



ENGINEERS NEWS

OPERATING ENGINEERS LOCAL 3

STATIONARY ENGINEERS LOCAL 39

VOL. 17—NO. 9

SAN FRANCISCO, CALIFORNIA

SEPTEMBER, 1959



SIERRA HIGHWAY PROGRAM—Nearly \$100 million in highway contracts are underway or set to go on mountain highways at the present time, a program designed to get these vital routes in shape for the steadily increasing population load, plus this winter's Olympic Games at Squaw Valley. Major jobs are set on Highways 40, 40A, 50, 49, 99, 20, and 89. Above view shows new road on State Route 89 in Placer County near Cabin Creek, 2 miles south of Donner Creek underpass.

The City by the Golden Gate

San Francisco Has Mostly Building Jobs

PAUL EDGEcombe, JERRY DOWD, DAN MATTESON,
Business Representatives

Work in our great City by the Golden Gate has improved very little in the last month. We have quite a few jobs in progress but the type of construction going is mostly of demolition and commercial building. One knowing the construction industry, knows that this type of construction does

not employ the operators that a fair dirt job would. For the men who are employed, these jobs are steady and generally of long duration. One operator was telling us the other day he's been on the same hoist, on a commercial building, for close to two years now.

Swinerton & Walberg are coming along on their Bank of America Building at 11th & Market Streets. We have three hoistmen and a compressor operator employed on this job. Arnold Simonsen, Al Wild, and Bill Graham are on the hoists; on the compressor we have MacClintock. There has been a slight problem on this job; the contractor had the idea that he didn't have to pay the overtime rate when the men worked through their meal period on these hoists. With the cooperation of the men and a little pressure put to bear in the right places, this situation was rightfully corrected.

The John Hancock Building that Cahill Bros. are constructing on lower California St. is drawing to its completion stage. We have had three men employed on this project for quite

sometime. Two on the outside hoists and one on the inside elevator.

On the Crown Zellerbach building at present we have three operators on the elevators and one compressor man. Henry Granell, John Miller and Cy Pedrick, are all on the elevators with Jack Lathrop manning the compressor. It looks like the elevator operators will be on this job for a while yet, servicing the other crafts with material and transporting personnel. These are really good jobs, brothers, so the men who are employed as such should take care of them.

It seems the elevator constructors would like to move in on our jurisdiction on these elevators so the brothers who are employed on these buildings around town should keep their eyes on the elevators. When they are about to be put into service, let your Business Representative know so he can contact the Superintendent and inform him that the operation of the elevators is the jurisdiction of the Engineers when they are used to hoist material and personnel in the construction of the building.

(Continued on Page 2)

GIANT WATER PROGRAM IS VITAL TO ALL OF CALIFORNIA

By NEWELL J. CARMAN, Local Union Manager

If the \$1,750,000,000 water development program is approved by a vote of the people at the next general election to be held in the month of November, 1960, it will have an economic impact on California Cities and rural areas far exceeding the actual amount spent on the project.

It is estimated that expenditures on the program will average more than 12 per cent annually of the total amount of money expected to be spent annually on all general industrial construction in California.

A county by county breakdown of where the proposed \$1,750,000,000 bond issue will be spent was compiled by Ralph Brody, Deputy Director of the Department of Water Resources and Special Counsel to Governor Brown on water problems. His figures are as follows: Sacramento County, \$22,000,000; Butte County, \$388,000,000; Contra Costa County, \$43,000,000; Alameda County, \$38,000,000; San Joaquin County, \$45,000,000,000; Santa Clara County, \$20,000,000; Stanislaus County, \$47,000,000; Merced County, \$192,000,000; Fresno County, \$53,000,000; Kings County, \$53,000,000; Santa Clara County, \$43,000,000; Kern County, \$184,000,000 in addition to the eight (8) Counties in the Southern California area amounting to \$528,000,000.

In addition to the economical effect on these Counties it is expected that vast new local projects will be built which will provide a shot in the arm to the economics of numerous other Counties.

The bill supporting this bond issue was authored by Senator Hugh Burns (D) of Fresno County and specifically earmarked \$130,000,000 to such local projects. Most of this money is expected to be spent in the Northern Counties and will be in addition to money to be spent in the Counties already listed.

The Governor has pointed out that the figures cover only the State's part in construction of the project. He adds that they do not include many more millions to be spent by the Federal Government and by local areas on construction of reclamation and flood control projects and by local areas on facilities tying in with the State system.

Mr. Brody has estimated that about 4,500 persons will be employed for each \$100,000,000 spent on the project. Between 35 to 40 per cent of the construction dollar spent on water development will go to salaries and wages. For each \$10,000,000 spent in a county nearly \$4,000,000 will go into wages and salaries.

This gigantic program is of keen interest to all the people in California but it will be particularly so to the Operating Engineers in the construction stages which is estimated at a minimum of twelve (12) years.

The California Labor Federation points out that there are defects in the plan which must be corrected. Among these are the enrichment safeguards, rights guaranteeing self-organization and the inclusion of prevailing rates.

It is anticipated that Governor Brown may convene a special session of the California

OFFICIAL NOTICE TO MEMBERS

District meetings scheduled for October, 1959:

- OCTOBER 7 San Francisco, 200 Guerrero
- " 13 Eureka, 9th and E, Labor Temple
- " 14 Redding, Eagles' Hall, 1005 Yuba
- " 15 Marysville, Friendship Hall, 323 E Street

IMPORTANT!! . . . ASSESSMENT No. 10 IN THE AMOUNT OF \$6.00 DUE & PAYABLE ON OR BEFORE OCTOBER 1st, 1959. All members who participate in the Burial Expense and Good Standing Funds should send in an additional \$6.00 for the No. 10 ASSESSMENT, when paying their fourth quarter dues.

PAYMENT OF CURRENT DUES AND ASSESSMENTS IS THE PERSONAL RESPONSIBILITY OF EACH MEMBER!!! The benefits to which your family would be entitled in case of death is entirely dependent on the payment of your Union dues and assessments. A deceased member must have been paid for the month in which he died in order for his beneficiary to be eligible for the death benefit.

IN MEMORIAM

- AUBREY L. KAFTON
Carson City, Nev. July 10, 1959
- GEORGE L. BUHRIG
Lewiston, Calif. July 12, 1959
- R. N. MURDOCH
Oakland, Calif. August 4, 1959
- CALISTO XAVIER
Hayward, Calif. August 5, 1959
- H. E. SCHERER
Pollock Pines, Calif. Aug. 6, 1959
- NICK CHAMBERS
Selma, Calif. August 15, 1959
- LEO L. WILSON
Porterville, Calif. Aug. 15, 1959
- RICHARD F. COCHRANE
Lodi, Calif. August 17, 1959
- JOHN L. BIRMINGHAM
San Francisco, Calif. Aug. 18, '59
- CARL B. GILGER
San Bruno, Calif. Aug. 18, 1959
- J. B. GORDON
Oroville, Calif. Aug. 19, 1959
- DONALD D. KLUMP
Castella, Calif. Aug. 20, 1959
- HARLEY A. LUCKE
Ukiah, Calif. August 23, 1959
- ALBERT CORRIE
Napa, Calif. August 24, 1959
- JAMES A. FUQUA
Lower Lake, Calif. Aug. 26, 1959
- KENNETH K. KEVAN
Sacramento, Calif. Aug. 27, 1959
- BERT REYNOLDS
Richmond, Calif. Aug. 27, 1959
- M. C. FRANCISCO
Ogden, Utah, Aug. 31, 1959
- ELWOOD L. GARRETT
San Francisco, Calif., Aug. 31, '59

SACRAMENTO, Contract awarded to Basalt Rock, Inc., P.O. Box 540 Napa, \$281,837, for critical loc. bank prot. & levee const. on Sacto River, COLUSA, SUTTER & YOLO COUNTIES.

SAN FRANCISCO, Contract awarded to Harrod & Williams, Inc., 290 So. Murphy Ave., Sunnyvale, \$349,933 for const. air cargo bldgs. No. 2 and No. 3 at International Airport.

Legislature to consider these problems.

Honor Roll of Blood Donors

- SAN FRANCISCO
Ernest Preciado
Chas. V. Snyder
- SAN MATEO
Francis P. Drosch
Robert R. Lehto
Carl Warner
- FRESNO
Stuart Moncrief
- STOCKTON
Roy D. Brawley
- OAKLAND
Lester O. Griffith
Jim B. Johnston
Edgar W. Locke

LATE JOB REPORTS

SAN JOSE, Contract awarded to Barnhart Const. Co., 785 Walsh Ave., Santa Clara, \$1,450,281, for const. school facils. on Koozer Rd. betw. Almaden & Seifert Ave. in San Jose.

SAN FRANCISCO, Contract awarded to Christensen & Foster & R. J. Sommers Const. Co. of Santa Rosa, (for an undisclosed amount) for const. of Geysler elec. power generating station, 26 mi. north of Healdsburg in N.E. Sonoma County, PG&E expects to invest. aprx. \$2,000,000 in the project.

SACRAMENTO, Contract was awarded to L. B. Wells Const. Co., P.O. Box 1311, Visalia, \$217,184, for abt. 4.1 mi. gth. be graded & surf. wptmx. surf. on untr. base, 10th Ave. & betw. 0.3 mi. S. of Flint Ave. & Alcorn Branch of Kings River, abt. 2 mi. N. to 6 mi. N. of Hanford, in KINGS COUNTY.

ALMADEN, Contract awarded to Price McNemar Const. Co., P.O. Box 3157, Van Nuys, \$717,475, for FD radar facils. FPS 24-24, Almaden AFS, SANTA CLARA COUNTY.

MT. VIEW, Contract awarded to O.C. Jones & Sons, 1520-4th St., Berkeley, \$244,545, for Phase 1, preliminary site development at Foothill College.

San Mateo -- Hub of the Peninsula

No Big Jobs on Peninsula But Most Members Are Busy

By BILL RANEY and GEORGE BAKER, Business Representatives

It is an "odd ball" year in San Mateo. Although there are really no large jobs going right now in the area, most of the brothers are employed. Other offices of Local No. 3 report large dam and highway jobs where hundreds of engineers are employed for many months at a time. Here in San Mateo we have hundreds of jobs that employ only a few engineers each. A job with 15 skinners on it is considered a fair sized job this year. However, our out of work list is small enough that most of the men are on the bench only a few days between each job. At this writing the only classification we are loaded with are shovel and crane operators.

The E. T. Haas Co. have too many small jobs running in the area to list their locations. This company keeps a large crew working very steady. We were sorry to hear of Bro. McCreath's accident. Best wishes for a full recovery and a speedy return.

Fisk Firenze & McLean also have a number of jobs throughout the area. This is another company that furnishes many jobs for the brothers.

Berger Coastwide have started some new jobs, putting several of the Brothers to work on grading and underground. Brothers Joe Stockton, O'Brien and Ottoneo are pushing the pickups.

Bragato Paving have many paving jobs in the County. They have just completed the paving job at Montara, and the road there is real smooth now.

Wenrich & Associates are doing the underground work in Sharon Heights. The brothers are very busy on this job with another one to move to when this one is completed.

Due to hard money, the decline in the housing industry has had an effect on many of the owner-operators in this area. These people furnish a lot of work for our brothers and we

are hopeful that the housing bill will be granted so that these conditions will improve.

Wunderlich Co. at Crestmoor have six 20's, 4 cats, 2 blades, 2 grade checkers and two mechanics with Bro. Kelly in charge. This job has some time to run yet with a million plus right across the road. The outlook is real good on this job for the winter.

The Healy Granite Breakwater job has been practically shut down for some time now. Our last report from the company tells us they will get started some time now. Our last report from the company tells us they will get started some time after Labor Day. This shut down has been due to the shortage of Class "A" rock. We are hopeful this project will get rolling because it should furnish plenty of work through the winter.

Freeman Paving Co. have been very busy with their grading job in the Eichler Tract, with Bro. Ray Morgan in charge. This has been a tough one, with lots of rock.

Utah Construction Co. job at South City is moving right along. The Brothers there are very happy as this is a ten hour job. Over in the yard this company has completed the work of repairing the two dredges and have shipped both out to the job. In the shop the company picked up some of the brothers that were on the dredge repair so all in all this has been a fine job for this year.

J. O. Archibald Co. have a good job running at 42nd Ave. in San Mateo, with several of the bros. busy here. They are also busy in their shop in Redwood City, painting and putting the equipment in shape. We noticed one rig in particular next to the front fence that sure was a pretty green. (Kinda goes with the name Kelly, huh?)

Piombo Construction Co.'s job at Millbrae is moving dirt at a good clip with Bro. Jim "Sue-aky" Hawkins in charge. This job has been running very smoothly all summer, furnishing many days of work for our worthy brothers.

Buzz Haskins job in Pacifica is really moving the yardage. This project was a very steep one when it was started, however, this has been overcome and the haul roads are really a bee hive of rigs. This is another real good

opening of the Gulick Ave. overpass. Work on his Likelike Highway job in Kaili Valley is going along smoothly and hopes are high for its completion by the end of the year. Bros. Clarence Kapaona, Ralph Martin, "Mala" Tamashiro and David Kapua are giving the hill in back of St. Louis High School in Kaimuki a much needed face lifting in preparing it for a brand new residential sub-division.

A steady flow of new members into the office was started as a result of our brother members talking to their non-union engineer friends and if more members talk to more friends our organizing campaign will be completed sooner than originally anticipated. Keep up the good work and mahalo nui loa.

ation election and negotiation for his construction division have been held up because of unfair labor practice charges, filed by the independent Teamsters against project superintendent, Bro. Roger James, and the Kaiser-Burns Company. The Teamsters tried to organize the truck drivers on the construction site, but getting nowhere with the men, has decided to use "adolescent" action as a means to stall our organizing drive.

On organizing, petitions for union recognition have been filed with Larry Ching's Highway Construction and also with Joe Pao who is the key figure for three development corporations. Negotiations with Kaiser, Territorial Contractor, Highway Construction and Joe Pao should be finished and the contracts signed at the publication of this article. A new dredge agreement covering all dredge work in the Pacific is in the making at this writing. A proposed three year contract with projected wage increases and fringe benefits will be presented to the Hawaii dredgemen for possible changes and ratifications. The eventual signing of a dredge industry agreement will be a milestone in the Operating Engineers' organizing program for Hawaii.

Work on the Barbers Point Capehart project at Iroquois Point is expected to slow down about the end of September but and Bechtel Corporation jobs will take care of our members.

