as we can find out, this dredge will not be until some time in September.

Luhr Bros. are getting pretty well ahead on their part of the job. They have their two 4500 working two shifts, 10 hours, and one N.W. model, six working one shift shaping up.

Teichert & Son have 11 hauling rigs working two shifts on this job which will keep them busy until fall.

Baldwin Construction are finishing their job at Rio Vista. This was a nice little job; it kept some of the Brothers busy all winter.

We have another shop signed up here in Sacramento. It is the Western Traction Co. on 16th and American River.

Industrial Tractor Sale are having a good year; they have to put on more help. We sure hope it stays that way. Rhea Tractor are keeping all of their boys busy. New Island Equipment has not had the work that we would like to see.

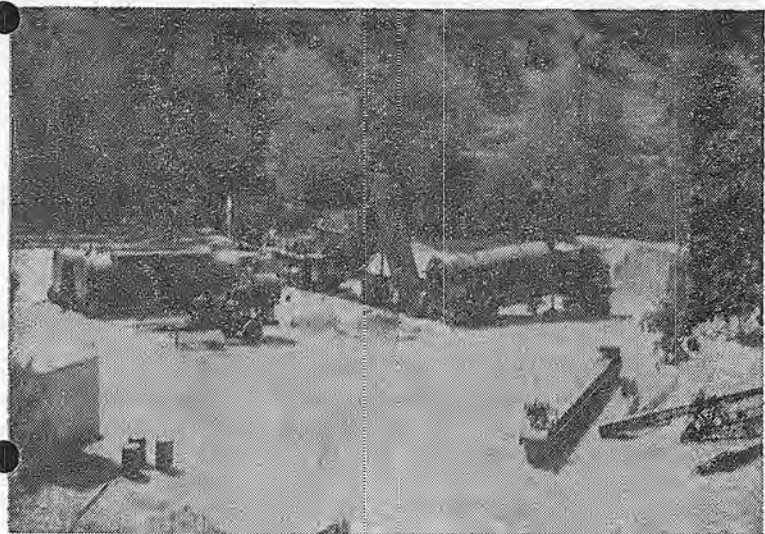
Northern Cal Euclid in West Sacramento is putting on new men and are all busy. This company sure has a nice shop. Westcott Equipment Co. are having a good year also.

Teichert & Son have been doing a lot of improving on their gravel plant in Woodland, which should make the brothers happy—less work.

Madison Sand & Gravel have been busy, but this plant has not had the work this year that they have had in the past.

P.C.A. in Yolo overhauled their plant last winter so they are having a good year so far. THIS MONTHS BLOOD DONORS:

Howard B. Green  
James C. Wood  
Gwynne Vanciel  
Augustus Lindsey



**MOBILE PAVEMENT**—This is the A & E Paving Plant on wheels. It gets in and out of Laytonville in a hurry.

# Santa Rosa-Ukiah Can't Get Out of Low Gear

By R. F. SWANSON, Business Representative

Another month—another report duplicated. Yes, low gear in this area seems to be the prevailing gear, at least, this appears to be the case so far this year and the prospects for a high amount of work is pretty much a dream. We do have some work which probably will be going shortly but we also have an out of work list which is out of proportion for this particular season.

By the time you read this, the by-pass of the Healdsburg project will have been bid and you will know which one of the (at least) 20 bidders will be low. This job consists of 4 lanes of freeway which will tie in to the completed 1.2 mile portion to the south which was recently completed by Guy F. Atkinson and will run north around Healdsburg to a point near Lytton. The budget allocation is \$2,715,000, but it is our guess the low bid will be about 30 per cent less. The total length of the job is 4.4 miles and there will be interchanges and bridges to route traffic at West Street (just south of town), at Guerneville road and Dry Creek Road. There will be over 1,000,000 yards of dirt moved to make way for 182,000 tons of base rock and 19,600 cubic yards of concrete and 27,600 tons of plant mix. The job should be completed by the fall of 1960.

At Point Arena, a radar project consisting of a 5 story concrete building to house the radar tower—also office space for equipment and personnel.

Bids will be opened in San Francisco for the construction of the power plant, bridges and access road for the Pacific Gas and Electric Company at the Geysers. The plant when complete will convert natural steam to electricity. About 15 contractors will (have) submitted bids.

Peletz Company was low bidder for construction of a trunk sewer for the city of Cloverdale at bid price of \$9,724.

Argonaut Constructors was low for highway construction on the Calistoga road at \$59,440. This was a close bid with Reichold & Jurkovich a close second at \$250.

Arthur B. Siri, Inc. bid \$6,163 for site development at Fremont High School.

Morgan Construction Company of Redding were low at \$39,402 to apply seal coat to 29.2 miles of road at various locations.

Rapp Construction Company working on \$78,762 in constructing sewer and lift station at Cook Junior High School.

All in all the bids have been few and far between this year but so far as can be seen, next year should be a lot better providing the Federal Government

takes away uncertainty and goes ahead with all of the proposed highway work.

Granite Construction has been going right to town with their job at Laytonville and have been only working one shift but the brothers are working 10 hours.

Huntington Brothers also doing real well on Dos Rios-Longvale road.

Boyles Brothers still drilling near Covelo at the Spencer Dam site.

Bill & Simpson finishing up near Cummings but thank goodness the Company were low bidders on the railroad relocation job near Oroville. A & E Paving is on the job with their portable hot plant but they will soon be finished.

Baxman Gravel Company at Fort Bragg with only small jobs.

C. K. Moseman making progress on their bridges which are in conjunction with the Granite job at Laytonville.

Granite Construction Company have started their Ukiah street job, they were low bidders at \$447,000.

E. A. Forde Company are just finishing their surface job above Cloverdale.

Watkins & Sibbold doing right well at Montgomery High School in Santa Rosa on football field and site development work.

The rock plants are doing fairly well but much slower this year due to lack of local highway construction.

Brothers, I still have the \$1 COPE tickets.

Meeting Notice—Please don't forget to attend the next regular District meeting which is to be held in Ukiah at the Labor Temple on Thursday, September 3 at 8 p.m. We will be seeing you there.

## Job Awards

Sacramento, Contracts awarded to: (1) Arthur B. Siri, Santa Rosa, \$54,462 for 2-lane hwy. gr. & surf. w/PTMX. surf on untr. base, Pacific Av. N. of Crescent City, DEL NORTE CO.; (2) M. J. Ruddy & Son, Modesto, \$62,451 for PTMX. surf. betw. Twain Harte & E. of Long Barn, TUOLUMNE CO.; (3) Healy Const. Co., Palmdale, \$265,946 for 2-lane hwy. gr. & surf. w/med. fine sct. on untr. base, N. of Canyon Dam, PLUMAS CO.; (4) M. J. B. Const. Co., Stockton, \$797,770 for 2 to 4-lane hwy. const. by grde. & surf. w/PTMX. surf. on untr. base, inst. drain, facils., S. of Wilder Crk. & S. of Davenport, SANTA CRUZ CO.

Sacramento, contract awarded to M. J. Ruddy & Sons, P.O. Box 3042, Modesto, \$276,183 for grd. & surf. w/PTMX. surf. on untr. base, Escalon-Vellota Rd., SAN JOAQUIN COUNTY.

# Northbay Jobless List is Nice and Small

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

Work in the North Bay area is moving along in good shape with nearly all of the brothers busy on local jobs. While most of the bigger jobs are in the mountain area, there has been some pickup in road and street work—and most of the crews are busy on a multitude of small jobs. The out-of-work list is the way we like to see it, real slim!

Pouring of concrete foundations for the new Montgomery Ward & Company store at Corte Madera Shopping Center was started on August 5th by Bishop-Mattei Const. Company of San Francisco. The firm has a \$940,000 contract to build the two-story outlet, plus a Ward's auto service center and a branch office of San Rafael's First National Bank.

This office has sent to Congressman Clem Miller the following telegram:

"Road Program essential to well being in every line of endeavor, including defense program, urge ways and means committee to adopt plan or amendment to continue present program."

Highway work halt threatens five Marin projects. Marin County stands to lose \$2,580,000 in highway work already budgeted under an order issued on Aug. 5th by the State Dept. of Public Works halting all new highway construction unless Congress acts to provide federal aid highway funds. This would affect the following projects here in Marin:

1. Completion of the Greenbrae interchange on Hwy. 101, \$1,240,000.
2. Improvement of 2.4 miles of Hwy. 101 from the north city limits of San Rafael to Lucas Valley Road, including a full interchange at Terra Linda.
3. Partial interchange at San Pedro Road and east side frontage road from Terra Linda to Lucas Valley Road, \$1,250,000.
4. Plantings along Hwy. 101 from the Richardson Bay Bridge to Corte Madera, \$50,000.
5. Improvement of the Vista Pt. Parking area at the north end of the Golden Gate Bridge, \$40,000.

The order issued on Aug. 5th stopped all new State Highway construction, some 200 million dollars worth—to wait the outcome of the federal highway debate.

The Dan Caputo job at Greenbrae Bridge is in the windup stage.

Other jobs in the area shaping up nicely are: Piombo Const. at Terra Linda who are building pads for Eichler Homes, foreman is Clarence Yturriaga. Lynch Pipeline at Marinwood, Engineer Ltd. Pipeline at Terra Linda; Carroll Madsen, at Terra Linda-Unit No. 8, A. G. Raisch at Terra Linda-Unit No. 10. R. H. Flickinger job at Hamilton Air Base with Bro. Vic. Nielsen as their foreman reports job finishing up on dirt work, but they still have the paving, curbs, gutters, etc. Four engineers are on this job at the present time.

### Quarries Busy

All quarries in the district are operating at the present time, and we do observe the Inland Boatman's strike is affecting some of the work. We do hope it will be settled soon.

Paul Vincillione has a good crew at Fifer's Hill off Lucky Drive at Corte Madera. They got down to where they can't rip it anymore, so they have started with the powder. Careful, Paul—with the powder. It's only one-half mile to Corte Madera!

Syar & Harms has moved in equipment on the golf course job at Glenwood, just east of San Rafael. Brother Jack Bean is the super. Members employed on this project are: Brothers Earl B. Malett, C. J. Manzer, Jim Marshall, Jim M. Bean, Wm. J. Dulee, R. C. Shook, Robert Huff-

man, Richard Taylor, K. W. Cline, Jack Kennedy, B. B. Davis, Wilmar E. Paul, Adam H. Britz and Ray R. Chattman.

Tom Hanna has a very good crew of engineers on the Eaton & Smith job located at Corte Madera. This job has a while to go.