J. M. Tanka's work on the Vineyard thoroughfare is progressing on schedule with the

job of nine hours per day with very little turn over of men. It seems that when the brothers go to work for this company they just stay there.

Bro. Irvin Varwig who started as an owner operator, has branched out to the dirt moving business, with Brother Harold Lundberg as super—At present he has four dozers, three DW 10's and 1 DW 20 as well as a grade setter on the one-half million yard grading project at Pacific Heights. Everyone seems real happy here and Bro. Lundberg says he is going to open up the rock so they can work most of the winter. We say GOOD LUCK TO YOU IRVIN ON YOUR NEW VENTURE.

The many school jobs are really rushing with some of them to be ready for the fall term. Rothschild Raffin & Weirick at the Aragon School, off the Alameda, have many of the brothers working on the project, with still more employed by the sub-contractors such as Blackmore Co., Harry Lee Plumbing, E. T. Taas, etc.

H. Earl Parker has completely finished their work in our area and has moved out. It is our understanding that he has sold his company to SUTTON-WHITE Truck Co., and the Wm. A. Sutton Co., of Sacramento. The sale covers 400 pieces of equipment which includes trucks and compressors. (We noted that some of the local contractors have some of this equipment in their yards, we don't know if this is storage or purchase.)

PROPOSED NEW WORK
Douglas & Woodhouse have three small jobs in Redwood City totaling about \$100,000 in paving.

Cupertino Gravel picked up a curb and gutter job for \$45,000. Oscar Holmes will put in a sewage disposal set up at Half Moon Bay to the tune of \$121,000.

C. Norman Peterson will stretch out the sewers in San Carlos bid being \$276,000.

Weinrich & Associates have an addition to their job back of Stanford at a cool \$41,000.

Bragato Paving Co. got a new street job in Millbrae, \$35,000.

L. C. Smith Co. have a \$73,000 paving project at the airport.

O. C. Jones came up with a \$23,000 street job in So. S. F.

Berger Coastwide acquired the grading for the school site on the Coast for \$269,000.

Pacific Coast Builders were awarded the contract for the Bayside School in San Mateo for \$737,000.

Leonard Simas was low bidder at \$227,000 for a library in San Mateo and the work on the El Portal Del Sol school in Belmont for \$834,000.

Harrod & Williams have the bid for \$350,000 for air cargo buildings at the airport.

Charles Harney was awarded the contract for Paving at the airport to cost \$194,000.

Watkins & Sibbald will plant a lot of plants on the freeway below Redwood City for about \$170,000.

Piombo came up with the contract for a million dollar job on the highway at La Honda.

E. T. Haas has three new jobs totalling \$100,000.

Roy Maddsen Const. Co. will work on the pipelines at Crystal Springs Lake for \$50,000.

"C" DAY

Brothers: The San Mateo "C" Day will be Saturday, Sept. 19, 1959. This is a most worthy cause and started about three years ago and has grown and will continue to grow into a wonderful example of what the combined efforts of Union Labor can do for their community. This is one time that all Engineers can give a really substantial sum without one penny coming out of

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ENGINEERS NEWS

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San Francisco

(Continued from Page 1)

There are a few Superintendents who already know this, but still there are a few who don't! (. . . Maybe we should say they don't want to know!) Once the elevator constructors get a man on these elevators it takes a lot of time and effort getting him off . . . especially under the rules and regulations under which we must operate today. TO AVOID THIS BROTHERS . . . LET'S KEEP OUR EYES OPEN AND SEE THAT WE GET ON THE JOB FIRST.

Cleveland Wrecking Co., Flora Crane Service, Aron Building & Wrecking Co., Bayshore Wreckers and Union Crane Service are all busy doing demolition work around town. When they start to rebuild all that they have torn down in the last few months we'll have plenty of work for our members.

The two track removal jobs of Harney's and Pacific Paving are coming right along. At this writing, Pacific Paving is still working nights but they should be finished the night shift in a few weeks.

At City College, L. C. Dunn is making good progress on their project. John Brady out of Burlingame, California is doing the underground work.

There are a few smaller contractors working throughout the area who are also furnishing employment for many of our members.

George M. Philpott Company has been appointed Murphy-Diesel Distributor for the Central Valley of California. You are well aware of the excellence of Murphy-Diesel Products and also their distributors reputation for service. This number one line of Engineers and Generators coupled with Geo. M. Philpott Company's good reputation should make for a very successful future for both firms. Philpott has employed Local No. 3 men in all their shops for many years in San Francisco, Oakland, Sacramento and Fresno. Murphy Diesel servicing will be from the Sacramento and Fresno Shops. We wish Geo. M. Philpott Company success with this new line which all our Operating Engineers are very familiar with.

CANDLESTICK PARK . . . HOME OF THE GIANTS . . . is fast approaching a hurried close, with the Giants crowding the construction crews out of the Park for the World Series Games. We of Local No. 3 have been very fortunate on this job of Chas. Harney's . . . approximately six-million yards of fill was moved to make a large parking area and excess roads to the area. They've had a 120-B Electrical Shovel which has operated on a one-two-three shift basis, most of the time. As of now, Bro. Ernie Ryde is the day operator and Bill McGuire on the second

ALOHA LAND IS KEEPING FAIRLY BUSY

by HAROLD LEWIS and RUPERT TEVES

Aloah from Hawaii where the east does meet the west. Proof of this is at the Honolulu International airport where plane loads of visitors, businessmen and students arrive from all parts of the world. Added proof can be obtained at our University of Hawaii where the costume dress of various nations are seen daily.

Construction is still going strong with all members working. Our out-of-work list took a sharp dive to ten at this writing but our applicant list is still loaded with men who want to get on union jobs.

Kaiser's dredge "Judah" has gone to work dredging a small boat channel at Kaiser's Koko Head estate. When this is through about the second week of September, the Judah will cut across the Kalaniana'ole Highway and into the Kuapa fishpond where there is an estimated one million yards of muck and coral to be dredged out (there's also an estimate of one million fishes of the mullet variety that may be lost because of dredging and blasting operations.)

Pacific Dredge's "McLeod" is still tied up at the dock, undergoing maintenance repairs while waiting for their next job. There is an estimated six years of dredge work around the island of Oahu alone but no one knows just when it will commence.

Speaking of Kaiser, representative shift. San Francisco was lucky to have this large dirt job within its City limits, which during the peak of operation employed approximately one hundred and twenty (120) Operating Engineers and even now, toward the completion of the job there are still twenty-five (25) employed. Brother Walt Freyback has been the Pusher on this job, throughout the entire operation and he's real busy trying to stay ahead of the ball teams. Even though they expect the Ball-Park to be ready for the series . . . it will not be completely finished. The actual completion date is set approximately at January 1st, 1960. The ball diamond is on solid ground . . . the parking area is fill; graded and with the black top down. This ball park is a real credit to the area and all that is left to say is that we ALL HOPE THE GIANTS STAY UP IN FRONT AND THAT THE WORLD SERIES IS PLAYED HERE . . . OUR "BIG HOPE" IS TO SEE THE GIANTS WIN THE WORLD SERIES !!! If they work as hard at winning . . . as our brothers did at building . . . they've got it cinched!

Autumn Rush Is On in San Jose Area

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

As usual at this time of the year the demand for men increases due to the final push to get the jobs done before the rains set in. A \$130,711 contract for a Bayshore Highway project at Agnew Road was awarded to O. C. Jones of Berkeley. Included in this job is a culvert at Calabasas Creek, a detour and minor changes in the Alviso Road at the intersection. The project is preliminary to construction of a freeway from Charleston Road to the Quadelupe River in San Jose. The culvert project is between Sunnyvale and Santa Clara. It includes a 78 inch storm sewer which the city of Sunnyvale is paying for.

Watkins and Sibbald were awarded a \$169,644 contract for landscaping three interchanges on Bayshore Freeway near Palo Alto. W. H. Ebert Corporation of San Jose were the lucky bidders on a \$32,960 sewer contract off Brookaw Road. Sanco Pipeline Company were the low bidders on a \$35,043 sewer contract on Payne Ave. A. J. Peters are busy on several underground jobs throughout the area, same can be said of Pisano Brothers and all the other underground companies in this vicinity.

Watkins & Sibbald were awarded a \$169,644 contract for landscaping three interchanges on Bayshore Freeway near Palo Alto. The Royal Corporation of San Carlos were the low bidders on one of the largest sewer contracts to be let in this area. The bid went for \$197,564; location of the job will be on Winchester Road and Rincon Ave., near Campbell.

James Engineering Company were awarded a sewer contract in the amount of \$41,179, for the city of Campbell on Parr Ave. and Los Gatos Creek. Mt. View, Sunnyvale & Palo Alto Krzich & Ramos were awarded a \$32,288 sewer contract for the City of Los Altos. Sondgroth Bros. are busy throughout the area. They recently started work on a \$38,091 street job for the city of Mt. View. This same firm are also busy on a \$40,589 street job in Santa Clara.

L. C. Smith of San Mateo were the low bidders on a \$104,849 contract for roads and sidewalks for the Ames Laboratory of Moffett Field. Carl Swenson of San Jose have the contract for the construction of a new \$603,000 building for Ames Research.

North State Builders who completed their 12 floor building a few months ago at Stanford have ordered a Hammerhead all electric Crane from Sweden to be mounted on the top of this building, to handle the construction of other buildings in this location. Ince Bros. are working on their sewer line on Sand Hill Road near the Stanford Campus. Santa Cruz, Salinas & Monterey Fredrickson & Watson are showing good progress on their job in Santa Cruz. This job has kept many of the Brothers busy all summer and should last until the rains shut them down. P & E Construction and M.J.B. also have good sized jobs in the Santa Cruz area.

Kelly Bros. of San Jose are using one of their 50 ton Cranes on a job in Salinas. Bro. Earl Webster is the Operator and Bro. Bert Miller is the Oiler. These Brothers are to be commended for the part they are doing for Safty First. They have painted a large decal on Safety First on the deck of the Crane so that everyone working on the job will be reminded of the necessity for observing all rules regarding safety.

Healy Construction Company

We are happy to report that Bro. Mike Kraynich has joined the San Jose Staff. Bro. Mike is the Dispatcher and is doing a good job keeping the Bros. on the job.

We would like to remind the Bros. paying the 4th quarter's dues, that the 10th Assessment of \$6.00 is due and payable at this time.

will be starting their 1.5 mile road job at Los Laureles Grade. This job is located nine miles east of Carmel. This job will be under the supervision of Bro. Paul Mattos.

A Safe Job Is the Result Of Many People's Efforts

By GLENN L. DOBYNS, Safety Representative

Human experience shows that men become interested in movements in the ratio of the effort which they expend in behalf of them and the thought which they contribute to them. However strongly we may approve another person's idea, we are not likely to particularly bother ourselves to push it along. That is the fellow's job who thought of it. Any successful safety program will, therefore, be the composite result of the thought and effort of many people.

On the 14th of August Bro. Casebolt of Modesto asked me to look over a storm sewer job being constructed in the City of Modesto.

Upon arrival we found that the Representatives of the State Industrial Safety had just shut down that portion of the job due to unsafe conditions.

The Company, Maguire & Hester were placing a seven-foot storm sewer without cribbing. Asked Chappy, the foreman, if he had notified the main office and what did they think about being shut down for unsafe conditions. He informed me that he did not have to call the main office as they could make corrections on the job site. He also stated that he was glad the job had been shut down because in making the correction he no longer had to worry about some one getting injured or killed.

As I see it Maguire & Hester should have a safety training program for their supervision.

The training and constant supervision of employees are most important, and their value cannot be too highly emphasized. But it is equally important to correct all unsafe conditions and methods.

Everyone interested in injury prevention will agree that safety should be part and parcel of every construction operation. A safety program, however, is all too easy to put off unless top management gets it started and sees that it is properly and continuously maintained.

The law requires the employer to provide a safe place of employment, safe equipment, properly guarded, and safe methods of operation. It also requires him to see that these safeguards and safe practices are observed.

It is of course more difficult to organize an effective safety program on construction than in the usual plant where unsafe conditions are usually man-made and subject to control.

As construction operation is usually spread out over a large area, it is more difficult to keep an eye on all employees in that operation. So it is doubly important here that not only the superintendent be convinced of the necessity for safety, but foremen and other key men at various points of operation as well.

A major responsibility of these men, who should be thoroughly competent, is to watch for unsafe practices and correct them on the spot. These men are the most important part of

the injury prevention program.

Their duties include: Supervision of workers; and proper planning of each and every layout or operation; and watching for unsafe practices and conditions; and correcting any unsafe practices or conditions at once. Incidentally, a construction company, like any other company, is more likely to obtain and keep workmen if it makes them feel that the company is interested enough in their welfare to spend time, money, and energy to provide a safe place to work, safe equipment, and training in safe methods.

In considering this undertaking, it is realized that a safety engineer is primarily a coordinator of accident prevention activities and not an individual who knows all the answers to everything. Where firms already employ staff specialists in such areas as methods and time study, it is not reasonable for the safety coordinator to present the fact-finding and analysis assignment to them?

In any event, perhaps it is time for many safety engineers to break out of certain confining wraps, concerning their activities and responsibilities within the organizational framework of their companies, and take a more aggressive interest in methods, particularly as they apply to materials handling. In this connection a review of process charts, lay-outs and individual operational studies, plus a questioning attitude.

SAN MATEO REPORT

(Continued from Page 2)

your regular check. Your check for the four hours on Saturday, Sept. 19, 1959 will be made out to you and the United Crusade. This will be endorsed by you and sent to the United Crusade. Your Employer will contribute 50% of the total given by his Employees. If you should wish your contribution to go to a particular agency of the United Crusade, you may so specify on your check.

Your Business Representative of the Area has been selected by the various Building Trades unions to act as co-chairman of this drive. So lets show them that Operating Engineers in San Mateo are "Good Guys". Inform your employer that you are willing to work on Saturday, Sept. 19 for the benefit of the United Crusade.

"B" DAY DUE AGAIN
OCTOBER 3, 1959

Saturday morning, October 3, 1959 will be "B" Day again. It will be the usual gala morning with sausage and eggs etc., along

STOCKTON IS JUST HOLDING ITS OWN

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

The report from the Stockton-Modesto district is much the same as last month's with the supply of available manpower just keeping up with the demand. This present balance is due largely to the short term jobs which have been let this year, thus enabling these officers in many cases to dispatch those members completing their old jobs to new ones without a long waiting period.