Manuel Amaral from Petaluma has ten engineers busy on a big project in Petaluma—Petaluma Trade Center (Shopping Center). Manuel seems to be changing his policies lately — seems to go along with Local 3. That's what we like to have.

Lee-Mac Paving going along nicely—these boys are hustlers! Ghilotti Bros. maintains a good crew of engineers, too!

Activity in Vallejo Area — Stockton Construction has two jobs running in this area at present. A sewer line running from Vacaville to Elmira, the other a storm sewer in Vallejo. Brother "Shorty" Freeman, oiler, who is on the trencher at the Vacaville job, is headed for the altar . . . Good luck, Shorty!

Syar and Harms has put the finishing touches to the street job in front of the Engineers office, and now instead of a street, we have a freeway. Syar and Harms has a number of jobs running with a large number of engineers employed.

M.G.M. has a water line job on Mare Island with no complaints. Gordon H. Ball at Winters on the Highway 90 job has been rolling right along, the weather has been hotter than hell up there.

Martin Bros. at Dixon has had some tough luck on their pipe line job. It has been cracking—it is that 110 degree heat, we think.

Del Beebe subbed their dirt work from A. A. Teichert & Son on the Canal job between Dixon and Allendale — Williamson Company has the pipe work.

We are still waiting for the Vallejo and Benecia Freeway job to break, but it doesn't look like it will this year.

Brother C. L. Yoder, one of our old time shovel runners who is now retired and living in Long Beach dropped in for a little chat in our San Rafael office—claims he has run his

last shovel—too many oil derricks where he lives.

### ABOUT THE BROTHERS:

Recently hospitalized at San Rafael General was Brother Louie Giannini minus appendix. Bro. Dave Kitzmiller at Marin General with a broken pelvis—seems he fell into a ditch while oiling for McCosker at Greenbrae. Our best wishes to both.

Bro. John F. Ely ran his roller too steep on the Ike J. Ely job—and it got away from him, taking to the atmosphere. We suggest hereafter you don't take off until your wings are developed, John!

We have information that Bro. Sylvester Cervantes, Sr. was in the hills on the opening days of deer season, resulting in a lot of money spent for ammunition. There finally was heard a voice across the canyon, 'Lay down that gun and dig up some rocks—you'll do better!'

Stockton, contracts awarded to Stockton Const. Co., P.O. 2087, Stockton, \$375,140 (Sch. A) & to Granite Const. Co., Box 900, Watsonville, \$15,500 (Sch. B) for const. No. Plant Inversion Trunk Sewer, Stockton.

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## Job Awards

Sacramento, Contracts awarded to: (1) M. W. Brown, Redding, \$103,764 for abt. 5.5 mi. exist. hwy. to be impv. by plc. imp. base matl. & surf. w/PTMX. surf. between 8.5 mi. N. of Hat Creek & Rt. 28, SHASTA COUNTY; (2) Larios & Volpa, Fresno, \$27,152 for 7.7 mi. med. fine sct., 8 locs. betw. 2 mi. S. of Delta and 1 mi. Si of Hazel Creek, SHASTA CO.; (3) Granite Const. Co., Watsonville, \$447,064 for abt. 5.0 mi. net lgth exist. betw. hwy. reconst. by grde. & surf. w/PTMX. surf. on cem. tr. base, betw. 1.3 mi. S. of Robinson Creek & Smith St., Ukiah, MENDOCINO CO.

Pt. Arena AFS, Contract awarded to Gil Const. Co., Lafayette, \$98,633 for const. operations bldg. addition at Pt. Arena AFS, MENDOCINO CO.

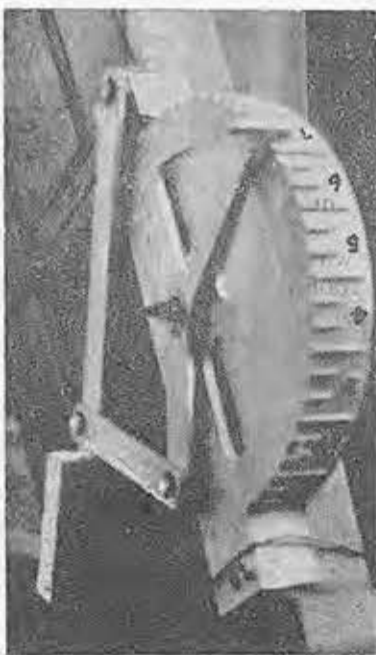
Oakland, Contract awarded to Underground Const. Co., Oakland, \$297,816 for install. C.I., A. C., & wld. sil. water mainst in the Dist.

Stockton, Contract awarded to Oliver DeSilva, 2333 Eden Road, San Leandro, \$215,052 for reconstruction of Corral Hollow from Alameda Co. line to a point 7.01 miles northeast.

## Brother Invents Boom Indicator

(Pictures below)

As time moves on, there are advances in size and speed in the Crane Industry. Longer booms to reach higher test the nerve of the operator. Now one of our good members has designed and patented a boom indicator to make it a little easier on the operator. When on a job that requires a lot of booming up and down, the operator can tell what the angle of the boom is without breaking his neck to look up all the time, at least his neck gets a rest part of the time, and this invention is a great time saver on the job. The attachment can be installed on either side of the boom. So, if you operators want to make it easy on yourself, ask your boss to order a boom indicator from Rardin Boom Indicator, 3648 East Marcelle Street, Compton, California. Telephone NEwmark 2-2225.



## FRESNO PUSHES AIR BASE WORK

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

At Lemoore Air Base things are very busy. L. E. Dixon are working on the far end of the base and have quite a few sub-contractors working for them. Mobile Crane Company have started pouring concrete and are loading and unloading steel. They have four truck cranes on the job and hope to bring in a few more.

Robertson and Nick Chambers are doing some ditch work. Lynde White Gradeall Service has two gradealls digging foundations. D. D. Altermatt and C. R. Frederick were awarded a tract for \$2,599,000 to construct fuel storage and distribution system at Lemoore Air Base. Griffith Construction have put some of their DW20's back to work on parking aprons and a road at Lemoore Air Base. This company still has lots of concrete and cement treated to do.

Baldwin Construction have Macco Construction driving piling for the hangars at Lemoore Air Base. This Company also have on gradeall working. Rice Bros. have started black top on Grangeville Blvd. out of Hanford. This company was low bidder on the relocation of Grangeville Blvd. around Lemoore Air Base, there is ten miles of road. This company also were low bidders on a road job out of Coalinga.

L. D. Folsom Co. has put in a new crushing plant at Coalinga and will process material for some of the contractors working at Lemoore Air Base.

Winston-Green at Lemon Cove on Terminus Dam have most of their DW 20's and draglines digging the core for the dam. This job has lots of time, completion date 1962.

Isbell Construction Co. have started their access road job around Terminus Dam out of Lemon Cove, have six D-8 cats and two Northwest shovels working at the present time. Guy F. Atkinson Co. on Success Dam out of Porterville, have started the fill in the river bottom and have most of the clearing done.

### LEVEE JOB

Fredericksen & Kasler are in full swing on their San Joaquin levee job in western Merced County. They have 8 DW 20's; 3 eucs; 1 DW 21, twelve cats and 5 blades, including two of the new cat 14 series, besides several smaller pieces of equipment. They have two shifts of mechanics to keep the spread rolling.

M. J. Ruddy Co. will soon complete their job on Lander Avenue west of Merced. They have moved their portable crusher to Gustine and are now placing the base rock on this job. This contract does not call for paving at this time.

Gerald Bing and Ruddy Co. continue to pour concrete at Cstle Field Air Base in Merced. Madonna Construction Co. have completed their paving job from Berenda to Califa on 99 High-

way, and have opened it to traffic.

H. Earl Parker Co. are winding up their job at Tioga Pass in Yosemite. Harms Bros. have considerable rock to move on their section of this job.

Bechtel Company continue at the same pace on the Mammoth Pool project. They still have a lot of dirt to move before completion of this job late this Fall.

Utah Construction Co. are again placing concrete lining in the tunnel after having been held up for several weeks awaiting gate structures.

Consolidated Western Steel Co. are installing the penstock at the Power House site. Macco Corp. have a crew busy on footings and towers for the transmission line.

Thomas Construction Co. have finished a small job at Highway 41 and Madera cut off. This company also have a job at Bass Lake where they are running into quite a bit of rock. Griffith Construction Co. will soon start resurfacing on Yosemite Highway north of Fresno. There has been several new jobs bid in the area the past month. Camco Construction were awarded a \$142,009 contract for construction of water and sewer system and sewage treatment plant in Earlimart.

W. M. Lyles Co. were low bidder at \$147,967 for a sewage system and treatment plant at Malaga. The Charles I. Cunningham Co. from Oakdale were low Bidders at \$49,499 for turnouts on Delhi-Mendota Canal near Los Banos.

The Calmar Company from Oakland were low bidders at \$52,830 for sewer systems at Tuolumne Meadows in Yosemite Park.

Thomas Construction Company were low bidders at \$201,269 for roads, trailer courts, water and sewer systems at El Portal at Yosemite. This job is in preparation of eventually moving Yosemite Headquarters to the El Portal area.

No Blood Donors for this month.

Oakland, contract awarded to Stolte, Inc., Oakland, \$355,000 for const. of Cotton Warehouse Bldg. C-226, Outer Harbor Terminal.

Sacramento, contract awarded to Isbell Const. Co., P.O. Box 2351, Reno, Nev., \$239,250 for Truckee River channel improvement, in WASHOE & STOREY COUNTIES, Nevada.



## REDWOODS IN HIGH GEAR

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

Work in the Redwood area is just about at its peak at this writing. By the time this goes to press, Morrison Knudson should have their full complement of equipment on their Highway 101 job at Weott. They have been having a rough time getting their T.S. 24 Euclid Twin Engine rubber tire rigs delivered, only have

two so far which are built up to 35 yards. These rigs can really move dirt, it's hard to believe, but these rigs have no trouble going up a haul road that required 2 new D 8's to get an empty carryall up with plenty of effort. They are using a T.C. 12 twin engine Euclid push cat. When this cat sets in the stinger the combined 4 engines develop roughly 1,000 horse-power when loading. Brother, something has to come.

Mercer-Fraser Co. has sub-let the structures, sub-base materials and the paving on this job. We are happy to see this as the Brothers working for this company were pretty worried they were going to run out of work.

Mercer-Fraser making good headway on the approaches on the bridge job south of Pepperwood, nearly ready to drive piles and to start the structure.

Erickson Phillips & Weisberg making good progress on the South Scotia bridge, Raymond Concrete driving the piles, Charles McCammon doing the approaches.

Norman I. Fadel going full blast on the bank protection and river revetment job at Sandy Prairie job at Fortuna. A & E Paving have completed the cement treated base at Fortuna and will return later to do the paving, after completing the Ball & Simpson job in Mendocino County.

The Willow Creek area has a small amount of work this year. Jim Clark is trying to finish up at Bluff Creek and Mercer-Fraser paving at Del Loma. The state job on Hiway 299 at Lord Ellis coming along as good as can be expected.

### CRESCENT CITY

Crescent City not too active at this time. Arthur B. Siri is working on Pacific Ave., widening and paving. Pelican Bay doing most of their work in Oregon this year, but all the materials are coming from their plant at Smith River. Arthur B. Siri is going right along at various points on 101 near Klamath. They are crushing their material at Klamath for these jobs.

There seems to be a million little jobs scattered all over the Eureka-Arcata area but no big ones to report.

Humboldt Bay Municipal Water District's Mad River project is forging ahead on a firm basis, with construction expected to begin early next Spring.

This was the gist of brief talks at an informal gathering of area civic leaders and representatives of Bechtel Engineering who just returned from a two-day trip to the Ruth Dam site.

J. George Thon, head of the Bechtel group, introduced his four associates and stated the resident engineer for the job will go into the field next week. He outlined the following schedule:

1—Field work, engineering and specification work the remainder of this year.

2—Open bids early in 1960.

3—Begin construction in 1960 with two seasons needed for completion of the dam, diversion dam, relocation or roads and airport, and construction of pipeline. Completion is expected by November of 1961.

4—Begin serving water in the summer of 1962.

The project would provide some flexibility in case cities and water distribution districts

needed water before the summer of 1962.

In this case it is possible the diversion facilities at Essex and the pipeline construction could be moved up for a supply by the end of 1961.

We wish the district was as close to signing contracts with the cities of Eureka, Arcata and service districts as it is with pulp companies. About four years it has taken to bring the district to its present position, all water projects take time.

This is because there are so many people and confliction interests to compromise and sometimes to fight.

This district is a classic example of such developments, among the problems are recession in the pulp industry as well as industry as a whole, opposition from Trinity county and local hurdles.

The Trinity county situation appears to have reversed itself, with the visiting group this trip receiving whole-hearted cooperation from the people of Ruth.

While in Ruth area for two days, the Bechtel group discussed what preliminary engineering is in order at the present time. Meeting with Forest Service and Trinity county officials, the group went over proposed road relocations and moving of the air strip.

On the tour from Bechtel were Thon, Roy Wright, resident engineer; Hollis Burke, chief of the firm's soil section concerning design of earth fill dams, and Charles Content, chief geologist.

Conferring with the engineers at Ruth were W. W. (Wes) Spinney, supervisor of Six Rivers National Forest; George Blodgett, Forest Service engineer; Emmett Calvert, Mad River district ranger; Trinity Supervisor Roy Gallagher, and Trinity road commissioner Melvin E. Dale.

Brief talks at the gathering were opened by R. W. Matthews, Sr., chairman of the district board, who outlined the history of the district and lauded Bechtel's work on the project. Harold Hilfiker, the only other district director able to attend, stated he feels the district is "in good hands" with the services of Bechtel.

### HIGHWAY NEEDS

A priority listing of highway needs in Humboldt county was agreed upon by the Humboldt board of supervisors, Eureka Chamber of Commerce, Board of Trade and state chamber. The multi-million dollar program was recommended to the state department of public works following a meeting of the organizations listed with Sam Helwer, district engineer for the Division of Highways.

The agencies agreed on a three-point program listed as: A—immediate construction and acquisition of rights of way; B—preparatory to surveys for construction at a later date, and C—the long range project considered essential to meet growing need and expected development of the Redwood region. Under the A projects, the following were recommended and numerical order of importance:

1—U.S. Highway 101, the Redwood Highway, third unit of the Redwood Parks freeway from Lylvandale to Myers Flat;

2—U.S. Highway 101 from Beatrice to the Elk River;

3—U.S. Highway 101 from the

## Summer Rush on in San Jose Area

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

We are happy to report at this time that our "Out-of-Work" list is just about depleted. There is no waiting for jobs at this time; as soon as a Brother finishes the job that he is on, there is another job waiting for him to go on. With new contracts being let every week, it looks like the Brothers will be busy until the rains shut the jobs down.

Leo Piazza has started paving on The Alameda, starting at Stockton to Santa Clara Street. They have completed their Vine Street paving along with other small jobs for the City of San Jose. Grading has begun on their Sub-Division contract on Howard Avenue, likewise, their Blossom Hill project. Piazza has two jobs in progress now, off of Highway 9 and 2 near Bollinger Avenue and Blaney Road. Piazza was low bidder at \$251,289 for construction of four lane road on Meridian Road between San Carlos Street and Fruitdale Avenue.

McCarthy & Speisman are working on their Unit 3 on Payne Avenue. They have quite a bit of work yet to do on their sub-division off Budd Avenue.

J. C. Bateman has considerable work remaining on the Hollenbeck sub-division off of Stevens Creek Road. Grading on the Saratoga Gardens will run approximately three weeks before completion.

Lew Jones Construction Co. was awarded the \$470,064 contract for construction of Perma-nente Creek cross channel. Bro. Ed Keeble is doing the excavating on this contract.

Ball & Simpson's Freeway job have laid their second shift off, but have plenty of work for jeeps on the single shift at this time. Raymond Concrete Pile are still driving pilings for the overpasses on this job.

Heple Utilities have about 15 crews working for the San Jose Water Co., with Brother Binkley over the approximate 30 Engineers employed.

Tony Pisano has several sewer jobs in the San Jose district and was awarded a \$64,100 contract in Cambrian Park. Brother Pisano maintains a shop keeping six Engineers busy the year around.

Billardi Construction Co. has begun their job off of Donner Ave. and another job off Kooser Ave., just this side of Almaden Winery. We wish them

Alton crossing to the north city limits of Fortuna;

4—U.S. Highway 299 from the north fork of the Mad river to Berry Summit;

5—State Route 36, west of Bridgeville.

Listed under the B category were the following:

1—U.S. Highway 101, from Mad river to Little river;

2—U.S. Highway 101, from Engelwood to Jordan Creek;

3—U.S. Highway 101, from Mendocino county line to Benbow;

4—U.S. Highway 299, from Mad river to north fork of Mad river, the Blue Lake freeway.

5—State Route 36, from Grizzly Creek to Bridgeville.

The long range projects recommended under C category were:

1—U.S. Highway 101, from the Elk river to Eureka slough;

2—Star Route 36, from Bridgeville east to the Humboldt county line.

"It's a big program and it will cost money," Helwer observed. "No estimates have been prepared yet, obviously, but the whole schedule will receive the department's attention and study."

Brothers, if you are not receiving the new scale or have not received your retroactive from July 1, 1959, please let us know, so we can make these corrections.

"good luck" with their purchase of two new ditching machines.

SAN JOSE, SUNNYVALE, MT. VIEW, PALO ALTO

Earl Heple Construction seems to be all around town, putting in new service for the San Jose Water Company.

Garrard and Warren are laying one line behind the other; they are about one hundred feet apart.

Leo Piazza busy paving new sub-division street in Sunnyvale. Kleinsmith, Inc., has a crew busy on street and parking lot work in Sunnyvale. Anderson Readymix Plant in Sunnyvale, with trucks moving in and out

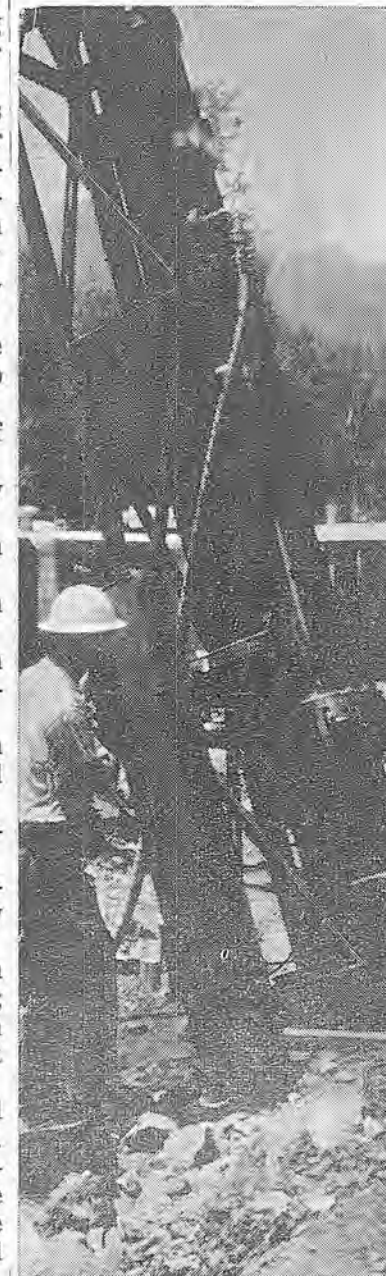
## Job Awards

Redding, Contract awarded to Singleton Const. Co., P.O. Box 271, Eureka, \$173,942 for onsite, offsite dev., gen. const., utils., etc., Buckeye School Dist., Redding.

Santa Venetia, Contract was awarded to G. B. Hodges, 324 Yolanda Ave., Santa Rosa, \$129,409 (Base No. 2) for erect. const. & complete Arts & Crafts Bldg. & Locker & Shower Bldg. at Santa Venetia Jr. High School on San Pedro Rd., Santa Venetia. MARIN CO.

Sacramento, Contracts awarded for: (1) Del Norte Woods Access Dist. to Brighton Sand & Gravel Co., Sacto., \$44,535; (2) Sheffield Estates Unit No. 2 Assess. Dist. to Brighton Sand & Gravel Co., Sacto., \$134,419.

San Francisco, Contract awarded to The Lowrie Pav. Co., Inc., So., S. F., \$192,075 for resurf. Pacific Ave., etc.



PILE DRIVING on abutment for Stuart Fork Bridge on relocation of the road from Rush Creek to Stoney Creek, Trinity project, is shown here. O. K. Mitty job.

like flies. McGuire & Hester have finished their underground jobs. Also, have a line along Bayshore with Ollie Nelson Gradal healing at Moffett Field.

Cupertino Gravel and M.J.B. Construction Co. and Carl Swenson job at Lockheed are in the finishing stage. Carl Swenson doing the Buildings with Cupertino Gravel and M.J.B. Construction Company doing the street work and Pisano Bros. doing the underground. Oscar Holmes have the piers and frame work on two of the overpasses on the freeway job, as well as over two of the creek.