The classifications that are not moving in this area are hoists, compressor and roller men. With the lack of commercial buildings for the hoist men, and with only a few jobs which require compressors, the prospects for work under these classifications is nil. However, we have hopes of placing the roller men before the season is gone.

Projects that are contemplated for this area that will fall into the large type of jobs will be the East Bay Municipal Utility District pipe line that is scheduled to be let for bid next year, and the Corps of Engineers levee protection and rebuilding job which will be let this October. This job will cover approximately 23 miles on the San Joaquin River from San Joaquin City to the confluence of the Tuolumne River in Stanislaus County.

Work is progressing at a fast pace on the Cherry Valley project. Cherry Tunnel Contractors (Guy F. Atkinson) are lining and grouting the power tunnel. Gunther-Shirley-Lane are erecting the powerhouse. Consolidated-Western Steel are making the penstocks.

Oliver De Silva of San Leandro has commenced the reconstruction of Corral Hollow Road from the Tracy Dumps to the Alameda County line, a distance of seven miles. This company was also the low bidder for five miles on this same road in Alameda County, making a twelve miles continuous stretch of road to be rebuilt.

M. J. Ruddy & Son are preparing their road job between Farmington and Escalon for paving. Andrew L. Micek should have the dirt removed by the time this is in print. The Ruddy company have set up the hot plant and crusher on the Stanislaus River, near Oakdale, to supply the materials for the paving of this job.

Lloyd Rodoni, of Saratoga, has four rigs, two cats and two DW 20's, working at Van Buskirk Park south of town. This consists of making a golf course and grading for the new park site which was a gift to the city by the Van Buskirks.

Lee Stephens has kept two shifts of operators busy between his levee job, near the Port of Stockton, and the underpass on Harding Way. Although these jobs are winding up Stephens plans to move the equipment to Jamestown on a school site excavation job and using both shifts.

Al Haworth who is building the oxidation ponds for S. & Q. Construction on Robert Island now has six cats working on the job.

A. Teichert & Son have resumed operations on the rock quarry in Ospital Canyon with a refresher. Make a date for this day through the San Mateo Office or with the Peninsula Memorial Blood Bank, in Millbrae.

"My sincere thanks to the brothers for the many nice cards you sent during my recent hospitalization. ITS NICE TO BE REMEMBERED. MAY

the hope of landing that Corp of Engineers levee job that was mentioned above, although they are using some rock now on their present job on the San Joaquin River.

Claude C. Wood Company, of Lodi, have some road work for Calaveras County near Pardee Dam, and the grading at Caswell State Park, south of Ripon, going on at this time.

R. Goold & Son are starting to work on the trunk sewer line on Sharps Lane. This job was awarded sometime ago but was held up due to the County Fair, as the grounds front on this road, and this construction would have made an extremely bad traffic situation until the fair closed its season.

Stockton Construction Company has started the trunk sewer line job on the west side of town and should keep several of the brothers busy until the heavy rains.

Lord & Bishop were low bidders on the construction of a gantry crane rail and reconstruction of an existing dock to be used for the dismantling and loading of scrapped ships at the Port of Stockton. Their bid was \$78,343 and at this writing there is not any equipment on the job.

A. Teichert & Son have numerous small jobs both in the City and County. The latest being the paving and grading of approximately two miles south of the Mariposa Road in the amount of \$83,300 and street reconstruction at Holiday Park in the amount of \$183,197.

Along with this trend on small jobs as we reported: Stanfield and Moody, of Stockton, were low bidders for improvements of Lincoln Village, Unit 32, for \$58,095.

The job to do more clearing and grubbing in the Calaveras River, which is dry this time of year, will be let this month. Also the Forest Service is calling for bids on approximately three miles of road relocating to be done on Horse Canyon Trail in the El Dorado National Forest.

The weather can change pretty fast at 8,000 feet elevation and Carey Brothers are in high gear trying to get the job finished on Carson Spur, on Highway 88, before it rains.

I. L. Croft & Son Inc. are setting up the hot plant and should be laying plant mix by the time this goes to press on the job at Calaveras Big Trees. They have approximately 4,000 feet to drill and shoot, across the river, before the cats can move in to move the dirt and rock.

PERSONAL NOTES:

Bro. Richard Cochrane, who in Lodi and worked around here many years, was drowned in a boating mishap at Pardee Dam recently. The members and office staff wish to take this means of expressing their sympathies to the Cochrane family.

Bro. Henry Curb has become the proprietor of a store in Galt, specializing in used tools, pipe fittings, et cetra, and would like to see some of the brother engineers interested in the goods at hand.

BLOOD BANK CLUB:

Our thanks again to Bro. Roy D. Brawley for his recent donation to the Operating Engineers Blood Bank Club.

What's Doing in the Oakland Area

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

Another two rather quiet years, jobwise it appears as though the Oakland District is coming back into a fairly prosperous year, considering the following jobs which have already been bid or will be let in the near future. The Alameda tube, approximately \$20,000,000. Bechtel's Fibre-board contract is just starting, \$37,000,000.00. A new chemical plant at Standard Oil in Richmond; we have been informed this job is estimated to cost approximately \$67,000,000.00. The Martinez-Benicia bridge—Yuba Consolidated at \$14,238,485.00. Two sections of MacArthur Blvd. in Oakland at about \$10,000,000.00. The new Post Office at an estimated cost of \$10,000,000.00 and the Briones Dam in Contra Costa County at an estimated cost of \$60,000,000.00 in addition to an expanded subdivision program and numerous street and underground jobs. We have started negotiations with the scrap metal institute, equipment dealers association and Parr-Richmond Terminals and hope for a favorable consumation of these agreements within the near future.

Martin Bros. are going strong on their Tara Hills job at Pinole. They are running two shifts at the present time and have approximately 200,000 yds. to move. They are working three rubber tired rigs, two can and cans, three blades and three dozers. That means about twenty engineers on this job.

O. C. Jones has several jobs going in the area. Their job in Berkeley is finishing up pretty fast also their job at 40th St. in Oakland is coming along fine.

Lee J. Immel has a lot of paving work going on in the area. They are finishing the paving at the Montgomery-Ward building in Richmond. They had all of the parking area around the building. The store is being stocked at present so it shouldn't be too long until opening date.

We were successful in getting the Howard Terminal agreement wrapped up. We got 6½% on wages, also \$2.00 more on the Health & Welfare plan. The new agreement was submitted to our members employed at Howard and they accepted it unanimously.

Work is picking up some at present in the Richmond-Berkeley area. There is a lot of small jobs starting so we will be able to put some of the fellows out for at least a while. Bechtel Corp. is getting started on their \$6,000,000 job at Standard Oil and should reach the peak about thirty days from now. At present they are driving piling and excavating for footings. Blair Excavators are digging footings and Duncanson & Harrelson is driving pile. Bechtel Corp. has two men on this job from the Engineers and we expect to place more in the near future. Duncanson & Harrelson is driving pile on the Richfield job at Point Richmond. This will be a good job when it gets under way.

The Santa Fe railroad job that Piombo Construction Co. is doing is going along good. Bro. Ritchie Piombo is running this job. There are nine operators working at present and when the clearing of Cypress Point is complete there will be a few more men going to work. They plan soon to move their DW 20's on this job. This will be a pretty rough job as there is a lot of rock to be moved. They have their N/W 80 working at Ferry Point for they have approxima-

tely 45,000 yds. of rock to be trucked from there. There is approximately 750,000 cu. yds. of dirt and rock to be moved on this job.

The world's largest fully mechanized mail handling facility, designed to serve Central California and the entire Pacific Ocean area, will be under construction here within a year. That announcement came today from Postmaster General Arthur E. Summerfield in Washington. He reported that contract for the huge plant has been led to the Food Machinery and Chemical Corporation of San Jose. He said the building will be situated on a twelve block site in West Oakland, bounded by Peralta, 7th., and Wood Sts. and the Southern Pacific railroad yards. Cost of the facility could not be determined at this time but earlier estimates placed it at a minimum of \$13,000,000, of which \$3,000,000 was for the site and at least \$10,000,000 for the building. The Postmaster General officially named the Oakland program as "Project Gateway". It will handle all incoming and outgoing mail for the twelve Central California counties in addition to mail for South Pacific islands, India, Australia, Hawaii, Alaska, for all armed forces serving in the Pacific area, and all West Coast mail for Europe via the Polar route. The initial volume to be consolidated in Project Gateway from various other facilities, will be slightly in excess of 2,000,000 pieces of mail each day. By 1970 the daily volume is expected to reach 4,000,000, and by ten years later, will be more than 5,000,000 daily. Project Gateway will be "a revolutionary step forward" declaring it will be used as a working laboratory to evaluate and test new methods of handling mail with electronic equipment. Estimates for a staff were for at least 750 workers. This and the cost of the project cannot be determined until Food Machinery has completed studies and recommended the exact type of building and mechanized devices to be installed. Preliminary studies indicate the building will be two stories, with a total area of more than 500,000 square feet.

By far the greater portion of this, some 370,000 square feet, will be in workroom areas for mail handling. The remainder will be for offices, a lobby and other facilities. A conveyor from the adjoining Southern Pacific railroad yards will bring mail sacks into the building. Plans also call for facilities for servicing mail trucks. The remainder of the twenty acre site will be used for truck operations and for parking. Most of the land has already been placed under option, but Summerfield said condemnation proceedings have been instituted against some 130 parcels. The area is mostly sub-standard housing, with a few junk yards and some commercial buildings. The project will be built by private investors and leased to the Government for a minimum of twenty years. This will keep the property and the new building on city and county tax rolls. Summerfield expressed particular appreciation to Mayor Clifford E. Rishel and officials of the Oakland Chamber of Com-

merce for assistance in locating the site for the project.

Construction of Maloney Reservoir, a new 25 million gallon water distribution reservoir for the East Bay Municipal Utility District in Contra Costa County near Pinole, is now under way. This new water storage basin is being built by Elmer J. Freethy, of El Cerrito, at their bid price of \$553,715.00. It will be an open cut reservoir located 325 ft. above sea level on a knoll to the east of Appian Way, approximately one-half mile south of Pinole. The reservoir is to be covered with a corrugated asbestos cement roofing material, to which coloring is applied to minimize glare and to produce a more pleasing effect. This treatment is the first of its kind to be employed by EBMUD and will be extended to other structures of this nature, if proven satisfactory. When placed in service, it will provide additional quantities of filtered water for the rapidly developing northern service area of EBMUD.

Oliver de Silva, Inc. of San Leandro, grading and paving contractor is doing the grading and paving for Basco, Inc. on tract No. 2038 on Stephenson and Blacow Rds. in Irvington for 311 lots. They will build three bedroom homes on these lots that will sell for \$12,500.00. They have some 50,000 cubic yards of dirt to move for the street excavation. San Leandro Pipe Line of Hayward has the underground installation with Bro. Carl Haley as foreman. Lyle Trentz has the sub-contract to put in the curb, gutters and the sidewalks. Bro. Vince Cowell is foreman on this job with the following Bros. operating the equipment: Greg Granados, Jess Arnett, Owen Autry, George Vierra, Abel Ornellas, Bill Jackson, Earl Moore, Jules Fountain, Harold Braze, Wes Chown, Norman Lundstrum and Walter Pestorese. They also have the contract to widen and grade Stephenson and Blacow Rds. and install two box culverts. They will also widen 2500 ft. of the flood control ditch that borders this housing project and grade out the bottom of this ditch.

Hayward Rock Co., Inc. of Hayward was the successful low bidder for grading, paving and import fill for the new Irvington Washington High School, located on Cooks Rd. in Irvington. This site is some forty acres in area. They moved some 14,000 cubic yards of dirt in the excavation for parking lots, school buildings, football field and other recreation sites. They imported some 58,000 tons of rock for sub-base and fill and put this in place and compacted same.

This job is under the Supervision of Brother "Red" Russell who is the foreman. Other Bros. on this job are: George Dupree, Ed Estrada, Walt Masterson, Manny Simas, S. J. Barnes, Alvin Delaney, Tony Massey, Victor Miley, Wilford Mayes and Richard Hull.

Lido Faire sub-division in Newark is being started by Be-

Retro Checks

Any of the members who have Retro-pay coming from the Piombo-M. & K.-Connolly-Pacific Company may pick up your check at the Oakland Office . . .

New Procedure For New Members Helps Unionism

In the past months another stride has been taken that will help the new members to better understand the aims, objectives and rules of organized Labor as a whole and Local No. 3 in particular.

The Oakland Grievance Committee consisting of Bros. Casey, Gibeson, Byars, Romitti and Petersen along with the help of Bro. Barr came up with the following: On the third Thursday of each month, all the new members from the Oakland District that have been accepted at the last regular meeting of the Executive Board are requested to appear before the Grievance committee at the Oakland office for initiation into Local No. 3.

The obligation is presented by Executive Board member Casey and repeated by the group, who then acknowledge their acceptance. The Senior District representative then gives a summary of the history of Local No. 3, followed by an explanation of the current benefits we all receive as members of this organization.

The working rules and hiring procedures are explained, as well as the contracts under which the individual is working after which a question and answer period is held. We've just completed our second ritual session and believe our efforts will be rewarded in instilling Unionism so that our new members will have pride in his local and organized Labor in general. Also when they are at work they will respect the working conditions and wages of the contract under which they are working. We, the Oakland Grievance Committee sincerely hope that the above outlined procedures will soon be in effect in every district of Local No. 3.

vilacqua Bros. with an ultimate goal of three thousand homes to sell in then neighborhood of \$14,000.00 Active Construction Co. is doing the dirt, concrete and road work, with approximately eighty thousand yards of dirt to be moved. Underground is being done by Martin & Dias. Active Construction Co. has three DW 10's, one D-80 caryall, three D-8's, two blades and three water wagons. Bros. Cal Shoopman, Lawrence Carter and E. Braker on the DW 10's; Bros. H. Holl and O. Windham on the blades; and Bros. C. W. Horman, D. Hodge, C. Rooney and V. Vargas on the D-8's. Paul Stauffer is foreman on the job, with the engineering being done by W. E. Dutra.

Construction work in the downtown area is much the same as of the last report, numerous small jobs with one or two of our Bros. employed on each project. The Kaiser Center has kept the same men going and is rapidly becoming a landmark in the Bay area. Johnny McKee, the Supt. is to be commended for his relation with our organization. It is a real pleasure to work with him.