A. J. Peters are finishing up their pipeline work at Mt. View. Sondgroth Bros. have finished their Travel Lodge Trailer Park job in Mountain View. There are still many street and sub-divisions going, in the Mt. View, Sunnyvale, Palo Alto area.

Freeman Paving Co. still have several jobs on sub-divisions going at Mt. View and Sunnyvale.

C & J Grading are busy again on the new shopping center and around new apartment house in Mt. View.

Rodrigues Construction are running up and down a dozen streets on underground work in Mt. View, with P & E Const. finishing up their Mt. View jobs.

Pisano Bros. have pipeline jobs in San Jose, Mt. View and Sunnyvale going.

Ince Bros. are going full swing on their Oretage Street Pipeline in Mt. View with Mark Thomas Civil Engineers doing the survey work for them.

J. C. Bateman is doing jobs on sub-division in a dozen different places in Santa Clara, Sunnyvale, Mt. View and Los Altos.

George Reed still has four of our boys running hoists on his brick job at Vet's Hospital in Palo Alto and the Robert McKee job at the Vet's Hospital have two brothers working. Watkins & Sibbald have three Brothers working for them. They are doing the water sprinkling system job, while the Justice Company are doing the landscaping on the Vet Hospital and L. C. Smith Co. are doing the street work around the hospital.

William & Burrows are busy on their telephone building in Palo Alto and their Page Mill Road job on Packard-Hewitt new building. Bahr & Ledoyan doing the grading on several jobs around the Palo Alto area.

R. Bressani are doing several street jobs plus a trailer court in Santa Clara and Sunnyvale.

### MONTEREY, SALINAS, AND SANTA CRUZ

M.J.B. Construction Company have started their highway job at Santa Cruz, which will keep a number of our Brothers busy until the rains start.

No new jobs have started in this vicinity, with the exception of M.J.B., but all the jobs as stated last month, are going full swing. Frederickson & Watson, Granite Construction, Jhil Calabrese, Fisher & Stokes, Madonna Construction and Bragatto Paving are keeping our Brothers busy and all these jobs should keep going until it starts raining.

### PERSONAL

We thought all of you would like to know that Helen Williams, who went into O'Connor's Hospital for surgery last Friday is now at home recuperating and all of us are looking forward to seeing her back with us before too long.

# UTAH NEWS ROUND-UP

By TOM J. STAPLETON, MERLIN BOWMAN, JIM HALL, JOHN THORNTON and NEPHI NEMELKA, Business Representatives

During the short time I have been here in the State of Utah, I have been greatly impressed over the very fine membership and also over the organizing possibilities. The potential is vast and with some hard work and cooperation by all, there is no limit to what can be done for our organization. I would like to ask each and every one of you to report immediately any complaints you may have on the job to your nearest office so that a business agent can be dispatched to the scene as soon as possible.

We now have a full time dispatcher here in the Salt Lake office and we believe this will be of benefit to all concerned. His name is Dan Allen and it is very possible that you may have met him in the field as Dan has belonged to the Operating Engineers for several years. We are confident this will enable the dispatching to be done in a fair and efficient manner. We would like to stress again that you sign in at the office or offices in which you desire to be dispatched from.

Brother Nephi Nemelka is now one of your business representatives and he has been covering the Salt Lake area along with the Flaming Gorge Dam site and down Highway 44 to Vernal and down Highway 40 through Roosevelt and Heber. He reports the following: Many Local No. 326 men and others are manning jobs up and down the highway. I asked some of them why there were so many here in the state of Utah. They replied, "Because conditions are terrible in Wyoming, such as, foremen operating equipment, operators being sent home after their shift so that the foremen were getting the over time, etc. I asked the contractors why they were hiring so many out-of-staters and others. The answer was: Because the Union could not furnish qualified men. This is only partly true in that many qualified men will not leave the immediate Salt Lake area to man these outlying jobs. If this trend continues, all of the jobs in the eastern part of the state will be manned by Local No. 326 men and others.

Here in the Salt Lake area, I have found many members working and yet have had their names put on the out-of-work list. Some men are holding down two jobs; sample, operator without an oiler, plant operators without cat-skinner, etc.

We think this might be a good place to mention the definition of fraternal; Webster defines it as an organization formed for the pursuit of some common object by working together in brotherly union. This about sums it up as far as our purpose; however, as we have pointed out so many times before, it takes the combined efforts of all to attain our objective.

## PROVO AREA

At the time of this writing there are two strikes which involve a large number of operating engineers. One is the steel strike which has locked out all employees of Consolidated Western Steel Corporation and Heckett Engineering at the Geneva Steel and Ironton plants near Provo. The other is Glen Canyon Dam, which consequently has loaded our out-of-work list; however, with Local No. 428 settling their strike in Arizona we have high hopes of an early settlement at Glen Canyon.

Morrison & Knudsen is getting under way with their job at Provo Canyon. This job is not too big, being approximately three miles, but will keep a few hands busy up until the snowballs come. Russell Culp is superintendent on the job and his intentions are to call the hall for men.

Gibbons & Reed Company still have a full crew employed on the Orem Freeway but the grade is nearly in. The next section of freeway that was supposed to be let from where this job leaves off, has apparently been postponed on account of appropriations.

Your Provo representative will

cover the highway 40 area to Vernal which will include the Stanaker Dam and is looking forward to getting acquainted with the members on these jobs.

We urge all members working in the southern part of the state to please call or write into the office or offices in which you desire to work out of as soon as you have completed a job. Out of town jobs are often hard to fill with qualified operators and we don't like to pass anyone up, especially if they live fairly close to the job. We would also like to get the contractors back into the idea of calling for all of their men through the union offices. When they hire off the bank it makes the situation very difficult, not only for the dispatcher, who is attempting to send the men to work in turn, but on the members themselves.

To the south, east and west, work has improved considerably; however, we are having a little trouble in finding qualified operators for some of the out of town jobs. Most of the contractors are working forty and forty-five hours per week. The Wells Cargo job at Beaver has about thirty operators working two shifts. This job will be good for the coming winter; at this writing they are working only forty hours and some of the men are having difficulty in finding a place to live.

Thorn is just starting his job west of Beaver and only has one dozer operator on the job at this time. We are hoping, however, that the job will take several more of his old hands who would have been laid off if he had not been successful in getting the bid on this project.

Morrison Knudsen's job south of Kanarville is running along quite smoothly without too much turnover. Tuffy Jones is superintendent on the job with the following qualified Brothers to man the machines: Vern Lindemith, foreman; Alfred Kennedy, shovel; Harold Thornton, oiler; Joel Webster, greaser; Ted Barnard, shovel; Clarence Bundy, cat; W. E. Edwards, mechanic; W. C. Gortiez, grade-setter; Rodney Gibson, cat; Ted Haberman, mechanic; Ralph Harker, cat; Fred Huff, oiler; Douglas Hunter, cat; Charles Hyman, cat; Fred Engledue, compressor; John LeBaron, greaser; Fred Leigh, compressor; Erol Millett, patrol; Roger Millett, cat; F. G. Morse, cat; Clyde Nelson, mechanic; Douglas Nelson, cat; Merle Nord, greaser; Gordon Pace, oiler; Arlie Pratt, shovel, and Grant Taylor, mechanic.

W. W. Clyde is really making the dust fly on his job at Crescent Junction. The dirt work on this project will last about two more months and the black top should last until the weather drives them out this fall.

Jim Sumsion Company is really rustling for work at the present time, so that he can keep his operators busy. He has not been very successful in getting jobs this summer. We hope that he may come up with something in

## Gigantic—Stupendous—Labor Day Celebration

The Labor Day Celebration for 1959 promises to be the most outstanding one of its kind here in the State of Utah, for the members of organized labor. Following is the program outlined.

PLACE: State Fairgrounds

TIME: 2:00 P.M. through entire evening

TICKETS: \$1.00 per person

ENTERTAINMENT:

Speech by George Meany, President AFL-CIO.

Exhibition Bout—Gene Fullmer

Barbecue

Stock car races

Chance on a 1959 Cadillac.

All this for \$1.00 per person. Let's all get behind our committee and support this fine worthwhile program! Get tickets from your business representatives or at the various union offices.

the near future so that he can keep this fine crew together.

We find that there are a number of non-union people in the southern part of the state and we would like to urge all of our members to work with their business representatives to get them organized.

At the Cedar City Iron Mines we find that due to the Steelworkers strike, a number of the men have been laid off. Those who are out of work are urged to contact the union office or offices and get your name on the out-of-work list so that we may have a telephone number or address where we can get in touch with you for work.

## IN THE NORTH

To the North, work has improved. The George M. Brewster job at Willard is going two shifts and has been keeping a good many of the brothers busy. Brother Jim Udall is the master mechanic, Merrill Hards and E. N. Beasley are a couple of the mechanics on the job. Brothers Deloy Hall and Merlin Buck are operating the big L-50s on the day shift. By the way, Marlin was passing around cigars here recently due to the new addition to his family. Brothers Norman King and George Jardee are operating the TC-12s and just to name a few of the brothers on the DW-20s, there is Jerry Morrell, Clint Ravsten, Olen Plummer, Bert Rhodes, Jay McMurrey, Earl and Dale Beach, Dick Maynard and quite a few others. Will try to get around to name the men on the cats next time.

Brother James N. Hall, business representative, has been assigned to the Ogden office and will handle any problems in this area that you members may have. If you have not already met Jim, you will probably see him on the jobs or in the Ogden office. Jim has been a member of Operating Engineers for quite some time.

The Gardner Construction Company out of Colorado are about ready to start work on the 31st street viaduct. Raymond Concrete Pile Company have moved on this job to do the pile driving. They expect to get underway next week.

The low bids on projects opened for bidding on Tuesday, July 28 total about \$175,000. Largest of the three is on U-82 between Tremonton and Garland in Box-Elder County. A plant-mixed surfacing is to be laid on about two miles of the state road. Jack B. Parsons Construction Company, Smithfield, was apparent low bidder with a \$75,594 offer, nearly \$29,000 under the estimate. Next in dollar size is road-mixed surfacing on six and a half miles on U-116 between Moroni and Mt. Pleasant in San Pete County.

Gibbons & Reed were low bidders on the Hill AFB, Aircraft

Washrack, this bid was opened on June 18 and was \$230,312.

Germer, Abbott & Waldron of Tremonton were low bidders at \$47,295 for Seal Coating on US 30-S between Round Valley & Utah-Wyoming state line in Morgan and Summit Counties. The bid was opened on June 30. They were also low bidder on the Cache County Seal Coating on section of US 91 between Wellsville & Logan (Sec. 1) and Var Secs on US 89 in Logan Canyon to Cache-Rich County line. The bid was \$45,386.