Fredrickson, Watson & Ransome are about to wind up the major portion of the dirt work on their million dollar Mountain Blvd. job in Oakland. The structures and retaining walls and finish work should keep some of

the boys going until December, the completion date.

The house wreckers are still busy getting the new MacArthur freeway free of obstacles. Sherman Crane Co., Campanella, K. T. K. Wrecking and Kiss Crane all have a part of this project.

The scrap industry in general and Todd's shipyard in particular received a much needed "shot in the arm" in the form of the Battleship Maryland. It is estimated that a year and a half will be required to complete the job of scrapping this ship. We would advise all Navy men and old vets to stay away—it won't be a pretty site to see. The shipyards are quiet now because of the strike. But we hope for some activity when the yards resume operations.

The airport job is much the same as of last report. Basalt Rock Co. got started with their barging of the crushed rock but are down again pending an OK by the Port of Oakland.

We have spent considerable time with the gentlemen from the Motor Vehicle Division guiding him to the jobs and introducing him to the supervision in order that our rubber tire men may avail themselves of the opportunity of obtaining a certificate that will make the transfer of this type of equipment over the road legal so far as the Vehicle Dept. is concerned. The last issue of your newspaper should acquaint all of you with the facts. If any of the Bros. are in on a small job—contact the Oakland office and we will make every effort to contact you so that you may take the test, both driving and written.

The Associated Dredge has moved in with a "sucker" to build the small boat harbor at the foot of 1st. Ave. in San Leandro. This job will provide a few months work for the following men: Iner Nealson, Harry Hanson, Gus Osterman, Jim Kolasar, Oran Center, Lenord Ronning, Ed Nelson, Stan Salonias, Hurb Sawyer, Jimmy Peterson, Ed Story, Enos Morrey and Les Fowler.

The bids will have been opened by the time this goes to press on the new Vehicular subway tube to be constructed under the Oakland Estuary. The estimated cost is twenty million dollars. The time on this project is approximately 750 days.

Fluor Maintenance has started its shutdown at Avon. This job will run for three and one-half months, six days per week. At the peak of the job we hope to have around thirty engineers employed. Bro. "Red" Ivy will be the Foreman on this project. There will be three separate shutdowns. The cracker unit will be the first unit to be shutdown for major overhaul.

Bechtel Corporation at Fibre-board in Antioch has the \$37 million addition to the paper mill. This job is just getting underway, the ground work has started and at the present time we have two Brothers working. This job should be well underway by October 1st. and will run until June of 1960. Herrick Iron Works and C. C. Moore have all the steel erection. At the peak of this job there should be

(Continued on Page 11)

North Bay Area Stays in High Gear

By H. O. FOSS, F. A. LAWRENCE, L. C. SOLARI, A. S. SMITH, Business Representatives
Activity in North Bay Area still humming—brothers are working full swing—good weather still with us.

Brothers: We do hope that you registered for the coming elections as the deadline for registering, if you moved, was September 9th.

Brother Foss, who attended as a delegate to the Calif. Federation Convention in San Diego last month reported that attention was focused mainly on anti-labor legislation in Congress which threatens to undermine legitimate trade union activities.

Activity in Vallejo-Napa areas: Brothers Smith and Solari report there are a lot of small jobs going on in Napa and Solano Counties by various contractors.

Darkenwald & Vinson was the low bidder on the next section of the Solano irrigation program, which will take off from the end of the Del Beebe job near Dixon. This job is all pipe-work.

The Del Beebe job has quite a number of Engineers working, scattered from Hell to Breakfast. Eukes everywhere you look. They had a time making up their minds whether to work one or two shifts, finally have settled for one.

Gordon H. Ball on Highway 90 at Winters, is hauling select material from Putah Creek in both directions—North and South.

A. Teichert & Son have just about finished their excavation on the Wheery Housing at Travis A.F.B. with considerable sub-grade, and select paving to do.

Parish & Harms finally got their pencil sharp enough to out-bid this sharp bidding that has been going on lately—snagging a small job on which they hope to make enough to put a few beans in the pot, and keep a small amount of Engineers working.

Stockton Construction has a sewer job running from Vacaville to Elmira, with a lot of deep cuts involved, but have not run into to bad ground, as yet. They have quite a bit of pipe in the ground at present, but have yet a long way to go—in fact, they'll probably eat Christmas dinner on this job. The same goes for Osborne Construction, who has the disposal plant at Elmira. They have the excavation done for the plant, but only have begun on the concrete foundations and such.

Urricelqui Construction have approximately 10 Engineers working on a subdivision at Country Club Crest, with Brother Cooley as ramrd.

Our sympathy goes to the J. Fuqua family. Bro. Fuqua was killed at Basalt Rock when a water truck ran over him. Our sympathy also goes to Frank L. Pooler's family; Brother Pooler passed away September 5th.

We are glad to report that Brother Frank McElwain is back on the job. He stopped to get his pay check cashed and was beaten and robbed. Let this be a warning to all the Brothers to be careful where you cash your check.

As this goes to press, Bro. Jerry Dorothy will be released from the Hospital after a 35 day stay. It will be a long time before he'll be able to return to work, but glad to hear he is improving. We hope he'll be back with us in the near future. Blood donors for Bro. Dorothy were: Charles Snyder, Jim Barnes, Ted Mertz, Roy Glenisky and James Scaringe. We do thank these brothers, and more is needed as Bro. Dorothy used 29 units of blood.

Bro. Albert Corrie passed away August 23rd. Our deepest

sympathy to his family.

Best wishes to the following on sick list: Bro. Gordon Lovely, mechanic for Chas. Hover who had a car accident one block from his home. The strange thing about this accident, Bro. Lovely tells us that his car collided with one who also lived one block from his home. Ralph McNear, confined at Hillcrest Hospital in Petaluma—accident with his motorcycle way home from work on Friday, August 28th, also one block from home! Best wishes also go to Bro. John Fuller, who we learn was hospitalized at Marin General on September 8th!

Work here in Marin County is progressing nicely, with most of the Bros. still busy. However, as we reported in last month's issue, the highway work halt threatens about five Marin projects, which amounts to about \$2,580,000 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.

Workmen's Compensation: The labor code has been amended with regard to death benefits under the Workmen's Compensation Laws. In addition to the former time limitations set forth in the section with regard to making claims for death benefits, the further provision makes it possible to make a claim for death benefits one year from the date of death where the date of death is more than one year after the date of injury and compensation benefits have been furnished.

Maximum benefits for temporary disability due to job injuries are now \$65 per week under the State Workmen's Compensation Law. Unemployment insurance benefits were boosted to \$55 a week and unemployment disability insurance benefits, for those disabled through non-occupation causes, were advanced to \$65 a week.

Syar & Harms are progressing nicely at the Golf Course job in Glenwood subdivision so reports their super Bro. Jack Bean. J. O. Archabold from Redwood City moved in some equipment on this job manned by Bros. Henry Meyer and Bill Thomas, Dozer Operators.

Piombo Construction at Terra Linda Valley, in process of building house pads for Eichler Homes doing nicely. Bro. Clarence Yturriaga is foreman on this project.

Brothers: If you have not as yet purchased your COPE (Committee on Political Education) ticket, it's not too late. Your \$1 contribution helps to elect a better congress. We have them for sale in our office.

The 4th quarter decals for your "tin" hats are also in—Please be sure and ask for yours when paying 4th quarter dues.

The No. 10 assessment (Good Standing & Burial Fund) \$6.00 is due with the 4th quarter dues. When remitting dues by mail, be sure to include this extra \$6.00 with your 4th qtr. dues.

Reminder: San Rafael and Vallejo offices are open Tuesday evenings until 7:00 p.m. for your convenience!

The printed booklets (Master Agreements between AGC and our Union) for three year period are also available. Ask for your copy when coming in to our office. As you know, the wages are retroactive to July 1, 1959. Have you received your back pay? If not, contact your union office in the district.

Perhaps this is a bit early to be mentioning that we do have the 1960 year buttons available. There may be some of you brothers who may be interested in displaying yours in advance.

This about closes up the report from this end for this month. We do hope the coming month will still look favorable as far as weather conditions are concerned, as work in the area is just about at its peak at this writing.

ROSA-UKIAH JOBS SLOW; GOT LICENSE?

by R. F. SWANSON

The district meeting which was held September 3 in Ukiah was very informative but the turnout was nothing to brag about. Brothers, we did have a Quorum to make it a legal meeting but it was certainly a disappointment to see so few of the bros. present. A special "Thank-You" to those of you who were in attendance.

NEW LICENSE REGULATION

In as much as legislation was passed in Sacramento which provided that when special highway equipment such as DW 20, DW 21, 14-A Blades, etc. are operated on the highway, the operator must have an endorsement on his regular drivers license from the Department of Motor Vehicles permitting him to operate the Special Highway Equipment. To make it easy for the bros. who operate this special equipment to obtain this endorsement, the motor Vehicle Department has sent special representatives to the various areas. I have been with the representative of this area on various jobs and his procedure is to give a short written test, observe the operator on the job, and then issue a
(Continued on Page 11)



FIRE SEASON is still on in the north-state timber country, and Engineers are often key men when fires occur. This view shows firefighters after a job "well done" near Willits.

Six Northern Counties Work Load Holding Up

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

J. C. Compton Const. out of McMinnville, Oregon, has completed his 19 miles resurfacing job down the Klamath River and recently subbed his job in Susanville to the Smith-Wehner Co. Paul Manafee, Supt. for Baldwin, has started his second shift on the Green Horn Dam job out of Yreka with approximately 45 brothers employed. Wright Bros. have moved in on their job out of Etna with approximately 4 miles of road to be completed before winter sets in. Humboldt Const. are winding up their operations on their Cecilville job out of Callahan.

WORK ON HIWAY 99

Wunderlic Const. claims that their job will be completed by the end of the season. Ray Ladd, Supt. for Gibbons & Reed, is making excellent progress on his job, also on 99N at Castella. The work on the Trinity Dam River project is holding up with approximately 900 men on the entire project. Additional work on the Trinity River project recently started by Floyd Grubb Const. out of Salem, Oregon, is in full swing and they have a total of 500 working days to complete this Bureau of Reclamation road job. The job at present is on a single shift and working 5-10's. Ray Kizer is winding up his road job between Trinity Center and Minersville. The clearing operation for the Trinity Dam Reservoir is still in full swing with approximately 200 Pioneer men. R. W. Byers was recently awarded a contract in amount of \$511,000 for a section of clearing back of the Trinity Dam. He will clear the east fork of the Trinity River and relocate the Trinity Center Airport. He will also tear down the entire town of Trinity Center which is an historical landmark and an old stage stop located in the heart of the Trinity Alps. Hunters and fishermen know this area well as some of the best fishing and hunting grounds in the entire state. It is interesting to recall that approximately 60 years ago the stage run from Redding to Trinity Center took from 3 days to a week depending on weather and road conditions whereas today thanks in great part to the members of the Operating Engineers, the same trip can be made in about an hour and a half. Anyone visiting the town of Trinity Center today is caught up in the atmosphere of the early days of the west as the town itself and the surrounding area exists today as it was built a hundred years ago.

The Scott Ranch, another landmark in this area, will also eventually be covered by water but the Scott family, instead of retiring, plan to establish a new town south of the present location of Trinity Center. The relocation of the town does not extend only to the living. The Bureau of Reclamation is removing the entire cemetery which is as old as the town itself. It has been rather a slow process since many of the families and surviving relatives of those buried in the cemetery have moved away from the area and the Bureau is having a difficult time locating them.

Brothers, we would like to take time out to think about our new By-laws that are now in the making. Your By-laws committee meets once a month for two days in San Francisco for the purpose of writing the by-laws for Local No. 3 so if you have any ideas on anything that you would like presented at these meetings, please do not hesitate to make a note of them and submit it to your By-laws

Committeeman. In the Redding District Cliff Martin is the committeeman for the construction and Ed Wright for the tunnel men. Remember, we cannot incorporate your ideas unless you bring them forth. This is the kind of news that we do not like to report. It concerns the recent death of two members of Local No. 3. Brother Kenneth Keven, 31 years of age, was killed instantly while operating a DW-20 for Guy F. Atkinson on the Trinity Dam River project. He is survived by his wife and mother. Brother Donald Klumpe, 34 years of age, was killed while working on the Wunderlich job at Dunsuir when a D-9 turned over on him. Bro. Klumpe has worked in this area for the past two years and was well known by the boys on the Wunderlich and Gibbons & Reed jobs. He leaves his wife and six small children. It is generally supposed that this kind of accident occurs on a steep grade but as you can see from the photograph, in this case Bro. Klumpe was working on a section which was approximately an 8% grade. Therefore, please take every precaution while engaged in your work as we all certainly want to avoid this, or any other kind of accident. Keep alert and keep alive. In line with this, if there are any safety hazards on your job, please make it a point to contact this office or the safety man on the job and we will see that immediate action is taken to make the equipment or the working conditions safe. Reporting a hazard may save your life. The members of the Redding District have asked that we offer their deepest sympathy to the families of both Brother Keven and Brother Klumpe.

This office would like to thank the members for their promptness in reporting shortage of wages. In the past two months we have collected close to \$8,000 for the brothers in this district. If there is any shortage in your wages, please do not delay reporting it to this office. The Grievance Committee meets each Thursday evening between 7:30 and 9:00 p.m. Your Grievance Committee from the Redding District are Brothers Barney Word, Chairman, Wayne Coleman, W. O. Franz, Joe Ames and Jim Jennings, Secretary. The Redding Office is open Thursday nights between 7:00 and 9:00 p.m. for your convenience.



DEATH STRUCK HERE—This is not a bad grade, only about eight per cent, but Bro. Donald Klumpe was killed here when a D9 turned over on him on the Wunderlich job at Dunsuir. It is another reminder of the constant need for safety precaution.

THE MARYSVILLE BOOM JUST ISN'T

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

REPORT OF NEW STARTS:

Despite some new starts the out-of-work list in this area still carries too many, far too many, of the brothers' names. It just seems that we can't get it down. We send out six men and seven re-register. One of the reasons seems to be that companies are bringing in far more of their crews than in the past or it may be that because of the work situation some of the crews are sticking closer to the companies.

Ball and Simpson is one of the companies that well illustrates this point. Before starting this last month they came into the office and left us a list of employees in our craft who were already employed and who they were bringing in. So far most of them have showed up and as they are in compliance with the Hiring Hall Rules they have been sent on to the job. We, of course, have been able to put some local men to work.