Christiansen Excavating Company of Salt Lake was awarded a contract for \$166,924 in Brigham City, Develop Springs bid opened June 22.

Sorenson's job in Woodruff is moving right along. The last of the people at Little Valley are scheduled to move out this week. There are only about 30 trailers left to be moved.

Wasatch and Utah Counties, plant mix bit surf road, near Utah-Wasatch County line northerly for 3.1 plus miles. Bids opened June 30. Morrison-Knudsen company awarded \$396,823. Box Elder County, plant mix bit surf road on section State Road No. 82 between Tremonton and Garland. Jack B. Parson Const. low bidder \$75,594. Bid opened July 28. Ogden—reinforced concrete reservoir, bids opened July 27. Wheelwright Const. of Ogden low at \$50,235.

## KENNECOTT COPPER CORP.

We would like to take this opportunity to thank all of the brothers working for Kennecott Copper for their good attendance during the last meeting.

As of this date we are still meeting with the Company and have gained many local issues correcting the old agreement. Our last meeting with the Company was on July 27 and we have told the Company we are available to negotiate twenty-four hours a day, seven days a week.

We wish to welcome all of the new brothers who have joined the union in the past few months. You are part of us. There are only a few out of the 417 men working in the unit who do not belong. The quicker this unit is 100% the stronger your union will be.

As soon as your negotiating committee gets the company's final and best offer in the new agreement, there will be a special meeting called so we can present it to the membership for their ratification.

We note that some of you are still behind on your dues. Please contact the steward in your department or your business representative as they have a list of the standing of every member in the unit.

Brother Kenneth Beckstead has been hospitalized and we

## Contract Awards

Salt Lake City, Utah, Contracts awarded, street & road work: (1) FAP FO207-2 (2) & St. Proj. 1650, Garfield & Kane Cos. to Strong Co. Springville, Utah \$593,315; (2) FAP FO019-1 (3), Wasatch & Utah Cos. to Morrison-Knudsen Co., Salt Lake City, \$396,823.

San Mateo, Contract awarded to Pacific Builders, 1 So. Park St., S. F. \$737,450 (Base & Alt.) for const. Bayside Intermediate School.

Mather AFB, Contract awarded to Ellis Co., Sacto, \$221,301 for Wherry Housing Emergency repairs.

sacramento, Contract awarded to Nomellini Const. Co., Stockton, \$404,000 (base) for 7 bldgs., Boys' Ranch Site, 2 mi. E. of Aerojet Plnt.

Berkeley, contract awarded to M & K Corp., S.F., \$230,000 for const. parking structure at Student Center, U.C., Berkeley.

Hamilton AFB, contract awarded to W. J. Kubon Co., 39-A Mary, San Rafael, \$451,150 for const. new bldg. and rehab. existing bldg. at Meadow Park Schl. loc. on Hwy. 101, Hamilton Field, California.

Lewiston, contract awarded to Floyd R. Grubb, Salem, Oregon, \$574,959 for earthwork, strucs. & surf., reloc. Trinity Co. Road, Cedar Creek to Nelson Creek Gap., loc. 50 mi. N/W of Redding, TRINITY CO.

McClellan AFB, contract awarded to Wismer & Becker, Sacto., \$292,200 for Proj. SMA 79-9, const. logistical facil. depot in exist. warehouse No. 868 at McClellan AFB.

Sacramento, contracts awarded to: (1) A. Teichert & Son, Inc., 1931 Stockton Blvd., Sacto., \$357,193 for 5.9 mi. 2-lane hwy. graded & pav. w/PTMX. surf. on cem. tr. base, etc., S. of Sutter Co. line; (2) H. F. Lauritze, P.O. Box W, Antioch, \$192,993 for 04 mi. 2-lane brdg. aprch. rdwys. graded & pav. w/PTMX. surf. over untr. base & RC brdg. const. N. of Cache Creek, 2.2 mi. N. of Woodland, YOLO CO

Richmond, Contract awarded to McGuire & Hester, 796 66th Ave., Oakland, \$338,348 for drn. pipes & strucs. in Redev. Prop. Area No. 1-A, Eastshore Park, Richmond.

Moffett Field, Contract awarded to Carl N. Swenson Co., Inc., P.O. Box 558, San Jose, \$603,100 for modification to Flight Research Lab. at the Ames Research Center Natl. Aeronautics & Space Adm., Moffett Field.

certainly wish him a speedy recovery.

## ALL MEETINGS WILL BE CALLED MEETINGS

### PERSONAL NOTES:

Our sympathy goes to the family of Henry Ormand who recently passed away. Brother Ormand was a top notch operator and will be missed by many.

Brother Zenos Levorsen had a bad leg injury while on the Gibbons & Reed job. Seems Shorty has had his share of bad luck when it comes to injuries. We hope things will improve for you from here on.

We know a lot of you members will be glad to hear that Brothers Glen Fullmer and George Farrell, who recently resigned as business representatives, are getting along fine in their new walk of life. Seems Glen is doing a tremendous job as selling. George has had several good offers but hasn't quite decided which one to take. The best of luck to both of you.



# NEVADA--GROUP WAGE RATES AND CLASSIFICATIONS

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

CLASSIFICATIONS	RATES PER HOUR					
	Effective Dates — 7-6-59	1-1-60	6-1-60	1-1-61	6-1-61	1-1-62
<b>GROUP I</b> Assistant Engineers, including Fireman, Oiler, Greaser, Heavy Duty Repairman, Helper, Train Handlers (other than engine crew), Rear Chainman*	3.18	3.18	3.36	3.36	3.54	3.54
<b>GROUP II</b> Air Compressor Operator, Material Loader or Conveyor Operator, Pump Operator, Screed Operator	3.29	3.29	3.48	3.48	3.67	3.67
<b>GROUP III</b> Engineer Generating Plant, Asphalt Plant Fireman, Boxman or Mixer Box Operator, Motorman, Head Chainman*, Grade Setter*, Rodman*	3.39	3.39	3.58	3.58	3.77	3.77
<b>GROUP IV</b> Grade Setter (Dams & Highways) Note (3)*, Concrete Mixer, Skip Type, Concrete Pump or Pumpcrete, Gun Operator, Dinkey, Operator, Ross Carrier Driver, Skip Loader Operator, Wheel Type, Tow Blade or Grade Operator	3.49	3.49	3.69	3.75	3.95	4.00
<b>GROUP V</b> Elevator & Material Hoist Operator (1 drum), Pavement Breaker Operator, Roller Operator	3.57	3.57	3.78	3.83	4.04	4.08
<b>GROUP VI</b> A-Frame Boom Truck, Asphalt—Stationary or Portable, Crushing Plant Engineer, Concrete Batch Plant Operator, Concrete or Asphalt Spreading, Mechanical Tamping or Finishing Machine Operator, Stationary Pipe Wrapping & Cleaning Machine Operator, Skip Loader (Michigan, Hough or similar equipment to 1 5/8 yds.), Tractor Hi-Lift Shovel Operator to 1 1/2 yds., Heavy Duty Repairman. Note (1), Tractor Operator, Bulldozer, Tamper, Scraper or Dray-type Shovel or Boom Att. Note (1), Instrument Man. Note (1)*	3.595	3.63	3.84	3.88	4.09	4.13
<b>GROUP VII</b> Road Oil Mixing Machine Operator or Pugmill Operator, Surface Heater & Planer Operator, Compressor (2 to 6) (Banked or Compressor house only), Material Hoist, Double-Drum, Boring Machine Operator (excluding pneumatic or similar capacity), Trenching Machine Operator, Concrete Mixer Operator—Paving & Mobile Mix, Chicago Boom — Tower Mobile, Heavy Duty Repairman (effective 1-1-60), Tractor Operator, Bulldozer, Tamper, Scraper or Drag-type (effective 1-1-60), Shovel or Boom Att. (effective 1-1-60), Instrument Man (effective 1-1-60)*	3.64	3.68	3.89	3.93	4.14	4.18
<b>GROUP VIII</b> Drilling Machine Operator, incl. Water Wells, Elevating Grader Operator, Highline Cableway Operator, Highline Cableway Signalman, Locomotive Engineer, Mixermobile, Oshkosh—DW-10, Tournepull or similar equipment Operator, Power Blade or Motor Patrol. Note (2)	3.745	3.80	4.02	4.08	4.30	4.36
<b>GROUP IX</b> Tractor Hi-Lift Shovel Operator, over 1 1/2 cy., Traveling Pipe Wrapping & Cleaning Machine, Universal Equipment Operator—Shovel, Dragline, Derrick Barge, Clamshell—Crane or Pile Driver up to and including 1 yd., Skip Loader (Michigan, Hough or Similar over 1 5/8 yds.), Euclid or Similar Type Loader, Motor Patrol Operator (effective 1-1-60), Power Blade (effective 1-1-60)	3.845	3.90	4.13	4.17	4.40	4.44
<b>GROUP X</b> Chief of Party*, Tractor, Scraper or Drag-type Shovel, Tandem	3.845	3.93	4.16	4.24	4.47	4.54
<b>GROUP XI</b> Universal Equipment Operator—Shovel, Dragline, Derrick—Derrick Barge, Clamshell, Crane over 1 yd., Universal Type Pile-driver, DW-10, 20, etc., Tandem	3.86	3.97	4.21	4.32	4.56	4.67

ALL UNDERGROUND OPERATIONS TO BE 12 1/2% PER HOUR ABOVE LISTED RATES

Foreman ..... 4.06 4.06 4.31 4.31 4.54 4.54  
NOTE: Assistant Engineer required on Universal Equipment Power Shovels, etc. Two (2) Assistant Engineers required on 120-B, 150-B and similar type equipment.

The straight time rate of all employees in a crew performing work with power equipment on which the boom, including jib, is eighty (80) feet or more in length, shall be fifteen cents (15c) per hour over and above their regular rate.

Note (1) Effective January 1, 1960, the classifications of Heavy Duty Repairman, Tractor Operator, Bulldozer, Tamper, Scraper or Drag-Type Shovel or Boom Att., and Instrument Man will be moved to Group VII and receive those rates of pay.

Note (2) Effective January 1, 1960, the classifications of Power Blade and Motor Patrol Operator will be moved to Group IX and receive those rates of pay.

Note (3) Effective January 1, 1960, Move to Group IV.