At the pre-job conference we were informed that considerable of the grading between the two tunnels would have to be done before the tunnels can be started. This according to the company will be some time next December. Ball and Simpson are overall sponsors of the job, however, Gates and Fox will direct the work on the tunnels. Dumpsters and Eimco muckers will be used. The company claims they have a chemical scrubber that will keep the air clear. The suction method will be used for ventilation.

WORK PENDING

Isbell Construction Co. of Reno was low on the Frenchman Dam in Plumas County at \$1,809,109. The job has been awarded and the company has informed us that before they start there will be a pre-job conference. Until that time there isn't much else to tell.

Bids will be opened October 14th in Sacramento on the bridge across the West Branch of the Feather River that will be the connecting length of the relocated highway and Western Pacific Railroad around the proposed Oroville Dam. Allocated by the legislature was \$11,800,000 for this purpose and the general consensus of opinion is that the bridge will go for around \$10,000,000.

The bridge will have two decks, with the highway using the upper deck and the railroad the lower, 56 feet wide, the highway portion will be 2,731 feet long, the railroad portion 1,875 feet long and it will use 470 feet above the streambed. Two years is estimated as the length of time to complete.

A WORD OF ADVICE

Bro. Van Winkle says that his father used to say that the only advice that you had to take is that which you pay for. So we'll offer this for free and leave it up to you whether or not you take it as we've been wrong so many times this year, but due to the lateness of the season our best advice "is don't turn down any reasonable offer of work."

Also we would advise that if you haven't received your retroactive pay for any construction work performed since July first that you let us know just as soon as possible. As far as we know most of it has been paid and the new rates put into effect, however, it is just possible, especially where men have been laid-off that some companies haven't paid up. The sooner we know, the easier and quicker we will be able to take care of the matter.

INDUSTRIAL REPORT

Gladding, McBean & Company

Saturday, August 22nd, over twelve hundred members, their families and friends attended the Lincoln Industrial Council annual picnic in the McBean Memorial Park, Lincoln. This an-

nual affair is fast becoming one of the most outstanding events in the Lincoln area.

The picnic is proving of great benefit in building a sense of community and fraternal feeling among the members employed in the Gladding, McBean and Company plant. It is also proving very helpful in spreading the good news about the beneficial work, both for the membership and the community that is being done by the Council, of which Local 3 is one half of the membership.

The usual picnic events were featured such as games, refreshments and children's events and was in the words of those who attended "a grand success". Much of the success of the picnic and the thanks go to the fine Entertainment Committee which was headed up by Brother Ray Dutra of the Maintenance Department and a Grievance Committee and Joint Board member.

MEETING NOTICE: The Joint Board of the Lincoln Industrial Council will meet Tuesday, October 6, 1959 at 4:15 p.m. in the Lincoln Industrial Council Offices, Lincoln.

The General Membership meeting will be held Tuesday, October 13, 1959 in the City Hall, Lincoln. The meeting will convene at 2:30 p.m. for the Swing Shift members and at 4:15 p.m. for all others.

Rock, Sand, Gravel and Ready Mixed Concrete

What we consider a good agreement was arrived at between our Negotiating Committee and the Rock, Sand and Gravel Association. This agreement which is for a two year period provides for a 7½ percent raise effective July 16th and a 7 percent increase based on the 1958-59 rate effective July 16, 1960. Also provided is a much better vacation clause.

As soon as they are prepared, which should be soon, similar agreements will be submitted to the independent operators and also copies will be available to the membership. As rapidly as we can get around we will get them signed and let you know about putting the new rates into effect and the back pay. **NEXT MEETING:** The next meeting of the above group will be held Friday, September 25, at 8:00 p.m. in the Laborers' Hall, 1245 Lincoln Street, Oroville.

PETERSON TRACTOR: At this writing negotiations are in progress for the next years contract, although we have no positive information to pass along to you we do hope that by the time you read this that an acceptable negotiated offer has been received that can be passed on to the membership. When we receive the word, will pass it along and call a meeting.

MEETING NOTICE: Subject to call.

NEW YORK MACHINE SHOP

Meetings on a new agreement have been held with the management and everything we think has been settled satisfactorily except for the wage scales which, as they depend to some extent on the Peterson Tractor settlement, has held matters up. As soon as we have anything to report which we hope is soon you can depend upon us calling a meeting and letting you know.

SPECIAL MEETING NOTICES:

QUARTERLY DISTRICT MEETING: This very important meeting for all members regardless where they are working (or if they are working) will be held Thursday, October 15, 1959 at 8:00 p.m. in the Alcupalco Dance Hall (formerly Friendship Hall) 323 E Street, Marysville.

Remember we hear a lot about democracy in trade union affairs and the Congress of the United States says we must have democracy, but neither the officers or representatives or the Congress of the United States can assure democracy in your Union, only you by your attendance at the meetings and your active participation in its affairs can assure a democratic union.

GRIEVANCE COMMITTEE MEETING:

Every Thursday evening your Grievance Committee meets at 7:00 p.m. in the Engineers' Hall, 1010 "Eye" St., Marysville for the purpose of hearing your beefs either against the employer, the Union, its representatives or employees or your brother members. Here is one place you are assured of a hearing.

MEETING NOTICE: Subject Gold Dredging Companies

When you dredge gold you work on a twenty-four hour, seven day week basis with six days a week being guaranteed. On each dredge there is a winchman and three oilers each shift and on the day shift there are the shoremens, repair crew and clean-up crew. Everyone knows his job and not much happens out of the ordinary unless there is a breakdown, an accident or the boss punches someone in the nose or vice-versa.

Which is just a way of saying that not much has been reported, to us, out of the ordinary and as far as we know or can find out everything is going along smoothly. Now if you disagree with this let us know as we'll be happy to hear it as in that way we'll, at least, know that you are reading this column.

NOTICE OF NEXT MEETINGS

Yuba Consolidated Gold Fields: Meets Monday, September 28, 1959 in the Engineers' Hall, 1010 "Eye" Street, Marysville, at the following times:

10:00 a.m. for those who can't attend at night.

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

Natomas Company: Membership meetings will be held Monday, October 5, 1959 in the Veteran's Hall, Folsom, at the following times:

10:30 a.m. for those unable to attend at night.

3:30 p.m. for all others.

Concrete Pipe Companies

The plants have been rocking along about the same as they have the past few months, however, in the installation a disquieting trend has been noticed on the part of some of the smaller cities. That is to advertise jobs for bids and then reject the bids and threaten to do the job force account.

In at least one case the reason given was that the bids were too high, however, in this case the engineer's estimate was approximately the cost of the pipe. If this trend grows it is going to affect our members who usually depend on this type of work for a livelihood and probably cost the taxpayers more money as we have never seen maintenance crews beat construction men's costs in this type of work even

though their wages are usually a way low. We are taking every step possible to stop this prac-

tice.

NEXT MEETING NOTICE: Meeting will be held Monday, October 12, 1959 at 7:30 p.m. in the Teamsters' Hall, 818 Wall Street, Chico.

THE SOUNDING OF AN ALARM

By C. R. VAN WINKLE, Business Representative

Brothers:

I was privileged in being sent by Brother Newel J. Carman with Brother H. T. Peterson to Washington, D.C. during the first two weeks of August. The reason we were sent there was to contact our Congressmen from our Union's territorial jurisdiction and attempt to have them vote against a vicious and punitive labor bill, pending in Congress, the Landrum-Griffin Bill.

We lost the battle, the vote being 229 to 201 and the bill was sent to conference with the Senate, the Senate having previously passed a different version than the House. When this reaches you in all probability the decision will have been made and your Union will be saddled with more burdensome rules, more red tape and more restrictions, all of which will make it more difficult for your Union to service its membership properly and probably make it more expensive to operate.

Now I'm not writing this to tell you that I had the pleasure of being sent to Washington, D. C. in August, because Washington is not pleasant in August, or to tell you what happened because you probably read that in the newspapers, or at least a distorted version of it, but to bring to your attention something else that I found out, which concerns me deeply and which should concern you. While in several of the Congressmen's offices they showed me letters that they were receiving from individuals from their home districts. I was amazed to find that the number in favor of restrictive and punitive labor legislation far outnumbered those favoring a sober, cool and sympathetic approach to the problem, and the problem is admitted by practically all responsible labor leaders.

This indicated, to me at least, that our enemies and our opposition were able, and did, put on a far better and more effective campaign that we could, or did. This in spite of the fact that we far outnumber them in numbers and have the know-how and ability to match and to beat them at that game.

Now most of the Congressmen that told me of this campaign and showed me these letters are our friends and they are worried and concerned. If in the final show down they should cast a vote that may be considered against us we can blame this pressure, pressure that despite the urging and prompting of the leadership, we at the local level did make an adequate effort to offset.

This has convinced me of one thing, if nothing else, that our rank and file members are going to have to become more active, not only in their Union's affairs, but politically. They are going to have to not only be willing, but they are going to have to perform. They are going to have to start writing their U. S. Senators and Congressmen and their State Legislators and tell them emphatically that they don't want their Union destroyed or its activities curtailed to the point where it is ineffective. And this is going to have to be in their own handwriting, and express their own individual thinking because the time when a secretary or a business agent could write such letters and greatly influence the thinking is past (incidentally this is also true of Chambers of Commerce, etc), because Senators, Congressmen and State Legislators are giving greater and greater weight to

the opinions of individuals rather than organizations.

Also the individual member is going to have to become willing to voluntarily donate to the political activities of unions because unions, if the present trend continues, are going to be more and more restricted in the use of dues money for any political or legislative influencing activity.

In this regard in the Marysville Office and with each Business Representative are COPE (Committee on Political Education, the political arm of the AFL-CIO) donation books. A donation will only cost you a buck (we'll take more, of course) and half goes to the National Organization and half goes to the State COPE. Send or bring your donation in or call it to the attention of your Business Representative, in case he forgets.

Remember we have 201 friends to send back to the House, including only 17 Republicans, and 229 enemies, including 95 Democrats, to retire if possible from Congress next year. In the State of California every Democrat was 100% but only one Republican, John Baldwin from the Sixth District, Contra Costa County, had the intestinal fortitude to stand up against the reactionary pressure brought to bear.

Remember also that this is not a one year job. It is going to be a continuing never ending battle until the day comes when the idea of collective bargaining is enthusiastically accepted by all employers. I'm afraid when that occurs it will be the beginning of the Millennium and I honestly don't think any of us will be here at that time.

You probably think, if you have bothered to read this far, that, perhaps, I'm too pessimistic, that I have ran off at the pen, so to speak, in sounding my alarm and that the situation isn't as bad as I say. I hope you're right, but I honestly don't think so or I wouldn't have taken the time to prepare this.

I have had 43 years active participation in the Trade Union Movement, the larger portion as a rank and file member, and I cannot honestly say that I have ever seen the time when the dangers were greater for the Labor Movement.

Before I close I want to leave one thought with you. You may think your Union is wanting and lacking and can be improved in many ways and with this I wouldn't argue, but I can tell you this if our enemies have their way you'll live to see the day when today's situation will seem like a paradise against what they have in store for you.

In closing let me also say that I have only spoke on one subject, Labor Legislation, but there are many other things at stake. For instance, to mention but a few, social security, minimum wages, unemployment insurance, disability insurance, better schools, better housing, an equitable tax system, etc., as well as the benefits gained by your Union in collective bargaining.

SACRAMENTO STAYS IN HIGH GEAR

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

In the Sacramento area the members have been keeping busy. There were 537 men cleared during the month of August. The work is good and more jobs to be let.

Madonna Construction Co. was awarded a \$4,737,000 contract of a seven-mile freeway on Highway No. 40, location, Mone Vista.

Another contract is coming up September 8th at Camino on Highway No. 50.

In our last two issues of the paper, we reported on our picket line in Squaw Valley. The Squaw Valley Development Co. has bowed their neck and has not tried to negotiate with us in any way, shape or form, so our picket line is still walking back and forth. Until the Squaw Valley Development Co. offers the working man a fair wage and fair conditions, the picket line will remain.

Bro. Harry Peterson suffered heart attack while working for Associated Dredge. We all wish you a speedy recovery, Harry.

Bro. Bert Reynolds, working for J. A. Pomeroy at Tahoe Keys, Tahoe Valley, was electrocuted at work.

Bro. Warren Klein was killed when a dozer rolled over on him in the Tahoe area.

Bros., sickness cannot be helped — but accidents and deaths can be prevented. Be careful and be safe. STOP—think and act, for this may be your life.

Bros., our Blood Bank is low. We need blood and need it badly. Here is the address and phone number of the Blood Bank—call and make reservations and tell them you are donating your blood to the Operating Engineers Local No. 3. Blood Bank, 3230 J St., Sacramento, California. Phone GI 1-1296.

Elmer Wendt Construction Company of Rio Vista was low bidder of \$261,624.00 for bank protection and levee construction at critical locations in Sacramento and Yolo Countys. Basalt Rock Inc. of Napa was low bidder on placing quarry rock on Sacramento River in Sutter and Yolo Counties. This job went for \$281,837.

McGillivray Construction have \$48,233 putting in an airplane parking area at Sacramento Municipal Airport.

A. Teichert & Son are over half through on their deep water channel job, and they are going strong on their Davis Freeway job. Their subdivision jobs are all over town.

Granite Const. have all of their rigs running mostly on streets and underground work.

Lockbridge Construction has about half of the concrete in on the Barge Channel and most of the work done on the bridge.

Luhr Bros. are working their 4500—10 hrs. per day trying to get their job done before the rains start. They have about 45 days left.

McCammon and Wunderlich have six or seven rigs shaping up the levee that Pacific Dredge pumped in. Pacific Dredge has moved in to the turning basin and this is going to be a hard go on the leveehands because they only have two and three foot fills.

Hydraulic Dredge Company have a small crew working now and they think they will have the dredge in by the 15th of September. This will be another good dredging job. It should be about two years work.

Gordon Ball have most of the b-grade in on their job at Winters. They should start paving before long. They have about the same crew at McClellan Field. They moved the paving crew to Nevada but should be

for the company and 100% Union members.

Swinterton and Walberg has completed the water system. This was a good job for the Brothers and a good outfit to deal with.

A. E. C. keeps a small crew busy in and out of Aerojet doing crane work.

Pacific Iron completed the framework on the new Manufacturing Building and moved on to other jobs.

Dalzell lost their contract to do the drayage work to Western Freight Handlers. We have a couple of top engineers doing the forklift work.

Teicherts crew are doing shoulder repair on all major streets in Aerojet and rebuilding sections of the roads near the test stands.

SACRAMENTO AREA

All of the rock plants are going good hours. P. C. A. at Fair Oaks still are on two shifts.

Brighton at Perkins is doing the same. Teicherts Perkins plant goes the same steady pace as does Fair Oaks Gravel and Haggin Sand. We recently negotiated and signed the new Rock, Sand and Gravel Agreement giving the Brothers a substantial raise along with fringe benefits.

The Ready Mix plants are fully manned by able Brother engineers and working long hours to supply concrete for commercial and subdivision uses.

And again we find Teichert as the top producer with plants at Perkins, Elvas Ave., Mississippi Bar and West Sacramento, followed close by P. C. A. with Sacramento Ready Mix and Granite next in line. These Brothers give you full measure for anything you need.

All of the local contractors are keeping their crews busy and this is really the peak of the season, Lentz Construction is working overtime to keep on schedule with their commitments; this company has run good clean jobs with thanks to the Brothers behind the controls; Erickson Construction Company are bidding on everything and showing strength with the rest of the competition. They keep the Brothers happy with a little overtime and good union conditions.

Granite Construction Co. keep a shop crew of top mechanics doing grade "A" work; this company hasn't been too successful on the big jobs this season, but has plenty of small jobs throughout this district.

Brighton Sand & Gravel are getting a big share of the work and have crews doing all types of construction with subdivisions comprising the bulk of it.

McGillivray started the 14th Avenue Crusher again after recently getting some more work. Their hot plant and crusher at Mather runs intermittently.

The long boom operators have had a slow season. The Sacramento Valley Crane Service keep the largest crew with six to ten rigs on the go.

Reliable Crane have their regular customers to service with a few heavy lifts thrown in extra.

Western Concrete Pipe and United Pipe have a happy crew now, since the recent raise and are looking forward to a good years work.

Delta Pre-Stress is back in high gear now since the return of Hard Hat Jay. Jay is lucky to be around since he's tried to hold up a 50 ton girder with his head.

BE ALERT STAY ALIVE

At Squaw Valley, progress on Harold Peterson's job is too good, as it seems he will complete the roof on the Ice Arena

Jobs Awarded

SALT LAKE CITY, UTAH, Contracts awarded as follows: (1) to Strong Co., Springville, Utah, \$797,215, for ptmx. bit. surf. rd. & 1 conc. & stl. brdg. 123.68' to 0.0'.—(2) to Gardner Const. Co., Littleton, Colo., \$1,153,403, for const. 3" ptmx. surf. rd., conc. & stl. Overpass, RC struc., etc., Ogden Utah.

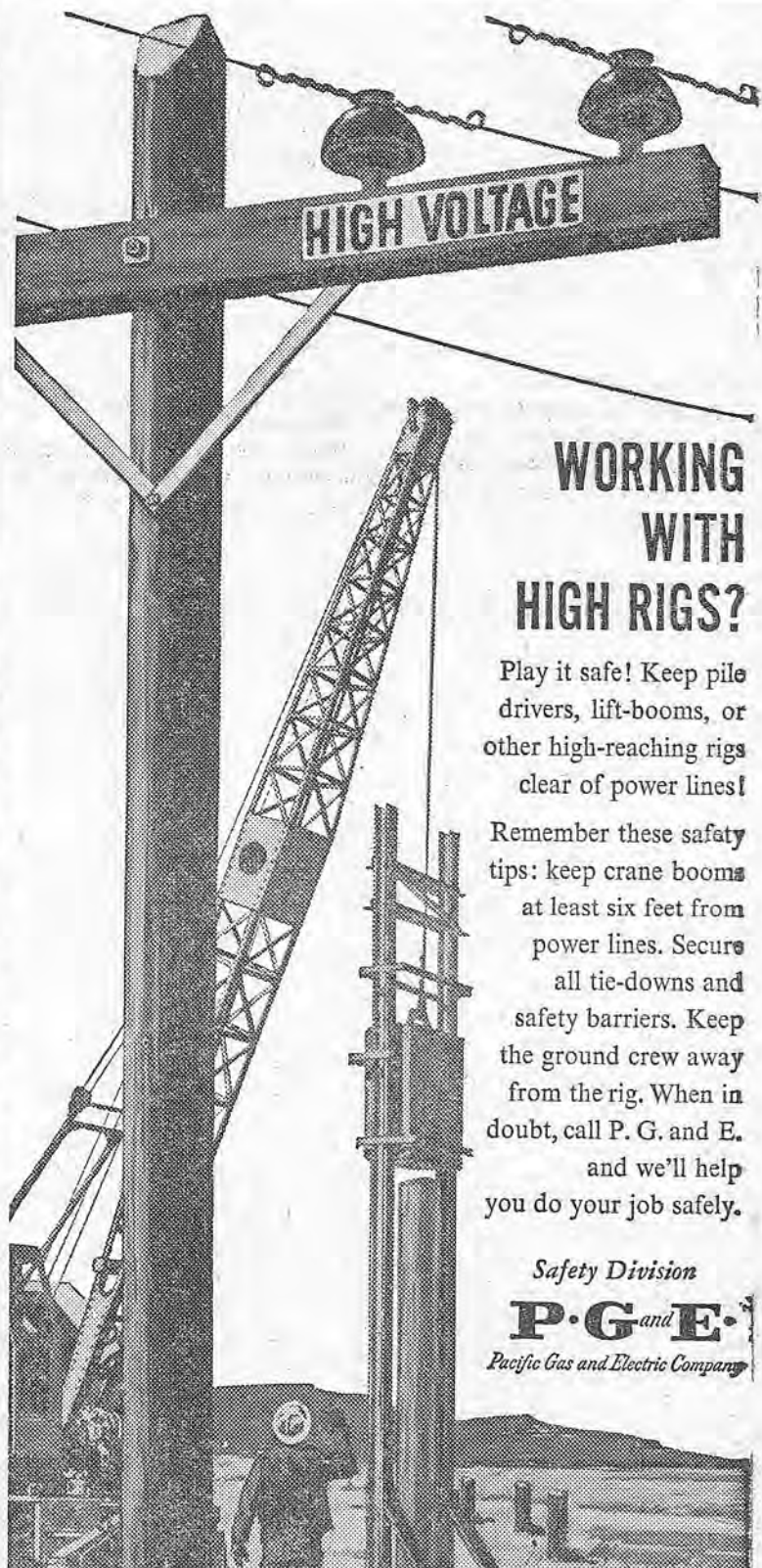
SALT LAKE CITY, UTAH, Contract, awarded to Thorn Const. Co., Box 111, Springville, Utah, \$636,708, for levee const. & chann. impvt., Jordan River Proj., Salt Lake City, Utah.

SOLEDAD, Contract awarded to L. B. Pipes, 2756 So. Elm, Fresno, \$217,370, for Industrial Bldg. at State Prison, Soledad.

MILLBRAE, Contract awarded to Bragato Paving Co., 500 Bragato Rd., \$34,533, for impvts. on Broadway & Ludeman Lane in Millbrae.

SACRAMENTO, Contract was awarded to Olympian Dredging Co., 525 Market St., S.F., \$84,930, for furn. and operate clamshell dredging plant in Suisun Bay and San Joaquin River and channels, etc.

to finish his Sewage Plant at Tahoe Valley before the cold weather sets in.



WORKING WITH HIGH RIGS?

Play it safe! Keep pile drivers, lift-booms, or other high-reaching rigs clear of power lines!

Remember these safety tips: keep crane booms at least six feet from power lines. Secure all tie-downs and safety barriers. Keep the ground crew away from the rig. When in doubt, call P. G. and E. and we'll help you do your job safely.

Safety Division

P. G. and E.

Pacific Gas and Electric Company

LOOK UP AND LOOK OUT FOR POWER LINES

UTAH NEWS ROUND-UP

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

During the past month, I have been greatly encouraged and enthused with the cooperation and results we have had, through the combined efforts of the members and business representatives, in obtaining several new agreements with various contractors here in the State of Utah. This is only the beginning and we are counting on each and every one of you to submit information and facts to us which will enable us to strengthen our ranks. Report any complaints or violation of agreement to the nearest office or business representative immediately. Know your agreement, so that you will be able to assert your rights and privileges. On the other hand, be conscious of the rights of your employer which he must have in order to turn out the kind of a job you will both be proud of.

I wish to remark at this time, that you members working in the state of California and other states which do not have the so-called "Right to Work Law", are indeed fortunate. We here in Utah are faced with some difficult problems because of this confining law, and in order to combat this vicious hoax it will be necessary for all members to become acquainted with the facts so that a solid line can be formed within our ranks so that we can protect the precious rights we have gained through years of hard work. We do not intend to lose them.

At our last Kennecott membership meeting, we had a turnout of two hundred members. This was very gratifying. Let's double it at the next one.

We are happy to report that Hood Construction Company has started at Coalville on the pipeline. This will cover twenty-four miles from Yellow Creek, Wyoming to Coalville, Utah. Cecil Jernigan is the spread boss and to date our relations with this Company have been splendid.

The International Pipe-line Agreement reads that we can furnish 50% of the men on this project; however, we have not had enough experienced pipeline operators to fill the orders. These orders include such classifications as sideboom operators, cleaning machine operator and dope machine operators.

Also, we did not have an experienced pipe bending machine operator; however, the spread boss was kind enough to take one of our members, Walt Wagstaff, and give him a chance to qualify. To date he is still on the job.

Ken Vernon, sideboom operator, and a long time member, was slated to go to work for Hood Const. Co., but in the meantime, he and a partner decided to buy a scraper. Good luck to you, Ken, and we hope it really pays off.

Following are members who are on the job at this time; William Dorrance as greaser, (we will have two on the job this week sometime); Milton Hatch and Edward Ballow are oilers on the trencher — day shift, (they are twelve hour shifts); Joe Crebs and William Markus are on the night shift as oilers; Clarence (Fagin) Rehn is trencher operator on the 1st shift, (he has operated trenchers on pipelines for years; Lloyd Crittenden, Carlyle Nelson and Jesse Blythe are dozer operators; dope pot firemen are Edward Hill and J. L. Allen. In addition, we have George Carter, sideboom; Kahley Construction Company Joseph Spiker, sideboom; Johnny Spiker, sideboom; I. N. Carter, boss; Joel Oviatt, boss; Francis Hamilton, boss; B. H. Keller, boss; Dick Odle, boss; John Barnard, boss; kinda adds up to

many chiefs, few Indians.

NORTHERN AREA

To the North, things are pretty much the same. A bid of \$41,864 submitted by the F. W. of Salt Lake City was low in recent bidding for the construction of two new reservoirs in Brigham City's \$2,500,000 water and power development program; however, the contract will not be awarded until the engineers have checked estimates of all bidders. The two reservoirs will be situated in Box Elder Canyon. The upper of the two will be in the vicinity of the present power house intake and will have a capacity of 25,000 gallons. The second reservoir will be down the canyon just above the existing power plant with a capacity of 500,000 gallons.

Bids were opened in Layton on August 17, for the installation of sewer line. This work included furnishing and laying of 4500 feet of eight inch sewer line and appurtenances structure.

On Aug. 19, bids will be let on Lucin, Earth Dam, etc., and appurtenances. Estimate quantities: 186,000 cu. yds. embankment material; 9950 cu. yds. rip rap; 5000 cu. yds. gravel blanket; 23,000 cu. yds. excavation, located on West Fork of the Grouse Creek Dam.

Wheelright Const. Co. were the low bidders, \$170,497 on the Brigham City reinforced concrete pressure pipe. Box Elder aqueduct bids were opened on August 6th.

Wheelright Const. Co. of Ogden has started work on the reservoir at 29th and Buchanan Sts. in Ogden. George Ripley is doing the dozer work for them and Ralph Shumway is running the DW 10. Out at Liberty, Wheelwright is really rolling with the gravel on his road job. Brother Harvey Buist is on crusher, Brothers Nyle Bywater and Herman Furt doing the oiling. Brother Delbert Bock is doing his usual fine job of feeding the crusher with the old TU dozer.

In telling you about the work at Willard Bay last month, we mentioned several of the Bros. that were operating the DW 20's and so we'd like to mention a few of the Brothers who are operating the cats. Glen Knuzler is running a dozer along with John Elliott on a D-9, Lytle Diederickson on a D-9, George Jardee on a TC 12, as well as Norman King and Terrance Westley on TC 12's, F. L. McNally and L. T. Garret on patrols.

With Brewster's job on Willard Bay we have a fine crew of DW 20 men including, Emerson Reid, Jim Wright, Tom Tackett and Bill Frankos with Nick Nempolis on cat. Eddie Narovich is making the haul roads with the No. 14 Patrol. When this crew is beefing, which they usually are, I know they are happy; regardless, they are a fine bunch of Union Men.

Miles & Son, sub-contractors on the Brewster's job at Willard Bay, are moving lots of dirt too, with the help of Bro. Leroy Dowdle and Paul Roberts on the Michigans; Ivan Albretsen and Frank Wallace on the dozers; H. V. "Doc" Lumby and Omer Williams, Harl Stewart and Bill Wright on patrols along with several more brothers.

Up on Sorenson's job at Woodruff we have finally got a good crew of men to get this job finished. Brothers Dent Parker, Jimmie Little and Bud Richmond are doing the honors with the patrols, Brother George Turner is handling the greasing, Bro. Pres. Sheldon feeding Bro. Kelly Crosley's crusher. Brother Merl Provostgaard is doing his usually fine job with the pull. Another fine crew for any company.

Brothers, on my recent survey of the Northern Area, which I have been assigned to, I find a number of conditions which are deplorable. After contacting members and certain contractors, I find that we have a big, big job ahead of us. Every member is desirous of having California and Nevada's wages and conditions. We know that the only way to reach this goal is through our membership. The business representatives can never hope to accomplish this alone—we must have the support and cooperation of every member in order to tighten our membership. We have some very fine and capable officers in Local No. 3 and the only way we can show them our appreciation in what they are doing is to get behind them and PUSH, UPHOLD and ENFORCE their ideas. When your business representative comes on the job, DON'T run and hide. Come and introduce yourself and let him know your problems, if you have any. If you are satisfied with the way you are being serviced, pass the word around. Contact some of your neighbors and friends who may be working at plants or shops without union representation. We should all be proud of the fact that we are fortunate in having the privileges and conditions which Local No. 3 offers us. If I haven't had a chance to get around to you, please know that I intend to before long. This is a big area and it will take a little time to get around.