When Operating Engineers are employed to service a Specialty Craft or Crafts, with hoisting equipment, compressors or welders or any of them (Material Hoists, house elevators excluded, except when servicing Specialty Craft 75% of the time) they shall receive the wage scale and working conditions of the Specialty Craft or Crafts (welfare, pensions, vacations of Specialty Craft or Crafts payments ex-

# THE NEVADA ROUND-UP

By H. L. "CURLEY" SPENCE, JOSEPH "JOE" MILLER and THOMAS "TOMMY" ECK, Business Representatives

Gorden H. Ball Construction Company is getting their paving crews and machines moved onto the job at the Naval Air Base at Fallon, Nevada. They have completed paving the Isbell job at Boca, California, and are in the process of moving the entire spread to Fallon. Marin Rock and Asphalt is also moving their crushing unit and crew to the Fallon site to make the concrete aggregates for Gordon H. Ball. The equipment should be set up and the concrete paving is scheduled to start on or about the 15th of this month.

This job should be in operation and keep many of the brothers working for another two and one-half months. Gordon H. Ball is working two shifts on the crushing operations and they are getting good hours. We hope to have more work come up at the Naval Air Station in the coming months, and of course, this will be of great help to the District this fall if more contracts for runways construction and improvements should come as Fallon is not hampered much by bad weather.

Isbell Construction Company is moving right along on their job at Pyramid Way, north of Sparks, Nev. They have about 30 days of work left on their job at Smith, Nevada, which is southwest of Yerington, Nevada. Isbell was awarded the job of clearing the Vista Reefs from the Truckee River channel. This job is east of Sparks, Nevada, in the mouth of the canyon. Their engineering crews are busy on the job at present, and the excavating crews should be well under way by the time this paper comes out. The remainder of the Isbell Construction Company crews and equipment are scattered over various sections of Local No. 3 and they are quite busy at present.

Brother Howard Johnston, the super for the George E. Miller Co., is going strong with the company. Only he just doesn't seem to understand the new hiring clause in the A.G.C. agreement. However, he's a real smart super and will probably catch on real soon. The balance of the Miller Company is going on as usual. The Busch Boys have everything in good shape in the heavy duty repair department in the shop. Uncle Everett Hayes is sitting right next to the Busch Boys, renting out his compressors, pneumatic drills, etc., and keeping an eagle eye on activities around the Miller yard. The welder, Brother Vernon "Pee-wee" Galleron has everything burned up or stuck together some way or other, sometimes with chewing gum, but he is a real welder from the Andy Drumm school. Brother Jess Traver and Brother Dale Morlan are on the Model 6, Northwest and that's a couple of real diggers. That Brother Dale has to keep digging with those Twin Sons around, at least until they are old enough for a paper route or two. Brother Roy Nielsen is on the Skippy and he's a real Skippy Operator.

The Great Lagrange Construction Company, better known as the Little Man, Johnny, has practically moved his operations to Sunny California, around Lake Tahoe. However, some of the best of the outfit is still left

around the Main Office in the "Biggest Little City in the World," Reno, Nevada. "Gruesome" Harold Imelli, the general office manager, and the Faithful Girl Friday, Mabel, who looks out for everyone around the outfit, are still holding the fort for Brother John.

Brothers, you will note in this issue of the Engineers News that negotiations with the Associated General Contractors of Nevada and Local Union No. 3 have been completed and a satisfactory agreement has been reached. The agreement has been ratified and accepted by the general membership of both parties. This contract is effective on July 6th, 1959, and is a three-year contract that will terminate on

July 1, 1962. The agreement is being printed and all members and contractors will be furnished copies as soon as the printing is done.

We ask that each of you check your wage rates and as soon as you receive your copy of the Master Agreement, please read it carefully and make sure that your employer abides by the agreement, and do your share by following the agreement as it applies to each of you.

We would like to call your attention to the fact that Brother Thomas Eck is now working in the Nevada District as a Business Representative and doing organizing work. Brother Eck has been working in this area as an operator since 1946, with some time spent overseas. Many of you Brothers are already acquainted with Brother Tom, and we're sure the rest will get to meet him soon. All cooperation given him will be appreciated.

## New Job Awards

Carson Cit, Nevada, contract awarded to Wells Stewart Const. Co., Inc., Bax 4397 Annex Sta., Las Vegas, Nev., \$335,829 for 12.278 mi. base crs. & bitum. PTMX. surf. por. Nevada For. Hwy. Tr. 2, begin, at Jctn. W/Nev. State Hwy. 28, approx. 2.4 mi. E. of Nev.-Calif. tate Line, Toiyabe Natl. For. WASHOE CO., Nevada.

Carson City, Nevada, Contract awarded to Silver State Const. Co., Fallon, \$657,795 for const. primary hwy. system on U.S.H. No. 50 E. of Eureka-White Pine Co. Line, EUREKA & WHITE CO's., Nevada.

Winnemucca AFS, Nevada, Contract awarded to Frank Capriotti, 508 Denslowe Drive, Reno, Nevada, \$172,870 (Sch. A); \$11,500 (Sch. B) for const. GA transmitter-receiver SAGE facilities at Winnemucca Air Force Station, Nevada.

Klamath AFS, Calif., Contract awarded to Carroll Co., Portland, Ore., \$392,866 for Elec. Power Bldg. & Distrib. Klamath AFS, DEL NORTE Co.

Sacramento, Contract awarded to M. Malfitano & Son, Inc., P. O. Box 750, Pittsburg, \$217,129 for levee const. on Left Bank of Sacto. River near Colusa Bridge-Moulton Weir, COLUCA CO.

San Mateo, contract awarded to Pearce-McAllister & Thorsell, 1029 San Mateo Av., San Bruno, \$132,090 (base, plus addn.) for Hnghlands School Addns.

Yosemite Natl. Park, contract awarded to Thomas Const. Co., Fresno, \$162,510 for const. roads, trailer sites, wtr., sewer sys., trailer court, dump & fence, RR flat, El Portal, Yosemite National Park.

Sacramento, Contracts awarded: (1) Carella Gardens Unit No. 8 (Row 334)—Impt. of streets, drives, etc., to A. Teichert & Son, Inc., Sacto., \$194,444; (2) Meadowview Village, Unit 3—Impvts. of streets, drives, etc. to Brighton Sand & Gravel Co., Sacto, \$75,190; (3) So. Sacto. Freeway on 25th Ave., const. of storm sewers to A. Teichert & Son, Inc., Sacto, 15,538.

Corte Madera, contract awarded to Bishop Mattei Const., Inc., 690 Market St., S.F., \$1,000,000 (estimated cost) for const. new store for Montgomery Ward, Corte Madera Shopping Center, Corte Madera.

San Francisco, Contract was awarded to Chas. L. Harri, Inc., S.F., \$105,426 for widen. Twin Peaks Blvd. from Clarendon to Clayton.

Earlimart, Contracts awarded to: Camco Const. Co., P.O. Box 1367, Visalia, \$65,809 (Sch. I-A); \$5,000 (Sch. V); \$142,008 (Sch. VI-E); \$24,560 (Sch. VII-G); & to Walker & Walker, Inc., 827 Princeton, Fresno, \$85,427 (Sch. VIII) for const. of water system & sewer lines & sewage treatment plant.

Sacramento, Contract awarded to Affil. Engrs. & Cont., Florin, \$117,395 for Senate State Capitol Bldg., East Wing, Sacto.

Sunnyvale, Contract awarded to Ince Bros. Pipeline Const. Co., Sunnyvale, \$187,046 for 9,800 ft. inst. storm drain, from Co. Flood Control Chan. on Reed Lane betw. Lawrence Sta. Rd. & Corey Lane, & other locs.

Ione, Contract awarded to Nommellini Const. Co., P.O. Box 1528, Stockton, \$890,00 for const. spec. treatment program unit at Preston School of Industry, Ione in AMADOR CO.

Sacramento, Contract awarded to Syar & Harms, Sacto., \$104,893 for SOLANO CO. abt. 0.8 mi. wid. & surf. betw. Oliver Rd. & Pennsylvania Ave., Fairfield.

Sacramento, Contract awarded to Flores & Perry, Hanford, \$176,927 for abt. 2.4 mi. of 2-lane hwy. to be graded & surfaced w/double sealcoat on imported base matl., betw. 0.6 mi. north of Pilot Hill & 0.8 mi. N. of Hastings Creek, EL DORADO CO.

Presidio of S.F., Contract awarded to Martinelli Const., Sacto., \$124,722 for const. motor repair shop bldg., outside utils, site impvts., etc.

cluded), if such wage scale and working conditions are in excess of the provisions contained in this agreement. Assistant Engineers are excluded from wage provisions but are entitled to all other working conditions of the Specialty Craft or Crafts (welfare, pensions, vacations of Specialty Craft or Crafts payments excluded).

VACATIONS: Each Individual Employer covered by this agreement commencing October 1, 1959, shall pay eight cents for each hour worked by each Employee for an Individual Employer under this agreement, and commencing October 1, 1960, such Individual Employer shall pay fifteen cents for each hour worked by each Employee for such Individual Employer under this Agreement.

SUBSISTENCE: Effective January 1, 1960, on all jobs bid or let after January 1, 1960, the subsistence pay on jobs in the subsistence areas shall be increased to forty-five cents per hour.



# Redding District Busy Fighting Fires in Shasta, Trinity Counties

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

In the month of July forest fires broke out at Pollard Flat off of U.S. Highway 99N, on the Oregon State line at Hilt and throughout Trinity Center. The U.S. Forest Service says these were the biggest forest fires in this part of the country for many years and the members of Local 3 were praised very highly for their response and efforts in helping to control the fires. Members on the Gibbons & Reed job, the Union Construction job, Ray Kizer, Hubner & Michner and the Trinity Dam River project were on these fires from three to four days at a time. Miles of virgin timber were destroyed throughout the beautiful Trinity Center area before the fires were brought under control. Now that they are out, the men are back to their routine.

The Trinity Dam River project is in full swing. Hubner & Michner have started their relocation road job out of Trinity Center with a total of 500 working days. This job will want approximately 40 Engineers. Kaiser Construction is near completion of their relocation road job near Trinity Center and Ruberts & Son, out of Fresno, have moved their crushing operations into Minersville and are busy working 6-9's. Work throughout Trinity County has been extremely good. Hubner & Michner are working 6-9's on their clearing job between Trinity Center and French Gulch. At the present time we have approximately 45 Engineers on this operation. Again I would like to state that this particular job is in very steep country. Fortunately enough, the job has had no serious accidents due to the caution exercised by the individual operators. Let us hope the job continues to hold its safety record. Shea-Kaiser-Morrison Clear Creek tunnel project is still working three shifts, 6 days, although they are still getting a lot of water in the intake which has slowed down the mucking operation considerably. The fellows at the adit have been going full force with the concrete crews in full operation. The Shea - Kaiser - Morrison Gravel Plant at Churn Creek is also in full operation and this will be a permanent plant in Redding. Jim Clack is ahead of schedule on his access road at Whiskeytown and Jim claims his job will be completed by November of '59. J. C. Compton has completed his crushing operation down the Klamath River and has now moved in at Susanville. The operation on the blacktop is due to be completed about August 15. Baldwin Construction is in full operation at their Green Horn Dam job out of Yreka.