PROVO AREA

The job situation in this area is below normal for this time of year. However, when the steel industry settles their negotiations, (which looks rather far off at this time), Consolidated Western should employ a number of men.

United Concrete Pipe Corp. still has a full crew in the yard, but the shortage of steel will eventually cut their operations unless steel settles.

The operators for Gibbons and Reed Co. on the Orem Freeway have worked themselves nearly out of a job. This has been the only local job in the Provo area of any size this season, and has kept around fifty operators busy for five months. We could surely use one or two more like this one.

At this writing Morrison Knudsen has Russell Culp as Supt., Rupert Dziuk as grade foreman, Harold Johnson, dozer, Frank Warwood, dozer, Orval Gillan, dozer, Max Anderson, drill operator, Carence Wiggins, greaser. M. K. is also moving dirt at Stanaker Dam and Vernal until the frost shuts them down this fall.

Strong Co. has three operators on their job, that is just getting started between Roosevelt and Gusher. Lee Gillman, foreman, Clyde Miller, dozer, Max Smith on the rig and Bill Marshall oiling. They plan to move more equipment in from the Hatch job, as soon as they can turn it loose.

Wilson Smith Co. has about three and one half miles of road at Mountain Home, Utah with the following Brothers moving the dirt. Curtis Walker, supt., Clarence Oman, dozer, Clarence Hansen, patrol, June Edwards, pull, John Jones, dozer, Leland Anderson pull and Dean Braithwaite, Mechanic.

It is with deep regret that we report the death of two of our Brothers from Provo. Nolan Johnson and Eugene Carter. They both met with accidents on the job. Brother Johnson was killed when a loader overturned and Brother Carter was pinned under the track of a unit backhoe. Both of these Brothers were in good standing and our sympathy goes to their families.

I would like to remark at this time that all members should feel a certain sense of obligation toward the strengthening of our agreement. If a new man appears on the job, ask to see his clearance or his card. Also, it is very important to know whether the contractor you work for has signed an agreement with the Union. If he has not, your Health and Welfare benefits will be jeopardized. Because our work is seasonal, we must build up our hours during the peak of the season.

SOUTHERN UTAH

Floyd Whiting is getting a good start on his job at Helper with thirteen good operators doing him a good job. The going has been very rough what with the power and telephone poles as yet not moved. This job may have to be shut down till the poles are moved; we hope not.

General Contractors Inc. job at Koosharem has a good crew of engineers with Joe Young as superintendent. This Company has taken up all the good habits of the Young & Smith Company.

Germer, Abbot and Waldron is off to a good start at Eureka. This job runs west on Highway 36 and is a shoulder job with only two feet on each side but with lots of miles.

Strong Company has put on the second shift; but what a problem to get men to take a job that is out of town. This job is at Hatch and is a very good dirt job. Western Knapp still has some operators busy with not much work left to be done.

M. K.'s job at Ash Creek is about completed with only four

operators left on the job. Mendenhall has all his black top started and with fall weather looking him in the face, he is working six days, ten hours, with some of the men getting twelve hours or more. This is a very good job till the snow flies.

Wells Cargo Co. is still going two shifts, forty hours a week. They have been very concerned about the weather. The State was going to stop the job on October 1st. This has been a great concern to all of us.

Ralph Prout has a job at Zion National Park. The traffic has held him down most of the summer, but he said they were going to let him go after Labor Day.

The Glen Canyon Dam job is still out on strike and things don't look too good for an early settlement.

Whiting & Haymond still have a good crew of engineers on their job at Delta. There have been a few problems on this job.

CEDAR CITY IRON MINES

Although no ore is being shipped from the Iron Mines, stripping operations still continue on two shifts at the Iron Springs Mine. On shovel is "Big Mac" McCall and Stan Bryan, oiling are Max Getz and Reid Johnson. On cat are Julius Dennis, Jerry Gower and Verl Kelsey.

The company is doing everything it can to make work for the men. Exploration work at the Comstock Mine is taking care of some. Donel Hunter is (Continued on Page 11)

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UTAH ROUND-UP

(Continued from Page 10)

on the Back Hoe there, Harry Rhodes and Tone Fife are on cats. Two drill crews—Wilmer Anderson and Gordon Heyborne and helpers are at Iron Springs an dtwo more drill crews—Bill Hills, George Vandenberghe, Al Iverson and Jess Naegle have gone to Nevada to do some exploration work.

As yet no mechanics have been laid off at either job. The company is taking advantage of the steel strike to do some overhaul work on the plants and equipment.

Superintendent Ed DeMoss brings word back from San Francisco that work will continue on until the end of September at least, without any more layoffs. Most of the brothers that have been laid off at the mines have been placed on other work in the area.

We're sorry to hear about the son of Bro. Julius Dennis being in the hospital with a broken back, a result of an automobile accident, and wish him a speedy recovery.

Glad to see Brother Harris Nelson back on the job after a very serious eye injury received while he was on vacation.

KENNECOTT COPPER

As we all know, the International Union of Mine-Mill and Smelterworkers and some other Unions who are members of the Unity Council, pulled a strike on August 10, 1959 at Kennecott. By this strike, we in the Operating Engineers were forced out because there is no work available for us.

We are happy to report that the Department of Employment Security has found that we are eligible to draw unemployment compensation during this strike. Many hours and hard work by your Business Representatives have gone into securing this. We are thankful that the negotiating committee were far sighted enough at the beginning of negotiations this year, to place us in a position which enables us to receive this unemployment compensation.

Previous to this strike it was repeatedly stated at our membership meetings that in the event of a strike the members of this Local employed at Kennecott would have the opportunity to place their names on the Un-

Santa Rosa

(Continued from Page 5)

permit in the form of an endorsement on your drivers license. This protects our jurisdiction bros. so it is advisable when this special representative is on your job for you to make every effort to obtain the endorsement.

NEW WORK

Well, yes we can report on one job in the area that should help some of the brothers. Guy F. Atkinson was low bidder on the Healdsburg By-Pass job at \$2,240,793. The details were in last months issue so there is no need to repeat myself. At the job conference Ray Atkinson explained that he would be the project manager and it would depend on the weather as to how much work they would do this year. It does look however; that the job will consist mainly of rubber—I sure hope so. The main portion of the job should be completed by this time next year. Please don't flock into this area brothers—we still have a long out of work list.

Other new work in the area includes Walter Lenkeit who was low at \$86,440 to construct a bridge and approaches near Cazadero.

Johnson Drake and Piper low

ion out-of-work list. Many of the men have done this and they are being dispatched to jobs in their turn.

Sometimes, due to the necessity of getting men on certain jobs immediately, the dispatcher often has to call several men in order to fill the job. It is advisable to make yourself available at all times so that you will receive any calls from our office.

To date we have had only one negotiating meeting with Kennecott since the strike began, but we are ready and willing to meet at any time. The local issues are very nearly completed, leaving only the economic issues.

ALL MEETINGS WILL BE CALLED MEETINGS.

Oakland

(continued from page 4)

twenty five to thirty engineers working on this job.

C. C. Moore at Pittsburg P. G. & E. Steam Plant has started the second boiler erection. This job will run for another fourteen months. Herrick Iron Works has all the stairs and railings to be erected on this boiler. Kellogg has just completed the second stack on the same project.

News About The Brothers

Bro. Norman Jones was hurt on the job in August while setting boom on dolly. A timber fell and crushed his right arm. Bro. Jones is getting along fine and will be back to work soon.

We are glad to report that Bro. August Testi is back to work after a lung cancer operation a year ago. We want to wish Bro. Testi a complete recovery and continued good health.

Bro. Roy "Pop" Alexander fractured his shoulder on the job while working for Hammond Iron Works on August 28th. "Pop" has his arm out of the sling already and is almost ready to go back to work.

We also want to wish Bro. Homer Farrar a speedy and complete recovery from his heart attack that he suffered recently, and hope to see him back to work soon.

Bro. H. T. "Pete" Peterson recently under went a major spinal operation in which three vertebra were fused together and bone was taken from his hip and grafted in. After spending three weeks in the hospital he is now convalescing at home.

Bro. J. W. "Bill" Barr is very seriously ill at the Providence Hospital in Oakland with a lung infection. We sincerely hope Bill a speedy and complete recovery.

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at \$667,410 for Radar Facilities at Point Arena.

Work for this area is still slow and has changed very little since the last report.

COPE (Committee on Political Education) Tickets still for sale—Do you have yours yet?

Blood Donors — JUST A WORD OF WARNING — OUR SUPPLY IS BECOMING LOW.

THE NEVADA ROUND-UP

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

The Silver State Construction Company, better known as Andy Drumm, Jr., seems to be out in front as usual with the number of contracts going in the great State of Nevada. Drumm's job west of Eureka, Nevada, on Highway No. 50, is just about in the finishing stages. Brother Al Montrose is on the blade putting a few finishing touches on the shoulders and driveways. Also Bro. Charles Melendy is doing a bit of work on this job leveling off the borrow pits and trying to help the farmer out on some of the approaches and bossing and hollering around giving everybody a bad time as per usual.

Drumm's job east of Eureka, Nevada, on Highway No. 50 over Pinto Summit seems to be going along in the good old highball fashion. I understand "Scorchey" was out on the job raw-hiding some of the dear brothers back into their usual Drumm stride as he has been off the job for a few weeks for a little relaxation; however, with Mr. Jack Beach, Bro. Joseph (Chip) Montrose and Bro. Joe Solaegui pushing the job, they really get the muck moved. Now that Joe Ripoli's with the DW-21 spread and with the good operators such as Brothers Fred Spaulding, Billy Fritz and Bro. Mike Gabiola that's a real 21 spread in a dirt moving outfit; also, in age range they are all around 21 especially when they are in town whooping it up. Now the old W-Scraper spread is different for between "Chip" and Bid "Cousin" Bowers there is no delay, no rest periods, just dig in and keep moving, but the W-Scraper crew is a good bunch of dirt movers such as dear Bro. Joe Armas, Bro. "Tuck" Anderson, Bro. Joe Munoz, Bro. Elmer Salinas and Bro. "Jr." Anderson. They work very well together especially when "Chip" is waving his hands and handing out orders. However, they have to look out for "Cousin" for he is in the way most of the time trying to drive a stake or two. If not that then his pick-up is parked in the wrong place. Bro. Henry Tonn is on the N.W. Shovel. That fellow is a real digger in a rocky cut. He never stops, trucks or no trucks, he is digging all day.

Gibbons & Reed's job at Ely, Nevada is almost completed. Just the guard rail crew left on the job.

Wells-Cargo, Inc. highway job that Dodge Construction, Inc., subbed at Wells, Nevada, on Highway No. 93 is well along. Most of the excavation will be finished by the time this paper will be out. However the gravel pit crew, the finishing crew and the hot plant crew have quite a lot of work left to do on the job.

Dodge Construction, Inc., Iron Mine near Lovelock, Nevada, is running along fairly steady. Two shovels are working in the Iron Pit feeding the crusher. One shovel is loading out the iron ore to be hauled to the R. R. loading ramp. One dozer and the crushing crew and a couple of brothers are working at the R.R. loading ramp. Bro. H. W. Pardick, the office manager, scales man, boss man and "Roustabout boy", has a full time job, but he is an outstanding person for the Dodge outfit.

Mineral Materials Company is running on a small scale, one shift. Bro. M. D. "Doc" Mello is on the dozer, the Michigan loader and what have you around the outfit, but he is just the "M.D." that can take care of things on the job and around town also, he is quite the man around Lovelock, Nevada.

John Pedro Company has quite a stripping project for the Eagle Pitcher Company north of Lovelock, Nevada.

Wells-Stewart Construction

Company, Inc., has started to lay the gravel on the Mt. Rose Rd. Bro. "Link" Harris is on the blade. Bro. Frank Gillespie has his crusher and outfit on the job, crushing the gravel for the Wells-Stewart Highway job on the Mt. Rose Road. Frank has a real crushing outfit and he is just the boy that gets the rock crushed out and up to specifications.

LaGrange Construction Company has started laying the hot stuff on the new housing project across the street from Oliver's Club on Highway No. 50 near Stateline, Lake Tahoe, Nevada. Bro. I. A. Creegan is on the spreader and Bro. Harry White is the screed man. Thats a real crew for spreading hot stuff.

Bro. Bud Jacobsen, sometimes known as "Delicate Bud" is in charge of the Necon job on the Peavine Dam site. Bro. Fred Hunter and Alvin Travis are on the rubber tired rigs. Bro. Harold Reynolds is on the D-9 pushing the pulls. They are stripping off the dam site and after that the real work will start, at least thats what Bud tells me.

SHOPS

Negotiations have been completed with Isbell Construction Company for a contract covering their Reno, Nevada, shop. An Agreement was reached for a three year contract, with an 8% increase in wages each year, beginning August 1, 1959, and additional vacations benefits. There were also various benefits gained in the working structure of the agreements, fringe benefits of vacation and sick leave. Another item of importance is the fact that we negotiated the "Agency Shop Clause" into the agreement this year. This Agreement was ratified and accepted by the membership working at the Isbell Shop and they have signified that they are satisfied with the new Agreement.

Bros. Local Union No. 3 was successful in two elections held by the National Labor Relations Board in Reno on August 27, 1959. Elections were held at the same time for employees working for the Sierra Machinery Company, Inc., and the Sierra Engineering Company, Inc., at their Reno shops on Morrill Ave. in Reno. Local No. 3 won both elections by almost a unanimous vote. We are now holding meetings with the employees working at these two operations and are in the process of negotiating a contract. We have submitted a proposal to the employers and will have another session with them around September 14, 1959. We are confident that a fair agreement will be negotiated because of the support that we have from the men on these operations. We wish to take this opportunity and thank each of the employees for their vote and support and ask that they continue supporting their local union.

We are in the process of organizing various other operations in the Reno District and have been conducting an organizing drive during the past month. We are getting good results thus far and hope that the

trend continues.

At Marlette Lake, in Washoe County, just above Lake Tahoe, Helms Construction Company is busy putting in the steel pipeline for Curtis Wright Company, they have about ten men on the job and are going along very well.

Nevada Contractors, better known as Mel Schwake's outfit are raising the dam at Marlette Lake 22 feet. This will be a small job and require about 20,000 yards of material. Schwake will have ten men or so on the job after it gets underway. He should have the job done in about three weeks. Edwin Haase and the Hellwinkel bros. are the operators on the job at present.

At the Fallon Naval Air Station things are really moving. Operators are all over the area like bees on a hive. Gordon H. Ball Company is hard at work on the concrete paving of the runways. Marin Rock is working steadily crushing and screening the rock for the concrete plant and are supplying the aggregates for the Ball operation.

Gibbons & Reed Construction Company of Utah has moved in and their crusher operation is going. They expect to double shift the crusher next week. They are presently setting up the hot plant and want to start paving as soon as possible. The Gibbons & Reed job consists of re-surfacing some of the existing east-west runways.

Redwoods Busy

(Continued from Page 12)

ty Building Trades Council, and Leonard Cahill, president of the Redwood District Council, Lumber and Sawmill Workers. Albin Gruhn, secretary of the Humboldt-Del Norte Central Labor Council, was master of ceremonies. Harold Pavey headed the barbecue committee, Max Vance was chairman of park arrangements, and E. V. Griffith acted as publicity chairman.

Mrs. Anderson, the lieutenant governor's wife, was presented a redwood burl salad bowl gift. Also in Anderson's party was his personal secretary, Carl Diesentroth.

Following the celebration, the lieutenant governor and his party returned to Sacramento by chartered plane.

May we say, "come back real soon, you are such nice people. We enjoyed your visit so much and am sure you both are an inspiration to all who have had the opportunity to be with you such as we had; good health, happiness and success be with you both always."

CARSON CITY, NEVADA, Contract awarded to Silver State Const. Co., P.O. Box 191, Fallon, Nevada, \$339,738, for 13.427 mi. const. por. secondary hwy. sys. SR8A, betw. 21 mi. SE of Oregon-Nevada State Line & 34.5 mi. SE of Line, HUMBOLDT COUNTY.

MATHER AFB, Contract was awarded to Harbison & Mahony, 220 Sandberg Dr., Sacto., \$374,324, for const. elec. emerg. pwr. bldg. & elec. distrib. sys. at Mather AFB.

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Member A.G.C.

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

REDWOODS STILL AT PEAK

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

Work in the Redwoods is still rolling along in good order; of course the same old thought is, when is the rain coming? As most everyone knows we usually get a couple days of rain during the month of September and we expect we'll get it this year, too. After this little rain, we can most always plan on a month or more of real good weather. We sure hope that the Bros. who winter in other areas won't take off as soon as the first drop of water falls and miss the chance of a few weeks work after it's over, so Bros. stick around awhile if we get a little rain and see how long it lasts.

Well lets take a look around the area, up Crescent City way there isn't too much going on except for small jobs. Arthur B. Siri will have Pacific Ave. completed by the time this goes to press, a real improvement to say the least. Peter Kiewit & Sons' getting started on the little bridge job at Gasquet. These small jobs are always welcome, they all provide work for the Bros. We all have hopes of some drastic changes being made on Hiway 199 into Oregon in the not too distant future. Arthur B. Siri should have their job on 101 at various points north of Klamath sold by the time you read this.

Coming on south to Trinidad we find Delphia-Early & Crow going like mad to get as much dirt moved this year as they can, but from the looks of the slides and potential slides they may wind up with as much force account yardage as their is in the original contract.

The Bros. on the job say, "Let her slide we're glad to move it, that's what we are here for."

Mercer-Fraser making good progress on the parallel strip on 101 at Mad river north of Arcata.

Going east on Hiway 299 we find the State Honor Camp job at Lord Ellis coming along in good order. All the rigs on this job are rental and operated by the Bros. except for two State cats. A little farther east, Bro. Tom Hull doing his best to complete his big culvert job at Lupton creek. Mercer-Fraser has cleaned up their job at China slide on Hiway 299, east of Willow creek.

James Clack trying his best to get that access road at Bluff creek completed this year, and get it sold.

Peter Kiewit & Sons' the low bidder with a bid of \$622,036 on the Martins Ferry bridge should be in gear by the time this goes to press. This is going to be a high-line job and Bro. she is really back in the brush.

In and around the Eureka—Arcata area there is plenty of activity but all small jobs, here and there a street being paved or widened or both, lot leveling, sewage of water lines being put in, or a building going up such as the new Court House or a hospital addition, a new school here and there, new city hall, or a small housing project, even one that is supposed to be near \$20,000,000 if it all comes to pass, near the new Municipal Golf course, all of this helps to keep the Brothers on the payroll.

As we go south we find Norman I. Fadel, Inc. over half finished on river revetment and flood protection at Sandy Prairie near Fortuna. This job is going good hours with DW-21 & D-8's & D-9's all over the place. They are making good progress with the rip-rap which is being hauled from Yarger creek at Carlotta.

Out Bridgeville way Al Erickson Co. ready to pour concrete on the bridge on the Blocksburg road. Marlin Tryon has a shovel, 2 cats and some trucks on County rental on this road. Bro. that

road sure needs it, sometimes you wonder how the car takes it. Humboldt County is doing their best to take care of the places that most need repair and realignment.

Erickson-Phillips & Weisberg going along fine on the bridge at south Scotia, should have the piers and abutment poured before the bad weather comes.

Mercer-Fraser Co. making good time on the little bridge south of Pepperwood on 101. This Company also has the filler material, cement treated base paving and structures on sub-contract from Morrison-Knudson on 101 from Dyerville to Myers Flat. Morrison-Knudson sure is rolling to say the least with rubber & cats. They are having their problems with the "stab" trenches, old man mountain won't sit still for them to get filler material, pipe & back fill in. They plan a much larger force and much more equipment in the spring.

We almost forgot one of the big ones, which is A & E Paving doing the surfacing from Singley Bar to Fortuna, working lots of hours and really laying that blacktop down.

We want to take this opportunity to give Bro. John Kiper a good slap-on-the-back for the way he has cleaned and dressed up that American crawler on the Fluor Corp. job at Scotia. The rig is on hook work and not too many lifts a day, but John has the oiler cleaned and scrubbed and painted this rig until it really sparkles inside and out. We're sure the operator, Farrell Vanderhoef helped some too, when he could, it sure is something to be proud of. It would pay some other Brothers to take note.

Lieutenant Governor Glenn M. Anderson told a Labor Day audience at Sequoia Park he believes in a strong labor movement as a necessity for protection of working men and women.

Approximately 2,000 persons attended the picnic and barbecue sponsored by the Humboldt-Del Norte Central Labor Council and heard Anderson pay tribute to the people who helped elevate labor to the position it holds in the nation today.

"It is no accident," Anderson said, "that Labor Day belongs especially to those who have banded themselves together in the fraternal association of labor unions."

The day-long picnic and horse-shoes, softball and games for children. Later in the afternoon Musicians Local 333 gave a band concert.

The Rev. Father Michael Cleary gave the invocation, followed by the pledge of allegiance to the flag by Ronald Giddings, Eureka boy scout. Welcoming address were made by Councilman E. M. Bistrin for the city of Eureka, and Sam Merryman, Jr., chairman of the Humboldt board of supervisors, for the county. Eureka City Manager Robert Williams also spoke.

On the platform with the speakers were Supervisor E. M. Petterson, Councilman Burr Cannam, Senator Carl Christensen, Jr., Frank Lawrence, chairman of the Northern California Panel of the California Industrial Accident Commission; Eugene Falk, president of the Humboldt-Del Norte Central Labor Council; Kenneth Brooks, president of the Humboldt-County

Field Survey Notes

SANTA CLARA SURVEY PACT

By AL BOARDMAN
and ART PENNEBAKER

Final agreement has been reached with the Associated Civil Engineers and Land Surveyors of Santa Clara County on the 1959-1960 collective bargaining agreement. The new contract provides for two additional paid holidays — Washington's Birthday and Admission Day, bringing the total number of paid holidays to eight. If any holiday falls on Sunday, then the Monday following shall be observed as the holiday. Should any holiday fall on Saturday, then the preceding Friday shall be observed as the holiday.

Also, when the Employer requires an employee to use his own personal automobile to haul materials and/or men, he shall reimburse such employee at the rate of ten cents (10c) per mile. Said mileage to be computed from the Employer's office to the job sites (including any use on the job site or between job sites during the work day) and return to the Employer's office at the end of the day.

In the case of subsistence: When an employee is assigned to a job site and is requested to remain over-night at such location, the Employer shall provide the employee with board and lodging without cost up to, but not to exceed, ten dollars (\$10.00) per day, including non-work days.

On pensions: Effective August 1st 1959 payments to the pension fund shall be increased to ten cents (10c) per hour.

Wage Scale effective August 1, 1959:

	pr. hr.
Sen. Chief of Party	\$3.88
Sen. Inspector	3.88
Chief of Party	3.58
Inspector	3.58
Instrument Man	3.48
Field Asst. (Class I)	3.16
Field Asts. (Class II)	2.93

This is a one year agreement in effect until August 1, 1960.

This month the brothers working under the Steel Erectors Agreement ratified a new contract with the Employer which is of interest to the Technical Engineers.

For the first time, Technical Engineer classifications have been negotiated into this agreement.

The ground was laid about a year ago with Bethlehem Steel on a state building in Oakland. An attempt was made to put Technical Engineers on that job. The Employer refused to discuss the situation. The operator and oiler on the job felt that the Technical Engineers were not getting a fair shuffle so they buttoned up the rig and went home!!! They invested a week's pay to force the Employer to just sit down and talk over the situation. Because your brother Union members invested that week's pay, the Technical Engineers are now a part of the Steel Erectors Agreement. We thank all the Brothers working in the steel erecting industries for their help. This is a great advance for the Technical branch of the Operating Engineers Union.

We regret to inform the friends of John Birmingham that he is no longer of this world. John was a life long union member and was one who could be counted on when the going was rough. We will miss him very much.

FRESNO DISTRICT CONTINUES BUSY

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

The month of September finds most of the Brothers busy in the Fresno area. There have been more engineers at work in this area this year than ever before. Many of the smaller cities throughout the area have been spending a little money on curb and gutter work and small street improvement jobs. These jobs are usually of short duration and the brothers are reluctant to take them.

Bechtel Co. on the Mammoth Pool project continues to be the largest employer in this area, they are continuing with a full crew until the job is completed. At this writing there remains approximately 400,000 yards to go into the main dam. They also have a large spillway to complete and headgates to install. They also have some good road work to do in the area.

Macco Construction are keeping a crew busy on gunnite work on this job. Consolidated Western Steel Co. have completed installing several hundred feet of penstock in the outlet of the tunnel, they also have installed the first section of penstock at the power house. This company is presently working two shifts at Shake Flat sliding pipe into the tunnel.

Utah Construction Co. have a batch plant set up at the tunnel outlet and are pouring the tunnel lining. They will set up a batch plant at Rock Creek soon and will pour from Rock to Shake Flat. Macco Construction Co. have completed pouring footings for the power line towers on this job.

Thomas Construction Co. keep several brothers busy on their jobs at Bass Lake and El Portal near Yosemite.

Fredericksen & Kasler Co. continue at full speed on their levee job on the San Joaquin River. They are keeping approximately 35 engineers busy on this project. They have progressed to a point west of Merced at this time.

Work in the Merced area remains slow except for this levee job.

The rock plant agreements in the Merced area are presently being negotiated and we hope to have some news on these agreements soon.

The rock plants in the Fresno area continue at full speed. Griffith Company continue on two shifts at their Pinedale plant supplying rock for Lemoore Air Base and their freeway job. Griffith Co. are on the last of the many overhead structures on the freeway job from Fresno to Herndon. There still remains lots of grading to do on this job before paving can start.

South of Fresno Rice Bros. have completed Grangeville Blvd. to about a mile and a half from Lemoore Air Base. This company was awarded a contract for \$387,073 to relocate Grangeville Blvd. around Lemoore Air Base. This job has three DW20's and some compacting equipment working. This company also have 2.6 miles of road in Coalinga which they have already started.

John Fields was awarded a contract for \$34,974 on Alpine Street in Tulare, California. W. M. Lyles Co. was awarded a contract for \$147,967 in Malaga to construct a sewage collect system and treatment plant. This company is also doing excavation and pipe work for L. E. Dixon at Lemoore Air Base. L. B. Wells Construction Co. have started their road job on 10th Avenue out of Hanford. This company have six super C pulls hauling dirt and some compacting equipment at this time.

Guy F. Atkinson Co. on Suc-

cess Dam at Porterville has laid off the night shift on the DW20's due to the grout crew not being far enough ahead. The 150B shovel is still going two shifts and still have three shifts on mechanics and welders.

Flores & Perry have the sub-base material in on their job at Strathmore. They still have three international 2T75's hauling base material, two TD24's and one D8 working.

Welker & Peterson are moving lots of rock at Johnsondale. This job is working 9 hours, 5 days and should be completed some time next month.

Winston-Green on Terminus Dam out of Lemon Cove are still working on the core and digging out the upstream portal for the tunnel. Mountain States Construction has the sub contract for the diversion tunnel this job has slowed down. They are drilling on the floor of the tunnel for the pipe. It will be about 45 days before they start driving again. Isbell Construction has their cats doing pioneer work on their access road out of Lemon Cove. This is a rough road due to rock and steep country. Camco Construction have started their sewage treatment plant at Earlimart.

Griffith Company at Lemoore Air Base are ahead of schedule on the cement treat and concrete. They expect to bring two pavers in on their 99 highway job in about four weeks and start concrete on the freeway.

Aldermatt and Fredricks has two cats, two trenchers and a truck crane working on their job at Lemoore Air Base.

L. E. Dixon, at the far end of Lemoore Air Base, have the fill and excavation in for the sewage plant and also are putting up the buildings. Mobile Crane are keeping nine of the brothers busy on this job.

The Winston-Green Companies have been awarded a contract for approximately \$13 million for 3½ miles of tunnel, penstocks and an inverted syphon on the Kings River. This job will start at the after bay at Balch Camp and will end near Kirch Flat where the new power house will be built. This job will not start for several weeks. We might add there is more than enough tunnel men on our out of work list to man this job when it starts.

CARD OF THANKS

We wish to thank all of the brothers on the Mammoth Pool job for all of the kind words and beautiful flowers given in remembrance to my brother, A. R. McCrary, who was killed in an automobile accident at Cayucos.

J. D. (Mack) McCrary, and our mother, brothers and sisters

ONLY ONE BLOOD DONOR THIS MONTH! THANKS TO BRO. STUART MONCRIEF.

We are holding checks in this office for:

J. Reidenour
B. Richardson
C. F. Duncan
L. Bauer
Vance Shepherd
Irwin Anderson