## ADDITIONAL WORK FOR HIGHWAY 99N

There will be an additional contract let which will total around five miles of freeway to be constructed between Weed and Shasta Creek on Highway 99N. This portion of 99 has been a real hazard to the motorist for many years and this job has been due to break for the past four years. It is possible that the work will start this year. The boys at Wunderlic's freeway job at Highway 99N are making progress and Sam Martinelli says that he is trying to complete the job before the snow falls. The Gibbons & Reed freeway job at Castella is in full swing with two shifts. Their clearing work is finished and about 60 per cent of the concrete work is done. Joe Lema has a subcontract on the Gibbons & Reed job and Joe has all of his red cats in high gear. The Peletz Construction Co. out of Santa Rosa has moved in on their job at Mountain Gate

which entails the installation of a water line for the residents. This community has had a real problem this year being dependent on a well which has furnished the water for the past sixty years. At the present time the water is so low that additional pipe had to be installed to reach the water line. The old timers around this area claim that this has been the driest and hottest year in the past 80 years.

## HIGHWAY 99 SOUTH

Work in and around the Red Bluff area has been fairly slow since the completion of the Diamond Match project. At the present time Hood & Case have moved in on their pumping station job south of Red Bluff which will tie the Red Bluff and Corning Canals into the Sacramento River. The construction on this job will take approximately one year.

After this project is completed the water will be pumped into the canals and will eventually travel throughout Corning, down into Williams and Willows and will connect into the San Joaquin Valley which will furnish water for irrigation to all the farmers between Red Bluff and Sacramento.

Brother Ralph Knight, Supt. for Baldwin Construction, is extremely happy with the climate in the Lassen Park. Ralph recently moved his operations in for 19 miles of resurfacing in Lassen. The other day while visiting the brothers on this particular job, the climate around noon was a cool 70°. There is only one complaint from the brothers on this job who are batching it in the camp grounds. They claim that it is impossible to boil beans or eggs due to the high altitude. One of the brothers reports that he boiled his breakfast eggs for 30 minutes and still they were strictly sunnyside up. This job is working 6-10's. In this particular area in Lassen Park it has been known to snow in July and August, therefore, Baldwin is very anxious to complete his operations. M. W. Brown is wide open on his job on Hatchet Mt. where he faces the same weather problem in another couple months. After this section is finished it will be the fourth new section of highway between Redding and Burney. At the present time it takes about an hour to travel between Redding and Burney but when this section is completed it will cut the driving time down to approximately 45 minutes.

At this time we would like to inform the brotherhood of the passing of brother Mac Hattenhauer. Brother Mac was a member of Local No. 3 for many years and has traveled half way around the world on various construction jobs. Mac's last job was on the Diamond Match project at Red Bluff. I am sure that a lot of the brothers throughout the area will miss Mac at our regular quarterly meetings. We also regret the untimely demise of brother George Buhrig who was employed at the Trinity Dam River project and was killed in an unfortunate accident off the job. We would like to wish a speedy recovery to brother Steven Collins who is at present in

# Marysville Area Work Tempo Increases

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

The Oroville Dam has not been started and will not be started, as far as we can determine for at least two and perhaps more years. The starting of this dam depends upon the people of California approving a one and three quarter billion dollar bond issue which will not be voted upon until November, 1960, and of which there is no assurance that it will be approved by the people.

We again feel constrained to publish this warning and again warning all interested not to come into this area looking forward to going to work on a dam job that is non-existent and may not be built for years. We are doing this because the authorization of the bond election next year by the legislature has apparently been published in some areas as an actual start of construction.

At the present time, and considering the outlook for new starts the balance of the season, there are more than enough "A" Operators registered out of work, with the exception of an occasional classification, to take care of any and all calls for men. To travel in here expecting to go to work on the Oroville Dam, will only result in disappointment and the waste of money. If this situation should change everyone can rest assured we will be most happy to give it the fullest publicity.

## WORK UNDERWAY

Concrete is being poured on the upstream end of the Peter Keiwit tunnel project, and this will take some time to do. All the pouring will be done on the day shift, clean up on the swing shift and setting of forms on the grave yard shift. This has been a very good job.

There has been several bridge jobs going in the area which has given work to quite a number of the brothers. R. M. Price, John C. Gist, Herrington, Pacific Bridge Co. and Saxton and Holcomb being the contractors.

There are four sewer jobs going in the area. Valley Engineers have two, one in Greenville and one in Oroville. Morrill and Cleverdon have one each in Oroville.

Eugene Luhr Co. has a good levee job going full blast with a couple of subcontractors, Louie Roberts building levee with his equipment and Brother Bud Plant doing the clearing and grubbing. Brother Hickman is project superintendent and Brother Buster Cameron is the grade foreman for Luhr Company.

Sims and Batt have most of the dirt moved on their Bear River levee job near Nicolaus. They still have a lot of finish work to do. On this same project Malfitano has completed their work, but will probably be moving over to Colusa on the Sacramento River, for we understand they were the low bidders on this levee job.

## WORK TO START:

Gordon H. Ball, Gordon H. Ball, Inc., Ball and Simpson, Gates and Fox Co., Inc., in a joint venture were the low bidders of \$5,720,320.00 on a good job that consists of two railroad tunnels, road grade and structures. There is no information as yet as to when this job will start

the Sanatorium in Redding.

## NOTICE TO ALL MEMBERS WORKING IN SIX COUNTIES

We have been extremely busy during the month of July calling on the contractors and notifying them of the increase in wages. If any member has a discrepancy in his wages or has not received his retroactive pay from Just 1, please contact this office or see us in the field. The Redding office remains open on Thursday nights from 7 p.m. to 9 p.m.

or how many of the brothers will be needed.

## INDUSTRIAL REPORT:

Gladden, McBean & Co: Operation at the Lincoln plant has hit a slight lull and it has become necessary to lay off quite a number of men over the past two weeks.

During May and June quite a few men were hired due to heavy orders and these were the men who were laid off. This is no indication of a general lay off.

At the recent Labor Management Meeting the problem of excessive dust in the main factory was raised by the Union Committee and we were assured that the Company has an extensive dust control program under way.

Don't forget the big Lincoln Industrial Council party which will be held on Saturday, August 22, 1959, commencing at 5 p.m. in the McBean Memorial Park, Lincoln.

## CONCRETE PIPE INDUSTRY

There is some increased activity in the Valley Concrete Pipe plant at Yuba City, and the industry in the area appears to be quite busy at this time. The housing projects in the area are very helpful.

G. G. Williamson encountered some rough going at East Marysville due to leaky pipe. Considerable pipe had to be replaced, the fault of the pipe, we are informed that it would not stand the pressure.

## GOLD DREDGING

Another sour note was struck at Natomas Co., the Board of directors ordered No. 8 Dredge closed down around the middle of July.

A number of those laid off were older men, some with long service with the Company, most not old enough to qualify for Social Security, but too old to qualify for jobs in the labor market. Makes a plenty tough deal. High time men in high places in industry and the Government started doing something about this problem. These men and their families still have to go on living—but with what??

## YUBA CONSOLIDATED GOLD

The sun shines brighter there, with four boats busy digging, the work picture is good and the brothers have little complaining to do. Wish we could get a little better attendance at the meetings, however. Yuba Industries are broadening their horizons apparently. They just acquired another firm and also a nice contract to build a bridge and approaches from Benecia to Martinez.

## ROCK SAND & GRAVEL & CONCRETE PIPE

Very little change is noted in the Rock, Sand and Gravel and Ready Mix industry in this area. Quite a number of the brothers keep busy in the various phases of the work, probably are operating at peak right now for the year of 1959. Negotiations are still under way on the new agreement, at the moment there is nothing new to report but we expect to have a proposal to bring to you in the very near future.

We would like to give the brothers at Butte Creek Rock Co. plant and the Henry J. Kais-

## MEETING NOTICES

**Quarterly District Meeting:** Will be held Thursday, Oct. 15, 1959 (not the 8th as reported last month) in the Alcupulco Dance Hall (formerly Friendship Hall), 323 E St., Marysville at 8 p.m. Let's have a good big meeting in Marysville.

**The Grievance Committee—** Meets each Thursday evening between 7 p.m. and 9 p.m. (later if the business requires) in the Engineers Hall, 1010 "Eye" St., Marysville. Here is where you come if you don't think the Business Agent has done right by you.

**Rock, Sand and Gravel and Ready Mixed Concrete: Meets** Friday, Aug. 21, 1959 at 8 p.m. in the Laborers Hall at 1245 Lincoln, Oroville.

**Yuba Consolidated Gold Fields: Meets** Monday, Sept. 28, 1959 at 7:30 p.m. at the Engineers Hall, Marysville, at 10 a.m. for the night and swing shifts and 7:30 p.m. for all others.

**Natomas Company:** Due to the fact that Labor Day falls on the regular meeting day, no meeting will be held in September. Next meeting will be held on Monday, Oct. 5, 1959 at 10:30 a.m. and 3:15 p.m. in the Veterans Hall in Folsom.

**Lincoln Industrial Council: Joint Board** will be a called meeting in September. General Membership meeting will be held Tuesday, Sept. 8, 1959 in the Lincoln City Auditorium at 1:30 p.m. for swing and grave yard shifts, 4:15 p.m. for all others.

**Concrete Pipe Industry: Meets** Monday, Sept. 14, 1959 at 7:30 p.m. in the Engineers Hall, Marysville.

**Peterson Tractor Company—** New York Machine Shop: Meeting subject to call.

er Co. plant our thanks and appreciation for their loyal support we receive at the meetings at Chico and Oroville. We can always figure on them being in attendance and it makes us feel that our efforts are worth while.

**SHOPS**  
Baldwin's Shop in Marysville is probably the busiest in the area. They have quite a bit of equipment working around and that makes for shop work.

Very recent information confirms the sale of the H. Earl Parker Inc. Shops and equipment to a Sutton and Associates of Sacramento. We are told that they will recondition and offer for resale all the equipment.

New York Machine Shop and Peterson Tractor Shop are not over loaded with work but manage to keep all hands busy. Negotiations are in the preliminary stages on the new contracts with both the latter firms.

**O. C. JONES & SONS**  
GENERAL CONTRACTORS  
Cedar & 5th St. BERKELEY  
Landscape 6-3424  
Member A.G.C.

# PARISH BROS.

General Contractors — Highway and Public Works  
PHONE 330 P. O. BOX 6 BENICIA, CALIF.

# Labor Day, a Dangerous Holiday -- Take it Easy!

By GLENN L. DOBYNS, Safety Representative

Another Labor Day observance, the 77th, is just ahead—for on Friday evening at 6:00 o'clock, September 4th, the whistle blows for starting the Labor Day Holiday and the madness will begin—a frantic race to have fun during the last holiday of the summer season.

Since it was first celebrated back in 1882, Labor Day has been to celebrate the outstanding achievements of the workmen and working women who have helped make America the greatest industrial nation in history. One of the ideals of working people throughout the country has been and is the prevention of death and tragedy, disability and hardship — with safer work, safer working places, and safer workers. Labor organizations have worked hard to promote safety on the job. Today, the National Safety Council tells us, more than twice as many workers are killed in off-the-job accidents than in work accidents.

Who will mostly be injured, killed and sustain the worst financial losses from accidents? It will be working people—members of organized labor, their wives and children.

Labor Day was made a national holiday in honor of the working people of America. It was created to commemorate the achievements of organized labor—their high standard of living—dedication to the humanitarian principles for which labor stands. Labor Day Holiday was never intended to be celebrated by injury and death on the streets and highways or from accidents in any other way.

These are some of the reasons why all organized labor has united in a single effort to make Labor Day a safe and happy holiday. Many of you can remember when the Fourth of July left a big toll of injured and killed from the use of highly dangerous firecrackers and fireworks. We do not celebrate the Fourth that way today.

Many thousands of members of organized labor in cities large and small all over the country



will participate in observing labor's national holiday in traditional ways. They will march in Labor Day parades and will take part in rallies where the accomplishments and aspirations of labor will be reviewed by the speakers of the day. But many other thousands of people will climb into their cars and jam the streets and highways as they head for their favorite vacation spots to celebrate the holiday.

Entire families will be occupying some cars. The kids—especially will be looking forward to a big time swimming, boating, and doing all the things that are fun. Fishermen will be anxious to get to their favorite lake. Friends and relatives will be awaiting the arrival of many thousands of the occupants of the cars. No one is anticipating anything except an enjoyable holiday.

If the coming Labor Day Holiday is like past ones, it will mean three days of ambulances rushing to the scene of an accident, speeding police cars with their sirens going, emergency cases for hospitals, calls for the undertaker. And many thousands of wrecked and smashed up cars being towed to the nearest garage. Fathers, mothers and children who started out to visit friends won't get there. In some cases friends and relatives will be notified that one or two of the family has been killed in an accident and the rest are in the hospital.

We of the Operating Engineers Local Union No. 3 should all recognize that safety is a way of life, both on and off the job. Organized labor has always encouraged and worked for safety. And be sure to take all your safety problems to your local Representatives. During this Labor Day Weekend, we of the safety committee of the Operating Engineers Local Union No. 3 urges everyone to drive with caution, courtesy, and common sense. Great records have been achieved for safety on the job. Take those safe working habits out onto the highway.

Every member, and his family, too, has an important part in this all-labor drive to make Labor Day a safe and sane holiday. Each of us has a personal responsibility for making the labor campaign successful. It's up to each of us to observe the simple and sound practices of safe driving, safe walking, safe swimming and boating rules, and safety practices in other holiday activities. Let's set a safety record that labor can be proud of, not only during the holiday but every day. Let's all be on the job again Tuesday.

## THE STATE OF HAWAII BUSY

By HAROLD LEWIS and RUPERT TEVES, Business Representatives

Aloha from the 50th State, the state of true democracy. This was proven in our first state election on July 28th when the people of Hawaii voted to send to Congress three men, each of different ancestral origin. Dan Inouye is an American of Japanese ancestry, Hiram Fong is an American of Chinese ancestry and Oren Long is an American of Caucasian ancestry. The populace also elected an Irishman for governor and a Chinese-Hawaiian for lieutenant governor. State senators and representatives include Portuguese, Chinese, Japanese, Filipinos, Hawaiians, Irishmen, Englishmen and others of European descent, proving to the world that we are truly a democratic state in the greatest democratic nation.

Biggest news momentarily is the election of Brother Harold "Pineapple" Lewis as president of the Building and Construction Trades Council of Honolulu. We do not want to seem naive but being an old "dirt stiff," "Pineapple" Lewis is a fighter which is just what is needed to head the council. Proof of approval of his past performance was the unanimous vote by the council. Brother Ed Kovak of the Plumbers & Pipefitters Local was elected vice-president and Brother Richard Dumancus is the new secretary-treasurer.

On the construction scene, we are still very busy. Work on the Capehart projects is continuing in high gear, and Kaiser's Hawaii-Kai project at Koko Head is going into second gear. The M. Miller Company out of Los Angeles did get the underground utilities contract from Kaiser and both parties are happy with a good agreement.

Speaking of contracts, a Local HB3 contract will be signed with M. Miller Company to prevent the invasion of our jurisdiction by the independent unions and an island-wide agreement on an industry-wide basis for the island of Maui is being sought. Negotiations between the Maui chapter of Honolulu Building and Construction Trades Council and the General Contractors Association of Maui were progressing nicely until a certain employer council group was called in from Honolulu. Negotiations were halted and an island-wide, strike was called to back up our demands which are not excessive. A plea for strike contributions has been made to all AFL-CIO members and wholehearted support is requested. Kaiser-Burns will be petitioned for union recognition before the 15th of August for all construction employees under our jurisdiction. We also intend to file for recognition with Territorial Contractors before the 15th of August.

Contract reopenings will be held with Hood Construction Company, Hawaiian Pipe and Construction Company, Fisher Construction, Gilbert Kobatake, Limited and J. M. Tanaka, Incorporated. Hi-Way Transportation is already under contract until September 30, 1960. There will be an industry wide ten cent hourly increase effective August 15, 1959.

Complete assembly of Kaiser's dredge "Judah" has been unavoidably delayed till about the third week of August when dredging is expected to start at the Koko Head fishpond. Kaiser has also completed negotiations with the Territory to do

## STOCKTON JOBS NEAR CAPACITY

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

We are happy to report that the out-of-work list here in the Stockton-Modesto district is rapidly diminishing. Should the demand for operators and oilers continue as it has the past three weeks we should be able to place the brothers on new jobs as they complete the ones they are now on without much lost time.

Due to the fact that the jobs this year are not large we will constantly have members finishing some and starting others. New jobs let since our last report are:

Teichert Aggregates, low bidder for the construction of Lafayette Street, from Van Buren to Edison, and reconstruction of Washington Street, between El Dorado and Edison Street, for \$47,561.

Nomellini Construction was awarded the addition to be built at the Preston School of Industry at Ione for \$596,000.

Stockton Construction Company was successful in bidding two jobs in Stockton which tie in with the multi-million dollar sewer program that is underway. One job for \$58,100 for a sanitary trunk line and the other for \$375,140 for construction of the North Plant inversion trunk sewer.

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S. & Q. Construction Company of South San Francisco have subbed the construction of the oxidation ponds to Al Haworth of Stockton.

M. J. Ruddy & Son, on their job near Farmington, have subbed the dirt work to Andrew L. Micek.

Lee Stephens was low bidder on the spoil retention levee near Stockton Harbor in the amount of \$42,000. The job will probably be completed by the

some dredge and fill work in front of Fort DeRussy in Waikeiki, but commencement of the work is dependent on approval of the Corps of Army Engineers. The councilmen of the City and County of Honolulu have granted approval of quarry operations on Kaiser's property in Maile. This approval was needed before erection of Kaiser's Permanente Cement manufacturing plant in Nanakuli.

Our Hawaii members are again reminded of the danger of invasion of our jurisdiction by the independent unions. When you meet your non-union friends, preach the union to them, sell them on the necessity of being a member of the clean and honest local we have. The more completely organized we engineers are, the less chance the independents have to invade. The sooner we are completely organized, the sooner we will have the wages and working conditions that are long overdue.

time this article is printed as he has two shifts now working.

Oliver De Silva, Inc., of San Leandro, was low bidder on the reconstruction of Corral Hollow Road from the garbage dump, south of Tracy, to the Alameda County line.

Stanfield and Moody are making the new approach to the Tracy overpass which is being constructed by MacCloskey Construction Company. This same firm was low bidder on a small job on the Grant Line Road and a paving and drainage job at the Port of Stockton for \$1,900.

Claude C. Wood Company of Lodi was the low bidder to the State of California Division of Beaches and Parks for roads and parking areas to be graded and oiled in the amount of \$34,738.

Fredrickson Brothers of Emeryville, have started the reconstruction and surfacing of Duncan Road near Linden.

J. C. McGehee & Sons, of Oakdale, were low bidders for construction and surfacing of Summit Ranger Station Road, Stanislaus National Forest, Tuolumne County, for \$29,750.

S. M. McGaw Company of Stockton was low bidder to the City of Stockton for the creation of the city's first off-street parking lot at California and Channel Streets in the amount of \$45,499.

Rodoni Construction was the successful bidder on the golf course to be constructed in Van Buskirk Park in the southwest section of the city.

I. L. Croft & Son, Inc., are moving right along on the road job at Calaveras Big Trees. Brother Rip Edwards is foreman on the sub-grade work and has the brothers lined out doing a real good job.

Carey Brothers are moving lots of dirt and rock on their job up on Carson Spur in Amador County. The roadway is narrow on the Spur and they cannot use too much equipment.

There is a traffic delay of two and one-half hours on this job so if you are headed that way on your vacation read the sign board so you won't have to wait so long.

R. W. Byers of Redding is doing the clearing job on Utica Reservoir, which is four rough miles south of Lake Alpine. He has three small cats working as the reservoir is soft and will not hold up under the heavy rigs.

Claude C. Wood Company, of Lodi, are busy on a number of small jobs in this area.

The rock plants in the area are keeping quite a few of the brothers busy crushing rock and making hot mix.

### PERSONAL NOTES

Brother Francis Welsh, whom we reported as recuperating in the last issue of the News, has returned to St. Joseph's Hospital for further surgery and is now assured that the job has been successfully completed and is now re-recuperating.

### BLOOD BANK CLUB

Brother Clifford Johnson was the sole contributor to the Blood Bank Club this past month. We had only one deposit and two withdrawals, leaving the bank completely depleted of blood again.



"Well, there's a Switch For You!"